

# **407 TRANSITWAY**

## **HURONTARIO STREET TO BRANT STREET**

### **PUBLIC INFORMATION CENTRE #1**



#### **VIC JOHNSTON COMMUNITY CENTRE HALL**

**Date:** Wednesday November 28<sup>th</sup>, 2018  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Location:** 335 Church Street  
Mississauga, Ontario

#### **MAINWAY RECREATION CENTRE**

**Date:** Thursday November 29<sup>th</sup>, 2018  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Location:** 4015 Mainway  
Burlington, Ontario

**PROJECT WEBSITE:** [407Transitway.com](http://407Transitway.com)



## **The purpose of this PIC is to:**

- Introduce the 407 Transitway project to the Public.
- Present Study Schedule.
- Present initial forecast ridership and potential service concept.
- Present overview of existing environmental conditions.
- Present planning alignment and station alternatives.
- Present alternatives evaluation criteria and methodology that will be applied to the alternative stations/alignments.
- Obtain feedback from the Public.

**Members of the Study Team are available to discuss the project with you.  
Please feel free to ask questions and fill out a comment sheet.**

You may also visit us at **407Transitway.com**



# HOW CAN YOU COMMENT?



Give us your thoughts!

1. Fill out a comment sheet.
2. Place a post-it with comments on any of the presentation boards.



Comments would be appreciated by:  
December 28<sup>th</sup>, 2018

### Alignment and Station Site Alternatives Segment S1: East of Brant St to East of Dundas St

**LEGEND**

ALIGNMENT OPTION 1	PLATFORM OPTION A	STATION LIMIT OPTION A
ALIGNMENT OPTION 2	PLATFORM OPTION B	STATION LIMIT OPTION B
PROPERTY LINE	HYDRO CORRIDOR	
FLOODPLAIN	UTILITY CORRIDOR	
WATERCOURSE	FUTURE UTILITY CORRIDOR	

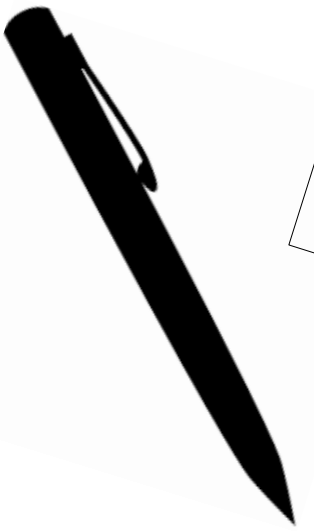
**Dundas St Station Option A**

- Recognized in the Greenbelt Plan
- Good access to the regional road system and the 407 ETR
- Possible extension by acquiring land north and west
- Preferred by Metrolinx Bus Operations
- Situated on privately owned property
- Site may need to be expanded to accommodate the demand

**Dundas St Station Option B**

- Situated on Provincial property (IO)
- Less bus platforms and parking space capacity
- Station access via collector road, distant from the interchange
- Site size insufficient to accommodate the demand
- Shoreacres Creek and its floodplain separate the site into two areas

**Initial Recommendation: All alignment alternatives for further analysis**



407 TRANSITWAY - HURONTARIO STREET TO HIGHWAY 400  
PUBLIC INFORMATION CENTRE  
January 23, 2018  
4:00 p.m. to 8:00 p.m.  
Greenbelt Recreation Centre  
1100 Central Park Drive, Brampton  
Please provide your comments on the study and drop your comment sheet in the box provided. Alternatively, you can mail, fax or e-mail your comment sheet by February 22, 2018 to any of the following Project Team representatives:

<b>Griffin Deloise</b> MTI Project Manager City of Transportation, Central Region 150 St. William Street, 4th Floor Toronto, Ontario M5Y 1K5 Tel: 416-392-5000 Fax: 416-392-5070 Email: griffin.deloise@toronto.ca	<b>Larry Smith</b> MTI Project Manager City of Transportation, Central Region 150 St. William Street, 4th Floor Toronto, Ontario M5Y 1K5 Tel: 416-392-5000 Fax: 416-392-5070 Email: larry.smith@toronto.ca	<b>John McCall</b> MTI Project Manager City of Transportation, Central Region 150 St. William Street, 4th Floor Toronto, Ontario M5Y 1K5 Tel: 416-392-5000 Fax: 416-392-5070 Email: john.mccall@toronto.ca
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**COMMENTS:**

Thank you for your participation.  
Comments and information regarding this study are being submitted to assist the Project Team in making the recommendations of the Transportation Study. Your comments and information will be submitted to the Project Team and will become part of the public record.

Do you require a further response to your comments?  
PLEASE PRINT CLEARLY  
Name: \_\_\_\_\_ Yes ☐ No ☐  
Address: \_\_\_\_\_  
Phone Code: \_\_\_\_\_ Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_ Telephone: \_\_\_\_\_

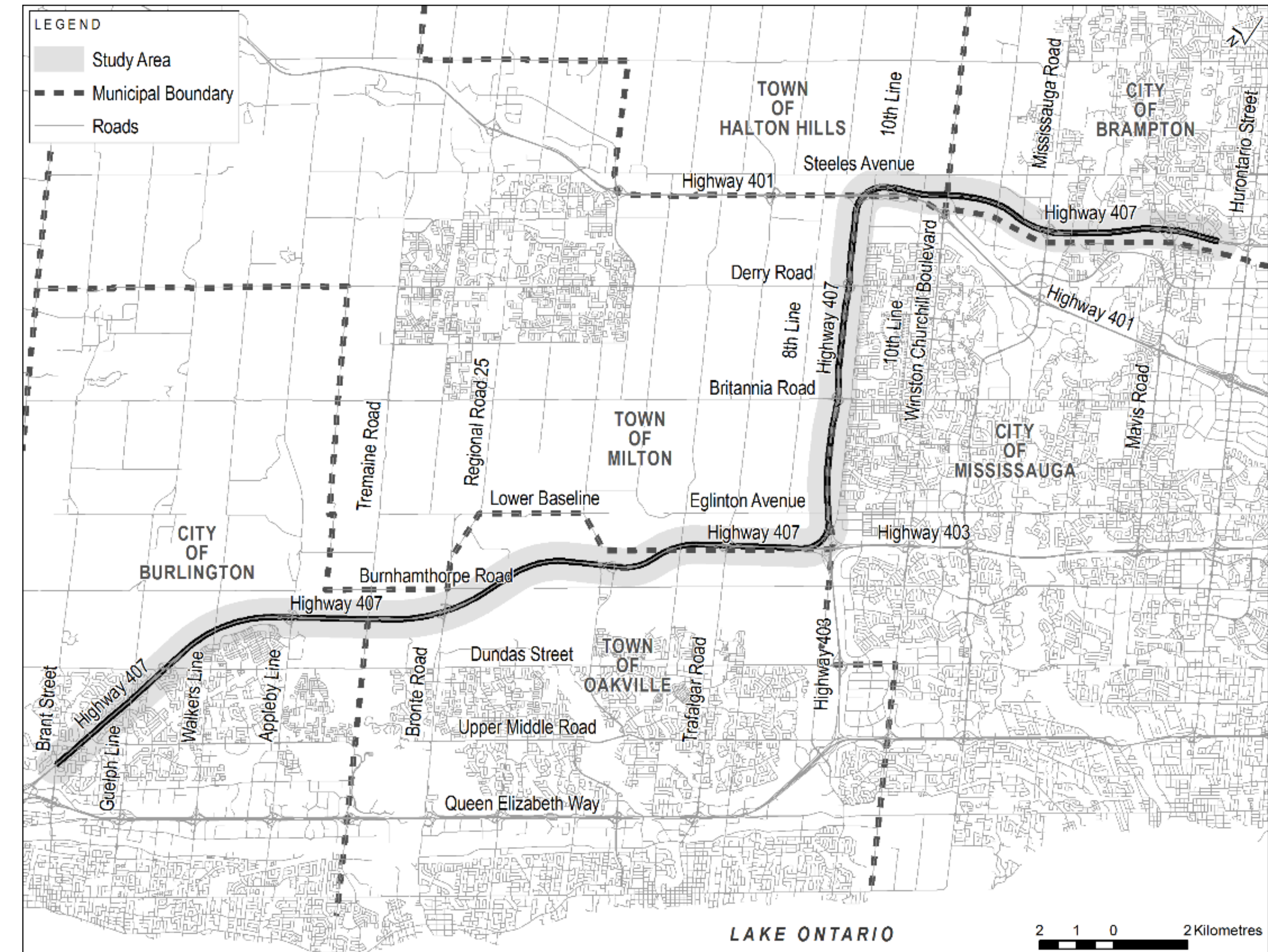




# WHAT IS THE 407 TRANSITWAY?



- Exclusive, fully grade separated (no intersections) bus rapid transit corridor, parallel to 407 ETR with potential conversion to light rail transit.
- The 407 Transitway will extend from Burlington to Highway 35/115 (150 km) with up to 50 stations.
- **Study limits for this Section:** west of Brant Street in Burlington to west of Hurontario Street in Mississauga.
  - **43-km exclusive runningway.**



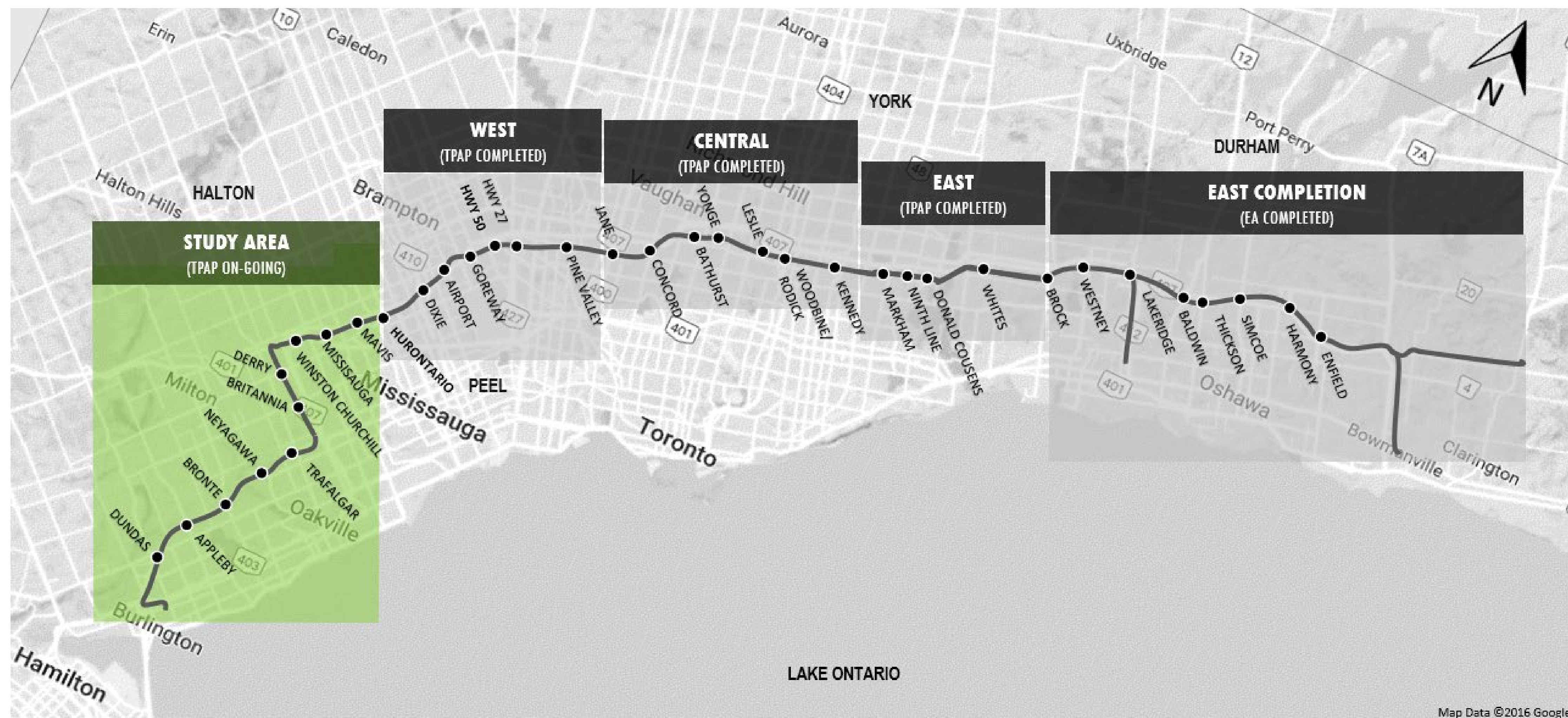
OTTAWA BRT



# WHAT IS DRIVING THE 407 TRANSITWAY PROJECT?



- The 407 Transitway will support current and future Greater Toronto and Hamilton Area rapid transit policies and initiatives.
- *It will* enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand.
- *It will* offer a viable, cost-effective way of moving people in the Highway 407 corridor.
- *It will* improve accessibility to existing/planned major urban centres/nodes, post secondary educational institutions, and other places of high demand.
- *It will* increase integration with regional transportation networks.
- *It will* reduce automobile dependence and green house gas emissions.
- *It will* alleviate congestion on west to east highways and major arterial roads through the Greater Toronto Area.
- The project builds on extensive work completed to date and will define the Transitway footprint and property requirements, address environmental impacts and receive Environmental Assessment Approval.



