

APPENDIX I

August 17, 2005

TRANSPORTATION PLANNING

**REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**



Regional Official Plan Strategic Update

Proposed Regional Official Plan Amendment 16

Transportation Network and Policies

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**



THE CONSTITUTIONAL STATEMENT

August, 2005

Part A, The Preamble does not constitute part of this Amendment.

Part B, The Amendment, consisting of 118 items amending the text and 4 items amending the schedules of the Official Plan for Peel Region 1996, constitutes Amendment 16 to the Official Plan for Peel Region.

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

ROPA 16
AMENDMENT TO TRANSPORTATION POLICIES IN THE OFFICIAL PLAN

PART A – THE PREAMBLE

1. Purpose of the Amendment

In response to the rapid growth of the Region, it is the purpose of the Amendment to update the transportation network and policies in the Region of Peel Official Plan to guide the development of a safe, convenient and efficient transportation system in Peel.

2. Location

This Amendment applies throughout the Regional Municipality of Peel.

3. Basis

Regional Council adopted the Regional Official Plan (ROP) on July 11, 1996 through By-law 54-96. The ROP is a key strategic planning document of the Regional Municipality of Peel, covering all aspects of Regional operations and planning.

The Planning Act requires that, not less frequently than five years, Council must hold a public meeting to consider the need for a revision to the Official Plan.

During the special Council Meeting held on March 21, 2002, it was determined that the ROP will be reviewed through four focus areas – one of which was Transportation.

Transportation policies occur in Sections 5.3 (Urban System), 5.6 (Transportation System in Peel), Schedules E (Major Road Network), F (Regional Road Right-Of-Way Requirements), G (High Order Transit Network) and Figure 5 (High Occupancy Vehicle Network) of the ROP.

The driving forces behind the need to amend the transportation network and policies in the ROP are:

- Continued rapid growth in travel demand to, from, within and through Peel Region - driven by continued growth in population and employment in Peel and the Greater Toronto Area (GTA);
- Growing auto dependency, road congestion and travel delays;
- Limited opportunities for improving the capacity of existing roads and building new ones;
- Changing travel patterns (growing inter-regional and inter-municipal trips);

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- Growing concerns related to transportation impacts on air quality, health, climate change and use of fossil fuels;
- The need to provide travel options (e.g., transit) to meet diverse needs and to make transportation more sustainable and the lack of adequate, predictable, sustained funding to provide such options;
- Growing demand for transportation services for persons with disabilities; and
- Rapid growth in goods movement; increased dependence on trucks and the need to provide for efficient goods movement to preserve and enhance economic vitality of the Region.

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached policy, glossary and schedules constitute Amendment ROPA 16 to the Region of Peel Official Plan, 1996.

1. Addition of Objective 5.3.1.9 as follows:
“Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment and industrial uses, where feasible.”
2. Policy 5.3.2.3 is amended by the addition of the words “facilities and” before the word “services” and the deletion of the words “generally accommodate” after “*infrastructure* and” to be replaced by the word “encourage”.
3. Policy 5.3.2.6 is amended by the deletion of the word “direct” at the beginning of the sentence to be replaced by the word “encourage”.
Policy 5.3.2.6 (b) is amended by the deletion of the phrase “particularly by addressing appropriate residential densities” at the end of the sentence.
Policy 5.3.2.6 (c) is amended by the addition of the phrase “transit-supportive” after the word “provide”.
4. Addition of Policy 5.3.2.8 as follows:
“Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.”
5. Policy 5.3.3.2.4 is amended by the deletion of the word “direct” at the beginning of the sentence to be replaced by the word “encourage”.
6. The first sentence of the first paragraph of Section 5.6 is amended by the addition of the words “and Hamilton” after the words “in the GTA”.
7. The last sentence of the first paragraph is amended by adding the phrase “and TransHelp (the specialized transportation services for persons with disabilities)” after the words “identified on Schedule F”.
8. Objective 5.6.1.1 is amended by the addition of the word “safe” after the words “to achieve”; the addition of the phrase “*support* the same within” after the words

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- “*the Region* and”; and the addition of the phrase “and Hamilton in cooperation with area municipalities, the Province, the Federal government and the private sector” after the words “the *GTA*”.
9. Deletion of Objective 5.6.1.2
 10. Addition of Objective 5.6.1.2 as follows:
“Develop and promote an efficient and effective integrated transportation system.”
 11. Deletion of Objective 5.6.1.3
 12. Addition of Objective 5.6.1.3 as follows:
“*Support* the provision of improved transportation mobility to all residents, employees and visitors.”
 13. Deletion of Objective 5.6.1.5
 14. Addition of Objective 5.6.1.5 as follows:
“Maximize the use of the *Region’s* transportation infrastructure and *services*.”
 15. Deletion of Objective 5.6.1.6
 16. Addition of Objective 5.6.1.6 as follows:
“Promote and encourage all *sustainable* modes of transportation to provide mobility and choice.”
 17. Deletion of Objective 5.6.1.7
 18. Addition of Objective 5.6.1.7 as follows:
“Minimize adverse environmental impacts caused by transportation.”
 19. Deletion of Objective 5.6.1.8
 20. Addition of Objective 5.6.1.8 as follows:
“*Support* a transportation system that enhances economic growth in the *Region*.”
 21. Addition of Objective 5.6.1.9 as follows:
“Ensure Regional transportation infrastructure is *sustainable* and that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.”
 22. Deletion of Policy 5.6.2.5
 23. Policy 5.6.2.6 is amended by the addition of the words “and Hamilton” after the phrase “*GTA*”.
 24. Policy 5.6.2.8 is renumbered as Policy 5.6.2.5 and amended as follows:
“Work with area municipalities, neighbouring municipalities, other levels of government and non-governmental agencies to implement *Transportation Demand Management* programs.”
 25. Policy 5.6.2.9 is amended by the deletion of the words “or route” after the words “a *bicycle route*”.
 26. Policy 5.6.2.10 is renumbered as Policy 5.6.2.8 and amended by the deletion of the word “appropriate” after the words “develop an” and the addition of the words “and Hamilton” after the phrase “*GTA*”.
 27. Policy 5.6.2.11 is renumbered as Policy 5.6.2.10 and amended by the deletion of the phrase “establish a planned transportation network which considers and coordinates the” after the word “to” to be replaced by the words “ensure that”; deletion of the word “that” after the word “boundaries”; addition of the word “the”

