

Schedule A
By-law 108-2009

PEEL REGION OFFICIAL PLAN REVIEW (PROPR) – ADOPTION OF REGIONAL OFFICIAL PLAN
AMENDMENT NUMBER 22 – TRANSPORTATION POLICIES

REGION OF PEEL
REGIONAL OFFICIAL PLAN
REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER 22
TRANSPORTATION POLICIES

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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)*.

The Transportation Policies amendment (ROPA 22) proposes revisions to the transportation policies contained in ROPA 16.

Transportation

The transportation policies included in ROPA 22 conform to Provincial policy directions, take into account matters of provincial interest, are 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 been proactive in incorporating policy directions from the Metrolinx *Regional Transportation Plan (2008)*, although there is currently no requirement to do so.

The proposed amendment updates the following policy areas related to transportation:

- The Urban System
- The Transportation System in Peel
- The Provincial Freeway Network

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- 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 Road Widening
- Glossary

The recommended policies are the result of extensive research and consultation between Regional staff and area municipal staff and other stakeholders. This consultation took the form of stakeholder workshops, open houses, a public meeting, discussions with area municipal staff at Technical Advisory Committee and Transportation Planning Working Group meetings and the circulation of draft transportation policies for review.

Significant changes to the transportation policies include the addition of new policies, the consolidation of existing policies related to accessible transportation (moved from the Human Services section of the current Regional 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, constitutes Regional Official Plan Amendment Number 22 to the Region of Peel Official Plan.

1. Section 5.3.3 is amended by the insertion of the words “and Metrolinx has identified a series of *mobility hubs* in *Peel* and throughout the *GTHA* in the Regional Transportation Plan” after the words “*official plans*”.
2. Section 5.6 is renumbered as Section 5.9 and is amended by deletion and replacement as follows:
“The transportation system in *Peel* is comprised of the network of *freeways*, *major roads*, local roads, *high occupancy vehicle* lanes, *public transit* systems, airports, rail lines, intermodal terminals, sidewalks, 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)*.”

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*.

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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 existing rights-of-way and rights-of-way for future improvements and to ensure integration with area and adjacent 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
 - Developing predictable and *sustainable* funding for a multi-modal transportation system.”
3. Section 5.6.1 is renumbered as Section 5.9.1.
 4. Objective 5.6.1.1 is renumbered as Objective 5.9.1.1 and is amended by the insertion of the word “the” after the words “To achieve”; by the deletion of the word “GTA” after the words “within the” to be replaced by the words “*Greater Toronto and Hamilton Area*” and by the deletion of the words “*and Hamilton*” before the words “in cooperation”.
 5. Objective 5.6.1.2 is renumbered as Objective 5.9.1.2 and is amended by deletion and replacement as follows:
“To develop and promote a *sustainable*, safe, efficient, effective and integrated multi-modal transportation system.”
 6. Objective 5.6.1.3 is renumbered as Objective 5.9.1.3 and is amended by the insertion of the word “To” before the words “*support* the” and by the insertion of the words “and choice” after the words “transportation mobility”.
 7. Objective 5.6.1.4 is renumbered as Objective 5.9.1.4 and is amended by deletion and replacement as follows:
“To promote and encourage the increased use of *public transit* and other *sustainable* modes of transportation.”

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8. Objective 5.6.1.5 is renumbered as Objective 5.9.1.5 and is amended by the deletion of the word “Maximize” before the words “the use of” to be replaced by the words “To optimize”.
9. Deletion of Objective 5.6.1.6.
10. Objective 5.6.1.7 is renumbered as Objective 5.9.1.7 and is amended by the insertion of the word “To” before the word “minimize”; by the insertion of the words “and human health” after the words “adverse environmental” and by the insertion of the words “and *support* transportation alternatives that foster improved health and well-being in *the Region*” after the words “caused by transportation”.
11. Objective 5.6.1.8 is renumbered as Objective 5.9.1.8 and is amended by the insertion of the word “To” before the word “*support*” and by the insertion of the words “vitality and” after the word “economic”.
12. Objective 5.6.1.9 is renumbered as Objective 5.9.1.9 and is amended by the insertion of the word “To” before the word “ensure” and by the deletion of the words “*Regional transportation infrastructure is sustainable and*” after the word “ensure”.
13. Addition of Objective 5.9.1.10 as follows:
“To *support* the integration of transportation planning, transportation investment and land use planning.”
14. Section 5.6.2 is renumbered as 5.9.2.
15. Policy 5.6.2.1 is renumbered as Policy 5.9.2.1 and is amended by the insertion of the phrase “, health” after the word “environmental”.
16. Policy 5.6.2.2 is renumbered as Policy 5.9.2.8.
17. Policy 5.6.2.3 is renumbered as Policy 5.9.2.10.
18. Policy 5.6.2.4 is renumbered as Policy 5.9.2.11.
19. Policy 5.6.2.5 is renumbered as Policy 5.9.2.12 and is amended by deletion and replacement as follows:
“Work with the area municipalities, adjacent municipalities, other levels of government and non-governmental agencies to develop and implement *Transportation Demand Management* programs to reduce trip distance and time and increase the *modal share* of alternatives to single-occupant automobiles.”
20. Policy 5.6.2.6 is renumbered as Policy 5.9.2.13 and is amended by deletion and replacement as follows:
“Pursue, in cooperation with the appropriate agencies, the improvement of connections to Toronto – Lester B. Pearson International Airport from all parts of the *Greater Toronto and Hamilton Area* and particularly from *Peel*.”