407 Transitway Complete Configuration

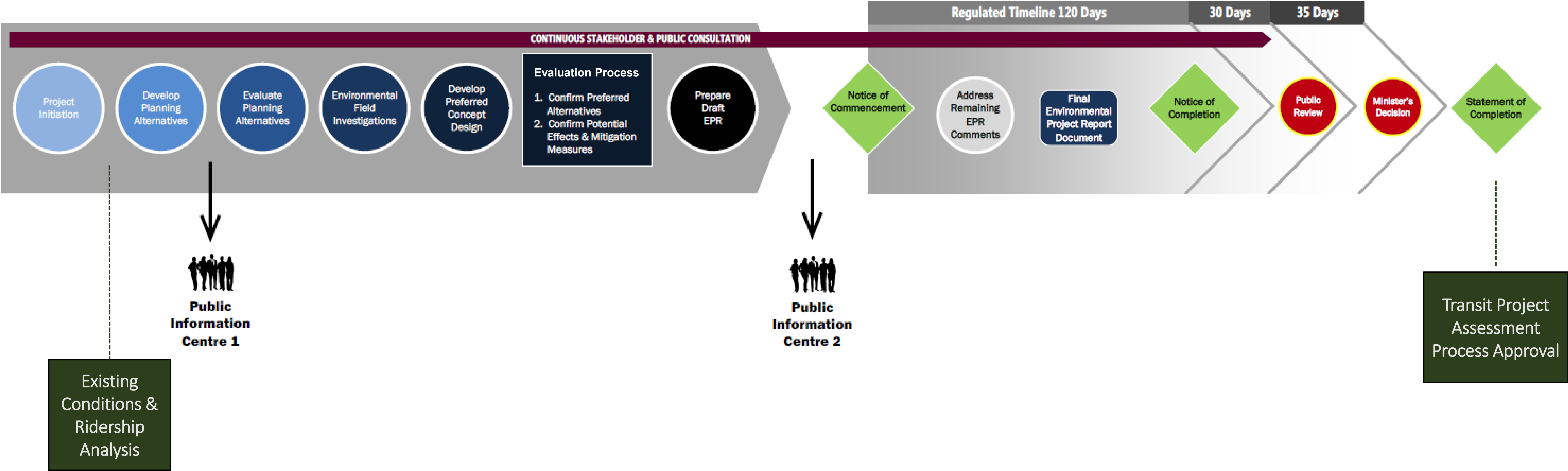


# STUDY SCHEDULE & PROCESS



## Step 1 Planning Stage

## Step 2 Transit Project Assessment Process (TPAP)



2018

2019

2020



WE ARE HERE



# SERVICE CONCEPT



## Operating Concept:

- **Spine services** – line haul services that operate exclusively on the Transitway, including some express routes, to connect to destinations on other portions of the Transitway.
  - e.g. Dundas Station to Hurontario Street Station or to Spadina Subway 407 Station (which will also be the 407 Transitway Jane Station).
- **No-transfer services (Interlining)** – designed to provide one-seat rides between major nodes and residential areas. Routes include portions both on and off the Transitway.
  - e.g. Sheridan College to Dundas Station using the 407 Transitway guideway from Trafalgar Road Station to Burlington GO Station.
- **Early Transitway station implementation** – Transitway stations are being implemented in advance to support ongoing GO bus transit service on 407 ETR at Trafalgar Road (existing), Bronte Road and Dundas Street (in planning).
- Average speed on Transitway including station stop time of between 50-65 km/h depending on service and station node configuration.

## Nodes served by this Transitway section:

- Urban Growth Centres (Hamilton, Oakville, Milton, and Mississauga City Centre).
- Transit Connections (GO Bus and Rail, MiWay, Brampton Züm, TTC).



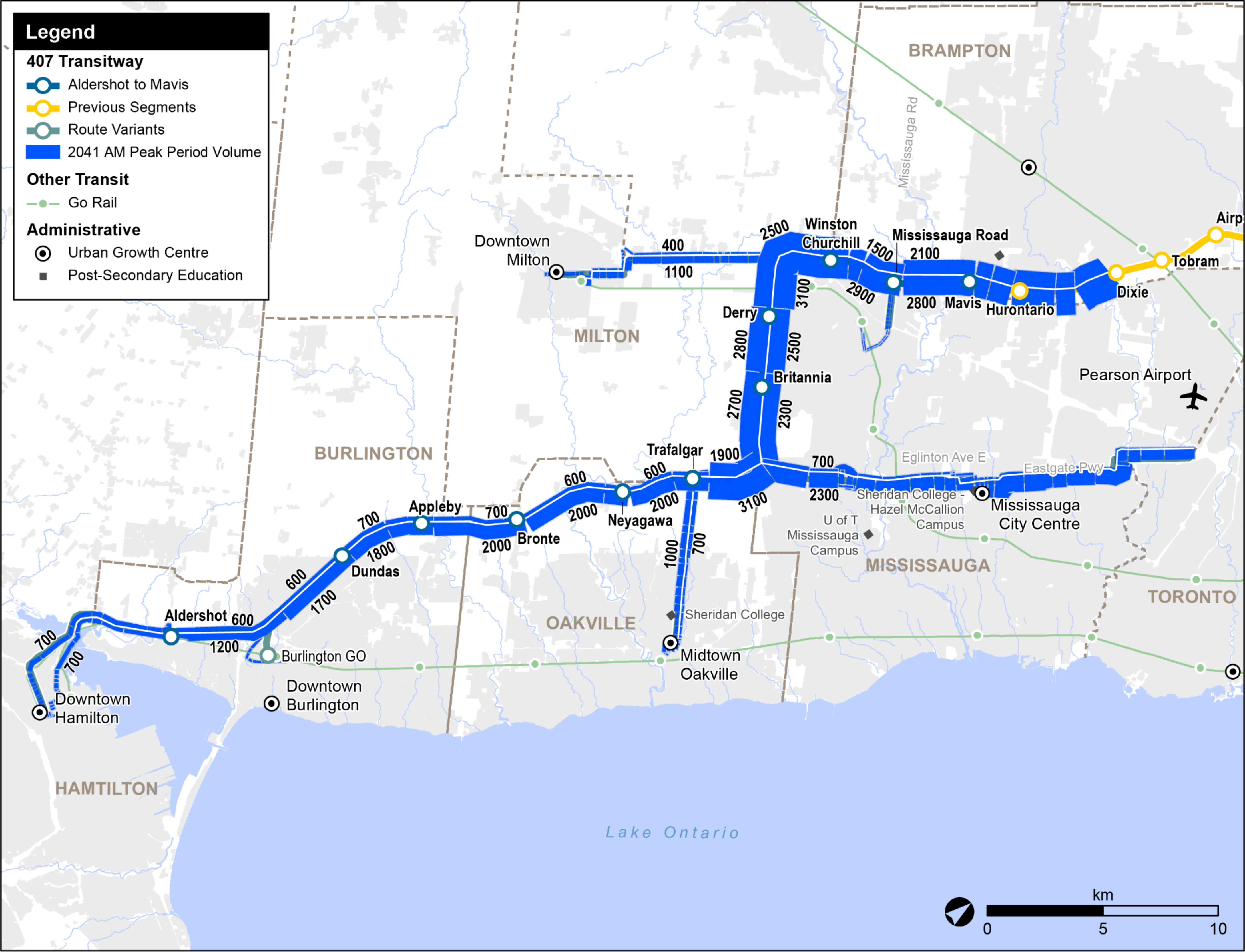


# RIDERSHIP PROJECTIONS



2041 AM Peak Hour Ridership on 407 Transitway, from Burlington to Hurontario:

- Peak load is **3,100** eastbound from Trafalgar Road and Derry Road stations.



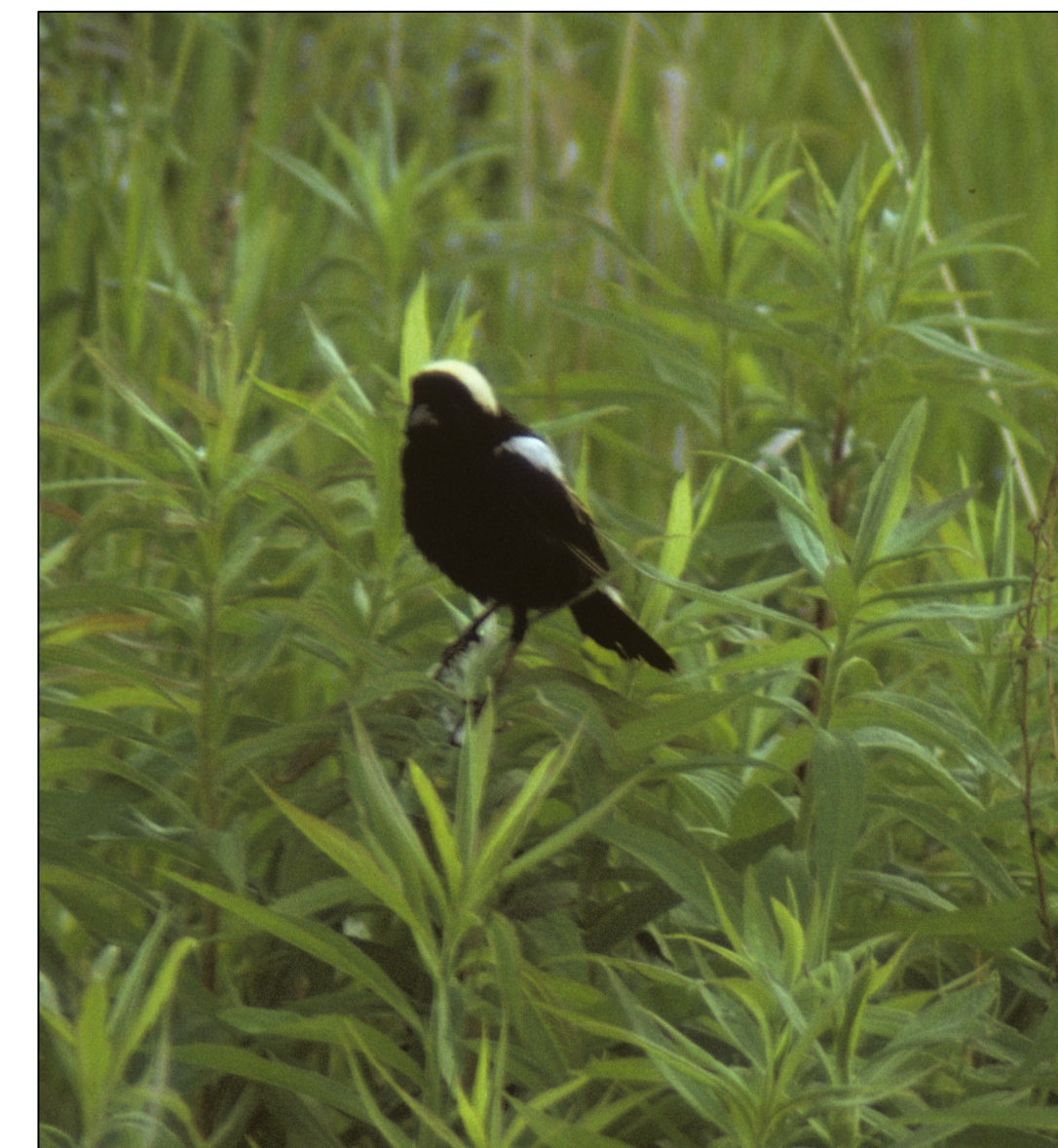


## Existing Conditions within the Area of Investigation Based on Available Information:

- 13 main watersheds. 23 watercourse crossings potentially impacted.
- Species at risk – a list of species at risk that have the potential to be present was obtained from MNRF. Field investigations will confirm habitat and species presence.
- Three regionally significant Environmentally Sensitive Areas (ESAs): Nelson Escarpment Woods, Bronte Creek Valley and Sixteen Mile Creek Valley ESAs. Two candidate ESAs: Drumquin Woods and Trafalgar Moraine.
- Two Provincially Significant Wetland (PSW) complexes: North Oakville-Milton East and North Oakville-Milton West PSWs.
- Two Areas of Natural and Scientific Interest (ANSI): Zimmerman Valley Life Science and Trafalgar Moraine Earth Science. Two candidate ANSIs: Sixteen Mile Creek Life Science and Oakville-Milton Wetlands and Uplands Life Science
- Presence of previously registered archaeological sites and cultural heritage sites.

