

Chapter 1 – Introduction



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

TABLE OF CONTENTS

1. INTRODUCTION	1-1
1.1. 407 Transitway Background and Status	1-1
1.2. Study Purpose & Objectives	1-2
1.3. Study Area	1-3
1.4. Transit Project Assessment Process	1-4
1.5. Background and Context	1-6
1.5.1. <i>Statutory Requirements</i>	1-6
1.5.2. <i>Policy Context</i>	1-6
1.5.3. <i>Current Municipal Projects relevant to the 407 Transitway</i>	1-10
1.5.4. <i>Past Provincial Studies along the 407 Corridor</i>	1-11
1.5.5. <i>Related Provincial and Municipal Transportation Studies</i>	1-13

1. INTRODUCTION

The 407 Transitway project from west of Brant Street to west of Hurontario Street encompasses the Design of an exclusive all grade-separated 43 km runningway and eight station facilities adjacent to the 407 ETR Corridor. The 407 Transitway will provide transit service across the GTA and will link a variety of major urban centres and transit intermodal hubs. The 407 Transitway will be implemented as a busway (BRT); however, the design and footprint of the BRT will allow opportunity to convert to light rail transit (LRT) in the future, if needed.

This Environmental Project Report (EPR) is a document whose main purpose is to provide a comprehensive summary of each step in the study, including;

- Transportation system assessment and derivation of the potential ridership forecast;
- Summary of the existing conditions along the corridor;
- Identification and assessment of alignment and station alternatives;
- Selection of the preferred alignment and station locations;
- Assessment of any environmental impacts of the preferred alternative and the identification of measures to mitigate or reduce any negative impacts;
- Commitments being made by MTO in regard to the future implementation phases;
- Summary of consultation activities with agencies, Indigenous and Métis communities and members of the public; and,
- Potential implementation plan.

The EPR also includes the environmental and technical specialized reports as appendices of the document.

1.1. 407 Transitway Background and Status

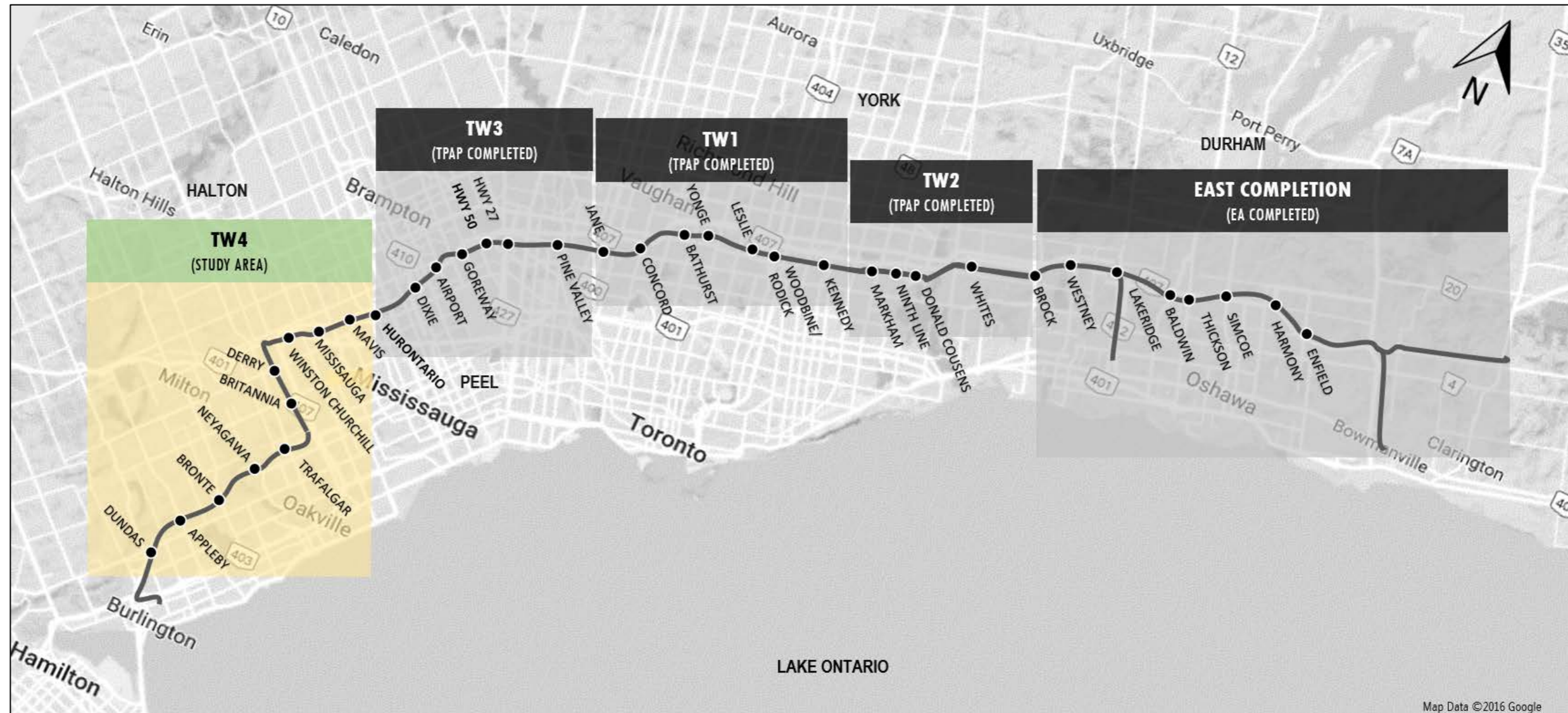
The complete planned 407 Transitway is a 150 km high-speed public transit facility on a separate right-of-way. It will parallel the existing 407 ETR from Burlington (Halton Region) to the Highway 35/115 interchange (Durham Region) (**Figure 1.1**). To meet rapidly growing transportation demands, a cross GTA (east-west) transit facility has been identified as a key element of the future. The 407 Transitway is intended to form a northern spine parallel to the Lakeshore GO corridor that will connect the municipalities in this corridor. The 407 Transitway will also integrate with north-south transit services by providing stations for quick and convenient transfers. The 407 Transitway is a component of the official plans of the stakeholder municipalities and is part of the Province's Move Ontario 2020 Project and the Metrolinx Rapid Transit Plan.

The Ministry of Transportation (MTO) has been actively planning and protecting the required land for the 407 Transitway for the past 30 years. For the section between the Burlington GO Station and Markham Road, the Ministry completed corridor protection studies to ensure that the land required for the 407 Transitway was protected from Provincial land disposal and private development activities.

MTO has received Ministry of the Environment, Conservation and Parks (MECP) approval under the Transit Project Assessment Process (TPAP) Regulation for the sections located between Hurontario Street in Brampton and Brock Road in Pickering and has finalized the TPAP study from Brant Street to Hurontario Street, which is presented in this EPR. For the section between Brock Road and the Highway 35/115 interchange, the Ministry has received Environmental Assessment (EA) approval for the 407 Transitway corridor as part of the Highway 407 East Completion/Transitway EA study.

This current study extends from west of Brant Street (City of Burlington) to west of Hurontario Street (City of Brampton). This section was covered by two MTO Transitway Corridor Protection Studies (CPS) completed in December 1998 and December 2005 and is also designated in the Provincial Parkway Belt West Plan. MTO is seeking TPAP approval for the 407 Transitway, stations, and associated facilities for this section. The study objectives are explained below.

