

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

City of Vaughan Committee of the Whole

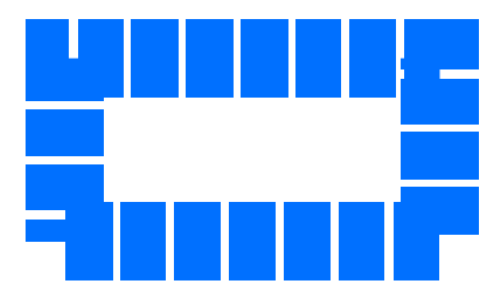
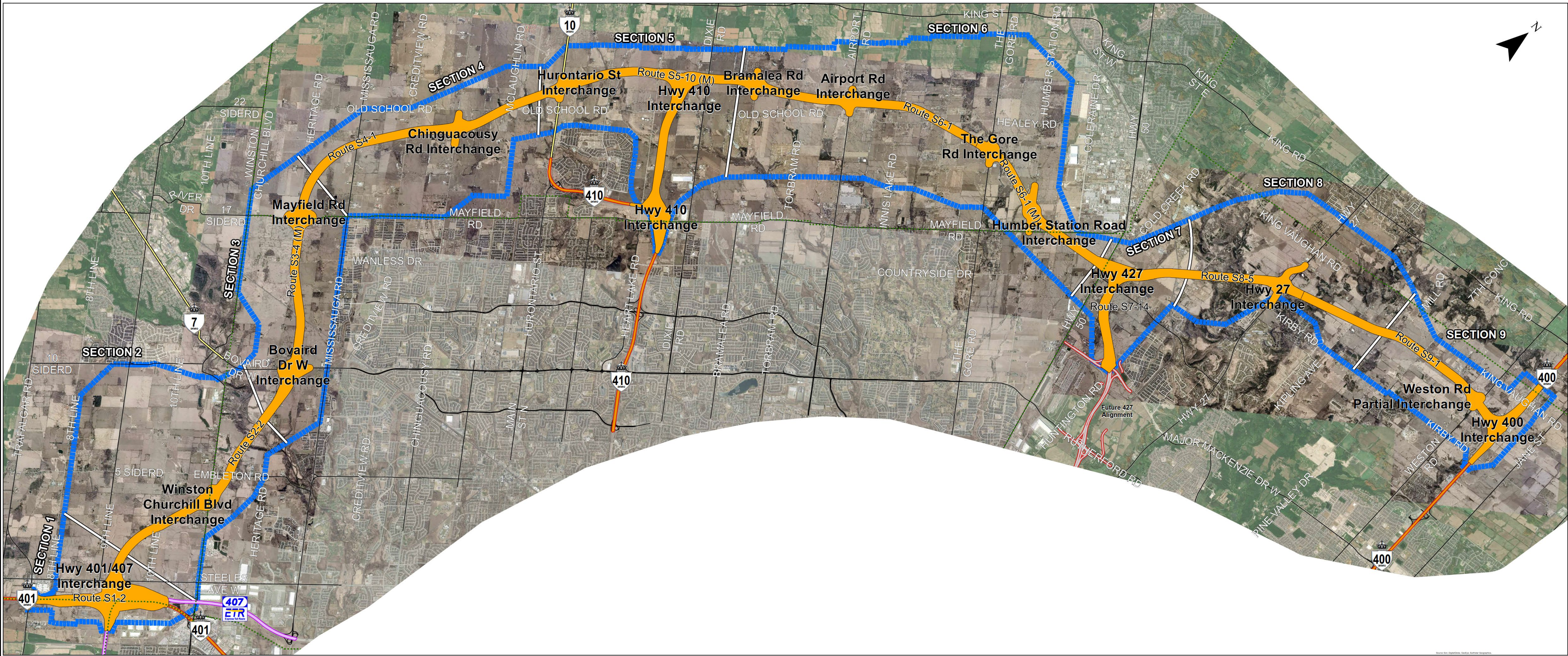
November 30, 2021

Agenda

- Overview of the Highway 413 Project.
- Federal Impact Assessment (IA) Process.
- Key issues raised by stakeholders and how we are addressing them.
- Technical studies added to meet Federal requirements.
- Next steps.



Preferred Route



Route Planning Study
Area



Preferred Route and
Interchange
Locations

The Federal Impact Assessment (IA) Process?

