

15 June 2021

Project: (190486) Region of Peel Settlement Area Boundary Expansion Study

**To**

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**RE: REGION OF PEEL SETTLEMENT BOUNDARY AREA EXPANSION STUDY  
TRANSPORTATION TECHNICAL STUDY**

**REVISED INITIAL ASSESSMENT WITHOUT HIGHWAY 413**

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This memorandum summarizes the findings of the revised initial assessment completed for the transportation component of the Region of Peel Settlement Area Boundary Expansion (SABE) Study (referred to as the Transportation Technical Study). The assessment without proposed Highway 413 followed the same process detailed in Technical Memorandum A dated November 6, 2020.

As documented in the previous memo, the initial assessment compared the relative advantages and disadvantages of the alternative potential boundary expansion options from a transportation perspective. The assessment considered the current/planned state of infrastructure improvements in this area of Peel Region, examined potential constraints and impacts, and identified areas more/less preferable for residential/employment development as input into the broader SABE Study.

## **Revised Assessment and Evaluation Framework**

**Table 1A** (attached) provides the revised assessment and evaluation framework for the Transportation Technical Study (**Table 1R** denotes the changes to account for the absence of Highway 413 in red). Parameter 2.1 Impact on Goods Movement Flow was the only criterion directly affected.

## **Revised Initial Assessment Findings**

Consistent with the original work, the Focus Study Area (FSA) remained divided into eight potential SABE expansion options (or FSA sub-areas) as shown in **Figure 1** (attached). The screening process again involved assessing the relative advantages and disadvantages of each sub-area option from a transportation perspective against the parameters and related measures in **Table 1A**. Consistent with the original screening, the assessment considered the

current/planned state of infrastructure improvements to the year 2041 per the LRTP<sup>1</sup>, examined potential constraints and impacts, and identified areas more preferable for development than others as input into the broader SABE Study. **Table 2A** (attached) documents the revised transportation initial assessment findings (**Table 2R** denotes the changes to account for the absence of Highway 413 in red).

**Table 3A** (attached) summarizes the results from **Table 2A** (**Table 3R** denotes the changes to account for the absence of Highway 413 in red). The table outlines the relative merit of the different FSA sub-areas for residential and employment development based on the revised Initial Assessment. The relative preference for Residential or Employment Uses is a preliminary assessment and subject to further review. Like with the original assessment, the terms "more preferred" and "less preferred" in the table are intended to reflect implications relative to other sub-areas. All options are considered feasible from a transportation perspective.

The original screening results suggested Expansion Options 2, 3, 6, 7 and 8 were more preferred for residential development than Expansion Options 1, 4 and 5 from a transportation perspective. For employment uses, Expansion Options 3, 4, 5 and 6 were more preferred than Expansion Options 1, 2, 7 and 8.

Without Highway 413, Expansion Options 2, 3, 6, 7 and 8 remain more preferred for residential development. This arises because proximity to the highway is not a critical factor in the assessment. By contrast, the absence of Highway 413 poses implications for the employment lands assessment since proximity to the facility and its interchanges are pertinent criteria. Without the new highway, proximity to existing freeways – Highways 410 and 427 – becomes more relevant. On this basis, without Highway 413, the following two expansion options change:

- ▶ Expansion Option 5 – North of Tullamore becomes “Less Preferred” for employment uses. This occurs because the lands are not proximate to either Highway 410 or 427; and
- ▶ Expansion Option 7 – North of Mayfield becomes “More Preferred” for employment uses. This occurs in part because proximity to Highway 410 becomes more important. As well, the airport lands are within this expansion area.

Although the assessment does not change much, there will be very different transportation impacts with and without Highway 413. The arterial road network will experience higher future travel demands without the highway, thereby necessitating greater Regional and municipal road expansion. This outcome does not manifest itself in the comparison of expansion options, though, because the arterial road network is impacted regardless of where growth occurs.

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<sup>1</sup> Peel Region has not completed a formal assessment of future transportation needs beyond the LRTP horizon year of 2041.



