

# 407 TRANSITWAY

HURONTARIO STREET TO HIGHWAY 400

PUBLIC INFORMATION CENTRE #2



## GREENBRIAR RECREATION CENTRE

Date: Tuesday January 23<sup>rd</sup>, 2018

Time: 4:00 p.m. to 8:00 p.m.

Location: 1100 Central Park Drive  
Brampton, Ontario  
L6S 2C9

## WOODBRIIDGE POOL AND MEMORIAL ARENA

Date: Thursday January 25<sup>th</sup>, 2018

Time: 4:00 p.m. to 8:00 p.m.

Location: 5020 Highway 7  
Woodbridge, Ontario  
L4L 1T1

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



The first Public Information Centre (**PIC #1**) **was held in December 2016** to introduce the study and present the results of the Planning Phase, the initially preferred alignment and station locations.



Since **PIC #1**, comments from the public were considered, detailed field investigations and technical studies were conducted, and consultation with Regulatory Agencies, Property Owners and Métis and Indigenous Communities was carried out to develop the 407 Transitway Design.

**The purpose of this PIC (PIC #2) is to present and receive input on:**

- The 407 Transitway Design of the technically preferred stations and alignment.
- Potential environmental impacts and mitigation measures.
- The Transit Project Assessment Process including major milestones, next steps and study schedule.

**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](http://407Transitway.com)**



# How can you comment?



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



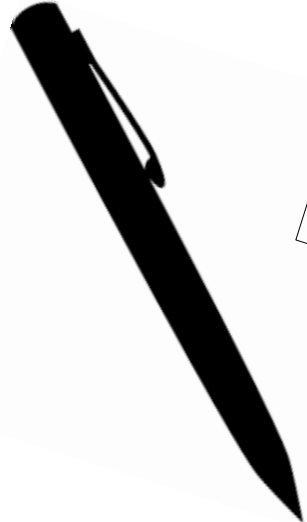
Comments would be appreciated by:

Friday February 23<sup>rd</sup>, 2018

**Preferred Station Alternative**  
**Hurontario Street Station**

	Optimum connection with HURONTARIO STREET
	Access for all modes and active transportation from Hurontario Street and from Vicksburgh Drive
	597 Parking Spaces
	10 Accessible Parking Spaces
	3 Bus Bays
	PPUDO 30 Spaces
	Bicycle Shelters

*What does PPUDO stand for?*



401 TRANSITWAY - HURONTARIO STREET TO HIGHWAY 400  
PUBLIC INFORMATION CENTRE

January 23, 2018  
4:00 p.m. to 8:00 p.m.  
Greenfield Recreation Centre  
1100 Central Park Drive, Brampton  
905-874-2200

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 by: February 23, 2018 to any of the following Project Team members:

Graham DeLoise  
 401 Transitway Manager  
 Planning & Design Section  
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 Toronto, Ontario M5R 1A7  
 Tel: 416-226-5200  
 Fax: 416-226-5279  
 Email: graham.deloise@ontario.ca

John McNeil, Project Manager  
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 Fax: 416-226-5279  
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Cheryl Gaudreau, Project Manager  
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 401 Transitway Station, 4th Floor  
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 Fax: 416-226-5279  
 Email: cheryl.gaudreau@ontario.ca

**COMMENTS:**

Thank you for your participation. Comments and information regarding this study are being collected to assist the Transitway team in making the requirements of Ontario Regulation 213/07 (Transitway Station) and other applicable regulations. Information provided in all comments will become part of the public record.

Do you require a further response to your comments? Yes  No

PLEASE PRINT CLEARLY

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone Code: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_



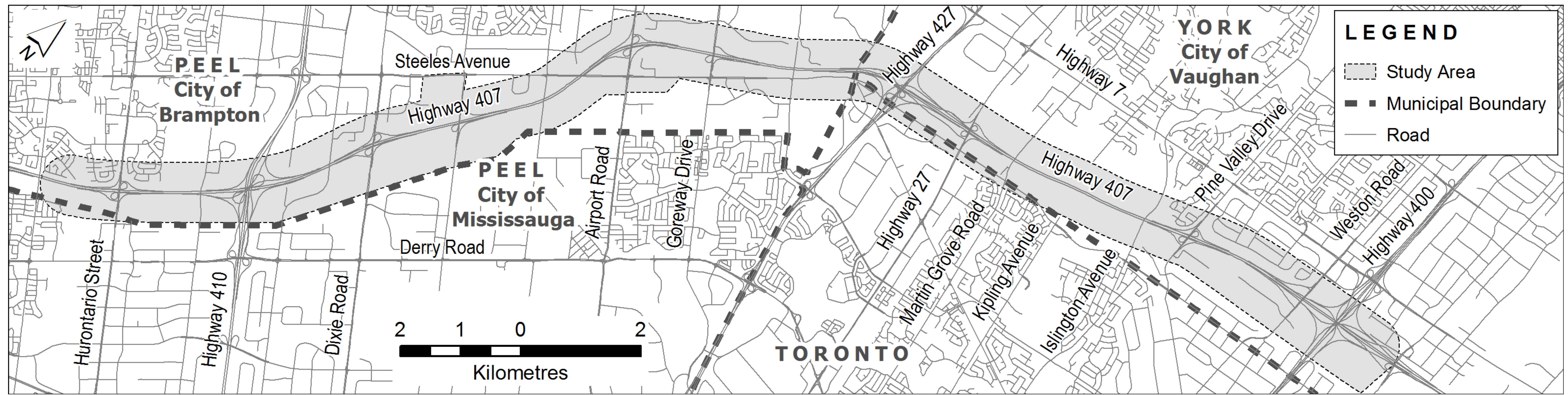
# What is the 407 Transitway?



- Exclusive corridor, fully grade separated (no intersections) bus rapid transit facility with potential conversion to light rail transit, parallel to 407 ETR.
- The 407 Transitway will extend from Burlington to Highway 35/115 (150 km) with up to 50 surface stations.
- **Study limits for this Section:** west of Hurontario Street to east of Highway 400.
  - **24-km exclusive runningway with 7 surface stations.**



OTTAWA BRT

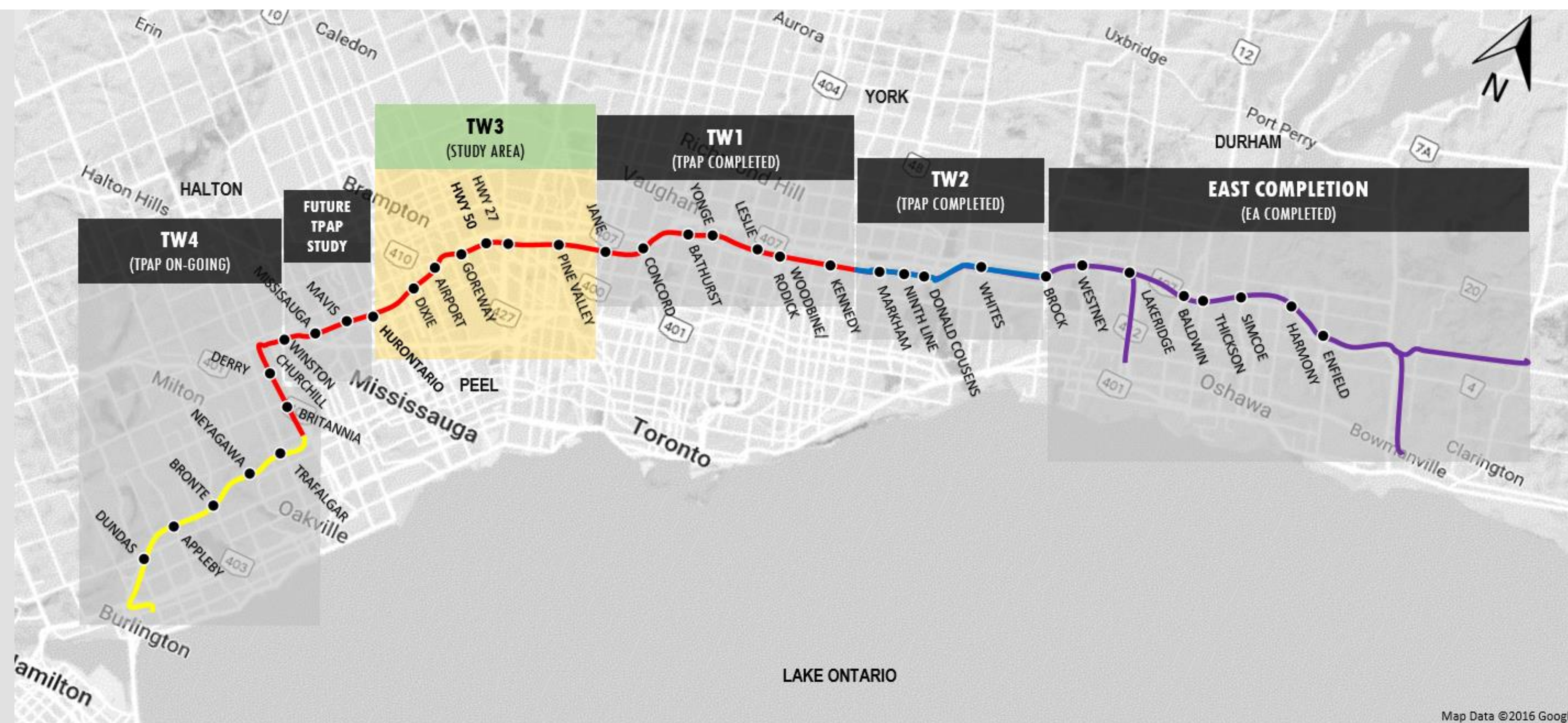
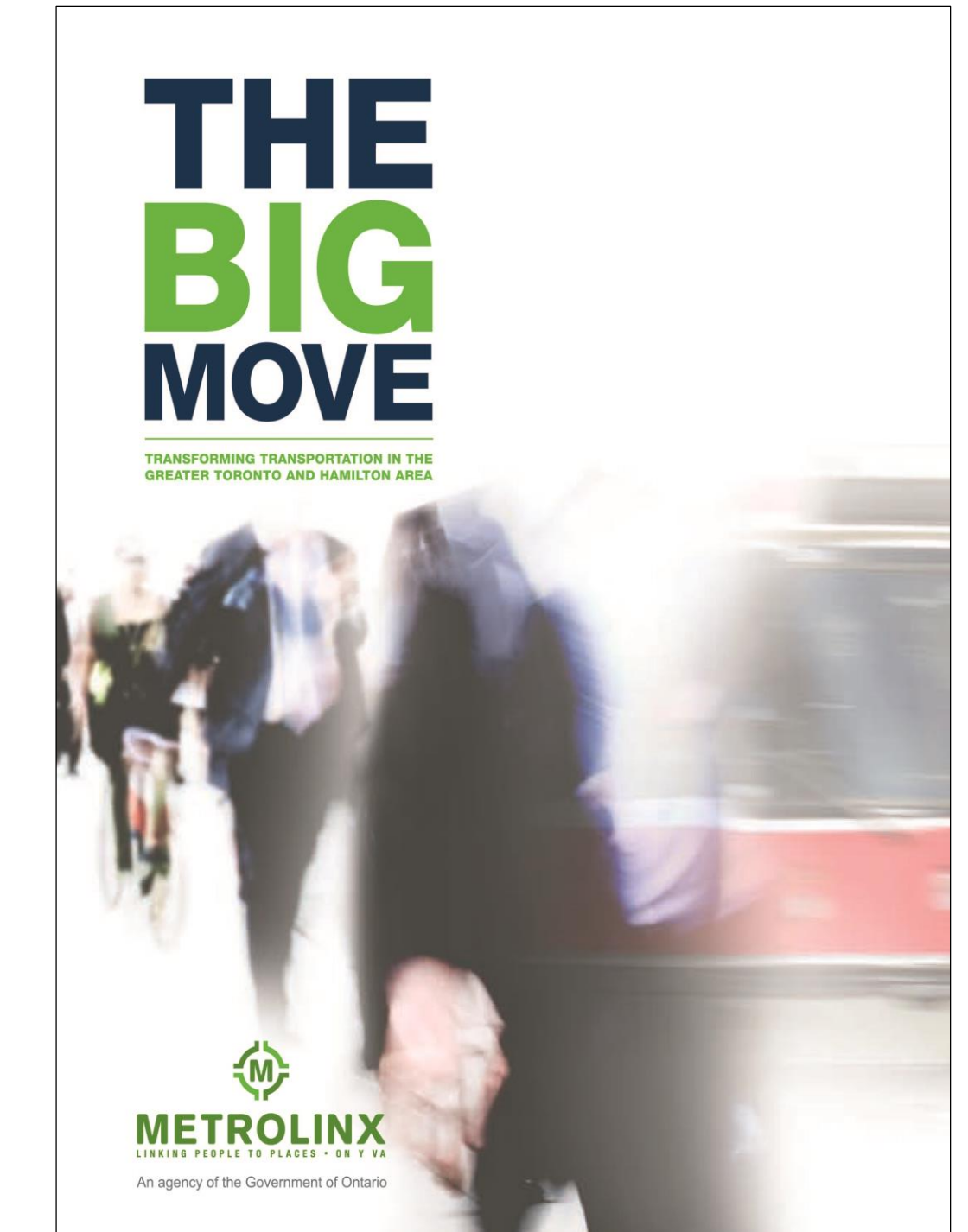
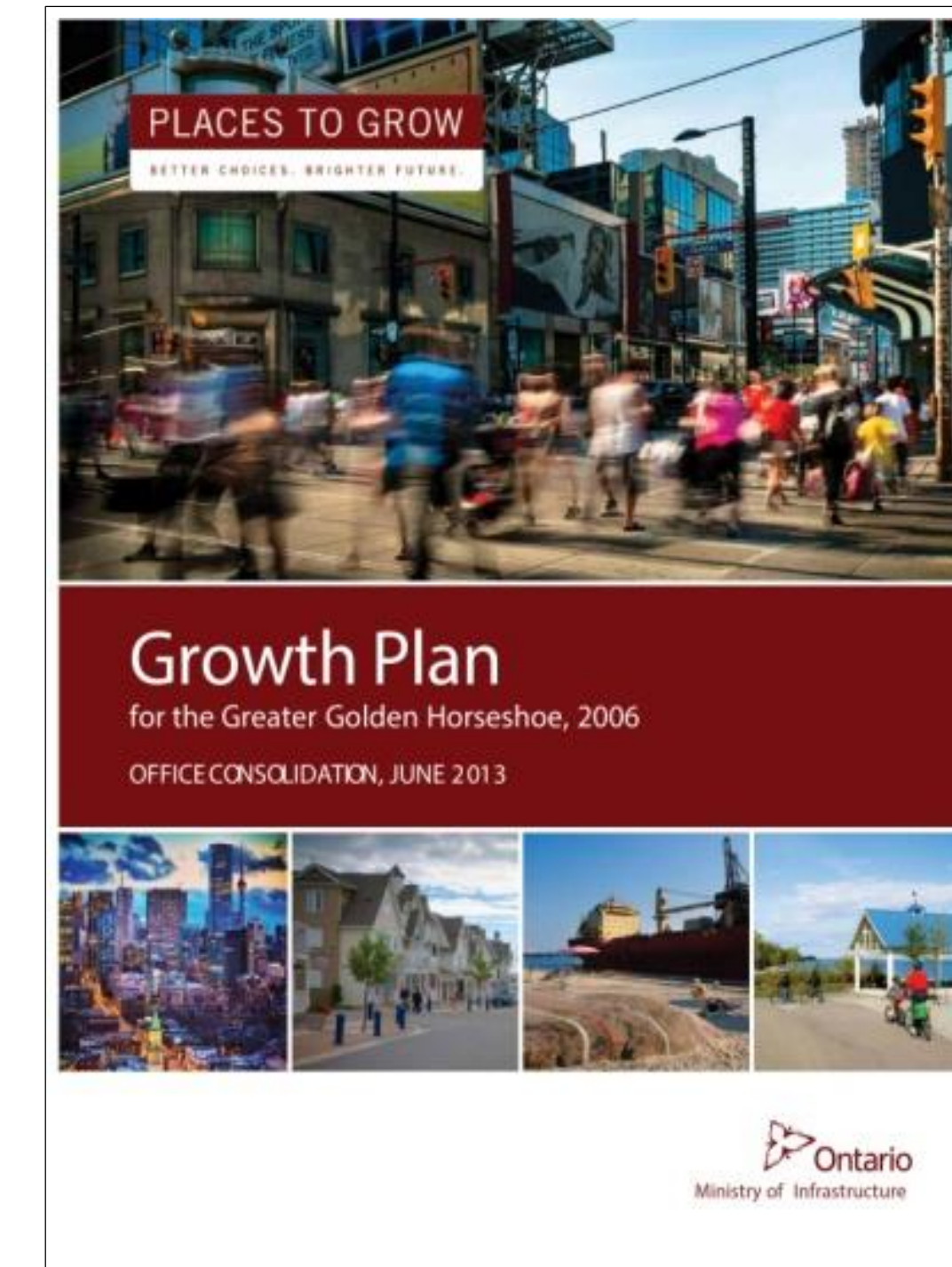




