

To: Marco Di Nizio, Junior Planner, Regional Planning and Growth Management Division, Region of Peel
Tina Detaramani, Manager, Sustainable Transportation and Strategic Initiatives Transportation Division, Region of Peel

From: Brian Lakeman, Transportation Policy Planner, Planning, Building and Economic Development Department, City of Brampton

Date: August 5, 2021

Subject: City of Brampton Comments on the Transportation Policies in the Region of Peel's Draft Official Plan

Thank you for the opportunity to review to the responses to the City of Brampton's comments submitted in April 2020 and to review the latest version of the transportation policies to be included in the Region of Peel's updated Official Plan. The comments below, prepared by Transportation Planning staff ("staff"), focus on the transportation-related sections in the Draft Official Plan.

Draft Transportation ROPA Response Chart – City of Brampton

Staff accept the responses to the City's comments provided on the April 2020 version of the Region's Official Plan transportation policies and acknowledge that a number of our comments have been incorporated in the June 2021 version. In particular, staff acknowledge and support enhancements to the Sustainable Transportation section of Chapter 5.10, especially as regards emissions and environmental impact. That said, there are a few responses that we think require further explanation or reconsideration:

1. Page 4, Policy 5.9.5.2.7: As addressed in comment 11 below, staff continue to see the need to distinguish between advocacy for frequent rail service between Union Station and Bramalea Station as part of the GO Rail Expansion Program and advocacy for improved rail service on the Kitchener line as a whole.
2. Page 4, Policy 5.9.7.2.4: Staff continue to see merit in having the policy regarding the review of the strategic goods movement network explicitly speak to land use (i.e., any such reviews need to consider changes to land uses along or near the corridors included in the network). Staff see this as supportive of Provincial direction regarding the integration of transportation planning and land use planning.
3. There are eleven responses that speak to seeking clarification from or to discussion with City staff. Please let us know when you would like to meet regarding these.

Draft Official Plan Consolidation – June 2021

Staff generally support the policies in the Transportation chapters (5.10 and 7.10) of the Draft Official Plan, particularly the emphasis on sustainable transportation. Questions seeking clarity as to policy intent or rationale for deletion and comments providing suggestions for revisions to policies are provided for your consideration below:

Key Comments:

4. Page 265, Policy 5.10.9: Staff suggest retaining the word “facilities”. To account for all possible impacts, staff contend that the policy needs to reference physical facilities/infrastructure in addition to services.
5. Page 268, Policy 5.9.2.18: Why has this policy been deleted? Staff acknowledge that monitoring is addressed elsewhere in the transportation policies – monitoring for the purpose of determining the priority for improvements is cited in Policy 5.10.34.17 – but see merit in retaining the old policy and its broader focus on monitoring the efficiency and effectiveness of the Regional transportation system. Staff see such monitoring as a required precursor to planning for and implementing improvements to the Regional transportation network.
6. Page 270, Policy 5.10.32.10(b): Consider referencing services in addition to infrastructure in this policy, as services such as ridesharing and transit can play an important role in TDM strategies.
7. Page 270, Policy 5.10.32.10(e)(i): Staff suggest that a stronger word than “support” be used in this sub-section. Staff note that, from a Brampton perspective, the implementation of actions that result in complete streets is now, as evidenced in ongoing work on the City’s Complete Streets Guidelines, Official Plan and Secondary Plan for Heritage Heights, a “shall” than a “should”.
8. Page 271, Policy 5.10.32.17: Consider removing the “inclusive of electric vehicle charging infrastructure” wording from this policy – the wording feels like an odd fit in a policy focused on transportation demand management. Staff note that wording on such infrastructure is appropriately included elsewhere in the Official Plan (Policies 5.6.20.14.14(d)(iv), 7.6.6 and 7.9.2).
9. Page 272, Policy 5.10.32.21(a): Staff suggest retaining the word “attractive” in this policy – the look and feel of pedestrian and cycling infrastructure can encourage the usage of it.
10. Page 274, Policy 5.9.5.2.4: Why has this policy been deleted? This policy aligns with and implements Objective 5.10.32.4. Staff recognize that Policy 5.10.32.41(d) speaks to coordination with respect to inter-regional transit connections, but note that the part of Policy 5.9.5.2.4 that spoke to inter-municipal connections appears to have been lost.

11. Page 275, Policy 5.10.32.36: Clarification is requested as to the difference between sub-sections (a) and (b) of this policy ('b' appears to be a subset of 'a'). In their dealings with Metrolinx, staff are advocating for the timely provision of frequent (15 minute or better) two-way all-day service on the Kitchener line to Bramalea Station and for improved two-way all-day service to Mount Pleasant Station (recognizing that frequent two-way all-day service beyond Bramalea Station is not yet in Metrolinx's plans). Was this the intention of sub-section (b)? If so, or even if not, staff request modification to this sub-section to reflect this.
12. Page 277, Policy 5.9.5.2.17: Why has this policy been deleted? This policy supports Objective 5.10.32.7. Staff recognize that other policies speak to innovative technologies and strategies, but note that none of these speak explicitly to transit.
13. Page 278, Objective 5.10.33.2 (and other references to the GTA West Transportation Corridor): Clarification is requesting regarding the Region's stance regarding the corridor, particularly in light of Regional Council's decisions on this project, and how this is reflected in the policies. (Staff do not object to the policies regarding the corridor and welcome the inclusion of Policy 5.10.33.16 encouraging the Province to explore alternative transportation solutions to a freeway that would support complete communities and sustainable transportation.)
14. Page 278, Objective 5.9.3.1.2: Why has this objective been deleted? The Parkway Belt West remains an area of interest for the City of Brampton, particularly as regards the proposed 407 Transitway.
15. Page 279, Policy 5.10.33.7: Staff question the deletion of the wording "and related Bram West Parkway facility" from this policy. Staff recognize that if a transportation facility is built in the corridor being defined as part of the GTA West Transportation Corridor EA Study then the Bram West Parkway will not be part of the north-south corridor, but note that this is not yet a done deal and do not want to preclude an alternate alignment of the north-south corridor.
16. Page 282, Section 5.10.34: Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10 that speak to the integration of land use planning and transportation planning and to complete streets and communities (such as Policy 5.10.34.17). Staff see merit, however, in adding a policy that speaks more explicitly to street design in the context of streetscape, public realm and land use intensification (possibly in Section 5.10.34). This policy could speak to the design and construction/reconstruction of streets on the major road network that create/support a more pedestrian, cycling and transit oriented streetscape and that create/support a less auto-oriented public realm. Such a policy would both build on the existing policies that speak to the integration of land use planning and transportation planning and to complete streets and communities and raise them to a higher level.

17. Page 284, Policies 5.10.34.9 and 5.10.34.10 and Glossary: It feels odd, given that Brampton and other municipalities have shifted to undertaking multimodal level of service analyses, to have a policy (5.10.34.9) and glossary definition focused solely on auto level of service. Staff see multimodal level of service analysis as a given rather than as something to be investigated. Can policies 5.10.34.9 and 5.10.34.10 be merged? Also, consider revising how level of service is defined in the glossary to account for all modes of transportation.

Further to this, staff question, if left unmerged, the use of the word “investigate” and the addition of the words “as appropriate” to Policy 5.10.34.10. For the former, staff see the development of a multimodal level of service methodology as a “need” rather than as a “maybe” (i.e. any future level of service analysis needs to consider all modes). For the latter, in what context could the investigation of a multimodal level of service methodology in consultation with local municipalities and external agencies not be appropriate?

In addition, consider providing a brief explanation of “level of service” in the body of the policy (in addition to the more fulsome definition included in the glossary). This would be helpful for readers not familiar with the concept.

18. Page 287, Policies 5.10.34.21 and 5.10.34.22: Staff question the inclusion of the qualifier “where feasible” in these policies. From a Brampton, all new or improved Regional roads should support the viability of existing or planned rapid transit services and the development of a connected and accessible network of sustainable transportation facilities.
19. Page 294, Policy 5.9.7.2.11: Why has this policy been deleted? Staff contend that Regional support for provincial and federal studies on the movement of goods in Southern Ontario has value for the Region and its local municipalities.
20. Page 299, Policy 5.10.38.10: Staff note the revisions to this policy remove the reference to/emphasis on accessible transportation. Can the policy speak to providing and maintaining a built environment that supports trips made using both accessible transportation services and conventional public transit? This is important for both but is arguably more important for transit riders with accessibility challenges.
21. Schedule Y2 (Major Road Network): How are major roads defined for the purpose of this schedule? This could impact whether or not to depict the extension of Sandalwood Parkway through the Heritage Heights area as a future major road (current plans call for Sandalwood Parkway to be extended as a two lane road from Mississauga Road to Winston Churchill Boulevard).
22. Schedule Y4 (Rapid Transit Corridors): As noted in the comments submitted in April 2020, Brampton Transit’s plans for expansion of their Züm network include routes and/or route extensions not included in Metrolinx’s Frequent Rapid Transit Network. As

this Schedule is intended to show the long-range concept for rapid transit corridors in and adjacent to Peel, these should be included. Additions that are required are as follows:

- Segments of the future Bramalea Züm corridor north of Bovaird Drive (to Countryside Drive) and south of Steeles Avenue to Pearson International Airport (via Bramalea Road, Derry Road, and Airport Road).
- The future Kennedy Road Züm corridor, extending from south of Derry Road to Sandalwood Parkway.
- The future Chinguacousy-Mavis Züm corridor, extending from Derry Road to Wanless Drive.
- The future Sandalwood Züm corridor, extending from the Mount Pleasant GO Station to Airport Road.

Additional Comments:

23. Pages 266 and 267, Policies 5.10.18 and 5.10.21: Staff request clarification on the meaning of the term “appropriate” as used in these policies. Can this term be replaced with a more definitive list of municipalities?
24. Page 268, Policy 5.10.30: Consider defining “first and last mile”, as the meaning of this term may not be apparent to people not immersed in transportation planning matters.
25. Page 272, Policy 5.10.32.22: Consider replacing the words “pedestrian and cycling” with “active transportation”. (Staff note that the latter term is used throughout Chapter 5.10.)
26. Page 279, Policy 5.10.33.6(a): This sub-section references the Niagara to GTA Corridor. Staff suggest checking with the Ministry of Transportation regarding this project (as staff recall hearing during a recent meeting on the Greater Golden Horseshoe Transportation Plan that this corridor is no longer being planned for).
27. Page 284, Policy 5.10.34.6: Clarification is requested as to how this policy differs from Policy 5.10.34.5 (Policy 5.10.34.6 looks to be subset of Policy 5.10.34.5). Can these two policies be merged?
28. Page 299, Policies 5.10.38.5 and 5.10.38.6: Consider merging these two policies, as both speak to encouraging transit accessibility.
29. General: Staff request clarification as to how the term “transportation hub” is defined for the purpose of the Official Plan. Staff note that a number of policies speak to transportation hubs and that in many of these instances the term is italicized. Staff note, however, that this term is not included in the glossary.

