Appendix A

Record of Consultation and Engagement

Appendix A-1

Summary of Correspondence

Since the Notice of Study Commencement for Highway 413 was published in February 2014, the Project Team has responded to approximately 9,000 correspondences from government agencies, municipalities, interest groups, and other stakeholders. **Table A-1** below provides a summary of key correspondences from the Notice of Study Commencement until the publication of the draft Environmental Impact Assessment Report (EIAR). Many of these correspondences were prepared prior to November 25, 2024—when the *Highway 413 Act*, 2024 received Royal Assent — and may include content and references reflective of the previous Environmental Assessment process. In addition to changes in the legislative framework applicable to the Project, there have also been changes to key terms, including the name and stages associated with the project work. It is worth noting that, although the *Highway 413 Act,* 2024, applies to all activities after November 1, 2012, there were no public consultation activities until the release of the Notice of Study Commencement in February of 2014. As such, all public consultation activities recorded in this Appendix begin after that date.

The Highway 413 Preliminary Design and associated data or conclusions contained within this Appendix reflect a specific design milestone at the time of circulation. The information provided herein is subject to change as the Preliminary Design is finalized and may not represent the most current design status. The content of this document will be updated to align with subsequent design revisions where appropriate. Please see the *Highway 413 Act*, 2024 for more information.

Table A-1: Summary of Correspondence

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
Government Agencies	Natural Environment and Species-at-Risk	Questions regarding the impact of Highway 413 on adjacent agricultural lands.	■ The Project Team acknowledges and appreciates the importance of farmers and crop production. While this project will benefit farmers, there is no denying that some farms in the area of the highway will be impacted by its construction. The Highway 413 Project Team will be undertaking an Agricultural Impact Assessment as per the Ontario Ministry of Agriculture, Food, and Rural Affairs draft Agricultural Impact Assessment Guidance Document (March 2018) to help understand and minimize the effects on the region's agricultural land. The assessment will identify best practices and resources for mitigating impacts to farmland, farm operations and the agricultural system, and will recommend measures or strategies to avoid or minimize impacts. These measures may include following lot lines, avoiding farm buildings where possible and constructing bridges with farm equipment in mind.
Government Agencies	Property Impacts	Questions regarding the water well assessments completed for the Highway 413 Project.	■ The Project Team is completing a Drainage and Hydrology Assessment and Groundwater Impact Assessment on the preliminary design of the Preferred Route, in accordance with the ministry's Environmental Reference for Highway Design. 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 available from the Ministry of Environment, Conservation and Parks as well as 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, as well as any associated commitments. The required registration or permit for water taking will be obtained during the subsequent design phase of the study in accordance with provincial legislation through the Ministry of the 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.

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
Municipalities	Provincial/Federal Environmental Assessment	Questions regarding cumulative effects for the Highway 413 Project.	■ Cumulative effects assessment (as of November 2023) 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 the project's potential environmental effects, and the effects from other relevant projects or activities that have happened either in the past or are expected to happen in the reasonably foreseeable future. ■ To ensure potential cumulative impacts are identified and assessed in a methodical and complete way, 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 Nations to formalize the framework prior to the start of the assessment.
Municipalities	Property Impacts	Questions regarding the consideration of agricultural operations for the Highway 413 Project.	■ The Project Team has used a variety of resources to identify agricultural operations/businesses including direct count of properties identified on assessment data that are listed as agricultural; direct count of farm operations (building complexes) identified on air photos and verified by field survey, discussions with local landowners (at public meetings, in the field), input from farming groups and societies. In 2015, the Project Team used a survey to obtain more detailed information about agricultural operations in the study area. The Agricultural Operations Survey sought information regarding: the primary use and size of agricultural properties; additional lands used in each agricultural operations (location, size, use); which roads are used (machinery movement) and frequency of use (daily, seasonal); tile drainage (location, type of system); buildings and structures associated with operations (type, size, age); plans to increase or decrease or maintain the current size of operations; what crops are grown and crop rotation; and whether operations are certified for organic production. Survey results were used to increase the Project Team's understanding of potential impacts to agricultural lands, practices and operational linkages and helped to identify key factors in the evaluation of route and interchange location alternatives. ■ A new Greater Toronto Area (GTA) West (now Highway 413) transportation corridor cannot completely avoid impacting agricultural land in some parts of the study area since this land use is predominant in some sections. Several route alternatives were considered in each section to allow the consideration of impacts and benefits based on a variety of factors. Please note that the Reasoned Argument Method was the primary approach for evaluation and determining the Technically Preferred Route. This method allowed the Project Team to qualitatively put as much or as little emphasis on criterion depending on the features of the area. Relating to agriculture, the evaluation of the short list of route alternatives included an assessment of: ■ property impacts including encroachment, severance, fragmentation of a parcel, and displacement; ■ long-term alteration/disruption; ■ change in area character/aesthetics; ■ nuisance effects; ■ change to access/travel time; ■ change to facilities/utilities/services; and ■ loss of agricultural facility (barns and ancillary buildings).
Municipalities	Highway Design	Requests for the shapefile of the Highway 413 Preliminary Design and Focused Analysis Area. Questions around highway design, including construction timelines, and the short list of route alternatives.	**Highway 413 Shapefile Sharing** ■ The Project Team provided a data sharing agreement and a shapefile for the Highway 413 Preliminary Design.

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up

		Questions related to specific areas, including considerations of impacts to designated employment lands in the vicinity of Coleraine Drive, and consideration of the Halton-Peel Boundary Area Transportation Study.	**Project Timelines**
			■ Currently (as of November 2023), there is no commitment to a timeline for additional design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method and timing of environmental clearances and permits.
			Highway 413 Technically Preferred Route
			■ The Project Team considered many trade-offs to determine the Draft Technically Preferred Route. We undertook a rigorous and comprehensive evaluation of the short list route and interchange location alternatives, which used the following steps:
			  ■ Identify the potential transportation benefits, costs and environmental effects of the alternative;
			  ■ Develop and apply avoidance, mitigation, compensation and enhancement measures to address the environmental effects;
			  ■ Determine the net effects on the environment (natural, socio-economic, land use, cultural, transportation);
			  ■ Rank the alternatives within each of the 9 sections of the study area; and
			  ■ Review evaluation tables, rankings and net effects to determine and rationalize the Draft Technically Preferred Route in each Section.
			■ The Draft Technically Preferred Route was the result of the consideration of a range of technical disciplines including Fish & Fish Habitat and Terrestrial Ecosystems, Groundwater, Surface Water, Air Quality & Climate Change, Agriculture, Land Use (Socio-economic, Community, Resources), Noise Sensitive Areas, Contaminated Sites & Waste Management, Major Utility Corridors & Pipelines, Landscape Composition, Built Heritage & Cultural Heritage Landscapes, Archaeology, Transportation System Capacity, Transportation Reliability, Safety, Mobility and Accessibility, Network Compatibility, and Engineering.
			Land Use
			■ The Project Team recognize that there have been changes in land use and development status during the time that the GTA West Environmental Assessment (now Highway 413) was inactive. All changes to the subject lands in the vicinity of the Coleraine Drive Interchange were not fully considered when evaluating this interchange alternative and developing the 2019 Focused Analysis Area. When considering this new information, the GTA West Project Team notes that the proposed interchange portion outside of the Route Planning Study Area, as shown at Public Information Centre #2, has significant impacts to commercial and industrial properties. Alternative options for this proposed interchange location are currently being reviewed by the Project Team. Updated mapping to reflect these changes will be made available when the Preferred Route and Focused Analysis Area are confirmed in 2020.
			■ The Project Team is continuing to assess and evaluate the short list of route alternatives using a range of criteria related to the natural environment, socio-economic environment, cultural environment and transportation and cost considerations. The congestion issues through Norval have been noted and are being considered as part of this evaluation. Please note that some of the GTA West route alternatives reflect the essence of the Halton-Peel Boundary Area Transportation Study recommended road network and the Norval by-pass, and the project team will continue to consider this network compatibility and integration while evaluating the short list of route alternatives.

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
Interest Groups	Provincial/Federal Environmental Assessment	Request to designate the GTA West Project (now Highway 413) for a Federal Impacted Assessment under the Impact Assessment Act, as well as an update on the overall Highway 413 project schedule.	**Environmental Assessment** ■ The Environmental Assessment is currently in the planning and preliminary design phase, which represents an early stage of the overall process. This phase was expected to be completed by the end of 2022, but the schedule is currently being revisited given that 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 is in communication with the Impact Assessment Agency of Canada to clarify next steps. A designation of the Highway 413 project under the Impacted Assessment Act does not replace the provincial Environmental Assessment process underway. The provincial Environmental Assessment process is still required and we will continue with our planned public, agency and Indigenous community engagements and consultations. **Timelines** ■ The project is currently in the planning and preliminary design phase, which represents an early stage of the overall process. This phase was expected to be complete by the end of 2022. However, on May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the *Federal Impact Assessment Act*. The timing of completion of the preliminary design phase is dependent on whether a full Impact Assessment will be required. ■ Currently (as of November 2023), there is no commitment to a timeline for detail design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the project, funding availability, procurement method, and timing of environmental clearances and permits.
Interest Groups	Natural Environment and Species-at-Risk	Questions related to the impact of Highway 413 on natural environments, including critical watersheds within the GTA, tile drainage, and the Greenbelt. Questions regarding the impact artificial light on flora and fauna within the Highway 413 Focused Analysis Area. Questions regarding the impact of Highway 413 on natural heritage systems.	**Natural Environment** ■ As part of the Preliminary Design, potential environmental impacts will be identified with recommended mitigation measures for several environmental discipline areas related to the natural, social, economic, and cultural environments. Specifically, the Project Team is completing a Drainage and Hydrology Assessment and Groundwater Impact Assessment on the preliminary design of the Preferred Route, in accordance with the ministry's Environmental Reference for Highway Design Standards with associated references to elements of the ministry's Drainage Design Manual and the 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 also 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. Any impacts to residential wells will be evaluated and existing water supplies will be maintained. 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.

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
			Greenbelt ■ The Greenbelt Plan acknowledges the necessity of building infrastructure and allows for existing, expanded, or new infrastructure in the Greenbelt if the infrastructure serves the significant population growth expected in Southern Ontario. As the project moves ahead, the project team will carefully consider environmental and land impacts. It will continue to work with Indigenous Communities, environmental agencies, municipalities, conservation authorities, 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, as well as overall environment. **Tile Drainage** ■ The Project Team is completing an Agricultural Impact Assessment as per the Ontario Ministry of Agriculture, Food, and Rural Affairs draft Agricultural Impact Assessment Guidance Document (March 2018); and ■ The Agricultural Impact Assessment will identify potential impacts to artificial tile drainage and appropriate mitigation measures will be determined to ensure the maintenance of the existing tile drainage systems. **Artificial Light** ■ As part of the preliminary design, the need for street lighting or illumination is still being assessed along the Highway 413 Preferred Route. If street lighting is required, LED luminaires will be employed with house side shields where light trespass to adjacent private properties are a concern; and ■ The Agricultural Impact Assessment will document the potential impacts from trespass light and will provide mitigation to offset the impact. **Natural Heritage Systems** ■ The screening of the long list of route alternatives included a review of natural systems within the subwatersheds and watersheds. The overall connectivity within the study area will be considered as part of the evaluation of the short list of route alternatives. ■ Wetland and forest communities have been identified by the Ministry of Natural Resources and Forestry (MNRF), local conservation authorities (CAs), and municipalities. The assessment and evaluation of the short list of route alternatives will continue to consider avoidance, where possible, of these features. ■ An assessment of watercourse and aquatic features will be conducted to determine ecosystem function and significance in order to assess the short list of route alternatives. ■ The Project Team recognizes that the GTA West Transportation Corridor (now Highway 413) must cross natural features such as Etobicoke Creek, Humber River, and the Nashville Resource Management Tract. Our objective is to develop an alignment that avoids, where possible, the key areas of these natural heritage and hydrological features, and maintain or possibly improve connectivity when crossing natural heritage systems is unavoidable. ■ The Project Team will determine the positive and negative effects of each route alternative as well as opportunities for mitigation, and/or compensation and enhancement for each alternative. The net effects of each alternative will be compared in order to select a preferred alternative. Further mitigation, compensation and/or enhancement measures will also be considered during the preliminary design phase of the study.
Interest Groups	Highway Design	Questions regarding the criteria used to adjust Section 7 and Section 8 of the Highway 413 route. Questions regarding	**Technically Preferred Route** ■ Following Public Information Centre #2, the ministry received comments from various stakeholders, including York Region, City of Vaughan, TRCA, Ministry of Natural Resources and Forestry, and local

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		the work included as part of the Highway 413 50% Preliminary Design. Questions regarding the development of the Highway 413 short list of route alternatives.	associations and developers, on the Technically Preferred Route alternative in Section 8. The comments asked the ministry to revisit its evaluation and indicated there was preference for an alternate route, as well as requests to shift the alignment north to minimize environmental impacts, as well as impacts to existing and approved community areas, and to have a more balanced assessment of alternatives. ■ In an attempt to address the comments, the Project Team developed new alternatives for Sections 7 and 8. These new alternatives were evaluated following the same process that was used for the short list route alternatives. The Project Team endeavoured to arrive at a solution that balanced, to the extent possible, the benefits and impacts for the local communities and the users of the transportation system. ■ The Project Team circulated the Section 7 and 8 alternatives for agency review and comments. This process resulted in refinements to the draft Preferred Route presented at Public Information Centre #2. The Preferred Route was announced on August 7, 2020, and includes these refinements. The Preferred Route Announcement can be viewed on the project website. The Project Team is working to develop the Preferred Route to a Preliminary Design level of detail. The Preliminary Design will be shared for public review and comment. ■ While work is ongoing to refine the design to minimize effects to the environment, recent progress on the Preliminary Design has included: ▪ Consideration of projected traffic volumes to confirm the number of lanes on the highway and ramps; this is included in the typical 110m right-of-way and will not change the total area of the right-of-way; ▪ Structural design of freeway-to-freeway interchange bridges, major river crossings at the Credit and Humber Valleys, watercourse structures, and municipal underpasses/overpasses; ▪ Development of plans for crossing roads, including active transportation features, working closely with municipalities; ▪ Planning for highway drainage, including ditches, culverts, and stormwater management ponds, in consultation with Conservation Authorities; ▪ Coordination with significant utility providers with existing or planned infrastructure along the Preferred Route; ▪ Identification of potential locations for maintenance yards, carpool lots, commercial vehicle inspection stations and transitway stations; and ▪ Initial functional design of the transitway corridor to ensure it continues to be aligned with refinements made to the highway design. ■ 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 phase, through detailed design which is beyond the scope of this study. **Short List of Route Alternatives** ■ The Project Team considered many trade-offs to determine the Draft Technically Preferred Route. We undertook a rigorous and comprehensive evaluation of the short list route and interchange location alternatives, which used the following steps: ▪ Identify the potential transportation benefits, costs and environmental effects of the alternative; ▪ Develop and apply avoidance, mitigation, compensation and enhancement measures to address the environmental effects;

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			▪ Determine the net effects on the environment (natural, socio-economic, land use, cultural, transportation); ▪ Rank the alternatives within each of the 9 sections of the study area; and ▪ Review evaluation tables, rankings and net effects to determine and rationalize the Draft Technically Preferred Route in each Section. ■ The Draft Technically Preferred Route was the result of the consideration of a range of technical disciplines including Fish & Fish Habitat and Terrestrial Ecosystems, Groundwater, Surface Water, Air Quality & Climate Change, Agriculture, Land Use (Socio-economic, Community, Resources), Noise Sensitive Areas, Contaminated Sites & Waste Management, Major Utility Corridors & Pipelines, Landscape Composition, Built Heritage & Cultural Heritage Landscapes, Archaeology, Transportation System Capacity, Transportation Reliability, Safety, Mobility and Accessibility, Network Compatibility, and Engineering.
Interest Groups	Need for the Project	Requested information regarding the need for 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 GTA. ■ By 2051, the Greater Golden Horseshoe (GGH) population is expected to grow to almost 15 million. That is 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 GTA. ■ 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 GGH.
Public	Climate Change and Greenhouse Gas (GHG) Emissions	Questions regarding the consideration of climate change and greenhouse gases for the construction and operation of Highway 413. Questions regarding consideration of Highway 413's impact on Canada's climate goals.	**Climate Change and Greenhouse Gases** ■ 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. ■ 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. **Canada's Climate Goals** ■ 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.

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			■ 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 TDS. 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, addressing 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).
Public	Provincial/Federal Environmental Assessment	Questions regarding the status of the Federal Impact Assessment and Provincial Environmental Assessment. Question and the timelines of future phases of the Highway 413 project. Question regarding the effect of the Highway 413 Act on the project.	**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;

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			▪ 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; and ▪ 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 draft EIAR)** ■ 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. ■ 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.

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			Highway 413 Act ■ Bill 212 creates a new process for assessing the environmental impacts on the project, with the exception of selected Early Works. This process under the Highway 413 Act will build upon the considerable environmental studies and consultation activities the ministry has already undertaken to advance the project. The process would require publishing a draft and final EIAR which will include a description of the studies completed (e.g., fish and fish habitat, terrestrial ecosystems, archaeology, noise, air quality, among others), the assessment of impacts, proposed mitigation measures, and a record of consultation. The ministry will be required to consult on the draft EIAR with the public, government agencies and Indigenous communities, consider feedback received in preparing the final EIAR, and post the final EIAR on the project website. In addition, the ministry will also be required to obtain any provincial or federal authorizations before proceeding with the project and the Early Works projects. **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.

Public	Natural Environment and Species-at-Risk	Questions regarding the impact of Highway 413 on the natural environmental, Greenbelt, and Species-at-Risk, the studies undertaken to understand these impacts, and the proposed mitigation measures. Questions regarding the impact of the Highway 413 Act on the natural environment. Questions regarding the impact of artificial light on flora and fauna within the Highway 413 Focused Analysis Area. Question regarding how the removal of trees within the Highway 413 Study Area will be mitigated. Questions regarding the number of hectares of Greenbelt land that will be impacted by Highway 413. Questions regarding the effect of Highway 413 on sprawl.	**Natural Environment Impacts and Studies**
			■ 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.
			■ 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; and
			  ■ Development of environmental features constraints mapping to facilitate identification and development of corridor alternatives.
			■ 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; and
			  ■ 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:

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			■ 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. **Greenbelt** ■ 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; and ■ 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 (CVP) 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; and ■ 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.

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			■ 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. **Highway 413 Act** ■ Through the Highway 413 Act process, the Project Team will continue to work with experts in the field to develop 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. ■ Canadian Wildlife Services has provided the Project Team with Critical Habitat areas for Federal Species-at-Risk. ■ The mitigation measures for 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, 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 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. **Artificial Light** ■ The need for street lighting is still being assessed along the Highway 413 Preferred Route. If street lighting is required, LED luminaires will be employed with house side shields where light trespass to adjacent private properties are a concern. **Tree Removals** ■ The ministry and its designers work to minimize tree removals to what is necessary to carry out the work. At the Detailed Design Stage of the Project, landscaping plans will be developed by qualified professionals (i.e., landscape architects). If there are trees that can be transplanted, based on size, available space, condition, and species, the Project Team will make appropriate recommendations. The need to replace trees that are to be removed will also be considered at that time. Also, standard tree protection measures for those not being removed will be recommended for inclusion in construction contract drawings and specifications. These will include tree protection fencing, tree limb and root pruning to reduce damage to trees along work areas. **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.
Public	Highway Design	Questions regarding the status of the Focused Analysis Area and Preferred Route. Questions regarding the different between the Focused Analysis Area and	**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

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		the Preferred Route. Questions regarding the criteria used to develop the Preferred Route. Questions regarding the impact of Highway 413 on the existing road network. Questions regarding the incorporation of the transitway associated with the Highway 413 project. Questions regarding the Northwest GTA Transmission Corridor Identification Study. Question regarding the consideration of active transportation as part of the Highway 413 design.	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. **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: ○ Supports 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 GGH. ○ 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).

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			○ 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; and ■ Ensure the interchange movements are efficient and direct, and address the transportation problems and opportunities. **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 (km)of a 4 to 6-lane 400-series highway, 7 km of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed right-of-way will be 170 metres (m) (110 m for the highway and 60 m 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 m (110 m for the highway and 60 m 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. **Northwest GTA Transmission Corridor Identification Study** ■ The Ministry of Energy and the Independent Electricity System Operator have initiated a separate transmission corridor identification study called the Northwest GTA Transmission Corridor Identification Study to identify a transmission corridor to be protected for future transmission infrastructure in the western GTA. The transmission corridor may be located adjacent to Highway 413. The transmission corridor study is continuing to advance in tandem with the Highway 413 study, with the goal of co-locating the transmission

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			corridor with the transportation corridor in accordance with provincial policy and to optimize the use of land. The transmission corridor study team can be reached at: NWGTATransmissionCorridor@ontario.ca. **Active Transportation** ■ 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.
Public	Transitway Design	Questions regarding the consideration of public transit improvements as part of the Highway 413 project. Questions regarding 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.
Public	Interchange Design	Questions regarding the types of interchanges considered for the Highway 413 project. Questions regarding where interchanges will be located.	■ 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/.
Public	Congestion/Traffic Flow	Questions regard the impact of Highway 413 on traffic in the surrounding road network. Questions regarding 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 GGH 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

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			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.

Public	Noise, Wells, Socio-Economics (Gender-Based Analysis+ analysis, population, health, etc.)	Questions regarding the impact of Highway 413 on the heath of surrounding communities. Questions regarding the consideration of public concerns for the Highway 413 project. Questions regarding proposed noise mitigation measures for the Highway 413 project. Question regarding the impact of Highway 413 on air pollution. Questions regarding the impact of Highway 413 on local residents and regional safety. What will be the impact of Highway 413 on residents and regional safety?	**Human Health**
			■ 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.
			Public Concerns
			■ 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; and
			  ■ 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.
			■ 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.
			Noise and Vibration
			■ Once the preliminary design is close to completion, the noise and vibration assessment for the project's operational phase will be completed and the findings and recommended mitigations will be included in the provincial EIAR.
			■ 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 for feasibility within the ministry's right-of-way. For context, 65 decibels is a typical level of a person speaking one metre away. Noise sensitive areas are identified in the ministry's Environmental Guide for Noise. Noise mitigation is considered feasible after a review of the following:

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			▪ Technical Feasibility: Review the constructability of the noise mitigation (i.e., design of wall, topography, achieve a 5 dBA reduction, ability to provide a continuous barrier, etc.). ▪ Economic Feasibility: Carry out a cost/benefit assessment of the noise mitigation (i.e., determine cost per benefited receiver). ▪ Administrative Feasibility: Determine the ability to locate the noise mitigation on lands within public ownership (i.e., provincial or municipal right-of-way). ■ The recommended noise mitigation will be confirmed upon completion of the noise impact assessment for this study. ■ 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. **Residential Impacts and Regional Safety** ■ 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. ■ Cumulative effects assessment (as of November 2023) 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. ■ 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; and ▪ Other service providers in the community, such as non-profits (those serving newcomers, the 2SLGBTQQIA+ community, etc.).

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
			■ 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.
Public	Need for the Project	Request for information regarding the need for the Highway 413 project. Question regarding the potential to subsidize tolls or purchase Highway 407 to remove the need for Highway 413. Request to focus on public transit instead of building Highway 413. Question regarding the projected use of Highway 413. Question regarding the consideration of induced demand as part of the Highway 413 project.	**Need for 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. ■ By 2051, the GGH 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 GGH. **Highway 407 Alternative** ■ 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 GGH 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 GGH. ■ 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.

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			■ 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. **Public Transportation Alternatives** ■ 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. ■ 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. **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. **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 Preliminary Design 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.
Public	Property Impacts	Question regarding when properties within the Focused Analysis Area will be release for development. Questions regarding the impact of Highway 413 on landowners within the Focused Analysis Area. Question regarding when the Highway 413 Project Team will begin acquiring properties. Question regarding the impact of Highway 413 on water wells within the Focused Analysis Area. Question	**Development Within the Focused Analysis Area** ■ 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. **Property Impacts** ■ The Project Team reviews detailed Preliminary Design plans to minimize property impacts wherever possible. The ministry will meet with individual landowners before the last end of Preliminary Design to discuss impacts to individual properties, understand concerns from landowners and identify opportunities to mitigate impacts. **Property Acquisition**

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		regarding the impact of Highway 413 on local utilities.	■ 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). ■ The Project Team will schedule one-on-one meetings with all impacted property owners before the last end of Preliminary Design to discuss impacts to individual properties, understand landowner concerns, and identify opportunities to mitigate impacts. **Water Well Assessments** ■ The Project Team has conducted phone interview water well assessments to evaluate the reliance on and water use in water wells on properties present within a 500-m buffer zone of the Preferred Route. These preliminary assessments are a vital aspect of Preliminary Design as they will help us to identify which private, municipal, commercial and industrial wells are in use, document the existing groundwater conditions in the wells and assess potential impacts on water supply as a result of the project so that the negative impacts can be mitigated or avoided. **Utility Impacts** ■ As part of this study we are reviewing the impacts and mitigations on existing utilities. Utility design will continue as part of the next phase of design before construction.

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Public	Cost	Questions regarding the estimated cost of the design phase, construction phase, and maintenance of Highway 413. Questions regarding if Highway 413 will have tolls.	■ 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 budget will also be influenced by the delivery model or models chosen. There is no timeline for delivery model selection. ■ The government has indicated it does not plan to toll the proposed Highway 413.
Public	Project Consultation	Questions regarding how the Highway 413 Project Team has consulted Indigenous Communities, municipal stakeholders, and conservation authorities. Questions regarding how to contact the Highway 413 Project Team.	**Consultation with Indigenous Communities, Municipalities, 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 CVP 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 (OFA), Peel Federation of Agriculture, TRCA, 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 (OMAFRA) 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.

Stakeholder	Comment Theme	Summary of Questions and Concerns	Project Team Response, Commitments and Follow-up
			Highway 413 Project Team Contact ■ 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 be summarized as part of the public record.

The Summary of Comments Received and the Ministry of Transportation (MTO) Responses provided at the four rounds of Public Information Centres (PICs) related to the development of the Preliminary Design are summarized below in **Tables A-2**, **A-3**, **A-4**, and **A-5**. There have been changes in the legislative framework applicable to the Project throughout that time as well as key terms, including the name and stages associated with the project work. Presentation materials, summary comments and MTO's responses to public inquiries are presented as they were drafted and shared at the time. The Highway 413 Preliminary Design and associated data or conclusions contained within this document reflect a specific design milestone at the time of circulation. The information provided herein may not represent the most current design status and is subject to change as the Preliminary Design is finalized. The content of this document will be updated to align with subsequent design revisions where appropriate. Please see the Highway 413 Act, 2024 for more information. It is worth noting that, although the *Highway 413 Act,* 2024, applies to all activities after November 1, 2012, there were no public consultation activities until the release of the Notice of Study Commencement in February of 2014. As such, all public consultation activities recorded in this Appendix begin after that date.

Table A-2: Summary of Feedback from Public Information Centre #1 - November 27, 2014, December 2, 2014, and December 4, 2014

Comment Theme	Summary of Comments Received	MTO Response
Diverse Views on the Need for the Project	■ Suggestion for the Ontario government to subsidize the 407 Express Toll Route (ETR) tolls for trucks to attract trucks from Highway 401 to the 407 ETR.	■ MTO notes the suggestion for the Ontario government to subsidize the 407 ETR tolls for trucks to attract trucks from Highway 401 to the 407 ETR.
Diverse Views on the Need for the Project	■ Requests for the Ontario government to invest in public transit improvements instead of the Highway 413 Transportation Corridor.	■ A Transportation Development Strategy (TDS) (2012) was completed and focused on taking a broader look at the transportation needs in the western GTA. As part of this process, MTO identified several transportation problems and opportunities, and considered a range of potential multi-modal transportation solutions to address the problems and opportunities identified. The transportation forecast for Highway 413 assumes that all transit Projects identified in Metrolinx' Regional Transportation Plan The Big Move (2008) would be implemented. ■ The process used during completion of the TDS (2012) followed a two-stage approach that began with a comprehensive assessment of all of the individual modes of transportation alternatives, including transportation demand management, transportation systems management, transit, freight rail, inter-modal (i.e., transportation of freight in a container or vehicle using multiple modes of transportation like rail, ship, or truck without any handling of the freight itself when changing modes), air, marine, as well as roads and highways, to assess their ability to address the future transportation problems and opportunities. ■ Several alternatives were developed for each individual mode of transportation, and these alternatives were subsequently combined into a broader multi-modal network alternative based on a "building block" approach. This approach was premised on first including alternatives that would optimize the existing transportation network, followed by non-roadway infrastructure improvements (e.g., freight rail, transit, air, etc.) and then followed by expansion of the existing highway network. ■ At each stage, MTO assessed whether the alternative was capable of fully assessing the transportation problems and opportunities. In this way, a new highway corridor was only considered after the potential for all other modes of transportation, and the expansion of the existing highway network were fully considered and accounted for. ■ Ultimately, the findings indicated that while there were opportunities to optimize the existing transportation network, improve non-roadway modes of transportation and expand the existing highway network, a new highway corridor extending from Highway 400 in the Regional Municipality of York to the vicinity of the Highway 401/407 ETR interchange in the Regional Municipality of Halton was still needed to address future transportation demands. A transportation demand forecast was completed as part of the TDS (2012) and based on a rigorous analysis of the relationships among the locations, distribution and types of residential and employment activities, and the competition between alternate paths and modes of transport (e.g., auto

Comment Theme	Summary of Comments Received	MTO Response
		versus transit). The demand forecast takes into account planned changes in land use (development) and planned changes to the transportation system (transit and roadway improvements) and is not just an extrapolation of current trends. ■ Some of the key inputs into the demand forecast include the population and employment forecasts derived from the Growth Plan for the GGH and approved municipal plans. The Growth Plan is the provincial vision for growth in the GGH and includes a number of strategic policies that encourage optimizing the use of existing and new infrastructure to support growth, the coordination of infrastructure planning and land use planning, and greater density in urban areas to support higher transit service levels and increased transit mode shares. ■ The Growth Plan is the provincial vision for growth in the GGH and emphasizes planning for transportation systems that are adequate for the level of anticipated growth, offer multi-modal access to destinations, provide safety for users, and are interconnected and planned for in a coordinated manner. ■ The findings of the TDS (2012) indicated that while there were opportunities to optimize the existing transportation network, improve non-roadway modes of transportation and expand the existing highway network, a new highway corridor extending from Highway 400 in the Regional Municipality of York to the vicinity of the Highway 401/407 ETR interchange in the Regional Municipality of Halton was still needed to address future transportation demands. As such, the Project continues to identify the route and develop the Preliminary Design for a new transportation corridor within the identified Study Area.
Diverse Views on the Need for the Project	■ Suggestions to convert existing infrastructure, such as Old School Road, into a provincial highway instead of implementing the new Highway 413 Transportation Corridor.	■ MTO acknowledges the recommendation to convert existing infrastructure like Old School Road into a provincial highway instead of implementing a new corridor. ■ Old School Road is a municipal road that serves a different function within the transportation system than what is intended for the Highway 413 Transportation Corridor. ■ The proposed Highway 413 Transportation Corridor is intended to be a fully controlled-access facility that will support higher speed, long distance inter-regional trip making by commuters, commercial vehicles and recreational travelers. ■ MTO is not looking to displace the existing local and regional transportation systems but rather integrate with them. ■ Following Public Information Centre #1 and throughout 2015, MTO will conduct an analysis and evaluation of the short list of alignment alternatives. The preferred route will be presented at Public Information Centre #2 in Fall/Winter 2015.

Route and Interchange Preferences	■ Preference or opposition to various design alternatives that were assessed.	■ MTO acknowledges the following input provided regarding the assessment of alternatives:
		  ■ Preference for Alternative 1C, and opposition to Alternative 1E due to its proximity to natural gas lines and the surrounding residential and industrial land uses.
		  ■ Opposition to Alternatives 1C and 2A2 due to the proximity of the alternatives to the St. Nirankari Mission and the Assembly Hall of Jehovah's Witness, the potential impacts on wetlands associated with the Credit River area, and the challenge of crossing the Credit River and Highway 7, the potential impacts on wetlands associated with the Credit River area, and the challenge of crossing the Credit River and Highway 7.
		  ■ Opposition to Alternative 1C due to its proximity to Norval, and the potential impacts to agricultural lands and greenhouse land uses. Preference for Alternatives 1E and 2C, and a suggestion to refine Alternative 1E to follow a more north-south orientation and connect to Highway 401/407 ETR at Tenth Line in order to

Comment Theme	Summary of Comments Received	MTO Response
		minimize impacts to agricultural land and to keep a larger portion of the Town of Halton Hills intact east of the Highway 413 Transportation Corridor. ▪ Preference for Alternative 1C for the purpose of future development on lands and potential noise concerns for the Croatian Church at Embleton Road and Winston Churchill Boulevard. ▪ Concerns with Alternative 1E due to its proximity to residential properties (particularly around Tenth Line), potential impacts to groundwater quantity and quality, impacts to agricultural lands, and potential noise impacts. Preference for Alternative 1C. ▪ Preference for Alternative 1E for reasons that it connects to future employment lands south of Halton Hills and in Brampton and minimizes impacts to white belt lands. Opposition to Alternative 1C due to its proximity to Georgetown and the potential impacts to agricultural lands. ▪ Preference for Alternative 1E, as you feel that Alternative 1C results in more significant environmental impacts and the community would be better served by Alternative 1E. ▪ Opposition to Alternative 2A1 due to its proximity to the Hamlet of Norval and the potential impacts to the surrounding cultural landscape, including the aesthetic views of the Credit River and the associated natural heritage features and functions. ▪ Concern about potential impact of Alternative 2A1 on the Sant Nirankari Mission. All alignment alternatives in this section divide the Heritage Heights community. ▪ Preference for Alternatives 2C and 2D given the potential intersection locations with Bovaird Drive where the alignment alternatives cross the Credit River. ▪ Opposition to Alternatives 2A1 and 2A2 based on the Credit River crossing location, the proximity to Norval and established religious facilities, potential construction issues, and the length of the route. Opposition to Alternative 2C due to the proximity to Heritage Road. Support for Alternative 2D and the suggestion to shift it slightly to the west. ▪ Preference for Alternative 4B as it minimizes impacts to homeowners along Dixie Road. ▪ Opposition to Alternative 4C and support for Alternative 4B. ▪ Opposition to Alternatives 4C and 4D and concern regarding the footprint impact of the potential interchange at the Highway 410 extension due to the impact to the farming operation at Dixie Road and Old School Road. ▪ Opposition to Alternative 5A due to the proximity of the alternative to residential properties, and preference for Alternative 5B. ▪ Opposition to Alternative 5A due to the proximity of the alternative to residential properties, and preference for Alternative 5D. ▪ Preference for Alternatives 5D to 6D as it may impact fewer houses and results in a shorter travel distance. Opposition to Alternative 5A due its proximity to residential properties. ▪ Opposition to Alternative 6D based on the impacts to residential property in the vicinity of Coleraine Drive and Countryside Drive along with potential impacts to Rainbow Creek and the surrounding floodplain, the quality and quantity of groundwater resources, other existing residences, future industrial lands, and the cost of the alternative.

Comment Theme	Summary of Comments Received	MTO Response
		■ Opposition to Alternative 6D due to the impacts to the Area 47 employment lands as well as the potential environmental, heritage and social impacts. ■ Opposition to Alternative 6D due to its proximity to Mayfield Road, and preference for Alternatives 6A and 6B. ■ Preference for the Highway 413 Transportation Corridor to be located as far north as possible to minimize the potential noise and air quality impacts on the existing and proposed built-up areas to the south. Preference for Alternatives 427A, 7F, 8B and 9B. ■ Opposition to Alternatives 7F and 7D due to the time and money invested in the potentially impacted properties. ■ Preference for the most northerly alignment alternatives in the Vaughan area (i.e., Alternatives 7F, 8B, and 9B). ■ Opposition to Alternatives 7F and 8B. ■ Preference for Alternatives 7F and 8B, as opposed to Alternatives 7D, 7E and 8D given the proximity to residences, potential noise and air quality impacts, and potential impacts to the rural community. ■ Opposition to Alternatives 8B, 8C, and 8D due to their proximity to properties and the potential noise and air quality impacts. ■ Support for Alternatives 8D-9D due to their proximity to the Vaughan employment area and existing urban area. ■ Opposition to Alternatives 9D and 9E due to their potential noise and air quality impacts, the proximity to Kirby Road, and potential impacts to the City of Vaughan's planned employment areas. ■ Preference for more northerly routes like Alternative 9B because they do not divide the community and have fewer impacts on potential development. ■ Concerning Alternative 10C due to the property impacts and the potential impacts to the Heart Lake Gardens woodlot, Henry wetland, and the potential impacts to the developable land. Support of Alternatives 10B and 10G, and suggestion for a modified Alternative 10B. ■ Preference for the alignment alternatives which are located closer to built-up areas (i.e., Alternatives 1E, 2C/2D, 3D, 4D, 5D, 6D, 7D/7E, 8C/8D, and 9D). Preference for interchanges at The Gore Road, Mayfield Road, and Coleraine Drive in the Bolton area, and for extending Highway 410 via Alternatives 10B or 10C instead of using the existing Highway 410/10/Hurontario Street. ■ Support for the Highway 413 Transportation Corridor and preference for extending Highway 410 (i.e., Alternatives 10B and 10C) rather than utilizing existing Highway 410, and for the most southerly alignment alternatives. ■ Support for an alignment located between Heritage Road and Mississauga Road, consistent with the Heritage Heights Transportation Master Plan Study prepared for the City of Brampton. Endorse a mid-block alignment just west of the TransCanada Pipeline.
Route and Interchange Preferences	■ Concerns and opposition to interchanges at Dixie Road and Bramalea Road due to impacts to agricultural lands and grain elevators.	■ The potential interchange locations at Dixie Road and Bramalea Road depend on the location of the connection of the Highway 413 Transportation Corridor with Highway 410. ■ If Alternative 10G (which utilizes existing Highway 10\410) is selected as the preferred Highway 410 connection, then there will be a highway interchange near Hurontario Street and will be complemented

Comment Theme	Summary of Comments Received	MTO Response
		by an arterial road interchange with the Highway 413 Transportation Corridor at Dixie Road or Bramalea Road. ■ It is generally preferable to maintain a minimum of 2 km spacing between interchanges, to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges, so interchanges at both Dixie Road and Bramalea Road cannot be accommodated. ■ Alternatively, if either Alternative 10B or Alternative 10C (new direct Highway 410 connections) are selected as the preferred Highway 410 connection, then there will be a highway interchange to the west of Dixie Road, and this will be complimented by an arterial road interchange at Hurontario Street. ■ MTO will identify the preferred interchange locations in 2015 based on impacts to the surrounding land use and the associated transportation benefits and impacts.
Route and Interchange Preferences	■ Request for an interchange at Steeles Avenue.	■ As part of Preliminary Design, MTO considered an interchange at Steeles Avenue, however it was not carried forward due to its proximity to the future freeway-to-freeway interchange at the Highway 413 Transportation Corridor /Highway 401/407 ETR, and the space needed to provide interchange ramps, speed change lanes, and spacing between successive interchanges.
Route and Interchange Preferences	■ Requests to align the Highway 413 Transportation Corridor along municipal boundary lines to minimize jurisdictional overlap.	■ The Highway 413 Transportation Corridor will serve regional transportation needs across several municipalities; ■ The Highway 413 Transportation Corridor will have interchanges that connect to the existing municipal road network; and crossing roads will be either overpasses, underpasses or be truncated at the Highway 413 Transportation Corridor; and ■ In addition to the 4- to 6-lane highway, the transportation corridor will also include a separate adjacent transitway, with transitway stations located at interchanges and connection points.
Route and Interchange Preferences	■ Request to include service stations along the Highway 413 Transportation Corridor.	■ MTO is considering service stations along the Highway 413 Transportation Corridor and is considering proximity to existing and future residential and commercial land uses as part of the evaluation and Preliminary Design.
Route and Interchange Preferences	■ Opposition to removal of alternative option 9A.	■ Although all alternatives in this section of the Highway 413 Transportation Corridor impact the East Humber River Wetland Complex, Alternative 9 A was determined to be not desirable and therefore screened out as it results in the largest impacts; ■ Additionally, Alternative 9A affects four existing commercial/industrial properties; ■ From a land use and network compatibility perspective, Alternative 9A is less desirable in terms of accessing the planned Vaughan Employment Lands, and the Regional Official Plan shows a planned interchange at this location that would be impacted or precluded with Alternative 9A; ■ Alternative 9A also does not provide for a connection to/from the Highway 413 Transportation Corridor and King-Vaughan Road; and ■ The southern routes in this section are preferable as they provide better access to the Vaughan Employment Lands, and Alternatives 9B and 9C would provide a better connection with a future Keele Street transit hub.
Route and Interchange Preferences	■ Concern regarding the proposed location of the Highway 427 interchange, and requests for an alignment option to be considered west of Bolton.	■ The environmental assessment for the extension of Highway 427 from Highway 7 to Major Mackenzie Drive was approved in 2010;

Comment Theme	Summary of Comments Received	MTO Response
	■ Request for a decision on the location of the interchange at Highway 427 to be made only after the Environmental Assessment for Highway 427 is completed.	■ The Highway 413 Environmental Assessment (EA) Study will seek approval for the extension of Highway 427 from Major Mackenzie Drive northerly to the Highway 413 Transportation Corridor; and ■ MTO acknowledges comments regarding a possible extension of Highway 427 west of Bolton.
Route and Interchange Preferences	■ Concerns regarding environmental impacts resulting from new interchanges at Pine Valley Drive or Kipling Avenue, as these areas are close to ecologically fragile lands. ■ Concerns about increased traffic on Mill Road.	■ MTO acknowledges concerns about potential impacts to environmentally sensitive features at Pine Valley Drive and Kipling Avenue. ■ The crossing road at Kipling Avenue was not selected as a potential interchange location with the Highway 413 Transportation Corridor due to impacts to Provincially Significant Wetlands, Environmentally Significant Areas along East Humber River, and woodland areas/Greenbelt protected lands. ■ There is no planned connection north of King-Vaughan Road, and no plans for a future transit link in the City of Vaughan Official Plan. ■ MTO is continuing to consider a potential interchange at Pine Valley Drive because it provides for a potential connection to the Regional Transit Priority Network noted in the City of Vaughan Official Plan. ■ Although MTO did not identify Weston Road as a potential interchange location at Public Information Centre #1, MTO is now investigating the potential of a partial interchange or a full interchange at this location. ■ MTO will determine interchange locations and other crossing road treatments in 2015 based on the best balance of impacts to the surrounding land use and the associated transportation benefits. Details will be available at Public Information Centre #2 for this study in Fall/Winter 2015.
Route and Interchange Preferences	■ Request for clarification on the mapping related to the cloverleaf interchanges, and concerns about road allowance and space for supporting infrastructure such as carpool lot parking, bus transfer facilities, or potential future GO Transit stations.	■ MTO will be consulting with the municipalities located within the study area in 2015 regarding design of interchanges and will conduct an analysis and evaluation shortly thereafter to select the preferred interchange locations along the Highway 413 Transportation Corridor. ■ Once the interchange locations have been selected, MTO will develop interchange configurations for each location. A standard interchange type, like a Parclo A-4 (refer to the attachment.), will typically fit within a 600 m diameter circle. Highway interchanges, like at Highway 400 and the Highway 413 Transportation Corridor will require larger footprints. This information will be presented at Public Information Centre # 3, which will be held in Spring 2017. ■ Regarding the footprint required for ancillary features such as carpool lots, stormwater management facilities, transitway stations, etc., some of these features may be able to be accommodated within the 170 m required for the transportation corridor, however some features will likely require additional lands. These requirements will be identified during the Preliminary Design stage and will be made available at Public Information Centre #3, which will be held in Spring 2017.
Route and Interchange Preferences	■ Concern regarding traffic impacts where the Highway 413 Transportation Corridor intersects with existing highways, specifically the Highway 401/407 ETR area.	■ The Highway 413 Transportation Corridor is part of a larger network of planned improvements, including the expansion of transit services and other highways. In addition, as part of this study, traffic analysis will be completed to design interchanges that will be able to accommodate the anticipated traffic flows. ■ Specifically regarding the Highway 401/407 ETR area, Highway 401 is currently a six-lane divided highway through Halton Region. The Highway 401 expansion from Mavis Road in the City of Mississauga to Regional Road 25 in Halton Region (22 km) is one of the new highway expansion/ High Occupancy Vehicle (HOV) Projects that was approved in the 2013 Ontario Budget and included in the 2013-2017 Southern Highways Program as approved for construction beyond 2017.

Comment Theme	Summary of Comments Received	MTO Response
		■ MTO obtained Environmental Assessment approval in 2013 to allow for the expansion of Highway 401 from Trafalgar Road to Regional Road 25. The recommended Highway 401 long-term improvements include: ■ Widen Highway 401 from a simple six-lane highway to a twelve-lane express-collector system (two HOV lanes and ten general purpose lanes) from Trafalgar Road to east of the James Snow Parkway; and ■ Widen Highway 401 from a simple six-lane highway to a ten-lane express-collector system (two HOV lanes and eight general purpose lanes) from the James Snow Parkway to Regional Road 25.
Route and Interchange Preferences	■ Can HOV lanes be included in the design of Highway 413? And can the Highway 413 be built below grade to minimize noise and visual impacts? ■ Can excess soil be used elsewhere for other purposes, such as berms?	■ MTO acknowledges and appreciates the suggestions regarding HOV lanes and to build the Highway 413 Transportation Corridor below grade, to minimize noise and aesthetic impacts. MTO will further explore these options as the Project progresses. ■ With respect to the management of excess materials in road construction, MTO has a protocol which provides guidance on the safe and sustainable management of materials. During road construction and maintenance activities, every effort is made to avoid the unnecessary generation of waste.
Route and Interchange Preferences	■ Requests for a highway exit at Innis Lake Road because City Hall and the Ontario Provincial Police are in the area.	■ A crossing road at Innis Lake Road was not identified as a potential interchange location for the Highway 413 Transportation Corridor due to its proximity with Airport Road. It is generally preferable to maintain at least 2 km spacing between interchanges to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges. ■ In addition, Innis Lake Road is classified as a low-moderate capacity collector road. Arterial roads are generally better candidates for interchange locations as they are typically higher capacity, higher speed roads that can distribute traffic from collector roads to highways. ■ Innis Lake Road will be either an overpass, underpass, or will become truncated at the Highway 413 Transportation Corridor. ■ MTO will determine this crossing road treatment during Preliminary Design based on impacts to the surrounding land use and the associated transportation benefits and impacts.
Route and Interchange Preferences	■ Suggestion for Heart Lake Road to have an interchange to support access to Downey's Farmers Market.	■ Traffic forecasting is being completed as part of this study to estimate the number of vehicles that will use the Highway 413 Transportation Corridor and adjacent transportation facilities in the future. MTO will use this information to design a transportation corridor that will accommodate the future demand and integrate with the surrounding transportation network. ■ A crossing road at Heart Lake Road was not identified as a potential interchange location within the Highway 413 Transportation Corridor due to its proximity to Dixie Road and the potential Highway 410 extension. It is generally preferable to maintain a minimum 2 km spacing between interchanges to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges. ■ In addition, Heart Lake Road is classified as a low-moderate capacity collector road. Arterial roads are generally better candidates for interchange locations as they are typically higher capacity, higher speed roads that can distribute traffic from collector roads to highways. ■ Heart Lake Road will be either an overpass, underpass, or will become truncated at the Highway 413 Transportation Corridor. ■ MTO will determine this crossing road treatment during Preliminary Design based on impacts to the surrounding land use and the associated transportation benefits and impacts.

Comment Theme	Summary of Comments Received	MTO Response
Route and Interchange Preferences	■ Opposition to a connection at Highway 410, as there are already concerns about the current configuration at Hurontario Street (Highway 10), Highway 410, and Highway 10 North.	■ MTO acknowledges the concerns regarding the Highway 410 extension to the Highway 413 Transportation Corridor. Following Public Information Centre #1 and throughout 2015, MTO will conduct an analysis and evaluation of the Highway 410 alternatives, which includes expanding the existing Highway 410/Hurontario Street or constructing a northerly extension from near Mayfield Road. This assessment will include detailed field work and additional consultation with the municipalities. The preferred route will be presented at Public Information Centre #2 in Fall/Winter 2015. ■ Environmental Assessment approval for the recommended Highway 410 alternative will be sought as part of this study. With improving existing Highway 410/Hurontario Street, the section of roadway from Mayfield Road to the Highway 413 Transportation Corridor would be designed as a controlled-access highway. This will involve expanding the Right-of-Way (ROW) of Hurontario Street from the existing end of Highway 410 to the Highway 413 Transportation Corridor. Consideration would be given to improving the interchange at Hurontario Street/Valleywood Boulevard.
Route and Interchange Preferences	■ Support for interchanges at Coleraine Drive and Highway 50.	■ MTO acknowledges the support for interchanges at Coleraine Drive and Highway 50. Recommendations for interchanges at Highway 50 and at Coleraine Drive depend on the location of the interchange of the Highway 413 Transportation Corridor with Highway 427. It is generally preferable to maintain at least 2 km spacing between interchanges to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges. ■ If interchanges cannot be accommodated at Highway 50 and at Coleraine Drive, MTO will explore the feasibility of other types of connections to Highway 50 and Coleraine Drive. ■ MTO will determine the preferred interchange configurations during Preliminary Design based on impacts to the surrounding land use and the associated transportation benefits and impacts.
Route and Interchange Preferences	■ Support for the crossing location of Alternative 1C at Steeles Avenue, and suggestion to modify the route north of Steeles Avenue to include an interchange at Ninth Line.	■ MTO acknowledges support for the crossing location of Alternative 1C at Steeles Avenue, and the suggestion to modify the route north of Steeles Avenue to include an interchange at Ninth Line. ■ Ninth Line may not be an ideal location for a full interchange due to its proximity with the potential interchanges at 5 Side Road, Tenth Line, and Highway 401/407 ETR. It is generally preferable to maintain at least 2 km spacing between interchanges to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges. ■ Ninth Line will be either an overpass, underpass, or will become truncated at the Highway 413 Transportation Corridor. MTO will determine this crossing road treatment in 2015 based on impacts to the surrounding land use and the associated transportation benefits and impacts. Details will be available at Public Information Centre #2 for this study in Fall/Winter 2015.
Route and Interchange Preferences	■ Concerns about Alternative 10G (widening of existing Highway 410/10), and the existing level of traffic, noise, air pollution, and additional potential impacts that may be associated with Alternative 10G.	■ MTO confirmed that no decisions have been made at this point about whether the Project will be moving forward with the expansion of existing Highway 410/10 (i.e., Alternative 10G) or an extension of Highway 410 (e.g., Alternatives 10B or 10C); ■ Following Public Information Centre #1 and throughout 2015, MTO will conduct an analysis and evaluation of the short list of alignment alternatives; ■ As part of this study a noise assessment and an air quality assessment will be completed. MTO will examine noise sensitive areas as defined in MTO Environmental Guide For Noise (2006) and determine the warrant

Comment Theme	Summary of Comments Received	MTO Response
		and feasibility for noise mitigation associated with the recommended preferred alignment alternative for the Highway 413 Transportation Corridor; and ■ The evaluation of the short list of alignment alternatives will be carried out in 2015 and the preferred route will be presented at Public Information Centre #2 in Fall/Winter 2015, and further information about property impacts will be provided at that time.
Route and Interchange Preferences	■ Request for an interchange at Highway 27 and an interchange at Weston Road instead of Pine Valley Drive.	■ MTO acknowledges the support for an interchange at Highway 27, and the suggestion to locate an interchange at Weston Road instead of Pine Valley Drive; ■ MTO is continuing to consider a potential interchange at Pine Valley Drive because it provides a potential connection to the Regional Transit Priority Network noted in the City of Vaughan Official Plan; ■ Although MTO did not identify Weston Road as a potential interchange location at Public Information Centre #1, MTO is now investigating the potential of a partial interchange or a full interchange at this location; and ■ MTO will determine the interchange locations and the other crossing road treatments and will present these details at Public Information Centre #2, scheduled for late 2015.
Route and Interchange Preferences	■ What is the current status of the highway option for the proposed route outlined in the Regional Official Plan Amendment (ROPA) 38 submission of 2010?	■ The future strategic employment areas within ROPA 38 are currently under review by the Ontario Municipal Board and MTO cannot comment further on this status as it is not within the jurisdiction of the MTO; and ■ MTO is aware of the recommendations depicted in the ROPA 38 and continues to work with stakeholders including the Town of Halton Hills, Halton Region, and landowners as MTO develops and refines the alternatives for the freeway-to-freeway interchange connecting Highway 413 to Highway 401 and 407 ETR.
Route and Interchange Preferences	■ Concerns about spacing and property impacts at the proposed Highway 400 interchange near Kirby Road. ■ Concerns that the interchange would compromise designated "Prestige Employment Lands" critical for Vaughan's future growth and increase noise within the area. ■ Concerns about the proximity to the TransCanada gas pipeline.	■ MTO acknowledges concerns with Alternative 9D, and the suggestion to revise the alternative to more closely follow lot lines. ■ The guideline for 360 m spacing refers to the recommended distance between a ramp terminal intersection and the next intersection on that road. The interchange between the Highway 413 Transportation Corridor and Highway 400 will be a free-flow interchange without intersections, and neither road will intersect with Kirby Road (bridges may be used to cross Kirby Road as needed). Therefore, the recommended spacing of 360 m is not applicable to this case. ■ Alternative 9D provides a suitable location to access the Vaughan Employment Lands and is compatible with the City of Vaughan's Official Plans location for the interchange at the Highway 413 Transportation Corridor and Highway 400. ■ Alternative 9D also provides a potential connection to/from the Highway 413 Transportation Corridor and King-Vaughan Road. ■ MTO is consulting with the City of Vaughan and the Region of York to ensure that their municipal interests are appropriately considered in this study. ■ MTO has been consulting with TransCanada Pipeline to ensure that existing and future infrastructure is considered in the Project and that the interests of TransCanada Pipeline are appropriately reflected in the Project.
Route and Interchange Preferences	■ Concerns about increasing traffic volumes on existing highways, and limited opportunities for expansion.	■ MTO acknowledges the comments and suggestions about double-tiered highway systems and notes that there are some advantages to a double-tiered system, however this approach raises the following concerns and is therefore not under consideration for the Highway 413 Transportation Corridor:

Comment Theme	Summary of Comments Received	MTO Response
	■ Suggestions to implement double-tiered highway designs to accommodate higher traffic volumes without requiring additional land.	■ Much greater construction costs; ■ Greater maintenance costs; ■ Need for ramps connecting the levels increases the project footprint, reducing the degree of space savings; and ■ High potential for constructability challenges. ■ Furthermore, even in the absence of the issues noted above, a double-tiered highway system would not address some of the other problems or opportunities identified in during the completion of the TDS, particularly improving road and transit connections between existing and future growth centres.
Route and Interchange Preferences	■ Concerns with location of Alternative 1E, specifically at the intersection of Winston Churchill Boulevard and Embleton Road. ■ Concerns about potential impacts to environmental and aesthetic features in the vicinity of the Credit River and Norval, and the design and construction challenges connecting to Highway 401 and the 407 ETR.	■ While the short list of alignment alternatives represents routes that MTO understand to have the most merit for further study, MTO is currently reviewing all of the comments received regarding the information presented at Public Information Centre #1 and is seeking permission to enter properties for field investigations in early spring of 2015 to support an analysis of the natural environment. ■ MTO will consider revisiting alignment alternatives that were screened out, revising alignment alternatives, or developing new alignment alternatives if new information comes to light that would warrant such a change. ■ MTO acknowledges the preference for a route that runs midway between Ninth Line and Tenth Line and then turns to cross Heritage Road approximately midway between Embleton Road and Bovaird Drive. ■ MTO has begun developing conceptual interchange designs for Alternatives 1C and 1E at the interchange of the Highway 413 Transportation Corridor with Highway 401 and the 407 ETR and has confirmed that interchanges at these locations are feasible. ■ Final interchange locations have not yet been determined at the Highway 413 and Embelton Road or Winston Churchill Boulevard interchange. The potential locations illustrated at Public Information Centre #1 were based on an initial screening of all possible interchange locations. However, interchanges will not necessarily be recommended for all of these locations. ■ More detailed analysis of all interchange locations will be undertaken in the coming months based on the traffic forecasting that is currently in progress, the assessment of the alignment alternatives, and the impacts to the natural and socio-economic environment and integration with other infrastructure in the area. The intent will be to recommend interchange locations that provide suitable access to and from the Highway 413 Transportation Corridor without resulting in adverse traffic impacts to the local road network. ■ With respect to Halton-Peel Boundary Area Transportation Study (HPBATS), the recommended road network included a Halton-Peel Freeway from the Highway 401/407 ETR interchange west of Ninth Line to Mayfield Road. Please note that some of the potential Highway 413 alignment alternatives reflect the essence of the HPBATS recommended road network.
Route and Interchange Preferences	■ Opposition to the alignment alternatives between Heritage Road and Mississauga Road in Sections 2-3 due to the potential environmental impacts, potential impacts to farms and the proposed Catholic cemetery, and the proximity to Mississauga Road.	■ MTO are aware that the property contains Credit Valley Conservation Authority floodplain regulated lands and is in the vicinity of the Huttonville Creek & Area Wetland Complex, woodlands, and some regionally significant wetland. ■ While the shortlist of alignment alternatives represents routes that MTO understands to have the most merit to be carried forward for further study, MTO is currently reviewing all of the comments received regarding the information presented at PIC #1. MTO is seeking permission to enter properties for field investigations in early spring of 2015 to support an analysis of the natural environment;

Comment Theme	Summary of Comments Received	MTO Response
		■ Based on this work MTO will consider revisiting alignment alternatives that were screened out, revising alignment alternatives, or developing new alignment alternatives if new information is available that would warrant such a change; and ■ MTO acknowledges the preference for a route between Winston Churchill Boulevard and Heritage Road and the preference to weigh the natural environment factor high in the evaluation of the alignment alternatives.
Route and Interchange Preferences	■ Concern about traffic congestion along the Highway 7/Guelph Street/Bovaird Drive corridor ■ Concern that the Highway 413 Transportation Corridor may increase traffic volumes along this corridor.	■ MTO is undertaking a rigorous traffic analysis of the interchange locations and alignment alternatives as part of this study. The intent of this analysis is to support the identification of a preferred alternative alignments (with interchanges) that provides suitable access to and from the Highway 413 Transportation Corridor without resulting in adverse traffic impacts to the local road network and contributes to an overall efficient transportation system. ■ The findings of the traffic analysis will be coupled with our assessment of impacts to the natural and socio-economic environment and integration with other infrastructure in the area to identify the preferred route and interchange locations. Please be aware that initial traffic forecasting indicates that the Highway 413 Transportation Corridor may relieve traffic on local roads and parallel highways. ■ In the Town of Halton Hills, it is estimated that the transportation corridor will relieve traffic on local roads by 350,000 veh-km/day in 2031 compared to the base case scenario.
Route and Interchange Preferences	■ Inquiry about overlap with the Heritage Heights Secondary Plan, and alignment with the City's Transportation Master Plan. ■ Expressed support for Alternative 2D, which aligns with the City's preferred route, or suggestion to shift Alternative 2D to the west to combine it with Alternative 2C between Sandalwood Parkway and Bovaird Drive, and for an interchange in the vicinity of Heritage Road and Williams Parkway.	■ MTO has considered the planning work that has been done to date with respect to the Heritage Heights Secondary Plan. ■ MTO is aware that from March 30, 2015 Planning and Infrastructure Services Committee that the City of Brampton will be revisiting the June 2014 land use concept and associated component studies for Secondary Plan Areas 52 and 53 (Heritage Heights). As noted in the minutes from the March 30, 2015 committee meeting. ■ MTO will continue to refer to the information from the Heritage Heights Transportation Master Plan study and other secondary planning component studies, but MTO will also continue to consult with the City of Brampton and the landowners within the Secondary Plan areas to ensure that the background information and analysis gathered to support the secondary plan is appropriately considered in this study and to keep up to date on any new developments or municipal visions for the area.
Route and Interchange Preferences	■ Suggestion for a new alternative that connects Alternative 1C to 1E/2D in the west Brampton area.	■ MTO acknowledges the suggestion for a new alternative that connects Alternative 1C to 1E/2D in the west Brampton area; ■ MTO did an initial assessment on this connection and although it provides good compatibility with the municipal existing/planned transportation network, the team did not carry it forward for further consideration due to the associated impacts to floodplains and terrestrial ecosystems, impacts to an institutional property (Croatian Cultural and Social Centre), and the fact that it creates a slightly longer route; ■ While the short list of alignment alternatives represents routes that MTO understands to have the most merit to be carried forward for further study, MTO is currently reviewing all of the comments received regarding the information presented at PIC #1 and is seeking permission to enter properties for field investigations in early spring of 2015 to support an analysis of the natural environment; and ■ MTO will consider revisiting alignment alternatives that were screened out, revising alignment alternatives, or developing new alignment alternatives.

Comment Theme	Summary of Comments Received	MTO Response
Route and Interchange Preferences	■ Suggestion for an alternative which connects Alternative 1C to 2C/2D via an east/west alignment north of Embleton Road.	■ MTO did an initial assessment on this connection and although it provides good compatibility with the municipal existing/planned transportation network, the team did not carry it forward for further consideration due to the associated impacts to floodplains and terrestrial ecosystems, impacts to an institutional property (Croatian Cultural and Social Centre), and longer route length; ■ While the short list of alignment alternatives represents routes that MTO understands to have the most merit to be carried forward for further study, MTO is currently reviewing all of the comments received regarding the information presented at PIC #1 and is seeking permission to enter properties for field investigations in early spring of 2015 to support an analysis of the natural environment; and ■ MTO will consider revisiting alignment alternatives that were screened out, revising alignment alternatives, or developing new alignment alternatives.
Route and Interchange Preferences	■ Concerns about extending Highway 410 via Alternative 10G, as it may present capacity and alignment challenges, impact approved residential developments, and conflict with planned regional infrastructure. ■ Expressed support for Alternative 10C, as it offers a more direct, mid-concession alignment with fewer property impacts and avoids two crossings at Heart Lake Road.	■ MTO acknowledges the Region's preference for Alternative 10C and concerns and challenges with Alternative 10G, such as accommodating the curve and interchange with Hurontario Street/Valleywood Boulevard and impacts to properties along the existing Highway 10 north of Valleywood Boulevard; and ■ MTO will be undertaking a more detailed analysis of the alternatives in the coming months based on the traffic forecasting that is currently in progress and impacts to adjacent lands and environmental features.
Route and Interchange Preferences	■ Expressed preference for Alternative 2A1.	■ MTO acknowledges the preference for Alternative 2A1. ■ MTO reviewed all of the comments submitted regarding the information presented at Public Information Centre #1 and has added an alternative to the short list of alignment alternatives in Section 2. ■ Alternative 2B was initially screened out at Public Information Centre #1 but was reconsidered based on public comment because it provides planning flexibility between Sections 1 and 2 and has similar potential impacts to other alternatives in the area. As a result, none of the alignment alternatives in Section 2 have been screened out and all are being carried forward for further consideration.
Land Use and Environmental Protection	■ A more northerly alignment would better deter urban sprawl and protect the Oak Ridges Moraine.	■ In response to the comments about maintaining the existing character of Kirby Road and the Oak Ridges Moraine, MTO will be working closely with stakeholders and communities to include community goals and expectations in the design of the Highway 413 Transportation Corridor. We will be developing CVPs for communities affected by the Highway 413 Transportation Corridor, and particularly for lands within the Greenbelt. These will be prepared with help from members of local communities during the Preliminary Design phase, and will involve seeking input on the cultural, social, historical and environmental features of the community, and exploring their design integration. The framework for developing the CVPs will be presented at Public Information Centre #2 in Fall/Winter 2015.
Land Use and Environmental Protection	■ Concern regarding impacts to agricultural land and the long-term viability of food production.	■ MTO understands that you are concerned about potential impacts to farmland. Impacts to agricultural lands are identified in the evaluation criteria that were used to screen the alignment alternatives, and are being considered in the evaluation of the short-listed alternatives. While refining and evaluating alignment alternatives throughout 2015, MTO will continue to identify and implement opportunities to minimize impacts

Comment Theme	Summary of Comments Received	MTO Response
		to farmland and Greenbelt lands while also considering impacts to other land uses and optimizing the transportation network. ■ MTO would like to note that MTO, in consultation with the Greenbelt Transportation Advisory Group (GTAG), drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt during the completion of the TDS. The Guideline identifies key planning and design principles and recommendations for mitigation measures when placing new or expanded provincial highways/transitways within areas of the Greenbelt, within the Highway 413 study area. 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; and ■ Flexibility with geometric and bridge design to reduce impacts. ■ Recommendations from the Guideline are being considered and implemented during route planning and Preliminary Design of the Highway 413 Transportation Corridor where impacts to Greenbelt lands cannot be avoided. The Guideline is available for download on the Project Website. MTO also notes that agencies such as the Ministry of Natural Resources and Forestry, Ministry of Agriculture, Food and Rural Affairs, conservation authorities, OFA, and the Greenbelt Council are on the various advisory groups for subsequent phases of this study. MTO is meeting with these advisory group at key study milestones to obtain feedback and ensure agricultural and rural concerns are appropriately reflected in the Project.
Land Use and Environmental Protection	■ Requests to preserve the natural environment and design the transportation corridor to mesh with community uses and vision.	■ With respect to preserving the natural environment and designing the transportation corridor to mesh with community uses and vision, MTO notes that MTO, in consultation with the GTAG, drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt during the completion of the TDS. ■ The Guideline identifies key planning and design principles and recommendations for mitigation measures for placing new or expanded provincial highways/transitways within areas of the Greenbelt, within the Highway 413 study area. This includes community sensitive design that fits in with the surrounding landscape and consideration of impacts to road ecology and wildlife (e.g., wildlife passage), local heritage, etc. ■ The Guideline will be used during the Preliminary Design process to minimize impacts resulting from the preferred route.
Land Use and Environmental Protection	■ Concerns about crossing the Humber River, as it presents significant environmental challenges, particularly due to the steep valley slopes. ■ Concerns that extending Highway 427 and introducing an interchange in this area could further exacerbate these environmental and engineering concerns.	■ MTO acknowledges and appreciates the comments about the environmentally sensitive lands surrounding the Humber River. ■ The complexity of valley crossings was considered as part of the screening of the long list of alignment alternatives. These factors will continue to influence the assessment and evaluation of the short list of alignment alternatives in 2015.
Land Use and Environmental Protection	■ Concern that the environmental mapping appears to omit the Osage orange hedgerow located on Torbram Road, north of Old School Road, which is intersected by Alternatives 4B and 4D, as this hedgerow has been	■ MTO appreciates that you identified the Osage orange hedgerow near Torbram Road and Old School Road. ■ MTO is aware that this feature is listed in the Town of Caledon's register of heritage resources, and of its status; and will verify this feature during our fieldwork in 2015 and will update mapping accordingly.

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	designated by the Town of Caledon as a heritage property and is the only known surviving Osage orange hedgerow in the Peel Region.	■ These features will be considered in the evaluation of the short list of alignment alternatives.
Land Use and Environmental Protection	■ Concern about impacts to St. Stephen's Anglican Church.	■ At this time, specific details regarding impacts to St. Stephen's Anglican Church are not known. ■ The church property is located within the potential footprint of the freeway-to-freeway interchange in the Highway 401 and 407 ETR area. ■ Throughout 2015, MTO will conduct a detailed analysis and evaluation of the short list of alignment alternatives and the potential interchange locations. ■ Once a preferred route has been selected, interchange designs will be developed. The preferred route will be presented at Public Information Centre (PIC) #2 in Fall/Winter 2015. At that time, you will have a better idea of the proximity of St. Stephen's Anglican Church to the Highway 413 Transportation Corridor.
Land Use and Environmental Protection	■ Concern about the potential impact of Alternative 3A on the Brampton-Caledon Airport, in terms of landing patterns, lighting, and direct footprint impacts. Traffic north and south on McLaughlin Road is important to the access to the Brampton/Caledon Airport so there should be an interchange at this location.	■ MTO notes the concern about the potential impact of Alternative 3A on the Brampton-Caledon Airport, in terms of landing patterns, lighting, and direct footprint impacts. MTO has received information from the Brampton Flying Club and the Brampton-Caledon Airport about their existing and future operations. While refining and evaluating alignment alternatives throughout 2015, MTO will continue to identify and implement opportunities to minimize impacts to the Brampton-Caledon Airport, while also considering impacts to other land uses, and optimizing the transportation network. ■ McLaughlin Road was not identified as a potential interchange location with the Highway 413 Transportation Corridor due to its proximity with the potential interchange at Highway 10. It is preferable to maintain at least 2 km spacing between interchanges to accommodate interchange ramps and desirable weaving distances between the ramps of adjacent interchanges. In addition, McLaughlin Road is classified as a low-moderate capacity collector road. Arterial roads are generally better candidates for interchange locations as they are typically higher capacity, higher speed roads that can distribute traffic from collector roads to highways. McLaughlin Road will be either an overpass, underpass, or will become truncated at the transportation corridor. MTO will determine this crossing road treatment during Preliminary Design based on impacts to the surrounding land use and the associated transportation benefits and impacts.
Land Use and Environmental Protection	■ Suggestion to cross Gore Road either two miles north or two miles south of Healey Road, avoiding this environmentally sensitive area. ■ Request for the Project to fully adhere to the Greenbelt Plan and its guidelines to ensure long-term protection of natural heritage and agricultural systems.	■ MTO appreciates the comments about the environmentally sensitive lands in the vicinity of Healey Road and The Gore Road. MTO are aware that the lands in the northwest quadrant of this intersection are referred to as the Gooseville Moraine and are a candidate to become a provincial Area of Natural and Scientific Interest for earth science. ■ The short-listed alignment alternatives do not directly impact the Gooseville Moraine. The other natural environment features run in a north-south direction through the entire study area and would be potentially impacted by the alignment alternatives to varying degrees. ■ MTO acknowledges the suggestion for the alignment alternatives to run 2 miles north of the Healey Road/The Gore Road intersection. Please note that this falls outside of the Highway 413 study area. Alignment alternatives must stay within the limits of this study, however, while refining and evaluating alignment alternatives throughout 2015, MTO will continue to identify and implement opportunities to minimize impacts to these natural environmental features while also considering impacts to other land uses and optimizing the transportation network.

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		■ Recommendations from the Greenbelt Guideline are being considered and implemented during route planning and Preliminary Design of the Highway 413 Transportation Corridor where impacts to Greenbelt lands cannot be avoided. The Guideline is available for download on the Project Website. ■ Agencies such as the Ministry of Natural Resources and Forestry, Ministry of Agriculture, Food and Rural Affairs, conservation authorities, OFA, and the Greenbelt Council are on the various advisory groups for subsequent phases of this study and MTO is meeting with these advisory group at key study milestones to obtain feedback and ensure agricultural and rural concerns are appropriately reflected in the Project.
Land Use and Environmental Protection	■ Concerns about impacts to noise levels.	■ A noise assessment will be completed as part of this Study; and ■ MTO will examine noise sensitive areas as defined in MTO Environmental Guide For Noise (2006) and determine the warrant and feasibility for noise mitigation associated with the recommended Highway 413 Transportation Corridor.
Land Use and Environmental Protection	■ Inquiries about how development applications are being considered during the Project.	■ MTO developed the Focused Analysis Area (FAA) to inform stakeholders about what properties are within an area of interest for the Highway 413 Transportation Corridor; ■ The FAA is a zone surrounding the short list of alignment alternatives. Properties located within the FAA could be directly impacted by the Highway 413 Transportation Corridor, ancillary uses, or if refinements are made to the alignment alternatives; ■ MTO will continue to be circulated and review all development applications in the Study Area; and ■ The Highway 413 Study has not impacted the processing of development applications outside of the Highway 413 Route.

Land Use and Environmental Protection	■ How can the ongoing erosion of the Greenbelt-Protected Countryside, particularly through the Vaughan area, be justified? Expressed concern about the protection and preservation of the countryside.	■ This study is being conducted within the framework of existing policy including the Growth Plan, the Greenbelt Plan, and the planning initiatives of the various municipalities that comprise the Study Area.
		■ MTO acknowledges that The Greenbelt Plan does not prohibit development of transportation corridors:
		  ■ "Infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt. ... It is also anticipated that new and/or expanded facilities will be needed in the future to serve the substantial growth Projected for southern Ontario." (Section 4.2).
		■ The Greenbelt Plan further describes policies that shall apply to existing, expanded or new infrastructure; including permission for new infrastructure provided "it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders" (Section 4.2.1).
		■ MTO acknowledges that the GTAG drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt during completion of the TDS. The Guideline identifies key planning and design principles, and recommendations for mitigation measures when placing new or expanded provincial highways/transitways within the Greenbelt. Key elements include:
		  ■ Impact avoidance, where possible;
		  ■ Community sensitive design;
		  ■ Consideration of impacts to road ecology and wildlife;
		  ■ Consideration of impacts to agriculture;

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		▪ Stormwater management; and ▪ Flexibility with geometric and bridge design to reduce impacts. ▪ Recommendations from the Guideline will be considered and implemented during route planning and Preliminary Design of the Highway 413 Transportation Corridor where impacts to Greenbelt areas are unavoidable. While refining and evaluating alignment alternatives, MTO will identify and implement opportunities to minimize impacts to Greenbelt lands. Consideration will also be given to reducing impacts to other land uses and optimizing the transportation network. ▪ The Guideline is available for download on the Project Website. MTO notes that agencies such as the Ministry of Natural Resources and Forestry, Ministry of Agriculture, Food and Rural Affairs, conservation authorities, OFA, and the Greenbelt Council participate on advisory groups for subsequent phases of this study. ▪ MTO meets with Project advisory group at key study milestones to obtain feedback and ensure agricultural concerns are appropriately reflected in the Project.
Land Use and Environmental Protection	▪ Concern about impacts to Species at Risk.	▪ MTO has reviewed relevant background information, including that provided by the Ministry of Natural Resources and Forestry and the local conservation authorities regarding known Species at Risk in the Study Area, and MTO are currently conducting field investigations to document habitat types for species at risk having the potential to occur within the Project limits; ▪ MTO is trying to avoid functionally important habitat areas and minimize habitat fragmentation; and ▪ MTO is complying with the Endangered Species Act (2007), and the requirements for permits, mitigation and compensation will be further analyzed in consultation with the Ministry of Natural Resources and Forestry once the preferred route and potential impacts are known.
Land Use and Environmental Protection	▪ Information provided about the educational and religious uses of the Assembly Hall, as well as the plans for expansion. ▪ Opposition to Alternative 2A2 due to the potential noise and traffic impacts. Support for Alternative 2C.	▪ While the short list of alignment alternatives represent routes that MTO understand to have the most merit to be carried forward for further study, MTO is currently reviewing all of the comments received regarding the information presented at Public Information Centre (PIC) #1 and is seeking permission to enter properties for field investigations in early 2015 to support an analysis of the natural environment. ▪ Based on this work, MTO will consider revisiting alignment alternatives that were screened out, revising alignment alternatives, or developing new alignment alternatives if new information comes to light that would warrant such a change. ▪ A noise assessment will be completed as part of this study and MTO will examine noise sensitive areas as defined in MTO Environmental Guide For Noise (2006) and determine the warrant and feasibility for noise mitigation associated with the recommended Highway 413 Transportation Corridor. ▪ Final interchange locations have not yet been determined for the interchange along the Highway 413 Transportation Corridor at Bovaird Drive. The potential locations illustrated at PIC #1 were based on an initial screening of all possible interchange locations. However, not all of these locations will necessarily be selected for an interchange. More detailed analysis of all interchange locations will be undertaken during Preliminary Design based on the traffic forecasting that is currently in progress and will consider the impacts of an interchange at each of the potential locations. ▪ The intent will be to identify interchange locations that provide suitable access to and from the Highway 413 Transportation Corridor without resulting in adverse traffic impacts to the local road network.

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		■ Impacts to adjacent lands and environmental features will also be a key consideration. ■ Following PIC #1 and throughout 2015, MTO will conduct an analysis and evaluation of the short list of alignment alternatives. ■ The preferred route will be presented at PIC #2 in Fall/Winter 2015. At that time there will be more certainty with respect to the location of the Norval Assembly of Jehovah's Witnesses relative to the Highway 413 Transportation Corridor.
Land Use and Environmental Protection	■ Concerns about impacts to the Norval Assembly Hall of Jehovah's Witnesses from the proposed route 2A2 of the Highway 413 Transportation Corridor. Request that impacts are considered as part of the Project planning process.	■ MTO appreciates the information provided about the educational, religious, wedding and funeral service uses of the Assembly Hall, and notes the opposition to Alternative 2A2 due to the potential noise and traffic impact concerns. This information will be taken into consideration during the assessment and evaluation of the alignment alternatives and interchange locations. ■ A noise assessment will be completed as part of this study and MTO will examine noise sensitive areas as defined in the MTO Environmental Guide For Noise (2006) and determine the warrant and feasibility for noise mitigation associated with the recommended Highway 413 Transportation Corridor. ■ Final interchange locations have not yet been determined at the interchange along the Highway 413 Transportation Corridor at Bovaird Drive. The potential locations illustrated at PIC #1 were based on an initial screening of all possible interchange locations. More detailed analysis of all interchange locations will be undertaken in the coming months based on the traffic forecasting that is currently in progress, the assessment of the alignment alternatives, and the impacts to the natural and socio-economic environment and integration with other infrastructure in the area. The intent will be to recommend interchange locations that provide suitable access to and from the Highway 413 Transportation Corridor without resulting in adverse traffic impacts to the local road network. ■ Following Public Information Centre #1 and throughout 2015, MTO will conduct an analysis and evaluation of the short list of alignment alternatives. The preferred route will be presented at PIC #2 in Fall/Winter 2015. At that time there will be more certainty with respect to the location of the Highway 413 Transportation Corridor relative to the Norval Assembly of Jehovah's Witnesses.
Transit and Transportation Priorities	■ Suggestion of including rail within the ROW for the Highway 413 Transportation Corridor.	■ The dedicated transitway will likely be designed to initially accommodate bus rapid transit, but the design will not preclude conversion to light rail transit in the future; and ■ Heavy rail cannot be accommodated in the Highway 413 Transportation Corridor and wouldn't address the transportation needs identified in the TDS (2012). Furthermore, heavy rail is best suited for long-haul trips.
Transit and Transportation Priorities	■ Request to incorporate active transportation, such as a trail network along the Highway 413 Transportation Corridor.	■ With respect to incorporating active transportation, such as a trail network along the Highway 413 Transportation Corridor, MTO is considering localized active transportation opportunities which coordinate with municipal plans.
Transit and Transportation Priorities	■ Include modal hubs along the transportation corridor.	■ With respect to modal hubs, the Highway 413 Transportation Corridor is consistent with Metrolinx' Regional Transportation Plan The Big Move, which identifies opportunities for existing and future mobility hubs. During Preliminary Design, transitway station locations will be identified and will include opportunities to connect to other transit services. Transitway stations will also generally include commuter parking facilities to provide inter-modal connections.

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Transit and Transportation Priorities	■ Suggestion for goods movement to be facilitated by roll-on and off/transfer facilities.	■ With respect to roll-on, roll-off facilities (or rolling highways), this conveyance of road trucks by rail is most efficient over long distances, like Canadian Pacific Railway's rolling highway service between Windsor and Montreal. However, improving access to areas or facilities that support or rely on goods movement is an important consideration of this study. ■ This transportation corridor will improve inter-regional goods movement connectivity between Highways 400 and 401, with links between Highway 400, the Canadian National inter-modal yard (via the Highway 427 extension), and the inter-modal facilities within the study area, along with enhanced accessibility to new industrial growth areas in Brampton and Halton Hills. ■ MTO is considering goods movement priority features such as truck-only lanes, enhanced design to accommodate Long Combination Vehicles, combined truck/transit lanes, truck-only interchange ramps, and truck parking facilities, to name a few.
Transit and Transportation Priorities	■ Inquiry about the purpose of the transitway.	■ With respect to the transitway, this separate designated ROW (roadway) for buses will be used by existing and future regional transit providers; ■ The transitway will allow buses (and potentially in the future, light rail vehicles) to operate on express schedules without having to stop at crossing roads and signals or mix with the general traffic on the highway lanes; and ■ Transitway stations will be located at certain interchange areas where transit riders can park or be dropped off.
Transit and Transportation Priorities	■ Suggestions for trucks to be on a dedicated truck lane on the Highway 413 Transportation Corridor and the Preliminary Design should include contra-flow lanes or moveable barriers to better manage traffic.	■ With respect to the transitway, no decisions have been made at this time about the construction schedule and phasing of the transitway and highway. Construction for any portion of the Highway 413 Transportation Corridor is dependent on provincial priorities and funding. ■ MTO acknowledges the opposition to trucks using the transitway or HOV lanes, and the support for a dedicated truck lane. MTO also appreciates the suggestion of using contra-flow lanes or movable barriers. MTO will consider these features during the Preliminary Design of the Project.
Transit and Transportation Priorities	■ Inquiries about how traffic volumes will be impacted by the Highway 413 Transportation Corridor.	■ With respect to the impact of the Highway 413 Transportation Corridor on traffic volumes on local roads, MTO would note that as part of this study, traffic forecasting is being completed to estimate the number of vehicles that will use the Highway 413 Transportation Corridor and adjacent transportation facilities in the future; and ■ MTO will use this information to design a transportation corridor that will accommodate the future demand and integrate with the surrounding transportation network.
Process Transparency and Decision-Making	■ Concern about the long duration of the Project and the uncertainty it brings to stakeholders.	■ MTO understands the concern about the length of the Project. MTO developed the FAA to inform stakeholders about what properties are still within an area of interest for the Highway 413 Transportation Corridor; ■ The boundary of the FAA extends beyond the 250 m width of each route alternative on the short list because MTO may be refining alignment alternatives as more fieldwork is completed in 2015 and will be further developing alignment alternatives as the Project progresses; ■ There is the possibility that lands beyond the 250 m identified for each short-listed alignment alternative may still be required if new information comes to light that necessitates a major route refinement, or for ancillary uses (like carpool lots, stormwater management ponds, etc.). Interchange locations may also require lands in excess of the 250 m width; and

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		■ MTO is aware that the length and scope of this study has created a level of uncertainty for some stakeholders in terms of future planning but is committed to moving forward as quickly as possible with the Project.
Process Transparency and Decision-Making	■ Concern about the rigor of the environmental assessment process.	■ Highway 413 Study is following the approved planning process for an Individual Environmental Assessment (Individual EA) in accordance with the Ontario Environmental Assessment Act and the Canadian Environmental Assessment Act; ■ Individual EAs are typically carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest; and ■ MTO is following a rigorous process to find the best solution, and MTO encourages you to stay involved in the process.
Process Transparency and Decision-Making	■ Inquiries about how MTO will weigh different factors in the evaluation of the alignment alternatives.	■ Factor weighting as part of the assessment of alternatives may differ by context-specific issues such as the area being considered and the existing and future land uses planned in that area. ■ The evaluation process will be based on considering the magnitude or size of an impact, as well as the severity of the impact in terms of the effect that it will have on the corresponding property, environmental feature, community feature, etc. ■ As such, some impacts are given more weight than others and may vary across the Study Area. This determination is made on the basis of MTO's expertise together with input that is provided by stakeholders and other background information that is obtained throughout the course of the Project. ■ MTO sought stakeholders' input on the evaluation criteria at Public Information Centre #1 and will further seek input on the evaluation criteria at future public events in 2015. ■ This information will be considered as MTO undertakes the evaluation of the short list of alignment alternatives in 2015. The recommended plan will provide the best overall balance of environmental impacts and transportation benefits based on a comprehensive assessment of all these criteria.
Process Transparency and Decision-Making	■ Concern that only municipal development pressures have shaped the course of the Project.	■ Regarding the statement that municipal development pressures have shaped the course of the Project, MTO continues to consider the development work that municipalities are undertaking. However, the Highway 413 study area is over 50 km long and there are many environmental and community features that MTO is considering during the development and evaluation of the alignment alternatives. ■ The selection of the preferred route alternative takes into consideration many different factors from the natural environment, land use/socio-economic environment, cultural environment, as well as transportation and cost factors.
Process Transparency and Decision-Making	■ Request for clarification on the evaluation criteria and process.	■ Various evaluation factors are used when assessing and evaluating the short-listed alignment alternatives. Additional information was provided to interested stakeholders detailing the factors, sub-factors, and criteria that MTO will be assessing, along with how each criterion will be measured, and the rationale and data source for the criteria. As with the factors and criteria used to screen the long list of alignment alternatives, the evaluation factors and criteria proposed to assess and evaluate the short-listed alignment alternatives are consistent with the evaluation factors established as part of the Terms of Reference (July 2007, approved March 2008) for this study. ■ Moving forward, MTO will follow a rigorous process to select the preferred location for the Highway 413 Transportation Corridor and consider many factors (e.g., natural heritage systems, agriculture, land use

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		planning/policies/goals/objectives, transportation system capacity/efficiency/reliability/redundancy, etc.). MTO will evaluate the short-listed alignment alternatives using two complementary methodologies: 1. Reasoned Argument Method - qualitatively compares the advantages and disadvantages of alternatives, and the rationale why one alternative is preferred over another (i.e., the trade-offs considered). This is the primary tool to identify the preferred alternative; and 2. Arithmetic Method - quantitatively compares advantages and disadvantages of the alternatives. This is as a secondary tool to test the results of the reasoned argument method by running multiple numerical evaluations with different levels of importance assigned to the factors to reflect different perspectives (including MTO, stakeholder groups, and the public). ■ As part of the Reasoned Argument Method, MTO will identify the positive and negative effects of each short-listed route alternative on the natural environment, land use/socio-economic environment, cultural environment, as well as transportation considerations/cost. ■ MTO will also determine opportunities for mitigation for each alternative for all the factors noted above. The net effects of each alternative will be compared to identify the preferred alternative. Further mitigation, compensation and/or enhancement measures will be considered during the Preliminary Design phase of the Project once impacts are known. ■ As part of the Arithmetic Method, MTO is asking stakeholders to provide weightings for the evaluation factors (natural environment, land use/socio-economic environment, cultural environment, transportation) for both urban and rural environments. ■ MTO will complete an arithmetic evaluation based on each stakeholder group's perspective (e.g., public, municipal, regulatory agency, Community Advisory Group, Greenbelt Transportation Advisory Group, etc.) so that all perspectives are considered in the evaluation of the short-listed alignment alternatives. MTO recognizes that there are very diverse land uses within the study area that may need to be treated differently from one another in the evaluation. Therefore, MTO is considering different factor weightings for urban and rural environments so that the levels of importance of different criteria are applied appropriately to the different sections of the study area. ■ MTO will then review the results of the evaluation from both methods. If there are significant differences, MTO will revisit the rationale in the reasoned argument evaluation. The details of both evaluation methods will be available for review at Public Information Centre #2 in Fall/Winter 2015.
Process Transparency and Decision-Making	■ Inquiry about how MTO will assess existing and future land uses.	■ MTO is identifying impacts to existing features but is also considering approved development plans and land use designations; ■ MTO considers the magnitude (or size) of an impact, as well as the severity of the impact in terms of the effect that it will have on the corresponding property, environmental feature, community feature, etc.; ■ As such, some impacts are given more weight than others and weights may vary across the Study Area; ■ This determination is made based on MTO's expertise together with input that is provided by stakeholders and other available background information; and ■ The recommended plan will provide the best overall balance of environmental impacts and transportation benefits based on a comprehensive assessment of all of these criteria.

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Property and Expropriation Concerns	■ One of the proposed alternatives could result in residential properties being directly affected or displaced. This uncertainty has negatively influenced the local real estate market, with homes remaining unsold due to the possibility of the highway's proximity.	■ MTO acknowledges the concern regarding the ability to sell homes. MTO is aware that the length and scope of this study has created a level of uncertainty for some stakeholders in terms of future planning, but MTO is committed to moving forward as quickly as possible with the Project. Following Public Information Centre #1 and throughout 2015, MTO will conduct an analysis and evaluation of the short list of alignment alternatives. MTO is seeking permission to enter properties in areas covered by the short list of alignment alternatives for field investigations in early spring of 2015 to support the analysis. The evaluation of the short list of alignment alternatives will be carried out in 2015 and a preferred route will be identified and presented at Public Information Centre #2 in Fall/Winter 2015. At that time you will have more certainty with respect to the location of your property relative to the Highway 413 Transportation Corridor.
Property and Expropriation Concerns	■ How will the Highway 413 impact property values?	■ MTO are unable to comment on the impact of the Highway 413 Transportation Corridor on property values, as there are many variables which contribute to property value.
Property and Expropriation Concerns	■ Will there be any compensation to farmers losing rented land due to the new Highway 413 Transportation Corridor infrastructure?	■ Compensation is provided to owners of land (and this can include tenants) when an acquisition occurs, on a case-by-case basis; ■ In general, when MTO purchases land, MTO is required to compensate a property owner and/or at times the tenant according to the provisions of the Expropriations Act; and ■ Compensation is generally based on the fair market value of a property.
Stakeholder Engagement	■ Interest in attending additional Highway 413 meetings.	■ If you are interested in attending additional Highway 413 Study meetings, MTO welcomes you to join the Highway 413 Study's Community Advisory Group (CAG). The CAG is made up of members from the public who have an active interest in the Project. The role of the CAG is to facilitate communication between members of the community and MTO. Members of the CAG are asked to provide timely comments and suggestions on study findings; provide insight into potential issues, challenges and opportunities at key study milestones; and discuss and participate in the development of mitigation strategies. If you are interested in participating in the CAG for the next phase of the Highway 413 Study, please complete the attached CAG Application Form and return it to MTO. The CAG meets 1-2 times per year on weekday evenings.
Stakeholder Engagement	■ Requests to coordinate with the Ontario Power Authority for future transmission line corridor initiatives in Peel Region to support Projected electrical demand.	■ MTO is aware that Hydro One is interested in initiating a separate study to identify a recommended plan to address electricity transmission needs in the western GTA. MTO has been engaging Hydro One as a stakeholder and are coordinating to the extent possible as they plan to undertake an environmental assessment for their infrastructure needs. ■ However, Hydro One is in the process of preparing a Terms of Reference for an Environmental Assessment, whereas the Highway 413 Transportation Corridor Route Planning Study developed a Terms of Reference that was approved in 2008; ■ Furthermore, the Highway 413 Transportation Corridor Route Planning Study and the proposed Hydro One study have different needs, issues, processes, consultation requirements and schedules; and ■ MTO continues to seek opportunities to coordinate with Hydro One throughout this study, but ultimately the Highway 413 Study will only seek to protect the property required for the construction of the Highway 413 Transportation Corridor, including the proposed transitway.

Comment Theme	Summary of Comments Received	MTO Response
Other	■ Request for the transportation corridor to be fenced.	■ MTO will erect fencing on or along the ROW limit for the Highway 413 Transportation Corridor.
Other	■ Request for a public health assessment.	■ MTO will not be conducting a stand-alone public health assessment as part of this study; and ■ The interdisciplinary evaluation of the potential physical, biological, cultural, and socio-economic effects of the Highway 413 Transportation Corridor alternatives will indirectly consider impacts to public health.

Table A-3: Summary of Feedback from Public Information Centre #2- September 19, 2019, September 26, 2019, and October 3, 2019

Comment Theme	Summary of Comments Received	MTO Response
Support and Opposition for the Route	■ The highway should be extended east of Highway 400.	■ MTO notes that the Highway 413 Route was defined in Stage 1 of the EA. It emerged based on extensive analysis of numerous transportation corridor alternatives, as well as opportunities to optimize the existing transportation network and opportunities for non-roadway improvements. The findings of this analysis indicated that a transportation corridor connecting Highway 400 in Vaughan to Highway 401 in the vicinity of the 407 ETR would best address the future transportation problems and opportunities. Details of this analysis can be found in Chapters 3-6 of the TDS. ■ In 2019, the need for the Highway 413 multi-modal transportation corridor remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041. The 2019 Growth Plan forecasted the area to grow to 13.5 million people and 6.3 million jobs by 2041. The GGH is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the GTA. In addition to serving over 300,000 auto vehicle trips/day in 2031 and relieving traffic on local roads and parallel highways, the Highway 413 multi-modal transportation corridor will have many benefits to the local and regional communities. Some benefits include reducing travel times for commuters and goods, providing greater connectivity between urban growth centres, providing better connections to residential and employment lands, providing an alternate route in the event of an incident or road closure on local roads, providing a designated transitway as a multi-modal alternative, and providing greater economic vitality.
Support and Opposition for the Route	■ Inquiry about whether it would it be feasible to construct this highway as an elevated structure, similar to the Gardiner Expressway. A prefabrication plant could provide innovative technology that may accelerate the construction process. This approach could also offer environmental benefits, such as reducing impacts on wildlife and waterways, and mitigating flood risks.	■ As part of the development of the long list of alignments MTO considered cuts, fills and structures at a high level to determine a long list of feasible route options. Given the significantly higher cost of construction and maintenance requirements, elevated corridors are only typically considered when at grade construction would result in unacceptable local traffic flows; safety concerns; or significant and unmitigable socio-economic, cultural or environmental impacts. Based on the existing features and constraints identified through field reviews, secondary source reviews and consultation with stakeholders, MTO is confident that generally a at grade multi-modal transportation corridor can be built in a viable and responsible way.
Support and Opposition for the Route	■ Inquiry about why the Highway 413 multi-modal transportation corridor is located between King-Vaughan Road and Kirby Road, and not closer to Highway 9.	■ The Highway 413 Route being used for the development of the Preliminary Design was defined in Stage 1 of the EA. It emerged based on extensive analysis of numerous transportation corridor alternatives, as well as opportunities to optimize the existing transportation network and opportunities for non-roadway improvements. The findings of this analysis indicated that a transportation corridor connecting Highway 400 in Vaughan to Highway 401 in the vicinity of the 407 ETR would best address the future transportation problems and opportunities. Details of this analysis can be found in Chapters 3-6 of the TDS. ■ MTO notes that the Highway 413 multi-modal transportation corridor is one part of the overall solution to support future growth. More broadly, MTO is working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH (to 2051) and an integrated future multi-modal transportation network for people and goods movement.
Support and Opposition for the Route	■ The preferred route would impact a planned residential community east of Huntington Road. Given that an alternative route—previously shortlisted—could have avoided this area, I urge a reconsideration of the	■ Prior to recommending the Draft Technically Preferred Alignment, MTO undertook a rigorous and comprehensive evaluation of the short-listed route and interchange location alternatives, which used the following steps:

Comment Theme	Summary of Comments Received	MTO Response
	alignment to preserve the future residential development south of Kirby Road.	■ Identify the potential transportation benefits, costs and environmental effects of the alternative; ■ Develop and apply avoidance, mitigation, compensation and enhancement measures to address the environmental effects; ■ Determine the net effects on the environment (natural, socio-economic, land use, cultural, transportation); ■ Rank the alternatives within each of the 9 sections; and ■ Review evaluation tables, rankings and net effects to determine and rationalize the draft Technically Preferred Alignment in each Section. ■ MTO had to consider many trade-offs in Section 8 to determine the Draft Technically Preferred Alignment. For example, with respect to the Humber River, the Draft Technically Preferred Alignment in Section 8 (Preferred Route S8-3) is ranked the highest, as it minimizes impacts to fish and fish habitat and permits the most feasible location with the most flexibility for crossing the Humber River, due to its distance from large meanders (i.e., most perpendicular and stable crossing of the mainstem river). Preferred Route S8-3 also minimizes impacts to agricultural lands and Greenbelt lands, contributes to the shortest overall route length, and has the lowest overall impacts to wildlife and wildlife habitat, woodlands and vegetation, watersheds and surface water. ■ MTO recognizes that Preferred Route S8-3 impacts the largest area of the North Kleinburg Nashville Secondary Plan (approximately 45.5 ha versus 31.9 ha associated with Route S8-2, and 0 ha associated with Route S8-1). The North Kleinburg Nashville Secondary Plan, as approved by the Ontario Municipal Board in November 2012, places the lands within the Highway 413 Corridor Protection Policy Area. While the underlying designation is residential, the policies of the Plan (S. 4.1.4a) recognize that the establishment of the transportation corridor takes precedence over the future development of the lands for residential purposes. However, MTO recognizes the value that the Regional Municipality of York and City of Vaughan are placing on the development area. MTO has received numerous comments regarding Section 8 of the draft Technically Preferred Alignment from various stakeholders, including the local and regional municipalities, Toronto and Region Conservation Authority (TRCA), MNRF etc. MTO has decided to assess new alternatives in Section 8 that attempt to address the issues identified by stakeholders, to the greatest extent possible. These new alternatives will be evaluated following the same process that was used for the short-listed alignments (i.e., both reasoned argument method and arithmetic method). These new alternatives will be compared to the draft Technically Preferred Alignment S8-3 in order to confirm a Preferred Route in Section 8. These new alternatives may also have implications on the draft Technically Preferred Alignment in Section 7 and these implications will be taken into consideration during the decision-making process and reflected in the evaluation tables for that section, if necessary. MTO aims to undertake this additional exercise within the current Project schedule and confirm the Preferred Route by the end of Spring 2020.
Support and Opposition for the Route	Request for an interchange at Weston Road.	■ MTO notes that an interchange at this location would provide good overall network connectivity but only a partial interchange is possible given the proximity to the Highway 400 interchange. Weston Road is designated as a Major Arterial and an interchange at Weston Road would provide a connection to the planned urban growth centre along Weston Road. MTO has worked with municipalities to identify the preferred interchanges and will continue to gather feedback on the proposed locations.
Support and Opposition for the Route	■ Suggestion to move the transportation corridor farther to the north in Sections 4 and 5.	■ While all the well-ranked alternative routes in Section 4 have a similar cost, traffic operations and level of constructability, the Technically Preferred Alignment (S4-1) connects well with the Technically Preferred

Comment Theme	Summary of Comments Received	MTO Response
		Alignment in Section 3. The less preferred alternative route in Section 4 which does go farther to the north (S4-2) has the highest construction cost and may result in less than desirable geometry for required road realignments. Potential impacts to the Brampton-Caledon Airport were a key consideration in the evaluation of the short-listed alignments in Section 4. The assessment was undertaken with the consideration that if a route was too close to the airport, some elements may create obstructions into the protected airspace (i.e., high-mast lighting). Protrusions into the protected airspace could potentially affect safety, operations at the airport, and limit use of the airport runways. ■ From a transportation perspective, the Technically Preferred Alignment in Section 5 (S5-10) provides a less complex freeway-to-freeway interchange design and connects well with S4-1. S5-10 would permit connections to Hurontario Street provided by a separate interchange, rather than a combined Highway 410/Highway 413/Hurontario Street interchange, which would be required with S5-1, S5-2, S5-3 and S5-4. MTO notes your concern regarding interchange spacing; however, the preferred locations of interchanges along the S4-1 and S5-10 Preferred Routes have been spaced at desirable distances from the freeway-to-freeway interchange and will provide good access to the municipal road network. ■ MTO acknowledges that Alternative S4-2 has three less potential water crossings than Technically Preferred Alignment S4-1; however, all the crossings associated with S4-1 are either intermittent or ephemeral systems, where standard mitigation could eliminate or minimize long-term impacts. The same can be said for some of the crossings associated with S4-2; however, the presence of groundwater upwellings raises the sensitivity of this alternative resulting in a lower ranking. The Technically Preferred Alignment S5-10 avoids impacts to large volume wells and has low to moderate impacts to fish and fish habitat, groundwater and surface water in the area. ■ Regarding wildlife habitat removal, the more northerly S4-2 is ranked higher than Technically Preferred Alignment S4-1. While S4-2 will fragment a large portion of contiguous swamp as a result of removal, S4-1 results in a larger area of wildlife habitat removal including a candidate animal movement corridor associated with the Credit Valley Conservation Authority. Although all alternatives will result in the removal of woodland and other vegetation communities, Technically Preferred Alignment S4-1 will require less woodland and vegetation removal when compared to Alternatives S4-3 and S4-4. Overall, Technically Preferred Alignment S4-1 impacts approximately 17 ha of potentially significant woodland areas and Technically Preferred Alignment S5-10 impacts approximately 23 ha of upland and wooded vegetation, including four areas of potentially significant woodland. During Preliminary Design of the Highway 413 transportation corridor, MTO will consider mitigation and enhancement strategies for movement of animals across the transportation corridor. Strategies may include specially designed structures for wildlife passage strategically located within existing wildlife corridors, wildlife funnel-fencing to guide animals to and through the crossings while restricting access to the transportation corridor, and plantings that provide food and cover at the crossing locations. ■ With respect to agriculture, the Technically Preferred Alignment S4-1 has the lowest overall impacts. Northerly Alternative S4-2 impacts a greater area of Class 1-3 soils, the greatest quantity of cropland, severs the greatest number of parcels and impacts the greatest area of tile drainage/high investment operations. These impacts are considered significant given the rural context in Section 4. Although Technically Preferred Alignment S5-10 will impact two livestock operations and three high investment operations, this alternative minimizes impacts to agricultural operations (particularly the more long-term and permanent operations) compared to S5-4, S5-8 and S5-12. The Technically Preferred Alignment S5-10 is also preferred in Section 5,

Comment Theme	Summary of Comments Received	MTO Response
		as it avoids existing residential subdivisions in the Valleywood neighbourhood and minimizes direct residential impacts elsewhere. ■ Technically Preferred Alignment S4-1 and the route alternative further to the north (S4-2) are both ranked similarly with respect to air quality. With respect to transportation noise, Technically Preferred Alignment S4-1 is ranked highest, whereas Route S4-2 is ranked lowest in this category because S4-1 affects the fewest residences. In Section 5, Preferred Route S5-10 will have lower air quality impacts on residences when compared to Alternatives S5-1 to S5-8.
Support and Opposition for the Route	■ Inquiry about why Route S2-2 was preferred over Route S2-1.	■ With respect to Section 2, one of the main reasons why Route S2-2 was preferred over Route S2-1 was that it provides a suitable crossing of the Credit River. This crossing is easier to build as it is straighter, it has a shorter span, and it is less expensive to construct. This crossing also results in lower impacts to fish and fish habitat including aquatic Species at Risk and salmonid spawning/rearing habitat. Preferred Route S2-2 is also a shorter and more direct transportation link compared to Route S2-1 to the north. Preferred Route S2-2 is further east from the Village of Norval and avoids segregating that broader community while also providing improved access to Brampton and Georgetown.
Support and Opposition for the Route	■ The Highway 413 transportation corridor is redundant to Highway 407.	■ MTO notes your comment that the Highway 413 transportation corridor is redundant to Highway 407. The Highway 413 Route being used for the development of the Preliminary Design of the Highway 413 Study was defined in Stage 1 of the Environmental Assessment. It emerged on the basis of extensive analysis of numerous transportation corridor alternatives, as well as opportunities to optimize the existing transportation network and opportunities for non-roadway improvements. The findings of this analysis indicated that a transportation corridor connecting Highway 400 in Vaughan to Highway 401 in the vicinity of the 407 ETR would best address the future transportation problems and opportunities. Details of this analysis can be found in Chapters 3-6 of the TDS.
Support and Opposition for the Route	■ Inquiry about why Mayfield Road was selected as an interchange location over Mississauga Road.	■ Mayfield Road was carried forward as a preferred interchange location because it is designated as a high-capacity arterial road and is the major east/west roadway connecting urban centres in Halton Region and Peel Region. The road geometry at Mayfield Road is more accommodating for the incorporation of an interchange than at Mississauga Road, and this location was generally supported by the municipalities.
Support and Opposition for the Route	■ There was a change in land use and development status in the lands surrounding Coleraine Drive during the time that the Highway 413 Study was inactive and these changes need to be considered in the evaluation of the interchange at Coleraine Drive.	■ The Draft Technically Preferred Alignment for the Highway 413 multi-modal transportation corridor showed an interchange at Coleraine Drive. However, it was brought to the attention of MTO at Public Information Centre #2 that there was a change in land use and development status in the lands surrounding Coleraine Drive during the time that the Highway 413 Study was inactive. The impacts to this approved development need to be considered in the selection of the interchange location at Coleraine Drive, and as such, MTO will be looking at options for this interchange in consultation with municipal staff over the coming months. Therefore, the current interchange alternative shown at Coleraine Drive will not be carried forward. MTO anticipates confirming the Preferred Route, including an interchange concept at Coleraine Drive, in Spring 2020.
Support and Opposition for the Route	■ Request to extend the transportation corridor westerly to the Guelph area.	■ MTO notes that the Highway 413 Route being used for the development of the Preliminary Design of the Highway 413 Study was defined in Stage 1 of the EA. During Stage 1, which was completed in 2012, MTO: ■ Identified specific transportation problems and opportunities within the preliminary study area; ■ Developed, assessed and evaluated a range of Area Transportation System Alternatives to address the identified problems and opportunities; and

Comment Theme	Summary of Comments Received	MTO Response
		▪ Recommended a TDS based on the Area Transportation System Alternatives carried forward from the evaluation. ■ To address the study area transportation problems, MTO adopted a building block approach toward the development of the TDS. The modelling and Projections were consistent with Provincial and Municipal growth forecasts at that time, which called for population growth of 3 million in the GGH and 750,000 in the study area from 2006 to 2031. The building block approach first considered optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure. Based on this approach, the Project found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx Regional Transportation Plan (RTP) and municipal transit initiatives identified at that time, 25% of the total a.m. peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the Highway 413 Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours. Together, the Metrolinx RTP, GO Transit 2020 Strategic Plan and the TDS presented a wide range of solutions to address future transportation needs, such as rapid transit, HOV lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. ■ In addition to implementation of the various optimization techniques and improved transit, the Project has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and Projected growth. Therefore, over the long-term, the TDS also proposed a new multi-modal transportation corridor that consists of a future transitway, highway and potential goods movement priority features. ■ Building on the recommendations from Stage 1 of the Highway 413 Study, the development of the Preliminary Design continues with a focus on identifying the route and developing the Preliminary Design for a new multi-modal transportation corridor within the Highway 413 Route. The new transportation corridor will include a 400-series highway, a transitway, and potential goods movement priority features. Today, the need for the Highway 413 multi-modal transportation corridor remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041. The 2019 Growth Plan forecasted the area to grow to 13.5 million people and 6.3 million jobs by 2041. The GGH is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the GTA. In addition to serving over 300,000 auto vehicle trips/day in 2031 and relieving traffic on local roads and parallel highways, the Highway 413 multi-modal transportation corridor will have many benefits to the local and regional communities. Some benefits include reducing travel times for commuters and goods, providing greater connectivity between urban growth centres, providing better connections to residential and employment lands, providing an alternate route in the event of an incident or road closure on local roads, providing a designated transitway as a multi-modal alternative, and providing greater economic vitality.
Support and Opposition for the Route	■ Support for Preferred Route S2-2 and opposition to Preferred Route S8-3.	■ MTO had to consider many trade-offs in Section 8 to determine the draft Technically Preferred Alignment. For example, with respect to the Humber River, the draft Technically Preferred Alignment in Section 8 (Preferred

Comment Theme	Summary of Comments Received	MTO Response
		Route S8-3) is ranked the highest, as it minimizes impacts to fish and fish habitat and permits the most feasible location with the most flexibility for crossing the Humber River, due to its distance from large meanders (i.e., most perpendicular and stable crossing of the mainstem river). Preferred Route S8-3 also minimizes impacts to agricultural lands and Greenbelt lands, contributes to the shortest overall route length, and has the lowest overall impacts to wildlife and wildlife habitat, woodlands and vegetation, watersheds and surface water. ■ Impacts to municipal infrastructure and public service facilities were considered in the evaluation of the short list of alignments. MTO will consider the information provided on the water and wastewater infrastructure in conjunction with the feedback received on the draft Technically Preferred Alignment as the project moves into the Preliminary Design phase of the Project. During the Preliminary Design stage, MTO will investigate additional avoidance and/or mitigation measures for existing municipal infrastructure. Municipal staff will be consulted regarding these decisions.
Support and Opposition for the Route	■ Inquiry about why the line depicting the Technically Preferred Alignment is so wide.	■ MTO would like to clarify that while the draft Technically Preferred Alignment is 250 m in width, the actual transportation corridor is envisioned to be 170 m wide to accommodate a 110 m highway ROW and a 60 m transitway. A wider buffer is also used in some locations to accommodate interchange footprints. The alignments are wider at this stage to allow for minor refinements to be made to the route during Preliminary Design, once more details are available through fieldwork for transportation, environmental, cultural and community features. ■ Exact property requirements for the Highway 413 corridor will not be known until MTO completes the Preliminary Design of the corridor. This phase could take around two years and includes many points of contact with stakeholders to gather their input, including at least 1 additional round of meetings with our Advisory Groups and Indigenous communities, two additional rounds of CVP Sessions (i.e., community groups providing input into the design of the new multi-modal transportation corridor), and PIC #3, where MTO will present a further reduced FAA along with the Preliminary Design of the Preferred Route (anticipated to be held in Fall 2021/Winter 2021).
Support and Opposition for the Route	■ Request for an interchange at Sandalwood Parkway.	■ The spacing of the preferred interchanges at Bovaird Drive and Mayfield Road would not preclude a future interchange at Sandalwood Parkway; however, it would be a municipal initiative to identify the need and feasibility of the interchange. Additionally, the Preferred Route for the Highway 413 multi-modal transportation corridor will not preclude the planning and construction of the Bramwest Parkway. There will be opportunities for the implementation of road systems by municipal staff in order to provide appropriate east-west connections. MTO will continue to work with City staff during the Preliminary Design stage of the Project.

Urgency and Planning	■ Inquiry about the need for the Project.	■ With respect to the need for the Highway 413 transportation corridor, during Stage 1 of the Highway 413 Study, which was completed in November 2012, MTO:
		  ■ Identified specific transportation problems and opportunities within the preliminary study area;
		  ■ Developed, assessed and evaluated a range of Area Transportation System Alternatives to address the identified problems and opportunities; and
		  ■ Recommended a TDS based on the Area Transportation System Alternatives carried forward from the evaluation.
		■ To address the study area transportation problems, MTO adopted a building block approach toward the development of the TDS. The modelling and Projections were consistent with Provincial and Municipal growth

Comment Theme	Summary of Comments Received	MTO Response
		forecasts at that time, which called for population growth of 3 million in the GGH and 750,000 in the study area from 2006 to 2031. The building block approach first considered optimization of the existing transportation network and investments in transit and/or rail, prior to considering expansion to existing highways or introducing new road infrastructure. Based on this approach, the Project found that a 4% reduction in auto demand along with a 10% reduction in longer distance truck demand could be achieved with full use of techniques to optimize our existing transportation network. Moreover, with the implementation of the Metrolinx RTP and municipal transit initiatives identified at that time, 25% of the total a.m. peak period travel demand in the GTA-Hamilton area would be taken up by transit by 2031. In the Highway 413 Study area, transit would take up 14% of the total demand, representing 91,000 trips during the morning rush hours. Together, the Metrolinx RTP, GO Transit 2020 Strategic Plan and the TDS presented a wide range of solutions to address future transportation needs, such as rapid transit, HOV lanes, bus bypass lanes, improving access to inter-modal facilities, traffic demand management strategies, expanded use of ramp metering and the widening of existing highways. ■ In addition to implementation of the various optimization techniques and improved transit, the Project has also found that there would still be deficiencies in the network. Road widening and new corridor alternatives would still be required to address the remaining 2031 future capacity needs to support future people and goods movement, the economy and Projected growth. Therefore, over the long-term, the TDS also proposed a new transportation corridor, that would include a highway and consider a future transitway and potential goods movement priority features. ■ Building on the recommendations from Stage 1 of the Highway 413 Study, the development of the Preliminary Design continues with a focus on identifying the route and developing the Preliminary Design for a new multi-modal transportation corridor within the Highway 413 Route. The new transportation corridor will include a 400-series highway, a transitway, and potential goods movement priority features. Today, the need for the Highway 413 multi-modal transportation corridor remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041. The 2019 Growth Plan forecasted the area to grow to 13.5 million people and 6.3 million jobs by 2041. The GGH is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the GTA. In addition to serving over 300,000 auto vehicle trips/day in 2031 and relieving traffic on local roads and parallel highways, the Highway 413 multi-modal transportation corridor will have many benefits to the local and regional communities. Some benefits include reducing travel times for commuters and goods, providing greater connectivity between urban growth centres, providing better connections to residential and employment lands, providing an alternate route in the event of an incident or road closure on local roads, providing a designated transitway as a multi-modal alternative, and providing greater economic vitality.
Urgency and Planning	■ The Independent Advisory Panel Report determined that the Highway 413 Corridor would only improve commute time by less than a minute and also suggested several alternatives to the Highway 413 Transportation corridor. Inquiry about why the Project was resumed.	■ The government is meeting its commitment to resume and complete the Highway 413 EA. The resumed EA will continue to follow the approved Terms of Reference which provides the legislative basis and framework for completing the EA. ■ With respect to your comment regarding the Panel Report's determination that Highway 413 Corridor would only improve commute time by less than a minute, MTO would like to note that averaging travel times across the entire GGH Region would include many unrelated trips in other parts of the region not affected by the

Comment Theme	Summary of Comments Received	MTO Response
		Highway 413 Corridor. The total delay savings for the recommended corridor would be 21,479 hours for automobiles and 2,783 hours for commercial vehicles during the pm peak hour each day (Pages 95 & 96 in the Transportation Development Strategy Report – November 2012). ■ The independent Advisory Panel Report also suggested several alternatives to the Highway 413 Transportation corridor. Some of them are related to regulatory and policy issues, such as congestion pricing, Highway 407 truck lanes, as well as more compact land use beyond what is included in the current 2019 Growth Plan. Those alternatives were not included in the scope for the approved EA Terms of Reference for the Highway 413, and as such cannot be evaluated under the scope of this EA. However, MTO is considering them as part of the GGH Transportation Plan. The goal of this plan is to provide a long-term vision for transportation in the GGH, and an integrated future multi-modal transportation network for people and goods movement that is coordinated with land use and, to provide the best possible mobility options for people and businesses in the GGH as it grows over the next 30 years. The plan will be a combination of policy and infrastructure that will guide provincial and Metrolinx transportation investments, provide guidance for municipalities, and a platform for partnership with the federal and private sector partners on transportation priorities in the region.
Traffic and Route Concerns	■ Concern with respect to traffic on Torbram Road, particularly regarding truck traffic and walkability.	■ MTO would note that there is not a recommended interchange connecting Torbram Road and the Highway 413 corridor and that the new corridor will relieve traffic on local roads. The multi-modal transportation corridor may also provide an alternate route in the event of an incident or road closure on local roads.
Traffic and Route Concerns	■ Concern about traffic impacts of the transportation corridor to the local road network.	■ The traffic analysis conducted to date was at a macro level. Moving forward, MTO will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange within a certain distance. For crossing roads that will not become interchanges with the Highway 413 transportation corridor, MTO will be considering truncation (i.e., turn the road into a cul-de-sac) or constructing overpasses or underpasses. Municipal staff are being consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal roadwork as a result of the Highway 413 Study.
Traffic and Route Concerns	■ Concern regarding traffic impacts where the Highway 413 transportation corridor intersects with Highway 401.	■ Traffic forecasting is being completed to estimate the number of vehicles that will use the Highway 413 transportation corridor and adjacent transportation facilities, and analysis is being completed to design interchanges that will be able to accommodate the anticipated traffic flows and a transportation corridor that will integrate with the surrounding transportation network.
Traffic and Route Concerns	■ Concern regarding traffic impacts where the Highway 413 transportation corridor intersects with Weston Road.	■ MTO would note that traffic forecasting is being completed to estimate the number of vehicles that will use the Highway 413 transportation corridor and adjacent transportation facilities. Analysis is being completed to design interchanges that will be able to accommodate the anticipated traffic flows and a transportation corridor that will integrate with the surrounding transportation network.
Traffic and Route Concerns	■ Concern with respect to traffic on 7th Concession, particularly regarding truck and auto vehicle traffic.	■ MTO notes that there is not a recommended interchange connecting Pine Valley Drive and the Highway 413 corridor and that the new corridor will relieve traffic on local roads. The multi-modal transportation corridor may also provide an alternate route in the event of an incident or road closure on local roads.
Traffic and Route Concerns	■ Concern about traffic impacts on adjacent roadways and inquiry about how crossing roads will be treated.	■ With respect to traffic impacts on adjacent roadways and intersections, MTO notes that the traffic analysis conducted to date was at a macro level. Going forward, MTO will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange. For crossing roads that will not become interchanges with the Highway 413 transportation corridor, MTO will be considering truncation (i.e., turn the road into a cul-de-sac) or constructing overpasses or underpasses. Municipal staff

Comment Theme	Summary of Comments Received	MTO Response
		will be consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal roadwork because of the Highway 413 Study.
Traffic and Route Concerns	■ The transportation corridor should include active transportation.	■ MTO is considering active transportation as the project moves into Preliminary Design of the transportation corridor. Although separate cycling facilities within the Highway 413 transportation corridor ROW have not been considered to date, MTO is considering, at a minimum, certain elements of active transportation at crossing roads (e.g., bicycle lanes across the overpass/underpass to connect to municipal/provincial cycling routes). Municipal staff will be consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal roadwork as a result of the Highway 413 Study. ■ During construction, public safety is of utmost importance and as such, MTO will develop measures to protect the safety of cyclists. Considerations such as temporarily closing portions of cycling trails or providing protection systems over tails in areas of construction will be considered.
Traffic and Route Concerns	■ Request for Heart Lake Road to be an overpass or underpass at the Highway 413 transportation corridor instead of truncation (i.e., cul-de-sac) since Heart Lake Road provides direct access to Downey's Farm.	■ During Preliminary Design of the transportation corridor, MTO will make decisions about the treatment of crossing roads based on factors such as traffic impacts on the local road network and access to businesses. Municipal staff will be consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal network because of the Highway 413 Study. Access to Downey's Farm will be considered when determining the treatment at Heart Lake Road. For your information, Heart Lake Road was not carried forward as an interchange location due to the associated residential and agricultural impacts and the fact that there would be less than 2 km of spacing to the Highway 410 interchange, which is undesirable. ■ Tourism was considered in the evaluation of the short-listed alignments. Under the Mobility and Accessibility evaluation factor, there is a sub-factor called Recreation and Tourism Travel. This sub-factor looked at the potential to support recreation and tourism travel within and to/from the Study Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (level of service, vehicle to capacity ratio, travel speed). This sub-factor was a qualitative assessment of connections to identified tourism destinations. MTO is aware that Downey's Farm generates a lot of trips within and outside of the Study Area.
Traffic and Route Concerns	■ Request for Humber Station Road to be an overpass or underpass at the Highway 413 transportation corridor instead of truncation (i.e., cul-de-sac).	■ During Preliminary Design of the transportation corridor, MTO will make decisions about the treatment of crossing roads based on factors such as traffic impacts on the local road network and access to businesses. Municipal staff will be consulted regarding these decisions as well as the development of mitigation measures for reducing impacts to the municipal network as a result of the Highway 413 Study. For your information, Humber Station Road was not carried forward as an interchange location due to the associated residential impacts and the fact that there would be less than 2 km of spacing to the potential Mayfield Road or Coleraine Drive interchanges, which is undesirable.
Environmental and Property Impacts	■ The Technically Preferred Alignment should protect Greenbelt lands and consider ecosystem services.	■ MTO would note that the Greenbelt Plan permits existing, expanded or new infrastructure in the Greenbelt provided that the infrastructure serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders. A new Highway 413 transportation corridor crossing of the Greenbelt cannot be avoided in some parts of the study area since Greenbelt designated lands run the entire width of the study area in locations such as the Humber River Valley and the Credit River Valley. The Highway 413 Route provided for several potential crossing opportunities at locations where key

Comment Theme	Summary of Comments Received	MTO Response
		natural features cannot be avoided (i.e., major valleys and rivers) so that multiple crossing alternatives could be examined. Each alternative was assessed against a number of policy and environmental criteria to be consistent with the Greenbelt Plan. One of the key considerations in selecting the Draft Technically Preferred Alignment was minimizing impacts on the Greenbelt. This study is also being conducted within the framework of existing policy, including the Growth Plan and the planning initiatives of the various municipalities that comprise our study area. ■ MTO, in consultation with the GTAG, drafted the Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt during Stage 1 of the Project. The Guideline identifies key planning and design principles and recommendations for mitigation measures for placing new or expanded provincial highways/transitways within areas of the Greenbelt, in the Highway 413 study area. 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; and ■ Flexibility with geometric and bridge design to reduce impacts. ■ The Guideline echoes the Greenbelt Plan's direction, encouraging the use of green infrastructure and planning, design and construction practices. Recommendations from the Guideline were considered during route planning and will continue to be implemented during Preliminary Design of the Highway 413 multi-modal transportation corridor where impacts to Greenbelt areas are unavoidable. ■ Representatives from agencies such as the MNRF, OMAFRA, OFA, Peel Federation of Agriculture, Rural Ontario Municipal Association, Greenbelt Council, Greenbelt Alliance, Humber Alliance, TRCA, Credit Valley Conservation Authority (CVCA), Conservation Halton, Sustainable Vaughan, Ontario Professional Planners Institute, Environmental Defense and Ontario Road Ecology Group are on the GTAG for the development of the Preliminary Design of this study and MTO is meeting with them at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the Project.
Environmental and Property Impacts	■ Concern regarding the impact of the transportation corridor, particularly the Highway 410 extension, on agricultural operations.	■ MTO will be undertaking fieldwork on properties within the Draft Technically Preferred Alignment in 2020 and 2021, where permission to enter is granted. The information collected will be used to document existing environmental and engineering conditions and will inform the review, refinement and confirmation of the Preferred Route, as well as inform Preliminary Design of the transportation corridor and the development of appropriate mitigation measures. The non-intrusive fieldwork will occur Spring 2020 - Fall/Winter 2020 and MTO can make arrangements for you to be on site during these investigations. This first phase of field investigations will not require any physical disturbance and will consist of field staff documenting observations, taking photos, and mapping existing conditions. Following confirmation of the Preferred Route, if your property is impacted, you will be notified and there will be opportunities during the Project to meet with MTO to discuss the next steps. ■ A new Highway 410 alignment was preferred over utilizing existing Highway 10/410, and a new alignment to the east was preferred over a new alignment to the west of Heart Lake Road. Draft Technically Preferred

Comment Theme	Summary of Comments Received	MTO Response
		Alignment S5-10 is preferred from a Land Use/Socio-Economic Environment and Transportation perspective as it: ■ Minimizes impacts to fish and fish habitat, and wetlands. There is also the potential for restoration/enhancement of the Campbells Cross Creek valley that could enhance local aquatic and terrestrial features; ■ Avoids impacts to large volume wells; ■ Avoids existing residential subdivisions in Valleywood (noise and air quality impacts) and minimizes direct residential impacts elsewhere; ■ Minimizes impacts to agricultural lands and operations (particularly the more long-term and permanent operations); ■ Minimizes impacts to built heritage resources; ■ Avoids impacts to commercial and industrial properties; ■ Minimizes impacts to future urban development including the Mayfield West planned community and Mayfield West employment lands; ■ Has a less complex Highway 410/Highway 413 freeway-to-freeway interchange design since the connections to Hurontario Street are provided by a separate interchange rather than a combined Highway 410/Highway 413/Hurontario Street interchange which is required if existing Highway 10/410 is utilized; ■ Has a better ability to implement a transitway in the new Highway 410 corridor compared to existing Highway 10/410; and ■ Supports network compatibility and has a lower relative cost. ■ Prior to recommending the Draft Technically Preferred Alignment, MTO undertook a comprehensive evaluation of the shortlisted alignments which compared numerous environmental and technical factors and sub-factors to consider impacts and benefits for each alternative. Specifically, regarding agriculture, the following factors were considered in the evaluation: ■ property impacts including encroachment, severance, fragmentation of a parcel, and displacement; ■ long-term alteration/disruption; ■ change in area character/aesthetics; ■ nuisance effects; ■ change to access/travel time; ■ change to facilities/utilities/services; and ■ loss of agricultural facility (barns and ancillary buildings). ■ MTO also determined opportunities for mitigation, and/or compensation and enhancement for each alternative for all the agricultural factors noted above. The net effects of each alternative were then compared in order to identify the preferred alternative. Further mitigation, compensation and/or enhancement measures will be considered during the Preliminary Design phase of the Project. Some examples related to agriculture/specialty crops include: ■ Standard mitigation/compensation measures for direct agricultural impacts addressed on an individual property/land owner basis:

Comment Theme	Summary of Comments Received	MTO Response
		a) maintenance of farm buildings and field access locations; b) maintenance of surface and/or subsurface drainage; c) maintenance of fencing, property security; and d) property acquisition at fair market value in accordance with MTO policies and directives. ■ Mitigation for farm equipment traffic/route access on side roads: a) construction of proportionately sized underpasses at appropriate side roads, wide shoulders, good lines of sight on hills and roads; and b) use of appropriate signage indicating farm areas with slow-moving vehicles. ■ Mitigation during construction: a) dust control; b) noise control; c) traffic control - maintenance of farm traffic corridors to allow continued farm equipment movement; d) maintenance of farm and field access during construction; e) maintenance of surface and subsurface drainage during construction; and f) installation of farm fencing. ■ The Guideline for Planning and Design of the GTA West Corridor through the Greenbelt was drafted during Stage 1 of the Project and is a guiding document for the development of the Preliminary Design of the Project. The Guideline contains key planning and design principles, and recommendations for mitigation measures for placing the Highway 413 transportation corridor within areas of the Greenbelt (when impacts to Greenbelt areas are unavoidable). The proposed 'toolbox' of agricultural design and mitigation measures are documented in the Guideline that is available for download on the Project website.

Comment Theme	Summary of Comments Received	MTO Response
Environmental and Property Impacts	■ Concern regarding the movement of agricultural vehicles across the transportation corridor.	■ MTO notes your inquiry about the movement of farm vehicles across the Highway 413 transportation corridor. Relating to agriculture, the evaluation of the short-listed alignments included an assessment of: ■ Property impacts including encroachment, severance, fragmentation of a parcel, and displacement; ■ Long-term alteration/disruption; ■ Change in area character/aesthetics; ■ Nuisance effects; ■ Change to access/travel time; ■ Change to facilities/utilities/services; and ■ Loss of agricultural facilities (barns and ancillary buildings). ■ MTO determined the positive and negative effects of each short-listed route alternative on the natural environment, land use/socio-economic environment, cultural environment, as well as transportation considerations/cost. MTO also determined opportunities for mitigation, and/or compensation and enhancement for each alternative. The net effects of each alternative were then compared in order to identify the Draft Technically Preferred Alignment. Further mitigation, compensation and/or enhancement measures will be considered during the Preliminary Design phase of the Project. Some examples related to the movement of farm vehicles include: ■ Construction of proportionately sized underpasses at appropriate side roads, wide shoulders, good lines of sight on hills and roads; ■ Use of appropriate signage indicating farm areas with slow moving vehicles; ■ Construct or replace appropriate access points for property/field access impacts. In the case of land locked parcels, opportunities may allow for the sale and/or purchase of these properties by adjacent landowners for their use; and ■ Provide a traffic plan that identifies closures and open routes to minimize impacts to local traffic.
Environmental and Property Impacts	■ Concern regarding the potential noise impacts of the multi-modal transportation corridor.	■ MTO notes your concern regarding the potential noise impacts of the multi-modal transportation corridor. As The development of the Preliminary Design of the Project progresses, specific studies to assess the potential noise effects of the Project are being undertaken. Following the studies, if deemed necessary according to the MTO Environmental Guide for Noise, MTO will identify mitigation measures to reduce the effects of increased noise levels. These findings and recommendations will be available to the public at a later stage in the Project.
Environmental and Property Impacts	■ Concern regarding impacts to amphibians and other wildlife when comparing the alternative routes in Section 9.	■ When comparing the alternative routes in Section 9, there is no substantial difference between the alternatives in terms of wildlife and wildlife habitat impacts. There will be a loss of wildlife habitat including areas for breeding and rearing of young (e.g., amphibian breeding habitat). MTO will be undertaking fieldwork on properties potentially impacted by the Draft Technically Preferred Alignment in 2020 and 2021, where permission to enter is granted. Information collected will be used to document existing environmental and engineering conditions and will inform the review, refinement and confirmation of the Preferred Route as well as inform Preliminary Design of the transportation corridor including developing appropriate mitigation measures. During the Preliminary Design stage, MTO will investigate additional avoidance, mitigation and compensation/enhancement measures for wildlife and wildlife habitat.

Comment Theme	Summary of Comments Received	MTO Response
Environmental and Property Impacts	■ Concern about impacts to air quality.	■ As the development of the Preliminary Design of the Project progresses, specific studies to assess the potential noise and air quality effects of the Project are being undertaken. The findings and recommendations will be available to the public at a later stage in the Project.
Environmental and Property Impacts	■ Concern about impacts to the Humber River.	■ With respect to the Humber River, the Draft Technically Preferred Alignment in Section 8 (S8-3) is ranked the highest, as it minimizes impacts to fish and fish habitat and provides greater flexibility for the Humber River crossing, due to the distance from the large meander (i.e., most perpendicular and stable crossing of the mainstem river).
Environmental and Property Impacts	■ Suggestion to move the Highway 413 transportation corridor interchange with Highway 401/407 further to the west to reduce or avoid impacts to agricultural properties.	■ MTO notes your suggestion to move the Highway 413 transportation corridor interchange with Highway 401/407 further to the west to reduce or avoid impacts to agricultural properties. The Highway 413 Route being used for the development of the Preliminary Design of the Highway 413 Study was defined in Stage 1 of the Environmental Assessment. It emerged based on an extensive analysis of numerous transportation corridor alternatives, as well as opportunities to optimize the existing transportation network and opportunities for non-roadway improvements. The findings of this analysis indicated that a transportation corridor connecting Highway 400 in Vaughan to Highway 401 in the vicinity of the 407 ETR would best address the future transportation problems and opportunities. Details of this analysis can be found in Chapters 3-6 of the TDS. ■ MTO selected the easterly interchange footprint (Preferred Route S1-2) over the westerly interchange footprint (Alternative Route S2-2) as Preferred Route S1-2 has a much smaller footprint, resulting in fewer impacts to the natural environment and other surrounding land uses (particularly designated future employment and existing residential lands). Preferred Route S1-2 is also further from East Sixteen Mile Creek and the existing rural residences on 9th Line, and has a shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less runoff from impervious surfaces). Preferred Route S1-2 also provides access between the Highway 413 transportation corridor and Trafalgar Road, providing access to the designated future employment lands, which is precluded with Alternative Route S1-1. ■ MTO will be undertaking fieldwork on properties potentially impacted by the Preferred Route in 2020 and 2021. You would have been notified by letter and/or email with a ‘Permission to Enter Form’. Property owners will be notified by a member of MTO 3-5 business days prior to field staff entering your property. Please refer to the Project website for further information on the permission to enter process: https://www.gta-west.com/pte/. Information collected during the fieldwork will be used to document existing environmental and engineering conditions and will inform the Preliminary Design of the transportation corridor including developing appropriate mitigation measures. The non-intrusive fieldwork will occur between Spring 2020 – Fall 2020/Winter 2020 and will consist of field staff documenting observations, taking photos, and mapping existing conditions. MTO is also consulting with agencies such as TRCA, MNRF, Ministry of the Environment, Conservation and Parks (MECP), as well as advisory groups and other stakeholders, to obtain updated secondary source information and to discuss potential avoidance, mitigation and compensation measures.

Comment Theme	Summary of Comments Received	MTO Response
Environmental and Property Impacts	■ Inquiry about how climate change was considered in the evaluation of the alternatives.	■ Climate change was considered in the evaluation of the short-listed alignments under the Air Quality and Climate Change evaluation factor. This factor considers local and regional air quality impacts and greenhouse gas emissions. The scope of work related to air quality for the Highway 413 Study includes specific studies to assess the potential air quality effects of the Project. If deemed necessary according to the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, MTO will identify mitigation measures to reduce any impacts to air quality. The findings of the air quality assessment will be made available to the public.
Environmental and Property Impacts	■ Inquiry about who determined the level of impact in the evaluation.	■ MTO notes that the Project team is comprised of MTO and consultant specialists from the various factors being considered in this study, and these specialists identified the level of impact based on stakeholder input, secondary source information, results from field investigations, and professional expertise. The levels of impact are relative to each other. For example, a low level of impact may still impact a large area to a certain degree, but that impact is low compared to the other alternatives being considered in that section.
Support for Transit and Goods Movement	■ The transitway should be designed for light rail.	■ The dedicated transitway being included as part of the Highway 413 multi-modal transportation corridor will likely be designed to accommodate bus rapid transit, but the design will not preclude conversion to light rail transit in the future.
Support for Transit and Goods Movement	■ Request for transitway stations at The Gore Road and Coleraine Drive.	■ MTO notes your comments on the transitway stations at The Gore Road and Coleraine Drive. Transitway stations are being considered at these locations. When selecting transitway station locations, proximity to urban centres and growth areas as well as other transit facilities will be key considerations. Preferred locations will be identified during the upcoming Preliminary Design phase for the Highway 413 Study.
Support for Transit and Goods Movement	■ Preference for transitway stations to be in the northeast quadrant of interchanges.	■ Regarding your comments on the locations of the transitway stations, the transitway will be designed for one side of the corridor, but it may transition from one side to the other, as required. Details regarding the overall location of the transitway and in which quadrant of an interchange the transitway station will be located will be determined during the Preliminary Design phase of the Project.
Support for Transit and Goods Movement	■ Trucks should use a dedicated lane.	■ With respect to trucks utilizing all lanes on a 400-series highway, MTO notes that some classes of trucks are restricted from using lane 1 of a highway (i.e., the far-left lane) and many highways have signs posted indicating that slower traffic keep right. As part of the Highway 413 Study, MTO is considering a range of potential goods movement priority features. Truck only lanes is one feature being carried forward for further consideration.
Support for Transit and Goods Movement	■ Inquiry about whether goods movement priority features are being considered as part of the Project.	■ Potential goods movement priority features were identified at Public Information Centre #1 and have been screened. With respect to combined truck and transit lanes, this feature was not carried forward for further consideration because it reduces the level of service of the transitway by introducing additional traffic. The transitway also requires restricted access which prohibits use by other traffic. However, please note that truck only lanes are being carried forward for further consideration on the highway portion of the Highway 413 transportation corridor. The dedicated transitway being included as part of the Highway 413 multi-modal transportation corridor will likely be designed to accommodate bus rapid transit, but the design will not preclude conversion to light rail transit in the future.
Support for Transit and Goods Movement	■ Consider truck parking facilities and electric charging infrastructure along the corridor.	■ MTO notes the City of Brampton's support for goods movement priority features and the suggestion to consider truck parking facilities and electric charging infrastructure along the corridor.

Comment Theme	Summary of Comments Received	MTO Response
Process and Information Requests	■ Inquiry about how cost was considered in the evaluation of the alternatives.	■ MTO would like to note that land acquisition costs are fluid and dynamic. As a result, only high-level construction costs were developed to support the evaluation of the shortlist of alignments. There are several other factors and criteria, such as the value of environmental mitigation measures, compensation and enhancements, that were not applied as cost considerations in the evaluation process. More specific cost estimates will be developed during the Preliminary Design stage.
Process and Information Requests	■ Inquiry about when lands would be released from the Focused Analysis Area.	■ This Study is a priority to ensure that community planning can move ahead with certainty. As such, MTO will continue to refine the FAA at key stages of the Project to minimize impacts to stakeholders and provide clarity on areas that may be impacted by the multi-modal transportation corridor and ancillary uses. MTO aims to confirm the FAA in Spring 2020 and will further reduce the FAA when the Preliminary Design of the Draft Technically Preferred Alignment is presented at Public Information Centre #3 (anticipated to be held in Fall/Winter 2021).
Process and Information Requests	■ City of Brampton's request to remove lands from the draft 2019 FAA surrounding interchanges and specifically reduce the footprint of the Winston Churchill Boulevard interchange.	■ MTO notes the City of Brampton's request to remove lands from the draft 2019 FAA surrounding interchanges and specifically reduce the footprint of the Winston Churchill Boulevard interchange. The footprint of the Winston Churchill Boulevard interchange shown on the draft Technically Preferred Alignment map is a conceptual footprint. This footprint, along with the FAA, allows for the consideration of different interchange designs during the Preliminary Design stage. MTO will aim to minimize land use to free up more land for development and minimize the segregation of communities. MTO also acknowledges the City of Brampton's request to exclude the following lands from the draft 2019 FAA: ■ Southwest corner of Highway 410 and Mayfield Road - for warehousing and associated office uses; and ■ Southwest corner of Bovaird Drive and Heritage Road - for institutional purposes. ■ MTO will consider these requests before the 2020 FAA is confirmed.
Process and Information Requests	■ Inquiries about the notification process for PIC #1.	■ Notification of study updates are delivered to stakeholders by means of Ontario Government Notices published in local newspapers, updates on the Project website, posts on the Project Twitter site, delivery of brochures to property owners located within the Highway 413 Route, and direct mailed letters/e-mails to stakeholders that have requested to be added to the Project contact list. As a general rule and in accordance with the Personal Information Protection and Electronic Documents Act, individuals must consent to have their electronic addresses collected and used for Project purposes. Therefore, once a stakeholder has responded to a Project notification or attended a Project event, MTO can then add the stakeholder to our Project contact list to receive future notifications.
Process and Information Requests	■ Interest in the CVP	■ The CVP is a collaborative process that includes participation from residents, landowners, businesses and other interested stakeholders from the community. The result of the CVP process will be design recommendations that enhance the transportation corridors treatment of landscape and cultural elements of value to the community. The CVP process will span several months and require each participant to review and understand the Project, express their point of view, and work together in a collaborative manner. CVP members will be required to attend 2 workshops. In order to accomplish this, a group of individuals are being sought to join a series of CVP teams that will focus on specific geographic areas or cultural themes. If you would like to be considered for membership on one of the three CVP teams, please complete the attached application form and return it to MTO at your earliest opportunity. MTO will collect and assess the CVP applications and select between 15 and 20 individuals for each of the three CVP teams. MTO anticipates hosting the next CVP meeting this Fall 2020.

Comment Theme	Summary of Comments Received	MTO Response
Process and Information Requests	■ Inquiry about the CVP process.	■ MTO is initiating a CVP process for the Highway 413 Study. The CVP is a collaborative process that includes participation from residents, landowners, businesses and other interested stakeholders from the community. The result of the CVP process will be design recommendations that enhance the transportation corridor's treatment of landscape and cultural elements of value to the community. The CVP process will span several months and require each participant to review and understand the Project, express their point of view, and work together in a collaborative manner. CVP members will be required to attend 2 workshops. In order to accomplish this, a group of individuals are being sought to join a series of CVP teams that will focus on specific geographic areas or cultural themes. MTO will collect and assess the CVP applications and select between 15 and 20 individuals for each of the three CVP teams.
Process and Information Requests	■ Inquiries about whether properties are impacted by the Technically Preferred Alignment.	■ Within the Focused Analysis Area: MTO acknowledges your desire to know whether or not your property will be affected by the Highway 413 transportation corridor. MTO presented the Technically Preferred Alignment at Public Information Centre #2 in September/October 2019 along with the associated Focused Analysis Area for comment. Your property falls within the Focused Analysis Area. MTO developed the Focused Analysis Area to inform stakeholders about which properties continue to be within an area of interest as the Project progresses. The purpose area illustrates a zone surrounding the Technically Preferred Alignment. Properties located in this purple area could be directly impacted by the Highway 413 multi-modal transportation corridor, ancillary uses, or if refinements are made to the Technically Preferred Alignment. A further reduced Focused Analysis Area will be presented at Public Information Centre #3 (PIC #3) when MTO presents the Preliminary Design of the Preferred Route. PIC #3 is anticipated to be held in Fall/Winter 2021. ■ Impacted by the Technically Preferred Alignment: MTO acknowledges your desire to know whether or not this property will be affected by the Highway 413 transportation corridor. MTO presented the Draft Technically Preferred Alignment at Public Information Centre #2 in September/October 2019 along with the associated Draft 2019 Focused Analysis Area for comment. The property is impacted by the Draft Technically Preferred Alignment and falls within the Draft 2019 Focused Analysis Area. MTO developed the Focused Analysis Area to inform stakeholders about which properties continue to be within an area of interest as the Project progresses. The purple area illustrates a zone surrounding the Draft Technically Preferred Alignment. Properties located in this purple area could be directly impacted by the Highway 413 multi-modal transportation corridor, ancillary uses, or if refinements are made to the Draft Technically Preferred Alignment. MTO will be undertaking fieldwork on properties within the Draft Technically Preferred Alignment in 2020 and 2021, where permission to enter is granted. Information collected will be used to document existing environmental and engineering conditions and will inform the review, refinement and confirmation of the Preferred Route, as well as inform Preliminary Design of the transportation corridor including the development of appropriate mitigation measures. The non-intrusive fieldwork will occur in Spring 2020 - Fall/Winter 2020 and MTO can make arrangements for you to be on site during these investigations. This first phase of field investigations will not require any physical disturbance and will consist of field staff documenting observations, taking photos, and mapping existing conditions. Following confirmation of the Preferred Route, if your property is impacted, you will be notified and there will be opportunities during the Project to meet with MTO to discuss the next steps.
Process and Information Requests	■ Inquiry about the impact of the corridor on property values.	■ MTO is unable to comment on the impact of the Highway 413 multi-modal transportation corridor on property values, as there are many variables which contribute to property value (e.g., type/use of property, size of the property, proximity and accessibility, demand, etc.) and it may change in the near-term and long-term.

Comment Theme	Summary of Comments Received	MTO Response
Process and Information Requests	■ MTO should buy back Highway 407.	■ Regarding your comments about the ownership of Highway 407, MTO would note that irrespective of ownership, traffic forecasting for the GGH considers Highway 407 usage.
Process and Information Requests	■ Suggestion of extending Highway 427 northerly outside of the Highway 413 Route to Highway 9	■ With respect to your suggestion of extending Highway 427 northerly outside of the Highway 413 Route to Highway 9, MTO would note that this extension is not part of the scope of this study. The development of the Preliminary Design of the Highway 413 Study is focused on locating a transportation corridor which connects Highway 400 in Vaughan to Highway 401 in the vicinity of the 407 ETR. An interchange at Highway 427 is required to provide a continuous connection with the provincial highway network, however any extension of Highway 427 outside of the Highway 413 Route is not being considered.
Process and Information Requests	■ Inquiry about whether the transportation corridor will be tolled.	■ No decision has been made at this time regarding congestion pricing or tolling. These are implementation issues that will likely be determined at a late stage of this study or subsequent studies.
Process and Information Requests	■ Inquiry about how commuters would get from Bolton to Oakville using Highway 413 without having to travel on Highway 407, and if there could be a direct connection to Highway 403.	■ MTO notes that a direct Highway 403 connection is outside the scope of this study. To get from Bolton to Oakville using the Highway 413 transportation corridor, there would be options without having to travel on Highway 407. One option would be to travel westerly on the Highway 413 transportation corridor and go south on Highway 427 to the Queen Elizabeth Way. Alternatively, you could travel west on the Highway 413 transportation corridor, go south on Highway 410 to Highway 403.
Process and Information Requests	■ Opposition to HOV lanes.	■ MTO notes your opposition to HOV lanes. No decision has been made at this time regarding whether HOV lanes will be implemented within the ROW of the Highway 413 transportation corridor. This is an implementation issue that will likely be determined at a later stage. MTO notes that HOV lanes help move more people faster on Ontario's highways by encouraging people to carpool and take transit. This is important during peak travel times when other lanes can be slow and congested.
Process and Information Requests	■ Inquiry about how MTO is considering connected vehicle and automated vehicle (CV/AV) technology.	■ MTO is examining how CV/AV technology can help meet our broader transportation goals, in several key areas such as infrastructure, operations, and our policy and regulatory frameworks. Proactively identifying and examining the impacts of CV/AVs will enable Ontario to capture opportunities while mitigating the risks associated with this technology. The province recognizes the importance of new vehicle technology, especially if it expands mobility options for Ontarians – but safety is our top priority. Ensuring that new vehicle types can integrate safely with pedestrians and other vehicles is a key consideration before any new vehicle type will be allowed on-road. Effective planning for safe deployment of CV/AVs involves collaboration among industry, academia, and government, so that government can understand the infrastructure and regulatory needs of its stakeholders. MTO is working collaboratively across the provincial government, with Ontario's municipalities, and with our Federal/Provincial/Territorial counterparts to prepare and plan for widespread CV/AV deployment.
Process and Information Requests	■ Inquiries about the ownership of Highway 407, tolling, electric charging stations and permeable pavement.	■ Regarding your comments about the ownership of Highway 407, MTO would note that irrespective of ownership, traffic forecasting will still consider Highway 407. No decision has been made at this time regarding tolling, electric charging stations or permeable pavement. These are implementation issues that will likely be determined at a late stage of this study or subsequent studies.

Comment Theme	Summary of Comments Received	MTO Response
Process and Information Requests	■ Please explain this study's relationship to the electricity study initiated by Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO).	■ The ENDM and the IESO have initiated a separate study to identify an adjacent electricity transmission corridor to support growing demand for electricity in the western GTA. The Northwest GTA Transmission Corridor Identification Study will be undertaken to identify an appropriate corridor of land adjacent to the future Highway 413 multi-modal transportation corridor. The environmental assessment for the Highway 413 Study is being undertaken from a highway and transportation perspective. MTO is sharing information with ENDM and IESO as required, and they have also been consulting with us through the Regulatory Agency Advisory Group.

Table A-4: Summary of Feedback from Public Information Centre #3 - December 7, 2021, December 9, 2021, and December 14, 2021

Comment Theme	Summary of Comments Received	MTO Response
Climate Change and Green House Gas Emissions	■ Will the Federal Impact Assessment and Provincial Environmental Assessment fully consider and assess climate change and GHG emissions for the construction and operation of Highway 413? The questions raised at PIC #3 also included a focus on the expected GHG emissions at peak commuting times, the comparisons of the future Highway 413 GHG emissions to alternative scenarios and transportation options, the impacts to the province's future GHG emission targets, and the impacts to Canada's climate change goals.	■ During the development of the Preliminary Design of the Environmental Assessment for the Highway 413 Project, Climate Change was considered in the evaluation of the short-listed alignments under the Air Quality and Climate Change evaluation factor. This factor is considered local and regional air quality impacts and GHG emissions. As The development of the Preliminary Design of the Project progresses, assessment of the potential air quality effects of the Project will be undertaken. An Air Quality Impact Assessment (AQIA) will be undertaken as part of the Provincial Environmental Assessment and will follow MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. Using a combination of historical background concentrations in the vicinity of the study area and Projected future air emissions, MTO's AQIA will predict the increasing concentration of GHG emissions stemming from the operation of the Project. ■ Air dispersion modeling will also be conducted to analyze impacts on the local communities. The air concentration levels will be compared to the recommended Provincial Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQS). Mitigation may be warranted if Provincial or Federal air quality criteria or standards for one or more air contaminants are exceeded (the Air Quality Guideline document includes a mix of criteria and standards). MTO will consult with the MECP on mitigation requirements, and will consider several factors, such as the extent, frequency, and severity of the impacts, the sensitivity of receptors, and difference between build and no-build scenarios. ■ To align with the federal Impact Assessment Act requirements, the Highway 413 workplan will build upon the provincial requirements to include analysis of construction related GHG emissions. Results of this analysis could inform GHG mitigation measures for the construction phase of the Project. In response to the concerns regarding the impacts of air quality on human health, a Human Health Impact Scoping Report will be prepared to document potential negative Project-related effects and to identify appropriate mitigation measures, as necessary. As part of the Project planning and regulatory approval process, an assessment of cumulative effects of Highway 413 is being conducted and will include proposed mitigation measures that will be needed to avoid or minimize adverse effects. Changes to environmental, health, social and economic conditions due to the Project's past, present and reasonably foreseeable physical activities that overlap with the Project Study Area will be included in the cumulative effects assessment. ■ As the Air Quality Impact Assessment, Human Health Impact Scoping Report and Cumulative Effects Assessment have not yet been completed for the Project, the details of the potential impacts and any associated mitigation measures cannot be shared at this time. MTO is committed to completing these assessments and making them available to the public for viewing at a later stage in the Project. In addition to these studies being undertaken during the development of the Preliminary Design of the Project, MTO is also considering adaptations to infrastructure to account for extreme/intense rain and flooding (e.g., slope stabilization, stormwater management plans, appropriately sized structures for storms/floodplain, etc.) and increased ice accumulation, etc.
Provincial/Federal EA	■ Provide more information on the specific studies that will take place in the Federal/Provincial EA Process (how many stages are there, what does field work involve). Describe how it is reasonable to conduct the	■ The Highway 413 EA is an Individual EA under the Ontario EA Act and is following the Terms of Reference which was approved by the Ontario Minister of the Environment in March 2008. An individual EA is carried out for large-scale, complex undertakings with the potential for significant environmental effects and major public interest. This is the among the most stringent forms of environmental assessment

Comment Theme	Summary of Comments Received	MTO Response
	Federal Impact Assessment Process during an ongoing pandemic. Would an impact assessment ever not be required, and is the Initial Project Description (IPD) currently available to view?	done by the Province. The EA is being carried out in two stages, with Stage 1 already complete. Stage 1 concluded that even with significant investments in transit and enhancing and expanding the existing highway network, a new transportation corridor would still be required to meet the travel demands of the Projected population and economic growth in the GGH. The development of the Preliminary Design of the EA study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy Report, and will complete the route planning and Preliminary Design for the new transportation corridor, servicing Halton, Peel and York Regions. Studies were undertaken to support the evaluation of alignments and selection of the Preferred Route. Additional field work and studies are being undertaken during Preliminary Design to further develop the design and mitigation measures as required. Past reports, notices, factsheets, and bulletins are also available for viewing and downloading on the Project website under the Background & Reports tab. ■ The Highway 413 Project is currently in the Preliminary Design phase, which includes identifying the route, determining interchange locations, and completing Preliminary Designs for the new corridor. So far, MTO has undertaken significant data collection, fieldwork, and analysis, evaluated alternatives, held numerous community and advisory group meetings, engaged and consulted with Indigenous communities, and determined a preferred route. The following environmental discipline studies are being carried out during this phase: ■ 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; and ■ Snowdrift Assessment. ■ On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act (IAA). MTO is in communication with the Impact Assessment Agency of Canada to clarify next steps. The designation of the Highway 413 Project under the IAA does not replace the provincial EA process underway. MTO will continue with our planned public and Indigenous community consultations and engagements. ■ The IAA is a planning and decision- making tool used to assess proposed Projects in terms of positive and negative environmental, economic, health and social effects, as well as impacts to Indigenous

Comment Theme	Summary of Comments Received	MTO Response
		communities and their Aboriginal and treaty rights. Additional studies being undertaken to align with requirements of the IAA, include: ■ Assessment of air emissions due to construction of the Project (in addition to the air quality impact; ■ Assessment that is part of the provincial EA); ■ Human Health Impact; and ■ Gender Based Analysis+. ■ The TRCA is being consulted and MTO meets regularly with them to discuss issues such as species at risk and wildlife movement. Although MTO is exempt from the regulations made under Section 28 of the Conservation Authorities Act and therefore is exempt from obtaining permits from Conservation Authorities, MTO met with TRCA about their Voluntary Project Review (VPR) to understand the process and also met with industry partners to understand how the VPR process was undertaken for their Projects. MTO will undergo the VPR process for the Highway 413 Project as a pilot and will work with TRCA to determine the scope of the review. Credit Valley Conservation has also asked MTO to undergo their VPR and the Highway 413 Project will undergo their VPR process as a pilot.
Natural Environment and Species at Risk	■ How exactly is the Highway 413 Project Team addressing concerns that building the highway will have detrimental impacts to the natural environment?	■ Ontario's EA process ensures that potential environmental effects are considered by the proponent before an infrastructure Project begins. All Individual EAs must accurately describe the Project, consider alternatives to the undertaking, consult with the public, determine impacts and mitigation and document for public review. ■ MTO is committed to assessing and understanding potential environmental impacts the Highway 413 Corridor could have on the natural environment so MTO can properly avoid or mitigate negative impacts wherever possible. During the Preliminary Design process, assessments, fieldwork and consultation with Conservation Authorities and other regulatory agencies are conducted to fully understand both positive and negative impacts to the natural environment and to create mitigation plans for the Project. ■ Impact Assessment Reports will be made publicly available at a later stage in the Project and will include details on the Project's potential to impact fish species and terrestrial ecosystems including woodlands and trees, and measures to avoid, mitigate or compensate for those impacts wherever possible.
Induced Demand/Traffic Studies	■ The questions submitted regarding traffic ask for further information on how MTO calculated the 30 minutes time savings estimate, how MTO is considering induced demand in the traffic studies, if the traffic studies will account for more commuters working from home in the future, as well as the proposed mitigation measures for bottleneck issues that may arise at interchange locations (specifically at the Highway 413 terminus of 407 ETR and Highway 401).	■ Stage 1 of the Environmental Assessment for the Highway 413 Project modelled and Projected traffic demand forecasts which showed that Highway 413 would have 300,000 vehicle trips per day by 2031. The traffic model is now being updated and will identify traffic requirements to 2041. Future modeling looks at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange within a certain distance. ■ In response to the questions regarding the potential for traffic congestion at the Highway 401/407 ETR terminus, MTO has run traffic microsimulation models, and the analysis confirmed that the Highway 413 corridor would not create a bottleneck of traffic at the existing Highway 401/407 ETR interchange. This is due to the current work being undertaken to widen Highway 401 between Regional Road 25 and the Credit River, which will expand Highway 401 from 6 lanes to either 10 or 12 lanes. ■ The GGH plays a large part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. Highway 413 will save users that travel the entire distance of the highway during rush hour, about 30 minutes compared to Highways 401 and 400.

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		Not only will Highway 413 provide time savings, but it will also provide a vital alternative to Highways 400 and 401, allowing goods to continue to move in the event of an accident or closure. ■ Some stakeholders have claimed that Highway 413 will save users only 30 seconds of travel time. The 30- second time savings figure is from a study undertaken in 2017 that looked at the average time savings for all road users across the entire GGH if Highway 413 was built. The analysis included every trip on every road in every region – including places that are nowhere near the proposed Highway 413. So, a trip from Oshawa to Whitby for example, or from Niagara to St. Catharines would be included in that average. ■ Several recent studies conducted on major transportation infrastructure Projects have confirmed that all transportation infrastructure, regardless of mode, induces demand. ■ People use options available to them. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. These associated elements of the induced demand theory have been captured in the Highway 413 Environmental Assessment using our regional demand forecasting traffic model. This model used the principle of transit as being the first option for moving people across the GGH. As most trips take place on roads (regardless of mode of transportation), all forecasts point to a growing demand for road-based transportation corridors. ■ Highway 413 will provide significant benefits to ensuring goods movement in the province. More than $785 million worth of goods move through Ontario every day. Trucking is a vital component of e-commerce, and the trucking industry accounts for four percent of Ontario's Gross Domestic Product (GDP) and relies on a strong highway network. A factor of growth in e-commerce means more short-haul trips from the distribution centre to the customer. is key, a faster alternate route will support the ever-growing demand of the e-commerce supply chain. ■ Highway 413 will run through Halton, Peel and York Regions, which are known hubs for tracking logistics activity. Ontario's trucking industry accounts for approximately 40% of jobs in the transportation sector. The GGH plays a significant part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. ■ MTO is committed to sharing the findings and recommendations of the Highway 413 traffic studies once they become available.
Socio-Economic Environment (Gender Based Analysis [GBA]+ analysis, population, etc.)	■ Please explain how recent commuter trends such as working remotely were incorporated into the Project. Describe the target commute times considered for the Project, as workers commuting into Toronto seem unlikely to benefit. ■ Please explain the GBA+ Analysis in further detail. How are younger individuals able to get involved? How are health studies analyzed? What is the impact on Indigenous lands and marginalized groups? What is the relevance of income levels of various communities? Many of the GBA+ communities often do not have vehicles and depend on public transportation. Will younger members of the community be depending on cars at the same rate as current? Car/ride sharing	■ By 2051, the population of the GGH is expected to grow to almost 15 million people. That is 1 million new residents every five years. The goal is to identify and address transportation needs across the region and improve Ontario's highway network by reducing travel times, ensuring the movement of goods, and alleviating traffic congestion across the GTA. ■ An AQIA will be performed as per the MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects. MTO's AQIA predicts the increased concentration of various contaminants of concern due to the operation of the Project. Air dispersion modelling is conducted to analyze the impact on the local community, and air concentration levels are compared to the recommended Provincial AAQC and the CAAQS. ■ As part of the pre-planning stage for the IPD, social, economic and health studies are being conducted for York, Peel, and Halton regions. The IPD will provide specific information including feedback collected through community engagement. ■ Additionally, a GBA+ will be conducted, which is a systematic way to determine how all populations may be impacted by this Project. This includes all groups who may be at-risk/vulnerable in response to a significant change in their environment, including but not limited to visible minorities, new Canadians,

Comment Theme	Summary of Comments Received	MTO Response
	services, transit, and working remote will reduce the need for commuting. ■ Please explain the impact on the environment and local populations due to the additional air quality pollution from the highway.	members of the 2SLGBTQQIA+ community, seniors (aged 65+), women and girls, youth (under the age of 18), and people with disabilities. The best way to understand Project-related effects is to assemble quantitative (statistical information) and qualitative (information collected via interviews, surveys, and from meetings) data on a community's current social, economic and health infrastructure. By learning how a community operates, MTO can develop effective mitigation and enhancement measures – which will aid in offsetting negative effects and highlighting positive opportunities.
Urban Sprawl	■ Highways lead to urban sprawl and unsustainable communities. How are you addressing urban sprawl? How are you addressing the development that will likely occur on the lands surrounding the highway?	■ The purpose of Highway 413 is to move people and goods between the designated urban centres within the Golden Horseshoe and beyond. Policies are in place to prevent sprawl from occurring due to the new corridor or any other highways in the province. The Provincial 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 that suburban areas in Brampton and Vaughan have historically developed. That type of development is simply not permitted anymore.
Need For the Project	■ Please provide more information regarding the need for this highway and why we cannot repossess or lower the tolls on the 407 ETR instead of building Highway 413. Why are we not focusing on public transit instead of building more highways?	■ 407 ETR 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 GGH and the 407 ETR alone is not enough to meet this Projected demand surge. Highway 413 is vital transportation infrastructure that will help meet the Projected growth in both population and employment for the GGH) ■ The province entered into a 99-year lease with the 407 ETR in 1999, making the company responsible for ongoing design, construction, operation, and maintenance of Highway 407 ETR, in accordance with MTO safety standards. 407 ETR is a majority Canadian-owned company, owned by Canada Pension Plan Investment Board, Cintra Global S.E., and SNC-Lavalin. ■ MTO is not involved in settling or influencing the tolls or fees on 407 ETR. As a private company, 407 ETR is solely responsible for setting toll rates and fees. 407 ETR continues to promote its highway as a viable alternative for commercial vehicles. ■ MTO staff are not aware of any initiatives by 407 ETR to consider implementing a reduced or subsidized rate structure for trucking and high-occupancy vehicles. ■ Multi-modal (highway and transit) transportation options are critical to the development of sustainable communities. Employers need to get people to work, and workers want options for getting there. Movement of goods is also critical for a sustainable economy. As part of the environmental assessment, MTO examined all future plans for transit throughout the GTA and understand that even with the province's historic $8 billion investment into transit as described in the 2008 The Big Move and the Metrolinx 2041 Regional Transit Plan, there is still a need to invest in highway infrastructure. Municipalities are planning complete and sustainable communities as required by the Provincial Policy Statement and the Growth Plan. The Growth Plan also recognizes the need for the proposed transportation corridor. ■ The Highway 413 corridor Stage 1 Environmental Assessment looked carefully at alternatives to a new corridor, including using existing highways like the 407 ETR. Under this EA, modelling showed that, if Highway 413 is not built, the 407 ETR would be at or above capacity by 2031, if tolls remained. Without a real plan, traffic and commute times on our existing highways will only get worse. ■ There is a strong case for moving forward with the proposed highway and transitway. The GGH is one of the fastest growing regions in North America. It is expected the area will attract approximately one million new people every five years, reaching nearly 15 million people by 2051. History has shown us that unchecked congestion has very real costs. Today in the GTA alone, $11 billion is lost each year as cars

Comment Theme	Summary of Comments Received	MTO Response
		and trucks sit idling on highways. Even with significant new investments in transit, a new transportation corridor is required to meet the travel demands of the Projected population and economic growth in the GGH. Projections show that by 2031, more than 300,000 trips will be taken on the highway every day. Someone traveling the full length of the route, during rush hours, will save about 30 minutes compared to the time it would take to travel the same distance via Highways 401 and 400.
Project Cost	■ Further information is requested on the cost of the process of the Project, construction and operation of the highway, funding of the Project, and if the highway would be tolled or privatized.	■ High-level construction costs were developed to support the evaluation of the short list of alignments. More specific cost estimates will be developed as part of the Preliminary Design of the Preferred Route. Currently there is no commitment to a timeline for Detail Design and construction. The timing and duration of highway construction depends on numerous factors, including size and complexity of the Project, funding availability, procurement method, and timing of environmental clearances and permits. ■ Currently only high-level construction costs have been developed to support the evaluation of the short list of alignments. There are several other factors and criteria, such as the cost of environmental mitigation measures, compensation, and enhancements, that were not applied as cost considerations in the evaluation process. ■ Congestion already costs the GTA $11 billion per year in lost productivity, adding to the costs of goods and creating carbon emissions. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed. ■ The Ontario government has indicated it does not plan to toll the proposed Highway 413.
Agriculture	■ Provide more information on the impacts to farmland due to the proposed Highway 413 corridor, especially with the growing concerns of food security and food prices. How have impacts to crop health been considered?	■ MTO developed the Preferred Route with an eye to minimizing impacts to farmland. Considerations included avoiding prime agricultural lands, avoiding farmsteads and farm buildings, minimizing property severances, and identifying and/or mitigating potential impacts to surface water, groundwater, and tile drainage. ■ MTO meets with the GTAG at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the Project. Organizations such as the OFA, Peel Federation of Agriculture, TRCA, Sustainable Vaughan, and Environmental Defence are on the GTAG for the development of the Preliminary Design of this study. MTO also consulted with farm groups and farmers through meetings, and through an Agricultural Operations Survey looking into farm operations during the route evaluation phase of the Project. ■ Not only do farmers feed cities, but they are also a vital part of the economy. In 2019, Ontario's agri-food industry contributed $47.3 billion in GDP to the provincial economy (6.4 per cent of total Ontario GDP), increasing by $4.8 billion (or 1.1%) from 2018. But those farmers need a strong and effective transportation network to get their products from their field into your kitchen. According to statistics from the 2019 Commercial Vehicles Survey, there are over 77,100 commercial vehicle daily trips in average travelling across areas in proximity to the Highway 413 corridor, including York, Peel, Halton, and Simcoe. Over 9,100 daily trips are from the agricultural and food sectors, which represents 12% of the total. This represents about 70% of food and agriculture related truck activity in the GGH. To that end, efficient transportation helps keep food prices low for consumers and enables the agricultural industry to compete in global markets.
Highway and Transitway Design	■ Please provide more detail on the highway design, such as type of intersections, number of lanes, soil management/disposal, and how noise evaluation where warranted is determined.	■ Highway 413 is a proposed controlled access transportation corridor running through portions of Halton, Peel and York Regions. The proposed 52-kilometre Highway 413 transportation corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) east to the Highway 401/407 ETR interchange area in the west, connecting the regions of York, Peel and Halton. The Project includes a

Comment Theme	Summary of Comments Received	MTO Response
		4 km extension to Highway 410 and a 3 km extension to Highway 427 for a total of 59 km for the corridor. Features of the corridor include interchanges at 11 municipal arterial roads, highway connections at 401/407 ETR, 410, 427 and 400, maintenance yard facilities, and commercial vehicle inspection facilities transit station locations at appropriate locations. There is also a suite of goods movement priority features that are being carried forward for more consideration during the Preliminary Design phase. Some examples are truck only lanes, enhanced design to accommodate long combination vehicles, longer speed change lanes, enforcement features and truck parking facilities. The location for noise evaluation and noise mitigation is determined by evaluation of noise levels at noise sensitive areas (NSAs). NSAs are selected in accordance with the MTO Environmental Guide for Noise. Locations for noise mitigation will be identified as part of the assessment, and this will be confirmed upon completion of the noise impact assessment being completed for this study. Where sufficient land is available, earthen berms will be considered. If noise barrier walls are required, patterns and colours or transparent walls (over bridges) will be considered so that barriers can be more easily incorporated into the existing environment. Consideration for noise barrier walls is given in NSAs if: ■ the proposed freeway results in an increase equal or greater to 5 decibels (dB) over the Projected future noise level without the proposed freeway; or ■ the Projected future noise level is equal to or greater than 65 dB, then noise control measures will be investigated within the MTO ROW. For context, 65 dBA is the equivalent to normal human speech at a 1 m distance. ■ MTO is considering interchange configuration alternatives based on existing conditions and associated constraints like geometrics, property, environmental features, traffic operations, safety, and cost. A procurement process to select companies to construct the highway and related infrastructure will follow the completion of the environmental assessment and design processes. Additional details regarding the highway & transitway design will be released as the Project progresses. Ongoing consultation with municipalities along the proposed route includes consideration of adding bicycle lanes or multi-use paths on municipal crossing roads. ■ Based on new information received after Public Information Centre #2, MTO developed additional alignments and undertook supplementary analysis on the routes and crossing of the Humber River in Section 8. Alternative proposed routes were posted on the Project website and shared with regulatory agencies for feedback in summer 2020. MTO will investigate appropriate measures to minimize and mitigate potential impacts to the watercourse and valley with option S8-5, which was announced as the overall Preferred Route in Section 8. MTO is considering the natural hydrological and hydraulic regimes and the increased risk to flood and erosion hazards at the crossing locations. ■ Highway 413 is part of Ontario's plan to expand highways and public transit across the GGH to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. The plan foresees an integrated transportation network that will allow people choices for easy travel both within and between urban centres throughout the region.

Table A-5: Summary of Feedback from Public Information Centre #4 - September 28, 2023, October 3, 2023, and October 5, 2023

Comment Theme	Summary of Comments Received	MTO Response
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 MTO considered the impact of the Highway 413 Project on Canada's climate goals?	■ As part of the development of the Preliminary Design, MTO has conducted an air quality assessment of construction activities, a regional air quality assessment, and a preliminary construction greenhouse gas assessment. MTO 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 TDS. 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).
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?	**Provincial Environmental Assessment Status** ■ The Highway 413 Project is developing the Preliminary Design, which includes identifying the route, determining interchange locations, and completing Preliminary Design for the new corridor. This phase of

Comment Theme	Summary of Comments Received	MTO Response
	When will it be known if the Highway 413 Project is subject to a Federal Impact Assessment?	study is building on the recommendations from Stage 1, as outlined in the 2012 Transportation Development Strategy Report. MTO 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 this phase: ■ 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; and ■ Snowdrift Assessment ■ Now that the Preliminary Design has advanced to 50%, MTO has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, MTO 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, available for public review for at least 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. MTO and MTO are engaging with the Impact Assessment Agency of Canada in the development of the Initial Project Description. This is a complex process, and MTO is working diligently to meet the requirements to deliver on our plan to build Highway 413 as soon as possible.

Comment Theme	Summary of Comments Received	MTO Response
		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.

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 MTO mitigate these impacts?	■ Understanding and considering the existing and anticipated future environmental conditions and constraints within the Highway 413 Route 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 Highway 413 Route;
		  ■ Classification of environmental features to assess their significance; and
		  ■ 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; and
		  ■ 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 CVP 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; and
		  ■ 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, MTO 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 Highway 413 Route; and
		  ■ Conducted field investigations in 2020, 2022 and 2023 to refine further our understanding of the potential for Species-at-Risk within the Highway 413 Route and document presence.

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		■ 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 MTO to a selected preferred route for Highway 413, included criteria specifically for Species-at-Risk considerations. As the design progresses, MTO 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, MTO will work with regulatory agencies to meet the legislative requirements of the Endangered Species Act and Species at Risk Act.
		  ■ For the construction phase, MTO 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.
		  ■ MTO 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 MTO 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 MTO has a better sense of where the highway and associated infrastructure will be in the Study Area. Using this information, MTO 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 km of a 4 to 6-lane 400-series highway, 7 km of combined extensions to existing highways 427 and 410, and a separate, adjacent transitway. The typical proposed ROW will be 170 m (110 m for the highway and 60 m for the transitway). Features of the corridor include interchanges at 11 municipal arterial roads, freeway-to-freeway

Comment Theme	Summary of Comments Received	MTO Response
		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 ROW will be 170 m (110 m for the highway and 60 m for the transitway). ■ As part of the Preliminary Design, MTO 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. **Evaluation Criteria for Preferred Route** ■ The alignments 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 GGH; and ○ 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.

Comment Theme	Summary of Comments Received	MTO Response
		■ Economy – The degree to which the proposed transportation system modification supports provincial, regional, and municipal: ○ Manufacturing and trade; ○ Tourism and recreation; and ○ 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; and ○ Ensure the interchange movements are efficient and direct and address the transportation problems and opportunities.
Transitway Design	■ Has MTO considered improving public transit? What is the status of the transitway?	■ As part of the Preliminary Design, MTO 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.
Interchange Design	■ Can you provide more information about the types of interchanges considered for the Project? What roads will have an interchange?	■ MTO'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/.

Comment Theme	Summary of Comments Received	MTO Response
Congestion/Traffic Flow	■ What impact will Highway 413 have on traffic in the surrounding road network? What are the estimated travel time savings?	■ MTO 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. MTO has consulted with each of the municipalities on the planned improvements to regional and municipal roads. ■ MTO'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 GGH Model – one of MTO's tools to Project travel demands across Ontario – helped forecast traffic volumes and travel times for Highway 413. MTO 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 MTO'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.

Socio-Economics	■ How will the Highway 413 Project impact the health of the surrounding communities? How will public concerns be incorporated into the Project?	■ MTO 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, MTO conducted interviews with key informants from across the study area, for example:
		  ■ Municipal staff from regions and lower-tier municipalities;
		  ■ Emergency services staff; and
		  ■ 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.
		■ MTO 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 cumulative effects framework will set out the definitions, criteria, and step-by-step decision-making process that MTO

Comment Theme	Summary of Comments Received	MTO Response
		will follow to identify any cumulative effects due to the Highway 413 Project. MTO 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 MTO will have more details to share about how you can participate in 2024. ■ Comments, questions, and input regarding the Project are encouraged and are collected to assist the MTO. MTO 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 MTO 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 GGH population is expected to grow to almost 15 million. That is approximately 1 million new residents every five years. The 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 GGH. ■ 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 GGH and Highway 407 Express Toll Route alone is not enough to meet this Projected demand surge. Highway 413 is vital transportation infrastructure that will help meet the Projected population growth and employment growth for the GGH. ■ 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 MTO 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 MTO 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, MTO 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.

Comment Theme	Summary of Comments Received	MTO Response
		■ 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.
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 MTO 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. ■ MTO reviews detailed Preliminary Design plans to minimize property impacts wherever possible. MTO 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 intended to be a negotiated settlement agreeable to both parties. MTO 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 MTO 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 MTO 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 cannot be reached within suitable Project timeframes. ■ MTO 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 MTO within thirty days of receiving the notice. MTO 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. ■ MTO can negotiate in good faith with owners at any time to reach amicable agreements for the acquisition of any properties needed. ■ MTO is currently seeking to acquire property on an amicable basis (willing buyer, willing seller).
Project 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 Environmental Assessment study, MTO developed high-level construction only costs to support the evaluation of the short list of alignments. 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.
Project Consultation	■ How is MTO 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 CVP meetings, Project Website, toll-free telephone line, Project Team e-mail

Comment Theme	Summary of Comments Received	MTO Response
		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. MTO has been consulting with impacted or interested Indigenous communities about Highway 413 since 2007 and will continue to engage throughout the Project's life. MTO 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. MTO is happy to provide Environmental Assessment study reports and information to facilitate communities' participation in consultation activities and inform MTO about the proposed Project's impacts on rights. MTO 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 OFA, Peel Federation of Agriculture, TRCA, Sustainable Vaughan, and Environmental Defence are on the Greenbelt Transportation Advisory Group for Phase 2 of the Project. MTO 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 Project. In consultation with the Ontario Ministry of Agriculture, Food and Rural Affairs, MTO has developed a scope of work for an Agricultural Impact Assessment by the OMAFRA requirements. MTO 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 Project. Further mitigation, compensation, and/or enhancement measures related to agriculture will be considered during the Preliminary Design phase of the Project in consultation with stakeholders.

Appendix A-2

Project Notices

Appendix A-2

Project Notices

Since the Notice of Study Commencement for Highway 413 was published in February 2014, the Project Team has prepared approximately 40 notices and shared them with government agencies, municipalities, interest groups, and other stakeholders. **Appendix A-2** below provides the key notices materials prepared from the Notice of Study Commencement until the publication of the draft Environmental Impact Assessment Report.

Many of these notices were prepared prior to November 25, 2024—when the *Highway 413 Act*, 2024 received Royal Assent —and include content and references reflective of the previous Environmental Assessment process. In addition to changes in the legislative framework applicable to the Project, there have also been changes to key terms, including the name and stages associated with the project work. Notices are presented as they were published at the time. It is worth noting that, although the *Highway 413 Act,* 2024, applies to all activities after November 1, 2012, there were no public consultation activities until the release of the Notice of Study Commencement in February of 2014. As such, all public consultation activities recorded in this Appendix begin after that date.

The Highway 413 Preliminary Design and associated data or conclusions contained within this Appendix reflect a specific design milestone at the time of circulation. The information provided herein is subject to change as the Preliminary Design is finalized and may not represent the most current design status. The content of this document will be updated to align with subsequent design revisions where appropriate. Please see the *Highway 413 Act*, 2024 for more information.

Appendix A-2

Project Notices

- Notice of Study Commencement

ONTARIO GOVERNMENT NOTICE

NOTICE OF COMMENCEMENT - GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

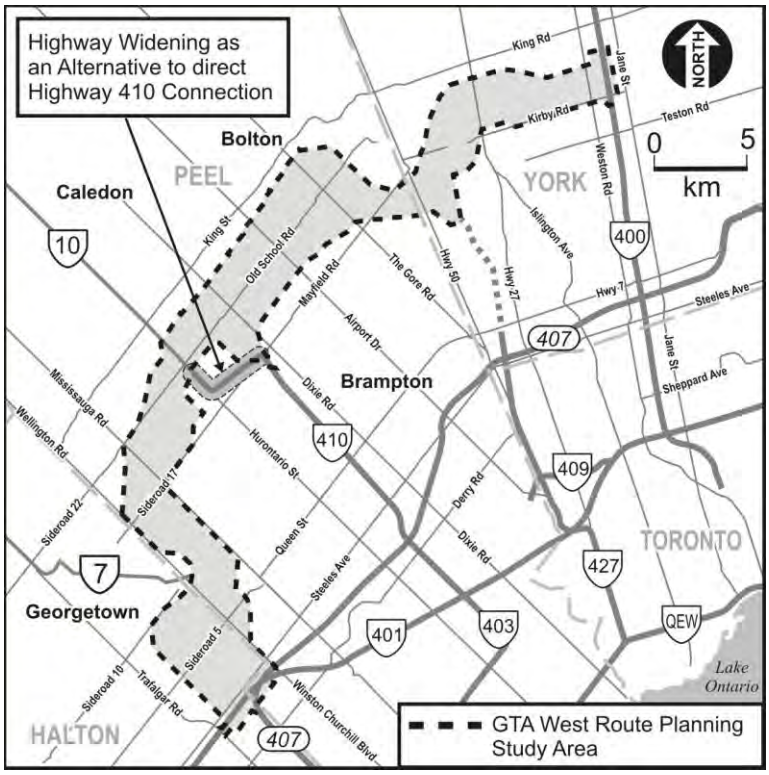
www.gta-west.com

THE STUDY

The Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

The GTA West transportation corridor is vital towards providing the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)*, and will deliver multiple benefits including:

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



The GTA West Transportation Corridor Route Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This new transportation corridor is only one component of the full suite of multi-modal recommendations that are included in the Transportation Development Strategy (TDS) developed as part of Stage 1. These recommendations also included transit improvements, transportation demand management measures, opportunities to optimize the existing transportation system, as well as widening of several key provincial facilities in the western GTA. These recommendations are being pursued as separate initiatives.

PUBLIC INVOLVEMENT

Public involvement is encouraged and Public Information Centers (PICs) and Community Workshops will be held throughout the study. Notices advising of the time and location of the PICs will be published in local and regional newspapers and advertised on the study website.

If you are interested in the study and would like to be added to the mailing list, please contact the Project Team via the contact information outlined below. Study information will be posted and updated on the project website: **www.gta-west.com**.

COMMENTS

Comments and input regarding this study are encouraged and will be collected to assist the 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 EA Act. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. For further information, please visit our project website at the address provided above. To contact the Project Team directly, please send an email to: **project_team@gta-west.com** or contact:

Ms. Natalie Rouskov, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Tel: 416-235-4977, Fax: 416-235-3576
Email: project_team@gta-west.com

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Tel: 905-823-8500, Fax: 905-823-8503
Email: project_team@gta-west.com

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE LANCEMENT — PHASE 2 DE L'ÉTUDE DE PLANIFICATION DU TRACÉ ET D'ÉVALUATION ENVIRONNEMENTALE DU CORRIDOR DE TRANSPORT OUEST DE LA RÉGION DU GRAND TORONTO

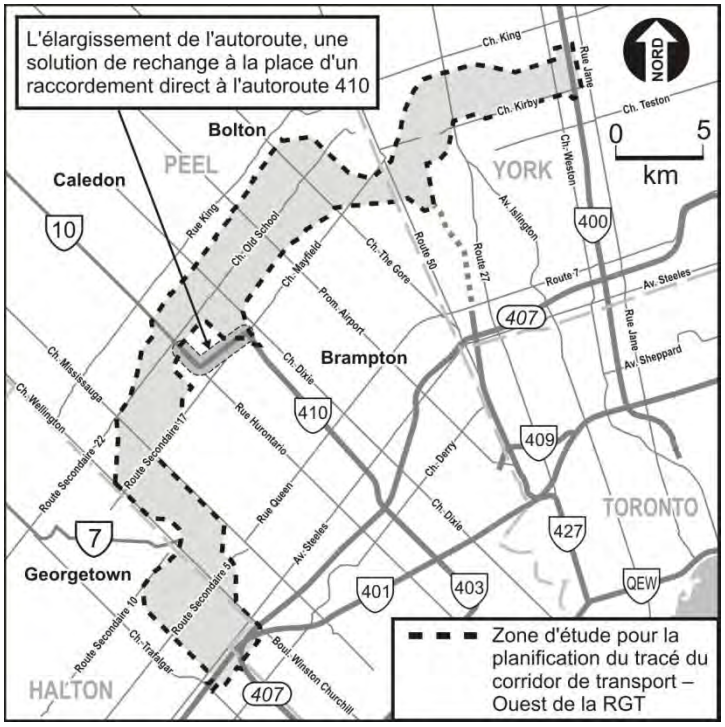
www.gta-west.com

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a lancé la phase 2 de l'étude d'évaluation environnementale (EE) du corridor de transport ouest de la région du Grand Toronto. S'appuyant sur les recommandations de la phase 1, l'étude d'évaluation environnementale se poursuit en mettant l'accent sur l'identification du tracé et l'élaboration de la conception préliminaire d'un nouveau corridor de transport au sein de la zone d'étude du tracé précédemment identifiée. Le nouveau corridor de transport comprendra une autoroute de la série 400, un moyen de transport en commun et des caractéristiques potentielles de priorité pour les déplacements des marchandises. Dans le cadre de l'étude, le tracé d'une route préférée et l'emplacement d'échangeurs seront sélectionnés et développés.

Le corridor de transport ouest de la RGT est essentiel à la mise sur pied d'une infrastructure de transport pour répondre à la croissance de la population et de l'emploi qui est prévue dans le *Plan de croissance de la région élargie du Golden Horseshoe (2006)*. Il offrira de multiples avantages, notamment :

- Une plus grande connectivité entre les centres de croissance urbaine
- Une circulation facilitée des personnes et des marchandises.
- Une amélioration des déplacements domicile-travail
- Une vitalité économique accrue



L'étude de planification du tracé et d'EE du corridor de transport ouest de la RGT est entreprise comme une évaluation environnementale individuelle conformément à la *Loi sur les évaluations environnementale*s (Ontario) et le *Cadre de référence de l'évaluation environnementale du corridor de transport dans l'ouest de la RGT,* qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008.

Le nouveau corridor de transport n'est qu'une composante de la suite complète de recommandations multimodales qui sont proposées dans la stratégie de développement des transports élaborée dans le cadre de la phase 1. Ces recommandations comprenaient également l'amélioration des transports, des mesures de gestion de la demande de transport, des moyens d'optimiser le système de transport existant, ainsi que l'élargissement de plusieurs installations provinciales clés dans l'ouest de la RGT. Ces recommandations font l'objet d'initiatives distinctes.

PARTICIPATION DU PUBLIC

La participation du public est encouragée. Des centres d'information et des tables rondes communautaires auront lieu pendant toute la durée de l'étude. Des avis indiquant l'heure et le lieu de ces réunions seront publiés dans les journaux locaux et régionaux et annoncés sur le site Web de l'étude.

Si l'étude vous intéresse et que vous souhaitiez faire ajouter votre nom à la liste de diffusion, veuillez communiquer avec l'équipe du projet dont les coordonnées sont indiquées ci-dessous. L'information sur l'étude sera publiée et mise à jour sur le site Web du projet : **www.gta-west.com**.

COMMENTAIRES

L'équipe du projet invite les commentaires et suggestions concernant cette étude, car ils lui seront utiles. Ils seront conservés au dossier en vue d'être utilisés pendant le projet et peuvent être inclus dans la documentation du projet pour répondre aux exigences de la Loi sur les évaluations environnementales. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information.* À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public. Pour en savoir davantage, visitez le site Web du projet à l'adresse indiquée ci-dessus. Pour communiquer directement avec l'équipe de projet, envoyez un courriel à : **project_team@gta-west.com** ou entrez en contact avec :

Mme Natalie Rouskov, ing., chef de projet, MTO
Ministère des Transports de l'Ontario, région du Centre
1201, avenue Wilson, Bâtiment D, 4e étage
Toronto (Ontario) M3M 1J8
Tél. : 416-235-4977. Téléc. : 416-235-3576
Courriel : project_team@gta-west.com

M. Neil Ahmed, ing., chef de projet consultant
MMM Group Limited
2655 North Sheridan Way, bureau 300
Mississauga (Ontario) L5K 2P8
Tél. : 905-823-8500. Téléc. : 905-823-8503
Courriel : project_team@gta-west.com

Des renseignements sont disponibles en français en composant le 905-823-8500, poste 1471 (Yannick Garnier).

Ontario

Ministry of Transportation

Highway Engineering – Toronto & Durham Central Region

4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel.: 416-235-4562
Fax: 416-235-4002

Ministère des Transports

Gènie Routier – Toronto et Durham Région du Centre

4e étage, édifice D
1201, avenue Wilson
Downsview, ON M3M 1J8
Tél.: 416-235-4562
Téléc.: 416-235-4002

Ontario

«Date»

Final Letter to Members of Parliament

«Title» «FirstName» «LastName»
«JobTitle»
«Address1», «Address2»
«City», «Province»
«PostalCode»

Re: GTA West Corridor Planning and Environmental Assessment Study, Stage 2 Notice of Study Commencement

Dear «Salutation» «LastName»:

The Ontario Ministry of Transportation (MTO) is pleased to inform you that Stage 2 of the Environmental Assessment (EA) Study for the GTA West Corridor is actively underway. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area (refer to attached map). The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

The GTA West transportation corridor is vital towards providing the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)* — and will deliver multiple benefits including:

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

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This new transportation corridor is only one component of the full suite of multi-modal recommendations that are included in the Transportation Development Strategy (TDS) developed as part of Stage 1. These recommendations also included transit improvements, transportation demand management measures, opportunities to optimize the existing transportation system, as well as widening of several key provincial facilities in the western GTA. These recommendations are being pursued as separate initiatives.