# What is Driving the 407 Transitway Project?

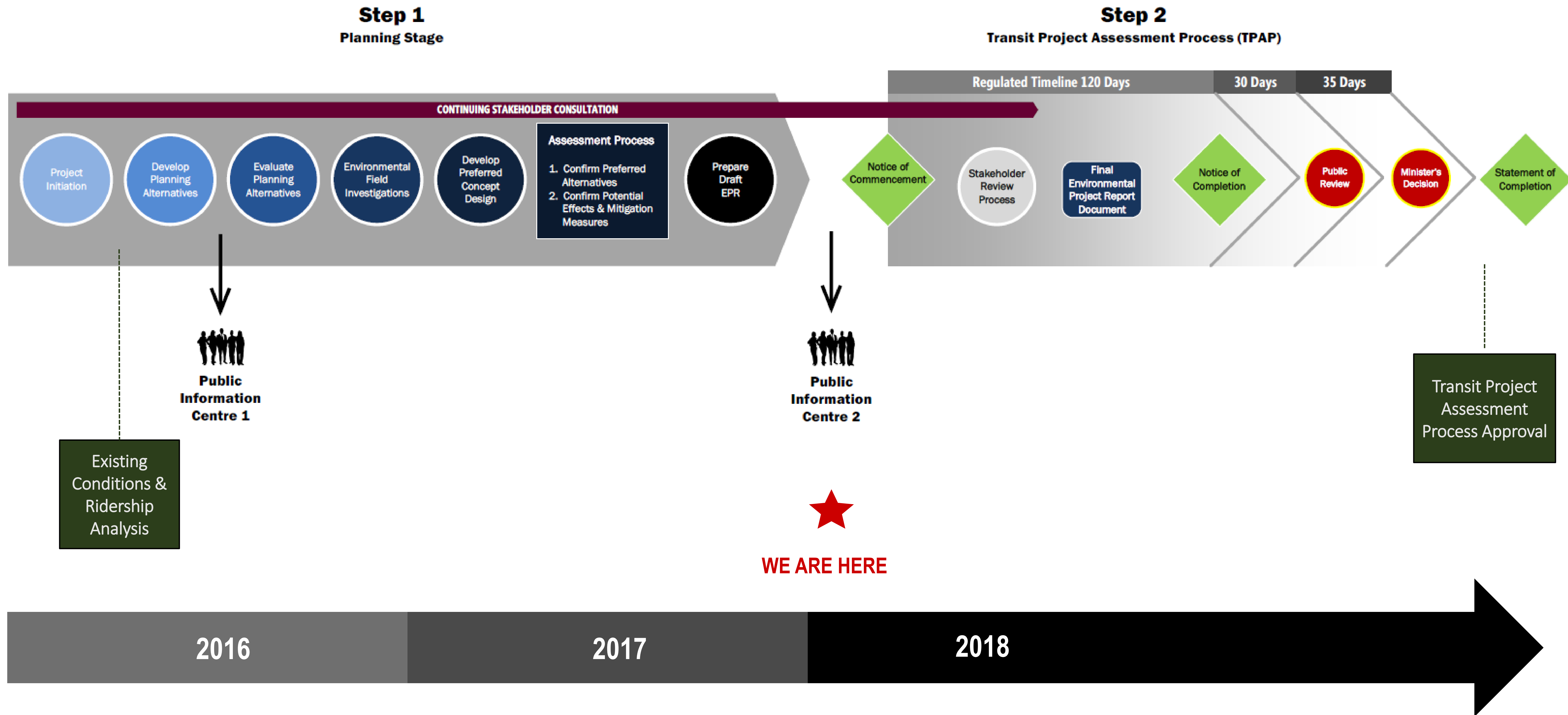


- The 407 Transitway will support current and future Greater Toronto and Hamilton Area rapid transit policies and initiatives.
- *It will* enhance east-west cross-regional mobility and increase transit capacity to meet forecasted travel demand.
- *It will* offer a viable, cost-effective way of moving people in the 407 ETR 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 407 ETR.
- The project builds on extensive work completed to date and will define the Transitway footprint and property requirements, address environmental impacts and receive TPAP approval.





# Schedule & Process

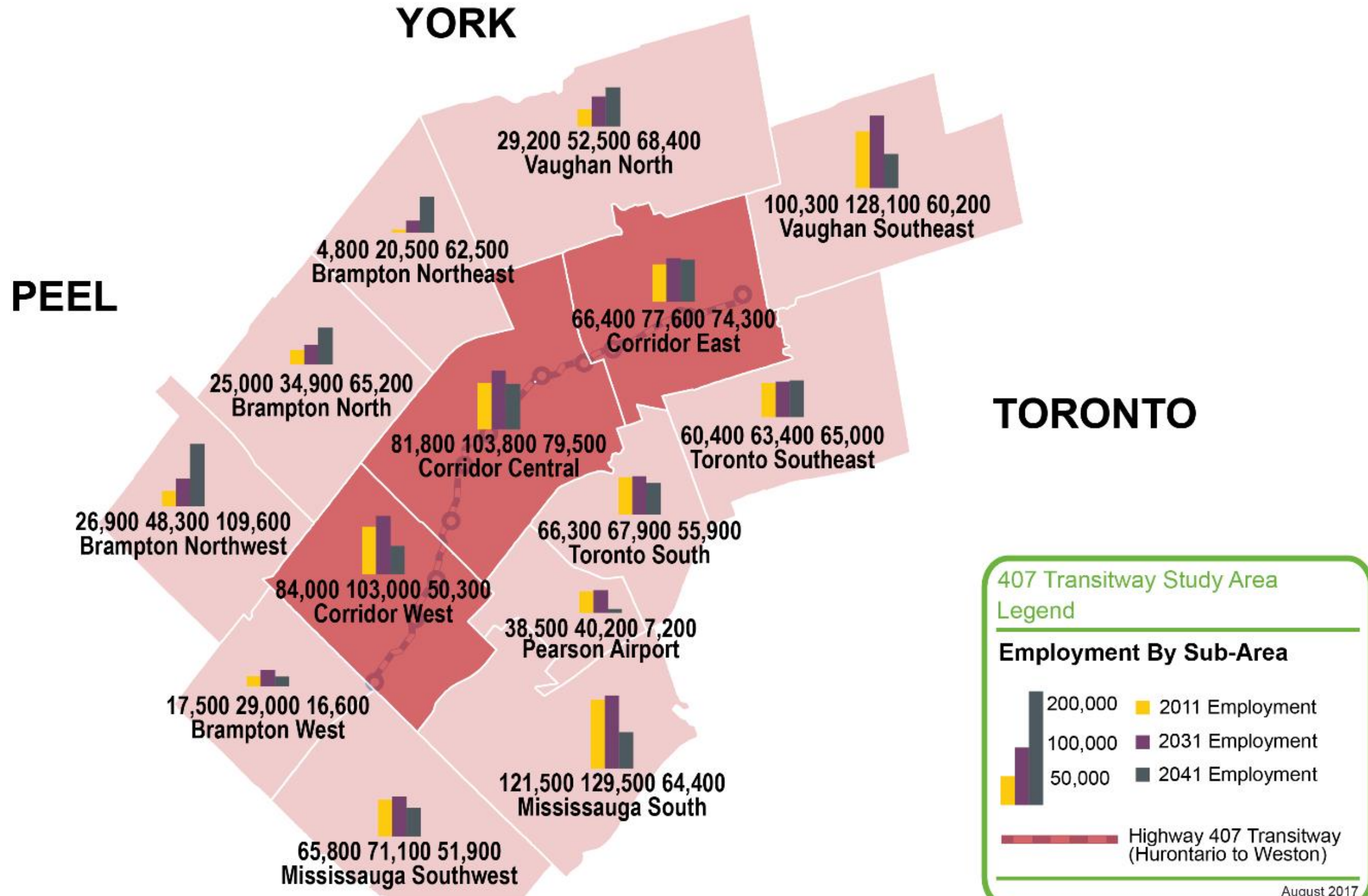
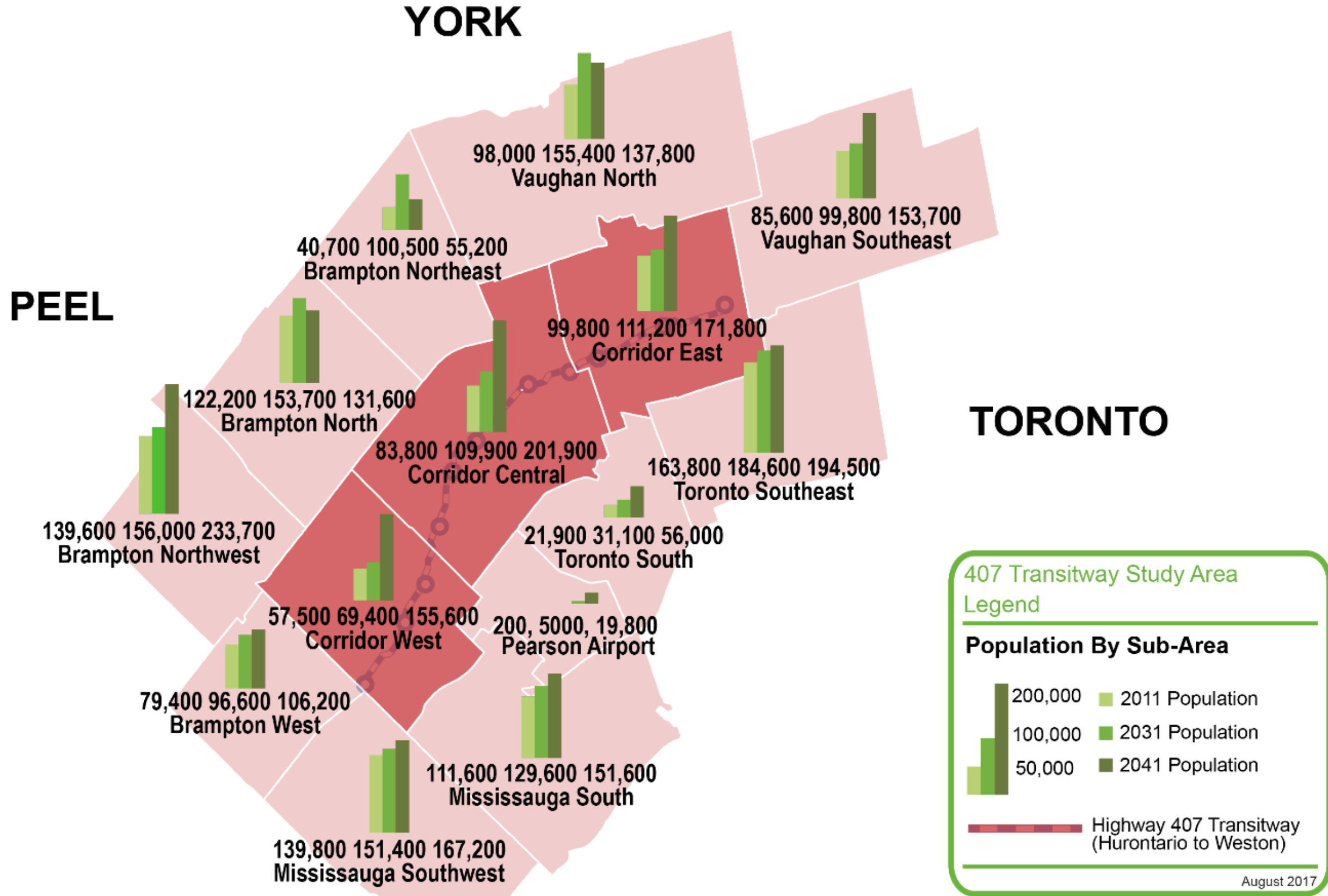




# Corridor Growth



- Corridor is largely industrial / commercial in nature, though catchment area in Peel and York Region will experience substantial growth.
- Approximately 57% employment growth in the 407 Transitway corridor 2011 to 2041.
- 53% population growth in corridor, 2011 to 2041.
- Significant increase in road congestion throughout Peel Region and York Region, despite notable increase in transit ridership.