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- after the word “accommodate”; deletion of the word “traffic” after the phrase “cross-boundary” to be replaced by the phrase “movement of people and goods”; and the deletion of the last sentence “This includes the recommendations of the York/Peel Boundary Study, which is intended to be implemented by official plan amendment.”
28. Addition of Policy 5.6.2.11 as follows:
“Maximize capacity of the transportation system by focusing on moving people and goods.”
29. Addition of Policy 5.6.2.12 as follows:
“Examine the feasibility of using hydro corridors as future transportation rights-of-way.”
30. Addition of Policy 5.6.2.13 as follows:
“Develop and utilize asset management systems and practices including regular inspections, testing and condition surveys to accurately and effectively assess, plan and budget for necessary road rehabilitation works”.
31. The title of Section 5.6.3 is amended to “The Provincial Freeway Network”
Section 5.6.3 is amended as follows:
“The Provincial Freeway Network provides for inter-regional travel and is comprised of controlled access freeways (the QEW, 400-series highways and the privately-owned 407 Express Toll Route). Continuing improvement of the Provincial Freeway Network, and the integration of Provincial Freeways with other roads in *Peel* and neighbouring municipalities is essential for the effective and efficient movement of people and goods within and through *Peel* and the *GTA* and *Hamilton* in the future.”
32. Objective 5.6.3.1 is amended by the addition of the word “for” after the words “To advocate”, the addition of the phrase “an adequate” after the words “maintenance of” and the deletion of the word “Highway” after the word “Provincial” to be replaced by the word “Freeway”.
33. Policy 5.6.3.2.1 is amended by the deletion of the phrase “Request the Ministry of Transportation of Ontario” at the beginning of the sentence to be replaced by the phrase “Encourage the Province” and the deletion of the word “Highway” after the word “Provincial” to be replaced by the word “Freeway”.
34. Policy 5.6.3.2.2 is amended by:
- the addition of the phrase “Encourage and” at the beginning of the policy;
- the deletion of sections (b) and (g);
- section (d) is relabeled as (a);
- section (c) is relabeled as (b) and amended by the deletion of the words “the investigation and provision of *HOV* or reserve bus lanes on” at the beginning of the sentence to be replaced by the words “the widening of”;
- section (e) is relabeled as (c) and amended by the deletion of the words “to 12 lanes” after the word “widening”; addition of the number “403/” after the word “Highway” and the deletion of the phrase “Erin Mills Parkway and to 10 lanes between Erin Mills Parkway and Winston Churchill Boulevard” at the end of sentence to be replaced by the words “Ninth Line”

TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES

- addition of section (d) as follows: “the extension of Highway 427 to an interim terminus south of the Greenbelt initially, and a further future extension to Highway 9 and beyond”;
 - section (f) is relabeled as (e) and amended by the addition of the word “the” at the beginning of the sentence; the deletion of the word “and” after the phrase “Niagara Escarpment Plan” and the deletion of the words “and Caledon Community Resource Study (CCDRS) where applicable” at the end of the sentence;
 - section (h) is relabeled as (f);
 - addition of section (g) as follows: “the widening of Highway 407 ETR between Highway 427 and Highway 410”.
35. Deletion of Policy 5.6.3.2.3
36. Addition of Policy 5.6.3.2.3 as follows:
“Encourage the study and protection of a north-south transportation corridor and related Bram West Parkway facility along the boundary of Brampton and Halton Hills, until such time as the need for and long term role of one or both of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment studies.”
37. Addition of Policy 5.6.3.2.4 as follows:
“Work with the Ontario Ministry of Transportation, Region of York, City of Brampton, City of Vaughan and Town of Caledon to identify a future East-West arterial connection to Highway 427 extension in the vicinity of Mayfield Road.”
38. Addition of Policy 5.6.3.2.5 as follows:
“Work cooperatively with the Province and other *GTA* and Golden Horseshoe municipalities in planning and implementing freeway and higher order transit improvements to be identified in the Growth Plan in the Greater Golden Horseshoe (e.g. East-West Transportation Corridor).”
39. Addition of Policy 5.6.3.2.6 as follows:
“Encourage the Ontario Ministry of Transportation and 407 ETR to develop and enhance *carpool* lots at interchanges along major freeways and highways.”
40. Addition of Policy 5.6.3.2.7 as follows:
“Encourage the Ontario Ministry of Transportation to develop and implement a *GTA High Occupancy Vehicle (HOV)* network plan, in cooperation with regional and local municipalities.”
41. Section 5.6.4 is amended by the deletion of the phrase “with the exception of freeways and tollways” after the words “Road Network in *Peel*”; the addition of the phrase “(Highways 9 and 10 in Caledon)” after the words “Province of Ontario”; the deletion of the word “a” after the word “provide”; and the deletion of the phrase “inter-municipal” after the words “*transportation capacity*”.
42. Objective 5.6.4.1.1 is amended as follows:
“To work with area municipalities and the Ontario Ministry of Transportation to provide, maintain and operate a Major Road Network to facilitate the safe, efficient and reliable movement of people and goods.”