From: Brooks, Shannon <Shannon.Brooks@brampton.ca>

Sent: November 26, 2021 4:32 PM

To: Kataure, Virpal <virpal.kataure@peelregion.ca>

Cc: Shah, Bindu <Bindu.Shah@brampton.ca>; LaRota, Claudia <Claudia.LaRota@brampton.ca>; Balram, Anand <Anand.Balram@brampton.ca>; Hignett, Jeffery <Jeffery.Hignett@brampton.ca>; Costa, Tristan <Tristan.Costa@brampton.ca>

Subject: Peel 2051 Regional Official Plan Review - Brampton Comments

Hi Virpal,

I hope you are doing well! In light of the November 30th deadline, Brampton staff did have some additional comments to provide regarding Regional Official Plan policies.

Attached you will find a commenting table that consolidates two sets of comments from the Official Plan and Growth Management team and Policy, Program and Implementation team.

The Policy, Program and Implementation team provided more detailed comments on MTSAs (found on tab 2 of the Excel Sheet), including the shapefiles and boundary delineations for MTSAs (attached).

We are planning to send specific housing policy feedback to Paul for next week's workshop. Does that work for you?

Thank you for the opportunity to provide comments.

Sincerely,

Shannon Brooks

Policy Planner III, City Planning and Design

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

T: 905.874.2061 E: Shannon.Brooks@brampton.ca



The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.

Please review the City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Regional Official Plan Policy Review

COMMENT #	COMMENTS	SUBSECTION	THEMATIC POLICY AREA	DATE	COMMENTER
1	Consider strengthening this. Instead of directing "a significant portion of growth" and "particularly UGCs, SGUs and Corridors" consider rewording to "UGCs, SGUs, and corridors are the focus (or primary locations) for highest levels of intensification".	5.4.1	Regional Structure - Growth Management	22-Nov-21	Policy, Programs & Implement.
2	Consider making a reference to these policies in 5.6.19	5.8.32 5.8.33 5.8.34	Regional Structure - Employment Areas	22-Nov-21	Policy, Programs & Implement.
3	Add reference to this section and general policy in 5.6.19.13. Something like "Policies that encourage the implementation of inclusionary zoning, as described in 5.8.43"	5.9.43	Regional Structure - Housing	22-Nov-21	Policy, Programs & Implement.
4	Consider clarity on what "applicable MTSAs" means? If all delineated MTSAs are protected, it should apply to all	5.9.43	Regional Structure - Housing	22-Nov-21	Policy, Programs & Implement.
5	Clarify what adjusting means. Can the boundary or location of an MTSA be changed?	7.3.10	Implementation - Interpretation	22-Nov-21	Policy, Programs & Implement.
6	Consider adding some wording here, or just in 5.6.19 that speaks to affordable housing. MTSAs and intensification areas should be a, if not the, focus for affordable housing. Consider setting a minimum target of new housing units in major transit station areas / intensification areas be affordable, to offer a range of compact housing forms and tenures, and intrinsically affordable units for low- and moderate-income households. The ROP speaks to affordable housing, but consider focusing that on the intensification areas/MTSAs (this is in addition to Inclusionary Zoning policy).	7.9.22 7.9.24	Implementation - Regional Planning Initiatives	22-Nov-21	Policy, Programs & Implement.
5.6.19 - MAJOR TRANSIT STATION AREA SECTION					
7	Change "Support" to "Provide" or stronger language. Clarify what is meant	5.6.19.3	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
8	Change "enhance" to "develop and/or strengthen" or stronger language. There are no transit stations yet in many of these areas, so connections have yet to be built. Where they do exist, they must be strengthened.	5.6.19.4	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
9	Change "Direct the local municipality to delineate" to "Local municipalities shall delineate". Strengthen's language.	5.6.19.7	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
10	Same as above. Change to "The local municipality shall..."	5.6.19.8	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
11	Consider revising all policies under 5.6.19.9 to indicate timing of when all these applicable policies are to be implemented by the local municipalities and provide clarity of expectations. Timing of zoning implementation is not being indicated	5.6.19.9 (all)			
12	Clarity is required to understand the process of delineating "planned" stations in the future	General			
13	Same as above. Change to "The local municipality shall..."	5.6.19.9	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
14	Consider replacing/revising to include "Residents to job target ratios to ensure live and work opportunities and an appropriate balance of jobs and population."	5.6.19.9.a	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
15	Consider replacing with "land uses in each station that will support the achievement of complete communities and the min. density targets..."	5.6.19.9.b	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
16	Consider moving it to 5.6.19.9.a and renumber subsequent policies	5.6.19.9.d	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
17	Suggest replacing with "... including but not limited to site design, ..."	5.6.19.9.i	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
18	Change "encourage" to "require"	5.6.19.10	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
19	Change "encouraged" to "required"	5.6.19.11	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
20	Consider adding requirement to identify ratio of people to jobs in each MTSA to this policy	5.6.19.13.a	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
21	Change "or" to "and". Need street pattern that encourages active transportation and transit use, not one or the other.	5.6.19.13.c	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
22	Change "foster" to "contributes to" or "creates" for stronger language.	5.6.19.13.d	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
23	Replace "consider" with "implement"	5.6.19.13.e	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
24	HLRT-21 under Municipality says "combined". It is a combined MTSA, but this should read "Brampton" as this combined MTSA falls completely within Brampton, not 2 combined municipalities.	Table 5	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
25	As above, with HLRT - 23, 25, and several others. Revise all as none of these are combined between 2 municipalities.	Table 5	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
ADDITIONAL MTSA POLICIES FOR CONSIDERATION					
26	Consider adding this as a policy: That in cases where a major transit station area and a designated Urban Growth Centre or other SGU/Intensification area overlap, the higher density requirements shall apply.	5.6.19	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
27	Consider adding this as a policy: That major transit station area density targets apply to the entirety of the area within the boundary delineation, not individual parcels.	5.6.19	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
28	Consider adding this as a policy/objective, or absorb into 5.6.19.9.c: "Local municipalities develop policies to enhance connectivity and customer experience including design elements to assist with wayfinding and defining gateways/entrances to station stops;	5.6.19.9	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
29	Consider adding this: Policies that encourage the implementation of inclusionary zoning, as outlined in described in section 5.8.43 of this plan	5.6.19.9	Regional Structure - Urban System	22-Nov-21	Policy, Programs & Implement.
OTHER COMMENTS					
30	Revised boundary delineations for the 13 Primary stations is attached with this submission. Secondary MTSAs are not planned at this time. All other stations will remain as planned	Schedule Y7	Schedules	22-Nov-21	Policy, Programs & Implement.

31	Increase text size of the Station IDs on this schedule. They're too small to read, yet they are the most important text on this map.	Schedule Y7	Schedules	22-Nov-21	Policy, Programs & Implement.
32	General on all schedules: recommend deleting "Legend" from the legend title block - intuitive already	All Schedules and Figures	All Schedules and Figures	22-Nov-21	Policy, Programs & Implement.
33	Suggest aligning the boundaries of the Bramalea GO MTSA with the boundaries of the proposed MZO for consistency	Schedule Y7	Schedules	22-Nov-21	Policy, Programs & Implement.

CITY OF BRAMPTON MAJOR TRANSIT STATION AREAS



- Station or Stop Location
- Primary MTSA on Priority Transit Corridor
- Primary MTSA on Queen Street Corridor
- Planned MTSA 800m Radius

0 1 2 3 4 5 km

From: Bjerke, Bob <Bob.Bjerke@brampton.ca>

Sent: Friday, December 17, 2021 6:18:03 PM

To: Smith, Adrian <adrian.smith@peelregion.ca>

Cc: Zbogar, Henrik <Henrik.Zbogar@brampton.ca>; Shah, Bindu <Bindu.Shah@brampton.ca>; Humble, Jeffrey <JEFFREY.HUMBLE@brampton.ca>; Brooks, Shannon <Shannon.Brooks@brampton.ca>; Balram, Anand <Anand.Balram@brampton.ca>; Oliveira, Andria <Andria.Oliveira@brampton.ca>; McNeill, Andrew <Andrew.McNeill@brampton.ca>; Pearce, Melanie <Melanie.Pearce@brampton.ca>

Subject: Draft Regional Official Plan - Brampton Comments

Hi Adrian,

I hope this email finds you well.

As discussed, please find attached a letter and two appendices written from Brampton staff outlining a number of key comments regarding the draft Regional Official Plan Amendment's Transportation Policy Section. Specifically, some of the concerns staff have identified are in regards to the framing of policies in subsections 5.10.34 and 5.10.36 and how they are to be applied to strategic growth areas in Brampton in light of other Provincial, Regional and City planning objectives for these locations.

We would like to book a meeting with Regional staff in January to discuss further. Please let me know how you would like to coordinate this discussion and who from your team should be in attendance.

Have a great holiday and looking forward to discussing with you and your team in the New Year.

Sincerely,

Bob Bjerke MCIP RPP

Director, City Planning & Design

Planning, Building & Economic Development Department

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2

c. 647.242.7360



The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.

Please review the City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Appendix A: Previous City Comments and Revisiting Region’s Proposed Solutions

City Comment	Proposed Regional Response
<ul style="list-style-type: none"> Page 282, Section 5.10.34 - Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10 that speak to the integration of land use planning and transportation planning and to complete streets and communities (such as Policy 5.10.34.17). Staff see merit, however, in adding a policy that speaks more explicitly to street design in the context of streetscape, public realm and land use intensification (possibly in Section 5.10.34). This policy could speak to the design and construction/ reconstruction of streets on the major road network that create/support a more pedestrian, cycling and transit-oriented streetscape and that create/support a less auto-oriented public realm. Such a policy would both build on the existing policies that speak to the integration of land use planning and transportation planning and to complete streets and communities and raise them to a higher level. 	<ul style="list-style-type: none"> Agreed, Policy 5.10.12 will be modified as follows: "Work with the Province, local municipalities and relevant stakeholders to support the integration of transportation system planning, transportation infrastructure investment and local municipal land use planning and design at all stages of the planning process."
<ul style="list-style-type: none"> Page 284, Policies 5.10.34.9 and 5.10.34.10 and Glossary- it feels odd, given that Brampton and other municipalities have shifted to undertaking multimodal level of service analyses, to have a policy (5.10.34.9) and glossary definition focused solely on auto-oriented levels of service. Staff see multimodal levels of service analysis as a given rather than as something to be investigated. Can policies 5.10.34.9 and 5.10.34.10 be merged? Also, consider revising how level of service is defined in the glossary to account for all modes of transportation. Further to this, staff question, if left unmerged, the use of the word “investigate” and the addition of the words “as appropriate” to Policy 5.10.34.10. For the former, staff see the development of a multimodal level of service methodology as a “need” rather than as a “maybe” (i.e. any future level of service analysis needs to consider all modes). For the latter, in what context could the investigation of a multimodal level of service methodology in 	<ul style="list-style-type: none"> MMLOS would need to go to Council. The status of it and traditional auto-oriented LOS are different therefore appropriately separated in policy framework. We are waiting for the outcome of the work on MMLOS. Policy 5.10.34.10 to be revised as follows: "Investigate a multi-modal Level of Service methodology in consultation with the local municipalities and external agencies." Level of Service is a defined term and OP is intended to be read in its entirety.

