

4 PURPOSE AND RATIONALE FOR THE UNDERTAKING

4.1 PROBLEMS/OPPORTUNITY STATEMENT

The purpose of this study is to:

- Address existing and short-term transportation problems related to the current Highway 427 terminus, truck traffic accessibility to and from the CP Vaughan Intermodal Facility, and their impact on inter-regional traffic in the Peel-York boundary area;
- Identify and protect required property for any proposed transportation corridor and allow planned development to occur outside of the transportation corridor;
- Ensure that alternatives / preferred solution will not preclude or predetermine planning for the other future transportation corridors such as the GTA West corridor or a future extension of the transportation corridor northerly, if ever required.

The following outlines some of the existing and short-term transportation problems related to the current Highway 427 terminus.

The area under consideration for the examination of transportation demands/effects with the intention of identifying transportation problems and opportunities includes the western part of Vaughan, the eastern part of Brampton, and the southeast part of Caledon. The existing transportation network is being impacted by several factors including population and employment growth, goods movement growth, local land use policies and development pressures.

Highway 427 currently terminates at Highway 7 in the City of Vaughan, contributing to a number of traffic issues on the adjacent road network, including operational issues on Highway 27, Highway 50 and their intersections at Highway 7. In Fall 2008, the Regional Municipality of York opened the 427 Interim Arterial Extension (Regional Road 99), which is a 4-lane arterial road link connecting the existing Highway 427 terminus at Highway 7 and Zenway Boulevard.

Information from the MTO 2006 Traffic Count database indicates that on an average day, approximately 56,000 vehicles travelled the section of Highway 427 between Highway 407 and Highway 7 with commercial vehicles accounting for approximately 10% of the total vehicle traffic flow or approximately 5,600 daily commercial vehicles. During the summer months, the daily volume traffic increases to approximately 60,000 vehicles per day.

Existing daily traffic on the Highway 50 corridor north of Highway 7 is approximately 35,000 daily vehicles with truck traffic representing upwards of 10% of the total traffic. From this, 1,500 daily truck movements are associated with the CPR Vaughan Intermodal Facility, representing almost 40% of the total trucks, in which approximately 25% of these trucks presently use Highway 427. By 2021, the total daily vehicles travelling on Highway 427 south of Highway 7 is

anticipated to increase three fold based on the proposed population and employment development in western Vaughan as well as an expanded CPR Vaughan Intermodal Facility.

Currently, the Highway 427 terminus restricts access to the planned industrial lands immediately north of Regional Road 7 / Zenway Boulevard and the residential lands west of Highway 50, where significant growth is planned in east Brampton and west Vaughan. In addition, employment lands are also planned in the area north of Mayfield Road along Highway 50 in Caledon.

Future development in the area north of the existing Highway 427 terminus, in west Vaughan, includes the following development areas:

- Highway 427 West Employment Area (Huntington Business Park), located south of Langstaff Road between Highway 50 and Highway 427 Extension Corridor
- Highway 427 East Employment Area (Vaughan West Business Park), located south of Langstaff Road between Highway 427 Extension Corridor and Highway 27
- City of Vaughan – York Official Plan Amendment #19, located north of Langstaff Road and generally south of Major Mackenzie Drive between Highway 50 and Highway 27
- Canadian Pacific Intermodal (CPR) Facility in Vaughan, located south of Major Mackenzie Drive, north of Rutherford Road between Highway 50 and Huntington Road
- Nashville Secondary Plan Area, located north of Major Mackenzie Drive to Kirby Road east of Highway 50 and west of Kleinburg.

Moreover, the City of Brampton, the Town of Caledon and the City of Vaughan are anticipating significant population and employment growth over the next fifteen years. The population forecasts for the City of Brampton, the Town of Caledon and the City of Vaughan are anticipated to increase in the range of 35% to 50%, with corresponding employment forecast increases in the range of 50% to 65%.

