

Appendix I – Land Use Report



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

LAND USE FACTORS REPORT

TRANSIT PROJECT ASSESSMENT PROCESS

407 TRANSITWAY

FROM WEST OF BRANT STREET TO WEST OF HURONTARIO STREET, CITY OF BURLINGTON, TOWN OF OAKVILLE, TOWN OF MILTON AND TOWN OF HALTON HILLS (HALTON REGION) AND CITY OF MISSISSAUGA AND CITY OF BRAMPTON (PEEL REGION)

G.W.P. 16/20003

prepared for:

MINISTRY OF TRANSPORTATION
CENTRAL REGION

prepared by:



APRIL 2020

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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 Brant Street to west to Hurontario Street, in the City of Burlington, Town of Oakville, Town of Milton, and Town of Halton Hills, Regional Municipality of Halton, and in the City of Mississauga and City of Brampton, Regional Municipality of Peel. The study area is presented in **Figure 1**.

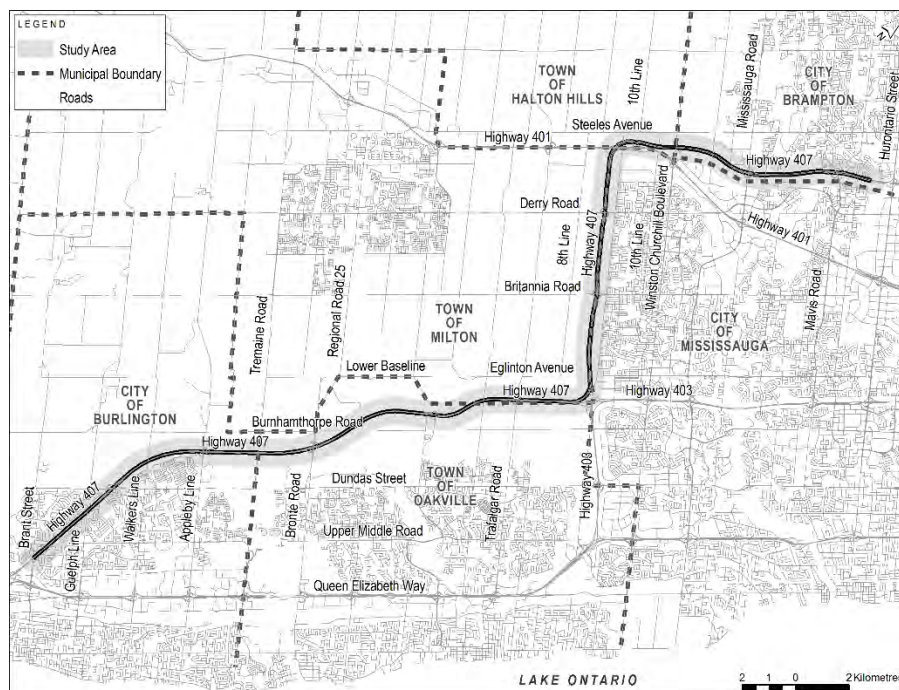


Figure 1. Key Plan of Study Area

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 Highway 407 Corridor. This section of the transitway facility consists of 43 km of runningway and several stations whose locations will be determined as part of this study. The station layouts will include vehicular and pedestrian access(es), park and ride, passenger pick-up/drop off (PPUDO) facilities, bus lay-by facilities, on street integration with local transit, shelters, buildings and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track, light-rail transit technology.

This 43 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 Highway 407 from Burlington to Peel Region, with up to 50 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. 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 is to identify planned, existing and future land uses within the study area.

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 (2020);
- AMEC, Foster and Wheeler. 2016. Highway 407 Transitway Corridor Assessment within the Ninth Line Lands. October 12, 2016;
- Chapman, L.J. and D.F. Putnam. 1984. The Physiography of Southern Ontario; Ontario Geological Survey;
- City of Brampton. 2015. *Official Plan Office Consolidation September 2015*;
- City of Burlington. 2017. *Official Plan Office Consolidation April 2018*;
- City of Mississauga. 2019. *Official Plan Office Consolidation March 2019*;
- City of Mississauga. 2015. Ninth Line Lands Growing Mississauga. Background Report. Submitted by Macaulay Shiomi Howson Ltd.;
- City of Mississauga. 2017. Shaping Ninth Line Urban Design Guidelines. Draft Guidelines;
- Conservation Halton. 2010. Master Plan for the Glenorchy Conservation Area: Stage 3 Report January 2010;
- CN Rail. 2015. *Interactive mapping of CN Railway Stations and Terminals*;
- Government of Canada. 2013. Overview of Classification Methodology for Determining Land Capability for Agriculture;
- Land Information Ontario. 2015. *AgMaps*. Ontario Agricultural Information Atlas;
- Metrolinx. 2017. *Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area*. Draft for review by the Metrolinx Board of Directors September 14, 2017;
- Metrolinx. 2008. *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area; Approved Changes February 14, 2013*;
- Ministry of Agriculture, Food and Rural Affairs. 2018. *Draft Agricultural Impact Assessment (AIA) Guidance Document*;
- Ministry of Municipal Affairs and Housing. 2019. *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*;
- Ministry of Municipal Affairs and Housing. 2017. *Greenbelt Plan*;

- Ministry of Municipal Affairs and Housing. 2017. *Parkway Belt West Plan: Proposed Amendments*;
- Ministry of Municipal Affairs and Housing. 2020. *Provincial Policy Statement*;
- Ministry of Natural Resources and Forestry. 2017. Pits and Quarries Online Mapping. <https://www.ontario.ca/environment-and-energy/find-pits-and-quarries>;
- Niagara Escarpment Commission. 2017. *Niagara Escarpment Plan*;
- Region of Peel. 2018. *Official Plan Office Consolidation December 2018*;
- Region of Peel. 2017. Proposed Regional Official Plan Amendment. Amendment to include the Ninth Line Lands in the Regional Urban Boundary and Establish an Updated Planning Framework;
- Region of Halton. 2018. Interim Office Consolidation of the Regional Official Plan. July 19, 2018. Regional Official Plan Amendment 38, as partially approved by the Ontario Municipal Board;
- Statistics Canada. 2016. *Census Canada Community Profiles 2016*. <http://www.statcan.ca/start.html>
- Town of Halton Hills. 2017. *Official Plan Office Consolidation January 2017*;
- Town of Milton. 2008. *Official Plan Office Consolidation August 2008*;
- Town of Oakville. 2017. *Official Plan Office Consolidation April 2017*;
- Town of Oakville. 2008. North Oakville East Secondary Plan. Official Plan Amendment Number 272; and,
- Town of Oakville. 2009. North Oakville West Secondary Plan. Official Plan Amendment Number 289.

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, 2020

The Provincial Policy Statement (PPS) (Ministry of Municipal Affairs and Housing, 2020) 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 PPS (2020) replaces the previous PPS issued on April 30, 2014. 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, 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. Additionally, efficient use should be made of existing and planned infrastructure.

The PPS 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 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. The PPS also promotes the coordination between municipalities and other levels of government for planning transit and infrastructure.

The 407 Transitway includes connections with other regional and local transit systems such as GO Transit, Burlington Transit, Oakville Transit, Milton Transit, MiWay (Mississauga Transit) and Brampton Transit. It will directly serve regional urban growth centres at the west end of study area. There are a number of urban growth centres within the municipalities along the length of the Transitway, including Downtown Burlington, Midtown Oakville, Downtown Milton, Downtown Mississauga, and Downtown Brampton.

2.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) (Ministry of Municipal Affairs, 2019) 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 and 2017 by the Ministry of Municipal Affairs. The plan has been replaced with the 2019 Plan that took effect on May 16, 2019.

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. The Growth Plan encourages the protection and efficient use of ‘Employment Areas’, emphasizing the protection of ‘Employment Areas’ adjacent to or near major goods movement facilities and major corridors, including major highway interchanges. The Growth Plan 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 2019 Growth Plan includes a streamlined approach that enables the determination of major transit stations areas to happen at a faster rate to accommodate development. A new policy allows municipalities to delineate and set density targets for major transit station areas in advance of the municipal comprehensive review, provided the protected major transit station area tool under the *Planning Act* is used.

The Growth Plan identifies several regional urban growth centres including Downtown Burlington at the west end of the study area, and other centres that are connected to the 407 Transitway via local transit including Downtown Burlington, Midtown Oakville, Downtown Milton, Downtown Mississauga and Downtown Brampton.

2.3 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 section of the 407 Transitway from Brant Street to Hurontario Street is currently planned for the long-range planning horizon. A ‘Gateway Hub’ is identified at the west end of the study area near Downtown Burlington. Gateway Hubs are located at key intersections of the rapid transit network that provide access to transit, support high density development and demonstrate excellence in customer service. The Big Move also identifies a regional rail service between Milton and Meadowvale (25 Year Plan) that crosses the 407 Transitway study area.

The 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (adopted in 2018) continues the work from the Big Move. The Plan was authorized by Metrolinx and developed alongside experts all over the GTHA and the Go Transit service area municipalities. The Plan outlines how governments and transit organizations can work together to build a transportation system that puts travelling needs at the core of planning and operations.

The Plan supports the creation of a transit network that is comprehensive, connected, accessible, sustainable and focused on people. Within the Plan, other regional transit facilities/networks in delivery or in development located in the vicinity of the study area are identified. The Plan sets the foundation of future

and frequent rapid transit and advances key rapid transit projects. The 407 Transitway will complement the existing network and contribute to the momentum of being part of North America's largest rapid transit expansion program. The Plan identifies other regional transit facilities/networks in delivery or in development located in the vicinity of the study area:

- Dundas Street (Regional Road 5) Bus Rapid Transit (BRT) Corridor for between Brant Street and Trafalgar Road, City of Burlington and Town of Oakville, Halton Region;
- Mississauga Transitway dedicated bus corridor is located parallel to Highway 403 and will connect 407ETR/Highway 403 in the west with Highway 427/TTC on Eglinton Avenue in the east;
- Hurontario Light Rail Transit (LRT) Corridor from Port Credit GO Station to Brampton Gateway, City of Mississauga;
- Downtown Milton to Union Station/Summerhill Regional Rail Corridor; and,
- Local priority bus routes along municipal roads.

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, 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 the *Greenbelt Plan* 'Protected Countryside' and 'Urban River Valley'.

The study area contains lands within the *Greenbelt Plan* 'Protected Countryside', 'Natural Heritage System', and 'Urban River Valley', as well as the *Niagara Escarpment Plan* 'Escarpment Protection Area', 'Escarpment Natural Area' and 'Niagara Escarpment Parks and Open Space System'. The limits of these land use designations are presented in **Figure 2**. The policies of the *Niagara Escarpment Plan* are further described in **Section 2.5**.

Most of the Greenbelt Plan Protected Countryside is located on the north side of Highway 407, with the exception of lands at Bronte Creek. The following policies apply with respect to new infrastructure crossing the Greenbelt Plan Protected Countryside/Natural Heritage System. These policies will be considered throughout this study and incorporated into the evaluation of the alternatives.

The *Greenbelt Plan* states in Section 4.2.1.1 (General Infrastructure Policies) that existing, expanded or new infrastructure subject to and approved under the *Canadian Environmental Assessment Act* or the Ontario *Environmental Assessment Act* is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of these two objectives:

- It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.

Section 4.2.1.2 of the *Greenbelt Plan* also states that the location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside are subject to the following:

- (a) Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such infrastructure;
- (b) Planning, design and construction practices shall minimize, wherever possible, the negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
- (c) Where practicable, existing capacity and coordination with different infrastructure services shall be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the GGH established by the Greenbelt and the Growth Plan are supported and reinforced;
- (d) New or expanding infrastructure shall avoid key natural heritage features, key hydrological features or key hydrologic areas, unless need has been demonstrated and it has been established that there is no reasonable alternative; and,
- (e) Where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key natural heritage feature, key hydrologic feature, or key hydrologic areas, including related landform features, planning, design and construction practices shall minimize negative impacts on and disturbance of the features or their related functions, and where reasonable, maintain or improve connectivity.
- (f) New or expanding infrastructure shall avoid specialty crop areas and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative; and
- (g) Where infrastructure crosses prime agricultural areas, including specialty crop areas, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken.

A number of watercourses designated as ‘Urban River Valley’ are located within the study area, as presented in Figure 2. The Urban River Valleys include Fourteen Mile Creek west of Bronte Road and the second area includes the Glenorchy Conservation Area and Sixteen Mile Creek east of Bronte Road. Bronte Creek is not identified as an Urban River Valley as it is already included in the Greenbelt Natural Heritage System (described above).

Section 6 of the Greenbelt Plan outlines the policies that apply to the ‘Urban River Valley’ land use designation. Only publicly owned lands are subject to the policies of the ‘Urban River Valley’ designation. This designation is subject to the applicable Official Plan policies if they have regard for the objectives of the Greenbelt Plan. All existing, expanded or new infrastructure subject to the Environmental Assessment Act, is permitted if 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 found 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.

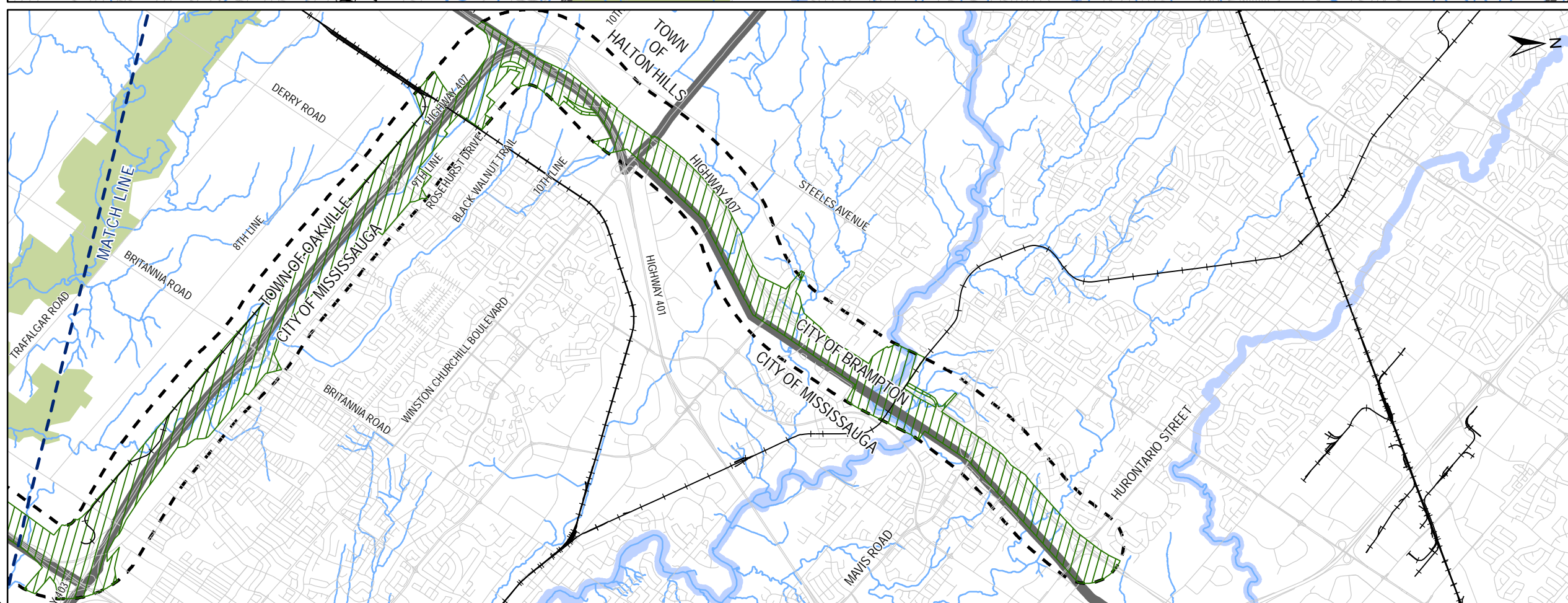
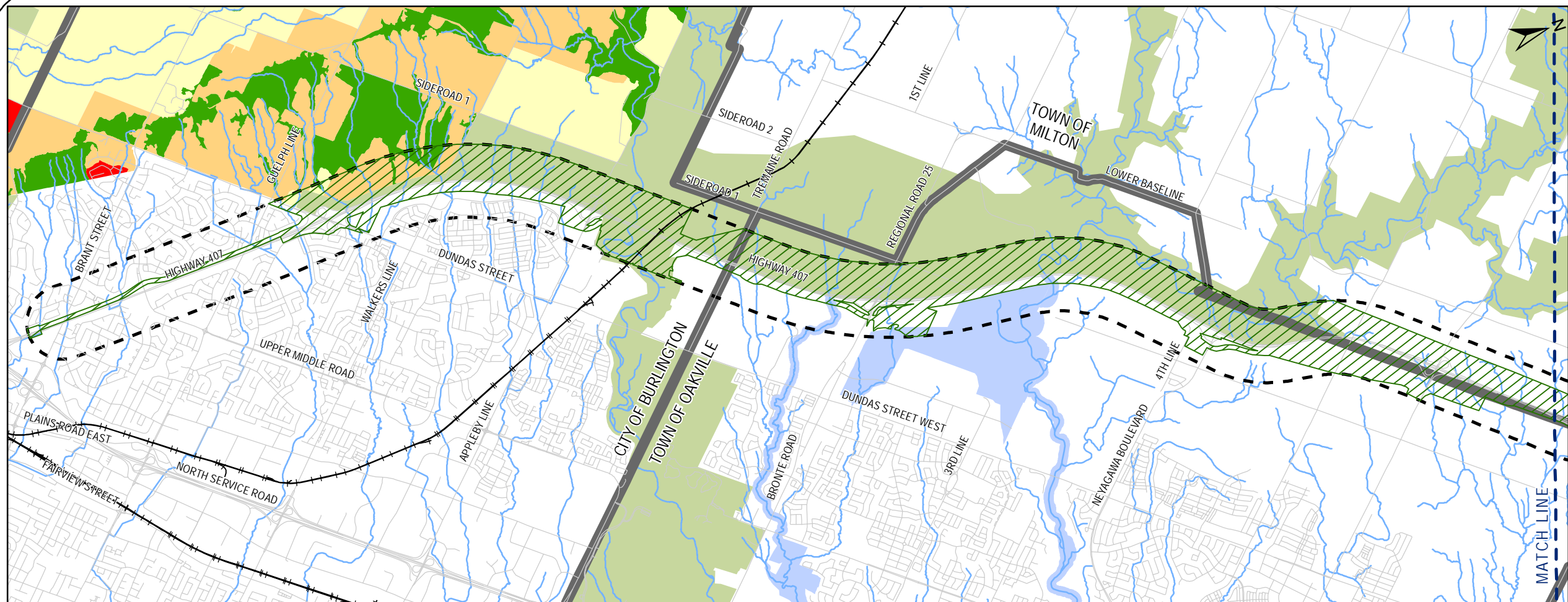
Consideration will be made to minimize impacts to the Urban River Valleys within the 407 Transitway study area. Appropriate mitigation measures will be identified to maintain and/or enhance the Urban River Valleys.

Section 3.2.6.2 of the *Greenbelt Plan* (2017) outlines policies for considering land conversions or redevelopment in or abutting the urban river valley, 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 will be assessed and the appropriate environmental protection and mitigation measures will be recommended.

Given that the *Greenbelt Plan* was updated on May 2017, only some of the regional or local Official Plans have completed conformity exercises to address changes to the *Greenbelt Plan*. However, the land use designations that apply at each of the Urban River Valleys are consistent with the general intent of the *Greenbelt Plan*.



LEGEND

- Study Area
- Parkway Belt West Plan
- Municipal Boundary
- Watercourse
- Railway
- Greenbelt Plan Designations**
 - Protected Countryside
 - Urban River Valley
- Niagara Escarpment Plan Designations**
 - Escarpment Natural Area
 - Escarpment Protection Area
 - Escarpment Rural Area
 - Urban Area

Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton, Ministry of Municipal Affairs and Housing.

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**407 TRANSITWAY WEST
PROVINCIAL PLANS**



Project: TA8733	Figure: 2
Date: March, 2019	Prepared By: JJP
Scale: 1 : 65,000	Checked By: SK

2.5 Niagara Escarpment Plan, 2017

The purpose of the Niagara Escarpment Plan is to “provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment” (NEC 2017). The Plan identifies seven land use designations to implement the goal and objectives of the plan: Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, Minor Urban Area, Urban Area, Escarpment Recreation Area, and Mineral Resource Extraction Area.

The lands on the north side of the 407 ETR between Dundas Street and Walkers Line are located within the Niagara Escarpment Plan area. Most of the lands are designated as Escarpment Protection Area, with the natural areas designated as ‘Escarpment Natural Area’. Two areas are designated as ‘Niagara Escarpment Parks and Open Space System’. **Figure 2** presents the Niagara Escarpment Plan land use designations.

The **Escarpment Natural Area** includes valleylands, wetlands, and woodlands that are relatively undisturbed, as well as cultural heritage resources, wildlife habitat, geologic features and natural features (especially those that provide essential ecosystem services). The policies of the Niagara Escarpment Plan aim to protect and enhance these natural areas.

The **Escarpment Protection Area** contains rural land uses such as residences, residential business and residential farming operations. The Niagara Escarpment Plan identifies these areas as being important due to their visual prominence and environmental significance as well as their increased resilience to climate change through ecosystem services. These areas are also often modified by land use activities and serve as a buffer for significant Escarpment Natural Areas.

The **Niagara Escarpment Parks and Open Space System** is a system of parks and open spaces connected to the Bruce Trail. These lands are publicly owned and are key to protecting cultural heritage and natural heritage. Natural areas also help to mitigate and improve resilience to climate change.

Subject to the policies of Part 2 (Development Criteria) of the Plan, transportation and utility land uses are permitted. The Niagara Escarpment Plan indicates that new and reconstructed transportation and utility facilities must be designed and located to minimize impact on the Escarpment environment and be consistent with the objectives of the Plan. New transportation and utility facilities should avoid Escarpment Natural Areas, prime agricultural and specialty crop areas. Site and design guidelines are provided, including:

- minimize blasting, grading and tree removal through alignment selection and design;
- slopes should be graded no steeper than 2:1 slope and planted;
- large cuts should be terraced to address potential for surface erosion and slope failure;
- site rehabilitation should include native species of vegetation protect and enhance the natural environment;
- development setback from the Escarpment brow to minimize visual impacts; and
- visual impacts from infrastructure should be minimized by siting, structural design, colouration, and landscape planting/vegetation screening.

Consideration for the above policies will be taken into account during this study.

2.6 Parkway Belt West Plan, 1978

The Parkway Belt West Plan (PBWP) 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.

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 application to amend the PBWP has been made, to make changes to the Inter-Urban Transit designation for the 407 Transitway. The amendment will realign the Inter Urban Transit designation from Highway 400 (City of Vaughan) to Kennedy Road (City of Markham) as per MTO's completed Environmental Assessment; and, add lands to the Inter-Urban Transit Designation from Highway 407 (Town of Oakville) to Brant Street (City of Burlington) to implement recommendations of MTO's 2005 West Corridor Protection Study in advance of the completion of this 407 Transitway study. **Figure 2** presents the boundary of the Parkway Belt West Plan throughout the study area.

The area covered by the Plan 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.

2.7 Draft Agricultural Impact Assessment Guidance Document, 2018

The Ontario Ministry of Agriculture, Food and Rural Affairs' Agricultural Impact Assessment (AIA) Guidance Document provides technical information and includes resources that avoid, minimize, and mitigate impacts on agriculture. AIAs function like a tool that identifies and evaluates the impacts of non-agricultural uses on agricultural lands. The main objective of AIAs is to ensure that farmland, farm operations and supporting infrastructure, services and assets are sustained to support a prosperous agri-food sector and strong rural communities. The four (4) Provincial plans (mentioned above) include policy requirements for the agricultural system and proposed *infrastructure* projects. The Plans provide policy direction to municipalities on how to implement, protect and enhance the agricultural system.

The land use planning requirements for completing an AIA are dependant on the proposed type of non-agricultural use and the scale of the proposed development, its location, and land use designations. Since the Transitway study area lies within the GGH and consists of constructing a planned corridor with supporting facilities, the study considers and complies with the requirements of an AIA, even though approval is not required. Impacts to the agricultural system have been avoided where possible and alternate locations based on assessing potential impacts to the agricultural land base and agri-food network were investigated where possible. AIA requirements were satisfied through the existing EA framework thus the reporting in this document closely aligns with the reporting requirements stipulated in the Guidance Document. The structure for an AIA consists of ten (10) components:

- 1 Introduction,
- 2 Process
- 3 Study area identification
- 4 Study methodology
- 5 Description of soils, land use etc.
- 6 Assessment of impacts
- 7 Mitigation measures
- 8 Net impacts
- 9 Study recommendations and conclusions
- 10 Appendices

The Agricultural Land Base for the Greater Golden Horseshoe identifies the lands in Halton Region located north of the 407 ETR, within the ‘Prime Agricultural Area’ designation. The lands within the Transitway study area in the Region of Peel are identified within the ‘Settlement Area.’ Impacts to agricultural lands and operations, and evaluations for locating alternative locations for non-agricultural uses were assessed by using the agricultural land base mapping tool. Additionally, this report reviewed municipal agricultural land base mapping, Official Plan policies, the Growth Plan, and OMFRA’s Agricultural Systems Portal.

2.8 Region of Halton Official Plan

According to Census Canada (Statistics Canada, 2016), Halton Region has a population of approximately 548,435 (increased approximately 9.3% from 2011). A Place to Grow Growth Plan for the Greater Golden Horseshoe has identified growth projections for the Region of Halton, including a total of 820,000 residents and 390,000 jobs by 2031.

The Region of Halton Official Plan was adopted by Regional Council in 2009 and approved with modifications by the Ministry of Municipal Affairs in 2011. The Ministry approval was appealed to the Ontario Municipal Board (OMB) and has been the subject of the OMB board hearing process since 2012 through 2017. Several decisions have been made by the OMB in 2014, 2015, 2016, 2017 on the basis of the approvals of amendments, which have been reflected in the Interim Office Consolidation (2018) of Regional Official Plan. The Region commenced the Municipal Comprehensive Review process in 2014 with Council endorsement of the Phase 1 Directions Report and work plan. The Regional Official Plan Review (ROPR) includes three (3) phases: Phase 1: Directions Report which was completed in October 2016. Phase 2: Research, Analysis and Discussion Papers and Phase 3: Policy Directions and Official Plan Amendment. The Region is currently in Phase 2: Discussion Papers which is planned to be completed by early 2021.

The study area is located along the 407 ETR corridor, which is designated as a provincial freeway in the Official Plan. The study area is generally located within the ‘Urban Area’, the ‘Regional Natural Heritage System’, and ‘Greenbelt Natural Heritage System’ (**Figure 3**). Most of the study area is located within the Built Boundary, as defined in the Growth Plan for the Greater Golden Horseshoe and the Parkway Belt West Plan area (**Appendix A**). The study area between Dundas Street and Appleby Line, and west of Tremaine Road to Ninth Line is located both within and outside of the Region’s Urban Area. In addition, lands part of the Ninth Line study area are identified under the ‘Agricultural Area’ and ‘Regional Natural Heritage System’ land use designation, outside of the Urban Area.

Agricultural Area includes areas that maintain a permanently secure, economically viable agricultural industry and preserve the open-space character and landscape of Halton’s non-urbanized areas.

Urban Area includes those areas that have urban services that can accommodate concentrations of existing and future development.

Regional Natural Heritage System includes the system of connected natural areas and open space needed to preserve and enhance the biological diversity and ecological diversity and ecological functions within Halton Region (Halton Official Plan; 51(3)).

All lands designated as **Greenbelt Natural Heritage System** in the Official Plan are subject to the policies of the Greenbelt Plan as well as the policies of the Official Plan.

In general, the Region’s Official Plan promotes the integration of transit and active transportation into the planning of the region. The Halton Region Official Plan states that it is committed to developing a balanced transportation system that reduces dependency on vehicles; includes a safe, convenient, accessible, affordable and efficient public transportation system that is competitive with the private automobile; and promotes active transportation.

The study area is identified as a ‘Higher Order Transit Corridor’ under Map 3 Functional Plan of Major Transportation Facilities of the Halton Region Official Plan. These corridors are intended to serve inter-municipal and inter-regional travel demands by public transit. These corridors are often located along areas identified as an Intensification Corridor that can support transit-supportive, mixed use, high density development. High Order Transit Corridors accommodate higher order transit and serve to connect Urban Growth Centres and Mixed Use Nodes. A Mobility Hub is located at the west end of the transitway (near Brant Street and Plains Road East along the CNR), and a Proposed Major Transit Station is proposed near the east end, in the Town of Milton (Trafalgar Road and Derry Road near CPR). While the Mobility Hub and Proposed Major Transit Station are located outside the study area, the 407 Transitway will help to meet the goal of connecting these key areas with higher order transit.

2.9 City of Burlington Official Plan

The City of Burlington Official Plan was approved by the Region of Halton in 1997 and approved by the Ontario Municipal Board in 2008. The April 2017 Office Consolidation includes updates to the Official Plan since its approval. Currently there is a proposed 2018 Official Plan. The City of Burlington received notice from the Region of Halton regarding the City’s Official Plan. The notice advised the City that the adopted Official Plan does not conform with the Regional Official Plan on various policies and mapping. Those areas that pertain to this report include areas of:

- the identification of and permitted uses within agricultural lands and,
- the identification of and permitted uses within the Natural Heritage System.