<p>consultation with local municipalities and external agencies not be appropriate?</p> <ul style="list-style-type: none">• In addition, consider providing a brief explanation of “level of service” in the body of the policy (in addition to the more fulsome definition included in the glossary). This would be helpful for readers not familiar with the concept.	
---	--

Appendix B: Additional Concerns when Applying an Intensification and Strategic Growth Lens to Regional Official Plan Transportation Policy

Policy Section in ROPA	City Comment
Strategic Growth Area Policies	
<p>5.6.17 Preamble The <i>Strategic Growth Areas</i> identified in the Regional Official Plan establish a hierarchy for which the highest densities and scale of <i>development</i> will be directed:</p> <ol style="list-style-type: none"> 1. <i>Urban Growth Centres</i> 2. <i>Major Transit Station Areas</i> 3. <i>Nodes/Centres</i> 4. <i>Intensification Corridors</i> 	<p>The Regional Official Plan identifies a hierarchy for density and scale of development being directed to Strategic Growth Areas (Urban Growth Centres, MTSA's, Nodes/Centres, and Intensification Corridors). This hierarchy needs to be considered when reviewing all policies in 5.10, particularly the Road Network and Goods Movement sections, as many Regional roads intersect with these strategic growth areas.</p>
<p>5.6.17.1 To achieve an urban, integrated and connected system of <i>Strategic Growth Areas</i> that supports complete communities and multi-modal transportation options.</p>	<p>To achieve this objective, City staff require a re-prioritization and reframing of the Major Road Network and Goods Movement policies that play an important role in achieving an urban, integrated and connected system that supports complete communities and multi-modal transportation options.</p>
Sustainable Transportation Policies	
<p>5.10.32.3 To achieve a 50 per cent <i>sustainable</i> mode share in the Region of Peel by 2041.</p>	<p>In light of prioritization of goods movement in subsequent policy sections, City staff are concerned that a higher sustainable mode shift is not an attainable target. However, ensuring this target is met is incredibly important to support the transportation vision for the City of Brampton. This policy should speak to the role of intensification in creating shorter trips as a result of concentrated mixed land uses. This policy should be prioritized throughout section 5.10 of the ROPA.</p>
<p>5.10.32.6 To <i>support</i> and encourage <i>transit-supportive development</i> densities and patterns, particularly along <i>rapid transit</i> corridors and at designated nodes such as transit terminals, Urban Growth Centres, GO stations <u><i>Major Transit Station Areas</i></u>, and <u><i>mobility transportation hubs, consistent with direction in the latest provincial plans.</i></u></p>	<p>Priority growth areas identified by municipal governments should also be included and not limited to provincial areas of interest.</p>
<p>5.10.32. 8 To encourage and <i>support</i> the development of a safe, attractive, accessible and integrated network of bicycle and</p>	<p>Staff agree with this policy and how it identifies the importance of an integrated network of active transportation facilities on Regional</p>

<p>pedestrian facilities <u>active transportation facilities on Regional roads</u> that enhances the quality of life, and promotes the improved health, of Peel residents <u>of all ages and abilities</u>.</p>	<p>roads, thereby identifying the importance of road design. On the other hand, the Goods Movement policy framework is not compatible with the objectives of this policy. By prioritizing level of service in relation to goods movement and single occupant vehicles, it does not address future needs of residents located in these communities, nor does it plan for the changing transportation needs of the future.</p>
<p>5.10.32.10 Encourage <u>area local</u> municipalities to: a) Promote land uses and site design which foster the <u>safe and efficient</u> use of <u>sustainable</u> modes of transportation</p>	<p>City staff agree with how this policy is written and a similar one should be created to identify the importance of land use and site design on Regional roads.</p>
<p>5.10.32.10 d) <u>Prioritize transit and active transportation to support future travel demand; and</u> d)e) For new <i>development</i> in <u>Designated Greenfield Areas and redevelopment areas</u>, create <u>street-complete streets</u> configurations, densities and an urban form that: I. <i>support</i> walking, cycling and the early integration and sustained viability of transit <u>services</u>; and II. create high quality public open spaces with site design and urban design standards that <i>support</i> opportunities for transit, walking and cycling.</p>	<p>City staff agree with intent of these policies and they should be expanded to Regional roads. This concept of complete streets should be expanded beyond new development and redevelopment areas to make this a Region-wide standard.</p>
<p>5.10.32.12 Work with all levels of the public and private sectors <u>and non-government organizations</u> to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of <u>sustainable</u> modes of transportation and to develop programs for implementing these and other travel demand management strategies.</p>	<p>Agree with the principles and objectives of this policy. On the other hand, the framing of goods movement and road network policies identified below pose a challenge to meeting this objective, as this continues to influence how land use is built as a response to car demands.</p>
<p>Major Road Network Policies</p>	
<p>5.10.34 Background & Introduction The <i>Major Road Network</i> 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 <i>major roads</i> under the jurisdiction of the Province of Ontario (Highways 9 and 10 in</p>	<p>Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10.34 that speak to the integration of land use planning and transportation planning to support the creation of complete streets and communities (such as Policy 5.10.34.17). Staff think that a policy should be added that speaks</p>

<p>Caledon), the Region and the area local municipalities. The Regional roads are designed to provide a high level of inter-municipal <i>transportation capacity</i>. The Region works with the area local municipalities to plan for transportation on a region-wide basis. The provision of a safe, efficient and reliable <i>major road</i> network plays an important role in the movement of people (by automobile, transit, and bicycle and walking, as well as) and goods. Opportunities for additions and expansions to the <i>major road</i> network in Peel are limited. With sustainable transportation infrastructure investments, additions and expansions can be made to the network to improve efficiency of the system and increase alternative mobility options.</p>	<p>more explicitly to street design in the context of streetscape, public realm and land use intensification (propose in Section 5.10.34)</p>
<p>5.10.34.1 To work with the area local municipalities and the Province to provide, optimize, maintain and operate a <i>Major Road</i> Network to facilitate the safe, efficient and reliable movement of people and goods.</p>	<p>Use of wording “efficient and reliable” in the policy infers a focus on peak hour demand, maintaining speed and reducing delay. However, City staff are worried that throughout the rest of the day, these fast-moving, wide-lane roads do not foster 15-minute communities for vulnerable user access, safety and comfort due to the nature of road design/operations.</p>
<p>5.10.34.2 To control access to Regional Roads through the planning and development process so as to:... d. Reduce the number and location of intersections along Regional Roads in greenfield and brownfield developments through consolidation of neighbouring accesses.</p>	<p>This policy does not consider intensification areas near Regional roads, thereby undermining local municipal context and city building initiatives. This policy does not consider the intent of the Road Characterization Study, which states that Regional roads must evolve based on land use character. As a result, this maintains traditional suburban land use/road dichotomies in urbanizing areas.</p>
<p>5.10.34.4 To avoid, or if avoidance is not possible, minimize and mitigate impacts of transportation on the community, natural environment and the Agricultural System consistent with the objectives and policies of this Plan</p>	<p>Road design needs to consider the impact that roads have in facilitating complete communities, not acting as a community constraint. This policy prioritizes transportation infrastructure over the needs of the community and instead, should be reprioritized so that the infrastructure responds to the needs/sensitivities of the community. Staff recommend the reconsideration of the wording around avoidance or mitigation and shift to community prioritization-based language.</p>

<p>5.10.34.7 Work with the Province, 407 ETR and the area local municipalities to identify, prioritize and resolve; a) Gaps, bottlenecks and jogs in the Regional and local road networks;</p>	<p>Staff believe the reduction of bottlenecks is not a blanket approach that should be used, nor is it a good outcome from a land use planning perspective. In these urbanizing and mixed-use areas, permeability, higher pedestrian usage, active transportation options and public transit routes require roads to move slower in order to foster complete communities. Staff propose the removal of bottlenecks as a positive policy outcome, or at least recognition that we cannot reduce bottlenecks everywhere and so “as appropriate”. In strategic growth areas, reducing bottlenecks means the prioritization of auto-oriented movement rather than access and safety for more complete streets for pedestrians, cyclists and transit riders.</p>
<p>5.10.34.7 Work with the Province, 407 ETR and the area local municipalities to identify, prioritize and resolve; c. Impediments to transit and active transportation on the Regional and local road networks</p>	<p>This is a good policy, but the intent of this policy may be challenging from an implementation perspective. Staff request clarification on how to implement this policy in light of other policies in the section.</p>
<p>5.10.34.9 Ensure that, where possible, adequate <i>transportation capacity</i> on Regional roads is based on a “<i>Level of Service</i>” Policy” adopted and periodically reviewed by Regional Council.</p>	<p>Level of service needs to be more clearly defined, as the current framing of this policy relates back to reducing traffic congestion, supporting single occupant vehicle users and not considering other policy directives in the Regional Official Plan. This framing does not account for the experience of other users and as a result, impacts the ability of City staff to implement the mobility hierarchy of Vision 2040 (walking, cycling, transit, goods movement, shared vehicles and private vehicles). The current overarching, Region-wide policy is not responsive to the context of the evolving conditions that the roadway passes through, including other planning initiatives and policy objectives for these strategic growth areas.</p>
<p>5.10.34.11 Protect the designated Regional rights-of-way requirements, as shown on Schedule Y3, to accommodate future road widenings and improvements consistent with Section 7.10 of this Plan.</p>	<p>This policy must consider street design and complete street principles in deciding on future road widening’s. This would ensure that other road users are involved and considered in the decision to change the layout of the street, while prioritizing impacts on land use and urban design. The road design process needs</p>

	to remain flexible and adaptable to new land use assumptions and evolving conditions.
5.10.34.14 Control frontage <i>development</i> and vehicular access onto Regional roads consistent with relevant Regional By-laws, <u>including the Controlled Access By-law, and the Regional Roads Characterization Study, as amended from time to time</u>	Reference to the Regional Road Characterization Study is not appropriate considering evolving land uses planning for Brampton, particularly as the Study has not been updated to incorporate the Vision 2040 direction and emerging Brampton Plan city structure based on Council and the public direction. City staff are grappling with instances where land use planning has evolved and no update in Regional road characterization now constrains strategic planning.
5.10.34.15 Control access to Regional roads so as to optimize <u>traffic road</u> safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area local municipality. <u>Where feasible, and consistent with context, access to developments should be obtained via municipal roadways and not Regional roads.</u>	The addition of the “where feasible and consistent with context” portion does not consider strategic growth areas where access is mainly on Regional roads. The policy should be more accommodating/flexible to support sensitive/contextual road design in strategic growth areas.
5.10.34.16 Protect residential <i>development</i> adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of <i>development</i> <u>for outdoor living areas that have reverse frontage (rear or side lot abutting a Regional road).</u>	The language around the protection of adjacent residential development is framed in a manner that does not highlight the importance of integrating the road into the design of the community. Roadway design and urban design must be done in tandem, whereas protection infers that those that live in these communities are secondary to the road work. Staff also request the identification of working with local municipal planning staff to integrate transportation and land use planning.
5.10.34.17 Determine the priority for improvements to <i>the</i> Regional road system periodically in the context of monitoring <u>and inspection</u> reports, system status reports, studies on growth and other indicators related to the Regional Structure , in consultation with the area local municipalities.	Staff are requesting the term “improvements” be defined. In reviewing this policy in the context of the rest of this section, it seems it is focused on increasing capacity for fast mobility rather than place making, which is particularly challenging when applied to the intensification happening in Brampton’s strategic growth areas. Studies on growth and other indicators are vague and staff think that it would be useful to add land use and urban design considerations and reporting as criteria/indicators to determine “improvements”.

