



Corporate Report

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DATE: June 9, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 29, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Regional Official Plan Amendment 22 (ROPA 22) –
Transportation Policies**

RECOMMENDATION:

1. That the proposed Regional Official Plan Amendment 22 (ROPA 22) – Transportation Policies be supported subject to the modifications identified in the report and detailed in Appendix 2 of the report titled "*Regional Official Plan Amendment 22 (ROPA 22) – Transportation Policies*" dated June 9, 2009, from the Commissioner of Planning and Building.
2. That the report titled "*Regional Official Plan Amendment 22 (ROPA 22) – Transportation Policies*" dated June 9, 2009 from the Commissioner of Planning and Building, be forwarded, by the City Clerk, to the Region of Peel, the City of Brampton and the Town of Caledon.

BACKGROUND: The Peel Regional Official Plan Review (PROPR) is underway to bring the Regional Official Plan into conformity with recent Provincial initiatives and legislation. It also represents the mandatory five-year review required by the *Planning Act*. A report titled "*Peel*

Region Official Plan Review – Update” from the Commissioner of Planning and Building which summarized the PROPR process was brought forward to Planning and Development Committee on January 12, 2009.

The PROPR work program was approved by Regional Council in September 2007. It consists of 15 focus areas as illustrated in Figure 1. Staff has participated on working committees, reviewed draft discussion papers and attended Regional workshops as part of the PROPR process.

FIGURE 1:
Region of Peel Official Plan Review, 15 Focus Areas



The results of the PROPR are intended to be implemented through several Regional Plan Amendments (ROPAs). ROPA 22: Transportation Policies is the third of these amendments. ROPA 20: Sustainability and Energy was approved in May 2009. ROPA 21: Air Quality, Agriculture, Natural Heritage, Integrated Waste Management will be back before Regional Council in October 2009.

The amendments, focus areas, and anticipated dates for the remaining draft ROPAs to be brought forward to Regional Council are:

- ROPA 23 – Regional Housing Strategy (June 2009);
- ROPA 24 – Managing Growth, Employment Lands, Greenbelt Conformity, Monitoring (July 2009); and,
- ROPA 25 – Transportation Schedules and Housekeeping (January 2010).

The proposed ROPA bundles and dates are to be used as guidelines. The timing and grouping of focus areas may change as staff work through the PROPR process.

PRESENT STATUS: The Region of Peel has requested comments on ROPA 22, attached as Appendix 1. Regional staff has advised that ROPA 22, including revisions made through consultation with area municipalities, is scheduled to be considered by Regional Council at its meeting on September 10, 2009, after the Provincial conformity deadline of June 16, 2009.

COMMENTS: This amendment has been reviewed by Planning and Building and Transportation and Works staff as well as the Environmental Advisory Committee. Detailed comments from staff have been co-ordinated and are summarized in Appendix 2. In accordance with Provincial requirements, Regional staff held an open house on ROPA 22 in Mississauga on April 29, 2009.

TRANSPORTATION POLICIES

The purpose of ROPA 22 is to incorporate updated transportation policies into the Regional Official Plan. ROPA 22 addresses changes to the Region's transportation policies and network (schedules) since Regional Council approval of ROPA 16 in 2005, with the exception of specific policies under appeal.

Through ROPA 22, the policies contained in ROPA 16 will be updated and brought into conformity with 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 and priorities associated with transportation planning in the Region of Peel.

The updated Regional transportation policies are proposed to be brought forward in two stages. In order to meet Provincial conformity requirements, the policies (text) are expected to be brought forward to Regional Council on September 10, 2009 through ROPA 22. The updated transportation schedules (network maps) are dependent upon the finalization of population and employment allocations in the Region. Consequently, the transportation schedules will be brought forward through a separate ROPA at a future date in early 2010.

It is recommended that the transportation policies in ROPA 22 be supported. Further clarification is sought on the following matters.

1. Two Step ROPA Process for Regional Transportation Policies

The proposed two step ROPA process for Regional transportation policies is unconventional and causes confusion. Without the schedules it is difficult to fully appreciate the effect of the policies. While the City supports the Region in its efforts to meet the Provincial conformity requirements, it is preferable to consider the Regional transportation policies and schedules together.