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

43. Policy 5.6.4.2.1 is amended by the deletion of the word “Ensure” at the beginning of the sentence to be replaced by the word “*Support*”.
44. Deletion of Policy 5.6.4.2.2
45. Addition of Policy 5.6.4.2.2 as follows:
“Monitor the efficiency and effectiveness of the Regional transportation system on a regular basis.”
46. Policy 5.6.4.2.3 is amended by the deletion of the word “Locate” before the words “where possible” to be replaced by the phrase “Encourage the location”, the addition of the word “of” after the words “where possible” and the deletion of the word “*expressways*” after the words “*major roads*”.
47. Policy 5.6.4.2.4 is amended by the addition of the phrase “, where possible,” after the words “Ensure that”.
48. Policy 5.6.4.2.6 is amended by the deletion of the second paragraph to be replaced by the following sentences “Protect additional rights-of-way where necessary to provide for turning lanes or transit related improvements at the intersection of all designated rights-of-way. The wider rights-of-way at either side of the intersection shall be within 350 metres (1150 feet) of an intersection”.
49. Policy 5.6.4.2.7 is amended by the addition of the following second paragraph:
“Within urban areas consideration will be given when planning and constructing Regional roads to provide and accommodate an urban arterial cross section and *the Region* will continue to support the area municipalities in the provision of sidewalks, lighting, bus bays/shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses.”
50. Policy 5.6.4.2.11 is amended by the addition of the words “safety and” after the word “traffic” and the addition of a comma “,” after the words “carrying capacity”.
51. Policy 5.6.4.2.12 is amended by the deletion of the word “mitigating” after the words “appropriate noise” to be replaced by the word “mitigation” and the deletion of the word “appropriate” after the words “provision of”.
52. Deletion of Policy 5.6.4.2.14
53. Addition of Policy 5.6.4.2.14 as follows:
“Promote the use of innovative technologies (e.g. Intelligent Transportation Systems) to improve the efficiency, reliability and safety of the Regional transportation system.”
54. Policy 5.6.4.2.15 is amended by the deletion of the words “integrate the” after the words “municipalities to” to be replaced by the phrase “study the feasibility of developing a”; and deletion of the phrase “shown on Figure 5 in the Appendix with neighbouring municipalities” at the end of the sentence.
55. Policy 5.6.4.2.16 is amended as follows:
“Encourage the area municipalities to identify and integrate a network of multi-purpose pedestrian/*bicycle routes*. Where necessary, such routes may be considered along Regional roads where they would provide essential linkages to the local multi-purpose route network.”
56. Deletion of Policy 5.6.4.2.17

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

57. Policy 5.6.4.2.19 is renumbered as Policy 5.6.4.2.17 and amended by the deletion of the phrase “Conceptual Corridors” after the word “Identify” to be replaced by the phrase “Future Major Road”.
58. Policy 5.6.4.2.18 is amended by the deletion of the words “the need and demand for” after the word “Study”.
59. The first paragraph of Section 5.6.5 is amended by the addition of the sentence “In addition to accessible buses provided by Mississauga Transit and Brampton Transit; *the Region’s* specialized transit service, TransHelp, provides transportation service for persons with disabilities living in *Peel Region*.” after the word “system.” in the second sentence
The last sentence of the first paragraph is amended as follows:
“In the future, it is anticipated that both inter- and intra-regional transit *services* will operate on 400-series freeways and *major roads* with transit supportive measures including *High Occupancy Vehicle (HOV)* lanes, signal pre-emption, bus by-pass lanes, etc. on *reserved bus lanes* and on *transitways*.” after the phrase “living in *Peel Region*.”
The second paragraph of Section 5.6.5 is amended by the addition of the phrase “other alternative modes of transportation including” after the words “accommodated by”; addition of the words “of automobile use” after the words “reduce the growth”; and the deletion of the third and fourth sentences.
Addition of a third paragraph to Section 5.6.5 as follows:
“To reduce auto-dependency and fossil fuel energy use, continued enhancements on public transit are needed. Integration and improvements to convenient transit services in Peel and surrounding regions should be encouraged.”
The fourth paragraph of the introduction of Section 5.6.5 is amended as follows:
“To meet the demand for transit travel that crosses Peel’s local and regional municipal boundaries, effective coordination in planning and implementation by all levels of government is encouraged”.
60. Objective 5.6.5.1.3 is amended by the deletion of the phrase “greater *public transit* accessibility” to be replaced by the phrase “the provision of improved transit service” and addition of the phrase “and the surrounding employment area” after the word “Airport”.
61. Objective 5.6.5.1.4 is amended by the deletion of the word “*bus*” after the word “*major*” and the addition of the phrase “and at designated nodes such as transit terminals, centres and GO stations” after the words “*transit corridors*”.
62. Addition of Objective 5.6.5.1.5 as follows:
“To *support development* of inter-modal facilities and encourage connections between different transit services.”
63. Addition of Objective of 5.6.5.1.6 as follows:
“To provide adequate transportation services for persons with disabilities.”
64. Policy 5.6.5.2.1 is amended by the deletion of the phrase “of the *High Order Transit Network*” after the word “implementation” to be replaced by the phrase “and protection of *major transit corridors*”, the addition of the phrase “as well as