<p>5.10.34.21 Ensure that new or improved Regional roads <i>support</i> the viability of existing or planned <i>rapid transit services</i> <u>where feasible</u> and encourage the area local municipalities to do the same for roads under their jurisdiction</p>	<p>How does the Region determine “where feasible”? Transit is a priority for the City of Brampton to meet sustainability, community, public health and equity goals. In cases where rapid transit may conflict with Regional road planning for conventional vehicular levels of service, transit should be prioritized rather than applied only “where feasible”.</p>
<p>5.10.34.22 <u>Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.</u></p>	<p>Sustainable transportation should be supported everywhere to align with 5.10.32 Sustainable Transportation policy section to achieve net zero carbon emission aspirations. Staff are wondering where this would not be feasible. If Vision Zero is an objective, this needs to be prioritized and roads need to integrate sustainable modes and find a way to make it feasible if not originally feasible. Safe and accessible road space should be provided for bikes and other active modes of transportation on all roads in order to achieve Vision Zero objectives.</p>
<p>Goods Movement Policies</p>	
<p>5.10.36 – Goods Movement <u>To support goods movement in the Region of Peel, there is a need for a coordinated network linking major road network, the provincial freeway, areas of significant employment activity and major goods movement corridors. With an increase traffic congestion, there is a resulting delay in the movement of goods in the GTHA which is contributing to diminishing productivity, wasted energy, environmental degradation, and lowering of standard of living. Economically, delay in the movement of goods is costing billions of dollars in lost GDP every year. An integrated transportation network, inclusive of road, rail, air, marine, and pipeline, is needed to ensure that goods are transported in an efficient and timely manner. In the Region of Peel, the safe and efficient movement of goods is plays an important role in to regional 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</u></p>	<p>This preamble section and policies are problematic considering the 2051 planning horizon. With Brampton objectives of creating complete communities and complete streets, goods movement needs to consider the local context and needs of those residents who live, work and play in the communities along these roads. City staff are not suggesting the restriction of trucks and transporters to use or move on major arterials, however, staff suggest that some delay to these vehicles on Regional roads would contribute to the overall health of strategic growth areas and is necessary to ensure the safety of pedestrians and cyclists, as well as the public transit users.</p> <p>Highways are to be prioritized for the fast movement of goods rather than through communities. It is imperative Brampton sets itself up as a future-ready city with economically diverse options beyond traditional transport and trucking industries. Specifically, communities should not be designed for priority goods movement</p>

<p>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 <u>will be</u> advanced in balance with the system requirements of the entire <i>GTHA</i></p>	<p>particularly through these strategic growth areas, as identified above.</p>
<p>5.10.36.1 To facilitate the development <u>and maintenance</u> of a safe and efficient goods movement network within <i>Peel</i> and between <i>Peel</i> and adjacent municipalities that <u>supports the Regional</u> economy <u>while minimizing adverse impacts</u></p>	<p>Staff are requesting clarity on how “safe and efficient” is defined and qualified (as this could mean “fast and without delay”), as this may not be congruent with other goals of the Regional Official Plan and may not balance other city building priorities. Minimizing adverse impacts still infers the prioritization of goods movement, which needs to be resolved with these other planning goals and objectives.</p>
<p>5.10.36.4 <u>Work with the Province, the local municipalities, adjacent municipalities relevant agencies and stakeholders to implement and regularly update the Goods Movement Strategic Plan for Peel</u></p>	<p>What exactly in the Goods Movement Strategic Plan is being referenced? Staff request specific policy extracts from the Goods Movement Strategic Plan be integrated/articulated into Official Plan policy rather than a general policy referring to the Strategic Plan in its entirety.</p>
<p>5.10.36.5 Establish strong partnerships with <u>public and private</u> stakeholders to develop a vision for goods movement in <i>Peel</i>, determine priorities, and implement action plans for advancing a <i>sustainable</i> goods movement system in <i>Peel</i></p>	<p>The City’s comments related to 5.10.36.4 would accomplish this. The current Strategic Plan sets out a vision, priorities, etc.</p>
<p>5.10.36.7a Define a Periodically review the strategic goods movement network <u>strategic goods movement network</u> shown in Figure Y6 in <i>Peel</i> and related studies, in consultation with the Province <u>and appropriate municipalities in the GTHA, local municipalities and other stakeholders, the other regions in the GTHA, area municipalities, adjacent municipalities and other public and private stakeholders.</u> In so doing, undertake the following: a) <u>Review</u> and update of the existing <u>and future</u> transportation network to ensure the safe and efficient movement of goods throughout <i>Peel</i>. As a part of this effort, <u>continue</u></p>	<p>The priority goods movement routes in Peel do not have the intensification areas and urban design context considered. Many of these routes coincide with strategic intensification and rapid transit corridors. As per previous comments, there is a need to allow for the movement of goods without prioritizing it over the experience of the streets for residents. Staff are requesting the Region look at how goods movement has been planned for in other urbanizing contexts to find a better balance of policy objectives that lead to the outcome of complete communities.</p>

<p><u>working work</u> with the Province and the <u>area local</u> municipalities to identify <u>and update</u> priority goods movement routes in <u>Peel</u>;</p>	
--	--

From: Pearce, Melanie <Melanie.Pearce@brampton.ca> **On Behalf Of** Bjerke, Bob
Sent: February 11, 2022 11:40 AM
To: Smith, Adrian <adrian.smith@peelregion.ca>
Cc: Detaramani, Tina <tina.detaramani@peelregion.ca>; Buonpensiero, Tara <tara.buonpensiero@peelregion.ca>; Zbogar, Henrik <Henrik.Zbogar@brampton.ca>; McNeill, Andrew <Andrew.McNeill@brampton.ca>; Balram, Anand <Anand.Balram@brampton.ca>
Subject: City of Brampton Comment Responses Regional Transportation Policy 2

Good morning Adrian,

City of Brampton Staff appreciate the efforts from Regional Staff to reconcile the comments sent on December 17th, 2021, however further revisions to existing policies and the creation of additional policies that reconcile the City's concerns are required to establish priority, intent and vision.

Please see attached the formal response letter, and corresponding agency response table. City staff look forward to working with Regional Staff in addressing these concerns in a timely and efficient manner.

Please reach out to staff should you have any questions.

Bob Bjerke,

Director, City Planning & Design
Planning, Building & Economic Development Department
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
c. 647.242.7360



The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

TO: Adrian Smith, Chief Planner and Director of Regional Planning and Growth Management

FROM: City of Brampton City Planning and Design and Transportation Planning Staff

DATE: February 11th, 2022

SUBJECT: Response to Regional Official Plan Amendment Transportation Policies #2

Thank you for meeting with City of Brampton staff to discuss comments and concerns on the draft Regional Official Plan Amendment (ROPA). City of Brampton Staff appreciate the efforts from Regional Staff to reconcile the comments sent on December 17th, 2021, however further revisions to existing policies and the creation of additional policies that reconcile the City's concerns are required to establish priority, intent and vision.

City staff observe that the existing approach maintains distinct separation between strategic growth areas from the goods movement and major road network sections that will lead to conflicting outcomes when implemented. The current approach leads to a lack of congruence based on the existing wording of the policy sections and subsequent mapping, when each section is read together. As a result of the existing direction to locals, staff foresee ongoing challenges and discrepancies in applying these layers based on the vision and intent for strategic growth areas. The levels of population and employment growth planned for these strategic growth areas will not happen all at once, it will be an ongoing, evolutionary process. However, the application of the goods movement and major road network policies and existing deferral to other Peel strategies or plans places this evolutionary process and vision at risk. Due to the short term focus of these policies as currently, there appears to be a prioritization of goods movement/major road network/auto movement as the primary priority of the section.

The Goods Movement and Major Road Network sections require Regional staff to thoroughly evaluate the outcomes these policies generate to strategic growth areas and consider the resulting urban form they enable in these integral areas for intensification in Brampton. City staff are requesting that strategic growth areas be prioritized first and foremost within the urban area designation, thereby supporting local municipalities to effectively conform to new Provincial and Regional direction and implement this on the ground. This will lead to more effective outcomes by supporting the prioritization of growth/intensification above SOVs/goods movement, which is integral to balance the evolution of these areas into compact, complete communities that enable the delivery of Brampton's city structure. This will also support modal shifts to sustainable modes of transportation including transit, and balance the short and long-range movements that will enable this vision to come to life. Staff are concerned that focusing on goods movement separate from these priorities will not enable the long-term vision to occur and perpetuate suburban development patterns and street networks that will limit the long term evolution of the Region. City Staff are of the opinion that in order to effectively address this concern, a more extensive update to this section is necessary land forms in strategic growth areas.

While the City of Brampton appreciates the introduction of the “new policies”, when read holistically, these “new” policies appear to be vague, and there is little guidance as to which policies might trump other more detailed legacy policies throughout the document, leaving implementation subjective.

Please see below, additional comments rationalizing how the original comments have not yet been resolved:

Comment #1: Section 5.6.17 – Preamble

- This comment has been resolved, however the intent of this comment still needs to be effectively resolved through subsequent sections.

Comments #3: Section 5.10.32.3

- This policy has not been resolved. Policy and subsequent sections do not speak to how this mode split target will be achieved. The policy should provide clarity on the pathways to implementation.
 - The subsequent policy sections should be more intentional, and clear as to how the competing objectives of the Transportation section result in achieving this mode split.
 - Staff recommend deriving policies from the Long Range Transportation Plan, and the Road Characterization Study to provide more clear policy guidance.
- Regional Staff should consider policies that focus on travel behavior and increased connectivity such as increased intersection density, enhanced road design/character, streetscaping considerations (urban design), an active transit network identifying type of facility with associated mapping, first/last mile transit policy, guidance on creating shorter trips (land use integration).

Comment #4: Section 5.10.32.3

- Resolved, however a definition on local strategic growth areas with the glossary should also be added if it hasn't already, recognizing local urban growth structures.