Public involvement is encouraged and Public Information Centers (PICs) and Community Workshops will be held throughout the study. Notices advising of the time and location of these events will be published in local and regional newspapers and advertised on the study website (www.gta-west.com).

The Notice of Study Commencement (see attached) will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	**Publication Date**
Toronto Star	Saturday February 22
Mississauga News	Sunday February 23
Brampton Guardian	Wednesday February 19
Le Metropolitain**	Wednesday February 19
(Bolton) Caledon Enterprise	Saturday February 22
Caledon Citizen	Thursday February 20
Vaughan Citizen	Thursday February 20
King Township Sentinel	Wednesday February 19
Georgetown Acton Independent	Wednesday February 19
Halton Compass	Thursday February 20
Milton – The Canadian Champion	Friday February 21
Erin – The Advocate	Wednesday February 19
Guelph Tribute	Friday February 21
The Guelph Mercury	Wednesday February 19
Turtle Island News	Wednesday February 19
Two Row Times	Wednesday February 19

***** Published in French***

Should you require further information on the study, please feel free to contact Ms. Natalie Rouskov, Project Manager with the Ministry of Transportation, at 416-235-4977, or Mr. Neil Ahmed, the Consultant Project Manager, at 905-823-8500. You may also contact the Project Team at project_team@gta-west.com, or via the "Contact Us" section of our project website at www.gta-west.com.

Thank you in advance for your continued cooperation and assistance.

Sincerely,

Natalie Rouskov, P. Eng.
Project Manager

Attach.

cc: Sarah Merriam, MTO
Chris Barber, MTO
Susan Sieradzki, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Ministry of Transportation

Highway Engineering –
Toronto & Durham
Central Region

4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel.: 416-235-4562
Fax: 416-235-4002

Ministère des Transports

Gènie Routier –
Toronto et Durham
Région du Centre

4e étage, édifice D
1201, avenue Wilson
Downsview, ON M3M 1J8
Tél.: 416-235-4562
Téléc.: 416-235-4002

Ontario

«Date»

Final Letter to Indigenous communities

«Title» «FirstName» «LastName»
«JobTitle»
«Address1», «Address2»
«City», «Province»
«PostalCode»

Re: GTA West Corridor Planning and Environmental Assessment Study, Stage 2 Notice of Study Commencement

Dear «Salutation» «LastName»:

The Ontario Ministry of Transportation (MTO) is pleased to inform you that Stage 2 of the Environmental Assessment (EA) Study for the GTA West Corridor is actively underway. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area (refer to attached map). The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

The GTA West transportation corridor is vital towards providing the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)* — and will deliver multiple benefits including:

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

The GTA West Corridor Route Planning and EA study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference,* which was approved by the Ontario Minister of the Environment on March 4, 2008.

This new transportation corridor is only one component of the full suite of multi-modal recommendations that are included in the Transportation Development Strategy (TDS) developed as part of Stage 1. These recommendations also included transit improvements, transportation demand management measures, opportunities to optimize the existing transportation system, as well as widening of several key provincial facilities in the western GTA. These recommendations are being pursued as separate initiatives.

Public involvement is encouraged and Public Information Centers (PICs) and Community Workshops will be held throughout the study. Notices advising of the time and location of these events will be published in local and regional newspapers and advertised on the study website (www.gta-west.com).

To assist us in this process, we would like to continue to meet with <insert Indigenous community> to review potential impacts to features of interest to your Nation so that they can be considered in the generation and evaluation of alternatives. We have attached a contact sheet to assist you in advising us if you have any interests that should be considered as we move forward in the planning of this project.

MTO has retained a consulting team led by MMM Group Ltd. to undertake this work. The consulting team will assist in obtaining input on archaeological and aboriginal issues that should be considered in the planning process.

If you have specific questions or concerns, or wish to obtain additional information about this project, please don't hesitate to contact me at (416-235-4977 or project_team@gta-west.com) and we can arrange a meeting to discuss this project in greater detail. Additional details are also available on the project website at www.gta-west.com.

Thank you in advance for your continued cooperation and assistance.

Sincerely,

Natalie Rouskov, P. Eng.
Project Manager

Attach.

cc. Sarah Merriam, MTO
Chris Barber, MTO
Susan Sieradzki, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

February 19, 2014

Final Letter to Federal Agencies

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

RE: GTA West Corridor Planning and Environmental Assessment Study, Stage 2
Notice of Study Commencement

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- Enhanced people and goods movement;
- Improved commuting; and,
- Greater economic vitality.

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This new transportation corridor is only one component of the full suite of multi-modal recommendations that are included in the Transportation Development Strategy (TDS) developed as part of Stage 1. These recommendations also included transit improvements, transportation demand management measures, opportunities to optimize the existing transportation system, as well as widening of several key provincial facilities in the western GTA. These recommendations are being pursued as separate initiatives.

Public involvement is encouraged and Public Information Centers (PICs) and Community Workshops will be held throughout the study. Notices advising of the time and location of these events will be published in local and regional newspapers and advertised on the study website (www.gta-west.com).

Based on a review of the *Regulations Designating Physical Activities*, it is anticipated that the proposed works may be considered a “designated project” under the *Canadian Environmental Assessment Act* (CEAA). In this scenario, the federal assessment requirements would be completed as part of the Stage 2 study. As a result, it is important that federal interests and information requirements be identified as early as possible during Stage 2 and we look forward to coordinating with the Canadian Environmental Assessment Agency to identify and address federal assessment requirements.

In addition to completing the federal environmental assessment requirements under CEAA during Stage 2, anticipated federal permits/approvals will be identified during Stage 2 with input from federal agencies. Requirements associated with identified federal permits/approvals will be addressed to the extent possible during the development and documentation of the Preliminary Design.

Following the completion of Stage 2, the design and mitigation measures will be refined as part of the development of the detailed design; however, at that point there would not be the opportunity to revise key design decisions made during Stage 2. As a result, we look forward to early and active involvement of federal agencies that may have a duty or power to exercise related to the implementation of the proposed works.

The purpose of this letter is to notify your organization of study commencement. In order to assist us with our planning process, please indicate whether your organization has an interest in this project, who will act as our main contact, and any preliminary thoughts you may have on issues that should be considered. Please provide your input by **March 31, 2014.** An agency comment form is attached to facilitate your response.

Should you require further information on the study, please feel free to contact Ms. Natalie Rouskov, Project Manager with the Ministry of Transportation, at 416-235-4977, or Mr. Neil Ahmed, the Consultant Project Manager, at 905-823-8500. You may also contact the Project Team at project_team@gta-west.com, or via the "Contact Us" section of our project website at www.gta-west.com.

Thank you in advance for your continued cooperation and assistance.

Sincerely,

Ms. Natalie Rouskov, P. Eng.
Project Manager
Ontario Ministry of Transportation, Central Region

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Ltd.

Attach.

February 19, 2014

Final Letter to Provincial Agencies

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

RE: GTA West Corridor Planning and Environmental Assessment Study, Stage 2
Notice of Study Commencement

The Ontario Ministry of Transportation (MTO) is pleased to inform you that Stage 2 of the Environmental Assessment (EA) Study for the GTA West Corridor is actively underway. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area (refer to attached map). The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

The GTA West transportation corridor is vital towards providing the transportation infrastructure to meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006)* — and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
- Enhanced people and goods movement;
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This new transportation corridor is only one component of the full suite of multi-modal recommendations that are included in the Transportation Development Strategy (TDS) developed as part of Stage 1. These recommendations also included transit improvements, transportation demand management measures, opportunities to optimize the existing transportation system, as well as widening of several key provincial facilities in the western GTA. These recommendations are being pursued as separate initiatives.

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Should you require further information on the study, please feel free to contact Ms. Natalie Rouskov, Project Manager with the Ministry of Transportation, at 416-235-4977, or Mr. Neil Ahmed, the Consultant Project Manager, at 905-823-8500. You may also contact the Project Team at project_team@gta-west.com, or via the "Contact Us" section of our project website at www.gta-west.com.

Thank you in advance for your continued cooperation and assistance.

Sincerely,

Ms. Natalie Rouskov, P. Eng.
Project Manager
Ontario Ministry of Transportation, Central Region

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Ltd.

Attach.

February 19, 2014

Final Letter to Municipalities

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

RE: GTA West Corridor Planning and Environmental Assessment Study, Stage 2
Notice of Study Commencement

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The Project Team will be contacting the main contact to arrange an initial meeting to discuss data collection, local and regional development issues and the overall study process and timing.

Should you require further information on the study, please feel free to contact Ms. Natalie Rouskov, Project Manager with the Ministry of Transportation, at 416-235-4977, or Mr. Neil Ahmed, the Consultant Project Manager, at 905-823-8500. You may also contact the Project Team at project_team@gta-west.com, or via the "Contact Us" section of our project website at www.gta-west.com.

Thank you in advance for your continued cooperation and assistance.

Sincerely,

Ms. Natalie Rouskov, P. Eng.
Project Manager
Ontario Ministry of Transportation, Central Region

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Ltd.

Attach.

February 19, 2014

Final Letter to the Public

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

RE: GTA West Corridor Planning and Environmental Assessment Study, Stage 2
Notice of Study Commencement

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Public involvement is encouraged and Public Information Centers (PICs) and Community Workshops will be held throughout the study. Notices advising of the time and location of these events will be published in local and regional newspapers and advertised on the study website (www.gta-west.com).

Comments and input regarding this study are encouraged and will be collected to assist the 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 EA Act. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

For further information, please visit our project website at www.gta-west.com. If you wish to be added to the mailing list, or to contact the Project Team directly, please send an email to: **project_team@gta-west.com** or contact:

Ms. Natalie Rouskov, P. Eng.
Project Engineer
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Tel: 416-235-4977, Fax: 416-235-3576
Email: project_team@gta-west.com

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Tel: 905-823-8500, Fax: 905-823-8503
Email: project_team@gta-west.com

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,

_____
Ms. Natalie Rouskov, P. Eng.
Project Manager
Ontario Ministry of Transportation, Central Region

_____
Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Ltd.

Attach.

Appendix A-2

Project Notices

- Introductory Community Workshops Invitation Letter

Ontario

GTA West
Planning *with* Vision | Planning *for* People

April 22, 2014

Final Letter to Interest Groups

«Title» «FirstName» «LastName», «Position»
«Group»
«Address1» «Address2»
«City», «Province_» «Postal_Code»

Dear «Title» «LastName»:

RE: Invitation to Attend Introductory Community Consultation Workshop for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

As part of the study's consultation program, a number of Community Workshops will be held over the course of the study to assist the Project Team by providing information and input relative to community interests and study issues. The first round of these workshops is being scheduled on the dates and at the venues noted below. Please note that each workshop event will present identical information and provide the same opportunities to provide input to the study team, and as such, it is only necessary to attend one of the workshops noted below.

May 20, 2014 **6:00 – 8:00 PM** **Hazel McCallion Room** **Delta Meadowvale Hotel and Conference Centre** **6750 Mississauga Road** **Mississauga, ON**	**May 21, 2014** **6:00 – 8:00 PM** **Hall E** **Pearson Convention Centre** **2638 Steeles Avenue East** **Brampton, ON**	**May 22, 2014** **6:00 – 8:00 PM** **Renaissance Salon** **Le Jardin Conference Centre** **8440 Highway 27** **Woodbridge, ON**

The focus of this first round of workshops will be to provide an overview of the study objectives, process and timelines, and to provide an opportunity for attendees to apply for participation in the Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG). Some of the activities will include providing input on key issues and existing features within the study area to be considered in the route and interchange alternative development, providing input on the criteria for assessing and evaluating alternatives, as well as opportunities to provide input on potential route locations.

If you are interested in attending one of the workshops listed above, please contact Trish Martins (905-747-1743), or contact us through our project website at www.gta-west.com by **May 9, 2014** to indicate which date you would like to attend. Please note that confirmation of your intent to attend one of these workshops is necessary to ensure adequate accommodations at the venue. As such, it will not be possible to accommodate those who do not RSVP in advance.

We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Ontario

GTA West
Planning *with* Vision | Planning *for* People

April 22, 2014

Final Letter to the Public

«Title» «FirstName» «LastName»
«Company»
«Address1» «Address2»
«City», «Prov» «PostalCode»

Dear Sir/Madam:

RE: Invitation to Attend Introductory Community Consultation Workshop for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

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We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Appendix A-2

Project Notices

- Notice of Community Workshop #1 Postponement

Ontario

GTA West
Planning *with* Vision | Planning *for* People

May 8, 2014

«Title» «FirstName» «LastName»
«Company»
«Address1», «Address2»
«City», «Prov» «PostalCode»

Dear Sir/Madam:

RE: NOTICE OF COMMUNITY WORKSHOP POSTPONEMENT
Introductory Community Workshop for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

Further to our letter dated April 22, 2014, the GTA West Study Project Team has identified the need to postpone the Introductory Community Workshops originally scheduled for May 20, 2014 (at the Delta Meadowvale Hotel and Conference Centre), May 21, 2014 (at the Pearson Convention Centre), and May 22, 2014 (at the Le Jardin Conference Centre).

It is still the team's intent to hold these workshops at a later date this summer, and you will receive an invitation once the new dates and venues have been confirmed.

If you have any questions or concerns, or would like further information regarding this study, please feel free to contact the Project Team via the toll-free telephone number (1-877-522-6916), via email at: project_team@gta-west.com, or visit the project website at www.gta-west.com.

We apologize for any inconvenience, and we thank you for your interest in this study and look forward to your continued participation.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

MMM GROUP URS AECOM

Appendix A-2

Project Notices

- Invitation to Truck Priority Workshop

Ontario

GTA West
Planning *with* Vision | Planning *for* People

May 20, 2014

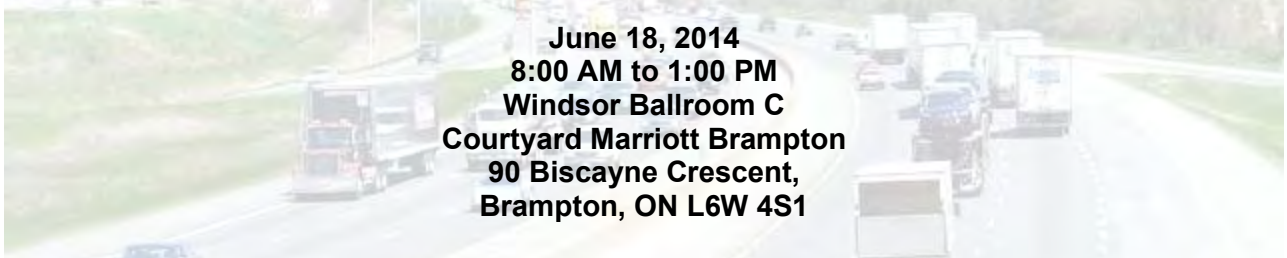
«Title» «FirstName» «LastName», «JobTitle»
«Municipality», «Branch»
«Address1», «Address2»
«City», «Prov» «PostalCode»
«Email»

Final Letter to Municipalities

Dear «FirstName» «LastName»:

RE: Invitation to Attend the Truck Priority Systems Workshop for the GTA West Corridor Planning and Environmental Assessment Study, Stage 2

As part of the GTA West Corridor Planning and Environmental Assessment Study, we are pleased to invite you to attend an upcoming workshop on goods movement in the GTA West Study Area. This workshop is a unique opportunity to provide input that will help shape the future of goods movement in the Greater Toronto Area, and we want you to be a part of it. This workshop is scheduled for:



June 18, 2014
8:00 AM to 1:00 PM
Windsor Ballroom C
Courtyard Marriott Brampton
90 Biscayne Crescent,
Brampton, ON L6W 4S1

At this workshop, you will have the opportunity to discuss with the Ministry issues that affect your operations every day. We want to learn from your experiences and understand your issues so that we can develop new ideas and strategies to reduce travel times, reduce travel costs and improve safety for goods movement. Specifically, some ideas for goods movement priority and safety features, that we want your input on include dedicated truck lanes and/or ramps, geometric elements, and automated weigh stations.

The workshop will be held in the morning, starting with a continental breakfast and the introduction to the GTA West Study. Our keynote speaker will highlight current issues that hinder goods movement and opportunities to work together to improve the goods movement system. We will then break out into smaller groups to discuss your issues in more detail and brainstorm ideas that could improve goods movement, including topics such as:

- Congestion
- Safety
- Truck parking
- Road geometry
- Connectivity
- Dedicated truck lanes and/or a truck-only road
- Truck lanes and priority at interchange ramps
- System management techniques, such as Intelligent Transportation Systems (ITS) and peak period lanes
- Enforcement
- Education

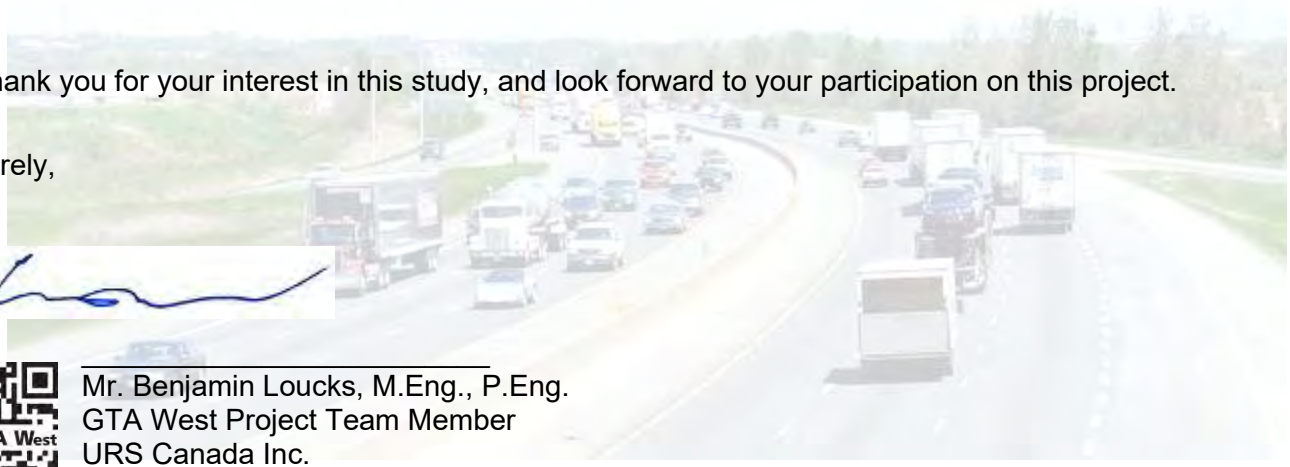
After the breakout session, lunch will be served while we will share highlights from the morning and closing remarks from the Project Team.

MMM GROUP URS AECOM

We encourage you to attend this workshop. Please contact the undersigned to RSVP by **June 11, 2014** in order to attend.

Your feedback will help shape the direction of this study and change how we move goods in Ontario. The outcome of this workshop will directly affect goods movement features in the GTA West Study Area, and could also establish a precedent for dedicated goods movement infrastructure throughout the Greater Toronto Area and across Ontario.

As background, the Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features.



We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Benjamin Loucks, M.Eng., P.Eng.
GTA West Project Team Member
URS Canada Inc.
Tel: (905)747-1862
benjamin.loucks@urs.com

Ontario

GTA West
Planning *with* Vision | Planning *for* People

May 20, 2014

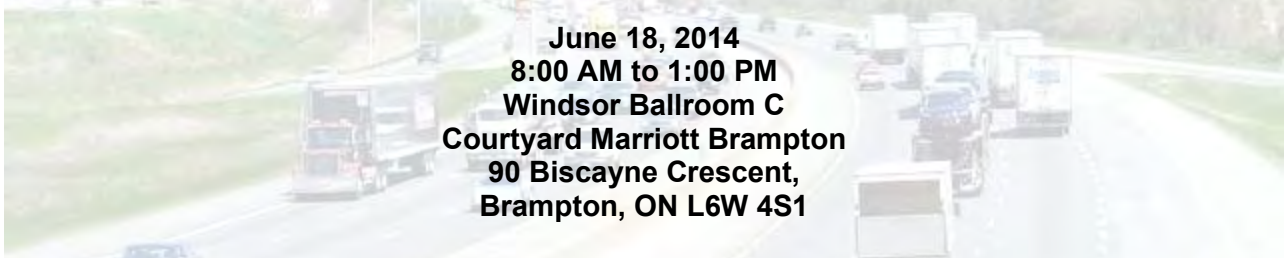
«Title» «FirstName» «LastName», «Position»
«Organization», «Organization2»
«Address1» «Address2»
«City», «Province_» «Postal_Code»
«Email»

Final Letter to the Public and External Stakeholders

Dear «FirstName» «LastName»:

RE: Invitation to Attend the Truck Priority Systems Workshop for the GTA West Corridor Planning and Environmental Assessment Study, Stage 2

As part of the GTA West Corridor Planning and Environmental Assessment Study, we are pleased to invite you to attend an upcoming workshop on goods movement in the GTA West Study Area. This workshop is a unique opportunity to provide input that will help shape the future of goods movement in the Greater Toronto Area, and we want you to be a part of it. This workshop is scheduled for:



June 18, 2014
8:00 AM to 1:00 PM
Windsor Ballroom C
Courtyard Marriott Brampton
90 Biscayne Crescent,
Brampton, ON L6W 4S1

At this workshop, you will have the opportunity to discuss with the Ministry issues that affect your operations every day. We want to learn from your experiences and understand your issues so that we can develop new ideas and strategies to reduce travel times, reduce travel costs and improve safety for goods movement. Specifically, some ideas for goods movement priority and safety features, that we want your input on include dedicated truck lanes and/or ramps, geometric elements, and automated weigh stations.

The workshop will be held in the morning, starting with a continental breakfast and the introduction to the GTA West Study. Our keynote speaker will highlight current issues that hinder goods movement and opportunities to work together to improve the goods movement system. We will then break out into smaller groups to discuss your issues in more detail and brainstorm ideas that could improve goods movement, including topics such as:

- Congestion
- Safety
- Truck parking
- Road geometry
- Connectivity
- Dedicated truck lanes and/or a truck-only road
- Truck lanes and priority at interchange ramps
- System management techniques, such as Intelligent Transportation Systems (ITS) and peak period lanes
- Enforcement
- Education

After the breakout session, lunch will be served while we will share highlights from the morning and closing remarks from the Project Team.

MMM GROUP URS AECOM

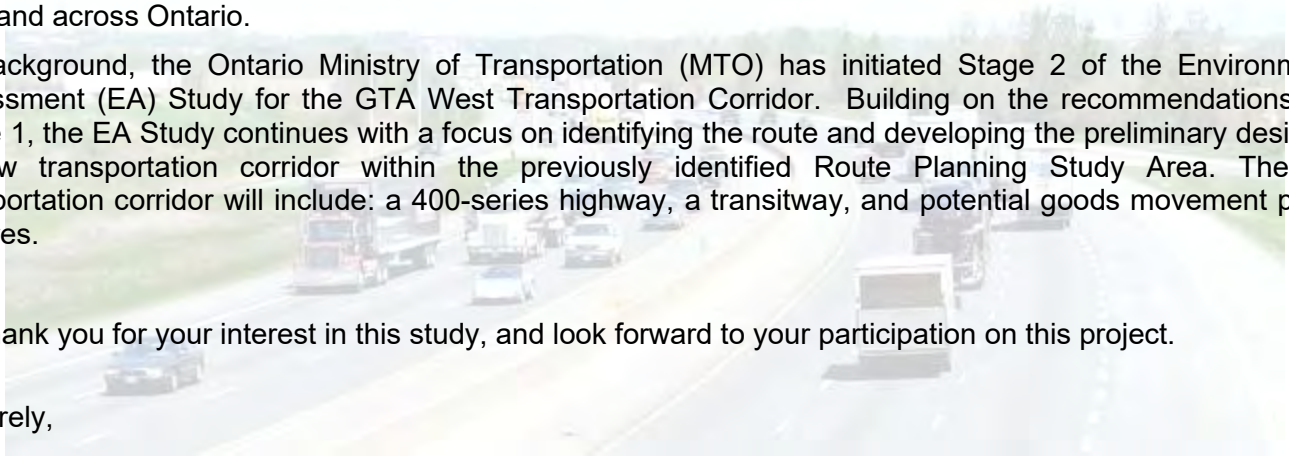
We encourage you to attend this workshop. Please contact the undersigned to RSVP by **June 11, 2014** in order to attend.

In addition, we will interview some stakeholders in advance of the workshop to gain further insight on these issues and help create a more focused workshop, and we may include you as one of these participants. If you are selected for an interview, someone from our team will contact you soon to schedule an interview. The types of questions we may ask include:

- Are you aware of areas of recurring congestion that have caused truck diversion to other routes?
- Do you anticipate growth, decline or level volumes in the next 5-10 years?

Your feedback will help shape the direction of this study and change how we move goods in Ontario. The outcome of this workshop will directly affect goods movement features in the GTA West Study Area, and could also establish a precedent for dedicated goods movement infrastructure throughout the Greater Toronto Area and across Ontario.

As background, the Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features.



We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Benjamin Loucks, M.Eng., P.Eng.
GTA West Project Team Member
URS Canada Inc.
Tel: (905)747-1862
benjamin.loucks@urs.com

Appendix A-2

Project Notices

- Invitation to Rescheduled Community Workshop #1

Ontario

GTA West
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June 20, 2014

Final Letter to the Municipalities and Federal and Provincial Agencies

«Title» «First_Name» «Last_Name»
«Job_Title»
«MunicipalityOrganization», «Branch»
«Address_1», «Address_2»
«City», «Prov» «Postal_Code»
«Email»

Dear «Title» «Last_Name»:

RE: Introductory Community Consultation Workshop for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

As part of the study's consultation program, a number of Community Consultation Workshops will be held at key project milestones to allow the Project Team to disseminate project information and to gather information from attendees about study issues and community interests. Please note that these Community Consultation Workshops are generally intended for members of the public. Due to the interactive nature of these workshops, it is important that the attendance be kept to a manageable size. The GTA West Project Team is providing other opportunities to disseminate similar project information and gather information from municipal staff and other external agencies.

As you may be aware, the GTA West Project Team identified the need to postpone the Introductory Community Consultation Workshops originally scheduled for May 2014. These workshops have now been rescheduled for the evenings of **July 24, 2014 (in Woodbridge, ON), July 29, 2014 (in Mississauga, ON), and August 13, 2014 (in Brampton, ON).** Please note that each workshop event will present identical information and provide the same opportunities to provide input to the Project Team, and as such, if you are informing members of your community of the events, you can note that it is only necessary to attend one of the workshops noted above.

The focus of this first round of workshops is to provide an overview of the study objectives, process and timelines, and to provide an opportunity for attendees to apply for participation in the Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG). Some of the interactive activities will include providing input on key issues and existing features within the study area to be considered in the development of the route and interchange alternatives, as well as providing input on where the route should go.

If any members of your community are interested in attending one of the workshops described above, we would ask that you urge them to contact Trish Martins (905-747-1743), or contact us

through our toll-free telephone line (1-877-522-6916) by **July 11, 2014** to register for one of the workshops. Please note that confirmation of their intent to attend one of these workshops is necessary to ensure adequate accommodations at the venue. As such, it will not be possible to accommodate those who do not RSVP in advance**.**

We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

June 20, 2014

Final Letter to Interest Groups

«Title» «First Name» «Last Name»
«Position»
«Group»
«Address1», «Address2»
«City», «Province_» «Postal_Code»

Dear «Title» «Last Name»:

RE: Invitation to Attend an Introductory Community Consultation Workshop for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

As part of the study's consultation program, a number of Community Consultation Workshops will be held at key project milestones to allow the Project Team to disseminate project information and to gather information from attendees about study issues and community interests. As you may be aware, the GTA West Project Team identified the need to postpone the Introductory Community Consultation Workshops originally scheduled for May 2014. These workshops have now been rescheduled for the evenings of **July 24, 2014 (in Woodbridge, ON), July 29, 2014 (in Mississauga, ON), and August 13, 2014 (in Brampton, ON).** Please note that each workshop event will present identical information and provide the same opportunities to provide input to the Project Team, and as such, it is only necessary to attend one of the workshops noted above.

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If you are interested in attending one of the workshops described above, please contact Trish Martins (905-747-1743), or contact us through our toll-free telephone line (1-877-522-6916) by **July 11, 2014** to register for one of the workshops. Please note that confirmation of your intent to attend one of these workshops is necessary to ensure adequate accommodations at the venue. As such, it will not be possible to accommodate those who do not RSVP in advance**.**

If you RSVP'd to attend the workshops originally scheduled for May 2014, we will attempt to contact you to confirm which date you would like to attend. However, if you do not hear from

us by July 4, 2014, please contact Trish Martins or contact us through the toll-free telephone line noted above to register.

We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Ontario

GTA West
Planning *with* Vision | Planning *for* People

June 20, 2014

Final Letter to the Public

«First_Name» «Last_Name»
«Company»
«Address_1», «Address_2»
«City», «Prov» «Postal_Code»

Dear «Greeting»:

RE: Invitation to Attend an Introductory Community Consultation Workshop for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) has initiated Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the previously identified Route Planning Study Area. The new transportation corridor will include: a 400-series highway, a transitway, and potential goods movement priority features. As part of the study, a preferred route and interchange locations will be selected and developed.

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If you RSVP'd to attend the workshops originally scheduled for May 2014, we will attempt to contact you to confirm which date you would like to attend. However, if you do not hear from us by July 4, 2014, please contact Trish Martins or contact us through the toll-free telephone line noted above to register.

MMM GROUP URS AECOM

We thank you for your interest in this study, and look forward to your participation on this project.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Appendix A-2

Project Notices

- Notice of Public Information Centre #1

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 - GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

THE STUDY

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.



G:\GIS\Projects\1-33017543_GTA_West_Stage_2\GIS\MXD\OGN_Map_En.mxd

PUBLIC INFORMATION CENTRE #1 (PIC #1)

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

If you would like to be added to the mailing list, please contact the GTA West Project Team. Study information is available on the project website: **www.gta-west.com**.

COMMENTS

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act.* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. To contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com**.

GTA West

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE SÉANCE D'INFORMATION PUBLIQUE N^{O} 1 – ÉTUDE DE PLANIFICATION ET D'ÉVALUATION ENVIRONNEMENTALE VISANT LE COULOIR OUEST DE LA RGT, PHASE 2

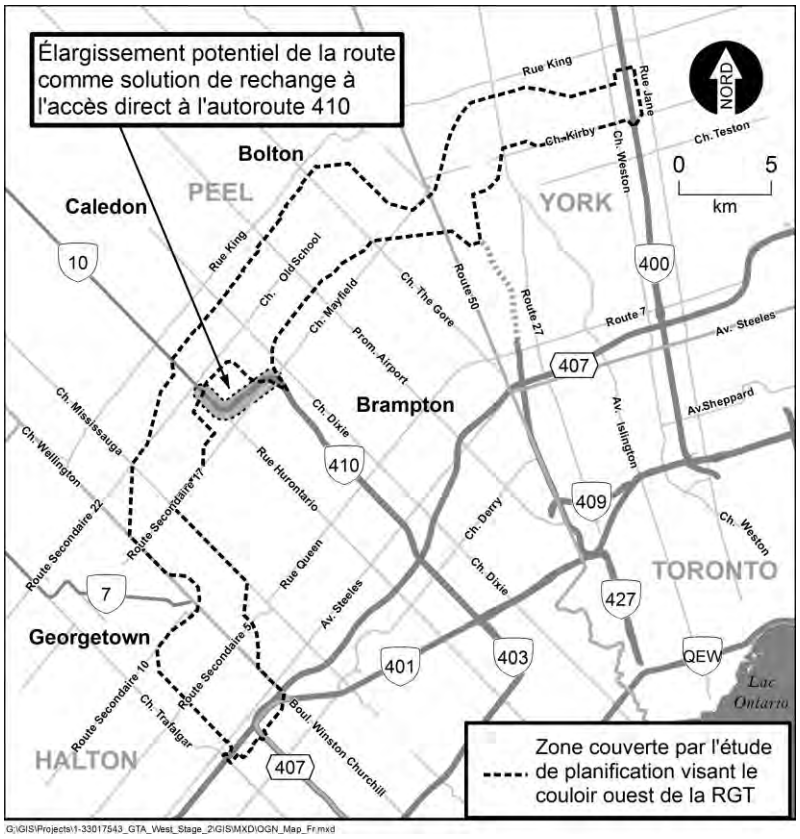
L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) entreprend la phase 2 de l'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT. Orientée par les recommandations découlant de la phase 1, l'étude d'évaluation environnementale déterminera l'itinéraire et l'emplacement des échangeurs, et parachèvera la conception préliminaire d'un nouveau couloir de transport au sein de la zone visée par l'étude de planification. Le nouveau couloir de transport comprendra une autoroute de la série 400, une voie réservée aux transports en commun et des caractéristiques visant à accorder la priorité au mouvement de transport des marchandises.

Le couloir ouest de la RGT est une infrastructure de transport vitale qui aidera à atteindre l'objectif de croissance projetée de la population et des emplois du *Plan de croissance de la région élargie du Golden Horseshoe, 2006,* et se traduira par de multiples avantages :

- connectivité accrue entre les centres de croissance urbaine;
- amélioration du mouvement des personnes et des marchandises;
- amélioration des déplacements quotidiens;
- augmentation de la vitalité économique.

L'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT est menée à titre d'évaluation environnementale distincte conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au *cadre de référence de l'évaluation environnementale visant le couloir ouest de la RGT*, qui a été approuvé par le ministère de l'Environnement de l'Ontario le 4 mars 2008.



SÉANCE D'INFORMATION PUBLIQUE N^{O} 1

La séance d'information publique n^{o} 1 présente un aperçu de l'historique, du processus, des conditions existantes et de l'état actuel de l'étude. Les documents qui y sont présentés se concentreront sur la liste restreinte et la liste complète des itinéraires de rechange, les emplacements potentiels des échangeurs, l'aménagement des traversées routières et les caractéristiques visant à accorder la priorité au transport des marchandises. La séance d'information publique n^{o} 1 sera un centre de rencontre informel où des représentants du MTO et de l'équipe d'experts-conseils seront présents pour répondre à des questions.

Lieux et dates

Jeudi 27 novembre 2014	**Mardi 2 décembre 2014**	**Jeudi 4 décembre 2014**
16 h à 20 h	16 h à 20 h	16 h à 20 h
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221, rue Guelph (Route 7)	8440, route 27	12942 Heart Lake Road
Georgetown (Ontario)	Woodbridge (Ontario)	Caledon (Ontario)

Si vous souhaitez ajouter votre nom à la liste de diffusion, veuillez communiquer avec l'équipe du projet du couloir ouest de la RGT. Des renseignements sur l'étude sont accessibles sur le site Web du projet à l'adresse **www.gta-west.com**.

COMMENTAIRES

Les commentaires et la rétroaction sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe du projet du couloir ouest de la RGT. Ils seront conservés en dossier pour référence pendant le projet et pourront être inclus dans la documentation relative au projet afin de respecter les exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*et à la *Loi sur l'accès à l'information*. À l'exception des renseignements personnels, tous les commentaires reçus seront versés au dossier public. Pour communiquer directement avec l'équipe du projet, veuillez appeler au numéro sans frais 1 877 522-6916, ou envoyer un courriel à l'adresse **project_team@gta-west.com**.

M. Neil Ahmed, ingénieur, expert-conseil en gestion de projet
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga (Ontario) L5K 2P8
Télécopieur : 905 823-8503

M^{me} Natalie Rouskov, ingénieure, experte-conseil en gestion de projet
Ministère des Transports de l'Ontario, région du Centre
1201, avenue Wilson, édifice D, 4^{e} étage
Toronto (Ontario) M3M 1J8
Télécopieur : 416 235-3576

Pour obtenir des renseignements en français, veuillez communiquer avec Yannick Garnier par téléphone au 905 823-8500, poste 1471.

Ontario

November 10, 2014

Final Letter to Members of Parliament

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

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The purpose of this letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

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4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

The enclosed "Notice of Public Information Centre #1" will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Toronto Star	Saturday November 8, 2014
Mississauga News	Thursday November 13, 2014
Brampton Guardian	Wednesday November 12, 2014
Le Metropolitain**	Wednesday November 12, 2014
(Bolton) Caledon Enterprise	Tuesday November 11, 2014
Caledon Citizen	Thursday November 13, 2014
Vaughan Citizen	Thursday November 13, 2014
King Township Sentinel	Thursday November 13, 2014
Georgetown Acton Independent Free Press	Thursday November 13, 2014
Milton Canadian Champion	Thursday November 13, 2014
Erin Advocate	Wednesday November 12, 2014

Newspapers	Publication Date
Guelph Tribune	Thursday November 13, 2014
The Guelph Mercury	Thursday November 13, 2014
Turtle Island News	Wednesday November 12, 2014
Two Row Times	Wednesday November 12, 2014

***** Published in French***

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Should you require further information on the study, please feel free to contact me at 416-235-4977, or the consultant Project Manager, Mr. Neil Ahmed, at 905-823-8500. You may also contact the project team at project_team@gta-west.com. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc: Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

November 10, 2014

Final Letter to Indigenous communities

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

Your council and community members are invited to attend **one** of the PIC #1 preview sessions being held for members of interested First Nation and Métis Communities, as follows:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

PIC #1 preview sessions for First Nations and Métis Communities will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also like to meet with your council in advance of PIC #1 to provide an overview of the study, respond to questions, and discuss strategies to address concerns. If you are interested in a meeting to discuss the GTA West Study, please feel free to contact me at 416-235-4977 or at project_team@gta-west.com.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, or wish to obtain additional information about this project, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

November 10, 2014

Final Letter to Interest Groups

«Title» «First_Name» «Last_Name», «Job_Title»
«MunicipalityOrganization», «Branch»
«Address»
«City», «Prov» «Postal_Code»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

Your organization is invited to attend **one** of the PIC #1 preview sessions:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com.**

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

November 10, 2014

Final Letter to the Public

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

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

We encourage you to get involved in this important study. Come out to the first round of Public Information Centres (PIC #1), view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com**.

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

November 18, 2014

Final Follow-Up Letter to Indigenous communities

«Contact»
«First_Nation_Community»
«Address»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

As a follow-up to our November 10, 2014 letter informing your council and community members about Public Information Centre #1 (PIC #1), **the purpose of this letter is to provide you with an overview of the material being presented at PIC #1.**

PIC #1 will present an overview of the study background, process, existing conditions and current status. The material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. Please refer to the enclosed package for additional information.

As a reminder, the PIC #1 preview sessions being held for First Nation and Métis Communities, are as follows:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

These PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also note that the Stage 1 Archaeological Assessment Report for Stage 2 of the GTA West Study is now complete. If you are interested in reviewing the report, please contact me at 416-235-4977 or at project_team@gta-west.com, and we will send you a copy of the report for your information.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, or wish to meet to discuss the GTA West Study, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1
Public Information Centre #1 Overview Material

Appendix A-2

Project Notices

- Permission to Enter Letter for 2015 Field Investigations

Ontario

GTA West
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March 16, 2015

Dear Sir/Madam:

Re: GTA West Transportation Corridor Environmental Assessment (EA) Study
Field Investigations 2015

The Ontario Ministry of Transportation (MTO) is currently undertaking the GTA West Transportation Corridor Environmental Assessment (EA) Study. The study focuses on the route planning and preliminary design phases of a new transportation corridor in York, Peel and Halton regions, as shown on the GTA West Fact Sheet enclosed with this letter.

Ecological field investigations are starting this year to inventory natural environmental features, including vegetation, birds, reptiles and amphibians, within the study area. It's important to obtain ecological information from field investigations to confirm or update secondary source information, and assess the significance of natural features.

Your property may include natural environmental features that would provide valuable input to our study. By way of this letter, we are requesting your permission to enter your property to conduct ecological field work in 2015. These investigations will not physically alter your property and will strictly inventory natural features. The field work is currently scheduled to begin in April and will continue until late fall 2015. Field investigations may include non-intrusive surveys of vegetation, birds, amphibians, wildlife, and watercourses. Depending on the type of feature(s) on your property and the size of your property, field investigations on an individual property could last from a few hours on one day (if you have a small feature on a small property) to a couple of days and on more than one occasion (if you have a large property with a variety of large or significant natural features). Field staff will be environmental specialists from AECOM and MMM and will carry appropriate identification during field work. Vehicles owned by AECOM and MMM staff will be clearly marked with a sign in the window to avoid confusion.

Prior to entering onto private property the Ministry and consultant staff require authorization from the property owners (signed Permission to Enter). We would like to assure you that the visits will generally occur during the day and, prior to any visits, staff will attempt to notify you ahead of time. All attempts will be made to minimize any inconvenience and to accommodate any requests you may have as to scheduling. If you are agreeable to letting us onto your property for field work, please sign the enclosed Permission to Enter form and return it in the enclosed self-addressed stamped envelope by **April 13, 2015**. If you have any questions or would like to arrange a date when we can visit your property, please contact our project team at the toll-free number 1-877-522-6916 or by email at project_team@gta-west.com.

MMM GROUP

AECOM

Please also advise if you require prior notice for every visit that is undertaken on your property, or if there are any special requirements or precautionary measures that staff should take while visiting your property. Your cooperation with this matter is greatly appreciated. If you have any questions regarding the GTA West EA study or the field investigations, please do not hesitate to contact me at the toll-free number 1-877-522-6916 or by email at project_team@gta-west.com. In addition, project information can be obtained on the project website at www.gta-west.com.

Yours truly,

N. Rouskov

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager

cc. AECOM
MMM

Encl. MTO Permission to Enter form
Self-addressed stamped envelope
GTA West Fact Sheet

GTA West

Planning *with* Vision | Planning *for* People

What is the Focused Analysis Area?

Orange Area

The **Focused Analysis Area (FAA)** is a zone surrounding the short list of route alternatives. Properties located within the FAA could be directly impacted by the GTA West transportation corridor, be impacted by ancillary uses, or if refinements are made to the route alternatives.

Green Areas

MTO will continue to review development applications, but it is anticipated that development processes may proceed for these lands.



Note: The Focused Analysis Area is preliminary and subject to refinement during subsequent phases of the study as more detailed information becomes available.

Consultation

The project team is actively engaging stakeholders through:

- **Community Workshops:** The introductory workshops were held in summer 2014 to seek input on key issues, features, and route location alternatives. The next round of workshops will be held in spring/summer 2015 with a focus on the evaluation process. There will be a total of four rounds of workshops.
- **Advisory Groups:** These groups meet regularly to provide feedback on study findings and provide insight on potential issues and opportunities. The advisory groups include:
  - Greenbelt Transportation Advisory Group (GTAG)
  - Community Advisory Group (CAG)
  - Municipal Advisory Group (MAG)
  - Regulatory Agency Advisory Group (RAAG)
  - Municipal Executive Advisory Group (MEAG)
- **Public Information Centres:** The second round of PICs will be held in Fall/Winter 2015 to present the preferred route alternative. A total of 3 rounds of PICs will be held.
- **First Nations and Métis:** The project team is engaging with First Nations and Métis communities with interest in the study area.

Next Steps

- Evaluate the short list of route alternatives and interchange locations
  - Community Workshop #2 (Spring/Summer 2015)
  - Meetings with Advisory Groups (Throughout 2015)
- Present the preferred route at PIC #2 (Fall/Winter 2015)
- Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)

PIC displays can be downloaded from the project website (www.gta-west.com).

We welcome your input at any time during the study.

Contact the GTA West Project Team:

Website: www.gta-west.com
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Twitter: @GTAWestStudy

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February 2015

The GTA West Study

Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor was initiated in February 2014. Building on the recommendations from Stage 1, the EA Study continues with a focus on identifying the route and developing the preliminary design for a new transportation corridor within the Route Planning Study Area.

Overview of Stage 1 and 2

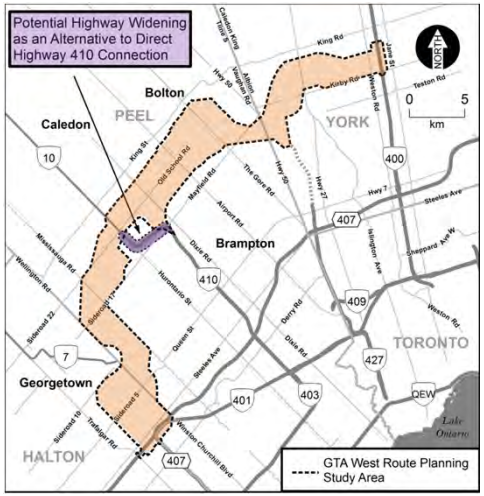
Stage 1 was completed in November 2012. It recommended:

- Optimizing the existing transportation network;
- Improving non-roadway transportation modes such as transit and rail;
- Widening existing highways ; and
- **A new transportation corridor.**

Even with optimizing the existing transportation network, widening existing highways, and transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity was determined to be needed.

Stage 2 focuses on the recommendation for a new transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west; and
- Including a 400-series highway, transitway, and potential goods movement priority features



The New Corridor

The new corridor is anticipated to be a 4- to 6-lane highway with freeway-to-freeway connections at Highway 401/407ETR, Highway 410, Highway 427, and Highway 400. A separate adjacent transitway is also included. Transitway stations will be located at interchanges and connection points.



Public Information Centre – Round 1

The purpose of Public Information Centre (PIC) Round 1 was to present:

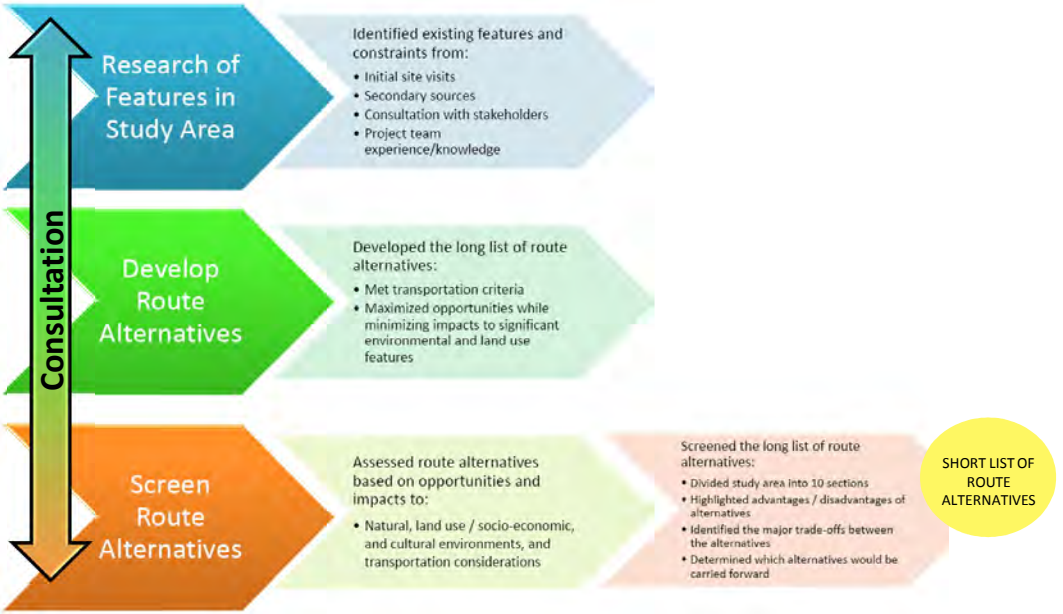
- Study background and process;
- Existing conditions within the study area;
- Development and screening of the long list of route alternatives;
- Identification of the short list of route alternatives and potential interchange locations;
- The Focused Analysis Area; and
- Factors and criteria for evaluating the short list of route alternatives.

The first round of PICs were held:

November 27, 2014 – Mold-Masters Sportsplex, Georgetown
December 2, 2014 – Chateau Le Jardin Centre, Vaughan
December 4, 2014 – Brampton Fairgrounds, Caledon

Ontario | MMM GROUP | AECOM

Route Development and Screening Process



Screening of Interchange Locations

Interchanges will be required at existing/planned freeways (e.g. Highway 401/407ETR, 410, 427, and 400) and at some arterial crossing roads.

Initially all existing/planned crossing roads and provincial freeways were considered as potential interchange locations. The potential interchange locations were then screened based on the following principles:

- Minimize impacts to significant natural features, functions, systems and communities
- Minimize impacts to existing and planned (approved under Official Plans) population and employment areas
- Efficiently address the transportation problems and opportunities

Crossing roads not identified for interchanges will be either overpasses, underpasses, or truncated at the corridor, based on transportation benefits and impacts to natural, socio-economic (land use) and cultural features.

The Transitway

The recommendations from Stage 1 include a transitway within the corridor. The transitway will be a dedicated roadway for buses with stations at interchanges and connection points throughout the corridor. The transitway can accommodate two-way bus rapid transit service, with provisions for future conversion to a light rail system.

Ontario MMM GROUP AECOM

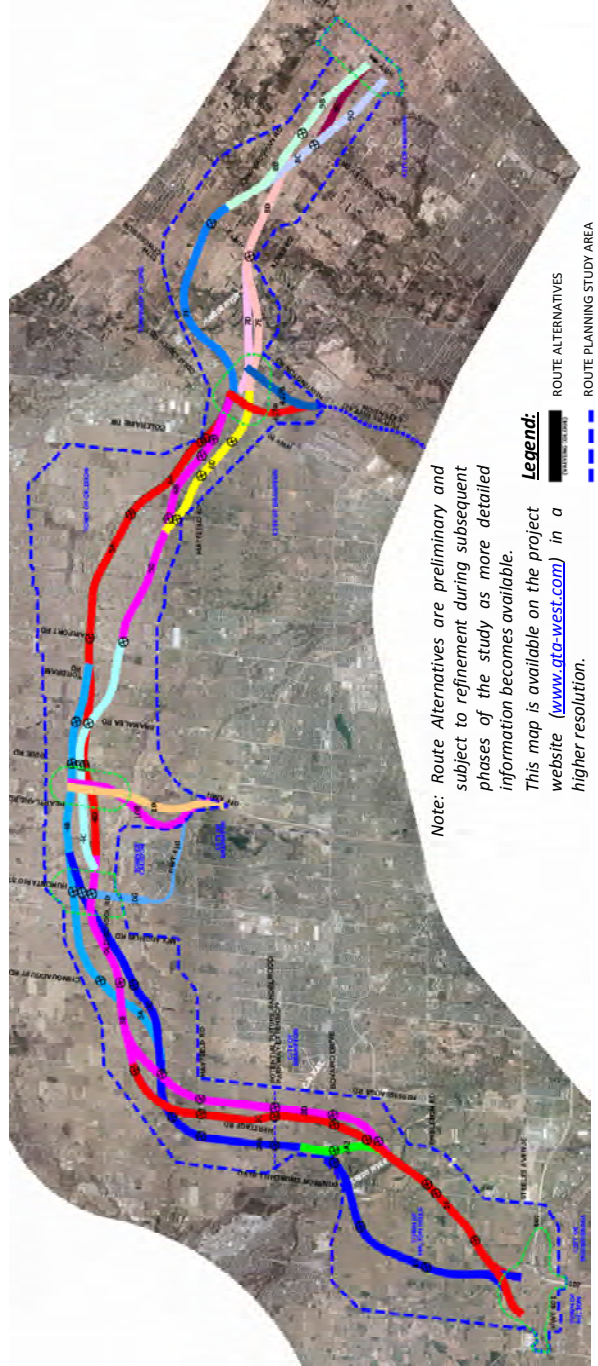
Goods Movement Priority Features

Goods movement is the transportation of products from the location of their manufacture, harvest or other origin to their final destination. Stage 1 identified the need for improved goods movement (connections and reliability) in the study area. A few of the goods movement priority features being considered include:

- Truck only lanes / Combined truck / transit lanes;
- Intelligent Transportation Systems (ITS) features;
- Longer speed change lanes;
- Enhanced design to accommodate Long Combination Vehicles;
- Truck only interchange ramps, where warranted by truck volumes;
- Truck parking facilities; and
- Enforcement features (weigh and inspection stations), including automated weigh stations.

Alternative Goods Movement Features will be assessed and incorporated once the preferred route is selected/determined.

Short List of Route Alternatives and Potential Interchange Locations



Note: Route Alternatives are preliminary and subject to refinement during subsequent phases of the study as more detailed information becomes available. This map is available on the project website (www.gta-west.com) in a higher resolution.

AECOM MMM GROUP Ontario

Sorry We Missed You

GTA West Corridor
Environmental Assessment Stage 2

The EA

The Ontario Ministry of Transportation (MTO) is currently undertaking the second stage of the GTA West Corridor Environmental Assessment to address long-term transportation needs in the Greater Toronto Area. To support this EA Study, field inventories of natural environmental features (vegetation, birds, reptiles and amphibians) are planned. Your property may potentially include natural environmental features that would provide valuable input to our study. Investigations will not physically alter your property and will be strictly limited to observations and photography of natural environmental features.

The Field Review

MTO's representatives, MMM Group and AECOM will be conducting the field reviews from May to September of this year (2015). All field staff will be carrying appropriate identification, and cars will be clearly marked with a sign in the window.

Your written or verbal authorization is required before staff will enter your property. A copy of the Permission to Enter form is attached. Please return it in the attached self-addressed stamped envelope, or leave the completed form on your door for staff to pick up. If you wish to have our staff pick up the form, please call the number below. Please allow 1-2 business days for form pickup. Please be assured that staff will not enter onto your property without this authorization.

If you prefer to arrange a specific date when we can visit your property, please contact our project team at the toll-free number or email address noted below. Please also advise if you require prior notice for every visit that is undertaken on your property.

If you have any questions about these activities or the Study please contact the GTA West Environmental Assessment hotline at 1-877-522-6916.

GTA West
Planning with Vision | Planning for People

Sorry We Missed You

GTA West Corridor
Environmental Assessment Stage 2

Ontario MMM GROUP AECOM



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www.gta-west.com
project_team@gta-west.com

1-877-522-6916 (toll free)
@GTAWestStudy

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Ontario MMM GROUP AECOM

Appendix A-2

Project Notices

- Invitation to Community Workshop #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

May 11, 2015

Final Letter to the Municipalities and Federal and Provincial Agencies

«First_Name» «Last_Name», «Job_Title»
«Municipality», «Branch»
«Address_1»
«City», «Prov» «Postal»
«Email»

Dear «Greeting»:

RE: Information Regarding Community Workshop #2 for the GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The second round of Community Workshops has been scheduled for this June. As with the last round of community workshops in June 2014, these workshops will be interactive in nature, and it is important that the attendance be kept to a manageable size. The team will be providing similar project information and providing similar opportunities for input during the municipal, regulatory agency and community advisory group meetings that are scheduled for May 2015. As such, **this letter is for information purposes only.**

The focus of this workshop is to update the community on work completed since Public Information Centre #1 including refinements to route alternatives, interchange locations, and the Focused Analysis Area. The project team will also be seeking input from the community on: issues and trade-offs associated with the route alternatives and potential interchange locations, and the route selection evaluation approach. While much of the material will be similar at each venue, **each night will focus on a different geographic section (refer to the attached map) of the GTA West study area as indicated below.** We welcome input on any part of the study area each night, so if you are informing members of your community of the events, you can note that it is only necessary to attend one of the workshops.

June 18, 2015	**June 22, 2015**	**June 25, 2015**
6:30 – 9:00 PM	6:30 – 9:00 PM	6:30 – 9:00 PM
Venetian Salon	*Alcott Arena Floor*	*Peel Junior Farmers Hall*
Château Le Jardin	**Mold Masters SportsPlex**	**Brampton Fairgrounds**
8440 Highway 27	221 Guelph Street	12942 Heart Lake Road
Woodbridge, ON	Georgetown, ON	Caledon, ON
Focus on the East Section of the GTA West Study Area	**Focus on the West Section of the GTA West Study Area**	**Focus on the Central Section of the GTA West Study Area**

If any members of your community are interested in attending one of the workshops listed above, we ask that you please urge them to contact the project team through one of the options below by **June 5, 2015 to indicate their preference:**

- Telephone: 905-882-4401 ext. 1765 (Melissa Raffoul); OR
- Toll-Free Telephone Line: 1-877-522-6916.

Please note that confirmation of attendance is necessary to ensure adequate accommodations at the venue. It will not be possible to accommodate those who do not RSVP in advance.

MMM GROUP

AECOM

Sincerely,





Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
AECOM
1-877-522-6916
project_team@gta-west.com

May 11, 2015

Final Letter to Interest Groups

«First_Name» «Last_Name»
«CompanyOrg»
«Address»
«City», «Prov» «Postal_Code»

Dear «Greeting»:

RE: Invitation to Community Workshop #2 for the GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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8440 Highway 27	221 Guelph Street	12942 Heart Lake Road
Woodbridge, ON	Georgetown, ON	Caledon, ON
Focus on the East Section of the GTA West Study Area	**Focus on the West Section of the GTA West Study Area**	**Focus on the Central Section of the GTA West Study Area**

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- Telephone: 905-882-4401 ext. 1765 (Melissa Raffoul); OR
- Toll-Free Telephone Line: 1-877-522-6916.

Please note that confirmation of attendance is necessary to ensure adequate accommodations at the venue. **It will not be possible to accommodate those who do not RSVP in advance.**

Comments and input regarding the study are encouraged and are collected to assist the GTA West 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 EA Act*. Information collected will be used

in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

We thank you for your interest in this study, and look forward to your participation.

Sincerely,

Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
AECOM
1-877-522-6916
project_team@gta-west.com

Appendix A-2

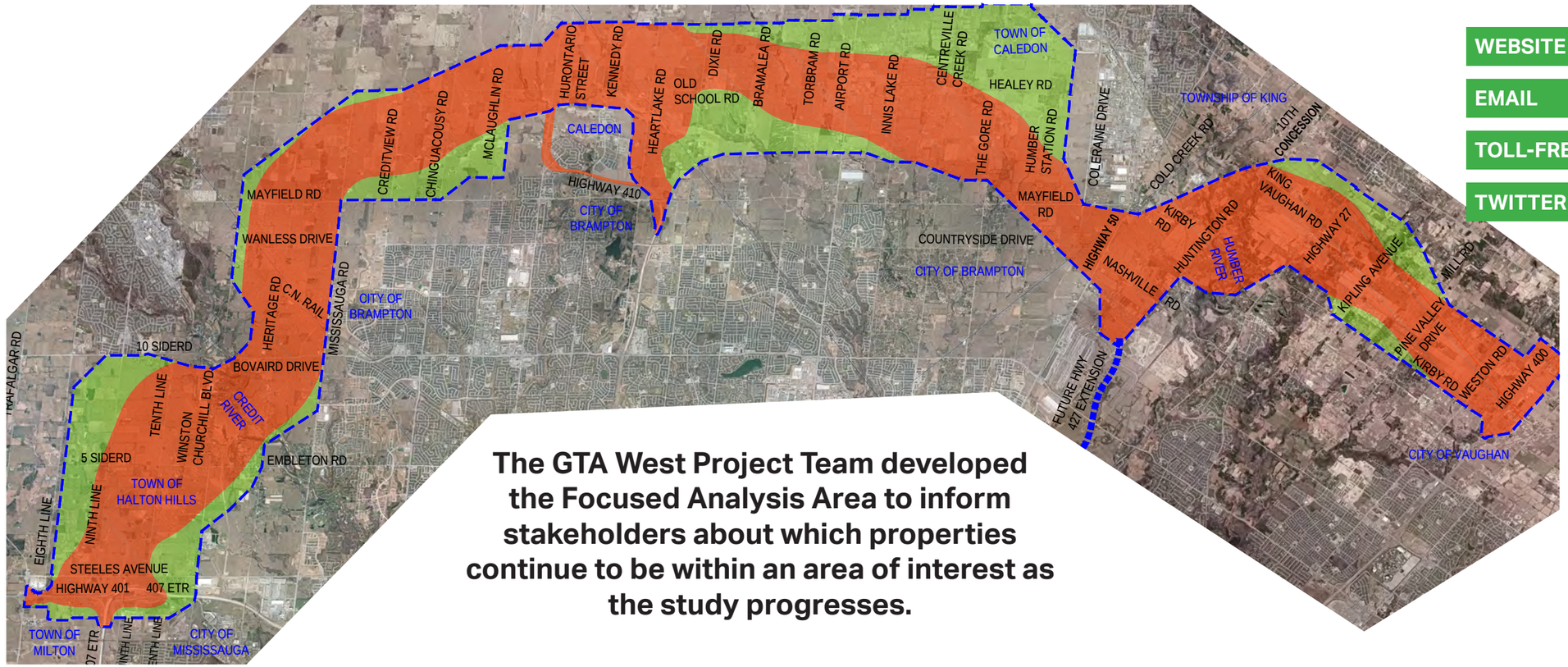
Project Notices

- 2015 Focused Analysis Area Fact Sheet

2015 FOCUSED ANALYSIS AREA

GTA West
Planning *with* Vision | Planning *for* People

WEBSITE www.gta-west.com
EMAIL project_team@gta-west.com
TOLL-FREE 1-877-522-6916
TWITTER @GTAWestStudy



The GTA West Project Team developed the Focused Analysis Area to inform stakeholders about which properties continue to be within an area of interest as the study progresses.

Orange Area

The 2015 Focused Analysis Area (2015 FAA) is a zone surrounding the short list of route alternatives. Properties located within the 2015 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route alternatives.

Green Areas

MTO has a reduced interest in properties located in the green areas. Applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor.

Route Planning Study Area

Geographical area within which problems and opportunities were studied and alternatives considered for the GTA West multimodal transportation corridor.

Future Refinements to the Focused Analysis Area

The GTA West Project Team will further reduce the FAA 2015 when the Technically Preferred Route is presented for comment at Public Information Centre #2 in fall 2019, and again when the preliminary design of the Preferred Route is presented at Public Information Centre #3 (time line to be confirmed).

Ontario

WSP AECOM

Appendix A-2

Project Notices

- Notice of Study Area Protection

February 9, 2018

GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

In December 2015, the Ministry of Transportation suspended its work on the Environmental Assessment of the Greater Toronto Area West Highway Corridor (GTA West). An advisory panel was appointed to assist the ministry in reviewing the GTA West project. The panel was tasked with providing advice on the need for the GTA West corridor, in light of recent changes in government policy and transportation technology that could impact the demand for travel.

In February 2018, after reviewing the advice of the panel, the Minister of Transportation announced (https://news.ontario.ca/mto/en/2018/02/ontario-not-moving-forward-with-highway-for-gta-west-corridor.html) that the province will not proceed with an environmental assessment for a proposed highway in the GTA West corridor.

To ensure that we are still able to meet the needs of this growing region, the Ministry of Transportation and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, have initiated a joint study to identify a smaller corridor that will be protected for future infrastructure needs, such as utilities, transit or other transportation options developed as part of the ministry's comprehensive Greater Golden Horseshoe Transportation Plan.

As part of the planning study, MTO and the IESO have identified a study area, which will be protected as the study moves forward over the next 9-12 months. This study is not conducted as an environmental assessment, and any infrastructure development in the area would require the completion of an applicable environmental assessment.

For more information on the Northwest GTA Corridor Identification Study, please contact the study team by email at NorthwestGTA.corridor@ontario.ca, or by phone at 1-877-663-7167.

9 février 2018

Planification du corridor de transport Ouest de la région du Grand Toronto et etude d'évaluation environnementale, phase 2

En décembre 2015, le ministère des Transports a suspendu ses travaux sur l'évaluation environnementale visant le couloir ouest de la région du grand Toronto (ÉE visant le couloir ouest de la RGT). Un comité consultatif a été instauré pour aider le ministère à examiner le projet du couloir ouest de la RGT. Le comité a été chargé de fournir des conseils sur la nécessité de la mise en place du couloir ouest de la RGT, compte tenu des éventuelles répercussions sur la demande de déplacements des récents changements des politiques du gouvernement et des nouvelles technologies en matière de transport.

En février 2018, le ministre des Transports a annoncé (https://news.ontario.ca/mto/fr/2018/02/lontario-nira-pas-de-lavant-avec-une-autoroute-pour-le-couloir-ouest-de-la-rgt.html), après avoir examiné les conseils du comité, que la province ne procédera pas à une évaluation environnementale d'une route proposée dans le couloir ouest de la RGT.

Afin de veiller à ce que nous puissions encore répondre aux besoins de cette région en plein essor, le ministère des Transports et la Société indépendante d'exploitation du réseau d'électricité, avec le soutien du ministère de l'Énergie, ont lancé une étude conjointe afin de déterminer un petit couloir qui sera protégé pour des besoins futurs en matière d'infrastructure, comme les services publics, le transport en commun ou d'autres options de transport élaborées dans le cadre du plan complet du ministère, le Plan de transport pour la région élargie du Golden Horseshoe.

Dans le cadre de l'étude de planification, le MTO et la SIERE ont déterminé une zone à l'étude qui sera protégée pendant le déroulement de l'étude, soit les prochains 9 à 12 mois. Cette étude n'est pas une évaluation environnementale. Une évaluation environnementale applicable devra être effectuée pour tout projet d'aménagement d'infrastructure dans la zone.

Pour de plus amples détails au sujet de l'étude visant l'établissement du tracé du couloir dans la partie nord-ouest de la RGT, veuillez communiquer avec l'équipe d'étude par courriel à NorthwestGTA.corridor@ontario.ca ou par téléphone au 1 877 663-7167.

Appendix A-2

Project Notices

- GTA West Study Redemption Bulletin

BULLETIN

THE GTA WEST STUDY HAS RESUMED

GTA West
Planning *with* Vision | Planning *for* People

In June 2019 the Minister of Transportation resumed the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study [**https://news.ontario.ca/mto/en/2019/06/ontario-resumes-environmental-assessment-for-greater-toronto-area-west-highway-corridor.html**].

The GTA West Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features.

The Greater Golden Horseshoe (GGH) is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy. The need for the GTA West Study remains and is strengthened by the GGH growth forecasts, reflecting more people and jobs by 2041.

Protecting a multimodal transportation corridor supports growing communities –it is good practice to do long-range planning for areas under development pressure.

Ontario

DEC 2015

GTA West Study suspended. The Project Team had identified a Technically Preferred Route but had not yet presented the route to the public.

JUNE 2019

GTA West Study resumed. The Study is a priority to ensure that community planning can move ahead with certainty. The Project team is working to update the evaluation of the short list of routes.

FALL 2019

Present a Technically Preferred Route at Public Information Centre #2 (PIC 2).

Information will not be released before PIC 2. Responses to questions or comments will be limited until the Project Team has had time to remobilize and update the materials.

FOLLOWING PIC 2

The Preferred Route will be confirmed based on feedback and other relevant data. The Project Team will work with Advisory Groups as well as other stakeholders to arrive at a solution that balances, to the extent possible, the benefits and impacts for the local communities and the users of the transportation system.

Advisory Groups (Community, Greenbelt Transportation, Municipal, Regulatory Agency) will be reconvened.

NORTHWEST GTA CORRIDOR IDENTIFICATION STUDY

With the resumption of the GTA West Study, the Ontario Ministry of Transportation and Independent Electricity System Operator (IESO) are no longer proceeding with the Northwest GTA Corridor Identification Study. In addition, the Ministry of Energy, Northern Development and Mines and IESO have initiated a new study to identify an adjacent electricity transmission corridor to support growing demand for electricity in the western GTA. For more information on the Northwest GTA Transmission Corridor Identification Study, please visit: http://www.ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/Northwest-GTA.

FOCUSED ANALYSIS AREA

The 2015 Focused Analysis Area (2015 FAA) that was in place at the time of suspension of the GTA West Study is back in effect. The 2015 FAA defines which properties continue to be within an area of interest as the study progresses. You can view the 2015 FAA at www.gta-west.com. A reduced FAA will be presented at PIC 2 in Fall 2019.



WEBSITE	**www.gta-west.com**
EMAIL	**project_team@gta-west.com**
TOLL-FREE	**1-877-522-6916**
TWITTER	**@GTAWestStudy**

Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

WSP AECOM

COMMUNIQUÉ

L'ÉTUDE DE L'OUEST DE LA RGT A REPRIS

GTA West
Planning *with* Vision | Planning *for* People

En juin 2019, le ministère du Transport a résumé la planification de la route du corridor de transport et l'étude d'évaluation environnementale de l'ouest de la région du Grand Toronto (RGT) **[https://news.ontario.ca/mto/en/2019/06/ontario-resumes-environmental-assessment-for-greater-toronto-area-west-highway-corridor.html]**.

L'étude de l'ouest de la RGT est axée sur la planification et la conception préliminaire d'un nouveau corridor de transport multimodal, qui inclue une autoroute de la série 400, une rue réservée aux piétons et aux transports collectifs, et des éléments prioritaires du transport de marchandises potentiels.

La région du Golden Horseshoe (RGH) est un moteur économique pour la province et répondre aux besoins de transport dans la RGH est essentielle pour la compétitivité de notre économie. Le besoin de l'étude de l'ouest de la RGT demeure et est renforcé par la croissance prévue de la RGH, reflétant davantage de gens et d'emplois d'ici 2041.

Conserver un corridor de transport multimodal soutient les communautés croissantes - il serait judicieux d'effectuer de la planification à long terme pour les zones soumises à une pression liée au développement.

Ontario

DÉCEMBRE 2015

L'étude de l'ouest de la RGT suspendue. L'équipe du projet a identifié une route privilégiée sur le plan technique, mais n'a pas encore présenté la route au public.

JUIN 2019

L'étude de l'ouest de la RGT a été reprise. L'étude est prioritaire afin d'assurer que la planification de la communauté peut aller de l'avant avec certitude. L'équipe du projet travaille afin de mettre à jour l'évaluation de la courte liste de routes.

AUTOMNE 2019

Présente une route privilégiée sur le plan technique au centre d'information public no 2 (CIP 2) L'information ne sera pas dévoilée avec le CIP 2. Les réponses à des questions ou les commentaires seront limités jusqu'à ce que l'équipe du projet ait le temps de se remobiliser et de mettre à jour le contenu.

APRÈS CIP 2

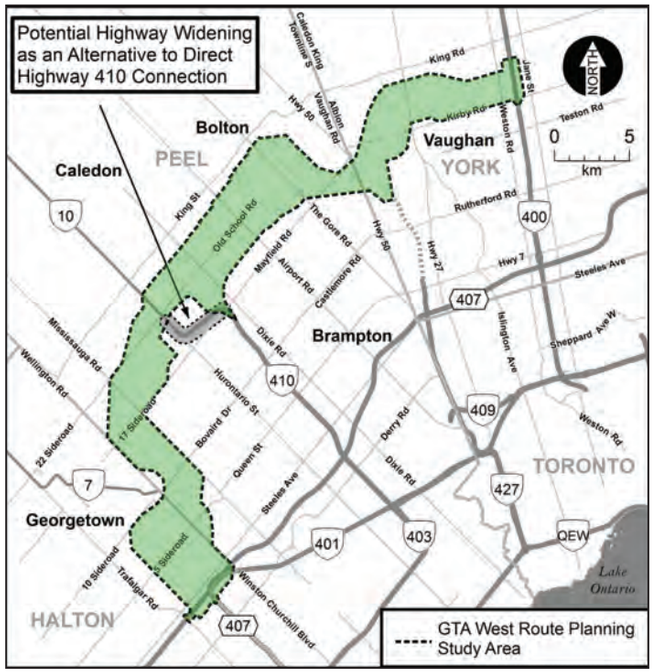
La route privilégiée sera confirmée selon les commentaires et d'autres données pertinentes. L'équipe du projet travaillera avec les groupes consultatifs ainsi qu'avec les autres parties afin d'arriver à une solution qui équilibre, dans la mesure du possible, les avantages et les incidences sur les communautés locales et les usagers du réseau de transport. Les groupes consultatifs (communauté, transport Greenbelt, municipal, organisme de réglementation) seront de nouveau convoqués.

ÉTUDE D'IDENTIFICATION DU CORRIDOR DU NORD-OUEST DE LA RGT

Avec la reprise de l'étude de l'ouest de la RGT, le ministère du Transport de l'Ontario et l'Independent Electricity System Operator (IESO) ne poursuivront pas l'étude d'identification du corridor du nord-ouest de la RGT. De plus, le ministre de l'Énergie, du Développement du Nord et des Mines et l'IESO ont entrepris une nouvelle étude afin d'identifier un corridor de transmission d'électricité adjacent afin de soutenir la demande croissante en électricité pour l'ouest de la RGT. Pour obtenir de plus amples renseignements sur l'étude d'identification du corridor de transmission du nord-ouest de la RGT, veuillez visiter le : http://www.ieso.ca/Get-Involved/Regional-Planning/GTA-and-Central-Ontario/Northwest-GTA.

ZONE D'ANALYSE LOCALISÉE

La Zone d'analyse localisée de 2015 (ZAL 2015) qui avait été mise en place au moment de la suspension de l'étude de l'ouest de la RGT reprendra effet. La ZAL 2015 précise quelles propriétés continuent d'être dans une zone d'intérêt au fur et à mesure que l'étude progresse. Vous pouvez visualiser la ZAL 2015 au www.gta-west.com. Une ZAL réduite sera présentée au CIP 2 à l'automne 2019.



SITE WEB	www.gta-west.com
COURRIEL	project_team@gta-west.com
SANS FRAIS	1-877-522-6916
TWITTER	@GTAWestStudy

Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

WSP AECOM

Appendix A-2

Project Notices

- Notice of Public Information Centre #2 and Community Value Plan Meeting #1

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2 - GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

THE STUDY: In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.



The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

PUBLIC INFORMATION CENTRE #2 (PIC #2):
PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue. Location and dates:

Thursday September 19, 2019
4:00 p.m. to 8:00 p.m.
Venetian Salon
Château Le Jardin Conference Centre
8440 Highway 27
Woodbridge, Ontario, L4L 1A5

Thursday September 26, 2019
4:00 p.m. to 8:00 p.m.
Kinsmen Hall
Gellert Community Centre
10241 Eighth Line
Georgetown, Ontario, L7G 4S5

Thursday October 3, 2019
4:00 p.m. to 8:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, Ontario, L7C 2J3

COMMENTS: Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act.* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly or to be added to the mailing list, please call the toll-free telephone line at **1-877-522-6916**, send an email to **project_team@gta-west.com,** or write to the Project Team at the addresses provided below. Study information is available on the project website: **www.gta-west.com.** Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

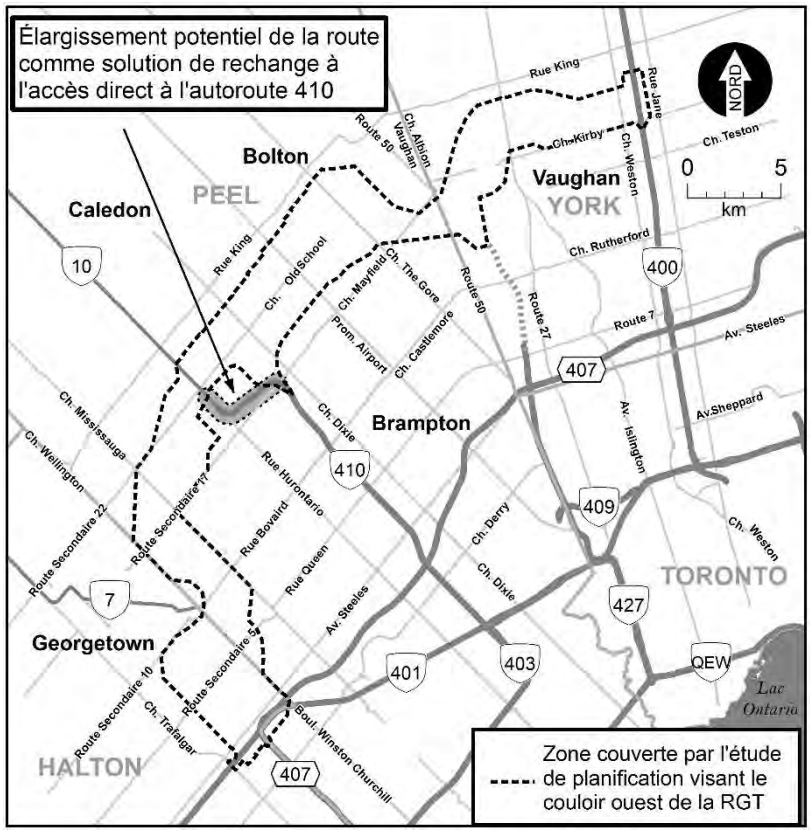
Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO
AVIS DU CENTRE D'INFORMATION N° 2 – PLANIFICATION DU CORRIDOR DE TRANSPORT OUEST DE LA RGT ET ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE, PHASE 2

L'ÉTUDE: En juin 2019, le ministère des Transports a annoncé que le gouvernement relançait la phase 2 de la planification du corridor de transport Ouest de la région du Grand Toronto (RGT) et l'étude d'évaluation environnementale (EE) associée. À partir des recommandations de la phase 1, l'étude d'EE permettra d'identifier l'itinéraire, de situer les emplacements des correspondances et de terminer la conception préliminaire d'un nouveau corridor de transport dans la zone d'étude de planification de l'itinéraire. Le nouveau corridor de transport combiné comprendra : une autoroute de la série 400, une voie réservée aux piétons-autobus et de possibles caractéristiques prioritaires pour la circulation de marchandises.

Le corridor de transport Ouest de la RGT constitue une infrastructure de transport essentielle qui contribuera à répondre à la croissance prévue en termes de population et d'emploi identifiée dans le *Plan de croissance de la région élargie du Golden Horseshoe (2019),* et il permettra de nombreux avantages, notamment les suivants :

- Une meilleure liaison entre les centres de croissance urbains;
- Une amélioration de la circulation des personnes et des marchandises;
- L'amélioration des trajets quotidiens; et
- Une plus grande vitalité économique.



CENTRE D'INFORMATION N° 2 : Le centre d'information n° 2 portera sur le processus de l'étude, l'itinéraire retenu sur le plan technique ainsi que la zone d'analyse focalisée de 2019, et présentera une occasion de participer à l'élaboration de plans de valeur collective pour l'étude du corridor de transport Ouest de la RGT. Le centre d'information n° 2 constituera un centre informel sans inscription où les représentants de l'équipe du projet seront disponibles pour répondre aux questions. La même information sera présentée à tous les établissements. Lieux et dates :

Jeudi 19 septembre 2019
de 16 h à 20 h
Venetian Salon
Centre de conférence du Château Le Jardin
8440 Highway 27
Woodbridge (Ontario) L4L 1A5

Jeudi 26 septembre 2019
de 16 h à 20 h
Kinsmen Hall
Centre communautaire Gellert
10241 Eighth Line
Georgetown (Ontario) L7G 4S5

Jeudi 3 octobre 2019
de 16 h à 20 h
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon (Ontario) L7C 2J3

COMMENTAIRES: Les commentaires sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe de projet du corridor de transport Ouest de la RGT. Ces éléments seront conservés afin d'être utilisés tout au long du projet et pourront être inclus dans la documentation du projet afin de répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et à la *Loi sur l'accès à l'information*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec l'équipe du projet. Pour contacter directement l'équipe du projet ou pour être ajouté à la liste de distribution, veuillez composer le numéro sans frais **1 877 522-6916**, envoyer un courriel à **project_team@gta-west.com,** ou écrire à l'équipe à l'une des adresses ci-dessous. Vous pouvez consulter l'information relative à l'étude sur le site Web du projet : **www.gta-west.com.** Des renseignements sont disponibles en français au 289 835-2484 (Yannick Garnier).

Jim Dowell, ing., chargé de projet de firme de conseils
WSP
610, rue Chartwell, bureau 300
Oakville (Ontario) L6J 4A5

Lukasz Grobel, ing., gestionnaire de projets du MTO
Ministère des Transports de l'Ontario, région du Centre
159, avenue Sir William Hearst, 4e étage
Toronto (Ontario) M3M 0B7

Ontario

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to Williams Treaties First Nations

«Contact»
«First_Nation_Community»
«Address»

Dear «Greeting»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2017),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view. PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
2:00 p.m. to 3:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	2:00 p.m. to 3:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	2:00 p.m. to 3:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Additionally, following PIC #2 the Project Team would like to meet with your community to provide an overview of the material presented at PIC #2, respond to questions, and discuss strategies to incorporate your input into the Study and address concerns. We will send an invitation closer to that time and work with you to arrange this meeting.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM Canada Ltd.
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to Indigenous communities

«Contact»
«First_Nation_Community»
«Address»

Dear «Greeting»:

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Kinsmen Hall
Gellert Community Centre
10241 Eighth Line
Georgetown, Ontario, L7G 4S5

Thursday October 3, 2019
2:00 p.m. to 3:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Additionally, following PIC #2 the Project Team would like to meet with your community to provide an overview of the material presented at PIC #2, respond to questions, and discuss strategies to incorporate your input into the Study and address concerns. We will send an invitation closer to that time and work with you to arrange this meeting.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to the Métis Nation of Ontario

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«City», «State»
«PostalCode»

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2017),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view. PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

Thursday September 19, 2019
2:00 p.m. to 3:00 p.m.
Venetian Salon
Château Le Jardin Conference Centre
8440 Highway 27
Woodbridge, Ontario, L4L 1A5

Thursday September 26, 2019
2:00 p.m. to 3:00 p.m.
Kinsmen Hall
Gellert Community Centre
10241 Eighth Line
Georgetown, Ontario, L7G 4S5

Thursday October 3, 2019
2:00 p.m. to 3:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

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

Final Letter to Community Advisory Group

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin Conference Centre	Gellert Community Centre	Brampton Fairgrounds
8440 Highway 27	10241 Eighth Line	12942 Heart Lake Road
Woodbridge, Ontario, L4L 1A5	Georgetown, Ontario, L7G 4S5	Caledon, Ontario, L7C 2J3

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the

GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

As you were a valued member of the GTA West Community Advisory Group (CAG), we would like to inform you that this group is being reconvened. We are planning to hold CAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the CAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,



Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to External (Municipal, Municipal Executive Advisory Group (MEAG), Agencies)

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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- Greater economic vitality.

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your organization is invited to attend one of the PIC #2 preview sessions:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin Conference Centre	Gellert Community Centre	Brampton Fairgrounds
8440 Highway 27	10241 Eighth Line	12942 Heart Lake Road
Woodbridge, Ontario, L4L 1A5	Georgetown, Ontario, L7G 4S5	Caledon, Ontario, L7C 2J3

WSP AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

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

Final Letter to Greenbelt Transportation Advisory Group

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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- Improved commuting; and
- Greater economic vitality.

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
4:00 p.m. to 8:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	4:00 p.m. to 8:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	4:00 p.m. to 8:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the

GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

As you were a valued member of the GTA West Greenbelt Transportation Advisory Group (GTAG), we would like to inform you that this group is being reconvened. We are planning to hold GTAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the GTAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to Municipal Advisory Group

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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Your organization is invited to attend one of the PIC #2 preview sessions:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin Conference Centre	Gellert Community Centre	Brampton Fairgrounds
8440 Highway 27	10241 Eighth Line	12942 Heart Lake Road
Woodbridge, Ontario, L4L 1A5	Georgetown, Ontario, L7G 4S5	Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

As you were a valued member of the GTA West Municipal Advisory Group (MAG), we would like to inform you that this group is being reconvened. We are planning to hold MAG Meeting #4 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you or a replacement representative wish to continue as a member of the MAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

August 23, 2019

Final Letter to the Members of Parliament and Members of Provincial Parliament

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Location and dates:

Thursday September 19, 2019 4:00 p.m. to 8:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	**Thursday September 26, 2019** 4:00 p.m. to 8:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	**Thursday October 3, 2019** 4:00 p.m. to 8:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

The enclosed "Notice of Public Information Centre #2" will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Mississauga le Metropolitain*	Wednesday September 4, 2019
Turtle Island News	Wednesday September 4, 2019
Two Row Times	Wednesday September 4, 2019
Mississauga News	Thursday September 5, 2019
Caledon Citizen	Thursday September 5, 2019
Vaughan Citizen	Thursday September 5, 2019
King Township Sentinel	Thursday September 5, 2019
Georgetown Acton Independent Free Press	Thursday September 5, 2019
Milton Canadian Champion	Thursday September 5, 2019
Guelph Tribune	Thursday September 5, 2019
Erin Advocate	Thursday September 5, 2019
(Bolton) Caledon Enterprise	Thursday September 5, 2019
Brampton Guardian	Thursday September 5, 2019
Toronto L'express*	Friday September 6, 2019
Toronto Star	Saturday September 7, 2019

**** Published in French***

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

Should you require further information on the study or if you have any accessibility requirements in order to participate in this project, please feel free to contact me at 416-235-5616. You may also contact the Project Team at project_team@gta-west.com. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM

Encl. Ontario Government Notice – Notice of PIC #2

WSP

AECOM

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 3, 2019

Final Letter to Public and Interest Groups

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

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Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
4:00 p.m. to 8:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	4:00 p.m. to 8:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	4:00 p.m. to 8:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

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September 3, 2019

Final Letter to Regulatory Agency

Advisory Group

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your organization is invited to attend one of the PIC #2 preview sessions:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
3:00 p.m. to 4:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	3:00 p.m. to 4:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	3:00 p.m. to 4:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

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PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

As you were a valued member of the GTA West Regulatory Agency Advisory Group (RAAG), we would like to inform you that this group is being reconvened. We are planning to hold RAAG Meeting #4 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you or a replacement representative wish to continue as a member of the RAAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Appendix A-2

Project Notices

- Phase 1 Permission to Enter Letter

Ontario

GTA West
Planning *with* Vision | Planning *for* People

February 2020

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

Re: Phase 1 Permission to Enter
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

Dear «First_Name» «Last_Name», regarding PIN/Roll # «PIN/Roll»:

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

Field investigations will begin in March 2020 to inventory the natural, social and cultural environmental and engineering features within the study area. Its important to obtain this information from field investigations in order to document existing conditions and so we may avoid or develop appropriate mitigation measures for any areas containing significant/sensitive features.

The purpose of this letter is to request permission to enter your property in order to conduct non-intrusive fieldwork in support of the study, as your property may include environmental and engineering features that would provide valuable input. These investigations will consist of field staff documenting observations, taking photos, and mapping existing conditions. The Phase 1 permission to enter (PTE) program is restricted to non-intrusive fieldwork and no physical disturbance will be made to your property.

The Phase 1 PTE program is currently scheduled to begin **March 9, 2020** and will continue intermittently until **December 31, 2020**. The Phase 1 PTE program will include a combination of the following investigations being undertaken on your property by the Project Team field staff:

- **Natural Environment Investigations** – natural resource observations, including fisheries, wildlife, wetlands, and vegetation inventories; groundwater and drainage conditions (including water well surveys)
- **Socio-Economic Environment Investigations** – land use and agricultural review; contaminant and waste management observations
- **Cultural Environment Investigations** – cultural heritage landscapes and built heritage resource assessments

WSP

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- **Engineering Investigations** – engineering surveys to understand existing conditions that may influence design

More than one site visit may be required in 2020, by different specialists or by the same specialists in different seasons. Prior to entering onto private property, MTO and consultant staff are requesting authorization from property owners (i.e. a signed PTE form). We would like to assure you that visits will generally occur during the day and staff will attempt to notify you at least 3-5 business days prior to any visits. All efforts will be made to minimize any inconvenience and to accommodate any requests you may have as to scheduling. Field staff will be specialists from WSP and AECOM. All field staff will carry appropriate identification and are fully covered by professional liability insurance. Vehicles owned by field staff will be clearly marked with a sign in the window.

Please find enclosed with this letter a **"PERMISSION TO ENTER FORM"** for property owners to complete and return. If you are agreeable to allowing the Project Team access to your property to conduct our Phase 1 field investigations, please sign the enclosed PTE Form and return it in the provided self-addressed stamped envelope or via email at **PTE@gta-west.com** by **March 6, 2020**. For further information regarding the PTE process and detailed instructions on how to complete the PTE Form, see the enclosed Permission to Enter Factsheet. If you have any questions regarding the PTE process or upcoming field investigations please do not hesitate to contact Alex Pereira, PTE Coordinator, directly at 905-829-6254 or by email at PTE@gta-west.com. Alex will provide you with a response within 3-5 business days.

Please do advise if there are any special requirements or precautionary measures that staff should take while visiting your property (i.e. accommodate/do not impede sensitive farm operations, harvesting, seasonal breeding, etc.). Following receipt of your signed PTE form, a member of the Project Team will contact you 3-5 business days prior to any fieldwork occurring on your property to inform you when field staff will require property access, what fieldwork is to be completed, and whom will be on site.

Property owner cooperation through the signing and returning of PTE forms is greatly appreciated. The Project Team will not enter private property without prior permission from the property owner. Therefore, we kindly request your permission for field staff to conduct the required Phase 1 field investigations on your property. Further project information can be obtained on the project website: www.gta-west.com.

Yours truly,



Lukasz Grobel, P.Eng.
MTO Project Manager

cc: WSP, AECOM

Encl. Permission to Enter Form
Self-addressed stamped envelope
GTA West Permission to Enter Factsheet (February 2020)

GTA West Transportation Corridor Route Planning and Environmental Assessment Study
Phase 1 Permission to Enter Program

PERMISSION TO ENTER FORM

Owner(s) Name: _____

Mailing Address: _____

Email: _____

Phone Number: _____

As owners of:

Location Address: <insert>

Municipality: <insert >
PIN/Roll #: <insert>

grant(s) permission to Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario, Her employees, agents, contractors, consultants, etc., to enter upon the above mentioned lands for the purpose of non-intrusive investigations, including photography and mapping, to provide necessary information for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study from **March 9, 2020 to December 31, 2020**, inclusive of both dates.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

The Minister assumes the risk of injury or damages, and related reasonable legal fees of the Owner(s) to defend against third party claims, arising out of the Minister's use of the land except to the extent that the injury or damages are caused by the Owner(s)' negligence.

Dated this _____ day of _____ , _____

_____ Print Name(s)

_____ Print Name(s)

_____ Signature(s)

_____ Signature(s)

_____ Witness Signature(s)

_____ Witness Signature(s)

PERMISSION TO ENTER FACTSHEET

GTA West
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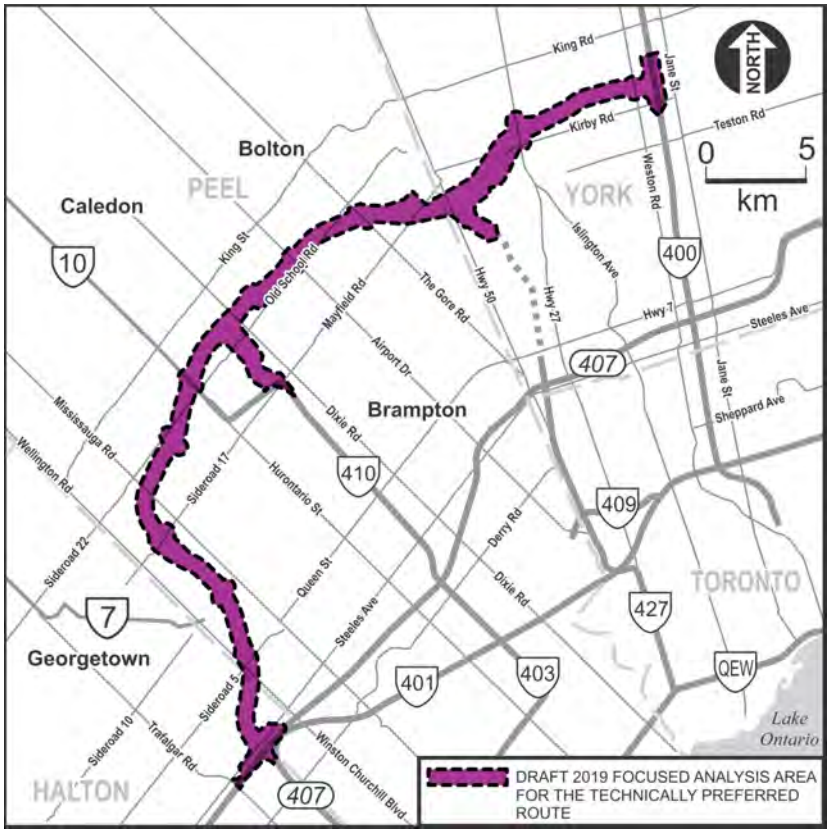
GTA West Study, Stage 2 Environmental Assessment

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations of Stage 1, the EA will identify the route, determine interchange locations and complete the preliminary design for the new transportation corridor. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This fact sheet has been prepared to provide general information regarding the Permission to Enter (PTE) process for the GTA West Transportation Corridor Route Planning and EA Study.

Draft 2019 Focused Analysis Area

The Draft 2019 Focused Analysis Area (FAA) is a zone surrounding the technically preferred route. Properties located within the FAA could be directly impacted by the GTA West transportation corridor, ancillary uses, or if refinements are made to the technically preferred route. The Draft 2019 FAA will be confirmed in Spring 2020.



What is Permission to Enter (PTE) and how will it be used?

PTE grants the Project Team temporary access to private property at the consent of the property owner(s) in order to conduct field investigations. Information collected will be used to document existing environmental and engineering conditions within the GTA West Study Draft 2019 FAA. This is an important step in the EA process, so that we may identify existing conditions, confirm impacts and develop appropriate mitigation measures.

Non-Intrusive Fieldwork vs. Physical Fieldwork

Non-Intrusive Fieldwork (Phase 1 PTE) March 2020 - December 2020: Phase 1 PTE investigations will not require any physical disturbance to a property. These investigations will consist of field staff documenting observations, taking photos, and mapping existing conditions.

Physical Fieldwork (Phase 2 PTE) Spring 2021- Fall 2021: ***Phase 2 investigation requirements will be determined once Phase 1 PTE fieldwork is complete.*** Phase 2 PTE investigations will include non-intrusive and/or physical fieldwork which may require some temporary alteration to your property. Any physical disturbance or alteration to your property will be returned to the property's original condition at no cost to the property owner, once the investigation is complete.

Ontario

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PTE vs. Property Acquistion?

The PTE process is not affiliated with the property acquisition process. PTE will be used only to establish environmental conditions and assess the engineering feasibility of the new multimodal transportation corridor within the Draft 2019 FAA. If your property is subject to a PTE requirement, this does not confirm a property acquisition requirement. Property acquisition requirements will be confirmed following EA approval.

What type of Investigations may occur on my property?


Natural Resources


Groundwater & Drainage; Erosion & Sediment Control (Phase 2 only)


Contamination & Waste Management


Vegetation & Wetlands


Land Use


Agriculture


Archaeology (Phase 2 only)


Cultural & Built Heritage


Engineering Surveys

Permission to Enter Process - How to submit your PTE Form

Step 1 **Receiving your Notice of PTE Form**
Property owners will be notified by letter and/or email and will receive a "Permission to Enter Form"

Step 2 **Review and Sign the PTE Form**
Property owners are requested to review and sign the "Permission to Enter Form". Please complete the Owner(s) name, address and phone number section

Step 3 **Submit the PTE Form to the Project Team**
Return a signed copy to the Project Team using the provided self-addressed stamped mailing envelope or by email to PTE@gta-west.com

Step 4 **Property Access**
Property owners will be notified by a member of the Project Team 3-5 business days prior to field staff entering your property

Questions?

For more information regarding the PTE process, please visit our project website: **www.gta-west.com/pte**

If you would like to speak with someone directly regarding a specific question, concern or clarification related to the PTE process or form, please contact:

Alex Pereira, PTE Coordinator
Phone: 905-829-6254
E-mail: PTE@gta-west.com

Ontario

WSP AECOM

Appendix A-2

Project Notices

- Notice of Engagement Options with Indigenous Communities During the COVID-19 Pandemic

Ontario

GTA West
Planning *with* Vision | Planning *for* People

June 10, 2020

Final Letter to Haudenosaunee Development Institute

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Haudenosaunee Development Institute to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the

COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO

Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM

Ontario

GTA West
Planning *with* Vision | Planning *for* People

June 10, 2020

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Final Letter to Kawartha Nishnawbe First Nation

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Kawartha Nishnawbe First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the

COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO

Denise Morneau, WSP
Britta Patkowski, AECOM

Ontario

GTA West
Planning *with* Vision | Planning *for* People

June 10, 2020

Final Letter to Mississaugas of the Credit First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Mississaugas of the Credit First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the

COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO

Denise Morneau, WSP
Britta Patkowski, AECOM

Ontario

GTA West
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June 10, 2020

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Final Letter to Alderville First Nation

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Alderville First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the COVID-19

pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

June 10, 2020

Final Letter to Beausoleil First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Beausoleil First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the COVID-19

pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Ontario

GTA West
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June 10, 2020

Final Letter to Chippewas of Georgina Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from the Chippewas of Georgina Island First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions

associated with the COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Ontario

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Planning *with* Vision | Planning *for* People

June 10, 2020

Final Letter to Chippewas of Rama First Nation (CRFN)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from the Chippewas of Rama First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the

COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Ontario

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June 10, 2020

Final Letter to Curve Lake First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

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The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Curve Lake First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the COVID-19

pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

June 10, 2020

Final Letter to Hiawatha First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

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The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

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MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from Hiawatha First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions associated with the COVID-19

pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

Since PIC #2, the Project Team has been considering feedback from stakeholders with an aim to confirm the Preferred Route and associated Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team has been made aware of various comments from stakeholders regarding certain sections of the draft Technically Preferred Route and are working to address, to the greatest extent possible, the issues identified by stakeholders. This may result in refinements and/or modifications to the draft Technically Preferred Route as shown at PIC #2. The Project Team anticipates confirming the Preferred Route and associated Focused Analysis Area before the end of June 2020, for which you will receive notice, however we welcome your comments at any time throughout the study.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Ontario

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June 10, 2020

Final Letter to Mississaugas of Scugog Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Update on Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment in March 2008.

The second round of Public Information Centres (PIC #2) for this study took place in September/October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. The materials presented at PIC #2 for comment can be downloaded from the project website at https://www.gta-west.com/consultation/public-information-centres-and-community-workshops.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

The GTA West Project Team was in the process of planning a meeting with representatives from the Mississaugas of Scugog Island First Nation to seek your community's input on the issues and trade-offs associated with the draft Technically Preferred Route as well as input to inform the preliminary design of the Preferred Route. However, due to the restrictions

associated with the COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

With all options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the draft Technically Preferred Route. Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

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Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Appendix A-2

Project Notices

- Notice to Indigenous Communities of Preferred Route and Focused Analysis Area

June 19, 2020

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Final Letter to Huron-Wendat Nation, Six Nation Election Council, Mississaugas of the Credit First Nation

Dear «Greeting»:

RE: Announcement of the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The second round of Public Information Centres (PIC #2) for this study took place in September / October 2019 and presented the study process, the draft Technically Preferred Route and the draft 2019 Focused Analysis Area for comment, and introduced the opportunity to participate in developing Community Value Plans for the GTA West Study. Since PIC #2, the GTA West Project Team has been reviewing feedback received at PIC #2, in order to confirm the Preferred Route and associated Focused Analysis Area. Based on the consideration of feedback from PIC #2, land use and environmental information, several refinements have been made to the draft Technically Preferred Route and draft 2019 Focused Analysis Area.

Enclosed is a bulletin from the GTA West Project Team which illustrates the refined Preferred Route and interchange locations, as well as the refined 2020 Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team continues to seek your community's input on the issues and trade-offs associated with the Preferred Route, as well as input to inform the preliminary design of the Preferred Route. Additionally, input is being sought from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route. The GTA West Project Team welcomes your comments at any time throughout the study.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

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The continued operation of Ministry of Transportation infrastructure is vital to the health and safety of Ontarians during this state of emergency. This includes ensuring airports that serve remote First Nations continue to operate, as well as maintaining highways and bridges across the province so goods and services, like food and medical supplies, can continue to flow. Ministry of Transportation projects, and supporting policy and planning activities, play a vital role in ensuring Ontario's economy remains healthy, by providing jobs in engineering, design and construction fields.

MTO has reviewed planned infrastructure needs to ensure the continued safe and reliable operation of Ontario's highway network and transportation system. Policy and planning activities and infrastructure projects will be triaged to determine which are the highest priority to keep on track, and must meet project timelines to remain on track and on budget.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns about this project, any accessibility requirements in order to participate in this project or wish to have a meeting as a result of receiving this letter, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Please note we can arrange a virtual meeting. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

Lukasz Grobel

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM

Encl. Preferred Route Announcement Bulletin

WSP

AECOM

Ontario

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June 19, 2020

Final Letter to Kawartha Nishnawbe First Nation and Haudenosaunee Development Institute

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Announcement of the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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Enclosed is a bulletin from the GTA West Project Team which illustrates the refined Preferred Route and interchange locations, as well as the refined 2020 Focused Analysis Area for the GTA West multimodal transportation corridor. The GTA West Project Team continues to seek your community's input on the issues and trade-offs associated with the Preferred Route, as well as input to inform the preliminary design of the Preferred Route. Additionally, input is being sought from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route. The GTA West Project Team welcomes your comments at any time throughout the study.

As noted in our letter sent to you on June 11, 2020 prior to announcement of the Preferred Route and 2020 Focused Analysis Area, the GTA West Project Team was in the process of planning a meeting with representatives from your community to seek your community's input on this study. However, due to the restrictions associated with the COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

WSP

AECOM

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
2. **Provide you with a handout presentation via e-mail that provides a study overview and update on project activities; an overview of the evaluation of alternatives, Preferred Route and 2020 Focused Analysis Area; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; and a discussion of the Community Value Planning process to inform and inspire the preliminary design of the Preferred Route; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 647-248-2155 or lukasz.grobel@ontario.ca.

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Thank you for your cooperation and assistance.

Ontario

GTA West
Planning *with* Vision | Planning *for* People

Sincerely,



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Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM

Encl. Preferred Route Announcement Bulletin

WSP

AECOM

Ontario

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June 19, 2020

Final Letter to the Métis Nation of Ontario

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Announcement of the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The Ministry of Transportation remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

WSP

AECOM

Ontario

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Lukasz Grobel

_____

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MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM

Encl. Preferred Route Announcement Bulletin

WSP

AECOM

June 19, 2020

Final Letter to Williams

Treaties First Nations

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Announcement of the Preferred Route and 2020 Focused Analysis Area for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

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As noted in our letter sent to you on June 11, 2020 prior to announcement of the Preferred Route and 2020 Focused Analysis Area, the GTA West Project Team was in the process of planning a meeting with representatives from your community to seek your community's input on this study. However, due to the restrictions associated with the COVID-19 pandemic, we are no longer able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform);**
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Thank you for your cooperation and assistance.

Sincerely,



Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Denise Morneau, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Encl. Preferred Route Announcement Bulletin

Appendix A-2

Project Notices

- Preferred Route and Focused Analysis Area Bulletin

PREFERRED ROUTE ANNOUNCEMENT | GTA WEST STUDY

GTA West
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The Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment.

The draft Technically Preferred Route presented at PIC #2 has been superseded by the Preferred Route. **The Preferred Route** map illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route map provides information on where changes have been made to the route based on the consideration of feedback from PIC #2, land use and environmental information.

TIMELINE

WINTER 2019 - SUMMER 2020

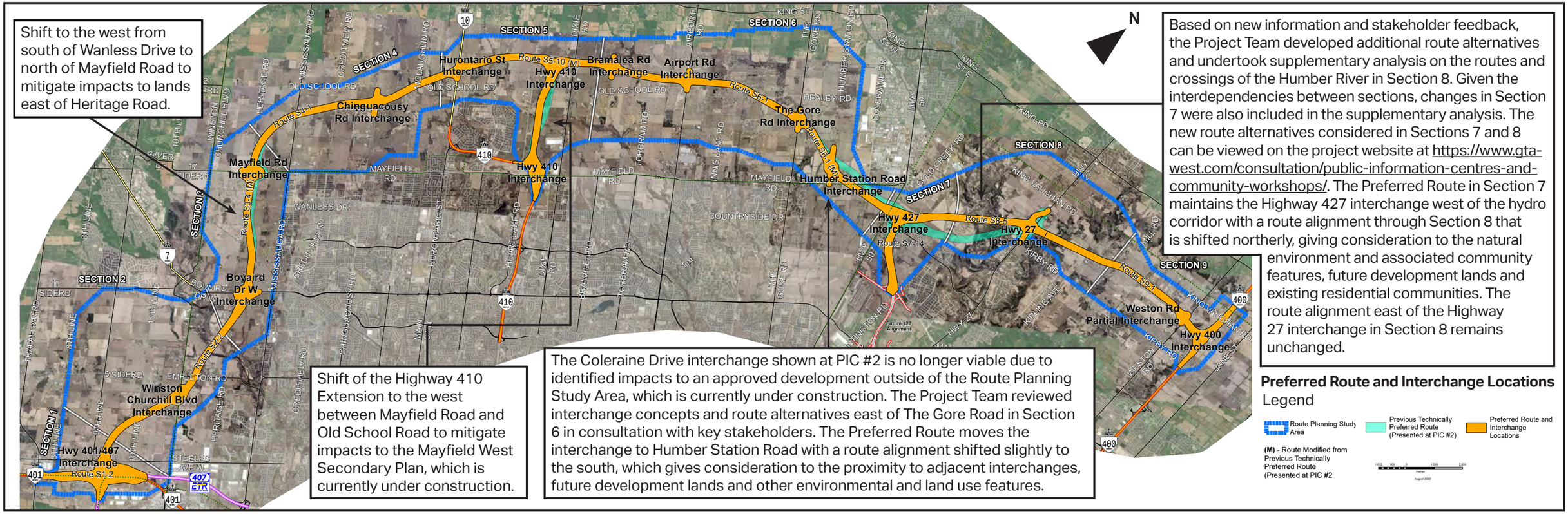
The Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and associated 2020 Focused Analysis Area for the GTA West multimodal transportation corridor.

2020 - 2021

The Project Team will be undertaking fieldwork on properties potentially impacted by the Preferred Route to document existing environmental and engineering conditions.

2020 - 2022

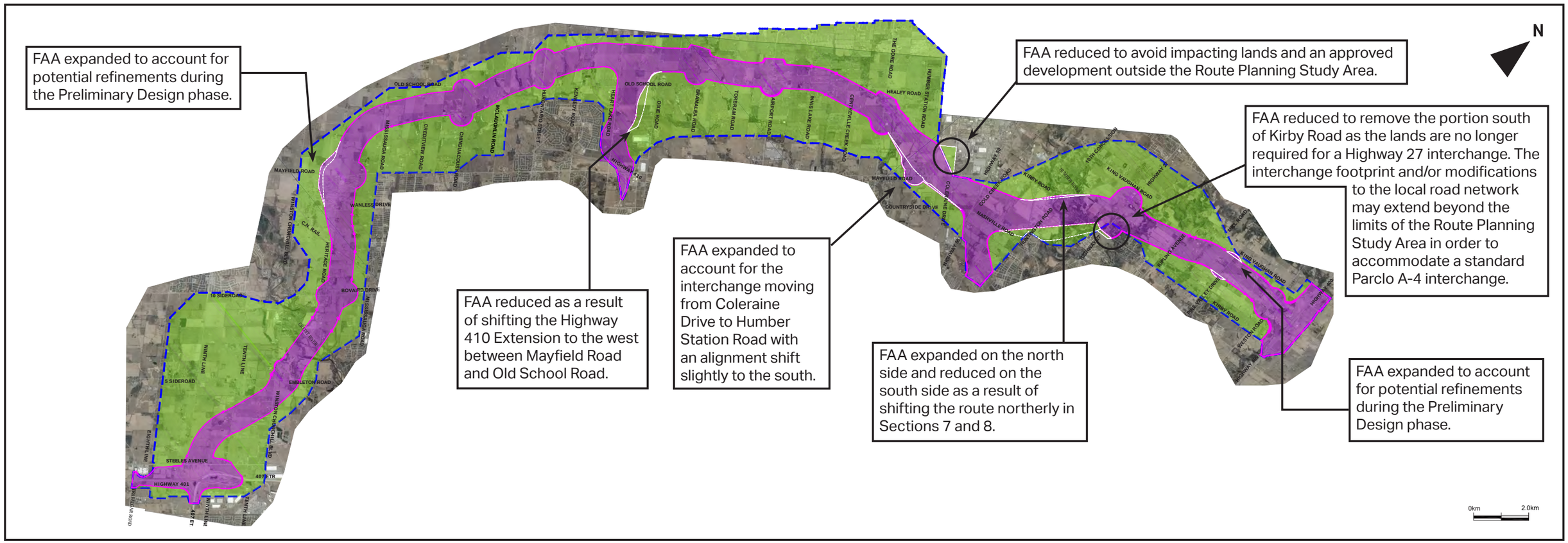
The Project Team will develop the preliminary design of the GTA West multimodal transportation corridor. The Project Team will present the preliminary design, including property impacts and mitigation measures, at PIC #3 for public review and comment. PIC #3 is anticipated to be held in Fall/Winter 2021.



You can download detailed mapping of the Preferred Route from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.

2020 FOCUSED ANALYSIS AREA (FAA)

GTA West
Planning *with* Vision | Planning *for* People



Purple Area
The 2019 Focused Analysis Area (FAA) that was presented at PIC #2 was in draft format and has since been refined following a review of feedback and other relevant data. The refined 2020 FAA **(purple area)** is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

Green Areas
MTO has a reduced interest in properties located in the green areas on the map. Applications can proceed through municipal development processes and MTO will continue to review all development applications in the study area, but it is anticipated that applications in the green areas will not be impacted by the GTA West multimodal transportation corridor. The Project Team aims to further reduce the FAA when the preliminary design of the Preferred Route is presented at PIC #3.

Route Planning Study Area - - - - -
Geographical area within which alternatives for the GTA West multimodal transportation corridor were considered.

More Information
You can download detailed mapping of the Preferred Route and 2020 FAA from the Public Information Centre #2 section of the project website at www.gta-west.com/consultation/public-information-centres-and-community-workshops/.
Ce bulletin peut être téléchargé en français sur le site Internet du projet à l'adresse www.gta-west.com/french/.
Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

WEBSITE	www.gta-west.com
EMAIL	project_team@gta-west.com
TOLL-FREE	1-877-522-6916
TWITTER	@GTAWestStudy

Appendix A-2

Project Notices

- Invitation to Community Value Plan Meeting #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

Final Letter to Previous Applicants

September 28, 2020

Invitation to the Upcoming Community Value Planning Meeting for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After reviewing feedback from Public Information Centre #2 (PIC #2), the Project Team worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the Preferred Route and 2020 Focused Analysis Area — these were published on August 7, 2020 (please refer to the enclosed key plan or view detailed mapping at https://www.gta-west.com/). The GTA West Project Team is now developing the preliminary design of the Preferred Route. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new multimodal transportation corridor. Members of our CVP Team will recommend design elements that reflect the social, cultural, historical and environmental interests of their communities (covering such things as heritage commemoration, aesthetics, landscaping, trails, connectivity, wildlife crossings, artistic elements at the gateways, etc.).

At PIC #2, we introduced the concept of a CVP (PIC #2 was considered CVP Meeting #1) and you completed an application to become a CVP Team Member. We are pleased to confirm your membership and notify you of **CVP Meeting #2** taking place:

Tuesday November 3, 2020
6:00 p.m. – 8:30 p.m.

Stakeholder and Project Team member health and safety is of utmost importance. Therefore, given the current COVID-19 pandemic, CVP Meeting #2 will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the meeting on Zoom through your electronic device that has both video and audio capabilities. Alternatively, you can view the Zoom meeting through your electronic device and participate verbally through your telephone. If you do not have access to an electronic device, we can make alternative arrangements for you.

To confirm that you are still interested in being a CVP Team Member and to register for CVP Meeting #2, please contact Kathryn Ross at project_team@gta-west.com or leave a message on the Project Team voicemail at 1-877-522-6916 by October 23, 2020. Once registered, we will provide you with a link to the Zoom meeting or assist you with alternative arrangements.

At CVP Meeting #2 we will:

- Review the purpose of the CVP and the roles/responsibilities of the CVP Team.
- Provide an overview of the GTA West Study and its current status.
- Provide examples of design elements for the themes identified by stakeholders on their CVP comment forms at CVP Meeting #1.
    - Theme 1 (noise), Theme 2 (aesthetics), Theme 3 (Greenbelt and natural environment), Theme 4 (connectivity), Theme 5 (agriculture, tourism and local economy).

  - To prepare for Theme 3, you can review the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, which was developed during Stage 1 of the GTA West Study to propose key planning and design principles, and recommendations for mitigation measures (a toolkit) for placing the GTA West multimodal transportation corridor within areas of the Greenbelt where impacts are unavoidable. The document is available for download at: https://www.gta-west.com/reports/
- Split into 3 sub-groups based on the west, central and east geographical areas of the Route Planning Study Area (again, please refer to the enclosed key plan) and seek your input on the things you value most in your community and along the Preferred Route, the presented design elements as well as inquire if you have other design elements for consideration.
- Discuss next steps for the CVP Team.

Please remember that the CVP is focused on how best to implement the proposed new highway and transitway in the most context sensitive manner given the identified Preferred Route. The upcoming session is not about where these facilities should be located or whether they should be built.

When registering for CVP #2, please let us know which geographical area sub-group (west, central, east) you would like to be placed in. Since design elements can span across geographical areas, you can provide input on other geographical areas, but we ask that you join the one area at CVP Meeting #2 that is most relevant to you.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please make Kathryn Ross aware. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

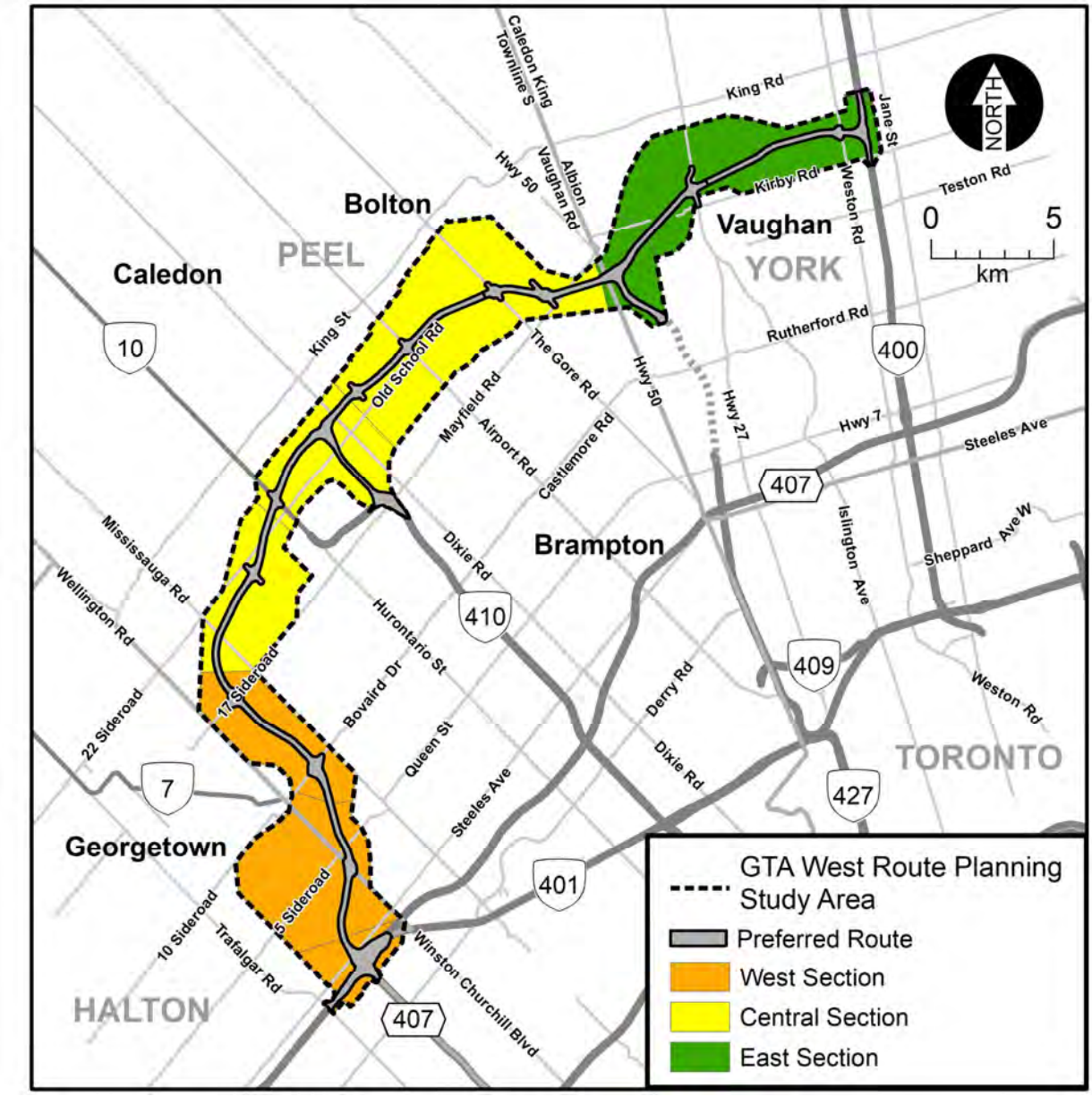


Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel (MTO), Fahmi Choudhary (MTO), Chris Barber (MTO), Denise Morneau (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

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Final Letter to New Applicants

September 28, 2020

Invitation to the Upcoming Community Value Planning Meeting for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

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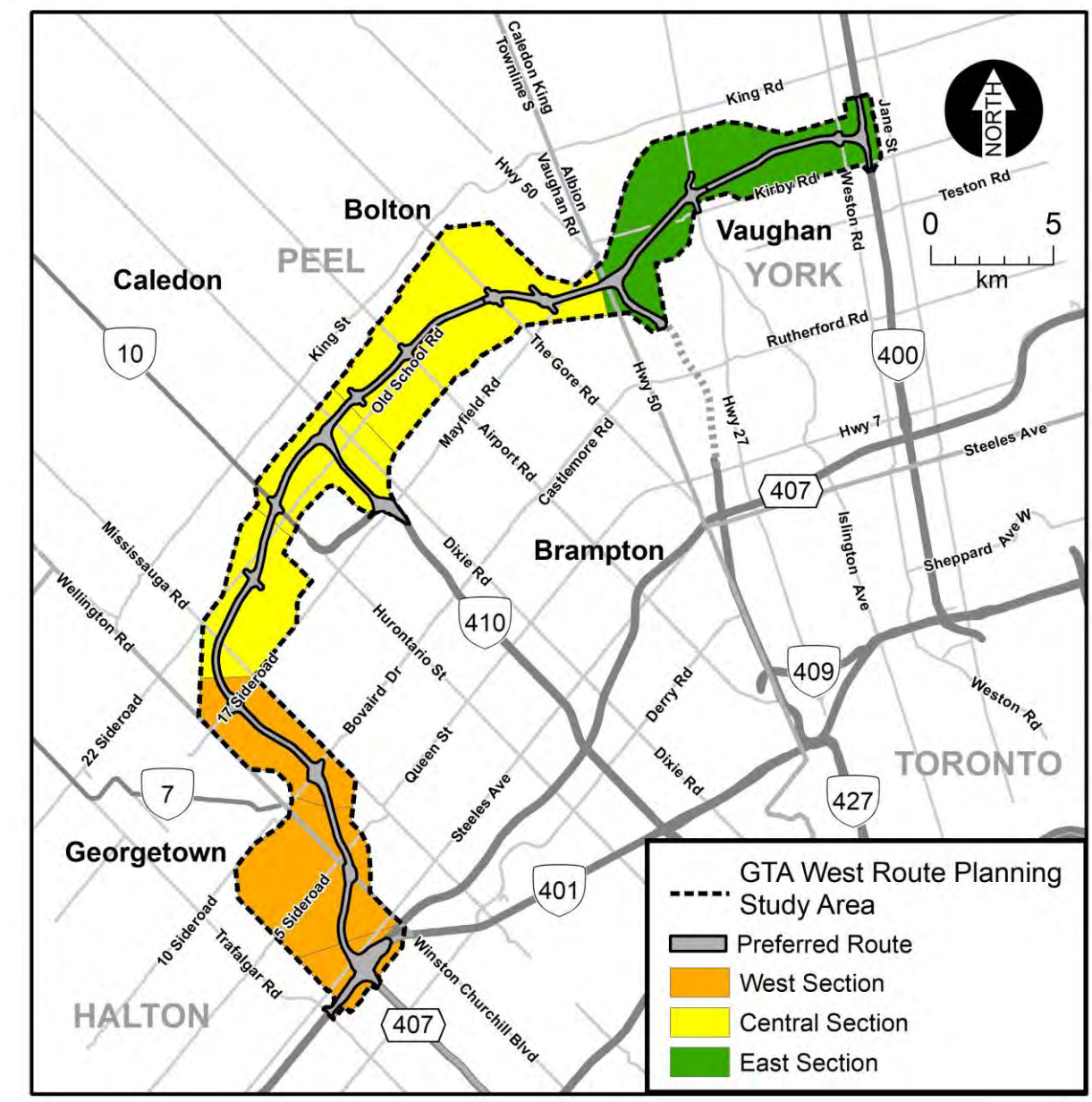
Sincerely,

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel (MTO), Fahmi Choudhary (MTO), Chris Barber (MTO), Denise Morneau (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



Appendix A-2

Project Notices

- Phase 2 Permission to Enter Letter

Ontario

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October 30, 2020

Name
Address

Re: Phase 2 Permission to Enter
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

Dear NAME, regarding PIN # PIN:

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study (GTA West Study). Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

In August 2020 the preferred route was confirmed following the Public Information Centre #2 held in September/October 2019; the Preferred Route Announcement Bulletin is available at: https://www.gta-west.com/wp-content/uploads/2020/08/AECOM-Bulletin-AUG-07-2020-Final-web.pdf. Your property has been identified as being potentially impacted by the preferred route, therefore additional field investigations are required on your property.

The purpose of this letter is to request permission to enter your property in order to conduct both intrusive and non-intrusive fieldwork in support of the study, as your property may include environmental and engineering features that would provide valuable input.

The Phase 2 Permission to Enter (PTE) program will include non-intrusive and/or physical (i.e. intrusive) field investigations, which may require some temporary alteration to your property. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), and/or limited interference with use of a portion of your property. Any physical disturbance or temporary alteration to your property will be returned to the property's original condition at no cost to the property owner once the investigation is complete. We would like to assure you that the visits will generally occur during the day and, prior to any visits, staff will notify you 5 business days ahead of time. All attempts will be made to minimize any inconvenience to you that may result from such visits and to accommodate any requests you may have as to scheduling.

The Phase 2 PTE program is scheduled to begin **November 2, 2020** and will continue intermittently until **December 31, 2022**. Building on the field investigations undertaken during the Phase 1 PTE program, Phase 2 field investigations will inventory the natural, social and cultural environmental and engineering features within the study area. The Phase 2 PTE program will include any combination of the following investigations being undertaken on your property by the Project Team field staff:

WSP

AECOM

- **Natural Environment Investigations** – natural resource observations, including fisheries, wildlife, wetlands, and vegetation inventories; groundwater and drainage conditions, water well surveys.
- **Socio-Economic Environment Investigations** – land use and agricultural review; contaminant and waste management observations.
- **Cultural Environment Investigations** – Stage 2 Archaeological Assessments.
- **Engineering Investigations** – geotechnical and borehole investigations; utility locate surveys; topographic surveys.

For further information on the Phase 2 PTE program investigations, please refer to the enclosed Schedule A entitled "Phase 2 Field Investigations" and Schedule B entitled "Terms and Conditions".

It is important to obtain this information from field investigations in order to document existing conditions and so we may avoid or develop appropriate mitigation measures for any areas containing significant/sensitive features. More than one site visit may be required between 2020-2022, by different specialists or by the same specialists in different seasons. Prior to entering onto private property, the Project Team is requesting authorization from property owners (i.e. a signed PTE form). All field staff will carry appropriate identification and are fully covered by professional liability insurance. Vehicles owned by field staff will be clearly marked with a sign in the window.

Please find enclosed with this letter a **"PERMISSION TO ENTER FORM"** for property owners to complete and return. If you are agreeable to allowing the Project Team access to your property to conduct our Phase 2 field investigations, please sign the enclosed PTE Form and return it in the provided self-addressed stamped envelope or scan and return via email at **PTE@gta-west.com** by **November 30, 2020**.

For further information regarding the PTE process and detailed instructions on how to complete the PTE Form, see the enclosed Permission to Enter Factsheet or visit our project website at www.gta-west.com/pte. If you have any questions regarding the PTE process or upcoming field investigations please do not hesitate to contact Alex Pereira, PTE Coordinator, directly at 905-829-6254 or by email at PTE@gta-west.com. Alex will provide you with a response within 3-5 business days.

Please advise if there are any special requirements or precautionary measures that staff should take while visiting your property (i.e. accommodate/do not impede sensitive farm operations, harvesting, seasonal breeding, etc.), or if you prefer to arrange a date when we can visit the property. Following receipt of your signed PTE form, a member of the Project Team will contact you at least 5 business days prior to any fieldwork occurring on your property to inform you when field staff will require property access, what fieldwork is to be completed, and whom will be on site. Please note that any field staff conducting field investigations will be in compliance with the provincial guidelines for COVID-19. COVID-19 precautionary measures, including but not limited to physical distancing and using appropriate Personal Protective Equipment (PPE), are required by field staff to ensure the safety of property owners and field staff. If you have any questions regarding our fieldwork protocol and COVID-19 precautionary measures please do not hesitate to contact Alex Pereira, PTE Coordinator, directly at 905-829-6254 or by email at PTE@gta-west.com. Alex will provide you with a response within 3-5 business days.

Property owner cooperation through the signing and returning of PTE forms is greatly appreciated. The Project Team will not enter private property without prior permission from the property owner. Therefore, we kindly request your permission for field staff to conduct the required Phase 2 field investigations on your property. Further project information can be obtained on the project website: www.gta-west.com.

Yours truly,



Lukasz Grobel, P.Eng.
MTO Project Manager

cc. Alex Pereira, GTA West PTE Coordinator

Encl. Schedule A: Phase 2 Field Investigations
Schedule B: Terms and Conditions
Permission to Enter Form
GTA West Permission to Enter Factsheet (October 2020)

GTA West Transportation Corridor Route Planning and Environmental Assessment Study
Phase 2 Permission to Enter Program

SCHEDULE A: Phase 2 Field Investigations

The Permission to Enter (PTE) agreement will allow the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") temporary access to your property to perform Phase 2 field investigations (the "Work") required for the Study. This may include, but is not limited to, a combination of the following investigations in support of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study:

Natural Environment Investigations:

- Collection of fish habitat information, including habitat mapping, and/or fish community sampling at watercourse crossings within the preferred route.
- Site walk-throughs to conduct amphibian calling surveys, breeding bird surveys, direct and indirect wildlife observations, vegetation inventories, and Species-at-Risk (SAR) habitat assessment.

Land Use Investigations:

- Visual inspection and confirmation of the applicable land use policy designation and zoning of the lands within the preferred route.

Groundwater Investigations:

- Completion of Water Well Assessments, including phone interviews (using water well survey questionnaires) with property owners/residents within the area of the preferred route.

Contamination Investigations:

- Site walk-throughs, visual inspections and on-site reconnaissance, as required, to confirm areas of potential environmental concerns within the preferred route.

Archaeological Investigations:

- Undertake Stage 2 Archaeological Assessments of the property in accordance with the *Ontario Heritage Act* (OHA), the 2011 Ministry of Heritage, Sport, Tourism, and Culture Industries (formerly Ministry of Tourism, Culture and Sport) Standards and Guidelines for Consultant Archaeologists and industry best practices.
- Activities may include, but are not limited to, site visits, records review, historical research, consultation with relevant stakeholders and government authorities, pedestrian surveys, ploughing, and test-pitting.
- Test pitting involves the hand excavation of a shovel-width hole dug 5 cm into subsoil, with all excavated soil sifted through 6 mm aperture screen before being used to refill the hole.

Erosion and Sediment Control Investigations:

- Field reconnaissance along the preferred route and truth mapping of slope and soils for higher risk sensitive areas.

Geotechnical Investigations:

- Undertake geotechnical investigations and/or hydrogeological investigations in accordance with applicable law and industry best practices.
- Activities may include, but are not limited to, site visits, utility locates, intrusive investigative activities (drilling of boreholes and/or excavation of test pits, installation of monitoring wells), collection of soil and/or groundwater samples for laboratory analysis, etc.
- All monitoring wells shall be decommissioned upon completion of Project activities in accordance with Ontario Regulation 903.
- All Work shall be conducted in accordance with applicable law and industry best practices.
- Locations will be accessed with a rubber tracked drill rig.
- No clearing or grading works are anticipated for access.

Topographic Survey:

- Field survey to determine existing topographic conditions, site elevations, drainage and grading requirements.

GTA West Transportation Corridor Route Planning and Environmental Assessment Study
Phase 2 Permission to Enter Program

SCHEDULE B: Terms and Conditions

If granting access, the "Owner" of the "Property" is to grant access to the Property to the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") for the purpose of carrying out environmental and engineering field work and testing on the Property as set out in Schedule A attached ("Phase 2 Field Investigations") (the "Work"), which the MTO deems necessary for the preliminary design of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (the "Study").

When signed by the Owner, this Permission to Enter will constitute an agreement between the MTO and the Owner for permission for the MTO and the Authorized Users to enter onto the Property and to carry out the Work subject to the following terms and conditions:

The term of this agreement and the permission to enter granted herein shall be from November 2, 2020, or the date that the Permission to Enter (PTE) Form is signed by the Owner, to December 31, 2022 (the "Term").

1. The MTO may by notice in writing to the Owner terminate this PTE agreement and the permission to enter granted herein prior to the expiry of the Term.

2. The MTO and the Authorized Users will have access to the Property as reasonably required from time to time for the purpose of carrying out the Work, and for no other purpose during the Term.

3. Prior to entering onto the Property and carrying out the Work, the Owner shall be provided with at least five (5) days prior notice and the MTO or its Authorized Users shall consult with the Owner to schedule a mutually convenient time to carry out the Work. The Owner agrees to remove all vehicles, equipment and other items from the Property, as required, so that the MTO and the Authorized Users shall have unobstructed access for the purpose of carrying out the Work.

4. In carrying out the Work, all reasonable efforts will be made to minimize interference with the Owner's use of the Property or use by tenants of the Property.

5. The MTO and Authorized Users assume the risk of injury or damages arising out of the MTO's and Authorized Users' use of the Property, except to the extent that the injury or damages are caused by the Owner's negligence.

6. Upon completion of the Work or expiry or earlier termination of the Term, any damage to the Property caused by the MTO or the Authorized Users shall be repaired to the condition immediately prior to performance of the Work, by the MTO or the Authorized Users.

7. The Owner acknowledges that any reports and audits documenting the results of the Work are the property of the MTO.

8. The Owner shall notify the MTO of the sale of the Property during the Term.

9. This Permission to Enter shall be deemed an original, but all of which together shall constitute one and the same instrument. Any signature delivered by facsimile or electronic image transmission shall be binding to the same extent as an original signature page. Any party that delivers a signature by facsimile or electronic image transmission shall deliver an original counterpart to any other party that requests such original counterpart.

GTA West Transportation Corridor Route Planning and Environmental Assessment Study
Phase 2 Permission to Enter Program

PERMISSION TO ENTER FORM

Owner(s) Name: _____

Mailing Address: _____

Email (*required): _____

Phone Number (*required): _____

As owner(s) of the Property:

Property Address:	PROPERTY ADDRESS	Municipality:	MUNICIPALITY
		PIN #:	PIN
		Key ID #:	KEY ID

grant(s) permission to Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario, Her employees, agents, contractors, consultants, etc., to enter upon the above mentioned lands for the purpose of conducting Phase 2 field investigations in accordance with '**SCHEDULE A: Phase 2 Field Investigations**' and '**SCHEDULE B: Terms and Conditions**', to provide necessary information for the GTA West Transportation Corridor Route Planning and Environmental Assessment Study from **November 2, 2020 to December 31, 2022**, inclusive of both dates.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

The MTO assumes the risk of injury or damages, and related reasonable legal fees of the Owner(s) to defend against third party claims, arising out of the MTO's use of the land except to the extent that the injury or damages are caused by the Owner(s)' negligence.

Date: _____

_____ _____
Print Name(s)

_____ _____
Signature(s)

_____ _____
Witness Signature(s)

Appendix A-2

Project Notices

- Invitation to Community Value Plan Meeting #3

Ontario

GTA West
Planning *with* Vision | Planning *for* People

Final English Letter to Current Members

April 8, 2021

Invitation to Community Value Planning Meeting #3 for Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view detailed mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail. As part of this process, a Community Value Plan (CVP) is being developed to incorporate public input into the design of the new highway and transit corridor.

At the last CVP meeting on November 3, 2020, CVP Team members recommended design elements that reflected the social, cultural, historical and environmental interests of their communities. Since then, the GTA West Project Team has been working to incorporate these ideas into the preliminary design of the highway and transit corridor. As a valued member of the CVP Team, we invite you to **CVP Meeting #3,** taking place:

Thursday May 20, 2021
6:00 p.m. – 8:30 p.m.
Zoom Platform

At CVP Meeting #3, we will present, for discussion and comment, the draft CVP including roll plans and design elements that illustrate the application of the CVP Toolkit along the highway and transit corridor.

Stakeholder and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic and as per the previous session, CVP Meeting #3 will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the meeting on Zoom through your electronic device that has both video and audio capabilities. Alternatively, you can view the Zoom meeting through your electronic device and participate verbally through your telephone. If you do not have access to an electronic device, we can make alternative arrangements for you.

To register for CVP Meeting #3, please contact Kathryn Ross at project_team@gta-west.com or leave a message on the Project Team voicemail at 1-877-522-6916 by May 6, 2021. Once registered, we will provide you with a link to the Zoom meeting or assist you with alternative arrangements.

Please remember that the CVP is focused on how best to implement the proposed highway and transit corridor in the most context sensitive manner given the identified Preferred Route. The upcoming session is not about where these facilities should be located or whether they should be built.

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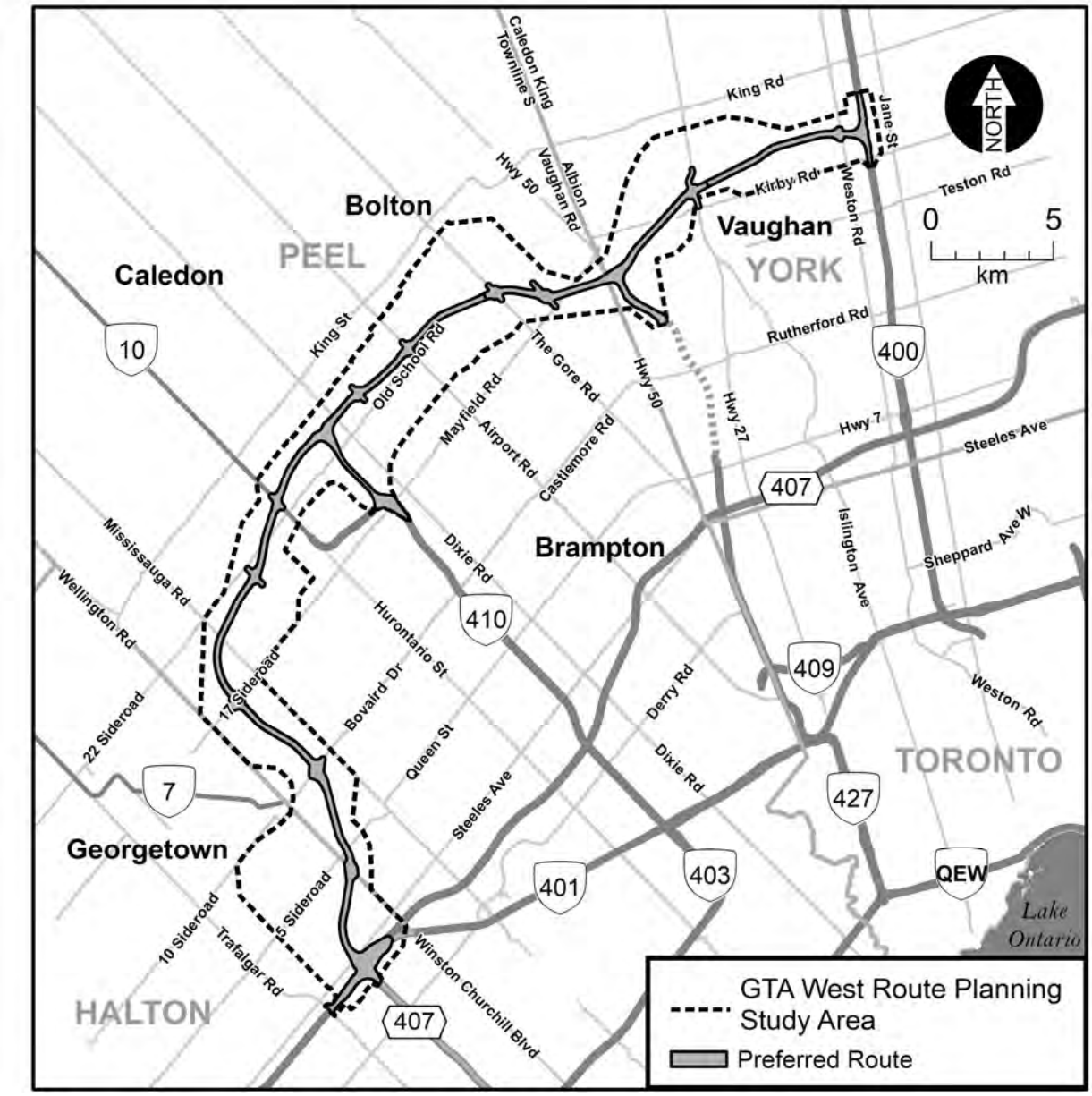


Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Amanda Naylor (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Denise Morneau (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

RGT ouest
Planifier *avec* une vision | Planifier *pour les gens*

Final French Letter to Current Members

8 avril 2021

Invitation à la réunion nº 3 du plan de valeur communautaire pour la phase 2 de l'étude de planification et d'évaluation environnementale du corridor de transport ouest de la RGT

Le ministère des Transports de l'Ontario (MTO) entreprend la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie détaillée au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire. Dans le cadre de ce processus, un plan de valeur communautaire (PVC) est en cours d'élaboration pour intégrer la contribution du public à la conception du nouveau corridor de transport multimodal.

Le 3 novembre 2020, lors de la dernière réunion du PVC, les membres de l'équipe du PVC ont recommandé des éléments de conception qui reflètent les intérêts sociaux, culturels, historiques et environnementaux de leurs communautés. Depuis, l'équipe de projet RGT ouest s'efforce d'intégrer ces idées dans la conception préliminaire du corridor de transport multimodal. En tant que membre important de l'équipe du PVC, nous vous invitons à la **réunion nº 3 du PVC,** qui se tiendra :

Le jeudi 20 mai 2021
De 18 h à 20 h 30
Sur la plateforme Zoom

Dans le cadre de la réunion nº 3 du PVC, nous présenterons le PVC provisoire, y compris les plans pour le rôle et les éléments de conception qui illustrent l'application de la boîte à outils pour le PVC le long du corridor de transport, à des fins de discussion et de commentaires.

La santé et la sécurité des intervenants et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19 et conformément à la séance précédente, la réunion nº 3 du PVC se tiendra en ligne sur la plateforme Zoom. Pour une expérience optimale, nous vous encourageons à joindre la réunion à l'aide d'un appareil électronique doté d'un système vidéo et audio. Vous pouvez également visualiser la réunion Zoom sur votre appareil électronique et participer verbalement par téléphone. Si vous n'avez pas accès à un appareil électronique, nous pouvons prendre d'autres dispositions pour vous.

Pour vous inscrire à la réunion nº 3 du PVC, veuillez communiquer avec Kathryn Ross à project_team@gta-west.com ou laisser un message sur la boîte vocale de l'équipe de projet au 1-877-522-6916 d'ici le 6 mai 2021. Une fois inscrit, nous vous fournirons un lien vers la réunion Zoom ou vous aiderons à trouver d'autres arrangements.

N'oubliez pas que le PVC se concentre sur la meilleure façon de mettre en œuvre le nouveau corridor de transport multimodal proposé de la manière la plus adaptée au contexte, compte tenu de l'itinéraire privilégié identifié. La prochaine séance ne vise pas à savoir où ces installations devraient être situées ou si elles devraient être construites.

Nous vous encourageons à nous faire part de vos commentaires et points de vue concernant l'étude. Ces derniers seront recueillis dans le but d'aider l'équipe de projet RGT ouest. Ils seront également conservés pour référence au cours du projet et peuvent être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez en informer Kathryn Ross. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,

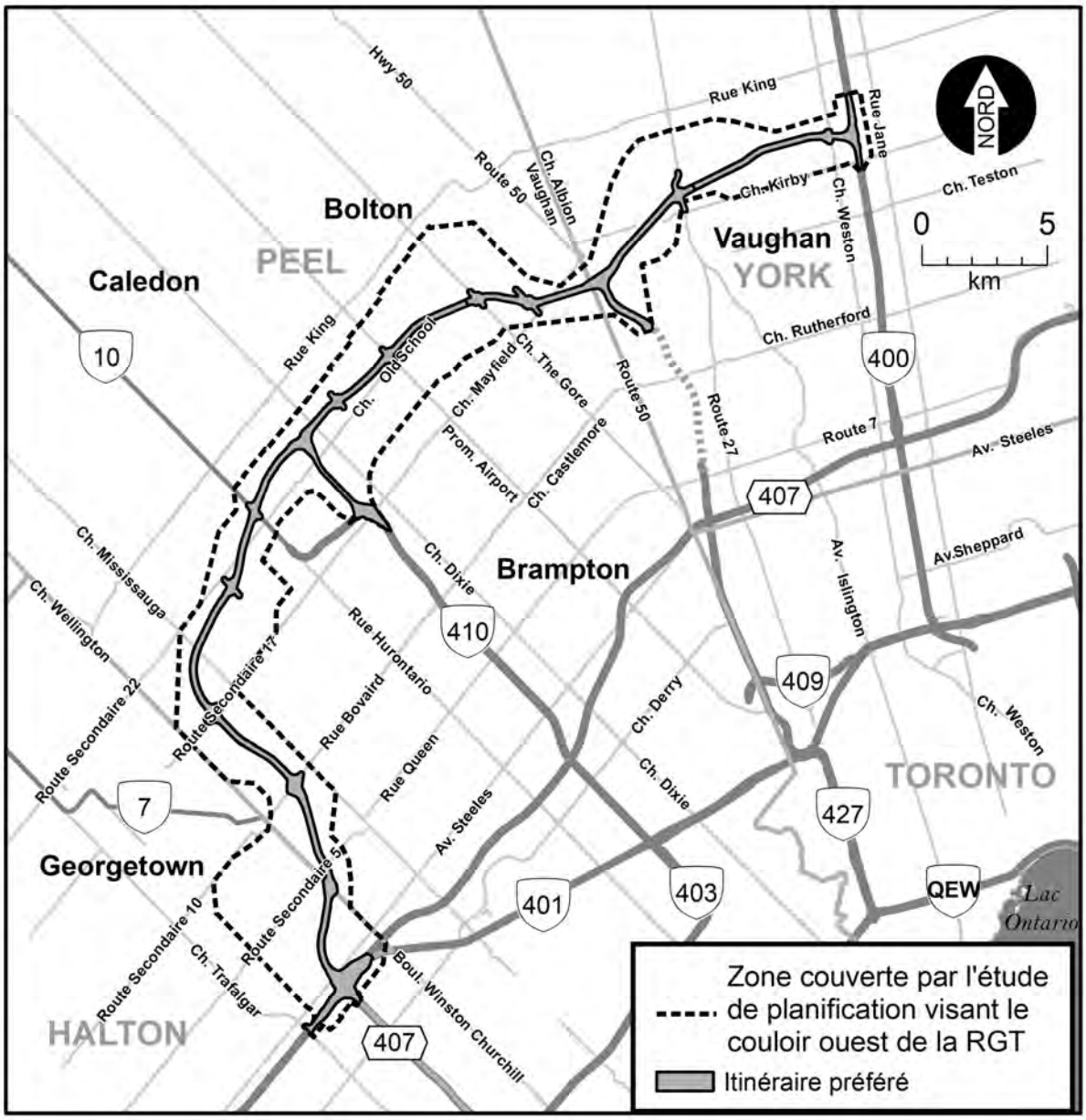


Britta Patkowski, MCIP, RPP
Membre de l'équipe de projet RGT ouest
AECOM Canada Ltd.
Courriel : project_team@gta-west.com
Sans frais : 1-877-522-6916
Site Web : www.gta-west.com
Twitter : @GTAWestStudy

C.c. : Hossein Hosseini (MTO), Amanda Naylor (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Denise Morneau (WSP)

Pièce jointe : Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié

Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié



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Final English
Application Form

Community Value Plan Team
Application Form

The Community Value Plan (CVP) is a collaborative process that includes participation from residents, land owners, businesses and other interested stakeholders from the community. The result of the CVP process will be design recommendations that enhance the highway and transit corridor's treatment of landscape and cultural elements of value to the community. The CVP process requires each participant to review and understand the project, express their point of view, and work together in a collaborative manner. New CVP members will be offered the opportunity to attend one remaining CVP meeting in spring 2021.

If you would like to be considered for membership, please answer the following questions. The GTA West Project Team will collect and assess the CVP applications and inform you of your acceptance or declination. This process to select members could be challenging and your consideration will be based upon your response to the following questions.

PLEASE PRINT

Background Information:

Name:

Address:

Postal Code:

E-Mail:

Main Tel.: Other Tel.: Fax:

Occupation:

Age (optional):

Under 25	25 – 35	36 – 45	46 – 55	56 – 65	66 or above

1) What geographical area(s) of the corridor are you interested in and why?

2) What is your particular area of interest or concern, and why is it critical to the Community Value Plan process?

wsp

AECOM

3) **As one of your community's representatives, are you prepared to collaborate with others in your community to gather their perspectives and present them to the CVP team?**

4) **On a scale of 1 to 10, with 10 being the highest, what is your level of interest in working on a CVP team?**

5) **Do you have experience working in a similar arrangement where your voice represents many?**

This Information is being collected to assist the project team. It will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. Confidentiality of personal information is assured. With the exception of personal information, all information will become part of the public record.

PLEASE E-MAIL YOUR APPLICATION BY MAY 13, 2021 TO:

GTA West Project Team
EMAIL: project_team@gta-west.com

Ontario

RGT ouest
Planifier *avec* une vision | Planifier *pour les gens*

Final French Application Form

Équipe du plan de valeur communautaire
Formulaire d'inscription

Le plan de valeur communautaire (PVC) est un processus collaboratif qui intègre la participation des résidents, des propriétaires fonciers, des entreprises et d'autres intervenants intéressés de la communauté. Le PVC permettra d'élaborer des recommandations en matière de conception qui reflètent les intérêts environnementaux et culturels de la communauté dans la mise en œuvre du corridor de transport multimodal. Le processus de PVC exige que chaque participant examine et comprenne le projet, exprime son point de vue et travaille de façon collaborative. Les nouveaux membres du PVC auront la possibilité d'assister à une dernière réunion du PVC au printemps 2021.

Pour soumettre votre candidature, veuillez répondre aux questions suivantes. L'équipe de projet RGT ouest recueillera et évaluera les demandes et vous fera part de sa décision. Ce processus de sélection des membres pourrait être difficile et votre candidature sera évaluée en fonction de vos réponses aux questions suivantes.

EN LETTRES MOULÉES

Renseignements généraux :

Nom :

Adresse :

Code postal :

Courriel :

Tél. (principal) : Tél. (autre) : Téléc. :

Profession :

Âge (facultatif) :

Moins de 25 ans	25 – 35 ans	36 – 45 ans	46 – 55 ans	56 – 65 ans	66 ans ou plus

1) Quelles zones géographiques du corridor vous intéressent et pourquoi?

2) Quel est votre domaine d'intérêt ou de préoccupation particulier, et pourquoi est-il essentiel au processus du plan de valeur communautaire?

wsp

AECOM

3) **En tant que représentant de votre communauté, êtes-vous prêt à collaborer avec d'autres membres de votre communauté pour recueillir leurs points de vue et les présenter à l'équipe du PVC?**

4) **Sur une échelle de 1 à 10, 10 étant la note la plus élevée, quel est votre niveau d'intérêt pour travailler dans une équipe du PVC?**

5) **Avez-vous déjà travaillé dans le cadre d'un arrangement similaire où votre opinion représente celle de plusieurs personnes?**

Ces renseignements sont recueillis pour aider l'équipe de projet. Ils seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. La confidentialité des renseignements personnels est garantie. Mis à part les renseignements personnels, tous les renseignements feront partie des dossiers publics.

VEUILLEZ ENVOYER VOTRE DEMANDE PAR COURRIEL D'ICI LE 13 MAI 2021 À :

Équipe de projet RGT ouest
COURRIEL : project_team@gta-west.com

Appendix A-2

Project Notices

- Notice of Community Engagement Webinar #1

July 9, 2021

Final Letter to Kawartha Nishnawbe First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Kawartha Nishnawbe First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975 or amanda.naylor@ontario.ca.** Study information is available on the project website: www.gta-west.com.

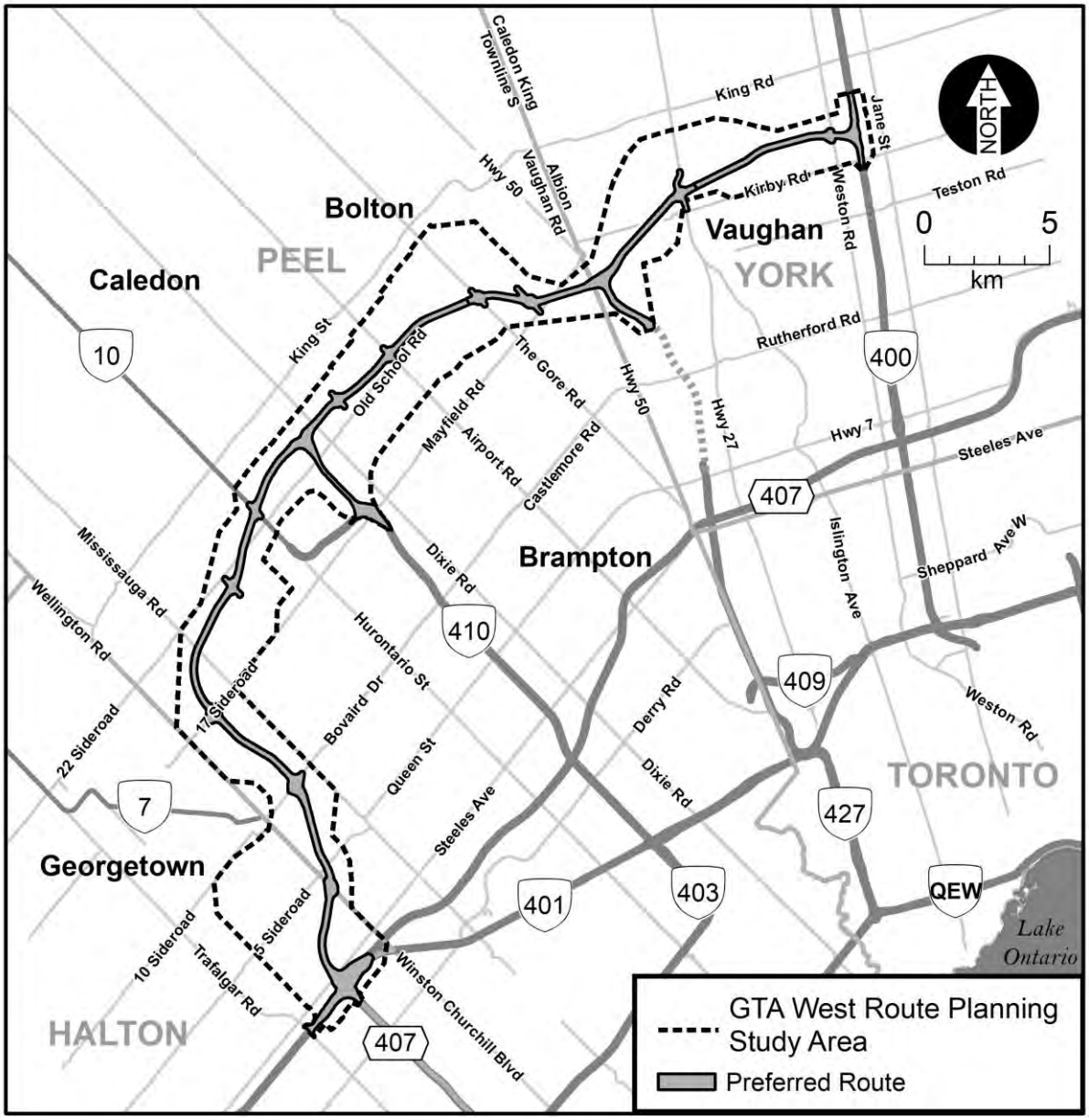
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Mississaugas of the Credit First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Mississaugas of the Credit First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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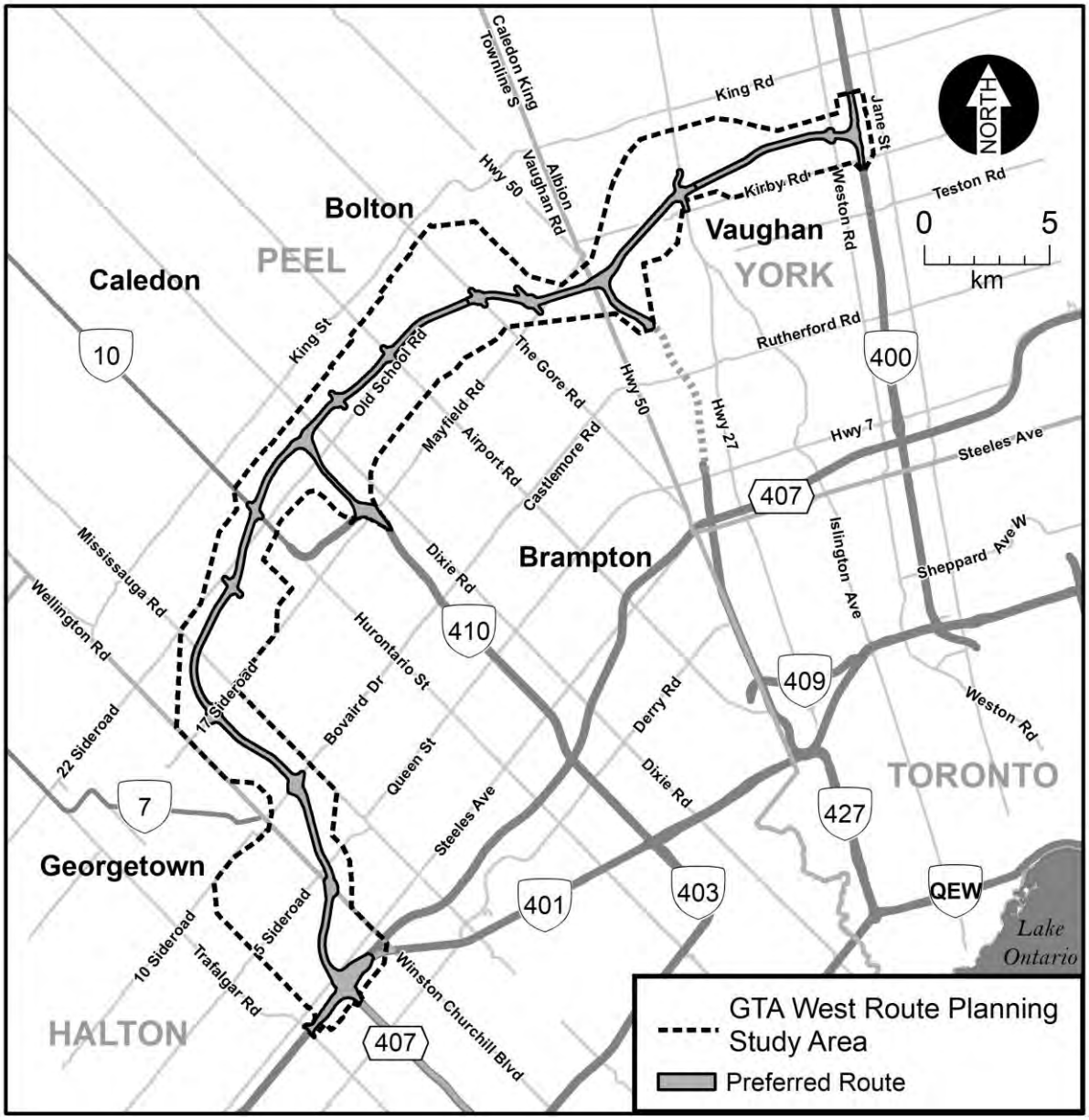
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Alderville First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Alderville First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

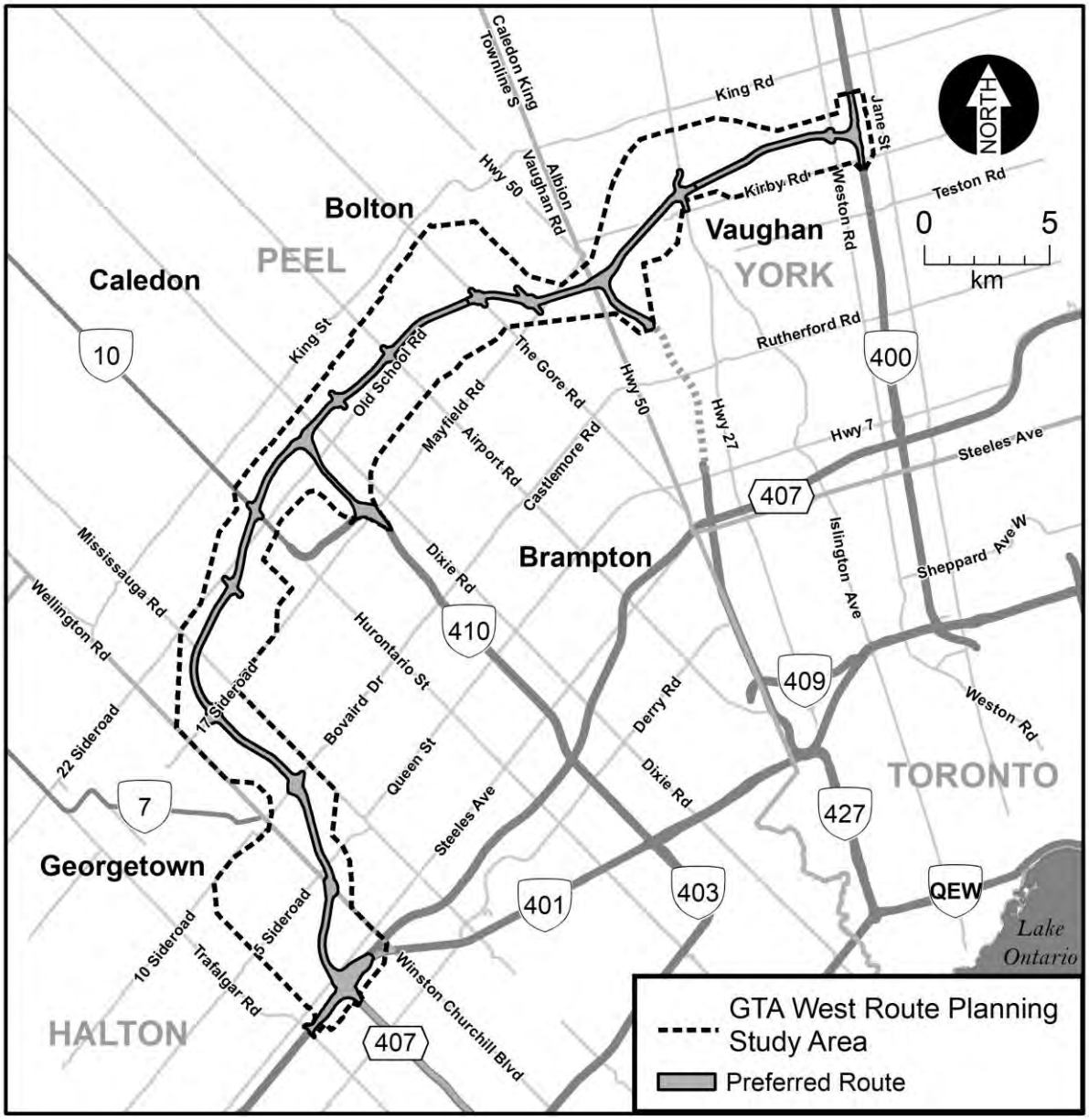
Sincerely,



Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Williams Treaties

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Beausoleil First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

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Thank you for your cooperation and assistance.

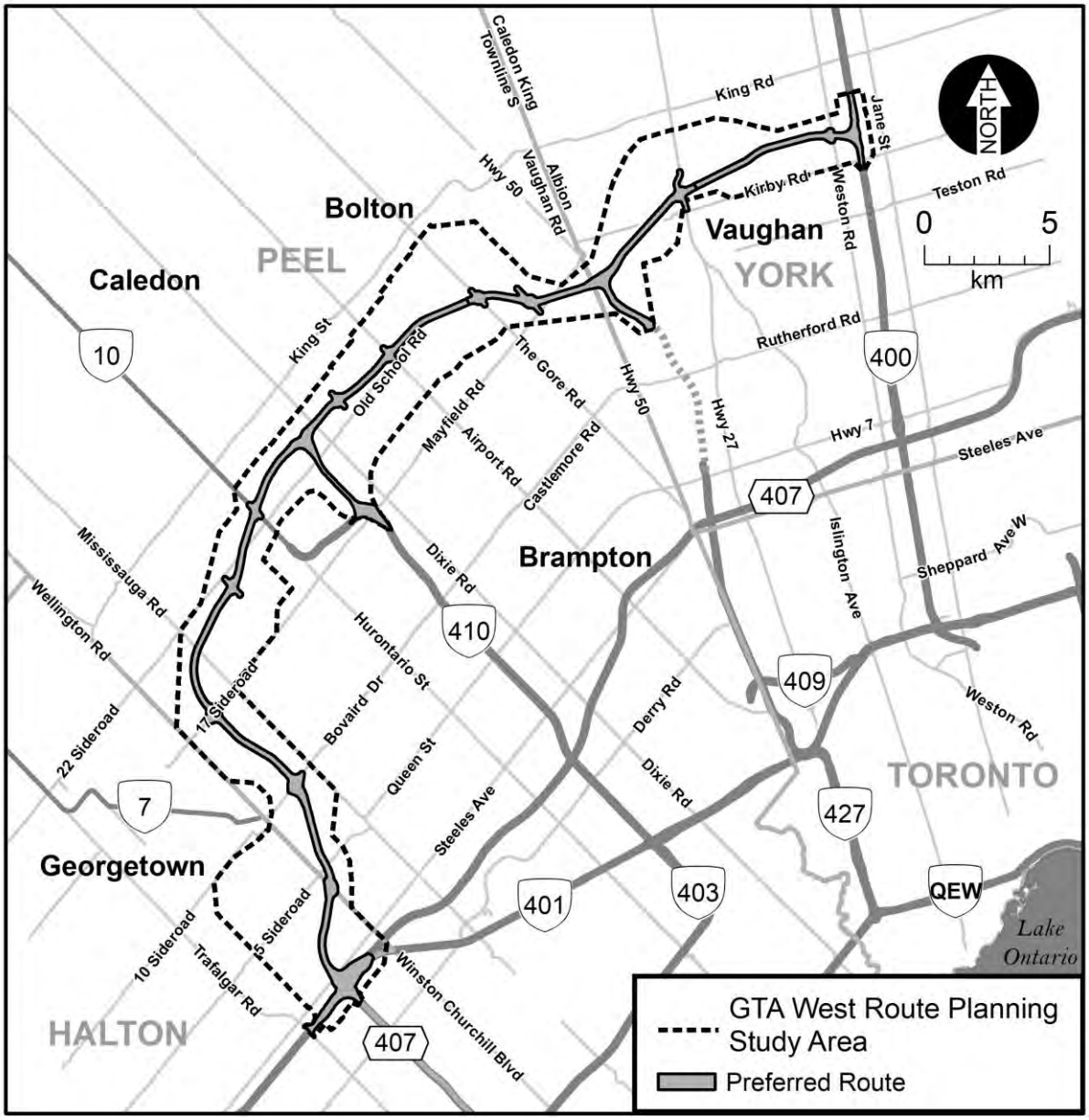
Sincerely,



Amanda Naylor
MTO Project Manager

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Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Chippewas of Georgina Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Transportation Corridor Environmental Assessment Study

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Chippewas of Georgina Island First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

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With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975 or amanda.naylor@ontario.ca.** Study information is available on the project website: www.gta-west.com.

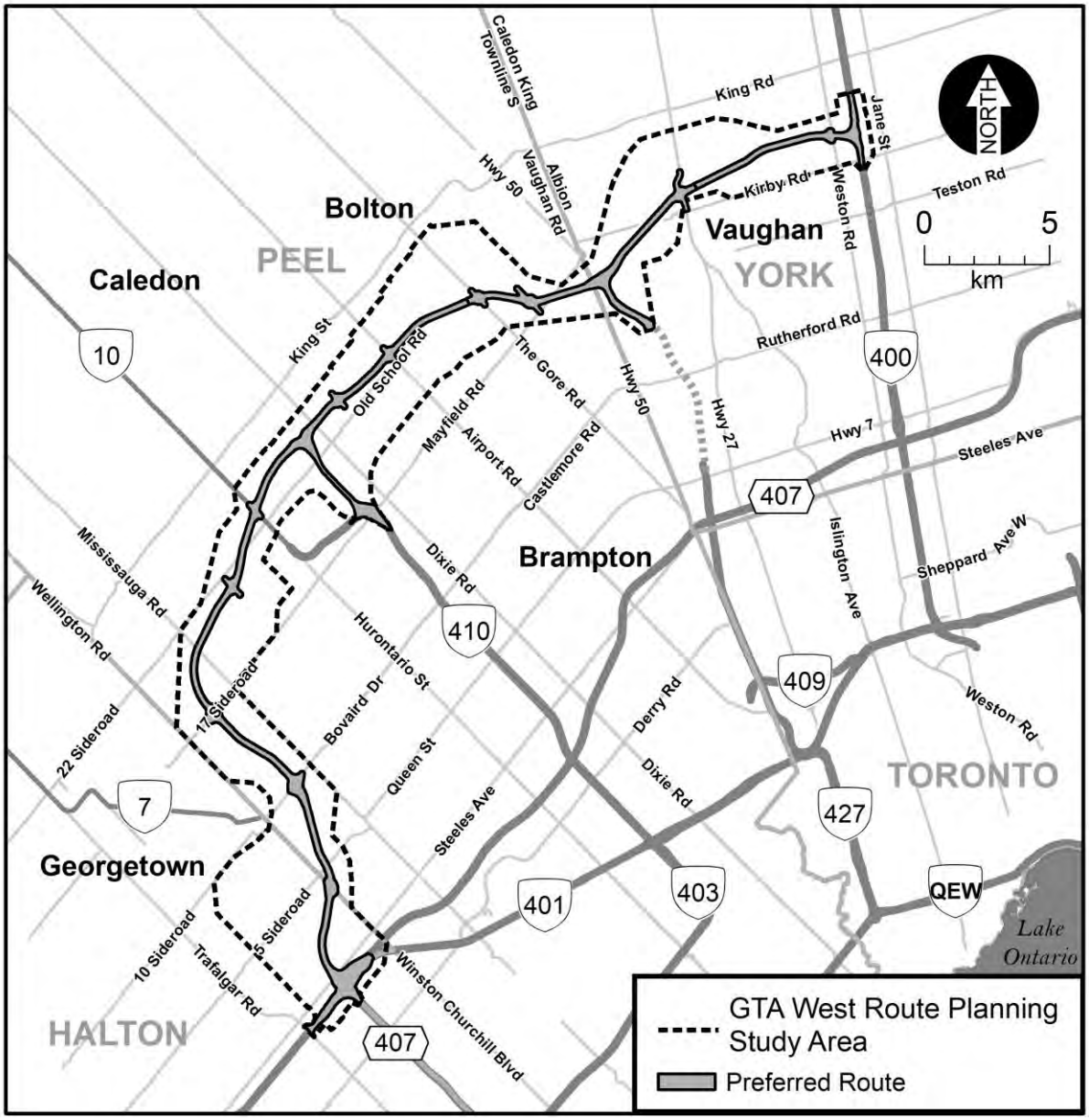
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
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July 9, 2021

Final Letter to Chippewas of Rama First Nation (CRFN)

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Chippewas of Rama First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

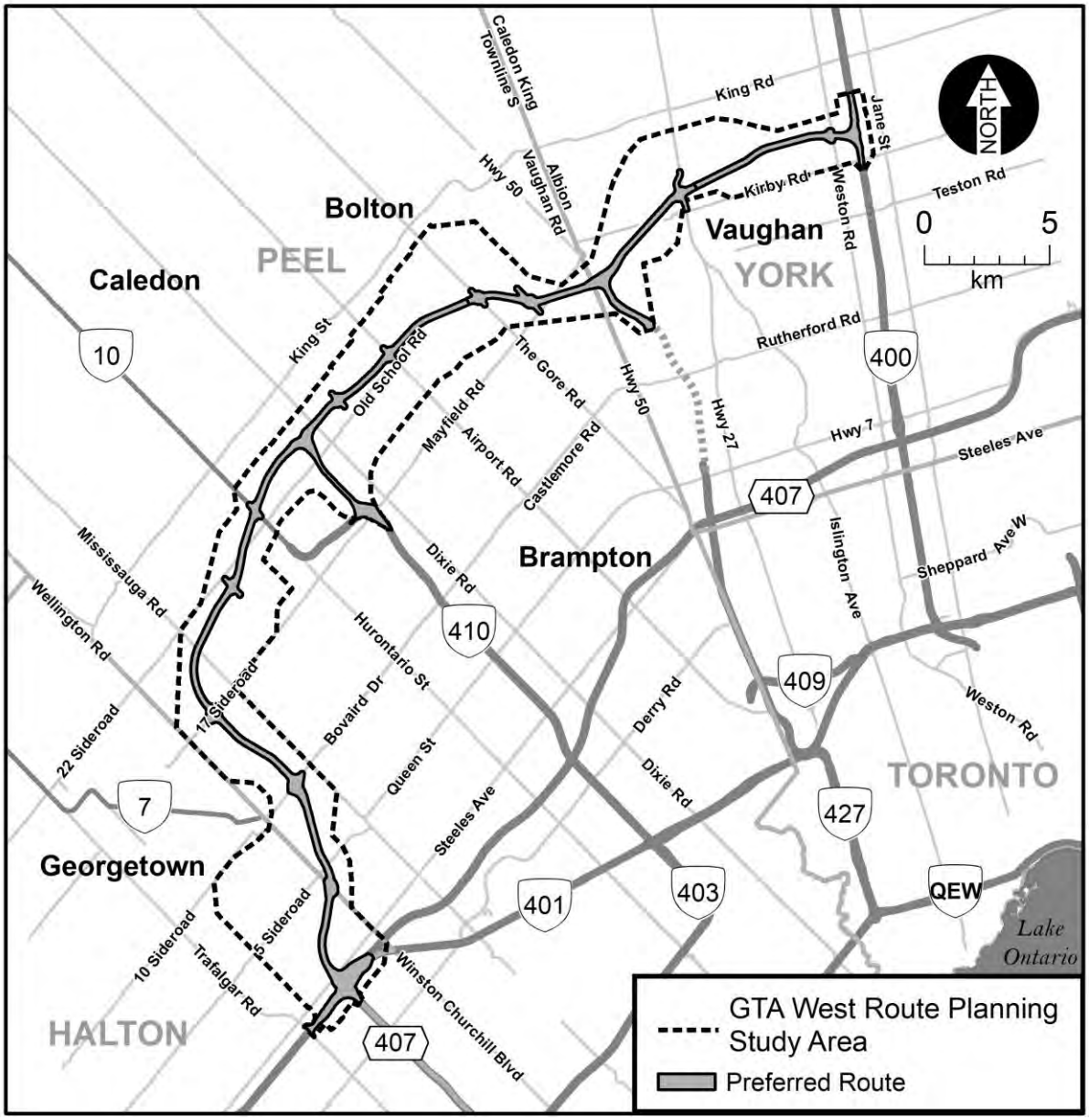
Sincerely,



Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Final Letter to Curve Lake First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Curve Lake First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

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Thank you for your cooperation and assistance.

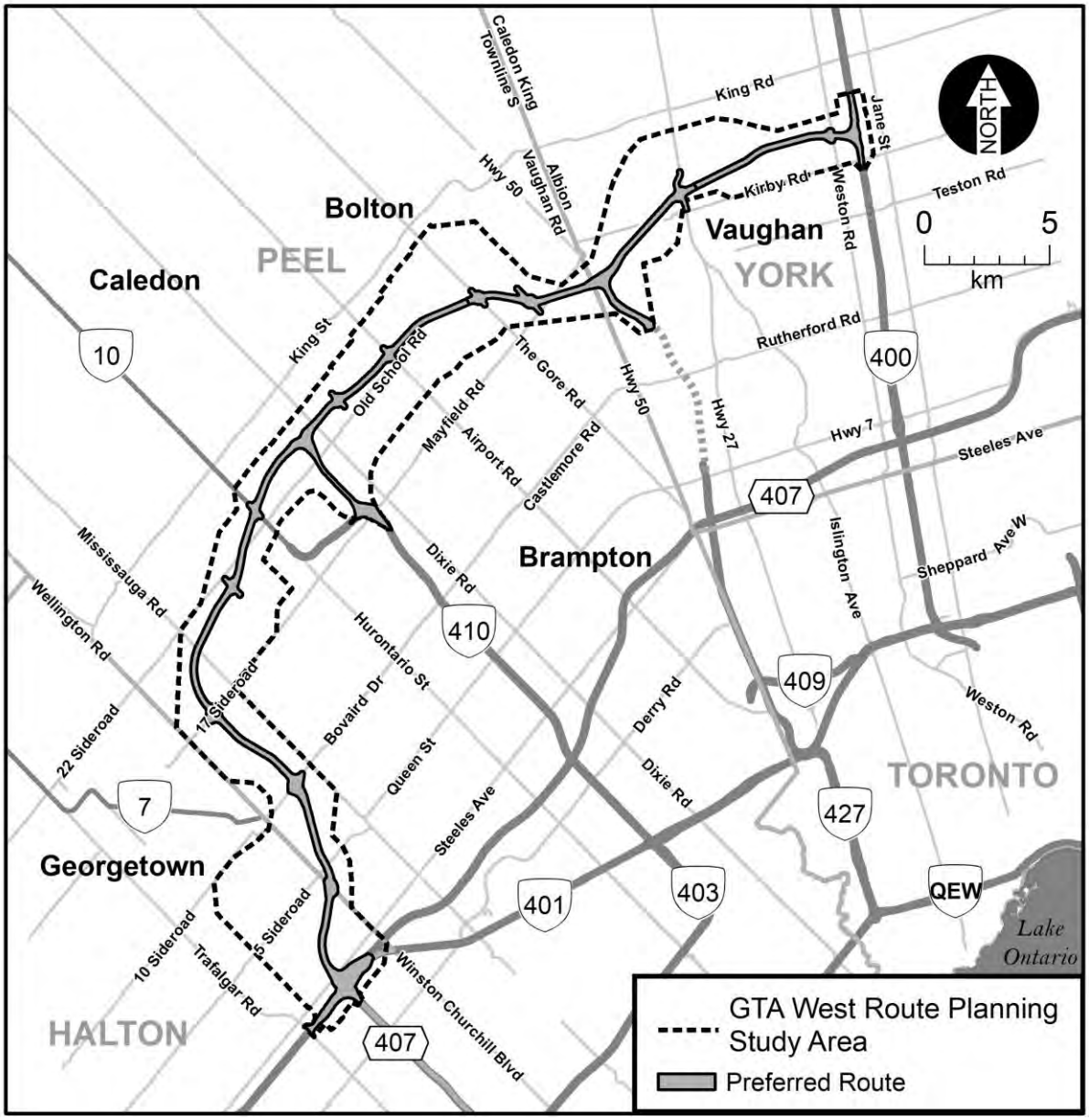
Sincerely,



Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Final Letter to Hiawatha First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Hiawatha First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

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Thank you for your cooperation and assistance.

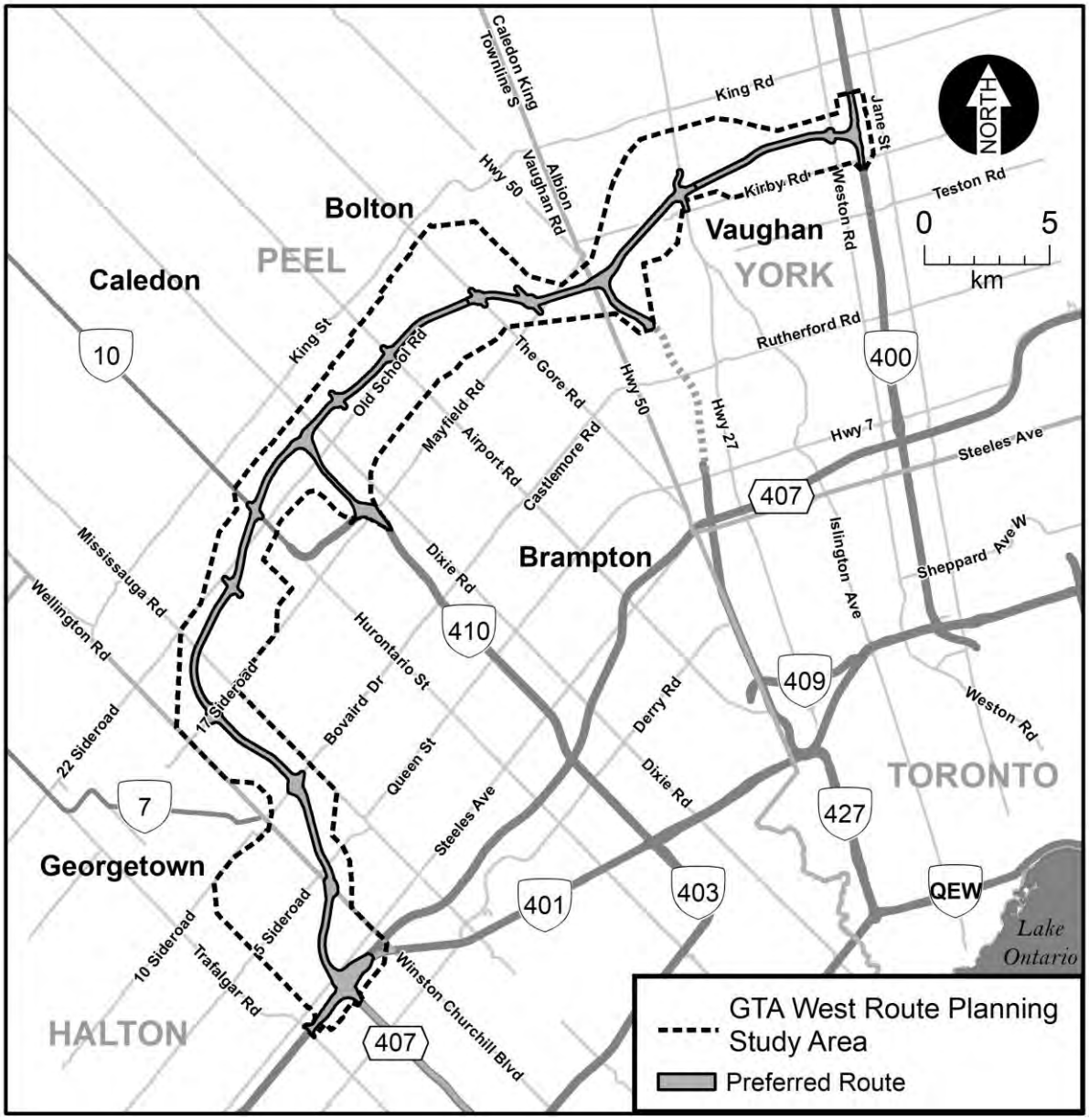
Sincerely,



Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Mississaugas of Scugog Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Mississaugas of Scugog Island First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

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3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.
With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The following Indigenous communities have been provided with the options above: Mississaugas of Scugog Island First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Hiawatha First Nation, Beausoleil First Nation, Alderville First Nation, and Curve Lake First Nation.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

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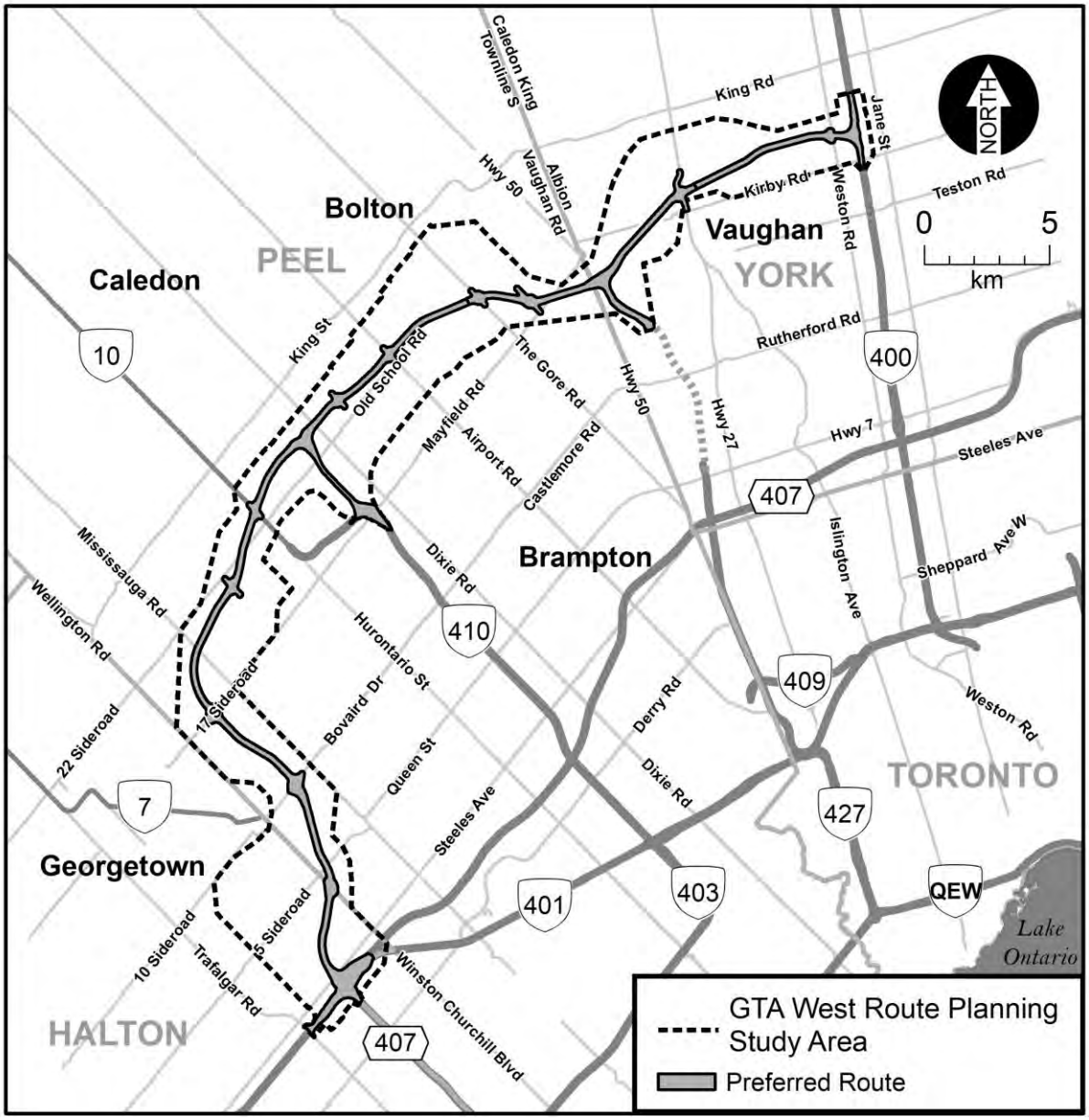
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

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Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 9, 2021

Final Letter to Haudenosaunee Development Institute

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Haudenosaunee Development Institute to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

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The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

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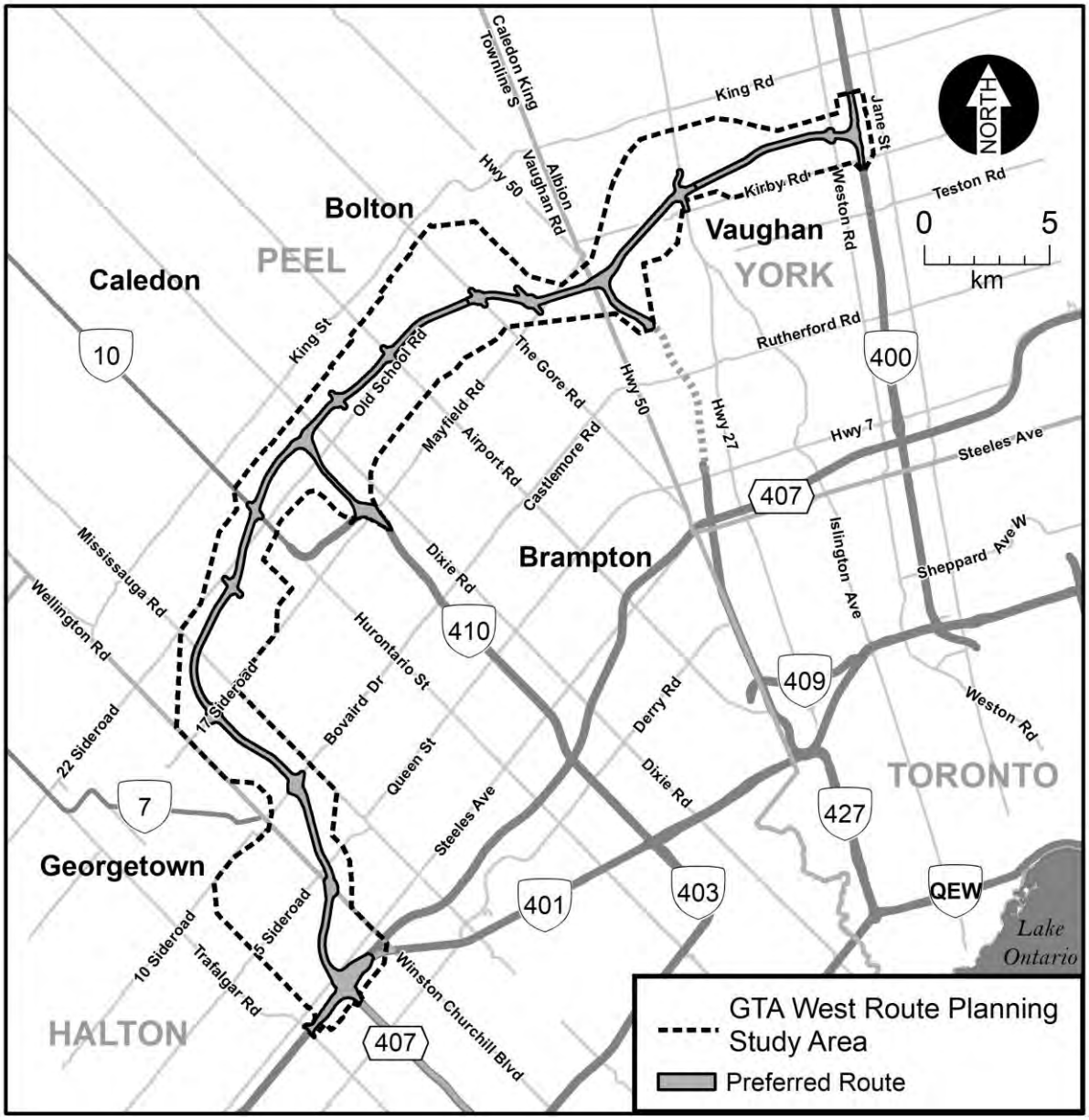
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Final Letter to Huron-Wendat Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Huron-Wendat Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

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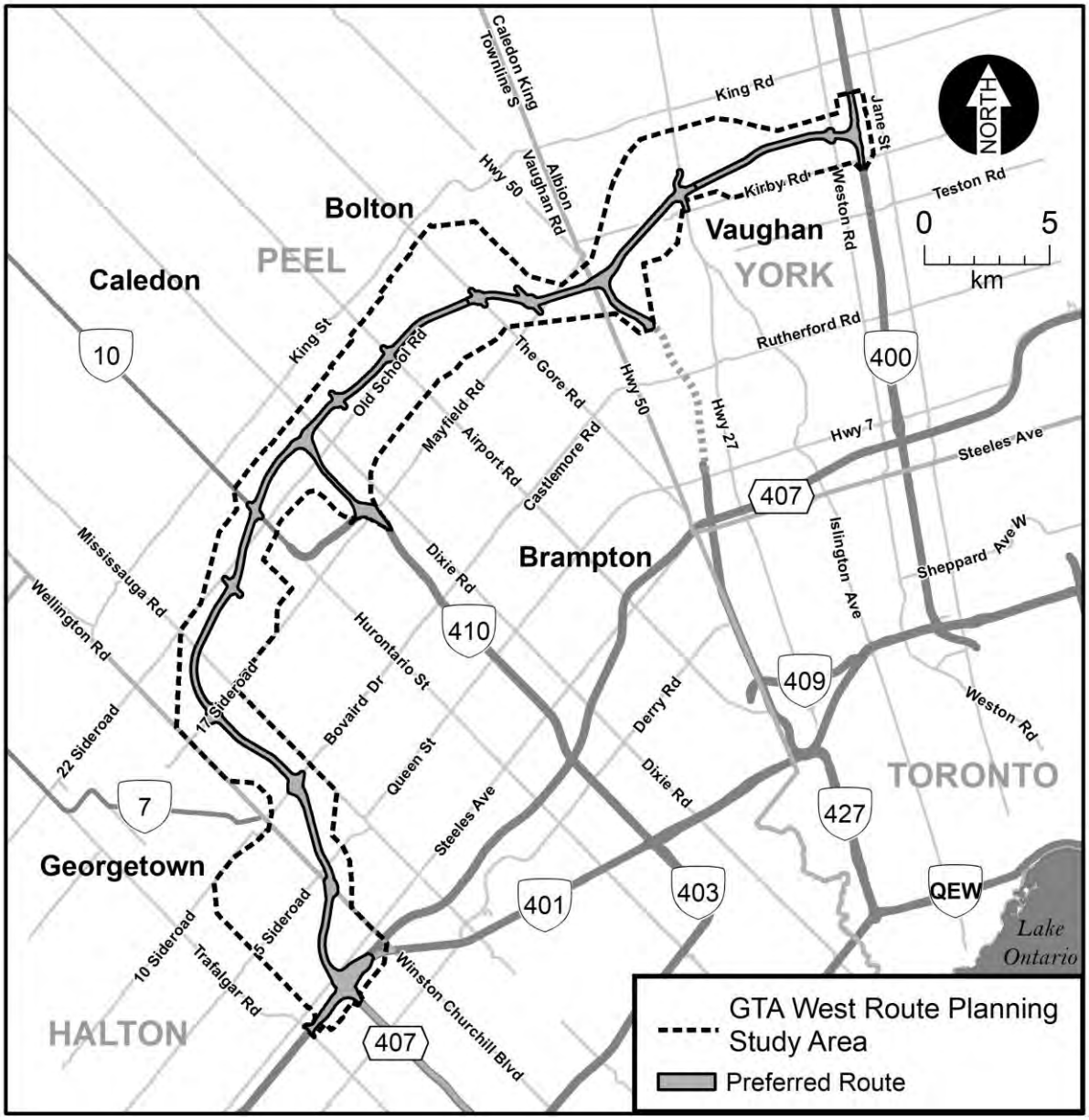
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

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Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



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July 2, 2021

Final Letter to the Métis Nation of Ontario

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change determined that the GTA West Study also warrants designation under the Federal Impact Assessment Act. More information is available on the project website at www.gta-west.com/processandtimeline.