FIGURE 1.1: FULL 407 TRANSITWAY STUDY LIMITS



1.2. Study Purpose & Objectives

The primary purpose and objectives of the undertaking include the following:

- Enhance east-west cross-regional mobility and increase transit capacity to meet forecast travel demand;
- Offer a viable, cost-effective alternative way of moving people in the 407 Corridor;
- Improve accessibility to existing/planned major urban centres/nodes, post-secondary educational institutions, and other nodes of high demand, such as: Burlington Centre, Oakville Centre, Sheridan College, University of Toronto – Erindale Campus and Brampton City Centre;

- Improve integration with the regional transportation network – connecting to the Spadina Subway, the future Yonge Subway Extension, GO Lakeshore, Kitchener, Barrie, Richmond Hill and Stouffville rail lines, the future Hurontario LRT, as well as Halton, Peel, York and Durham Transit systems;
- Reduce automobile dependence and greenhouse gas emissions, contributing to climate change effects; and,
- Identify land protection requirements to accommodate the 407 Transitway infrastructure.

To support these objectives, the scope required that the following activities be undertaken:

- Maintain and apply the comprehensive set of approved design standards for the 407 Transitway, created and approved during the design of the Central, Highway 400 to Kennedy Road section;
- Update and develop detailed ridership estimates based on a 2041 horizon year with projections to 2051;
- Gather existing conditions and future municipal plans, and identify and evaluate alignment and station alternatives, and select preferred design;
- Conduct detailed field investigations in support of the preferred option; assess the environmental effects and develop a mitigation plan for any negative impacts generated by the preferred design;
- Deliver a cost-effective, safe, and innovative design and staging plan for this 43 km section of the 407 Transitway for busway technology that allows for conversion to light rail transit (LRT) in the future, promotes transit ridership and optimizes transit operation and integration; and,
- Recommend and present a phased implementation strategy.

1.3. Study Area

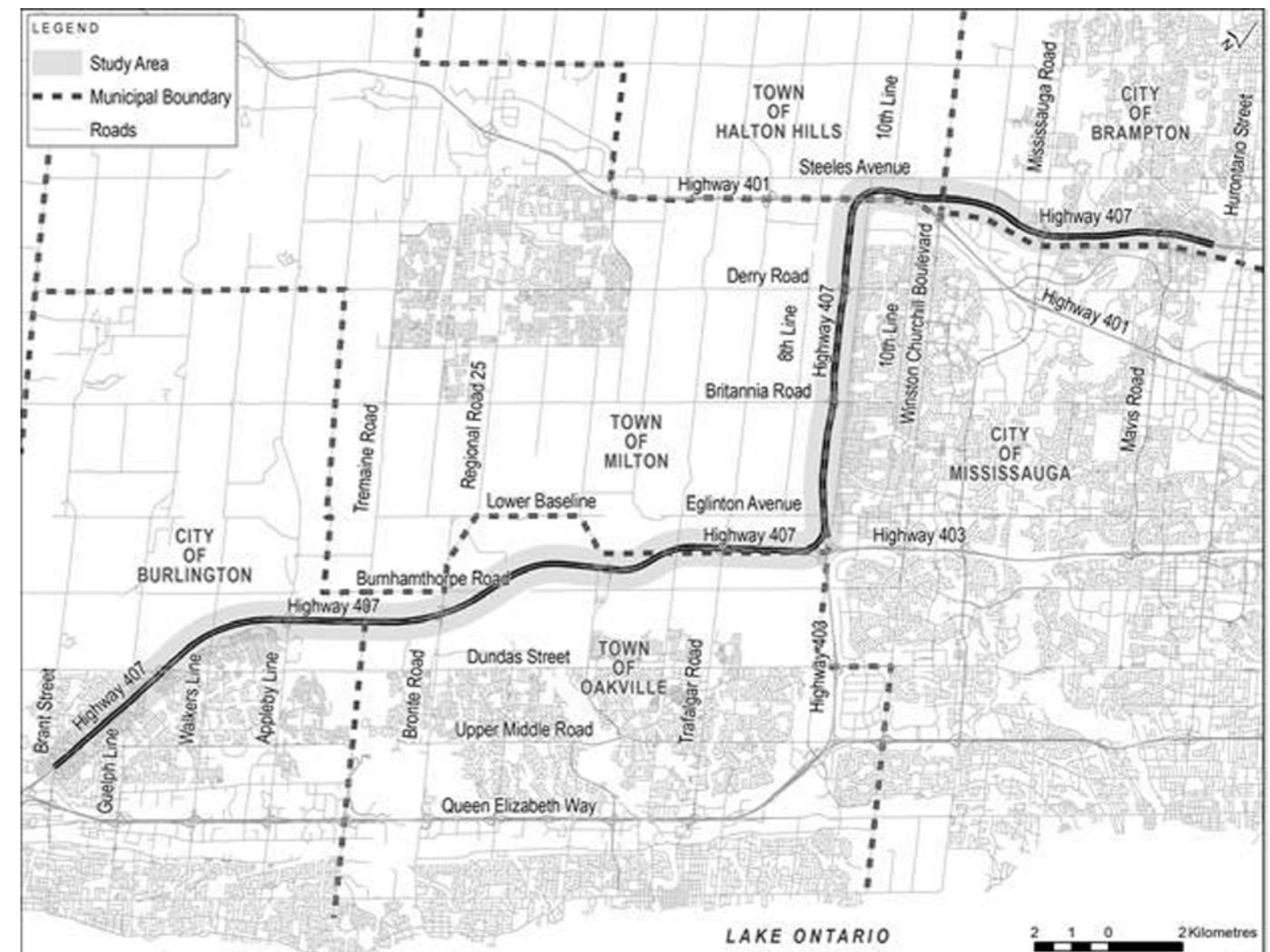
The study area encompasses the proposed section of 407 Transitway corridor from west of Brant Street in the City of Burlington, Region of Halton, to west of Hurontario Street in the City of Mississauga, Region of Peel. **Figure 1.2** illustrates an area of 500 m on each side of the alignment that was covered by the study area; however, the boundaries in which the environmental effects were identified and assessed; and the reason(s) why these areas were considered to be sufficient, is explained below:

- **Terrestrial:** MTO Environmental Reference for Highway Design (2013) states that for all terrestrial ecosystems field investigations, the study area be defined as within the existing and proposed ROW and adjacent lands for 120 m unless a sensitive receptor located more than a distance of 120 m is likely to be adversely affected. As the majority of the anticipated impacts are footprint impacts the project team believes that the study area limits adequately address any terrestrial impacts.
- **Fish Habitat:** MTO Environmental Guide for Fish and Fish Habitat (latest version) presents minimum requirements for area of field investigation which consists of 50 m upstream and 200 m downstream of the limits of the proposed ROW. Further, the zone of detailed field investigation conducted for this study is greater than the area prescribed by the Guide. It consisted of 50 m upstream and downstream. The prescribed area for this zone by the Guide is 20 m upstream and 50 m downstream. Please note that the upstream and downstream distance is measured from the thalweg of the stream and not the straight linear distance from the proposed ROW.
- **Groundwater:** The purpose of the Secondary Source Groundwater Assessment was to identify hydrogeological constraints to the implementation of the 407 Transitway and to assess potential impacts on existing groundwater resources. The 1 km corridor study area is sufficient to identify any potential impacts and requirements for future study at a later phase.

- **Property Contamination and Waste, Archaeology, Cultural Heritage:** The potential impacts are footprint impacts in nature therefore the 1 km wide corridor was determined to be adequate to identify any impacts for the implementation of the transitway.
- **Noise:** Noise Sensitive Areas were identified regardless of size and location. The study area limits cover the noise sensitive areas that will be potentially affected.
- **Air:** The physical boundary does not have any meaning. Impacts were assessed at a much larger regional scale. A detailed description is presented in the Air Quality Report regarding the study area limits.