Comment #5 Section 5.10.32.8

- It is still not clear how all of these objectives can be achieved. The policy is not clear about how various interests are being reconciled and requires an explicit policies explaining how to do this. More clarity is required also in the Goods Movement section.
- Recommendation: Criteria based policy is required to help the reader navigate competing policy/ AT mapping identifying the long term implementation and type of AT infrastructure on Regional Roads.
- Movement priority needs to be established more clearly. The transportation section currently reads that Goods movement and cars are the priority, which leads to certain policies countering one another.
- An implementation policy should be established to help the reader understand in what instances competing policies need be exercised (e.g., strategic growth area policies are prioritized first over goods movement in strategic growth areas)

Comment 6#: Section 5.10.32.10

- The policy proposed is still just encouraging local municipalities.
- The City is requesting 'like' policy that requires the Region to respect land uses and design roadways according to planned context.

Comment #7: Section 5.10.32.10

- The policy proposed is an encouragement policy for local municipalities. The City of Brampton is requesting policy that requires the Region to respect land uses and design roadways accordingly (i.e. there should be a policy that encourages the Region to [Prioritize transit and active transportation to support future travel demand](#)). Tie into directives of the RCS, to provide more clarity on how these policies can be achieved both at a local and Regional level, and how Regional Road Design will help achieve these objectives. The Policy should respond to evolving land use character that need different spacing to support urban form or industrial functions necessary to meet provincial Growth Plan policies, which significantly allows for reduced intersection spacing (improved access) in urbanizing areas.

Comment #9: Section 5.10.34 - Background & Introduction

- Comment not resolved. Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10.34 that speak to the integration of land use planning and transportation planning to support the creation of complete streets and communities (such as Policy 5.10.34.17). Staff think that a policy should be added that speaks more explicitly to street design in the context of streetscape, public realm and land use intensification (propose in Section 5.10.34).

Comment 10: Section 5.10.34.1

- Comment not resolved – the City of Brampton proposed a Design based approach as opposed to LOS. V/C has been an ineffective measure for planning in urban contexts.
- Staff are still concerned with the definition of safe/ efficient/ reliable may be interpreted as promoting fast streets. Based on the nature of discipline of staff interpreting the policy could be mean different things – the policy should be clear with intention and eliminate potential misinterpretations.
- The Region should consider a Criteria based policy - adding clauses for urbanizing areas
- Need to prioritize equitable road design for all users vs road carrying capacity.

Comment #11: Section 5.10.34.2

- Comment not addressed. Language is clear within the RCS that the RCS must evolve to changing local conditions, and respond to urbanization; and that within Urban Areas, smaller block sizes and increased intersection density should be achieved to ensure desired built form and community outcomes.
- City of Brampton staff recommend that blanket deferrals to strategic documents not occur within policy, rather policy and mapping be derived from these documents and included within the Official Plan, to provide a clear understanding to all readers and

protect appeal rights of all stakeholders. If a designation is to be applied to a Regional Road, that the City or a proponent of development disagrees with, the dispute should be resolved at the Tribunal, and not end with a decision made by Regional Council. Staff recommend the following be included in the Regional Official Plan:

- Road Characterization (table, and mapping)
- References to the intent of Access control, to enable/support the Access By-law
- RCS Excerpts:
 - “Road characterization depends on the vision of evolving corridors as communities change and respond to economic and cultural shifts. This makes the characterization of roads depended upon identified future corridor land uses and functions” (section 3.3.2)
 - “The map described in more detail in section 2, will be amended periodically in response to approved secondary plans, block plans and council endorsed development applications”

Comment 13: Section 5.10.34.7

- Not resolved - no change to the policy.

Comment 14: Section 5.10.34.7

- Not resolved - not clear on how this is implemented (a and c are contradictory).

Comment 15: Section 5.10.34.9

- Not resolved - LOS is not appropriate for growth areas. This conventional decision making does not support the municipality’s urban approach. There needs to be a mutual understanding that roads may be over capacity in urban areas and there is a need to focus on other modes.

Comment 16: Section 5.10.34.11

- Criteria needs to be established about where and when improvements take places - RCS should be considered.
- For example, strategic land use integration could be a trigger/criteria to explore improvements (as opposed to LOS), where we know that major intensification is happening in Uptown Brampton, this may be a trigger to look a different design/operation options for Steeles from 410/Bramalea GO to McLaughlin to improve the streetscape, walkability, transit access, crossings, speed etc. Instead as part of a resurfacing project an inconsistent multi-use path was implemented in sections of the corridor.

Comment 17: Section 5.10.34.14

- Comment not resolved - No change was made.
- RCS Schedule should be in the ROP, to allow for appropriate amendments from time to time.
- It is improper form for the policy to be “consistent with” the implementation tool - the By-law should be derived from the policies with the ROP, not the other way around.

Comment 18: Section 5.10.34.15

- Not resolved, the policy is still at odds with the recommendations of the RCS. More information is required from an implementation perspective.

Comment 19: Section 5.10.34.16

- "Is appropriately mitigated" is too ambiguous - the policy is still specific to noise attenuation where the roadways should be designed to be compatible with the community, and consider potential design alternatives to noise walls.

Comment 21: Section 5.10.34.21

- Not resolved - Staff believe this policy should speak to transit as a priority vs Single Occupancy Vehicle LOS.

Comment 22: Section 5.10.34.22

- Not resolved - the policy needs to be explicit remove "where feasible" or describe the situations where Active Transportation may not be feasible.

Comment 23: Section 5.10.36 – Goods Movement

- Not resolved, read in isolation the section is misleading that the Movement of Goods is the highest priority of the Region's network. While the City agrees that Goods movement is critical for the economic success of the Region as a whole, the section still needs to reconcile all of the community building objectives of other sections of the ROP, including the Council and community directed visions of local municipalities.
- Regional Staff have added 5.10.36.7f) Consider road way design, intersection spacing and land use planning contexts within local strategic growth areas.
- Brampton Staff proposed the following revisions, highlighted in yellow: Consider **enhanced** road way design, **decreased** intersection spacing and **existing and proposed** land use planning contexts within local strategic growth areas.

Comment 24: Section 5.10.36.1

- Staff are still unclear about how safe and efficient is defined, and who conducts analysis to assess the severity of impacts, as they relate to potential "adverse impacts". In practice the speed of cars has been a priority over pedestrian safety, comfort, land uses, etc. Criteria based policy should be developed to help the reader understand how this policy is implemented.

Comment 25: Section 5.10.36.4

- The Policy still needs to be explicit about what it wants stakeholders to do. Policies should be developed that are derived from the recommendations of the Goods Movement Strategic Plan.
- Policy should be clear on vision, intent and priority for regional roads and should not have to rely on Staff for interpretation of what policy is applied in what instances.
- Staff are concerned with the blanket policy approach of "implementing" a document that requires more foundations in planning policy. The recommendations of the Goods

Movement Strategic Plan should be translated to policy, and well understood by stakeholders, to protect the stakeholder interests of what this policy is expecting.

Comment 26: Section 5.10.36.5

- Comment still stands – The Vision should be established in the Official Plan
- Does this policy need to be in the Official Plan if the GMSP is completed? (Isn't the vision set out already).

Comment 27: Section 5.10.36.7a

- Comment still stands – establish the vision in this document.

Conclusion

Staff look forward to continuing to working with the Region to collaboratively achieve our shared objectives of creating complete communities and complete streets. City staff look forward to supporting Regional staff in to address these comments and/or consider the development of strategic growth area policies that prioritize the integration of land use planning, transportation planning and public transit investments on Regional roads.

Sincerely,



Bob Bjerke, MCIP, RPP
Director, City Planning and Design
Email: Bob.Bjerke@brampton.ca

cc. Andrew McNeill, Manager, Official Plan and Growth Management
Henrik Zbogor, Senior Manager, Transportation Planning

Peel 2051 Statutory Consultation Comments:
Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

#	Date Received	Commenting Agency	Comment	ROP Response	Focus Area	Status
1	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.6.17 – Preamble: The <i>Strategic Growth Areas</i> identified in the Regional Official Plan establish a hierarchy for which the highest densities and scale of development will be directed: 1. <i>Urban Growth Centres</i> 2. <i>Major Transit Station Areas</i> 3. <i>Nodes/Centres</i> 4. <i>Intensification Corridors</i> The Regional Official Plan identifies a hierarchy for density and scale of development being directed to Strategic Growth Areas (Urban Growth Centres, MTSAs, Nodes/Centres, and Intensification Corridors). This hierarchy needs to be considered when reviewing all policies in 5.10, particularly the Road Network and Goods Movement sections, as many Regional roads intersect with these strategic growth areas.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment. This comment has been resolved, however the intent of this comment still needs to be effectively be resolved through subsequent sections.	Transportation	Resolved
2	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.6.17.1: ‘To achieve an urban, integrated and connected system of <i>Strategic Growth Areas</i> that supports complete communities and multi-modal transportation options.’ To achieve this objective, City staff require a re-prioritization and reframing of the Major Road Network and Goods Movement policies that play an important role in achieving an urban, integrated and connected system that supports complete communities and multi-modal transportation options.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment. This policy has not been resolved. Policy and subsequent sections do not speak to how this mode split target will be achieved. The policy should provide clarity on the pathways to implementation. -The subsequent policy sections should be more intentional, and clear as to how the competing objectives of the Transportation section result in achieving this mode split -Staff recommend deriving policies from the Long Range Transportation Plan, and the Road Characterization Study to provide more clear policy guidance Regional Staff should consider policies that focus on travel behavior and increased connectivity such as increased intersection density, enhanced road design/character, streetscaping considerations (urban design), an active transit network identifying type with associated mapping, first/last mile transit policy, guidance on creating shorter trips (land use integration)	Transportation	Resolved
3	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.3: ‘To achieve a 50 per cent <i>sustainable</i> mode share in the Region of Peel by 2041.’ In light of prioritization of goods movement in subsequent policy sections, City staff are concerned that a higher sustainable mode shift is not an attainable target. However, ensuring this target is met is incredibly important to support the transportation vision for the City of Brampton. This policy should speak to the role of intensification in creating shorter trips as a result of concentrated mixed land uses. This policy should be prioritized throughout section 5.10 of the ROPA.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment. Resolved, however a definition on local strategic growth areas with the glossary should also be added if it hasn't already, recognizing the local urban growth structures.	Transportation	Resolved
4	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.6: ‘To support and encourage <i>transit-supportive development</i> densities and patterns, particularly along <i>rapid transit corridors</i> and at designated nodes such as transit terminals, <i>Urban Growth Centres</i> , GO stations <i>Major Transit Station Areas</i> , and <i>mobility transportation hubs</i> , <u>consistent with direction in the latest provincial plans.</u> ’ Priority growth areas identified by municipal governments should also be included and not limited to provincial areas of interest.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment. It is still not clear how all of these objectives can be achieved. The policy is not clear about how various interests are being reconciled. Be explicit on how to do this. More clarity is required also in the Goods Movement section. Recommendation: Criteria based policy is required to help the reader navigate competing policy/ AT mapping identifying the long term implementation and type of AT infrastructure on Regional Roads. Movement priority needs to be established more clearly. The transportation section reads Goods movement and cars are the priority and certain policies are counter to one another. Implementation policy should be established to help the reader understand what instances competing policies should be exercised	Transportation	Resolved
5	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.8: ‘To encourage and <i>support</i> the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities <i>active transportation facilities on Regional roads</i> that enhances the quality of life, and promotes the improved health, of Peel residents <u>of all ages and abilities.</u> ’ Staff agree with this policy and how it identifies the importance of an integrated network of active transportation facilities on Regional roads, thereby identifying the importance of road design. On the other hand, the Goods Movement policy framework is not compatible with the objectives of this policy. By prioritizing level of service in relation to goods movement and single occupant vehicles, it does not address future needs of residents located in these communities, nor does it plan for the changing transportation needs of the future.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment. It is still not clear how all of these objectives can be achieved. The policy is not clear about how various interests are being reconciled. Be explicit on how to do this. More clarity is required also in the Goods Movement section. Recommendation: Criteria based policy is required to help the reader navigate competing policy/ AT mapping identifying the long term implementation and type of AT infrastructure on Regional Roads. Movement priority needs to be established more clearly. The transportation section reads Goods movement and cars are the priority and certain policies are counter to one another. Implementation policy should be established to help the reader understand what instances competing policies should be exercised	Transportation	Resolved