2. Jurisdictional Clarity

Staff is supportive of the inclusion of policies to promote greater transit use, active transportation, and to minimize impacts to the environment and public health associated with transportation services.

Staff has requested clarification on some of the proposed policies which appear to be a duplication of City transportation and land use policies. Several of the proposed policies are beyond the scope of Regional jurisdiction or may conflict with anticipated transportation policies developed by the City as it proceeds with its own Provincial conformity process.

3. Implementation of the Metrolinx Transportation Plan

Through ROPA 22, the Region has proactively incorporated many of the policy directions from the Metrolinx Regional Transportation Plan, although there is no current Provincial requirement to do so.

However, this approach has been inconsistent. For example, specific elements of the Regional transportation system (e.g. Region of Peel urban growth centres and mobility hubs) are not identified in ROPA 22. The inclusion of Metrolinx transportation plan objectives should be appropriately coordinated between the Region and area municipalities and based on existing jurisdictional roles.

4. Implementation of Other Provincial Policies

Staff is seeking clarification regarding the Region's interpretation and implementation of specific policies as this may result in complications for area municipalities as they proceed with their local official plan reviews. For example, the term *urban node*, which is not defined, continues to be included in the Region's structure when the Growth Plan refers to *urban growth centres* as higher-order nodes.

STRATEGIC PLAN

Regional roads are an important component of the local transportation network. ROPA 22 will put in place policies for roads under the jurisdiction of the Region of Peel that promote greater transit and active transportation use and goods movement needs over single occupant vehicles. This compliments Mississauga's transportation policies by providing more sustainable mobility options and assists in the achievement of "Developing a Transit-Oriented City and "Living Green" – two of the strategic pillars for change in the City's Strategic Plan.

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

The amendments proposed as part of ROPA 22 will have implications for the transportation and land use policies in the City of Mississauga's Official Plan. While the policies proposed in ROPA 22 generally align with the policies contained in the Strategic Plan, OPA 95, and the anticipated directions of the draft Official Plan, there is some duplication of policies between the Region and local municipalities and unresolved jurisdictional matters.

Staff is requesting clarification and modifications of selected policies as detailed in Appendix 2. The Region of Peel should be advised that the City of Mississauga supports ROPA 22 provided the policies are clarified and amended as stated in this report.

ATTACHMENTS: APPENDIX 1: Region of Peel, Regional Official Plan, Regional
Official Plan Amendment Number 22 –
Transportation Policies
APPENDIX 2 Summary of Comments

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Paulina Mikicich, Planner, Policy Planning Division

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,”.

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”.

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:

- “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)

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:

- “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

- 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”.

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.”

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”.

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

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”.

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.

APPENDIX 2: SUMMARY OF COMMENTS

ROPA 22 Policy	Comments	Recommendation
Transportation		
In keeping with the theme of sustainability, ROPA 22 includes new policies to promote and encourage the increased use of public transit and other sustainable modes of transportation such as walking and cycling.	The policies contained in ROPA 22 are generally consistent with the direction of Mississauga’s Strategic Plan and anticipated Mississauga Plan policies.	The City of Mississauga is supportive of the revisions to the regional transportation policies to support sustainable transportation.
<i>5.3 The Urban System</i>		
<p><i>5.3.3 “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).</i></p> <p><i>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 plans and Metrolinx has identified a series of mobility hubs in Peel and throughout the GTHA in the Regional Transportation Plan.</i></p>	<i>Regional urban nodes</i> are not defined in the Region of Peel Official Plan and, as Schedule D is not included in this ROPA it is not clear if <i>regional urban nodes</i> are meant to represent <i>urban growth centres</i> or other types of nodes.	Policies concerning <i>regional urban nodes</i> require further clarification.
<i>5.6.1 The Transportation System in Peel – General Objectives</i>		
<i>5.6.1.2 To develop and promote a sustainable, safe, efficient and effective integrated transportation system.</i>	This policy should be modified to reflect the Region jurisdictional role in the regional transportation system as follows: between the words “to” and “develop” insert the words “work with the area municipalities to”.	This policy is supported with there recommended modification.
<i>5.6.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.</i>	The term “sustainable” is used to describe various planning and financial aspects of the Regional transportation system.	The term “sustainable” should be defined in the glossary and used consistently through out the ROPA.
<i>5.6.1.8 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.</i>	Specifically what types of practices and performance measures will be required and what information monitoring implications are there for the area municipalities?	This policy needs to be clarified.