As noted above, the CPR Vaughan Intermodal Facility located in the vicinity of Highway 50, Major Mackenzie Drive and Rutherford Road in the City of Vaughan is one of the largest rail-truck terminals in Canada processing upwards of 400,000 containers annually, or an average of approximately 1,250 containers daily. During seasonal peak activity, the number of daily (2-way) trucks accessing the Intermodal Facility approach 2,000, the majority of which utilizes the Rutherford Road, Highway 50, Regional Road 7 and Highway 427 corridors. The terminal truck access/egress for the facility is from Rutherford Road. The CPR Intermodal Business Plan anticipates that the growth of containers at this facility will be in the order of 5% to 7% per annum for the next 20 to 25 years. This magnitude of growth suggests that the existing 500,000 annual trucking movements could double to approximately 900,000 annual trucking movements over the next 15 years. CPR has indicated that as the volume of trucks increases, a second truck access to the facility onto Major Mackenzie Drive will be required. Primary ingress to the

facility will be from the existing access at Rutherford Road and egress will be from the new access at Major Mackenzie Drive, as discussed in Section 3.4.1.3.

The above information indicates significant existing and short-term transportation problems related to the Highway 427 terminus, truck traffic to and from the CPR Vaughan Intermodal Facility and inter-regional traffic in the Peel-York boundary area. The existing transportation network is not capable of supporting the projected growth in population, employment, and goods movement. This is consistent with the study purpose mentioned previously.

4.2 GENERATION OF ALTERNATIVES TO THE UNDERTAKING

Alternatives to the Undertaking (commonly called transportation planning alternatives) are functionally different means of addressing the stated transportation problems and opportunities, and achieving the purpose of the undertaking.

In addition to 'doing nothing', alternatives to address deficiencies in the transportation network capacity typically include those that increase network capacity, reduce transportation demand or combinations thereof.

The basic transportation planning alternatives to be considered as part of the EA were set out in the Terms of Reference. These are listed below, however, as noted in bold, some additional details have been included to further clarify the definitions.

- **Do Nothing** – “Do Nothing” is considered the status quo, where the transportation system would be limited to the implementation of programmed or approved provincial, regional and local municipal initiatives;
- **Travel Demand Management (TDM)** – TDM strategies include measures implemented to improve the operation of the current transportation system by managing travel demand independent of actually expanding or constructing new infrastructure. The emphasis of TDM strategies is to reduce overall demands on the network, shift demands to time periods outside of the critical congestion periods, and shift demands to alternative modes of transportation, principally transit, cycling and walking. An example of a TDM initiative is the Smart Commute Initiative. Smart Commute is a partnership between Metrolinx and the cities and regions of the Greater Toronto and Hamilton Area (GTHA) including York Region and City of Vaughan. Smart Commute helps local employers and commuters explore different commuter choices like carpooling, teleworking, transit, cycling, walking or flexible work hours;
- **Transportation Systems Management (TSM)** – The objective of TSM is to improve the efficiency and safety of the transportation system and optimize the use of existing and planned infrastructure through a wide range of strategies and technology policies and initiatives. Measures include initiatives such as transit priority facilities, ITS (intelligent transportation system) strategies, high occupancy vehicle (HOV)

- lanes and reserved bus lanes (RBLs), Park'n'Ride facilities and intersection improvements;
- **Improved Existing Roadways** – The provision of improved capacity and operations on existing facilities may increase the performance of the transportation network. Congestion may be relieved through additional capacity on existing roadways, beyond what is already planned for as part of programmed or approved provincial, regional and local municipal initiatives (It is noted that in the EA Terms of Reference, this alternative included improving existing “transitways” as well, however, as there are no existing transitways in the study area, this term has been omitted from the updated Improved Existing Roadway definition);
 - **New Roadways/Transitways** – Accommodating required capacity on new transportation facilities may increase the performance of the transportation network. Congestion may be relieved by introducing capacity in a new transportation corridor;
 - **New or Improved Transit Services** – Expanding the capacity of the transit system through increased services within the existing transportation network and/or accommodating new transit services on new infrastructure may relieve congestion and increase the performance of the transportation network; and
 - **Combinations of the above** – In addition to the individual planning alternatives noted above, it is proposed to establish additional "combined" planning alternatives that represent creative combinations of the above methods of adding capacity or reducing trips.