## LIST OF TABLES

**Tables 1A and 1R: Transportation Technical Study Assessment and Evaluation Framework – Without Highway 413**

**Tables 2A and 2R: Transportation Initial Assessment – Without Highway 413**

**Tables 3A and 3R: Transportation Initial Assessment Summary – Without Highway 413**

(Version “R” is the redline mark-up of the original assessment table contained in Technical Memorandum A dated November 6, 2020)

## LIST OF FIGURES

**Figure 1: Sub-Areas for Transportation Initial Assessment**



**TABLE 1A: TRANSPORTATION TECHNICAL STUDY ASSESSMENT AND EVALUATION FRAMEWORK - WITHOUT HIGHWAY 413**

Parameter (from Section 6.2 LRTP)	Measure	Initial Assessment	Detailed Evaluation
<b>1. Transportation</b>			
1.1 Impact on Sustainable Modes of Transportation (i.e. active transportation, carpooling and transit)	Positive or negative operational impacts on active transportation, carpooling and transit	<b>Qualitative:</b> Assessment of challenges/ opportunities to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Properties within 800m of a transit route, bicycle lanes, multi-use paths (GIS)
1.2 Impact on Vehicle Traffic	Network level of service Degree of congestion	<b>Qualitative:</b> Assessment of traffic impact (e.g., impacts roads with/ without known available or future capacity). Assessment of challenges/ opportunities to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with LRTP network/ assumptions).	<b>Qualitative:</b> Initial Screening for road network expansion plus assessment of implications on adjacent municipalities. <b>Quantitative:</b> Screenline volume to capacity ratios ( $\geq 0.9$ ) (model). Total VKmT on congested roads (may not be relevant) (model). Number of additional traffic lanes (model and analysis).
1.3 Impact on Road Network Connectivity	Effect on first and last-mile access	<b>Qualitative:</b> Assessment of challenges/ opportunities to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/human-made barriers). Assessment of challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts).	<b>Qualitative:</b> Initial Screening
<b>2. Economic</b>			
2.1 Impact on Goods Movement Flow	Effect on mobility and ease of access for goods movement	<b>Qualitative:</b> Assessment of challenges/ opportunities for goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Distance to Peel Region Strategic Goods Movement Network (GIS)
2.2 Impact on Businesses	Effect on mobility and land service	n/a	<b>Qualitative:</b> Assessment of mobility and land service (e.g., access to employment areas)
2.3 Cost of Congestion	Effect of congestion on productivity and opportunities	n/a	n/a
2.4 Capital Costs	Cost of transportation projects	n/a	<b>Quantitative:</b> Estimated cost of transportation improvements required to serve development (based on benchmark costs)
<b>3. Natural Environment</b>			
3.1 Impact to Natural Heritage System	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	<b>Qualitative:</b> Assessment of encroachment on natural heritage system (per Regional and Local Official Plans)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Assessment of encroachment on natural heritage system (GIS)
3.2 Impact on GHG Emissions	GHG emitted from vehicles	n/a	<b>Quantitative:</b> Estimated tonnes of CO <sub>2</sub> e emitted and change over time (Region's spreadsheet)
<b>4. Social and Health</b>			
4.1 Impact on Residents' Physical and Mental Health	Effect on residents' lives, health and well-being	n/a	n/a
4.2 Impact on Age-friendly Accessible Living	Degree of mobility and access for all ages and ability	n/a	<b>Qualitative:</b> Assessment of mobility and access (e.g., proximity of community facilities and services)
4.3 Impact on Air Quality	Pollutants emitted from vehicles including CO, NH <sub>3</sub> , NO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>x</sub> , and VOC	n/a	<b>Quantitative:</b> Estimated tonnes of pollutants emitted and change over time (Region's spreadsheet)
<b>5. Cultural Heritage</b>			
5.1 Impact on Cultural Heritage Sites	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations	<b>Qualitative:</b> Assessment of encroachment on sensitive features (per Regional and Local Official Plans)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Encroachment to sensitive features (GIS)

