

# Appendix I – Land Use Report



**407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400**

**MINISTRY OF TRANSPORTATION - CENTRAL REGION**

# **LAND USE FACTORS REPORT – IMPACT ASSESSMENT**

**TRANSIT PROJECT ASSESSMENT PROCESS**

**407 TRANSITWAY**

**FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400  
CITY OF BRAMPTON (PEEL REGION) AND CITY OF VAUGHAN (YORK REGION)**

**G.W.P. 14-20001**

*prepared for:*

**MINISTRY OF TRANSPORTATION  
CENTRAL REGION**

*prepared by:*



**JULY 2018**



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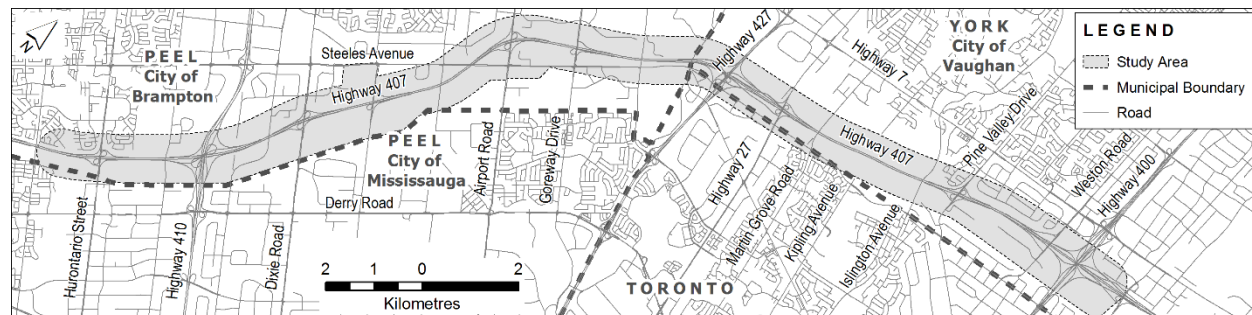
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## 1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) is undertaking the Transit Project Assessment Process (TPAP) for the 407 Transitway from west of Hurontario Street in the City of Brampton, Region of Peel to east of Highway 400 in the City of Vaughan, Region of York. The study area is also located directly adjacent to the City of Mississauga and the City of Toronto and extends slightly within the City of Mississauga and City of Toronto boundaries in a few locations. The project limits are presented in **Figure 1**.



**FIGURE 1. KEY PLAN OF STUDY AREA**

The study is following the requirements prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the 407 ETR Corridor. This section of the transitway facility will consist of 23 km of runningway and seven stations. The station layouts will include vehicular and pedestrian access(es), park and ride and passenger pick-up/drop off (PPUDO) facilities, bus lay-by facilities, on-street integration with local transit, shelters, buildings and other amenities. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

This 23 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels 407 ETR from Brant Street in Burlington to Highway 35/115 in Clarington, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

This is a total project management (TPM) assignment, where the consultant delivers all aspects of the study on behalf of MTO. The TPM prime consultant is Parsons Corporation. Parsons has assembled a team of engineering and environmental specialists to provide the services required for this study. LGL Limited is providing environmental design and planning services on behalf of Parsons.

This report documents the results of the land use factors assessment and has been prepared in accordance with the requirements of the MTO *Environmental Reference for Highway Design* (MTO 2013). The purpose of this Land Use Factors Report – Impact Assessment is to identify planned, existing and future land uses within the study area, and to assess the potential impacts of the preferred alignment and stations on land use factors, and to recommend appropriate mitigation measures, where appropriate.

## 1.1. Background Data

A secondary source information review was undertaken to identify planned, existing and future land uses in the study area. Land use information was obtained from:

- Aerial photography, Google Earth and Google Maps;
- City of Brampton. 2002. *PathWays Master Plan*;
- City of Brampton. 2015. *Official Plan Office Consolidation November 2015*;
- City of Mississauga. 2017. *Official Plan Office Consolidation March 2017*;
- City of Toronto. 2015. *Official Plan Office Consolidation June 2015*;
- City of Vaughan. 2007. *Pedestrian and Bicycle Master Plan*;
- City of Vaughan. 2017. *Official Plan Office Consolidation January 2017. A Plan for Transformation. Partially Approved by the Ontario Municipal Board*;
- City of Vaughan. 2015. Correspondence dated December 23, 2015;
- CN Rail. 2015. *Interactive mapping of CN Railway Stations and Terminals*;
- Land Information Ontario. 2015. *AgMaps. Ontario Agricultural Information Atlas*;
- Metrolinx. 2008. *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area; Approved Changes February 14, 2013*;
- Ministry of Municipal Affairs. 2017. *Places to Grow: Growth Plan for the Greater Golden Horseshoe*;
- Ministry of Municipal Affairs and Housing. 2017. *Greenbelt Plan*;
- Ministry of Municipal Affairs and Housing. 2008. *Parkway Belt West Plan: Office Consolidation to June 2008*;
- Ministry of Municipal Affairs and Housing. 2014. *Provincial Policy Statement*;
- Ministry of Transportation. 2017. *Greater Golden Horseshoe Transportation Plan – Draft Goals and Objectives*.
- Region of Peel and Town of Caledon. 2009. *Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study*;
- Region of Peel. 2016. *Official Plan Office Consolidation October 2016*;
- Region of York. 2016. *Official Plan Office Consolidation April 2016*;
- Statistics Canada. 2011. *Census Canada Community Profiles 2011*. <http://www.statcan.ca/start.html>;
- TRCA, 1990. *Conservation Authorities Act, R.S.O. 1990, c. C.27.*; and,
- TRCA. 2012. *Claireville Conservation Area Management Plan*. Updated June 4, 2012.

## **2.0 LAND USE PLANNING POLICIES**

This chapter presents the context for land use planning applicable to the 407 Transitway. There are a number of provincial and municipal (regional and local) policies applicable to the study area, which are described in this section.

### **2.1 Provincial Policy Statement, 2014**

The Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2014) is issued under Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning and development. The policy statement includes a range of policies related to three main themes: building strong communities; wise use and management of resources; and, protecting public health and safety.

One of the visions in the PPS, 2014 is the development of land use patterns that promote a mix of housing, employment, parks and open spaces, and transportation choices that facilitate pedestrian mobility and other modes of travel as well as connectivity among transportation modes. Land use patterns, density and mix of uses should minimize the distance and number of vehicle trips and support choices for public transit and other alternative transportation modes.

The PPS, 2014 states that transportation and land use considerations must be integrated at all stages of the planning process. It provides for the planning and protection of corridors and rights-of-way for transportation, transit and infrastructure facilities to meet the current and projected areas. The PPS, 2014 requires the planning of major infrastructure to support long term economic prosperity by providing for an efficient, cost effective, reliable multi-modal transportation system that is integrated with adjacent systems and those other jurisdictions and is appropriate to address expected growth. In addition, it requires that planning for transportation and infrastructure corridors must consider significant resources such as natural heritage, agriculture, and cultural heritage resources. It also promotes the coordination between municipalities and other levels of government for planning transit and infrastructure.

The 2014 updates strengthened the language regarding the protection for provincially planned transportation corridors and the promotion of land use compatibility for lands adjacent to planned and existing corridors. It allows for the protection of major goods movement facilities and corridors. It also permits the planning for infrastructure/public service facilities beyond a 20-year period.

The 407 Transitway includes connections with other regional and local transit systems such as GO Transit, Brampton Transit, Züm (Brampton Rapid Transit), MiWay (Mississauga Transit), VIVA (York Rapid Transit, York Region Transit, and the Toronto Transit Commission. It will directly serve regional urban growth centres like the Vaughan Metropolitan Centre and Downtown Brampton, while connecting to the Bramalea GO Station, and ultimately to the Richmond Hill Centre/Langstaff Gateway, and Markham Centre.

### **2.2 Places to Grow Growth Plan for the Greater Golden Horseshoe, 2017**

The Places to Grow Growth Plan for the Greater Golden Horseshoe (Growth Plan) (Ministry of Municipal Affairs, 2017) provides a framework for implementing the Provincial vision for building stronger, prosperous communities by better managing growth in the region by 2041. The intent of the Growth Plan is to reduce urban sprawl and consumption of land while making more efficient use of existing

infrastructure. The Growth Plan was originally approved in 2006, and amended in 2013; however, this plan was replaced with the 2017 Plan that took effect on July 1, 2017.

The Growth Plan states that public transit will be the first priority for transportation infrastructure planning and major transportation investment. It promotes transit-supportive densities and a healthy mix of residential and employment land uses. It supports a transportation network that links urban growth areas through an extensive multi-modal system anchored by efficient public transit together with highway systems. The Growth Plan identifies a number of regional urban growth centres including the Vaughan Metropolitan Centre and Downtown Brampton, which are located in the vicinity of the study area. Other urban growth centres identified in the Growth Plan would ultimately connect to this section of the 407 Transitway, including the Richmond Hill Centre/Langstaff Gateway, and Markham Centre.

### **2.3 Greater Golden Horseshoe Transportation Plan – Draft Goals and Objectives, 2017**

The draft goals and objectives of MTO’s Greater Golden Horseshoe Transportation Plan (September 2017) are focused on eight factors: healthy, equitable, environmentally sustainable, economically responsible, resilient, prosperous, integrated, and connected. The 407 Transitway meets the goals and objectives of this plan as it will reduce dependence on personal vehicles and reduce greenhouse gas emissions, provide equitable service, and protect natural heritage and prime agricultural lands. The Transitway can adapt to the future, supports economic growth and job creation, is integrated with other land uses and transit services, and connects people, places and goods.

### **2.4 Greenbelt Plan, 2017**

The Greenbelt Plan was established under Section 3 of the *Greenbelt Act*, 2005, and took effect on December 16, 2004. The Greenbelt Plan was updated recently and a revised plan was released by the Ministry of Municipal Affairs in 2017. The Greenbelt Plan area is comprised of a number of plan areas including: the Niagara Escarpment Plan area; Oak Ridges Moraine Conservation Plan area; Parkway Belt West Plan area; and, Greenbelt Plan ‘Protected Countryside’ and ‘Urban River Valleys’.

Three watercourses designated as ‘Urban River Valleys’ under the Greenbelt Plan (2017) are located within the study area, as presented on the maps in **Appendix A**. The ‘Urban River Valleys’ include:

- Etobicoke Creek West Branch located west of Tomken Road;
- West Humber River located west of Highway 50; and,
- Lower Humber River located west of Islington Avenue.

Section 6 of the Greenbelt Plan outlines the policies that apply to the ‘Urban River Valleys’ land use designation. Only publicly owned lands are subject to the policies of the ‘Urban River Valleys’ designation. This designation is subject to the applicable Official Plan policies as long as they have regard for the objectives of the Greenbelt Plan. All existing, expanded or new infrastructure subject to the *Environmental Assessment Act* is permitted provided that it supports the needs of adjacent settlement areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan. The need for the 407 Transitway was demonstrated in the Corridor Protection Study (1998) and further explanation of the need and justification will be presented in the Environmental Project Report for this study.

In addition, a number of other policies are under Section 3 of the Greenbelt Plan. In order to support connections between the Greenbelt's Natural Heritage System and the local, regional and broader natural heritage systems of southern Ontario, the following should be undertaken by government and agencies:

- Consider how activities and land use changes within and abutting the Greenbelt relate to the areas of external connections and Urban River Valley areas identified in this Plan;
- Promote and undertake appropriate planning and design to ensure that external connections and Urban River Valley areas are maintained and/or enhanced; and
- Undertake watershed planning, which integrates supporting ecological systems with those systems contained in this Plan.

With respect to the 407 Transitway, the impacts associated with the runningway and stations are further assessed in **Section 5.0**. Consideration has been made for the potential impacts of the 407 Transitway on the 'Urban River Valleys' within the study area. Efforts have been made to avoid crossing at sensitive areas at each of the three 'Urban River Valleys' to the extent possible, and spanned bridges are proposed at each watercourse crossing to avoid impacts within the bankfull channel and minimize overall impacts to the watercourses/valleys. Appropriate mitigation measures have been included to maintain and/or enhance the 'Urban River Valleys'.

Section 3.2.6.2 of the Greenbelt Plan (2017) outlines policies for considering land conversions or redevelopment in or abutting the 'Urban River Valleys', and to strive for approaches that:

- Establish or increase the extent or width of a vegetation protection zone in natural self-sustaining vegetation, especially in the most ecologically sensitive areas (i.e. near the stream and below the stable top of bank);
- Increase or improve fish habitat in streams and in the adjacent riparian lands;
- Include landscaping and habitat restoration that increase the ability of native plants and animals to use the valley systems as both wildlife habitat and movement corridors; and,
- Seek to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts associated with the quality and quantity of urban runoff into the valley systems.

These considerations have been assessed and the appropriate environmental protection and mitigation measures have been included in the *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2018), the *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2018) and the *Landscape Design Report* (McWilliam and Associates, 2018). The impacts associated with the quality and quantity of urban runoff have been addressed in the *Drainage Report* (Parsons 2018).

Given that the Greenbelt Plan was updated very recently (May 2017), none of the regional or local Official Plans have completed conformity exercises to address changes to the Greenbelt Plan. However, the land use designations (Open Space and Natural Areas) that apply at each of the 'Urban River Valleys' are consistent with the general intent of the Greenbelt Plan.

## **2.5 Conservation Authorities Act**

The *Conservation Authorities Act* was created by the Ontario Provincial Legislature in 1946 to ensure the conservation, restoration and responsible management of hydrological features through programs that balance human, environmental and economic needs. Under Ontario Regulation 166/06 of the *Conservation Authorities Act* (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), the Toronto and Region Conservation Authority is responsible for managing the renewable natural resources within nine watersheds in the Greater Toronto Area. The goals of this regulation are to



ensure public safety and protect property with respect to natural hazards (including erosion and flooding), and to safeguard watershed health by preventing pollution and destruction of sensitive environmental areas such as wetlands, shorelines, watercourses, and valleylands. This regulation provides TRCA with the authority to regulate interference and development within the regulated area. In accordance with the *Crown Agency Act*, R.S.O. 1990, C.48, s.1, and the *Conservation Authorities Act*, R.S.O. 1990, C.27, the Ministry of Transportation is exempt from the *Conservation Authorities Act*. However, as part of the 407 Transitway project, both the Toronto and Region Conservation Authority and Credit Valley Conservation were involved in the review of the Transitway project and were invited to participate in the Technical Advisory/Resource Group. In addition, a separate meeting with the Toronto and Region Conservation Authority took place to discuss the project in more detail. As part of the 407 Transitway project, a detailed natural heritage assessment has been conducted and the appropriate technical reports (including a Drainage, Hydrology, Stormwater Management and Floodplain Hydraulics Report) have been prepared. Environmental protection/mitigation measures are provided in the Environmental Project Report to minimize impacts to slopes, erosion/sedimentation and flooding. The Environmental Project Report also includes a discussion of extreme weather events, erosion and sedimentation control and increases in lake and water levels and outlines the proposed design considerations and protection measures to mitigate these natural hazards.

## **2.6 Metrolinx Regional Transportation Plan, 2008**

The Regional Transportation Plan (RTP), also known as “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area”, released by Metrolinx (2008 – Approved Changes February 14, 2013), provides a vision, goals and objectives for the future in which transportation within the Greater Toronto and Hamilton Area is seamless, coordinated, efficient, equitable and user-centred. It reaches out 25 years into the future to guide and direct decision-making. Some of the goals and objectives presented in the RTP to guide decision-making applicable to the 407 Transitway include:

- increase of transportation options for accessing a range of destinations;
- improved transportation experience and travel time reliability; and,
- lower average trip time for people and goods.

The RTP allows for a regional rapid transit network that operates seamlessly across the region. The 407 Transitway was highlighted as a project for completion in 16 to 25 years and beyond of the RTP’s adoption. The first component of the 407 Transitway servicing York Region with a connection to Pearson International Airport via Highway 427 was highlighted as a project for completion within the first 25 years of the RTP’s adoption. The section of the 407 Transitway from Highway 427 to Kennedy is scheduled for 2023, while the section from Kennedy to Oshawa is on the 25-year plan. The section of the 407 Transitway from Hurontario Street to Highway 400 is currently planned for the long-range planning horizon. The Big Move identifies a regional rail service between Milton and Meadowvale (25 Year Plan) that crosses the 407 Transitway study area.

A new 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (September 2017) is currently being finalized by Metrolinx. This report continues the work from the Big Move and outlines how governments and transit organizations can work together to build a transportation system that puts traveller needs at the core of planning and operations. The plan recommends expansion of the existing transit network that supports the creation of a transit network that is comprehensive, connected, accessible, sustainable and focused on people. The draft Plan identifies other regional transit facilities/networks in delivery or in development located in the vicinity of the study area.

## **2.7 Parkway Belt West Plan, 1978**

The Parkway Belt West Plan (PBWP) (Ministry of Municipal Affairs and Housing, 2008 – Office Consolidation to June 2008) was implemented for the purposes of creating a multi-purpose utility corridor, urban separator and linked open space system. Its purpose is to link urban areas with each other by providing space for the movement of people, goods, energy, and information, without disrupting community integrity and function. The Parkway Belt West Plan was developed to provide a land reserve for future linear facilities and for unanticipated activities requiring sites of high accessibility and substantial land area. **Figure 2** presents the boundary of the PBWP throughout the study area, and detailed maps including the land use designations within the Plan area are presented in **Appendix A**.

The original PBWP was approved by the Lieutenant Governor in Council in 1978. Since its approval, the PBWP had been subject to numerous amendments. An Office Consolidation compiling amendments to the PBWP was prepared for information purposes in June 2008. This Office Consolidation document was reviewed to obtain land use information within the Parkway Belt West boundary located within the study area.

The area covered by the Plan, shown in **Figure 2** and **Appendix A**, is divided into two general land use categories: the ‘Public Use Area’ and the ‘Complementary Use Area’. ‘Public Use Areas’ are defined as presently used or to be predominantly used in the future for public uses. The ‘Public Use Areas’ consist of areas designated as: ‘Public Open Space and Buffer Area’; ‘Utility’, ‘Electric Power Facility’; ‘Road’; and, and ‘Inter-Urban Transit’. ‘Complementary Use Areas’ are to be predominantly used for private uses that aid in the PBWP’s objective of preserving the country landscape and encouraging land uses such as agricultural, recreational and institutional pursuits that do not require intense urbanization. The ‘Complementary Use Areas’ consist of the ‘General Complementary Use Area’ and the ‘Special Complementary Use Area’. All of these land use designations are found within the PBWP lands within the study area.

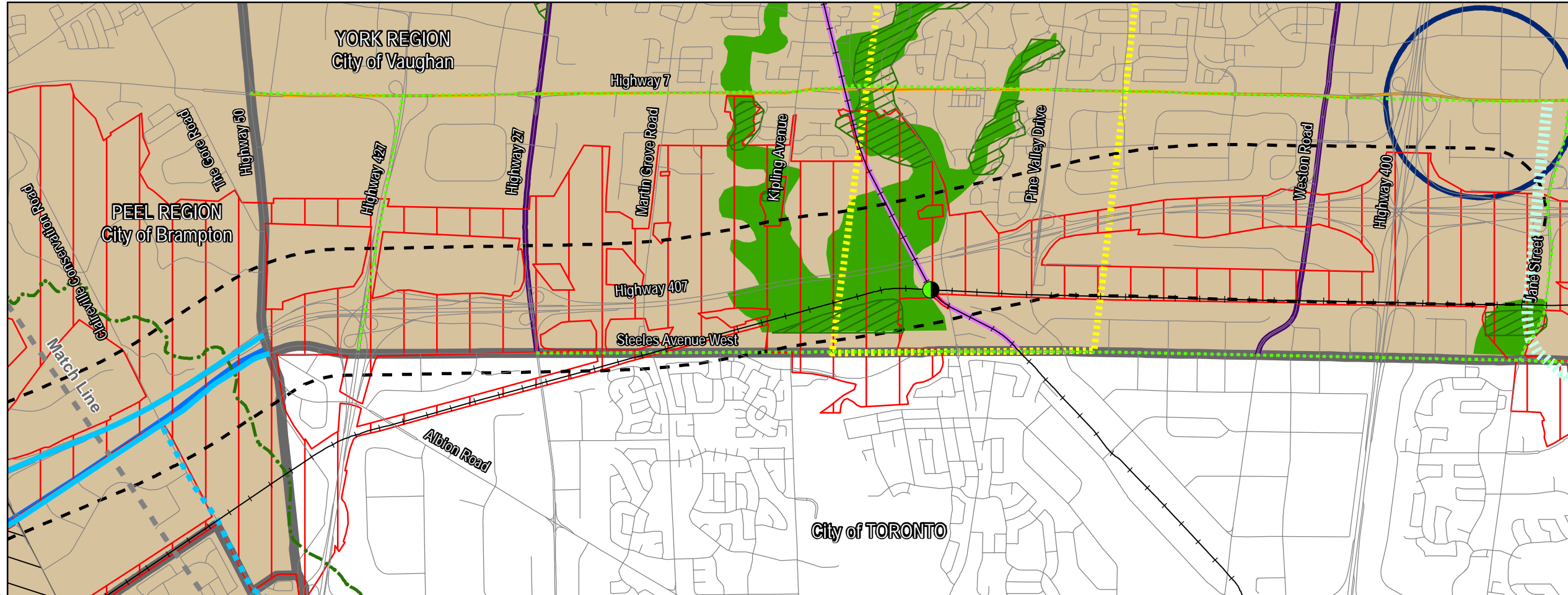
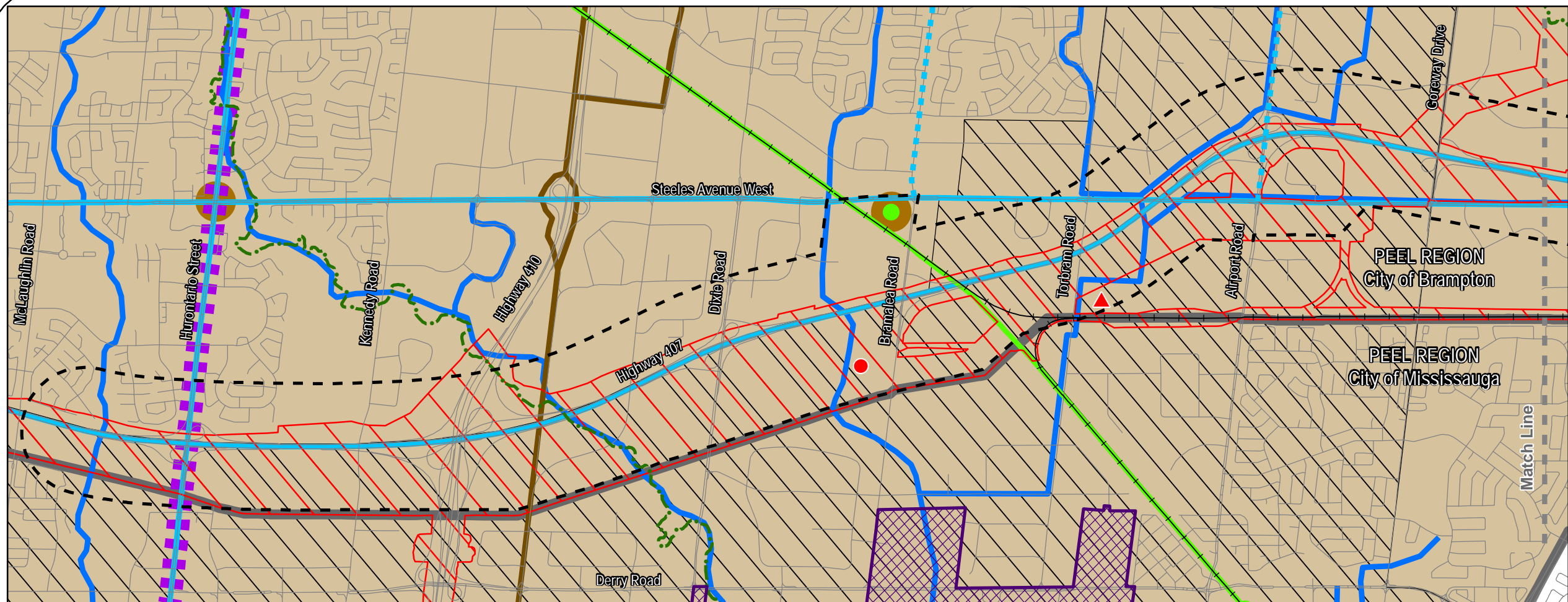
The ‘Inter-Urban Transit’ designation includes the lands approved for the transitway under Amendment 147 ‘Highway 407 Inter-Urban Transitway, Mississauga to Markham’ (January 2000) to the Parkway Belt West Plan.

There are a number of lands that have been removed from the PBWP area through amendments to the Plan. As a result, there are some ‘gaps’ in the PBWP lands between the highway/transitway infrastructure corridor and the electric power facility infrastructure corridor, from west of Highway 427 to Highway 400. A range of other land use types have been developed within these ‘gaps’, which are described further in the following descriptions of municipal Official Plan land use designations.

## **2.8 Region of Peel Official Plan**

According to Census Canada (Statistics Canada, 2011), Peel Region has a population of approximately 1,296,814. The Places to Grow Growth Plan for the Greater Golden Horseshoe has identified growth projections for the Region of Peel to accommodate 350,000 new jobs and 740,000 additional residents by 2031 (increase from job and population numbers in 2001), for a total of 880,000 jobs and population of 1,770,000 in 2031.

The Region of Peel Official Plan (Office Consolidation October 2016) was approved by the Minister of Municipal Affairs and Housing in 1996, and subsequent Official Plan reviews have been completed. The Office Consolidation (2016) reflects the Regional Official Plan Amendments (ROPAs) that were approved



**LEGEND**

- Municipal Boundary
- Land Use - Peel Region**
- Parkway Belt West Plan Boundary
- River Valley Connections Outside the Greenbelt
- GO Rail Line - Express Rail
- Other Rapid Transit Corridor
- Other Potential Rapid Transit Corridor
- Existing GO Rail Station
- Mobility Hub - Gateway
- Airport
- Toronto Pearson International Airport Operating Area
- Urban System
- Regional Intensification Corridor (Conceptual)
- Energy from Waste Facility
- Peel Integrated Waste Management Facility
- Trunk Sewer
- Transmission Main
- Land Use - York Region**
- Urban Area
- Parkway Belt West Plan Boundary
- Regional Centre
- Regional Greenlands System
- Regional Corridor
- Greenlands System Vision
- Conservation Area/Regional Forest
- Potential Commuter Rail Line
- Proposed GO Station
- Regional Transit Priority Network
- Regional Rapid Transit Corridors
- Subway Extension
- Railway

Data Sources: Peel Region Official Plan, York Region Official Plan, Parkway Belt West Plan.

400 200 0 400 Metres

**407 TRANSITWAY WEST - REGIONAL  
LAND USE WITHIN THE STUDY AREA**



<b>Project:</b> TA8558	<b>Figure:</b> 2
<b>Date:</b> February, 2016	<b>Prepared By:</b> MWF
<b>Scale:</b> 1 : 37,000	<b>Checked By:</b> EJS

following the Official Plan review process that commenced in 2007. A number of ROPAs are still under appeal, and Ontario Municipal Board (OMB) hearings could result in changes to the Official Plan.

In addition, the Region initiated another Official Plan review process in 2013. The review process is in progress, but will involve reviewing the current Official Plan to ensure that it is current, meets Provincial Plans and policy statements, and achieves the Region's goals and objectives. This review was delayed by the 2017 Provincial Plan Update.

The Official Plan outlines policies regarding the Provincial Freeway Network, and identifies the need to support the continuing improvement of the highway network and the integration of freeways with roads in Peel Region and adjacent municipalities for the efficient movement of people and goods. The Plan also acknowledges the importance of continuing to implement the transportation and related infrastructure objectives and policies of the PBWP. A range of policies to achieve the goals of this section of the Plan are outlined. One of these policies is to encourage MTO and the 407 ETR to develop and enhance carpool lots at interchanges along major freeways and highways (Policy 5.9.3.2.8).

The Official Plan outlines policies to support an inter- and intra-regional transit network within the Region of Peel and the Greater Toronto and Hamilton Area. Given the projections of residents and workers in the Region of Peel, the current road network will not address future travel demands at an appropriate level of service. To address this concern, the Official Plan recommends the implementation of transit supportive measures and enhancement of transit services. In addition, one of the policies includes to "Support Metrolinx and the area municipalities in: ... Support gateways and interconnections between the local bus network and future transitways, especially at Urban Growth Centres and other mobility and transportation hubs" (Policy 5.9.5.2.13).

Employment areas within the Region are key centres of economic activity, and will accommodate the forecasted 350,000 new jobs by 2031. The Official Plan contains policies supporting the viability of employment lands, including providing the infrastructure and services required for the development of employment lands to facilitate economic development (Objective 5.6.1.3); and, concentrating higher density employment uses in appropriate locations such as urban growth centres, the Regional Intensification Corridor (see **Figure 2**), mobility hubs (see **Figure 2**), nodes and corridors and in other areas served by transit (Objective 5.6.1.5).

The Toronto – Lester B. Pearson International Airport is located in the City of Mississauga, south of the study area. The study area is located within the operating area of the airport (as defined in Figure 11 of the Official Plan) – see **Figure 2**. One of the objectives of the Official Plan is to optimize the economic potential of the International Airport, having regard for existing and future industry, business and employment opportunities, and the interests of existing and future residents (Objective 5.9.6.1). A range of policies are included in the Official Plan to implement this objective. The Official Plan encourages development of land uses compatible with the existing airport facility.

The Region of Peel Greenlands System is comprised of 'Core Areas', 'Natural Areas and Corridors', and 'Potential Natural Areas and Corridors'. The recognition, protection and stewardship of these areas will support and strengthen the integrity and long-term sustainability of the ecosystems in the Region of Peel and adjacent municipalities. The Greenlands System is comprised of the following natural areas: Areas of Natural and Scientific Interest (ANSIs), Environmentally Significant or Sensitive Areas (ESAs), Escarpment Natural Areas, Escarpment Protection Areas, fish and wildlife habitat, habitats of threatened and endangered species, wetlands, woodlands, valley and stream corridors, shorelines, natural lakes, natural corridors, groundwater recharge and discharge areas, **open space portions of the PBWP**, and other natural features and functional areas (Policy 2.3).

The Official Plan identifies the criteria or methodology for identifying these features, where applicable. In particular, the Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study (2009) identifies the criteria for identifying significant woodlands and wildlife habitat in the Region. Development and site alteration is generally prohibited within ‘Core Areas of the Greenlands System in Peel’, except for certain land uses including essential infrastructure, pre-approved or authorized under an environmental assessment process, such as the proposed Transitway (Policy 2.3.2.6). Several areas are located within the ‘Core Areas of the Greenlands System in Peel’, including lands associated with Fletchers Creek, Etobicoke Creek (west branch), Spring Creek, Mimico Creek (between Airport Road and Goreway Drive), and the West Humber River (see **Appendix B: Schedule A**). In addition, it is the policy of the Region to encourage the restoration and enhancement of natural heritage features and functions within the PBWP area (Policy 2.5.2.5). The Region of Peel’s current ‘Greenbelt Plan Area’ is located well north of the study area, although there are two ‘River Valley Connections Outside the Greenbelt’ that cross through the study area in association with the Etobicoke Creek West Branch and the West Humber River (see **Figure 2** and **Appendix B: Schedule D3**). These ‘River Valley Connections Outside the Greenbelt’ are also identified as ‘Selected Areas of Provincial Interest’ in the Region of Peel’s Official Plan (see **Appendix B: Figure 2**). As discussed in **Section 2.3**, the Greenbelt Plan was recently updated in May 2017 and three watercourses located within the study area are now designated as ‘Urban River Valleys’ under the Greenbelt Plan including two watercourses located within the Region of Peel (Etobicoke Creek West Branch and West Humber River) (see **Appendix A**). The Region of Peel’s Official Plan has not yet been updated to address these changes to the Greenbelt Plan.

The Region of Peel land use designations are presented on **Figure 2** above. The entire study area is located within the Region of Peel ‘Urban System’ land use designation. Portions of the study area are located within the PBWP area (see **Figure 2**), where the policies of that Provincial Plan apply.

A Regional Intensification Corridor (Conceptual) is located at the westerly limits of the study area (centred around Hurontario Street) (see **Figure 2**) that will connect two Conceptual Urban Growth Centres located north and south of the study area (Schedule D).

The existing Bramalea GO Station located at Bramalea Road and Steeles Avenue is identified as a Mobility Hub – Gateway (Schedule G) – see **Figure 2**. A Mobility Hub – Gateway is a major transit station that is located at the interchange of two or more current or planned rapid transit lines and meets criteria for transit boardings and surrounding land use densities. The Bramalea GO Station would intersect with the planned 407 Transitway, and other transit service providers (Brampton Transit and MiWay). A second Mobility Hub-Gateway (Schedule G) is located north of the study area at Hurontario Street and Steeles Avenue along the Conceptual Regional Intensification Corridor (see **Figure 2**).

## **2.9 City of Brampton Official Plan**

The City of Brampton 2006 Official Plan was approved in part by the OMB in 2008. The Official Plan Office Consolidation (November 2015) includes updates to reflect decisions of some appeals to the OMB, conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe, and updates to implement Council approved Official Plan Amendments. Some portions of the Official Plan are still under appeal, and are noted in the Office Consolidation.

The City of Brampton identifies the 407 Transitway in its description of the transit system. It is identified as a busway that can become a Light Rail Transit corridor in the future.



The land use designations within the study area from the City of Brampton Official Plan (Schedule A) are presented in **Figure 3**. The study area is designated as ‘Parkway Belt West’, ‘Provincial Highways’, ‘Open Space’, ‘Residential’, ‘Industrial’, and ‘Business Corridor’. The study area is also located within the Lester B. Pearson International Airport Operating Area, as discussed in **Section 2.6** and shown in **Figure 2** and **Figure 3**. A description of these land use designations is presented below.

**Parkway Belt West:** the lands within this designation are part of the PBWP area, and this plan should be referred to for land use planning regulations. The Official Plan does identify ‘Provincial Highways’ and ‘Open Space’ land use designations on Schedule A, which are intended to be consistent with the land use designations of the PBWP. Where there are discrepancies, the policies of the PBWP will apply. The lands between the 407 ETR corridor and the hydro corridor from Highway 410 to Torbram Road are designated as ‘Industrial’. The permitted land uses will be prescribed in a future Secondary Plan; however, until one is prepared, permitted uses will be limited to those permitted under the PBWP.

**Provincial Highways:** includes the provincial highways, including 407 ETR, Highway 410, and other associated facilities.

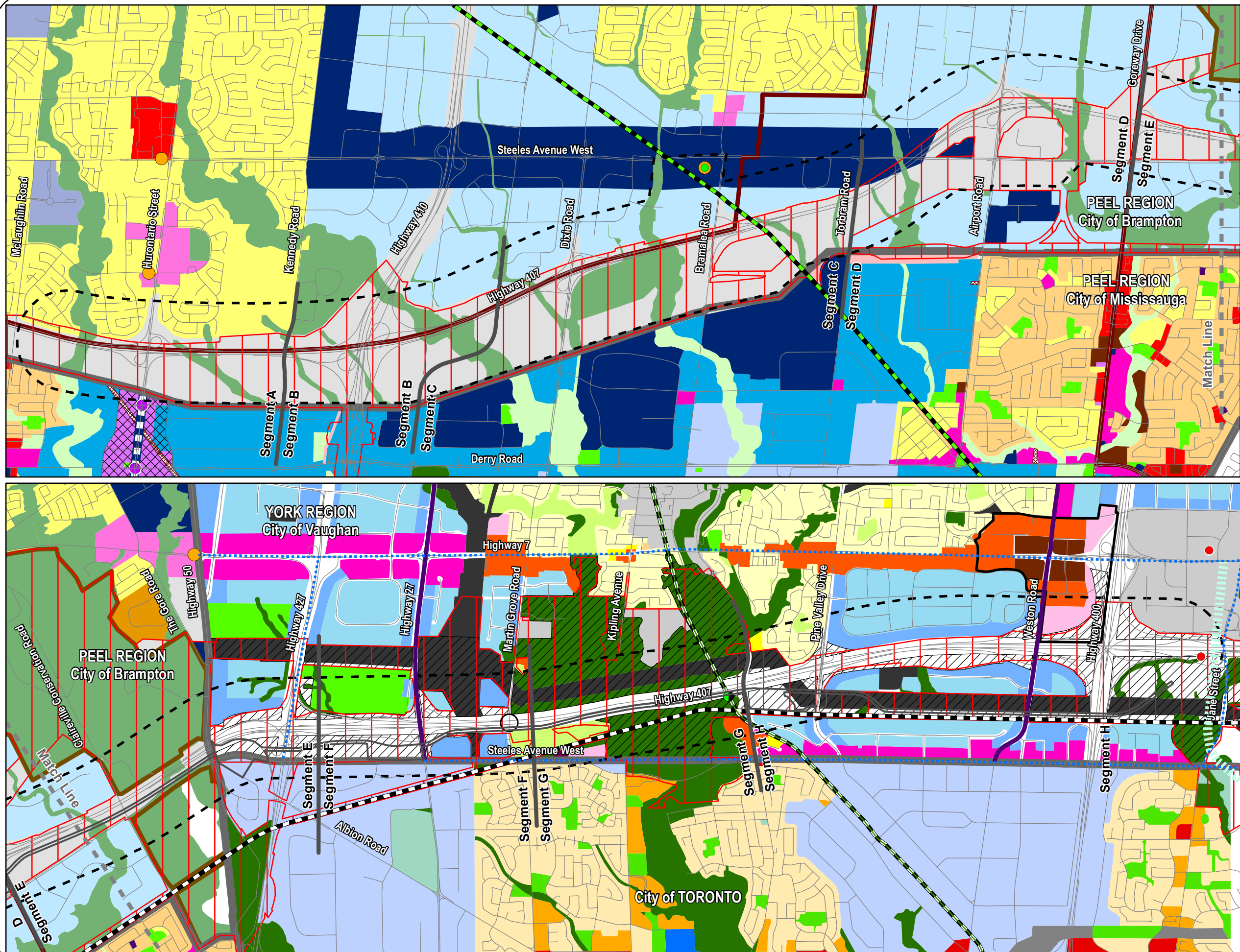
**Open Space:** includes natural and cultural heritage, and recreational open space features (public parkland, conservation areas, and private commercial recreation), including the area surrounding watercourses within the study area.

**Residential:** includes a range of residential land uses, from single detached dwellings to high rise apartments. Complementary uses are also permitted in this land use designation. Secondary Plans provide further detail on the density of residential areas, and other complementary permitted uses. One ‘Residential’ area is located within the study area north of 407 ETR from the westerly study limits to Kennedy Road.

**Industrial:** permits light to heavy industrial uses, including manufacturing, processing, repair and service, warehousing and distribution. Also permitted are corporate head offices and high performance industrial uses. Some ancillary uses are permitted to support the industrial uses; however, non-industrial uses are not permitted as this designation is intended to support economic activity. The City is forecasted to accommodate 70,000 to 90,000 jobs by 2031. This growth is planned to occur on industrial and other employment land designations within the City of Brampton. ‘Industrial’ lands are located both north and south of 407 ETR (east of Highway 410) within the study area.

**Business Corridor:** these areas are intended to accommodate a range of business, service, and institutional uses that will serve the general public and adjacent employment lands. Certain land uses are not permitted within this designation, including those that involve outdoor storage and displays (auto repair, auto-body paint and repair, commercial self-storage warehouses). A high level of urban design is required within these areas to maintain the positive business image of the area. In addition, noise sensitive public and institutional uses are not permitted within the Lester B. Pearson International Airport Operating Area (day care centres, schools, nursing homes, and hospitals). A ‘Business Corridor’ has been identified within the study area along Steeles Avenue from east of Dixie Road to east of Airport Road. More detailed information for this area is available in the Secondary Plans.

The existing GO rail line, which crosses 407 ETR east of Bramalea Road, and the existing GO station at Bramalea Road located within the study area are shown in **Figure 3**. The GO station at Bramalea Road is considered a ‘Major Transit Node’ by the City of Brampton. Two other ‘Major Transit Nodes’ are located north of the study area along Hurontario Street. Further information about transit corridors in the City of Brampton can be found in **Section 3.5**.



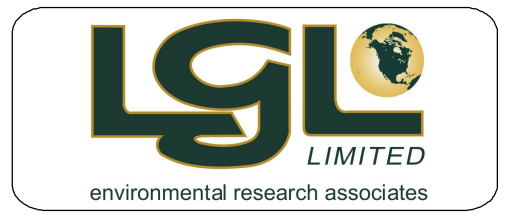
**LEGEND**

- Study Area
- Municipal Boundary
- Land Use - Brampton
  - GO Rail
  - GO Rail Stations
  - Major Transit Nodes
  - Residential
  - Estate Residential
  - Regional Retail
  - Office
  - Business Corridor
  - Industrial
  - Major Institutional
  - Open Space
  - Provincial Highways
  - L.B.P.I.A. Operating Area
  - Conservation Area
- Land Use - Mississauga
  - Existing Commuter Rail
  - Higher Order Transit Corridor
  - Light Rail Transit Station
  - Intensification Corridor
  - Residential Low Density I
  - Residential Low Density II
  - Residential Medium Density
  - Residential High Density
  - Mixed Use
  - Convenience Commercial
  - Office
  - Business Employment
  - Industrial
  - Airport
  - Public Open Space
  - Private Open Space
  - Greenlands
  - Parkway Belt West
  - Utility
- Land Use - Vaughan
  - Natural Areas
  - Parks
  - Private Open Spaces
  - Low-Rise Residential
  - Low-Rise Mixed-Use
  - Mid-Rise Residential
  - Mid-Rise Mixed Use
  - High-Rise Residential
  - High-Rise Mixed-Use
  - Community Commercial Mixed-Use
  - Employment Commercial Mixed-Used
  - General Employment
  - Prestige Employment
  - Infrastructure and Utilities
  - Lands Subject to Secondary Plans
  - Parkway Belt West Plan
  - New Interchanges
  - Railway
  - Proposed GO Station
  - Proposed Commuter Rail Line
  - Required Secondary Plan Areas
  - Regional Transit Priority Network
  - Regional Rapid Transit Corridors
  - Proposed Subway Extension
  - Proposed Subway Station
- Land Use - Toronto
  - Neighbourhoods
  - Apartment Neighbourhoods
  - Mixed Use Areas
  - Parks and Open Space Areas
  - Natural Areas
  - Parks
  - Other Open Space Areas
  - Institutional Areas
  - Employment Areas
  - Utility Corridors
- Parkway Belt West Plan Boundary

Data Sources: Parkway Belt West Plan, Brampton Official Plan, Mississauga Official Plan, Vaughan Official Plan, Toronto Official Plan.

400 200 0 400 Metres

**407 TRANSITWAY WEST – LOWER TIER MUNICIPAL LAND USE WITHIN THE STUDY AREA**



Project: TA8558	Figure: 3
Date: September, 2017	Prepared By: MWF
Scale: 1 : 37,000	Checked By: EJS

A total of five Secondary Plan Areas apply to the study area. The boundaries of the Secondary Plans are presented in **Figure 4**. The schedules of the Secondary Plans illustrating the land use designations are presented in **Appendix C**.

**Fletchers Creek South:** the Secondary Plan area is located on the north side of 407 ETR in the vicinity of Hurontario Street. The Secondary Plan designates the lands directly adjacent to the 407 ETR corridor as ‘Low and Medium Density Residential’, ‘Parkette’ and ‘Hazard Lands’ (associated with Fletchers Creek). The Secondary Plan identifies that the area north of 407 ETR within the study area requires a noise analysis.

**Steeles Industrial:** the Secondary Plan area is located on the north side of 407 ETR between east of Kennedy Road and east of Torbram Road. The lands directly adjacent to the 407 ETR corridor are designated as ‘Industrial’ and ‘Open Space – Flood & Hazard Land’.

**Bramalea South Industrial:** the Secondary Plan area is located on the north side of 407 ETR between Torbram Road and Airport Road. The lands directly adjacent to 407 ETR are designated as ‘Industrial Areas’.

**Gore Industrial South:** the Secondary Plan area is located on the north side of 407 ETR between Airport Road and east of Goreway Drive. The lands directly adjacent to 407 ETR are designated as ‘Industrial’, ‘Open Space – Flood & Hazard’ and ‘Highway Commercial’. A future interchange is identified at Airport Road and 407 ETR. The Brampton Intermodal Terminal (rail) is located within this Secondary Plan area.

**Parkway Belt Industrial Area:** the Secondary Plan area is located south of 407 ETR between Torbram Road and Finch Avenue, and north of 407 ETR between Goreway Drive and Finch Avenue. The hydro corridor that is located on the south side of 407 ETR crosses the highway corridor at Goreway Drive and continues in a northeasterly direction. This hydro corridor is designated as ‘Electric Power Facilities’ in the Secondary Plan. The remaining lands adjacent to the highway corridor are designated as ‘Open Space/Hazard Lands’, ‘Prestige Industrial’, ‘Office Centre’, ‘Business’, and ‘Mixed Industrial/Commercial’.

The Official Plan outlines a series of policies related to Natural Heritage and Environmental Management. Schedule D (and Schedule A) of the Official Plan identifies natural heritage features within the municipality. The majority of the watercourses in the study area are designated as ‘Open Space’ and ‘Valleyland/Watercourse Corridor’. In addition, areas of ‘Woodland’ and ‘Other Wetland’ are identified throughout the study area, typically associated with the valleylands of study area watercourses. The woodlands and wetlands identified have likely not been assessed for significance, as this data is based on secondary source information from Conservation Authorities, MNRF and other data sources. Confirmation of these features will be required as part of the terrestrial and aquatic habitat assessments. Development and site alteration is not permitted on lands adjacent to the natural heritage features (on Schedule D) unless an Environmental Impact Study has been completed to demonstrate that there will be no negative impacts on significant natural features or their ecological functions. The terrestrial and aquatic habitat assessments being completed under this study will address this requirement. Schedule D of the Official Plan is presented in **Appendix B**.