To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Métis Nation of Ontario to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 519-852-2975 or amanda.naylor@ontario.ca.

With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975 or amanda.naylor@ontario.ca.** Study information is available on the project website: www.gta-west.com.

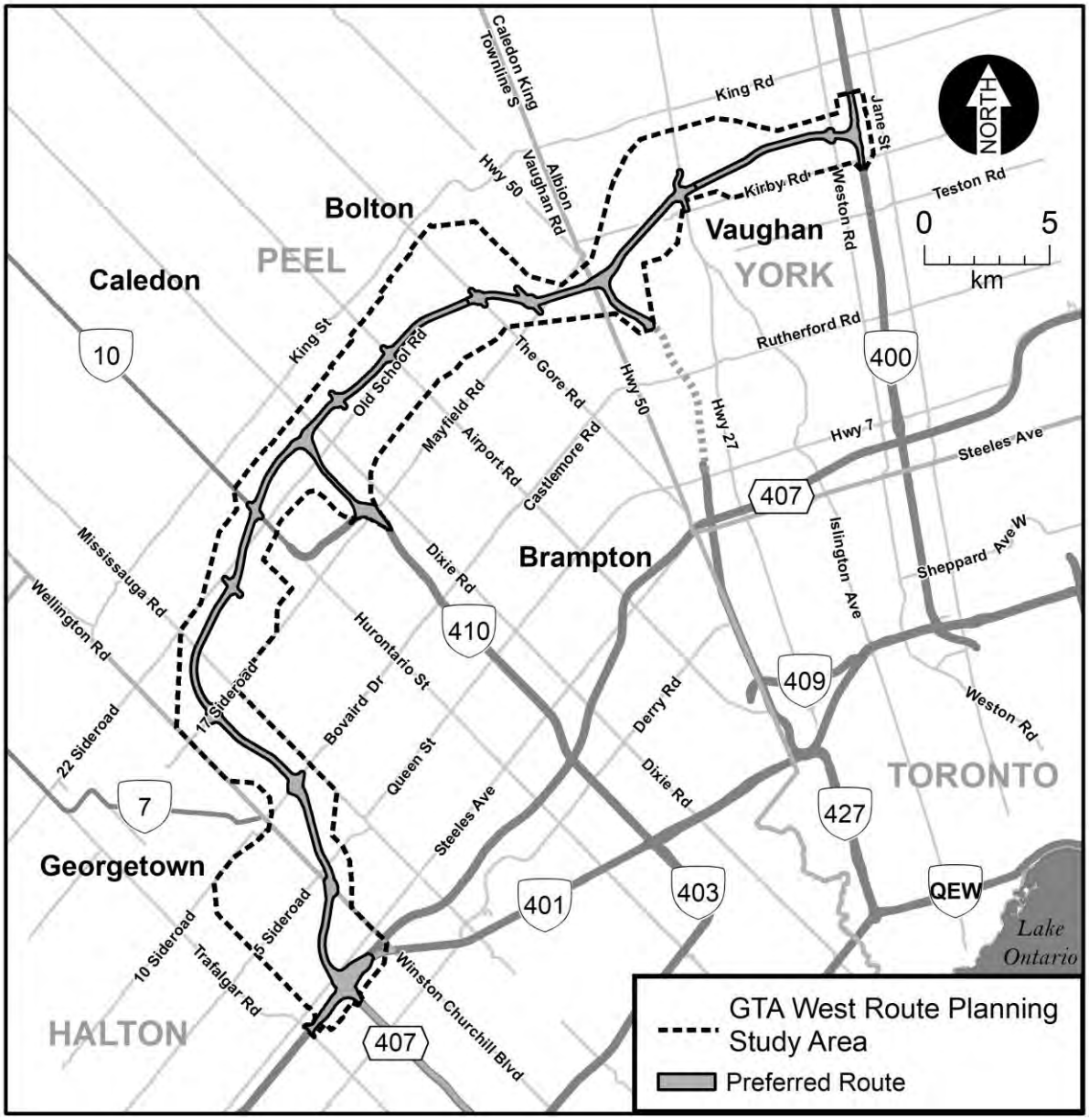
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
Planning *with* Vision | Planning *for* People

July 9, 2021

Final Letter to Six Nations of the Grand River

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet needs of the public and address community questions, the **GTA West Project Team is hosting a Community Engagement Webinar on July 28, 2021 from 6:00 p.m. to 8:00 p.m., which is open to all individuals on the project mailing list.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Six Nations of the Grand River to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. Due to the restrictions associated with the COVID-19 pandemic, we are not able to offer this meeting in person. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
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With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at **519-852-2975 or amanda.naylor@ontario.ca.** Study information is available on the project website: www.gta-west.com.

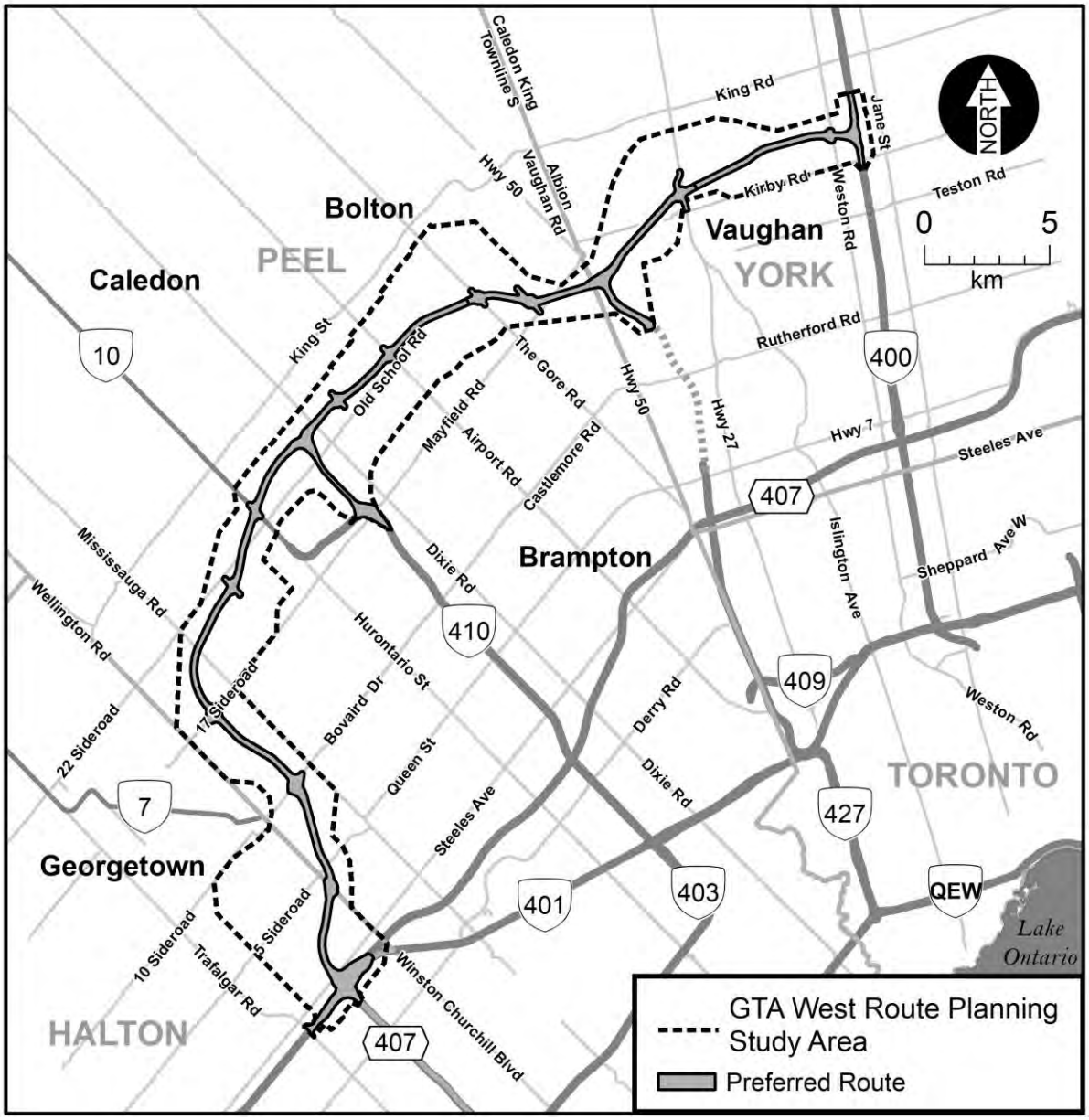
Thank you for your cooperation and assistance.

Sincerely,

Amanda Naylor
MTO Project Manager

cc: Hossein Hosseini, MTO
Chris Barber, MTO
Keith Cherneski, MTO
Leslie Currie, MTO
Mara Bullock, WSP
Britta Patkowski, AECOM

GTA West Route Planning Study Area with the Preferred Route Overlay



Appendix A-2

Project Notices

- Invitation to Community Engagement Webinar #1

Ontario

GTA West
Planning with Vision | Planning for People

Final Letter to Members of Parliament and Members of Provincial Parliament

July 2, 2021

«Salutation_» «First_Name» «Last_Name»
«Job_Title»
«Riding»
«Email»

Invitation to an Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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This letter is to notify you that a Community Engagement Webinar has been scheduled for this study. To further meet the public's needs and address community questions, a Webinar will be hosted by the GTA West Project Team on July 28, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we are encouraging the public and stakeholders to join the Webinar on Zoom through an electronic device.

To register for the Community Engagement Webinar, please visit the project website at www.gta-west.com/consultation-2 from July 12, 2021 onward and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916. If members of the public have questions that they would like to submit to the GTA West Project Team in advance of the Webinar, they are being asked to e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

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

Newspapers	Publication Date
Turtle Island News	Wednesday July 14, 2021
Two Row Times	Wednesday July 14, 2021

WSP

AECOM

Newspapers	Publication Date
Mississauga/Toronto Le Metropolitain*	Thursday July 15, 2021
Mississauga News	Thursday July 15, 2021
Caledon Citizen	Thursday July 15, 2021
Vaughan Citizen	Thursday July 15, 2021
King Township Sentinel	Thursday July 15, 2021
Georgetown Acton Independent Free Press	Thursday July 15, 2021
Milton Canadian Champion	Thursday July 15, 2021
Guelph Tribune	Thursday July 15, 2021
Erin Advocate	Thursday July 15, 2021
(Bolton) Caledon Enterprise	Thursday July 15, 2021
Brampton Guardian	Thursday July 15, 2021
Toronto L'express*	Friday July 16, 2021
Toronto Star	Saturday July 17, 2021

**** Published in French***

As always, comments and input regarding the study are encouraged. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Sincerely,

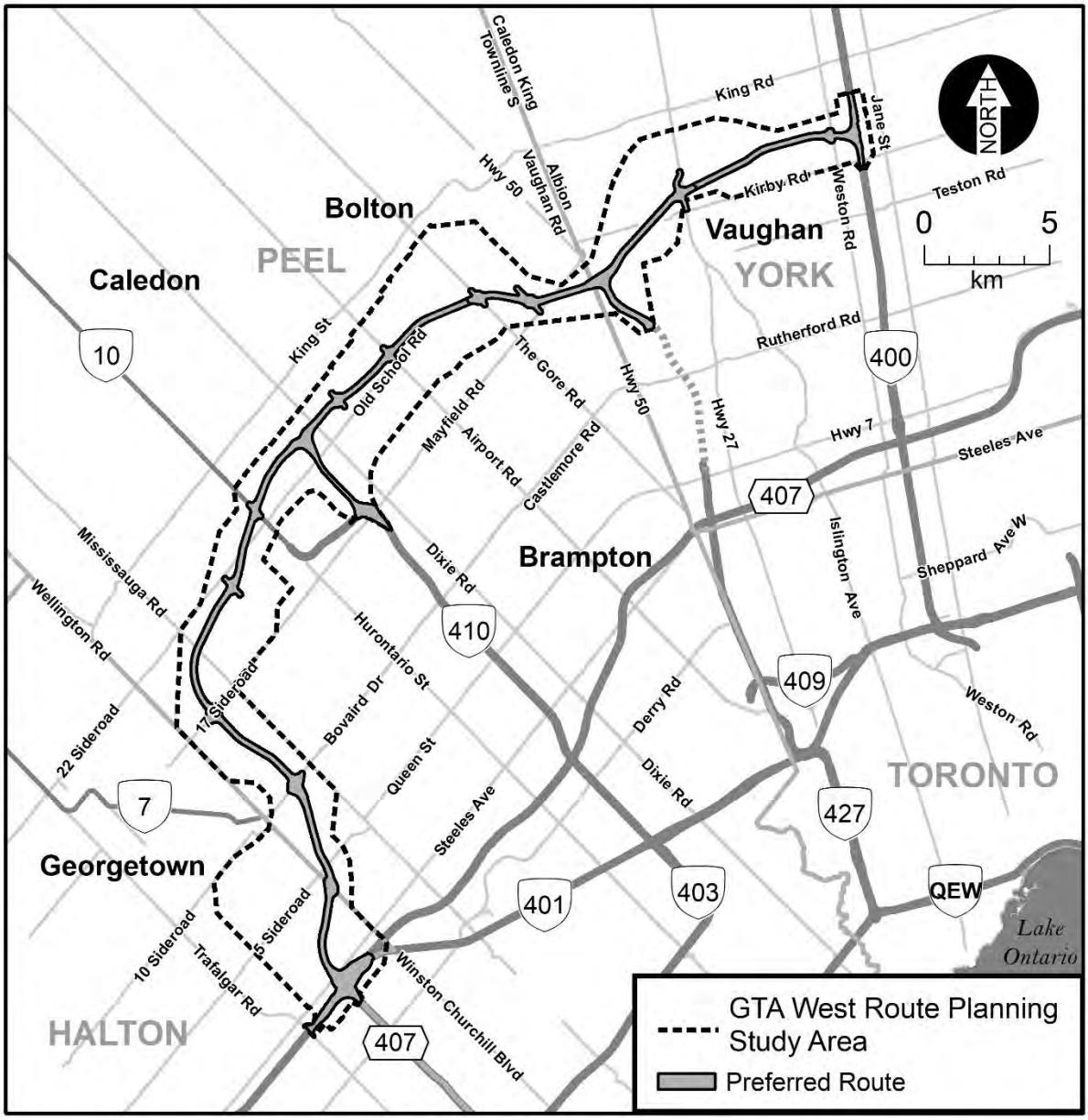


Amanda Naylor, P.Eng.
MTO Project Manager
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP), Britta Patkowski (AECOM)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay
Ontario Government Notice

GTA West Route Planning Study Area with the Preferred Route Overlay



July 9, 2021

Final English Letter to the Public

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

Invitation to a Community Engagement Webinar about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet the public's needs and address community questions, the GTA West Project Team is hosting a Community Engagement Webinar where the public and stakeholders can understand more about the project and have their questions answered. **You are invited to attend the Community Engagement Webinar hosted by the GTA West Project Team on July 28, 2021 from 6:00 p.m. to 8:00 p.m.** The GTA West Project Team will provide a brief overview of the project followed by a question & answer period. Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

To register for the Webinar, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.

If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

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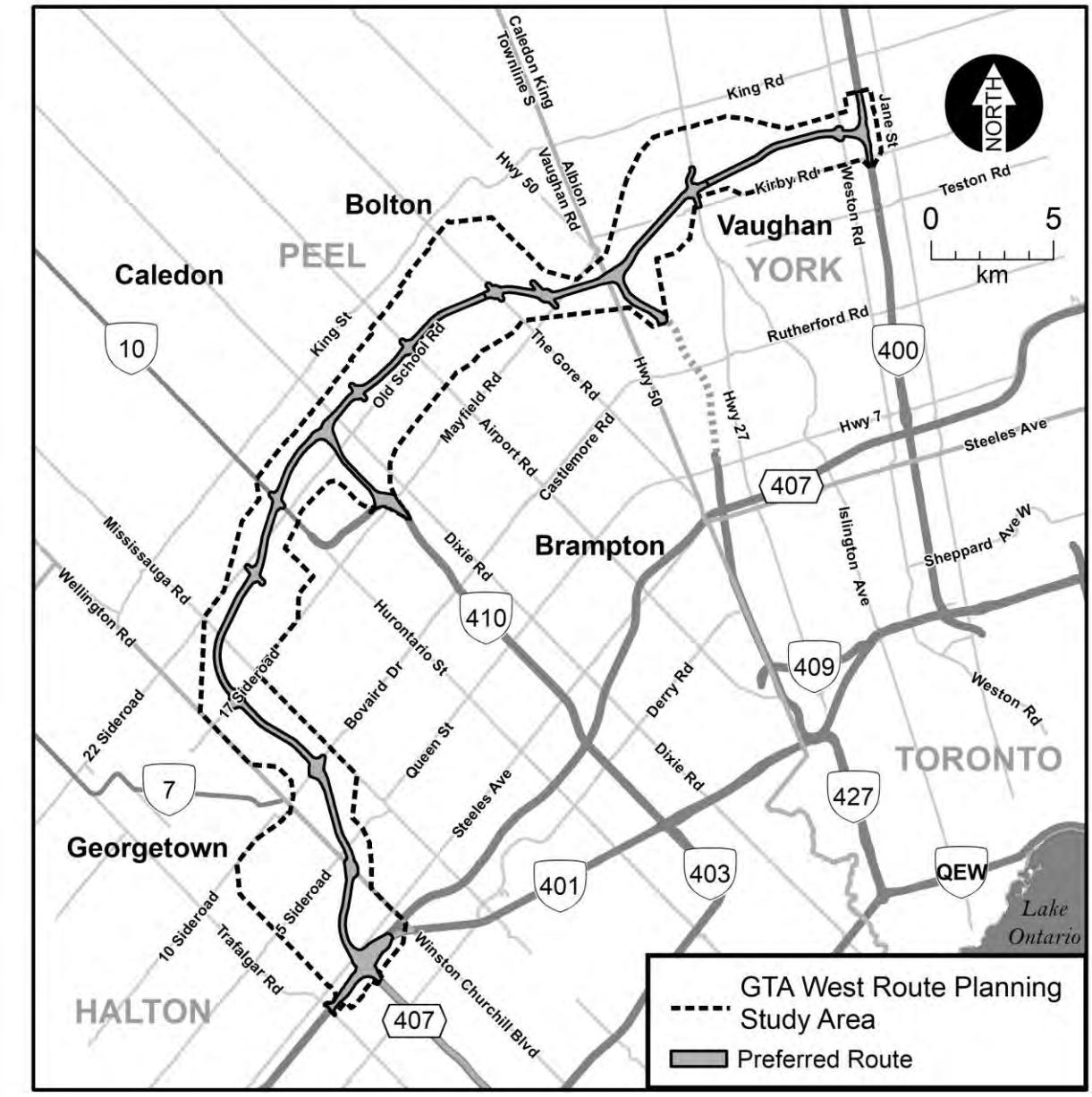
Sincerely,

Amanda Naylor
MTO Project Manager
GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



9 juillet 2021

Final French Letter to the Public

Invitation à un webinaire de participation communautaire sur l'évaluation environnementale du corridor de transport multimodal ouest de la RGT

Le ministère des Transports de l'Ontario (MTO) a entrepris la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie détaillée au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire.

L'étude du projet RGT ouest a été entreprise comme une EE individuelle conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au cadre de référence de l'EE du corridor ouest de la RGT, qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008. Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement climatique a déterminé qu'une étude en vertu de la *Loi sur l'évaluation d'impact* était justifiée pour le projet de transport RGT Ouest. Vous trouverez de plus amples renseignements sur le site Web du projet à l'adresse https://www.gta-west.com/processusetchronologie.

Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest tiendra un webinaire de participation communautaire qui permettra aux membres du public et aux parties prenantes de mieux comprendre le projet et d'obtenir des réponses à leurs questions. **Vous êtes invité à participer au webinaire de participation communautaire, organisé par l'équipe du projet RGT ouest, qui aura lieu le 28 juillet 2021, de 18 h à 20 h.** L'équipe du projet RGT ouest fera un survol du projet, puis lancera une période de questions et réponses. Des experts de diverses disciplines (p. ex. bruit, qualité de l'air, pêches, archéologie, etc.) seront là pour répondre à vos questions.

La santé et la sécurité des membres du public et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19, ce webinaire se tiendra en ligne sur la plateforme Zoom. Nous vous encourageons à utiliser un appareil électronique pour participer au webinaire sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter le webinaire sur votre téléphone. Si vous comptez prendre part au webinaire par téléphone, veuillez soumettre vos questions à l'avance. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet.

Pour vous inscrire au webinaire, veuillez visiter le site Web du projet à l'adresse https://www.gta-west.com/consultationpublique/ et cliquer sur le lien d'inscription Zoom qui se trouve sous la section ***Prochaines occasions de s'exprimer.*** **Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message.**

Vous aimeriez soumettre des questions à l'équipe du projet RGT ouest avant le webinaire? Veuillez envoyer un courriel à l'adresse project_team@gta-west.com, les soumettre par l'entremise du formulaire de contact qui se trouve sur le site Web du projet à l'adresse https://www.gta-west.com/nousjoindre/ ou composer (sans frais) le 1-877-522-6916.

Comme toujours, nous vous encourageons à soumettre vos commentaires et vos observations relatifs à l'étude. Ils seront également conservés pour référence au cours du projet et peuvent

être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez communiquer avec l'équipe de projet à l'adresse courriel ou au numéro de téléphone indiqués ci-dessus. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Meilleures salutations,



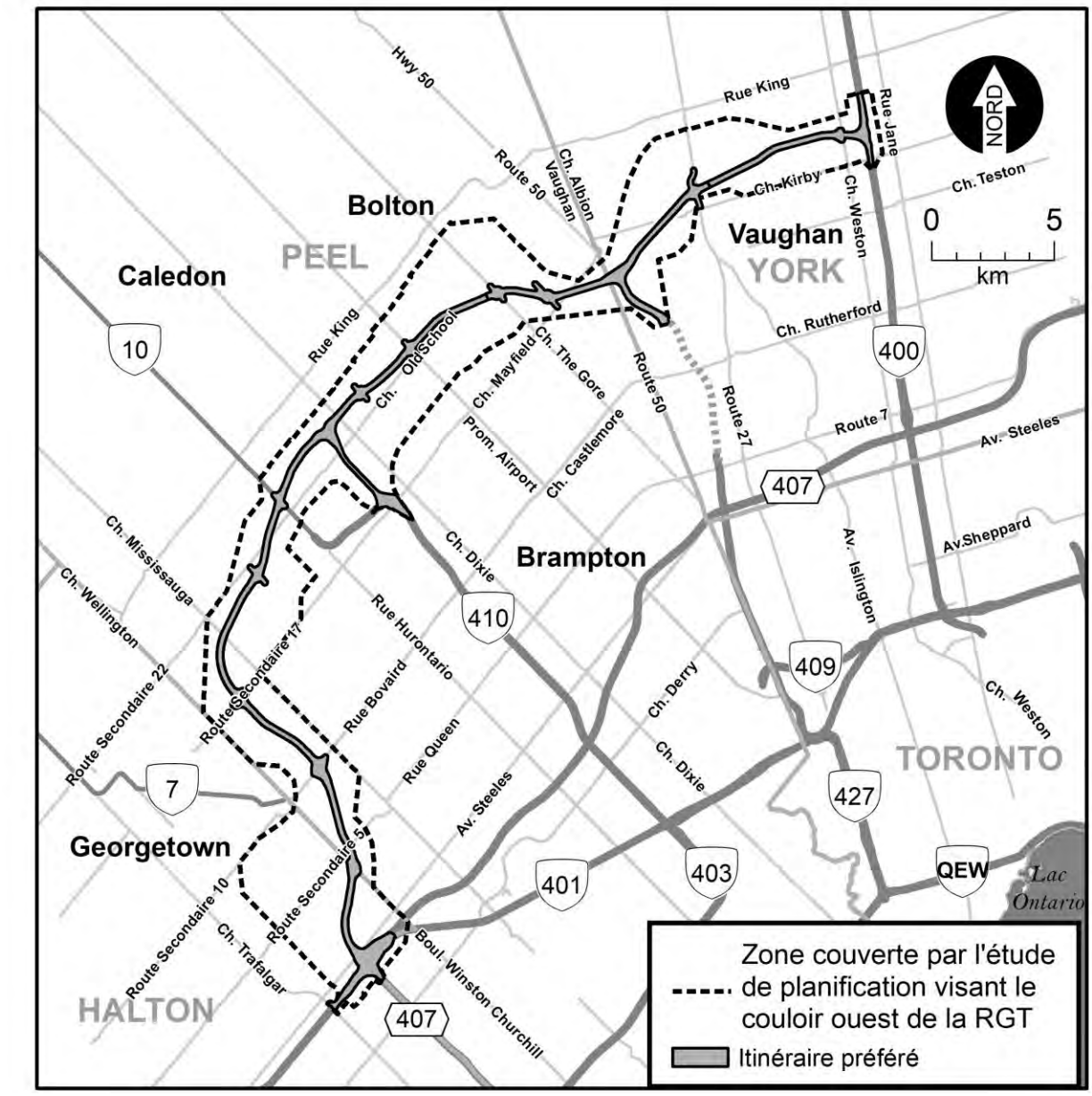
_____

Amanda Naylor
Chef de projet MTO
Membre de l'équipe de projet RGT ouest
Courriel : project_team@gta-west.com
Sans frais : 1-877-522-6916
Site Web : www.gta-west.com
Twitter : @GTAWestStudy

C.c. : Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Pièce jointe : Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié

Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié



Appendix A-2

Project Notices

- Notice of Community Engagement Webinar #2

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 13, 2021

Final Letter to Mississaugas of Scugog Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Mississaugas of Scugog Island First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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

Thank you for your cooperation and assistance.

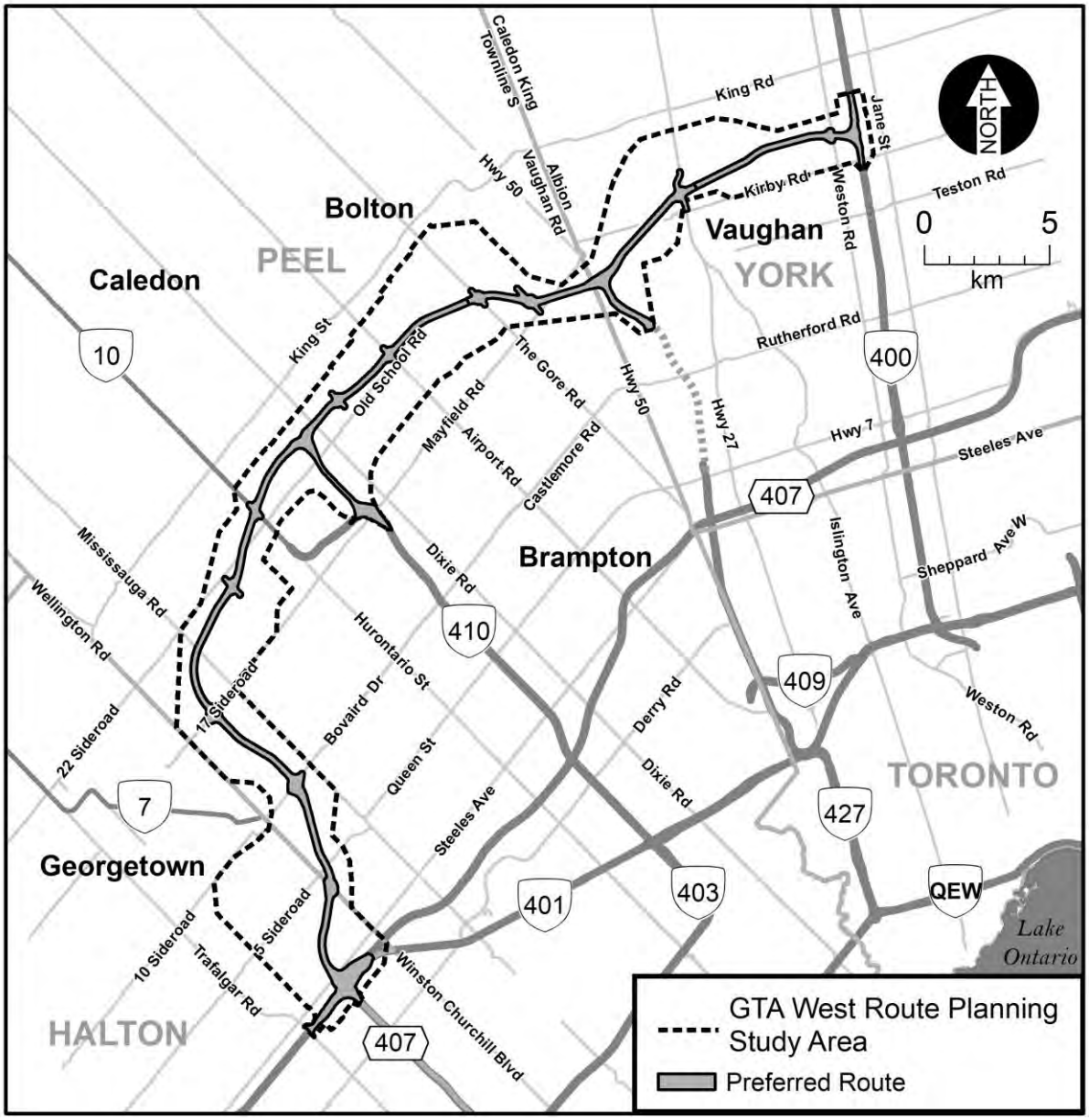
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 13, 2021

Final Letter to Hiawatha First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Hiawatha First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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

Thank you for your cooperation and assistance.

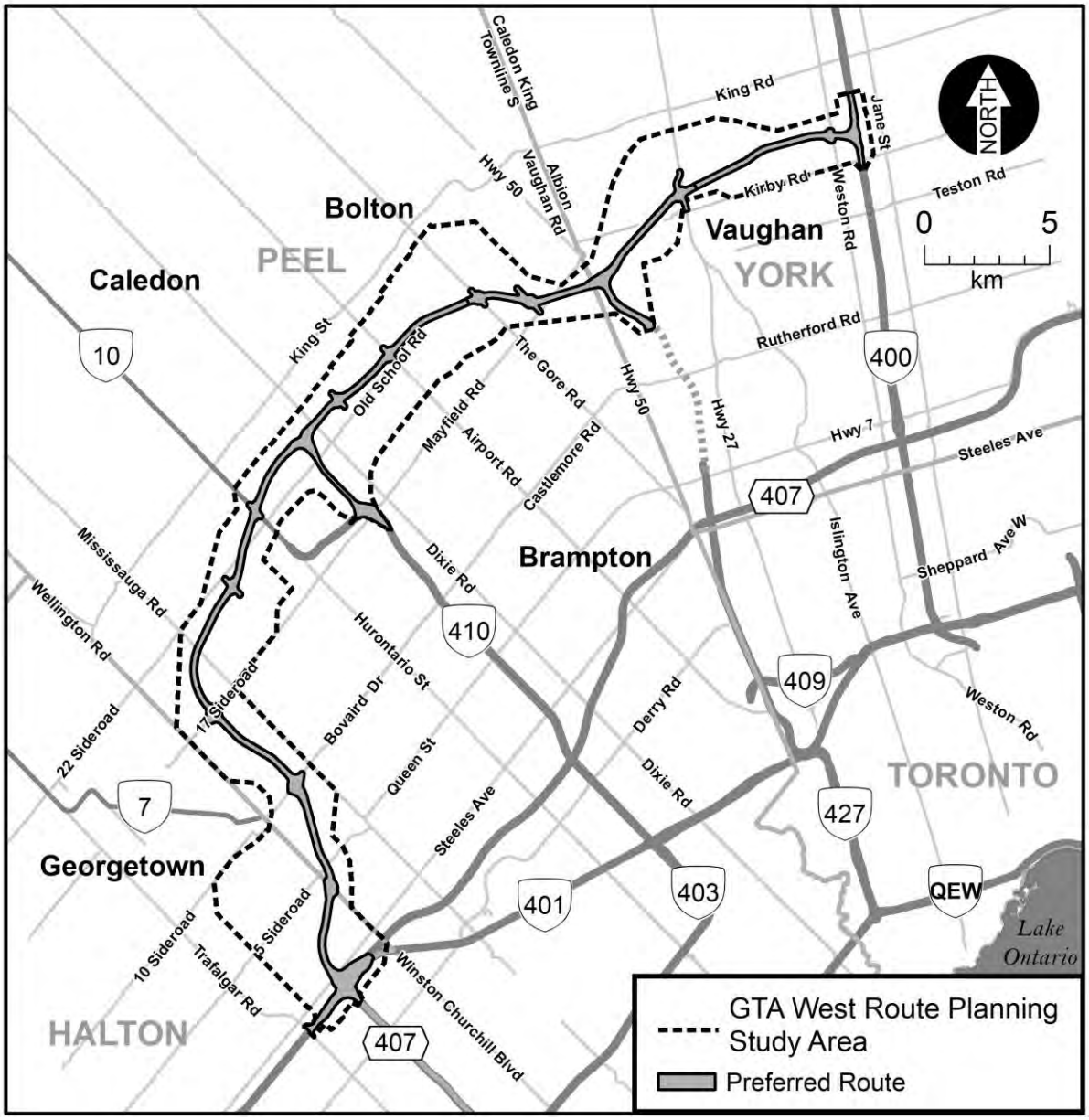
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Curve Lake First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Curve Lake First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

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We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

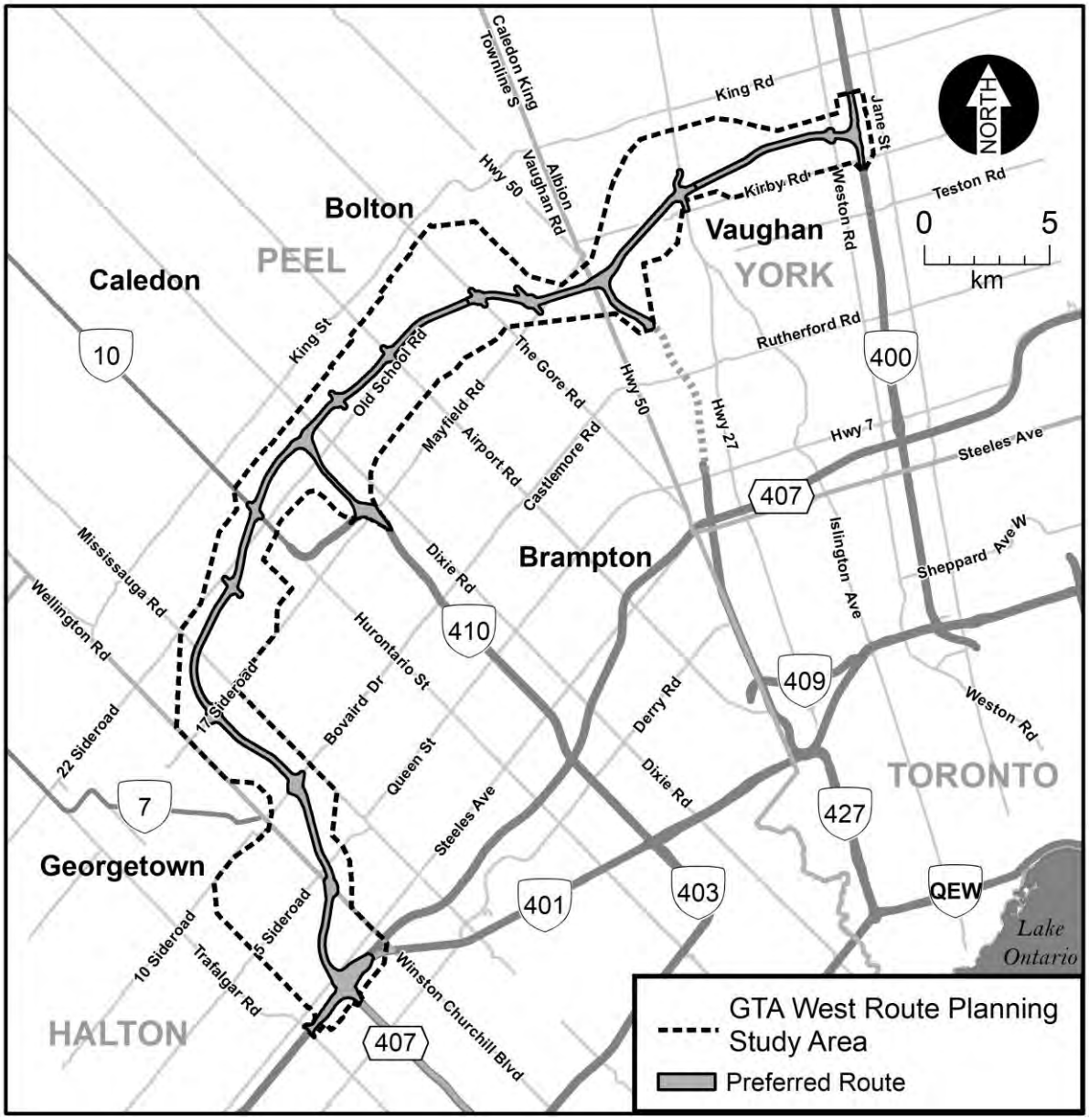
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Chippewas of Rama First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Chippewas of Rama First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

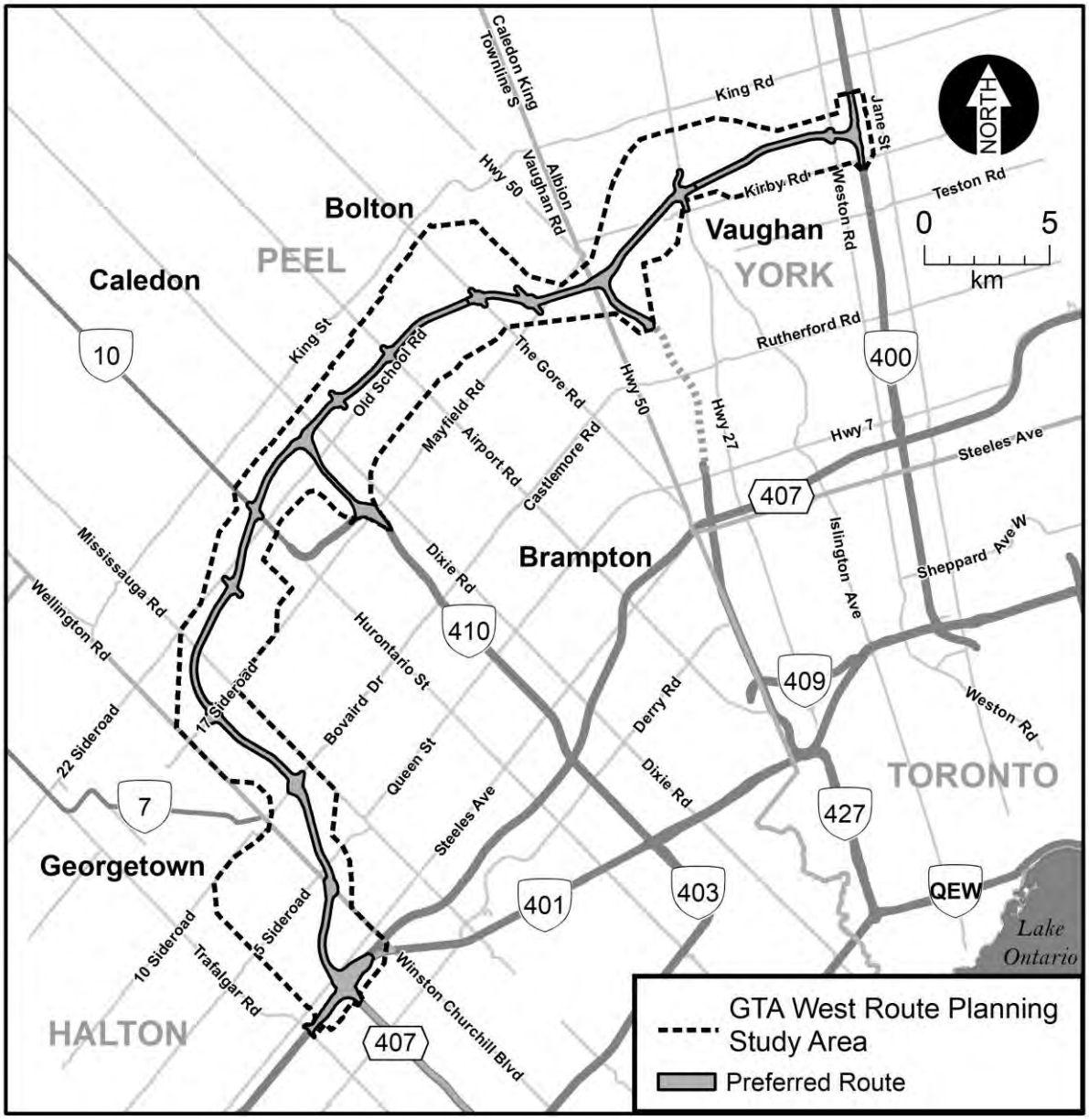
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Beausoleil First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Beausoleil First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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Thank you for your cooperation and assistance.

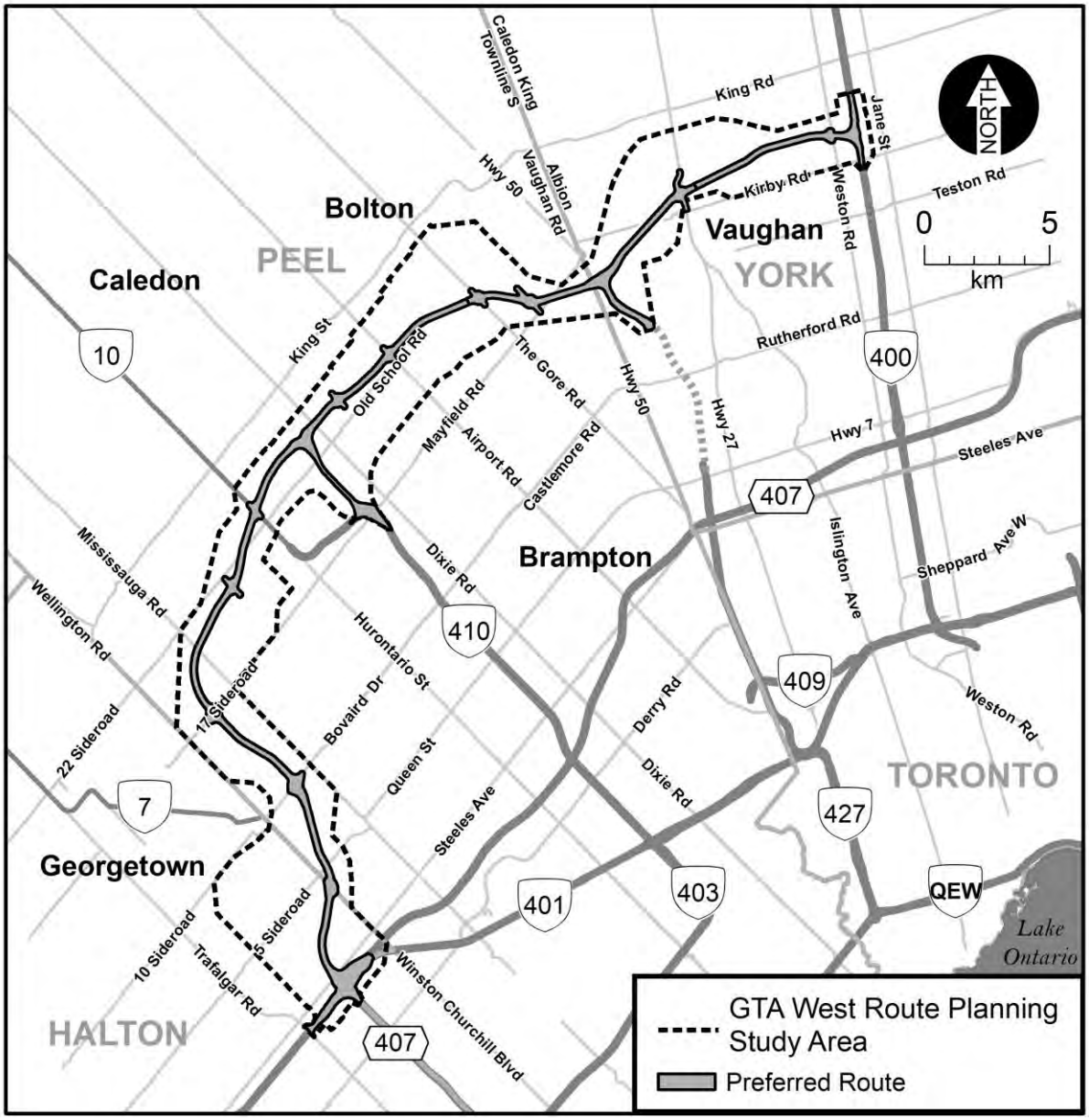
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Alderville First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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The purpose of this letter is to offer a meeting with representatives from Alderville First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

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Thank you for your cooperation and assistance.

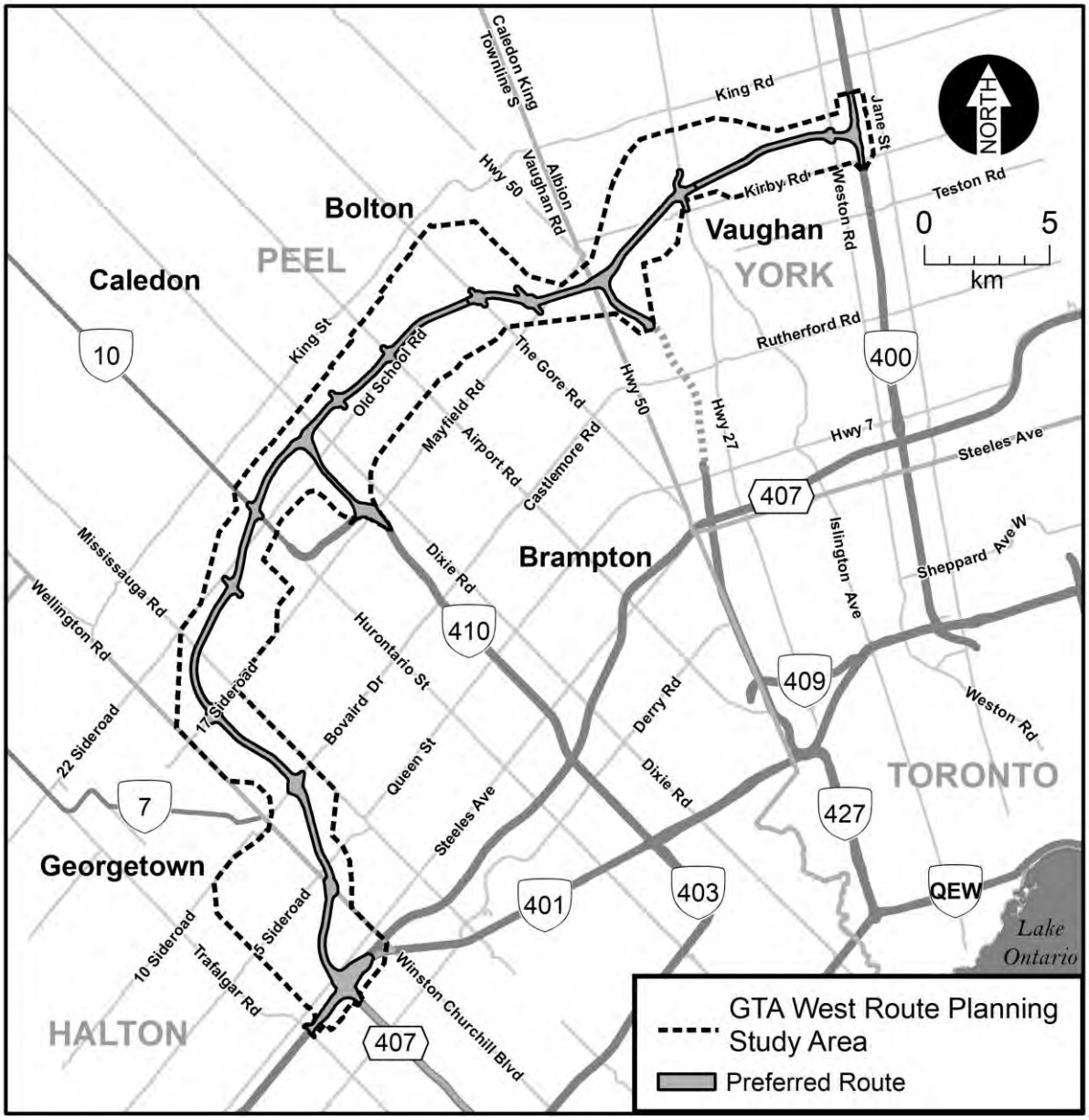
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Six Nations of the Grand River

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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The purpose of this letter is to offer a meeting with representatives from Six Nations of the Grand River to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
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Thank you for your cooperation and assistance.

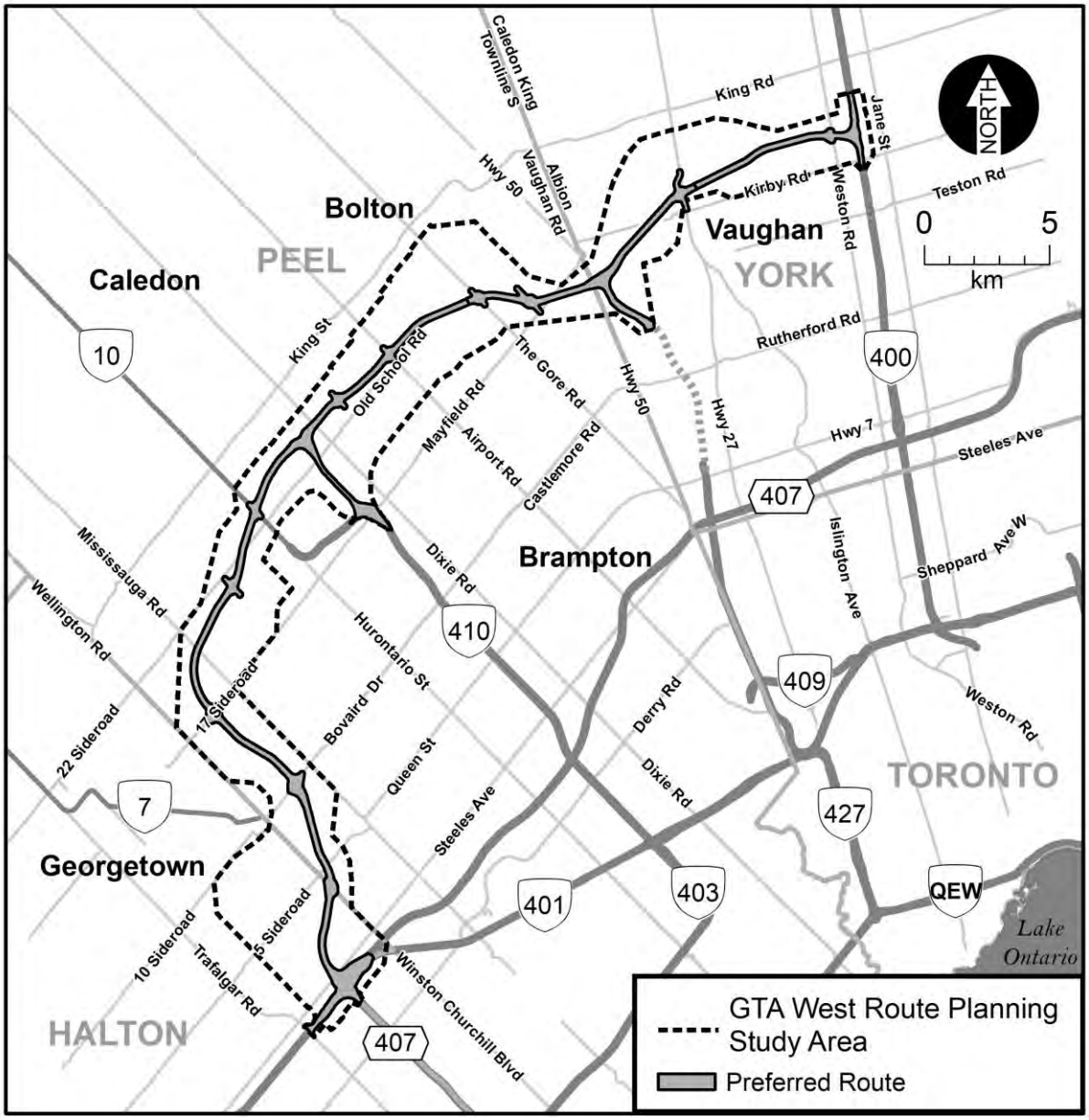
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Mississaugas of the Credit First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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The purpose of this letter is to offer a meeting with representatives from Mississaugas of the Credit First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

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Thank you for your cooperation and assistance.

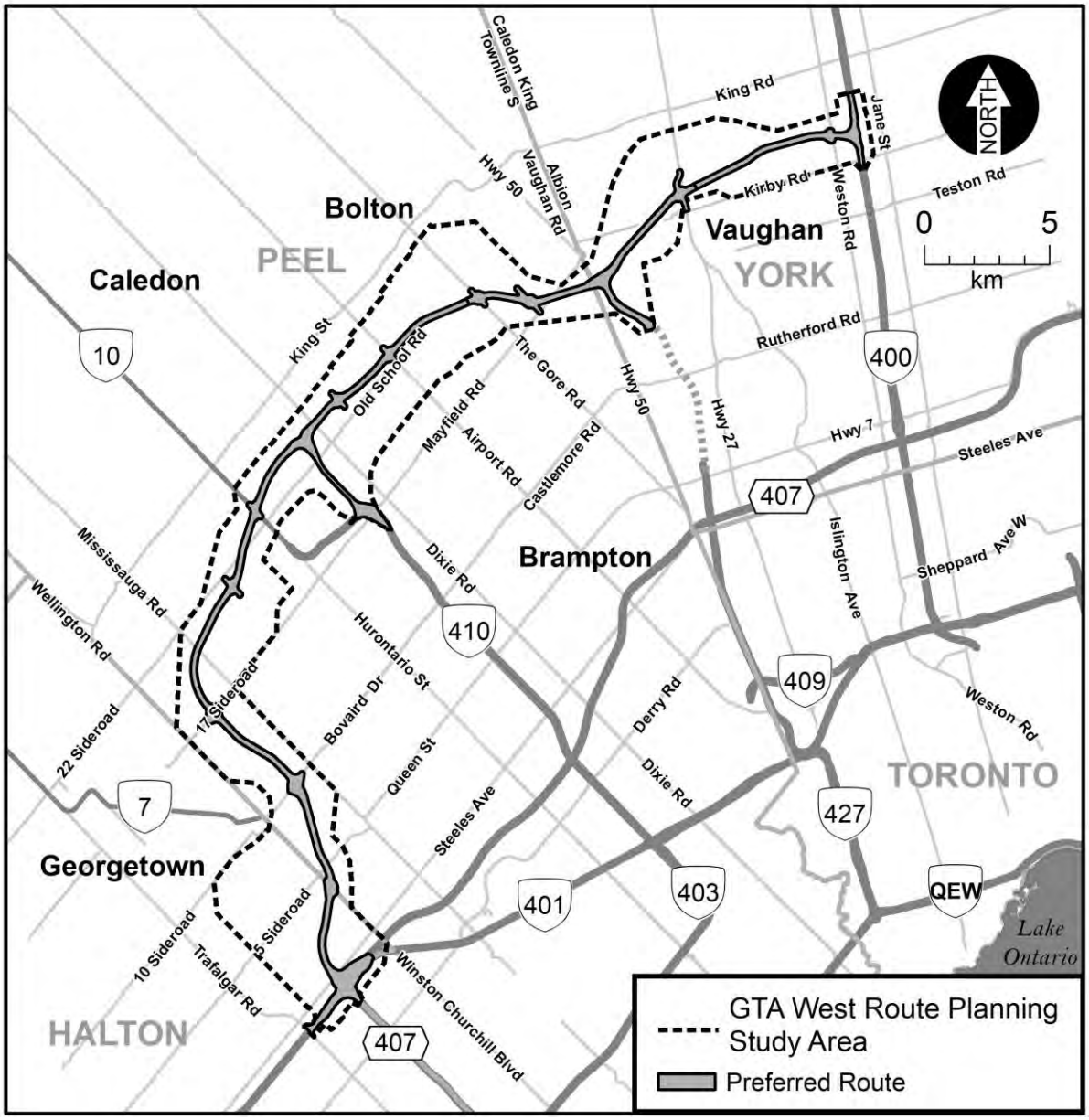
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



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September 13, 2021

Final Letter to Kawartha Nishnawbe First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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The purpose of this letter is to offer a meeting with representatives from Kawartha Nishnawbe First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

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3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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

Thank you for your cooperation and assistance.

Sincerely,

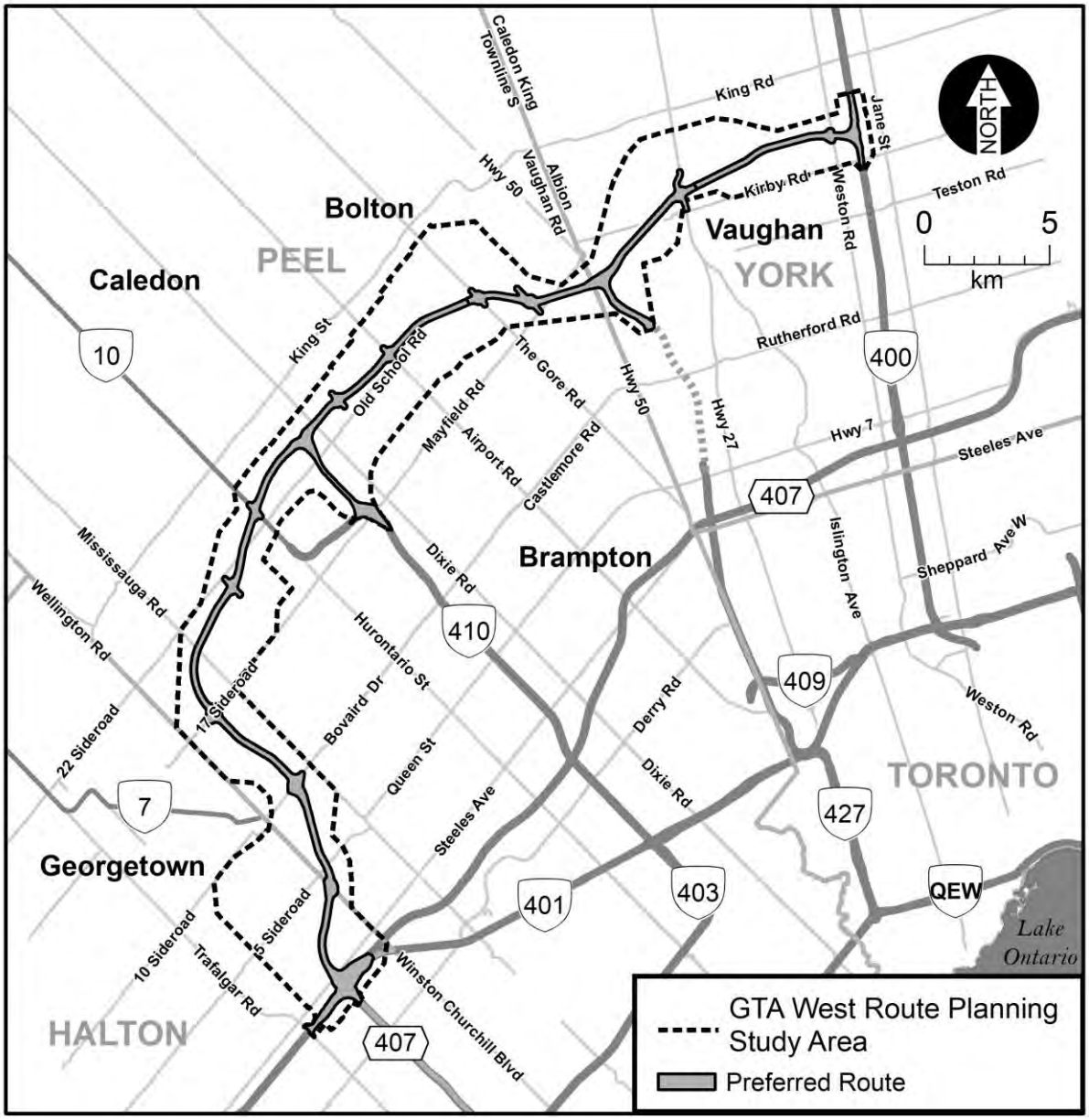
Hossein Hosseini

_____

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 13, 2021

Final Letter to Huron-Wendat Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Huron-Wendat Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
2. **Provide you with a handout via e-mail that provides a study overview and update on project activities; an overview of Natural Environment Existing Conditions and Stage 1 Archaeological Assessment; the approach for the Stage 2 Archaeological Assessment; and the draft Community Value Plan so that we can obtain your input; or**
3. **Postpone the in-person meeting until the COVID-19 restrictions have been lifted.**

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca. With all the above options, we are seeking input from your community to understand what cultural, social, historical and/or environmental features are in close proximity to the Preferred Route.

We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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

Thank you for your cooperation and assistance.

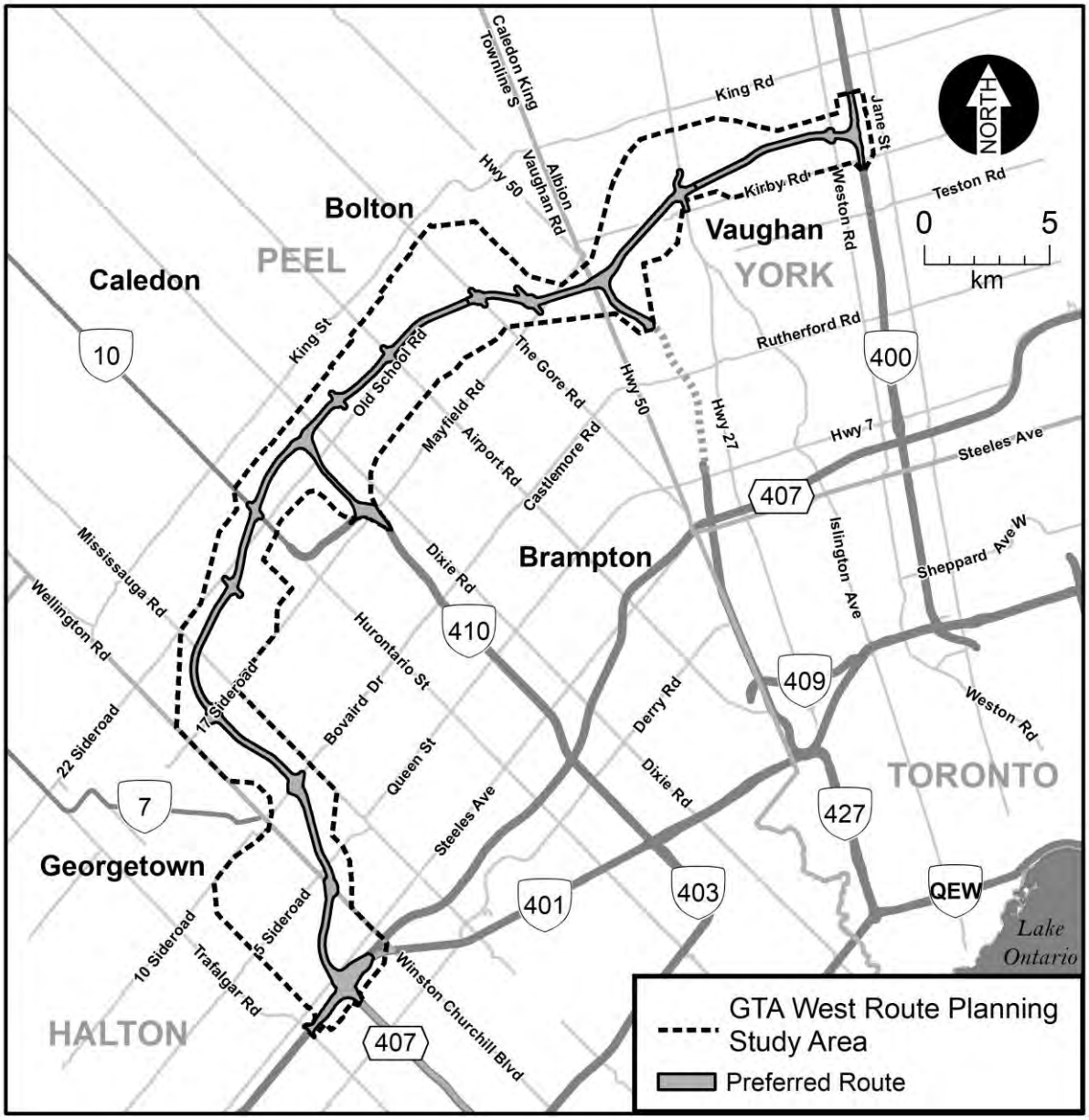
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

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September 13, 2021

Final Letter to Haudenosaunee Development Institute

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Haudenosaunee Development Institute to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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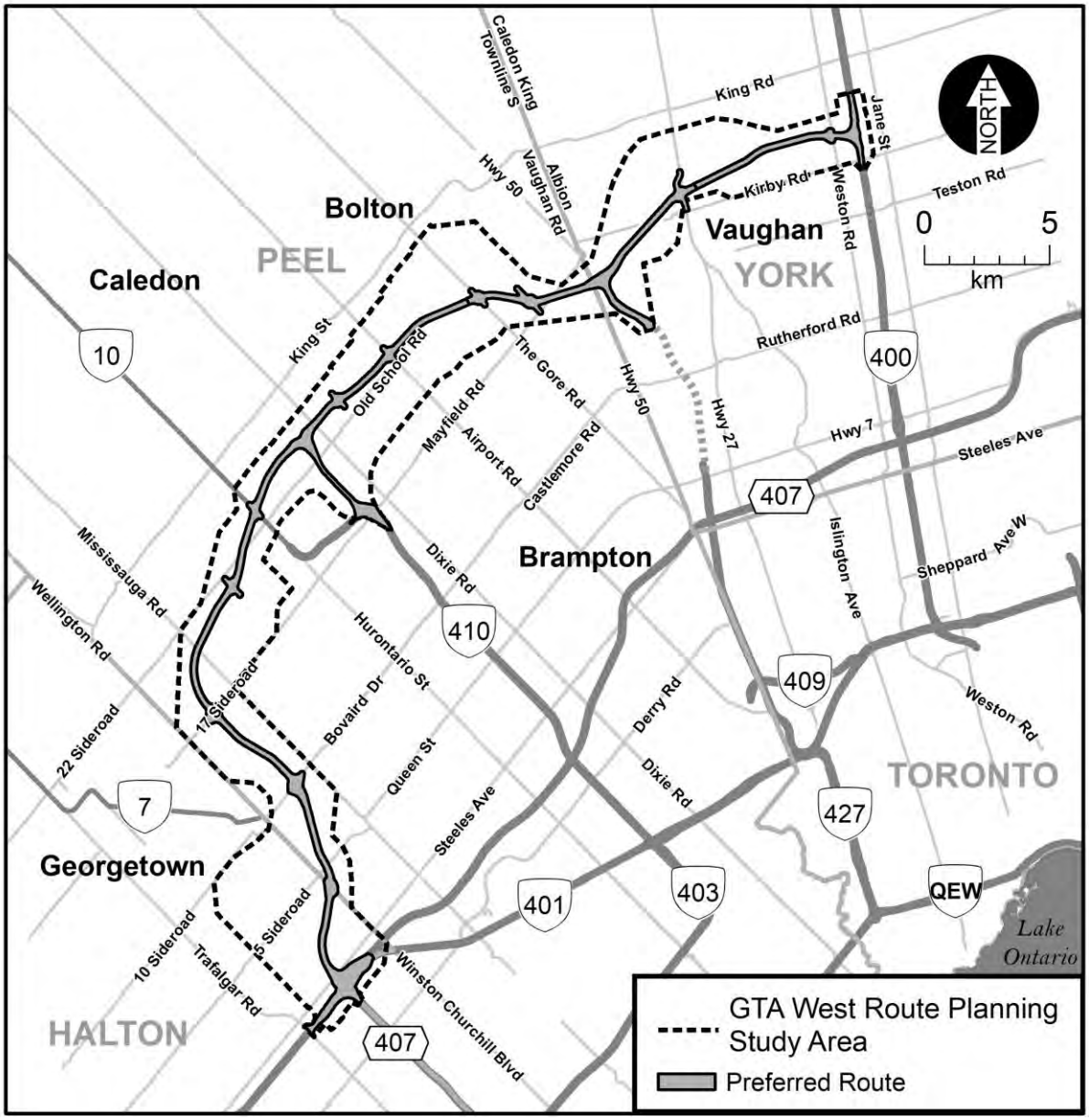
Sincerely,

Hossein Hosseini

Hossein Hosseini,
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
Planning with Vision | Planning for People

September 13, 2021

Final Letter to Chippewas of Georgina Island First Nation

«Contact»
«First_Nation_Community»
«Address»
«EMAIL»

Dear «Greeting»:

RE: Notice of Community Engagement Webinar #2 about the GTA West Transportation Corridor Environmental Assessment Study

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.

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To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines will be in attendance to answer questions. This Webinar will be conducted as an online session hosted through the Zoom platform.

The purpose of this letter is to offer a meeting with representatives from Chippewas of Georgina Island First Nation to present the material from the Webinar noted above and to seek your community's input to inform the preliminary design of the Preferred Route for the GTA West highway and transit corridor. The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects. In place of an in-person meeting we can:

1. **Host a virtual meeting (e.g. Microsoft Teams platform or Zoom platform);**
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We welcome your comments and input regarding the study. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

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

Thank you for your cooperation and assistance.

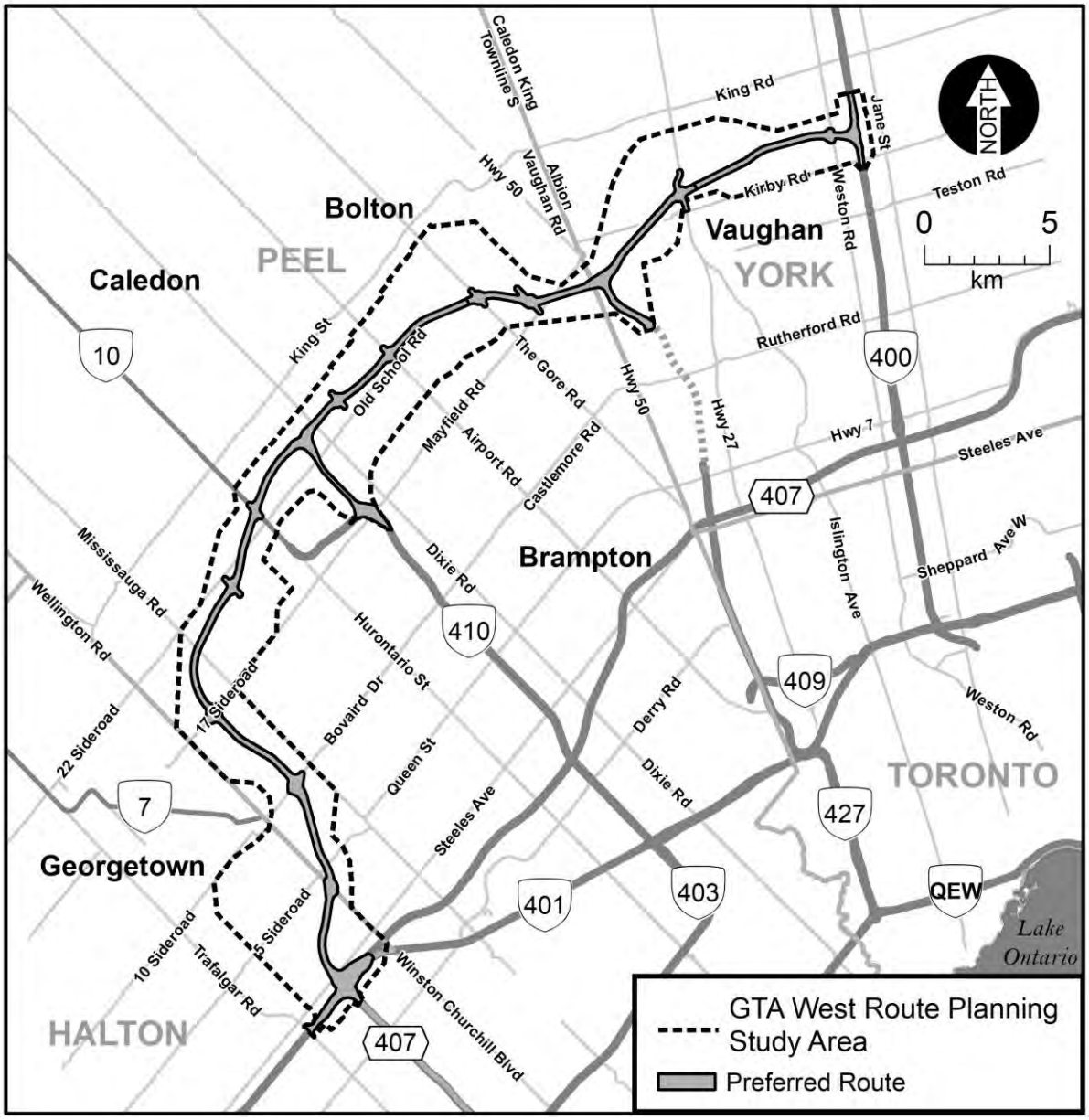
Sincerely,

Hossein Hosseini

Hossein Hosseini
MTO Project Manager

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

GTA West Route Planning Study Area with the Preferred Route Overlay



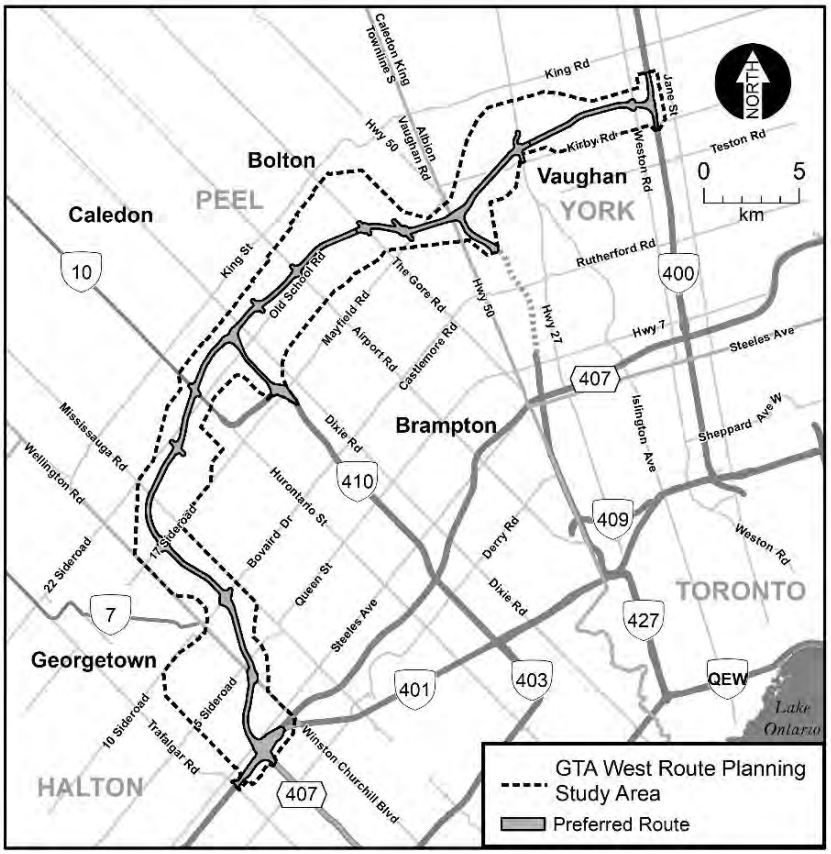
Appendix A-2

Project Notices

- Invitation to Community Engagement Webinar #2

ONTARIO GOVERNMENT NOTICE
INVITATION TO COMMUNITY ENGAGEMENT WEBINAR #2 ABOUT THE GTA WEST HIGHWAY AND TRANSIT CORRIDOR ENVIRONMENTAL ASSESSMENT STUDY

THE STUDY: The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. After confirming the Preferred Route and 2020 Focused Analysis Area on August 7, 2020 (please refer to the enclosed key plan or view mapping at www.gta-west.com), the GTA West Project Team commenced developing the Preferred Route to a preliminary design level of detail.



The GTA West Study is being undertaken as an Individual EA in accordance with the Ontario EA Act and the GTA West Corridor EA Terms of Reference, which was approved by the Ontario Minister of the Environment on March 4, 2008. On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Study under the Federal Impact Assessment Act.

COMMUNITY ENGAGEMENT WEBINAR: To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions. Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

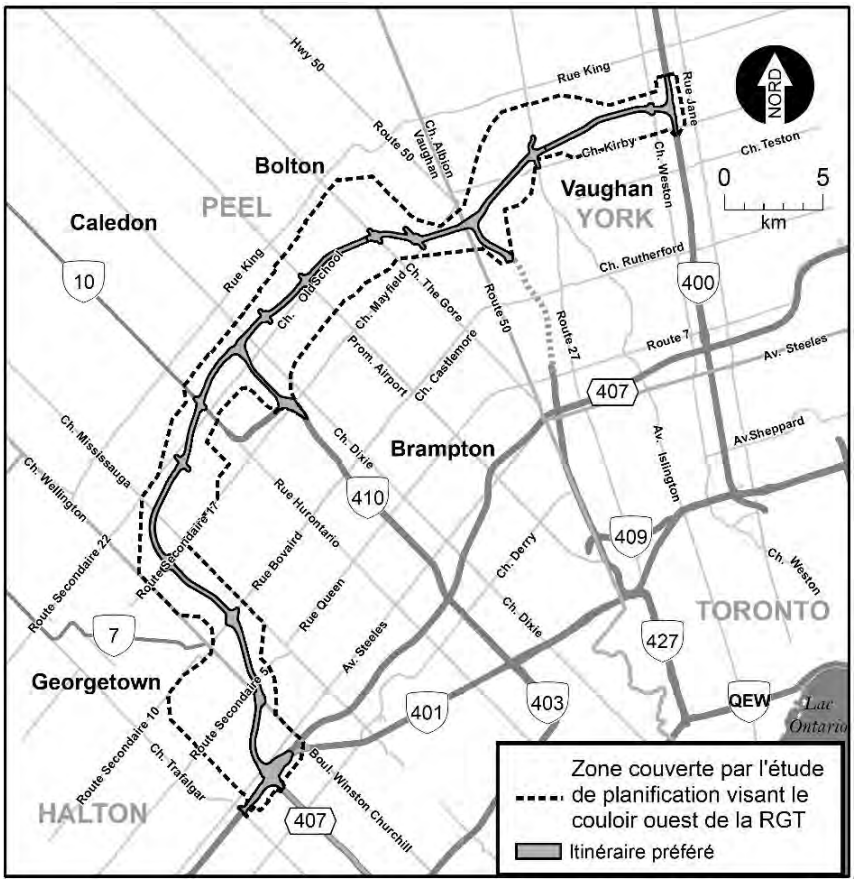
To register for Community Engagement Webinar #2, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916. If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

COMMENTS: As always, comments and input regarding the study are encouraged. 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 EA Act. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO
INVITATION À WEBINAIRE DE PARTICIPATION COMMUNAUTAIRE #2 SUR L'ÉVALUATION ENVIRONNEMENTALE DU CORRIDOR DE TRANSPORT MULTIMODAL OUEST DE LA RGT

L'ÉTUDE : Le ministère des Transports de l'Ontario (MTO) a entrepris la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire.



L'étude du projet RGT ouest a été entreprise comme une EE individuelle conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au cadre de référence de l'EE du corridor ouest de la RGT, qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008. Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement Climatique a désigné l'étude du project RGT en vertu de la *Loi sur l'évaluation d'impact*.

WEBINAIRE DE PARTICIPATION COMMUNAUTAIRE :
Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest organisé un webinaire de participation communautaire en julliet 2021. **Nous organisons un deuxième webinaire de participation communautaire le 29 septembre 2021 à partir de 18 h à 20 h. L'équipe du projet RGT ouest fournira le même aperçu du projet que celui présenté en juillet, suivi d'une période de questions et résponses.** Des experts de diverses disciplines (p. ex. bruit, qualité de l'air, pêches, archéologie, etc.) seront là pour répondre à vos questions. La santé et la sécurité des membres du public et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19, ce webinaire se tiendra en ligne sur la plateforme Zoom. Nous vous encourageons à utiliser un appareil électronique pour participer au webinaire sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter le webinaire sur votre téléphone. Si vous comptez prendre part au webinaire par téléphone, veuillez soumettre vos questions à l'avance. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet.

Pour vous inscrire au webinaire de participation communautaire #2, veuillez visiter le site Web du projet à l'adresse www.gta-west.com/consultationpublique/ et cliquer sur le lien d'inscription Zoom qui se trouve sous la section *Prochaines occasions de s'exprimer*. Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message. Vous aimeriez soumettre des questions à l'équipe du projet RGT ouest avant le webinaire? Veuillez envoyer un courriel à l'adresse project_team@gta-west.com, les soumettre par l'entremise du formulaire de contact qui se trouve sur le site Web du projet à l'adresse www.gta-west.com/nousjoindre/ ou composer (sans frais) le 1-877-522-6916.

COMMENTAIRES : Comme toujours, nous vous encourageons à soumettre vos commentaires et vos observations relatifs à l'étude. Ils seront également conservés pour référence au cours du projet et peuvent être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à l'information*. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez communiquer avec l'équipe de projet à l'adresse courriel ou au numéro de téléphone indiqués ci-dessus. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

Ontario

Ontario

GTA West
Planning with Vision | Planning for People

Final Letter to Members of Parliament and Members of Provincial Parliament

September 3, 2021

«Salutation_» «First_Name» «Last_Name»
«Job_Title»
«Riding»
«Email»

Invitation to Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

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This letter is to notify you that a second Community Engagement Webinar has been scheduled for this study. To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we are encouraging the public and stakeholders to join the Webinar on Zoom through an electronic device.

To register for Community Engagement Webinar #2, please visit the project website at www.gta-west.com/consultation-2 from September 13, 2021 onward and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916. If members of the public have questions that they would like to submit to the GTA West Project Team in advance of the Webinar, they are being asked to e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

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

Newspapers	Publication Date
Turtle Island News	Wednesday September 15, 2021
Two Row Times	Wednesday September 15,

Newspapers	Publication Date
	2021
Mississauga/Toronto Le Métropolitain*	Thursday September 16, 2021
Mississauga News	Thursday September 16, 2021
Caledon Citizen	Thursday September 16, 2021
Vaughan Citizen	Thursday September 16, 2021
King Township Sentinel	Thursday September 16, 2021
Georgetown Acton Independent Free Press	Thursday September 16, 2021
Milton Canadian Champion	Thursday September 16, 2021
Guelph Tribune	Thursday September 16, 2021
Erin Advocate	Thursday September 16, 2021
(Bolton) Caledon Enterprise	Thursday September 16, 2021
Brampton Guardian	Thursday September 16, 2021
Toronto L'express*	Friday September 17, 2021
Toronto Star	Saturday September 18, 2021

**** Published in French***

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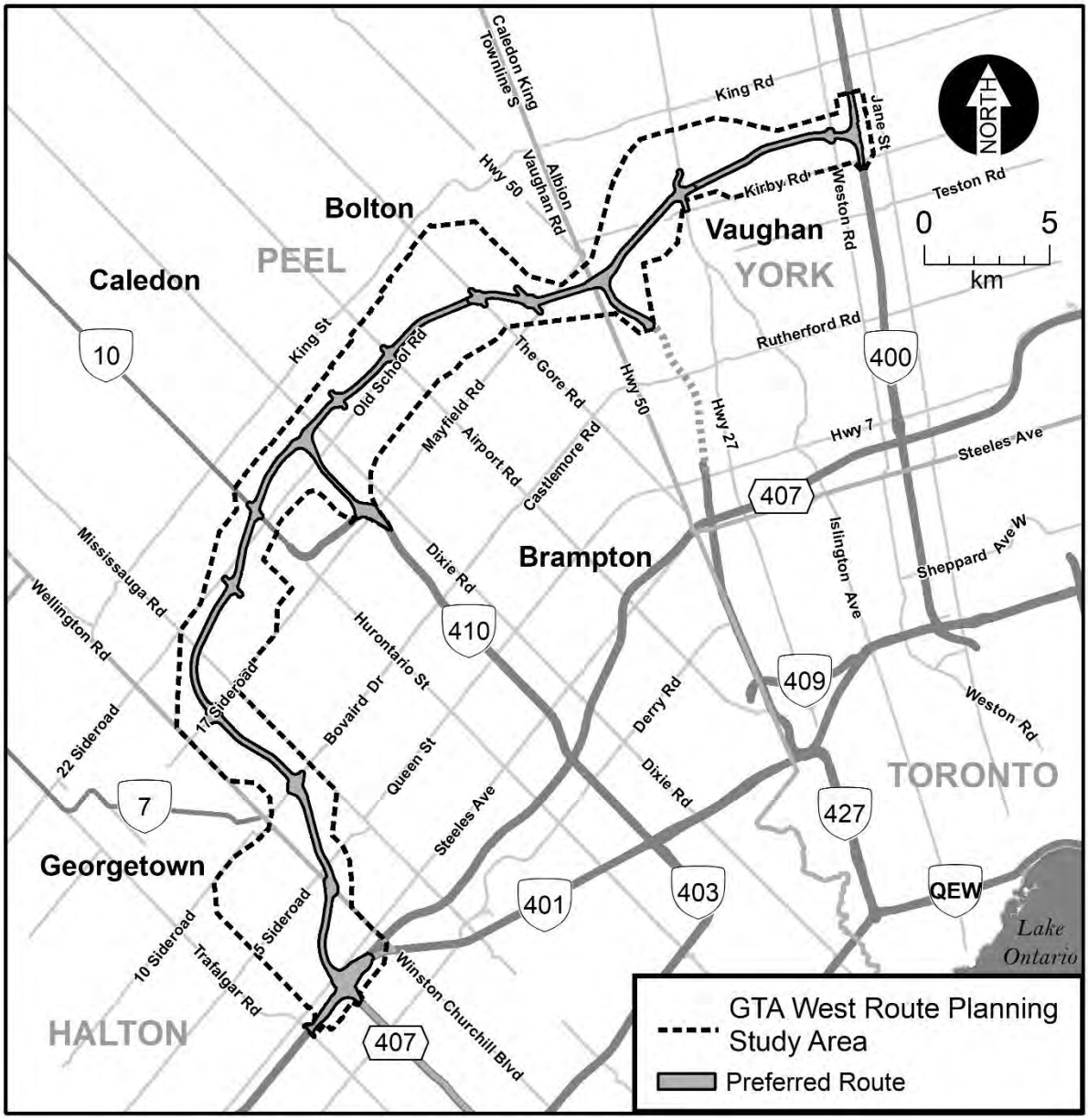
Sincerely,

Amanda Naylor, P.Eng.
MTO Project Manager
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP), Britta Patkowski (AECOM)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay
Ontario Government Notice

GTA West Route Planning Study Area with the Preferred Route Overlay



Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 13, 2021

Final English Letter to the Public

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

Invitation to Community Engagement Webinar #2 about the GTA West Highway and Transit Corridor Environmental Assessment Study

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To further meet the public's needs and address community questions, the GTA West Project Team hosted a Community Engagement Webinar in July 2021. **We are hosting a second Community Engagement Webinar on September 29, 2021 from 6:00 p.m. to 8:00 p.m. The GTA West Project Team will provide the same overview of the project as was presented in July, followed by a question & answer period.** Expert panelists from a variety of disciplines (e.g. noise, air quality, fisheries, archaeology, etc.) will be in attendance to answer your questions.

Public and Project Team member health and safety is of utmost importance. Given the current COVID-19 pandemic, this Webinar will be conducted as an online session hosted through the Zoom platform. For the best experience, we encourage you to join the Webinar on Zoom through an electronic device. If you don't have access to an electronic device, you can listen to the Webinar through your telephone. If you join by telephone, please submit your questions in advance. A recording of the event will be posted on the project website.

To register for the Webinar, please visit the project website at www.gta-west.com/consultation-2 and click on the Zoom registration link under the *Upcoming Opportunities for Input* section. If you have accessibility requirements, please leave a message at the toll-free telephone line at 1-877-522-6916.

If you have questions that you would like to submit to the GTA West Project Team in advance of the Webinar, please e-mail them to project_team@gta-west.com, submit them through the contact form on the project website at www.gta-west.com/contactus/ or call the toll-free telephone line at 1-877-522-6916.

WSP

AECOM

As always, comments and input regarding the study are encouraged. 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements to participate in this project, please contact the Project Team at the e-mail address or telephone line listed above. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

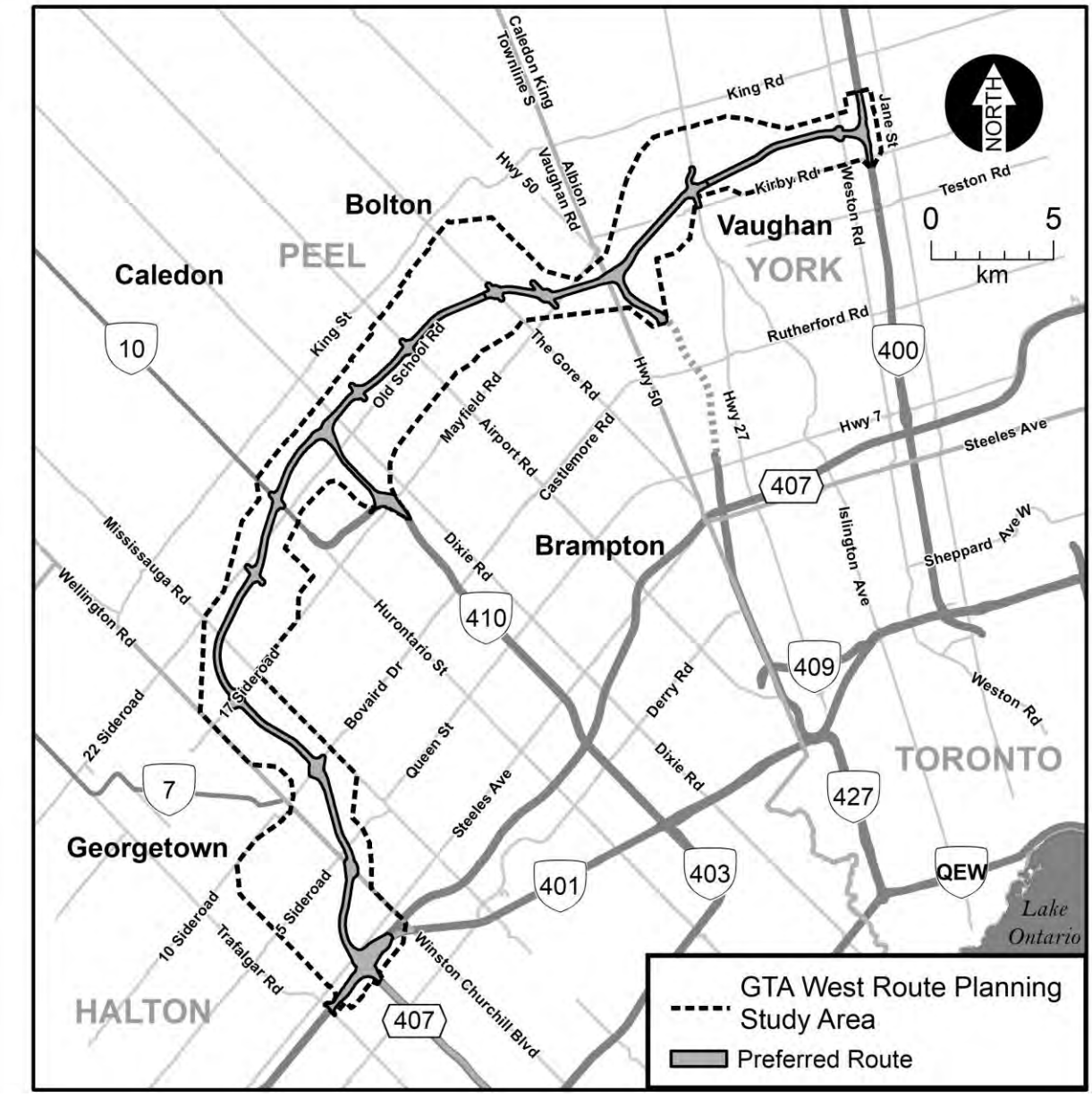
Sincerely,

Amanda Naylor
MTO Project Manager
GTA West Project Team
Email: project_team@gta-west.com
Toll-Free: 1-877-522-6916
Website: www.gta-west.com
Twitter: @GTAWestStudy

cc: Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Encl. GTA West Route Planning Study Area Map with the Preferred Route Overlay

GTA West Route Planning Study Area with the Preferred Route Overlay



Final French Letter to the Public

13 septembre 2021

Invitation à webinaire de participation communautaire #2 sur l'évaluation environnementale du corridor de transport multimodal ouest de la RGT

Le ministère des Transports de l'Ontario (MTO) a entrepris la phase 2 de l'étude de planification et d'évaluation environnementale (EE) pour le corridor de transport ouest de la RGT. Après avoir confirmé l'itinéraire privilégié et la zone d'analyse localisée de 2020 le 7 août 2020 (veuillez consulter le plan clé ci-joint ou la cartographie détaillée au www.gta-west.com), l'équipe de projet RGT ouest a commencé à concevoir l'itinéraire privilégié à un niveau de détail préliminaire.

L'étude du projet RGT ouest a été entreprise comme une EE individuelle conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au cadre de référence de l'EE du corridor ouest de la RGT, qui a été approuvé par le ministre de l'Environnement de l'Ontario le 4 mars 2008. Le 3 mai 2021, le ministre fédéral de l'Environnement et du Changement Climatique a désigné l'étude du project RGT en vertu de la *Loi sur l'évaluation d'impact*.

Afin de répondre aux besoins du public et aux questions des membres de la collectivité, l'équipe du projet RGT ouest organisé un webinaire de participation communautaire en julliet 2021. **Nous organisons un deuxième webinaire de participation communautaire le 29 septembre 2021 à partir de 18 h à 20 h. L'équipe du projet RGT ouest fournira le même aperçu du projet que celui présenté en juillet, suivi d'une période de questions et résponses.** Des experts de diverses disciplines (p. ex. bruit, qualité de l'air, pêches, archéologie, etc.) seront là pour répondre à vos questions.

La santé et la sécurité des membres du public et des membres de l'équipe de projet revêtent la plus grande importance. Compte tenu de la pandémie actuelle de COVID-19, ce webinaire se tiendra en ligne sur la plateforme Zoom. Nous vous encourageons à utiliser un appareil électronique pour participer au webinaire sur Zoom. Si vous n'avez accès à aucun appareil électronique, vous pouvez écouter le webinaire sur votre téléphone. Si vous comptez prendre part au webinaire par téléphone, veuillez soumettre vos questions à l'avance. L'événement sera enregistré. Cet enregistrement sera ensuite publié sur le site Web du projet.

Pour vous inscrire au webinaire, veuillez visiter le site Web du projet à l'adresse https://www.gta-west.com/consultationpublique/ et cliquer sur le lien d'inscription Zoom qui se trouve sous la section ***Prochaines occasions de s'exprimer.*** **Si vous avez des exigences en matière d'accessibilité, veuillez composer (sans frais) le 1-877-522-6916 et laisser un message.**

Vous aimeriez soumettre des questions à l'équipe du projet RGT ouest avant le webinaire? Veuillez envoyer un courriel à l'adresse project_team@gta-west.com, les soumettre par l'entremise du formulaire de contact qui se trouve sur le site Web du projet à l'adresse https://www.gta-west.com/nousjoindre/ ou composer (sans frais) le 1-877-522-6916.

Comme toujours, nous vous encourageons à soumettre vos commentaires et vos observations relatifs à l'étude. Ils seront également conservés pour référence au cours du projet et peuvent être inclus aux documents de projet pour répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Les renseignements recueillis seront utilisés en conformité avec la *Loi sur l'accès à l'information et la protection de la vie privée* et la *Loi sur l'accès à*

l'information. Mis à part les renseignements personnels, tous les commentaires feront partie des dossiers publics. Si vous avez besoin de mesures d'accessibilité pour prendre part à ce projet, veuillez communiquer avec l'équipe de projet à l'adresse courriel ou au numéro de téléphone indiqués ci-dessus. Vous trouverez les renseignements sur l'étude sur le site Web du projet : www.gta-west.com. Des renseignements sont disponibles en français au 289-835-2484 (Yannick Garnier).

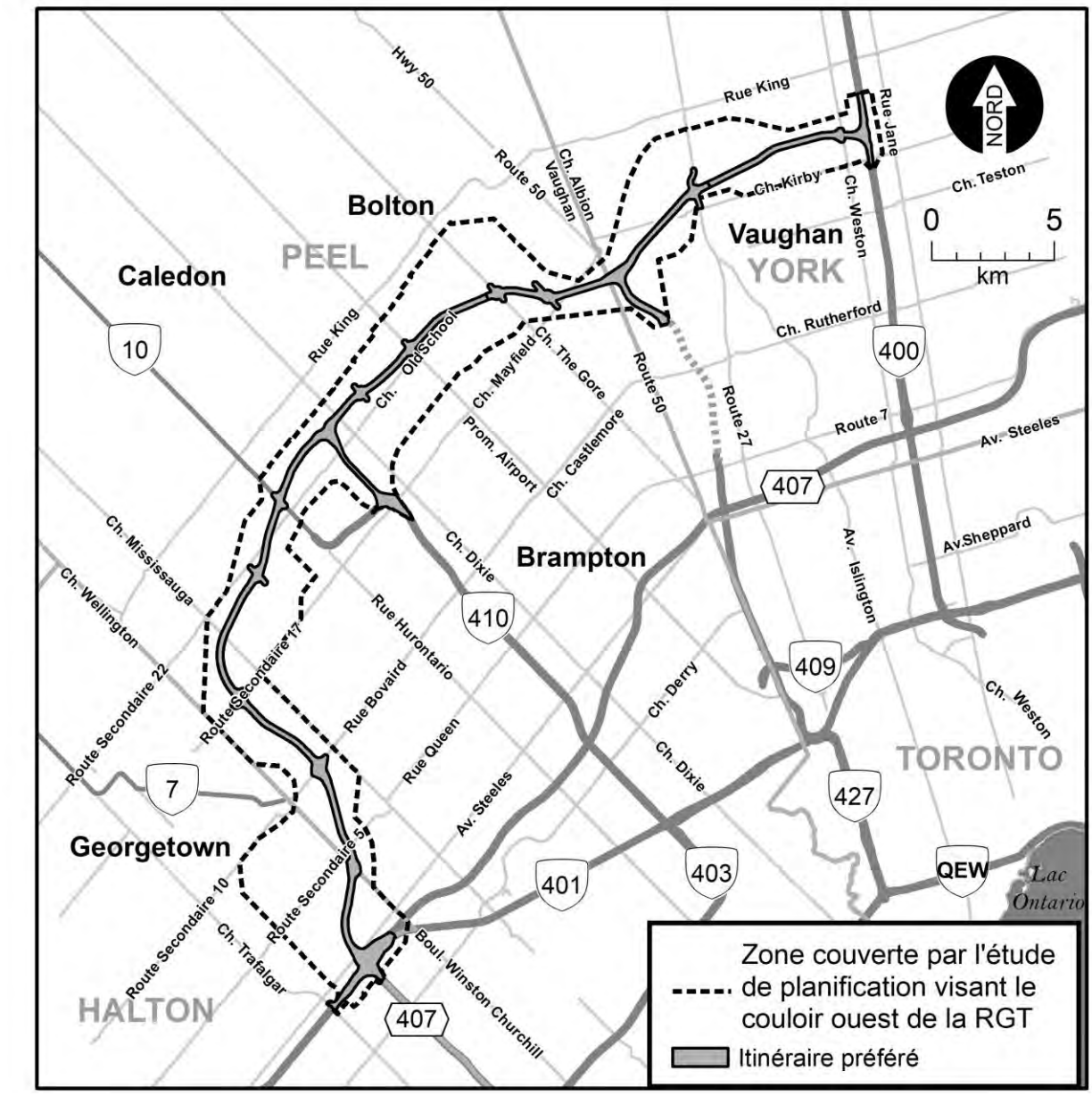
Meilleures salutations,

Amanda Naylor
Chef de projet MTO
Membre de l'équipe de projet RGT ouest
Courriel : project_team@gta-west.com
Sans frais : 1-877-522-6916
Site Web : www.gta-west.com
Twitter : @GTAWestStudy

C.c. : Hossein Hosseini (MTO), Chris Barber (MTO), Keith Cherneski (MTO), Mara Bullock (WSP)

Pièce jointe : Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié

Carte de la zone couverte par l'étude de planification visant le couloir ouest de la RGT avec superposition de l'itinéraire privilégié



Appendix A-2

Project Notices

- Invitation to Federal Impact Assessment Process Meeting

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 20, 2021

Final Letter to the Métis Nation of Ontario

«Name»
«Title»
«First_Nation»
«Email»

Dear «Name»:

RE: Meeting Invitation to Discuss the GTA West Highway and Transit Corridor Study – Federal Impact Assessment Process

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2020), and will deliver multiple benefits including:

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

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal Impact Assessment Act. Following the designation, MTO has started to develop materials required for the planning phase of the Federal Impact Assessment (IA) process including the preparation of an Initial Project Description (IPD). MTO is currently planning to submit the IPD to the Impact Assessment Agency of Canada (the Agency) in early 2022. As we prepare the draft IPD, we would like to engage with you and your community.

MTO would be happy to meet with Métis Nation of Ontario (MNO) to share information about the project, if MNO is interested in learning more. If so, we would like to suggest a virtual meeting in October to share project information, listen and understand any initial thoughts, questions, or concerns you may have about the Project and to discuss potential next steps. We would also like to:

- Introduce our team.
- Provide background and context on the GTA West Highway and Transit Corridor Project and how it relates to the Federal IA process and preparation of an IPD.
- Discuss and understand the specific interests MNO may have in participating in the Federal Impact Assessment process.
- Review upcoming Project milestones and opportunities for further engagement and participation in the Project.

Please find attached some additional information that we hope will support your understanding of the project and current Federal Impact Assessment process. We can review and discuss this material together during a virtual meeting if you would so wish.

If you have specific questions or concerns in the meantime, please do not hesitate to contact me at **437-771-5385 or Hossein.Hosseini@ontario.ca.**

Yours Sincerely,

Hossein Hosseini

Hossein Hosseini, P.Eng.
MTO Project Manager

cc: Amanda Naylor, MTO Project Manager, amanda.naylor@ontario.ca
Chris Barber, MTO Senior Environmental Planner, chris.barber@ontario.ca
Keith Cherneski, MTO Senior Environmental Planner, Keith.Cherneski@ontario.ca
Leslie Currie, MTO Indigenous Liaison, Leslie.Currie@ontario.ca
Mara Bullock, WSP Project Manager, Mara.Bullock@wsp.com
Britta Patkowski, AECOM Consultation and Engagement Lead, britta.patkowski@aecom.com
Leslie Leamen, AECOM Consultation and Engagement, leslie.leaman@aecom.com
Catherine Gentile, WSP Environment Lead, catherine.gentile@wsp.com
Lindsey McDonald, AECOM, Senior Social Scientist, lindsey.mcdonald@aecom.com

Encl: Information package

Ontario

GTA West
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September 20, 2021

Final Letter to Huron Wendat Nation

«Name»
«Title»
«First_Nation»
«Address_1»
«Email»

Dear «Name»:

RE: Meeting Invitation to Discuss the GTA West Highway and Transit Corridor Study – Federal Impact Assessment Process

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new Highway and Transit Corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2020), and will deliver multiple benefits including:

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

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal *Impact Assessment Act*. Following the designation, MTO has started to develop materials required for the planning phase of the Federal Impact Assessment (IA) process including the preparation of an Initial Project Description (IPD). MTO is currently planning to submit the IPD to the Impact Assessment Agency of Canada (the Agency) in early 2022. As we prepare the draft IPD, we would like to continue engaging with you and your community regarding archaeological resources. Stage 2 Archaeological Assessment is not currently scheduled.

MTO is available to meet with you to provide a project update, discuss the Federal IA process and introduce our team. Please find attached some additional information that we hope will support your understanding of the project and current IA process. We can review and discuss this material together during our meeting.

MTO values ongoing and meaningful dialogue, two-way communication, and fostering strong relationships with Huron-Wendat Nation. Thank you for considering this meeting invitation. We look forward to hearing from you.

Please confirm the appropriate community contacts for communication regarding this project by September 24 and then a member of our Project team will follow up with them directly to inquire about an agreeable date and time to schedule a meeting and next steps.

If you have specific questions or concerns in the meantime, please do not hesitate to contact me at **437-771-5385 or Hossein.Hosseini@ontario.ca.**

Yours Sincerely,

Hossein Hosseini

Hossein Hosseini, P.Eng.
MTO Project Manager

cc: Amanda Naylor, MTO Project Manager, amanda.naylor@ontario.ca
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Mara Bullock, WSP Project Manager, Mara.Bullock@wsp.com
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Leslie Leaman, AECOM Consultation and Engagement Lead, leslie.leaman@aecom.com
Catherine Gentile, WSP Environment Lead, catherine.gentile@wsp.com
Brady Romanson, AECOM, Senior Social Scientist, brady.romanson@aecom.com

Encl: Information package

Ontario

GTA West
Planning *with* Vision | Planning *for* People

September 20, 2021

Final Letter to Haudenosaunee Development Institute

«Name»
«Title»
«First_Nation»
«Email»

Dear «Name»:

RE: Meeting Invitation to Discuss the GTA West Highway and Transit Corridor Study – Federal Impact Assessment Process

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2020), and will deliver multiple benefits including:

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

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal Impact Assessment Act. Following the designation, MTO has started to develop materials required for the planning phase of the Federal Impact Assessment (IA) process including the preparation of an Initial Project Description (IPD). MTO is currently planning to submit the IPD to the Impact Assessment Agency of Canada (the Agency) in early 2022. As we prepare the draft IPD, we would like to continue engaging with you and your community.

MTO would appreciate the opportunity to meet with you to discuss the Project. We would like to suggest a virtual meeting in September to listen and understand any initial thoughts, questions, or concerns you may have about the Project and to discuss potential next steps. We would also like to:

- Introduce our team.
- Update you on any other progress made on the Project since we last met or corresponded.
- Provide greater background and context on the GTA West Highway and Transit Corridor Project as it relates to the Federal IA process and preparation of an IPD.
- Discuss and understand the specific interests your community may have in participating in the Federal Impact Assessment process, including those previously shared with MTO and the Agency.
- Review upcoming Project milestones and opportunities for further engagement and participation in the Project.

Please find attached some additional information that we hope will support your understanding of the project and current Federal Impact Assessment process. We can review and discuss this material together during our meeting.

MTO values ongoing and meaningful dialogue, two-way communication, and fostering strong relationships with the Haudenosaunee Confederacy Chiefs Council (HCCC) represented by Haudenosaunee Development Institute (HDI). Thank you for considering this meeting invitation. We look forward to hearing from you.

Please confirm the appropriate community contacts for communication regarding this project by September 24 and then a member of our Project team will follow up with them directly to inquire about an agreeable date and time to schedule a meeting and determine next steps.

If you have specific questions or concerns in the meantime, please do not hesitate to contact me at **437-771-5385 or Hossein.Hosseini@ontario.ca.**

Yours Sincerely,

Hossein Hosseini

Hossein Hosseini, P.Eng.
MTO Project Manager

cc: Amanda Naylor, MTO Project Manager, amanda.naylor@ontario.ca
Chris Barber, MTO Senior Environmental Planner, chris.barber@ontario.ca
Keith Cherneski, MTO Senior Environmental Planner, Keith.Cherneski@ontario.ca
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Leslie Leaman, AECOM Consultation and Engagement, leslie.leaman@aecom.com
Catherine Gentile, WSP Environment Lead, catherine.gentile@wsp.com
Brady Romanson, AECOM, Senior Social Scientist, brady.romanson@aecom.com

Encl: Information package

Ontario

GTA West
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September 20, 2021

Final Letter to Indigenous communities

«Name»
«Title»
«First_Nation»
«Email»

Dear «Name»:

RE: Meeting Invitation to Discuss the GTA West Highway and Transit Corridor Study – Federal Impact Assessment Process

The Ontario Ministry of Transportation (MTO) is in Stage 2 of the GTA West Transportation Corridor Route Planning, Preliminary Design and Provincial Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2020), and will deliver multiple benefits including:

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

On May 3, 2021, the Federal Minister of Environment and Climate Change designated the GTA West Project under the Federal Impact Assessment Act. Following the designation, MTO has started to develop materials required for the planning phase of the Federal Impact Assessment (IA) process including the preparation of an Initial Project Description (IPD). MTO is currently planning to submit the IPD to the Impact Assessment Agency of Canada (the Agency) in early 2022. As we prepare the draft IPD, we would like to continue engaging with you and your community.

MTO would appreciate the opportunity to meet with you to discuss the Project. We would like to suggest a virtual meeting in September to listen and understand any initial thoughts, questions, or concerns you may have about the Project and to discuss potential next steps. We would also like to:

- Introduce our team.
- Update you on any other progress made on the Project since we last met or corresponded.
- Provide greater background and context on the GTA West Highway and Transit Corridor Project as it relates to the Federal IA process and preparation of an IPD.
- Discuss and understand the specific interests your community may have in participating in the Federal Impact Assessment process, including those previously shared with MTO and the Agency.
- Review upcoming Project milestones and opportunities for further engagement and participation in the Project.
- Discuss how MTO can support your community's meaningful participation in the Impact Assessment process

Please find attached some additional information that we hope will support your understanding of the project and current Federal Impact Assessment process. We can review and discuss this material together during our meeting.

MTO values ongoing and meaningful dialogue, two-way communication, and fostering strong relationships. Thank you for considering this meeting invitation. We look forward to hearing from you.

Please confirm the appropriate community contacts for communication regarding this project by September 24 and then a member of our Project team will follow up with them directly to inquire about an agreeable date and time to schedule a meeting and determine next steps.

If you have specific questions or concerns in the meantime, please do not hesitate to contact me at **437-771-5385 or Hossein.Hosseini@ontario.ca.**

Yours Sincerely,

Hossein Hosseini

Hossein Hosseini, P.Eng.
MTO Project Manager

cc: Amanda Naylor, MTO Project Manager, amanda.naylor@ontario.ca
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Leslie Leaman, AECOM Consultation and Engagement, leslie.leaman@aecom.com
Catherine Gentile, WSP Environment Lead, catherine.gentile@wsp.com
Brady Romanson, AECOM, Senior Social Scientist, brady.romanson@aecom.com

Encl: Information package

Appendix A-2

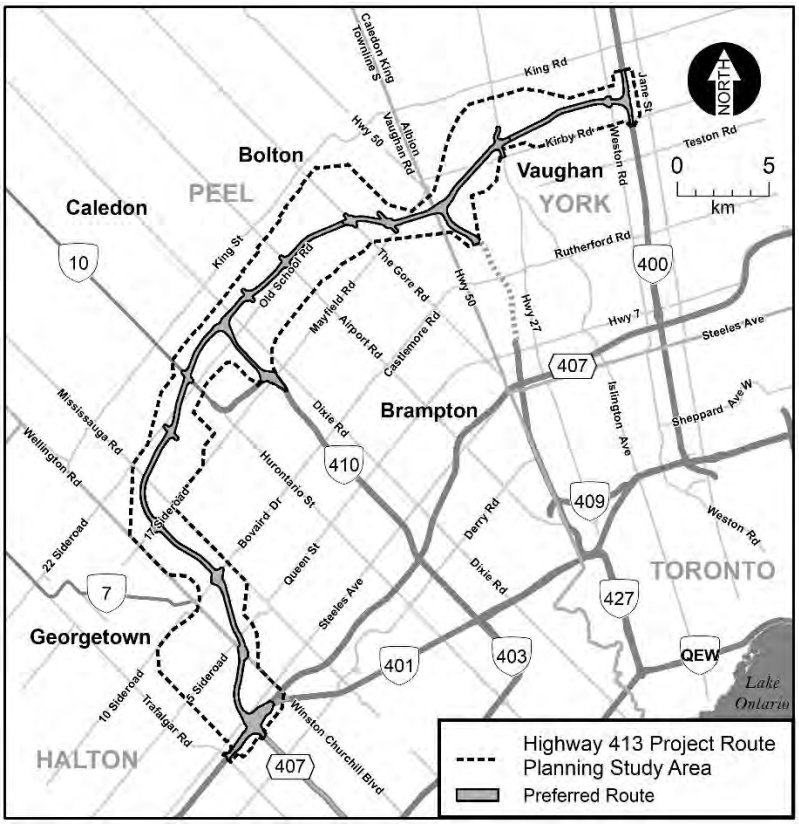
Project Notices

- Notice of Public Information Centre #3

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

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

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



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

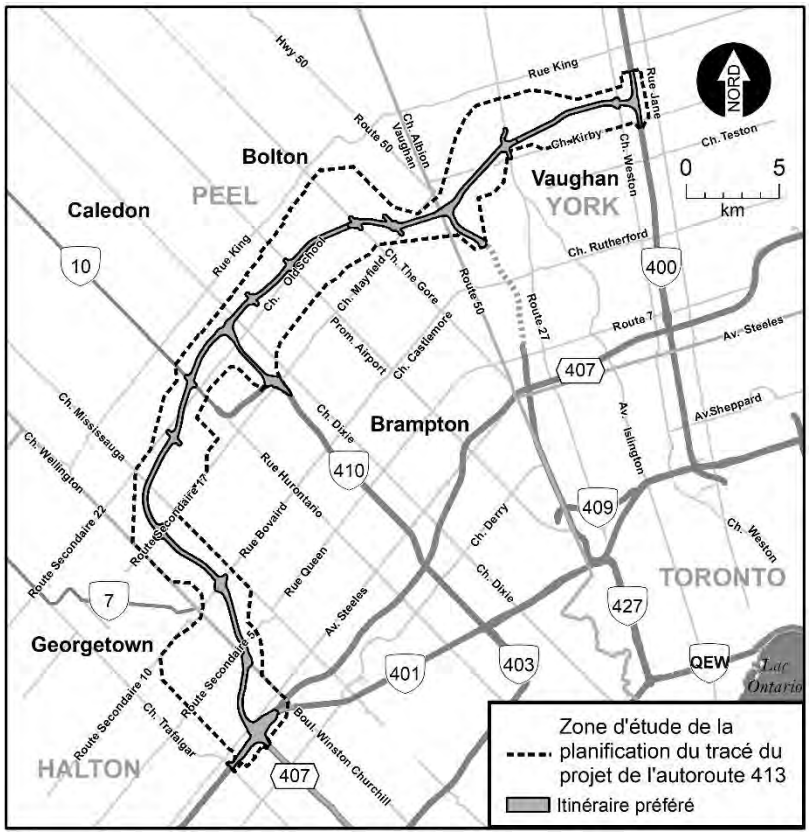
December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.

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

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

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

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



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

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

7 décembre 2021 – région de Peel de 18 h à 21 h	**9 décembre 2021 – région de York** de 18 h à 21 h	**14 décembre 2021 – région de Halton** de 18 h à 21 h

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

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

Ontario

November 22, 2021

Final Letter to Indigenous communities

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

Dear «First_Name» «Last_Name»:

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

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

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

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

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

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

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

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca.

WSP AECOM

Ontario

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

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

December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.

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

Thank you for your cooperation and assistance.

Sincerely,

Hossein Hosseini

_____

Hossein Hosseini, P.Eng., PMP

Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

WSP AECOM

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

Ontario

November 12, 2021

Final Letter to Members of Parliament and Members of Provincial Parliament

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

Dear «First_Name» «Last_Name»:

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

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

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

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

December 7, 2021 – Peel Region 6:00 p.m. to 9:00 p.m.	**December 9, 2021 – York Region** 6:00 p.m. to 9:00 p.m.	**December 14, 2021 – Halton Region** 6:00 p.m. to 9:00 p.m.

WSP AECOM

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

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

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

**** Published in French***

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

Ontario

Sincerely,

Hossein Hosseini

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Hossein Hosseini, P.Eng., PMP

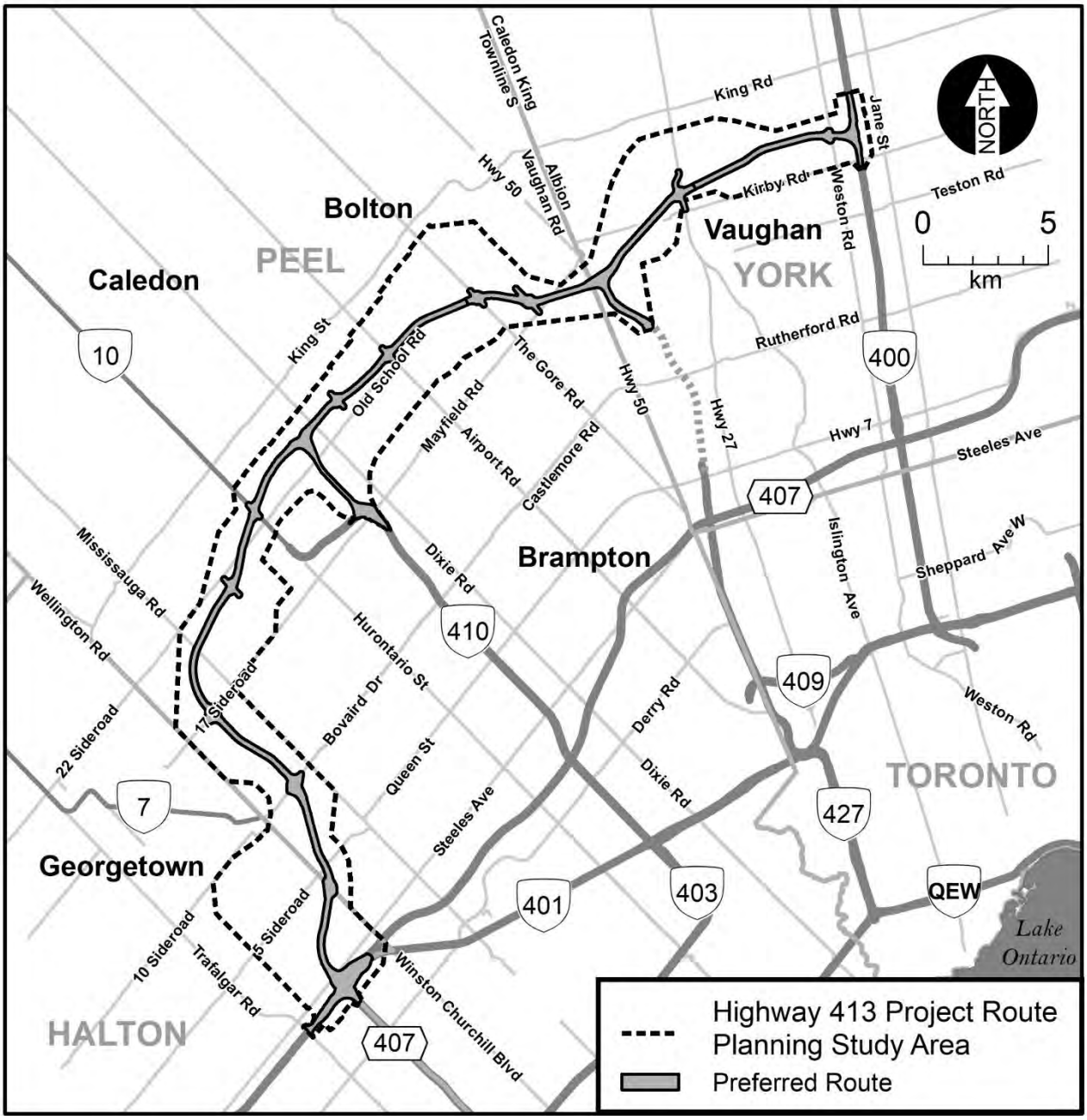
Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

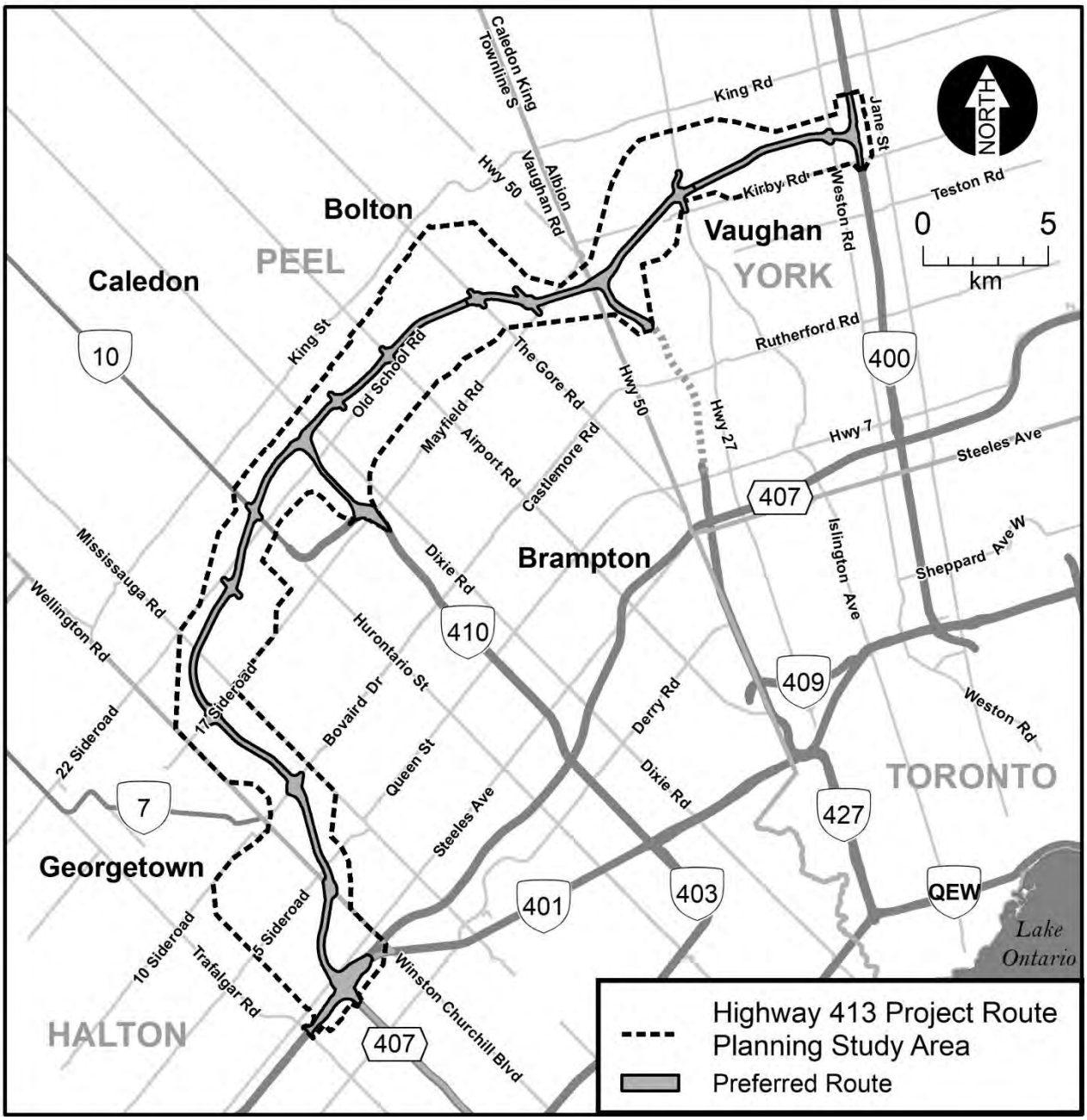
Encl. Highway 413 Project Route Planning Study Area Map with the Preferred Route Overlay
Ontario Government Notice

WSP AECOM

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



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



Ontario

November 22, 2021

Final Letter to Municipal Advisory Group and Regulatory Agency Advisory Group

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

Dear «First_Name» «Last_Name»:

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

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

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

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

December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.

WSP AECOM

Ontario

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

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

Sincerely,

Hossein Hosseini

_____

Hossein Hosseini, P.Eng., PMP

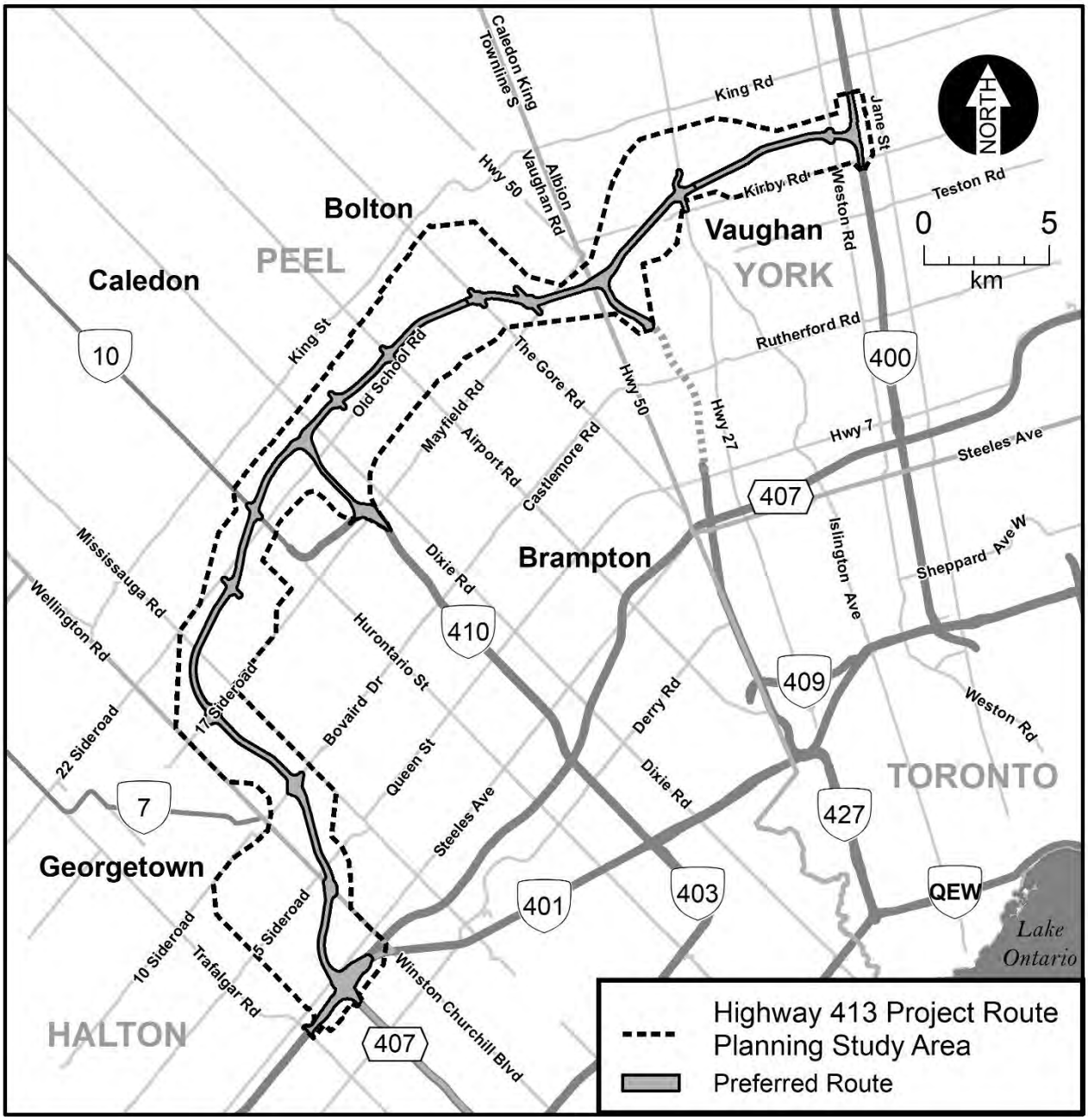
Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Ontario

November 22, 2021

Final Letter to Community Advisory Group and Greenbelt Transportation Advisory Group

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

Dear «First_Name» «Last_Name»:

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

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

December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
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WSP AECOM

Ontario

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Sincerely,

Hossein Hosseini

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Hossein Hosseini, P.Eng., PMP

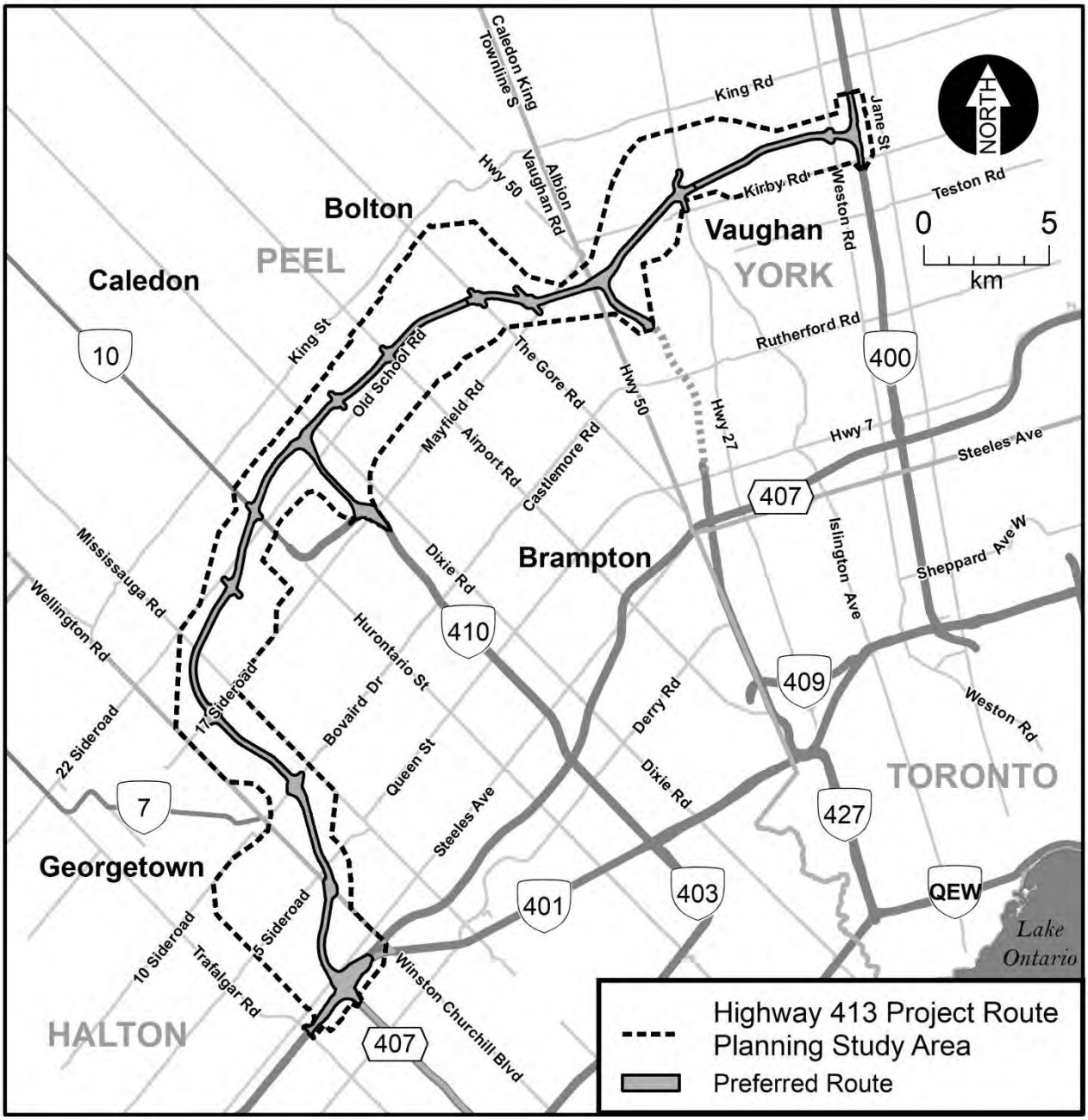
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1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Ontario

November 22, 2021

Final English Letter to Public and External Stakeholders

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

Dear «First_Name» «Last_Name»:

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

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

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WSP AECOM

Ontario

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

Sincerely,

Hossein Hosseini

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Hossein Hosseini, P.Eng., PMP

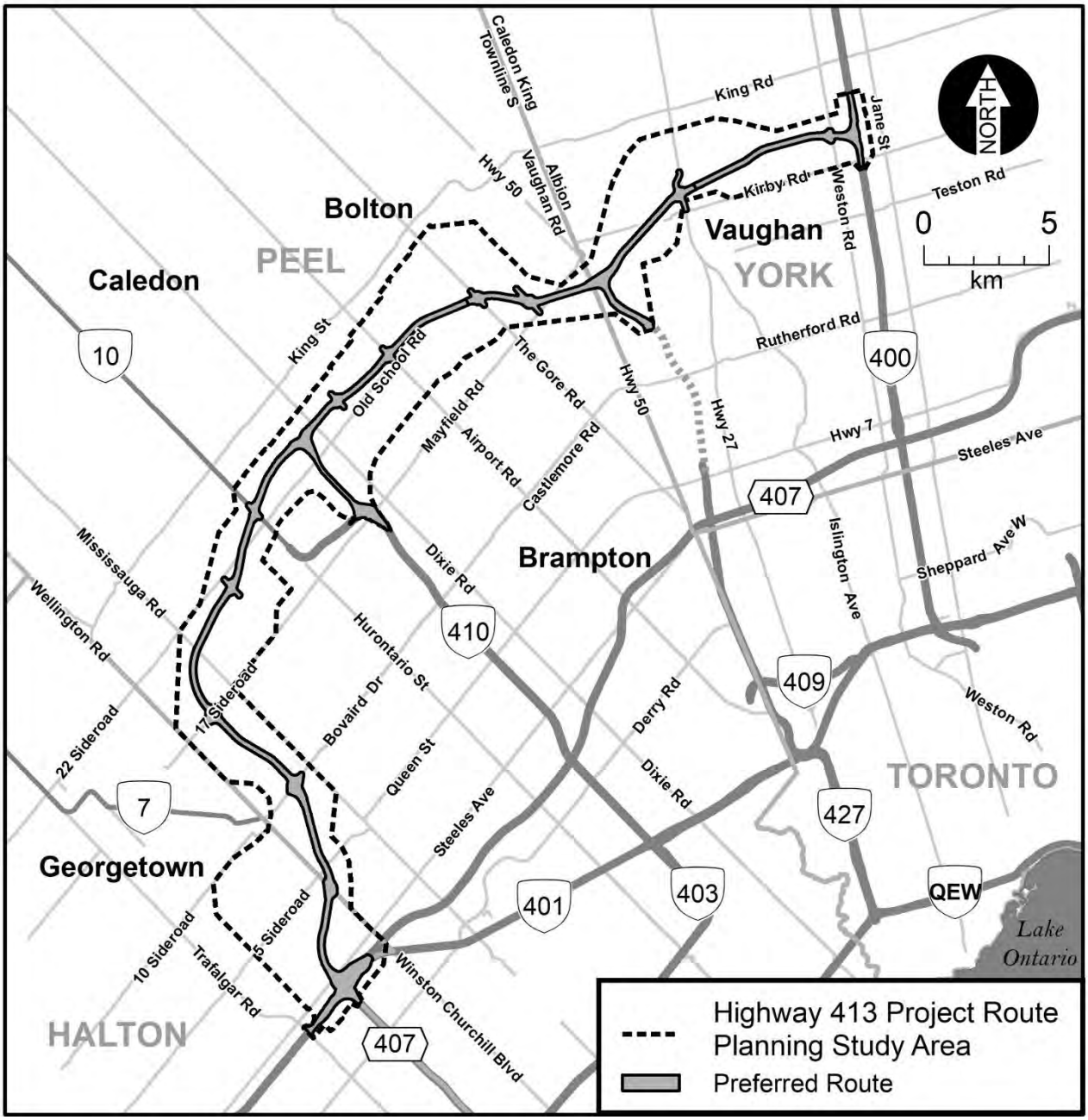
Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Ontario

22 novembre 2021

Final French Letter to Public and External Stakeholders

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

Madame, Monsieur «First_Name» «Last_Name»

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

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

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

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

7 décembre 2021 – région de Peel de 18 h à 21 h	**9 décembre 2021 – région de York** de 18 h à 21 h	**14 décembre 2021 – région de Halton** de 18 h à 21 h

WSP AECOM

Ontario

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

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

Meilleures salutations,

Hossein Hosseini

Hossein Hosseini, P.Eng., PMP

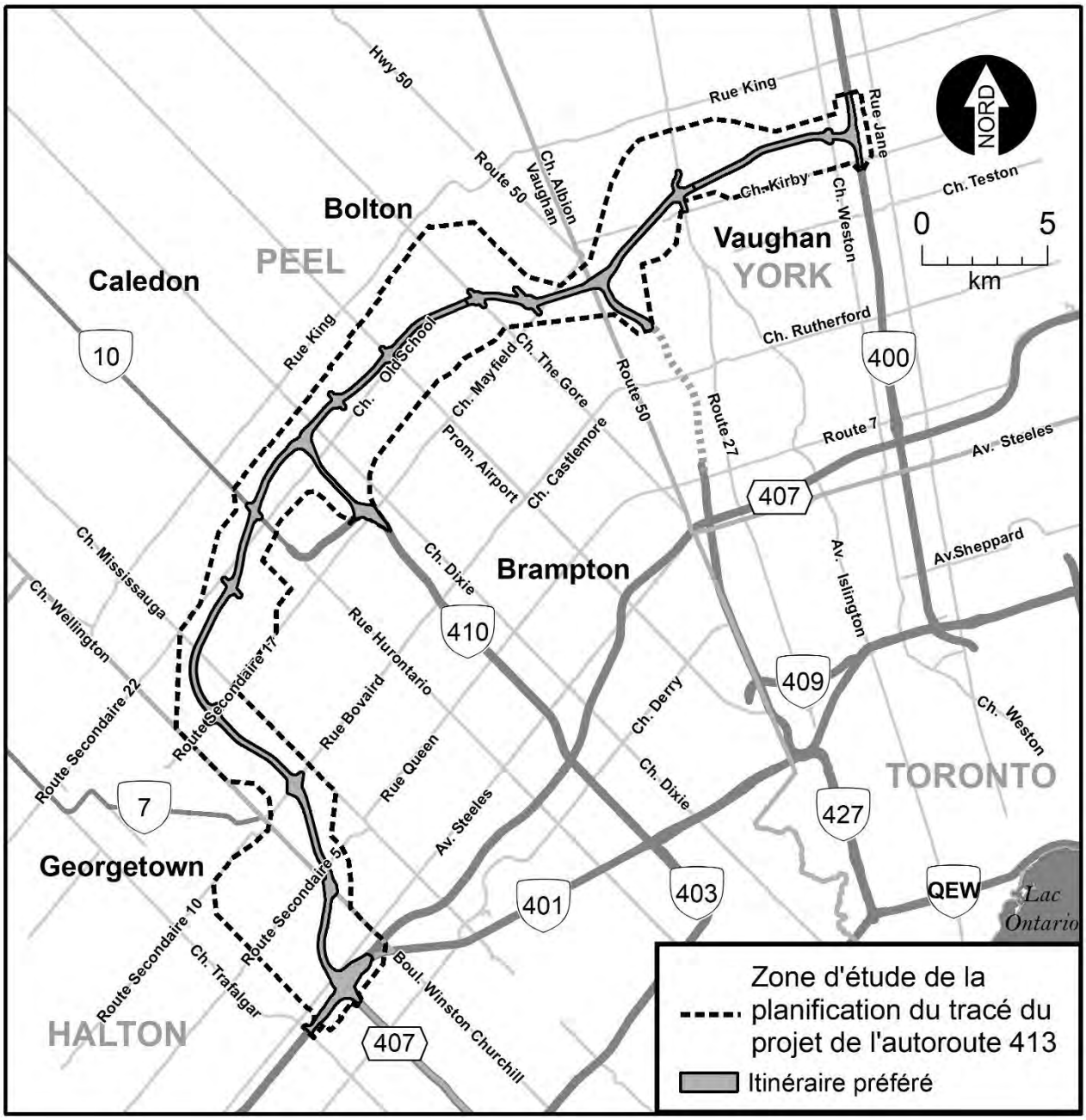
Projet d'autoroute 413, gestionnaire de projet du MTO
1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Appendix A-2

Project Notices

- Phase 2 Round 2 Permission to Enter Letter

Ontario

February 22, 2022

[Property Owners]
[Mailing Address]
[City] [Prov] [Postal Code]

Dear [Property Owners], regarding PIN # [PIN #]:

RE: Phase 2 Permission to Enter - Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the Highway 413 (formerly GTA West) Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment (EA) Project. Building on the recommendations from Stage 1, the EA Project will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

In August 2020 the preferred route was confirmed following the Public Information Centre #2 held in September/October 2019; the Preferred Route Announcement Bulletin is available at: https://www.highway413.ca/wp-content/uploads/2020/08/Preferred-Route-and-2020-FAA-Bulletin_Aug-2020_Final.pdf. Your property has been identified as being potentially impacted by the preferred route, therefore additional field investigations are required on your property.

The purpose of this letter is to request permission to enter your property in order to conduct both intrusive and non-intrusive fieldwork in support of the Project, as your property may include environmental and engineering features that would provide valuable input.

The Phase 2 Permission to Enter (PTE) program will include non-intrusive and/or physical (i.e. intrusive) field investigations, which may require some temporary alteration to your property. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), and/or limited interference with use of a portion of your property. Any physical disturbance or temporary alteration to your property will be returned to the property's original condition at no cost to the property owner once the investigation is complete.

We would like to assure you that the visits will generally occur during the day and, prior to any visits, staff will notify you at least 5 business days ahead of time. All attempts will be made to minimize any inconvenience to you that may result from such visits and to accommodate any requests you may have as to scheduling.

The Phase 2 PTE program began in **September 2021** and is anticipated to be completed by **December 31, 2022**. Building on the field investigations undertaken during the Phase 1 PTE program, Phase 2 field investigations will inventory the natural, social and cultural

environmental and engineering features within the study area. The Phase 2 PTE program will include any combination of the following investigations being undertaken on your property by the Project Team field staff:

- **Ecology Investigations** – Field investigations will include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and species-specific surveys for Western Chorus Frog, Red-headed Woodpeckers, and Rapids Clubtail (dragon fly). All of these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.
- **Stage 2 Archaeological Assessments** – Standard Stage 2 fieldwork consists of either pedestrian or test-pit survey methods as per the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) *Standards and Guidelines for Consultant Archaeologists* as follows:
    - Pedestrian Survey – In areas of agricultural field, the area will be subject to pedestrian survey at a 5 m interval, with samples of any cultural material identified retained for laboratory analysis. The MHSTCI requires that all land that can be subject to ploughing be ploughed to 80% ground surface visibility and weathered by rain prior to assessment. If crop, weed growth, or snow cover obscures more than 20% of the field surface the MHSTCI will not accept the assessment results.
    - Test Pit Survey – In areas that cannot be ploughed, test pits survey techniques are employed, where test pits that are shovel width in diameter and excavated approximately 30 cm deep will be placed at 5 m intervals across the study area with all soil screened through 6 mm hardware cloth and all cultural material retained for laboratory analysis.
- **Cultural Heritage** – photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.
- **Fluvial Geomorphology Investigations** – field reconnaissance will include visual assessments of the watercourse to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse. Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.
- **Geotechnical Investigations** – activities may include, but are not limited to, site visits, utility locates, drilling of boreholes and/or excavation of test pits, installation of monitoring wells, collection of soil and/or groundwater samples for laboratory analysis, etc. All monitoring wells will be decommissioned on completion of Project activities. Drilling sites will be accessed with a rubber tracked drill rig, and no clearing or grading works are anticipated for access.

For further information on the Phase 2 PTE program investigations, please refer to the enclosed Schedule A entitled “Phase 2 Field Investigations” and Schedule B entitled “Terms and Conditions”.

It is important to obtain this information from field investigations in order to document existing conditions and so we may avoid or develop appropriate mitigation measures for any areas containing significant/sensitive features. More than one site visit may be required in 2022, by different specialists or by the same specialists in different seasons. Prior to entering onto private property, the Project Team is requesting authorization from property owners (i.e. a signed PTE form). All field staff will carry appropriate identification and are fully covered by professional liability insurance. Vehicles owned by field staff will be clearly marked with a sign in the window.

Please find enclosed with this letter a **"PERMISSION TO ENTER FORM"** for property owners to complete and return. If you are agreeable to allowing the Project Team access to your property to conduct our Phase 2 field investigations, please sign the enclosed PTE Form and scan and return via email at **PTE@Highway413.ca** by **March 11, 2022**.

For further information regarding the PTE process and detailed instructions on how to complete the PTE Form, see the enclosed Permission to Enter Factsheet or visit our project website at www.highway413.ca/pte. If you have any questions regarding the PTE process or upcoming field investigations please do not hesitate to contact Nadia Dabagh, PTE Coordinator, directly at 289-835-2519 or by email at PTE@Highway413.ca. Nadia will provide you with a response within 3-5 business days.

Please advise if there are any special requirements or precautionary measures that staff should take while visiting your property (i.e. accommodate/do not impede sensitive farm operations, harvesting, seasonal breeding, etc.), or if you prefer to arrange a date when we can visit the property. Following receipt of your signed PTE form, a member of the Project Team will contact you at least 5 business days prior to any fieldwork occurring on your property to inform you when field staff will require property access, what fieldwork is to be completed, and whom will be on site.

Please note that any field staff conducting field investigations will be in compliance with the provincial guidelines for COVID-19. COVID-19 precautionary measures, including but not limited to physical distancing and using appropriate Personal Protective Equipment (PPE), are required by field staff to ensure the safety of property owners and field staff. If you have any questions regarding our fieldwork protocol and COVID-19 precautionary measures please do not hesitate to contact Nadia Dabagh, PTE Coordinator, directly at 289-835-2519 or by email at PTE@Highway413.ca. Nadia will provide you with a response within 3-5 business days.

Property owner cooperation through the signing and returning of PTE forms is greatly appreciated. The Project Team will not enter private property without prior permission from the property owner. Therefore, we kindly request your permission for field staff to conduct the required Phase 2 field investigations on your property. Further project information can be obtained on the project website: www.highway413.ca.

Ontario

Sincerely,

Hossein Hosseini

Hossein Hosseini

MTO Senior Project Engineer
Highway 413 Project
1-877-522-6916
project_team@highway413.ca

cc: Nadia Dabagh, Hwy 413 PTE Coordinator

Encl. Schedule A: Phase 2 Field Investigations
Schedule B: Terms and Conditions
Permission to Enter Form
Hwy 413 Permission to Enter Factsheet (February 2022)

WSP AECOM

Ontario

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 2 Permission to Enter Program

SCHEDULE A: Phase 2 Field Investigations

The Permission to Enter (PTE) agreement will allow the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") temporary access to your property to perform Phase 2 field investigations (the "Work") required for the project. This may include, but is not limited to, a combination of the following investigations in support of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project:

Ecology Investigations:

- Field investigations will include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and species-specific surveys for Western Chorus Frog, Red-headed Woodpeckers, and Rapids Clubtail (dragon fly).
- All of these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.

Stage 2 Archaeological Assessments:

- Undertake Stage 2 Archaeological Assessments of the property in accordance with the *Ontario Heritage Act* (OHA), the 2011 Ministry of Heritage, Sport, Tourism, and Culture Industries *Standards and Guidelines for Consultant Archaeologists* and industry best practices.
- Activities may include, but are not limited to, site visits, records review, historical research, consultation with relevant stakeholders and government authorities, pedestrian surveys, ploughing, and test-pitting.
- Test pitting involves the hand excavation of a shovel-width hole dug 5 cm into subsoil, with all excavated soil sifted through 6 mm aperture screen before being used to refill the hole.

Cultural Heritage Investigations:

- Photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.

Fluvial Geomorphology Investigations:

- Field reconnaissance will include visual assessments of the watercourse to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse.
- Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.

Geotechnical Investigations:

- Undertake geotechnical investigations and/or hydrogeological investigations in accordance with applicable law and industry best practices.
- Activities may include, but are not limited to, site visits, utility locates, intrusive investigative activities (drilling of boreholes and/or excavation of test pits, installation of monitoring wells), collection of soil and/or groundwater samples for laboratory analysis, etc.
- All monitoring wells shall be decommissioned upon completion of Project activities in accordance with Ontario Regulation 903.
- All Work shall be conducted in accordance with applicable law and industry best practices.
- Locations will be accessed with a rubber tracked drill rig.
- No clearing or grading works are anticipated for access.

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 2 Permission to Enter Program

SCHEDULE B: Terms and Conditions

If granting access, the "Owner" of the "Property" is to grant access to the Property to the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") for the purpose of carrying out environmental and engineering field work and testing on the Property as set out in Schedule A attached ("Phase 2 Field Investigations") (the "Work"), which the MTO deems necessary for the preliminary design of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project (the "Project").

When signed by the Owner, this Permission to Enter will constitute an agreement between the MTO and the Owner for permission for the MTO and the Authorized Users to enter onto the Property and to carry out the Work subject to the following terms and conditions:

The term of this agreement and the permission to enter granted herein shall be from the date that the Permission to Enter (PTE) Form is signed by the Owner, to December 31, 2022 (the "Term").

1. The MTO may by notice in writing to the Owner terminate this PTE agreement and the permission to enter granted herein prior to the expiry of the Term.
2. The MTO and the Authorized Users will have access to the Property as reasonably required from time to time for the purpose of carrying out the Work, and for no other purpose during the Term.
3. Prior to entering onto the Property and carrying out the Work, the Owner shall be provided with at least five (5) days prior notice and the MTO or its Authorized Users shall consult with the Owner to schedule a mutually convenient time to carry out the Work. The Owner agrees to remove all vehicles, equipment and other items from the Property, as required, so that the MTO and the Authorized Users shall have unobstructed access for the purpose of carrying out the Work.
4. In carrying out the Work, all reasonable efforts will be made to minimize interference with the Owner's use of the Property or use by tenants of the Property.
5. The MTO and Authorized Users assume the risk of injury or damages arising out of the MTO's and Authorized Users' use of the Property, except to the extent that the injury or damages are caused by the Owner's negligence.
6. Upon completion of the Work or expiry or earlier termination of the Term, any damage to the Property caused by the MTO or the Authorized Users shall be repaired to the condition immediately prior to performance of the Work, by the MTO or the Authorized Users.
7. The Owner acknowledges that any reports and audits documenting the results of the Work are the property of the MTO.

8. The Owner shall notify the MTO of the sale of the Property during the Term.
9. This Permission to Enter shall be deemed an original, but all of which together shall constitute one and the same instrument. Any signature delivered by facsimile or electronic image transmission shall be binding to the same extent as an original signature page. Any party that delivers a signature by facsimile or electronic image transmission shall deliver an original counterpart to any other party that requests such original counterpart.

Ontario

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 2 Permission to Enter Program

PERMISSION TO ENTER FORM

Owner(s) Name: _____

Mailing Address: _____

Email (*required): _____

Phone Number (*required): _____

As owner(s) of the Property:

Property Address:	[Property Address]	PIN #:	[PIN #]
Municipality:	[Property Municipality]	Key ID #:	[KEY ID #]

grant(s) permission to Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario, Her employees, agents, contractors, consultants, etc., to enter upon the above mentioned lands for the purpose of conducting Phase 2 field investigations in accordance with '**SCHEDULE A: Phase 2 Field Investigations**' and '**SCHEDULE B: Terms and Conditions**', to provide necessary information for the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project from **the date the agreement is signed to December 31, 2022**, inclusive of both dates.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

The MTO assumes the risk of injury or damages, and related reasonable legal fees of the Owner(s) to defend against third party claims, arising out of the MTO's use of the land except to the extent that the injury or damages are caused by the Owner(s)' negligence.

Date: _____

Any special requirements or precautionary measures that staff should take while visiting your property: _____
_____

_____ _____
Print Name(s)

_____ _____
Signature(s)

WSP AECOM

FIELDWORK FACTSHEET

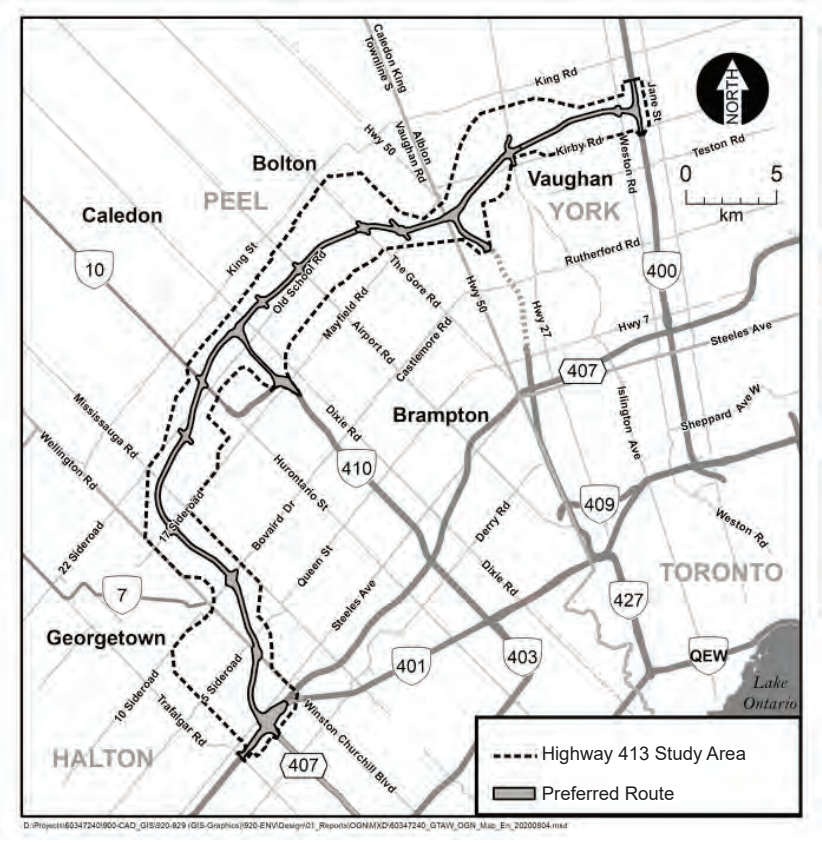
Phase 2 Fieldwork Program
Highway 413 Environmental Assessment Project, Stage 2

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment (EA) Project. Building on the recommendations of Stage 1, the EA Project will identify the route, determine interchange locations and complete the preliminary design for the new transportation corridor. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This factsheet has been prepared to provide general information regarding the Phase 2 Fieldwork Program for the Highway 413 Transportation Corridor Route Planning, Preliminary Design and EA Project.

Highway 413 EA Project Preferred Route

The Preferred Route for the Highway 413 EA Project was confirmed in August 2020. Properties located within the Preferred Route of the Highway 413 EA Project may be directly impacted by the Highway 413 transportation corridor, ancillary uses, or if refinements are made to the route during the Preliminary Design stage.



Why are you doing fieldwork now?

Field work is a vital aspect in Preliminary Design. It is a data collecting exercise that informs decisions on aspects like bridge designs, pavement types, interchange locations and configurations, etc. This data also allows us to identify existing environmental conditions and determine potential negative and positive impacts so that the negative impacts can be mitigated or avoided altogether.

All of these decisions need to be made in Preliminary Design so we can ensure the preferred route and all its details are the technically correct decision.

Ontario

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Phase 2 - PTE Fieldwork

Phase 2 field investigations began in September 2021 and may continue until December 2022. Phase 2 field investigations will include fieldwork which may require some temporary alteration to properties. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), drilling of boreholes, and/or limited interference with use of a portion of a property. Temporary changes to a property will be returned to the property's original condition at no cost to the property owner, once the investigation is complete.

What type of Investigations may occur?


Fisheries


Groundwater, Drainage & Erosion


Contamination & Waste Management


Terrestrial


Land Use


Agriculture


Archaeology


Cultural Heritage


Engineering Surveys & Geotechnical

Questions?

For more information regarding the Highway 413 Project, please visit our project website: **www.highway413.ca**

If you would like to speak with someone directly regarding a specific question, concern or clarification related to fieldwork, please contact:

Nadia Dabagh, PTE Coordinator
Phone: 289-835-2519
E-mail: PTE@highway413.ca

Ontario

WSP AECOM

Appendix A-2

Project Notices

- Phase 3 Permission to Enter Factsheet

FIELDWORK FACT SHEET

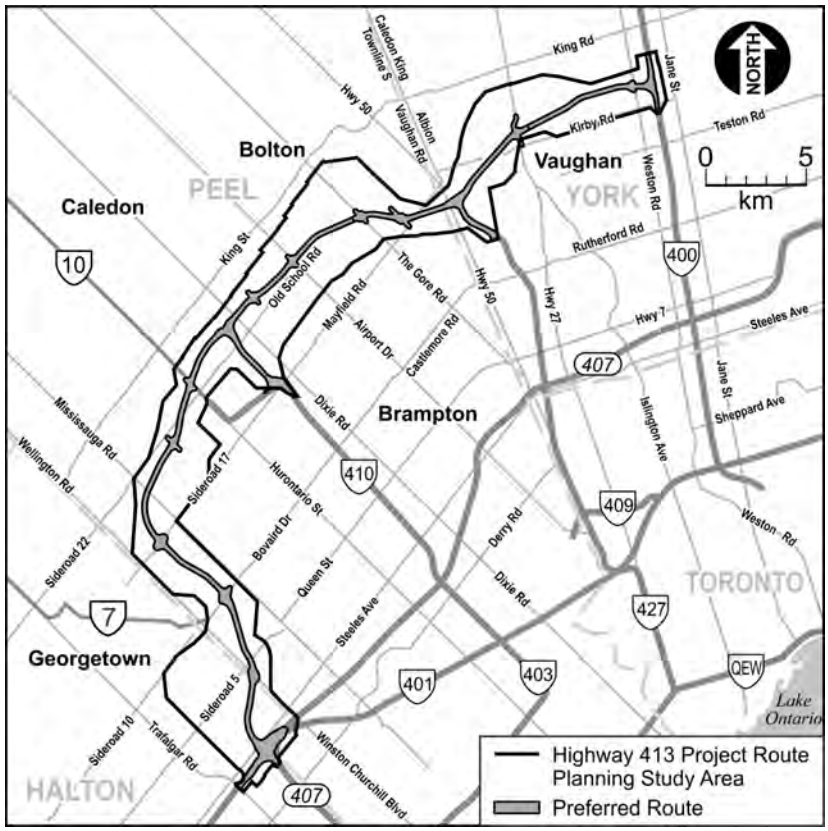
Phase 3 Fieldwork Program
Highway 413 Environmental Assessment Project, Stage 2

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment (EA) Project. Building on the recommendations of Stage 1, the EA Project will identify the route, determine interchange locations and complete the Preliminary Design for the new transportation corridor. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This fact sheet has been prepared to provide general information regarding the Phase 3 Fieldwork Program for the Highway 413 Transportation Corridor Route Planning, Preliminary Design and EA Project.

Highway 413 EA Project Preferred Route

The Preferred Route for the Highway 413 EA Project was confirmed in August 2020. Properties located within the Preferred Route of the Highway 413 EA Project may be directly impacted by the Highway 413 transportation corridor, ancillary uses, or if refinements are made to the route during the Preliminary Design stage.



Why are you doing fieldwork now?

Fieldwork is a vital aspect in Preliminary Design. It is a data collecting exercise that informs decisions on aspects like bridge designs, pavement types, interchange locations and configurations, etc. This data also allows us to identify existing environmental conditions and determine potential negative and positive impacts so that the negative impacts can be mitigated or avoided altogether.

All of these decisions need to be made in Preliminary Design so we can ensure the Preferred Route and all its details are the technically correct decision.

Ontario

WSP AECOM

Phase 3 - Permission to Enter (PTE) Fieldwork

Phase 3 field investigations will begin in December 2022 and may continue until December 2024. Phase 3 field investigations will include fieldwork which may require some temporary alteration to properties. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), drilling of boreholes, and/or limited interference with use of a portion of a property. Temporary changes to a property will be returned to the property's original condition at no cost to the property owner, once the investigation is complete.

The Phase 3 PTE program is a continuation of the work undertaken in 2021 and 2022 under the Phase 2 PTE program. This fieldwork will focus on properties we were unable to previously investigate and properties where further investigations are required.

What type of Investigations may occur?


Fisheries


Groundwater, Drainage & Erosion


Contamination & Waste Management


Terrestrial


Land Use


Agriculture


Archaeology


Cultural Heritage


Engineering Surveys & Geotechnical

Questions?

For more information regarding the Highway 413 Project, please visit our project website: **www.highway413.ca**

If you would like to speak with someone directly regarding a specific question, concern or clarification related to fieldwork, please contact:

Nadia Dabagh, PTE Coordinator
Phone: 289-835-2519
E-mail: PTE@highway413.ca

Ontario

WSP AECOM

Appendix A-2

Project Notices

- Phase 3 Permission to Enter Letter

Ontario

May 10, 2023

[Property Owners]
[Mailing Address]
[City] [Prov] [Postal Code]

Dear [Property Owners], regarding PIN # [PIN #]:

RE: Phase 3 Permission to Enter - Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2

The Ontario Ministry of Transportation (MTO) is currently undertaking Stage 2 of the Highway 413 (formerly GTA West) Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment (EA) Project. Building on the recommendations from Stage 1, the EA Project will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

In August 2020 the preferred route was confirmed following the Public Information Centre #2 held in September/October 2019; a fact sheet regarding the Preferred Route is available at: https://www.highway413.ca/wp-content/uploads/2022/06/HWY413_PreferredRouteFactSheet_April-2022.pdf. Your property has been identified as being potentially impacted by the preferred route, therefore additional field investigations are required on your property.

The purpose of this letter is to request permission to enter your property in order to conduct both intrusive and non-intrusive fieldwork in support of the Project, as your property may include environmental and engineering features that would provide valuable input.

The Phase 3 Permission to Enter (PTE) program will include non-intrusive and/or physical (i.e. intrusive) field investigations, which may require some temporary alteration to your property. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), and/or limited interference with use of a portion of your property. Any physical disturbance or temporary alteration to your property will be returned to the property's original condition at no cost to the property owner once the investigation is complete.

We would like to assure you that the visits will generally occur during the day and, prior to any visits, staff will notify you at least 3-5 business days ahead of time. All attempts will be made to minimize any inconvenience to you that may result from such visits and to accommodate any requests you may have as to scheduling.

The Phase 3 PTE program began in **April 2023** and is anticipated to be completed by **December 31, 2024**. Building on the field investigations undertaken during the Phase 1 and

Phase 2 PTE program, Phase 3 field investigations will inventory the natural, social and cultural, environmental, and engineering features within the study area. The Phase 3 PTE program is a continuation of the work undertaken in 2021 and 2022 under the Phase 2 PTE program. This fieldwork will focus on properties we were unable to previously investigate and properties where further investigations are required. The Phase 3 PTE program will include any combination of the following investigations being undertaken on your property by the Project Team field staff:

- **Ecology Investigations** – Field investigations may include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and certain species-specific surveys for threatened or endangered species. All of these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.
- **Archaeological Assessments** – Standard fieldwork consists of either pedestrian or test-pit survey methods as per the Ministry of Citizenship and Multiculturalism (MCM) (formerly the Ministry of Tourism, Culture and Sport [MTCS]) *Standards and Guidelines for Consultant Archaeologists* as follows:
    - Pedestrian Survey – In areas of agricultural field, the area will be subject to pedestrian survey at a 5 m interval, with samples of any cultural material identified retained for laboratory analysis. The MCM requires that all land that can be subject to ploughing be ploughed to 80% ground surface visibility and weathered by rain prior to assessment. If crop, weed growth, or snow cover obscures more than 20% of the field surface the MCM will not accept the assessment results. For agricultural properties we request that the enclosed Archaeology Questionnaire be completed to assist in scheduling the assessments around farm operations.
    - Test Pit Survey – In areas that cannot be ploughed, test pits survey techniques are employed, where test pits that are shovel width in diameter and excavated approximately 30 cm deep will be placed at 5 m intervals across the study area with all soil screened through 6 mm hardware cloth and all cultural material retained for laboratory analysis.
- **Cultural Heritage** – photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.
- **Fluvial Geomorphology Investigations** – field reconnaissance will include visual assessments of watercourses to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse. Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.
- **Geotechnical Investigations** – activities may include, but are not limited to, site visits, utility locates, drilling of boreholes and/or excavation of test pits, installation of monitoring wells, collection of soil and/or groundwater samples for laboratory analysis,

etc. All monitoring wells will be decommissioned on completion of Project activities. Drilling sites will be accessed with a rubber tracked drill rig. Site specific access requirements will be coordinated with property owners on an as needed basis.

For further information on the Phase 3 PTE program investigations, please refer to the enclosed Schedule A entitled “Phase 3 Field Investigations” and Schedule B entitled “Terms and Conditions”.

It is important to obtain this information from field investigations in order to document existing conditions and so we may avoid or develop appropriate mitigation measures for any areas containing significant/sensitive features. More than one site visit may be required in 2023-2024, by different specialists or by the same specialists in different seasons. Prior to entering onto private property, the Project Team is requesting authorization from property owners (i.e. a signed PTE form). All field staff will carry appropriate identification and are fully covered by professional liability insurance. Vehicles owned by field staff will be clearly marked with a sign in the window.

Please find enclosed with this letter a **“PERMISSION TO ENTER FORM”** for property owners to complete and return. If you agree to allow the Project Team access to your property to conduct our field investigations, please sign the enclosed PTE Form and scan and return via email at **PTE@Highway413.ca** by **May 24, 2023**.

If you would like to receive an electronic copy of the Permission to Enter Form for e-signature, please email PTE@highway413.ca with your first and last name, property address, PIN #, and Key ID # (all found on the Permission to Enter Form).

For further information regarding the PTE process and detailed instructions on how to complete the PTE Form, see the enclosed Permission to Enter Factsheet or visit our project website at www.highway413.ca/pte. If you have any questions regarding the PTE process or upcoming field investigations please do not hesitate to contact Nadia Dabagh, PTE Coordinator, directly at 289-835-2519 or by email at PTE@Highway413.ca. Nadia will provide you with a response within 3-5 business days.

Please advise if there are any special requirements or precautionary measures that staff should take while visiting your property (i.e. accommodate/do not impede sensitive farm operations, harvesting, seasonal breeding, etc.), or if you prefer to arrange a date when we can visit the property. Following receipt of your signed PTE form, a member of the Project Team will contact you at least 3-5 business days prior to any fieldwork occurring on your property to inform you when field staff will require property access, what fieldwork is to be completed, and whom will be on site.

Please note that all staff conducting field investigations will be following COVID-19 precautionary measures, including but not limited to physical distancing and using appropriate Personal Protective Equipment (PPE). If you have any questions regarding our fieldwork protocol and COVID-19 precautionary measures, please do not hesitate to contact Nadia Dabagh, PTE Coordinator, directly at 289-835-2519 or by email at PTE@Highway413.ca. Nadia will provide you with a response within 3-5 business days.

Ontario

Property owner cooperation through the signing and returning of PTE forms is greatly appreciated. Therefore, we kindly request your permission for field staff to conduct the required field investigations on your property. Further project information can be obtained on the project website: www.highway413.ca.

Sincerely,

Jonathan McGarry
MTO Senior Project Engineer
Highway 413 Project
1-877-522-6916
project_team@highway413.ca

cc: Nadia Dabagh, Hwy 413 PTE Coordinator

Encl. Schedule A: Phase 3 Field Investigations
Schedule B: Terms and Conditions
Permission to Enter Form
Archaeology Questionnaire
Hwy 413 Permission to Enter Factsheet (December 2022)

WSP AECOM

Ontario

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 3 Permission to Enter Program

SCHEDULE A: Phase 3 Field Investigations

The Permission to Enter (PTE) agreement will allow the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") temporary access to your property to perform Phase 3 field investigations (the "Work") required for the project. This may include, but is not limited to, a combination of the following investigations in support of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project:

Ecology Investigations:

- Field investigations may include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and certain species-specific surveys for threatened or endangered species.
- All of these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.

Archaeological Assessments:

- Undertake Archaeological Assessments of the property in accordance with the *Ontario Heritage Act* (OHA), the 2011 Ministry of Citizenship and Multiculturalism (MCM) (formerly Ministry of Tourism, Culture and Sport [MTCS]) *Standards and Guidelines for Consultant Archaeologists* and industry best practices.
- Activities may include, but are not limited to, site visits, records review, historical research, consultation with relevant stakeholders and government authorities, pedestrian surveys, ploughing, and test-pitting.
- Test pitting involves the hand excavation of a shovel-width hole dug 5 cm into subsoil, with all excavated soil sifted through 6 mm aperture screen before being used to refill the hole.
- Pedestrian Survey involves walking across ploughed and weathered agricultural fields looking for artifacts superficially. This requires the area to have been recently ploughed and disked, some rain for weathering purposes and minimal overgrowth of vegetation.

Cultural Heritage Investigations:

- Photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.

Fluvial Geomorphology Investigations:

- Field reconnaissance will include visual assessments of the watercourse to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse.
- Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.

Geotechnical Investigations:

- Undertake geotechnical investigations and/or hydrogeological investigations in accordance with applicable law and industry best practices.
- Activities may include, but are not limited to, site visits, utility locates, intrusive investigative activities (drilling of boreholes and/or excavation of test pits, installation of monitoring wells), collection of soil and/or groundwater samples for laboratory analysis, etc.
- All monitoring wells shall be decommissioned upon completion of Project activities in accordance with Ontario Regulation 903.
- All Work shall be conducted in accordance with applicable law and industry best practices.
- Locations will be accessed with a rubber tracked drill rig.
- Site specific access requirements will be coordinated with property owners on an as needed basis.

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 3 Permission to Enter Program

SCHEDULE B: Terms and Conditions

If granting access, the "Owner" of the "Property" is to grant access to the Property to the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") for the purpose of carrying out environmental and engineering field work and testing on the Property as set out in Schedule A attached ("Phase 3 Field Investigations") (the "Work"), which the MTO deems necessary for the preliminary design of the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project (the "Project").

When signed by the Owner, this Permission to Enter will constitute an agreement between the MTO and the Owner for permission for the MTO and the Authorized Users to enter onto the Property and to carry out the Work subject to the following terms and conditions:

The term of this agreement and the permission to enter granted herein shall be from the date that the Permission to Enter (PTE) Form is signed by the Owner, to December 31, 2024 (the "Term").

1. The MTO may by notice in writing to the Owner terminate this PTE agreement and the permission to enter granted herein prior to the expiry of the Term.
2. The MTO and the Authorized Users will have access to the Property as reasonably required from time to time for the purpose of carrying out the Work, and for no other purpose during the Term.
3. Prior to entering onto the Property and carrying out the Work, the Owner shall be provided with at least 3-5 business days prior notice and the MTO or its Authorized Users shall consult with the Owner to schedule a mutually convenient time to carry out the Work. The Owner agrees to remove all vehicles, equipment and other items from the Property, as required, so that the MTO and the Authorized Users shall have unobstructed access for the purpose of carrying out the Work.
4. In carrying out the Work, all reasonable efforts will be made to minimize interference with the Owner's use of the Property or use by tenants of the Property.
5. The MTO and Authorized Users assume the risk of injury or damages arising out of the MTO's and Authorized Users' use of the Property, except to the extent that the injury or damages are caused by the Owner's negligence.
6. Upon completion of the Work or expiry or earlier termination of the Term, any damage to the Property caused by the MTO or the Authorized Users shall be repaired to the condition immediately prior to performance of the Work, by the MTO or the Authorized Users.
7. The Owner acknowledges that any reports and audits documenting the results of the Work are the property of the MTO.
8. The Owner shall notify the MTO of the sale of the Property during the Term.

Ontario

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 3 Permission to Enter Program

PERMISSION TO ENTER FORM

Owner(s) Name: _____

Mailing Address: _____

Email : _____

Phone Number : _____

Where possible, please provide an alternate contact person in the event the property owner listed above is unavailable:
First & Last Name: _____

Email Address & Phone Number: _____

As owner(s) of the Property:

Property Address:	[Property Address]	PIN #:	[PIN #]
Municipality:	[Property Municipality]	Key ID #:	[KEY ID #]

grant(s) permission to His Majesty the King in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario, His employees, agents, contractors, consultants, etc., to enter upon the above mentioned lands for the purpose of conducting Phase 3 field investigations in accordance with '**SCHEDULE A: Phase 3 Field Investigations**' and '**SCHEDULE B: Terms and Conditions**', to provide necessary information for the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project from **the date the agreement is signed to December 31, 2024**, inclusive of both dates.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

The MTO assumes the risk of injury or damages, and related reasonable legal fees of the Owner(s) to defend against third party claims, arising out of the MTO's use of the land except to the extent that the injury or damages are caused by the Owner(s)' negligence.

Date: _____

Any special requirements or precautionary measures that staff should take while visiting your property: _____
_____
_____
_____

_____ _____
Print Name(s)

_____ _____
Signature(s)

WSP AECOM

Ontario

Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project, Stage 2
Phase 3 Permission to Enter Program

ARCHAEOLOGY QUESTIONNAIRE

If there are fields, historically or currently, used for agricultural cultivation or animal husbandry please complete this questionnaire.

Property Address:	[Property Address]	PIN #:	[PIN #]
Municipality:	[Property Municipality]	Key ID #:	[KEY ID #]

Is there a tenant farmer on the property listed above? **Yes / No**

If **Yes**, please provide their preferred contact information:

Tenant Farmer First & Last Name:

_____

Tenant Farmer Email & Phone Number:

_____

Please provide the following information regarding farming practices on the property:

Farming Type:

_____

Planting and Harvesting Schedules:

Describe the planned 2023 agricultural season schedule and/or crop type(s), if available:

_____

Currently In Crop? Yes / No

If not in crop currently:

Approximate Planting Schedule (Month): _____

Approximate Harvest Schedule (Month): _____

Please outline any restrictions that would limit access and at what times (e.g., ceremonial events, tourist camps or activities, ranch operations, orchards, etc.):

_____
_____
_____

Where the property is occupied by a tenant (lease), I, the property owner, will ensure that the tenant has been made aware of this signed PTE agreement and any relevant access details.

Date: _____

_____ _____

Print Name(s)

_____ _____

Signature(s)

WSP AECOM

Appendix A-2

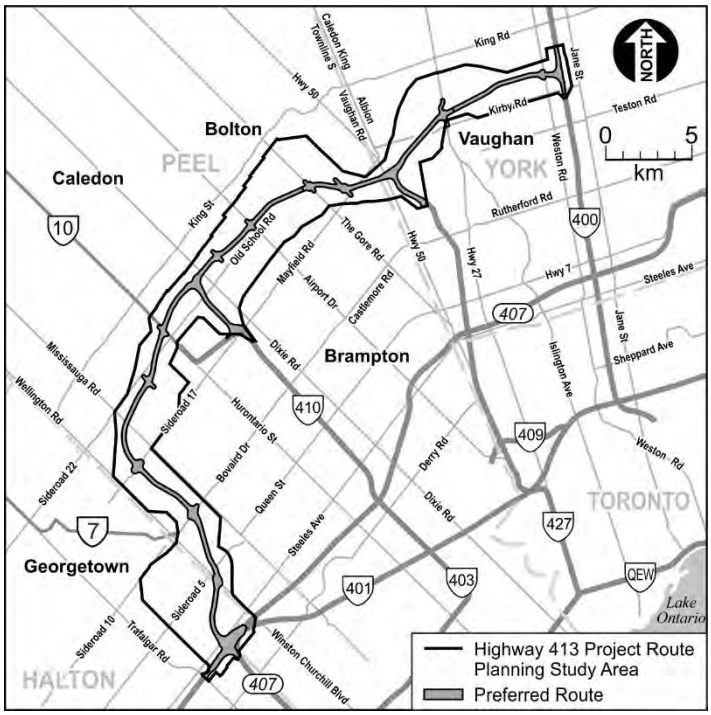
Project Notices

- Notice 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.