In July 2006, the province released the Growth Plan for the Greater Golden Horseshoe (GGH). This document sets out provincial policy for the GGH, including the requirement that municipalities “develop and implement transportation demand management policies in official plans or other planning documents, to reduce trip distance and time, and increase the modal share of alternatives to the automobile.” Local municipalities are currently developing their strategies to meet the provincial requirements.

The definition of ‘transportation demand management’ in the Growth Plan includes features from both the definitions of TDM and TSM included in the EA Terms of Reference. Therefore, given the new provincial policy direction, TDM and TSM initiatives are no longer viewed as “stand-alone” alternatives, but rather as part of each alternative to the undertaking.

In addition, as one of the primary goals of the EA study is to address truck traffic accessibility to and from the CPR Vaughan Intermodal Facility, it is recognized that new or improved transit services on their own would not fulfill this goal. Furthermore, while increased transit service and use would reduce the rate of growth of vehicle travel demand, the overall reduction would be small. Therefore, this planning alternative as a “stand-alone” solution would not achieve the purpose of the undertaking.

Given the above, it is apparent that a combination of the individual Alternatives to the Undertaking is desirable to address the identified problems and opportunities. Combination

alternatives are also considered more realistic than the individual planning alternatives since major transportation network improvements are rarely implemented in isolation.

Therefore, the following Combination Alternatives to the Undertaking were evaluated:

1. Do Nothing (including planned infrastructure improvements)
2. TDM, TSM and Improved Existing Roadways
3. TDM, TSM, Improved Existing Roadways, and New or Improved Transit Services
4. TDM, TSM, New or Improved Transit Services, and New Roadways / Transitways

The description of the Combined Alternatives to the Undertaking is provided in Table 4-1.

4.3 EVALUATION OF ALTERNATIVES TO THE UNDERTAKING

The Combination Alternatives to the Undertaking were assessed based on potential effects to transportation factors, economy factors, socio-economic environment factors, natural environment factors, and technical feasibility. The findings of the analysis are summarized in Table 4-2 by identifying the “least preferred” to “most preferred” for each factor under each major factor heading. The detailed analysis and rationale for the specific measures can be viewed in Appendix A.

Based on the assessment, Alternative 4 (TDM, TSM, New or Improved Transit Services, and New Roadways / Transitways) was identified as the recommended alternative to be carried forward. This alternative provides the transportation network required to support planned approved development and achieve the objectives identified in the Growth Plan. From a socio-economic perspective, it minimizes impacts to existing communities by reducing congestion, the potential for traffic infiltration and access constraints. Although this alternative results in moderate potential direct effects to natural features, it is anticipated that significant effects can be avoided during route generation or through design mitigation.

4.4 RATIONALE FOR CONSIDERING A TRANSITWAY









A transitway is a dedicated bus or light rail transportation facility, which allows transit vehicles to bypass regular road traffic and congestion. This allows transit vehicles to provide faster, more reliable and higher quality service than would be possible by operating in mixed traffic. In addition, a combined transitway and road transportation corridor can move much higher volumes of people than a road corridor alone. A transitway usually includes dedicated stations, making the service similar to a subway, but at much lower construction and operating costs.

Transitways have proven successful in many parts of the world, including Ottawa and Vancouver. Several transitways are currently being planned in the GTA, including in the Highway 403/Eglinton Avenue corridor through Mississauga, and on Highway 7 and Yonge Street in York Region. Furthermore, for several years MTO has protected property for a transitway in the Highway 407 corridor and is now proceeding with plans for this future facility.