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21. Deletion of Policy 5.6.2.7.
22. Policy 5.6.2.8 is renumbered as Policy 5.9.2.15 and is amended by deletion and replacement 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) 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 5.9.2.16 and is amended by deletion and replacement as follows:
“Work with the Province, area municipalities and adjacent regions and municipalities to ensure that road linkages across municipal boundaries will accommodate the intra- and inter-regional movement of people and goods.”
25. Policy 5.6.2.11 is renumbered as Objective 5.9.1.6 and is amended by the insertion of the word “To” before the word “maximize”; by the insertion of the word “the” after the word “maximize” and by the insertion of the words “rather than on moving vehicles” after the words “and goods”.
26. Policy 5.6.2.12 is renumbered as Policy 5.9.2.21 and is amended by the insertion of the phrase “Where appropriate,” before the word “examine”; by the insertion of the phrase “, and of preserving and reusing abandoned corridors,” after the words “hydro corridors” and by the deletion of the words “corridor rights-of-way” after the words “future transportation” to be replaced by the word “facilities”.
27. Policy 5.6.2.13 is renumbered as Policy 5.9.4.2.15.
28. Addition of Policy 5.9.2.3 as follows:
“Work with the Province and area municipalities to *support* the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process.”
29. Addition of Policy 5.9.2.4 as follows:
“Provide policy direction, where appropriate and in consultation with the area municipalities, on matters that cross municipal boundaries.”
30. Addition of Policy 5.9.2.5 as follows:
“Optimize the use of existing and new *Regional* transportation *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 5.9.2.6 as follows:
“Work with 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*.”

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32. Addition of Policy 5.9.2.7 as follows:
“In planning for the development, optimization and/or expansion of new or existing *Regional* transportation corridors:
- a) *Support* opportunities for multi-modal use, where feasible;
 - b) Prioritize transit, *carpooling*, *active transportation* and goods movement needs over those of single-occupant vehicles; and
 - c) Consider the separation of modes within corridors, where appropriate.”
33. Addition of Policy 5.9.2.9 as follows:
“Work with the area municipalities and the Province to develop enhanced tools and techniques for assessing the impacts of new *development* on *sustainable* modes of transportation and on *transportation demand management* measures.”
34. Addition of Policy 5.9.2.14 as follows:
“Work with the area municipalities and adjacent regions and municipalities to identify inter-regional and provincial transportation implications of *development* proposals.”
35. Addition of Policy 5.9.2.17 as follows:
“Work with the Province 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 5.9.2.19 as follows:
“Work with the area municipalities to ensure that *development* in *planned transportation corridors* does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.”
37. Addition of Policy 5.9.2.20 as follows:
“Work with the Province and area municipalities to *support* long-term economic prosperity by optimizing the long-term availability and use of transportation *infrastructure*.”
38. Addition of Policy 5.9.2.23 as follows:
“Work with 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.”
39. Section 5.6.3 is renumbered as Section 5.9.3 is amended by deletion and replacement as follows:
“The Provincial *Freeway* Network provides for the 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 407 Express Toll Route). Continuing

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improvement of the Provincial *Freeway* Network, and of the integration of *freeways* with other roads in *Peel* and adjacent municipalities, are *essential* for the efficient movement of people and goods.”

40. Section 5.6.3.1 is renumbered as Section 5.9.3.1.
41. The Objective for this Section is numbered as Objective 5.9.3.1.1 (it was not numbered in ROPA 16).
42. Section 5.6.3.2 is renumbered as Section 5.9.3.2.
43. Policy 5.6.3.2.1 is renumbered as Policy 5.9.3.2.1 and is amended by the deletion of the word “GTA” after the words “with the” to be replaced by the word “GTHA” and by the deletion of the word “neighbouring” after the words “municipalities and” to be replaced by the word “adjacent”.
44. Policy 5.6.3.2.2 is renumbered as Policy 5.9.3.2.7 and is amended by deletion and replacement as follows:
“Encourage and *support* the planning, corridor protection and the early construction of the following facilities:
 - a) The widening of Highway 410 from Highway 401 to Mayfield Road;
 - b) The widening of Highway 401 between Highway 403/410 and Trafalgar Road in Halton Region;
 - c) The extension of Highway 427 to Major Mackenzie Drive in York Region;
 - d) The completion of the Courtneypark Drive/Highway 410 interchange;
and
 - e) The completion of the Bramalea Road/Highway 407 interchange.”
45. Policy 5.6.3.2.3 is renumbered as Policy 5.9.3.2.5.
Note: ROPA 16 Policy 5.6.3.2.3 is under appeal to the Ontario Municipal Board.
46. Policy 5.6.3.2.4 is renumbered as Policy 5.9.4.2.3 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 by the deletion of the words “in the vicinity of Mayfield Road” after the words “427 Extension” to be replaced by the word “area”.
47. Policy 5.6.3.2.5 is renumbered as Policy 5.9.3.2.3.
Note: ROPA 16 Policy 5.6.3.2.5 is under appeal to the Ontario Municipal Board.
48. Policy 5.6.3.2.6 is renumbered as Policy 5.9.3.2.8.

