



TOWN HALL

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**REGION OF YORK
CLERK'S OFFICE**

FILE No. - P07



June 2, 2011

Ministry of Transportation
The Honourable Kathleen Wynne
Minister of Transportation
Corporate Correspondence Unit
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario
M7A 1Z8

Mr. Neil Ahmed, P. Eng.,
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, Ontario
L5K 2P8
(SENT BY COURIER)

Dear Minister Wynne:

RE: GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy

At the regular meeting of Council held on May 31, 2011, Council received a report regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy. The following was adopted:

That Report DP-2011-038 regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy, be received; and

That the Ontario Ministry of Transportation (MTO) be requested to refine the delineated Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area is consistent with Town's planning objectives and that it does not impact the Town's Planning Areas of Mayfield West (Phases 1 and 2) and South Albion-Bolton Proposed Employment Land Expansion as outlined on Page 5 of Report DP-2011-038; and

That the MTO be requested to consider other alternatives for the integration of Highway 410 with the new GTA West Transportation Corridor so that the approved Mayfield West development lands are not affected; and

That Council direct staff to work with the MTO and other affected jurisdictions to expedite the EA study process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area; and

That the MTO be requested to work closely with the farming community in the Town to balance the objectives of agricultural operations and long-term transportation planning goals; and

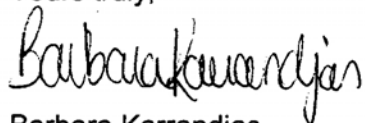
That a copy of Report DP-2011-038 and the resulting Council resolution be forwarded to the MTO, Metrolinx, the Regions of Peel, York and Halton and the Cities of Brampton, Mississauga and Vaughan and the Town of Halton Hills.

Please find attached a copy of Report DP-2011-038 which outlines the key issues for the Town of Caledon. If you have any questions regarding the report, please contact Kant Chawla, Senior Transportation Planner at kant.chawla@caledon.ca or 905-584-2272 ext: 4293.

At the same meeting, Council also received Report DP-2011-044 regarding the Designation of Land to Accommodate Forecasted Growth.

We look forward to receiving a response from you regarding our requests as outlined above.

Yours truly,



Barbara Karrandjas

Legislative Administrator

e-mail: barbara.karrandjas@caledon.ca

Encl.

cc Kant Chawla, Senior Transportation Planner
 Metrolinx, President & CEO
 Region of Peel, Carol Reid, Clerk
 Region of Peel, Dan Lebreque, Commissioner of Public Works
 Region of York, Denis Kelly, Clerk
 Region of Halton, Susan Lathan, Clerk
 City of Brampton, Peter Fay, Clerk
 City of Mississauga, Crystal Greer, Clerk
 City of Vaughan, Jeffrey A. Abrams, Clerk
 Town of Halton Hills, William Roberts, Clerk



TOWN OF CALEDON

DEVELOPMENT APPROVAL & PLANNING POLICY DEPARTMENT

Policy & Sustainability Section

Report DP-2011-038

To: Mayor and Members of Council

From: Mary Hall, Director of Development Approval & Planning Policy Department

Date: May 31, 2011

**Subject: GTA WEST TRANSPORTATION CORRIDOR ENVIRONMENTAL
ASSESSMENT STUDY – DRAFT TRANSPORTATION DEVELOPMENT
STRATEGY**

RECOMMENDATION

That Report DP-2011-038 regarding GTA West Transportation Corridor Environmental Assessment Study – Draft Transportation Development Strategy, be received;

That the Ontario Ministry of Transportation (MTO) be requested to refine the delineated Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area is consistent with Town's planning objectives and that it does not impact the Town's Planning Areas of Mayfield West (Phases 1 and 2) and South Albion-Bolton;

That the MTO be requested to consider other alternatives for the integration of Highway 410 with the new GTA West Transportation Corridor so that the approved Mayfield West development lands are not affected;

That Council direct staff to work with the MTO and other affected jurisdictions to expedite the EA study process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area;

That the MTO be requested to work closely with the farming community in the Town to balance the objectives of agricultural operations and long-term transportation planning goals; and;

That a copy of Report DP-2011-038 and the resulting Council resolution be forwarded to the MTO, Metrolinx, the Regions of Peel, York and Halton and the Cities of Brampton, Mississauga and Vaughan and the Town of Halton Hills.

ORIGIN/BACKGROUND

The Government of Ontario released the Growth Plan for the Greater Golden Horseshoe (GGH) in 2006. It sets out a framework for implementing its vision for building strong, prosperous communities by managing growth in this region to the year 2031 and beyond. The Growth Plan also provides the strategic policy framework for the transportation system in the GGH that provides more transportation choices, promotes public transit and gives priority to goods movement on highway corridors.

Accordingly, MTO launched a long-range Planning and Environmental Assessment (EA) Study process for the GTA West Transportation Corridor extending from Highway 400 in York Region to the Guelph Area. The EA study was initiated to examine long-term transportation needs and to consider alternative solutions to provide better linkages



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between Urban Growth Centres within the GTA West Preliminary Study Area (**Schedule A**) as defined in the Terms of Reference. The focus of the EA Study is on the movement of people and goods within and through the study area by all modes.

In April 2010, MTO released the "Area Transportation System Alternatives" Report. The process of generating transportation system alternatives involved a comprehensive assessment of the various individual elements/alternatives that were considered to address problems and opportunities in the study area. These alternatives were then assembled into multi-modal groups.

A building block approach was adopted where each improvement type builds on others incrementally to form four multi-modal groups:

Group # 1 - Optimize Existing Networks: builds upon the strategies of the Metrolinx Regional Transportation Plan (RTP), GO Transit 2020 strategic plan, MTO's high occupancy and car pool lot programs, TSM/TDM initiatives and municipal transportation plans

Group # 2 – New/Expanded Non-Road Infrastructure: developed to address future problems and builds upon the significant transit, rail, marine and air service expansion initiatives as envisioned by relevant jurisdictions.

Group # 3 – Widen/Improve Existing Roadways: developed to provide adequate traffic capacity and operational efficiency on existing facilities to 2031 to address future transportation problems identified in the study area. It also includes widening of existing provincial facilities beyond the currently planned improvements.

Group # 4 – New Transportation Corridor: includes all the elements in Group 1 and 2, some widening options from Group 3 and five corridor connection alternatives that could include freeway and transit-way elements.

The "Area Transportation System Alternatives Report" provides a foundation for the further assessment, evaluation, and development of the transportation strategy that will be incorporated into the ultimate Transportation Development Strategy for Stage 1 of the GTA West Planning and EA Study.

During the course of the study, an extensive consultation program was exercised with a wide range of stakeholders and transportation service providers including staff Municipal Advisory Group meetings (Includes Caledon Staff), presentation to Councils, and Public Information Centres.

DISCUSSION

In March 2011, MTO released a Draft Transportation Development Strategy (Draft Strategy) Report. The report documents the draft multi-modal transportation strategy and the planning process in Stage 1 of the GTA West EA Study. This includes the assessment and evaluation of the area transportation system alternatives and a recommendation for the preferred alternatives to be carried forward for Stage 2 work on Route Planning (**Executive Summary enclosed as Schedule B**).



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Based on the overall preliminary planning assessment, it was determined that while elements from Group 1 and 2 will be integral to providing capacity relief, on their own they are not fully capable of addressing the study area's future transportation needs. New inter-regional roadways will be needed to fully realize the vision of an efficient multi-modal transportation network.

The GTA West Recommended Draft Transportation Development Strategy is graphically shown as **Schedule C**. The key elements of the Draft Strategy are as follows:

Draft Strategy

- Optimize use of existing transportation infrastructure through Transportation Demand Management and Transportation System Management measures, in cooperation with Metrolinx;
- Support implementation of the transit initiatives in Metrolinx RTP and GO 2020;
- Initiate a study to investigate inter-regional transit opportunities linking western urban centres;
- Widen selected highways to provide additional capacity, including potential HOV lanes; and
- Protect and implement a new transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment.

Key Elements of the Recommended New Corridor

- A new transportation corridor from Highway 400 westerly to Highway 401 on the west side of Milton, east of the Niagara Escarpment; and
- A North-South Link to Highway 401/407 ETR, which would provide key ramp connections that serve long-distance, inter-regional traffic.

Additionally, an extension of the existing transportation corridors of Highway 427 and 410 are proposed to be integrated with the new GTA West Transportation Corridor. The Draft Strategy also includes the "Commuter GO Rail Services to Bolton" consistent with the recently released "Bolton Commuter Rail Service - Feasibility Study".

Preliminary Route Planning Study Area

In order to protect the transportation corridor opportunities as the EA study process moves forward, the study team has developed a Preliminary Route Planning Study Area (**Schedule D**), defined as a geographic area within which a reasonable range of route alternatives can be generated. The study area has been delineated to carry out Stage 2 work in the EA study process. The study area is intended to be large enough to maximize opportunities for generating alternative routes for new highway/transit facilities, including interchanges, and related facilities such as storm water management ponds, transit stations, car-pool lots etc. Other considerations include:



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- Meeting MTO geometric design standards for highways/roadways
- Minimizing impacts to key natural features
- Maximizing areas where crossings of key natural features cannot be avoided
- Avoiding built-up areas
- Minimizing impacts to approved municipal plans

Key Issues for the Town of Caledon

Based on the staff review of the Draft Transportation Development Strategy Report, discussions at the Municipal Advisory Group meeting held on April 20, 2011 and the discussion at the Town Council Meeting of April 12, 2011, the key issues for Caledon are as follows:

1. Preliminary Route Planning Study Area

The Town acknowledges the principles underlying the identification of the Preliminary Route Planning Study Area in order to accommodate an overall transportation strategy. However, Town Staff is concerned that the Preliminary Route Planning Study Area encompasses lands that are either approved for development or are currently in the advanced stages of planning. The following provides an overview of the Town led planning initiatives within the Preliminary Route Planning Study Area:

Mayfield West Community Development Plan

Approved in 2007, the Mayfield West Community Development Plan (MW1) designated 180 hectares of land for employment uses; currently, this is the Town's major source for job creation.

The Preliminary Route Planning Study Area extends through the middle of the MW1 employment land area (**Schedule E**).

Almost all of the employment lands in MW1 have been assembled by development interests. Furthermore, the Town is very close to draft approving an industrial plan of subdivision that covers 125 hectares, or 69%, of the lands designated for employment uses in MW1.

It should be noted that the subject lands are distinct from other designated employment areas shown on Schedule D. These lands are already approved for development and are extremely close to draft approvals whereas staff understands that other designated employment areas shown on the Schedule are at various stages of planning and have not yet been approved.

In addition to creating jobs for residents of Caledon, this investment further enhances Caledon's fiscal sustainability by increasing the Town's non-residential assessment base. Given the uncertainty of timing of the GTA West undertaking, Caledon has been placed at a significant competitive disadvantage as it relates to its ability to attract this investment.



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Mayfield West Phase 2 Secondary Plan

Initiated in 2008, the Mayfield West Phase 2 Secondary Plan (MW2) is being undertaken to determine where and how the population and employment growth forecast to 2031 will occur in Mayfield West. In August 2010, Town Council endorsed the preferred location for this growth.

The Preliminary Route Planning Study Area extends through the middle of the MW2 preferred location (**Schedule E**). Again, almost all the lands identified within the preferred location have been assembled by development interests. The Town is working with these interests to prepare a secondary plan that is compact and transit-supportive. This work will proceed over the next 12 to 18 months.

Integration of Highway 410 and GTA West Transportation Corridor

Staff is concerned regarding the integration of the existing Highway 410 Transportation Corridor with the proposed new GTA West Transportation Corridor. A particular concern is the "Cone" representing the anticipated linear extension of Highway 410, as these lands have already been approved for development (MW1). It is suggested that the integration of Highway 410 with the new GTA West Transportation Corridor must be contemplated from its existing terminus at Highway 10. Additionally, other alternatives such as strengthening/upgrading Highway 10 and/or enhancing capacity on Dixie Road to meet the anticipated transportation demand should be considered.

South Albion-Bolton Community Plan

In November 2009, Town Council endorsed the preferred location for 250 hectares of land for employment uses in South Albion-Bolton. Accordingly, the Town has submitted an application to the Region of Peel to amend the settlement boundary to include the proposed employment lands.

The Preliminary Route Planning Study Area extends through the southerly portion of the South Albion-Bolton employment land area (**Schedule E**).

Given the uncertainty of timing of the GTA West undertaking, Caledon has been placed at a significant competitive disadvantage as it relates to its ability to attract investment to these employment lands.

Strategic Infrastructure Study Area (SISA)

In bringing both the Region of Peel and Town Official Plans in to conformity with Provincial legislation, policies and schedules have been added which relate to the SISA. Among other things, the intent here is to protect for the GTA West Transportation Corridor through Caledon while minimizing impacts on current and future development lands. MTO should give consideration to the policies and schedules related to the SISA while finalizing the Preliminary Route Planning Study Area.



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2. Long-Term Vision

Town Staff is concerned that while planning for the GTA West Transportation Corridor, the planning horizon considered is limited to a 20 year time frame. Staff believes that ignoring a longer range perspective in this specific instance will impact the integration of two major transportation corridors namely the GTA West and Niagara GTA (Mid-Peninsula) Corridors. The lack of a long range vision and the integration of these two corridors may ultimately hinder sustained economic growth and the movement of goods and materials.

