

Appendix P: Satisfying EA Requirements

Satisfying Municipal Class EA Requirements

An important component of the Vaughan Transportation Plan (VTP) is fulfilling the Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment (EA) process to comply with the Environmental Assessment Act, a provincially legislated document governing public undertakings that have the potential to affect the environment. Please note that legislative changes to the Environmental Assessment Act made in March 2023 have changed the Municipal Class Environmental Assessment process, which are not reflected in this document. The recent changes should be considered prior to initiation of new projects.

The Municipal Class EA process consists of five general phases, depending on the complexity of the undertaking involved in the project. The VTP falls under Approach #2 of the Master Planning Process, which involves the preparation of a Master Plan document after Phases 1 and 2 of the Municipal Class EA process, where the level of investigation, consultation and documentation are sufficient to fulfil the requirements for Schedule B projects. For this approach, the final public notice for the Master Plan is used as a Notice of Completion for schedule B projects, whereas Schedule C activities would fulfil Phases 3 and 4 at a later stage. The overall master plan process is shown below in **Figure 1**.

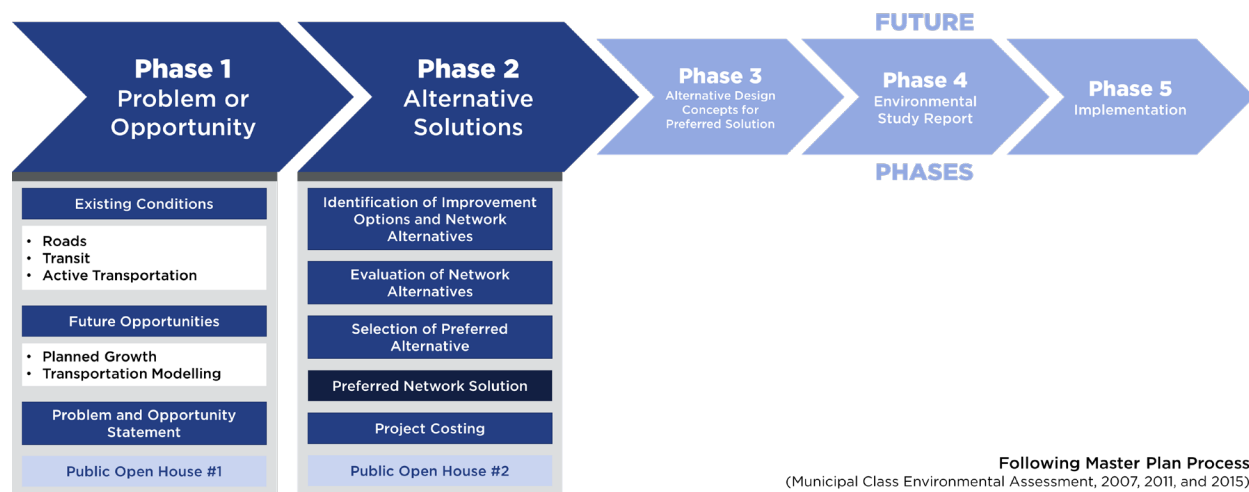


Figure 1: Transportation Master Plan Process

VTP recommendations were categorized into different schedules (A, A+, B or C) based on their level of complexity and anticipated environmental effects. Projects in the VTP fell under Schedule B or Schedule C activities, which have the following characteristics:

- **Schedule B** activities are generally improvements and minor expansions to existing facilities. They have the potential for some adverse environmental impacts. These projects require the completion of Phase 1 and Phase 2 of the Municipal Class EA process before proceeding to Phase 5 Implementation.
- **Schedule C** activities generally include the construction of new facilities and a major expansion of existing facilities. They have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA

document. In addition to completing Phase 1 and Phase 2 of the Municipal Class EA process, the following subsequent phases must also be undertaken:

- **Phase 3 – Alternative Design Concepts for Preferred Solution** involves examining alternative methods of implementing the preferred solution, based on the existing environment, public and review agency input, anticipated environmental effects, and methods of minimizing negative effects and maximizing positive effects
- **Phase 4 – Environmental Study Report** involves documenting the study and consultation process, and decision-making rationale in an Environmental Study Report (ESR) and placing the ESR on the public record for a minimum of 30 calendar days for review, and notifying completion of the ESR and opportunity for Section 16 Order requests.
- **Phase 5 – Implementation** involves completing the detailed design and preparation of contract drawings, proceeding to construction, operation and monitoring for environmental provisions and commitments.