## Environmental Field Investigations, Impact Assessment and Development of Protection/Mitigation Measures to Occur in 2018 and 2019:

- Natural Sciences (fisheries and terrestrial ecosystems)
- Landscape Composition
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Land Use/Socio-Economics
- Hydrology
- Erosion and Sediment Control





# 407 TRANSITWAY INFRASTRUCTURE CHARACTERISTICS

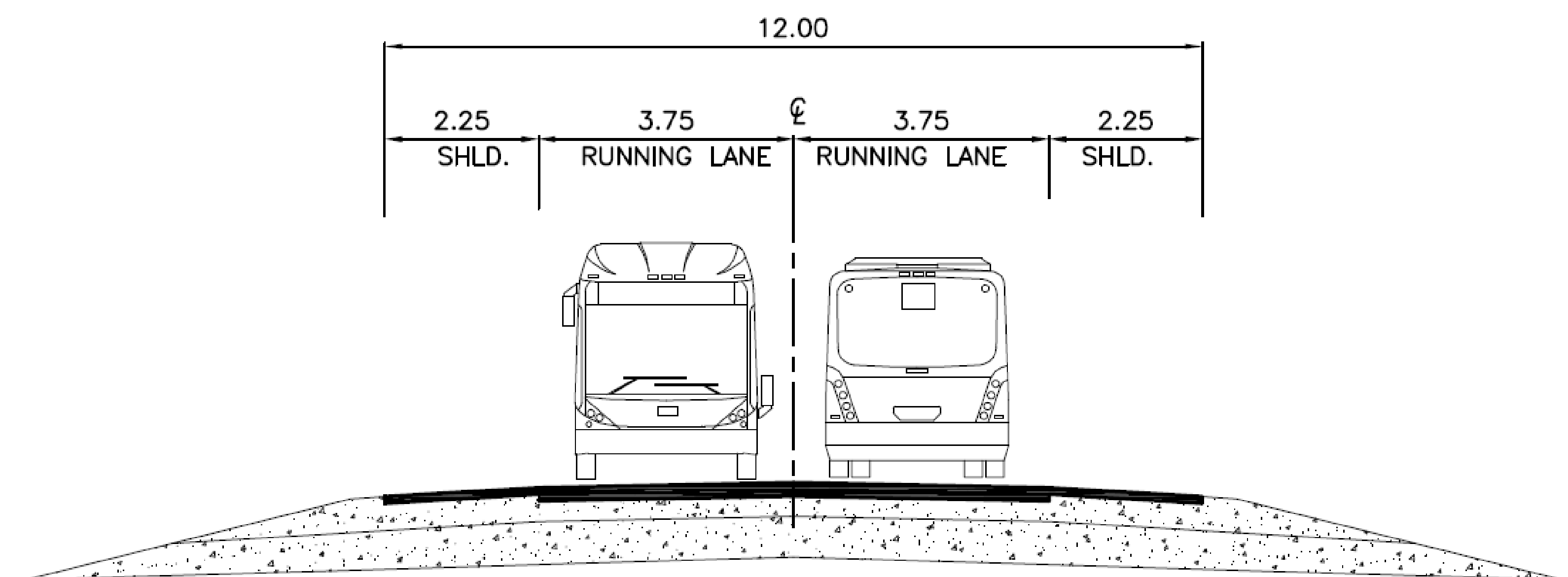


- The design will protect for Bus Rapid Transit (BRT) or Light Rail Transit (LRT) operation.
- Infrastructure includes runningway, stations (park and ride, passenger pick-up/drop-off, and transit interface facilities), and maintenance and storage facilities.
- Runningway BRT cross-section:
  - Between Stations – 12 m  
(2 x 3.75m lanes + 2 x 2.25m shoulders)
  - Through Stations – 14 m  
(2 x 3.75m lanes + 2 x 3m stopping lanes)

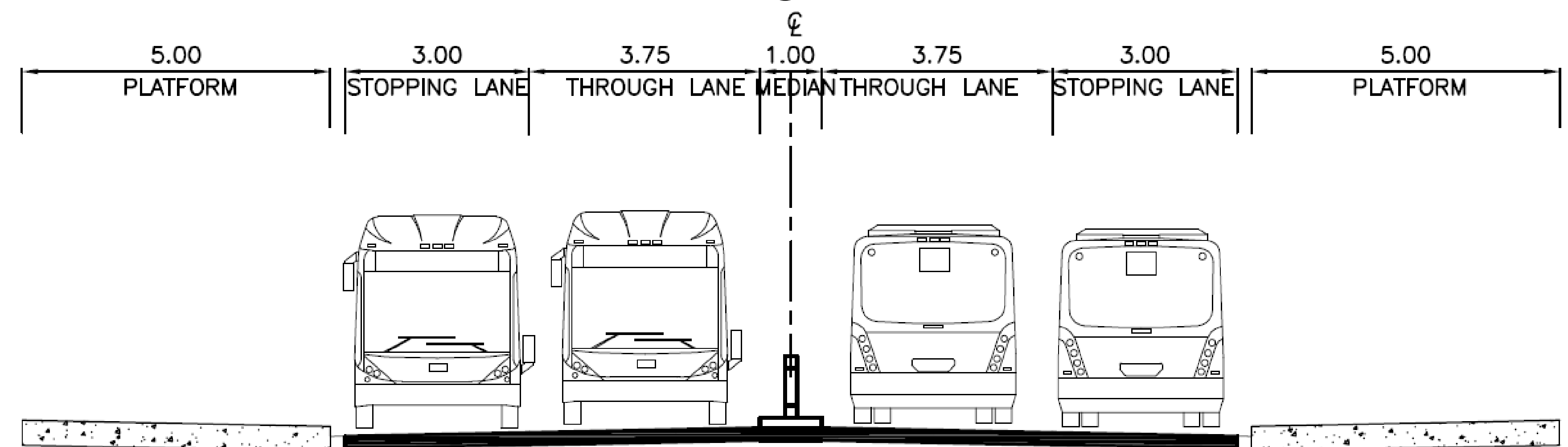


Example of a BRT System

## BRT Between Stations



## BRT Through Stations





# IDENTIFICATION OF PLANNING ALTERNATIVES



**Review of 2005  
MTO Corridor  
Protection  
Study**

**Review of  
Current and  
Future Plans**

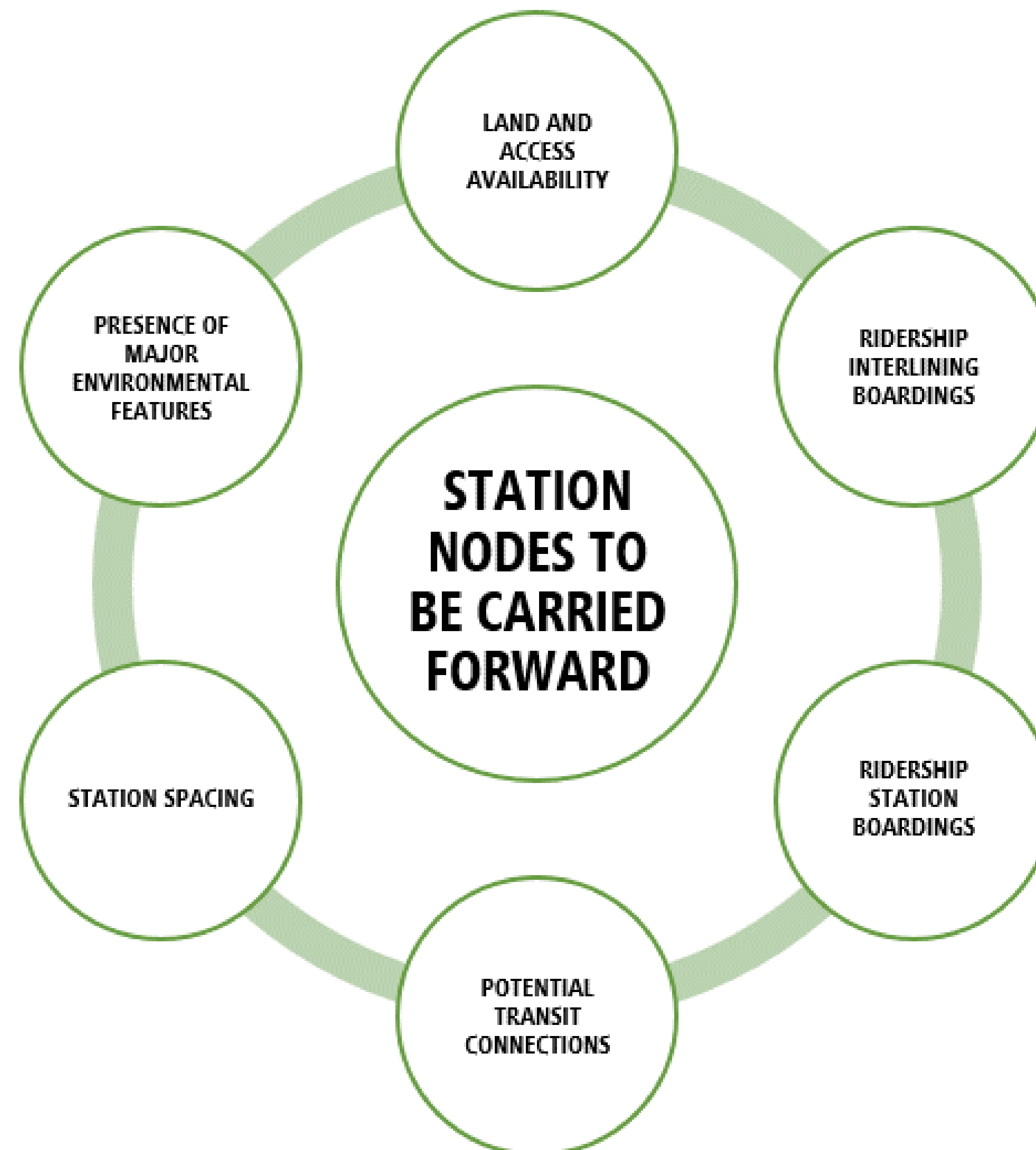
**Ridership Study  
& Desktop  
Existing  
Environmental  
Conditions**