Peel 2051 Statutory Consultation Comments:

Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

Reference	Date	Contact	Comments	Resolution	Category	Status
STAT-21-423x 6	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.10: Encourage area local municipalities to: a) Promote land uses and site design which foster the <u>safe and efficient</u> use of <i>sustainable</i> modes of transportation. City staff agree with how this policy is written and a similar one should be created to identify the importance of land use and site design on Regional roads.	Policy has been updated	Transportation	Resolved
The policy proposed is still just encouraging local municipalities. The City is requesting 'like' policy that requires the Region to respect land uses and design roadways according to planned context						
STAT-21-423xi 7	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.10: 'd) <u>Prioritize transit and active transportation to support future travel demand; and d)e) For new development in Designated Greenfield Areas and redevelopment areas, create street-complete streets</u> configurations, densities and an urban form that: I. support walking, cycling and the early integration and sustained viability of transit services; and II. create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.' City staff agree with intent of these policies and they should be expanded to Regional roads. This concept of complete streets should be expanded beyond new development and redevelopment areas to make this a Region-wide standard.			
The policy proposed is still encouraging local municipalities. The City of Brampton is requesting policy that requires the Region to respect land uses and design roadways accordingly. Tie into directives of the RCS, to provide more clarity on how these policies can be achieved both at a local and Regional level, and how Regional Road Design will help achieve these objectives. The Policy should respond to evolving land use character that need different spacing to support urban form or industrial functions necessary to meet provincial Places to Grow policies. Significantly, allowing for reduced access spacing in urbanizing areas.						
STAT-21-423xii 8	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.32.12: 'Work with all levels of the public and private sectors <u>and non-government organizations</u> to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of <i>sustainable</i> modes of transportation and to develop programs for implementing these and other travel demand management strategies.' Agree with the principles and objectives of this policy. On the other hand, the framing of goods movement and road network policies identified below pose a challenge to meeting this objective, as this continues to influence how land use is built as a response to car demands.	Comment discussed with City of Brampton staff and policies have been updated to reflect comment.	Transportation	Resolved
STAT-21-423xiii 9	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34 - Background & Introduction: '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 local municipalities. The Regional roads are designed to provide a high level of inter-municipal transportation capacity. The Region works with the area local 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 walking, as well as) and goods. Opportunities for additions and expansions to the major road network in Peel are limited. <u>With sustainable transportation infrastructure investments, additions and expansions can be made to the network to improve efficiency of the system and increase alternative mobility options.</u> ' Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10.34 that speak to the integration of land use planning and transportation planning to support the creation of complete streets and communities (such as Policy 5.10.34.17). Staff think that a policy should be added that speaks more explicitly to street design in the context of streetscape, public realm and land use intensification (propose in Section 5.10.34).	Comment discussed with City of Brampton	Transportation	Resolved
not addressed - take recommendations from RCS - corridor design re-read comment						
STAT-21-423xiv 10	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department	Section 5.10.34.1: 'To work with the area local municipalities and the Province to provide, optimize, maintain and operate a Major Road Network to facilitate the safe, efficient and reliable movement of people and goods.' Use of wording "efficient and reliable" in the policy infers a focus on peak hour demand, maintaining speed and	Comment not resolved – the City of Brampton proposed a Design based approach as opposed to LOS. V/C has been ineffective measure for planning in urban contexts. Staff are still concerned with the definition of safe/ efficient/ reliable based on the nature of discipline could be mean different things – the policy should be clear with intention and eliminate potential misinterpretations. The Region should consider Criteria based policy - adding clauses for urbanizing areas Need to prioritize for equitable road design vs road carrying capacity		

Peel 2051 Statutory Consultation Comments:

Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

		City of Brampton bob.bjerke@brampton.ca	reducing delay. However, City staff are worried that throughout the rest of the day, these fast-moving, wide-lane roads do not foster 15-minute communities for vulnerable user access, safety and comfort due to the nature of road design/operations.	efficient and reliable should also apply to		
STAT-21-423xv 11	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.2: <u>'To control access to Regional Roads through the planning and development process so as to: ... d) Reduce the number and location of intersections along Regional Roads in greenfield and brownfield developments through consolidation of neighbouring accesses.'</u> This policy does not consider intensification areas near Regional roads, thereby undermining local municipal context and city building initiatives. This policy does not consider the intent of the Road Characterization Study, which states that Regional roads must evolve based on land use character. As a result, this maintains traditional suburban land use/road dichotomies in urbanizing areas.	Comment not addressed. Language is clear within the RCS that the RCS must evolve to change local conditions, and respond to urbanization; and that within Urban Areas, smaller block sizes and increased intersection density should be achieved to ensure desired built form and community outcomes. City of Brampton staff recommend that blanket deferrals to strategic documents not occur within policy, rather policy and mapping be derived from these documents and included within the Official Plan, to provide a clear understanding to all readers and protect appeal rights of all stakeholders. If a designation is to be applied to a Regional Road, that the City or a proponent of development disagrees with, the dispute should be resolved at the Tribunal, and not end with a decision made by Regional Council. Staff recommend the following be included in the Regional Official Plan: -Road Characterization (table, and mapping) -Access control RCS Excerpts: -"road characterization depends on the vision of evolving corridors as communities change and respond to economic and cultural shifts. This makes the characterization of roads depended upon identified future corridor land uses and functions" (section 3.3.2) -"The map described in more detail in section 2, will be amended periodically in response to approved secondary plans, block plans and council endorsed development applications"		
STAT-21-423xvi 12	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.4: <u>'To avoid, or if avoidance is not possible, minimize and mitigate impacts of transportation on the community, natural environment and the Agricultural System consistent with the objectives and policies of this Plan'</u> Road design needs to consider the impact that roads have in facilitating complete communities, not acting as a community constraint. This policy prioritizes transportation infrastructure over the needs of the community and instead, should be reprioritized so that the infrastructure responds to the needs/sensitivities of the community. Staff recommend the reconsideration of the wording around avoidance or mitigation and shift to community prioritization-based language.			
STAT-21-423xvii 13	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.7: 'Work with the Province, 407 ETR and the area local municipalities to identify, prioritize and resolve; a) Gaps, bottlenecks and jogs in the Regional and local road networks...' Staff believe the reduction of bottlenecks is not a blanket approach that should be used, nor is it a good outcome from a land use planning perspective. In these urbanizing and mixed-use areas, permeability, higher pedestrian usage, active transportation options and public transit routes require roads to move slower in order to foster complete communities. Staff propose the removal of bottlenecks as a positive policy outcome, or at least recognition that we cannot reduce bottlenecks everywhere and so "as appropriate". In strategic growth areas, reducing bottlenecks means the prioritization of auto-oriented movement rather than access and safety for more complete streets for pedestrians, cyclists and transit riders.	Policy has been updated to reflect comment.	Transportation	Resolved
STAT-21-423xviii 14	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.7: 'Work with the Province, 407 ETR and the area local municipalities to identify, prioritize and resolve; c. Impediments to transit and active transportation on the Regional and local road networks...' This is a good policy, but the intent of this policy may be challenging from an implementation perspective. Staff request clarification on how to implement this policy in light of other policies in the section.	Not resolved - no change to the policy		
STAT-21-423xix 15	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department	Section 5.10.34.9: 'Ensure that, where possible, adequate transportation capacity on Regional roads is based on a "Level of Service" Policy—adopted and periodically reviewed by Regional Council.' Level of service needs to be more clearly defined, as the current framing of this policy relates back to reducing	Comment discussed with Not resolved - not clear on how this is implemented (a and c are contradictory)	Transportation	Resolved
				LOS is a defined term in the glossary LRTP modelling considers	Transportation	Resolved

**Peel 2051 Statutory Consultation Comments:
Agency Comments**

City of Brampton Policy Planning Staff Comments Received in December 2021

Not resolved - LOS is not appropriate for growth areas. This conventional decision making does not support the municipalities urban approach. There needs to be a mutual understanding that roads may be over capacity in urban areas and there is a need to focus on other modes

		City of Brampton bob.bjerke@brampton.ca	traffic congestion, supporting single occupant vehicle users and not considering other policy directives in the Regional Official Plan. This framing does not account for the experience of other users and as a result, impacts the ability of City staff to implement the mobility hierarchy of Vision 2040 (walking, cycling, transit, goods movement, shared vehicles and private vehicles). The current overarching, Region-wide policy is not responsive to the context of the evolving conditions that the roadway passes through, including other planning initiatives and policy objectives for these strategic growth areas.			
STAT-21-423xx 16	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.11: <u>'Protect the designated Regional rights-of-way requirements, as shown on Schedule Y3, to accommodate future road widenings and improvements consistent with Section 7.10 of this Plan.'</u> This policy must consider street design and complete street principles in deciding on future road widenings. This would ensure that other road users are involved and considered in the decision to change the layout of the street, while prioritizing impacts on land use and urban design. The road design process needs to remain flexible and adaptable to new land use assumptions and evolving conditions.	Policy has been updated to remove reference to widenings.	Transportation	Resolved
STAT-21-423xxi 17	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.14: <u>'Control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws, including the Controlled Access By-law, and the Regional Roads Characterization Study, as amended from time to time.'</u> Reference to the Regional Road Characterization Study is not appropriate considering evolving land uses planning for Brampton, particularly as the Study has not been updated to incorporate the Vision 2040 direction and emerging Brampton Plan city structure based on Council and the public direction. City staff are grappling with instances where land use planning has evolved and no update in Regional road characterization now constrains strategic planning.	Comment discussed with	Transportation	Resolved
STAT-21-423xxii 18	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.15: <u>'Control access to Regional roads so as to optimize traffic road safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area local municipality. Where feasible, and consistent with context, access to developments should be obtained via municipal roadways and not Regional roads.'</u> The addition of the "where feasible and consistent with context" portion does not consider strategic growth areas where access is mainly on Regional roads. The policy should be more accommodating/flexible to support sensitive/contextual road design in strategic growth areas.	Where feasible and consistent with context is	Transportation	Resolved
STAT-21-423xxiii 19	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	Section 5.10.34.16: <u>'Protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development for outdoor living areas that have reverse frontage (rear or side lot abutting a Regional road).'</u> The language around the protection of adjacent residential development is framed in a manner that does not highlight the importance of integrating the road into the design of the community. Roadway design and urban design must be done in tandem, whereas protection infers that those that live in these communities are secondary to the road work. Staff also request the identification of working with local municipal planning staff to integrate transportation and land use planning.	Policy has been reworded for clarity.	Transportation	Resolved

Criteria needs to be established about where and when improvements take places - RCS should be considered

Comment not resolved - No change was made RCS Schedule should be in the ROP, to allow for appropriate amendments from time to time
Its improper form for the policy to be "consistent with" the implementation tool - the By-law should be derived from the policies with the ROP, not the other way around.