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ROPA 22 Policy	Comments	Recommendation
<p>5.6.1.9 <i>To facilitate the integration of transportation planning, transportation investment and land use planning.</i></p>	<p>This policy duplicates what is already being done by the area municipalities particularly since land use planning is outside of the Region's jurisdiction.</p> <p>This policy should be revised as a more high level statement that supports the integration of investment, land use and transportation planning efforts at the local municipal level.</p>	<p>This policy is supported with the recommended modifications.</p>
<i>The Transportation System in Peel - General Objectives</i>		
<p>5.6.2.3 <i>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.</i></p>	<p>Policies 5.6.1.9 and 5.6.2.3 are very similar and could be merged as follows:</p> <p><i>Work with the area municipalities, Metrolinx and other Provincial ministries and agencies to facilitate the integration of regional transportation planning, regional transportation investment and land use planning.</i></p>	<p>This policy is supported with the recommended modifications.</p>
<p>5.6.2.4 <i>Provide policy direction to the area municipalities on matters that cross municipal boundaries.</i></p>	<p>This policy should re-worded to "Co-ordinate with area municipalities and provide policy directions on matters that cross municipal boundaries."</p>	<p>This policy is supported with the proposed modifications.</p>
<p>5.6.2.7 <i>Work with Metrolinx and all levels of the public and private sectors to establish the regional transportation system for the Greater Toronto and Hamilton Areas envisioned in the Metrolinx Regional Transportation Plan.</i></p>	<p>ROPA 22 is inconsistent in its approach to the implementation of the Metrolinx Regional Transportation Plan (RTP). For example, it recognizes the need for the Region to work together with other stakeholders to establish the regional transportation system but does not identify the general location of RTP mobility hubs.</p>	<p>This policy needs to be clarified.</p>

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ROPA 22 Policy	Comments	Recommendation
5.6.2.8 <i>Maximize capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.</i>	The policy should make reference to the types of measures the Region will take to maximize the capacity of the transportation system. For example – implement transit priority measures on regional roads, continue the Region’s Transportation Demand Management (TDM) program, work with private sector and area municipalities on a goods movement initiative in the Airport employment lands to improve truck movements.	This policy requires further clarification.
5.6.2.9 <i>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.</i>	This policy is very similar to the content contained in 5.6.2.8. It is recommended that policies 5.6.2.8 and 5.6.2.9 be merged and revised and clarified that they pertain to new or existing regional transportation corridors.	This policy is supported with the recommended revision.
5.6.2.18 <i>Coordinate planning with the Province, Metrolinx, area municipalities and adjacent regions and municipalities, to ensure that road linkages across municipal boundaries will accommodate the inter-regional movement of people and goods.</i>	This policy should be modified to clarify that the Region will coordinate transportation planning efforts on regional roads that cross municipal boundaries.	This policy is supported with the recommended modification.
5.6.2.20 <i>Develop and implement performance measures to gauge the effectiveness of the transportation-related policies of this Plan.</i> 5.6.2.21 <i>Monitor the efficiency and effectiveness of the Regional transportation system on a regular basis.</i>	Policies 5.6.2.20 and 5.6.2.21 are very similar and could be merged. The revised wording should clarify that the performance measures would be applicable to the Regional transportation system.	This policy is supported with the recommended modification.
5.6.2.22 <i>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.</i>	What is meant by “intended purpose(s) for which the corridor is defined?” Defined by whom or what?	This policy requires further clarification.