**Identification  
of Initial  
Alignment and  
Station Site  
Alternatives**

**Initial  
Consultation  
(TRG & PIC's)**

**Confirmation of  
Initial  
Alignment and  
Station  
Alternatives**







# CORRIDOR PROTECTION STUDY (CPS) ASSESSMENT AND SCREENING OF STATION NODES

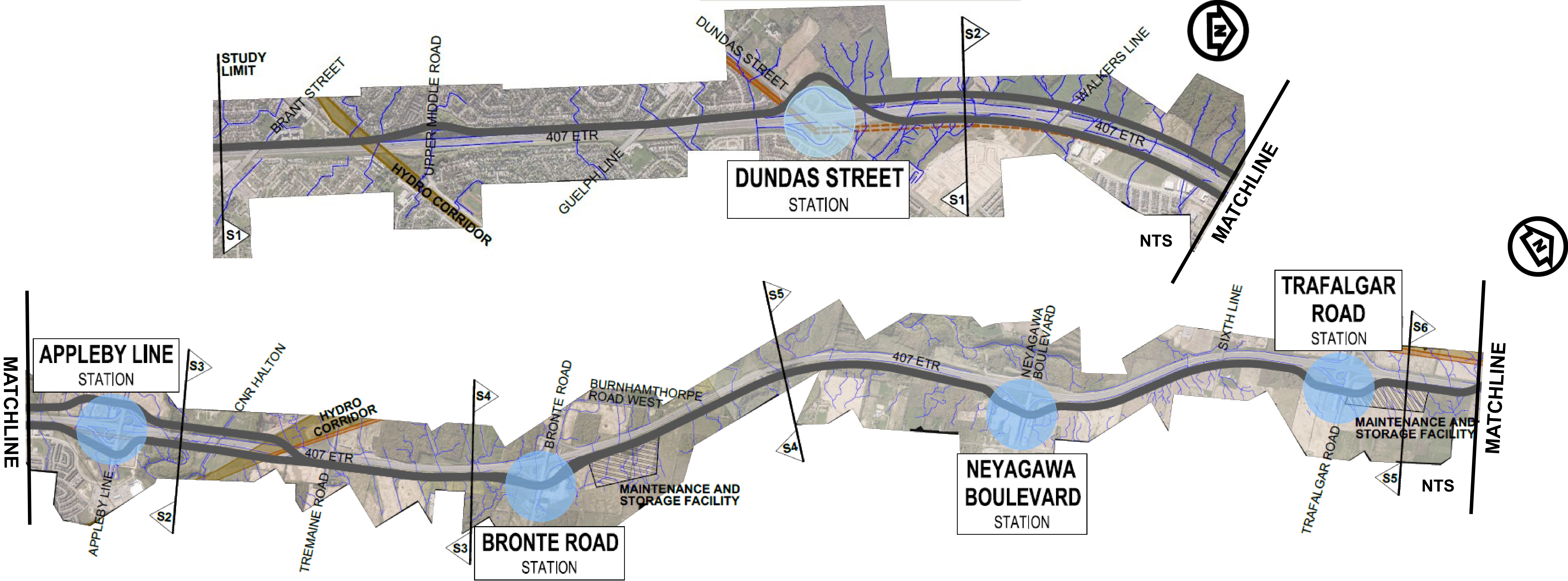


**LEGEND**

- CORRIDOR PROTECTION STUDY ALIGNMENTS (2005)
- UTILITY CORRIDOR
- HYDRO CORRIDOR
- MAINTENANCE YARD
- WATERCOURSE
- STATION NODE
- SEGMENT BOUNDARY

**DUNDAS STREET STATION**

- 5.7km to Burlington GO
- 3.9km to Appleby Line
- Two site options



**APPLEBY LINE STATION**

- 3.9km to Dundas Street
- 4.2km to Bronte Road
- Two site options

**BRONTE ROAD STATION**

- 4.2km to Appleby Line
- 4.9km to Neyagawa Blvd
- Two site options
- Proximity to GO Bus Park and Ride

**NEYAGAWA BLVD STATION**

- 4.9km to Bronte Road
- 3.1km to Trafalgar Road
- One potential site

**TRAFALGAR ROAD STATION**

- 3.1km to Neyagawa Blvd
- 6.5km to Britannia Road
- One potential site
- Proximity to GO Bus Park and Ride



# CORRIDOR PROTECTION STUDY (CPS) ASSESSMENT AND SCREENING OF STATION NODES



## BRITANNIA ROAD STATION

- 6.5km to Trafalgar Road
- 3.1km to Derry Road
- Two site options

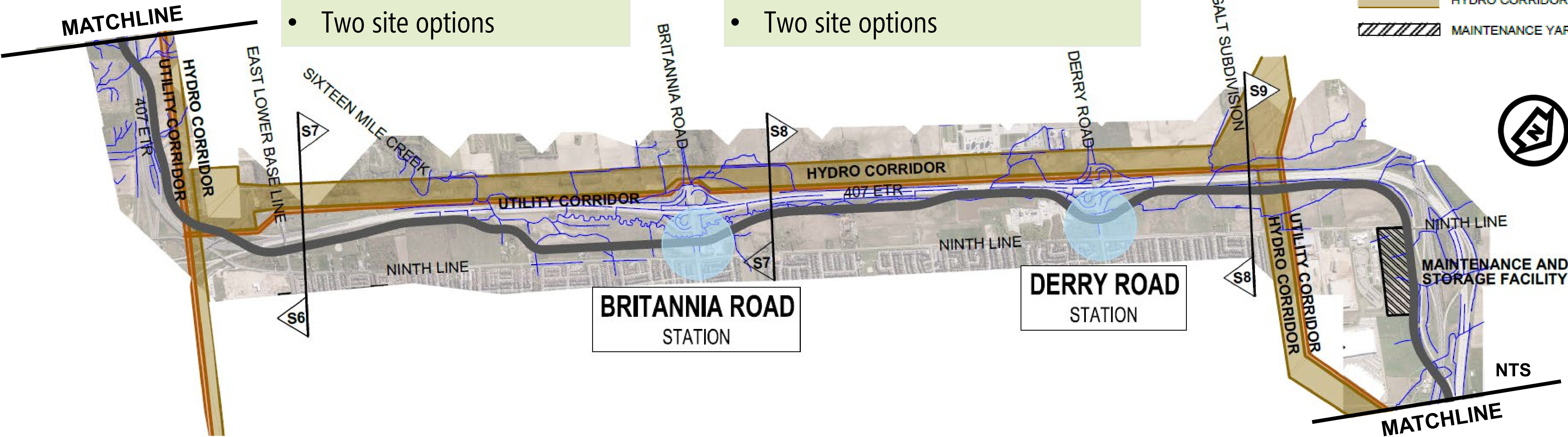
## DERRY ROAD STATION

- 3.1km to Britannia Road
- 4.9km to Winston Churchill Blvd
- Two site options

### LEGEND

- CORRIDOR PROTECTION STUDY ALIGNMENTS (2005)
- UTILITY CORRIDOR
- HYDRO CORRIDOR
- MAINTENANCE YARD

- WATERCOURSE
- STATION NODE
- SEGMENT BOUNDARY



## WINSTON CHURCHILL BLVD STATION

- 4.9km to Derry Road
- 2.9km to Mississauga Road
- One potential site

## MISSISSAUGA ROAD STATION

- 2.9km to Winston Churchill Blvd
- 3.3km to Mavis Road
- Two site options

## MAVIS ROAD STATION

- 3.3km to Mississauga Road
- 2.2km to Hurontario Street
- One potential site (access from McLaughlin Road)



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S1: East of Brant St to East of Dundas St



### LEGEND

- |  |                       |  |                                      |  |                        |
|--|-----------------------|--|--------------------------------------|--|------------------------|
|  | ALIGNMENT OPTION 1    |  | PLATFORM OPTION A                    |  | STATION LIMIT OPTION A |
|  | ALIGNMENT OPTION 2    |  | PLATFORM OPTION B                    |  | STATION LIMIT OPTION B |
|  | OPTIONAL ETR CROSSING |  | HYDRO CORRIDOR                       |  | PROPERTY LINE          |
|  | FLOODPLAIN            |  | UTILITY CORRIDOR                     |  |                        |
|  | WATERCOURSE           |  | APPROX. LOCATION OF UTILITY CORRIDOR |  |                        |

### Dundas St Station Option A

- Recognized in the Greenbelt Plan
- Good access to the regional road system and the 407 ETR
- Possible extension by acquiring land north and west
- Preferred by Metrolinx Bus Operations
- Situated on privately owned property
- Site may need to be expanded to accommodate the demand
- Potential site restriction by floodplain may reduce footprint



ETR storm sewer pipe realignment

REGIONAL MUNICIPALITY OF HALTON  
CITY OF BURLINGTON

Potential conflict with Utility Corridor

Challenge crossing Dundas/ETR interchange

### Dundas St Station Option B

- Situated on Provincial property (IO)
- Less bus platforms and parking space capacity
- Station access via collector road, distant from the interchange
- Site size insufficient to accommodate the demand
- Shoreacres Creek and its floodplain separate the site into two areas

Tight ROW

**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S2: East of Dundas St to East of Appleby Line



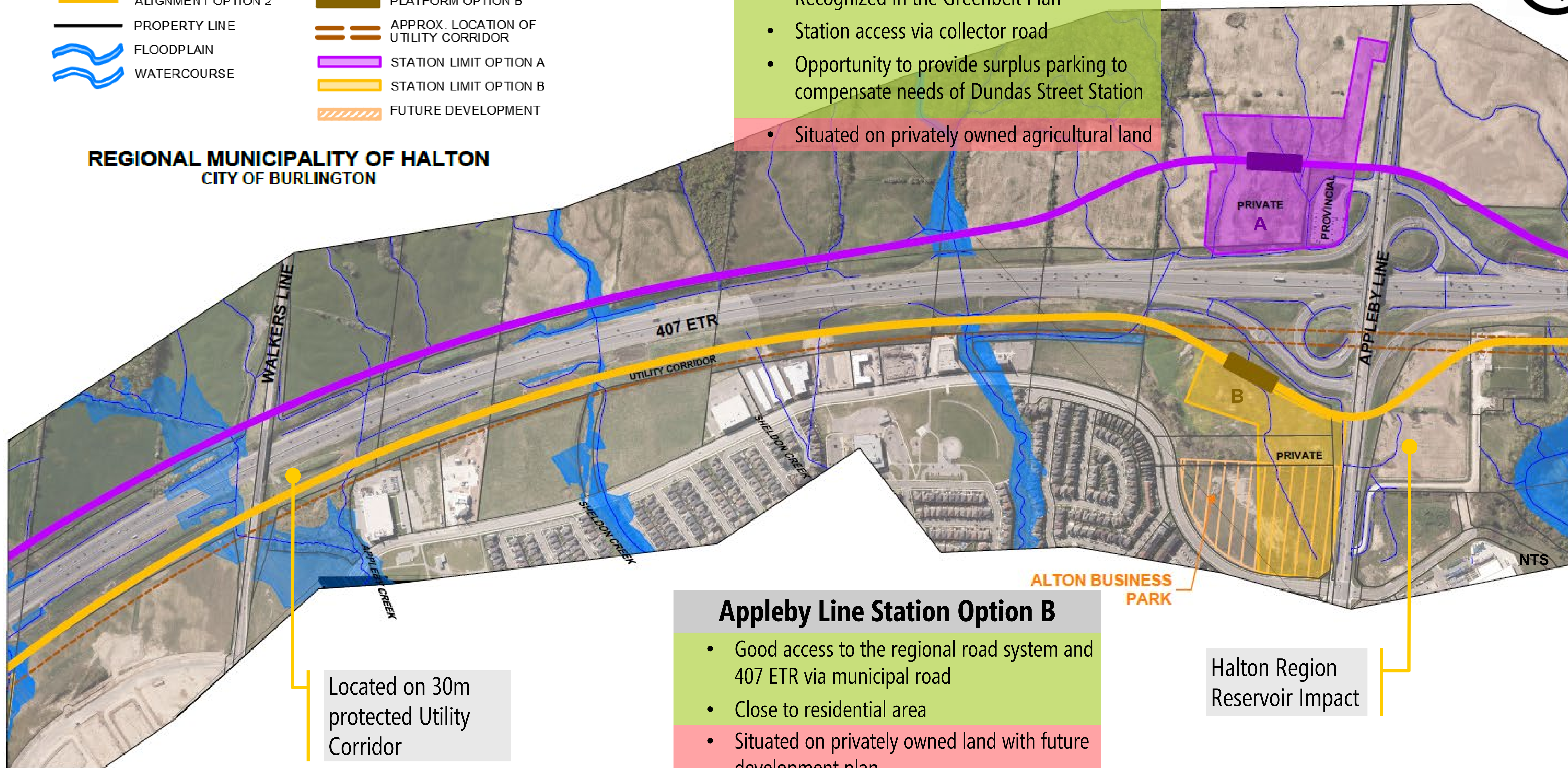
### LEGEND

- |  |                    |  |                                      |
|--|--------------------|--|--------------------------------------|
|  | ALIGNMENT OPTION 1 |  | PLATFORM OPTION A                    |
|  | ALIGNMENT OPTION 2 |  | PLATFORM OPTION B                    |
|  | PROPERTY LINE      |  | APPROX. LOCATION OF UTILITY CORRIDOR |
|  | FLOODPLAIN         |  | STATION LIMIT OPTION A               |
|  | WATERCOURSE        |  | STATION LIMIT OPTION B               |
|  |                    |  | FUTURE DEVELOPMENT                   |