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49. Policy 5.6.3.2.7 is renumbered as Policy 5.9.3.2.9 and is amended by deletion and replacement as follows:
“Encourage the Ontario Ministry of Transportation to continue to study and implement the High Occupancy Vehicle Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe and to update the plan in cooperation with regional and local municipalities.”
50. Addition of Policy 5.9.3.2.2 as follows:
“Work with the Province and affected municipalities to take appropriate actions to ensure that *planned transportation corridors* are not precluded.”
51. Addition of Policy 5.9.3.2.4 as follows:
“Encourage and work with the Province and affected municipalities to identify and plan for the following future multi-modal transportation corridors and to take appropriate actions to ensure that these corridors are not precluded:
- 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.”
52. Addition of Policy 5.9.3.2.6 as follows:
“Participate in and *support*, in consultation with the affected municipalities, the Province’s environmental assessment study for the *GTA West* transportation corridor and its links to the transportation network, and encourage and work with the Province and affected municipalities to take appropriate actions to ensure that the corridor is not precluded.”
53. Section 5.6.4 is renumbered as Section 5.9.4 is amended by deletion and replacement 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*.”
54. Section 5.6.4.1 is renumbered as Section 5.9.4.1.

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55. Objective 5.6.4.1.1 is renumbered as Objective 5.9.4.1.1 and is amended by the insertion of the word “the” after the words “work with” and by the deletion of the words “Ontario Ministry of Transportation” after the words “and the” to be replaced by the word “Province”.
56. Objective 5.6.4.1.2 is renumbered as Objective 5.9.4.1.2.
57. Section 5.6.4.2 is renumbered as Section 5.9.4.2.
58. Policy 5.6.4.2.1 is renumbered as Policy 5.9.4.2.1 and is amended by the deletion of the letter “F” after the words “amendment to Schedule” to be replaced by the letter “E”.
59. Policy 5.6.4.2.2 is renumbered as Policy 5.9.2.18.
60. Policy 5.6.4.2.3 is renumbered as Policy 5.9.7.2.13 and is amended by deletion and replacement as follows:
“Encourage the location, where possible, of activities generating substantial goods movement traffic near highways, *major roads*, rail yards, Toronto – Lester B. Pearson International Airport and inter-modal facilities.”
61. Policy 5.6.4.2.4 is renumbered as Policy 5.9.4.2.4.
62. Deletion of Policy 5.6.4.2.5.
63. Policy 5.6.4.2.6 is renumbered as Policy 5.9.4.2.5.
Note: ROPA 16 Policy 5.6.4.2.6 is under appeal to the Ontario Municipal Board.
64. Policy 5.6.4.2.7 is renumbered as Policy 5.9.4.2.8 and is amended by deletion and replacement as follows:
“*Protect* and preserve the natural environment, consistent with the objectives and policies in this Plan, the *area municipal official plans*, the Environmental Assessment procedures, and if applicable, the Greenbelt Plan, *Niagara Escarpment Plan*, the *Oak Ridges Moraine Conservation Plan* and the *Parkway Belt West Plan* where *Regional* roads are proposed to be widened, reconstructed or improved. Where portions of *Regional* roads have scenic, environmental, *cultural heritage* or *archaeological resources*, this policy is intended to retain and *protect* the unique features of the road section.

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.

For rural villages and settlements in *the Region* appropriate exceptions have been made and will be considered for reduced *Regional* rights-of-way to maintain historic streetscapes and heritage characteristics of the village or settlement.”

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65. Policy 5.6.4.2.8 is renumbered as Policy 5.9.4.2.6 and is amended by deletion and replacement as follows:
"Generally locate *Regional* two lane roads within 25-36 metre (82-118 feet) rights-of-way, four lane roads within 36-45 metre (118-148 feet) rights-of-way and six lane roads within 45-55 metre (148-180 feet) rights-of-way in urban and rural settings."
66. Policy 5.6.4.2.9 is renumbered as Policy 5.9.4.2.7 and is amended by deletion and replacement as follows:
"Notwithstanding the right-of-way widths identified on Schedule F, ensure that future road widenings within the Greenbelt, *Niagara Escarpment Plan Area*, *Oak Ridges Moraine Conservation Plan Area*, *Protected Countryside* and the *Parkway Belt West Plan Area* are consistent with the policies of the Greenbelt Plan, *Niagara Escarpment Plan Oak Ridges Moraine Conservation Plan* and the *Parkway Belt West Plan*."
67. Policy 5.6.4.2.10 is renumbered as Policy 5.9.4.2.9.
68. Policy 5.6.4.2.11 is renumbered as Policy 5.9.4.2.10.
69. Policy 5.6.4.2.12 is renumbered as Policy 5.9.4.2.11.
70. Policy 5.6.4.2.13 is renumbered as Policy 5.9.4.2.12.
71. Policy 5.6.4.2.14 is renumbered as Policy 5.9.2.22.
72. Policy 5.6.4.2.15 is renumbered as Policy 5.9.4.2.14 and is amended by deletion and replacement as follows:
"Work with the area municipalities, adjacent municipalities and the Province to study the feasibility of developing an arterial *High Occupancy Vehicle (HOV)* system in *Peel* to complement the Province's *freeway HOV* system."
73. Deletion of Policy 5.6.4.2.16.
74. Deletion of Policy 5.6.4.2.17.
75. Deletion of Policy 5.6.4.2.18.
76. Addition of Policy 5.9.4.2.2 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."
77. Addition of Policy 5.9.4.2.13 as follows:

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“Support the efforts by Metrolinx 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.”

