

407 TRANSITWAY

WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
Public Information Centre #2



MAINWAY RECREATION CENTRE

Date: Tuesday, February 11th, 2020
Time: 4:00 p.m. – 8:00 p.m.
Location: 4015 Mainway
Burlington, Ontario

CORNERSTONE COMMUNITY CHURCH

Date: Thursday, February 13th, 2020
Time: 4:00 p.m. – 8:00 p.m.
Location: 3020 Vanderbilt Road
Mississauga, Ontario

Project Website: 407Transitway.com

The first Public Information Centre (**PIC #1**) was held in **November 2018** to introduce the study and present the results of the Planning Phase, the Initial Alignment Alternatives 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 as part of the evaluation of alternatives to select the preferred 407 Transitway alternative and develop the Preliminary Design.

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

- The 407 Transitway Design of the Technically Preferred Stations, Alignment and Maintenance Facility.
- Potential environmental impacts and mitigation measures.
- The Transit Project Assessment Process (TPAP) including major milestones, next steps and study schedule.

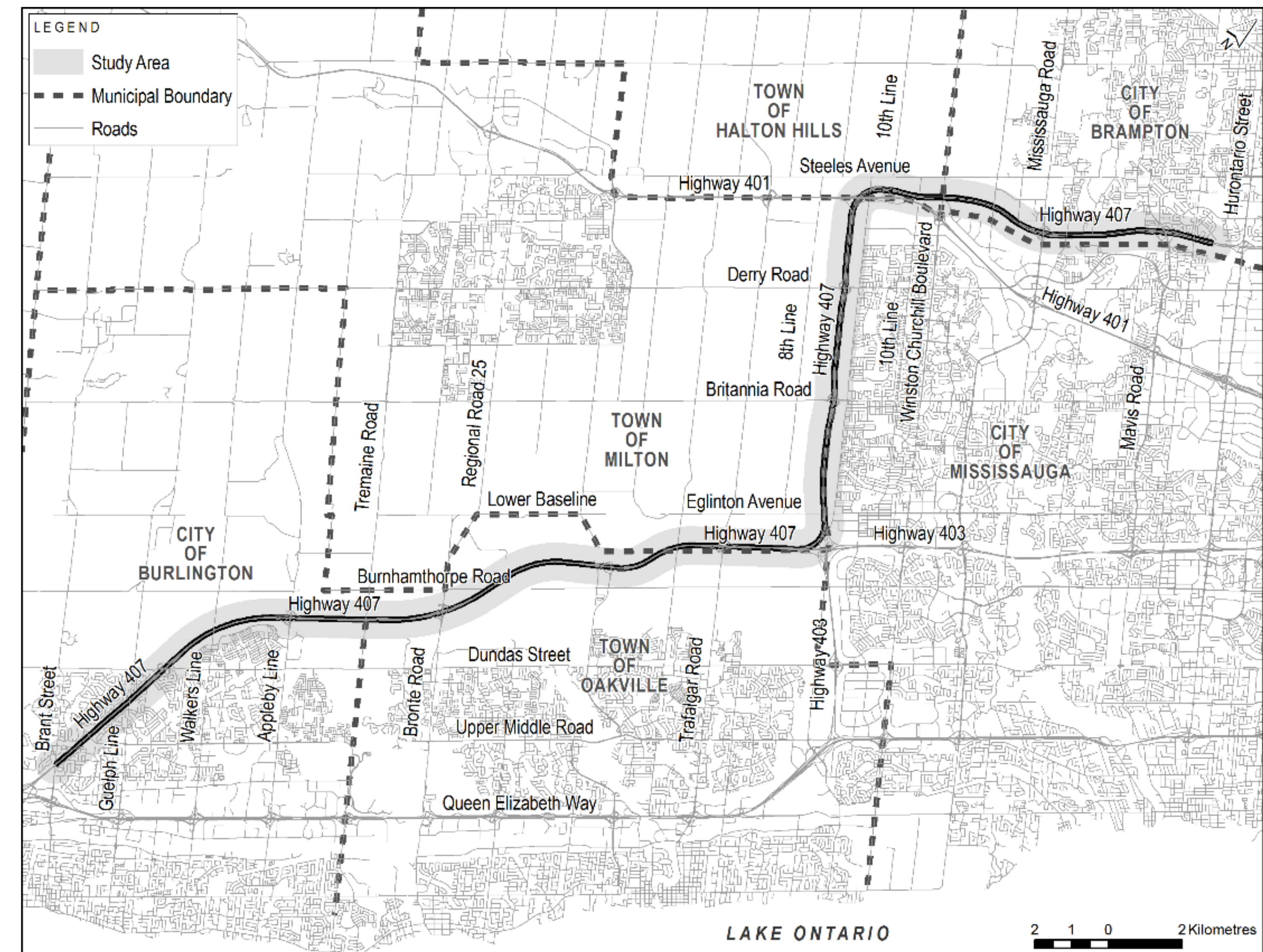
**Members of the Study Team are available to discuss the project with you.
Please feel free to ask questions and fill out a comment sheet.**

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

What is the 407 Transitway?

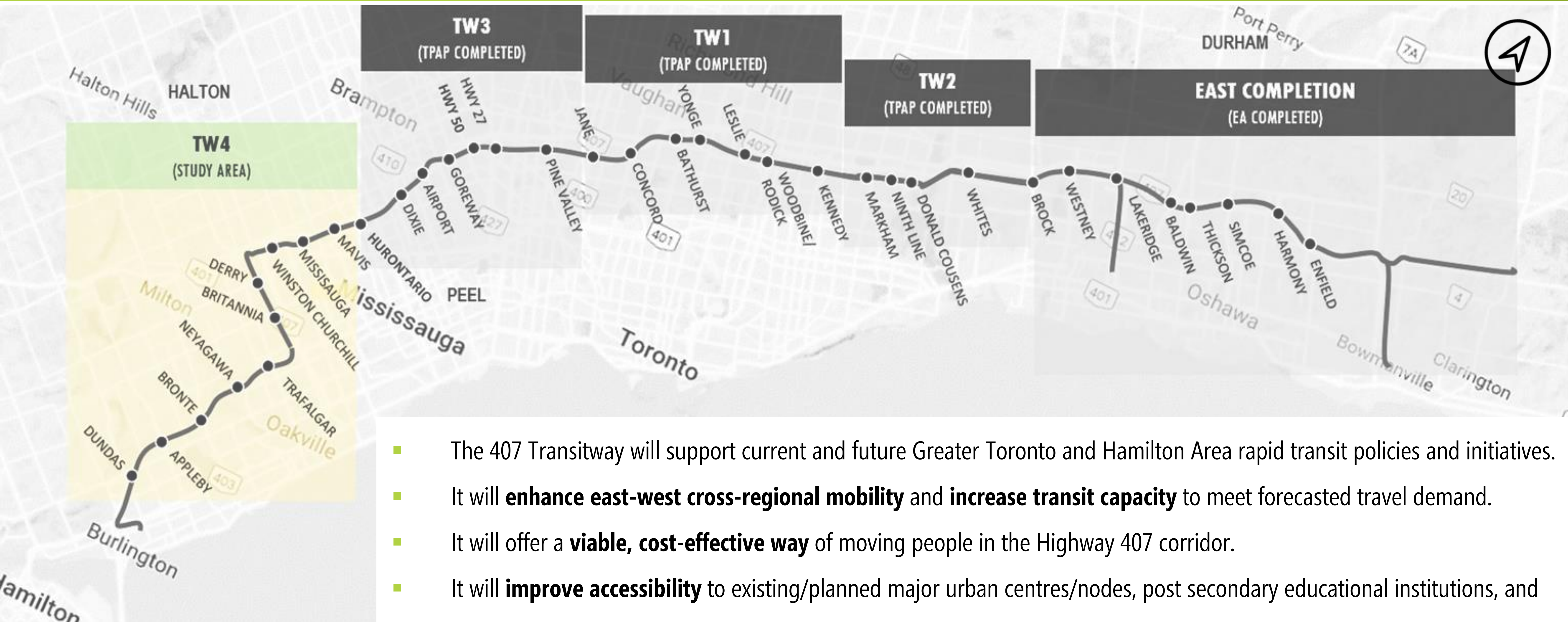


- Exclusive, fully grade separated (no intersections) bus rapid transit corridor, parallel to 407 ETR with potential conversion to light rail transit.
- The 407 Transitway will extend from Burlington to Highway 35/115 (150 km) with up to 50 stations.
- **Study limits for this section:** west of Brant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



SOURCE: OTTAWA BRT

What is driving the 407 Transitway project?

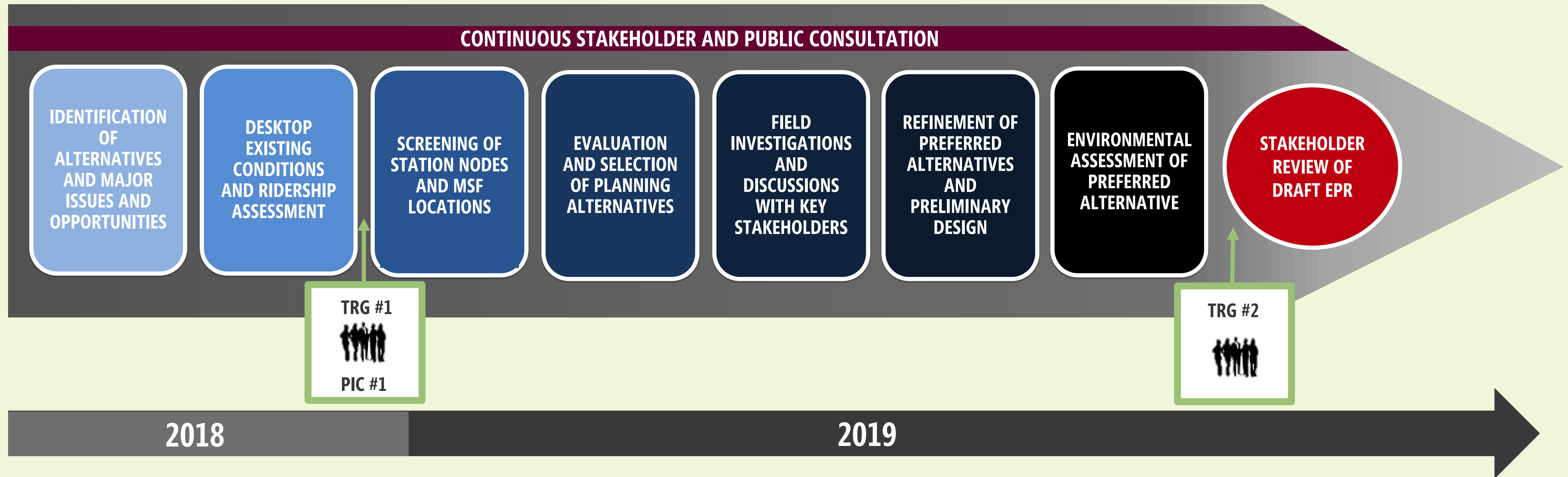


- The 407 Transitway will support current and future Greater Toronto and Hamilton Area rapid transit policies and initiatives.
- It will **enhance east-west cross-regional mobility** and **increase transit capacity** to meet forecasted travel demand.
- It will offer a **viable, cost-effective way** of 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 east-west 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.

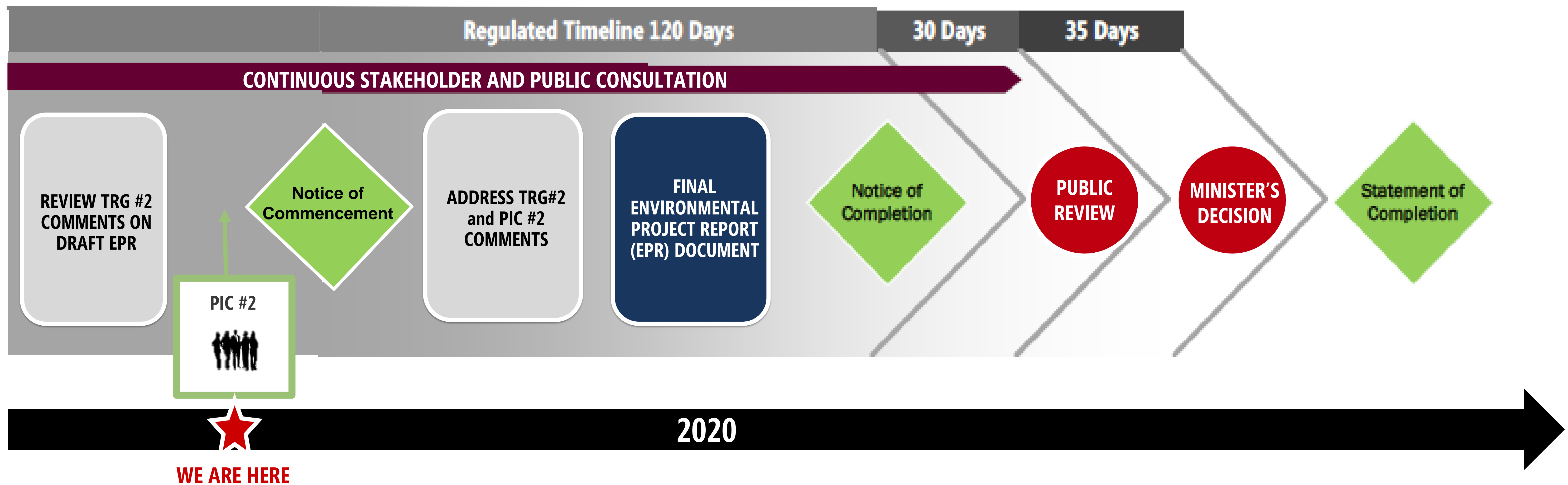
Study Schedule & Process



STAGE 1 Planning Stage



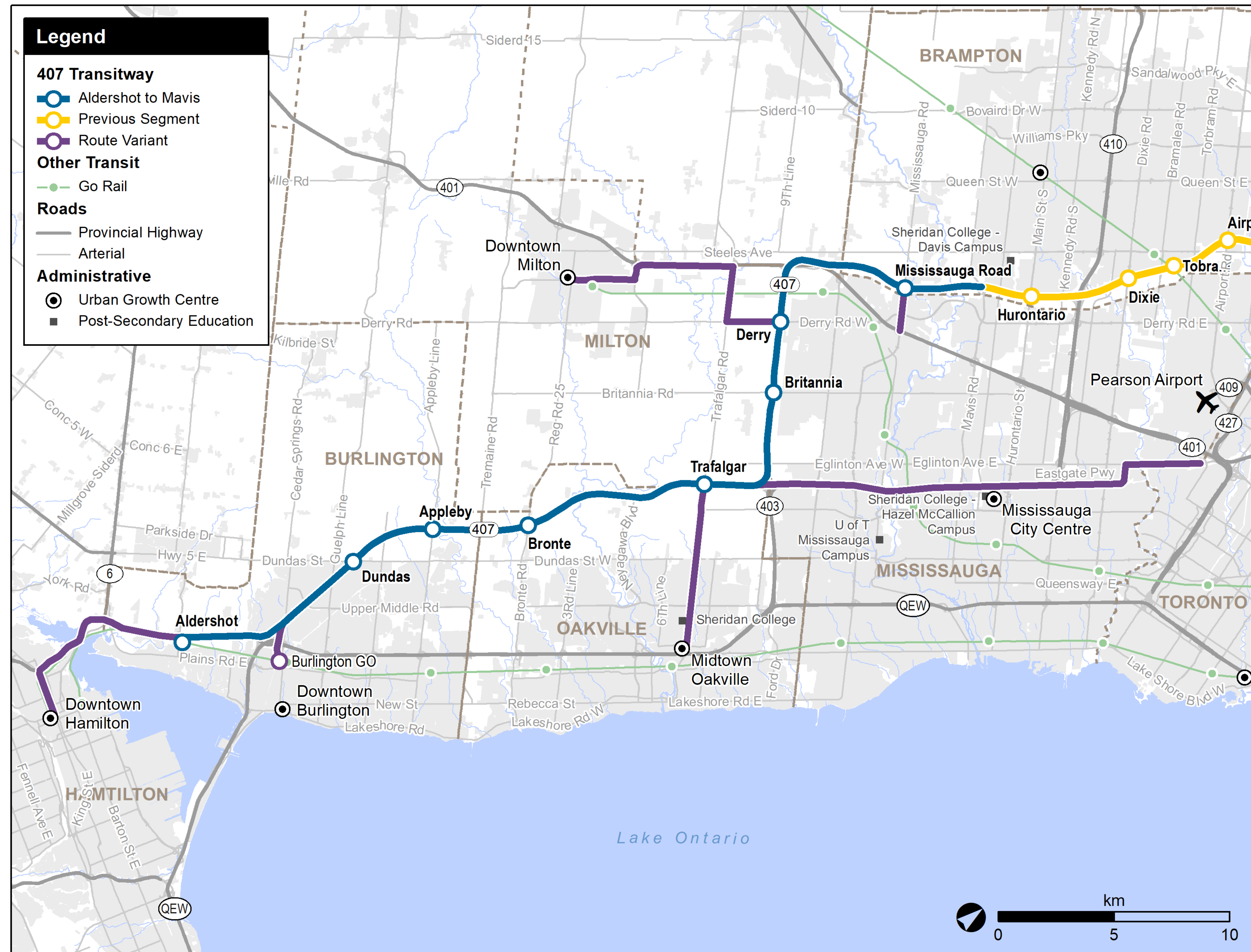
STAGE 2 Transit Project Assessment Process (TPAP)