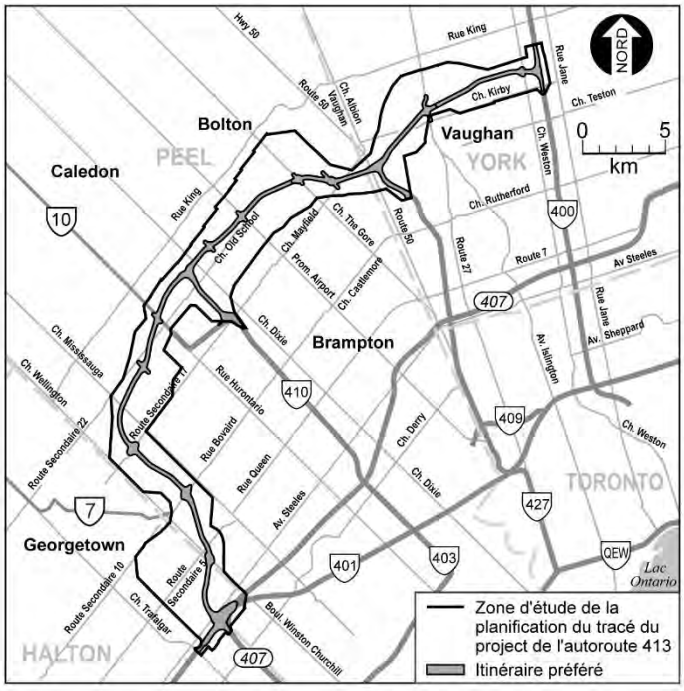
NAVIGABLE WATERS: MTO is also seeking to understand navigation uses of waterways within the study area to help inform the design of proposed crossings and meet requirements under the Canadian Navigable Waters Protection Act. Please visit the project website to learn more and provide input.

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

Final Letter to Members of Parliament and Members of Provincial Parliament

«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 Public Information Centre and send us your questions in advance, please visit www.highway413.ca and click on the PIC registration button.

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

*Note: * Published in French*

WSP AECOM

Ontario

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

Final Letter to Indigenous communities

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre 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.

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.

WSP AECOM

Ontario

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.

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

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
Leslie Currie, 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

Final Letter to the Public and External Stakeholders

«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.

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 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 sessions 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 Public Information Centre 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

WSP AECOM

Appendix A-2

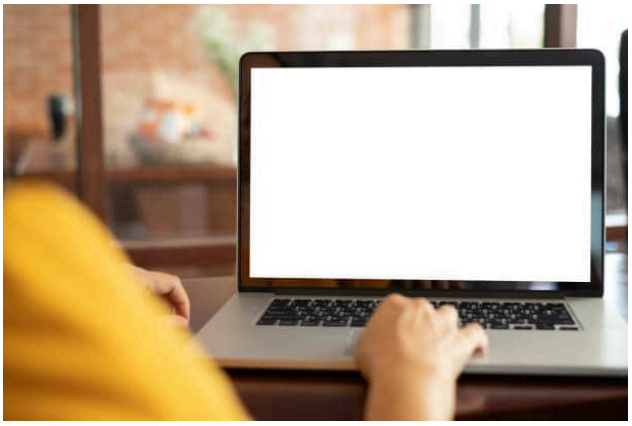
Project Notices

- Notice of Navigable Waterways Survey

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Navigable Waterways and Survey



The Highway 413 Project Team is seeking your input on Navigable Waterways intersected by Highway 413.

Navigable waterways include any body of water likely to be used by vessels for transportation (either commercial or recreational) and accessible by members of the public.

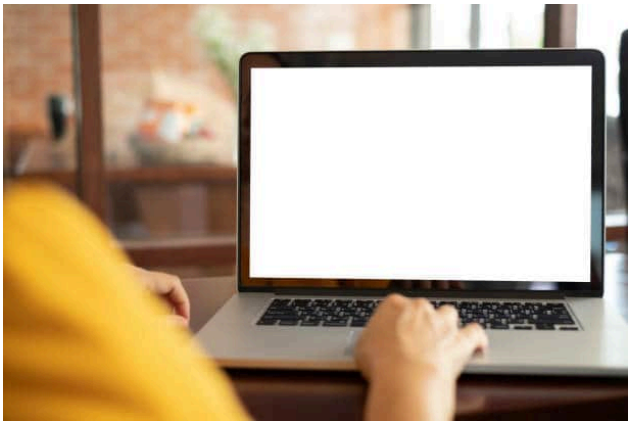
We invite you to review and tell us about any waterways in the study area you use or have previously used through our online survey*. Your input will assist the Project Team in verifying the current number of waterways and help develop strategies to minimize any impact to navigation during construction or operation. A map of the study area detailing waterways identified in the initial screening is available on our website.

***This survey will be available for a 30-day comment period ending August 2nd.** Input and feedback will be summarized in a finalized report to be posted on the Highway 413 website.*

Read more about Navigable Waterways and complete the survey

Thank you for your ongoing interest and input as we continue to advance this critically important transportation project to bring relief to the most congested corridor in North America.

Eaux navigables et sondage



L’équipe de projet de l’autoroute 413 souhaite obtenir vos commentaires et vos réponses à un sondage sur les eaux navigables traversées par l’autoroute 413.

Les eaux navigables sont les cours d’eau qui peuvent être utilisés par des embarcations pour le transport (à des fins commerciales ou récréatives) et qui sont accessibles au public.

Nous vous invitons à nous faire part des eaux navigables situées dans la zone d’étude que vous utilisez ou avez déjà utilisées en répondant à notre sondage en ligne*. Votre participation permettra à l’équipe de projet de vérifier le nombre actuel d’eaux navigables utilisées et d’élaborer des stratégies pour minimiser l’impact de la construction et de l’exploitation de l’autoroute sur la navigation. Une carte de la zone d’étude indiquant les eaux navigables repérées lors de l’examen initial est disponible sur notre site Web.

**** Ce sondage sera disponible pour une période de 30 jours se terminant le 2 août.*** *Vos réponses et vos commentaires seront résumés dans un rapport final qui sera publié sur le site Web de l’autoroute 413.*

Poursuivre votre lecture sur les eaux navigables et remplir le sondage

---

Nous vous remercions pour votre intérêt continu et pour vos commentaires alors que nous continuons à faire avancer ce projet important qui vise à décongestionner le corridor le plus surchargé de l’Amérique du Nord.

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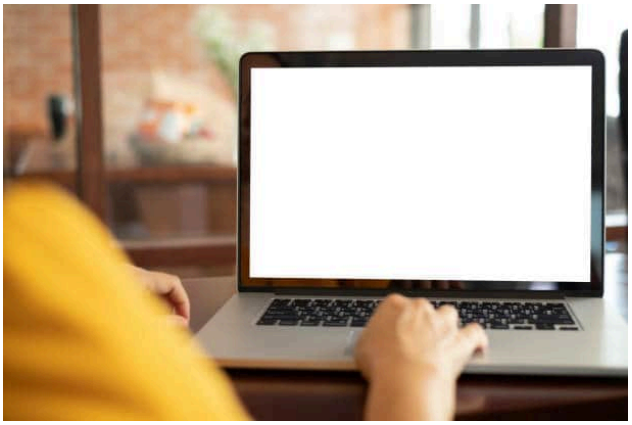
Project Notices

- Notice of Cumulative Effects Framework Survey

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Cumulative Effects Assessment Framework



A copy of the draft Cumulative Effects Assessment Framework is available for review and comment. Two e-learning modules have been added to the Highway 413 website to support the understanding of the Cumulative Effects Assessment. These modules provide an overview of important Cumulative Effects terminology, how to provide feedback and ask questions, and an outline of the draft Cumulative Effects Assessment Framework.

We are seeking your comments on the draft Cumulative Effects Assessment Framework. A three-question survey found below the modules will be available for a 30-day comment period ending October 3. The survey is designed to capture your feedback on your learning experience and what you would like the Highway 413 Project Team to consider as we finalize the Cumulative Effects Assessment Framework.

View the Modules on the Highway 413 website

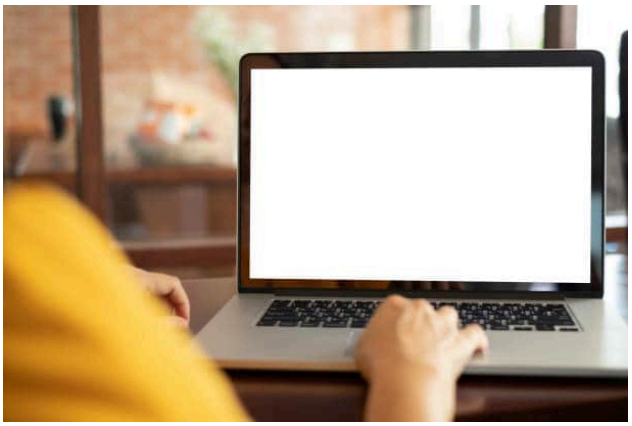
Now Available: Public Information Centre #4 Full Summary Report

We invite you to review the Full Summary Report for Public Information Centre (PIC) #4 ***now available on the Highway 413 website***. This PIC was hosted as three separate virtual sessions in the fall of 2023, with one meeting for each of the impacted regions, including York Region, Halton Region, and Peel Region. The Summary Report includes presentation materials, meeting details, and a comprehensive list of questions and answers.

Click here to access the Full Summary Report

Thank you for your ongoing interest and input as we continue to advance this critically important transportation project to bring relief to the most congested corridor in North America.

Cadre d’évaluation des effets cumulatifs



Une copie de cette ébauche de cadre d’évaluation des effets cumulatifs est disponible pour examen et commentaires. Deux modules d’apprentissage en ligne ont été ajoutés au site Web sur l’autoroute 413 pour favoriser la compréhension de l’évaluation des effets cumulatifs. Ces modules vous apporteront une vue d’ensemble de la terminologie importante en matière d’effets cumulatifs, vous expliqueront comment partager vos commentaires et poser des questions et vous exposeront les grandes lignes du cadre d’évaluation des effets cumulatifs.

Nous aimerions avoir vos commentaires sur l’ébauche de cadre d’évaluation des effets cumulatifs. En bas de la page des modules, vous pourrez répondre à trois questions de sondage disponibles pendant 30 jours, jusqu’au 3 octobre. L’objectif de ce sondage est de connaître votre expérience d’apprentissage et de savoir ce que vous aimeriez que l’équipe du projet de l’autoroute 413 prenne en considération avant qu’elle ne finalise le cadre d’évaluation des effets cumulatifs.

Voir les modules sur le site Web du projet d’autoroute 413

Disponible maintenant : compte-rendu complet de la quatrième séance d’information publique

Nous vous invitons à lire le compte-rendu complet de la quatrième séance d’information publique, maintenant disponible sur le site Web du projet d’autoroute 413. La séance d’information publique comportait trois volets virtuels distincts tenus à l’automne 2023. Chaque rencontre touchait une des régions concernées par le projet : la région de York, celle de Halton et celle de Peel. Le compte-rendu comprend les

supports de présentations, les détails de la réunion et une liste complète des questions et réponses.

Cliquer ici pour accéder au compte-rendu complet

Nous vous remercions pour votre intérêt continu et pour vos commentaires alors que nous continuons à faire avancer ce projet important qui vise à décongestionner le corridor le plus surchargé de l'Amérique du Nord.

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Appendix A-2

Project Notices

- 2024 Draft Focused Analysis Area Bulletin

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2024 Draft Focused Analysis Area (FAA) Update



The Draft Focused Analysis Area (FAA) for Highway 413 has been updated to include targeted refinements, incorporating key design and environmental considerations. These adjustments were informed by updated, ongoing preliminary design work and environmental studies, allowing for a better understanding of land use impacts and alignment with local infrastructure.

While the Ministry of Transportation (MTO) has undertaken design work on Highway 413, the Ministry of Energy and Electrification and Independent Electricity System Operator (IESO) have advanced planning work on the Northwest Greater Toronto Area (NGTA) Transmission Corridor and are making refinements to the Narrowed Area of Interest (NAI). The NAI is a corridor of land identified and protected by the ministry and IESO for future linear electricity transmission infrastructure to support growth in the region. The proposed lands for release that are no longer needed for the highway, are also not required for electricity transmission. The FAA and NAI overlap each other, except where each is protecting additional lands specific to its planned particular use.

We invite public comments on the draft map, which incorporates FAA and NAI refinements, as part of a 30-day feedback period. Your input will be reviewed and integrated as appropriate before the finalized FAA is released in 2025. Public engagement is essential to our process, ensuring that community perspectives help shape the final outcome.

- The FAA includes thoughtful protection measures for environmentally sensitive areas while ensuring appropriate land protection for the highway, transitway and associated infrastructure enhancements.
- The updated FAA supports strategic planning for future corridor expansions and maintenance facilities by securing critical land for smooth tie-ins to the existing 400 Highway series network.
- MTO has a reduced interest in properties located outside the FAA. Applications can proceed through municipal development processes, and MTO will continue to review development applications in the study area, but it is anticipated that applications outside the FAA will not be directly impacted by Highway 413.

Timeline and Next Steps

- **Document Posting:** The Draft FAA will be posted on December 9, 2024, for a public review period on the Environmental Registry of Ontario. After this period, feedback will be reviewed and considered where appropriate. A finalized FAA,

incorporating relevant input, will be published in early 2025. The current 2020 version remains in effect until then, and updates on the finalization will be posted on our website.

- **Stakeholder Engagement:** Engagement sessions will continue throughout the review period and until the preliminary design phase is complete, as we gather input from municipalities, Indigenous Communities, and other key stakeholders. This ensures ongoing collaboration and transparency in the decision-making process. MTO will be hosting a Technical Briefing for Highway 413 impacted landowners on Thursday, December 12 at 1:00pm. Landowners must register in advance for the event by visiting https://www.highway413.ca/.

View the 2024 Draft FAA Bulletin

Thank you for your ongoing interest and input as we continue to advance this critically important transportation project to bring relief to the most congested corridor in North America.

Mise à jour de la zone d'analyse localisée préliminairede 2024 (FAA)



Le projet de zone d'analyse ciblée pour l'autoroute 413 a été actualisé afin d'y apporter des améliorations ciblées, en y intégrant notamment des considérations clés en matière de conception et de protection de l'environnement. Ces ajustements s'appuient sur des travaux de conception préliminaires et des études environnementales mises à jour et en cours, et ce, afin de mieux comprendre les conséquences du projet sur l'utilisation des sols et l'alignement sur les infrastructures locales.

Alors que le ministère des Transports (MTO) a entrepris des travaux de conception liés à l'autoroute 413, le ministère de l'Énergie et de l'Électrification et la Société indépendante d'exploitation du réseau d'électricité (SIERE) ont poursuivi des travaux de planification concernant le corridor de transport d'électricité du nord ouest de la région du Grand Toronto et apportent des améliorations à la zone d'intérêt précisée. La zone d'intérêt précisée est un corridor de terres définies et protégées par le ministère et la SIERE en vue d'établir dans l'avenir une infrastructure de transport d'électricité linéaire destinée à soutenir la croissance de la région. Les terrains proposés à la cession qui ne sont plus nécessaires pour l'autoroute ne sont pas non plus nécessaires pour le transport d'électricité. La zone d'analyse ciblée et la zone d'intérêt précisée se chevauchent, sauf lorsque chacune protège des terres supplémentaires spécifiques à une utilisation particulière prévue.

Nous invitons le public à commenter l'ébauche de carte, qui intègre les améliorations apportées à la zone d'analyse ciblée et à la zone d'intérêt précisée, et ce, dans le cadre d'une période de consultation de 30 jours. Les commentaires seront examinés et intégrés, le cas échéant, avant la publication de la version définitive de la zone

d’analyse ciblée en 2025. La participation du public est essentielle à ce processus, car elle garantit que les points de vue des membres de la communauté contribuent à façonner le résultat final.

- La zone d’analyse ciblée prévoit des mesures de protection réfléchies pour les zones sensibles du point de vue de l’environnement, tout en garantissant des terrains appropriés pour les futures améliorations des rues réservées aux piétons et au transport en commun et de l’infrastructure.
- La zone d’analyse ciblée mise à jour soutient la planification stratégique des futures extensions du corridor et des installations d’entretien en obtenant des terrains essentiels pour mettre en place des raccordements en douceur au réseau existant des autoroutes 400.
- Le MTO a un intérêt moindre pour les propriétés situées à l’extérieur de la zone d’analyse ciblée. Les demandes peuvent être traitées dans le cadre des processus d’aménagement municipaux, et le MTO continuera d’examiner les demandes d’aménagement dans la zone d’étude, mais on prévoit que les demandes concernant des endroits situés à l’extérieur de la zone d’analyse ciblée ne seront pas directement touchées par l’autoroute 413.

Échéancier et prochaines étapes

- **Publication du document:** Le projet de zone d’analyse ciblée sera publié sur le Registre environnemental de l’Ontario le 9 décembre 2024, et ce, pour une période déterminée afin d’être examiné par le public. À l’issue de cette période, les commentaires seront examinés et pris en compte, le cas échéant. Une version définitive de la zone d’analyse ciblée, intégrant les commentaires pertinents, sera publiée au début de l’année 2025. La version actuelle de 2020 demeurera en vigueur jusqu’à cette date, et des mises à jour sur la finalisation seront publiées sur notre site Web.
- **Mobilisation des parties prenantes:** Les séances de mobilisation se poursuivront tout au long de la période d’examen et jusqu’à la fin de la phase de conception préliminaire, afin de recueillir les commentaires des municipalités, des communautés autochtones et d’autres parties prenantes clés. Cela permet d’assurer une collaboration et une transparence constantes dans le cadre du processus de prise de décisions. Le MTO organisera une séance d’information technique à l’intention des propriétaires fonciers touchés par l’autoroute 413 le jeudi 12 décembre à 13 heures. Les propriétaires fonciers doivent s’inscrire à l’avance à l’événement en visitant le site Web suivant : https://www.highway413.ca/.

Voir le bulletin sur le projet de zone d’analyseciblée 2024

Nous vous remercions pour votre intérêt continu et pour vos commentaires alors que nous continuons à faire avancer ce projet important qui vise à décongestionner le corridor le plus surchargé de l’Amérique du Nord.

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Appendix A-2

Project Notices

- Invitation to the Highway 413 Landowner Information Session

Ontario

January 10, 2025

Name
Organization
Mailing Address, Unit
Municipality, Province
Postal Code

RE: Invitation to the Highway 413 Landowner Information Session

The Ontario Ministry of Transportation (MTO) has reached the 90 per cent preliminary design milestone for Highway 413 and is advancing the assessment of environmental impacts under the *Highway 413* Act. As part of our commitment to keeping landowners informed and engaged, we invite you to attend **one** of the upcoming Highway 413 Landowner Information Sessions as you own parcel(s) (PIN).

Session #1	**Session #2**
Date: Tuesday, January 28, 2025	**Date:** Thursday, January 30, 2025
Time: 7:00-8:00 P.M.	**Time:** 1:00-2:00 P.M.
Location: Virtually on Microsoft Teams Live	**Location:** Virtually on Microsoft Teams Live

This is a general information session designed to provide landowners with an overview of the Highway 413 project, including updates on the MTO Property Acquisition Process. Information presented in the two sessions are the same, you can choose to attend the session (Session #1 **or** Session #2) that best fits your schedule. Our agenda will cover:

1. Overview of Highway 413 project.
2. MTO Property Acquisition Process:
    - Information on the property acquisition process.
    - Steps for landowners wishing to initiate advance purchase discussions.
    - Next steps, including opportunities for individual landowner meetings to discuss potential impacts to your property.

Participants will be given the opportunity to ask general questions about the property acquisition process; however, specific details about their property will be answered at follow-up meetings to be scheduled after the information session in early 2025.

Registration Information/ Process

Registration will be required to ensure an effective session:

1) Please register by Sunday, January 26, 2025, by emailing project_team@highway413.ca
2) Include in your email which session you will be attending (Session #1 or Session #2)

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3) You will receive a confirmation email when we receive your registration. Please check your Spam/Junk folders for the confirmation.
4) The Microsoft Teams Live link for the information session will be emailed to participants for their preferred session by 10AM on Monday, January 27, 2025.

If you have any questions or need further information, please do not hesitate to contact us directly using the information below. A French version of this letter is available upon request to the project team email below.

Sincerely,

Anthony Akomah Digitally signed by Anthony Akomah
Date: 2025.01.06 13:57:48 -05'00'

PM Signature

Highway 413 Project, MTO Project Manager
1-877-522-6916
Email: project_team@highway413.ca
Website: https://www.highway413.ca/

Appendix A-2

Project Notices

- Phase 4 Permission to Enter Letter

Ontario

April 8, 2025

NAME,
ADDRESS

Dear NAME, regarding PIN # PIN (Key ID # KEY ID):

RE: Phase 4 Permission to Enter – The Highway 413 Preliminary Design and Assessment of Environmental Impacts

The Ontario Ministry of Transportation (MTO) is currently undertaking the development of Preliminary Design and assessment of environmental impacts of the Highway 413 (formerly GTA West) Project. Building upon the recommendations in the 2012 Transportation Development Strategy (TDS), the Highway 413 Project will identify the route, alignment, determine interchange locations and complete the preliminary design for a new transportation corridor. The new transportation corridor will include: a 400-series highway as well as protection for a future transitway corridor.

Updates to the Preliminary Design for the Highway 413 Project were provided as part of Public Information Centre #4 in September/October 2023. A Highway 413 interactive map based on that design is available on the Project website at: https://www.highway413.ca/. Your property has been identified as being potentially impacted by the Preliminary Design; therefore, additional field investigations are required on your property.

The purpose of this letter is to request permission to enter your property in order to conduct both intrusive (i.e., physical) and non-intrusive fieldwork in support of the Project, as your property may include environmental and engineering features that would provide valuable input.

The Phase 4 Permission to Enter (PTE) program will include non-intrusive and/or intrusive (i.e., physical) field investigations, which may require some temporary alteration to your property. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), and/or limited interference with use of a portion of your property. Any physical disturbance or temporary alteration to your property will be returned to the property's original condition at no cost to the property owner once the investigation(s) is/are complete.

We would like to assure you that the visits will generally occur during the day, and prior to any visits, staff will notify you at least 3-5 business days ahead of time. More than one site visit may be required in 2025-2026, by different specialists or by the same specialists in different seasons. All attempts will be made to minimize any inconvenience to you that may result from such visits and to accommodate any requests you may have as to scheduling.

The Phase 4 PTE program will begin **April 2025** and is anticipated to be completed by **December 31, 2026**. Building on the field investigations undertaken during the Phase 1-3 PTE programs, Phase 4 field investigations will inventory the natural, social, cultural, environmental, and engineering features within the study area. The Phase 4 PTE program is

a continuation of the work undertaken in 2021 and 2022 under the Phase 2 PTE program; and 2023 and 2024 under the Phase 3 PTE program. This fieldwork will focus on properties we were unable to previously investigate and properties where further investigations are required. The Phase 4 PTE program will include any combination of the following investigations being undertaken on your property by the Project Team field staff:

- **Ecology Investigations** – Field investigations may include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and certain species-specific surveys for threatened or endangered species. All these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.
- **Archaeological Assessments** – Standard fieldwork consists of either pedestrian or test-pit survey methods as per the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for Consultant Archaeologists* as follows:
    - Pedestrian Survey – In areas of agricultural field, the area will be subject to pedestrian survey at a 5 m interval, with samples of any cultural material identified retained for laboratory analysis. The MCM requires that all land that can be subject to ploughing be ploughed to 80% ground surface visibility and weathered by rain prior to assessment. If crop, weed growth, or snow cover obscures more than 20% of the field surface the MCM will not accept the assessment results. For agricultural properties we request that the enclosed Archaeology Questionnaire be completed to assist in scheduling the assessments around farm operations.
    - Test Pit Survey – In areas that cannot be ploughed, test pits survey techniques are employed, where test pits that are shovel width in diameter and excavated approximately 30 cm deep will be placed at 5 m intervals across the study area with all soil screened through 6 mm hardware cloth and all cultural material retained for laboratory analysis.
- **Cultural Heritage** – photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.
- **Fluvial Geomorphology Investigations** – field reconnaissance will include visual assessments of watercourses to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse. Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.
- **Geotechnical Investigations** – activities may include, but are not limited to, site visits, utility locates, drilling of boreholes and/or excavation of test pits, installation of monitoring wells, collection of soil and/or groundwater samples for laboratory analysis, etc. All monitoring wells will be decommissioned on completion of Project activities. Drilling sites will be accessed with a rubber tracked drill rig. Site specific access requirements will be coordinated with property owners on an as needed basis.

For further information on the Phase 4 PTE program investigations, please refer to the enclosed Schedule A entitled “Phase 4 Field Investigations” and Schedule B entitled “Terms and Conditions”.

It is important to obtain this information from field investigations in order to document existing conditions and so we may avoid or develop appropriate mitigation measures for any areas containing significant/sensitive features.

Prior to entering onto private property, the Project Team is requesting authorization from property owners (i.e. a signed PTE form). All field staff will carry appropriate identification and are fully covered by professional liability insurance. Vehicles owned by field staff will be clearly marked with a sign in the window or on the dashboard, or company vehicles will be used.

Please find enclosed with this letter a **“PERMISSION TO ENTER FORM”** for property owners to complete and return. If you agree to allow the Project Team access to your property to conduct our field investigations, please sign the enclosed PTE Form and scan and return via email at **PTE@Highway413.ca** by **April 22, 2025**.

If you would like to receive an electronic copy of the Permission to Enter Form for e-signature, please email PTE@highway413.ca with your first and last name, property address, PIN #, and Key ID # (all can be found on the Permission to Enter Form).

For further information regarding the PTE process and detailed instructions on how to complete the PTE Form, see the enclosed Permission to Enter Factsheet or visit our Project website at www.highway413.ca/pte. However, if you have any questions regarding the PTE process or upcoming field investigations, please do not hesitate to contact Nadia Dabagh, PTE Coordinator, directly at 289-835-2519 or by email at PTE@Highway413.ca. Nadia will provide you with a response within 3-5 business days.

Please advise if there are any special requirements or precautionary measures that staff should take while visiting your property (i.e., accommodate/do not impede sensitive farm operations, harvesting, seasonal breeding, etc.), or if you prefer to arrange a date when we can visit the property. Following receipt of your signed PTE form, a member of the Project Team will contact you at least 3-5 business days prior to any fieldwork occurring on your property to inform you when field staff will require property access, what fieldwork is to be completed, and whom will be on site.

Your cooperation through the signing and returning of PTE forms is greatly appreciated. Further project information can be obtained on the project website: www.highway413.ca.

Ontario

Sincerely,

Jonathan McGarry, P.Eng.
MTO Senior Project Engineer
Highway 413 Project
1-877-522-6916
project_team@highway413.ca

cc: Nadia Dabagh, Highway 413 PTE Coordinator

Encl. Schedule A: Phase 4 Field Investigations
Schedule B: Terms and Conditions
Permission to Enter Form
Archaeology Questionnaire
Highway 413 Permission to Enter Factsheet (April 2025)

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Ontario

Highway 413 Preliminary Design and Assessment of Environmental Impacts
Phase 4 Permission to Enter Program

SCHEDULE A: Phase 4 Field Investigations

The Permission to Enter (PTE) agreement will allow the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") temporary access to your property to perform Phase 4 field investigations (the "Work") required for the project. This may include, but is not limited to, a combination of the following investigations in support of the Highway 413 Preliminary Design and Assessment of Environmental Impacts:

Ecology Investigations:

- Field investigations may include fish community and fish habitat surveys, vegetation classification and delineation, plant species inventories, Significant Wildlife Habitat surveys, amphibian call surveys, breeding bird surveys, and certain species-specific surveys for threatened or endangered species.
- All of these surveys are non-intrusive and will involve trained ecologists walking the subject property recording ecological data, mapping features and taking photographs of natural features. In some cases, these surveys require ecologists to visit each property several times and at different times of the day (early morning, mid-day and after dusk). All staff are trained to follow required health and safety procedures and protocols.

Archaeological Assessments:

- Undertake Archaeological Assessments of the property in accordance with the *Ontario Heritage Act* (OHA), the 2011 Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for Consultant Archaeologists* and industry best practices.
- Activities may include, but are not limited to, site visits, records review, historical research, consultation with relevant stakeholders and government authorities, pedestrian surveys, ploughing, and test-pitting.
- Test pitting involves the hand excavation of a shovel-width hole dug 5 cm into subsoil, with all excavated soil sifted through 6 mm aperture screen before being used to refill the hole.
- Pedestrian Survey involves walking across ploughed and weathered agricultural fields looking for artifacts superficially. This requires the area to have been recently ploughed and disked, some rain for weathering purposes and minimal overgrowth of vegetation.

Cultural Heritage Investigations:

- Photographic documentation of the property including photos of the exterior of buildings on the property and other landscape features.

Fluvial Geomorphology Investigations:

- Field reconnaissance will include visual assessments of the watercourse to identify the existing conditions and stability of the channel. This will require walking along and within the watercourse.
- Rapid measurement techniques will also be applied, such as width and depth of the channel, as well as measurement of substrate along the channel bed.

Geotechnical Investigations:

- Undertake geotechnical investigations and/or hydrogeological investigations in accordance with applicable law and industry best practices.
- Activities may include, but are not limited to, site visits, utility locates, intrusive investigative activities (drilling of boreholes and/or excavation of test pits, installation of monitoring wells), collection of soil and/or groundwater samples for laboratory analysis, etc.
- All monitoring wells shall be decommissioned upon completion of Project activities in accordance with Ontario Regulation 903.
- All Work shall be conducted in accordance with applicable law and industry best practices.
- Locations will be accessed with a rubber tracked drill rig.
- Site specific access requirements will be coordinated with property owners on an as needed basis.

Ontario

Highway 413 Preliminary Design and Assessment of Environmental Impacts
Phase 4 Permission to Enter Program

SCHEDULE B: Terms and Conditions

If granting access, the "Owner" of the "Property" is to grant access to the Property to the Ontario Ministry of Transportation ("MTO"), its contractors, consultants and anyone else authorized by the MTO collectively (the "Authorized Users") for the purpose of carrying out environmental and engineering field work and testing on the Property as set out in Schedule A attached ("Phase 4 Field Investigations") (the "Work"), which the MTO deems necessary for the Highway 413 Preliminary Design and Assessment of Environmental Impacts (the "Project").

When signed by the Owner, this Permission to Enter will constitute an agreement between the MTO and the Owner for permission for the MTO and the Authorized Users to enter onto the Property and to carry out the Work subject to the following terms and conditions:

The term of this agreement and the permission to enter granted herein shall be from the date that the Permission to Enter (PTE) Form is signed by the Owner, to **December 31, 2026** (the "Term").

1. The MTO may by notice in writing to the Owner terminate this PTE agreement and the permission to enter granted herein prior to the expiry of the Term.
2. The MTO and the Authorized Users will have access to the Property as reasonably required from time to time for the purpose of carrying out the Work, and for no other purpose during the Term.
3. Prior to entering onto the Property and carrying out the Work, the Owner shall be provided with at least 3-5 business days prior notice and the MTO or its Authorized Users shall consult with the Owner to schedule a mutually convenient time to carry out the Work. The Owner agrees to remove all vehicles, equipment and other items from the Property, as required, so that the MTO and the Authorized Users shall have unobstructed access for the purpose of carrying out the Work.
4. In carrying out the Work, all reasonable efforts will be made to minimize interference with the Owner's use of the Property or use by tenants of the Property.
5. The MTO and Authorized Users assume the risk of injury or damages arising out of the MTO's and Authorized Users' use of the Property, except to the extent that the injury or damages are caused by the Owner's negligence.
6. Upon completion of the Work or expiry or earlier termination of the Term, any damage to the Property caused by the MTO or the Authorized Users shall be repaired to the condition immediately prior to performance of the Work, by the MTO or the Authorized Users.
7. The Owner acknowledges that any reports and audits documenting the results of the Work are the property of the MTO.
8. The Owner shall notify the MTO of the sale of the Property during the Term.

Ontario

Highway 413 Preliminary Design and Assessment of Environmental Impacts
Phase 4 Permission to Enter Program

PERMISSION TO ENTER FORM

Owner(s) Name: _____

Mailing Address: _____

Email (required): _____

Phone Number (required): _____

Where possible, please provide an alternate contact person in the event the property owner listed above is unavailable:
First & Last Name: _____

Email Address & Phone Number: _____

As owner(s) of the Property:

Property Address:	PIN #:
Municipality:	Key ID #:

grant(s) permission to His Majesty the King in Right of Ontario as represented by the Minister of Transportation for the Province of Ontario, His employees, agents, contractors, consultants, etc., to enter upon the above mentioned lands for the purpose of conducting Phase 4 field investigations in accordance with '**SCHEDULE A: Phase 4 Field Investigations**' and '**SCHEDULE B: Terms and Conditions**', to provide necessary information for the Highway 413 Transportation Corridor Route Planning, Preliminary Design and Environmental Assessment Project from **the date the agreement is signed to December 31, 2026**, inclusive of both dates.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

The MTO assumes the risk of injury or damages, and related reasonable legal fees of the Owner(s) to defend against third party claims, arising out of the MTO's use of the land except to the extent that the injury or damages are caused by the Owner(s)' negligence.

Date: _____

Any special requirements or precautionary measures that staff should take while visiting your property: _____
_____
_____
_____

_____ _____
Print Name(s)

_____ _____
Signature(s)

Ontario

Highway 413 Preliminary Design and Assessment of Environmental Impacts
Phase 4 Permission to Enter Program

ARCHAEOLOGY QUESTIONNAIRE

If there are fields, historically or currently, used for agricultural cultivation or animal husbandry please complete this questionnaire.

Property Address: PIN #:
Municipality: Key ID #:

Is there a tenant farmer on the property listed above? **Yes / No**

If **Yes**, please provide their preferred contact information:

Tenant Farmer First & Last Name:

_____

Tenant Farmer Email & Phone Number:

_____

Please provide the following information regarding farming practices on the property:

Farming Type:

_____

Planting and Harvesting Schedules:

Describe the planned 2025 and 2026 agricultural season schedule and/or crop type(s), if available:

_____

Currently In Crop? Yes / No

If not in crop currently:

Approximate Planting Schedule (Month): _____

Approximate Harvest Schedule (Month): _____

Please outline any restrictions that would limit access and at what times (e.g., ceremonial events, tourist camps or activities, ranch operations, orchards, etc.):

_____
_____
_____

Where the property is occupied by a tenant (lease), I, the property owner, will ensure that the tenant has been made aware of this signed PTE agreement and any relevant access details.

Date: _____

_____ _____
Print Name(s)

_____ _____
Signature(s)

wsp AECOM

FIELDWORK FACT SHEET

Phase 4 Fieldwork Program
Highway 413 Project

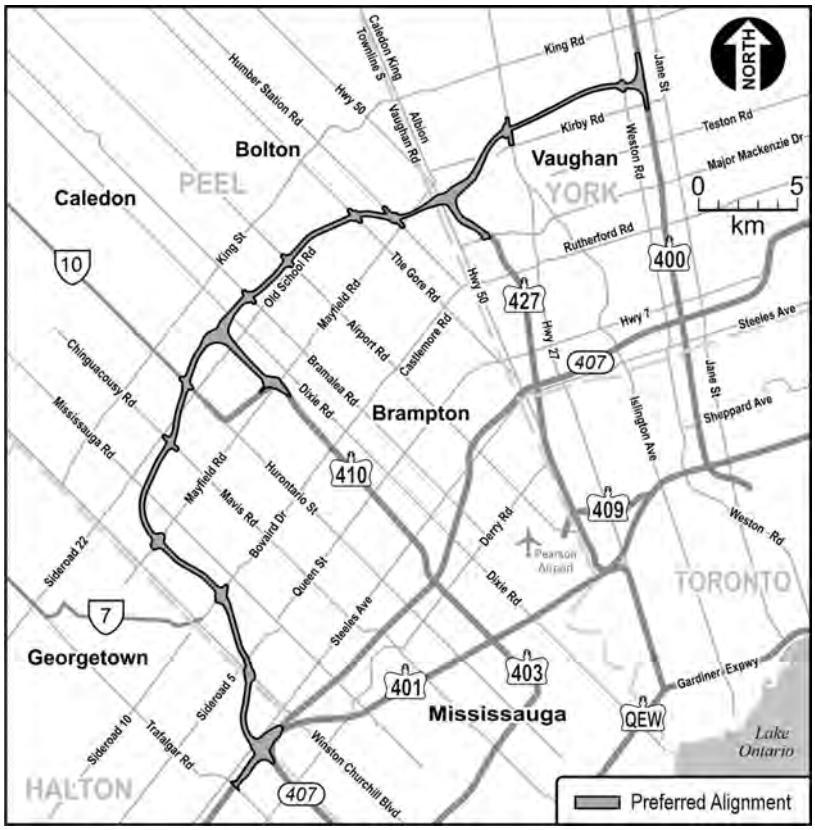
The Ontario Ministry of Transportation (MTO) is currently undertaking the development of Preliminary Design and assessment of environmental impacts for the Highway 413 Project. Building upon the recommendations in the 2012 Transportation Development Strategy, the Highway 413 Project will identify the route, alignment, determine interchange locations and complete the preliminary design for the new transportation corridor. The new transportation corridor will include: a 400-series highway as well as protection for a future transitway corridor.

This fact sheet has been prepared to provide general information regarding the Phase 4 Fieldwork Program for the Highway 413 Project.

Highway 413 Preliminary Design Update

Updates to the Preliminary Design for the Highway 413 Project were provided as part of Public Information Centre #4 in September/ October 2023. In December 2024, MTO announced that the Preliminary Design for Highway 413 is 90 per cent complete, which gives greater certainty on the preferred alignment of the highway.

Properties located within or near the Highway 413 preferred alignment may be directly impacted by the transportation corridor and its ancillary uses.



Why are you doing fieldwork now?

Fieldwork is a vital aspect during the development of Preliminary Design. It is a data collecting exercise that informs decisions on aspects like bridge designs, pavement types, interchange locations and configurations, etc. This data also allows us to identify existing environmental conditions and determine potential negative and positive impacts so that the negative impacts can be mitigated or avoided altogether.

Ontario

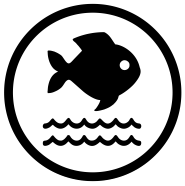
WSP AECOM

Phase 4 - Permission to Enter (PTE) Fieldwork

Phase 4 field investigations will begin in April 2025 and may continue until December 2026. Phase 4 field investigations will include fieldwork which may require some temporary alteration to properties. Temporary alteration to a property may refer to open-test pitting, installation of monitoring well(s), drilling of boreholes, and/or limited interference with use of a portion of a property. Temporary changes to a property will be returned to the property's original condition at no cost to the property owner, once the investigation is complete.

The Phase 4 PTE program is a continuation of the work undertaken in 2021 and 2022 under the Phase 2 PTE program and 2023 and 2024 under the Phase 3 PTE Program. This fieldwork will focus on properties we were unable to previously investigate and properties where further investigations are required.

What type of Investigations may occur?


Fisheries


Groundwater, Drainage & Erosion


Contamination & Waste Management


Terrestrial


Land Use


Agriculture


Archaeology


Cultural Heritage


Engineering Surveys & Geotechnical

Questions?

For more information regarding the Highway 413 Project, please visit our project website: **www.highway413.ca**

If you would like to speak with someone directly regarding a specific question, concern or clarification related to fieldwork, please contact:

Nadia Dabagh, PTE Coordinator
Phone: 289-835-2519
E-mail: PTE@highway413.ca

Ontario

WSP AECOM

Appendix A-2

Project Notices

- Invitation to the Highway 413 Landowner Meetings

Ontario

April 11, 2025

Name:

Address 1:
Address 2:
City:
Province:
Postal Code:

To Name,

Re: Property Owner Notification - Highway 413

The Ontario Ministry of Transportation (MTO) continues advancing the Highway 413 project. The preliminary design and assessment of environmental impacts phase is approaching its conclusion, and MTO is beginning to acquire land for the project.

Over the coming weeks, MTO will contact individual landowners with a letter regarding potential impacts to property from the Highway 413 project. This letter, with the enclosed map for review, shows your property in relation to the current draft preliminary design. For more information and access to an interactive version of the map, please visit www.highway413.ca.

The purpose of this letter is to offer you a meeting with the Project Team, including MTO's Property Section representative(s), to discuss the anticipated impacts to your property (PIN). This meeting will provide an opportunity for you to ask any questions you may have about this project and for MTO to explain the property acquisition process.

If you are interested in attending a meeting with the Project Team on **May 12 & 14** in Mississauga (Highway 401 and Mississauga Road area) and **May 15** in Bolton, please contact us via email (project_team@highway413.ca) or our toll-free line (1-877-522-6916) to confirm your availability. Each property owner will be provided with a 20-minute timeslot to discuss the potential impacts on their property and an opportunity to indicate any potential concerns. Please provide us with your preferred date and time (morning, afternoon, or evening), along with your name, impacted property(s), and contact information, and we will do our best to accommodate. We are also offering virtual meetings beginning the week of **June 9.** Please let us know if you prefer this option, and we will arrange accordingly.

WSP AECOM

If you have any questions related to the Highway 413 project or potential impacts to your property, please do not hesitate to contact us if you require further information, via the Project Website (https://www.highway413.ca/contactus-2/) or calling the toll-free number. This is an ongoing process and there will be other opportunities to discuss your property with the Highway 413 team. We look forward to meeting with you.

Sincerely,

Highway 413 Project Team

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

Appendix A-2

Project Notices

- 2025 Focused Analysis Area Bulletin

View this email in your browser

HIGHWAY 413
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2025 Focused Analysis Area (FAA) Bulletin



We are pleased to share an update on the Highway 413 project.

In the Fall of 2024, MTO reached the 90% preliminary design milestone for the project. Along with reaching this milestone, the 2024 Draft Focused Analysis Area (FAA) for Highway 413 was updated to include targeted refinements, incorporating key design elements and environmental considerations. These adjustments were informed by updated preliminary design work and environmental studies, allowing for a better understanding of land use impacts and alignment with local infrastructure.

Similarly, the Ministry of Energy and Mines (MEM), formerly known as the Ministry of Energy and Electrification, advanced planning work on the Northwest GTA Transmission Corridor and proposed refinements to the Narrowed Area of Interest (NAI). The NAI is a corridor of land identified and protected by the ministry and Independent Electricity System Operator (IESO) for future linear electricity transmission infrastructure to support growth in the region. The FAA and NAI are almost identical. The land being protected by MEM is the same land being protected by the Ministry of Transportation (MTO), except where each is protecting additional lands specific to its particular use.

As part of ongoing public consultation, the Draft FAA and NAI were posted on December 9, 2024, for a 30-day public review period on the Environmental Registry of Ontario. The consultation period was open for 30 days and concluded in January 2025. Public engagement is essential to our processes, ensuring that community perspectives help shape the final outcome.

MTO and MEM have recently finalized the FAA and the NAI at the current stage of each project, with no changes as a result of the public consultation. Each comment that was received through the ERO was reviewed and taken into consideration by both ministries.

Timeline and Next Steps

Highway 413 FAA

- An update on the FAA detailing its finalization has been posted to the Environmental Registry of Ontario, as well as the Highway 413 project website (https://highway413.ca/en/).
- MTO will be preparing a draft Environmental Impact Assessment Report (EIAR) in accordance with the requirements set out in the *Highway 413 Act, 2024* anticipated in Fall 2025.

- The draft report will include a description of Highway 413 studies completed detailing environmental impacts, proposed mitigation measures and a record of consultation. The final report will be published to the Highway 413 project website.
- MTO will continue to review development applications in the study area, but it is anticipated that applications in the lands released will not be directly impacted by Highway 413.

Northwest GTA Transmission Corridor Study NAI

- An update to the NAI has been posted to the Environmental Registry of Ontario.
- MEM expects to undertake another round of consultation based on further refinements to the NAI that can be made as the Highway 413 project advances and as infrastructure planning is updated to reflect projected electricity demand growth in the region.

Environmental Registry of Ontario:

English: Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest Refinements. | Environmental Registry of Ontario

French: Zone d'analyse ciblée de l'autoroute 413 et zone d'intérêt restreinte du couloir de transport d'électricité du nord-ouest de la RGT – Améliorations | Registre environnemental de l'Ontario

Indigenous Community and Stakeholder Engagement: As we gather input from municipalities, Indigenous Communities, and other key stakeholders, engagement sessions will continue. This ensures ongoing collaboration and transparency in the decision-making process. Additionally, MTO is currently in the process of planning individual landowner sessions to take place in early Spring with property owners directly impacted by the FAA.

View the 2025 FAA Bulletin

Thank you for your ongoing interest and input as we continue to advance this critically important transportation project to bring relief to the most congested corridor in North America.

Bulletin 2025 sur la zone d'analyse ciblée



C'est avec plaisir que nous vous présentons une mise à jour du projet d'autoroute 413.

À l'automne 2024, le ministère des Transports de l'Ontario (MTO) a franchi le seuil des 90 % d'achèvement de la conception préliminaire du projet. Parallèlement à cette étape importante, il a procédé à la mise à jour du projet de zone d'analyse ciblée pour l'autoroute 413 afin d'y intégrer les améliorations visées, les principaux éléments de conception et les considérations environnementales. Le MTO a effectué ces ajustements à la lumière des travaux de conception préliminaire et d'études environnementales, ce qui a permis de mieux comprendre l'impact de l'utilisation des terres et l'harmonisation avec les infrastructures locales.

De même, le ministère de l'Énergie et des Mines (MEM), anciennement connu sous le nom de « ministère de l'Énergie et de l'Électrification », a fait progresser les travaux de planification du couloir de transport de l'électricité du nord-ouest de la région du grand Toronto et proposé des améliorations à apporter à la zone d'intérêt restreinte. La zone d'intérêt restreinte est un couloir de terres désigné et protégé par le ministère et la Société indépendante d'exploitation du réseau d'électricité (SIERE) pour les futures infrastructures linéaires de transport d'électricité afin de favoriser la croissance dans la région. La zone d'analyse ciblée et la zone d'intérêt restreinte sont presque identiques. Les terres protégées par le MEM sont les mêmes que celles protégées par le MTO, sauf lorsque chacun protège des terres supplémentaires propres à son usage particulier.

Dans le cadre de la consultation publique continue, le projet de zone d'analyse ciblée et de zone d'intérêt restreinte a été affiché le 9 décembre 2024 pour une période d'examen public de 30 jours sur le site Web du Registre environnemental de l'Ontario. La période de consultation a été ouverte pendant 30 jours avant de prendre fin en janvier 2025. La mobilisation du public est essentielle à nos processus, car elle garantit que les perspectives communautaires contribuent à façonner le résultat final.

Le MTO et le MEM ont récemment finalisé la zone d'analyse ciblée et la zone d'intérêt restreinte à l'étape actuelle de chaque projet, mais n'y ont apporté aucun changement à la suite de la consultation publique. Chaque commentaire reçu par le biais du Registre environnemental de l'Ontario a été examiné et pris en compte par les deux ministères.

Calendrier et prochaines étapes

Zone d'analyse ciblée de l'autoroute 413

- Une mise à jour de la zone d'analyse ciblée, qui en expose de façon détaillée l'achèvement, a été publiée dans le Registre environnemental de l'Ontario ainsi que sur le site Web du projet d'autoroute 413 (https://highway413.ca/fr/).
- Le MTO produira un projet de rapport d'évaluation des répercussions sur l'environnement conformément aux exigences énoncées dans la Loi de 2024 sur l'autoroute 413. Celui-ci est prévu à l'automne 2025.
- Le projet de rapport comprendra une description des études sur l'autoroute 413 qui présentent de façon détaillée les répercussions environnementales, les mesures d'atténuation proposées et un compte rendu de la consultation. Le rapport final sera publié sur le site Web du projet d'autoroute 413.
- Le MTO continuera d'examiner les demandes d'aménagement dans la zone d'étude, mais on prévoit que celles qui concernent les terrains mis à disposition ne seront pas directement touchées par l'autoroute 413.

Zone d'intérêt restreinte de l'étude sur le couloir de transport de l'électricité du nord-ouest de la région du grand Toronto

- Une mise à jour de la zone d'intérêt restreinte a été publiée dans le Registre environnemental de l'Ontario.
- Le MEM prévoit de mener une autre série de consultations en s'inspirant des améliorations qui pourront être apportées à la zone d'intérêt restreinte au fil de l'avancement du projet d'autoroute 413 et de la mise à jour de la planification des infrastructures, de manière à tenir compte de la croissance prévue de la demande d'électricité dans la région.

Registre environnemental de l'Ontario

English: Highway 413 Focused Analysis Area and Northwest GTA Transmission Corridor Narrowed Area of Interest Refinements. | Environmental Registry of Ontario

French: Zone d'analyse ciblée de l'autoroute 413 et zone d'intérêt restreinte du couloir de transport d'électricité du nord-ouest de la RGT – Améliorations | Registre environnemental de l'Ontario

Mobilisation des collectivités autochtones et des intervenants: Les séances de mobilisation se poursuivront à mesure que nous recueillerons les avis des municipalités, des collectivités autochtones et d'autres intervenants clés. Cette démarche garantit une collaboration continue et la transparence du processus décisionnel. Par ailleurs, le MTO procède actuellement à la planification de séances individuelles qui auront lieu au début du printemps et auxquelles assisteront les propriétaires fonciers directement touchés par la zone d'analyse ciblée.

Voirle bulletin 2025 sur la zone d'analyse ciblée

Nous vous remercions pour votre intérêt continu et pour vos commentaires alors que nous continuons à faire avancer ce projet important qui vise à décongestionner le corridor le plus surchargé de l'Amérique du Nord.

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Appendix A-2

Project Notices

- Notice of Highway 413 Early Works

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Notice of Highway 413 Early Works



We are pleased to share an update on the Highway 413 Project.

On November 25, 2024, *Bill 212 – Reducing Gridlock, Saving You Time Act*, 2024 received royal assent, which included the *Highway 413 Act*, 2024. The *Highway 413 Act*, 2024 included provisions for Early Works Projects.

These Early Works Projects are located in areas where engineering design and field investigations have progressed and were chosen by the Ontario Ministry of Transportation (MTO) because they are either in areas that are, or were previously disturbed, and where the likelihood of environmental impacts is low. Some projects are also located in areas that have been identified by local municipalities for additional infrastructure improvements.

Highway 413 Early Work Projects include:

- Early Works Project #1: Embankment at 401/407 ETR/413 Interchange
- Early Works Project #2: Highway 10/Hurontario Street Resurfacing & Underpass
- Early Works Project #3: Bovaird Drive Underpass

Early Works Project #1 and some elements of Early Works Project #2 began this summer. More information on these Early Works Projects can be found on the Project Website (Early Works - Highway 413).

Environmental and engineering studies inform the design for these Projects and MTO will assess environmental impacts associated with the construction of Early Works and implement mitigation measures, as appropriate. The ministry will also obtain any permits and authorizations, if required, and will satisfy any Duty to Consult obligations with respect to Early Works.

As part of our commitment to keeping the public informed, construction notices will be shared with those directly impacted by these Projects.

View Early Works

Thank you for your ongoing interest and input as we continue to advance this critically important transportation project to bring relief to the most congested corridor in North America.

Avis de travaux préliminaires de l'autoroute 413



Nous sommes heureux de vous faire part des dernières nouvelles concernant le projet de l'autoroute 413.

Le 25 novembre 2024, le *projet de loi 212 – Loi de 2024 sur le désengorgement du réseau routier et le gain de temps* a reçu la sanction royale. Il comprenait la loi intitulée *Loi de 2024 sur l'autoroute 413*. Cette loi comprenait des dispositions relatives aux projets de travaux préliminaires.

Ces projets préliminaires sont situés dans des zones où la conception technique et les études de terrain sont plus avancées. Ils ont été choisis par le ministère des Transports de l'Ontario (MTO) parce qu'ils se trouvent dans des zones qui sont ou ont été perturbées et où les risques d'impacts environnementaux sont faibles. Certains projets sont également situés dans des zones où les municipalités locales ont identifié des infrastructures nécessitant des améliorations supplémentaires.

Les travaux préliminaires de l'autoroute 413 comprennent :

- Projet no 1 de travaux préliminaires : remblai à l'échangeur 401/404/ER/413
- Projet no 2 de travaux préliminaires : resurfaçage de l'autoroute 10/rue Hurontario et passage souterrain
- Projet n°3 de travaux préliminaires : passage souterrain de la promenade Bovaird.

Le projet n° 1 des travaux préliminaires et certains éléments du projet n° 2 ont débuté cet été. Vous trouverez plus d'informations sur ces projets sur le site Web du projet (Travaux préliminaires – Activités de construction - Autoroute 413).

Les études environnementales et techniques servent de référence pour la conception de ces projets. Le MTO évaluera les impacts environnementaux liés à la construction des travaux préliminaires et mettra en œuvre des mesures d'atténuation, au besoin. Le ministère obtiendra également tous les permis et autorisations nécessaires, le cas échéant, et s'acquittera de toutes ses obligations en matière de consultation concernant les travaux préliminaires.

Conformément à notre engagement à tenir le public informé, les avis de construction seront communiqués aux personnes directement concernées par ces projets.

Consulter les travaux préliminaires

Nous vous remercions pour votre intérêt continu et pour vos commentaires alors que nous continuons à faire avancer ce projet important qui vise à décongestionner le corridor le plus surchargé de l'Amérique du Nord.

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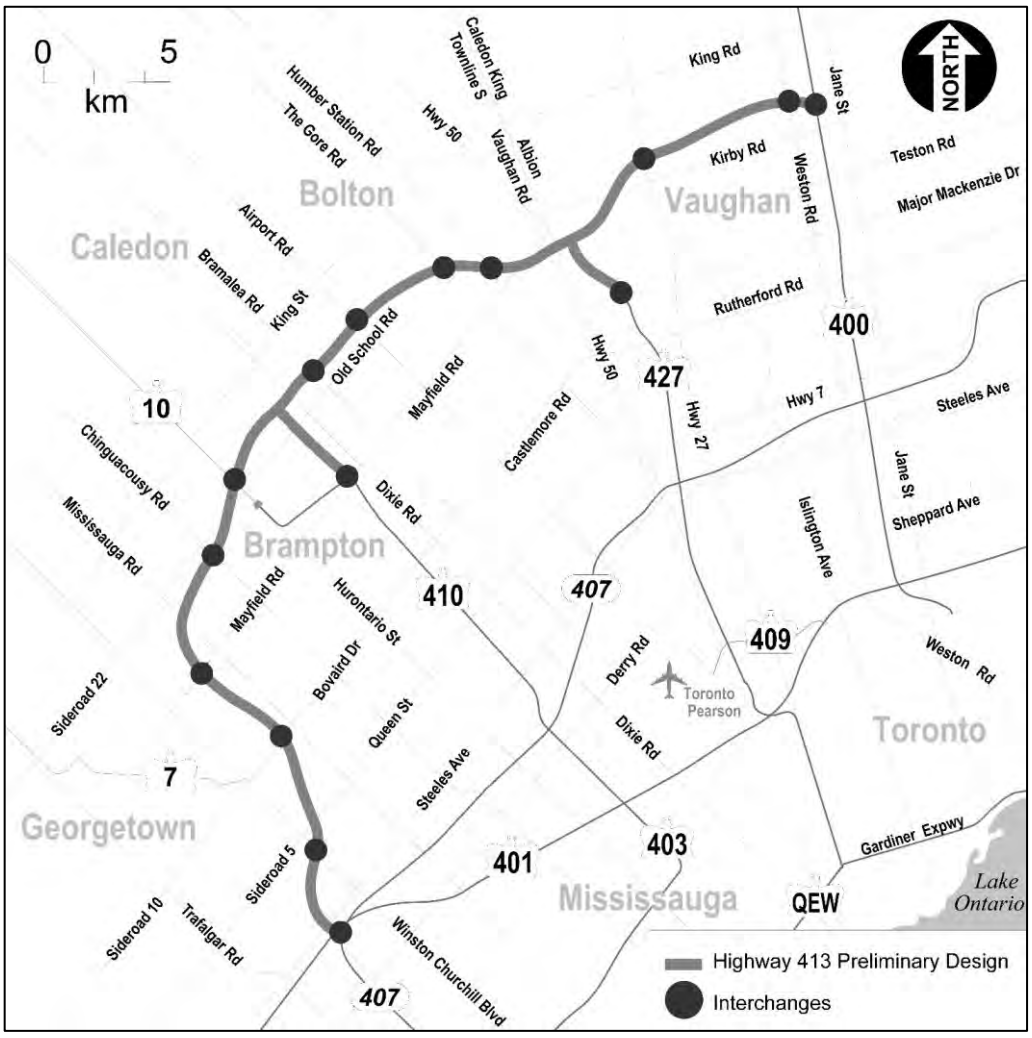
Project Notices

- Notice of Draft Environmental Impact Assessment Report

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLICATION OF THE DRAFT ENVIRONMENTAL IMPACT ASSESSMENT REPORT FOR HIGHWAY 413 PRELIMINARY DESIGN AND ASSESSMENT OF ENVIRONMENTAL IMPACTS

The Project

The Highway 413 Project will connect Highway 400 in the Regional Municipality of York to Highway 401 and Highway 407 Express Toll Route (407 ETR) in the Regional Municipality of Halton and the Regional Municipality of Peel. The completed corridor will create a total of 59 kilometres (km) of new highway infrastructure, including the 52 km Highway 413 corridor, a 4 km extension to Highway 410, and a 3 km extension to Highway 427, as well as 11 interchanges at municipal roads. Features such as stormwater management ponds, carpool lots, commercial vehicle inspection facilities and maintenance facilities have been included in the Preliminary Design. This key map shows the location of Highway 413 and extensions to Highway 410 and Highway 427.



Draft Environmental Impact Assessment Report

In accordance with Section 6 of the *Highway 413 Act*, *2024,* a draft Environmental Impact Assessment Report (EIAR) has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. It also includes record of consultation that summarizes the consultation and

engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

The draft EIAR is available on the Project Website for comment from **December 1, 2025 until January 6, 2026.** Comments on the draft EIAR can be provided via the Project Website, Project Email or Project Telephone Number.

Project Website: highway413.ca/en/eiar OR highway413.ca/fr/rere

Project Email: project_team@highway413.ca

Project Telephone Number: 1-877-522-6916 (toll-free)

Please note it will not be possible to respond to each individual comment. This material will be maintained on file for use during the Project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. Comments provided during the comment period by the public, federal and provincial agencies, municipal representatives, Indigenous communities, and other interested persons will be considered and described in the final EIAR.

Curtis Beyer P.Eng. and/or Jonathan McGarry P.Eng.
Senior Project Engineer,
Major Planning & Innovation
Major Highway Projects Division
Ministry of Transportation

Jay Goldberg, P.Eng., PMP
Consultant Project Manager
WSP Canada Inc.
150 Commerce Valley Drive West,
Suite 10B, 400 and 500
Thornhill, Ontario, L3T 7Z3

Tim Sorochinsky, P.Eng.
Consultant Project Manager
AECOM Canada ULC
105 Commerce Valley Drive West,
7th Floor
Markham, ON L3T 7W3

To simplify communications, all correspondence to any of the Project Leads can be directed to project_team@highway413.ca and phone inquiries to 1-877-522-6916 (toll-free).

Please contact us if you require any communications supports or require an alternate format to access this information or would like to update your contact information on the Project Contact List via the Project Email or "Contact Us" page on the Project Website.

Webinar

A webinar will be held on December 3, 2025, at 1:30 P.M. to share information on the draft EIAR and provide insight on how to navigate the document. For more information on how to attend the webinar please visit the Project Website. Registration closes at 9:00 A.M. on December 3, 2025. A recording of the session will be uploaded to the Project Website following the event.

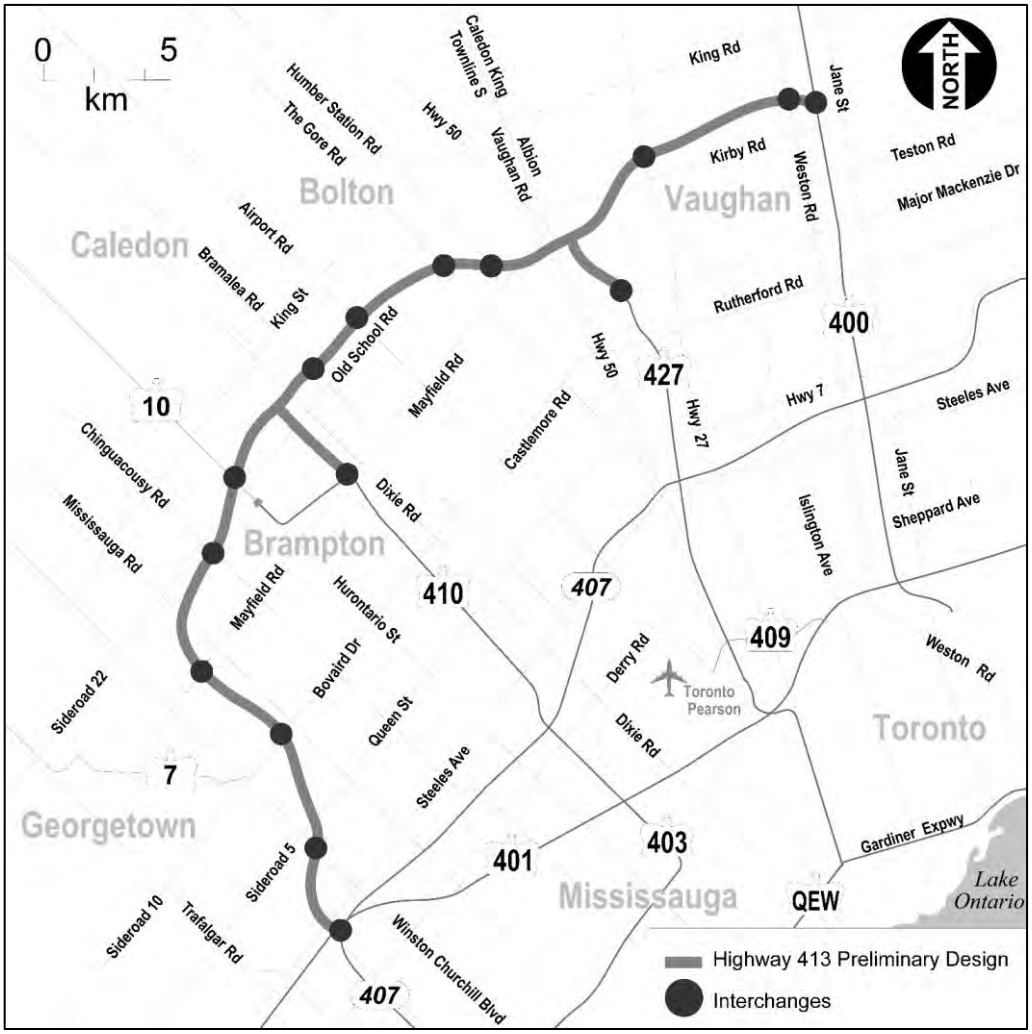
This notice was issued on **December 1, 2025**, in accordance with Section 7 of the *Highway 413 Act, 2024*.

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE PUBLICATION DU RAPPORT PRÉLIMINAIRE D'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES POUR LA CONCEPTION PRÉLIMINAIRE DE L'AUTOROUTE 413 ET L'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES

Le projet

Le projet de l'autoroute 413 reliera l'autoroute 400 dans la municipalité régionale de York à l'autoroute 401 et à l'autoroute à péage express 407 (407 ETR) dans les municipalités régionales de Halton et de Peel. Une fois achevé, le corridor créera un total de 59 kilomètres (km) de nouvelles infrastructures routières, dont un corridor de 52 km pour l'autoroute 413, le prolongement de 4 km de l'autoroute 410, et le prolongement de 3 km de l'autoroute 427. Il comprendra également 11 échangeurs avec les routes municipales, des bassins de gestion des eaux pluviales, des aires de covoiturage, des installations d'inspection des véhicules commerciaux et des installations d'entretien. La carte ci-dessous montre l'emplacement de l'autoroute 413, y compris les prolongements des autoroutes 410 et 427.



Rapport préliminaire d’évaluation des répercussions environnementales

Conformément à l'article 6 de la *Loi sur l'autoroute 413*, *2024,* un RERE préliminaire a été préparé afin de décrire la conception préliminaire du projet de l'autoroute 413. Le rapport présente les différentes options envisagées, les études environnementales réalisées pour le projet et décrit les

répercussions environnementales potentielles ainsi que les mesures d'atténuation proposées. Il comprend également un compte rendu des consultations qui résume les consultations et les engagements menés auprès des communautés autochtones, des organismes de réglementation, des parties prenantes et du public au sujet de la conception préliminaire du projet.

Le **RERE préliminaire** est disponible pour commentaires sur le site internet du projet du **1er décembre 2025** au **6 janvier 2026.** Les commentaires sur le RERE préliminaire peuvent être soumis sur le site internet, à l'adresse courriel ou au numéro de téléphone du projet.

Site internet du projet: highway413.ca/en/eiar OR highway413.ca/fr/rere

Courriel du projet : project_team@highway413.ca

Numéro de téléphone du projet : 1-877-522-6916 (sans frais)

Veuillez noter qu'il ne sera pas possible de répondre à chaque commentaire individuel. Ces informations seront conservées dans nos dossiers pour être utilisées pendant le projet et pourront être incluses dans la documentation du projet. Les informations recueillies seront utilisées conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Les commentaires formulés pendant la période de consultation par le public, les organismes fédéraux et provinciaux, les représentants municipaux, les communautés autochtones et les autres personnes intéressées seront pris en considération et décrits dans le RERE final.

Curtis Beyer P.Eng. et/ou Jonathan McGarry P.Eng.
Ingénieur de projet senior, Planification et innovation majeures
Division des grands projets routiers
Ministère des Transports

Jay Goldberg, P.Eng., PMP
Directeur de projet consultant
WSP Canada Inc.
150, Commerce Valley Drive West, Suite 10B, 400 and 500
Thornhill, Ontario, L3T 7Z3

Tim Sorochinsky, P.Eng.
Directeur de projet consultant
AECOM Canada ULC
105, Commerce Valley Drive West, 7e étage
Markham, ON L3T 7W3

Afin de simplifier les communications, toute correspondance destinée à l'un des chefs de projet peut être envoyée à l'adresse project_team@highway413.ca et les demandes de renseignements par téléphone peuvent être adressées au 1-877-522-6916 (sans frais).

Veuillez nous contacter si vous avez besoin de mesures de soutien en matière de communication ou d'un autre format pour accéder à cette information ou souhaitez mettre à jour vos coordonnées dans la liste des contacts du projet via le courriel du projet ou la page « Nous contacter » du site internet du projet.

Webinaire

Un webinaire sera présenté le 3 décembre à 13 h 30 afin de partager des informations sur le RERE préliminaire et de fournir des indications sur la façon de naviguer dans le document. Pour plus d'informations sur les modalités de participation au webinaire, veuillez consulter le site internet du

projet. Les inscriptions se termineront à 9 h le 3 décembre 2025.Un enregistrement de la session sera mis en ligne sur le site internet du projet après l'événement.

Cet avis a été publié le **1er décembre 2025**, conformément à l'article 7 de la *Loi sur l'autoroute 413*, *2024*.

Ministry of Transportation

Office of the Assistant Deputy Minister
Major Highway Projects Division

777 Bay Street
Toronto ON M7A 2J3
Tel: 289 407-7693

Ministère des Transports

Bureau du sous-ministre adjoint
Division des grands projets d'infrastructure routière

777, rue Bay
Toronto ON M7A 2J3
Tél. : 289 407-7693

Ontario

Final Letter to Indigenous communities

December 1, 2025

[First Name] [Last Name]
[Email Address}

RE: Notice of Publication of the Draft Environmental Impact Assessment Report for Highway 413 Project

---

The purpose of this letter is to inform you that the Highway 413 draft Environmental Impact Assessment Report (EIAR) is available to the public for comment from **December 1, 2025** until **January 6, 2026** in accordance with the *Highway 413 Act*, *2024*. Additionally, please see the attached Ontario Government Notice for more information.

Draft Environmental Impact Assessment Report

In accordance with section 6 of the *Highway 413 Act, 2024* a draft EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The draft report outlines the various alternatives considered, outlines the environmental studies completed for the Project, and describes potential environmental impacts as well as proposed mitigation measures. The draft EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

Comment Period and Contact Information

The draft EIAR is available to the public on the Project Website for comment from December 1, 2025 until January 6, 2026. The draft EIAR is available to Indigenous

communities for comment from **December 1, 2025** until **January 19, 2026**. A hard copy of the draft EIAR has also been mailed to your office. Comments provided by Indigenous communities during the comment period will be documented in the final EIAR in accordance with subsection 8(3) of *the Highway 413 Act, 2024*. MTO will provide its response to documented concerns in the final EIAR. In addition, MTO will respond directly to your community with responses to comments submitted on the draft EIAR. Note that while comments from Indigenous communities are welcome at any time during the Project, comments on the draft EIAR submitted after **January 19, 2026** may not be reflected in the final EIAR. All comments received from Indigenous communities will be considered as part of the Detail Design phase of the Project.

Comments on the draft EIAR can be provided via the Project Website, Project Email or Project Telephone Number.

Project Email: project_team@highway413.ca

Project Telephone Number: 1-877-522-6916 (toll-free)

Also included for your awareness is the Indigenous Consultation Plan prepared under section 4 of the *Highway 413 Act, 2024*. This plan was previously circulated in January 2025 and outlines the general framework the Ministry of Transportation of Ontario followed for consulting and engaging Indigenous communities during the Project's Preliminary Design phase.

If you have any questions, would like to discuss this notification or are interested in scheduling a meeting, please contact Nicole Zdero (Nicole.Zdero@Ontario.ca) or Justin White (Justin.S.White@Ontario.ca). Please also contact us if you require any communications support or require an alternate format to access this information.

We thank you for your interest and participation in the Highway 413 Preliminary Design process and assessment of environmental impacts.

Sincerely,

Malvika Rudra M.A.Sc., P.Eng.
Assistant Deputy Minister

Enclosed: Ontario Government Notice

Highway 413 Indigenous Consultation Plan

Ministry of Transportation

Office of the Assistant Deputy Minister
Major Highway Projects Division

777 Bay Street
Toronto ON M7A 2J3
Tel: 289 407-7693

Ministère des Transports

Bureau du sous-ministre adjoint
Division des grands projets d'infrastructure routière

777, rue Bay
Toronto ON M7A 2J3
Tél. : 289 407-7693

Ontario

Final Letter to Federal and Provincial Agencies, and Municipalities

December 1, 2025

[First Name] [Last Name]
[Email Address}

RE: Notice of Publication of the Draft Environmental Impact Assessment Report for Highway 413

The purpose of this letter is to inform you that the Highway 413 draft Environmental Impact Assessment Report (EIAR) is available for comment from **December 1, 2025** until **January 6, 2026** in accordance with the *Highway 413 Act*, *2024*. Please see the attached Ontario Government Notice for more information.

Draft Environmental Impact Assessment Report
In accordance with Section 6 of the *Highway 413 Act, 2024*, a draft EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

Consultation Period and Contact Information
The draft EIAR is available on the Project Website for comment from **December 1, 2025** until **January 6, 2026**. Comments on the draft EIAR can be provided via the Project Website, Project Email or Project Telephone Number.

Project Website: highway413.ca/en/eiar OR highway413.ca/fr/rere
Project Email: project_team@highway413.ca
Project Telephone Number: 1-877-522-6916 (toll-free)

For direct communication with the ministry, please contact John Manning, Manager of Strategy and Integration (john.manning@ontario.ca) and/or Larry Sarris, Manager of Environmental Coordination (larry.sarris@ontario.ca).

Please also contact us if you require any communications supports or require an alternate format to access this information.
We thank you for your participation and interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts. We look forward to your involvement.

Sincerely,

Malvika Rudra M.A.Sc., P.Eng.
Assistant Deputy Minister

Enclosed: Ontario Government Notice

Ontario

December 1, 2025

Final Letter to the Public and External Stakeholders

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

Dear «First_Name» «Last_Name»:

RE: Notice of Publication of the Draft Environmental Impact Assessment Report for Highway 413

This letter has been sent to you because you have signed up to receive notices on the Highway 413 Project.

The purpose of this letter is to inform you that the Highway 413 draft Environmental Impact Assessment Report (EIAR) is available for comment from **December 1, 2025** until **January 6, 2026** in accordance with the *Highway 413 Act*, *2024*. Additionally, please see the attached Ontario Government Notice for more information.

Draft Environmental Impact Assessment Report
In accordance with Section 6 of the *Highway 413 Act, 2024*, a draft EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

Consultation Period and Contact Information
The draft EIAR will be available on the Project Website for comment from **December 1, 2025** until **January 6, 2026**. Comments and feedback on the draft EIAR can be provided via the Project Website, Project Email or Project Telephone Number.

Project Website: highway413.ca/en/eiar OR highway413.ca/fr/rere
Project Email: project_team@highway413.ca
Project Telephone Number: 1-877-522-6916 (toll-free)

Please contact us if you require any communication supports or require an alternative format to access this information or would like to update your contact information on the Project Contact List via the Project Email or "Contact Us" page on the Project Website.

WSP AECOM

Ontario

Thank you for your participation and interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts.

Sincerely,

The Highway 413 Project Team

Enclosed: Ontario Government Notice

WSP

AECOM

View this email in your browser

HIGHWAY 413
Planning *with* Vision | Planning *for* People

Notice of Publication of the Draft Environmental Impact Assessment Report

The Highway 413 draft Environmental Impact Assessment Report (EIAR) is available for comment from **December 1, 2025** until **January 6, 2026** in accordance with section 6 of the *Highway 413 Act*, *2024*. Comments on the draft EIAR can be provided via the Project Website, Project Email or Project Telephone Number.

Project Website: highway413.ca/en/eiar OR highway413.ca/fr/rere
Project Email: project_team@highway413.ca
Project Telephone Number: 1-877-522-6916 (toll-free)

Please note it will not be possible to respond to each individual comment. This material will be maintained on file for use during the Project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. Comments provided during the comment period by the public, federal and provincial agencies, municipal representatives, Indigenous communities, and other interested persons will be considered and described in the final EIAR.

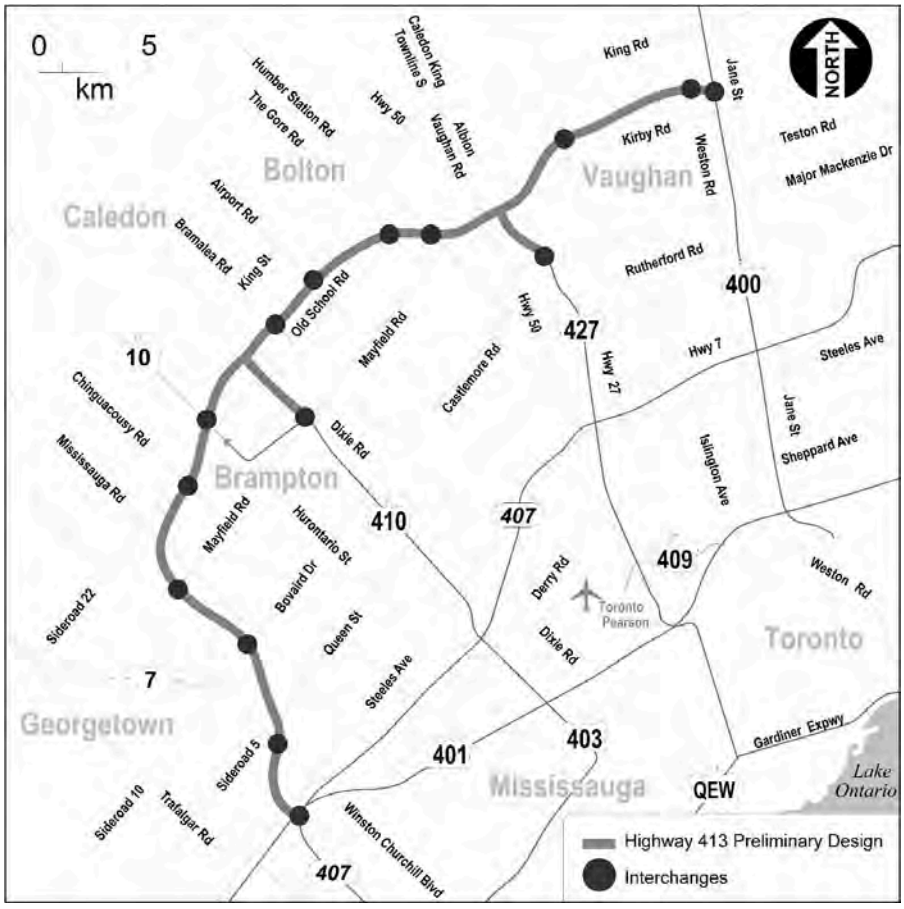
The Project

The Highway 413 Project will connect Highway 400 in the Regional Municipality of York to Highway 401 and Highway 407 Express Toll Route (407 ETR) in the Regional Municipality of Halton and the Regional Municipality of Peel. The completed corridor will create a total of 59 kilometres (km) of new highway infrastructure. This includes:

- A 52 km Highway 413 corridor
- A 4 km extension to Highway 410
- A 3 km extension to Highway 427

When completed, the corridor will have 11 interchanges at municipal roads. Features such as stormwater management ponds, carpool lots, commercial vehicle inspection facilities and maintenance facilities have been included in the Preliminary Design.

This key map shows the location of Highway 413 and extensions to Highway 410 and Highway 427.



To view the current Highway 413 design, you may view the Interactive Map on the Project Website.

Draft Environmental Impact Assessment Report

In accordance with Section 6 of the *Highway 413 Act*, *2024,* the draft EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The draft EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

This assessment of environmental impacts builds upon the considerable work that the Ministry of Transportation (MTO) has undertaken since 2007 to advance the Highway 413 Project.

Webinar

A webinar will be held on December 3, 2025 at 1:30 P.M. to share information on the draft EIAR and provide insight on how to navigate the document. Please register in advance to attend the webinar. Registration closes at 9:00 A.M. on December 3, 2025. A recording of the session will be uploaded to the Project Website following the event.

When: December 3, 2025
Time: 1:30 P.M.
Format: Microsoft Teams Live

Register Now

Please contact us if you require any communications supports or require an alternative format to access this information or would like to update your contact information on to the Project Contact List via the Project Email or “Contact Us” page on the Project Website.

Thank you for your participation and interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts. We look forward to your involvement.

Sincerely,

The Highway 413 Project Team

AVIS DE PUBLICATION DU RAPPORT PRÉLIMINAIRE D'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES

Le rapport préliminaire d’évaluation des répercussions environnementales de l’autoroute 413 est disponible sur le site internet du projet pour une période de commentaires de 30 jours, du **1er décembre 2025** au **6 janvier 2026,** conformément

à l'article 6 de la *Loi sur l'autoroute 413, 2024*. Les commentaires sur le rapport préliminaire peuvent être transmis via le site Internet, l'adresse courriel ou le numéro de téléphone du projet.

Site Internet du projet : highway413.ca/en/eiar OR highway413.ca/fr/rere

Courriel du projet : project_team@highway413.ca

Numéro de téléphone du projet : 1-877-522-6916 (sans frais)

Veuillez noter qu'il ne sera pas possible de répondre à chaque commentaire individuel. Ces informations seront conservées dans nos dossiers pour être utilisées pendant le projet et pourront être incluses dans la documentation du projet. Les informations recueillies seront utilisées conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Les commentaires émis par le public, les organismes fédéraux et provinciaux, les représentants municipaux, les communautés autochtones et d'autres personnes intéressées pendant la période de consultation seront examinés et décrits dans le rapport final d'évaluation des répercussions sur l'environnement.

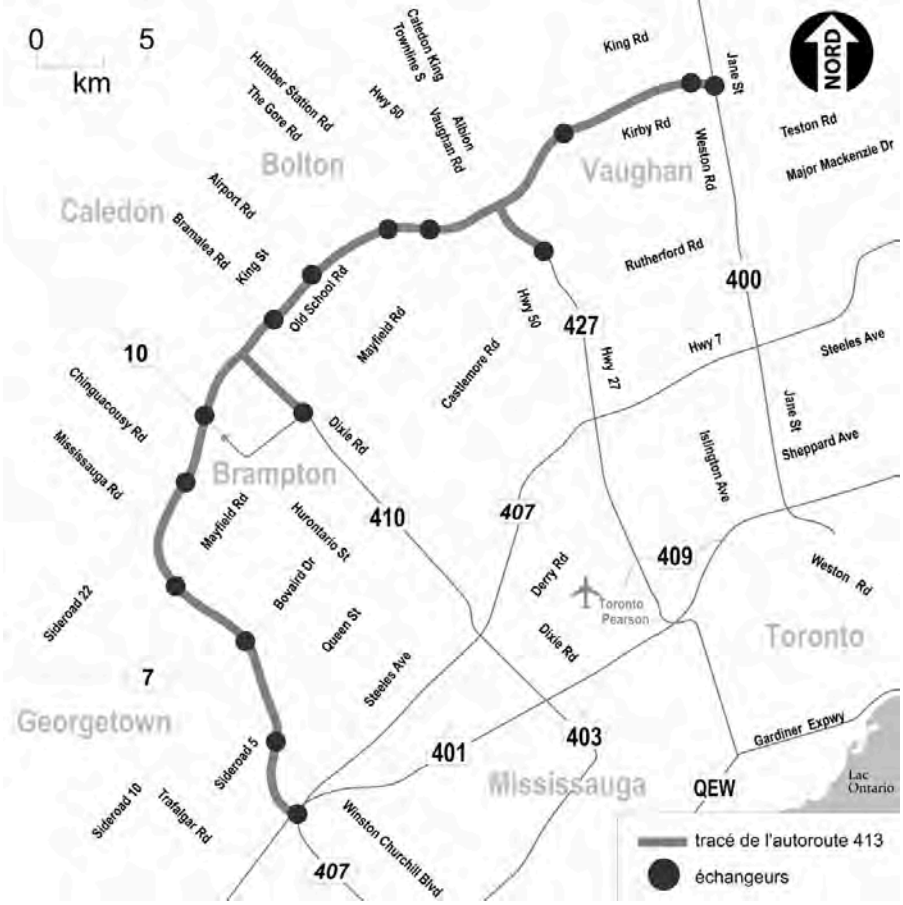
Le projet

Le projet de l'autoroute 413 reliera l'autoroute 400 dans la municipalité régionale de York à l'autoroute 401 et à la route à péage express 407 (407 ETR) dans la municipalité régionale de Halton et la municipalité régionale de Peel. Une fois achevé, le corridor comprendra au total 59 kilomètres (km) de nouvelles infrastructures routières, incluant :

- Le corridor de 52 km de l'autoroute 413
- Le prolongement de 4 km de l'autoroute 410
- Le prolongement de 3 km de l'autoroute 427

Une fois achevé, le corridor comptera 11 échangeurs avec les routes municipales. Des éléments tels que des bassins de gestion des eaux pluviales, des aires de covoiturage, des installations d'inspection des véhicules commerciaux et des installations d'entretien ont été inclus dans la conception préliminaire.

Cette carte clé montre l'emplacement de l'autoroute 413 et du prolongement des autoroutes 410 et 427.



Pour voir le tracé actuel de l'autoroute 413, vous pouvez consulter la carte interactive sur le site internet du projet.

Rapport préliminaire d’évaluation des répercussions sur l’environnement

Conformément à l'article 6 de la *Loi sur l’autoroute 413*, *2024,* un rapport préliminaire d'évaluation des répercussions sur l'environnement (RERE) a été préparé pour décrire la conception préliminaire du projet de l’autoroute 413. Le rapport présente également les différentes solutions envisagées, les études environnementales réalisées pour le projet et décrit les répercussions potentielles sur l'environnement ainsi que les mesures d'atténuation proposées. Le RERE préliminaire comprend également un compte rendu des consultations qui résume les consultations et les activités de mobilisation menées auprès des communautés autochtones, des organismes de réglementation, des parties prenantes et du public au sujet de la conception préliminaire du projet.

Cette évaluation des répercussions sur l’environnement s'appuie sur le travail considérable que le ministère des Transports (MTO) a entrepris depuis 2007 pour faire avancer le projet de l'autoroute 413.

Webinaire

Un webinaire aura lieu le 3 décembre à 13 h 30 afin de partager des informations sur le RERE préliminaire et de fournir des indications sur la façon de lire le document. Les inscriptions se termineront à 9 h le 5 décembre 2025. Un enregistrement de la session sera mis en ligne sur le site internet du projet après l'événement.

Quand : 3 décembre 2025
Heure : 13 h 30
Format : Microsoft Teams Live

S'inscrire au webinaire

Veuillez nous contacter si vous avez besoin d'aide pour communiquer, si vous souhaitez obtenir ces informations dans un autre format ou si vous souhaitez mettre à jour vos coordonnées dans la liste des contacts du projet via l'adresse courriel du projet ou la page « Nous joindre » du site internet du projet.

Nous vous remercions de votre participation et de l'intérêt que vous portez à la conception préliminaire et à l'évaluation des répercussions sur l'environnement de l'autoroute 413. Nous espérons pouvoir compter sur votre engagement.

Cordialement,

L'équipe du projet de l'autoroute 413

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You are receiving this email because you have signed up for the Highway 413 Project Contact List.

Our mailing address is:

Highway 413 Project

159 Sir William Hearst Ave, 7th Floor

Toronto, ON M3M 0B7

Canada

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Appendix A-2

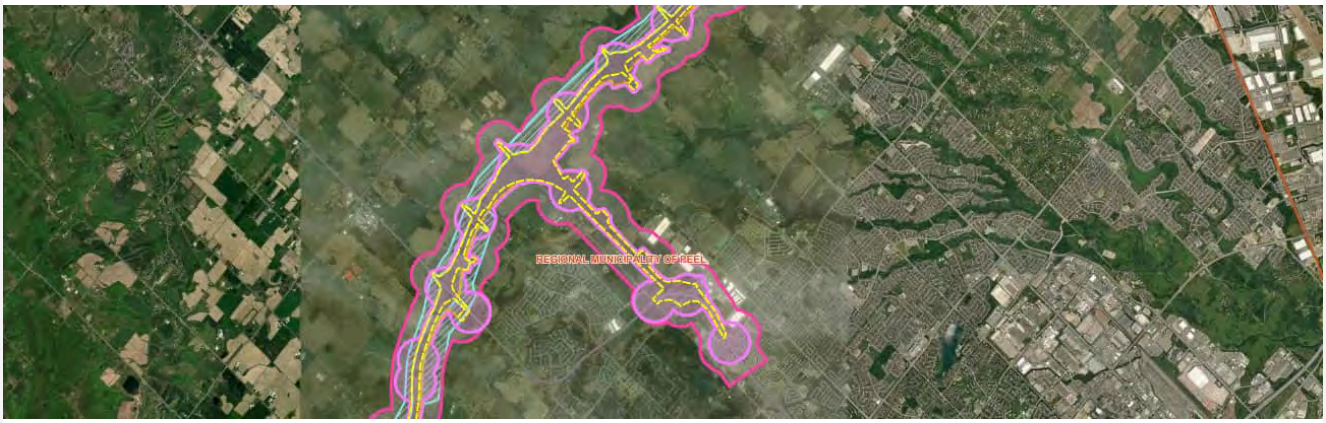
Project Notices

- Notice of Highway 413 Designation

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HIGHWAY 413
Planning *with* Vision | Planning *for* People

Notice of Highway 413 Designation



This email is being sent to you because you have signed up to receive notices regarding the Highway 413 Project.

The purpose of this email is to inform you that on November 27, 2025, the Ontario Government designated the Highway 413 under the *Public Transportation and Highway Improvement Act* (PTHIA). The designation of the corridor marks a significant milestone for the Highway 413 Project.

When a highway corridor is designated, MTO has formally identified the specific route of the new highway for the purpose of building, operating, or protecting a provincial highway. MTO also has the authority to acquire this land as needed. Properties nearby the now designated Highway 413 corridor will require permits before proceeding with certain developments and activities.

A webinar will be held on December 5, 2025 at 1:30 P.M. to share more information about the Highway 413 Designation. Please register in advance to attend the webinar. Registration closes at 9:00 A.M. on December 5, 2025.

When: December 5, 2025
Time: 1:30pm
Format: Microsoft Teams

Register Now

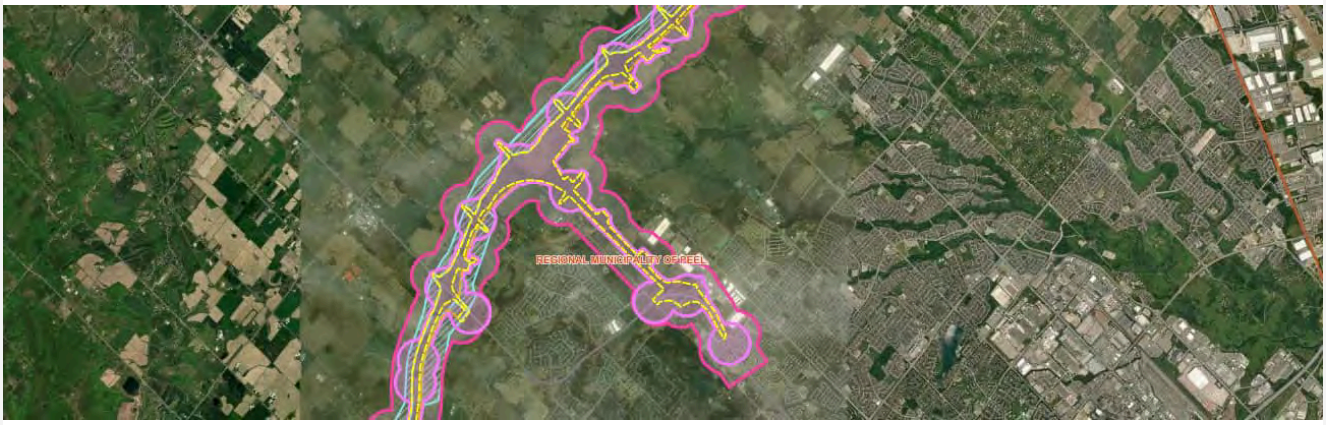
For more information on the Highway 413 Project, please visit the project website: https://highway413.ca/en/.

Alternatively, you can also contact the project team through email at project_team@highway413.ca, or by telephone at 1-877-522-6916.

Sincerely,

The Highway 413 Project Team

Avis de désignation de l'autoroute 413



Ce courriel vous est envoyé parce que vous vous êtes inscrit pour recevoir des notifications concernant le projet de l'autoroute 413.

Le but de ce courriel est de vous informer que le 27 novembre 2025, le gouvernement de l'Ontario a désigné l'autoroute 413 en vertu de la Loi sur l'aménagement des voies publiques et des transports en commun. La désignation du corridor marque une étape importante pour le projet de l'autoroute 413.

Un corridor routier est désigné lorsque le ministère des Transports de l'Ontario (MTO) a officiellement identifié le tracé spécifique de la nouvelle autoroute dans le but de construire, d'exploiter ou de protéger une autoroute provinciale. Le MTO a également le pouvoir d'acquérir les terrains nécessaires. Les propriétés situées à proximité du corridor de l'autoroute 413 désormais désigné devront obtenir des permis avant de procéder à certains aménagements et activités.

Un webinaire aura lieu le 5 décembre 2025 à 13 h 30 afin de fournir davantage d'informations sur la désignation de l'autoroute 413. Veuillez vous inscrire à l'avance pour y participer. Les inscriptions se termineront à 9 h le 5 décembre 2025.

Quand : 5 décembre 2025
Heure : 13 h 30
Format : Microsoft Teams

S'inscrire au webinaire

Pour plus d'informations sur le projet de l'autoroute 413, veuillez consulter le site internet du projet: https://highway413.ca/fr/.

Vous pouvez également contacter l'équipe du projet par courriel à l'adresse project_team@highway413.ca ou par téléphone au 1-877-522-6916.

Cordialement,

L'équipe du projet de l'autoroute 413

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You are receiving this email because you have signed up for the Highway 413 Project Contact List.

Our mailing address is:

Highway 413 Project

159 Sir William Hearst Ave, 7th Floor

Toronto, ON M3M 0B7

Canada

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Appendix A-2

Project Notices

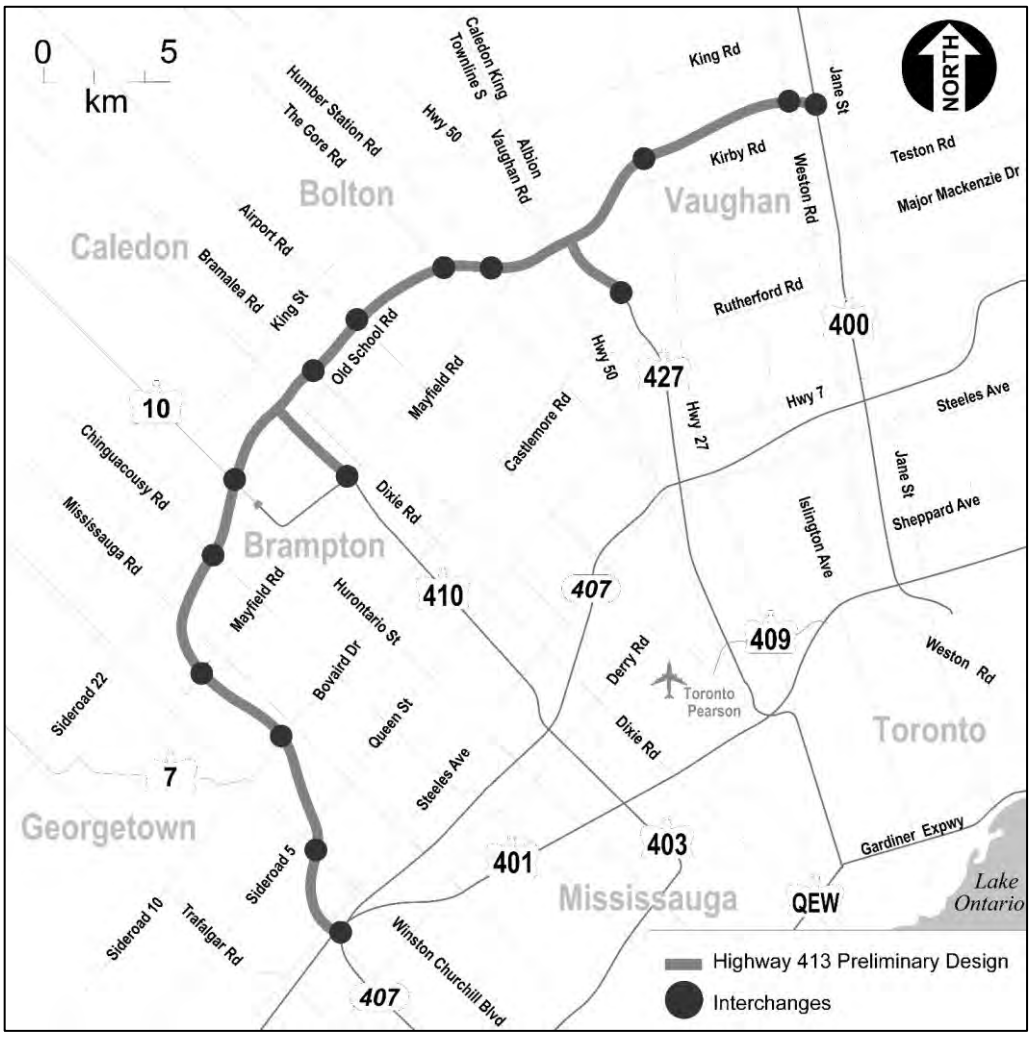
- Notice of Final Environmental Impact Assessment Report

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLICATION OF THE FINAL ENVIRONMENTAL IMPACT ASSESSMENT REPORT FOR HIGHWAY 413 PRELIMINARY DESIGN AND ASSESSMENT OF ENVIRONMENTAL IMPACTS

The Project

Draft English Ontario Government Notice

The Highway 413 Project will connect Highway 400 in the Regional Municipality of York to Highway 401 and Highway 407 Express Toll Route (407 ETR) in the Regional Municipality of Halton and the Regional Municipality of Peel. The completed corridor will create a total of 59 kilometres (km) of new highway infrastructure, including the 52 km Highway 413 corridor, a 4 km extension to Highway 410, and a 3 km extension to Highway 427, as well as 11 interchanges at municipal roads. Features such as stormwater management ponds, carpool lots, commercial vehicle inspection facilities and maintenance facilities have been included in the Preliminary Design. This key map shows the location of Highway 413 and extensions to Highway 410 and Highway 427.



The Environmental Impact Assessment Report

The draft Environmental Impact Assessment Report (EIAR) was available on the Project Website for comment from **December 1, 2025** until **January 6, 2026.**

The Ministry of Transportation has updated the draft EIAR in accordance with **Section 8** of the *Highway 413 Act, 2024*. Any concerns raised during the comment period by the public, federal and

provincial agencies, municipal representatives, Indigenous communities, and other interested persons have been reviewed and summarized in the final EIAR.

The final EIAR is now available on the Project Website highway413.ca/en/eiar or highway413.ca/fr/rere.

Any correspondence sent will be maintained on file for use during the Project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*.

Curtis Beyer P.Eng. and/or Jonathan McGarry P.Eng.
Senior Project Engineer,
Major Planning & Innovation
Major Highway Projects Division
Ministry of Transportation

Jay Goldberg, P.Eng., PMP
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WSP Canada Inc.
150 Commerce Valley Drive West,
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Tim Sorochinsky, P.Eng.
Consultant Project Manager
AECOM Canada ULC
105 Commerce Valley Drive West,
8th Floor
Markham, ON L3T 7W3

To simplify communications, all correspondence to any of the Project Leads can be directed to project_team@highway413.ca and phone inquiries to 1-877-522-6916 (toll-free).

Please contact us if you require any communications supports or require an alternate format to access this information or would like to update your contact information on the Project Contact List via the Project Email or “Contact Us” page on the Project Website.

This notice was issued on **March 12, 2026**, in accordance with **Section 8** of the *Highway 413 Act, 2024*.

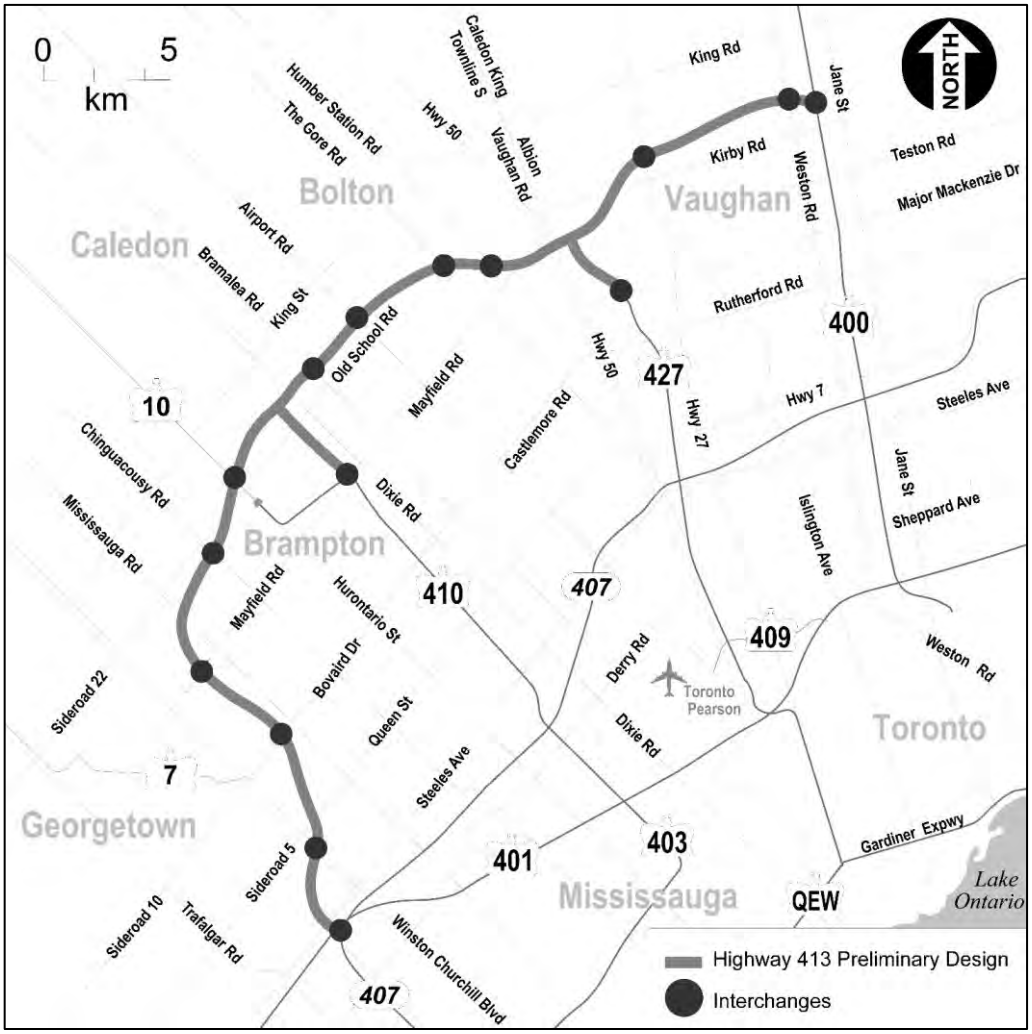
AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE PUBLICATION DU RAPPORT FINAL D'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES POUR LA CONCEPTION PRÉLIMINAIRE DE L'AUTOROUTE 413 ET L'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES

Le projet

Draft French Ontario Government Notice

Le projet de l'autoroute 413 reliera l'autoroute 400 dans la municipalité régionale de York à l'autoroute 401 et à l'autoroute à péage express 407 (407 ETR) dans les municipalités régionales de Halton et de Peel. Une fois achevé, le corridor créera un total de 59 kilomètres (km) de nouvelles infrastructures routières, dont un corridor de 52 km pour l'autoroute 413, le prolongement de 4 km de l'autoroute 410, et le prolongement de 3 km de l'autoroute 427. Il comprendra également 11 échangeurs avec les routes municipales, des bassins de gestion des eaux pluviales, des aires de covoiturage, des installations d'inspection des véhicules commerciaux et des installations d'entretien. La carte ci-dessous montre l'emplacement de l'autoroute 413, y compris les prolongements des autoroutes 410 et 427.



Rapport d’évaluation des répercussions environnementales

Le rapport préliminaire d'évaluation des répercussions environnementales (RERE) a été publié sur le site internet du projet afin de recueillir les commentaires du public entre le 1er décembre 2025 et le 6 janvier 2026.

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE PUBLICATION DU RAPPORT FINAL D'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES POUR LA CONCEPTION PRÉLIMINAIRE DE L'AUTOROUTE 413 ET L'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES

Le ministère des Transports a mis à jour le rapport préliminaire conformément à l'article 8 de la *Loi sur l'autoroute 413 de 2024*. Toutes les préoccupations soulevées pendant la période de commentaires par le public, les organismes fédéraux et provinciaux, les représentants municipaux, les communautés autochtones et les autres personnes intéressées ont été examinées et résumées dans le RERE final.

Le RERE final peut dorénavant être consulté sur le site internet du projet highway413.ca/en/eiar ou highway413.ca/fr/rere.Toute correspondance envoyée sera conservée dans nos dossiers pour être utilisée pendant le projet et pourra être incluse dans la documentation du projet. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*.

Curtis Beyer P.Eng. et/ou Jonathan McGarry P.Eng.
Ingénieur de projet senior, Planification et innovation majeures
Division des grands projets routiers
Ministère des Transports

Jay Goldberg, P.Eng., PMP
Directeur de projet consultant
WSP Canada Inc.
150, Commerce Valley Drive West, Suite 10B, 400 and 500
Thornhill, Ontario, L3T 7Z3

Tim Sorochinsky, P.Eng.
Directeur de projet consultant
AECOM Canada ULC
105, Commerce Valley Drive West, 8e étage
Markham, ON L3T 7W3

Afin de simplifier les communications, toute correspondance destinée à l'un des chefs de projet peut être envoyée à l'adresse project_team@highway413.ca et les demandes de renseignements par téléphone peuvent être adressées au 1-877-522-6916 (sans frais).

Veuillez nous contacter si vous avez besoin de mesures de soutien en matière de communication ou d'un autre format pour accéder à cette information ou souhaitez mettre à jour vos coordonnées dans la liste des contacts du projet via le courriel du projet ou la page « Nous contacter » du site internet du projet.

Cet avis a été publié le **12 mars 2026**, conformément à l'article 8 de la *Loi sur l'autoroute 413*, *2024*.

Ministry of Transportation

Office of the Assistant Deputy Minister
Major Highway Projects Division

777 Bay Street
Toronto ON M7A 2J3
Tel: 289 407-7693

Ministère des Transports

Bureau du sous-ministre adjoint
Division des grands projets d'infrastructure routière

777, rue Bay
Toronto ON M7A 2J3
Tél. : 289 407-7693

Ontario

Draft Letter to Indigenous communities

March 12, 2026

Chief [First Name] [Last Name]
[Email Address]

RE: Notice of Publication of the Final Environmental Impact Assessment Report for Highway 413 Project

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The purpose of this letter is to inform you that the Highway 413 final Environmental Impact Assessment Report (EIAR) has been published in accordance with **Section 8** of the *Highway 413 Act*, *2024*. Additionally, please see the attached Ontario Government Notice for more information.

Final Environmental Impact Assessment Report

In accordance with **Section 8** of the *Highway 413 Act, 2024*, a final EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures to a Preliminary Design level of detail. The EIAR also includes a consultation record that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design since November 1, 2012.

The Ministry of Transportation has updated the draft EIAR in consideration of concerns raised during the comment period of the draft EIAR by Indigenous communities, the public, federal and provincial agencies, municipal representatives, and other interested persons are described in the final EIAR. The final EIAR also describes what the Ministry

did to respond to these concerns. Comments from Indigenous communities continue to be welcome at any time during the Project, and will be considered as part of the Detail Design phase of the Project.

The final EIAR is now available on the Project Website highway413.ca/en/eiar or highway413.ca/fr/rere.

If you have any questions, would like to discuss this notification or are interested in scheduling a meeting, please contact Nicole Zdero (Nicole.Zdero@Ontario.ca) or Justin White (Justin.S.White@Ontario.ca). Please also contact us if you require any communications support or require an alternate format to access this information.

We thank you for your interest and participation in the Highway 413 Preliminary Design process and assessment of environmental impacts.

Sincerely,

Malvika Rudra M.A.Sc., P.Eng.
Assistant Deputy Minister

Enclosed: Ontario Government Notice

Ministry of Transportation

Office of the Assistant Deputy Minister
Major Highway Projects Division

777 Bay Street
Toronto ON M7A 2J3
Tel: 289 407-7693

Ministère des Transports

Bureau du sous-ministre adjoint
Division des grands projets d'infrastructure routière

777, rue Bay
Toronto ON M7A 2J3
Tél. : 289 407-7693

Ontario

Draft Letter to Federal and Provincial Agencies, and Municipalities

March 12, 2026

[First Name] [Last Name]
[Email Address}

RE: Notice of Publication of the Final Environmental Impact Assessment Report for Highway 413

The purpose of this letter is to inform you that the Highway 413 final Environmental Impact Assessment Report (EIAR) has been published in accordance with **Section 8** of the *Highway 413 Act*, *2024*. Additionally, please see the attached Ontario Government Notice for more information.

Final Environmental Impact Assessment Report
In accordance with **Section 8** of the *Highway 413 Act, 2024*, a final EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

The Ministry of Transportation has updated the draft EIAR in accordance with **Section 8** of the *Highway 413 Act, 2024*. Any concerns raised during the comment period, from **December 1, 2025** to **January 6, 2026,** by the public, federal and provincial agencies, municipal representatives, Indigenous communities, and other interested persons have been reviewed and summarized in the final EIAR.

The final EIAR is now available on the Project Website highway413.ca/en/eiar or highway413.ca/fr/rere.

For direct communication with the ministry, please contact John Manning, Manager of Strategy and Integration (john.manning@ontario.ca) and/or Larry Sarris, Manager of Environmental Coordination (larry.sarris@ontario.ca).

Please also contact us if you require any communications supports or require an alternate format to access this information.

We thank you for your participation and interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts.

Sincerely,

Malvika Rudra M.A.Sc., P.Eng.
Assistant Deputy Minister

Enclosed: Ontario Government Notice

Ontario

March 12, 2026

Draft Letter to the Public and External Stakeholders

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

Dear «First_Name» «Last_Name»:

RE: Notice of Publication of the Final Environmental Impact Assessment Report for Highway 413

This letter has been sent to you because you have signed up to receive notices on the Highway 413 Project.

The purpose of this letter is to inform you that the Highway 413 final Environmental Impact Assessment Report (EIAR) has been published in accordance with **Section 8** of the *Highway 413 Act*, *2024*. Additionally, please see the attached Ontario Government Notice for more information.

Final Environmental Impact Assessment Report

In accordance with **Section 8** of the *Highway 413 Act, 2024*, a final EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

The Ministry of Transportation has updated the draft EIAR in accordance with **Section 8** of the *Highway 413 Act, 2024*. Any concerns raised during the comment period, from **December 1, 2025** to **January 6, 2026,** by the public, federal and provincial agencies, municipal representatives, Indigenous communities, and other interested persons have been reviewed and summarized in the final EIAR.

The final EIAR is now available on the Project Website highway413.ca/en/eiar or highway413.ca/fr/rere.

Please contact us if you require any communication supports or require an alternative format to access this information or would like to update your contact information on the Project Contact List via the Project Email or "Contact Us" page on the Project Website.

WSP AECOM

Ontario

Thank you for your interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts.

Sincerely,

The Highway 413 Project Team

Enclosed: Ontario Government Notice

WSP AECOM

Draft Email Notice

View this email in your browser

HIGHWAY 413
Planning *with* Vision | Planning *for* People

Notice of Publication of the Final Environmental Impact Assessment Report

The draft Environmental Impact Assessment Report (EIAR) was available on the Project Website for comment from **December 1, 2025** until **January 6, 2026**.

The Ministry of Transportation has updated the draft Environmental Impact Assessment Report (EIAR) in accordance with **Section 8** of the Highway 413 Act, 2024. Any concerns raised during the comment period by the public, federal and provincial agencies, municipal representatives, Indigenous communities, and other interested persons have been reviewed and summarized in the final EIAR.

The final EIAR is now available on the Project Website highway413.ca/en/eiar or highway413.ca/fr/rere.

The Project

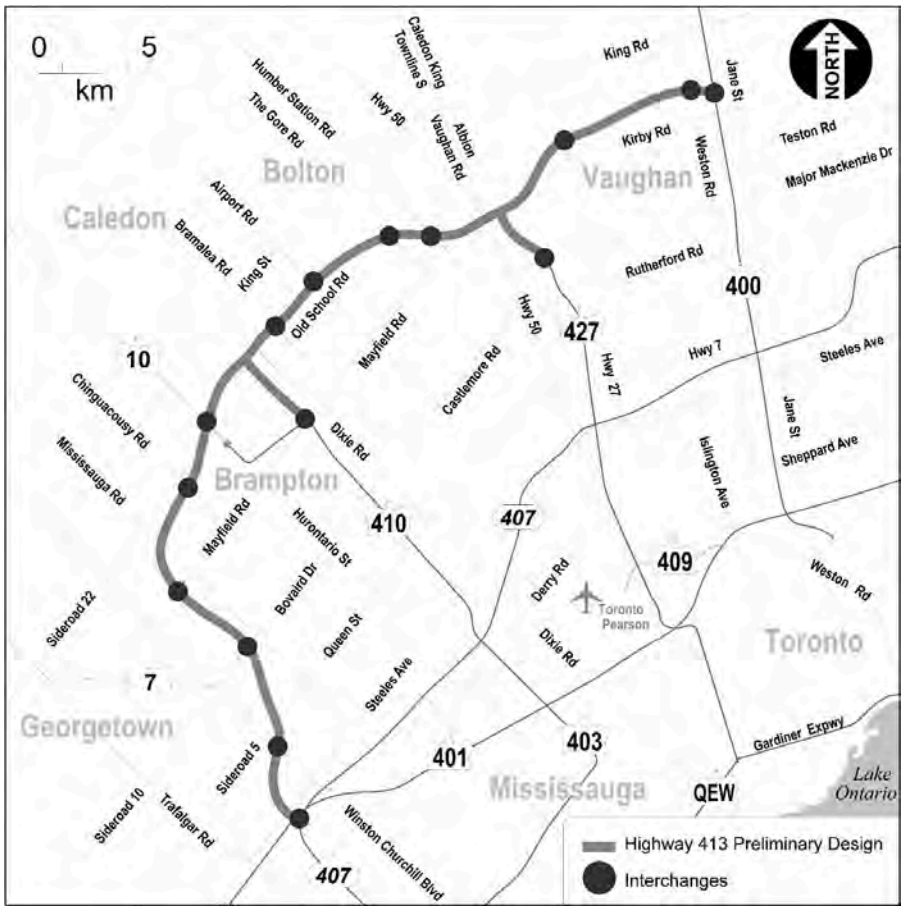
The Highway 413 Project will connect Highway 400 in the Regional Municipality of York to Highway 401 and Highway 407 Express Toll Route (407 ETR) in the Regional Municipality of Halton and the Regional Municipality of Peel. The completed corridor will create a total of 59 kilometres (km) of new highway infrastructure. This includes:

- A 52 km Highway 413 corridor
- A 4 km extension to Highway 410
- A 3 km extension to Highway 427

When completed, the corridor will have 11 interchanges at municipal roads. Features such as stormwater management ponds, carpool lots, commercial vehicle inspection facilities and maintenance facilities have been included in the Preliminary Design.

This key map shows the location of Highway 413 and extensions to Highway 410 and Highway 427.

To view the current Highway 413 design, you may view the Interactive Map on the Project Website.



Final Environmental Impact Assessment Report

In accordance with Section 8 of the Highway 413 Act, 2024, a final EIAR has been prepared to describe the Preliminary Design of the Highway 413 Project. The report outlines the various alternatives considered, the environmental studies completed for the Project and describes potential environmental impacts as well as proposed mitigation measures. The EIAR also includes a record of consultation that summarizes the consultation and engagement carried out with Indigenous communities, regulatory agencies, stakeholders, and the public in respect of the Project's Preliminary Design.

Please let us know if you require any communications supports or require an alternative format to access this information or would like to update your contact information on to the Project Contact List via the Project Email or "Contact Us" page on the Project Website.

Thank you for your interest in the Highway 413 Preliminary Design and Assessment of Environmental Impacts.

Sincerely,

The Highway 413 Project Team

AVIS DE PUBLICATION DU RAPPORT FINAL D'ÉVALUATION DES RÉPERCUSSIONS ENVIRONNEMENTALES

Le rapport préliminaire d'évaluation des répercussions environnementales (RERE) a été publié sur le site internet du projet afin de recueillir les commentaires du public entre le **1er décembre 2025** et le **6 janvier 2026**.

Le ministère des Transports a mis à jour le projet de rapport d'évaluation des répercussions environnementales (RERE) conformément à l'**article 8** de la Loi de 2024 sur l'autoroute 413. Toutes les préoccupations soulevées pendant la période de commentaires par le public, les organismes fédéraux et provinciaux, les représentants municipaux, les communautés autochtones et les autres personnes intéressées ont été examinées et résumées dans la version finale du RERE.

Le rapport final peut dorénavant être consulté sur le site internet du projet highway413.ca/en/eiar ou highway413.ca/fr/rere.

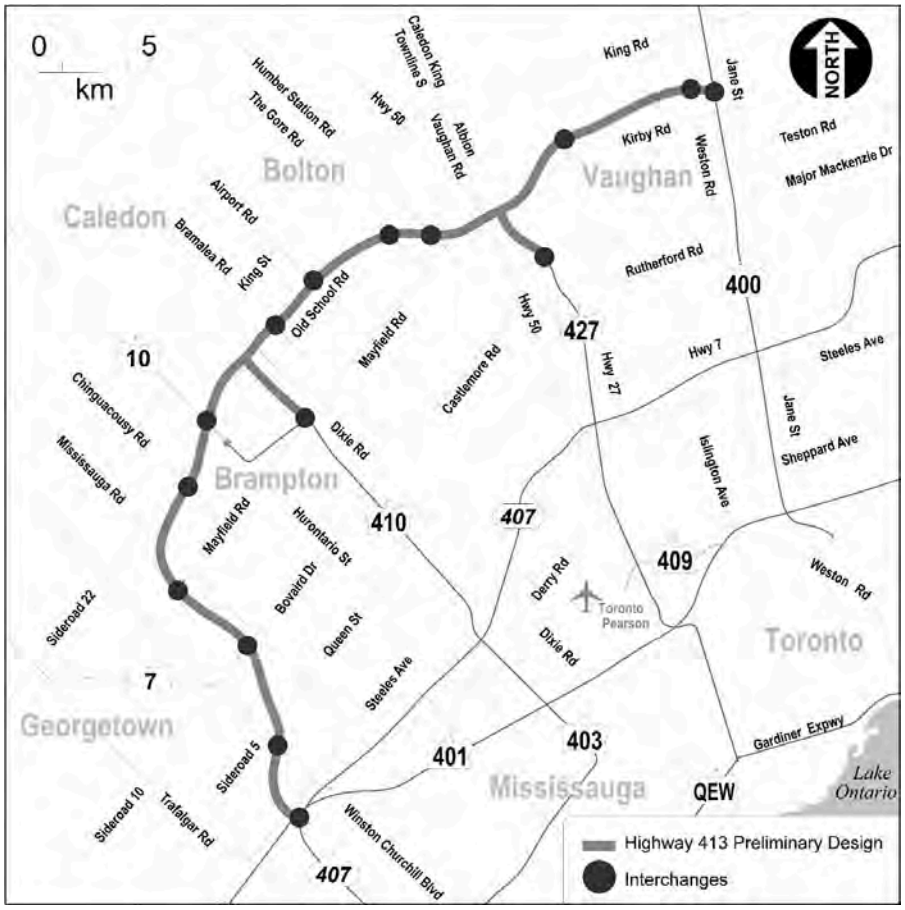
Le projet

Le projet de l'autoroute 413 reliera l'autoroute 400 dans la municipalité régionale de York à l'autoroute 401 et à la route à péage express 407 (407 ETR) dans la municipalité régionale de Halton et la municipalité régionale de Peel. Une fois achevé, le corridor comprendra au total 59 kilomètres (km) de nouvelles infrastructures routières, incluant :

• Le corridor de 52 km de l’autoroute 413
• Le prolongement de 4 km de l'autoroute 410
• Le prolongement de 3 km de l'autoroute 427

Une fois achevé, le corridor comptera 11 échangeurs avec les routes municipales. Des éléments tels que des bassins de gestion des eaux pluviales, des aires de covoiturage, des installations d'inspection des véhicules commerciaux et des installations d'entretien ont été inclus dans la conception préliminaire. Cette carte clé montre l'emplacement de l'autoroute 413 et du prolongement des autoroutes 410 et 427.

Pour voir le tracé actuel de l'autoroute 413, vous pouvez consulter la carte interactive sur le site internet du projet.



Rapport final d’évaluation des répercussions environnementales
Conformément à l'article 8 de la Loi sur l’autoroute 413, 2024, un rapport final d'évaluation des répercussions environnementales (RERE) a été préparé pour décrire la conception préliminaire du projet de l’autoroute 413. Le rapport présente également les différentes solutions envisagées, les études environnementales réalisées pour le projet et décrit les répercussions potentielles sur l'environnement ainsi que les mesures d'atténuation proposées. Le RERE préliminaire comprend également un compte rendu des consultations qui résume les consultations et les activités de mobilisation menées auprès des communautés autochtones, des organismes de réglementation, des parties prenantes et du public au sujet de la conception préliminaire du projet.

Veuillez nous contacter si vous avez besoin d'aide pour communiquer, si vous souhaitez obtenir ces informations dans un autre format ou si vous souhaitez mettre à jour vos coordonnées dans la liste des contacts du projet via l'adresse courriel du projet ou la page « Nous joindre » du site internet du projet.

Nous vous remercions de votre participation et de l'intérêt que vous portez à la conception préliminaire et à l'évaluation des répercussions sur l'environnement de l’autoroute 413.

Cordialement,

L'équipe du projet de l'autoroute 413

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You are receiving this email because you have signed up for the Highway 413 Project Contact List.

Our mailing address is:

Highway 413 Project

159 Sir William Hearst Ave, 7th Floor

Toronto, ON M3M 0B7

Canada

Add us to your address book

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You can update your preferences or unsubscribe from this list.

Appendix A-3

Project Meetings

Since the Notice of Study Commencement for Highway 413 was published in February 2014, the Project Team has held meetings with agencies, municipalities, interest groups, and other stakeholders. In accordance with the *Highway 413 Act, 2024* the tables below provide a summary of meetings held from the Notice of Study Commencement until the publication of the draft Environmental Impact Assessment Report (EIAR). This list is not exhaustive list of all meetings held, as the Project Team engaged with key stakeholders on an ongoing basis throughout the development of the Preliminary Design.

Many of these meetings were held prior to November 25, 2024—when the *Highway 413 Act*, *2024* received Royal Assent — and may include content and references reflective of the previous Environmental Assessment (EA) process. In addition to changes in the legislative framework applicable to the Project, there have also been changes to key terms, including the name and stages associated with the project work. It is worth noting that, although the *Highway 413 Act, 2024*, applies to all activities after November 1, 2012, there were no public consultation activities until the release of the Notice of Study Commencement in February of 2014. As such, all public consultation activities recorded in this Appendix begin after that date.

The Highway 413 Preliminary Design and associated data or conclusions contained within this Appendix reflect a specific design milestone at the time of circulation. The information provided herein is subject to change as the Preliminary Design is finalized and may not represent the most current design status. The content of this document will be updated to align with subsequent design revisions where appropriate. Please see the *Highway 413 Act*, *2024* for more information.

The following table outlines the delegations made to Mayors, Councils and Committees during the Development of Preliminary Design. The dates of each delegation, along with a summary of the content discussed, are also provided.

Table A-6: Meetings with Regional and Municipal Councils

Event Date	Summary of Meetings
	Round 1 of Council/Committee Meetings
February – March, 2015	After Public Information Centre (PIC) #1, the Project Team presented to the Councils/Committees of the following municipalities in 2015 to provide an overview of the materials presented at PIC #1: ■ Regional Municipality of Halton Planning and Public Works Committee: February 18, 2015; ■ Town of Halton Hills Council: March 3, 2015; ■ Regional Municipality of York Council: March 5, 2015; ■ City of Vaughan Priorities and Key Initiatives Committee: March 10, 2015; ■ Town of Caledon Council: March 10, 2015; ■ Regional Municipality of Peel Council: March 26, 2015; and ■ City of Brampton Planning and Infrastructure Committee: March 30, 2015.
	Round 2 of Council/Committee Meetings
October – November, 2019	After PIC #2, the Project Team presented to the Councils/Committees of the following municipalities to provide an overview of the materials presented: ■ Halton Region Council: October 16, 2019; ■ Peel Region Council: October 24, 2019; ■ Town of Halton Hills Planning, Public Works and Transportation Committee: October 29, 2019; ■ Township of King Council: November 4, 2019; ■ York Region Council: November 7, 2019; ■ City of Vaughan Council: November 12, 2019; and ■ Town of Caledon Council: November 19, 2019.
	Round 3 of Council/Committee Meetings
November 2021-January 2022	Before and after PIC #3, the Project Team presented to the regional and municipal councils. Members of the various advisory groups were also invited and encouraged to attend this round of PICs. ■ City of Vaughan Committee of the Whole – November 30, 2021; ■ City of Mississauga General Committee – December 1, 2021; ■ Region of York Committee of Whole – January 13, 2022; ■ Town of Halton Hills Council – January 17, 2022;

Event Date	Summary of Meetings
	■ Region of Halton Council – January 19, 2022; ■ Township of King Council – January 24, 2022; and ■ Region of Peel Council – January 27, 2022.
	Round 4 of Council/Committee Meetings
	After PIC #4, the Project Team presented to the Councils/Committees of the following municipalities to provide an overview of the materials presented: ■ Town of Halton Hills, November 20, 2023; ■ City of Vaughan, November 28, 2023; ■ City of Mississauga January 10, 2024; and ■ York Region March 21, 2024.
	Additional Rounds of Council/Committee Meetings (Upon Request)
February 13, 2014	Following a request from Peel Regional staff to present at Council, based on a Staff Report (#PW-B2) prepared by staff, MTO agreed to present to Peel Regional Council on February 13, 2014. The Project Team noted that Development of the Preliminary Design is actively underway, with formal commencement to be announced shortly. The Project Team provided an update on the study, including an overview of the completion of the Transportation Development Strategy (2012) recommendations, the goal of the Development of Preliminary Design and the consultation events/meetings planned.
July 7, 2020	The Town of Caledon requested a delegation to Council in the Summer of 2020 to receive an update on issues related to the location of the Highway 410 extension and the location of the Coleraine Drive interchange, following the completion of PIC #2. The Project Team made a delegation on July 7, 2020 and provided information on why the Project Team revisited the location of the Highway 410 extension after PIC #2 including the Town of Caledon's preference for their Option 10T, the Preferred Highway 410 extension, the accommodation of the Town's extensions of Abbotside Way and Dougall Avenue to support the Mayfield West 1 approved lands,

Event Date	Summary of Meetings
	why the Project Team revisited Section 6 after PIC #2 including the Council endorsed feedback from the Town of Caledon, City of Brampton and Peel Region, and the options in Section 6 including an overview of the conditions and constraints in the area (e.g., Regional Official Plan Area 30 lands, Secondary Plan (SP) 47 lands, distance to interchanges, Focused Analysis Area (FAA).
December 14, 2020	The Town of Halton Hills requested a delegation to Council on December 14, 2020, to provide an update on the study's overall progress. The Project Team provided an overview of the study, including the Preferred Route (PR) and 2020 FAA, and reviewed the submitted input from staff from the Town of Halton Hills. The Project Team acknowledged the November 11, 2019 Council adopted Report which noted that Town declared a climate change emergency, their view to shift transportation to more sustainable modes of transportation (transit), that the Town opposes further investment by the Province in the Development of Preliminary Design, their request to expedite the project timeline to release lands outside of the Draft 2019 FAA, their concern regarding the footprint of the corridor and impacts to the municipal transportation network, their request not to preclude the Norval Bypass or Bram West Parkway, and their request for shape files of the Draft Technically PR and Draft 2019 FAA. It was noted that a license agreement for the shape files of the PR and the 2020 FAA was sent to the Town on November 10, 2020. The Project Team also provided updates from the Community Value Plan (CVP) Meeting #2 and discussed next steps for the study. When questioned about the Independent Advisory Panel, the Project Team noted that we are aware of the Panel Report and are treating it as input in the Development of the Preliminary Design. It was further noted that averaging travel times across the entire Greater Golden Horseshoe (GGH) Region would include many unrelated trips in other parts of the region not affected by HWY 413. When measured using the average travel time across the entire GGH region, the benefits of a new corridor would be diluted due to the large number of unrelated trips. Therefore, this measure itself is not appropriate to indicate the benefits of a new corridor. Completion of the Transportation Development Strategy (2012) demonstrated that there would be significant transportation benefits to both passenger and freight movements in the study area. The combined auto delay savings on the local

Event Date	Summary of Meetings
	and inter-regional road network within the Development of Preliminary Design area is approximately 22,500 vehicle-hours and approximately 2,800 hours savings for commercial vehicles during the pm peak hour each day. Justification was provided during completion of the Transportation Development Strategy (2012). The Project Team also confirmed that no decision about tolling has been made at this time and that the team is adhering to the Greenbelt Plan, which allows infrastructure improvements if it serves the significant growth and economic development expected in Southern Ontario by providing for the appropriate connections among urban growth centres and between these centres and Ontario's borders. The Project Team acknowledged the potential impacts and are working to avoid or minimize these to the extent possible in consultation with the appropriate Conservation Authorities and agencies and that there is the Greenbelt Guideline which is guiding the team in designing the transportation corridor within these limits. In response to a request, the Project Team provided the area of agricultural land potential impacted by the highway and transit corridor to the Town on January 19, 2021. The Project Team noted that the Norval Bypass would not be precluded and that climate change was considered in the evaluation of the short-listed route alternatives under the Air Quality and Climate Change evaluation factor.
March 18, 2021	York Region requested the Project Team provide a delegation to Council. A Report from the Commissioner of Transportation Services (dated March 17, 2021) recommended that Council endorse the recommendation of the referred February 25, 2021 report in response to the Impact Assessment Agency of Canada request for input to assess the designation request for the Project. MTO presented to Council on March 18, 2021. MTO provided an update on the project, including an overview of the Federal EA process and next steps for future engagement events.
June 24, 2021	The Project Team was prepared to present a study update for Development of Preliminary Design to the Region of Peel Council on Thursday June 24, 2021 via Webex. During the review of the agenda, Councillor Parrish requested to remove Item 7.6 (Regarding Greater Toronto Area (GTA) West Corridor) from the agenda since Region of Peel staff met with the Project Team earlier in the week and believed that no new information would be presented. No objections were received to the request and Item 7.6 was removed from the agenda.

The Project Team met with staff from the various municipalities to seek input on the preliminary long list of route alternatives. The dates of each meeting, along with a summary of the content discussed is provided in the below table.

Table A-7: Meetings with Municipal Staff (Long List of Alternatives)

Meeting Date	Summary of Meetings
	Meeting with Region of Peel, City of Brampton, and Town of Caledon
August 11, 2014	The Project Team met with staff from the Region of Peel, City of Brampton, and Town of Caledon to seek input on the preliminary long list of route alternatives. Caledon in particular was interested in the interchanges with Regional/local roads for economic development purposes; it was requested that the Mayfield Phase 2 area be avoided; information on updated land uses were provided; Caledon noted that their priorities are Mayfield Phase 1, Mayfield Phase 2, Bolton and protecting prime agricultural lands; Peel Region noted that their priorities are the Highway 410 connection (Mayfield West area), the SP47/South Albion Bolton Area, and the Northwest Brampton/Osmington Area; and Peel Region noted they are planning to widen Mayfield Road to six lanes west to Winston Churchill Boulevard.
	Meeting with Region of Halton and Town of Halton Hills
August 13, 2014	The Project Team met with staff from the Region of Halton and Town of Halton Hills to seek input on the preliminary long list of route alternatives. The Town of Halton Hills noted that they have protected the employment lands north of Steeles Avenue required for the future 407 Express Toll Route (ETR)/Highway 401/GTA West interchange. The employment lands north of Steeles Avenue have originally been planned for development in the near

Meeting Date	Summary of Meetings
	future, however, recognizing the planning of HWY 413, the Town has agreed to protect the lands for a future freeway-to-freeway connection. Halton Region noted their EA for the widening of Ninth Line from 2 to 4 Lanes and Halton Hills noted additional potential and future urban areas. The Halton-Peel Boundary Area Transportation Study (HPBATS) is a joint study between the Region of Peel, Halton Region, the City of Brampton, the Town of Caledon and the Town of Halton Hills. The main objectives of the HPBATS Study include an interconnected roadway network near the Halton-Peel boundary, improving public transit/carpooling/vanpooling, and improving the flow of inter-regional traffic. While HPBATS recommended the Norval bypass as part of the recommendations for an interconnected roadway network, it is not included (nor is the planning being carried out by the Heritage Heights team).
	Meeting with Region of York and City of Vaughan
August 18, 2014	The Project Team met with staff from the Region of York and City of Vaughan to seek input on the preliminary long list of route alternatives. York Region noted a new pipeline, the Kings North Pipeline, is proposed to follow along the west side of Highway 427 and will connect to the east-west Trans-Canada Pipeline 300-400 m north of Major Mackenzie Dr. York Region noted that significant employment lands should be considered in the screening. Access to a 400 series highway is important for these areas. It was noted that a freeway-to-freeway interchange wouldn't help adjacent employment lands, whereas an arterial interchange would. Land uses appear to be reflected correctly, except for one parcel on the General Land Use Existing Conditions Map. South of Kirby Road and Weston Road a Designated Employment Area should be changed to a Residential parcel as a SP for this area will be started soon. Vaughan noted a preference for a Huntington Road interchange. York Region noted that the crossing of the Humber River should be a long span structure in order to avoid environmental impacts on the sensitive valley lands.

The Project Team met with staff from the various municipalities to seek input on the refinements made to the route alternatives after PIC #1. The following table outlines the meetings held with municipal staff, the dates of each meeting, along with a summary of the content discussed.

Table A-8: Meeting with Municipal Staff (Route and Interchange Refinements)

Meeting Date	Summary of Meetings
	Meeting with Region of Halton, Town of Halton Hills, Town of Milton and City of Mississauga
March 31, 2015	The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. Halton Region indicated their preference for alternative 1C (not alternative 1E). Halton Region also indicated that alternative 1C is more consistent with the findings of the HPBATS study and provides a northern crossing of the Credit River for an east-west connection to alleviate transportation demand within the Hamlet of Norval. The Town of Halton Hills and Halton Region noted that commuters from Georgetown will want access to Highway 401, and traffic relief for the Norval community should be provided. Halton Region indicated that it might require an additional east-west collector road north of Steeles Avenue to serve the planned industrial lands in the area. The Town of Halton Hills noted that their Planning Department will be initiating a land use study for the future employment lands along the Highway 401/Steeles Avenue corridor, and the freeway-to-freeway interchange concepts being developed by the Project Team will be an important factor.
	Meeting with Region of York, City of Vaughan, Township of King
March 31, 2015	The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. The Township of King noted concerns regarding the

Meeting Date	Summary of Meetings
	proposed interchanges along Highway 27. They noted the Town of Nobleton already accommodates a lot of traffic on Highway 27, and an interchange with the GTA West would increase traffic flow within Nobleton. The City of Vaughan noted that Pine Valley Drive does not have good continuity to the north or south, although there has been some potential of it connecting it to the south. York Region noted that Highway 50 should be considered for a full interchange even though it is in close proximity to the Highway 427 freeway-to-freeway interchange. York Region also noted that HWY 413 should extend further east beyond Highway 400 to connect to the arterial road network. City of Vaughan noted that the impact to the employment lands will need to be minimized as much as possible as they are some of the last employment lands to develop. York Region requested that an option with Pine Valley Drive and Weston Road be considered due to the distance between Weston Road and Highway 27, as well as the growing population.
	Meeting with Region of Peel, City of Brampton and Town of Caledon
April 1, 2015	The Project Team presented the short list of route alternatives and potential interchanges locations shown at PIC #1, reviewed the refinements to the route alternatives and presented the primary interchange locations and how other interchange locations would be considered based on input from municipal stakeholders. The Town of Caledon noted interest in a Highway 410 extension alternative between Alternatives 10B and 10C. The City of Brampton noted preference for the southerly crossing of the Credit River and are looking for a link between Alternatives 1C and 1E. The Region of Peel noted that Embleton Road is not an ideal interchange location because it does not provide connections to existing or planned development. In addition, the region noted that drivers are unlikely to travel south to Highway 401 to get on the GTA West transportation corridor. They are more likely to use Bovaird Drive. The Region of Peel indicated a preference for interchanges at Steeles Avenue and Bovaird Drive. The City of Brampton noted that they do not want an interchange at Wanless Drive. They would prefer one at Sandalwood Parkway. The Town of Caledon and City of Brampton prefer an interchange at Mayfield Road rather than Mississauga

Meeting Date	Summary of Meetings
	Road because Mayfield Road is considered a goods movement corridor and needs a connection to the GTA West transportation corridor. The Town of Caledon expressed interest in improvements to the Highway 410/Valleywood Boulevard interchange no matter what alternative is chosen for the Highway 410 connection. The City of Brampton noted support for Chinguacousy Road as an interchange location over Creditview Road. There was general agreement for Hurontario Street as a preferred interchange location. The Region requested a freeway-to-freeway interchange from Highway 427 to Highway 50. The Region noted that there is a high volume of traffic from Bolton to Toronto so partial ramps at Coleraine Drive are needed to facilitate to/from the east movement. The project team committed to looking at the feasibility of a full interchange in the Coleraine Drive/Highway 50 area and report back.
	Highway 50/Mayfield Road/Coleraine Drive Interchanges Working Meeting with the Region of Peel, Region of York, City of Vaughan and City of Brampton
May 12, 2015	The Project Team met with the above municipal staff to discuss interchange opportunities in the Mayfield Road/Coleraine Drive/Highway 50 area. The Project Team presented the key challenges to building interchanges in this area and six “starting point” options based on different GTA West and Highway 427 alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. The Region of Peel has tendered the Request for Proposal for an EA study to extend Major Mackenzie Drive west of Coleraine Drive and tie into Mayfield Road. The Region expects that a transition to Mayfield Road may be more desirable (instead of an intersection) because of the anticipated volume of traffic that would continue from Major Mackenzie Drive onto Mayfield Road. Mayfield Road is planned to be widened to six lanes west of the planned Major Mackenzie Drive extension and four lanes east of it. Realigning Coleraine Drive to the west should be considered in order to accommodate a full-moves interchange. General preference for an interchange at Coleraine Drive over other roads. In general, there is limited opportunity to build an interchange at Coleraine Drive with the northernmost GTA West

Meeting Date	Summary of Meetings
	route alternative. There may be limited opportunity to widen Coleraine Drive north of the GTA West study area. Providing a connection to Highway 50 and Mayfield Road is important. From this perspective, the easterly Highway 427 connection accommodates this better. Consider realigning Highway 50 to the east and Mayfield Road to the south if needed. The GTA West transportation corridor should consider, or at least not preclude, a future Highway 427 extension further north. Vaughan noted a preference for the northerly route option.
	Highway 50/Mayfield Road/Coleraine Drive Interchanges Working Meeting with the Town of Caledon
May 20, 2015	The Project Team provided an update on the GTA West Study including an overview of the short list of route alternatives presented at PIC #1. It was noted that the Project Team will be completing field work for each of the short-listed route alternatives in 2015 and are working towards identifying and presenting a PR at PIC #2. Following the identification of the PR, the Preliminary Design would be developed and the EA Report prepared and submitted to the Minister of the Environment and Climate Change for review. It was noted that there is currently no funding commitment for Detail Design and construction.
	Halton-Peel Working Group Meeting
June 24, 2015	The Project Team met with staff from the Region of Peel, City of Brampton, Region of Halton and Town of Halton Hills to discuss interchange opportunities in the Halton/Peel boundary Area. The Project Team presented the key challenges to building interchanges in this area and two “starting point” options based on the different GTA West alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. For the north crossing alternative, it was suggested to consider an interchange with the planned realigned Winston Churchill Boulevard/Bram West Parkway instead of 10th Line. For the south crossing alternative, there was more interest in providing an interchange with the future Bram West Parkway rather than Winston Churchill Boulevard or Embleton Road. Alternative 1G would impact lands identified by Halton Region as environmental connectivity lands and Halton Region would likely be unable to support it. It was noted that traffic modelling is being used to forecast the utilization of the corridor and interchanges. Microsimulation will be used after the PR is identified to refine the corridor and interchange design.
	York-Vaughan-King Working Group Meeting
June 29, 2015	The Project Team met with staff from the Region of York, City of Vaughan and Township of King to discuss interchange and connection opportunities in the Highway 400 area. The Project Team presented the key challenges to building interchanges in this area and two “starting point” options based on the different GTA West alignments. The group broke up into three tables to workshop ideas, and then discussed the ideas that were generated in plenary. It was noted that the Project Team should consider access to/from Kirby Road as well as King-Vaughan Road; as an improvement to the proposed partial interchange at Weston Road, consider an A-loop for the S-W ramp; consider carpool lots at interchanges; Investigate options such as collector roads, service roads, and basketweaves to provide access to King-Vaughan Road, Kirby Road, and both Service Centres; York Region’s expectation is for interchanges to be provided every two kilometres in urban areas; the Project Team should avoid precluding a mid-block collector connection (flyover) between Pine Valley Drive and Weston Road (Block 42); the transitway could connect to the proposed GO station on Kirby Road (Barrie GO Line).
	Caledon-Peel Highway 410 Alternatives Meeting
August 14, 2015	As a follow-up to the meeting with Mayfield West Phase 2 Landowners Group on August 5, 2015, the Project Team met with the municipal staff from the Region of Peel and the Town of Caledon to further identify opportunities and constraints for route alternatives for a new extension of Highway 410 near Heart Lake Road. The Town of Caledon presented information regarding an independent evaluation carried out by Caledon

Meeting Date	Summary of Meetings
	staff for HWY 413 through Caledon and including Highway 410. In section 10, the Town proposed an alternative (10T1) that in part uses the existing alignment of Heart Lake Road. This alternative would permit reasonable sized blocks on both sides of the proposed Highway 410 extension to be developed as employment lands. Caledon Council approved the report with one exception: the report should clearly identify the Town's preference for MTO to continue to use the existing Highway 410/Hurontario Street alignment. The report also requested that agriculture be established as a factor group along with natural environment, socio-economic/land use environment, cultural environment, and transportation. The Town also indicated a preference for a full-moves interchange with Coleraine Drive instead of Mayfield Road in Section 6. Regarding agriculture, the project team advised that it does not need to be assigned its own factor group to be given a weighting appropriate to its importance in the study area for two reasons. First, impacts to agricultural operations are not limited to agricultural resources (land), but also include impacts to agricultural businesses and farm residences. Secondly, the evaluation will be undertaken using the "reasoned argument method", which allows flexibility to emphasize different criteria as most appropriate throughout the study area and identify the criteria and features that will distinguish the alternatives from each other. With respect to option 10T1, the Project Team indicated that, within the context of the EA, they cannot remove Heart Lake Road without replacing the access and connectivity that it currently provides. The Town acknowledged that the Project Team must identify a replacement for Heart Lake Road if it is impacted.
	Follow-Up Municipal Meeting Regarding Interchanges
October 16, 2015	The Project Team met with staff from the City of Brampton, Region of Peel, City of Vaughan, Region of York, Town of Caledon, Town of Halton Hills, Township of King, and the Region of Halton regarding previously identified interchange opportunities in the GTA West study area. The purpose of the meeting was to provide an update on the working group sessions that were held from May to August 2015, present an overview of the findings regarding interchanges (which incorporated the feedback from the working groups) and to present municipalities the interchanges that were carried forward to the evaluation of route alternatives. The group also discussed the consultation strategy for PIC #2. The Project Team noted that the impacts/changes to municipal road structures as a result of the GTA West interchanges will be better defined once the PR is selected and Preliminary Design is underway. At this Stage of the study the issue of cost and funding cannot be answered. The group discussed how feedback was considered with respect to the interchange at 10th Line versus 5 Sideroad. Regarding the west section of the study area, the Project Team noted that there will be a freeway-to-freeway interchange in the Highway 401/407 area. It is a very complex area. It would be challenging to provide full access north of Steeles Avenue. Partial access may be possible, but this is not a part of the current GTA West plan. The project team is trying to provide access at Winston Churchill Boulevard and Trafalgar Road to provide local access. Peel Region did not see merit in the Winston Churchill Blvd interchange, but Halton Region supported the Winston Churchill interchange subject to the Winston Churchill realignment occurring. The Project Team noted that they are not identifying an interchange at Sandalwood Pkwy at this time. An interchange at this location was screened out due to less than desirable spacing; however, the current project will not preclude it as a potential option in the future if there is municipal interest. It was also noted that Winston Churchill Boulevard was the selected interchange for the southern alternative route, but this will not preclude the potential for an interchange connecting to Bram West Parkway in the future. For the east section, it was confirmed that an interchange at Pine Valley Drive would not be carried forward. The interchanges presented at the meeting represent locations that fit with the HWY 413 needs, are compatible with municipal plans and interests (where feasible), do not create major conflicts with existing infrastructure and allow for flexibility and refinements as the study moves forward. The project team needed to make these decisions to move forward with the evaluation. Currently only interchange locations are identified. Exact configurations will evolve through the Preliminary Design and municipalities will be involved in that process. The project team heard feedback about some specific concerns regarding the interchanges but overall, there was general acceptance of the interchange spacing and locations.

Once the Project Team confirmed the PR in August 2020, they embarked on regular Preliminary Design municipal workshops with municipalities in the Route Planning Study Area to help advance the design and ensure municipal interests are considered in the process. The following table outlines the meetings held with municipal staff to discuss the Preliminary Design. The dates of each meeting, along with a summary of the content discussed is also provided.

Table A-9: Meeting with Municipal Staff (Preliminary Design)

Meeting Date	Summary of Meetings
	Preliminary Design Municipal Workshop #1
October 21, 2020 (York Region, City of Vaughan, Township of King) **October 22, 2020 (Halton Region, Town of Halton Hills)** **October 28, 2020 (Peel Region, City of Brampton, Town of Caledon, City of Mississauga)**	Preliminary Design Municipal Workshop Round #1 occurred in October 2020. The Project Team met with York Region, City of Vaughan, and Township of King staff on October 21, 2020; Halton Region and Town of Halton Hills staff on October 22, 2020; and Peel Region, City of Brampton, Town of Caledon, City of Mississauga staff on October 28, 2020. At this first round of meetings, the Project Team provided an overview of the PR and 2020 FAA, environmental field investigations and consultation process. The group then discussed Preliminary Design considerations such as design criteria elements (standards and best practices), existing and future road network, existing and proposed developments, integration of the HWY 413 (proposed and future interchanges, crossing roads, transit, active transportation), traffic modelling, and project schedule.
	Preliminary Design Municipal Workshop #2
February 22, 2021 (Halton Region, Town of Halton Hills)	Preliminary Design Municipal Workshop Round #2 occurred on February 22, 2021 with Halton Region and Town of Halton Hills staff; February 24, 2021 with York Region, City of Vaughan, and Township of King staff; February 26, 2021 with Town of Caledon staff; February 26, 2021 with Peel Region staff, and March 31, 2021 with City of Brampton staff. In consideration of the information and comments provided at the first round of meetings, the Project Team developed the Preliminary Design to a 30% level of detail. The second round of meetings facilitated the discussion around road design and cross-section elements (preliminary design and transitway, number of lanes and active transportation elements, drainage), existing and proposed development plans, traffic engineering (updates on macro and micro modelling), schedule, action items for municipalities, and next steps in the Development of Preliminary Design. The meeting with City of Brampton staff also discussed Brampton Council's February 24, 2021, rejection of the HWY 413 as confirmed in August 2020 and their support for Brampton's Heritage Heights boulevard concept. The Ministry appreciated Brampton's position and noted that MTO will continue to work with Brampton staff, but MTO is continuing with the Development of Preliminary Design as noted in the January 25, 2021, letter sent to the City of Brampton staff. The proposed Highway 413 will be a controlled access 400-series highway with an adjacent transitway facility. Preliminary modelling shows that by 2031, 300,000 vehicles will use the highway in a day. The corridor must meet the provincial standards for design and operating capacity, access, interchange design and separation, and other 400-series highway geometrics which are required to provide for provincial transportation needs. The review of boulevard concept indicates that the roadway design, as presented, is not compatible with the functional and operational (capacity) objectives established for HWY 413. The boulevard concept would have to operate at lower speeds and with full access signal controlled at-grade intersections commensurate with the local environment. This is contrary to the high-speed operations and controlled access that would be provided by HWY 413. The City of Brampton's proposed boulevard concept cannot safely accommodate the travel demands addressed by the planned highway, therefore, the Ministry cannot support this boulevard concept as it is currently proposed. The MTO project team will continue meeting with the City of Brampton's land and transportation planning staff to discuss mutual objectives.
February 24, 2021 (York Region, City of Vaughan, Township of King) **February 26, 2021 (Town of Caledon, Peel Region)** **March 31, 2021** **(City of Brampton)**	
April 7, 2021 (Town of Caledon)	The Project Team held a follow-up Preliminary Design Municipal Workshop with Town of Caledon staff on April 7, 2021. The group discussed the micro and macro traffic modelling, the treatment at the Chinguacousy Road rail crossing, future function of Highway 10 (Hurontario Street), active transportation plans and preferred municipal cross-section design.

Meeting Date	Summary of Meetings
	Preliminary Design Municipal Workshop #3
June 22, 2021 **(York Region, City of Vaughan, Township of King)** **June 23, 2021 (Halton Region, Town of Halton Hills)** **June 23, 2021 (Region of Peel, Town of Caledon, City of Mississauga)** **June 25, 2021 (City of Brampton)**	Preliminary Design Municipal Workshop Round #3 occurred on June 22, 2021 with York Region, City of Vaughan, and Township of King staff; June 23, 2021 with Halton Region and Town of Halton Hills staff; June 23, 2021 with Region of Peel, Town of Caledon and City of Mississauga staff; and June 25, 2021 with City of Brampton staff. The purpose of these meetings was to continue discussing recent consultation items (CVP Meeting, second round of municipal meetings, etc.), road design and cross-section elements, existing and proposed development plans, traffic engineering (updates on macro and micro modelling), schedule, action items for municipalities and next steps in The Development of Preliminary Design.

Meeting Date	Summary of Meetings
	Federal Impact Assessment Process Municipal Workshops
November 9, 2021 **(Peel Region, Town of Caledon, City of Mississauga)** **November 12, 2021** **(Halton Region, Town of Halton Hills)** **November 15, 2021** **(York Region, City of Vaughan, Township of King)** **November 17, 2021** **(City of Brampton)**	The Federal Impact Assessment Process Municipal Workshops occurred on November 9, 2021 with Peel Region, Town of Caledon and City of Mississauga staff; November 12, 2021 with Halton Region and Town of Halton Hills staff; November 15, 2021 with York Region, City of Vaughan and Township of King staff; and November 17, 2021 with City of Brampton staff. The purpose of these meetings was to provide an overview of the Highway 413 Project and how the May 3, 2021 designation under the Federal Impact Act will affect the Project. The presentation covered federal SAR, the socio-economic and health contexts of each municipality, key issues raised by stakeholder and Indigenous communities, greenhouse gas emissions, cumulative effects, and next steps. Discussions centred on the Federal Impact Assessment process, identifying how this process would impact the Project and associated reporting requirements.
	Preliminary Design and Initial Project Description Municipal Workshops
July 25, 2023 **(Halton Region, Town of Halton Hills, Town of Milton)** **July 26, 2023**	The Halton Municipal design workshop convened regional and municipal staff from Halton Region, Halton Hills, and the Town of Milton to discuss the PR for Highway 413, the Initial Project Description (IPD), and next steps in consultation. The session addressed municipal feedback on traffic, transit, land use, active transportation, and infrastructure coordination. Participants sought clarity on long-term impacts to local road networks, timelines for land release, and integration with master planning processes. Key themes included requests for further data sharing, alignment on infrastructure plans,

Meeting Date	Summary of Meetings
(York Region, City of Vaughan, Township of King) **August 3 & 23, 2023** **(Peel Region, Town of Caledon, City of Brampton, City of Mississauga)**	and clarity on the role of the future transitway. The Project Team committed to ongoing dialogue and technical follow-up. The York Region Municipal Design Workshop brought together staff from York Region, the City of Vaughan, and members of the Project Team to review the PR, discuss municipal feedback on the draft IPD, and outline upcoming engagement activities. Dialogue focused on access to the draft IPD, integration of local development plans, and technical issues, including interchange configurations, posted speed limits, active transportation design, and data sources for traffic modelling. The City of Vaughan emphasized the need for clear communication with Council and requested formal responses on issues like the Kirby Road interchange. York Region confirmed that there are no current updates to their development plans and indicated that further follow-up would be provided on bike lanes and road widening priorities. The Project Team committed to providing design summaries, traffic assumptions, and coordinating future council briefings collaboratively with municipal staff. The Peel Region municipal design workshop brought together staff from the Region of Peel, the City of Brampton, the Town of Caledon, the MTO, and the Highway 413 Project Team to align on key design considerations and municipal priorities. Discussions focused on integrating active transportation infrastructure, coordinating with local growth plans, and resolving alignment conflicts, including Cold Creek Road and Highway 50. Peel raised questions about land protection, utility impacts, and future-proofing infrastructure to meet 2051 growth targets. The Project Team is committed to data sharing, continued coordination, and ensuring the design aligns with municipal capital plans and long-range transportation strategies.
	Draft Preliminary Design Municipal Workshops
June 18, 2025 **(Halton Region, Town of Halton Hills, Town of**	Preliminary Design Municipal Workshops occurred on June 18, 2025 with Halton Region, Town of Halton Hills, Town of Milton and City of Mississauga staff, June 19, 2025 with York Region and City of Vaughan staff, June 26, 2025 with Peel Region and City of Brampton staff, July 2, 2025 with Peel Region and Town of Caledon staff, and July 4, 2025 with

Meeting Date	Summary of Meetings
Milton, City of Mississauga) **June 19, 2025** **(York Region, City of Vaughan)** **June 26, 2025** **(Peel Region, City of Brampton)** **July 2, 2025** **(Peel Region, Town of Caledon)** **July 4, 2025** **(Township of King)**	Township of King staff. The purpose of these meetings was to provide an update on the 90% Preliminary Design, ensure co-ordination between MTO and the municipalities, and explore opportunities to align work and promote efficiencies. Topics discussed included: ■ Roadway crossings for both interim and ultimate plans. ■ Municipal capital program updates and timelines (roads, water/wastewater, etc.). ■ Active transportation considerations. ■ Traffic considerations. ■ Utility impacts Municipal development plans and timelines. ■ Opportunities to coordinate work. The Project Team committed to sharing traffic studies, continuing to discuss coordination of planned capital and development programs, and engaging in future consultation to ensure alignment between the Highway 413 Project and municipalities.

The Project Team held meetings with municipal staff and their consultants at various points during the study to have targeted discussions about local growth, development, and planning applications. The following table provides a list of meetings that were held between the Project Team and municipal staff during Development of Preliminary Design of the Study. The dates of each meeting, along with a summary of the discussions had during the meetings, are also provided.

Table A-10: Meeting with Municipal Staff (Specific Development Plans with Municipalities and Consultants)

Meeting Date	Summary of Meetings
	Meeting with City of Brampton staff, North-West Brampton Heritage Heights Landowner Group and Credit Valley Conservation
March 24, 2014	The City of Brampton provided a planning status update for the Heritage Heights Community including current policy considerations, component study status, a review of the Preliminary Land Use Plan, and targeted timelines for SP approval. The City also provided an update regarding the Heritage Heights Transportation Master Plan including the third and final PIC being planned for May 2014 with study completion in June 2014.The Project Team provided an overview of the GTA West Study.
	North West Brampton Area 47 Working Group Meeting
June 13, 2014	The Project Team met with the North West Brampton Area 47 Working Group to discuss the status of the GTA West Study and the potential implications on the proposed development.
	Meeting with Region of York, City of Vaughan and HDR about the North Vaughan Transportation Master Plan (NVTMP)
September 8, 2015	The Project Team met with staff from York Region, the City of Vaughan, and HDR to discuss the potential overlap between the GTA West transportation corridor and the NVTMP. The GTA West transportation corridor will have a significant influence on the future transportation network in the NVTMP Study Area. Coordination is required between the NVTMP, the GTA West EA, and the ongoing York Region TMP Update. The possibility of an easterly extension of HWY 413 east of Highway 400 to Jane Street has not been considered by MTO. There was a discussion about the merits of having this easterly extension to provide a connection with a possible Mid-York East-West Corridor, such as providing more east-west network continuity and providing an alternative route for the Transitway to terminate at King or Kirby GO Stations. MTO will be starting the evaluation of the alternative alignments/routes and interchange locations. MTO is planning to take the preferred alignments and interchange locations to the public in early December.
	Workshop with Region of Peel, City of Brampton, and Town of Caledon to Discuss Options for Coleraine Drive Interchange
October 17, 2019	The Project Team met with staff from the Region of Peel, City of Brampton, and Town of Caledon to discuss options at the Coleraine Drive Interchange given development in area moved forward during the time the study was suspended. This was an initial meeting to discuss the issues and the Project Team left with an action item to develop multiple new options for the area which would be later presented to the group for comment.
	Coleraine Drive Interchange Alternatives Meeting with the Town of Caledon, City of Brampton and Peel Region
November 28, 2019	The Project Team provided several interchange design concepts for the GTA West/Coleraine Drive/Mayfield Road interchange including advantages and disadvantages, for information purposes. The purpose was to determine the key criteria and objectives in evaluating interchanges at this location. The question-and-answer period included discussions about geometric standards, how the proximity to the Highway 427 freeway-to-freeway interchange impacts the alternatives, how the Region of Peel's A2 Road Extension should be considered a fixed constraint, and how a Staff Report will be drafted and provided internally for review and brought to Council for their input.
	Post PIC #2 Meeting with York Region and the City of Vaughan about Section 8

Meeting Date	Summary of Meetings
May 8, 2020	The Project Team received a significant amount of feedback regarding Section 8 of the Route Planning Study Area based on the information presented at PIC #2. The comments on Section 8 addressed a range of issues, including: ■ City of Vaughan Council supported Alternative S8-1 and was concerned about impacts to the North Kleinburg-Nashville SP. ■ York Region Council requested an alternative be considered that avoids the community areas in North Kleinburg-Nashville SP. ■ Township of King supported the Draft Technically PR S8-3. ■ Kleinburg and Area Ratepayers Association did not support Alternative S8-3. ■ Ministry of Natural Resources and Forestry (MNRF) and Toronto and Region Conservation Authority (TRCA) noted impacts on natural heritage features, and MNRF provided some refinement suggestions. Due to this mixed feedback from key stakeholders, the Project Team took additional time to analyze the alternatives in Section 8 to fully understand their advantages and disadvantages before confirming a PR in this section. As part of this process and given the close inter-relationship between Sections 7 and 8, additional alternatives (S7-13/S8-4 and S7-14/S8-5) were generated and carried forward for evaluation. The additional alternatives were developed to try and address stakeholder issues to the greatest extent possible, and: ■ Reduce impacts to existing communities and the community area in the North Kleinburg-Nashville SP area; and ■ Minimize impacts on natural heritage features, particularly the Main Humber River crossing. In Section 8, Alternatives S8-4 and S8-5 were then compared to the previously identified Draft Technically PR of S8-3. In Section 7, Alternatives S7-13 and S7-14 were then compared to the previously identified Draft Technically PR of S7-3. To further the rigor of this process, the Project Team met with staff from York Region and City of Vaughan on May 8, 2020 to review the Section 8 assessment and evaluation from PIC #2, the feedback received, the new alternatives developed, policy considerations, the evaluation process for the new Section 8 alternatives and the preliminary evaluation summary, and then gather their input on the new alternatives. The results of this additional evaluation resulted in a PR of S7-14 and S8-5.
	Meeting with Town of Caledon Regarding the options for the Highway 410 Extension
May 22, 2020	The Project Team met with staff from the Town of Caledon to review the Draft Technically PR in Section 5, Caledon's comments, and to discuss mitigation opportunities in this area. The group discussed the key constraints for a new Highway 410 alignment, the Town's preference for Option 10T, how the alternatives would impact development lands as well as the Abbotside Way and Dougall Avenue extensions. The Project Team presented 3 mitigation opportunities to the Town for comment.
	Region of Peel's Meeting about their Bovaird Drive Project from west of Heritage Road to Mississauga Road
May 27, 2020	The Region of Peel hosted a meeting with the Project Team to initiate design coordination between the Region's project and The Development of Preliminary Design and to identify opportunities to coordinate design and minimize throw-away costs. It was noted that there is an opportunity for the Region to modify the road geometry (including alignment/profile, cross-section, and layout) with input from the HWY 413 design team.
	Meeting with Peel Region, Town of Caledon, City of Brampton and City of Mississauga about the Coleraine Drive Interchange
June 9, 2020	The Project Team provided an overview of why Section 6 of the Draft Technically PR was revisited, the 5 options for Section 6 east of The Gore Road, the preliminary assessment of benefits and challenges associated with the options, sought preliminary feedback from the municipal staff in attendance from Peel Region, Town of Caledon, City of Brampton and City

Meeting Date	Summary of Meetings
	of Mississauga, and discussed the next steps towards confirming a PR and interchange locations in this section.
	York Region and City of Vaughan Meeting about Pine Valley Drive
June 10, 2020	The Project Team met with staff from York Region and City of Vaughan to discuss their request for an interchange at Pine Valley. The group discussed the feasibility of Pine Valley Drive as an interchange as a future municipal initiative but that the interchange would not be provided as part of The Development of Preliminary Design. When the 2020 FAA was confirmed in August 2020, the FAA was expanded to account for potential refinements at the Pine Valley Drive location during the Preliminary Design phase.
	Preliminary Design Meeting with City of Mississauga
November 30, 2020	The Project Team provided an overview of the study including an overview of the PR, 2020 FAA and key consultation undertaken since the PR announcement in August 2020. The Project Team also reviewed the existing and future road network conditions for Ninth Line, as well as Preliminary Design considerations for the Highway 401/Highway 407 ETR interchange (drainage features and transitway connection opportunities). The City of Mississauga confirmed the ultimate design for Ninth Line, and the group discussed transit connection options at the Highway 401/407 ETR interchange including the City's preference for the transitway to go to the Lisgar Station instead of Argentia Road. The City noted the property west of Ninth Line, both north and south of Argentia Road, may not be designated as open space currently; however, it is planned to be designated as park land soon. The parcel of land south of Argentia Road is designated as part 4 under the Ontario Heritage Act with a heritage structure on the property. It was also noted that there is a fire station and training facility planned for the parcel of land east of Ninth Line, north of Argentia Road. The City will incorporate the 407 transitway corridor and the design of HWY 413 into these preliminary concepts.

Meeting Date	Summary of Meetings
	Meeting with City of Brampton about the Heritage Heights Boulevard Concept
December 8, 2020	The Project Team met with staff from the City of Brampton to discuss the City's proposed Heritage Heights SP concept, which includes a boulevard to replace a portion of HWY 413 currently in development by the province. Both the City and the province were provided with opportunity to provide details of their studies. It was acknowledged that the City's concept was endorsed by Brampton City Council on August 5, 2020 and confirmed in a resolution passed by City Council on September 30, 2020. Following the meeting, the Project Team completed a careful review of the proposal put forward by Brampton and confirmed in writing in January 2021 that the boulevard concept proposed is not compatible with the functional and operational objectives which the province has identified for HWY 413, and the ministry is not able to support the proposal. HWY 413 will move a large number of people and large volumes of commercial goods, with forecasted 2031 Average Annual Daily Traffic of 81,000 vehicles and estimated peak hour volumes through Heritage Heights of 9,000 vehicles. This volume cannot effectively be accommodated on an arterial roadway with at-grade intersections. In order to provide a high level of service for both the highway and the transitway, a controlled access facility designed for high-speed operations is required. This facility will service the GTA as well as Guelph, Kitchener, Waterloo and beyond. In contrast, the boulevard is intended to create a space that will accommodate a complex mix of uses in a streetscape that promotes all modes of transportation including pedestrians, cyclists, motorcyclists, cars, transit vehicles and light and heavy trucks. This environment provides a combination of highly accessible street fronts while moving a complex array of people and goods. Out of necessity for public safety and access, this facility would have to operate at a low speed and with controlled at-grade intersections commensurate with the local environment. This is fundamentally different in both function and operation than the high-speed operations and controlled access required in HWY 413.

Meeting Date	Summary of Meetings
	As a controlled access highway, HWY 413 must meet Provincial standards for design and operating speed, access, interchange design and separation, and other 400-series highway geometrics. Geometric and other design features, including horizontal and vertical alignments, pavement cross sections, clear zones, interchange configurations and access restrictions, have been selected to maximize the safety of the highway while maintaining its efficient operation. The Project Team is concerned about operations with respect to the speed differential transitions between the highway and transit corridor (posted at 100 km/h) and the Heritage Heights Boulevard, and the ability to move the projected volumes through the corridor. For these reasons, the City's proposed boulevard concept does not meet the Province's capacity or operational requirements for this corridor and cannot safely accommodate the travel demands addressed by the planned highway. Therefore, the ministry cannot support this boulevard concept proposed by the City. The Province is committed to completing HWY 413 to help address future local, inter-regional and provincial travel demand. HWY 413 is a vital transportation infrastructure covering Halton, Peel and York regions. It will help meet the projected growth in both population and employment identified in the Growth Plan for the GGH and will deliver multiple benefits including greater connectivity between urban growth centres, enhanced people and goods movement and greater economic vitality. The Project Team is committed to continuing to meet with the City's land and transportation planning staff to discuss mutual objectives and to determine if there are accommodations within the design to support the success of both projects.
	York Region and City of Vaughan Design Speed Meetings
December 11 and 17, 2020	The Project Team met with staff from the York Region and the City of Vaughan to discuss future posted and design speeds on their municipal roads crossing HWY 413.

Meeting Date	Summary of Meetings
	Region of Peel SP47 Meetings about A2 Road Alignment
January 27, 2021 and February 5, 2021	The purpose of these meetings was to discuss the Region's proposed A2 Road alignment within SP47 and its potential impacts to the Development of Preliminary Design. MTO previously asked the SP47 team to investigate a potential shift of the A2 alignment to the west of the SP47's PR along Mayfield Road to eliminate some constraints with the design. The Region developed three new alternatives and conducted a high-level assessment: MTO will update their senior management on this issue and then provide a response to the Region. If the Region proceeds with the current option, the ministry will present the constraints with HWY 413 that need to be accommodated in the Region's design.
	Region of Peel and City of Brampton Meeting about Coleraine Drive Treatment
May 26, 2021	This purpose of this meeting was to discuss the Development of Preliminary Design in the vicinity of Coleraine Drive. The Project Team explained that HWY 413 would have to go over Mayfield Road due to its proximity to the proposed Arterial A2 Road, and over Highway 50 due to the proposed freeway interchange. The need to consider a change to the vertical profile of Coleraine Drive was identified. The potential change in vertical profile will be assessed under the HWY 413 Development of Preliminary Design and not the SP47 EA.
	Vaughan Transportation and Infrastructure Task Force
October 7, 2021	The Vaughan Transportation and Infrastructure Task Force invited the Project Team to present to them on October 7, 2021. The Project Team provided an overview of The Development of Preliminary Design and the PR and 2020 FAA; provided an update on preliminary design activities with a focus on traffic engineering; discussed the consultation and

Meeting Date	Summary of Meetings
	engagement program and next steps in the study. A portion of the meeting was an open discussion period.
	City of Vaughan Committee of the Whole
November 30, 2021	City of Vaughan invited the Project Team to present to them on November 30, 2021. The Project Team presented a strategic overview of the Highway 413 Transportation Corridor project, aligning it with long-term infrastructure planning. Summary of the Federal Impact Assessment (IA) process and its implications for project delivery. Key stakeholder concerns—environmental, socio-economic, and Indigenous rights—and our mitigation approach. Overview of technical studies initiated to address federal regulatory requirements. Forward-looking plan, including regulatory milestones, consultation strategy, and risk management priorities.

The Project Team continues to engage with Municipal and Regional staff, as well as their Committees and Councils, as the project progresses through the Preliminary Design phase.

The Project Team met with staff from various transportation service providers to provide updates on the Study and discuss how to coordinate existing infrastructure with future/planned projects. The following table lists the meetings held between the Project Team and transportation service providers during the Development of Preliminary Design. The dates of each meeting, along with a summary of the discussions had during the meetings, are also provided.

Table A-11: Meeting with Transportation Service Providers

Meeting Date	Summary of Meetings
	Meeting with 407 ETR
November 25, 2020	The Project Team initiated this meeting with representatives from 407 ETR to provide an update on the Study and to discuss the design of the Highway 401/407 ETR/HWY 413 freeway-to-freeway interchange and draft Preliminary Design. 407 ETR has expressed an interest in meeting or exceeding MTO standards, including the design standards for the collector ramp systems and weaving lengths. Other topics discussed include highway signage, the ownership of the stormwater management (SWM) ponds, and whether the highway would be tolled (no decision made at this time). The 407 ETR Team requested preliminary design information, including alignments, plans, profiles, and traffic information be circulated to them for review following the meeting. Representatives from 407 ETR also requested that the Project Team consider going above and beyond MTO's Guidelines and exceed the standards for weaving lengths when designing the 401/407 ETR/HWY 413 freeway-to-freeway interchange. The Project Team confirmed they will review the weaving lengths and the potential for alternative designs to reduce weaving, where feasible. No follow-up meetings were scheduled during the call; however, representatives are included on the study contact list and continue to receive notifications of future engagement events and Study updates.
	Meeting with CP Rail
April 12, 2021	The purpose of this meeting was to identify any conflicts between HWY 413 and CP Rail lines within the Study Area. The meeting was also used to identify any design elements that the Project Team should consider how to accommodate future CP Rail initiatives within the corridor. CP Rail confirmed that there is a CP Rail mainline at the 401/407 ETR interchange. It was noted that this line is also a Metrolinx line, which requires a future capacity need for four tracks. When Metrolinx is ready to build its additional tracks, it may require structure upgrades over the rail line; however, the timing for this is unknown. Clearances for Metrolinx are greater than those for CP Rail due to electrification. Metrolinx requires 20 feet between track centres, whereas CP Rail requires 14 feet. The MTO will need to give CP Rail at least one year's notice to have electronic signage boards relocated. In the area of the Huntington Road Station improvements, CP Rail requires crash wall protection within 8 m of the CP Rail property. No follow-up meetings were scheduled; however, representatives were included on the study contact list and continue to receive notifications of future engagement events and Study updates.

Meeting Date	Summary of Meetings
	Meeting with CN Rail
April 13, 2021	The purpose of this meeting was to identify any conflicts between HWY 413 and the CN Rail lines within the Study Area. The meeting was also used to identify any design elements that the Project Team should consider in order to accommodate future CN Rail initiatives within the corridor. The CN Rail representatives noted that there is a separate CN Rail Technical Services Team that should be contacted for future Detail Design work. It was confirmed that CN Rail currently has three tracks that cross HWY 413 between Bovaird Drive and Mayfield Road; however, a future fourth track will be constructed for Metrolinx operations between Georgetown and Brampton. During discussions regarding safety measures, it was noted that pier abutments should be at least 25 ft from a track. Otherwise, a crash wall is required. No follow-up meetings were scheduled; however, representatives (including the CN Rail Technical Services Team) were included on the study contact list and continue to receive notifications of future engagement events and Study updates.

Two rounds of Community Workshops, with venues in Halton, Peel, and York Regions, were held during the Development of Preliminary Design. Three additional rounds of community discussions focusing on the CVP Process are also being held over the course of the Development of Preliminary Design. Workshops are open to the public by reservation. The following table lists the Community Workshops held during the Development of Preliminary Design. The dates of each meeting, along with a summary of the workshops, are also provided.

Table A-12: Community Workshops During the Development of Preliminary Design

Event Date	Summary of Events
	Community Workshop #1
July 24, 2014 (Woodbridge) **July 29, 2014 (Mississauga)** **August 13, 2014 (Brampton)** **August 14, 2014 (Caledon)**	Community Workshop #1 was held on July 24, 2014 in Woodbridge, July 29, 2014 in Mississauga, on August 13, 2014 in Brampton and on August 14, 2014 in Caledon. Notification of the Introductory Community Workshops was provided to members of the public who previously signed up to the project contact list. Letters notifying the project contact list of the workshops were sent on June 20, 2014. Follow up phone calls were also made to confirm attendance. Registration information was made available on the project website as of June 20, 2014, and the Project Team "tweeted" an invitation to the workshops on June 24, 2014. The purpose of the Introductory Community Workshops was to provide members of the public with a project overview, an opportunity to provide feedback and also to seek participation in future study activities. The first part of the workshop included a presentation on the study philosophy, recommendations from Completion of the Transportation Development Strategy (2012) and the focus of the Development of Preliminary Design. During the second part of the workshop, attendees were invited to visit workstations to learn about the project, share information with the Project Team, and participate in interactive activities. The stations included information on: ■ How to apply for membership in the Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG); ■ The criteria and methodology for generating routes and interchanges; and ■ Interactive activities such as providing input on existing features within the study area to be considered in the development of the route and interchange alternatives, as well as providing input on where the route should be located. It was intended that timely input from the community would be helpful to the Project Team when developing route and interchange alternatives, to be presented at the first round of PICs in late 2014. A total of approximately 314 members of the public chose to sign the visitor's register for the four Community Workshop events. A total of 56 comments were received as well as 35 CAG applications and 15 GTAG applications. Comments generally included the following: ■ Routes should stay parallel to existing transportation infrastructure to minimize disruption; ■ Suggestions to bypass specific areas; ■ Minimize the number of interchanges; ■ Interchange location suggestions;

Event Date	Summary of Events
	■ Protect agricultural lands; ■ Inquiries about timing of construction; ■ Requests to make a decision as soon as possible and alleviate landowner uncertainty; ■ Inquiries about study schedule and when the PR will be presented; and ■ General inquiries about how routes are being generated and evaluated. The key features (existing conditions and constraints) identified by attendees of the workshops were verified and incorporated into mapping that identifies existing conditions within the study area. The Project Team assessed the sensitivity of each identified key feature based on research and technical specialist judgment, and then referenced these maps when generating and evaluating route and interchange alternatives. Routes suggested at the workshop were reviewed by the Project Team. Elements of route suggestions that had technical merit were incorporated into the long list of route alternatives. The Project Team also made every effort to respond to written comments and inquiries in a timely manner. The Project Team also reviewed the CAG and GTAG application forms to develop the initial membership for the advisory groups prior to PIC #1, where applications were still accepted.
	Community Workshop #2

June 18, 2015 (Woodbridge)
 	
June 22, 2015
 	
(Two sessions in Georgetown)
 	
June 25, 2015
	Community Workshop #2 was held in June 2015. Three separate sessions were initially planned during the evening hours at three different venues, with each one focusing on a different geographic section of the Highway 413 Study Area. Due to a high interest from the public in the Halton and Peel Regions to attend the Community Workshops, two afternoon sessions were added in those areas to accommodate the demand. The Community Workshops consisted of independent facilitation, presentations, Project Team-facilitated table discussions, and time for members of the public to speak individually with Project Team members and ask questions. Community Workshop #2 was held as follows: June 18, 2015 in Woodbridge, June 22, 2015 in Georgetown (two sessions), and June 25, 2015 in Caledon (two sessions). Notification of the Community Workshops was provided to members of the public who previously signed up for the project contact list, on the project website and Twitter. The purpose of Community Workshop #2 was to update members of the public on work completed since PIC #1 including refinements to route alternatives, potential interchange locations, and the FAA. The Project Team also 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. While the majority of material was similar at each workshop, each venue location focused on a different geographic section (west, central, and east) of the Highway 413 study area. However, the Project Team welcomed input on any section of the study area at each venue. A total of approximately 610 members of the public chose to sign the visitor's register for the Community Workshop events. A total of 516 comments were received. Comments generally included the following:
	
	■ There was a mix of participants who understood the evaluation process and some who did not, but many participants felt that the evaluation factors and sub-factors were comprehensive and that the summary boards that would be presented at PIC #2 would be sufficient to explain the rationale for selecting the PR.
	■ Some members of the public wanted the full assessment of the route alternatives (i.e., number of residences impacted by a route, system capacity, noise and air quality impacts, etc.) before commenting on trade-offs or providing weightings.
	■ Key evaluation factors and sub-factors which were identified as important and needing emphasis placed on them during the evaluation included:
	  ■ Natural environment - woodlands, wildlife, groundwater (including impacts to quantity and quality of well water);
	  ■ Land use/socio-economic - residences and commercial businesses (proximity and direct impacts), agriculture (land base and operations), municipal land use plans (conformity to, and impact on), access to employment lands, noise, air quality; and
	  ■ Transportation - cost, system efficiency, network compatibility, supporting municipal visions, accommodating future growth.
	■ East section trade-offs - there was a mix of support for the identified trade-offs in the east section (i.e., northerly vs. southerly crossing of the Humber River, interchange options in the Highway 427/Coleraine

Event Date	Summary of Events

	Drive/Highway 50/Mayfield Road area, interchange at Pine Valley Drive vs. Weston Road).
	■ West section trade-offs - while support was expressed for of the route alternatives, discussions indicated that participants were more supportive of:
	  ■ South crossing of the Credit River;
	  ■ An interchange at Mayfield Road rather than at Mississauga Road; and
	  ■ Route alternatives located east of Heritage Road.
	■ Central section trade-offs - while there was mixed support for the route alternatives, discussions indicated that participants were more supportive of:
	  ■ Alternative 10G rather than Alternatives 10B or 10C; and
	  ■ An interchange at Coleraine Drive.
	
	The information from this Community Workshop was used as follows:
	
	■ Adding to the project database: Key features identified by stakeholders at Community Workshop #2 were verified and incorporated into mapping that identifies existing conditions within the study area. The Project Team assessed the sensitivity of each identified feature, and then referenced these maps when assessing and evaluating route and interchange alternatives.
	■ Determining the public's perspective on evaluation approaches: Session 1 (approach for evaluating the short list of route alternatives) feedback was incorporated into the study in multiple ways. Qualitative feedback on the factors, criteria and measures were reviewed by the Project Team to gain an understanding of what the public feels should be given emphasis in the reasoned argument method and arithmetic method evaluations, both in specific geographic areas and across the entire study area. Quantitative factor weightings provided by the public were averaged and used for the "public weighting scenario" in the arithmetic method of the evaluation.
	■ Understanding the public's perspective on key features: The feedback provided by the public during Session 2 (trade-offs in the west, central and east sections of the study area) was reviewed by the Project Team to gain an understanding of the route alternative preferences of the general public, which fed into the reasoned argument method evaluation.

Event Date	Summary of Events
	■ Preparing for PIC #2 content: Feedback received from Community Workshop #2 also helped the Project Team prepare for PIC #2. When possible, the Project Team ensured that appropriate materials and resources were available regarding topics and issues that the public has emphasized in their comments. ■ Providing Opportunity for Community Dialogue: Community Workshop #2 provided an additional opportunity for the Project Team to build relationships with members of the communities within the Highway 413 Study Area and to answer questions about the study process, schedule, purpose and goals.

PICs are an important part of the study process and are held at key project milestones to present important study information, obtain input from the public on the material presented and provide an opportunity for the public to ask the Project Team questions related to the Study. PICs are being held throughout the course of the Development of Preliminary Design, with each round of PICs including three separate venues in Halton, Peel and York Regions should public health measures allow for in-person events in the future. To date the first two PICs have been in-person, drop-in format with consultant and Ministry staff present to answer questions, however during the Covid-19 Pandemic, PICs are being conducted virtually. Comment sheets or virtual question and answer boxes are provided so that attendees can provide feedback based on the material presented or ask questions and check a box if they'd like to be added to the contact list. A bilingual (French) Project Team member attends PICs in designated French Language Services areas. The following table provides a list of PICs and Community Engagement Webinars (CEWs) that have been held during The Development of Preliminary Design. The dates of each meeting, along with a summary of the content presented, are also provided. The full PIC Summary Reports can be found in **Appendix A-4** of the EIAR.

Table A-13: Public Information Centres and Community Engagement Webinars During the Development of Preliminary Design

Event Date	Summary of Events
	Public Information Centre #1 (PIC #1)
November 27, 2014 (Halton Region) **December 2, 2014 (York Region)** **December 4, 2014 (Peel Region)**	PIC #1 was held on November 27, 2014 in Halton Region, December 2, 2014 in York Region, and December 4, 2014 in Peel Region. Display materials were grouped into stations based on theme, with MTO and Project Team representatives available to answer questions at each station. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event. The purpose of PIC #1 was to present an overview of the project background, project process, existing conditions, status of the project and provide an opportunity for the public and attendees to ask questions about the Project. PIC #1 materials focused on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. Applications to become a member of the CAG and GTAG were also featured at PIC #1. A total of approximately 738 members of the public chose to sign the visitor's register for the three PIC events. A total of 197 comments were received in regard to the material at PIC #1 as well as 14 CAG applications and 8 GTAG applications. Comments generally included the following: ■ Support and opposition for the Project; ■ Suggestions to incorporate the recommendations of previously conducted studies (e.g., HPBATS) to avoid unnecessary work; ■ Suggestions to bypass specific areas; ■ Support and opposition for the transitway; ■ Support for goods movement priority features; ■ Support and opposition for specific interchange locations; ■ Suggestions to minimize the number of interchanges to limit development and downloading of traffic on local roads; ■ Support and opposition for various route alternatives; ■ Pleased with the progress and the FAA;
	■ Concern that the Project Team is not releasing enough land within the FAA; ■ Suggestions to protect agricultural lands and Greenbelt lands; ■ Inquiries about the study schedule and process; ■ Inquiries about the timing of construction; ■ Requests for the Project Team to determine the route as soon as possible; ■ Inquiries about the expropriation process; ■ Inquiries about how routes were generated and how they will be evaluated; and ■ General interest in applying to the CAG and GTAG. The Project Team presented an update to the Councils and Committees of the following municipalities within the Study Area. The presentation provided an overview of what was presented at PIC #1 and a summary of feedback received during the event. ■ Regional Municipality of Halton Planning and Public Works Committee: February 18, 2015; ■ Town of Halton Hills Council: March 3, 2015; ■ Regional Municipality of York Council: March 5, 2015; ■ City of Vaughan Priorities and Key Initiatives Committee: March 10, 2015; ■ Town of Caledon Council: March 10, 2015; ■ Regional Municipality of Peel Council: March 26, 2015; and ■ City of Brampton Planning and Infrastructure Committee: March 30, 2015. Following PIC #1, the Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the groups. The application forms outlined the commitments required from members (i.e., attendance and participation at meetings) and helped the Project Team understand member's interests. Every person that applied for the CAG and GTAG was accepted into the groups. Any key features identified by attendees on the PIC #1 comment sheets were verified and incorporated into existing condition mapping for the Study Area. Suggested new route alternatives or suggested route revisions

Event Date	Summary of Events
	received at PIC #1 were also reviewed by the Project Team with the intent that suggestions with technical merit or rationale would be incorporated into the list of alternatives being carried forward for further study. The Project Team reviewed comments received regarding the information presented at PIC #1 and responded to written comments and inquiries.
	Public Information Centre #2 (PIC #2) and Introduction to Community Value Plan (CVP) #1
September 19, 2019 **(York Region),** **September 26, 2019** **(Halton Region),** **October 3, 2019 (Peel Region)**	Following PIC #2, the Project Team presented an update to the Councils and Committees of the following municipalities within the Study Area. The presentation provided an overview of what was presented at PIC #2 and a summary of feedback received during the event: ■ Halton Region Council: October 16, 2019; ■ Peel Region Council: October 24, 2019; ■ Town of Halton Hills Planning, Public Works and Transportation Committee: October 29, 2019; ■ Township of King Council: November 4, 2019; ■ York Region Council: November 7, 2019; ■ City of Vaughan Council: November 12, 2019; and ■ Town of Caledon Council: November 19, 2019. Following PIC #2, specialists from the Project Team verified the key cultural, social, historical and/or environmental features identified by stakeholders. They incorporated them into mapping that identifies existing conditions within the Study Area. The Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the groups prior to CAG Meeting #3 and GTAG Meeting #3 in November 2019. The Project Team also reviewed the CVP application forms received and notified applicants about their membership before the next CVP Meeting in November 2020. The Project Team reviewed the CVP comment sheets received and determined the themes for the next CVP meeting. The

Event Date	Summary of Events
	Project Team also reviewed written comments and made an effort to respond to written comments and inquiries in a timely manner. The Project Team received feedback regarding Section 8 of the Route Planning Study Area based on the information presented at PIC #2. The comments on Section 8 addressed a range of issues, including: ■ City of Vaughan Council supported Alternative S8-1 and was concerned about impacts to the North Kleinburg-Nashville SP; ■ York Region Council requested an alternative be considered that avoids the community areas in North Kleinburg-Nashville SP; ■ Township of King supported the Draft Technically PR S8-3; ■ Kleinburg and Area Ratepayers Association did not support Alternative S8-3; and ■ MNRF and TRCA noted impacts on natural heritage features, and MNRF provided technical refinement suggestions. Due to this mixed feedback from key stakeholders, the Project Team took additional time to analyze the alternatives in Section 8 to fully understand their advantages and disadvantages before confirming a PR in this section. As part of this process and given the close inter-relationship between Sections 7 and 8, additional alternatives (S7-13/S8-4 and S7-14/S8-5) were generated and carried forward for evaluation. The additional alternatives were developed to try and address stakeholder issues to the greatest extent possible, and: ■ Reduce impacts to existing communities and the community area in the North Kleinburg-Nashville SP area; and ■ Minimize impacts on natural heritage features, particularly the Main Humber River crossing. In Section 8, Alternatives S8-4 and S8-5 were then compared to the previously identified Draft Technically PR of S8-3. In Section 7, Alternatives S7-13 and S7-14 were then compared to the previously identified Draft Technically PR of S7-3. To further the rigor of this process, the Project Team met with staff from York Region and City of Vaughan on May 8, 2020 to review the Section 8 assessment and evaluation from PIC #2, the feedback received, the new alternatives developed, policy considerations, the evaluation process for the new Section 8 alternatives

Event Date	Summary of Events
	and the preliminary evaluation summary, and then gather their input on the new alternatives. A similar meeting was held on May 21, 2020 with MNRF, Ministry of the Environment, Conservation and Parks (MECP), Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and TRCA. The regulatory agencies and municipalities provided written comments on the Section 7 and 8 evaluation and the Project Team reviewed their comments. The results of this additional evaluation resulted in a PR of S7-14 and S8-5. Maps depicting the additional Section 7 and 8 alternatives (S7-13/S8-4 and S7-14/S8-5) were uploaded on the project website under the 'Consultation' tab for public review. The PR Announcement Bulletin circulated in August 2020 outlined the reasoning and location of the new S7-14 and S8-5 PR. Overall, the Project Team reviewed feedback from PIC #2 and worked diligently with advisory groups, municipal staff, agencies and other stakeholders to confirm the PR and associated 2020 FAA for the Highway 413 highway and transit corridor. The PR and 2020 FAA were provided in a public bulletin on August 7, 2020. The bulletin provided information on where changes were made to the route based on the consideration of feedback from PIC #2, land use and environmental information, including: ■ Shifting the route to the west from south of Wanless Drive to north of Mayfield Road to mitigate impacts to lands east of Heritage Road. ■ Shifting the Highway 410 Extension to the west between Mayfield Road and Old School Road to mitigate impacts to the Mayfield West SP, which is currently under construction. ■ The Coleraine Drive interchange shown at PIC #2 is no longer viable due to identified impacts to an approved development outside of the Route Planning Study Area, which is currently under construction. The Project Team reviewed interchange concepts and route alternatives east of The Gore Road in Section 6 in consultation with key stakeholders. The Project Team met with staff at the Region of Peel, Town of Caledon, City of Brampton, and City of Mississauga on November 28, 2019 and June 9, 2020 to review options for the route and Coleraine Drive interchange, discuss the advantages and disadvantages, and understand staff preference. The PR moves the interchange to Humber Station Road with a route alignment shifted slightly to the south, which gives consideration to the proximity to adjacent interchanges, future development lands and other environmental and land use features.