## **2.10 City of Mississauga Official Plan**

As noted above in **Section 1.0**, the study area is located directly adjacent to the City of Mississauga and encroaches slightly into the City of Mississauga in two locations: the westerly limits of the study area to just east of Hurontario Street; and, a very small area around Torbram Road.



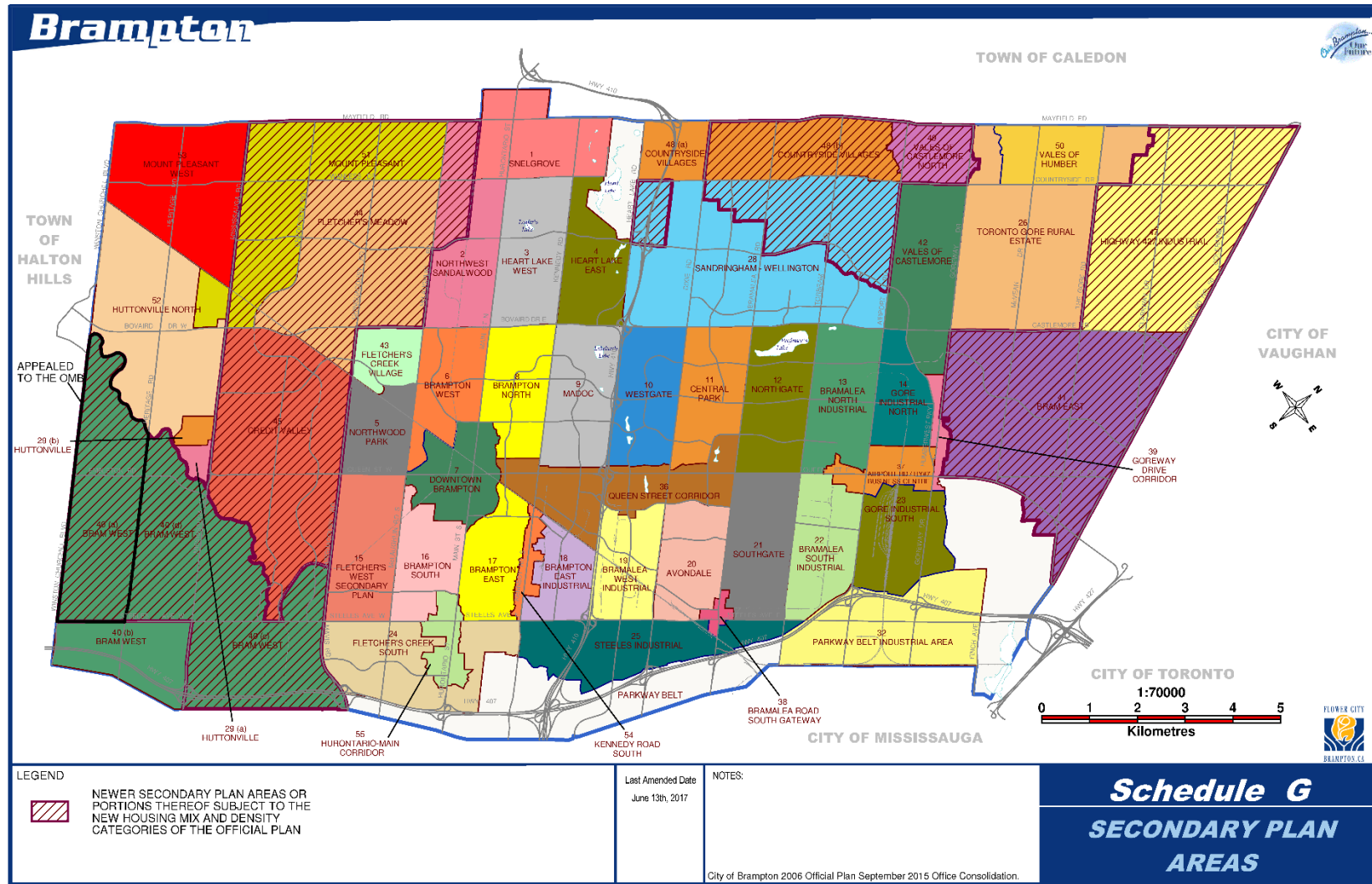


FIGURE 4. CITY OF BRAMPTON SECONDARY PLAN AREAS

The City of Mississauga Official Plan Office Consolidation includes OMB decisions and City Council approved Official Plan Amendments as of March 13, 2017. The land use designations within the study area from the City of Mississauga Official Plan are presented in **Figure 3**. The study area is designated as ‘Residential Low Density II’, ‘Greenlands’, ‘Business Employment’, ‘Office’, ‘Utility’, ‘Industrial’, and ‘Parkway Belt West’. A description of these land use designations is presented below.

**Residential Low Density II:** permits detached, semi-detached, and duplex dwellings, as well as other low-rise dwellings with individual frontages. Transit facilities and transportation infrastructure are also permitted in land with this designation. One small area designated “Residential Low Density II” is located at the westerly limits of the study area. The Meadowvale Village Neighbourhood Character Area is identified along the northern border of Mississauga, between Fletchers Creek and Financial Drive, south to Highway 401. The policies for this Character Area also apply to lands immediately surrounding the Village. Meadowvale Village is recognized as Ontario’s first Heritage Conservation District. All new development must comply with the Heritage Conservation District Plan and be in keeping with the area’s cultural heritage landscape and attributes. More detailed information for the Meadowvale Village Character Area is available in section 16.17 of the Official Plan.

**Greenlands:** these lands include natural hazards and/or natural areas. Development in these lands is restricted for safety purposes and generally only land uses providing protection, enhancement, and restoration of the Natural Heritage System are permitted. Some uses, such as electric power distribution and transmission facilities, and uses related to wastewater or stormwater and their accessory uses are also permitted. ‘Greenlands’, ‘Public and Private Open Spaces’ and ‘Significant Natural Areas and Natural Green Spaces’ are identified along Fletchers Creek (see **Appendix B: Schedule 10, Schedule 4 and Schedule 3**). The area surrounding Fletchers Creek in the vicinity of the study area is also identified as a ‘Natural Hazards’ area and ‘Urban System – Green System’ (see **Appendix B: Schedule 3 and Schedule 1a**).

**Business Employment:** includes a range of businesses, services, entertainment and recreational facilities, and commercial schools. Some of the permitted uses in these lands include commercial parking facilities, transportation facilities, and accessory uses, as well as transit facilities and transportation infrastructure. One ‘Business Employment’ area is located within the study area west of Hurontario Street. The Gateway Corporate Centre has been identified along Hurontario Street to the municipal border, with a Special Site 2, ‘City Wide Gateway’ identified as being the main “gateway” into Mississauga from Brampton. Distinct built form and design elements will be implemented in this area. More detailed information for this area can be found in section 15.3 of the Official Plan.

**Office:** includes major and secondary offices, as well as accessory uses. Transit facilities and transportation infrastructure are also permitted in these lands. Major offices are permitted in Major Transit Station Areas. The ‘Gateway’ Character Area has been identified from Fletchers Creek east to Derrycrest Drive, and from Edwards Boulevard east to Highway 410, although only a very small portion of this area is located within the study area (surrounding Hurontario Street). Detailed information for this Character Area can be found in section 17.5 of the Official Plan. The ‘Northeast’ Character Area has also been identified along the northern Mississauga border from Highway 410 east to Airport Road. Certain uses in this area are not permitted along Airport Road; more detailed information is available in section 17.8 of the Official Plan.

**Utility:** parking and accessory use is permitted in lands with this designation, as well as transit facilities and transportation infrastructure. A ‘Utility’ area crosses through the study area west of Hurontario Street.

**Industrial:** includes a variety of businesses, services and recreational facilities. Transportation facilities, as well as transit facilities and transportation infrastructure, are also permitted on these lands. A very small area designated ‘Industrial’ is located within the study area south of 407 ETR around Torbram Road.

**Parkway Belt West:** these lands are part of the PBWP area, and this plan should be referred to for land use planning regulations. The Official Plan also indicates that other uses not permitted within these lands include major power generating facilities. A very small area designated ‘Parkway Belt West’ is located within the study area south of 407 ETR around Torbram Road.

A ‘Higher Order Transit Corridor’/‘Intensification Corridor’ is identified in the Official Plan along Hurontario Street to the municipal border with the City of Brampton. This area is also identified as a ‘Corporate Centre’ in the Official Plan (see **Figure 3**).

## **2.11 Region of York Official Plan**

According to Census Canada (Statistics Canada, 2011), York Region has a population of approximately 1,024,000. York Region is expected to have a population of 1.79 million and employment of 900,000 by the year 2041 (Places to Grow Growth Plan).

In 2009, York Region adopted the York Region Official Plan, which was approved by the Ministry of Municipal Affairs and Housing in 2010. A number of appeals to the OMB resulted in changes to the Official Plan, which have been incorporated into the April 2016 Office Consolidation.

The Region of York Official Plan (2016) sets policies to help guide economic, environmental and community-building decisions affecting the use of land. The Official Plan identifies the Vaughan, Richmond Hill and Markham regional centres as future hubs of business, cultural, government, and social activity. These regional centres are expected to contain the highest concentration and greatest mix of uses in the Region, including range in employment and housing opportunities. Development will be of compact, well-designed form that contributes to an urban fabric that is vibrant, safe, attractive, pedestrian-friendly and transit-supportive.

One of the Official Plan’s goals is to cooperate with area municipalities, GO Transit, the Toronto Transit Commission, Ministries of the Province of Ontario and the adjacent municipalities in the planning, coordination, integration and operation of existing and new transit services and to encourage increases in transit modal splits across the Region’s boundaries.

The Official Plan identifies the need to promote the implementation of a regional rapid transit network, such as a transitway within the 407 ETR corridor, and to encourage the development of transportation inter-modal stations at appropriate locations. It aims to develop stations that are coordinated with urban centres and will serve as both destinations and transfer facilities between different modes of travel. A transportation station would typically include facilities to allow transfers between local transit services and rapid transit, as well as providing a passenger drop-off area and an adequate commuter parking area.

The Region of York land use designations are presented on **Figure 2**. The York Region Official Plan designates the study area as ‘Urban Area’ and ‘PBWP’.

A major watercourse/valleylands corridor (north-south) associated with the Lower Humber River and its tributaries and Rainbow Creek is located between Martin Grove Road and Pine Valley Drive both north and south of 407 ETR. As discussed in **Section 2.3**, the Greenbelt Plan was recently updated in May 2017 and three watercourses located within the study area are now designated as ‘Urban River Valleys’ under

the Greenbelt Plan including one watercourse located within the Region of York (Lower Humber River). The Region of York's Official Plan has not yet been updated to address these changes to the Greenbelt Plan. **Section 3.6** discusses the natural heritage system within the Region of York in more detail.

## **2.12 City of Vaughan Official Plan**

The City of Vaughan prepared a new Official Plan in 2010, which was endorsed by the Region of York on June 28, 2012. The Official Plan was appealed to the OMB and has received partial approval.

The Official Plan (Office Consolidation January 2017) outlines the City of Vaughan's commitment to supporting a comprehensive transit system. The Official Plan has identified key areas of intensification to support the planned transit improvements (including the subway extension), and will encourage a street pattern and density to support transit use. Council is committed to working with other agencies such as York Region Transit/Viva, Metrolinx and Smart Commute towards these goals.

The City of Vaughan Official Plan includes policies to encourage and support early implementation of transit in a dedicated transitway within the 407 ETR and Highway 427 corridors, as well as high occupancy vehicle lanes and carpool lots along provincial highways (Section 4.2.1.12). The Official Plan also has the provision for development approvals to provide funds, lands or commitments for services prior to the development/use of lands. Transitways and pedestrian access to transit facilities are included in the list of items that can be included in development agreements (Section 10.1.3.7).

According to the Official Plan, land uses within the study area include: 'Infrastructure and Utilities', 'Parkway Belt West Lands', 'Prestige Employment', 'General Employment', 'Community Commercial Mixed-Use', 'Mid-Rise Mixed Use', 'Low-Rise Mixed-Use', 'Low-Rise Residential', 'Natural Areas', 'Parks', and 'Private Open Spaces' (see **Figure 3**). A description of the land use designations is provided below.

**Parkway Belt West Lands:** permitted uses for lands in this area will follow the provisions of the Parkway Belt West Plan. The City of Vaughan Official Plan indicates that these lands are to be used for linear facilities such as transportation, communications and utility infrastructure, as well as a linked system of public and private open spaces. In the event that lands within this area are determined to be surplus, an amendment to the Official Plan is required.

**Infrastructure and Utilities:** these lands are used at grade for infrastructure (utility corridors, stormwater management). The hydro corridors and stormwater management facility/pond within the study area are designated as 'Infrastructure and Utilities'.

**Prestige Employment:** includes high quality buildings in an attractive pedestrian friendly, connected and transit-oriented environment. A variety of lot sizes are intended to attract various types of employment. This land use designation is typically found on arterial streets along the edges of employment areas, or along 400-series highways. Permitted uses include industrial, office, retail, ancillary retail uses, and gas stations. Most of the employment lands abutting the 407 ETR corridor through the study area are designated as 'Prestige Employment'.

**General Employment:** includes industrial land uses with low scale buildings and a range of lot sizes to encourage a variety of employment uses. A full range of industrial, as well as office and retail uses are permitted. Large areas are designated as 'General Employment' on both the north and south sides of the 407 ETR corridor, generally between Highway 50 and Martin Grove Road, and from west of Pine Valley Drive to Highway 400.

**Community Commercial Mixed-Use:** are commercial areas that are appropriate for non-residential intensification, and can make use of existing or planned rapid transit. These areas will include retail uses and population related employment uses. The north-west quadrant of 407 ETR and Highway 400 is designated as this land use. This is not identified as an intensification area (on Schedule 1), therefore, permitted uses for non-intensification areas would apply. These include office uses to a maximum ground floor area of 12,500 m<sup>2</sup> per lot, cultural and entertainment uses, retail uses, and gas stations.

**Mid-Rise Mixed Use:** includes a mix of residential, retail, community and institutional uses. Permitted uses include residential units, home occupations, community facilities, cultural uses, retail uses, office, parking garages, hotels, and gas stations. The area north of the ‘Community Commercial Mixed-Use’ described above is designated as ‘Mid-Rise Mixed Use’. A small area west of Islington Avenue, south of 407 ETR is also designated as ‘Mid-Rise Mixed Use’.

**Low-Rise Mixed-Use:** includes a mix of residential, community, and small-scale retail uses that serve the local area. Permitted uses can include residential units, home occupations, small scale hotels, retail uses, and office uses. A small area with this land use designation is located on the east side of Islington, north of 407 ETR.

**Low-Rise Residential:** includes a low rise built form of up to three storeys in height. Permitted uses include residential units, home occupations, private home daycares, and small-scale convenience retail. A small area north of 407 ETR between Islington Avenue and Pine Valley Drive is designated as ‘Low Rise Residential’.

**Natural Areas, Parks and Private Open Spaces:** The valleyland associated with Albion Creek and its tributary, the Lower Humber River and its tributaries, Rainbow Creek, and Black Creek and its tributary are designated as ‘Natural Areas’. The lands south of 407 ETR east of Martin Grove Road, and a few small patches of parkland throughout the study limits are designated as ‘Parks’. The majority of the lands located between Highway 427 and Highway 27, north of 407 ETR, are designated as ‘Private Open Spaces’. Further information about the natural heritage system in Vaughan is provided in **Section 3.6**.

There is one area within the study area identified as ‘Land Subject to Secondary Plans’: the Vaughan Metropolitan Centre (see **Figure 3 and Appendix D: Schedule 14-A**). This Secondary Plan Area was partially approved by the OMB on November 18, 2015 (Vaughan 2015). The Vaughan Metropolitan Centre (Regional Centre) is located at the easterly limits of the study area, east of Highway 400 and north of 407 ETR. This centre will be a regional transportation and transit centre, being the destination of the TTC Subway extension (see **Figure 3**), and located at the intersection of two major highways. It will also be a centre for economic development and commercial activity. In addition, there is one ‘Required Secondary Plan Area’ located just north of 407 ETR west of Highway 400: Weston Road and Highway 7 (see **Figure 3 and Appendix D: Schedule 14-A**). This area is designated as a ‘Primary Centre’ and is the site of a Secondary Plan that has not yet been undertaken. There is also one ‘Area Subject to Area Specific Plans’: the Huntington Business Park (Area Specific Area #11) located north of 407 ETR between Highway 50 and Highway 427 (see **Appendix D: Schedule 14-B**). A number of areas have also been identified as ‘Areas Subject to Site Specific Plans’ located within/adjacent to the study area including: 7242 Highway 27 (Site Specific Area #2), Parkwaybelt West Amendment Areas (Site Specific Area #23), northwest Corner of Steeles Avenue and Kipling Avenue (Site Specific Area # 16), 30 and 70 Aviva Park Drive (Site Specific Area # 28), and southeast corner of Weston Road and 407 ETR (Site Specific Area #29). **Appendix D: Schedule 14-C** presents the location of these ‘Areas Subject to Site Specific Plans’.

In terms of the future transportation network in Vaughan, a new interchange is proposed at 407 ETR and Martin Grove Road (see **Figure 3**). In addition, a future Highway 400 road crossing has been identified

between the east and west sides of Highway 400, joining the Vaughan Metropolitan Centre to the east of Highway 400 and the ‘Primary Centre’ to the west. Major arterial roads include Highway 50, Highway 27, Islington Avenue, Pine Valley Drive and Weston Road. Minor arterial roads include Martin Grove Road. A proposed commuter rail line is identified along the existing GO line crossing 407 ETR west of Islington Avenue. A GO station is proposed at this location. Highway 427, Highway 7 and 407 ETR are identified as Regional Rapid Transit Corridors, and Highway 27 and Weston Road are identified as Regional Transit Priority Networks (see **Figure 3**).

## **2.13 City of Toronto Official Plan**

The City of Toronto Official Plan (Office Consolidation June 2015) was approved by the City of Toronto Council in 2002, but approved with modifications by the OMB in 2015.

A very small portion of the southerly edge of the study area from Highway 50 to north of Thackeray Park is located in the City of Toronto. The lands between Highway 50 and east of Highway 27 (at the hydro corridor) south of Steeles Avenue are designated as ‘Employment Areas’. The tributary of the Lower Humber River crossing Steeles Avenue between Highway 27 and Martin Grove Road is designated as ‘Green Space System’ (see **Appendix B: Map 2**). The remaining portion of the lands within the City of Toronto in the study area (west from the hydro corridor to north of Thackeray Park) are designated as ‘Neighbourhoods’ (see **Figure 3**).

**Employment Areas:** include economic activities that support employment, such as offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, ancillary retail, and restaurants and small-scale stores and services.

**Neighbourhoods:** include a full range of residential uses, as well as parks, schools, local institutions and small scale stores and shops serving area residents.

**Natural Areas:** include parks and open space, valleys, watercourses and ravines. The City of Toronto Official Plan outlines the natural heritage system for the City of Toronto. **Section 3.6** provides details on the natural heritage system within the City of Toronto.

## **3.0 EXISTING LAND USES**

This chapter presents information on the existing land uses within the study area.

### **3.1 Agriculture**

#### **City of Brampton**

A large area of land underneath the hydro corridor is farmed within the City of Brampton. A review of aerial photography shows evidence of cultivation of these fields. No farmer's markets/buildings were able to be confirmed during the review of secondary sources.

#### **City of Vaughan**

There are four agricultural land uses in the City of Vaughan. T & L Farm Fresh Vegetables is located on the north side of Steeles Avenue, west of Highway 27. The property consists of some primary structures, surrounded by agricultural fields. It is unclear if this property is open to the public during the growing season. Woodbridge Vegetable Farms is located north of 407 ETR and east of Martin Grove Road. This property contains a building for the sale of produce, and has a number of agricultural fields on the adjacent lands. A third farming property is located north of 407 ETR, just west of Islington Avenue. The property has the Economy Farmers Market located on Islington Avenue, with an access road that leads to the agricultural fields. Evidence indicates that all of these agricultural lands are growing crops (vegetables). In addition to these agricultural operations, there appears to be land cultivation at Highway 427 next to the Queen of Heaven Catholic Church.

### **3.2 Residential**

Residential communities/neighbourhoods located within the study area are generally set back from the transportation and infrastructure corridor. A few small low density residential areas are located in the study area, which are described below.

#### **City of Brampton**

There is one area with low density residential land use within the City of Brampton. Residences are located just east and west of Hurontario Street, north of the 407 ETR corridor.

#### **City of Mississauga**

There is a small low density residential area located along the northern border of the City of Mississauga, between Fletchers Creek and McLaughlin Road.

#### **City of Vaughan**

In the City of Vaughan, there is a low-rise residential subdivision located within the study area north of the 407 ETR corridor between Islington Avenue and Pine Valley Drive. A small area of 'Low-Rise Mixed Use' exists in the study area immediately west of this residential area (east of Islington Avenue) and may contain residences.

#### **City of Toronto**

One low density residential area is located within the City of Toronto (within the study area) and is located south of Steeles Avenue from west of Martin Grove Road to north of Thackeray Park.

### **3.3 Commercial and Industrial**

The primary land uses adjacent to the 407 Transitway corridor are commercial and industrial land uses. These lands are employment lands, which provide jobs and economic growth for the region. In addition, the employment lands are focused around major infrastructure (i.e., 407 ETR, Highway 427, Highway 400, hydro transmission lines, and railway corridors), providing convenient transportation access and adequate separation from incompatible land uses.

#### **City of Brampton**

Industrial park land uses are found throughout the study limits in the City of Brampton north and south of the 407 ETR and hydro transmission corridors. The industrial land uses range from large facilities with significant gross floor area and trucking facilities, to industrial/commercial business parks providing a range of medium and smaller sized businesses. Some of the businesses located within these areas north of 407 ETR include ABB Inc. (power plant consultant), Industrial Warehousing and Courier, Coca-Cola beverage distributors, Calyx Transportation Group (trucking company), Canadian Tire/Goodyear Tire Distribution Centre, Triple M. Metal LP (recycling centre and retail yard), and Brookfield Cold Storage. A few of the businesses located south of 407 ETR include FSI Landscape Supply, Del Industrial Metals (steel distributor), Commercial Roll (roll-formed metal product manufacturer), 747 Flea Market, and Multi Glass Insulation Ltd. (fabricated insulation distributors).

The Pearson Convention Centre is located south of 407 ETR on Steeles Avenue, west of Airport Road. This Convention Centre is used for shows and events, and has an on-site hotel and parking facilities.

**Appendix E** presents a more comprehensive list of the businesses located within the study area in the City of Brampton.

#### **City of Mississauga**

A very small business employment area is located between Hurontario Street and Edwards Boulevard, north of Topflight Drive. This area includes a hotel (Comfort Inn), and several supply and service companies, such as Premium Tire and Auto Centre, NCI (cyber security consultants), Busch Vacuum Technics, Inc. (vacuum pumps and systems), and Shred and Pak Counter Roll (packaging paper products). The Edwards Boulevard at Topflight Drive Go Park and Ride station and parking lot are also located in this area. Another small industrial area is located around Torbram Road just south of the study area including Waste Management of Canada Corporation and Weston Forest Products.

#### **City of Vaughan**

Smaller pockets of industrial land uses are located generally west of the natural area associated with the Lower Humber River. In this area there are a few large facilities, including the 407 ETR Concession Company Limited, Gracious Living Corporation and Store (patio furniture and houseware), Orios Family Restaurant, Window City Industries Inc. (windows manufacturer), and Leisureworld. Manitex Liftking ULC, Dynamic Store Fixtures, Delsan-Aim, Home Technical Services, and Flowserve are located south of 407 ETR east of Islington Avenue. A much larger industrial and commercial park is located within the vicinity of the study area west and east of Highway 400. Some of this area includes retail and commercial facilities, such as those associated with the Vaughan Cineplex Cinema at Highway 400. Costco and the Paramount Conference and Event Venue (a two floor event space for corporate, social, or wedding affairs) are located west of Highway 400. IKEA is located east of Highway 400 just north of 407 ETR.

Another small pocket of businesses is located just south of 407 ETR between Pine Valley Drive and Highway 400. In this area there are a few larger facilities, including HD Supply Brafasco (home and construction suppliers), Spicers Canada ULC (paper distributor), and Torstar Printing Group (Vaughan



Press Centre). Slightly smaller businesses are also located in this area, including Seacore Seafood Inc. (seafood wholesaler) and Euro Forgings Inc. (architectural components for railing and fence industries).

### **City of Toronto**

Large areas of industrial and commercial land uses are located in the study area along and south of Steeles Avenue, from west of Highway 427 to generally east of Highway 27. Some of these businesses include Anthony Florist, Canadian Industrial Truck Radiators Inc., Singh Electronics, Harpreet Puri/Punjab Insurance/, SuperVisa Insurance, City Truck & Forklift Driving School Ltd., Tutor Doctor, A. Bertozzi Importing Inc., Positive Fulfillment Services Ltd., Reliance Home Furnishings, ESSO, Country Style, RK Vanaik Furnitures, SVP Sports, Taz Clothing, Digital Fantasy, Glaze Opticals, Furnace Filters, Auto Alarm and Sound, Kinky Miss Lingerie, A 1 Small Engine Shop, Joshi Law Office, Raptor Vapes, Dufferin Tile, Delfresh, Beyond Fragrances, Spitfire Bar and Grill, RMP Motors Automotive Service, La Ida Foods Ltd., Bhatia Cloth House, Tool Academy, European Autobody, Limelight Auto Inc., Peak Performance Products Inc., Authentic Menu Gourmet Foods Inc., Milan Wineries, and Advance Safety Limited World.

## **3.4 Community and Recreational Facilities**

The following community and recreational facilities are located within the study area. Each of the facilities are further described below.

### Community Facilities

- Church of God Sabbath-Keeping Ministries (Brampton)
- Islamic Forum of Canada (Brampton)
- Sri Katpaga Vinayagar Temple (Brampton)
- Shiv Shakti Gyaan Cultural Sabha (Brampton)
- Queen of Heaven Catholic Church and Cemetery (Vaughan)
- Shri Guru Ravidass Savha Ontario (Vaughan)
- First Hungarian Baptist Church (Vaughan)
- Bharat Sevashram Sangha of Toronto (Toronto)
- New Charismatic International Ministry (Toronto)
- Humberlea Worship Centre (Toronto)
- Bhagwan Valmiki Temple (Toronto)

### Recreational Facilities

- Brampton Golf Club (Brampton)
- Brampton Golf Centre (Brampton)
- Powerade Centre/Brampton Sports Park (Brampton)
- Dixie Highway 407 Park/Soccer Fields (Brampton)
- Parkshore Golf Club (Brampton)
- Claireville Conservation Area (Brampton)
- Wild Water Kingdom (Brampton)
- Vaughan Grove Sports Park (Vaughan)
- Thackeray Park (Vaughan)
- Veneto Tennis Club/ Ciociaro Social Club (Vaughan)
- Parks and Trails (throughout study area)

### **City of Brampton**

Four churches/religious facilities are located within the study area in the City of Brampton including the Church of God Sabbath-Keeping Ministries (north of 407 ETR and west of Dixie Road on Westwyn Court), Islamic Forum of Canada (north of 407 ETR and east of Dixie Road on Advance Boulevard), the Sri Katpaga Vinayagar Temple (south of 407 ETR and east of Airport Road on Parkhurst Square), and the Shiv Shakti Gyaan Cultural Sabha (also south of 407 ETR and east of Airport Road on Parkhurst Square).

The Brampton Golf Club is located north of 407 ETR, west of Kennedy Road. It is an 18 hole golf course facility that was established in 1921.

The Brampton Golf Centre is located just south of 407 ETR at Topflight Drive and Edwards Boulevard (at the southerly study limits). It has a driving range, pitching and putting greens, and mini golf.

On the east side of Kennedy Road is the Powerade Centre/Brampton Sports Park, a sports and entertainment complex that houses 4 NHL size rinks, seating capacity for 5,000 and a full-service restaurant that serves 250 people. The facility is also used for concerts, trade shows, film shoots and graduation ceremonies. Other sports facilities are outside the building, including 5 baseball diamonds, 3 cricket pitches, a rugby field, ball hockey court and paintball field.

The Dixie Highway 407 Park is located east of Dixie Road, south of 407 ETR. This facility contains a number of sports fields. It was also used as a soccer training site for the 2015 Pan Am Games. This area is identified as a ‘City Wide Park’ in Schedule E of the City of Brampton Official Plan (see **Appendix F**). One additional ‘City Wide Park’ is located within the vicinity of the study area (just north of 407 ETR east of Kennedy Road (see **Appendix F**).

The Parkshore Golf Club is located at the southern limits of the study area between Goreway Drive and Finch Avenue West south of Steeles Avenue. It is a 9 hole golf course facility.

The Claireville Conservation Area is located on the north and south sides of 407 ETR, between Goreway Drive and Highway 50 (see **Figure 3 and Appendix F**). The majority of the Conservation Area is located in the City of Brampton (728 ha); however, some lands are located within the City of Toronto (19 ha). This Conservation Area is managed and operated by the Toronto and Region Conservation Authority. Public access is available for passive recreation at Indian Line Campground, Wild Water Kingdom, Etobicoke Field Studies Centre and Claireville Ranch. The land uses within the Conservation Area in the study area include the Wild Water Kingdom (described below) and the Etobicoke Field Studies Centre. The field studies centre is operated by the Toronto District School Board as an outdoor education school. Educational programs are provided for elementary school students.

Wild Water Kingdom is located at the easterly limits of the City of Brampton, south of 407 ETR between Goreway Drive and Finch Avenue West. This recreational facility is located on lands that are part of the Claireville Conservation Area, next to the Claireville Reservoir. AGTM Systems, a golf driving range facility, is also located within the Wild Water Kingdom.

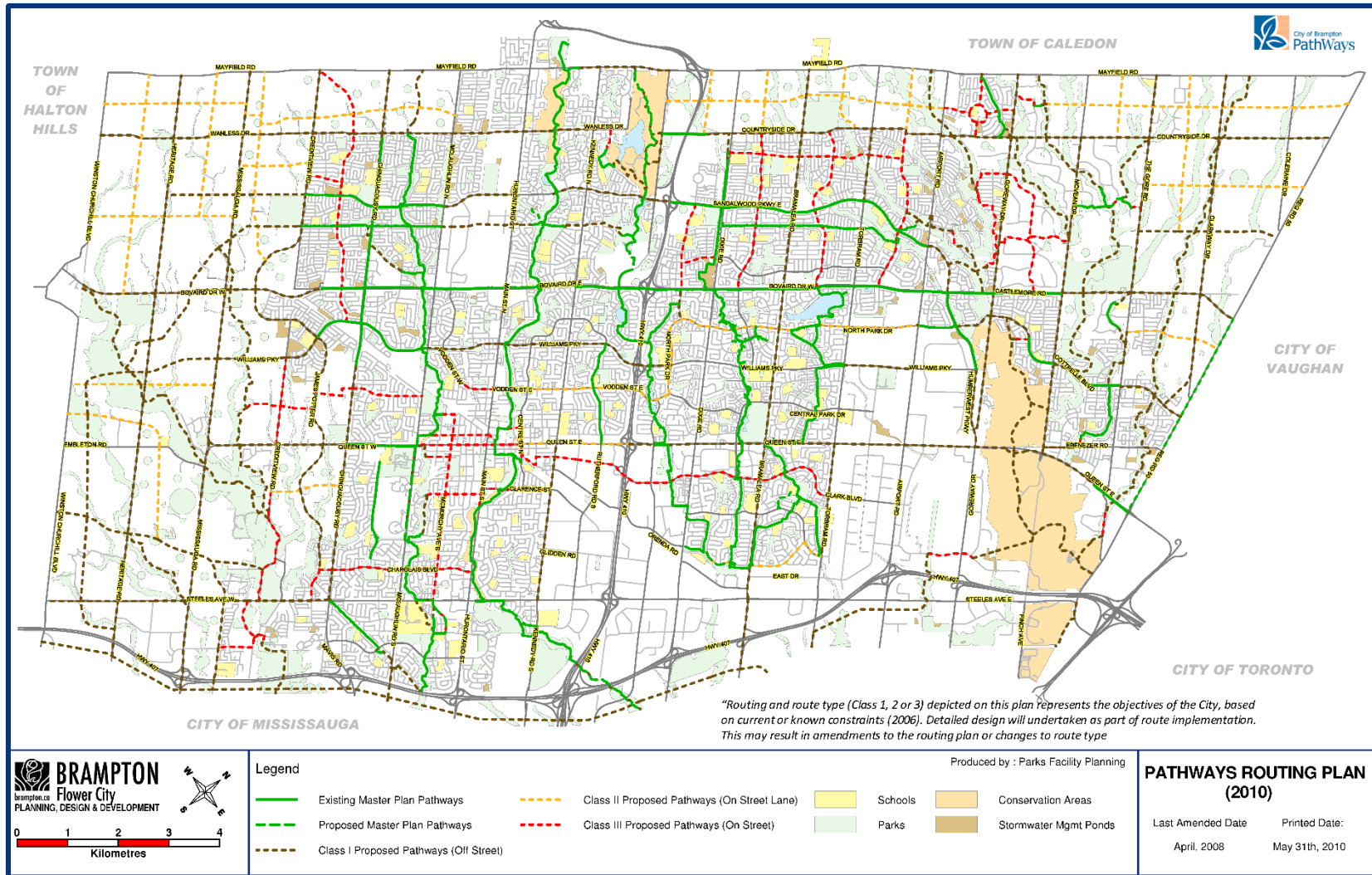
The City of Brampton PathWays Master Plan (2002) identifies a number of trails, including a proposed trail generally along the existing hydro corridor south of 407 ETR, an existing north-south trail along Etobicoke Creek, a proposed trail along Bramalea Road, and a proposed north-south trail along the rail line leading to the Brampton Intermodal Terminal, to access trails in Claireville Conservation Area. A map of the Master Plan is presented in **Figure 5**.

### **City of Mississauga**

The City of Mississauga Official Plan indicates that a few long-term cycling routes will connect Mississauga with Brampton near and along Hurontario Street, including a multi-purpose trail along Fletchers Creek.

### **City of Vaughan**

Three churches/religious facilities are located within the study area in the City of Vaughan including the Queen of Heaven Catholic Church and Cemetery (north of 407 ETR on the west side of Highway 27), the Shri Guru Ravidass Savha Ontario (south of 407 ETR on the east side of Highway 27 on Steeles Avenue) and the First Hungarian Baptist Church (north of 407 ETR on the east side of Islington Avenue).



**FIGURE 5. CITY OF BRAMPTON PATHWAYS MASTER PLAN**

The Vaughan Grove Sports Park has a number of sports fields, including soccer fields and baseball diamonds. The Woodbridge Soccer Club operates out of the Vaughan Grove Sports Club. It is located beside the Holy Cross Catholic Academy and the Ontario Soccer Centre, east of Martin Grove Road, north of 407 ETR.

Thackeray Park is located south of 407 ETR west of Islington Avenue.

Veneto Tennis Club and Ciociaro Social Club (banquet facility) are located on Kipling Avenue, north of 407 ETR (at the northerly study limits).

The City of Vaughan Pedestrian and Bicycle Master Plan Study (2007) identifies a number of future trails within the study area. These include a pathway adjacent to the planned 407 Transitway runningway, and a number of north-south trails. Refer to **Figure 6** for a map illustrating the locations of the planned trails within the study area.

### **City of Toronto**

Four churches/religious facilities are located within the study area in the City of Toronto including the Bharat Sevashram Sangha of Toronto (southwest corner of 407 ETR and Highway 427 on Codlin Crescent), Bhagwan Valmiki Temple (southwest corner of 407 ETR and Highway 427 on Codlin Crescent), the New Charismatic International Ministry (south of 407 ETR and east of Highway 27 on Steeles Avenue), and the Humberlea Worship Centre (also south of 407 ETR and east of Highway 27 on Steeles Avenue).

## **3.5 Municipal Services**

### **City of Brampton**

Transit services in the City of Brampton are provided by GO Transit, Brampton Transit and Mississauga Transit (MiWay). There are also a number of bus routes that use the roads within the study area, operated by Brampton Transit and Mississauga Transit.

The GO rail line (Kitchener Line) runs through the study area, and the Bramalea GO Station is located within the study area just north of 407 ETR at Bramalea Road (see **Figures 2 and 3**). The Bramalea GO Station is identified as a ‘Major Transit Node’ in the City of Brampton Official Plan and as a ‘Mobility Hub’ in the Region of Peel Official Plan. Two other ‘Major Transit Nodes’ are located north of the study area along Hurontario Street. The CN/GO rail line crosses the study area east of Bramalea Road, and splits into two directions, one travelling east, south of 407 ETR (connects to north-south lines that lead to the CN Brampton Intermodal Terminal and the CN Toronto MacMillan Yard), and one continuing in a south-east direction towards downtown Toronto (Kitchener-Toronto GO Train Line). Another rail line just west of Islington Avenue connects to the Canadian Pacific Railway Vaughan Intermodal Terminal, located north of the study area. This CP railway transports goods into northern and southern Ontario and across Canada. A future GO Station is planned on this line, just south of 407 ETR.

Within the study area, Hurontario Street, Airport Road and Steeles Avenue are identified as ‘BRT Corridors’ by the City of Brampton. Kennedy Road, Dixie Road, Bramalea Road, Torbram Road, Goreway Drive, and Highway 50 are identified as ‘Primary Transit Corridors’. Finch Avenue is identified as a ‘Secondary Transit Corridor’ (Official Plan, Schedule C). The City of Brampton identifies the 407 Transitway as part of its transit system and also identifies seven 407 Transitway stations within the study area (at Hurontario Street, Highway 410, Dixie Road, GO Rail line, Airport Road, Goreway Drive and Highway 50) (Official Plan, Schedule C). The Region of Peel Official Plan (Schedule G) also identifies ‘Other Rapid Transit Corridors’, including 407 ETR, Steeles Avenue, and Hurontario Street, and ‘Other

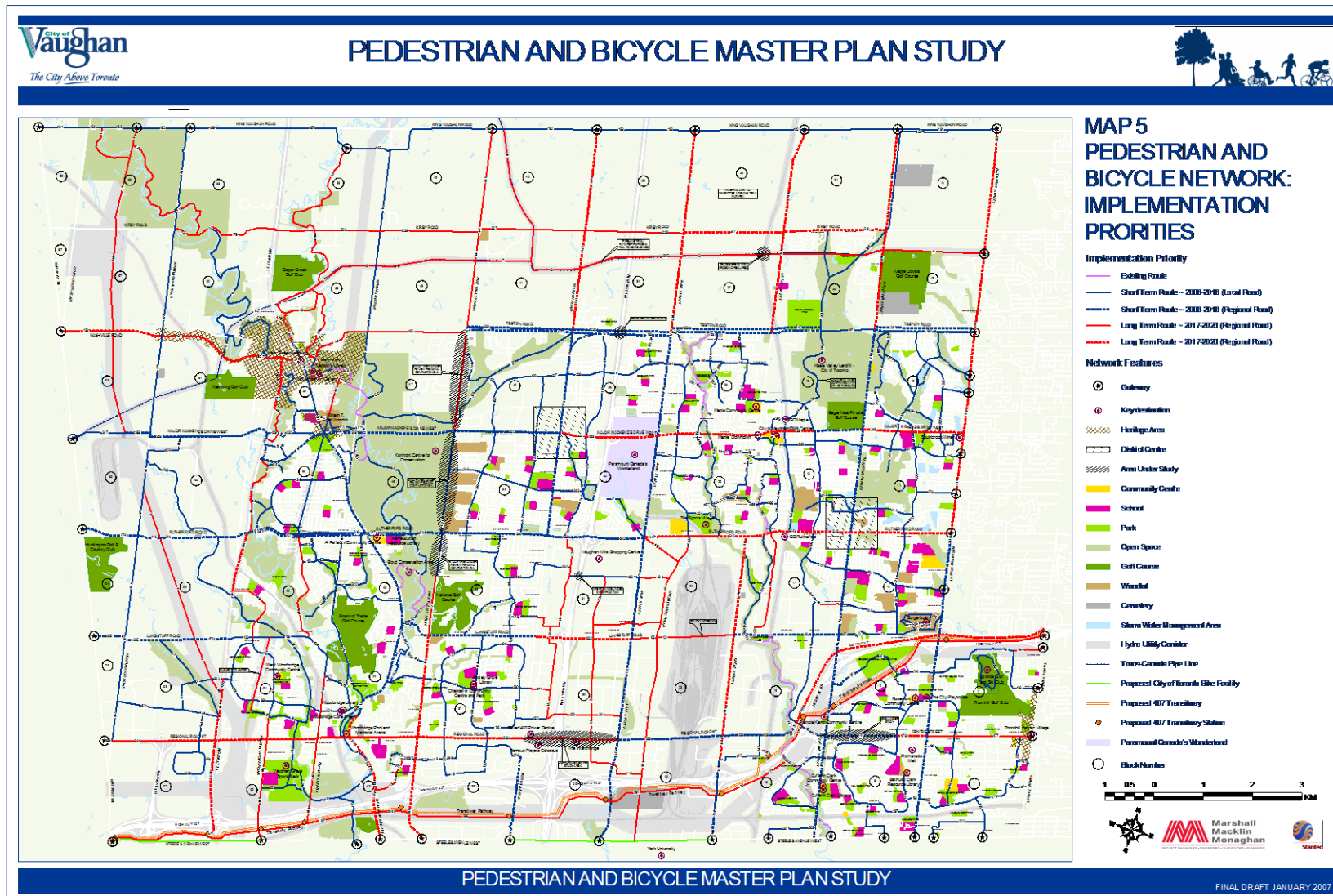


FIGURE 6. CITY OF VAUGHAN PEDESTRIAN AND BICYCLE MASTER PLAN STUDY

Potential Rapid Transit Corridors' including Bramalea Road, Airport Road, Finch Avenue, and Albion Road within the study area (see **Figure 2**).

**Appendix G** (Schedule F from the City of Brampton Official Plan) shows the infrastructure, utilities and resources located within the City of Brampton. A hydro transmission line runs south of the 407 ETR and continues generally parallel to the study area. Just east of Airport Road the line changes direction, crosses 407 ETR at Goreway Drive, and continues in a north-east direction. The Bramalea Transformer Station is located on Bramalea Road south of 407. A future utility corridor is proposed south of 407 ETR within/adjacent to the study area. An existing watermain trunk is identified crossing 407 ETR just east of Highway 410 (also identified in the Region of Peel Official Plan (Figure 9) as a Transmission Main/Water Facility – see **Figure 2**). A second watermain trunk enters the study area north of 407 ETR east of Torbram Road. A proposed watermain trunk is identified crossing the study area at Kennedy Road. Existing sanitary trunk sewers (wastewater facilities) are located throughout the study area (see **Figure 2** and **Appendix G**) and cross the study area in a north-south direction at Fletchers Creek, Etobicoke Creek (west branch), Etobicoke Creek (central branch), and Etobicoke Creek (east branch). A proposed sanitary trunk sewer is identified along 407 ETR from the westerly study limits to east of Highway 410, and in the vicinity of Airport Road. One pumping station is located within the vicinity of the study area north of 407 ETR east of Airport Drive along the Etobicoke Creek East Branch.

There are two Waste Management Sites located within the study area (Official Plan, Figure 10): the Algonquin Power Systems Energy from Waste Facility located south of 407 ETR on Bramalea Road; and, the Peel Integrated Waste Management Facility located south of 407 ETR and east of Torbram Road which is operated by the Region of Peel. **Figure 2** shows the locations of these Waste Management Sites.

### **City of Mississauga**

Transit services in the City of Mississauga are provided by Go Transit, Brampton Transit, and MiWay. The Edwards Boulevard at Topflight Drive Go Park and Ride station and parking lot is located at Topflight Drive between Hurontario Street and Edwards Boulevard.

The CN rail line from Brampton splits in two, with one line continuing east, leading to the CN Intermodal Terminal on Bramalea Road in the City of Mississauga.

Within the study area, a Light Rail Transit station is proposed directly adjacent to the study area (south of 407 ETR) on Hurontario Street, within the 'Higher Order Transit Corridor' along Hurontario Street to the municipal border with the City of Brampton. A second Light Rail Transit station is proposed just south of the study area at the intersection of Hurontario Street and Derry Road (see **Figure 3**).

Consistent with the description for the City of Brampton above, within the City of Mississauga, one existing sanitary trunk sewer (wastewater facility) crosses within the study area in a north-south direction at Fletchers Creek west of Hurontario Street, and a second sanitary trunk sewer is located in the study area in the vicinity of Torbram Road (associated with the Etobicoke Creek East Branch).

### **City of Vaughan**

Transit services in the City of Vaughan are provided by York Region Transit and Viva, and the Toronto Transit Commission. There are a number of bus routes that cross the roads within the study area. Some TTC bus routes continue past the City of Toronto municipal boundary into the City of Vaughan.

The CN rail line mentioned above for the City of Brampton continues in an east-west direction south of the 407 ETR corridor. A potential/proposed commuter rail line is identified along the rail corridor that crosses the study area west of Islington Avenue. A proposed GO Station is located south of 407 ETR just west of Islington Avenue along the potential commuter rail line (see **Figures 2 and 3**).



Two ‘Regional Transit Priority Networks’ are identified in the City of Vaughan/Region of York Official Plans crossing 407 ETR along Highway 27 and Weston Road. In addition, a ‘Regional Corridor’ is identified north of the study area along Highway 7. A ‘Regional Centre’ is identified directly within the study area at 407 ETR between Highway 400 and Jane Street. Both Official Plans identify a subway extension moving northerly from the City of Toronto boundary to this ‘Regional Centre’. 407 ETR, Highway 427 and Highway 7 are identified as ‘Regional Rapid Transit Corridors’ within the study area (see **Figures 2 and 3**).