Transit Service Concept



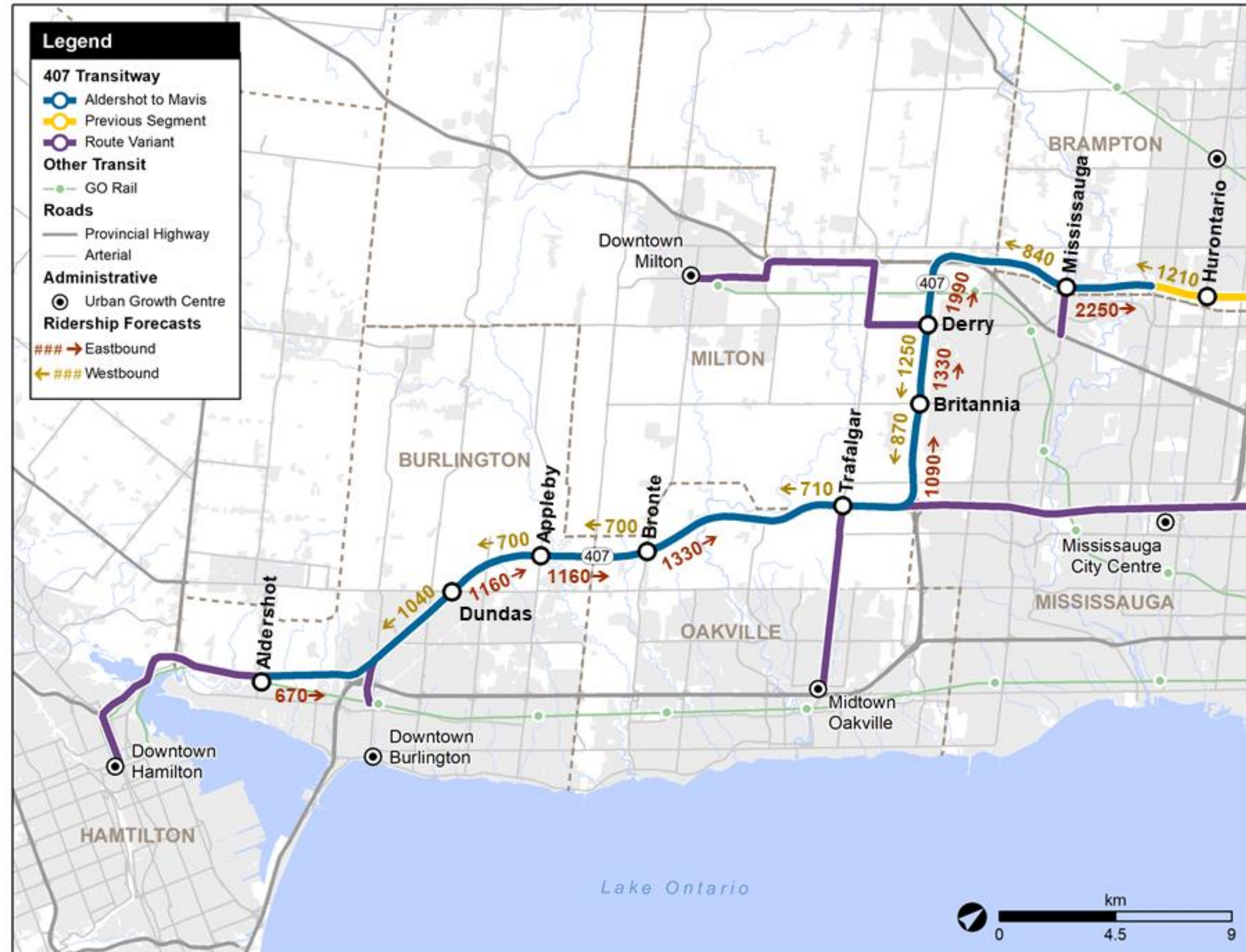
- Typical back-and-forth spine service (one route along Transitway only) was considered, but does not reach Urban Growth Centres
- Enhanced service concept developed providing service to:
 - Downtown Hamilton
 - Downtown Burlington
 - Midtown Oakville
 - Mississauga Transitway
 - Downtown Milton



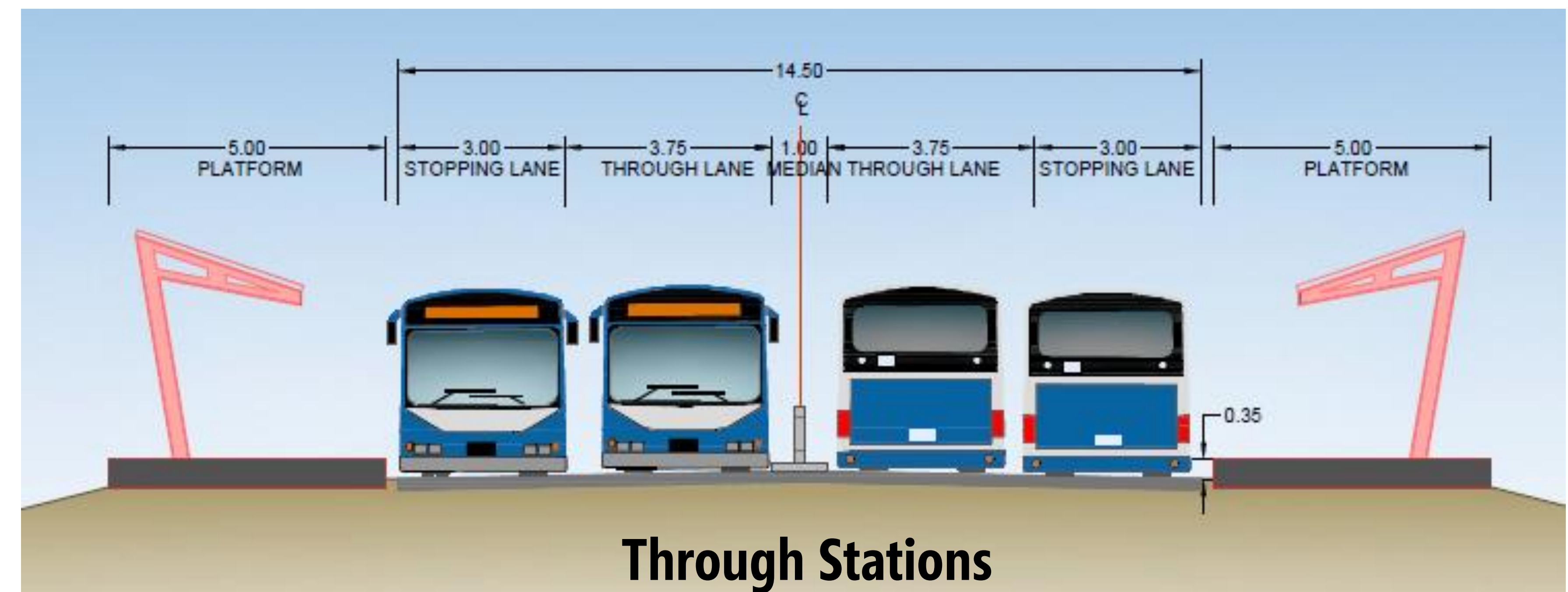
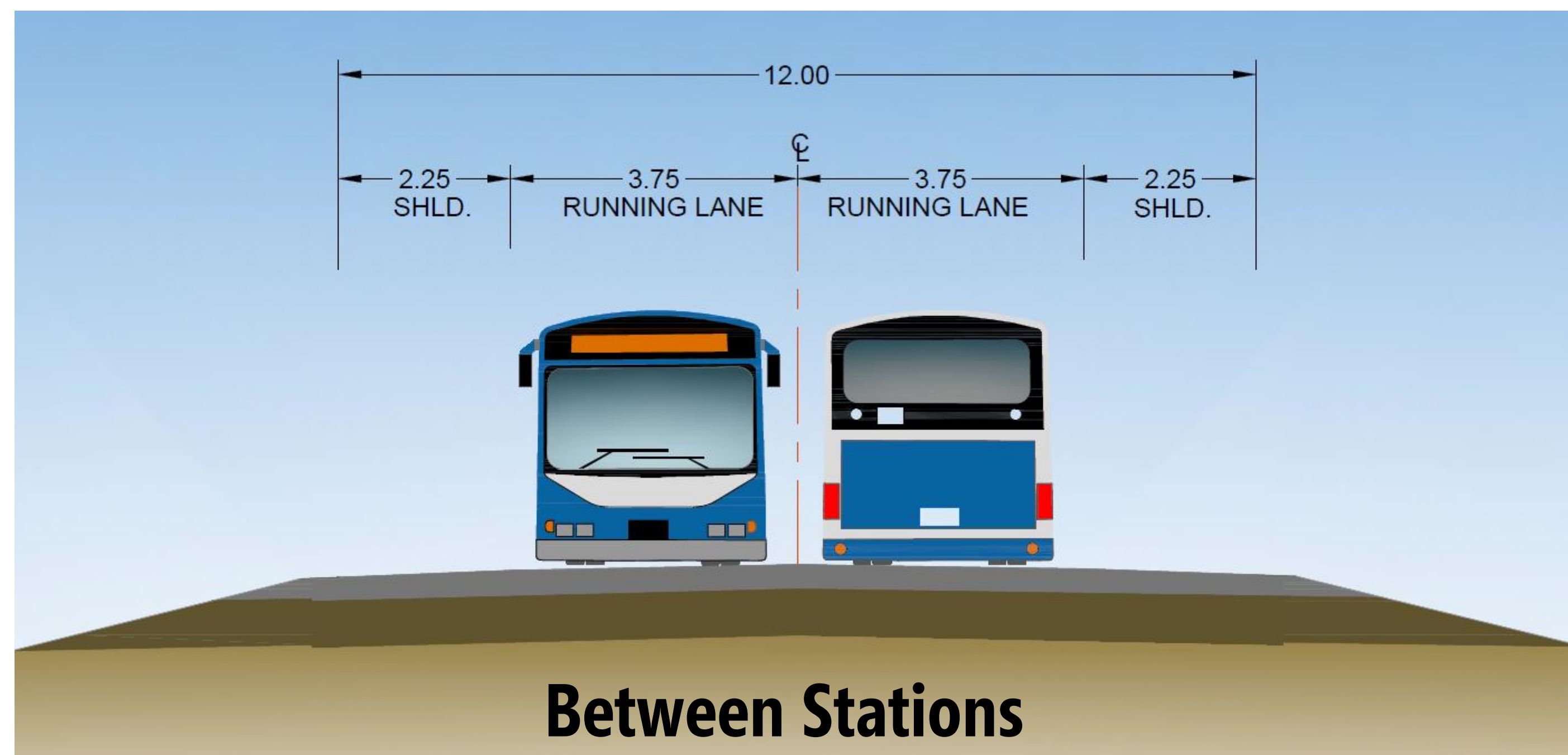
Ridership Projection (2041)



- GGH V4 Model – accounts for latest plans, growth allocations
- Peak eastbound ridership 2,250 at east limits (towards Hurontario)
- Strong demand to Mississauga Transitway
- Transitway supports Growth Plan, serves under-served market, and feeds eastern sections



- Infrastructure Preliminary Design for BRT 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 – **14.5 m**
(2 x 3.75m lanes + 2 x 3m stopping lanes)



- 17 overpasses, 14 underpasses and one pedestrian bridge

Station Functional Requirements and Design Principles



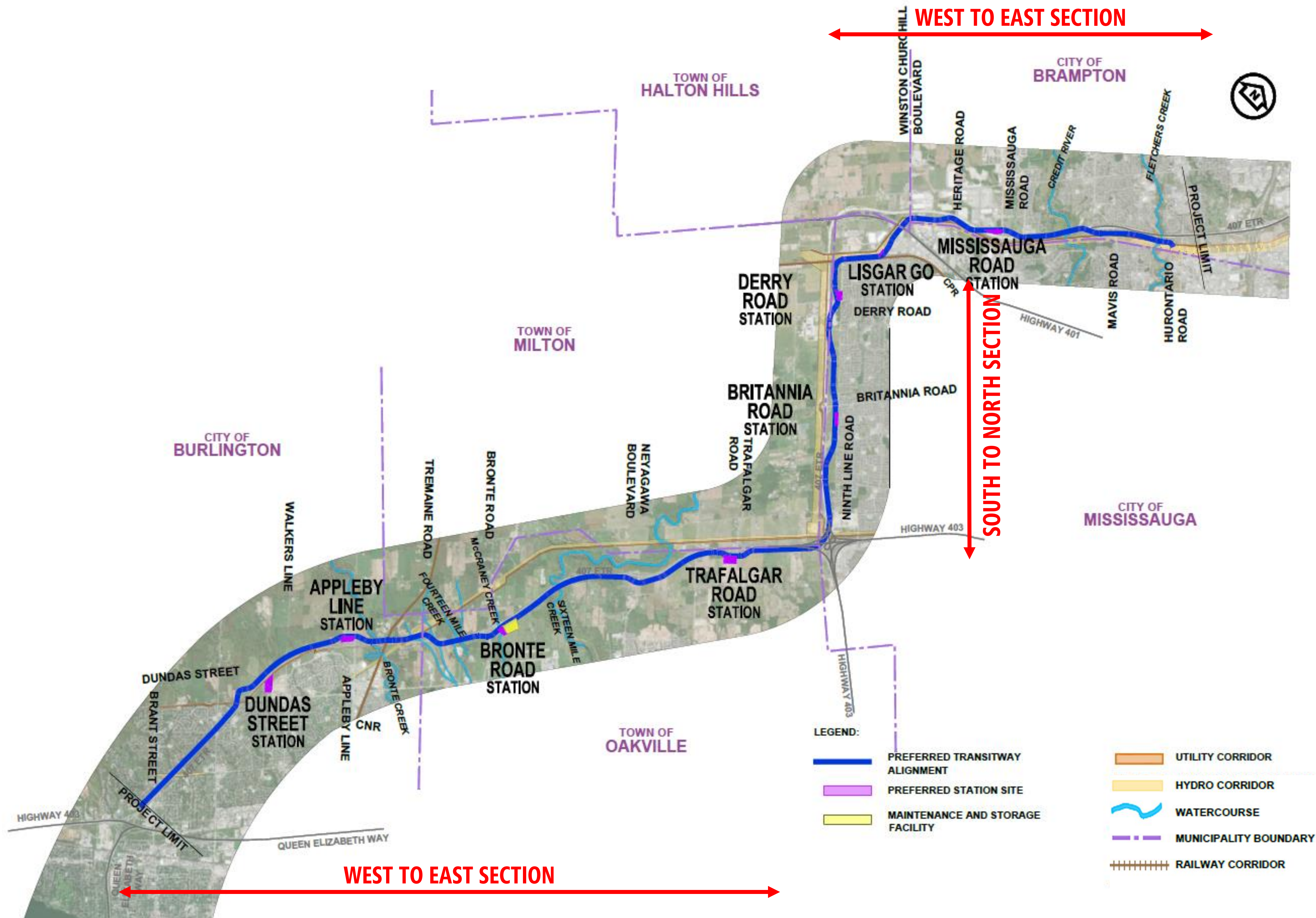
Passenger	Short and convenient transfers. Universally accessible.
Active Transportation	Convenient, comfortable, direct and safe pedestrian linkages to, from and within Transitway facility.
Vehicular Facilities	Prioritized Passenger Pick Up and Drop Off (PPUDO) location. Carpooling and alternate fuel 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.