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- those additional higher order or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities.” after “Schedule G” in the first sentence and the deletion of the phrase “the *High Order Transit network*” after the words “changes to” to be replaced by the phrase “*major transit corridors*”.
65. Deletion of Policy 5.6.5.2.2
66. Deletion of Policy 5.6.5.2.3
67. Addition of Policy 5.6.5.2.2 as follows:
“Encourage local transit and GO commuter bus and rail services to coordinate connections to ensure maximum efficiency.”
68. Addition of Policy 5.6.5.2.3 as follows:
“Encourage transit supportive measures on major roads and highway corridors in Peel through the use of *HOV* lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.”
69. Policy 5.6.5.2.4 is amended as follows:
- “Encourage the Province to take a leadership role in planning, funding and the implementation of a GTA-wide Bus Rapid Transit (BRT) network, and in particular:”
- addition of section (a) as follows: “to expedite the construction of the Highway 403-Eglinton Bus Rapid Transit facility; and”
- addition of section (b) as follows: “to expedite the planning and construction of the portion of the Highway 407 Transitway between Highway 403 and Highway 427.
70. Policy 5.6.5.2.5 is amended by:
- the deletion of the word “Request” to be replaced by the word “Encourage” at the beginning of the policy;
- the deletion of the words “services through and to” after the words “*rail and bus*” to be replaced by the words “services in *Peel*”;
- addition of section (c) as follows: “to provide new *GO commuter rail* service to Bolton as soon as possible;”;
- section (c) is renamed as (d);
- section (d) is renamed as (e) and amended as follows:
“to provide increased inter-municipal/inter-regional express *GO bus* service in corridors where there is sufficient demand; and”;
- addition of section (f) as follows: “to improve connections between *GO commuter rail* service and Toronto’s Bloor Subway line”.
71. Policy 5.6.5.2.6 is amended as follows:
“Work with other levels of government to investigate the feasibility of using existing underused and abandoned rail lines for future passenger service.”
72. Deletion of Policy 5.6.5.2.7
73. Addition of Policy 5.6.5.2.7 as follows:
“Encourage the intensification of residential and non-residential *development* at nodes and along corridors to *support* a higher level of transit service and other *sustainable* modes.”

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

74. Policy 5.6.5.2.8 is amended by the deletion of the word “Participate” at the beginning of the sentence, to be replaced by the word “Work”.
75. Policy 5.6.5.2.10 is amended by the addition of the phrase “GTA” after the words “coordination of” and the deletion of the phrase “especially at transfer points, within Peel with *services* in neighbouring municipalities and with GO Transit.” after the words “transit *services*,” to be replaced by the phrase “with a view to improving the attractiveness of transit.”
76. Policy 5.6.5.2.13 is amended as follows:
“*Support* the integration of transit connections and improve transit access to the Lester B. Pearson International Airport and the surrounding employment area.”
77. Deletion of Policy 5.6.5.2.14
78. Policy 5.6.5.2.15 is renumbered as Policy 5.6.5.2.14
79. Deletion of Policy 5.6.5.2.16

80. Policy 5.6.6.2.1 is amended by the deletion of the period after “Airport” in the first sentence.

81. The first paragraph in Section 5.6.7 is amended as follows:
“The safe and efficient movement of goods is an important component of a regional economy in attracting and retaining a range of industries and businesses. An efficient goods movement system is needed for the competitiveness of Peel’s businesses and to allow Peel’s goods to reach customers at relatively low cost. Businesses need to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks, including freight, rail, air, marine and pipeline. These transportation networks are vital to Peel Region’s economy.”
82. Policy 5.6.7.2.1 is amended by the deletion of the phrase “minimize the risks and help ensure” after the words “sector to” to be replaced by the phrase “develop a comprehensive, integrated and effective multimodal goods movement system that encourages”; and the deletion of the words “either rail or road” after the words “goods by” to be replaced by the words “road, rail or air”.
83. Deletion of Policy 5.6.7.2.3
84. Deletion of Policy 5.6.7.2.4
85. Deletion of Policy 5.6.7.2.5
86. Deletion of Policy 5.6.7.2.6
87. Deletion of Policy 5.6.7.2.7
88. Addition of Policy 5.6.7.2.2 as follows:
“Establish strong partnerships with public and private stakeholders to develop action plans for goods movement in Peel.”
89. Addition of Policy 5.6.7.2.3 as follows:
“Initiate discussions with all levels of government and agencies regarding goods movement transportation system funding and policy coordination.”
90. Addition of Policy 5.6.7.2.4 as follows:

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- “Define a Strategic Goods Movement Network in Peel, in consultation with the Ontario Ministry of Transportation, area municipalities and other public and private stakeholders.”
- a) Initiate the review and update of the existing traffic corridor network to ensure the safe and efficient movement of goods throughout *Peel*.
 - b) Advocate the importance of rail corridors and terminals as key components of an efficient goods movement system.
 - c) Recognize the importance of air, pipeline and marine transport for the efficient movement of goods.”
91. Policy 5.6.7.2.2 is renumbered as Policy 5.6.7.2.5
- section (a) is deleted;
- section (b) is renamed as (a) and amended by the replacement of the phrase “the Canadian Transportation Agency” with “Transport Canada”;
- section (c) is renamed as (b) and amended by the replacement of the phrase “land uses” with “development”.
92. Addition of Policy 5.6.7.2.6 as follows:
“Pursue the acquisition of a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes.”
93. Addition of Policy 5.6.7.2.7 as follows:
“Encourage better coordination of truck-rail operations for the movement of goods.”
94. A new Section 5.6.8 Environmental Impact is added to the Regional Official Plan as follows:
“The transportation system interacts with and impacts the environment. The transportation sector is a leading contributor of greenhouse gas (GHG) production, accounting for about one-quarter of all GHG emissions in Canada. With continuous growth in employment and population in the Region and the reliance on automobile as a major mode of transportation, there will be more vehicles on the roads and greater demand to build and widen more roadways to accommodate the increasing traffic. The growth of vehicular trips translate into an increase in air pollution caused by vehicle emissions, higher noise levels with more cars and trucks on the roads and an adverse impact on water quality due to road construction activity, transportation structures (e.g. bridges and culverts) and the release of toxic substances.
- Therefore it is important to continue to recognize the impact of transportation on the natural environment so that any adverse impacts caused by the transportation system can be minimized.”
95. Addition of Objective 5.6.8.1.1 as follows:
“Improve air quality and reduce greenhouse gas emissions produced by vehicles using *Peel’s* transportation system.”
96. Addition of Objective 5.6.8.1.2 as follows:

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- “Minimize the transportation infrastructure’s impact on the natural environment.”
97. Addition of Objective 5.6.8.1.3 as follows:
“Promote a transportation system that encourages energy conservation.”
98. Addition of Policy 5.6.8.2.1 as follows:
“Work with area, neighbouring GTA and Hamilton municipalities, the Province and stakeholder groups to minimize traffic congestion, air pollution and noise pollution from automobiles.”
99. Addition of Policy 5.6.8.2.2 as follows:
“Work with area municipalities, school boards, transit providers and non-profit organizations, to educate the public, through new initiatives, on the relationship of vehicles and air pollution.”
100. Addition of Policy 5.6.8.2.3 as follows:
“*Support* strategies intended to reduce and prevent water pollution through appropriate design of the transportation system and treatment of urban runoff.”
101. Addition of Policy 5.6.8.2.4 as follows:
“Encourage efficient fuel use and conservation by promoting *Transportation Demand Management* programs, linked trips, the use of Intelligent Transportation Systems and public transit.”
102. A new Section 5.6.9 Transportation Demand Management is added to the Regional Official Plan as follows:
“Recent travel trends in *Peel Region* indicate that the *Region* is becoming increasingly auto dependent – both transit share and average auto occupancy are declining, while the share of single occupant vehicle trips are increasing. Coupled with growth in population and employment, these trends are leading to increasing congestion, longer average travel times, environmental and health concerns.
Another related concern is the lack of convenient travel options for the diverse needs of *Peel* residents and employers. Until now, it has been possible to meet the increasing travel demand through new roads and road widenings. However, such “supply side” solutions will not be enough in the future. Exclusive dependence on roads is neither sustainable nor desirable. It is necessary to look at the demand side also, through *Transportation Demand Management (TDM)* measures. While *TDM* alone cannot be expected to meet the future growth in demand, it is an important component among a range of solutions to meet forecast travel demand.”
103. Addition of Objective 5.6.9.1.1 as follows:
“Reduce auto dependency by promoting sustainable modes (e.g. *public transit, carpooling, vanpooling, bicycling and walking*).”
104. Addition of Objective 5.6.9.1.2 as follows:
“To provide a range of transportation services to meet the diverse needs of the population.”
105. Addition of Objective 5.6.9.1.3 as follows:

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- “Maximize the capacity of the transportation system by utilizing transportation demand, supply and transit strategies.”
106. Addition of Policy 5.6.9.2.1 as follows:
“Encourage area municipalities to promote land uses and site design in the Region which foster the use of alternative modes of transportation, including transit, *vanpooling*, *carpooling* and active transportation (such as walking and bicycling), as well as infrastructure to encourage teleworking.”
107. Addition of Policy 5.6.9.2.2 as follows:
“Provide regional *carpool* parking lots and encourage the Province and area municipalities to also provide *carpool* parking lots.”
108. Addition of Policy 5.6.9.2.3 as follows:
“Work with all levels of public and private sector to develop programs for implementing *travel demand management* strategies including *carpooling*, *vanpooling* and ride-share programs.”
109. Addition of Policy 5.6.9.2.4 as follows:
“Work with area municipalities to evaluate and measure the progress of *TDM* programs and to develop new innovative strategies and initiatives.”
110. Addition of Policy 5.6.9.2.5 as follows:
“Work with all levels of the public and private sector to promote a safe and *sustainable* transportation system that offers travellers a variety of mobility choices and increases the efficiency of the existing transportation system.”
111. Addition of Policy 5.6.9.2.6 as follows:
“Work with area municipalities and other levels of government to develop outreach programs to promote *sustainable* transportation alternatives to affect changes in peoples’ travel behaviour patterns.”
112. Addition of Policy 5.6.9.2.7 as follows:
“Work with area municipalities to promote and support *TDM* within the regional and area municipal governments.”
113. Addition of Policy 5.6.9.2.8 as follows:
“Work with area municipalities, neighbouring municipalities and the Ontario Ministry of Transportation to develop a more efficient roadway infrastructure use through *TDM* measures such as the implementation of *High Occupancy Vehicle (HOV)* lanes.”
114. Addition of Policy 5.6.9.2.9 as follows:
“Support the use of Regional roads and other Regional land as part of a safe and efficient multi-purpose trail network.”

Glossary

115. The deletion of the term “*Expressway*” to be replaced by the term “*Freeway*”. The word “network” has been deleted from the definition following the word “road”.
116. The deletion of the term “*High Order Transit*”.
117. The deletion of the term “*Major bus corridor*” to be replaced by the term “*Major transit corridor*”.

**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

118. The deletion of the term "*Travel demand management*" to be replaced by the term "*Transportation Demand Management*".