A hydro transmission line runs north-south across the study area between Highway 27 and Martin Grove Road. This line connects to the Hydro One Claireville Transformer Station located north of the study limits.

### **City of Toronto**

Transit services in the City of Toronto are provided by the Toronto Transit Commission. There are a number of bus routes that use the roads in the study area.

The CN rail line mentioned above in the Cities of Brampton and Vaughan continues in an east-west direction south of the 407 ETR corridor.

The hydro transmission line described above in the City of Vaughan, which runs north-south across the study area between Highway 27 and Martin Grove Road, continues in a southerly direction in the City of Toronto.

## **3.6 Natural Features/Natural Systems**

The following provides a brief description of the natural heritage features/systems within the study area based on the upper tier and lower tier municipal Official Plans. A detailed assessment of the natural heritage features/systems within the study area is documented under separate covers: *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2018), and *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2018).

### **City of Brampton**

As noted in **Section 2.7**, the majority of the watercourses and their associated habitat within the study area are classified as ‘Open Space’ and as ‘Valleyland/Watercourse Corridor’ as part of the natural heritage system in the City of Brampton Official Plan (see **Figure 3** and **Appendix B: Schedule A and D**). In addition, areas of ‘Woodland’ and ‘Other Wetland’ are identified throughout the study area, typically associated with the valleylands of study area watercourses (see **Figure 3** and **Appendix B: Schedule D**).

As noted in **Section 2.6**, according to the Region of Peel Official Plan, several areas within the study area (within the City of Brampton) are located within the ‘Core Areas of the Greenlands System in Peel’, including lands associated with Fletchers Creek, Etobicoke Creek (west branch), Spring Creek, Mimico Creek (between Airport Road and Goreway Drive), and the West Humber River (see **Appendix B: Schedule A**). In addition, it is the policy of the Region to encourage the restoration and enhancement of natural heritage features and functions within the PBWP area (Policy 2.5.2.5). The Region of Peel’s current ‘Greenbelt Plan Area’ is located well north of the study area, although there are two ‘River Valley Connections Outside the Greenbelt’ that cross through the study area in association with the Etobicoke Creek West Branch and the West Humber River (see **Figure 2** and **Appendix B: Schedule D3**). These ‘River Valley Connections Outside the Greenbelt’ are also identified as ‘Selected Areas of Provincial Interest’ in the Region of Peel’s Official Plan (see **Appendix B: Figure 2**). As discussed in **Section 2.3** and **Section 2.6**, the Greenbelt Plan was recently updated in May 2017 and three watercourses located within the study area are now designated as ‘Urban River Valleys’ including two watercourses in the City of

Brampton, Region of Peel (Etobicoke Creek West Branch and West Humber River) (see **Appendix A**). The City of Brampton and Region of Peel’s Official Plans have not yet been updated to address these changes to the *Greenbelt Plan*.

No designated natural areas have been identified within the study area in the upper tier or lower tier municipal Official Plans.

The Claireville Conservation Area at the east end of Brampton, between Goreway Drive and Highway 50 (see **Figure 3**), is managed by the Toronto and Region Conservation Authority. Of the 848 ha of land within this Conservation Area, it is comprised of forest (21%), meadow (31%), successional (8%), and wetland (0.6%) habitats (TRCA 2012). The 2010 Management Zones for this Conservation Area identify a large area for ‘Primary Restoration’ on the north side of the 407 ETR corridor. Smaller areas of ‘Natural Environment’ and ‘Nature Reserve’ are identified adjacent to the ‘Primary Restoration’ areas. South of 407 ETR, the Claireville Reservoir and the lands east of the reservoir are identified as ‘Natural Environment’. A small strip of land along the west side of the reservoir is identified as ‘Primary Restoration’, next to the Wild Water Kingdom (TRCA 2012). Areas identified for ‘Primary Restoration’ will be the focus for environmental management projects to protect, enhance, restore and connect natural features, functions, landforms species or habitats. Successful restoration of these areas would eventually change their status to ‘Natural Environment’ or ‘Nature Reserve’.

### **City of Mississauga**

As noted in **Section 2.8**, the lands along Fletchers Creek located adjacent to the study area are designated as ‘Greenlands’, ‘Public and Private Open Spaces’ and ‘Significant Natural Areas and Natural Green Spaces’ in the City of Mississauga Official Plan (see **Figure 3** and **Appendix B: Schedule 10, Schedule 4** and **Schedule 3**). The area surrounding Fletchers Creek in the vicinity of the study area is also identified as a ‘Natural Hazards’ area and ‘Urban System – Green System’ (see **Appendix B: Schedule 3** and **Schedule 1a**).

As noted in **Section 2.6**, according to the Region of Peel Official Plan, the area at Fletchers Creek in the vicinity of the study area (within the City of Mississauga) is located within the ‘Core Areas of the Greenlands System in Peel’ lands associated with Fletchers Creek (see **Appendix B: Schedule A**).

No designated natural areas have been identified within the study area in the upper tier or lower tier municipal Official Plans.

### **City of Vaughan**

As noted in **Section 2.10**, according to the City of Vaughan Official Plan, the valleyland associated with Albion Creek and its tributary, the Lower Humber River and its tributaries, Rainbow Creek, and Black Creek and its tributary are designated as ‘Natural Areas’ and ‘Natural Areas and Countryside’ (see **Figure 3** and **Appendix B: Schedule 1**). The lands south of 407 ETR east of Martin Grove Road, and a few small patches of parkland throughout the study limits are designated as ‘Parks’. The majority of the lands located between Highway 427 and Highway 27, north of 407 ETR, are designated as ‘Private Open Spaces’ (see **Figure 3**). In addition, the major valleylands associated with tributaries of the Lower Humber River and Rainbow Creek between Martin Grove Road and Islington Avenue are designated as ‘Core Features’ of the City of Vaughan Natural Heritage Network (see **Appendix B: Schedule 2**). Also identified as part of this system is Albion Creek and its tributary which cross the study area east of Highway 427, a tributary of the Lower Humber River and the associated stormwater management facility, and Black Creek and its tributary east of Highway 400. These features are classified as ‘Core Features’, with the exception of the stormwater management facility that is an ‘Enhancement Area’ (see **Appendix B: Schedule 2**). A number of lands adjacent to the ‘Core Features’ are identified as ‘Unapproved’ portions of the Natural Heritage Network. These lands are under consideration for Core Feature additions, deletions or classification as Enhancement



Areas. The Lower Humber River crosses the study area between Martin Grove Road and Pine Valley Drive and the natural heritage features within this large natural area are of significance. The Lower Humber River valleylands are identified as a ‘Greenbelt Plan External Linkage’ that connects the Greenbelt Plan Natural Heritage System (and habitats further north) to other habitats further downstream, recognizing the importance of these areas as linkages.

According to the Region of York Official Plan, a major watercourse/valleylands corridor (north-south) associated with the Lower Humber River and its tributaries and Rainbow Creek is located between Martin Grove Road and Pine Valley Drive both north and south of 407 ETR. This corridor is designated as part of the ‘Regional Greenlands System’ and as ‘Woodlands’ in the Official Plan (see **Figure 2** and **Appendix B: Map 2** and **Map 5**). Some pockets of ‘Conservation Area/Regional Forest’ are also located north and south of the 407 ETR corridor generally at this location (see **Figure 2** and **Appendix B: Map 5**). In addition, the area between east of Kipling Avenue and east of Pine Valley Drive northerly from the York Region boundary with the City of Toronto has been identified in the Official Plan as ‘Greenlands System Vision’, as a linkage between other natural heritage features north and south of the study area (see **Figure 2** and **Appendix B: Map 2**). As discussed in **Section 2.3**, the Greenbelt Plan was recently updated in May 2017 and three watercourses located within the study area are now designated as ‘Urban River Valleys’ including one watercourses in the City of Vaughan, Region of York (Lower Humber River). The City of Vaughan and Region of York Official Plans have not yet been updated to address these changes to the Greenbelt Plan.

The Woodbridge Cut is located south of 407 ETR adjacent to the rail corridor, in the vicinity of Kipling Avenue. This feature is classified as an Environmentally Significant Area (ESA) No. 15, and a Provincially Significant Earth Science Area of Natural and Scientific Interest (ANSI) (see **Appendix B: Schedule 3**).

#### **City of Toronto**

As noted in **Section 2.11**, the tributary of the Lower Humber River crossing Steeles Avenue between Highway 27 and Martin Grove Road within the study area is designated as ‘Green Space System’ in the City of Toronto Official Plan (see **Appendix B: Map 2**). This tributary of the Lower Humber River and Albion Creek (crossing Steeles Avenue/407 ETR west of Highway 27) are identified as part of the City’s Natural Heritage System (see **Appendix B: Map 9**).

No designated natural areas have been identified within the study area in the City of Toronto Official Plan.

## 4.0 FUTURE LAND USES

This chapter presents proposed future land uses within the study area that may interact with the 407 Transitway.

### 4.1 *City of Brampton*

The City of Brampton has identified a Central Area, which is intended to become a centre for business, retail, entertainment, tourism, cultural and institutional activities, as well as a range of housing. The area is intended to be transit supportive and a complete community with services and facilities that are easy to access. The Central Area is an Urban Growth Centre, identified in the Places to Grow: Growth Plan for the Greater Golden Horseshoe (Downtown Brampton). The central area is located north of the study area, connected by a Business Corridor to the industrial areas on the north side of the 407 ETR corridor, and by the Hurontario Street ‘Main Street Primary Corridor’. The Region of Peel indicates that the westerly limits of the study area (centred around Hurontario Street) are also identified as a Regional Intensification Corridor (Conceptual) (see **Figure 2**) that will connect the two Conceptual Urban Growth Centres located north and south of the study area (Schedule D).

The Region of Peel Official Plan (Schedule G) identifies ‘Other Potential Rapid Transit Corridors’ including Bramalea Road, Airport Road, Finch Avenue, and Albion Road within the study area (see **Figure 2**).

### 4.2 *City of Mississauga*

As noted in **Section 4.1**, the Region of Peel has identified a Regional Intensification Corridor (Conceptual) centred around Hurontario Street and a small portion of this Corridor is present within the section of the study area located within the City of Mississauga (see **Figure 2**). A ‘Higher Order Transit Corridor’/‘Intensification Corridor’ is also identified in the City of Mississauga Official Plan at this location, which will include a future Light Rail Transit corridor and transit stations (see **Figure 3**). The northernmost Light Rail Transit station is proposed just south of the City of Mississauga northern border, south of 407 ETR directly adjacent to the study area. A second Light Rail Transit station is proposed just south of the study area at the intersection of Hurontario Street and Derry Road (see **Figure 3**). Intensification Corridors are those planned for higher density mixed use development with express transit services. The City of Mississauga Official Plan indicates that an interconnected higher order transit system will be created, connecting Intensification Areas, surrounding municipalities, the regional transit system, and the Toronto – Lester B. Pearson International Airport. This area is also identified as a ‘Corporate Centre’ in the Official Plan.

### 4.3 *City of Vaughan*

The City of Vaughan and York Region have identified an area at the easterly study limits, at the northeast quadrant of Highway 400 and 407 ETR, as the Vaughan Metropolitan Centre (Regional Centre). This area is planned to become the City’s downtown, with high density mixed land uses, including civic activities, business, shopping, entertainment and living. Regional intensification corridors link the downtown to other intensification areas in the City of Vaughan. In addition, the TTC Subway Extension will terminate at this location (with a station), providing convenient access to subway and linking this area to downtown Toronto. The Vaughan Metropolitan Centre was identified as an Urban Growth Centre in the Places to Grow: Growth

Plan for the Greater Golden Horseshoe (Vaughan Corporate Centre). The Transitway will link to this regional centre, connecting to a transit/transportation centre and improving the transit facilities for the area.

The City of Vaughan Official Plan identifies some future transportation improvements, including a new interchange at 407 and Martin Grove Road, and a proposed GO commuter rail line and proposed GO station at Islington Avenue (see **Figures 2 and 3**). The proposed GO commuter rail line would connect with the 407 Transitway, and would provide opportunities to create connections between these transit facilities. A future Highway 400 Series Road Crossing is identified in the Official Plan north of 407 ETR between the east and west sides of Highway 400, joining the Vaughan Metropolitan Centre to the east of Highway 400 and the 'Primary Centre' to the west.

## 5.0 ASSESSMENT OF IMPACTS

A review of the footprint of the 407 Transitway was completed to determine the potential impacts on the existing, planned and future land uses within the study area. For the purposes of the assessment, the 407 Transitway consisted of an approximately 30 m wide right-of-way located along the runningway and the site-specific footprint at each station. The planned land uses and the preferred Transitway facility footprint are presented in **Figures 7 and 8**. For the purpose of describing the impact assessment findings, the study area was divided into eight segments, which are presented below.

A number of potential impacts with respect to land use factors are identified in the MTO *Environmental Reference for Highway Design* (2013), including impacts to natural features/natural systems, and the location and usage of wells. Impact assessment for the following disciplines are being completed and will be documented under separate cover:

- impacts to natural features/natural systems are being assessed, and will be documented under separate cover, *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2018) and *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2018); and,
- a review of the potential impacts to wells is being completed and will be documented under separate cover, *Groundwater Impact Assessment Report* (Golder 2018).

The appropriate environmental protection and mitigation measures presented in these reports will be implemented to address impacts to all land use factors within the study area.

Throughout the study area, temporary impacts associated with construction are anticipated to affect all land use factors (i.e., agricultural, residential, commercial and industrial, and community and recreational facility users). Temporary impacts may include: traffic disruption and/or delays, access restrictions, noise, and dust. A noise and vibration assessment, air quality assessment, and traffic assessment will be conducted during this study, to assess potential impacts (both permanent and temporary).

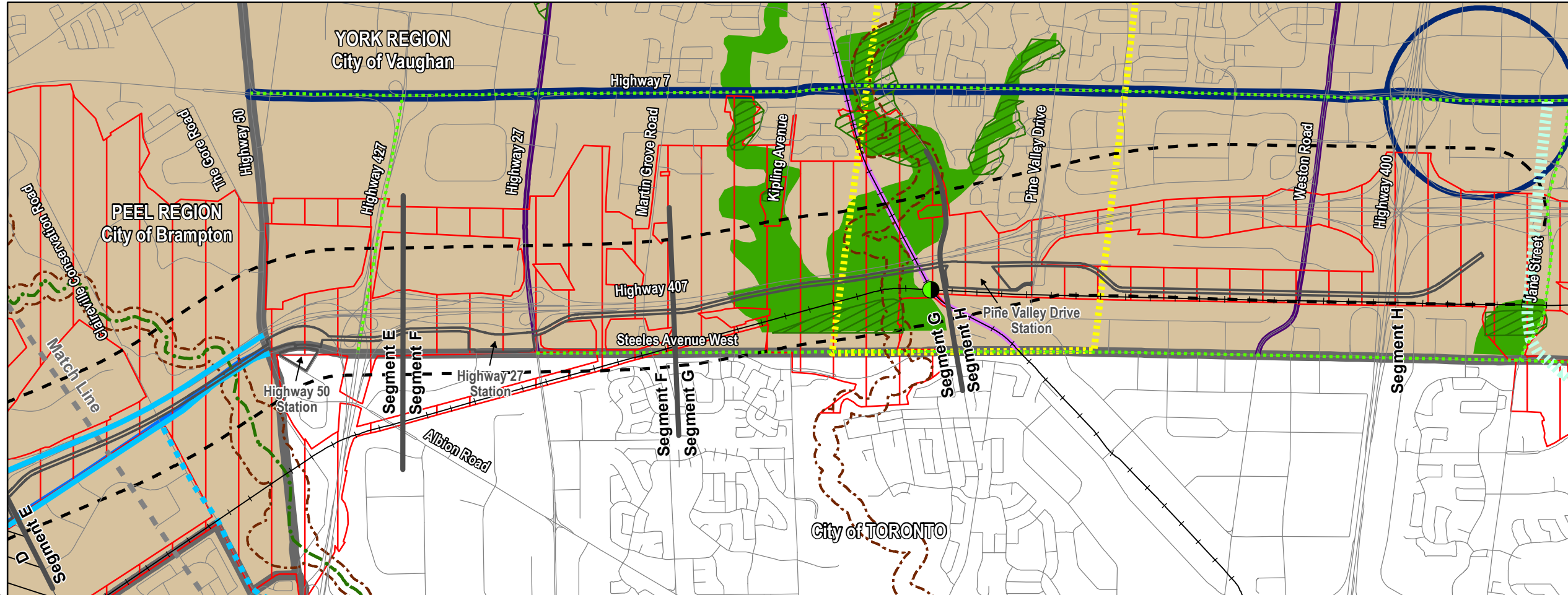
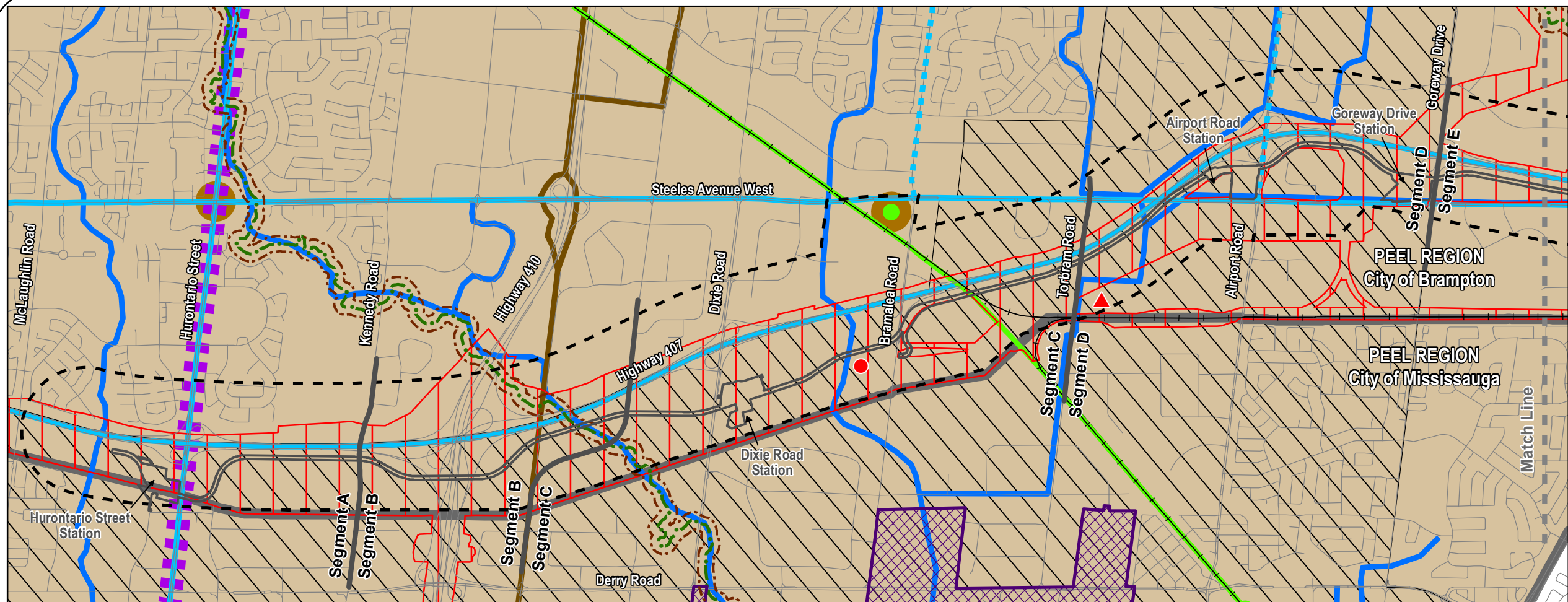
### 5.1 Segment A: West of Hurontario Street to East of Kennedy Road

**Figure 9** presents an air photo showing the 407 Transitway footprint in Segment A.

#### Runningway

This section of the runningway is located within the Parkway Belt West Plan area, and is designated as 'Utility', 'Inter-urban Transit' and 'Electric Power Facility'. Refer to **Appendix A** for maps of these land use designations. The majority of the runningway follows the 'Inter-urban Transit' land use designation, which was approved under Amendment 147 'Highway 407 Inter-Urban Transitway, Mississauga to Markham' (January 2000). The runningway alignment was shifted south at Hurontario Street to accommodate the shift in the location of the Hurontario Street Station.

The runningway will cross the Tributary of Etobicoke Creek West Branch (E1) and is designated in the City of Brampton Official Plan as 'Open Space' (0.70 ha) and 'Provincial Highways' (4.11 ha). The 407 Transitway is compatible with the 'Provincial Highways' land use designation. Since the impact assessment was conducted assuming an approximately 30 m wide right-of-way, the impact to 'Open Space' may be smaller than 0.70 ha. The impact to the watercourse and 'Open Space' land use designation will be further refined during future project stages.



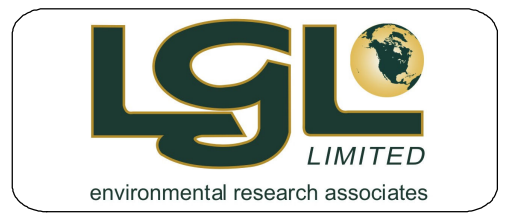
**LEGEND**

- Impact Assessment Corridor
- Municipal Boundary
- Greenbelt Urban River Valley
- Land Use - Peel Region**
  - Parkway Belt West Plan Boundary
  - River Valley Connections Outside the Greenbelt
  - GO Rail Line - Express Rail
  - Other Rapid Transit Corridor
  - Other Potential Rapid Transit Corridor
  - Existing GO Rail Station
  - Mobility Hub - Gateway
  - Airport
  - Toronto Pearson International Airport Operating Area
  - Urban System
  - Regional Intensification Corridor (Conceptual)
  - Energy from Waste Facility
  - Peel Integrated Waste Management Facility
  - Trunk Sewer
  - Transmission Main
- Land Use - York Region**
  - Urban Area
  - Parkway Belt West Plan Boundary
  - Regional Centre
  - Regional Greenlands System
  - Regional Corridor
  - Greenlands System Vision
  - Conservation Area/Regional Forest
  - Potential Commuter Rail Line
  - Proposed GO Station
  - Regional Transit Priority Network
  - Regional Rapid Transit Corridors
  - Subway Extension
  - Railway

Data Sources: Peel Region Official Plan, York Region Official Plan, Parkway Belt West Plan, Ministry of Municipal Affairs and Housing.

400 200 0 400 Metres

**407 TRANSITWAY WEST - REGIONAL LAND USE WITHIN THE STUDY AREA**



<b>Project:</b> TA8558	<b>Figure:</b> 7
<b>Date:</b> June, 2018	<b>Prepared By:</b> MWF
<b>Scale:</b> 1 : 37,000	<b>Checked By:</b> EJS





**LEGEND**

- Impact Assessment Corridor
- Study Area
- Municipal Boundary
- Land Use - Brampton
  - GO Rail
  - GO Rail Stations
  - Major Transit Nodes
  - Estate Residential
  - Regional Retail
  - Office
  - Business Corridor
  - Industrial
  - Major Institutional
  - Open Space
  - Provincial Highways
  - L.B.P.I.A. Operating Area
  - Conservation Area
- Land Use - Mississauga
  - Existing Commuter Rail
  - Higher Order Transit Corridor
  - Light Rail Transit Station
  - Intensification Corridor
  - Residential Low Density I
  - Residential Low Density II
  - Residential Medium Density
  - Residential High Density
  - Mixed Use
  - Convenience Commercial
  - Office
  - Business Employment
  - Industrial
  - Airport
  - Public Open Space
  - Private Open Space
  - Greenlands
  - Parkway Belt West
  - Utility
- Land Use - Vaughan
  - Natural Areas
  - Parks
  - Private Open Spaces
  - Low-Rise Residential
  - Low-Rise Mixed-Use
  - Mid-Rise Residential
  - Mid-Rise Mixed Use
  - High-Rise Residential
  - High-Rise Mixed-Use
  - Community Commercial Mixed-Use
  - Employment Commercial Mixed-Use
  - General Employment
  - Prestige Employment
  - Infrastructure and Utilities
  - Lands Subject to Secondary Plans
  - Parkway Belt West Plan
  - New Interchanges
  - Railway
  - Proposed GO Station
  - Proposed Commuter Rail Line
  - Required Secondary Plan Areas
  - Regional Transit Priority Network
  - Regional Rapid Transit Corridors
  - Proposed Subway Extension
  - Proposed Subway Station
- Land Use - Toronto
  - Neighbourhoods
  - Apartment Neighbourhoods
  - Mixed Use Areas
  - Parks and Open Space Areas
  - Natural Areas
  - Parks
  - Other Open Space Areas
  - Institutional Areas
  - Employment Areas
  - Utility Corridors
- Parkway Belt West Plan Boundary

Data Sources: Parkway Belt West Plan, Brampton Official Plan, Mississauga Official Plan, Vaughan Official Plan, Toronto Official Plan.

400 200 0 400 Metres

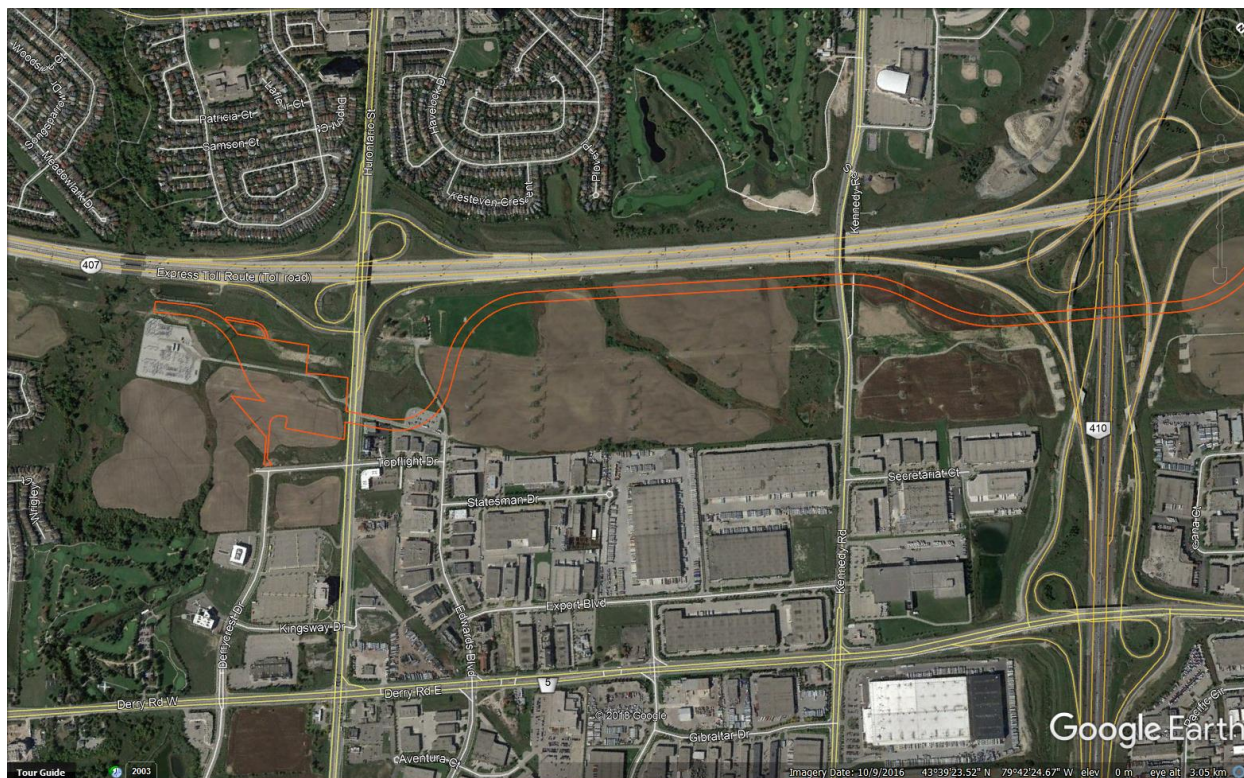
**407 TRANSITWAY WEST – LOWER TIER MUNICIPAL LAND USE WITHIN THE STUDY AREA**



Project: TA8558	Figure: 8
Date: June, 2018	Prepared By: MWF
Scale: 1 : 37,000	Checked By: EJS

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**FIGURE 9. SEGMENT A AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

The City of Mississauga Official Plan designates the lands just south of the Parkway Belt West Plan area as ‘Office’, ‘Intensification Corridor’, and ‘Business Employment’ (refer to **Figure 8**). The shift in the alignment of the runningway will result in the displacement of 0.40 ha of ‘Intensification Corridor’, and 0.24 ha of ‘Office’ (these land uses overlap). This area is required to provide adequate parking within the station footprint and to provide an access road to connect the station to Derrycrest Drive south of the station. The location of a transitway station along the 407 ETR corridor and surrounded by office uses is consistent with the goals and objectives of the Growth Plan and Official Plan for the City of Mississauga, to provide transit to support movement between places of work and residence.

The existing land uses within the runningway consist of open fields, a hydro corridor, a mini putt/driving range facility, adjacent businesses/parking lots, the Hurontario/407 ETR Park and Ride, a property on Kennedy Road, and a utility corridor. The “Golf Range Mini Putt”, located at the south east quadrant of 407 ETR and Hurontario Street will be impacted as the runningway will bisect a portion of this property. This site is being leased on a temporary basis from the Province. The property includes a mini putt area, one building, and a driving range. The runningway crosses the lands that are currently being used for the driving range. The runningway will also be located adjacent to existing land uses/businesses to the south near Topflight Drive and Edwards Boulevard (east of Hurontario Street), including: Premium Tire and Auto Centre, Comfort Inn, MNP, Busch Vacuum Pumps and Systems, Spacelabs Healthcare, and DPLS LLP Barristers and Solicitors. The runningway alignment may impact the Premium Tire and Auto Centre business as well as the parking lots in this area, and will need to be further assessed prior to construction. These businesses are already accustomed to transit related noise, given the adjacent Hurontario/407 ETR Park and Ride. However, a Noise Impact Assessment is being undertaken to assess potential changes in noise to existing land uses. The runningway bisects the Hurontario/407 ETR (GO Bus station) Park and Ride (car pool lot) located north of Topflight Drive, however, these facilities will be relocated to and

integrated with the Hurontario Street Transitway Station. Also impacted is one property on Kennedy Road just south of 407 ETR. Further assessment of all of these impacted land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these properties, to the extent feasible. A maintenance facility for the Hurontario LRT Station (discussed below) is planned just west of Kennedy Road with a planned access road from Hurontario Street. The Transitway has been designed to avoid the maintenance facility.

### **Hurontario Street Station**

The Hurontario Street Station is proposed within the Parkway Belt West Plan area, in an area designated as ‘Inter-urban Transit’ and ‘Electric Power Facility’. The station location is compatible with these land use designations; however, an amendment to the Parkway Belt West Plan may be required. The original station location east of Hurontario Street (Parkway Belt West Plan Amendment 147) was shifted west of Hurontario Street. The station was relocated to optimize transfer connectivity to the Hurontario LRT facility and to minimize traffic issues associated with accessing the Hurontario Street Transitway Station.

The Hurontario Street Station footprint within the City of Brampton is designated as ‘Provincial Highways’ in the City of Brampton Official Plan. The proposed land use is compatible with this land use designation.

A small area at the south end of the station is located outside of the Parkway Belt West Plan area (on private property), and is designated as ‘Business Employment’ (0.62 ha), ‘Office’ (1.38 ha), ‘Intensification Corridor’ (1.65 ha) and ‘Utility’ (0.11 ha) in the City of Mississauga Official Plan (**Figure 8**). Although the Hurontario Street Station extends beyond the Parkway Belt West Plan area, it is still consistent with the intent of this ‘Intensification Corridor’. The location of this transitway will offer transit service to future office facilities in this area. Further assessment of the impacts to the private lands will be conducted prior to construction. Efforts will be made to minimize impacts to the extent feasible. Also, there is a planned ‘Light Rail Transit Station’ and north-south ‘Higher Order Transit Corridor’ south of this Station (**Figure 8**). This Light Rail Transit Station is the Hurontario LRT (HuLRT Station), which will be located on Hurontario Street at Vicksburgh Drive/Topflight Drive (**Figure 10**). A HuLRT maintenance facility is planned further east, near Kennedy Road with planned access roads from both Hurontario Street and Kennedy Road. The Hurontario Street Station location is in close proximity to the HuLRT Station, and would allow for transit users to transfer between the 407 Transitway and regional and local transit services. Given the proximity of the station to the hydro corridor, the design of this station will also need to conform to required clearances from hydro towers and lines.

## **5.2 Segment B: East of Kennedy Road to West of Tomken Road**

**Figure 11** presents an air photo showing the 407 Transitway footprint in Segment B.

### **Runningway**

The runningway through this section is located within the Parkway Belt West Plan area and is designated as ‘Inter-Urban Transit’. Refer to **Appendix A** for maps of these land use designations. In the City of Brampton Official Plan, this section is designated as ‘Provincial Highways’ and ‘Open Space’ (**Figure 8**). The runningway will cross 1.15 ha of ‘Open Space’ and 5.67 ha of ‘Provincial Highway’. The transitway is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features (including two tributaries of Etobicoke Creek West Branch (E3 and E4) and Etobicoke Creek West Branch (E5) and associated terrestrial habitat).



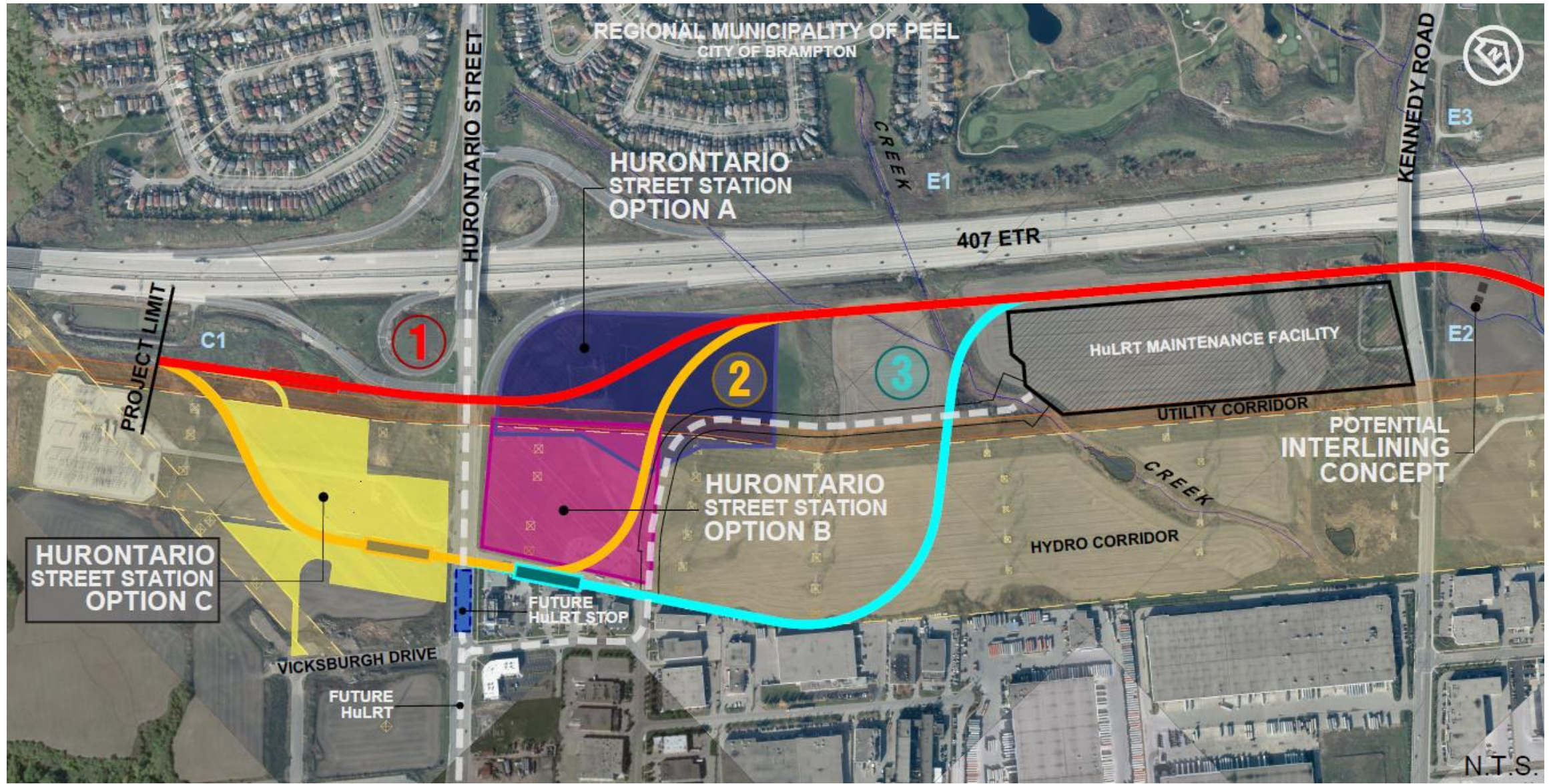


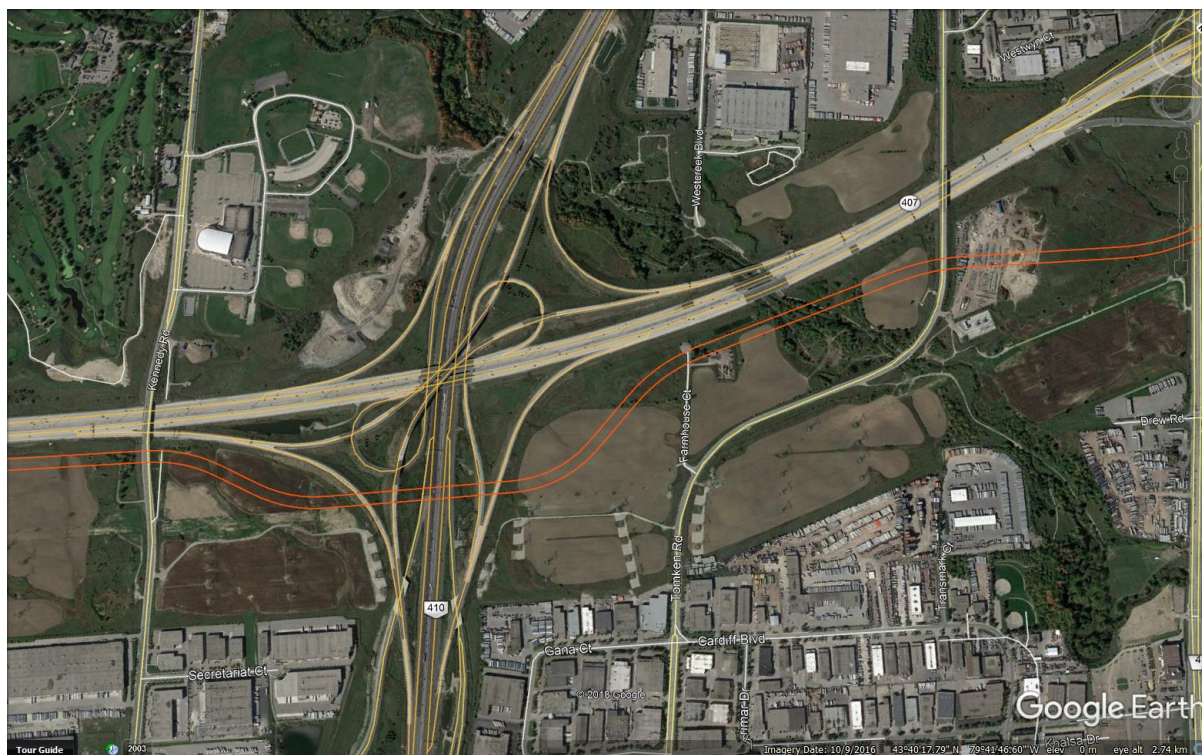
FIGURE 10: 407 TRANSITWAY STATION AND ALIGNMENT OPTIONS AND HULRT STATION



Existing land uses within the runningway lands include open space lands containing fields, cultural vegetation, and the watercourses noted above. There is one residential farm located on Farmhouse Court between Highway 410 and Tomken Road. The runningway will be located at the north side of this property, avoiding direct impacts to the heritage aspects of this property (i.e. well ruin/tower). Potential impacts to this property should be further investigated prior to construction. Efforts will be made to minimize impacts to this property to the extent feasible. Noise and traffic studies will be conducted to assess the potential impacts of this alignment, and to identify appropriate mitigation measures.

The Etobicoke Creek West Branch (E5) is designated as an ‘Urban River Valley’ in the Greenbelt Plan 2017 (see **Figure 7**). The location of the crossing along the Etobicoke Creek West Branch is close in proximity to the 407 ETR, keeping the crossing close to an already disturbed highway corridor. A three span bridge is proposed at this location to ensure no impacts within the bankfull channel and to minimize overall impacts to the watercourse at this location. The runningway generally follows the original footprint identified as part of the Corridor Protection Study (1998) and adheres to the land use designations in the Parkway Belt West Plan. Design refinements at the crossing at the Etobicoke Creek West Branch will be completed prior to construction and will address the policies of the Greenbelt Plan (see **Section 2.3**). The following will be considered: establishment or increasing the extent/width of the vegetation protection zone; increasing or improving fish habitat; and, including landscaping and habitat restoration to increase the use of the Etobicoke Creek West Branch valley as a corridor for wildlife habitat and movement.

A potential 407 Transitway station at Tomken Road was originally identified/protected as part of the Corridor Protection Study (1998); however, it was determined that this station would not be included in the 407 Transitway because it does not provide adequate transit or road network connection. To provide transit connectivity from the redevelopment of the Powerade Centre site to the 407 Transitway, a potential interlining concept connecting the 407 Transitway with Kennedy Road is being proposed. The City of Brampton designates these lands as “Provincial Highway”.



**FIGURE 11. SEGMENT B AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

### **5.3 Segment C: West of Tomken Road to East of Torbram Road**

**Figure 12** presents an air photo showing the 407 Transitway footprint in Segment C.

#### **Runningway**

The runningway within this section is located within the Parkway Belt West Plan area, and is designated as part of the 'Public Use Area' including 'Inter-Urban Transit', 'Electric Power Facility', 'Road' and 'Utility'. The majority of the runningway follows the 'Inter-urban Transit' land use designation, which was approved under Amendment 147 'Highway 407 Inter-Urban Transitway, Mississauga to Markham' (January 2000). Refer to **Appendix A** for maps of these land use designations.

The City of Brampton Official Plan designates the study area as 'Provincial Highways' and 'Open Space'. The runningway will cross 2.99 ha of 'Open Space' and 9.45 ha of 'Provincial Highways'. The transitway is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features (including the Tributary of Etobicoke Creek West Branch (E6), Tributary of Spring Creek (E7), Spring Creek (E8), and three Tributaries of Mimico Creek (M1, M2 and M3)).

Existing land uses along the runningway include: FSI Landscape Supply and a Hydro One transformer station (just east of Tomken Road), Dixie Highway 407 Park and Soccer and Cricket Fields (just east of Dixie Road), Emerald Energy from Waste Facility and Bramalea transformer station (just west of Bramalea Road), an industrial business facility just east of Bramalea Road, and CN/GO railway lines (west of Torbram Road). This section also contains the hydro corridor, utility corridor and the watercourses noted above. There is potential for contamination at one property within the runningway. The runningway results in a number of impacts to existing land uses, which will be further refined as the runningway design is further developed prior to implementation. Efforts will be made to minimize impacts to the extent feasible.

#### East of Tomken Road

The runningway alignment shifts northward close to the 407 ETR to minimize impacts to the Etobicoke Creek West Branch and associated terrestrial habitat, and then continues south to the Dixie Road Station. As the runningway continues south, it bisects the FSI Landscape Supply property. The FSI Landscape Supply facility includes a series of trailers, stacked piles of landscaping supplies (e.g. stone products) and piles of material (i.e. granular), storage structures, machinery and trucks, and parking. The runningway would cross the middle of the facility (see **Figure 12**). This property is leased from the Province on a temporary basis. This alignment is the same as the originally approved transitway under Amendment 147 'Highway 407 Inter-Urban Transitway, Mississauga to Markham' (January 2000) to the Parkway Belt West Plan. This alignment is the only feasible option to allow adequate services to the Dixie Road Station facility.

#### East of Dixie Road

The runningway crosses Dixie Road at the southern end of the Dixie Highway 407 Park (**Figure 12**). The Dixie Road Station displaces a portion of the sports fields at this site, which is discussed further below. The runningway alignment connects to the new station location.