The assessed boundaries are within the 500 m set-back on either side of the runningway named the study area in the EPR.

FIGURE 1.2: STUDY AREA



1.4. Transit Project Assessment Process

This study was conducted following the Transit Project Assessment Process (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. This regulation allows proponents of all public transit projects to proceed with the TPAP process rather than as traditionally done through Part II of the *Environmental Assessment Act*. The TPAP is a fully-prescribed process in which the proponent must follow specified procedures and timeframes. The Minister of the Environment, Conservation and Parks (MECP) determines if the final transit project can proceed. This integrated TPAP approach is illustrated in **Figure 1.3**.

The study was comprised of three stages: The Planning Stage, the Pre-TPAP (Transit Project Assessment

Process), and the TPAP stage. The Environmental Project Report (EPR) encompasses the background of the project, studies, analysis, functional and initial design, evaluation of alternatives, findings and recommendations of the completed stages. Consultation was carried out throughout the process.

As per the regulation, the six-month TPAP process is broken down into three distinct phases:

- The **120-day** consultation and Final EPR preparation period;
- The **30-day** Public, Stakeholder, Regulatory Agencies, and Indigenous and Métis Communities review period; and,
- The **35-day** period for the MECP to respond to all inquiries.

Figure 1.4 illustrates the comprehensive process as detailed by the MECP.

FIGURE 1.3: STUDY PROCESS

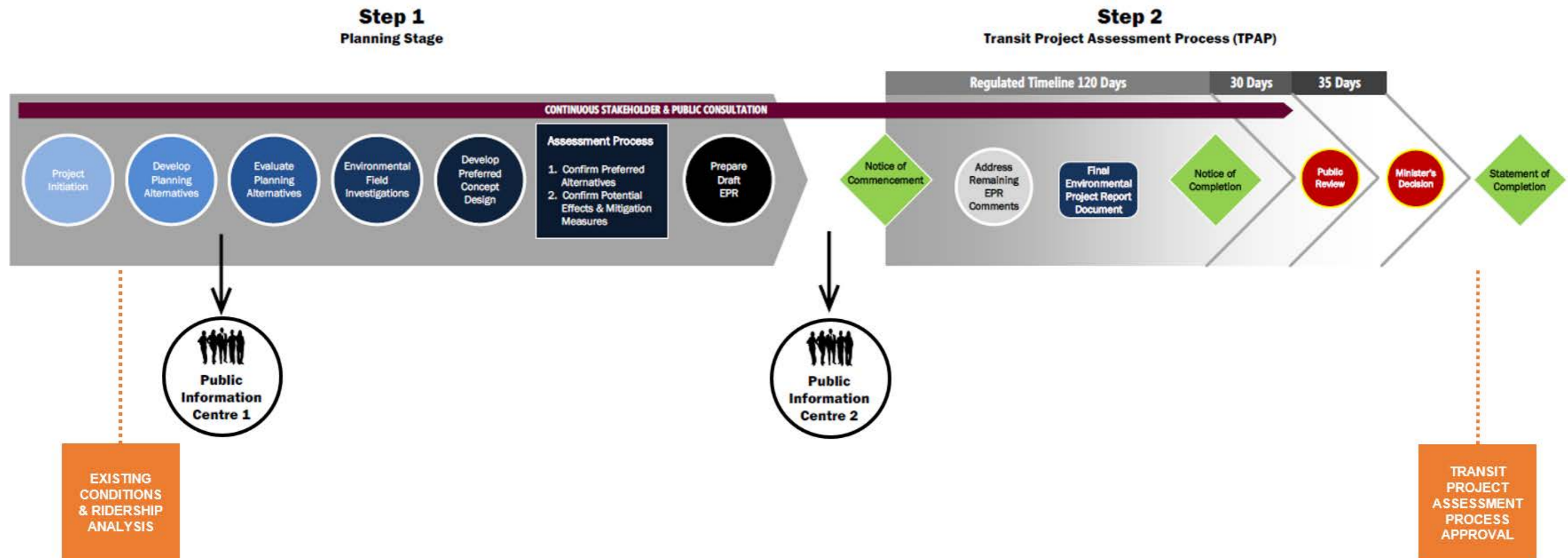
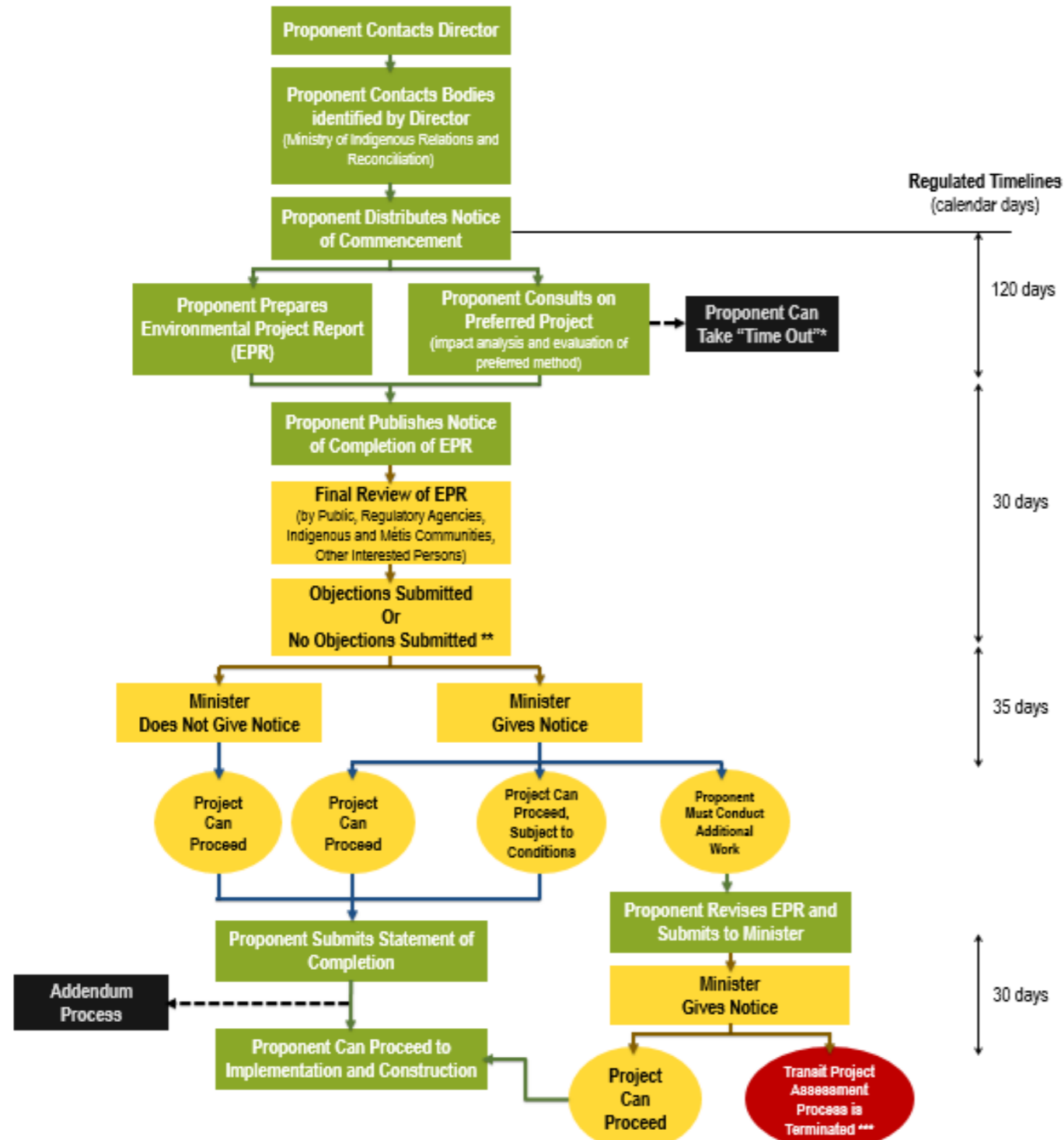


FIGURE 1.4: TPAP PROCESS



* Proponent can take a "time out" only when there is a potential negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest or on a constitutionally protected Aboriginal or treaty right.