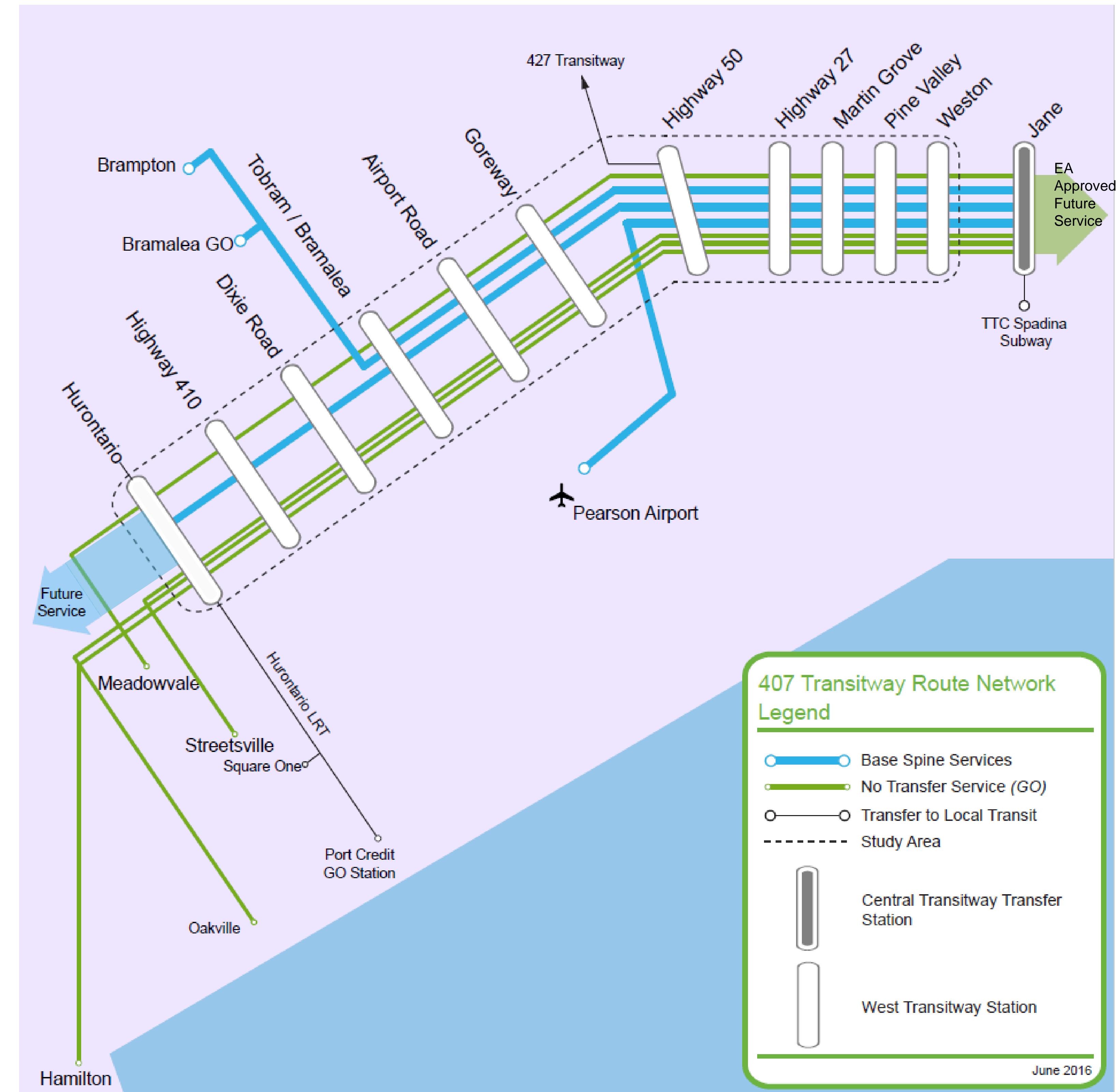


## Extend the 407 Transitway operating concept:

- **Spine services:** Services that operate exclusively on the 407 Transitway including some express routes.
- **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.
  - Bramalea City Centre.
  - Bramalea GO.
  - Pearson Airport to 407 Transitway.
- Transitway operating speed is 100km/h between stations.

## Nodes served by Transitway:

- Urban Growth Centres (Brampton, Vaughan, Richmond Hill, Markham, Downtown Oshawa, and Pickering).
- Post Secondary Institutions (York University, UOIT, Durham College, York University Keele Campus, York University Markham Campus).
- Transit Connections (Bramalea GO, MiWay, Brampton Züm, YRT, VIVA, TTC, HuLRT).



Schematic Transit Service Diagram for 407 Transitway

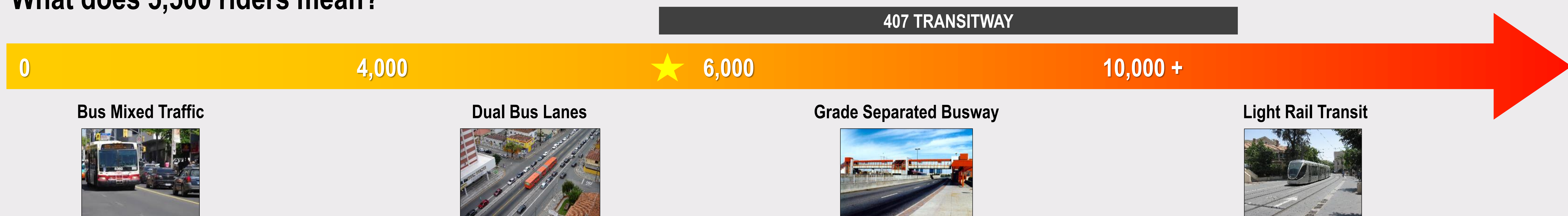


## 2041 AM Peak Hour Ridership on 407 Transitway, from Hurontario to Highway 400:

- Peak load is 5,500 eastbound entering Jane Station.
- Forecast ridership is within range warranting a dedicated bus facility.



### What does 5,500 riders mean?





# 407 Transitway Infrastructure Characteristics

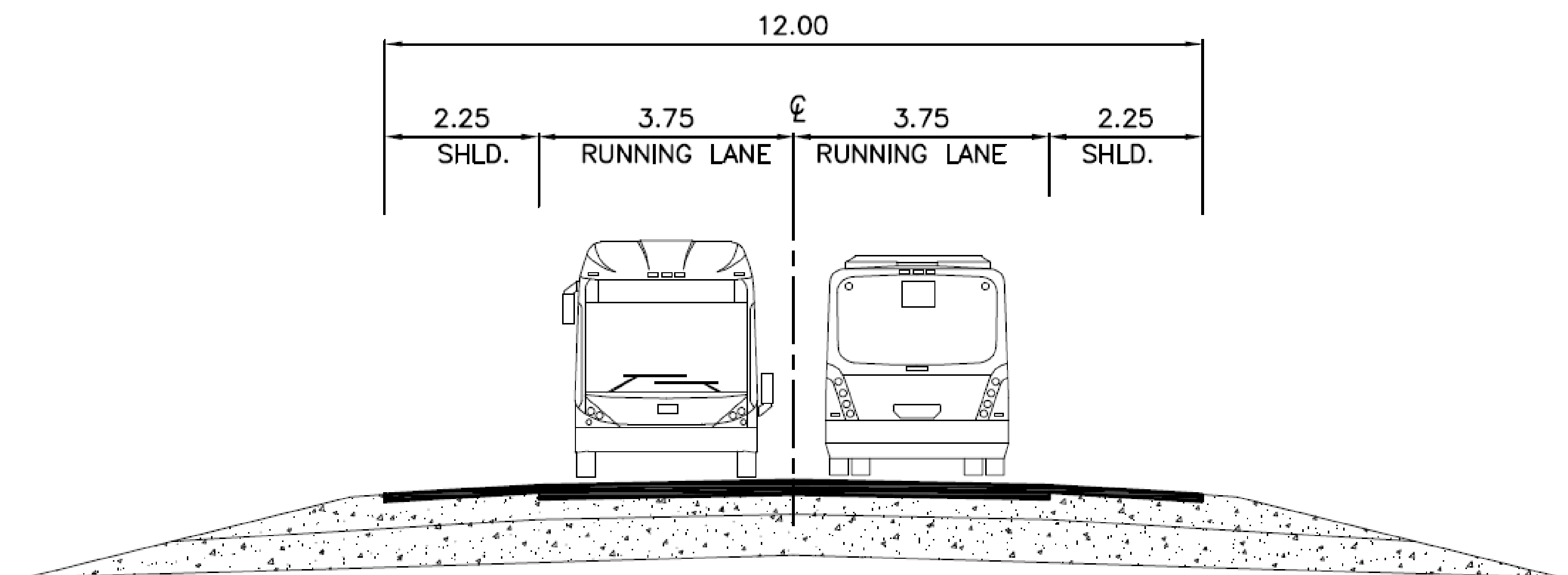


- The design will protect for BRT or LRT operation.
- Infrastructure includes runningway (accommodating both BRT & LRT standards) and stations (park and ride, passenger pick-up/drop-off and transit interface facilities).
- Runningway BRT cross-section:
  - Between Stations – 12 m  
(2 x 3.75m lanes + 2 x 2.25m shoulders)
  - Through Stations – 14 m  
(2 x 3.75m lanes + 2 x 3m stopping lanes)
- 14 overpasses & 27 underpasses

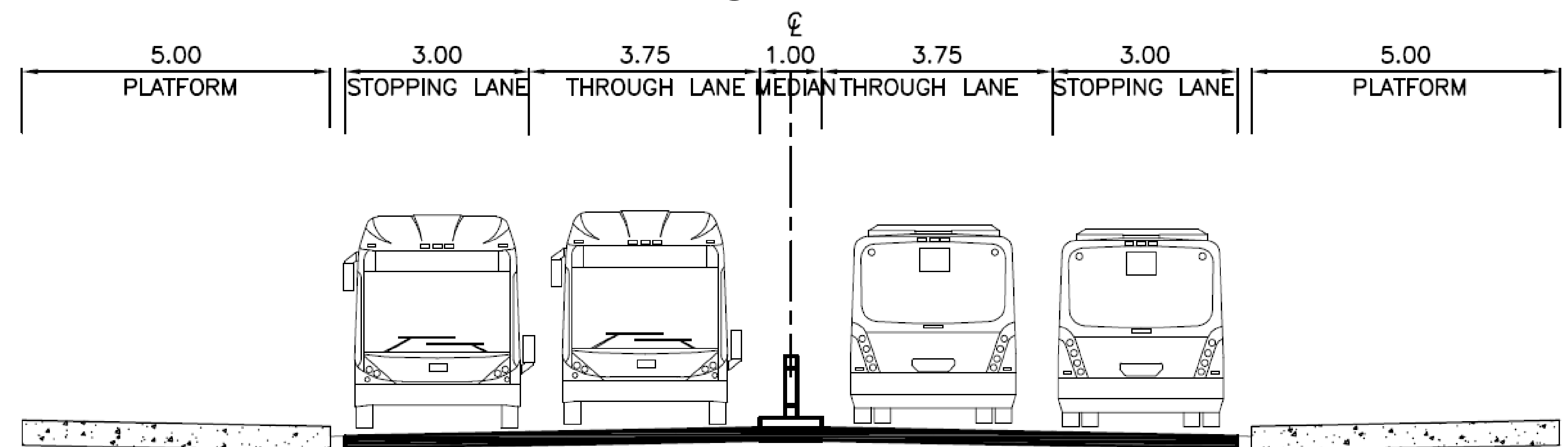


Example of a BRT System

## Between Stations

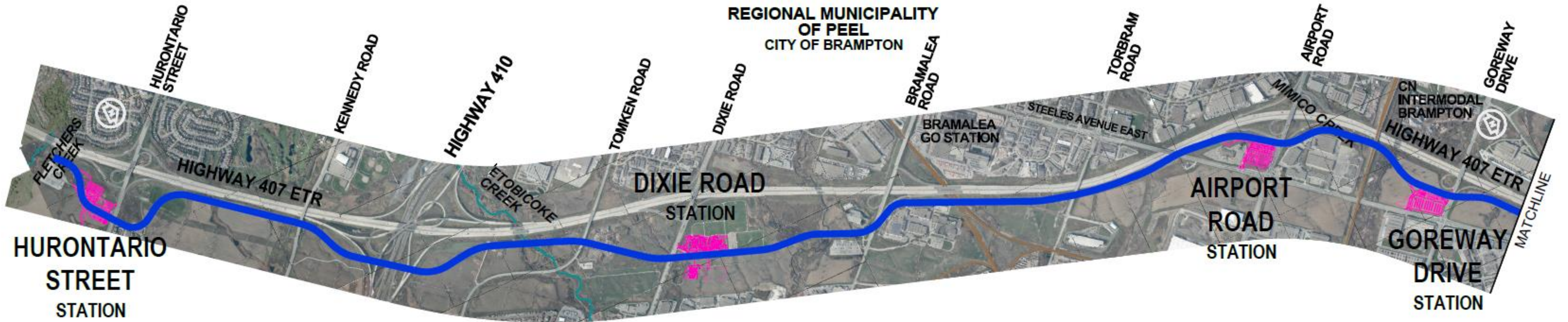


## Through Stations





# Preferred Alignment and Station Configuration





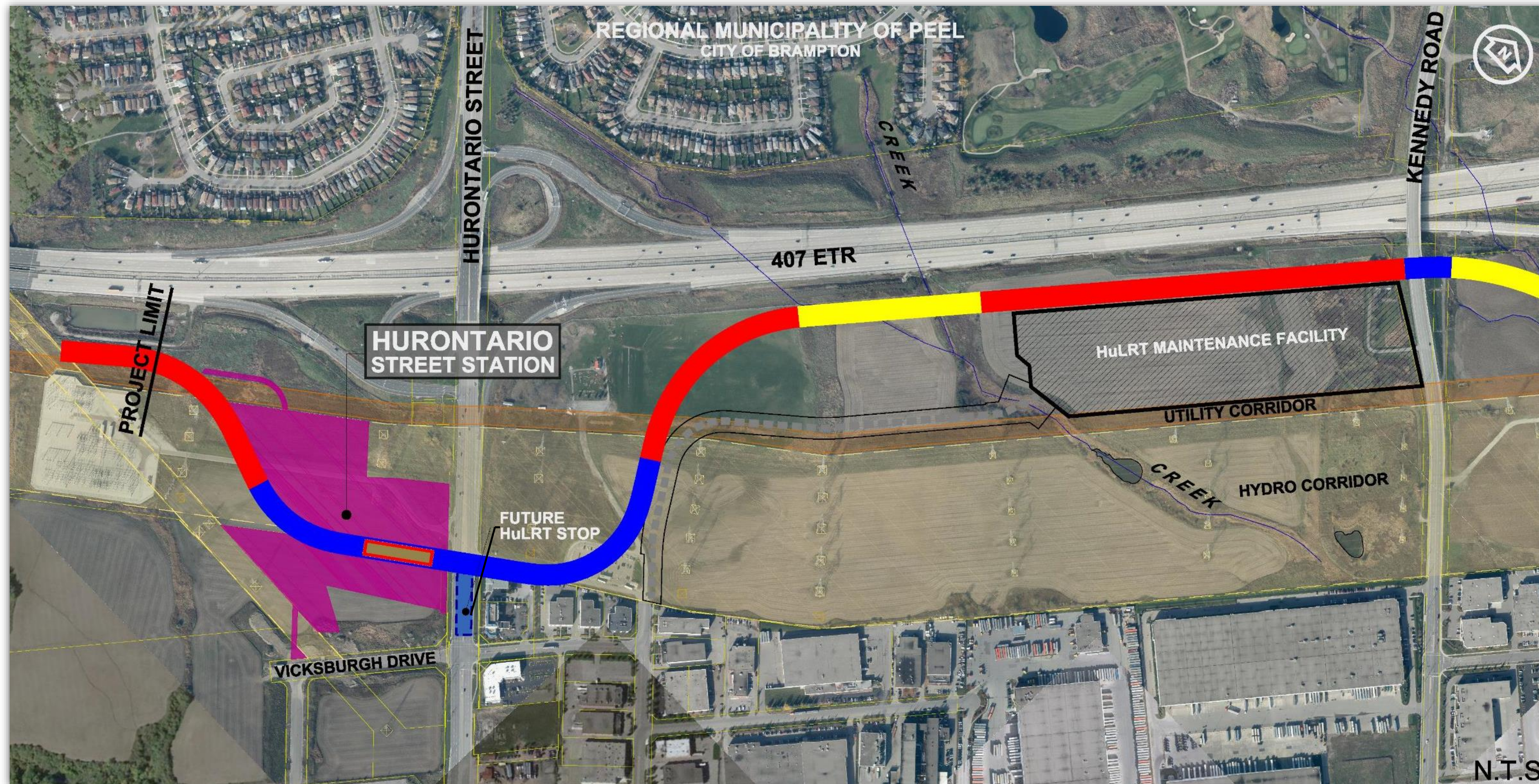
Component	Station Functional Requirements and Design Principles
<b>Passenger</b>	Short and convenient transfers. Universally accessible.
<b>Active Transportation</b>	Convenient, comfortable, direct and safe pedestrian linkages to, from and within Transitway facility.
<b>Vehicular Facilities</b>	Prioritized PPUDO location. Carpooling and alternate fuel vehicle parking close to platforms. Lay-by and looping bus facilities for local and regional buses entering the station. Bus stops at the crossing arterial road will also be provided for buses not entering the facility.