Table 4-4-1: Description of the Combined Alternatives to the Undertaking




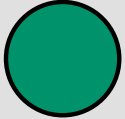
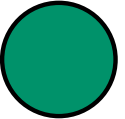
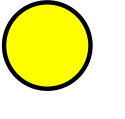
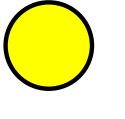

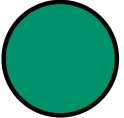
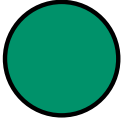
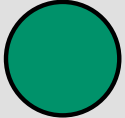
Alternatives to the Undertaking	Alternative 1: “Do Nothing”	Alternative 2: TDM (Transportation Demand Management) TSM (Transportation Systems Management) Improved existing roadways	Alternative 3: TDM TSM Improved existing roadways New or improved transit services	Alternative 4: TDM TSM New roadways/transitways New or improved transit services
Description	<ul style="list-style-type: none"> Includes the implementation of approved or planned provincial, regional and municipal initiatives. Accounts for approved and programmed road expansion projects. 	<ul style="list-style-type: none"> TDM strategies improve operations by managing travel demand independent of actually expanding or constructing new infrastructure. TSM improves the efficiency and safety of the transportation system and optimizes the use of existing and planned infrastructure. <p>In addition to the planned roadway and transit improvements included as part of the Do Nothing alternative, this planning alternative would further expand the existing road network.</p>	<p>Includes Alternative 2 and</p> <ul style="list-style-type: none"> Includes new and improved transit services that could include expanding the capacity of the transit system through increased services within the existing transportation network and/or accommodating new transit services or new transit infrastructure (e.g., reserved/dedicated lanes) 	<p>Includes TDM and TSM measures and</p> <ul style="list-style-type: none"> Includes the provision of additional capacity through new roadways which will increase the performance of the transportation network and relieve congestion. Includes new and improved transit services that could include expanding the capacity of the transit system through increased services within the existing transportation network and/or accommodating new transit services or new transit infrastructure (e.g., transitways).
Included in the Alternative	<p><i>Programmed or Approved Road Network Improvements</i></p> <ul style="list-style-type: none"> Highway 427 Interim Arterial Extension – This is an interim, four-lane municipal road extension of Highway 427 from the existing terminus at Highway 7 to an extended Zenway Boulevard (approximately 800 m north). New industrial subdivision roads northwest of the Highway 427 terminus – Several new roads are either planned or under construction northwest of the Highway 427 terminus at Highway 7. These include the westward extension of Zenway Boulevard to Fogal Road, the widening of Fogal Road to four lanes, the realignment of Huntington Road south of Langstaff Road as well as several new local roads. Langstaff Road – Widen to four lanes between Highway 50 and Highway 27 and realign at Huntington Road. Major Mackenzie Drive – Widen to four lanes east of Highway 50. Highway 27 – Widen to six lanes between Rutherford Road and Highway 7. Highway 50 – Widen to 6 lanes from Mayfield Road to Highway 7. Mayfield Road and Countryside Drive – Widen to 4 lanes from Airport Road to Highway 50. New four lane arterial extension west of Major Mackenzie Drive. Castlemore Road – Widen to six lanes from Airport Road to Highway 50. Cottrelle Boulevard – New four-lane arterial extension of Langstaff Road into Brampton. Ultimately, this road will extend to Airport Road. Ebenezer Road – Widen to four lanes from McVean Drive to Highway 50. Clarkway Drive and Coleraine Drive – Widen to four lanes from Mayfield Road to Highway 50. <p><i>Programmed or Approved Transit Improvements</i></p> <ul style="list-style-type: none"> VIVA – York Region has begun implementing the VIVA express bus service along several routes in the region, including Highway 7. Currently, the service extends westward only to Martin Grove Road, however, it will ultimately extend to Highway 50. As part of the ultimate VIVA plan, a separate Transitway will be constructed along the Highway 7 corridor in the study area. Conventional – York Region has identified Highway 27 between Rutherford Road and Steeles Avenue for transit priority implementation between 2011 and 2021. The range of possible priority measures includes various TSM strategies such as queue-jumping lanes, HOV lanes, and transit vehicle signal priority. 	<p>In addition to the improvements lists under the Do Nothing alternative, additional roadway expansions include:</p> <ul style="list-style-type: none"> Widening Highway 50 to eight basic lanes. Widening Highway 27 to eight basic lanes. Widening of Rutherford Road to six basic lanes. 	<p>In addition to the roadway improvements of Alternative 2, new or improved transit services could include:</p> <ul style="list-style-type: none"> Widening Highway 50 to eight basic lanes. Widening Highway 27 to eight basic lanes. Widening of Rutherford Road to six basic lanes. Expanded conventional transit service in East Brampton and West Vaughan. Improved GO Bus / Rail service in Brampton, Vaughan and Bolton. 	<p>In addition to the possible new or improved transit services of Alternative 3, but instead of expanding the existing road network beyond what is already planned, this alternative would build new roadways/transitways such as:</p> <ul style="list-style-type: none"> An extension of Highway 427 and the construction of a parallel transitway in the 427 corridor. Expanded conventional transit service in East Brampton and West Vaughan. Improved GO Bus / Rail service in Brampton, Vaughan and Bolton.


