
DATE: February 24, 2009

SUBJECT: **PEEL REGION OFFICIAL PLAN REVIEW (PROPR) - REGIONAL OFFICIAL PLAN AMENDMENT - TRANSPORTATION POLICIES**

FROM: Dan Labrecque, Commissioner of Environment, Transportation and Planning Services

RECOMMENDATION

That pursuant to Section 17(16) of the *Planning Act*, a statutory public open house be scheduled in each of the area municipalities to inform the public and to obtain their input with respect to a proposed amendment to the Regional Official Plan as it relates to transportation policies;

And further, that a statutory public meeting be scheduled to commence at 9:30 a.m. on May 7, 2009, prior to the regularly scheduled General Committee meeting, pursuant to Section 17(15) of the *Planning Act*;

And further, that a draft amendment to the Regional Official Plan to update the policies related to transportation be forwarded to the appropriate agencies, including the Ministry of Municipal Affairs and Housing, the Ministry of Transportation, the Cities of Brampton and Mississauga, the Town of Caledon, and municipalities adjacent to the Region of Peel for comments;

And further, that a final Regional Official Plan Amendment, which takes into consideration the comments received from the statutory open houses, the statutory public meeting and agency consultation, be presented for adoption at a future Council meeting.

REPORT HIGHLIGHTS

- On September 13, 2007, Regional Council endorsed a work plan to proceed with the review of the Regional Official Plan. The work plan outlined 15 focus areas, including transportation.
- To date, Transportation Planning staff have held two stakeholder consultation sessions, as well as separate sessions with area municipal and Regional staff as part of the transportation focus area of the Peel Region Official Plan Review (PROPR).
- Based on extensive analysis and consultation, Transportation Planning staff have developed draft transportation policies (attached as Appendix I) as part of the transportation focus area of the Peel Region Official Plan Review (PROPR).
- The recommended open houses and public meeting will inform the public on the proposed amendment and obtain input prior to consideration for adoption by Regional Council.

PEEL REGION OFFICIAL PLAN REVIEW (PROPR) - REGIONAL OFFICIAL PLAN AMENDMENT - TRANSPORTATION POLICIES

DISCUSSION

1. Background

On February 15, 2007, Regional Council held a Public Meeting to commence review of the Regional Official Plan (ROP), as required by the *Planning Act*. On September 13, 2007, Council endorsed a work plan to proceed with the review through the Peel Region Official Plan Review (PROPR) process. This process addresses a number of legislative and policy directions that have been introduced by the Province since the Regional Official Plan was last reviewed in 2002 through the Regional Official Plan Strategic Update.

The work plan for PROPR identifies 15 focus areas, including transportation, through which the ROP is being reviewed to ensure conformity with provincial legislation.

This report brings forward a third draft amendment to the ROP (and addresses policies related to transportation). In accordance with the process prescribed in the *Planning Act*, the setting of dates for the statutory open house(s) and public meeting are the next steps in finalizing this amendment.

2. Transportation Focus Area

The Transportation focus area of the Peel Region Official Plan Review (PROPR) addresses changes to the Region's transportation policies and network (schedules) since Council approval of ROPA 16 in 2005. ROPA 16 was subsequently appealed; however, an Ontario Municipal Board decision dated October 24, 2008 approved ROPA 16, with the exception of specific policies under appeal.

The proposed Regional Official Plan Amendment (ROPA 22) will serve as an update to the policies contained in ROPA 16, and will conform to recent Provincial policy directions, take into account matters of Provincial interest, be consistent with policy statements issued under the *Planning Act* and respond to the unique challenges of transportation planning in the Region of Peel. In addition, the Region has also been proactive in incorporating policy directions from the Metrolinx Regional Transportation Plan, although there is currently no Provincial requirement to do so.

The completion of the Growth Management work (another component of the PROPR) provides critical inputs needed for updating the transportation schedules. While some progress is being made in the Growth Management work, it cannot be finalized until the future population and employment figures have been allocated throughout the Region. The updated transportation schedules will form a separate Regional Official Plan Amendment at a future date.

In order to meet Provincial conformity requirements, Regional Transportation Planning staff, in consultation with senior Provincial staff, determined that splitting the Transportation study into two components (policies and schedules) was the most appropriate course of action given the unique circumstances. As a result, staff are proceeding with the policies portion of the ROPA, while allowing time for the Growth Management work to be finalized before the updating of transportation schedules.

**PEEL REGION OFFICIAL PLAN REVIEW (PROPR) - REGIONAL OFFICIAL PLAN
AMENDMENT - TRANSPORTATION POLICIES****a) Background Research and Analysis**

In order to begin the discussion on transportation policies in the Region of Peel, Transportation Planning staff produced a Background and Challenges Paper in January, 2008. In developing this paper, staff conducted a significant amount of research on key transportation challenges, including those in the areas of Transportation Demand Management, Transportation for Persons with Disabilities, Goods Movement and others. The paper raised awareness on, and began a discussion of, a total of eight key transportation challenges facing the Region of Peel.

The Background and Challenges Paper served as the basis for discussion at the first Transportation Stakeholder Workshop, held on January 28, 2008. Over 50 stakeholders representing public, private and non-profit interests attended. The event served as a brainstorming session on the transportation challenges faced by the Region through the lens of sustainability, which is the overarching framework of the PROPR.

Region of Peel Transportation Planning staff are also engaged in ongoing technical work (including transportation modelling) that will feed into the schedules component of the Transportation focus area. Inputs to the model consist of transit information, population and employment information, road widening information, and past and current traffic volume information.

b) Policy Formulation

Through input received at the January 28, 2008 Transportation Stakeholder Workshop, staff began to develop policy directions for the draft amendment (ROPA 22).

Following further research and analysis, staff met with area municipal staff (on October 15, 2008), as well as Region of Peel staff from various departments (on November 3, 2008), to discuss policy areas in greater detail. Transportation Planning staff also provided updates to the Transportation Planning Working Group, which is comprised of senior staff from the area municipalities, the Planning Divisions and the Transportation Division, on an ongoing basis.

As a result of the various consultation sessions, additional research, and public and stakeholder inputs, Transportation Planning staff developed the Transportation ROPA Technical Report and Draft Policies. The report and policies were posted on the Region's website and emailed to stakeholders for their review in advance of the January 16, 2009 Stakeholder Workshop, at which stakeholders were asked to provide input on the draft transportation policies.

Over 50 stakeholders representing a broad spectrum of public, private and non-profit interests attended the January 16, 2009 workshop. The workshop was focused on the policies outlined in the various subsections of the Transportation portion of the Regional Official Plan.

The input received at the second workshop assisted Transportation Planning staff in identifying policies that were in need of further refinements. Since the workshop, staff have been reviewing all comments received, and making the appropriate policy revisions.

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In developing ROPA 22 policies, Transportation Planning staff have engaged external stakeholders, area municipal staff and Regional staff at every step, and have produced policies which conform to provincial plans, take into account matters of provincial interest, and are consistent with policy statements issued under the *Planning Act*. In addition, the draft Transportation policies also take into consideration the changing needs and priorities of the Region of Peel.

3. Draft Regional Official Plan Amendment (ROPA) 22

Attached as Appendix I is draft ROPA 22, which staff are recommending be made formally available for public review and comment. The draft ROPA proposes amendments and additions to Sections 5.3, 5.6, 6.2, 7.6 and 7.7 of the Official Plan, which pertain to transportation in the Region of Peel. In addition, draft ROPA 22 proposes introducing new definitions to the Official Plan.

The specific areas in which policy changes are being proposed are as follows:

- The Urban System
- The Transportation System in Peel
- The Provincial Freeway Network
- The Major Road Network
- The Inter- and Intra-Regional Transit Network
- Airports
- Goods Movement
- Environmental Impact
- Transportation Demand Management
- Active Transportation
- Accessible Transportation
- Regional Human services
- Regional Planning Initiatives
- Regional Road Widening

4. Next Steps

It is recommended that Regional Council direct staff to hold open houses pursuant to Section 17(16) of the *Planning Act* to inform the public and to obtain their input with respect to a proposed amendment to the Regional Official Plan relating to transportation.