It is Town staff's view that the Province must address longer-term transportation needs with appropriate highway and transit integration. Implementation of the integrated Corridor could then be suitably phased and prioritized accordingly.

3. Impacts on Agricultural/Farming Operations

The Town of Caledon has a substantial agricultural economy including large farming operations. Staff is concerned that planning of the GTA West Transportation Corridor is anticipated to impact a large number of Caledon farming operations. Staff recommends that the Town Council requests the Ministry of Transportation GTA West study team to work closely with the farming community in the Town in order to balance the objectives of agricultural operations and the long-term transportation planning needs of the Province. Staff understands that Stage 2 of the study process will be critical to develop close working relationship between the Town, farming community and MTO study team in order to address ensuing issues.

4. Timelines

Staff understands that the Draft Strategy marks the end of Stage 1 in the EA process. While Town staff appreciate the MTO team advancing the EA Study to its current point, it is recommended that the Town Council request the MTO to ensure that all possible efforts are made to expedite the process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area. MTO should identify funding in order to carry out and expedite Stage 2 of the EA Study.

FINANCIAL IMPLICATIONS

The adoption of the subject report has no immediate financial implications to the Town of Caledon. Any potential longer term cost implications of implementing the recommendations of the report are unknown at this time, and new initiatives requiring budget considerations would be subject to future Council approval.

LEGAL IMPLICATIONS

There are no legal implications perceived for Caledon at this time. However, legal staff will be consulted when the Final Transportation Development Strategy and the Final Route Planning Study Area to carry out Stage 2 of the EA Study process are released.

NEXT STEPS

Town Staff has identified the following next steps:



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- Town staff to work with the MTO project team to finalize the Draft Strategy and refine the Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area aligns with the land use planning objectives of the Town.
- Town staff to work with the MTO, Region of Peel and other affected municipalities to expedite the EA process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area.
- Staff will continue to participate and provide input as directed by the Town Council in all the future stages of the EA Study process. Staff will also as appropriate report the progress of the study to Council.

COMMUNITY BASED STRATEGIC PLAN

The GTA West Transportation Corridor EA Study is supported by the CBSP's Goal 2: "Complete our Community of Communities" and specifically the Strategic Objective 2F of 'Connect Neighbourhoods' to promote and build physical and social connections, facilitating opportunities for people to meet, connect, move around, and get involved in Caledon using all available forms including electronic and physical modes such as transit, high speed internet and bike lanes. Similarly, the planning of the GTA West Corridor is also supported by Goal 5: "Cultivate a Diverse and Prosperous Economy", the Strategic Objective 5A to ensure business has the necessary infrastructure, services and opportunities required to succeed.

POLICIES/LEGISLATION

Town of Caledon Official Plan

Region of Peel Official Plan

Greenbelt Plan, 2005

The Places To Grow Act, 2005, and the Growth Plan for the Greater Golden Horseshoe; (2006)

The Regional Transportation Plan-The Big Move (Metrolinx, 2008)

MoveOntario GO Transit 2020

Bolton Commuter Rail Service - Feasibility Study, 2010

CONSULTATIONS

Consultation occurred with the Town's Senior Management Team, Ministry of Transportation Staff and its consultant team, Regional and Area Municipal Staff, Municipal Advisory Group.

ATTACHMENTS

Schedule A: GTA West Transportation EA Study - Preliminary Study Area

Schedule B: Executive Summary, GTA West Corridor EA Study – Draft Transportation Development Strategy Report



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- Schedule C: Overall Draft Transportation Development Strategy–Graphical Representation, Transportation Development Strategy Report
- Schedule D: Preliminary Route Planning Study Area, Transportation Development Strategy Report
- Schedule E: Overview of Impacts on Caledon within the Preliminary Route Planning Study Area Map.

CONCLUSION

The Draft Transportation Development Strategy was released by the Ministry of Transportation in March 2011. The report documents the draft multi-modal transportation strategy and the planning process in Stage 1 of the GTA West EA Study. This includes the assessment and evaluation of the area transportation alternatives and a recommendation for the preferred alternatives to be carried forward for Stage 2 work on Route Planning.

Given the concerns outlined in the report, MTO should make all possible efforts to expedite the EA process in order to minimize delays in advancing current and future developments within the Final Route Planning Study Area. Staff is recommending that Town Council request the Ministry of Transportation to work with the Town to refine the Preliminary Route Planning Study Area to ensure that the Final Route Planning Study Area aligns with the land use planning objectives of the Town and Provincial transportation planning goals.

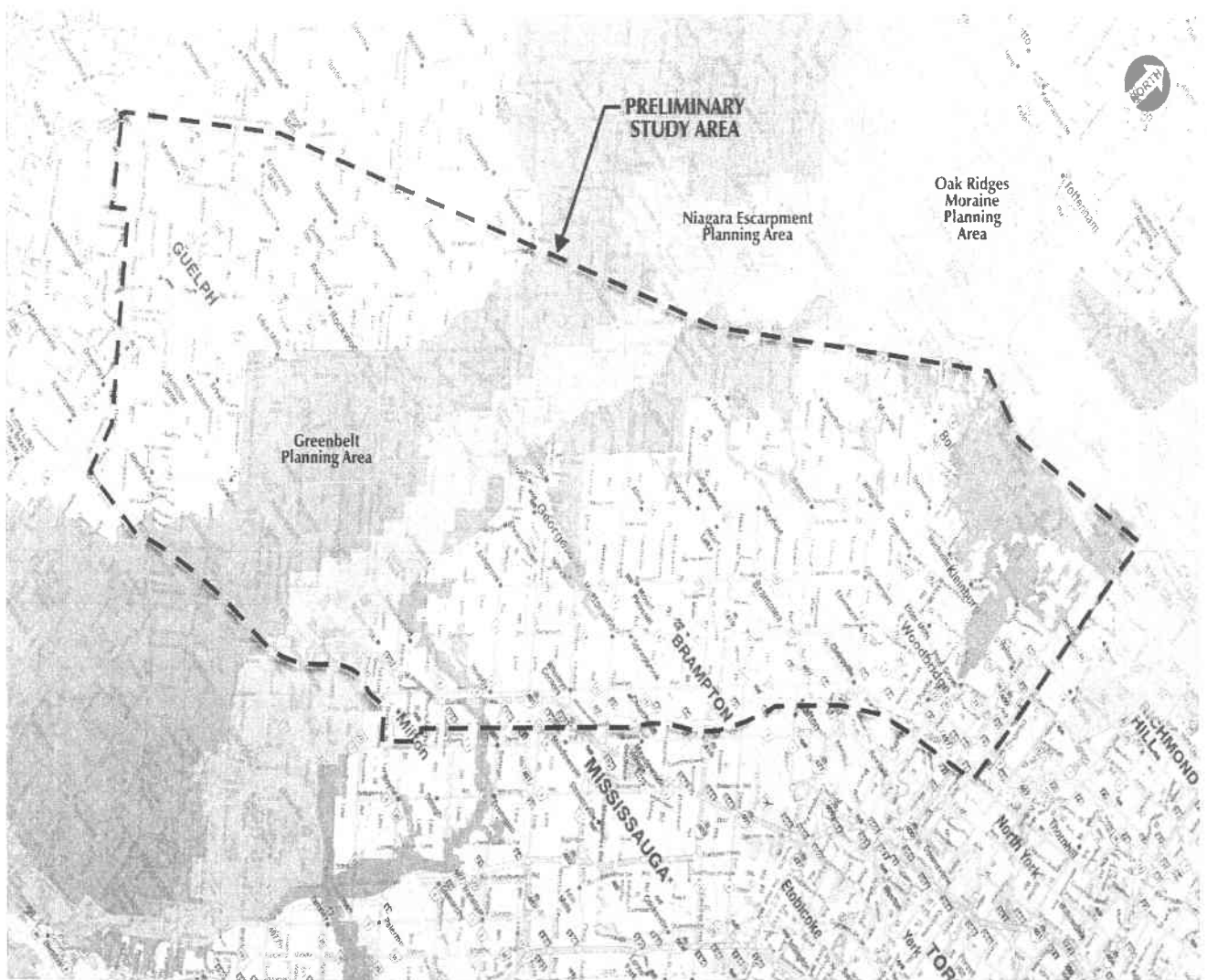
Prepared by:
Kant Chawla
Senior Transportation Planner

Recommended by:
Tim Manley
Acting Manager of Policy and
Sustainability

Approved by:
Mary Hall
Director of Development Approval &
Planning Policy

Approved by:
Douglas Barnes
Chief Administrative Officer

Schedule A



GTA West Preliminary Study Area

44
**GTA
West**

**GTA West Corridor
Environmental Assessment**



**GTA West Corridor
Environmental Assessment**

**Transportation Development
Strategy Report**

Executive Summary
Draft

February 2011



**MCCORMICK RANKIN
CORPORATION**
a member of AECOM GROUP

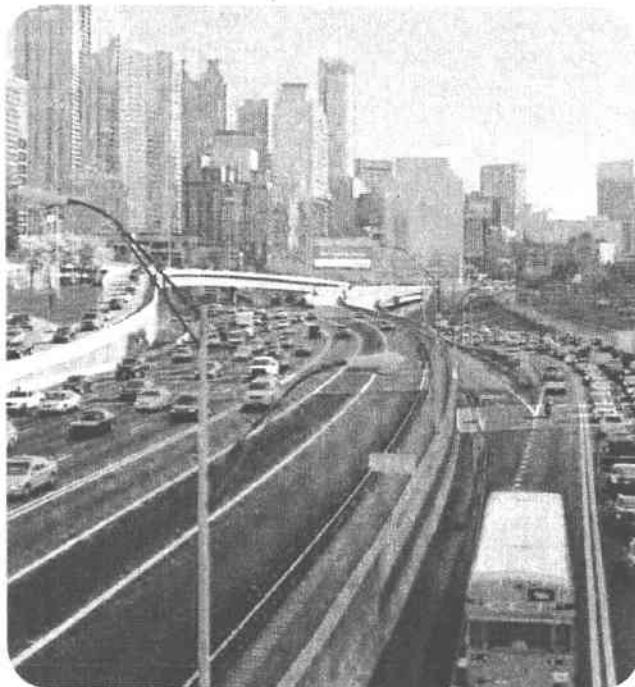
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PLANNING

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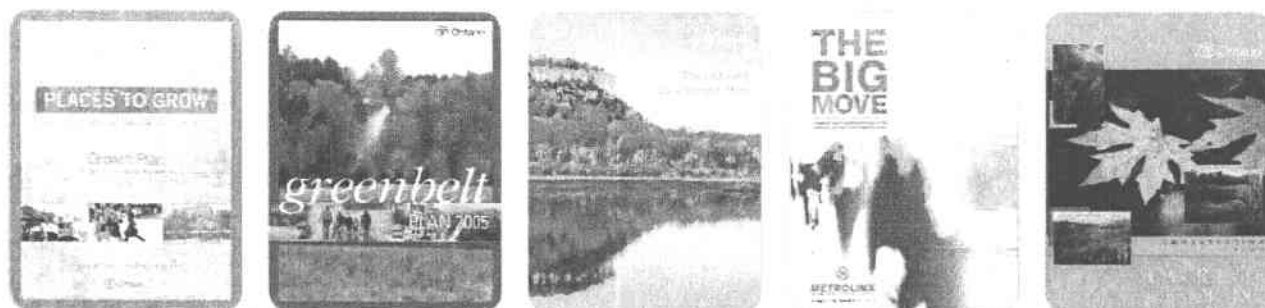


The Challenges and Opportunities of Growth

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of a formal Environmental Assessment (EA) Study for the GTA West Corridor. The purpose of the study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better movement of both people and goods between urban areas in the GTA West Corridor preliminary study area, including designated Urban Growth Centres.

The Ontario government has begun the process of planning for the future. An important policy context and foundation for future growth is provided in policy documents including the *Growth Plan*, *Greenbelt Plan*, *Niagara Escarpment Plan* and *Oak Ridges Moraine Conservation Plan*. These policies provide a basis for municipalities and the Ontario government to plan for communities with land use that is supportive of a more balanced transportation system that makes best use of existing infrastructure, and prioritizes the use of transit and other non-roadway modes of transportation for people and goods movement.

In addition to the sustainable policy framework, Metrolinx was created by the Ontario government to develop and implement an integrated multi-modal transportation plan for the Greater Toronto and Hamilton Area (GTHA). Metrolinx's *Regional Transportation Plan (RTP) - The Big Move*, includes a vision of a comprehensive, integrated transportation system that enhances quality of life, environment and prosperity. In 2009, Metrolinx merged with GO Transit to become one agency with planning and operations responsibilities. *The Big Move* addresses all forms of transportation: transit, cycling, walking and roads, including a proposal to build 1,200 kilometres of rapid transit, resulting in an extensive system with connected mobility hubs. In addition to improvements planned for the future in the GTHA, several are currently being provided to address today's transportation challenges.



Transportation in the GTA West preliminary study area is characterized by a high degree of reliance on the road network – the vast majority of inter-regional trips in the preliminary study area are made by automobile and truck. Analysis and stakeholder consultation confirm that the road network is of paramount importance to the operation of all travel modes including transit and rail, and connecting to air and marine. All of these modes rely upon and connect to the road network.