78. Addition of Policy 5.9.4.2.16 as follows:
“Ensure that new or improved *Regional* roads support the viability of existing or planned *rapid transit services* and encourage the area municipalities to do the same for roads under their jurisdiction.”
79. Section 5.6.5 is renumbered as Section 5.9.5 and is amended by deletion and replacement 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 as most transit trips start and end with walking).”
80. Section 5.6.5.1 is renumbered as Section 5.9.5.1.
81. Objective 5.6.5.1.1 is renumbered as Objective 5.9.5.1.1.
82. Objective 5.6.5.1.2 is renumbered as Objective 5.9.5.1.2 and is amended by deletion and replacement as follows:
“To *support* and encourage the development of an economically feasible, effective, efficient, *sustainable* and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit *services*.”
83. Objective 5.6.5.1.3 is renumbered as Objective 5.9.5.1.3 and is amended by the deletion of the word “the” after the words “service to” and by the insertion of the phrase “Toronto – “ before the words “Lester B. Pearson”.

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84. Objective 5.6.5.1.4 is renumbered as Objective 5.9.5.1.4 and is amended by deletion and replacement as follows:
“To *support* and encourage *transit-supportive development* densities and patterns, particularly along *rapid transit corridors* and at designated nodes such as transit terminals, urban growth centres, GO stations and *mobility hubs*.”
85. Deletion of Objective 5.6.5.1.5.
86. Objective 5.6.5.1.6 is renumbered as Objective 5.9.11.1.1 and is amended by the deletion of the word “adequate” after the words “To provide” to be replaced by the words “accessible and affordable”.
87. Section 5.6.5.2 is renumbered as Section 5.9.5.2.
88. Policy 5.6.5.2.1 is renumbered as Policy 5.9.5.2.1 and is amended by deletion and replacement as follows:
“*Support* the implementation and protection of *rapid transit corridors*, as shown on Schedule G, as well as those additional *higher order transit, bus rapid transit* or priority transit corridors proposed on *Regional* roads by the area municipalities or Provincial transit authorities. Any changes to *rapid transit corridors* shown on Schedule G will require an amendment to this Plan.”
89. Policy 5.6.5.2.2 is renumbered as Policy 5.9.5.2.4 and is amended by deletion and replacement as follows:
“*Support* the coordination of inter-municipal and inter-regional transit *services*.”
90. Policy 5.6.5.2.3 is renumbered as Policy 5.9.5.2.5.
91. Policy 5.6.5.2.4 is renumbered as Policy 5.9.5.2.6 and is amended by deletion and replacement as follows:
“*Support* Metrolinx and the area municipalities in the expeditious planning and implementation of, and *support* Metrolinx and the federal government in the expeditious funding of, a *GTHA-wide rapid transit* network and, in particular, of:
 - a) *Rapid transit* projects in *Peel* included in the Metrolinx Regional Transportation Plan; and
 - b) *Rapid transit* projects in the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan.”

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92. Policy 5.6.5.2.5 is renumbered as Policy 5.9.5.2.7 and is amended by deletion and replacement as follows:
"Work with Metrolinx and the area municipalities to implement the GO Transit rail and bus service improvements described in the Metrolinx Regional Transportation Plan, and in particular:
- a) To provide all-day two-way GO *commuter rail* service on the Milton and Georgetown lines as soon as possible;
 - b) To expedite the identification and protection of a new GO Rail station site in Bolton and the provision of GO *commuter rail* service to and from this station;
 - c) To improve the frequency of service on the Lakeshore, Georgetown and Milton GO *commuter rail* lines;
 - d) To provide increased inter-municipal/inter-regional express GO bus service in corridors where there is sufficient demand; and
 - e) To improve connections to Toronto – Lester B. Pearson International Airport from *Peel*."
93. Policy 5.6.5.2.6 is renumbered as Policy 5.9.5.2.9 and is amended by the insertion of the words "Metrolinx and" after the words "Work with" and by the deletion of the words "feasibility of using" after the words "investigate the" to be replaced by the words "potential use of".
94. Policy 5.6.5.2.7 is renumbered as Policy 5.9.5.2.10 and is amended by the insertion of the words "and *mobility hubs*" after the words "at nodes".
95. Policy 5.6.5.2.8 is renumbered as Policy 5.9.5.2.2 and is amended by deletion and replacement as follows:
"Work with Metrolinx, other Provincial agencies and ministries, the area municipalities and adjacent municipalities in the planning and implementation of an inter-regional transit system."
96. Policy 5.6.5.2.9 is renumbered as Policy 5.9.5.2.12 and is amended by deletion and replacement as follows:
"Support Metrolinx and the area municipalities in:
- a) The development of a network of *mobility hubs* (as identified in the Metrolinx Regional Transportation Plan) and other transportation hubs (as identified by the area municipalities and *the Region*);
 - b) *Promoting* transit stations and terminals in urban nodes and corridors, as identified in this Plan and the *area municipal official plans*; and
 - c) The integration of transportation modes at these hubs."