Schedules and Figures

119. Deletion of Figure 5 "High Occupancy Vehicle Network 2021"
120. Schedule E "Major Road Network" is amended by:
- deleting "Conceptual Corridor" in the legend to be replaced by "Future Major Road"
 - addition of "Conceptual North-South Corridor/Bramwest Parkway Study Area"
 - addition of "Conceptual North-South Corridor/Bramwest Parkway Study Area shown in Halton Region does not form part of this Plan"
 - addition of a note "East-West connections to Highway 427 to be determined through future studies and Official Plan Amendment."
 - deletion of a segment of the east end of Caledon/East Garafraxa Townline from the Major Road Network
 - addition of Orangeville South Arterial Road
 - deletion of segments of Bovaird Drive and Winston Churchill Blvd. in Halton Region (west of Peel-Halton boundary) from the Major Road Network
 - minor realignment of Highway 410 freeway extension
 - deletion of north-south conceptual corridor in Western Brampton
 - addition of Chinguacousy Road from Bovaird to Mayfield to the Major Road Network
 - extension of Coleraine Drive northwards to King Street as a Major Road
 - deletion of conceptual corridor running north from Highway 50/Castlemore Drive
 - change in designation of Albion-Vaughan Line from Mayfield Road northwards to King from Conceptual Corridor to Major Road
 - extension of Highway 427 freeway extension northwards in two split directions
 - extension of Humberwest Parkway northwards as a Major Road
 - addition of Ninth Line from Dundas to Eglinton to the Major Road Network
 - minor realignment of a north-south Mississauga Major Road west of the Airport
121. Schedule F "Regional Road Right-of-Way Requirements" is amended by:
- addition of a note "Protect wider Rights-of-Way, where necessary, at intersections."
 - deletion of segment (36m) of Winston Churchill Blvd. in Halton Region (west of Peel-Halton boundary) from the Major Road Network
 - modifying Winston Churchill Blvd. from Mayfield to Bovaird, from 30m to 36m
 - modifying Kennedy Rd. from Bovaird to Vodden, from 30m to 36m
 - deleting the 36/45m category and moving the following segments to 36m category:
 - Winston Churchill Blvd. from North Sheridan Way to Bromsgrove
 - Cawthra Rd. from Burnhamthorpe to Silvercreek
 - Cawthra Rd. from Queenway to QEW
 - Steeles Ave. from Mavis to Hwy.50

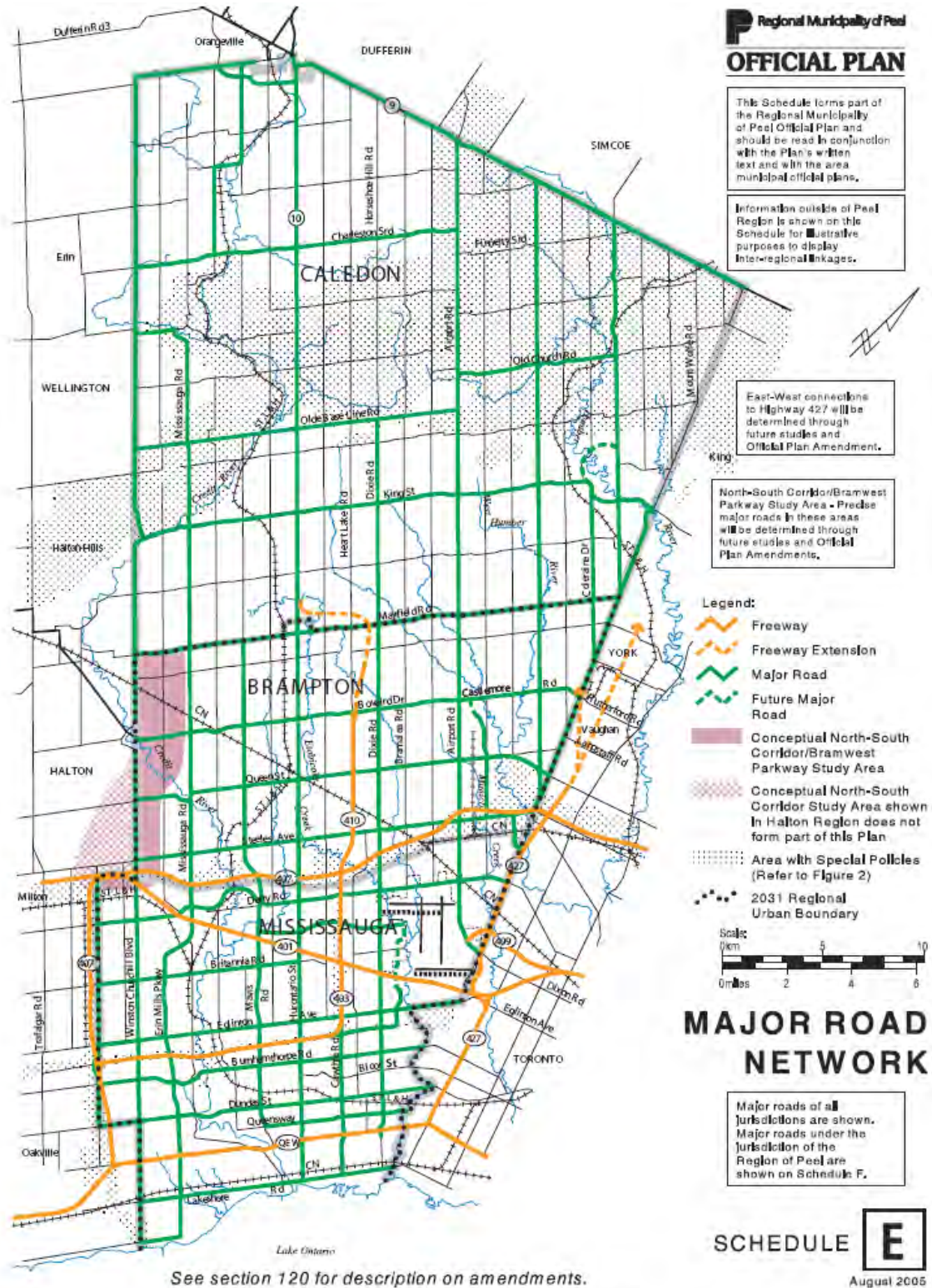
**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**