It is within the above Municipal Class EA context that the VTP addresses Phase 1 and Phase 2 of individual or grouped local road improvement projects. These projects improve connections to people and jobs.

Cost estimates included as part of these projects are approximate using inputs from the 2022 City of Vaughan Development Charge (DC) Background Study. These projects are growth-related and will be eligible for DC funding. A more detailed review of eligibility was completed as part of the City's DC Update Study.

The following pages present EA project sheets for VTP improvements, including length, justification, project extents and high-level cost estimate, and culminate in a recommendation for projects recommended through the VTP specifically. It should be noted that the EA project sheets do not include the following types of improvements:

- Transit projects, which fall under York Region Transit's jurisdiction and are subject to Transit Project Assessment Process (TPAP).
- Regional road improvements, which fall under York Region's jurisdiction.
- Road improvements that have an ongoing EA.

The following projects were evaluated:

- Colossus Drive (Highway 400 Midblock Crossing),
- Aviva Park Drive Extension,
- Scholes Road Extension,
- Grand Trunk Avenue Extension,
- Thomas Cook Avenue Extension,
- Vaughan Metropolitan Centre Collector Road Network,
- Creditstone Road Widening,
- Promenade Centre Road Network,
- Ortona Court Extension,
- West Vaughan Employment Area Collector Road Network,
- North Kleinburg-Nashville Collector Road Network,
- Vaughan Mills Centre Collector Road Network,
- Yonge Steeles Area Road Improvements, and

- Snidercroft Road Extension and Railway Grade Separation.

Although Secondary Plans (SP) will address their network in separate plans, these were included for completeness as the VTP is a city-wide master plan. Detailed recommendations and project justification can be found in the SP.

Colossus Drive (Highway 400 Midblock Crossing)

Purpose: The purpose of this project is to connect Colossus Drive in the west with Interchange Way in the east via an overpass over Highway 400. This project will support intensification and transit-oriented development in the Vaughan Metropolitan Centre.

Project Description	
Name	Highway 400 Midblock Crossing at Colossus Drive
Project Limits	Commerce Street to Famous Avenue
Length	0.8 km
Project Type	Major Collector Road new construction at 2 lanes.
Proposed Phasing	Short-term (5- to 10-year horizon)
Cost Estimate	\$ 176.0M
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: The Colossus Drive Highway 400 Midblock Crossing provides multi-modal connectivity between Vaughan Metropolitan Centre and Weston/Highway 7 Secondary Plan areas. Additionally, this project supports travel by non-auto modes, allowing for connection between these two intensification areas for cyclists and pedestrians over Highway 400.</p>
Alternatives Considered	
Transit	Improvements to existing transit services provided along Highway 7 (higher-order) and Steeles (conventional) were considered as alternatives.
Roads	Highway 7 currently acts as a rapid transit corridor and cannot provide additional capacity for east-west travel.

Potential Socio-economic and Environmental Impacts: The project area has been designated for major growth. It is located outside of the Oak Ridges Moraine and the Green Belt and will not significantly impact the natural heritage network.

Conclusion: Recommended for Phase 3 and 4 EA study.

Aviva Park Drive Extension

Purpose: Provides a connection from Aviva Park Drive to Galcat Drive and a broader connection with the industrial areas to the south.

Project Description	
Name	Aviva Park Drive Extension
Project Limits	From Weston Road to Pine Valley Drive
Length	0.5 km
Project Type	Minor collector road, new construction at 2 lanes.
Proposed Phasing	Medium-term (10- to 20-year horizon)
Cost Estimate	\$ 1.44M
EA Schedule	Schedule B
Project Location and Environmental Features	
	<p>Justification: This project provides connectivity within the South Vaughan employment areas. Currently, the built form of streets leads to barriers to connectivity for industrial purposes and funnels traffic to major arterial roads. This improvement will also allow for pedestrian and cycling access within this employment area so that commute trips can more easily be made by non-auto modes.</p>
Alternatives Considered	
Transit	Improved transit services along Steeles Avenue are included as part of the VTP. However, these services are unlikely to alleviate primarily industrial and employment-focused demand.
Roads	Improvements to road capacity were considered for nearby east-west collector/arterial roads. However, the adjacency of this project to both Highway 400 and Highway 407 leads to connectivity islands that limit both north-south and east-west travel.