Not resolved, the policy is still at odds with the recommendations of the RCS. More information is required form an implementation perspective

"is appropriately mitigated" is too ambiguous - the policy is still specific to noise attenuation where the roadways should be designed to be compatible with the community, and consider potential design alternatives to noise walls.

Comment discussed with City of Brampton staff and policies have been updated to reflect comment.

Peel 2051 Statutory Consultation Comments:
Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

STAT-21-423xxiv <div style="border: 1px solid black; width: 20px; height: 20px; margin: 10px auto; text-align: center; line-height: 20px;">20</div>	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.34.17: ‘Determine the priority for improvements to <i>the Regional</i> road system periodically in the context of monitoring <u>and inspection</u> reports, system status reports, studies on growth and other indicators related to <u>the Regional Structure</u>, in consultation with the <u>area local</u> municipalities.’</p> <p>Staff are requesting the term “improvements” be defined. In reviewing this policy in the context of the rest of this section, it seems it is focused on increasing capacity for fast mobility rather than place making, which is particularly challenging when applied to the intensification happening in Brampton’s strategic growth areas. Studies on growth and other indicators are vague and staff think that it would be useful to add land use and urban design considerations and reporting as criteria/indicators to determine “improvements”.</p>	“Improvements” is a broad term that can include road and sustainable transportation improvements. The nature of the improvement is typically determined through transportation studies and therefore the term is left undefined for flexibility.	Transportation	Resolved
STAT-21-423xxv <div style="border: 1px solid black; width: 20px; height: 20px; margin: 10px auto; text-align: center; line-height: 20px;">21</div>	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.34.21: ‘Ensure that new or improved <u>Regional</u> roads <i>support</i> the viability of existing or planned <i>rapid transit services</i> <u>where feasible</u> and encourage the <u>area local</u> municipalities to do the same for roads under their jurisdiction.’</p> <p>How does the Region determine “where feasible”? Transit is a priority for the City of Brampton to meet sustainability, community, public health and equity goals. In cases where rapid transit may conflict with Regional road planning for conventional vehicular levels of service, transit should be prioritized rather than applied only “where feasible”.</p>	Where feasible refers to where feasible based on the results of the TPAP	Transportation	Resolved
STAT-21-423xxvi <div style="border: 1px solid black; width: 20px; height: 20px; margin: 10px auto; text-align: center; line-height: 20px;">22</div>	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.34.22: ‘<u>Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.</u>’</p> <p>Sustainable transportation should be supported everywhere to align with 5.10.32 Sustainable Transportation policy section to achieve net zero carbon emission aspirations. Staff are wondering where this would not be feasible. If Vision Zero is an objective, this needs to be prioritized and roads need to integrate sustainable modes and find a way to make it feasible if not originally feasible. Safe and accessible road space should be provided for bikes and other active modes of transportation on all roads in order to achieve Vision Zero objectives.</p>	Agreed.	Transportation	Resolved
STAT-21-423xxvii <div style="border: 1px solid black; width: 20px; height: 20px; margin: 10px auto; text-align: center; line-height: 20px;">23</div>	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.36 – Goods Movement: ‘<u>To support goods movement in the Region of Peel, there is a need for a coordinated network linking major road network, the provincial freeway, areas of significant employment activity and major goods movement corridors. With an increase traffic congestion, there is a resulting delay in the movement of goods in the GTHA which is contributing to diminishing productivity, wasted energy, environmental degradation, and lowering of standard of living. Economically, delay in the movement of goods is costing billions of dollars in lost GDP every year. An integrated transportation network, inclusive of road, rail, air, marine, and pipeline, is needed to ensure that goods are transported in an efficient and timely manner. In the Region of Peel, the safe and efficient movement of goods is plays an important role in to regional 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 will be</u> advanced in balance with the system requirements of the entire GTHA.’</p> <p>This preamble section and policies are problematic considering the 2051 planning horizon. With Brampton</p>	Comment discussed with City of Brampton staff and policies have been updated to reflect comment.	Transportation	Resolved

Peel 2051 Statutory Consultation Comments:

Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

			<p>objectives of creating complete communities and complete streets, goods movement needs to consider the local context and needs of those residents who live, work and play in the communities along these roads. City staff are not suggesting the restriction of trucks and transporters to use or move on major arterials, however, staff suggest that some delay to these vehicles on Regional roads would contribute to the overall health of strategic growth areas and is necessary to ensure the safety of pedestrians and cyclists, as well as the public transit users.</p> <p>Highways are to be prioritized for the fast movement of goods rather than through communities. It is imperative Brampton sets itself up as a future-ready city with economically diverse options beyond traditional transport and trucking industries. Specifically, communities should not be designed for priority goods movement particularly through these strategic growth areas, as identified above.</p>			<p>Not resolved, read in isolation the section is misleading that the Movement of Goods is the highest priority of the Region's network. While the City agrees that Goods movement is critical for the economic success of the Region as a whole, the section still needs to reconcile all of the community building objectives of other sections of the ROP, and the visions of the local municipalities.</p>
STAT-21-423xxviii	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.36.1: 'To facilitate the development <u>and maintenance</u> of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that <i>supports the Regional economy while minimizing adverse impacts.</i>'</p> <p>Staff are requesting clarity on how "safe and efficient" is defined and qualified (as this could mean "fast and without delay"), as this may not be congruent with other goals of the Regional Official Plan and may not balance other city building priorities. Minimizing adverse impacts still infers the prioritization of goods movement, which needs to be resolved with these other planning goals and objectives.</p>	<p>Comment discussed with City of Brampton staff and policies have been updated to reflect</p>	Transportation	Resolved
STAT-21-423xxix	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.36.4: '<u>Work with the Province, the local municipalities, adjacent municipalities relevant agencies and stakeholders to implement and regularly update the Goods Movement Strategic Plan for Peel.</u>'</p> <p>What exactly in the Goods Movement Strategic Plan is being referenced? Staff request specific policy extracts from the Goods Movement Strategic Plan be integrated/articulated into Official Plan policy rather than a general policy referring to the Strategic Plan in its entirety.</p>	<p>Comment discussed with City of Brampton staff and policies have been updated to reflect</p>	Transportation	Resolved
STAT-21-423xxx	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.36.5: 'Establish strong partnerships with <u>public and private</u> stakeholders to develop a vision for goods movement in Peel, determine priorities, and implement action plans for advancing a <i>sustainable</i> goods movement system in Peel.'</p> <p>The City's comments related to 5.10.36.4 would accomplish this. The current Strategic Plan sets out a vision, priorities, etc.</p>	<p>Comment discussed with City of Brampton staff and policies have been updated to reflect</p>	Transportation	Resolved
STAT-21-423xxxi	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton bob.bjerke@brampton.ca	<p>Section 5.10.36.7a: '<u>Define a Periodically review the strategic goods movement network strategic goods movement network shown in Figure Y6 in Peel and related studies, in consultation with the Province and appropriate municipalities in the GTHA, local municipalities and other stakeholders, the other regions in the GTHA, area municipalities, adjacent municipalities and other public and private stakeholders.</u> In so doing, undertake the following:</p> <p>a) <u>Review</u> and update of the existing <u>and future</u> transportation network to ensure the safe and efficient movement of goods throughout Peel. As a part of this effort, <u>continue working work</u> with the Province and the area <u>local</u> municipalities to identify <u>and update</u> priority goods movement routes in Peel;'</p>	<p>Comment discussed with City of Brampton staff and policies have been updated to reflect</p>	Transportation	Resolved

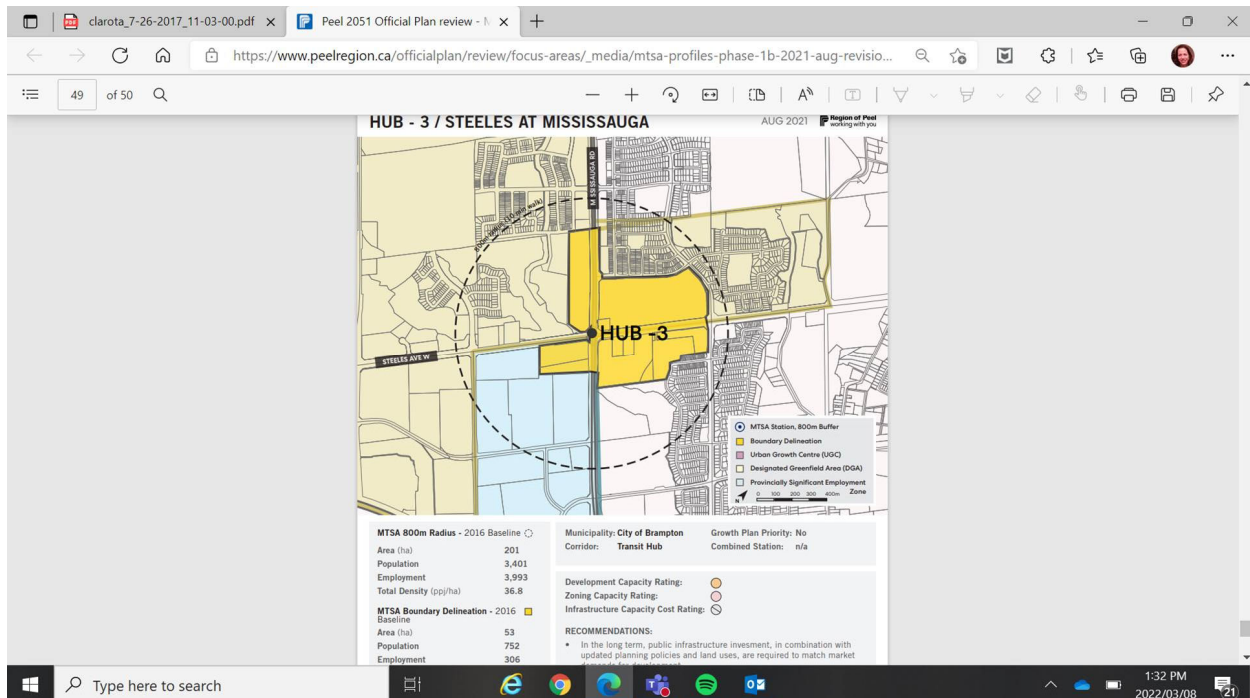
Peel 2051 Statutory Consultation Comments:
Agency Comments