** Given the Minister's authority to act, concerns or objections should be on the basis that a proposed transit project may have a potential negative impact on a matter of provincial importance that relates to the natural environment or has a cultural heritage value or interest or on a constitutionally protected Aboriginal or treaty right.

*** Proponent must follow an approved class environmental assessment process (refer to Part (1.1) or the process under Part II of the *Environmental Assessment Act*).

1.5. Background and Context

1.5.1. Statutory Requirements

1.5.1.1. Provincial Legislation - Environmental Assessment Act of Ontario

As noted in **Section 1.4** above, this study followed the Transit Project Assessment Process as per the *Transit Projects and Metrolinx Undertakings, Ontario Regulation 231/08*. This 120-day consultation period started concurrently with the publication of the "Notice of Commencement of the TPAP".

1.5.1.2. Other Provincial Legislation

The 407 Transitway is subject to, and will be carried out in accordance with, all applicable Provincial legislation including the *Planning Act*, the *Public Transportation and Highway Improvement Act*, the *Freedom of Information Act and Protection of Privacy Act*, the *Ontario Heritage Act*, the *Endangered Species Act*, the *Clean Water Act*, and the *Environmental Protection Act*, among others.

1.5.1.3. Federal Legislation – Impact Assessment Act

Federal environmental assessment requirements for this project were investigated early in the study process to identify and address the federal *Impact Assessment Act* requirements. A review of the new legislation and its regulation, the "Physical Activities Regulations" (SOR/2019-285), determined that this project is not identified as a "designated project" that requires an environmental assessment by the Impact Assessment Agency of Canada. Therefore, a Federal environmental assessment process is not required. Nevertheless, Federal agencies and their interests including Fisheries and Oceans Canada, Environment Canada, Transport Canada and others were consulted throughout the study.

1.5.2. Policy Context

Outlined below are the most relevant transportation policies documented in plans and publications by the various levels of government with influence on the planning of the 407 Transitway.

1.5.2.1. Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2020) is issued under Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning and development. The PPS (2020) replaces the previous PPS issued on April 30, 2014. The policy statement includes a range of policies related to three main themes: building strong communities; wise use and management of resources; and, protecting public health and safety.

One of the visions in the PPS, 2014 is the development of land use patterns that promote a mix of housing, employment, parks and open spaces, and transportation choices that facilitate pedestrian mobility and other modes of travel as well as connectivity among transportation modes. Land use

patterns, density and mix of uses should minimize the distance and number of vehicle trips and support choices for public transit and other alternative transportation modes. Additionally, efficient use should be made of existing and planned infrastructure.

The PPS states that transportation and land use considerations must be integrated at all stages of the planning process. It provides for the planning and protection of corridors and rights-of-way for transportation, transit and infrastructure facilities to meet the current and projected areas. The PPS requires the planning of major infrastructure to support long term economic prosperity by providing for an efficient, cost effective, reliable multi-modal transportation system that is integrated with adjacent systems and those other jurisdictions and is appropriate to address expected growth. In addition, it requires that planning for transportation and infrastructure corridors must consider significant resources such as natural heritage, agriculture, and cultural heritage resources. The PPS also promotes the coordination between municipalities and other levels of government for planning transit and infrastructure.

The 407 Transitway includes connections with other regional and local transit systems such as GO Transit, Burlington Transit, Oakville Transit, Milton Transit, MiWay and Brampton Transit. It will directly serve regional urban growth centres at the west end of study area. There are a number of urban growth centres within the municipalities along the length of the Transitway, including Downtown Burlington, Midtown Oakville, Downtown Milton, Downtown Mississauga, and Downtown Brampton.

1.5.2.2. Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Places to Grow Growth Plan for the Greater Golden Horseshoe (Growth Plan) (Ministry of Municipal Affairs, 2017) provides a framework for implementing the Provincial vision for building stronger, prosperous communities by better managing growth in the region by 2041. The intent of the Growth Plan is to reduce urban sprawl and consumption of land while making more efficient use of existing infrastructure. The Growth Plan was originally approved in 2006 and amended in 2013 and 2017 by the Ministry of Municipal Affairs. The plan has been replaced with the 2019 Plan that took effect on May 16, 2019.

The Growth Plan states that public transit will be the first priority for transportation infrastructure planning and major transportation investment. It promotes transit-supportive densities and a healthy mix of residential and employment land uses. The Growth Plan encourages the protection and efficient use of 'Employment Areas', emphasizing the protection of 'Employment Areas' adjacent to or near major goods movement facilities and major corridors, including major highway interchanges. The Growth Plan supports a transportation network that links urban growth areas through an extensive multi-modal system anchored by efficient public transit together with highway systems.

One of the major changes in the 2019 Growth Plan includes a streamlined approach that enables the determination of major transit station areas to happen at a faster rate to accommodate development. A new policy allows municipalities to delineate and set density targets for major transit station areas in

advance of the municipal comprehensive review, provided the protected major transit station area tool under the *Planning Act* is used.

The Growth Plan identifies a number of regional urban growth centres including Downtown Burlington at the west end of the study area, and other centres that are connected to the 407 Transitway via local transit including Downtown Burlington, Midtown Oakville, Downtown Milton, Downtown Mississauga and Downtown Brampton.

1.5.2.3. Move Ontario 2020

In 2007, the Province of Ontario announced, "Move Ontario 2020", a provincial plan to fund 52 transit projects in the Greater Toronto and Hamilton Area (GTHA) over a 12-year period starting in 2008. Its primary goal is to create a modern rapid transit system that moves people and goods quickly and efficiently by improving the transit services of southern Ontario's largest transit providers. While not listed in the projects to be completed by 2020, GO service along Highway 407 was included and the Province identified the 407 Corridor as one of its priorities for new rapid transit initiatives in the GTHA. Studies under the *Environmental Assessment Act*, including this study have been initiated or completed for five segments along the corridor.

1.5.2.4. The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area

The Regional Transportation Plan (RTP), also known as "The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area", released by Metrolinx (2008 – Approved Changes February 14, 2013), provides a vision, goals and objectives for the future in which transportation within the Greater Toronto and Hamilton Area is seamless, coordinated, efficient, equitable and user-centred. It reaches out 25 years into the future to guide and direct decision-making. Some of the goals and objectives presented in the RTP to guide decision-making applicable to the 407 Transitway include:

- increase of transportation options for accessing a range of destinations;
- improved transportation experience and travel time reliability; and,
- lower average trip time for people and goods.

The RTP allows for a regional rapid transit network that operates seamlessly across the region. The 407 Transitway was highlighted as a project for completion in 16 to 25 years and beyond of the RTP's adoption. The section of the 407 Transitway from Brant Street to Hurontario Street is currently planned for the long-range planning horizon. A 'Gateway Hub' is identified at the west end of the study area near Downtown Burlington. Gateway Hubs are located at key intersections of the rapid transit network that provide access to transit, support high density development and demonstrate excellence in customer service. The Big Move also identifies a regional rail service between Milton and Meadowvale (25 Year Plan) that crosses the 407 Transitway study area.