It is also recommended that Regional Council direct that a public meeting be scheduled to commence at 9:30 a.m. on May 7, 2009, prior to the regularly scheduled General Committee meeting, pursuant to Section 17(15) of the *Planning Act*.

Copies of the draft ROPA will be made available for public review and comment. Staff will then bring forward a final proposed amendment to the Regional Official Plan, which takes into consideration the comments received from public agency consultation, statutory open houses and the statutory public meeting, for Regional Council's adoption.

Region of Peel Transportation Planning staff are also working closely with staff involved in the Growth Management Study to facilitate the finalization of population and employment allocations. Following the completion of the Growth Management Study, Transportation Planning staff will update the schedules contained in the existing ROP, and bring forward a second Transportation amendment to Council.

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AMENDMENT - TRANSPORTATION POLICIES**



Dan Labrecque
Commissioner of Environment, Transportation
and Planning Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

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Appendix I
Peel Region Official Plan Review (PROPR) – Regional Official Plan Amendment – Transportation Policies
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REGION OF PEEL
REGIONAL OFFICIAL PLAN
REGIONAL OFFICIAL PLAN AMENDMENT NUMBER 22
TRANSPORTATION POLICIES

PART A – THE PREAMBLE

1. Purpose of the Amendment

To revise and add policies related to transportation to the Region of Peel Official Plan.

2. Location

This amendment applies throughout the Regional Municipality of Peel.

3. Basis

The Region of Peel Official Plan was initially adopted by Regional Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The Regional Plan was subsequently updated through the Regional Official Plan Strategic Update (ROPSU), which was initiated in 2002. The review resulted in several amendments, including Regional Official Plan Amendment (ROPA) 16, which updated the Region's transportation network and policies.

On February 15, 2007, Regional Council held a Public Meeting to commence a five-year review of the Regional Official Plan (ROP), as required by the *Planning Act*. On September 15, 2007, Regional Council endorsed a work program to proceed with the review of the ROP through the Peel Region Official Plan Review (PROPR) process. The review involves studies of 15 different focus areas that will bring the ROP into conformity with relevant legislation, plans and policies, including the *Provincial Policy Statement* (2005), the *Greenbelt Plan* (2005) and the *Growth Plan for the Greater Golden Horseshoe* (2006).

This amendment proposes revisions to the transportation policies contained in ROPA 16.

Transportation

The Transportation study will provide an update to the policies contained in ROPA 16, and will conform to recent Provincial policy directions, take into account matters of Provincial interest, be consistent with policy statements issued under the *Planning Act* and respond to the unique challenges of transportation planning in the Region of Peel. In addition, the Region has also been proactive in incorporating policy directions from the Metrolinx *Regional Transportation Plan* (2008), although there is currently no Provincial requirement to do so.

The proposed amendment will update the following policy areas related to transportation:

- The Urban System
- The Transportation System in Peel
- The Provincial Freeway Network
- The Major Road Network
- The Inter- and Intra-Regional Transit System
- Airports
- Goods Movement
- Environmental Impact

- Transportation Demand Management
- Active Transportation
- Accessible Transportation
- Regional Human Services
- Regional Planning Initiatives
- Regional Road Widening

The recommended policies are the result of extensive research and consultation between Regional staff and area municipal staff and stakeholders.

In order to assist in the development of updated transportation policies, staff produced a Background and Challenges Paper and, subsequently, a Technical Report which contained draft policies.

Development of the Background and Challenges Paper involved a significant amount of research on key transportation challenges, including those in the areas of Transportation Demand Management, Transportation for Persons with Disabilities, Goods Movement and others. The paper raised awareness on, and began a discussion of, a total of eight key transportation challenges facing the Region of Peel. The Background and Challenges Paper served as the basis for discussion at the first Transportation Stakeholder Workshop, held in January, 2008.

Through input received at the Transportation Stakeholder Workshop, staff began to develop policy revisions and additions for the proposed draft amendment. Additional consultation sessions with Regional and area municipal staff were also held.

As a result of the various consultation sessions, additional research, and public and stakeholder inputs, Transportation Planning staff developed the Transportation ROPA Technical Report and Draft Policies. The report and policies were posted on the Region's website and emailed to stakeholders for their review in advance a Stakeholder Workshop held on January, 2009, at which stakeholders were asked to provide input on the draft transportation policies.

Significant changes to the transportation policies include the addition of new policies and the consolidation of existing policies related to accessible transportation (moved from the Human Services section of the current Official Plan) and the addition of policies related to active transportation.

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text, constitute Regional Official Plan Amendment Number 22 to the Region of Peel Official Plan.

1. Section 5.3.3 is amended as follows:
"Regional Urban Nodes, as shown on Schedule D, are major locations of *compact forms* of urban *development* providing a range and mix of housing, employment, *recreation*, entertainment, civic, cultural and other activities for *Peel* residents and workers and other residents of the *Greater Toronto and Hamilton Area (GTHA)*.

In addition to the Regional Urban Nodes that are identified in this Plan, there are other urban nodes in *Peel* that are identified in the *area municipal official plans* and Metrolinx has identified a series of *mobility hubs* in *Peel* and throughout the *GTHA* in the Regional Transportation Plan.”

2. Policy 5.3.3.2.1 is amended by the addition of the words “*and Hamilton*” after the words “*Greater Toronto*”.
3. Policy 5.3.3.2.2 is amended as follows:
 - section (a) is amended by the addition of the words “*and Hamilton*” after the words “*Greater Toronto*”.
4. Section 5.6 is amended as follows:
 “The transportation system in *Peel* is comprised of the network of *freeways, major roads, local roads, public transit* systems, airports, rail lines, bikeways and trails, and transportation *services* that serves the *communities* in *Peel Region*. The transportation system in *Peel* is part of the larger network of transportation systems in the *Greater Toronto and Hamilton Area (GTHA)*. Of all of the physical elements that make up the transportation system, only *the Regional roads* identified in Schedule F are under the jurisdiction of *the Region of Peel*.”

The transportation system in *Peel* serves both residents and employers in *the region*. In addition to those trips that have an origin and/or destination in *Peel*, the transportation system must also serve those trips that pass through *the region*.

The transportation system is intended to accommodate current and projected travel demands. To do so, planning for the transportation system must be undertaken concurrently with land use planning (i.e., the determination of where growth will occur). Planning for the transportation system in *the region* must also be coordinated, in order to protect rights-of-way for future improvements and to ensure integration with area and neighbouring municipalities.

The intention of the collective set of policies that follows is to provide a transportation system that serves the needs of the people who reside or work in *Peel* or who travel through *the region*. To this end, the policies are intended to foster increased sustainability of the transportation system in *Peel* by:

Considering all modes of travel and promoting the efficient movement of people and goods (with a focus on moving people by modes other than single-occupant automobiles);

- Maximizing the use of existing transportation *infrastructure*;
- Increasing travel choices to meet diverse needs;
- Minimizing the environmental and health impacts of transportation;
- *Supporting* economic development;
- Considering social and cultural objectives;
- Promoting the integration of transportation planning and land use planning; and
- Pursuing options for equitable and *sustainable* funding.”

5. Objective 5.6.1.1 is amended by the addition of the word “*the*” after the words “*To achieve*”; the deletion of the word “*GTA*” after the words “*within the*” to be replaced by the words “*Greater Toronto*”; the addition of the word “*Area*” after the words “*and Hamilton*” and the addition of the phrase “*Metrolinx,*” after the phrase “*area municipalities,*”.