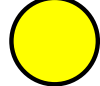

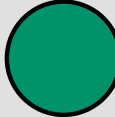
Table 4-4-2: Evaluation of the Alternatives to the Undertaking

Factor ¹	Alternative 1: "Do Nothing"	Alternative 2: TDM TSM Improved existing roadways	Alternative 3: TDM and TSM Improved existing roadways New or improved transit services	Alternative 4: TDM and TSM New roadways/transitways New or improved transit services
<p>Transportation</p> <ul style="list-style-type: none"> Addresses congestion concerns on the transportation network through improvements to levels-of-service. Minimizes infrastructure requirements while addressing operational problems on the transportation network. Minimizes environmental impacts in support of province's green strategy through optimizing the use of existing transportation corridors or planned network improvements and reducing auto vehicle utilization. Maximizes accessibility to new development and provide connectivity to existing transportation systems. Maximizes a more balanced transportation system through the provision of opportunities for modal choices. Maximize the freedom and flexibility in implementing a wide range of long-term transportation system opportunities. 	<p style="text-align: center;"></p> <p>Least addresses transportation criteria:</p> <p>The planned and committed road improvements do not address the existing operational issues at the Highway 7/Highway 427 interchange nor do these improvements provide adequate network level of service and travel time reliability for access to the new development areas or the CPR Vaughan Intermodal Facility. This alternative limits the opportunities for the development of a balanced transportation system.</p>	<p style="text-align: center;"></p> <p>Marginally addresses transportation criteria:</p> <p>Widening of arterial roads beyond the committed network along with the provision of TDM and TSM does not resolve the network congestion especially for north-south travel, which impacts the overall commuter travel times, system reliability and limits commercial vehicle accessibility to the proposed development lands and the CPR Vaughan Intermodal Facility.</p>	<p style="text-align: center;"></p> <p>Moderately addresses transportation criteria:</p> <p>The provision of new and improved transit services supporting increased transit ridership, in conjunction with TDM, TSM and improved roadways, advances a balanced transportation system. However, roadway congestion, overall commuter travel times, unstable transportation service and limited commercial vehicle access to the proposed development lands and the CPR Vaughan Intermodal Facility limit the effectiveness of this alternative.</p>	<p style="text-align: center;"></p> <p>Best addresses transportation criteria:</p> <p>The provision of a new freeway inclusive of a transitway along with improved TDM, TSM and transit mode split maximizes accessibility to the proposed development lands and the CPR Vaughan Intermodal Facility. This alternative provides for a balanced transportation system while addressing operational and congestion management for the 15-year planning horizon time period.</p>
<p>Economy</p> <ul style="list-style-type: none"> Supports identified economic objectives in approved plans². Provides enhanced service to the CPR Vaughan Intermodal Facility. 	<p style="text-align: center;"></p> <p>Least addresses economy criteria:</p> <p>Will limit the ability of the area to achieve the economic objectives outlined in the Growth Plan and the official plans. Will not enhance service to the CPR Vaughan Intermodal Facility.</p>	<p style="text-align: center;"></p> <p>Least addresses economy criteria:</p> <p>Will limit the ability of the area to achieve the economic objectives outlined in the Growth Plan and the official plans. Will provide some enhanced service to the CPR Vaughan Intermodal Facility but will limit overall development.</p>	<p style="text-align: center;"></p> <p>Least addresses economy criteria:</p> <p>Will limit the ability of the area to achieve the economic objectives outlined in the Growth Plan and the official plans. Will provide some enhanced service to the CPR Vaughan Intermodal Facility but will limit overall development.</p>	<p style="text-align: center;"></p> <p>Best addresses economy criteria:</p> <p>Will facilitate the ability of the area to achieve the economic objectives outlined in the Growth Plan and the official plans. Will provide the best service to the CPR Vaughan Intermodal Facility and allow full development of the facility.</p>