Potential Socio-economic and Environmental Impacts: Later stages of this project and design should consider the stormwater management pond located in the area, however, the configuration shown above avoids this feature. It is located outside the Oak Ridges Moraine and the Green Belt and will not significantly impact the natural heritage network.

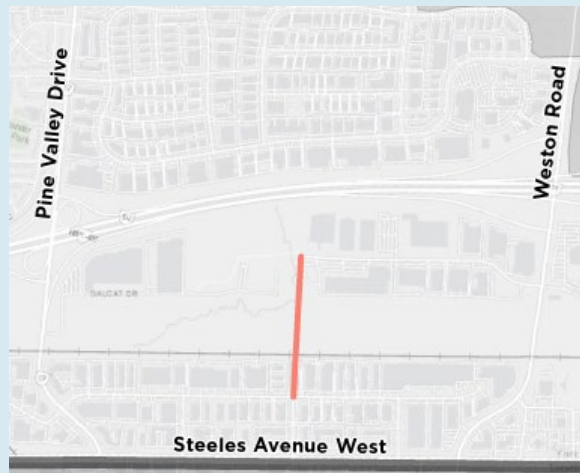
Conclusion: To proceed with the implementation of this improvement, with consideration for affected agencies and consultation with the public. The detailed design of this facility should consider existing stormwater management facilities nearby.

Scholes Road Extension

Purpose: Provides a connection to Aviva Park Drive and a broader connection with the industrial areas to the south.

Project Description	
Name	Scholes Road Extension
Project Limits	From Steeles Avenue to Aviva Park Drive
Length	0.6 km
Project Type	Minor Collector Road new construction at 2 lanes.
Proposed Phasing	Medium-term (10- to 20-year horizon)
Cost Estimate	\$ 1.73M
EA Schedule	Schedule B

Project Location and Environmental Features



Justification:
This project provides connectivity within the South Vaughan employment areas. Currently, the built form of streets leads to barriers to connectivity for industrial purposes and funnels traffic to major arterial roads. This improvement will provide north-south access to Aviva Park Drive from the residential neighbourhood by auto, but also by non-auto modes.

Alternatives Considered

Transit	Transit services in the area, including the completed Toronto-York Spadina Subway Extension and Highway 7 rapid transit to Pine Valley Drive, as well as planned future rapid transit along Steeles, were all considered in determining the need for these improvements.
Roads	This extension was considered together with the Aviva Park Drive extension.

Potential Socio-economic and Environmental Impacts: Later stages of this project and design should consider the stormwater management pond located in the area, however, the configuration shown above avoids this feature. It is located outside the Oak Ridges Moraine and the Green Belt and will not significantly impact the natural heritage network.

Conclusion: To proceed with the implementation of this improvement, with consideration for affected agencies and consultation with the public. The detailed design of this facility should consider existing stormwater management facilities nearby.

Grand Trunk Avenue Extension

Purpose: To provide a continuous road between Major Mackenzie Drive and Rutherford Road by constructing the missing link.

Project Description	
Name	Grand Trunk Avenue Extension
Project Limits	From District Avenue to Princess Isabella Court/Lady Bianca Court
Length	0.34 km
Project Type	Minor Collector Road new construction at 2 lanes.
Proposed Phasing	Medium-term (10- to 20-year horizon)
Cost Estimate	\$ 0.98M
EA Schedule	Schedule B
Project Location and Environmental Features	
	<p>Justification: This missing link provides a connection between residential areas and also provides increased connectivity to schools in the area. This missing link can also provide capacity relief to Peter Rupert Avenue to the west and Dufferin Street to the east. Additionally, it will provide connectivity for the active transportation network.</p>
Alternatives Considered	
Transit	Transit service currently exists along Dufferin Street but does not contribute to resolving this missing road link issue.
Roads	Improvements to north-south corridors adjacent to Grand Trunk were considered, but do not resolve the missing link. The residential neighbourhoods could benefit from increased connectivity and a continuous road between Major Mackenzie Drive and Rutherford Road.