# Preferred Alignment Alternative

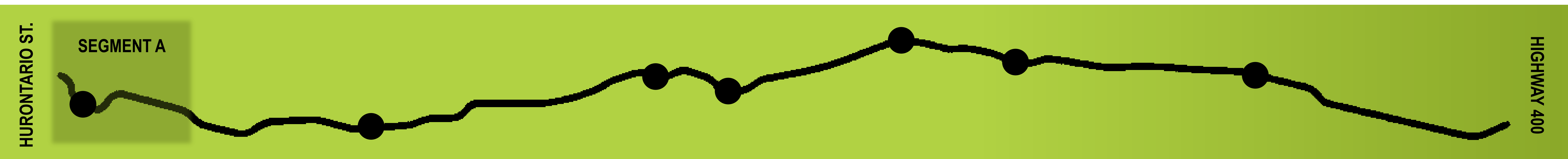
## Segment A: West of Hurontario Street to East of Kennedy Road



**LEGEND**

<span style="display:inline-block; width:15px; height:10px; background-color:red; border:1px solid black;"></span> ALIGNMENT AT-GRADE	<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> PROPERTY BOUNDARY
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span> ALIGNMENT ABOVE-GRADE	<span style="display:inline-block; width:15px; height:10px; background-color:magenta; border:1px solid black;"></span> STATION AREA
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span> ALIGNMENT BELOW-GRADE	<span style="display:inline-block; width:15px; height:10px; background-color:red; border:1px solid black;"></span> STATION PLATFORM

- ✓ Alignment provides optimum connection to HuLRT stop.
- ✓ No impact to current design of HuLRT facilities including mainline tracks, maintenance and storage yard and maintenance road.
- ✓ Alignment crosses the Hydro Corridor not impacting Hydro One's tower/conductor requirements or electromagnetic restrictions.
- ✓ Alignment crosses under Hurontario Street and under Kennedy Road.










# Preferred Station Alternative

## Hurontario Street Station

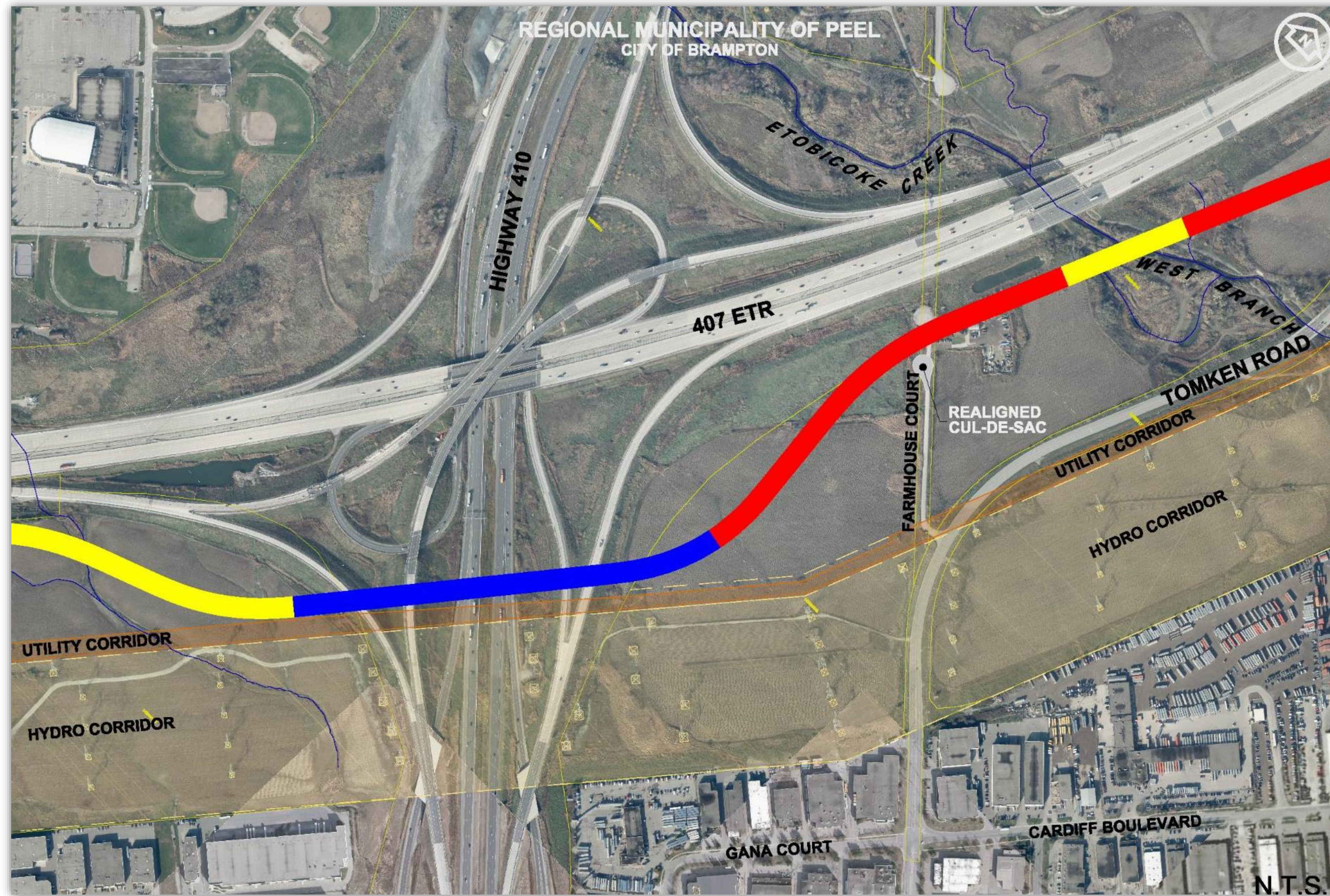


- 
Optimum Connection with HuLRT
- 
Access for All Modes and Active Transportation from Hurontario Street and from Vicksburgh Drive
- 
597 Parking Spaces
- 
10 Accessible Parking Spaces
- 
3 Bus Bays
- 
PPUDO 30 Spaces
- 
Bicycle Shelters



# Preferred Alignment Alternative

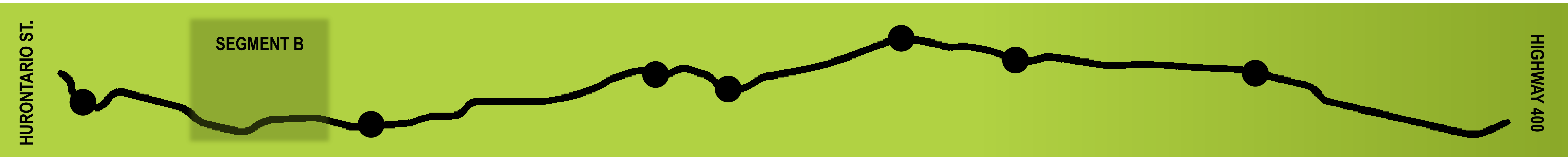
## Segment B: East of Kennedy Road to West of Tomken Road



- ✓ Alignment tunnels under Highway 410 Interchange.
- ✓ Existing cul-de sac at Farmhouse Court access will be re-aligned.

**LEGEND**

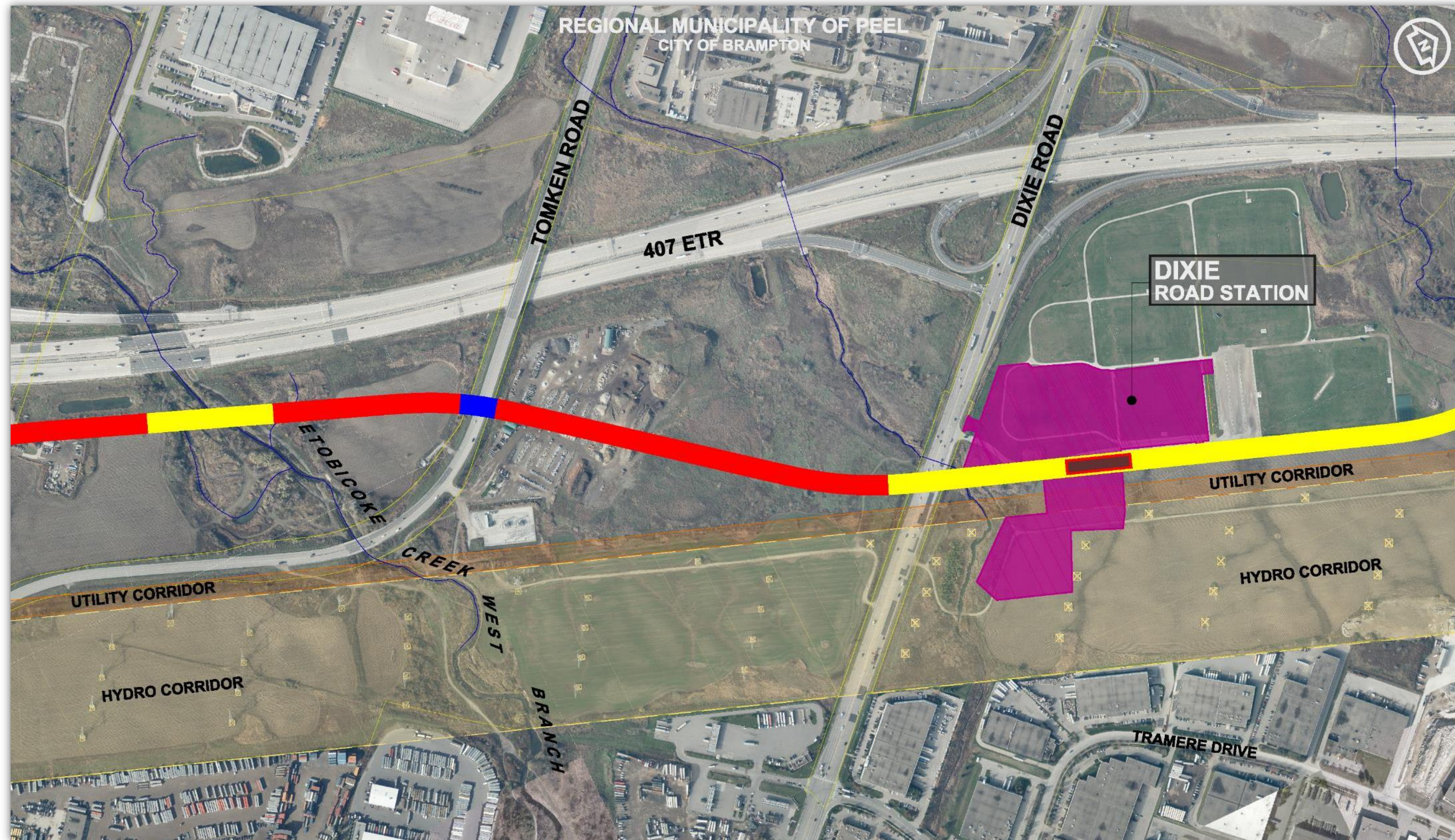
<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> ALIGNMENT AT-GRADE	<span style="display: inline-block; width: 20px; border-bottom: 2px solid yellow;"></span> PROPERTY BOUNDARY
<span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> ALIGNMENT ABOVE-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: purple; border: 1px solid black;"></span> STATION AREA
<span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> ALIGNMENT BELOW-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> STATION PLATFORM





# Preferred Alignment Alternative

## Segment C.1: West of Tomken Road to East of Dixie Road



- ✓ Alignment bridges over Etobicoke Creek West, crosses under Tomken Road, under Dixie Road and traverses east between soccer fields and Utility Corridor.
- ✓ Design and relocation of displaced soccer fields will be completed prior to construction of Dixie Road Station.

**LEGEND**

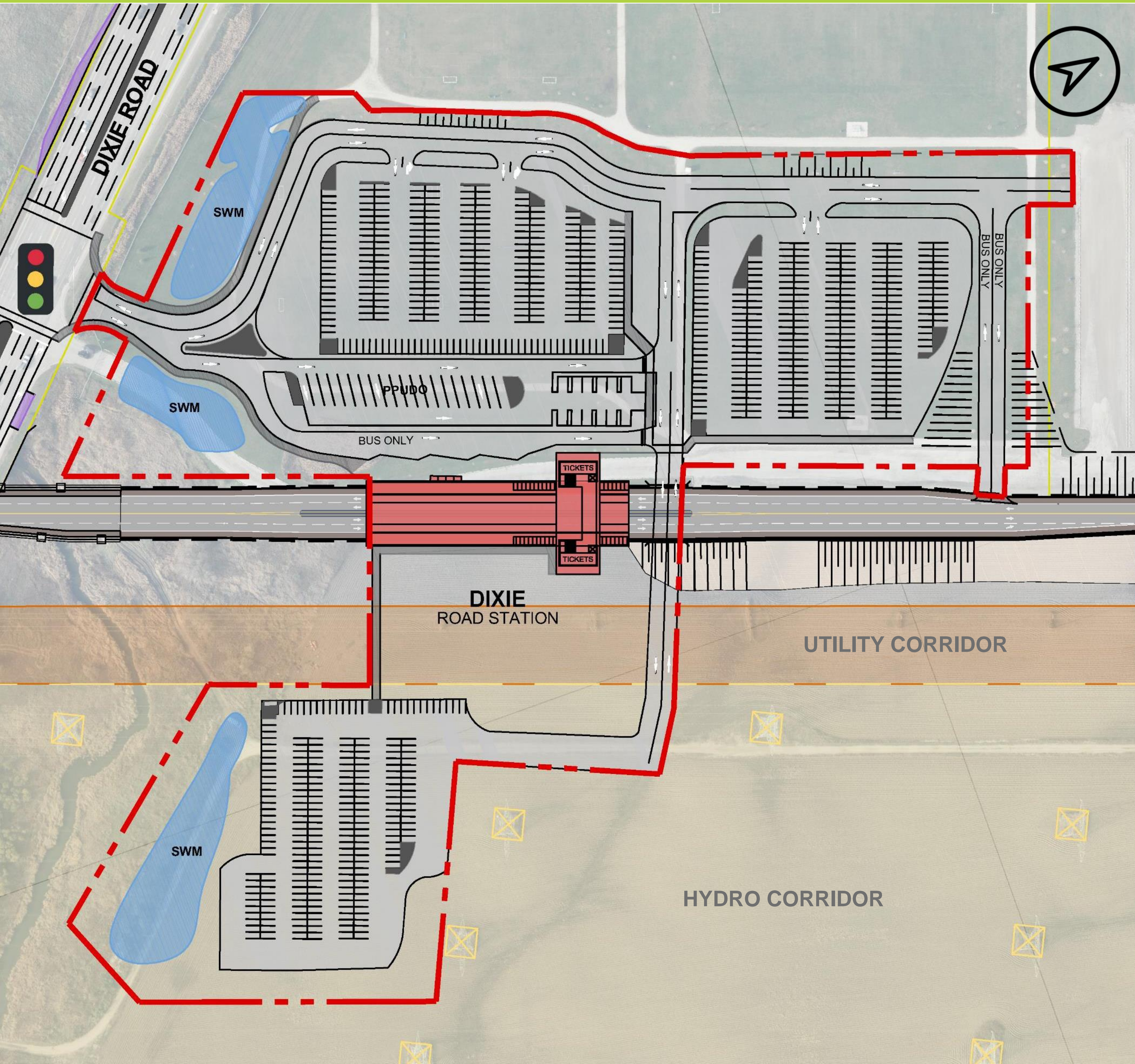
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<span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> ALIGNMENT ABOVE-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: magenta; border: 1px solid black;"></span> STATION AREA
<span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> ALIGNMENT BELOW-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> STATION PLATFORM