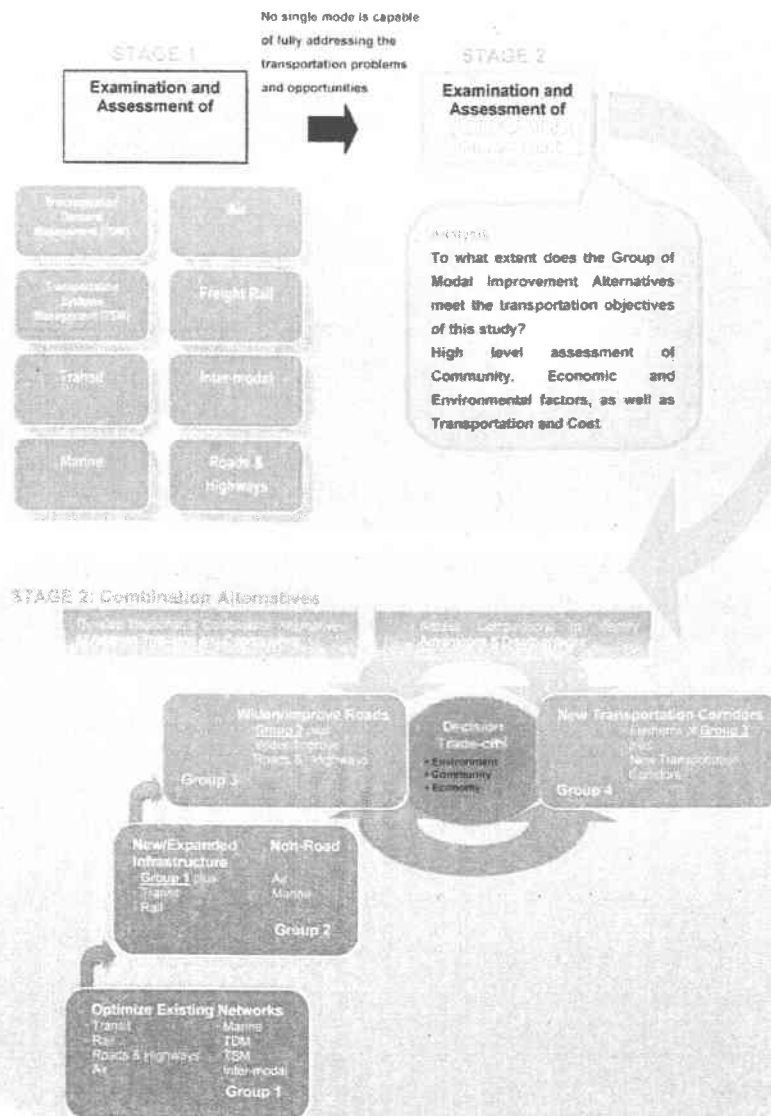
Transportation service providers for rail, air and marine indicate that their systems have sufficient capacity to accommodate future travel growth, and necessary enhancements to individual modes to accommodate growth and / or changing travel markets can generally be made within existing lands / corridors.

Creative Approach to Addressing Problems and Opportunities

The development of the Area Transportation System Alternatives for the GTA West corridor involved a unique and creative process, which built upon an extensive consultation program with a wide range of stakeholders and transportation service providers.

As shown below, the process followed a two-stage approach that began with a comprehensive assessment of the individual elements and modes of transportation alternatives (i.e. Transportation Demand Management, Transportation System Management, Transit, Freight Rail, Inter-modal, Air, Marine as well as Roads and Highways) to assess their ability to address the preliminary study area's future inter-regional transportation problems and opportunities. Based on this assessment, the alternatives considered capable of substantively contributing to addressing these problems and opportunities were carried forward to the second stage of the process, which involved assembling the individual alternatives into multi-modal groups.

A "building block" approach, where each type of improvement builds on others incrementally, was used to assemble the group alternatives, based on the philosophy of first optimizing the existing transportation network, and then if necessary incorporating non-roadway infrastructure improvements and expansions before considering the provision of new roads and / or highways. This approach was developed in line with the principles of the *Growth Plan* and *Greenbelt Plan*.





The four groups of transportation alternatives that have been considered in the building block approach include:

Group #1 – Optimize Existing Networks – builds upon the comprehensive strategies of the Metrolinx RTP, GO Transit 2020 Strategic Plan, MTO's High Occupancy Vehicle Lane Network Plan and Carpool Lot Program, Transportation System Management (TSM) measures, Transportation Demand Management (TDM) initiatives and municipal transportation plans.

Group #2 – New / Expanded Non-Road Infrastructure – developed to address future problems and builds upon the significant transit, rail, marine and air service expansion initiatives, as envisioned by agencies, industry, Metrolinx and GO Transit.

Group #3 – Widen / Improve Existing Roadways – developed to address the future transportation problems identified in the study area. Roadway widenings were selected to provide adequate traffic capacity, operations and road safety conditions on existing provincial facilities to 2031. Group #3 includes widening of a number of existing provincial inter-regional transportation facilities, beyond the currently planned improvement program, building on the elements in Groups #1 and #2

Group #4 – New Transportation Corridor – developed as were Groups #2 and #3, to address future transportation problems in the study area. It includes all of the elements in Optimize Existing Networks (Group #1) and New / Expanded Non-Road Infrastructure (Group #2), some of the highway widenings and improvements identified in Group #3, and five corridor connection alternatives that could include freeway and transitway elements.

Assessment of Alternatives

Based on the overall preliminary planning alternative assessment, it was determined that while providing important enhancement and some capacity relief, Groups #1 and #2 were not fully capable of addressing the study area's future transportation needs. New inter-regional roadway capacity alternatives will be needed to fully realize the vision of a functional and efficient multi-modal transportation network.

The study's comprehensive evaluation of the Group #3 and Group #4 alternatives considered the environmental "triple bottom line" (including environment, community and economy) as well as transportation and engineering considerations. Of the Group #3 and #4 alternatives considered (eight alternatives in total), Alternatives 4-2 and 4-3 were most preferred and were carried forward for further consideration before a decision was made as described under New / Expanded Roadway Infrastructure. The complete description of the alternatives, evaluation and selection of the preferred alternative(s) are presented in **Chapter 4**. Note that later reference to Groups #1 and #2 in the Transportation Development Strategy simply identifies elements of these groups that have been incorporated into the suite of improvements.

The GTA West recommended Transportation Development Strategy is graphically shown on the following page and is summarized in the following sections.

Draft Transportation Development Strategy

GTA-W Preliminary
Study Area

New Transportation Corridor

North-South Link to Highway 401/407ETR

Corridor Extension
Corridor extension from Major Macleod
Drive (planned terminus from Highway
427 Extension EA)

Additional Number of Lanes
Existing Number of Lanes

Number of Lanes for New Corridor

Protected Countryside
of the Greenbelt Area
Niagara Escarpment
Plan Area

Oak Ridges Moraine

Potential Mobility Hubs
Identified for Further Study

Anchor Hub

Gateway Hub

BRT on Controlled-
Access Expressway

Other Rapid Transit

Regional Rail (peak)

Regional Rail
(full-day two-way)

Express Rail

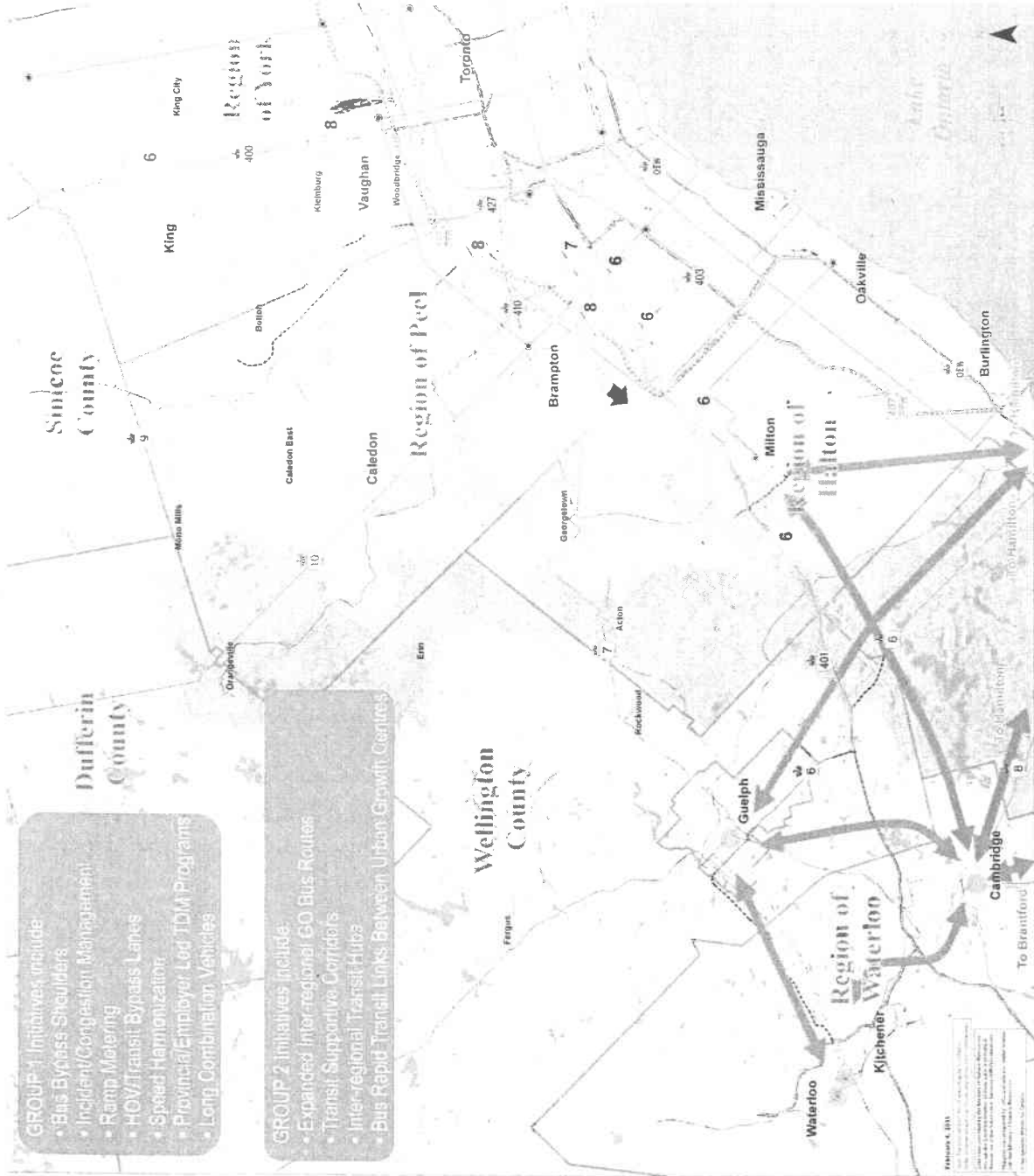
Subway

Planned Projects

Existing Rail Line

Potential Extension of
COMPASS Network

Potential Transit Connections Among
Western Urban Growth Centres



By 2031, the population in the Greater Golden Horseshoe is expected to increase by almost four million people. To accommodate this growth, the following is anticipated:

- Land use intensification targets prescribed in the *Growth Plan* will be fully achieved;
- Urban Growth Centres will be built with transit-supportive densities and a mix of compatible land uses;
- Development of compact, vibrant and complete communities will be fostered in which people will live, work and play;
- An additional 700 million transit trips within the GTHA will be accommodated;
- All current provincial transportation plans (e.g. *Metrolinx RTP* and *GO 2020*) will be implemented;
- More commuters will switch from single occupant cars to transit and carpools;
- A significant share of goods transport will be diverted from long distance trucks to other modes;
- *The existing transportation infrastructure will be optimized through implementation of Group #1 initiatives; and*
- *More non-road based transportation improvements, including the Group #2 initiatives, will be implemented.*

Even with these positive improvements, by the year 2031 significant roadway congestion is expected to occur, particularly on inter-regional connections serving all types of travel, namely Highways 401, 400, 427 and 410. To realize the vision of a functional transportation network that provides user choice and balance, additional inter-regional roadway capacity will be required: by widening existing highways and protecting for new transportation corridors.

The recommended approach to addressing current and future transportation problems and opportunities features the following:

- A “transit first” approach – supporting existing long-range transit plans with the need to explore further enhancements;
- Making better use of transportation infrastructure that is already in place – through optimization including use of advanced technologies;
- Providing more and better choices for people and shippers making trip decisions – with more effective transit and rail infrastructure and services;
- Pursuing means to reduce travel demands – through building on current TDM programs such as Smart Commute, and increased self-containment (jobs and homes in the same community);
- Introducing timely transportation improvements – to influence decisions on mode choice and to accommodate projected growth; and
- Shaping growth through provision of transportation services – thereby meeting government objectives.



Optimize Existing Transportation Networks

Optimize Existing Transportation Networks (from Group #1)

This group of alternatives includes transportation initiatives that focus on improving the performance of the existing transportation system for all modes of travel and freight transport through strategies designed to reduce automobile and truck demand and improve system operating efficiency.