Potential Socio-economic and Environmental Impacts: This project is located within the Oak Ridges Moraine area. However, the environmental impact appears minimal, although property acquisition may be required.

Conclusion: To proceed with the implementation of this improvement, while consulting with affected agencies, local businesses, and the public.

Thomas Cook Avenue Extension

Purpose: To provide a continuous road between Major Mackenzie Drive and Rutherford Road by constructing the missing link.

Project Description	
Name	Thomas Cook Avenue Extension
Project Limits	From Randolph Drive to Valley Vista Drive
Length	0.49 km
Project Type	Minor Collector Road new construction at 2 lanes.
Proposed Phasing	Medium-term (10- to 20-year horizon)
Cost Estimate	\$ 1.44M
EA Schedule	Schedule B
Project Location and Environmental Features	
	<p>Justification: This missing link provides a connection between residential areas. This missing link can also provide capacity relief to Ilan Ramon Boulevard. Additionally, it will provide connectivity for the active transportation network.</p>
Alternatives Considered	
Transit	Transit service currently exists along Dufferin Street and Bathurst Street but does not contribute to resolving this missing road link issue.
Roads	Improvements to north-south corridors adjacent to Grand Trunk were considered, but do not resolve the missing link. The residential neighbourhoods could benefit from increased connectivity and a continuous road between Major Mackenzie Drive and Rutherford Road.

Potential Socio-economic and Environmental Impacts: This improvement is located beyond the Oak Ridges Moraine and the Green Belt and will therefore not significantly impact the natural heritage network.

Conclusion: To proceed with the implementation of this improvement, while consulting with affected agencies, local businesses, and the public.

Vaughan Metropolitan Centre Collector Road Network

Purpose: This new collector road system will support further intensification and transit-oriented development in Vaughan’s Downtown, the Vaughan Metropolitan Centre (VMC). This network will allow for direct travel within the downtown, and increased connectivity to other metropolitan areas. Additionally, this road network is located directly adjacent to the midblock connector at Colossus Road which will provide a direct connection to Weston and Highway 7. Refer to the VMC SP for additional detail and project justification.

Project Description	
Name	Vaughan Metropolitan Centre Road Improvements
Project Limits	Between Highway 400 and Creditstone Road from ETR 407 to Portage Parkway
Length	Approximately 5.8 km
Project Type	New collector roads and road widenings.
Proposed Phasing	Deliver with Development
Cost Estimate	\$195.4M (incl. property)
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: This network is needed to support the continued development and growth of the VMC. This road network is aligned with the current VMC secondary plan (last updated in 2017 with an update currently ongoing) and was identified to optimize connectivity while providing flexibility for a range of development scenarios. This network also supports transit, pedestrian and cycling movement.</p>
Alternatives Considered	
Transit	The focus of the expansion of this new road network is to provide connectivity to transit services, including both the Toronto York-Spadina Subway Extension and Highway 7 Rapidway.
Roads	The VMC is bordered by two freeways (407ETR and Highway 400) and features two main regional arterials, Highway 7 and Jane Street. Both of these are designated as Rapid Transit corridors and thus will not be able to supply additional road capacity in the area.

Potential Socio-economic and Environmental Impacts: The VMC area is the City of Vaughan’s downtown core and is also designated as a Protected Major Transit Station Area. It is located well beyond the Oak Ridges Moraine and the Green Belt and will therefore not significantly impact the natural heritage network.

Related Projects: Interchange Way from Highway 400 to Creditstone, Millway Avenue from Highway 7 to Peelar, Peelar Road / Exchange Avenue from Commerce Street to Creditstone Road, and Creditstone Road from Peelar to Langstaff.

Conclusion: Recommended for implementation as part of the development process.

Creditstone Road Widening

Purpose: To increase the capacity of Creditstone Road to meet the demand for further intensification in the Vaughan Metropolitan Centre (VMC).