**TABLE 1R: TRANSPORTATION TECHNICAL STUDY ASSESSMENT AND EVALUATION FRAMEWORK -  
WITHOUT HIGHWAY 413**

Parameter (from Section 6.2 LRTP)	Measure	Initial Assessment	Detailed Evaluation
<b>1. Transportation</b>			
1.1 Impact on Sustainable Modes of Transportation (i.e. active transportation, carpooling and transit)	Positive or negative operational impacts on active transportation, carpooling and transit	<b>Qualitative:</b> Assessment of challenges/ opportunities to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Properties within 800m of a transit route, bicycle lanes, multi-use paths (GIS)
1.2 Impact on Vehicle Traffic	Network level of service Degree of congestion	<b>Qualitative:</b> Assessment of traffic impact (e.g., impacts roads with/ without known available or future capacity). Assessment of challenges/ opportunities to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with LRTP network/ assumptions).	<b>Qualitative:</b> Initial Screening for road network expansion plus assessment of implications on adjacent municipalities. <b>Quantitative:</b> Screenline volume to capacity ratios ( $\geq 0.9$ ) (model). Total VKmT on congested roads (may not be relevant) (model). Number of additional traffic lanes (model and analysis).
1.3 Impact on Road Network Connectivity	Effect on first and last-mile access	<b>Qualitative:</b> Assessment of challenges/ opportunities to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/human-made barriers). Assessment of challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts).	<b>Qualitative:</b> Initial Screening
<b>2. Economic</b>			
2.1 Impact on Goods Movement Flow	Effect on mobility and ease of access for goods movement	<b>Qualitative:</b> Assessment of challenges/ opportunities for goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network, <del>proximity to proposed GTA West interchange</del> )	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Distance to Peel Region Strategic Goods Movement Network, <del>proposed GTA West interchange</del> (GIS)
2.2 Impact on Businesses	Effect on mobility and land service	n/a	<b>Qualitative:</b> Assessment of mobility and land service (e.g., access to employment areas)
2.3 Cost of Congestion	Effect of congestion on productivity and opportunities	n/a	n/a
2.4 Capital Costs	Cost of transportation projects	n/a	<b>Quantitative:</b> Estimated cost of transportation improvements required to serve development (based on benchmark costs)
<b>3. Natural Environment</b>			
3.1 Impact to Natural Heritage System	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	<b>Qualitative:</b> Assessment of encroachment on natural heritage system (per Regional and Local Official Plans)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Assessment of encroachment on natural heritage system (GIS)
3.2 Impact on GHG Emissions	GHG emitted from vehicles	n/a	<b>Quantitative:</b> Estimated tonnes of CO <sub>2</sub> e emitted and change over time (Region's spreadsheet)
<b>4. Social and Health</b>			
4.1 Impact on Residents' Physical and Mental Health	Effect on residents' lives, health and well-being	n/a	n/a
4.2 Impact on Age-friendly Accessible Living	Degree of mobility and access for all ages and ability	n/a	<b>Qualitative:</b> Assessment of mobility and access (e.g., proximity of community facilities and services)
4.3 Impact on Air Quality	Pollutants emitted from vehicles including CO, NH <sub>3</sub> , NO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>x</sub> , and VOC	n/a	<b>Quantitative:</b> Estimated tonnes of pollutants emitted and change over time (Region's spreadsheet)
<b>5. Cultural Heritage</b>			
5.1 Impact on Cultural Heritage Sites	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations	<b>Qualitative:</b> Assessment of encroachment on sensitive features (per Regional and Local Official Plans)	<b>Qualitative:</b> Initial Screening <b>Quantitative:</b> Encroachment to sensitive features (GIS)

**TABLE 2A: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
1. North of Bolton	Current/ Planned State	Existing active transportation facilities on Emil Kolb Parkway provide "trunk" connection. Highway 50 shown as Proposed Pedestrian and Cycling Improvement Corridors in L RTP.  GO Transit Route 38 operates along Highway 50 to Columbia Way. Could expand Town Bolton Route, which operates along Highway 50 to King Street.	Key arterial roads serving area operating within capacity except sections of Highway 50. Opportunities to expand arterial road network outside downtown Bolton if required.	Relies more on Regional roads (Emil Kolb Parkway and Highway 50) to access lands. Few perceived impediments to providing local road access albeit a few natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	Adjacent Regional/ municipal road network not as congested. More proximate to resource extraction and agricultural.		
	Constraints	Somewhat distant location from key community facilities limits potential for active transportation use.  Somewhat isolated location limits opportunity to extend transit services from Brampton.	Somewhat isolated location contributes to additional vehicle travel. No planned road expansion in area.	Somewhat isolated location limits major road network options to access lands.	Regional/ municipal road expansion required to better serve option. Potential community impacts of additional truck traffic on Queen Street (Highway 50).		
	Potential Impacts		Heightens need for grade-separated crossing of CP Rail MacTier Subdivision on Coleraine Road. Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on Queen Street (Highway 50) and Columbia Way.		Minimal "Natural Environment High Constraint" area. Bolton Resource Management Tract located in close proximity.	Minimal to no "Cultural Heritage Sites".
2. Northwest of Bolton	Current/ Planned State	The Gore Road, Coleraine Drive and King Street shown as Proposed Cycling Improvement Corridors in the L RTP.  Could expand Town Bolton Route, which operates along Coleraine Road to King Street. Potential GO Transit rail service expansion to Bolton beyond 2041 horizon.	Key arterial roads serving area operating within capacity except sections of Highway 50. Opportunities to expand arterial road network outside downtown Bolton if required. Expansion of Mayfield Road to 4/6 lanes and The Gore Road to 4 lanes by 2041 shown in L RTP.	Relies mostly on Regional roads (King Street and The Gore Road) to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings.	Adjacent Regional/ Town road network not as congested. More proximate to resource extraction and agricultural areas.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.  Somewhat isolated location limits opportunity to extend transit services from Brampton.	Somewhat isolated location contributes to additional vehicle travel. Limited planned road expansion in area.	Somewhat isolated location limits major road network options to access lands. No continuity of local road network from adjacent areas.	Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Heightens need for grade-separated crossings of CP Rail MacTier Subdivision on Coleraine Road and King Street. Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on existing roads.		Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".