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97. Policy 5.6.5.2.10 is renumbered as Policy 5.9.5.2.15 and is amended by deletion and replacement as follows:
“*Support* the efforts by Metrolinx to implement a *GTHA*-wide integrated transit fare system.”
98. Policy 5.6.5.2.11 is renumbered as Policy 5.9.5.2.11 and is amended by deletion and replacement as follows:
“Encourage the area municipalities, in cooperation with *the Region* and having regard for the Provincial Guidelines for Transit Supportive Land Uses, to plan for intra-regional transit connections, to integrate transit plans into secondary plans and, when planning for designated greenfield areas, to plan for compact, *transit-supportive urban development*.”
99. Policy 5.6.5.2.12 is renumbered as Policy 5.9.5.2.13 and is amended by the deletion of the words “*Regional Urban Nodes*” after the words “especially at” to be replaced by the words “Urban Growth Centres and other mobility and transportation hubs”.
100. Policy 5.6.5.2.13 is renumbered as Policy 5.9.5.2.14 and is amended by deletion and replacement as follows:
“*Support* improved transit connectivity to Toronto – Lester B. Pearson International Airport and the surrounding employment area.”
101. Policy 5.6.5.2.14 is renumbered as Policy 5.9.5.2.3 and is amended by deletion and replacement as follows:
“*Support* the provision of transit *services* to rural communities by the Province, area municipalities and/or privately run transit *services*, where feasible.”
102. Addition of Policy 5.9.5.2.8 as follows:
“*Support* the efforts by Metrolinx to study the electrification of the GO Transit rail system.”
103. Addition of Policy 5.9.5.2.16 as follows:
“Work with the area municipalities to plan for and protect *Regional* corridors and rights-of-way for transit to meet current and projected need.”
104. Addition of Policy 5.9.5.2.17 as follows:
“*Support* 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.”
105. Addition of Policy 5.9.5.2.18 as follows:
“Encourage the area municipalities and Metrolinx to work with the health and human *services* sectors when developing transit *services*.”
106. Addition of Policy 5.9.5.2.19 as follows:
“Encourage the area municipalities and Metrolinx to provide transit vehicles that can efficiently and easily carry bicycles.”

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107. Section 5.6.6 is renumbered as Section 5.9.6 and is amended by deletion and replacement as follows:

“Toronto – Lester B. 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 Toronto – Lester B. Pearson International Airport within *the Region of Peel* creates 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 Toronto – Lester B. 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.”

108. Section 5.6.6.1 is renumbered as Section 5.9.6.1.

109. Objective 5.6.6.1.1 is renumbered as Objective 5.9.6.1.1 and is amended by the insertion of the phrase “Toronto – ” before the words “Lester B. Pearson”; by the insertion of the word “the” after the words “Airport and” and by the deletion of the word “GTA” after the words “*Peel* and the” to be replaced by the phrase “*GTHA*,”.

110. Objective 5.6.6.1.2 is renumbered as Objective 5.9.6.1.2.

111. Section 5.6.6.2 is renumbered as Section 5.9.6.2.

112. Policy 5.6.6.2.1 is renumbered as Policy 5.9.6.2.1 and is amended by deletion and replacement as follows:

“*Support* the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of *Peel Region*, to maintain the importance of the Airport to *the Region of Peel*, the *Greater Toronto and Hamilton Area*, the Province and Canada.”

113. Policy 5.6.6.2.2 is renumbered as Policy 5.9.6.2.2 and is amended by the insertion of the words “and develop policies to protect this role” after the words “Brampton Flying Club airport”.

114. Policy 5.6.6.2.3 is renumbered as Policy 5.9.6.2.3 and is amended by deletion and replacement as follows:

“Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that *development* and *redevelopment* adjacent to the Airport is compatible with airport operations and the needs of

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- residents and by discouraging land uses which may cause a potential aviation safety hazard.”
115. Policy 5.6.6.2.4 is renumbered as Policy 5.9.6.2.4 and is amended by the deletion of the word “L.B.P.I.A.” after the words “private schools in” to be replaced by the phrase “the Toronto – Lester B. Pearson International Airport” and by the deletion of the letter “H” (H in quotation marks) after the words “on Schedule” to be replaced by the letter “H” (H without quotation marks).
116. Policy 5.6.6.2.5 is renumbered as Policy 5.9.6.2.5.
- Subsection (i) is renamed (a) and is amended by the deletion of the number “5.6.6.2.4” after the words “consistent with Policy” to be replaced by the number “5.9.6.2.4”.
- Subsection (ii) is renamed (b).
- Subsection (iii) is renamed (c).
117. Policy 5.6.6.2.6 is renumbered as Policy 5.9.6.2.6 and is amended by deletion and replacement as follows:
“Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region*, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their *municipal official plans*, provided however that such exceptions:
- a) Prohibit, above the 35 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, daycare facilities and public and private schools;
 - b) Define the areas to which the exceptions would apply; and
 - c) Require that MOE acoustical design standards be met.”
118. Policy 5.6.6.2.7 is renumbered as Policy 5.9.6.2.7.
119. Section 5.6.7 is renumbered as Section 5.9.7 and is amended by deletion and replacement 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*.”
120. Section 5.6.7.1 is renumbered as Section 5.9.7.1.