#### West of Bramalea Road

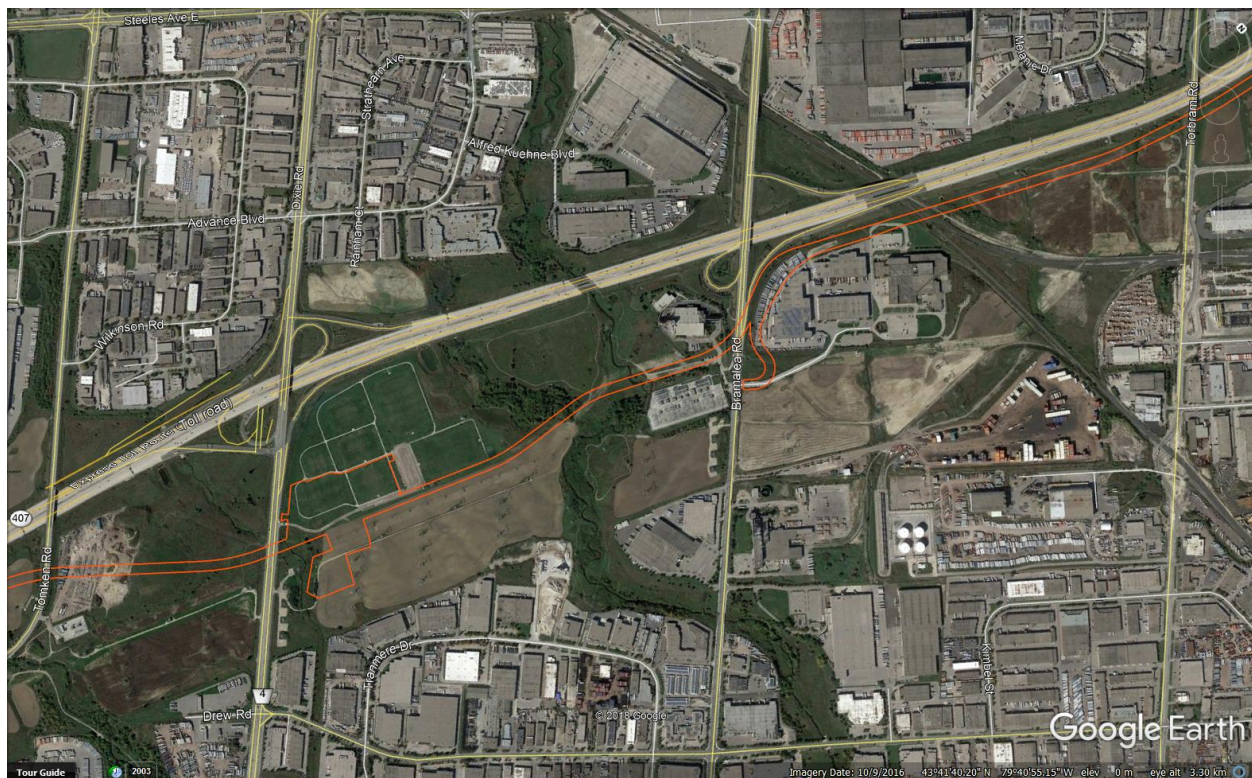
The runningway shifts south to avoid the Emerald Energy Waste Facility and is located north of a transformer station. There is potential for the footprint of the transitway to affect Emerald's future expansion plans (which have not been submitted for approval) and this will be confirmed once the Ministry of Municipal Affairs/Ministry of Housing provides further direction. The location of the runningway at this location is compatible with the Parkway Belt West Plan.



### East of Bramalea Road

There is an industrial building/facility located east of Bramalea Road used by F1 Freight Systems, Vision Transportation, Del Industrial Metals, Massiv Die-Form, among others. The lands for this facility were removed from the Parkway Belt West Plan area, through Amendment 112 (**Appendix A**). The runningway may impact some of the parking/storage lands at the back of the industrial facility just east of Bramalea Road (**Figure 12**) to accommodate the runningway and the interlining connection at Bramalea Road that will connect to the GO Station north of 407 ETR. Further assessment of the impacts to this existing land use will be conducted prior to construction. Efforts will be made to minimize impacts to this land use to the extent feasible. The runningway will create a new crossing of the CN/GO rail line, just south of 407 ETR. An agreement will be required with the Canadian National Railway and/or GO Transit to plan and build a grade separated crossing at the railway crossing. CN Railway has indicated during a project meeting that there can be no impact to CN operations during construction.

A potential 407 Transitway station at Torbram Road was originally identified/protected as part of the Corridor Protection Study (1998); however, it was determined that this station would not be included in the 407 Transitway due to isolation from nearby major roads, poor pedestrian access, and limited development.



**FIGURE 12. SEGMENT C AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

### **Dixie Road Station**

The Dixie Road Station is located within the Parkway Belt West Plan area, and is designated as ‘Inter-Urban Transit’, ‘Electric Power Facility’ and ‘Utility’ (**Appendix A**). The City of Brampton Official Plan designates the study area as ‘Provincial Highways’ and ‘Open Space’. The station footprint impacts 2.06 ha of ‘Provincial Highways’ and 6.02 ha of ‘Open Space’. The station is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the station on natural heritage features including impacts on the Tributary of Etobicoke Creek West Branch (E6) located within/directly adjacent to the station site.

The Dixie Road Station was originally proposed on the north side of the runningway at Dixie Road. However, based on consultation with the City of Brampton, it was determined that this option would remove a significant portion of the soccer and cricket fields located on Provincial lands currently leased by the City for the Dixie Highway 407 Park and Soccer and Cricket Fields. The recommended Dixie Road Station includes lands on both the north and south sides of the runningway (**Figure 12**), with a footprint of 5.8 ha within the Dixie Highway 407 Park. This design will avoid significant impacts to recreational facilities of the area, as impacts will be avoided to one large soccer field and two smaller soccer fields. Further assessment of the impacts to this existing land use will be conducted prior to construction, and will be discussed and reviewed with the City of Brampton and appropriate agencies. Given the proximity of the station to the hydro corridor south of the sports field park, the design of this station will also need to conform to required clearances from hydro towers and lines.

### **Interlining Connection – Major Transit Node/GO Rail Station**

An interlining configuration is proposed at Bramalea Road to provide an additional access point for transit to connect to the Bramalea GO Station further north of 407 ETR. The interlining configuration connects the runningway to Bramalea Road (**Figure 12**), for traffic to continue further north of Bramalea Road to the GO station. The City of Brampton designates these lands as ‘Provincial Highways’ and the Parkway Belt West Plan designates these lands as ‘Inter-Urban Transit’ and ‘Road’. The roadway required for the interlining configuration would require some lands abutting the industrial building/facility located just east of Bramalea Road, which may impact the existing temporary parking/storage yard. Further assessment of the impacts to this existing land use will be conducted prior to construction. Efforts will be made to minimize impacts to this land use to the extent feasible.

## **5.4 Segment D: East of Torbram Road to East of Goreway Drive**

**Figure 13** presents an air photo showing the 407 Transitway footprint in Segment D.

### **Runningway**

The runningway within this section is located within the Parkway Belt West Plan and is designated as ‘Inter-Urban Transit’. The runningway is consistent with the land use designations for this area.

The City of Brampton designates these lands as ‘Provincial Highways’, ‘Open Space’, and ‘Business Corridor’. The runningway impacts 5.83 ha of ‘Provincial Highways’, 1.36 ha of ‘Open Space’, and 0.44 ha of ‘Business Corridor’ (part of the Pearson Convention Centre site). The transitway is compatible with these land uses, subject to the results of the assessment of impacts on the natural heritage system (including impacts to three Tributaries of Mimico Creek (M4, M5 and M6) and Mimico Creek (M7)).

The runningway crosses four watercourses, including Mimico Creek, and one CN/GO rail line (between Airport Road and Goreway Drive). The runningway also crosses through open fields (associated with some private property) and agricultural fields, and does not impact any other existing land uses. The runningway lies just north of and avoids an industrial facility with a number of businesses located east of Airport Road, although the open fields associated with these private properties will be impacted. Efforts will be made to minimize impacts to these properties to the extent feasible. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features (including Mimico Creek, the other watercourses noted above and associated terrestrial habitat). Noise and traffic studies will be conducted to assess the potential impacts of this alignment, and to identify appropriate mitigation measures. An agreement will be required with the Canadian National Railway and/or GO Transit to plan and build a grade separated crossing at the railway crossing. CN Railway has indicated during a project meeting that there can be no impact to CN operations during construction. Since the runningway crosses



the hydro corridor west of Goreway Drive, the design of the runningway will also need to conform to required clearances from hydro towers and lines.

### Airport Road Station

The Airport Road Station will be located on the west side of Airport Road (**Figure 13**) adjacent to the Pearson Convention Centre. It is designated as ‘Inter-Urban Transit’ and ‘lands removed from the Plan area’ under Amendment 101, including the Pearson Convention Centre west of Airport Road. In the City of Brampton Official Plan, it is designated as ‘Provincial Highways’. It is located on Steeles Avenue, which is identified as an ‘Other Rapid Transit Corridor’ (**Figure 7**). The footprint of the station consists of approximately 6.71 ha of ‘Provincial Highways’. The station is compatible with the ‘Provincial Highways’ designation. No impacts to the Pearson Convention Centre located just west of the proposed station are expected.

The station footprint extends across the utility corridor and into the hydro corridor. Given the proximity of the station to the hydro corridor, the design of this station will also need to conform to required clearances from hydro towers and lines. The station is located directly adjacent to (and east of) the Pearson Convention Centre and Hilton Garden Inn. A shared site access agreement is in place for the transitway and convention centre at this site. Noise and traffic studies will be conducted to assess the potential impacts of this station, and to identify appropriate mitigation measures.



**FIGURE 13. SEGMENT D AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

### Goreway Drive Station

The Goreway Drive Station will be located on the west side of Goreway Drive and the north side of Steeles Avenue (**Figure 13**) and is approximately 6.52 ha. It is designated as ‘Inter-Urban Transit’ in the Parkway Belt West Plan and ‘Provincial Highways’ (6.52 ha) in the City of Brampton Official Plan. It is located on Steeles Avenue, which is identified as an ‘Other Rapid Transit Corridor’ (**Figure 7**). There are no existing land uses that would be impacted on the site; however, Provincially owned property may be impacted on



the site. Further assessment of the impacts to this property will be conducted prior to construction. Efforts will be made to minimize impacts to this property to the extent feasible. There is a hydro corridor adjacent to the station location, and there are existing land uses south of Steeles Avenue. The existing land uses include industrial facilities, such as LKQ Dominion Auto Recycling, Keystone Automotive, The Bombay Company, DSV Warehouse, and Brighton-Best International, which are all located west of Goreway Drive, south of Steeles Avenue. The following businesses are located east of Goreway Drive: IT Weapons, ISG Transportation, GOSS International Inc., Shift Recycling, Stack Tech, among others. Any indirect impacts to these businesses will be assessed. Noise and traffic studies will be conducted to assess the potential impacts of this station, and to identify appropriate mitigation measures.

## 5.5 Segment E: East of Goreway Drive to East of Highway 427

Figure 14 presents an air photo showing the 407 Transitway footprint in Segment E.

### Runningway

The runningway within this section is located within the Parkway Belt West Plan and is designated as ‘Inter-Urban Transit’. Refer to **Appendix A** for maps of these land use designations. The City of Brampton designates these lands as ‘Provincial Highways’ (6.09 ha) and ‘Open Space’ (1.11 ha). The City of Vaughan designates these lands as ‘Parkway Belt West Plan’ (1.36 ha). The transitway is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features including a Tributary of Mimico Creek (M8) and the West Humber River (H1). The runningway follows the same alignment as approved under Amendment 147 ‘Highway 407 Inter-Urban Transitway, Mississauga to Markham’ (January 2000). However, the footprint of the Highway 50 Station has changed slightly, which is further explained below.

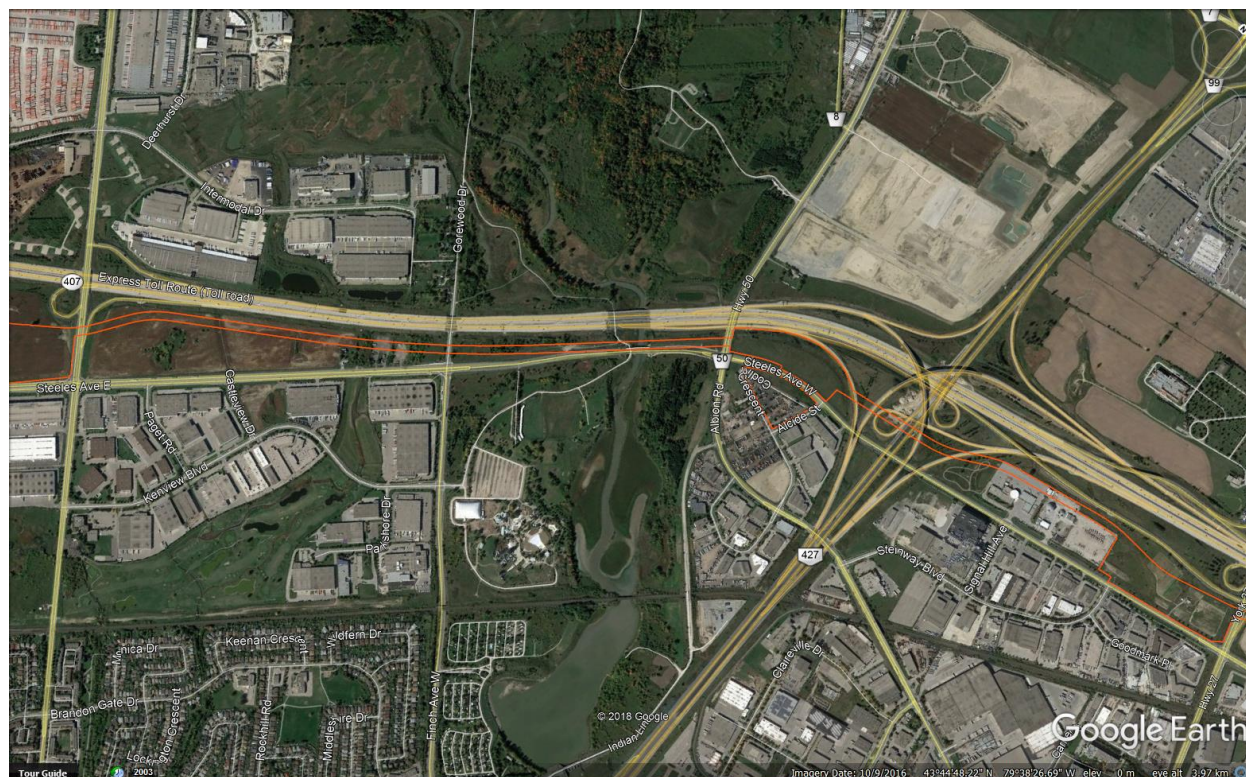


FIGURE 14. SEGMENT E AIR PHOTO AND 407 TRANSITWAY FOOTPRINT

East of Goreway Drive, the runningway crosses Provincially owned land and a vacant private property adjacent to the rear lot line. A property exchange is proposed between the Province and the private property owner to acquire this runningway land requirement. As noted above, the runningway crosses two watercourses, including the West Humber River west of Highway 50 (**Figure 14**). The runningway also crosses through open fields and agricultural fields and crosses some private properties west of Gorewood Drive. Further assessment of the impacts to these existing land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these properties to the extent feasible. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features (including the Tributary of Mimico Creek and the West Humber River). Noise and traffic studies will be conducted to assess the potential impacts of this alignment, and to identify appropriate mitigation measures.

The West Humber River is designated as an ‘Urban River Valley’ in the Greenbelt Plan 2017 (see **Figure 7**). The location of the crossing along the West Humber River is close in proximity to the 407 ETR, keeping the crossing close to an already disturbed highway corridor. The location of the runningway avoids impacting land uses to the south, and ensures that the runningway connects the Goreway Drive and Highway 50 Stations efficiently. A two span bridge is proposed at this location to ensure no impacts within the bankfull channel and to minimize overall impacts to the watercourse at this location. In addition, the runningway generally follows the original footprint identified as part of the Corridor Protection Study (1998) and adheres to the land use designations in the Parkway Belt West Plan. Design refinements at the crossing at the West Humber River will be completed prior to construction and will address the policies of the Greenbelt Plan (see **Section 2.3**). The following will be considered: establishment or increasing the extent/width of the vegetation protection zone; increasing or improving fish habitat; and, including landscaping and habitat restoration to increase the use of the West Humber River valley as a corridor for wildlife habitat and movement.

### **Highway 50 Station**

The Highway 50 Station will be located on the east side of Highway 50 and on both sides of Steeles Avenue (**Figure 14**). It is designated as ‘Inter-Urban Transit’, and ‘lands removed from the Parkway Belt West Plan’, Amendment 71 in the Parkway Belt West Plan. The City of Vaughan designates the Station as ‘Parkway Belt West Plan’ (3.87 ha) and the City of Toronto designates the Station as ‘Employment Areas’ (3.15 ha).

The general footprint of the Highway 50 Station site was identified/protected as part of the 427 Transitway EA. In the 427 Transitway Transportation Environmental Study Report (2015), the Highway 50 Station was referred to as the 427/407 Transitway station site. The 407 Transitway (Hurontario to Highway 400) TPAP will confirm updates to the footprint and station design.

There are no existing land uses that would be impacted on the north side of Steeles Avenue. The existing land uses south of Steeles Avenue, in the City of Toronto, include Bhagwan Valmiki Temple, residential dwellings, Great Emblem Canada, Bharat Sevashram Sangha Canada, Canadian Industrial and Truck Radiators, School of Welders, and Anthony’s Garden Centre. The study team has reviewed alternative designs for this station; however, this area in Toronto is needed for the station given the site constraints and parking requirements. As noted above, the Highway 50 Station will connect with the future 427 Transitway (extending to the north) and potential transit service on Highway 427, as well as local transit. However, this station design will result in the requirement of private properties south of Steeles Avenue. The Province will acquire the necessary property on a willing seller/willing buyer basis at fair market value, where possible. Where an agreement cannot be reached with the property owner, the Province will commence an application under the *Expropriations Act*. Further assessment of the impacts to these existing land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these properties to the extent feasible. Formal discussions with property owners will be carried out at a later time. There are also contamination issues and potential cultural and built heritage resources within the lands south of Steeles



Avenue. Studies to address these concerns will be completed during this study. Noise and traffic studies will also be conducted to assess the potential impacts of this station, and to identify appropriate mitigation measures.

## **5.6 Segment F: East of Highway 427 to East of Martin Grove Road**

**Figure 15** presents an air photo showing the 407 Transitway footprint in Segment F.

### **Runningway**

The runningway within this section is located within the Parkway Belt West Plan area, and is designated as ‘Inter-Urban Transit’, ‘General Complementary Use Area’, and ‘Road’. Refer to **Appendix A** for maps of these land use designations. The majority of the runningway follows the ‘Inter-urban Transit’ land use designation, which was approved under Amendment 147 ‘Highway 407 Inter-Urban Transitway, Mississauga to Markham’ (January 2000). There is a slight northerly shift in alignment of the runningway as it crosses Highway 427, so it connects the Highway 50 Station and Highway 27 Station in an efficient way. The City of Vaughan Official Plan designates the runningway as ‘Parkway Belt West Plan’ (2.31 ha). The 407 ETR Concession Company Limited is located just east of Highway 427 on Provincial land. The parking/storage lot of this facility will be impacted by the runningway. The runningway also impacts vacant land associated with one private property located just east of Highway 27. Further assessment of the impacts to these existing land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these properties to the extent feasible. The runningway lies just north of and avoids one business located further east of Highway 27. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features including Albion Creek (H2) and a Tributary of Rainbow Creek (H4).

A potential 407 Transitway station at Martin Grove Road was originally identified/protected as part of the Corridor Protection Study (1998); however, it was determined that this station would not be included in the 407 Transitway due to significant accessibility issues to the local road network.

### **Highway 27 Station**

The Highway 27 Station will be located on the west side of Highway 27 and the north side of Steeles Avenue (**Figure 15**). The Highway 27 Station is designated as ‘Inter-Urban Transit’ in the Parkway Belt West Plan and ‘Parkway Belt West Plan’ (6.79 ha) in the City of Vaughan Official Plan. There are Provincial lands west of Highway 27 that are leased for agricultural uses (operated by T & L Fresh Vegetables) and other temporary uses that will be displaced by the station. The leases will need to be terminated when the station is constructed. Further assessment of the impacts to these existing land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these land uses to the extent feasible. The easterly limits of the parking lot of the 407 ETR Concession Company Limited will be avoided by the station. There are existing businesses south of Steeles Avenue, including Bramchem Testing Lab Inc., HT Pneumatic Rebuilders, Formtel Printing Services Inc., Tool Academy, Prestige Auto Sales, Wrap Conceptz, and RMP Motors, among others. Commercial businesses are also located at the south-east quadrant of the intersection, as well as the Humberlea Worship Centre. A new development is under construction in the northeast quadrant. Any indirect impacts to these land uses will be assessed prior to construction based on the current conditions at that time. A natural heritage impact assessment is being conducted to determine the impacts of the station on natural heritage features including impacts on Albion Creek (H2) located within the station site. Noise and traffic studies will be conducted to assess the potential impacts of this station, and to identify appropriate mitigation measures.



**FIGURE 15. SEGMENT F AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

## **5.7 Segment G: East of Martin Grove Road to West of Islington Avenue**

**Figure 16** presents an air photo showing the 407 Transitway footprint in Segment G.

### **Runningway**

The runningway within this section is located within the Parkway Belt West Plan area, and is designated as ‘Inter-Urban Transit’ and ‘Road’. Refer to **Appendix A** for maps of these land use designations. The City of Vaughan designates the runningway as ‘Parkway Belt West Plan’ (6.44 ha) and ‘Parks’ (0.02 ha) (**Figure 8**). The impacts to the ‘Parks’ land use designations are edge impacts and are not considered significant. The runningway is located adjacent to the 407 ETR to minimize impacts to natural heritage features to the extent possible (including two Tributaries of Rainbow Creek (H4 and H5), Rainbow Creek (H6), and the Lower Humber River (H7)), and to avoid the Woodbridge Pleistocene Cut Area of Natural and Scientific Interest (ANSI) and Woodbridge Cut Environmentally Significant Area (ESA). A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features (including the watercourses noted above and associated natural vegetation).

The Lower Humber River is designated as an ‘Urban River Valley’ in the Greenbelt Plan 2017 (see **Figure 7**). The location of the crossing along the Lower Humber River is close in proximity to the 407 ETR, keeping the crossing close to an already disturbed highway corridor. The location of the runningway was shifted north (from the original footprint identified as part of the Corridor Protection Study (1998)) in order to avoid impacting the ANSI and ESA to the south and to minimize impacts to the high quality forest and wetland communities at this location. The runningway connects the Highway 27 and Pine Valley Drive



Stations efficiently. A three span bridge is proposed at this location to ensure no impacts within the bankfull channel and to minimize overall impacts to the watercourse at this location. Design refinements at the crossing at the Lower Humber River will be completed prior to construction will address the policies of the Greenbelt Plan (see **Section 2.3**). The following will be considered: establishment or increasing the extent/width of the vegetation protection zone; increasing or improving fish habitat; and, including landscaping and habitat restoration to increase the use of the Lower Humber River valley as a corridor for wildlife habitat and movement.

A crossing of the Canadian Pacific Railway/GO Transit line will be required just west of Islington Avenue (**Figure 16**). A future GO Station is planned at this location. An agreement will be required with the Canadian Pacific Railway and GO Transit to plan and build a grade separated crossing at the railway crossing.



**FIGURE 16. SEGMENT G AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

## **5.8 Segment H: West of Islington Avenue to Immediately East of Highway 400**

**Figure 17** presents an air photo showing the 407 Transitway footprint in Segment H.

### **Runningway**

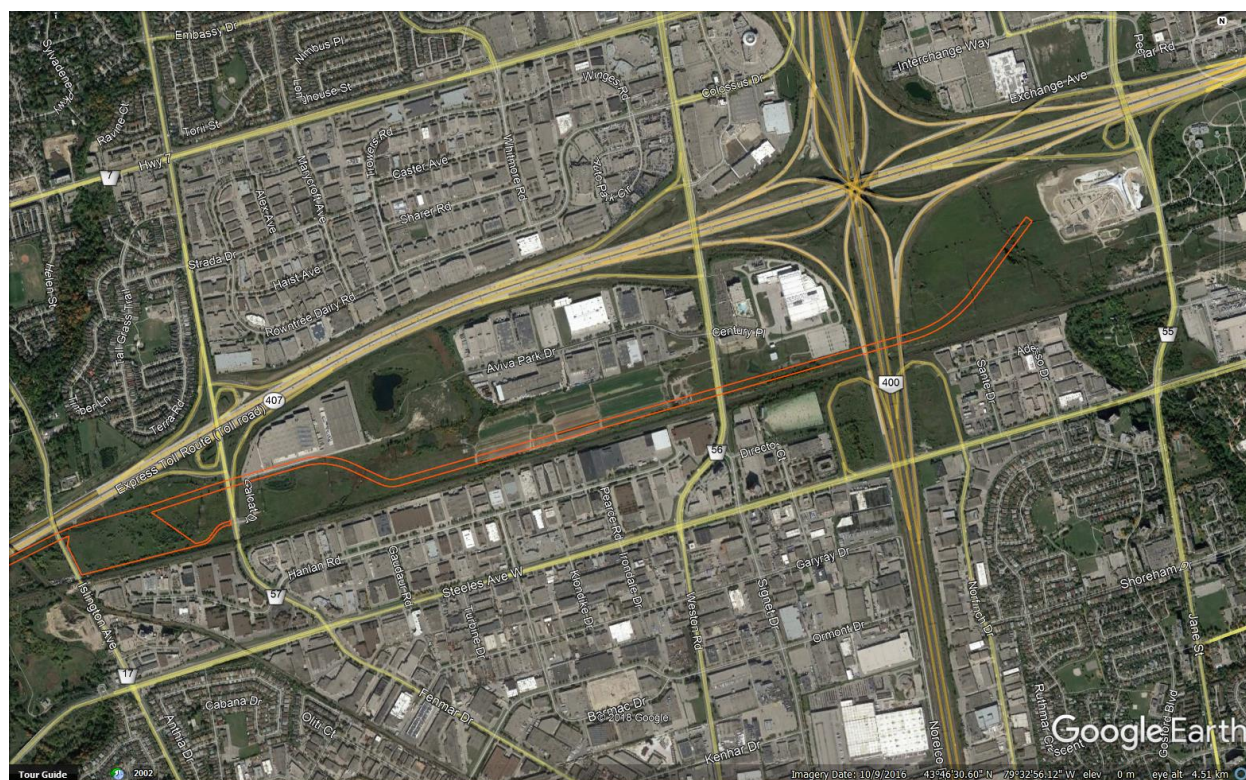
The runningway within this section is located within the Parkway Belt West Plan area, and is designated as ‘Inter-Urban Transit’, ‘Electric Power Facility’ and ‘Utility’. Refer to **Appendix A** for maps of these land use designations. The majority of the runningway follows the ‘Inter-urban Transit’ land use designation, which was approved under Amendment 147 ‘Highway 407 Inter-Urban Transitway, Mississauga to Markham’ (January 2000). The alignment of the runningway continues along the north edge of the hydro corridor east of Pine Valley Drive for approximately 400 m, and then continues south along the south edge



of the hydro corridor until immediately east of Highway 400, where it continues in a northeast direction (**Figure 17**). The runningway is designated as ‘Infrastructure and Utilities’ (3.37 ha), ‘Parkway Belt West Plan’ (8.33 ha), ‘General Employment’ (0.18 ha), and ‘Prestige Employment’ (0.12 ha) in the City of Vaughan Official Plan. The 407 Transitway is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features including the Tributary of the Lower Humber River (H8).

This runningway alignment was selected as it was the only alternative that connects with the 407 Transitway in Segment G and further east in Segment H. The runningway crosses a private driveway (Galcat Drive) and lies at the south limits of a business located east of Pine Valley Drive. Further assessment of the impacts to these existing land uses will be conducted prior to construction. Efforts will be made to minimize impacts to these land uses to the extent feasible. The runningway then runs just south of and avoids another business (TOR STAR) located west of Highway 400, but will require conveyance of vacant private property. Any impacts to these land uses will be assessed prior to construction based on the current conditions at that time. Given that the runningway crosses the hydro corridor, the design of the runningway will also need to conform to required clearances from hydro towers and lines.

A potential 407 Transitway station at Weston Road was originally identified/protected as part of the Corridor Protection Study (1998); however, it was determined that this station would not be included in the 407 Transitway due to limited demand (due to Spadina Subway at Jane Street and VIVA service on Highway 7), poor access to and from 407 ETR, limited space for platforms due to site constraints, and no off-street bus loop opportunity.



**FIGURE 17. SEGMENT H AIR PHOTO AND 407 TRANSITWAY FOOTPRINT**

### **Pine Valley Drive Station**

The Pine Valley Drive Station (**Figure 17**) will be located between Islington Avenue and Pine Valley Drive (excluding the hydro corridor and utility corridor lands). It is designated as ‘Inter-Urban Transit’ in the Parkway Belt West Plan. In the City of Vaughan Official Plan, the majority of the station lands are designated as ‘Parkway Belt West Plan’ (8.76 ha), with the remaining lands designated as ‘Infrastructure and Utilities’ (0.09 ha) and ‘Natural Areas’ (0.21 ha). The 407 Transitway is compatible with these land use designations. A natural heritage impact assessment is being conducted to determine the impacts of the runningway on natural heritage features although there are no impacts to watercourses at this station site.

The Pine Valley Drive Station site contains vacant fields classified as cultural meadow and is bordered by the Canadian National Railway on the south side. There are existing businesses located directly south of the station site and the railway, including Liftking Manufacturing, Petro Plastics Corporation Ltd., Flowserve, and SCP Distributors Canada, among others. Any indirect impacts to these businesses will be assessed prior to construction based on the current conditions at that time. Noise and traffic studies will be conducted to assess the potential impacts of this station, and to identify appropriate mitigation measures.

## 6.0 ENVIRONMENTAL PROTECTION AND MITIGATION MEASURES

The study team has undertaken an evaluation of alternatives for the runningway and station locations. Efforts to avoid sensitive land uses within the study area have been made by the study team where possible. **Section 5.0** summarizes any changes to land uses associated with the preferred transitway facility. In general, the land uses within the study area are compatible with the proposed transitway, and the transitway facility will improve transit facilities in this area.

As described in **Section 5.0**, a number of changes to land use designations are required for the Transitway. Amendments to the Parkway Belt West Plan, City of Brampton Official Plan, City of Mississauga Official Plan, City of Vaughan Official Plan, and City of Toronto Official Plan may be required to reflect changes in the footprint of the Transitway. Further assessment of the areas where planned land uses will be affected will be undertaken as part of implementing the project, and the appropriate amendments to the Parkway Belt West Plan and/or Official Plans will be made.

The need and justification for the 407 Transitway to address the Greenbelt Plan (2017) policies (6.2.3) are addressed in the Corridor Protection Study (1998) and the Environmental Project Report to be prepared for this study. The potential impacts to the watercourses designated as ‘Urban River Valleys’ at Etobicoke Creek West Branch, West Humber River, and the Lower Humber River were evaluated in **Section 5.0**. Appropriate environmental protection and mitigation measures have been included in the *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2018), the *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2018) and the *Landscape Design Report* (McWilliam and Associates, 2018). The impacts associated with the quality and quantity of urban runoff have been addressed in the *Drainage Report* (Parsons 2018). Further consideration of the Greenbelt Plan 2017 policies will take place to address potential impacts to natural heritage features at these three watercourses prior to construction as necessary.

A number of changes to existing land uses will result from the 407 Transitway, including areas of the runningway and stations that cross private land, or existing buildings, businesses, and agricultural land. Further assessment will be conducted to refine impacts to existing land uses that are in close proximity to the preferred Transitway runningway and stations. If property is required to implement the 407 Transitway, the MTO property acquisition process will be followed to purchase any required properties, or amend any lease agreements.

Where portions/edges of agricultural fields are displaced by the runningway and stations, further assessment will be required to determine appropriate mitigation measures. Consideration will be given to repairing any agricultural infrastructure (i.e., fences, tile drains) where appropriate.

A number of sites along the 407 Transitway facility will be protected for future environmental compensation. The locations of the protected sites are identified in the *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2018). Restoration of suitable forest and/or wetland habitat should be undertaken in these protected sites, at a compensation ratio to be determined through further discussion with regulatory agencies (e.g., MNRF, TRCA), as part of implementing the project.

A large part of the study area is located within the Toronto Pearson International Airport Operating Area (**Figure 8**). No noise sensitive receptors are planned (i.e. day care centres, nursing homes) as part of the 407 Transitway, in accordance with the Aircraft Noise Policies of the City of Brampton Official Plan. The design of the 407 Transitway will ensure that it is compatible with the requirements for: height limitations,

protection of navigational aids, surveillance equipment and communications, visibility and protection from wildlife hazards as outlined in the Special Purpose Area policies of the City of Mississauga Official Plan.

The study team will continue to work with utility and infrastructure stakeholders (Hydro One, Enbridge, GO Transit, Canadian National Railway, Canadian Pacific Railway, among others) to co-ordinate the planning of this Transitway with the requirements and future expansion plans for utility and other infrastructure within the Parkway Belt West Plan area.

Temporary impacts to residences, recreational and community, and commercial and industrial facilities should be mitigated with the following measures:

- access and egress for emergency vehicles and school buses should be maintained at all times during construction;
- to prevent the emission of pollutants, including dust, to the atmosphere, provisions should be made to ensure there is no unnecessary idling of vehicles. Dust suppressants should be used to combat dust, where appropriate. Emissions during construction should not result in health effects on motorists and local residents and employees;
- construction activities should adhere to local noise by-law regulations. Noise by-law exemptions should be obtained from the municipality where construction activities will occur within the prohibited times;
- construction activities should be staged to avoid/minimize traffic delays to residents, business owners and motorists travelling within the study area to the extent possible, including: maintaining use of recreational and community facilities such as the Dixie Highway 407 Park (soccer and cricket fields), and access to the Wet 'n' Wild Toronto recreational facility accessed near the runningway west of Highway 427;
- access to the 407 ETR, regional roads and local municipal roads should be maintained at all times, or detours should be identified; and,
- the local public should be kept informed of the progress of the Transitway construction and notified of any disruptions such as road closings.

The mitigation measures listed above should be reviewed prior to construction, and refined where necessary to address the anticipated impacts of the Transitway during construction.



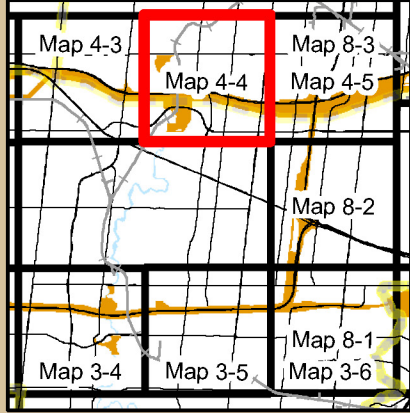
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## **APPENDICES**

**APPENDIX A.  
PARKWAY BELT WEST PLAN MAPS  
AND GREENBELT PLAN MAPS**

Parkway Belt West Plan  
Map division and enlargement



LEGEND

Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

Base Information

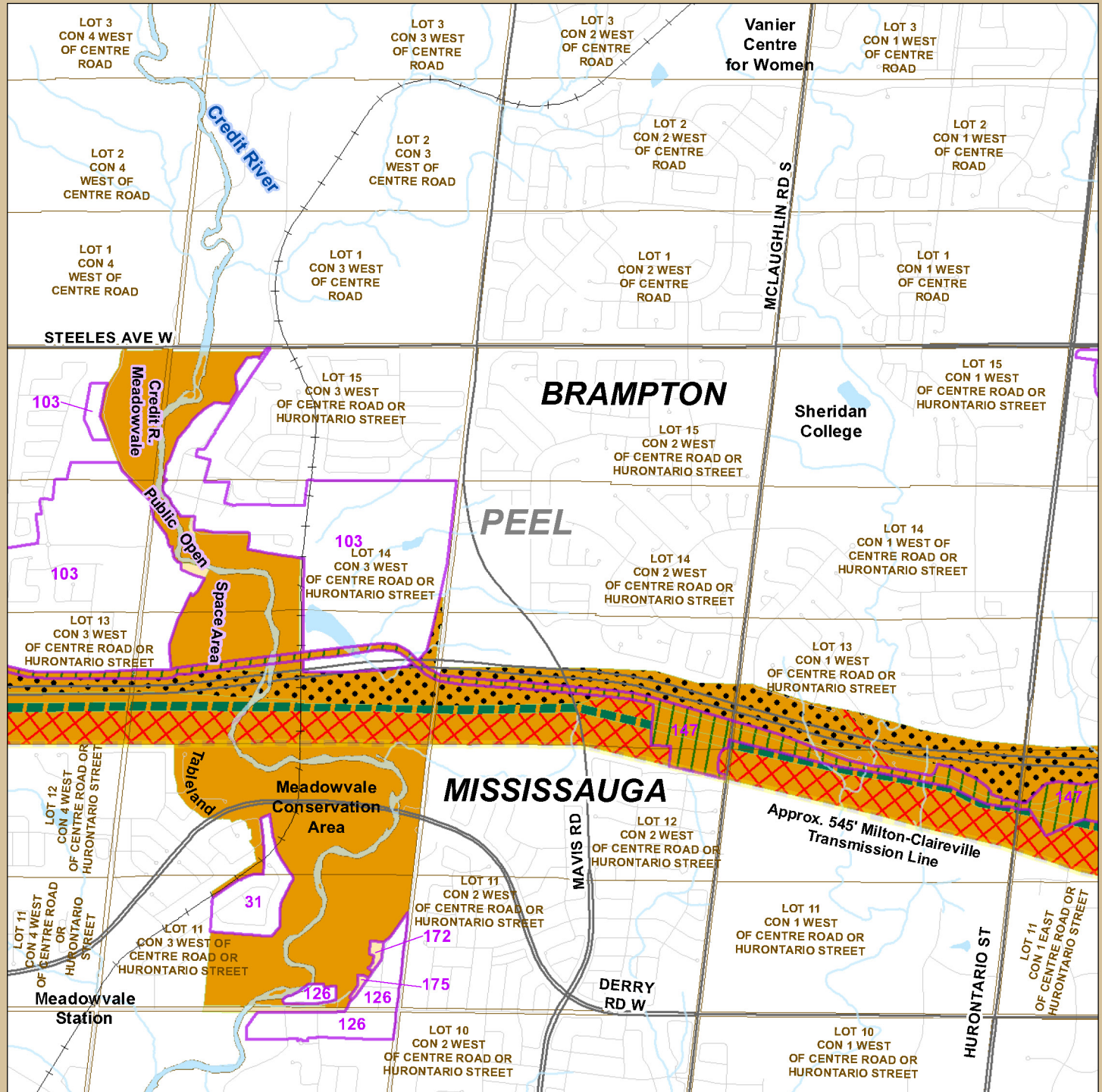
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- PARKWAY BELT WEST PLAN AMENDMENT
- LOT AND CONCESSION
- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS

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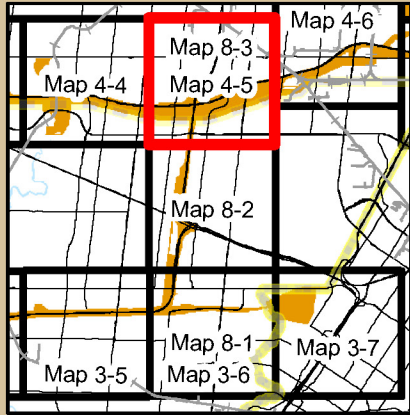


Map 4-4





Parkway Belt West Plan  
Map division and enlargement



LEGEND

Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

Base Information

- LOWER / SINGLE TIER BOUNDARY
- PARKWAY BELT WEST PLAN AMENDMENT
- LOT AND CONCESSION
- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS

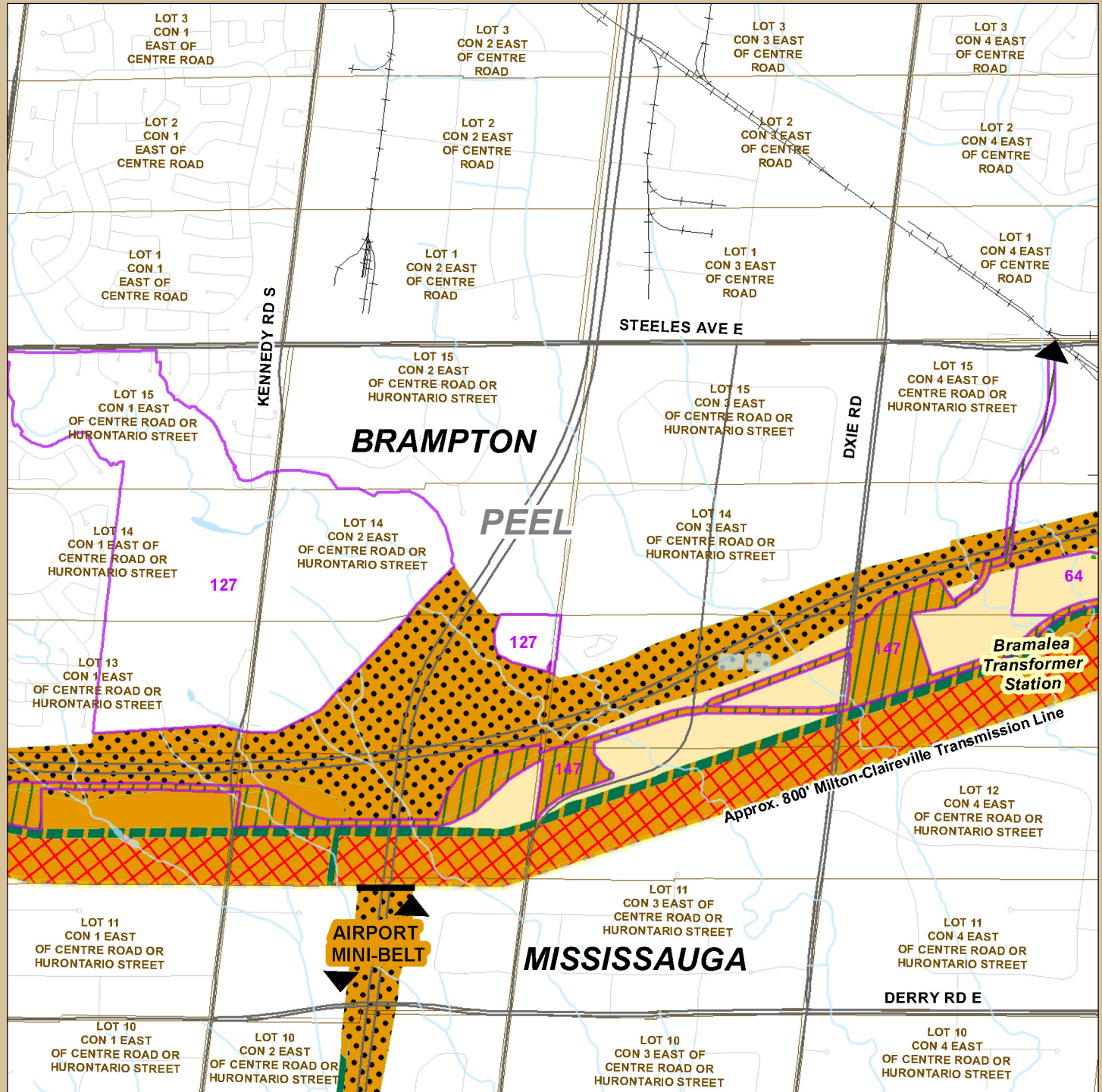


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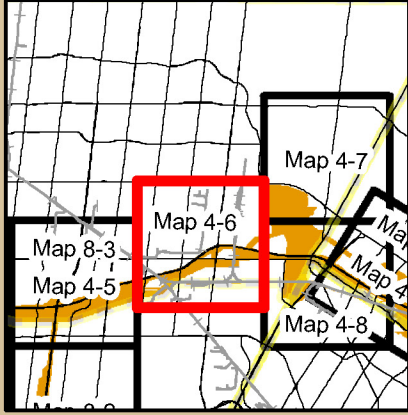
Map 4-5



Parkway Belt West Plan

Parkway Belt West Plan  
Map division and enlargement

Map 4-6



LEGEND



Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

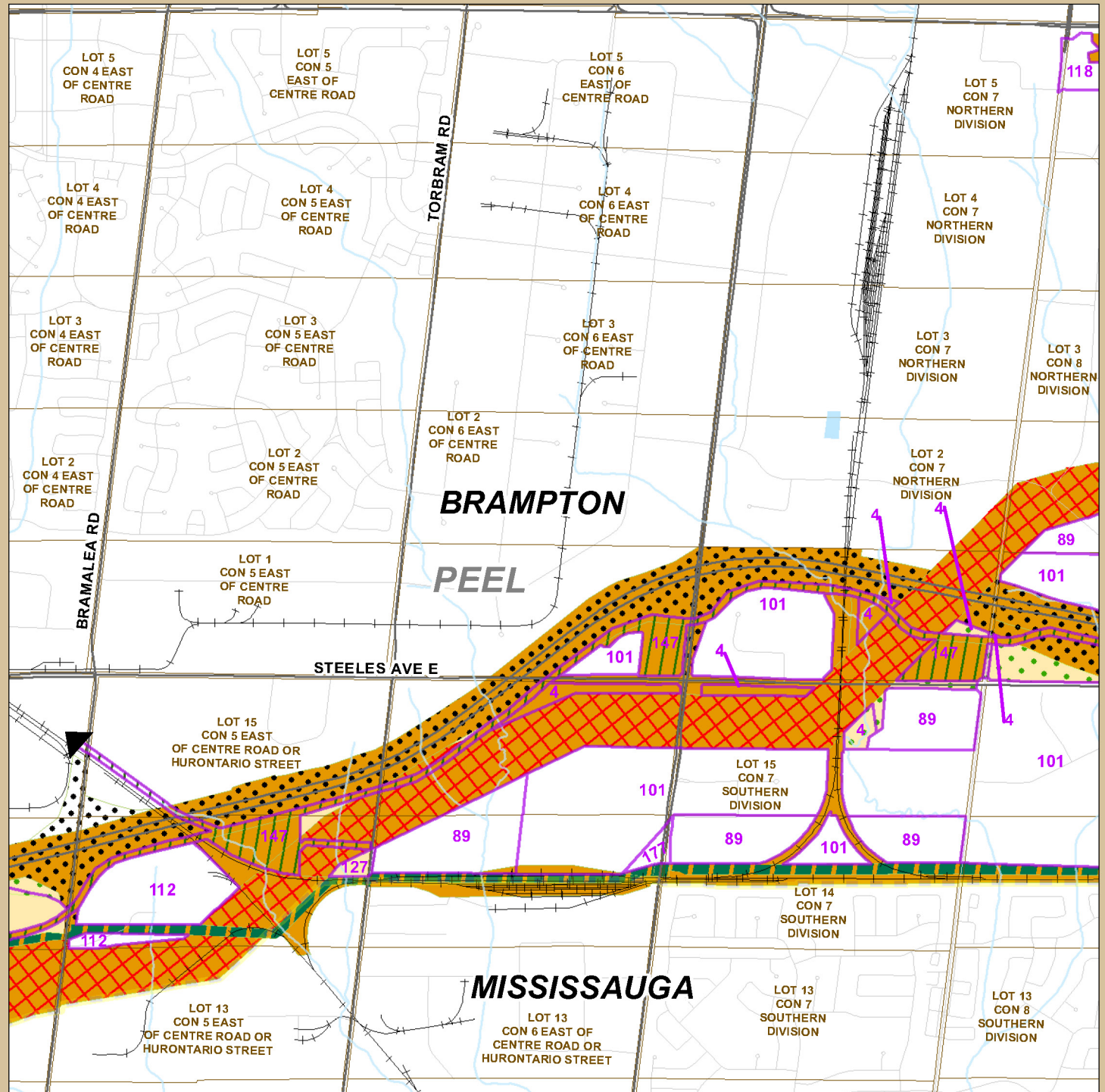
Base Information

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- 125 PARKWAY BELT WEST PLAN AMENDMENT
- LOT AND CONCESSION
- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS



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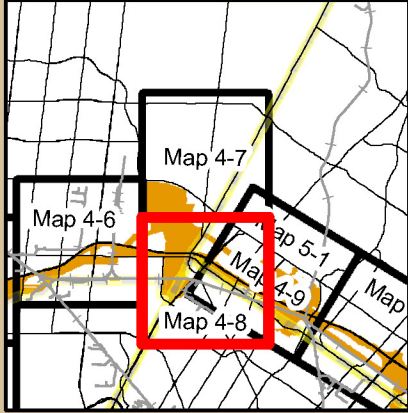


Parkway Belt West Plan



Parkway Belt West Plan  
Map division and enlargement

Map 4-8



**LEGEND**

**Public Use Area**

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

**Complementary Use Area**

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

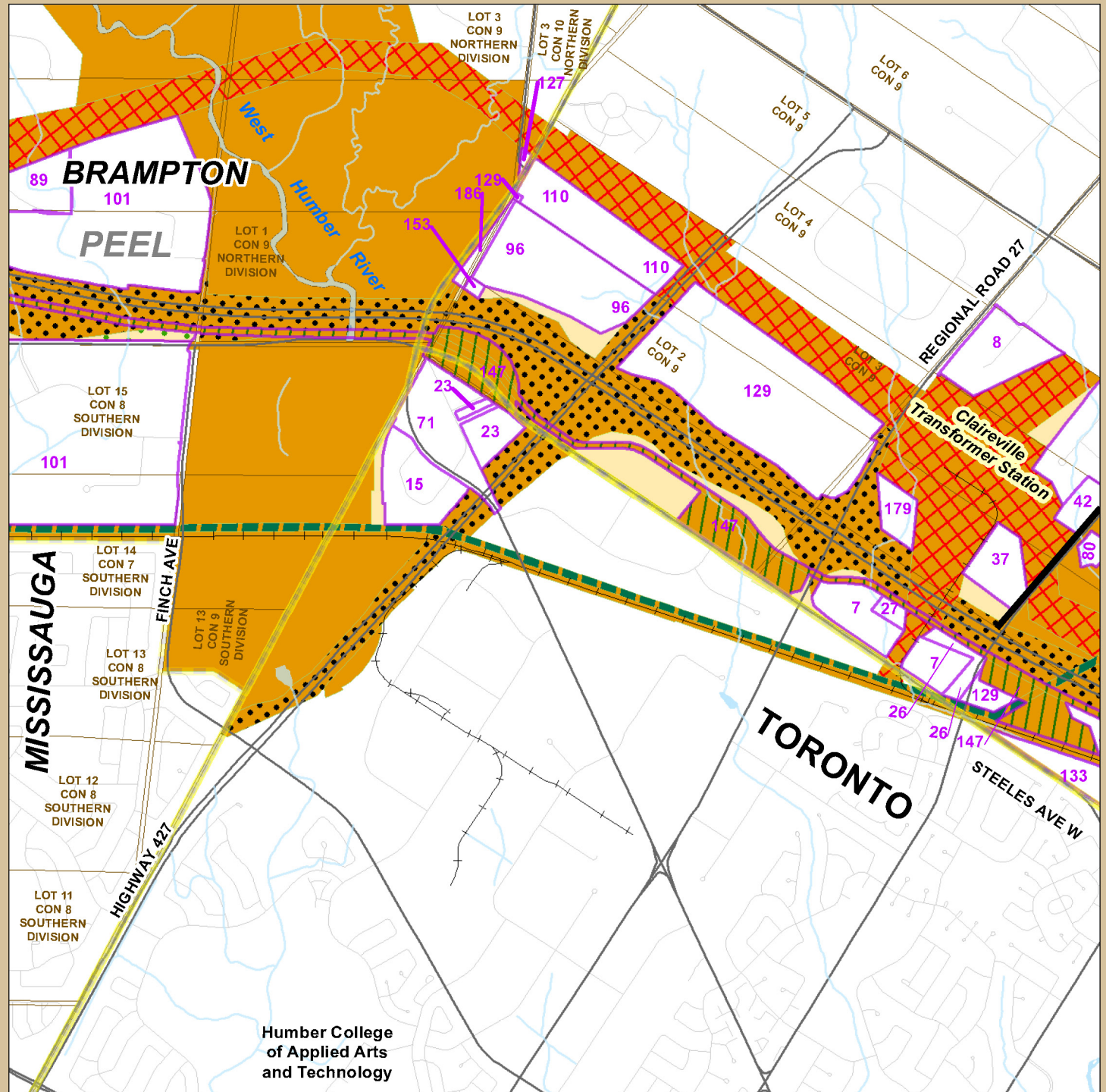
**Base Information**

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- PARKWAY BELT WEST PLAN AMENDMENT
- LOT AND CONCESSION
- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS

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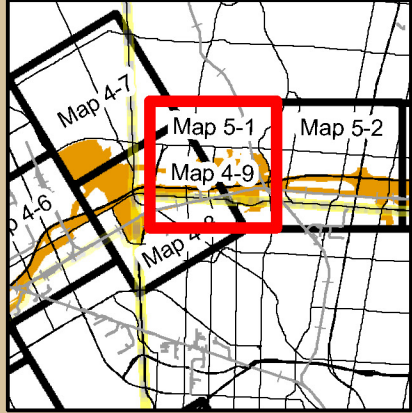
Humber College  
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and Technology

Parkway Belt West Plan

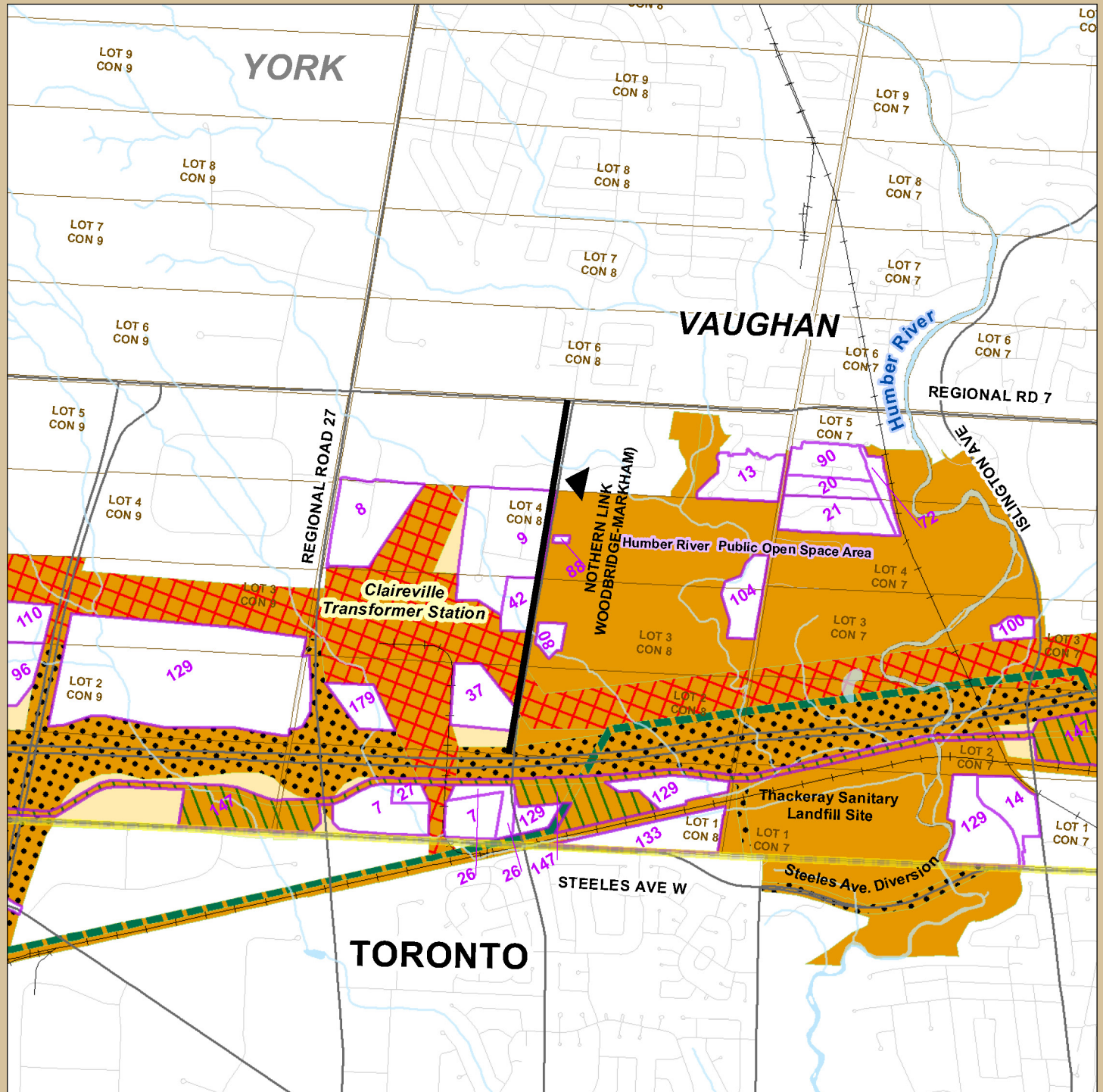




Parkway Belt West Plan  
Map division and enlargement



Map 5-1



LEGEND



Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

Base Information

- LOWER / SINGLE TIER BOUNDARY
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- LOCAL ROADS
- CREEKS



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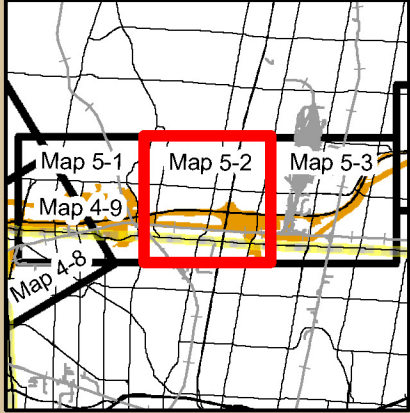
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Parkway Belt West Plan



Parkway Belt West Plan  
Map division and enlargement



LEGEND

Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

Base Information

- LOWER / SINGLE TIER BOUNDARY
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- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS

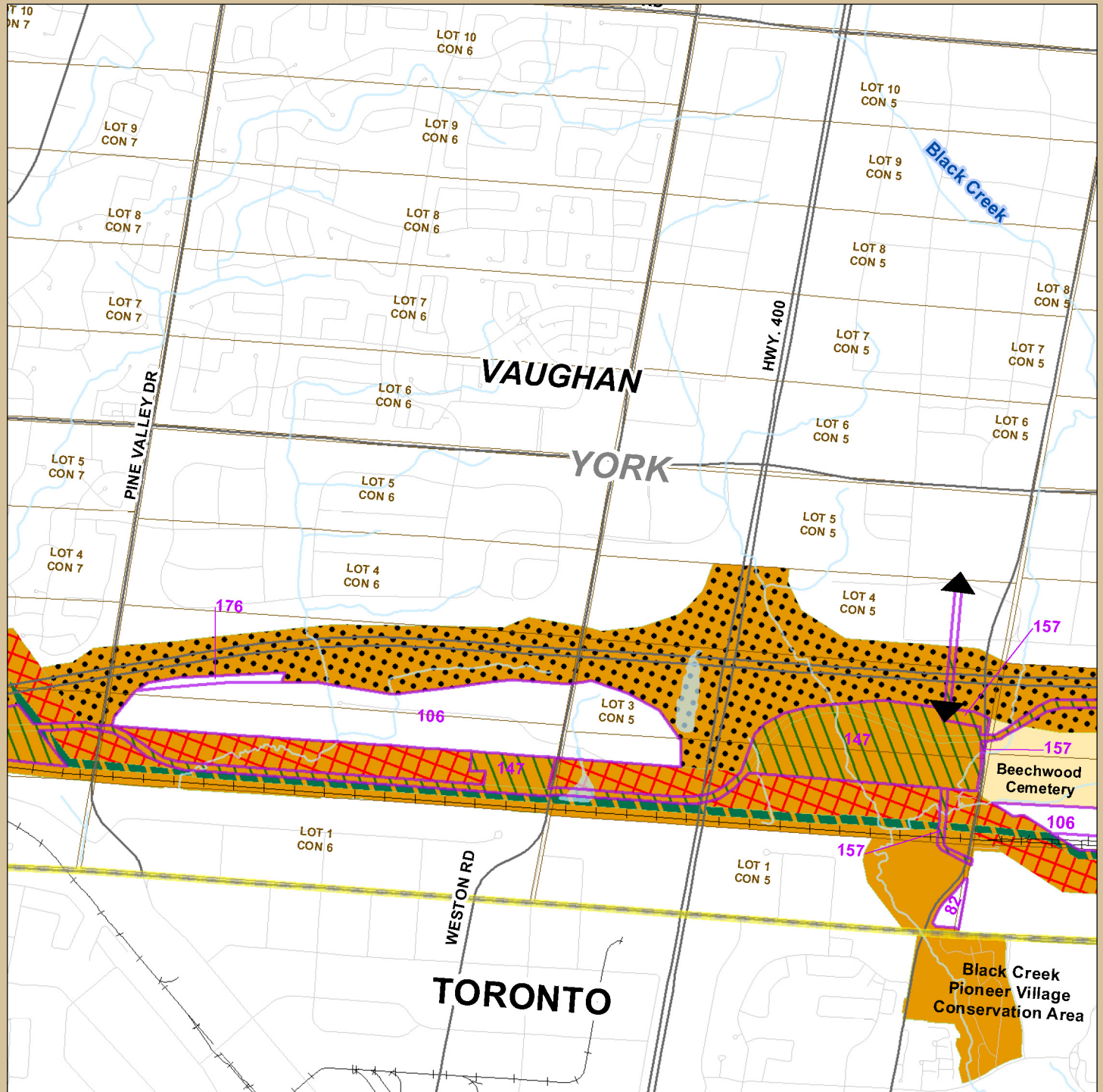


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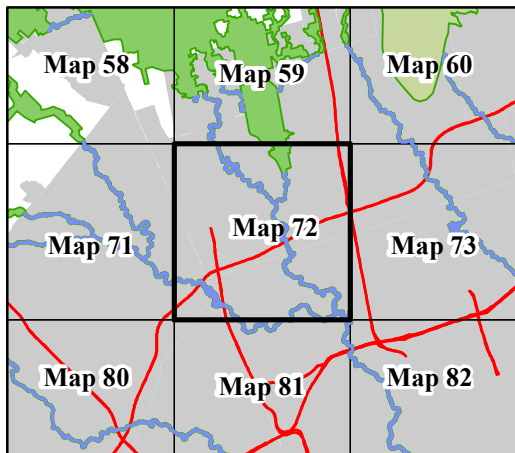


Map 5-2



Parkway Belt West Plan

# greenbelt



**LEGEND**



- Greenbelt Area\*
- Protected Countryside
- Natural Heritage System
- Towns / Villages
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper Tier Municipal Boundaries
- Lower & Single Tier Municipal Boundaries
- Lots and Concessions
- Major Road or Highway
- Minor Road
- F.N. First Nations

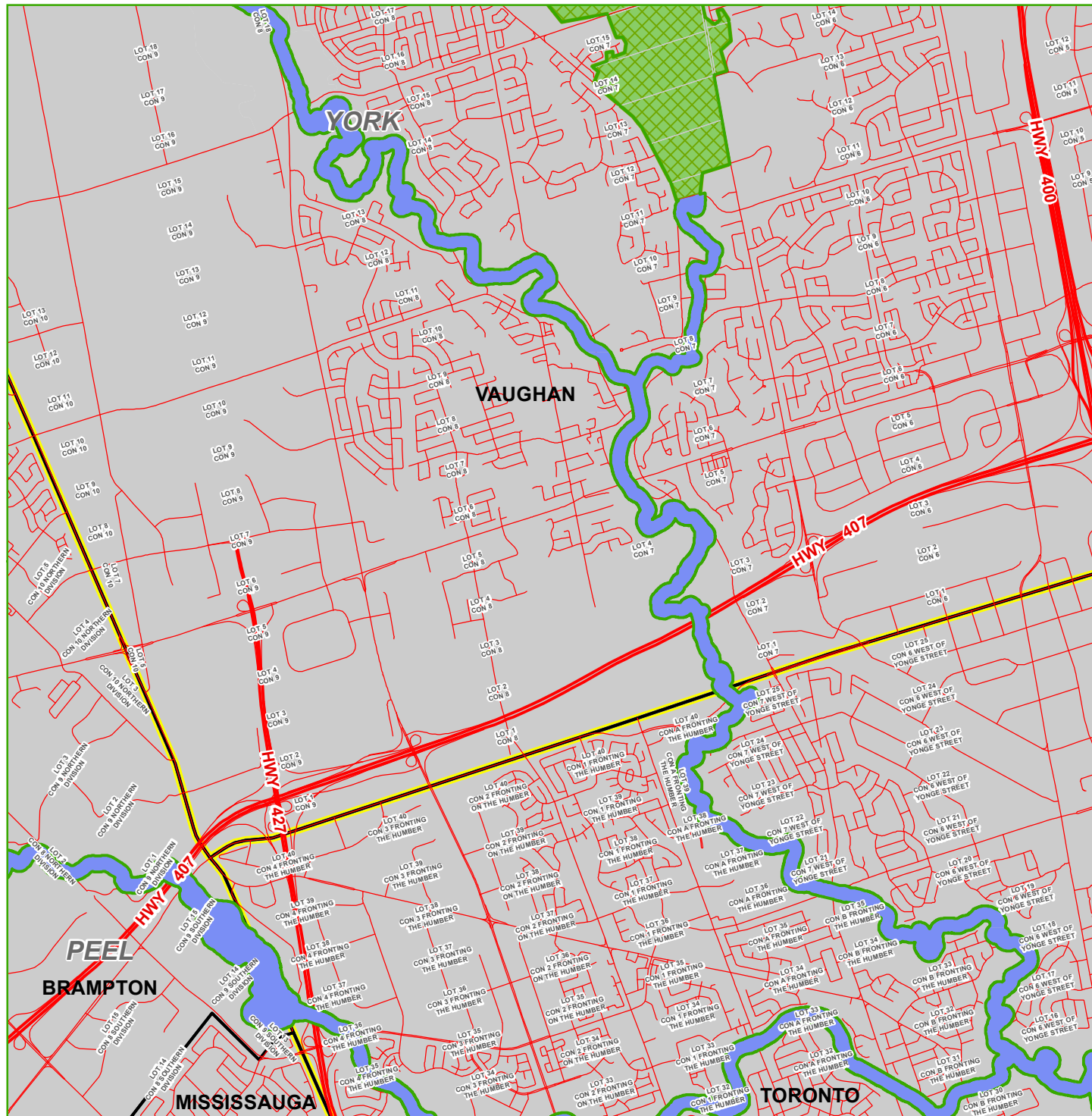
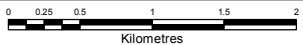
The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations of features or roads nor as a guide to navigation.

Settlement boundaries generally reflect information provided by the relevant municipality. For precise boundaries and locations of Settlement Areas (Greenbelt Towns/Villages and Hamlets) the appropriate municipalities should be consulted.

Source of Information:  
Produced by and using data sources from the Ministry of Municipal Affairs, Ministry of Natural Resources and Forestry and the Ministry of Agriculture, Food and Rural Affairs.

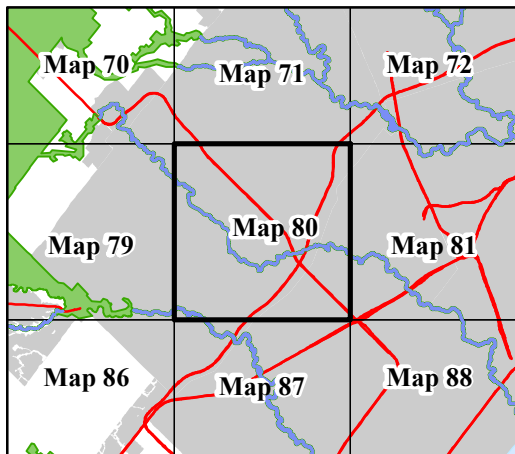
Projection: UTM Zone 17 NAD83  
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\* Ontario Regulation 59/05, as amended.





# greenbelt



**LEGEND**



- Greenbelt Area\*
- Protected Countryside
- Natural Heritage System
- Towns / Villages
- Urban River Valleys
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Area
- External Connections
- Settlement Areas Outside the Greenbelt
- Upper Tier Municipal Boundaries
- Lower & Single Tier Municipal Boundaries
- Lots and Concessions
- Major Road or Highway
- Minor Road
- F.N. First Nations

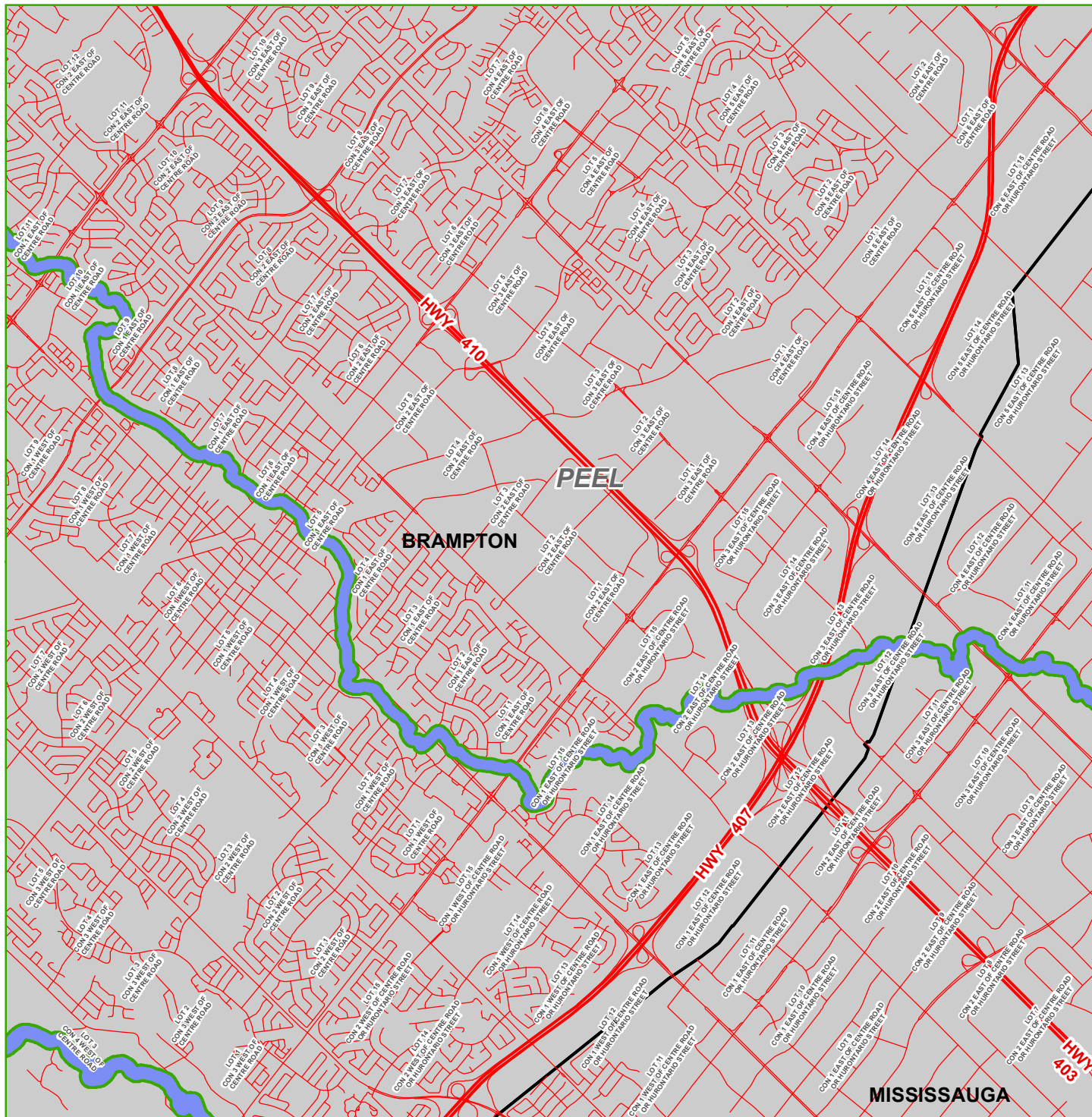
The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations of features or roads nor as a guide to navigation.

Settlement boundaries generally reflect information provided by the relevant municipality. For precise boundaries and locations of Settlement Areas (Greenbelt Towns/Villages and Hamlets) the appropriate municipalities should be consulted.

Source of Information:  
Produced by and using data sources from the Ministry of Municipal Affairs, Ministry of Natural Resources and Forestry and the Ministry of Agriculture, Food and Rural Affairs.

Projection: UTM Zone17 NAD83  
© 2017, Queen's Printer for Ontario

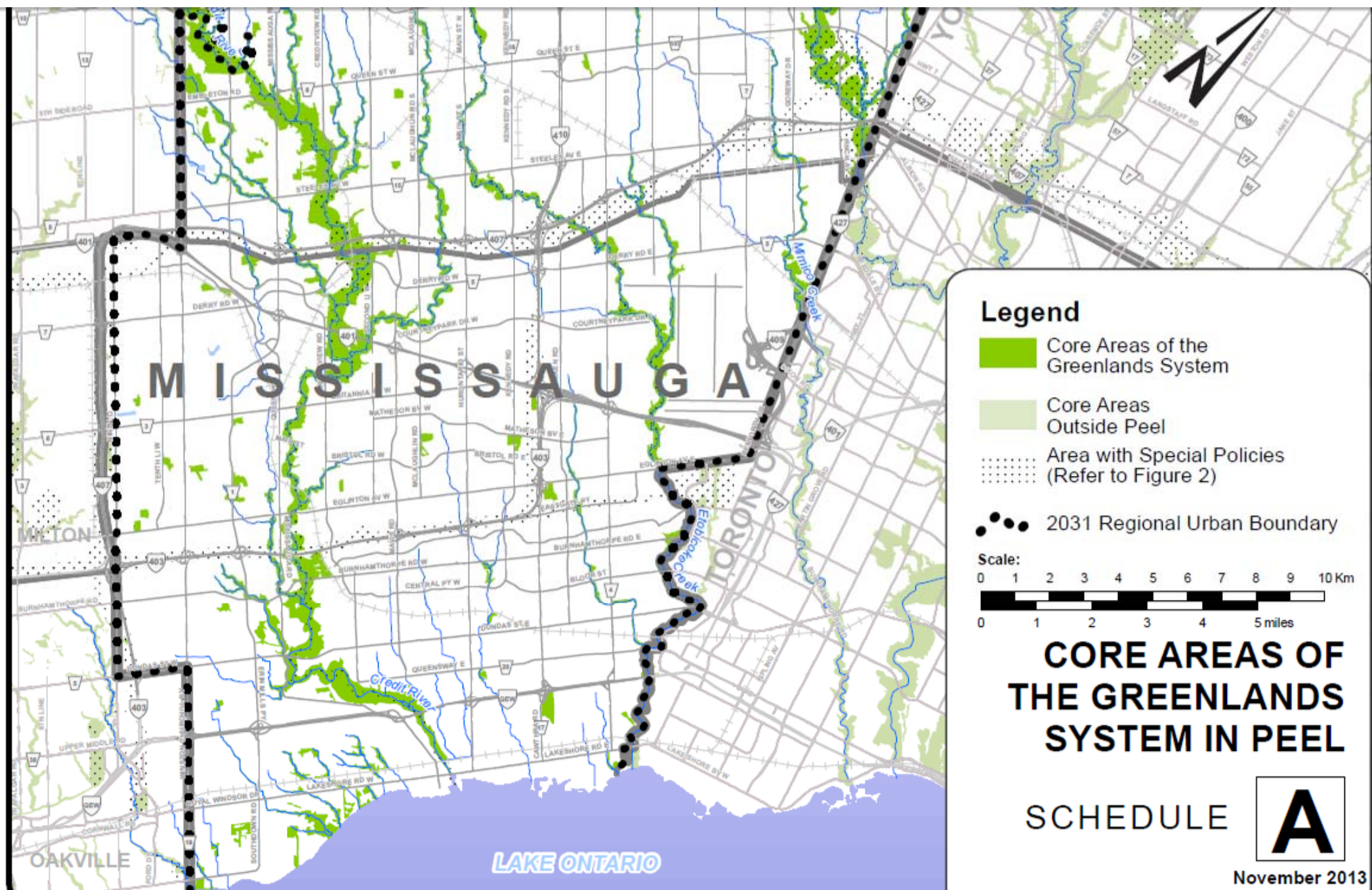
\* Ontario Regulation 59/05, as amended.



**APPENDIX B.  
MUNICIPAL OFFICIAL PLAN  
LAND USE AND NATURAL HERITAGE  
SCHEDULES/MAPS**

**REGION OF PEEL  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**





**Legend**

- Core Areas of the Greenlands System
- Core Areas Outside Peel
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary



**CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL**

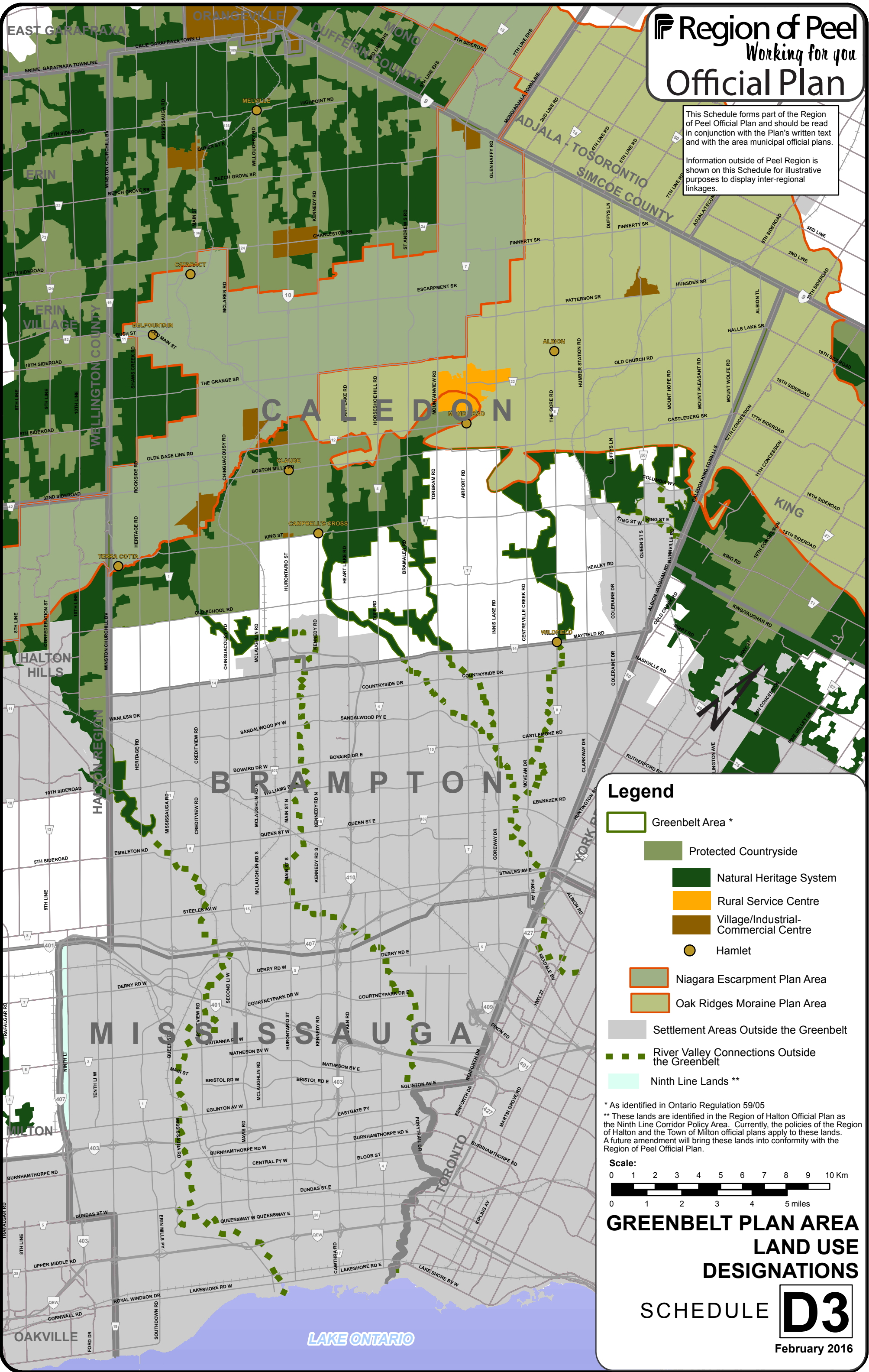
SCHEDULE **A**

November 2013



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

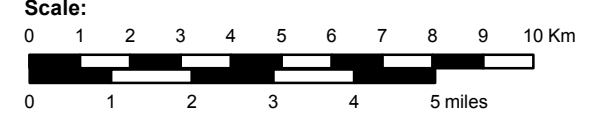
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



**Legend**

- Greenbelt Area \*
- Protected Countryside
- Natural Heritage System
- Rural Service Centre
- Village/Industrial-Commercial Centre
- Hamlet
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Plan Area
- Settlement Areas Outside the Greenbelt
- River Valley Connections Outside the Greenbelt
- Ninth Line Lands \*\*

\* As identified in Ontario Regulation 59/05  
 \*\* These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.



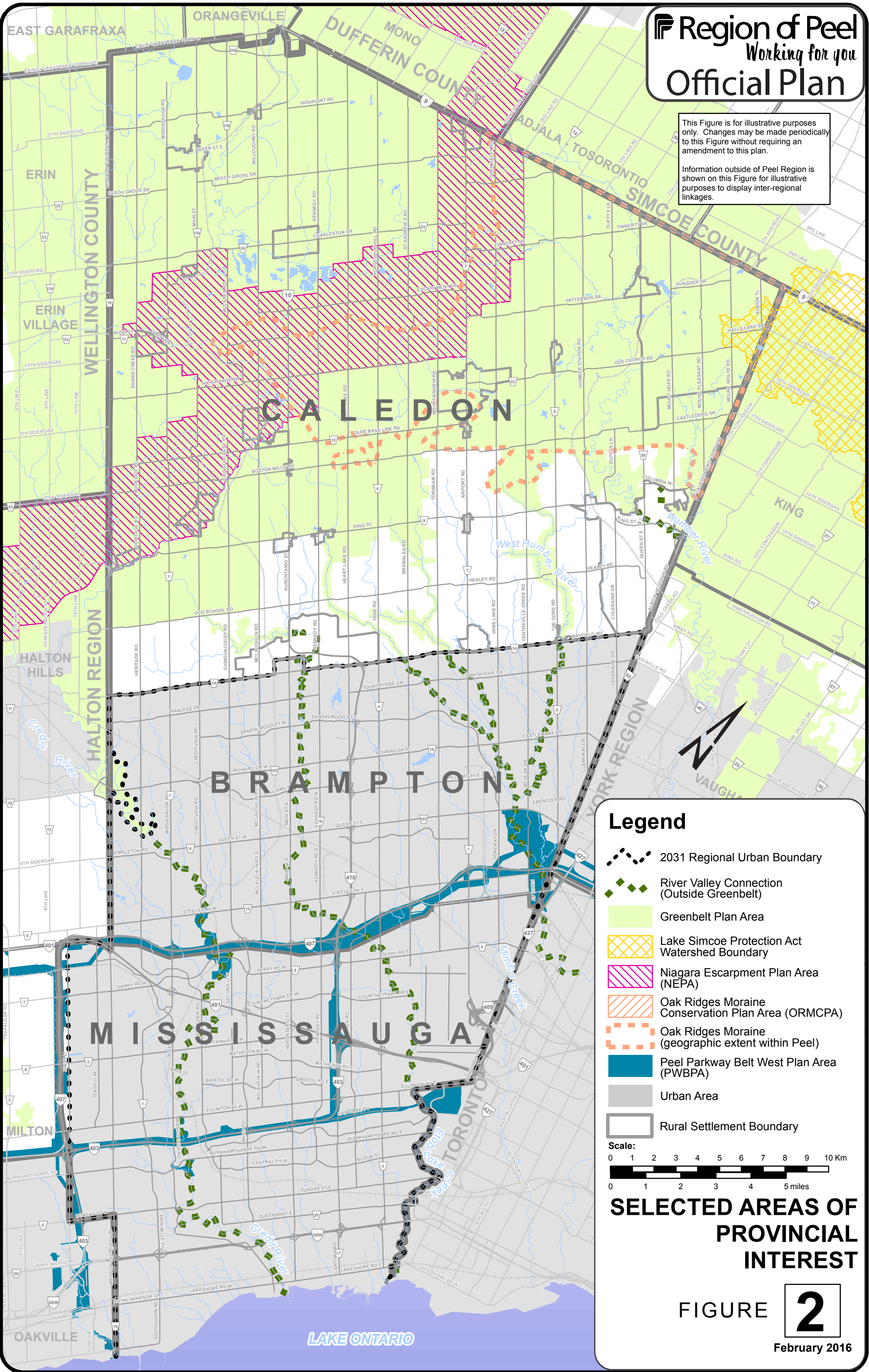
**GREENBELT PLAN AREA  
LAND USE  
DESIGNATIONS**

SCHEDULE **D3**  
February 2016



This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

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



**Legend**

- 2031 Regional Urban Boundary
- River Valley Connection (Outside Greenbelt)
- Greenbelt Plan Area
- Lake Simcoe Protection Act Watershed Boundary
- Niagara Escarpment Plan Area (NEPA)
- Oak Ridges Moraine Conservation Plan Area (ORMCPA)
- Oak Ridges Moraine (geographic extent within Peel)
- Peel Parkway Belt West Plan Area (PWBPA)
- Urban Area
- Rural Settlement Boundary

**Scale:**  
0 1 2 3 4 5 6 7 8 9 10 Km  
0 1 2 3 4 5 miles

**SELECTED AREAS OF PROVINCIAL INTEREST**

FIGURE **2**  
February 2016

**REGION OF YORK  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**



# MAP 1

## REGIONAL STRUCTURE

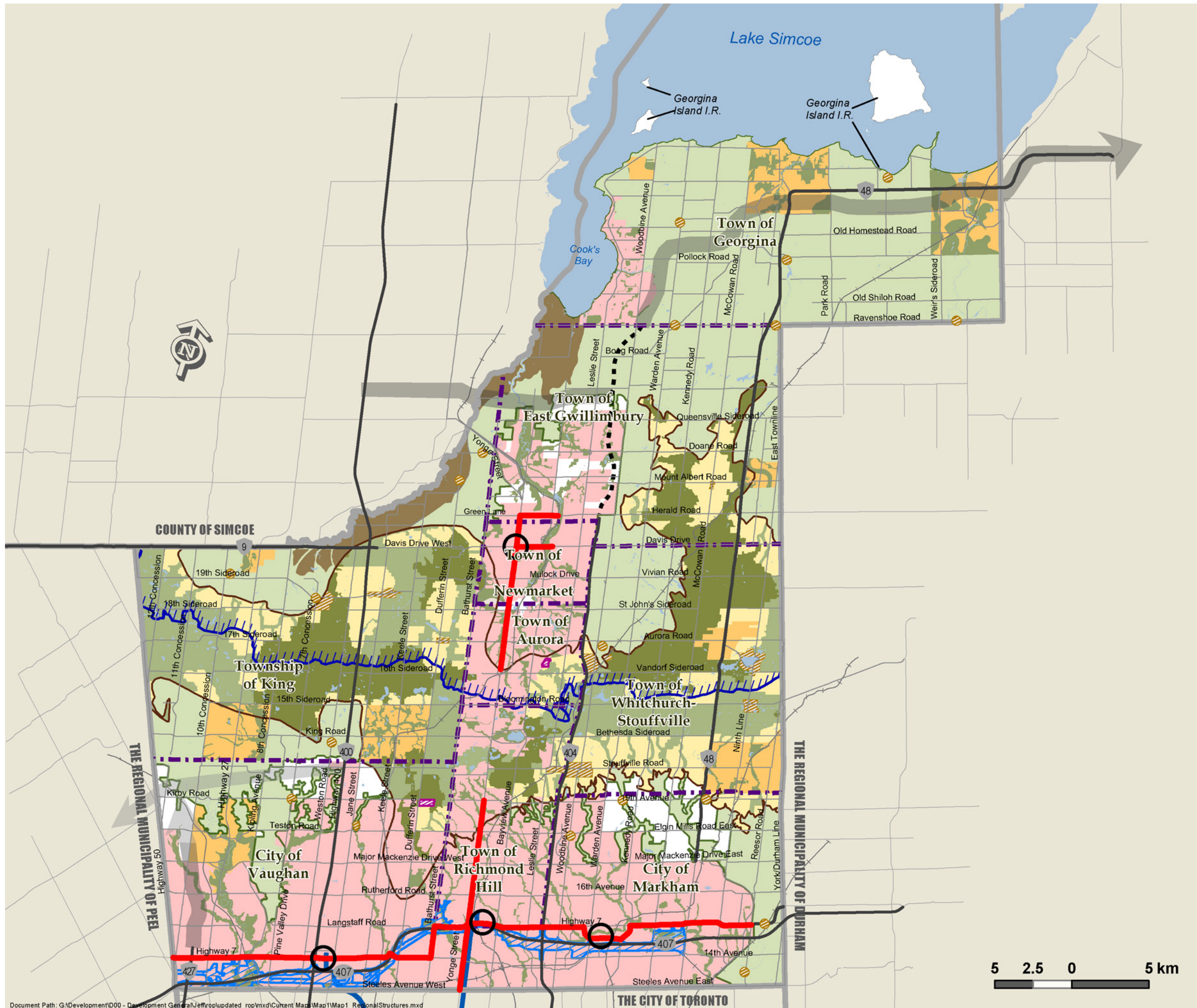
-  Regional Centre
-  Regional Corridor
-  Subway Extension
-  Urban Area
-  Towns and Villages
-  Regional Greenlands System (Schematic, See Map 2 for details)
- Oak Ridges Moraine Conservation Plan**
  -  Oak Ridges Moraine Boundary
  -  Natural Core Area Designation
  -  Natural Linkage Area Designation
  -  Countryside Area Designation/Hamlet
- Greenbelt Plan**
  -  Greenbelt Plan Area Boundary
  -  Greenbelt Protected Countryside/Hamlet
  -  Holland Marsh Specialty Crop Area
  -  Area Subject to the Lake Simcoe Protection Plan
  -  Parkway Belt West Plan
  -  Ministers Decision on ORMCP Designation Deferred
- Provincial Highways**
  -  Existing
- Controlled Access Highway**
  -  Under Construction
- Planned Corridors - Transportation**
  -  Proposed - EA approved
  -  Conceptual - Alignment Not Defined
  -  Municipal Boundary
  -  Regional Boundary

**Note:** For detailed land use designations outside of the Urban Area, Towns & Villages and Natural Core and Natural Linkage Areas of the Oak Ridges Moraine Conservation Plan see Map 8 - Agricultural and Rural Area and policy 5.1.12



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Office of the Chief Administrative Officer  
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© Copyright, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto  
© Queen's Printer for Ontario 2003-2013. Includes Greenbelt and Oak Ridges Moraine Boundaries and Water features


















# MAP 2

## REGIONAL GREENLANDS SYSTEM



-  Regional Greenlands System
-  Greenlands System Vision
-  Urban Area
-  Towns and Villages
-  Hamlet
- Oak Ridges Moraine Conservation Plan**
  -  Oak Ridges Moraine Boundary
  -  Oak Ridges Moraine Plan Area
- Greenbelt Plan**
  -  Greenbelt Plan Area Boundary
  -  Greenbelt Protected Countryside/Hamlet
  -  Area Subject to the Lake Simcoe Protection Plan
- Provincial Highways**
  -  Existing
  -  Under Construction
-  Municipal Boundary
-  Regional Boundary