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



SAR and the Federal IA Designation

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

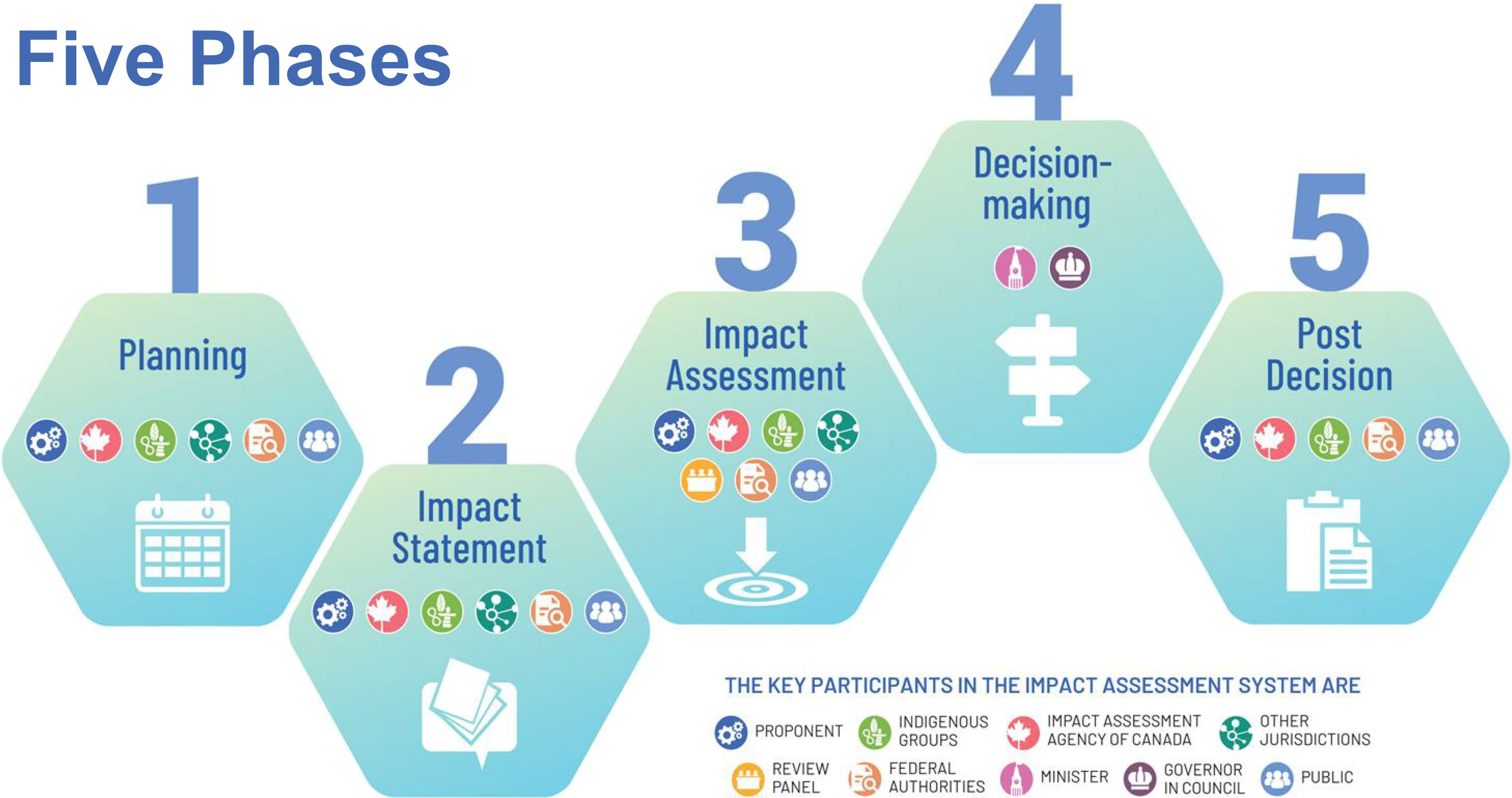
Species	Provincial ESA Status	Federal SARA Status	Observed In Study Area
Rapids Clubtail	Endangered	Endangered	Yes
Western chorus frog	Not At Risk	Threatened	Yes
Red-headed woodpecker	Special Concern, expected to be uplisted	Endangered	No

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

- Additional analysis is required.