The City of Burlington is now making modifications before the Official Plan can be approved by Halton Region. The study area is divided into two planning areas: Urban Area and Rural Area. The Rural Area includes the north side of the 407 ETR from Dundas Street to the municipal Boundary.

Urban Area

The lands between Brant Street and Tremaine Road are located within the City of Burlington. Between Brant Street and Dundas Street, the study area is designated primarily as ‘Mixed Use Commercial Centre’ ‘Residential – Low Density’, with smaller areas designated as ‘Residential – Medium Density’, and ‘Residential – High Density’, ‘Regional Commercial’, and ‘Neighborhood Commercial’.

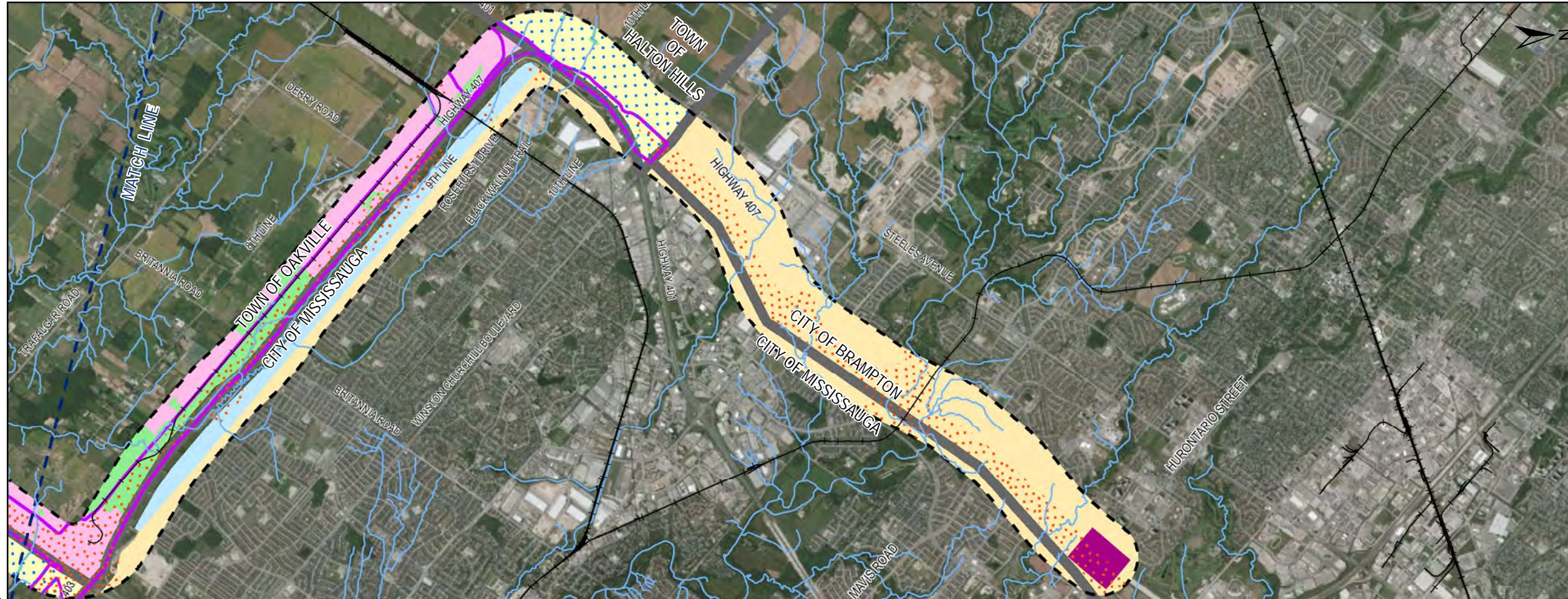
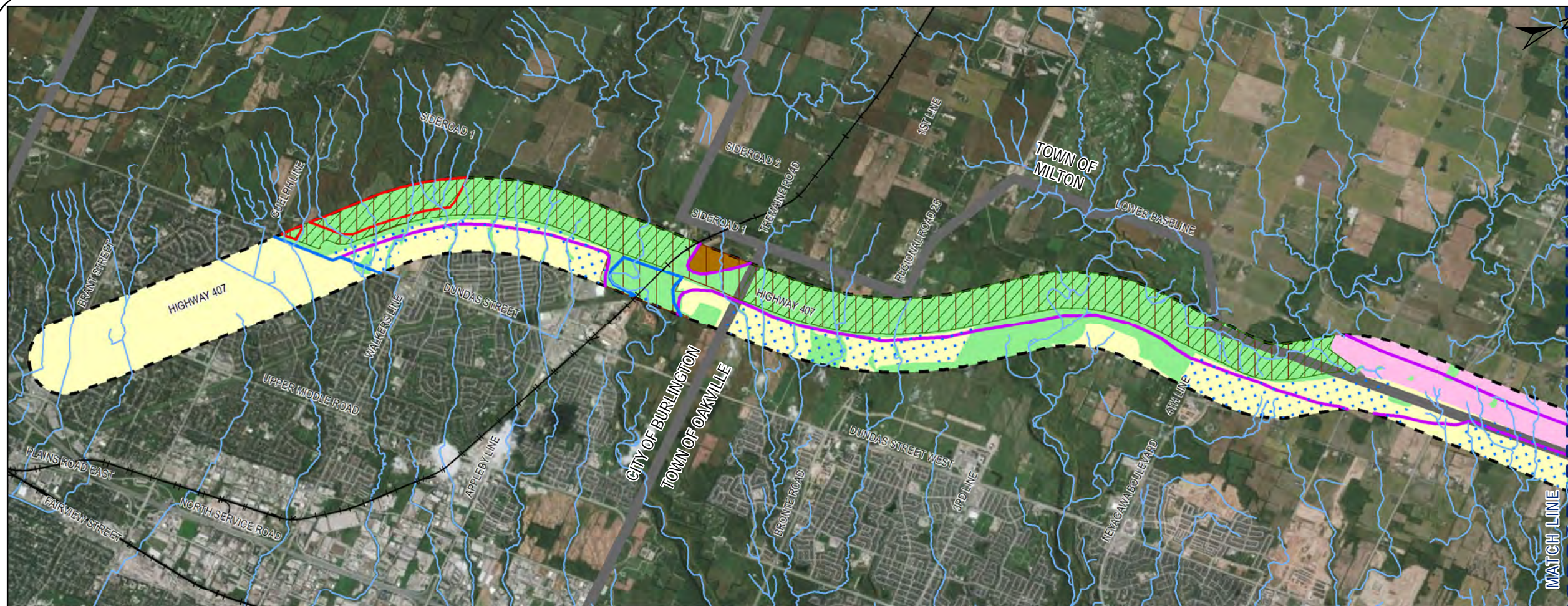
On the south side of 407 ETR between Dundas Street and just east of Appleby Line, the lands are designated as ‘Business Corridor’ adjacent to the highway, followed by smaller areas of ‘Residential’ (low, medium and high density) further set back from the highway.

East of Appleby Line, the lands surrounding Bronte Creek are designated as ‘Greenlands’ and the lands at the east limit of the study area are ‘Land Use Designation to be Determined.’

Rural Area

The majority of the study area is designated as ‘City’s Natural Heritage System’ and ‘Agricultural Land Base’ (Prime Agricultural Area). Other land uses include ‘Greenbelt Natural Heritage System’ ‘Agricultural Area’ and ‘Mineral Resource Extraction Area’.

‘Environmentally Sensitive Areas’ have been identified based on Region of Halton mapping (see brown outlined area on Figure 2). The Niagara Escarpment Plan area is located just north of the study area. The Plan area identifies lands classified as ‘Escarpment Protection Area’ adjacent to the study area. None of these areas would be impacted by this study; however, portions of the ‘Environmentally Significant Areas’ do extend south into the study area.



LEGEND

- Study Area
- Municipal Boundary
- Watercourse
- Railway

Halton Region Regional Structure

- Urban Area
- Agricultural Area
- Regional Natural Heritage System
- Mineral Resource Extraction Area
- Greenbelt Natural Heritage System
- Greenbelt Plan Protected Countryside Boundary
- Niagara Escarpment Plan Boundary
- Parkway Belt West Plan Boundary
- Built Boundary
- Employment Area

Peel Region Regional Structure

- Urban System
- Regional Intensification Corridor
- Ninth Line Lands
- Area With Special Policies

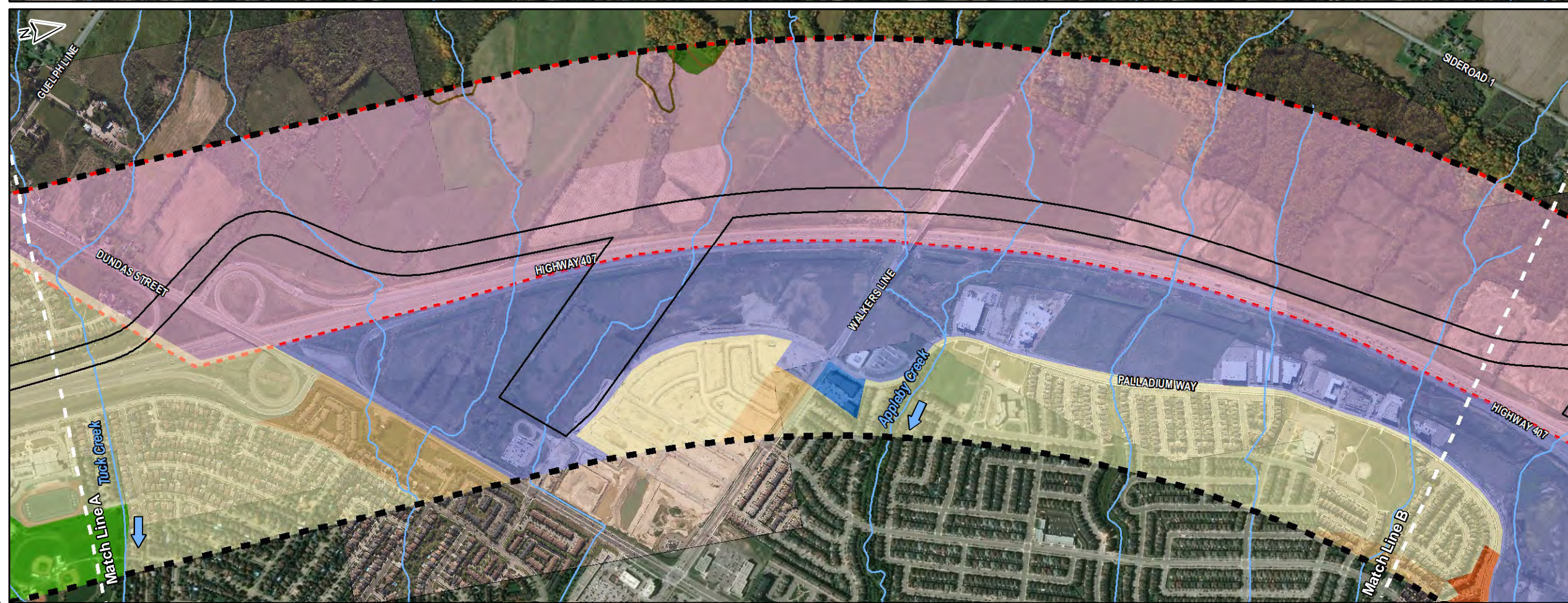
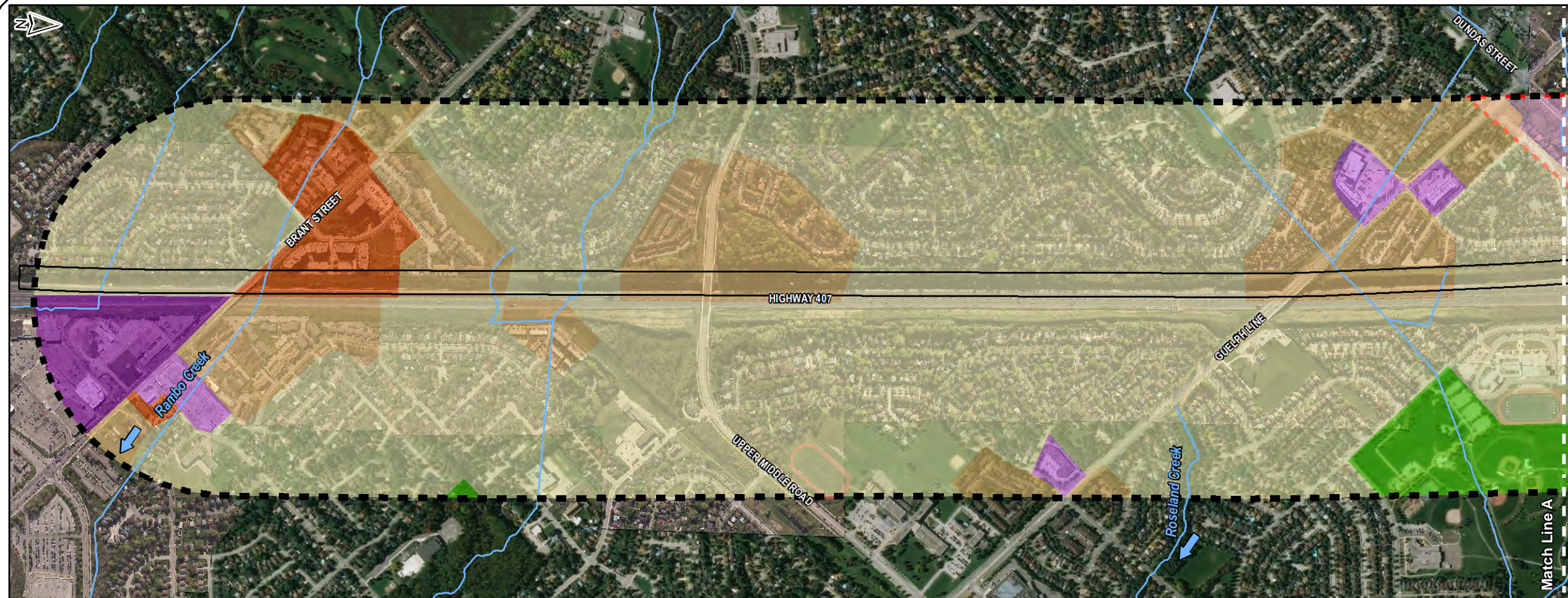
Data Sources: Halton Region, Peel Region

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**407 TRANSITWAY WEST
REGIONAL LAND USE DESIGNATIONS**



Project: TA8733	Figure: 3
Date: September, 2019	Prepared By: JJP
Scale: 1 : 50,000	Checked By: SK



LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Burlington**
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Neighbourhood Commercial
- Mixed Use Corridor - General
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area
- Parkway Belt Plan Area
- Land Use Designation to be Determined
- Greenlands (Non-Escarpment Plan Area)
- Greenlands (Escarpment Plan Area)
- Agricultural Rural Area
- Mineral Resource Extraction Area
- Referral Area R9

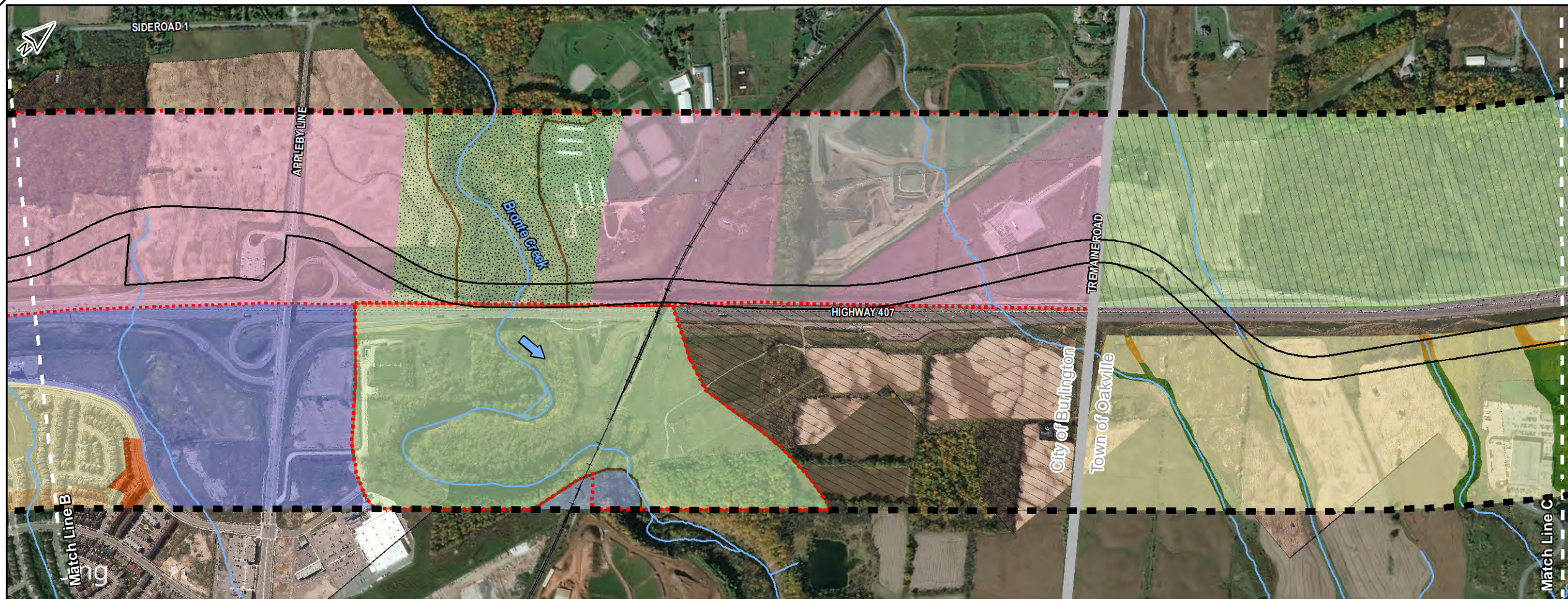
Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).

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**407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS**



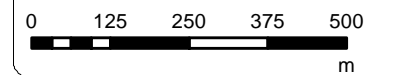
Project: TA8733	Figure: 4a
Date: February, 2020	Prepared By: JJP
Scale: 1 : 12,000	Checked By: SK



LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Burlington
 - Residential - Low Density
 - Residential - Medium Density
 - Residential - High Density
 - General Employment
 - Business Corridor
 - Regional Commercial
 - Neighbourhood Commercial
 - Mixed Use Corridor - General
 - Greenlands
 - Major Parks and Open Space
 - Environmentally Sensitive Area
 - Parkway Belt Plan Area
 - Land Use Designation to be Determined
 - Greenlands (Non-Escarpment Plan Area)
 - Greenlands (Escarpment Plan Area)
 - Agricultural Rural Lands
 - Mineral Resource Extraction Area
 - Referral Area R9
- Land Use - Oakville
 - Transitway
 - Neyagawa Blvd. Urban Core Area
 - Trafalgar Road Urban Core Area
 - Transitional Area
 - Employment Area
 - Natural Heritage System Area
 - Stormwater Management Facility
 - Utility Corridor
 - General Urban Area
 - Sub Urban Area
 - Parkway Belt
 - Greenbelt
 - Employment District
 - Subject Lands Under Appeal

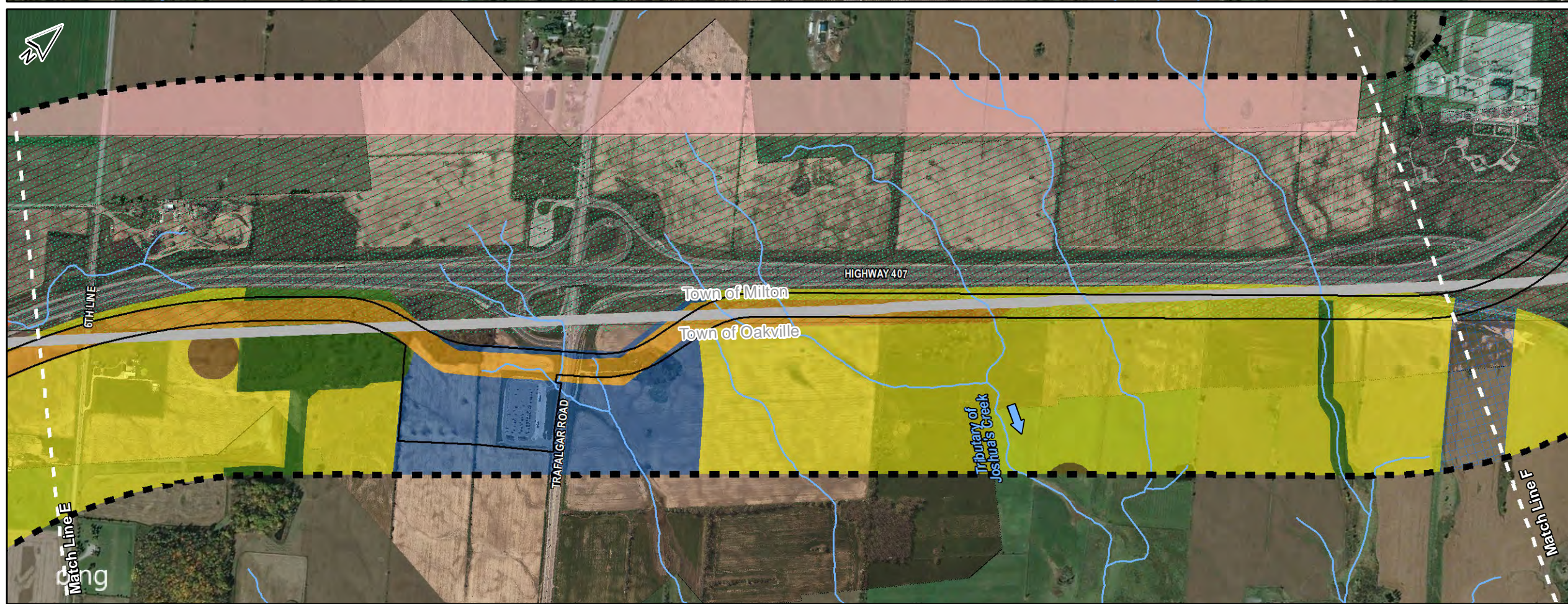
Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).



**407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS**



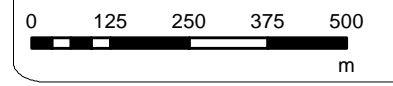
Project: TA8733	Figure: 4b
Date: February, 2020	Prepared By: JJP
Scale: 1 : 12,000	Checked By: SK



LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Oakville
 - Transitway
 - Neyagawa Blvd. Urban Core Area
 - Trafalgar Road Urban Core Area
 - Transitional Area
 - Employment Area
 - Natural Heritage System Area
 - Stormwater Management Facility
 - Utility Corridor
 - General Urban Area
 - Sub Urban Area
 - Parkway Belt
 - Greenbelt
 - Employment District
 - Subject Lands Under Appeal
- Land Use - Milton
 - Agricultural Area
 - Deferred and Appealed Areas
 - Environmentally Sensitive Area
 - Parkway Belt West Plan Area
 - Greenlands A Area
 - Greenlands B Area

Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).



407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS



Project: TA8733	Figure: 4c
Date: February, 2020	Prepared By: JJP
Scale: 1 : 12,000	Checked By: SK



LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Oakville**
 - Transitway
 - Neyagawa Blvd. Urban Core Area
 - Trafalgar Road Urban Core Area
 - Transitional Area
 - Employment Area
 - Natural Heritage System Area
 - Stormwater Management Facility
 - Utility Corridor
 - General Urban Area
 - Sub Urban Area
 - Parkway Belt
 - Greenbelt
 - Employment District
 - Subject Lands Under Appeal
- Land Use - Milton**
 - Agricultural Area
 - Deferred and Appealed Areas
 - Environmentally Sensitive Area
 - Parkway Belt West Plan Area
 - Greenlands A Area
 - Greenlands B Area
- Land Use - Mississauga**
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Office
- Corporate Boundary
- Employment Area Boundary
- Natural Hazard Area

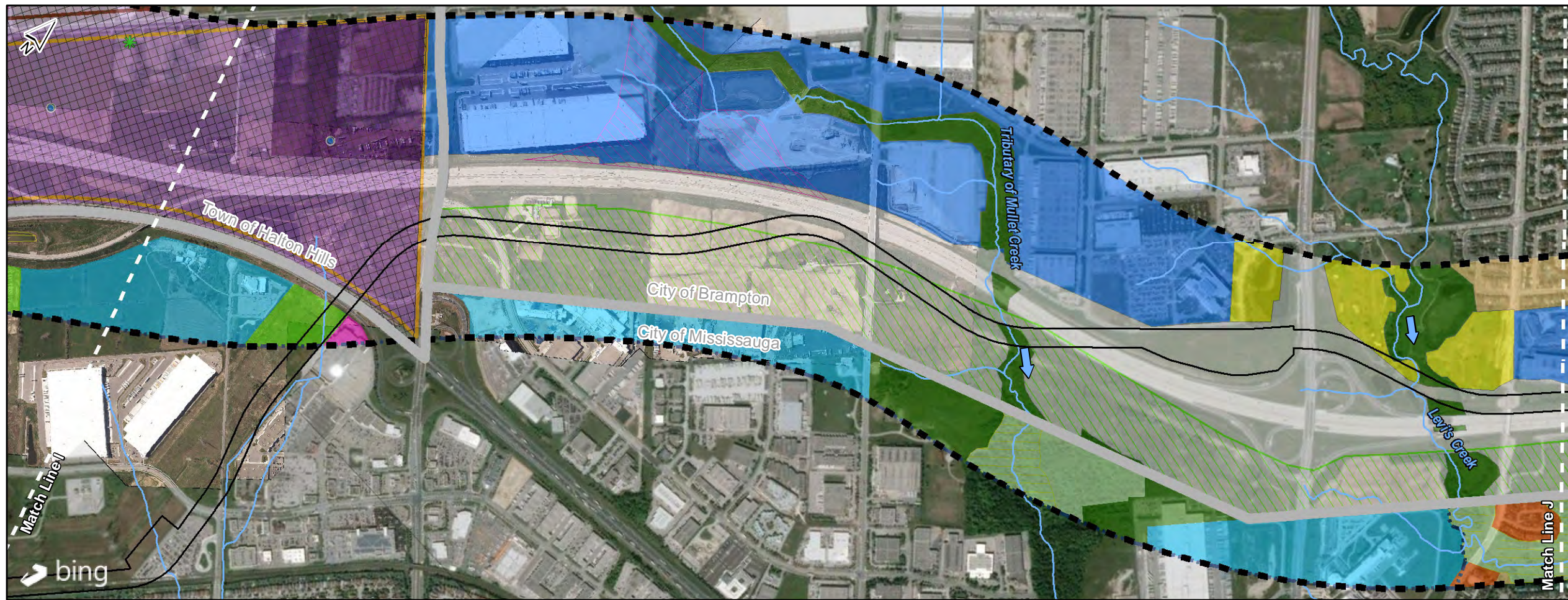
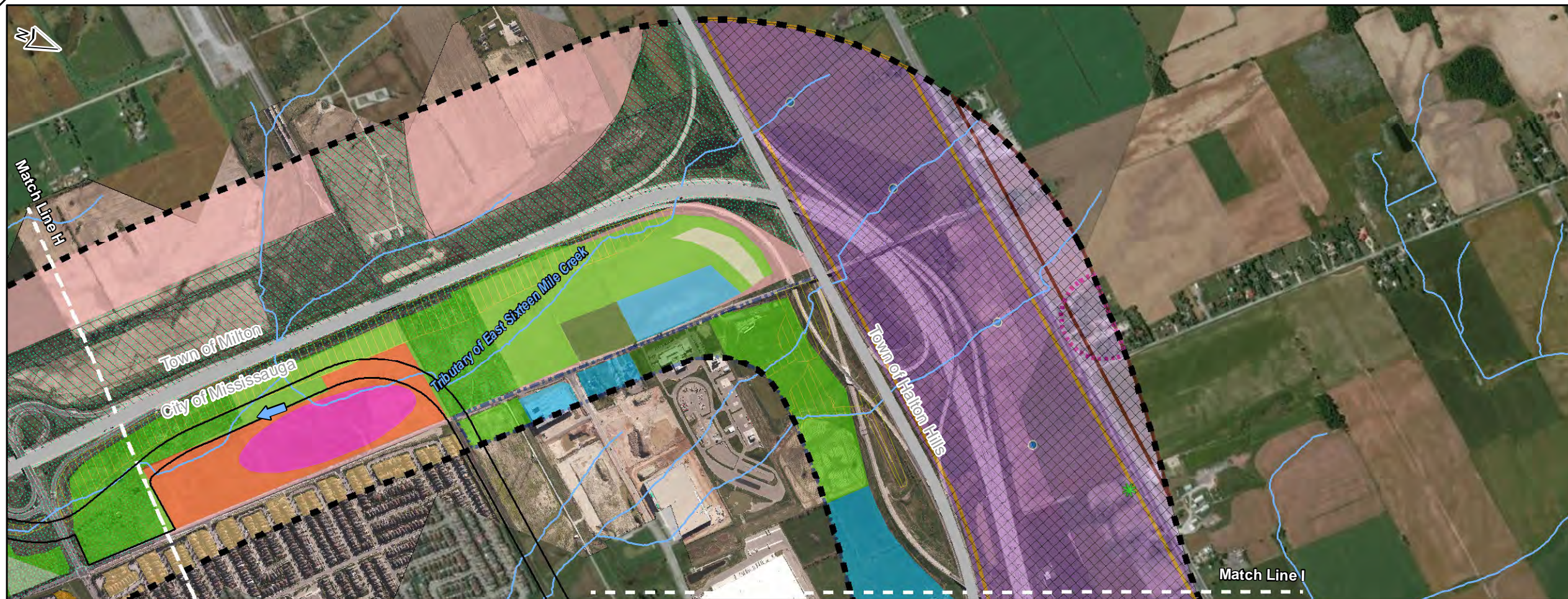
Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).

