

Fact Sheet



Geography

From the Highway 401/407 interchange in Milton (West) to Highway 400 in King City (East)

The Route

Covering approximately 50 km and 16 interchanges – with plans to introduce a transitway and goods movement priority features

Estimate Project Cost

\$6 billion

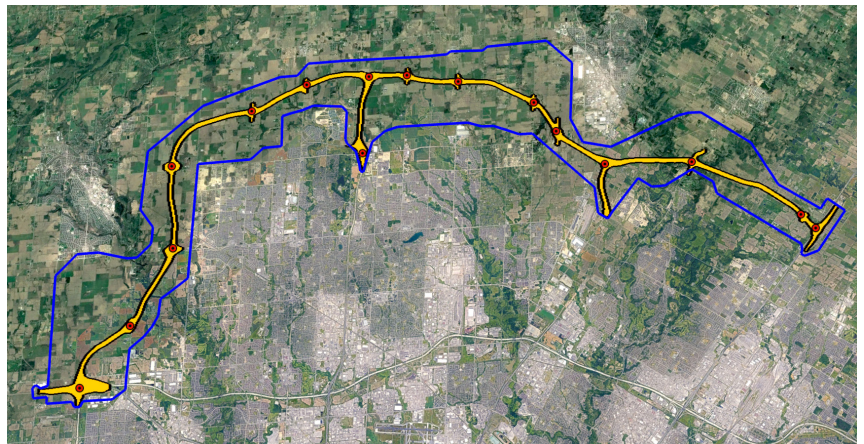
Construction Timeline

Route Planning and Environmental Assessment Study expected to be complete by the end of 2022

Ownership & Operation

Owned and operated by the Province of Ontario

GTA West Multimodal Transportation Corridor



Plans for a new 400-Series Highway spanning Halton, Peel and York Regions aim to reduce travel times and support economic growth and job creation.

Still in the planning stage, the preferred route is close to being chosen. This route will help better link the regions of the Greater Toronto Area (GTA) and support future office and industrial development.

The Corridor Taking Shape

Also known as Highway 413, the GTA West Multimodal Transportation Corridor project is intended to alleviate traffic congestion on Highway 401, The Queen Elizabeth Way (QEW) and Express Toll Route (ETR – Highway 407) while supporting the Places to Grow Act. A provincial environmental assessment (EA) study was begun in 2007 and is now being expedited by the province for completion by year-end 2022. It is forecasted that more than 300,000 vehicle trips will be made daily on the route by 2031, and without the new highway, average commute times are expected to increase by 27 minutes a day. The updated 2017 Growth Plan for the Greater Golden Horseshoe (GGH) forecasts the area to grow to 13.5 million people and 6.3 million jobs by 2041. It is claimed building more transportation infrastructure would help alleviate traffic congestion and improve goods movement in the GTA.

The proposal is for a four- to six-lane highway (within a 110-metre right-of-way) with a separate adjacent transitway (within a 60-metre right-of-way). Transitway stations will be located at certain interchange areas.

Interchange	Potential Developable Area – 2-km Radius (Acres)
1 Highway 401 Milton	1,812
2 Winston Churchill Blvd. Halton Hills, Brampton	2,524
3 Bovaird Dr. W. Brampton	2,147
4 Mayfield Rd. Brampton, Caledon	2,574
5 Chinguacousy Rd. Caledon	2,779
6 Hurontario St. Caledon	2,530
7 Highway 410 North Caledon	2,617
8 Highway 410 South Brampton, Caledon	1,650
9 Bramalea Rd. Caledon	2,753



Future Commercial Real Estate Development Potential

Office: The transitway will be developed as a separate designated right-of-way (roadway) for buses. Transitways allow for efficient bus transit systems (and potentially, in the future, light rail vehicles), so bus routes can operate on express schedules without having to stop at crossing roads and signals or mix with general traffic on the highway lanes. Transitway stations will be located at certain interchange areas where transit riders can park or be dropped off.

Industrial: The proposal calls for several features to prioritize the movement of goods, helping to accommodate ‘just in time’ delivery (i.e. suppliers controlling inventory costs by reliably getting products to the customer just before the customer needs them). These features include:

- Truck-only lanes
- Combined truck/transit lanes. Truck use of potential high occupancy vehicle (HOV) lanes during off-peak hours
- Intelligent Transportation Systems (ITS) features, such as variable-message signs and real-time traveler information

- Longer speed change (merge) 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

Interchange	Potential Developable Area – 2-km Radius (Acres)
10 Airport Rd. Caledon	2,769
11 The Gore Rd. Caledon	2,731
12 Humber Station Rd. Caledon	2,729
13 Highway 427 Vaughan	2,163
14 Highway 27 Vaughan	2,124
15 Weston Rd. Vaughan	2,528
16 Highway 400 Vaughan	2,613