Project Description	
Name	Creditstone Road Widening
Project Limits	Peelard Road to Rutherford Road
Length	2.5 km
Project Type	Road widening (2 to 4/5 lanes)
Proposed Phasing	Short-term (5-10 years)
Cost Estimate	\$95.2M (incl. property)
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: This improvement supports the conversion of Jane Street to a rapid transit corridor. This connection will also allow trucks to bypass the VMC. This road widening is anticipated to alleviate traffic congestion within the Highway 400 corridor, which is already congested in the present day. Additionally, these road improvements will also involve dedicated cycling facilities to improve mobility choices within the VMC.</p>
Alternatives Considered	
Transit	Improved transit services, including the completed Toronto York-Spadina Subway Extension and future rapid transit improvements to Jane Street, were considered in determining the need for this improvement.
Roads	Jane Street, the nearest regional arterial, has been designated as a future rapid transit corridor, and cannot be widened to accommodate more demand.

Potential Socio-economic and Environmental Impacts: This improvement is located well beyond the Oak Ridges Moraine and the Green Belt and will therefore not significantly impact the natural heritage network.

Conclusion: Recommended for Phase 3 and 4 EA study.

Promenade Centre Road Network

Purpose: This collector road network provides the connections to deliver with development for the Promenade Centre, designated as a Primary Centre in the Vaughan Official Plan. Refer to the Promenade Centre SP for additional detail and project justification.

Project Description	
Name	Promenade Centre Road Network Improvements
Project Limits	Between New Westminster Drive and Bathurst Street from Centre Street to Clark Avenue West
Length	Approximately 3.6km of collector and local roads
Project Type	New collector and local roads, as identified in the Promenade Centre Secondary Plan
Proposed Phasing	Deliver with Development
Cost Estimate	\$ 8.5M
EA Schedule	Project justification through Secondary Plan.
Project Location and Environmental Features	
	<p>Justification: This network is needed to support the future vision for Promenade Centre to provide an important place for people to gather, socialize, shop work, learn and live. Key to this vision is a transportation network planned for pedestrians, cyclists, transit users and motorists, through a network of complete streets. This network was informed through the analysis of multiple land use scenarios on different network alternatives.</p> <p>Note that the streets that are outlined with dashed lines indicate private streets.</p>
Alternatives Considered	
Transit	As part of the Promenade Centre Secondary Plan, additional transit recommendations are provided in addition to these road improvements, including decreases in headways and consideration for vehicles with higher capacities.
Roads	Two road network alternatives were assessed against each other, with transportation modelling undertaken on multiple land use scenarios.

Potential Socio-economic and Environmental Impacts: Promenade Centre is located well beyond the Oak Ridges Moraine and the Green Belt and will therefore not significantly impact the natural heritage network.

Conclusion: Recommended that any further EA requirements be satisfied in association with implementation in association with the development approval process

Ortona Court Extension

Purpose: To provide a connection to the proposed Concord GO Centre from Highway 7 and serve new development.

Project Description	
Name	Ortona Court Road Extension and Widening
Project Limits	Rivermede Road to Creditstone Road
Length	Approximately 875 metres (325m widening, 550m extension)
Project Type	Road extension and two-lane widening
Proposed Phasing	Deliver with development
Cost Estimate	\$ 16.3M
EA Schedule	Schedule C
Project Location and Environmental Features	
<p>The map displays the project area in Vaughan, Ontario. A pink line indicates the proposed Ortona Court Road Extension and Widening, running north-south. Key landmarks include Highway 7 to the east, the Concord GO Centre to the west, and Dufferin Street to the south. The intersection of Dufferin Street and Centre Street is also marked.</p>	<p>Justification: This project is intended to provide a connection by auto and non-auto modes to the proposed Concord GO Centre by Highway 7, which is the nearest regional arterial. Additionally, a new mixed-use residential development is approved on the north side of Highway 7, east of the proposed mobility hub study.</p>
Alternatives Considered	
Transit	This improvement considers the existing transit services along Highway 7, including the rapid transit services that currently operate.
Roads	This improvement will follow the MCEA process as Schedule C upon completion of the Concord GO TMP to determine its preferred right-of-way and alignment while minimizing impacts to the natural environment.

Potential Socio-economic and Environmental Impacts: This project is partially located within the Green Belt. However, the environmental impact appears minimal, although property acquisition may be required.