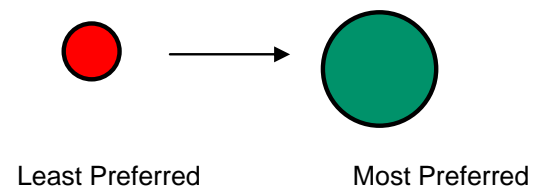
¹ Appendix A provides additional information regarding the sub-factors.

² The "approved plans" are those plans which have been formally approved under the local or regional Official Plan or by way of Official Plan Amendments.

Factor ¹	Alternative 1: “Do Nothing”	Alternative 2: TDM TSM Improved existing roadways	Alternative 3: TDM and TSM Improved existing roadways New or improved transit services	Alternative 4: TDM and TSM New roadways/transitways New or improved transit services
<p>Socio-Economic Environment and Land Use</p> <ul style="list-style-type: none"> • Supports identified land use objectives in approved plans (i.e. the Growth Plan and local/regional Official Plans). • Potential proximity effects (increased noise, air quality, etc.). • Potential barrier effects to local communities. • Potential direct effects to individual properties. • Potential effect on agricultural lands. • Potential effect on resource consumption. • Potential effect on heritage properties and archaeological resources. 	<p style="text-align: center;"></p> <p>Least addresses socio-economic environment and land use criteria with moderate to high potential effects:</p> <p>Although this alternative minimizes direct effects (i.e., individual properties, heritage, archaeology), it results in moderate to high potential effects due to the inability of it to provide the service required to meet the visions identified in the Growth Plan and official plans and the impacts of congestion (i.e., increased noise, air emissions, access constraints, traffic infiltration).</p>	<p style="text-align: center;"></p> <p>Least addresses socio-economic environment and land use criteria with moderate to high potential effects:</p> <p>This alternative results in slightly higher potential direct effects (i.e., individual properties, heritage, archaeology), moderate potential effects due to the inability of it to provide all the service required to meet the visions identified in the Growth Plan and official plans and moderate potential effects due to the impacts of increased congestion (i.e., increased noise, air emissions, access constraints, traffic infiltration).</p>	<p style="text-align: center;"></p> <p>Least addresses socio-economic environment and land use criteria with moderate to high potential effects:</p> <p>This alternative results in slightly higher potential direct effects (i.e., individual properties, heritage, archaeology), moderate potential effects due to the inability of it to provide all the service required to meet the visions identified in the Growth Plan and official plans and moderate potential effects due to the impacts of increased congestion (i.e., increased noise, air emissions, access constraints, traffic infiltration).</p>	<p style="text-align: center;"></p> <p>Best addresses socio-economic environment and land use criteria with low to moderate potential effects:</p> <p>This alternative results in moderate potential direct effects (i.e., individual properties, heritage, archaeology), however it provides all the service required to meet the visions identified in the Growth Plan and official plans and reduces the potential effects of increased congestion (i.e., increased noise, air emissions, access constraints, traffic infiltration).</p>
<p>Natural Environment</p> <ul style="list-style-type: none"> • Potential effects to Species at Risk (SAR). • Potential effect to designated natural areas. • Potential effects to groundwater. • Potential effects to surface water. • Potential effects to aquatic habitat. • Potential effects to terrestrial features. 	<p style="text-align: center;"></p> <p>Best addresses natural environment criteria with no to low potential effects:</p> <p>No additional effects are likely.</p>	<p style="text-align: center;"></p> <p>Moderately addresses natural environment criteria with low potential effects:</p> <p>Low potential effects to natural features given that many of the potential effects are fringe impacts to previously disturbed features. It is anticipated that these effects can be effectively mitigated.</p>	<p style="text-align: center;"></p> <p>Moderately addresses natural environment criteria with low potential effects:</p> <p>Low potential effects to natural features given that many of the potential effects are fringe impacts to previously disturbed features. It is anticipated that these effects can be effectively mitigated.</p>	<p style="text-align: center;"></p> <p>Least addresses natural environment criteria with moderate potential effects:</p> <p>Moderate potential effects to natural features. It is anticipated that significant effects can be avoided during route generation or through design mitigation.</p>
<p>Technical Feasibility</p> <ul style="list-style-type: none"> • Achieves acceptable technical requirements at a reasonable construction/implementation cost. 	<p>N/A</p>	<p style="text-align: center;"></p>	<p style="text-align: center;"></p>	<p style="text-align: center;"></p>