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ROPA 22 Policy	Comments	Recommendation
5.6.2.24 <i>Examine the feasibility of using hydro corridors, and of preserving and reusing unused corridors of all types, as future transportation corridor rights-of-way.</i>	What is meant by “unused corridors of all types?”	This policy requires further clarification
5.6.3 <i>The Provincial Freeway Network</i>		
5.6.3.2.3 <i>Encourage and work with the Province and appropriate municipalities to identify, protect and plan for the following future multi-modal transportation corridors:</i> a) <i>A transportation corridor linking the GTA West Corridor and the Mid-Peninsula (Niagara to GTA) Corridor; and</i>	The reference to the linkage of the Mid-Peninsula Corridor and the GTA-West Corridor is outside of the Region of Peel’s jurisdiction and should be removed unless there was a previous Regional Council recommendation to examine this linkage.	This policy requires further clarification.
5.6.3.2.5 <i>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).</i>	As this work is already underway this policy may be redundant.	This policy requires further clarification.
5.6.4 <i>The Major Road Network</i>		
5.6.4.2.5 <i>Protect the designated Regional road rights-of-way, as shown on Schedule F, to accommodate future road widenings and improvements consistent with Section 7.7 of this Plan.</i> <i>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.</i>	As Schedule F is not included with this ROPA the precise interpretation and application of this policy remains unclear. The word “Regional” should be added in front of the words “designated rights-of-way” in the second paragraph of this policy. It is also recommended that the Region protect for both transit related and active transportation improvements.	This policy requires further clarification.

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ROPA 22 Policy	Comments	Recommendation
<p>5.6.4.2.12 <i>Determine the priority for improvements to the Regional road system periodically in the context of monitoring reports, system status reports, studies on growth and other indicators related to the Regional Structure, in consultation with the area municipalities.</i></p>	<p>Mississauga City Council has endorsed a new City Structure as the basis for the preparation of the new Mississauga Official Plan.</p> <p>The City and Regional structure should be complementary with one another and identify regional Urban Growth Centres and where applicable Metrolinx mobility hubs on both the transportation and Regional Structure schedules.</p>	<p>This policy requires further clarification in the context of achieving provincial conformity.</p>
<p>5.6.5 <i>The Inter- and Intra-Regional Transit Network</i></p>		
<p>5.6.5.2.1 <i>Support the implementation and protection of major transit corridors and station areas, as shown on Schedule G as well as those additional higher order or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. Any changes to major transit corridors shown on Schedule G will require an amendment to this Plan.</i></p>	<p>Without Schedule G it is not possible to confirm the full implications of this policy.</p> <p>OPA 95 proposes to delete the term <i>major transit corridor</i> and replace it with <i>higher order transit corridor</i> to be consistent with the terminology in the Growth Plan. It is desirable to have greater consistency between the planning terms used in the Regional Official Plan and Mississauga Plan.</p>	<p>This policy requires further clarification and coordination with conformity measures being introduced through OPA 95.</p>
<p>5.6.5.2.2 <i>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.</i></p>	<p>Mississauga is already “directed” by the Province to implement this policy through the Growth Plan. Policy 5.6.5.2.2 is therefore redundant and outside of the Region’s jurisdiction.</p>	<p>This policy should be deleted</p>
<p>5.6.5.2.6 <i>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.</i></p>	<p>Mississauga is already “directed” by the Province to implement this policy through the Growth Plan. Section 5.6.5.2.6 is redundant and outside of the Region’s jurisdiction.</p>	<p>This policy should be deleted.</p>

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ROPA 22 Policy	Comments	Recommendation
5.6.5.2.11 <i>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.</i>	Without Schedules it is not clear what is meant by this policy.	This policy should be deleted.
5.6.5.2.12 <i>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.</i>	This policy is not within the jurisdiction of the Region. The Region is not responsible for the provision of regular transit services.	This policy should be deleted or revised as a high level statement that indicates the Region will promote growth in designated intensification areas identified in local area plans.
5.6.5.2.14 <i>Support transit stations and terminals in urban nodes and corridors, as identified in this Plan and the area municipal official plans, 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.</i>	ROPA 22 does not identify the location of urban nodes or other transportation hubs.	This policy requires further clarification.
5.6.6 <i>Airports</i>		
5.6.6.2.4 <i>Prohibit the development, redevelopment and infill of new residential and sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools in the Toronto Pearson International Airport Operating Area outlined on Schedule H.</i>	<p>Schedule H which identifies the locations where sensitive land uses will not be permitted is not included with ROPA 22</p> <p>This is an existing regional transportation policy with the only amendment to this clause being a modification to the airport name from L.B.I.A. to Toronto Pearson International Airport.</p> <p>It should be noted that Mississauga supports ROPA 14 to enable the granting of an exemption to allow daycare facilities in the Gateway District provided that only work-place related daycare facilities are allowed. Mississauga has also requested the Region to modify ROPA 14 to include reference to the Airport Corporate District as one of the</p>	Provided that the issue of noise sensitive uses within the Toronto Pearson International Airport Operating Area is addressed through ROPA 14, there is no objection to retaining the wording in policy section 5.6.6.2.4.