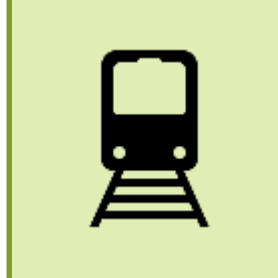











# Preferred Station Alternative

## Dixie Road Station

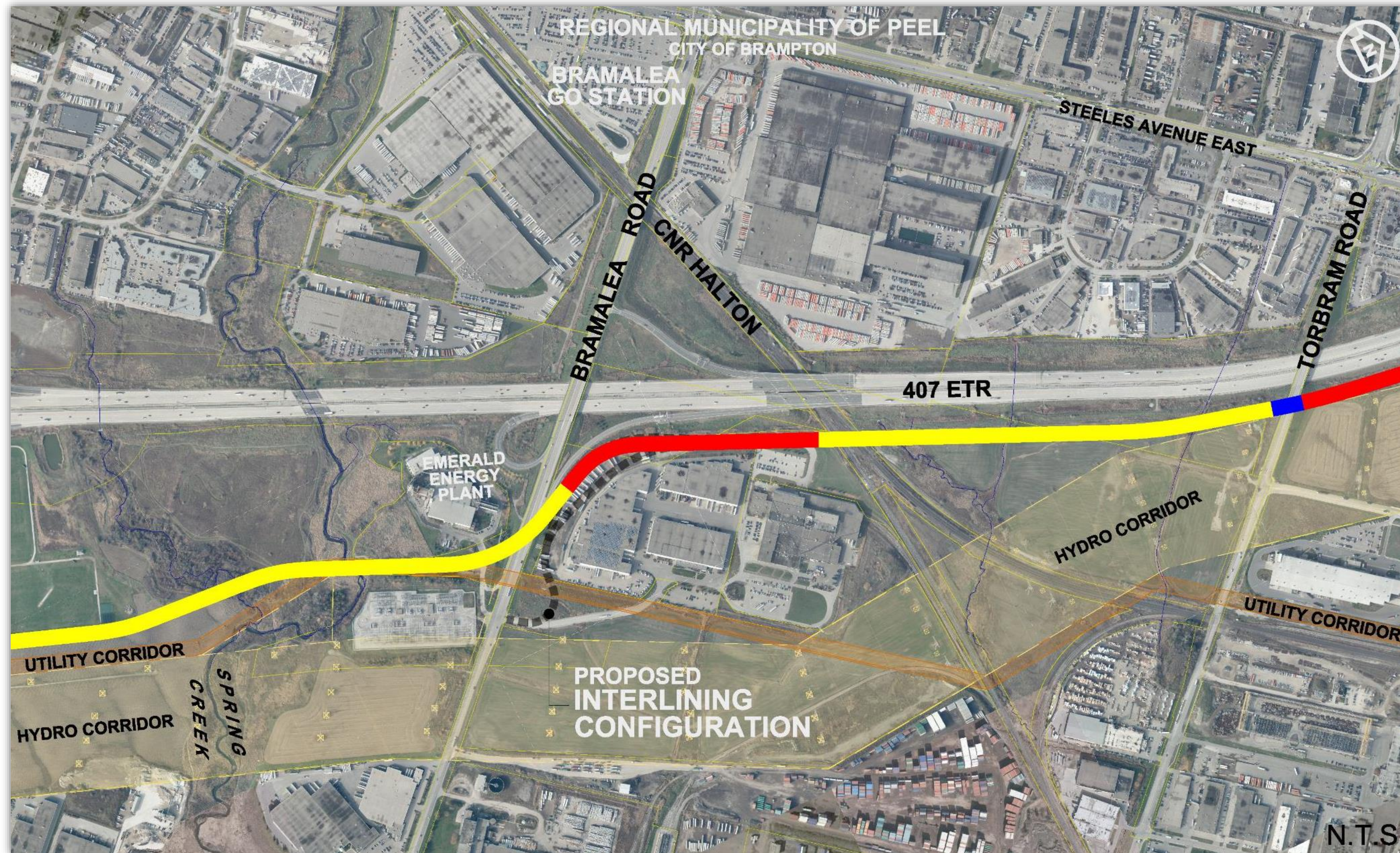


- 
Connects with Brampton and Mississauga Transit Services
- 
Cricket Fields not Impacted  
Soccer Fields partially Impacted
- 
Access for All Modes and Active Transportation from Dixie Road
- 
780 Parking Spaces
- 
12 Accessible Parking Spaces
- 
3 Bus Bays
- 
PPUDO 40 Spaces
- 
Bicycle Shelters



# Preferred Alignment Alternative

## Segment C.2: East of Dixie Road to East of Torbram Road



- ✓ Alignment traverses south of the Emerald Energy Plant, bridges over Bramalea Road, the CN railway and 3 creeks, then crosses under Torbram Road.
- ✓ **Interlining Configuration** represents a direct and efficient connection to the 407 Transitway for local buses.
- ✓ The Hydro Corridor is not the preferred alignment through this area due to impacts to Hydro One clearances requirements of existing towers.

**LEGEND**

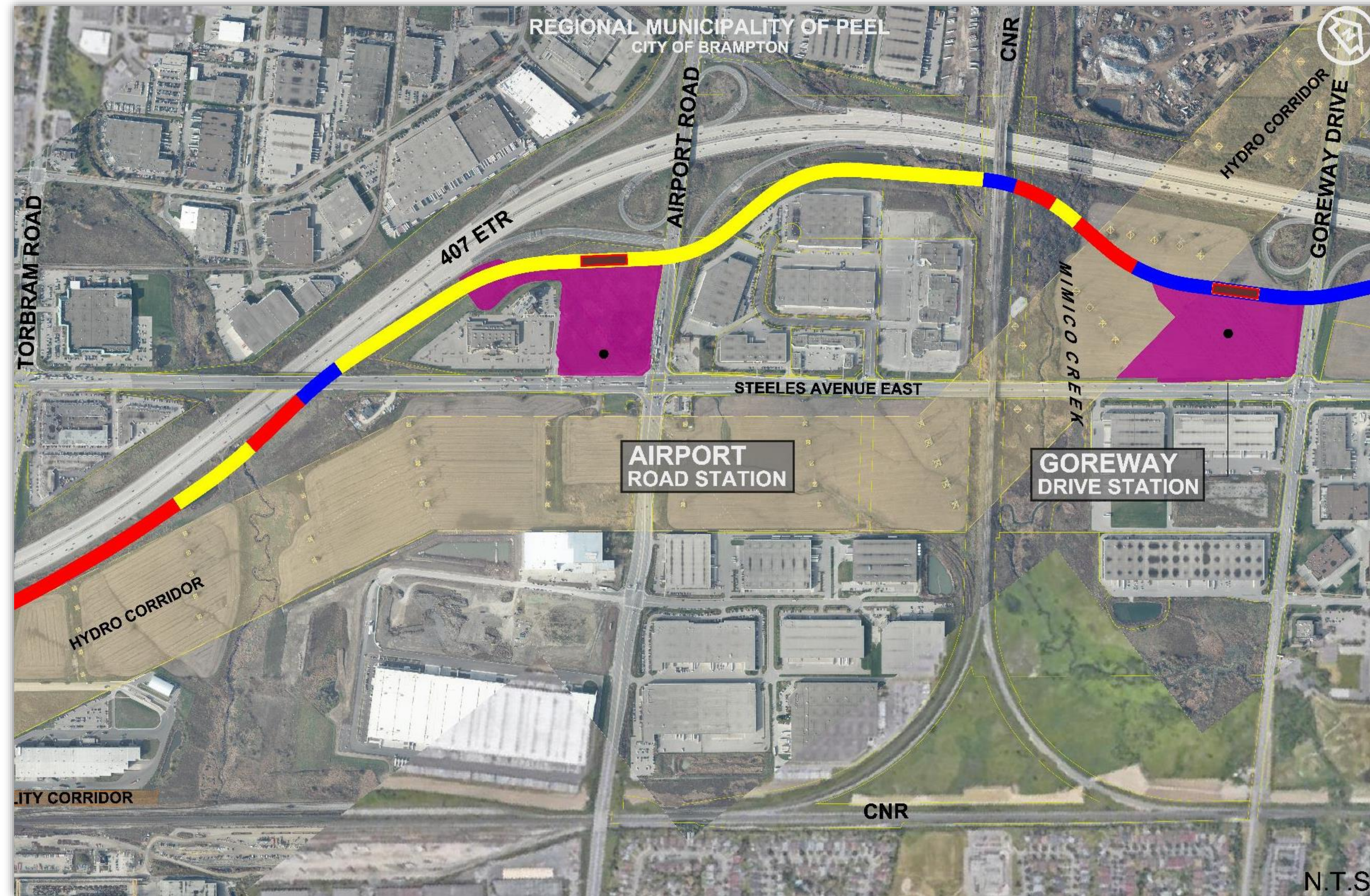
	ALIGNMENT AT-GRADE		PROPERTY BOUNDARY
	ALIGNMENT ABOVE-GRADE		STATION AREA
	ALIGNMENT BELOW-GRADE		STATION PLATFORM





# Preferred Alignment Alternative

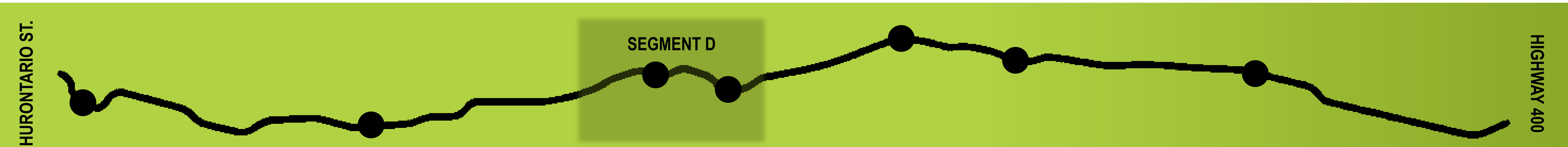
## Segment D: East of Torbram Road to East of Goreway Drive



- ✓ Alignment crosses under Steeles Avenue, over Airport Road, under the CN track and under Goreway Drive.
- ✓ Alignment crosses the Hydro Corridor not impacting Hydro One's tower/conductor requirements or their electromagnetic restrictions.

**LEGEND**

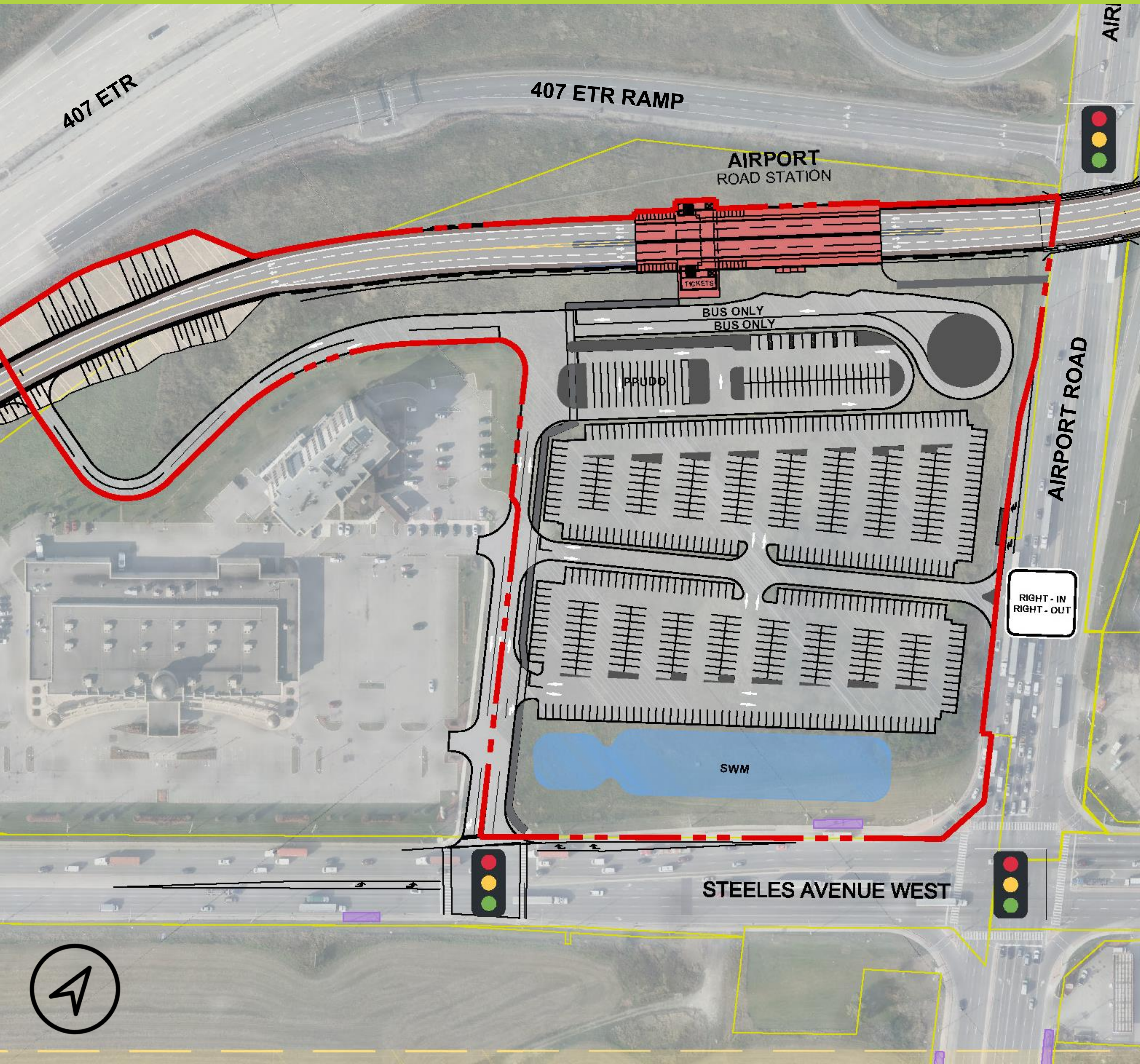
	ALIGNMENT AT-GRADE		PROPERTY BOUNDARY
	ALIGNMENT ABOVE-GRADE		STATION AREA
	ALIGNMENT BELOW-GRADE		STATION PLATFORM





# Preferred Station Alternative

## Airport Road Station



Connects with Brampton and Mississauga Transit Services



Access for All Modes and Active Transportation from Airport Road and from Steeles Avenue