Factor ¹	Alternative 1: "Do Nothing"	Alternative 2: TDM TSM Improved existing roadways	Alternative 3: TDM and TSM Improved existing roadways New or improved transit services	Alternative 4: TDM and TSM New roadways/transitways New or improved transit services
	Not applicable.	Best addresses technical feasibility criterion: Expanded roadways would be designed and constructed to meet current standards at reasonable cost levels.	Best addresses technical feasibility criterion: Expanded roadways would be designed and constructed to meet current standards at reasonable cost levels.	Best addresses technical feasibility criterion: New roadways would be designed and constructed to meet current standards at a higher, but still reasonable, cost than the other alternatives.
Summary	 Although the "Do Nothing" alternative does not result in direct natural environmental effects, it does not provide the transportation network required to support planned approved development or achieve the objectives identified in the Growth Plan. As such, it has the potential for high negative effects on the economic and socio-economic environment due to increased congestion, potential for traffic infiltration and access constraints. Therefore this alternative is not recommended to be carried forward.	 This alternative cannot fully provide the transportation network required to support planned approved development or achieve the objectives identified in the Growth Plan. Widening of existing roads can result in high impacts to existing businesses and residents due to frontage and access impacts. In addition, the increased congestion on local roads increases the potential for traffic infiltration, affects local community access, and safety. Therefore this alternative is not recommended to be carried forward.	 This alternative cannot fully provide the transportation network required to support planned approved development or achieve the objectives identified in the Growth Plan. Widening of existing roads can result in high impacts to existing businesses and residents due to frontage and access impacts. In addition, the increased congestion on local roads increases the potential for traffic infiltration, affects local community access, and safety. Therefore this alternative is not recommended to be carried forward.	 This alternative provides the transportation network required to support planned approved development and achieve the objectives identified in the Growth Plan. From a socio-economic perspective, it minimizes impacts to existing communities by reducing congestion, the potential for traffic infiltration and access constraints. Although this alternative results in moderate potential direct effects to natural features, it is anticipated that significant effects can be avoided during route generation or through design mitigation. Therefore this alternative is recommended to be carried forward.

Relative degree to address each factor:



It is a provincial policy to identify and protect for transitways as part of future provincial transportation corridors. The Highway 427 corridor can form an important part of a region-wide network of such high-capacity rapid transit facilities, carrying both municipal and inter-regional transit vehicles and serving passengers travelling within and between Vaughan, Brampton, Caledon, Mississauga, Toronto, and beyond.

Given the above, it is prudent to consider a transitway as part of the Alternatives to the Undertaking for the 427 Transportation Corridor.