The 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (adopted in 2018) continues the work from the Big Move. The Plan was authorized by Metrolinx and developed alongside experts all over the GTHA and the Go Transit service area municipalities. The Plan outlines how governments and transit organizations can work together to build a transportation system that puts travelling needs at the core of planning and operations.

The Plan supports the creation of a transit network that is comprehensive, connected, accessible, sustainable and focused on people. Within the Plan, other regional transit facilities/networks in delivery or in development located in the vicinity of the study area are identified. The Plan sets the foundation of future and frequent rapid transit and advances key rapid transit projects. The 407 Transitway will complement the existing network and contribute to the momentum of being part of North America's largest rapid transit expansion program. The Plan identifies other regional transit facilities/networks in delivery or in development located in the vicinity of the study area:

- Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Corridor for between Brant Street and Trafalgar Road, City of Burlington and Town of Oakville, Halton Region;
- Mississauga Transitway dedicated bus corridor is located parallel to Highway 403 and will connect 407ETR/Highway 403 in the west with Highway 427/TTC on Eglinton Avenue in the east;
- Hurontario Light Rail Transit (LRT) Corridor from Port Credit GO Station to Brampton Gateway, City of Mississauga;
- Downtown Milton to Union Station/Summerhill Regional Rail Corridor; and,
- Local priority bus routes along municipal roads.

1.5.2.5. Greenbelt Plan (2017)

The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this landscape. It builds upon the existing policy framework established in the Provincial Policy Statement and is to be implemented through municipal official plan policies and maps. The Greenbelt Plan was updated, and a revised plan was released by the Ministry of Municipal Affairs in 2017. The Greenbelt Plan area is comprised of a number of plan areas, including: the Niagara Escarpment Plan area, Oak Ridges Moraine Conservation Plan area, Parkway Belt West Plan area, and the Greenbelt Plan 'Protected Countryside' and 'Urban River Valley'. The study area contains lands within the Greenbelt Plan 'Protected Countryside', 'Natural Heritage System', and 'Urban River Valley', as well as the Niagara Escarpment Plan 'Escarpment Protection Area', 'Escarpment Natural Area' and 'Niagara Escarpment Parks and Open Space System'.

The Greenbelt Plan states in Section 4.2.1.1 (General Infrastructure Policies) that existing, expanded or new infrastructure subject to and approved under the federal environmental assessment (Impact Assessment Act, previously Canadian Environmental Assessment Act, 2012) or the Ontario Environmental Assessment Act is permitted within the Protected Countryside, subject to the policies of

this section and provided it meets one of these two objectives:

- It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- It 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.

The 407 Transitway supports this policy in serving the proposed growth expected to occur across the Greater Toronto Area. The completion of an EA under the TPAP will ensure that any negative environmental impacts will be addressed and mitigated.

1.5.2.6. Halton Region Official Plan and Transportation Master Plan (2011)

The Halton Region Official plan and Transportation Master Plan (TMP) to 2031 (2011) entitled "The Road to Change" was guided by the "Big Move" Metrolinx Regional Transportation Plan for the Greater Toronto and Hamilton Area. The Regional Official Plan Review commenced in 2014 with Phase 1: Directions Report completed in October 2016. Phase 2 is currently ongoing and is planned to be completed in 2020. The Plan recognizes the need to develop a balanced transportation system that places a higher emphasis on the use of public transit to accommodate increasing travel demand in the Region. This plan recognizes the purpose of the Parkway Belt West Plan to accommodate future linear facilities for transportation. The study area is identified as a 'Higher Order Transit Corridor' (Map 3 Functional Plan of Major Transportation Facilities). These corridors are intended to serve inter-municipal and inter-regional travel demands by public transit.

The TMP identified the need to transition to a more balanced transportation network that supports all modes of transportation in order to accommodate increased travel demands. The preferred transportation strategy for Halton Region to 2031 included recommendations and initiatives to support the shift toward a multi-modal approach to transportation, including providing additional capacity in the Regional roadway network, active transportation, transportation demand management, and transit.

1.5.2.7. City of Burlington Official Plan

The City of Burlington Official Plan (October 2008) provides a vision and policies to provide a balanced transportation system including local and Provincial transit services. The system is intended to support and complement the City's urban development plans and rural community and provides mobility alternatives for persons who do not or cannot use an automobile.

1.5.2.8. Town of Oakville Official Plan

The Town of Oakville Official plan (2009) entitled "Livable Oakville" outlines guiding principles including the provision of choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails. Policies to develop a sustainable

transportation network include the provision infrastructure to allow for alternative travel modes, promoting priority for transit and the use of high occupancy vehicle (HOV) lanes along designated transit corridors and the provision of a safe, functional and attractive pedestrian, cycling and transit-oriented environment. The Plan envisions busway corridors on Trafalgar Road and Dundas Street and a transitway in the Highway 407 corridor.

The North Oakville West Secondary Plan area and North Oakville East Secondary Plan identify the 407 Transitway runningway and stations, as identified in the *407 West Transitway Corridor Protection Study* (MTO 2005). The Secondary Plans indicate that the Town supports the Province proceeding with the planning and design for the 407 Transitway and terminals. The Town recommended that the width of the Transitway corridor be minimized where possible to maximize the land available for development. It was recommended that terminals be designed to provide inter-regional, regional and local transit connections. The stations should be designed to accommodate mixed use that are suitable for the surrounding area/proposed uses.

1.5.2.9. Town of Halton Hills Official Plan

The Town of Halton Hills Official Plan (2017) was updated to address the Regional Official Plan, Provincial Policy Statement, Growth Plan and Greenbelt Plan. A number of strategic planning policies were developed as part of the Sustainable Halton initiative. Examples of these policies include: promotion of development that is sustainable, supports public transit and is oriented to pedestrians; an integrated transportation system that safely and efficiently accommodates different modes of transportation; development of alternatives to automobile use (transit, pedestrian, bicycle routes) and housing densities to support the use of these alternatives; and compact urban form in greenfield areas that supports transit. It should be noted that there is currently no transit service provided in the Town of Halton Hills with the exception of the special transit services for the physically disabled (Acti-van). However, the Official Plan policies will encourage a built form that will support transit services in the future.

The study area is also within the HPBATS/GTA West Corridor Protection Area. The HBATS/GTA West Corridor Protection By-law No. (2014-0050) was adopted by Council on July 7th, 2014. Currently, OPA No. 21 is awaiting Regional approval. The HPBATS/GTA West Corridor Protection Area corresponds with the Route Planning Study Area as identified by the Ministry of Transportation (MTO) through Phase 1 of the GTA West EA process, as well as lands in the vicinity of Tenth Line and Ten Side Road, including the Southeast Georgetown lands which the HPBATS 2031 Recommended Road Network identifies as required for the East-West connection/Norval West By-Pass.

In June 2018, the Official Plan was amended to add 75 ha of replacement employment land into the urban boundary.

Policies in the Official Plan prohibit the development of urban lands within the HPBATS/GTA West Corridor Protection Area, until the completion of the appropriate Environmental Assessments and by amendment to the Town of Halton Hills Official Plan.

The Town of Halton Hills has developed and adopted a Transportation Master Plan / Implementation Strategy that guides the future planning, design and implementation of transportation services and systems throughout the Town. One of the initiatives proposed in the Master Plan is the introduction of transit service in the Town. This study is an assessment of the feasibility of introducing expanded transit service in Halton Hills. In communities like Halton Hills, with a wide variety of transportation markets, there is no one-size-fits-all solution to meeting transit needs. The planning, design and implementation of transit services to address the needs of the community must result in a coherent network (integrated with existing transit services already serving the region). The system must ensure that basic transportation needs are met for all groups in an efficient and affordable manner.