**REGIONAL MUNICIPALITY OF HALTON**  
CITY OF BURLINGTON

### Appleby Line Station Option A

- Recognized in the Greenbelt Plan
- Station access via collector road
- Opportunity to provide surplus parking to compensate needs of Dundas Street Station
- Situated on privately owned agricultural land



Located on 30m protected Utility Corridor

### Appleby Line Station Option B

- Good access to the regional road system and 407 ETR via municipal road
- Close to residential area
- Situated on privately owned land with future development plan

Halton Region Reservoir Impact

**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



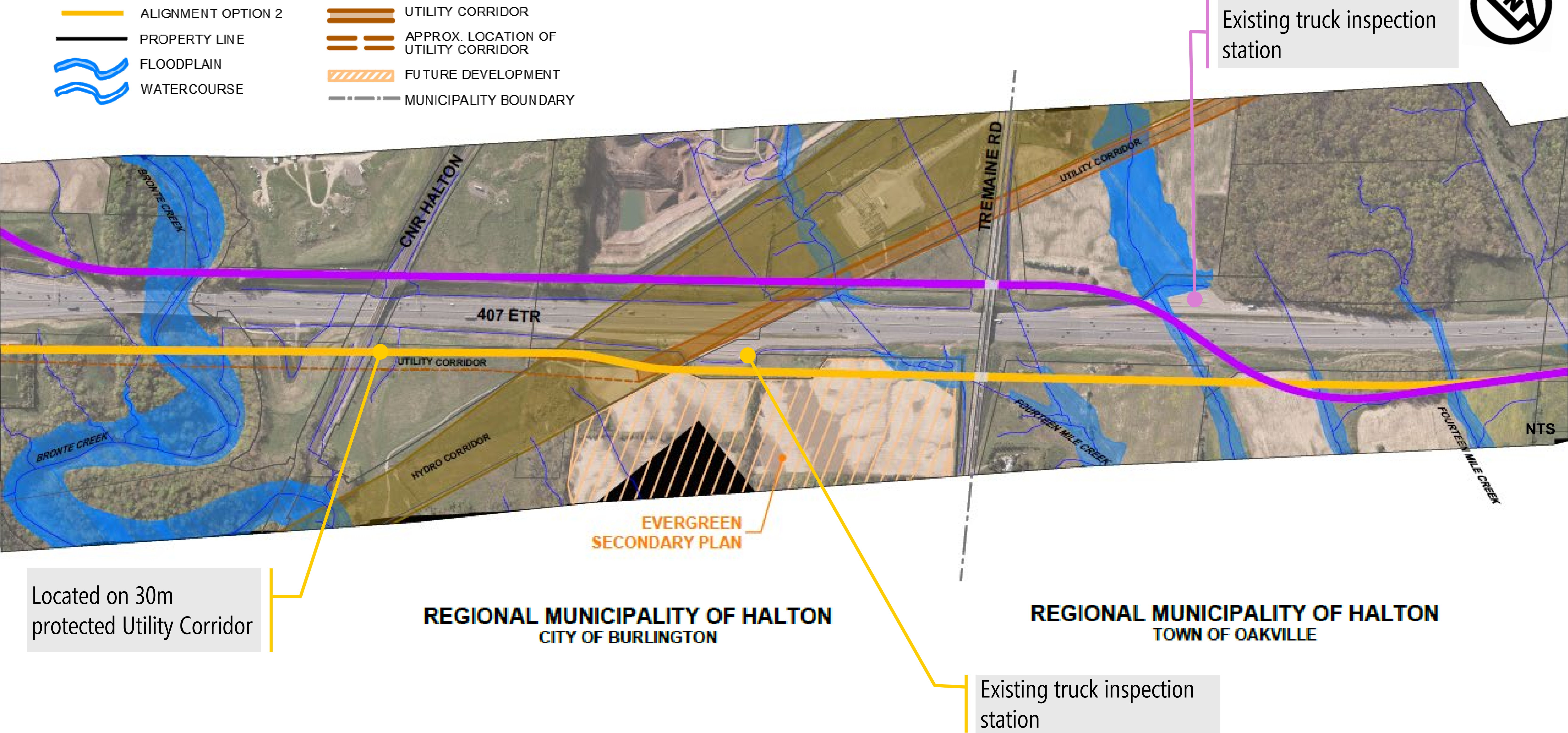
# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S3: East of Appleby Line to East of Tremaine Rd



### LEGEND

- ALIGNMENT OPTION 1
- ALIGNMENT OPTION 2
- PROPERTY LINE
- FLOODPLAIN
- WATERCOURSE
- HYDRO CORRIDOR
- UTILITY CORRIDOR
- APPROX. LOCATION OF UTILITY CORRIDOR
- FUTURE DEVELOPMENT
- MUNICIPALITY BOUNDARY



**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S4: East of Tremaine Rd to East of Bronte Rd



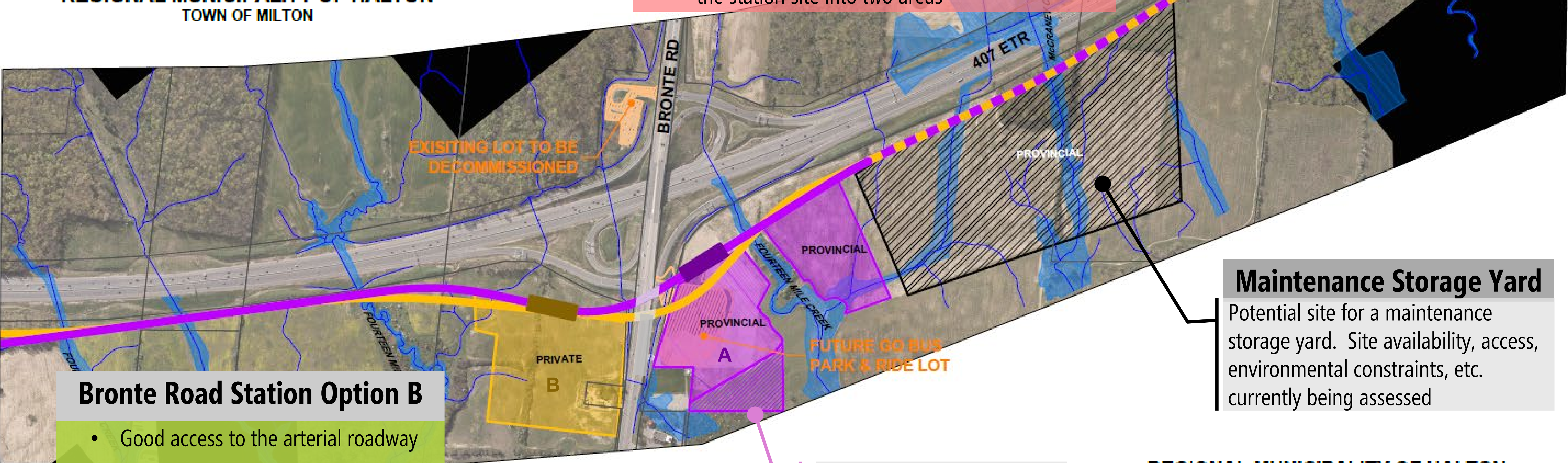
### LEGEND

- ALIGNMENT OPTION 1
- ALIGNMENT OPTION 2
- ALIGNMENT OPTIONS 1 AND 2 OVERLAPPED
- PLATFORM OPTION A
- PLATFORM OPTION B
- MAINTENANCE STORAGE YARD
- STATION LIMIT OPTION A
- STATION LIMIT OPTION B
- FUTURE DEVELOPMENT
- PROPERTY LINE
- FLOODPLAIN
- WATERCOURSE

REGIONAL MUNICIPALITY OF HALTON  
TOWN OF MILTON

### Bronte Road Station Option A

- Situated on Provincial property
- Location of future GO Bus Park and Ride lot and Provincial carpool lot
- Constraint to the access to station from Bronte Road is resolved in another project – ETR ramp to be shortened
- Proximity to an existing institutional access
- Fourteen-Mile Creek and its floodplain separate the station site into two areas



### Bronte Road Station Option B

- Good access to the arterial roadway
- Desirable platform location for the runningway alignment
- Situated on two private properties

### Maintenance Storage Yard

Potential site for a maintenance storage yard. Site availability, access, environmental constraints, etc. currently being assessed

Land availability to be investigated

REGIONAL MUNICIPALITY OF HALTON  
TOWN OF OAKVILLE

**Initial Recommendation:** All alignment alternatives and station options being carried forward for further analysis



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S5: East of Bronte Rd to East of Trafalgar Rd



### LEGEND

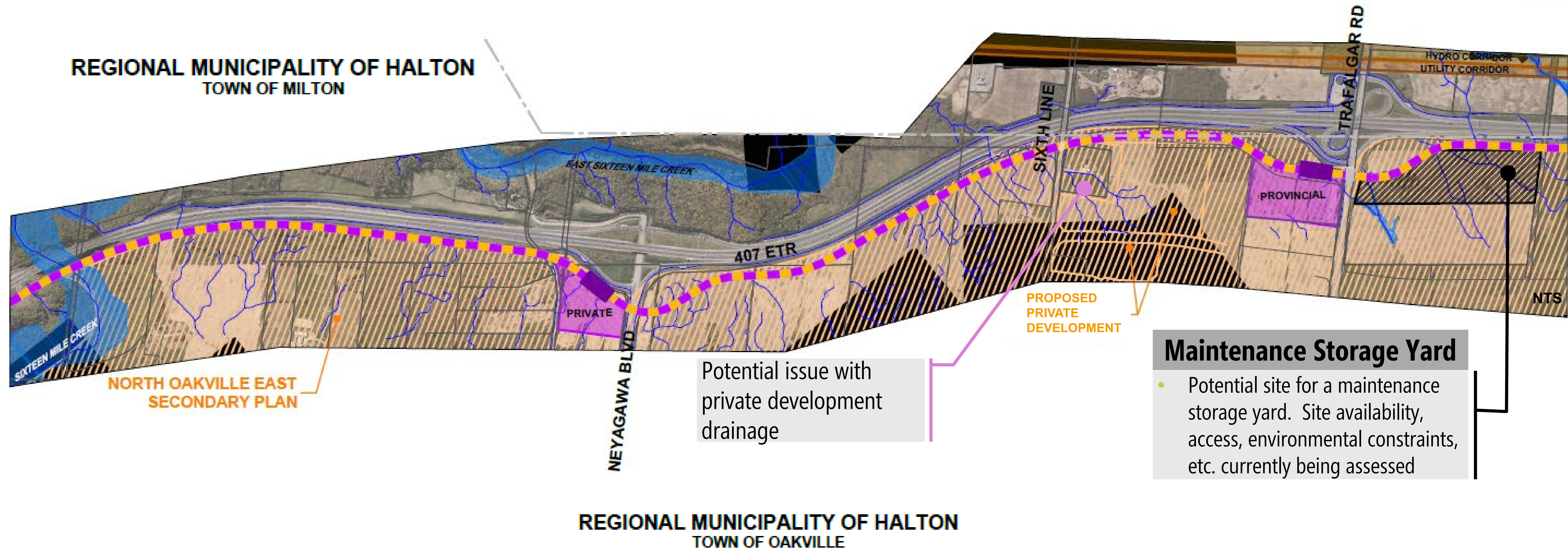
- ALIGNMENT OPTIONS 1 AND 2 OVERLAPPED
- PLATFORM OPTION A
- STATION LIMIT OPTION A
- FLOODPLAIN
- WATERCOURSE
- HYDRO CORRIDOR
- UTILITY CORRIDOR
- FUTURE DEVELOPMENT
- MAINTENANCE STORAGE YARD
- MUNICIPALITY BOUNDARY
- PROPERTY LINE

