

HIGHWAY 7 CORRIDOR AND VAUGHAN NORTH-SOUTH LINK Transit Improvements Environmental Assessment (EA) Subway Alignment Selection Report

Highway 407 Station Intermodal Facility



Planning and Design Criteria

- Protect for the future MTO 407 Transitway and corresponding facilities based on currently available plans and conceptual layouts.
- Provide bus transfer facilities as required by all transit authorities anticipating connection with the subway and the MTO Transitway.
- Provide park-and-ride (approx. 600 spaces) and passenger pick-up/drop-off facilities
- Limit Black Creek crossing to a single bridged access road.
- Integrate access to station and Beechwood Cemetery into a single signalized intersection.

Summary of Effects and Mitigation Transportation

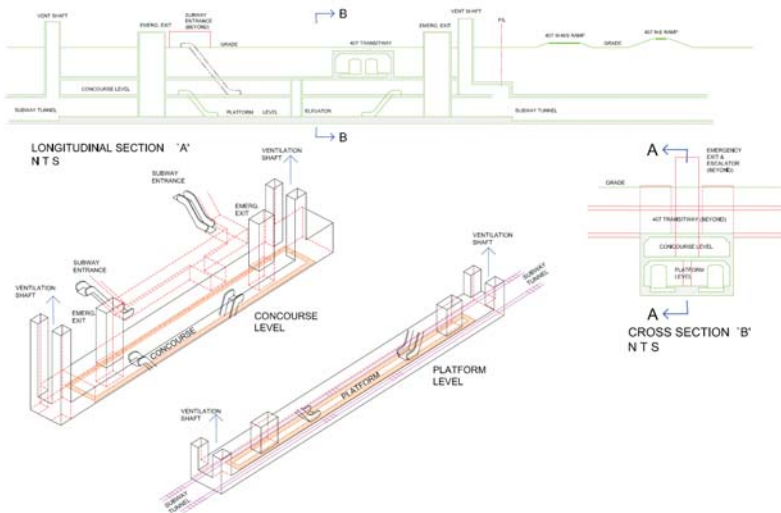
- Station provides the opportunity to connect to MTO's future Transitway as well as to local and regional bus routes.
- Analysis shows that the widened Jane Street will accommodate through traffic and commuters using the park-and-ride facility. The intersection providing station access will operate at an acceptable level of service.
- Future growth of through traffic on Jane Street will be reduced due to the availability of the subway as an alternative to auto use.
- Access to station and Beechwood Cemetery will be controlled by a new traffic signal on Jane Street at the main entrance to Hwy 407 Station.
- Secondary northern access to station will be right-in only.

Socio-economic Environment

- Station surface facilities will require property presently owned by the Provincial Government. Acquisition will recognize any existing tenant agreements.
- Minor station construction adjacent to Highway 407 right-of-way south of the Jane Street interchange ramp is required.
- Station construction will have no impact on Highway 407 ramp operations. Access to construction will be from Jane Street.

Natural Environment

- Temporary excavation and backfill within the Black Creek fill regulation limits will be minor and measures to mitigate effects on valley lands will be incorporated.
- Any effects of dewatering during cut-and-cover construction of the station on the adjacent Black Creek, will be minimized by use of diaphragm or slurry wall excavation techniques.
- Base flow alteration at Black Creek will be mitigated by use of stormwater management practices that encourage infiltration and recharge of groundwater (e.g. Pervious park-and-ride pavement surfacing)
- Bridge design for the access road across Black Creek will be based on the findings of a geomorphic requirements analysis and will incorporate measures to preserve the aquatic habitat.



407 Station Layout
Isometric