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121. Objective 5.6.7.1.1 is renumbered as Objective 5.9.7.1.1 and is amended by deletion and replacement as follows:
“To facilitate the development of a safe and efficient goods movement network within *Peel* and between *Peel* and adjacent municipalities that *supports the regional economy* and that minimizes impact to the environment.”
122. Addition of Objective 5.9.7.1.2 as follows:
“To optimize the use of existing goods movement *infrastructure* and capacity.”
123. Section 5.6.7.2 is renumbered as 5.9.7.2.
124. Policy 5.6.7.2.1 is renumbered as Policy 5.9.7.2.1.
125. Policy 5.6.7.2.2 is renumbered as Policy 5.9.7.2.2 and is amended by the insertion of the phrase “a vision for goods movement in *Peel*, determine priorities, and implement” after the words “to develop”; by the insertion of the words “advancing a *sustainable*” after the words “plans for” and by the insertion of the word “system” after the words “goods movement”.
126. Policy 5.6.7.2.3 is renumbered as Policy 5.9.7.2.3 and is amended by deletion and replacement as follows:
“Work with other levels of government and agencies to develop and implement a multi-modal goods movement transportation system for the *GTHA*, building on the strategic framework found in Schedule 6 of the Growth Plan for the Greater Golden Horseshoe.”
127. Policy 5.6.7.2.4 is renumbered as Policy 5.9.7.2.4 and is amended by deletion and replacement as follows:
“Define a strategic goods movement network in *Peel*, in consultation with the Province, the other regions in the *GTHA*, area municipalities, adjacent 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 and the area municipalities to identify priority goods movement routes in *Peel*;
 - b) Acknowledge the importance of and promote 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 in *support* of the efficient movement of goods;
 - d) Investigate the feasibility of truck-only lanes on selected roads in *Peel*;

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- e) Encourage the Province and 407 ETR, in recognition of the role of the 400-series highways as vital transportation corridors for the movement of goods, to study the following highway improvements:
 - i) Highway 401 – widening between Highway 403/410 and Trafalgar Road in Halton Region;
 - ii) Highway 407 – completion of the Bramalea Road/Highway 407 interchange.
 - iii) Highway 410 – widening between Highway 401 and Mayfield Road and the completion of the Highway 410/Courtney Park Drive interchange; and
 - iv) Highway 427 – extension beyond Major Mackenzie Drive in York Region; and
 - f) Participate in and encourage the Province's study of the GTA West Transportation Corridor, in recognition of the potential role of this transportation corridor for the movement of goods."
128. Policy 5.6.7.2.5 is renumbered as Policy 5.9.7.2.6.
- Subsection (a) is amended by the insertion of the phrase "Evaluating, prioritizing and" before the words "securing grade" and by the deletion of the phrase ", where warranted," after the words "*major roads*".
129. Policy 5.6.7.2.6 is renumbered as Policy 5.9.7.2.8 and is amended by deletion and replacement as follows:
"Work with other levels of government, and the private sector to develop and implement a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes. 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."
130. Policy 5.6.7.2.7 is renumbered as Policy 5.9.7.2.9 and is amended by the insertion of the words "and improved efficiency" after the words "better coordination".
131. Addition of Policy 5.9.7.2.5 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 the use of existing goods movement *infrastructure* and capacity."
132. Addition of Policy 5.9.7.2.7 as follows:
"Work with the railways, the trucking industry, the Greater Toronto Airports Authority, the Province and the area municipalities to improve access to freight terminals and to Toronto – Lester B. Pearson International Airport and its surrounding employment areas in order to integrate these into surrounding land uses and to maximize their economic potential."

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133. Addition of Policy 5.9.7.2.10 as follows:
“*Support*, and participate in, the efforts of Metrolinx to develop and implement a Goods Movement Strategy for the *Greater Toronto and Hamilton Area*, as outlined in the Regional Transportation Plan.”
134. Addition of Policy 5.9.7.2.11 as follows:
“*Support* provincial and federal government studies on the movement of goods in Southern Ontario (e.g., the Quebec-Windsor Gateway Study).”
135. Addition of Policy 5.9.7.2.12 as follows:
“Promote improvements to, and the harmonization of, the goods movement policies of all levels of government (federal, provincial, regional and local).”
136. Addition of Policy 5.9.7.2.14 as follows:
“Work with the Province and the area municipalities to develop and implement freight-*supportive* land use guidelines.”
137. Addition of Policy 5.9.7.2.15 as follows:
“Work with the Province to facilitate the efficient movement of goods by making goods movement the first priority of highway investment.”
138. Addition of Policy 5.9.7.2.16 as follows:
“Work with the Province to develop a program of transportation supply and demand management measures to facilitate goods movement.”
139. Section 5.6.8 is renumbered as Section 5.9.8 and is amended by deletion and replacement 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 higher levels of emissions. Additional impacts of the increase in number of vehicle trips include 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.”
140. Section 5.6.8.1 is renumbered as Section 5.9.8.1.

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141. Objective 5.6.8.1.1 is renumbered as Objective 5.9.8.1.1 and is amended by the insertion of the word “To” before the words “improve air quality”.
142. Deletion of Objective 5.6.8.1.2.
143. Objective 5.6.8.1.3 is renumbered as Objective 5.9.8.1.2 and is amended by the insertion of the word “To” before the words “promote a”.
144. Section 5.6.8.2 is renumbered as Section 5.9.8.2.
145. Policy 5.6.8.2.1 is renumbered as Policy 5.9.8.2.1 and is amended by the deletion of the phrase “area, neighbouring GTA and Hamilton” after the words “Work with” to be replaced by the words “Greater Toronto and Hamilton Area” and by the insertion of the words “and other modes of transportation” after the words “from automobiles”.
146. Policy 5.6.8.2.2 is renumbered as Policy 5.9.8.2.2 and is amended by deletion and replacement as follows:
“Work with the Province, the area municipalities, school boards, transit providers and non-profit organizations to educate the public, through new initiatives, on the relationship between vehicles, air pollution and impacts on the natural environment.”
147. Policy 5.6.8.2.3 is renumbered as Policy 5.9.8.2.3 and is amended by the deletion of the word “Support” before the words “strategies intended” to be replaced by the word “Promote”; by the deletion of the words “water pollution” after the words “and prevent” to be replaced by the words “impacts on the environment” and by the insertion of the phrase “, specific to water pollution, the” after the words “system and”.
148. Policy 5.6.8.2.4 is renumbered as Policy 5.9.8.2.4 and is amended by the insertion of the words “the use of” after the words “Systems and” and by the insertion of the words “and active transportation” after the words “public transit”.
149. Addition of Policy 5.9.8.2.5 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.”
150. Section 5.6.9 is renumbered as Section 5.9.9 and is amended by deletion and replacement 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