Following PIC 1, options were evaluated based on comments received, field work, etc. to determine the preferred option based on the criteria below:

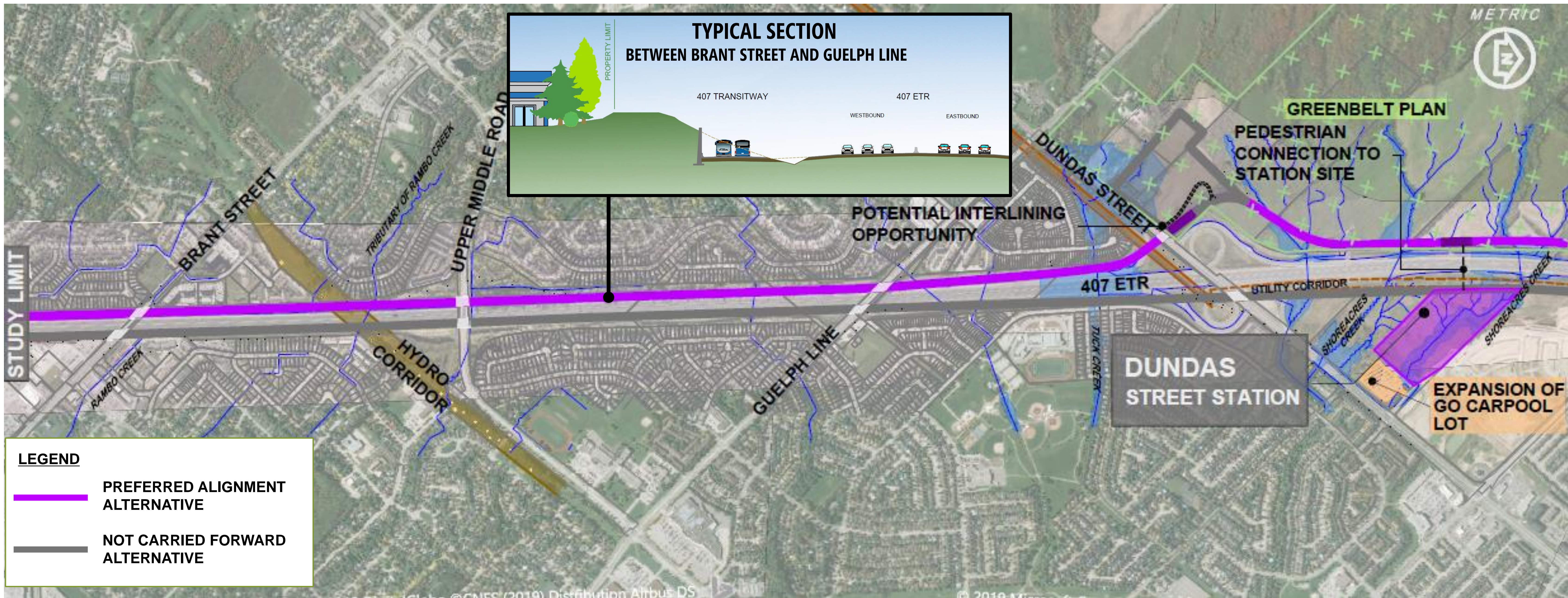
ENVIRONMENT	<p>NATURAL</p> <ul style="list-style-type: none"> • Potential Effects on Natural Heritage Resources • Potential Effects on Environmentally Significant Landforms/Features • Potential Effects on Geology and Hydrogeology • Potential Effects on Species/Habitats at Risk 	
	<p>SOCIO-ECONOMIC</p> <ul style="list-style-type: none"> • 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 	
	<p>CULTURAL</p> <ul style="list-style-type: none"> • Known Presence of Archaeological Potential • Potential Impacts to Known Indigenous Lands • Potential Effects on Cultural/Built Heritage 	
SERVICE QUALITY AND INFRASTRUCTURE	<p>TRANSITWAY OPERATION</p> <ul style="list-style-type: none"> • Transitway Alignment (Safety, Ride Comfort, Travel Time) • Suitability for Staged Implementation 	
	<p>TRANSPORTATION ACCESS</p> <ul style="list-style-type: none"> • Impact to 407 ETR Operation • Interlining Opportunity • Platform Connection and Transit Connectivity • Alignment Geometry • Impact to Hydro/Utility Infrastructure 	
	<p>STATION SITE AREA</p> <ul style="list-style-type: none"> • Site Area and Opportunity to Expand 	
	<p>CONSTRUCTABILITY AND COST</p> <ul style="list-style-type: none"> • Major Constructability Issues • Qualitative Cost Assessment 	

Overall Preferred Design ALIGNMENT, STATIONS, AND MAINTENANCE AND STORAGE FACILITY



Preferred Alignment Alternative

SEGMENT 1: WEST OF BRANT STREET TO EAST OF DUNDAS STREET



DESCRIPTION




- 407 Transitway Terminus west of Brant Street to be determined under separate study.
- Runningway north of 407 ETR between the highway and existing residential development; it follows ETR profile crossing under arterial roads and minimizing any visual impact.
- No physical impact to residential property between Brant Street and Dundas Street.
- No impact to 407 ETR ramps at Dundas Interchange.
- Alignment avoids conflict with Utility Corridor east of Dundas Street.







Preferred Station Alternative

DUNDAS STREET STATION

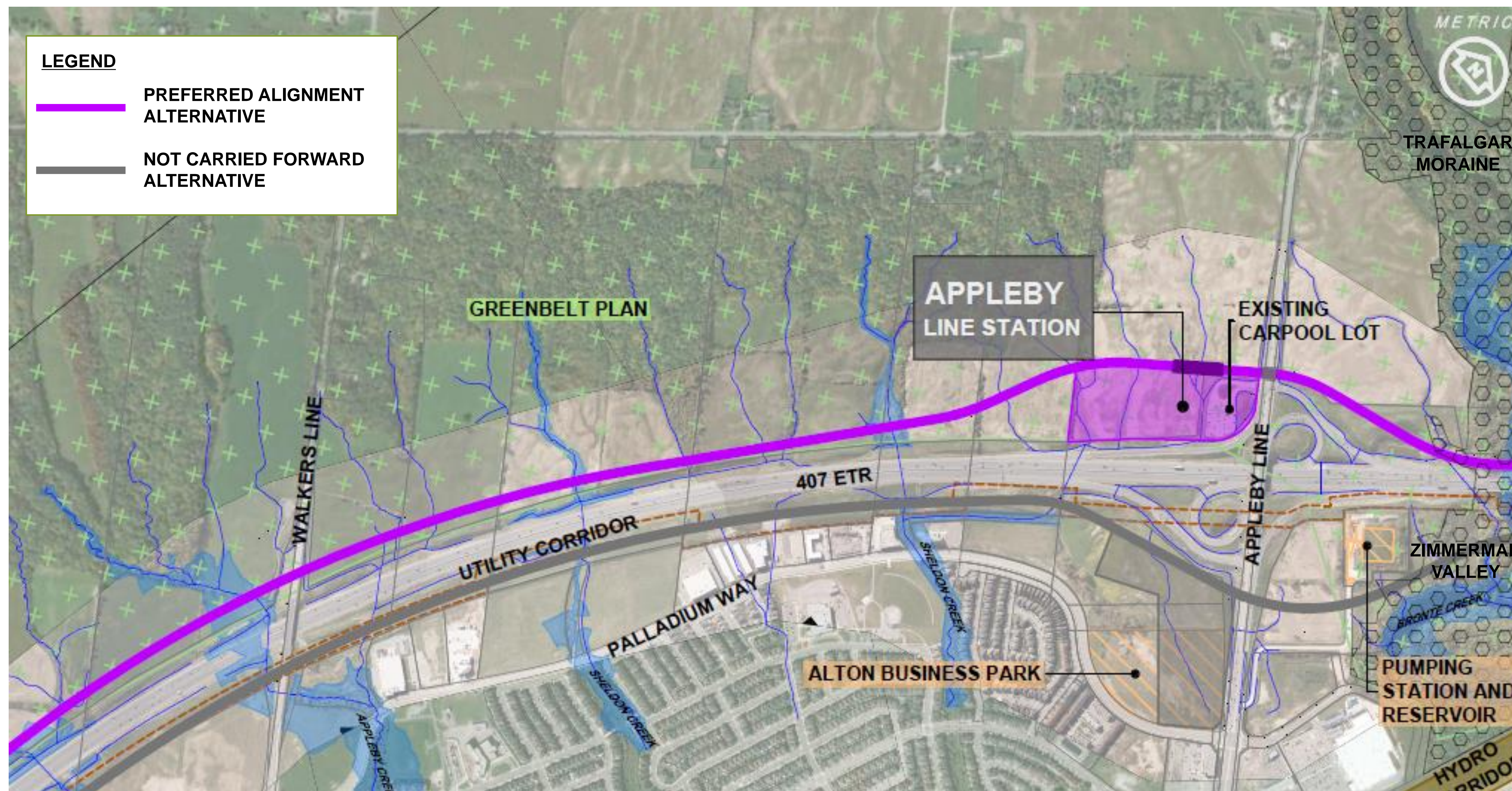


-  Compliant with Region and City plans to implement a major transit hub at this location
-  Access for all modes and active transportation from Palladium Way
-  811 Parking Spaces
-  33 Accessible Parking Spaces

-  7 Bus Bays
-  PPUDO 30 Spaces
-  Existing Carpool expanded (by others)
-  Bicycle Shelters

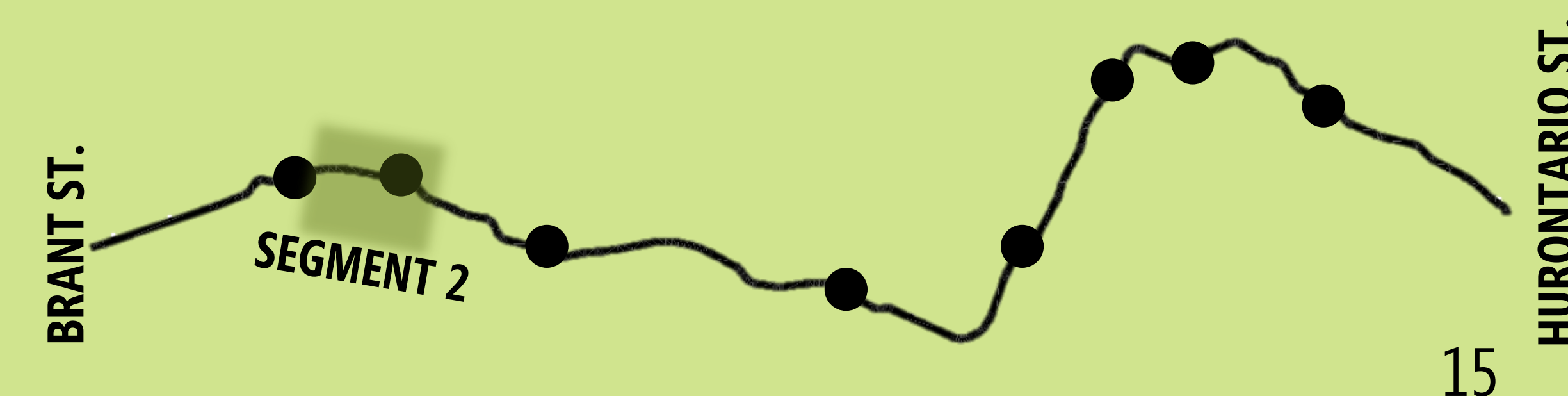
Preferred Alignment Alternative

SEGMENT 2: EAST OF DUNDAS STREET TO EAST OF APPLEBY LINE



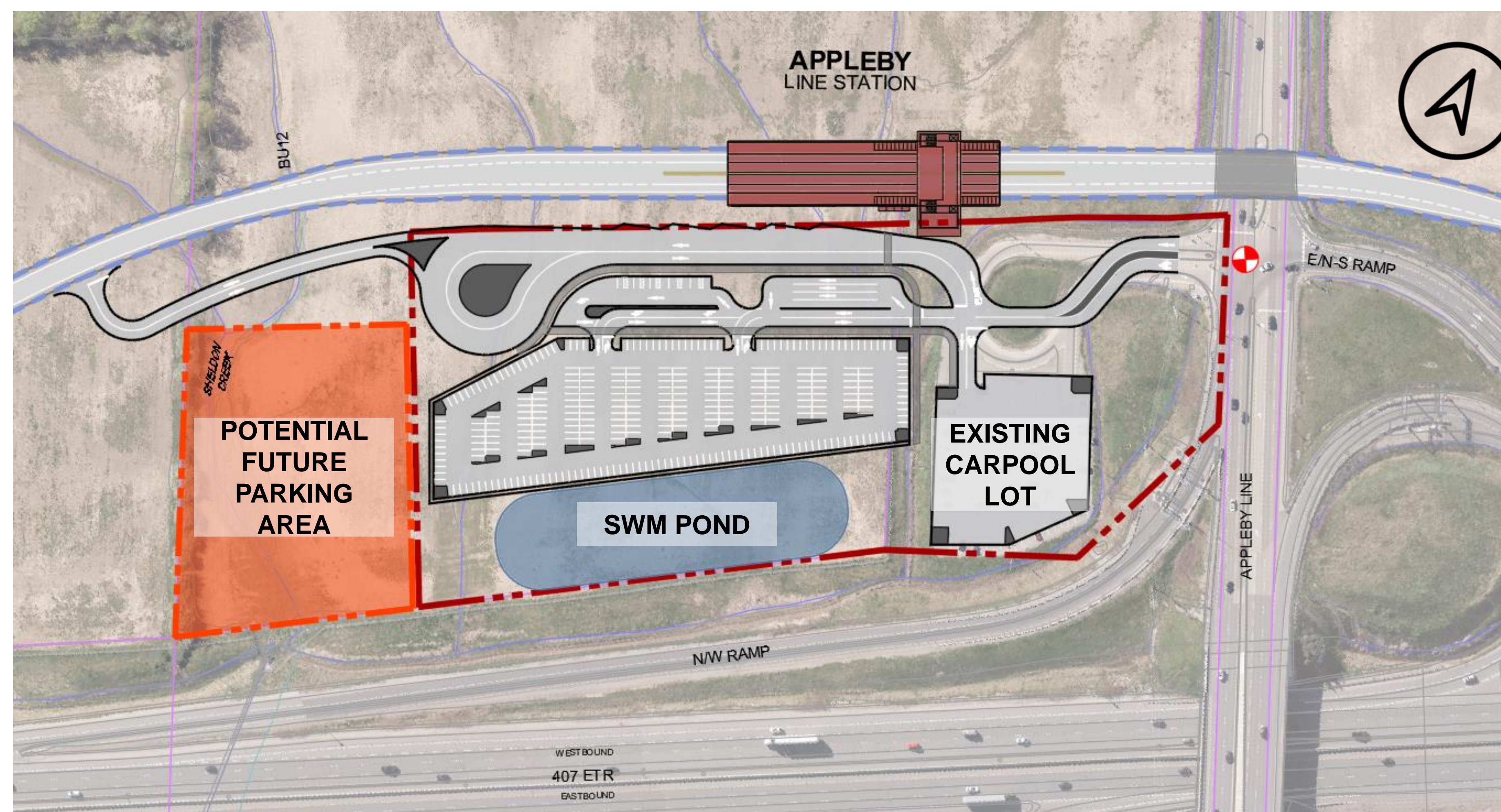
DESCRIPTION

- Runningway north of 407 ETR using a strip of rural/agricultural land; it follows ETR profile.
- Runningway located as close as possible to 407 ETR ROW to minimize impact on agricultural properties.
- Runningway avoids conflict with Utility Corridor located on the south side of 407 ETR.
- Runningway connects with existing carpool facility and future Appleby Line Station.



Preferred Station Alternative

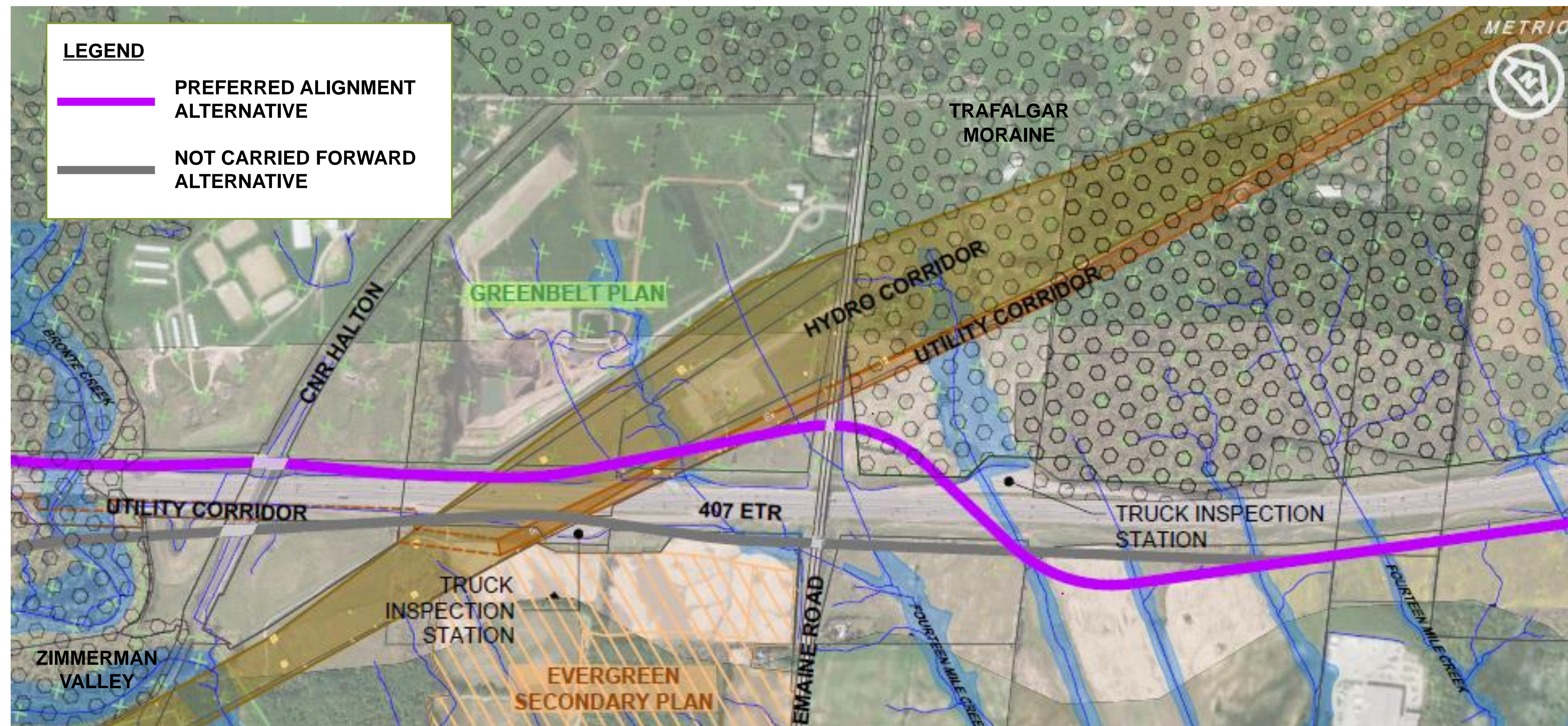
APPLEBY LINE STATION



- | | | | |
|--|--|--|--------------------------------------|
| | <p>Existing carpool facility may serve the 407 Transitway as a low-cost interim solution until demand, transit integration and cost/benefit justify the construction of the Station.</p> | | <p>5 Bus Bays</p> |
| | <p>Access for all modes and active transportation from Appleby Line</p> | | <p>PPUDO 15 Spaces</p> |
| | <p>312 Parking Spaces</p> | | <p>105 Carpool Spaces (Existing)</p> |
| | <p>10 Accessible Parking Spaces</p> | | <p>Bicycle Shelters</p> |