560 Parking Spaces



10 Accessible Parking Spaces



3 Bus Bays



PPUDO 39 Spaces

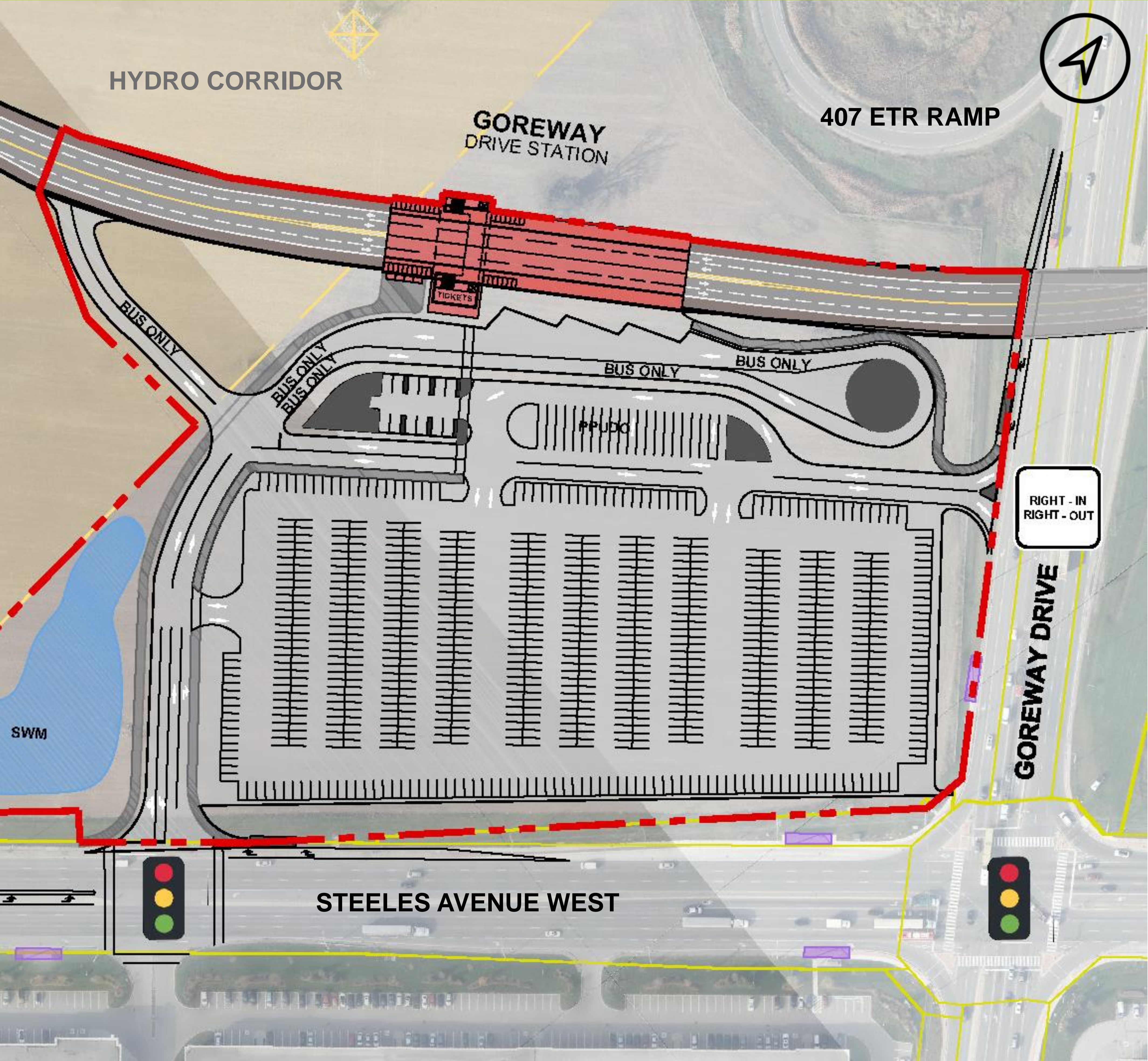



Bicycle Shelters



# Preferred Station Alternative

## Goreway Drive Station

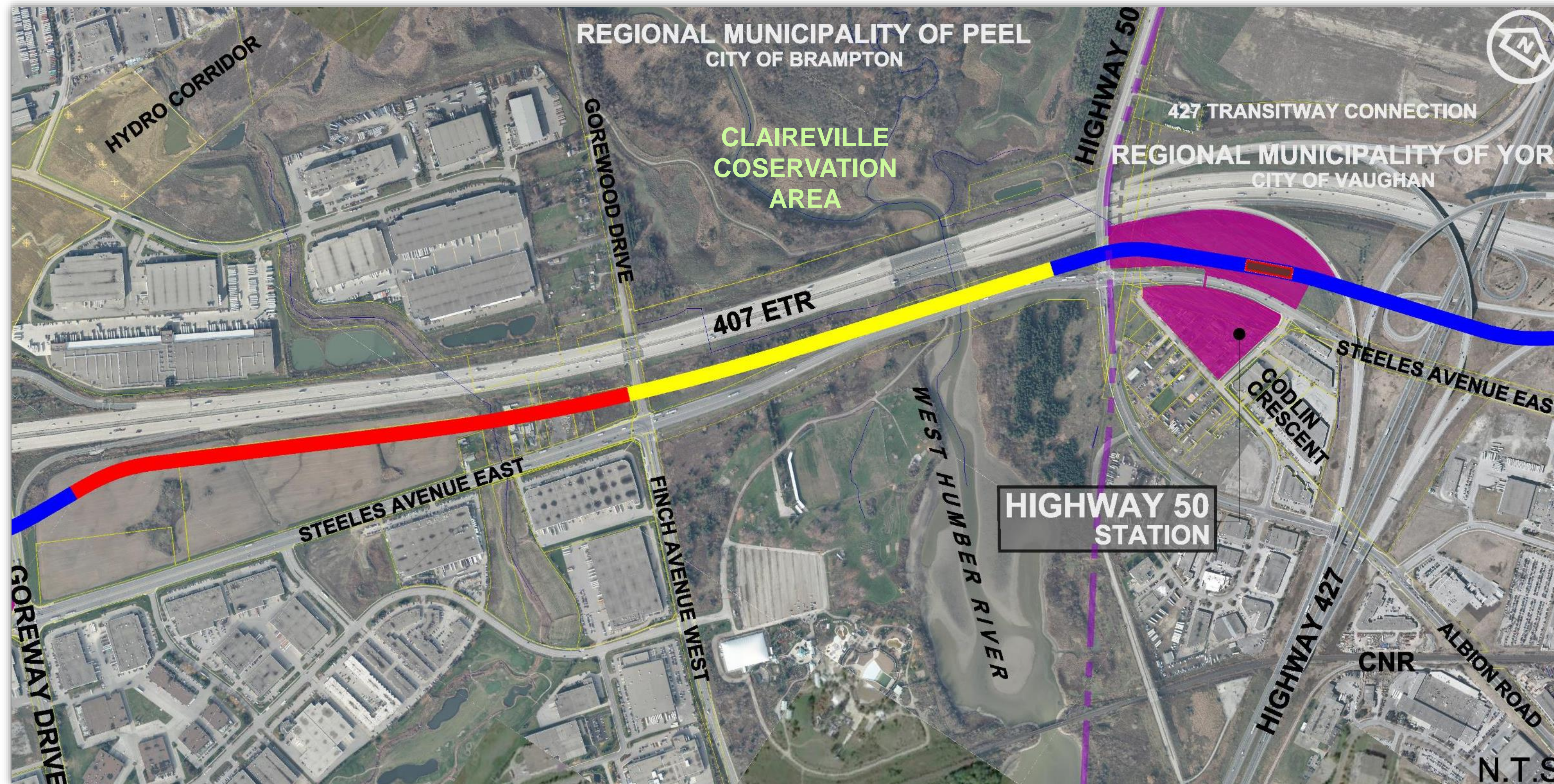


- 
Connects with Brampton and Mississauga Transit Services
- 
Access for All Modes and Active Transportation from Goreway Drive Road and from Steeles Avenue
- 
795 Parking Spaces
- 
12 Accessible Parking Spaces
- 
3 Bus Bays
- 
PPUDO 39 Spaces
- 
Bicycle Shelters



# Preferred Alignment Alternative

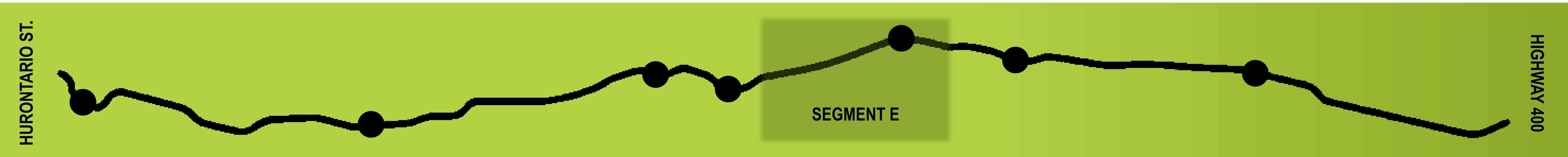
## Segment E: East of Goreway Drive to East of Highway 427



East of Goreway Drive, the alignment is parallel to 407 ETR affecting some private properties, bridging over Gorewood Drive, and tunneling under the Highway 427 Interchange.

**LEGEND**

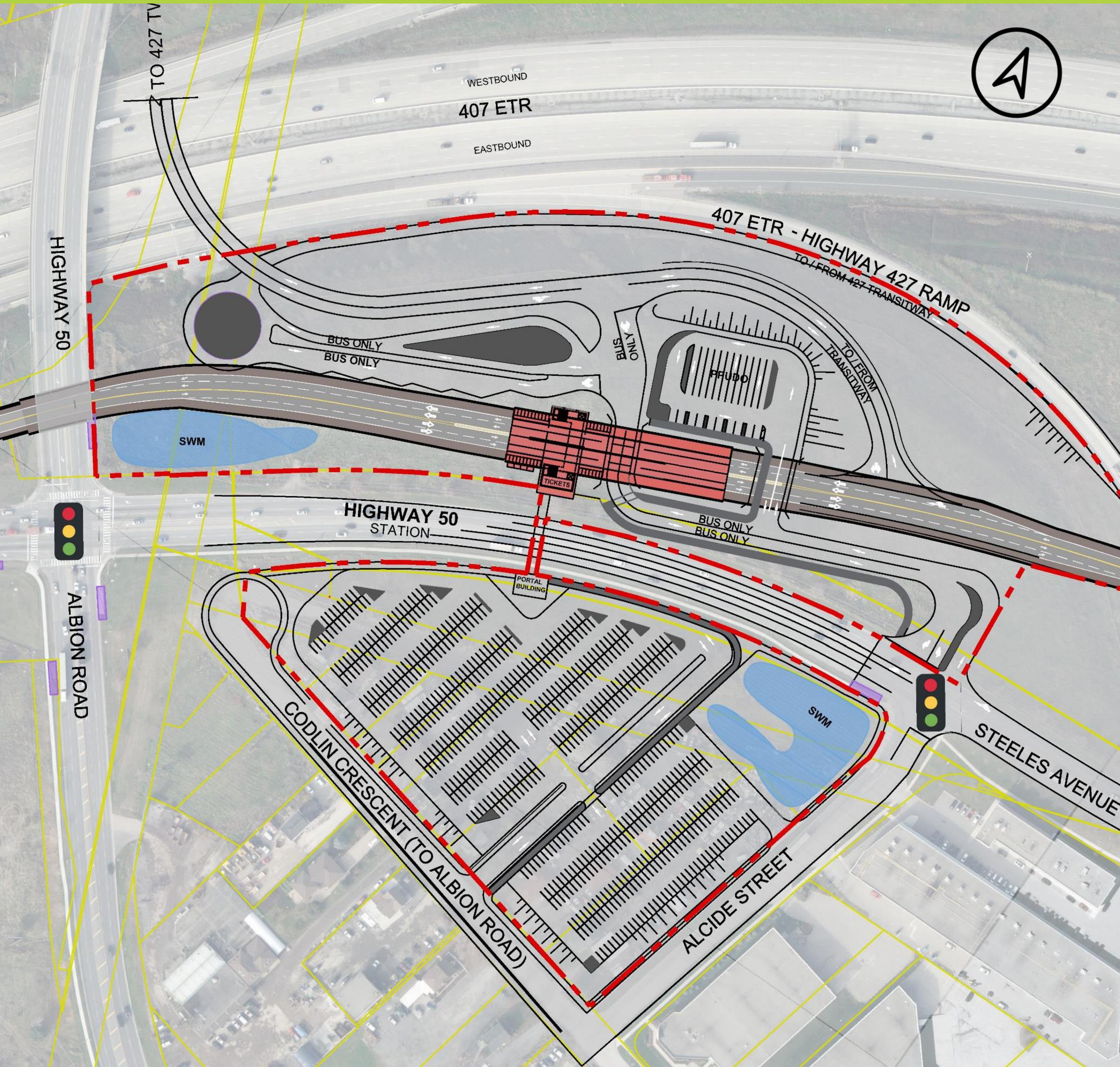
	ALIGNMENT AT-GRADE		PROPERTY BOUNDARY
	ALIGNMENT ABOVE-GRADE		STATION AREA
	ALIGNMENT BELOW-GRADE		STATION PLATFORM





# Preferred Station Alternative

## Highway 50 Station



Station Integrated with Future 427 Transitway Approved Station Site



Connects to TTC, ZUM and Brampton Transit Services



Access for All Modes and Active Transportation from Steeles Avenue



Connects to Highway 427 Southbound Ramp to allow Transit Connection to Pearson Airport



645 Parking Spaces



10 Accessible Parking Spaces



5 Bus Bays



PPUDO 36 Spaces

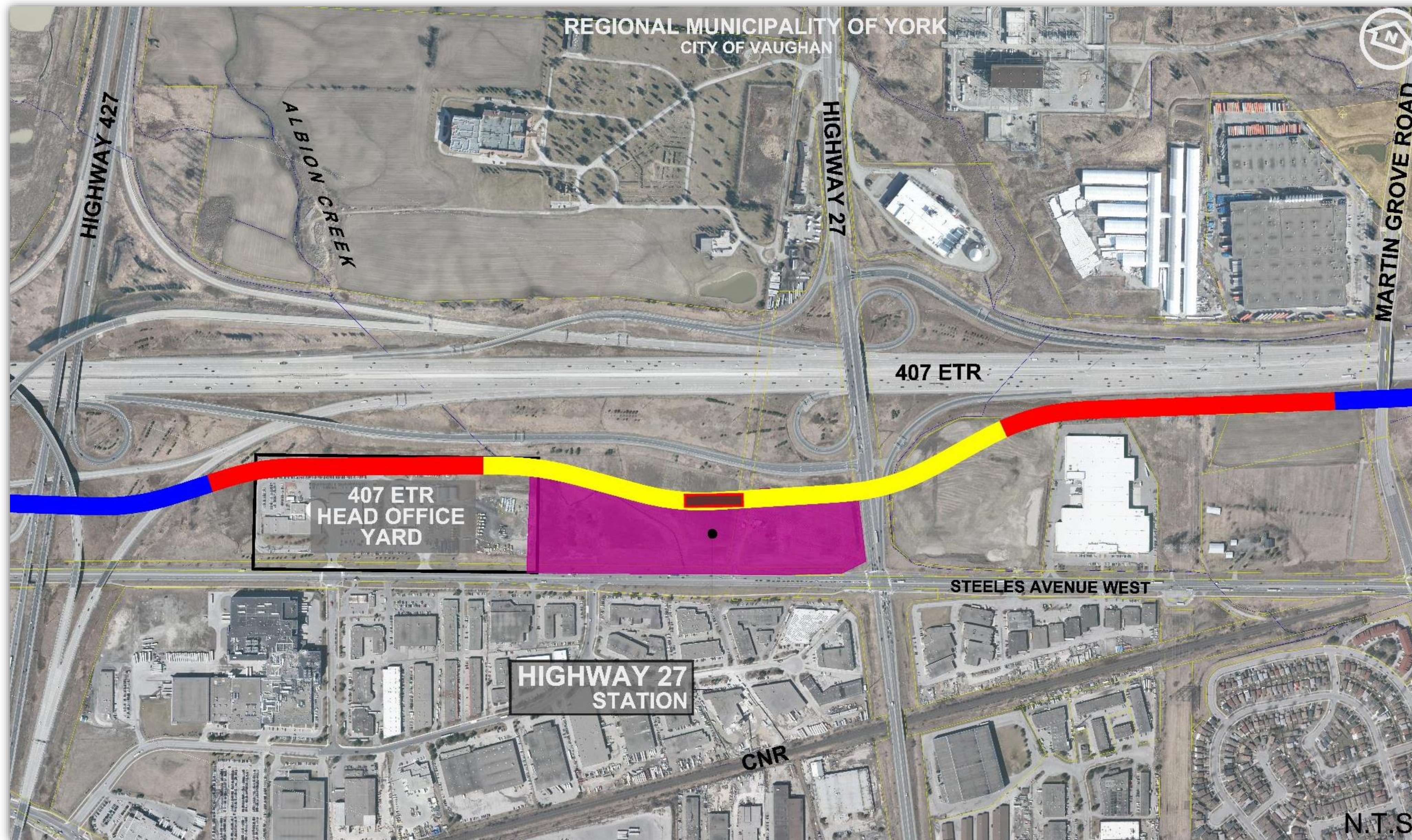


Bicycle Shelters



# Preferred Alignment Alternative

## Segment F: East of Highway 427 to East of Martin Grove Road



- Alignment is parallel to the ETR ramp to Highway 27, through the north side of the 407 ETR Head Office and Yard property.
- Alignment bridges over Highway 27 and crosses under Martin Grove Road.