Event Date	Summary of Events
	■ Based on new information and stakeholder feedback, the Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossings of the Humber River in Section 8. Given the interdependencies between sections, changes in Section 7 were also included in the supplementary analysis. The PR in Section 7 maintains the Highway 427 interchange west of the existing hydro corridor with a route alignment through Section 8 that is shifted northerly, giving consideration to the natural environment and associated community features, future development lands and existing residential communities. The route alignment east of the Highway 27 interchange in Section 8 remains unchanged.
	Community Engagement Webinar #1 (CEW #1)
July 28, 2021 (Virtual)	The purpose of CEW #1 was to address community questions, as well as provide an opportunity to allow for stakeholders and the public to understand more about the project and its ongoing development. CEW #1 was offered as an additional public engagement event and does not replace any future planned events as part of the Project. Due to the COVID-19 pandemic, CEW #1 was conducted as an online session hosted through the Zoom Platform and was run by an independent facilitator. The format of CEW #1 comprised of a brief overview of the project, followed by a question-and-answer period where attendees could write their questions in a Q&A box. The Project Team, including expert panelists from a variety of disciplines, were in attendance to answer questions. Primary notification of CEW #1 was delivered by means of publishing Ontario Government Notices in newspapers, mailing of notices to stakeholders on the contact list (direct hard copy mailing and email), unaddressed Canada Post brochure delivery and updates on the project website. CEW #1 was held on Wednesday, July 28, 2021 via the Zoom Platform from 6:00 p.m. to 8:15 p.m. A total of 740 individuals registered for CEW #1, and 457 unique users logged into the event. A total of 265 comments and/or questions were submitted through the Q&A box. The Q&A box was only visible to panelists on the Project Team, allowing public information to remain anonymous, which is consistent with ministry in-person public events like PICs.

Event Date	Summary of Events

	There were 10 polling questions that occurred throughout the Webinar session which allowed for an interactive session to gather and share information with attendees. Participation in the polling questions was optional and responses remained anonymous. Prior to the overview of the Highway 413 Project, a Frequently Asked Question slide was presented, in which the top 3 most submitted questions were answered. These questions were selected by the Highway 413 Consultation Team in advance of the Webinar based on the questions received through email, webform, and toll-free telephone line. Subsequently, the project overview portion of the Webinar commenced, in which panelists from the Project Team provided information regarding different aspects of the project. Key points included:
	■ Overview of the focuses of Stages 1 and 2 of the Study;
	■ The Federal IA request for designation decision;
	■ The need for the Highway 413 Project highway and transit corridor;
	■ General cross-section for the highway and transit corridor;
	■ Potential goods movement priority features and how the corridor will be future-ready;
	■ PR;
	■ FAA;
	■ Confirmation that the Northwest GTA Transmission Corridor Identification Study is a separate study;
	■ Overview of engineering and environmental studies as well as field investigations to inventory the natural, social, cultural and other infrastructure features in the area;
	■ Study process and consultation efforts;
	■ Summary of past CVP meetings; and
	■ Next steps in the study.
	
	The next section of the Webinar was the Q&A period, in which stakeholders were given the opportunity to type their questions and comments into the Zoom Q&A box. Comments and questions generally included the following topics:
	■ Highway Specifics:
	  ■ Tolling decisions;
	  ■ Cost of the study and construction;
	  ■ Construction timelines;
	  ■ Consideration of the City of Brampton's Heritage Heights Boulevard Concept;
	  ■ Carpooling Facilities;
	  ■ Truck inspection facilities; and
	  ■ Increase in traffic and congestion.
	■ Agriculture:
	  ■ Consideration of agricultural lands in the study;
	  ■ Food security in Ontario and Canada; and
	  ■ Compensation and mitigation for agricultural lands.
	■ Consultation with the Public and Indigenous Communities:
	  ■ Consultation undertaken to date;
	  ■ Scheduling of the next PIC;
	  ■ Joining the CVP Team;
	  ■ How to contact the Project Team regarding specific property inquiries;
	  ■ Incorporation of Indigenous artwork along the highway; and
	  ■ Next Steps for the Federal designation.
	■ Environmental Impacts and Climate Change:
	  ■ Air quality impacts;
	  ■ Impacts from salt runoff;
	  ■ Calculation of Greenhouse Gas (GHG) Emissions;
	  ■ Climate change emergency declaration;
	  ■ Impacts to the Greenbelt lands and other natural areas;
	  ■ Noise impacts and noise barrier walls; and
	  ■ Wildlife crossings.
	■ Property Expropriation:
	  ■ Hearings of Necessity;
	  ■ Compensation details;
	  ■ Adjacent property impacts;
	  ■ Notices of expropriation; and
	  ■ Communication on next steps from the Project Team.
	■ Species at Risk

Event Date	Summary of Events
	■ How are the Rapids Clubtail, Western Chorus Frog and Red Headed Woodpecker being considered during the EA? and ■ Mitigation measures for the species noted above. The Highway 413 Project Team reviewed and consolidated comments and questions received prior to and during CEW #1, including the questions that were unable to be answered live due to time constraints. A full Summary Report of the event, including an appendix with the consolidated list of questions raised by attendees at CEW #1 is attached at the end of this Appendix. A recording of CEW #1 was also published on the website under the 'Consultation' page following the live event.
	Community Engagement Webinar #2 (CEW #2)
September 29, 2021 (Virtual)	The purpose of CEW #2 was to provide another chance for stakeholders to attend a live webinar session if they were unable to attend CEW #1 (held on July 28, 2021). CEW #2 was offered as an additional public engagement event and does not replace any future planned events as part of the Project. Due to the COVID-19 pandemic, CEW #2 was conducted as an online session hosted through the Zoom Platform and was run by an independent facilitator. Similar to CEW #1, the format of CEW #2 comprised of a brief overview of the project, followed by a question-and-answer period where attendees could write their questions in a Q&A box. The Project Team, including expert panelists from a variety of disciplines, were in attendance to answer questions. Primary notification of CEW #2 was delivered by means of publishing Ontario Government Notices in newspapers, mailing of notices to stakeholders on the contact list (direct hard copy mailing and email), unaddressed Canada Post brochure delivery and updates on the project website. CEW #2 was held on Wednesday, September 29, 2021 via the Zoom Platform from 6:00 p.m. to 8:15 p.m. A total of 482 individuals registered for CEW #2, and 285 unique users logged into the event. A total of 171 comments and/or questions were submitted through the Q&A box. The Q&A box was only visible to panelists on the Project Team, allowing

Event Date	Summary of Events
	public information to remain anonymous, which is consistent with ministry in-person public events like PICs. The same 10 polling questions from CEW #1 were used again for CEW #2, which allowed for an interactive session to gather and share information with attendees. Participation in the polling questions was optional and responses remained anonymous. Prior to the overview of the Highway 413 Project, a Frequently Asked Question slide was presented, in which the top 3 most submitted questions were answered. These questions were selected by the Highway 413 Consultation Team in advance of the Webinar based on the questions received through email, webform, and toll-free telephone line. The top 3 most submitted questions were the same for both CEW #1 and CEW #2. Subsequently, the project overview portion of the Webinar commenced, in which panelists from the Project Team provided information regarding different aspects of the project. Key points included: ■ Overview of the focuses of Stages 1 and 2 of the Study; ■ The Federal IA request for designation decision; ■ The need for the Highway 413 Project highway and transit corridor; ■ General cross-section for the highway and transit corridor; ■ Potential goods movement priority features and how the corridor will be future-ready; ■ PR; ■ FAA; ■ Confirmation that the Northwest GTA Transmission Corridor Identification Study is a separate study; ■ Overview of engineering and environmental studies as well as field investigations to inventory the natural, social, cultural and other infrastructure features in the area; ■ Study process and consultation efforts; ■ Summary of past CVP meetings; and ■ Next steps in the study. Comments and questions generally included the following topics: ■ Highway Specifics:

Event Date	Summary of Events
	■ Tolling decisions; ■ Cost of the study and construction; ■ Construction timelines; ■ Consideration of the City of Brampton's Heritage Heights Boulevard Concept; ■ Increase in traffic and congestion; and ■ Truck platooning. ■ Agriculture: ■ Consideration of agricultural lands in the study. ■ Consultation with the Public and Indigenous Communities: ■ Consultation undertaken to date; ■ Joining the CVP Team; ■ How to contact the Project Team regarding specific property inquiries; and ■ Next Steps for the Federal designation. ■ Environmental Impacts and Climate Change: ■ Air quality impacts; ■ Impacts from salt runoff; ■ Consideration of wildlife crossings in the design; ■ Impacts to the Greenbelt lands and other natural areas; ■ Noise impacts and noise barrier walls; and ■ Information on the Health IA. ■ Property Expropriation: ■ Compensation details; ■ Adjacent property impacts; ■ Notices of expropriation; and ■ Communication on next steps from the Project Team. ■ Species at Risk: ■ How are the Rapids Clubtail, Western Chorus Frog and Red Headed Woodpecker being considered during the EA? and ■ Mitigation measures for the species noted above. The Highway 413 Project Team reviewed and consolidated comments and questions received prior to and during CEW #2, including the questions that were unable to be answered live due to time constraints. A recording

Event Date	Summary of Events
	of CEW #1 and #2 were published on the website under the 'Consultation' page following the live event. Below is a list of themes from the CEW #2 Summary Report: ■ Need for the Study; ■ Provincial Environmental Assessment/Federal IA Process; ■ Cost; ■ Schedule; ■ MTO Policy; ■ Consultation; ■ Highway and Transitway; ■ Environment; ■ Socio-Economic, Environment and Cultural Environment; ■ Property; ■ Agriculture; and ■ Other Studies.
	Public Information Centre #3 (PIC #3)
Public Information Centre #3 (Federal IA/IPD content) **December 7, 2021 (Peel Region),** **December 9, 2021 (York Region),** **December 14, 2021 (Halton Region)**	The third round of PICs was held in late 2021 and focused on the Federal designation of the Project. The intent was to explain why the Project was Federally designated, the Federal impact assessment process and the next steps in the Highway 413 Project. The PICs also provided an overview of what can be expected in the IPD, including an overview of the socio-economic contexts and the newly added technical studies to meet the Federal designation requirements. The Project Team outlined their understanding of the stakeholder questions and concerns raised to date and explain how they will be addressed. The Project Team sought input on the plan to address stakeholder issues and inquired if there was anything else that should be considered. The reason for the Federal designation of the project was discussed during PIC #3 events. It was noted that the Federal IA process was created as a planning and decision-making tool that is used to assess the

Event Date	Summary of Events
	environmental, economic, health and social effects of proposed projects, and to assess impacts to Indigenous communities and rights of Indigenous peoples. The Project Team explained the additional analysis and fieldwork required to understand the potential effects on the federally-listed Species at Risk (SAR) and to develop avoidance, mitigation and offsetting measures to address these effects, where feasible. Additional analysis and fieldwork includes an assessment of cumulative effects, a Human Health Impact Scoping Report, an analysis of construction related GHG emissions, and Gender-Based Analysis Plus (GBA+). It was noted that the changes to the environment, health, social and economic conditions as a result of the Project's residual environmental, health, social and economic effects from other past, present and reasonably foreseeable physical activities that overlap with the Project Study Area will be included in the cumulative effects assessment. Potential impacts on Aboriginal and treaty rights, and the associated mitigation measures to avoid or minimize potential adverse effects, will also be considered in the assessment. An overview of community social, economic and health contexts (otherwise known as socio-economics) for each Region within the Highway 413 Study Area was provided during the PIC #3 events. The data presented was collected from publicly available information sources such as Statistics Canada and municipal websites. The community profiles presented at PIC #3 used the most up-to-date data at the time (2016 Census information); however, the studies will be updated using the new 2021/2022 Census information, once available. An overview of the GBA+ was also provided during PIC #3 events. The Project Team clarified that the objective of the GBA+ is to identify if there are members of the community within the Study Area who are more at risk to experience negative project-related effects, and to identify appropriate mitigation.
	Public Information Centre #4 (PIC #4)
PIC #4 Preliminary Design & EA process.	PIC #4 was held virtually on September 28, October 3, and October 5, 2023, to share updates on the Preliminary Design and EA process for Highway 413. Sessions were tailored to York, Halton, and Peel Regions
September 28, 2023 (York Region) **October 3, 2023 (Halton Region)** **October 5, 2023 (Peel Region)**	and included interactive presentations, live Q&A, and polling questions to gauge public understanding and priorities. Key topics included the preferred route, land use, environmental investigations, and next steps related to the IPD submission. Questions were addressed by technical experts, with efforts made to clarify misinformation and ensure responses to both pre-submitted and live inquiries. Privacy was maintained by having Consultation Team members read questions aloud rather than displaying attendee names. Polling results were shared in real time to help MTO identify gaps in public understanding and target future communication. PIC #4 emphasized transparency, accessibility, and responsiveness as part of MTO's ongoing consultation and engagement strategy. PIC #4 generated high levels of public engagement. Participants raised concerns about climate change and GHG emissions, asking how the project aligns with Canada's climate targets. There was significant interest in the environmental assessment process, particularly regarding how the provincial and federal reviews would proceed amid the pandemic. Other prominent topics included potential impacts to species at risk, highway and transitway design details, interchange locations, and the anticipated effects on traffic flow. Attendees also sought clarity on socio-economic impacts, the project's overall necessity, potential property implications, and estimated costs for construction and long-term maintenance. Questions about public and Indigenous consultation processes further highlighted the need for transparency and inclusion. Public inquiries were recorded and addressed individually through direct written responses, reinforcing MTO's commitment to responsive, transparent engagement throughout the project.
	Draft Environmental Impact Assessment Report Webinar
December 3, 2025 (Virtual)	The purpose of the Draft Environmental Impact Assessment Report Webinar was to provide an update on the current status of the Highway 413 Project, its associated Early Works projects, and introduce the draft EIAR. The webinar provided an overview of the draft EIAR and how the report may be navigated. Attendees were given the opportunity to ask

Event Date	Summary of Events
	questions about the Highway 413 Project and the draft EIAR. The public and stakeholders were encouraged to provide any feedback on the EIAR through the Project Website, Project Email or Project Telephone Number and informed that feedback provided on the draft EIAR would be summarized in the final EIAR.
	Highway 413 Designation Webinar
December 5, 2025 (Virtual)	The purpose of the Highway 413 Designation Webinar was to provide more information on the November 27, 2025, the announcement that Ontario Government designated the Highway 413 under *the Public Transportation and Highway Improvement Act*. The webinar included the information that any properties not anticipated to be impacted by Highway 413 or the Northwest GTA Transmission Corridor were released from the Focused Analysis Area and Narrowed Area of Interest. Attendees were encouraged to ask questions and directed to the MTO Property Team to understand next steps for property acquisition.

A CVP is being developed to incorporate public input into the design of the new highway and transit corridor. The following table lists the CVP Meetings held during the Development of Preliminary Design. The dates of each meeting, along with a summary of the content presented, are also provided.

Table A-14: Community Value Plan (CVP) Meetings During the Development of Preliminary Design

Meeting Date	Summary of Meetings
	Community Value Plan Meeting #1 (held during PIC #2)
September 19, 2019 (York Region), **September 26, 2019 (Halton Region),** **October 3, 2019 (Peel Region)**	The CVP process was first introduced at PIC #2. The CVP station at the event presented information on the CVP process, provided a membership application to join the CVP Team, included CVP comment sheets and featured an interactive area where stakeholders could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. A total of 14 CVP comment sheets and 33 CVP applications were received at the event. Refer to Table 0-2 above for further information on the combined event.
	Community Value Plan Meeting #2
November 3, 2020 (Virtual)	The Highway 413 Project Team worked with advisory groups, municipal staff, agencies and other stakeholders to confirm the PR and n August 7, 2020. The Highway 413 Project Team then progressed to developing the Preliminary Design of the PR. The CVP process takes a collaborative approach to develop a highway and transit corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility. Following CVP Meeting #1, the Highway 413 Project Team reviewed the CVP applications and CVP comment sheets submitted during CVP Meeting #1. Based on the responses received, applicants were accepted as CVP Team members. On September 28, 2020, personalized invitations were distributed to the CVP Team members via email or mail (depending on the applicant's preference) inviting them to attend CVP Meeting #2. The Study website was updated on October 16, 2020 to include an open invitation for

Meeting Date	Summary of Meetings

	any members of the public to fill out a contact form and indicate their interest in joining the CVP Team and to attend CVP Meeting #2.
	
	The second CVP Meeting was held on Tuesday November 3, 2020 via the Zoom Platform. A total of 19 approved CVP Team members accepted the CVP Meeting #2 invitation; however, only 15 of those members attended the meeting. The meeting provided a venue for members of the CVP Team to recommend design elements that reflect the social, cultural, historical and environmental interests of their communities. The meeting also provided opportunities for CVP Team members to speak and ask questions directly to Highway 413 Project Team members and technical specialists. During the meeting, technical specialists presented examples of design elements for the following themes, which were identified on the CVP comment sheets by members of the public at CVP Meeting #1:
	
	■ Noise;
	■ Aesthetics;
	■ Greenbelt and Natural Environment;
	■ Connectivity; and
	■ Agriculture, Tourism and Local Economy.
	
	CVP Team members were then split into three breakout groups based on the west, central and east geographical areas of the Route Planning Study Area. In the breakout rooms, members were given the opportunity to provide input on the elements they value most in their community and along the PR. CVP Meeting #2 focused on how best to implement the proposed new highway and transitway in the most context-sensitive manner given the identified PR. Comments generally included the following:
	
	■ Looking for treatments that are different than what's been done before.
	■ Connectivity:
	  ■ Active transportation (paved multiuse path, connection on underpasses/overpasses, connections to bus route/trails/municipal networks); and
	  ■ Roundabouts at interchange ramp terminals.
	■ Noise:
	  ■ Berms or aesthetically pleasing noise walls with graffiti prevention.

Meeting Date	Summary of Meetings

	■ Greenbelt and Natural Environment:
	  ■ Wildlife overpasses and underpasses; and
	  ■ Stormwater management plans with artistic landscaping, monitoring and maintenance plans.
	■ Aesthetics:
	  ■ Artistic elements at bridges and special interest places along the corridor; and
	  ■ Landscape plan that prevents invasive species, includes native species, and prevents erosion.
	■ Agriculture, Tourism and Local Economy:
	  ■ An alignment that doesn't create unusable portions of land;
	  ■ Tourism oriented directional signage; and
	  ■ Protection of built heritage features (e.g., local churches).
	
	The Highway 413 Project Team reviewed the recommended enhancement strategies and mitigation measures received at CVP Meeting #2 and carried forward the recommendations that were identified as being the most important to the Team, and the most technically/economically feasible (herein referred to as the CVP Toolkit). For the recommendations not being carried forward for further consideration, justification was documented and provided to CVP Team members at CVP Meeting #3. The CVP Toolkit will be developed for eventual incorporation into the Preliminary Design of the highway and transit corridor. The Draft CVP, including roll plans and design elements that illustrate the application of the CVP Toolkit along the transportation corridor were presented to CVP Team Members at CVP Meeting #3. A Summary Report of CVP Meeting #2 is available on the project website.

	Community Value Plan Meeting #3
May 20, 2021 (Virtual)	The Highway 413 Project Team analyzed the feedback received during CVP Meeting #2 to identify key community values and potential treatments (i.e., mitigation measures and enhancement strategies) that could potentially be implemented along the highway and transit corridor. A CVP Toolkit was created to illustrate the treatments. Similar to a legend on a map, the CVP Toolkit contains a list of different symbols and shapes that represent

Meeting Date	Summary of Meetings
	potential treatments such as: enhanced landscape plantings, reforestation plantings, wetland plantings, regional gateways, community gateways, wildlife crossings, windscreens, municipal trails, etc. The Highway 413 Project Team then placed these treatments along the corridor based on their expertise and to reflect the feedback received from CVP Meeting #2. These draft plans are referred to as straw model designs. The purpose of CVP Meeting #3 was for the Highway 413 Project Team to present, for discussion and comment, the CVP Toolkit, as well as the draft CVP straw model designs. The meeting also provided opportunities for CVP Team members to speak and ask questions directly to Highway 413 Project Team. Participation at CVP Meeting #3 was reserved for CVP Team members only, however non-members who expressed an interest in listening to the meeting were invited to join as observers. Applications to join the CVP Team are accepted at any point in the study and open invitations were posted on the study website 2 weeks prior to the CVP meeting. On April 8, 2021, personalized invitations were distributed to approved CVP Team members. Once accepted, an email from the Zoom application with a secure sign-in link was sent to the CVP Team members' email address. If a CVP Team member did not have access to an electronic device, alternative arrangements could be made (i.e., printing hard copies of the materials and participating via a telephone). Two participants requested hard copies of the materials via Canada Post mailing, which were distributed prior to the meeting. On the week of May 3, 2021, prior to CVP Meeting #3, the project website was once again updated to include an open invitation to join the CVP Team. The application forms were made available for download on the website, or could be requested through mail, email, toll-free telephone line and/or webform. CVP applications received by the Project Team were reviewed and approved. Alternatively, the meeting was also open to observers, as noted on the project website. A separate Zoom link for observers was distributed, in which stakeholders were able to listen to the discussions but were unable to participate verbally during the meeting. On the morning of May 19, 2021, copies of the CVP Toolkit and guiding design principles were distributed to CVP Team members and observers for reference during the meeting.

Meeting Date	Summary of Meetings

	CVP Meeting #3 was held on Thursday, May 20, 2021 via the Zoom Platform. A total of 20 CVP Team members attended the meeting and 10 individuals attended as observers. In addition to the CVP Team members, 25 Project Team members and technical specialists also attended the meeting. A summary of the feedback received from CVP Meeting #2 in November 2020 was presented. CVP Team members were then given the opportunity to provide input on the CVP Toolkit and the associated guiding principles. Using the virtual collaborative software called 'MURAL', the Highway 413 Project Team reviewed each CVP straw model design by section of the PR (nine sections in total). Feedback was requested from CVP Team members for each straw model design and virtual sticky notes were added directly onto each design with the corresponding comments. The meeting concluded with an open forum discussion period, as well as a summary of next steps in the CVP process and Highway 413 study.
	
	Comments and questions generally included the following:
	■ Active transportation:
	  ■ Pleased that transit stations will include active transportation features (e.g., bicycle parking) and trail connections; and
	  ■ Satisfied that the project team is working with Conservation Authorities and considering connections to their trails.
	■ Buffering treatments:
	  ■ Interest in buffering mitigation at St. Stephen's Hornby Anglican Church and St. Elias The Prophet Ukrainian Church;
	  ■ Interest in aesthetic treatments to buffer St. Elias Church property, which has heritage designation under the Heritage Act; and
	  ■ Looking for measures to minimize impacts to the Valleywood community (e.g., noise, air quality, Emergency Medical Services (EMS) access).
	■ Agriculture:
	  ■ Continued interest in measures to move large agricultural equipment (e.g., appropriately sized underpasses to avoid out-of-way travel to move between fields).
	■ Highway design:
	  ■ Interest in OnRoute plazas and truck inspection stations along the corridor; and

Meeting Date	Summary of Meetings
	▪ Continued interest in roundabouts at intersections with municipal roads. ■ Technical discussion around: ▪ The upcoming traffic analysis; ▪ How the final transit station locations are being determined; ▪ The rationale for the realignment of Heritage Road; ▪ The unknowns around construction timing, delivery model, ownership of existing Highway 410/10, tolling, privatization; and ▪ The cost of the project to date. The Highway 413 Project Team reviewed the input received at CVP Meeting #3 and refined the straw model designs. The CVP specialists on the Highway 413 Project Team worked with the other disciplines on the team (e.g., fisheries, terrestrial, structural, fluvial geomorphology, archaeology, built heritage, etc.) to ensure that any recommended measures be avoided, mitigate or compensate for potential impacts from those disciplines are also included in the CVP designs. The Summary Report of CVP Meeting #3 is now available on the project website.

Consultation with regulatory and reviewing agencies, municipalities, Indigenous communities, members of the public and other interest groups are being undertaken during this study.

The following table lists the advisory group meetings held during The Development of Preliminary Design. The dates of each meeting, along with a summary of the content discussed is also provided.

Table A-15: Engagement with Advisory Groups During the Development of Preliminary Design of the Project

Meeting Date	Summary of Meetings
	Community Advisory Group (CAG) Meetings
October 28, 2014	CAG Meeting #1 was held on October 28, 2014 in advance of PIC #1. Thirty-eight CAG members were in attendance including members of the public who live in and around the study area as well as representatives from groups such as Armstrong Manor Farm, Norval Community Association, CAA South Central Ontario, Sheridan Nurseries, Minus Forty, Alloa Landowners Group, Peel Federation of Agriculture, JARUD Corporation Ltd., Christian Farmers Association of Ontario, Castlepoint Investments, Humber Valley Trail Association, Valleywood Resident Association, and Albion Glass. After the Project Team provided an overview of the study, the group reviewed and discussed the development and screening of the Long List of Route Alternatives and Potential Interchange Locations, provided feedback on the Preliminary Short List of Route Alternatives, and discussed the anticipated public and stakeholder reactions at the upcoming PIC #1. During the next steps and open forum sections of the presentation hosted on October 28, 2014, CAG members were given the opportunity to pose questions and concerns to the Project Team. A total of three questions were asked by members, covering topics such as private properties, trucks, and a short list of alternatives. A member of the Project Team responded to questions.
May 7, 2015	CAG Meeting #2 was held on May 7, 2015 in advance of Community Workshop #2. Thirty-four CAG members were in attendance including members of the public as well as representatives from groups such as Armstrong Manor Farm, Minus Forty, Formnouvo Inc., Alloa Landowners Group, Peel Federation of Agriculture, Sheridan Nurseries, Norval Community Association, Humber Valley Trail Association, CAA South Central Ontario, Valleywood Resident Association, Christian Farmers Federation of Ontario, and York Chapter of Building Industry and Land Development Association. Four public observers also attended the meeting. The group discussed project activities that occurred since PIC #1; the two methodologies being used by the Project Team to

Meeting Date	Summary of Meetings

	evaluate the short list of route alternatives including the evaluation factors being used; attendees provided comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees identified the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area.
	
	During the Specific Issues and Trade Offs in the Study Area & Approach for Evaluating the Short List of Route Alternatives sections of the presentation hosted on May 7th, 2015, the Project Team design leads sought input from the CAG members on the key issues and trade-offs identified and any additional ones the Project Team should emphasize in the evaluation of the short listed alternatives, as well as what evaluation factors were important and why. A total of 19 questions and 20 comments were recorded. Some major themes amongst these responses from CAG members included:
	
	■ Importance of creeks and tributaries:
	  ■ Design process regarding best crossing over watercourses; and
	  ■ Capital costs.
	■ Weighing rote alternatives (extra mileage/air quality);
	■ Consultation with municipalities regarding emergency services;
	■ Accommodating interchanges; and
	■ Project Schedule.

November 14, 2019	CAG Meeting #3 was held on November 14, 2019, subsequent to PIC #2. Twenty-four CAG members were in attendance, including members of the public and representatives from local neighbourhood associations. The Project Team provided an overview of the study, a brief history of the Highway 413 (chronology), an update on project activities since the study's suspension in December 2015, and a review of the study schedule. After providing a debrief on PIC #2, the group worked in two sessions:

Meeting Date	Summary of Meetings
	Session 1, which covered the overview of the evaluation of the short-listed route and interchange location alternatives, including the Draft Technically PR and the 2019 FAA. Session 2 addressed issues to inform the Preliminary Design of the Draft Technically PR. The group provided feedback on the evaluation outcomes and indicated what was most surprising or concerning to them. The CAG provided information on what has changed or is changing that should inform the design of the PR, and indicated the hot button topics that the Project Team will need to address, including what they are hearing from their communities. During the Overview of the evaluation of the short-listed route/interchange location alternatives, the Project Team invited questions and comments from the CAG. A total of 27 questions and 7 comments were recorded. Some major themes amongst these questions and comments included: ■ Concerns in and around the Coleraine Drive area (traffic, interchange); ■ Concern about proposed developments shifting the draft Technically PR and draft FAA (2019); ■ Norval bypass concerns; ■ Information regarding feedback received from municipalities; and ■ Bottleneck issue at Highway 400 and King/Vaughan. During the PR Session, the Project Team reached out to the CAG with three questions, for which responses were recorded. The questions and common responses are summarized below: **1) Provide feedback on the evaluation outcomes. What was the most surprising or concerning to you?** ■ How heritage properties along the corridor will be assessed & impacted; ■ Concerns about where the highway ties at Highway 400; and ■ Concerns about land acquisition not included in the evaluation process for the Technically PR. **2) What has changed or is changing that should inform the design of the PR?** ■ Electrical stations/coordination with municipalities;

Meeting Date	Summary of Meetings
	■ Highway needed further north due to population growth in Bradford & Innisfil; and ■ Re-evaluate S5-9 from an environmental perspective. **3) What are the hot button topics that the Project Team will need to address? What are you hearing from your community?** ■ Concern for private wells and impacts to aquifers; ■ Concern about increasing traffic on the 401 once the corridor is constructed; and ■ Concern for frozen lands (especially the land that is not needed but is currently untouchable).
	Greenbelt Transportation Advisory Group (GTAG) Meetings
October 29, 2014	GTAG Meeting #1 was held on October 29, 2014 in advance of PIC #1. Fourteen GTAG members were in attendance including representatives from organizations such as Concerned Residents Against Superhighway in Halton Hills, Conservation Halton (CH), Ontario Federation of Agriculture, Ontario Professional Planners Institute, Peel Federation of Agriculture, Environmental Defence, Greenbelt Council, Ontario Nature, OMAFRA, Sustainable Vaughan, and Rural Ontario Municipal Association. After the Project Team provided an overview of the study and the Greenbelt Design Guideline prepared during completion of the Transportation Development Strategy (2012), the group discussed how the Guideline has been used to date and how the Guideline will be used in the future. The Project Team then provided an overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations. The group then provided feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt and discussed the anticipated public and stakeholder reaction at the upcoming PIC #1. During the Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations section, 11 questions and 4 comments were recorded. Major themes amongst these responses from CAG members included: ■ Anticipation of the Highway 427 extension and GTA West Study working together;

Meeting Date	Summary of Meetings
	■ Importance of farms and farming practices (including soil, air quality, etc.); and ■ Consultation events to date. Following this section was the Next Steps and Open Forum, in which the Project Team invited final questions and comments. There were 4 questions and 3 comments recorded. The major themes amongst these responses from CAG members included: ■ Positive feedback on the consultation and communication process; ■ Cost-related inquiries; and ■ Enforcing the use of local aggregates.
May 7, 2015	GTAG Meeting #2 was held on May 7, 2015. Twenty-one GTAG members attended the meeting including representatives from organizations such as Belfountain Community Organization, CH, TRCA, Ontario Professional Planners Institute, MNRF, Ontario Federation of Agriculture, Peel Federation of Agriculture, Greenbelt Council, Ontario Nature, Ministry of Agriculture, Food & Rural Affairs, Sustainable Vaughan, Humber Alliance, Ontario Federation of Agriculture, Rural Ontario Municipal Association, and Oak Ridges Moraine Land Trust. The group discussed project activities that occurred since PIC #1; the two methodologies being used by the Project Team to evaluate the short list of route alternatives including the evaluation factors being used; attendees were invited to provide comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees were invited to identify the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. During the Approach for Evaluating the Short List of Route Alternatives section of the presentation hosted on May 7th, 2015, the Project Team recorded 5 questions and 9 comments. Some major themes amongst these responses from GTAG members included: ■ Need for the study; and ■ Concern for agricultural lands and operations.

Meeting Date	Summary of Meetings
November 14, 2019	GTAG Meeting #3 was held on November 14, 2019 subsequent to PIC #2. Thirteen GTAG members were in attendance. The Project Team provided an overview of the study including a short of history of the GTA West Study (chronology), an update on project activities since study suspension in December 2015, and update on the study schedule. After providing a debrief on PIC #2, the group workshopped two sessions: Session 1: Overview of the evaluation of the short-listed route and interchange location alternatives, Draft Technically PR and 2019 FAA; and Session 2: Application of the Guideline for Planning and Design of HWY 413 Through the Greenbelt (2013). The group activity focused on whether the principles and approaches identified in the 2013 Guideline remain appropriate based on the current Greenbelt Plan. The group discussed which principles should the team place greatest emphasis as the study moves forward, what has changed or is changing that should inform the design of the PR, what the hot button topics are that the Project Team will need to address and what they are hearing from stakeholders. During the Overview of the evaluation of the short-listed route and interchange location alternatives section of the presentation hosted on November 14th , 2019, the Project Team recorded a total of 16 questions and 11 comments. Some major themes amongst these responses from GTAG members included: ■ Technical studies based on current conditions; ■ Impacts to Greenbelt and proximity to residential areas; ■ Tolling decisions; and ■ Impacts to Provincially Significant Wetlands (PSW), specifically route S5-10.

Meeting Date	Summary of Meetings
	Municipal Executive Advisory Group (MEAG) Meetings
September 24, 2014	MEAG Meeting #1 was held on September 24, 2014 with representatives from the Regional Municipalities of Halton, Peel and York as well as Metrolinx. At the meeting, the group discussed the study background, scope, and schedule; the existing environmental and transportation conditions; process for generating route and interchange alternatives; the preliminary long list of route alternatives; the consultation program; how to coordinate with municipal studies; and how to manage future development needs. During the Project Update section of the meeting hosted on September 24th, 2014, members of the MEAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ GTA West Route includes lands that Halton Region is looking at for urban boundary expansion and questioned how the two exercises could fit together; ■ Halton Regional Official Plan Amendment (ROPA)/how refinements to the GTA West would impact it as the project progresses; and ■ York Region raised interchange location determination related questions.
October 9, 2019	MEAG Meeting #2 was held on October 9, 2019 with representatives from the Regional Municipalities of Halton, Peel and York. At the meeting the group discussed the study schedule and what has been done to resume the study; reviewed the PIC #2 materials; reviewed what the Project Team heard from stakeholders at PIC #2; and then the Project Team sought input on the Draft Technically PR and draft 2019 FAA, including considerations to inform the Preliminary Design of the PR. During the Discussion section of the meeting hosted on October 9th, 2019, members of the MEAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ Halton Region discussed concerns regarding impacts to their municipal road network system, specifically within the Hamlet of Norval and at Winston Churchill Boulevard; and ■ Associated parking and servicing lands.

Meeting Date	Summary of Meetings
	Municipal Advisory Group (MAG) Meetings
June 16, 2014	MAG Meeting #1 was combined with Regulatory Agency Advisory Group (RAAG) Meeting #1 and was held on June 16, 2014. The purpose of the meeting was to provide an overview of the study, discuss how to coordinate the GTA West Study with municipal planning initiatives and development needs, discuss the future transportation needs and the key issues in each section of the study area, introduce the Greenbelt design guidelines, process for generating and evaluating alternatives, and discuss the consultation and engagement program. Forty-six members of the MAG and RAAG attended the introductory meeting including representatives from Hydro One Brampton, Hydro One Networks, Ontario Power Authority, Power Steam Inc., Bell Canada, City of Mississauga, City of Brampton, Brampton Fire and EMS, City of Vaughan, Township of King, Town of Caledon, Halton Region, York Region, Peel Region, Metrolinx, MMAH, OMAFRA, Ministry of the Environment, Ministry of Natural Resources, Environment Canada, Credit Valley Conservation (CVC), TRCA, and CH. The discussion period focused on the following questions/topics: what are some key considerations for the team, active transportation plans, crossing road treatments, future development plans/aspirations, environmental features, and study timelines. The Project Team inquired about the MAG and RAAG's expectations for participation in this study, what they viewed as their role in the project, some of the related challenges they face, what they are hearing from the local community, and which locations within the study area should the team be paying particular attention. During the Open Discussion section of the combined meeting, members of the MAG and RAAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ Interest from TRCA Humber Watershed Alliance for a meeting; ■ Town of Caledon expressed interest in conducting a land use implication study on the outcome of the GTA West; ■ Ongoing communication between the Project Team and municipalities; ■ Local farming concerns regarding infrastructure planning;

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	■ Population growth; and ■ Bike lanes and cycling networks.
November 7, 2014	MAG Meeting #2 was held on November 7, 2014. The purpose of the meeting was to provide an overview of the study and a status update, seek feedback on the Preliminary Short List of Route Alternatives, and provide an overview of the upcoming PIC. The discussion period focused on the potential interchanges and crossing road treatments, goods movement priority features, the route alternatives development process, the screening of the long list of route alternatives, and the introduction of the FAA. Forty-eight members of the MAG attended the meeting including representatives from Region of Peel, Region of York, Region of Halton, City of Brampton, City of Mississauga, City of Vaughan, Township of King, Town of Caledon, Town of Halton Hills, Peel Regional Police, Metrolinx, CP Rail, Ontario Power Authority, TransCanada Pipelines Ltd., Hydro One Brampton, Hydro One, Bell Canada, and CanACRE. During the Overview of the Development and Screening of the Long List of Alternatives section of the meeting, members of the MAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ The process for narrowing the Route Planning Study Area; ■ What is included in the 250m corridor (e.g., hydro corridor); and ■ Lands required for the Route Planning Study Area/acquisition.
May 11, 2015	MAG Meeting #3 was combined with RAAG Meeting #3 and was held on May 11, 2015. The purpose of the meeting was to provide an overview of the study, an update on project activities since PIC #1 including an overview of the refinements made to route alternatives based on stakeholder input from PIC #1, and then the group workshopped topics in two breakout sessions. Session #1: Approach for evaluating the short list of route alternatives, and Session #2: Trade-offs in the west, central and east sections of the study area. Fifty-four members of the MAG and RAAG attended the meeting including representatives from Region of York, York Regional Police, Region of Peel, Peel Fibre, Peel Regional Police, Halton Region, City of Vaughan, City of Brampton, Hydro One Networks Inc., Brampton Hydro Networks Inc., Brampton

Meeting Date	Summary of Meetings
	Fire and Emergency Services, Town of Caledon, Town of Halton Hills, City of Mississauga, Township of King, 407 ETR, Metrolinx, TransCanada Pipelines, TransCanada Energy, PowerStream Inc., CH, TRCA, CVC Authority, Ministry of Tourism, Culture and Sport, Ministry of the Environment and Climate Change, and Ministry of Agriculture, Food & Rural Affairs. The group discussed the two methodologies being used by the Project Team to evaluate the short list of route alternatives including the evaluation factors being used; attendees provided comments on the factors, sub-factors, criteria and measures that the Project Team were to use to evaluate the short list of route alternatives; for the arithmetic evaluation method, attendees identified the importance of the natural, land use/socio-economic, and cultural environments as well as transportation by assigning weights out of 100 to each factor (for both urbanized and rural/natural/agricultural areas); and key issues and trade-offs in the west, central and east sections of the study area. During the Update on Project Activities Since PIC 1 and the Approach for Evaluating the Short List of Route Alternatives sections of the meeting, members of the MAG and RAAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ Inquiries regarding refining the Route Planning Study Area once the PR has been confirmed; and ■ Weighting scenarios for interchanges/evaluation criteria.
November 13, 2019	MAG Meeting #4 was combined with RAAG Meeting #4 and held on November 13, 2019. The Project Team provided an overview of the study, including a brief history of the GTA West Study (chronology), an update on project activities since the study's suspension in December 2015, and an update on the study schedule. After providing a debrief on PIC #2, the group worked in two sessions: Session 1, which covered the overview of the evaluation of the short-listed route and interchange location alternatives, including the Draft Technically PR and the Draft 2019 FAA; and Session 2, which addressed issues to inform the Preliminary Design of the PR. Forty members of the MAG and RAAG attended the meeting including representatives from Town of Halton Hills, City of Brampton, City of Mississauga, Town of Caledon, City of Vaughan, York Region, Halton Region, Peel Region, Peel Public Health, Township of King, Peel Region Police, TRCA, TransCanada Pipelines, MHBC Planning on behalf of TransCanada Pipelines, Niagara Escarpment Commission, Ministry of Heritage, Sport, Tourism and Culture Industries, MNRF, 407 ETR, OMAFRA, Independent Electricity System Operator (IESO), Metrolinx, Enbridge, and Ministry of Energy, Northern Development and Mines. The group provided feedback on what has changed or is changing that should inform the design of the PR and indicated what the hot button topics are that the Project Team will need to address including what they are hearing from their communities. The group provided their perspective on the Coleraine Drive interchange, the GTA West/Highway 401/407 ETR interchange, the Highway 410 extension and interchange, and discussed how to integrate the new highway infrastructure with existing and planned infrastructure. During Open Forum section of the meeting, members of the MAG and RAAG were given the opportunity to ask questions and raise comments to the Project Team, including: ■ Potential changes for the Study Area; ■ Timing of the IESO study/protection and release of lands; ■ Noise mitigation & utilities; and ■ Future rail accommodation.
September 26, 2023	MAG Meeting #5 was another combined session with RAAG Meeting #4, and it offered clarity on provincial and federal environmental assessment processes, land use considerations, preliminary design refinements, and the focused analysis area. It also included recent findings from technical and environmental studies, including cumulative effects, GHG emissions, and socio-economic and human health impacts. Stakeholders were briefed on the next steps in the federal impact assessment process and provided with guidance on where to access supporting materials. The virtual session saw strong engagement, with 56 of 69 registered participants in attendance. The project team received and addressed 16 questions and comments (13 verbal and 3 written) including: ■ alignment of the transitway corridor; ■ coordination with energy infrastructure planning; ■ availability and functionality of online mapping tools;

Meeting Date	Summary of Meetings
	■ integration of active transportation; and ■ requests for council-specific briefings. Municipalities including Vaughan and Halton Hills expressed interest in council presentations and provided feedback on incorporating active transportation into the preliminary design phase. These insights continued to inform our approach to transparency, coordination, and responsiveness as the project progressed through regulatory milestones.
November 19, 2024 **(Halton Region)** **November 21, 2024** **(York Region)** **November 26, 2024** **(Peel Region)**	The 2024 MAG meetings (virtually) in conjunction with Halton, Peel, and York Regions provided a focused forum for reviewing the 90% Preliminary Design for Highway 413 and gathering municipal feedback ahead of broader public engagement. Senior staff and planners from each Region joined the Project Team to discuss technical coordination, municipal alignment, and key areas of concern. ■ Across all three sessions, municipalities emphasized the importance of early access to design details and environmental assessments to support integration with local plans; ■ Discussions highlighted active transportation, interchange configurations, traffic modelling, and the need for timely refinement and sharing of the FAA; ■ York Region raised questions on emergency services coordination and infrastructure protection; ■ Peel Region focused on design impacts to capital projects and requested enhanced data sharing; and ■ Halton Region sought clarity on traffic analyses and integration with existing secondary plans. Each session resulted in clear action items, including alignment with regional EAs and capital projects and incorporating active transportation features. These discussions strengthen municipal coordination and ensure that local priorities and regional planning frameworks are considered as the project advances toward final design.

Meeting Date	Summary of Meetings
	Regulatory Agency Advisory Group (RAAG) Meetings
June 16, 2014	RAAG Meeting #1 was combined with MAG Meeting #1. See MAG Meeting #1 summary above.
November 7, 2014	RAAG Meeting #2 was held on November 7, 2014. The purpose of the meeting was to provide an overview of the study and a status update, seek feedback on the Preliminary Short List of Route Alternatives, and provide an overview of the upcoming PIC. Eleven members of the RAAG attended the meeting including representatives from MMAH, Ministry of the Environment and Climate Change, MNRF, Ministry of Tourism Culture and Sport, OMAFRA, TRCA, CH and CVC. The discussion period focused on the potential interchanges and crossing road treatments, goods movement priority features, the route alternatives development process, the screening of the long list of route alternatives, and the introduction of the FAA. The group also identified ‘hot spots’ they foresee and the strategies/responses that the team can use to address the ‘hot spots’ or ‘hot topics.’ During the Open Forum section of the meeting, members of the RAAG were given the opportunity to ask questions and raise comments to the Project Team: ■ Groundwater investigations at underpass locations; and ■ SAR evaluation considerations.
May 11, 2015	RAAG Meeting #3 was combined with MAG Meeting #3. See MAG Meeting #3 summary above.
November 13, 2019	RAAG Meeting #4 was combined with MAG Meeting #4. See MAG Meeting #4 summary above.
September 26, 2023	The 2023 joint MAG/RAAG virtual meeting #5. See MAG Meeting #5 summary above.

Meeting Date	Summary of Meetings
December 5, 2024	RAAG meeting #6 convened senior representatives from key provincial and federal regulatory agencies to review the near-final (90%) Preliminary Design for Highway 413 and outline the next steps leading into Detail Design and public engagement. The session began with introductory remarks, followed by a detailed walkthrough of the design, highlighting progress to date and the anticipated project timeline. Discussions centred on regulatory alignment, environmental protection, property impacts, and design coordination. Agencies raised technical questions regarding bridge designs, potential future widenings, habitat preservation, including for species such as the Western Chorus Frog, and the integration of the Ministry of Energy's transmission corridor planning. Stakeholders sought clarity on the cumulative effects approach, agricultural mitigation, and the land acquisition process, particularly regarding TRCA properties. Key Concerns ■ Transparency in data sharing; ■ Opportunities for re-engagement during the Detail Design phase; and ■ Alignment between provincial and federal review processes. Action items included follow-ups with Conservation Authorities, coordination on agricultural assessments and targeted field studies to support upcoming environmental approvals. The meeting reinforced the importance of interagency coordination in advancing the project.

The Project Team met with staff from various agencies and ministries to seek input on the development and screening of the long list of route alternatives and the identification of the short list of route alternatives. The following table provides a list of meetings that were held between the Project Team and agencies and ministries during the Development of Preliminary Design. The dates of each meeting, along with a summary of the discussions had during the meetings, are also provided.

Table A-16: Meeting with Technical Agencies

Meeting Date	Summary of Meetings
	Combined Environmental Discipline Working Group Meetings with MNRF, TRCA, Credit Valley Conservation Authority (CVC) and Conservation Halton (CH)
August 26, 2014	A combined meeting with MNRF, TRCA, CVC, and CH was arranged by the Project Team to discuss environmental features and wildlife habitat within the Study Area and how the evaluation of the preliminary long list of route alternatives considers the features. The wetland north of the current terminus of Highway 410 was highlighted by agency attendees, as it is considered a PSW and is a part of the Heart Lake Wetland Complex. TRCA noted that many environmental studies, such as the Mayfield Lands Master Environmental Servicing Plan, were completed as part of the secondary planning in the Mayfield West area. TRCA and MNRF representatives also noted that some watercourses contain Redside Dace. As Redside Dace is listed as an Endangered species under the *Ontario Endangered Species Act (2007)*, the Project Team was encouraged to select watercourse crossings where the species presence is known to be less. MNRF noted the presence of the Norval Quarry and indicated the surrounding area (of Heritage Road/Winston Churchill Boulevard/Bovaird Drive/Wanless Drive) is known for Queenston shale deposits. Therefore, floodplains and meander belts should be considered in the evaluation of the route alternatives. The agencies also suggested that the Project Team should consider salt spray impacts when evaluating the route alternatives. The Project Team noted their planning, design and construction practices will minimize, wherever possible, the negative impacts and disturbance caused by road salt to the existing landscape. The agencies suggested Natural Environment and Agricultural factors be considered of higher importance than other Land Use factors within the route evaluation table. Based on preliminary observations of the long list of route alternatives, the TRCA noted that the most southerly crossing of the Humber River is most preferred, while the northern alignment was ranked second. The more northern routes in Caledon impact headwater drainage features. The most northerly crossing of the Lindsay Creek is preferred. The most

Meeting Date	Summary of Meetings
	preferred new Highway 410 connections for the TRCA are those that cross west of the Heart Lake PSW. TRCA also confirmed their preference for the more eastern Highway 427 connection, as it has fewer impacts to the main branch of the Humber River. CVC noted their preference of the route alternatives east of Ninth Line. CH noted that an open bottom crossing would be required at Sixteen Mile Creek and that erosion thresholds will need to be considered at this location. The agencies noted that when the Project Team begins reviewing SWM opportunities at a later stage in the Study, infiltration options and at-source opportunities should be explored. During the meeting TRCA also highlighted the Nashville Resource Management Tract Trail Plan, which indicates a trail plan and management zones along the main branch of the Humber River.
	Combined Environmental Discipline Working Group Meetings with MNRF, TRCA and Credit Valley Conservation Authority (CVC)
August 21, 2015	The purpose of the meeting was to provide an update on the Permission to Enter (PTE) process and field investigations undertaken for the project. The Project Team reviewed the roll plans and provided an overview of the properties that were sent PTE request letters to conduct the field work. In addition, the team noted the different types of ecological surveys completed and provided an overview of the aquatic sites that were surveyed. A question regarding the success rate of receiving PTE properties was asked. The Project Team responded that approximately 30% of property owners agreed to grant PTE on their properties in ecological areas of interest. The process of requesting the PTE included sending out a general letter, followed by registered mail to ensure the letters were received and a door knocking campaign in advance of field work. TRCA asked to be notified of any archaeological surveys that may be conducted on TRCA lands since TRCA conducts their own archaeological work on lands they own. The Project Team noted that the Preliminary Design will identify the size of the opening, property requirements and approximate footprint at each structure but the precise size and length of the structures will be confirmed during Detail Design. The Project Team confirmed that stakeholders will be able to comment on the draft PR presented at PIC #2.

Meeting Date	Summary of Meetings
	Combined Environmental Discipline Working Group Meetings with MNRF, TRCA, Credit Valley Conservation Authority (CVC), Conservation Halton (CH) and Fisheries and Oceans Canada (DFO)
January 30, 2020	Agencies that attended this meeting (TRCA, CVC, CH, MECP and DFO) shared input on the Draft Technically PR and draft 2019 FAA. TRCA asked where the background studies are and how it fed into the evaluation matrix. The Project Team responded that each route section alternative was reviewed individually to determine the net effects. The net effects of the route section alternatives were then summarized in comparative tables by section. The evaluation was based on field work results (where PTE was provided), secondary source information and professional expertise. An evaluation workshop was held to work through each section using a reasoned argument approach. TRCA noted that their concerns about the Highway 410 connection due to the Heart Lake Wetland and a woodlot that they have been trying to protect from development. TRCA noted that the Highway 427 site is another area of concern due to Robinson's Creek. Consider wildlife connectivity in route selection/alignment. CVC noted that they will be completing a further review of the Technically PR. CH noted that Halton is going through Phase 2B of the Premier Gateway SP and encouraged alignment with the plan. MECP and MNRF noted they submitted written comments after their January 9, 2020 meeting. DFO noted that they will not assign a staff person to this project until a Request for Review is submitted and that DFO will have no further engagement until the permitting stage.
May 21, 2020	A similar meeting was held on with MNRF, MECP, OMAFRA, and TRCA. The regulatory agencies and municipalities provided written comments on the Section 7 and 8 evaluation and the Project Team reviewed their comments. The results of this additional evaluation resulted in a PR of S7-14 and S8-5. Maps depicting the additional Section 7 and 8 alternatives (S7-13/S8-4 and S7-14/S8-5) were uploaded on the project website under the 'Consultation' tab for public review. The PR Announcement Bulletin circulated in August 2020 outlined the reasoning and location of the new S7-14 and S8-5 PR.

Meeting Date	Summary of Meetings
	Meetings with TRCA
April 24, 2015	The Project Team presented a project update following PIC #1 to the TRCA Board of Directors on Friday April 24, 2015. The Project Team was allotted 10 minutes for a presentation followed by an open question period. Questions revolved around the length of the study, why the transitway is not envisioned to carry heavy rail, that the GTA West Study is currently not funded, the sources used to identify agricultural lands, and concern about fragmentation of agricultural properties.
June 19, 2015	The purpose of this meeting was to update the status of water resources and fluvial works, discuss fluvial and SWM approach, clarify availability of data and the data request process, and discuss water resources/fluvial related comments in TRCA's March 3, 2015 letter. The Project Team noted that if there is no PTE, the fluvial team will have to surrogate data from remotely collected information. TRCA noted their Crossing Guidelines for Valley and Stream Corridors is in progress. TRCA also recommended conducting erosion assessment and defining erosion thresholds for the storm management facility discharge target. The Project Team identified some challenges associated with the SWM pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more suitable for this undertaking. TRCA indicated that the flooding control and water quantity criteria established by TRCA should be met, and that structures must be sized to ensure the safe passage of the Regional Storm with no adverse impacts to upstream water levels outside of the MTO right-of-way (ROW).
January 24, 2020	The Project Team presented a project update to the TRCA Board of Directors on Friday, January 24, 2020. The Project Team was allotted 10 minutes for a presentation, followed by an open question period. Topics raised during the question and answer period revolved around location of the electricity transmission study corridor, request for signage during construction with contact information contractor, that the City of Vaughan's comments on Section 8 be taken into consideration, how watercourses and drainage features were considered in the evaluation of alternatives, when the public will be able to review impact assessment reports, a request for the Project Team to return after confirming the PR, request to use innovative and advanced technologies to reduce impacts to the environment, inquiry about how active transportation and electric vehicle technologies are being considered in the study, information on traffic forecasting, reassurance that GHG mitigation measures would be considered in the study.
October 6, 2020	The purpose of this meeting was to update the TRCA Drainage Team on the status of water resources and fluvial works. TRCA recommended that the headwater drainage feature assessment should be carried out by using TRCA's headwater drainage feature assessment tool. The specific scope for headwater assessments will be discussed in a subsequent meeting with TRCA. TRCA outlined general requirements from ecological and water resources perspectives, including channel realignment is not supported by TRCA unless justified, low impact development measures for infiltration and feeding the groundwater system, feature-based water balance is required for wetlands, valley crossing and stream crossing requirements have been previously provided by TRCA, erosion sediment control should comply to TRCA's most up-to-date Erosion Sediment Control guideline, TRCA is looking for no impairment to the natural system including mitigation measures to the impact from salt and oil, SWM should be designed for ultimate condition, TRCA is looking for zero impact on the Regulatory water level beyond the MTO ROW, the proposed crossing should span over 100 year erosion limits, the SWM system should be designed for the ultimate 10-lane closed median condition, drainage features should be identified/confirmed during field investigations, as some minor watercourses may not be in the TRCA database.
March 4, 2021	The purpose of this meeting was to update the TRCA Drainage Team on the status of water resources and fluvial works. The group reviewed hydraulic modelling, storm distribution in models, preliminary crossing locations, major structures (i.e., Humber River crossings), as well as the scope of wetland impact and headwater evaluations.

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March 26, 2021	The Project Team responded to a request from TRCA to provide a project update to the Board of Directors on March 26, 2021. The Project Team presented an overview of Stages 1 and 2 of the Study, including the PR and FAA. This overview also covered the request to federally designate the study, upcoming field investigations and project reports, and next steps in the study. The Project Team received questions about who is responsible for Highway 413 infrastructure, the horizon year for the traffic modelling, whether the use of Highway 407 ETR and transit could be maximized, whether the trend of working from home would make a difference to the need for the corridor, whether infrastructure for electric vehicles were being included in the preliminary design, and whether MTO would agree to a voluntary project review with TRCA.
April 14 & 27, 2021	The purpose of this meeting was to discuss the alternatives for crossing the Humber River. Attendees reviewed the status of the preliminary design of the highway and transit corridor, the characteristics of the main Humber River crossing and the surrounding natural environment. The bridge alternatives were presented, including environmental and permitting considerations for discussion. Key notes were that long-term fluvial geomorphology needs to be considered when designing the crossing, there is a need to consider the temporary impacts of construction, and there was discussion around slope stability and options for fill. There were requests to show how the Project Team is using TRCA's Crossing Guidelines and for the Ministry to agree to the TRCA Voluntary Project Review (VPR).
March 22 and April 27, 2021	MTO met with TRCA about a VPR for Highway 413 Project. TRCA provided information on the VPR process, along with examples from other projects that have undertaken the process. MTO is taking this request seriously and will respond to TRCA's request shortly.
July 28, 2025	The Project Team met with TRCA to discuss the drainage and stormwater management design for the Highway 413 Project. TRCA outlined feedback on the design discussing items such as water elevation changes, opportunities to incorporate low impact development features, and the proposed channel realignments. Subsequent to the meeting, comments on the drainage and stormwater management report were provided in writing.
	Meeting with Credit Valley Conservation Authority
July 23, 2015	The purpose of this meeting was to provide an update on the project status, discuss the fluvial and SWM approach, clarify data availability and the data request process, share the experiences from the previous projects, and receive input from CVC staff for the route alternative evaluation. CVC noted they would provide PDF copies of floodplain mapping and digital models of hydraulics (HECRAS). Rather than providing the watershed hydrologic model (GAWSER), CVC would provide unit flow rates and peak flow rates at each node. The Project Team noted that if there is no PTE, the fluvial team will have to surrogate data from remotely collected information. CVC recommended that the design team follow the CVC Fluvial Geomorphic Guidelines. The Project Team identified some challenges associated with the SWM pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more suitable for this undertaking. CVC indicated that generally, for drainage areas more prominent than 5 ha, they should be designed to meet both quantity and quality criteria. For areas less than 5 ha, linear-featured SWM facilities could be applied.
	Meeting with Conservation Halton (CH)
August 4, 2015	The purpose of this meeting was to provide an update on the project status, discuss the fluvial and SWM approach, clarify data availability and the data request process, share the experiences from the previous projects, and receive input from CH staff for the route alternative evaluation. The Project Team noted that if there is no PTE, the fluvial team will have to surrogate data from remotely collected information. CH staff indicated that the movement of the creek and the potential scour problem at each crossing might need to be identified in the EA stage. CH recommended the shorter crossings if possible. CH staff indicated that the presented fluvial approach is generally acceptable. CH recommended that the minimum span of crossing

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	should be larger than three times the bank full width. Given that long watercourse crossings might be required for the proposed highway, the openness ratio should be considered for wildlife traversing the roadway. The Project Team identified some challenges associated with the SWM pond design servicing the linear infrastructure and suggested that linear-featured SWM facilities, such as enhanced grass swales and linear dry ponds, are more suitable for this undertaking. CH staff indicated that enhanced water treatment is required for the watershed and that consideration should be given to thermal impacts on coolwater systems. Regarding water balance, CH staff indicated that they would like to see a consistent approach with CVC and TRCA. CH indicated that Alternative 1C will require realignment of approximately 750 m of the regulated watercourse (Tributary of East Sixteen Mile Creek). This watercourse has approximately 200 ha of drainage area. Alternative 1E will encroach on and cross the main branch of East Sixteen Mile Creek, which has an approximately 2,000 ha drainage area.
August 25, 2015	The purpose of the meeting was for the Project Team to provide an update on the field investigations and PTE process being undertaken for the Development of Preliminary Design. The Project Team reviewed the roll plans and provided an overview of the properties to which PTE request letters were sent to conduct the field work. Additionally, the team noted the various types of ecological surveys conducted and provided an overview of the aquatic sites surveyed. CH inquired whether roadside surveys had been completed in the Halton area for terrestrial resources, and the Project Team noted that no roadside surveys were carried out for terrestrial resources within Halton Region in 2015. It was also confirmed that the analysis and evaluation of alternatives are being carried out on a net-effects basis, considering the effect after the application of mitigation measures.
	Combined Meetings with the MNRF and the MECP (Species at Risk Branch)
January 9, 2020	The Project Team held a combined meeting with both MNRF and MECP to provide an update on project activities, including what has been done to resume the Development of Preliminary Design overall process, the Draft Technically PR and FAA presented at PIC #2, the proposed

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	2020 environmental fieldwork and next steps in the Study. The MNRF inquired about the completion of wetland evaluations. The Project Team clarified that unevaluated wetlands would not be assessed using the Ontario Wetland Evaluation System (OWES) because wetlands within the Study Area were treated equally during the route evaluations. The boundaries of wetlands would, however, be delineated in accordance with OWES protocols while staff are conducting Ecological Land Classification (ELC) surveys and mapping. Call Surveys by wetlands would also be completed. MNRF requested that the vegetation community information be collected in OWES and ELC format. The Project Team confirmed they will record vegetation community data in accordance with ELC protocols, but not in OWES. MECP asked if any specific SAR surveys were planned. The Project Team noted that this isn't being done at this time, given the large scale of the Study. Species-at-risk surveys would be undertaken at a later stage in the Study. MNRF provided comments on the Draft Technically PR and suggested the following refinements: ■ Alignment should avoid the Greenbelt, where possible. ■ Consider that the shale in Brampton is the last remaining pocket of usable shale, as most of it has already been covered by subdivisions. ■ Avoid significant impacts around the Humber River. This is a regional wildlife corridor, so efforts should be made to maintain the habitat here. ■ Avoid critical areas for Redside Dace habitat. ■ Avoid provincially significant wetlands, woodlots and Natural Heritage System Greenbelt Lands. ■ MECP asked if sampling will be done in the Redside Dace areas. The Project Team confirmed that fish collection would not occur in confirmed Redside Dace habitat. The Project Team noted that they would consider the suggestions made by MNRF and MECP during the refinement of the PR, which was announced in August 2020.
April 9, 2021	A second combined meeting was held by the Project Team with MNRF and MECP to discuss alternative Highway 413 crossings of the Humber River. Attendees reviewed the status of the preliminary design of the highway and transit corridor, the characteristics of the main Humber River crossing and

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	the surrounding natural environment. The bridge alternatives were presented, including environmental and permitting considerations for discussion. There was discussion on how to avoid, minimize, or mitigate environmental impacts to the watershed crossing, with specific requests to consider wildlife movement. Discussions also centred on erosion and slope stabilization associated with tree removal, salt spray, and the shading effect. There was also discussion around potential Provincial and Federal permitting requirements and the SAR likely to be affected within the Study Area (including what surveys were performed for Rapids Clubtail and the results, if additional surveys where required for Rapids Clubtail, how habitat for Rapids Clubtail would be mapped, potential avoidance and mitigation techniques, the types of impacts that will need to account for and Environmentally Significant Area permits and authorizations. The Project Team noted that the team made observations of Rapids Clubtail in the vicinity of the Humber River crossing. MECP agreed that the area identified along the Humber River can be assumed to be Rapids Clubtail habitat based on MECP records and the Project field observations.
August 6, 2021	A combined meeting was held between the Project Team, MNRF (Natural Heritage Information Centre (NHIC) Branch), and MECP to discuss the project overview, Federal EA process, provincially designated SAR in the Study Area, as well as next steps in the Project. The Project Team clarified that the Federal EA and Provincial EA would run concurrently. The discussions during the meeting focused mainly on the 13 provincially designated SAR, including SAR habitat, mitigation, and avoidance requirements, as well as planning for the up-listing of species (i.e., Red-headed Woodpecker). The Project Team also requested Provincial SAR Data for the FAA and PR boundaries and will submit a request to the NHIC for a data sharing license agreement. The meeting attendees decided to cancel a follow-up meeting that was scheduled for later in August 2021. A follow-up meeting will be scheduled at a later date.
	Meeting with the MECP (Environmental Assessment Branch)
January 24, 2020	MECP requested that the Project Team provide a further overview of the study and an update on project activities to a larger group of their staff. The update included the progress made to resume the Development of Preliminary Design overall process, the Draft Technically PR, and the FAA presentation at PIC #2, as well as the proposed 2020 environmental fieldwork and next steps in the Study. MECP asked if the Project Team is considering the recommendations proposed by the 2017 GTA West Advisory Panel Report. The Project Team clarified that the Advisory Panel Report was undertaken by an Independent Advisory Panel under the former government. It was noted that the Advisory Panel Report is not considered a direct component of Development of Preliminary Design; however, it has been reviewed and will be considered by the Project Team as the design progresses. MECP asked if the Project Team anticipates any environmental impacts outside of the identified study area. The Project Team confirmed that, generally, the impacts are confined to within the Study Area; however, some regional impacts being considered include changes in GHG emissions, noise, and air quality. MECP inquired whether any Federal agencies would be participating in the project. The Project Team confirmed that Federal agencies have been consulted, and DFO is participating in the working group meeting with the natural environment disciplines.
	Meetings with the Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
August 27, 2014	The Project Team arranged a meeting to confirm the location of agricultural land for the evaluation of the preliminary long list of route alternatives. OMAFRA noted that when screening from the long list to the short list, the following should also be taken into account: the number of impacted active farm complexes and significant operations, and consideration of lot lines. It was also noted that the routes following lot lines are preferred, as it would limit farm fragmentation within the Study Area. OMAFRA highlighted issues of importance to them, including protecting Prime Agricultural Lands (Canada Land Inventory Classes 1-3 lands and Specialty Crop Areas) and preserving farm operations. OMAFRA suggested that the Project Team explore the possibility of the transit corridor being a separate route from the highway corridor, potentially reducing the width of the ROW in some areas. OMAFRA

Meeting Date	Summary of Meetings
	noted that it is often harder to relocate a farming business versus other types of businesses, and farm business locations are also often the home of farm families. Farms require the appropriate land, size, buildings, equipment, infrastructure, etc. to be viable. OMAFRA noted that alternative accesses for farm vehicles across HWY 413 should be provided, particularly if farm operations are fragmented. Long-term nursery operations where nursery stock is grown on site should be protected over short-term/temporary agricultural facilities. Generally, the smaller the number of diagonal crossings of a route, the better from an agricultural perspective.
August 19, 2015	The purpose of the meeting was for the Project Team to provide an update about field results to OMAFRA. The Project Team provided a summary of findings from the fieldwork and through discussions with farmers in the area (documented from discussions and comment sheets submitted during the PICs and Agricultural Survey). It was noted that a lower amount of input was received from farmers within Section 2 of the Study Area. Most farmers north of Highway 410 who provided comments through the PICs or Agricultural Surveys were concerned about access to their lands and fragmentation of properties, not necessarily commenting on the route location. Some farmers in Section 5 voiced their disagreement with the Study. In general, from the field investigations completed to date, most farmers prefer the northern route alternative. The fieldwork findings also confirm that there are smaller farming and agricultural operations in the west and east sections of the Study Area, and that the largest farming operations are in the central section of the Study Area. The Project Team noted to OMAFRA that the next steps in the Study include the evaluation of the short list of route alternatives. The late Fall/Winter PICs in 2015 are anticipated to present the PR, along with interchange locations. No follow-up meeting was scheduled; however, representatives from OMAFRA are included on the study contact list and GTAG and continue to receive notifications of future engagement events, advisory group meetings, and Study updates.
October 22, 2020	The Project Team met with OMAFRA to provide a study update, including an overview of the PR, 2020 FAA and where changes were made to the PR and FAA following PIC #2. The update also included discussions on the history of agricultural work, updates on agricultural work, potential impacts to agricultural lands and mitigation measures, Agricultural Impact Assessment (AIA) requirements for proposed infrastructure and proposed AIA scoping and next steps in the study. OMAFRA noted that the Project Team's list of agricultural work completed to date and the AIA requirements for proposed infrastructure was well laid out; however, the Agricultural Systems portion of the Study still needs to be completed, which includes the agri-food network details. The Project Team will need to determine the ripple effect based on impacts to the Agricultural System (e.g., if agricultural land is re-designated). The Project Team will continue to integrate the AIA into this Individual EA instead of the AIA being a stand-alone study, as long as the components are included from the AIA. A discussion was also had about which lands are considered agricultural. To clarify, if agricultural lands have been purchased and re-designated to a non-agricultural use, then the lands will not be considered agricultural assets. However, if lands have been purchased but not re-designated in an official plan, then they should be considered part of the agricultural land base. The updated AIA guidelines were expected to be released shortly. OMAFRA noted that they provide more clarity on how to implement current policies than the draft version. A follow-up meeting will be scheduled to discuss the guideline further prior to work on the AIA.
May 5, 2021	The Project Team set up this meeting with OMAFRA to discuss the scope of the AIA for the Development of Preliminary Design. OMAFRA noted that a draft AIA Guidance Document is posted on OMAFRA's website OMAFRA confirmed that the draft document can be referred to and offered to share an AIA Checklist (summary of AIA study content and what is to be considered in an AIA. OMAFRA noted that the results of the GTA West June 2015 Agriculture Operation Survey should be included in the AIA. OMAFRA noted that the Project Team should be considering the agri-food network, which include elements of the agri-food supply chain (e.g., infrastructure, assets and services that support the sector (such as, seed and chemical distribution facilities, atmospherically-controlled storage, grain bins and silos, farmers markets, etc.). OMAFRA's Agricultural System Portal provides information on the agri-food network. The Project Team will hold a follow-up

Meeting Date	Summary of Meetings
	meeting with OMAFRA at a later date in the Study, once the updated AIA Guideline has been released.
	Meeting with the Ministry of Municipal Affairs and Housing (MMAH)
April 30, 2014	A meeting was arranged by the Project Team to discuss several planning applications and proposals within Highway 413 with MMAH staff. The discussion focused on determining an appropriate strategy for addressing the applications and potential property impacts. Specific developments were discussed during the meeting, such as Osmington Brampton, Mayfield SP, Bolton Expansion Area, Vaughan Area 637, Mayfield West Phase 1, and Halton ROPA 38. No follow-up meetings were scheduled during the meeting; however, representatives from MMAH are included on the study contact list and continue to receive notifications of future engagement events, advisory group meetings, and Study updates.
	Combined Meetings with the Canadian Environmental Assessment Agency (CEAA) and MECP
May 27, 2014	The first meeting was arranged by the Project Team to discuss the Development of Preliminary Design of the Study, including key challenges with land development pressures, evolving provincial policies, addressing Greenbelt Plan requirements, and moving forward with multiple transportation planning processes. During the meeting, the group discussed the consultation program for the Study and it was agreed that effort should be made to coordinate timing for completion of the provincial and federal EAs, i.e., aligning the schedules for the final provincial GTA West EA Report and final Environmental Impact Statement (EIS). The following areas of potential federal interest, under CEAA 2012 and from a permit/approval's perspective, were noted: impact to Federal lands, Navigation Protection Act (there were no listed waterways at the time), Federal heritage designations/features, fisheries, railways, pipelines, species of conservation concern, and migratory birds. Towards addressing the federal duty to consult, the Project Description will help to identify communities that federally are believed to be potentially impacted. It was noted that the list of communities identified federally is often similar to the list identified provincially. Consideration should be given to aligning consultation and engagement efforts both for efficiency and to reduce the potential for consultation fatigue. CEAA and MECP also noted that a new hydro corridor (Hydro One) Individual EA is anticipated to be commenced alongside the highway and transit corridor identified by the GTA West Study. MECP confirmed that it is appropriate and necessary that Hydro One complete their study as a separate Individual EA (starting with development of the Terms of Reference). As a result, while there are interactions, the Hydro Corridor and GTA West studies are to be undertaken as separate studies. A follow-up meeting was scheduled prior to PIC #1.
November 14, 2014	During the second meeting, the Project Team provided milestone updates regarding the Project prior to PIC #1. It was noted that the Project Description is to be submitted after PIC #2 in early 2016, in which the CEAA Agency would issue the EIS Guidelines for the project (typically occurs 3-4 months after submission of the Project Description). In 2016 the Project Team would prepare the EIS while proceeding with Preliminary Design and aim for a 2017 EIS submission.

Appendix A-4

Public Information Centre Summary Reports

Since the Notice of Study Commencement for Highway 413 was published in February 2014, the Project Team has held four (4) Public Information Centres (PICs) to receive feedback from government agencies, municipalities, interest groups, and other stakeholders. **Appendix A-4** below provides the reports summarizing each of the four (4) Public Information Centre held between November 2014 and October 2023.

As each of these PICs were held prior to November 25, 2024—when the *Highway 413 Act*, 2024 received Royal Assent —they include content and references reflective of the previous Environmental Assessment process. Since that time, there have also been changes to key terms, including the name and stages associated with the project work. It is worth noting that, although the *Highway 413 Act,* 2024, applies to all activities after November 1, 2012, there were no public consultation activities until the release of the Notice of Study Commencement in February of 2014. As such, all public consultation activities recorded in this Appendix begin after that date.

The Highway 413 Preliminary Design and associated data or conclusions contained within this Appendix reflect a specific design milestone at the time of circulation. The information provided herein is subject to change as the Preliminary Design is finalized and may not represent the most current design status. The content of this document will be updated to align with subsequent design revisions where appropriate. Please see the *Highway 413 Act*, 2024 for more information.

Appendix A-4

Public Information Centre Summary Reports

- Public Information Centre #1 Summary Report

GTA West

Planning *with* Vision | Planning *for* People

GTA West Transportation Corridor Planning and Environmental Assessment Study - Stage 2

Public Information Centre #1 Summary Report

April 2015

Ontario MMM GROUP AECOM

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1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West transportation corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe (2006), and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Public Information Centres (PICs) are an important part of the study process, and are held at key project milestones to present important study information and obtain input from the public on the material presented. Leading up to PIC #1, the project team identified existing features and constraints, and developed and screened a long list of route alternatives and potential interchange locations. Throughout this work, the project team engaged stakeholders through Community Workshops, advisory group meetings (Municipal Executive Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Community Advisory Group, Greenbelt Transportation Advisory Group), the project website, toll-free telephone line, e-mail, Twitter, and written correspondence.

PIC #1 was held in November and December 2014 at the following three venues to present the work undertaken to date and to receive feedback:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	Venetian Salon	Peel Junior Farmers Hall
Mold-Masters Sportsplex	Château Le Jardin Conference Centre	Brampton Fairgrounds
221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

PIC #1 was an informal drop-in centre. Display materials were grouped into stations based on theme, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested First Nation and Métis community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies that was held from 3:00 p.m. to 4:00 p.m. at each event.

Table 1 lists the project team members which staffed PIC #1.

Table 1. Project Team Representatives That Staffed PIC #1

Sign-In and Welcome	
Margie Akins (Aecom) – Consultation Team	Sarah Schmied (Aecom) – Consultation Team
Station 1 – Overview (if you only have 5 minutes)	
Britta Patkowski (Aecom) – Consultation Team	Benjamin Loucks (Aecom) – Consultation Team
Station 2 – Alternatives	
Brenda Jamieson (Aecom) – Highway Design Lead (Central Area)	Tim Sorochinsky (Aecom) – Highway Design Lead (West Area)
Jim Dowell (MMM) – Highway Design Lead (East Area)	Sandy Nairn (MMM) – Environmental Lead
John Newman (Aecom) – Highway Design Team	Jay Goldberg (MMM) – Highway Design Team
Station 3 – Background and Process	
Katherine Jim (MMM) – Deputy Consultant Project Manager	Sarah Hanson (URS) – Highway Design Team
Station 4 – Existing Conditions and Constraints	
Karin Wall (Aecom) – Environmental Team	Lisa Herrington (MHBC) – Land Use Team
Jim Dyment (MHBC) – Land Use Team	Carly Marshall (MHBC) – Land Use Team
Dave Hodgson (DBH) – Agricultural Land Use Team	
Station 5 – Consultation	
Patrick Puccini (URS) - Consultation Team Lead	Catherine Gentile (MMM) – Environmental Team
Station 6 – First Nation and Métis Communities	
Robert Pearce (MTO) – Regional Archaeological	
Other Project Team Representatives	
Natalie Rouskov (MTO) – Project Manager	Rina Kulathinal (MTO) – Area Manager (Acting)
Sarah Merriam (MTO) –Consultation Team Lead	Chris Barber (MTO) – Environmental Team Lead
Mark Patterson (MTO) – Real Estate Officer	Yvonne Grossi (MTO) – Real Estate Officer
Shelley Miller (MTO) – Real Estate Officer	Meghan Di Cosimo (MTO) – Real Estate Officer
Gabrielle Anifowose (MTO) – Real Estate Officer	Victor Caratun (MTO) – Real Estate Officer
Graziano Masiello (MTO) – Environmental Planner (Acoustics)	Neil Ahmed (MMM) – Consultant Project Manager
Independent Facilitator	
Glenn Pothier (GLPi)	

2. Purpose of Public Information Centre #1

The purpose of PIC #1 was to present an overview of the study background, process, existing conditions and current status of the project. PIC #1 materials focused on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. The content of each display station is summarized below:

Station 1: Overview (if you only have 5 minutes) – Station 1 provided a brief overview of the work undertaken to date. The following material was presented:

- Purpose of Public Information Centre #1;
- Roadmap for PIC #1;
- Overview of Stage 1 and Stage 2;
- Stage 2 Overall Process;
- Route Development and Screening Process;
- The New Corridor;
- Short List of Route Alternatives and Potential Interchange Locations; and
- Next Steps.

Station 2: Alternatives –Station 2 provided more detail on the general layout and design considerations of the transportation corridor, how the long list of route and interchange alternatives were developed and screened, the purpose and limits of the draft Focused Analysis Area, and the evaluation criteria proposed to evaluate the short list of alternatives. The following material was presented:

- Stage 2 Overall Process;
- The New Corridor;
- Goods Movement Priority Features;
- Design Consideration in the Greenbelt;
- Using the Guideline for Design in the Greenbelt;
- Interchanges and Crossing Road Treatments;
- Screening of Potential Interchange Locations;
- Route Development and Screening Process;
- Screening Sections – Long List of Route Alternatives;
- Screening Criteria – Long List of Route Alternatives;
- Long List of Route Alternatives;
- Short List of Route Alternatives and Potential Interchange Locations;
- Focused Analysis Area;
- What is the Focused Analysis Area and What Does the Shading Mean to You?;
- Screening of Long List of Route Alternatives – Sections 1 through 10; and
- Evaluation Criteria – Short List of Route Alternatives.

Station 3: Background and Process – Station 3 provided detail on the need for, and the process of, the GTA West Study from Stage 1 to present. The following material was presented:

- Overview of Stage 1 and Stage 2;
- Need for Transportation Improvements;
- Opportunities and Benefits;
- 2031 Auto Usage of the GTA West Transportation Corridor;
- 2031 Traffic Relief from the GTA West Transportation Corridor;

- Stage 2 Planning Process;
- Stage 2 Study Schedule;
- Coordination with Other Studies; and
- Next Steps.

Station 4: Existing Conditions and Constraints – Station 4 demonstrated the extensive data collection conducted to date that was used by technical specialists in route alternative generation and screening, and that will support the assessment and evaluation of the alternatives throughout 2015. The following material was presented:

- Current Land Use;
- General Future Land Use;
- Natural Environment Existing Conditions; and
- Agricultural Existing Conditions.

Station 5: Consultation – Station 5 provided an overview of the consultation program for the GTA West Study, and encouraged stakeholders to get involved through the multiple outreach tools and points of contact. The following material was presented:

- Consultation Program;
- Introductory Community Workshops Summary;
- Advisory Groups – Community Advisory Group (CAG) and Greenbelt Transportation Advisory Group (GTAG);
- Get Involved; and
- Freedom of Information and Protection of Privacy Act.

Station 6: First Nation and Métis Communities – Station 6 identified the First Nation and Métis Communities that the GTA West Project Team is engaging as part of this study.

Hard copies of the display materials were available upon request to attendees, and digital versions were made available on the project website for download. A copy of the display materials is provided in **Appendix A**.

Copies of documents were also available for attendees to peruse; both GTA West specific, as well as those from other relevant studies (e.g., Metrolinx, GO 2020) and legislation (e.g. Places to Grow, Greenbelt Plan).

3. Notification of Public Information Centre #1

Primary notification of the PIC was delivered by means of newspaper ads, mailing of notices (regular and electronic), brochure delivery, updates on the project website, and posts on the project Twitter site.

3.1 Newspaper Ads

An Ontario Government Notice (Notice of Public Information Centre #1) was placed in the following English and French newspapers:

• Toronto Star	November 8, 2014
• Caledon Enterprise (Bolton)	November 11, 2014
• Brampton Guardian	November 12, 2014
• Erin Advocate	November 12, 2014
• Two Row Times	November 12, 2014
• Turtle Island News	November 12, 2014
• Toronto Le Métropolitain (Brampton) (French)	November 12, 2014
• Vaughan Citizen	November 13, 2014
• Georgetown Acton Independent Free Press	November 13, 2014
• Guelph Mercury	November 13, 2014
• Mississauga News	November 13, 2014
• Caledon Citizen	November 13, 2014
• King Weekly Sentinel	November 13, 2014
• Milton Canadian Champion	November 13, 2014
• Guelph Tribune	November 13, 2014

3.2 Mailings

Over 2,800 stakeholders on the GTA West mailing list were contacted, including members of the public; staff from interest groups, municipalities, agencies, utility companies, and businesses; and members of the GTA West advisory groups (Community Advisory Group, Greenbelt Transportation Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Municipal Executive Advisory Group) were notified of the PIC via regular mail/email on November 10, 2014.

Members of Parliament and Members of Provincial Parliament were notified via regular mail/email on November 4, 2014. Notification to First Nation and Métis communities was provided on November 10, 2014. Packages containing an overview of the material presented at PIC #1 were mailed to First Nation and Métis communities on November 18, 2014. Copies of the notification material and packages sent to the First Nation and Métis communities are provided in **Appendix B.**

3.3 Brochure Delivery

Over 15,800 brochures containing English and French Notice of Public Information Centre #1, were delivered via Canada Post's unaddressed admail service to all postal walks within the GTA West study area during the weeks of November 17, 2014 and November 24, 2014. The postal walks included in the delivery are listed in **Table 2.**

Table 2. Brochure Delivery Postal Walks

Postal Codes and Letter Carrier Walks		
L7G • RR 0002 • RR 0003	L7A • SS 0353 • SS 0373	L6X • SS 0259 • SS 0261
L6Y • SS 0287	L4L • SS 0100	L6P • SS 0435
L7E • SS 0601	L6A • RR 0001	L4H • SS 0100
L0P • SS 0111	L0P • RR 0001 • RR 0002	L5N • SS 0472 • SS 0473 • SS 0480
L0J • RR 0001 • RR 0002 • LB 0001	L6Z • SS 0350 • SS 0353 • LC 03032	L7C • SS 0501 • SS 0502 • SS 0504 • SS 0505 • SS 0507 • SS 0510 • SS 0512

3.4 Website

The time, location and purpose of each PIC event were posted on the "Public Information Centres and Community Workshops" page of the project website on November 10, 2014. Additionally, the PIC display materials were made available for download on the project website starting November 28, 2014.

3.5 Twitter

Notification of the PIC was tweeted on the GTA West Twitter page on November 12, 2014 and November 26, 2014. The tweets referred followers to the project website for details. The project team also tweeted from each PIC event to remind followers of the events and to update followers on the level of participation and feedback being received.

4. Pre-Public Information Centre #1 Meetings

A series of meetings were held with a range of stakeholders and advisory groups in advance of the PIC, including the Community Advisory Group, Greenbelt Transportation Advisory Group, Regulatory Agency Advisory Group, Municipal Advisory Group, Municipal Executive Advisory Group, the Canadian Environmental Assessment Agency, and the Ministry of the Environment and Climate Change. **Table 3** summarizes the meetings that took place prior to PIC #1.

Table 3. Pre-Public Information Centre #1 Meetings

Date	Event	Purpose of Meeting
September 24, 2014	Municipal Executive Advisory Group (MEAG)	The purpose of the meeting was to discuss the following: • Study background, scope, and schedule • Overview of existing environmental and transportation conditions • Process for generating route and interchange alternatives • Overview of the preliminary long list of route alternatives • Overview of the consultation program • Coordination with municipal and regional transit studies • Managing future development needs
October 24, 2014	Regulatory Agency Advisory Group (RAAG)	The purpose of the meeting was to review: • The long list and short list of route alternatives • Potential interchange locations and crossing road treatments • Goods movement priority features
October 28, 2014	Community Advisory Group (CAG)	The purpose of the meeting was to: • Review the overview of the study, its schedule and next steps in the study process • Reiterate the focus of the CAG • Review the route alternatives, potential interchange locations, crossing road treatments and goods movement priority features
October 29, 2014	Greenbelt Transportation Advisory Group	The purpose of the meeting was to: • Review the overview of the study, its schedule and next steps in the study process • Reiterate the focus of the GTAG • Review the route alternatives, potential interchange locations, crossing road treatments, and goods movement priority features
November 7, 2014	Municipal Advisory Group (MAG)	The purpose of the meeting was to review: • The long list and short list of route alternatives • Potential interchange locations and crossing road treatments • Goods movement priority features
November 14, 2014	Canadian Environmental Assessment Agency (CEAA) and the Ministry of the Environment and Climate Change (MOECC)	This was a milestone update meeting. Discussion topics included project status, the Focused Analysis Area, timing of the Federal Environmental Assessment, and the anticipated release of the Terms of Reference for a Hydro One Environmental Assessment.

The project team presented to the Councils/Committees of the following municipalities in 2015:

- Regional Municipality of Halton Planning and Public Works Committee: February 18, 2015;
- Town of Halton Hills Council: March 3, 2015;
- Regional Municipality of York Council: March 5, 2015;
- City of Vaughan Priorities and Key Initiatives Committee: March 10, 2015;
- Town of Caledon Council: March 10, 2015;
- Regional Municipality of Peel Council: March 26, 2015; and
- City of Brampton Planning and Infrastructure Committee: March 30, 2015.

Please refer to **Appendix C** for minutes of the stakeholder meetings.

5. Attendance and Input

A total of approximately 738 members of the public chose to sign the visitor's register for the three PIC events. Several additional members of the public attended, but declined to sign in.

The following elected officials attended PIC #1:

- Mayor Allan Thompson, Town of Caledon;
- Ward 2 Area Councillor Gord McClure, Town of Caledon;
- Ward 5 Area Councillor Rob Mezzapelli, Town of Caledon;
- Mayor Rick Burnette, Town of Halton Hills;
- Ward 1 Councillor Mike O'Leary, Town of Halton Hills;
- Ward 2 Councillor Bryan Lewis, Town of Halton Hills; and
- Councillor Debbie Schafer, King Township.

No First Nation or Métis community members attended PIC #1.

Representatives from the Caledon Citizen, Burlington Gazette, and Vaughan Citizen (York Region Media Group) attended the PIC.

In addition to verbal comments, the project team encouraged visitors to write suggestions, comments or concerns that they had regarding the information presented. A breakdown of attendance, comments received, and CAG and GTAG application forms received is provided in **Table 4.**

Table 4. Breakdown of Attendance, Comments Received, and Advisory Group Application Forms Received

DATE AND LOCATION	RECORDED ATTENDANCE	WRITTEN COMMENTS RECEIVED	APPLICATIONS	
			CAG	GTAG
November 27, 2014 (Georgetown)	209	14	5	0
December 2, 2014 (Woodbridge)	182	15	1	2
December 4, 2014 (Caledon)	347	36	3	2
Total at the PICs	**738**	**65**	**9**	**4**
Total Comments/Applications received after the PICs		**132**	**5**	**4**
Total		**197**	**14**	**8**

A full summary of the key verbal and written comments submitted to the project team regarding the material presented at PIC #1 is available in **Appendix D.** Comments generally included the following:

- Support and opposition for the need for the study;
- Suggestions to incorporate the recommendations of previously conducted studies (e.g. HPBATS) to avoid unnecessary work;
- Suggestions to bypass specific areas;
- Support and opposition for the transitway;
- Support for goods movement priority features;
- Support and opposition for specific interchange locations;
- Suggestions to minimize the number of interchanges to limit development and downloading of traffic on local roads;
- Support and opposition for various route alternatives;
- Pleased with the progress and the Focused Analysis Area;

- Concern that the project team is not releasing enough land with the Focused Analysis Area;
- Suggestions to protect agricultural lands and Greenbelt lands;
- Inquiries about the study schedule and process;
- Inquiries about the timing of construction;
- Requests for the project team to make a decision as soon as possible;
- Inquiries about the expropriation process;
- Inquiries about how routes were generated and how they will be evaluated; and
- General interest in the Community Advisory Group and Greenbelt Transportation Advisory Group.

6. How Will the Information Collected at Public Information Centre #1 Be Used?

One of the primary objectives of this study is to promote, from the earliest planning stages, the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts. Meaningful consultation with stakeholders plays an important role in supporting this objective, in helping the project team identify potential opportunities and impacts and providing a medium to communicate the project team's findings to stakeholders.

Following PIC #1, the project team will review the CAG and GTAG application forms received and will notify applicants about their membership in the advisory groups.

Any key features identified by stakeholders at PIC #1 will be verified and incorporated into mapping that identifies existing conditions within the study area. The project team will assess the sensitivity of each identified feature, and then reference these maps when assessing and evaluating route and interchange alternatives.

Suggested new route alternatives or suggested route revisions received at PIC #1 will be reviewed by the project team with the intent that suggestions with merit will be incorporated into the list of alternatives being carried forward for further study. Some considerations in determining merit include:

- Were route generation principles generally adhered by:
    - Allowing for feasible connections to other freeways and crossing roads;
    - Remaining within the study area;
    - Minimizing impacts to significant natural features and communities where possible;
    - Avoiding fragmentation of agricultural lands where possible;
    - Minimizing the length of crossings at rivers, streams, roads, and railroads; and
    - Consideration of topography (e.g. hills and valleys).
- Does the suggested route/revision enhance the short list of route alternatives? Does it address problems or opportunities better than the routes on the short list of route alternatives?

In general, while the short list of route alternatives represent routes that the GTA West Project Team believe have the most merit to be carried forward for further study, the project team will be reviewing all of the comments received regarding the information presented at PIC #1 and will be conducting field investigations in the areas covered by the short list of route alternatives to support a detailed analysis in those areas. On the basis of this work, the project team will consider revisiting route alternatives that were screened out, revising route alternatives, or developing new route alternatives if new information comes to light that would warrant such a change. It is anticipated that the project team's preferred route will be presented at PIC #2 in Fall/Winter 2015.

The project team will make every effort to respond to written comments and inquiries. All information that is collected will be incorporated into the project as appropriate.

Appendix A

Displays / Information Package

Displays / Information Package available under separate cover or for download on the GTA West Study website at http://www.gta-west.com/consultation-pic.html

Appendix B

Notification of Public Information Centre #1

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 - GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

THE STUDY

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.



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PUBLIC INFORMATION CENTRE #1 (PIC #1)

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

If you would like to be added to the mailing list, please contact the GTA West Project Team. Study information is available on the project website: **www.gta-west.com**.

COMMENTS

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act.* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. To contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com**.

GTA West

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE SÉANCE D'INFORMATION PUBLIQUE N^{O} 1 – ÉTUDE DE PLANIFICATION ET D'ÉVALUATION ENVIRONNEMENTALE VISANT LE COULOIR OUEST DE LA RGT, PHASE 2

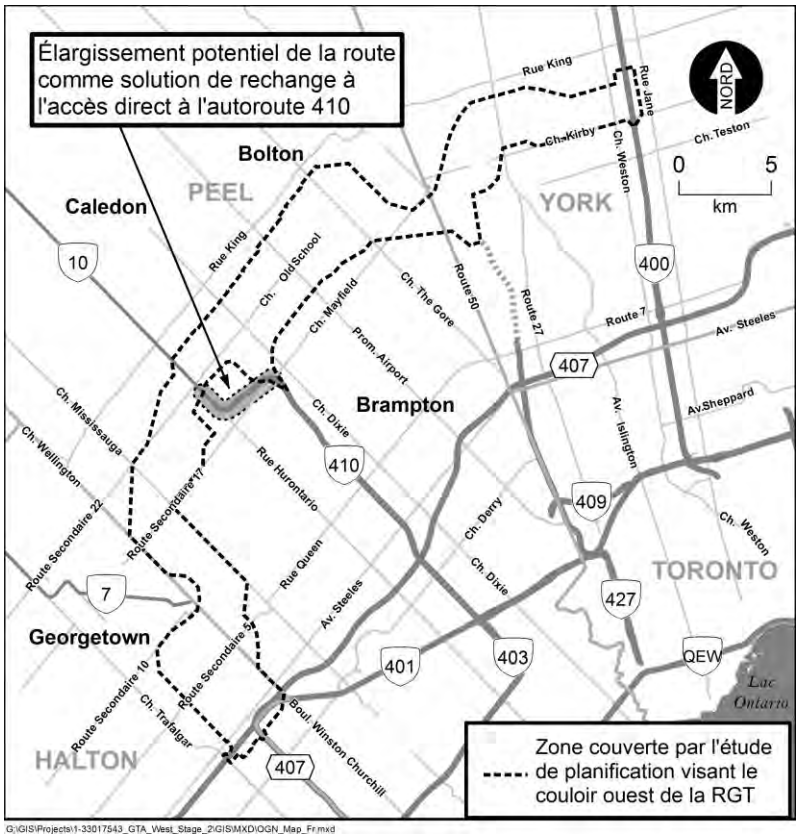
L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) entreprend la phase 2 de l'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT. Orientée par les recommandations découlant de la phase 1, l'étude d'évaluation environnementale déterminera l'itinéraire et l'emplacement des échangeurs, et parachèvera la conception préliminaire d'un nouveau couloir de transport au sein de la zone visée par l'étude de planification. Le nouveau couloir de transport comprendra une autoroute de la série 400, une voie réservée aux transports en commun et des caractéristiques visant à accorder la priorité au mouvement de transport des marchandises.

Le couloir ouest de la RGT est une infrastructure de transport vitale qui aidera à atteindre l'objectif de croissance projetée de la population et des emplois du *Plan de croissance de la région élargie du Golden Horseshoe, 2006,* et se traduira par de multiples avantages :

- connectivité accrue entre les centres de croissance urbaine;
- amélioration du mouvement des personnes et des marchandises;
- amélioration des déplacements quotidiens;
- augmentation de la vitalité économique.

L'étude de planification et d'évaluation environnementale visant le couloir ouest de la RGT est menée à titre d'évaluation environnementale distincte conformément à la *Loi sur les évaluations environnementales* de l'Ontario et au *cadre de référence de l'évaluation environnementale visant le couloir ouest de la RGT*, qui a été approuvé par le ministère de l'Environnement de l'Ontario le 4 mars 2008.



SÉANCE D'INFORMATION PUBLIQUE N^{O} 1

La séance d'information publique n^{o} 1 présente un aperçu de l'historique, du processus, des conditions existantes et de l'état actuel de l'étude. Les documents qui y sont présentés se concentreront sur la liste restreinte et la liste complète des itinéraires de rechange, les emplacements potentiels des échangeurs, l'aménagement des traversées routières et les caractéristiques visant à accorder la priorité au transport des marchandises. La séance d'information publique n^{o} 1 sera un centre de rencontre informel où des représentants du MTO et de l'équipe d'experts-conseils seront présents pour répondre à des questions.

Lieux et dates

Jeudi 27 novembre 2014	**Mardi 2 décembre 2014**	**Jeudi 4 décembre 2014**
16 h à 20 h	16 h à 20 h	16 h à 20 h
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221, rue Guelph (Route 7)	8440, route 27	12942 Heart Lake Road
Georgetown (Ontario)	Woodbridge (Ontario)	Caledon (Ontario)

Si vous souhaitez ajouter votre nom à la liste de diffusion, veuillez communiquer avec l'équipe du projet du couloir ouest de la RGT. Des renseignements sur l'étude sont accessibles sur le site Web du projet à l'adresse **www.gta-west.com**.

COMMENTAIRES

Les commentaires et la rétroaction sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe du projet du couloir ouest de la RGT. Ils seront conservés en dossier pour référence pendant le projet et pourront être inclus dans la documentation relative au projet afin de respecter les exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*et à la *Loi sur l'accès à l'information*. À l'exception des renseignements personnels, tous les commentaires reçus seront versés au dossier public. Pour communiquer directement avec l'équipe du projet, veuillez appeler au numéro sans frais 1 877 522-6916, ou envoyer un courriel à l'adresse **project_team@gta-west.com**.

M. Neil Ahmed, ingénieur, expert-conseil en gestion de projet
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga (Ontario) L5K 2P8
Télécopieur : 905 823-8503

M^{me} Natalie Rouskov, ingénieure, experte-conseil en gestion de projet
Ministère des Transports de l'Ontario, région du Centre
1201, avenue Wilson, édifice D, 4^{e} étage
Toronto (Ontario) M3M 1J8
Télécopieur : 416 235-3576

Pour obtenir des renseignements en français, veuillez communiquer avec Yannick Garnier par téléphone au 905 823-8500, poste 1471.

Ontario

Ontario

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MP and MPP Letter

November 4, 2014

«Contact Information»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The purpose of this letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Gordon Alcott Heritage Hall	*Venetian Salon*	*Peel Junior Farmers Hall*
Mold-Masters Sportsplex	**Chateau Le Jardin Conference Centre**	**Brampton Fairgrounds**
221 Guelph Street	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

The enclosed “Notice of Public Information Centre #1” will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Toronto Star	Saturday November 8, 2014
Mississauga News	Thursday November 13, 2014
Brampton Guardian	Wednesday November 12, 2014
Le Metropolitain**	Wednesday November 12, 2014
(Bolton) Caledon Enterprise	Tuesday November 11, 2014
Caledon Citizen	Thursday November 13, 2014
Vaughan Citizen	Thursday November 13, 2014
King Township Sentinel	Thursday November 13, 2014
Georgetown Acton Independent Free Press	Thursday November 13, 2014
Milton Canadian Champion	Thursday November 13, 2014
Erin Advocate	Wednesday November 12, 2014
Guelph Tribune	Thursday November 13, 2014
The Guelph Mercury	Thursday November 13, 2014
Turtle Island News	Wednesday November 12, 2014

Newspapers	Publication Date
Two Row Times	Wednesday November 12, 2014

***** Published in French***

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

Should you require further information on the study, please feel free to contact me at 416-235-4977, or the consultant Project Manager, Mr. Neil Ahmed, at 905-823-8500. You may also contact the project team at project_team@gta-west.com. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc: Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

Ontario

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Public Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

We encourage you to get involved in this important study. Come out to the first round of Public Information Centres (PIC #1), view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
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- Greater economic vitality.

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Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of*

Information and Protection of Privacy Act and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com.**

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,



Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

Ontario

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First Nation and Métis Community Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

This letter is to notify you that the first round of Public Information Centres (PIC #1) for this study has been scheduled. PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features.

Your council and community members are invited to attend **one** of the PIC #1 preview sessions being held for members of interested First Nation and Métis Communities, as follows:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.
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221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

PIC #1 preview sessions for First Nations and Métis Communities will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also like to meet with your council in advance of PIC #1 to provide an overview of the study, respond to questions, and discuss strategies to address concerns. If you are interested in a meeting to discuss the GTA West Study, please feel free to contact me at 416-235-4977 or at project_team@gta-west.com.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

- Greater connectivity between urban growth centres;
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MMM GROUP URS AECOM

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

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If you have specific questions or concerns, or wish to obtain additional information about this project, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1

Ontario

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External Agency Letter

November 10, 2014

«Contact Information»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

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Your organization is invited to attend **one** of the PIC #1 preview sessions:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
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PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. Members of the public have been invited to attend PIC #1 between 4:00 p.m. and 8:00 p.m.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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MMM GROUP URS AECOM

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

Study information is available on the project website: www.gta-west.com. If you wish to be added to the mailing list, or to contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com.**

Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

Ms. Natalie Rouskov, P. Eng.
MTO Project Manager
Ontario Ministry of Transportation, Central Region
1201 Wilson Ave, Building D, 4th Floor
Toronto, Ontario M3M 1J8
Fax: 416-235-3576

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Sincerely,



Mr. Patrick Puccini, P. Eng.
GTA West Project Team Member
URS Canada Inc.
1-877-522-6916
project_team@gta-west.com

Encl. Ontario Government Notice – Notice of PIC #1

Ontario

GTA West
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First Nation and Métis Community Follow-Up Letter

November 18, 2014

«Contact Information»

Dear «Greeting»:

RE: Notice of Public Information Centre #1
GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

As a follow-up to our November 10, 2014 letter informing your council and community members about Public Information Centre #1 (PIC #1), **the purpose of this letter is to provide you with an overview of the material being presented at PIC #1.**

PIC #1 will present an overview of the study background, process, existing conditions and current status. The material will focus on the long list and short list of route alternatives, potential interchange locations, crossing road treatments and truck priority features. Please refer to the enclosed package for additional information.

As a reminder, the PIC #1 preview sessions being held for First Nation and Métis Communities, are as follows:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.	2:00 p.m. to 3:00 p.m.
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These PIC #1 preview sessions will be informal drop-in centres with MTO and consultant team representatives available to answer questions. A copy of the Notice of PIC #1 is enclosed, should you wish to post it for members of your community to view.

We would also note that the Stage 1 Archaeological Assessment Report for Stage 2 of the GTA West Study is now complete. If you are interested in reviewing the report, please contact me at 416-235-4977 or at project_team@gta-west.com, and we will send you a copy of the report for your information.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, or wish to meet to discuss the GTA West Study, please do not hesitate to contact me as indicated above. Study information is available on the project website: www.gta-west.com.

MMM GROUP URS AECOM

Thank you for your cooperation and assistance.

Sincerely,

N. Rouskov

Natalie Rouskov, P. Eng.
MTO Project Manager

cc. Sarah Merriam, MTO
Chris Barber, MTO
Neil Ahmed, MMM Group
Sandy Nairn, MMM Group

Encl. Ontario Government Notice – Notice of PIC #1
Public Information Centre #1 Overview Material

ONTARIO GOVERNMENT NOTICE

NOTICE OF PUBLIC INFORMATION CENTRE #1 - GTA WEST TRANSPORTATION CORRIDOR PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

THE STUDY

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West Transportation Corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2006),* and will deliver multiple benefits including:

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

The GTA West Transportation Corridor Planning and EA Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (EA Act) and the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.



G:\GIS\Projects\1-33017543_GTA_West_Stage_2\GIS\MXD\OGN_Map_En.mxd

PUBLIC INFORMATION CENTRE #1 (PIC #1)

PIC #1 presents an overview of the study background, process, existing conditions and current status. PIC #1 material will focus on the long and short list of route alternatives, potential interchange locations, crossing road treatments and goods movement priority features. PIC #1 will be an informal drop-in centre with MTO and consultant team representatives available to answer questions.

Location and dates:

Thursday November 27, 2014	**Tuesday December 2, 2014**	**Thursday December 4, 2014**
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221 Guelph Street (Hwy 7)	8440 Highway 27	12942 Heart Lake Road
Georgetown, ON	Woodbridge, ON	Caledon, ON

If you would like to be added to the mailing list, please contact the GTA West Project Team. Study information is available on the project website: **www.gta-west.com**.

COMMENTS

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act.* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. To contact the project team directly, please call the toll-free telephone line at 1-877-522-6916 or send an email to **project_team@gta-west.com**.

GTA West

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8
Fax: 905-823-8503

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Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

Ontario

Roadmap for PIC #1

This PIC is organized with colour-coded sections relating to the following information:

1 – Overview (if you only have 5 minutes)

2 – Alternatives

3 – Background and Process

4 – Existing Conditions and Constraints

5 – Consultation



When you see this symbol, more information is available at the Reference Table

Overview of Stage 1 and Stage 2

Stage 1

- Stage 1 was completed in November 2012. It recommended a multimodal strategy including:
  - **Optimizing the existing transportation network**
  - **Improving non-roadway transportation modes such as transit and rail**
  - **Widening of existing highways**
  - **A new transportation corridor**

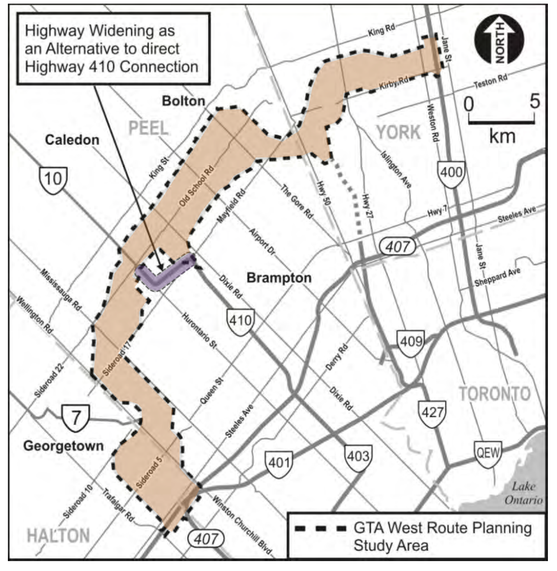


The Ministry of Transportation is in the process of prioritizing the recommendations from Stage 1.

Even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity is needed.

Stage 2

- This study focuses on the recommendation for a new transportation corridor:
  - **Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west**
  - **Includes a 400-series highway, transitway, and potential goods movement priority features**



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Stage 2 Overall Process

2014 → 2018

Data Collection → **Route Planning Alternatives** → **Preliminary Design** → **Draft Environmental Assessment Report** → **Submission of Final Environmental Assessment Report**

- Identify existing features and constraints

- Develop and screen a long list of route alternatives to arrive at a short list of route alternatives
- Develop and screen a long list of interchange locations to arrive at a short list of interchange locations
- Evaluate the short list of route alternatives and interchange locations to arrive at a preferred plan
- For crossing roads not identified as an interchange location, develop treatment at the corridor (i.e. overpass, underpass, or truncation)

- Develop the preferred plan to a preliminary design level of detail

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Visit the Reference Table

Route Development and Screening Process

Consultation

Research of Features in Study Area

Identified existing features and constraints from:

- Initial site visits
- Secondary sources
- Consultation with stakeholders
- Project team experience/knowledge

Consultation included:
Public Information Centres (PICs), First Nation and Métis Communities, Municipal Executive Advisory Group (MEAG), Municipal Advisory Group (MAG), Regulatory Agency Advisory Group (RAAG), Community Workshops, Community Advisory Group (CAG), Greenbelt Transportation Advisory Group (GTAG), website comments

Develop Route Alternatives

Developed the long list of route alternatives:

- Met transportation criteria
- Maximized opportunities while minimizing impacts to significant environmental and land use features

Screen Route Alternatives

Assessed route alternatives based on opportunities and impacts to:

- Natural, land use / socio-economic, and cultural environments, and transportation considerations

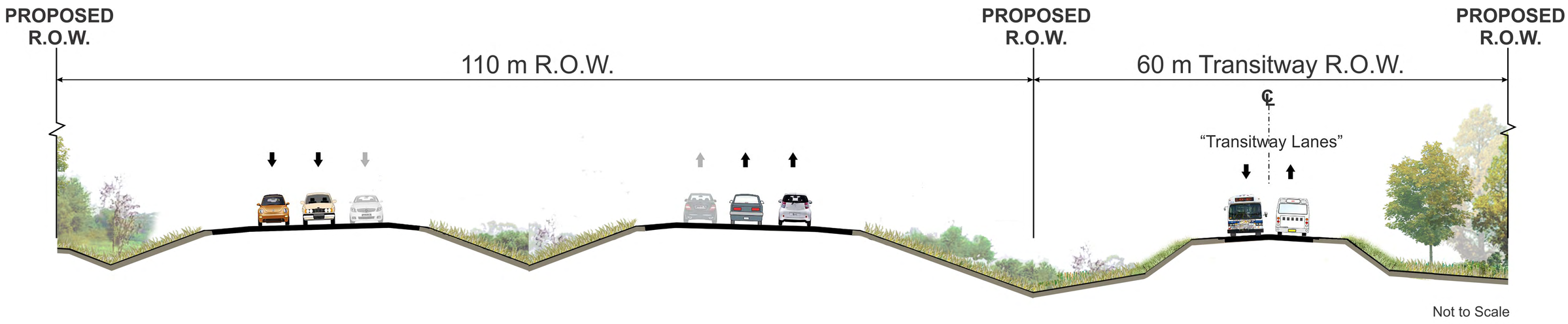
Screened the long list of route alternatives:

- Divided study area into 10 sections
- Highlighted advantages / disadvantages of alternatives
- Identified the major trade-offs between the alternatives
- Determined which alternatives would be carried forward

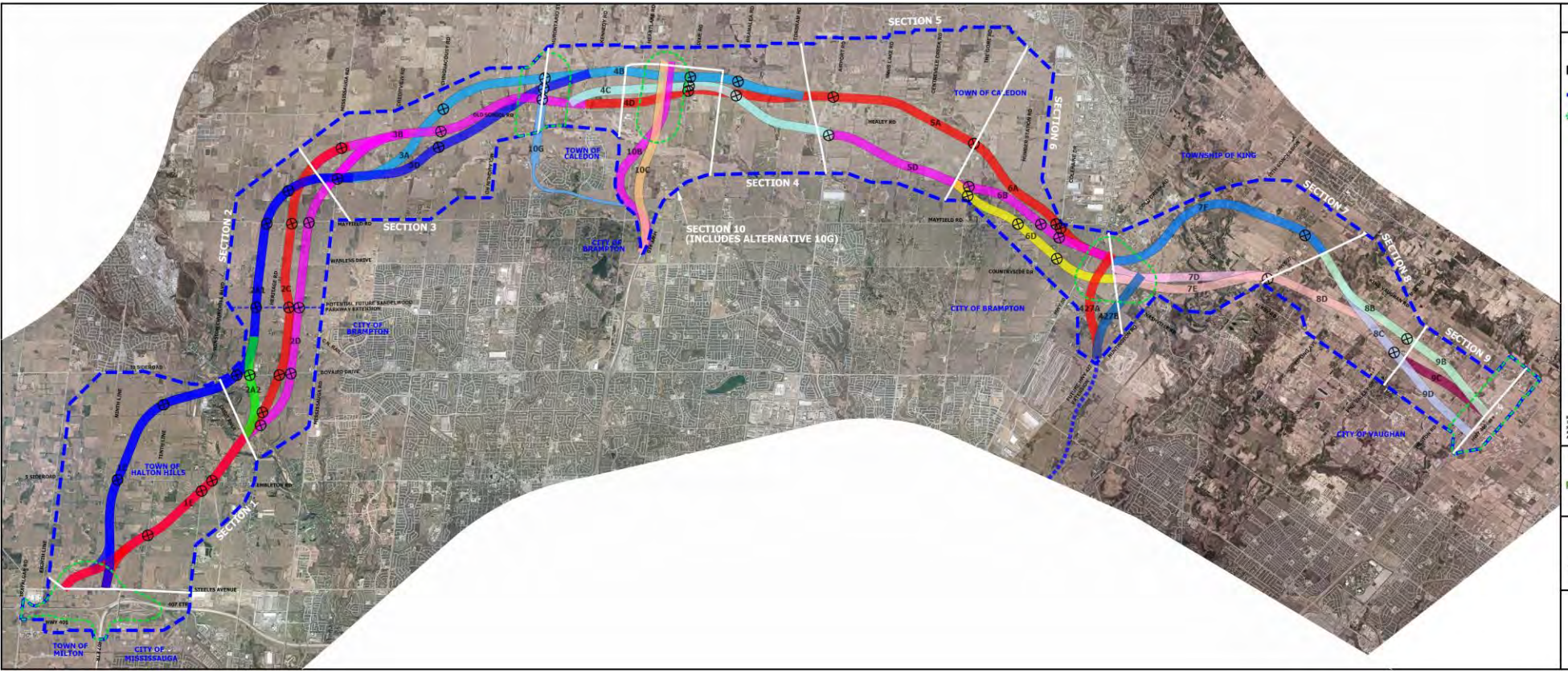
Short List of Route Alternatives

The New Corridor

- The new corridor is anticipated to be a 4- to 6-lane highway with a separate adjacent transitway
  - **Transitway stations will be located at interchanges and connection points**



Note: the project team is currently updating the transportation systems forecasting to confirm the number of lanes required



LEGEND

- ROUTE ALTERNATIVES (VARYING COLOURS)
- ROUTE PLANNING STUDY AREA
- POTENTIAL FREEWAY-TO-FREEWAY INTERCHANGE
- POTENTIAL INTERCHANGE LOCATION

ROUTE ALTERNATIVES ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING SUBSEQUENT PHASES OF THE STUDY AS MORE DETAILED INFORMATION BECOMES AVAILABLE AND TO ENSURE CONTINUITY OF THE ROUTE ALTERNATIVES AT THE SEGMENT LIMITS.

SHORT LIST OF ROUTE ALTERNATIVES AND POTENTIAL INTERCHANGE LOCATIONS

1000m 0m 1000m 2000m

Ontario

MMM GROUP

AECOM URS

Next Steps

- **Review and respond to comments received at PIC #1**
  - **Please submit your comments by January 12, 2015**

- **Evaluate the short list of route alternatives with your input**
  - **Community Workshop #2 (Spring 2015)**
  - **Meetings with Advisory Groups (Fall/Winter 2015)**

- **Present the preferred route at PIC #2 (Fall/Winter 2015)**

- **Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)**

We invite you to visit each section for more information!



First Nation and Métis Communities

The GTA West Project Team is engaging and considering the interests and values of the following First Nation and Métis Communities and Councils:

- **Mississaugas of the New Credit First Nation**
- **Alderville First Nation**
- **Curve Lake First Nation**
- **Hiawatha First Nation**
- **Mississaugas of Scugog Island First Nation**
- **Chippewas of Georgina Island First Nation**
- **Chippewas of Rama First Nation**
- **Beausoleil First Nation**
- **Six Nations of the Grand River Territory First Nation**
- **Haudenosaunee Confederacy Chiefs Council**
- **Huron Wendat Nation**
- **Kawartha Nishnawbe First Nation**
- **Credit River Métis Council**
- **Oshawa and Durham Region Métis Council**
- **Métis Nation of Ontario**

Appendix C

Minutes of Stakeholder Meetings

Meeting Minutes

Project Name:	GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2	Meeting:	CAG Meeting #1
Assignment No.	2013-E-008	Date:	October 28, 2014
		Time:	6:30 pm – 9:00 pm
Location:	Courtyard Marriott, 90 Biscayne Crescent, Brampton, ON L6W 4S1		
Independent Facilitator:	Glenn Pothier	GLPi	
Project Team Attendees:	Natalie Rouskov	MTO	
	Chris Barber	MTO	
	Neil Ahmed	MMM	
	Sandy Nairn	MMM	
	Patrick Puccini	URS	
	Benjamin Loucks	URS	
	Britta Patkowski	URS	
CAG Members:	Removed in accordance with the *Freedom of Information and Protection of Privacy Act*		
Legend:	Q: Question R: Response C: Comment		

1. Opening Remarks and Introductions

G. Pothier welcomed the meeting attendees, reviewed the meeting agenda, and facilitated introductions of attendees around the room. G. Pothier highlighted three objectives of the meeting:

- Affirm the role of the CAG and its relationship to the project
- Provide an overview of the study and work completed to date
- Seek feedback on potential route alternatives and potential interchange locations

G. Pothier noted that, in the interest of transparency and openness, general members of the public are permitted to attend CAG meetings as observers.

N. Rouskov thanked members for attending. She emphasized the role of the CAG as a sounding board for the project team to get early preview input of interim outcomes prior to the more formal consultation as scheduled.

2. About the Community Advisory Group (CAG)

G. Pothier highlighted key features about the CAG:

- The CAG is not a decision making body, but will provide advice to the project team.

- Membership in the CAG is fluid. Some people may leave as their interest in the project is diminished, and new people may join. However, members are encouraged to stay involved for the duration of the study.
- The project team attends meetings to listen, consider member ideas, observe and inform members, and clarify issues.
- The CAG has been formed to help the project team address challenges and realize opportunities; act as a conduit between constituents with whom members may have relationships and the project team; and facilitate a high quality outcome.

The CAG agreed that meetings should be held at the same location over the course of the project, although the location will not be the same as the one for this meeting since it will no longer be available.

G. Pothier presented the expectations for CAG members and guidelines for the meeting. Highlights included:

- Respect the confidentiality of material that is presented, since it is in progress and subject to change prior to public release.
- Sending substitutes is acceptable, although the substitute is expected to be familiar with the project and issues.
- There is no designated spokesperson for the CAG.
- Come to meetings prepared to discuss the issues constructively.
- Declare any conflicts of interest for the subject being discussed.
- Names of attendees will be made public to facilitate openness and transparency.

All CAG members present agreed to abide by the guidelines highlighted by G. Pothier.

Questions regarding the structure of the CAG and meeting procedures:

Q: How does confidentiality work?
R: CAG members will not be inhibited and are encouraged to speak freely regarding the project outside of the meeting. However, members are asked to not share identified confidential information until it is publicly available.

Q: How can we contact the project team?
R: Contact information will be provided
Stakeholders can contact the project team via the project website (www.gta-west.com), the project Twitter site (@GTAWestStudy), and the project toll-free telephone line (1-877-522-6916).

3. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, the project schedule, the Stage 2 planning process, what the new corridor will look like, how potential interchange locations were developed and screened, and what goods movement priority features are being considered.

4. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were

screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Can the route transition from one colour depicting a potential route to another?
R: Yes. The corridor was divided into 10 sections to assess and evaluate each alternative in greater detail, and colours were randomly assigned to route alternatives in each section. The project team does not have to follow a single colour throughout the study area, and can link one coloured route alternative to a different coloured route alternative in an adjacent section.

Q: Will the new corridor be a toll road?
R: No decision has been made at this time. Tolling is an implementation issue that will likely be determined at a late stage of this study or subsequent studies. The traffic forecasting being done as part of Stage 2 of this study reflects a non-tolled roadway.

Q: Different posted speed limits are used in other jurisdictions, such as 110 km/h in Nova Scotia. Does that affect the design of the corridor?
R: We typically use a design speed of 120 km/hr. for new freeways, assuming a posted speed limit of 100 km/h. Design speeds vary from province to province, and it does influence the design of the freeway. Starting with a design speed greater than the posted speed provides an improved level of comfort/speed and the opportunity to tighten curves if needed.

Q: What is happening with Highway 427?
R: Highway 427 will be extended to Major Mackenzie Drive as part of a separate project. This study includes extending it further to terminate at the GTA West transportation corridor.

Q: Can the short list be changed?
R: Yes, the short list is preliminary and may be subject to change, even after the PIC. The lines shown here are based on what we know today, and may need to be changed if new information arises based on input received.

Q: Why are two crossings of the Credit River being carried forward?
R: More than one alternative is needed throughout the length of the study in case new information revealed through consultation, fieldwork, or design result in one of the alternatives becoming infeasible.

Q: What is the property acquisition process?
R: MTO has a property acquisition process in place that will be initiated at study approval and continue until construction. Staff from MTO's Property Section will be present at the PIC.

Q: Why did the impacted features (such as a gold course) shown in the presentation result in screening out alternatives?
R: The features identified in the presentation were samples of some of the features that were impacted. The decision to screen out alternatives resulted from an assessment of all the trade-offs for each alternative. The complete assessment table will be available at the PIC.

Q: Do route alternatives have to stay within blue study area line? Why not consider moving it further north?
R: Yes, route alternatives must stay within the Route Planning Study Area. The Route Planning Study Area was established during Stage 1 based on opportunities, known constraints and sensitive areas.

Q: What is meant by the transitway?
R: The transitway will be a separate roadway exclusively used by buses. It will be grade separated so buses won't stop at crossing roads. There will likely be stations at interchanges with parking lots and kiss and rides.

Q Is the Halton Peel Boundary Area Transportation Study (HPBATS) reflected in the land use map?
R: The HPBATS recommended road network included a Halton-Peel Freeway from the Highway 401/407 ETR interchange west of Ninth Line to Mayfield Road. The ministry has taken over the responsibility of this study, and some of the potential GTA West route alternatives reflect the essence of the HPBATS recommended road network.

Q: Do the different colours used to identify the route alternatives have any meaning?
R: No, the colours are arbitrary and were used to easily identify different routes visually.

Q: Have municipalities provided feedback on the short list route alternatives?
R: No, municipalities have not yet seen the short list of route alternatives. They will see the preliminary route alternatives at the Municipal Advisory Group meeting, being held the week of November 3.

Q: Will the transitway be similar to the BRT on Highway 7 or bus bypass lanes on Highway 403?
R: Similar, but it will be fully grade separated (unlike Highway 7), meaning no stopping at intersections, and on its own right-of-way (unlike the lanes on Highway 403).

Q: Which route has the fewest interchanges?
R: All the interchanges shown are potential interchange locations so the number of interchange that will be implemented is not yet known, regardless of route alternative. Some interchange alternatives preclude adjacent interchanges.

Q: What are the gray lines shown on the short list of route alternatives map?
R: The gray lines represent long list alternatives that have been screened out.

Q: Is it possible that the project team would go back to a long list alternative that had been screened out?
R: Yes, if the project team is made aware of new information that affects the screening process.

Q: Bovaird Drive near the Credit River is a very deep valley. Would you just build a bridge? Do you understand the depth of the valley?
R: We have done some investigations but still need to do more fieldwork. We have a general understanding of topography within the Route Planning Study Area based on initial site visits, secondary source reviews, and information provided by the conservation authorities and the Ministry of Natural Resources and Forestry. Local stakeholders such as CAG members often know more about local issues, so as potential issues or challenging areas arise such as this one, we will seek your feedback and input to identify solutions.

Q: Is there a need to have three different options crossing the Credit Valley for the purpose of the study, even if the alternative closest to Norval is not desirable from an environmental stand point?
R: We need to have a multiple options, especially at critical sections like the Credit River. If we find something that would eliminate one of the alternatives (such as a First Nations burial ground) we need to have alternatives.

Q: Have the conservation authorities provided input on the short list of route alternatives?
R: We have met with the conservation authorities and have received secondary source information from them. They have provided input into the route generation process but have not identified a preferred crossing alternative.

5. Feedback on the Preliminary Short List of Route Alternatives

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

WEST SECTION (*Highway 401/407 ETR Interchange to Mississauga Road*)

- Minimal intrusion on Halton Hills employment lands.
- Two of the alternatives cross the Credit River adjacent to the pipeline.
- The red alternative provides greater opportunities and keeps future development lands in Halton Hills intact.
- There is potential to alleviate congestion at the Highway 401/407 ETR interchange, especially for trucks.
- Alternative 1C has fewer interchanges which would save the Province of Ontario money. It also has the smallest impact on woodlots.
- *General Comment:* Highway 401 through Milton is also planned to be widened, which will further change traffic patterns.
- Employment lands often straddle 400-series highways. There are designated employment lands from 10th Line to Winston Churchill Boulevard. Moving Alternative 1E further south and aligning it with Winston Churchill Boulevard will promote better interaction between the transportation network and land use.
- There is still a bottleneck on Highway 401 west of the 407 ETR interchange towards Milton. The project team should move the whole corridor further west.
- The southernmost part of Alternative 1E connecting the Highway 401/407ETR interchange may be problematic.
- Is the retail factory outlet mall at Highway 401 and Trafalgar Road impacted by one of the alternatives?
    - *The project team noted that it is west of the Route Planning Study Area.*
- Alternative 2A1has extensive impacts at Bovaird Drive. In 2014 The Town of Halton Hills approved a hamlet area tourism initiative for the village of Norval. It took two years to complete the study to protect the village.
- Norval is an integral part of Halton Hills. Alternative 1C will prevent development south of Halton Hills and draw employment lands towards the GTA West corridor.
- There is no need for a GTA West connection to the Highway 401/407 ETR interchange further west. A freeway-to-freeway interchange can be constructed directly tying into the existing interchange.

- Alternative 1C/2A1 cuts Norval in half and impacts water reservoirs that are used for agriculture.
- The curve in Alternative 2A1 north of the Credit River looks sharp.
    - *The project team noted that all geometry conforms to a 120 km/h design speed.*
- Moving the GTA West/Highway 401 interchange further west will reduce the draw of traffic from 401/407 ETR east to GTA West and may encourage traffic to use local roads instead. Consider keeping the interchange further east.

CENTRAL SECTION (*Mississauga Road to Highway 50*)

- The potential interchange locations are reasonable.
- Alternative 10C is preferred as a more direct connection between Highway 410 and the GTA West transportation corridor.
- Alternative 10C provides development opportunities, such as flanking it with prestige industrial lands. It would also reduce noise and light impacts to existing residential communities, provide a more direct route, provide a better grid pattern, and provide opportunities to improve emergency services access to the Valleywood community.
- There are too many interchanges.
- Alternative 10B does not improve existing issues regarding access to the Valleywood community for emergency services in the event of an accident at the Valleywood Drive interchange.
- The northern most route alternative impacts more agricultural lands and divides farms. It does not follow lot lines.
- The option to use and upgrade the existing Highway 410/Hurontario Road option won't have enough room for the transitway.
    - *The project team noted that they may consider alternatives for that section such as using shoulder bus bypass lanes or an HOV lane.*
- Consider what will happen to the existing Highway 410/Hurontario Street around Valleywood if Alternative 10B is not carried forward.
- The project team should consider locating the corridor on abandoned (or planned-to-be-abandoned) quarries.
- Crossing roads will be needed for farm vehicles to cross the corridor.

EAST SECTION (*Highway 50 to Highway 400*)

- Alternative 7F is adjacent to the hydro corridor and the conservation authority has indicated that it would have the least impacts to their concerns. It also extends Highway 427 further north which would improve employment land opportunities.
- Alternative 427B provides better opportunities for future extension of Highway 427.
- Alternatives 7D and 7E impact future development areas. Consider revisiting alternative 7F.
- Consider moving the Pine Valley Drive interchange to Weston Road. Pine Valley Drive is in a sensitive area and does not extend very far north or south.
- It would be helpful to have cemeteries and other features on maps so we can comment on them specifically.
- There are existing traffic issues at the Highway 400/Highway 401 interchange. The GTA West/Highway 400 interchange will create similar issues, and exacerbate issues at the Highway 400/Highway 401 interchange.
    - *The project team noted that extensive traffic modeling is being completed as part of this study. This includes assessment of the entire transportation network in the Greater Golden Horseshoe. The findings of this analysis are expected to be presented in*

2015/2016. Furthermore, the GTA West transportation corridor may result in diversion of some traffic away from the Highway 400/Highway 401 interchange.

6. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. How will stakeholders react to the short list of route alternatives and interchange locations presented at Public Information Centre #1?
2. Are there "hot spots" or "hot topics" you foresee?
3. What strategies/responses can we provide to address the "hot spots" or "hot topics"?

- Provide more information on maps so the public can see what features are impacted by the different route alternatives.
- Consider how the transitway will connect to other local and regional transit systems, and show potential transit connection locations.
- Consider showing construction timelines.
- Is there an opportunity to further screen alternatives before the end of 2015?
- Norval has extensive sensitivities in the area, and town council will be interested in the findings of this study.
- Consider features to make the GTA West transportation corridor more attractive for trucks such as truck parking. There currently is nowhere for trucks to stop on Highway 401.
- If the GTA West transportation corridor is a tolled facility, how will trucks be encouraged to use the corridor?
- Trucks use local roads to bypass weigh stations, the MTO should consider strategies to make trucks use the corridor.
- The screening identifies avoiding a small rural church, but one of the short list route alternatives impacts a major religious institution (Sant Nirankari Mission).
- Northwest Brampton will be a sensitive area with few options. Consider reinstating another alternative near Bramalea between Dixie Road and Torbram Road.
- Consider opportunities to integrate the transitway with the GO Transit Union Pearson Express expansion.
- Show where carpool lots may be considered.
- Consider showing cost estimates for the different route alternatives.
- Consider including service centres on the corridor.
- The project team should show more information on other Highway 401 projects, such as through Milton.
- Airport Road has extensive truck trip generators nearby. Consider a truck rest area near Airport Road. Also consider the use of truck priority features in the interchange in this area.
- The project team should consider the traffic impacts to other freeways, such as Highway 410.
    - *The project team noted that the traffic modelling work being completed as part of this assignment considers impacts to the entire transportation network.*

7. Next Steps and 8. Open Forum

N. Ahmed provided an overview of next steps in the study and G. Pothier invited final questions and comments.

Q: Will the project team need to enter private properties?
R: Yes. Fieldwork will begin in spring 2015, and potentially affected property owners will be contacted earlier to seek permission to enter their land.

Q: Will trucks use the transitway?
R: It is not the intention of the transitway, but it is being considered as a goods movement priority feature alternative.

Q: Since the short list of route alternatives can be tweaked, why not access lands and complete field work before identifying the short list?
R: Given the large geographical area, it would be very expensive and time consuming to undertake field investigations for the entire Route Planning Study Area. By using secondary source information to identify the short list before proceeding with field investigations, the project team is able to identify the preferred route alternative more efficiently.

C: City of Brampton Council recently declined a quarry application in Norval. It was a 6 year process and one of the route alternatives (Alternative 1C/2A1) borders that application. Environmental issues identified in that study may arise if the project team proceeds with that route alternative.

C: Thank you for considering goods movement and goods movement priority features.

C: Local aggregates will be important for building the GTA West transportation corridor, as they are for building infrastructure in the rest of the GTA. Aggregate trucks comprise a large percentage of local truck traffic. Safe movement of these trucks to and from the corridor will be important during the construction of the GTA West transportation corridor and after it is in service.

C: Consider how to alleviate fears about where the route will be located, given the duration of this study.

There were no questions or comments from observers that attended.

9. Closing Remarks

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS
Distribution: Attendees, Regrets

Meeting Minutes

Project Name:	GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2	Meeting:	GTAG Meeting #1
Assignment No.	2013-E-008	Date:	October 29, 2014
		Time:	12:30 pm – 3:30 pm
Location:	Holiday Inn Mississauga Toronto West (100 Britannia Road East, Mississauga), Heartland Ballroom		
Independent Facilitator:	Glenn Pothier	GLPi	
Project Team Attendees:	Natalie Rouskov	MTO	
	Chris Barber	MTO	
	Sarah Merriam	MTO	
	Neil Ahmed	MMM	
	Sandy Nairn	MMM	
	Patrick Puccini	URS	
	Britta Patkowski	URS	
GTAG Attendees:	Removed in accordance with the *Freedom of Information and Protection of Privacy Act*		
Legend:	Q: Question R: Response C: Comment		

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1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted three objectives of the meeting:

- Affirm the role of the GTAG and its relationship to the project.
- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

N. Rouskov thanked members for attending. She emphasized the role of the GTAG as a sounding board for the project team to get early preview input of interim outcomes prior to the more formal consultation as scheduled.

2. About the Greenbelt Transportation Advisory Group (GTAG)

G. Pothier provided an overview of the purpose of the GTAG, and the roles and responsibilities of the members. He emphasized that the GTAG will play an advisory role. It was noted that as a general membership rule, members are to keep information confidential, when requested, as some project information is previewed at the GTAG and will not be publically released until later a date. However, in the interest of transparency and openness, members of the general public are permitted to attend GTAG meetings as observers. There will also be no designated spokesperson for the GTAG.

G. Pother noted that the purpose of the GTAG is not to discuss whether a transportation corridor should be built, as this decision was made during Stage 1 of the study. The GTAG is a forum for discussing how a transportation corridor can be placed in the Greenbelt area that respects Greenbelt sensitivities and policies. It was noted that outside of the GTAG meetings, members can express opinions as they please, however in order to have constructive meetings, members should respect the intent of the GTAG – to share collective ideas that will assist with wise and informed decision-making.

With respect to meeting location, consensus could not be reached on whether the meeting venue should rotate throughout the study area or whether one venue should be designated as the meeting venue for the duration of the study. The project team will select a different location for GTAG Meeting #2, and will consider proximity to transit and the Greenbelt, and teleconference capabilities. This issue can be discussed again at Meeting #2. Opportunities to carpool to the meetings will be noted in the next meeting invitation. Interested individuals will be asked to contact B. Patkowski and she will share the contact information of interested individuals with others expressing interest.

3. Study Overview and Status Update and 4. Greenbelt Design Guideline

S. Nairn provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, the project schedule, design considerations in the Greenbelt, how the project team is using the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, the concept of a Community Value Plan within the Greenbelt, the Stage 2 planning process, and what the new corridor will look like.

5. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

S. Nairn provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: The screening and evaluation criteria discuss Class 1-3 soils. The Town of Caledon has Class 4 soils which are important to the wineries and vineyards. The project team should consider Class 1-4 soils.

Q: Does the 170m right-of-way allow for potential widening in the future? What is included in the 170m?

R: The transportation corridor is generally envisioned to be 170m wide to accommodate a 110m highway right-of-way and a 60 m transitway. The 170m right-of-way will accommodate features

such as landscaping, grading, etc. The 110m highway right-of-way will allow future widening into the median area, so additional land will not need to be secured in the future to accommodate widening, if required.

Q: Can you constrain the right-of-way in sensitive areas?
R: Consistent with the Greenbelt Design Guidelines, the project team will consider using a reduced width for the transportation corridor to minimize impacts to features within the Greenbelt.

Q: Does the GTA West transitway replace the 407 transitway?
R: No. The transitway that is part of the GTA West transportation corridor will be a new system implemented by the ministry.

Q: Is the GTA West transportation corridor protecting for a Hydro One corridor?
R: The Ministry of Transportation and Hydro One are each pursuing separate but coordinated Environmental Assessment studies. The GTA West Study is at a later stage of the process, having already developed an EA Terms of Reference which was approved in 2008, and having completed the need and justification phase of the EA (Stage 1) in 2012. In contrast, Hydro One will be starting their EA process with the preparation of a Terms of Reference. The GTA West Study and the Hydro One Study are separate because each has specific needs, issues, processes, consultation requirements and schedules. We will continue to seek opportunities to coordinate with Hydro One throughout this study, but ultimately it is envisioned that the GTA West study will only seek to protect property required for the construction of the transportation corridor, including the proposed transitway.

Q: The Highway 427 extension hasn't been approved yet. How do you anticipate that process and this GTA West study process working together?
R: The extension of Highway 427 to Major Mackenzie Drive has been approved. The GTA West Project Team is exploring alternatives to connect Highway 427 from Major Mackenzie Drive to the GTA West transportation corridor. Alternatives are being shown at Pubic Information Centre #1. This connection will be included as part of the GTA West Study.

C: Farms are businesses. They should have their own category in the evaluation process.

C: Grain elevators need easy and reliable access to markets, and therefore support interchanges within the Greenbelt areas.

Q: What is the CAG and what other consultation events have occurred thus far?
R: The consultation program features multiple outreach tools and points of contact, including Public Information Centres (3 rounds – the first of which is scheduled for later this year), Community Workshops (4 rounds – the first of which occurred in July/August 2014), as well as meetings with First Nation and Métis Councils/Communities, the Municipal Advisory Group (the second meeting is scheduled for next week), the Regulatory Agency Advisory Group (the second meeting is scheduled for next week), the Municipal Executive Advisory Group (the first meeting was held in September 2014), the Greenbelt Transportation Advisory Group, and the Community Advisory Group (the first meeting was held last night). The Community Advisory Group comprises members of the public who have an active interest in the project, whereas the Greenbelt Transportation Advisory Group comprises stakeholders with a specific interest in impacts and issues relating to agriculture, bridges,

geometric design, stormwater management, community sensitive design, and road ecology and wildlife in the Greenbelt planning area. Stakeholders can also contact the project team via the project website (www.gta-west.com), the project Twitter site (@GTAWestStudy), and the project toll-free telephone line (1-877-522-6916).

C: Existing conditions and constraints should be shown on the long list and short list route alternative mapping so that stakeholders can see what is impacted.

6. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment on the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- The routes farther to the south appear to impact less Greenbelt area than northerly routes (comment applies to all sections).
- Alternative 1C appears to veer away from natural features near the Highway 401/407 ETR interchange, however farther north it runs close to a watercourse.
- Alternatives 1C and 1E respect natural features.
- There is a portion of Alternative 1C that is on top of Sixteen Mile Creek. This portion should be realigned to the east.
- The TransCanada pipeline is located in the vicinity of Alternatives 2C and 2D. These route alternatives should parallel the pipeline to minimize impacts.
- Only one short list route alternative has an interchange at Mississauga Road. The short list should show more interchanges at Mississauga Road.
    - *Subsequent to the meeting, the project team confirmed that all of the short list route alternatives have an interchange at Mississauga Road.*
- The project team should show details of the Highway 401/407 ETR/GTA West interchange at Public Information Centre #1.

Q: Is there an alternative which resembles the Halton Peel Boundary Area Transportation Study (HPBATS) recommended alternative?

R: The HPBATS recommended road network included a Halton-Peel Freeway from the Highway 401/407 ETR interchange west of Ninth Line to Mayfield Road. Some of the potential GTA West route alternatives reflect the essence of the HPBATS recommended road network.

Central Section (Mississauga Road to Highway 50)

- The routes farther to the south appear to impact less Greenbelt area than northerly routes (comment applies to all sections).
- Support for interchanges in the Town of Caledon because they will help to get long distance traffic off of local roads. This increases public safety.
- Oppose Alternative 10B. It has large residential and community impacts. 400 series highways do not mix with residential land uses. This alternative will limit residential growth and the tax base.

- Commercial land uses, like farms, need access to interchanges to get to the market. Those commercial land uses are located within the Greenbelt. Support for interchanges within the Greenbelt.
- Preference for Alternative 6B.

East Section (Highway 50 to Highway 400)

- Support for the southerly route alternatives through the Greenbelt area.
- Question the need for an interchange at Highway 27 and Pine Valley Drive as there is little growth in this area.
- Question the need for the GTA West transportation corridor between Highway 400 and Highway 427. The corridor will expose the Greenbelt area to commercial and industrial development pressures. Policy will not protect these lands as the next government may change the policies.
- Oppose interchanges within the Greenbelt. Interchanges attract commercial and industrial growth, which will further impact the Greenbelt area.
- When exploring the connection to Highway 400, please consider how a future easterly extension may be accommodated.
    - *The project team noted that there is limited opportunity to extend the GTA West transportation corridor further to the east because of extensive development along the Yonge Street corridor.*
- The project team should consider designing watercrossings to convey regional flood levels. Benefits will also include wildlife passage, fish passage, and maintaining natural channel functions in the creeks.
- The project team should consider alternatives to salt application and the impacts of salt to water quality. Conservation Halton has a 40 year data set which shows chloride levels rising. Some areas have salt concentrations of approximately 20 mg/L, which should be compared to an ocean which has a salt concentration of approximately 30 mg/L. Studies have found blue crabs in the Humber tributary, which are salt water species. Salt management is important.

7. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. How will stakeholders react to the short list of route alternatives and interchange locations presented at Public Information Centre #1?
2. Are there “hot spots” or “hot topics” you foresee?
3. What strategies/responses can we provide to address the “hot spots” or “hot topics”?

- Remove Alternative 10B due to the extensive residential impacts.
- Show existing conditions and constraints on the long list and short list route alternative mapping so that stakeholders can see what is impacted.
- Make interchanges creative so they don't just promote industrial growth. The area needs commuter parking lots.
- Present interchange designs with a Google Earth experience.
- Highlight the need for the transportation corridor and show where the growth is going to happen.
- Have a map showing the future land use and development areas.

- Identify which roads are regional roads, as they are going to be top priority for locating interchanges.
- Have a land use map.
- Stakeholders view highway construction as a bad thing. Promote the transitway and that this transportation corridor is more than just a highway.
- Put the information in the hands of people with handouts or on the project website.
- Schedule the Public Information Sessions so that they do not conflict with holidays.
- Ensure that there is a Public Information Centre at the Brampton Fairgrounds and in Georgetown.
- Have a map showing the Metrolinx' Regional Transportation Plan.

8. Next Steps and 9. Open Forum

N. Ahmed provided an overview of next steps in the study and G. Pothier invited final questions and comments.

Q: What is Highway 413?
R: The GTA West Project Team is aware that some stakeholders are referring to the GTA West transportation corridor as Highway 413. The GTA West transportation corridor does not have an official name yet.

C: It is refreshing that the ministry is listening to people and is following an in depth planning process in a respectful fashion.

Q: The Ministry of the Environment is now the Ministry of the Environment and Climate Change. Will this new emphasis change the direction of this project?
R: The project team is consulting with the MOECC. We have had meetings, and the original scope of work from the Terms of Reference includes investigating air quality. MOECC has not alerted the project team of new requirements.

C: A symptom of climate change is intense short duration rainfall. Creek crossings should be designed larger to mitigate impacts. Another symptom is warming of creeks, so thermal mitigation should be considered.

C: Discourage interchanges in the Greenbelt. Place interchanges in the Vaughan and Brampton city centres.

Q: What is the cost of the GTA West transportation corridor?
R: In Stage 1 of the Study, it was estimated to be approximately $5 billion. This will be updated as part of Stage 2 once we have identified a preferred alternative.

C: Use local aggregates if possible.
R: The project team is not at the level of detail yet where we need to determine where aggregates should be sourced from. This will be determined in later stages of the study.

Q: How do we contact the project team?
R: Project website: www.gta-west.com, project team e-mail address: project_team@gta-west.com, toll-free telephone line: 1-877-522-6916.

10. Closing Remarks

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS
Distribution: Attendees, Regrets

Meeting Minutes

Project Name:	GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2	Meeting:	MAG Meeting #2
Assignment No.	2013-E-008	Date:	November 7, 2014
		Time:	10:00 pm – 12:00 pm
Location:	Courtyard by Marriott Brampton (90 Biscayne Crescent, Brampton), Windsor Room B		

Independent Facilitator:	Glenn Pothier	GLPi
Project Team Attendees:	Natalie Rouskov	MTO
	Chris Barber	MTO
	Neil Ahmed	MMM
	Sandy Nairn	MMM
	Karin Wall	Aecom
	Jim Dyment	MHBC
	Patrick Puccini	URS
	Britta Patkowski	URS
	Benjamin Loucks	URS
MAG Attendees:	Brock Criger	Region of Peel
	Damian Albanese	Region of Peel
	Gary Kocialek	Region of Peel
	Eric Chan	Region of Peel
	Lindsay Edwards	Region of Peel
	Alejandro Cifuentes	Region of Peel
	Eric Flora	Region of Peel
	Tina Detaramani	Region of Peel
	Lina Ariza	Region of York
	Steve Mota	Region of York
	Maureen Van Ravens	Region of Halton
	Melissa Green-Battistan	Region of Halton
	Alicia Jakaitis	Region of Halton
	Karyn Poad	Region of Halton
	Dan Tovey	Region of Halton
	Lisa DeAngelis	Region of Halton
	Chris Duyvestyn	City of Brampton
	David Waters	City of Brampton
	Henrik Zbogar	City of Brampton

	Joe Perrotta	City of Mississauga
	Roy McQuillin	City of Vaughan
	Andrew Pearce	City of Vaughan
	Selma Hubjer	City of Vaughan
	Stephen Kitchen	Township of King
	Ryan Grodecki	Town of Caledon
	Kathie Kurtz	Town of Caledon
	David Loveridge	Town of Caledon
	Kant Chawla	Town of Caledon
	Dan Ridgway	Town of Halton Hills
	Doug Penrick	Town of Halton Hills
	Steve Burke	Town of Halton Hills
	John Drummund	Peel Regional Police
	Malcolm Mackay	Metrolinx/GO Transit
	Dan Beare	Metrolinx/GO Transit
	Monisa Nandi	Metrolinx/GO Transit
	Paul Kerry	CP Rail
	Alexandra Barrett	Ontario Power Authority
	Adam Sheldon	TransCanada Pipelines Ltd.
	Al Sharpe	Hydro One Brampton
	Robert Ferangelista	Hydro One Brampton
	Jennifer Stewart	Hydro One
	Yu San Ong	Hydro One
	Dan Beardsall	Hydro One
	Dhvani Shah	Hydro One
	George Watt	Hydro One
	Meaghan Palynchuk	Bell Canada
	Tim Rallis	CanACRE
	Dan Babcock	CanACRE
Observers:	Christian Binette	Region of Peel, Co-op Student
	Melanie Zakarian	Region of Peel, Co-op Student

Legend:
Q: Question
R: Response
C: Comment

1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted two key objectives for the meeting:

- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

G. Pother noted that the initial MAG meeting was a joint MAG/RAAG meeting, and that the project team is working on the membership for the MAG and RAAG and may consider moving some members (like the utility companies) to the RAAG to balance the membership and align interests.

2. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, what the project team heard at MAG/RAAG Meeting #1, the project schedule, the Stage 2 planning process, and what the new corridor will look like.

3. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

P. Puccini provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Are the route alternatives on the map 250m wide?

R: Yes. Although the route alternatives that have been developed are 250 m in width, the actual transportation corridor is generally envisioned to be 170 m wide to accommodate a 110m highway right-of-way and a 60 m transitway. The route alternatives are wider at this stage to allow refinements to be made to the transportation corridor once more details are available with respect to environmental, cultural and community features that may be affected.

Q: Is the Ministry of the Environment and Climate Change (MOECC) aware of the process for narrowing the Route Planning Study Area?

R: The project team has met with MOECC and will be meeting with them again shortly to discuss the proposed Focused Analysis Area (FAA) approach. Earlier this year, MOECC provided support for the concept of allowing development to proceed in certain areas, and we will continue to meet with them to discuss the approach for implementation.

Q: What is happening east of Highway 400 and also south of the Highway 401/407 ETR interchanges? Will the project team require lands outside the Route Planning Study Area in these areas? Have interchange concepts been developed yet?

R: The project focus right now is narrowing down the route alternatives and selecting the preferred interchange locations. Interchange development has started but it is in its earliest stages. The conceptual footprints required for these freeway-to-freeway interchanges are shown on the short list of route alternatives map. Further work will occur after Public Information Centre (PIC) #1.

Q: When can the MAG get a copy of the route alternatives? There is not enough time to provide full comments today.

R: Route alternatives will be provided at PIC #1 and will be made available on the project website after PIC #1, and you will have time after PIC #1 to provide full comments. We are seeking preliminary observations today.

Q: Does the 250m corridor width include provision for a hydro corridor? Municipalities must protect for hydro lands as well, and need to know whether the GTA West Study will be protecting for these lands. We understand the hydro corridor requires 40m.

R: No. The 250m is for the GTA West transportation corridor only (including the transitway). At PIC #2, the GTA West Project Team will still be protecting for the 250m for a preferred route. At PIC #3, we will present the preliminary design of the preferred route. If by that time Hydro One has more details about their study and what their property needs are, municipalities can use that information in combination with findings from the GTA West Transportation Corridor Planning and EA Study to understand what the impacts to their municipalities are.

Note: the Ministry of Transportation and Hydro One are each pursuing separate but coordinated Environmental Assessment studies. The GTA West Study is at a later stage of the process, having already developed an EA Terms of Reference which was approved in 2008, and having completed the need and justification phase of the EA (Stage 1) in 2012. In contrast, Hydro One will be starting their EA process with the preparation of a Terms of Reference. The GTA West Study and the Hydro One Study are separate because each has specific needs, issues, processes, consultation requirements and schedules. We will continue to seek opportunities to coordinate with Hydro One throughout this study, but ultimately it is envisioned that the GTA West study will only seek to protect property required for the construction of the transportation corridor, including the proposed transitway.

4. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share observations about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives. G. Pothier also conducted the P.O.W.E.R. exercise on the Focused Analysis Area.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- Like that the route alternatives avoid the most sensitive areas around the Credit River crossings.
- West of Mississauga Road the routes seem very close together. Suggest combining Alternatives 2C and 2D.
- South of the Credit River, develop a connection between Alternative 1E and 1C.
- A connection between Alternative 1E and 1C south of the Credit River provides good east-west connectivity.

Central Section (Mississauga Road to Highway 50)

- Like the fact that the route alternatives minimize impacts to the Mayfield West Phase 1 and 2 developments.
- Like that existing Highway 410 was retained as an alternative.
- Alternative 6D is a concern. It is known that TRCA prefers an alternative that resembles Alternative 7F to the north, so Alternative 6D does not provide an acceptable connection to this alternative.
- Alternatives 10B and 10C restrict development lands. One of these alternatives should be eliminated at this stage.
- Bramalea Road should not be considered as a potential interchange location. Interchanges at Dixie Road and Airport Road are sufficient to support the area.

- Question the elimination of Alternative 10F. This alternative would minimize impacts to development in the area and the terminus presents a better interchange opportunity than some other alternatives.
- Consider creating a partial interchange at Coleraine Drive.
- The identification of interchange locations is premature. Consider leaving the door open to different alternatives.

Q: Will the new Highway 410 extension alternatives and the existing Highway 410 alternative be carried forward at this stage in the study?
R: Yes.

Q: Will the FAA have gaps where there are large gaps between the short list route alternatives?
R: No. These lands will remain part of the FAA at this time.

Q: Does the project team have a preference for either the existing Highway 410 alternative or one of the Highway 410 extension alternatives?
R: No. The project team is still exploring all short listed alternatives.

East Section (Highway 50 to Highway 400)

- Ensure that the freeway-to-freeway interchanges do not preclude a further extension of Highway 427 to the north, or the GTA West transportation corridor to the east of Highway 400.
- Alternative 7D and 7E bisect a future expansion area. Prefer Alternative 7F to the north.
- Consider a partial interchange at Coleraine Drive since adjacent interchanges are in close proximity.
- There should be an interchange at Highway 50.
- It is premature to decide where interchanges should go. Keep options open until more information is known.

Q: What criteria are the project team using to select interchange locations. Municipalities should have an opportunity to comment on the locations.
R: Initially all existing/planned crossing roads and provincial freeways were considered as potential interchange locations. The potential interchange locations were then screened based on the following principles: minimize impacts to significant natural features, functions, systems and communities; minimize impacts to existing and planned (approved under Official Plans) population and employment areas; and efficient and direct and address the transportation problems and opportunities. We currently have identified strong potential locations but have made no decisions. The project team will look to have meetings with municipalities to discuss interchange locations. When evaluating interchange locations, we will look at opportunities and impacts to the natural environment, socio-economic environment, cultural environment, and transportation environment (e.g. interchange spacing, etc.). It is highly unlikely that all of the interchanges identified along a route will end up as locations on the preferred route.

Focused Analysis Area

- Support for the concept of the FAA.

Q: If a development application was submitted in the middle of the FAA where there was no route alternative, would the ministry allow it to proceed? There is currently a development outside of the FAA, but servicing for the development is within the FAA. How would the ministry respond to this application?

R: The ministry would review these applications on a case-by-case basis. In general development cannot proceed within the FAA.

5. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. Are there "hot spots" or "hot topics" you foresee?
2. What strategies/responses can we provide to address the "hot spots" or "hot topics"?

- Area north of Mayfield Road between Heartlake Road and Dixie Road will be an issue for developers. They will expect these lands to be released by the end of this year.
- Stakeholders may express concern over Alternative 6D.
- Concern may be expressed about the upstream crossing of the Credit River and around Heritage Road.
- You will get positive feedback that the project team is moving forward with routes and are consulting about them.
- May receive questions about why fieldwork has not been completed yet.
- The project team is to be commended for meeting its timelines.
- The project team will need to prepare messaging regarding coordinating with Hydro One and who is protecting for what lands.
- The Catholic Cemeteries Archdiocese of Toronto will oppose some of the route alternatives. Need to keep them involved in the study.
- There will be a mix of support and opposition to the transportation corridor in the Town of Caledon. The corridor will be a magnet for development and this can either be an opportunity or an impact.
- Stakeholders may be opposed to tolling on this facility.
- Town of Halton Hills Council may be opposed to Alternative 1E.
- Stakeholders may ask how the project team is going to compensate for impacting the rural character of some areas.
- Greenbelt areas should be highlighted on the route alternative maps.
- There will be lots of questions about whether the project team prefers the existing Highway 410 alternative or one of the Highway 410 extension alternatives, and concern that there is no answer
- Concern about the extension of Highway 427 beyond the GTA West transportation corridor.
- Need to clarify that the Highway 427 extension will extend to the GTA West transportation corridor.
- Need to provide clear messaging on when and how lands are to be "released".

Q: Have you shared these route alternatives with any other stakeholders?
R: The project team shared the same information with the Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG) last week.

Q: Have you met with Regional Councils yet? Councilors will get many questions about the study.
R: Typically the project team would present to the Regional Councils before the PIC; however, given the timing of the election this year, the project team determined that it would be most prudent to meet with the newly elected Regional Councils in the new year.

6. Next Steps

N. Ahmed provided an overview of next steps in the study, and provided the dates and locations of the PIC #1 venues.

7. Open Forum and 8. Closing Remarks

An opportunity was provided for any additional comments/questions/observations. G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS
Distribution: Attendees, Regrets

Meeting Minutes

Project Name:	GTA West Transportation Corridor Planning and Environmental Assessment Study, Stage 2	Meeting:	RAAG Meeting #2
Assignment No.	2013-E-008	Date:	November 7, 2014
		Time:	2:00 pm –3:30pm
Location:	Courtyard by Marriott Brampton (90 Biscayne Crescent, Brampton), Windsor Room B		

Independent Facilitator:	Glenn Pothier	GLPi
Project Team Attendees:	Natalie Rouskov	MTO
	Chris Barber	MTO
	Neil Ahmed	MMM
	Sandy Nairn	MMM
	Karin Wall	Aecom
	Jim Dyment	MHBC
	Patrick Puccini	URS
	Britta Patkowski	URS
	Benjamin Loucks	URS
RAAG Attendees:	Darryl Lyons	Ministry of Municipal Affairs and Housing
	Amanda Graham	Ministry of the Environment and Climate Change
	Nisha Shirali	Ministry of the Environment and Climate Change
	Steven Strong	Ministry of Natural Resources and Forestry
	Rosi Zirger	Ministry of Tourism Culture and Sport
	Linda Pim	Ministry of Agriculture, Food and Rural Affairs
	Sharon Lingertat	Toronto and Region Conservation Authority
	Amy Mayes	Conservation Halton
	Kim Barrett	Conservation Halton
	Samantha Mason	Conservation Halton
	Liam Marray	Credit Valley Conservation

Legend:
Q: Question
R: Response
C: Comment

1. Opening Remarks and Introductions

G. Pothier, the Independent Facilitator, called the meeting to order, welcomed and thanked all participants for attending, and encouraged the stakeholders to take the opportunity to participate fully in the meeting. G. Pothier highlighted two key objectives for the meeting:

- Provide an overview of the study and work completed to date.
- Seek feedback on potential route alternatives and potential interchange locations.

G. Pother noted that the initial RAAG meeting was a joint MAG/RAAG meeting, and that the project team is working on the membership for the MAG and RAAG and may consider moving some members (like the utility companies) to the RAAG to balance the membership and align interests.

2. Study Overview and Status Update

P. Puccini provided an overview of the recommendations from Stage 1 of the study and the focus of Stage 2 of the study, what the project team heard at MAG/RAAG Meeting #1, the project schedule, the Stage 2 planning process, and what the new corridor will look like.

3. Overview of the Development and Screening of the Long List of Route Alternatives and Potential Interchange Locations

P. Puccini provided an overview of how potential interchange locations were developed and screened, and what goods movement priority features are being considered. N. Ahmed provided an overview of how route alternatives were developed and screened, described the long list of route alternatives, provided an overview of the key reasons why route alternatives were screened out in the west, central and east sections of the study area, and described the short list of route alternatives.

Q: Will the project team provide a detailed rationale for the screening of the long list of route alternatives?
R: Yes, that is the focus of PIC #1. Assessment tables will be available at the PIC for people to review. Summaries will be provided on display boards.

Q: Did the screening of the long list of route alternatives consider impacts to meander belts?
R: Yes, the screening included the consideration of meander belts and regulatory flood zones. This information is shown on our existing conditions maps.

4. Feedback on the Preliminary Short List of Route Alternatives Within the Greenbelt

G. Pothier led a P.O.W.E.R. exercise for the preliminary short list of route alternatives for the west, central and east sections of the study area. For each section, attendees were asked to comment/share observations about the P – Positives, O – Objections, W – What Else Do You Want To Share?, E – Enhancements, R – Remedies of the preliminary short list of route alternatives.

West Section (Highway 401/407 ETR Interchange to Mississauga Road)

- Support the elimination of Alternative 1F.
- Support for Alternative 1C as it does not cross a tributary of Sixteen Mile Creek.
- Should realign Alternative 1E, as it appears to impact the bank of a watercourse.

Central Section (Mississauga Road to Highway 50)

- Noise and air quality reports should be completed as part of this study.

- Species at risk permits will need to be obtained regarding impacting redside dace habitat.
- Request to review the built heritage report prepared for this study.
- Support for the existing Highway 410 alternative. Concern regarding Alternative 10C as it extends through sensitive natural lands.
- In general throughout the entire study area, the southerly routes fragment less agricultural base.

East Section (Highway 50 to Highway 400)

- Pleased to see that an alternative (Alternative 7F) was developed and carried forward that the Toronto and Region Conservation Authority suggested earlier in the study.
- Consider oversizing structures (particularly culverts) to allow for fish passage and natural channel design/function.

5. Upcoming Public Information Centre: Anticipating Public and Stakeholder Reaction

G. Pothier noted that the project team is aiming to hold a Public Information Centre later this year and asked attendees to provide insight on the following issues - with a view to assisting the project team to best address the concerns and information needs of the public:

1. Are there "hot spots" or "hot topics" you foresee?
2. What strategies/responses can we provide to address the "hot spots" or "hot topics"?

- Concern regarding the length of time it takes to plan and construction such a corridor.
- Stakeholders may be concerned about traffic delays due to construction.
- Humber Alliance may be concerned about impacts to trails, watercourses, and the natural environment in general.
- Stakeholders may be concerned about impacts to historical communities.
- Questions about the Focused Analysis Area – what is the process to release lands.
- Stakeholders in the City of Mississauga may have concerns about stormwater management, as they recently experienced some flooding.
- Consider having maps which allow property owners to see their properties close up.
- Consider having a digital interface where stakeholders can zoom in and out, turn layers on/off, turn routes on/off, etc.
- Consider sharing digital files of the route alternatives with regulatory agencies so they can compare impacts and provide more informed commentary on the route alternatives.
- Make the colouring of the route alternatives more transparent so you can see what is underneath the routes.
- With respect to stormwater management and water quality, there are low impact development technologies for runoff at watercourses that can remove up to 80 % of total suspended solids. The project team should consider water quality control technologies for stormwater management.

Q: When will maps of the route alternatives be made publically available?

R: Route alternatives will be made available at PIC #1, and on the project website subsequent to PIC #1.

6. Next Steps

N. Ahmed provided an overview of next steps in the study, and provided the dates and locations of the PIC #1 venues.

Q: Have you met with Regional Councils yet?
R: Typically the project team would present to the Regional Councils before the PIC; however, given the timing of the election this year, the project team determined that it would be most prudent to meet with the newly elected Regional Councils in the new year.

7. Open Forum and 8. Closing Remarks

G. Pothier invited additional comments/questions/observations.

Q: Will fieldwork include groundwater investigations at underpass locations? There is an aquifer under pressure in the area of Trafalgar Road and Steeles Avenue.
R: The project team will be assessing groundwater impacts at a high level for the short list of route alternatives based on secondary source data. At the preliminary design stage, this information will be confirmed.

Q: Did the screening of the interchange locations take into account features they would impact outside of the 250m lines?
R: The 250m lines can generally accommodate interchanges, so impacts were accounted for. The conceptual footprints for the larger freeway-to-freeway interchanges are shown as a green dashed line on map of the short list of route alternatives.

C: The Toronto and Region Conservation Authority Executive Committee would like an update once the short list of route alternatives has been confirmed.

C: A species at risk evaluation criteria should be considered under both the aquatic and terrestrial environment.

G. Pothier and N. Rouskov provided closing remarks, and thanked all participants for taking the time to provide their input.

Submitted by: B. Patkowski, URS
Distribution: Attendees, Regrets

CEAA MOECC EA COORDINATION MEETING #2

Date: November 14, 2014
2:00 p.m.

Location: Teleconference

Project: GTA West Corridor EA Study, Stage 2

MTO Assignment #: 2013-E-0008

MMM Project #: 3214002-000

Author: Katherine Jim, MMM Group

Attendees:	**Firm / Agency**
Carl Johansson	CEA Agency – Ontario Region
Marc Léger	CEA Agency – Ontario Region
Lorna Zappone	MOECC – Environmental Approvals Branch
Natalie Rouskov	MTO – Central Region
Sarah Merriam	MTO – Central Region
Neil Ahmed	MMM Group
Sandy Nairn	MMM Group
Katherine Jim	MMM Group

Distribution: Attendees

Purpose: Milestone updates – Ontario Ministry of the Environment and Climate change (MOECC) and Canadian Environmental Assessment (CEA) Agency

Item	Details	Action By
1.0	**Project Status and Consultation Update**	
1.1	The last meeting with MOECC and CEAA was in May 2014. The purpose of this meeting / teleconference is to provide a milestone update prior to Public Information Centre (PIC) #1, which are being held in November and December 2014 (three rounds).	
1.2	Materials being presented at PIC #1 will include the generation of long list of alternatives, screening of the long list of alternatives, as well as the short list of alternatives and next steps.	
1.3	The short list of alternatives is also being presented at various consultation events, including CAG, GTAG, MAG and RAAG meetings, which are being held in the last two weeks. Representatives from MOECC attended the RAAG meeting.	
1.4	As part of the long list / short list alternative screening process, major water crossings such as the Humber River and Credit River were considered. However, the exact number of the smaller water crossings and the type of crossings will be determined as the EA progresses.	
1.5	In terms of the overall study schedule, a total of three PICs will be held: • PIC #1 (November / December 2014) – Short list of route alternatives • PIC #2 (End of 2015) – Preferred route alternative • PIC #3 (2017) – Preliminary design (including interchanges) of preferred route alternative A copy of the overall study schedule was distributed to those at the meeting.	
1.6	Due to the municipal election in 2014, presentation to councils will be in February 2015. However, municipal staff are familiar with the study status and information to be presented at the PIC through participation in the MAG meeting.	
2.0	**Focused Analysis Area**	
2.1	As the EA study progresses, some of the lands beyond the short list of alternatives within the Preliminary Route Planning Study Area are becoming less of an interest to the Project Team. The Project Team has developed a Focused Analysis Area plan to illustrate this.	
2.2	A handout explaining the concept of the Focused Analysis Area was distributed to those at the meeting. A partial plan showing a sample of the Focused Analysis Area plan is included in the handout. The orange area represents a zone (buffer) surrounding the short list of route alternatives, within which the Project Team may refine route alternatives as more fieldwork is completed and alternatives are further developed. The buffer area will allow for features such as transitway stations, stormwater management ponds, etc.	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	The green area (i.e. the area between the orange are and the boundary of the Preliminary Route Planning Study area), is the area where MTO will continue to review development applications but it is generally anticipated that development processes may proceed for these lands.	
2.3	The Project Team will be seeking comment on the Focused Analysis Area at PIC #1 and will confirm the limits subsequent to PIC #1.	
2.4	The Project Team clarified that the connection to GTA West via the existing Highway 410 is still an option being considered.	
2.5	MOECC does not have any further questions about the Focused Analysis Area.	
2.6	MTO added that the green area will likely increase once the preferred route alternative has been identified (by the end of 2015). At that point, the Preliminary Route Planning Study Area boundary may also be revised. MOECC noted that it is not uncommon to change the boundary of a study area in an EA process; as long as proper and sufficient consultation is being carried out.	
2.7	The short list of route alternatives will be refined following PIC #1 and field work will begin in spring 2015.	
3.0	**Federal Environmental Assessment - Timing**	
3.1	The timeline of the Federal EA process was discussed, assuming that the preferred route alternative will be identified by the end of 2015: • Early 2016 – Submit Project Description. The Project Description is to be submitted around the time of PIC #2. • Early 2016 – CEAA Agency issues Environmental Impact Statement (EIS) Guidelines for the project. Typically occurs 3-4 months after submission of the Project Description • 2016 – Prepare EIS as the Project Team proceeds with preliminary design • 2017 – EIS submission	
3.2	If MTO makes study plans available in advance of submission of the PD, CEAA will share them with reviewers from federal departments (i.e., Environment Canada, Transport Canada, Fisheries and Oceans Canada) for possible feedback.	CEAA
3.3	In terms of major water crossings such as the Humber River and Credit River, the Project Team will confirm whether these crossings are navigable.	Project Team
3.4	CEAA asked if the Project Team had consulted with First Nations as part of the Federal EA. The Project Team responded that this will be carried out near the time of the Project Description submission.	
4.0	**Hydro One**	
4.1	Hydro One anticipates commencing an Individual Environmental Assessment addressing a new hydro corridor; however, the Terms of References has not yet been released.	
4.2	MTO stressed that while there are interactions between the Hydro One and GTA West Project Teams, the GTA West and Hydro One studies are separate Individual Environmental Assessment Studies (starting with development of the Terms of Reference). MTO will continue to meet and coordinate with Hydro One. Consideration will be given to opportunity to reasonably coordinate consultation efforts.	
4.3	MOECC has not received any further updates from Hydro One.	
4.4	The Project Team clarified that the Focused Analysis Area is identified based on the planning and design for a transportation facility only and does not accommodate the planning of a hydro corridor.	
5.0	**Other Business**	
5.1	The next meeting will be held in spring 2015. CEAA and MOECC will be invited.	
Meeting adjourned 3:00 p.m.		

Attach.

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Appendix D

Synopsis of Public Information Centre #1 Comments

Comments on Route Location and Design

Concern / Comment	Written Comment	Verbal Comment
Suggest depressing the transportation corridor or constructing berms to minimize noise and visual impacts.		X
Consider proximity to water and sewage sources to minimize costs. Minimize jurisdictional overlap.	X	
Build service stations near commercial plazas.	X	
Suggestion to use "rolling highways" along the length of the corridor, with an additional terminal in the middle.	X	
Provide parks, picnic and hiking/skiing areas.	X	
Provide wildlife overpasses with scenic treatments.	X	
Transportation corridor should be completely fenced.	X	
Suggestion to use contra-flow lanes.	X	
Respect the Greenbelt Guideline in designing new corridor.	X	
Suggestion to use HOV lanes.	X	
Cross key arterials at right angles.	X	
Consider double-stacking the transportation corridor.	X	
Inquiries about whether the transportation corridor will be tolled?	X	
More northerly options function as a natural barrier to urban sprawl.	X	
Concern over impacts to woodlands that are designated as deer runs by the Ministry of Natural Resources and Forestry.	X	
The proposed highway alignments through planned communities impede the ability for the community to develop to the extent required through secondary plans, thereby reducing the contributions to the approved Development Charge infrastructure, thereby impeding the ability to proceed with needed infrastructure within those municipalities.	X	
Preferred route should be north of Bolton.	X	
Concern regarding impacts to lands with plans for development.		X
Reassess the work undertaken within secondary plan areas to ensure that all planned and funded improvements have been properly included in the study.	X	
Suggestion to locate route north of Base Line Road where land is not as agriculturally viable.	X	
Expand Old School Road from McLaughlin Road to The Gore Road instead of building new corridor.	X	
Construct a Norval Bypass.	X	
Concern that the transportation corridor will attract development and eliminate agricultural / rural lands.	X	
A woodlot containing Bobolink and Barn Swallow is being impacted.	X	
Concern that very little priority has been given to protecting agricultural operations and lands. These lands should be given priority.	X	
Concern regarding delays to development applications.	X	
Preference for more southerly routes.	X	
Transportation corridor should be located north of Georgetown.	X	
Alignment should generally be selected as follows: close to urban areas in Sections 1-2, and to the south in Sections 3-9.	X	
Dislike all route alternatives.	X	
Build closer to growth areas, and industrial/business areas.	X	
Alternative 1C appears to have that most challenging crossing of the Credit River and impacts Highway 7.	X	
Concern that a short listed alternative is close to the Croatian Church at Embleton Road and Winston Churchill Boulevard.	X	

Concern / Comment	Written Comment	Verbal Comment
Consider a corridor that will address congestion on Highway 7/Guelph Street/Bovaird Drive.	X	
Consider a mid-concession alignment between Ninth Line and Tenth Line at it will avoid impacting significant environmental features.	X	
Disagree that a viable solution has been identified through Section 1.	X	
Refinement to Section 1: Support Alternative 1C to Steeles Avenue, then modify north of Steeles Avenue to allow for a Ninth Line interchange, then switch to Alternative 1E with interchange on Winston Churchill Boulevard.	X	
Alternative 1C is disruptive to Norval and productive agricultural areas. Alternative 1E allows for an interchange connection at the bottom of Tenth Line.	X	
Alternative 1E impacts 2 gas lines and numerous residential/industrial areas.	X	
Preference for Alternative 1E connecting to Alternative 2E (screened out).	X	
Alternatives 2C and 2D appear to have the most adequate land for an interchange and best crossing of the Credit River.	X	
Opposition to Alternatives 2A1 and 2A2 as they impact the Sant Nirankari Mission.	X	
Alternative 2A1 impacts Sant Nirankari Mission, a religious institution with a large and very active congregation that has plans to expand.	X	
Alternative 2C creates constructability issues with respect to the key interchanges at Bovaird Drive and Mayfield Road.	X	
Support for an alignment within the Halton-Peel Boundary Area that addresses both north-south and east-west connectivity as identified through the HPBAT Study.	X	
Preference for Alternative 2D as it is the most easterly route and avoids land use conflicts with the Norval Outdoor Education Centre.	X	
Two of the three alternatives in Section 2 impact approved cemetery lands at Heritage Road and Mayfield Road. The route generation criteria suggest that cemeteries should be avoided.		X
Opposed to an alignment between Mississauga Road and Heritage Road.	X	
Highway should be closer to Mayfield Road and the City of Brampton.	X	
All short listed alternatives in Section 3 have impacts to the Brampton-Caledon Airport in terms of direct impacts, clearance and lighting requirements.	X	
A combination of Alternatives 4A and 4B would have the least impact on agricultural operations.	X	
Reconsider Alternative 4A as a preferred route.	X	
The corridor should cross The Gore Road 2 miles north or south of Healey Road to avoid impacting the sensitive environmental lands in the area.	X	
Alternative 6D is too close to Mayfield Road and would duplicate that route.	X	
Alternative 6D divides planned commercial/industrial development in half.	X	
Alternative 6D traverses an area where the Region and City are advancing several Environmental Assessments.	X	
Support Alternative 6B if a Mayfield Road interchange is removed from consideration.	X	
Suggest an Alternative 10B modification that is located slightly to the east of the existing alignment.	X	
Alternative 10C impacts designated, zoned and draft plan approved employment development.	X	
Alternative 10C preferred from a property impact perspective.	X	
Alternative 10G poses safety concerns for the Valleywood community.	X	
Concern with safety issues related to widening Highway 10.	X	

Concern / Comment	Written Comment	Verbal Comment
Alternative 10G is most practical as it would utilize existing infrastructure.	X	
Preference for a new Highway 410 corridor instead of widening existing Highway 10/410.	X	
Extensive, planned road improvements from Secondary Plans have not been fully considered and the Highway 410 extension may not be necessary with them in place.	X	
Proposed Highway 427 alignment will severely impact the ability to protect the plan for larger employment blocks.	X	
Concern that no options were provided for the Highway 427 that goes west of Bolton.	X	
Concern for impacts to the Humber River Valley and tributaries. Preference for most northerly crossing to minimize impacts.		X
Concern for noise impacts to the Humber River Valley – noise will propagate through the valley impacting both wildlife, species at risk, and recreational uses.		X
Crossing of the Humber River presents major environmental problems.	X	
Suggest noise barriers on the Humber River bridge.		X
Continue ongoing communication with the Toronto and Region Conservation Authority and other environmental agencies to further refine the Humber River crossing location and the alignment through the Greenbelt.		X
City of Vaughan would like direction in terms of a recommendation near Nashville Road, as the City is considering improvements to Nashville Road between Highway 50 and Huntington Road.		X
Disagree with screening out Alternative 9A.	X	
Alternative 9D impacts prestige employment lands.	X	
Northern route through Vaughan runs through one of the most scenic parts of the City (i.e. along King-Vaughan Road).		X

Comments on Potential Interchange Locations and Crossing Road Treatments

Concern / Comment	Written Comment	Verbal Comment
Concern regarding traffic impacts at interchanges locations.	X	
Suggestion for over/underpasses on crossing roads where there are no interchanges.	X	
Concern regarding increased traffic on side roads.	X	
Inquiries regarding interchange design (e.g. footprint required, provision of amenities like carpool lots, etc.)	X	
Cell or communication towers should be accommodated at each interchange location. Land should be rented and revenue used to cover operation and maintenance costs of the transportation corridor.	X	
Carpool lots should be planned at interchanges.	X	
Support for interchange locations at Regional Roads.	X	
Interchange at Bovaird Drive would ruin views and vistas of the Credit Valley.	X	
An overpass or an underpass should be provided at McLaughlin Road to provide access to the Brampton-Caledon Airport.	X	
Current Highway 10/410 configuration is inadequate - to build on this would only make the problem worse.	X	
Highway 410 interchange should be located east of Highway 10/410.	X	
An interchange near Bramalea Road and Old School Road would severely impact business.	X	
Provide an interchange at Bramwest Parkway.	X	

Concern / Comment	Written Comment	Verbal Comment
Preference for The Gore Road, Mayfield Road, and Coleraine Drive for interchange locations.	X	
Interchanges at Coleraine Road and Highway 50 would be good to for north/south traffic through & around Bolton.	X	
Concern regarding and footprint impacts of an interchange at Highway 427.	X	
An interchange at Highway 427 will compound the difficulty of crossing the Humber River.	X	
Suggestion for the Vaughan area to have only interchanges at Major Mackenzie Drive and Highway 427.	X	
The impact of a Highway 27 interchange needs to be explored in more detail.	X	
Concerned about an interchange at Pine Valley Drive. It will add more traffic on to Pine Valley Drive and doesn't service lands designated for development in this part of Vaughan.	X	X
An interchange at Weston Road would service the area efficiently.	X	X
Inquiry as to why a northerly interchange connection to Highway 400 was screened out. There is an interest to service new employment lands in the area	X	

Comments on Transitway and Active Transportation

Concern / Comment	Written Comment	Verbal Comment
Support for the transitway.	X	
Provide commuter rail in the transitway.	X	
Disagree with usefulness of transitway.	X	
Build the transitway before the highway component of the transportation corridor.	X	
Concern with funding a transitway along the GTA West transportation corridor when transit is being neglected in other areas of the GTA.	X	
No other transit systems are in place in the area to connect with the transitway.	X	
Has a feasibility study been conducted to justify the transitway?	X	
Maximizing connections for pedestrians, cyclists, and other active modes should have high priority.	X	
Maximize access to the Mount Pleasant GO transit station.	X	
Rail options should be reconsidered (at least in the transitway).	X	
Implement a multi-use trail within the right-of-way of the transportation corridor.	X	
Consider cycling facilities as part of the corridor assessment and solution (i.e. connectivity and integration with existing and planned active transportation network).	X	
Active transportation facilities should be integrated into the design.	X	
Half of the money being spent on this project should be reallocated to improving transit.	X	

Comments on the Focused Analysis Area

Concern / Comment	Written Comment	Verbal Comment
Release unneeded lands as soon as possible. Do not take an additional year to release lands.	X	X
Pleased with the progress and the Focused Analysis Area map.		X
Pleased to have more certainty with respect to property impacts.		X
Land freeze severely impacts ongoing development of planned, approved, and partially developed communities (residential, employment, and recreational).	X	

Concern / Comment	Written Comment	Verbal Comment
The development freeze is preventing communities from building out as required through Secondary Plans, at a significant financial impact to the owners who have advanced and "front-ended" development.	X	
The Focused Analysis Area map should have more street names on it. It is hard to determine where you are on the map without street names.		
Request for clarification as to whether property is within the Focused Analysis Area or not.	X	
The Ministry agreed to release all lands not required for the Highway 410 connection before 2015. The Focused Analysis Area shows a modest reduction in area but the majority of lands are still impacted.	X	
Requests for certain lands to be removed from the Focused Analysis Area.	X	

Comments on Goods Movement Priority Features

Concern / Comment	Written Comment	Verbal Comment
Pleased with goods movement priority features, especially truck parking facilities where Long Combination Vehicles (LCVs) can uncouple and recouple.		X
Disagree with trucks using the transitway or HOV lanes.	X	
Support for a dedicated truck lane, which removes trucks from the general purpose lanes on the GTA West transportation corridor.	X	
Consider a dedicated rail system for goods movement.	X	
Build roll-on roll-off transfer facilities at the transportation corridor end points to facilitate rail-road transfer.	X	

Comments on Study Process and Timing

Concern / Comment	Written Comment	Verbal Comment
Inquiries about when the preferred route will be identified.		X
The project team is making good progress.	X	X
Need to complete this study faster than scheduled.	X	X
Questions regarding timelines for construction and how construction will be staged.	X	X
Inquiries about when property expropriation will begin.	X	X
Questions regarding how this study can be allowed to impact the Greenbelt.	X	X
Make a decision as soon as possible so people can move on with their lives.	X	
Traffic forecasting should not be based on current trends, but rather on desired traffic patterns.	X	
Larger policy issues need to be re-examined and discussed (e.g. promoting living and working in the same community) before proceeding with this study.	X	
Concerns that growth projections are inaccurate.	X	
The GTA West Study is using bare minimum requirements.	X	
Concern that developers and land owner groups are being given higher priority than individual residents.	X	
Concern that municipality's fast tracked development in order to get ahead of the development freeze on lands within the study area, and that this has limited the project team's options.	X	
Have the recommendations from the NGTA study been incorporated?	X	
Important to take the years of planning work undertaken by municipalities into consideration.	X	
Inquiries about what criteria will be used to select the preferred route.	X	

Concern / Comment	Written Comment	Verbal Comment
Inquiries about how the interests of First Nation and Métis communities will be addressed (e.g. drinking water, fish and wild game, heritage and cultural values, endangered species, etc.)?	X	
Consider public health impacts when evaluating alternatives.	X	
Encourage the MTO to utilize an appropriate range of criteria to evaluate agricultural impacts including the loss of agricultural land, removal of agricultural buildings and infrastructure and agricultural land fragmentation. Additional evaluation of fragmentation of individual farm operations is also requested in addition to the larger scale analysis of fragmentation of the Prime Agricultural Area.	X	
Impacts to businesses outside the study area should also be considered (e.g. 30,000 people visit a farm north of the study area and need access).	X	

Property Specific Comments

Concern / Comment	Written Comment	Verbal Comment
There is an “osage orange hedgerow” at Torbram Road north of Old School Road, which the Town of Caledon has designated as a heritage property.	X	
House missing on the project mapping (Lot 23 north of Old School Road).	X	
Norval is a designated historic area and tourist area.	X	
Request for project to team to confirm that a residence is listed as a heritage property.	X	
Ukrainian Church - entire property is designated as a cemetery by the City of Brampton and the Ukrainian Church is designated as heritage property. The Ukrainian Church will be rebuilt by the summer of 2016.	X	
Concern that short listed alternative will impact specific properties.	X	X
Concern regarding impacts to property value / resale value.	X	X
Preference for selling land rather than living near a highway.	X	
Concerns about noise, air pollution, increased traffic, and congestion.	X	
Inquiry about whether the ministry compensates farmers for losing rented land.	X	
Noise and vibration from existing roads have destroyed windows. Concern that a GTA West transportation corridor will exacerbate this problem.	X	
Developers / land owners concerned about the future of their investments.	X	
Property has unique zoning that will be very difficult to relocate.	X	
Land expropriation should be timely, efficient, and cost effective.	X	
Noise concerns must be addressed in order for religious facility to function properly.	X	
Several agreements to purchase properties have been reversed due to this study. Now clients are unable to sell their property due to land freeze.	X	
Farm would not be sustainable if a portion of property were taken.	X	
Preference for impacting agricultural land over residential properties.	X	
Do not impact the Oak Ridges Moraine or Greenbelt lands.	X	
Concern that the transportation corridor will set a precedent for future Greenbelt encroachment.	X	
Kirby Road has been designated as a character road.	X	

Other Comments

Concern / Comment	Written Comment	Verbal Comment
Agree with the need for a new transportation corridor.	X	
The project team should consider impacts within 25-50 km of each route alternative.	X	
Consider cost sharing the transportation corridor with other jurisdictions.	X	
Excellent presentation and helpful staff	X	
Requests for shape files of the route alternatives.	X	
Requests for the screening of the long list of route alternatives document.		
Inquiries about how this study will impact population growth and urban sprawl?	X	
Not enough information was provided on mitigation measures.	X	
Questions regarding when Highway 401 will be widened to Kitchener-Waterloo.	X	
Concern with King Creek being identified in mapping as a community.	X	
The Region of Peel is demonstrating leadership as a freight hub in Ontario.	X	
Would like to see Natural Heritage Systems from Conservation Authorities reflected in mapping (e.g. wildlife movement, habitat connectivity).	X	
407 ETR nearby is underutilized. Concern that GTA West corridor will also be underutilized.	X	
How does this study address the growth projections of the City of Barrie?	X	

Appendix A-4

Public Information Centre Summary Reports

- Public Information Centre #2 Summary Report

GTA West

Planning *with* Vision | Planning *for* People

GTA West Transportation Corridor Route Planning and Environmental Assessment Study - Stage 2

Public Information Centre #2 Summary Report

April 2020

Ontario

WSP

AECOM

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1. Introduction

The Ontario Ministry of Transportation (MTO) is undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West multimodal transportation corridor. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new multimodal transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features. The study continues to follow the *GTA West Corridor Environmental Assessment Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

The GTA West multimodal transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe*, and will deliver multiple benefits including:

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

Public Information Centres (PICs) are an important part of the study process and are held at key project milestones to present important study information and obtain input from the public. Feeding into PIC #2, the first round of PICs were 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, as well as factors and criteria for evaluating the short list of route alternatives. Following the PIC #1 events, a round of Community Workshops were held in June 2015 to update the community on work completed since PIC #1, including refinements to route alternatives, interchange locations, and the 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.

The second round of Public Information Centres (PIC #2) were held in September and October 2019 at the following three venues to present the work undertaken to date and receive feedback:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin	Gellert Community Centre	Brampton Fairgrounds
Conference Centre	10241 Eighth Line	12942 Heart Lake Road
8440 Highway 27	Georgetown, ON	Caledon, ON
Woodbridge, ON		

PIC #2 was an informal drop-in centre with Project Team representatives available to answer questions. Display materials were grouped into stations based on subject, with MTO and consultant team representatives available to answer questions at each station. A preview session for interested Indigenous community members was held from 2:00 p.m. to 3:00 p.m., followed by a preview session for external agencies and municipalities that was held from 3:00 p.m. to 4:00 p.m. at each event. **Table 1** lists the Project Team members who staffed PIC #2.