Preferred Alignment Alternative

SEGMENT 3: EAST OF APPLEBY LINE TO EAST OF TREMAINE ROAD



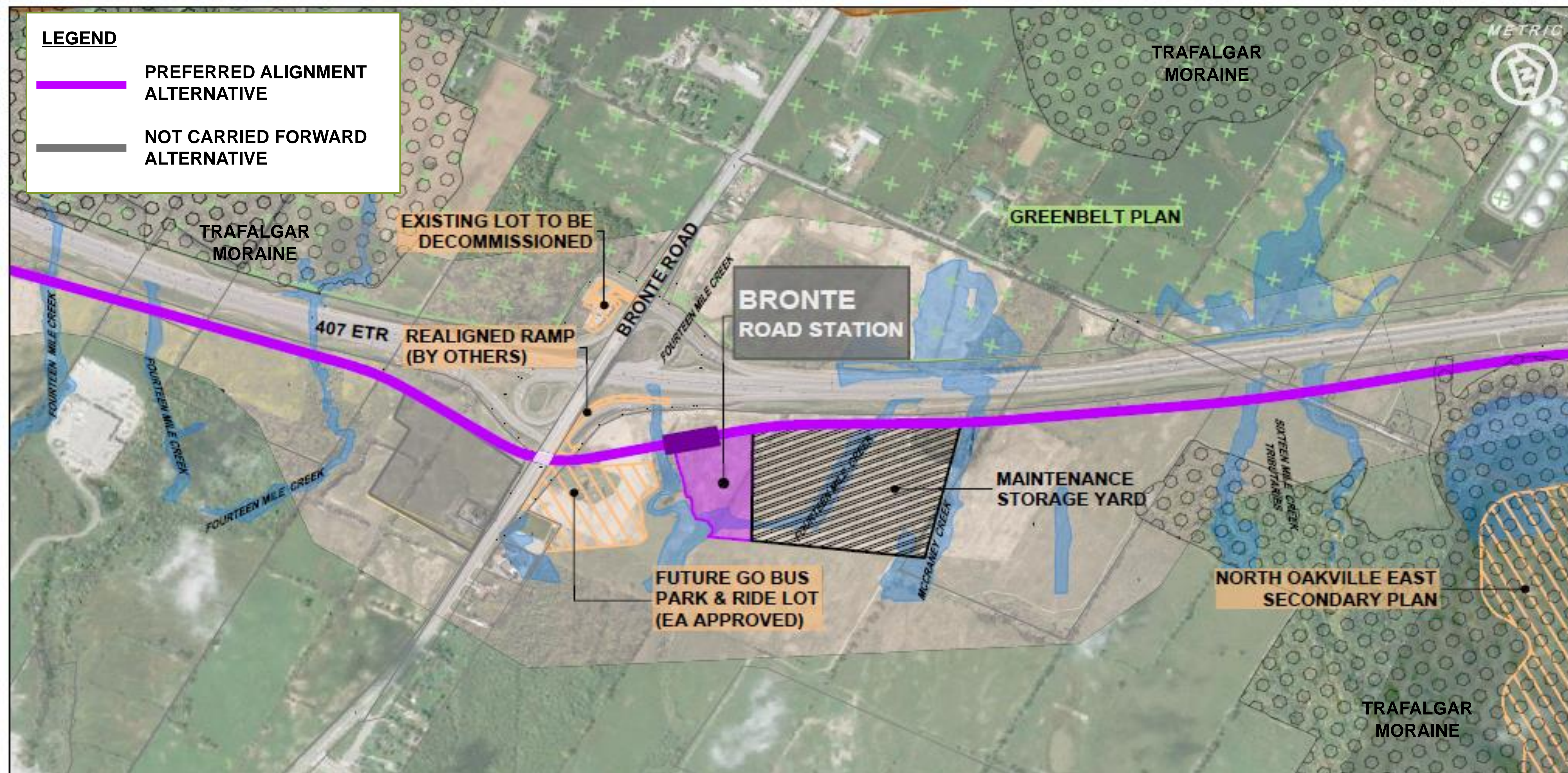
DESCRIPTION

- Runningway mostly through rural/agricultural lands.
- Alignment as close as possible to 407 ETR ROW to minimize impact on Zimmerman Valley Life Science Area.
- Runningway crosses Hydro Corridor meeting Hydro One corridor design and clearance requirement guidelines.
- Requires relocation of three electrical monopoles located in the Utility Corridor.
- Runningway crosses to the south side of 407 ETR to minimize impact to Trafalgar Moraine east of Tremaine Road.



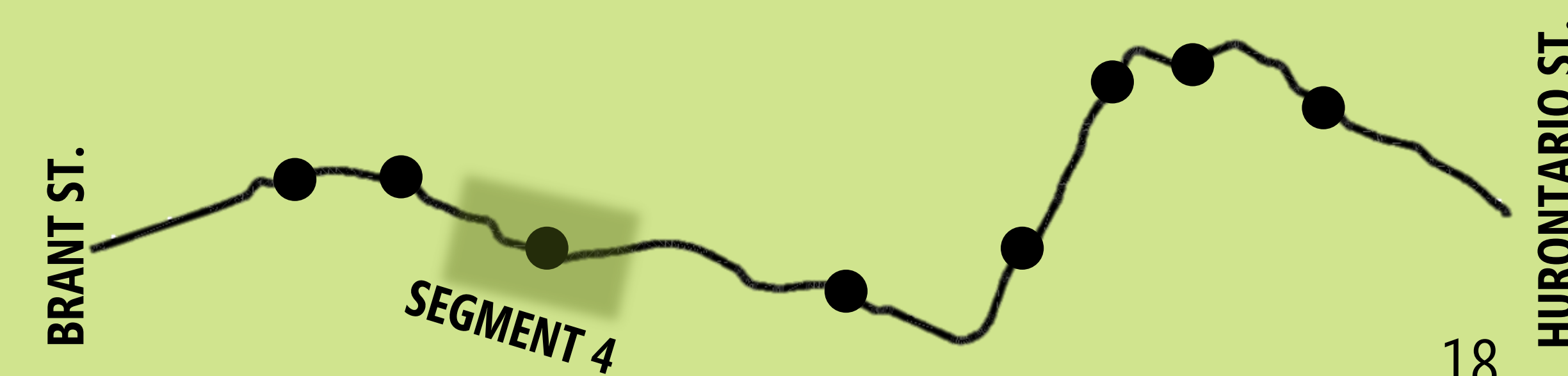
Preferred Alignment Alternative

SEGMENT 4: EAST OF TREMAINE ROAD TO WEST OF SIXTEEN MILE CREEK



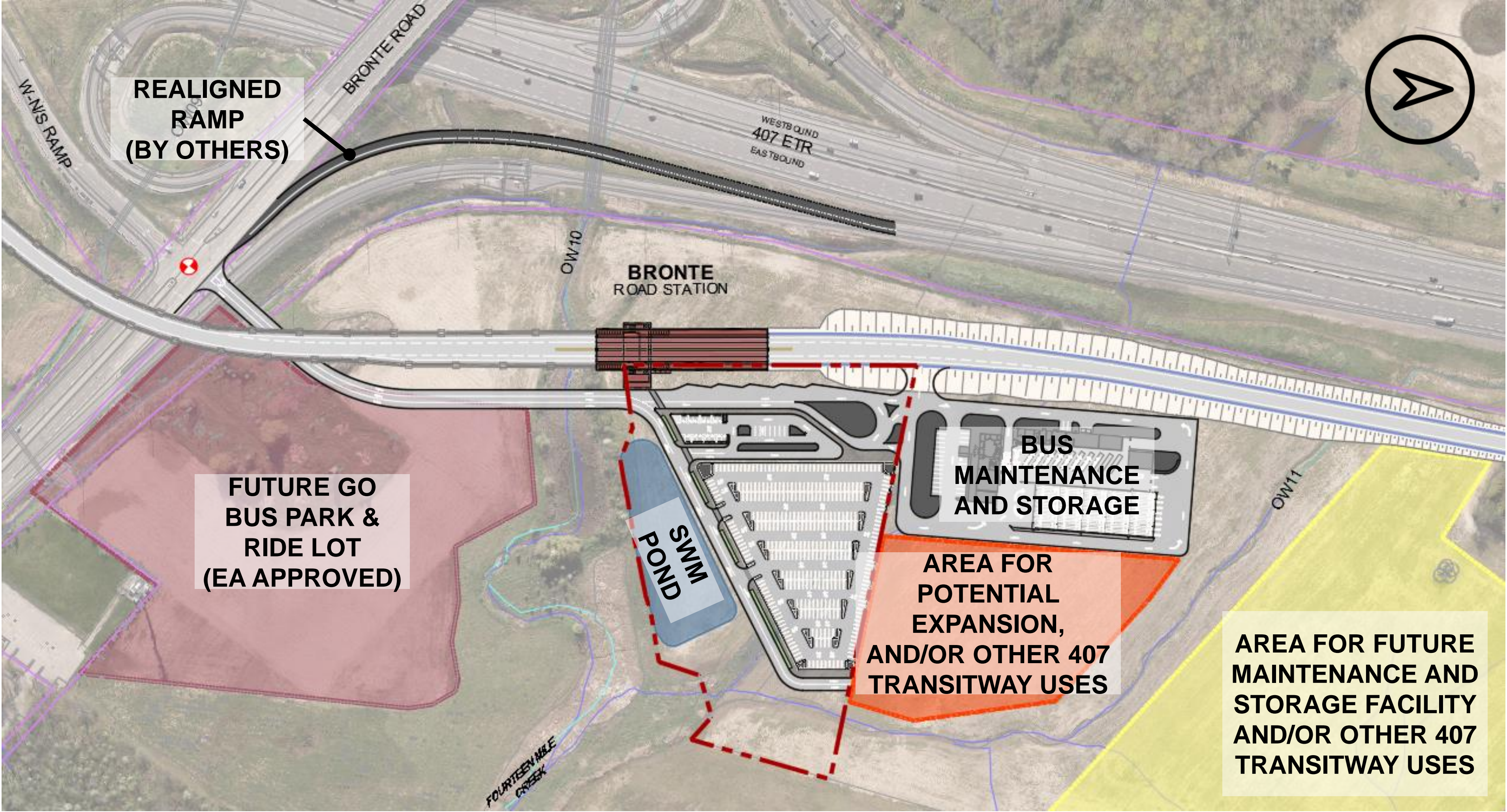
DESCRIPTION


- Runningway on south side of 407 ETR.
- Runningway mostly on rural lands designated as Employment District in the Town of Oakville Official Plan.




Preferred Station Alternative


BRONTE ROAD STATION




- 


Metrolinx Parking Facility (EA Approved). Could be used as an interim solution until demand, transit integration and cost/benefit justify the construction of the Station