### Neyagawa Blvd Station Option

- Direct access to the station via Neyagawa Blvd
- Potential extension of Neyagawa Blvd and future development
- Located on private property

### Trafalgar Road Station Option

- Direct access to the station via Trafalgar Road
- Situated on Provincial property (MTO)
- Existing GO Park and Ride lot on site
- Additional Provincial lands beyond the protected footprint may be needed to meet demand

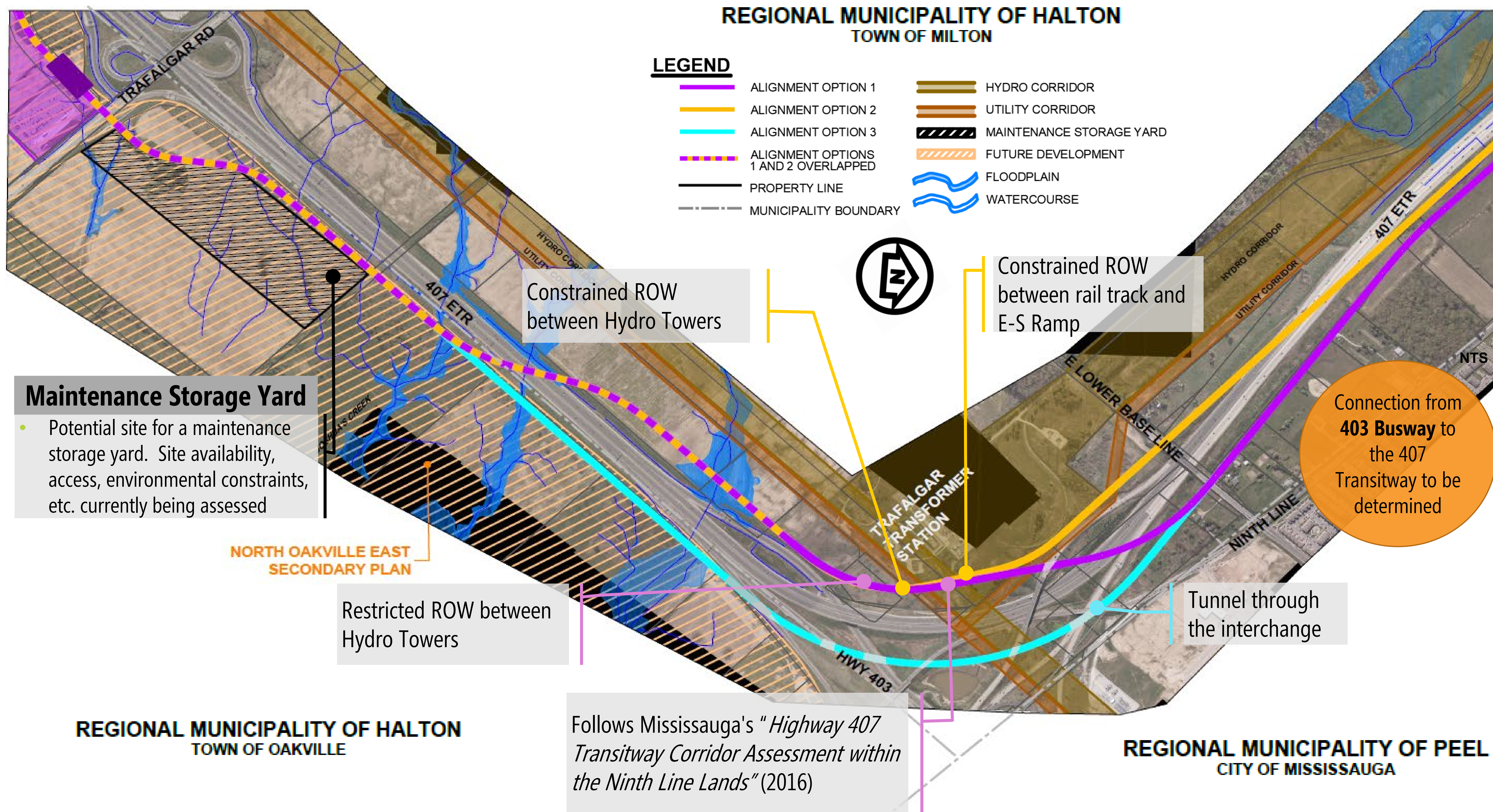


**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S6: East of Trafalgar Rd to East of Lower Base Line



**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S7: East of Lower Base Line to North of Britannia Rd

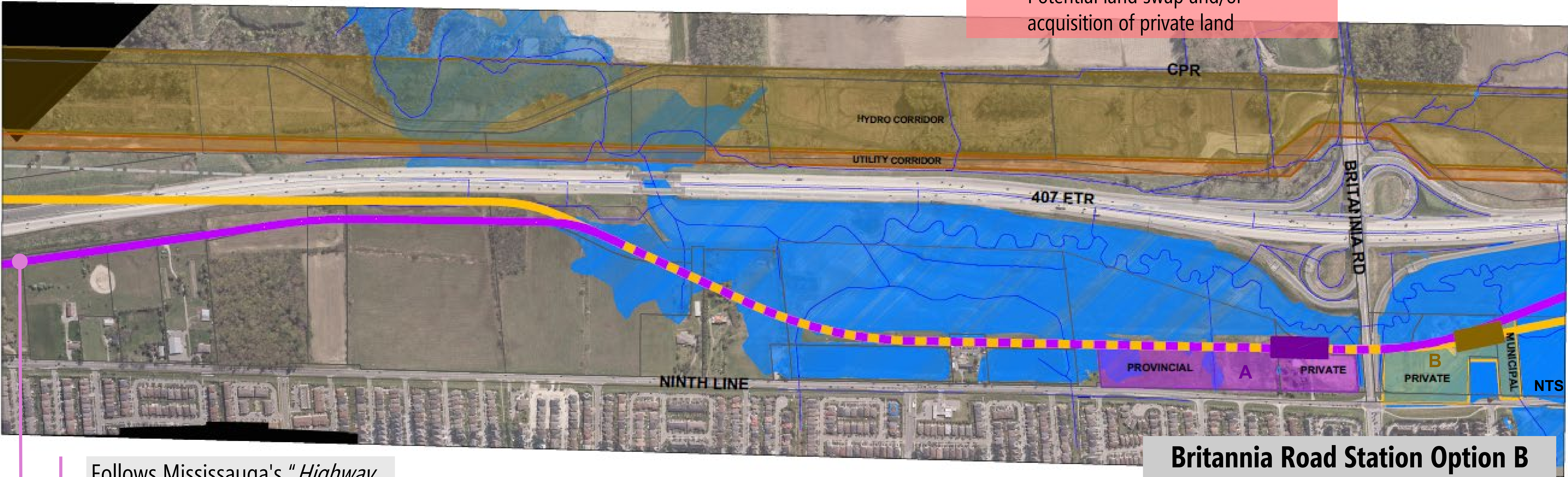


### LEGEND

- |  |                                      |  |                   |  |                        |
|--|--------------------------------------|--|-------------------|--|------------------------|
|  | ALIGNMENT OPTION 1                   |  | PLATFORM OPTION A |  | STATION LIMIT OPTION A |
|  | ALIGNMENT OPTION 2                   |  | PLATFORM OPTION B |  | STATION LIMIT OPTION B |
|  | ALIGNMENT OPTIONS 1 AND 2 OVERLAPPED |  | HYDRO CORRIDOR    |  | MUNICIPALITY BOUNDARY  |
|  | FLOODPLAIN                           |  | UTILITY CORRIDOR  |  |                        |
|  | WATERCOURSE                          |  | PROPERTY LINE     |  |                        |

### Britannia Road Station Option A

- Direct access to the station via Ninth Line
- Partially on Provincial property
- Potential land swap and/or acquisition of private land



Follows Mississauga's "Highway 407 Transitway Corridor Assessment within the Ninth Line Lands" (2016)

### Britannia Road Station Option B

- Direct access to the station via Ninth Line
- Partially on Municipality owned property
- Site size insufficient to accommodate the demand
- Whole site on floodplain

**Initial Recommendation:** All alignment alternatives and station options being carried forward for further analysis



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S8: North of Britannia Rd to North of Derry Rd



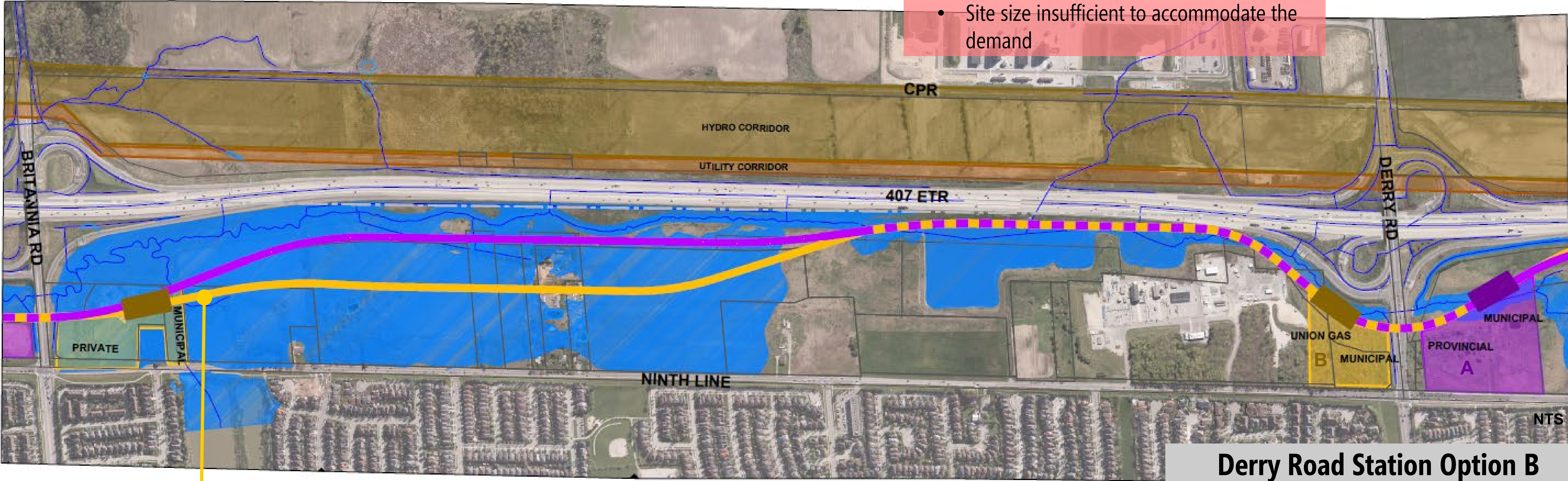
### LEGEND

- |  |                                      |  |                   |  |                        |
|--|--------------------------------------|--|-------------------|--|------------------------|
|  | ALIGNMENT OPTION 1                   |  | PLATFORM OPTION A |  | STATION LIMIT OPTION A |
|  | ALIGNMENT OPTION 2                   |  | PLATFORM OPTION B |  | STATION LIMIT OPTION B |
|  | ALIGNMENT OPTIONS 1 AND 2 OVERLAPPED |  | HYDRO CORRIDOR    |  | MUNICIPALITY BOUNDARY  |
|  | FLOODPLAIN                           |  | UTILITY CORRIDOR  |  |                        |
|  | WATERCOURSE                          |  | PROPERTY LINE     |  |                        |