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**407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS**



Project: TA8733	Figure: 4d
Date: February, 2020	Prepared By: JJP
Scale: 1 : 12,000	Checked By: SK



LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Milton**
- Agricultural Area
- Deferred and Appealed Areas
- Environmentally Sensitive Area
- Parkway Belt West Plan Area
- Greenlands A Area
- Greenlands B Area
- Land Use - Mississauga**
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Greenlands
- Parkway Belt West
- Utility
- Office
- Corporate Boundary
- Employment Area Boundary
- Natural Hazard Area
- Land Use - Halton Hills**
- Phase 2b Employment Area
- Prestige Industrial Area
- Gateway Area
- Greenlands
- Employment Phase 2A
- Employment Phase 2B
- Existing Rural Residential Concentration
- HPBATS/GTA West Corridor Protection Area
- Building With Historic Significance
- Stormwater Management Pond
- Land Use - Brampton**
- Industrial
- Corridor Protection Area
- Parkway Belt West
- Provincial Highways
- Open Space
- Residential
- Village Residential
- Office
- L.B.P.I.A Operating Area

Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).

0 150 300 450 600 m

**407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS**



Project: TA8733	Figure: 4e
Date: February, 2020	Prepared By: JJP
Scale: 1 : 15,000	Checked By: SK



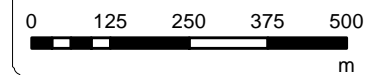
LEGEND

- Study Area
- 407 Transitway West Running Way
- Municipal Boundary
- Watercourse
- Railway
- Land Use - Mississauga
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Office
- Corporate Boundary
- Employment Area Boundary
- Natural Hazard Area
- Land Use - Brampton
 - Industrial
 - Corridor Protection Area
 - Parkway Belt West
 - Provincial Highways
 - Open Space
 - Residential
 - Village Residential
 - Office
 - L.B.P.I.A Operating Area

Source: Esri, Digital Globe Community

Source: Esri, Digital Globe Community

Data Sources: City of Burlington, Town of Oakville, Town of Milton, City of Mississauga, Town of Halton Hills, City of Brampton and Ministry of Natural Resources and Forestry (LIO).



407 TRANSITWAY WEST
LOWER TIER MUNICIPAL LAND USE
DESIGNATIONS



Project: TA8733	Figure: 4f
Date: February, 2020	Prepared By: JJP
Scale: 1 : 12,000	Checked By: SK

Deferrals and Referrals to the Official Plan

A number of properties within the study area are subject to deferrals or referrals under the Official Plan. **Table 1** summarizes the outstanding deferrals/referrals at the time of the Official Plan consolidation.

**TABLE 1.
 SUMMARY OF OFFICIAL PLAN DEFERRALS AND REFERRALS IN THE STUDY AREA**

Deferral/ Referral No.	Location	Requested by	Status
D31/D32	South of 407 ETR, along Bronte Creek, part of Alton Community	Deferred by the Region of Halton	Still outstanding. Until remaining unapproved portions of the Alton Community Secondary Plan and OPA 3 are approved, existing uses, agricultural uses, and those permitted by the Zoning By-law and Parkway Belt West Plan are permitted.
D40	South of 407 ETR, west of Tremaine Road	Deferred by Evergreen Community (Burlington) Ltd. Case No. PL111358, PL110857, PL091166	<p>In a 2013 OMB order, Evergreen matters were deferred until the ROPA 38 are determined and to wait until ongoing secondary studies are complete. The OMB decision (April 6, 2016) dismissed the Evergreen appeal. Concerns regarding buffers from the natural heritage features will be addressed through an environmental impact statement in the future. Now that the appeal at the OMB is resolved, the Tremaine Dundas [Evergreen] Secondary Plan is being prepared.</p> <p>OPA No. 107 (OPA 107) adopted by the City of Burlington Council through By-law No. 56-2018 was enacted and passed in 2018. OPA 107 includes updates to the policies and schedules of the Burlington Official Plan pertaining to the Tremaine Dundas Secondary Plan Area including revised land use designations.</p> <p>The written submissions received by Halton Region regarding OPA 107 were considered as part of the review process. These written submissions resulted in the identification of a 60 m Protected Corridor for the Study Area of the 407 Transitway EA.</p>
R9	North of 407 ETR, on north side of Dundas Street east of Guelph Line	Referred by Dunburlton Developments Limited (now P & L Livestock Limited)	For the lands shown on Schedule C of the Official Plan, policies in the following sections are referred: Part IV Section 2.2 Agricultural Rural Area, Part IV 2.4 Greenlands (Non-Escarpment Area), Part II 3.4.2 a) Long Term Transit Network, Part IV 2.1.3 j), and Part VII Table 1 Function and Classification of Transportation Facilities.

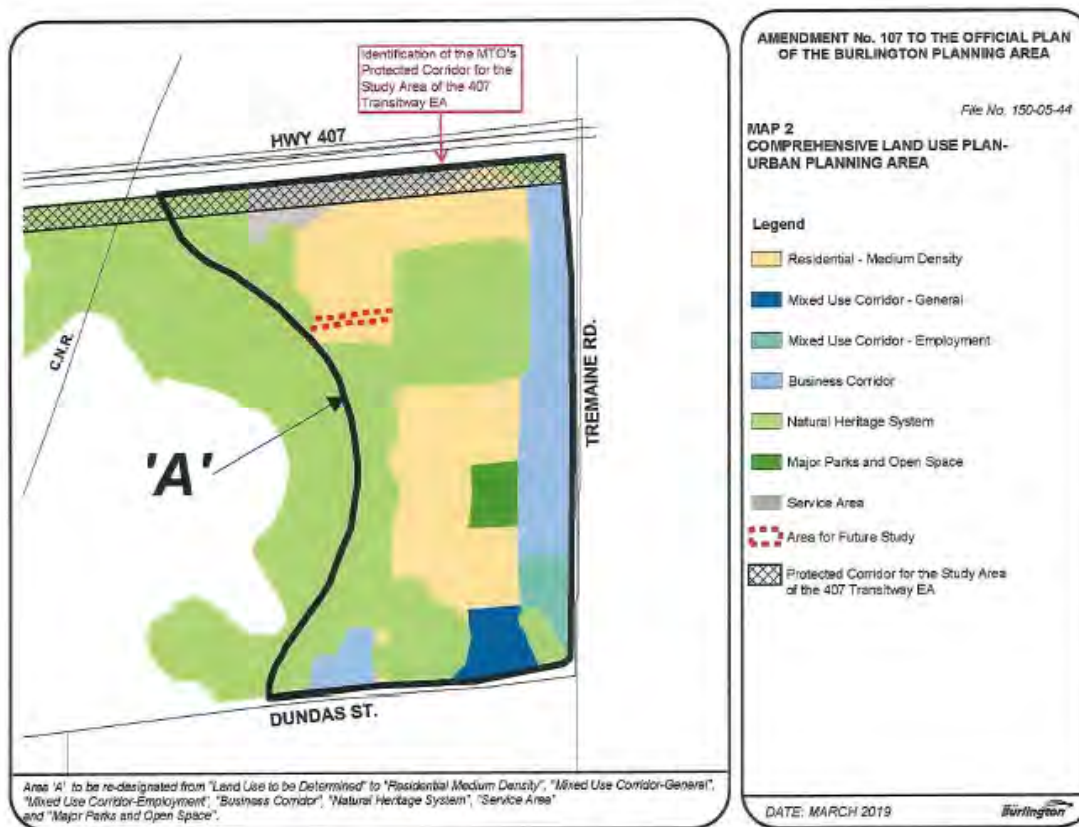


Figure 5. OPA No. 107- All Lands within the Tremaine Dundas Secondary Plan Area

Summary of Land Use Designations

- The above summary describes the land use designations for the study area in the City of Burlington. The following is a summary of the permitted uses for each designation, as permitted in the Official Plan Office Consolidation (2017).

**TABLE 2.
 LAND USE DESIGNATIONS IN THE CITY OF BURLINGTON**

Land Use Designation	Permitted Uses
‘Residential – Low Density’	<ul style="list-style-type: none"> • Single detached and semi-detached homes with a density of up to 25 units per net ha, as well as ground oriented housing provided they are compatible with the area
‘Residential – Medium Density’	<ul style="list-style-type: none"> • Ground or non-ground oriented housing units with a density of 26 to 50 units per net ha
‘Residential – High Density’	<ul style="list-style-type: none"> • Ground or non-ground oriented housing units with a density of 51 to 185 units per net ha

TABLE 2.
LAND USE DESIGNATIONS IN THE CITY OF BURLINGTON

Land Use Designation	Permitted Uses
‘Regional Commercial’	<ul style="list-style-type: none"> • Wide range of retail and service commercial uses and community facility that serve the city and adjacent municipalities
‘Neighbourhood Commercial’	<ul style="list-style-type: none"> • Local shopping that meets resident’s day to day and weekly goods and services requirements
‘Business Corridor’	<ul style="list-style-type: none"> • Prestige type offices and uses that require good access and visibility along major transportation corridors
‘Greenlands’	<ul style="list-style-type: none"> • Greenlands System is to permanently protect natural heritage system. The uses that may be permitted, subject to Official Plan policies, include existing uses; forest, fish and wildlife management; essential transportation and utility facilities; among others
‘Land Use Designation to be Determined’	<ul style="list-style-type: none"> • Applies to lands where planning studies are underway and the permitted land uses will be determined at the completion of those studies
‘Agricultural – Rural Area’	<ul style="list-style-type: none"> • Identified for long term preservation of agricultural uses and open space character of rural areas. The uses that may be permitted, subject to Official Plan policies, include existing uses, agricultural uses, transportation and utility facilities, among others
‘Greenlands – Non Escarpment Plan Area’	<ul style="list-style-type: none"> • Areas with this designation include: ANSIs, significant valleys, wetlands, woodlots, hazard lands and wildlife habitat, ESAs, and PSWs (or regionally significant wetlands. Uses that may be permitted include existing uses, recreation, essential transportation and utility facilities among others
‘Mineral Resource Extraction Area’	<ul style="list-style-type: none"> • Protects legally existing pits and quarries licensed under the <i>Aggregate Resources Act</i> from incompatible uses. Uses that may be permitted include: agriculture, existing uses, essential transportation and utility facilities, among others
‘Environmentally Sensitive Areas’	<ul style="list-style-type: none"> • The boundaries of these areas are as determined by the Region of Halton. Alteration of these areas is prohibited. An Environmental Evaluation Report is required for development within 50 m of an ESA

2.10 City of Oakville Official Plan

The North Oakville East and West Secondary Plans provide a planning framework for the lands north of Dundas Street and south of Highway 407 between Ninth Line in the east and Tremaine Road in the west. A review of the North Oakville Plans as required by the *Planning Act*, is being undertaken in conjunction with the Official Plan Review of Livable Oakville. It is a major component to bring the North Oakville Plans into the Livable Oakville Plan so that the Town has one Official Plan document. The North Oakville Plans are in full force effect apart from lands under appeal to the LPAT located along Bronte Road between Dundas Street West and Highway 407.

The study area is located within the 407 North planning area (north of 407 ETR), North Oakville West Secondary Plan area and North Oakville East Secondary Plan area. Sixteen Mile Creek is the boundary between the west and east North Oakville Secondary Plan areas. Both Secondary Plans identify the 407 Transitway runningway and stations, as identified in the *407 West Transitway Corridor Protection Study* (MTO 2005). The following outlines the land use policy framework for this area.

407 North Planning Area

The lands included in the 407 North (Schedule K of Official Plan 2018 – **Figure 6**) are bound by 407 ETR, Tremaine Road, Burnhamthorpe Road, Regional Road 25, Lower Base Line, and Fourth Line. These lands are designated as ‘Parkway Belt’ and ‘Greenbelt’. Lands designated as ‘Parkway Belt’ are subject to the policies of the Parkway Belt West Plan. The Town supports to removal of any lands from this Plan area, so that it can be subject to the Town’s Official Plan. Lands designated as ‘Greenbelt’ are subject to the policies of the Greenbelt Plan.

North Oakville – West Secondary Plan

In west North Oakville, the land use designations include ‘Employment District’, ‘Natural Heritage System Area’, and ‘Area Still Under Appeal’. Descriptions of the permitted uses within these land use designations are summarized in **Table 2**.

The Secondary Plan indicates that the Town supports the Province proceeding with the planning and design for the 407 Transitway and terminals. The Town recommended that the width of the Transitway corridor be minimized where possible to maximize the land available for development. It was recommended that terminals be designed to provide inter-regional, regional and local transit connections. Since the land uses surrounding the terminals are ‘Employment Districts’, the stations should be designed to accommodate mixed use, keeping in mind that residential uses are prohibited, and commercial uses are limited (Oakville 8.7.2.2).

Land uses are restricted in the Natural Heritage System Areas land use designation. Section 8.4.7.3(c)(ii) of the North Oakville West Secondary Plan indicates that transit corridors are permitted if they:

- Use non-standard cross sections designed to minimize any impacts on the natural environment;
- Permitted to cross this land use designation in the general area of the road designations shown on Figures NOW2 or NOW4 (see **Figure 7**) or as defined through an Environmental Assessment; and,
- Are designed to minimize grading in accordance with the directions established in the North Oakville Creeks Subwatershed Study.

The Official Plan identifies criteria for these required transit routes or utility corridors. They should be located outside of natural features to the maximum extent possible, where the applicable designation is narrowest and along the edges of applicable designations, wherever possible. The design and construction of the corridor should provide for the safe movement of species in accordance with the North Oakville Creeks Subwatershed Study. The width of the corridor should be kept to the minimum required. The design of the transit facility should keep related structures or parts of structures outside the High Constraint Stream Corridor area designated on NOW3 Figure (**Figure 8**) to the maximum extent possible or as defined through an Environmental Assessment (North Oakville West Secondary Plan 8.4.7.3(c)(ii)).

TABLE 3.
LAND USE DESIGNATIONS IN THE TOWN OF OAKVILLE

Land Use Designation	Permitted Uses
West North Oakville	
‘Employment District’	<ul style="list-style-type: none"> • Employment generating uses, including a wide range of industrial and office, and limited retail and service commercial uses
‘Natural Heritage System Area’	<ul style="list-style-type: none"> • Comprised of Core Preserve Areas, Linkage Preserve Areas, Glenorchy Conservation Area, high constraint stream corridors, medium constraint stream corridors, and other hydrological features. Permitted uses include legally existing uses, buildings and structures, and fish, wildlife and conservation management
East North Oakville	
‘Employment District’	<ul style="list-style-type: none"> • Employment generating uses, including a wide range of industrial and office, and limited retail and service commercial uses
‘Natural Heritage System Area’	<ul style="list-style-type: none"> • Comprised of Core Preserve Areas, Linkage Preserve Areas, Optional Linkage Preserve Areas, high constraint stream corridors, medium constraint stream corridors, and other hydrological features. Permitted uses include legally existing uses, buildings and structures, and fish, wildlife and conservation management
‘Neighbourhood Area’	<ul style="list-style-type: none"> • Neighbourhoods will include a mix of development: Neighbourhood Centre, General Urban, and Sub-urban
‘Neyagawa Urban Core Area’	<ul style="list-style-type: none"> • Mixed Use area with a range of commercial, residential and institutional uses. Commercial uses will be standalone or in the ground floor of mixed-use buildings. This land use designation is a focal point at the western area of the Secondary Plan area. Densities are lower than the Trafalgar Urban Core
‘Trafalgar Urban Core Area’	<ul style="list-style-type: none"> • Will serve as a Major Node that is pedestrian and transit oriented. Permitted uses will include employment, commercial, accommodation, institutional, cultural, health and medical, entertainment uses, medium and high density residential, public uses (urban squares, parking)

Glenorchy Conservation Area

A large area in North Oakville is part of the Glenorchy Conservation Area, managed by Conservation Halton. **Figure 11** presents the location of this area, the North Oakville Natural Heritage System, and the designated natural areas present in the area. The Glenorchy Conservation Area is part of the ‘Urban River Valley’ designation of the Greenbelt Plan (see **Figure 2**). The Master Plan for the Glenorchy Conservation Area identifies the sensitivity/significance of this area, identifies a master plan (i.e. restoration, management policies, education and recreation opportunities), and outlines a detailed Master Plan policy framework.

The 407 Transitway is identified in the Management Plan along the south side of the 407 ETR. The Management Plan classifies the adjacent areas into Park Zones, as shown on **Figure 11**. The study area is classified as ‘Restoration Management Zone’ west of Sixteen Mile Creek (south of 407 ETR), ‘Special Nature Reserve Zone’, along Sixteen Mile Creek and its valleylands, and ‘Nature Reserve Zone’ in a small triangular piece of land west of Neyagawa Boulevard on the south side of the 407 ETR.

Restoration Management Zones are intended to provide opportunities for intensive restoration activities to restore, complement or buffer Nature Reserve or Nature Reserve “Special” Zones. Special Nature Reserve Zones are to be protected and preserved as they contain unique valleylands. Permitted uses are very limited within this area. Nature Reserve Zone protects areas with important ecological functions. Permitted uses include passive and low intensity recreation, appropriate scientific research, and forest and wildlife management.