The Town of Halton Hills is exploring opportunities for provision of a made-in-Halton Hills transit solution that builds on the existing ActiVan specialized transit service and Regional GO Transit services, to meet the current and future mobility needs of the community. This study identifies a long-term strategy for transit needs in Halton Hills and evaluates a range of service delivery alternatives. Over the next 17 months, the Town will consult with residents and businesses to develop ideas that will help in development of a strategy which aligns with the 2014-2018 Strategic Action Plan and addresses the needs of all potential users.

The objectives of the Halton Hills transit service strategy are to:

- Provide transportation access and mobility for the Town;
- Establish transportation network solutions to support planned growth in the community; and,
- Educate, consult, and engage residents, business, and other stakeholders.

1.5.2.10. Peel Region Official Plan

The Region of Peel Official Plan (December 2016) defines the intent of Regional Council in guiding population and employment growth and development in the Region of Peel. The plan establishes policies that support the expansion of transit within the Region by endorsing mixed use land development and community facilities preferably adjacent to arterial roads and/or in close proximity to transit routes. It is the policy of Regional Council (Section 5.9.2.15) “to work with Metrolinx, other Provincial agencies and Ministries, area municipalities and other regions and municipalities in the Greater Toronto and Hamilton area to implement the Metrolinx Regional Transportation Plan (RTP) and contribute to the development of the ongoing RTP,” provide transportation systems that facilitate the movement of people, offer travelers a variety of mobility choices and encourage the most financially and environmentally appropriate mode for trip making. It is also Council’s policy to work with others to improve and ensure road linkages across municipal boundaries to accommodate the intra and inter regional movement of people and to support the regional transportation plan. The policies outlined in the Plan that endorse the creation of the places that are accessible by public transit and supported by an extensive pedestrian network, would directly support the viability of the 407 Transitway stations.

Regional Council supports the implementation of the 407 Transitway from Hurontario Street to Highway 400 as noted in Section 5.9.5.2 1 “support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors...”. The Region of Peel initiated an update to its Long-Range Transportation Plan, 2012 (LRTP) identifying the transportation challenges anticipated by the Region over the next 20 years as well as appropriate policies, strategies and a road improvement plan to address rapid growth, congestion, economic competitiveness and sustainability.

1.5.2.11. City of Mississauga Official Plan

The City’s official plan (2019) adopts a new approach to land use planning that blends transportation, land use and urban design objectives. The key to the delivery of this approach is on building a multi-modal city by promoting a transportation network that connects nodes with a range of transportation modes to reduce dependency on cars for local trips; promoting transit as a priority for moving people; developing a seamless network of mobility hubs; and developing and promoting an efficient and safe transportation system for all users.

The City of Mississauga transit network forms part of the inter-regional transportation system and is to support the City’s future growth. The transit network is planned around a system of linked regional and local mobility hubs, mixed use nodes and key destinations. Mississauga promotes active transportation. Mississauga is interested in working in partnership with other levels of government and other agencies to create well-connected, efficient, accessible, multi-modal transportation systems and higher order transit corridors. The City commits to work with other transit providers and agencies, such as Metrolinx, to promote transit as the preferred choice for moving people, particularly during peak travel times in the City and Region. The 407 Transitway is recognized as part of this strategy.

1.5.2.12. MiWay Five: Transit Service Plan 2016-2020

To meet the Mississauga’s future growth transit – oriented strategy plan, the MiWay Five Year plan outlines recommendations on network changes and service improvements up to and including 2020. Recommendations are designed around services that respond to travel demand for regional connectivity, city wide coverage and neighbourhood circulation. Objectives of the plan includes increased transit ridership by providing better choices and improved connectivity with neighbouring communities. The MiWay Five service plan features key benefits of stronger transit corridors; more frequent service on main corridors; more early morning, weekday mid- day and evening levels; more express routes between key destinations; route network integrated within the Transitway to reduce travel times; more direct and faster connections between transit hubs; improved connectivity with GO rail stations including increase travel flexibility; improved connectivity with major employment areas particularly northwest Mississauga; improved connectivity with college and university campuses and improved connectivity with neighbouring communities.

1.5.2.13. City of Brampton Official Plan

The City of Brampton Official Plan (2006 and updated in 2013) recognizes that the community cannot continue to rely on the private automobile to meet their transportation needs. This Plan includes policies that will endeavour to increase the modal share of transit and alternative modes by improving the features – passenger and pedestrian amenities, routes, operating speeds, interregional connections, multi-use paths – that make transit and other transportation alternatives convenient, attractive and reliable. Streets will be designed to be complete streets; their design and operation will provide for the needs of all users, including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles. In particular, the physical design of road and traffic signal systems needs to assign greater priority to accommodating the efficient movement of transit vehicles. However, a major shift from automobiles to transit use and active transportation also requires senior government funding of transit, together with proportional reductions in the many hidden subsidies for roads that promote automobile use.

The Plan includes major policies for the improvement of public transit and active transportation options and land use support through intensification in key locations. The policies in Section 4.5.4.1 of the Plan include the implementation of the 407 Transitway (Schedule C) as well as major rapid transit facilities crossing the 407 Transitway on Hurontario Street, Mississauga Road and on Airport Road serving Lester B. Pearson Airport.

1.5.3. Current Municipal Projects relevant to the 407 Transitway

1.5.3.1. Bram West Parkway and Financial Drive Class Environmental Assessment (September 2016)

The City of Brampton carried out a Class Environment Assessment (EA) for a new north-south arterial road, Bram West Parkway from Heritage Road to Financial Drive and the extension of Financial Drive from Heritage Road to Winston Churchill Boulevard. In order to best address operational deficiencies and the need for additional transportation capacity in the area, a number of alternatives were examined as part of the study including the potential six lane Bram West Parkway, the extension of Financial Drive to four lanes, cross-sectional elements, intersection improvements, traffic operations, and the overall impact of improvements on the social, cultural and natural environments.

The Halton-Peel Boundary Area Transportation Study (2010) has completed the Phase 1 (Need and Justification) and Phase 2 (Alternative Solutions) of the Class EA process for Bram West Parkway. This study will satisfy Phase 3 (Alternative Designs) and Phase 4 (Environmental Study Report) of the Class EA process for Bram West Parkway and Phases 1 to 4 of the Class EA process for Financial Drive from Heritage Road to Winston Churchill Boulevard.

1.5.3.2. Shaping Ninth Line – Mississauga Northwestern Gateway (2016)

The Ninth Line Lands were transferred from the Town of Milton to the City of Mississauga in 2010 and

represent the “final frontier” of undeveloped land in Mississauga. The Study Area covers 350 hectares (865 acres). The City currently owns 83 hectares (205 acres) of this area.

The emerging land use concept included functional design of the proposed 407 Transitway. The study recognized that the Ministry of Transportation is currently undertaking an Environmental Assessment (TPAP) for the 407 Transitway. Through the studies performed as part of this TPAP, an updated 407 Transitway preliminary design was conducted providing a clearer understanding of the footprint required by the 407 Transitway runningway and stations.

Natural Heritage features such as wetlands, woodlots, special management areas and linkages will be added to Mississauga’s Natural Areas System.

1.5.4. Past Provincial Studies along the 407 Corridor

1.5.4.1. Background

In 1967, the Metropolitan Toronto and Region Transportation Study predicted that, with the prevailing growth trends, various urban areas in the Metropolitan Toronto region would eventually merge into a sprawling urban mass from Hamilton to Oshawa and north to Richmond Hill. To control growth in the region, the study contained a Parkway Belt as a key element, conceived as a multi-link linear corridor. The Parkway Belt was defined with four major goals: community identification, integration of two-tier system of urban areas, land reserve for future flexibility, and linked open space system.