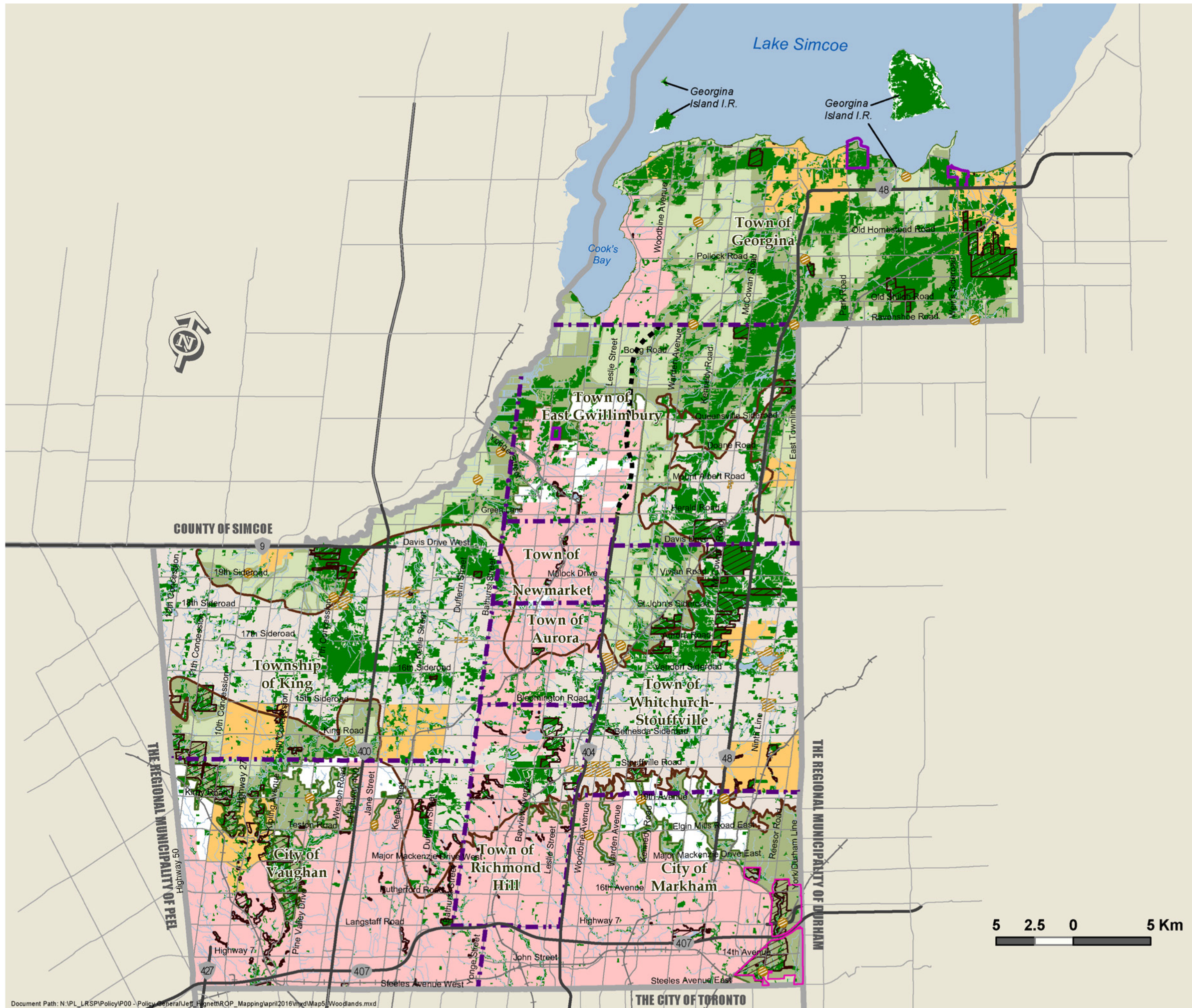
\*The Greenlands System Vision identified on Map 2 of this Plan is intended to conceptually identify, with broad arrows, the general location of corridors within and beyond the Region that will perform major linkage functions on a Regional scale and will be further assessed as part of ongoing planning initiatives





















# MAP 5

## WOODLANDS



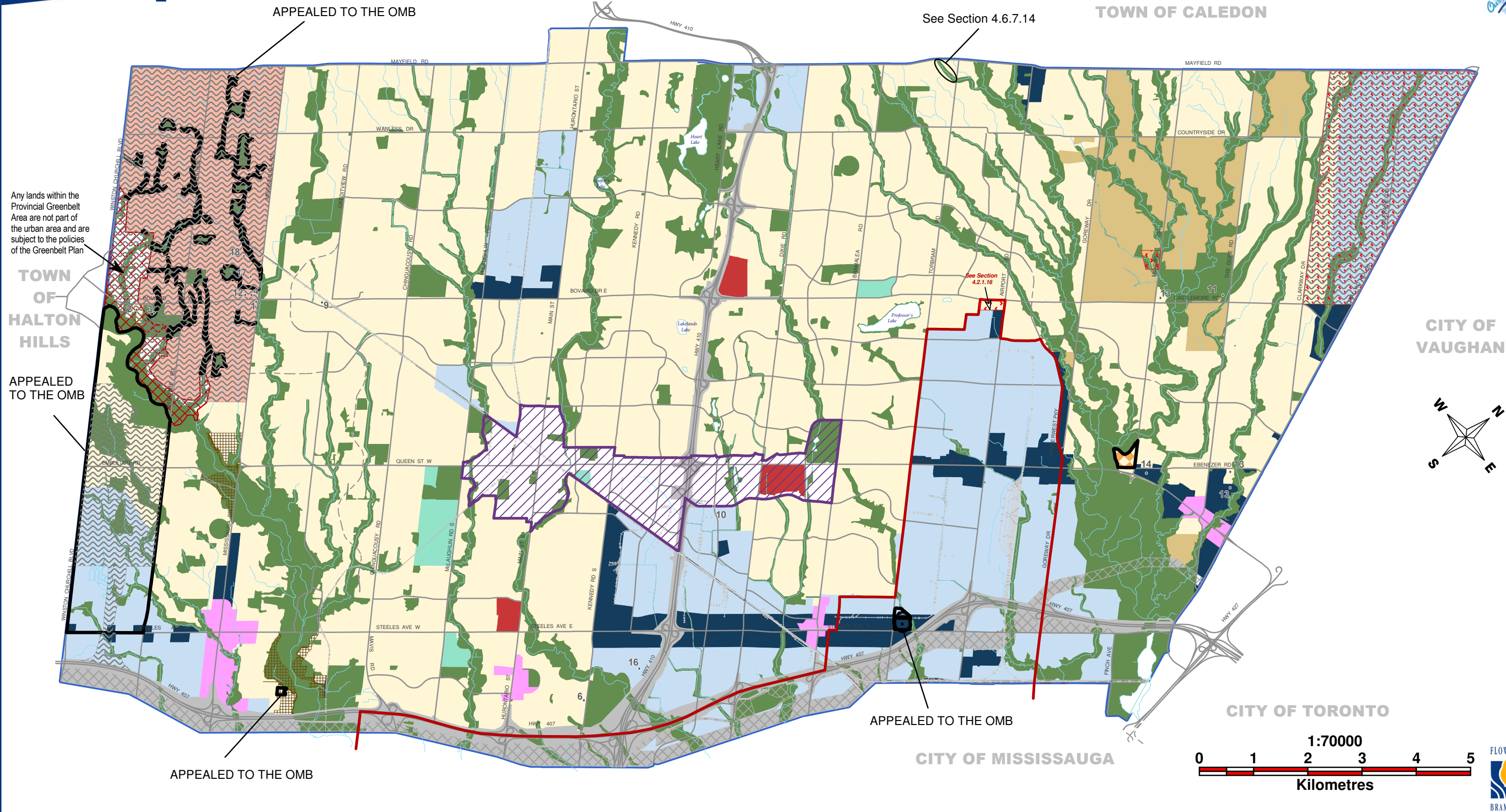
-  Woodlands
-  Conservation Area/Regional Forest
-  Provincial Park/Nature Reserve
-  Rouge Park
- Oak Ridges Moraine Conservation Plan**
-  Oak Ridges Moraine Boundary
-  Oak Ridges Moraine Plan Area
- Greenbelt Plan**
-  Greenbelt Plan Area Boundary
-  Greenbelt Protected Countryside/Hamlet
-  Natural Heritage System
-  Urban Area
-  Towns and Villages
-  Hamlet
- Provincial Highways**
-  Existing
-  Under Construction
-  Municipal Boundary
-  Regional Boundary



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 © Queen's Printer for Ontario 2003-2013. Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features



**CITY OF BRAMPTON  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**



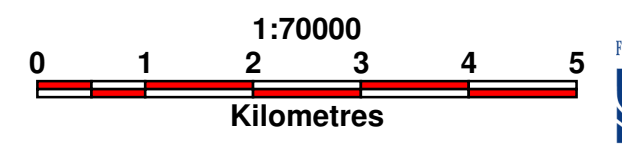
LEGEND			
	RESIDENTIAL		BUSINESS CORRIDOR
	ESTATE RESIDENTIAL		INDUSTRIAL
	VILLAGE RESIDENTIAL		MAJOR INSTITUTIONAL
	REGIONAL RETAIL		OPEN SPACE
	OFFICE		PROVINCIAL GREENBELT AREA/PROTECTED COUNTRYSIDE
	CENTRAL AREA		SPECIAL LAND USE POLICY AREA See Section 4.14.3
	N-W BRAMPTON URBAN DEVELOPMENT AREA		SPECIAL STUDY AREA See Section 4.14.1
	CORRIDOR PROTECTION AREA		PROVINCIAL HIGHWAYS
	PARKWAY BELT WEST		L.B.P.I.A. OPERATING AREA
	DEFERRAL		

Last Amended Date  
Feb 28th, 2017

NOTES: LAKES AND PONDS ARE SHOWN FOR CONTEXT PURPOSES

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

City of Brampton 2006 Official Plan September 2015 Office Consolidation.

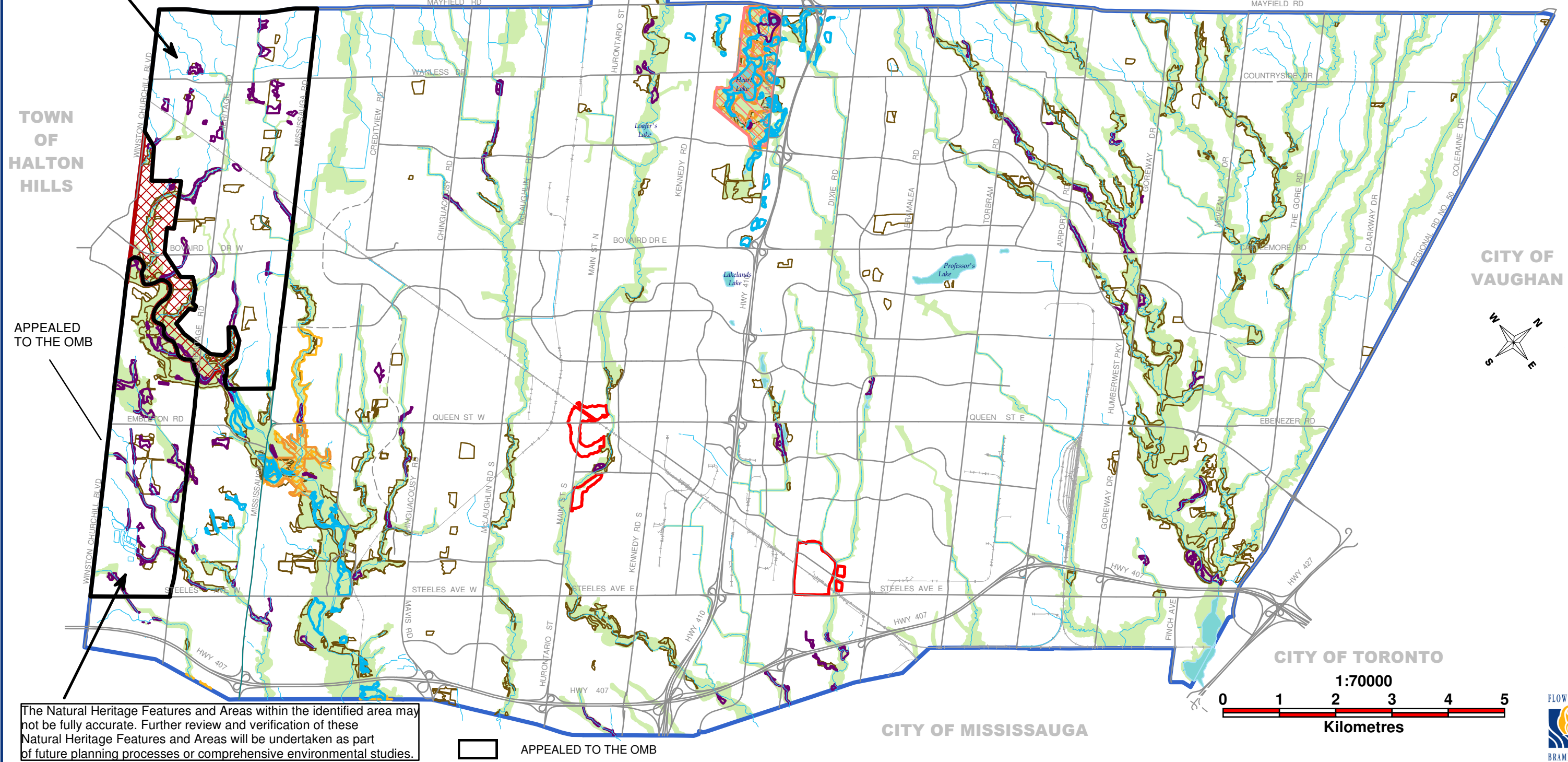


## Schedule A GENERAL LAND USE DESIGNATIONS





The Natural Heritage Features and Areas within the identified area may not be fully accurate. Further review and verification of these Natural Heritage Features and Areas will be undertaken as part of future planning processes or comprehensive environmental studies.



APEALED TO THE OMB

The Natural Heritage Features and Areas within the identified area may not be fully accurate. Further review and verification of these Natural Heritage Features and Areas will be undertaken as part of future planning processes or comprehensive environmental studies.

APEALED TO THE OMB

**LEGEND**

- |  |                                   |  |  |  |  |
|--|-----------------------------------|--|--|--|--|
|  | VALLEYLAND / WATERCOURSE CORRIDOR |  | OTHER WETLAND                                |  | PROVINCIAL GREENBELT / PROTECTED COUNTRYSIDE             |
|  | WOODLAND                          |  | SPECIAL POLICY AREA                          |  | AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE  |
|  | PROVINCIAALLY SIGNIFICANT WETLAND |  | ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREA |  | AREAS OF NATURAL AND SCIENTIFIC INTEREST - EARTH SCIENCE |
|  | LAKES AND PONDS                   |  |  |  |  |

Last Amended Date  
Aug 10th, 2015

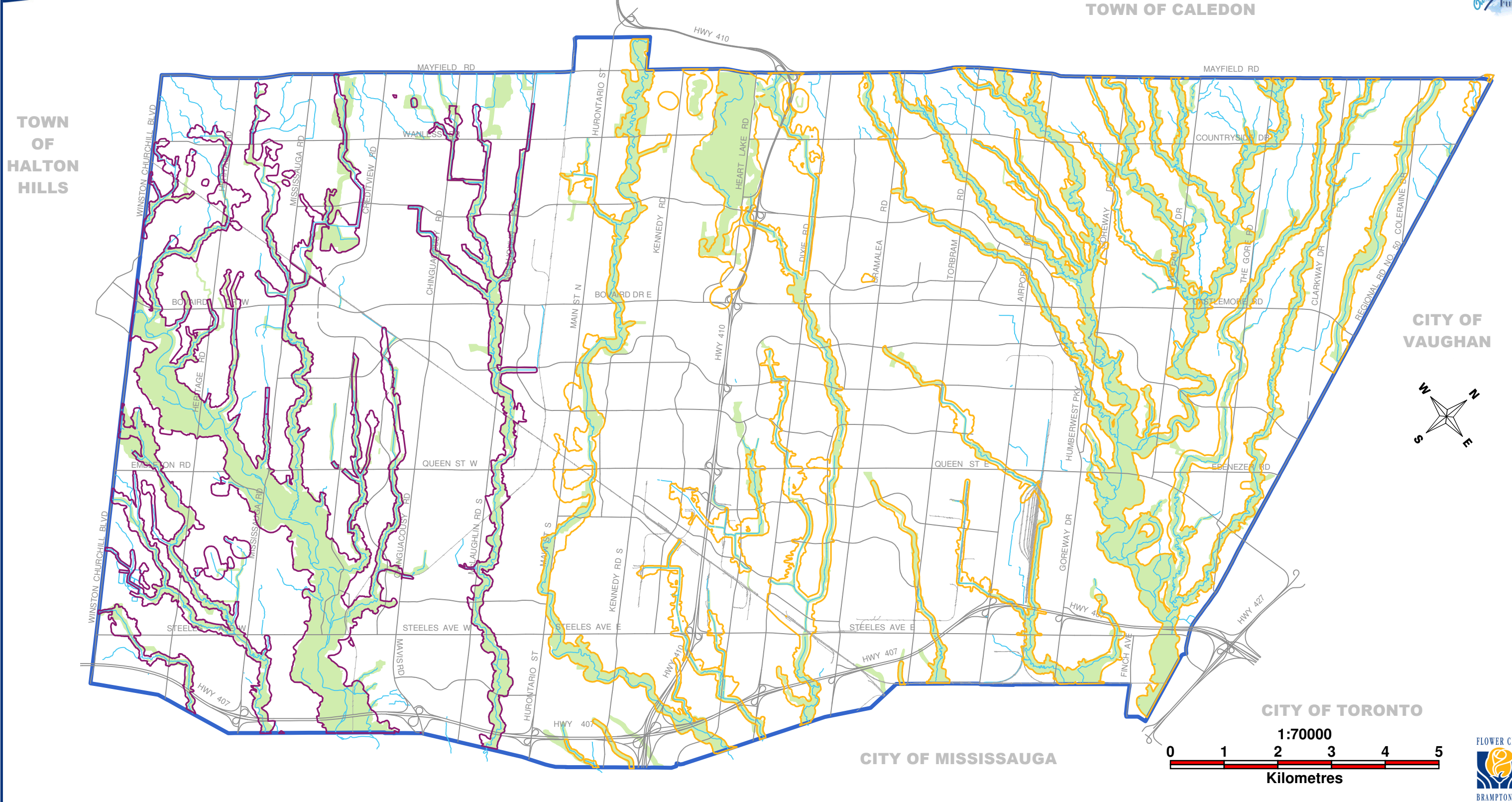
**NOTES:** WATERCOURSES AND TRIBUTARIES ARE SHOWN FOR CONTEXT PURPOSES  
The boundaries and alignments of designations on this Schedule are approximate and are not to be scaled. This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans. Mapping to support the implementation of the "Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Regulation" is not specifically reflected in this Schedule. Please refer to Appendix C to determine if a property may be affected by this Regulation. The Toronto and Region Conservation Authority and Credit Valley Conservation should be contacted for details regarding their respective requirements for the areas regulated under the said Regulation.

City of Brampton 2006 Official Plan September 2015 Office Consolidation.

## Schedule D

### NATURAL HERITAGE FEATURES AND AREAS





**Legend**

Toronto and Region Conservation Authority (TRCA) Regulation (Ontario Regulation 166/06) Area

This represents the area subject to Ontario Regulation 166/06: Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. Note that the text of the Regulation takes precedence over the Regulation Limit mapping and that some regulated features may not appear on the Regulation Limit mapping, as therefore, the extent of the areas and features to be regulated will be confirmed through site visits and/or appropriate environmental studies. The Regulation Limit is a compilation of various information sources. Engineered floodplain mapping and estimated floodplain mapping were prepared by engineering consultants and assigned an allowance of up to 15 metres. Erosion Hazards were determined by TRCA and assigned an allowance of up to 15 metres. Shoreline Hazards were determined by TRCA and assigned an allowance of up to 15 metres. Provincially Significant Wetland (PSW), Locally Significant Wetland (LSW) and the Oak Ridges Moraine (ORM) wetland delineations were provided by the Ministry of Natural Resources. All other wetlands delineations were determined by using TRCA Ecological Land Classification (ELC) System mapping. PSW and ORM wetlands greater than 0.5 hectares in size were assigned an allowance of 120 metres in order to identify lands where development could interfere with the function of a wetland. LSW and ELC wetlands greater than 0.5 hectares in size were assigned an allowance of 30 metres. Please refer to Reference Manual for Determination of Regulation Limits (TRCA, 2005) or for more information, contact TRCA (416 - 661-6600).

Credit Valley Conservation Authority (CVC) Regulation (Ontario Regulation 160/06) Area

This represents the area subject to Ontario Regulation 160/06: Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. Note that the text of the Regulation takes precedence over the Regulation Limit mapping and that some regulated features may not appear on the Regulation Limit mapping, as therefore, the extent of the areas and features to be regulated will be confirmed through site visits and/or appropriate environmental studies. The Regulation Limit mapping is a compilation of various information sources. Engineered and estimated floodplains, meander belt and estimated slope hazards, and Lake Ontario shorelines hazards mapping were prepared by engineering consultants and assigned an allowance of up to 15 metres. Provincially Significant Wetland (PSW) and Locally Significant Wetland (LSW) wetland delineations were provided by the Ministry of Natural Resources. All other wetlands delineations were determined by using CVC's Ecological Land Classification (ELC) System mapping. PSW and Oak Ridges Moraine (ORM) wetlands greater than 0.5 hectares in size were assigned an allowance of 120 metres in order to identify lands where development could interfere with the function of a wetland. LSW and ELC wetlands greater than 0.5 hectares in size were assigned an allowance of 30 metres. Please refer to Credit Valley Conservation Reference Manual for the Determination of Regulation Limits (September 2005) or for more information, contact CVC (905-670-1615).

Last Amended Date  
Nov 1st, 2013

**NOTES:**

VALLEYLAND/WATERCOURSE CORRIDOR

WATERCOURSES AND TRIBUTARIES

Are shown for context purposes. The boundaries and alignments of these features are approximate and are not to be scaled.

This figure does not form part of the Official Plan of the City of Brampton.

City of Brampton 2006 Official Plan September 2015 Office Consolidation.

**1:70000**

0 1 2 3 4 5

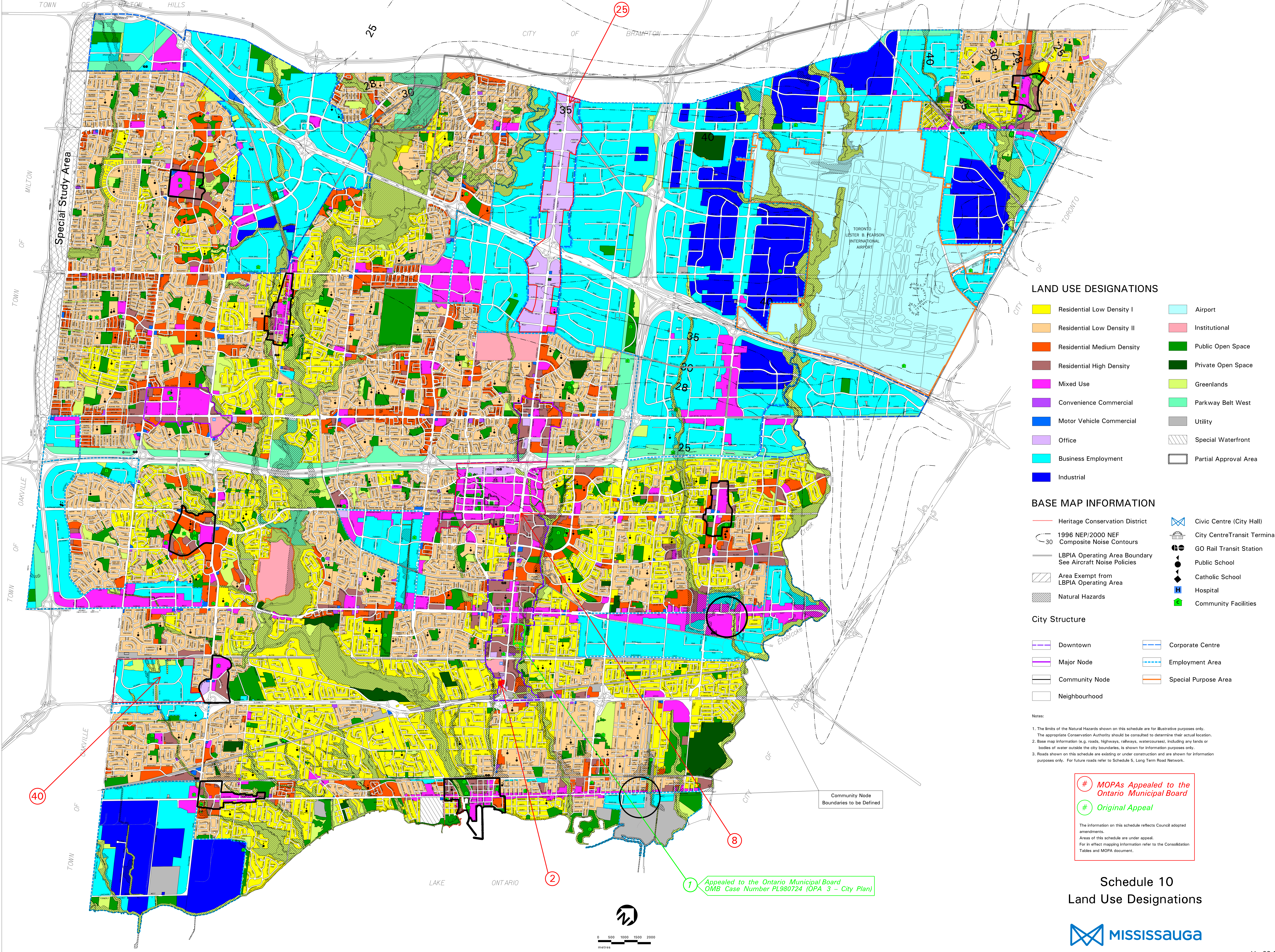
Kilometres

## Appendix C

Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Mapping

**CITY OF MISSISSAUGA  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**





**LAND USE DESIGNATIONS**

- |                            |                       |
|----------------------------|-----------------------|
| Residential Low Density I  | Airport               |
| Residential Low Density II | Institutional         |
| Residential Medium Density | Public Open Space     |
| Residential High Density   | Private Open Space    |
| Mixed Use                  | Greenlands            |
| Convenience Commercial     | Parkway Belt West     |
| Motor Vehicle Commercial   | Utility               |
| Office                     | Special Waterfront    |
| Business Employment        | Partial Approval Area |
| Industrial                 |                       |

**BASE MAP INFORMATION**

- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1996 NEP/2000 NEF Composite Noise Contours                | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station      |
| Area Exempt from LBPIA Operating Area                     | Public School                |
| Natural Hazards   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

**City Structure**

- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |

**Notes:**

- The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
- Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
- Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

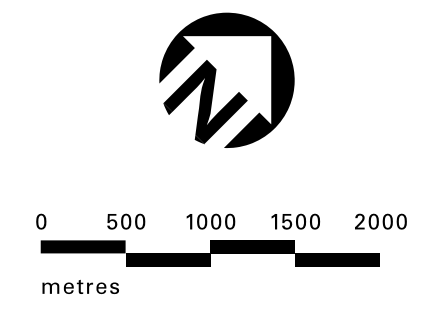
MOPAs Appealed to the Ontario Municipal Board

Original Appeal

The information on this schedule reflects Council adopted amendments.  
 Areas of this schedule are under appeal.  
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

1 Appealed to the Ontario Municipal Board  
 OMB Case Number PL980724 (OPA 3 - City Plan)

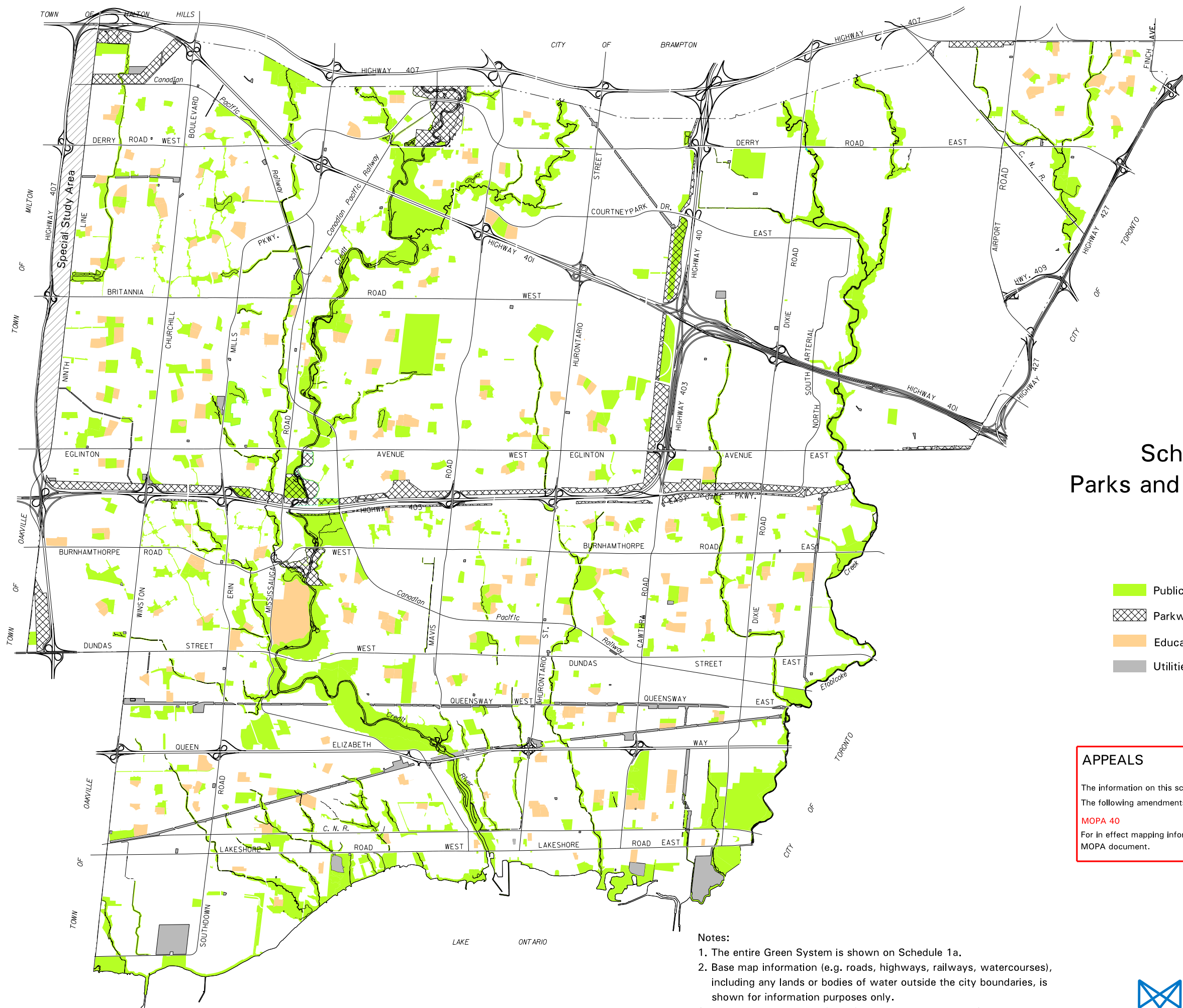
Community Node  
 Boundaries to be Defined



**Schedule 10  
 Land Use Designations**







## Schedule 4 Parks and Open Spaces

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

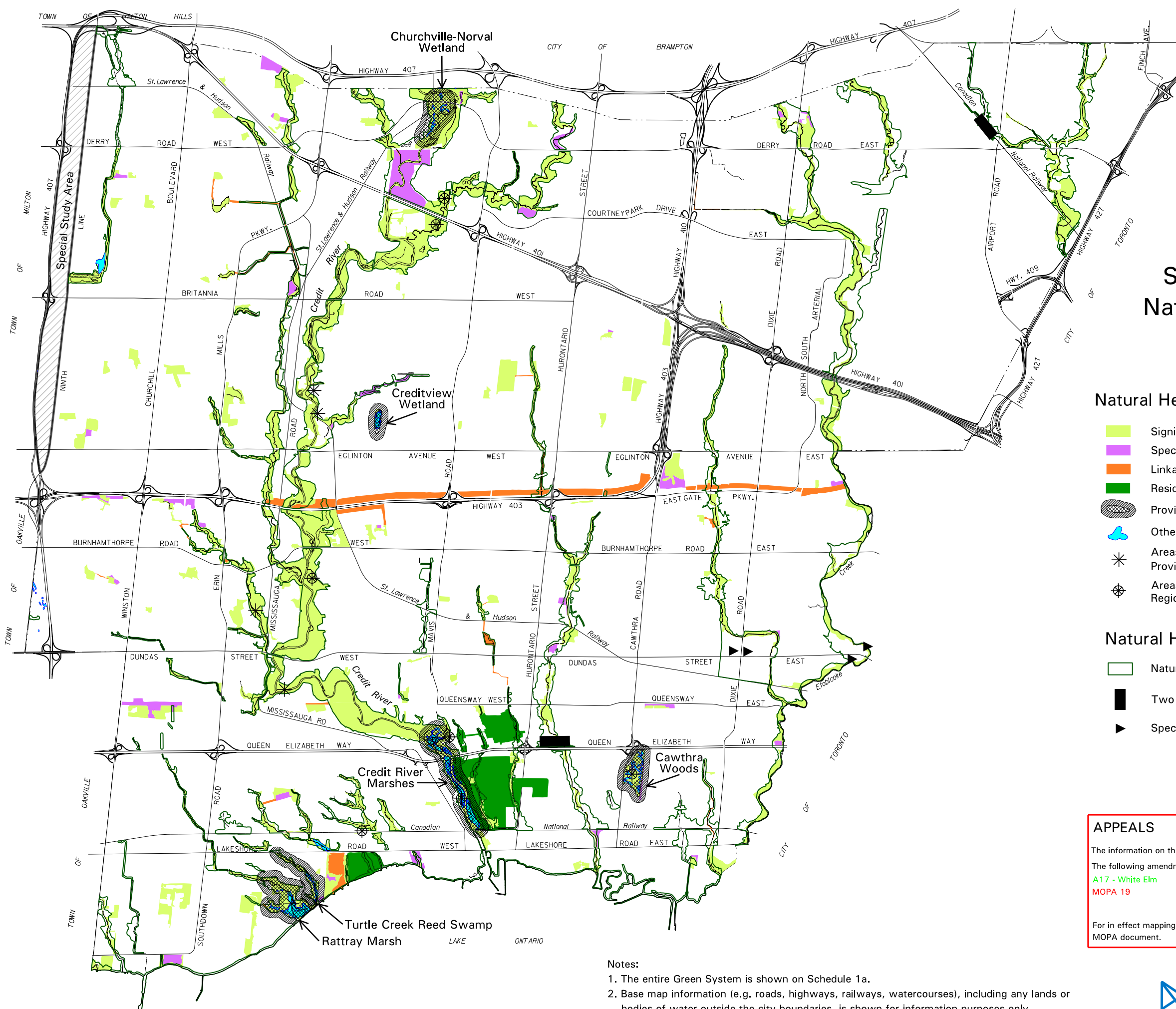
**APPEALS**

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

**MOPA 40**

For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
1. The entire Green System is shown on Schedule 1a.
  2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
  3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



## Schedule 3 Natural System

### Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest - Provincial Significance
- Areas of Natural and Scientific Interest - Regional Significance

### Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

### APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:  
A17 - White Elm  
MOPA 19

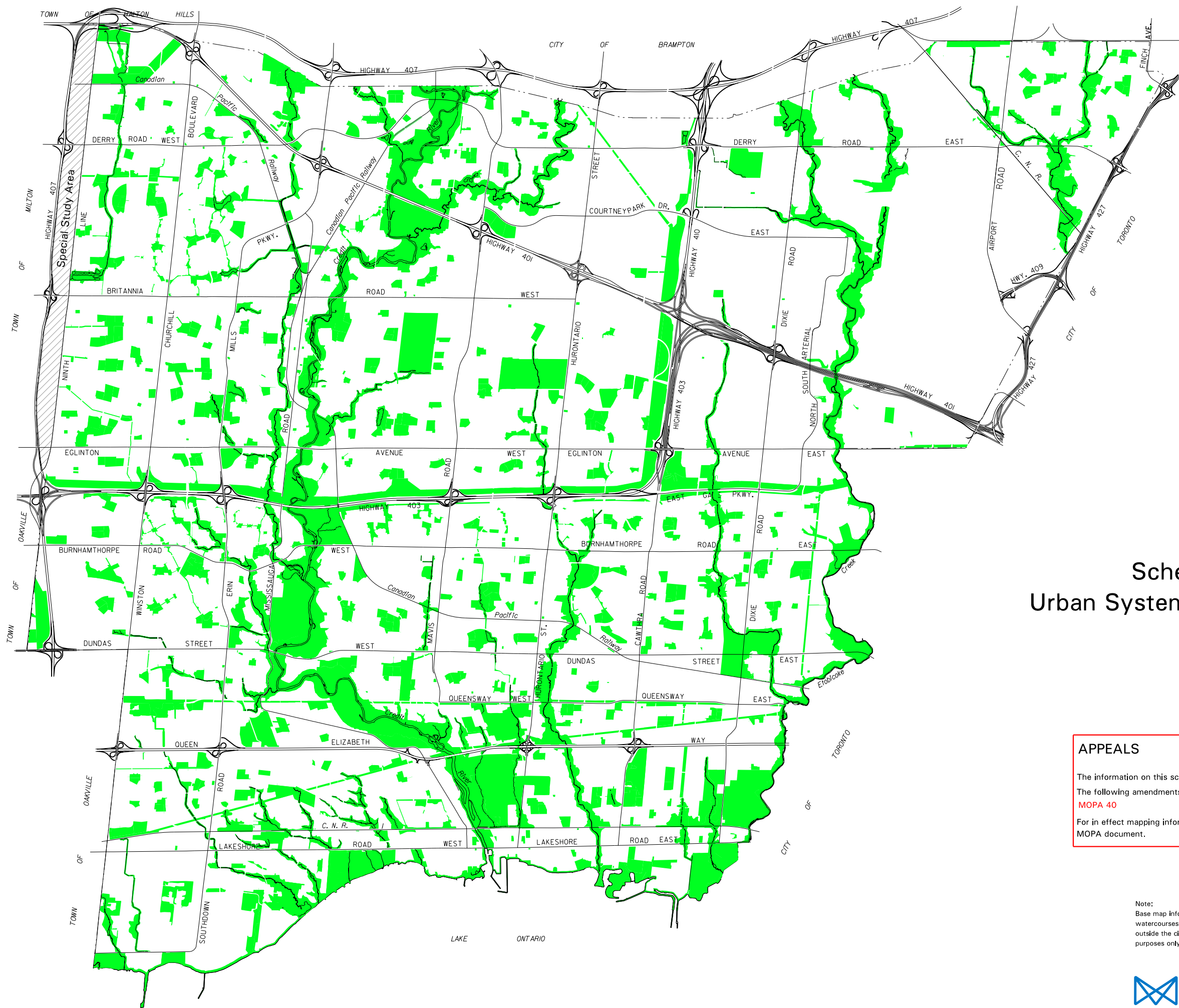
For in effect mapping information refer to the Consolidation Tables and MOPA document.

### Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.







## Schedule 1a Urban System - Green System

### APPEALS

The information on this schedule reflects Council adopted amendments.  
 The following amendments are under appeal and affect this schedule:  
**MOPA 40**  
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

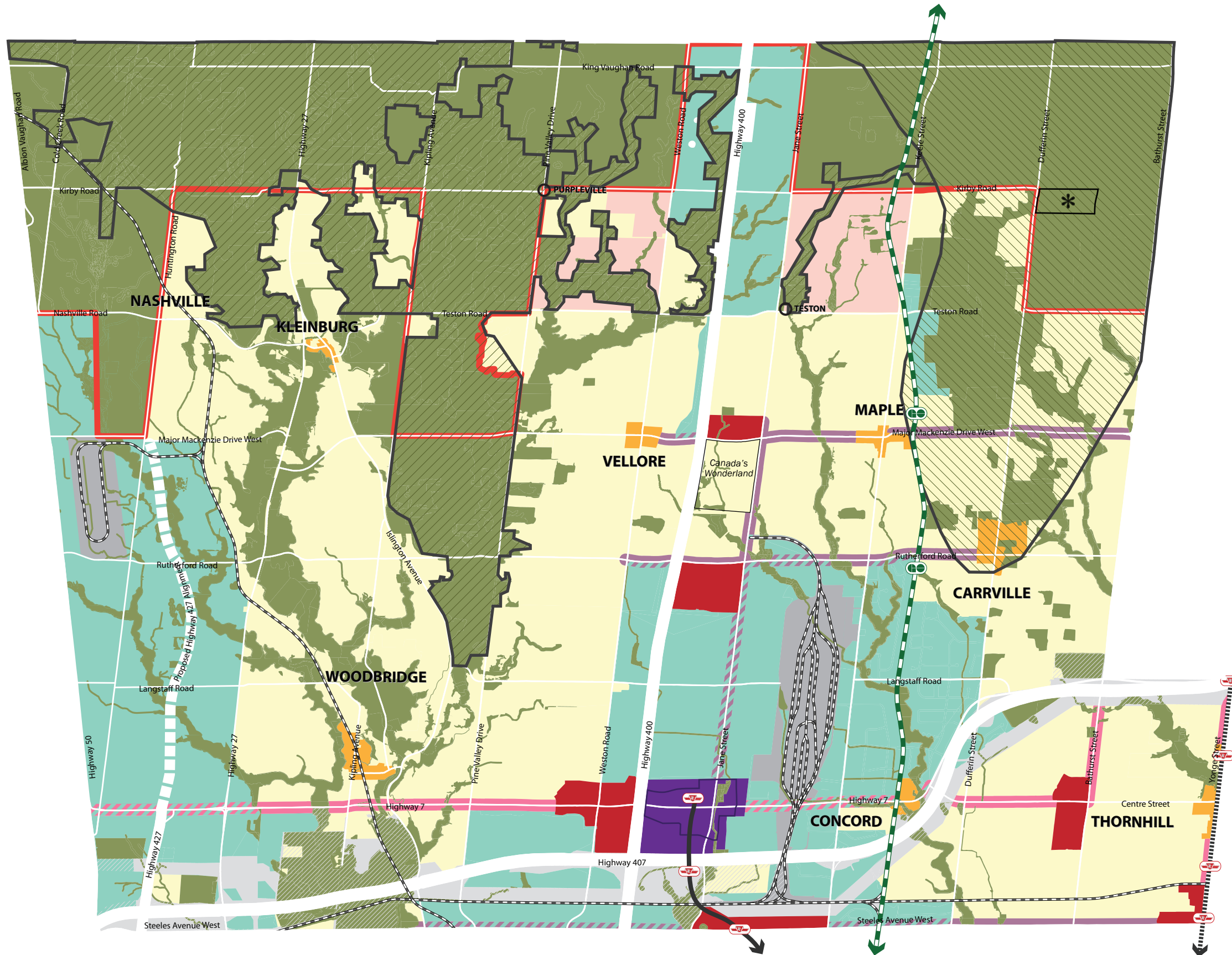
Note:  
 Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**CITY OF VAUGHAN  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**



SCHEDULE 1  
Urban Structure



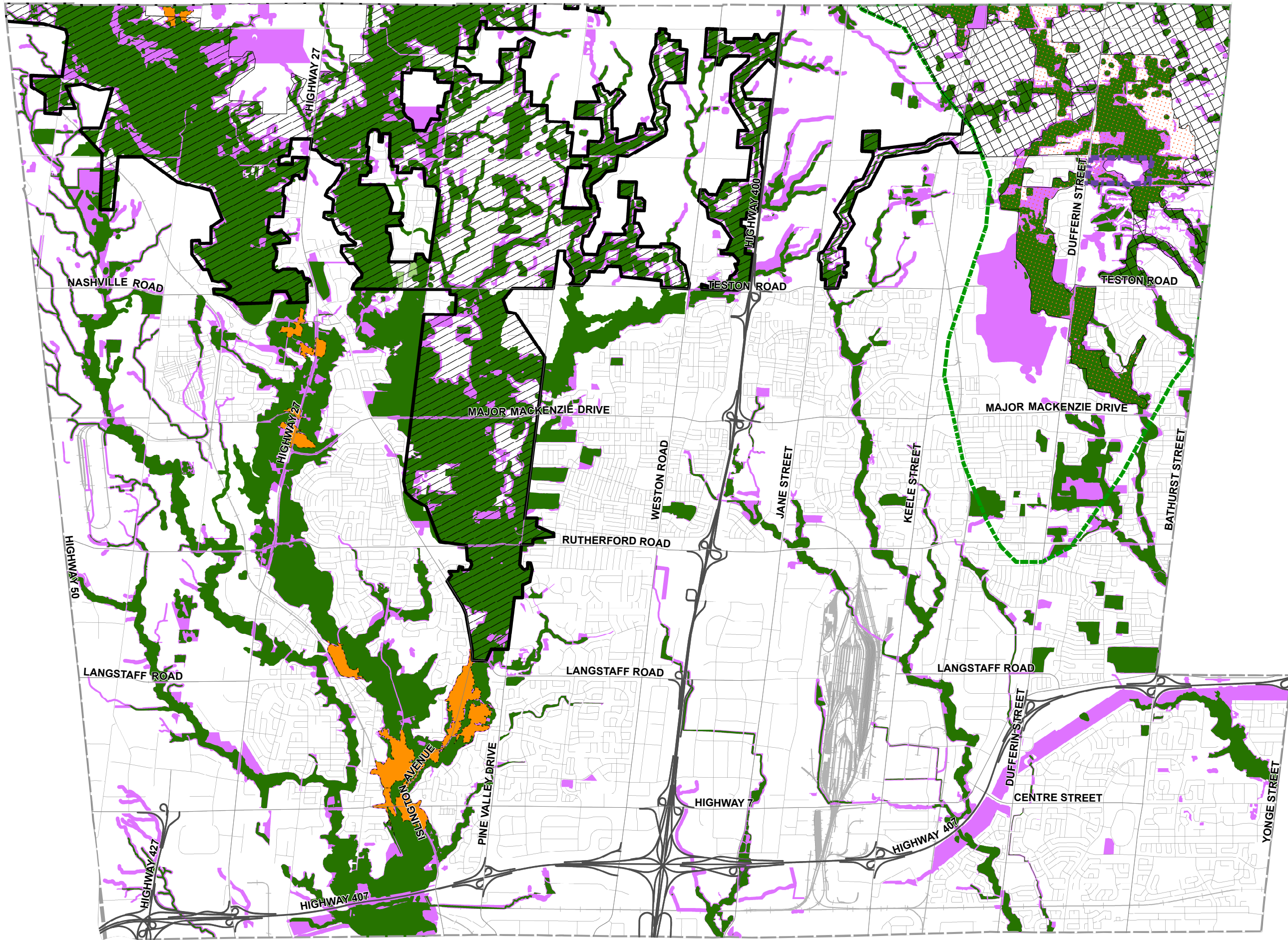
- Urban Boundary
  - Urban Growth Centre Boundary
- Stable Areas**
- Natural Areas and Countryside
  - Community Areas
  - New Community Areas
  - Employment Areas
  - Rail Facilities
- Intensification Areas**
- Vaughan Metropolitan Centre (Regional Centre)
  - Primary Centres
  - Local Centres
  - Regional Intensification Corridors
  - Regional Intensification Corridors within Employment Areas
  - Primary Intensification Corridors
  - Primary Intensification Corridors within Employment Areas
- Parkway Belt West Lands
  - Railway
  - Subway Extension
  - Proposed Subway Extension
  - GO Transit Network
  - Greenbelt Plan Area<sup>1</sup>
  - Oak Ridges Moraine Conservation Plan Area<sup>1</sup>
  - Urban Growth Centre Boundary
  - Hamlet
  - \* See Minister's Decision on ORMCP Designation
  - Municipal Boundary

<sup>1</sup> See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area





# Natural Heritage Network



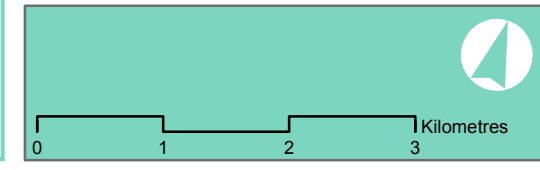
- Core Features
- Enhancement Areas
- Built-Up Valley Lands<sup>1</sup>
- Unapproved<sup>3</sup>
- Greenbelt**
- Greenbelt Plan Area Boundary<sup>2</sup>
- Greenbelt Natural Heritage System
- ORM Conservation Plan**
- Oak Ridges Moraine (ORM) Conservation Plan Boundary<sup>2</sup>
- Natural Core Area
- Natural Linkage Area
- Area Subject to ORMCA Minister's Zoning Order
- City of Vaughan Boundary

The policy text in Chapter 3 prevails over the mapping shown on Schedule 2 in determining the Natural Heritage Network. Core features shall be precisely delineated on a site-by-site basis through the approval of *Planning Act* Applications supported by appropriate technical studies. Refinements to the NHN may occur through Secondary Plan or development approval processes and shall be reflected on this schedule without the need for an Official Plan Amendment. Where the schedule does not accurately reflect an existing development approval, the schedule may be updated without the need for an Official Plan Amendment.