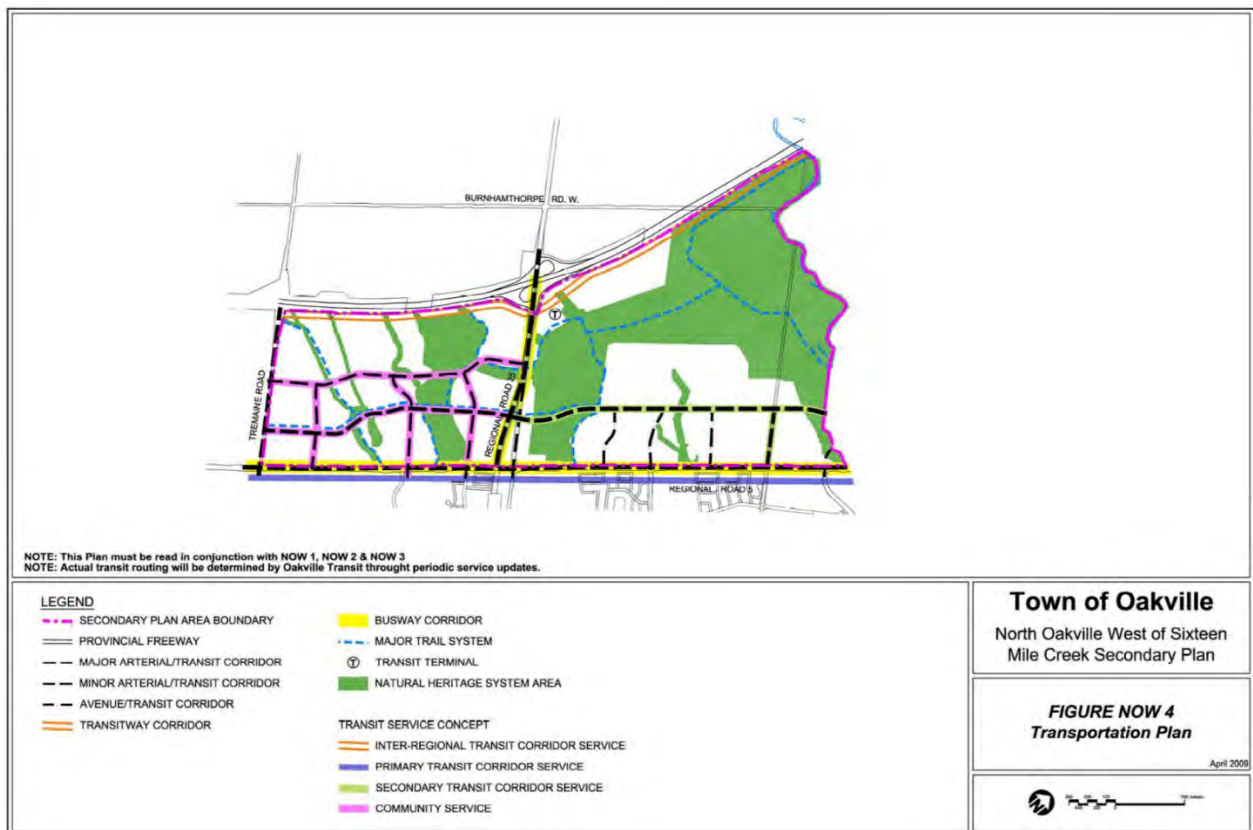


Figure 7. North Oakville West – Transportation Plan

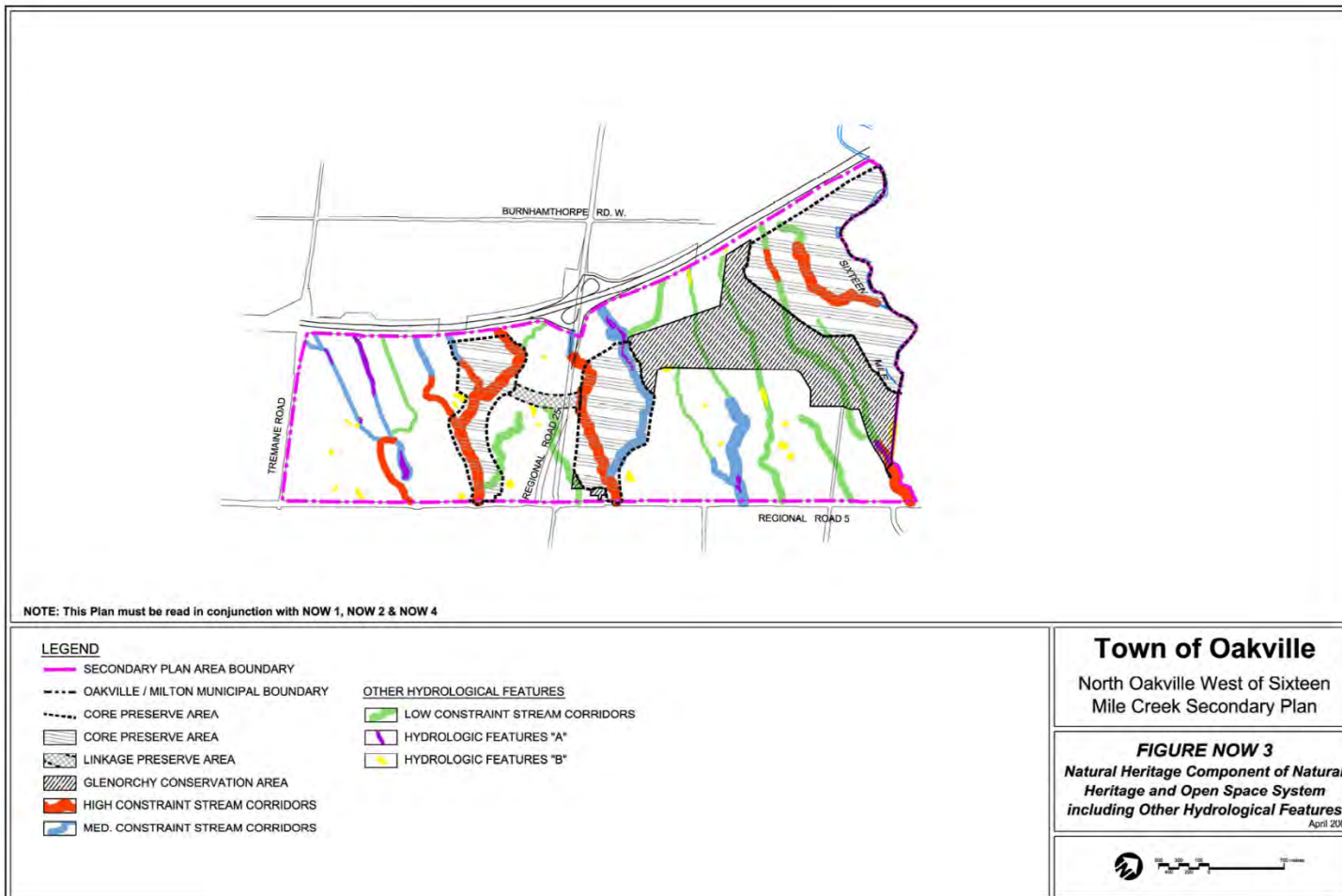


Figure 8. North Oakville West – Natural Heritage Components

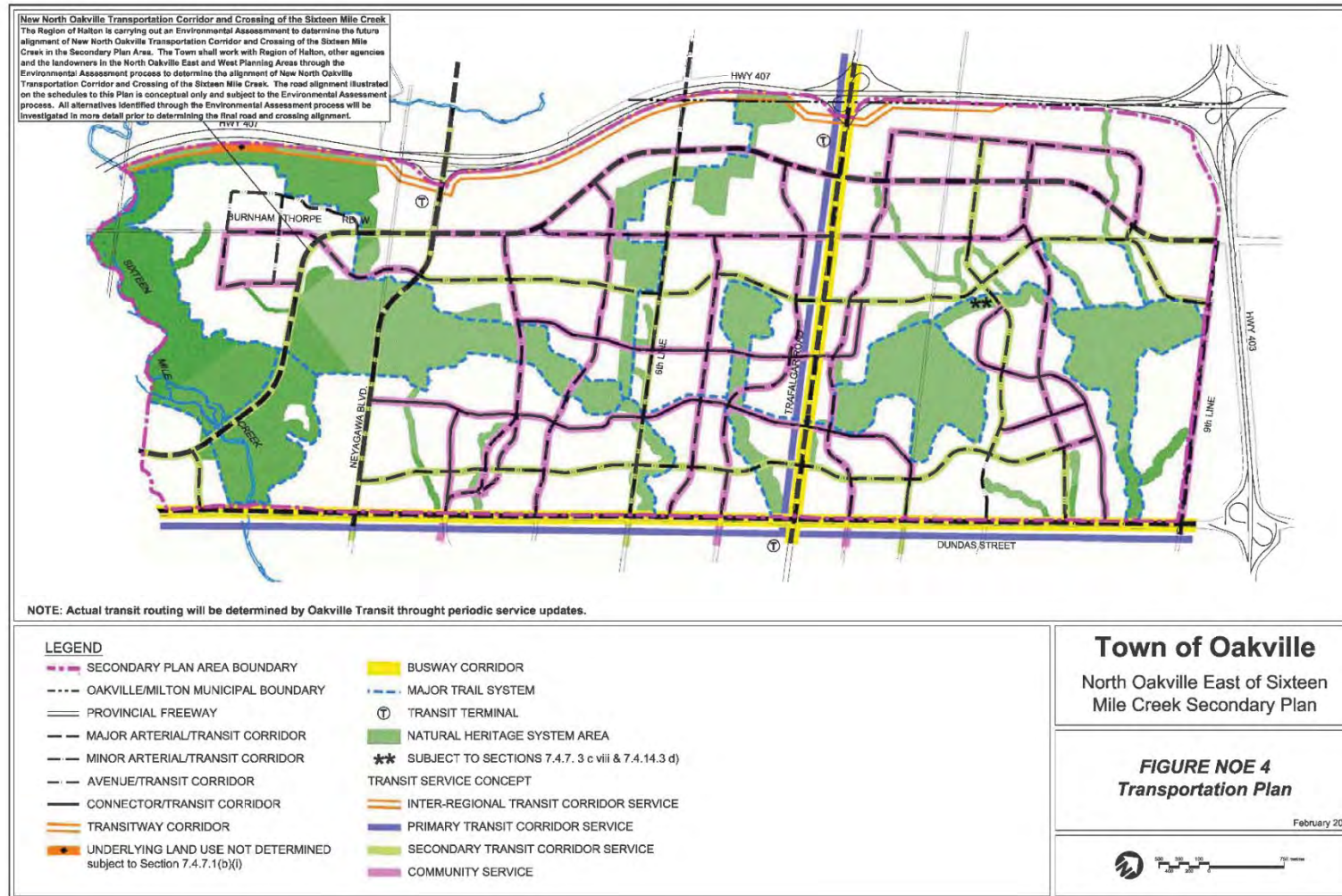


Figure 9. North Oakville East – Transportation Plan

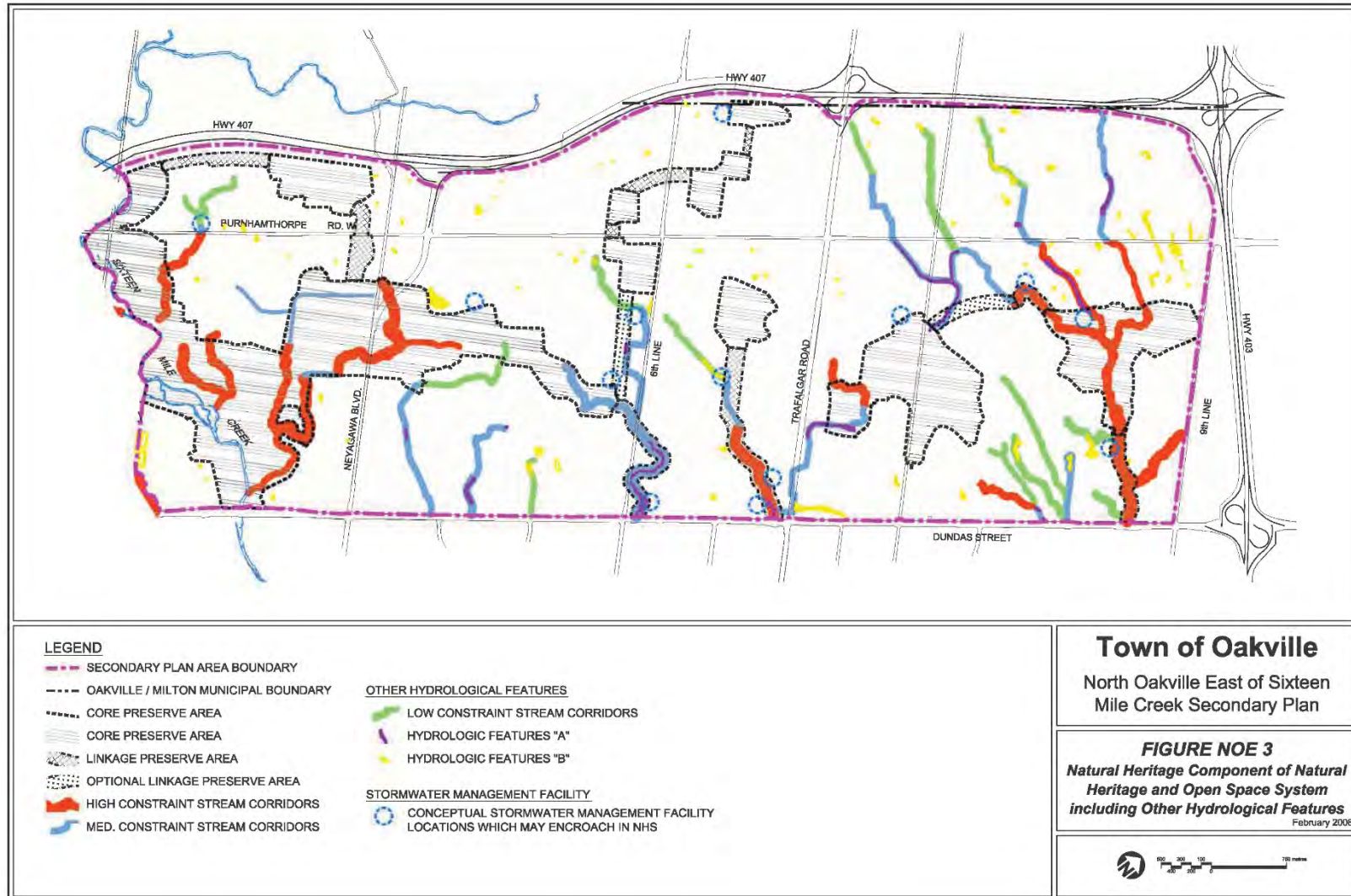


Figure 10. North Oakville East – Natural Heritage Components

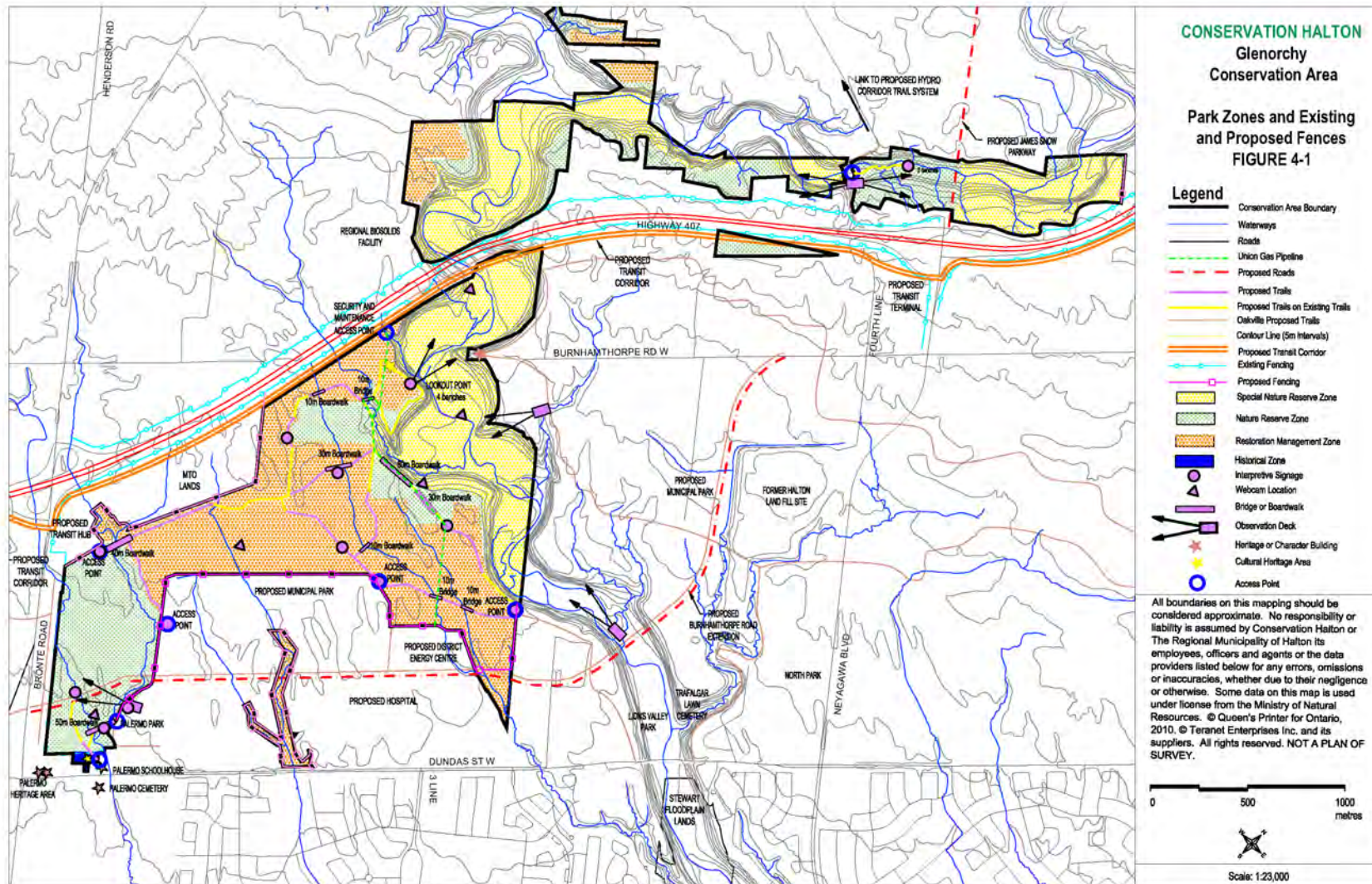


Figure 11. Glenorchy Conservation Area Management Plan

2.11 Town of Milton Official Plan

The Official Plan was approved by Council in 1996, approved by Halton Council in 1997 with deferrals, and approved by the Ontario Municipal Board in 1999. The Office Consolidation of the Official Plan was completed in August 2008. Official Plan Amendment (OPA) 31 brings the Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe, and the Sustainable Halton Plan. The OPA was approved by the Town of Milton Council in 2010 but is still under review by Halton Region.

The vision and strategies outlined in the 1999 Official Plan are not reflective of the latest planning directions in the Town of Milton. The unapproved OPA 31 identifies a renewed vision for the Town, as well as a planning framework that conforms with the Growth Plan and the regional Official Plan. OPA 31 identifies Strategic Policies related to growth and intensification identify key goals for transit within the municipality. Examples of these policies include mixed use and transit prioritized within intensification areas; appropriate employment and institutional uses are encouraged at major transit stations (including the Milton GO Station); and better integration of transit with neighbourhoods while maintaining the character of these communities.

The Official Plan identifies Transitway/Busway Corridors (High Order Transit Corridors in OPA 31) for inter-regional, regional and local bus routes. These corridors should connect Urban Growth Centres, Mixed Use Nodes, and accommodate higher order transit services. Exclusive use of this corridor should be used for transit vehicles, where possible. In addition, transit supportive, high density, mixed use development should be located around stations planned along these corridors. Major Transit Stations will connect higher order transit services and other transportation modes. A Major Transit Station is located on Trafalgar Road at the CNR. While this is located outside (west of) the study area, it is located along the railway that connects to the study area.

Regional staff has worked with Town Staff to identify modifications to OPA 31 to ensure its conformity with the substantially approved version of ROPA 38. In 2018, Council endorsed the proposed regional modifications to OPA 31. The land uses within the study area include: Parkway Belt West Plan, Agricultural Area, Greenlands A Area, Deferred and Appealed Areas, and Environmentally Significant Area (refer to **Figure 12**). In the OPA 31, the land use designations are slightly different: Parkway Belt West Plan Boundary, Agricultural Rural Area, Natural Heritage System, Greenbelt Natural Heritage System, and Greenbelt Plan Protected Countryside. For a summary of the permitted land use designations within this plan area, refer to **Table 4**.

The Natural Heritage System includes a range of natural heritage features and is supported by Enhancement Areas, Linkages and Buffers. The Natural Heritage System is located at a number of locations adjacent to the 407 ETR within the study area (**Appendix A**). Enhancement areas are generally found directly adjacent to the Natural Heritage System, as well as a large section between Lower Base Line and north of Britannia Road on the west side of the 407 ETR. The enhancement areas can include Centres for Biodiversity, which are those areas of sufficient size, quality and diversity that can support a wide range of native species, ecological functions, etc. No known Centres for Biodiversity are located within the study area.

OPA 31 includes updated mapping of other land use areas. All of the lands within the study area are identified as Prime Agricultural Lands.

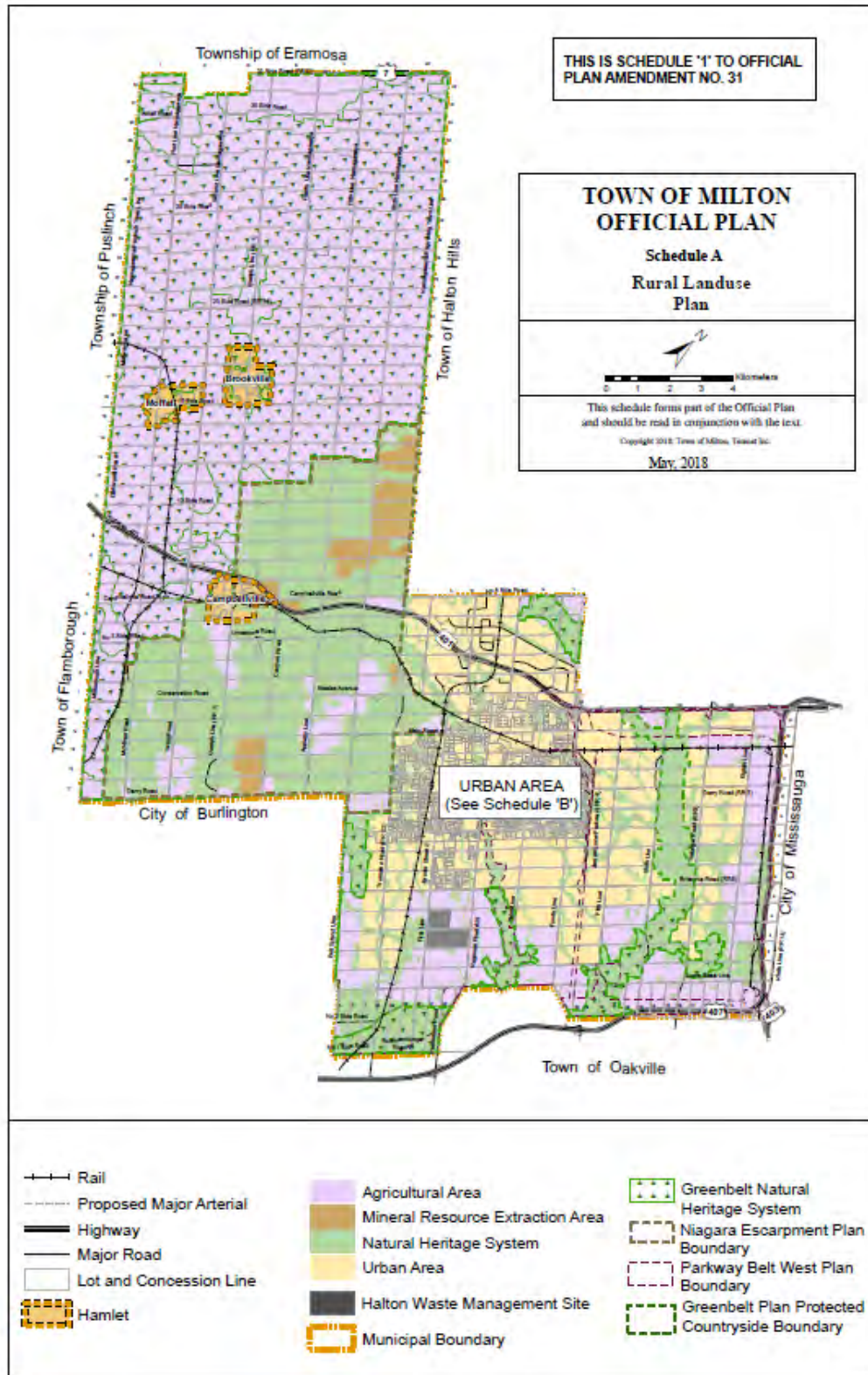


Figure 12. Town of Milton Official Plan Amendment 31 – Rural Land Use Plan

TABLE 4.
LAND USE DESIGNATIONS IN THE TOWN OF MILTON

Land Use Designation	Permitted Uses (Current Official Plan August 2008)	OPA 31 Changes to Land Use Designations (2018)
Parkway Belt West Plan	<ul style="list-style-type: none"> Linear transportation including necessary accessory facilities are permitted. The lands within this designation are subject to the policies of the Parkway Belt West Plan. 	<ul style="list-style-type: none"> No change
Agricultural Area	<ul style="list-style-type: none"> The predominant land use in these areas is agriculture. Transportation and utility facilities are permitted subject to the policies of Section 4.4 of the Official Plan. 	<ul style="list-style-type: none"> Changed to “Agricultural Area”. Similar land uses permitted. Subject also to the policies of the Greenbelt Plan and the Parkway Belt West Plan.
Greenlands A Area	<ul style="list-style-type: none"> Includes regulatory flood plains, Provincially Significant Wetlands, significant valley lands or portions of the habitat of endangered or threatened species, as determined by the relevant authority. A general setback of 7.5 m from the stable top of channel bank or 15 m from a stable top of valley bank is required for development, unless can be demonstrated otherwise in an Environmental Impact Statement or Subwatershed Study. Essential transportation and utility facilities are permitted subject to the policies of the Official Plan. 	<ul style="list-style-type: none"> Changed to “Natural Heritage System”. Includes the Regional and Greenbelt Natural Heritage System. Includes key features, enhancements, linkages and buffers, significant habitats of endangered or threatened species, Escarpment Natural Area and Protection Area, and regulated flood plains. Setback policy removed. Essential transportation and utility facilities are permitted subject to the Official Plan.
Protected Countryside Area	<ul style="list-style-type: none"> Not mapped 	<ul style="list-style-type: none"> New designation “Protected Countryside Area (Greenbelt Plan)”. Same policies as the “Natural Heritage System” in the OPA. Subject to the Greenbelt Plan.
Environmentally Significant Area	<ul style="list-style-type: none"> Includes land and water containing natural features or ecological functions of significance. The ESA within the study area is ESA No. 16 (Sixteen Mile Creek Valley ESA). 	<ul style="list-style-type: none"> Not Mapped.
Special Policy Area 10	<ul style="list-style-type: none"> The study area north of Britannia Road to Winston Churchill Boulevard is located within Special Policy Area 10. These lands are within a 4 km radius of the AM Radio Transmission Facility at Highway 401 and Trafalgar Road. Subject to policies 3.8.3.2 and 3.9.3.2, Business Park or Industrial Uses are not permitted to exceed a height 	<ul style="list-style-type: none"> Consideration will be given by the Town to limit the height of buildings to 18 m or less and to limit the use of steel in the construction of buildings to demonstrate that the proposed development can be physically integrated with the existing and proposed uses of adjacent lands.

TABLE 4.
LAND USE DESIGNATIONS IN THE TOWN OF MILTON

Land Use Designation	Permitted Uses (Current Official Plan August 2008)	OPA 31 Changes to Land Use Designations (2018)
	of 18 m and should limit the use of steel in the building.	<ul style="list-style-type: none"> • Applies to development within the established <i>Urban Area</i> on lands designated Business Park Area

2.12 Town of Halton Hills Official Plan

The Town of Halton Hills Official Plan was adopted by the Town Council in 2006, approved by Halton Region in 2008 and the Office Consolidation was prepared in January 2017. The Official Plan was updated to address the Regional Official Plan, Provincial Policy Statement, Growth Plan and Greenbelt Plan. A number of strategic planning policies were developed as part of the Sustainable Halton initiative. Examples of these policies include: promotion of development that is sustainable, supports public transit and is oriented to pedestrians; an integrated transportation system that safely and efficiently accommodates different modes of transportation; development of alternatives to automobile use (transit, pedestrian, bicycle routes) and housing densities to support the use of these alternatives; and compact urban form in greenfield areas that supports transit. It should be noted that there is currently no transit service provided in the Town of Halton Hills with the exception of the special transit services for the physically disabled (Acti-van). However, the Official Plan policies will encourage a built form that will support transit services in the future.

Within the vicinity of the 407 Transitway study area, the lands along Steeles Avenue (north and South between Eight Line and Winston Churchill) are designated for employment uses. The expectation is for the area to develop as a strategic location that will provide employment opportunities to resident in the Region of Halton and the rest of the GTA.

The Premier Gateway Employment Area is a key component of conformity with the Growth Plan. These lands are intended to attract employment uses to the lands that have good visibility and access along provincial highways. The study area is located within the Premier Gateway Employment Area, located along the north side of Highway 401 and its interchange with the 407 ETR. The dominant land uses within this area include: ‘Prestige Industrial Area’, ‘Gateway Area’ which are part of the Employment Phase 2A forecast for implementation 2021-2031. North of Steeles Avenue the lands are designated as ‘Phase 2B Employment Area’ (also to be implemented 2021-2031) and ‘Greenlands’. Within this area there are several buildings with historical significance, existing rural residential concentration, and stormwater management ponds adjacent to the Highway 401 and the 407 ETR. All of these areas are part of the Premier Gateway Employment Area.

The study area is also within the HPBATS/GTA West Corridor Protection Area. The HBATS/GTA West Corridor Protection By-law No. (2014-0050) was adopted by Council on July 7th, 2014. Currently, OPA No. 21 is awaiting Regional approval. The HPBATS/GTA West Corridor Protection Area corresponds with the Route Planning Study Area as identified by the Ministry of Transportation (MTO) through Phase 1 of the GTA West EA process, as well as lands in the vicinity of Tenth Line and Ten Side Road, including the Southeast Georgetown lands which the HPBATS 2031 Recommended Road Network identifies as required for the East-West connection/Norval West By-Pass.

Policies in the Official Plan prohibit the development of urban lands within the HPBATS/GTA West Corridor Protection Area, until the completion of the appropriate Environmental Assessments and by amendment to the Town of Halton Hills Official Plan.

The land use designations presented in **Table 5** are part of Official Plan Amendment No. 10 (OPA 10). OPA 10 has not yet been approved by Halton Region. OPA 10 was adopted by Town Council in June 2010, and subsequent Town modifications to OPA 10 were adopted by Town Council in June 2014. Regional modifications to OPA 10 were adopted by Town Council in March 2016.

TABLE 5.
LAND USE DESIGNATIONS IN THE TOWN OF HALTON HILLS

Land Use Designation	Permitted Uses
Prestige Industrial Area	<ul style="list-style-type: none"> • Employment uses, located in well-designed buildings and structures established on landscaped lots in a visually attractive environment • Uses can include: business/professional offices, industrial uses, computer/electronic/data processing facilities, research and development facilities (excluding biomedical waste), printing and associated service establishments, and industrial malls
Gateway Area	<ul style="list-style-type: none"> • This area is to be visually attractive as it is a point of entry into the Town of Halton Hills, and will provide commercial services in support of Prestige Industrial Areas • Uses include a full range of service and commercial land uses that will service the employment uses in the Prestige Industrial Area
Phase 2B Employment Area	<ul style="list-style-type: none"> • These lands are an expansion area for employment uses beyond the Prestige Industrial Area. Before these lands can be developed, a Joint Infrastructure Staging Plan, Secondary Plan, financial plans/agreements (where needed), and appropriate development charge by-laws will need to be completed
Greenlands	<ul style="list-style-type: none"> • Implements the Regional Natural Heritage System from the Regional Official Plan

2.13 Region of Peel Official Plan

According to Census Canada (Statistics Canada, 2016), Peel Region has a population of approximately 1,381,739 (increased approximately 6.5% from 2011). The Places to Grow Growth Plan for the Greater Golden Horseshoe has identified growth projections for the Region of Peel for a total of 1,770,000 residents and 880,000 jobs by 2031.

The Region of Peel Official Plan (Office Consolidation October 2018) was approved by the Minister of Municipal Affairs and Housing in 1996, and subsequent Official Plan reviews have been completed. The Office Consolidation (2018) reflects the Regional Official Plan Amendments (ROPAs) that were approved following the Official Plan review process that commenced in 2007. Several ROPAs are still under appeal, and the Local Planning Appeal Tribunal (LPAT) hearings could result in changes to the Official Plan.

In addition, the Region initiated another Official Plan review process in 2013. The Peel 2041 Regional Official Plan review process is in the early stages but will involve reviewing the current Official Plan to ensure that it meets Provincial Plans and policy statements and achieves the Region’s goals and objectives.

A Municipal Comprehensive Review for the Ninth Line Lands is in progress, and a Regional Official Plan Amendment has been submitted to the Ministry of Municipal Affairs and Housing for review. The Ninth Line Lands are described further in **Section 2.13.1**. The proposed amendment will be incorporated into a future amendment in conformity with the Region of Peel Official Plan as part of the Peel 2041 Official Plan Review and Municipal Comprehensive Review process. The future amendment will establish a new settlement boundary that includes the Ninth Line Lands and population and employment densities for Ninth Line Lands into the 2041 planning horizon.

In addition, Sections of ROPA (No. 26) related to GTA West Transportation Corridor policies remain appealed and are subject to final decision by the Local Planning Appeal Tribunal.

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 (GTHA). 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, mobility hubs, nodes and corridors and in other areas served by transit (Objective 5.6.1.5).

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, where the policies of that Provincial Plan apply. Lands north of the existing 407 ETR in the City of Brampton, are within the Toronto Pearson International Airport Operating Area Boundary. The GO Line (Regional Rail – full day) is located across the study area, into the City of Mississauga. There are a number of GO Transit Stations along this route, and a ‘Potential Mobility Hub- Gateway’ further east of the study area.

2.14 City of Mississauga Official Plan

The City of Mississauga Official Plan Office Consolidation includes LPAT decisions and City Council approved Official Plan Amendments as of March 13, 2019. Appeals to the Official Plan are noted in the Office Consolidation. Both the Mississauga Plan (2003) and the Mississauga Official Plan are partially in effect until all the original appeals have been decided. However, given that the Ninth Line Lands are subject

to a Municipal Comprehensive Review process in the Region of Peel, the policies of the 2003 Official Plan have not been summarized.

The Mississauga Official Plan identifies a number of key guiding principles for land use, including to “provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts”. The Plan includes a range of policies to direct growth to key strategic locations in the City, particularly where existing transit and community infrastructure is present. The Plan encourages complete communities and compact development, with a built form that supports mixed use where residents can work and live in the City. The City is committed to creating a multi-modal transportation network made up of transit, vehicles, active transportation, rail and air travel. The 407 Transitway, which is identified on Schedule 6 (Long Term Transit Network) of the Official Plan. Within the study area, a west-east Bus Rapid Transit Corridor is identified along Highway 403, a Transit Priority Corridor is identified west-east along Derry Road West, and the existing GO commuter rail is located along the railway south of the Highway 401/Highway 407 interchange (see **Figure 13**).

The lands that directly abut the 407 ETR corridor are subject to the policies of the Town of Milton and Region of Halton Official Plans. Policies approved in the Mississauga Official Plan (2019 Consolidation), designate the lands as ‘Parkway Belt West’, ‘Business Employment’, ‘Public Open Space’ and ‘Natural Hazards.’ The remainder of the study area east of Ninth Line is designated as ‘Parkway Belt West’, ‘Utility’, ‘Business Employment’, ‘Office’, ‘Residential Medium Density’, ‘Residential Low Density II’, ‘Motor Vehicle Commercial’, ‘Greenlands’, ‘Public Open Space’, and ‘Mixed Use’. Portions of the study area are identified within the Corporate Centre (CC) and Employment Area City Structure. There are eight (8) Employment Area Character Areas in the City of Mississauga. The Gateway (CC) is located south of Highway 407, along the spine of Hurontario Street, which separates the Gateway West and the Gateway East. The location of these land use designations is presented in **Figure 4** and a description of these land use designations is presented in **Table 6**.

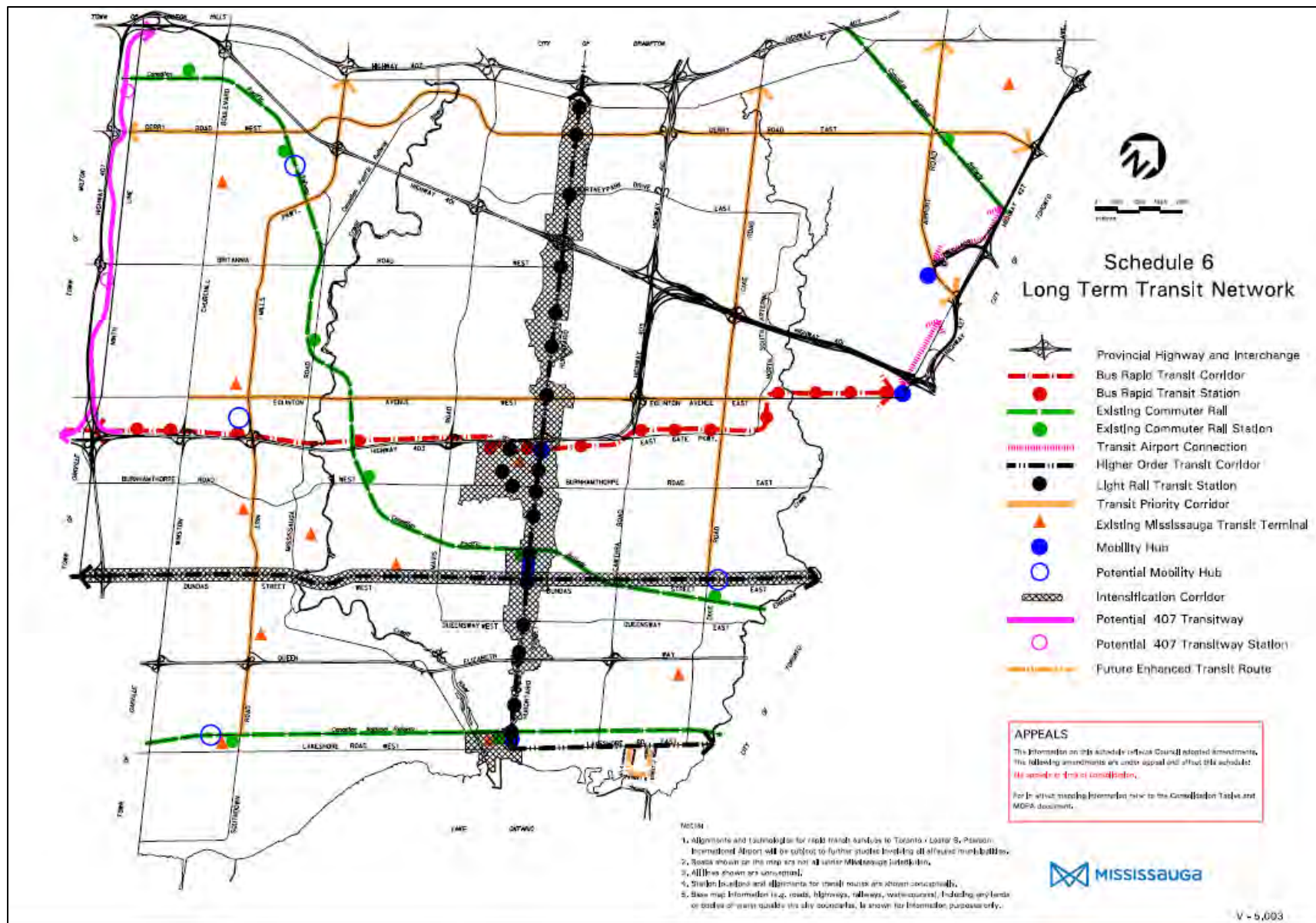


Figure 13. City of Mississauga Long Term Transit Network

TABLE 6.
LAND USE DESIGNATIONS IN THE CITY OF MISSISSAUGA

Land Use Designation	Permitted Uses
All land use designations	<ul style="list-style-type: none"> The following uses are permitted in all land use designations except Greenlands and Parkway Belt West unless specifically allowed: community infrastructure, community gardening, conservation, electric power distribution and transmission facility, flood control/erosion management, natural gas and oil pipeline, parkland, piped services and related facilities (water, wastewater and stormwater), telecommunications facilities, transit facilities and transportation infrastructure
Office	<ul style="list-style-type: none"> Permits major office, secondary office and accessory uses. Existing major offices are permitted, and major offices in Major Transit Station Areas. The maximum floor space index (FSI) for secondary offices is 1.0.
Parkway Belt West	<ul style="list-style-type: none"> These lands are part of the Parkway Belt West Plan area, and this provincial plan should be referred to for land use planning. The Official Plan also indicates that other uses not permitted within these lands include major power generating facilities
Utility	<ul style="list-style-type: none"> Parking and accessory use is permitted in lands with this designation
Business Employment	<ul style="list-style-type: none"> Permits 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. Motor vehicle body repair facilities are not permitted in lands with this designation
Motor Vehicle Commercial	<ul style="list-style-type: none"> Permits gas stations, vehicle repairs, service stations and vehicle washing facilities, generally at appropriate intersections
Residential Medium Density	<ul style="list-style-type: none"> Permits townhouse dwellings and all forms of horizontal multiple dwellings. No apartment dwellings are permitted in horizontal multiple dwellings
Residential Low Density II	<ul style="list-style-type: none"> Permits detached, semi-detached, and duplex dwellings, as well as other low-rise dwellings with individual frontages
Greenlands	<ul style="list-style-type: none"> 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
Public Open Space	<ul style="list-style-type: none"> This is a sub-category under the ‘Open Space’ land use designation. Permitted uses include agriculture demonstration site, cemetery, conservation, golf course, nursery gardening, recreational facility, stormwater retention and stormwater quality pond, accessory uses
Mixed Use	<ul style="list-style-type: none"> Permits commercial parking facility, conference centre, entertainment/recreation/sports facility, financial institution, funeral establishments, makerspaces, motor vehicle rentals, motor vehicle sales, overnight accommodation, personal service