Five Phases



IMPACT ASSESSMENT AGENCY OF CANADA

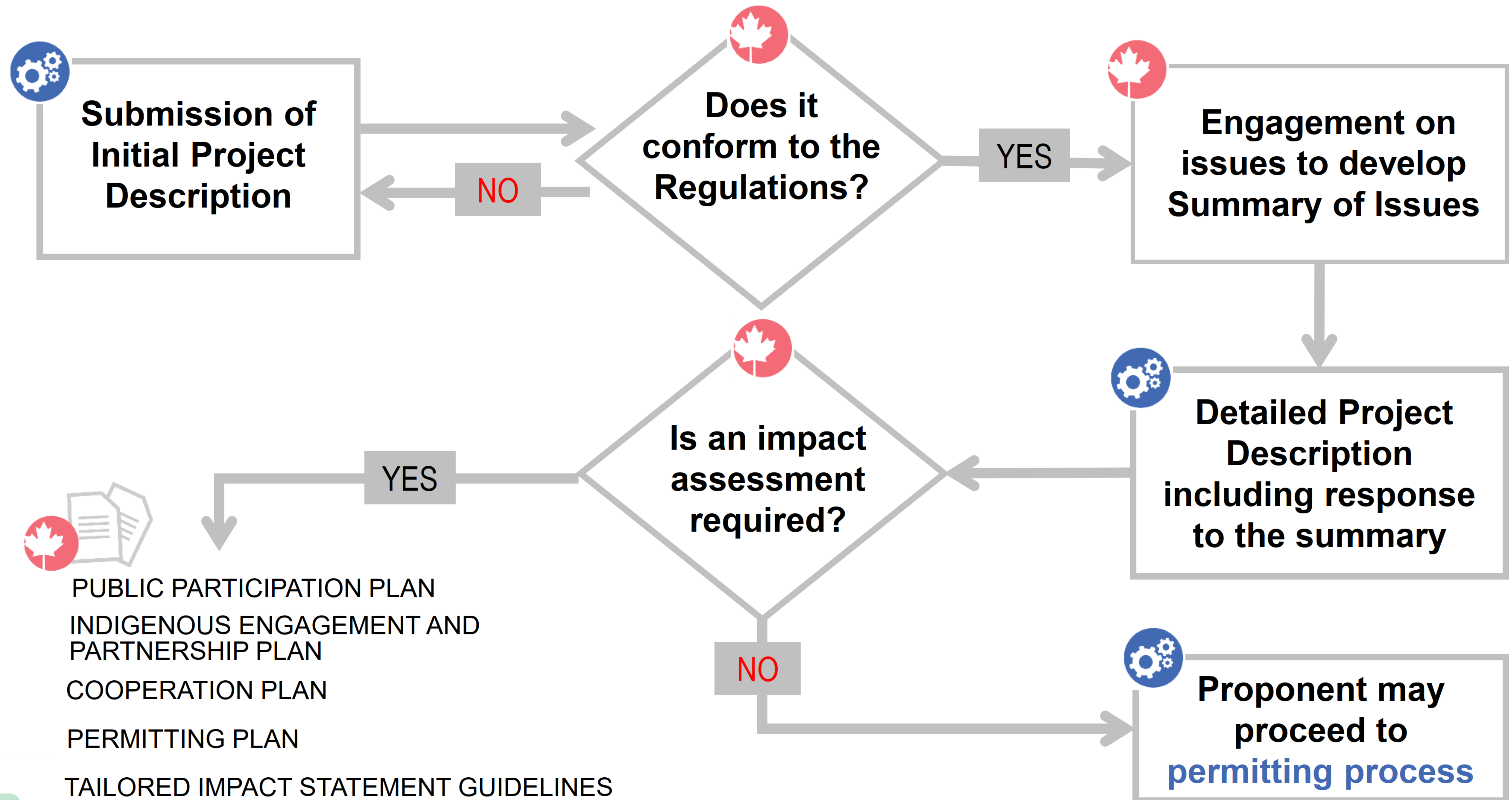
Phase 1: Planning



PROPONENT



AGENCY



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16

Natural Environment



Does not conform to the Greenbelt Plan.

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



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

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

Undertake an Agricultural Impact Assessment.



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

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

Mitigation measures will be conditions of receiving permits.



Potential effects on Federally listed Species at Risk.

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



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

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



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

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

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

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 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 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.

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.

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.



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 due to the **operation** of the project.
 - Mitigation may be warranted if Provincial or Federal criteria and standards are exceeded.
- To align with the Federal IA Act requirements, the workplan will also include analysis of **construction** related GHG emissions.
- The development of a Human Health Impact Scoping Report will inform the need for further study.



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

- Social, economic, and health studies are being conducted for the 3 Regions (York, Peel, Halton) and 7 lower tier municipalities (Vaughan, King, Mississauga, Brampton, Caledon, Halton Hills, Milton).
- Anticipated changes are based off other studies that are similar in scope and nature, professional experience. We will be studying:

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.

Potential changes to health and public safety:

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

GBA+

- 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.

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.



Next Steps

Late 2021 – 2022	<p>Public Information Centre anticipated in late 2021.</p> <p>Continue to meet with Indigenous Communities, municipal staff, and other stakeholders.</p> <p>Submit the Initial Project Description to the Impact Assessment Agency of Canada.</p>
2022	<p>Receive IAAC’s decision on whether a Federal Impact Assessment is required for the Highway 413 Project.</p>

*** Schedule is subject to change**

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

Are there any socio-economic statistics or data that you feel has important implications to the Highway 413 Project?

Are you aware of any GBA+ service providers in your community?

Are there any studies that you think are missing?

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