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6. Objective 5.6.1.2 is amended by the addition of the word “To” before the words “develop and” and the deletion of the word “an” after the words “and promote” to be replaced by the phrase “a *sustainable, safe,*”.
7. Objective 5.6.1.3 is amended by the addition of the word “To” before the words “*support the*” and the addition of the words “and choice” after the words “transportation mobility”.
8. Objective 5.6.1.4 is amended by the addition of the words “promote and” after the word “To”; the deletion of the word “an” after the word “encourage” to be replaced by the word “the” and the deletion of the words “*modal share*” after the words “*public transit*” to be replaced by the words “and other *sustainable* modes of transportation”.
9. Objective 5.6.1.5 is amended by the deletion of the word “Maximize” before the words “the use” to be replaced by the words “To optimize”.
10. Deletion of Objective 5.6.1.6.
11. Objective 5.6.1.7 is renumbered as Objective 5.6.1.6 and is amended by the addition of the word “To” before the words “minimize adverse” and the addition of the words “and human health” after the words “adverse environmental”.
12. Objective 5.6.1.8 is renumbered as Objective 5.6.1.7 and is amended by the addition of the word “To” before the words “*support a*”.
13. Objective 5.6.1.9 is renumbered as Objective 5.6.1.8 and is amended by the addition of the word “To” before the word “ensure” and the deletion of the words “*Regional transportation infrastructure is sustainable and*” after the word “ensure”.
14. Addition of Objective 5.6.1.9 as follows:
“To facilitate the integration of transportation planning, transportation investment and land use planning.”
15. Policy 5.6.2.1 is amended by the addition of the phrase “, health” after the word “environmental”.
16. Policy 5.6.2.2 is renumbered as Policy 5.6.2.10.
17. Policy 5.6.2.3 is renumbered as Policy 5.6.2.12 and is amended by the addition of the phrase “, Metrolinx” after the words “area municipalities”.
18. Policy 5.6.2.4 is renumbered as Policy 5.6.2.13.
19. Policy 5.6.2.5 is renumbered as Policy 5.6.2.14 and is amended by the addition of the phrase “, Metrolinx,” after the words “neighbouring municipalities”; the addition of the words “develop and” after the words “agencies to” and the addition of the words “to reduce trip distance and time and increase the *modal share* of alternatives to the automobile” after the words “*Travel Demand Management* programs”.
20. Policy 5.6.2.6 is renumbered as Policy 5.6.2.15 and is amended by the deletion of the phrase “Lester B.” after the words “connections to the” to be replaced by the word “Toronto”; the deletion of the word “GTA” after the words “parts of the” to be replaced by the words “Greater Toronto” and the addition of the word “Area” after the words “and Hamilton”.
21. Policy 5.6.2.7 is renumbered as Policy 5.6.2.16.
22. Policy 5.6.2.8 is renumbered as Policy 5.6.2.17 and is amended as follows:
“Work with Metrolinx, other Provincial agencies and ministries, area municipalities, and other regions and municipalities in the *Greater Toronto and Hamilton Area* to implement the Metrolinx Regional Transportation Plan (RTP) for the *Greater Toronto and Hamilton Area* and contribute to the ongoing development of the RTP.”
23. Deletion of Policy 5.6.2.9
24. Policy 5.6.2.10 is renumbered as Policy 5.6.2.18 and is amended by the addition of the phrase “the Province, Metrolinx, area municipalities and” after the words “planning with” and the deletion of the word “cross-boundary” after the words “accommodate the” to be replaced by the word “inter-regional”.

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25. Policy 5.6.2.11 is renumbered as Policy 5.6.2.8 and is amended by the addition of the words "rather than on moving vehicles" after the words "and goods".
26. Policy 5.6.2.12 is renumbered as Policy 5.6.2.24 and is amended by the addition of the phrase ", and of preserving and reusing unused corridors of all types," after the words "hydro corridors".
27. Policy 5.6.2.13 is renumbered as Policy 5.6.4.2.15.
28. Addition of Policy 5.6.2.3 as follows:
 "Work with the area municipalities, Metrolinx and other Provincial ministries and agencies to ensure that transportation system planning, land use planning and transportation investment are integrated at all stages of the planning process."
29. Addition of Policy 5.6.2.4 as follows:
 "Provide policy direction to the area municipalities on matters that cross municipal boundaries."
30. Addition of Policy 5.6.2.5 as follows:
 "Optimize the use of existing and new *Regional infrastructure* to support growth in an efficient, *compact form*, and encourage the area municipalities to do the same for *infrastructure* under their jurisdiction."
31. Addition of Policy 5.6.2.6 as follows:
 "Work with Metrolinx and other provincial and federal agencies and ministries to identify and secure *sustainable*, predictable funding to support the provision of transportation *infrastructure* and *services* for the movement of people and goods in *the Region*."
32. Addition of Policy 5.6.2.7 as follows:
 "Work with Metrolinx and all levels of the public and private sectors to establish the regional transportation system for the *Greater Toronto and Hamilton Area* envisioned in the Metrolinx Regional Transportation Plan."
33. Addition of Policy 5.6.2.9 as follows:
 "In planning for the development, optimization and/or expansion of new or existing transportation corridors within *Peel Region*, support opportunities for multi-modal use, where feasible, and prioritize transit, *carpooling*, active transportation and goods movement needs over those of single occupant vehicles and, where appropriate, consider the separation of modes within corridors."
34. Addition of Policy 5.6.2.11 as follows:
 "Broaden the scope of traffic impact studies to take into consideration the impacts of new *development* on all forms of transportation, including on *sustainable* modes of transportation, and on *transportation demand management* measures."
35. Addition of Policy 5.6.2.19 as follows:
 "Work with Metrolinx and other levels of government to improve the coordination and standardization of transportation data collection, forecasting and modelling to support transportation projects and to support the development of performance measures."
36. Addition of Policy 5.6.2.20 as follows:
 "Develop and implement performance measures to gauge the effectiveness of the transportation-related policies in this Plan."
37. Addition of Policy 5.6.2.22 as follows:
 "Work with area municipalities to ensure that *development* in planned transportation corridors is compatible with the intended purpose(s) for which the corridor was defined."
38. Addition of Policy 5.6.2.23 as follows:
 "Work with Metrolinx, the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation *infrastructure*."
39. Addition of Policy 5.6.2.26 as follows:

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- “Work with Metrolinx, the Province and area municipalities to encourage increased public and business awareness of activities and actions which will lead to increased use of *sustainable* transportation alternatives.”
40. Section 5.6.3 is amended as follows:
“The Provincial Freeway Network provides for the inter-regional movement of people and goods throughout *Peel* and the remainder of the *Greater Toronto and Hamilton Area*. The network is comprised of controlled-access *freeways* (the 400-series *freeways*, the Queen Elizabeth Way and the privately-owned 407 Express Toll Route). Continuing improvement of the Provincial Freeway Network, and of the integration of *freeways* with other roads in *Peel* and neighbouring municipalities, are essential for the efficient movement of people and goods.”
41. Objective 5.6.3.1.1 is numbered as Objective 5.6.3.1.1 (it was not numbered in ROPA 16).
42. Policy 5.6.3.2.1 is amended by the addition of the phrase “Metrolinx,” after the words “cooperation with” and the deletion of the word “GTA” after the word “the” to be replaced by the word “GTHA”.
43. Policy 5.6.3.2.2 is renumbered as Policy 5.6.3.2.6 and is amended by:
- the addition of the phrase “ and work with the Province, area municipalities and neighbouring municipalities to identify, protect and plan for future multi-modal transportation corridors” after the word “Encourage”; the addition of the word “to” before the words “support the” and the deletion of the phrase “planning, corridor protection and the” after the words “support the”;
 - the deletion of sections (a), (d) and (g);
 - section (b) is relabelled as (a)
 - section (c) is relabelled as (b) and is amended by the deletion of the words “Ninth Line” after the numbers “403/410 and” to be replaced by the words “Trafalgar Road in Halton Region”;
 - section (d) is relabelled as (c) and is amended by the deletion of the phrase “initially, and a further extension to Highway 9 and beyond” after the words “the Greenbelt” and the addition of the word “and” after the semi-colon;
 - section (f) is relabelled as (d) and is amended by the deletion of the word “and” after the semi-colon and the deletion of the semi-colon to be replaced by a period.
44. Policy 5.6.3.2.3 is renumbered as Policy 5.6.3.2.4 and is amended by the deletion of the words “Encourage the” before the words “study and” to be replaced by the phrase “In collaboration with Halton Region, the Town of Halton Hills, the City of Brampton and the Town of Caledon,” and the deletion of the words “protection of” after the words “study and” to be replaced by the word “protect”.
- (Note: ROPA 16 Policy 5.6.3.2.3 is under appeal to the Ontario Municipal Board)**
45. Policy 5.6.3.2.4 is renumbered as Policy 5.6.4.2.3 and is amended by the deletion of the words “a future East-West arterial connection to” after the words “to identify” to be replaced by the words “and implement road network improvements in the” and the deletion of the words “in the vicinity of Mayfield Road” after the word “Extension” to be replaced by the word “area”.
46. Policy 5.6.3.2.5 is renumbered as Policy 5.6.3.2.2 and is amended by the deletion of the word “cooperatively” after the word “Work”; the addition of the phrase “, Metrolinx” after the words “the Province”; the deletion of the word “GTA” after the words “and other” to be replaced by the word “GTHA”; the addition of the word “the” after the words “and implementing”; the deletion of the words “to be” after the words “transit improvements”; the addition of the words “and the Metrolinx Regional Transportation Plan” after the words “Golden Horseshoe” and the deletion of the phrase “(e.g. East-West Transportation Corridor)” at the end of the Policy.