**TABLE 2A: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
3. West of Bolton	Current/ Planned State	The Gore Road, Coleraine Drive, King Street and Mayfield Road shown as Proposed Cycling Improvement Corridors in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Highway 50 and Mayfield Road carpool lot nearby. Could expand Town Bolton Route, which currently operates along Coleraine Road to George Bolton Parkway. Could expand existing/ planned Brampton Transit routes for continuity. Potential GO Transit rail service expansion to Bolton in 2041+ horizon.  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area operating within capacity. Opportunities to expand arterial road network if required. Expansion of Mayfield Road to 4/6 lanes, The Gore Road to 4 lanes and Coleraine Road to 4 lanes by 2041 shown in L RTP.	Regional road (The Gore Road) and other network options available to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from east and south for continuity.	Closest to Highway 427 extension, Pearson Airport and CP Rail intermodal facility.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.	Relies more on Town roads to access lands.	Spacing of local roads to the east limits connectivity.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of industrial traffic from the east.		Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".
4. Northeast of Tullamore	Current/ Planned State	The Gore Road, Mayfield Road and Airport Road shown as Proposed Cycling Improvement Corridors in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area. Could expand other existing/ planned Brampton Transit routes for continuity.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes and Airport Road to 4 lanes by 2041 shown in L RTP.	Relies more on Regional roads (Mayfield Road and The Gore Road) to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	Next closest to Highway 427 extension, Pearson Airport and CP Rail intermodal facility.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.		Access from Mayfield Road may be challenging. Spacing of future local roads to the south may limit connectivity.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/Town road improvements. Requirements to be determined through Detailed Evaluation.			Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".