Table 1. Project Team Representatives at PIC #2*:

Sign-In and Welcome	
Trish Martins (AECOM)	Mark Elbertsen (AECOM)
Shveta Shukla (WSP)	Steph Fountain (WSP)
Station 1 – Contextualization, Background, Consultation, Indigenous Communities Consultation, Next Steps	
Christine Green (AECOM)	Patrick Puccini (AECOM)
Katherine Jim (WSP)	Adrian Firmani (MTO)
Sandra Sadek (MTO)	
Station 2 – Existing Conditions Roll Plans	
Jim Dyment – Land Use (Municipal Planning Consultants Inc.)	Gary Epp – Terrestrial (AECOM)
Robin Lecraw – Fisheries (WSP)	Charlton Carscallen – Archaeology (AECOM)
Dave Hodgson – Agriculture (DBH Soil Services Inc.)	
Station 3 – Evaluation / Draft Technically Preferred Route / Draft 2019 Focused Analysis Area	
Jim Dowell (WSP)	Tim Sorochinsky (AECOM)
Sandy Nairn (WSP)	Catherine Gentile (WSP)
Jay Goldberg (WSP)	Sarah Hanson (AECOM)
Brian Barrett (AECOM)	Silvia Furfurica (WSP)
Andrew Shea (WSP)	Chris Barber (MTO)
Graziano Masiello (MTO)	
Station 4 – Advisory Groups (Community and Greenbelt & Transportation)	
Cristina Papadatos (AECOM)	Olivia Falcone (WSP)
Station 5 – Community Value Plans	
Rick Bogaert (AECOM)	Sarah Taslimi (AECOM)
Jennifer Sisson (WSP)	
Station 6 – Permission to Enter	
Alexander Pereira (WSP)	Jad Murtada (WSP, French Services)
Other Project Team Representatives	
Lukasz Grobel (MTO)	Fahmi Choudhury (MTO)
Rina Kulathinal (MTO)	Britta Patkowski (AECOM)
Keith Cherneski (MTO)	Michael Casey (MTO)
Ellen Bennett (MTO)	Maya Caron (MTO)
Leslie Currie (MTO)	Peggy Moore (MTO)
Paul Semple (MTO)	Astrid Poei (MTO)
Arlene Barnett (MTO)	Prashanth Selvakumar (MTO)
Joanne Stevens (MTO)	Linda Fischer (MTO)
Jeff Seibert (MTO)	Denise McGuire (MTO)
Mark Patterson (MTO)	Domenic Sgro (MTO)
Yvonne Grossi (MTO)	
Independent Facilitator	
Glenn Pothier (GLPi)	

*Not all staff listed attended all three events

2. Purpose of Public Information Centre #2

The purpose of PIC #2 was to present the study process, the Draft Technically Preferred Route, the Draft 2019 Focused Analysis Area, and introduce the opportunity to participate in developing Community Value Plans (CVP) for the GTA West Study. The content of each display station is summarized below. A copy of the display materials is provided in **Appendix A**.

Station 1: Contextualization, Background, Consultation, Indigenous Community Consultation, Next Steps

This station provided an overview of the work undertaken to date, including the work prior to the study suspension, as well as following the study resumption. This station also provided an overview of the consultation program for the GTA West Study, including a list of the Indigenous Communities that the GTA West Project Team is engaging as part of this study. The following material was presented:

- A short history on the GTA West Study;
- Planning with vision, planning for people (project vision);
- What has been done to resume the study;
- Overview of Stage 1 and Stage 2 of the study;
- Stage 2 overall process;
- The need for transportation improvements;
- Benefits to local and regional communities;
- Stage 2 study schedule;
- Summary of the consultation and engagement program;
- Feedback received from PIC #1;
- Feedback received from Community Workshop #2;
- Feedback received from the Agricultural Operations Survey;
- Next steps; and
- A list of Indigenous Communities that the GTA West Project Team is engaging as part of this study.

Station 2: Existing Conditions

This station demonstrated the extensive data collection conducted to date that was used by technical specialists in route alternative generation and screening, and that supported the assessment and evaluation of the Draft Technically Preferred Route. The following material was presented on roll plans with the Draft Technically Preferred Route overlaid:

- Agricultural existing conditions;
- Existing land use;
- Future land use; and
- Natural environment existing conditions.

Station 3: Evaluation of Alternatives / Draft Technically Preferred Route / Draft 2019 Focused Analysis Area

Station 3 provided an overview of the evaluation of the short-listed route and interchange location alternatives. To ensure the assessment and evaluation of the short-listed route alternatives was manageable, the corridor was divided into nine separate sections. The display boards provided an assessment of each of the short-listed route alternatives by section and highlighted the Draft Technically Preferred Route by section, including the corresponding reasoning for the choice. The interchange location alternatives and corresponding reasonings for preferred locations were also displayed on a separate board.

The Draft 2019 Focused Analysis Area was illustrated on roll plans. The following material was presented at Station 3:

- Refinements to the short list of route alternatives after PIC #1;
- Updated section limits and route labels;
- Route evaluation process;
- Reasoned argument and arithmetic sensitivity testing methodology;
- Evaluation criteria for selecting the preferred interchange locations;
- Proposed cross-section of the multimodal transportation corridor;
- Information on the transitway and potential transit network;
- Information on the goods movement priority features that were identified at PIC #1 and identification of the features being carried forward;
- Sections 1-9 assessment and evaluation of the short-listed route alternatives, as well as the Draft Technically Preferred Route;
- Assessment and evaluation of the interchange location alternatives;
- Roll plans depicting the Draft Technically Preferred Route by section, which were overlaid separately on aerial photography, agricultural land use, existing land use, future land use and natural environment data;
- Booklets (11x17 inch) depicting the Draft Technically Preferred Route and short-listed route alternatives by section overlaid on aerial photography, agricultural land use, existing land use, future land use and natural environment data;
- A detailed map of the preferred interchange locations; and
- A roll plan of the Draft 2019 Focused Analysis Area.

Station 4: Advisory Groups

This station presented information on the Community Advisory Group (CAG) and the Greenbelt Transportation Advisory Group (GTAG). Stakeholders who had an interest in participating in these groups were encouraged to fill out CAG or GTAG application forms which were available at this station. The following material was presented:

- Overview of the CAG and GTAG;
- Information on design considerations in the Greenbelt; and
- Applications for the CAG and GTAG.

Station 5: Community Value Plans

Station 5 represented CVP Session #1 of the GTA West Study and presented information on the CVP process. The station included CVP comment sheets and featured an interactive area where stakeholders could add sticky notes and comments directly onto a Draft Technically Preferred Route map corresponding to their cultural, social, historical and/or environmental features of interest. Stakeholders who expressed an interest in participating in a CVP Team were encouraged to fill out an application form which was available at this station. The following material was presented:

- Overview of the CVP;
- Comment sheets for the CVP; and
- Application forms for the CVP Group.

Station 6: Permission to Enter

This station provided information on the Permission to Enter (PTE) process, including a fact sheet which was available to stakeholders. PTE coordinators were also available to answer stakeholder's questions. The following material was presented:

- Overview of the permission to enter process; and

- A PTE Fact Sheet, which included information on non-intrusive and physical field investigations.

Reference Table: A reference table was provided at each PIC #2 event for attendees to peruse. The reference table contained copies of the following documents:

- GTA West Corridor Environmental Assessment Terms of Reference (2007);
- Provincial Policy Statement – Ministry of Municipal Affairs (2014);
- Ontario Environmental Assessment Act (1990);
- Impact Assessment Act (2019);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Greenbelt Plan (2017);
- Metrolinx - The Big Move (2008);
- Metrolinx 2041 Regional Transportation Plan (2018);
- 2015-2020 Metrolinx Five Year Strategy (2014);
- Community Advisory Group Information Binder;
- Greenbelt Transportation Advisory Group Information Binder;
- Transportation Development Strategy Report (2012);
- GTA West Community Workshop Reports (2014 & 2015);
- GTA West Public Information Centre #1 Summary Report and Displays (2015);
- Draft Screening of the Long List of Route Alternatives (2015);
- Draft Evaluation of the Short List of Route Alternatives - Comparative Evaluation of Net Effects and Ranking (2019);
- Draft Built Heritage and Cultural Heritage Landscape Features in the Vicinity of the Short-Listed Route Alternatives (2015);
- Draft Overview of Environmental Conditions and Constraints Working Paper Update (2015);
- Stage 1 Archaeological Assessment Report (2014);
- Permission to Enter Fact Sheet (2019);
- Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (Final Draft: August 2013);
- Agricultural Operations Survey (2015);
- Draft Memo of the Identification of Potential Transitway Station Locations for the GTA West Corridor (2019);
- Draft Identification & Evaluation of Potential GTA West Transportation Corridor Interchange Locations Memo (2019);
- Draft Net Effects Tables (2019); and,
- Draft Arithmetic Tables (2019).

A representative from the Project Team with access to an online mapping tool was also available for attendees to search and review their property boundaries in relation to the boundaries of the Draft 2019 Focused Analysis Area.

3. Notification of Public Information Centre #2

Primary notification of the PIC was delivered by means of newspaper ads, mailing of notices (regular and electronic), brochure delivery, updates on the project website, and posts on the project Twitter site.

3.1 Newspaper Ads

An Ontario Government Notice (Notice of PIC #2) was placed in the following English and French newspapers:

Newspapers	Publication Date
Turtle Island News	Wednesday September 4, 2019
Two Row Times	Wednesday September 4, 2019
Mississauga News	Thursday September 5, 2019
Caledon Citizen	Thursday September 5, 2019
Vaughan Citizen	Thursday September 5, 2019
King Township Sentinel	Thursday September 5, 2019
Georgetown Acton Independent Free Press	Thursday September 5, 2019
Milton Canadian Champion	Thursday September 5, 2019
Guelph Tribune	Thursday September 5, 2019
Erin Advocate	Thursday September 5, 2019
(Bolton) Caledon Enterprise	Thursday September 5, 2019
Brampton Guardian	Thursday September 5, 2019
Toronto L'Express (French)	Friday September 6, 2019
Toronto Star	Saturday September 7, 2019
Mississauga le Métropolitain (French)	Thursday September 12, 2019

3.2 Mailings

Approximately 3,557 stakeholders on the GTA West Study mailing list, including members of the public; staff from interest groups, municipalities, agencies, utility companies, and businesses; as well as members of the GTA West advisory groups (Community Advisory Group, Greenbelt Transportation Advisory Group, Municipal Advisory Group, Regulatory Agency Advisory Group, Municipal Executive Advisory Group) were notified of PIC #2 via regular addressed mail or email on September 3, 2019. Copies of the Ontario Government Notice and templates of the addressed letters are provided in **Appendix B**.

Members of Parliament and Members of Provincial Parliament were notified via regular addressed mail or email on August 23, 2019. Notification to Indigenous communities was provided on September 3, 2019. Copies of the templates of the addressed letters are provided in **Appendix B.**

3.3 Brochure Delivery

A total of 30,705 brochures containing the English and French Notice of PIC #2, were delivered via Canada Post's unaddressed admail service to all postal walks within the GTA West Route Planning Study Area during the weeks of August 26, 2019 and September 2, 2019. The postal walks included in the delivery are listed in **Table 2.**

Table 2. Brochure Delivery Postal Walks:

Delivery Routes	Canada Post Depots and FSA
• GD0001 • LB0001	Nobleton PO L0G 1N0
• LB0001 • RR0002 • RR0001	Kleinburg PO L0J 1C0
• SS0104	Hornby PO L0P 1E0
• LB0001 • RR0202 • RR0201	Norval PO L0P 1K0
• SS0100 • SS0130 • SS0119 • SS0131 • SS0121 • SS0134	Woodbridge – STN – Main L4L 1A0
• LC0114 • SS0473 • SS0480 • SS0472	Mississauga LCD 4 L5N 5M0
• SS0329	Maple Delivery Centre L6A 4G0
• SS0839 • SS0841 • SS0837 • SS0759	Brampton (26 Hale Road) L6W 1B0
• SS0155 • SS0117 • SS0181 • LC0002 • SS0116 • SS0153 • SS0115 • SS0154 • SS0154 • SS0117	Brampton (171 Van Kirk Drive) L6W 3M0
• SS0901 • SS0965 • SS0960 • SS0905 • SS0964 • SS0909 • SS0962 • SS0951 • SS0963 • SS0954 • SS0961 • SS0955 • SS0908 • SS0959	Caledon – STN – Main L7A 1A0
• SS0007 • SS0004 • SS0002	King City – STN – Main L7B 1A0
• SS0111 • RR0102 • RR0104	Georgetown – LCD – Main L7G 3Z0
• SS0102	Milton – STN – Main L9T 1P0

3.4 Website

The time, location and purpose of each PIC event were posted on the "Consultation - Public Information Centres and Community Workshops" page of the project website on August 28, 2019. The PIC display materials were officially made available for download on the project website on September 20, 2019, following the first night of PIC #2.

3.5 Twitter

Notification of PIC #2 was tweeted on the GTA West Twitter page on September 6, 2019 and September 10, 2019. The tweets referred followers to the project website for further details. The Project Team also tweeted from each PIC #2 event to remind followers of the events and to update followers on the level of participation and feedback being received.

4. Attendance and Input

A total of 979 members of the public chose to sign the visitor's register for the PIC #2 events. Additional members of the public attended, but declined to sign in.

The following known elected officials (or their staff representatives) attended PIC #2:

- Lorena Stellato (on behalf of MPP Honourable Michael Tibollo; Vaughan-Woodbridge);
- Gino Rosati; City of Vaughan; Regional Councillor;
- Ted Arnott; MPP, Wellington - Halton Hills;
- Rick Bonnette; Town of Halton Hills, Mayor;
- Ted Brown; Town of Halton Hills; Councillor, Ward 2;
- Bryan Lewis; Town of Halton Hills; Councillor, Ward 2;
- Moya Johnson; Town of Halton Hills; Councillor, Ward 3.
- Bob Inglis; Town of Halton Hills; Councillor, Ward 4;
- Jane Fogal; Town of Halton Hills; Regional Councillor, Wards 3&4;
- Mike Cluett; Town of Milton; Regional Councillor (Ward 3);
- Jennifer Innis; Town of Caledon/Region of Peel; Regional Councillor, Wards 3&4;
- Nick deBoer; Town of Caledon; Area Councillor, Wards 3&4;
- Ian Sinclair; Town of Caledon; Regional Councillor, Ward 1; and
- Johanna Downey; Town of Caledon; Regional Councillor, Ward 2.

Indigenous community members were not present during the PIC #2 preview session.

No representatives from the media identified themselves at the PIC #2 events.

In addition to verbal comments, the Project Team encouraged visitors to provide written suggestions, comments or concerns that they had regarding the information presented. General comment stations were set up around the venue to allow visitors to sit and fill out a comment sheet and/or advisory group application form. The Project Team requested comments be submitted through email, fax or mail by October 31, 2019. A breakdown of attendance, comments received, and CAG and GTAG application forms received is provided in **Table 3.**

Table 3. Breakdown of Attendance, Comments Received, and Advisory Group Application Forms Received:

DATE AND LOCATION	RECORDED ATTENDANCE	WRITTEN COMMENTS RECEIVED	CVP COMMENTS	APPLICATIONS		
				CAG	GTAG	CVP
September 19, 2019 (York Region)	324	25	5	12	5	16
September 26, 2019 (Halton Region)	278	13	4	4	0	8
October 3, 2019 (Peel Region)	377	46	5	6	1	8
Total at the PICs	**979**	**84**	**14**	**22**	**6**	**32**
Total Comments/Applications received after PIC #2*		**170***	**0***	**2***	**2***	**1***
Total		**254**	**14**	**24**	**8**	**33**

*Valid as of November 22, 2019

A full summary of the key verbal and written comments submitted to the Project Team regarding the material presented at PIC #2 is available in **Appendix C.** Comments generally included the following:

- Mixture of support and opposition for the Draft Technically Preferred Route;
- The transportation corridor is needed, expedite the EA process, start construction as soon as possible;
- Protect for extra land now so that future widening of the right-of-way is not required;
- Concerns about congestion on connecting roads (e.g. Mayfield Rd, Hwy 400, Hwy 401, Coleraine Dr, Weston Rd, etc.);
- The transportation corridor should go west to Guelph, east past Highway 400 and constructed closer to Highway 9 in the north;
- Concern about impacts to nearby property owners (noise, air quality, etc.) and inquiries about mitigation measures;
- Mixed feelings about impacts to agricultural and Greenbelt lands. Some stakeholders felt these features were given priority in the evaluation and appropriately influenced route selection (i.e. crossing of Credit and Humber Rivers), while others expressed concern about the ability of the remaining agricultural lands to support food production and Greenbelt lands to support ecosystem services;
- Support for the transitway, requests for the transitway to connect to other mass transit, requests to include an active transportation system along the transitway, and requests for the transitway to include both buses and trucks;
- Support for goods movement priority features, particularly truck only lanes;
- Support for the Draft 2019 Focused Analysis Area, with many stakeholders noting they appreciate that over 60% of the Route Planning Study Area is now in the area of reduced interest;
- Inquiries about land acquisition, permission to enter process, possibility of tolling, scope of separate electricity transmission study; and,
- Requests for digital mapping of Draft Technically Preferred Route to understand impacts and coordinate works.

As noted above, there was a mixture of support and opposition for the Draft Technically Preferred Route. However, a majority of the input was supportive. Comments on the Draft Technically Preferred Route by section are outlined below:

- Mixed feelings on Technically Preferred Route S1-2. Some say it provides adequate access to the designated future employment lands while others are concerned about congestion on Trafalgar Road;
- Mixed feelings on whether Technically Preferred Route S2-2 provides convenient access to Brampton and Georgetown. Some stakeholders noted that it is further east from Norval and avoids segregating the broader community, while others say it doesn't address the congestion issues in Norval (Bovaird Drive interchange with Technically Preferred Route S3-4 may exacerbate the problems);
- Technically Preferred Routed S4-1 minimizes impacts to the natural environment (including agriculture) and residential properties but impacts the Mayfield West Phase 2 development;
- Support for new extension of Highway 410 rather than using existing Highway 410 (minimizes impacts to the Valleywood Neighbourhood) in Section 5;
- Mixed feelings about proximity to Brampton-Caledon Airport. Concern regarding potential impacts to operations while others want the route moved closer to condense land uses;

- The interchange at Coleraine Drive in Section 6 conflicts with an approved development to the north;
- Extend Highway 427 to Highway 9 in Section 7; and
- Some felt that the emphasis on protecting Greenbelt lands and the Humber River in Sections 8 and 9 appropriately influenced route selection, while others felt that a more northerly route in Section 8 would minimize impacts to residences and future developments and a more southerly route in Section 9 would minimize impacts to the natural environment.

5. Post-Public Information Centre #2 Meetings

A series of meetings and delegations were held with a range of stakeholders and advisory groups following PIC #2, including the Community Advisory Group, Greenbelt Transportation Advisory Group, Regulatory Agency Advisory Group, Municipal Advisory Group, Municipal Executive Advisory Group, regional municipal Councils/Committees, lower tier municipal Councils/Committees (upon request). **Table 4** summarizes the meetings that took place following PIC #2.

Table 4. Post-Public Information Centre #2 Meetings:

Date	Event	Purpose of Meeting
October 9, 2019	Municipal Executive Advisory Group (MEAG) Meeting #2	The purpose of the meeting was to discuss the following: • Overview of the study background and evaluation of the short-listed route alternatives; • The Draft Technically Preferred Route and Preferred Interchange Locations by section; • The reduced Draft 2019 Focused Analysis Area; • The transitway and goods movement priority features; • The consultation program being undertaken for Stage 2, including a summary of the feedback received at PIC #2 events; • The next steps in the study; • Coordination with municipal infrastructure projects; and • Managing future development needs.
November 13, 2019	Combined Municipal Advisory Group (MAG) and Regulatory Agency Advisory Group (RAAG) Meeting #4	The purpose of the meeting was to review and provide open discussion on: • The purpose, roles and responsibilities of the MAG/RAAG and previous meeting minutes; • A short history of the GTA West Study; • Updates on the project since study suspension in December 2015 and updates to the study schedule; • Debrief on the feedback received at PIC #2; • The evaluation of the short-listed route and interchange location alternatives; • The Draft Technically Preferred Route; and • The Draft 2019 Focused Analysis Area. The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following six questions (refer to **Appendix D** for the full meeting minutes): 1. What has changed or is changing that should inform the design of the Preferred Route? 2. What are the hot button topics that the Project Team will need to address? What else are you

Date	Event	Purpose of Meeting
		hearing from stakeholders? 3. What perspective or insight do you want to share about the Coleraine Drive Interchange? 4. What perspective or insight do you want to share about the GTA West/Highway 401/407 interchange? 5. What perspective or insight do you want to share about the Highway 410 extension and interchange? 6. How do we integrate new highway infrastructure with existing and planned infrastructure?
November 14, 2019 (1 p.m. – 4 p.m.)	Greenbelt Transportation Advisory Group (GTAG) Meeting #3	The purpose of the meeting was to review and provide open discussion on: • The purpose, roles and responsibilities of the GTAG and previous meeting minutes; • A short history of the GTA West Study; • Updates on the project since study suspension in December 2015 and updates to the study schedule; • Debrief on the feedback received at PIC #2; • The evaluation of the short-listed route and interchange location alternatives; • The Draft Technically Preferred Route; • The Draft 2019 Focused Analysis Area; and • The application of the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (2013)*, including key changes to the Greenbelt Act based on the Guideline and a summary of the Greenbelt Guideline Recommendations. The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following four questions (refer to **Appendix D** for the full meeting minutes): 1. How, if at all, might the principles and approaches already identified in the 2013 Guideline be tweaked or refined to reflect changes to the Greenbelt Plan? 2. On which principles would you place greatest emphasis as the study moves forward? 3. What has changed or is changing that should inform the design of the Preferred Route? 4. What are the hot button topics the Project Team will need to address? What are you hearing from stakeholders?

Date	Event	Purpose of Meeting
November 14, 2019 (6 p.m. – 9 p.m.)	Community Advisory Group (CAG) Meeting #3	The purpose of the meeting was to review and provide open discussion on: • The purpose, roles and responsibilities of the CAG and previous meeting minutes; • A short history of the GTA West Study; • Updates on the project since study suspension in December 2015 and updates to the study schedule; • Debrief on the feedback received at PIC #2; • The evaluation of the short-listed route and interchange location alternatives; • The Draft Technically Preferred Route; and • The Draft 2019 Focused Analysis Area. The meeting also contained a group activity session, where attendees were asked to provide their feedback on the following three questions (refer to **Appendix D** for the full meeting minutes): • Regarding the evaluation outcomes, what was most surprising or concerning to you? • What has changed or is changing that should inform the design of the Preferred Route? • What are the hot button topics that the Project Team will need to address? What are you hearing from your community?

The Project Team presented to the Councils/Committees of the following municipalities in 2019:

- Halton Region Council: October 16, 2019;
- Peel Region Council: October 24, 2019;
- Town of Halton Hills Planning, Public Works and Transportation Committee: October 29, 2019;
- Township of King Council: November 4, 2019;
- York Region Council: November 7, 2019;
- City of Vaughan Council: November 12, 2019; and
- Town of Caledon Council: November 19, 2019.

6. How Will the Information Collected at Public Information Centre #2 Be Used?

Meaningful consultation with stakeholders plays an important role in supporting the consideration of natural, socio-economic/land use, cultural environment and transportation related opportunities and impacts, as well as providing a medium to communicate the Project Team's findings to stakeholders.

Any key features identified by stakeholders at PIC #2 will be verified and incorporated into mapping that identifies existing conditions within the study area.

In general, while the Draft Technically Preferred Route represents the transportation corridor that the GTA West Project Team believes has the most merit to be carried forward to the preliminary design stage of the study, the Project Team will be reviewing all of the comments received regarding the information presented at PIC #2 and will consider revisiting sections of the Draft Technically Preferred Route, including interchange locations, if new information comes to light that would warrant such a change. It is anticipated that the Project Team's Preferred Route and 2020 Focused Analysis Area will be confirmed in (or modified by) Spring 2020. Following this, field investigations will be conducted in the areas covered by the Focused Analysis Area to support preliminary design of the Preferred Route.

The Project Team reviewed the CAG and GTAG application forms received and notified applicants about their membership in the groups prior to CAG Meeting #3 and GTAG Meeting #3 in November 2019. The Project Team will also review the CVP application forms received and will notify applicants about their membership. The Project Team will review the CVP comment sheets received and will determine the themes for the three CVP Teams based on grouped interest (geographical or topical). These themes will be the focus of the upcoming CVP sessions in Fall 2020 and Spring 2021.

The Project Team will make every effort to respond to written comments and inquiries. All information that is collected will be incorporated into the project as appropriate.

Appendix A

Displays / Information Package

English Display Boards



Welcome to Public Information Centre #2

Please Sign In Here

Do you have a question or want to provide feedback?

- Members of the Project Team are available to answer your questions today
- Fill out a comment sheet today or send your comments by October 31, 2019

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Purpose of Public Information Centre #2

- Study background and process
- Existing conditions
- Evaluation of the short list of route and interchange location alternatives
- Technically Preferred Route
- 2019 Focused Analysis Area
- Introduction to the Community Value Plans



When you see this symbol, more information is available at the Reference Table



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GTA West – A Short History

2008:	Terms of Reference was approved March 2008
2008 to 2012:	Stage 1 of the GTA West Study (Systems Planning) involved identifying transportation problems and opportunities, evaluating transportation system alternatives, and recommending a Transportation Development Strategy (TDS)
2014 to 2015:	Stage 2 of the GTA West Study (Route Planning and Preliminary Design of a multimodal transportation corridor component of the TDS) involved identifying features and constraints, and developing and evaluating route and interchange alternatives
December 2015:	The GTA West Study was suspended • Prior to the study suspension, the GTA West Project Team had identified a Technically Preferred Route, but had not yet presented the route to the public
Spring 2016:	An independent Advisory Panel was asked to assess the GTA West Study in light of changes in government policies since 2008 and new transportation technologies
February 2018:	Advisory Panel report was released The former government announced that the province would not proceed with the GTA West Study
February 2018:	MTO and the Independent Electricity System Operator (IESO), with support from the Ministry of Energy, initiated a study called the Northwest GTA Corridor Identification Study to identify and protect lands for a multipurpose linear infrastructure corridor
November 2018:	The government's 2018 Fall Economic Statement noted that Ontario is doing the work necessary to resume the Environmental Assessment for the GTA West multimodal transportation corridor
June 2019:	On June 19, 2019, the government announced that the Environmental Assessment (EA) for the GTA West Corridor will be resumed from its point of suspension in 2015 • The GTA West Study will protect lands for a future multimodal transportation corridor • With the resumption of the GTA West EA, the Northwest GTA Corridor Identification Study will not be proceeding • The Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator have initiated a new separate study to identify an adjacent electricity transmission corridor

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- The Greater Golden Horseshoe (GGH) is an economic driver for the province and addressing transportation needs in the GGH is essential to the competitiveness of our economy
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041
- Protecting a multimodal transportation corridor supports growing communities – it is good practice to do long-range planning for areas under development pressure
- More broadly, the ministry is working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH (to 2051), and an integrated future multimodal transportation network for people and goods movement.

The Project Team remains focused on delivering on commitments and providing recommendations that are strategically sound, evidence-based and that reflect the complexity of the initiative

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What Has Been Done To Resume The Study?

- To select the Technically Preferred Route in 2015, lead environmental and transportation specialists had completed a comprehensive evaluation of each short list route alternative
- Following the recent resumption of the GTA West Study, the evaluation was updated including a review of more recent policies and plans, including, but not limited to:
  - The Growth Plan for the Greater Golden Horseshoe (2019)
  - Greenbelt Plan (2017)
  - Source Protection Plans for Credit Valley, Halton and Toronto and Region Conservation Authority Areas (2017)
  - Municipal Official Plans and Transportation Master Plan updates
  - Municipal Secondary Plans including existing and proposed developments
  - General changes in land use and existing conditions since 2015
  - Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) and MTO Supplement for the TAC Geometric Design Guide for Canadian Roads (2017)
  - Updates to secondary source natural environment data, as applicable and publicly available
- Following Public Information Centre #2, the Preferred Route will be reviewed and confirmed based on feedback and the continued collection of relevant data

The Technically Preferred Route identified in 2015 remains the same following the 2019 evaluation review

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Overview of Stage 1 and Stage 2

Stage 1

Stage 1 was completed in November 2012. It recommended a multimodal strategy including:

- Optimizing the existing transportation network
- Improving non-roadway transportation modes such as transit and rail
- Widening existing highways
- A new transportation corridor

Stage 1 identified that even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified by Metrolinx, additional road capacity is needed



Stage 2

This study focuses on the recommendation for a new transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Includes a 400-series highway, transitway, and potential goods movement priority features

Visit the Reference Table for information about Stage 1

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Stage 2 Overall Process

2014 → 2022

Data Collection → **Route Planning Alternatives** → **Preliminary Design** → **Draft Environmental Assessment Report** → **Anticipated Submission of Final Environmental Assessment Report**

- Identify existing features and constraints

We are here

- Develop and screen a long list to arrive at a short list of route and interchange alternatives (presented at Public Information Centre #1)
- Evaluate the short list of route and interchange alternatives to arrive at a Technically Preferred Route (presented for comment at Public Information Centre #2)

- After considering feedback received at Public Information Centre #2, develop the Preferred Route to a preliminary design level of detail
- For crossing roads not identified as an interchange location, develop treatment at the corridor (i.e. overpass, underpass, or truncation)
- Preliminary design to be presented at Public Information Centre #3

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Need for Transportation Improvements

- The 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan) forecasted the area population to grow to **11.5 million** by 2031
  - This will result in approximately 1.5 million additional trips (cars and trucks) per day in the GTA West study area by the year 2031
  - Without changes, by 2031 the average commute times are expected to increase by 27 minutes a day

- The updated 2019 Growth Plan forecasted the area to grow to **13.5 million people and 6.3 million jobs** by 2041





Building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the Greater Toronto Area

The GTA West multimodal transportation corridor is one part of the overall solution to support future growth

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Benefits To Local and Regional Communities







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Stage 2 Study Schedule



*Schedule is subject to change

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Consultation and Engagement Program

2014 → 2022

Route Alternatives → **Evaluation of Alternatives** → **Preliminary Design** → **Draft Environmental Assessment Report** → **Anticipated Submission of Final Environmental Assessment Report**

Consultation and Engagement Round 1

- Introductory Community Workshop
- Advisory Group meetings: MAG, RAAG, MEAG, CAG, GTAG
- PIC #1
- Council presentations
- Meetings with Indigenous Communities
- Meetings with other stakeholder groups

Consultation and Engagement Round 2

- Second Community Workshop
- PIC #2 – We are here
- Council presentations
- Advisory Group meetings: MAG, RAAG, MEAG, CAG, GTAG
- Meetings with Indigenous Communities
- Meetings with other stakeholder groups

Consultation and Engagement Round 3

- Third and Fourth Community Workshops (Develop CVPs)
- Advisory Group meetings: MAG, RAAG, MEAG, CAG, GTAG
- Council presentations
- PIC #3
- Meetings with Indigenous Communities
- Meetings with other stakeholder groups
- Meetings with impacted property owners

Minimum 90-Day Review

- Opportunity for Public, Advisory Groups, Indigenous Communities, and other stakeholders to review the Draft Environmental Assessment Report

MECP Decision

Acronyms

CAG	Community Advisory Group
CVP	Community Value Plan
GTAG	Greenbelt Transportation Advisory Group
MAG	Municipal Advisory Group
MEAG	Municipal Executive Advisory Group
MECP	Ministry of the Environment, Conservation and Parks
RAAG	Regulatory Agency Advisory Group
PIC	Public Information Centre

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Public Information Centre (PIC) #1

- PIC #1 was held in Halton, York, and Peel Regions in November/December 2014
- PIC #1 presented an overview of the study background, process, existing conditions, route and interchange alternatives and the Focused Analysis Area for the short list of alternatives
- Over 750 people attended and approximately 200 written comments were received

What we heard at PIC #1:



Incorporating PIC #1 Comments into the Study:

- Features identified by stakeholders have been verified and incorporated into existing conditions mapping
- Suggestions for new routes and refinements have been assessed and those with merit were carried forward

Visit the Reference Table to view the PIC 1 Summary Report

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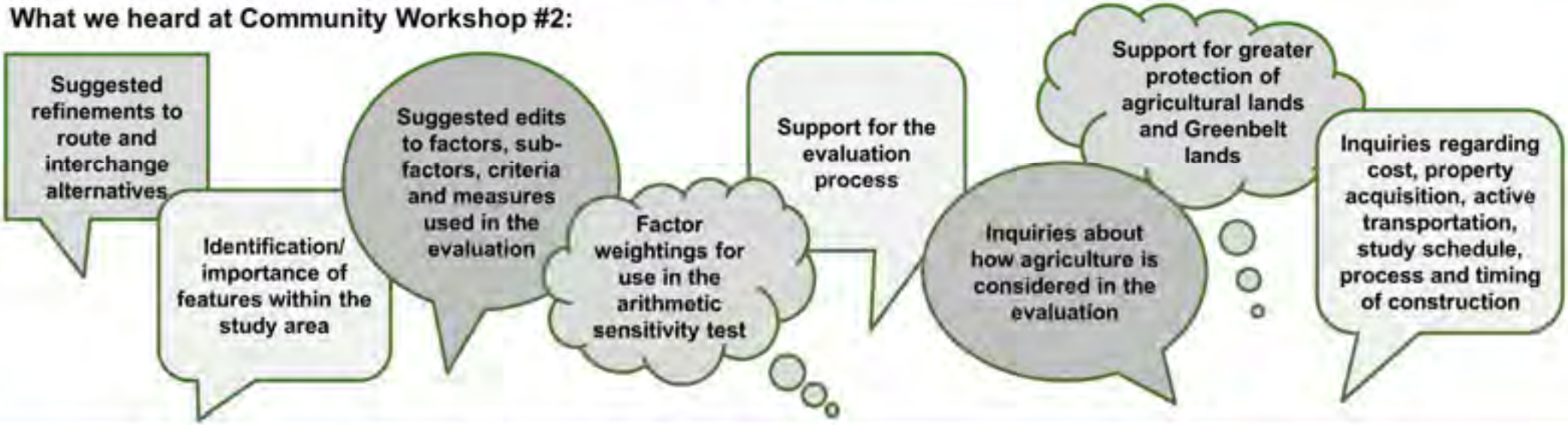
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Community Workshop #2

- Community Workshop #2 was held in Halton, York and Peel Regions in June 2015
- Community Workshop #2 sought input on the evaluation of short listed routes / interchange alternatives and issues in the study area
- Over 600 people attended and over 130 written comments were received

What we heard at Community Workshop #2:



Incorporating Community Workshop #2 Comments into the Study:

- Feedback was used to help identify what factors were important to the community
- Factor weightings were used for the "public weighting scenario" in the arithmetic sensitivity test
- Feedback regarding trade-offs in the study area was considered in the reasoned argument method

Visit the Reference Table to review the Community Workshop #2 Summary Report

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Agricultural Operations Survey

- In 2015, the Project Team used a survey to obtain more detailed information about agricultural operations in the study area

The Agricultural Operations Survey sought information regarding:



Incorporating the Agricultural Operations Surveys into the Study:

- Survey results were used to increase understanding of potential impacts to agricultural lands, practices and operational linkages and to help identify key factors in the evaluation of route and interchange location alternatives
- Survey information was compiled into the evaluation tables such that individuals or other entities could not reasonably be identified

Visit the Reference Table to review the questions in the Agricultural Operations Survey

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Next Steps

Fall 2019	• Project Team to review and respond to comments received at Public Information Centre #2:
	  ○ **Please submit your comments by October 31, 2019**
	• Apply to be a member of the Community Value Plan Group.
	  ○ **Application Deadline: October 31, 2019**
	• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils

Spring 2020	• Confirm the Preferred Route and Focused Analysis Area
	• Commence preliminary design of the Preferred Route, which includes:
	  ○ **Additional field investigations where permission to enter is granted**
	  ○ **Consultation with property owners directly impacted by the Preferred Route**

Fall 2020 / Spring 2021	• Develop Community Value Plans (the focus of Community Workshops #3 and #4)
Spring / Summer 2021	• Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
Fall / Winter 2021	• Present the preliminary design of the Preferred Route at Public Information Centre #3

Ongoing	• Consultation with stakeholders through:
	  ○ **Project website (www.gta-west.com)**
	  ○ **Project Twitter page**
	  ○ **Toll-free telephone line (1-877-522-6916)**
	  ○ **Project Team e-mail (project_team@gta-west.com)**

***Schedule is subject to change**

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Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to assist the Ministry of Transportation in meeting the requirements of the *Environmental Assessment (EA) 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

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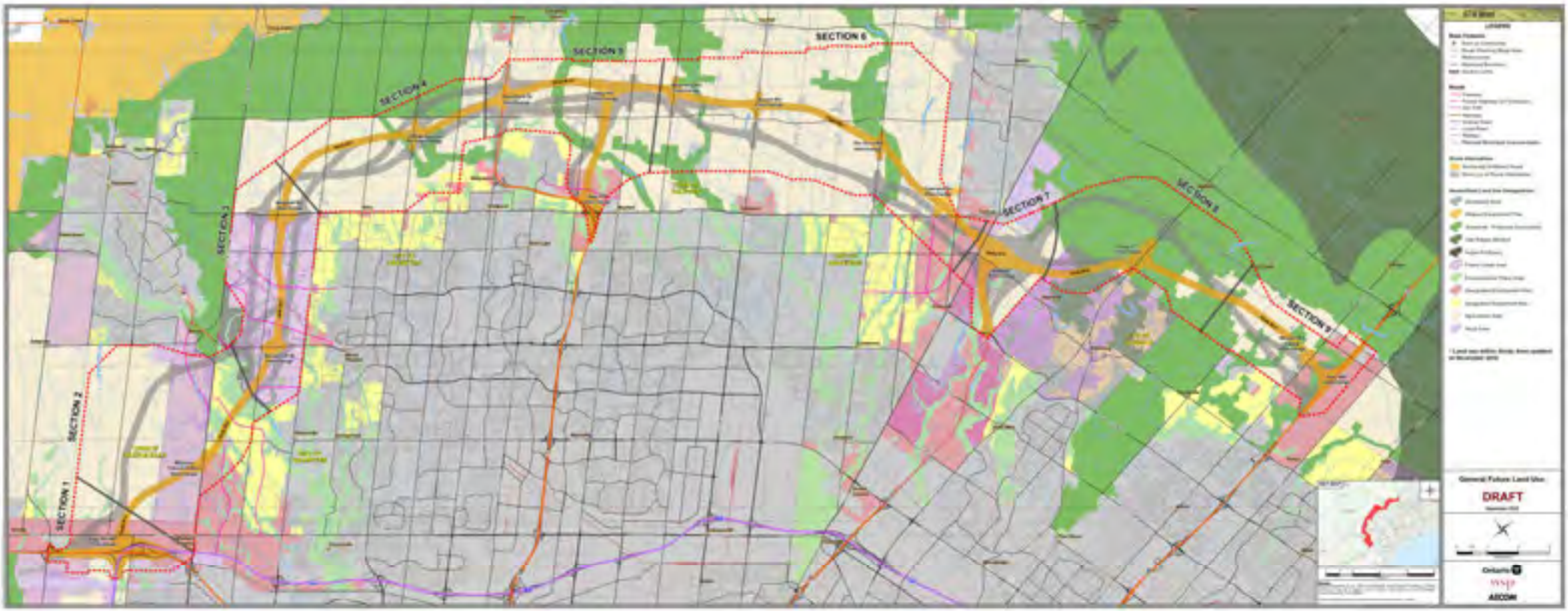
Indigenous Communities

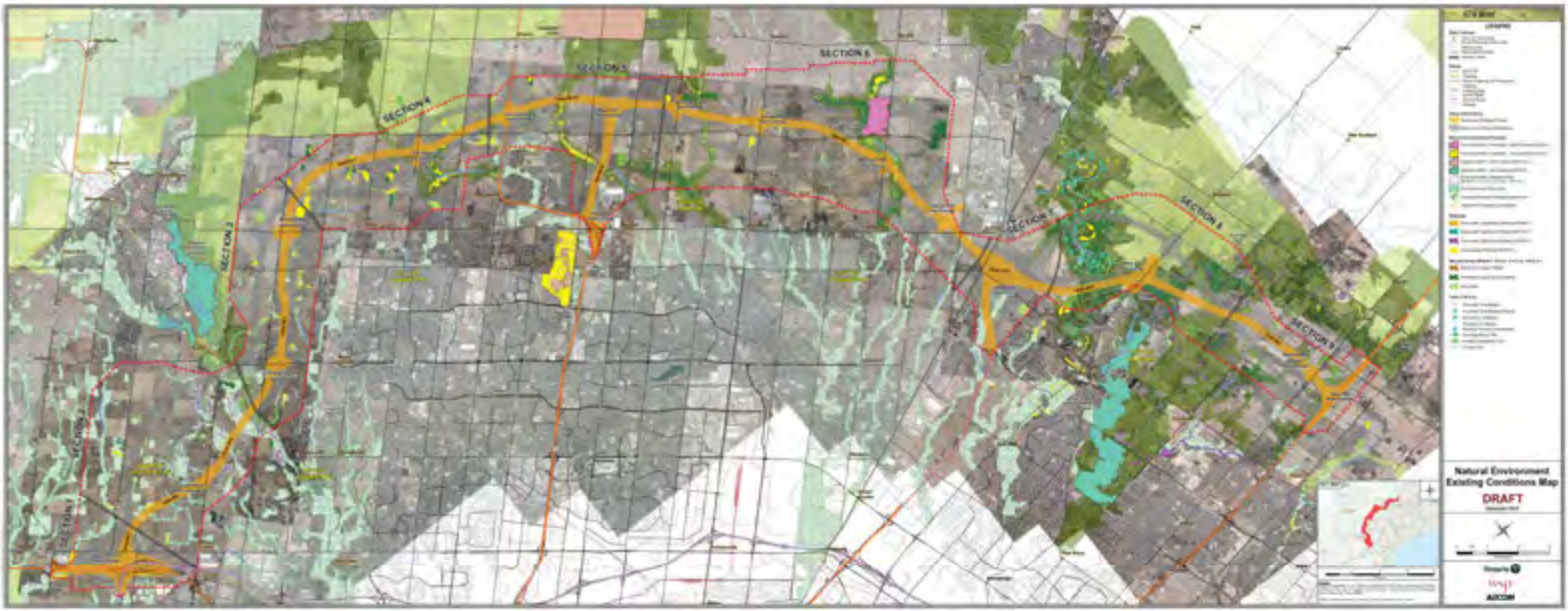
The GTA West Project Team is engaging the following Indigenous Communities and Councils:

- **Mississaugas of the Credit First Nation**
- **Alderville First Nation**
- **Curve Lake First Nation**
- **Hiawatha First Nation**
- **Kawartha Nishnawbe First Nation**
- **Mississaugas of Scugog Island First Nation**
- **Chippewas of Georgina Island First Nation**
- **Chippewas of Rama First Nation**
- **Beausoleil First Nation**
- **Six Nations of the Grand River**
- **Haudenosaunee Confederacy Chiefs Council**
- **Huron-Wendat Nation**
- **Métis Nation of Ontario**


Agricultural Existing Conditions Map
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SECTION 5
SECTION 6
SECTION 7
SECTION 8
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SECTION 1
SECTION 2
SECTION 3
SECTION 4
SECTION 5
SECTION 6
SECTION 7
SECTION 8
SECTION 9
General Future Land Use
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SECTION 1
SECTION 2
SECTION 3
SECTION 4
SECTION 5
SECTION 6
SECTION 7
SECTION 8
Natural Environment
Existing Conditions Map
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Refinements to the Short List of Route Alternatives After Public Information Centre #1





Alternative 2B was reintroduced to the short list:

- Facilitates a connection between route alternatives



A refinement to Alternative 427B was made:

- Facilitates a connection between route alternatives



A refinement to Alternative 7F was made:

- Minimizes impacts and improves access to community north of King-Vaughan Road at Highway 27

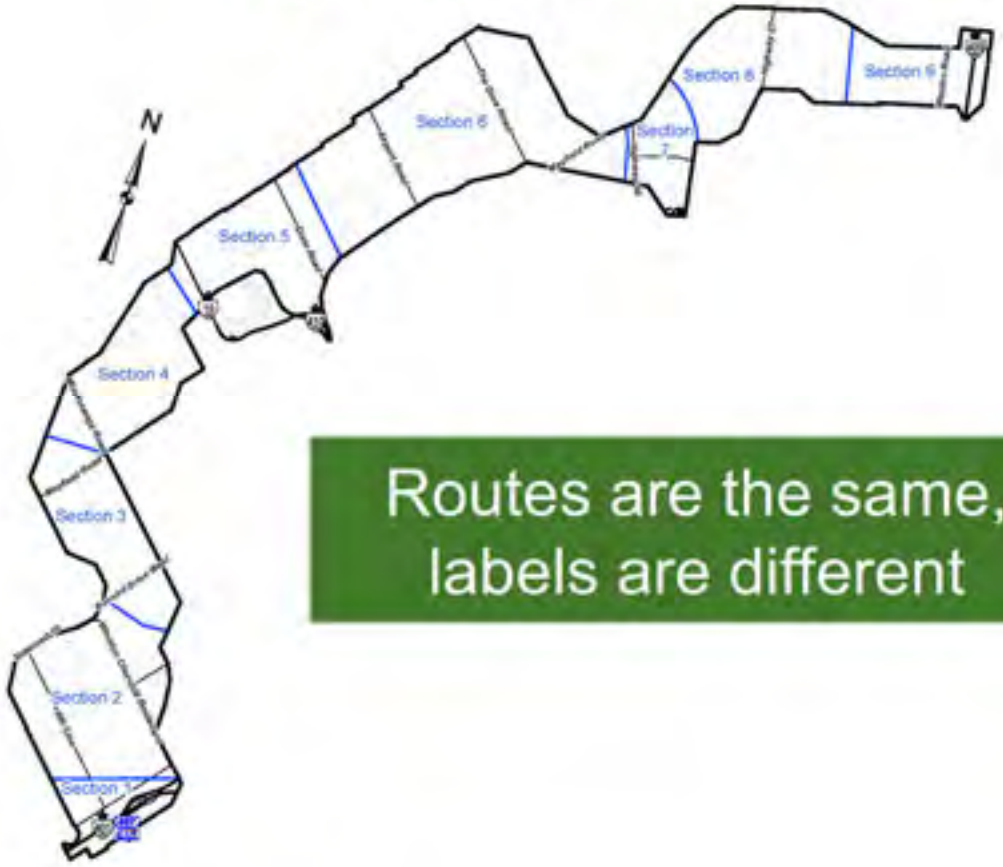
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Updated Section Limits and Route Labels



Routes are the same, labels are different

- In 2015 following Public Information Centre #1, the Project Team revised the previous section limits in order to evaluate the short listed route and interchange location alternatives
  - The new section limits better group interchanges, land uses and key features within the study area
  - This exercise did not change the location of the route alternatives
  - Route alternatives were given new labels to match up with the updated section limits

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Route Evaluation Process

Review Existing Data and Conduct Field Investigations

- Identify existing features and constraints
- Secondary source reviews
- Field Investigations where permission to enter was granted
- Agricultural Operations Survey

Identify Impacts and Mitigation Opportunities

Determined based on:

- Stakeholder input
- Secondary source information
- Results from field investigations for properties where permission to enter was granted
- Professional expertise

Compare Alternatives

Primary Method:
Reasoned Argument Method

- Qualitatively (with words) compares advantages and disadvantages of the alternatives

Secondary Tool:
Arithmetic Method

- Quantitatively (with numbers) compares advantages and disadvantages of the alternatives
- Rural and urban sensitivity tests were carried out using a range of inputs provided by the project team and stakeholders
- Review any differences between evaluation methodologies
- 2019 update of evaluation

Present the Technically Preferred Route at PIC #2

- **We Are Here**
- Consider feedback from the public, municipalities, regulatory agencies, Indigenous communities, and other stakeholder groups

Confirm the Preferred Route and FAA

- Confirm Preferred Route and Focused Analysis Area (FAA) with stakeholders and Indigenous communities on the project contact list

Visit the Evaluation Reference Table for more information on the evaluation process

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Reasoned Argument Method

- The **Reasoned Argument Method** was the primary method used to select the Technically Preferred Route
- In 2015 and 2019, the Project Team completed an assessment of each short list route and interchange alternative per the *Evaluation Factors and Criteria for Alternative Methods* from the Terms of Reference using a "net effects analysis" approach

A net effects analysis takes into account potential impacts and mitigation to determine the net positive or negative effects of an alternative

Step 1: Identify the potential transportation benefits, costs and environmental effects of the alternative

Step 2: Develop and apply avoidance, mitigation, compensation and enhancement measures to address the environmental effects

Step 3: Determine the net effects on the environment (i.e. no, low, moderate or high net effects)

Step 4: Rank the alternatives within each of the 9 sections

Step 5: Review evaluation tables, rankings, and net effects to determine and rationalize the Technically Preferred Route in each section



Visit the Reference Table to view the detailed Evaluation Tables

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Arithmetic Method Sensitivity Testing

- The **Arithmetic Method** was a **secondary tool** used to confirm and examine the results of the Reasoned Argument Method
- Weights for the **Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation factors** were provided by the following groups, for both urban and rural sections:
  - Project Team
  - Public
  - Community Advisory Group
  - Municipal and Regulatory Agency Advisory Groups
- Sensitivity scenarios for each factor were analyzed one at a time, where each factor was rated very high (50%) or very low (10%)

The Arithmetic sensitivity testing generally confirmed the preferred route in each section of the evaluation. When it did not confirm the preferred route, the Project Team reviewed and rationalized the differences between the evaluation methodologies



Visit the Reference Table to view the detailed results of the Arithmetic Method Sensitivity Testing

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Section 1 Preferred Alternative: S1-2



Alternative S1-2 is preferred from a Natural Environment, Land Use, Socio-Economic Environment and Transportation perspective:

- Significantly smaller footprint resulting in less impacts to the natural environment and other surrounding land uses (particularly designated future employment and existing residential lands)
- Further from East Sixteen Mile Creek and the existing rural residences on 9th Line
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less runoff from impervious surfaces)
- Provides access between GTA West and Trafalgar Road, providing good access to the designated future employment lands, which is precluded with Alternative S1-1
- Supports the efficient movement of people and goods, and network connectivity
- Higher construction cost of Alternative S1-2 is offset by the anticipated increase in property cost associated with acquiring designated future employment area lands in Alternative S1-1 (anticipated to be a premium cost per acre)



Section 1 Assessment and Evaluation

Alternative	Assessment
S1-1 	**Natural Environment** • High impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas • In terms of air quality, the nearest residences are setback from the corridor. **Land Use / Socio-Economic Environment** • Larger footprint results in more land use impacts, particularly to agricultural lands, employment lands and residential lands • Impacts existing businesses, but there is an opportunity to avoid some impacts through design refinements • No recreational area impacts **Cultural Environment** • No distinct difference between alternatives **Transportation** • Does not provide access to future employment lands via Trafalgar Road • Lower construction cost
S1-2  **Preferred Alternative**	**Natural Environment** • Low to moderate impacts to the natural environment • In terms of air quality, the nearest residences are setback from the corridor and the shorter route reduces regional emissions **Land Use / Socio-Economic Environment** • Smaller footprint results in less impacts to employment lands, residential lands, and agricultural lands • Impacts existing businesses and their associated buildings. Opportunity to avoid a recreational area impact through design refinements **Cultural Environment** • No distinct difference between alternatives **Transportation** • Provides access to Trafalgar Road and good exposure to future employment lands • Construction costs are higher but there are less property requirements

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Section 2 Preferred Alternative: S2-2



Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

Preferred Alternative S2-2 was slightly realigned to fit better with the local road network

Alternative S2-2 is preferred from a Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation perspective:

- Provides the best crossing of the Credit River – the crossing is easier to build (straighter), has a shorter span, and is less expensive
- Lower impacts to fish and fish habitat, including aquatic Species At Risk and salmonid spawning/rearing habitat. Crosses fewer permanent watercourses and has fewer watershed impacts
- Shorter and more direct transportation link, resulting in smaller secondary effects (including reduced salt spray impacts, reduced fuel consumption, less impervious areas, and less runoff)
- Impacts less agricultural lands and livestock / high investment operations
- Further east from the Village of Norval and avoids segregating that broader community
- Provides convenient and improved access to Brampton and Georgetown, does not preclude a future Norval Bypass or connection to the proposed BramWest Parkway, aligns more closely with municipal transportation strategies for Halton Hills and Brampton, and better supports proposed employment lands
- Most constructible and has the lowest construction cost and best traffic operations

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Visit the Reference Table to review the detailed Evaluation Tables

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Section 2 Assessment and Evaluation

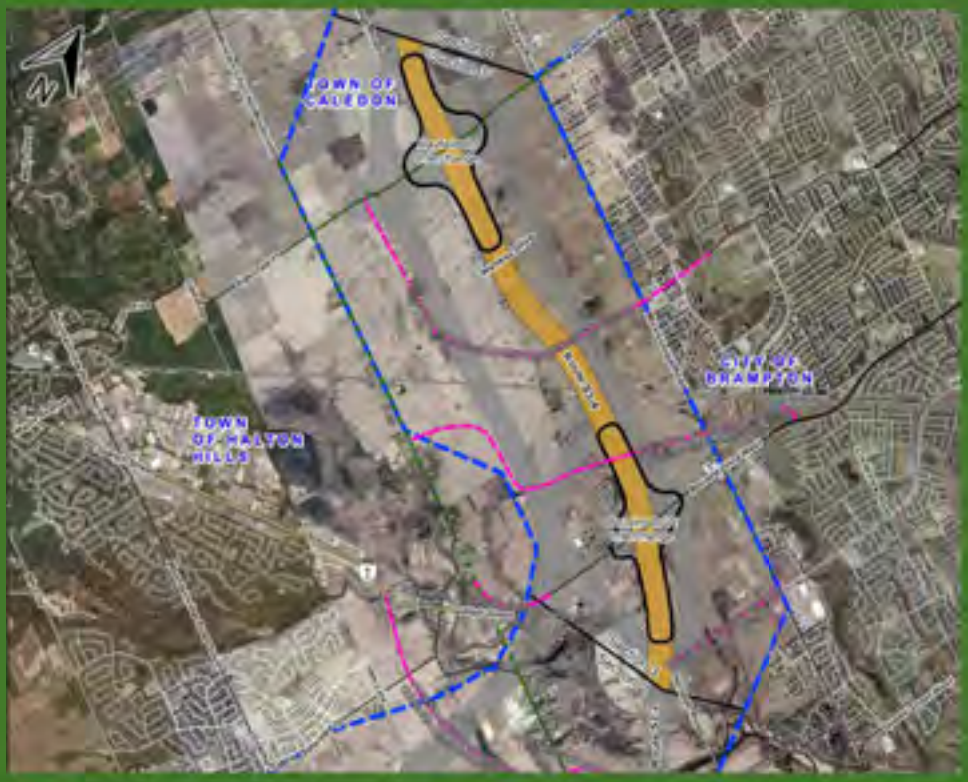
Alternative	Assessment
S2-1 	**Natural Environment** • High impacts to fish and fish habitat, particularly to Redside Dace habitat (Species at Risk) and salmonid spawning/rearing habitat • Moderate impacts to wildlife and wildlife habitat, wetlands, vegetation • Less impacts to wells but greater impacts to surface water • Similar impacts in terms of air quality **Land Use / Socio-Economic Environment** • Impacts the fewest residences and commercial / industrial properties • Results in high impacts to agriculture, including a greater loss of Class 1-3 lands, cropland, livestock operations, agricultural buildings and high investment operations • Results in moderate impacts to contaminated properties • Does not provide access to employment lands **Cultural Environment** • Impacts more built heritage resources **Transportation** • Has the highest construction costs • Credit River crossing is complex to construct, with steep slopes and a wider valley crossing than S2-2
S2-2  **Preferred Alternative**	**Natural Environment** • Low to moderate impacts to fish and fish habitat, including no impacts to salmonid spawning/rearing habitat • Higher impacts to wildlife and wildlife habitat, and woodlands and vegetation, with lower impacts to designated areas • Greater impacts to wells, but fewer surface water impacts • Similar impacts in terms of air quality, but shorter route reduces regional emissions **Land Use / Socio-Economic Environment** • Impacts the most residences and commercial / industrial properties • Impacts less Class 1-3 lands and cropland, and the fewest livestock operations, agricultural buildings and high investment operations • Provides access to employment lands • Higher impacts to contaminated properties **Cultural Environment** • Impacts less built heritage resources **Transportation** • Provides connection to Brampton and Georgetown with the realignment of Winston Churchill Boulevard (municipal initiative), is more consistent with the north-south HPBATS connection and better supports proposed employment lands • Winston Churchill interchange provides improved access to urban growth areas • Costs less and is easier to construct

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Section 3 Preferred Alternative: S3-4



Alternative S3-4 is preferred from a Transportation perspective:

- Preferred from a terrestrial environment perspective – minimizes wildlife habitat, wetland, and woodland community removal
- Avoids impacts to designated natural areas, including Greenbelt lands
- Connects well to the preferred crossing of the Credit River in Section 2
- Minimizes significant impacts to existing institutional facilities.
- Opportunities to avoid/minimize impacts to proposed Catholic Cemetery may be possible through design refinements
- Generally aligns with future land uses
- Considered the most constructible
- Provides the best opportunity for an interchange at Bovaird Drive
- Supports traffic safety and operations



Visit the Reference Table to review the detailed Evaluation Tables

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Section 3 Assessment and Evaluation

Alternative	Assessment
S3-1 	**Natural Environment** • Lowest impacts to fish and fish habitat • Low to moderate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas **Land Use / Socio-Economic Environment** • Low impacts to the Brampton Wilderness Centre but significant impacts to Sant Nirankari Mission • Least preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildings • Impacts the least number of residences and commercial / industrial properties but high impacts to contaminated properties **Cultural Environment** • Low to high impact to built heritage and archaeological resources, no impact to cultural heritage landscapes **Transportation** • Challenges integrating and constructing the proposed interchanges at Bovaird Drive and Mayfield Road • Does not connect with the preferred Credit River crossing in Section 2
S3-2 	**Natural Environment** • Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk) • Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation **Land Use / Socio-Economic Environment** • Low impacts to the Brampton Wilderness Centre but significant impacts to the Assembly Hall of Jehovah's Witnesses, Sant Nirankari Mission and the proposed Catholic cemetery. Design refinements would not eliminate impact to proposed Catholic cemetery • High impacts to contaminated properties **Cultural Environment** • Low to high impacts to built heritage and archaeological resources, no impact to cultural heritage landscapes **Transportation** • Challenges integrating and constructing the proposed interchange at Bovaird Drive • Does not connect with the preferred Credit River crossing in Section 2
S3-3 	**Natural Environment** • Low impacts to fish and fish habitat • Moderate impacts to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas **Land Use / Socio-Economic Environment** • Significant impacts to the Brampton Wilderness Centre and moderate impacts to the Assembly Hall of Jehovah's Witnesses • Least preferred from an agricultural perspective as it results in significant impacts to Class 1-3 soils and farm buildings • Impacts the least number of residences with moderate impacts to contaminated properties **Cultural Environment** • High impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources **Transportation** • Challenges integrating and constructing the proposed interchange at Bovaird Drive
S3-4 Preferred Alternative 	**Natural Environment** • Moderate impacts to fish and fish habitat, as features contribute to Redside Dace habitat (Species at Risk) downstream • Lowest impacts overall to wildlife and wildlife habitat, wetlands, woodlands and vegetation, and designated areas **Land Use / Socio-Economic Environment** • No impacts to the Brampton Wilderness Centre property, and minor edge impacts to St. Elias Catholic Church • Impacts a proposed Catholic Cemetery. Opportunities to avoid/minimize impacts may be possible through design refinements • Moderate impacts to agriculture • Impacts the most residences but the lowest overall hectares of land **Cultural Environment** • Moderate to high impacts to built heritage and cultural heritage landscapes, low to moderate impacts to archaeological resources **Transportation** • High system performance during peak periods. More costly but considered the most constructible
S3-5 	**Natural Environment** • Least preferred from a fish and fish habitat perspective, as it results in direct impacts to contributing Redside Dace habitat (Species at Risk) • Highest overall impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation **Land Use / Socio-Economic Environment** • No impacts to the Brampton Wilderness Centre. Impacts the smallest portion of the proposed Catholic Cemetery, however design refinements would not eliminate this impact • Most preferred from an agricultural perspective. Avoids specialty crop lands, livestock operations and high investment operations **Cultural Environment** • Low to moderate impact to built heritage and archaeological resources, no impact to cultural heritage landscapes **Transportation** • High system performance during peak periods. • More costly and results in significant constructability challenges and costs related to impacts to the TransCanada pipeline

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Section 4 Preferred Alternative: S4-1



Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

Alternative S4-1 is preferred from a Natural Environment, Land Use / Socio-Economic Environment, Cultural Environment and Transportation perspective:

- Minimizes impacts to watersheds and sub-watersheds, wetlands, woodlands and designated areas (e.g. Greenbelt)
- Has the fewest residential impacts, in terms of both direct impacts and secondary noise impacts
- Most preferred from an agricultural perspective as it has the lowest overall impacts. This is significant given the rural context of Section 4
- Connects well with the preferred Section 3 alternative
- Has similar cost, traffic operations and level of constructability as the other well ranked alternatives



Visit the Reference Table to review the detailed Evaluation Tables

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Section 4 Assessment and Evaluation

Alternative	Assessment
S4-1 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, wildlife and wildlife habitat, wetlands, woodlands and vegetation, designated areas (e.g. Greenbelt), and watersheds **Land Use / Socio-Economic Environment** • Most preferred from an agricultural perspective as it impacts the fewest high-investment farming operations (impacts land only) • Fewest residential impacts, in terms of both direct impacts and secondary noise impacts • Least impacts to contaminated properties **Cultural Environment** • Moderate impacts to built heritage resources and cultural heritage landscapes **Transportation** • S4-1 is tied with S4-3 and S4-4 as most preferred from a transportation perspective in all criteria
S4-2 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, watersheds, and wildlife habitat and woodlands but results in high impacts to wetlands and designated areas **Land Use / Socio-Economic Environment** • Least preferred from an agricultural perspective as it impacts the largest area of Class 1-3 soils, livestock operations and high-investment farming operations • Similar to S4-1 in terms of residential impacts but least preferred from a noise perspective **Cultural Environment** • High impacts to built heritage resources, cultural heritage landscapes and cemeteries **Transportation** • Least preferred from a transportation perspective due to less desirable geometry for road realignments and highest construction cost
S4-3 	**Natural Environment** • Least preferred from a fisheries perspective and moderate impacts to wetlands and designated areas • High impact to wildlife and wildlife habitat, and woodlands and vegetation **Land Use / Socio-Economic Environment** • Not preferred from an agricultural perspective as it impacts a large number of high-investment farming operations and livestock operations • Highest residential impacts and least preferred from a noise perspective **Cultural Environment** • Moderate to high impacts to built heritage resources and cultural heritage landscapes **Transportation** • S4-3 is tied with S4-1 and S4-4 as most preferred from a transportation perspective in all criteria
S4-4 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, wildlife habitat, wetlands, designated areas but results in high impacts to woodlands and vegetation **Land Use / Socio-Economic Environment** • Minimizes impacts to high-investment farming operations, but results in the greatest loss of agricultural buildings • Moderate residential and noise impacts **Cultural Environment** • High impacts to built heritage resources and moderate impacts to cultural heritage landscapes **Transportation** • S4-4 is tied with S4-1 and S4-3 as most preferred from a transportation perspective in all criteria

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Section 5 Preferred Alternative: S5-10





A new Highway 410 alignment was preferred over the existing Highway 10/410. A new alignment to the east was preferred over a new alignment to the west of Heart Lake Road. **Alternative S5-10** is preferred from a Land Use / Socio-Economic Environment and Transportation perspective:

- Minimizes impacts to fish and fish habitat, and wetlands. Potential for restoration/enhancement of the Campbells Cross Creek valley that could enhance local aquatic and terrestrial features
- Avoids impacts to large volume wells
- Avoids existing residential subdivisions in Valleywood (noise and air quality impacts) and minimizes direct residential impacts elsewhere
- Minimizes impacts to agricultural lands and operations (particularly the more long-term and permanent operations)
- Minimizes impacts to built heritage resources
- Avoids impacts to commercial and industrial properties
- Minimizes impacts to future urban development including the Mayfield West planned community and Mayfield West employment lands
- Less complex Highway 410/GTA West freeway-to-freeway interchange design since the connections to Hurontario Street are provided by a separate interchange rather than a combined Highway 410/GTA West/Hurontario Street interchange which is required if existing Highway 10/410 is utilized
- Better ability to implement a transitway in the new Highway 410 corridor compared to existing Highway 10/410
- Supports network compatibility and has a lower relative cost

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Section 5 Assessment and Evaluation

Existing Highway 410 Alternatives	Assessment
S5-1  **S5-2**  **S5-3**  **S5-4** 	**Natural Environment** • Moderate to high impacts to fish and fish habitat, wildlife and wildlife habitat, wetlands, woodlands and vegetation, designated areas, surface water (particularly near the northern end of Highway 10/410) • Low to moderate impacts to groundwater resources • Greater air quality impacts to residences compared to S5-9 to S5-12 **Land Use / Socio-Economic Environment** • S5-4 results in greater agricultural impacts than S5-1, S5-2 and S5-3 • High impacts to provincial and municipal land use planning and residential properties **Cultural Environment** • Moderate to high impacts to built heritage resources, and low to moderate impacts to cultural heritage landscapes and areas of archaeological potential **Transportation** • More complex freeway-to-freeway interchange • May require service roads adjacent to new Highway 410 corridor north of Valleywood Boulevard to provide access to adjacent lands • Limited potential for future expansion in the existing Highway 410 corridor • Moderate conformity to safety and design standards • High construction costs
New Highway 410 Alignment Alternatives, west of Heart Lake Road	**Assessment**
S5-5  **S5-6**  **S5-7**  **S5-8** 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, wetlands, designated areas, groundwater and surface water • S5-5 and S5-6 have the least impacts to wildlife and wildlife habitat • S5-7 has high impacts to woodlands and vegetation • Greater air quality impacts to residences compared to S5-9 to S5-12 **Land Use / Socio-Economic Environment** • S5-8 results in greater agricultural impacts than S5-5, S5-6 and S5-7 • S5-5 to S5-8 have greater direct and noise impacts to residences west of the Highway 410 extension compared to S5-9 to S5-12 • Moderate to high impacts to provincial and municipal land use planning, moderate impacts to residential properties **Cultural Environment** • Moderate to high impacts to built heritage resources, cultural heritage landscapes and archaeological resources **Transportation** • High construction costs and double crossing of Heart Lake Road compared to S5-9 to S5-12



Section 5 Assessment and Evaluation

New Highway 410 Alignment Alternatives, east of Heart Lake Road	Assessment
S5-9  **S5-10**  Preferred Alternative **S5-11**  **S5-12** 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, designated areas, wetlands, woodlands and vegetation, groundwater and surface water, except S5-10 has no large volume well impacts • S5-9, S5-10 and S-12 have low to moderate impacts on wildlife and wildlife habitat whereas S5-11 has high impacts • S5-9 to S5-12 have lower air quality impacts to residences compared to S5-1 to S5-8 **Land Use / Socio-Economic Environment** • S5-12 results in greater agricultural impacts than S5-9 to S5-11 • S5-12 has moderate impacts to contaminated properties • S5-10 avoids impacts to commercial / industrial properties • S5-5 to S5-12 avoid impacts to community facilities / institutions • S5-9 to S5-12 are preferred over S5-5 to S5-8 as they impact the fewest residential properties and have the lowest noise impacts to residences west of the Highway 410 extension • Low to moderate impacts to provincial and municipal land use planning, and development. Although S5-10 impacts a portion of Mayfield West Industrial Park, there is potential to reduce impacts through refinement near Heart Lake Road between Mayfield Road and Old School Road **Cultural Environment** • S5-9 to S5-11 have low to moderate impacts to built heritage resources and cultural heritage landscapes • Moderate impacts to archaeological resources **Transportation** • S5-9 to S5-12 are preferred compared to S5-5 to S5-8 as they do not involve a double crossing of Heart Lake Road • Lowest construction costs • From a Transportation perspective, Alternatives S5-9 to S5-12 are relatively similar

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Section 6 Preferred Alternative: S6-1



Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

May require some of the interchange footprint and/or modifications to the local road network to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange

Alternative S6-1 is preferred from a Natural Environment, Land Use / Socio-Economic Environment and Transportation perspective:

- Least impact to fish and fish habitat, and minimizes impacts to wildlife and wildlife habitat, and wetlands
- Impacts the fewest residential properties and private wells
- Low impacts to commercial/industrial properties and future development
- Avoids impacts to high-investment farming operations, as does S6-4
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension)
- Has a moderate relative cost to the other well ranked transportation alternative (S6-4)
- Connects well to the preferred Section 5 alternative (S5-10)



Visit the Reference Table to review the detailed Evaluation Tables

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Section 6 Assessment and Evaluation

Alternative	Assessment
S6-1  	**Natural Environment** • Least impact to fish and fish habitat, minimizes impacts to wildlife and wildlife habitat, and wetlands. Habitat is generally less diverse/lower quality than the southerly alternatives **Land Use / Socio-Economic Environment** • Impacts the fewest number of residential properties • Similar commercial/industrial properties impacts as S6-4 • Preferred from an agricultural perspective as it avoids high-investment farming operations • Minimizes impacts to future development **Cultural Environment** • Moderate to high impacts to built heritage, archaeological resources, and cultural heritage landscapes **Transportation** • Moderate construction cost
S6-2 	**Natural Environment** • Moderate to high impacts to fish and fish habitat, high impacts to wildlife and wildlife habitat, wetlands, and woodlands and vegetation **Land Use / Socio Economic Environment** • High impacts to residential properties and has the most impacts to commercial/industrial properties • Impacts high-investment farming operations and moderate impacts to future development **Cultural Environment** • Moderate impacts to built heritage resources and cultural heritage landscapes, low impacts to archaeological resources **Transportation** • Lowest construction cost
S6-3 	**Natural Environment** • Moderate to high impacts to fish and fish habitat, high impacts to wildlife and wildlife habitat, and wetlands • Shortest corridor length contributing to reduced regional emissions **Land Use / Socio Economic Environment** • Impacts the greatest number of residential and commercial/industrial properties • Impacts high-investment farming operations and has the largest impact to future development **Cultural Environment** • High impacts to built heritage resources, no impacts to cultural heritage landscapes, low impacts to archaeological resources **Transportation** • Highest construction cost
S6-4 	**Natural Environment** • Moderate impacts to fish and fish habitat • Least impact to wildlife and wildlife habitat, and wetlands, with moderate impacts to woodlands and vegetation **Land Use / Socio-Economic Environment** • Similar commercial/industrial properties impacts as S6-1 • Impacts the second lowest number of residential properties, and minimizes impacts to future development • Preferred from an agricultural perspective as it avoids high-investment farming operations **Cultural Environment** • High impacts to built heritage resources and cultural heritage landscapes, moderate impacts to archaeological resources **Transportation** • Moderate construction cost

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Section 7 Preferred Alternative: S7-3





The Project Team identified the best route east and west of the hydro corridor and then compared them to select the overall preferred route for Section 7.
The preferred route west of the hydro corridor was **Alternative S7-3**. The preferred route east of the hydro corridor was Alternative S7-9. **Alternative S7-3** is preferred overall versus S7-9:

- Less impacts to groundwater sensitive ecosystems and wellhead protection areas
- Less noise impacts to existing and proposed residences to the east
- Moderate impacts to built heritage resources and cultural heritage landscapes
- Minor impacts to the hydro corridor, railway and TransCanada pipeline, all of which pose significant constructability challenges
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension and optimize traffic operations to/from Coleraine Drive interchange)
- Constructability and connectivity were principle considerations in Section 7. S7-3 is considered the most constructible and it connects well to the Section 8 Humber River crossing, reducing overall environmental impacts

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Visit the Reference Table to review the detailed Evaluation Tables

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Section 7 Assessment and Evaluation

West Alternatives	Assessment
S7-1  **S7-2**  **S7-3**  **S7-4**  **S7-5**  **S7-6** 	**Natural Environment** • S7-2 and S7-4 have the greatest impacts to fish and fish habitat • S7-1 and S7-4 have the greatest impacts to wildlife habitat and designated areas • S7-4 has the highest impacts to woodlands and vegetation • Low to moderate impacts to wetlands, groundwater, and air quality • Moderate to high impacts to surface water **Land Use / Socio-Economic Environment** • West alternatives minimize noise impacts compared to the east alternatives • S7-4 has high impacts on provincial and municipal land use planning, including employment and future urban lands • Of alternatives S7-1 to S7-6, S7-5 impacts the least number of residences whereas S7-6 impacts the largest number of residences and commercial/industrial properties • S7-5 avoids community facilities / institutions whereas S7-1 has the highest impacts to community facilities / institutions • S7-3 and S7-6 have high impacts on agriculture **Cultural Environment** • Moderate impacts to built heritage resources • S7-4 and S7-5 avoid impacts to cultural heritage landscapes • Low to high impacts to archaeological resources **Transportation** • S7-2 and S7-3 are most preferred from a transportation perspective as they have low constructability issues and provide a greater opportunity to include an interchange in the Coleraine Drive area • S7-2 and S7-3 provide more separation between the proposed interchange at Major Mackenzie Drive and the GTA West which improves operations and safety • S7-5 and S7-6 are not preferred because they create a curvilinear alignment through the Highway 427 interchange area and require that Nashville Road be realigned



Section 7 Assessment and Evaluation

East Alternatives	Assessment
S7-7  **S7-8**  **S7-9**  **S7-10**  **S7-11**  **S7-12** 	**Natural Environment** • S7-9, S7-11 and S7-12 minimize impacts to fish and fish habitat • S7-7 and S7-10 are least preferred in terms of terrestrial ecosystems • Low to moderate impacts to groundwater • S7-8 to S7-10 least preferred from a surface water perspective • Low impacts to air quality **Land Use / Socio-Economic Environment** • The east alternatives have greater impacts to noise than the west alternatives • S7-8 is most preferred from an agricultural perspective • S7-7 to S7-9 have low impacts to employment lands and future urban areas • S7-9 and S7-12 have the highest impacts to residential properties • S7-7 and S7-10 have the highest impacts to commercial/industrial properties and community facilities/institutions **Cultural Environment** • S7-9 and S7-12 have the highest impacts to built heritage resources • S7-7 to S7-9 have high impacts to cultural heritage landscapes • Low impacts to archaeological resources **Transportation** • S7-7 to S7-12 have considerable constructability challenges related to the existing hydro corridor, TransCanada pipeline and railway • The east alternatives require more crossings of the TransCanada pipeline than the west alternatives • S7-10 to S7-12 have lower accessibility to population and employment centres and moderate network connectivity (farther from Bolton) • S7-8, S7-9, S7-11 and S7-12 have lower construction costs

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Section 8 Preferred Alternative: S8-3



Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Municipal Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Preferred Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

Geometric constraints resulting from the proximity of the Humber River and Highway 27 in this area may require the interchange footprint to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange

Alternative S8-3 is preferred from a Natural Environment, Land Use / Socio-Economic Environment and Transportation perspective:

- Lowest overall impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, watersheds, and surface water
- Best location with most flexibility for the Humber River crossing due to its distance from the large meander (i.e. most perpendicular and stable crossing of the mainstem river)
- Impacts the least amount of Greenbelt and agricultural lands and is preferred from a provincial land use policy perspective
- Impacts more residential properties but minimizes impacts to commercial properties, avoids impacts to high-investment farming operations, and has a higher probability of avoiding a waste disposal site
- Low construction cost and is considered the most constructible

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Visit the Reference Table to review the detailed Evaluation Tables

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Section 8 Assessment and Evaluation

Alternative	Assessment
S8-1 	**Natural Environment** • Moderate to high impacts to fish habitat, high impacts to wildlife and wildlife habitat, woodlands and vegetation, designated areas, and watersheds. • No to low impacts on groundwater resources **Land Use / Socio-Economic Environment** • Avoids impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans • Impacts the greatest area of Class 1-3 soils and impacts a high-investment farming operation • Impacts the fewest residential properties but second largest number of commercial / industrial properties **Cultural Environmental** • No distinct difference between alternatives **Transportation** • Highest construction cost • Significant constructability issues related to the crossing of the Humber and East Humber valleys, and has the longest combined structure length
S8-2 	**Natural Environment** • Moderate to high impacts to fish and fish habitat, high impact to wildlife and wildlife habitat, woodlands and vegetation, designated areas, and watersheds. • No to moderate impacts to groundwater resources **Land Use / Socio-Economic Environment** • Minimizes impacts to Class 1-3 soils and avoids high-investment farming operations • Impacts the highest amount of commercial / industrial properties • Moderate impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans **Cultural Environmental** • No distinct difference between alternatives **Transportation** • Lowest construction cost • Significant constructability issues related to the crossing of the Humber and East Humber valleys. Has the shortest combined structure length but meander poses foundation and erosion issues
S8-3  **Preferred Alternative**	**Natural Environment** • Moderate impacts to fish and fish habitat, wildlife and wildlife habitat, woodlands and vegetation, and high impacts to watersheds and designated areas. • No to moderate impacts to groundwater resources **Land Use / Socio-Economic Environment** • Impacts the least amount of Class 1-3 soils and avoids high-investment farming operations • Highest impacts to employment lands, Nashville and North Kleinburg Nashville Secondary Plans • Impacts the largest number of residential properties but the fewest commercial / industrial properties **Cultural Environmental** • No distinct difference between alternatives **Transportation** • Low construction cost • Significant constructability issues related to the crossing of the Humber and East Humber valleys but has the second shortest combined structure length and the best location to cross the river

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Section 9 Preferred Alternative: S9-1



Alternative S9-1 is preferred from a Natural Environment, Cultural Environment and Transportation perspective:

- Minimizes impacts to fish and fish habitat, designated areas and ecosystem services, with relatively simple and perpendicular watercourse crossings
- Least impact on Greenbelt lands
- Minimizes impacts to employment and future urban area lands
- Low residential property impacts
- Low potential for constructability issues
- Better angle of approach for the Highway 400 interchange

Visit the Reference Table to review the detailed Evaluation Tables



Section 9 Assessment and Evaluation

Alternative	Assessment
S9-1  Preferred Alternative	**Natural Environment** • Lowest impact to fish and fish habitat due to simple, perpendicular watercourse crossings • Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater **Land Use / Socio-Economic Environment** • Minimizes impacts to Greenbelt lands • Minimizes impacts to future urban and employment areas • Low impacts to residential and moderate impacts to commercial / industrial properties • Moderate noise impacts for residences • High impacts to agriculture, including loss of two high investment operations **Cultural Environmental** • Moderate impact to built heritage resources **Transportation** • Low potential for constructability issues • High construction cost • Better angle of approach for the Highway 400 interchange
S9-2 	**Natural Environment** • Low impacts to fish and fish habitat with 1 large and complex tributary crossing • Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater **Land Use / Socio-Economic Environment** • Moderate impacts to Greenbelt lands • High impacts to future urban and employment areas • Fewest impacts to residential properties, moderate impacts to commercial / industrial properties • Low noise impacts for residences • High impacts to agriculture, including loss of two high investment operations **Cultural Environmental** • Moderate impact to built heritage resources **Transportation** • Low potential for constructability issues and high construction cost
S9-3 	**Natural Environment** • Low to moderate impacts to fish and fish habitat, requiring a potential channel realignment • Low to moderate impacts to terrestrial ecosystems, low impacts to groundwater **Land Use / Socio-Economic Environment** • Moderate impacts to Greenbelt lands • Moderate impacts to future employment lands and high impacts to future urban areas • Moderate impacts to residential properties and lowest impacts to commercial/industrial properties • Low noise impacts for residences • Moderate impacts to agricultural, avoids the loss of high investment operations buildings **Cultural Environmental** • High impact to built heritage resources **Transportation** • Highest potential for constructability issues and moderate construction cost


Other features in this area (including the Highway 427 interchange, Hydro Corridor, Mayfield Road/Coleraine Drive interchange, and a watercourse) may require some of the interchange footprint and/or modifications to the local road network to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange.
Preferred Alternative 12-1 was slightly realigned to integrate the interchange with the local road network.
Geometric constraints resulting from the proximity of the Humber River and Highway 27 in this area may require the interchange footprint to extend beyond the limits of the Route Planning Study Area in order to accommodate a standard Parclo A-4 interchange.
Legend
Railway
Freeway
407 ETR
Future Highway 427 Extension
Highway
Arterial Road
Section Boundary
Planned Municipal Improvements
Municipal Boundary
Route Planning Study Area
Conceptual Interchange Footprint
Technically Preferred Route
Short List of Route Alternatives
Technically Preferred Route and Interchange Locations
AECOM



Evaluation Criteria for Selecting Preferred Interchange Locations

- Potential interchange locations along each route alternative were selected based on the following criteria:
  - **Level of connectivity to the highway network:** Provide a continuous connection with the provincial highway network
  - **Level of connectivity to the municipal road network and initiatives:** Provide appropriate connections with the existing municipal road network and support new or planned municipal road corridors
  - **Level of connectivity to transit:** Accommodate a potential transitway station/station access
  - **Traffic demand:** Provide direct connections to urban growth centres and goods movement nodes, and avoidance of operational concerns in the network
  - **Spacing between interchanges:** Accommodate desirable interchange spacing (approx. 2-3 km) to mitigate safety concerns associated with traffic weaving
- Potential interchange locations on the short list of route alternatives were discussed with municipal staff prior to the 2015 evaluation of route alternatives
- Key trade-offs between potential interchange location alternatives were considered in the evaluation of route alternatives
- After selection of the Technically Preferred Route, the potential interchange locations along that route were reviewed again using the above criteria and the preferred interchange locations were selected

Preferred Interchange Locations

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1. **Highway 401/407 ETR freeway-to-freeway interchange** – Aligns with Technically Preferred Route for Section 1

2. **Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred**
   - Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network
   - Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative)

3. **Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred**
   - Provides appropriate connections with the municipal road network and provides desirable interchange spacing
   - Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton
   - Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road
   - Better road geometry for an interchange at Bovaird Drive than at Heritage Road
   - An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities

4. **Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred**
   - Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route
   - There is better road geometry at Mayfield Road than at Mississauga Road

5. **Chinguacousy Road Interchange** – Aligns with Technically Preferred Route for Section 4

6. **Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus interchanges at Hurontario Street and Bramalea Road preferred**
   - Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd
   - Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network
   - An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange

7. **Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges** – Aligns with Technically Preferred Routes for Sections 5 and 11

8. **Airport Road Interchange** – Aligns with Technically Preferred Route for Section 6

9. **The Gore Road Interchange** – Aligns with Technically Preferred Route for Section 6

10. **Coleraine Drive/Mayfield Road Area Interchange**
    - A full moves interchange is desirable to connect to existing and future urban growth centres
    - Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)
    - Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)
    - Proposed strategy is to realign Coleraine Drive and then provide a full interchange

11. **Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway interchange at Highway 427 Preferred**
    - Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible

12. **Highway 27 interchange** – Aligns with Technically Preferred Route for Section 8

13. **Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred**
    - An interchange to the west of Highway 400 provides a desirable connection with the municipal road network
    - Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive
    - Weston Road provides a connection to a planned urban growth centre

14. **Highway 400 freeway-to-freeway interchange** – Aligns with Technically Preferred Route for Section 9

The Multimodal Transportation Corridor

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m



What is a Transitway?

- A transitway is a separate roadway/guideway exclusively for transit (Bus or Light Rail)
- Transitway stations are provided along the roadway/guideway to allow passengers to access transit services at strategic locations
- Benefits of a transitway include:
  - **Time savings:** You may improve on commuting travel time using area transit including the transitway
  - **Reliability:** Your trip will be more predictable, less likely to be affected by traffic congestion
  - **Increased capacity:** Transitways can move more people per vehicle compared to automobiles
  - **Reduced pollution:** Car owners may be more inclined to switch to transit, reducing traffic and vehicle emissions
  - **Improved accessibility:** Greater convenience and increased number of travel options



Mississauga Transitway



Blair Station, Ottawa Transitway

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The GTA West Transitway

- The GTA West transitway will run parallel to the GTA West highway and will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules without having to stop at crossing roads or mix with the general traffic on the highway
  - Include stations at strategic locations along the corridor and provide transit connections with buses on to major arterial roadways, Highway 401, 407ETR, Highway 427, Highway 410, and Highway 400

- The transitway will be further developed to confirm:
  - Alignment, roadway crossing details, terminus configurations
  - Opportunities to integrate with existing and future transit services
  - Station locations and layouts
  - Opportunities to integrate with existing and future development



vivaNext Rapidways, York Region

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LEGEND

- GTA West Technically Preferred Route
- Potential Transitway Station
- Rapid Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT /MRT)
- BRT on Controlled-Access Expressway in Mixed Traffic with Congestion Management
- Planned Rapid Transit by Municipality (BRT / LRT / Express Bus)
- Control-Access Expressway
- New Transportation Corridor
- Anchor Hub
- Gateway Hub
- Existing GO Station
- Urban Growth Centre
- International Airport
- Source: Metrolinx, the 2041 Regional Transportation Plan and various municipalities' Transportation Master Plans
- Developed Area
- Niagara Escarpment Plan
- Greenbelt - Protected Countryside
- Oak Ridges Moraine
- Active Pit/Quarry
- Environmental Policy Area
- Designated Employment Area
- Designated Residential Area
- Agricultural Area
- Future Urban Area
- Regional Boundary
- Municipal Boundary

Potential Transit Network

Draft September 2019

Not to Scale

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Goods Movement Priority Features

Potential goods movement features were identified at Public Information Centre #1 and have been screened:

Feature	Screening
Truck only lanes	✓ Carry forward for further consideration
Combined truck/transit lanes	✗ Do not carry forward • Reduces level of service of the transitway by introducing additional traffic • The transitway requires restricted access which prohibits use by other traffic
Truck use of potential HOV lanes during off-peak hours	✗ Do not carry forward • No operational benefits in off-peak hours • Introduces additional lane changes for trucks to access HOV Lanes
Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information	✓ Carry forward for further consideration
Longer speed change lanes	✓ Carry forward for further consideration
Enhanced design to accommodate Long Combination Vehicles	✓ Carry forward for further consideration
Truck only interchange ramps, where warranted by truck volumes	✗ Do not carry forward • Creates additional enforcement requirements • Interchanges are provided for key freight trip generators, and there is insufficient space for additional ramps in these areas without compromising highway design guidelines
Truck parking facilities	✓ Carry forward for further consideration
Enforcement features (weigh and inspection stations), including automated weigh stations	✓ Carry forward for further consideration



Truck Only Lane – I-15, California



Long Combination Vehicle



Truck Parking Facility

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GTA West
LEGEND
2051 FOCUSED ANALYSIS AREA
DRAFT
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If You Have An Active Interest In This Study, Consider Becoming A Member Of An Advisory Group

Community Advisory Group (CAG)

- We are looking for members of the public from communities in and around the Study Area
- The role of the CAG will be to enable direct communication between the community and the Project Team
- The Project Team will be looking for:
  - **Comments and suggestions on study findings**
  - **Insight and discussion of potential issues, challenges and opportunities**
  - **Participation in developing strategies to address the issues and opportunities**

Greenbelt Transportation Advisory Group (GTAG)

- We are looking for members of the public and representatives of environmental agencies and interest groups who have specific interest in the Greenbelt
- The role of the GTAG will be to facilitate discussion about placing the GTA West multimodal transportation corridor within areas of the Greenbelt
- The Project Team will be looking for:
  - **Information on key environmental and agricultural features**
  - **Discussion of potential impacts to sensitive features within the Greenbelt**
  - **Discussion and generation of mitigation strategies to be used in the Greenbelt**

The CAG and GTAG will meet at key points throughout the study. Applications are available at this PIC.

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Design Considerations In The Greenbelt

- The Greenbelt is a broad band of protected land which supports agriculture as the predominant land use, protects natural heritage and water resource systems and supports economic and social activities associated with rural communities and agriculture
- The *Guideline for Planning and Design of the GTA West Corridor 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 GTA West multimodal transportation corridor within areas of the Greenbelt (when impacts to Greenbelt areas are unavoidable)
- Key elements of the Guideline 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.)**





Do You Want To Inspire The Design Of The GTA West Multimodal Transportation Corridor?

The Community Value Plan (CVP) process takes a collaborative approach to develop a multimodal transportation corridor that respects its physical setting, local resources and community values, while optimizing safety and mobility

- A CVP is a tool to incorporate public input into the design of the new multimodal transportation corridor.
- CVPs will be created for engaged communities affected by the GTA West multimodal transportation corridor
- The CVP will recommend design elements that reflect the social, cultural, historical and environmental interests of your community, such as:
  - **Commemoration of heritage sites**
  - **Landscaping**
  - **Trails**
  - **Wildlife crossings**
  - **Artistic elements at the gateways and bridges**
- The CVP process will span several months and require each CVP participant to review and understand the project, express their point of view, and work together in a collaborative manner
  - **CVP members will be required to attend 2 workshops. The final CVP will be presented at Public Information Centre #3**

A group of individuals are being sought to join the CVP process
If you are interested in applying, please fill out an application

Visit the CVP Reference Table for a CVP application, CVP comment sheet and an example of a CVP

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GTA West Community Value Plan (CVP) Process

Public Information Centre #2 (Fall 2019) → **Community Workshop #3 (Fall 2020)** → **Community Workshop #4 (Spring 2021)** → **Public Information Centre #3 (Fall/Winter 2021)**

CVP Session #1
- Seek input regarding cultural, social, historical, and environmental features of the study area communities
- Seek Applicants for the CVP Group
  - Application Deadline: October 31, 2019

Information received at Community Workshop #1 (i.e. features within the study area which were important to attendees), from Indigenous communities and the Greenbelt Transportation Advisory Group will be reviewed in conjunction with the feedback received through the CVP process

CVP Session #2
- Review and rank the identified cultural, social, historical, and environmental features in order of importance to the community
- Review examples from other studies
- Develop and compare potential mitigation measures and enhancement strategies. These will be refined and grouped into themes to create a CVP Toolkit

CVP Session #3
- Present the Draft CVP including roll plans and design elements that illustrate the application of the CVP Toolkit along the transportation corridor, for discussion and comment

CVP Session #4
- Present the Final CVP including roll plans and design elements

* Schedule is subject to change

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Visit the CVP Reference Table for a CVP comment sheet and more information

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Permission to Enter

- Field investigations are planned to inventory the natural, social, cultural and other infrastructure features in the study area

Discipline	Type of Field Investigation
Natural Environment	Fisheries, Wildlife, Wetlands, Vegetation, Groundwater
Socio-Economic Environment	Land Use, Agriculture, Potentially Contaminated Sites
Cultural Environment	Archaeology, Built Heritage, Cultural Heritage Landscapes
Engineering	Drainage, Structural, Geotechnical, Pavement, Electrical, Erosion and Sediment Control

- Property owner cooperation through the signing and returning of Permission to Enter (PTE) forms is greatly appreciated
- PTE will allow ministry staff, WSP, AECOM and/or their subconsultants hired by the ministry to access lands in order to obtain valuable field information that will help in refining the Technically Preferred Route and developing the preliminary design of the Preferred Route
- The project's PTE coordinator is available to answer questions. A PTE factsheet is also available

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French Display Boards



Le corridor de transport ouest de la RGT – Une brève histoire

2008 :	Le cadre de référence a été approuvé en mars 2008
2008 - 2012 :	La phase 1 de l'étude pour le corridor de transport ouest de la RGT (planification des systèmes) comprenait l'identification des problèmes de transport et des occasions, l'évaluation des solutions de rechange pour le système de transport, et la recommandation d'une Stratégie de développement des transports (SDT)
2014 - 2015 :	La phase 2 de l'étude pour le corridor de transport ouest de la RGT (planification des itinéraires et conception préliminaire d'un corridor de transport multimodal comme composant de la SDT) consistait à identifier les caractéristiques et les contraintes, ainsi qu'à élaborer et évaluer les solutions de rechange pour les itinéraires et les échangeurs
Décembre 2015 :	L'étude sur le corridor ouest de la RGT a été suspendue • Avant la suspension de l'étude, l'équipe du projet du corridor de transport ouest de la RGT avait retenu un itinéraire sur le plan technique, mais elle ne l'avait pas encore présenté au public
Printemps 2016 :	Un comité consultatif indépendant avait pour tâche d'évaluer l'étude sur le corridor ouest de la RGT à la lumière des changements apportés aux politiques gouvernementales depuis 2008 et des nouvelles technologies en matière de transport
Février 2018 :	Le rapport du comité consultatif a été publié. L'ancien gouvernement a annoncé que la province ne poursuivrait pas l'étude sur le corridor ouest de la RGT
Février 2018 :	Le ministère des Transports et la Société indépendante d'exploitation du réseau d'électricité (SIERE), avec l'appui du ministère de l'Environnement et de l'Énergie, ont lancé l'étude visant l'établissement du tracé du couloir dans la partie nord-ouest de la RGT dans le but de trouver et de protéger des terres qui serviraient pour un corridor linéaire d'infrastructure polyvalent.
Novembre 2018 :	Dans son Énoncé économique de l'automne 2018, le gouvernement a déclaré que l'Ontario faisait le nécessaire pour reprendre l'étude environnementale sur le corridor ouest de la région du Grand Toronto.
Juin 2019 :	Le 19 juin 2019, le gouvernement a annoncé que l'évaluation environnementale (EE) du corridor de transport ouest de la RGT reprendrait à partir du point auquel elle avait été suspendue en 2015. • L'étude sur le corridor ouest de la RGT protégera des terrains pour un corridor de transport multimodal futur • Avec la reprise de l'EE sur le corridor ouest de la RGT, l'étude sur le tracé du corridor nord-ouest de la RGT ne sera pas poursuivie • Le ministère de l'Énergie, du Développement du Nord et des Mines et la Société indépendante d'exploitation du réseau d'électricité ont entrepris une nouvelle étude distincte pour identifier un corridor de transport d'électricité adjacent.

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RGT ouest

Planifier avec une vision | Planifier pour les gens

Planifier avec une vision, planifier pour les gens

- La région élargie du Golden Horseshoe (REGH) est un moteur économique pour la province. Il est donc essentiel de répondre aux besoins de transport de cette région pour assurer la compétitivité de notre économie
- Le besoin de l'étude de l'ouest de la RGT demeure et est renforcé par les prévisions en matière de croissance de la population et de l'emploi dans la REGH, reflétant davantage de gens et d'emplois d'ici 2041
- La préservation d'un corridor de transport multimodal soutient les communautés croissantes – il serait judicieux d'effectuer de la planification à long terme pour les zones soumises à une pression liée au développement
- Plus largement, le ministère travaille à l'élaboration d'un plan de transport multimodal intégré pour la REGH. L'objectif est de fournir une vision à long terme du transport dans la REGH (jusqu'à 2051), ainsi qu'un futur réseau de transport multimodal intégré pour favoriser la circulation de la population et des marchandises.

L'équipe de projet continue à se concentrer sur la réalisation de ses engagements et sur la prestation de recommandations qui sont solides sur le plan stratégique et fondées sur les faits, et qui reflètent la complexité de l'initiative

RGT ouest

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Qu'est-ce qui a été fait pour reprendre l'étude?

- Pour sélectionner l'itinéraire retenu sur le plan technique en 2015, des spécialistes en environnement et en transport avaient effectué une évaluation exhaustive de chaque itinéraire de remplacement figurant sur la liste courte
- Après la reprise récente de l'étude sur le corridor ouest de la RGT, l'évaluation a été mise à jour afin d'inclure un examen des politiques et des plans plus récents, y compris, notamment :
  - le Plan de croissance de la région élargie du Golden Horseshoe (2019)
  - le Plan de la ceinture de verdure (2017)
  - les Plans de protection des sources pour les offices de protection de la nature de Credit Valley, de Halton et de Toronto et de la région (2017)
  - les plans officiels des municipalités et les mises à jour au plan directeur des transports
  - les plans secondaires des municipalités, y compris les projets d'aménagement existants et proposés
  - les changements généraux de l'utilisation des terrains et des conditions existantes depuis 2015
  - le Guide canadien de conception géométrique des routes (2017) de l'Association des transports du Canada (ATC) et le supplément du ministère des Transports au Guide canadien de conception géométrique des routes (2017)
  - les mises à jour aux données sur l'environnement naturel provenant de sources secondaires publiquement disponibles, le cas échéant
- Après le centre d'information public nº 2, l'itinéraire préféré sera examiné et confirmé selon les commentaires et la collecte continue de données pertinentes

L'itinéraire retenu sur le plan technique en 2015 reste le même après l'examen de l'évaluation de 2019

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Vue d'ensemble de la phase 1 et de la phase 2

Phase 1

La phase 1 a été achevée en novembre 2012. Elle recommande une stratégie de transport multimodal tenant compte de ce qui suit :

- l'optimisation du réseau de transport existant
- l'amélioration des moyens de transport hors route, comme le transport en commun et le transport ferroviaire
- l'élargissement des autoroutes existantes
- la création d'un nouveau corridor de transport

La phase 1 a déterminé que même avec l'optimisation du réseau de transport existant, l'élargissement des autoroutes existantes et les projets d'expansion du transport en commun établis par Metrolinx, il est nécessaire d'accroître la capacité routière



Phase 2

Cette seconde phase se concentre sur la recommandation d'un nouveau corridor de transport :

- s'étendant de l'autoroute 400 à l'est jusqu'à l'échangeur de l'autoroute express à péage 407 et de l'autoroute 401 à l'ouest
- inclut une autoroute de la série 400, une rue piétons-autobus et de possibles caractéristiques prioritaires pour la circulation de marchandises

Consultez le tableau de référence pour obtenir des renseignements concernant la phase 1

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Processus général de la phase 2

2014 → 2022

Collecte de données → **Itinéraires de remplacement** → **Conception préliminaire** → **Rapport provisoire de l'évaluation environnementale** → **Soumission prévue du rapport final d'évaluation environnementale**

- Cerner les caractéristiques et contraintes existantes.

Nous sommes ici

- Créer et examiner une liste longue afin d'arriver à une liste courte de solutions de rechange pour l'itinéraire et les emplacements des échangeurs (présentée lors du centre d'information public nº 1).
- Évaluer la liste courte de solutions de rechange pour l'itinéraire et les emplacements des échangeurs afin de parvenir à un itinéraire retenu sur le plan technique (présenté lors du centre d'information public nº 2 pour recevoir les commentaires).

- Après l'examen des commentaires reçus lors du centre d'information public nº 2, élaborer l'itinéraire privilégié selon un degré de précision équivalant à une conception préliminaire.
- Pour les croisements de routes qui ne constitueront pas un échangeur, concevoir la solution pour le corridor (p. ex., passage supérieur, passage inférieur ou troncature).
- La conception préliminaire sera présentée lors du centre d'information public nº 3.

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Nécessité d'améliorer le transport

- Le Plan de croissance de la région élargie du Golden Horseshoe de 2006 (Plan de croissance) prévoyait que la population de cette région passerait à **11,5 millions** d'habitants d'ici 2031
  - Il en résultera une hausse des déplacements d'environ 1,5 million (voitures et camions) par jour dans la zone d'étude du corridor ouest de la RGT d'ici 2031
  - Without changes, by 2031 the average commute times are expected to increase by 27 minutes a day

- Selon la mise à jour de 2019 du Plan de croissance, cette région devrait atteindre une population de **13,5 millions de personnes et offrir 6,3 millions d'emplois** d'ici 2041





La création de nouvelles infrastructures de transport permettrait de réduire la congestion routière et d'améliorer la circulation de marchandises dans la région du Grand Toronto

Le corridor de transport multimodal ouest de la RGT est un élément de la solution globale visant à soutenir la croissance future

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Avantages pour les communautés locales et régionales







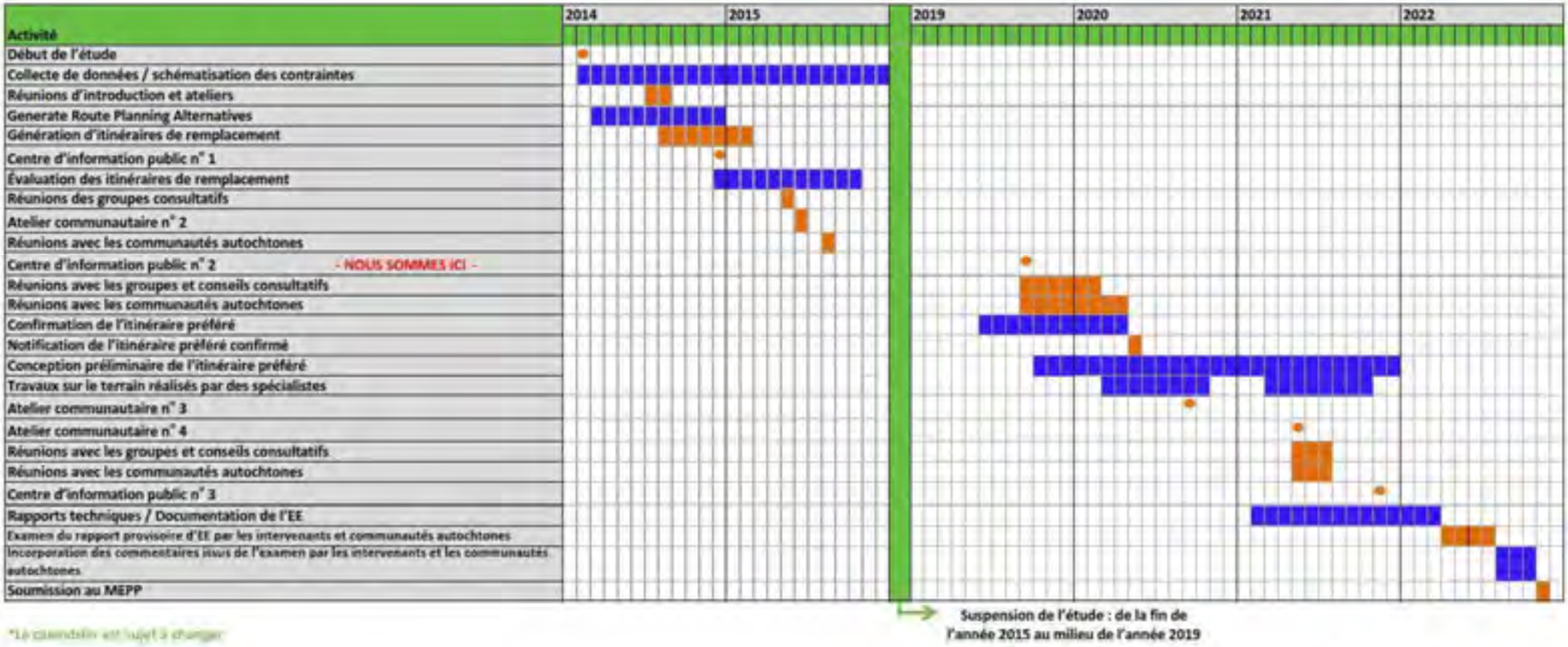
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Calendrier d'étude de la phase 2



*Le calendrier est sujet à changer

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Programme de consultation et d'engagement

2014 → 2022

Itinéraires de remplacement	Évaluation des itinéraires de remplacement	Conception préliminaire	Rapport provisoire d'évaluation environnementale	Soumission prévue du rapport final d'évaluation environnementale
Ronde 1 de consultations et d'engagements	Ronde 2 de consultations et d'engagements	Ronde 3 de consultations et d'engagements	Examen d'une durée minimale de 90 jours	Décision par le MEPP
• Atelier d'introduction communautaire • Réunions des groupes consultatifs : GCM, GCOR, GCEM, GCC, GCTCV • CIP nº 1 • Présentations au conseil • Réunions avec les communautés autochtones • Réunions avec d'autres groupes d'intervenants	• Deuxième atelier communautaire • CIP nº 2 – Nous sommes ici • Présentations au conseil • Réunions des groupes consultatifs : GCM, GCOR, MEPP, GCC, GCTCV • Réunions avec les communautés autochtones • Réunions avec d'autres groupes d'intervenants	• Troisième et quatrième ateliers communautaires (élaboration du PVC) • Réunions des groupes consultatifs : GCM, GCOR, MEPP, GCC, GCTCV • Présentations au conseil • CIP nº 3 • Réunions avec les communautés autochtones • Réunions avec d'autres groupes d'intervenants • Réunions avec les propriétaires affectés	• Occasion pour le public, les groupes consultatifs, les communautés autochtones et d'autres intervenants d'examiner le rapport provisoire d'évaluation environnementale	

Acronymes

GCC	Groupe consultatif communautaire
PVC	Plan de valeur communautaire
GCTCV	Groupe consultatif sur le transport dans la ceinture de verdure
GCM	Groupe consultatif municipal
GCEM	Groupe consultatif exécutif municipal
MEPP	Ministère de l'Environnement, de la Protection de la nature et des Parcs
GCOR	Groupe consultatif des organismes de réglementation
CIP	Centre d'information public

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Centre d'information public (CIP) nº 1

- Le CIP nº 1 a été tenu dans les régions de Halton, de York et de Peel en novembre/décembre 2014
- Le CIP nº 1 présente un aperçu du contexte de l'étude, du processus, des conditions existantes, des solutions de rechange pour les itinéraires et les échangeurs et la zone d'analyse localisée pour la liste courte de solutions de rechange
- Plus de 750 personnes étaient présentes et environ 200 commentaires écrits ont été reçus

Ce que nous avons entendu lors du CIP nº 1 :



Incorporation des commentaires du CIP nº 1 à l'étude :

- Les caractéristiques identifiées par les intervenants ont été vérifiées et incorporées au mappage des conditions existantes
- Les suggestions pour de nouveaux itinéraires et des améliorations ont été évaluées, et celles ayant du mérite ont été transmises

Consultez le tableau de référence pour consulter le rapport sommaire du CIP nº 1

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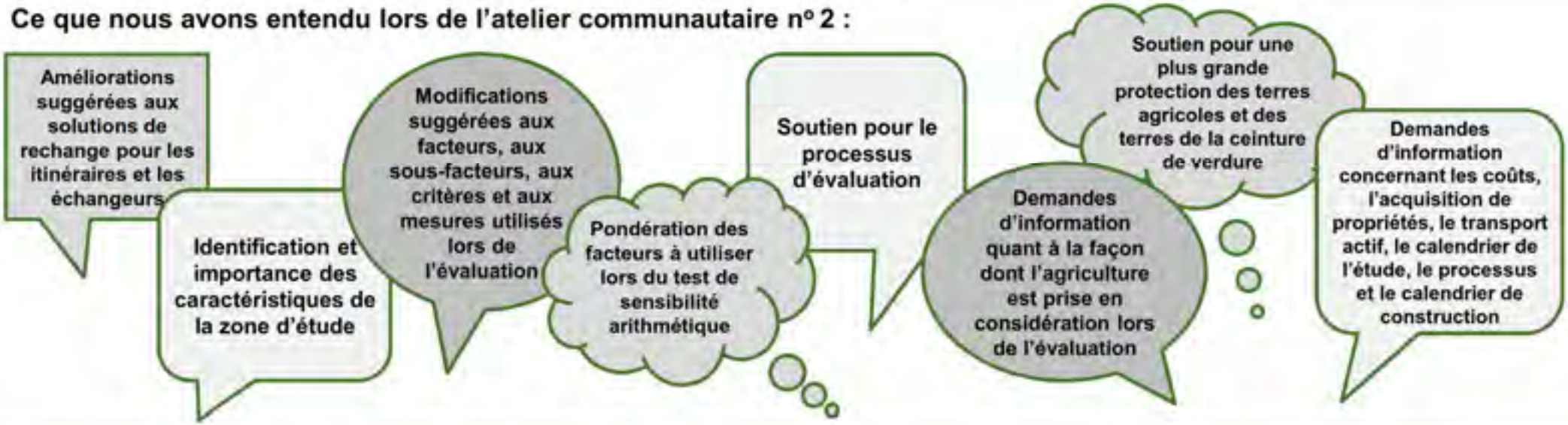
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Atelier communautaire nº 2

- L'atelier communautaire nº 2 a été tenu dans les régions de Halton, de York et de Peel en juin 2015
- L'atelier communautaire nº 2 demandait des idées concernant l'évaluation des solutions de rechange pour les itinéraires et les échangeurs figurant sur la liste courte et les enjeux dans la zone d'étude
- Plus de 600 personnes étaient présentes et environ 130 commentaires écrits ont été reçus

Ce que nous avons entendu lors de l'atelier communautaire nº 2 :



Incorporation des commentaires de l'atelier communautaire nº 2 à l'étude :

- Les commentaires ont été utilisés pour identifier les facteurs qui sont importants pour la communauté
- La pondération des facteurs a été utilisée pour le « scénario de pondération publique » lors du test de sensibilité arithmétique
- Les commentaires concernant les options dans la zone d'étude ont été pris en considération lors de la méthode d'argument raisonné

Consultez le tableau de référence pour consulter le rapport sommaire de l'atelier communautaire nº 2

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Sondage sur les activités agricoles

- En 2015, l'équipe du projet a utilisé un sondage pour obtenir des renseignements plus détaillés sur les activités agricoles dans la zone d'étude

Le sondage sur les activités agricoles a demandé des renseignements concernant :



Incorporation des commentaires du sondage sur les activités agricoles à l'étude :

- Les résultats du sondage ont été utilisés pour augmenter la compréhension des impacts possibles sur les terres agricoles, les pratiques et les liens opérationnels, et pour contribuer à identifier les facteurs clés dans l'évaluation des solutions de rechange pour les itinéraires et les échangeurs
- Les renseignements issus du sondage ont été compilés dans les tableaux d'évaluation de façon telle que les personnes et d'autres entités ne pouvaient pas raisonnablement être identifiées

Consultez le tableau de référence pour consulter les questions du sondage sur les activités agricoles

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Étapes suivantes

Automne 2019	• L'équipe du projet doit examiner les commentaires reçus lors du centre d'information public nº 2 et y répondre : ○ **Veuillez soumettre vos commentaires au plus tard le 31 octobre 2019** • Demandez à devenir membre du groupe du plan de valeur communautaire. ○ **Date limite pour la demande : 31 octobre 2019** • Réunions avec les communautés autochtones, les groupes consultatifs et les conseils municipaux
Printemps 2020	• Confirmation de l'itinéraire préféré et de la zone d'analyse localisée • Début de la conception préliminaire de l'itinéraire préféré, ce qui inclut : ○ **D'autres enquêtes sur le terrain où la permission d'entrer est accordée** ○ **Consultation avec les propriétaires directement touchés par l'itinéraire préféré**
Automne 2020 / Printemps 2021	• Élaboration des plans de valeur communautaire (le point central des ateliers communautaires nº 3 et nº 4)
Printemps / Été 2021	• Réunions avec les communautés autochtones, les groupes consultatifs et les conseils municipaux régionaux
Automne / Hiver 2021	• Présentation de la conception préliminaire de l'itinéraire préféré lors du centre d'information public no 3.
En cours	• Consultation avec les intervenants par l'entremise : ○ **du site Web du projet (www.gta-west.com)** ○ **de la page Twitter du projet** ○ **d'un numéro de téléphone sans frais (1 877 522-6916)** ○ **de l'adresse de courriel de l'équipe du projet (project_team@gta-west.com)**

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*Le calendrier est sujet à changer

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Loi sur l'accès à l'information et la protection de la vie privée

Les commentaires et renseignements concernant cette étude seront recueillis pour aider le ministère des Transports étude à répondre aux exigences de la Loi sur les évaluations environnementales (EE). Cette information sera conservée au dossier pour être utilisée pendant l'étude et pourra être incluse dans la documentation du projet.

L'information recueillie sera utilisée conformément à la Loi sur l'accès à l'information et la protection de la vie privée. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Vous êtes encouragés à prendre contact avec un membre de l'équipe du projet si vous avez des questions ou des préoccupations concernant les renseignements ci-dessus.

Appendix B

Notification of Public Information Centre #2

ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE #2 - GTA WEST TRANSPORTATION CORRIDOR ROUTE PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY, STAGE 2

THE STUDY: In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.



The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

PUBLIC INFORMATION CENTRE #2 (PIC #2):
PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue. Location and dates:

Thursday September 19, 2019
4:00 p.m. to 8:00 p.m.
Venetian Salon
Château Le Jardin Conference Centre
8440 Highway 27
Woodbridge, Ontario, L4L 1A5

Thursday September 26, 2019
4:00 p.m. to 8:00 p.m.
Kinsmen Hall
Gellert Community Centre
10241 Eighth Line
Georgetown, Ontario, L7G 4S5

Thursday October 3, 2019
4:00 p.m. to 8:00 p.m.
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon, Ontario, L7C 2J3

COMMENTS: Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act.* Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly or to be added to the mailing list, please call the toll-free telephone line at **1-877-522-6916**, send an email to **project_team@gta-west.com,** or write to the Project Team at the addresses provided below. Study information is available on the project website: **www.gta-west.com.** Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation, Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO
AVIS DU CENTRE D'INFORMATION Nº 2 – PLANIFICATION DU CORRIDOR DE TRANSPORT OUEST DE LA RGT ET ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE, PHASE 2

L'ÉTUDE: En juin 2019, le ministère des Transports a annoncé que le gouvernement relançait la phase 2 de la planification du corridor de transport Ouest de la région du Grand Toronto (RGT) et l'étude d'évaluation environnementale (EE) associée. À partir des recommandations de la phase 1, l'étude d'EE permettra d'identifier l'itinéraire, de situer les emplacements des correspondances et de terminer la conception préliminaire d'un nouveau corridor de transport dans la zone d'étude de planification de l'itinéraire. Le nouveau corridor de transport combiné comprendra : une autoroute de la série 400, une voie réservée aux piétons-autobus et de possibles caractéristiques prioritaires pour la circulation de marchandises.



Le corridor de transport Ouest de la RGT constitue une infrastructure de transport essentielle qui contribuera à répondre à la croissance prévue en termes de population et d'emploi identifiée dans le *Plan de croissance de la région élargie du Golden Horseshoe (2019),* et il permettra de nombreux avantages, notamment les suivants :

- Une meilleure liaison entre les centres de croissance urbains;
- Une amélioration de la circulation des personnes et des marchandises;
- L'amélioration des trajets quotidiens; et
- Une plus grande vitalité économique.

L'étude portant sur le corridor Ouest de la RGT est réalisée comme une EE individuelle conformément à la *Loi sur les évaluations environnementales de l'Ontario* et au Cadre de référence de l'évaluation environnementale du corridor de transport Ouest dans la RGT, qui a été approuvé par le ministère de l'Environnement de l'Ontario le 4 mars 2008.

CENTRE D'INFORMATION Nº 2 : Le centre d'information nº 2 portera sur le processus de l'étude, l'itinéraire retenu sur le plan technique ainsi que la zone d'analyse focalisée de 2019, et présentera une occasion de participer à l'élaboration de plans de valeur collective pour l'étude du corridor de transport Ouest de la RGT. Le centre d'information nº 2 constituera un centre informel sans inscription où les représentants de l'équipe du projet seront disponibles pour répondre aux questions. La même information sera présentée à tous les établissements. Lieux et dates :

Jeudi 19 septembre 2019
de 16 h à 20 h
Venetian Salon
Centre de conférence du Château Le Jardin
8440 Highway 27
Woodbridge (Ontario) L4L 1A5

Jeudi 26 septembre 2019
de 16 h à 20 h
Kinsmen Hall
Centre communautaire Gellert
10241 Eighth Line
Georgetown (Ontario) L7G 4S5

Jeudi 3 octobre 2019
de 16 h à 20 h
Peel Junior Farmers Hall
Brampton Fairgrounds
12942 Heart Lake Road
Caledon (Ontario) L7C 2J3

COMMENTAIRES: Les commentaires sur l'étude sont les bienvenus et seront recueillis pour aider l'équipe de projet du corridor de transport Ouest de la RGT. Ces éléments seront conservés afin d'être utilisés tout au long du projet et pourront être inclus dans la documentation du projet afin de répondre aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée* et à la *Loi sur l'accès à l'information*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec l'équipe du projet. Pour contacter directement l'équipe du projet ou pour être ajouté à la liste de distribution, veuillez composer le numéro sans frais **1 877 522-6916**, envoyer un courriel à **project_team@gta-west.com,** ou écrire à l'équipe à l'une des adresses ci-dessous. Vous pouvez consulter l'information relative à l'étude sur le site Web du projet : **www.gta-west.com.** Des renseignements sont disponibles en français au 289 835-2484 (Yannick Garnier).

Jim Dowell, ing., chargé de projet de firme de conseils
WSP
610, rue Chartwell, bureau 300
Oakville (Ontario) L6J 4A5

Lukasz Grobel, ing., gestionnaire de projets du MTO
Ministère des Transports de l'Ontario, région du Centre
159, avenue Sir William Hearst, 4e étage
Toronto (Ontario) M3M 0B7

Ontario

Letter Templates for the Addressed Notification of Public Information Centre #2

Ontario

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MP and MPP – Letter Template

August 23, 2019

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Location and dates:

Thursday September 19, 2019 4:00 p.m. to 8:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	**Thursday September 26, 2019** 4:00 p.m. to 8:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	**Thursday October 3, 2019** 4:00 p.m. to 8:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

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The enclosed "Notice of Public Information Centre #2" will be published in English and French, as noted, in the following regional and local newspapers:

Newspapers	Publication Date
Mississauga le Metropolitain*	Wednesday September 4, 2019
Turtle Island News	Wednesday September 4, 2019
Two Row Times	Wednesday September 4, 2019
Mississauga News	Thursday September 5, 2019
Caledon Citizen	Thursday September 5, 2019
Vaughan Citizen	Thursday September 5, 2019
King Township Sentinel	Thursday September 5, 2019
Georgetown Acton Independent Free Press	Thursday September 5, 2019
Milton Canadian Champion	Thursday September 5, 2019
Guelph Tribune	Thursday September 5, 2019
Erin Advocate	Thursday September 5, 2019
(Bolton) Caledon Enterprise	Thursday September 5, 2019
Brampton Guardian	Thursday September 5, 2019
Toronto L'express*	Friday September 6, 2019
Toronto Star	Saturday September 7, 2019

**** Published in French***

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record.

Should you require further information on the study or if you have any accessibility requirements in order to participate in this project, please feel free to contact me at 416-235-5616. You may also contact the Project Team at project_team@gta-west.com. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM

Encl. Ontario Government Notice – Notice of PIC #2

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

External (Municipalities and Agencies) – Letter Template

September 3, 2019

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2019),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your organization is invited to attend one of the PIC #2 preview sessions:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.	3:00 p.m. to 4:00 p.m.
Venetian Salon	Kinsmen Hall	Peel Junior Farmers Hall
Château Le Jardin Conference Centre	Gellert Community Centre	Brampton Fairgrounds
8440 Highway 27	10241 Eighth Line	12942 Heart Lake Road
	Georgetown, Ontario, L7G 4S5	Caledon, Ontario, L7C 2J3

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

Woodbridge, Ontario, L4L 1A5

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Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

Public, Interest Groups, Utilities – Letter Template

September 3, 2019

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

Dear «First_Name» «Last_Name»:

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Public consultation is important in shaping the outcome of this study. Come out to Public Information Centre (PIC) #2 to view the work currently in progress and find out how you can get involved in the GTA West Study.

Location and dates:

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WSP

AECOM

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Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

Regulatory Agency Advisory Group – Letter Template

September 3, 2019

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
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This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. PIC #2 will present the study process, the Technically Preferred Route, the 2019 Focused Analysis Area, and will introduce the opportunity to participate in developing Community Value Plans for the GTA West Study. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

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Château Le Jardin Conference Centre	Gellert Community Centre	Brampton Fairgrounds
8440 Highway 27	10241 Eighth Line	12942 Heart Lake Road
	Georgetown, Ontario, L7G 4S5	Caledon, Ontario, L7C 2J3

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

Woodbridge, Ontario, L4L 1A5

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

As you were a valued member of the GTA West Regulatory Agency Advisory Group (RAAG), we would like to inform you that this group is being reconvened. We are planning to hold RAAG Meeting #4 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you or a replacement representative wish to continue as a member of the RAAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act and the Access to Information Act.* With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact the Project Team. To contact the Project Team directly, please call the toll-free telephone line at 1-877-522-6916, send an email to project_team@gta-west.com, or write to the Project Team at the addresses provided below. Study information is available on the project website: www.gta-west.com. Des renseignements sont disponibles en français en composant (289) 835-2484 (Yannick Garnier).

Jim Dowell, P. Eng., Consultant Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5

Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

WSP

AECOM

Ontario

GTA West
Planning with Vision | Planning for People

Community Advisory Group – Letter Template

September 3, 2019

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
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WSP

AECOM

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As you were a valued member of the GTA West Community Advisory Group (CAG), we would like to inform you that this group is being reconvened. We are planning to hold CAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the CAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

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Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

Greenbelt Transportation Advisory Group – Letter Template

September 3, 2019

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

Dear «First_Name» «Last_Name»:

RE: Notice of Public Information Centre #2
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WSP

AECOM

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As you were a valued member of the GTA West Greenbelt Transportation Advisory Group (GTAG), we would like to inform you that this group is being reconvened. We are planning to hold GTAG Meeting #3 in Fall 2019 after PIC #2. Please confirm by October 1, 2019 with the Project Team if you wish to continue as a member of the GTAG (project_team@gta-west.com or 1-877-522-6916). If so, you will receive a separate invitation to this meeting. Only members who confirm will be invited to the next meeting. We very much look forward to your continued involvement in this important group.

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WSP
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Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

September 3, 2019 **Municipal Advisory Group – 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 #2
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WSP AECOM

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WSP
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Lukasz Grobel, P. Eng., MTO Project Manager
Ontario Ministry of Transportation
Central Region
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Sincerely,

_____

Britta Patkowski, MCIP, RPP
GTA West Project Team Member
AECOM Canada Ltd.
1-877-522-6916
project_team@gta-west.com

cc: Lukasz Grobel, MTO
Chris Barber, MTO
Jim Dowell, WSP

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

Indigenous Communities – Letter Template

September 3, 2019

«Contact»
«First_Nation_Community»
«Address»

Dear «Greeting»:

RE: Notice of Public Information Centre #2
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This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view. PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
2:00 p.m. to 3:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	2:00 p.m. to 3:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	2:00 p.m. to 3:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

Additionally, following PIC #2 the Project Team would like to meet with your community to provide an overview of the material presented at PIC #2, respond to questions, and discuss strategies to incorporate your input into the Study and address concerns. We will send an invitation closer to that time and work with you to arrange this meeting.

Comments and input regarding the study are encouraged and will be collected to assist the GTA West 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 EA Act*. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

If you have specific questions or concerns, any accessibility requirements in order to participate in this project or wish to obtain additional information about this project, please do not hesitate to contact me at 647-248-2155 or at lukasz.grobel@ontario.ca. Study information is available on the project website: www.gta-west.com.

Thank you for your cooperation and assistance.

Sincerely,

_____

Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

Williams Treaties First Nations – Letter Template

September 3, 2019

«Contact»
«First_Nation_Community»
«Address»

Dear «Greeting»:

RE: Notice of Public Information Centre #2
GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2

In June 2019 the Minister of Transportation announced that the government is resuming Stage 2 of the Greater Toronto Area (GTA) West Transportation Corridor Route Planning and Environmental Assessment (EA) Study. Building on the recommendations from Stage 1, the EA Study will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area (refer to the enclosed Notice). The new multimodal transportation corridor will include: a 400-series highway, transitway and potential goods movement priority features.

The GTA West Transportation Corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the *Growth Plan for the Greater Golden Horseshoe (2017),* and will deliver multiple benefits including:

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

The GTA West Study is being undertaken as an Individual EA in accordance with the *Ontario EA Act* and the *GTA West Corridor EA Terms of Reference*, which was approved by the Ontario Minister of the Environment on March 4, 2008.

This letter is to notify you that the second round of Public Information Centres (PIC #2) for this study has been scheduled. The Ontario Government Notice is enclosed with this letter, should you wish to post it for members of your community to view. PIC #2 will present the study process, the Technically Preferred Route, and the 2019 Focused Analysis Area. PIC #2 will be an informal drop-in centre with Project Team representatives available to answer questions. The same information will be presented at each venue.

Your community is invited to attend one of the following PIC #2 preview sessions being held for members of interested Indigenous communities:

Thursday September 19, 2019	**Thursday September 26, 2019**	**Thursday October 3, 2019**
2:00 p.m. to 3:00 p.m. Venetian Salon Château Le Jardin Conference Centre 8440 Highway 27 Woodbridge, Ontario, L4L 1A5	2:00 p.m. to 3:00 p.m. Kinsmen Hall Gellert Community Centre 10241 Eighth Line Georgetown, Ontario, L7G 4S5	2:00 p.m. to 3:00 p.m. Peel Junior Farmers Hall Brampton Fairgrounds 12942 Heart Lake Road Caledon, Ontario, L7C 2J3

WSP

AECOM

PIC #2 preview sessions will be an informal drop-in centre with Project Team representatives available to answer questions. Members of the public have been invited to attend PIC #2 between 4:00 p.m. and 8:00 p.m.

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Lukasz Grobel, P. Eng.
MTO Project Manager

cc: Chris Barber, MTO
Leslie Currie, MTO
Jim Dowell, WSP
Britta Patkowski, AECOM Canada Ltd.
Karry Sandy-McKenzie, Coordinator for the Williams Treaties

Encl. Ontario Government Notice – Notice of PIC #2

Ontario

GTA West
Planning with Vision | Planning for People

Métis Nation of Ontario – Letter Template

September 3, 2019

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«City», «State»
«PostalCode»

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MTO Project Manager

cc: Chris Barber, MTO
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Britta Patkowski, AECOM Canada Ltd.

Encl. Ontario Government Notice – Notice of PIC #2

Appendix C

Synopsis of Public Information Centre #2 Comments

September 19, 2019 at the Château Le Jardin Conference Centre (York Region)

	Written Comment	Verbal Comment
Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives		
General support for the Technically Preferred Route.	X	
Support for the Technically Preferred Route and wish construction would start as soon as possible.	X	
The Technically Preferred Route will alleviate congestion on local roads. Highway 401 is way too busy and Highway 407 is too expensive.	X	
We live 1.8km from the transportation corridor. It will impact us with air pollution, noise, traffic, and property depreciation.	X	
Prefer a route that is farther north in the east section of the study area.	X	X
Inquiry about whether the Technically Preferred Route is a done deal.	X	
Concern about impacts to the Greenbelt and Ecosystem Services.	X	
The Technically Preferred Route in Section 4 should be moved further north to make better transitions with Sections 3 and 5. This route would be shorter and straighter. The Chinguacousy Road interchange should be north of Old School Road.	X	
Alternative S4-2 (northerly route) is preferred over Alternative S4-1 as it is more economical and provides more separation to the Mayfield West community (congestion, noise, air quality). Alternative S4-2 also has less watercourse crossings (18 vs. 21), impacts less habitat (18.4 ha vs. 22.7 ha) and will fragment less agricultural lands.	X	
The Technically Preferred Route is useless for businesses and goods movement as traffic is directed into Toronto. The Technically Preferred Route also does not help transportation further east (Kingston, Lindsay, Montreal). Traffic will be dumped onto Highway 410.	X	
The Technically Preferred Route should connect to Highway 9 north of Orangeville.	X	X

	Written Comment	Verbal Comment
The Technically Preferred Route will destroy a planned residential community east of Huntington Road. Insufficient weight was given to this impact, especially since an alternative route was among the short list which would have avoided this community.	X	
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.	X	
The land use criteria does not consider Mayfield West Phase 2 Stages 2 + 3. The future land uses criteria should consider Town of Caledon's planning for the complete Mayfield West community.	X	
The extension of Highway 410 as part of the Technically Preferred Route goes through 5 of our family's agricultural properties. Request that members of the Project Team come for a site visit before confirming the Preferred Route, to fully understand the impacts on the family's agricultural operations.	X	
The Technically Preferred Route will result in noise impacts to property owners on Weston Road and King Vaughan Road as well as impacts to amphibians, piliated woodpeckers, great horned owls, the Greenbelt and heritage resources. Alternative S9-2 does not impact heritage resources and Alternative S9-3 would impact lands north of Kirby Road which are already clear cut (i.e. less impacts to wildlife).	X	X
Weston Road cannot accommodate on and off-ramps.	X	
This study needs to be re-evaluated. The statistics are outdated.	X	
The Technically Preferred Route should go north of King Road.	X	
The partial interchange at Weston Road should be eliminated as its too close to Highway 400 and its purpose is not demonstrated.	X	

	Written Comment	Verbal Comment
Utility relocations need to be considered in the early stages of design. Impacts to large watermains, trunk sewers, wells and groundwater structures need to be considered in the evaluation of alternatives. Inquiry regarding whether Regional municipal staff were consulted regarding the evaluation of alternatives.	X	
Extend Highway 427 to Highway 9.	X	
In Sections 4 and 5, the Technically Preferred Route should be pushed north adjacent to the airport to eliminate the 'dead space' between the two. This would also minimize impacts to the forested area which is part of the Etobicoke Creek Conservation Area east of Highway 10. In Section 4 ,the Chinguacousy Road interchange is too close to Old School Road.	X	
Many people commute from Orangeville and Shelbourne. The Technically Preferred Route is too far south and too close to Highway 407.	X	
The transportation corridor no longer makes sense. Hundreds of thousands of people now live around the corridor that did not when the idea for the corridor was conceived. The corridor should go between Barrie and Bradford. The Technically Preferred Route is too close to Highway 407 to be effective.	X	
The Technically Preferred Route is a road to nowhere as you cannot continue east of Highway 400.	X	
The partial interchange at Weston Road will cause more congestion on Weston Road.	X	
The Technically Preferred Route in Section 9 is too close to the Humber River and new subdivisions.	X	
Agree with technically preferred S9-1. This route offers the best use of land and leaves Kirby Road free for Vaughan's use.	X	
Solid evaluation process.	X	
Support for the Highway 410 interchange area. Going east of Heart Lake Road keeps the highway way from the strawberry fields subdivision and will allow the Abbotside Way connector road to be completed.	X	

	Written Comment	Verbal Comment
There is too much valley land along the Technically Preferred Route and the Conservation Authorities will make the cost of construction astronomical.	X	
Strong challenge from resident at Weston/King-Vaughan Road regarding the evaluation of routes for Section 9 – preferred route should be to the south since it impacts less Greenbelt lands. Impacts to wetland areas along northern route appear to be missed.		X
Selecting the north alignment in Section 9 was politically driven since the southern alignments go through lands owned by developers.		X
Proposing interchanges at busy arterial roadways such as Mayfield Road will add more traffic and make these arterials have a much worse level of service.		X
Do not impact the trail system within the Humber River area. Appreciate considerations to minimize impacts.		X
GTA West corridor should continue further west to Guelph/Kitchener.		X
City of Brampton is planning on building a hospital at the southwest corner of Bovaird Drive and Heritage Road, as well as employment farther north along Heritage Road. Inquiry about whether this was considered in the evaluation.		X
There is a Bolton development area which has been approved which does not work with the recommended interchange at Coleraine Drive.		X
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		X
Concern from property owners outside but near the route/FAA regarding how a highway would impact them (e.g. noise).		X
The connection to Highway 400 would cause further congestion along that route.		X

	Written Comment	Verbal Comment
City of Vaughan Transportation group noted a bridge rehabilitation project that they have started design on at King Vaughan Road over the East Humber River. They confirmed that it is no longer within the preferred route, so potentially not impacted by the project.		X
2019 Focused Analysis Area		
Much improved over previous versions.	X	
The Focused Analysis Area should be further reduced to release more developable land.	X	
The Focused Analysis Area is freezing lands that people purchased over 30 years ago as an investment to be developed. They will never reap the benefits of their investment. This is inconsiderate of existing land owners.	X	
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
Confusion regarding the NWGTA Study and the increase in lands of interest in the 2019 Focused Analysis Area.		X
Questions regarding the difference between Technically Preferred Route map and the 2019 Focused Analysis Area map.		X
Transitway		
The station locations look good but the lands should only be released when all is finalized.	X	
The lanes of the transitway should be located immediately next to the highway instead of a separate right-of-way to reduce the footprint of the multimodal transportation corridor and the associated impacts (property taking, vegetation, cost).	X	
Transitway stations should be located in the areas of greatest population (existing and future).	X	
Preference for station locations 2-11.	X	
Add more transit buses.	X	
Support for the transitway.		X
A bus-based transit system isn't appropriate for the corridor (limited capacity and outdated technology), but support the idea of an LRT/rail-based system.		X

	Written Comment	Verbal Comment
Goods Movement Priority Features		
Features should be recommended based on future planning needs and the Provincial Policy Statement. Allow shared truck and car lanes now and transition to truck only lanes when congestion warrants the shift. Promote night time travel for trucks to reduce congestion during daytime hours.	X	
Enact a law that prevents truck drivers from blocking all lanes on a highway.	X	
Trucks should be exempted from paying tolls on existing highways to reduce congestion on other highways instead of building the GTA West corridor.	X	X
This new highway may not help the trucking industry bypass/avoid congestion in the GTA.		X
Other		
Inquiry regarding definition of environmental policy area designation.	X	
The study should consider extending the route east of Highway 400. This is important for traffic flow and the land is still available.	X	
Inquiry regarding whether its possible to build the corridor above ground like the Gardiner Expressway. This may shorten the length of construction and reduce impacts to the environment.	X	
Relocate heritage homes where possible.	X	
This is the first time we are hearing about this study.	X	
Concern that the need for the highway wasn't demonstrated.	X	
Inquiry about impact to properties left adjacent to the transportation corridor. What will be done to ensure neighbouring properties located in the Greenbelt will remain as quiet, country retreats. Concern regarding exhaust, noise, congestion.	X	
The ministry should purchase Highway 407.	X	
Request for hard copies of some of the mapping.	X	
Allow people to move on with their lives. Stick to your Spring 2020 timeline for confirming the Preferred Route.	X	

	Written Comment	Verbal Comment
The Project Team staff were terrific. Well done. However, my hope is that this transportation corridor is not needed, and funds will be put to building more rail transit and incentives to carpooling and video conferencing.	X	
Please provide the explanation for why the GTA West Study was resumed when the Advisory Panel recommended the cancellation of the study. The Advisory Panel concluded that the new corridor would only decrease travel times by 1 minute in each direction. The corridor will only create water pollution and impacts to the environment.	X	
Consider congestion pricing or widening existing roadways as an alternative to the GTA West corridor .	X	
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.	X	
Inquiries about the timing of property acquisition.		X
Challenge the need and justification – we should be looking at developing strategies for changing people's behaviours to move away from peoples' reliance on cars with a focus on more public transit across the GTA.		X
Inquiry about whether there is financial compensation for people living next to the highway.		X
Inquiry about how this project is politically motivated. Will the study be cancelled again?		X
A 4-6 lane highway won't be sufficient and more lanes need to be constructed.		X
Interest in the status of other recommendations from Stage 1 of the Study. Why is the highway being emphasized over other initiatives?		X
Inquiries regarding partial vs. full buyouts.		X
General questions about the permission to enter process such as what the field investigations would involve, and when permission to enter forms/letters would be sent to property owners.		X

	Written Comment	Verbal Comment
Concern about the Hydro corridor study adding to the already wide footprint from the GTA West Study.		X
Request from the City of Vaughan for a Council presentation.		X
Protect the Greenbelt (love the work of the GTAG).		X
Inquiry regarding whether the CVP would incorporate sound-proofing/acoustic fencing or if that is another group.		X
Inquiry about whether Councillors would be able to represent their constituents at the CVP sessions.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff.		X
Frustration with multiple studies being initiated then cancelled. It creates uncertainty.		X
The ministry should focus on building infrastructure that supports autonomous cars.		X
CVPs are a great tool.		X
Happy with the level of knowledge of the project team and overall information provided at PIC.		X
Support for the project and happy that government is moving forward with this.		X
Concern that this project will intensify development in the area and may spread further north of the corridor.		X

September 26, 2019 at the Gellert Community Centre (Halton Region)

Comment Received	Written Comment	Verbal Comment
Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives		
General support for the Technically Preferred Route.		X
Support for the Technically Preferred Route and wish construction would start as soon as possible.		X
The Technically Preferred Route will alleviate congestion on local roads.		X
Inquiry about whether the Technically Preferred Route is a done deal.		X
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.		X
Inquiry about how Indigenous community interests were considered in the evaluation of the short listed route and interchange location alternatives. Information on consultation with Indigenous groups is lacking in the evaluation.	X	X
Interchanges at busy arterial roads such as Mayfield Road will add more traffic and degrade the levels of service on those arterial roads. Inquiry regarding whether these arterial roads would be widened.		X
GTA West transportation corridor should continue further west to Milton and Guelph/Kitchener.		X
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		X
Concern from property owners outside but near the route/FAA regarding how a highway would impact them (e.g. noise, air quality).		X
Comment that the evaluation of the short listed routes and interchange location alternatives may not have accurately reflected the impacts to pipelines. In Sections 2 and 3, there are at least two pipelines which have minimal cover and stakeholders inquired how the new transportation corridor would pass over them safely.		X

Comment Received	Written Comment	Verbal Comment
Request for the evaluation booklets to be posted online.		X
In Caledon there is not existing urban area along the route and no mass transit. The Remoteness of the Technically Preferred Route does not facilitate cycling and walkability.	X	
The GTA West transportation corridor is redundant to Highway 407.	X	
Westbound traffic from the Mayfield interchange will have to use River Road and the two lane crossing of the Credit River. This roadway is curvilinear with steep grades on the easterly approach to the Credit River. Operations on this road are problematic due to the alignment and the steep grades especially as this route is used by heavy vehicles. The concern is that the new interchange will add a significant volume of traffic to this road making a bad situation worse. It was also noted that this route could be used by vehicles bound for Acton and Guelph which would have more far reaching issues as these trips navigate their way over to Guelph Street and Highway 7.	X	X
Decisions should be made based on current planning practices.	X	
Concern about impacts to the community adjacent to 10th Sideroad (noise, air quality, environmental).	X	
There is no clear direction for a driver coming from Mayfield Road to get to Old Pine Crest Road (Norval). Winston Churchill Boulevard is always very icy where it turns into Old Pine Crest Road. We would appreciate if someone would look into these issues.	X	
Some stakeholders questioned the outcomes of the evaluation process leading to the preferred route/interchanges (i.e. conclusions not consistent with their views).		X
Lack of a holistic view and appropriate consideration for biodiversity, sustainability, etc.		X
Some stakeholders noted the highway's negative impact on farmland — and implications for food security. Others noted that there aren't a lot of 'real farm owners' left in the area.		X

Comment Received	Written Comment	Verbal Comment
Inquiry about how servicing would work for employment lands east and west of the interchange at Highway 401/407.		X
Concern about significant environmental impacts at the Credit River crossing.		X
Town of Halton Hills and Region of Halton staff noted that Alternatives S2-2 and S3-4 do nothing to alleviate the current congestion problems through Norval. Commuting between Georgetown and Brampton creates a significant demand which is not met by the current two lane cross-section through Norval resulting in significant delays in the a.m. and p.m. peaks. In their opinion Alternative S2-1 would better serve this demand.		X
Town of Halton Hills and Region of Halton staff noted that an interchange on Bovaird Drive would exacerbate the problems through Norval.		X
Town of Halton Hills and Region of Halton staff noted that Alternative S1-2 allows traffic to access the Trafalgar Road interchange off of Highway 401. The ramp terminal intersection and the intersection of Trafalgar Road and Steeles Avenue already operate at capacity and the introduction of additional traffic will make a bad situation worse.		X
The Bovaird Drive interchange is seen as another connection for vehicles wanting to go to Acton and Guelph. Inquiry about how the commercial core of Georgetown is going to handle the traffic flow.		X
No public health indicators were specifically noted on the boards. Inquiry about why a health impact assessment is not being done.		X
Concern that the corridor would cut some lands in half and make development challenging.		X
Interest about municipal road improvements and how the GTA West transportation corridor impacts these.		X
Questions about why the transportation corridor does not continue further west and about past options (Stage 1) showing these alternatives.		X
Inquiry about why the Project Team would connect to an already busy interchange (401/407), bringing even more traffic there.		X

Comment Received	Written Comment	Verbal Comment
Rainbow Trout and Atlantic Salmon have been reintroduced in the approximate location of the Credit River crossing, and wanted to confirm if the team was aware and planning the crossing accordingly.		X
Regarding the section between Bovaird Drive and Mayfield Road, one attendee noted that that section of Winston Churchill Boulevard experiences significant snow drifting / whiteouts, and the GTA West transportation corridor should be planned to minimize the impacts of drifting snow.		X
2019 Focused Analysis Area		
Appreciate that 60% of the Route Planning Study Area is in the green area.		X
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
Transitway		
Support for the transitway.		X
Build a bicycle path along the transitway like is done in Las Vegas. The path can go under bridges and allow easy access on/off at interchanges to make getting to work or home easy.	X	
With climate change being such a predominant concern, the government should be investing in public transit like all day and weekend GO train service from Halton Hills.	X	
Need more of a focus on transit; planning around the car is outdated.		X
Attendees recognized the need for more transit service in the area and felt that it may help offset the traffic impacts of the highway.		X
The transitway should be planned as LRT, and coordinated with planning work for the hydro corridor to ensure power facilities for the LRT are protected for.		X
The transitway should be planned for both bus and truck use, getting trucks off the highway (freeing up capacity for car traffic) and also giving them priority.		X

Comment Received	Written Comment	Verbal Comment
The Region of Halton noted that their council has recently approved their transit strategy.		X
The GTA West transportation corridor should consider the implementation of active transport facilities (multi-use path) within the transitway right-of-way, and from adjacent communities to the proposed transitway stations.		X
Goods Movement Priority Features		
Support for truck only lanes.		X
Interest in the effect of goods movement on the region. Municipal policy changes for goods movement should include the GTA West multimodal transportation corridor.		X
Does not agree with the goods movement justification because the transportation corridor would end at 401/407 and not continue west and all the way down to the border.		X
Other		
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.		X
Inquiries about the timing of property acquisition and construction.		X
Concern about the Hydro corridor study adding to the already wide footprint for the GTA West Study.		X
Inquiry regarding whether the ministry would consider incorporating a cycling facility along the transitway. Its great for people movement and tourism and shows that the ministry is innovative.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff. Staff provided consistent answers to questions.		X
CVPs are a great tool.		X
Support for the project and happy that the government is moving forward with this.		X
Inquiry regarding how the Project Team notified stakeholders of PIC #2.		X

Comment Received	Written Comment	Verbal Comment
The mapping of the Greenbelt areas, natural heritage policy areas and provincially significant areas is poorly defined or inaccurate.	X	X
Do not toll the GTA West transportation corridor.	X	
Put more employment centres in non-Toronto areas.	X	
Stormwater facilities may be useful in sand/gravel areas.	X	
It is difficult to comment on the material when seen for the first time. Need time to review the material in detail and weigh the various criteria.	X	
This project is far too late and should have been in the works 30 years ago. You have to work with what you have and the little bit of open space left.	X	
This highway is really a metro bypass.	X	
As a resident of Halton, I am 100% opposed to this completely unnecessary road.	X	
Inquiry about why the government is not investing in current infrastructure. The GTA West transportation corridor seems to avoid the major city centres and is so close to Highway 407.	X	
Request for a PDF copy of the Greenbelt Guideline.	X	
The Project Team should consider compensating CAG and GTAG members for their travel to meetings in Vaughan, and especially if members have to take time off of work .		X
Just get on with it — make a decision and stick to it.		X
The new highway will be too expensive — both monetarily and from an environmental perspective — and that greater investment should be made in transit.		X
Some stakeholders noted the need to secure a change in provincial government in order to stop the project (again) — some simply asked what would happen if a different party were to assume power.		X
Some stakeholders noted the importance of considering flood prone areas and agricultural drainage/tiling.		X

Comment Received	Written Comment	Verbal Comment
Some stakeholders noted the cost of all of the work that has gone into the study and that it will be wasted if nothing gets built.		X
A number of people directly affected by the preferred route indicated a willingness to sell their property (in fact, some said they would prefer to do this sooner than later) — and some said they would prefer to sell all of their property given that they do not want to live adjacent to a highway.		X
Some stakeholders had questions about how this study fits with the new electricity transmission line study — and whether electrical infrastructure would be accommodated within the highway right-of-way.		X
Questions around need for the project and why growth can't be directed to other areas in the province such as London and Barrie		X
Inquiry about how the team is accommodating wildlife and minimizing impacts to the natural environment.		X
Brampton Flying School representatives noted that they would like high mast lighting to be kept low, and don't like the potential for a hydro corridor so close to them (would create a "wall" right by their runways).		X
The Environmental Assessment should be completed as soon as possible to provide certainty to residents in the study area.		X

October 3, 2019 at the Brampton Fairgrounds (Peel Region)

	Written Comment	Verbal Comment
Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives		
General support for the Technically Preferred Route.	X	X
Support for the Technically Preferred Route, expedite the schedule for the EA and start construction as soon as possible.	X	X
Prefer a route that is farther north towards Highway 9. The current Technically Preferred Route is too close to Highway 407.	X	X
A good job was done evaluating the route alternatives. Project Team members explained the evaluation process well and the rationale for their decisions.		X
Utility relocations need to be considered in the early stages of design. Impacts to large watermains, trunk sewers, wells and groundwater structures need to be considered in the evaluation of alternatives.		X
Extend Highway 427 to Highway 9.		X
Solid evaluation process.		X
Support for the Highway 410 extension to a freeway-to-freeway interchange with the GTA West corridor over utilizing existing Highway 410.		X
GTA West corridor should continue further west to Guelph/Kitchener. There is currently a major bottleneck in Milton.	X	X
There is a Bolton development area which has been approved which does not work with the recommended interchange at Coleraine Drive.		X
The Technically Preferred Route in the east section of the area is preferred as it minimizes impacts to the Greenbelt and has the best crossing of the Humber River.		X
Concern from property owners outside but in close proximity to the route/FAA regarding how a highway would impact them (e.g. noise).		X
Understand the need for the highway but there is still too much agricultural land being taken.	X	

	Written Comment	Verbal Comment
The route runs close to the Brampton-Caledon Airport. You need to ensure that any obstructions such as lighting masts do not protrude into the airport protected airspace. Please contact the airport representatives for information regarding the elevations and location of the protected airspace. Any protrusions into the protected airspace will affect operations at the airport and limit use of the runways.	X	
Chinguacousy Road interchange should be moved north of Old School Road to have regard for the Mayfield West Phase 2 development.	X	
Provide an overpass or underpass at Heart Lake Road. Do not want this road as a cul-de-sac. Downey's Farm relies heavily on Heart Lake Road for business access. Approximately 100,000 guests per year are received (~10,000 guests per weekend) and a truncated Heart Lake Road would negatively affect tourism in the area.	X	
Inquiry about how tourism was considered in the evaluation of alternatives.	X	
The increase in population in Orangeville and Caledon requires the GTA West corridor to be constructed.	X	
Need an interchange at Highway 50.	X	X
The route in Sections 4 and 5 needs to be pushed north, closer to the airport. The current Technically Preferred Route cuts through Etobicoke Creek Conservation Area lands with forests.	X	
Build the GTA West corridor underground.	X	
Not enough emphasis was placed on agriculture in the evaluation.	X	
There are too many interchanges. This will slow down the flow of traffic.	X	
Interchanges are spaced too far apart however all major connections are included.	X	
Inquiry about design of crossing roads that will not be interchanges (underpass, overpass, cul-de-sac).	X	
Some stakeholders who are affected by the GTA West corridor will voice their concerns but the rest of the population that doesn't comment probably	X	

	Written Comment	Verbal Comment
wants the transportation corridor. We need this highway.		
Start building the transportation corridor within 5-8 years.	X	
Support for Technically Preferred Route S6-1.	X	
Support for Technically Preferred Route S5-10.	X	
Inquiry about how vehicles would get from the interchange at 401/407 to Highway 403 without having to go on Highway 407?	X	
Do not support HOV lanes. They do not move more people faster and just add to the cost of constructing the transportation corridor.	X	
Interchanges are acceptable.	X	
Do not dead-end Humber Station Road at the GTA West corridor.	X	
The right-of-way should be protected to include infrastructure such as rail, buses, cars, hydro, gas. Put it all in at the same time.	X	
This study is very exciting and timely given the growth in the region. The infrastructure is greatly needed.	X	
Need to preserve ecosystems, farmland, and spots of beauty.	X	
A new Highway 410 extension should not be built when there is an existing highway that can be widened.	X	
Concern about movement of agricultural equipment when farms are severed.	X	
Inquiry about who decides level of significance in the evaluation.	X	
Inquiry about how climate change has been considered in the study.	X	
The highway won't be needed once autonomous cars are widely used.	X	
Inquiry about what will happen to designated heritage features that are impacted.	X	
The woodlot and wetland mapping does not show the full extent of existing conditions at the Highway 410 interchange locations (i.e. hydrological connection between Heart Lake Wetland Complex, woodlot should extend west under the preferred alignment).		X

	Written Comment	Verbal Comment
GTA West transportation corridor will result in significant traffic congestion issues at the two ends, i.e. Highway 400 and Highway 401.		X
Inquiry about whether the Project Team is coordinating with other road projects & EAs in the vicinity (e.g. Spine Road EA, Mayfield extension, etc.).		X
Concern over cutting off of cycling routes (especially on-road portion of The Great Trail that extends down Etobicoke Creek to Lake Ontario).		X
Request to build a multi-use trail that extends the entire length of the corridor.		X
Region of Peel Water and Wastewater group discussed their existing and future infrastructure plans through the study area and asked to coordinate the works to avoid unnecessary relocations in the future when the highway will be constructed. They are also open to try and modify the design of the pipes that will be in construction in the near future and requested a meeting with the project team and the exchange of shapefiles asap.		X
Concern for interchange at Bramalea Road since traffic exiting interchange will be going straight through residential neighbourhoods to the south. Consider replacing the Bramalea Road interchange with a midblock interchange between Bramalea Road and Dixie Road with a service Road connection or road to service both crossing roads.		X
Provide interchange at Sandalwood Parkway extension.		X
Inquiry about whether there will be a service road along the highway.		X
Concerned about interchange at Chinguacousy Road. If a detour is required then traffic will be forced onto Old School Road which can't handle that traffic. Chinguacousy Rod and Old School Road are town roads so don't see benefit for having interchange there.		X
High mast lighting may cause some issues with soybean crops. The crops that are nearest the lighting will stay green and the leaves won't drop,		X

	Written Comment	Verbal Comment
therefore not maturing at the same rate as the other plants and requiring multiple harvests.		
2019 Focused Analysis Area		
Inquiries about how soon the restrictions outside of the Focused Analysis Area would be lifted so development can proceed.		X
Excellent FAA. It helps development move forward.	X	X
Transitway		
Transitway stations should be located in the areas of greatest population (existing and future).		X
Support for the transitway.		X
Support LRT rather than bus rapid transit. Buses can be affected by weather, infrastructure for buses requires more land, and buses result in worse impacts to air and water.	X	
The transitway is pointless if there are no other major transit operations connecting to it. Investment is needed for GO trains from Bolton.	X	
Inquiry about what types of vehicles will be allowed to use the transitway (buses, trains, autonomous vehicles).	X	
Goods Movement Priority Features		
Trucks should be exempted from paying tolls on existing highways to reduce congestion on other highways instead of building the GTA West corridor.	X	X
Trucks need to be taken off roads. More electrical train engines are needed.	X	
Other		
Please provide the explanation for why the GTA West Study was resumed when the Advisory Panel recommended the cancellation of the study.		X
The Project Team experts were knowledgeable and considerate and patient in explaining material. They also took us to other experts when they didn't have the answer. It was a pleasure meeting them.		X
Inquiries about the timing of property acquisition.		X
General questions about the permission to enter process such as what the field investigations would involve, and when permission to enter forms/letters would be sent to property owners.		X

	Written Comment	Verbal Comment
Request from the Town of Caledon for a Council presentation.		X
Positive feedback re: quality of the material, logical flow of the information and the professionalism/helpfulness of staff.		X
CVPs are a great tool.		X
Support for the project and happy that government is moving forward with this.		X
Do not plan for a 4-lane highway and then expand it 5 years later. Plan for tomorrow's needs today and get approval for a 6 to 8-lane highway.	X	
Concern about impacts to agriculture and soils. Soil will not be able to absorb carbon from the atmosphere through plant roots once built on, there will be a lack of land to produce food.	X	
Inquiry about confirmation of right-of-way limit and property requirement.	X	
In favour of the GTA West transportation corridor. Hope that the Ministry gets funding as the area is terribly congested. This study needs to be completed quicker than scheduled.	X	
Support for the GTA West transportation corridor as it will bring thousands of jobs to the area.	X	
Requests to be added to the contact list and be informed of decisions.	X	
Any powerlines located along the highway will impact operations at the Caledon-Brampton Airport to the degree that some runways will not be able to accommodate take-offs and landings.	X	
Request for hard copy mapping.	X	
Its unfortunate that 4 years were lost on the project however the Project Team needs to now consult with Peel Federation of Agriculture.	X	
Highway 410 does not have adequate capacity to accommodate the current traffic volumes.	X	
Brampton and Vaughan need help developing their future plans.	X	
Money would be better spent on transit and commuter trains. Reduce the number of intersections on local roadways such as Mayfield Road. Just because a subdivision is built, it doesn't mean new traffic lights are needed.	X	

	Written Comment	Verbal Comment
The province should buy Highway 407.	X	
Inquiry about whether the GTA West corridor will be tolled.	X	
Oppose tolling of the GTA West transportation corridor.		X
Inquiry about whether there will be charging stations for electric vehicles along the GTA West corridor.	X	
Inquiry about whether permeable pavement will be used on the GTA West corridor.	X	

Comments Received Between October 4, 2019 to November 22, 2019
(Post Public Information Centre #2)

	Written Comment	Verbal Comment
Technically Preferred Route, Assessment and Evaluation of the Short-Listed Route and Interchange Location Alternatives		
Support for the Technically Preferred Route S2-2 in Section 2.	X	
Inquiries about study completion and construction timing.	X	
Opposition to the Technically Preferred Route in Section 8 (S8-3), specifically noting that the route will impact the planned North Kleinburg Secondary Plan Area. Several requests to re-evaluate the route based on land use and socio-economic environment factors.	X	X
Concern from property owners located within the FAA regarding how a highway would impact them (e.g. noise, air quality, walkability).	X	X
Concern about the partial interchange at Weston Road and how it will impact traffic travelling through Laskay. A note that the King-Vaughan Line at Pine Valley Drive is already a concern and that there have been traffic fatalities (5 within several kilometres within last 1.5 years).	X	
Request for shapefiles/KMZ files/CAD drawings of the Technically Preferred Route and 2019 FAA.	X	
Request for a digital copy of the Technically Preferred Route map.	X	
Request for the evaluation booklets to be posted online.	X	
Bolton community members noted they are concerned that the Region of Peel may lose designated employment lands if the current Technically Preferred Route is carried forward (specifically at the Northwest corner of Mayfield and Coleraine Drive).	X	
Request that Route S4-2 be carried forward as the Preferred Route alternative for Section 4.	X	
Request that Route S4-2 be modified to straighten the alignment and eliminate the interchange at Chinguacousy Road to provide a more efficient route along the corridor.	X	

	Written Comment	Verbal Comment
2019 Focused Analysis Area		
Several inquiries about how soon the restrictions outside of the 2019 Focused Analysis Area would be lifted so that development can proceed.	X	X
Inquiry about the contact person(s) from MTO that receives development applications.	X	
Request for the 2019 FAA to be shifted slightly at the eastern edge of the Preferred Route S3-4 to avoid impacting a stakeholder's property and woodlot.	X	
Request for an official confirmation that the Draft Approved development in the Mayfield West Phase 2 community (21T-16004C, Mayfield Developments Inc.) is released from the 2019 FAA.	X	
Transitway		
Support for the construction of a rapid transit corridor along a the highway. Request for the transitway to be fully grade-separated from vehicular traffic and integrated with the rest of the GTA's transit networks.	X	
Goods Movement Priority Features		
Support for goods movement design elements being considered for this project.	X	
Other		
Positive feedback on the PIC. The event was well staffed, and all information was readily available through the display boards and maps.	X	
Request for a contact person from the Town of Halton Hills that could provide further information on the widening of 9th Line.	X	X
Concern for heritage properties being impacted along the corridor.	X	
Concern for the safety of cyclists using the roads within and adjacent to the corridor.	X	
Requests to be removed from the project contact list.	X	
Incorrect classification of land use on the General Future Land Use Map. An area in Section 8 is shown as rural on the map, however, the Secondary Plan designates the land as Residential.	X	X

	Written Comment	Verbal Comment
Question regarding the differences between the GTA West transportation corridor and the NWGTA transmission corridor.	X	
Request for the GTA West highway to be numbered as Highway 408.	X	
Concern about the environmental impacts, specifically related to climate change. Request for clarification on how these impacts will be mitigated.	X	
Inquiry on what firm will be used for the geotechnical drilling requirements.	X	
Request from the Ministry of Tourism, Culture and Sport to join the Community Advisory Group and/or Community Value Plan Group.	X	
Enbridge Gas noted they have a 24" xhp gas main within the TransCanada corridor, from south of Highway 401 to Pine Valley Drive. Requested inclusion in any further discussions about the pipeline corridor.	X	X
Request for a meeting between the Project Team and the Toronto Premium Outlet owners (in partnership with Simon Property Group).	X	
Request for digital copies of the PIC 2 display materials.	X	
Concern with the lack of active transportation considerations. Noted that the City of Vaughan lacks cycling infrastructure on the overpasses across the existing 400-series highways and that Highway 407 to the south and Highway 400 to the east act as significant barriers for cycling and other means of active transportation. Request information on what will be done to ensure that cycling and pedestrian infrastructure is contemplated and integrated into every interchange/section of the GTA West transportation corridor.	X	
Inquiries about the timing of property acquisition.	X	X
Inquiries about what environmental studies will be completed.	X	
Request to attend the TRCA Board of Directors meeting to present the PIC #2 materials (i.e. Technically Preferred Route, next steps).	X	

	Written Comment	Verbal Comment
The GTA West transportation corridor should run west from Hwy 400 in Vaughan and connect to Hwy 401 where it meets Hwy 6 south of Guelph. This would immediately service the Guelph, Hamilton, Cambridge and the Kitchener-Waterloo areas, provide additional routes to Woodstock, London and beyond, and would provide relief for the already overburdened Hwy 401 through the GTA by providing an alternate east/west route for better movement of goods and people.	X	

Appendix D

Advisory Group Meeting Minutes

Municipal Advisory Group (MAG)/Regulatory Agency Advisory Group (RAAG) – Meeting #4 Minutes

Date of Meeting	Wednesday, November 13, 2019	**Time**	1:00 p.m. – 4:00 p.m.
Project Name	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2		
Location	Courtyard Marriott Brampton, Windsor A Ballroom 90 Biscayne Crescent, Brampton, ON L6W 4S1		

Attendees

Lukasz Grobel	MTO
Fahmi Choudhury	MTO
Chris Barber	MTO
Keith Cherneski	MTO
Jim Dowell	WSP
Sandy Nairn	WSP
Catherine Gentile	WSP
Silvia Furfurica	WSP
Tim Sorochinsky	AECOM
Patrick Puccini	AECOM
Britta Patkowski	AECOM
Christine Green	AECOM
Cristina Papadatos	AECOM
Saeideh Rasouli	AECOM
Glenn Pothier	GLPi
Maureen VanRavens	Town of Halton Hills, MAG Member
Melissa Ricci	Town of Halton Hills, MAG Member
Ivan Drewnitski	Town of Halton Hills, MAG Member
Bronwyn Parker	Town of Halton Hills, MAG Member
Chris Duyvestyn	City of Brampton, MAG Member
Henrik Zbogar	City of Brampton, MAG Member
Jayne Holmes	City of Brampton, MAG Member
Bishnu Parajuli	City of Brampton, MAG Member
Mario Goolsarran	City of Brampton, MAG Member
Mark Vandersluis	City of Mississauga, MAG Member
Kant Chawla	Town of Caledon, MAG Member
Shirley Kam	City of Vaughan, MAG Member
Vince Masacchio	City of Vaughan, MAG Member
Selma Hubjer	City of Vaughan, MAG Member
Steve Mota	York Region, MAG Member
Karyn Poad	Halton Region, MAG Member
Ann Larkin	Halton Region, MAG Member
Michael Bennington	Peel Region, MAG Member
Joy Simms	Peel Region, MAG Member
Richa Dave	Peel Region, MAG Member
Tina Detaramani	Peel Region, MAG Member
Nancy Lotecki	Peel Public Health, MAG Member
Peter Angelo	Township of King, MAG Member
Matt Killam	Peel Region Police, MAG Member

Sharon Lingertat	Toronto and Region Conservation Authority, RAAG Member
Shadi Shenouda	TransCanada Pipelines, RAAG Member
Darlene Quilty	MHBC Planning on behalf of TransCanada Pipelines, RAAG Member
Kim Peters	Niagara Escarpment Commission, RAAG Member
Caroline Polgrabia	Ministry of Heritage, Sport, Tourism and Culture Industries, RAAG Member
Maria Jawaid	Ministry of Natural Resources and Forestry, RAAG Member
Desmond Chan	407 ETR, RAAG Member
Nanseng Feng	407 ETR, RAAG Member
Anneleis Eckert	Ministry of Agriculture, Food and Rural Affairs, RAAG Member
Steven Norrie	Independent Electricity System Operator, RAAG Member
Alexandra Barrett	Independent Electricity System Operator, RAAG Member
Susan Harrison	Independent Electricity System Operator, RAAG Member
Areej Ashraf	Metrolinx, RAAG Member
Kevin Ng	Metrolinx, RAAG Member
Jim Arnott	Enbridge, RAAG Member
Cisca McInnis	Ministry of Energy, Northern Development and Mines, RAAG Member

Distribution	Attendees, Regrets and Project Team
Minutes By	Cristina Papadatos

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Introductions

- G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.
- G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the MAG/RAAG and presented an overview of the minutes from MAG/RAAG Meeting #3 held on May 11, 2015.

2. Study Overview

- The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates on the study schedule.

3. Debrief on Public Information Centre #2

- The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).
- The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments,

however, most stakeholders were supportive of the multimodal transportation corridor.
- The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.
- The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.

4. Session 1 – Overview of the evaluation of the short-listed route and interchange location alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area (FAA)

- The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.
- The Project Team presented the draft 2019 FAA.
- The Project Team explained that the draft Technically Preferred Route and draft 2019 FAA are not final and will potentially be revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.
- It was also noted that MTO will continue to review development applications within the green areas on the draft 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.
- G. Pothier (GLPi) invited questions and general comments from the MAG/RAAG members before moving forward with the agenda. The following questions and comments were received:
- **Question:** Will there be any explanation on the evaluation methodologies for the short listed route alternatives – the reasoned argument method and the arithmetic method?
    - **Response:** At the last MAG/RAAG Meeting in 2015, we provided an overview of the approach for evaluating the short listed route alternatives including the reasoned argument and arithmetic methodologies. The presentation is available on the project website under the Advisory Group section.
- **Question:** Do you have any information on how the old route names correspond to the new route names? This would be helpful for municipal staff and Council members to easily see how their previous preferences compare to the draft Technically Preferred Route.
    - **Response:** Project Team members had a route conversion sheet at PIC #2, that showed what the old alternatives were and what they are now. We can share that with the Town of Caledon. When we started setting up the evaluation we moved section limits to make the evaluation more manageable. The routes stayed the same but the names of the sections changed.
      Note: Following the meeting, on November 22, 2019, B. Patkowski emailed the Town of Caledon a copy of the Route Conversion Sheet for the short-listed route alternatives for the GTA West Study.

5. Session 2: Issues to inform the preliminary design of the Preferred Route

- G. Pothier (GLPi) initiated a group activity, where members of the MAG/RAAG were asked to provide their feedback on the following six questions. The responses are listed below.

- **Question 1:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 1 Responses:**
  - Climate change emergency.
  - Employment Area Secondary Plan (S1-2): TOR approved.
  - Regional Official Plan Reviews are including out to 2041.
  - Area Transportation Study at Steeles Avenue and Trafalgar Road.
  - Need a direct connection from Highway 401 at Trafalgar Road.
  - Horizon year change from 2031 to 2041 (we need to consider 2041 given Provincial/Municipal Policy).
  - Development approval changes (Mayfield Road West to west of Highway 410) and new development.
  - Preferred Route should not preclude lake-based servicing (water/sewage) for Nobleton given expansion (population and employment) to 2041.
  - How will this project consider/accommodate future 407 ETR expansion and geometry?
  - Vaughan: new development south of Kirby Road in the SE quadrant (Copper Creek Golf Club).
  - Public health impact assessment.
  - Impact on active transportation facilities (i.e. connections/connectivity).
  - Integrate transit hubs and active transportation.
  - Vaughan Super Trail - active transportation.
  - Approved Secondary Plan – Weston Road Area.
  - Agriculture impacts.
  - Growth Plan updated this year – new agricultural land mapping available online.
  - Sandalwood Parkway interchange should be considered.
  - Heritage Heights Secondary Plan – S3-4.
  - Coleraine Drive developments (ongoing) impact recommended interchange location.
  - Kleinburg Bypass built under S8-3.
  - Constructed and planned TransCanada pipelines (e.g. in Highway 427 interchange area).
  - Site plan approved development should be considered (i.e. northeast of Highway 410/Mayfield Road).
  - Truck restrictions on some roads – Chinguacousy Road and Bramalea Road (where interchanges are planned).
  - Official Plan updates and settlement area boundary expansions.
  - MNRF has shared current mapping.
  - S5 – Brampton Flying Club is engaged in IESO consultation. Close proximity; technically feasible but will be tight.
  - Kleinburg Transformer Station – will need good access.

- Southwest corner of Heart Lake Road/Mayfield Road employment lands – application may overlap with the study area (submitted to MTO in October 2019).

- **Question 2:** What are the hot button topics that the Project Team will need to address? What else are you hearing from stakeholders?
- **Question 2 Responses:**
  - Impacts of GTA West transportation corridor at future interchanges on traffic on local roads (Bovaird Drive, Winston Churchill Boulevard).
  - Mitigation measures for impacts to communities (e.g. Norval Bypass).
  - How will the transportation corridor cross Town/Regional Roads?
  - Norval community impacts.
  - Impacts to Trafalgar Road and Steeles Avenue intersection.
  - New Highway 410 extension through Mayfield West (MTO should consider a working group with Caledon and Peel to address alignment refinements).
  - Overall impact of GTA West transportation corridor on 407 ETR volumes (revenue and use).
  - Refer to the City of Vaughan staff report for additional comments on the study.
  - Stakeholders in Huntington Road area.
  - Updated floodplain mapping.
  - Air quality – current/future sensitive areas will be impacted by the highway (residences/schools/daycare).
  - Noise Measures to mitigate air quality.
  - Heavy vehicles, goods movement will contribute to air quality impacts.
  - Consider the timing of construction of the GTA West transportation corridor in conjunction with municipal developments.
  - Digital files of draft Technically Preferred Route and draft 2019 Focused Analysis Area – when will they be available?
  - When will lands outside of the Focused Analysis Area be released?
  - Avoid any pipeline corridor relocation (moving takes additional time and money) – look at Section 3.
  - Transitway construction timing – same timing as highway?
  - Impacts to development lands.
  - Impacts to Nashville management track.
  - Impacts to Humber River and Heart Lake Road Wetland Complex.
  - Environmental related impacts to all crossings.
  - Watercourse modelling.
  - Trails.
  - Noise mitigation measures - plant trees now.
  - Agriculture impact assessment.
  - Public health impact assessment.
  - Stormwater from transitway and stations.
  - Water/wastewater infrastructure (existing and planned).
  - Confirm need for additional lane requirements on Highway 401 now, in advance of the GTA West transportation corridor.
  - Integration with existing transit (e.g. GO Service).

- Brampton Flying Club – Hurontario Street/Old School Road; very engaged stakeholders.
- Good to provide certainty as soon as possible.
- Transmission corridors make great active transportation routes and good for parking lots (carpool lots).
- Hurry up! Finish before 2022.
- Brampton would love to see another interchange at Sandalwood Parkway.
- The study maps show a potential transitway station at Sandalwood Parkway, but there is no interchange at this location. How would the access route to this transitway be designed?

- **Question 3:** What perspective or insight do you want to share about the Coleraine Drive Interchange?
- **Question 3 Responses:**
  - This interchange should provide easy access to both Caledon and Brampton employment lands with an easy access to the Highway 427 extension.
  - Ugly concept.
  - Highway 50 is a truck route – unfortunate that we cannot connect to this highway.
  - Local context needs to be considered.
  - Can you consider a partial interchange at Highway 50?
  - Keep the interchange north of Mayfield Road (southern highway network has been designed).
  - Do not eliminate the interchange.
  - Continue meeting with the municipalities regarding interchange alternatives.

- **Question 4:** What perspective or insight do you want to share about the GTA West/Highway 401/407 interchange?
- **Question 4 Responses:**
  - Concern regarding traffic impacts on Steeles Avenue.
  - Need detailed traffic analysis
  - Request for horizontal alignment and vertical profile details.
  - Implications to 407 ETR (volumes, revenue).
  - How is the transitway being incorporated into this interchange given space/complexity (e.g. dedicated ramps, structures, etc.).
  - Will the highway be tolled?
  - Consider east/west and north/south connections – full movement.
  - Consider connections to Lisgar GO Station – connect via local hydro corridor?

- **Question 5:** What perspective or insight do you want to share about the Highway 410 extension and interchange?
- **Question 5 Responses:**
  - What will be the designation and function of existing 410/10 once the new Highway 410 extension is in place?

- Refine new Highway 410 extension to minimize impacts on development lands.
- Consider aggregate resources along new Highway 410.
- What is the anticipated truck usage along new Highway 410?
- A northerly extension of Highway 410 beyond the GTA West transportation corridor should be considered.
- Need a Caledon Village bypass due to volumes of trucks.
- Consider impacts and mitigation measures for wetlands.
- Highway 410 extension – tile drains, more detailed agricultural impact assessment.
- Provide access to/from all directions between Highway 410 and the GTA West transportation corridor.
- Transitway – will the station footprints include carpool lots? Will the right-of-way protection cover this?

- **Question 6:** How do we integrate new highway infrastructure with existing and planned infrastructure?
- **Question 6 Responses:**
  - Consider impacts to water and wastewater infrastructure.
  - Uncertainty with respect to location and timing of municipal servicing given potential impacts from the GTA West transportation corridor.
  - Need to see grade separation details.
  - Can the proposed transitway be used as an Emergency Detour Route to minimize impacts on local roads?
  - How is GTA West Study considering autonomous vehicles in the deign (e.g. 407 ETR has implemented new lane markings)?
  - Is the GTA West Study protecting for future road maintenance facilities?
  - How is the GTA West Study incorporating Intelligent Transportation Systems (e.g. traffic volume counting)?
  - How is GTA West Study incorporating Service Centres (e.g. ONroute)?
  - Design geometrically for 150 km/h (not 120 km/hr) to accommodate higher future speed limits (e.g. 130 km/hr posted).
  - Consider the City of Vaughan Water Master Plan and Transportation Master Plan.
  - Consider the York Region Transportation Master Plan and Water and Sewer Master Plan.
  - Maintain all existing road connections across the GTA West right-of-way.
  - Are crossings being designed to accommodate regular vehicles, farm vehicles and active transportation?
  - Public health requires connectivity for active transportation.
  - Treatment of crossing roads should be shared as early as possible with municipalities.
  - Do not preclude the opportunity for hydro crossings.
  - Truck weigh stations/gas stations should be constructed close to designated trucking routes.
  - Consider planned and ongoing municipal road projects including traffic analysis.

- Keep all infrastructure within the GTA West right-of-way.
- Reconsider the best practices for multimodal corridors (i.e. cycling corridors, pedestrian interface and natural assets).
- Include Cycle Ontario as a stakeholder. [*Post Meeting Note: Cycle Ontario was added to the project contact list].*
- Use adjacent electricity transmission corridor to incorporate an active transportation corridor.
- Interchange at Highway 50.
- Extend GTA West transportation corridor to the east of Highway 400.
- Consideration for future automated vehicles (i.e. passenger and commercial).
- Interchanges should be 2 km apart.
- IESO needs advanced notice from MTO before releasing lands.
- Northwest GTA Corridor Identification Study was structured so that MTO and IESO and Ministry of Energy were all working together. Now the studies are separate and are operating with different processes and timelines.
- IESO is generally able to follow parallel to the GTA West transportation corridor as long as areas aren't land locked. Need to make sure that IESO can still protect for lands that MTO releases.
- Ministry of Energy is working on a long-term (10-20 year) plan as part of the IESO Study.
- Request early consultation with TransCanada as it takes approx. 2-3 years to schedule any type of upgrade or remediation to pipelines.
- TransCanada is open to meetings with the Project Team and would like the opportunity to provide input on the preliminary design as early as possible.
- Noise mitigation – what will it look like, who will own and maintain the infrastructure?
- Landscaping considerations – context sensitive design should be considered given this is becoming an urban area.

Additional Written Comments/Questions raised by stakeholders:

- ***Comments/Questions regarding Highway 400:***
  - Air Quality is an issue throughout.
  - Do not preclude an interchange at either Kirby Road or King-Vaughan Road at Highway 400. An interchange at Kirby Road may be more important given the overall Regional context.
  - No plans for an interchange at Pine Valley Drive – only when all other options have been built will this be a consideration.
  - Pine Valley Drive – how many kms and what connectivity?

- ***Comments/Questions regarding the IESO's and TransCanada Energy's interest in various interchanges:***
  - Crossing considerations at any interchanges that impact pipelines.
  - Costs associated with upgrades or remediation.
  - Potential impacts at Weston Road Interchange. There is a pipeline connecting to TransCanada Energy Compressor Station (11200 Weston

Road) that crosses under the proposed Weston Road interchange. This station is the most central and largest facility in Ontario.
  - Access to/from compressor station will be of interest.
  - Potential impacts at Winston Churchill Boulevard interchange.

- ***Other Comments/Questions:***
  - Provide digital layers of the draft Technically Preferred Route and draft 2019 Focused Analysis Area.
  - Ninth Line parcel – request for exclusion from FAA//Parkway Belt designation.

6. Next Steps and Schedule

- The Project Team reviewed the next steps of the project.
- Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings/Council delegations.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

7. Open Forum and Closing Remarks

- G. Pothier (GLPi) asked the MAG/RAAG if there were any further questions or comments for the Project Team.
- **Question:** Is it too late in the process for the Study Area to change?
  - **Response:** For the scope of this specific study we're not looking at extending further west or east or further north but that's not to say that it precludes any of that to be considered in the future under a separate EA.
- **Comment:** We should move the interchange at Bramalea Road and Chinguacousy Drive because those are mostly town roads and they are not big enough to take on the volume of such high traffic.
- **Comment:** One area that we're hoping to get information on is the timing of the IESO study because when the GTA West Study is ready to release lands, the IESO may not be able to protect what they need or release lands at the same time.
- **Comment:** Future technologies (e.g. hydrogen for trucks and associated infrastructure at gas stations) needs to be accommodated.
- **Comment:** Consider landscaping for noise mitigation.
- **Question:** Is this project being planned around a carbon neutral strategy?
  - **Response:** Specialists took a high level look at air quality and climate change factors for the detailed evaluation of the short listed route alternatives. During the preliminary design stage, we will be conducting an air quality impact assessment which will identify impacts and potential mitigation measures for air quality/greenhouse gas emissions.
- **Question:** Is the transitway just planned for one side? And how about utilities?
  - **Response:** The transitway is being planned for one side but it may transition from one side to the other as required. This will be determined during the preliminary design phase. It is our understanding that the electricity transmission corridor will be on one side as well.
- **Question:** Has consideration been given to accommodate rail in the future?

- **Response:** The design of the transitway will not preclude conversion in the future to light rail.

- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- Meeting was adjourned at approximately 4:00 p.m.

Greenbelt Transportation Advisory Group (GTAG) – Meeting #3 Meeting Minutes

Date of Meeting	Thursday, November 14, 2019	**Time**	1:00 p.m. – 4:00 p.m.
Project Name	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2		
Location	Element Vaughan Southwest, Oak Room 6170 Highway 7, Vaughan, ON L4H 0R2		

Attendees	Lukasz Grobel,	MTO
	Fahmi Choudhury,	MTO
	Chris Barber,	MTO
	Keith Cherneski,	MTO
	Prashanth Selvakumar,	MTO
	Jim Dowell,	WSP
	Sandy Nairn,	WSP
	Catherine Gentile,	WSP
	Tim Sorochinsky,	AECOM
	Britta Patkowski,	AECOM
	Christine Green,	AECOM
	Saeideh Rasouli,	AECOM
	Glenn Pothier,	GLPi
	GTAG Members removed in accordance with the *Freedom of Information and Protection of Privacy Act*	
Distribution	Attendees, Regrets and Project Team	
Minutes By	Christine Green	

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Introductions

- G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.
- G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the GTAG and presented an overview of the minutes from GTAG Meeting #2.

2. Study Overview

- The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates to the study schedule.

3. Debrief on Public Information Centre #2

- The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).
- The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments, however, most stakeholders were supportive of the multimodal transportation corridor.

- The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.
- The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.

4. Session 1: Overview of the evaluation of the short-listed route and interchange location alternatives, draft Technically Preferred Route and draft 2019 Focused Analysis Area (FAA)

- The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.
- The Project Team presented the draft 2019 FAA.
- The Project Team explained that the draft Technically Preferred Route and the draft 2019 FAA are not final and will be potentially revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.
- It was also noted that MTO will continue to review development applications within the green areas on the 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.
- G. Pothier (GLPi) invited questions and general comments from the GTAG members before moving forward with the agenda. The following questions and comments were received:
- **Comment:** I was involved with this planning group years ago and I'm not convinced that a new highway will achieve the objective of moving traffic away from Toronto. Toronto continues to sprawl and development is increasing in Barrie and Bradford.
- **Question:** The technical studies that you are referencing for the evaluation are outdated. When will we be reviewing the environmental assessment in its entirety?
    - **Response:** The environmental assessment is currently ongoing. The study is currently in the planning and preliminary design phase, which represents an early stage of the overall process. The planning and preliminary design phase will culminate in an Environmental Assessment Report, which will be made available for public review. It is anticipated that the Final EA Report will be submitted to the Ministry of the Environment, Conservation and Parks by the end of 2022.
- **Question:** Is this project officially going ahead? When is consultation being undertaken?
    - **Response:** The GTA West multimodal transportation corridor is vital transportation infrastructure that will help meet the projected growth in both population and employment identified in the Growth Plan for the Greater Golden Horseshoe. Addressing transportation needs in the Greater Golden Horseshoe is essential to the competitiveness of our economy. The need for the GTA West Study remains and is reinforced by the Greater Golden Horseshoe population and employment growth forecasts, which identifies more people and jobs by 2041. Consultation is currently being undertaken (i.e. PICs, community workshops, advisory group meetings, community value plans and council presentations).
- **Comment:** The Project Team has been consulting with municipalities (note: referring to the meetings with Municipal Advisory Group/Regulatory Agency Advisory Group/Municipal Executive Advisory Group) and I am concerned that

some of the personal interests of Municipal Officials have unduly influenced the results of the study. I view this as a conflict of interest and a breach of integrity for this project. It is not good optically and I believe the Project Team should initiate a review by the Integrity Commissioner of Ontario. What weight is given to elected officials when it comes to choosing the Technically Preferred Route? The Mayor of Caledon attended the last GTAG meeting, which I believe is a conflict of interest. There are elected council members that own significant areas of land within the Focused Analysis Area. The Chair of the Toronto Region Conservation Authority (TRCA) and Rural Ontario Municipal Association (ROMA) own large areas of land in the study area and I am concerned that this has influenced the route evaluation process.

- **Response:** The MAG/RAAG is made up of municipal representatives, land use planners, active transportation planners, transportation planners and environmental representatives from the municipalities and agencies being impacted by our study. The Project Team can confirm, on record, that the elected officials previously noted are not members of the MAG/RAAG and have not had influence over the financial or realty aspects of the evaluation process for the Technically Preferred Route. We have completed a very detailed evaluation of every route alternative and that information is available in hard copy for review today or on our project website. We would note that as part of the assessment process, we look at types of land use, not property ownership. We are currently in the process of obtaining property owner information, and that was not used in the assessment and evaluation process. If you feel that we have missed something in our evaluation, please submit your comments or questions to the Project Team. We would also note that the Mayor of Caledon attended the previous GTAG meetings as a representative of the Rural Ontario Municipal Association, not as an elected official. You also have every right to request a review by the Integrity Commissioner of Ontario but the Project Team does not believe the interests of any individual elected official has unduly influenced the process. The comments of staff and motions by Councils are reviewed and considered the same as the comments of any other stakeholder.

- **Comment:** Most of the land the previous stakeholder is referring to has been sold to residential developers.
- **Comment:** I was involved at the start of the Highway 407 extension project and I see many similarities between this study and the Highway 407 extension study. This project is moving very slowly; however, I understand these sessions are important for communities to voice their concerns.
- **Question:** We need to discuss the independent Advisory Panel Report, which recognized conformity issues with the environmental assessment process. The report also had several recommendations for the project moving forward. Will your presentation address this? The province is supposedly completing a Greater Golden Horseshoe (GGH) Transportation Plan. How does the GTA West Study align with that plan and Metrolinx's plans?
  - **Response:** The independent Advisory Panel Report is discussed as part of the chronology of the project. The need for the GTA West Study remains

and is strengthened by the GGH population and employment growth forecasts reflecting more people and jobs by 2041. The independent Advisory Panel Report will be considered as stakeholder feedback in the GTA West Study. The Ministry of Transportation (MTO) is also working to develop an integrated multi-modal transportation plan for the GGH. The goal of this plan is to provide a long-term vision for transportation in the GGH to 2051, and an integrated future multimodal transportation network for people and goods movement. The GTA West transportation corridor is part of that plan. If you have specific questions or require a contact person for The Metrolinx Plan, please contact our Project Team by phone, email or on the website, and we can send those details to you.

- **Comment**: I live in the Weston Road and Highway 400 area and I have heard opposition towards your draft Technically Preferred Route in Section 9 from my surrounding neighbours. People are unhappy with the impacts to the Greenbelt Area and proximity to our neighbourhood.
    - **Response:** The Project Team heard a mix of both opposition and support at PIC #2. We are presenting you with a summary of the feedback received, a much more detailed report of comments will be completed as part of the environmental assessment process. We are currently in the process of reviewing the draft Technically Preferred Route and, after considering the comments received, will confirm the Preferred Route.
- **Question:** Is a hydro corridor going to be constructed as well? Will it be constructed within the GTA West multimodal transportation corridor right-of-way?
    - **Response:** The Ministry of Energy, Northern Development and Mines (ENDM) and the Independent Electricity System Operator (IESO) have initiated a separate transmission corridor identification study. The Northwest GTA Transmission Corridor Identification Study will be undertaken to identify an appropriate corridor of land adjacent to the future GTA West multimodal transportation corridor. The environmental assessment for the GTA West Study is being undertaken from a highway and transportation perspective. We are sharing information with ENDM and IESO as required and they have also been consulting with us through the Regulatory Agency Advisory Group (RAAG). It is still too early in our study timeline to discuss specific construction locations.
- **Question:** Is this highway going to be tolled?
    - **Response:** No decision has been made at this time. Tolling is an implementation issue that will likely be determined at a later stage of this study or subsequent studies.
- **Comment:** The Project Team should consult with the trucking community to ensure that the highway will be used, especially if it will be tolled.
- **Question:** Has the environmental assessment considered climate change? What about offsetting pollution and carbon?
    - **Response:** During the evaluation of the short listed routes, there were climate change components, such as reviewing increases in Greenhouse gas emissions and impacts to air quality. Climate change is interwoven through numerous technical disciplines and we did integrate those into our route selection process.