(Note: ROPA 16 Policy 5.6.3.2.5 is under appeal to the Ontario Municipal Board)

47. Policy 5.6.3.2.6 is renumbered as Policy 5.6.3.2.7.
48. Policy 5.6.3.2.7 is renumbered as Policy 5.6.3.2.8 and is amended by the deletion of the words “develop and implement” after the words “Transportation to” to be replaced by the words “continue implementation of the”; the deletion of the words “a GTA” before the words “*High Occupancy*” and the deletion of the phrase “(HOV) network plan,” after the words “Occupancy Vehicle” to be replaced by the words “Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe and to update the plan”.
49. Addition of Policy 5.6.3.2.3 as follows:
 “Encourage and work with the Province and appropriate municipalities to identify, protect and plan for the following future multi-modal transportation corridors:
 a) A transportation corridor linking the GTA West Corridor and the Mid-Peninsula (Niagara to GTA) Corridor; and
 b) The further extension of Highway 427 to Highway 9 and beyond.”
50. Addition of Policy 5.6.3.2.5 as follows:
 “Support the Province’s study of the GTA West transportation corridor in consultation with affected municipalities and encourage the protection of the corridor. The study should take into consideration other transportation links identified in *Regional* studies (e.g. the North-South Corridor and *Regional Road Network Improvements to support the Highway 427 Extension*).”
51. Section 5.6.4 is amended as follows:
 “The *Major Road Network in Peel* provides for inter- and intra-municipal travel within *Peel* and for connections to other regions/municipalities and the Provincial Freeway Network. The network is comprised of *major roads* under the jurisdiction of the Province of Ontario (Highways 9 and 10 in Caledon), *the Region* and the area municipalities. *The Regional roads* are designed to provide a high level of inter-municipal *transportation capacity*. *The Region* works with the area municipalities to plan for transportation on a region-wide basis. The provision of a safe, efficient and reliable *major road* network plays an important role in the movement of people (by automobile, transit and bicycle) and goods.
- Opportunities for additions and expansions to the *major road* network in *Peel* are limited. There are opportunities, however, to make selected additions and expansions to the network, to improve the efficiency of the network and to provide for the accommodation of transit – and *transportation demand management-supportive infrastructure*.”
52. Objective 5.6.4.1.1 is amended by deletion of the word “and” after the words “area municipalities” to be replaced by a comma “,” and the addition of the words “and Metrolinx” after the words “of Transportation”.
53. Policy 5.6.4.2.1 is amended by deletion of the letter “F” after the words “amendment to Schedule” to be replaced by the letter “E”.
54. Policy 5.6.4.2.2 is renumbered as Policy 5.6.2.21.
55. Policy 5.6.4.2.3 is renumbered as Policy 5.6.7.2.12 and is amended by the deletion of the word “truck” after the words “generating substantial” to be replaced by the words “goods movement”; the additions of the phrase “highways,” after the words “traffic near” and the addition of the phrase “,rail yards, Toronto Pearson International Airport and inter-modal facilities” after the words “*major roads*”.
56. Deletion of Policy 5.6.4.2.5
57. Policy 5.6.4.2.6 is renumbered as Policy 5.6.4.2.5.

(Note: ROPA 16 Policy 5.6.4.2.6 is under appeal to the Ontario Municipal Board)

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58. Policy 5.6.4.2.7 is renumbered as Policy 5.6.4.2.8 and is amended by the addition of the phrase “, the Greenbelt Plan and the *Oak Ridges Moraine* Conservation Plan” after the words “*Escarpment* Plan”; the deletion of the word “or” after the phrase “scenic, environmental,”; the addition of the words “or *archaeological*” after the words “*cultural heritage*”; the deletion of the word “characteristics” before the phrase “, it is intended” to be replaced by the word “*resources*” and the deletion of the word “it” before the words “is intended to retain” to be replaced by the words “this policy”.
59. Policy 5.6.4.2.8 is renumbered as Policy 5.6.4.2.6.
60. Policy 5.6.4.2.9 is renumbered as Policy 5.6.4.2.7 and is amended by the addition of the words “or *Oak Ridges Moraine* Conservation Plan Area” after the words “*Niagara Escarpment* Plan Area” and the addition of the words “or *Oak Ridges Moraine* Conservation Plan” after the words “policies of the *Niagara Escarpment* Plan”.
61. Policy 5.6.4.2.10 is renumbered as Policy 5.6.4.2.9.
62. Policy 5.6.4.2.11 is renumbered as Policy 5.6.4.2.10.
63. Policy 5.6.4.2.12 is renumbered as Policy 5.6.4.2.11.
64. Policy 5.6.4.2.13 is renumbered as Policy 5.6.4.2.12.
65. Policy 5.6.4.2.14 is renumbered as Policy 5.6.2.25.
66. Policy 5.6.4.2.15 is renumbered as Policy 5.6.4.2.14 and is amended by the addition of the phrase “Metrolinx,” after the words “Work with”; the addition of the words “and neighbouring municipalities” after the words “area municipalities”; the deletion of the word “a” after the words “of developing” to be replaced by the words “an arterial” and the addition of the words “in *Peel* to complement the Province’s *freeway HOV* system” after the words “(*HOV*) system”.
67. Deletion of Policy 5.6.4.2.16
68. Deletion of Policy 5.6.4.2.17
69. Deletion of Policy 5.6.4.2.18
70. Addition of Policy 5.6.4.2.2 as follows:
 “Work with the Province, 407 ETR and the area municipalities to identify, prioritize and resolve:
 a) Gaps, bottlenecks and jogs in *the Regional* and local road networks; and
 b) Opportunities for new or improved highway interchanges.”
71. Addition of Policy 5.6.4.2.13 as follows:
 “*Support* Metrolinx’s efforts to study the development of an interconnected regional network of multi-purpose reserved lanes that build on existing plans for *high occupancy vehicle (HOV)* lanes to improve the efficiency of highways and arterial roads for transit and multi-occupant vehicles.”
72. Addition of Policy 5.6.4.2.16 as follows:
 “Ensure that new or improved *Regional* roads do not undermine the viability of existing or planned higher order transit *services* and encourage the area municipalities to do the same for roads under their jurisdiction.”
73. Section 5.6.5 is amended as follows:
 “The transit network provides for intra- and inter-municipal travel within *Peel* and the *Greater Toronto and Hamilton Area (GTHA)*. Inter-municipal transit for the *GTHA* is provided by the Government of Ontario’s GO Transit service (*commuter rail* and bus), augmented by limited private carrier service. Intra-municipal transit within *Peel* is provided by the City of Brampton (Brampton Transit) and the City of Mississauga (Mississauga Transit). These *services* provide connections to each other, to the Toronto Transit Commission’s subways and buses, to other neighbouring municipal transit *services* and to the GO Transit system.”