**TABLE 2A: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per LRTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with LRTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
5. North of Tullamore	Current/ Planned State	Airport Road and King Street shown as Proposed Cycling Improvement Corridors in the LRTP.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes and Airport Road to 4 lanes by 2041 shown in LRTP.	Relies more on Regional roads (Airport Road and King Street) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings.	Somewhat close to Pearson Airport and CP Rail intermodal facility. Airport Road is a primary truck route.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.  Location limits opportunity to extend transit services from Brampton.		No continuity of local road network from adjacent areas.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.			Considerable "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".
6. Northwest of Tullamore/ Northeast of Mayfield West	Current/ Planned State	Existing active transportation spine on Mayfield Road. Dixie Road shown as Proposed Cycling Improvement Corridor in the LRTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area. Proposed ZUM network expansion on Bramalea Road to north Brampton. Could expand other existing/ planned Brampton Transit routes for continuity.  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes, Airport Road to 4 lanes and Dixie Road to 4 lanes by 2041 shown in LRTP.	Relies more on Regional roads (Mayfield Road and Dixie Road) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	Closest to Highway 410. Somewhat close to Pearson Airport and CP Rail intermodal facility. Dixie Road is a primary truck route.		
	Constraints	Somewhat distant location from key community facilities limits potential for active transportation use.	Adjacent section of Mayfield Road may pose capacity constraints.	Access from Mayfield Road may be challenging.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.			Minimal "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 2A: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
7. North of Mayfield West	Current/ Planned State	Existing active transportation spine of King Street west of Highway 10. King Street shown as a Proposed Cycling Improvement Corridor in the L RTP west of Highway 10. Could extend planned active transportation routes in Mayfield West for continuity.  Brampton Transit Route 81 operates along Kennedy Road to Newhouse Boulevard/ Bonnieglen Farm Road. GO Transit Route 37 operates along Highway 10 to Orangeville. Proposed ZUM network expansion on Hurontario Street to Caledon. Could expand upon planned transit hub and network for Mayfield West Phase 2 community. <del>Interregional transit service likely along GTA-West Corridor.</del>  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes by 2041 shown in L RTP.	Regional road (King Street) and other network options available to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	Next closest to Highway 410. Includes airport lands. Hurontario Street is a primary truck route.		
	Constraints	Limited existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.	Adjacent section of Mayfield Road may pose capacity constraints.	Relies more on Town roads and Provincial highways (Highway 10) to access lands. Limited continuity of local road network from adjacent areas.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of industrial traffic from the east.		Moderate "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 2A: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network)	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
8. Northwest of Mayfield West	Current/ Planned State	Mayfield Road (part) and Mississauga Road shown as Proposed Cycling Network routes in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Mount Pleasant GO Station and Kitchener GO Transit rail service somewhat nearby. Proposed ZUM network expansion on Chinguacousy Road to north Brampton. Could expand other existing/ planned Brampton Transit routes for continuity.  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 4/6 lanes and Mississauga Road to 4 lanes by 2041 shown in L RTP.	Relies more on Regional roads (Mayfield Road and Mississauga Road) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings. Could extend local road network from east and south for continuity.	Mississauga Road is a primary truck route.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.	Adjacent section of Mayfield Road may pose capacity constraints.	Access from Mayfield Road may be challenging.	Some Regional/Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on existing roads. Potential crossing(s) of Orangeville Brampton Railway.		Moderate "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 2R: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network- <del>proximity to proposed GTA West interchange</del> )	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
1. North of Bolton	Current/ Planned State	Existing active transportation facilities on Emil Kolb Parkway provide "trunk" connection. Highway 50 shown as Proposed Pedestrian and Cycling Improvement Corridors in L RTP.  GO Transit Route 38 operates along Highway 50 to Columbia Way. Could expand Town Bolton Route, which operates along Highway 50 to King Street.	Key arterial roads serving area operating within capacity except sections of Highway 50. Opportunities to expand arterial road network outside downtown Bolton if required.	Relies more on Regional roads (Emil Kolb Parkway and Highway 50) to access lands. Few perceived impediments to providing local road access albeit a few natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	Adjacent Regional/ municipal road network not as congested. More proximate to resource extraction and agricultural.		
	Constraints	Somewhat distant location from key community facilities limits potential for active transportation use.  Somewhat isolated location limits opportunity to extend transit services from Brampton.	Somewhat isolated location contributes to additional vehicle travel. No planned road expansion in area.	Somewhat isolated location limits major road network options to access lands.	<del>Somewhat distant from nearest GTA West interchange.</del> Regional/ municipal road expansion required to better serve option. Potential community impacts of additional truck traffic on Queen Street (Highway 50).		
	Potential Impacts		Heightens need for grade-separated crossing of CP Rail MacTier Subdivision on Coleraine Road. Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on Queen Street (Highway 50) and Columbia Way.		Minimal "Natural Environment High Constraint" area. Bolton Resource Management Tract located in close proximity.	Minimal to no "Cultural Heritage Sites".
2. Northwest of Bolton	Current/ Planned State	The Gore Road, Coleraine Drive and King Street shown as Proposed Cycling Improvement Corridors in the L RTP.  Could expand Town Bolton Route, which operates along Coleraine Road to King Street. Potential GO Transit rail service expansion to Bolton beyond 2041 horizon.	Key arterial roads serving area operating within capacity except sections of Highway 50. Opportunities to expand arterial road network outside downtown Bolton if required. Expansion of Mayfield Road to 4/6 lanes and The Gore Road to 4 lanes by 2041 shown in L RTP.	Relies mostly on Regional roads (King Street and The Gore Road) to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings.	Adjacent Regional/ Town road network not as congested. More proximate to resource extraction and agricultural areas.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.  Somewhat isolated location limits opportunity to extend transit services from Brampton.	Somewhat isolated location contributes to additional vehicle travel. Limited planned road expansion in area.	Somewhat isolated location limits major road network options to access lands. No continuity of local road network from adjacent areas.	<del>Nearest proposed GTA West interchange somewhat proximate but not as close as for other options.</del> Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Heightens need for grade-separated crossings of CP Rail MacTier Subdivision on Coleraine Road and King Street. Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on existing roads.		Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".