5 Bus Bays
- 


Access for all modes and active transportation from Bronte Road




PPUDO 8 Spaces
- 

368 Parking Spaces



Metrolinx Parking Facility (EA Approved)
- 

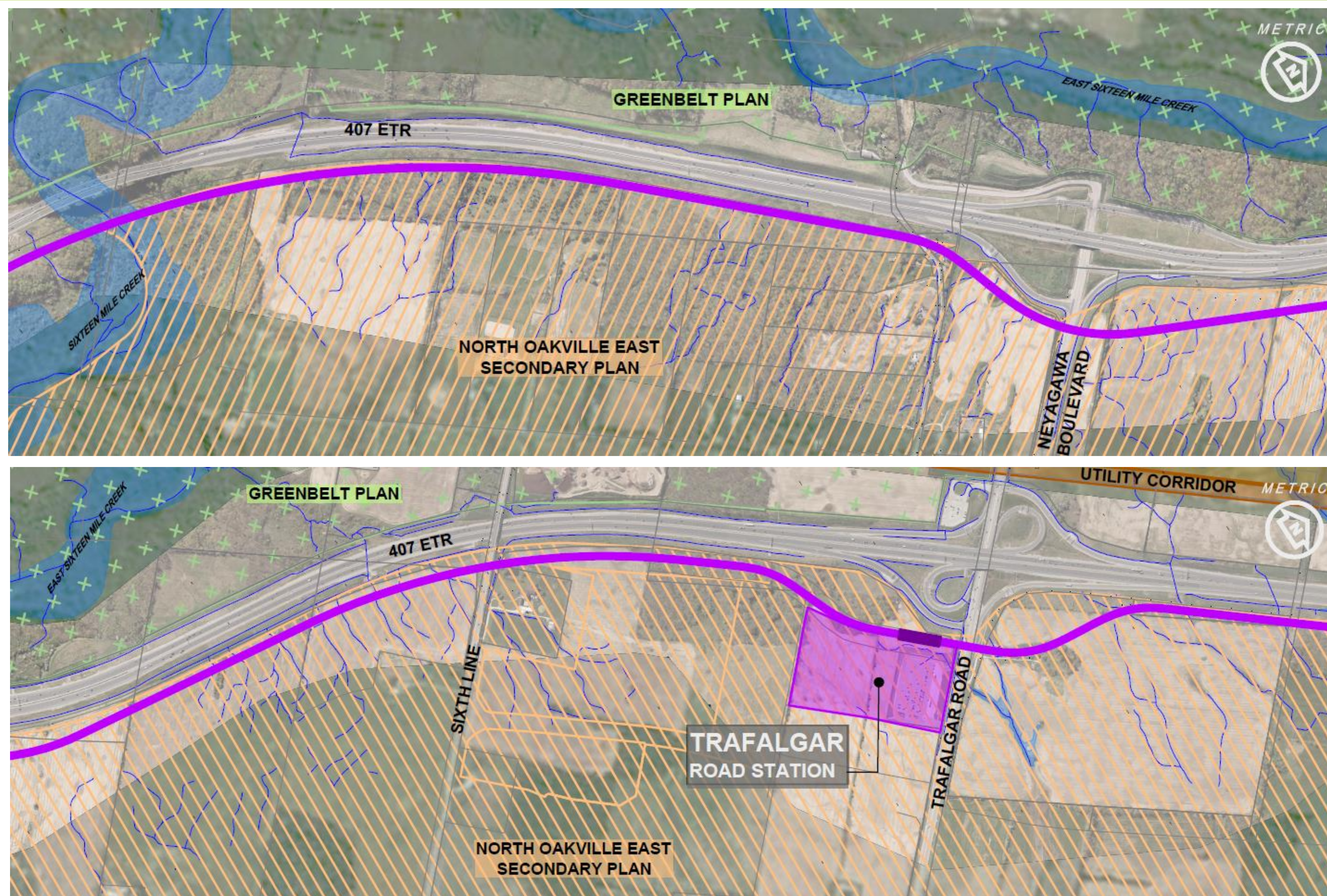
14 Accessible Parking Spaces



Bicycle Shelters

Preferred Alignment Alternative

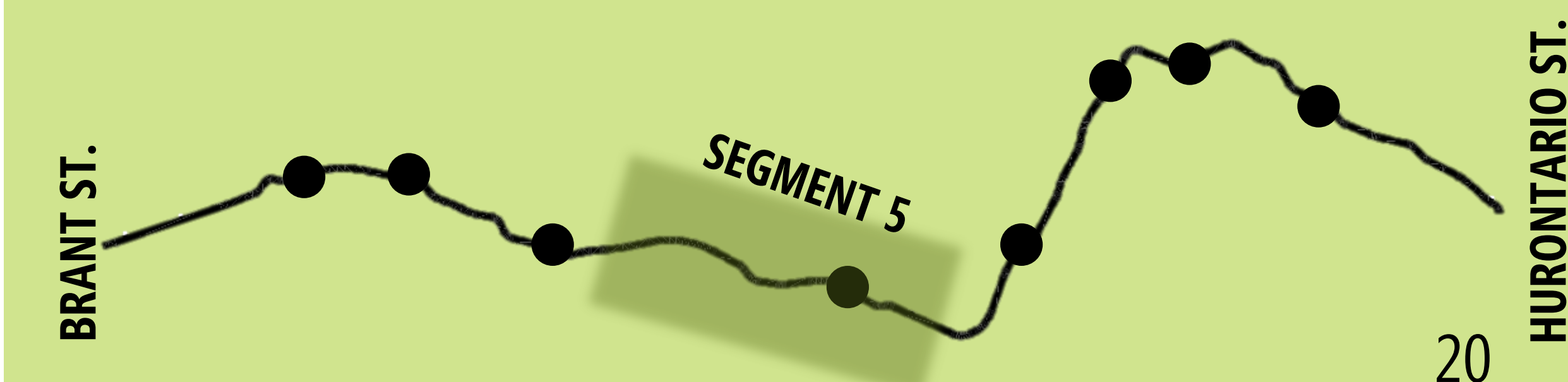
SEGMENT 5: WEST OF SIXTEEN MILE CREEK TO EAST OF TRAFALGAR ROAD



LEGEND
— PREFERRED ALIGNMENT ALTERNATIVE

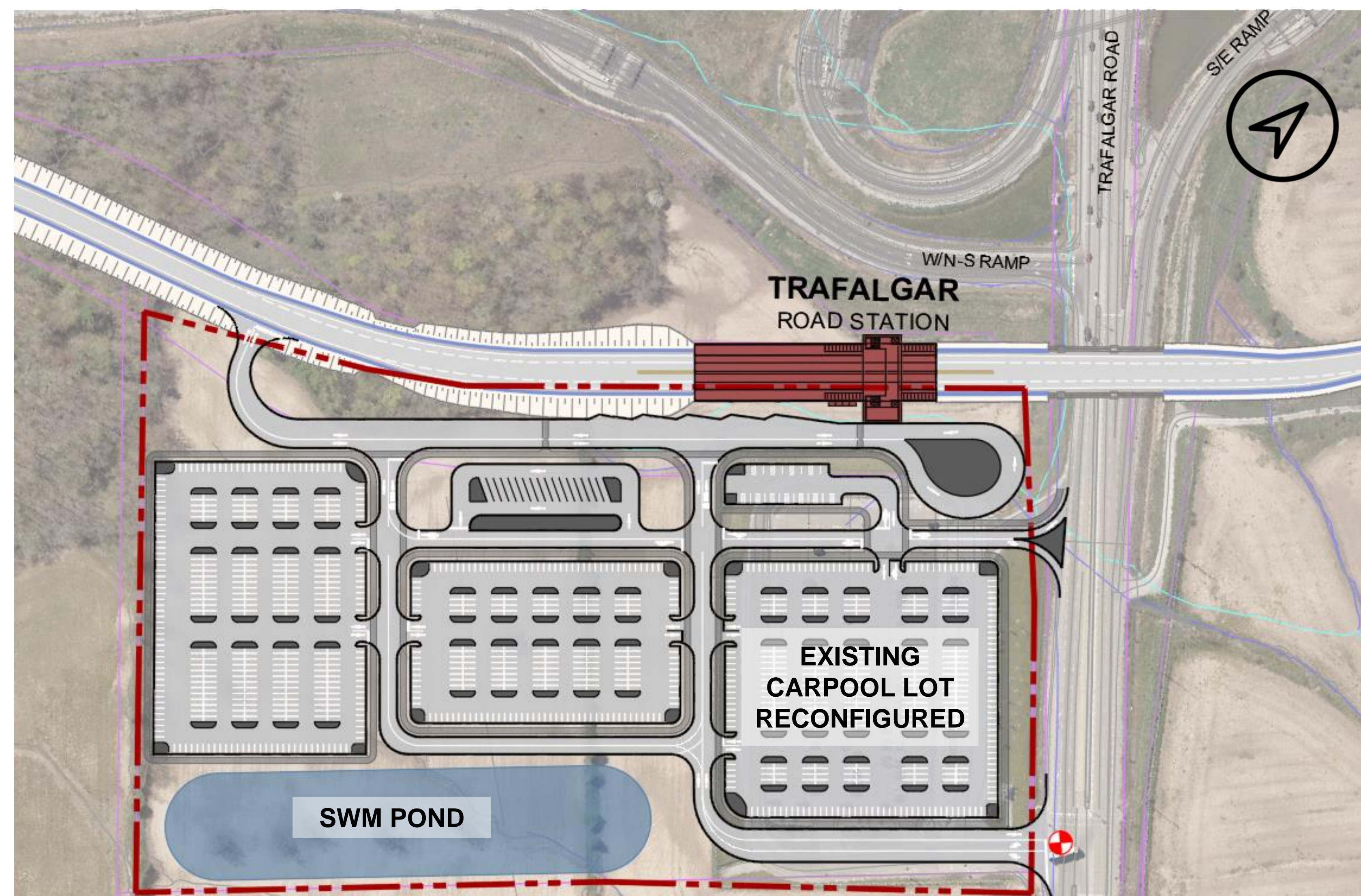
DESCRIPTION





- Runningway on south side of 407 ETR.
- Runningway travelling through rural/agricultural lands, on the north edge of North Oakville East Secondary Plan.
- Runningway connects to existing GO bus and carpool facility and proposed 407 Transitway Station.



Preferred Station Alternative

TRAFALGAR ROAD STATION

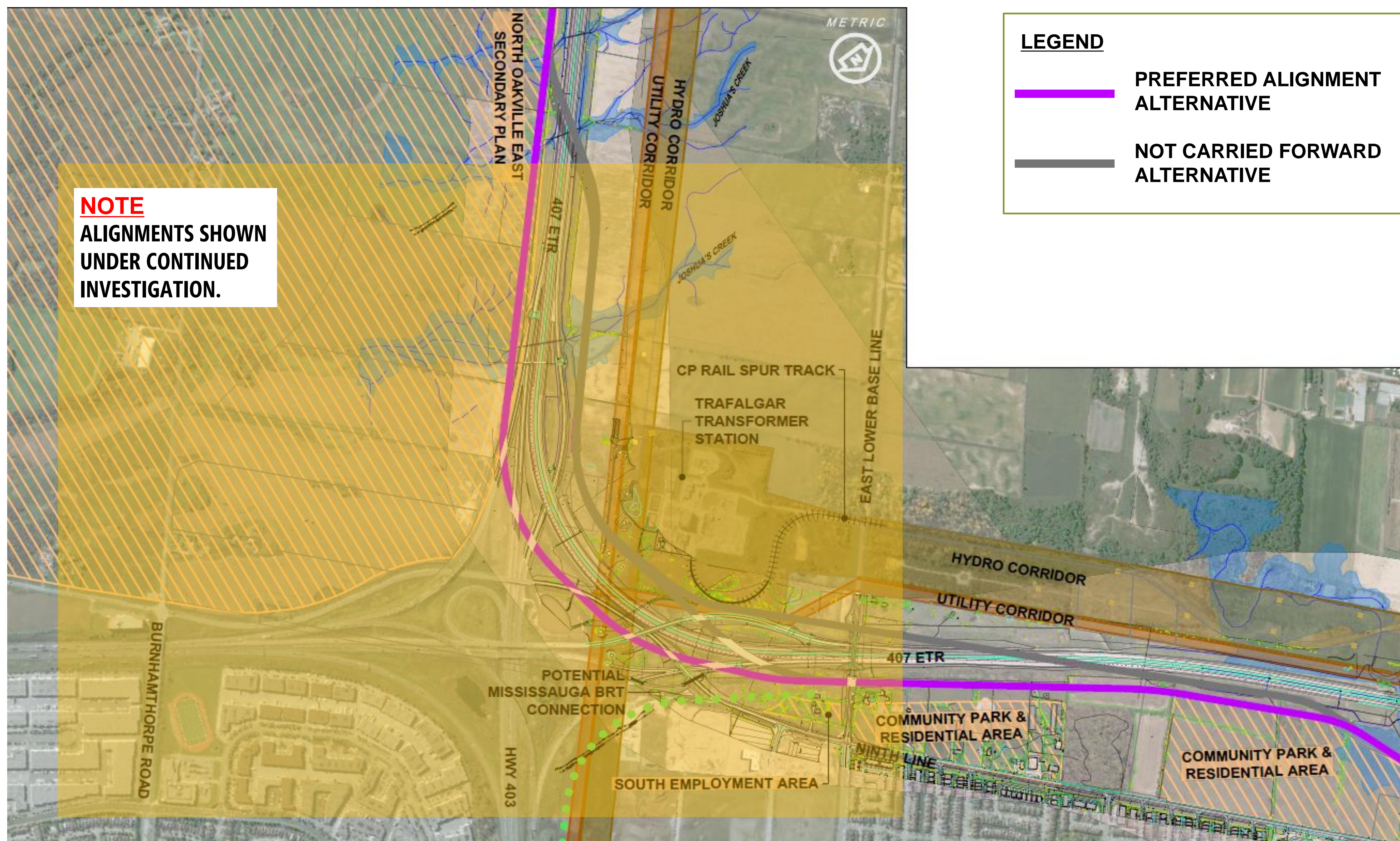


-  Existing GO Bus and carpool facility will serve the 407 Transitway until the reconfigured station is built.
-  Access for all modes and active transportation from Trafalgar Road
-  743 Parking Spaces
-  26 Accessible Parking Spaces

-  5 Bus Bays
-  PPUDO 34 Spaces
-  200 Carpool Spaces (existing lot reconfigured)
-  Bicycle Shelters

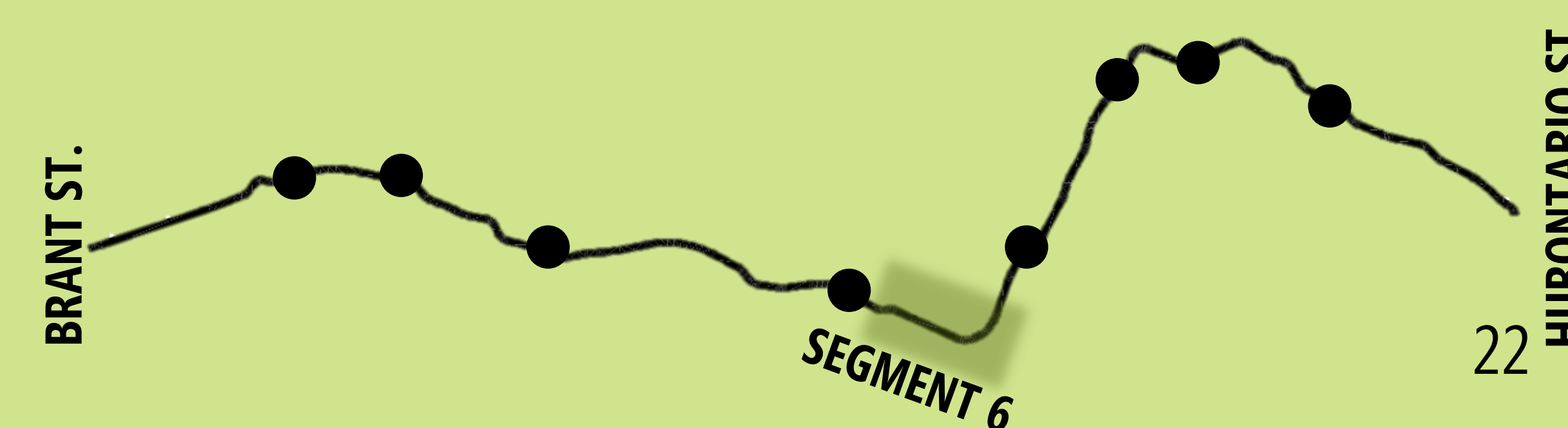
Preferred Alignment Alternative

SEGMENT 6: EAST OF TRAFALGAR ROAD TO NORTH OF LOWER BASE LINE



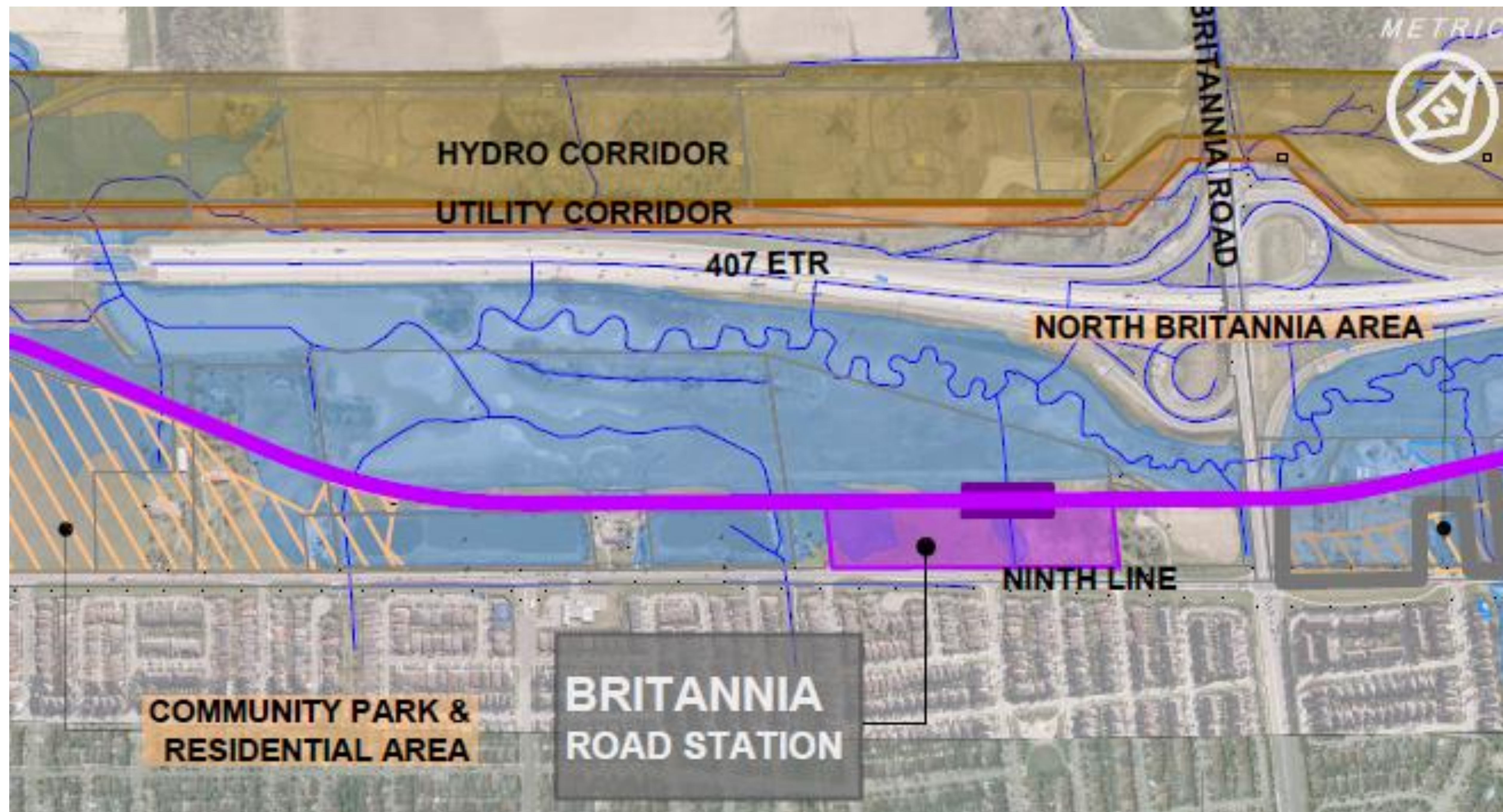
DESCRIPTION

- Below-grade alignment running under the 407 ETR/Highway 403 Interchange.
- Alignment avoids impact to structure elements of the existing Interchange, and the Hydro One Trafalgar Transformer Station.



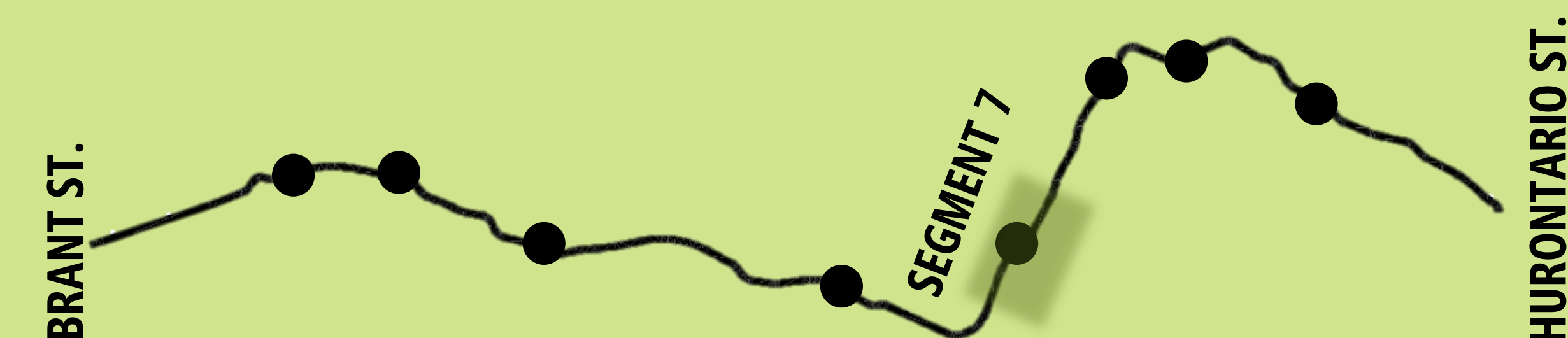
Preferred Alignment Alternative

SEGMENT 7: NORTH OF LOWER BASE LINE TO NORTH OF BRITANNIA ROAD



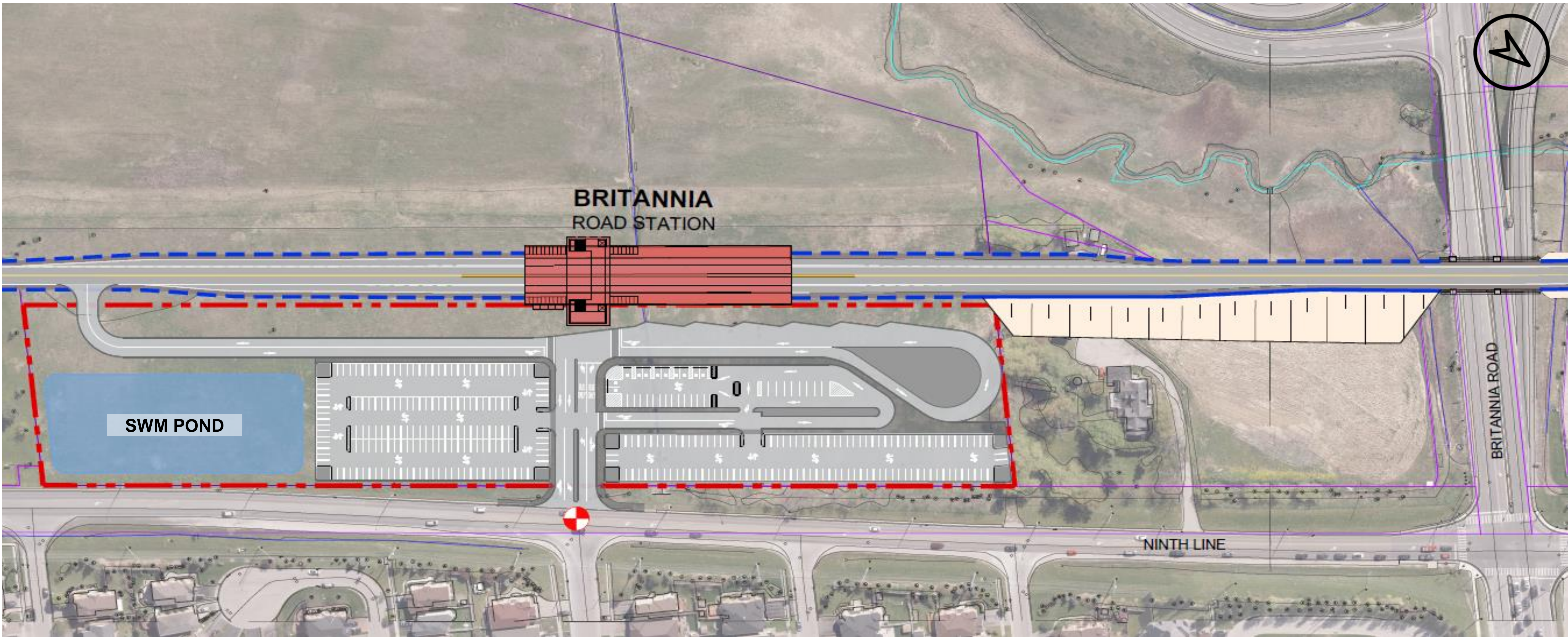
DESCRIPTION

- Runningway located between 407 ETR and Ninth Line.
- Runningway follows alignment identified in the City of Mississauga Highway 407 Transitway Corridor Assessment Within the Ninth Line Lands study which was determined considering the various existing watercourse meanders, floodplain, water ponds, potential development areas and 407 Transitway design requirements.
- Transitway design will ensure optimization of municipal land use/development plans along Ninth Line.