The existing road network, even with additions and expansions, will not accommodate the long-term travel demands of *Peel's* projected residents and workers at acceptable levels of service. A considerable portion of trips will have to be accommodated by alternative modes of transportation, including transit. The implementation of *transit-supportive* measures and the enhancement of transit *services* will be needed in order for this to occur.

The increased use of transit contributes to the increased sustainability of the transportation system and helps to maximize the use of existing transportation *infrastructure*. Transit is strongly linked with both *transportation demand management (TDM)* and active transportation (the promotion of *sustainable* modes of transportation such as transit is a common *TDM* measure, for example, and most transit trips start and end with walking)."

74. Objective 5.6.5.1.2 is amended by the addition of the words "*support* and" after the word "To"; the addition of the words "the development of" after the word "encourage"; the addition of the phrase ", *sustainable*" after the word "efficient" and the addition of the words "and encourage connectivity and coordination between transit *services*" after the words "transit network".
75. Objective 5.6.5.1.3 is amended by the deletion of the phrase "Lester B." after the words "service to the" to be replaced by the word "Toronto".
76. Objective 5.6.5.1.4 is amended by the addition of a comma "," after the words "and patterns"; the addition of the words "urban growth" after the phrase "transit terminals,,"; the addition of a comma "," after the word "centres" and the addition of the words "and *mobility hubs*" after the words "GO stations".
77. Deletion of Objective 5.6.5.1.5.
78. Objective 5.6.5.1.6 is renumbered as Objective 5.6.11.1.1 and is amended by the deletion of the word "adequate" after the words "To provide" to be replaced by the words "accessible and affordable".
79. Policy 5.6.5.2.1 is amended by the addition of the words "and station areas" after the words "*major transit corridors*".
Deletion of Policy 5.6.5.2.2
80. Policy 5.6.5.2.3 is renumbered as Policy 5.6.5.2.7.
81. Policy 5.6.5.2.4 is renumbered as Policy 5.6.5.2.8 and is amended by the deletion of the words "Encourage the Province to take a leadership role" before the words "in planning" to be replaced by the words "*Support* Metrolinx and the area municipalities"; the addition of the words "the expeditious" before the word "planning"; deletion of the word "GTA" after the words "implementation of" to be replaced by the word "*GTHA*"; deletion of the words "Bus Rapid Transit (BRT)" after the word "wide" to be replaced by the words "higher order transit"; addition of the word "of" after the words "in particular";
 - the deletion of section (c);
 - section (a) is relabelled as section (b) and is amended as follows: "Higher order transit projects in the City of Mississauga;"
 - the addition of section (a) as follows: "The regional higher order transit projects in *Peel* included in the Metrolinx Regional Transportation Plan;"
 - the addition of section (c) as follows: "The City of Brampton's AcceleRide program; and"
 - the addition of section (d) as follows: "The Hurontario Street/Main Street higher order transit facility."
82. Policy 5.6.5.2.5 is renumbered as Policy 5.6.5.2.9 and is amended as follows:

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- “Work with GO Transit, Metrolinx, the Province and area municipalities to implement the GO rail and bus service improvements described in the Metrolinx Regional Transportation Plan, and in particular:”
- the deletion of sections (a) and (f);
 - section (b) is relabelled as section (a);
 - section (c) is relabelled as section (b);
 - section (d) is relabelled as section (c) and is amended by the addition of the phrase “, Georgetown and Milton” after the words “on the Lakeshore” and the deletion of the word “line” after the words “*commuter rail*” to be replaced by the word “lines”;
 - section (e) is relabelled as section (d);
 - the addition of section (e) as follows: “To improve connections to Toronto Pearson International Airport from *Peel*.”
83. Policy 5.6.5.2.6 is renumbered as Policy 5.6.5.2.10.
 84. Policy 5.6.5.2.7 is renumbered as Policy 5.6.5.2.11 and is amended by the addition of the words “and *mobility hubs*” after the words “at nodes”.
 85. Policy 5.6.5.2.8 is renumbered as Policy 5.6.5.2.3 and is amended by the addition of the phrase “Metrolinx,” after the words “Work with”; the deletion of the word “development” after the words “planning and” to be replaced by the word “implementation” and the deletion of the word “network” after the words “inter-regional transit” to be replaced by the word “system”.
 86. Policy 5.6.5.2.9 is renumbered as Policy 5.6.5.2.14 and is amended by the addition of the phrase “, and work with Metrolinx and the area municipalities to develop a network of *mobility hubs* and other transportation hubs and to integrate transportation modes at these hubs” after the words “official plans”.
 87. Deletion of Policy 5.6.5.2.10
 88. Policy 5.6.5.2.11 is renumbered as Policy 5.6.5.2.13 and is amended by the addition of a comma “,” after the words “Land Uses”; the addition of a comma “,” after the words “transit connections”; the deletion of the word “and” before the words “to integrate” and the addition of the phrase “and, when building in designated greenfield areas, to build compact, *transit-supportive communities*” after the words “secondary plans”.
 89. Policy 5.6.5.2.12 is renumbered as Policy 5.6.5.2.15 and is amended by the addition of the words “and other *mobility hubs*” after the words “Urban Nodes”.
 90. Policy 5.6.5.2.13 is renumbered as Policy 5.6.5.2.16 and is amended by the deletion of the words “the integration of transit connections” after the word “*Support*” to be replaced by the words “the development of a *mobility hub* at Toronto Pearson International Airport”; the deletion of the word “improve” after the word “and” to be replaced by the word “improved”; the deletion of the word “access” after the word “transit” to be replaced by the word “connectivity” and the deletion of the phrase “Lester B. Pearson International” after the words “to the”.
 91. Policy 5.6.5.2.14 is renumbered as Policy 5.6.5.2.4.
 92. Addition of Policy 5.6.5.2.2 as follows:
“Direct the area municipalities to, when planning for the movement of people, make *public transit* the first priority for transportation *infrastructure* planning and major transportation investments.”
 93. Addition of Policy 5.6.5.2.5 as follows:
 94. “*Support* the coordination of inter-municipal and inter-regional transit *services*.”
 95. Addition of Policy 5.6.5.2.6 as follows:
“Direct the area municipalities to plan and design major transit station areas such that they provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”

96. Addition of Policy 5.6.5.2.12 as follows:
 “Direct the area municipalities to expand transit *services* to designated *intensification* areas and to areas that have achieved, or will achieve, *transit-supportive* residential and employment densities.”
97. Addition of Policy 5.6.5.2.17 as follows:
 “*Support* efforts by Metrolinx to implement a *GTHA*-wide integrated transit fare system.”
98. Addition of Policy 5.6.5.2.18 as follows:
 “Work with area municipalities to plan for and protect corridors and rights-of-way for transit to meet current and projected need. In so doing, encourage area municipalities to make optimum use of existing road *infrastructure* and minimize the need for road extensions, widenings and new roads. Work with area municipalities to develop a policy regarding the taking of land along *Regional* roads for transit purposes, for application only where deemed necessary.”
99. Addition of Policy 5.6.5.2.19 as follows:
 “*Support*, where appropriate, the use of innovative transit technologies by area municipalities, such as transit signal priority and the provision of real-time information to transit riders, and *support* the identification by area municipalities of transit priority zones where transit priority measures will be put in place.”
100. Addition of Policy 5.6.5.2.20 as follows:
 “Encourage the area municipalities and GO Transit to work with the health and human *services* sectors when developing transit *services*.”
101. Addition of Policy 5.6.5.2.21 as follows:
 “Encourage the area municipalities and GO Transit to provide transit vehicles that can efficiently and easily carry bicycles.”
102. Section 5.6.6 is amended as follows:
 “The Toronto Pearson International Airport, Canada’s busiest airport, is an important element in the *GTHA*’s transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the *GTHA*.”