TABLE 6.
LAND USE DESIGNATIONS IN THE CITY OF MISSISSAUGA

Land Use Designation	Permitted Uses
	establishment, post-secondary educational facility, residential, restaurant, retail store and secondary office. Self-storage facilities and detached and semi-detached dwellings are not permitted
Natural Hazards	<ul style="list-style-type: none"> • Lands designated Greenbelt are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

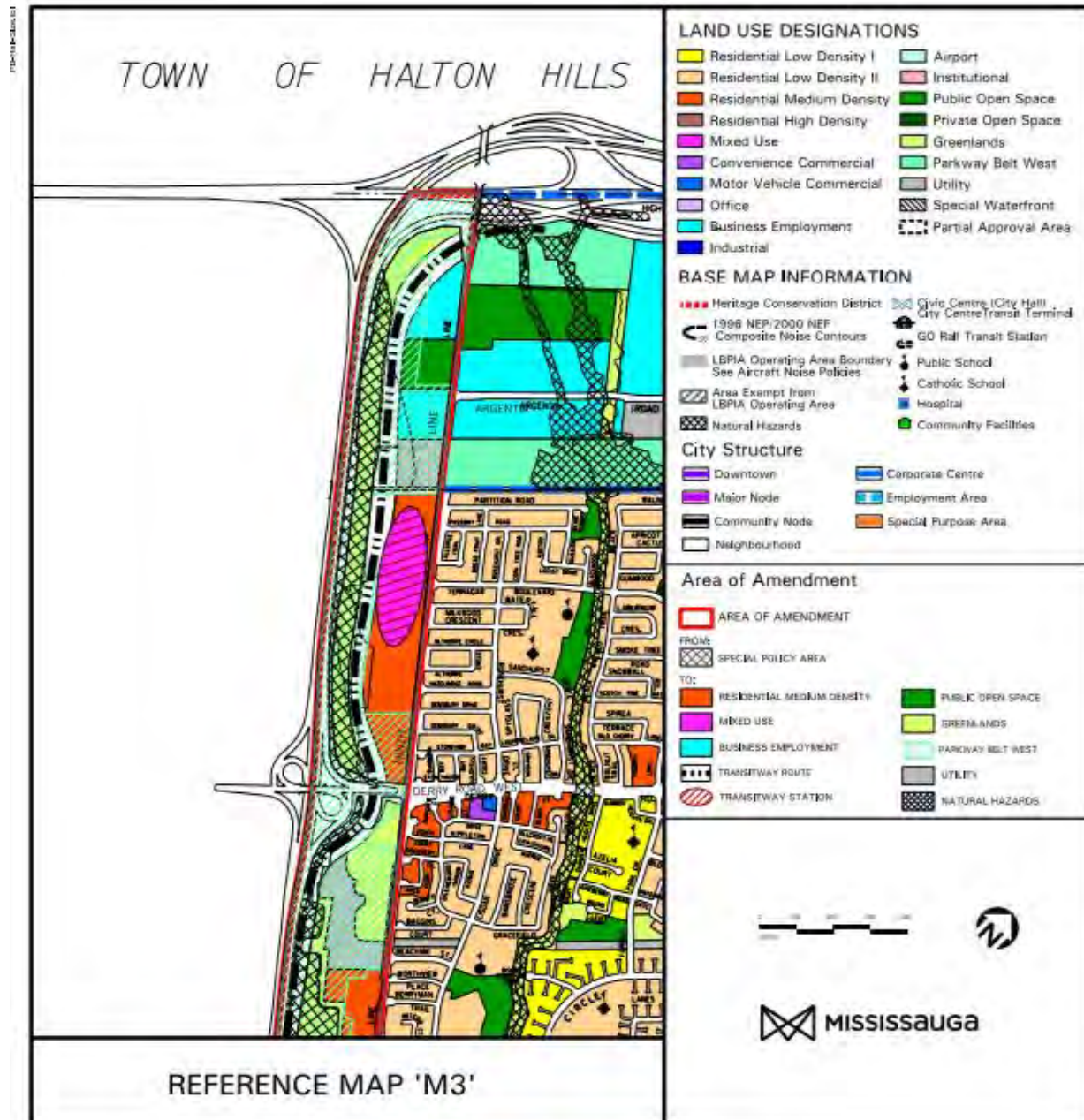
2.13.1 Ninth Line Lands

The Ninth Line lands are unique in terms of their history and planning status. The Ninth Line Lands are bounded by Highway 401 (north), Ninth Line (east), Highway 407/Ninth Line crossover (south), and Highway 407 (west), with a total land area of approximately 350 hectares (ha). These lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as part of a municipal restructuring process (Mississauga 2015). The planned 407 Transitway adjacent to the Highway 407 corridor will impact the type and scale of development that will occur within this area. Other regional infrastructure surrounding these lands includes Highway 401, Highway 403 and the potential GTA West Transportation Corridor.

The Region of Peel submitted a Regional Official Plan Amendment (ROPA) to the Ministry of Municipal Affairs and Housing in 2017 for review, to include the Ninth Line Lands in the Regional Urban Boundary and to establish an updated planning framework. The ROPA recommends a land use concept (refer to **Figure 13**) based on the results of the ongoing Municipal Comprehensive Review, including:

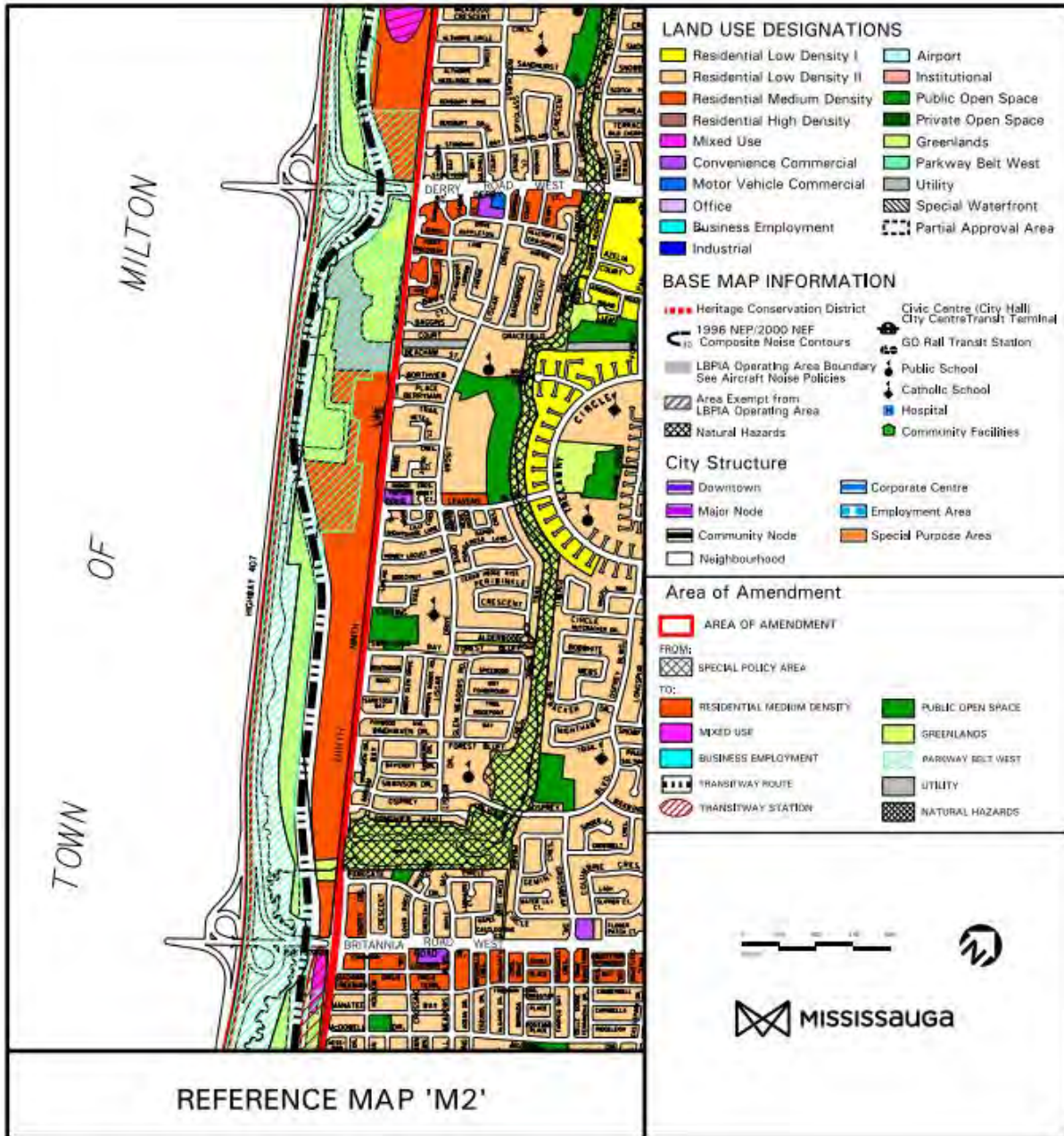
- Medium and high-density residential areas, including row houses and apartments;
- Mixed use areas with residential and commercial employment opportunities;
- Higher order transit (407 Transitway);
- An overall minimum density target of 80 persons and jobs per gross hectare;
- A minimum density target of 160 persons and jobs per hectare around transit areas;
- Well located business employment lands in proximity to the 400-series highways; and,
- Protection for natural heritage and flood plain features.

A number of studies have been completed as part of the Municipal Comprehensive Review, including an Archaeology Context Study (AMEC 2014) to assess developable lands; Background Report (MSH 2015); Agricultural Impact Assessment (AMEC Foster Wheeler 2016); Highway 407 Transitway Corridor Assessment (AMEC Foster Wheeler 2016); Water and Wastewater Master Servicing Background Study (AMEC 2017); Subwatershed Study (AMEC Foster Wheeler 2017); Transportation Assessment of Existing Conditions and Emerging Land Use Scenario (MMM Group 2017); Growth Management Analysis (Hemson Consulting 2017); Fiscal Impact Analysis (Hemson Consulting 2017); and MCR Justification Report (MSH 2017). For detailed information regarding these assessments, please refer to these documents under separate cover.



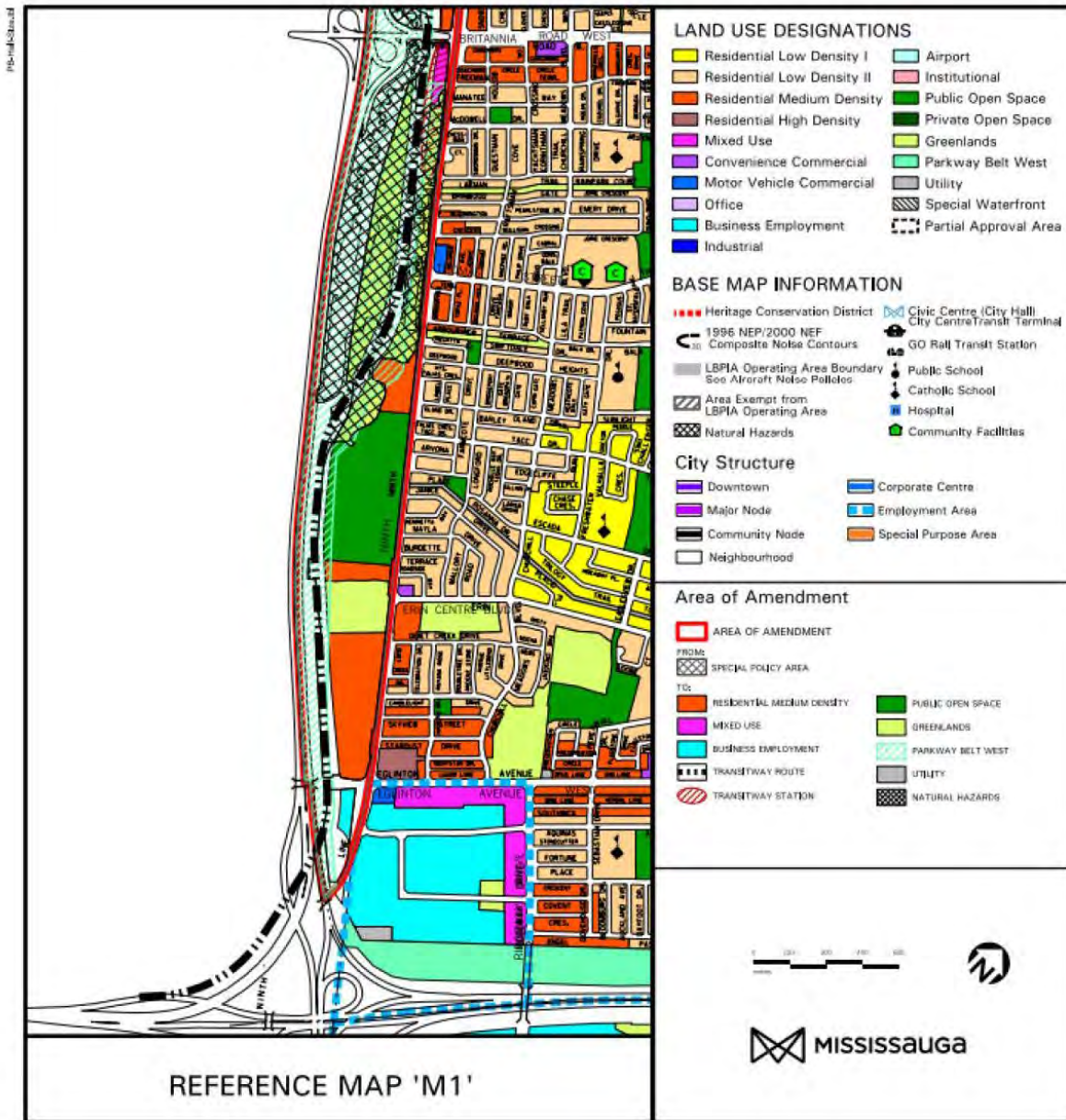
Map 16.20-6: Ninth Line Neighbourhood Character Area Reference Map 'M3'

Figure 14a. Emerging Land Use Concept for the Ninth Line Lands



Map 16.20-5: Ninth Line Neighbourhood Character Area Reference Map 'M2'

Figure 14b. Emerging Land Use Concept for the Ninth Line Lands



Map 16.20-4: Ninth Line Neighbourhood Character Area Reference Map 'M1'

Figure 14c. Emerging Land Use Concept for the Ninth Line Lands

With respect to the planning of the Transitway facility through the Ninth Line Lands, the assessment completed in 2017 identified a Transitway runningway alignment that would stay immediately adjacent to the Highway 407 corridor, where feasible, accommodate the required stormwater conveyance, and accommodate floodplain riparian area storage. Of the total 350 hectares (ha) of land in the Ninth Line Lands, the Transitway design would require 115 ha and a developable land area of 97.2 ha would remain (17.8 ha greater developable land area than the 1998 407 Transitway Corridor Assessment). Transitway stations were recommended at the southwest quadrant of Ninth Line and Britannia Road, and the northwest quadrant of Ninth Line and Derry Road. This study enabled the City of Mississauga and Region of Peel to move forward with the Municipal Comprehensive Review and incorporate the 407 Transitway runningway and stations design into the land use plan.

Development in the Ninth Line Lands should reflect the best practices in planning and urban design. The Shaping Ninth Line Urban Design Guidelines (2017) should be applied during the design, review and approvals process for new development for both public and private projects. The guidelines provide detailed direction for the vision and implementation of the City of Mississauga's Official Plan, Ninth Line Neighborhood Character Area, guiding principles, and related Official Plan policies.

The City of Mississauga Official Plan (2019 Consolidation) states that the Ninth Line Neighbourhood Character Area will be planned to support transit and encourage multi-modal transportation. The urban design policies within the Official Plan state that existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. The 407 Transitway would run through the area in the north and south direction. Higher density development will focus around the two (2) Transit Stations located at Britannia Road West and Derry Road West.

Policy Section 16.20.2.6.1 Transportation, states that a significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan through amendment to the PBWP. Once the PBWP is amended, the land use designations (**Figure 14 a, b and c**) obtained from the City of Mississauga Official Plan, will come into effect.

2.15 City of Brampton Official Plan

While the east study limit ends at Hurontario Street (the City of Mississauga/City of Brampton municipal boundary), the land uses within 500 m of the study limits have been included in this land use assessment. The City of Brampton 2006 Official Plan was approved in part by the OMB in 2008. The Official Plan Office Consolidation (November 2013) includes updates to reflect decisions of some appeals to the OMB, conformity to 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 (2015) Consolidation.

The City of Brampton identifies the Highway 407 Transitway in its description of the Transit Network. It is identified as a busway that can become a Light Rail Transit corridor in the future. The Transit Network is depicted on Schedule 'C' of the City of Brampton Official Plan. It presents the long-term transit concept for the City. The footprint of the 407 transitway and potential locations for transitway stations are shown on Schedule 'C'.

The land use designations within the study area from the City of Brampton Official Plan (Schedule A) are presented in **Figure 4** and described in **Table 7**. The study area is primarily designated as 'Parkway Belt

West’ and ‘Provincial Highways’, and the lands north of the 407 ETR are designated as ‘Industrial’, ‘Residential’, ‘Village Residential’, ‘Office’, and ‘Open Space’.

Lands located south of the existing Highway 407, bounded by Mavis Road and Hurontario Street are within the Lester B. Pearson International Airport (LBPIA) Operating Area. For lands exposed to levels between 25 and 30 Noise Exposure Forecast (N.E.F.), the City of Brampton requires a qualified acoustic consultant to undertake a Noise Impact Analysis. In addition, lands north of Highway 407 bounded by Winston Churchill Blvd and Heritage Road are within the Corridor Protection Area and subsequently, within lands appealed to the LPAT. Corridor Protection Areas identify the location and characteristics of a higher-order transit corridor, through the completion of additional transportation studies in order to proceed with specific land use planning approvals.

TABLE 7.
LAND USE DESIGNATIONS IN THE CITY OF BRAMPTON

Land Use Designation	Permitted Uses
Parkway Belt West	<ul style="list-style-type: none"> The policies of the Parkway Belt West Plan apply.
Provincial Highways	<ul style="list-style-type: none"> Includes the provincial highways, including Highway 407, Highway 401, and other associated facilities.
Industrial	<ul style="list-style-type: none"> 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 Highway 407 (east of Highway 410) within the study area.
Residential	<ul style="list-style-type: none"> The Residential designations permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses are subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations are permitted. In addition, Places of Worship are permitted in the Residential designations as well.
Village Residential	<ul style="list-style-type: none"> Includes lands in the villages and hamlets which were part of the original settlement areas of Brampton but are now part of the urban system. In addition to residential uses within village and hamlet settlements, the Village Residential designation permits convenience commercial, community services, crafts, and home workshops/offices which comply with detailed criteria set out in applicable Secondary Plans.
Office	<ul style="list-style-type: none"> Office development provides a diverse range of employment opportunities. Permitted uses range from small professional offices to large scale headquarters. Major Office, which satisfies a Regional market, will be encouraged to locate within the Central Area and near higher-order transit.
Open Space	<ul style="list-style-type: none"> The Open Space system represents the structural element which defines the limit for development by prescribing areas to be protected for natural heritage conservation and recreation.

3.0 EXISTING LAND USES

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

3.1 *Agriculture*

City of Burlington

The lands between Dundas Street and Tremaine Road (Burlington-Oakville municipal boundary) contain large blocks of fields that are used for agricultural activities (i.e. cash crops, hayfields, etc). The property just east of Bronte Creek and Appleby Line is the Iron Horse Equestrian Complex, which is accessed from Sideroad 1 north of the study area. The back of this facility is located in proximity to the north side of the 407 ETR.

Town of Oakville

The existing land use of the lands between Tremaine Road and Highway 403 are generally rural and agricultural, with the exception of the valleylands and forests associated with area watercourses. Agricultural activities include cash crops, mixed farming, and equestrian facilities. Farms or agricultural types of facilities located within the study area include: Schellenberg Stables and The Ranch (at Bronte Road), Schulz Farms (Sixth Line), Paladin Ridge Stables, Silver Spring Farm, Cedar Ridge Stables and Trilliumview Stables (west of Neyagawa Boulevard).

City of Mississauga

There are a number of properties within the Ninth Line Lands that are used for agricultural purposes. Some of these properties are associated with a residence and are likely small-scale operations, while others are not associated with a residence and may be farmed as part of a network of other properties. These lands are bordered by urban development to the east and provincial highway to the west.

Town of Milton

The dominant land use in the Town of Milton is agricultural, as the majority of the lands located on the Town's eastern border with the City of Mississauga and southern border with the Town of Oakville within the study area are used for agricultural operations. Fulsang Nurseries is located on Eighth Line, south of Britannia Road. A number of fields associated with this operation are located within the study area. There are a number of large fields throughout the study area, used for cash crops or horticulture operations. Some properties are associated with a residence.

Town of Halton Hills

The dominant land use is agricultural, with a number of farming operations throughout the area. Most of the agricultural operations are cash crop farms and are often residential farms.

City of Brampton

An equestrian facility, the Meadowlarke Stables, is located just south of 407 ETR, east of Winston Churchill Boulevard.

3.2 *Residential*

City of Burlington

There are residential subdivision communities located north and south of 407 ETR between Brant Street and Dundas Street. The built form is predominantly low density residential, with some residential high rises

at Brant Street. Townhouses are located at a few locations throughout the study area and have a higher density than the single dwelling unit subdivisions. Between Dundas Street and Appleby Line there is a large residential community set back from the highway south of the 407 ETR. No residential communities are located between Appleby Line and Tremaine Road.

Town of Oakville

There are no residential subdivisions located within the study area; however, a number of single detached dwellings are located on local roads throughout the study area. Some residences are found in close proximity to the 407 ETR corridor (e.g., Fourth Line).

Town of Milton

The residential land uses in the Town of Milton are primarily rural, comprised of single detached dwellings associated with agricultural lands or manicured lands. Generally, the residences are set back from the 407 ETR right-of-way, with the exception of a few areas of clustered residences, including: Trafalgar Road north of the 407 ETR, East Lower Baseline west of the 407 ETR, Britannia Road west of the 407 ETR, and one residential farm at Derry Road west of the 407 ETR.

City of Mississauga

There are a number of single detached residential dwellings located within the Ninth Line Lands. Some of the residences are associated with agricultural operations, while others are not associated with agriculture. Residences are located in close proximity to the 407 ETR at the following locations: East Lower Baseline, near Deepwood Heights, just south of Britannia Road West, and near Argentia Road.

Town of Halton Hills

The residential land uses in the Town of Milton are primarily rural, comprised of single detached dwellings associated with agricultural lands or lands severed from agricultural operations. Generally, the residences are set back from the 407 ETR right-of-way, with the exception of the intersection of Steeles Avenue and Ninth Line, Tenth Line just north of the 407 ETR, and Winston Churchill Boulevard just north of 407 ETR.

City of Brampton

Residences are located in the study area within the City of Brampton north of Highway 407.

3.3 Commercial and Industrial

City of Burlington

There are a number of commercial plazas located in the study area. At Guelph Line, there are two commercial plazas located north of the 407 ETR. These commercial plazas include the following businesses:

Commercial Plaza just west of Coventry Way

- Rexall Pharma Plus
- Nelson Animal Hospital
- Michael's No Frills
- Friend's Convenience
- Dentist Office
- State Farm
- Magicuts
- Nail Salon

Beacon Hill Plaza just east of Driftwood Drive

- Studio 2501 Hair Salon
- Dental Centre
- Brick Oven Bakery
- Subway
- Rock and Roadcycle
- Boston Fish and Chips
- Pets N Groom
- Chiropractor
- Pharmasave

Further east, between Walker's Line and Appleby Line on the south side of the 407 ETR, are a number of commercial/office uses. These include: Neelans Refridgeration Limited, and a number of businesses that are under construction.

At Appleby Line, there are a number of commercial plazas south of the interchange with the 407 ETR. A summary of the current businesses using these plazas is described below.

Commercial Plaza west side of Appleby Line

- Family Smiles Dental
- Mostly vacant units

Commercial Plaza east side of Appleby Line

- Lowe's
- Mr. Lube
- Vacant units

Town of Oakville

There are a number of commercial businesses located within the study area, generally on local municipal roads along the highway corridor. The businesses identified include:

- Residential businesses on Burnhamthorpe Road West north of the 407 ETR, east of Tremaine Road (e.g., Club Bekkers Kennels, Lexasan Electrical Inc.);
- Oakville Executive Golf Course;
- Mansewood Inc. (Lawn Irrigation) on Burnhamthorpe Road west of Sixth Line;
- Ren's Pet Depot at Trafalgar Road and Burnhamthorpe Road;
- Silver Sword Armories west of Trafalgar Road on Burnhamthorpe Road;
- Madeiros Boat Works west of Trafalgar Road on Burnhamthorpe Road;
- Vic Hadfield Golf and Learning Centre at Trafalgar Road and Burnhamthorpe Road; and,
- Bark N Fly Doggy Daycare on Burnhamthorpe Road west of Highway 403/Ninth Line.

One industrial business is found within the study area, GE Water and Process Technologies located west of Bronte Road.

Town of Milton

The following commercial businesses are found within the study area:

- Petrie's Quality Topsoil at Sixth Line, north of 407 ETR;
- Longhorn Transportation Services at Trafalgar Road, north of 407 ETR;
- Coivic Contracting Limited on Eighth Line south of Britannia Road;
- DN Campbell Trucking on Auburn Road; and,
- Redwood Pet Resort on Auburn Road.

Two industrial businesses are located within the study area:

- Canadian Broadcasting Corporation Radio Tower Facility located on Auburn Road; and,
- Eco Solutions, located at Trafalgar Road, north of 407 ETR as it produces de-icing, dust control and fertilizer products.

City of Mississauga

The following commercial businesses are found within the study area:

- Maple Hill Tree Services on Ninth Line, north of Britannia Road;

- Sid's Pond and Gardenscape at the northwest quadrant of Ninth Line and Britannia Road;
- Churchill Meadows Animal Hospital on Ninth Line, north of Eglinton Avenue; and,
- A & A Express Heating and J & J Trailer Park (same facility) on Ninth Line, south of Britannia Road.

There are a number of commercial businesses in the communities east of Ninth Line; however, these have not been listed in detail as they are not located within the study area.

Town of Halton Hills

The following commercial businesses are found within the study area:

- Fishburn Building Science Engineers Ltd. at Steeles Avenue and Ninth Line;
- Peter's Farm Market on Steeles Avenue near Tenth Line;
- Motorcycle Body and Paint on Steeles Avenue near Tenth Line;
- Somal Transport on Tenth Line near Steeles Avenue;
- Halton Homestead Solid Wood Furniture on Steeles Avenue west of Winston Churchill Boulevard;
- Power Trucking on Steeles Avenue west of Winston Churchill Boulevard;
- Clintar Commercial Outdoor Services on Steeles Avenue, west of Winston Churchill Boulevard; and,
- Safe Self Storage on west side of Winston Churchill Boulevard south of Steeles Avenue.

City of Brampton

One major employment use is located north of the 407 ETR, the Churchill Business Community, which includes the Amazon Fulfillment Centre and Emblem Logistics located at Steeles Avenue and Winston Churchill Boulevard.

On the south side of the 407 ETR there are three industrial businesses, Nova Tube, Conestoga Cold Storage and Alcon Canada Inc. One business was still under construction beside the Alcon Canada facility.

3.4 Community and Recreational Facilities

City of Burlington

A number of community facilities are located within the study limits, including:

- Christadelphian Church west of Upper Middle Road;
- St. Paul's Presbyterian Church (current and former church buildings) on Dundas Street; and,
- St. George's Anglican Church west of Appleby Line.

A number of parks and sports facilities are located within the study limits, including:

- Amherst Park, just east of Brant Street;
- Ireland Park and Sports Facilities east of Guelph Line;
- Driftwood Park west of Dundas Street;
- Palladium Park east of Walkers Line; and,
- Doug Wright Park west of Appleby Line.

Additional sports facilities and community facilities are provided by the parks associated with local schools. The locations of schools are presented in Section 3.5.

Town of Oakville

The following community facilities are located within the study area:

- King’s Christian Collegiate at Burnhamthorpe Road and Neyagawa Boulevard;
- Al Falah Islamic Centre at Trafalgar Road;
- Joshua Creek Heritage Art Centre east of Trafalgar Road on Burnhamthorpe Road; and,
- Ontario Zoroastrian Community Foundation east of Trafalgar Road on Burnhamthorpe Road.