Preferred Station Alternative

BRITANNIA ROAD STATION

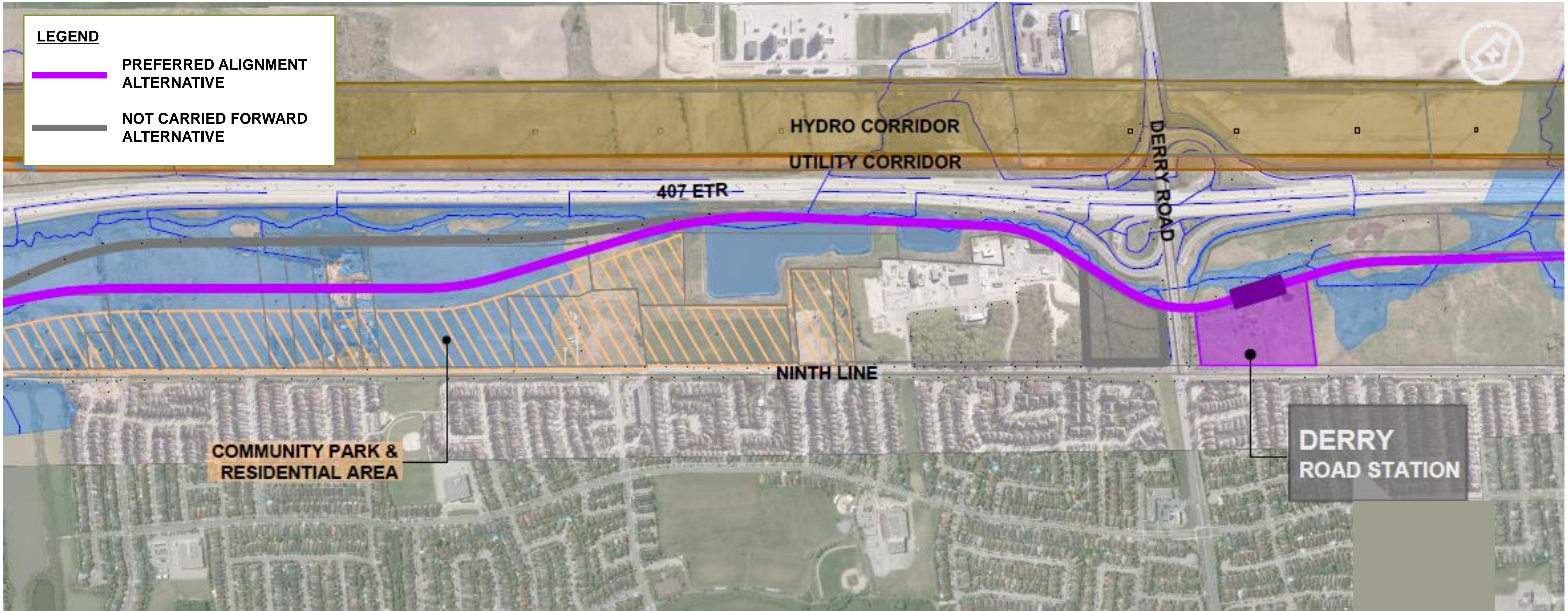


-  Connects with Mississauga Transit
-  Access for all modes and active transportation from Britannia Road, McDowell Drive and Ninth Line
-  140 Parking Spaces
-  11 Accessible Parking Spaces

-  6 Bus Bays
-  PPUDO 9 Spaces
-  148 Carpool Spaces
-  Bicycle Shelters

Preferred Alignment Alternative

SEGMENT 8: NORTH OF BRITANNIA ROAD TO NORTH OF DERRY ROAD



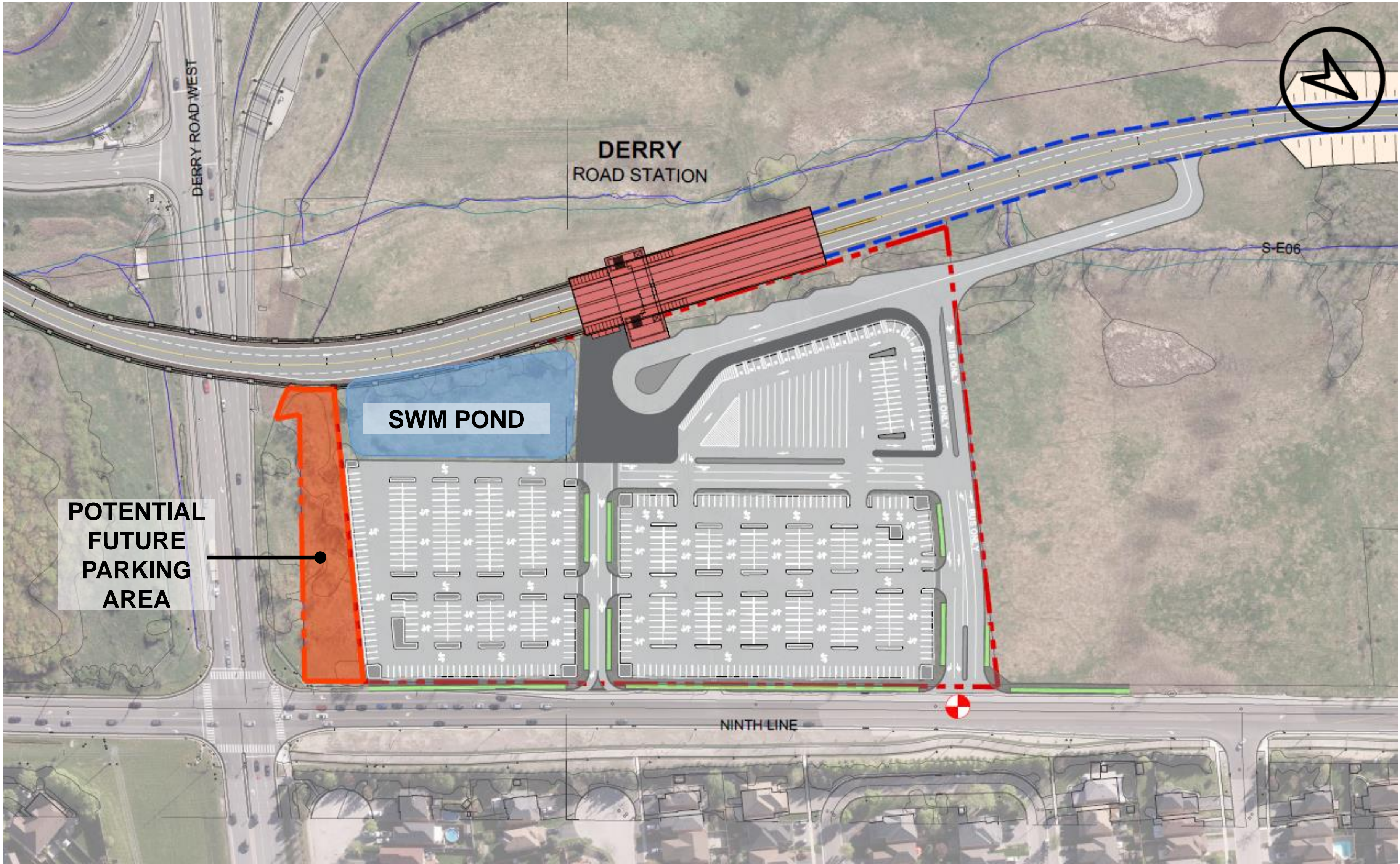
DESCRIPTION

- Runningway located between 407 ETR and Ninth Line.
- Runningway follows alignment identified in the City of Mississauga Highway 407 Transitway Corridor Assessment Within the Ninth Line Lands study which was determined considering the various existing watercourse meanders, floodplain, water ponds, potential development areas and 407 Transitway design requirements.
- Transitway design will ensure optimization of municipal land use/development plans along Ninth Line.



Preferred Station Alternative

DERRY ROAD STATION

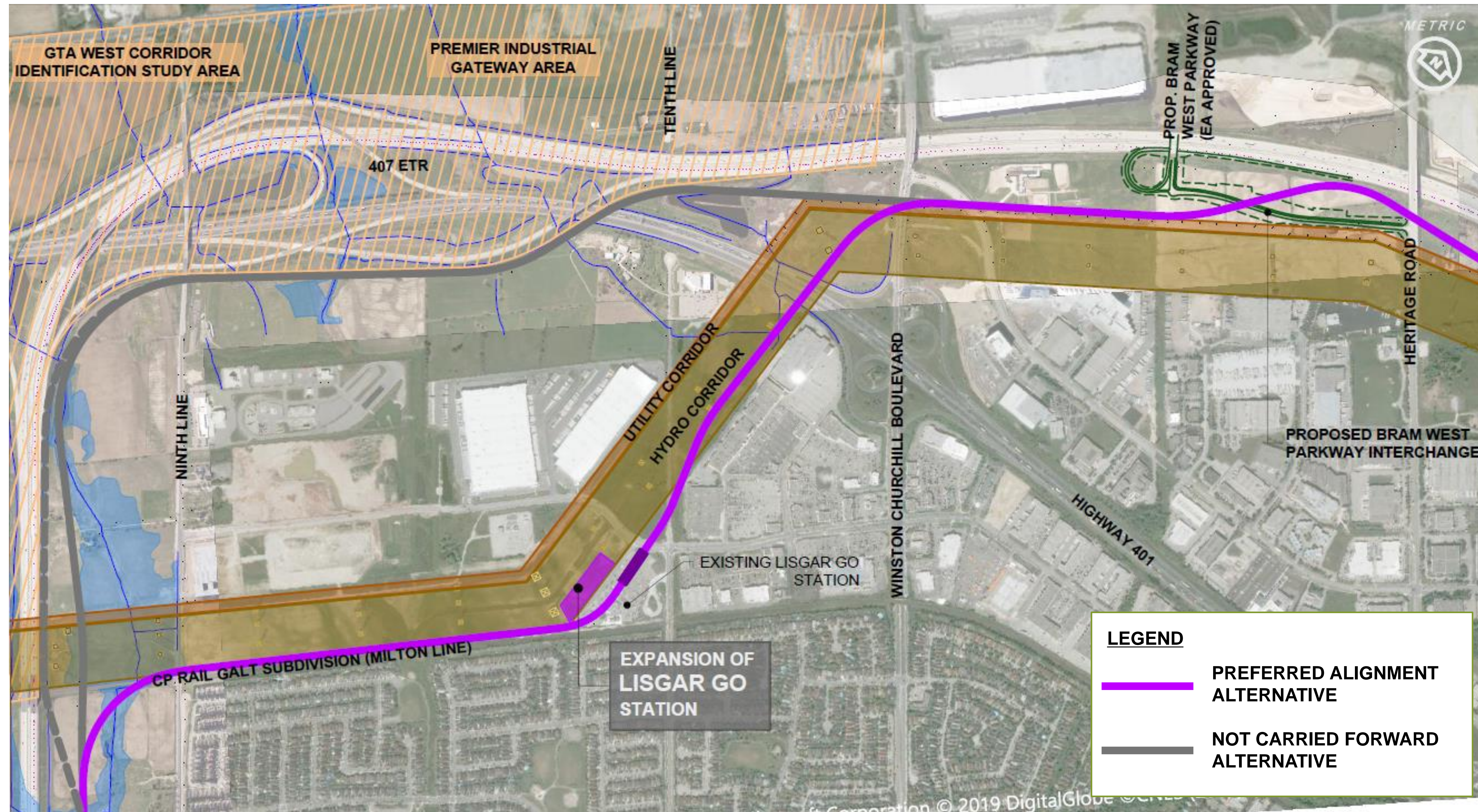


-  Connects with Mississauga Transit
-  Access for all modes and active transportation from Derry Road and Ninth Line
-  520 Parking Spaces
-  21 Accessible Parking Spaces

-  5 Bus Bays
-  PPUDO 63 Spaces
-  94 Carpool Spaces
-  Bicycle Shelters

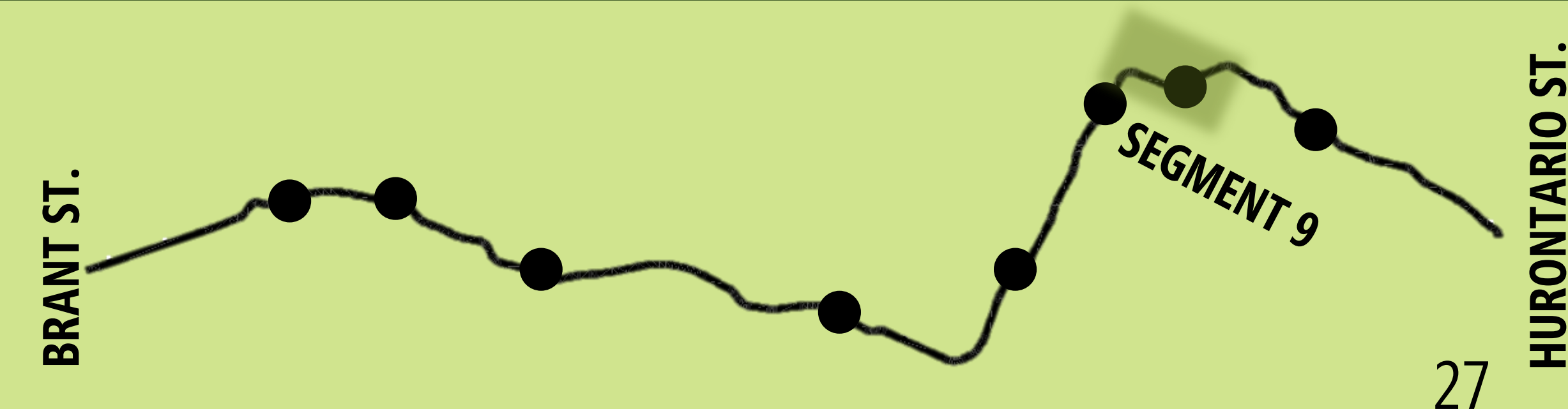
Preferred Alignment Alternative

SEGMENT 9: NORTH OF DERRY ROAD TO WEST OF HERITAGE ROAD



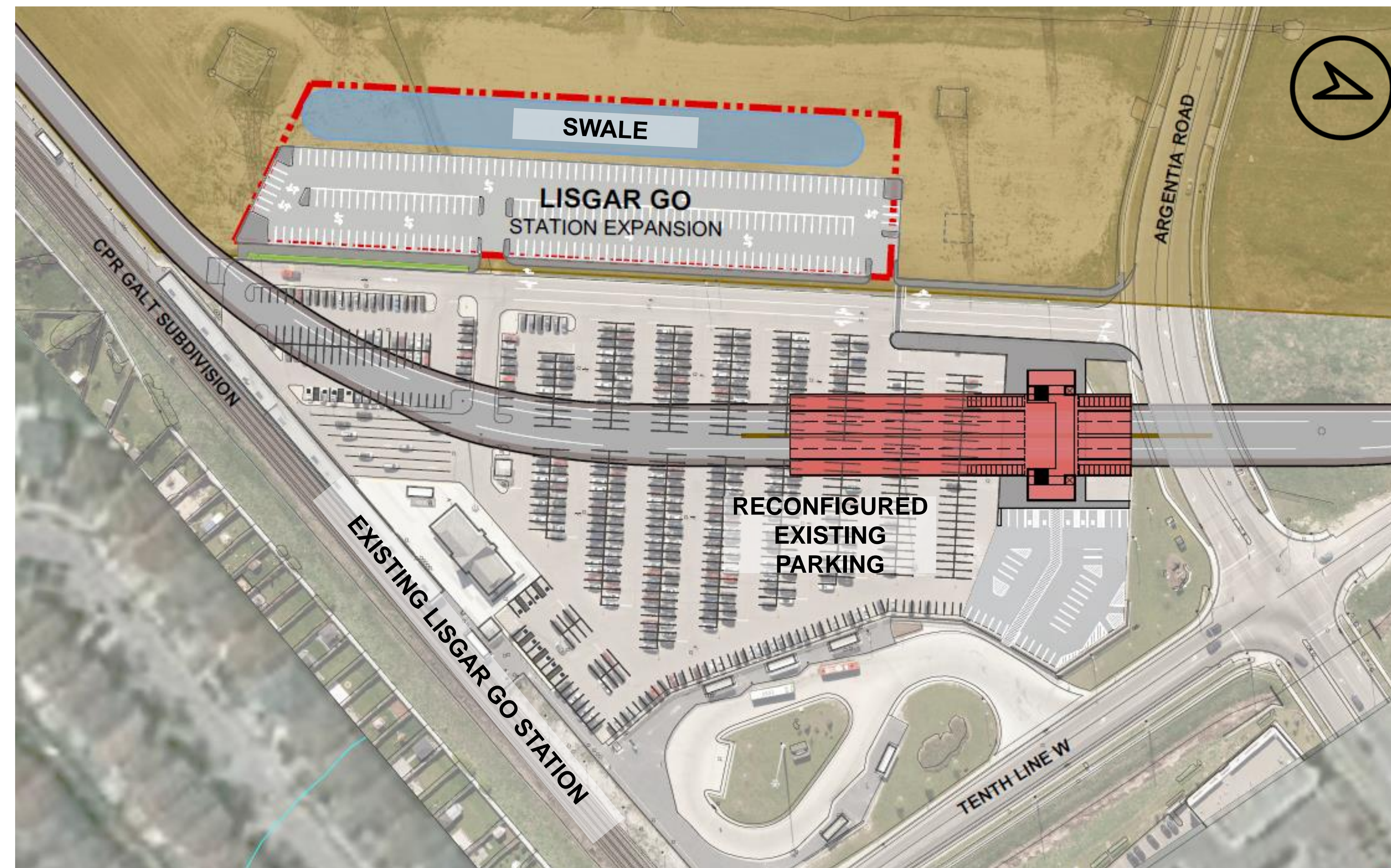
DESCRIPTION





- Below-grade alignment running mostly within the Hydro Corridor connecting with the Lisgar GO Station
- Alignment does not conflict with existing and potential future transmission lines.
- Alignment does not impact existing or potential expanded CP Galt Subdivision tracks.
- Runningway tunnels under Highway 401.