The presence of the Toronto Pearson International Airport within *the Region of Peel* engenders both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of the Toronto Pearson International Airport in *Peel* and the *GTHA*, consideration should also be given to the potential increased significance of The Brampton Flying Club airport over the next 30 years.”

103. Objective 5.6.6.1.1 is amended by the deletion of the phrase “Lester B.” after the words “potential of” to be replaced by the word “Toronto”; the addition of the word “the” after the words “Airport and” and the deletion of the word “*GTA*” after the words “*Peel* and the” to be replaced by the word “*GTHA*”.
104. Policy 5.6.6.2.1 is amended by the deletion of the phrase “Lester B.” after the words “capacity of the” to be replaced by the word “Toronto” and the addition of the words “and Hamilton” after the words “Greater Toronto”.
105. Policy 5.6.6.2.3 is amended by the addition of the words “Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to” before the words “protect

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- the”; the addition of the words “long-term operational role of the” after the words “protect the”; deletion of the phrase “Lester B.” before the words “Pearson International” to be replaced by the word “Toronto”; deletion of the words “(L.B.P.I.A) Operating Area to ensure” after the words “International Airport” to be replaced by the words “by ensuring” and the addition of the words “and by discouraging land uses which may cause a potential aviation safety hazard” after the words “needs of residents”.
106. Policy 5.6.6.2.4 is amended by the deletion of the word “L.B.P.I.A.” after the words “schools in the” to be replaced by the words “Toronto Pearson International Airport” and the deletion of the letter “H” (H in quotation marks) after the words “on Schedule” to be replaced by the letter “H”.
107. Policy 5.6.6.2.6 is amended by deletion of the word “the” after the words “Policy 5.6.6.2.4 in” to be replaced by the word “their”; the deletion of the word “*plan*” after the words “*municipal official*” to be replaced by the word “*plans*”; the deletion of the phrase “, which may be considered for Malton, Meadowvale Village and East Credit,” before the words “within the” and the deletion of the word “L.B.P.I.A.” after the words “within the” to be replaced by the words “Toronto Pearson International Airport”;
- in section (i), the deletion of the number “35” after the words “above the” to be replaced with the number “30”;
 - section (iv) is relabelled as section (iii)
108. Section 5.6.7 is amended as follows:
 “The safe and efficient movement of goods is important to the regional economy, is an important factor in attracting and retaining a range of industries and businesses, and directly impacts the competitiveness of the businesses and the availability of high-quality jobs in *Peel*. The provision of integrated transportation networks (including road, rail, air, marine and pipeline networks) is needed to ensure that goods are transported in an efficient and timely manner. The goods movement system developed in *Peel* needs to be advanced in balance with the system requirements of the entire *GTHA*.”
109. Objective 5.6.7.1.1 is amended by the addition of the words “development of a” after the words “To facilitate the”; the addition of the word “goods” after the words “and efficient”; the deletion of the words “of goods” after the word “movement” to be replaced by the word “network” and the addition of the words “that *supports* the regional economy and that minimizes impact to the environment” after the words “neighbouring municipalities”.
110. Addition of Objective 5.6.7.1.2 as follows:
 “To optimize the use of existing goods movement *infrastructure* and capacity.”
111. Policy 5.6.7.2.1 is amended by the addition of the phrase “Metrolinx,” after the words “Work with”.
112. Policy 5.6.7.2.2 is amended by the addition of the phrase “a vision for goods movement in *Peel*, determine priorities, and implement” after the words “to develop”; the addition of the words “advancing a *sustainable*” after the words “plans for” and the addition of the word “system” after the words “goods movement”.
113. Policy 5.6.7.2.3 is amended by deleting the words “Initiate discussions with all” before the words “levels of” to be replaced by the words “Work with Metrolinx and other”; the deletion of the word “regarding” after the words “and agencies” to be replaced with the words “to develop and implement a multi-modal”; the addition of the phrase “for the *GTHA*,” after the words “transportation system” and the deletion of the words “funding and policy coordination” at the end of the policy to be replaced with the words “building on the strategic framework found in Schedule 6 from the Growth Plan for the Greater Golden Horseshoe”.

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114. Policy 5.6.7.2.4 is amended as follows:
 “Define a Strategic Goods Movement Network in *Peel*, in consultation with the Province, Metrolinx, the other regions in the *GTHA*, area municipalities and other public and private stakeholders. In so doing, undertake the following:
- a) Initiate the review and update of the existing transportation network to ensure the safe and efficient movement of goods throughout *Peel*. As a part of this effort, work with the Province, Metrolinx and the area municipalities to identify priority goods movement routes in *Peel*;
 - b) Acknowledge the importance of and proactively *support* inter-modal facilities, airports, rail corridors and terminals (and of linkages to these facilities) as key components of an efficient goods movement system;
 - c) Encourage the development of air, pipeline and marine transport for in *support* of the efficient movement of goods;
 - d) Investigate the feasibility of truck-only lanes on selected roads in *Peel*; and
 - e) Encourage the Province, in recognition of the role of the 400-series highways as vital transportation corridors for the movement of goods, to study and implement the following highway improvements:
 - Highway 401 – widening between Highway 403/410 and Trafalgar Road in Halton Region;
 - Highway 427 – extension beyond Major Mackenzie Drive; and
 - Highway 410 – widening between Highway 401 and Bovaird Drive and the completion of the Highway 410/Courtneypark Drive interchange; and
 - QEW – widening between Highway 427 and Trafalgar Road.”
115. Policy 5.6.7.2.5 is renumbered as Policy 5.6.7.2.6 and section (a) is amended by the addition of the phrase “Evaluating, prioritizing and” before the words “securing grade” and the deletion of the phrase “, where warranted,” after the words “*major roads*”.
116. Policy 5.6.7.2.6 is renumbered as Policy 5.6.7.2.8 and is amended by the deletion of the words “Pursue the acquisition” before the words “a comprehensive” to be replaced by the phrase “Work with Metrolinx, other levels of government, and the private sector to develop and implement” and the addition of the phrase “As a part of this, encourage the development and implementation of a goods movement origin-destination survey for the *GTHA* and an analysis of the cost of congestion to goods movement.” after the phrase “measurement purposes.”.
117. Policy 5.6.7.2.7 is renumbered as Policy 5.6.7.2.9 and is amended by the addition of the words “and improved efficiency” after the words “better coordination”.
118. Addition of Policy 5.6.7.2.5 as follows:
 “Work with the private and public sectors to plan for growth in goods movement activity. When doing so, first consider ways to optimize use of existing goods movement *infrastructure* and capacity.”
119. Addition of Policy 5.6.7.2.7 as follows:
 “Work with the railways, the trucking industry, the Greater Toronto Airports Authority and the area municipalities to improve access to freight terminals and to Toronto Pearson International Airport and its surrounding employment areas, to integrate these into surrounding land uses and to maximize their economic potential.”