For watercourses and waterbodies outside of well-defined valleys, the vegetation protection zone is to be established according to the policies in Chapter 3.

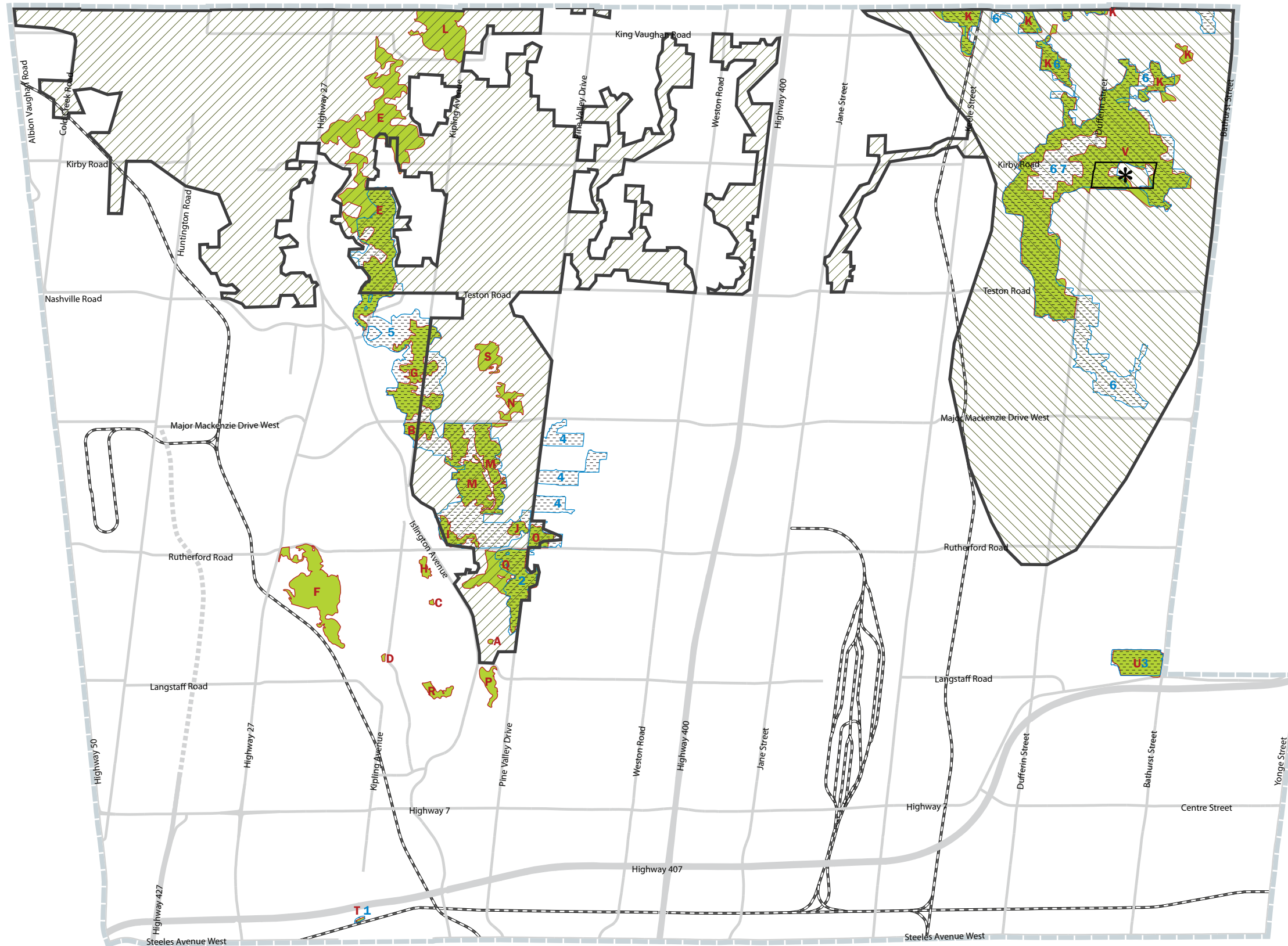
Enhancement areas are identified conceptually on Schedule 2 and the text shall be consulted to determine the final location and design.

- (1) Data provided by Urban Strategies.
- (2) See Schedule 4 for limits and the land use information of the Greenbelt Plan Area and the Oak Ridges Moraine Conservation Plan Area.
- (3) Sites under consideration for Core Feature additions, Core Feature deletions, or classification as an Enhancement Area





SCHEDULE 3  
ESAs & ANSIs



- Environmentally Significant Areas
- Areas of Natural and Scientific Interest
- Greenbelt Plan Area<sup>1</sup>
- Oak Ridges Moraine Conservation Plan Area<sup>1</sup>
- See Minister's Decision on ORMCP Designation
- Municipal Boundary

<sup>1</sup> See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area

Index of Environmentally Significant Areas

Area Name	ESA #	Watershed
A Boyd's Rock Cress	20	Humber River
B Boyd Forest	29	Humber River
C Carex Peckii Area No. 2	23	Humber River
D Clarence Street Forest	16	Humber River
E East Humber River	127	Humber River
F Elder Mills Forest	17	Humber River
G Glassgo	32	Humber River
H Graham's Forest	24	Humber River
I Graham's Forest Complex	25	Humber River
J Graham's Woods	27	Humber River
K King-Vaughan Complex	137	Humber River
L King Creek Forest	56	Humber River
M Kortright Area	28	Humber River
N McFayden Forest	30	Humber River
O McLeans's Forest	26	Humber River
P Pine Grove Forest	19	Humber River
Q Pine Valley Forest	21	Humber River
R Smith's Beech Forest	18	Humber River
S Sprengel's Forest	31	Humber River
T Woodbridge Cut	15	Humber River
U Baker's Wood's	128	Don River
V McGill Area	73	Don River

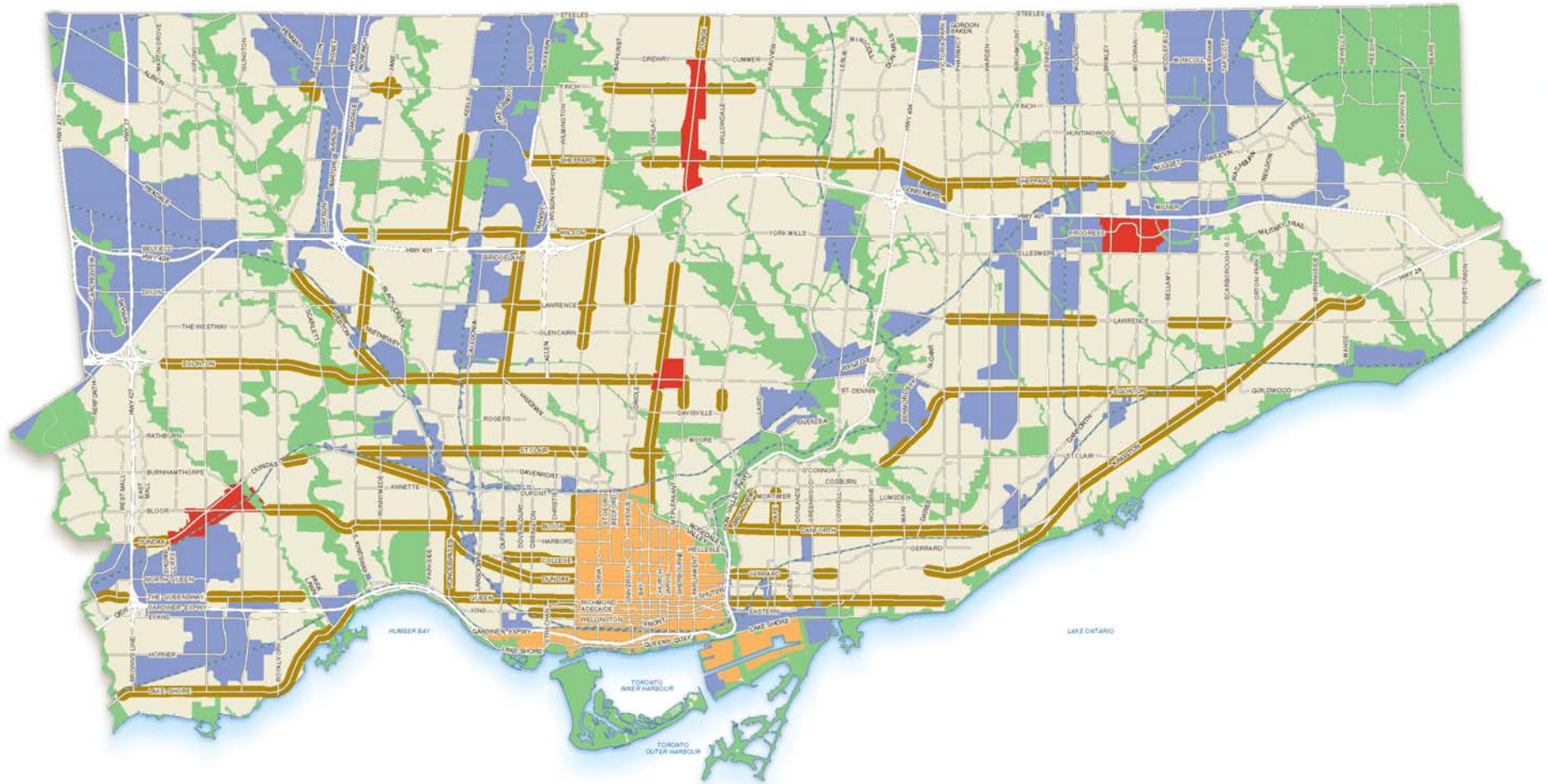
Index of Areas Natural and Scientific Interest

Area Name	Significance
1 Woodbridge Cut	Provincially Significant
2 Boyd Conservation Area & Adjacent Lands	Provincially Significant
3 Bakers Woods	Provincially Significant
4 Kleinburg Woodlots	Regionally Significant
5 Humber River	Regionally Significant
6 Maple Uplands and Kettle Wetlands	Regionally Significant
7 Oak Ridges Moraine Maple Spur	Regionally Significant





**CITY OF TORONTO  
OFFICIAL PLAN NATURAL HERITAGE  
SCHEDULES/MAPPING**



- Avenues
- Centres
- Employment Areas
- Downtown and Central Waterfront
- Green Space System



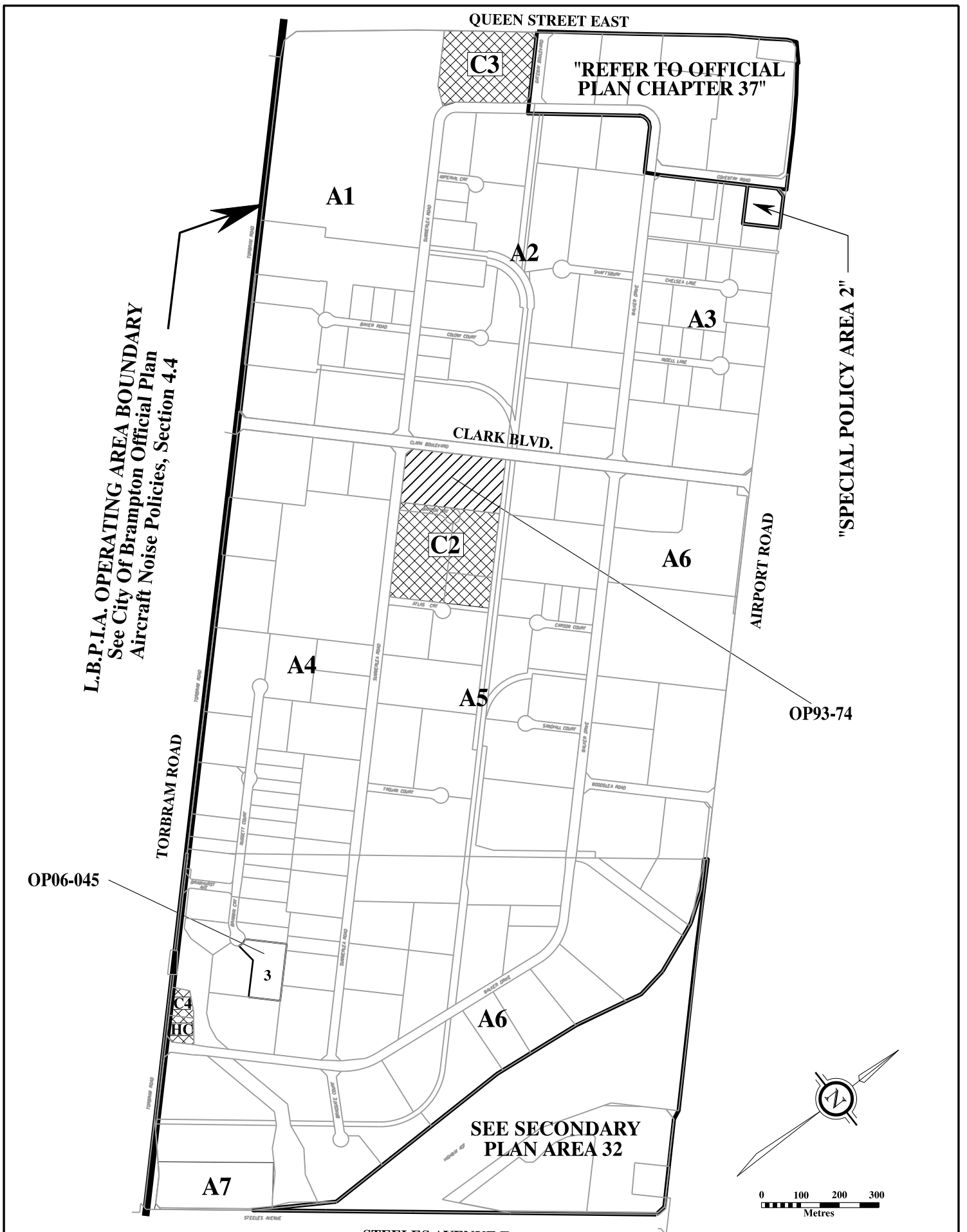


Note: For information purposes only  
Boundaries are schematic



**APPENDIX C.  
CITY OF BRAMPTON  
SECONDARY PLAN SCHEDULES**





**L.B.P.I.A. OPERATING AREA BOUNDARY**  
 See City Of Brampton Official Plan  
 Aircraft Noise Policies, Section 4.4









"SPECIAL POLICY AREA 2"

OP93-74

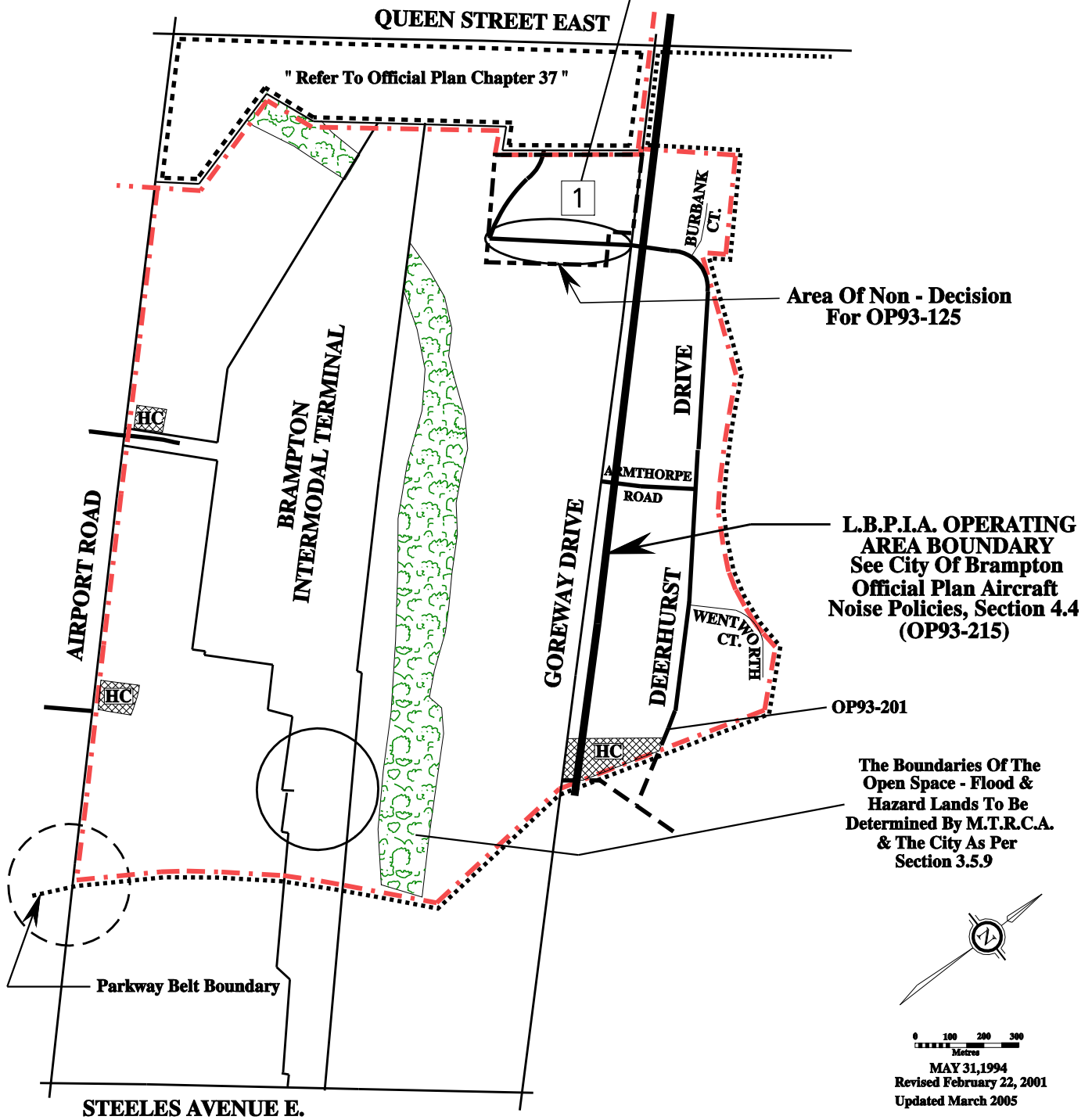
OP06-045

SEE SECONDARY  
 PLAN AREA 32

**OFFICE CONSOLIDATION  
 THE BRAMALEA SOUTH SECONDARY PLAN AREA  
 SECONDARY PLAN AREA 22  
 PLATE 18**















- |  |   |
|--|---|
|  <b>A1-A6 Industrial Areas</b>                        |  <b>HC Highway Commercial</b>    |
|  <b>C1 Service Commercial &amp; Automotive Centre</b> |  <b>C3 Restaurant Commercial</b> |
|  <b>C2 Service Commercial</b>                         |  <b>Agricultural</b>             |
|  <b>Special Policy Area 1 (OPA 93-74)</b>             |   |
|  <b>3 Special Policy Area 3 (OPA 06-045)</b>          |   |

Last Amendment: OP06-045  
 Date: Feb 2015  
 File: SP22\_PLATE18\_022010.dgn



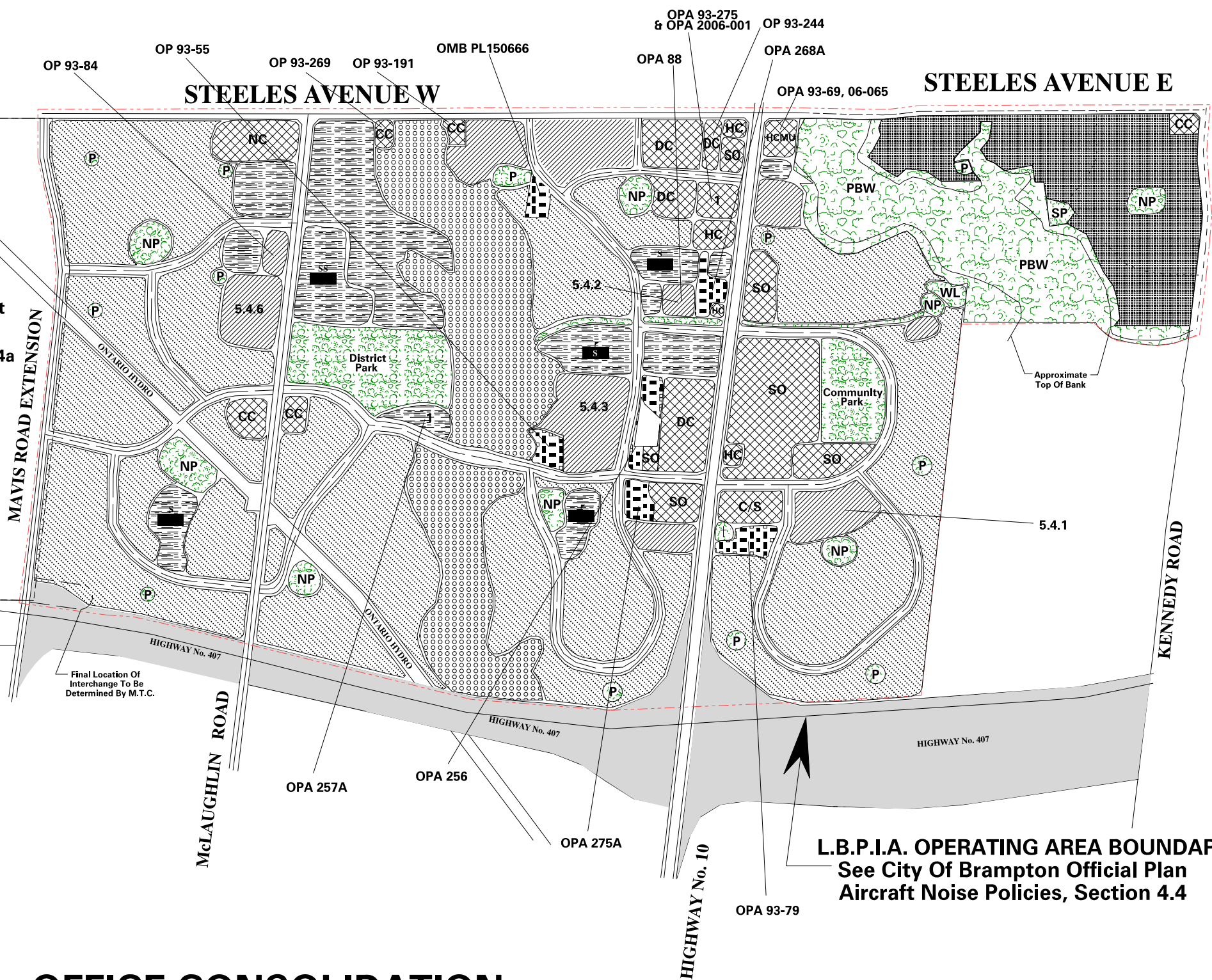
## OFFICE CONSOLIDATION

Extract From Schedule 'A' To Official Plan Amendment No.6  
To The Document Known As The Consolidated Official Plan  
As It Relates To The Gore Industrial South Secondary Plan  
( Secondary Plan Area 23 )

- |  |  |
|--|--|
|  Industrial                       |  Proposed Collector           |
|  Commercial                       |  Proposed Arterial            |
|  Highway Commercial               |  Possible Spur Line Locations |
|  Special Use Area                 |  Future Interchange           |
|  Cemetery                         |  Grade Separation             |
|  Open Space - Flood & Hazard Land |  Parkway Belt West Boundary   |
|  Special Policy Area 1            |  Secondary Plan Area Boundary |

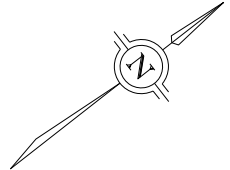


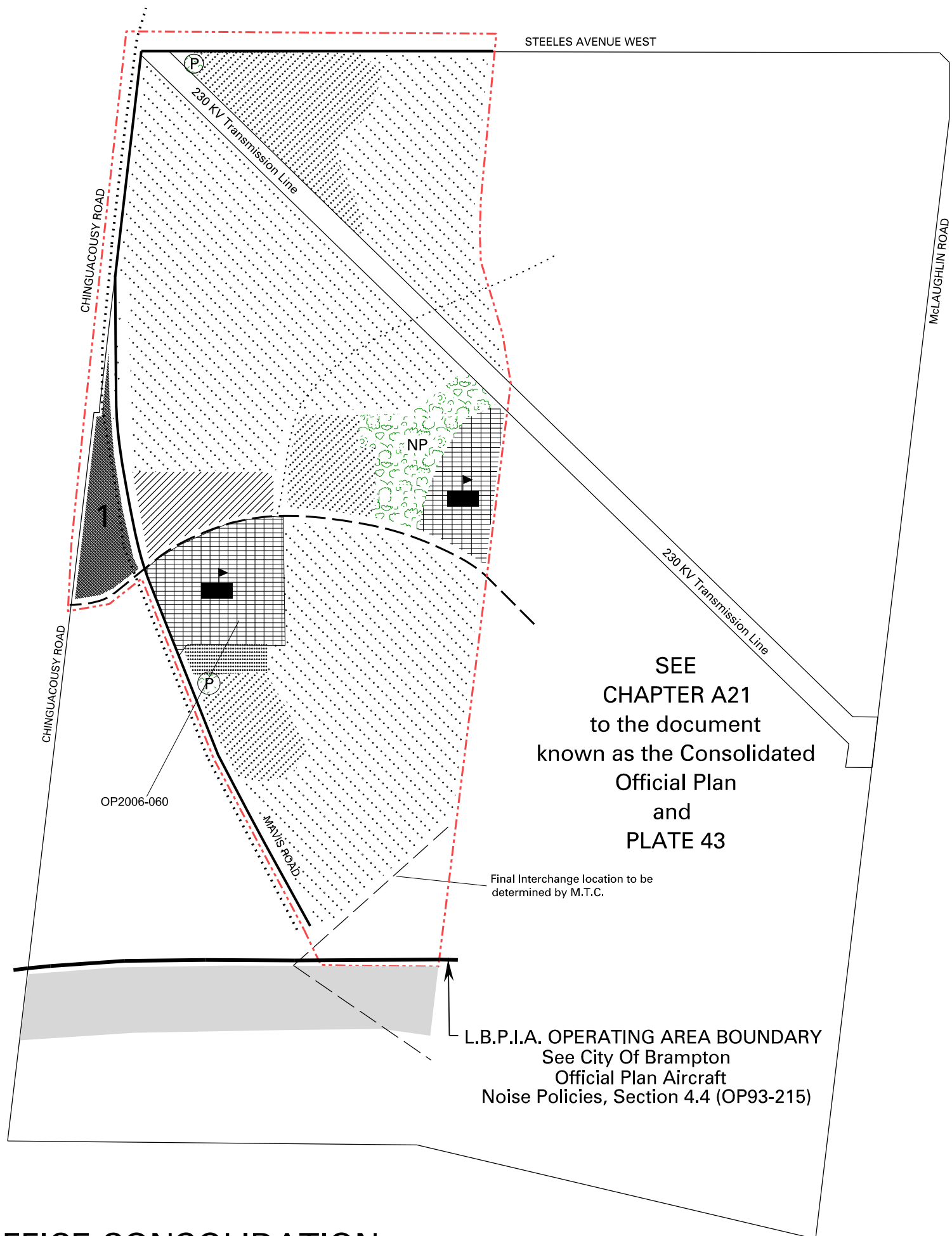
See Chapter 24a  
To The Document  
Known As The  
1984 Official Plan  
And Schedule SP24a



- RESIDENTIAL**
- Low Density
  - Low And Medium Density
  - Medium Density
  - Medium-High Density
  - High Density
- COMMERCIAL**
- Hurontario Corridor Mixed Use
  - Highway Commercial
  - Convenience Commercial
  - Neighbourhood Commercial
  - District Commercial
  - Specialty Office - Service Commercial
  - Convenience Commercial & Specialty Office - Service Commercial
  - Specialty Office - Service Commercial Special Policy Area 1
- PUBLIC OPEN SPACE**
- Public Open Space
  - District Park
  - Community Park
  - Neighbourhood Park
  - Parkette
  - Specialized Park
  - Parkway Belt West
  - Woodlot
  - Cemetery
  - Hazard Land
- INSTITUTIONAL**
- Institutional
  - Secondary School
  - Senior Public School
  - Public School
  - Separate School
  - Secondary School - Separate School
  - Special Policy Area 1
- ROADS**
- Freeway
  - Provincial Highway
  - Arterial Road
  - Major Arterial Road
  - Minor Arterial Road
  - Collector Road
  - Minor Collector Road
- Secondary Plan Boundary

**OFFICE CONSOLIDATION  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
SECONDARY PLAN AREA 24  
PLATE NO. 43**

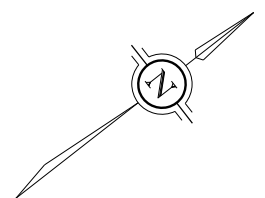




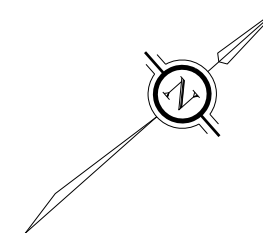
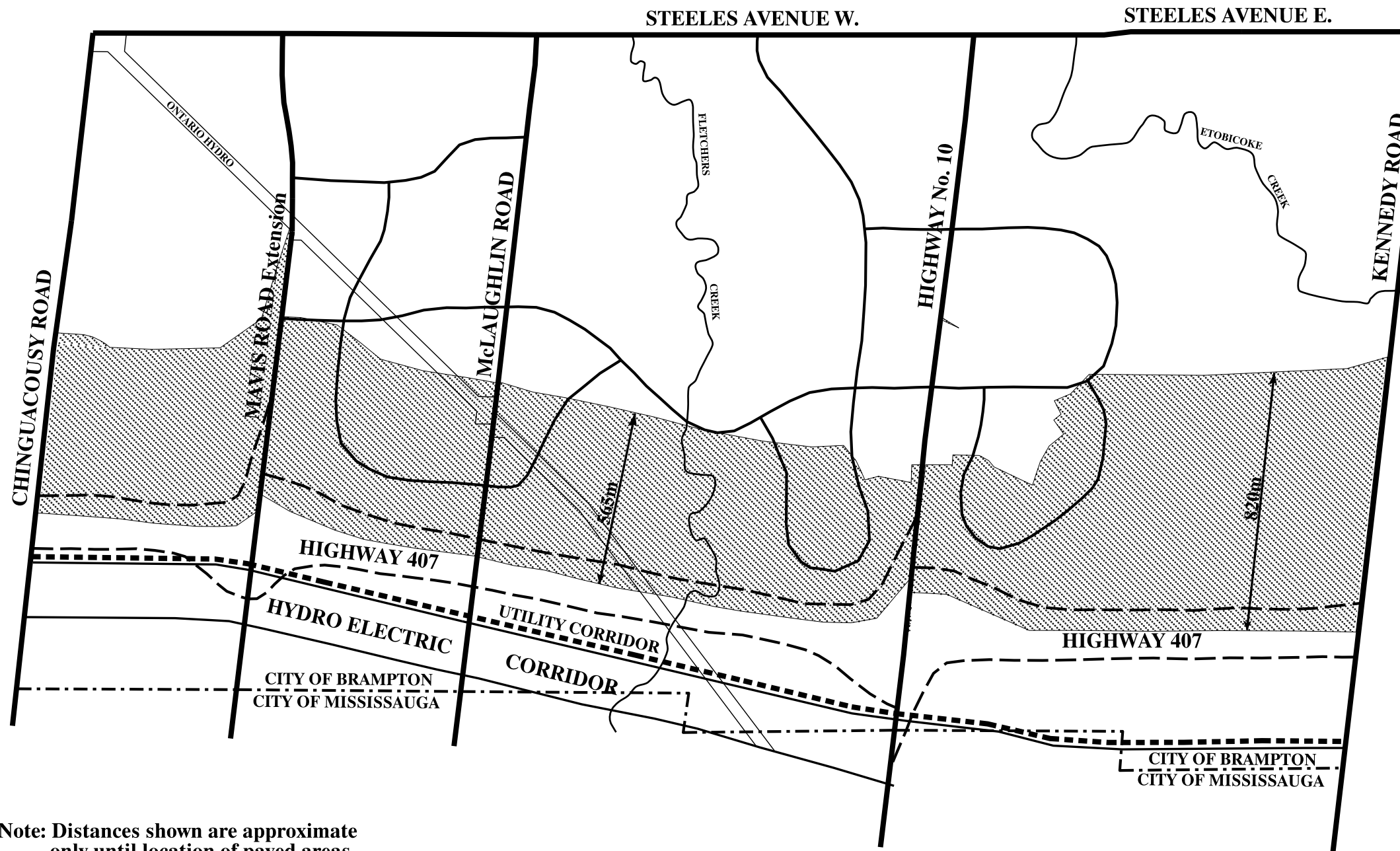
**OFFICE CONSOLIDATION  
 THE FLETCHERS CREEK SOUTH SECONDARY PLAN  
 NEW DEVELOPMENT AREA NUMBER 13(A)  
 SCHEDULE SP24(A)**


**LEGEND**

- |  |   |  |                        |
|--|---|--|------------------------|
|  | Urban Boundary                                |  | Convenience Commercial |
|  | Secondary Plan Boundary                       |  | Parkette               |
|  | Low Density Residential                       |  | Neighbourhood Park     |
|  | Low + Medium Density Residential              |  | Collector Road         |
|  | Medium - High Density Residential             |  | Minor Collector Road   |
|  | Institutional - Public School                 |  | Major Arterial Road    |
|  | Special Policy Area 1 (Refer to Policy 3.5.1) |  | Future Highway 407     |



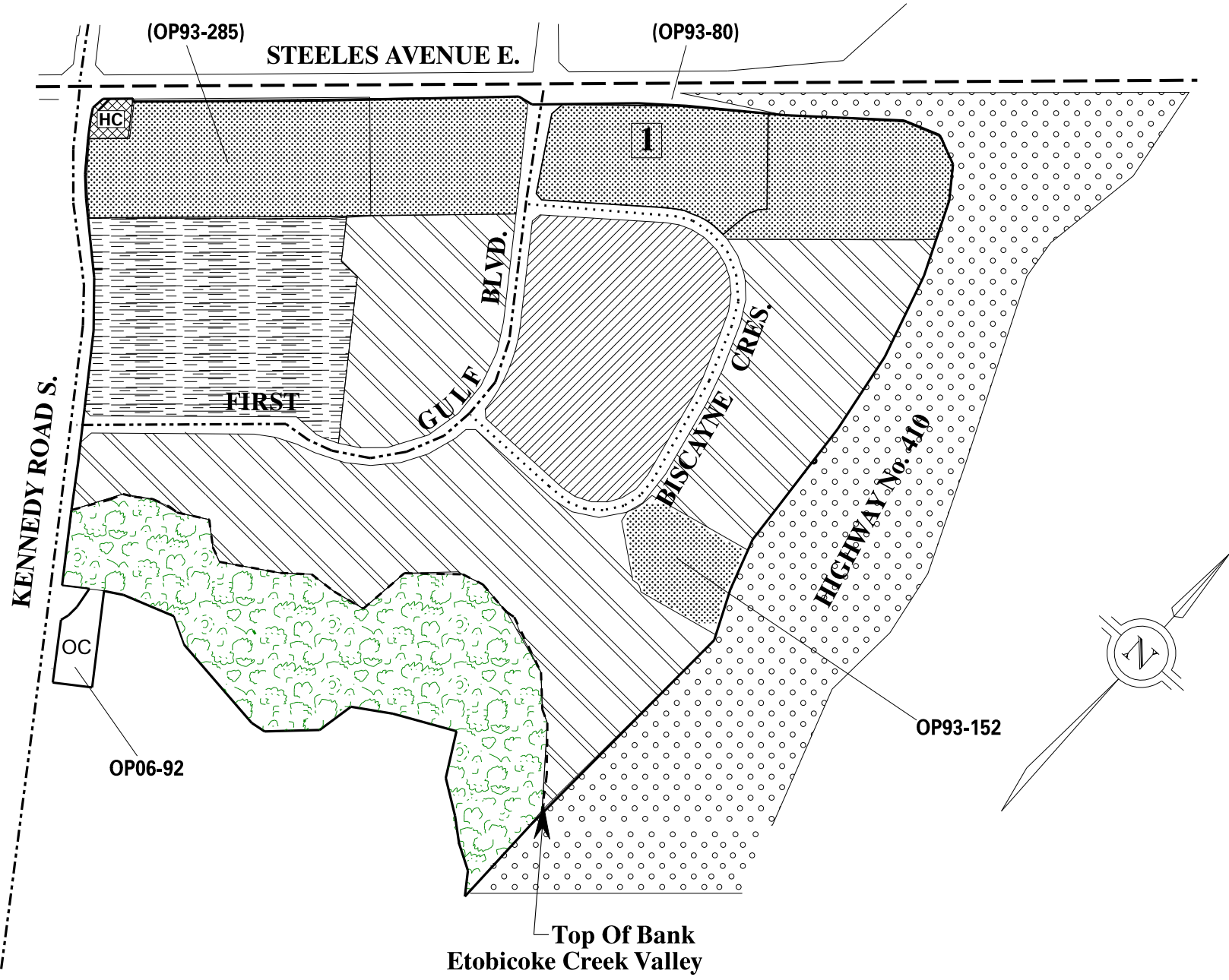





**Area Requiring Noise Analysis**  
 Area Subject To Approval Of Preliminary  
 Designs For Hwy. No.407  
 ( see policy 12.6.2.)  
 See (OP2006-124)

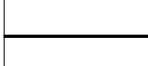


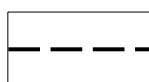

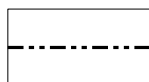
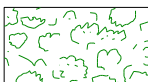
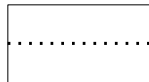
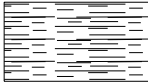




OFFICE CONSOLIDATION  
**SCHEDULE 24**  
**FLETCHERS CREEK SOUTH**  
**SECONDARY PLAN**  
**PLATE 44**

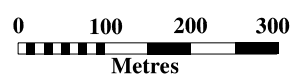
**Note:** Distances shown are approximate  
 only until location of paved areas  
 established in approved preliminary  
 designs.