One recreational facility, Joshua Creek Tennis is located on Burnhamthorpe Road west of Highway 403/Ninth Line.

Town of Milton

There are no community or recreational facilities within the study area.

City of Mississauga

There is one community facility, the St. Peter’s Mission Church located on Ninth Line, north of Britannia Road.

Town of Halton Hills

There is one community facility, the St. Stephen’s Hornby Anglican Church, on Steeles Avenue west of Ninth Line.

City of Brampton

There are no community or recreational facilities within the study area.

3.5 Municipal Services

City of Burlington

Schools located within the study area include:

- Rolling Meadows Public School west of Upper Middle Road;
- St. Timothy Catholic Elementary School east of Guelph Street;
- Notre Dame Catholic Secondary School east of Guelph Street;
- Alton Village Public School east of Walkers Line; and
- St. Anne Catholic Elementary School west of Appleby Line.

The Burlington Fire Station 2 is located on Upper Middle Road south of the 407 ETR.

A hydro corridor crosses the study area just west of Upper Middle Road. The Burlington Hydro facility located at Guelph Line on the south side of the 407 ETR, and the Tremaine Transmission facility is located on Tremaine Road, north of the 407 ETR. A CNR railway crossing is located east of Appleby Line.

A carpool lot is located at the north-west quadrant of the 407 ETR and Appleby Line.

Town of Oakville

The Halton Biosolids Management Centre, a large facility located north of 407 ETR, east of Bronte Road.

One carpool lot is located at the north-west quadrant of the 407 ETR and Bronte Road, and another carpool lot is located at the south-west quadrant of the 407 ETR and Trafalgar Road.

While located outside the study area, the Oakville Trafalgar Memorial Hospital is located in close proximity to the study area on Dundas Street, east of Bronte Road. The closest fire station to the study area is located on Neyagawa Boulevard north of Dundas Street (Fire Station 9). Other fire stations may be constructed to meet the future need of communities in North Oakville. Paramedic services are provided by the Region of Halton at a station on Bronte Road and Highway 403 (much further south of the study area).

Town of Milton

The following regional/municipal service facilities are located within the study area:

- Trafalgar Transformer Station at the northwest quadrant of the interchange of 407 ETR and Highway 403;
- Glenorchy MTS 1, Oakville Hydro Electricity Distribution Inc. at Sixth Line;
- Union Gas Parkway Compressor Station south of Derry Road;
- 407 ETR Patrol Yard at Derry Road; and,
- A carpool lot at the north-west quadrant of the 407 ETR and Trafalgar Road.

The hydro corridor is located along the west side of the 407 ETR from the CPR south to the Trafalgar Transformer Station, and then continues west along the north side of the 407 ETR.

While outside the study area, the Expressway Toronto West Terminal is located just west of the study area, south of Highway 401 along the Canadian Pacific Railway. This facility is used to unload trucks onto the trains for transport to other areas.

Fire services are provided by the Town of Milton Fire Station located further west of the study area, at James Snow Parkway South and Derry Road. Paramedic services are provided by the Region of Halton, from a station in the Town of Milton.

City of Mississauga

The following regional/municipal service facilities are located within the study area:

- Union Gas Station on Ninth Line south of Derry Road; and,
- A number of stormwater management facilities.

The closest fire stations are located east of the study area along Derry Road east of Winston Churchill Boulevard (Fire Station 111), Thomas Street at Tenth Line (Fire Station 122), and on Eglinton Avenue at Winston Churchill Boulevard (Fire Station 120). Region of Peel provides paramedic services for the Region, with three reporting stations, 15 satellite stations and 55 ambulances. One satellite station is located at Mississauga Road and Highway 401 (east of the study area). A paramedic station is under construction at Erin Mills Parkway and Thomas Street (east of the study area).

Schools located east of the study area in the City of Mississauga include:

- Sherwood Heights School – Erin Mills Campus at Ninth Line and Eglinton Avenue;
- St. Sebastian Catholic Elementary School south of Eglinton Avenue;
- Artesian Drive Public School south of Eglinton Avenue;
- Oscar Peterson Public School north of Eglinton Avenue;

- Erin Centre Middle School south of Erin Centre Boulevard;
- St. Bernard of Clairvaux School north of Erin Centre Boulevard;
- McKinnon Public School south of Tacc Drive;
- Ruth Thompson Middle School north of Tacc Drive;
- St. Joan of Arc Catholic Secondary School north of Thomas Drive;
- Stephen Lewis Secondary School north of Thomas Drive;
- St. Faustina Elementary School south of McDowell Drive;
- Churchill Meadows Public School south of McDowell Drive;
- Osprey Woods Public School north of Britannia Road;
- St. Edith Stein Elementary School north of Britannia Road;
- St. Simon Stock Elementary School north of Britannia Road;
- Trelawny Public School north of Britannia Road;
- Lisgar Middle School south of Derry Road;
- Our Lady of Mount Carmel Secondary School south of Derry Road;
- Saint Therese of the Child Jesus Elementary School south of Derry Road;
- Saint Albert of Jerusalem Elementary School north of Derry Road; and,
- Kindree Public School north of Derry Road.

Town of Halton Hills/City of Brampton

A hydro corridor crosses Highway 401 just south of the 407 ETR at Winston Churchill Boulevard. It is parallel to the 407 ETR east of Highway 401 and continues in a southwest direction after crossing the highway. A number of stormwater management facilities are located surrounding the 407 ETR and Highway 401. Fire services are provided by stations located outside the study area, at Steeles Avenue and Mississauga Road (Brampton Fire Station 212) and at 10th Side Road and Eighth Line (Halton Hills Headquarters Fire Station). Paramedic Services are provided by the Region of Halton for the Town of Halton Hills at 11 stations throughout the Region. Paramedic services are provided by the Region of Peel for the City of Brampton. The closest paramedic station is located at Steeles Avenue and Mississauga Road (Peel Paramedics Station).

3.6 Mining and Aggregates

City of Burlington

There are two quarries located within the study area. One is located on the north side and one is located on the south side of the 407 ETR, along the CNR east of Appleby Line. These include:

- Burlington Quarry, Forterra Brick Ltd., Class A Licence, 17.1 ha, maximum tonnage: 195,000; and,
- Tansley Quarry, Forterra Brick Ltd., Class A Licence, 37.8 ha, maximum tonnage: 300,000.

There are no pits or quarries located within the remainder of the study area.

3.7 Landform and Physiology

This section provides a general description of the physiographic settings and soil capability within the Transitway study area. The Transitway study area is located within the Niagara Escarpment, South Slope and Peel Plain physiographic regions.

Within the Transitway study area, the Niagara Escarpment cuts diagonally across Halton Region from the southwest corner in the City of Burlington to the northeast corner of the Town of Halton Hills. The escarpment presents an abrupt and major change in the landscape. Below the escarpment and toward Lake Ontario, the topography is dominated by a broad till plain which has been dissected by numerous streams producing a strongly rolling landscape (Chapman and Putnam 1984). Above the escarpment, the topography is strongly bedrock controlled with numerous exposures of the Amabel/Lockport dolostone. Watercourses within the Transitway study area such as the Sixteen and Fifteen Mile Creeks, descend from the escarpment, as well as, the headwaters of the Credit River and Bronte and Oakville Creeks.

The Peel Plain physiographic region is a clay plain extending across the central portions of the Regional Municipalities of York, Peel, and Halton. The underlying geological material of this plain is a till or boulder clay containing large amounts of Palaeozoic shale and limestone (Chapman and Putnam 1984). The surface of the plain is characterized by level to gently rolling topography, with a consistent, gradual slope towards Lake Ontario. The plain consists of deep deposits of dense, limestone and shale imbued till often covered by a shallow layer of clay sediment. The South Slope is the southern slope of the Oak Ridges Moraine. In the vicinity of the study area, the surface is morainic, consisting of a ground moraine with limited relief (Chapman and Putnam 1984).

Soils

Canada Land Inventory (CLI) classifications of capability for agricultural assessment were assessed for relevance and utility in identifying potential agricultural impacts in the 407 Transitway study area. As determined by soil surveys, the CLI indicates the classes and subclasses according to the Soil Capability Classification of Agriculture. Based on the potential of each soil to produce field crops, soils are grouped into seven (7) classes and thirteen (13) subclasses. The classes indicate the degree of limitation imposed by the soil in its use for mechanized agriculture. The subclasses indicate the kinds of limitations that individually or in combination with others, are affecting agricultural land use. **Table 8** lists each class number along with its associated description. Organic soils are not a part of the classification system and are identified as Class 0.

TABLE 8 LAND CAPABILITY AND SOIL CLASS

Classes	Description
Class 1	Soils in this class have no significant limitations in use for crops
Class 2	Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices
Class 3	Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices
Class 4	Soils in this class have severe limitations that restrict the range of crops or require special conservation practices
Class 5	Soils in this class have very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible
Class 6	Soils in this class are capable only of producing perennial forage crops, and improvement practices are not feasible
Class 7	Soils in this class have no capacity for arable culture or permanent pasture
Class 0	Organic Soils (not placed in capability classes)

(Government of Canada 2013).

3.8 Natural Features/Natural Systems

The following provides a brief description of the natural heritage features/systems within the study area; however, a detailed assessment of the natural heritage features/systems within the study area is documented under separate covers: *Terrestrial Ecosystems Existing Conditions Report and Impact Assessment* (LGL 2019), and *Fish and Fish Habitat Existing Conditions Report and Impact Assessment* (LGL 2019).

City of Burlington

Through the urban area of the City of Burlington, natural heritage features are limited to those patches and corridors within the existing urban land uses. However, in the rural part of the City of Burlington there are a number of large blocks of deciduous forests north of the 407 ETR. Watercourses through the corridor include: Rambo Creek, Roseland Creek, Tuck Creek, Tributary of Shoreacres Creek, Appleby Creek, Tributary of Sheldon Creek, Bronte Creek, and Tributary of Fourteen Mile Creek. A small portion of the Nelson Slope Forest Area of Natural and Scientific Interest (ANSI) Life Science (regionally significant) and the Nelson Escarpment Woods ESA is located west of Walkers Line and the 407 ETR. This feature is located within the Niagara Escarpment Plan area. The Zimmerman Valley ANSI, Life Science and Bronte Creek Valley ESA is located within the valleylands of Bronte Creek east of Appleby Line. This ANSI is located within the Greenbelt Plan Protected Countryside.

Town of Oakville

There is a complex landscape of a number of natural heritage features within this area. Watercourses through this corridor include: Fourteen Mile Creek, Sixteen Mile Creek, and East Sixteen Mile Creek. There are a number of designated natural areas within the Town of Oakville, including: Trafalgar Moraine ANSI, Earth Science (provincially significant), Trafalgar Moraine Candidate ESA, Oakville-Milton Wetlands and Uplands Candidate ANSI, Life Science (provincially significant), Sixteen Mile Creek Candidate ANSI, Life Science (provincially significant), Sixteen Mile Creek Valley ESA, North Oakville Milton East Provincially Significant Wetland (PSW), and North Oakville Milton West PSW. All of the lands on the north side of the 407 ETR are part of the Greenbelt Plan Protected Countryside. On the south side of the 407 ETR, Fourteen Mile Creek, Glenorchy Conservation Area, and Sixteen Mile Creek are designated as ‘Urban River Valleys’ in the Greenbelt Plan.

Town of Milton

Given the rural nature of the lands within the Town of Milton, natural heritage features are generally limited to blocks or small areas of forest, meadow, thicket, swamp, and marsh. Designated natural areas include: the Drumquin Non-Provincially Significant Wetland, located north and south of Britannia Road, and Drumquin Woods Candidate ESA. Portions of a number of the designated natural areas (i.e. PSWs) that were described for the Town of Oakville also are located in the Town of Milton.

City of Mississauga

The Ninth Line Lands are predominantly rural in nature, with agricultural fields, meadows and areas of forest. The Tributary of East Sixteen Mile Creek is located within these lands. There are a number of large woodlots and natural areas within the Ninth Line Neighbourhood. Within the City of Mississauga and the City of Brampton, Provincially Significant Wetlands (PSW), the Churchville-Norval Wetland Complex is located west of Mavis Road and the 407 ETR.

Town of Halton Hills

Given the rural nature of the lands within the Town of Halton Hills, natural heritage features are generally characterized as meadow, marsh and swamp habitats. Tributaries of East Sixteen Mile Creek are located through this area.

City of Brampton

Given the urban nature of the lands in the City of Brampton, lands are highly manicured or provide meadow habitat. The majority of the watercourses and their associated habitat found within the study area are classified as ‘Open Space’ and as ‘Valleyland/Watercourse Corridor’ as part of the City’s Natural Heritage System. In addition, areas of woodlands and Provincially Significant Wetlands are identified within the study area, typically associated with the valleylands of study area watercourses. Several areas within the City of Brampton are located within the ‘Core Areas of the Greenlands System in Peel’. These areas include lands associated with Fletchers Creek, Credit River, Levis Creek, and the Tributary of Mullet Creek.

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 Burlington*

The 407 Transitway is identified as a Higher Order Transit Corridor in the Region of Halton Official Plan. There are several other key areas that are planned for future transit and associated land use development. The Region of Halton Official Plan identifies a Mobility Hub at the west end of the Transitway study area near Brant Street and Plains Road East along the CNR. Further south on Brant Street, at Lakeshore Road is another Mobility Hub and Urban Growth Centre. The 407 Transitway will offer opportunities to connect to these planned Mobility Hubs to assist in making a connected and accessible transit system.

Higher Order Transit Corridors are also identified on Brant Street, Dundas Street, Appleby Line, Regional Road 25, and Trafalgar Road (**Figure 14**). A project is currently underway to plan and implement a Bus Rapid Transit (BRT) Corridor on Dundas Street (Regional Road 5) between Brant Street and Trafalgar Road. This project and other future transit projects may connect to the planned 407 Transitway.

There are several active developments that may potentially be impacted by the proposed Transitway. These have thus been considered within the study scope. The lands at 4721 Palladium Way are subject to a recently approved Zoning By-Law Amendment, served to permit the development of a place of worship and accessory uses on the subject lands. Additionally, privately owned lands located at 4853 Palladium Way are subject to a Draft Plan of Subdivision to create a public road and employment blocks, planned to be developed for employment uses. In 2017, the Draft Plan of Subdivision was approved by the City of Burlington.

Within the City of Burlington, the Evergreen Community comprises approximately 67 hectares (ha) on the southwest corner of Tremaine Road and Highway 407. The Evergreen Community has been subject to a multi-year planning and municipal approvals process seeking to permit a mixed-use community containing residential, employment and mixed uses. The initial application for redevelopment was submitted in 2007. Since then, the development proposal for the Evergreen Community has advanced alongside the Tremaine Dundas Secondary Plan study. The 67 hectares (ha) of land encompass most of the developable lands within the Tremaine Dundas Secondary Plan area. The Secondary Plan received Council approval in 2018 and is now pending Regional approval.

There are various active development applications on lands located south of Highway 407 at the southwest corner of Appleby Line. The City of Burlington granted approval for one of the subject lands for a Draft Plan of Subdivision to create ten (10) lots on an internal road.

4.2 *Town of Oakville*

The Region of Halton identifies Higher Order Transit Corridors along Dundas Street, Regional Road 25, and Trafalgar Road. There is a Mobility Hub and Urban Growth Centre planned at Trafalgar Road and the VIA/GO Rail Line south of the study area. Transit along Trafalgar Road would connect the planned Mobility Hub and Urban Growth Centre with the 407 Transitway.

The North Oakville Secondary Plans outline the future land use pattern for much of the study area through the Town of Oakville. The land use pattern is compatible with the future 407 Transitway. The planned transportation network, including the general location of the 407 Transitway, is presented in **Figures 7 and 9**. Two north-south busway corridors are planned on Regional Road 25 and Trafalgar Road. Trafalgar Road is also identified as a Primary Transit Corridor Service. Transit Terminals are planned at Regional Road 25, Neyagawa Boulevard and Trafalgar Road. The lands south of the 407 Transitway at Trafalgar Road are designated as ‘Trafalgar Road Urban Core Area’ and will encourage higher density land uses to support transit and meet the policies and requirements of the Growth Plan and the Oakville Official Plan.

The four (4) active developments located within the 407 Transitway Study Area are presented below.

Part of lots 14 and 15 on Concession 2, north of Dundas Street, are subject to a Zoning By-law Amendment and Plan of Subdivision for 226 dwelling units in single detached and townhouse buildings, and approximately 34 hectares (ha) of Employment Lands supported by a village square and a stormwater management facility. Planning approvals from the OMB were granted in 2017. Currently, matters relating to stormwater management from the development lands draining north towards the 407 Transitway corridor are under investigation in an engineering review. MTO staff and the 407 Transitway Drainage Engineer believe that the site design issues in relation to the Transitway corridor are manageable.

Lands located on 3269 and 3271 Dundas Street West are undergoing rezoning and Draft Plan of Subdivision submission for 75.13 hectares (ha). It is anticipated that the applications will proceed to the Oakville Planning and Development Council for Draft Plan Approval in 2019.

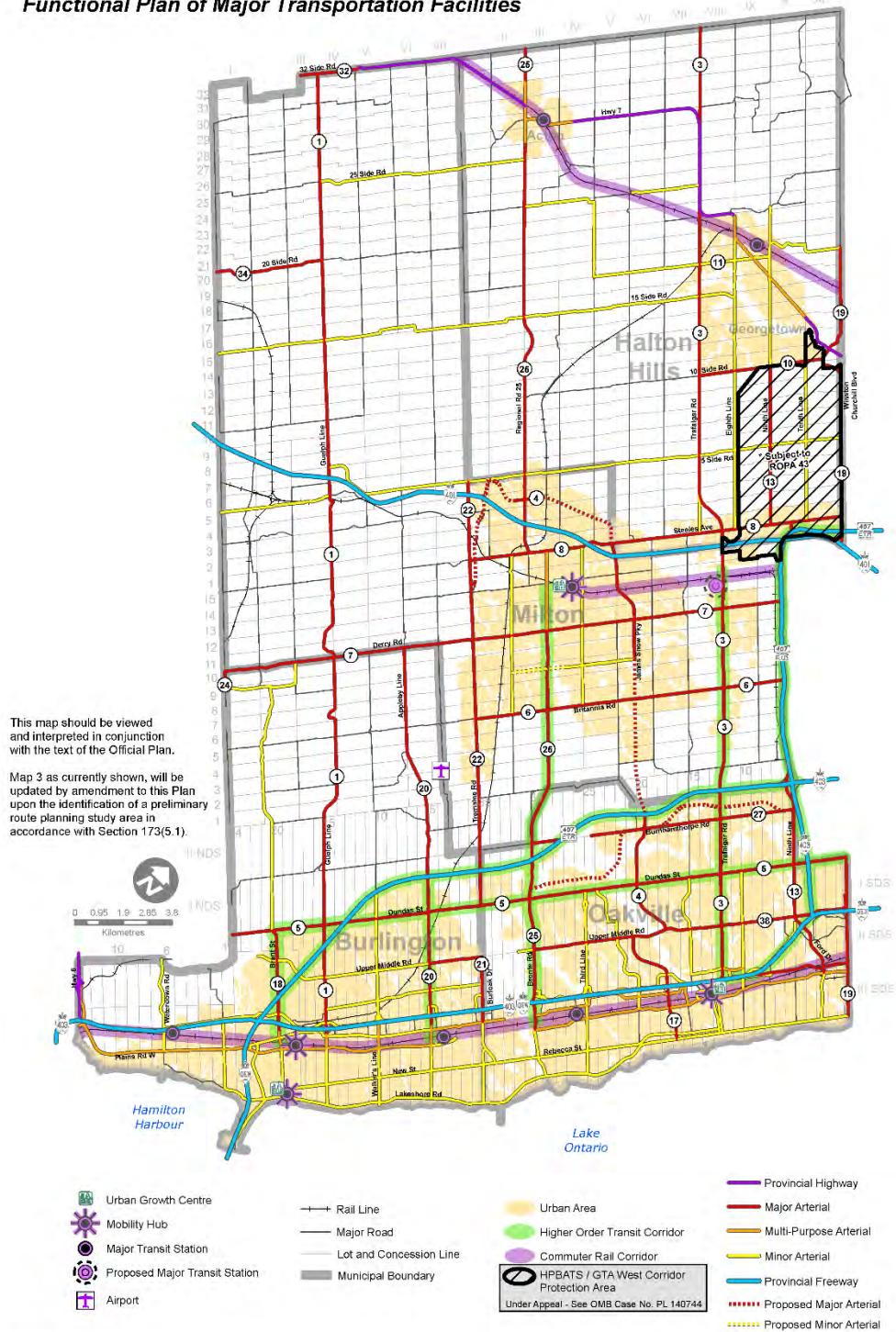
Part of Lot 20, Concession 2, north of Dundas Street, Parts 1 and 2 on Neyagawa Boulevard and Burnhamthorpe Road proposed an Official Plan Amendment to the North Oakville East Secondary Plan. Prior to the province completing an Environmental Assessment and detailed design of the 407 Transitway, the proponent requested to revise *Figure 4* of the Transportation Plan and relocate the transit station symbol to the northern portion of the subject lands, to develop the southern portion of the subject lands. This application was refused on the basis that it would allow for premature land division in the absence of knowing what could potentially impact the planned 407 Transitway.

Additionally, The North Oakville West Lands at Bronte Road, also known as the Newmark Lands, have been under appeal for many years regarding land conversions of ‘Employment Lands.’ Consideration to all these active and inactive developments are expected to occur through the region’s ongoing Municipal Comprehensive Review and the Town of Oakville’s Official Plan review.

4.3 Town of Milton

The Region of Halton identifies a north-south Higher Order Transit Corridor along Trafalgar Road. This corridor would connect the Town of Oakville in the south to the Proposed Major Transit Station at Trafalgar Road and the CPR Line north of Derry Road. The CPR Line is a Commuter Rail Corridor that transports commuters between Milton and Toronto. In addition, there are new areas in the Town of Milton that have been identified for urban expansion between 2021 and 2031 (Map 5 Regional Phasing, Region of Halton Official Plan). These lands are outside the study area, located west of Eighth Line. However, it indicates that population growth is forecast for the local area, which will change land use patterns and increase demand for transit and transportation infrastructure.

Map 3
Functional Plan of Major Transportation Facilities



June 19, 2018

Figure 15. Region of Halton Major Transportation Facilities

4.4 City of Mississauga

The co-ordinated planning between the 407 Transitway and the land uses abutting the protected corridor in the City of Mississauga will ensure compatibility of the Transitway with future land uses.

The City of Mississauga will continue to ensure compatibility of the 407 Transitway with future land uses. New development in the Ninth Line Neighbourhood, including the organization and design of blocks, streets, and boulevards, will support and encourage transit and active transportation. The anticipated growth in the Ninth Line Neighborhood will support ridership for the future 407 Transitway. The Ninth Line Neighbourhood Character Area will accommodate a variety of medium and high-density housing, employment uses, and an extensive open space network.

The Region of Peel has identified a number of Rapid Transit Corridors (Schedule G, Region of Peel Official Plan). The existing GO Line/CPR Line that crosses in a west-east direction north of Derry Road is identified within the study area. No new stations are planned for the study area, but there is a Potential Mobility Hub – Gateway further east. In addition, Mississauga Transitway has implemented a dedicated bus corridor located parallel to Highway 403 and connects 407 ETR/Highway 403 in the west with Highway 427/TTC on Eglinton Avenue in the east.

Within the 407 Transitway study area, there is one (1) outstanding development application for lands located on the Northwest corner of Hurontario Street and Vicksburgh Drive that is subject to a Site Plan Approval to permit a six (6) storey office building. The status of the application has been withheld.

4.5 Town of Halton Hills

The Premier Gateway Employment Area planned along the north side of Highway 401 and its interchange with the 407 ETR are intended to attract employment uses as this area has good visibility and access along provincial highways. The Official Plan policies identify implementation of the employment land Phase 2A and 2B for 2021 to 2031 (see **Section 2.11** for a detailed description of the land use designations).

In addition, this area of the Town of Halton Hills and City of Brampton have been identified as part of the study area for the HPBATS/GTA West Corridor Protection Area. The planning study for this initiative is not complete, so potential connections to this future transportation system are currently unknown.

4.6 City of Brampton

The City of Brampton has identified a Major Transit Station Area at Steeles Avenue West and Mississauga Road. While this is located outside the study area, it is a planned transit hub that could offer a connection point to future users of the 407 Transitway. The Major Transit Station is planned as an area for high order transit, and will be the focus of intensification for employment, residential, civic, cultural and recreational uses. The Region of Peel Official Plan (Schedule G) identifies ‘Other Potential Rapid Transit Corridors’ that will connect communities in north Brampton with the Major Transit Station described above.

Within the 407 Transitway study area, a number of development applications within the City of Brampton have been approved. Lands located south of the ETR, on the northeast corner of Winston Churchill Boulevard, were granted approval to amend the Parkway Belt West by Ministry of Municipal Affairs and Housing to permit a proposed parking lot, which is currently being processed by the Province of Ontario.

The lands located north and south of the 407 ETR, bounded by Mississauga Road to the west and Creditview Road to the east, have been approved to amend the Official Plan to implement the Community Block Plan, Area 40-2 of the Bram West Secondary Plan.

Lands north of the 407 ETR, bounded by Creditview Road to the east and Financial Drive to the west, received approval for a zoning by-law amendment to permit small lot adjustments for a Draft Approved Plan for Subdivision (Residential portion) on lands located on the east side of Financial Drive.

Lands located north of the 407 ETR, on Hallstone Road and west of Financial Drive (Part of Lot 13, Concession 4), have been approved to rezone the subject lands to permit prestige industrial and office uses. The status of the application is within the appeal period.

Within the 407 Transitway study area, a class environmental assessment was completed for a new north-south arterial road, Bram West Parkway, from Heritage Road to Financial Drive and the extension of Financial Drive from Heritage Road to Winston Churchill Boulevard. The project includes a new arterial road, Bram West Parkway, from Financial Drive to the 407 ETR, with a new partial interchange, turn lanes at appropriate intersections, a sidewalk on the west wide and multi-use path on the east side.

5.0 ASSESSMENT OF IMPACTS

A review of the runningway alignment and station site alternatives of the 407 Transitway was completed to determine the potential impacts on the existing, planned, and future land uses within the study area. The infrastructure includes the bus storage yard, stations (park and ride, passenger pick-up/drop off, and transit interface facilities), and a 43 km exclusive runningway.

In this assessment, the 407 Transitway was assumed to consist of an approximately 30 m wide runningway right-of-way and the site-specific footprint at each station. The planned land uses and the preferred alignment of the Transitway facility footprint are presented in **Figure 4**. For the purposes of describing the impact assessment findings, the study area was divided into eleven (11) segments presented below.

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

- *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2020);
- *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2020); and,
- *Groundwater Impact Assessment Report* (Parsons 2020).

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 the study, to assess both permanent and temporary potential impacts. Since only one (1) AIA is required to be completed to satisfy multiple provincial requirements, the technical studies being completed (mentioned above) assess impacts to agricultural lands, provide mitigation measures, and cross-references to inform AIA. Impacts to soil class within the Transitway study area were assessed to document information needed to evaluate alternative locations and/or support mitigation measures to minimize potential impacts.

It is important to note that some municipalities have accounted for the planned Transitway within Official Plans.

5.1 Segment S1: East of Brant Street to East of Dundas Street

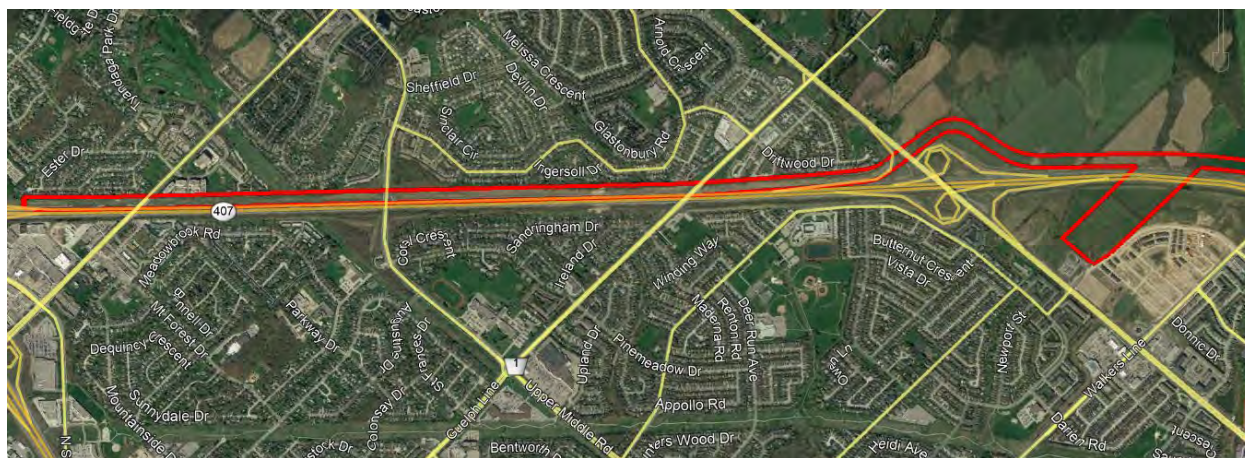


Figure 16. Segment S1 Air Photo and 407 Transitway Footprint (Google Earth, 2019)

The 407 Transitway begins in the Regional Municipality of Halton and travels along the north side of the 407 ETR. The majority of the runningway is located in the City of Burlington's Urban Area, within the 'Residential' designation (high, medium, and low density). There are residential subdivision communities located north and south of the 407 ETR between Brant Street and Dundas Street. The built form is predominantly low density residential, with some residential high rises at Brant Street. Townhouses are located at a few locations and have higher densities than the single dwelling unit subdivisions (**Figure 16**).