**LEGEND**

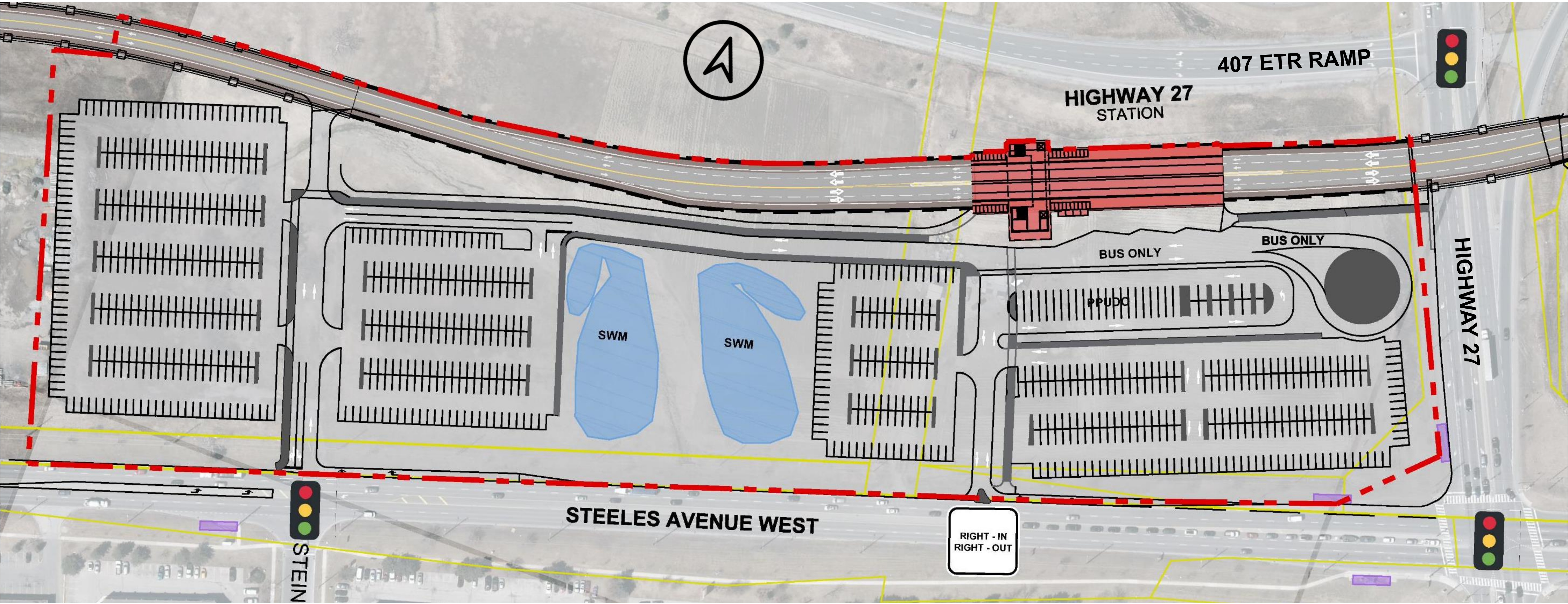
	ALIGNMENT AT-GRADE		PROPERTY BOUNDARY
	ALIGNMENT ABOVE-GRADE		STATION AREA
	ALIGNMENT BELOW-GRADE		STATION PLATFORM








# Preferred Station Alternative

## Highway 27 Station



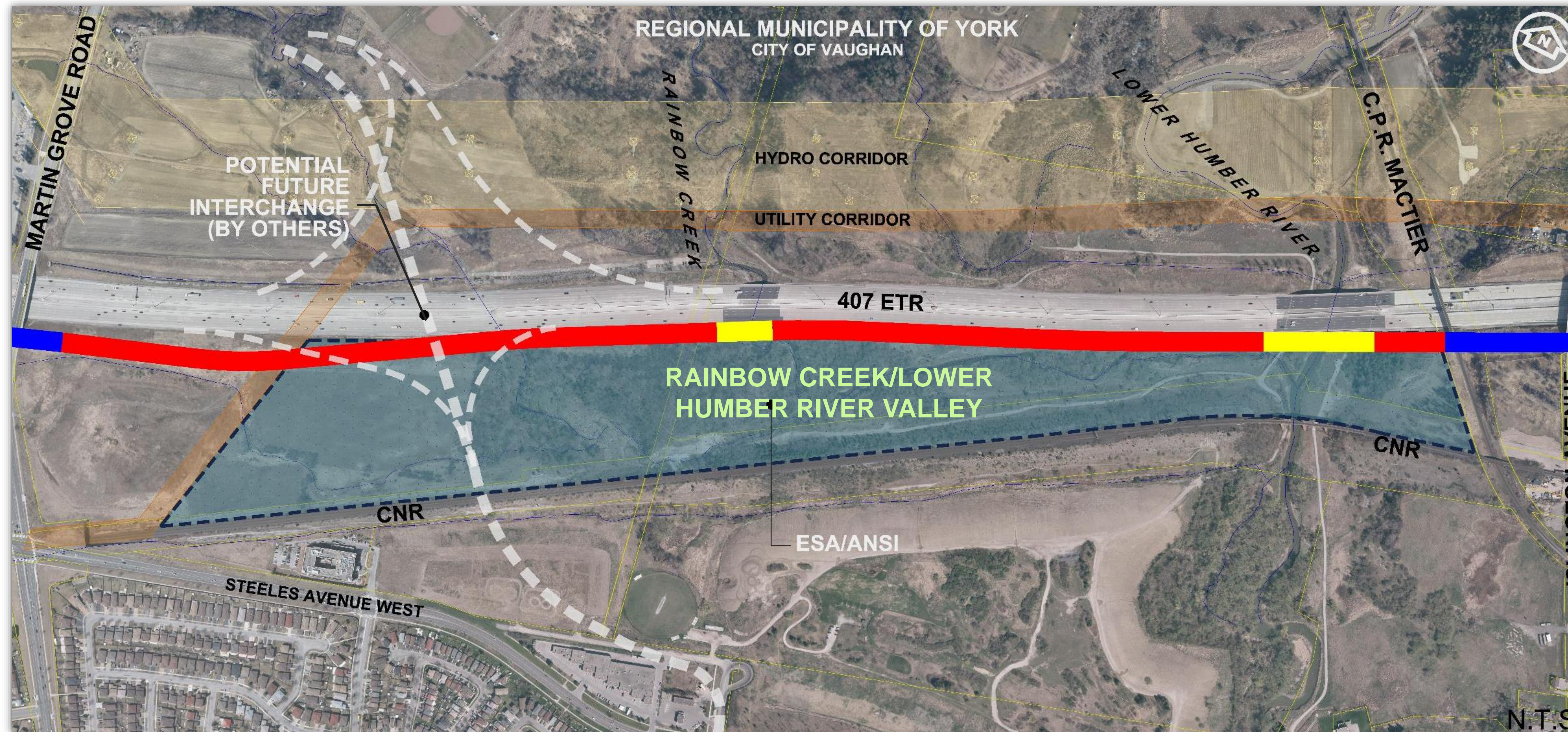
- 
Connects with YRT and TTC Transit Services
- 
Access for All Modes and Active Transportation from Steeles Avenue
- 
845 Parking Spaces
- 
14 Accessible Parking Spaces

- 
4 Bus Bays
- 
PPUDO 44 Spaces
- 
Bicycle Shelters



# Preferred Alignment Alternative

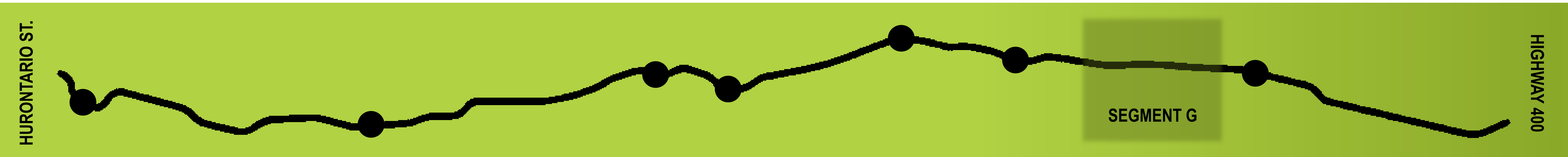
## Segment G: East of Martin Grove Road to West of Islington Avenue



- ✓ Alignment traverses very close to 407 ETR to minimize impact on Rainbow Creek/Lower Humber River Valleys.
- ✓ Alignment bridges over Rainbow Creek/Lower Humber River watercourses, crosses under CP track and under Islington Avenue.

**LEGEND**

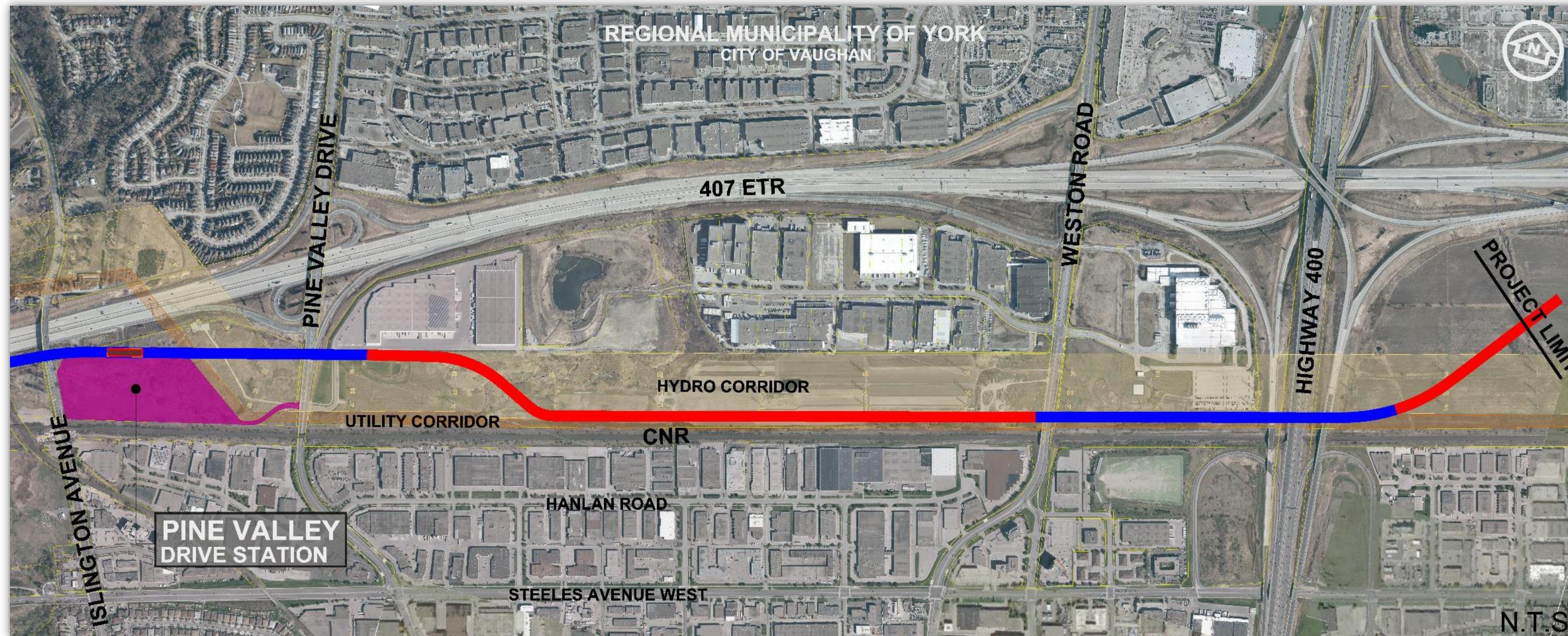
<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> ALIGNMENT AT-GRADE	<span style="display: inline-block; width: 20px; border-bottom: 1px solid yellow;"></span> PROPERTY BOUNDARY
<span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> ALIGNMENT ABOVE-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: purple; border: 1px solid black;"></span> STATION AREA
<span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> ALIGNMENT BELOW-GRADE	<span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> STATION PLATFORM





# Preferred Alignment Alternative

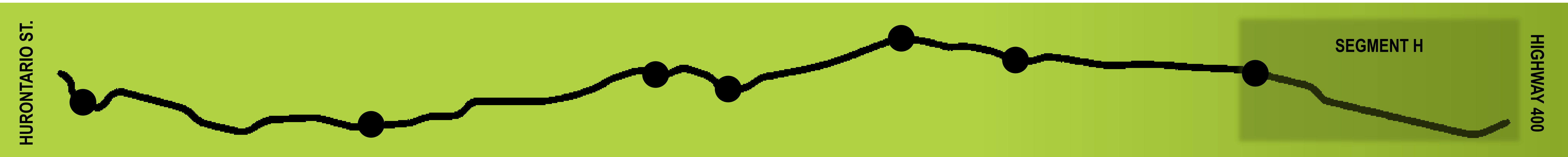
## Segment H: West of Islington Avenue to East of Highway 400



**LEGEND**

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<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> ALIGNMENT ABOVE-GRADE	<span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span> STATION AREA
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span> ALIGNMENT BELOW-GRADE	<span style="display:inline-block; width:15px; height:10px; background-color:grey; border:1px solid black;"></span> STATION PLATFORM