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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.”

151. Section 5.6.9.1 is renumbered as Section 5.9.9.1.
152. Objective 5.6.9.1.1 is renumbered as Objective 5.9.9.1.1 and is amended by the insertion of the word “To” before the words “reduce auto” and by 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”.
153. Objective 5.6.9.1.2 is renumbered as Objective 5.9.9.1.2.
154. Objective 5.6.9.1.3 is renumbered as Objective 5.9.9.1.3 and is amended by the insertion of the word “To” before the words “maximize the” and by the deletion of the phrase “by utilizing *transportation demand management, supply and transit strategies*” after the word “transportation system” to be replaced by the words “to move both people and goods”.
155. Section 5.6.9.2 is renumbered as Section 5.9.9.2.
156. Policy 5.6.9.2.1 is renumbered as Policy 5.9.9.2.1 and is amended by deletion and replacement 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.”
157. Policy 5.6.9.2.2 is renumbered as Policy 5.9.9.2.2 and is amended by deletion and replacement 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*.”

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158. Policy 5.6.9.2.3 is renumbered as Policy 5.9.9.2.3 and is amended by deletion and replacement as follows:
“Work with all levels of the public and private sectors to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of *sustainable* modes of transportation and to develop programs for implementing these and other travel demand management strategies.”
159. Policy 5.6.9.2.4 is renumbered as Policy 5.9.9.2.4 and is amended by the insertion of the word “the” after the words “Work with” and the insertion of the phrase “, local Transportation Management Associations and school boards” after the words “area municipalities”.
160. Policy 5.6.9.2.5 is renumbered as Policy 5.9.2.2 and is amended by deletion and replacement as follows:
“Work with the Province, area municipalities and adjacent municipalities to provide transportation systems that:
- a) Are safe, *sustainable* and energy efficient;
 - b) Facilitate the movement of people and goods;
 - c) Offer travellers a variety of mobility choices;
 - d) Address projected needs; and
 - e) Encourage the most financially and environmentally appropriate mode for trip-making.”
161. Policy 5.6.9.2.6 is renumbered as Policy 5.9.9.2.5 and is amended by deletion and replacement as follows:
“Work with the area municipalities, other levels of government, school boards and the private sector to develop and *support* outreach and marketing programs that promote *sustainable transportation* alternatives, such as *active transportation* and transit, to affect changes in peoples’ travel behaviour and to encourage increased use of these alternatives.”
162. Policy 5.6.9.2.7 is renumbered as Policy 5.9.9.2.6 and is amended by the insertion of the words “the development and implementation of” after the words “and *support*” and by the insertion of the words “strategies and programs” after the word “*TDM*”.
163. Deletion of Policy 5.6.9.2.8.
164. Policy 5.6.9.2.9 is renumbered as Policy 5.9.10.2.3.
165. Addition of Policy 5.9.9.2.7 as follows:
“Encourage area municipalities, local Transportation Management Associations and the private sector to develop parking management strategies that make

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more efficient use of parking resources and that encourage the use of *sustainable* modes of transportation.”

166. Addition of Policy 5.9.9.2.8 as follows:
“Encourage area municipalities to update their parking and zoning by-laws to *support* and facilitate *transportation demand management* measures.”
167. Addition of Policy 5.9.9.2.9 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.”
168. Addition of Section 5.9.10 (Active Transportation) as follows:
“The promotion of *active transportation* and the provision of *infrastructure* dedicated to it are *core transportation demand management* strategies. 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*.”
169. Addition of Section 5.9.10.1.
170. Addition of Objective 5.9.10.1.1 as follows:
“To increase the share of trips made using *active transportation*.”
171. Addition of Objective 5.9.10.1.2 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.”
172. Addition of Section 5.9.10.2.
173. Addition of Policy 5.9.10.2.1 as follows:
“Work with Metrolinx, the area municipalities and adjacent 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

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b) Provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations.”

174. Addition of Policy 5.9.10.2.2 as follows:
“Work with Metrolinx, the area municipalities, adjacent municipalities and the private sector to develop and implement an Active Transportation Plan for *Peel* that builds on area municipal pedestrian and cycling plans.”
175. Addition of Policy 5.9.10.2.4 as follows:
“Encourage the area municipalities to promote land uses which foster and *support* the use of *active transportation*.”
176. Addition of Policy 5.9.10.2.5 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.”
177. Addition of Policy 5.9.10.2.6 as follows:
“Work with school boards and the private sector to promote the use of *active transportation* by students and to *support* the Peel Safe and Active Routes to School program.”
178. Addition of Policy 5.9.10.2.7 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.”
179. Addition of Section 5.9.11 (Accessible Transportation) 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.”