The runningway travels through the 'Agricultural Rural Area' land use designation. Both the rural and urban area of the City of Burlington Official Plan identify the study area within the Public Use Area of the Parkway Belt West Plan, specifically under the 'Road' designation. The Transitway is compatible with these land use designations. East of Dundas Street, on the south side of the 407 ETR, Dundas Street Station is proposed. The Dundas Street Road Station would be located adjacent to lands designated as 'Business Corridor'. The runningway continues to travel on the north side of the 407 ETR. The transitway right-of-way avoids conflicts with the approved development applications and other future employment uses along the corridor.

The runningway crosses three (3) watercourses: Rambo, Roseland, and Tuck Creek. Lands located north of the 407 ETR, immediately adjacent to the study area, are identified within the Greenbelt Protected Countryside and The Niagara Escarpment Plan under 'Escarpment Natural Area', 'Escarpment Protection Area', and 'Escarpment Rural Area'. The impact to the watercourses will be further refined during future project stages.

Class 0, 1, and 3 soils were identified within the Transitway study area in Segment S1. The runningway will approximately impact 25.5 hectares (ha) of Class 0 soils, 5.9 hectares (ha) of Class 1 soils, and 3.6 hectares (ha) of Class 3 soils. The total area of impacts to soil in this segment is approximately 35.1 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having moderately severe limitations that restrict the range of crops.

The existing land uses encourage active transportation and alternate modes of transportation. The proposed Dundas Street Road Station will reduce the demand for surface parking through better integration with local transit service. The proposed Dundas Street Road Station will approximately have a total impact of 13.0 hectares (ha). Although the runningway travels within the Parkway Belt West area, land use changes to the

City of Burlington Official Plan may be required to reflect the footprint of the Transitway. Given that land uses within this segment are primarily residential, a Noise Impact Assessment is being undertaken to assess potential changes in noise to the existing land uses.

5.2 Segment S2: East of Dundas Street to East of Appleby Line



Figure 17. Segment S2 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway continues through the ‘Agricultural Rural Area’ and the Public Use Area in the Parkway Belt West Plan, specifically on lands identified as ‘Road’, within the City of Burlington (**Figure 17**). The lands located south of the 407 ETR and the runningway are designated ‘Business Corridor’ and ‘Residential- Low Density.’

Within this segment, the runningway crosses Appleby Creek and travels within the Greenbelt ‘Protected Countryside’ designation. A small portion of the Nelson Slope Forest Area of Natural and Scientific Interest (ANSI) Life Science (regionally significant) and the Nelson Escarpment Woods ESA is located west of Walkers Line and the 407 ETR. This feature is located within the Niagara Escarpment Plan area. The runningway travels across privately owned agricultural lands. Land use changes to existing ‘Agricultural Rural Area’ of the City of Burlington may be required to reflect changes in the footprint of the Transitway. The direct impacts on the watercourses, ANSIs, and ESAs will be further investigated and refined in future assessments.

A transit station is proposed on the northwest corner of Appleby Line and 407 ETR. Lands south of Appleby Line Station are designated as ‘Residential’ and ‘Business Corridor’. The runningway travels along the northern side of the 407 ETR right-of-way, taking into consideration the employment lands by avoiding the existing and future employment developments along the south side of the 407 ETR.

Class 1, 3, and 5 soils were identified within the Transitway study area in Segment S2. The runningway will approximately impact 8.9 hectares (ha) of Class 1 soils, 10.4 hectares (ha) of Class 3 soils, and 0.7 hectares (ha) of Class 5 soils. The total area of impacts to soil in this segment is approximately 19.9 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having very severe limitations.

To preserve prime employment lands with the avoidance of provincial and municipal conflicting policies, applicants strongly supported the alignment traveling north of the 407 ETR and identified the north side of the 407 ETR as the preferred location for Appleby Line Station. Appleby Line Station will be accessible

via collector road and will provide surplus parking for Dundas Road Station. Within Segment S2, Appleby Line Station will have a total impact of approximately 4.9 hectares (ha) on soils. In addition, a small section of Dundas Road Station, approximately 0.01 hectares (ha) of soils will be impacted within Segment S2.

5.3 Segment S3: East of Appleby Line to East of Tremaine Road



Figure 18. Segment S3 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway crosses Bronte Creek, designated as Greenlands (Non-Escarpment Plan Area) under the City of Burlington Official Plan. The lands lie within the ‘Environmentally Sensitive Area’ boundary, as delineated in the Halton Region Official Plan (2017 Office Consolidation). The runningway crosses Fourteen Mile Creek near Tremaine Road. This feature is located within the Niagara Escarpment Plan area. The Zimmerman Valley ANSI, Life Science, and Bronte Creek Valley ESA are located within the valleylands of Bronte Creek, east of Appleby Line. This ANSI is located within the Greenbelt Plan Protected Countryside. Since the runningway travels along the north side of the 407 ETR, direct impacts on the watercourses and associated wetlands will be further investigated in future assessments.

The runningway continues to travel through the ‘Agricultural Rural lands’ and through a portion of the ‘Mineral Resource Extraction Area’, where development is not likely to occur. Lands to the east of Tremaine Road are identified as ‘Land Use Designation to be Determined’. The runningway transitions to the south side of the 407 ETR when it approaches lands located east of Tremaine Road in the Town of Oakville. The runningway travels within lands designated as ‘Employment District’ within this segment. The runningway travels predominately within the Parkway Belt West ‘Utility’ corridor area, planned to accommodate public infrastructure over the long-term. The runningway footprint is compatible with the existing conditions of the lands located north of the 407 ETR where lands are primarily used for industrial purposes and as a utility corridor.

Class 1, 3, and 5 soils were identified within the Transitway study area in Segment S3. The runningway will approximately impact 16.7 hectares (ha) of Class 1 soils, 0.9 hectares (ha) of Class 3 soils, and 1.0 hectares (ha) of Class 5 soils. The total area of impacts to soils in this segment is approximately 18.7 hectares (ha). The classes of soil in this segment range from soils having no significant limitations in use for crops, to soils having very severe limitations.

The 407 Transitway has the potential to improve the transportation network and reduce the dependency on vehicles. The 407 Transitway will enhance regional mobility across municipalities and benefit the quality

of life for existing and/or future communities such as the planned Evergreen Community located on the southwest intersection of Tremaine Road and the 407 ETR.

City of Burlington, Halton Region and MTO staff have been working together to add specific policies and mapping to the Tremaine Dundas Secondary Plan, in order to recognize the ongoing Transitway study process. Although the policies have not been finalized, a 60 metre Transitway corridor protection zone that would extend onto the Evergreen Community has been identified.

Figure 18 presents an air photo showing the 407 Transitway footprint in Segment S3.

5.4 Segment S4: East of Tremaine Road to East of Bronte Road



Figure 19. Segment S4 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway continues through the Town of Oakville within the Parkway Belt West Area, within the ‘Road’ designation. In addition, the runningway travels on lands designated ‘Transitway’ as identified within the North Oakville West Secondary Plan area and North Oakville East Secondary Plan area. In addition, the runningway travels adjacent to lands identified within the ‘Natural Heritage System Area’. All the lands on the north side of the 407 ETR are part of the Greenbelt Plan Protected Countryside. On the south side of the 407 ETR, Fourteen Mile Creek, Glenorchy Conservation Area, and Sixteen Mile Creek are designated as ‘Urban River Valleys’ in the Greenbelt Plan. In compliance with provincial and municipal plans, the runningway travels along the south side of the 407 ETR. At the southwest intersection of Bronte Road and the 407 ETR, the runningway crosses ‘Subject Lands Under Appeal’.

The proposed Bronte Road Station and the bus storage yard are located on the east side of Bronte Road on Provincial property. Access and environmental constraints are being assessed for the Tributary of the Fourteen Mile Creek and its associated floodplain. In addition, Bronte Road Station is identified as a location for future GO Bus Park and Ride lot and a Provincial carpool lot.

Class 1, 3, and 5 soils were identified within the Transitway study area in Segment S4. The runningway will approximately impact 9.1 hectares (ha) of Class 1 soils, 7.7 hectares (ha) of Class 3 soils, and 0.6 hectares (ha) of Class 5 soils. The total impact to soils in this segment is approximately 17.4 hectares (ha).

Bronte Road Station and the bus storage yard will have a total impact of approximately 14.2 hectares (ha) on soils. The classes of soil in this segment range from soils having no significant limitations in use for crops, to soils having very severe limitations.

5.5 Segment S5: East of Bronte Road to East of Trafalgar Road



Figure 20. Segment S5 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The proposed 407 Transitway route minimizes the area of land used for roadway infrastructure and other potential impacts. The watercourse through this segment includes the East Sixteen Mile Creek designated under the Greenbelt Protected Countryside. In Segment S5, the runningway continues to travel south of the 407 ETR, along the ‘Transitway’ designation in the Town of Oakville. The runningway travels through lands identified ‘Natural Heritage System Area’, west of 4th Line, ‘Employment Area’, east of 4th Line, and ‘Trafalgar Road Urban Core Area’ on the east and west sides of Trafalgar Road. The runningway also travels through the Parkway Belt West Plan area, under the ‘Road’, ‘Public Open Space and Buffer Area’, and the ‘General Complementary Use Area’ designation. Land use changes to the Parkway Belt West Plan may not be required.

Although there are no residential subdivisions located within the Oakville study area, there are single detached dwellings located on local roads throughout the study area and some residences are near the 407 ETR corridor (e.g., Fourth Line). On the southeast side of Neyagawa Boulevard, the runningway runs adjacent to the ‘Neyagawa Boulevard- Urban Core Area’. In addition, the runningway travels through several Stormwater Management Facilities between Neyagawa Boulevard and Trafalgar Road.

Lands south of the 407 ETR bounded by the 4th line on the east and Neyagawa Boulevard to the west are subject to development applications (Refer to Section 4.2 of this report). Similarly, development proposals have been identified on lands located between the 6th Line and Trafalgar Road. Potential issues with private developments and drainage should be discussed.

Class 1, 3, and 5 soils were identified within the Transitway study area in Segment S5. The runningway will approximately impact 32.7 hectares (ha) of Class 1 soils, 5.4 hectares (ha) of Class 3 soils, and 3.1 hectares (ha) of Class 5 soils. The total impact to soils in this segment is approximately 41.2 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having very severe limitations.

Since Neyagawa Boulevard has less policy and geographical support for a transit station, a fully developed Trafalgar Road 407 Transitway Station would be able to serve the residential community in the Neyagawa Boulevard area through transit and vehicular service on Burnhamthorpe Road (**Figure 20**). The proposed

Trafalgar Road Station would be situated on Provincial property (MTO) and provide direct access to the station via Trafalgar Road. The proposed transit station would accommodate an existing GO Park and Ride lot on site. The Trafalgar Road Station would have a total impact of approximately 8.19 hectares (ha) on soils.

Additional Provincial lands beyond the protected footprint may be required to meet the service demand. In addition, the ‘Transitway’ designation in the Town of Oakville will need to extend well past the Tributary of Joshua Creek to recognize and accommodate the runningway.

5.6 Segment S6: East of Trafalgar Road to North of Lower Base Line

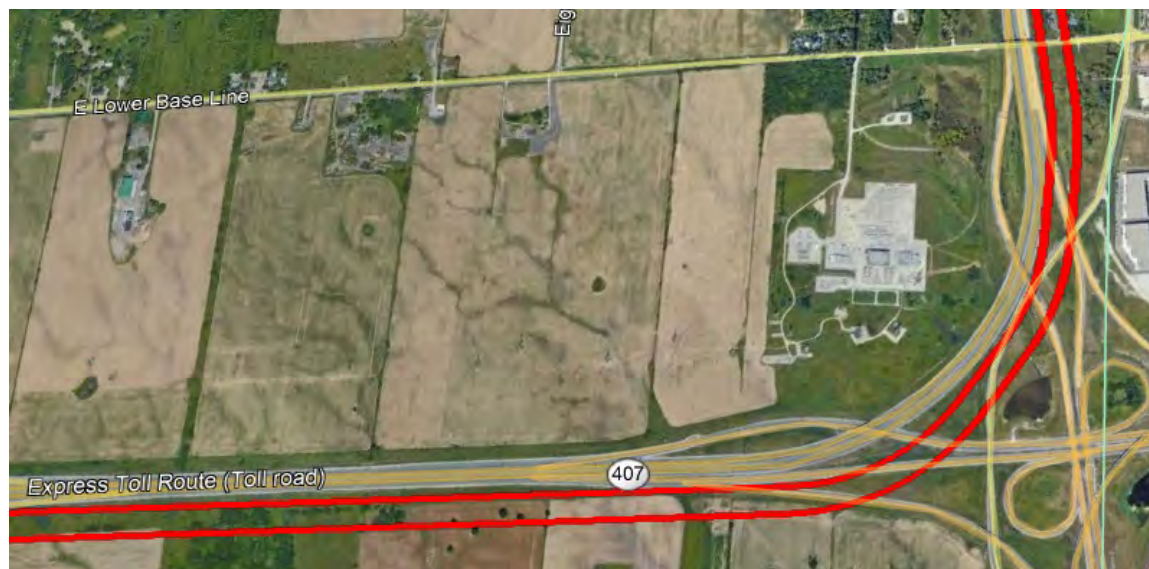


Figure 21. Segment S6 Air Photo and 407 Transitway Footprint (Google Earth 2019)

Lands located north of the 407 ETR lie within the Town of Milton. The dominant land use in the Town of Milton is agricultural, as most of the lands located on the Town’s eastern border with the City of Mississauga (Region of Peel), and southern border with the Town of Oakville, (within the study area) are used for agricultural purposes. The runningway travels along the south side of the 407 ETR and crosses a Tributary the Joshua’s Creek and its associated floodplain area within the Town of Oakville. The impacts to the Tributary of Joshua’s Creek will be further refined and assessed during future project stages.

The runningway travels on lands designated as ‘Parkway Belt West’, ‘Greenlands’ and ‘Natural Hazards’ along the Ninth Line within the City of Mississauga. Although the runningway travels south of the 407 ETR, predominantly within the City of Mississauga, land use changes to the Town of Milton Official Plan may be required to reflect the footprint of the Transitway south of Lower Base Line. There are several large fields throughout the study area used for cash crops or horticulture operations. Some properties are associated with a residence.

Class 1 and 3 soils were identified within the Transitway study area in Segment S6. The runningway will approximately impact 14.8 hectares (ha) of Class 1 soils, and 1.4 hectares (ha) of Class 3 soils. The total impact to soils in this segment is approximately 16.2 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having moderately severe limitations.

A tunnel through the interchange is proposed in Segment S6. The underground tunnel section would lead to the Lower Base Line. Land use will not be affected by the tunnel section. The runningway travels primarily within the City of Mississauga into lands designated as ‘Business Employment’ ‘Parkway Belt West’ and ‘Residential Medium Density.’

Lands east of Ninth Line are designated under ‘Parkway Belt West’, ‘Business Employment’, ‘Residential High Density’, ‘Residential Medium Density’, ‘Residential Low Density II’, ‘Motor Vehicle Commercial’ and ‘Public Open Space’. The runningway follows the City of Mississauga’s Highway 407 Transitway Corridor Assessment within the Ninth Line Lands (2016).

Currently, the Ninth Line Neighbourhood is underdeveloped. It includes several commercial properties with outside storage and dispersed residential dwellings. However, as discussed in **Section 2.13.1** of this report, surrounding land uses within the Ninth Line Neighborhood are expected to change. Future development for the Ninth Line Lands in the City of Mississauga will be based on the Ninth Line Neighbourhood Character Area, the six Ninth Line precincts, related Official Plan policies, and the urban design guidelines.

The Ninth Line Neighbourhood Character Area is subdivided into six (6) precincts that reflect differences in planning, function, and character. Segment S6 is located within Precinct 6 – The South Employment Area, and Precinct 5- Community Park/ Residential Area.

The South Employment Area is an entry point to the City of Mississauga and the Ninth Line Neighborhood Character Area. Permitted uses include buildings that front the Ninth Line and other streets, emphasising the public realm. Within the precinct, four (4) to ten (10) storeys will be permitted. The Community Park/Residential Area directly serves residents of the community through a Community Park and related facilities. Within Precinct 5, development in the northwest quadrant of Eglinton Avenue West and Ninth Line will mix a range of housing forms including townhouses and midrise apartments. Depending on the location, permitted height range will include three (3) to six (6) storeys, or four (4) to ten (10) storeys. Although the proposed 407 Transitway is acknowledged within policy and included on maps in Section 16.20 Ninth Line of the City of Mississauga Official Plan, changes to Schedule 10 Land use Designation will be required to reflect the footprint of the 407 Transitway.

Figure 21 presents an air photo showing the 407 Transitway footprint in Segment S6.

5.7 Segment S7: North of Lower Base Line to North of Britannia Road



Figure 22. Segment S7 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway travels along the east side of the 407 ETR within the City of Mississauga. The runningway crosses the Tributary of the East Sixteen Mile Creek and its associated floodplain area, which flows through the Town of Milton. The Tributary of East Sixteen Mile Creek is designated within the Greenbelt Plan under the ‘Protected Countryside.’ The location of the runningway and stations on the east side of 407 ETR is compatible with the Ninth Line corridor floodplain and environmental areas, minimizing any possible impacts to bird species and other wildlife present in the corridor. The impacts to the Tributary of the East Sixteen Mile Creek will be further refined and assessed during future project stages. Segment S7 consists mostly of fields, large woodlots, and natural areas.

Class 1 and 3 soils were identified within the Transitway study area in Segment S7. The runningway will approximately impact 10.7 hectares (ha) of Class 1 soils, and 0.63 hectares (ha) of Class 3 soils. The total impact to soils in this segment is approximately 11.3 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having moderately severe limitations.

Within the City of Mississauga lands are designated ‘Parkway Belt West’ ‘Residential High Density’, ‘Greenlands’, ‘Public Open Space’, ‘Natural Hazards’ and ‘Mixed use’.

To the east of Ninth Line are two (2) established residential neighbourhoods including the Lisgar neighbourhood, located north of Britannia Road, and the Churchill Meadows neighbourhood, located south of Britannia Road.

Britannia Road Station is proposed at the southeast intersection of Britannia Road and the 407 ETR. The proposed Britannia Road Station is situated on partially owned Provincial property and would provide direct access to the station via Ninth Line. Britannia Road Station would have a total impact of approximately 2.32 hectares (ha) on soils.

Segment S7 lies within the City of Mississauga’s Official Plan (2019 Consolidation) Ninth Line Neighbourhood Character Area, specifically within the Britannia 407 Transitway Station Area Precinct 4. The Britannia 407 Transitway Station Area (Precinct 4) includes lands surrounding the proposed Britannia 407 Transitway Station. Policy Section 16.20.3.4 in the City of Mississauga Official Plan states that development will be transit supportive with a range of building heights that range from four (4) to ten (10) storeys. Lands adjacent to the 407 Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. The surrounding buildings will be designed to accommodate retail/commercial uses at grade, and parking will be located within the building structures or underground. Currently, the City of Mississauga designates the lands south of the Ninth Line under ‘Residential High Density’, ‘Residential Medium Density’, ‘Residential Low Density II’, ‘Convenience Commercial’, ‘Motor Vehicle Commercial’ and ‘Greenlands’.

Although the proposed 407 transitway is acknowledged and included within policy and maps in Section 16.20 Ninth Line of the City of Mississauga Official Plan, updates to Schedule 10 Land use Designation will be required to reflect the footprint of the 407 Transitway.

5.8 Segment S8: North of Britannia Road to North of Derry Road



Figure 23. Segment S8 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway continues along the east side of the 407 ETR within the City of Mississauga. The runningway travels on lands identified entirely within the ‘Parkway Belt West’, ‘Natural Hazards’, ‘Greenlands’, and ‘Residential High Density’.

The runningway crosses through the Tributary of East Sixteen Mile Creek and its associated floodplain area north and south of Derry Road West. To avoid conflicting policies at the provincial and municipal level, the runningway avoided travelling along the west side of 407 ETR.

Class 1 and 3 soils were identified within the Transitway study area in Segment S8. The runningway will approximately impact 17.5 hectares (ha) of Class 1 soils, and 4.7 hectares (ha) of Class 3 soils. The total impact to soils in this segment is approximately 22.2 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having moderately severe limitations.

A station is proposed at the northeast intersection of Derry Road and the 407 ETR. The proposed Derry Road Station location provides direct access to the station via Ninth Line and is situated on Provincially and municipally owned properties. The location of the Derry Road station on the east side of 407 ETR optimizes accessibility from the existing and planned residential areas in the Ninth Line corridor. The Ninth Line Lands are predominantly rural in nature, with agricultural fields, meadows, and areas of forest. The Tributary of East Sixteen Mile Creek is located within these lands. Derry Road Station will have a total impact of approximately 3.9 hectares (ha) on soils.

The City of Mississauga designates the lands west of the Ninth Line under ‘Parkway Belt West’, ‘Natural Hazards’, ‘Residential High Density’, ‘Utility’ and ‘Greenlands’ land use designation.

Segment S8 lies within the City of Mississauga’s Official Plan (2019 Consolidation) Ninth Line Neighbourhood Character Area. The proposed transitway would travel adjacent to lands located within the North Britannia Area- Precinct 3. The North Britannia Area includes a large flood protection area including hazard lands and open spaces. To enable residential development adjacent to the Ninth lands, future planning will include earth filling on hazardous lands. This area will be subject to approval and planned in consultation with Credit Valley Conservation. Permitted uses will include townhouses and midrise apartments that range from three (3) to six (6) storeys.

Although the proposed 407 Transitway is acknowledged and included within policy and maps in Section 16.20 Ninth Line of the City of Mississauga Official Plan, updates to Schedule 10 Land use Designation will be required to reflect the footprint of the 407 Transitway.

5.9 Segment S9: North of Derry Road to West of Heritage Road



Figure 24. Segment S9 Air Photo and 407 Transitway Footprint (Google Earth 2019)

The runningway in this section travels within the Parkway Belt West Plan area, from west of Ninth Line in the City of Mississauga, to east of Meadowvale Boulevard in City of Brampton. There are small portions where the runningway leaves the Parkway Belt West Plan area, and enters lands designated as ‘Provincial Highways’ in the City of Brampton.

The existing land use within this segment is primarily a hydro corridor, west of Ninth Line to west Winston Churchill Boulevard. The runningway within this segment is proposed to be underground (a tunnel) therefore will not impact the existing land uses. At the surface, Lisgar Go Station is proposed in Segment S9. Lisgar Go Station will approximately have a total soil impact of 1.2 hectares (ha).

In the eastern limits of the segment, the runningway travels through lands designated as ‘Provincial Highways’ and ‘Parkway Belt West’ within the City of Brampton Official Plan.

Class 0, 1, and 3 soils were identified within the Transitway study area in Segment S9. The runningway will approximately impact 3.4 hectares (ha) of Class 0 soils, 18.7 hectares (ha) of Class 1 soils and 1.3 hectares (ha) of Class 3 soils. The total impact to soils in this segment is approximately 23.4 hectares (ha). The soil classes in this segment range from soils having no significant limitations in use for crops, to soils having moderately severe limitations that restrict the range of crops.

Segment S9 can be identified within the City of Mississauga’s Official Plan (2019 Consolidation) Ninth Line Neighbourhood Character Area. The proposed Transitway would travel adjacent to lands located within the Derry 407 Transitway Station Area- Precinct 2. In this precinct, development would focus around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed-use transit supportive development with seamless multi-modal connections. Land use designations would include ‘Mixed Use’

and ‘Residential Medium Density’, with permitted heights of four (4) to ten (10) storeys. Townhouses may also be permitted in this area. This area will accommodate the greatest height and densities for the entire Ninth Line Neighbourhood Character Area. In addition, parking for the station is proposed to be in underground structures.

5.10 Segment S10: West of Heritage Road to East of Creditview Road



Figure 25. Segment S10 Air Photo and 407 Transitway Footprint (Google Earth 2020)

The runningway travels within ‘Provincial Highways’, ‘Parkway Belt West’ Plan area and crosses natural areas where water courses exist. As the runningway crosses the Tributary of Mullet Creek, it transitions from the south side of the 407 ETR to the north side of the 407 ETR. the Tributary of Mullet Creek is identified as ‘Open Space’ in the City of Brampton Official Plan. Within the eastern portion of Segment S10, the runningway crosses Levi’s Creek, which is designated as ‘Open Space’ under the City of Brampton Official Plan. The impact on these watercourses will be further refined during future project stages.

Before the runningway transitions to the north side of the 407 ETR, it travels within the ‘Parkway Belt West’ Plan area. Mississauga Road Station is proposed at the northwest intersection of Mississauga Road and 407 ETR. The proposed Mississauga Road Station would be situated on Provincial property, and direct access to the station would be available through a municipal road. The Brampton Official Plan designates lands surrounding the Mississauga Road Station as ‘Provincial Highways’, ‘Office’, ‘Open Space’, and ‘Industrial’. The proposed Mississauga Road Station would have approximately a total impact of 3.0 hectares (ha) on soils.

Since the runningway runs entirely within the ‘Provincial Highways’ designation, it is consistent with the intent of the 407 Transitway.

Towards the end of Segment 10, the runningway transitions from the north side of 407 ETR, to the south side of the 407 ETR after crossing the Credit River, which is designated ‘Urban River Valley’ under the Greenbelt Plan. The Credit River is also identified as ‘Open Space’ under the City of Brampton Official Plan. The impacts to the Credit River in Segment S10 will be further refined during future project stages. Class 0 soils were identified within the Transitway study area in Segment S10. The runningway will approximately impact a total of 21.8 hectares (ha) of Class 0 (organic) soils.

5.11 Segment S11: East of Creditview Road to West of Hurontario Street



Figure 26. Segment S11 Air Photo and 407 Transitway Footprint (Google Earth 2020)

The runningway in this segment travels within the Parkway Belt West Plan area, and is designated as ‘Utility’, ‘Inter-urban Transit’ and ‘Electric Power Facility’. The majority of the runningway follows the ‘Inter-urban Transit’ land use designation. The Transitway is compatible with these land use designations; however, an amendment may be required.

The runningway travels primarily within the City of Brampton within the ‘Provincial Highways’ land use designation and continues through the ‘L.B.P.I.A Operating Area’.

Between two major watercourses, the Credit River and the Tributary of Fletcher’s Creek, a third tunnel section is proposed. The runningway crosses the Tributary of Fletcher’s Creek. The City of Brampton Official Plan designates the Tributary of Fletcher’s Creek as ‘Open Space.’ Within the City of Mississauga Official Plan, the Credit River and the Tributary of Fletcher’s Creek is identified under the ‘Natural Hazards’ and ‘Greenlands’ land use designation. The impacts to these watercourses will be further refined during future project stages. The natural heritage impact assessment will be conducted to determine the impacts of the runningway on natural heritage features.

Class 0 soils were identified within the Transitway study area in Segment S11. The runningway will approximately impact a total of 9.7 hectares (ha) of Class 0 (organic) soils.

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 were made where possible. Section 5.0 summarizes the changes to land use associated with the preferred alignment for the 407 Transitway. In general, the current land uses within the study area are compatible with the proposed transitway and associated transit stations.

Most of the affected municipalities in this report are undergoing Municipal Comprehensive Reviews (MCR) to bring their Official Plans in conformity with provincial plans and/or awaiting Regional approval. The land uses that are anticipated to change have been discussed in Section 2.0 of this report.

As described in Section 5.0, various changes to land use designations are required to accommodate the Transitway. Amendments to the Parkway Belt West Plan, City of Burlington Official Plan, the Town of Oakville Official Plan, and the Town of Milton 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 the implementation of the project, and the appropriate amendments to the Parkway Belt West Plan and/or Official Plans will be made at that time.

The need and justification for the 407 Transitway to address the Greenbelt Plan (2017) policies are addressed in the Corridor Protection Study (1998) and the Environmental Project Report that will be prepared for this study, as well as the potential impacts to the watercourses designated as ‘Urban River Valleys’ discussed in Section 5.0.

Appropriate environmental protection and mitigation measures have been included in the *Terrestrial Ecosystems Existing Conditions and Impact Assessment Report* (LGL 2020) and the *Fish and Fish Habitat Existing Conditions and Impact Assessment Report* (LGL 2020). The impacts associated with the quality and quantity of urban runoff have been addressed in the *Drainage Report* (Parsons 2020). Further consideration of the Greenbelt Plan (2017) policies will take place to address potential impacts to natural heritage features at the affected watercourses prior to construction as necessary.

Several existing land uses will change due to the 407 Transitway, including areas of the runningway and stations that cross private land or existing buildings, businesses, and agricultural lands. Further assessment will be conducted to refine impacts to existing land use that are in close proximity to the Transitway runningway and stations. If property is required to implement the 407 Transitway, the MTO property acquisition process will be undertaken to purchase any required properties or amend any lease agreements.

Where portions and/or 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.

Several 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 2019). Restoration of suitable forest and/or wetland habitat should be undertaken in these protected sites. A compensation ratio will be determined through further discussions with regulatory agencies as part of implementing the project.

A large part of the study area is located within the Toronto Pearson International Airport Operating Area (**Figure 4**). 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 and the City of Mississauga. 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, and 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 residents and employees;
- construction activities should be staged to avoid/minimize traffic delays to residents, business owners and motorists travelling within the study area to the fullest extent possible, including maintaining use of recreational and community facilities;
- access to the 407ETR, regional roads and local municipal roads should be maintained at all times, or detours should be identified; and,
- the local public schools should be kept informed of the progress of the Transitway construction and notified of any disruptions such as road closings.