Preferred Station Alternative

LISGAR GO STATION EXPANSION

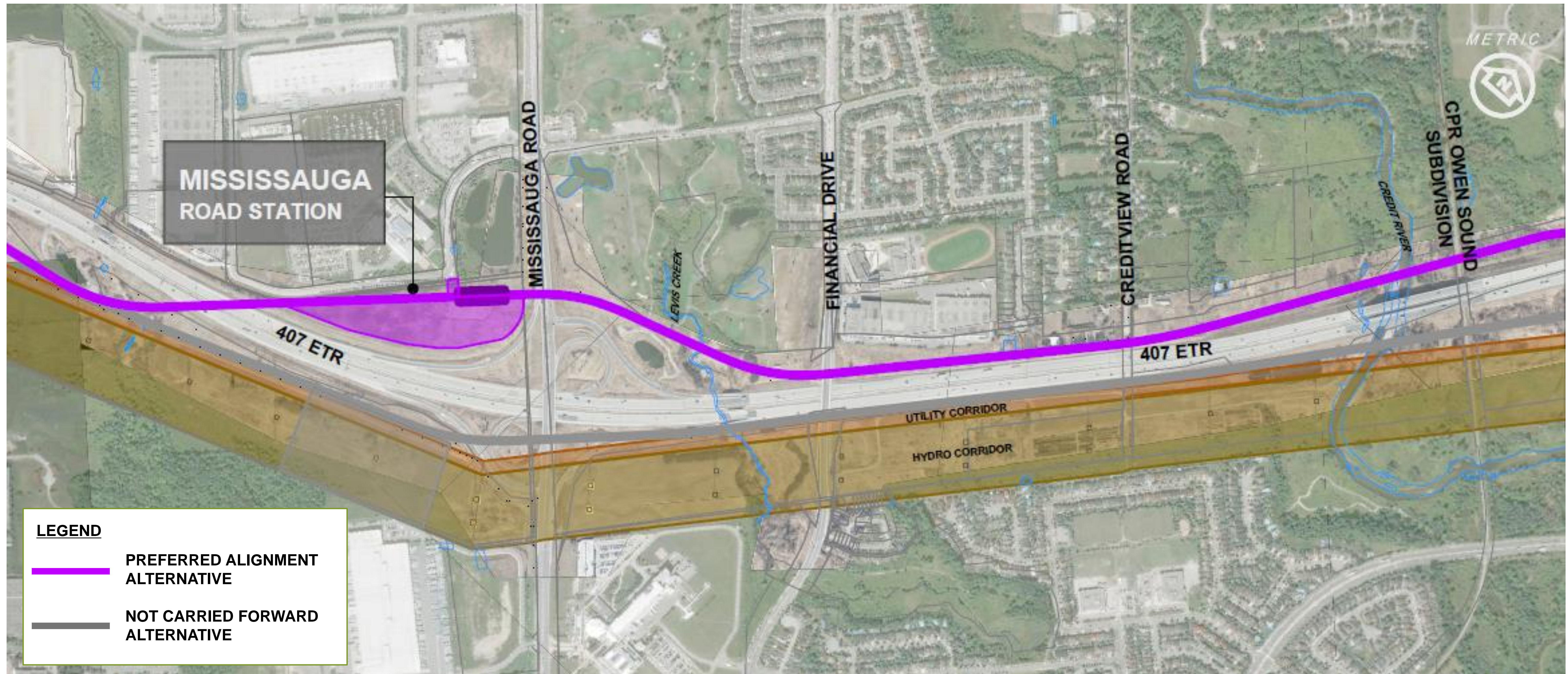


- 
Connects with GO Train, GO Bus, Mississauga Transit, Brampton Transit
- 
Access for all modes and active transportation from Tenth Line and Argentia Road
- 
96 Parking Spaces added; total 867 Parking Spaces
- 
5 Accessible Parking Spaces added; total 19 Accessible Parking Spaces

- 
6 Bus Bays (Existing)
- 
PPUDO 36 Spaces (Existing)
- 
Bicycle Shelters

Preferred Alignment Alternative

SEGMENT 10: WEST OF HERITAGE ROAD TO EAST OF CREDIT RIVER



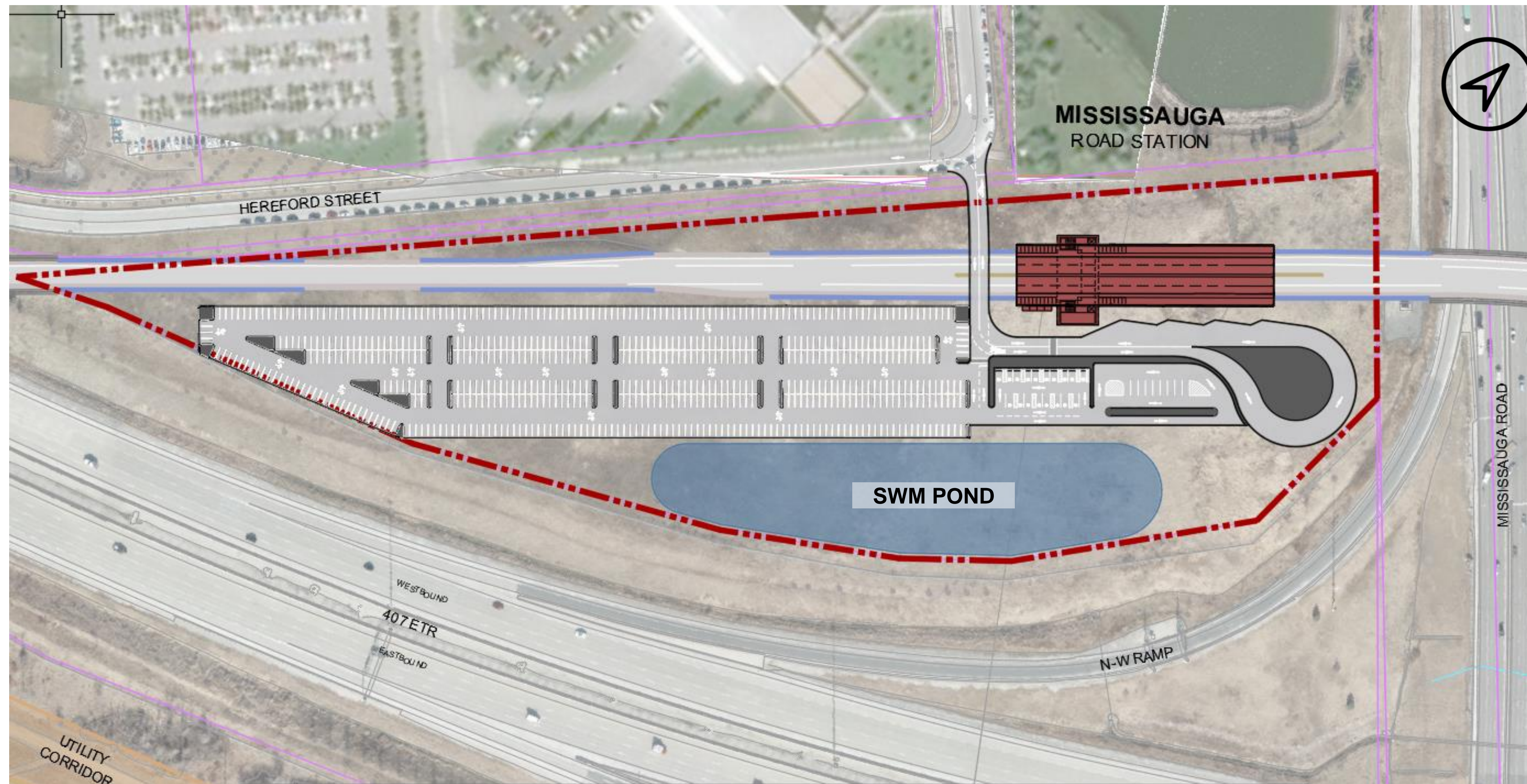
DESCRIPTION



- Runningway crosses over 407 ETR core lanes from south to north west of Mississauga Road to connect to Mississauga Road Station site.



Preferred Station Alternative

MISSISSAUGA ROAD STATION

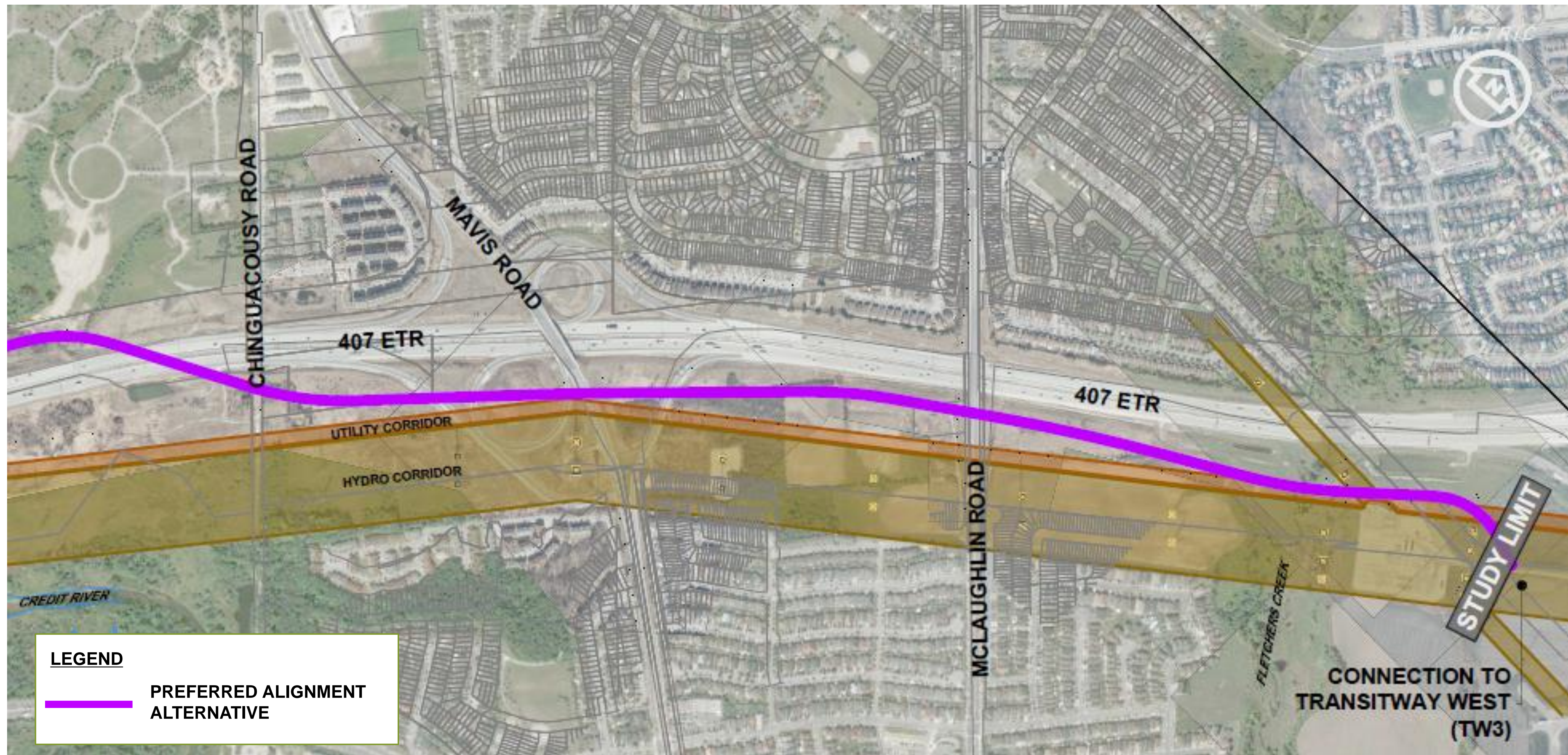


-  Connects with Mississauga Transit
-  Access for all modes and active transportation from Hereford Street
-  406 Parking Spaces
-  18 Accessible Parking Spaces