The Parkway Belt was planned as a multi-purpose corridor to provide for: freeways, regional transit, electric power transmission lines, utilities, and public open space. Subsequently, legislation was introduced to establish the Parkway Belt West Planning Area (between Dundas and Markham) to stabilize land use in the area until a development plan was approved. The Parkway Belt West Plan, which received Cabinet approval in July 1978, covers the area between Burlington/Milton and Markham and includes Highway 407 and the Inter-Urban Transit corridor within the Southern Link (then the Highway 403 corridor).

A decade later in 1989, the Highway 407 Overview study (Highway 48 to Highway 35/115) assessed the traffic demands in the Greater Toronto Area and surrounding municipalities. It concluded that there was a need to protect for a network including Highway 407 easterly from Markham Road to Highway 35/115 to address deficiencies in meeting east-west travel demands; two freeway links between Highway 401 and 407 (located in the Pickering/Ajax/Whitby area and near the Oshawa-Clarington boundary; and, an east-west transit corridor as far east as the proposed Oshawa-Clarington link. The study also indicated an immediate need to locate and protect these transportation corridors due to the pressure for development in these areas and recommended that route location and environmental assessment studies be carried out.

Planning for development of a high-order transit facility in the 407/Parkway Belt Corridor has continued over the past two decades. This section of the report summarizes this process by presenting a brief synopsis of the findings of each of the studies.

1.5.4.2. Protection for Transit in the Highway 407 Parkway Belt West Corridor (1989)

Due to the rapid rate of development in the 407 ETR Corridor between Mississauga and Markham, the MTO recognized the need to review the protection for transit in the corridor. This would ensure the opportunity to provide a self-contained, high-speed east-west transit service along the corridor with relatively little impact and property costs. Hence, the objectives of this study were to determine the potential for a physical fit and the property protection requirements for the 407 Transitway, to identify costs associated with the protection, to minimize the impact on current infrastructure designs and construction schedules and to address the issue of possible joint corridor use with a proposed freight railway rationalization link at the west end of the project.

Regarding technology of the system, both subway and LRT-type vehicles were recommended, with subway being a strong candidate due to its compatibility with other subway lines in the area (i.e. Toronto Transit Commission (TTC)), and LRT having the advantage of being the cheaper alternative. The corridor adjacent to Highway 407 was recommended to provide for the majority of the property required for the 407 Transitway in order to minimize the impacts to both the hydro and utilities corridors. Descriptions of property to be protected and/or purchased and required steps for these actions were included. Furthermore, staging opportunities and the gradual introduction of a separate right-of-way for transit vehicles were also evaluated.

1.5.4.3. Need & Justification Study for the Protection of Highway 407/Parkway Belt West Transit Corridor (1992)

This report examined the urban structure, demand estimates, corridor location, operational requirements and alternatives to a 407 Transitway. According to the findings of the study, York and Peel regions were expected to experience considerable growth over the next forty years (from 1992). During this period, the pattern of travel was expected to change from a radial orientation from downtown City of Toronto to one of a more dispersed nature, including major movements within and between the two regions. As a result, the 407 Transitway was identified as a major transit spine to serve the need for improved transportation between York, Peel and the adjacent regions.

A number of transportation roles were identified for the 407 Transitway including service to longer-distance regional and interregional trips, service to shorter-distance trips between major activity centers in and adjacent to the corridor, network integration with radial GO Transit rail services and TTC rapid transit, and integration with the road network through the provision of park and ride and pick up and drop off facilities.

According to the ridership forecasts presented in this study for the morning peak hour, the peak point, peak direction volume for the 407 Transitway was in the range of 2,900 to 5,700 passengers per hour in the year 2011 and 3,700 to 7,100 passengers per hour in the year 2031. These figures supported the development of a higher-order, separate right-of-way public transport system.

The study concluded that a right-of-way for a separate fully grade separated Transitway be protected in the 407 Corridor. The study recognized that such a transit system would have a relatively high degree of

risk because the 407 Transitway was seen not as a conventional rapid transit facility, but a suburban, circumferential facility located in a highway corridor not directly serving a major node or downtown. Therefore, in comparison to other rapid transit services in the Greater Toronto Area (GTA), the success of the 407 Transitway was seen as highly dependent on the realization of transit-supportive land use policies, including the fostering of activity nodes along the corridor.

Due to uncertainty about future land use in the corridor and potential demand, the study suggested a staged development approach over time in order to reduce investment capital and associated risks. Initially, a bus system was recommended that would be capable of providing incremental levels of service, starting in mixed-traffic operations, moving on to High Occupancy Vehicle (HOV) lanes and, eventually, a separate right-of-way.

1.5.4.4. Transitway Corridor Protection Study, Highway 407/Parkway Belt West Corridor from Highway 403 to Markham Road (1998)

The purpose of this study was to define and protect the property required for transit in the 407 Corridor. Following a review of previous study findings, travel demand forecasting was carried out to provide “order-of-magnitude” 2021 and 2031 ridership forecasts for the 407 Transitway. Development activity and growth potential for population and employment were assessed and outlined along with a review of planning policies within the corridor.

The study then addressed conceptual transit operations and potential implementation strategies and technology. These formed the basis for Transitway design criteria for initial bus-based and future LRT technologies. Using the proposed criteria, Transitway alignment and station alternatives were investigated leading to a recommended right-of-way alignment and stations. The Parkway Belt West Plan was amended to designate inter-urban transit in the corridor. The report documented the study process, ridership forecasts, findings of the review of the planning context, alignment and station recommendations with plates showing the property required for Transitway alignment, stations, parking and associated uses.

1.5.4.5. Transit Corridor Priorities and Phasing Technical Report: Making Progress in Removing Roadblocks (2001)

This study developed a tool for assessing and prioritizing transit opportunities in the Greater Toronto Area (GTA). Short and long-term transit alternatives in each of the GTA transit corridors were developed based on clearly-documented criteria. There was significant focus on transit opportunities for the 407 Corridor, specific to three sections of the corridor, those being Oakville GO Transit station to Highway 50, Highway 50 to Markham Road, and Markham Road to Oshawa GO Transit station. The first two sections of this breakdown are most relevant to this study.

Extensive travel demand forecasting was presented and evaluated for the various alternatives. Morning peak hour ridership for 2011 was predicted to be about 5,200 passengers per hour per direction, with 5,600 by 2021. Transit-supportive land use and travel convenience issues, ease of implementation,

significant impacts and costs were also investigated.

The study resulted in the development of the GTA and Hamilton Area Transit Plan, which builds on the strength of the existing transit system. The Plan identified the 407 Corridor and its north-south connecting links to be of high importance.

1.5.4.6. 407 West Transitway Corridor Protection Study (2005)

The 407 West Transitway was included in the original 1978 Parkway Belt West Plan to be constructed as a heavy rail corridor. The purpose of this study was to examine the need for and feasibility of redesigning and locating the Transitway adjacent to Highway 407, with the capability of implementing busway or light rail transit technology in keeping with the remainder of the Transitway to Oshawa. The study area was the Parkway belt West Corridor from the Freeman Interchange in Burlington to the Highway 403/407 ETR Interchange in Mississauga.

The report documented the study process, ridership forecasts, findings of the review of the planning context, alignment and station recommendations with plates showing the property required for Transitway alignment, stations, parking and associated uses.