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120. Addition of Policy 5.6.7.2.10 as follows:
"Support, and participate in, the efforts of Metrolinx to develop and implement a Goods Movement Strategy for the *GTHA*."
121. Addition of Policy 5.6.7.2.11 as follows:
"Promote improvements to, and the harmonization of, the goods movement policies of all levels of government (federal, provincial, regional and local)."
122. Addition of Policy 5.6.7.2.13 as follows:
"Work with Metrolinx and the area municipalities to develop and implement freight-supportive land use guidelines."
123. Addition of Policy 5.6.7.2.14 as follows:
"Work with Metrolinx, other Provincial agencies and the area municipalities to establish a system of logistics hubs in parallel with the establishment of the system of *mobility hubs* for passenger transportation envisioned in the Metrolinx Regional Transportation Plan."
124. Addition of Policy 5.6.7.2.15 as follows:
"Work with Metrolinx and the Ontario Ministry of Transportation to facilitate the efficient movement of goods by making goods movement the first priority of highway investment."
125. Addition of Policy 5.6.7.2.16 as follows:
"Work with Metrolinx and the Ontario Ministry of Transportation to develop a program of transportation supply and demand management measures to facilitate goods movement."
126. Section 5.6.8 is amended as follows:
"The transportation system interacts with, and impacts, the environment. The transportation sector accounts for approximately 25% of Canada's total greenhouse gas emissions, 59% of Canada's carbon monoxide emissions and 53% of Canada's nitrogen oxide emissions. Poor air quality has serious health, social, economic and environmental impacts.

Strong population and employment growth in *Peel* has led to a rapid increase in the number of vehicle trips made on the highways and roads in *the region*. The resultant traffic congestion, with its associated stops, starts and lower speeds, is a large contributor to increased levels of emissions. Additional impacts of the increase in number of vehicle trips include the increased emission of particulate matter, higher noise levels and adverse impact on water quality.

It is important to continue to recognize the impact of transportation on the environment so that any adverse impacts can be minimized. If the transportation sector is to contribute in a meaningful way to a reduction in environmental impact, measures to address transportation activity and behaviour (along with measures to improve vehicle technologies) must be considered."

127. Objective 5.6.8.1.1 is amended by the addition of the word "To" before the words "improve air".
128. Deletion of Objective 5.6.8.1.2.
129. Objective 5.6.8.1.3 is renumbered as Objective 5.6.8.1.2 and is amended by the addition of the word "To" before the words "promote a".
130. Policy 5.6.8.2.1 is amended by the deletion of the phrase "area, neighbouring *GTA* and Hamilton" after the words "Work with" to be replaced by the word "*GTHA*"; the addition of the phrase "Metrolinx," after the phrase "municipalities,"; the deletion of the words "the Province" before the words "and stakeholder" to be replaced by the words "and other Provincial agencies and ministries" and the addition of the words "and other modes of transportation" after the words "from automobiles".

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131. Policy 5.6.8.2.2 is amended by the addition of the phrase “Metrolinx, the” after the words “Work with”; the deletion of the word “of” after the words “the relationship” to be replaced by the word “between”; the deletion of the word “and” after the word “vehicles” to be replaced by a comma “,” and the addition of the words “and impacts on the natural environment” after the words “air pollution”.
132. Policy 5.6.8.2.3 is amended by the deletion of the word “Support” before the words “strategies intended” to be replaced by the word “Promote”; the deletion of the words “water pollution” after the words “and prevent” to be replaced by the words “impacts on the environment” and the addition of the phrase “, specific to water pollution, the” after the words “system and”.
133. Policy 5.6.8.2.4 is amended by the deletion of the word “and” after the words “Transportation Systems” to be replaced by a comma “,” and the addition of the words “and active transportation” after the words “public transit”.
134. Addition of Policy 5.6.8.2.5 as follows:
“Increase the number of hybrid and alternative fuel vehicles in *the Regional* fleet, thereby reducing both the amount of conventional fuel used and the emissions resulting from its use.”
135. Section 5.6.9 is amended as follows:
“Growth in population and employment in *Peel Region* has led, and will continue to lead, to increased travel demand. Until recently, it has been possible to meet much of the increasing travel demand through the construction of new roads and the widening of existing roads. Such “supply side” solutions, however, will not be enough in the future. Exclusive dependence on roads is neither *sustainable* nor desirable. It is necessary to also consider “demand side” solutions, such as *Transportation Demand Management (TDM)* measures. (*TDM* is actions or programs designed to improve the efficiency of the transportation system or to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and *services*.) While *TDM* alone cannot be expected to meet the future growth in demand, it is an important component of the range of solutions that will be needed to meet forecast travel demand.”
136. Objective 5.6.9.1.1 is amended by the addition of the word “To” before the words “reduce auto” and the deletion of the phrase “(e.g. *public transit, carpooling, vanpooling, bicycling* and walking)” after the words “*sustainable* modes” to be replaced by the words “of transportation”.
137. Objective 5.6.9.1.3 is amended by the addition of the word “To” before the words “maximize the” and the deletion of the phrase “by utilizing *transportation demand management, supply and transit strategies*” after the words “transportation system” to be replaced by the words “to move both people and goods”.
138. Policy 5.6.9.2.1 is amended as follows:
“Encourage area municipalities to:
a) Promote land uses and site design which foster the use of *sustainable* modes of transportation;
b) Promote *infrastructure* to encourage teleworking;
c) Promote a balance of jobs and housing in *communities* to reduce the need for long distance commuting; and
d) For new *development* in designated greenfield areas, create street configurations, densities and an urban form that *support* walking, cycling and the early integration and sustained viability of transit *services* and create high quality public open spaces with site design and urban design standards that *support* opportunities for transit, walking and cycling.”
139. Deletion of Policy 5.6.9.2.2

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140. Policy 5.6.9.2.3 is amended by the addition of the words “that place primary consideration on the reduction or elimination of trips and the increased use of *sustainable* modes of transportation and to develop programs” after the words “sectors to develop programs”; the addition of the words “these and other” after the words “for implementing” and the deletion of the phrase “including *carpooling*, *vanpooling* and ride share programs” after the words “management strategies”.
141. Policy 5.6.9.2.4 is amended by the addition of the phrase “, local Transportation Management Associations and school boards, *as appropriate*,” after the words “area municipalities”.
142. Policy 5.6.9.2.5 is renumbered as Policy 5.6.2.2 and is amended as follows:
“Work with the Province, Metrolinx, area municipalities and neighbouring municipalities to provide transportation systems which are safe, *sustainable*, energy efficient, facilitate the movement of people and goods, offer travellers a variety of mobility choices, that are appropriate to address projected needs and that encourage the most financially and environmentally appropriate mode for trip-making.”
143. Policy 5.6.9.2.6 is renumbered as Policy 5.6.9.2.5 and is amended by the deletion of the word “and” after the words “area municipalities” to be replaced by a comma “,”; the addition of the phrase “, school boards and the private sector” after the words “of government”; the addition of the words “and *support*” after the words “to develop”; the addition of the words “and marketing” after the word “outreach”; the deletion of the word “to” after the word “programs” to be replaced by the word “that”; the addition of the phrase “, such as active transportation and transit,” after the words “transportation alternatives” and the addition of the words “and to encourage increased use of these alternatives” after the words “travel behaviour”.
144. Policy 5.6.9.2.7 is renumbered as Policy 5.6.9.2.6 and is amended by the addition of the words “the development and implementation of” after the words “and *support*” and the addition of the words “strategies and programs” after the word “*TDM*”.
145. Deletion of Policy 5.6.9.2.8.
146. Policy 5.6.9.2.9 is renumbered as Policy 5.6.10.2.3.
147. Addition of Policy 5.6.9.2.2 as follows:
“Work with the Province, area municipalities and the private sector to plan and implement a network of *carpool* parking lots in *Peel Region*.”
148. Addition of Policy 5.6.9.2.7 as follows:
“Encourage area municipalities, local Transportation Management Associations and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of *sustainable* modes of transportation.”
149. Addition of Policy 5.6.9.2.8 as follows:
“Encourage area municipalities to update their parking and zoning by-laws to reduce parking requirements for new *developments*.”
150. Addition of Policy 5.6.9.2.9 as follows:
“Encourage parking operators at *mobility hubs*, major transit station areas and major commercial and employment areas to provide priority spaces for *carpool* and car-share vehicles.”
151. A new Section 5.6.10 Active Transportation is added to the Regional Official Plan as follows:
“The promotion of active transportation and the provision of *infrastructure* dedicated to it are core *transportation demand management* strategies. (Active transportation is any form of self-propelled transportation that uses human energy, such as walking and bicycling.) Multi-purpose trails and bicycle lanes are provided by the City of Brampton, the Town of

Caledon, the City of Mississauga and *the Region* and efforts are underway to expand the network of active transportation routes.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active transportation, in the form of walking, is a component of most trips made using transit. Increased reliance on active transportation, by itself or in combination with other *sustainable* modes, would therefore help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples' connection to their *communities*."