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180. Addition of Section 5.9.11.1.
181. Addition of Section 5.9.11.2.
182. Addition of Policy 5.9.11.2.2 as follows:
“Work with the Province, Local Health Integration Networks, human *services* agencies and transit providers to coordinate and facilitate inter-regional transportation for persons with *disabilities*.”
183. Addition of Policy 5.9.11.2.3 as follows:
“*Support* the coordination of eligibility criteria between and among all providers of transportation *services* for persons with *disabilities*.”
184. Addition of Policy 5.9.11.2.7 as follows:
“Develop and implement programs and *services* that meet the transportation needs of persons with *disabilities* who do not qualify for TransHelp.”
185. Addition of Policy 5.9.11.2.8 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.”
186. Addition of Policy 5.9.11.2.9 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).”
187. Addition of Policy 5.9.11.2.10 as follows:
“Work with the Province and other appropriate agencies to identify and secure *sustainable*, predictable funding to *support* the provision of transportation for persons with *disabilities*.”
188. Addition of Policy 5.9.11.2.11 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.”
189. Policy 6.2.2.11 is renumbered as Policy 5.9.11.2.5.
190. Policy 6.2.2.12 is renumbered as Policy 5.9.11.2.1 and is amended by deletion and replacement as follows:
“*Support* increased coordination of transportation services among TransHelp, the Accessible Transportation Coordination Office, the area municipalities, *community*-based agencies and taxi companies to provide a collaborative, integrated and equitable transportation *service* for persons with *disabilities*.”

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191. Policy 6.2.2.13 is renumbered as Policy 5.9.11.2.6.
192. Policy 6.2.2.14 is renumbered as Policy 5.9.11.2.4 and is amended by the insertion of the words “and the Accessibility for Ontarians with Disabilities Act” after the words “as identified in the Ontarians with Disabilities Act”.
193. Policy 6.2.2.15 is renumbered as Policy 6.2.2.11.
194. Policy 6.2.2.16 is renumbered as Policy 6.2.2.12.
195. Policy 6.2.2.17 is renumbered as Policy 6.2.2.13.
196. Policy 6.2.2.18 is renumbered as Policy 6.2.2.14.
197. Policy 6.2.2.19 is renumbered as Policy 6.2.2.15.
198. Policy 6.2.2.20 is renumbered as Policy 6.2.2.16.
199. Policy 6.2.2.21 is renumbered as Policy 6.2.2.17.
200. Policy 6.2.2.22 is renumbered as Policy 6.2.2.18.
201. Policy 6.2.2.23 is renumbered as Policy 6.2.2.19.
202. Policy 6.2.2.24 is renumbered as Policy 6.2.2.20.
203. Policy 6.2.2.25 is renumbered as Policy 6.2.2.21.
204. Policy 6.2.2.26 is renumbered as Policy 6.2.2.22.
205. Policy 6.2.2.27 is renumbered as Policy 6.2.2.23.
206. The Objective for Section 7.6.1 is numbered as Objective 7.6.1.1 (it was not numbered in the ROP).
207. The Objective for Section 7.7.1 is numbered as Objective 7.7.1.1 (it was not numbered in the ROP).
208. Policy 7.7.2.6 is amended by the deletion of the phrase “, if needed,” after the words “additional land to”; by the insertion of the words “15 metre by 15 metre” after the phrase “metre reserves,” and by the insertion of the phrase “(or as otherwise required by the design)” after the words “daylight corner triangles”.
209. The Glossary is amended by the deletion of the definition for **Major transit corridor**.

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210. The Glossary is amended by the deletion of the definition for **Parkway Belt West Plan** to be replaced by the following:

“Parkway Belt West Plan: A provincial plan implemented in 1978 for the purposes of separating and defining the boundaries of urban areas, linking urban areas with other areas, providing a land reserve for future linear facilities and providing a system of linked open space and recreational facilities.”

211. The Glossary is amended by the addition of the following definitions:

“Active transportation: Any form of self-propelled transportation, such as walking and bicycling.

Bus rapid transit: Bus-based transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service.

Higher order transit: Transit that generally operates in its own dedicated rights-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail, light rail and buses in dedicated rights-of-way.

Major transit station area: The area including and around any existing or planned rapid transit station or the area including and around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

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.

There are two types of mobility hubs identified in the Metrolinx Regional Transportation Plan: Gateway hubs are major transit station areas that are located at the interchange between two or more current or planned rapid transit lines and that meet specific criteria regarding numbers of transit boardings and surrounding land use densities. Anchor hubs are mobility hubs that meet all of the criteria required for gateway hubs and that have strategic importance due to their relationship with Urban Growth Centres, as well as Pearson Airport (anchor hubs have the potential to transform the regional urban structure and act as anchors for the regional transportation system).

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Planned transportation corridors: Corridors identified through provincial plans or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs.

Rapid transit: Transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, rapid transit includes both higher order transit and bus rapid transit.

Sustainable / Sustainability: Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable transportation: A sustainable transportation system is one that:

- Allows individuals and societies to meet their access needs safely and in a manner consistent with human and ecosystem health and with equity within and between generations;
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; and
- Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise. (Source: The Centre for Sustainable Transportation, 2002.)"