1.5.4.7. Highway 407 Transitway Implementation Study (2006)

This report outlined a strategy for the staged implementation of the 407 Transitway. Criteria for the evaluation and identification of alternative segments for the 407 Transitway included: direct support of one or more of the Growth Plan’s Urban Growth Centers along the corridor; potential transit ridership; connectivity with one or more GO Rail lines; connectivity with two or more 400-series corridors; opportunity for commuter parking/carpool lots; opportunity for connection with surface transit services; and adequate length to be viable as a stand-alone entity.

Transit ridership forecasts, prepared as part of the Transit Protection on 400-Series Highway System Study, suggested that 7,200 peak period peak direction transit trips are predicted for the Highway 400/Kennedy Road segment of the 407 Transitway for 2021. Following detailed evaluation, the Highway 400 to GO Unionville (Kennedy Road) segment of the 407 Transitway was identified as the most suitable high priority segment.

Potential high-priority standalone 407 Transitway stations were identified along the 407 ETR to support GO Express Bus Service and included Bronte Road, Trafalgar Road, Highway 10, Airport Road, Jane Street, Keele Street and Markham Road.

1.5.4.8. 407 Transitway from East of Highway 400 to Kennedy Road – Transit Project Assessment Process – Environmental Project Report (2011)

An Environmental Project Report (EPR) was prepared in accordance with Ontario Regulation 231/08 (Transit Projects Regulation) for the 23 km central segment of a transit facility in the 407 ETR Corridor from east of Highway 400 to Kennedy Road in York Region. The 407 Transitway included the runningway, seven stations including Spadina Subway/Jane Station, GO Barrie (Concord) Station, Bathurst Station,

Yonge/Richmond Hill Centre Station, Leslie Station, Rodick/Woodbine Station and Kennedy Station and an operations, maintenance and storage facility located west of Jane Street. The study identified the 407 Transitway being implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 23 km segment was identified as the priority section of the 150 km high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels 407 ETR from Burlington to Highway 35/115, with stations, parking and access connections. The study for this central segment followed the Transit Project Assessment Process (TPAP) and received Minister's Notice to Proceed with Transit Project under Ontario Regulation 231/08 on February 28, 2011.

1.5.4.9. 407 Transitway from East of Kennedy Road to East of Brock Road – Transit Project Assessment Process – Environmental Project Report (2017)

An Environmental Project Report (EPR) was prepared in accordance with Ontario Regulation 231/08 (Transit Project Regulation) for the 19.3 km east segment of a transit facility along the 407 ETR Corridor through York Region, from east of Kennedy Road to east of Brock Road (407 Transitway). The 407 Transitway included the runningway and five stations including Markham Road Station, Ninth Line Station, Donald Cousens Station, Whites Road Station and Brock Station. The 407 Transitway is planned to be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 19.3 km segment is one section of the 150 km high-speed – interregional facility planned to be constructed on a separate right-of-way that runs parallel to 407 ETR from Burlington to Highway 35/115, with stations, parking, and access connections. The study for this segment followed the TPAP and received Minister's Notice to Proceed with Transit Project under Ontario Regulation 231/08 on March 1, 2017.

1.5.4.10. 407 Transitway from West of Hurontario Street to Highway 400 – Transit Project Assessment Process – Environmental Project Report (2018)

An Environmental Project Report (EPR) was prepared in accordance with Ontario Regulation 231/08 (Transit Project Regulation) for this segment of a transit facility along the 407 ETR Corridor through Peel and York Regions, from west of Hurontario Street to east of Highway 400. The 407 Transitway included the 23 km. of runningway and seven stations including Hurontario Street Station, Dixie Road Station, Airport Road Station, Goreway Drive Station, Highway 50 Station, Highway 27 Station and Pine Valley Drive Station. The 407 Transitway is planned to be implemented initially as bus rapid transit (BRT) with the opportunity to convert to light rail transit (LRT) in the future.

This 23 km segment is one section of the 150 km high-speed – interregional facility planned to be constructed on a separate right-of-way that runs parallel to 407 ETR from Burlington to Highway 35/115, with stations, parking, and access connections. The study for the east segment followed the TPAP and received Minister's Notice to Proceed with Transit Project under Ontario Regulation 231/08 on October

25, 2018.

1.5.5. Related Provincial and Municipal Transportation Studies

1.5.5.1. GO Transit Year 2020 Plan

The GO Transit Year 2020 Plan (1998) presented GO Transit's roadmap for system-wide infrastructure and service improvements. It identifies increased service on the Bradford, Richmond Hill and Stouffville lines within York Region. This enhanced service may consist of up to five peak period trains combined with all day train-bus service, and the possibility of offering all-day rail service on the three corridors. Increased service on these three corridors is constrained by the fact that all three lines cross main east-west CN freight lines at grade. CN has taken the position that more service on the north-south GO Rail lines will not be permitted without grade separations of these crossings. The improvements to service and infrastructure of GO Rail lines and connectivity with the 407 Transitway have the potential to increase the effectiveness and efficiency of the inter-regional transit system in the province.

The 407 Transitway is defined as a BRT service with all-day, two-way bus service, every five minutes or better during peak and every ten minutes or better off-peak up from Oakville to Markham Road. Core service levels of all-day two-way service every 15-20 minutes or better during peak and every 30 minutes or better during off-peak is identified for Richmond Hill and Markham. Additionally, a commuter service is recommended in peak periods with peak direction rail service every 30 minutes or better with counter-peak and off-peak bus service hourly or better, intersecting the 407 Transitway and connecting urban growth centers. These types of services will act as the spine of the high-speed bus network. They also include attractive passenger facilities, designed for easy connections, as well as parking and other customer conveniences where warranted.

1.5.5.2. Metrolinx Five-Year Strategy 2015-2020

The purpose of the 2015-2020 Metrolinx Five Year Strategy, is to provide a rolling five-year outlook on Metrolinx's plans and activities as it implements the regional transportation plan. Five priorities of the strategy are: to champion regional mobility, ensure a sustainable financial framework, expand the regional rapid transit network, ensure that Metrolinx is a trusted organization, and be a global leader in service delivery and in customer service excellence. The strategy reflects some of the same objectives found in regional and city growth and transit plans including extension of the rapid transit network by advancing the construction of priority projects, providing convenient transfers between transit systems, developing new or enhancing multi-modal transit terminals, and to foster transit-supportive land uses to leverage public transportation investments by coordinating and stimulating development in the vicinity of transit.

The Strategy endorses the continued development of the Highway 401 and 407 corridors with high-frequency, regional transit services, serving as the primary east-west regional transit spines for the GTHA.

1.5.5.3. Brampton Five Year Transit Service Plan 2018-2022

The Brampton Transit Five Year Business Plan (2018-2022) provided a framework for decisions on travel needs and to provide guidelines governing the planning and design of the overall service strategy based on Brampton's continuing rapid growth. The Business Plan is comprised of several components including service improvements; ridership growth plan; asset management plan; customer service plan; marketing strategy and financial plan. The primary purpose is to ensure individual projects are all contributing to Brampton's vision/strategic direction and the key activities are prioritized. Key elements include service to new growth areas, improving service to underserved areas, enhancing ZUM service connecting to the Spadina Subway extension and York University and providing future connections to the proposed Hurontario and Finch West LRT lines.

1.5.5.4. High-Occupancy Vehicle Lane Policies

In May 2007, the Government of Ontario outlined several operating standards that are to be applied to the planning and operation of all 400-series highways. These include consideration for provisions of high-occupancy vehicle (HOV) lanes in the planning for any new highway corridors and construction of HOV lanes as new lines when feasible. The 407 ETR is currently not included in the provincial near- or long-term plans for expansion of the HOV lane network since it is privately owned.