-  4 Bus Bays
-  PPUDO 9 Spaces
-  200 Carpool Spaces
-  Bicycle Shelters

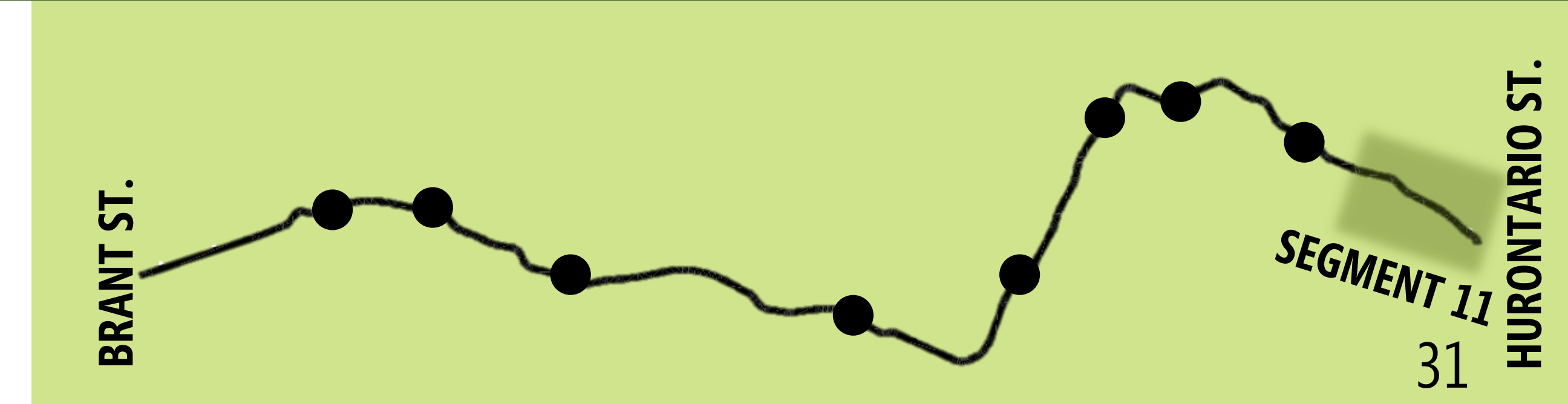
Preferred Alignment Alternative

SEGMENT 11: EAST OF CREDIT RIVER TO WEST OF HURONTARIO STREET

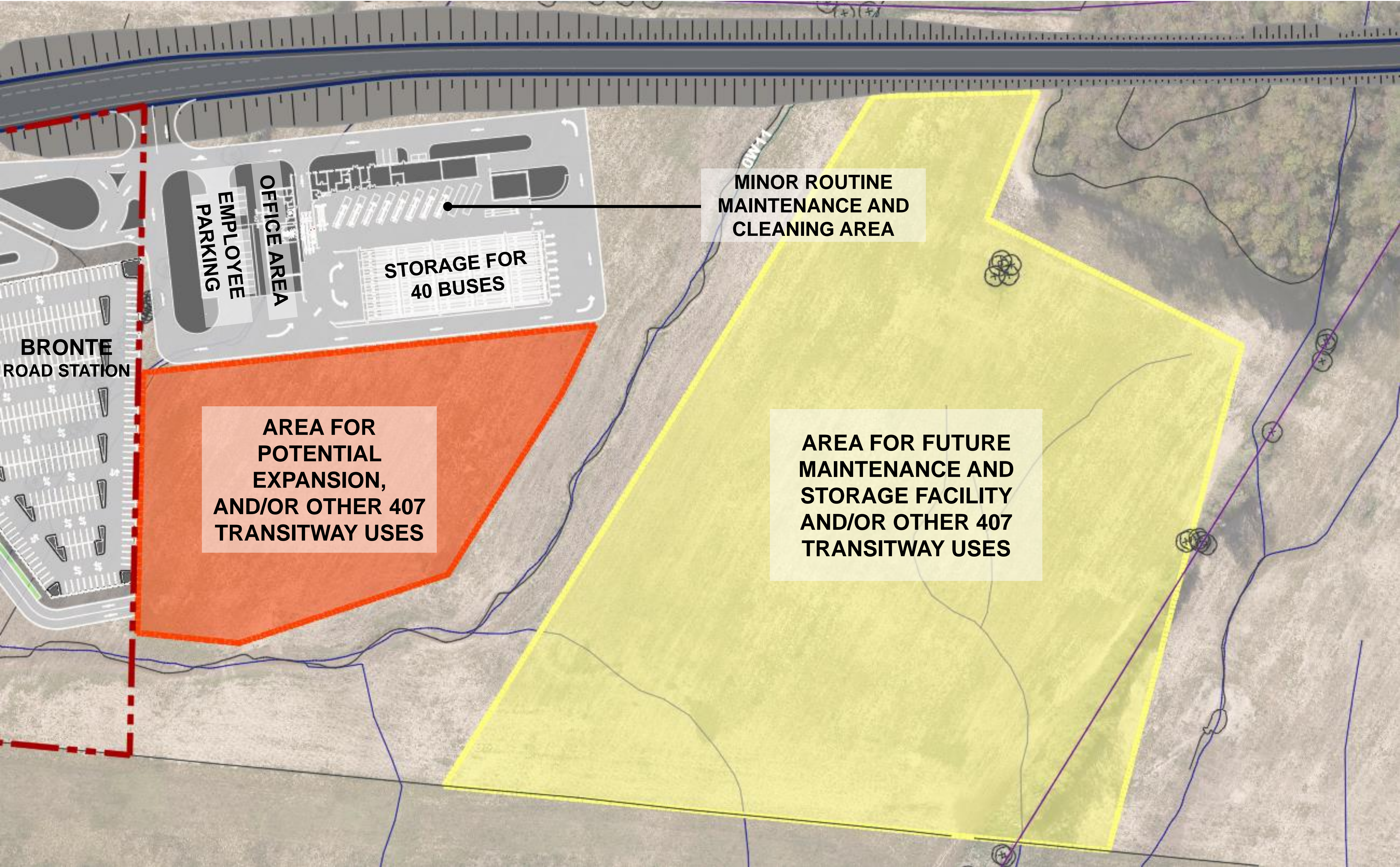


DESCRIPTION

- Runningway crosses 407 ETR core lanes from north to south, just west of Chinguacousy Road.
- Runningway tunnels under 407 ETR-Mavis Road Interchange.
- Alignment connects to Hurontario Street Station (TPAP approved in 2018)



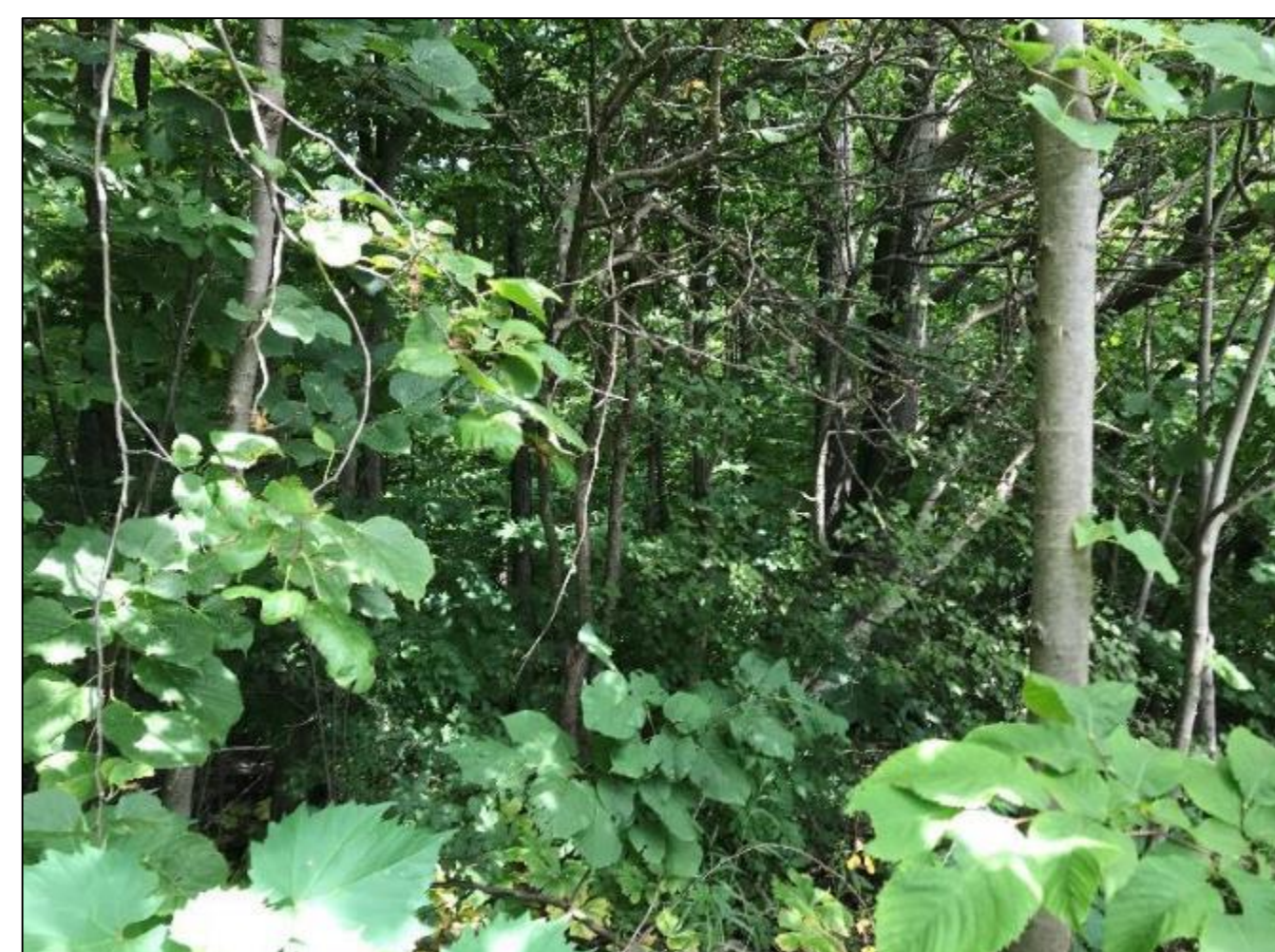
Preferred Maintenance and Storage Facility



Potential Environmental Impacts And Mitigation Measures



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



Barn Swallow



Eastern Wood Pewee

Potential Environmental Impacts And Mitigation Measures



	POTENTIAL IMPACTS	MITIGATION
Fish and Fish Habitat	<ul style="list-style-type: none"> • Potential impacts to fish and fish habitat. • Impacts to 34 watercourses, where work is proposed, directly/indirectly support fish and fish habitat. • Three watercourses, Bronte Creek, Sixteen Mile Creek and Fletcher’s Creek are regulated under the Endangered Species Act, 2007 due to the presence of occupied habitat for Silver Shiner, American Eel and Redside Dace. • Nine crossings with clear span bridges with no works expected to occur within the high water mark. • Twenty-three watercourse crossings where culvert structures are proposed – low negative residual effects – no permanent impacts to fish due to the habitats’ indirect nature. • Three channel realignments (ephemeral and indirect fish habitats)– low negative residual effects 	<ul style="list-style-type: none"> • 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. • All required permits/authorizations (i.e., species at risk permits, <i>Fisheries Act</i> Authorization) will be secured prior to construction. • 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.
Terrestrial Ecosystems	<ul style="list-style-type: none"> • Overall, approximately 233.05 ha of vegetation/vegetation communities will be removed. Most of the vegetation communities are considered widespread and common in Ontario and secure globally. Two Butternut trees were identified within the study area (within the Zimmerman Valley Life Science ANSI, Bronte Creek). • Three Provincially Significant Wetlands (PSWs): North Oakville-Milton East (indirect impacts anticipated), North Oakville-Milton West Wetland Complex (indirect impacts anticipated) , and Churchville-Norval PSW (direct impacts anticipated but runningway will span over the wetland and Credit River) • Five designated natural areas are present within the study area. Four Areas of Natural and Scientific Interest (ANSI) were identified, including the provincially significant Zimmerman Valley Life Science and Trafalgar Moraine Earth Science ANSIs, and the candidate Sixteen Mile Creek and Oakville-Milton Wetlands and Uplands Life Science ANSIs • A number of protected sites were identified for future environmental compensation • Minor displacement of/disturbance to wildlife and wildlife habitat. • Five wildlife species at risk (Western Chorus Frog, Bobolink, Eastern Meadowlark, Barn Swallow and Eastern Wood Pewee) were confirmed during field investigations. In total, 28 wildlife species at risk have been recorded within the vicinity of the study area based on secondary data sources. There is potential for supporting habitat for 19 species at risk out of the 28. • Impacts to species at risk to be confirmed prior to construction through further detailed field investigations and consultation with MECP. 	<ul style="list-style-type: none"> • Forest edge, riparian and valleyland management shall take place as required. A detailed landscape/planting plan will be developed prior to construction. • Further field investigations/consultation with MECP will take place prior to construction to confirm the presence/absence of species at risk. • Requirements under the <i>Species at Risk Act</i>, <i>Endangered Species Act</i>, <i>Migratory Birds Convention Act</i>, and <i>Fish and Wildlife Conservation Act</i> will be met to mitigate any adverse effects on wildlife species. • No vegetation removal/disturbance will occur during the nesting season (April 1 to August 31). • Transitway structures will be designed to maintain wildlife passage.



Potential Environmental Impacts And Mitigation Measures

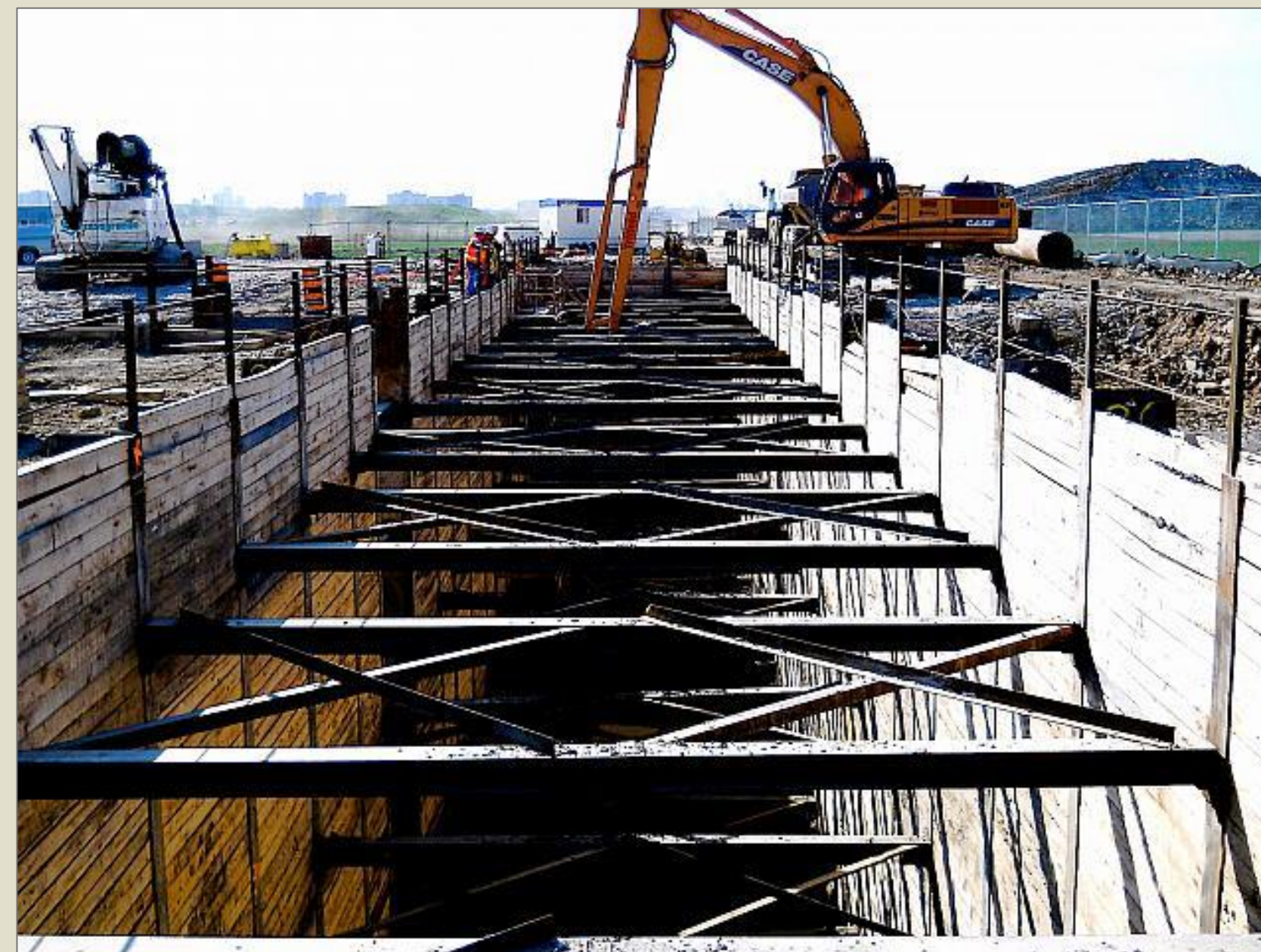


	POTENTIAL IMPACTS	MITIGATION
Archaeology	<ul style="list-style-type: none"> The Stage 1 Archaeological Assessment identified lands retaining archaeological potential. Stage 2 Archaeological Assessment is taking place for lands retaining archaeological potential within 300 m of watercourses and where permission to enter has been obtained. 	<ul style="list-style-type: none"> Any remaining Stage 2 Archaeological Assessment, and any required Stage 3 and Stage 4 archaeological work will take place prior to construction. The project will be cleared of all archaeological concerns prior to construction.
Cultural Heritage	<ul style="list-style-type: none"> A Cultural Heritage Resource Assessment has been completed. It identified the requirement to complete a Heritage Impact Assessment for one of the cultural heritage resources and Cultural Heritage Evaluation Reports for 16 cultural heritage resources. Heritage Impact Assessment Reports will be prepared as required based on the results of the Cultural Heritage Evaluation Reports. 	<ul style="list-style-type: none"> Cultural Heritage Evaluation Reports are being prepared. Heritage Impact Assessments will be conducted as required for those resources that retain heritage value. The Transitway design will preserve the resources to the extent possible. If not feasible, preservation/retention or relocation will be considered.
Land Use/Property	<ul style="list-style-type: none"> Potential impacts to designated land use and existing/planned land use. Much of the property required for the 407 Transitway is provincially owned land and is designated for infrastructure purposes. 	<ul style="list-style-type: none"> Efforts have been made to ensure that the 407 Transitway is located in lands that are compatible with current municipal land use designations. Private property requirements have been minimized to the extent possible. Consultation will continue with the affected parties. Property will be acquired through negotiation or expropriation.
Air Quality and Noise/Vibration	<ul style="list-style-type: none"> With the exception of total suspended particulate (TSP) and particulate matter less than 10 microns (PM10) concentrations, the Future Build scenario will generally result in a 2% increase in pollutant concentrations at sensitive receptor locations compared to the Future No-Build scenario. The increases are deemed to be insignificant (i.e. <10%). Emissions of CO2e are also expected to increase in the Future Build scenario relative to Future No-Build scenario, however, the increase is deemed insignificant at less than 2%. Noise assessment concluded that there are no significant increases of 5dBA or more at any of the identified noise sensitive areas (NSAs) Two NSAs have overall impacts greater than 65dBA as background sound levels. Mitigation is not technically feasible because the 407 Transitway is below ground at these locations. No ground-borne vibration are predicted for operations on the 407 transitway. No airborne vibration effects due to bus engine pass-by noise are predicted. 	<ul style="list-style-type: none"> Best management practices will be implemented to reduce/prevent the release of dust/particulates during construction. Alternative fuel/technology pathways can be considered prior to construction to reduce the greenhouse gas intensity of the buses. A Complaints Protocol will be developed prior to construction to address construction noise and vibration complaints from the public.



Factors: Project Funding, Demand, Congestion on 407 ETR.

1. Construct stations at key locations. e.g. Dundas Street, Derry Road while buses operate on 407 ETR; continue using existing park and ride/carpool facilities e.g. Dundas Street, Appleby Line, Bronte Road, and Trafalgar Road.
2. Construct remaining stations and runningway in response to ridership growth, traffic congestion and cost/benefit justification.



- I. Input received at this PIC will be reviewed and incorporated into the study, as appropriate.
- II. 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*.
- III. 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.
- IV. 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 of the Environment, Conservation and Parks at this time.
- V. The Minister has an additional 35 days to review the project before giving notice to proceed, proceed subject to conditions or request additional studies.
- VI. 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.

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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