**TABLE 2R: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network— <del>proximity to proposed GTA West interchange</del> )	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
3. West of Bolton	Current/ Planned State	The Gore Road, Coleraine Drive, King Street and Mayfield Road shown as Proposed Cycling Improvement Corridors in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Highway 50 and Mayfield Road carpool lot nearby. Could expand Town Bolton Route, which currently operates along Coleraine Road to George Bolton Parkway. Could expand existing/ planned Brampton Transit routes for continuity. <del>Interregional transit service likely along GTA West Corridor.</del> Potential GO Transit rail service expansion to Bolton <del>beyond</del> in 2041+ horizon.  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area operating within capacity. Opportunities to expand arterial road network if required. Expansion of Mayfield Road to 4/6 lanes, The Gore Road to 4 lanes and Coleraine Road to 4 lanes by 2041 shown in L RTP. <del>Proximity to GTA West Corridor interchange improves mobility for passenger vehicles.</del>	Regional road (The Gore Road) and other network options available to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from east and south for continuity.	<del>Nearest proposed GTA West interchange proximate two interchanges close.</del> Proposed Closest to Highway 427 extension, Pearson Airport and CP Rail intermodal facility.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use. <del>Potential need for additional grade-separated crossing(s) of GTA West Corridor.</del>	Relies more on Town roads to access lands.	Spacing of local roads to the east limits connectivity.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts	<del>Potential crossing(s) of GTA West Corridor once highway constructed.</del>	Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	<del>Potential crossing(s) of GTA West Corridor once highway constructed.</del> Potential community impacts of industrial traffic from the east.		Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".
4. Northeast of Tullamore	Current/ Planned State	The Gore Road, Mayfield Road and Airport Road shown as Proposed Cycling Improvement Corridors in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area. Could expand other existing/ planned Brampton Transit routes for continuity. <del>Interregional transit service likely along GTA West Corridor.</del>	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes and Airport Road to 4 lanes by 2041 shown in L RTP.	Relies more on Regional roads (Mayfield Road and The Gore Road) to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	<del>Nearest proposed GTA West interchange proximate two interchanges close.</del> Proposed <del>Relatively Next</del> closest to Highway 427 extension, Pearson Airport and CP Rail intermodal facility.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.		Access from Mayfield Road may be challenging. Spacing of future local roads to the south may limit connectivity.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/Town road improvements. Requirements to be determined through Detailed Evaluation.			Moderate "Natural Environment High Constraint" area. Number of creeks and wooded areas.	Minimal to no "Cultural Heritage Sites".

**TABLE 2R: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network- <del>proximity to proposed GTA West interchange</del> )	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
5. North of Tullamore	Current/ Planned State	Airport Road and King Street shown as Proposed Cycling Improvement Corridors in the L RTP.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area. <del>Interregional transit service likely along GTA West Corridor.</del>	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes and Airport Road to 4 lanes by 2041 shown in L RTP. <del>Proximity to GTA West Corridor interchange improves mobility for passenger vehicles.</del>	Relies more on Regional roads (Airport Road and King Street) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings.	<del>Nearest proposed GTA West interchange proximate. Proposed Highway 410 extension relatively close.</del> Somewhat close to Pearson Airport and CP Rail intermodal facility. Airport Road is a primary truck route.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use. <del>Potential need for additional grade-separated crossing(s) of GTA West Corridor.</del>  Location limits opportunity to extend transit services from Brampton.		No continuity of local road network from adjacent areas.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts	<del>Potential crossing(s) of GTA West Corridor once highway constructed for active transportation and transit routes.</del>	Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	<del>Potential crossing(s) of GTA West Corridor once highway constructed.</del>		Considerable "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".
6. Northwest of Tullamore/ Northeast of Mayfield West	Current/ Planned State	Existing active transportation spine on Mayfield Road. Dixie Road shown as Proposed Cycling Improvement Corridor in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Brampton Transit Route 30 operates along Airport Road to Tullamore Industrial Area. Proposed ZUM network expansion on Bramalea Road to north Brampton. Could expand other existing/ planned Brampton Transit routes for continuity. <del>Interregional transit service likely along GTA West Corridor.</del>  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes, Airport Road to 4 lanes and Dixie Road to 4 lanes by 2041 shown in L RTP. <del>Proximity to GTA West Corridor interchange improves mobility for passenger vehicles.</del>	Relies more on Regional roads (Mayfield Road and Dixie Road) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	<del>Nearest proposed GTA West interchange proximate—two interchanges close. Proposed Highway 410 extension close. Closest to Highway 410.</del> Somewhat close to Pearson Airport and CP Rail intermodal facility. Dixie Road is a primary truck route.		
	Constraints	Somewhat distant location from key community facilities limits potential for active transportation use.	Adjacent section of Mayfield Road may pose capacity constraints.	Access from Mayfield Road may be challenging.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.			Minimal "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 2R: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network- <del>proximity to proposed GTA West interchange</del> )	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
7. North of Mayfield West	Current/ Planned State	Existing active transportation spine of King Street west of Highway 10. King Street shown as a Proposed Cycling Improvement Corridor in the L RTP west of Highway 10. Could extend planned active transportation routes in Mayfield West for continuity.  Brampton Transit Route 81 operates along Kennedy Road to Newhouse Boulevard/ Bonnieglen Farm Road. GO Transit Route 37 operates along Highway 10 to Orangeville. Proposed ZUM network expansion on Hurontario Street to Caledon. Could expand upon planned transit hub and network for Mayfield West Phase 2 community. <del>Interregional transit service likely along GTA West Corridor.</del>  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 6 lanes by 2041 shown in L RTP.	Regional road (King Street) and other network options available to access lands. Few perceived impediments to providing local road access albeit some natural environmental features would likely require structure crossings. Could extend local road network from south for continuity.	<del>Nearest proposed GTA West interchange proximate. Proposed Highway 410 extension close. Next closest to Highway 410. Includes airport lands.</del> Hurontario Street is a primary truck route.		
	Constraints	Limited existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use. <del>Potential need for additional grade-separated crossing(s) of GTA West Corridor.</del>	Adjacent section of Mayfield Road may pose capacity constraints.	Relies more on Town roads and Provincial highways (Highway 10) to access lands. Limited continuity of local road network from adjacent areas.	Some Regional/ Town road expansion required to better serve option.		
	Potential Impacts	<del>Potential crossing(s) of GTA West Corridor once highway constructed for active transportation and transit routes.</del>	Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	<del>Potential crossing(s) of GTA West Corridor once highway constructed.</del> Potential community impacts of industrial traffic from the east.		Moderate "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 2R: TRANSPORTATION INITIAL ASSESSMENT - WITHOUT HIGHWAY 413**