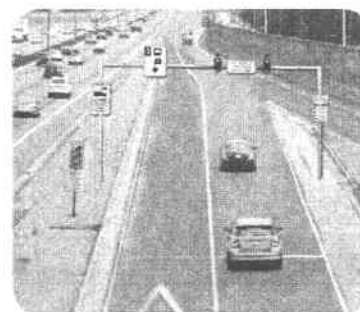
These optimization measures are most effective when applied in a combined and coordinated manner. One of the key outcomes of this study, and one of the founding elements of the proposed strategy, will be the development of an Active Traffic Management Plan that encompasses many ways of optimizing existing transportation networks, as described below. The Active Traffic Management Plan will consider optimization measures including the following key elements.

Timeframes indicated below are defined as follows:

- Near Term – 0-5 years
- Medium Term – 5-15 years
- Long Term – 15-25 years

Expanded Use of Ramp Metering

Ramp metering regulates vehicle access to the freeway through the use of traffic signals on interchange entrance ramps. These computer-controlled signals allow vehicles onto the freeway at a specified rate to maintain optimum highway traffic flows. At the same time, end-of-queue detectors prevent excessive backups on the entrance ramps.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify areas where ramp metering can be installed at interchanges along existing provincial facilities.

High Occupancy Vehicle (HOV) / Transit Bypass at Key Locations

This concept involves providing bypass lanes on metered highway entrance ramps, ramps accessing transit stations and ramps in the vicinity of carpool lots for HOV and transit vehicles. These ramps would allow HOV and transit vehicles to bypass traffic queues and provide more efficient access.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify locations where bus bypass ramp provisions should be provided along existing and planned provincial facilities.

Optimize Existing Transportation Networks

Transit Supportive Highway Corridors

This concept involves introducing reserved bus lanes, HOV lanes, bus bypass shoulders and other transit supportive measures within provincial facilities including Highways 400, 410, 427 and 401 that would serve to make bus transit a more reliable and viable service (see following map). These would integrate with the above-noted HOV / Transit Bypass provisions.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify locations where transit supportive highway corridors should be provided along existing and planned provincial facilities.

Enhanced Incident / Congestion Management

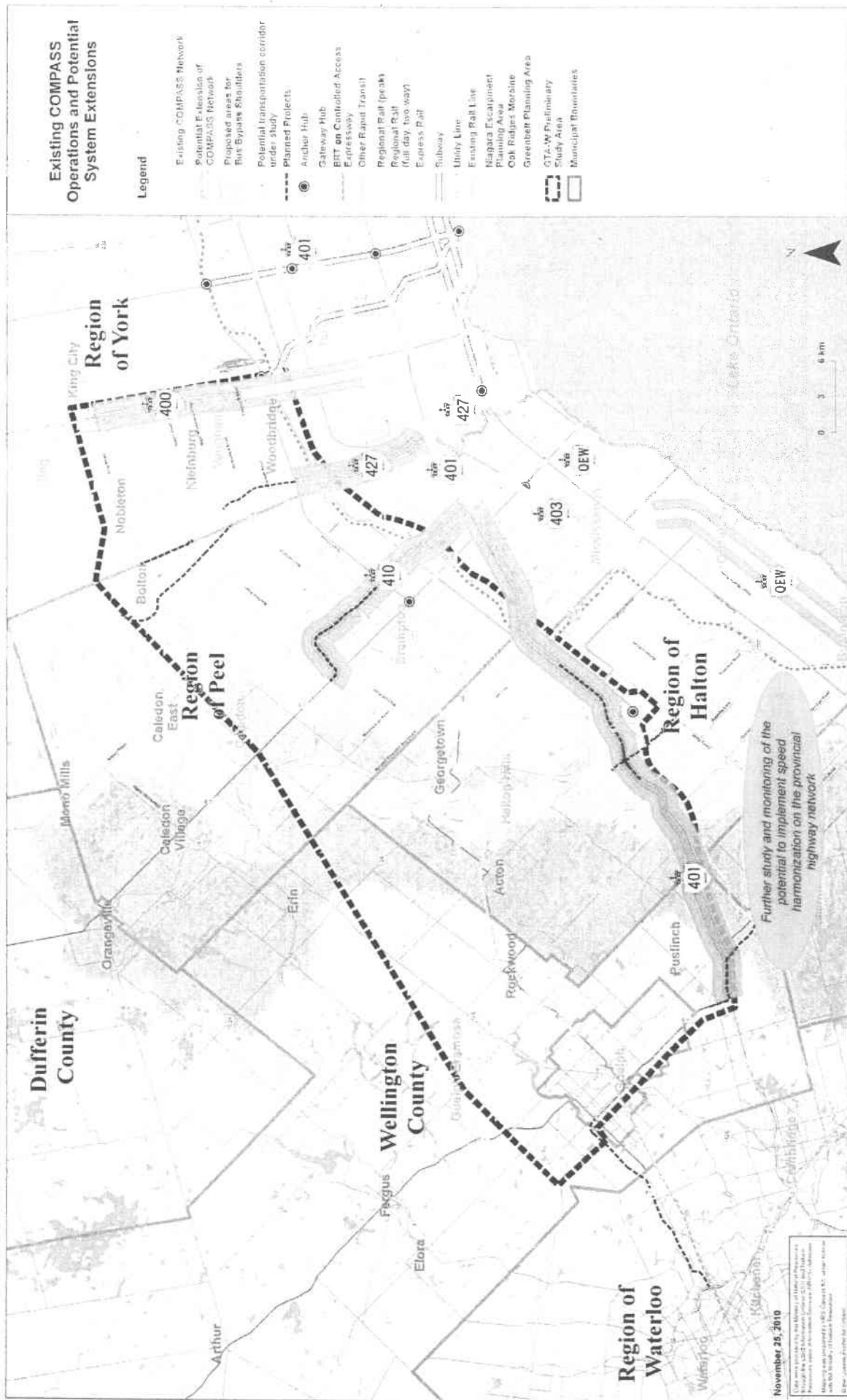
MTO's COMPASS system uses sensors along a highway to transmit traffic data to the MTO Traffic Operations Centre and performs both incident management and congestion management functions. For incident management, the system reviews the traffic data and sends a warning to the traffic operator requesting confirmation of an incident when one is detected. Once detected, emergency services are dispatched immediately, as appropriate. For congestion management, the COMPASS signs provide real time information to motorists about prevailing traffic operations, thereby providing opportunities to seek alternate routes or anticipating slowdowns ahead.



The Highway 401 COMPASS System currently extends from the Highway 403 / 410 interchange east to Westney Road, and Highway 400 from north of the 407 ETR to Highway 401. The proposed strategy recommends that an Active Traffic Management Study by MTO include an assessment of the potential for further expansion of the COMPASS system beyond the current service area (on the following page). This potential extensions include:

- Highway 400, north from the 407 ETR to King Road;
- Highway 427, north from Highway 401 to the proposed terminus at Major Mackenzie Drive;
- Highway 410, north from Highway 401 to Highway 10; and
- Highway 401, west from the Highway 403 / 410 interchange west to Highway 6.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to assess the potential for further expansion of the COMPASS system beyond the current service area.



Expanded Use of Speed Harmonization

Speed harmonization requires the use of a traffic management technique similar to the MTO COMPASS system that currently monitors travel data. Cameras or sensors in the roadway are used to detect vehicle presence to measure traffic flow, and posted speed limits are automatically adjusted when congestion thresholds are exceeded using variable speed limit signs mounted above each travel lane (see UK example shown). Throughput is therefore maximized by maintaining a constant flow (versus typical stop and go conditions).



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study and monitoring experience elsewhere to determine viability of speed harmonization in the study area.

Provincial / Employer Led TDM Programs

Currently operating TDM programs could be improved by expanding the Metrolinx Smart Commute program beyond the GTHA into the Guelph and Wellington County area and into Waterloo Region. In addition to providing broader coverage, this concept would also involve introducing a regional organization that would provide strategic direction and / or potentially reach out to employers. The program could be managed on a regional level.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / Metrolinx	MTO and Metrolinx will explore opportunities to provide additional support as well as the potential for legislative changes to address current jurisdictional policy barriers.

Long Combination Vehicles

Long Combination Vehicles (LCVs) feature a single tractor with two 16m (53ft) trailers. MTO recently initiated a pilot program to allow up to 100 LCVs on the provincial highway network. This program improves fuel efficiency and traffic operations for goods movement.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	MTO to determine the next stage of the LCV program based on the review of recent experience.

New / Expanded Non-Road Infrastructure

New / Expanded Non-Road Infrastructure (from Group #2)

This group of alternatives includes the optimization initiatives (Group #1), and builds upon the comprehensive suite of transit initiatives in the Metrolinx *RTP* and includes initiatives to develop a comprehensive transit network across the GTA West study area.

The following are initiatives from the Metrolinx *RTP* within the GTA West preliminary study area (see map on following page):

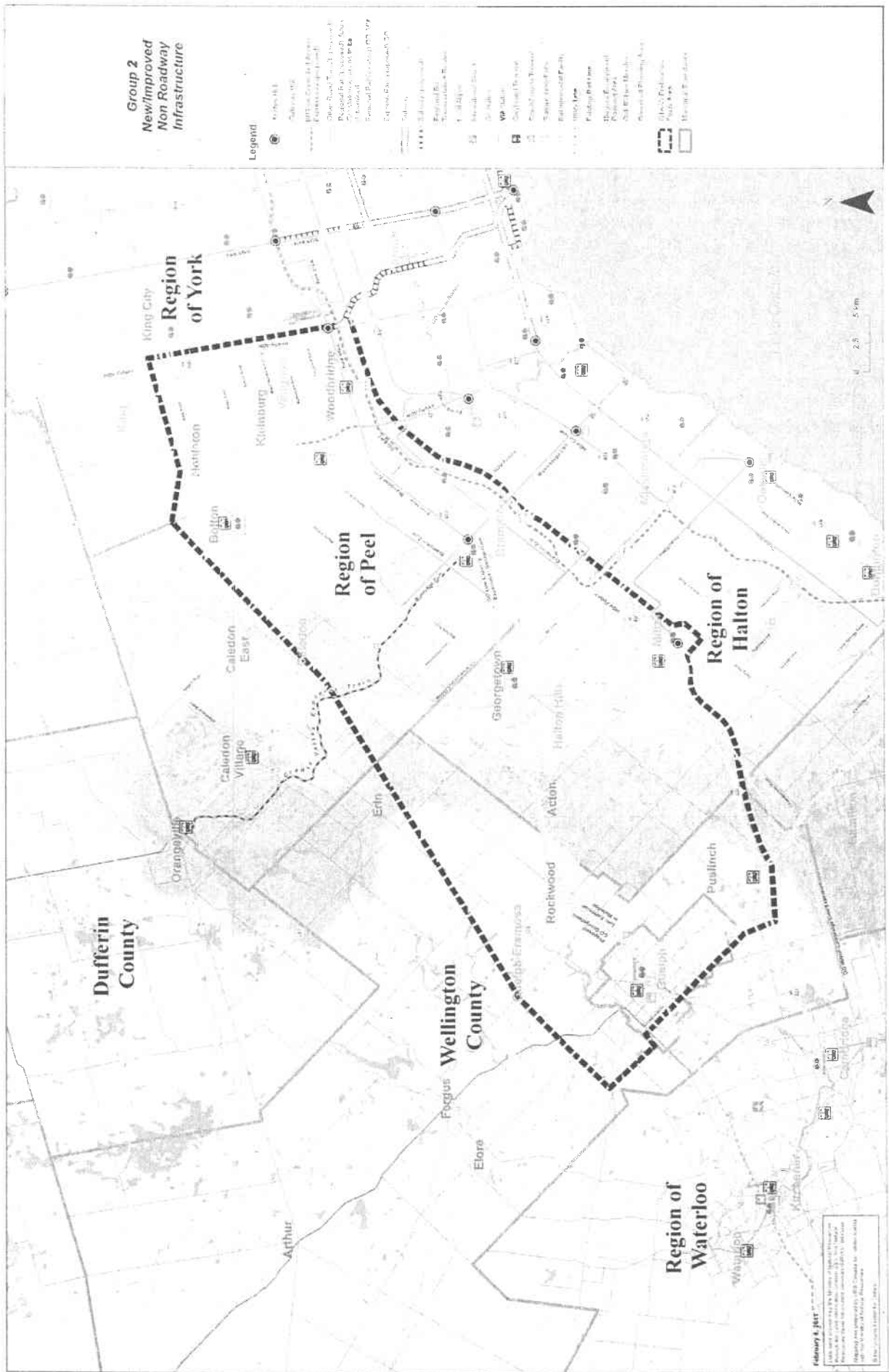
15 Year Plan from the Metrolinx RTP:

- Rapid transit line on Highway 10 from Mayfield West to Downtown Brampton;
- Hurontario Street / Main Street Rapid Transit from Downtown Brampton to 407 ETR (Brampton's Züm service);
- Hurontario Street Rapid Transit from Port Credit to Mayfield Road;
- Brampton's Queen Street Züm from Downtown Brampton to the Peel-York boundary;
- VIVA BRT Highway 7 from the Peel-York boundary to Locust Hill in Markham;
- Spadina Subway extension from Downsview Station to Vaughan Corporate Centre (known as Vaughan Metropolitan Centre);
- BRT on 407 ETR from Halton to Durham;
- Jane Rapid Transit from Vaughan Metropolitan Centre to Bloor Street;
- Rail service between Union Station and Lester Pearson International Airport;
- Expansion on Milton and Georgetown corridors to all-day bi-directional rail service;
- Possible rail service extensions to Cambridge;
- Peak period rail service to Bolton from Union Station;
- Express Rail from Union Station to Downtown Brampton; and
- Numerous improvements to GO Transit service.