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ROPA 22 Policy	Comments	Recommendation
	Districts for which exemptions may be granted to permit noise sensitive uses.	
<p>5.6.6.2.6 <i>Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and the Region, to define specific exceptions to Policy 5.6.6.2.4 in their municipal official plans within the Toronto Pearson International Airport Operating Area, provided however that such exceptions:</i></p> <p>i) <i>Prohibit, above the 30 NEF/NEP contour, development, redevelopment or infilling which increases the number of dwelling units, and development, redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, day care facilities and public and private schools;</i></p>	<p>The words “Malton”, “Meadowvale Village” and “East Credit” have been removed to allow this policy to be applied more generally and include areas in Brampton as applicable.</p> <p>No justification has been provided for the change from the 35 NEF/NEP contour to the 30 NEF/NEP contour in this policy.</p>	<p>This policy requires further clarification and discussion with Region staff to determine if there are any unintended implications for properties in the vicinity of the Toronto Pearson International Airport Operating Area within Mississauga.</p>
5.6.7 Goods Movement		
<p>5.6.7.2.4 e) <i>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:</i></p> <p>a) ...</p> <p>d) <i>QEW – widening between Highway 427 and Trafalgar Road.</i></p>	<p>The widening of the QEW through Mississauga would have implications on adjacent lands.</p> <p>Accordingly, the City encourages the Province to carry out further studies for the widening of the QEW through Mississauga prior to implementation of any highway improvements.</p> <p>Further, the additional services on the Lakeshore GO Rail corridor may result in additional capacity for goods movement on the QEW.</p>	<p>This policy should be reworded to ensure that the implementation of highway improvements occurs when they are required.</p>

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ROPA 22 Policy	Comments	Recommendation
<p><i>5.6.9 Transportation Demand Management</i></p> <p>The transportation demand management (TDM) policies have been revised to describe how the Region will work with various stakeholders, including the area municipalities to reduce auto-dependency, and maximize the capacity of the transportation system to move people and goods.</p>	<p>In some cases the proposed TDM policies are either too prescriptive or not within the jurisdiction of the Region.</p> <p>For example, under Section 5.6.9.2.1 it is the policy of Regional Council to encourage area municipalities to:</p> <ul style="list-style-type: none"> 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 ... <p>Section 5.6.9.2.1 is a duplication of policies that area municipalities are required to incorporate into their official plans through the implementation of the Provincial Growth Plan.</p> <p>Land use design and development are a local area municipality responsibility and therefore some of the TDM policies may be redundant.</p> <p>The Region should ensure that its new facilities and services are established within intensification areas, mixed-use nodes and other areas well-served by transit, as identified in local area plans.</p>	<p>Further examination and clarification of these policies is required.</p>

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ROPA 22 Policy	Comments	Recommendation
5.6.9.2.8 Encourage area municipalities to update their parking and zoning by-laws to reduce parking requirements for new developments.	Policies 5.6.9.2.8 and 5.6.9.2.9 are very prescriptive and may not be appropriate in all local contexts. For example, if higher order transit services are not in place it may not be possible to reduce parking requirements.	Policy 5.6.9.2.8 should be deleted
7.7 Regional Road Widening		
7.7.2.1 <i>Require, as a condition of approval, the proponent of a development application to convey to the Region, land for Regional road widening, consistent with Schedule F in this Plan.</i>	<p>This policy should be re-examined in the context of Mississauga's recent decision to limit widenings on City roads.</p> <p>For example, it is not clear how widenings on regional roads will impact local active transportation objectives particularly where city and regional roads intersect.</p> <p><i>The Environmental Advisory Committee opined that there is a need for the Region of Peel to change its priority and funding allocation to allow implementation of innovative changes and encourage eco-friendly modes of transportation as is being done in other parts of the world (e.g. change in road width and traffic lane sizes).</i></p>	This policy requires further clarification.