Expansion Option	Category	1. Transportation			2. Economic	3. Natural Environment	5. Cultural Heritage
	Criteria per L RTP	1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	2.1 Impact on Goods Movement Flow	3.1 Impact to Natural Heritage System	5.1 Impact on Cultural Heritage Sites
	Measure	Positive or negative operational impacts on active transportation, carpooling and transit	Network level of service. Degree of congestion.	Effect on first and last-mile access	Effect on mobility and ease of access for goods movement	Effects on the natural heritage system caused by new construction initiatives, such as road expansion projects	Encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations
	Parameter	Challenges/ opportunities related to network expansion (e.g., logical connections/ extensions of existing and planned networks, impediments due to natural/ human-made barriers)	Traffic impact (e.g., impacts roads with/ without known available or future capacity)  Challenges/ opportunities related to road network expansion (e.g., logical connections/ extensions of existing and planned networks to serve traffic, compatibility with L RTP network/assumptions).	Challenges/ opportunities related to road network access (e.g., ease of accessing/ servicing land, logical connections/ extensions of existing and planned networks to provide access, impediments due to natural/ human-made barriers)  Challenges/ opportunities related to Area Municipal Road network (e.g., consistency with function of local road, need for upgrades to local roads, potential local traffic impacts)	Challenges/ opportunities related to goods movement (e.g., proximity to Peel Region Strategic Goods Movement Network- <del>proximity to proposed GTA West interchange</del> )	Degree of encroachment on natural heritage system (per Regional and Local Official Plans)	Degree of encroachment to sensitive features (per Regional and Local Official Plans)
8. Northwest of Mayfield West	Current/ Planned State	Mayfield Road (part) and Mississauga Road shown as Proposed Cycling Network routes in the L RTP. Could extend existing/ planned active transportation routes in Brampton for continuity.  Mount Pleasant GO Station and Kitchener GO Transit rail service somewhat nearby. Proposed ZUM network expansion on Chinguacousy Road to north Brampton. Could expand other existing/ planned Brampton Transit routes for continuity. <del>Interregional transit service likely along GTA West Corridor.</del>  Maximizes opportunities to contribute to the Region's non-auto modal split target.	Key arterial roads serving area generally operating within capacity. Some opportunities to expand arterial road network if required. Expansion of Mayfield Road to 4/6 lanes and Mississauga Road to 4 lanes by 2041 shown in L RTP. <del>Proximity to GTA West Corridor interchange improves mobility for passenger vehicles.</del>	Relies more on Regional roads (Mayfield Road and Mississauga Road) to access lands. Few perceived impediments to providing local road access albeit several natural environmental features would likely require structure crossings. Could extend local road network from east and south for continuity.	<del>Nearest proposed GTA West interchange proximate two interchanges close.</del> Mississauga Road is a primary truck route.		
	Constraints	No existing active transportation routes. Somewhat distant location from key community facilities limits potential for active transportation use.	Adjacent section of Mayfield Road may pose capacity constraints.	Access from Mayfield Road may be challenging.	Some Regional/Town road expansion required to better serve option.		
	Potential Impacts		Likely requires Regional/ Town road improvements. Requirements to be determined through Detailed Evaluation.	Potential community impacts of additional traffic on existing roads. Potential crossing(s) of Orangeville Brampton Railway.		Moderate "Natural Environment High Constraint" area.	Minimal to no "Cultural Heritage Sites".