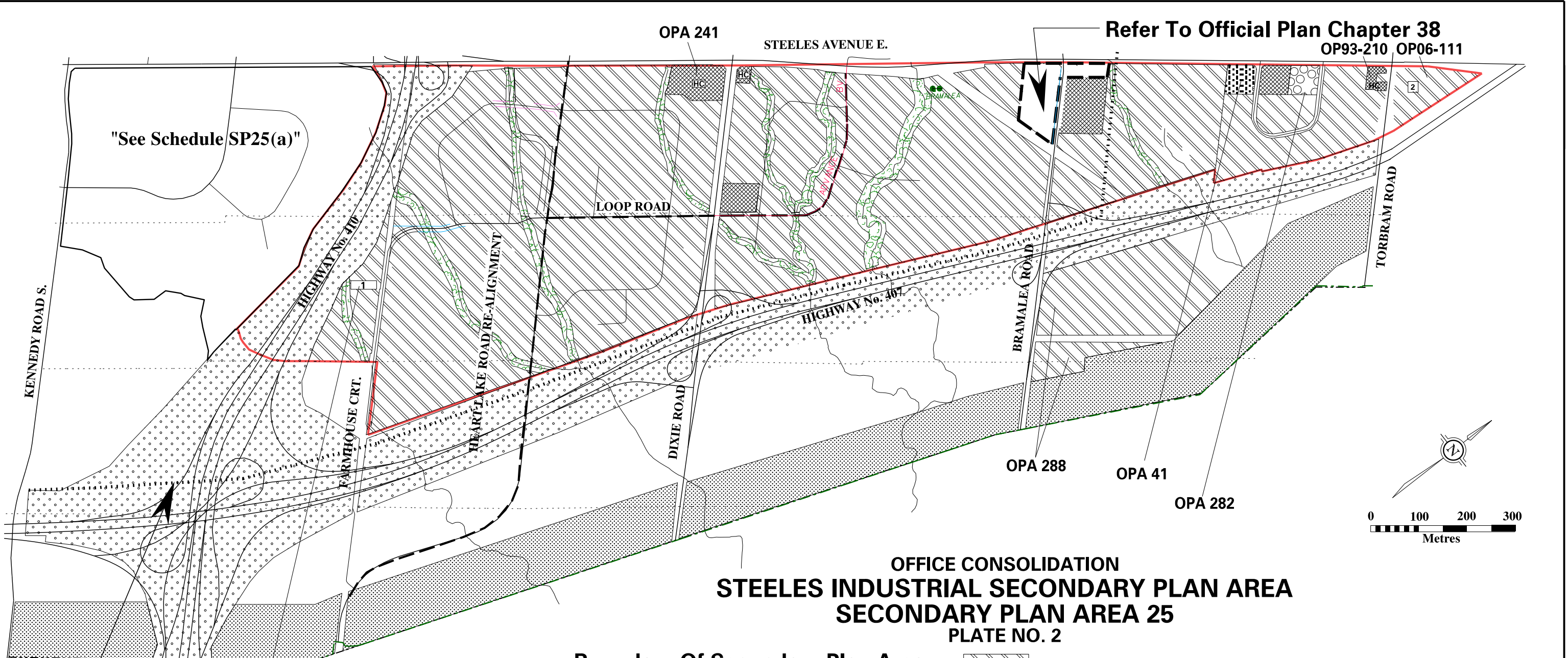
OFFICE CONSOLIDATION  
**THE STEELES INDUSTRIAL  
 SECONDARY PLAN  
 SCHEDULE SP 25(A)**  
 NEW DEVELOPMENT AREA 14

**LEGEND**

- |   |  |   |                           |
|---|--|---|---------------------------|
|  | <b>New Development Area 14 Boundary</b>  |  | <b>Provincial Freeway</b> |
|  | <b>General Industrial</b>                |  | <b>Major Arterial</b>     |
|  | <b>Light Industrial</b>                  |  | <b>Minor Arterial</b>     |
|  | <b>Parkway Belt West</b>                 |  | <b>Minor Collector</b>    |
|  | <b>Institutional</b>                     |  | <b>Office Commercial</b>  |
|  | <b>Highway Commercial</b>                |   |                           |
|  | <b>Mixed Commercial-Light Industrial</b> |   |                           |
|  | <b>Special Policy Area Number 1</b>      |   |                           |

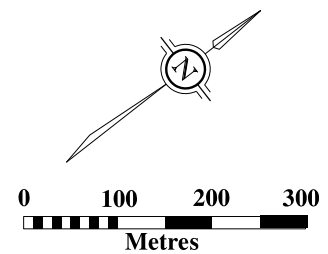






Refer To Official Plan Chapter 38  
OP93-210, OP06-111

"See Schedule SP25(a)"

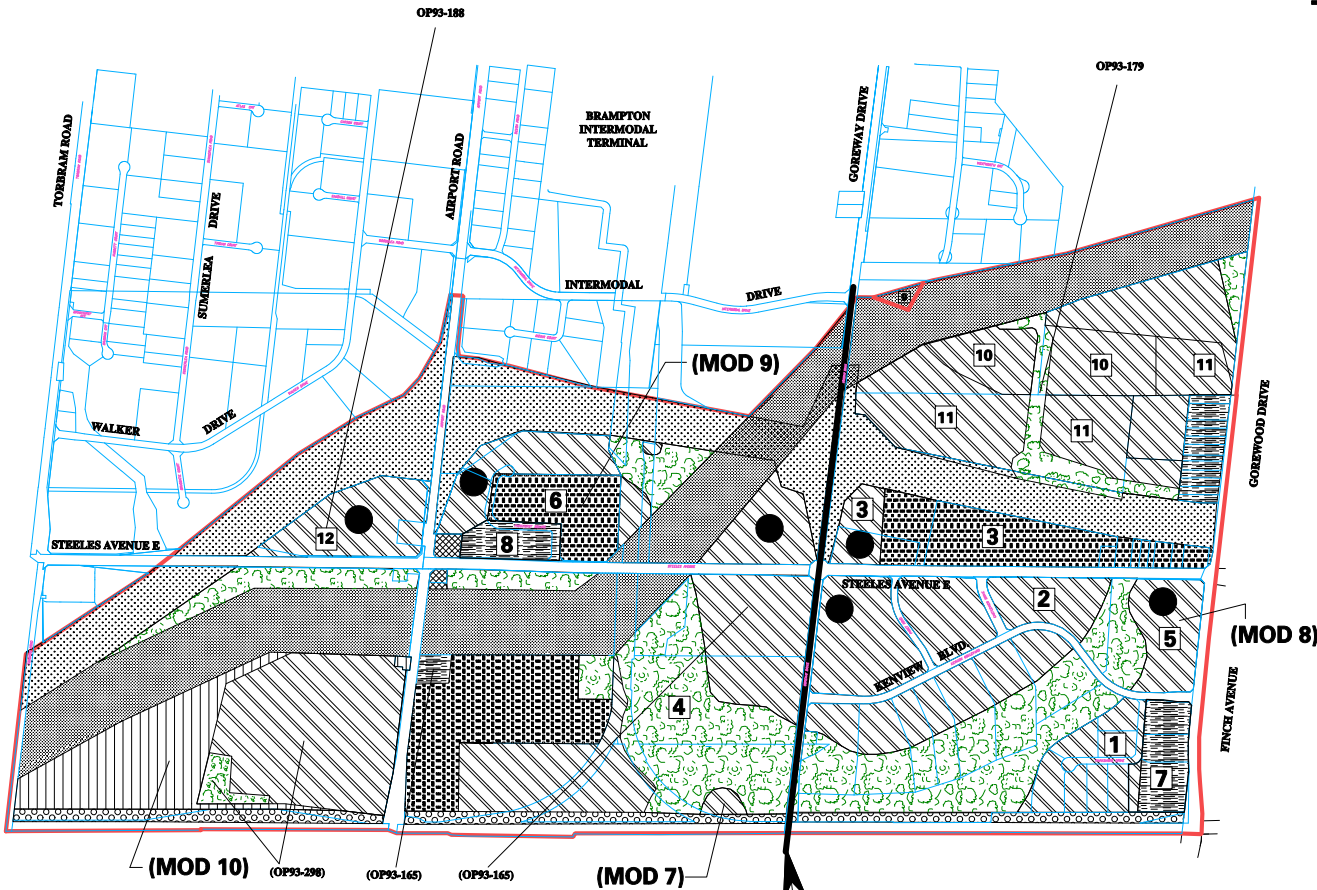


**OFFICE CONSOLIDATION  
STEELES INDUSTRIAL SECONDARY PLAN AREA  
SECONDARY PLAN AREA 25  
PLATE NO. 2**

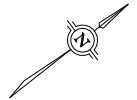
**L.B.P.I.A. OPERATING  
AREA BOUNDARY  
See City Of Brampton  
Official Plan Aircraft  
Noise Policies, Section 4.4**

- Boundary Of Secondary Plan Area
- - - Parkway Belt Regulation Area
- - - City Limits
- Commercial
- Highway Commercial (HC)
- Special Commercial-Industrial Use Area
- Service Commercial (OPA 282)
- Industrial
- Open Space - Flood & Hazard Land
- Institutional
- Proposed Highway
- Hydro Corridor
- 1 Special Policy Area 1
- 2 Special Policy Area 2

**OFFICE CONSOLIDATION  
THE PARKWAY BELT WEST INDUSTRIAL  
AREA SECONDARY PLAN  
SECONDARY PLAN AREA NO.32  
SCHEDULE SP 32(A)**



- |  |   |
|--|---|
|  | <b>Prestige Industrial</b>                                  |
|  | <b>Business</b>   |
|  | <b>Mixed Industrial/Commercial</b>                          |
|  | <b>Open Space/Hazard Lands</b>                              |
|  | <b>Highway Commercial</b>                                   |
|  | <b>Office Centre</b>  |
|  | <b>Electric Power Facilities</b>                            |
|  | <b>Highway No.407</b>                                       |
|  | <b>1 Special Policy Area No.1 Refer To Policy 4.10.1</b>    |
|  | <b>2 Special Policy Area No.2 Refer To Policy 4.10.2</b>    |
|  | <b>3 Special Policy Area No.3 Refer To Policy 4.10.3</b>    |
|  | <b>4 Special Policy Area No.4 Refer To Policy 4.10.4</b>    |
|  | <b>5 Special Policy Area No.5 Refer To Policy 4.10.5</b>    |
|  | <b>6 Special Policy Area No.6 Refer To Policy 4.10.6</b>    |
|  | <b>7 Special Policy Area No.7 Refer To Policy 4.10.7</b>    |
|  | <b>8 Special Policy Area No.8 Refer To Policy 4.10.8</b>    |
|  | <b>9 Special Policy Area No.9 Refer To Policy 4.10.9</b>    |
|  | <b>10 Special Policy Area No.10 Refer To Policy 4.10.10</b> |
|  | <b>11 Special Policy Area No.11 Refer To Policy 4.10.11</b> |
|  | <b>12 Special Policy Area No.12 Refer To Policy 4.10.12</b> |



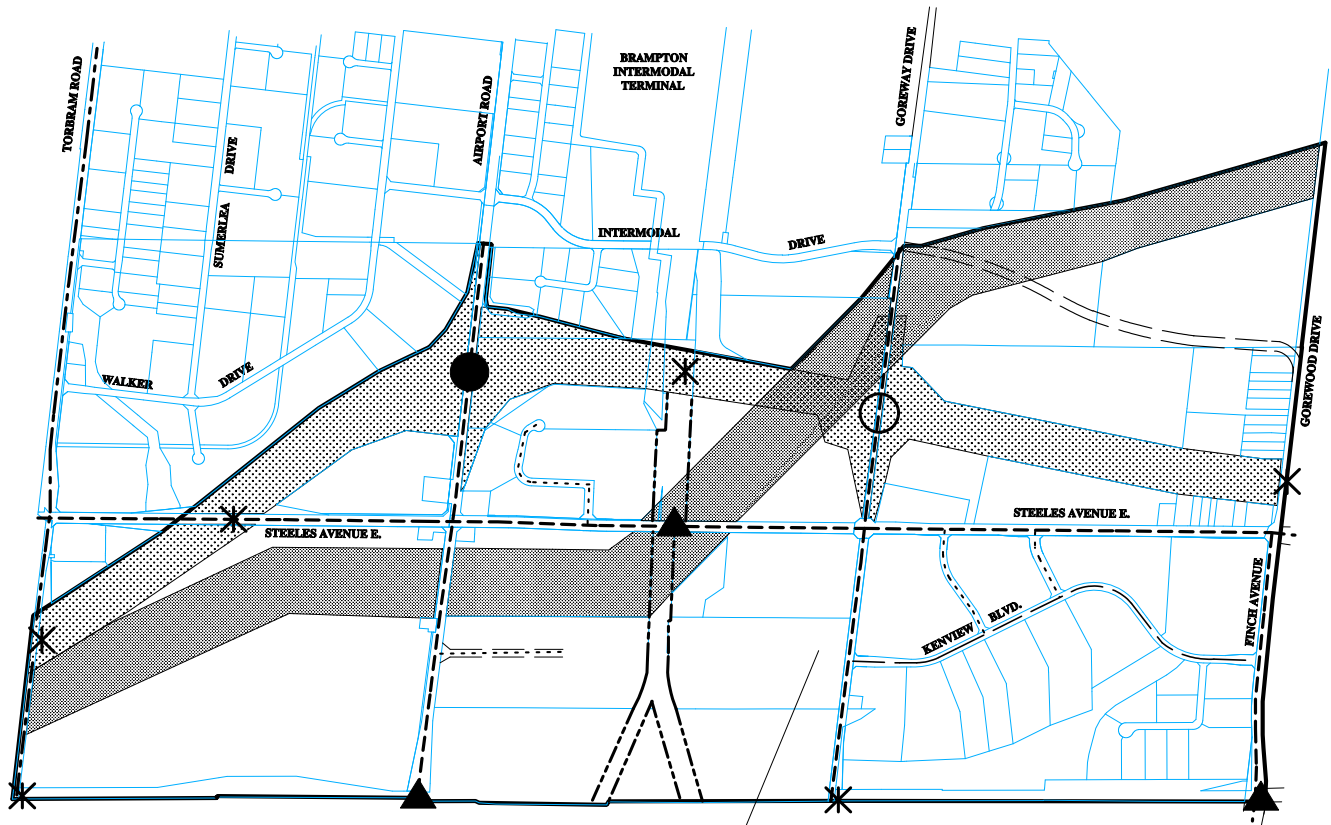
**L.B.P.I.A. OPERATING AREA BOUNDARY**  
See City Of Brampton Official Plan  
Aircraft Noise Policies, Section 4.4 (OP93-165)

- |  |  |
|--|--|
|  | <b>Utility Corridor</b>                                      |
|  | <b>Secondary Plan Area Boundary</b>                          |
|  | <b>Parkway Belt West Policy Area<br/>Refer To Policy 4.9</b> |



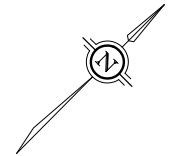
**Last Amendment OP93-298**  
**Date: Feb. 2010**  
**File: SP32\_A\_022010.dgn**

# OFFICE CONSOLIDATION THE PARKWAY BELT INDUSTRIAL AREA SECONDARY PLAN SECONDARY PLAN AREA NO.32 SCHEDULE SP 32 (B)



OP93-237  
(delete proposed collector road)

- Secondary Plan Area Boundary
- Electric Power Facilities
- Highway No. 407 Alignment
- Major Arterial
- Minor Arterial
- Collector Road
- Local Road
- Proposed Collector Road
- Existing Grade Separation
- Proposed Grade Separation
- Complete Interchange
- Railway
- Partial Interchange

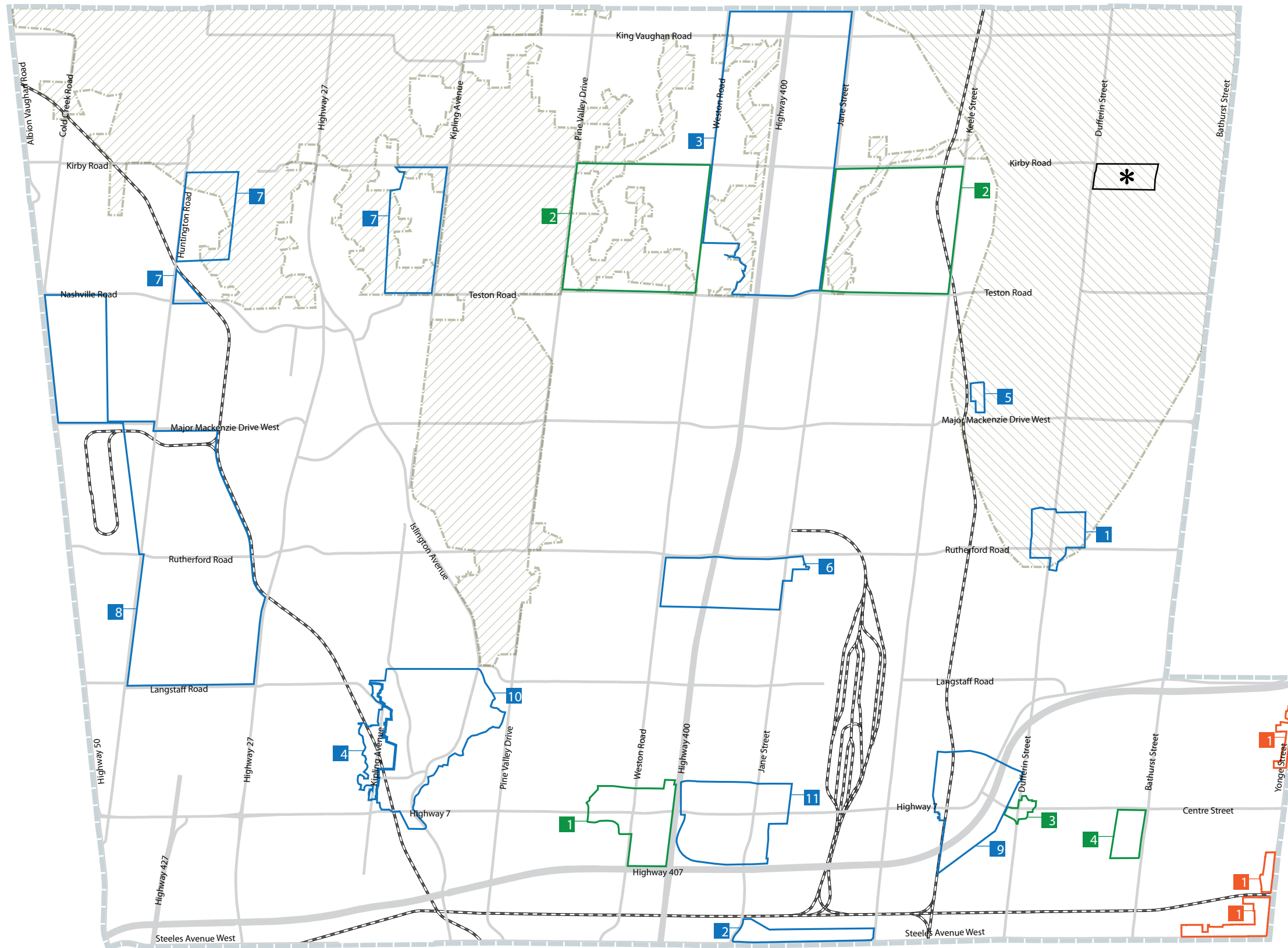




**APPENDIX D.**  
**CITY OF VAUGHAN SECONDARY PLAN AREAS,  
AREA SPECIFIC PROJECTS, AREA SPECIFIC PLAN  
AREAS, AND SITE SPECIFIC PLAN AREAS**

SCHEDULE 14-A

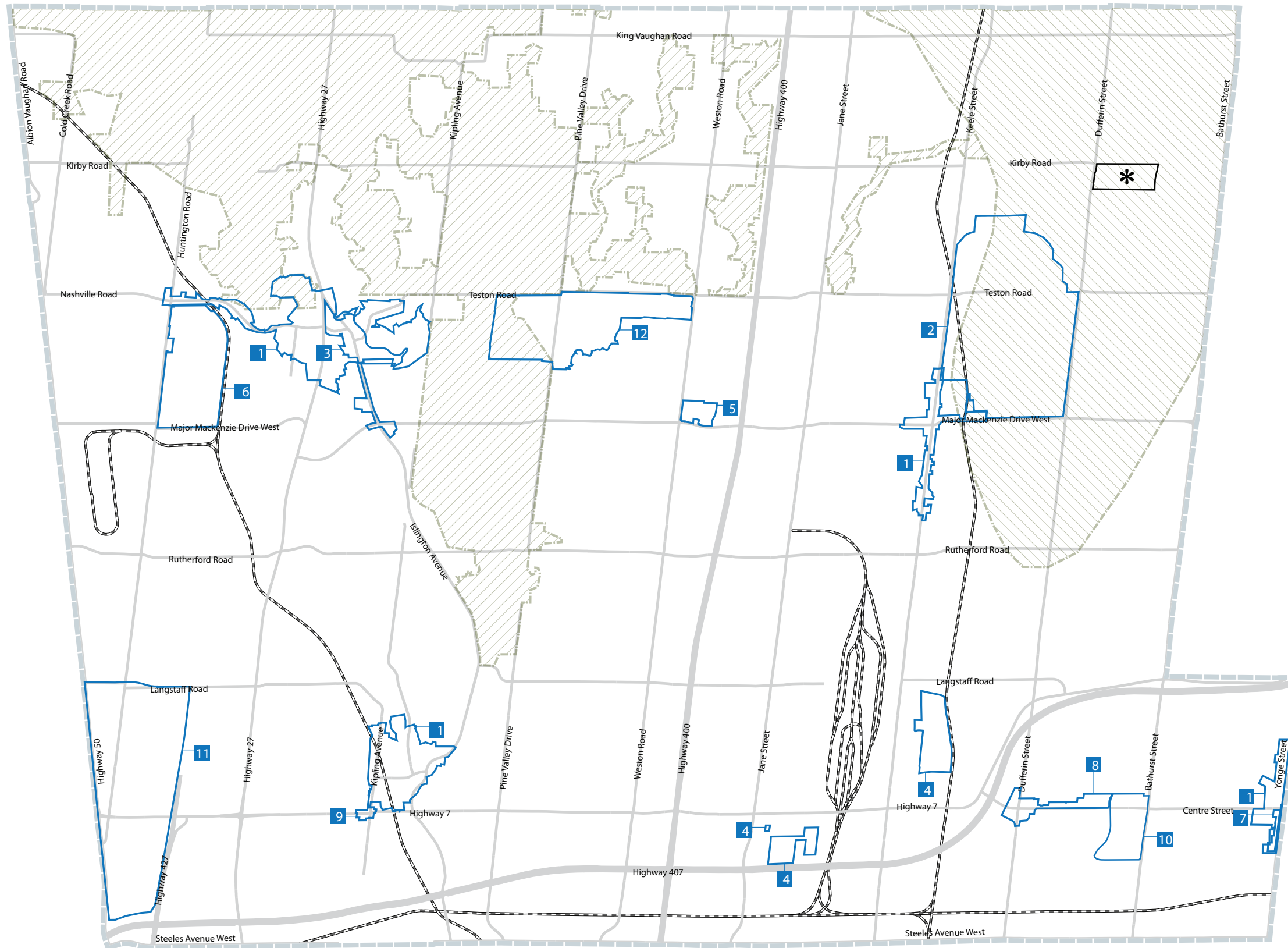
# Areas Subject to Secondary Plans



- Secondary Plan Areas – Chapter 11
- 1 Carrville Centre – 11.2
- 2 Steeles West – 11.3
- 3 Highway 400 North Employment Lands – 11.4
- 4 Kipling Avenue – 11.5
- 5 Maple GO Station Area - 11.6
- 6 Vaughan Mills Centre - 11.7
- 7 North Kleinburg-Nashville - 11.8
- 8 West Vaughan Employment Area - 11.9
- 9 Concord GO Centre - 11.10
- 10 Woodbridge Centre - 11.11
- 11 Vaughan Metropolitan Centre - 11.12
  
- Secondary Plan Areas to be Approved (adopted by Council on September 7, 2010)
- 1 Yonge Steeles Corridor
  
- Required Secondary Plan Areas
- 1 Weston Road and Highway 7
- 2 New Community Areas (Blocks 41 & 27)
- 3 Dufferin Street and Centre Street
- 4 Promenade Mall
  
- \* See Minister's Decision on ORMCP Designation
- Municipal Boundary



# Areas Subject to Area Specific Plans

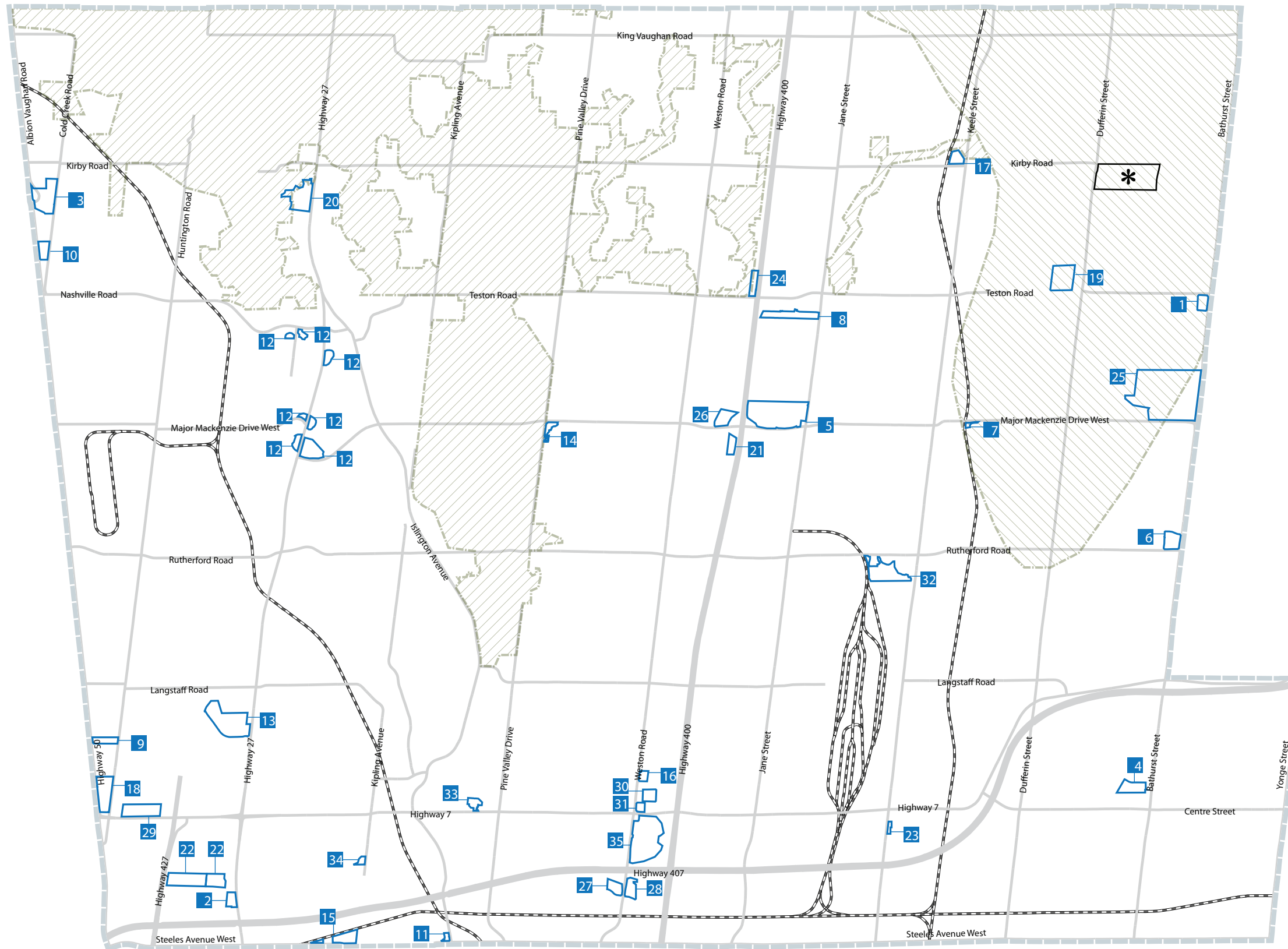


- Area Specific Areas – Chapter 12
  - 1 Heritage Conservation Districts – 12.2
  - 2 Keele Valley Landfill Area – 12.3
  - 3 Kleinburg Core – 12.4
  - 4 Adult Entertainment Uses – 12.5
  - 5 N-E Quadrant of Major Mackenzie Dr. and Weston Rd. – 12.6
  - 6 Block 61 West: “Nashville Heights” – 12.7
  - 7 Yonge Street Corridor in Thornhill – 12.8
  - 8 Centre Street Corridor – 12.9
  - 9 Kipling Avenue and Highway 7 – 12.10
  - 10 Bathurst and Centre Street – 12.11
  - 11 Huntington Business Park – 12.12
  - 12 Block 40/47 – 12.13
- 
- \* See Minister’s Decision on ORMCP Designation
  - Municipal Boundary





# Areas Subject to Site Specific Plans



- Site Specific Areas - Chapter 13
- 1 SW Corner of Bathurst St. and Teston Rd. - 13.2
- 2 7242 Highway 27 - 13.3
- 3 11245 Highway 50 - 13.4
- 4 Thornhill Liberty Lands - 13.5
- 5 Vaughan Healthcare Campus - 13.6
- 6 NW Corner of Rutherford Road and Bathurst Street - 13.7
- 7 2057 Major Mackenzie Drive - 13.8
- 8 Ahmadiyya Campus - 13.9
- 9 8151 Highway 50 - 13.10
- 10 10951 Highway 50 - 13.11
- 11 Steeles/Islington Ave. Services Review Area - 13.12
- 12 Valley Policy Areas - 13.13
- 13 2107638/RioCan/SRF Vaughan - 13.14
- 14 SE Corner of Major Mackenzie Dr. and Pine Valley Dr. - 13.15
- 15 NW Corner of Steeles and Kipling Avenues - 13.16
- 16 7979 Weston Road - 13.17
- 17 NW Corner of Keele Street and Kirby Road - 13.18
- 18 Huntington South - 13.19
- 19 1600 Teston Road - 13.20
- 20 North Humber Extension - 13.21
- 21 77 Eagleview Heights - 13.22 (OPA #7)
- 22 Parkwaybelt West Amendment Areas - 13.23
- 23 7615-7675 Keele St. - 13.24
- 24 3400 Teston Road - 13.25
- 25 NW Corner of Major MacKenzie Dr. and Bathurst St. - 13.26
- 26 NE Corner of Cityview Blvd. and Major Mackenzie Dr. - 13.27
- 27 30 & 70 Aviva Park Dr. - 13.28 (OPA #5)
- 28 SE Corner of Weston Rd. and Highway 407 - 13.29
- 29 NW Corner of Highway 427 and Highway 7 - 13.30
- 30 140 Northview Boulevard - 13.31
- 31 NE Corner of Weston Rd. and Highway 7 - 13.32
- 32 600, 800 & 1000 Tesma Way - 13.33
- 33 4650 Highway 7 - 13.34 (OPA #11)
- 34 Kipling Avenue South - 13.35
- 35 Colossus Centre - 13.36

\* See Minister's Decision on ORMCP Designation

Municipal Boundary



**APPENDIX E.  
CITY OF BRAMPTON  
COMMERCIAL AND INDUSTRIAL BUSINESSES  
WITHIN STUDY AREA**

## **CITY OF BRAMPTON COMMERCIAL AND INDUSTRIAL BUSINESSES WITHIN STUDY AREA**

- ABB Inc.
- Industrial Warehousing and Courier
- Coca-Cola Bottling Company
- FSI Landscape Supply

### Business/Commercial Centre North of Highway 407 between Tomken Road and Dixie Road

- Cabinet Plus
- Nexcycle
- Pro Con Building Supplies Ltd
- ProMax
- Todays Heroes Inc.
- Gone Comando
- BECC Construction Group Ltd.
- TNT Foods International Inc.
- Formnouvo Inc.
- Siegwerk Canada Inc.
- York Fluid Controls Limited
- Metex Heat Treating Ltd. (Plant 1, 2 and 3)
- Aquaflow Technology
- Spina Steel Workers Co. Ltd.
- Marc Angelo/Concord Premium Meats
- Solera
- Stirling Chemicals Inc.
- Megna Granite & Marble Countertops Inc.
- Zamco Systems Inc.
- Poczo Manufacturing Company Ltd.
- A1 City Auto Repair
- Sonoco Plastics/Matrix Packaging Inc.
- Nesco
- Onyx Mechanical
- Roll Forming Machine & Die Ltd.
- ACCESS Broo FABRICATORS INC.
- BRAM KNIT LTD.
- Country Queen Foods
- Service Master Restore
- Grand Touring Baby
- Power Plus Mobility
- Interglobe Alliance Inc.
- Industrial Paint Coatings
- Dr HVAC



- Veira Concrete Supply
- Country Style
- KSH Staffing Solutions Inc
- Sunrise Universal Metals Inc.
- Fastenal
- Aces
- Beds off the Wall
- Royal Mortgage Centre
- Leenan Group Inc.
- GURDEEP BHALLA, CGA PROFESSIONAL CORPORATION
- Ferguson Chemical Innovation
- Unipex Solutions
- Street Royalty Auto Care
- CARKRAZE AUTO LTD
- Big Boss Trading
- Atlas Placement Services
- Salvation Army Wilkinson Rd Shelter
- Quick Design and Print
- SPOKO Integrators Ltd.
- GeoTerre Limited
- Sprinter Emergency Transport Inc.
- GG Fabrication Inc.
- WSP

Business/Commercial Centre North of 407 between Dixie Road and Bramalea Road

- Mas Metal Welding Contractors
- Euro Transportation
- 199 Advance Boulevard Units
  - Brars
  - GLOBAL ERP SOLUTIONS
  - Financial Ties Limited
  - Gaurav Kumar, Mortgage Agent
  - Sitara Diamonds
  - Aman Kitchen Cabinets
  - Sona Depot
  - Narinder Mann, CPA
  - Zirvi Law Office
  - Praxair
- Five Star Terminals Ltd.
- Bombay Palace
- Throne Entertainment Venue

- SunRise Power
- Liftow Limited
- Polmozbit Auto Repairs Ltd
- Promotive Service Centre
- MALWA ALLOY WELDING & FABRICATION
- Yellow Tire Centre Inc.
- Soneil International Limited
  
- 185 Advance Boulevard Units
  - Bramalea Glasgow Rangers Club
  - Butler Fearon O'Connor School of Irish Dance
  - V.R. Machining
  - Vision Engineering & Fabrications
  - LC Railings Ltd
  - Electronic Coating (5 units)
  - Epsom
  - HMA Systems
  - Hosework Manufacturing
  
- Ontario Heating Ltd.
- Manortool Limited
  
- 175 Advance Boulevard Units
  - S&S Furniture (2 units)
  - Bany's Foundry Ltd. (3 units)
  - Ambika Chaman Dokla House Catering
  - RT Auto Repair Inc.
  - C & V Appliances
  - Sherwood Digital
  - Shee Haranarain Mandir & Culture Centre
  - Pro-Tech Stainless & Services (3 units)
  - Larry Vidad Auto Service
  
- 171 Advance Boulevard Units
  - Coffee Time
  - Brampton Processing
  
- 173 Advance Boulevard Units
  - Chennai Caters
  - Ray's Tire Depot
  - Elite Electrical Solutions Ltd
  - KJ Trendz

- AiRoute Limousine Service
- 140 Advance Boulevard Units
  - SDS Tooling Inc.
  - Advance Pet Products
  - Gurukirpa Wholesale
  - Direct Hit
  - Aman Kitchen
  - Antech
- GG Fabrication Inc.
- Progressive Waste Solutions
- Pete's Automotive
- Dema Woodwork Industries Ltd.
- Dant Powder Coating Inc.
- Carstar Brampton
- Kalas Truck Repair Centre
- Taj Auto and Muffler Repairs
- SS Auto Repair
- PBW High Voltage Ltd.
- Power But Way Ltd.
- A-1 Delivery Service Logistics Inc.
- Calyx Transportation Group
- Metal Improvement
- Kuehne & Nagel

Business/Commercial Centre along Highway 407 between Bramalea Road and Torbram Road

- Del Industrial Metals
- Canadian Tire/Goodyear Tire Distribution Centre
- Plasti-Parts Molds
- Mister Safety Shoes Inc.
- Harrad Auto Services
- Tire World
- Laurentian Athletics Industries Ltd.
- Royal India
- Tint World 1
- Newfoundland General Store
- Organic Oven
- Hakka No. 1 Restaurant
- Eknoor Auto Repairs Inc.
- Melanie Tire & Auto
- Panesar Electric Motors Ltd



- North Star Auto Repair
- Kwik Fiks-Fiji Auto
- LKA Auto Repairs
- Stainless Steel Products
- Brampton Discount Auto Parts & Supplies
- Euro Motors
- Emeror Auto Parts
- John's Classic Auto Service Ltd.
- B.R. Auto Sales
- Universal Auto
- Indian Puja Bazaar
- EIS Wholesaler
- A.D. Welding & Fabrication Inc.
- Wheel Alignment
- Seal-King Inc.
- Lovey Convenience
- A1 Emission Centre
- Caribbean Roti & Curry
- Bardon Supplies Limited Brampton
- Accel Auto Service
- Royal Auto Centre & Emission Testing
- Tandoori Style Restaurant
- India Sajawat & Puja Hut
- Brampton College of Health, Business and Technology
- Megna Countertops Inc.
- Tim Hortons
- McDonald's
- American Income Life Insurance Company
- SLG Group - Head Office
- The Bramalea Celtic Supporters Club
- Tullo-Zoff Electric Supply Co. Ltd.
- Hercules SLR
- Hardwood Giant
- Kwaliti Sweets and Restaurant
- The Best Connection Inc.

Business/Commercial Centre North and South of Highway 407 between Torbram Road and Airport Road

- Garment and Linen Dry Cleaning and Laundering
- Sanjhi Rasoi
- Salvation Army Brampton
- Cosma International

- Lena's Roti & Doubles
- Stephen's Furniture Ltd.
- Shahbaz Employment Agency
- Sonia's Salon and Spa Systems
- National Sweets & Restaurants
- Bruce County Nut & Fudge Co
- AG Liquidation Ltd
- Punjab Sports Canada Ltd
- AA Auto Service Ltd
- Design Hut
- National Institute, Brampton
- Repair Labs
- Active Employment Services
- Esha Fashion Inc.
- Shahi Tandoor
- HomeLife Realty Services Inc.
- Flame Tamer Fire & Safety Ltd
- Ican Computers
- Able Insurance Brokers Ltd (Gordy Pandher)
- World Financial Group
- Gunnebo Canada Inc
- Van der Graaf Inc.
- Quest Brands
- AluminArt Products Limited
- Faurecia Emissions Control Technologies Canada, Ltd
- Deco Automotive
- Jones Packaging
- ITS Staffing Solutions
- AmeriConnect Freight Services Inc
- A.B.M. Tool & Die Co. Ltd.
- Danamark Watercare
- Mapei Inc.
- Maple Leaf Foods
- DB Schenker
- EMPACK SPRAYTECH INC.
- GreenField's Brampton
- EXPORT PACKERS COMPANY LIMITED
- VersaCold Logistics Services
- Pearson Convention Centre
- Hilton Garden Inn

Business/Commercial Centre around Highway 407 between Airport Road and Goreway Drive

- 747 Flea Market
- Commercial Roll Formed Products Ltd.
- Gagan Fashion and Fabrics Inc
- Café Air
- Anaya's Eatery
- UTI Canada Contract Logistics
- Samir's Rugs
- Yusen Logistics Co., Ltd.
- Purba Vision
- Bright Future Employment Agency Inc.
- MJ'S BBQ & SUYA
- Air Makers
- Divinity Jewellery
- AR Diamonds
- Vendors Flea Market
- Ali Nizamdin State Farm Insurance Agent
- Gamma-Dynacare Medical Laboratories Corporate Office
- CN Intermodal Terminal
- Locher Evers International
- Royal Containers Ltd.
- Indigo Staffing Solutions
- Alero Worldwide
- Embassy Flavours Ltd.
- Moneysworth & Best
- M&B Acquisition Incorporated
- Top Choice Electronics

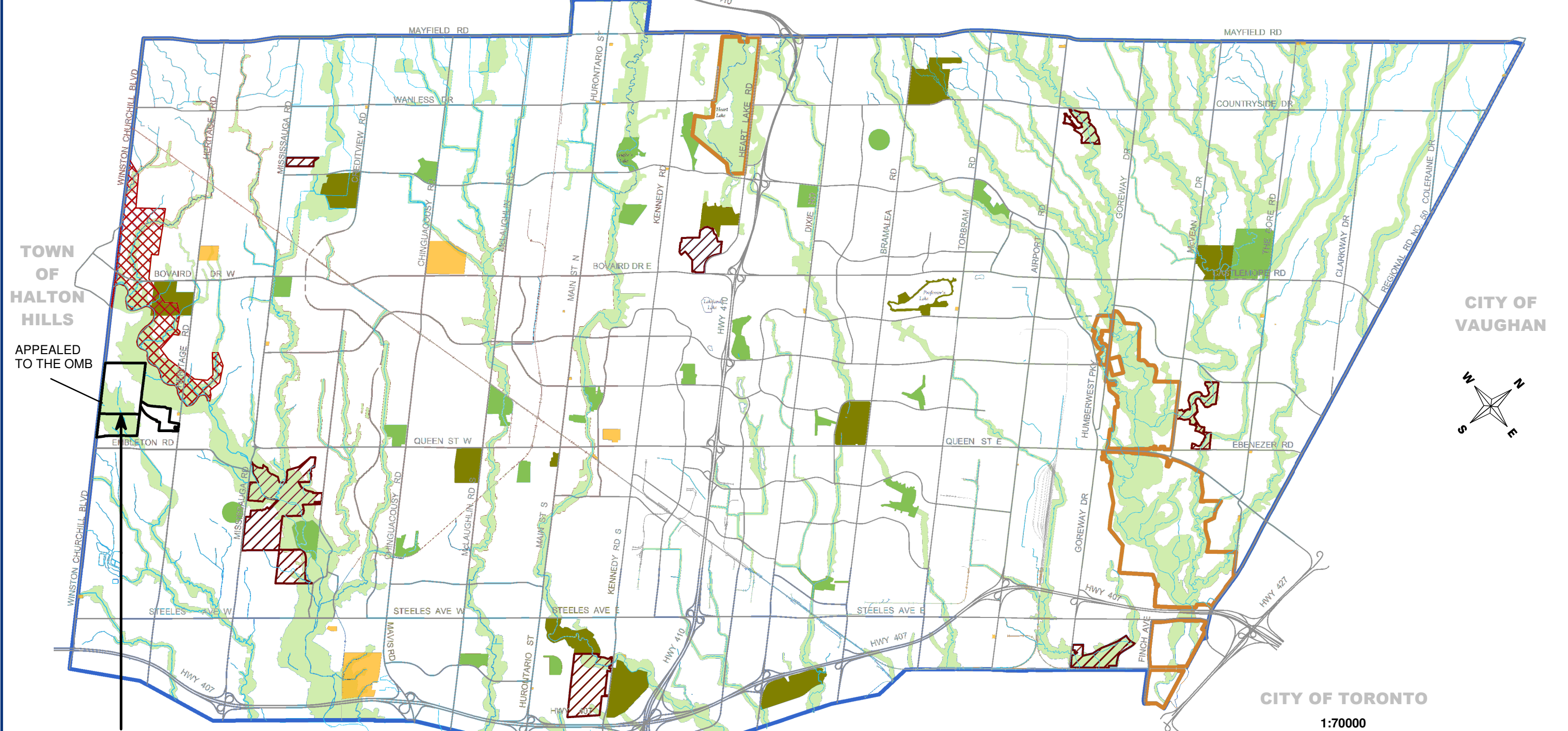
Business/Commercial Centre around Highway 407 between Goreway Drive and Albion Drive

- Triple M Metal LP – Brampton Retail Yard Recycling Centre
- Brookfield Cold Storage
- Nafta Foods and Packaging Inc.
- Matalco
- Kal Tire
- Jarden Branded Consumables Canada
- Toyo Tire Canada Inc
- Pets 4 Life
- Harris Rebar-Brampton
- LKQ - Keystone – Brampton
- IT Weapons Inc.
- Shift Recycling, Recycling Centre



- StackTeck
  - Open Storage Solutions
  - Magna International
  - Multi Glass Insulation Ltd.
  - Shnier Corporate
  - Wildwater Kingdom
  - AGT Systems Golf Driving Range
- 
- 407 Construction Company
  - Living Plastic Manufacturing
  - Torstar Vaughan Print Centre

**APPENDIX F.  
CITY OF BRAMPTON  
OFFICIAL PLAN SCHEDULE E:  
MAJOR RECREATIONAL OPEN SPACE**



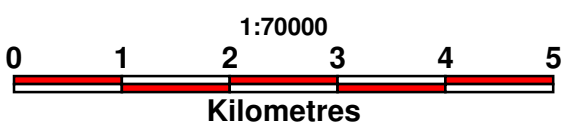
The Valleyland/Watercourse Corridors shown within the identified area may not be fully accurate. Further review and verification of these Valleyland/Watercourse Corridors will be undertaken as part of future planning processes or comprehensive environmental studies.

LEGEND		
	CITY WIDE PARK	
	COMMUNITY PARK	
	CONSERVATION AREA	
	PRIVATE COMMERCIAL RECREATION	
	CEMETERY	

Last Amended Date  
May 30th, 2016

NOTES:  
 VALLEYLAND / WATERCOURSE CORRIDOR and PROVINCIAL GREENBELT / PROTECTED COUNTRYSIDE are shown for context purposes only. This schedule depicts existing and future City Wide and Community Parks. The boundaries and alignments of designations on this Schedule are approximate and are not intended to be scaled.  
 This map forms part of the Official Plan of The City of Brampton, and must be read in conjunction with the text, other schedules and secondary plans.

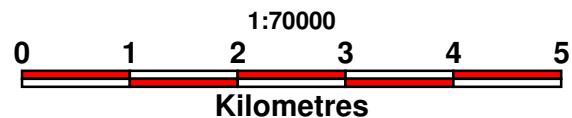
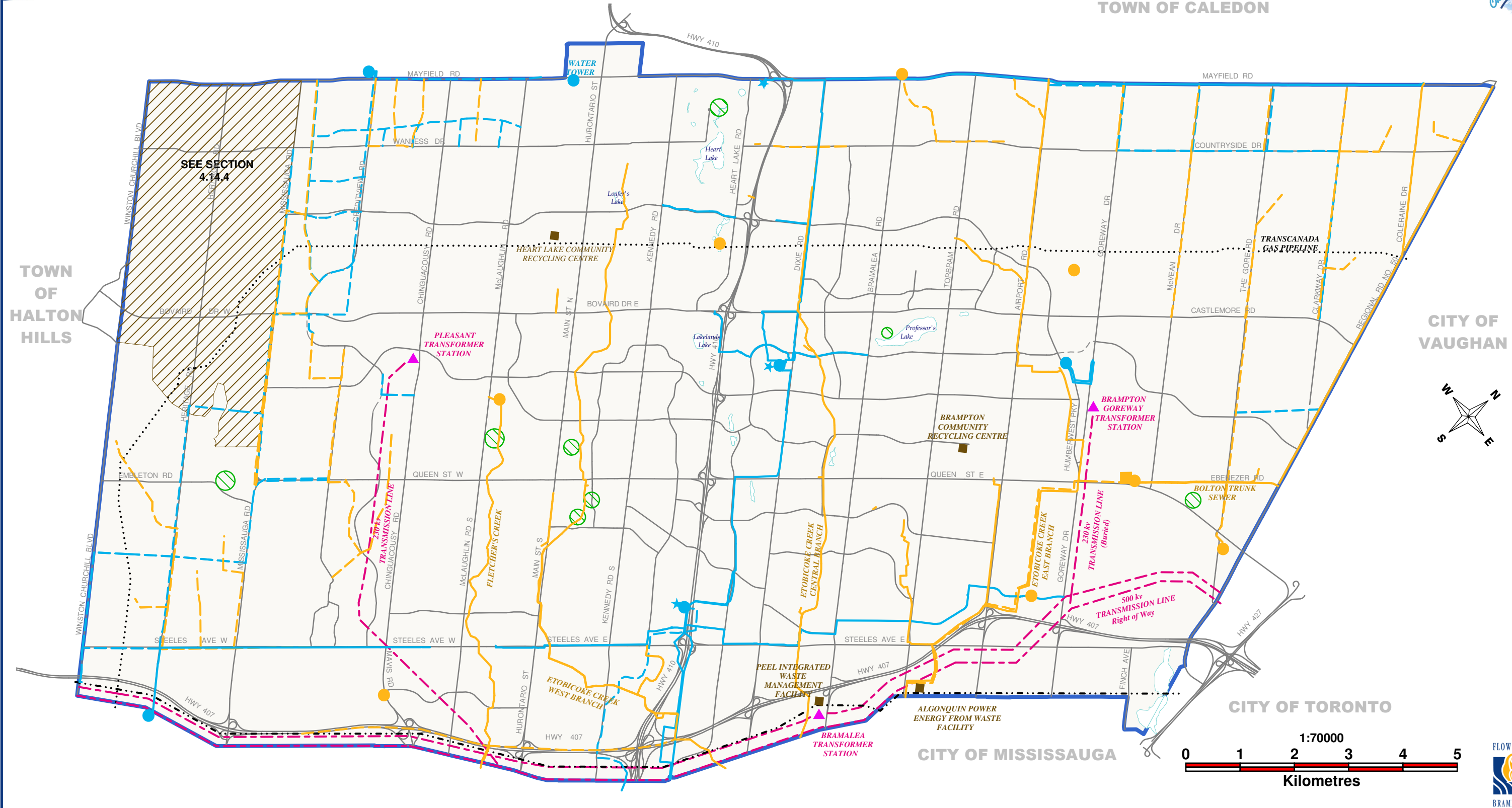
City of Brampton 2006 Official Plan September 2015 Office Consolidation.



## Schedule E MAJOR RECREATIONAL OPEN SPACE



**APPENDIX G.  
CITY OF BRAMPTON  
OFFICIAL PLAN SCHEDULE F:  
INFRASTRUCTURE, UTILITIES AND RESOURCES**



LEGEND			
	EXISTING WATERMAIN TRUNKS		HYDRO TRANSMISSION LINE
	PROPOSED WATERMAIN TRUNK		FUTURE UTILITY CORRIDOR
	RESERVOIR		TRANSCANADA GAS PIPELINE
	TREATMENT PLANT		FORMER WASTE DISPOSAL SITE
	EXISTING SANITARY TRUNK SEWER		NORTH WEST BRAMPTON POLICY AREA
	PROPOSED SANITARY TRUNK SEWER		PUMPING STATIONS
	TREATMENT PLANT SANITARY		WASTE WATER MANAGEMENT
	TRANSFORMER STATION		

Last Amended Date  
Nov 1st, 2013

NOTES: This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled. Information regarding existing or former waste disposal sites has been compiled based on information from the Ministry of Environment or the Region of Peel. Please contact the Ministry of Environment or the Region of Peel directly for further information and / or clarification regarding the status of these sites.

City of Brampton 2006 Official Plan September 2015 Office Consolidation.

## Schedule F

### Infrastructure, Utilities and Resources