25-Year Plan from the Metrolinx RTP:

- Additional Rapid Transit services in Halton connecting Downtown Milton to the Rapid Transit service on Dundas Street and 407 ETR;
- Brampton's Züm Rapid Transit service on Steeles Avenue connecting the Lisgar GO Station to Highway 427;
- Rapid Transit along Highway 427 connecting Toronto Pearson International Airport to Queen Street;
- The first component of the dedicated 407 Transitway providing Rapid Transit service through York Region, continuing as high speed bus service to the east and west along the 407 ETR, and connecting to Toronto Pearson International Airport via Highway 427;
- Necessary transit improvements along arterial road networks to service new growth that will continue to take place in accordance with municipal transportation master plans;
- Walking and cycling infrastructure; and
- Opportunities for upgrading Bus Rapid Transit services to Light Rail Transit.

On an ongoing basis, Metrolinx continues to provide transit improvements along the arterial road network, as well as pedestrian and cycling improvements.



New / Expanded Non-Road Infrastructure

New Plans and Initiatives

Expanded Inter-regional GO Bus Routes

GO Transit has recently begun operating bus services in the western part of the GTA West study area. The services have been well-received and ridership has grown significantly since the services have been introduced. This suggests that there are opportunities to attract riders to regional travel routes in this area. The Province is responding to that demand and has recently announced an inaugural rail service to Kitchener-Waterloo to be provided by the end of 2011 including two peak period trips into Union Station and out from Union Station during weekdays.

Improvements to the current inter-regional GO Bus service are being seamlessly integrated with the Toronto-centric services to provide expanded coverage from Toronto to areas west of Georgetown such as Guelph, Hamilton and Kitchener-Waterloo. Existing bus services to these areas would be improved by more frequent buses and better coordination with local services.



Inter-regional Transit Hubs Where Local Transit and GO Transit Connect

This initiative involves the introduction of transit hubs in Downtown Guelph, Vaughan Metropolitan Centre, Toronto Pearson International Airport, Downtown Milton and Downtown Brampton. Transit hubs can result in land use intensification as they tend to attract development patterns that encourage use of transit, cycling and walking. This would be consistent with the intent of Urban Growth Centres.



New Bus Rapid Transit Links between Urban Growth Centres

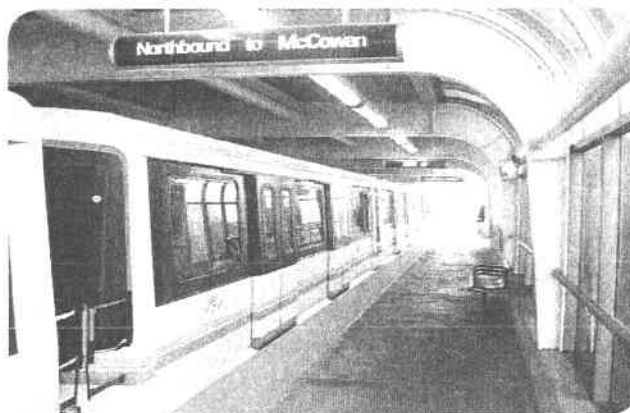
This concept involves providing better transit connections between Urban Growth Centres in the GTA West preliminary study area including Downtown Brampton, Downtown Milton, Vaughan Metropolitan Centre and Downtown Guelph. Transit systems may use Bus Rapid Transit (BRT), Light Rail Transit (LRT) or in the longer term small train systems such as self-propelled railcars (individual or clustered). Stations would be multi-modal facilities to provide for a well-connected and integrated transportation system.



New / Expanded Non-Road Infrastructure

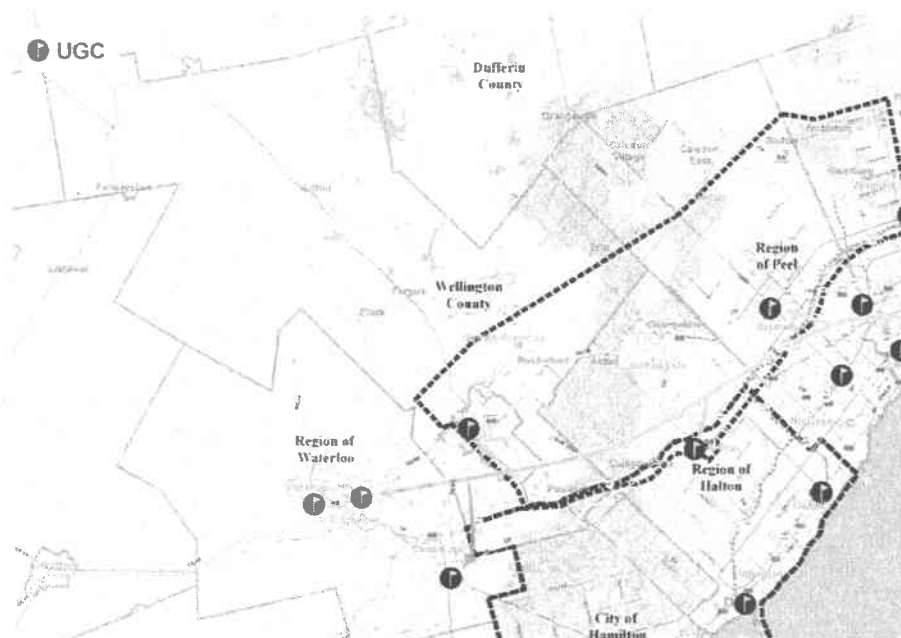
Connection beyond the GTA West Study Area

While the Metrolinx RTP has demonstrated plans to implement inter-regional transit across the GTHA with strategically-located “mobility hubs”, the GTA West Transportation Development Strategy envisages better inter-regional transit services connecting the westerly Urban Growth Centres identified in the *Growth Plan*: Downtown Kitchener, Uptown Waterloo, Downtown Cambridge, Downtown Guelph, Downtown Milton, Downtown Brampton, Downtown Hamilton, and Downtown Brantford. These may be incorporated as an extension to the Metrolinx *The Big Move*. This recommended strategy recognizes *three* elements to create a comprehensive transit network connecting urban and rural centres west of the GTHA with one another and with Toronto.



• 1st Element – Inter-regional Transit Links to Toronto:

Currently, the GTHA inter-regional transit network is primarily Toronto-centric. Rail transit lines stem from Union Station, connecting outlying communities directly with Toronto's city centre but not yet reaching out to the western parts of the study area. This is about to change with the initiatives to extend services to Guelph, Kitchener-Waterloo and Cambridge (shown below schematically). It is important to enhance the “spoke” transit network to connect the Urban Growth Centres (UGCs) located in the west with the goods, services, and employment opportunities in the rest of the GTHA. GO bus services are filling some of this immediate need for inter-regional travel.



New / Expanded Non-Road Infrastructure

• 2nd Element – Linking Urban Growth Centres by Transit

Connecting the western Urban Growth Centres with one another would help to build a comprehensive transit network that extends to the west of the GTHA. Providing connections between these centres coupled with services to the downtown Toronto area (shown below schematically) would provide a stronger transit network and offer choice for many people to travel by transit.

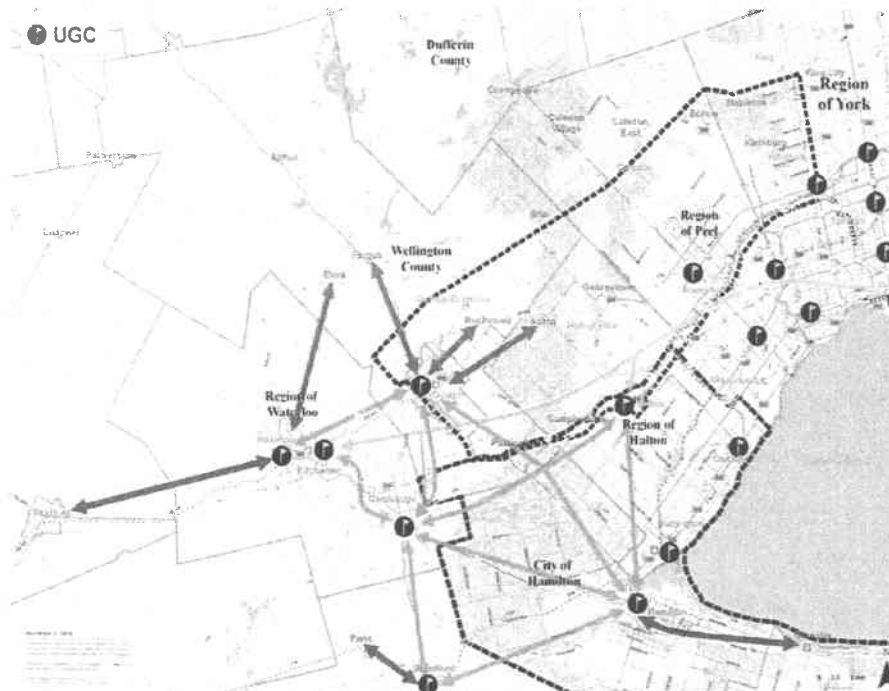
UGC



• 3rd Element – Urban Growth Centres as Transit Gateways

In order to complete a comprehensive transit web network to the west of the GTA West preliminary study area, consideration should be given to connectivity from the smaller outlying communities to Toronto and other urban centres by way of transit links with nearby areas (shown below schematically).

UGC





Mobility Hubs

The idea of mobility hubs could be expanded to the west of the GTHA in order to identify areas where it is especially important to promote community self-containment. Building on the two westerly mobility hubs identified by Metrolinx located in Milton and in Hamilton – with strong inter-regional transit links to Toronto including efficient regional rail services – five new mobility hubs should be considered in the following locations, all of which contain an Urban Growth Centre as defined in the *Growth Plan*:

- Brantford
- Cambridge
- Guelph
- Kitchener
- Waterloo

In addition, there may be a potential need for connecting other communities where multiple transit services may meet in the future.

These hubs are illustrated on the map following this page.

The Metrolinx RTP includes two types of mobility hubs:

Gateway Hubs are located at the interchange between two or more current or planned regional rapid transit lines

Anchor Hubs are the primary major transit station areas in an Urban Growth Centre

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / Metrolinx / municipalities	Initiate study to explore potential for inter-regional transit service improvements west of the GTA.

Goods Movement and Freight

While the existing freight rail network has sufficient capacity to address future growth, there are numerous locations where conflicts exist between passenger rail and freight rail services, when both services have demands for the same tracks at the same time, as well as conflicts at level road / rail crossings.

Removal of these constraints will have an overall positive effect on freight and passenger rail operations, allowing people and goods to move more efficiently, which may result in a higher efficiency of this mode to attract commuters and shippers.



To support increased utilization of freight rail, MTO will coordinate with Canadian National Railway, Canadian Pacific Railway and Metrolinx in the medium term to identify key conflict points, and will support potential future initiatives, such as the Ontario-Quebec Continental Gateway Strategy, aimed at removing freight rail / passenger rail conflicts and providing grade separations at major road / rail crossings. Opportunities for transit and high-speed rail on separate tracks will also be considered.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / CN / CP / GO Transit / municipalities	Feasibility review of potential future initiatives aimed at removing freight rail / passenger rail conflicts and providing grade separations at road / rail crossings.

New / Expanded Roadway Infrastructure (from Groups #3 & #4)

To fully realize the vision of a functional and efficient multi-modal transportation network – that provides user choice and balance – planning for additional roadway capacity is required for the long-term in addition to improvements from Groups #1 and #2. This includes widening and improving existing highways beyond the currently planned program at several locations, as well as a new transportation corridor.

During the fourth round of consultation, two similar new corridor alternatives were recommended to be carried forward for more detailed analysis as they resulted in similar sets of benefits and negative effects. Both alternatives included a new transportation corridor between Highway 400 and Highway 401 east of the Niagara Escarpment. The other alternatives were eliminated as they were clearly inferior when compared to these two alternatives. Specifically, Alternative 4-2, with a terminus at Highway 401 / 407 ETR and Alternative 4-3, with a terminus at Highway 401 west of Milton, both featured strong transportation benefits to area communities and the regional economy while avoiding significant effects to the Greenbelt and the Niagara Escarpment.

During recent public consultation many stakeholders suggested that some additional analysis should be carried out prior to finalizing the Transportation Development Strategy to see if it was possible to better differentiate between these two options.

Based on the results of this additional analysis, which examined potential effects to natural environment, land use / social environment, cultural environment, economic environment, transportation, and cost and constructability factors, it has been determined that elements of both alternatives will be required. The resulting combination of a new transportation corridor to Highway 401 west of Milton (GTA West Corridor) and a north-south link to Highway 401 at the 407 ETR is therefore recommended.