- **Comment:** If the highway will be sold like Highway 407, the private developers who become owners of the highway should be paying for these consultation sessions.
- **Comment:** The Project Team should consider the environmental impacts and mitigation for construction, as well as operation and maintenance of the transportation corridor (i.e. an increase in carbon emissions, chlorides in the headwaters of the Humber River).
- **Comment:** I am very concerned with how the transportation corridor will impact the environment, specifically within the Humber Valley. Within our area (note: Weston Road and Highway 400), Humber Valley has one of the only forests remaining and there are only a few wetlands left. The environmental assessment should review the wildlife and wildlife habitat thoroughly to ensure impacts will be mitigated and habitat can be protected.
- **Question:** Can you clarify what is meant when you say "minimizes impacts to fish, wildlife habitat, agricultural lands…etc." in your evaluation tables? The Federal Fisheries Act was updated in 2019, will those updates be considered?
    - **Response:** The term "minimizes" is relative to the alternative routes that were compared. The Ministry of Natural Resources and Forestry (MNRF) and Ministry of the Environment, Conservation and Parks (MECP) will continue to be consulted on impacts and mitigation measures. The Department of Fisheries and Oceans (DFO) Canada will also be consulted and the Federal Fisheries Act will be applied where necessary.
- **Question:** Route S5-10 runs through a Provincially Significant Wetland (PSW) to the north of Highway 410. Could another route be chosen along the existing Highway 410 freeway to avoid the wetland?
    - **Response:** Existing Highway 410 has a tight curve and right-of-way constraints that are not suitable for a full highway expansion. If we were to update the existing Highway 410, we would have to regrade this section, which would impact the Valleywood neighbourhood and require several bridge replacements. We would also not be able to fit in a transitway along existing Highway 410. We took all of this into consideration along with potential impacts to PSWs.
- **Question:** The Project Team noted that property costs aren't considered in the evaluation; however, the notes on the Section 1 slide say otherwise.
    - **Response:** The cost considerations in Section 1 refer to the construction cost of a new interchange, not the land acquisition costs. Although property costs were not considered directly, the amount of property required was taken into consideration, and in this section there were significant differences in amount of land required between alternatives.
- **Question:** Will you be following property lines to ensure segregation of agricultural lands does not occur?
    - **Response:** We are aware of these concerns for property owners. Once we start aligning the highway during preliminary design, we will attempt to reduce severances of agricultural land. These are details that will be confirmed later in the study.
- **Question:** How is Mayor Thompson's vision for a Freight Village impacting this study?

- **Response:** There has always been a desire to have an interchange at the Coleraine Drive location for goods movement and linkages onto the highway.

- **Question:** Does the corridor travel through the Cold Creek Conservation Area?
  - **Response:** No, it will not directly impact the conservation area. The conservation area is located north of draft Technically Preferred Route S9-1.
- **Question:** Why is the City of Vaughan opposed to the route chosen for Section 8 (S8-3)?
  - **Response:** The City of Vaughan has identified significant employment lands within the S8-3 corridor, which they are concerned about. However, they are otherwise supportive with the interchange location alternatives and the GTA West multimodal transportation corridor being constructed.
- **Question:** How will you consider Vaughan Council's opposition to the draft Technically Preferred Route in Section 8 (S8-3). Will you choose S8-1 instead?
  - **Response:** Council can have an opinion or a recommendation, but our Individual EA and our Project Team considers many factors (environmental, cultural, transportation, etc.) in our evaluation. We will attempt to work with municipal staff to mitigate their concerns, and their feedback will be considered with that of other stakeholders as we confirm the Preferred Route.
- **Question:** Are the lands outside of the draft 2019 FAA still frozen?
  - **Response:** It is anticipated that in Spring 2020, the Preferred Route and 2020 FAA will be confirmed. Once confirmed, the lands outside of the 2020 FAA will be of reduced interest and development applications can proceed through the municipal planning process. MTO will continue to review development applications within the study area but it is anticipated that lands outside of the 2020 FAA will not be impacted by the GTA West multimodal transportation corridor.
- **Comment:** Please consider choosing Alternative Route S9-3 in Section 9. This route will reduce impacts to the environment, such as the old growth forests and wetlands. The S9-3 route would travel through an area that is already clear cut. Please reconsider this in your evaluation.
- **Comment:** The area has changed considerably since this study commenced in 2008. If the highway won't be constructed for another 10 years, you should consider a more northerly corridor instead.
- **Question:** Will you consider the impacts from using chlorides on the roadways?
  - **Response:** Yes, environmental impacts related to chlorides will be considered during preliminary and detail design.

5. Session 2: Application of the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt (2013)*

- WSP presented the key changes to the Greenbelt Act, in relation to the 2013 Guideline.
- WSP provided a summary of the Greenbelt Guideline recommendations.
- G. Pothier (GLPi) initiated a group activity, where members of the GTAG were asked to provide their feedback on the following four questions. The responses are listed below each question.

- **Question 1:** How, if at all, might the principles and approaches already identified in the 2013 Guideline be tweaked or refined to reflect changes to the Greenbelt Plan?
- **Question 1 Responses:**
  - The Crombie Report is missing from the principles and Guideline.
  - Do not water down the Greenbelt Guideline.
  - Climate change considerations.
  - Use a 'Wetland Treatment Train' approach to ensure mitigation of salt impacts.
  - Minimize interchanges and community development in the Greenbelt Lands (recommendation #25 from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*).
  - For recommendation #8 from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt*, refer to prime agricultural lands, not just Classes 1-3.

- **Question 2:** On which principles would you place greatest emphasis as the study moves forward?
- **Question 2 Responses:**
  - Avoid the Greenbelt.
  - If the highway proceeds, protecting and preserving the Greenbelt from development.

- **Question 3:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 3 Responses:**
  - Existing traffic congestion, narrow roads, existing homes on roadside.
  - Increased noise.
  - Reflected heat from asphalt and climate change issues.
  - York Region's Official Plan and other Official Plans. York Region's Official Plan includes a cumulative effects assessment.
  - This will create the new urban boundary.

- **Question 4:** What are the hot button topics the Project Team will need to address? What are you hearing from stakeholders?
- **Question 4 Responses:**
  - The corridor will redistribute commuter traffic off of rural roads, which is positive.
  - Make sure the highway is not tolled.
  - The property acquisition process should be fair (i.e. consider land value and business revenue losses).
  - Will lands be taken out of the Greenbelt?
  - Focus on protecting natural areas and minimizing impacts to wildlife and wildlife habitat.
  - Minimize watershed impacts and implement mitigation measures where there are impacts.
  - Build wildlife passages throughout the corridor.

6. Next Steps and Schedule

- The Project Team reviewed the next steps of the project. Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

7. Open Forum and Closing Remarks

- G. Pothier (GLPi) asked the GTAG if there were any further questions or comments for the Project Team
- **Question:** Where can we review the Agricultural Impact Study?
  - **Response:** The Project Team used a survey to obtain more detailed information about agricultural operations in the study area (The Agricultural Operations Survey). Survey results, which were summarized at PIC #2, were used to increase the Project Team's understanding of potential impacts to agricultural lands, practices and operational linkages and helped to identify key factors in the evaluation of route and interchange location alternatives. The Agricultural Impact Study will be undertaken later in the study.
- **Question:** Can we be informed of when the other advisory groups are meeting so that we can be included on the invite list as an observer?
  - **Response:** Advisory group meetings (e.g. Community Advisory Group (CAG) Meetings) are open to the public for observing and non-members can be notified of the next meeting, if requested. We want to reiterate that only members of the advisory groups are welcome to participate in the discussions and group activities.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- The meeting was adjourned at 4:45 p.m.

Community Advisory Group (CAG) – Meeting #3 Minutes

Date of Meeting	Thursday, November 14, 2019	**Time**	6:00 p.m. – 9:00 p.m.
Project Name	GTA West Transportation Corridor Route Planning and Environmental Assessment Study, Stage 2		
Location	Element Vaughan Southwest, Oak Room 6170 Highway 7, Vaughan, ON L4H 0R2		

Attendees	Lukasz Grobel,	MTO
	Fahmi Choudhury,	MTO
	Chris Barber,	MTO
	Keith Cherneski,	MTO
	Prashanth Selvakumar,	MTO
	Jim Dowell,	WSP
	Sandy Nairn,	WSP
	Catherine Gentile,	WSP
	Tim Sorochinsky,	AECOM
	Britta Patkowski,	AECOM
	Christine Green,	AECOM
	Saeideh Rasouli,	AECOM
	Glenn Pothier,	GLPi
	CAG Members removed in accordance with the *Freedom of Information and Protection of Privacy Act*	
Distribution	Attendees, Regrets and Project Team	
Minutes By	Christine Green	

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

1. Introductions

- G. Pothier (GLPi) welcomed all to the meeting and facilitated introductions.
- G. Pothier (GLPi) reviewed the purpose, roles and responsibilities of the CAG and presented an overview of the minutes from CAG Meeting #2.

2. Study Overview

- The Project Team provided an overview of the study, including a short history of the GTA West Study (chronology), updates on project activities since study suspension in December 2015 and updates to the study schedule.

3. Debrief on Public Information Centre #2

- The Project Team presented a summary of what the Project Team heard from stakeholders at Public Information Centre #2 (PIC #2).
- The Project Team noted that there was a mixture of support and opposition for the draft Technically Preferred Route. Many stakeholders had route specific comments, however, most stakeholders were supportive of the multimodal transportation corridor.
- The Project Team also noted that they received a high number of advisory group application forms and Community Value Plan Team application forms.

- The Project Team discussed next steps in consultation, including upcoming municipal Council meetings and PIC #3.

4. Session 1 – Overview of the evaluation of the short-listed route and interchange location alternatives, Draft Technically Preferred Route and Draft 2019 Focused Analysis Area (FAA)

- The Project Team presented the rationale for the draft Technically Preferred Route by section, as well as the rationale for the preferred interchange locations.
- The Project Team presented the draft 2019 FAA.
- The Project Team explained that the draft Technically Preferred Route and draft 2019 FAA are not final and will be potentially revised following a review of stakeholder feedback collected since PIC #2. The Preferred Route and 2020 FAA are expected to be confirmed in Spring 2020.
- It was also noted that MTO will continue to review development applications within the green areas on the draft 2019 FAA map, but it is anticipated that properties in these areas will not be impacted by the GTA West multimodal transportation corridor.
- G. Pothier (GLPi) invited questions and general comments from the CAG members before moving forward with the agenda. The following questions and comments were received:
- **Question:** Where will the corridor for the Northwest GTA Transmission Corridor Identification Study be constructed in relation to the GTA West multimodal transportation corridor? During PIC #2, a spokesperson for the Independent Electricity System Operator (IESO) noted that their transmission corridor will be piggybacking on the GTA West corridor. Has there been ongoing discussion between the two project teams to ensure this coordination?
    - **Response:** The Ministry of Energy, Northern Development and Mines (ENDM) and IESO have initiated the transmission corridor as a separate study. The Northwest GTA Transmission Corridor Identification Study will be undertaken to identify an appropriate corridor of land adjacent to the future GTA West multimodal transportation corridor. The environmental assessment for the GTA West Study is being undertaken from a highway and transportation perspective. We are sharing information with ENDM and IESO as required and they have also been consulting with us through the Regulatory Agency Advisory Group (RAAG). It is still too early in our study timeline to discuss specific construction locations.
- **Question:** Are the highway and transitway on separate timelines? Are they considered separate projects?
    - **Response:** Although the transitway will be developed as a separate right-of-way, both the transitway and transportation corridor are being evaluated under the GTA West Study.
- **Question:** Where can I find the environmental reports for review? Will they be available at a public location, such as a library? I cannot find any environmental assessments on the project website.
    - **Response:** Once our Individual Environmental Assessment is completed, the report will be posted at several public locations for your review, such as community centres and/or libraries as well as on the project website. We are approximately 2 years away from that report being posted for review.

Currently, we do have PIC #1 and #2 materials, as well as other technical documentation, available for review on the project website. If you have any comments, you can send those to our Project Team email or call the toll-free line where they will be documented. [*Post Meeting Note: following the meeting, B. Patkowski navigated this stakeholder through the GTA West project website to ensure he could find the materials available for download*].

- **Question:** Will the transitway include rail or just buses?
  - **Response:** Initially, the transitway will be used for bus rapid transit. However, the alignment of the transitway will be adaptable for light rail transit in the future. It is a function of the demand and the number of people that they will be moving.
- **Question:** Why was the GTA West Study suspended?
  - **Response**: The study was suspended by the former government in December 2015 and in Spring 2016, an independent Advisory Panel was asked to assess the GTA West Study considering changes in government policies since 2008 and new transportation technologies being introduced. The independent Advisory Panel Report was released in February 2018 and the former government decided not to proceed with the GTA West Study. At the same time the MTO and IESO initiated a new study called the Northwest GTA Corridor Identification Study to identity a protected corridor in the GTA West Study Area for future infrastructure needs (transportation and/or utilities).
- **Question:** Did the Project Team receive any feedback from the City of Brampton on the draft Technically Preferred Route? I am specifically wondering about their feedback on the Coleraine Drive interchange location.
  - **Response:** The GTA West Project Team has been working closely with municipalities through the Municipal Advisory Group (MAG), Municipal Executive Advisory Group (MEAG) and through presentations to Councils. The feedback we receive at these meetings will be considered when we finalize the Preferred Route and move on to preliminary design. As noted previously, the interchange at Coleraine Drive conflicts with approved developments and alternative options for this interchange are being considered. Our Technically Preferred Route and 2019 Focused Analysis Area are draft for this reason.
- **Comment:** The Brampton Board of Trade is frustrated with the lack of communication between different levels of government. We are requesting that the MTO communicate more thoroughly with municipalities and other provincial and federal agencies and present projects together.
- **Question:** Is the preferred route in Section 3 similar to the Northwest GTA Corridor Identification Study alignment?
  - **Response:** The corridors for the two studies are similar but vary slightly due to the requirements for the different types of infrastructure considered in the Northwest GTA Corridor Identification Study.
- **Question:** Why was an interchange at Mayfield Road chosen? There is concern from residents in Georgetown about the amount of traffic that will be traveling west

from the highway into the town. There should be more communication with residents in Georgetown.
    - **Response:** That location was identified by municipalities as a major east/west corridor. We received input from the Town of Halton Hills at PIC #2 regarding the use of River Road. The Town noted concern that if an interchange is at Mayfield Road, traffic may increase on River Road, which may not be able to handle the increase in traffic. Going forward, the Project Team will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange.
- **Question:** You referred to a Norval Bypass, where would that be located?
    - **Response:** We have heard from the municipalities about a future Norval Bypass. The Project Team has not seen a physical plan for construction at this time but have seen general study areas previously considered. We do not anticipate the GTA West multimodal transportation corridor precluding a Norval Bypass.
- **Question:** Will the highway be constructed at grade or below grade?
    - **Response:** The main transportation corridor will be predominately at grade, with approximately ½ metre to 1 metre cuts and fills. These details will be determined during preliminary design. We have not examined cross-sections at crossing roads yet and this will be considered during the preliminary design phase.
- **Comment:** Concern about proposed developments (e.g. proposed Catholic Cemetery) shifting the draft Technically Preferred Route and draft 2019 FAA. This creates uncertainty and will cost taxpayers more money.
    - **Response:** The draft Technically Preferred Route is currently wider than it will need to be, and the draft 2019 FAA is wide enough at this point to allow tweaks to the Preferred Route during preliminary design to minimize impacts, without drastically changing the Preferred Route or going outside of the 2019 FAA.
- **Question:** Has the Ministry considered extending Highway 410 to Orangeville?
    - **Response:** Our study area does not include this extension, but it does not preclude the opportunity for a future environmental assessment to extend Highway 410 to Orangeville.
- **Question:** What will happen to the current Highway 410 freeway?
    - **Response:** At this time, there has not been any decision made. This will be an ongoing discussion with the municipalities.
- **Question:** Why do you have an interchange so close to Old School Road? If you move the interchange north (refer to S5-10), you could avoid the wetlands and forest.
    - **Response:** Thank you for your comment, we will consider this.
- **Question:** Why was the alternative to the west of Heart Lake Road not carried forward as part of the draft Technically Preferred Route?
    - **Response:** The preferred alternative route to the east of Heart Lake Road minimizes impacts to fish and fish habitat and wetlands, and minimizes impacts to future urban development.

- **Question/Comment:** I suggest moving the interchange at Coleraine Drive to the Major Mackenzie Drive extension. If the interchange is moved from Coleraine Drive, will there still be connections there?
    - **Response:** The Major Mackenzie Drive extension is a municipal initiative. We did consider alternative routes that would potentially connect into it. To answer your question, no there would not be a connection to Coleraine Drive if the interchange is moved. We are continuing to look at alternatives for the interchange in this area.
- **Question:** Will the highway corridor remain the same, even with the new interchange?
    - **Response:** The Project Team is unable to confirm at this time since interchange alternatives are still being developed but we anticipate that the modifications will fit within the draft 2019 FAA.
- **Comment:** Traffic is extremely bad in the Coleraine Drive area. There is a Canadian Tire Distribution Centre there and many other large businesses.
    - **Response:** Yes, we are aware of this area having significant truck usage. The municipalities have identified this to us.
- **Question:** If the new Coleraine Drive interchange is shifted westerly, won't it impact the interchange at Gore Road?
    - **Response:** The spacing between the interchanges has been considered and is not anticipated to be an issue.
- **Question:** At one point in the study the Project Team was looking at extending Highway 427 northerly to a route farther north of draft Technically Preferred Route S8-3. Why wasn't that carried forward?
    - **Response:** You are referring to Route S8-1. That alternative route was included as part of our evaluation process. The northerly route has significant environment impacts, including impacts to the Greenbelt. The crossing at Humber River would also be expansive with that route. We are selecting a route that will minimize or avoid us having to place fill in the Humber River valley, has less impacts on the Greenbelt and stream crossings.
- **Question:** Are you considering a connection to Highway 50?
    - **Response:** No because Highway 50 is too close to the Highway 427 interchange.
- **Question:** How will people on Highway 427 access Highway 50?
    - **Response:** They would have to get off at Major Mackenzie Drive and connect to Highway 50.
- **Question:** Why was an interchange at Highway 50 not considered?
    - **Response:** It was precluded due to the spacing to the freeway to freeway interchange at Highway 427. One of our main criteria in selecting interchange locations was spacing, and Highway 50 did not meet the criteria.
- **Question:** What interchange would residents use to get to Bolton?
    - **Response:** They would get off at the Coleraine Drive interchange and make their way to Bolton.
- **Comment:** Our land is currently underneath S8-3. We have made comments in writing that the ratepayers and the City of Vaughan want S8-1 instead. The cost of

expropriation for S8-3 will be higher than with S8-1. We think you should take that into account.
    - **Response:** Thank you for your comment, it will be considered as we finalize the Preferred Route.
- **Comment:** The bottleneck at Highway 400 and King/Vaughan is bad. You're going to have to extend the corridor to the north and hook in with the Bradford Bypass extension. Everything south of Kirby Road is owned by developers. The residents in our area are concerned with putting another interchange so close to Highway 400. Weston Road is backed up with traffic already.
    - **Response:** Traffic on the highway and surrounding municipal roads will be looked at more closely during preliminary design. Going forward, the Project Team will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange
- **Comment:** We should be staggering industry hours to control the number of cars and trucks using the highway. At some point we need to work through this, we can't just keep building more roads.
    - **Response:** What you are referring to is called 'Traffic Demand Management' and it can get to be complicated when you are dealing with hundreds of employers. Optimizing the use of the existing transportation infrastructure was factored into the traffic model used in Stage 1 of the study, and the results show that there is still a shortfall in the system. A new corridor is still required to meet future transportation demand.
- **Question:** How has the Project Team considered urban sprawl in this study? Are there discussions regarding this subject? We should be avoiding impacts on agricultural land.
    - **Response:** The Project Team has been tasked with meeting the demands of the increase in population/employment lands of the future. Impacts on agricultural land have been avoided where possible.
- **Question:** How wide is the draft 2019 Focused Analysis Area around the interchange locations?
    - **Response:** Approximately 1 km around the interchanges. [*Post Meeting Note: width varies between 780 m and 3.9 km (maximum widths at Highway 401/407 and Highway 400 freeway to freeway interchanges)]*.
- **Question:** Has the released area of the draft 2019 Focused Analysis Area been made publicly available?
    - **Response:** It is anticipated that in Spring 2020, the Preferred Route will be confirmed. Once confirmed, the lands outside of the 2020 FAA will be of reduced interest and development applications can proceed through the municipal planning process. MTO will continue to review development applications within the study area but it is anticipated that lands outside of the 2019 FAA will not be impacted by the GTA West multimodal transportation corridor.
- **Question:** When you must cross valleys, can you use a narrowed right-of-way?
    - **Response:** That consideration and others, like building two smaller structures across valleys versus one larger structure, will be considered during the preliminary design stage to reduce impacts to the environment.
- **Question:** Can you add the hydro corridor to the protected FAA?

- **Response:** No, the electricity transmission corridor is a separate project being undertaken with a different scope and process. The electricity transmission corridor is anticipated to run parallel to the GTA West transportation corridor. If you would like to contact their study team with your questions, we can provide you with their contact information.

5. Session 2: Issues to inform the preliminary design of the Preferred Route

- G. Pothier (GLPi) initiated a group activity, where members of the CAG were asked to provide their feedback on the following three questions. The responses are listed below each question.

- **Question 1:** Provide feedback on the evaluation outcomes. What was the most surprising or concerning to you?
- **Question 1 Responses:**
  - Is IESO a private organization?
  - There is an increase in the demand for hydro with an increase in land use.
  - Concern with aligning the GTA West Study with planned municipal development (i.e. concern about fragmentation, land locked properties, movement of agricultural vehicles). These issues could be solved through discussions with the municipalities.
  - The Project Team should look at heritage properties along the corridor and how they will be assessed and impacted.
  - Are interchanges too close? (not according to technical standards).
  - What input have Indigenous Communities provided to the Project Team?
  - Concerns about where the highway ties in at Highway 400.
  - Surprised to see an interchange planned at Mayfield Road – is this needed? It will create more traffic for Georgetown and there is currently nothing at that interchange location.
  - Consider adding an interchange at Countryside Drive.
  - Concerned that the cost of land acquisition was not included in the evaluation process for the Technically Preferred Route.

- **Question 2:** What has changed or is changing that should inform the design of the Preferred Route?
- **Question 2 Responses:**
  - Need innovative solutions.
  - Where will electrical stations be located? This will require coordination with municipalities.
  - The highway is needed much further north because of the population and employment growth occurring in Bradford and Innisfil.
  - Consider an interchange at Dixie Road.
  - Re-evaluate S5-9 from an environmental perspective.
  - Municipal council resolutions regarding the draft Technically Preferred Route should be considered.

- **Question 3:** What are the hot button topics that the Project Team will need to address? What are you hearing from your community?

- **Question 3 Responses:**
  - Provide responses to the community ASAP.
  - How will this impact land use planning north and south of the corridor?
  - Concerns about traffic increasing on Highway 401 once the GTA West highway is constructed.
  - Consider building the entire corridor and transitway at one time instead of in stages.
  - Reduce the road classification of existing Highway 410.
  - Concern for private wells and impacts to aquifers during construction (i.e. Hornby had similar issues during highway construction).
  - Consider a heavy rail corridor along the transitway as an alternative to light rail. Heavy rail would permit expanded GO Service on the Milton Line and connects CP Rail directly to their Vaughan Terminal.
  - Consider the transitway on the south side through Caledon and the hydro corridor on the north side of the corridor.
  - Complete the environmental assessment ASAP and unfreeze the lands that are not needed for the study.
  - King Township is concerned about the traffic congestion that the new highway will create.
  - If a Norval Bypass is not constructed, the level of service on Bovaird Drive will decrease.
  - Ensure that Coleraine Drive is a full interchange.
  - Reconsider an interchange at Highway 50.
  - Consider the traffic impacts at the corridor endpoints.
  - Consider extending Highway 410 to the north now.
  - Reduce impacts to woodlands and wetlands (specifically in Section 5).
  - Consider building the transportation corridor below grade to reduce noise impacts to future developments.
  - Concern about impacts to employment lands (i.e. bisecting properties, removal and reduction of lands).
  - Impact on existing local communities (i.e. Kleinburg).

6. Next Steps and Schedule

- The Project Team reviewed the next steps of the project. Next steps include:
  - Reviewing feedback received at PIC #2 and through the Advisory Group Meetings.
  - Confirming the Preferred Route and 2020 Focused Analysis Area.
  - Developing Community Value Plans.
  - Presenting the preliminary design of the Preferred Route at PIC #3.

7. Open Forum and Closing Remarks

- G. Pothier (GLPi) asked the CAG if there were any further questions or comments for the Project Team. No further feedback was provided.
- G. Pothier (GLPi) and the Project Team provided closing remarks and thanked all participants for taking time to attend the meeting.
- Meeting was adjourned at 9:00 p.m.

Appendix A-4

Public Information Centre Summary Reports

- Public Information Centre #3 Summary Report

Full Summary Report: Federally Focused Public Information Centre #3

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

December 2021



Ontario

WSP

AECOM

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The conclusions presented in this report are based on work performed by trained, professional and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

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Appendices

Appendix A. Notification of PIC #3

Appendix B. PIC #3 Presentation Slides

Appendix C. Full Written Responses to Discussion Questions (A to D)

Appendix D. Interactive Polling Questions and Results

Appendix E. Full Q&A and Project Team Responses

1. Introduction

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

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

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

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

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

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

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

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

2. Purpose of PIC #3

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

2.1 Format of PIC #3

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

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

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

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

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

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

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

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

2.2 Content of PIC #3

2.2.1 Federal Designation

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

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

2.2.2 Additional Technical Studies

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

2.2.3 Socio-Economic Context

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

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

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

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

3. Notification of PIC #3

3.1 Newspaper Advertisement

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

Table 1: PIC #3 OGN Newspaper Publications and Dates

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

**Publish in French*

3.2 Addressed Mailing

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

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

3.3 Unaddressed Mailing

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

Table 2: Unaddressed Mailing Postal Walks

Delivery Routes			Canada Post Depots
• SS0960 • SS0962 • SS0963 • SS0911 • SS0951	• SS0954 • SS0901 • SS0959 • SS0964 • SS0965	• SS0961 • SS0909 • SS0905 • SS0906 • SS0955	Caledon STN Main FSA: L7C, L7E
• SS0725 • SS0759	• SS0727 • SS0754	• SS0728	Brampton LCD 4 FSA: L6R, L6P
• SS0116 • SS0169 • SS0181	• SS0178 • SS0153 • SS0117	• SS0184 • SS0115 • SS0176	Brampton LCD 1 FSA: L6X, L7A, L7A, L6Z
• SS0528			Brampton LCD B FSA: L6Y

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

3.4 Website Updates

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

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

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

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

4. Attendance and Input

4.1 Peel Region Public Information Centre #3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.2 York Region Public Information Centre #3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.3 Halton Region Public Information Centre #3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Next Steps

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

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

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

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

A

Notification of PIC #3



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

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

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



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

December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.

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

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

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

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



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

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

7 décembre 2021 – région de Peel de 18 h à 21 h	**9 décembre 2021 – région de York** de 18 h à 21 h	**14 décembre 2021 – région de Halton** de 18 h à 21 h

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

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

Ontario

November 12, 2021

[MP and MPP letter template]

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

Dear «First_Name» «Last_Name»:

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

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

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

December 7, 2021 – Peel Region	**December 9, 2021 – York Region**	**December 14, 2021 – Halton Region**
6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.	6:00 p.m. to 9:00 p.m.

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

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

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

**** Published in French***

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Ontario

Sincerely,

_____

Hossein Hosseini, P.Eng., PMP

Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Ontario

November 22, 2021

[External (Municipalities and Agencies) – Letter Template]

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

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WSP AECOM

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Sincerely,

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Hossein Hosseini, P.Eng., PMP

Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

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

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



Ontario

22 novembre 2021 [PUBLIC ET PARTIES EXTERNES - French Translation]

[Term YCRGLIRS] External (Municipalities and Agencies) – Letter Templa

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

Madame, Monsieur «First_Name» «Last_Name»

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

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

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

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

7 décembre 2021 – région de Peel de 18 h à 21 h	**9 décembre 2021 – région de York** de 18 h à 21 h	**14 décembre 2021 – région de Halton** de 18 h à 21 h

WSP AECOM

Ontario

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

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

Meilleures salutations,

_____

Hossein Hosseini, P.Eng., PMP

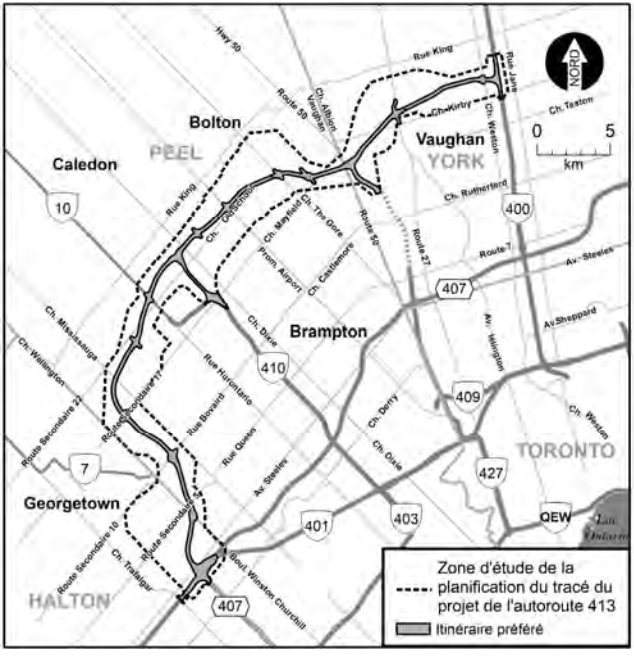
Projet d'autoroute 413, gestionnaire de projet du MTO
1-877-522-6916
project_team@gta-west.com

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

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

WSP AECOM

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



Ontario

November 22, 2021 [INDIGENOUS COMMUNITIES]

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

Dear «First_Name» «Last_Name»:

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

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

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

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

Please let us know what your preference is by contacting myself at 437-771-5385 or hossein.hosseini@ontario.ca.

WSP AECOM

Ontario

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

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

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

Thank you for your cooperation and assistance.

Sincerely,

Hossein Hosseini, P.Eng., PMP

Highway 413 Project, MTO Project Manager
1-877-522-6916
project_team@gta-west.com

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

WSP AECOM

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



Ontario

November 22, 2021 [Municipal Advisory Group/Regulatory Agency Advisory Group]

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

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

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



Ontario

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

To Whom It May Concern,

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WSP AECOM

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Britta Patkowski, AECOM

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

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



B

PIC #3 Presentation Slides

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



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

Public Information Centre – Peel Region

December 7, 2021

Agenda

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



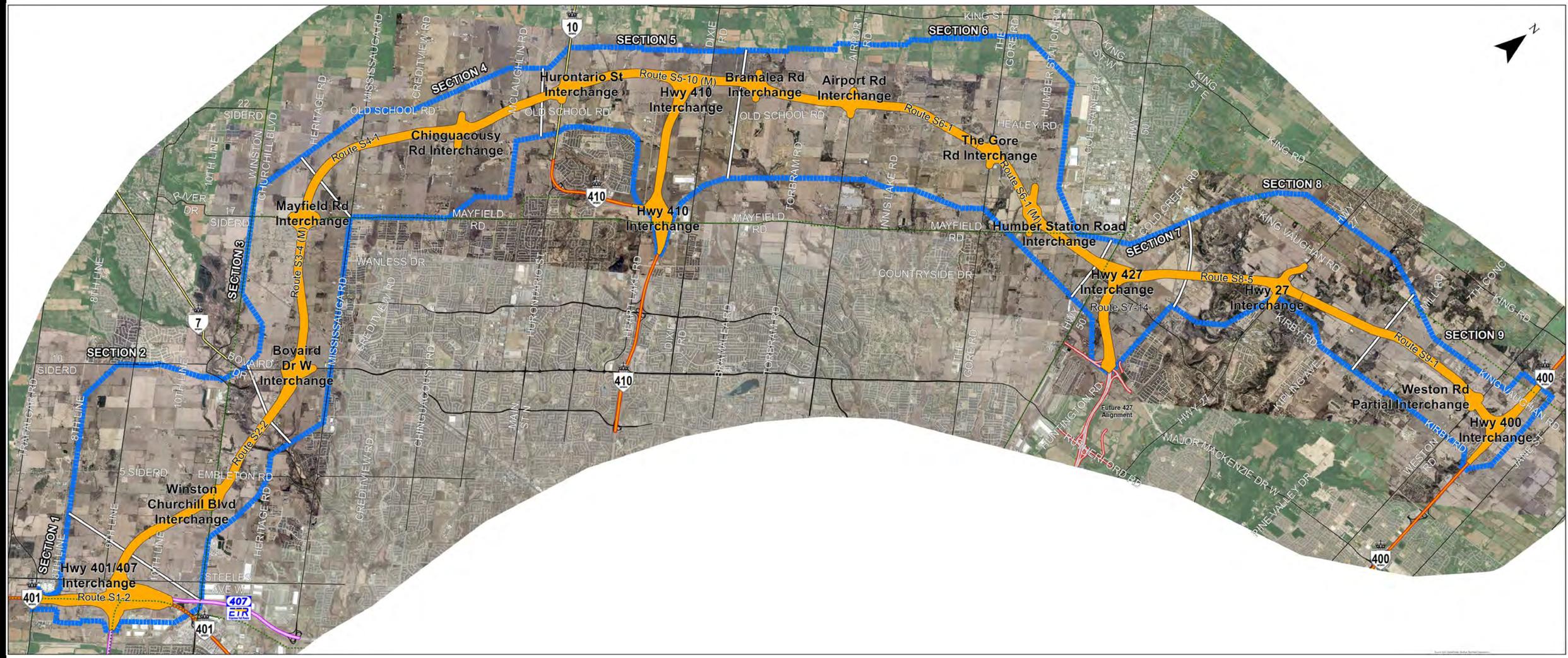


Housekeeping

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

Highway 413 Project Overview

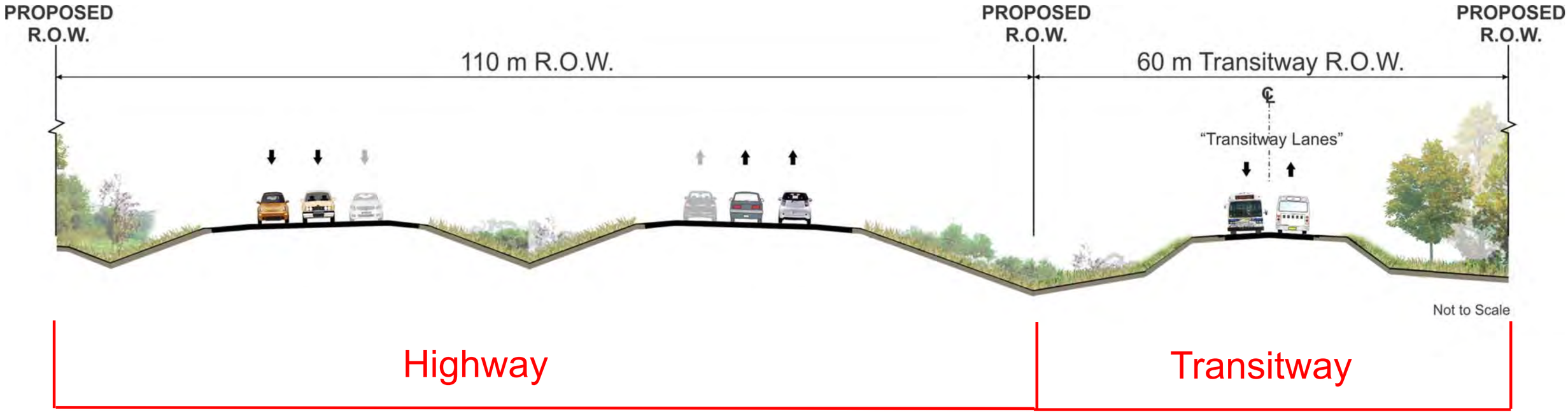
Preferred Route



Route Planning Study Area

Preferred Route and Interchange Locations

Ontario WSP AECOM



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

Potential Goods Movement Priority Features



Truck Only Lanes

freightwaves.com



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



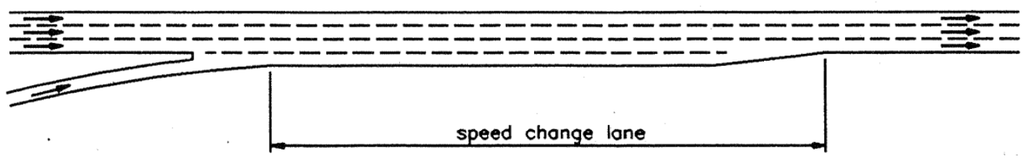
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

bristoltruckrentals.com

Federal Impact Assessment Process Overview

The Federal Impact Assessment (IA) Process

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



SAR and the Federal IA Designation

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

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

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

- Additional analysis is required.







Five Phases

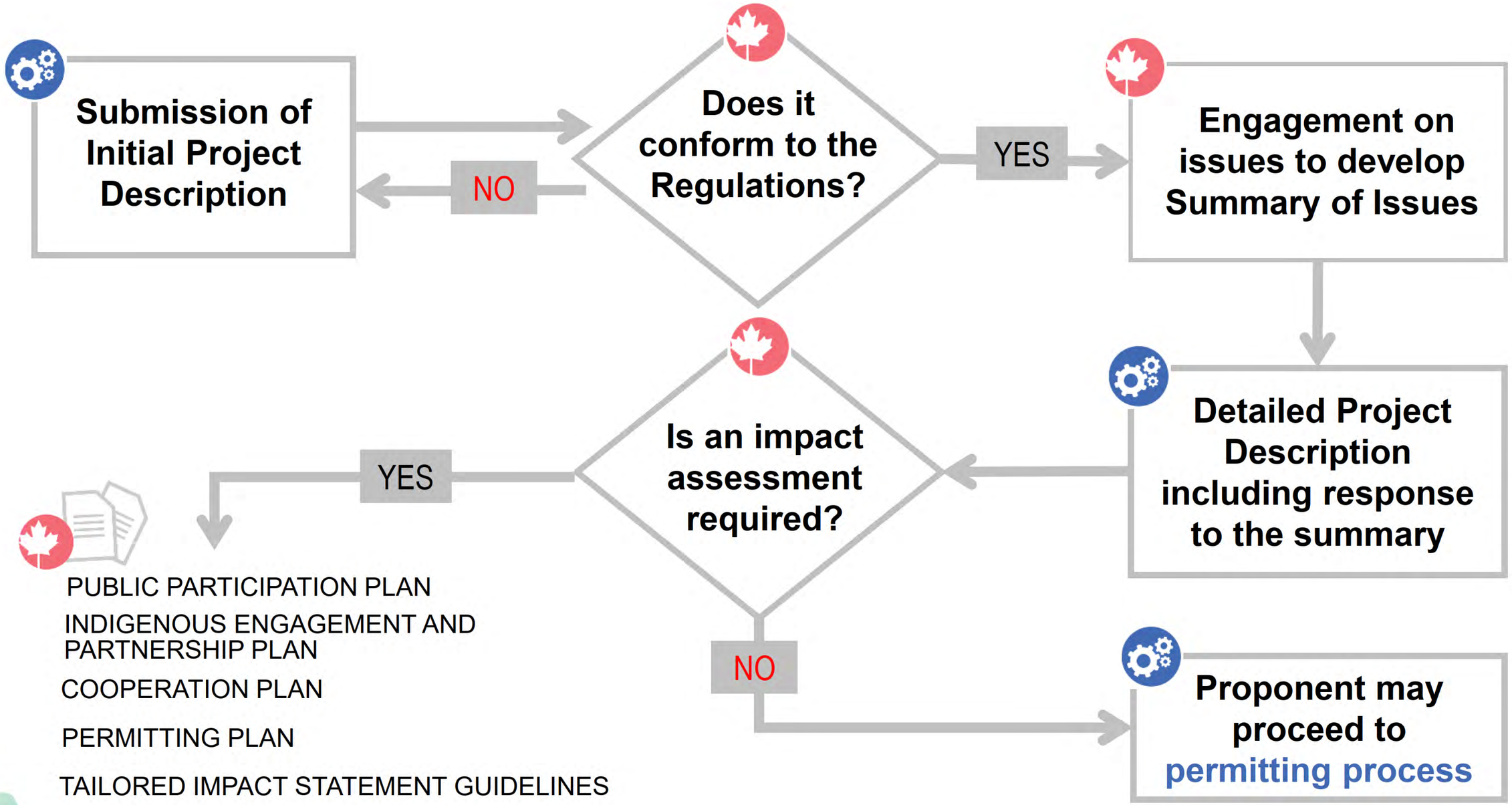


THE KEY PARTICIPANTS IN THE IMPACT ASSESSMENT SYSTEM ARE

PROPONENT
INDIGENOUS GROUPS
IMPACT ASSESSMENT AGENCY OF CANADA
OTHER JURISDICTIONS
REVIEW PANEL
FEDERAL AUTHORITIES
MINISTER
GOVERNOR IN COUNCIL
PUBLIC

Phase 1: Planning

PROPONENT AGENCY



1 Planning

Initial Project Description

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

Socio-Economic Contexts of Your Communities

Social, Economic, and Health Context Overview

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

3 Regions:

- York, Peel, and Halton

7 Municipalities:

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

Social, Economic, and Health Studies

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

For each region and municipality, studies include information on:

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





Peel Region



Highway 413 Study Area passes through:

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

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

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

Transportation Infrastructure:

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

Peel Region: Quick Facts*



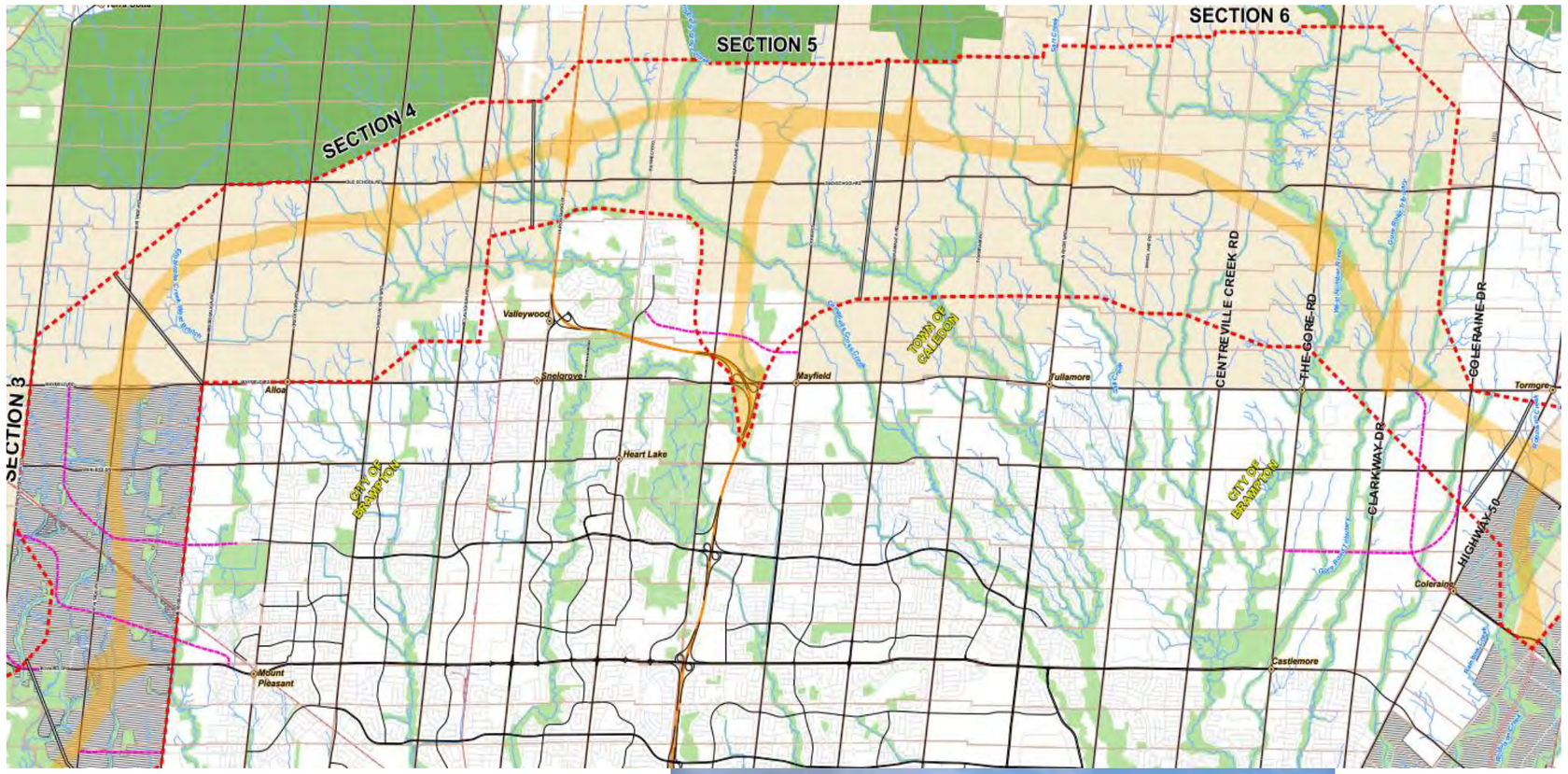
- 70.3% visible minority in Brampton, 18.7% in Caledon.
- Lowest unemployment rate was in Caledon at 4.2%, vs the Ont. Rate of 4.7%.
- Median income: Peel **$86,233**, Mississauga **$83,018**, Brampton **$87,290**, Caledon **$113,651.**
- Overall perceived physical health: 57.7% reported very good or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

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

Peel Region

Some of the services the Region is responsible for:

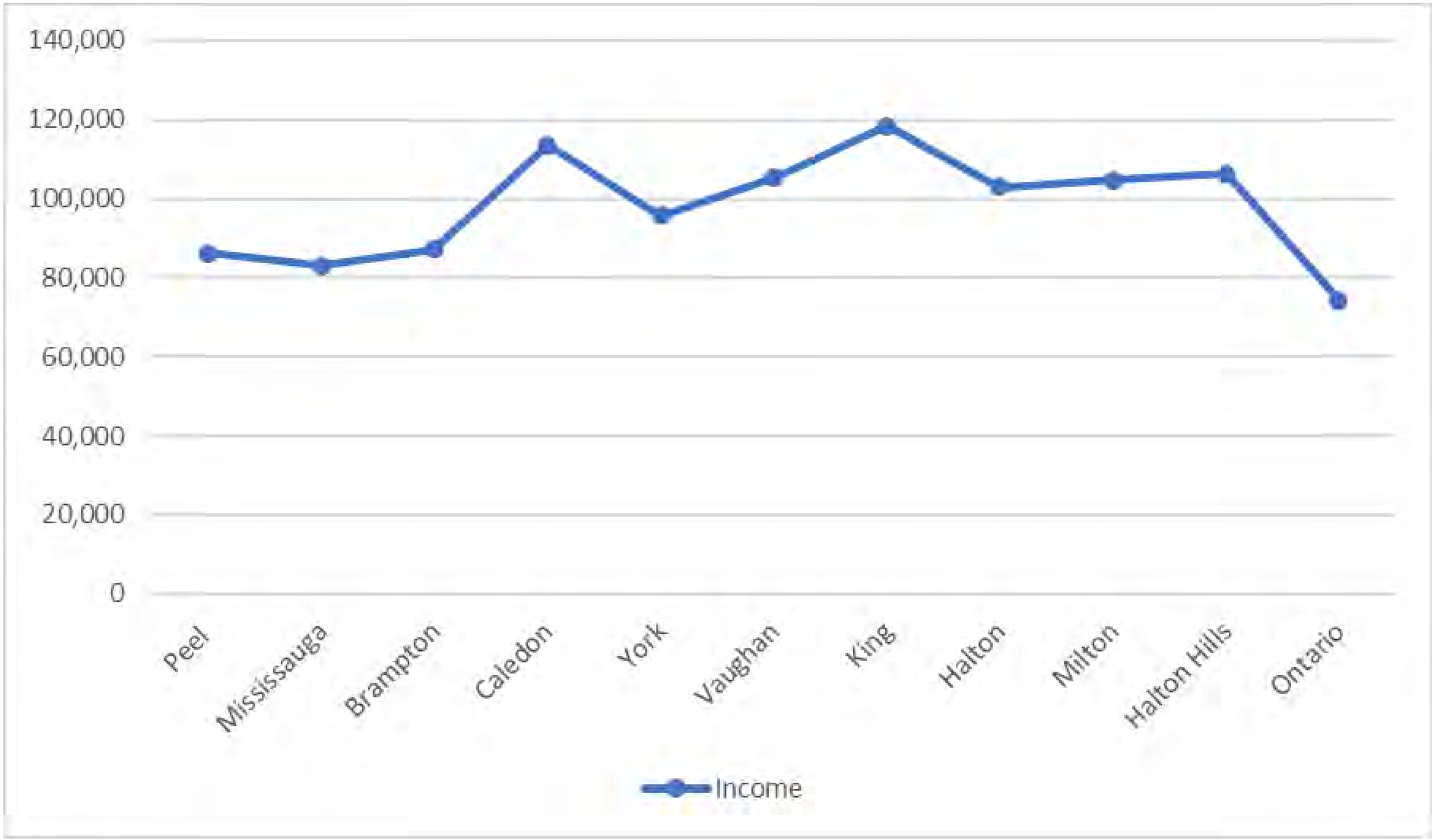
- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services





Economy of Highway 413 Municipalities

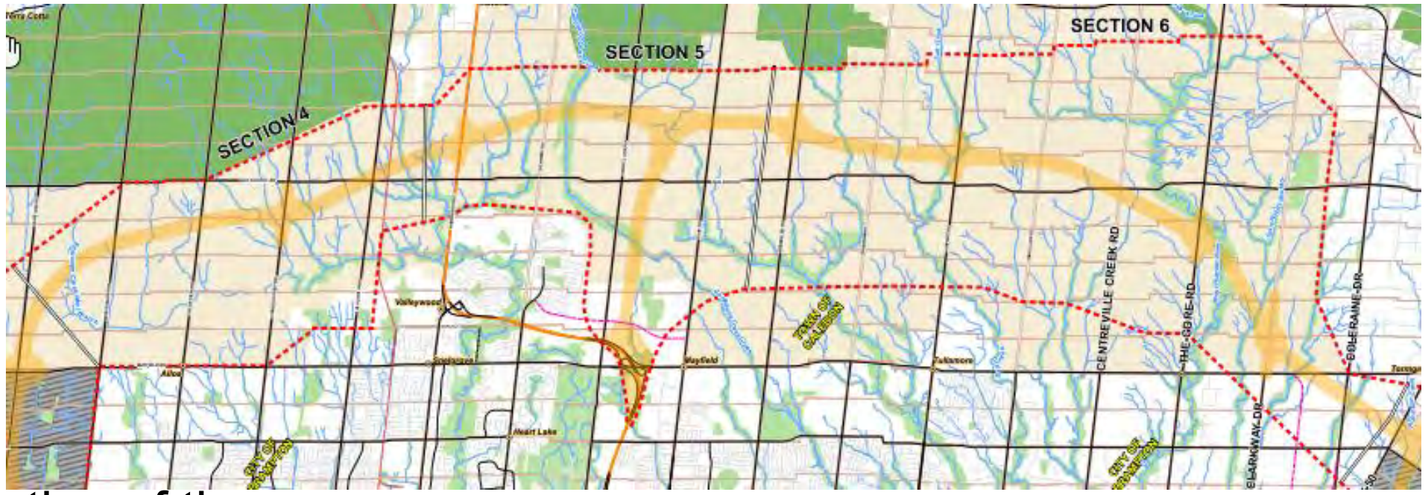
Median Total Income for Highway 413 Communities, 2016



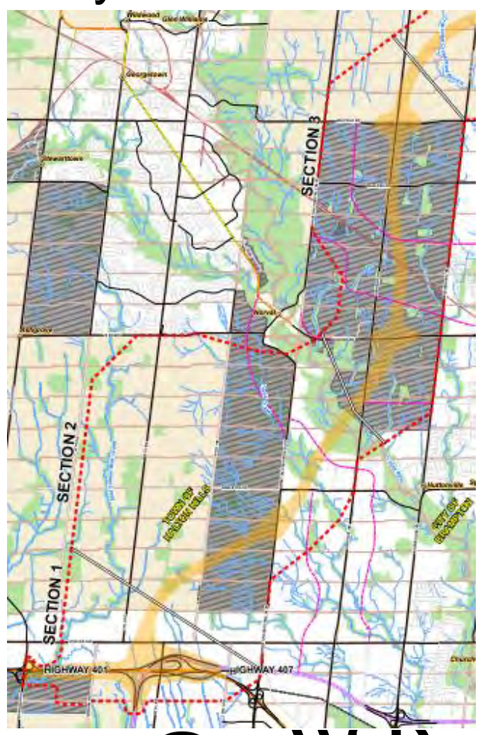
Statistics Canada (2016)

Existing and Future Land Use Across All Municipalities

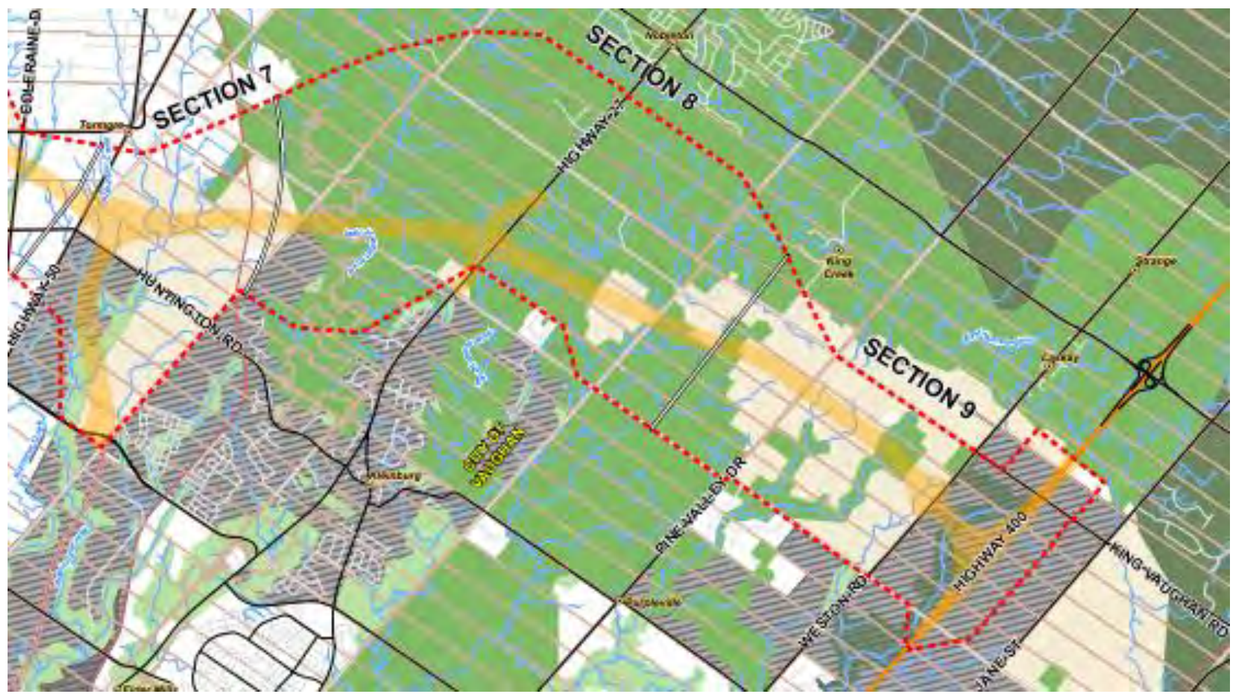
Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



LEGEND

Base Features
- Town or Community
- Route Planning Study Area
- Focused Analysis Area
- Lot / Concession
- Watercourse
- Municipal Boundary
- Section Limits

Roads
- Freeway
- Future Highway 427 Extension
- 407 ETR
- Highway
- Arterial Road
- Local Road
- Railway
- Planned Municipal Improvements

Route Alternatives
- Preferred Route

Generalized Land Use Designations
- Greenbelt - Protected Countryside
- Oak Ridges Moraine
- Future Urban Area
- Environmental Policy Area
- Agricultural Area

Economy of Highway 413 Municipalities

Commuting Distance By Community

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

Peak Travel Time

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

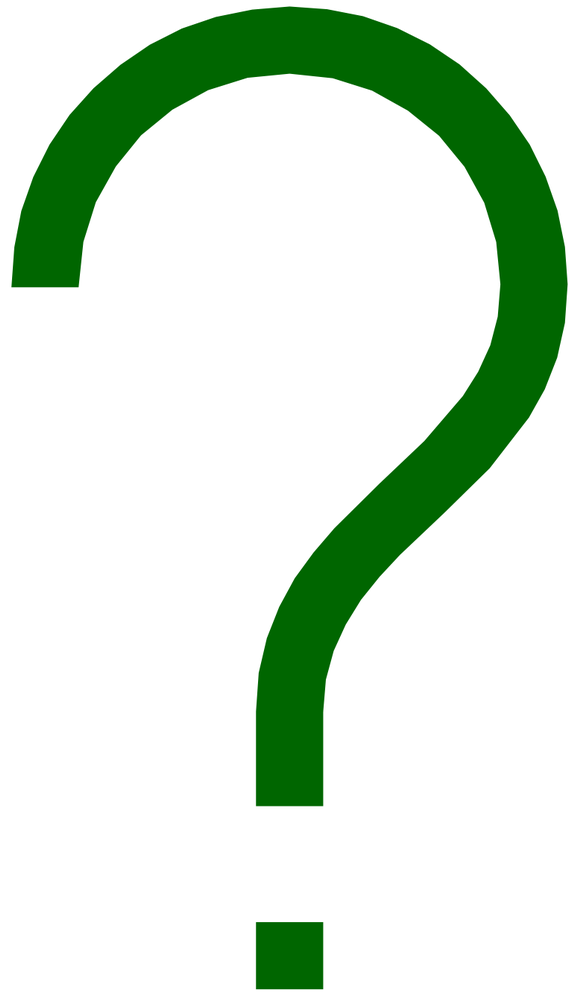
Question A.
Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

Summary of Key Issues Raised by Stakeholders and Indigenous Communities

Natural Environment

Does not conform to the Greenbelt Plan.	Concern about impacts to Greenbelt lands and loss of agricultural lands.	Potential effects on fish and fish habitat, wildlife and vegetation.	Potential effects on Federally listed Species at Risk.	MTO should commit to a voluntary project review (VPR) process with the TRCA and CVC.	Concern about environmental costs of the project (i.e., ecosystem services).
Greenbelt Plan permits new corridors provided it serves the growth and economic development.	Use design principles from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* where impacts are unavoidable. Undertake an Agricultural Impact Assessment.	Fieldwork and consultation with agencies to understand how to avoid, mitigate or compensate for impacts. Mitigation measures will be conditions of receiving permits.	Meet the legislative requirements of *Endangered Species Act* and *Species At Risk Act. O*btain permits or approvals during the detailed design stage. Conditions of approval may include mitigation, compensation, monitoring, consultation.	MTO will adopt the VPR process as a pilot project with both the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC).	The evaluation of the short-listed route alternatives included potential impacts to ecosystem services. Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

Polling Question



Socio-Economic Environment

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

Community Value Plan will incorporate public input.

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

Meeting with municipal staff to incorporate feedback in preliminary design.

Will meet with impacted landowners.

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

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

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

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

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

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

Potential impacts to aesthetics and local recreation.

Community Value Plan will incorporate public input.

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

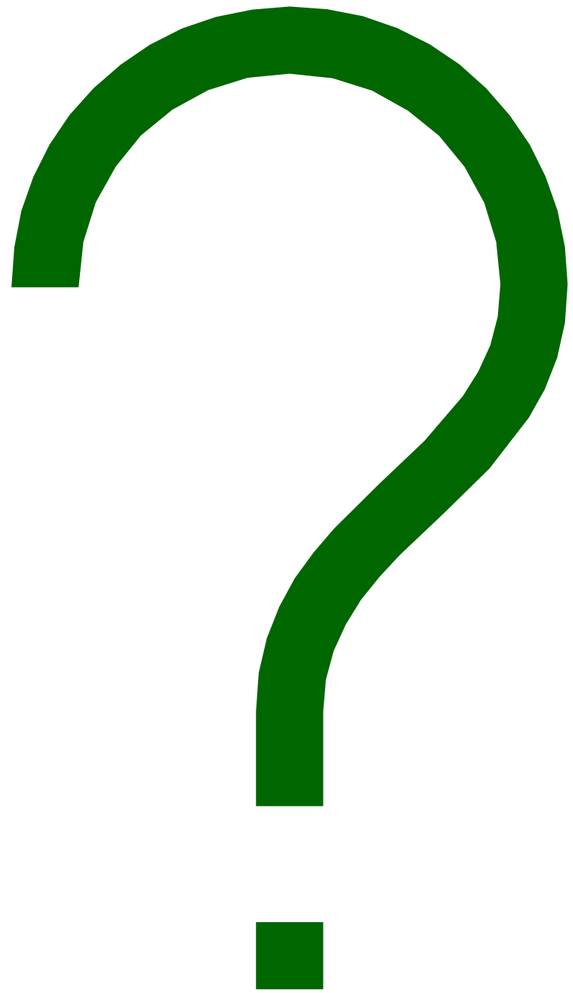
The project only benefits developers.

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

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

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

Polling Question



Cultural Heritage, Indigenous Communities, Consultation and Process

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

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

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

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

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

Insufficient Indigenous community engagement.

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

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

MECP proposed a regulation to create a more efficient EA resulting in shorter timelines.

MTO would still gather information about environmental conditions, predict and mitigate impacts, consult, and document decision-making.

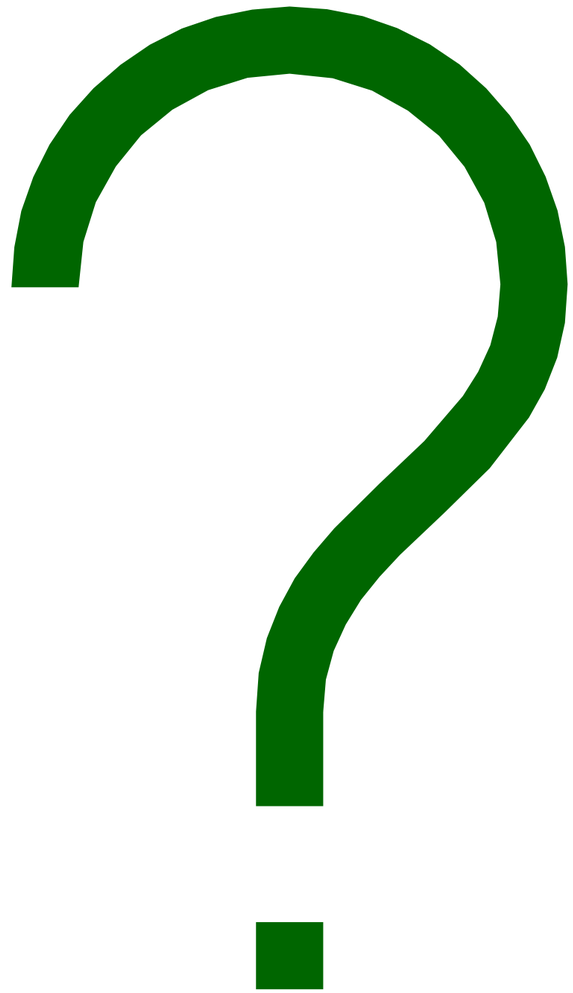
Provincial and Federal legislation and permitting still apply.

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

Consultation and engagement inform the decision-making process.

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

Polling Question



Transportation

Request for a multiuse path beside the corridor.

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

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

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

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

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

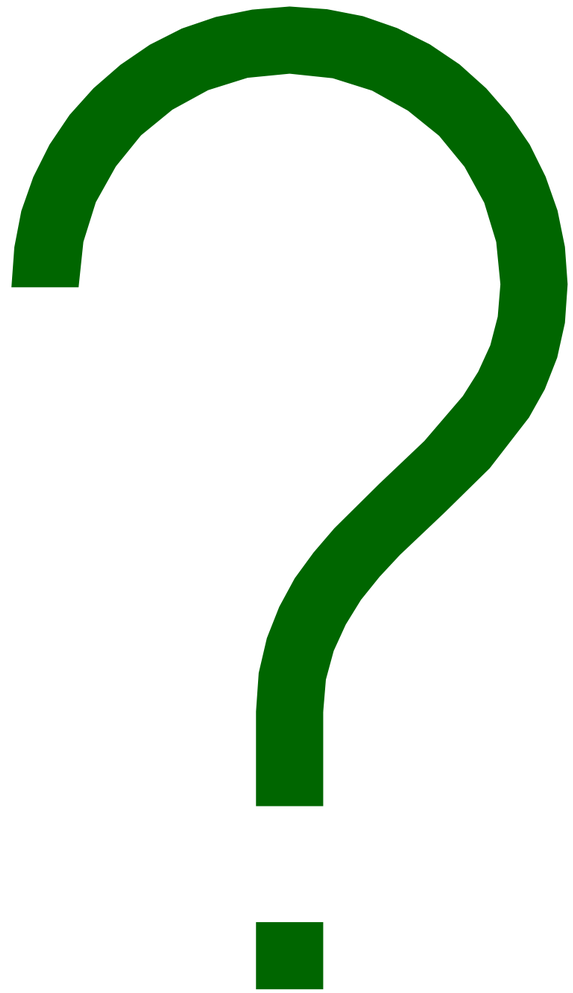
MTO encourages the use of reclaimed materials within the limits imposed by engineering properties to ensure safety and durability. When new aggregate must be sourced, local sources are considered.

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

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

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

Polling Question



Question B.
What issues have we not identified that are important to you?









Technical Studies Being Added to Meet Federal Requirements







Greenhouse Gas (GHG) Emissions

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







Human Health

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

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

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







Potential Changes to Social Infrastructure

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







Potential Changes to Economic Infrastructure

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









Some Potential Changes to Health and Public Safety

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





Gender Based Analysis+ (GBA+)

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

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

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

WEBSITE		www.highway413.ca
EMAIL		project_team@highway413.ca
TOLL-FREE		1-877-522-6916

Social, Economic and Health: Next Steps

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





Cumulative Effects Assessment

The cumulative effects assessment will assess:

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



Ontario WSP AECOM

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

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

Overview of Indigenous Community Engagement and Consultation

Indigenous Communities



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

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

Indigenous Communities Identified by MTO for Engagement and Consultation	
• Mississaugas of the Credit First Nation. • Six Nations of the Grand River Territory First Nation Elected Council. • Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute. • Alderville First Nation. • Beausoleil First Nation. • Chippewas of Rama First Nation.	• Curve Lake First Nation. • Chippewas of Georgina Island First Nation. • Hiawatha First Nation. • Mississaugas of Scugog Island First Nation. • Kawartha Nishnawbe First Nation. • Huron-Wendat Nation. • Métis Nation of Ontario.

Initial Engagement and Consultation With Indigenous Communities

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

Initial focus of engagement and consultation focused on:

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





Summary of Engagement and Consultation: Topics and Key Themes Raised

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

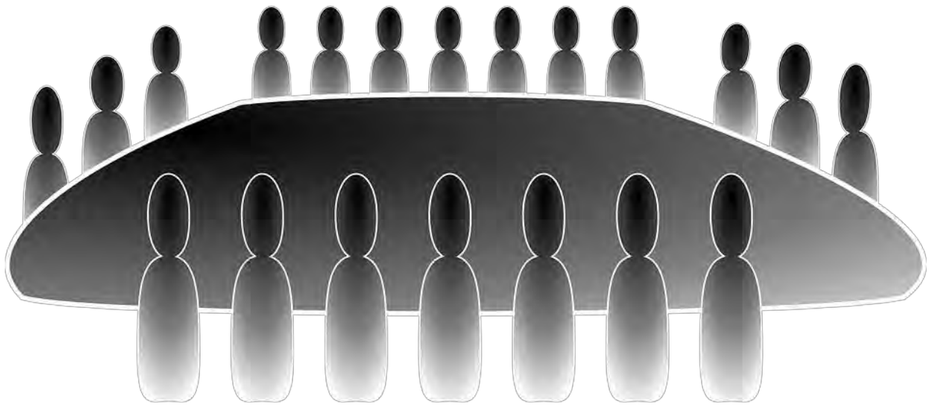
Next Steps With Indigenous Communities

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



Next Steps With Indigenous Communities

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





Ontario WSP AECOM

Next Steps

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

*** Schedule is subject to change**

Thank you for attending

We want to hear from you!

Call Us	Email Us	Website
1-877-522-6916	project_team@highway413.ca	www.highway413.ca

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

Public Information Centre – York Region

December 9, 2021

Agenda

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



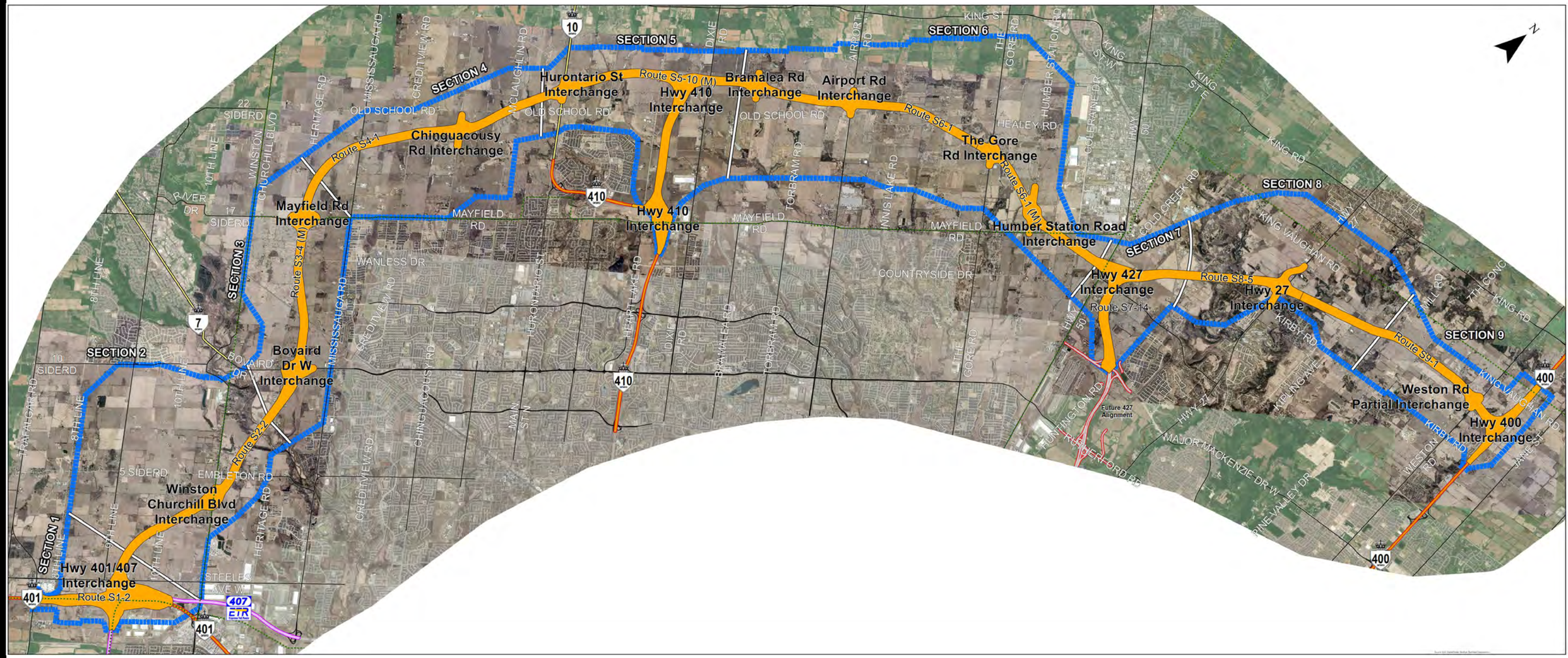


Housekeeping

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

Highway 413 Project Overview

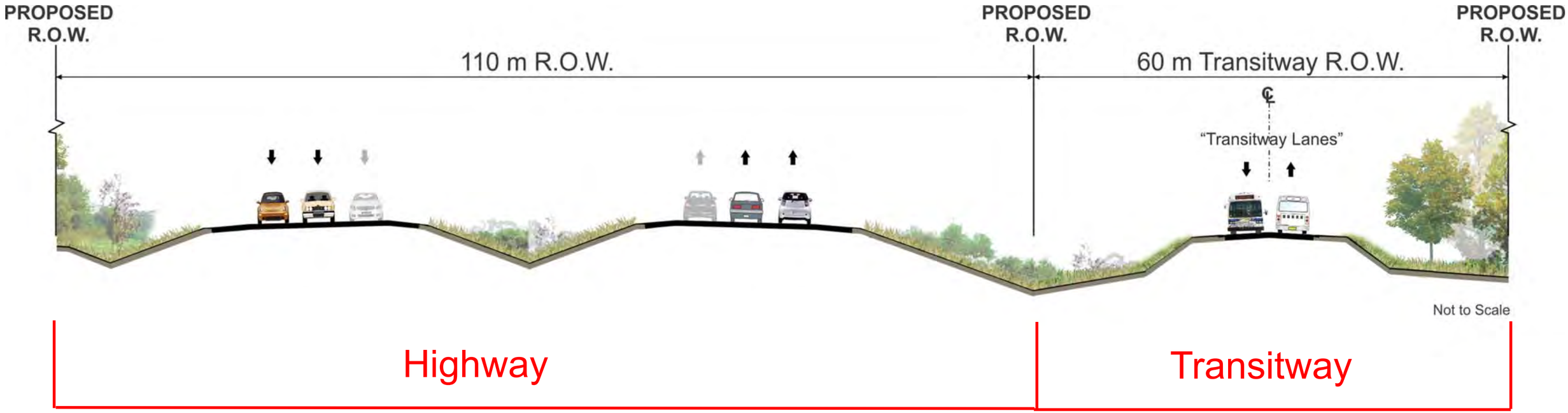
Preferred Route



Route Planning Study Area

Preferred Route and Interchange Locations

Ontario WSP AECOM



- 4 - to 6-lane highway with a separate adjacent transitway.
- Proposed right-of-way will be 170m (highway = 110m, transitway = 60m).
- The transitway will:
  - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
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freightwaves.com



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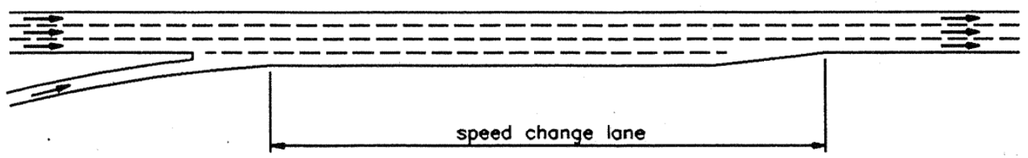
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bristoltruckrentals.com

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SAR and the Federal IA Designation

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

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

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

- Additional analysis is required.







Five Phases

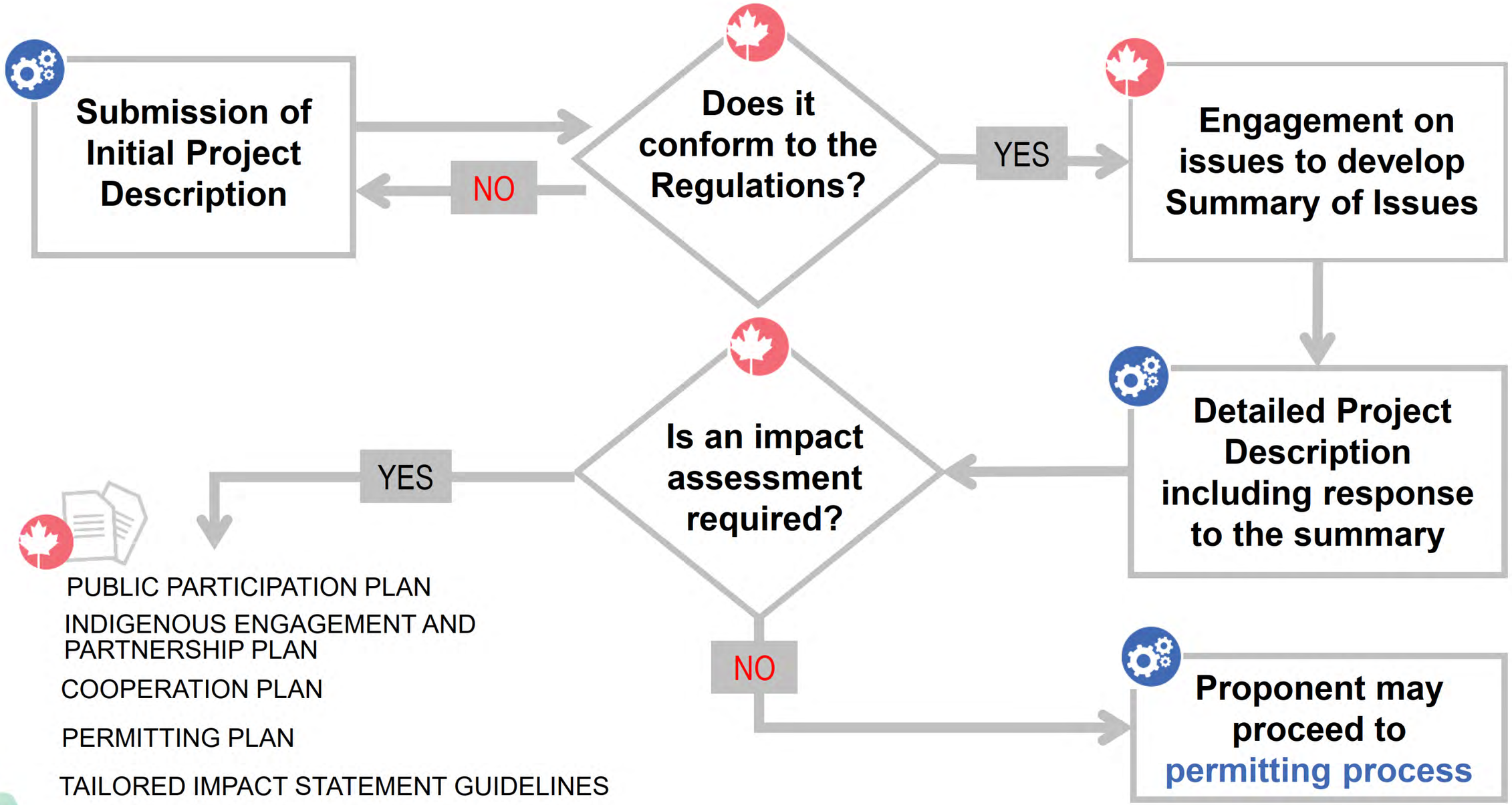


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PROPONENT
INDIGENOUS GROUPS
IMPACT ASSESSMENT AGENCY OF CANADA
OTHER JURISDICTIONS
REVIEW PANEL
FEDERAL AUTHORITIES
MINISTER
GOVERNOR IN COUNCIL
PUBLIC

Phase 1: Planning

PROPONENT AGENCY



1 Planning

Initial Project Description

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

Socio-Economic Contexts of Your Communities

Social, Economic, and Health Context Overview

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

3 Regions:

- York, Peel, and Halton

7 Municipalities:

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

Social, Economic, and Health Studies

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

For each region and municipality, studies include information on:

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





York Region

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



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

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

Transportation Infrastructure:

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

York Region: Quick Facts*



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

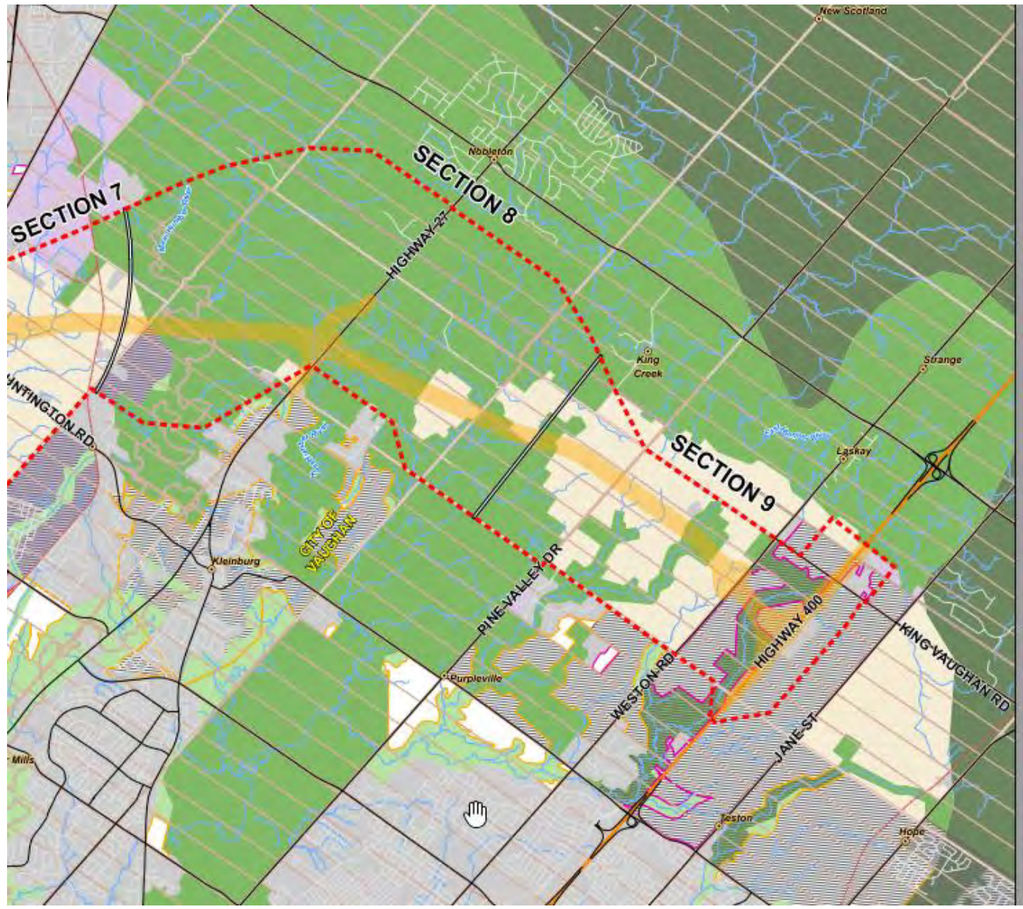
*The data presented is for each census amalgamation, as per the 2016 census.

York Region

Some of the services the Region is responsible for:

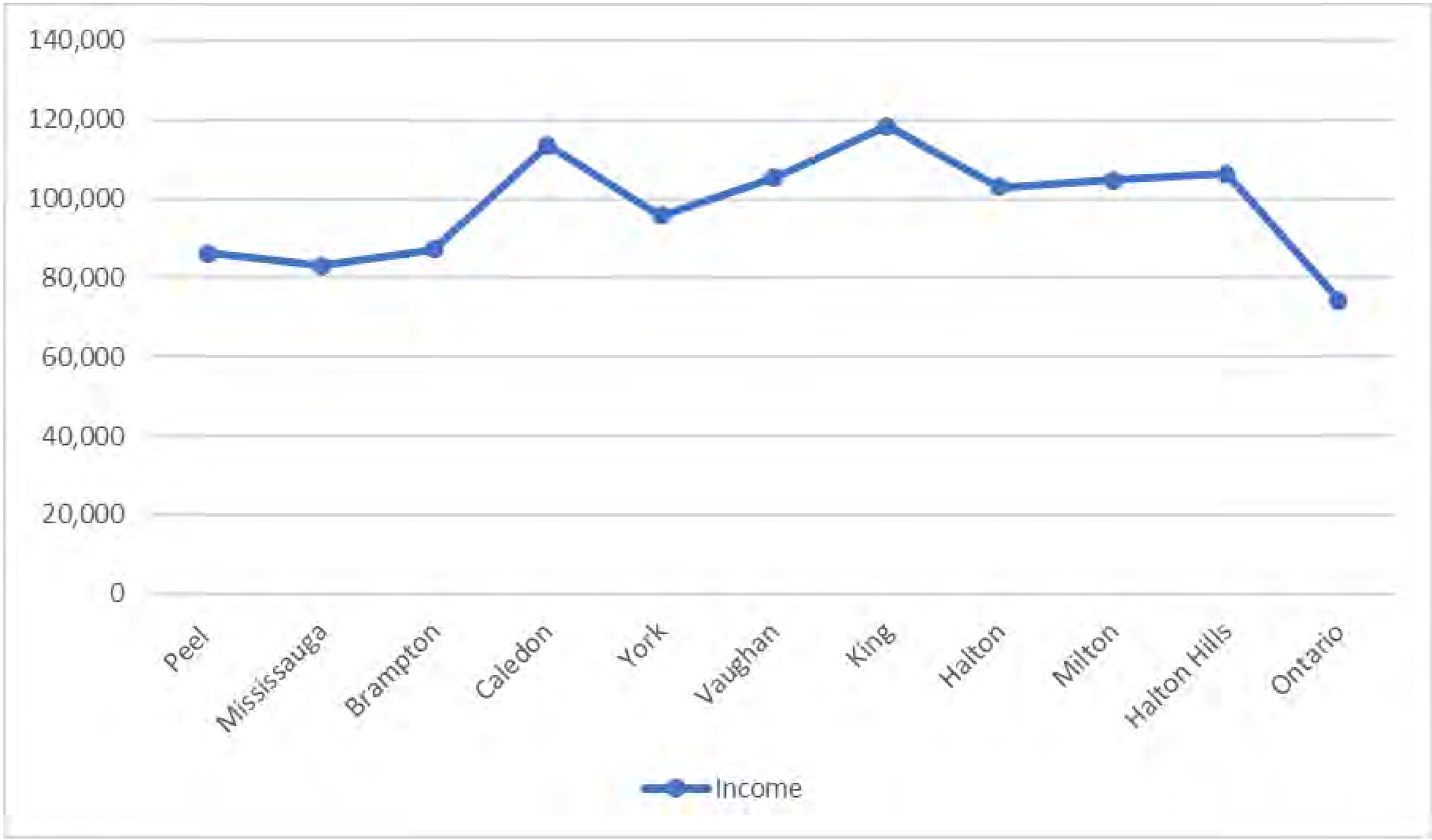
- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services





Economy of Highway 413 Municipalities

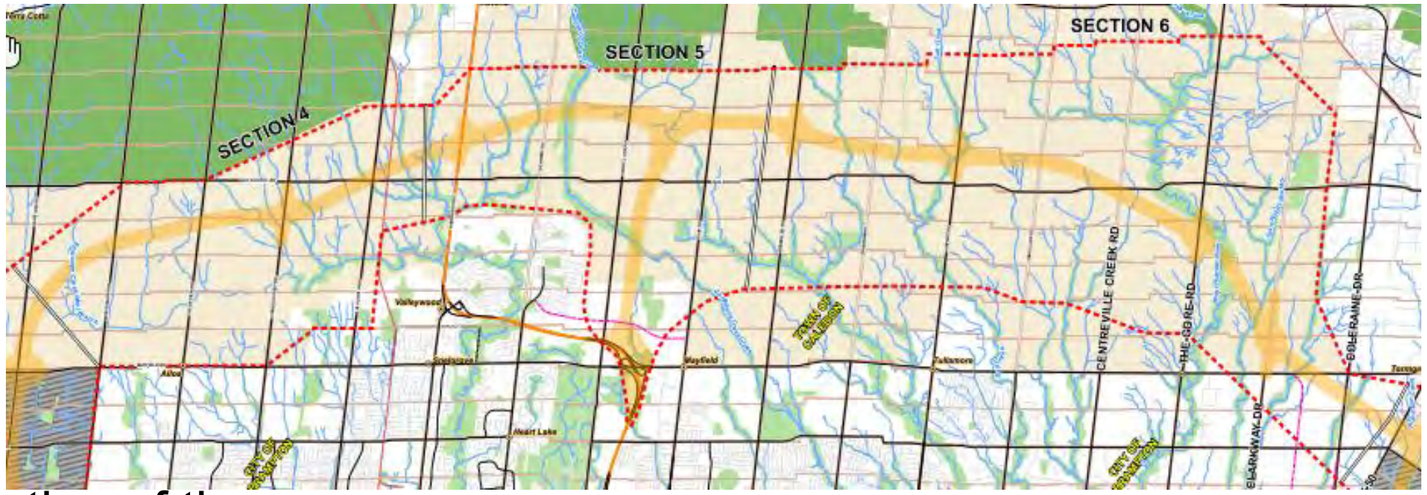
Median Total Income for Highway 413 Communities, 2016



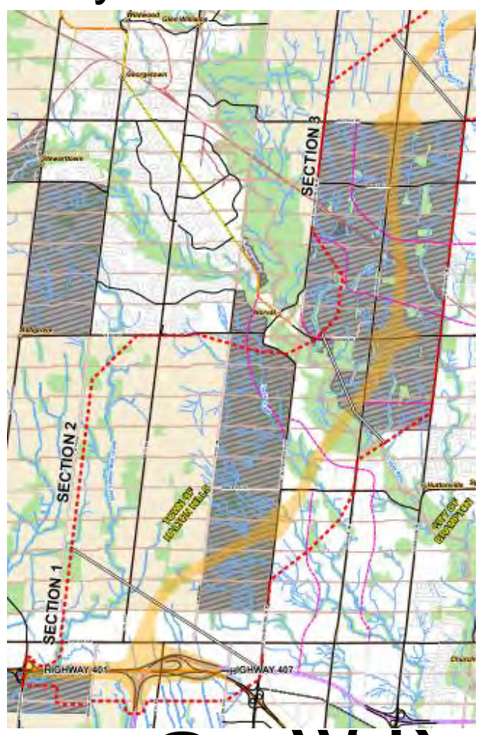
Statistics Canada (2016)

Existing and Future Land Use Across All Municipalities

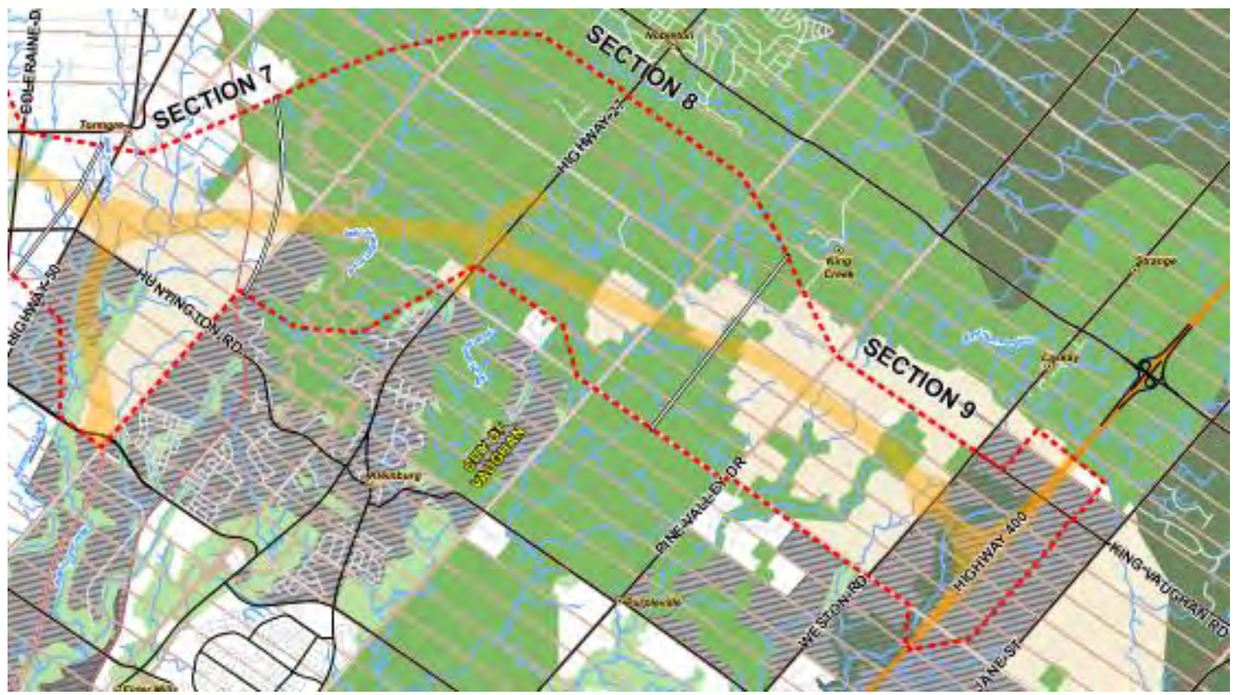
Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



LEGEND

Base Features
- Town or Community
- Route Planning Study Area
- Focused Analysis Area
- Lot / Concession
- Watercourse
- Municipal Boundary
- Section Limits

Roads
- Freeway
- Future Highway 427 Extension
- 407 ETR
- Highway
- Arterial Road
- Local Road
- Railway
- Planned Municipal Improvements

Route Alternatives
- Preferred Route

Generalized Land Use Designations
- Greenbelt - Protected Countryside
- Oak Ridges Moraine
- Future Urban Area
- Environmental Policy Area
- Agricultural Area

Economy of Highway 413 Municipalities

Commuting Distance By Community

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



Peak Travel Time

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

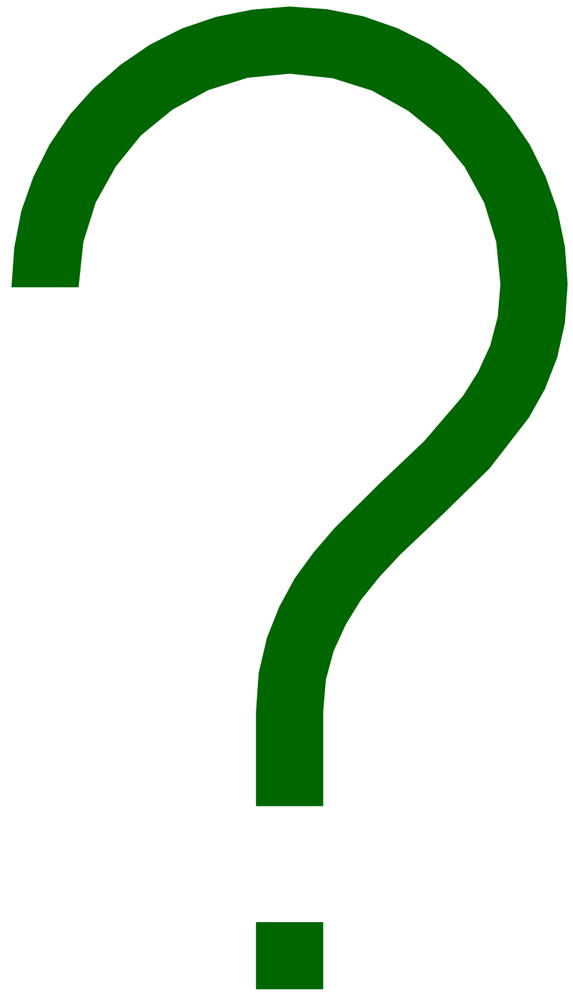
Question A.
Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

Summary of Key Issues Raised by Stakeholders and Indigenous Communities

Natural Environment

Does not conform to the Greenbelt Plan.	Concern about impacts to Greenbelt lands and loss of agricultural lands.	Potential effects on fish and fish habitat, wildlife and vegetation.	Potential effects on Federally listed Species at Risk.	MTO should commit to a voluntary project review (VPR) process with the TRCA and CVC.	Concern about environmental costs of the project (i.e., ecosystem services).
Greenbelt Plan permits new corridors provided it serves the growth and economic development.	Use design principles from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* where impacts are unavoidable. Undertake an Agricultural Impact Assessment.	Fieldwork and consultation with agencies to understand how to avoid, mitigate or compensate for impacts. Mitigation measures will be conditions of receiving permits.	Meet the legislative requirements of *Endangered Species Act* and *Species At Risk Act. O*btain permits or approvals during the detailed design stage. Conditions of approval may include mitigation, compensation, monitoring, consultation.	MTO will adopt the VPR process as a pilot project with both the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC).	The evaluation of the short-listed route alternatives included potential impacts to ecosystem services. Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

Polling Question



Socio-Economic Environment

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

Community Value Plan will incorporate public input.

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

Meeting with municipal staff to incorporate feedback in preliminary design.

Will meet with impacted landowners.

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

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

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

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

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

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

Potential impacts to aesthetics and local recreation.

Community Value Plan will incorporate public input.

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

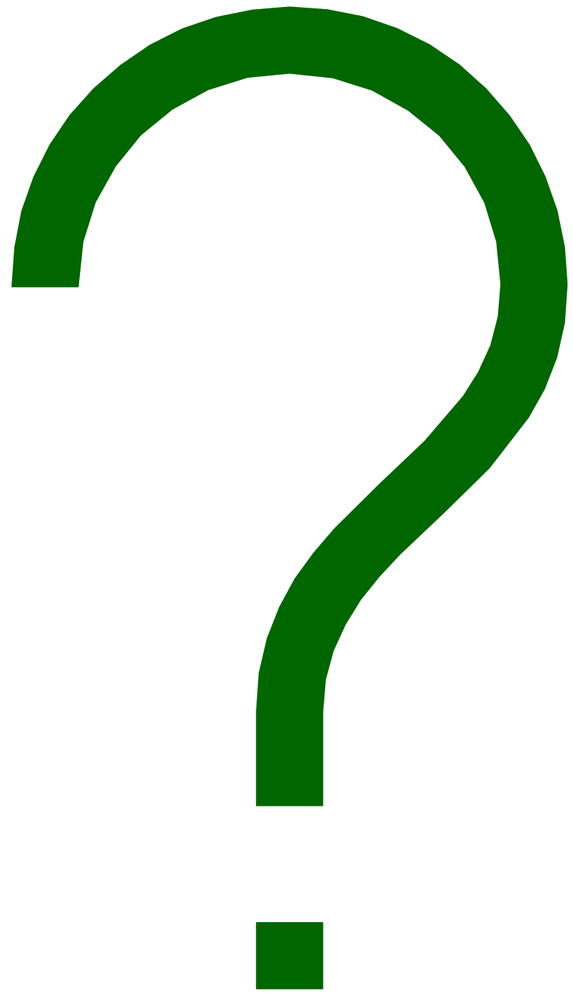
The project only benefits developers.

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

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

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

Polling Question



Cultural Heritage, Indigenous Communities, Consultation and Process

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

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

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

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

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

Insufficient Indigenous community engagement.

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

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

MECP proposed a regulation to create a more efficient EA resulting in shorter timelines.

MTO would still gather information about environmental conditions, predict and mitigate impacts, consult, and document decision-making.

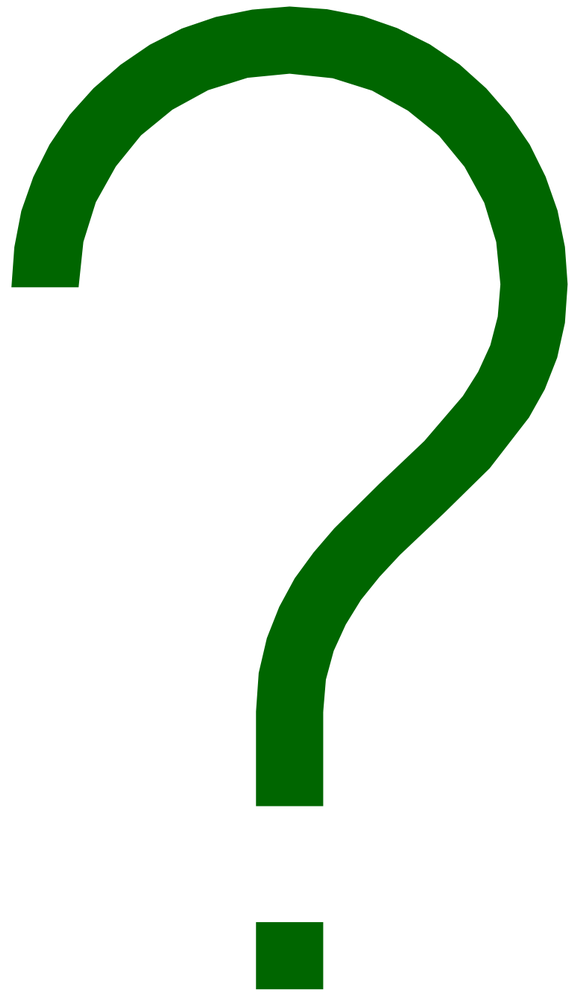
Provincial and Federal legislation and permitting still apply.

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

Consultation and engagement inform the decision-making process.

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

Polling Question



Transportation

Request for a multiuse path beside the corridor.

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

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

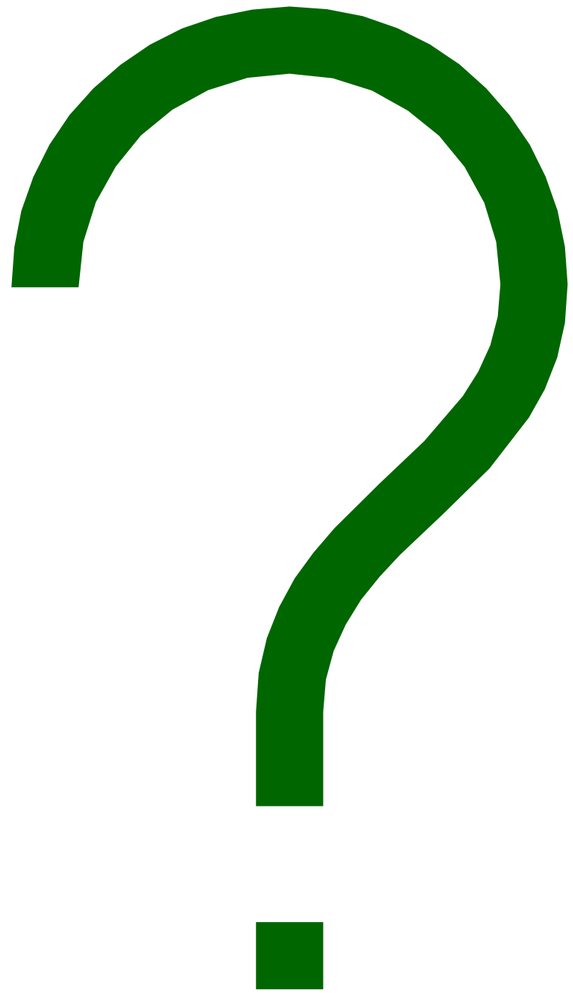
The traffic model is being updated and will identify traffic requirements to 2041 and look at operations on municipal roads on either side of an interchange.

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

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

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

Polling Question



Question B.
What issues have we not identified that are important to you?









Technical Studies Being Added to Meet Federal Requirements







Greenhouse Gas (GHG) Emissions

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







Human Health

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

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

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







Potential Changes to Social Infrastructure

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







Potential Changes to Economic Infrastructure

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









Some Potential Changes to Health and Public Safety

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





Gender Based Analysis+ (GBA+)

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

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

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

WEBSITE		www.highway413.ca
EMAIL		project_team@highway413.ca
TOLL-FREE		1-877-522-6916

Social, Economic and Health: Next Steps

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





Cumulative Effects Assessment

The cumulative effects assessment will assess:

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



Ontario WSP AECOM

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

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

Overview of Indigenous Community Engagement and Consultation

Indigenous Communities



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

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

Indigenous Communities Identified by MTO for Engagement and Consultation	
• Mississaugas of the Credit First Nation. • Six Nations of the Grand River Territory First Nation Elected Council. • Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute. • Alderville First Nation. • Beausoleil First Nation. • Chippewas of Rama First Nation.	• Curve Lake First Nation. • Chippewas of Georgina Island First Nation. • Hiawatha First Nation. • Mississaugas of Scugog Island First Nation. • Kawartha Nishnawbe First Nation. • Huron-Wendat Nation. • Métis Nation of Ontario.

Initial Engagement and Consultation With Indigenous Communities

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

Initial focus of engagement and consultation focused on:

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





Summary of Engagement and Consultation: Topics and Key Themes Raised

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

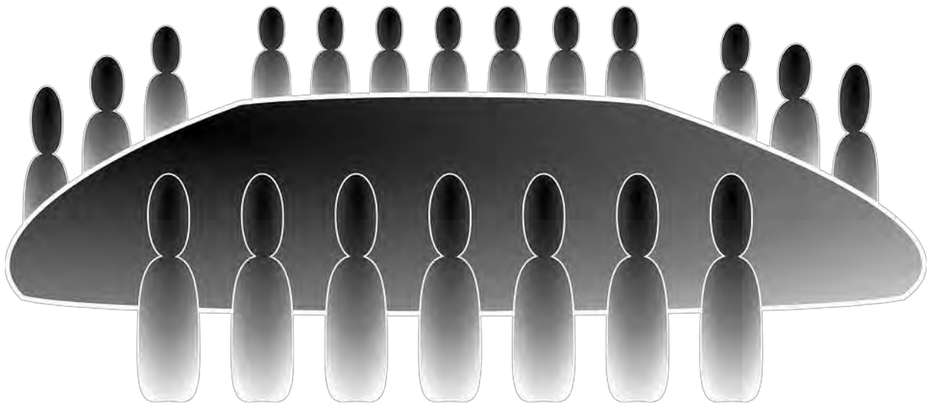
Next Steps With Indigenous Communities

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



Next Steps With Indigenous Communities

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





Ontario WSP AECOM

Next Steps

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

*** Schedule is subject to change**

Thank you for attending

We want to hear from you!

Call Us	Email Us	Website
1-877-522-6916	project_team@highway413.ca	www.highway413.ca

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

Public Information Centre – Halton Region

December 14, 2021

Agenda

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



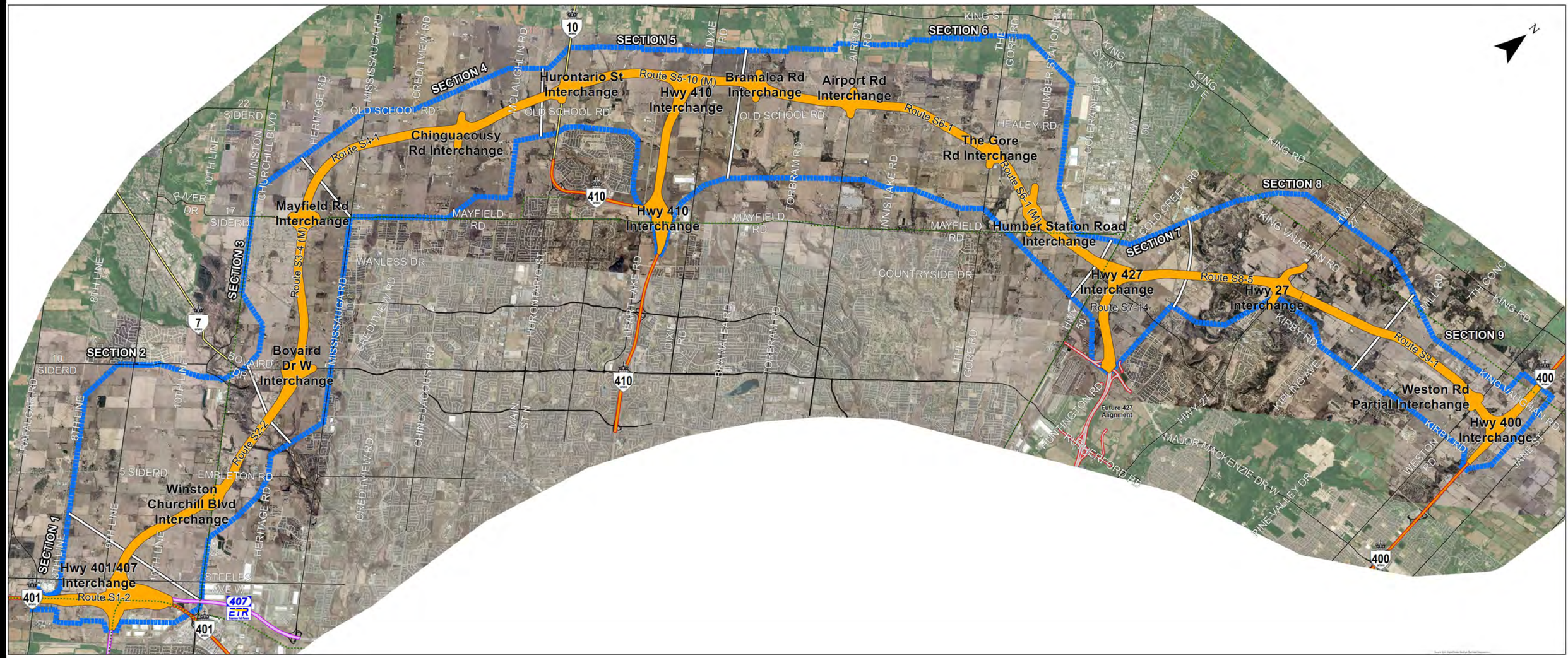


Housekeeping

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

Highway 413 Project Overview

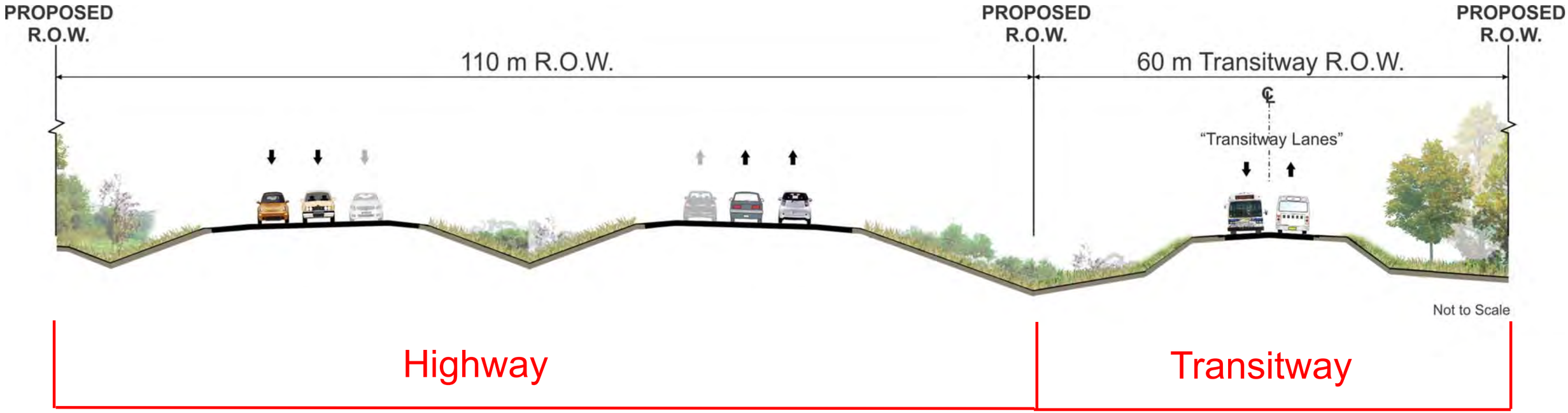
Preferred Route



Route Planning Study Area

Preferred Route and Interchange Locations

Ontario WSP AECOM



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

Potential Goods Movement Priority Features



Truck Only Lanes

freightwaves.com



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



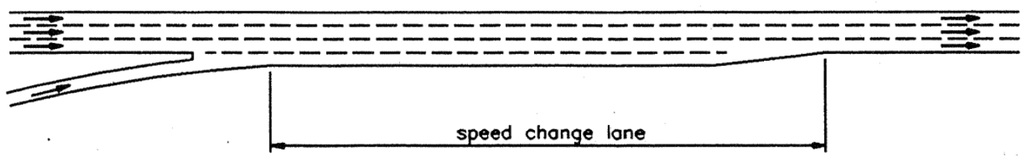
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

bristoltruckrentals.com

Federal Impact Assessment Process Overview

The Federal Impact Assessment (IA) Process

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



SAR and the Federal IA Designation

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

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

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

- Additional analysis is required.







Five Phases

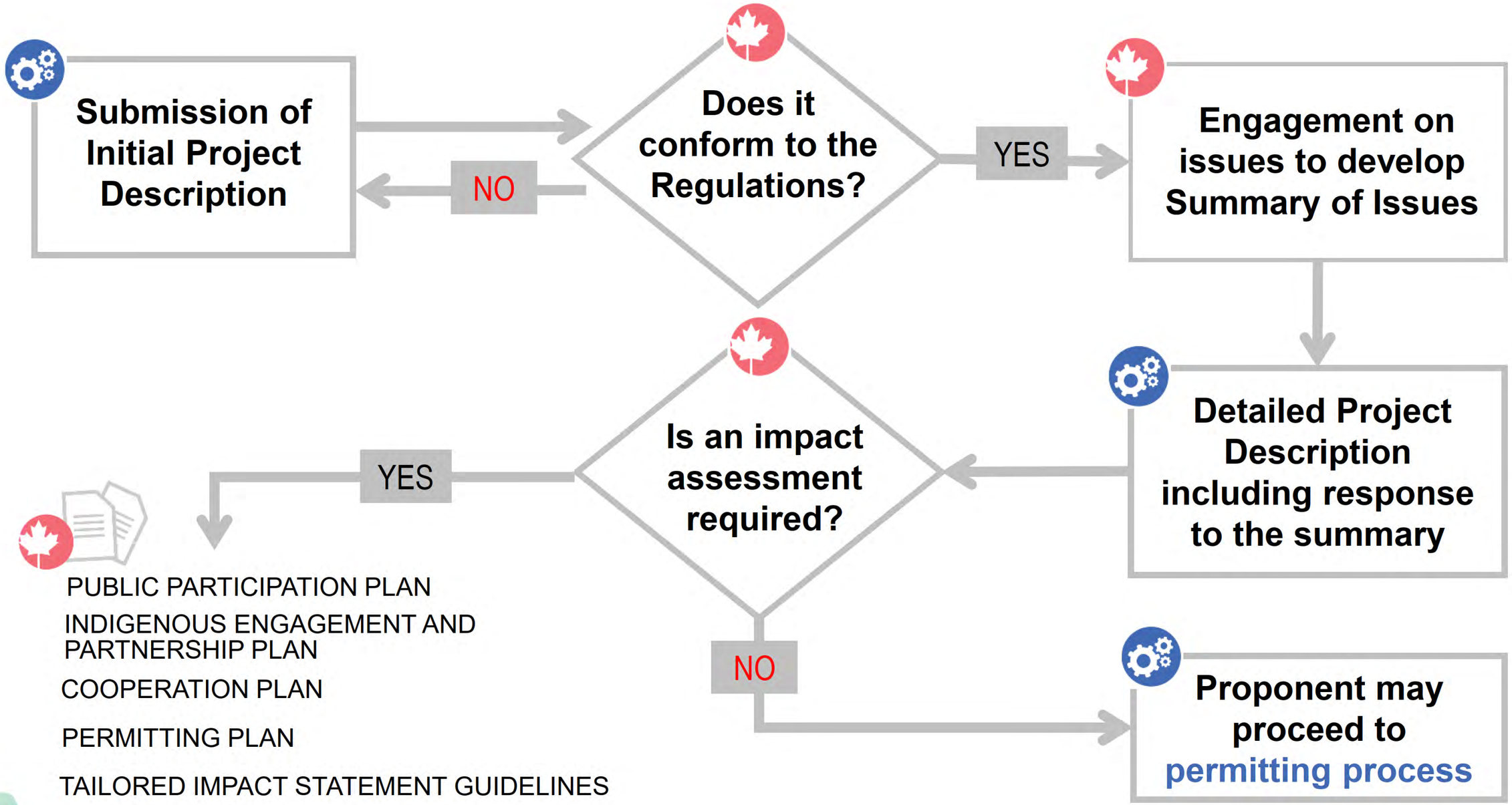


THE KEY PARTICIPANTS IN THE IMPACT ASSESSMENT SYSTEM ARE

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PROPONENT AGENCY



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- Health (e.g., perceived health, emergency services).





Halton Region



Highway 413 Study Area passes through:

- Town of Halton Hills, Town of Milton

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

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

Transportation Infrastructure:

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

Halton Region: Quick Facts*



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

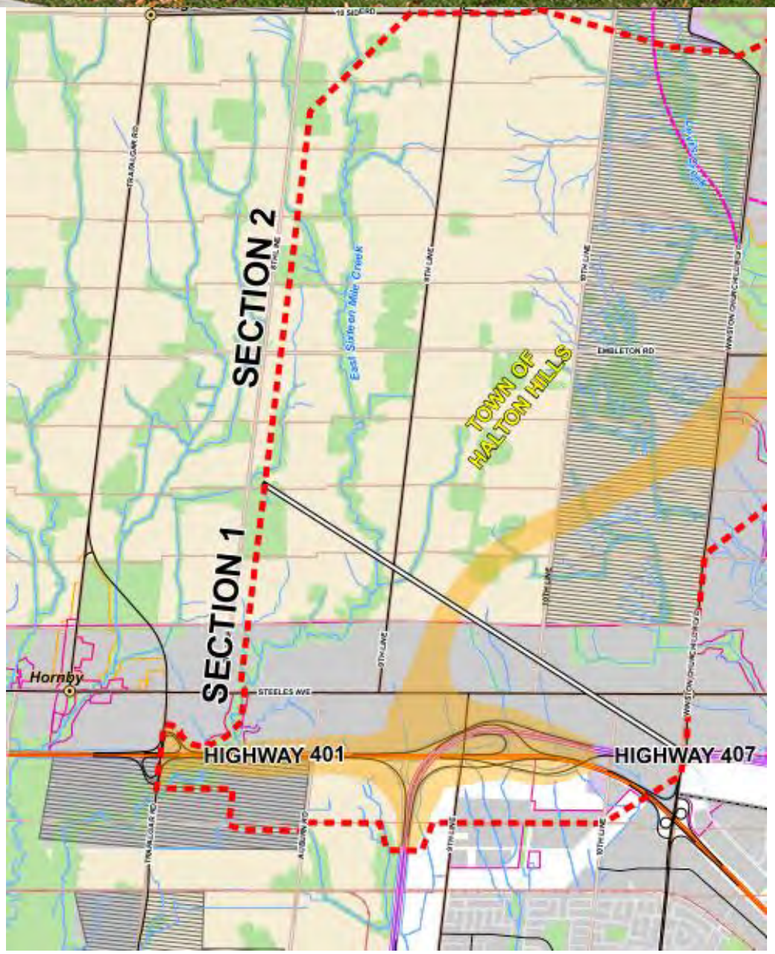
*The data presented is for each census amalgamation, as per the 2016 Census

Halton Region

Some of the services the Region is responsible for:

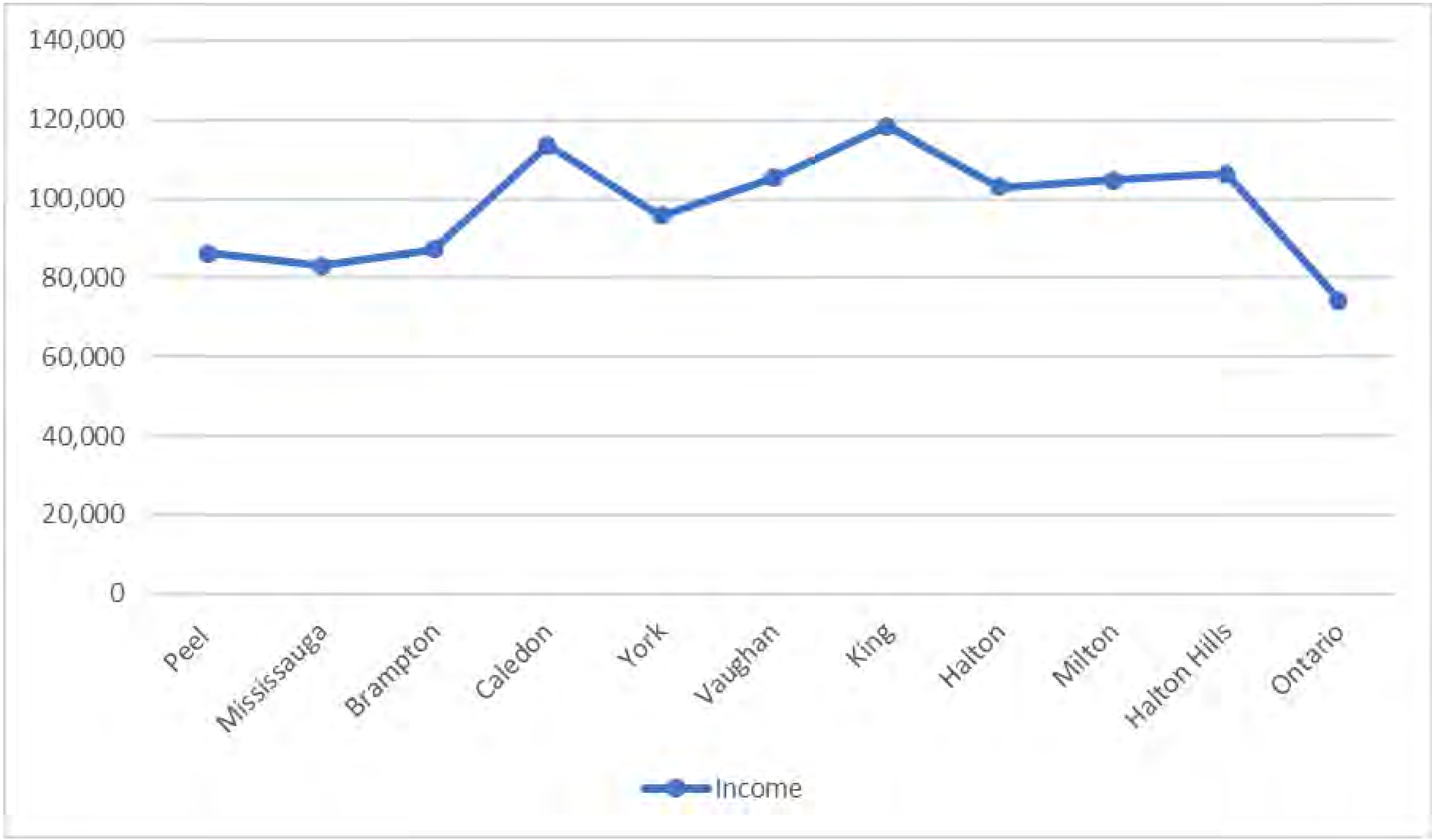
- water delivery.
- wastewater treatment.
- some arterial (regional) roads.
- public health services.
- long-term care centers
- police services
- emergency medical services
- zoning and planning
- public housing, judicial and social services





Economy of Highway 413 Municipalities

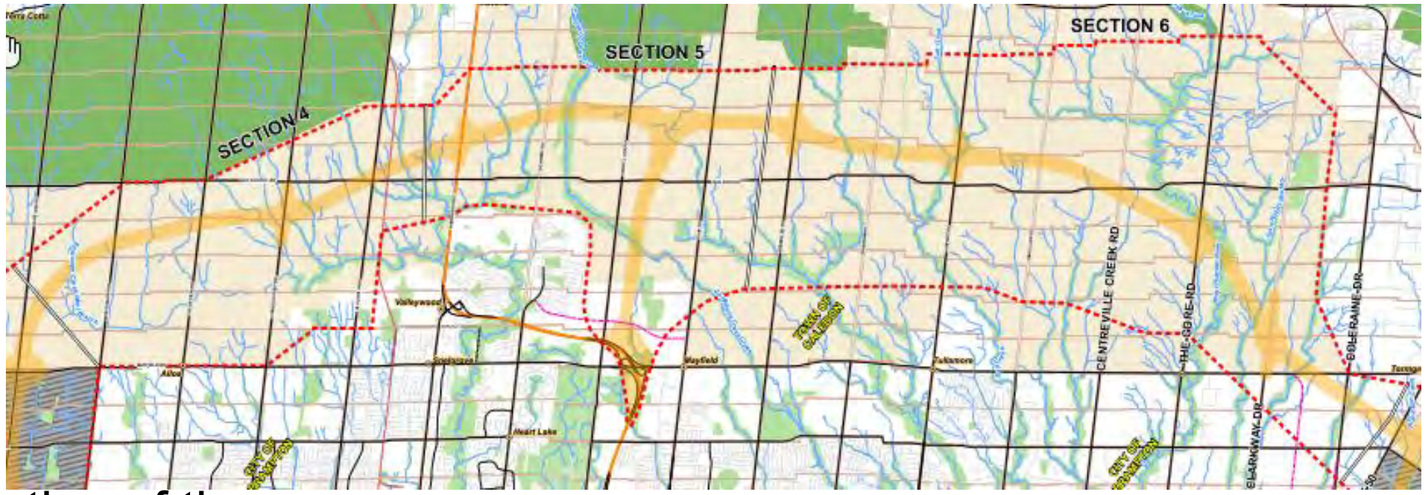
Median Total Income for Highway 413 Communities, 2016



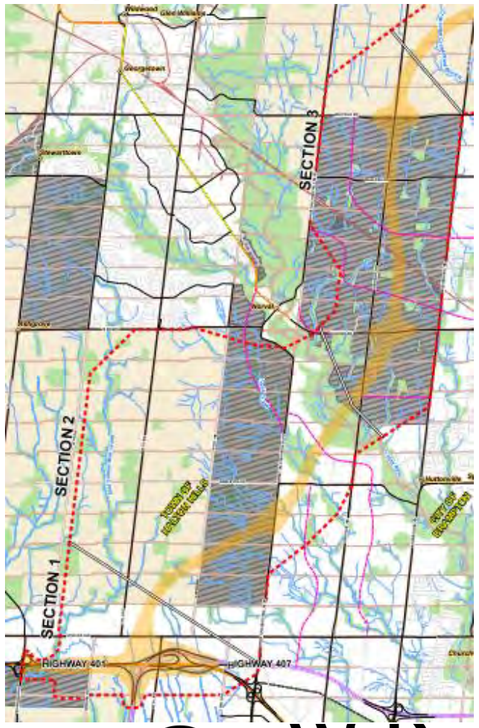
Statistics Canada (2016)

Existing and Future Land Use Across All Municipalities

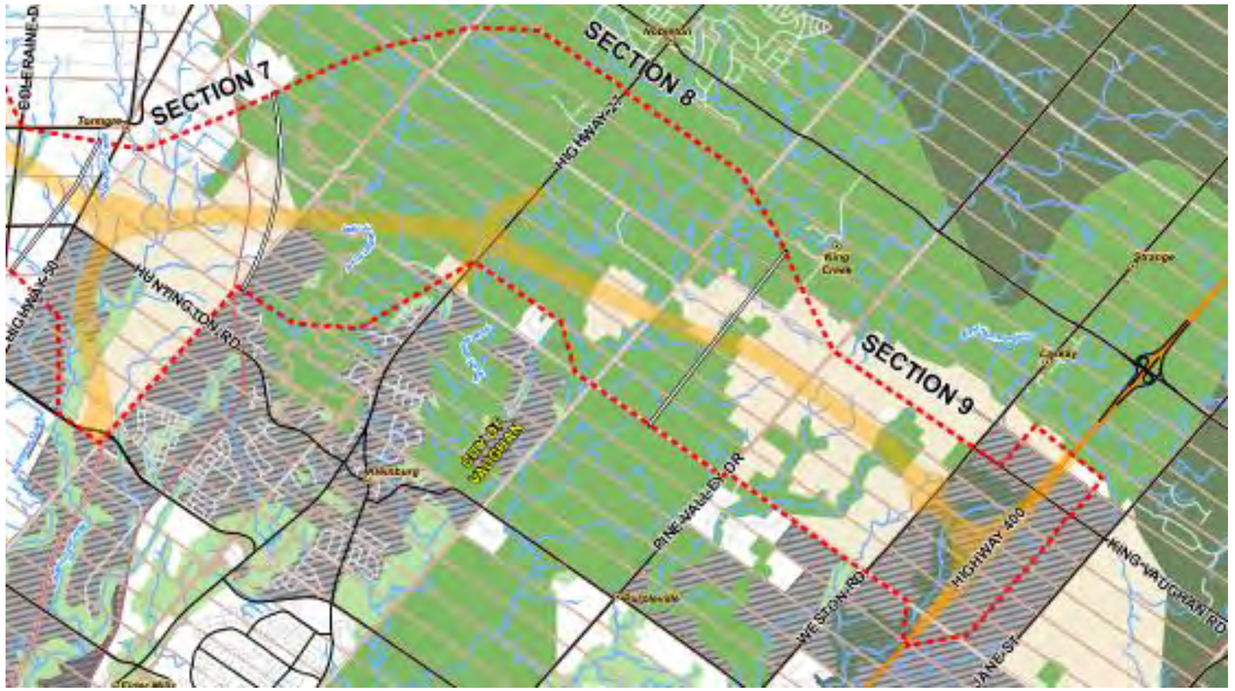
Central Section of the Study Area



West Section of the Study Area



East Section of the Study Area



LEGEND

Base Features
- Town or Community
- Route Planning Study Area
- Focused Analysis Area
- Lot / Concession
- Watercourse
- Municipal Boundary
- Section Limits

Roads
- Freeway
- Future Highway 427 Extension
- 407 ETR
- Highway
- Arterial Road
- Local Road
- Railway
- Planned Municipal Improvements

Route Alternatives
- Preferred Route

Generalized Land Use Designations
- Greenbelt - Protected Countryside
- Oak Ridges Moraine
- Future Urban Area
- Environmental Policy Area
- Agricultural Area

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Economy of Highway 413 Municipalities

Commuting Distance By Community

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



Peak Travel Time

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

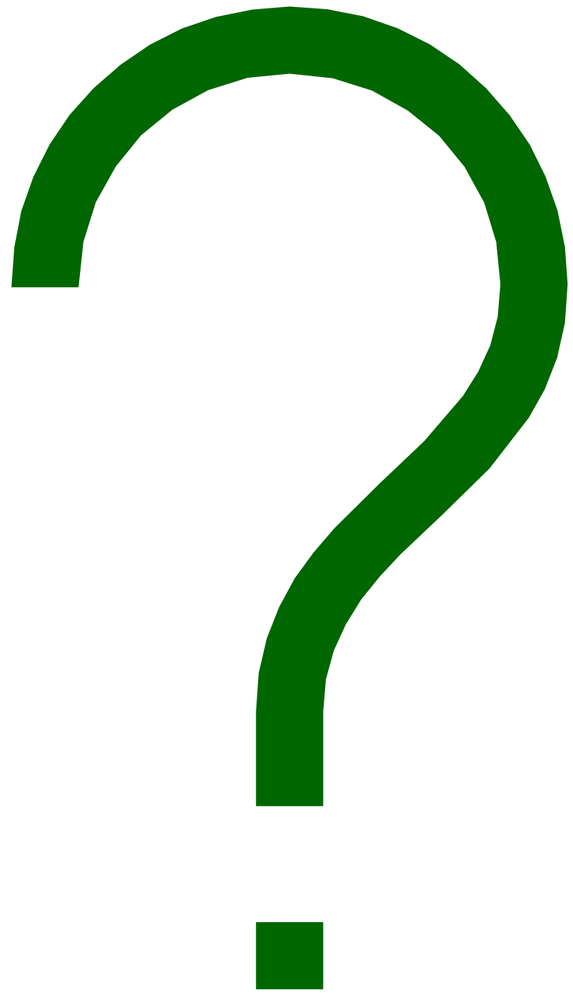
Question A.
Are there any other statistics or data that you feel has important implications to the Highway 413 Project?

Summary of Key Issues Raised by Stakeholders and Indigenous Communities

Natural Environment

Does not conform to the Greenbelt Plan.	Concern about impacts to Greenbelt lands and loss of agricultural lands.	Potential effects on fish and fish habitat, wildlife and vegetation.	Potential effects on Federally listed Species at Risk.	MTO should commit to a voluntary project review (VPR) process with the TRCA and CVC.	Concern about environmental costs of the project (i.e., ecosystem services).
Greenbelt Plan permits new corridors provided it serves the growth and economic development.	Use design principles from the *Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt* where impacts are unavoidable. Undertake an Agricultural Impact Assessment.	Fieldwork and consultation with agencies to understand how to avoid, mitigate or compensate for impacts. Mitigation measures will be conditions of receiving permits.	Meet the legislative requirements of *Endangered Species Act* and *Species At Risk Act. O*btain permits or approvals during the detailed design stage. Conditions of approval may include mitigation, compensation, monitoring, consultation.	MTO will adopt the VPR process as a pilot project with both the Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC).	The evaluation of the short-listed route alternatives included potential impacts to ecosystem services. Looked at relative representation on the landscape and the cumulative value of services provided by that land cover type.

Polling Question



Socio-Economic Environment

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

Community Value Plan will incorporate public input.

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

Meeting with municipal staff to incorporate feedback in preliminary design.

Will meet with impacted landowners.

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

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

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

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

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

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

Potential impacts to aesthetics and local recreation.

Community Value Plan will incorporate public input.

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

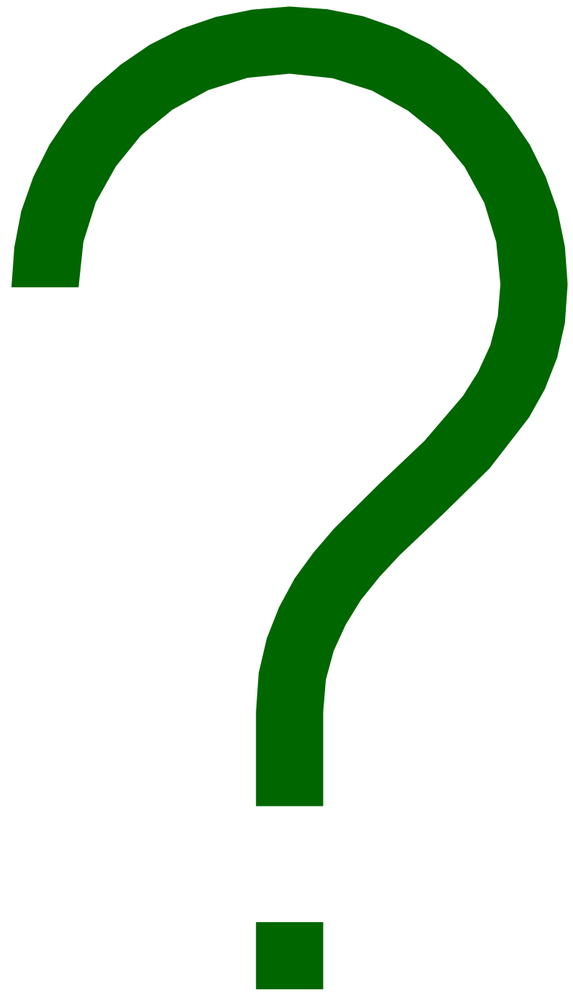
The project only benefits developers.

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

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

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

Polling Question



Cultural Heritage, Indigenous Communities, Consultation and Process

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

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

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

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

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

Insufficient Indigenous community engagement.

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

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

MECP proposed a regulation to create a more efficient EA resulting in shorter timelines.

MTO would still gather information about environmental conditions, predict and mitigate impacts, consult, and document decision-making.

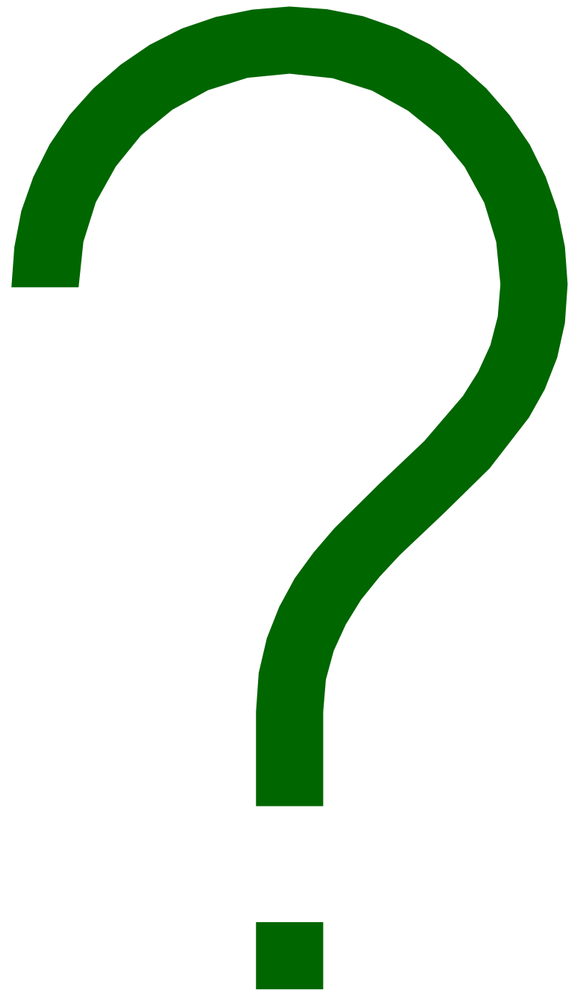
Provincial and Federal legislation and permitting still apply.

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

Consultation and engagement inform the decision-making process.

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

Polling Question



Transportation

Request for a multiuse path beside the corridor.

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

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

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

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

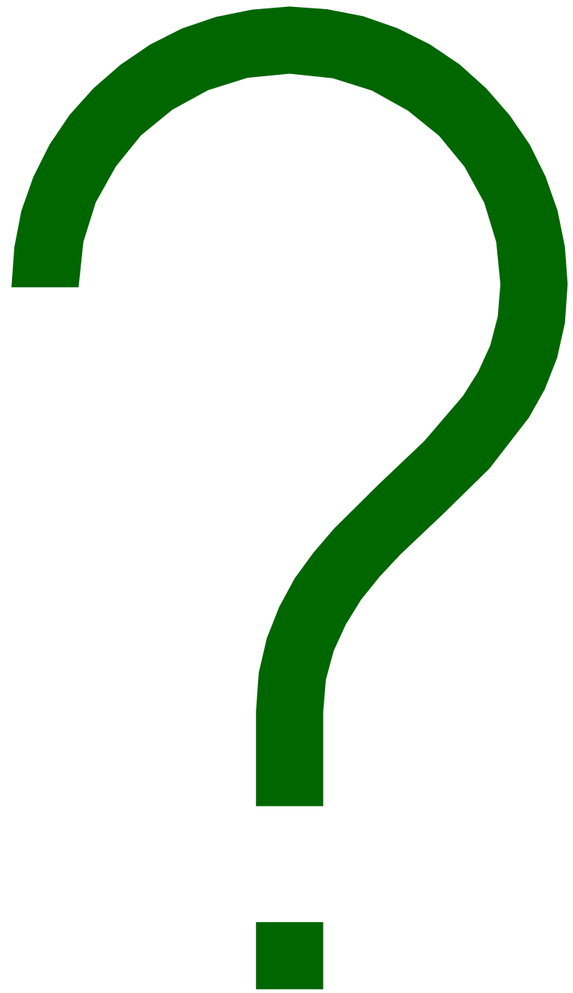
Interest in the kind of materials that will be used to construct the highway.

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

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

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

Polling Question



Question B.
What issues have we not identified that are important to you?









Technical Studies Being Added to Meet Federal Requirements







Greenhouse Gas (GHG) Emissions

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







Human Health

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

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

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







Potential Changes to Social Infrastructure

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







Potential Changes to Economic Infrastructure

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









Some Potential Changes to Health and Public Safety

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





Gender Based Analysis+ (GBA+)

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

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

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

WEBSITE		www.highway413.ca
EMAIL		project_team@highway413.ca
TOLL-FREE		1-877-522-6916

Social, Economic and Health: Next Steps

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





Cumulative Effects Assessment

The cumulative effects assessment will assess:

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



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

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

Overview of Indigenous Community Engagement and Consultation

Indigenous Communities



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

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

Indigenous Communities Identified by MTO for Engagement and Consultation	
• Mississaugas of the Credit First Nation. • Six Nations of the Grand River Territory First Nation Elected Council. • Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute. • Alderville First Nation. • Beausoleil First Nation. • Chippewas of Rama First Nation.	• Curve Lake First Nation. • Chippewas of Georgina Island First Nation. • Hiawatha First Nation. • Mississaugas of Scugog Island First Nation. • Kawartha Nishnawbe First Nation. • Huron-Wendat Nation. • Métis Nation of Ontario.

Initial Engagement and Consultation With Indigenous Communities

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

Initial focus of engagement and consultation focused on:

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





Summary of Engagement and Consultation: Topics and Key Themes Raised

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

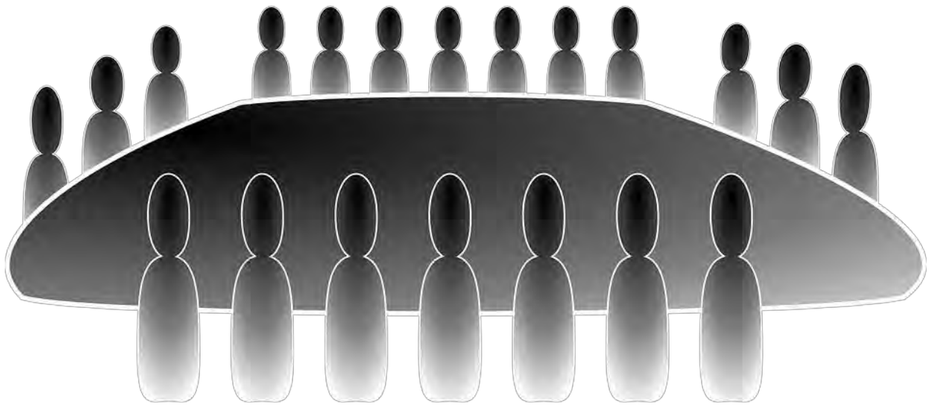
Next Steps With Indigenous Communities

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



Next Steps With Indigenous Communities

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





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Next Steps

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

*** Schedule is subject to change**

Thank you for attending

We want to hear from you!

Call Us	Email Us	Website
1-877-522-6916	project_team@highway413.ca	www.highway413.ca

C

Full Written Responses to Discussion Questions (A to D)

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



As an interactive approach to collect additional feedback from attendees, the following four questions were asked throughout the presentation:
A)Are there any other statistics or data that you feel has important implications to the Highway 413 Project?
B)What issues have we not identified that are important to you?
C)Are there any studies that you think are missing?
D)What do you believe is most essential to focus on within these additional studies?

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

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Need data on the agricultural productivity (real and potential) of the agricultural lands
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is important is the need for this farmland to be available for future food security.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Can Highway 407 be used to better advantage especially truck traffic?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Interested in data on how quickly highways such as 401 or 410 become congested after they are built
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: For For statistics pertinent to the highway and the nearby communities: What are existing transportation emissions? Average lengths of Commutes? Amount of existing jobs within these regions? Amount of agricultural land which would be destroyed? % transit usage in these communities & amount of tfunding for transit per capita? Percent of people with cars/ amount of cars per household?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Especially when food prices are skyrocketing and local food production is needed more than ever. FARMLAND is important. Look at the East India concern of farmland that Canadians have, why not here in Canada?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How and when was the data on the commute times collected?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Well ... since the pandemic statistics have changed very much. People are working from home and have changed residences. This pandemic isn't going anywhere anytime soon. Isn't this an old solution? 2. Getting more cars on the road doesn't seem like we are heading in the right direction and honestly this is a cycling route that is very very common to cyclists. Cycling is getting very dangerous and this corridor will impact negatively cyclists.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Further important statistics: extent of unused capacity on Highway 407, quantification of Highway 407 as an alternative to this project
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are 407 statistics for increased use available to the Team? For potential increase of traffic flow.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Do you have any additional information regarding the additional transit corrider.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: The percentage of direction of commuter traffic in each area.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Impacts with Road crossing for wildlife. causing more barriers fo wildlife crossings?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Effect of noise on fauna.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Perceived health seems insufficient - one being asked on the phone may call themselves healthy but that doesn't change the poor health that exists within Brampton
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Is there data that relates to farmland owned and operated as compared to rented farmland
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What economic value of the 37% agricultural land that will be lost if the proposed highway goes ahead?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Please clarify the transport movement is Potential ... this hwy is being sold as truck movement, why is it only Potential
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Greenhouse gas emissions data and municipal and Regional climate targets
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: average amount of exercise per day / average amount walked per day
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Number of interchanges. Can they be reduced and be reconsidered later , in future
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Lost conservation land? how much compensation will be recomended?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Consider truck safety and truck driver training since the rout will be used extensively by transport trucks.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: How many tonnes of food are produced on the farmlands that will be destroyed?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: While I understand that people are worried about the impact on the environment, will the production of electric calls not be much more advanced by the time the highway is complete?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Wonder if you have data on impact on water sources and contamination due to spillage and contamination on the highway
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: We have an underused highway corridor with 407 ETR -- why can't we devise a plan to use this corridor more effectively and not create another environmentally destructive corridor?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Will health related issues for citizens living near the highway during construction be assessed?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: We should include information from other projects, both local and foreign, where once completed what were the impacts on wildlife. This way we could have statistics based on actual projects which have ocurred instead of "guessing" what may occur.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Will this hwy make a bypass around Caledon Village a priority?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Credit Valley Conservation Authority and other environmental groups are trying to have a wildlife corridor along the area of the Credit River. Will this highway have tunnels or bridges to facilitate the passage of wildlife.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What stats are there that support 400 series highways reducing travel times in the long term. Most studies I am aware of suggest the opposit.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What percent of the land around the highway will be changed to residential/industrial sprawl?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What is the impact to land values to those within the study area?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: What percent of the land will remain protected?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Alternatives to the highway like the sustainable brampton boulevard
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: The health of the property owners along the preferred route is also significant as they cannot sell their properties. This situation seems to be never ending. There is stress and financial obligations of maintaining properties that cannot be sold as the 413 depresses the vlue of the property.

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

Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: Are you aware that on page 9 (last paragraph) of Caledon By-Law 2021-082, (Enacted October 26, 2021) text is present that speaks to an existant Emergency exit? There is no Emergency Exit, nor can there ever be as the 410 concrete lane divider precludes southbound turns towards the nearest Hospital or if Fire & Emergency Services need to provide service outside of the Valleywood community when the single access/egress bridge is blocked with an accident, thus causing the "controlled access gates" of the 410 to be closed. 3(ii) Is the GTA West Project Team aware of this condition?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question A	A: It seems the Hwy 413 project is being analyzed in isolation. The team needs to take into account the impact of residential and commercial sprawl. These issues need to be in the statistics
Dec-7-2022	Peel Region PIC	Peel Region	Public	Response to Question A	A: Any studies to assess how the highway will impact our local traffic? There will be more cars using existing roads to enter/exit the highway. This could creatd local traffic problems and require road repairs which MUNICIPALITIES will have to pay for
Dec-7-2023	Peel Region PIC	Peel Region	Public	Response to Question A	A: With the soaring prices of real estate how does the government expect to be able to pay for the expropriation of the affected lands? Will this not add so much more to this project as to make it unfeasible?
Dec-7-2024	Peel Region PIC	Peel Region	Public	Response to Question A	A: What were the outcomes of those discussions with brampton? You clearly have no intention of building sustainabilty or being transparent
Dec-7-2025	Peel Region PIC	Peel Region	Public	Response to Question A	A: Where can I view the functional and capacity objective for the 413?
Dec-7-2026	Peel Region PIC	Peel Region	Public	Response to Question A	A: As we know, highways lead to sprawl and unsustainable communities. What is the real reason for this proposed highway? 71% of us in this live poll want to know.
Dec-7-2027	Peel Region PIC	Peel Region	Public	Response to Question A	A: Given the human safety concerns of the current & propsed 410, Valleywood Blvd., Hurontario Street, Main Street interchange, especially in regard to Fire & Emergency Services- and given there is land in waiting for the 410 to go northward already proposed in the 413 proposal;- and given the safety significance & the amount of flawed information provided to the record by Caledon for the McLaughlin Rd, Spine Road EA ;- and given the significant increase of yet-to-be-determined vehicular pollution facing the pre-existant Valleywood community when the flawed EA (which should not have been provided an MZO) is constructed;- and given that Mr. Ford wants to put Ontarians to work with his Bill 197 Legislation, WOULD IT NOT MAKE THE BEST SENSE TO BUILD THE 410 NORTHERLY EXTENTION (Near & parallel to Heartlake Rd) CONCURRENTLY WITH THE MAYFIELD WEST SECONDARY PLAN PART 2 TO CORRECT THIS VALLEYWOOD CONDITION IN TIME FOR A SIMULTAINIOUS COMPLETION OF THE MAYFIELD WEST SECONDARY PLAN PART 2?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Why isn't anybody talking about the 407?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Who are the main lobbyists behind this project? What is the real reason for this proposed highway? We didnt elect our politicians in Ontario for this highway !!!
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Concern that remaining farmlands become inefficient to farm due to being dissected by the 413 corridor
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will the expropriation cost be affected with sky rocketing land prices in the GTA?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: If loss of greenbelt is built into the greenbelt plan, what is the use of this green belt plan? This should be solidified to stop Misuse and abuse.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: As a Tax payer, how is this going to impact us?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Consider doing public consultation where you actively go OUT to the community... I drove the proposed route for the highway in Peel Region and there was NO proactive awareness building being done.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Plese consider light pollution during Hwy413 operation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How will future technologies (automotive cars, telecommuting etc) change how we use our vehicles and roadways?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Let's hear about the TRANSIT TERMINALS
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: This funding could be used for any other project. The 407 transitway has been seemingly axed and it serves actual communities and transit stations. Bus systems in all these regions are under funded. Brampton and these cities exist as they do- car centric- do to overemphasis on road building on highways. These regions aren't being pushed intensify nearly enough.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: We need a recent environmental assessment not old data... climate change is worse
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Was the 407 considered as an option?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Have you considered the effect on the fresh water supply for people who use wells in the rural areas?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What efforts are been deployed toward facilitating '15 minues city' that is, nuclei allowing to live, learn, play within 15 minutes walks and bike an congregate transportation.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: What studies have ben done to explore the other transportation initiatives that are more in line with global warming initiatives that could address the needs that the 413 is supposed to address?
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: With projected growth coming to Caledon, the 413 is not a viable alternative to the 413. In addition, there is currently gridlock at the 400 North from the 407.
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: Time saved driving is positive mental health
Dec-7-2021	Peel Region PIC	Peel Region	Public	Response to Question B	B: How much will the 413 project and hwy contribute to Climate Change?

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

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

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

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

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

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

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

Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	Q. Has the impact on the Brampton Airport been studied?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D: Need hotels, gas/ev station companies, roadside businesses to be engaged as part of the highway plan. This is missing. Businesses are looking for ways to engage.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	This may have been covered. Consideration of removing the Toll on 407 highway as an alternate to 413. Folks will use this more frequently. Reducing need for another Highway.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D. Study the optimal positive impact to people of Ontario of redirecting Provincial money to areas not related to the highway e.g. redirect to long-term care, hospitals - Need for Highway
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	D. Cumulative impact (e.g. economic / legal) as a result of continued Provincial Government abuse of MZO.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	For crossing the highway once built will there be connections under the highway for wildlife, and for farmers and all other farming community and possibly have focus groups to engage these folks to get a better understand their needs and wants which I think MTO should do as a matter of the right thing to do.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	Question D. Climate change lens with respect to loss of significant sensitive habitat. Many of the waterways have already been identified as essential for the preservation of some aquatic species under climate change. Head waters of the Humber continue to have some cool and cold aquatic habitat that is becoming less and less common in the GTA, and this is only expected to get worse under climate change.
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	Has there been a study that assesses turning the existing 407 into a non-toll highway. While this would require compensation to the existing owners of the 407, is it possible that the consequent increased use of the 407 would in fact alleviate any need for the proposed Hwy 413 ?
Dec-9-2021	York Region PIC	York Region	Public	Response to Question C & D	By 2050, most vehicles will be EVs so no emissions. This can't be a reason to build the 413.
Halton Region PIC #3					
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. Is there a way to use the money to access untapped usage on the 407??
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: have you conducted a social vulnerbility analysis on halton region?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: whether or not commuters would be willing to take a transit source (train/lrt/bus) if made available?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: data on current air quality along the current 400 series highways and how much particulate is due to the highway traffic
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: How does any highway make sense when we are trying to fight climate change?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: What are the emissions that will be caused by this highway over the next 30 years compared to public transit investments?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: With the information just presented (that the majority of people choose personal vehicle for their commute), were they asked WHY? Perhaps they would be open to using public transit if the option was available?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Increased speeding limit studies.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: How much of the induced housing will be affordable and address the housing crisis? How much of the induced housing will be in complete communities?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Is predictive modelling being considered as part of the social, economic and health being considered as it relates to land use planning, climate change and air quality?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A : data needed: how long it takes to complete typical commutes using current transit
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Induced demand by building a new highway. Projected increase in people living in low density single family housing and associated poor health due to car dependent living.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Having lived in a rural community, I was only driving all the time because there were no other options. An expert panel has shown there are better ways to move people that would cost lessand would actually address congestion. For example: a full GO Regional Express Railon the Kitchener and Milton corridors, a new GO corridor to Bolton, increased bus rapid transit or light rail transit in Brampton and Vaughan. Do you have reports that compare the transportation options?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. What are the climate costs of flooding and extreme weather when sprawl and the new highway is added?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. data regarding availability of public transit; Georgetown (Halton Hills) has very limited access to public transit within town.
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: Are you taking into account data about how many people will continue to work from home once the Covid crisis is over?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: noise data and its implications on people and species living in and around the proposed highway?
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A: data on projected increases of manufacturing and other higher polluting enterprises that will be growing along the proposed highway corridor with projections on how the air quality along the corridor will be affected by the proposed highway and resulting development
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. What is the projected density of residents and vertical living/commercial buildings projected to be around Highway 413
Dec-14-2021	Halton Region PIC	Halton Region	Public	Response to Question A	A. Is COVID-19 and how and when people travelling to work being being reviewed as part of the analysis?

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

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

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

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

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

D

Interactive Polling Questions and Results

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E

Full Q&A and Project Team Responses

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



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

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

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

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

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	trust this process to actually address environmental and other concerns?		required. Past reports, notices, fact sheets and bulletins are also available for viewing and downloading on the study website under the Background & Reports tab. The Highway 413 project is currently in Stage 2 of the provincial EA process, which includes identifying the route, determining interchange locations, and completing preliminary design for the new corridor. So far, the Project Team has undertaken significant data collection, fieldwork and analysis, evaluated alternatives, held numerous community and advisory group meetings, engaged and consulted with Indigenous communities, and determined a preferred route. The following environmental discipline studies are being carried out during Stage 2 of the Environmental Assessment: • 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 On May 3, 2021, the Federal Minister of Environment and Climate Change designated the Highway 413 Project under the Impact Assessment Act (IAA). The project team is in communication with the Impact Assessment Agency of Canada to clarify next steps. A designation of the Highway 413 project under the IAA does not replace the provincial EA process underway. We will continue with our planned public and Indigenous community consultations and engagements. The IAA is a planning and decision- making tool used to assess proposed projects in terms of positive and negative environmental, economic, health and social effects, as well as impacts to Indigenous peoples and communities and their Aboriginal and treaty rights. Additional studies being undertaken to align with requirements of the IAA, include: • Assessment of air emissions due to construction of the project (in addition to the air quality impact assessment that is part of the provincial EA) • Human Health Impact • Gender Based Analysis+
	If one of the objectives of the IA process is to more closely monitor the project and insure that more stringent measures will be put in place for whatever reason, if necessary, what measures are there to insure that the control features are met and how would the public have access to that information at the earliest possible opportunity?		
	If it is subject to the completion of these studies why does the Highway seem so definite? This does not seem like a transparent process.		
	Speaking about Natural Environment. How can we possibly trust this process to actually address environmental concerns?		
	The very idea that there would be a streamlined process suggest that the province wants this done quickly with lower standard of concern.		
	Please clarify if the Federal Enviro. Assmt was a "requirement", a voluntary choice or something imposed on the group by concerned citizens. It is important that people know the corrects facts.		
	To what extent has the original studies on the proposed highway been used in this proposal?		
	What exactly does the VRC with TRCA and CVC done as a "pilot project" mean?		

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

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

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	and how will the effects be mitigated? We are aware of what occurred in Hornby when the power generating plant was constructed and wish for no such travesty in Peel Region.		Species at Risk – Mitigation Measures A condition to receiving permits to carry out work that may impact Endangered Species and Species at Risk includes the implementation of mitigation measures. Mitigation measures are applicable to the specific species and can include reducing the permanent highway footprint to relocating plants and new plantings. As part of environmental studies underway in Phase 2 of the Project will help us establish baseline conditions, complete impact assessments and develop proposed measures to avoid, minimize or mitigate potential effects on natural habitats. During the construction phase of the project, the Ministry will implement restoration plans for natural habitats that could be impacted by Highway 413. Restoration plans may include planting native species, particularly those that help prevent erosion. Prior to the start of construction, the Highway 413 Project Team will develop plans to manage the spread of invasive species and to mitigate negative impacts to the existing forest communities and wetlands. Wetland restoration mitigation strategies include but are not limited too: using salt tolerant species to buffer wetland areas, restoring lands back to wetland habitat and using nodal plantings of native species to simulate natural succession. Regarding road ecology and wildlife design, the following mitigation measures may be implemented based on further research: highway landscaping and fields of view, funnel fencing, incorporation of habitat design elements, monitoring and detection systems. Bridges and culverts will be designed to facilitate fish passage and to avoid channel realignment where possible. Any watercourse realignment will incorporate natural channel design principles, where possible. Natural channel design provides an opportunity to enhance habitat, especially if the existing watercourse is lacking habitat complexity and contains Species at Risk. These types of mitigation measures and offsetting plans are conditions of receiving a Fisheries Act authorization. Impacts to groundwater resources and groundwater users are being evaluated through completion of hydrogeological studies at the EA and preliminary design stages with further studies required at the detailed design stages. The Ministry of Transportation and its contractors will take every precaution necessary to safeguard the natural environment and wildlife during construction of Highway 413. This will include: • fencing around construction sites to prevent wildlife from entering • erosion and sediment control measures to protect watercourses and wetlands • measures such as fences and barriers to protect trees and forests, and
	other lands beside greenbelt need to be preserved ie wetlands for flood control and agricultural land for food.		
	Why is the highway allowed to be built over the "protected" Greenbelt?		
	Do you have studies on the impact of the proposed highway on the many waterways it would cross?		
	Why create a green belt if you are going to put a highway through it?		
	How come Socio- Eco presentation didnt address the impact of getting rid of wetlands? These wetlands provide important flood prevention		
	Where will the road and tire run off go? Where will it all drain? Will the urban drainage from Hwy 413 be discharged into waterways, wetlands or rivers? This is waste water and is highly problematic for our aquatic ecosystems.		
	Please quantify the contribution to biodoversity loss and the 6th extinction that the 413 project will result in.		
	Is the red dace also at risk?		
	How will the endangered species along the route be protected given the gutting of the Endangered Species Act and the fact that the province doesn't take into account the impact on Endangered Species when making decisions		

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	on projects, as the Auditor General recently revealed?		• clearing of vegetation and trees outside the migratory nesting season to avoid impacts to nesting migratory birds. In-water construction will not be permitted during spawning periods for fish. Timing restrictions for in-water works will be based on the sensitivity of the fish species present or assumed to be present within each of the watercourses being affected by the proposed highway works. Additionally, standard mitigation measures will be used to protect watercourses during construction; where sensitive species are known to be present these standard mitigation measures will be enhanced to provide further protection to fish species and their habitat. The project team is developing recommendations for wildlife crossings based on background information and field data collected during our field surveys. The recommended wildlife crossings will then be reviewed with regulatory agencies in order to obtain input on the appropriateness of the recommended crossings.
	How will you assess the impact on Endangered species given the government has gutted the Endangered Species Act?		
	The Ontario Auditor General recently released a study that showed that Ontario is not considering endangered species in approving projects and is not protecting endangered species. How can we rely on this provincial process to protect endangered species?		
	How will you ensure that vulnerable species will not be affected?		
	Species at risk are now at greater risk due to changes in governmental policies of changing the power structures of conservation authorities. How can you change this so that Conservation Authorities have a greater say?		
	How will you ensure that the pollutants from the highway will not wind up in our drinking water, especially the high use of salt in the winter?		
	Why suggest that Conservation Authorities have any say when they don't?		
	Recreational tourism can be equally devastating to certain types of land use, wetlands, wildlife corridors. Therefore this category cannot be construed as "green" and needs to be isolated as a measurement separate from a totally protected land section. the Badlands is a good example.		
	GHG may be analyzed but how about trees and plants removal		

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

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

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

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	Has the university of Guelph (or other university specializing in wildlife) been asked to help study the existing wildlife in these green areas and potential impacts?		
	The 413 Highway would slice farmland and greenspace into fragments that don't support species and a healthy ecosystem. Why is the Province wanting to contribute to biodiversity loss and damage a long esteemed popular policy like the Greenbelt Act?		
	Have wildlife corridors been considered.		
	Canada is experiencing mass flooding events, which are only going to increase given the trends of the past decade. To what extent has MTO/the government accounted for the impact of paving over wetlands which provide important flood prevention?		
Induced Demand/Traffic Studies			
Peel Region PIC #3 (December 7, 2021)	Have you heard of "induced demand"? It is when more roads lead to more traffic because more people choose to drive. There are numerous studies and articles about this. It seems the proposed highway won't improve traffic at all. USE 407. Why is induced demand being ignored by the MTO?	The questions submitted regarding traffic ask for further information on how the MTO calculated the 30 minutes time savings estimate, how the Project Team is considering induced demand in the traffic studies, if the traffic studies will account for more commuters working from home in the future, as well as the proposed mitigation measures for bottleneck issues that may arise at interchange locations (specifically at the Highway 413 terminus of 407 ETR and Highway 401).	Stage 1 of the Environmental Assessment for the Highway 413 Project modelled and projected traffic demand forecasts which showed that Highway 413 would have 300,000 vehicle trips per day by 2031. The traffic model is now being updated and will identify traffic requirements to 2041. Future modelling will look at traffic impacts at a micro level, including operations on the municipal road network on either side of an interchange within a certain distance. In response to the questions regarding the potential for traffic congestion at the Highway 401/407 ETR terminus, the Project Team has run traffic microsimulation models and the analysis confirmed that the Highway 413 corridor would not create a bottleneck of traffic at the existing Highway 401/407 ETR interchange. This is largely due to the current work being undertaken to widen Highway 401 between Regional Road 25 and the Credit River, which will expand Highway 401 from 6 lanes to either 10 or 12 lanes. The Greater Golden Horseshoe plays a large part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. Highway 413 will save users that travel the entire distance of the highway during rush hour about 30 minutes compared to Highways 401 and 400. Not only will Highway 413 provide time savings, it will also provide a vital
	Data and history tell us that when we build highways, we create congestion. Why does this provincial gov't want to spend an exorbitant amount of taxpayer money to create future problems?		
	Have you done studies to assess how the highway will impact our local traffic? There will be more cars using existing roads to enter/exit the highway. This could create local traffic		

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	problems and require road repairs which municipalities will have to pay for.		alternative to Highways 400 and 401, allowing goods to continue to move in the event of an accident or closure. Some stakeholders have claimed that Highway 413 will save users only 30 seconds of travel time. The 30-second time savings figure is from a study undertaken in 2017 that looked at the average time savings for *all* road users across the entire Greater Golden Horseshoe (GGH) if Highway 413 was built. The analysis included every trip on every road in every region – including places that are nowhere near the proposed Highway 413. So, a trip from Oshawa to Whitby for example, or from Niagara to St. Catharines would be included in that average. Several recent studies conducted on major transportation infrastructure projects have confirmed that all transportation infrastructure, regardless of mode, induces demand. People use options available to them. People change mode choices, switch routes, adjust live-work locations or make 'new' trips because of a new facility. These associated elements of the induced demand theory have been captured in the Highway 413 Environmental Assessment using our regional demand forecasting traffic model. This model used the principle of transit as being the first option for moving people across the GGH. As most trips take place on roads (regardless of mode of transportation), all forecasts point to a growing demand for road-based transportation corridors. Highway 413 will provide significant benefits to ensuring goods movement in the province. More than $785 million worth of goods move through Ontario every day. Trucking is a vital component of e-commerce, and the trucking industry accounts for four percent of Ontario's GDP and relies on a strong highway network. A factor of growth in e-commerce means more short-haul trips from the distribution centre to the customer. In a sector where efficiency is key, a faster alternate route will support the ever-growing demand of the e-commerce supply chain. Highway 413 will run through Halton, Peel and York Regions, which are known hubs for tracking logistics activity. Ontario's trucking industry accounts for approximately 40% of jobs in the transportation sector. Ultimately the GGH plays a significant part in driving Ontario's economy, and addressing transportation needs in the region is essential to the competitiveness of our economy. The Project Team is committed to sharing the findings and recommendations of the Highway 413 traffic studies once they become available.
	How are we measuring the cost - benefit? The cost to save 30 minutes/seconds seems extraordinarily high. Hence how is the choice to proceed justified and what are the parameters for such decision.		
	The proposed highway only takes about 25 minutes today. How did MTO calculate the supposed time saving of 30 minutes resulting from the highway construction? An expert panel estimated that the average saving to driving times with the construction of this highway would only be between 30 to 60 SECONDS!!! This was not discussed in your JULY meetings		
	Is induced demand being studied in relation to this proposed highway?		
	What evidence do you provide that there will be decreased commute time? From where are these commuters coming, and where are they going? I can't imagine that getting to highway 400 from Milton is important to anyone other than someone from the golden horseshoe that is traveling to their cottage in Muskoka.		
York Region PIC #3 (December 9, 2021)	What will happen when all the traffics gets off at Hwy 400 in Vaughan? That's where you will have gridlock!		
	traffic will halt at 413/400 interchange		
	The journey between the beginning and end of the proposed highway only takes about 25 minutes today. How did you calculate the supposed time saving of 30 minutes resulting from the highway construction? An expert panel estimated that the average saving to driving times with the construction of this highway would only be between 30- 60 seconds.		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	How will Indigenous people's ties to the land be considered and protected?		
Agriculture			
Peel Region PIC #3 (December 7, 2021)	How can you possibly mitigate the destruction of some of Ontario's most productive farmland? Especially when food prices are skyrocketing and local food production is needed more than ever?	Provide more information on the impacts to farmland due to the proposed Highway 413 corridor, especially with the growing concerns of food security and food prices. How have impacts to crop health been considered?	MTO developed the Preferred Route with an eye to minimizing impacts to farmland. Considerations included avoiding prime agricultural lands, avoiding farmsteads and farm buildings, minimizing property severances, and identifying and/or mitigating potential impacts to surface water, groundwater, and tile drainage. The Highway 413 Project Team meets with the Greenbelt Transportation Advisory Group (GTAG) at key study milestones to obtain feedback and ensure natural environment, ecosystem services, agricultural and rural concerns are appropriately reflected in the study. Organizations such as the Ontario Federation of Agriculture, Peel Federation of Agriculture, Toronto and Region Conservation Authority, Sustainable Vaughan, and Environmental Defence are on the GTAG for Stage 2 of this study. The Project Team also consulted with farm groups and farmers through meetings, and through an Agricultural Operations Survey looking into farm operations during the route evaluation phase of the study. Not only do farmers feed our cities, they are also a vital part of the economy. In 2019, Ontario's agri-food industry contributed $47.3 billion in Gross Domestic Product (GDP) to the provincial economy (6.4 per cent of total Ontario GDP), increasing by $4.8 billion (or 1.1%) from 2018. But those farmers need a strong and effective transportation network to get their products from their field into your kitchen. According to statistics from the 2019 Commercial Vehicles Survey, there are over 77,100 commercial vehicle daily trips in average travelling across areas in proximity to the Highway 413 corridor, including York, Peel, Halton and Simcoe. Over 9,100 daily trips are from the agricultural and food sectors1, which represents 12% of the total. This represents about 70% of food and agriculture related truck activity in the GGH. To that end, efficient transportation helps keep food prices low for consumers and enables the agricultural industry to compete in global markets.
	How do you determine what the future land use will be? The current land use in Caledon includes much agricultural which is important to preserve given the need to access local food sources and the marked rise in food prices		
	Why is this highway paving over irreplaceable farmland?'		
	Have you considered the impacts to crop health?		
	Is the insignificant amount of farmland to be consumed by the highway build identified (compared with the rest of Ontario's farmland) ?		
	Does the area of farmland affected INCLUDE the farmland made useless by dissecting acreages and making the movement of farm equipment impossible eg needing underpasses and having to pass through interchanges to access property?		

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

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	I know you think the land is not farmland, but it can be recovered to be farmland or forest. Even desert can be recovered as proven in Israel.		
	37% agricultural is too high. we will never get that agricultural land back and we need to grow our food locally, looking forward to the pressure on the food supply chain due to climate change forecasts.		
	Food security is even more important than ever, with weather extremes, food shortages and supply chain issues. With prime agricultural lands in the study area, why wouldn't we try to protect these at all costs? Ensure that farmers are fairly compensated and provide farming careers for new Canadians. This would be a lost opportunity to pave over excellent soils that sustain us.		
	I recall when Covid started and we had a hard time getting PPE and masks, Mr. Ford said we would manufacture here and not rely on other countries for PPE. I feel we need to think the same way about out food supply. We need to preserve all of the agricultural land we can, as climate predictions suggest some of the places, we currently import food from may not be able to grow food in the future due to global warming.		
Highway & Transitway Design			
Peel Region PIC #3 (December 7, 2021)	Who is the authorized transit authority for this transitway?	Please provide more detail on the highway design, such as type of intersections, number of lanes, soil management/disposal, and how noise evaluation where warranted is determined.	Highway 413 is a proposed controlled access transportation corridor running through portions of Halton, Peel and York Regions. The proposed 52-kilometre Highway 413 transportation corridor will extend from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west, connecting the regions of York, Peel and Halton. The Project includes a 4 km extension to Highway 410 and a 3 km extension to Highway 427 for a total of 59 km for the corridor. Features of the corridor include interchanges at 11 municipal arterial roads, freeway to freeway connections at 401/407 ETR, 410, 427 and 400, maintenance yard facilities, and commercial vehicle
	Which is a higher priority in regards to the highway/transitway project - the transitway or		

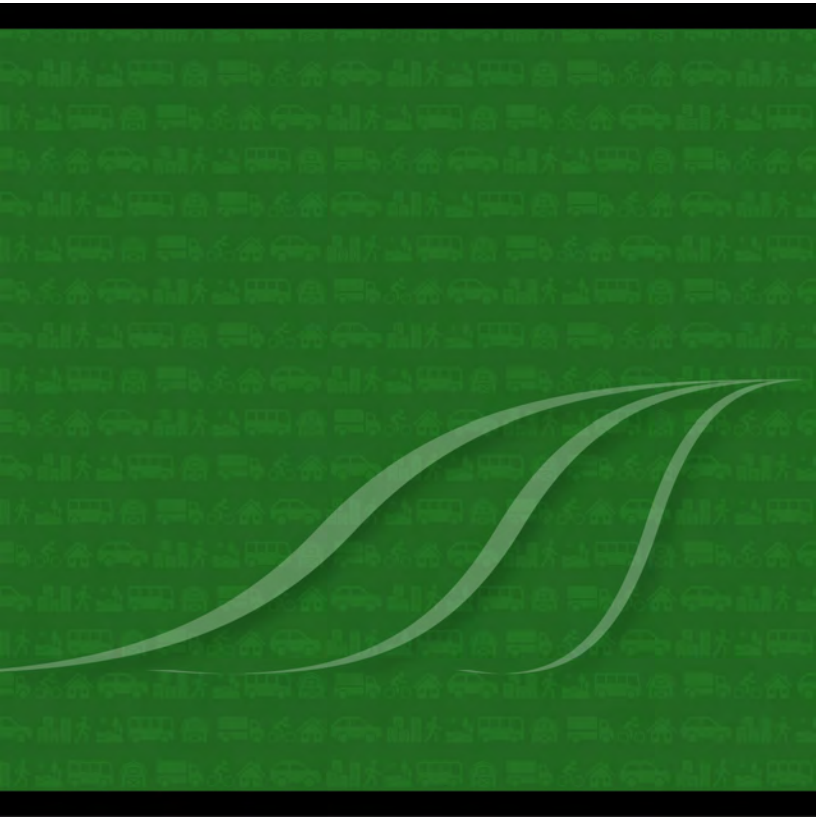
PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	the goods movement and what data supports this choice?		inspection facilities transit station locations at appropriate locations. There is also a suite of goods movement priority features that are being carried forward for more consideration during the preliminary design phase. Some examples are truck only lanes, enhanced design to accommodate long combination vehicles, longer speed change lanes, enforcement features and truck parking facilities. The location for noise evaluation and noise mitigation is determined by evaluation of noise levels at noise sensitive areas (NSAs). NSAs are selected in accordance with the MTO Environmental Guide for Noise. Locations for noise mitigation will be identified as part of the assessment, and this will be confirmed upon completion of the noise impact assessment being completed for this study. Where sufficient land is available, earthen berms will be considered. If noise barrier walls are required, patterns and colours or transparent walls (over bridges) will be considered so that barriers can be more easily incorporated into the existing environment. Consideration for noise barrier walls is given in NSAs if: • the proposed freeway results in an increase equal or greater to 5 decibels (dB) over the projected future noise level without the proposed freeway; or • the projected future noise level is equal to or greater than 65 dB, then noise control measures will be investigated within the MTO right-of-way. For context, 65 dBA is the equivalent to normal human speech at a 1 m distance. Highway 413 project team is considering interchange configuration alternatives based on existing conditions and associated constraints like geometrics, property, environmental features, traffics operations, safety and cost. A procurement process to select companies to construct the highway and related infrastructure will follow the completion of the environmental assessment and design processes. Additional details regarding the highway & transitway design will be released as the project progresses. Ongoing consultation with municipalities along the proposed route includes consideration of adding bicycle lanes or multi-use paths on municipal crossing roads.
	I'm sensing a very real disconnect between the data used and the projected needs for infrastructure improvements in regards to traffic projections and objectives. We NEED much greater emphasis on the transitway and supporting terminals, etc.		
	If no transit groups have come forward with regards to the 'planned transit way' the plan sounds like the transit way is essentially additional lanes to use for whatever i.e. more cars! Is that the case?		
	Have construction contracts been granted?		
	I wonder what do you mean by potential changes to economic infrastructure? There will be an impact; this is not potential. This HWY will destroy lands and will change routes of streams, waterways, walking trails		
	Where does Ontario plan on getting their supply of gravel from for the purpose of building this highway?		
	Had you considered the use of more round abouts on secondary roads rather than the use of large highways?		
York Region PIC #3 (December 9, 2021)	Why do you state close to Kirby and Hwy 400, when it is close to King Vaughan Road? Why is King Vaughan Road overlooked. Why do you not show potential interchange at Kirby and Hwy 400?		Based on new information received after Public Information Centre #2, the Project Team developed additional route alternatives and undertook supplementary analysis on the routes and crossing of the Humber River in Section 8. Alternative proposed routes were posted on the project website and shared with regulatory agencies for feedback in summer 2020. The Project Team will investigate appropriate measures to minimize and mitigate potential impacts to the watercourse and valley with option S8-5, which was announced as the overall Preferred Route in Section 8. The Project Team is considering the

PIC Event	Questions & Concerns Submitted During PIC#3	Summary of Questions & Concerns Received	Project Team Response, Commitments and Follow-up
	Is there future consideration for expanding past the Eastern boundary of Hwy 400? ie. extending to the Hwy 404?		natural hydrological and hydraulic regimes and the increased risk to flood and erosion hazards at the crossing locations. Highway 413 is part of Ontario's plan to expand highways and public transit across the Greater Golden Horseshoe to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. The plan foresees an integrated transportation network that will allow people choices for easy travel both within and between urban centres throughout the region.
	Why did Section 8 of the route move further north after the 2019 public consultation sessions? In Aug 2020 it was significantly further north, a route never contemplated or presented to the public, which preserves the North Kleinberg Secondary Planning Area and basically consumes more of the Nashville Conservation reserve, a more env'l destructive path that impacts publicly owned conservation lands vs. private developable lands?		
	Why is this hwy not built along hwy 9 to give King commuters access and trucks?		
	Why doesn't the highway promote any active transit? The QEW is getting a bike lane down the middle!		
	What are the in demand destination points that this highway will contribute to the overall pathways for the GGH transportation pathways which is key to our future. Basically I am trying to figure out how it fits in with the GGH pathways		
	Are these Economic Infrastructure changes based on congestion patterns and destination points as one of many variable as it relates to connect the most in demand destination points which I hope fits into the GGH pathways....please lets discuss		
	For the preferred route map, will you be releasing a version that displays the waterways, and watersheds the route will cross?		
	How did you identify the demand to access points compared to the congestion patterns and the overall pathways of in demand destination points		

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

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

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



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Appendix A4

Public Information Centre Summary Reports

- Public Information Centre #4 Summary Report

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

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WSP Statement of Qualifications and Limitations

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The conclusions presented in this report are based on work performed by trained, professional and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation, using investigation techniques and engineering analysis methods consistent with those ordinarily exercised by WSP and other engineering/scientific practitioners working under similar conditions, and subject to the same time, financial and physical constraints applicable to this project.

WSP disclaims any obligation to update this report if, after the date of this report, any conditions appear to differ significantly from those presented in this report; however, WSP reserves the right to amend or supplement this report based on additional information, documentation or evidence.

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Design recommendations given in this report are applicable only to the project and areas as described in the text and then only if constructed in accordance with the details stated in this report. The comments made in this report on potential construction issues and possible methods are intended only for the guidance of the designer. The number of testing and/or sampling locations may not be sufficient to determine all the factors that may affect construction methods and costs. We accept no responsibility for any decisions made or actions taken as a result of this report unless we are specifically advised of and participate in such action, in which case our responsibility will be as agreed to at that time.

This limitations statement is considered an integral part of this report.

AECOM Statement of Qualifications and Limitations

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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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
• **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.

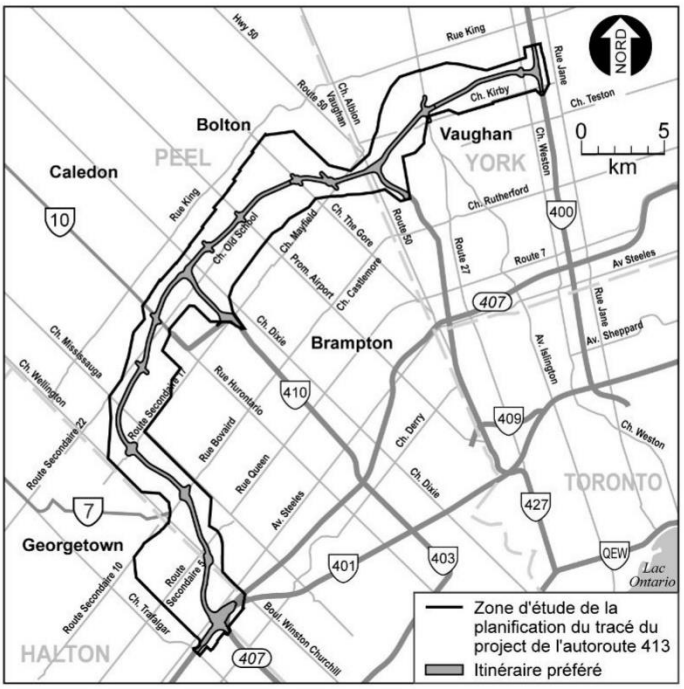
Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

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

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.

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.

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

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.

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 Initial Project Description being prepared as part of the federal Impact Assessment process.

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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.