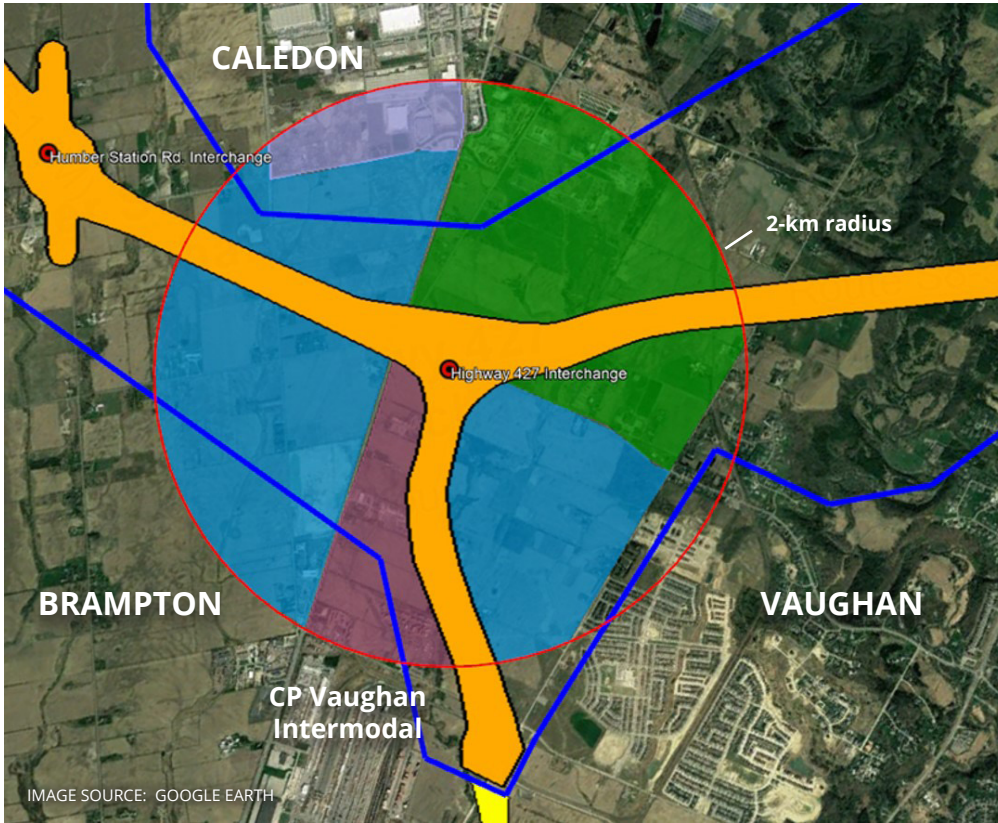
Not Without Controversy

Infrastructure: The Government of Ontario commissioned a viability study in 2018 on the proposed project. The subsequent report released by an expert advisory panel concluded the highway would only reduce travel times for motorists

by 30 to 60 seconds, and instead recommended investing in public transit and widening existing highways before a new highway should be considered. The project was then abandoned by the provincial Liberals before being revived by the current Conservative government.

Environmental: The route will travel through the Greenbelt in Vaughan and across Whitebelt lands in Caledon and Brampton. In November 2019 and June 2020 meetings, Vaughan city council expressed its full support for the project, requesting an alignment that will minimize impact to existing residential communities, agricultural lands and the environment at large. Similarly, the Town of Caledon indicated broad support for the project, while the City of Brampton has taken a different stance. Brampton is supporting an alternative urban boulevard concept running from Mayfield Rd. to the Credit River through the Heritage Heights community (Brampton’s only remaining undeveloped greenfield lands). The Town of Halton Hills passed a motion in November 2019 opposing further investment by the province in the GTA West Corridor. Halton Hills argues a shift to more sustainable modes of transportation and action to reduce greenhouse gas emissions are needed.

A Closer Look: Land Use Designation at the Highway 427 Interchange



Within a 2-km radius surrounding the interchange, there is immediate potential for the development of approximately 380 acres (official plan designated). There is also future potential to develop a further 1,785 acres (not yet designated).

Municipal official plan land use designations

- Prestige Industrial (140 acres)
- Highway Corridor Protection Area (1,036 acres)
- General Employment / Prestige Employment / Natural Area (238 acres)
- Agricultural (749 acres)

SOURCES

1. **GTA West – Planning with Vision/Planning for People**
<https://www.gta-west.com/>
2. **A question of sustainability - Response to Province's expedited EA and preferred route for GTA WEST CORRIDOR, Novae Res Urbis Greater Toronto & Hamilton Area, Wednesday August 26, 2020 Vol.23 No. 24**
3. **Province confirms route for new highway that will run through Peel**
<https://www.insauga.com/province-confirms-route-for-new-highway-that-will-run-through-peel>

Get more market information

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