152. Addition of Objective 5.6.10.1.1 as follows:
 "To increase the share of trips made using active transportation."
153. Addition of Objective 5.6.10.1.2 as follows:
 "To work towards the development of a complete, safe and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of *Peel* residents."
154. Addition of Policy 5.6.10.2.1 as follows:
 "Work with Metrolinx, area municipalities and neighbouring municipalities to integrate pedestrian and bicycle networks into transportation planning to:
 a) Provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new *development*; and to
 b) Provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations."
155. Addition of Policy 5.6.10.2.2 as follows:
 "Work with Metrolinx, area municipalities, neighbouring municipalities and the private sector to develop and implement an Active Transportation Plan for *Peel* that builds on area municipal pedestrian and cycling plans."
156. Addition of Policy 5.6.10.2.4 as follows:
 "Encourage area municipalities to promote land uses which foster and *support* the use of active transportation."
157. Addition of Policy 5.6.10.2.5 as follows:
 "Work with the area municipalities to develop performance indicators for the implementation and usage of active transportation and use these indicators to monitor the impact and effectiveness of the active transportation plan."
158. Addition of Policy 5.6.10.2.6 as follows:
 "Work with school boards and the private sector to promote the use of active transportation by students and to *support* the Safe and Active Routes to School program."
159. Addition of Policy 5.6.10.2.7 as follows:
 "Encourage school boards to select school site locations, define catchment areas and design school campuses to maximize walking and bicycling as the primary means of travel to school."
160. A new Section 5.6.11 Accessible Transportation is added to the Regional Official Plan as follows:
 "The Accessibility for Ontarians with Disabilities Act and the Ontario Human Rights Code place considerable responsibility on municipalities to identify, remove and prevent barriers for persons with *disabilities* (including planning for and implementing improvements to transportation *services*). In *Peel Region*, a substantial amount of travel for persons with *disabilities* is provided by *community*-based agencies such as the Canadian Red Cross,

Alzheimer's Society and Canadian Cancer Society. *Peel Region's* TransHelp service offers a parallel *public transit* service for persons who, due to functional mobility problems, cannot use conventional transit services. Additionally, the *Region's* Accessible Transportation Coordination Office helps provide transportation for persons or trip purposes not served by TransHelp. Additionally, the Brampton Transit and Mississauga Transit fleets include a growing number of accessible low floor buses.

The demand for transportation for persons with *disabilities* in *Peel* is forecast to grow at a high rate as the population both increases and ages (the incidence of *disability* increases significantly with age). At present approximately 8% of *Peel's* population is age 65 or older. By 2021 this segment is forecast to be approximately 15%. The estimated demand for specialized transit trips in *Peel* is forecast to roughly double (from approximately 525,000 to 1,020,000) between 2001 and 2021."

161. Addition of Policy 5.6.11.2.2 as follows:
 "Work with the Province, Metrolinx, Local Health Integration Networks, human services agencies and transit providers to coordinate and facilitate inter-regional transportation for persons with *disabilities*."
162. Addition of Policy 5.6.11.2.3 as follows:
 "Support the coordination of eligibility criteria between and among all providers of transportation services for persons with *disabilities*."
163. Addition of Policy 5.6.11.2.7 as follows:
 "Develop and implement programs and services that meet the transportation needs of persons with *disabilities* who do not qualify for TransHelp."
164. Addition of Policy 5.6.11.2.8 as follows:
 "Support efforts to educate the general public about the transportation needs and issues of persons with *disabilities* through collaboration with such groups as Local Health Integration Networks, accessible taxi service providers and colleges and universities."
165. Addition of Policy 5.6.11.2.9 as follows:
 "Work with the area municipalities, transit providers and the private sector to provide and maintain a built environment that supports trips made using accessible transportation services (such as through the provision of curb cuts and accessible entrances to buildings)."
166. Addition of Policy 5.6.11.2.10 as follows:
 "Work with the Province, Metrolinx and other appropriate agencies to identify and secure sustainable, predictable funding to support the provision of transportation for persons with *disabilities*."
167. Addition of Policy 5.6.11.2.11 as follows:
 "Work with Metrolinx on matters related to universal access and to develop region-wide and local implementation strategies to improve specialized transit coordination and delivery."
168. Policy 6.2.2.11 is renumbered as Policy 5.6.11.2.5.
169. Policy 6.2.2.12 is renumbered as Policy 5.6.11.2.1 and is amended by the addition of the phrase ", the Accessible Transportation Coordination Office" after the words "among TransHelp" and the addition of the phrase ", integrated and equitable" after the words "a collaborative".
170. Policy 6.2.2.13 is renumbered as Policy 5.6.11.2.6.
171. Policy 6.2.2.14 is renumbered as Policy 5.6.11.2.4 and is amended by the addition of the words "and the Accessibility for Ontarians with Disabilities Act" after the words "Disabilities Act".

Appendix I

Peel Region Official Plan Review (PROPR) – Regional Official Plan Amendment – Transportation Policies
February 24, 2009

172. Policy 6.2.2.15 is renumbered as Policy 6.2.2.11.
173. Policy 6.2.2.16 is renumbered as Policy 6.2.2.12.
174. Policy 6.2.2.17 is renumbered as Policy 6.2.2.13.
175. Policy 6.2.2.18 is renumbered as Policy 6.2.2.14.
176. Policy 6.2.2.19 is renumbered as Policy 6.2.2.15.
177. Policy 6.2.2.20 is renumbered as Policy 6.2.2.16.
178. Policy 6.2.2.21 is renumbered as Policy 6.2.2.17.
179. Policy 6.2.2.22 is renumbered as Policy 6.2.2.18.
180. Policy 6.2.2.23 is renumbered as Policy 6.2.2.19.
181. Policy 6.2.2.24 is renumbered as Policy 6.2.2.20.
182. Policy 6.2.2.25 is renumbered as Policy 6.2.2.21.
183. Policy 6.2.2.26 is renumbered as Policy 6.2.2.22.
184. Policy 6.2.2.27 is renumbered as Policy 6.2.2.23.
185. Objective 7.6.1.1 is numbered as Objective 7.6.1.1 (it was not numbered in the ROP).
186. Deletion of Policy 7.6.2.16
187. Policy 7.6.2.17 is renumbered as Policy 7.6.2.16.
188. Policy 7.6.2.18 is renumbered as Policy 7.6.2.17.
189. Policy 7.6.2.19 is renumbered as Policy 7.6.2.18.
190. Policy 7.6.2.20 is renumbered as Policy 7.6.2.19.
191. Policy 7.7.2.4 is amended by the deletion of the words "unique conditions" after the words "necessitated by" to be replaced by the phrase "site conditions such as the character, natural features and configuration of the site or where shown in a completed environmental assessment"
192. Policy 7.7.2.7 is amended by the addition of the phrase "A reduction in right-of-way widths consistent with this policy will not require the approval of *Regional Council*." after the phrase "are not compromised."
193. The Glossary is amended by adding the following new definitions:

Greater Toronto and Hamilton Area (GTHA): the area comprised of the Regions of Peel, Durham, Halton and York, the City of Hamilton and the City of Toronto.

Mobility Hub: Major transit station areas, as defined in the Growth Plan for the Greater Golden Horseshoe and identified in the Metrolinx Regional Transportation Plan, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station.