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

WSP AECOM

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

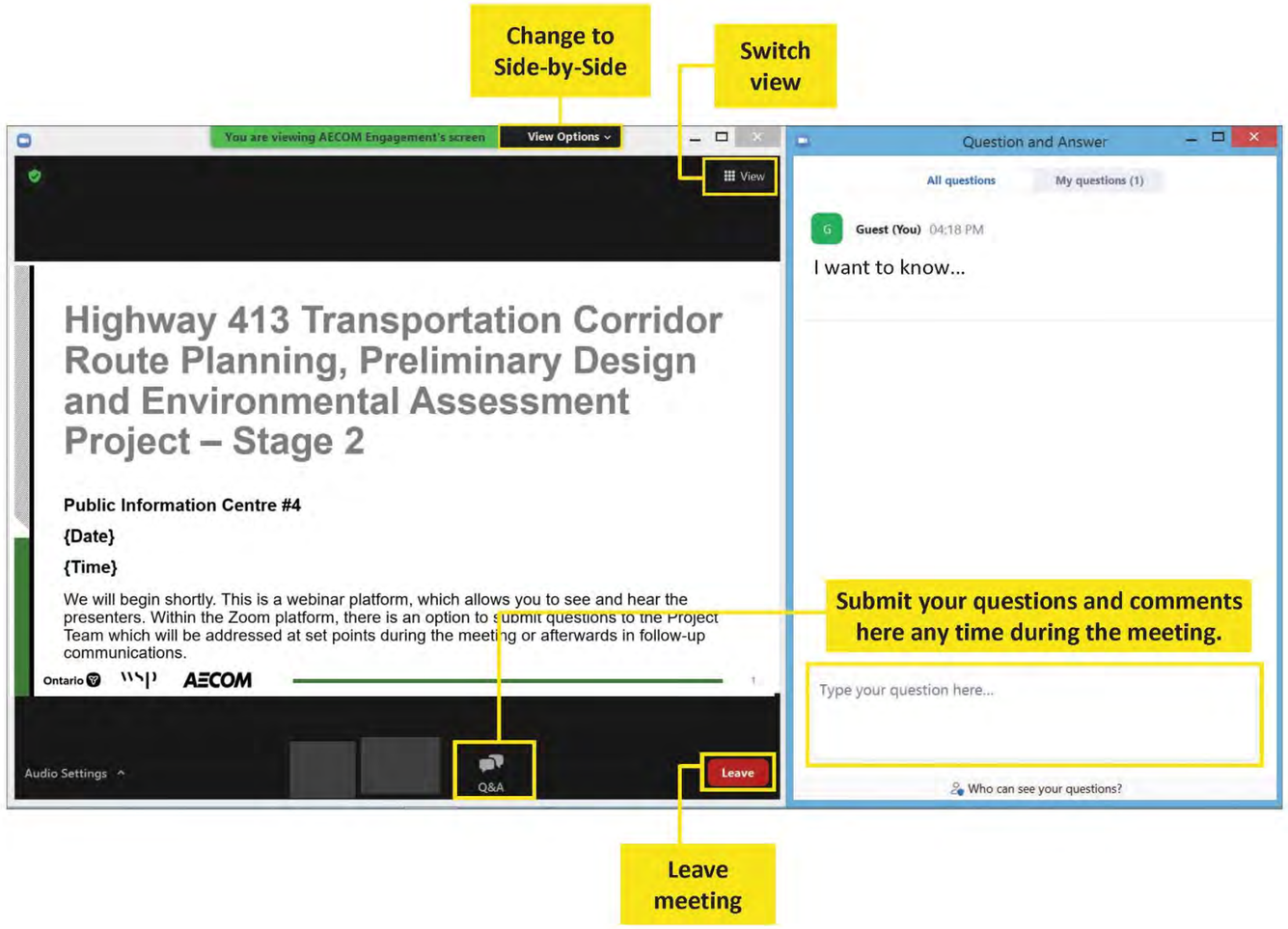
Virtual Meeting Details

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

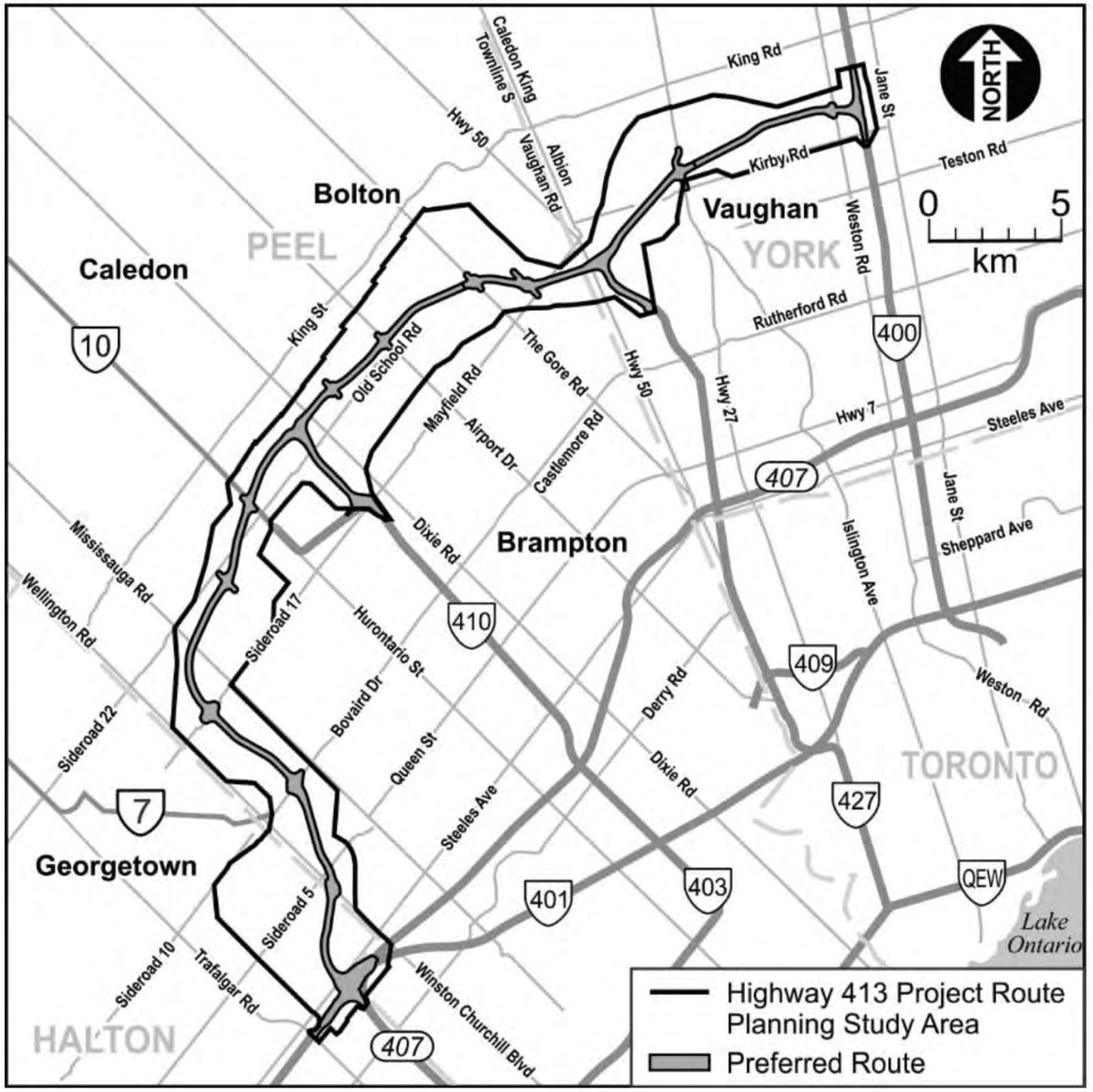
Project Overview

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:

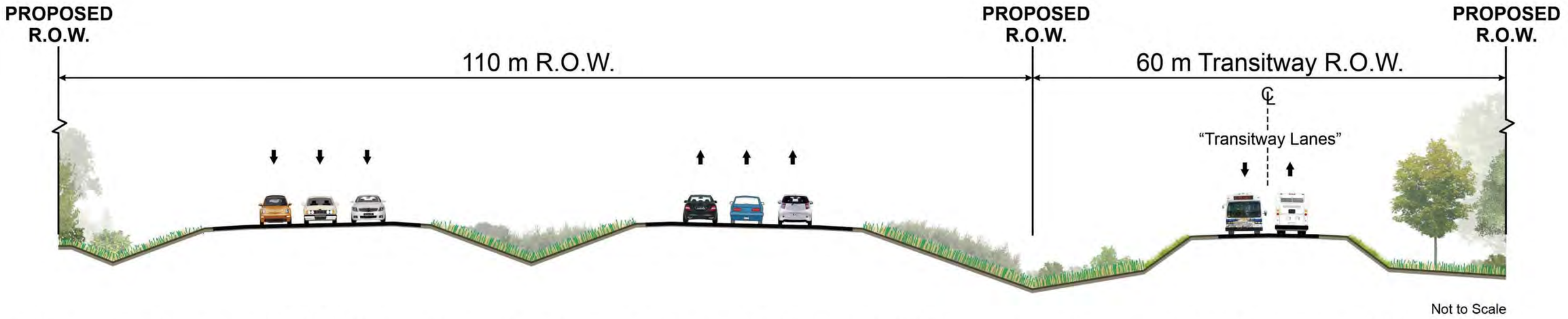
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

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

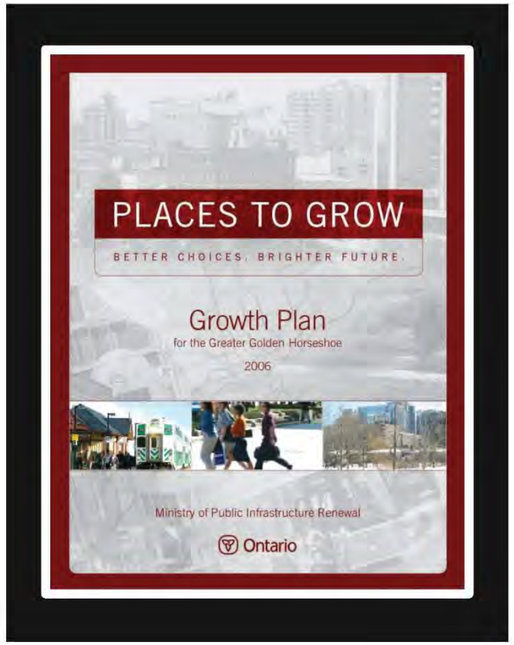
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs 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)

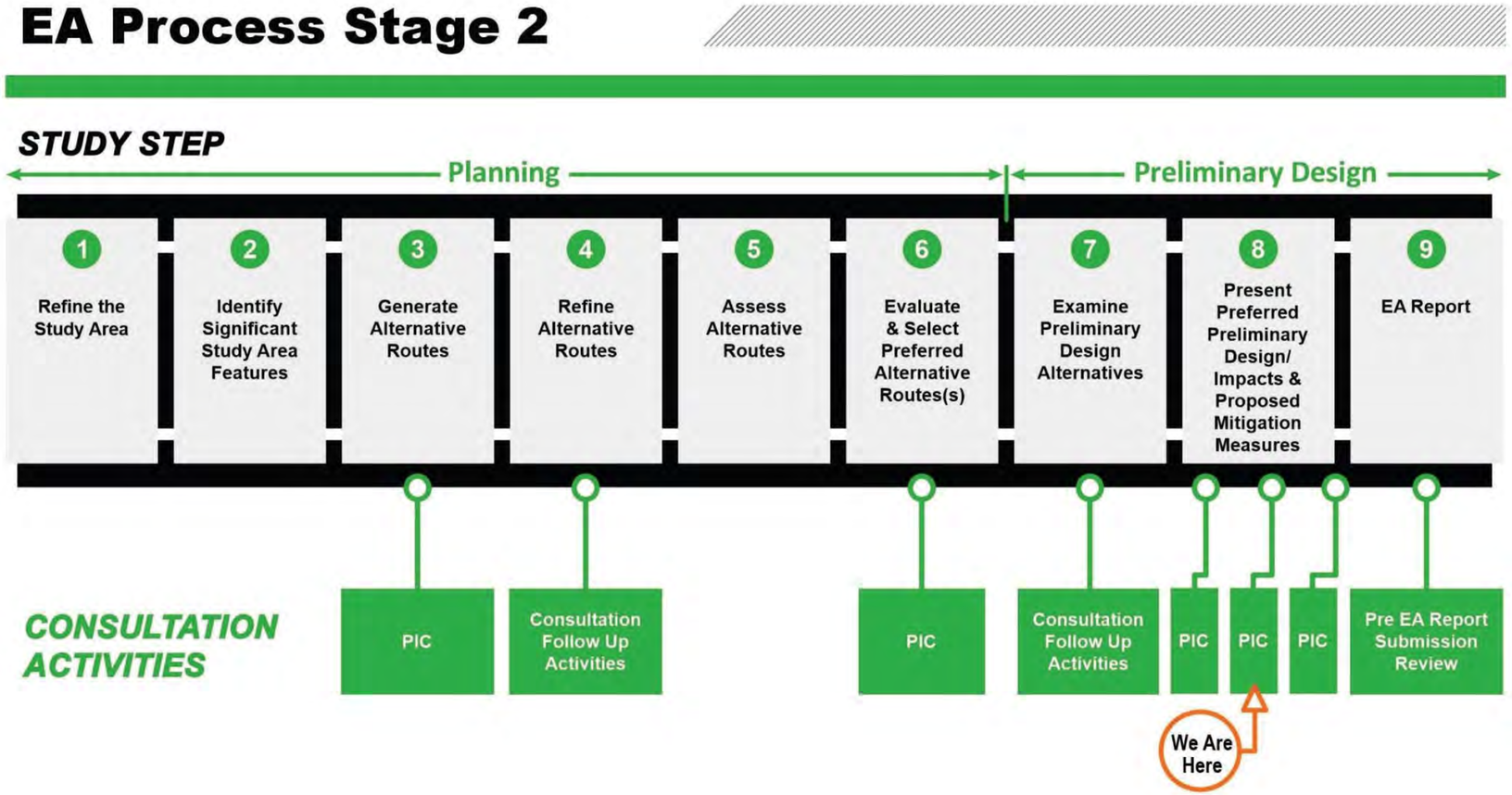
- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

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

Provincial Environmental Assessment – Stage 2



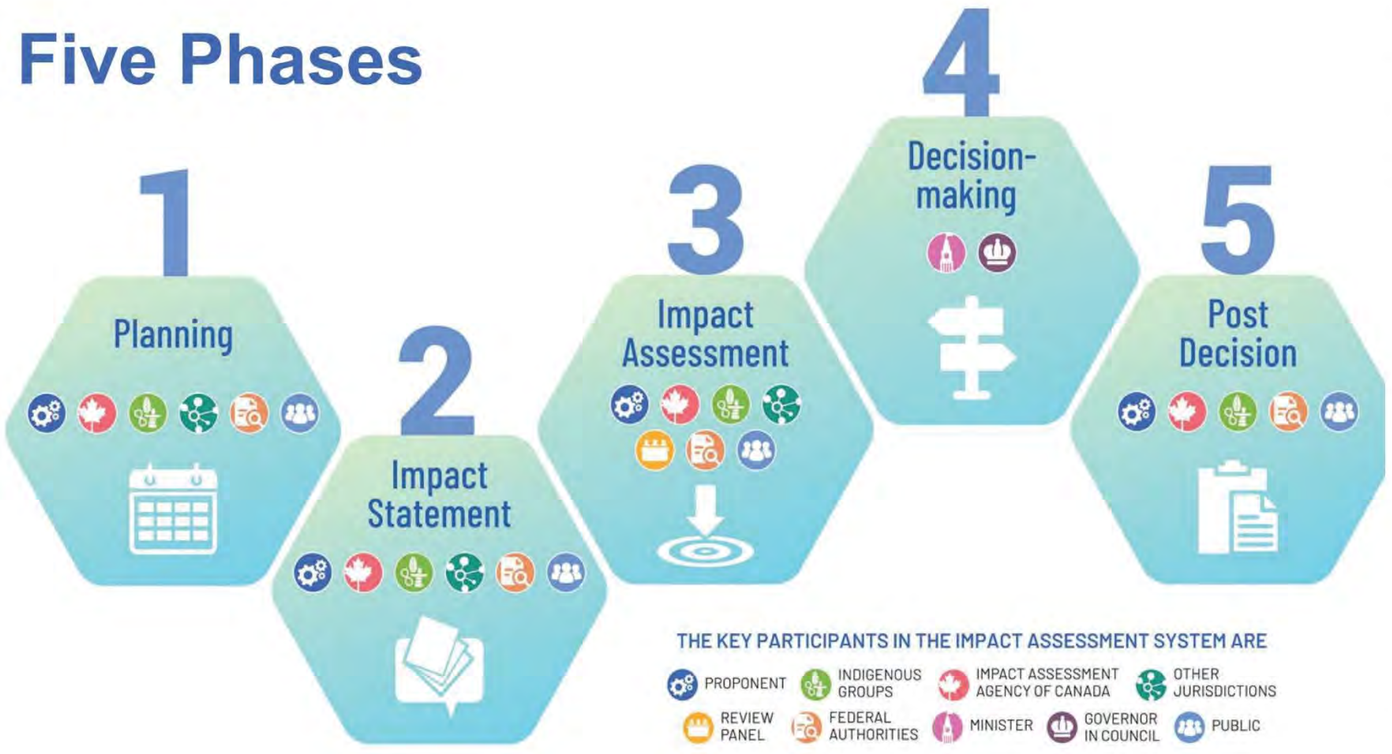
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



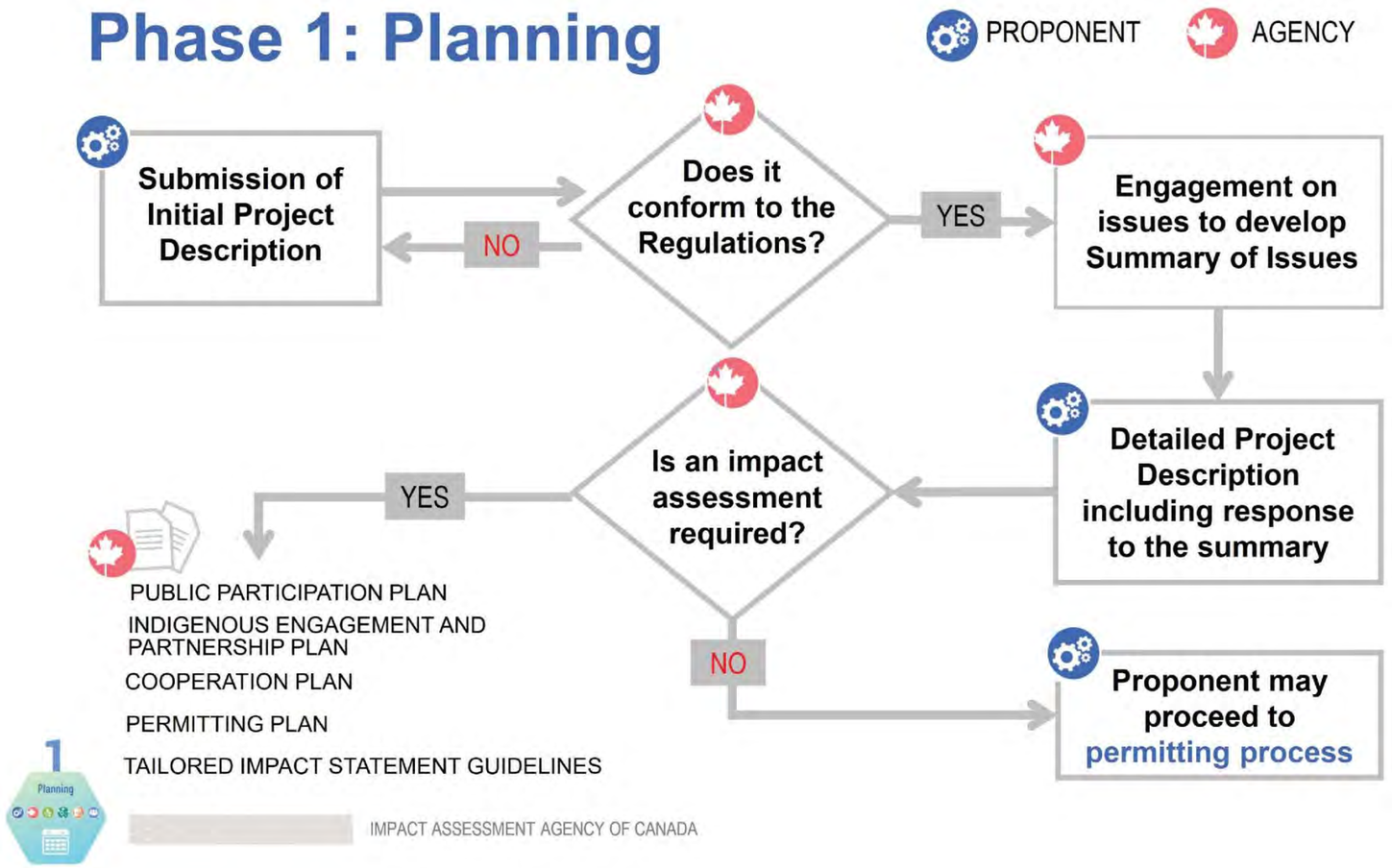
IMPACT ASSESSMENT AGENCY OF CANADA

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.

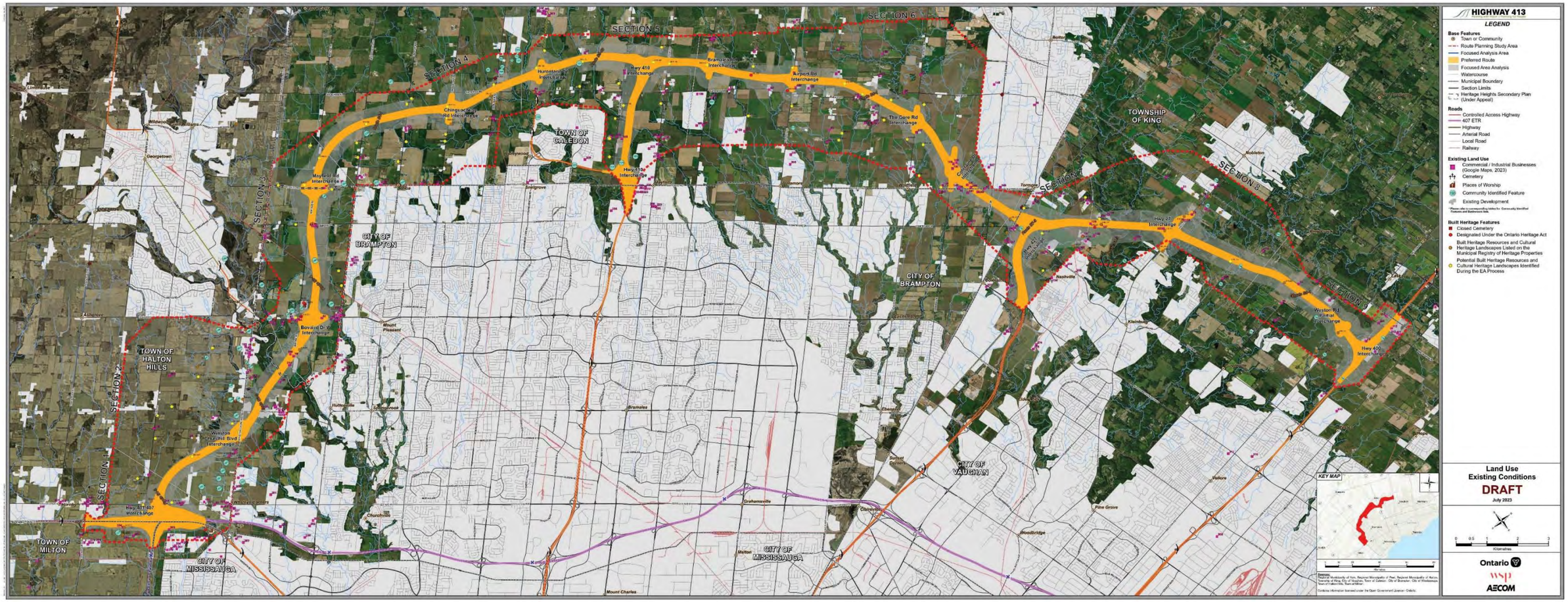
Poll Question

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

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

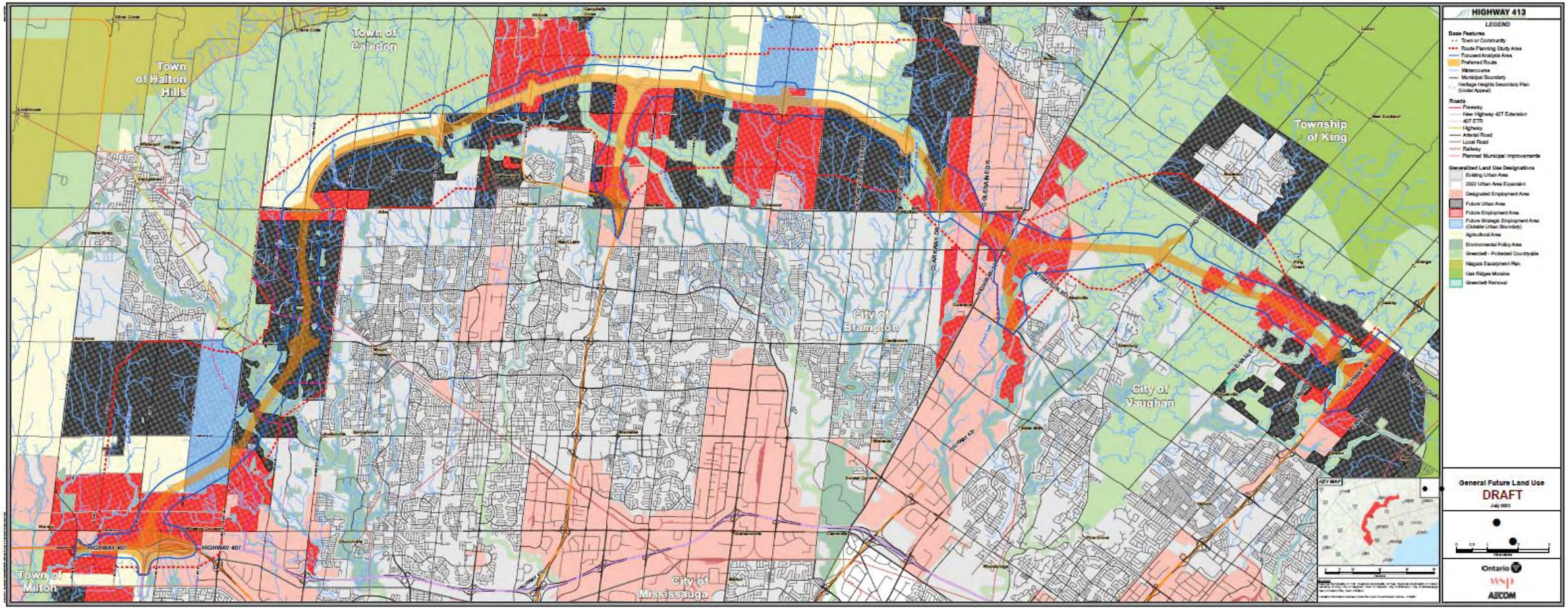
Existing Land Use

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

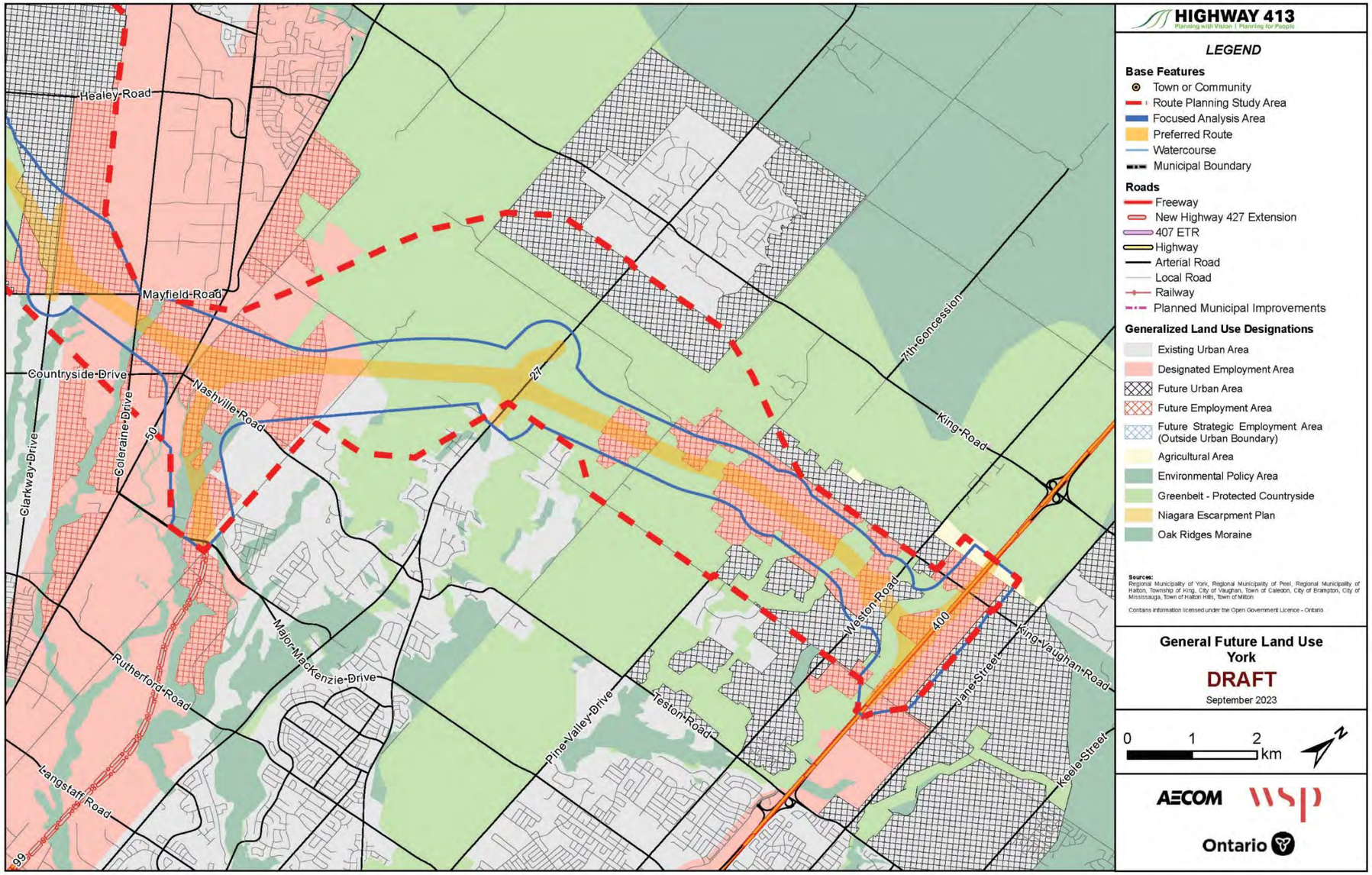


Future Land Use

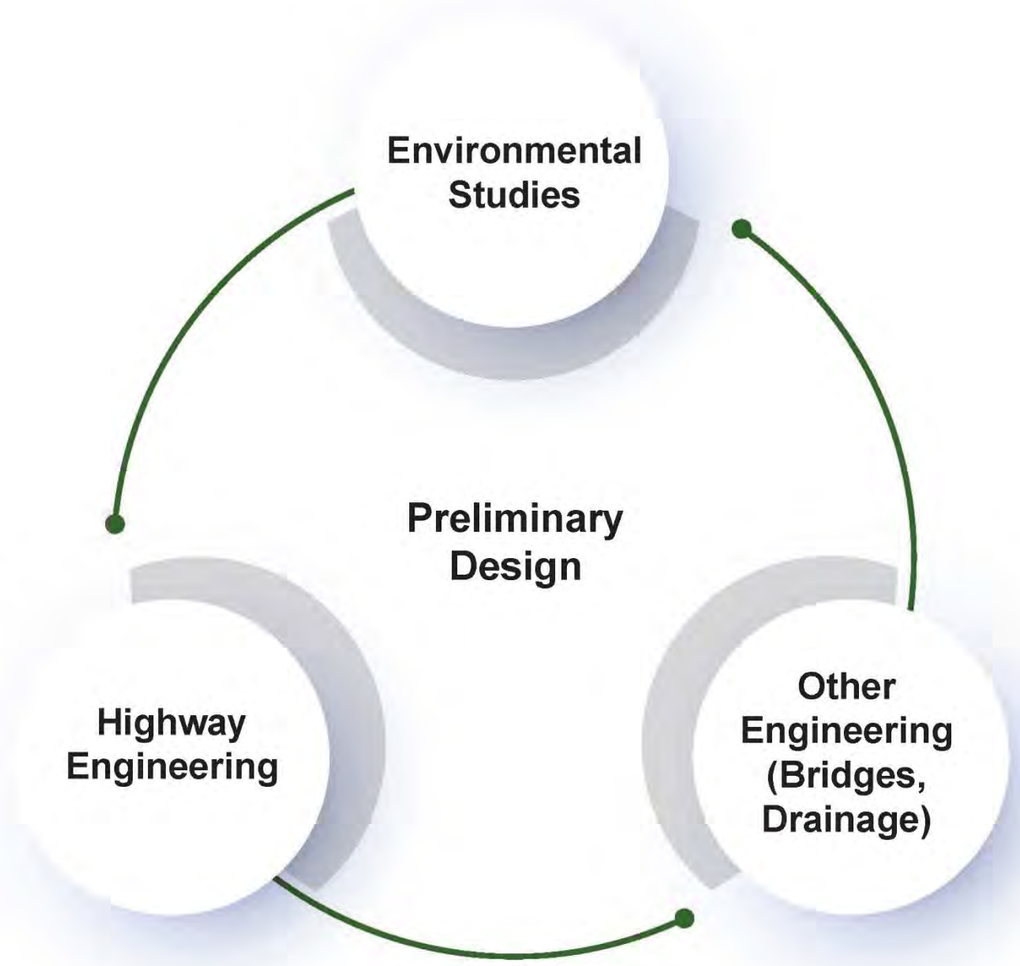
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to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



Regional Future Land Use – York Region



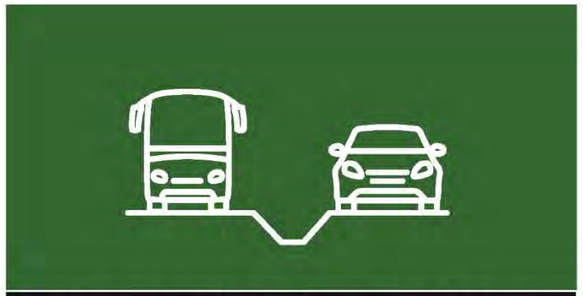
Progress on the Preliminary Design



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

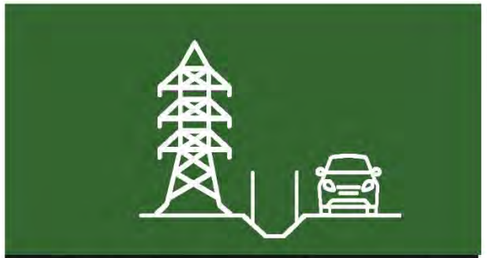
- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal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

Progress on the Preliminary Design



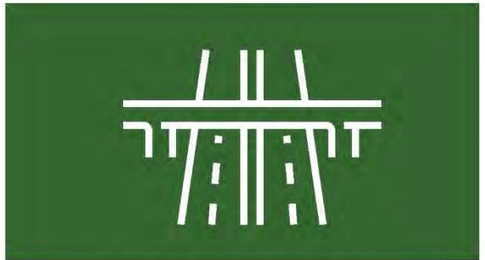
Projected Traffic Volumes

- 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

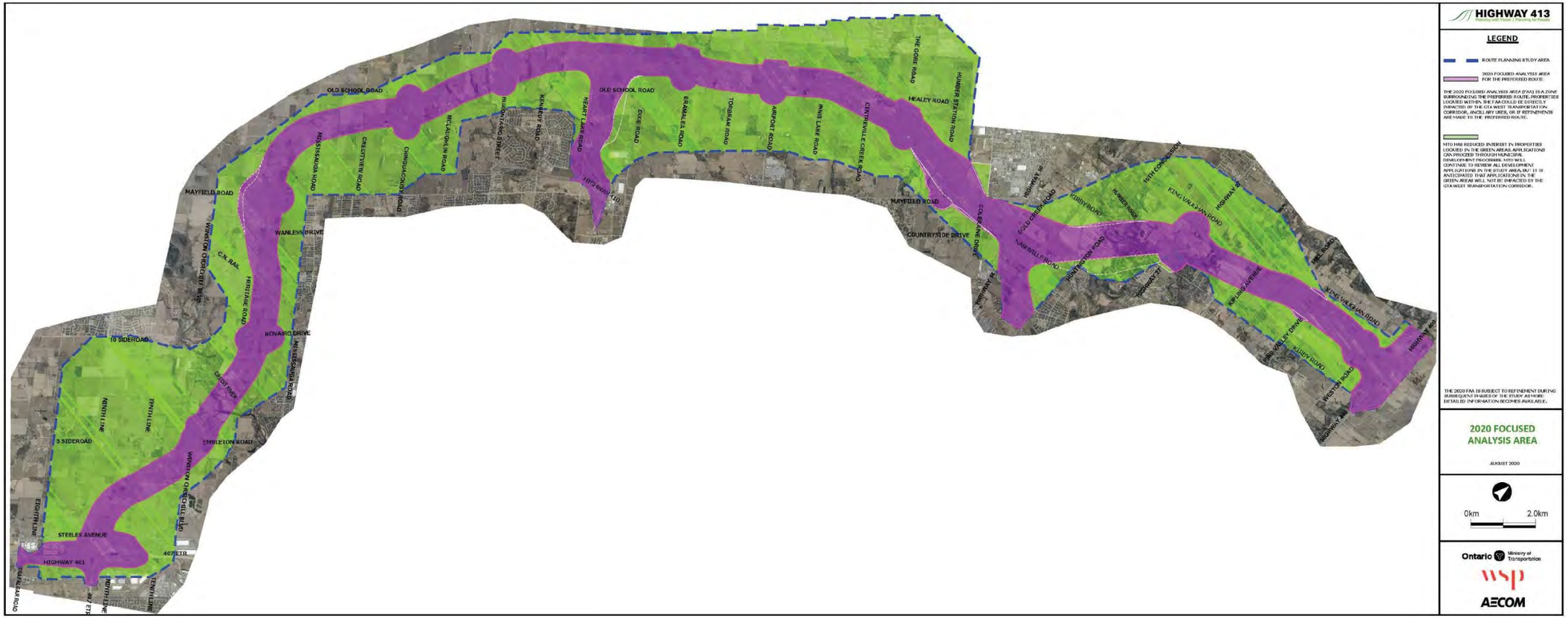
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

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

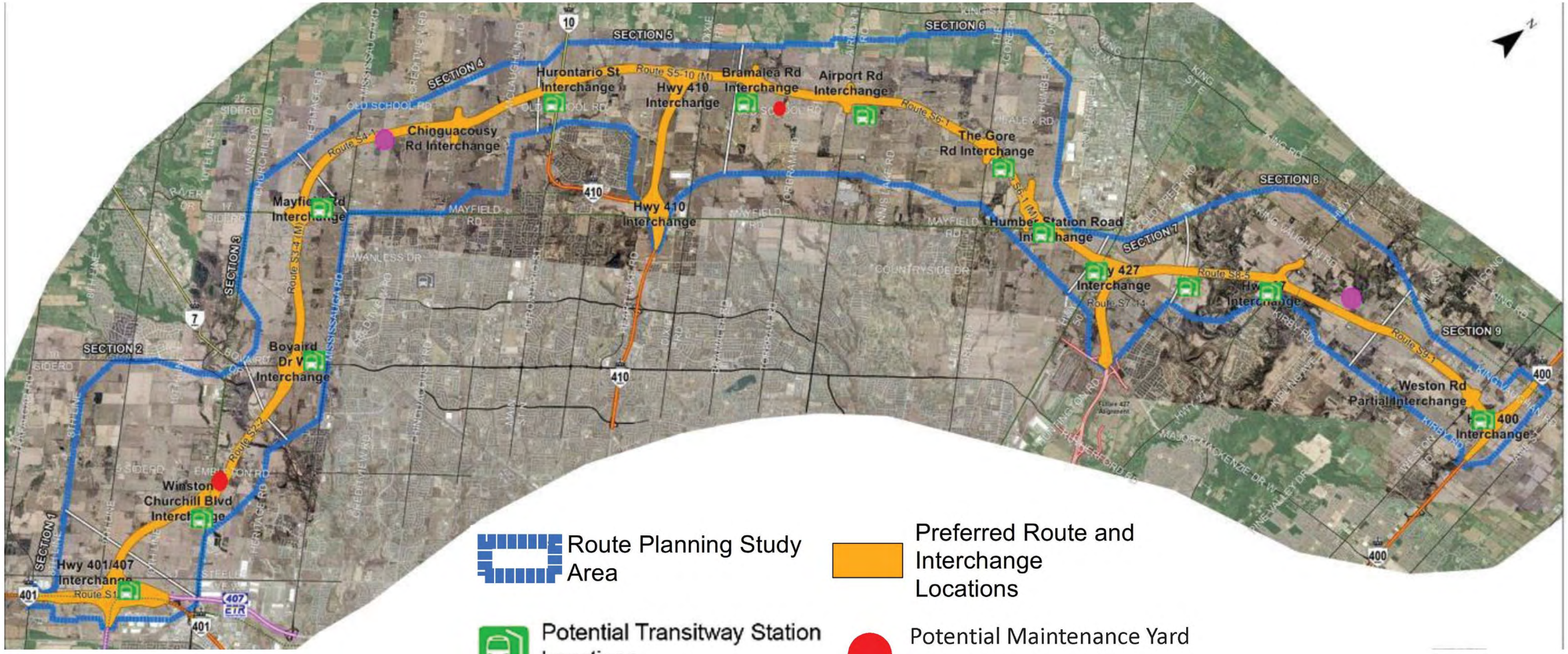
More information about bridge designs will be shared as part of a future PIC.

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.



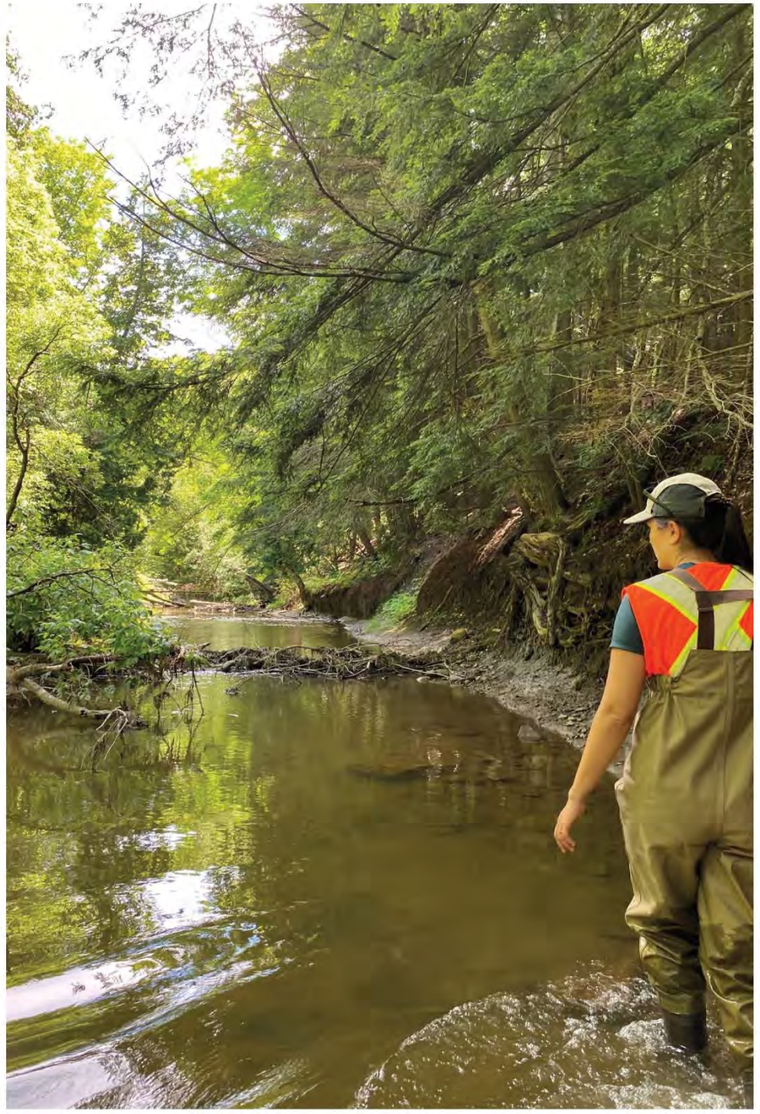
Natural Environment Studies

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







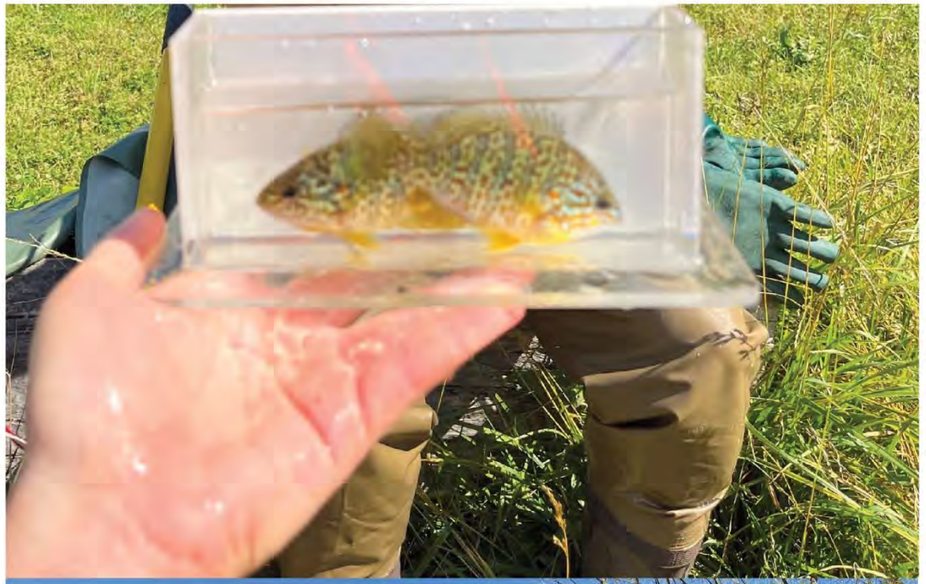
Natural Environment: Fish and Fish Habitat

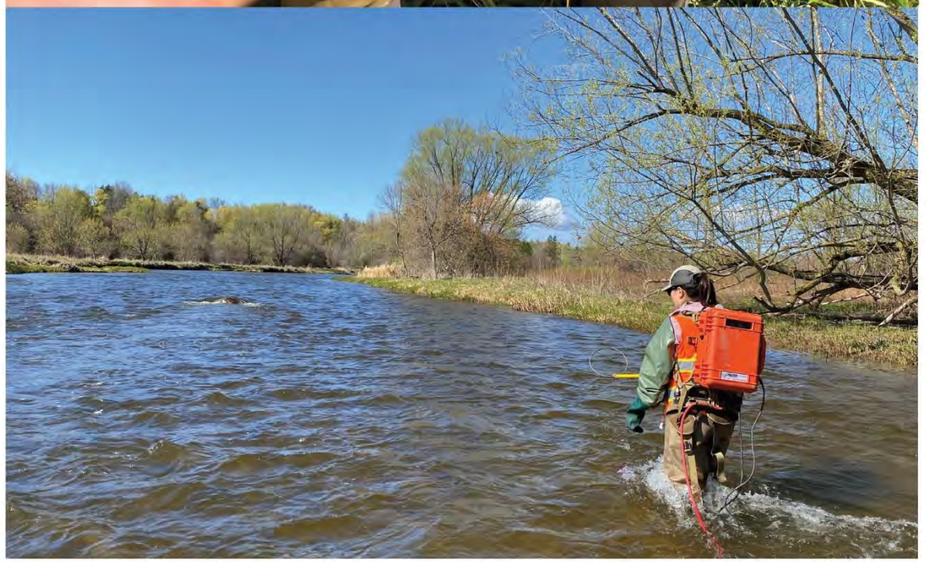
Four watersheds were identified in the Study Area: **16 Mile Creek, Credit River, Etobicoke Creek and the Humber River**.

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.

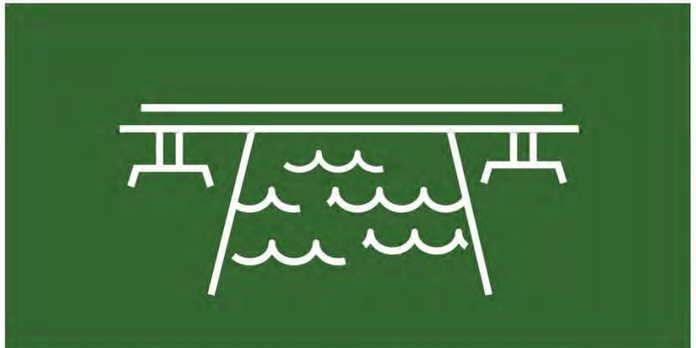


Natural Environment: Next Steps

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



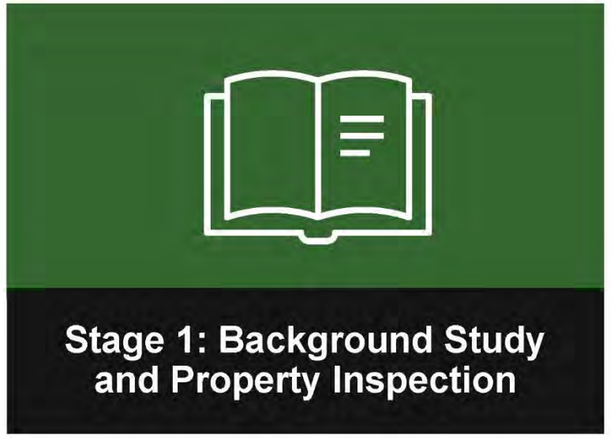
The construction noise and vibration assessment is currently underway.



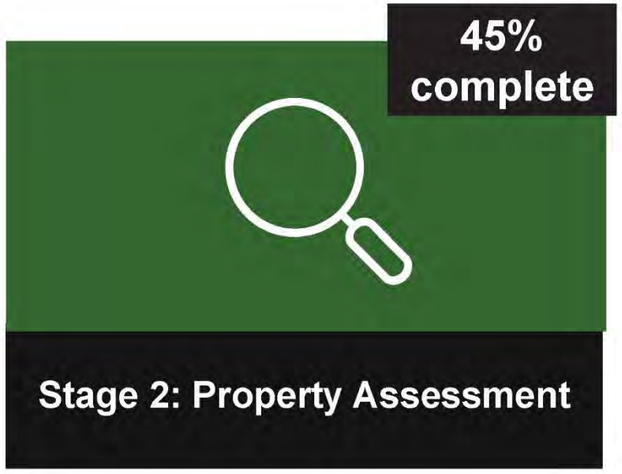
The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

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.



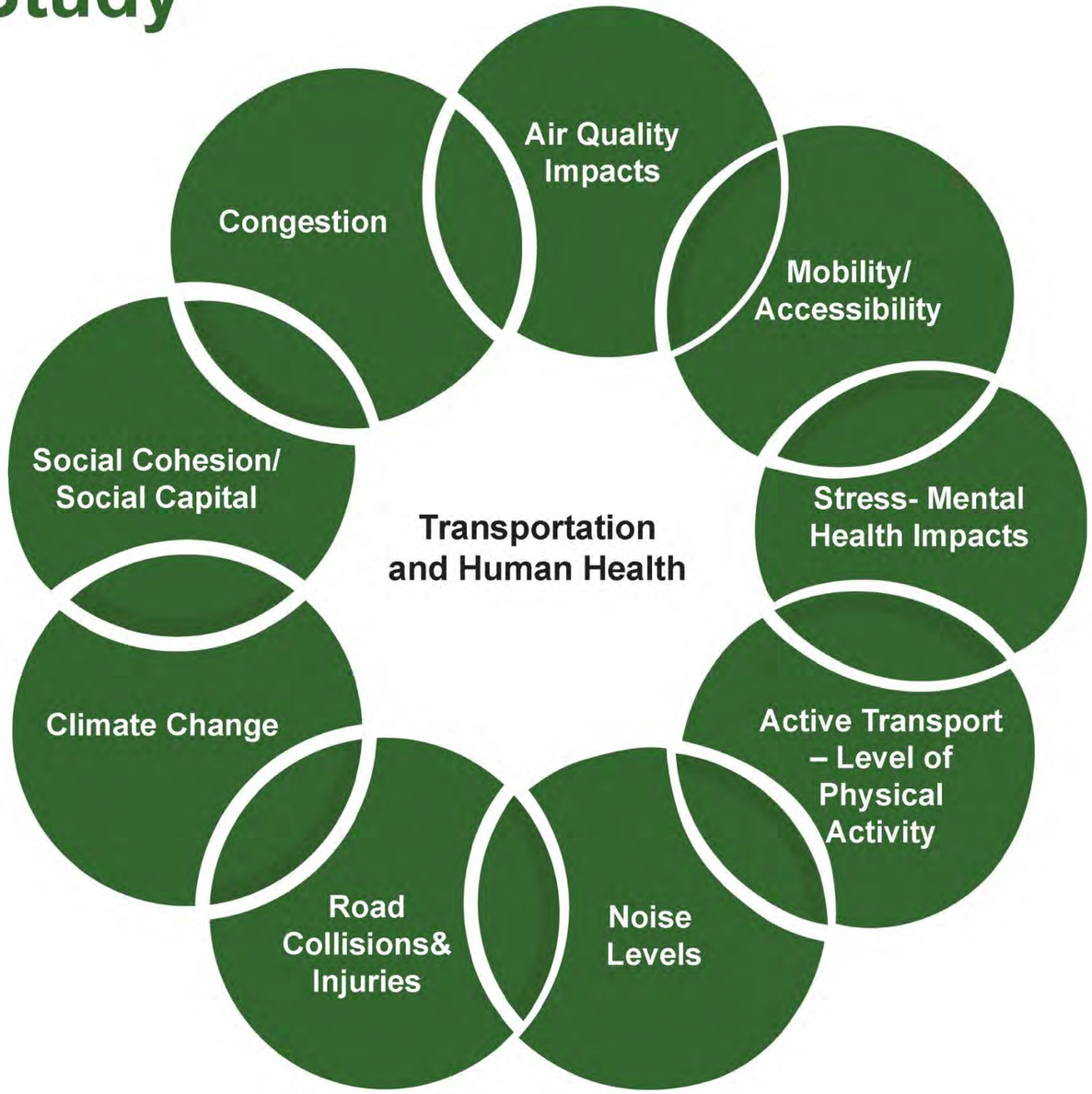
15,000,000 by 2051

Human Health Implications Study

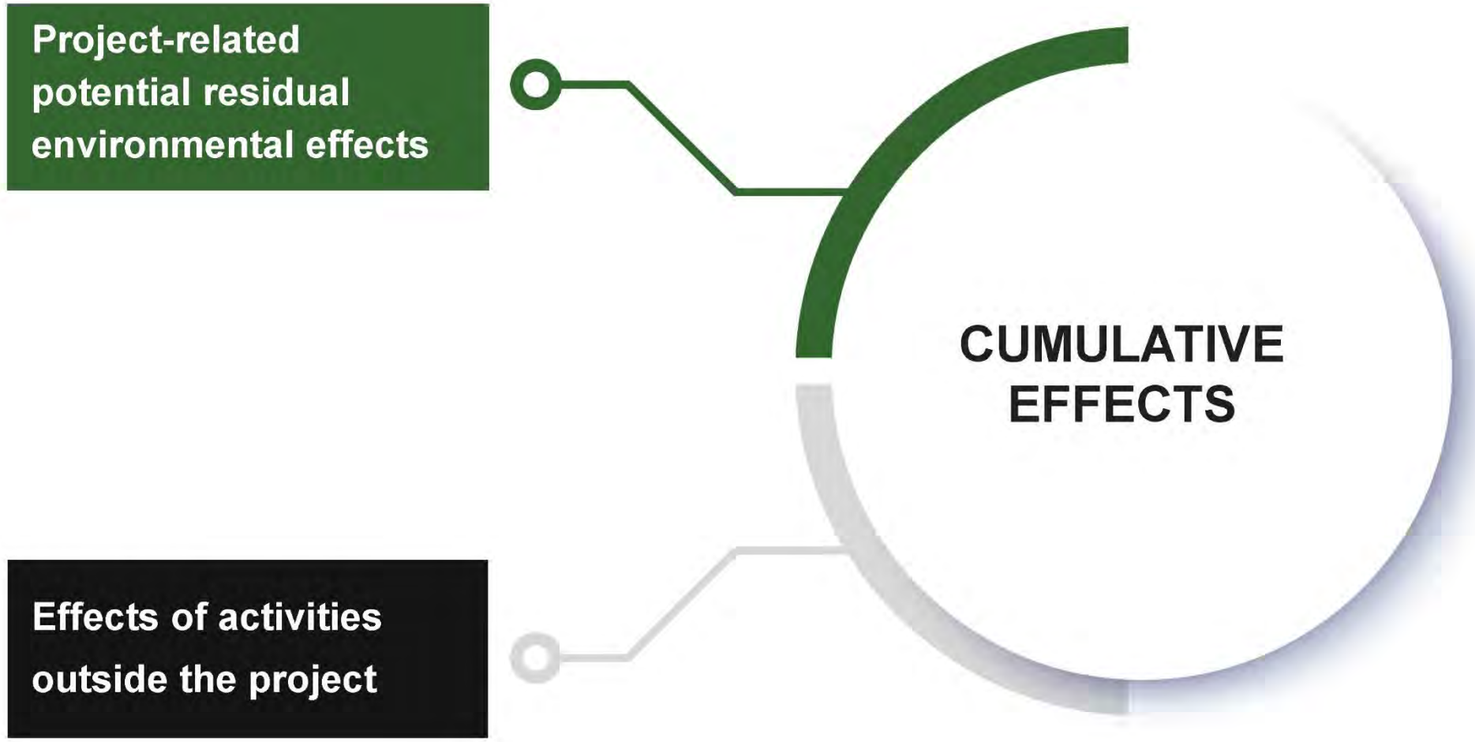
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

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.

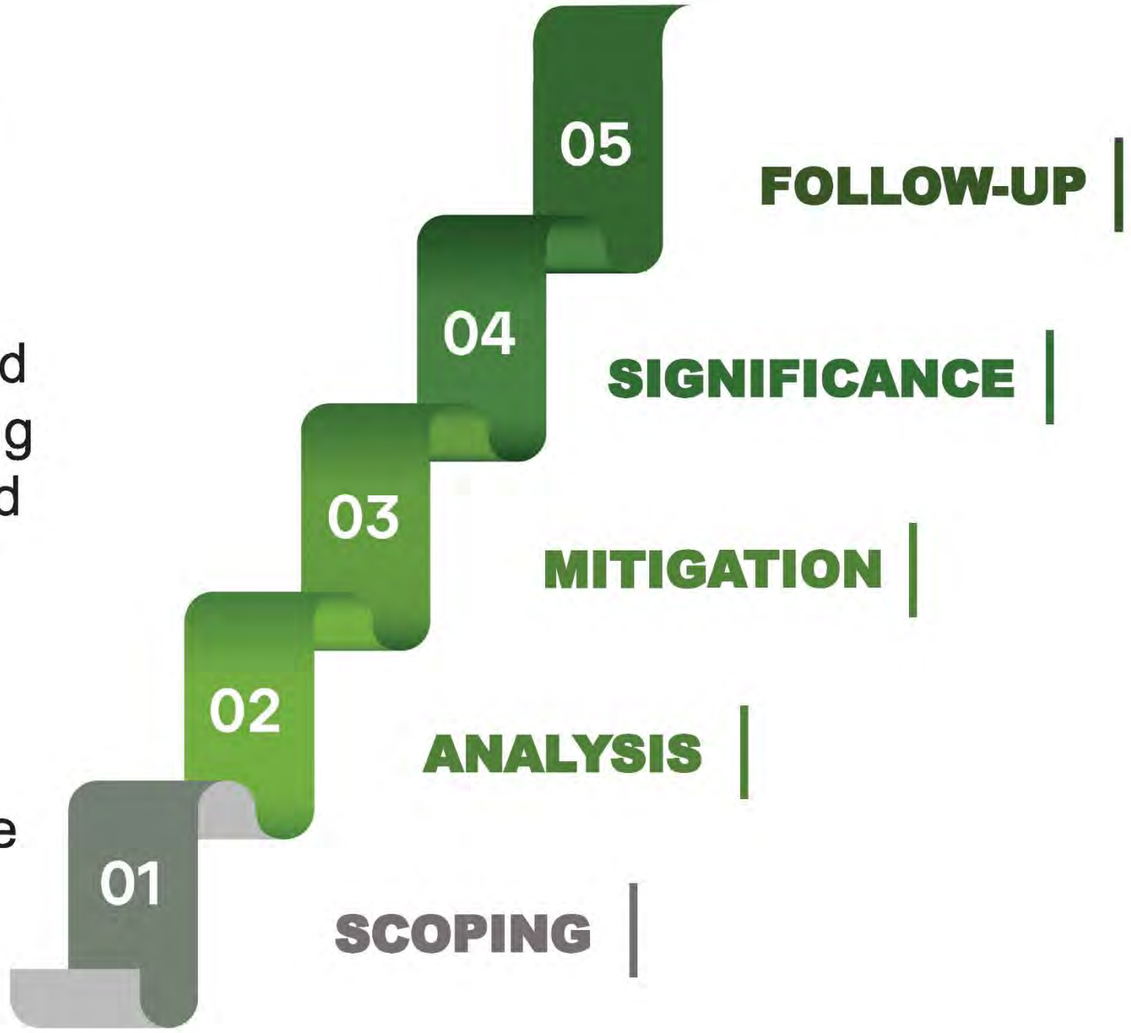
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

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).

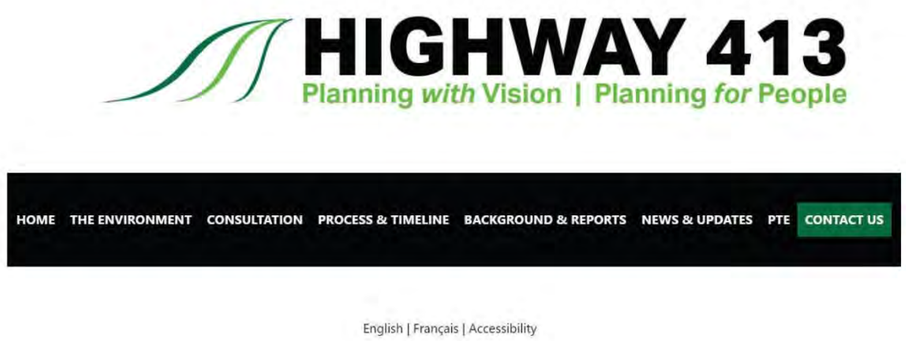
As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational 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

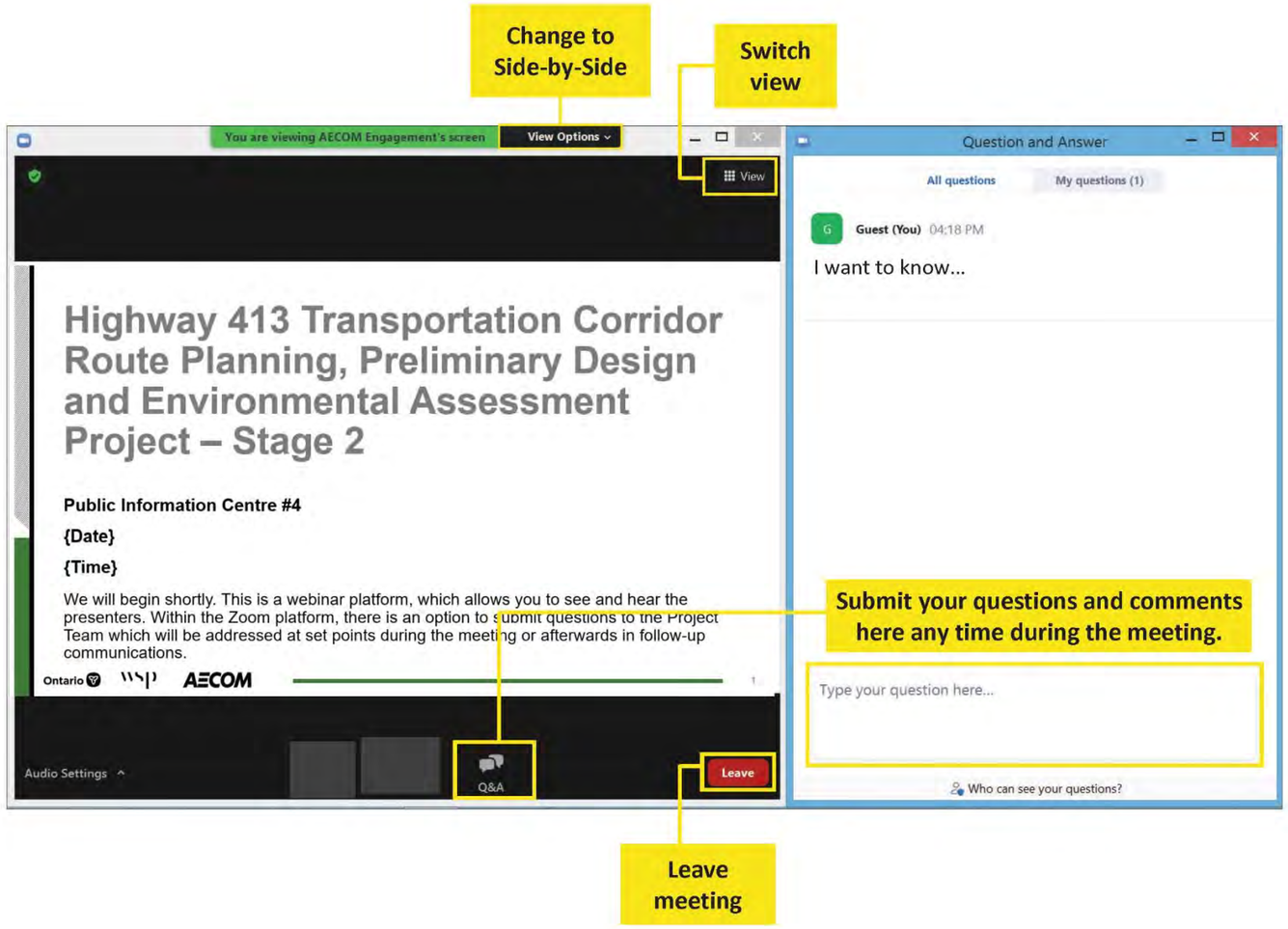
Virtual Meeting Details

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

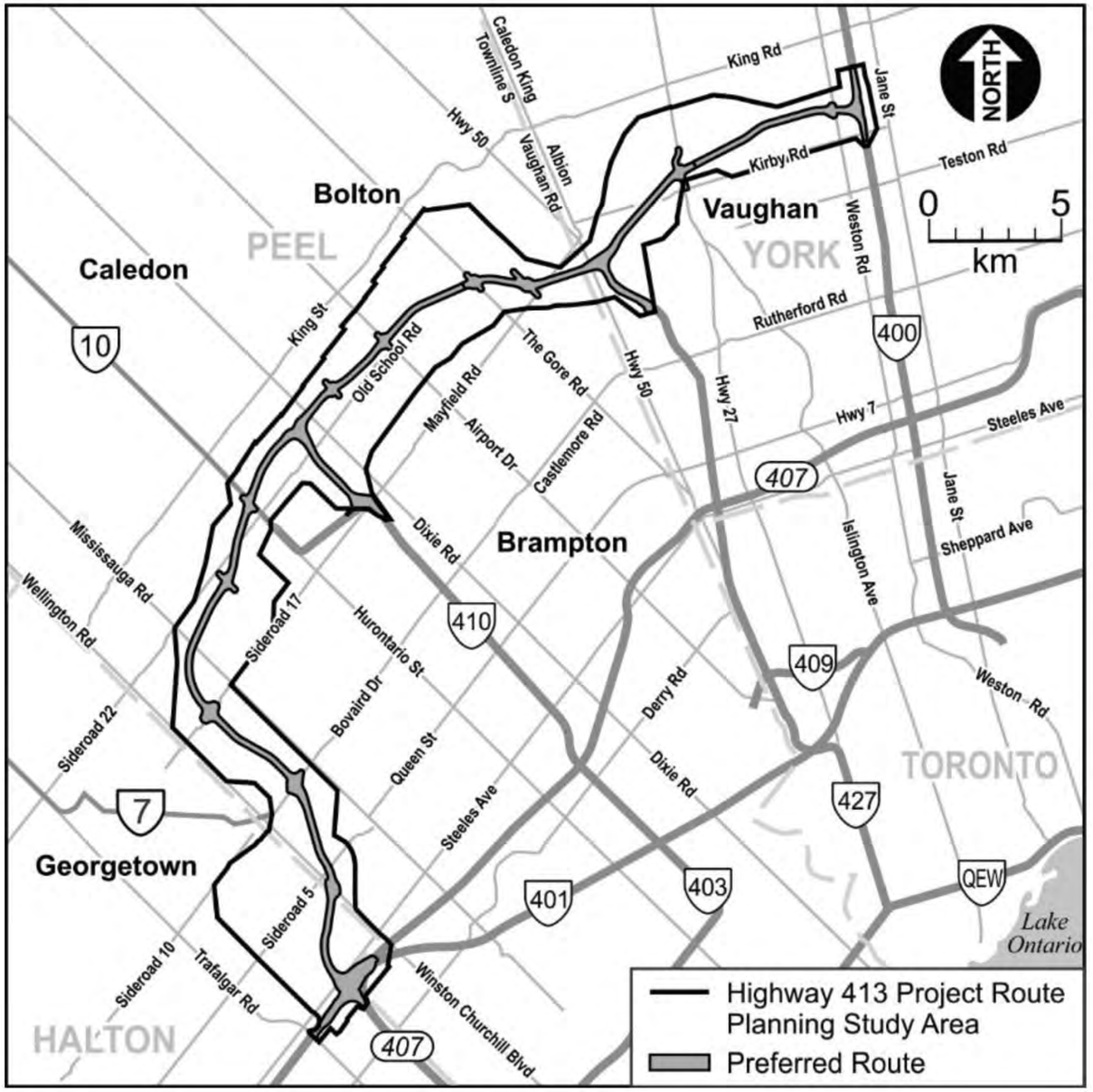
Project Overview

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:

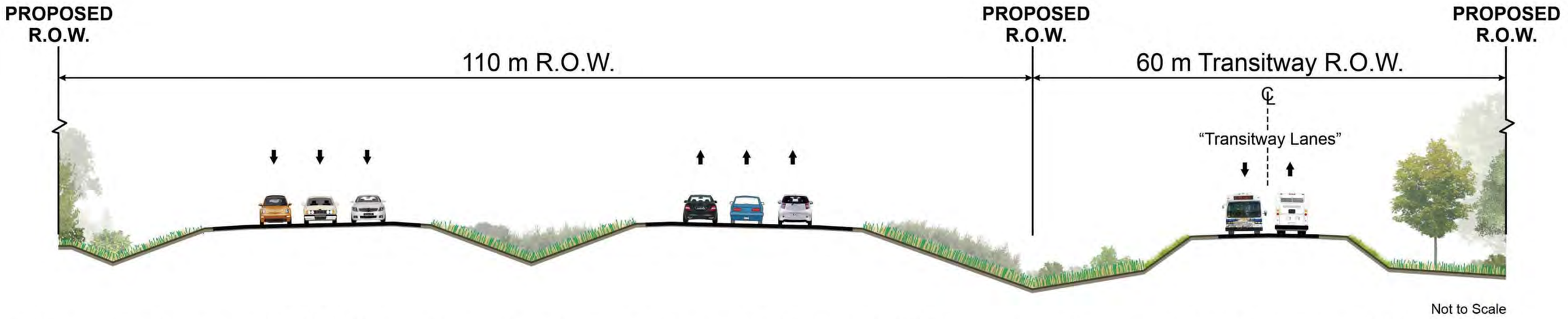
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

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

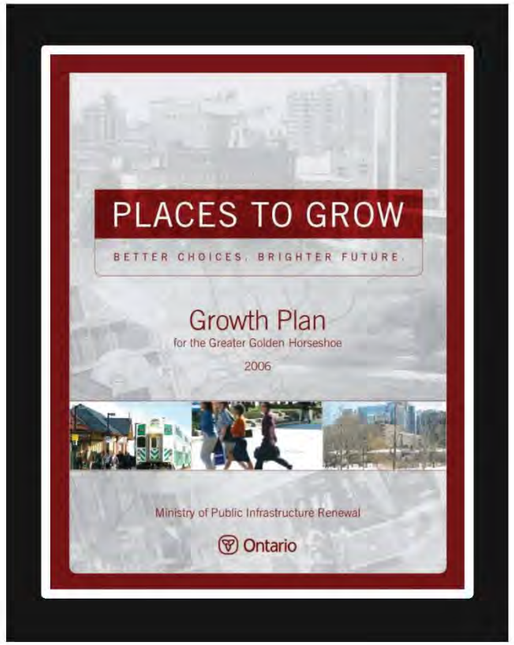
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs 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)

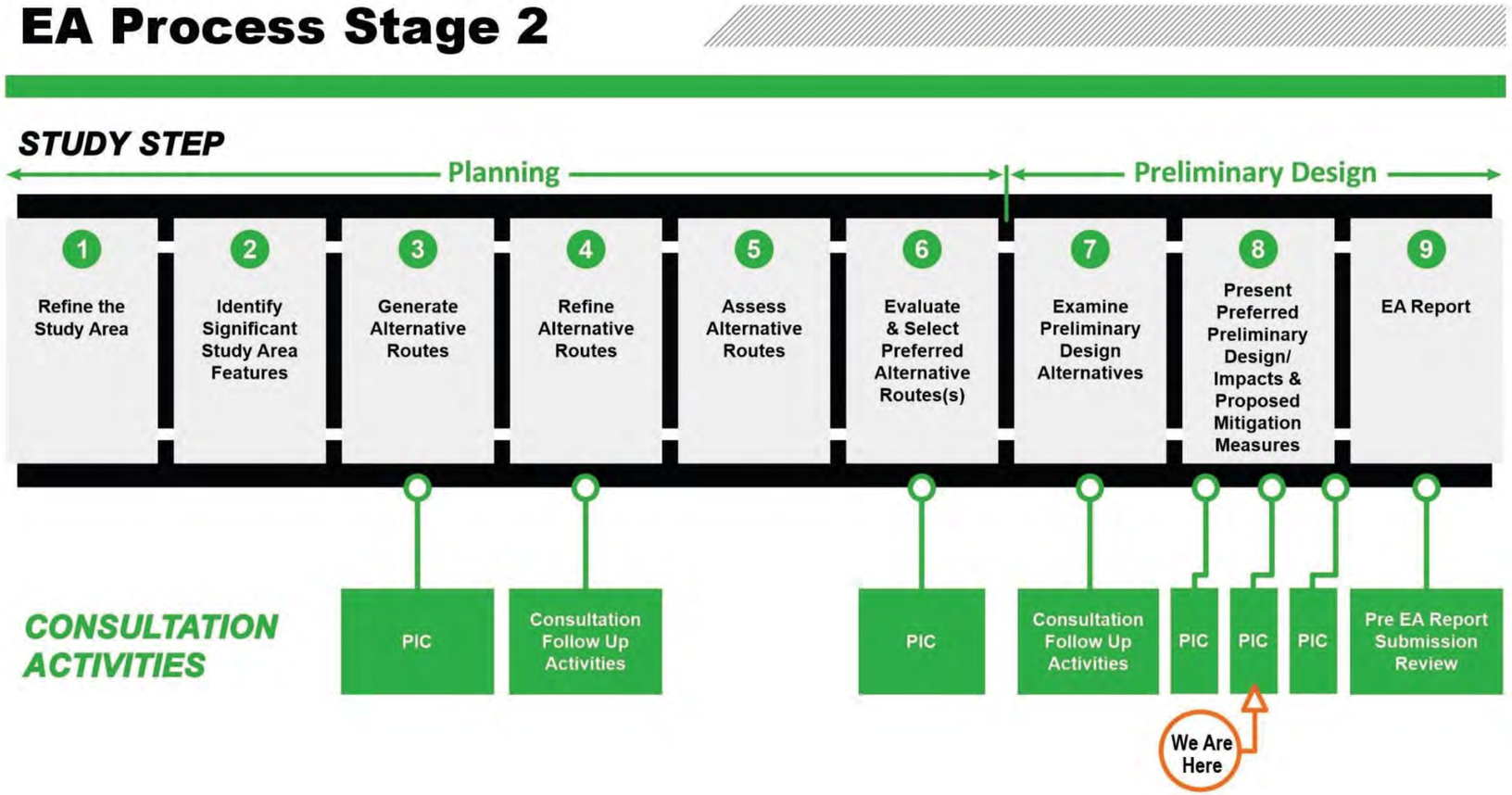
- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

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

Provincial Environmental Assessment – Stage 2



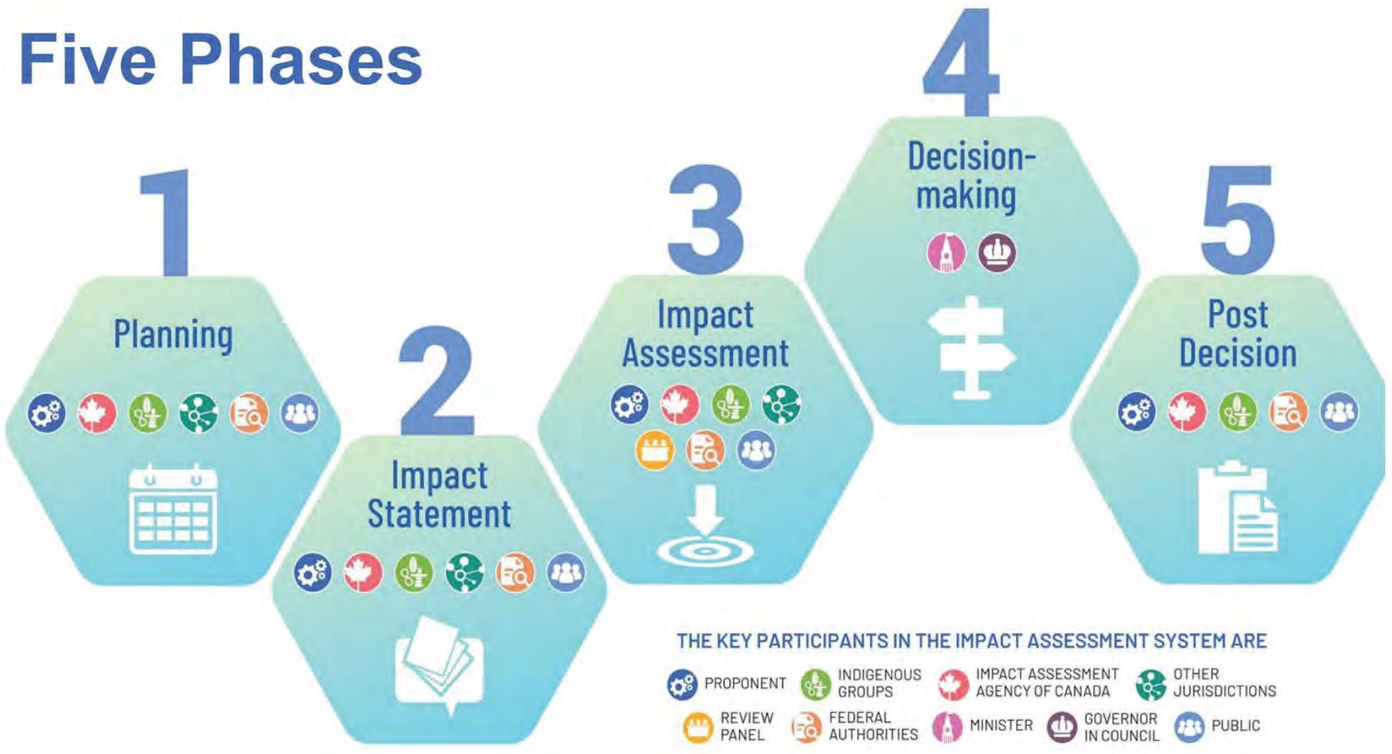
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



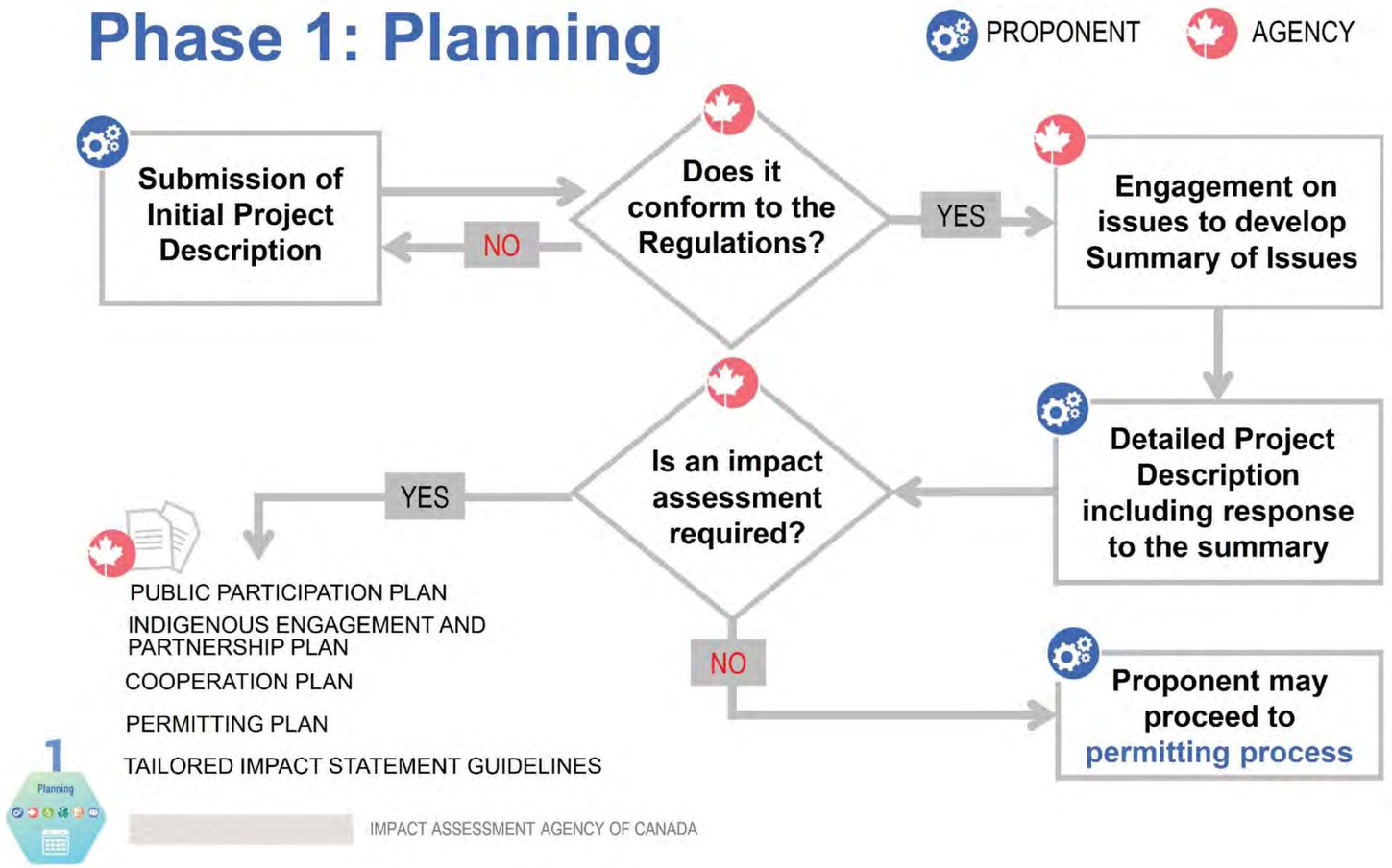
IMPACT ASSESSMENT AGENCY OF CANADA

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.

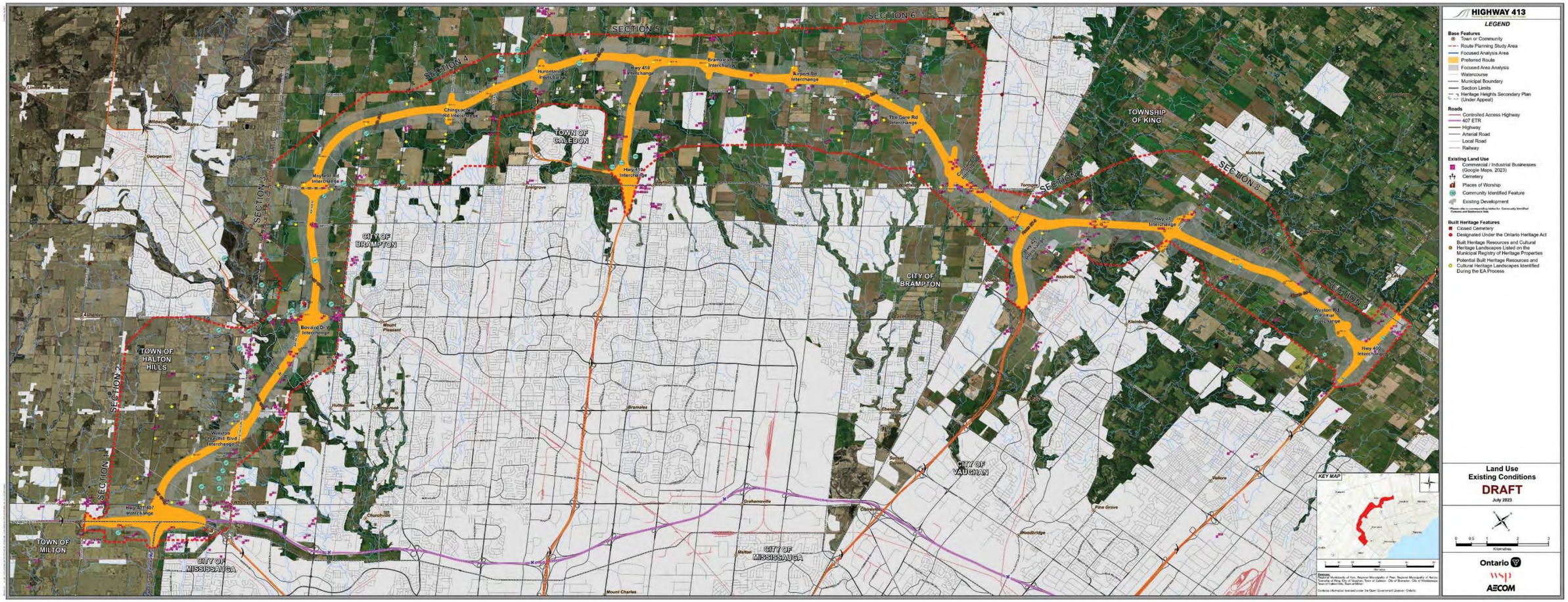
Poll Question

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

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

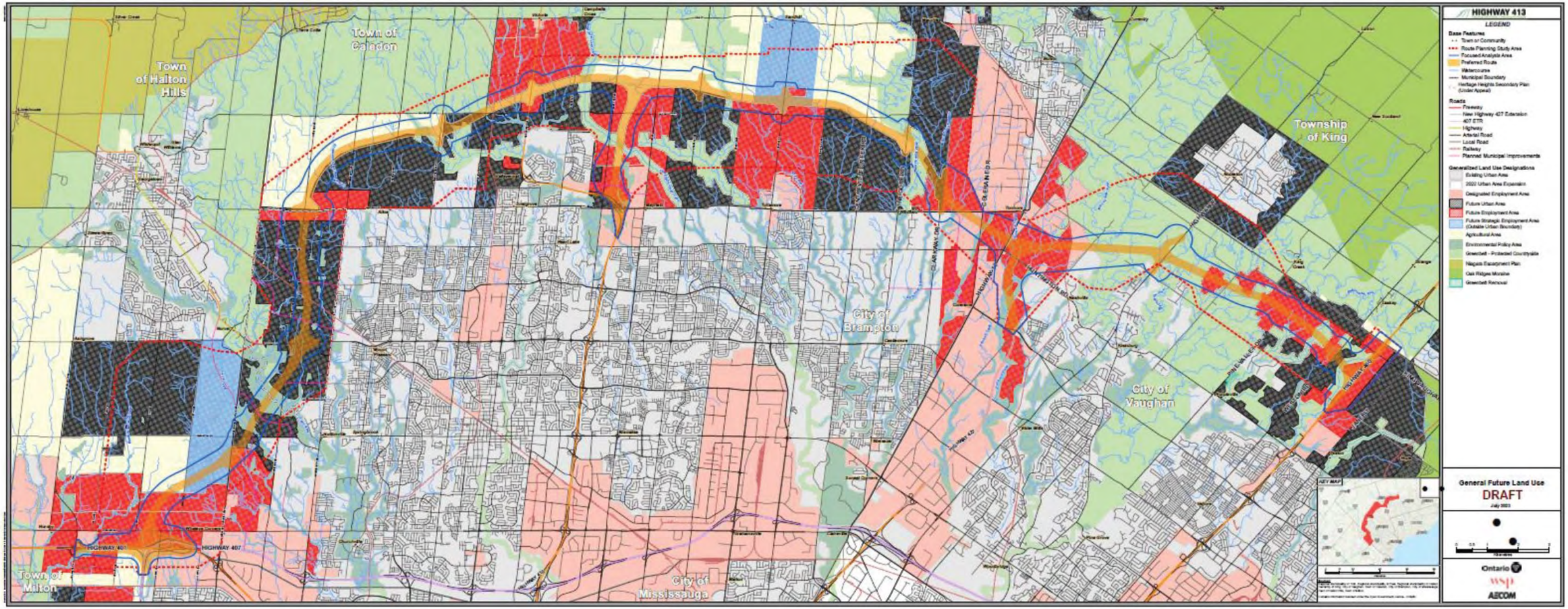
Existing Land Use

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

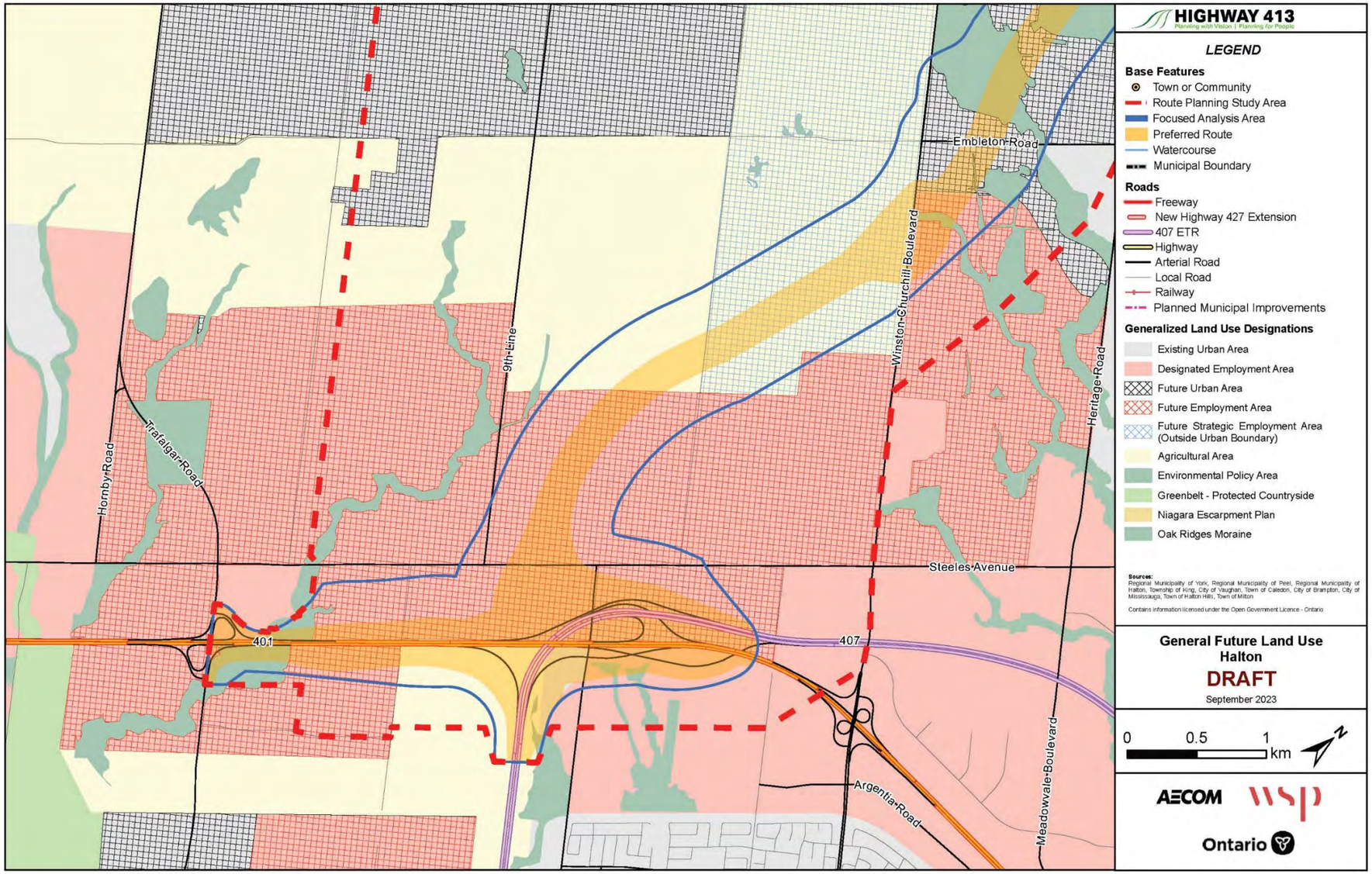


Future Land Use

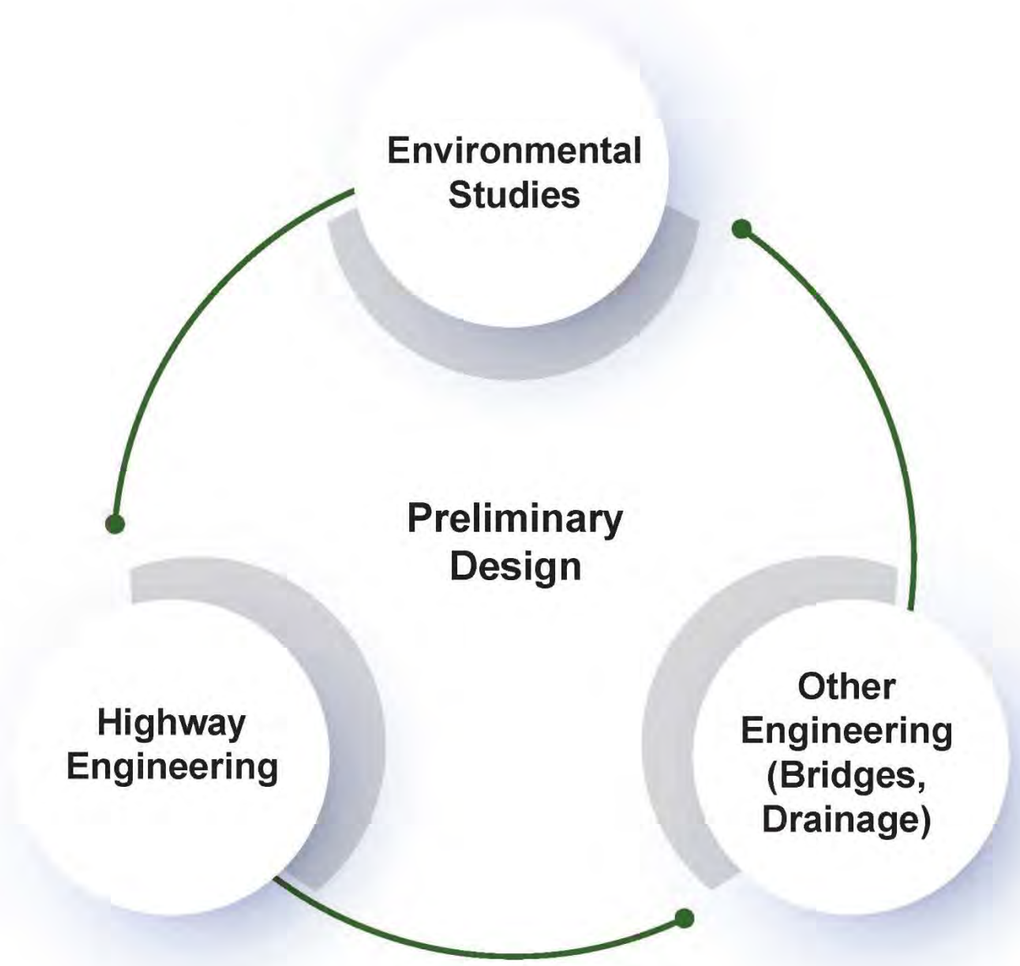
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to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



Regional Future Land Use – Halton Region



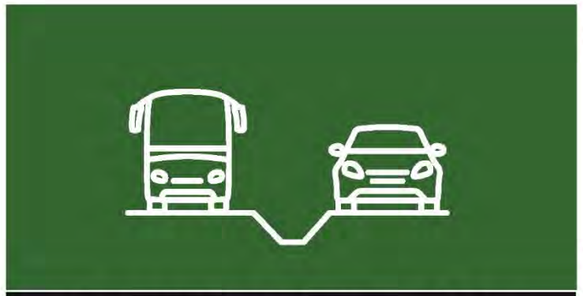
Progress on the Preliminary Design



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

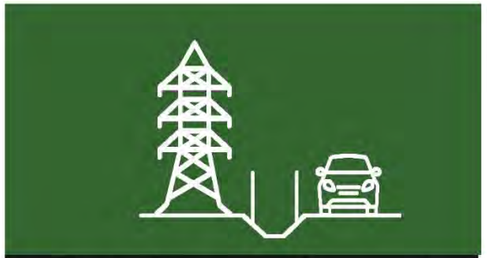
- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal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

Progress on the Preliminary Design



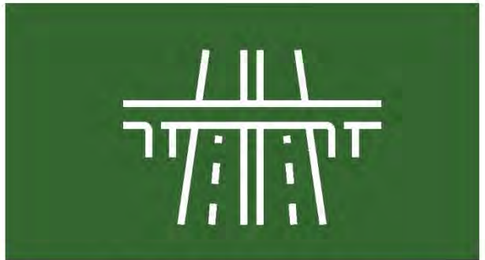
Projected Traffic Volumes

- 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

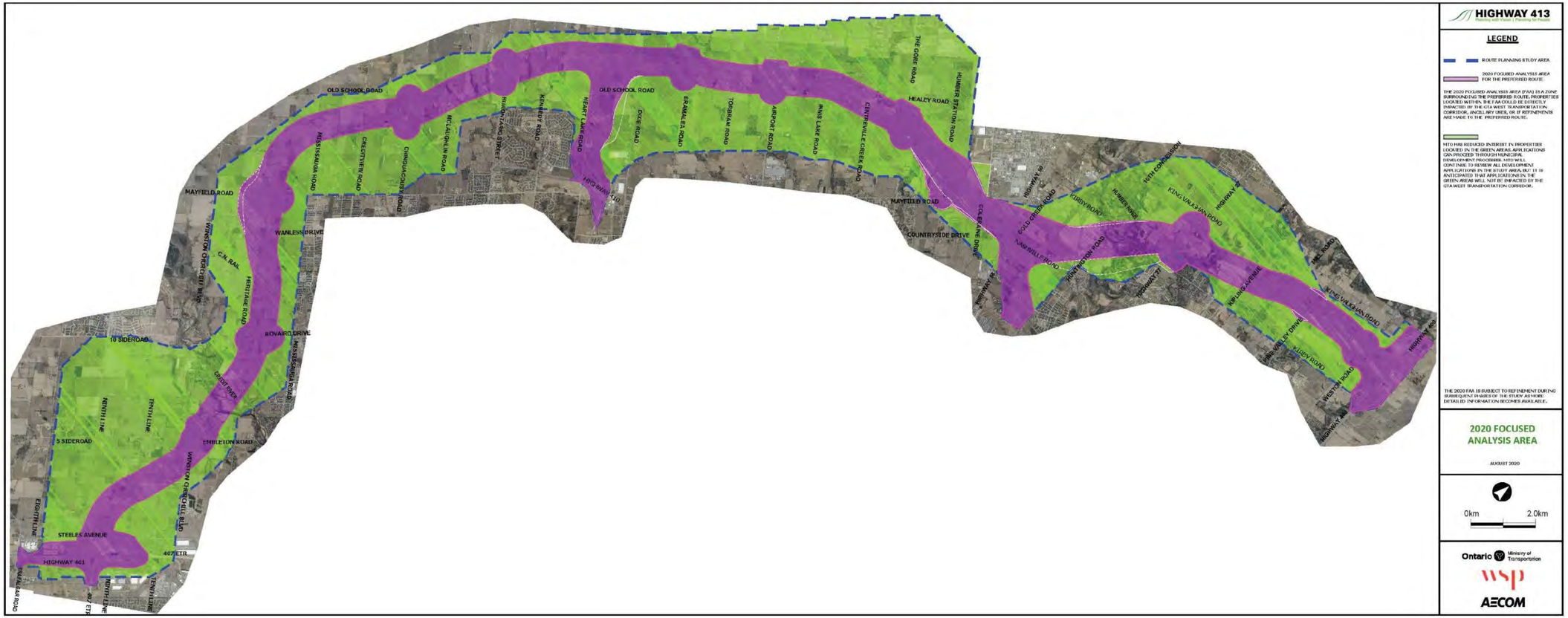
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

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

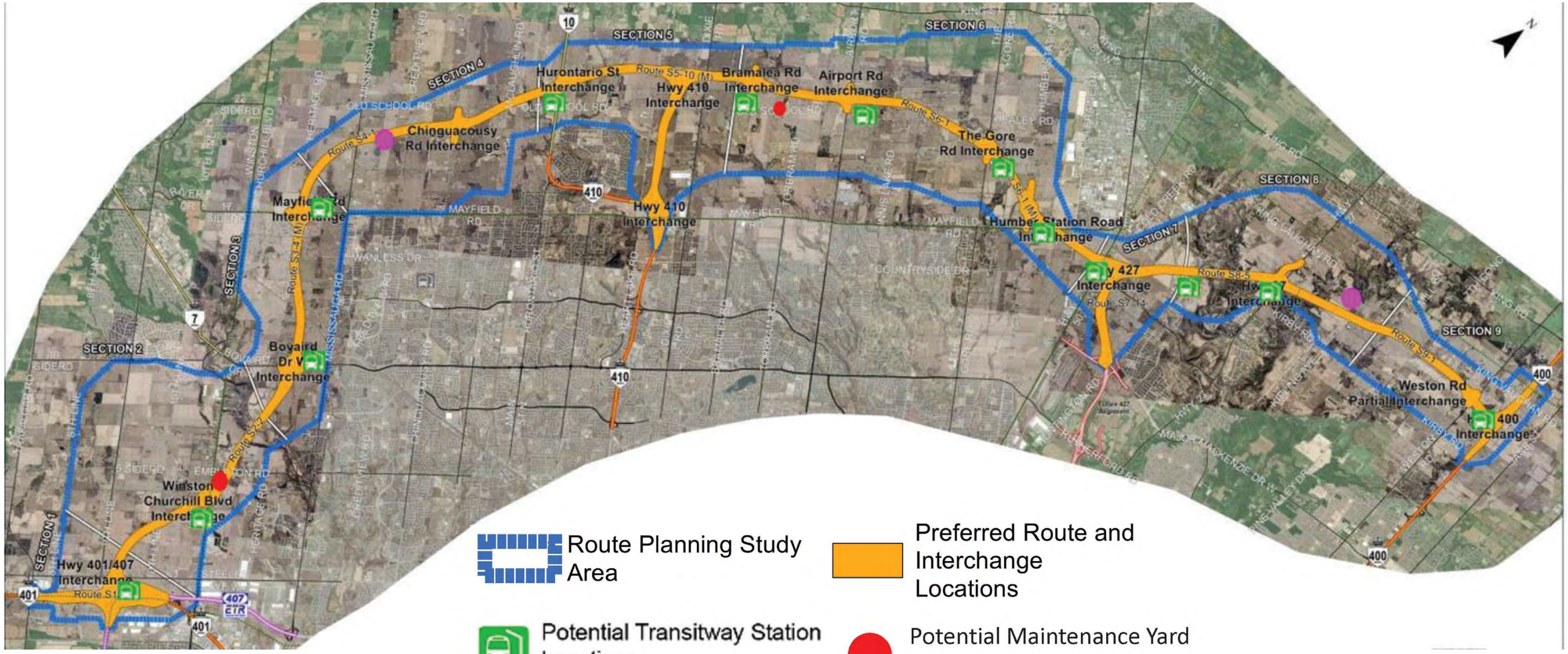
More information about bridge designs will be shared as part of a future PIC.

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.



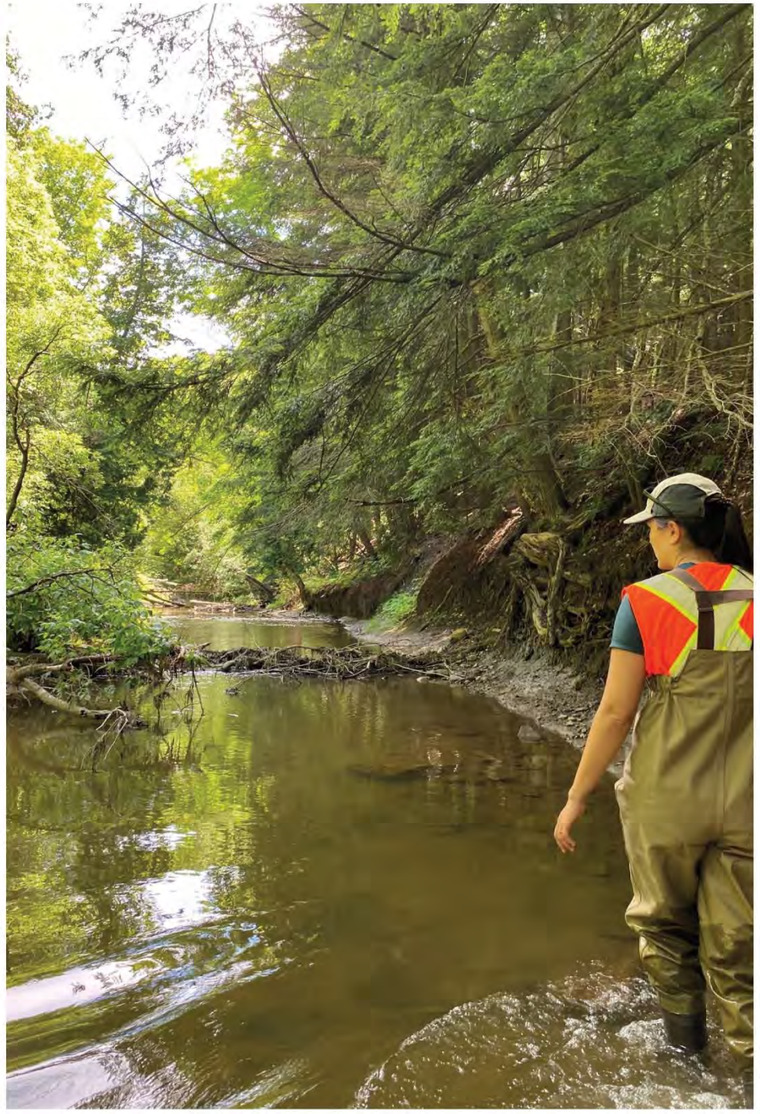
Natural Environment Studies

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







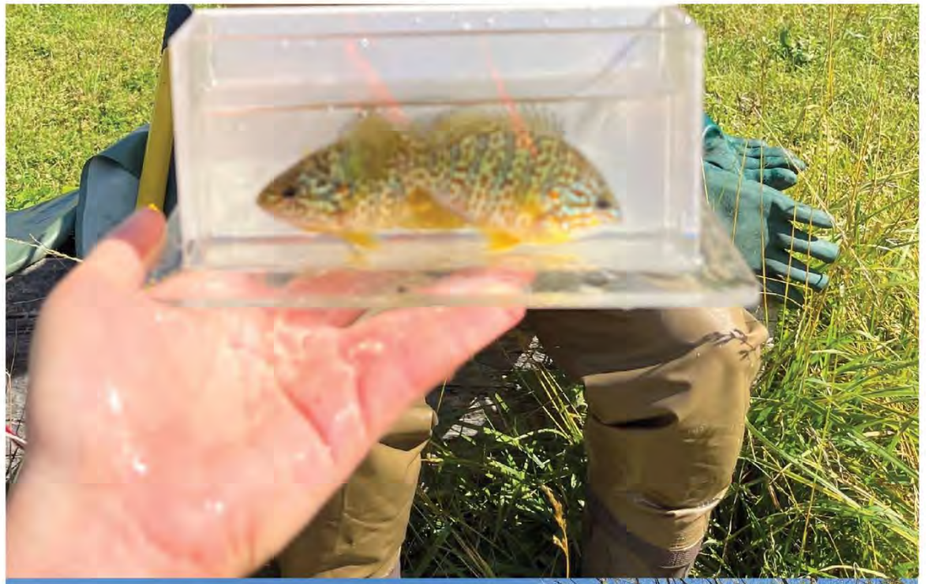
Natural Environment: Fish and Fish Habitat

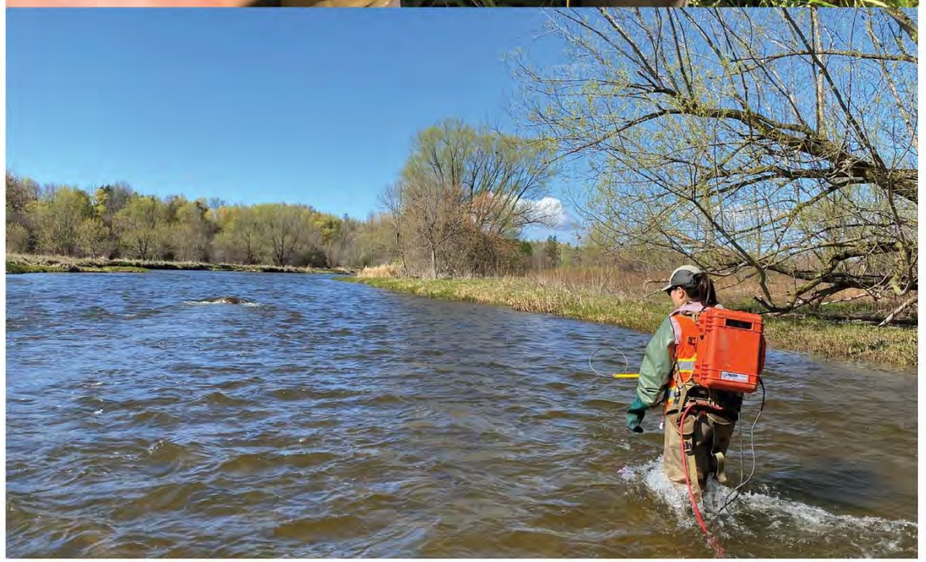
Four watersheds were identified in the Study Area: **16 Mile Creek, Credit River, Etobicoke Creek and the Humber River**.

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



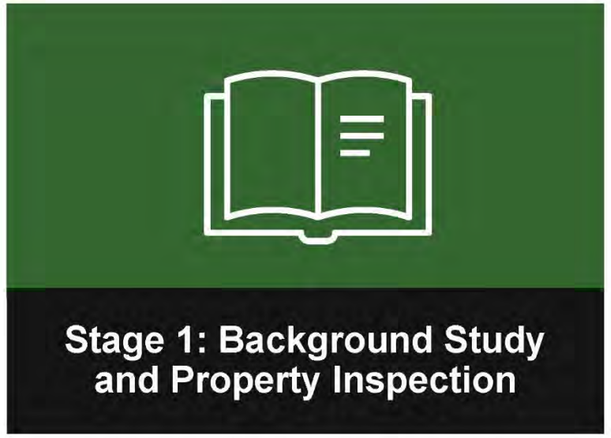
The construction noise and vibration assessment is currently underway.



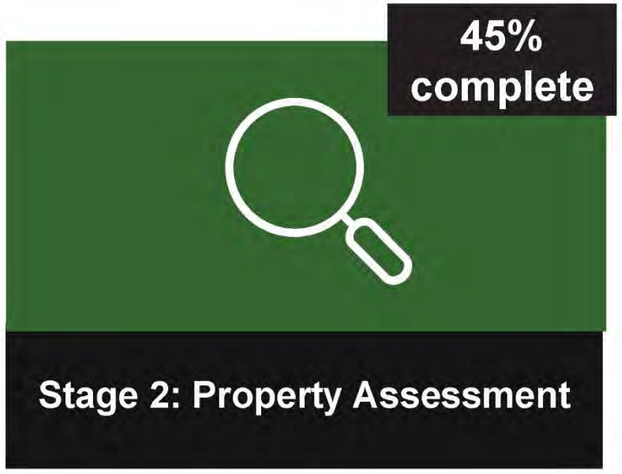
The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

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.



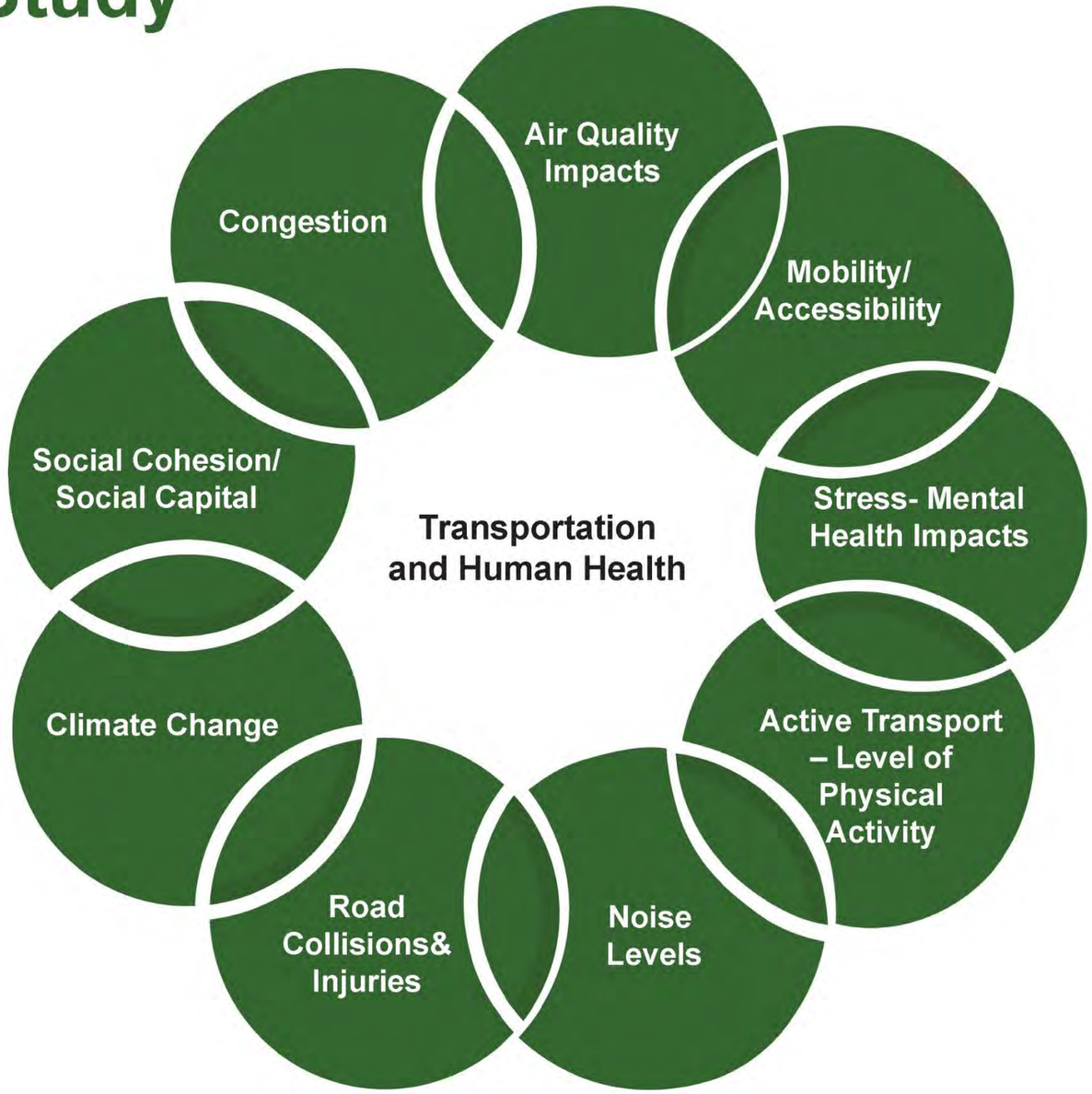
15,000,000 by 2051

Human Health Implications Study

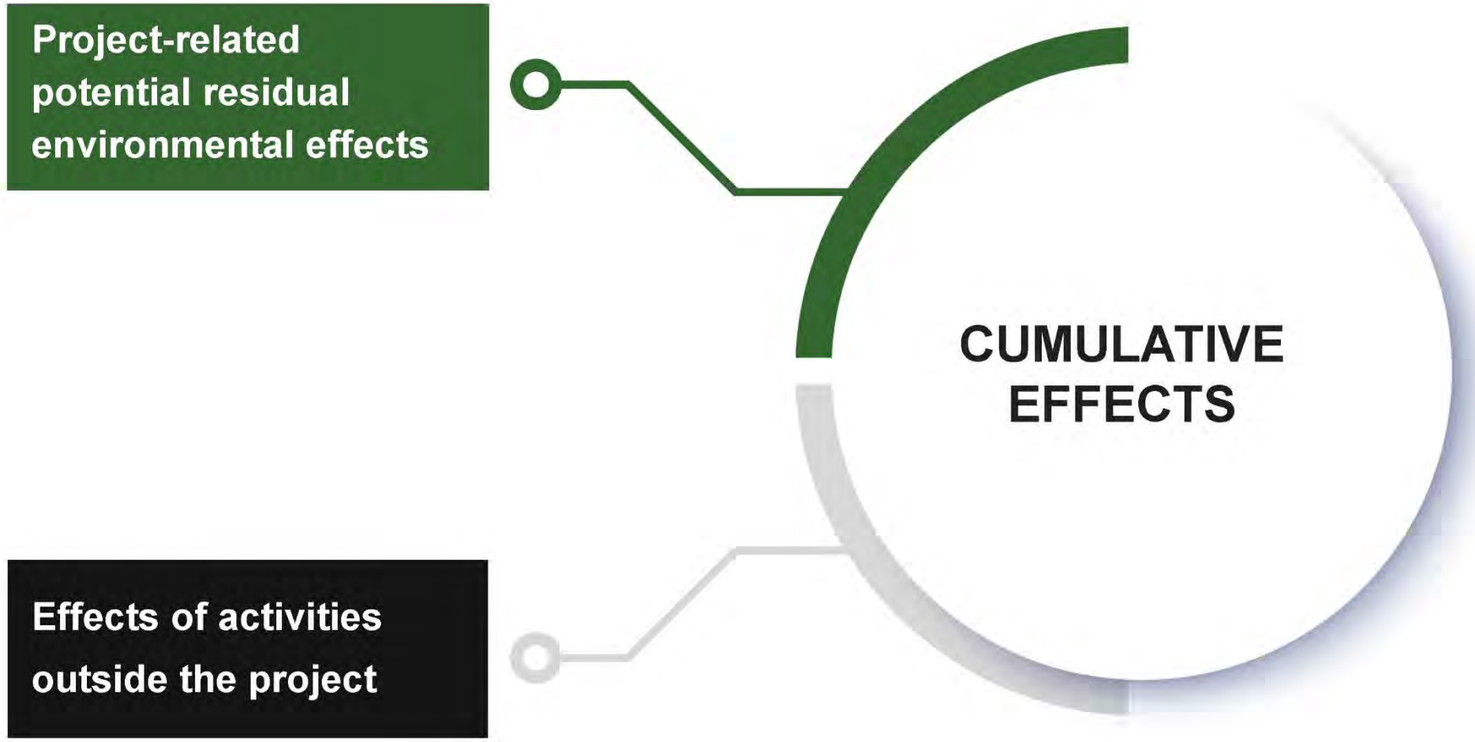
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

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.

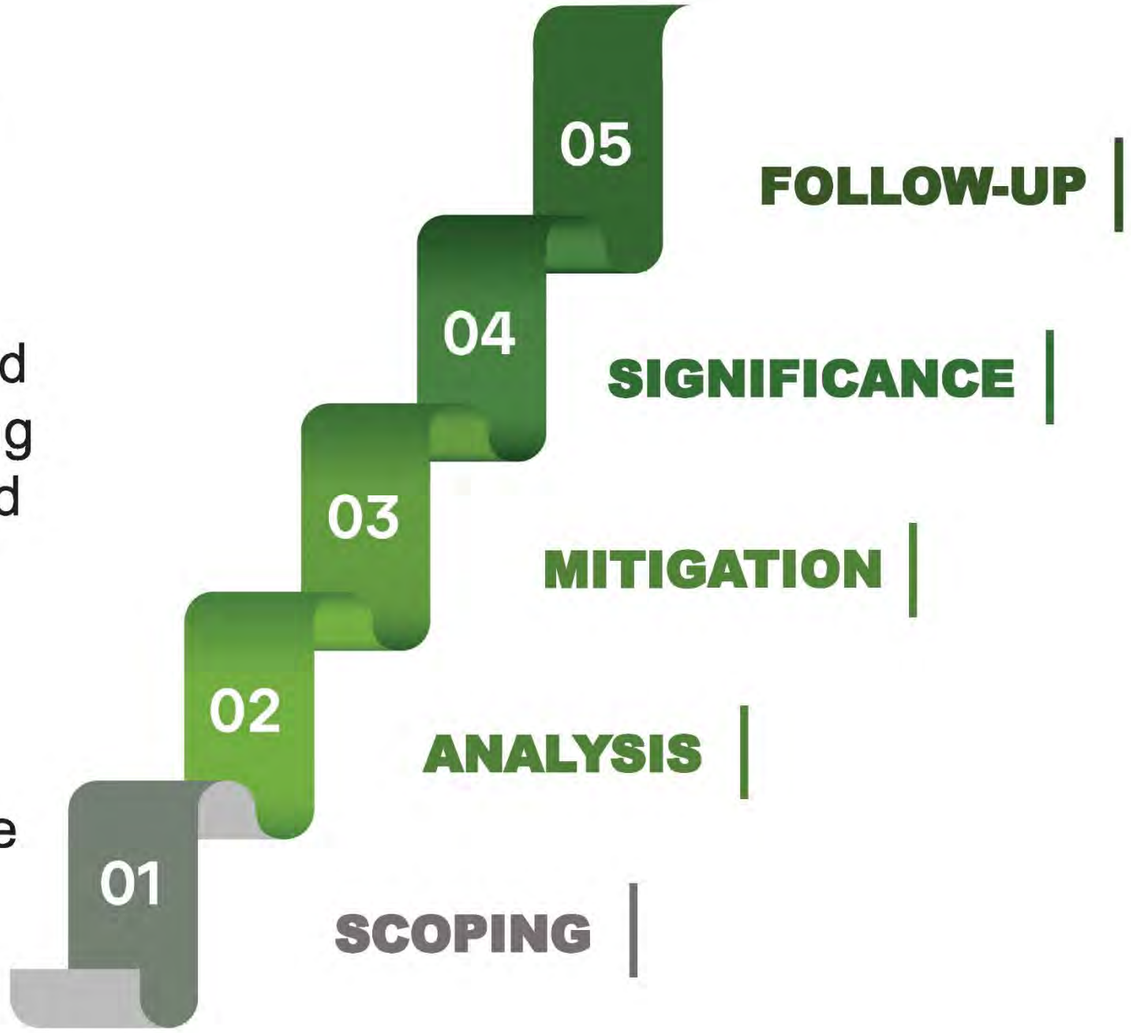
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

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).

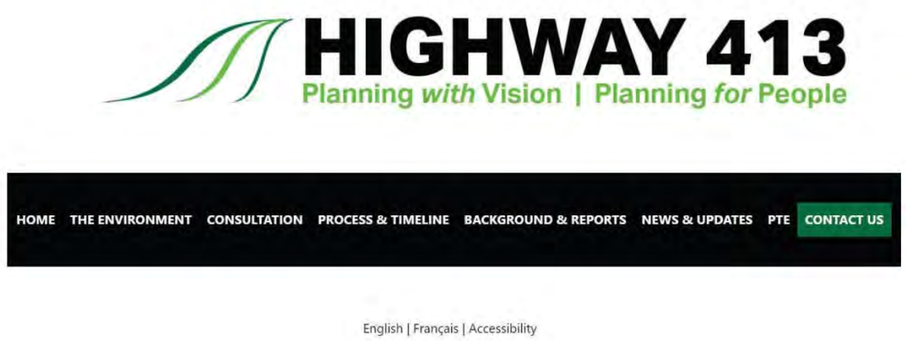
As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational 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

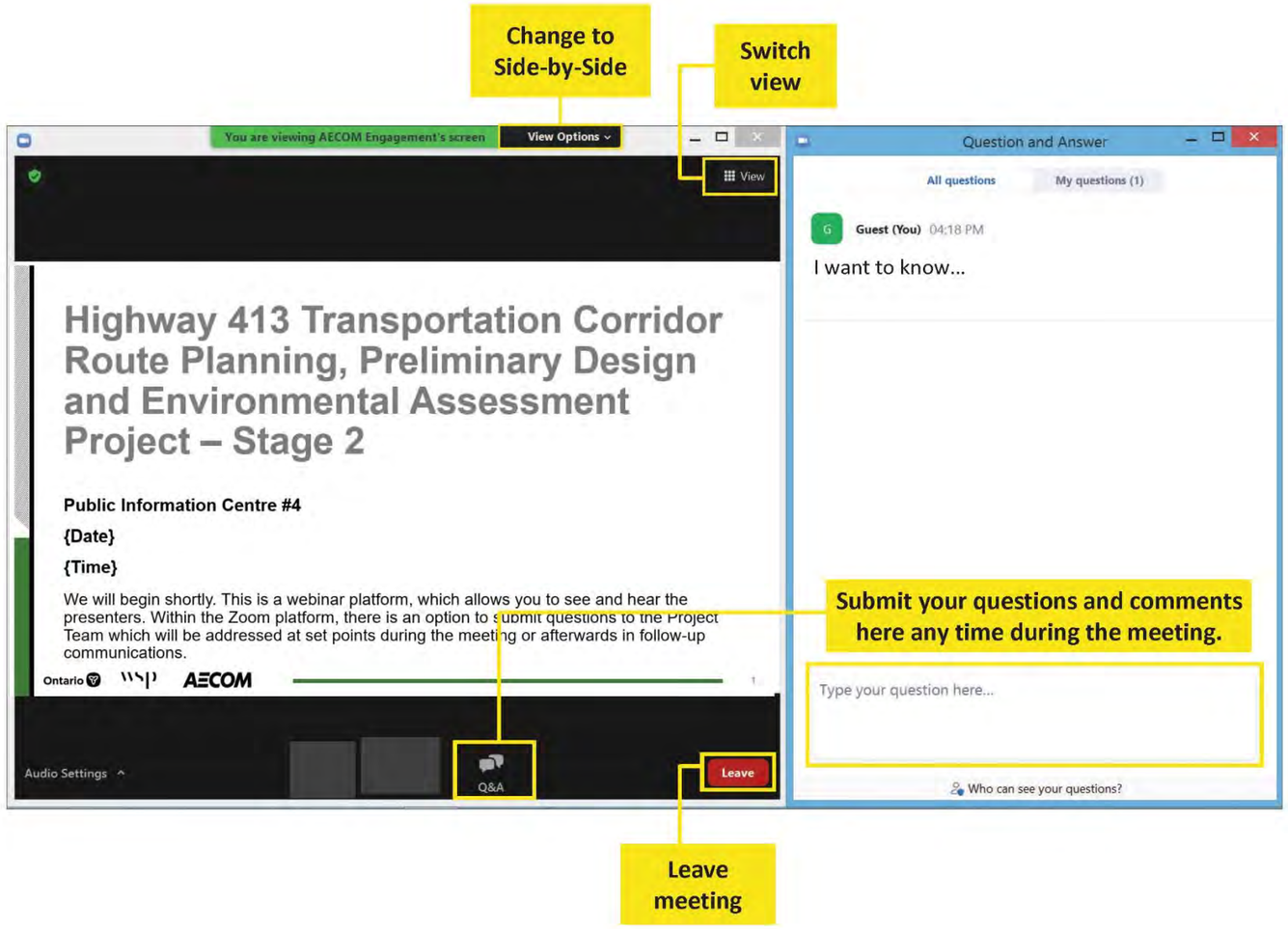
Virtual Meeting Details

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

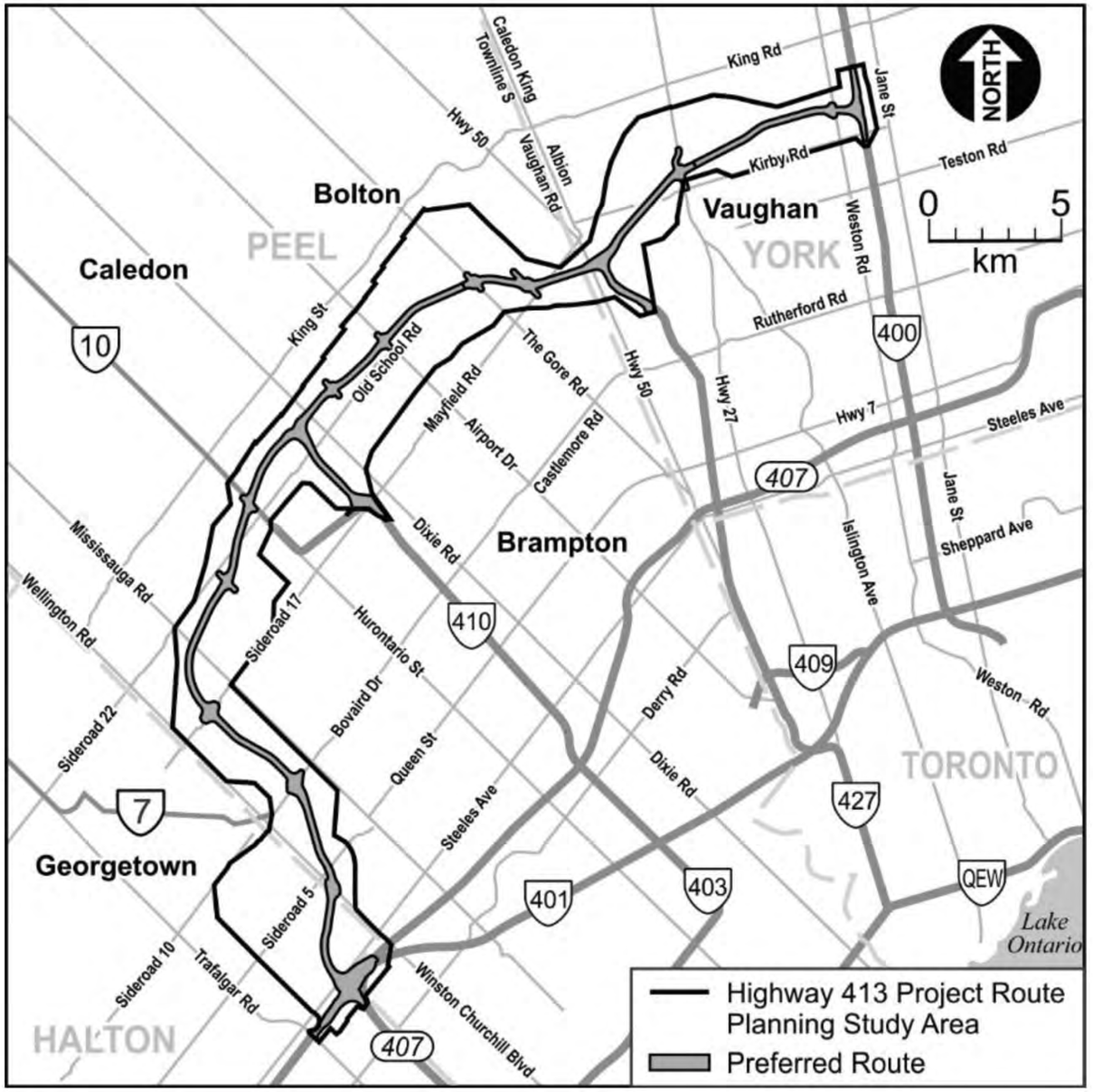
Project Overview

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:

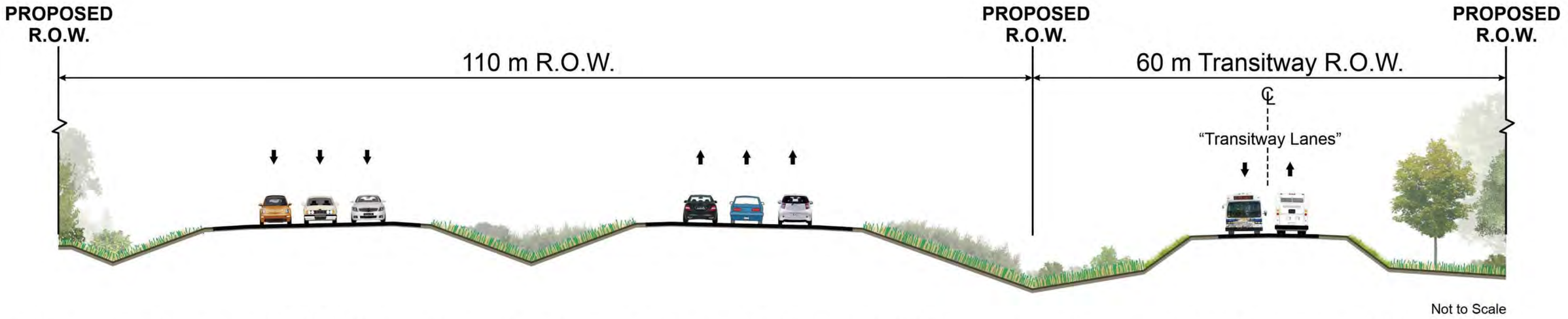
- A 4 km extension of Highway 410, and
- A 3 km extension of Highway 427.

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

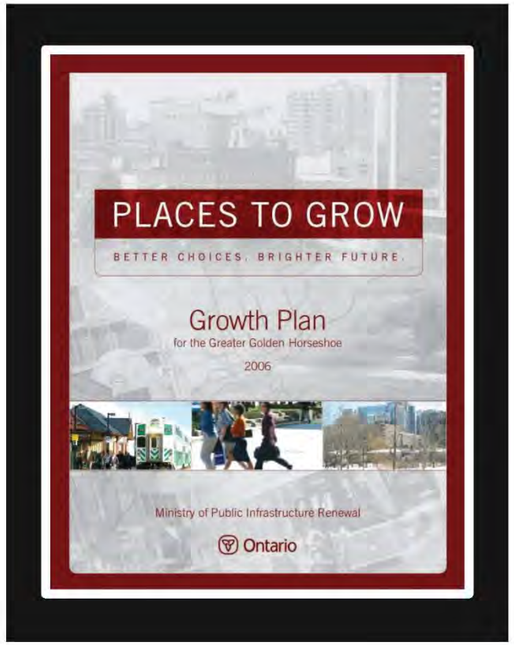
- The Greater Golden Horseshoe is one of the fastest-growing areas in North America, and its population is estimated to increase to nearly 15 million people by 2051.
- Congestion already costs the Greater Toronto & Hamilton Area an estimated $11 billion per year in lost productivity, adds to the costs 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)

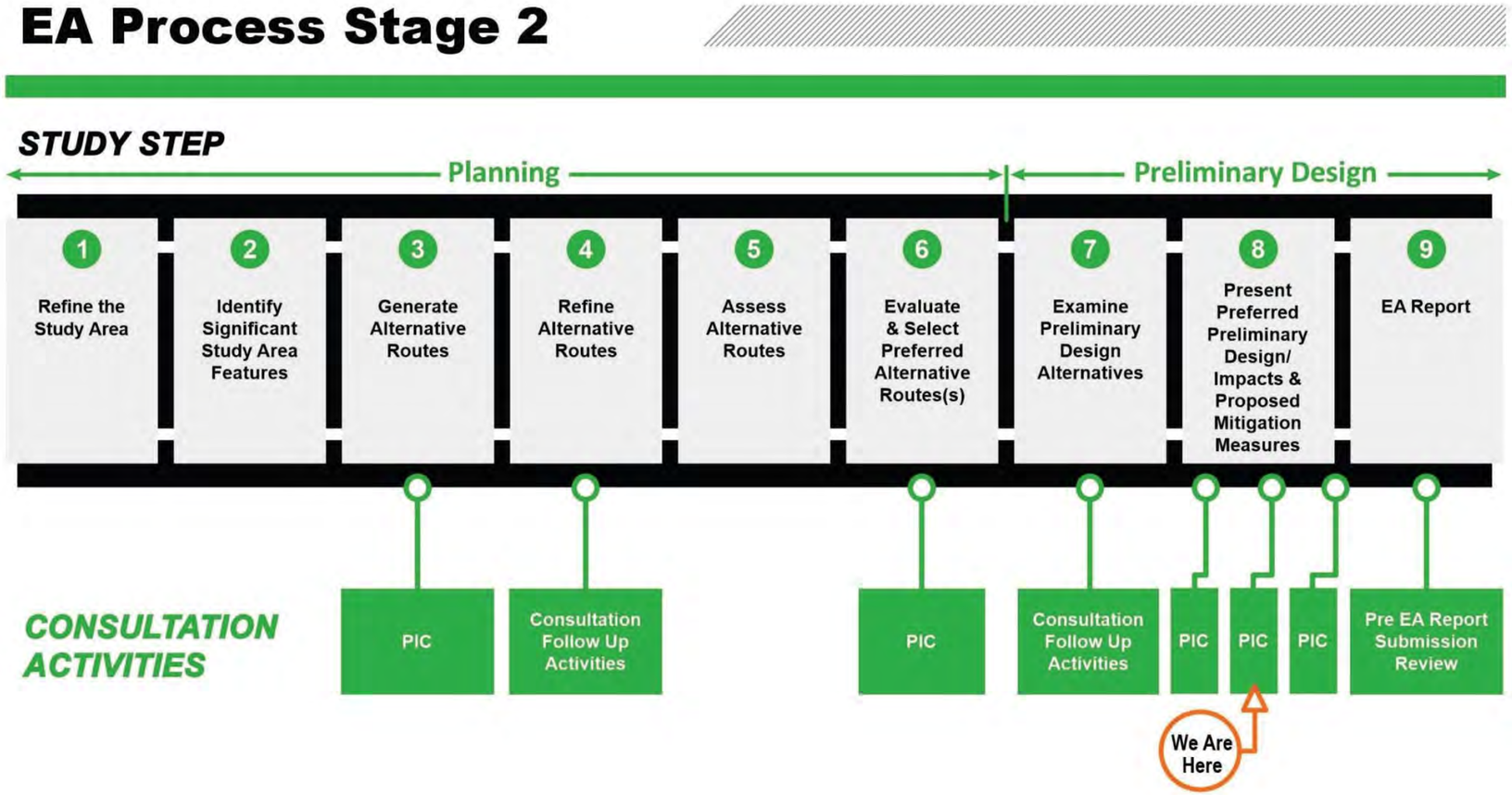
- Looked at broad Preliminary Study Area
- Considered all modes to address future transportation needs
- Modelling to determine future growth and transportation needs
- Assessed the ability of single modes to meet the needs, assuming only existing planned improvements

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

Provincial Environmental Assessment – Stage 2



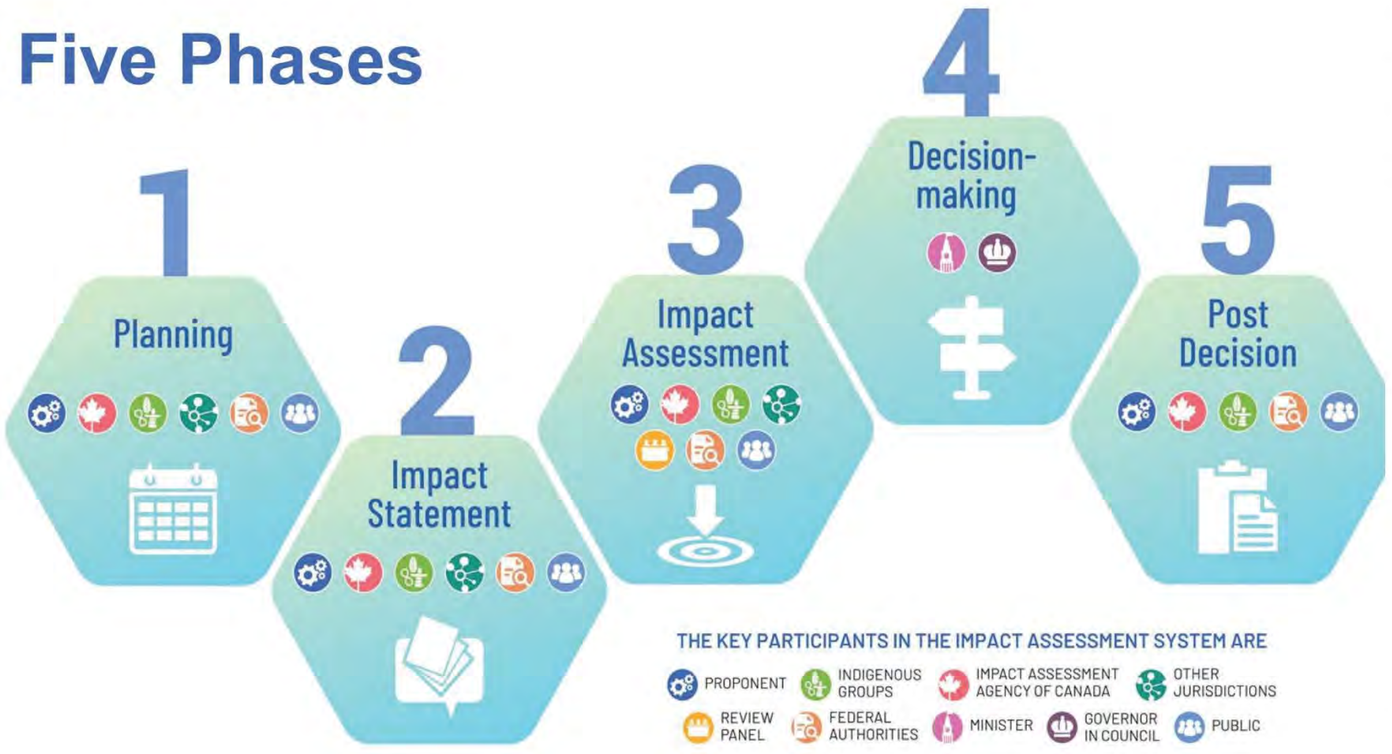
Following the completion of Stage 1 of the EA in 2012, Stage 2 of the Study, currently underway, is focused on the Planning and Preliminary Design of the recommended new transportation corridor.

Visit the project website to see an updated project timeline.

www.highway413.ca

Federal Impact Assessment

Five Phases



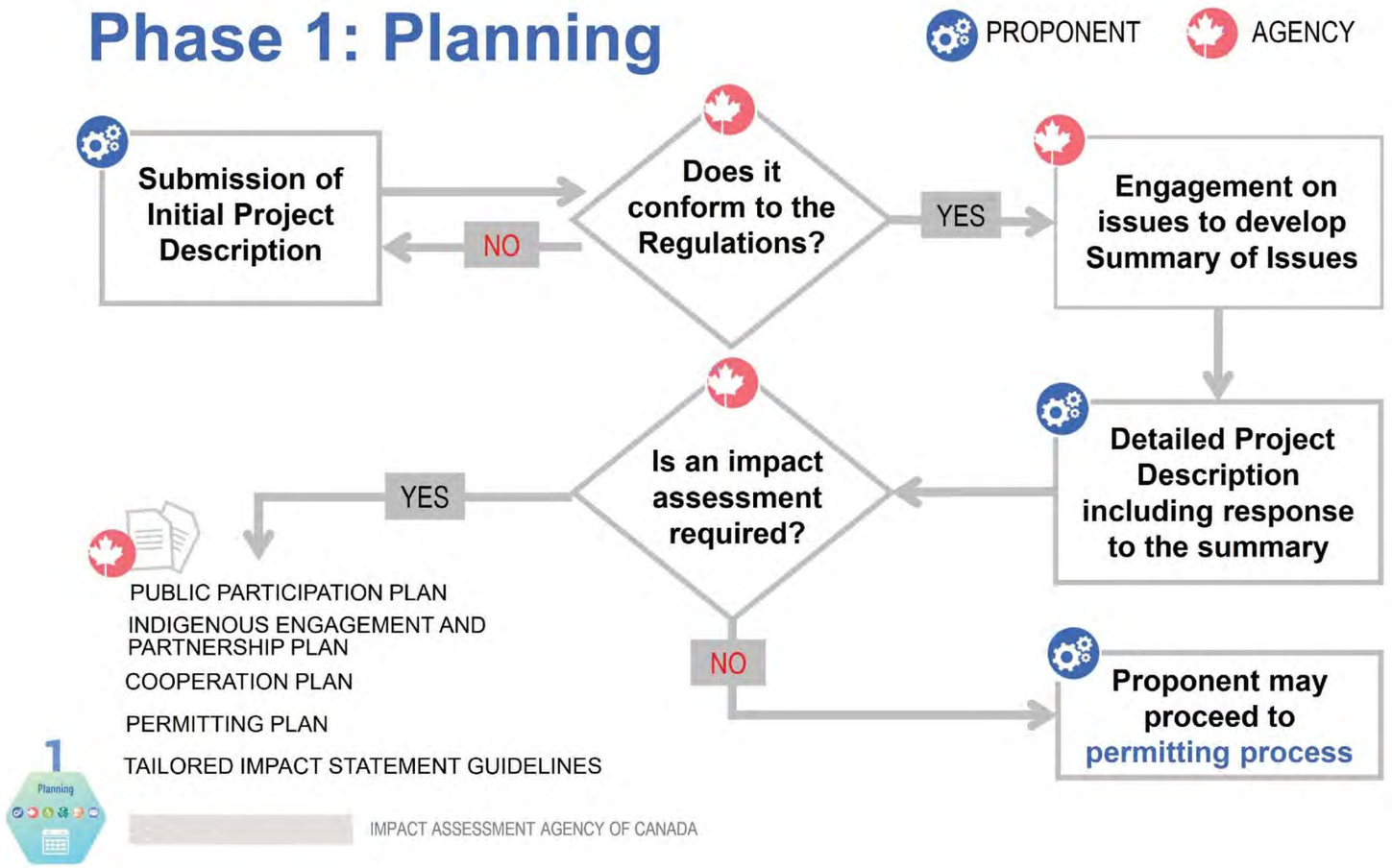
IMPACT ASSESSMENT AGENCY OF CANADA

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.

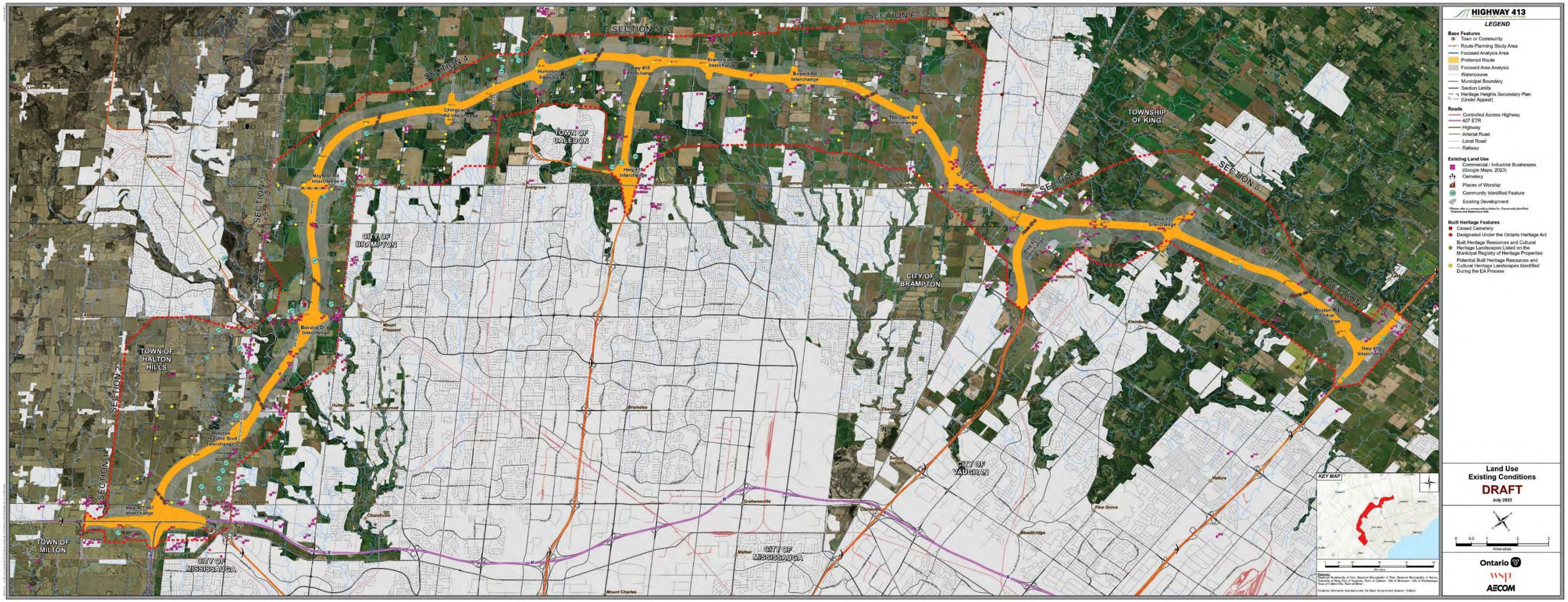
Poll Question

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

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

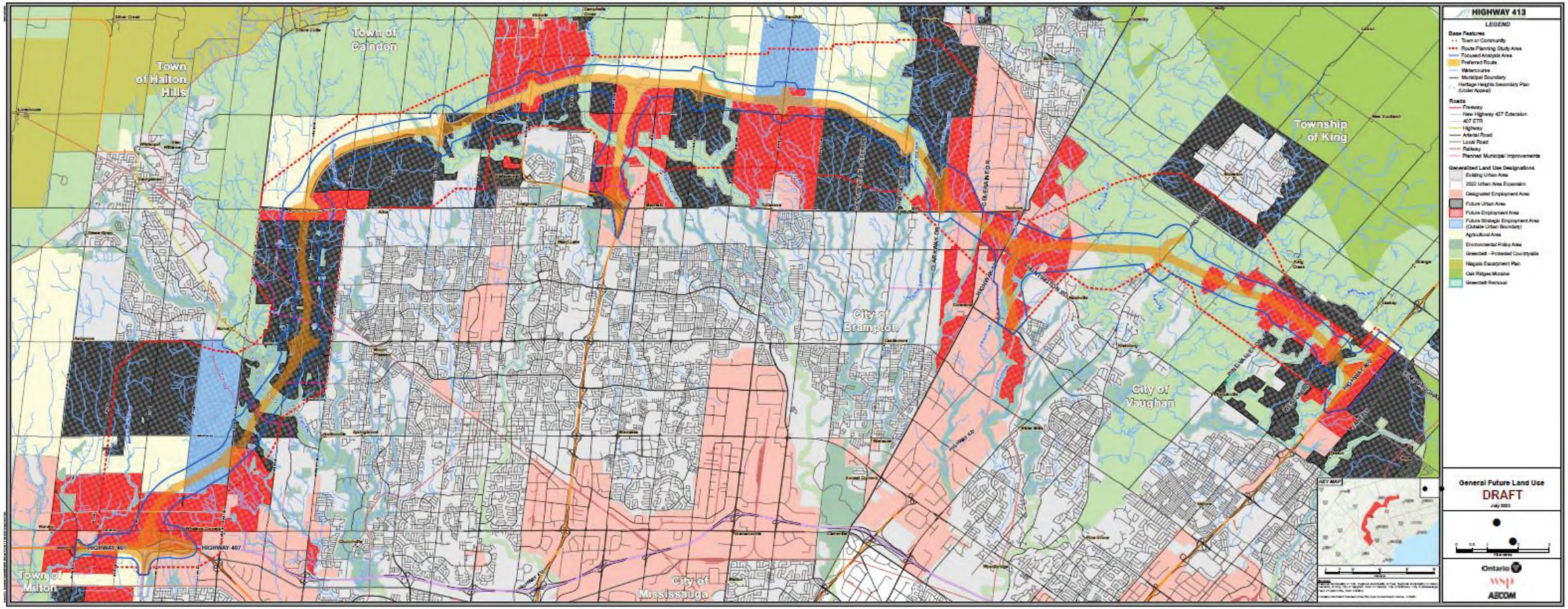
Existing Land Use

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

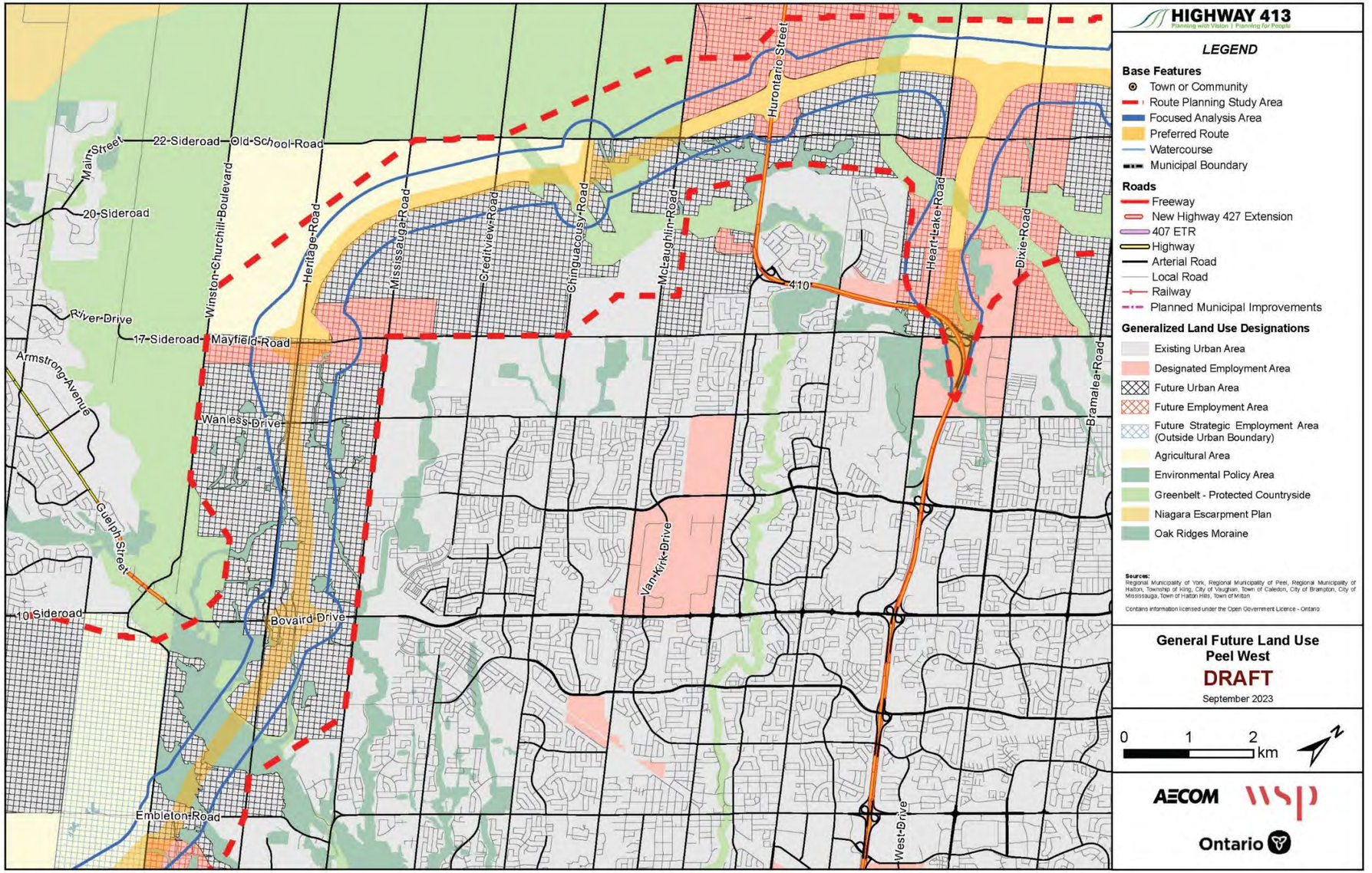


Future Land Use

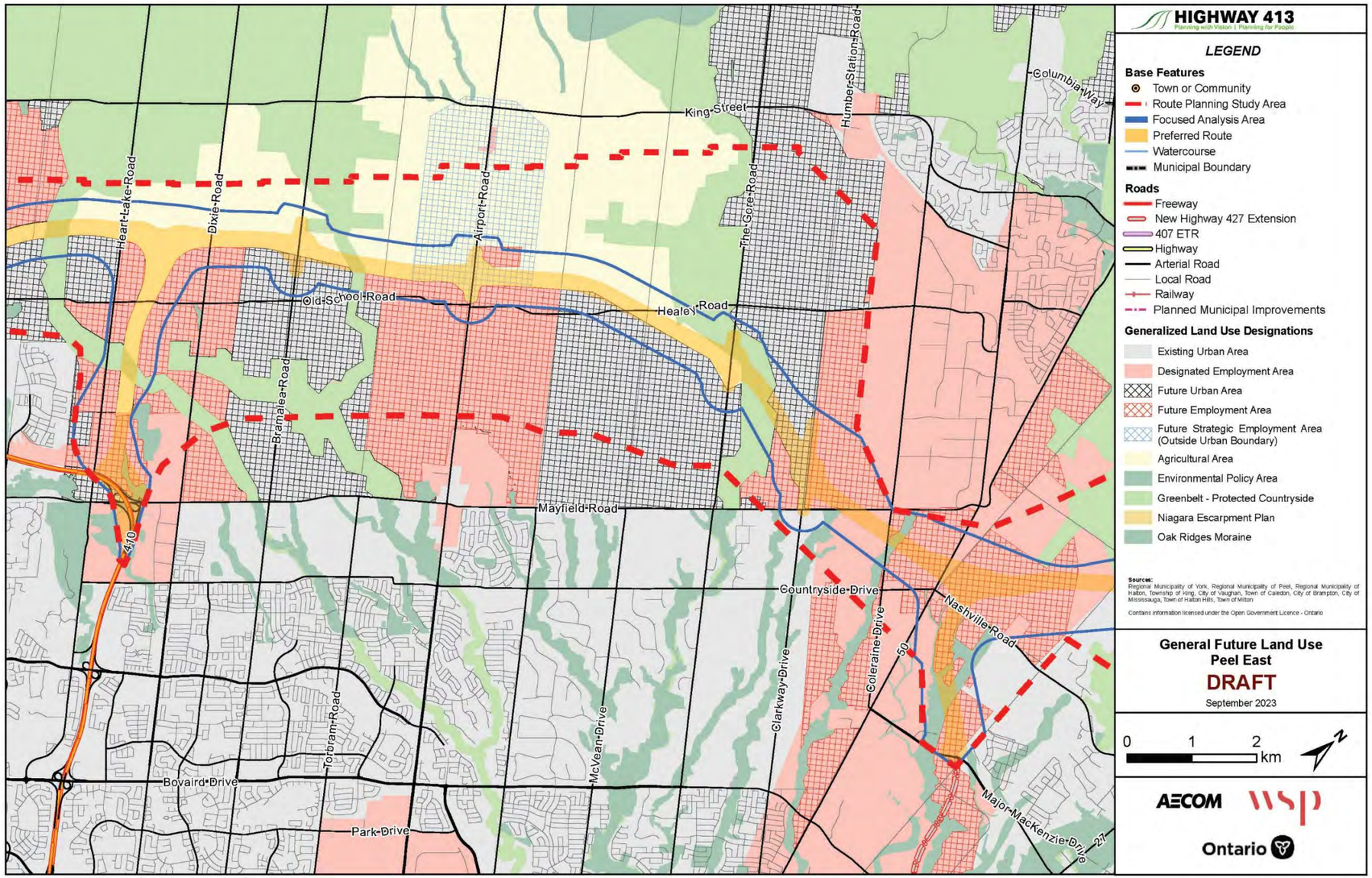
Based on the Regional Official Plans, this map represents the existing and future land uses. The areas in light and dark pink represent designated and future employment areas. The areas in dark gray represent future urban areas. Between 2021 and 2051, the population of Halton Region is anticipated to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



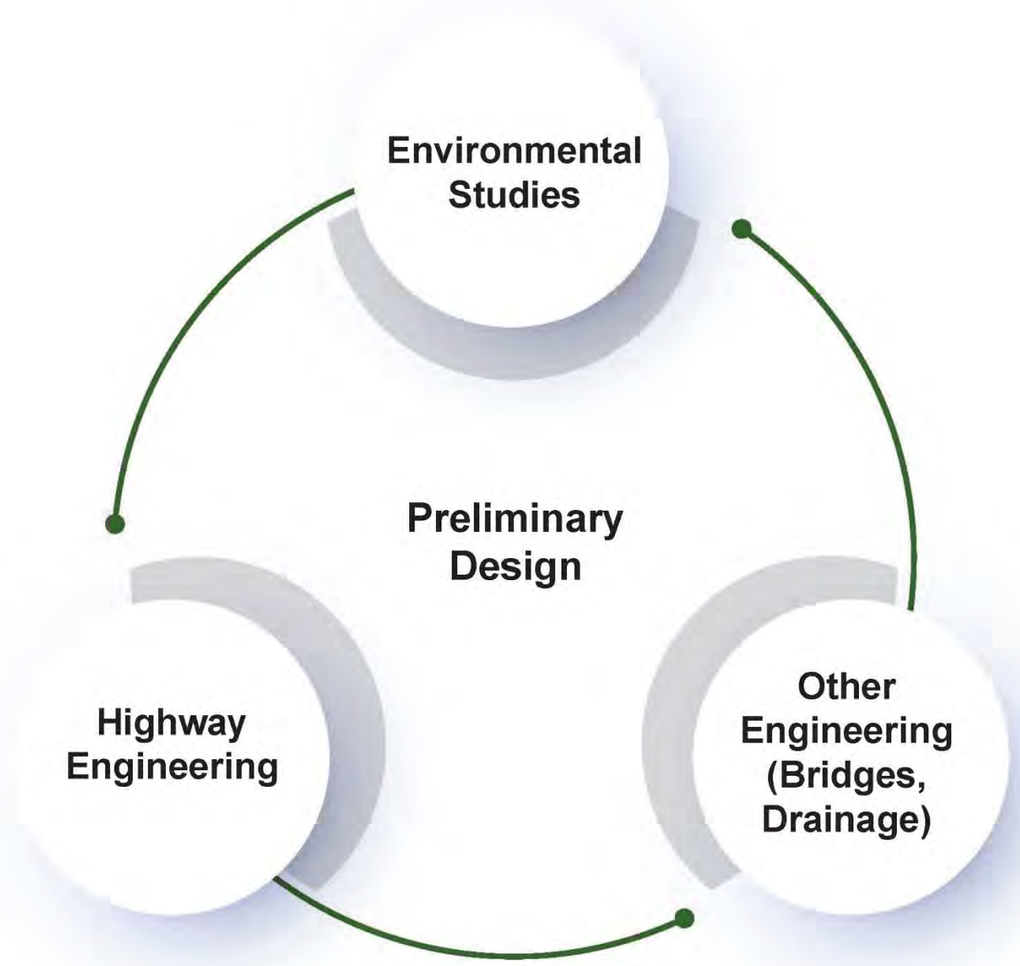
Regional Future Land Use – Peel Region (West)



Regional Future Land Use – Peel Region (East)



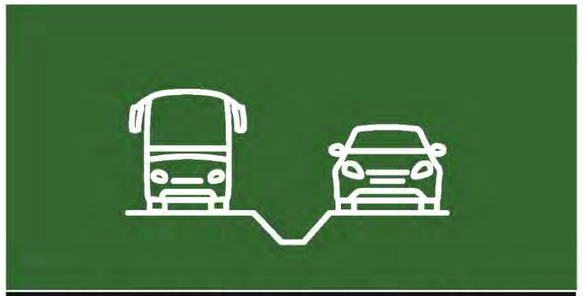
Progress on the Preliminary Design



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

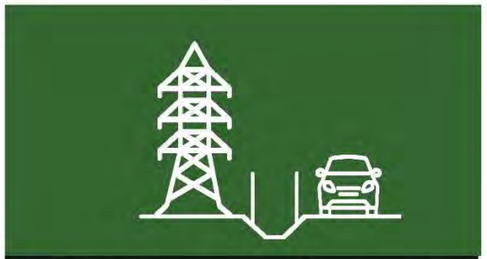
- Interchange configurations are based on existing conditions and constraints like geometrics, property impacts, environmental features, traffic operations, safety, and cost.
- A Parclo A-4 design has been chosen at most interchanges along the proposed route, providing optimal access between municipal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

Progress on the Preliminary Design



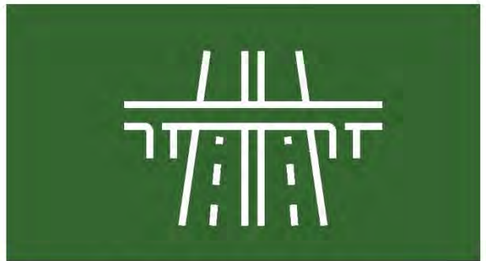
Projected Traffic Volumes

- 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

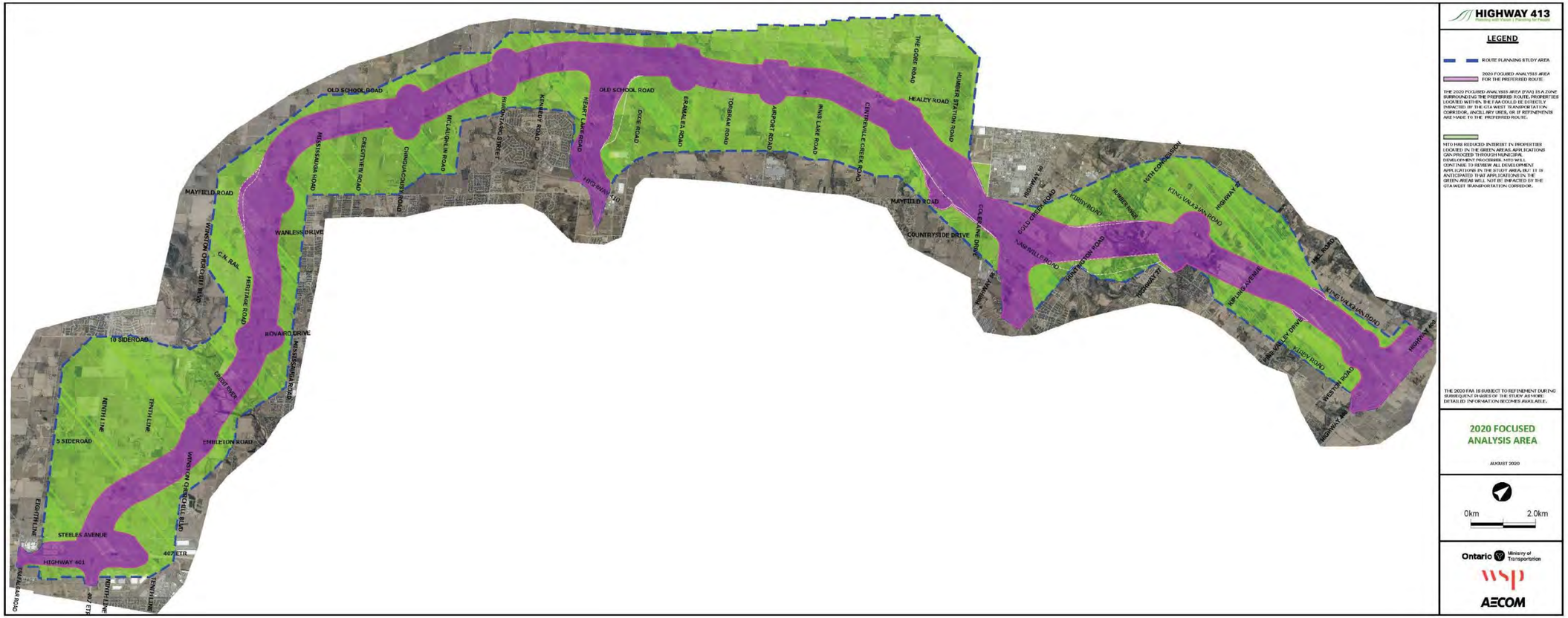
The following agencies have been engaged to help select the preferred bridge type at major river crossings:

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

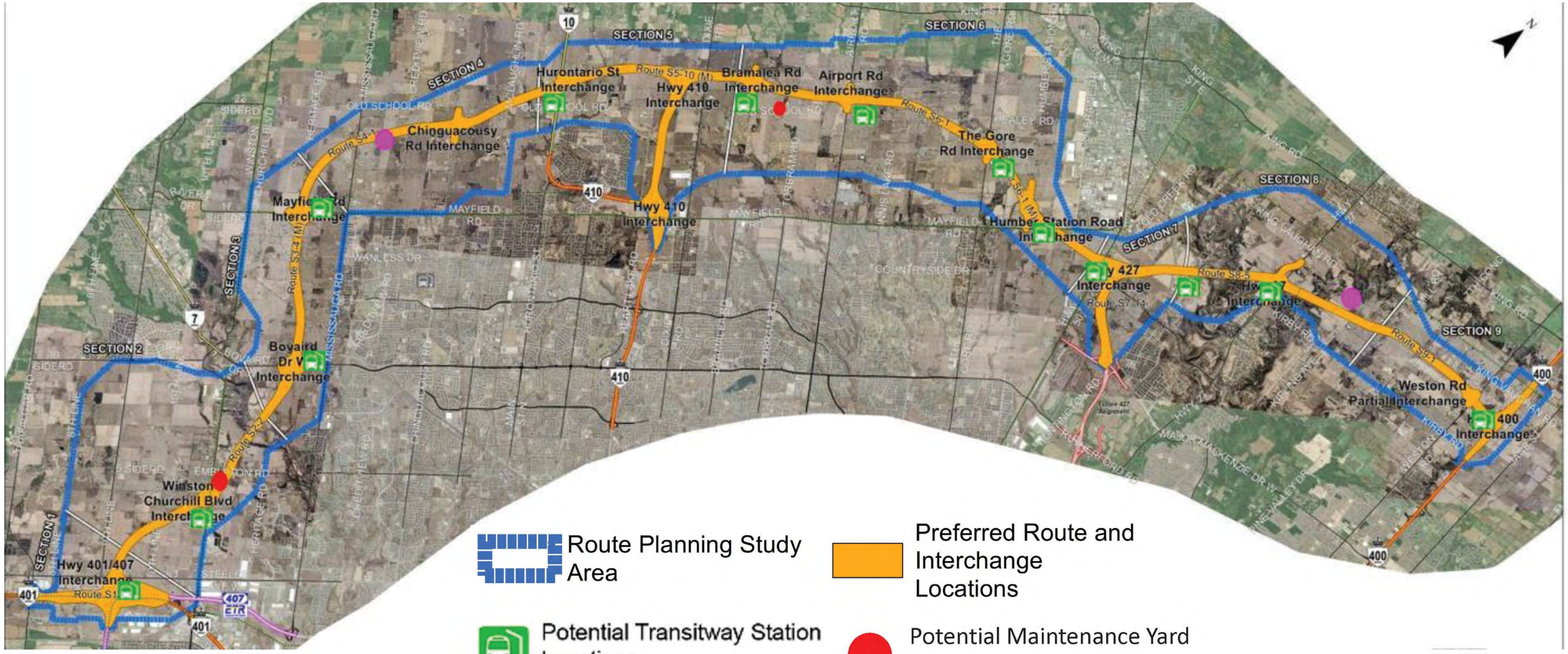
More information about bridge designs will be shared as part of a future PIC.

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.



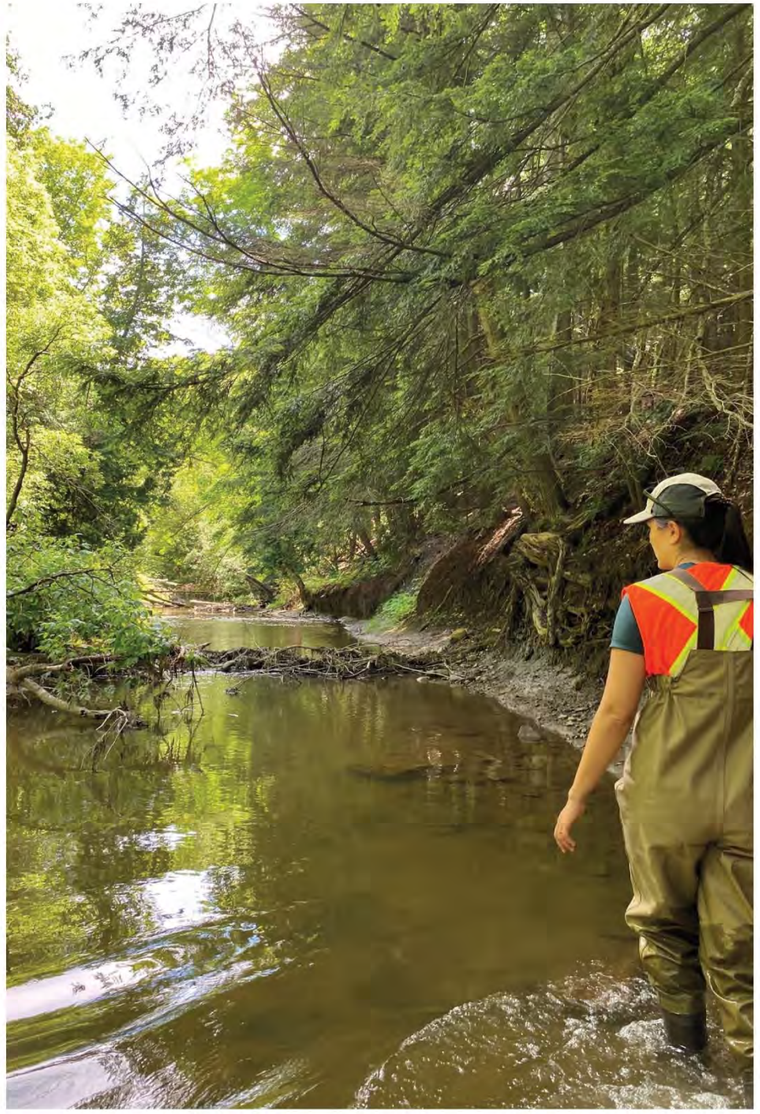
Natural Environment Studies

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



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



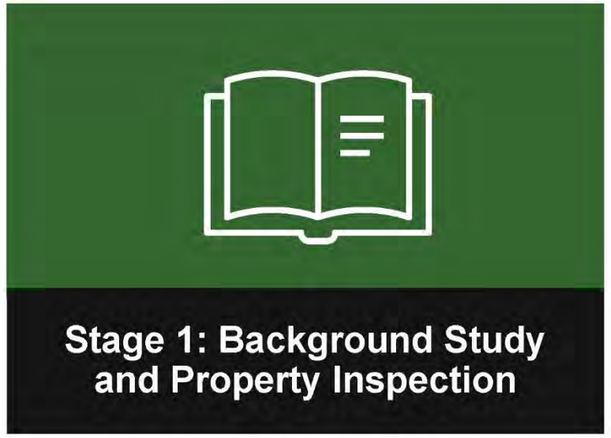
The construction noise and vibration assessment is currently underway.



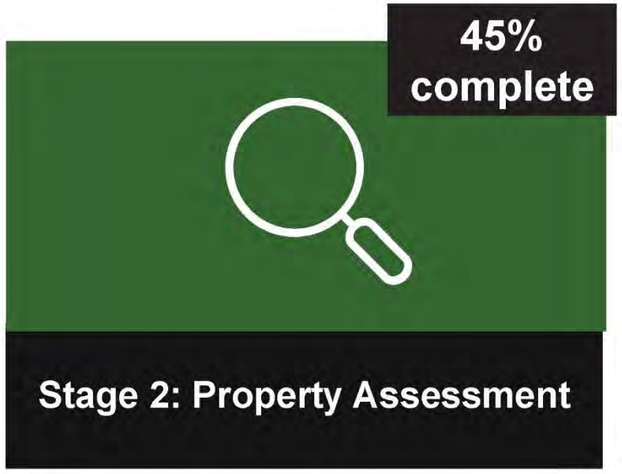
The operational noise and vibration assessment will be completed once the Preliminary Design is near completion.

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.



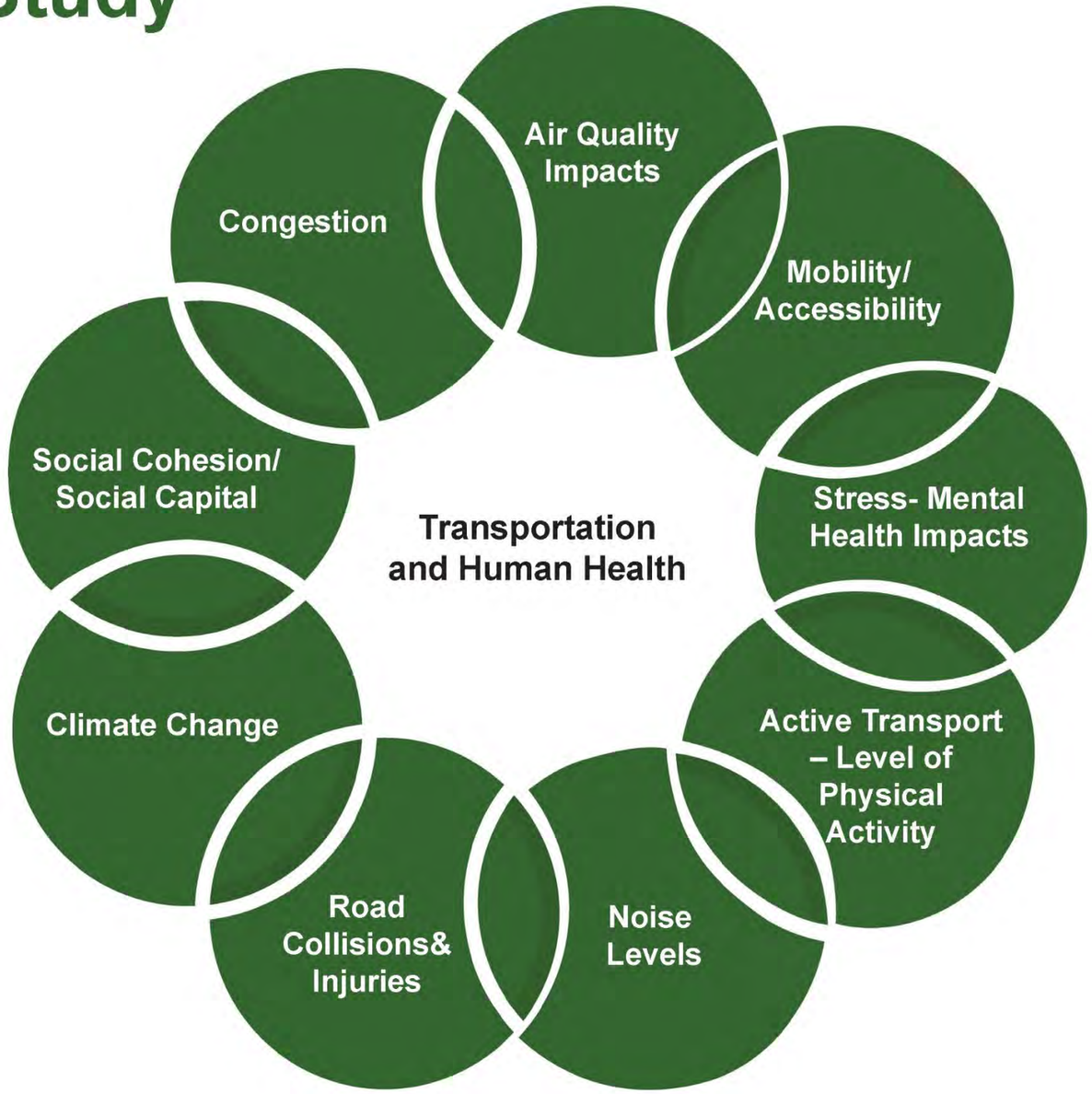
15,000,000 by 2051

Human Health Implications Study

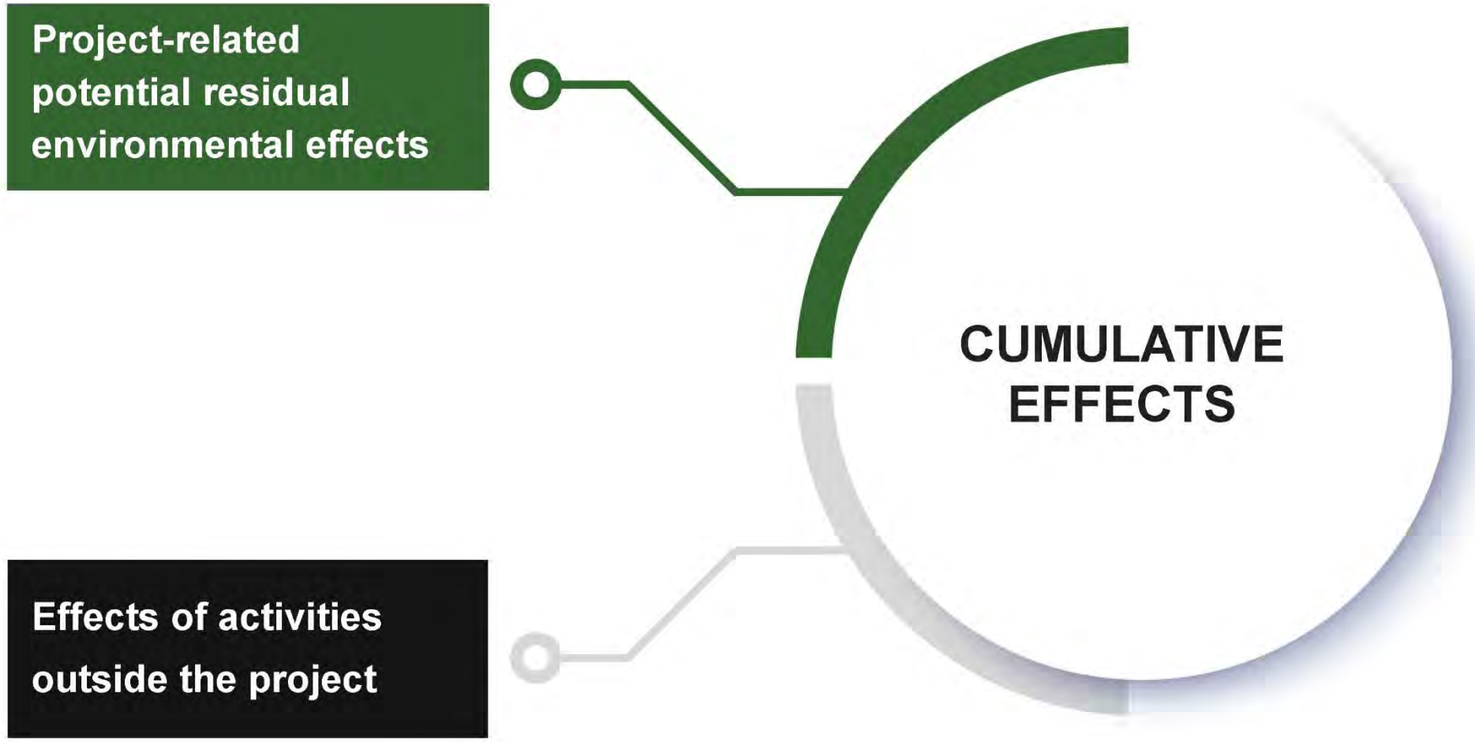
The Human Health Implications Study considers the project's potential positive and negative health impacts and the distribution of effects.

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.

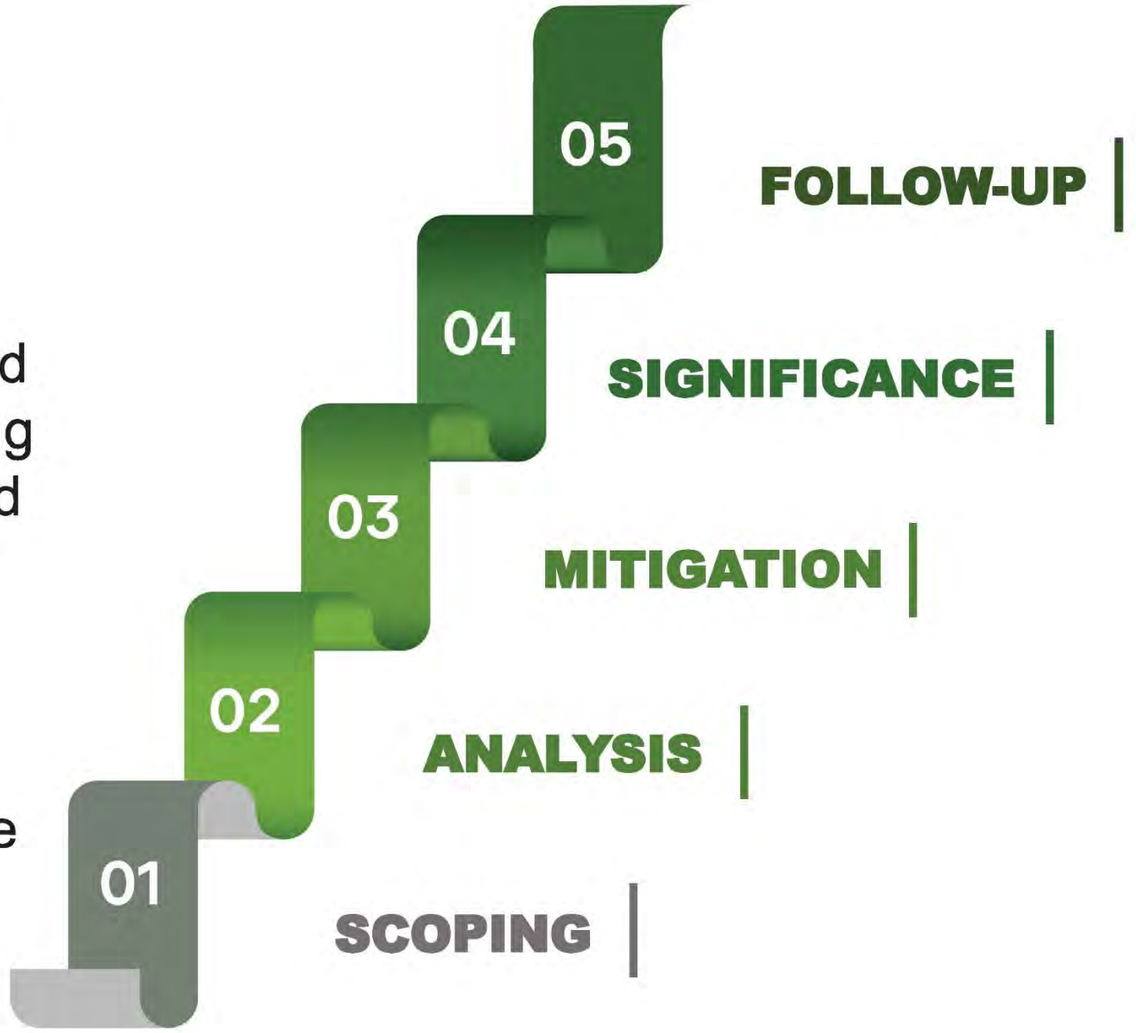
Cumulative Effects are environmental changes caused by the combined effects of past, present and future activities and processes.

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).

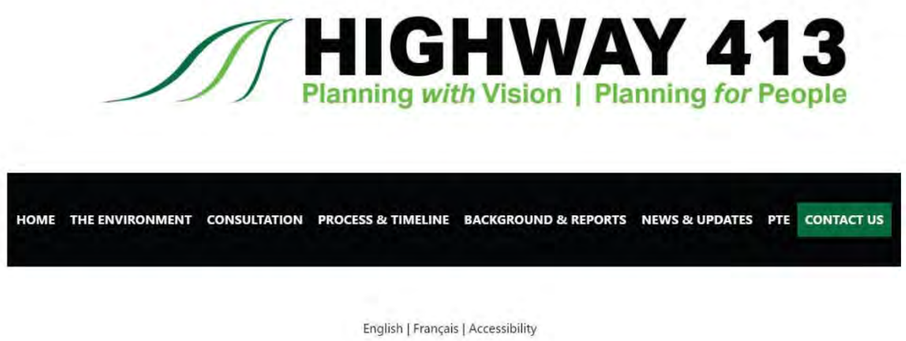
As per the CNWA, navigable water means *"a body of water, including a canal or any other body of water created or altered as a result of the construction of any work, that is used by vessels, in full or in part, for any part of the year as a means of transport or travel for commercial or recreational 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.

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

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- Congestion / Traffic Flow
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Table D4: Specific Correspondence Received During Peel Region Public Information Centre #4 Session

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

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

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.

AECOM