The recommended new corridor would provide benefits including:

- supports goods movement and regional economy through an improved inter-regional network connecting urban areas and employment centres in all areas of the GTHA and Niagara;
- provides direct support for employment areas in Milton and Halton Hills;
- supports long-term future growth to 2031 and beyond; and
- provides increased network redundancy along the 401 corridor.

In addition, the new corridor would eliminate the significant widening of Highway 401 (to a core-collector system) through Milton.

The analysis carried out and given full consideration has demonstrated that the overall natural, socio-economic and cultural effects of the two alternatives are similar. It is recognized, however, that the corridor to the west of Milton will result in greater potential direct effects to natural environment and heritage features, as well as existing communities. Many of these effects can likely be avoided through subsequent route planning and / or the adoption of appropriate design mitigation to reduce effects to the extent possible.

The North-South Link at Highway 401 / 407 ETR would provide key ramp connections that serve more long-distance, inter-regional traffic. It is recognized that the Halton-Peel Boundary Area Transportation Study (H-P BATS) led by municipalities has identified a north-south freeway link along the same corridor. MTO will work with municipalities and the 407 ETR to finalize the ramp connections at the interchange between the North-South Link and Highway 401 / 407 ETR.



New / Expanded Roadway Infrastructure

The proposed new transportation corridor will consist of a highway and transitway and / or truck-only facility (truckway). Future HOV lanes could be accommodated where warranted. The right-of-way of the transportation corridor may range between 110m (highway / truckway without transitway) and 170m (with transitway). Some preliminary analysis was carried out to assess the benefits of a truckway. This will be carried forward for further consideration and analysis during Stage 2 of the GTA West EA Study.

The proposed new transportation corridor would be pursued in combination with widening of existing highway facilities as shown graphically on the Draft Transportation Development Strategy Map (page 8) and illustrated in table form.

It is proposed that a new transportation corridor should be protected in the near term and that designation of lands for the corridor will be pursued by MTO immediately following the completion and approval of the Individual EA. The widening of existing highways is to be pursued by MTO in the medium-term, to follow the implementation of strategies in the Active Traffic Management Plan and transit programs by Metrolinx and GO Transit. This timing will ensure the best outcome and opportunity for transit and rail uptake as an alternative to road use. The extent of widening existing highways will be subject to MTO's Class Environmental Assessment and / or feasibility studies.

These recommendations are integrated with other transportation initiatives that will give priority to transit and optimization of existing infrastructure.

Road Section	2031 Basic Number of Lanes (2-way)	
	Existing No. of Lanes	Ultimate Number of Lanes
Highway 401		
- Highway 6 to Regional Road 25	6	10
- Regional Road 25 to James Snow Parkway	6	10
- James Snow Parkway to 407 ETR	6	12
- 407 ETR to Winston Churchill Boulevard	6	10
- Winston Churchill Boulevard to Highway 410	6	12
407ETR		
- Highway 401 to Highway 410	8	10
- Highway 410 to Highway 427	8	10
- Highway 427 to Highway 400	10	10
Highway 410*		
- Highway 401 to 407ETR	7	9
- 407ETR to Steeles Avenue	6	8
- Steeles Avenue to Queen Street	8	10
- Queen Street to Mayfield Road	8	8
Highway 427*		
- 407 ETR to Highway 7	6	8
- Highway 7 to Major Mackenzie Drive (EA approved)	0	8
Highway 400		
- 407ETR to Major Mackenzie Drive	8	12
- Major Mackenzie Drive to King Road	6	10
- King Road to Highway 9	6	10
New Transportation Corridor		
- Highway 401 to Highway 10	0	4
- Highway 10 to Highway 427	0	4
- Highway 427 to Highway 400	0	6
- North-South Link to Highway 401 / 407 ETR	0	6

HOV lanes assumed as part of total lanes on existing highways

* Number of Lanes to New Transportation Corridor not included

New / Expanded Roadway Infrastructure

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
	✓		MTO / 407 ETR	Widening of highways (EA studies, etc.).
✓			MTO	Route planning and preliminary design of new transportation corridor and connecting links (Stage 2 of EA Study) and protection of required lands.
		✓	MTO	Design and construction of new transportation corridor and connecting links.

Addressing the Environment through Mitigation

There are several key natural environmental features and systems within the GTA West study area, including the Humber River, Credit River, and designated areas such as the *Greenbelt Plan* area and the Niagara Escarpment. Mitigation measures will be explored during Stage 2 of the GTA West EA Study to minimize impacts to the natural environmental features, and MTO will work closely with Conservation Authorities, the Ontario Ministry of Natural Resources, the Department of Fisheries and Oceans, and other regulatory agencies to ensure compliance with policies and guidelines. As part of any related roadway design, consideration of roadway drainage, stormwater management and other technical investigations will also be pursued. It is recognized that the natural features of this area are important and must be protected.

The area also includes significant prime agricultural lands that support Ontario's agricultural industry, which is important to the population in the area and Ontario. A new transportation corridor will impact these lands and industry. As such, the Province must work with area municipalities to minimize impacts, provide appropriate mitigation and protect remaining lands against urban development.



Humber River near Kleinburg



Credit River in Norval

Study Area Refinements and Land Development Pressures

Development within the GTA West preliminary study area is occurring at a very fast pace. It has been important, therefore, to develop an approach to review development issues in order to protect new corridor opportunities. Documentation and progress on land use designations, development applications and planning studies has been collected from upper-tier regions, counties and lower-tier municipalities throughout the study process. MTO, together with other provincial agencies, has actively monitored and commented on development applications in the area. In order to protect the transportation corridor opportunities as the EA study process moves forward, the study team has developed a *Preliminary Route Planning Study Area*, defined as a geographic area within which a reasonable range of route alternatives can be generated. This study area will be applied to the upcoming Stage 2 of the EA process.

The *Preliminary Route Planning Study Area* is intended to be large enough to accommodate several route alternatives for new highway / transitway facilities, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stations and rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation and transit station parking. It is noted that this area is preliminary and is subject to refinement during Stage 2 of the EA.

Principles for generating the *Preliminary Route Planning Study Area* have been identified to meet the specific local requirements of the GTA West study. The overarching principle is to maximize the opportunities for route generation while attempting to achieve the following:

- Meet desirable MTO Geometric Design Standards, including interchange and ramp distance spacing criteria, horizontal radius, and protect for a minimum right-of-way of 170m;
- Produce an efficient design which considers crossing angles of roads, railways, rivers, etc., and directness of route;
- Minimize impacts to the Greenbelt, Oak Ridges Moraine and Niagara Escarpment wherever possible;
- Provide maximum areas, based on MTO Geometrics and / or other constraints, at locations where crossing of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined;
- Avoid built up areas;
- Minimize impacts to approved municipal urban expansion areas and approved secondary plans; and
- Integrate with existing transportation infrastructure where possible, or be at an appropriate distance to it and to offer flexibility to connect to existing and planned transportation facilities in the study area.



The map on the following page presents the *Preliminary Route Planning Study Area* as it will be adopted at the start of Stage 2. This has been developed with due consideration to the above principles and has been discussed at the provincial level and with all area municipalities in this development process. Given that further development and change will occur as Stage 1 is completed and Stage 2 is initiated, the limits of this area will be revisited and refined as appropriate later in the study process.

Input is encouraged from municipalities, stakeholders, and the public such that refinement to the *Preliminary Route Planning Study Area* can better accommodate local conditions, while respecting the principles through which it was developed.



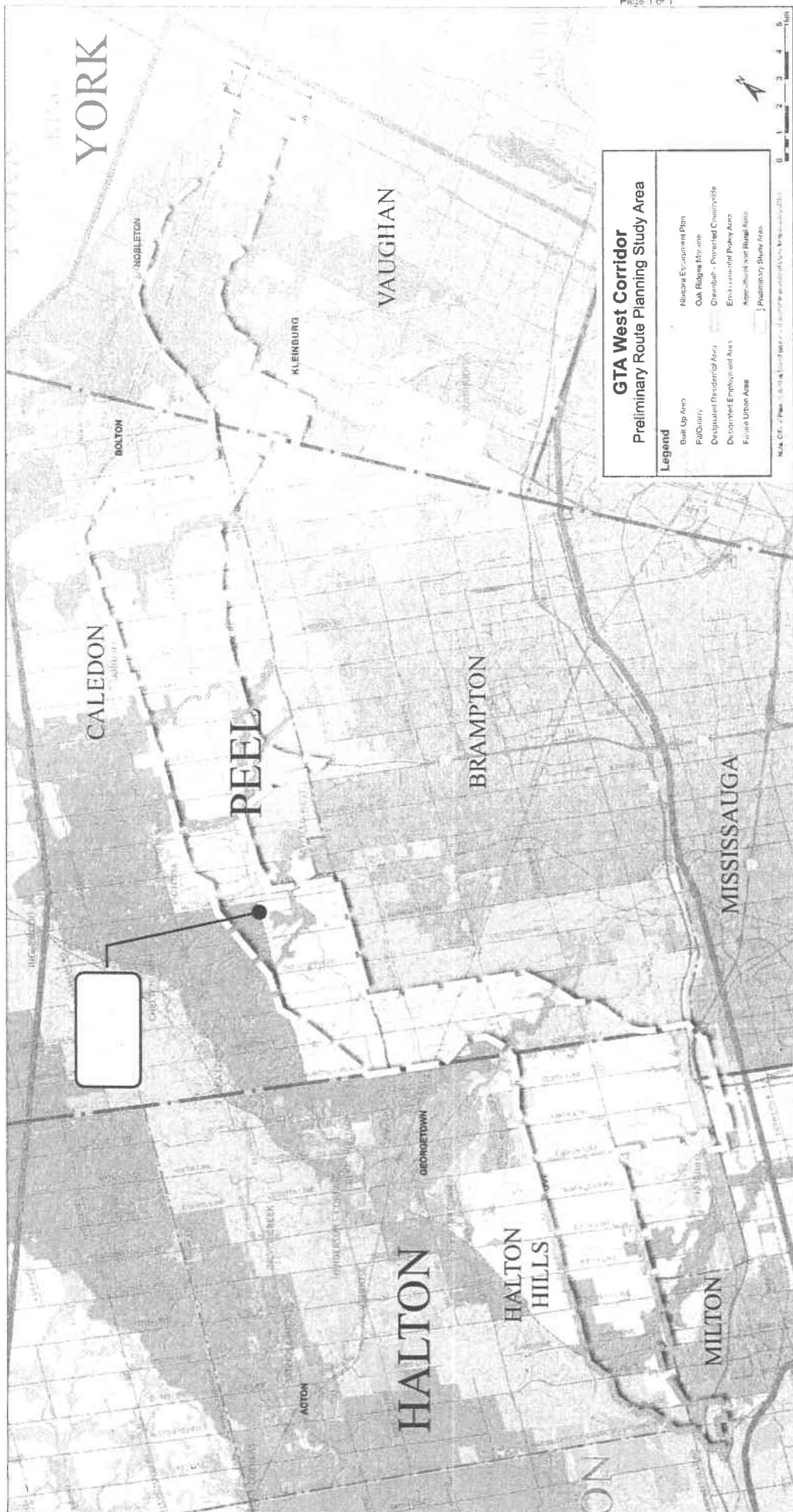
GTA West Transportation Development Strategy Summary