REGIONAL MUNICIPALITY OF HALTON  
TOWN OF MILTON

### Derry Road Station Option A

- Direct access to the station via Ninth Line
- On Province and Municipality owned properties
- Site size insufficient to accommodate the demand



Follows Mississauga's "Highway 407 Transitway Corridor Assessment within the Ninth Line Lands" (2016)

REGIONAL MUNICIPALITY OF PEEL  
CITY OF MISSISSAUGA

### Derry Road Station Option B

- Direct access to the station via Ninth Line
- Partially on Union Gas owned property
- Site size insufficient to accommodate the demand

**Initial Recommendation:** All alignment alternatives and station options being carried forward for further analysis



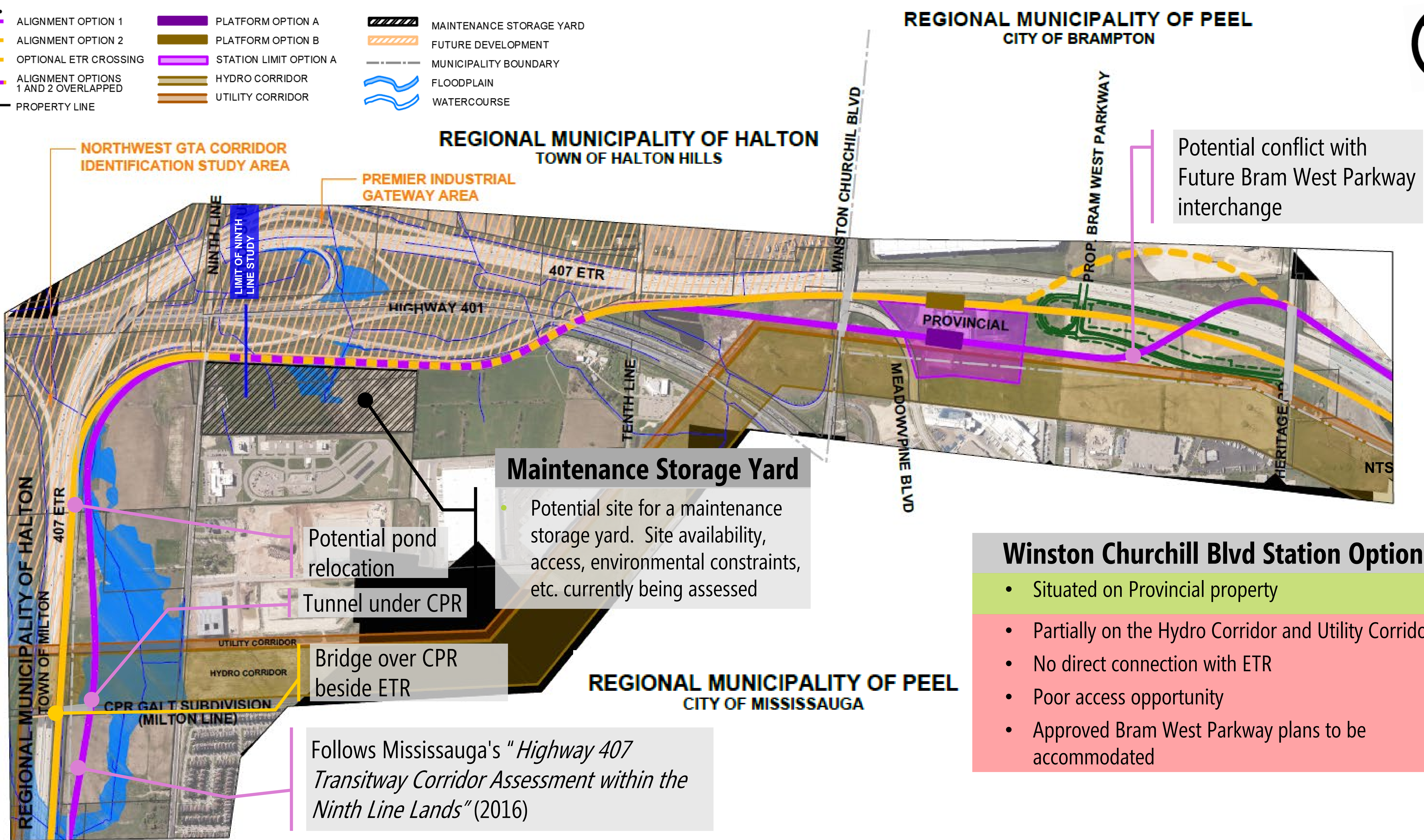
# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S9: North of Derry Rd to West of Heritage Rd



### LEGEND

- |  |                                      |  |                        |  |                          |
|--|--------------------------------------|--|------------------------|--|--------------------------|
|  | ALIGNMENT OPTION 1                   |  | PLATFORM OPTION A      |  | MAINTENANCE STORAGE YARD |
|  | ALIGNMENT OPTION 2                   |  | PLATFORM OPTION B      |  | FUTURE DEVELOPMENT       |
|  | OPTIONAL ETR CROSSING                |  | STATION LIMIT OPTION A |  | MUNICIPALITY BOUNDARY    |
|  | ALIGNMENT OPTIONS 1 AND 2 OVERLAPPED |  | HYDRO CORRIDOR         |  | FLOODPLAIN               |
|  | PROPERTY LINE                        |  | UTILITY CORRIDOR       |  | WATERCOURSE              |

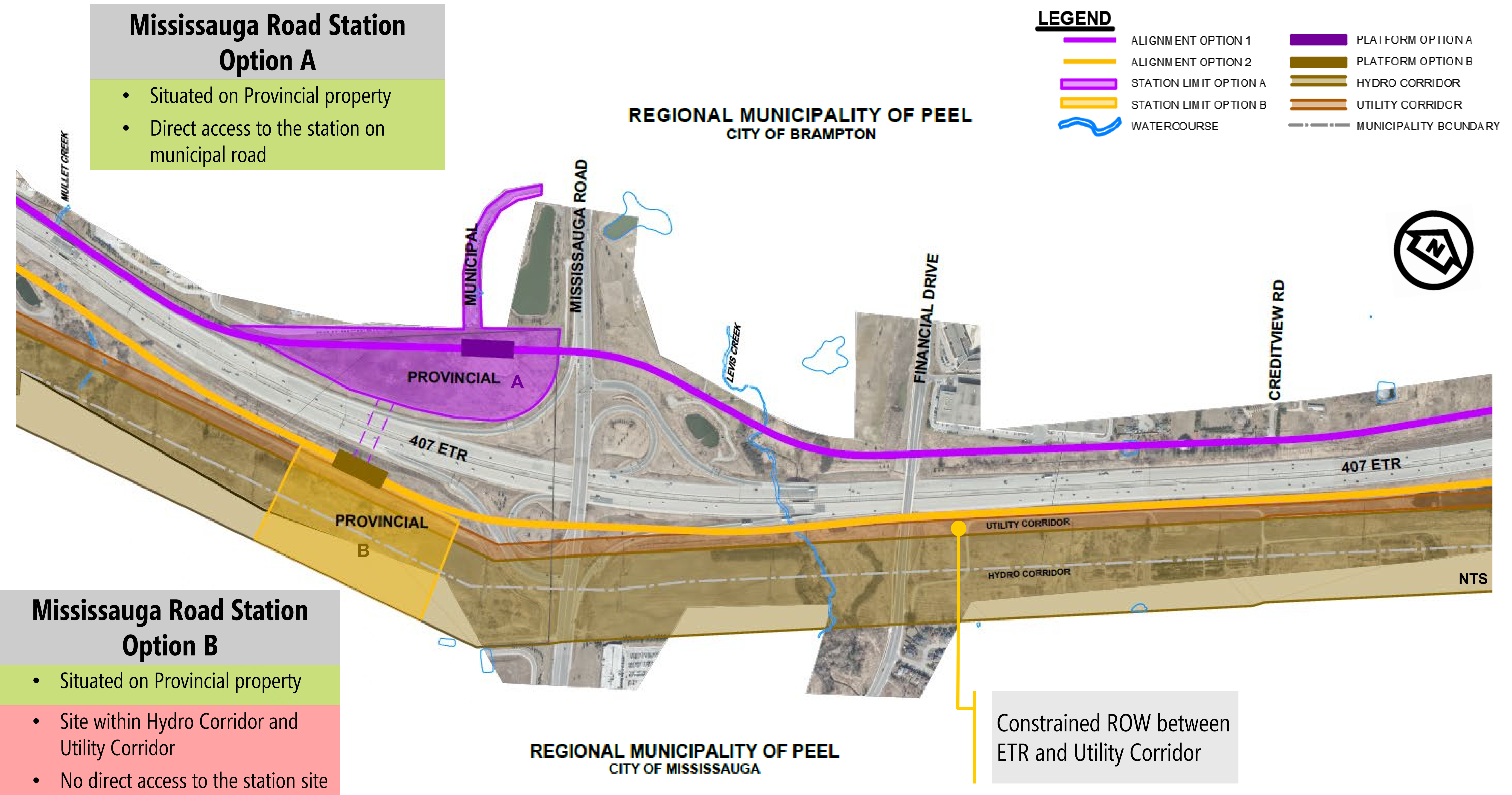


**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S10: West of Heritage Rd to East of Creditview Rd



**Initial Recommendation:** All alignment alternatives and station options being carried forward for further analysis



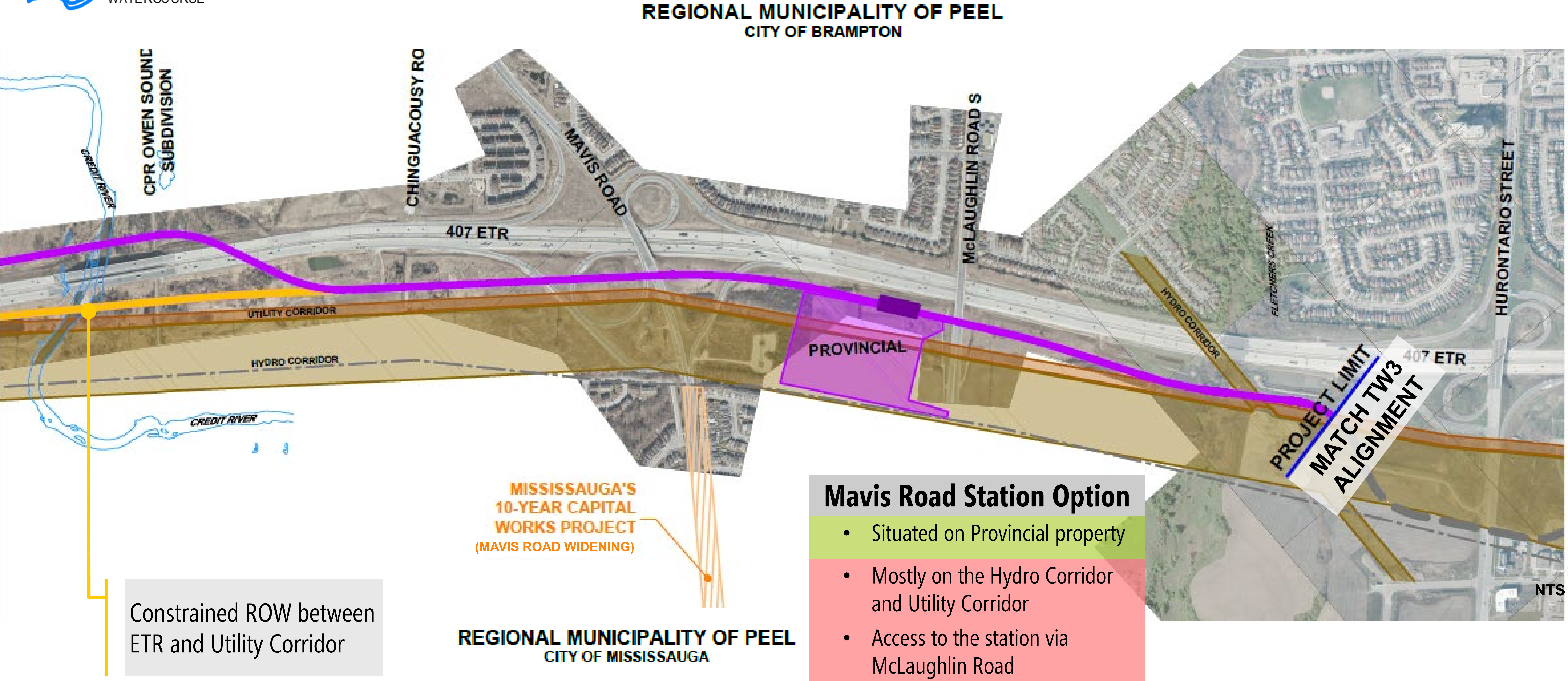
# ALIGNMENT AND STATION SITE ALTERNATIVES