**TABLE 3A: TRANSPORTATION INITIAL ASSESSMENT SUMMARY -  
WITHOUT HIGHWAY 413**

EXPANSION OPTION	Residential Uses	1. Transportation			3. Natural Environment	Employment Uses	2. Economic
		1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	3.1 Impact to Natural Heritage System		2.1 Impact on Goods Movement Flow
1. North of Bolton	Less Preferred	↓	↓	↓		Less Preferred	↓
2. Northwest of Bolton	More Preferred	↑	↓	↑		Less Preferred	↓
3. West of Bolton	More Preferred	↑	↓	↑		More Preferred	↑
4. Northeast of Tullamore	Less Preferred	↓	↑	↓		More Preferred	↑
5. North of Tullamore	Less Preferred	↓	↑	↓	↓	Less Preferred	↓
6. Northwest of Tullamore/Northeast of Mayfield West	More Preferred	↑	↑	↑		More Preferred	↑
7. North of Mayfield West	More Preferred	↑	↑	↓		More Preferred	↑
8. Northwest of Mayfield West	More Preferred	↑	↑	↑		Less Preferred	↓

LEGEND:	↑	More Preferred	↓	Less Preferred
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Notes:

1. The terms "more preferred" and "less preferred" are intended to reflect implications relative to other Expansion Options. All options are considered feasible from a transportation perspective.
2. The rating for 5. Cultural Heritage, 5.1 Impact on Cultural Heritage Sites is not shown since it is the same (neutral) for all Expansion Options.
3. The relative preference for Residential or Employment Uses is a preliminary assessment and subject to further review. In the case of Option 3, the Provincially Significant Employment Zone designation was considered.

**TABLE 3R: TRANSPORTATION INITIAL ASSESSMENT SUMMARY -  
WITHOUT HIGHWAY 413**

EXPANSION OPTION	Residential Uses	1. Transportation			3. Natural Environment	Employment Uses	2. Economic
		1.1 Impact on Sustainable Modes of Transportation	1.2 Impact on Vehicle Traffic	1.3 Impact on Road Network Connectivity	3.1 Impact to Natural Heritage System		2.1 Impact on Goods Movement Flow
1. North of Bolton	Less Preferred	↓	↓	↓		Less Preferred	↓
2. Northwest of Bolton	More Preferred	↑	↓	↑		Less Preferred	↓
3. West of Bolton	More Preferred	↑	↓	↑		More Preferred	↑
4. Northeast of Tullamore	Less Preferred	↓	↑	↓		More Preferred	↑
5. North of Tullamore	Less Preferred	↓	↑	↓	↓	More-Preferred Less Preferred	↑↓
6. Northwest of Tullamore/Northeast of Mayfield West	More Preferred	↑	↑	↑		More Preferred	↑
7. North of Mayfield West	More Preferred	↑	↑	↓		Less-Preferred More Preferred	↓↑
8. Northwest of Mayfield West	More Preferred	↑	↑	↑		Less Preferred	↓

LEGEND:	↑	More Preferred	↓	Less Preferred
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**Notes:**

1. The terms "more preferred" and "less preferred" are intended to reflect implications relative to other Expansion Options. All options are considered feasible from a transportation perspective.
2. The rating for 5. Cultural Heritage, 5.1 Impact on Cultural Heritage Sites is not shown since it is the same (neutral) for all Expansion Options.
3. The relative preference for Residential or Employment Uses is a preliminary assessment and subject to further review. In the case of Option 3, the Provincially Significant Employment Zone designation was considered.