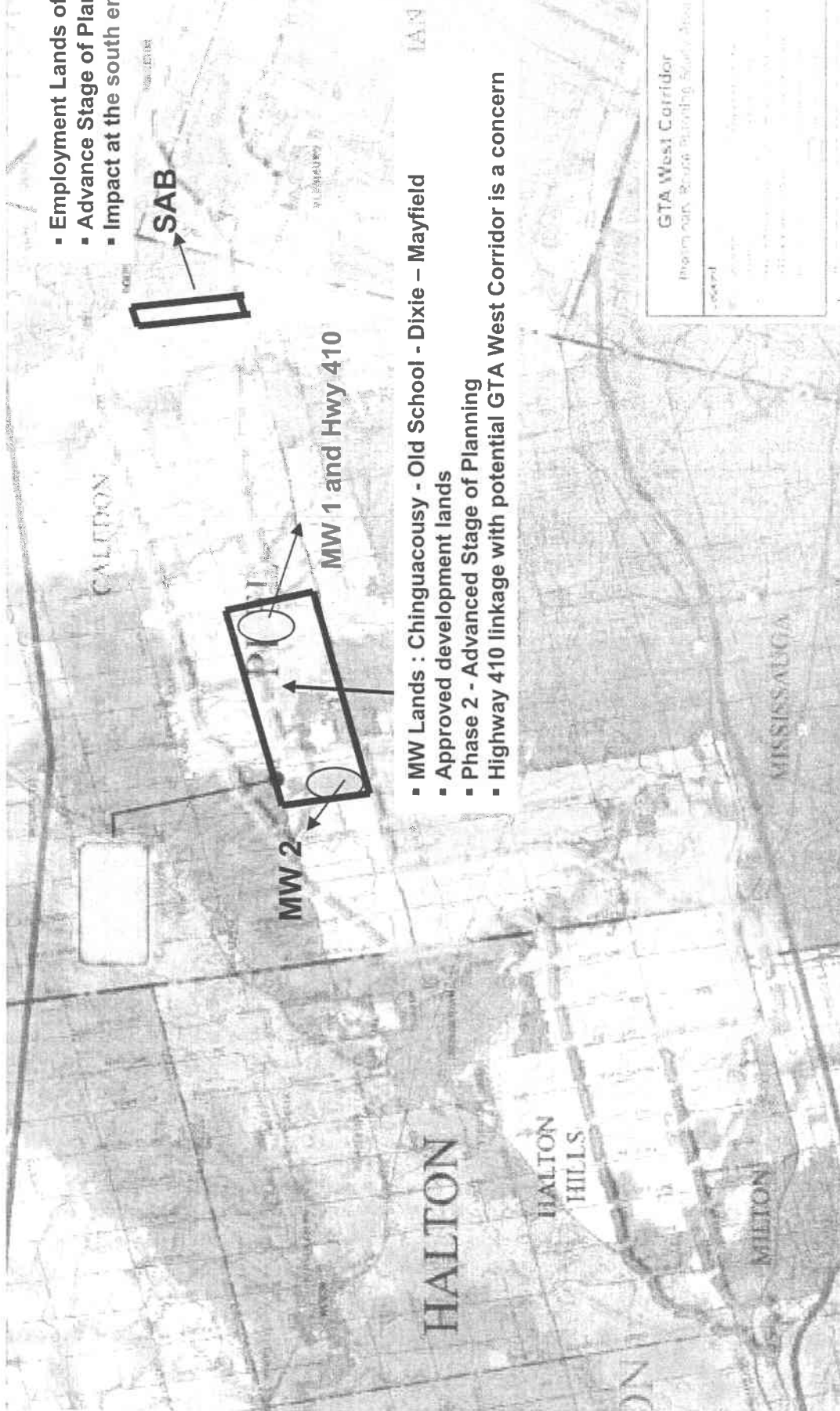
Transportation Development Strategy – Short Term Elements (0-5 Years)		
Element	Description	Jurisdiction
Expanded Use of Ramp Metering	Active Traffic Management Study to identify areas where ramp metering can be installed at interchanges along existing and planned provincial facilities.	MTO
High Occupancy Vehicle (HOV) / Transit Bypass at Key Locations	Active Traffic Management Study to identify locations where bus bypass ramp provisions should be provided along existing and planned provincial facilities.	MTO
Transit Supportive Highway Corridors	Active Traffic Management Study to identify locations where transit supportive highway corridors should be provided along existing and planned provincial facilities.	MTO
Enhanced Incident / Congestion Management	Active Traffic Management Study to assess the potential for further expansion of the COMPASS system beyond the current service area.	MTO
Expanded Use of Speed Harmonization	Active Traffic Management Study and monitoring experience elsewhere to determine viability of speed harmonization in the study area.	MTO
Provincial / Employer Led TDM Programs	MTO and Metrolinx will explore opportunities to provide additional support as well as the potential for legislative changes to address jurisdictional policy barriers.	MTO / Metrolinx
Long Combination Vehicles	MTO to determine the next stage of the LCV program based on the review of experience.	MTO
Mobility Hubs	Initiate study to explore potential for inter-regional transit service improvements west of the GTA.	MTO / Metrolinx / municipalities
Goods Movement and Freight	Feasibility review of potential future initiatives aimed at removing freight rail / passenger rail conflicts and providing grade separations at road / rail crossings.	MTO / CN / CP / GO Transit / municipalities
Route Planning and Preliminary Design of New Transportation Corridor and Connecting Links (Stage 2 of EA Study) and Protection of Required Lands	Route Planning and Preliminary Design, as well as protection of required lands: between Highway 400 and the Highway 427 Extension, and between Highway 427 Extension and its connection with Highway 401 west Milton, with possible transitway and / or truckway facilities. In addition, North-South Link between GTA West corridor and Highway 401 / 407 ETR near the Halton / Peel boundary.	MTO

Transportation Development Strategy – Medium Term Elements (5-15 Years)		
Element	Description	Jurisdiction
Widening of Highways <i>* Includes HOV lanes</i> <i>Note: The number of lanes proposed as shown reflects the Transportation Development Strategy per the GTA West Study and may differ from current MTO programs</i>	MTO to undertake Class Environmental Assessment studies (as required) to investigate and confirm the need, timing and the lane requirement for widening of the following provincial facilities within the GTA West study area (timing and lane requirement also subject to availability of funding): - Highway 401 - Highway 6 to Regional Road 25 – widen to 10 lanes - Regional Road 25 to James Snow Parkway – widen to 10 lanes* - James Snow Parkway to 407 ETR – widen to 12 lanes* 407 ETR to Winston Churchill Boulevard – widen to 10 lanes* - Winston Churchill Boulevard to Highway 410 – widen to 12 lanes* 407 ETR (no EA required – previously approved) - Highway 401 to Highway 410 – widen to 10 lanes - Highway 410 to Highway 427 – widen to 10 lanes - Highway 427 to Highway 400 – widen to 10 lanes - Highway 410 - Highway 401 to 407 ETR – widen to 9 lanes* 407 ETR to Steeles Avenue – widen to 8 lanes* - Steeles Avenue to Queen Street – widen to 10 lanes* - Queen Street to Mayfield Road – widen to 8 lanes - Highway 427 407 ETR to Highway 7 – widen to 8 lanes - Highway 7 to Major Mackenzie Drive – 8 lanes (EA approved) - Highway 400 407 ETR to Major Mackenzie Drive – widen to 12 lanes - Major Mackenzie Drive to King Road – widen to 10 lanes * - King Road to Highway 9 – widen to 10 lanes*	MTO 407 ETR MTO MTO MTO

Transportation Development Strategy – Long Term Elements (15-25 Years)		
Element	Description	Jurisdiction
Design and Construction of New Transportation Corridor	- New corridor Highway 400 to Highway 427 Extension - New corridor Highway 427 Extension to Highway 401 west of proposed Tremaine Road interchange - Extension of Highway 427 to new corridor - Highway 410 connection to new corridor - New North-South Link from GTA West corridor to Highway 401/ 407 ETR	MTO







Overview of Impacts on Caledon within the Preliminary Route Planning Study Area.

DEVELOPMENT APPROVAL & PLANNING POLICY DEPARTMENT
Policy and Sustainability Section
Report DP-2011-044

To: Mayor and Members of Council

From: Mary Hall, Director of Development Approval & Planning Policy Department

Date: May 31, 2011

Subject: DESIGNATION OF LAND TO ACCOMMODATE FORECASTED GROWTH

RECOMMENDATION

That Report DP-2011-044 regarding Designation of Land to Accommodate Forecasted Growth, be received as information; and,

That copies of this report be forwarded to the Region of Peel and the Cities of Brampton and Mississauga.

ORIGIN/BACKGROUND

Development of the Town of Caledon Population and Employment Forecasts and Allocations

In February, 2005 the Town initiated a Town-wide Population and Employment Forecasting and Allocations Study as one of the three components of the South Albion-Bolton Community Plan (PR 2005-16). The other two components of the Community Planning exercise were the Employment Land Needs Study and the Commercial Policy Review. The original purpose of the Population and Employment Forecasting and Allocations Study was to develop updated growth numbers for Bolton that would be used to determine residential, employment and commercial land needs. The identified land needs would be met through the redesignation of land within Bolton and expansions to the Bolton settlement boundary.

At this time, major changes were occurring in the broader planning context. In February 2005, the Province issued the final Greenbelt Plan and the draft Growth Plan. The Growth Plan contained new population and employment forecasts to the year 2031 for the Province and the upper-tier and single-tier municipalities including the Region of Peel. On March 1, 2005, the new Provincial Policy Statement (PPS) came into effect. The Growth Plan and the PPS introduced new policies stating that a settlement expansion can only occur through a municipal comprehensive review and specifying the matters that must be demonstrated through the municipal comprehensive review.

Bill 136, the Places to Grow Act, which received Royal Assent on June 13, 2005, required that official plans be brought into conformity with the Growth Plan within three years of the date on which the Plan comes into effect. The Growth Plan came into effect one year later on June 16, 2006, and the deadline for conformity was established as June 16, 2009 (later extended to December 31, 2009).

The Population and Employment Forecasting and Allocations Study took on increased importance as a Town-wide forecasting exercise as the project progressed. The 2021 planning horizon of the Official Plan needed to be extended to 2031 in the context of the Growth Plan forecasts. At the same time, the Town was experiencing considerable pressure from development interests to dramatically increase its growth numbers. In this context, and in anticipation of the provincial policy conformity exercises that would be undertaken at the Regional and local levels, the Population and Employment Forecasting and Allocations Study became the mechanism for determining a level of growth that would be desirable and sustainable based on the Town's priorities and interests.

The Population and Employment Forecasting and Allocations Study process involved the consideration of a number of alternative growth levels and options for the distribution of growth among Caledon's communities. Following extensive public and agency consultation, a preferred growth option was recommended to Council by Caledon staff and consultants on May 26, 2006 (PD 2006-36 *As Amended*). This report outlined the study process in detail and evaluated the population and employment forecasting options. The preferred option was presented in draft Official Plan Amendment 203, Town of Caledon Population Forecasts and Allocations. The report also recommended that Council request the Region to incorporate the proposed Caledon population and employment forecasts into its review of the Regional forecasts.

Description of Population and Employment Growth Forecasts and Allocations

The preferred growth option contained in OPA 203 was a moderate growth option that maintained the Town's previous rate of growth and provided the best overall balance between potential benefits and disbenefits. The preferred option retained the existing Town-wide population forecast of 84,400 for 2021, but reallocated some of the growth from the Villages and the Palgrave Estate Residential Community to Bolton and Mayfield West. The increased allocation to Bolton of 1,500 would be accommodated within the existing settlement boundary as infill and intensification. The increased allocation to Mayfield West of 3,900 would be accommodated through a future settlement expansion. The new 2031 population forecast of 108,000 increased the population by 23,600 in the post-2021 period. This allowed growth numbers to be restored to the Villages and the Palgrave Estate Residential Community and provided for a population increase of 19,676 that was to be split equally between Bolton and Mayfield West. Settlement expansions would be needed in both communities to accommodate this growth.

On the employment side, the 2021 forecast was increased from 32,667 to 37,975 and a new 2031 employment forecast of 48,622 was introduced. OPA 203 did not allocate the employment growth numbers to specific communities in Caledon. The Caledon

Employment Land Needs Study, completed by Watson and Associates in September, 2007 and amended in February, 2010 projected employment growth in Bolton, Mayfield West, Tullamore and the remaining Rural area and determined whether additional employment land was needed to accommodate this growth. It was determined that settlement expansions are needed in Bolton, Mayfield West and Tullamore to provide for the identified employment land needs to 2031.

On August 1, 2006, Council endorsed the population and employment forecasts for the 2011, 2021 and 2031 planning horizons contained in Official Plan Amendment 203 and requested the Region of Peel to amend the Regional Official Plan to include the new growth forecasts for Caledon (PD 2006-49 August 1, 2006). Council also directed that the Employment Land Needs Study and the Commercial Policy Review sub-components of the South Albion-Bolton Community Plan continue on the basis of the forecasts contained in OPA 203 and directed staff to commence work on a Terms of Reference for an expansion to the Mayfield West Rural Service Centre west of Highway 10.

Region of Peel Official Plan Review (PROPR) and Caledon Provincial Policy Conformity (PPC) Growth Forecasts

Between 2006 and 2010 the Region of Peel Official Plan Review (PROPR) that was undertaken to bring the Regional Plan into conformity with provincial policy, generated seven Regional Official Plan Amendments (ROPAs). ROPA 24 is the amendment which addresses Growth Management including Regional and Area Municipal growth forecasts. Area municipal staff was extensively involved in PROPR through the Technical Advisory Committee (TAC). The population and employment growth numbers developed by the Area Municipalities including the numbers in Caledon's OPA 203 were the starting point for the development of the Regional and Area Municipal forecasts in ROPA 24. The population numbers in OPA 203 were adjusted to include the Census undercount to be consistent with the Growth Plan, the Regional Plan and the other area municipal forecasts. The area municipal numbers had to be proportionally reduced so that the Regional total would meet the Growth Plan forecasts for the Region of Peel. The Regional total population and employment forecasts and the area municipal allocations were rounded to the nearest 1,000 and shown on a new Table 3 in ROPA 24. ROPA 24 was adopted by Regional Council on April 22, 2010 and was submitted to the Ministry of Municipal Affairs and Housing (MMAH) for approval. On November 25, 2010 ROPA 24 was appealed to the Ontario Municipal Board (OMB) by Solmar.

At the same time, the area municipal provincial policy conformity exercises were ongoing. Caledon's Provincial Policy Conformity (PPC) exercise commenced in 2007 (PR 2007-22 May 15, 2007). Caledon's provincial policy conformity amendment, OPA 226, incorporated the population and employment forecasts for Caledon contained in ROPA 24. OPA 226 was adopted by Caledon Council on June 8, 2010 (PD 2010-036) and submitted to the Region of Peel for approval. On February 28, 2011, OPA 226 was appealed to the OMB by Solmar.