- Derry Rd. from Winston Churchill to Argentia
 - Britannia Rd. from Winston Churchill to Erin Mills Pkwy.
 - Britannia Rd. from Brookside to Credit River
 - Queensway from Mavis to Hurontario
 - modifying Winston Churchill from Steeles to Hwy.401, from 36m to 45m
 - modifying Mississauga Rd. from Mayfield to Bovaird, from 36m to 45m
 - modifying Cawthra Rd. from Silvercreek to Queensway, from 36/45m to 40m
 - modifying Gore Rd. from Mayfield to Castlemore, from 36m to 45m
 - modifying Gore Rd. from Queen to Hwy.50, from 36m to 45m
 - modifying Highway 50 from Queen to Steeles, from 36m to 45m
 - modifying Steeles Ave. from Finch Ave. to Hwy.50, from 36m to 45m
 - modifying Britannia Rd. from Erin Mills Pkwy. To Brookside, from 36/45m to 40m
 - modifying Winston Churchill Blvd. from Dundas to North Sheridan Way, from 36/45m to 45m
 - modifying Winston Churchill Blvd. from Bromsgrove to Royal Windsor, from 36/45m to 45m
 - modifying Cawthra Rd. from Hwy.403 to Burnhamthorpe, from 36/45m to 45m
 - modifying Queen Street West from Mississauga to Chinguacousy, from 36/45m to 45m
 - modifying Derry Rd. from Argentia to Mississauga, from 36/45m to 45m
 - modifying Queensway from Humber River to Hurontario, from 36/45m to 45m
122. Schedule G “Major Transit Corridors” is amended by:
- deleting the title “High Order Transit Network” and adding the new title “Major Transit Corridors”
 - deleting “Mississauga Transitway” in the legend to be replaced by “Highway 403-Eglinton Ave. Bus Rapid Transit”
 - deleting “Future Transitway” in the legend to be replaced by “Proposed 407 Transitway”
 - deleting “‘Peel Region Preferred’ and ‘Alternative’ Rapid Transit” Alignments from the legend and map
 - addition of Airport Transit Connection to the legend
 - addition of Potential Airport Transit Connection
 - shifting the location of Bolton GO station
 - addition of a note “Bolton GO Station – Precise station location will be determined through future study and Official Plan Amendment.”
 - removed proposed Georgetown Line GO Station West of Highway 410
 - addition of Bovaird Drive from Creditview to Airport to Major Transit Corridors
 - addition of Queen Street from Chinguacousy to Hurontario to Major Transit Corridors
 - addition of Queen Street from Airport to Highway 50, to Major Transit Corridors
 - addition of Steeles Avenue from Mississauga to Hurontario to Major Transit Corridors
 - addition of Eglinton Avenue from Glen Erin to Renforth to Major Transit Corridor

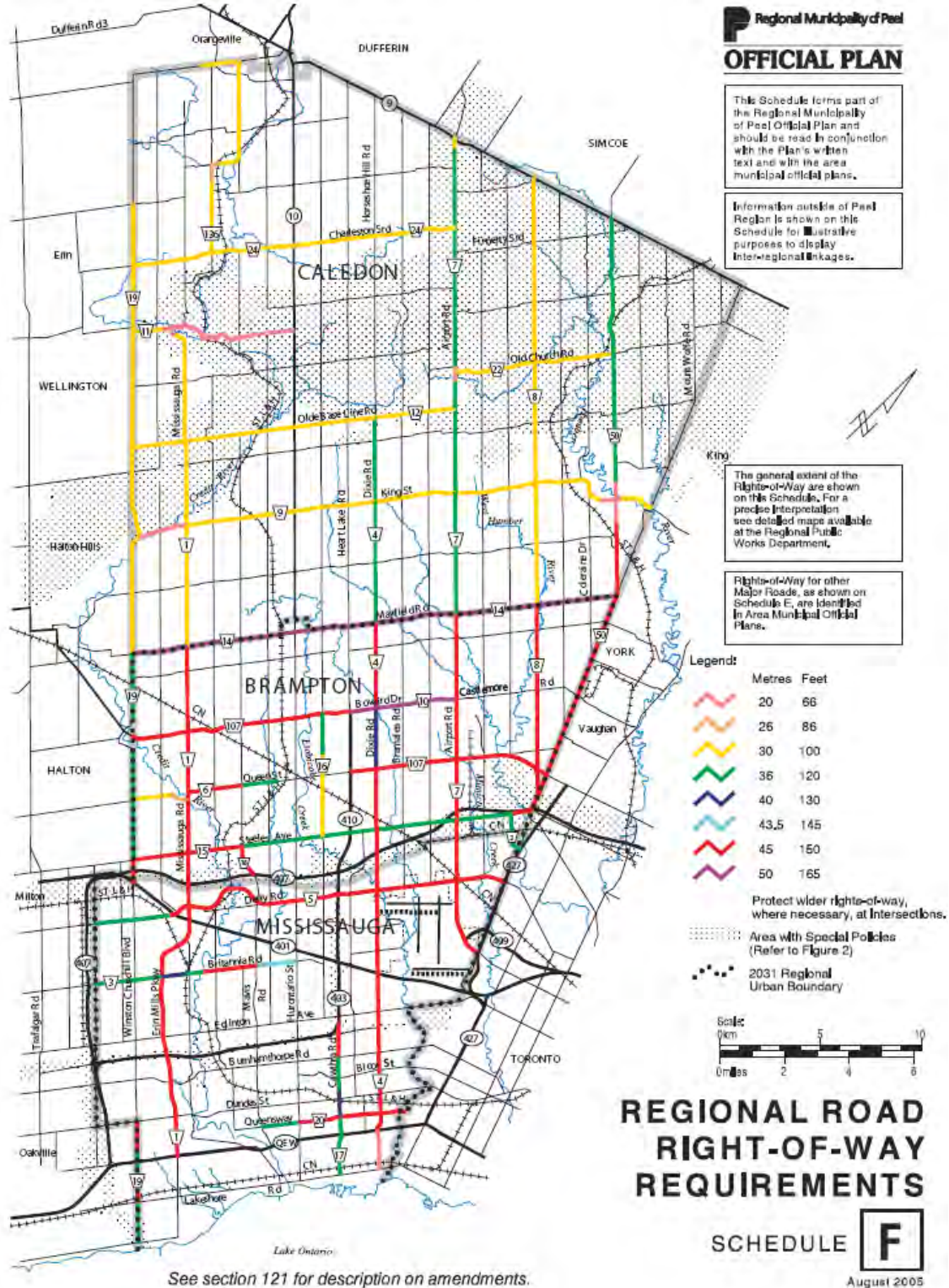
TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES

- addition of Dundas Street from Ninth Line to Hurontario to Major Transit Corridor
- addition of Hurontario Street from Bovaird to Steeles to Major Transit Corridor
- deletion of Mississauga Road/Erin Mills Parkway from Highway 407 to Lakeshore from Major Transit Corridor
- deletion of Highway 410 from Bovaird to Steeles from Major Transit Corridor
- deletion of Bramalea Road from Bovaird to Steeles from Major Transit Corridor
- deletion of Airport Road from Steeles to Highway 427 from Major Transit Corridor
- removed "Peel Region Preferred" and "Alternative" (Airport) Rapid Transit Alignments
- addition of two Airport Transit Connections from Eglinton northwards and from Goreway/Disco/railway westwards
- addition of a note "Major Transit Corridors are shown as identified by transit providers"
- addition of Potential Airport Transit connection arrow south of Highway 407 pointing south along Airport Road

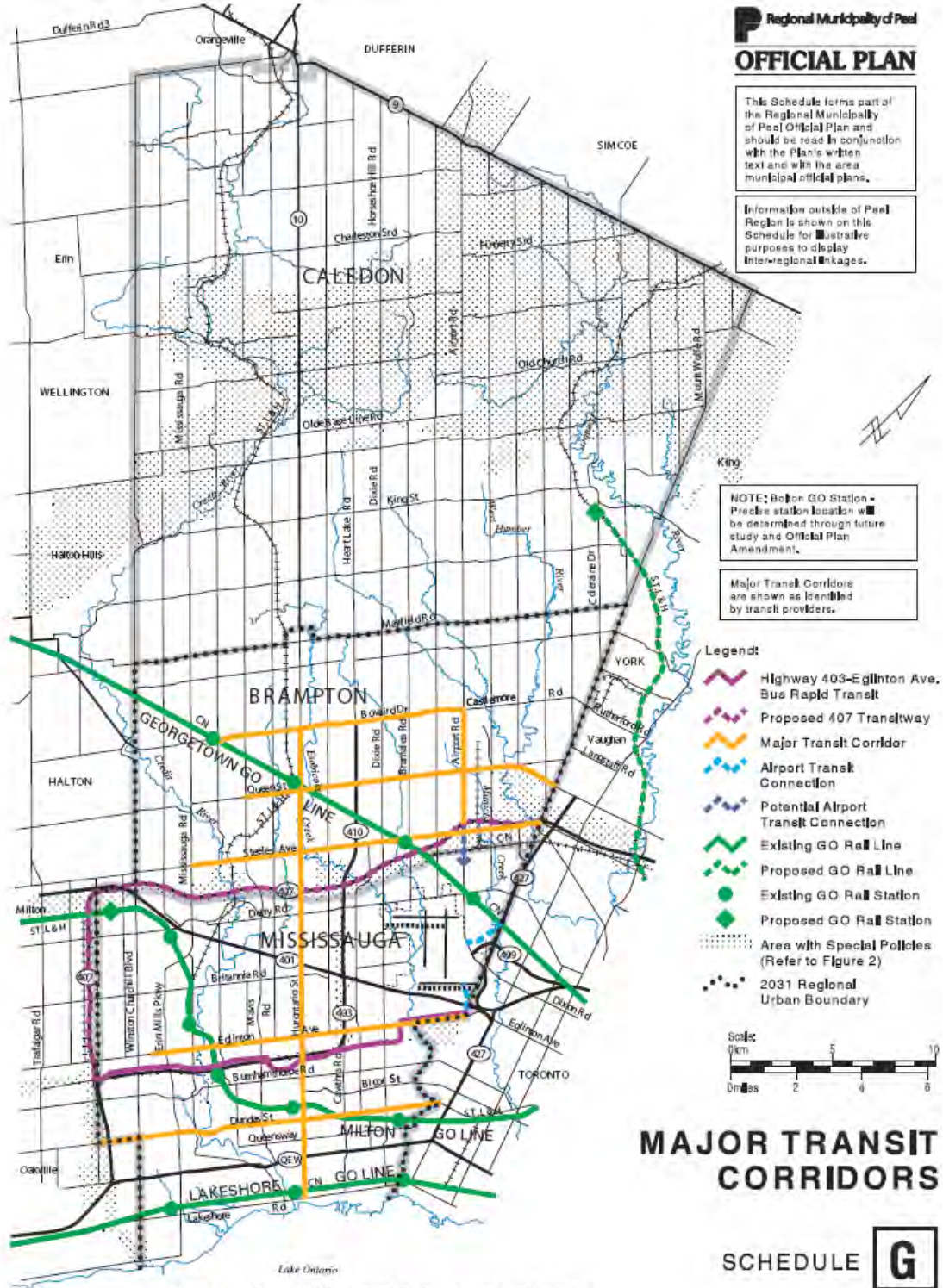
**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**



**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**



**TRANSPORTATION PLANNING
REGIONAL OFFICIAL PLAN STRATEGIC UPDATE: REGIONAL OFFICIAL PLAN
AMENDMENT 16 - PROPOSING CHANGES TO THE TRANSPORTATION NETWORK
AND POLICIES**



See section 122 for description on amendments.