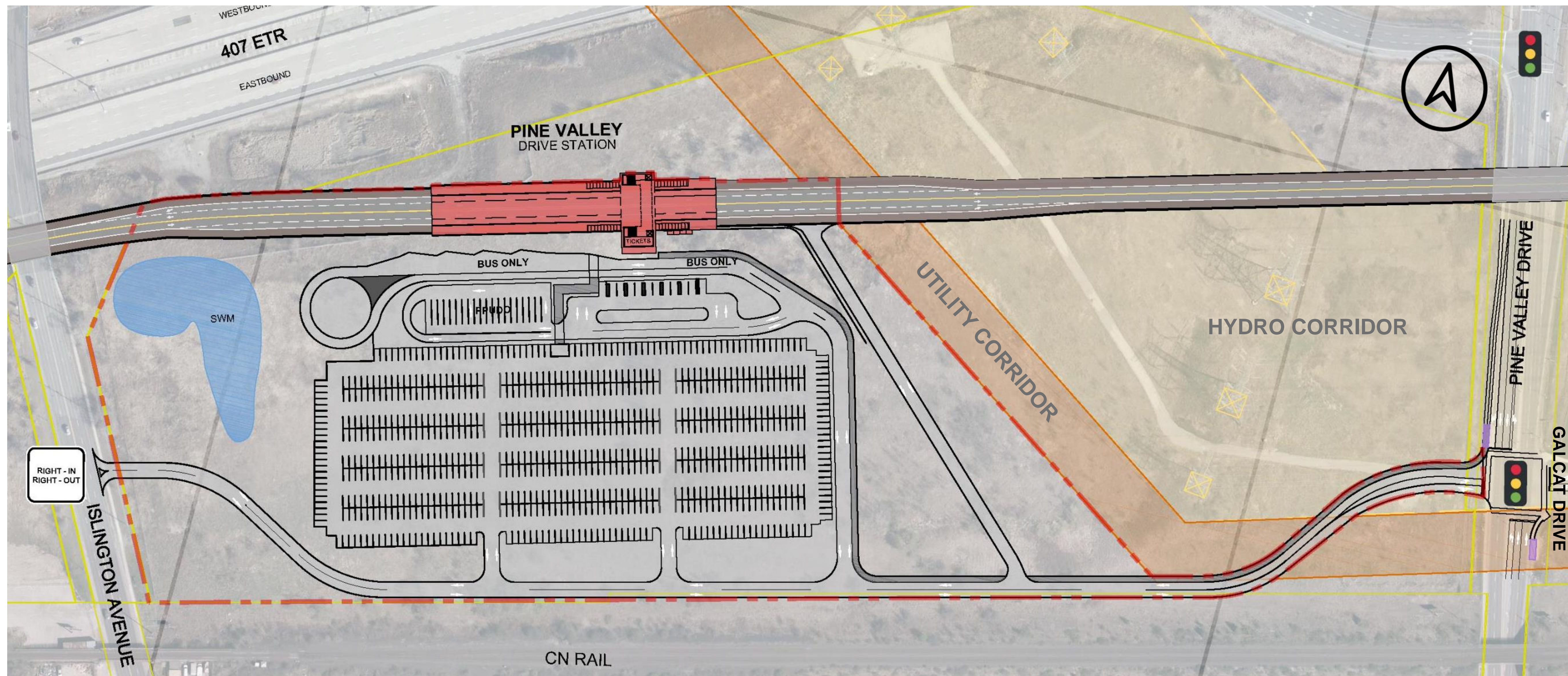
- Alignment is in a trench through the Pine Valley Drive Station.
- Alignment crosses under Pine Valley Drive.
- Alignment crosses the Hydro Corridor not impacting Hydro One's towers/conductor requirements or electromagnetic restrictions.
- Alignment traverses along south edge of the Hydro Corridor crossing under Weston Road and tunneling under Highway 400 Interchange.





# Preferred Station Alternative

## Pine Valley Drive Station



- |  |   |  |                                     |
|--|---|--|-------------------------------------|
|  | <p>Connects with YRT and TTC Transit Services</p>   |  | <p>12 Accessible Parking Spaces</p> |
|  | <p>Access for All Modes and Active Transportation from Galcat/Pine Valley Drive<br/>Secondary Access (right in/out) from Islington Avenue</p> |  | <p>4 Bus Bays</p>                   |
|  | <p>760 Parking Spaces</p>   |  | <p>PPUDO 40 Spaces</p>              |
|  |   |  | <p>Bicycle Shelters</p>             |



# Potential Environmental Impacts and Mitigation Measures



	IMPACTS	MITIGATION
Soils, Contaminated Property and Waste	<ul style="list-style-type: none"> <li>Disturbance of soil and utilization and disposal of excess soils/materials.</li> <li>Potential impacts to contaminated property.</li> </ul>	<ul style="list-style-type: none"> <li>Utilization and disposal of excess soils/materials will be managed in accordance with regulatory requirements.</li> <li>Properties of concern will be the subject of further assessment on a case by case basis prior to construction.</li> </ul>
Surface Water, Drainage and Stormwater	<ul style="list-style-type: none"> <li>Possible impacts on drainage patterns along 407 ETR. Water quality degradation.</li> <li>Increase in runoff volumes due to increase in impervious areas.</li> <li>Climate change impacts including increased flooding/extreme weather events.</li> </ul>	<ul style="list-style-type: none"> <li>Erosion and sedimentation control measures will be implemented to prevent the potential migration of sediments off site.</li> <li>A drainage and stormwater management plan has been prepared to address potential impacts. Additional capacity incorporated to increase resilience against extreme weather events. Climate change adaptations (i.e., green technologies, permeable pavement) to be considered.</li> <li>Minor watercourse realignment/regrading is expected at most crossings to ensure flow is safely conveyed through the proposed structures.</li> </ul>
Groundwater	<ul style="list-style-type: none"> <li>Reduced groundwater recharge/discharge as a result of construction and the expansion of impermeable pavement surfaces.</li> <li>Potential impacts associated with excavation/construction below the water table and de-watering.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in discharge functions during bridge construction is temporary.</li> <li>Mitigate recharge reduction by implementing permeable pavements and other low impact development infiltration techniques where possible.</li> <li>Further hydrogeological studies will be conducted prior to construction.</li> <li>Environmental Activity and Sector Registration or a Permit to Take Water from the MOECC will be secured prior to construction as required.</li> </ul>





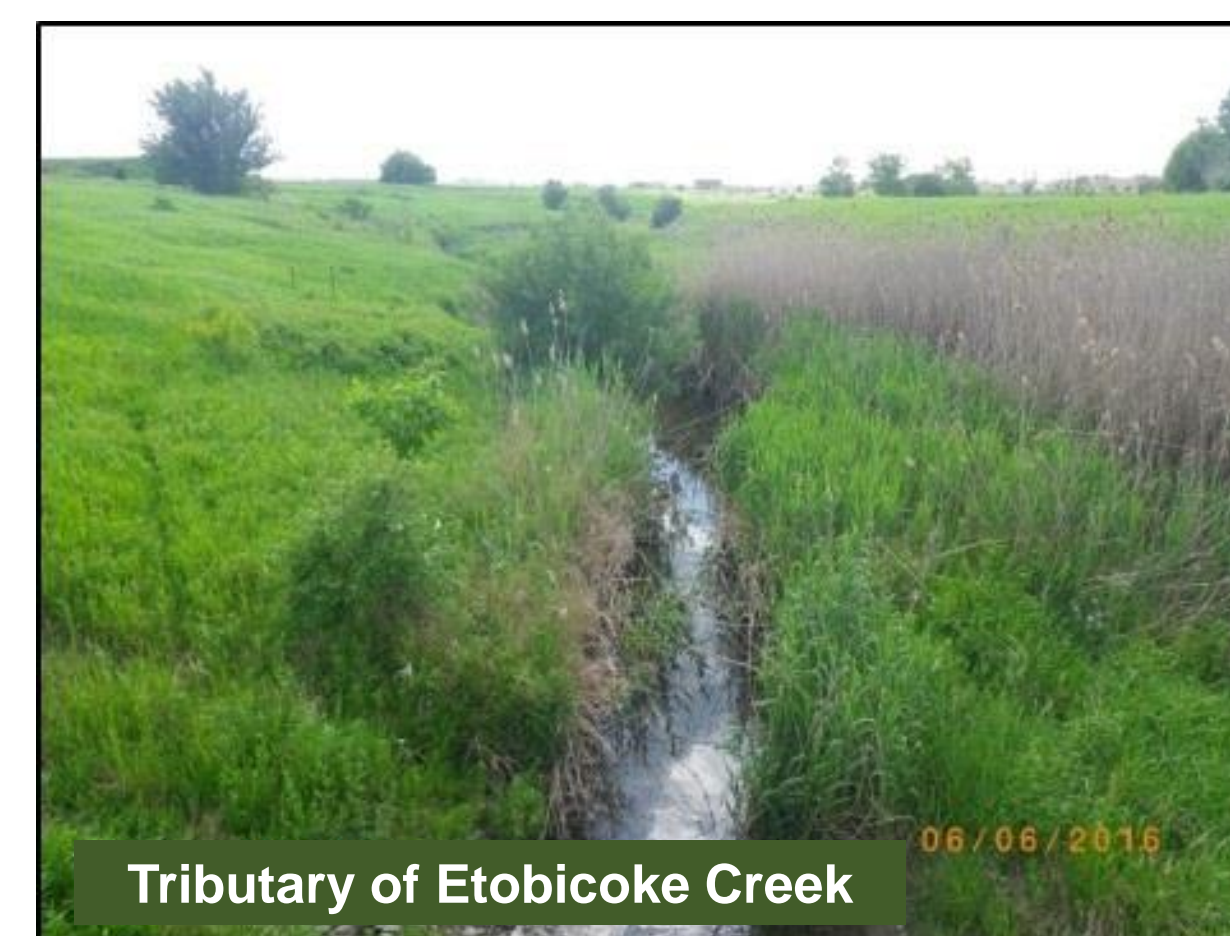
# Potential Environmental Impacts and Mitigation Measures



	IMPACTS	MITIGATION
<b>Fish and Fish Habitat</b>	<ul style="list-style-type: none"> <li>Potential impacts to fish and fish habitat.</li> <li>There are 24 watercourse crossings located within the project limits and one additional watercourse feature located just beyond the project limits.</li> <li>Twenty of these watercourses, where work is proposed, directly/indirectly support fish and fish habitat.</li> <li>Contributing habitat for Redside Dace (an 'Endangered' species listed under the Ontario Endangered Species Act and the Canada Species at Risk Act ) is found at one watercourse feature just beyond project limits.</li> </ul>	<ul style="list-style-type: none"> <li>Any required in-water work will take place within the warmwater timing window (July 1 to March 31) and coldwater/Redside Dace timing window (July 1 to September 15), and during periods of low flow/precipitation.</li> <li>All required permits/authorizations (i.e., species at risk permits, Fisheries Act Authorization) will be secured prior to construction.</li> <li>Best management/construction practices will be implemented including erosion and sedimentation control measures, equipment maintenance, maintenance of riparian vegetation, stormwater management, and stabilization and restoration of watercourse banks.</li> </ul>
<b>Terrestrial Ecosystems</b>	<ul style="list-style-type: none"> <li>Overall, approximately 107 ha of vegetation/vegetation communities will be removed. The vegetation communities are considered widespread and common in Ontario and secure globally.</li> <li>Minor displacement of/disturbance to wildlife and wildlife habitat.</li> <li>Thirteen wildlife species at risk have been recorded in the vicinity of the study area, and two wildlife species at risk have potential to be found within the study area. Two wildlife species at risk (Eastern Wood Pewee and Barn Swallow) were confirmed during field investigations.</li> <li>Woodbridge Cut Environmentally Sensitive Area and Area of Natural and Scientific Interest have been avoided.</li> </ul>	<ul style="list-style-type: none"> <li>Forest edge, riparian and valleyland management shall take place as required. A detailed landscape/planting plan will be developed prior to construction.</li> <li>Further field investigations/consultation with MNRF will take place prior to construction to confirm the presence/absence of species at risk.</li> <li>Requirements under the Species at Risk Act, Endangered Species Act, Migratory Birds Convention Act, and Fish and Wildlife Conservation Act will be met to mitigate any adverse effects on wildlife species.</li> <li>No vegetation removal/disturbance will occur during the nesting season (April 1 to August 31).</li> <li>Transitway structures will be designed to maintain wildlife passage.</li> </ul>



Eastern Wood Pewee



Tributary of Etobicoke Creek



Barn Swallow



# Potential Environmental Impacts and Mitigation Measures



	IMPACTS	MITIGATION
Archaeology	<ul style="list-style-type: none"> <li>The Stage 1 Archaeological Assessment identified lands retaining archaeological potential and one previously registered site. Stage 2 Archaeological Assessment is taking place for lands retaining archaeological potential within 300 m of watercourses.</li> </ul>	<ul style="list-style-type: none"> <li>Any remaining Stage 2 Archaeological Assessment, and any required Stage 3 and Stage 4 archaeological work will take place prior to construction.</li> <li>The project will be cleared of all archaeological concerns prior to construction.</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>Cultural heritage resources will be affected through demolition or alteration to their setting.</li> <li>One of these resources (farmscape) is listed under the City of Brampton's Heritage Listing.</li> </ul>	<ul style="list-style-type: none"> <li>Cultural Heritage Evaluation Reports are being prepared. Heritage Impact Assessments will be conducted as required for those resources that retain heritage value.</li> <li>The Transitway design will preserve the resources to the extent possible. If not feasible, preservation/retention or relocation will be considered.</li> </ul>
Land Use/Property	<ul style="list-style-type: none"> <li>Potential impacts to designated land use and existing/planned land use.</li> <li>Much of the property required for the 407 Transitway is provincially owned land and is designated for infrastructure purposes.</li> </ul>	<ul style="list-style-type: none"> <li>Efforts have been made to ensure that the 407 Transitway is located in lands that are compatible with current municipal land use designations.</li> <li>Private property requirements have been minimized to the extent possible. Consultation will continue with the affected parties.</li> <li>Property will be acquired through negotiation or expropriation.</li> </ul>
Air Quality and Noise/Vibration	<ul style="list-style-type: none"> <li>The project's contribution to the cumulative concentrations of all pollutants of concern was found to be insignificant. Increase in gaseous air pollutants and change in particulate matter was found to be insignificant.</li> <li>No significant increases in sound of 5 dBA, or more, were predicted for any of the noise sensitive areas; however, many have background sound levels of 65 dBA, or more.</li> </ul>	<ul style="list-style-type: none"> <li>Best management practices will be implemented to reduce/prevent the release of dust/particulates during construction.</li> <li>Alternative fuel/technology pathways can be considered prior to construction to reduce the greenhouse gas intensity of the buses.</li> <li>Construction activities will adhere to local noise by-law regulations. Exemptions will be obtained from the municipalities as necessary.</li> <li>A Complaints Protocol will be developed prior to construction to address construction noise and vibration complaints from the public.</li> </ul>



Lower Humber River



Cultural Meadow



- Input received at this PIC will be reviewed and incorporated into the study, as appropriate.
- The project is currently in the pre-Transit Project Assessment Process (TPAP) phase prior to initiating the formal 120-day consultation and documentation period as prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings*.
- Once the Notice of Commencement of TPAP has been published, MTO has 120 days to prepare the Environmental Project Report (EPR) and to consult with the public, regulatory agencies, Indigenous and Métis Communities, landowners and other interested persons.
- The Notice of Completion of the EPR will be published and distributed concurrently with the release of the EPR for a 30-day final review. Objections on matters of provincial importance or aboriginal or treaty rights are submitted to the Minister at this time.
- The Minister has an additional 35 days to review the project before giving notice to proceed, proceed subject to conditions or request additional studies.
- MTO will submit a Statement of Completion and then proceed to the 407 Transitway pre-construction phase, implementation, and construction of the 407 Transitway, subject to funding and provincial priorities.



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.**

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