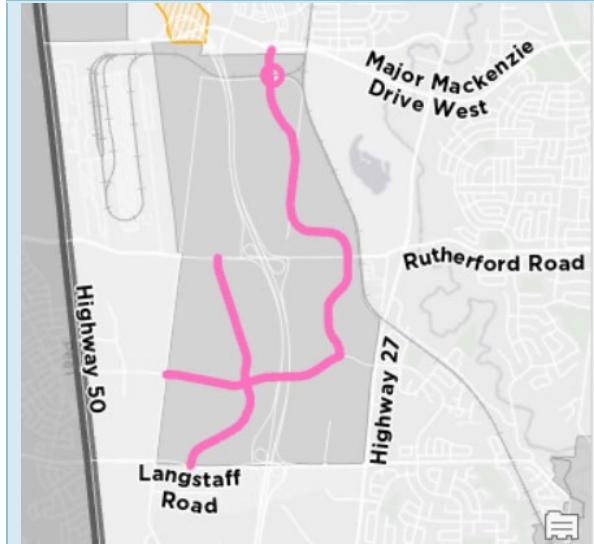
Conclusion: Recommended for Phase 3 and 4 EA study.

West Vaughan Employment Area Collector Road Network

Purpose: To provide connectivity to and within the new West Vaughan Employment Area (WVEA) by providing collector roads that connect to new development and the broader arterial road network. Refer to the WVEA SP for additional detail and project justification.

Project Description	
Name	West Vaughan Employment Area Collector Road Improvements
Project Limits	See improvements in the map below
Length	Approximately 7.8km
Project Type	New collector road network and grade-separated rail crossing
Proposed Phasing	To Deliver with Development
Cost Estimate	\$106M
EA Schedule	Schedules B and C

Project Location and Environmental Features



Justification:
This network of collector roads will support the implementation of the WVEA, along with Huntington Road improvements (for which the EA has been completed). This includes the re-alignment of McGillivray Road, and also the grade-separated rail crossing.

The planning of these improvements was undertaken along with the Provincial Highway 427 Extension EA and the Regional Western Vaughan Improvements Individual EA to produce an integrated road network supporting pedestrian, cycling and transit movements.

Alternatives Considered

Transit	Improved transit services along Major Mackenzie were considered in determining the need for this collector road network.
Roads	These improvements were considered and planned along with Regional improvements to Major Mackenzie Drive (recently completed) and Langstaff Road, as well as the Province's recently completed Highway 427 Extension.

Potential Socio-economic and Environmental Impacts: These improvements are located outside of the Oak Ridges Moraine and the Green Belt and will therefore not significantly impact the natural heritage network. However, the improvements may have some impact on wooded areas and minor watercourses.

Conclusion: Most of these improvements will be considered in more detail and implemented as part of the development process. The exceptions are the re-alignment of McGillivray Road and the associated grade-separated rail crossing, and the east-west collector that connects Huntington Road to Martin Grove Road, which will require grade separation from Highway 427.

North Kleinburg-Nashville Collector Road Network

Purpose: To provide access to new subdivisions and support travel within them for non-auto modes, namely pedestrians, cyclists and transit. Refer to the North Kleinburg-Nashville Collector SP for additional detail and project justification.

Project Description	
Name	North Kleinburg-Nashville Collector Road Network
Project Limits	Between Highway 400 and Creditstone Road from ETR 407 to Portage Parkway
Length	Approximately 5.8 km
Project Type	New collector road network, plus grade-separated rail crossing
Proposed Phasing	To Deliver with Development
Cost Estimate	\$ 21.5 M
EA Schedule	Schedule B
Project Location and Environmental Features	
	<p>Justification: This collector road network provides access to three new subdivisions: two east of Huntington Road and one located west of Kipling Avenue. These improvements will also involve adding dedicated active transportation facilities in the Kleinburg-Nashville area.</p>
Alternatives Considered	
Transit	Improved transit services along Major Mackenzie and Highway 27 were considered in determining the need for this collector road network.
Roads	Improvements to nearby regional arterials were considered in the development of this network. Additionally, the Highway 427 extension and the planned Highway 413 were also considered.

Socio-economic and Environmental Impacts: The proposed network avoids valleys and environmentally sensitive areas and is not anticipated to impact the natural heritage network. These are also located outside of the Oak Ridges Moraine and the Green Belt areas.

Conclusion: These improvements will require coordination with the Province and the Region since further development of this area will depend greatly on the alignment of Highway 413's corridor and interchange locations. However, once finalized these improvements should be examined further and delivered through the development process.