City of Brampton Policy Planning Staff Comments Received in December 2021

			<p>The priority goods movement routes in Peel do not have the intensification areas and urban design context considered. Many of these routes coincide with strategic intensification and rapid transit corridors. As per previous comments, there is a need to allow for the movement of goods without prioritizing it over the experience of the streets for residents. Staff are requesting the Region look at how goods movement has been planned for in other urbanizing contexts to find a better balance of policy objectives that lead to the outcome of complete communities.</p>			
--	--	--	--	--	--	--

From: LaRota, Claudia <Claudia.LaRota@brampton.ca>
Sent: March 8, 2022 1:36 PM
To: Wedderburn, Duran <Duran.Wedderburn@peelregion.ca>
Cc: McNeill, Andrew <Andrew.McNeill@brampton.ca>
Subject: RE: Draft Peel 2051 New Regional Official Plan Consolidation

Good afternoon Duran,
Brampton staff have reviewed the latest draft of the Peel 2051 Regional Official Plan Consolidation circulated to us, and are requesting that the Mississauga/Steeles MTSA be identified as a “Primary” station on Schedule E-5 of the ROPA, in accordance with the preliminary boundary that was delineated for this station as part of the August 2021 Phase 1B Report, and as shown below.



Furthermore, we are requesting that this station be included on the list of MTSAs identified as having the potential to permit non-employment uses as proposed on draft Policy 5.8.36.

Brampton staff recognize that although the Mississauga/Steeles MTSA is located within an employment area, it has the potential to develop over time as a mixed use complete community, and are initiating a review of the Bram West Secondary Plan where this station is located. As part of this study, we will be assessing the appropriate mix of employment and non-employment uses for this area, to demonstrate how transit-supportive employment densities can be achieved to meet the density target established for this MTSA (160 ppj/ha).

Please let us know if you have any questions.

Regards,

Claudia LaRota, MCIP, RPP

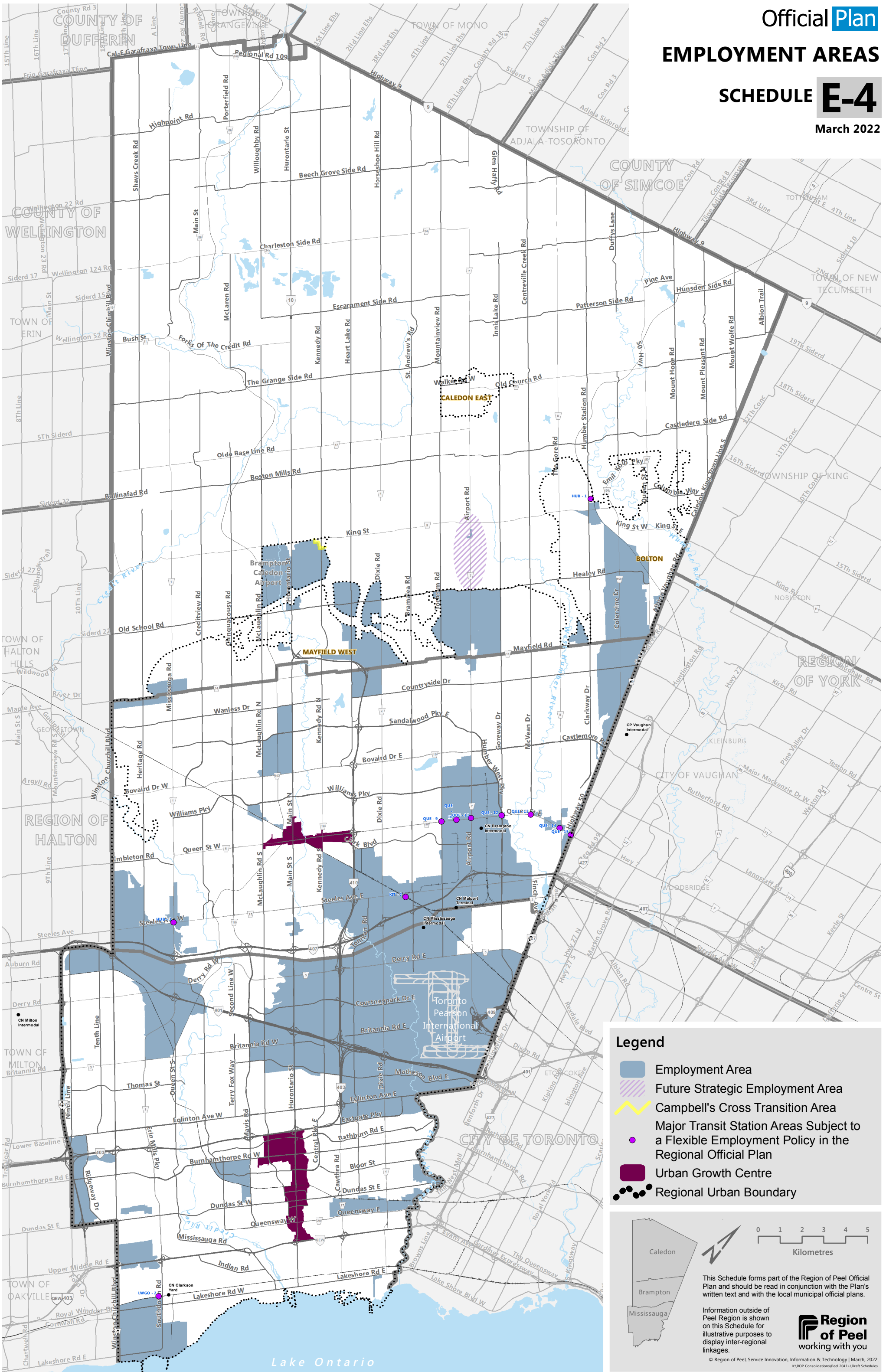
Principal Planner/Supervisor, Policy
City Planning & Design
Planning, Building and Economic Development

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2

The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.

Please review the City of Brampton e-mail disclaimer statement at:
<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>





Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Urban Growth Centre
- Regional Urban Boundary

0 1 2 3 4 5
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

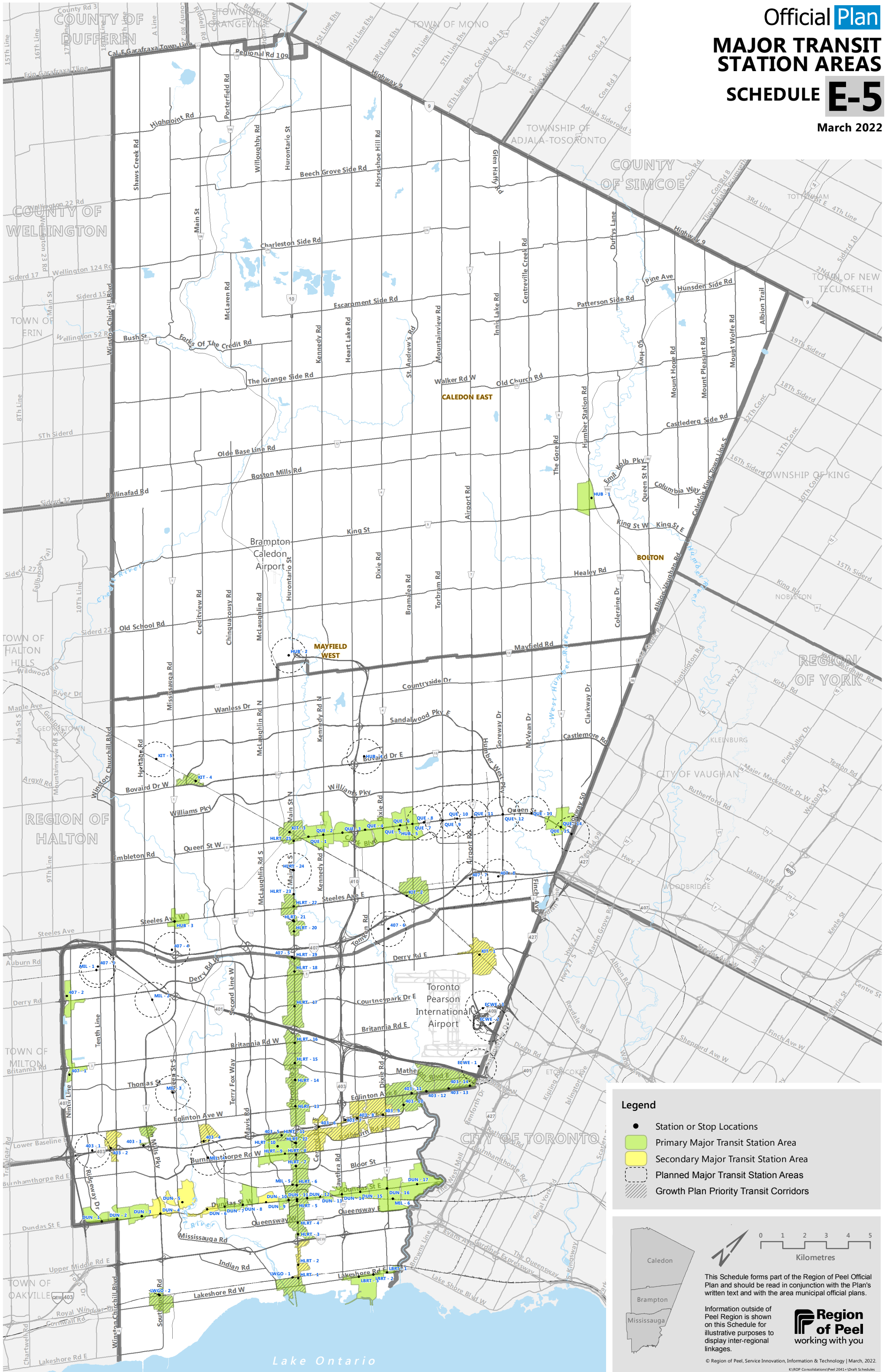
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
working with you

© Region of Peel, Service Innovation, Information & Technology | March, 2022.
K3ROP Consolidation/Peel 2011+ Draft Schedule

Official **Plan**
**MAJOR TRANSIT
 STATION AREAS**
SCHEDULE E-5

March 2022



Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Areas
- ▨ Growth Plan Priority Transit Corridors

0 1 2 3 4 5
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
working with you

© Region of Peel, Service Innovation, Information & Technology | March, 2022.
 KURP Consolidations/Plan 2041 - Draft Schedules