ROPA 24 – Minister's Draft Decision

On October 27, 2010 the Minister of Municipal Affairs and Housing issued a Draft Decision on ROPA 24 which contained 110 modifications and two non-decisions. The non-decisions related to the Brampton and Caledon forecasts in Table 3 and the Regional Employment Land Budget in Figure 15 of ROPA 24. Caledon Council was provided with an information package in mid-November, 2010 outlining the major concerns related to the draft Minister's Decision and was briefed on November 30, 2010 at the Council orientation session on OPA 226 and ROPA 24. The issues of concern relate to: the Regional and Area Municipal roles, the non-decision on the Brampton and Caledon forecasts, the identification of the Palgrave Estate Residential Community as a Designated Greenfield Area, the deletion of the Settlement Study Areas (SSAs), and the process and conditions for settlement expansions.

Since the Minister issued his draft Decision, Regional staff, TAC and provincial staff from MMAH and the Ministry of Infrastructure have had a number of meetings to discuss the draft modifications. The objective of the discussions is to resolve as many of the issues as possible and achieve a settlement prior to the OMB hearing on ROPA 24. When the discussions are concluded, a report will be presented to Caledon Council prior to a settlement being presented to Regional Council for endorsement.

Review of Work Program to Designate Land to Accommodate Population and Employment Forecasts

As indicated above, some of the forecasted growth for communities in Caledon cannot be accommodated within the existing settlement areas. These communities include Bolton, Mayfield West, Tullamore and the Villages. Caledon has a number of planning projects underway to address the requirements for a municipal comprehensive review for settlement expansions to accommodate growth in some of these communities, and new projects will be initiated in the future. The purpose of this report is to review and provide a status update on Caledon's planning work program for designating land to accommodate the population and employment growth numbers.

DISCUSSION

The population growth numbers that are to be accommodated through settlement expansions include the post-2021 population growth allocated to Bolton in OPA 203 and now OPA 226, the pre-2021 population growth reallocated to Mayfield West, the post-2021 population growth allocated to Mayfield West, and the population growth numbers in the Villages that cannot be accommodated within the existing settlement area boundaries.

The employment growth numbers that are to be accommodated through settlement expansions include the employment growth in Bolton, Mayfield West and Tullamore projected in the Employment Land Needs Study that cannot be accommodated within the existing settlement areas.

The planning status of these communities is reviewed below.

Bolton

The South Albion-Bolton Community Plan was initiated in 2005 to provide updated growth forecasts for Bolton and to designate the land needed to accommodate the forecasted growth. One of the first steps in the Community Plan was the examination of potential settlement expansion areas adjacent to Bolton and the identification of eight alternative locations/configurations for a settlement expansion. The Population and Employment Forecasting and Allocations Study that was completed in 2006 found that Bolton had experienced extremely rapid growth since the approval of the Official Plan Review (OPA 114) in 1997 and that the intended population for 2021 had already been reached. The Study recommended that major growth in Bolton should be deferred until after 2021. In OPA 203 the 2021 population allocation for Bolton was increased by 1,500 to allow for infill and intensification within the existing Bolton settlement area. A settlement expansion is not needed until it is required to accommodate the post-2021 growth.

The Employment Land Needs Study and the Commercial Policy Review identified an immediate need for employment land and a commercial site to serve the North Hill residents in Bolton, both of which would require a settlement expansion. Based on these immediate needs, priority was given to the employment land and commercial settlement expansions. On November 6, 2007 Council gave direction to staff to complete the South Albion-Bolton Community Plan Studies (Resolution W-433-2007). These studies were needed to satisfy the requirement for a municipal comprehensive review to support a ROPA and Local Official Plan Amendment (LOPA) for a settlement expansion.

The South Albion-Bolton Employment Land and North Hill Supermarket Settlement Boundary Expansion Study began in 2008. Phase 1 included the following technical studies:

- Comprehensive Environmental Impact Study and Management Plan;
- Transportation Impact Study;
- Agricultural Impact Assessment;
- Cultural Heritage Landscapes Assessment and Built Heritage Resources Assessment;
- Stage 1 Archaeological Assessment; and
- Bolton Urban Community Water and Wastewater Analysis Report

In Phase 2 of the study, the technical information generated in Phase 1 was used to evaluate the alternative locations for the Employment Land and North Hill Supermarket Settlement Boundary expansions and identify the preferred sites. Council endorsed the preferred locations on November 27, 2009 and directed staff to prepare a ROPA application (PD 2009-083). Following the confirmation of the ROPA submission requirements and the preparation of a Fiscal and Economic Impact Assessment

addressing impacts at the Regional level and a Planning Justification Study, the Town submitted a ROPA application to the Region on September 21, 2010.

Since that time, work has been ongoing on the preparation of the LOPA. This work includes the completion of Phase 3 of the Comprehensive Environmental Impact Study and Management Plan to address implementation, a Local Fiscal and Economic Impact Assessment and a Transportation Management Plan. A Council Workshop has been scheduled for July 13, 2011 to update Council on the LOPA work program.

Mayfield West Phase 2 Secondary Plan (MW2)

Council directed staff to commence work on a Terms of Reference for an expansion to Mayfield West Rural Service Centre west of Highway 10 on August 1, 2006 to accommodate the growth numbers introduced in OPA 203 (PD 2006-49). The growth to be planned for included the 3,900 population "borrowed" from the Villages and the Palgrave Estates Residential Community prior to 2021 and approximately 9,800 additional residents between 2021 and 2031. The Employment Land Needs Study had identified the need for an additional 290 gross acres (approximately 117 gross hectares) of employment land.

The Terms of Reference for MW2 was completed and approved by Council in June, 2008.

Phase 1 of the work program included the following technical studies characterizing the study area:

- Comprehensive Environmental Impact Study and Management Plan;
- Agricultural Impact Assessment;
- Water and Wastewater Servicing Study
- Cultural Heritage Landscapes Assessment and Built Heritage Resources Assessment;
- Stage 1 Archaeological Assessment
- Transportation Impact Study;
- Noise and Vibration Impact Assessment; and
- Commercial Needs Assessment

In Phase 2 of the work program, three alternative scenarios were generated and input was received through a Council Workshop and Public Open House held in June 2009. A draft preferred scenario was developed and revised. The revised preferred scenario was presented at a Council Workshop and Public Open House in June 2010. The recommended preferred scenario was endorsed by Council on August 10, 2010 (PD 2010-050). The preferred scenario identifies the preferred location for the next phase of growth for Mayfield West and illustrates the land uses intended for that location.

One of the key aspects of the preferred scenario is the allocation of 2,100 of the post-2021 population growth to the existing residential land area in the Mayfield West Community Development Plan, located east of Highway 10. As such, this population will

be located within the existing designated greenfield area of Mayfield West. This leaves the 3,900 population growth prior to 2021 and approximately 7,700 of the post-2021 population growth to be accommodated through a settlement expansion.

Tullamore

Tullamore is classified as an Industrial/Commercial Centre in the hierarchy of settlements in the Caledon Official Plan. The role of the Industrial/Commercial Centres in the hierarchy of settlements is to provide a supportive function to the Rural Service Centres of Mayfield West and Bolton which are the primary focal points for meeting the Town's employment land needs. Because Tullamore is fully serviced and is the largest Industrial/Commercial Centre, it may have the potential to become a more significant employment centre. Based on this status, the Employment Land Needs Study assessed the need for employment land in Tullamore and identified a need for 210 gross acres (85 gross hectares) to 2031.

Tullamore's classification as an Industrial/Commercial centre and its potential future role must be considered before a municipal comprehensive review is initiated to expand the settlement. On August 5, 2008, Council passed Resolution W-429-2008 directing Planning and Development and Economic Development staff to investigate opportunities/issues regarding the future potential function of the Tullamore Industrial/Commercial Centre, including the possibility of identifying an "Industrial/Commercial Study Area" in the vicinity of the existing Tullamore settlement area.

This direction was acted upon in the context of ROPA 24 and OPA 226 which established the policy framework for the review of Tullamore's function. ROPA 24 proposed to amend Schedule D, Regional Structure to include Settlement Study Areas around Mayfield West, Bolton and Tullamore. The policies for the Settlement Study Areas (SSAs) contained in Section 5.4.7 of ROPA 24 indicated that the SSAs are the areas within which Caledon will plan to accommodate long-term population and employment growth and that an SSA has been identified for Tullamore because its function will be reviewed by the Town of Caledon to determine whether it should become a more significant employment node within the Rural System.

OPA 226 identified the SSAs on a new Schedule A1 Town Structure and included related policies in Section 4.1.7 which state that "The Town of Caledon will review the function of Tullamore as an enhanced focus for employment growth that goes beyond its current function as an Industrial/Commercial Centre."

Villages

Although the existing Villages are identified in the Growth Plan as Undelineated Built-up Area and are not subject to the Greenfield density target, any expansions to the Villages will be considered Designated Greenfield Area. OPA 226 maintained the existing approved collective population allocation for the Villages but extended the time frame from 2021 to 2031. The Official Plan requires that the population allocations for

individual Villages be determined through Village Studies. Village Studies must also address a number of other matters including the settlement boundary, and will now have to meet the requirements for a municipal comprehensive review if a settlement expansion is proposed. A Village Study has been completed for Inglewood and A Village Study has substantially been completed for Cheltenham. Neither of these Village Studies proposed a settlement expansion. A Village Study is currently underway for Alton.

All of the projected growth for the Villages cannot be accommodated within the current settlement boundaries. The growth that cannot be accommodated will be addressed through a Village Study process and future settlement expansion. The Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan significantly constrain the opportunities to expand the Villages. Cheltenham, Inglewood and Mono Mills are designated as Minor Urban Centres in the Niagara Escarpment Plan, and these Villages, as well as Alton and Caledon Village, are located in the Greenbelt. Palgrave Village is located in the Oak Ridges Moraine Conservation Plan Area and the Greenbelt. An amendment to the Niagara Escarpment Plan would be required for an expansion to a Minor Urban Centre and the Greenbelt Plan allows settlement expansions only at the 10-year review of the Greenbelt Plan.

The only exception to these provisions is the Village of Alton, which is exempted under a transitional policy of the Greenbelt Plan (Section 3.4.4.1) which allows for consideration of a settlement boundary expansion if the municipality had initiated consideration of a settlement expansion prior to December 16, 2006, the date that the Greenbelt Plan came into effect. The Alton Village Study meets the timing condition, and therefore a settlement expansion can be considered.

The Alton Village Study has identified a preferred concept which was endorsed by Council in November 2009. The preferred concept anticipates a total population of 2,950 and includes a settlement boundary expansion of 38 hectares. The Region of Peel is now completing a Water and Wastewater Assessment for servicing the Village.

FINANCIAL IMPLICATIONS

The receipt of this report by Council as information has no financial implications.

LEGAL IMPLICATIONS

The receipt of this report by Council as information has no legal implications. It is noted that ROPA 24 and OPA 226 have been appealed to the Ontario Municipal Board.

NEXT STEPS

Not applicable.

COMMUNITY BASED STRATEGIC PLAN

The matters discussed in this report relate to Goal 2 of the CBSP: facilitate development of a safe, beautiful, connected and vibrant community of communities based on sound planning principles, and specifically Strategic Objective 2D: Manage Growth and Use Land Wisely.

POLICIES/LEGISLATION

Town of Caledon Official Plan
Caledon Official Plan Amendment 226
Region of Peel Official Plan
Regional Official Plan Amendment 24
Provincial Policy Statement 2005
Greenbelt Plan 2005
The Places to Grow Act, 2005, and the Growth Plan for the Greater Golden Horseshoe 2006

CONSULTATIONS

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Tim Manley, Acting Manager of Policy and Project Manager of the Mayfield West Phase 2 Secondary Plan.

ATTACHMENTS

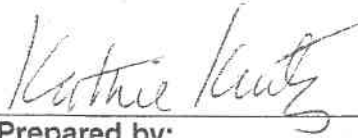
Not applicable.

CONCLUSION

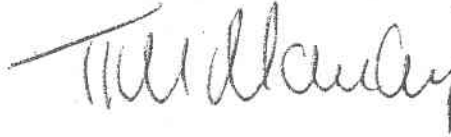
The Region of Peel has included new population and employment growth numbers for the Region and the Area Municipalities in its provincial policy conformity Official Plan Amendment related to Growth Management, ROPA 24. The forecasts for Caledon in ROPA 24 are included in Caledon's provincial policy conformity amendment, OPA 226. Not all of the population and employment growth forecasts for Caledon can be accommodated within the existing settlement areas.

This report provides an update to Council on the status of the Town's planning initiatives to accommodate the forecasted growth. These initiatives include a number of municipal comprehensive reviews in support of settlement expansions that have been prioritized based on the identified land needs. Settlement expansions are being proposed to accommodate the immediate need for employment and commercial land through the Bolton Employment Land and North Hill Supermarket Expansion Study and the pre-2021

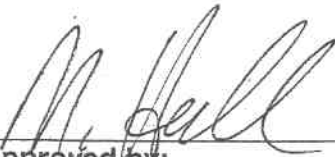
and post-2021 land needs in Mayfield West through the Mayfield West Phase 2 Secondary Plan. The Alton Village Study is being undertaken to accommodate population growth that can occur prior to 2021. The policy framework for a review of the function of Tullamore and possible settlement expansion has been introduced in ROPA 24 and OPA 226. A municipal comprehensive review to expand Bolton to accommodate the post-2021 population growth will be undertaken at an appropriate time in advance of 2021.



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