Vaughan Mills Centre Collector Road Network

Purpose: To provide connectivity through a collector road network near Vaughan Mills Centre, and to nearby developments and provide connections by non-auto modes by supporting active transportation access in the secondary plan area. Refer to the Vaughan Mills Centre SP for additional detail and project justification.

Project Description	
Name	Vaughan Mills Centre Collector Road Improvements
Project Limits	See figure below
Length	Approximately 10.5km
Project Type	Road extensions, widening and active transportation improvements
Proposed Phasing	To Deliver with Development
Cost Estimate	Approximately \$23.57M
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: This collector road network provides access to Vaughan Mills shopping centre and nearby developments. These improvements will involve road widening and also enable active transportation access as well.</p>
Alternatives Considered	
Transit	Transportation improvements along Rutherford Road were considered. Jane Street is also planned for future Bus Rapid Transit service per York Region Transit.
Roads	Planned improvements to nearby Regional arterial roads were considered in the development of this network.

Potential Socio-economic and Environmental Impacts: The proposed network avoids valleys and environmentally sensitive areas and is not anticipated to impact the natural heritage network. These are also located outside of the Oak Ridges Moraine and the Green Belt areas.

Related projects: Vellore Woods Boulevard / Creditview Road extension. Note that this extension is shown in the figure above, but is not included in the cost.

Conclusion: These improvements should be considered in more detail and implemented as part of the development process.

Yonge Steeles Area Road Improvements

Purpose: These improvements provide connectivity to the Steeles West secondary plan area. These roads connect from the secondary plan area to the City of Vaughan’s border with the City of Markham at Yonge Street, and access to the Yonge and Steeles Centre. Refer to the Yonge Steeles Corridor SP for additional detail and project justification.

Project Description	
Name	Yonge Steeles Area Road Improvements
Project Limits	Royal Palm Drive from Hilda to Yonge Street, Pinewood Drive from Powell Road to Yonge Street
Length	1.0 km
Project Type	Road Extensions
Proposed Phasing	To Deliver with Development
Cost Estimate	\$42.2M (incl. property acquisition)
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: This road network will provide additional access by non-auto modes from the City of Vaughan to the Yonge and Steeles Centre, which is designated for further intensification. This improvement will also provide access to the future Yonge North Subway Extension.</p>
Alternatives Considered	
Transit	The planned Yonge North Subway Extension and existing Highway 7 Rapid Transit were considered in the development of this road network.
Roads	An additional expansion of Clark Avenue to the north and Steeles Avenue to the south of these improvements is infeasible as Steeles is already providing rapid transit, and Clark has been recently improved as well.

Potential Socio-economic and Environmental Impacts: The project area has been designated for major growth. It is located outside of the Oak Ridges Moraine and the Green Belt and will not significantly impact the natural heritage network.

Conclusion: Recommended for Phase 3 and 4 EA study.

Snidercroft Road Extension and Railway Grade Separation

Purpose: To support transit-oriented development in the Steeles West secondary plan area, and provide additional north-south capacity across the CN York rail line. Refer to the Steeles West SP for additional detail and project justification.

Project Description	
Name	Snidercroft Road Extension
Project Limits	Existing Snidercroft Road to Steeles Avenue, and Keele Street to Jane Street
Length	Approximately 3 km of roads
Project Type	Road extension and grade-separated rail crossing
Proposed Phasing	Deliver with Development
Cost Estimate	\$115M (incl. property acquisition)
EA Schedule	Schedule C
Project Location and Environmental Features	
	<p>Justification: These collector roads are needed to provide connectivity to new transit-oriented development. Providing grade separation across the CN York rail line will allow for alternative north-south routes from Jane Street and Keele Street. These improvements will also provide safer walking and cycling access.</p>
Alternatives Considered	
Transit	Improved transit services, including the completed Toronto York-Spadina Subway Extension, future rapid transit improvements to Jane Street, Steeles Avenue and the 407 Transitway were considered in determining the need for this improvement.
Roads	This improvement is part of a broader set of improvements to the Steeles West secondary plan area, which are assessed separately.

Potential Socio-economic and Environmental Impacts: The project area has been designated for major growth. It is located outside of the Oak Ridges Moraine and the Green Belt and will not significantly impact the natural heritage network.

Conclusion: Recommended for Phase 3 and 4 EA study.