## Segment S11: East of Creditview Rd to West of Hurontario St



### LEGEND

- |  |                        |  |                       |
|--|------------------------|--|-----------------------|
|  | ALIGNMENT OPTION 1     |  | HYDRO CORRIDOR        |
|  | ALIGNMENT OPTION 2     |  | UTILITY CORRIDOR      |
|  | STATION LIMIT OPTION A |  | FUTURE DEVELOPMENT    |
|  | PLATFORM OPTION A      |  | MUNICIPALITY BOUNDARY |
|  | WATERCOURSE            |  |                       |

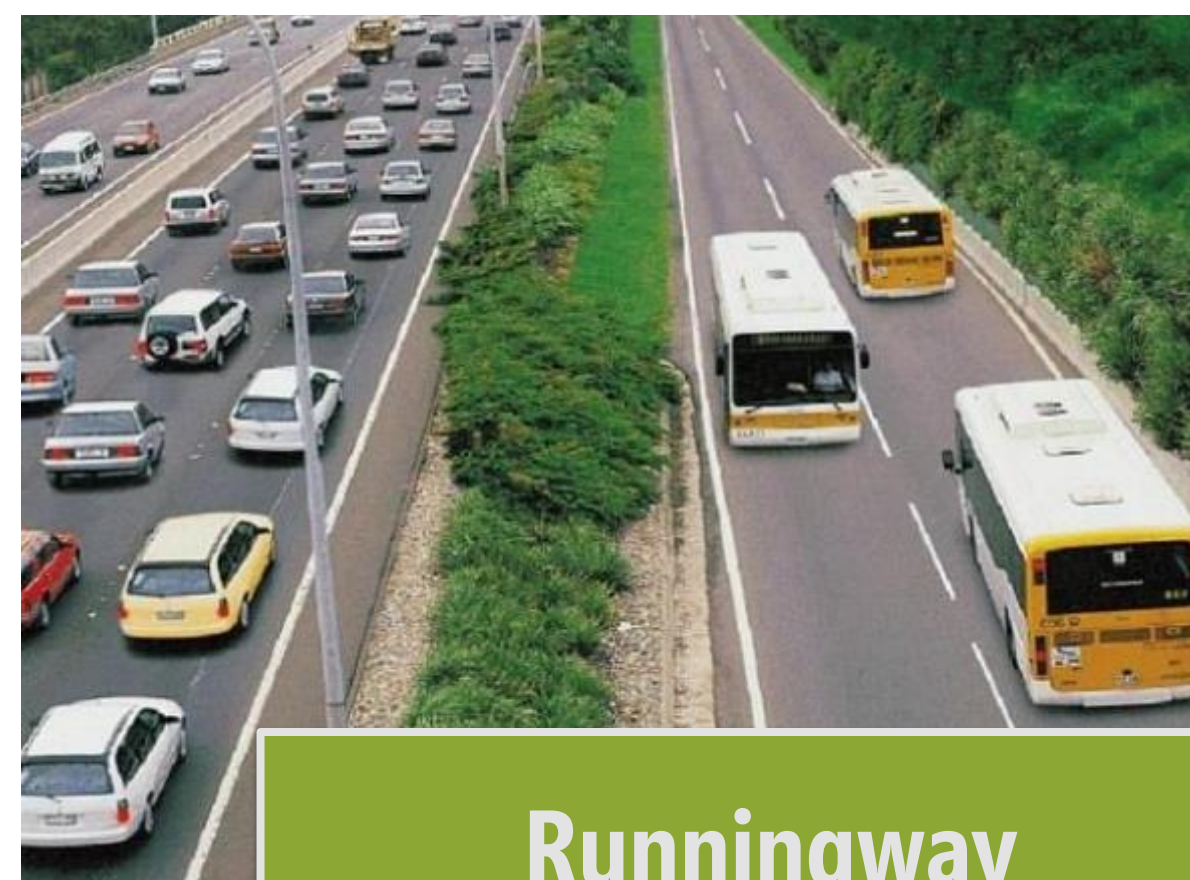


**Initial Recommendation: All alignment alternatives and station options being carried forward for further analysis**



Confirm preferred alignment and station alternatives through a full evaluation based on the following:

- Consultation with Stakeholders and the Public.
- Detailed Field Investigations.
- Traffic Impact Study.
- Station Functionality and Design Elements Evaluation.
- Constructability Assessment.
- Full Evaluation to develop a preferred Alternative.





# EVALUATION OF ALIGNMENT AND STATION SITE ALTERNATIVES CRITERIA



## ENVIRONMENT

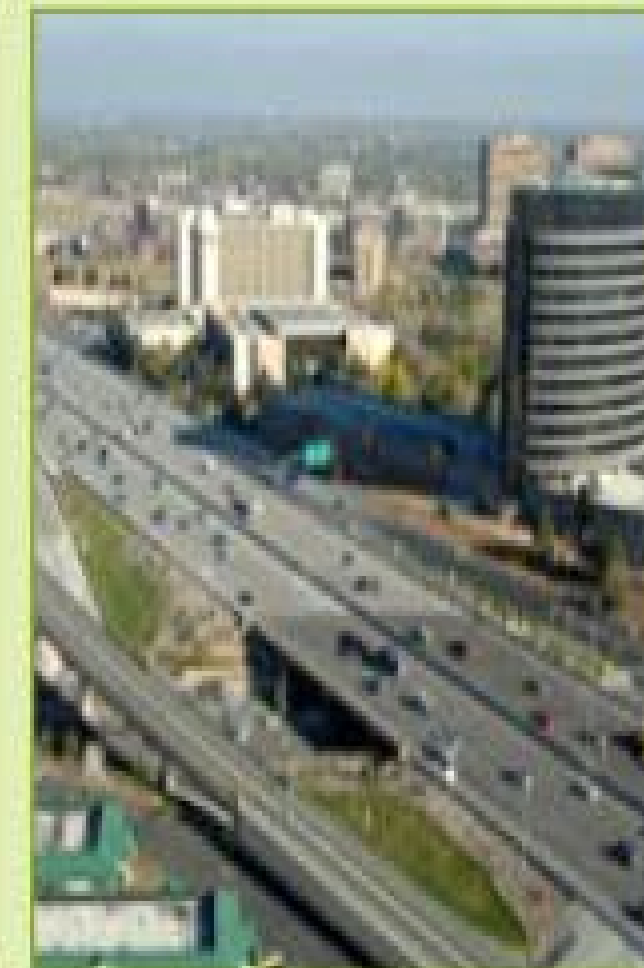
### NATURAL

- Potential Effects on Natural Heritage Resources
- Potential Effects on Environmentally Significant Landforms/Features
- Potential Effects on Geology and Hydrogeology
- Potential Effects on Species/Habitats at Risk



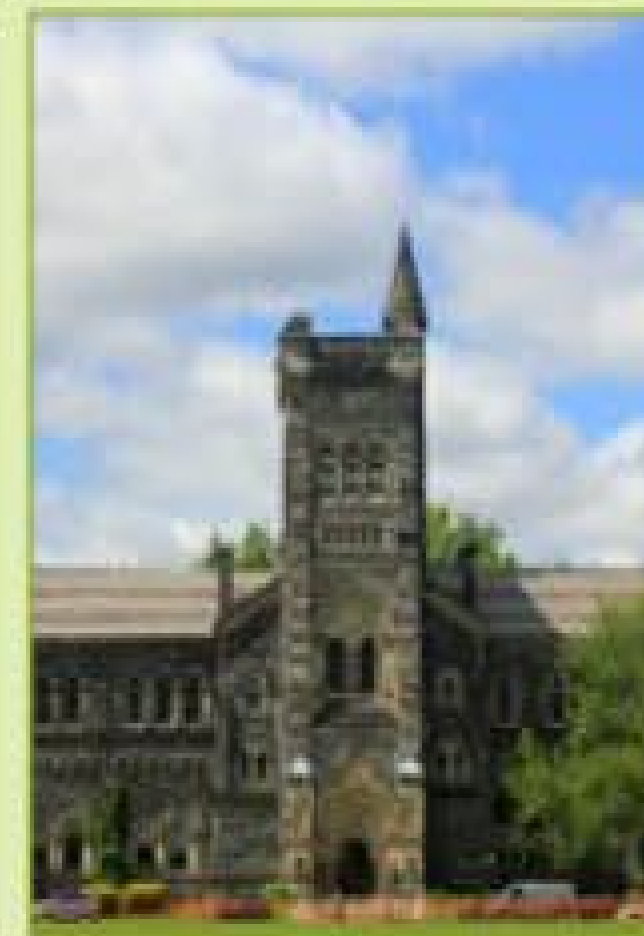
### SOCIO-ECONOMIC

- Private Property Impacts
- Land Use Compatibility with Provincial and Municipal Plans and Policies
- Potential Effects on Adjacent Noise Sensitive Areas
- Impacts to Prime Agricultural Lands



### CULTURAL

- Known Presence of Archaeological Potential
- Potential Impacts to Known Indigenous Lands
- Potential Effects on Cultural/Built Heritage



## SERVICE QUALITY AND INFRASTRUCTURE

### TRANSITWAY OPERATION

- Transitway Alignment (Safety, Ride Comfort, Travel Time)
- Suitability for Staged Implementation



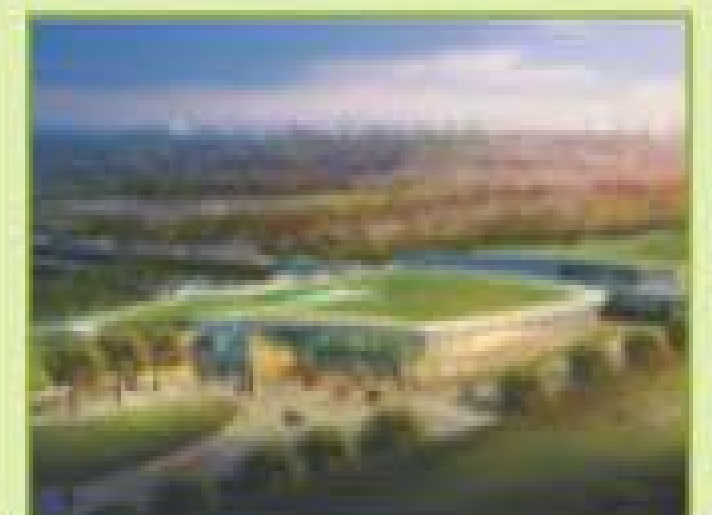
### TRANSPORTATION ACCESS

- Impact to 407 ETR Operation
- Interlining Opportunity
- Platform Connection and Transit Connectivity
- Alignment Geometry
- Impact to Hydro/Utility Infrastructure



### STATION SITE AREA

- Site Area and Opportunity to Expand



### CONSTRUCTABILITY AND COST

- Major Constructability Issues
- Qualitative Cost Assessment





# FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY AND TEAM CONTACTS



Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.

Comments and information regarding this study are being collected to assist the MTO in carrying out the study and meeting the requirements of the *Ontario Regulation 231/08 Transit Project & Metrolinx Undertakings*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

**You are encouraged to contact the project team if you have questions or concerns regarding this study.**

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**Thank you for your participation in this project.**

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