Studies assessing other impacts (ie. noise, air, and drainage assessments) provide information applicable to the assessment and mitigation of agricultural impacts is addressed. Canada Land Inventory (CLI) classifications of capability for agricultural assessment were assessed for relevance and utility in identifying potential agricultural impacts. The following agricultural impacts should be mitigated with the following measures:

To avoid the loss and fragmentation of agricultural land:

- identify and select alternate locations
- direct the location of non-agricultural uses to settlement areas or rural lands not used for agriculture

To minimize the loss of agricultural land:

- select areas with less agricultural land and lower priority agricultural lands
- rehabilitate the land
- phase development (to accommodate forecasted growth, while supporting agricultural production in undeveloped areas)

To mitigating impacts during construction or operations (e.g. mitigate dust, noise):

- adjust operational procedures to accommodate agricultural in the area
- consider modifying operation hours and methods to reduce impacts on nearby agricultural use
- create consistent blasting hours to manage noise

The mitigation measures listed in this section should be reviewed prior to any construction and refined where necessary to address the anticipated impacts of the Transitway during construction.

7.0 REFERENCES

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Town of Halton Hills. 2017. Official Plan Office Consolidation January 2017.

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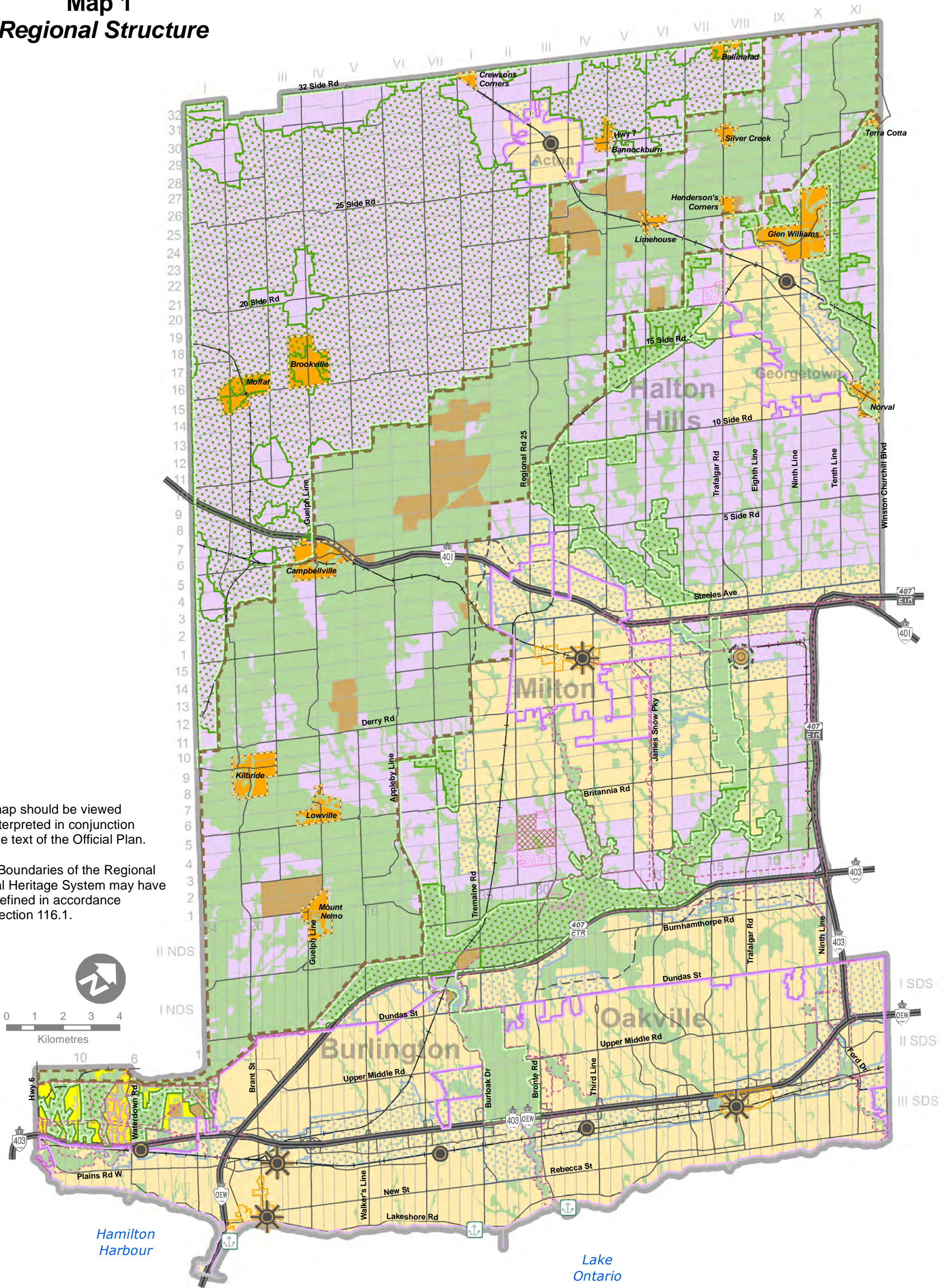
Town of Oakville. 2008. North Oakville East Secondary Plan. Official Plan Amendment Number 272.

Town of Oakville. 2009. North Oakville West Secondary Plan. Official Plan Amendment Number 289.

APPENDICES

**APPENDIX A.
MUNICIPAL OFFICIAL PLAN LAND USE AND
NATURAL HERITAGE SCHEDULES/MAP**

Map 1 Regional Structure

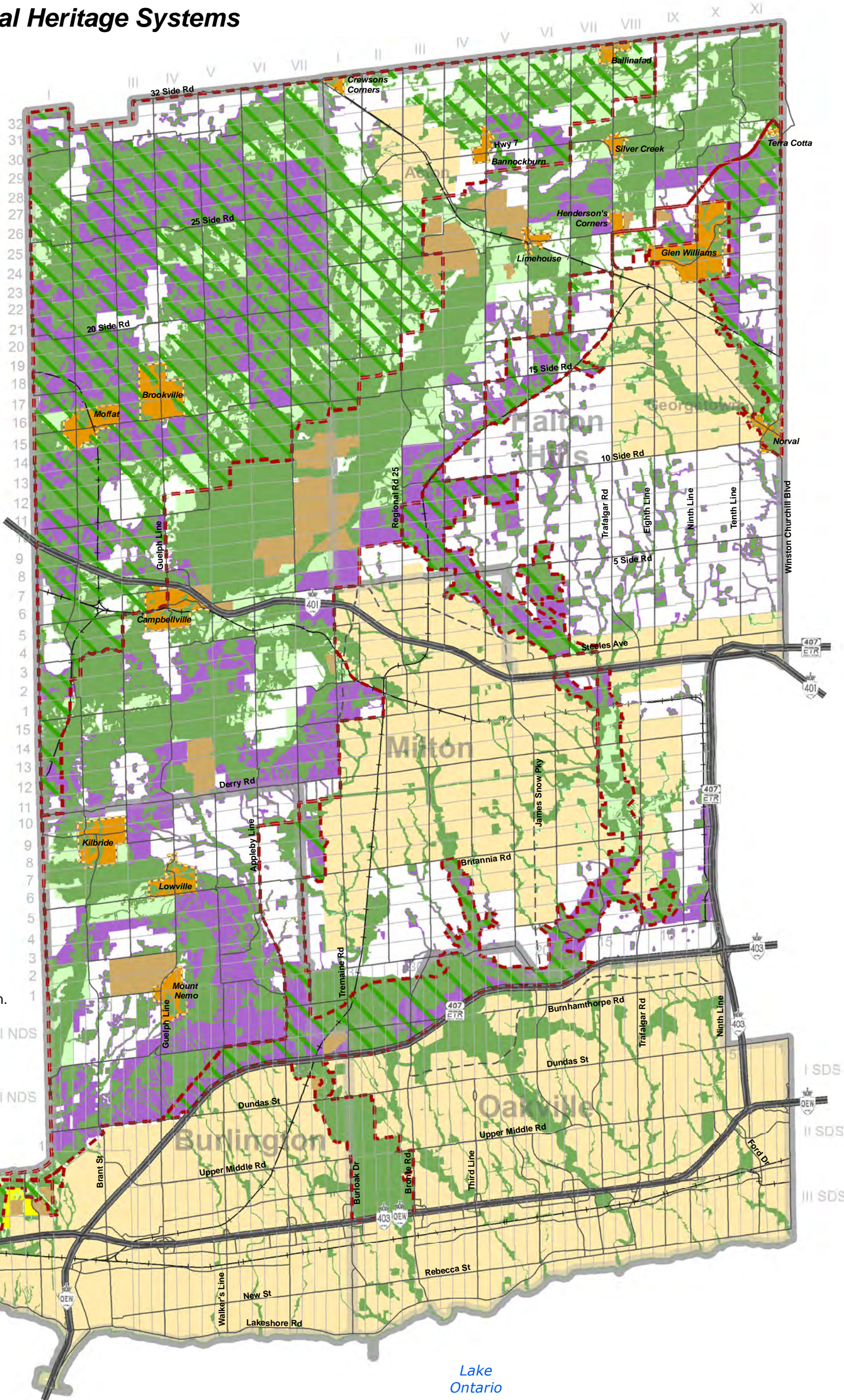


This map should be viewed and interpreted in conjunction with the text of the Official Plan.

* The Boundaries of the Regional Natural Heritage System may have been refined in accordance with Section 116.1.

- | | | |
|--------------------------------|---|---|
| Waterfront Park (See Map 2) | Urban Area | Greenbelt Plan Protected Countryside Boundary |
| Major Transit Station | Hamlet | Niagara Escarpment Plan Boundary |
| Proposed Major Transit Station | Agricultural Area | Parkway Belt West Plan Boundary |
| Mobility Hub | Regional Natural Heritage System * | Built Boundary |
| Rail Line | Mineral Resource Extraction Area | Employment Area |
| Proposed Major Arterial | North Aldershot Policy Area | Urban Growth Centre |
| Major Road | Greenbelt Natural Heritage System (Overlay) | Area Eligible for Urban Servicing |
| Provincial Freeway | Halton Waste Management Site | |
| Lot and Concession Line | | |
| Municipal Boundary | | |

Map 1G Key Features within the Greenbelt and Regional Natural Heritage Systems



This map should be viewed and interpreted in conjunction with the text of the Official Plan.



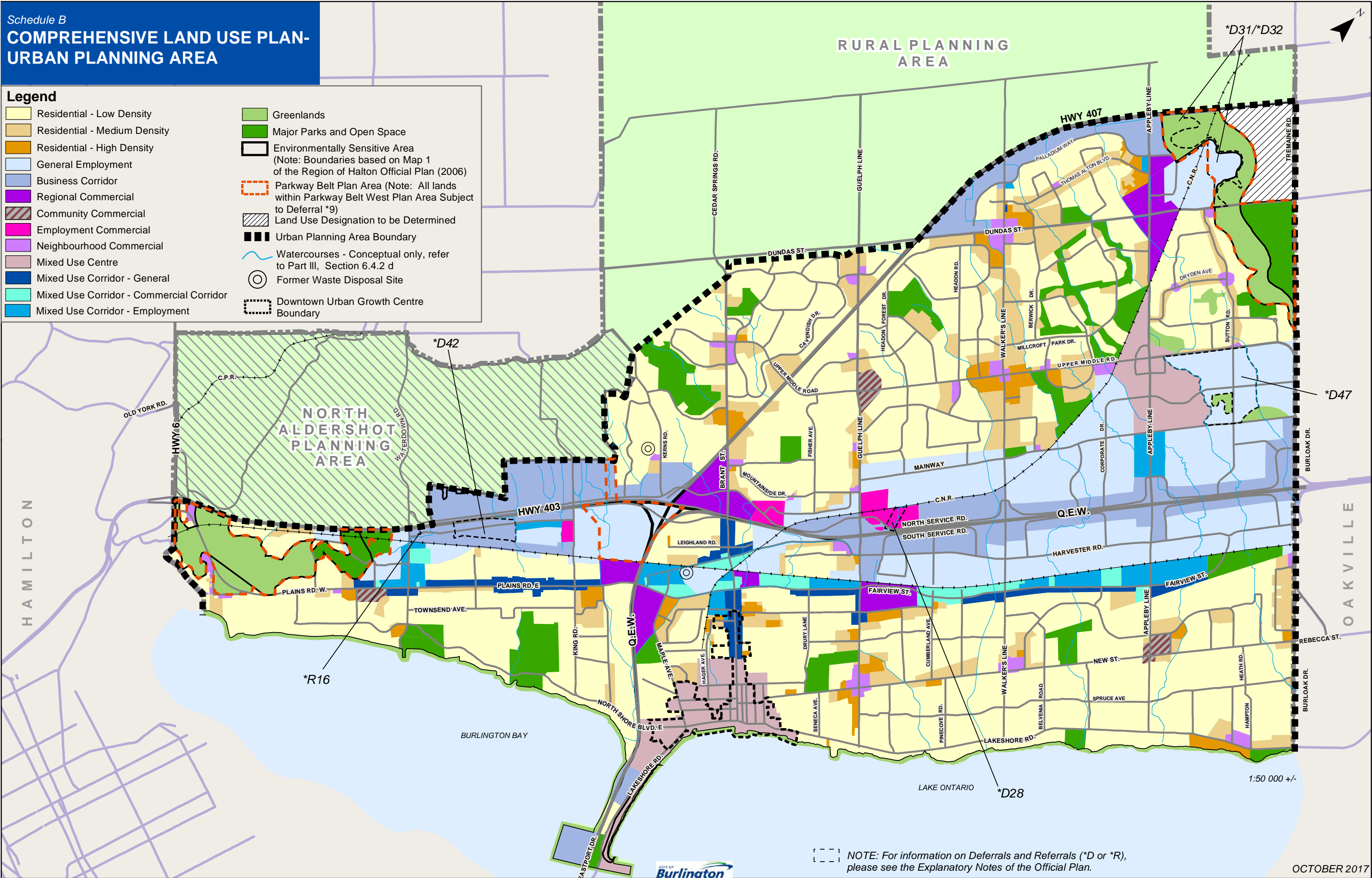
0 0.95 1.9 2.85 3.8
Kilometres

- +— Rail Line
- - - Proposed Major Arterial
- Major Road
- Provincial Freeway
- Lot and Concession Line
- Municipal Boundary
- - - Greenbelt Plan Boundary
- Urban Area
- Hamlet
- Key Features
- Enhancement Areas, Linkages and Buffers
- Prime Agricultural Areas in NHS Enhancements/Linkages/Buffers
- Greenbelt NHS
- Mineral Resource Extraction Area
- North Aldershot Policy Area

Schedule B
**COMPREHENSIVE LAND USE PLAN-
 URBAN PLANNING AREA**

Legend

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Community Commercial
- Employment Commercial
- Neighbourhood Commercial
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area
 (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006))
- Parkway Belt Plan Area (Note: All lands within Parkway Belt West Plan Area Subject to Deferral *9)
- Land Use Designation to be Determined
- Urban Planning Area Boundary
- Watercourses - Conceptual only, refer to Part III, Section 6.4.2 d
- Former Waste Disposal Site
- Downtown Urban Growth Centre Boundary



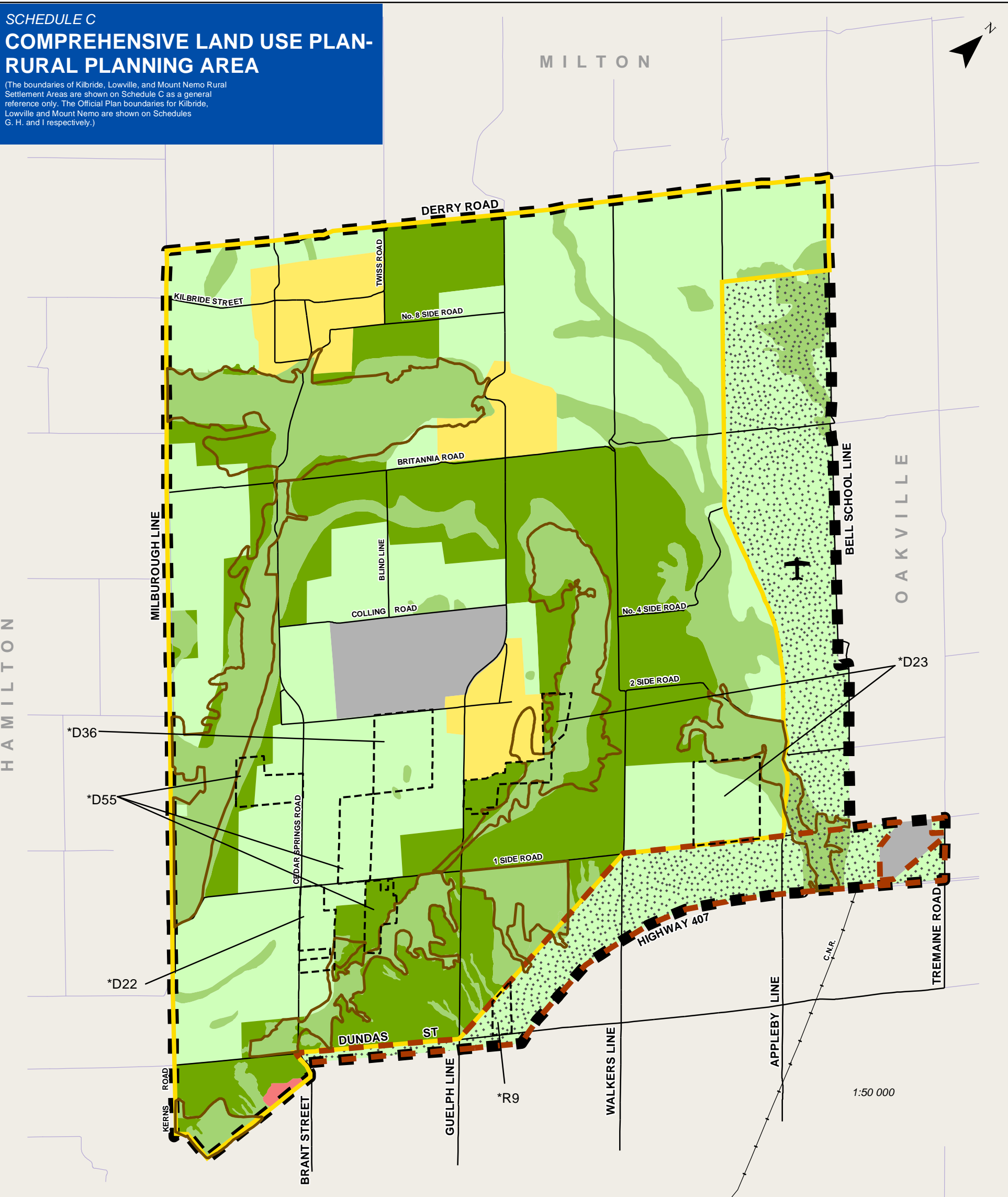
NOTE: For information on Deferrals and Referrals (*D or *R), please see the Explanatory Notes of the Official Plan.



SCHEDULE C

COMPREHENSIVE LAND USE PLAN-
RURAL PLANNING AREA

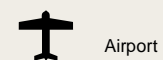
(The boundaries of Kilbride, Lowville, and Mount Nemo Rural Settlement Areas are shown on Schedule C as a general reference only. The Official Plan boundaries for Kilbride, Lowville and Mount Nemo are shown on Schedules G, H, and I respectively.)



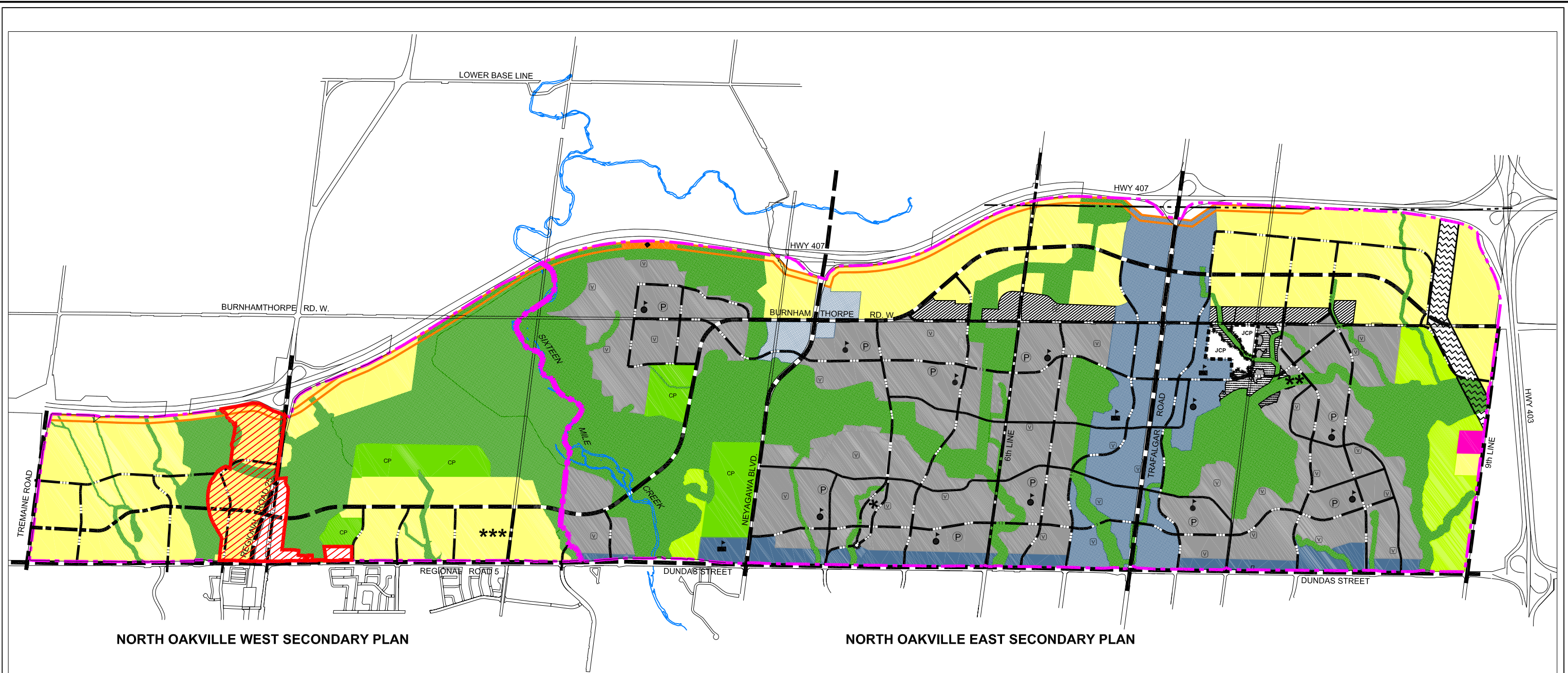
Legend

- | | | | |
|---------------------------------------|----------------------------|----------------------------------|---|
| Niagara Escarpment Plan Area | Escarpment Protection Area | Agricultural Rural Area | Rural Planning Area |
| Greenlands (Escarpment Plan Area) | Escarpment Rural Area | Mineral Resource Extraction Area | Environmentally Sensitive Area
<small>(Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006))</small> |
| Greenlands (Non-Escarpment Plan Area) | Escarpment Urban Area | Rural Settlement Area | Parkway Belt Plan Area
<small>(Note: All lands within Parkway Belt West Plan Area subject to Deferral *D9)</small> |

NOTE: For information on Deferrals and Referrals (*D or *R), please see the Explanatory Notes of the Official Plan.



OCTOBER 2017



NORTH OAKVILLE WEST SECONDARY PLAN

NORTH OAKVILLE EAST SECONDARY PLAN

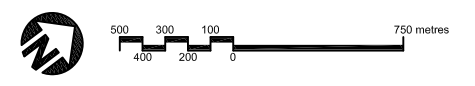
LEGEND

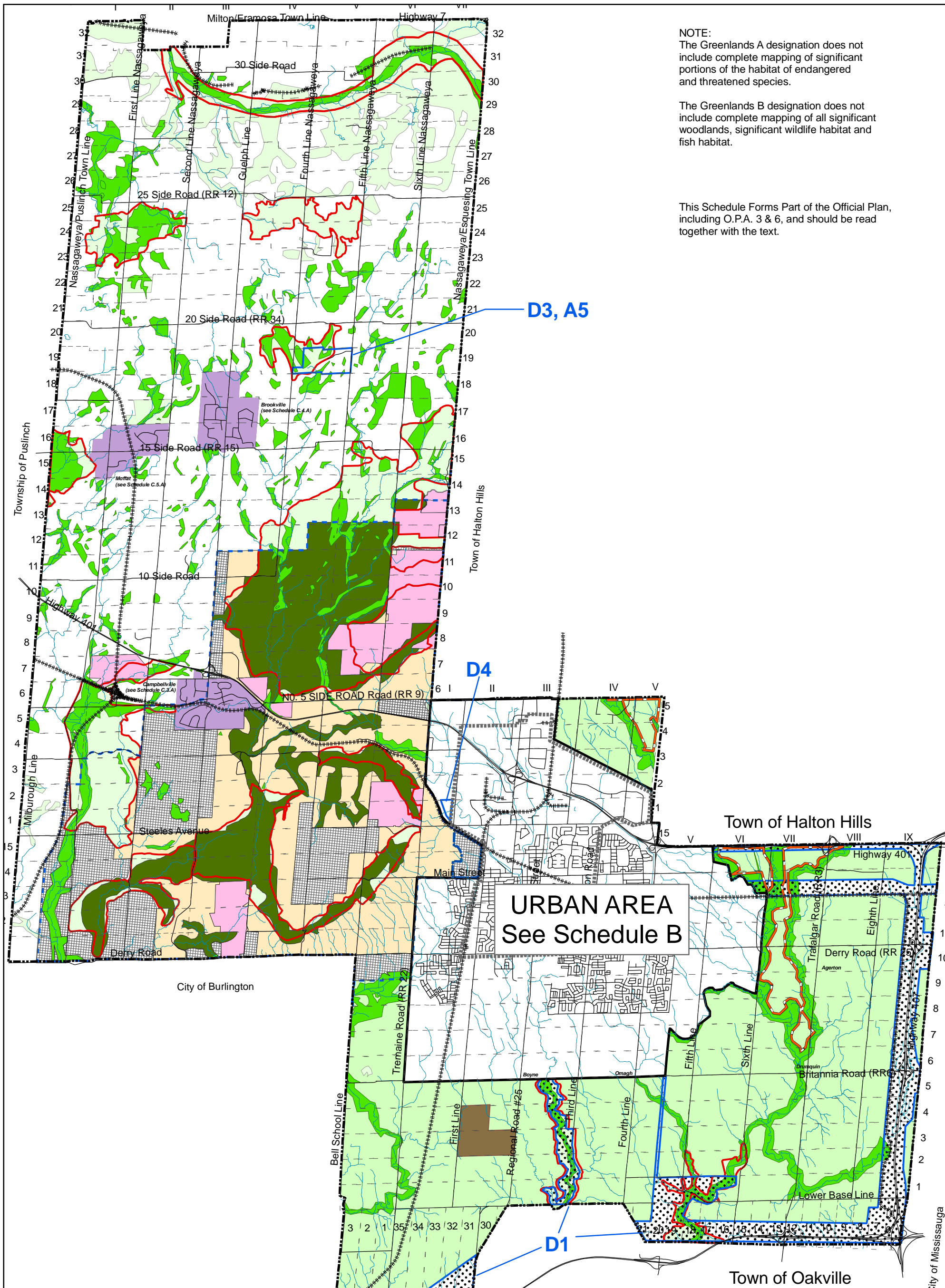
- SECONDARY PLAN AREA BOUNDARY
- MILTON/OAKVILLE MUNICIPAL BOUNDARY
- PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- TRANSITWAY
- UNDERLYING LAND USE NOT DETERMINED subject to Section 7.4.7.1(b)(i)
- VILLAGE SQUARE
- UTILITY CORRIDOR
- DUNDAS URBAN CORE AREA
- NEYAGAWA URBAN CORE AREA
- SPECIAL STUDY AREA
- TRAFALGAR URBAN CORE AREA
- TRANSITIONAL AREA
- EMPLOYMENT DISTRICT
- NATURAL HERITAGE SYSTEM AREA
- HEALTH ORIENTED MIXED USE NODE
- SUBJECT TO SECTIONS 7.4.7.3c viii & 7.4.14.3 d)
- POLICY REFERENCE SEE POLICY SECTION 7.4.7.2
- COMMUNITY PARK AREA
- CEMETERY AREA
- INSTITUTIONAL AREA
- ELEMENTARY SCHOOL SITE
- SECONDARY SCHOOL SITE
- NEIGHBOURHOOD PARK AREA
- NEIGHBOURHOOD AREA
- AREA STILL UNDER APPEAL
- JOSHUA CREEK COMMUNITY PARK AREA
- JOSHUA CREEK FLOODPLAIN AREA subject to Sections 7.4.13.1 & 7.6.17

Town of Oakville

North Oakville
Secondary Plan

FIGURE NOW 2 & NOE 2
Land Use Plan





NOTE:
 The Greenlands A designation does not include complete mapping of significant portions of the habitat of endangered and threatened species.
 The Greenlands B designation does not include complete mapping of all significant woodlands, significant wildlife habitat and fish habitat.

This Schedule Forms Part of the Official Plan, including O.P.A. 3 & 6, and should be read together with the text.

URBAN AREA
 See Schedule B

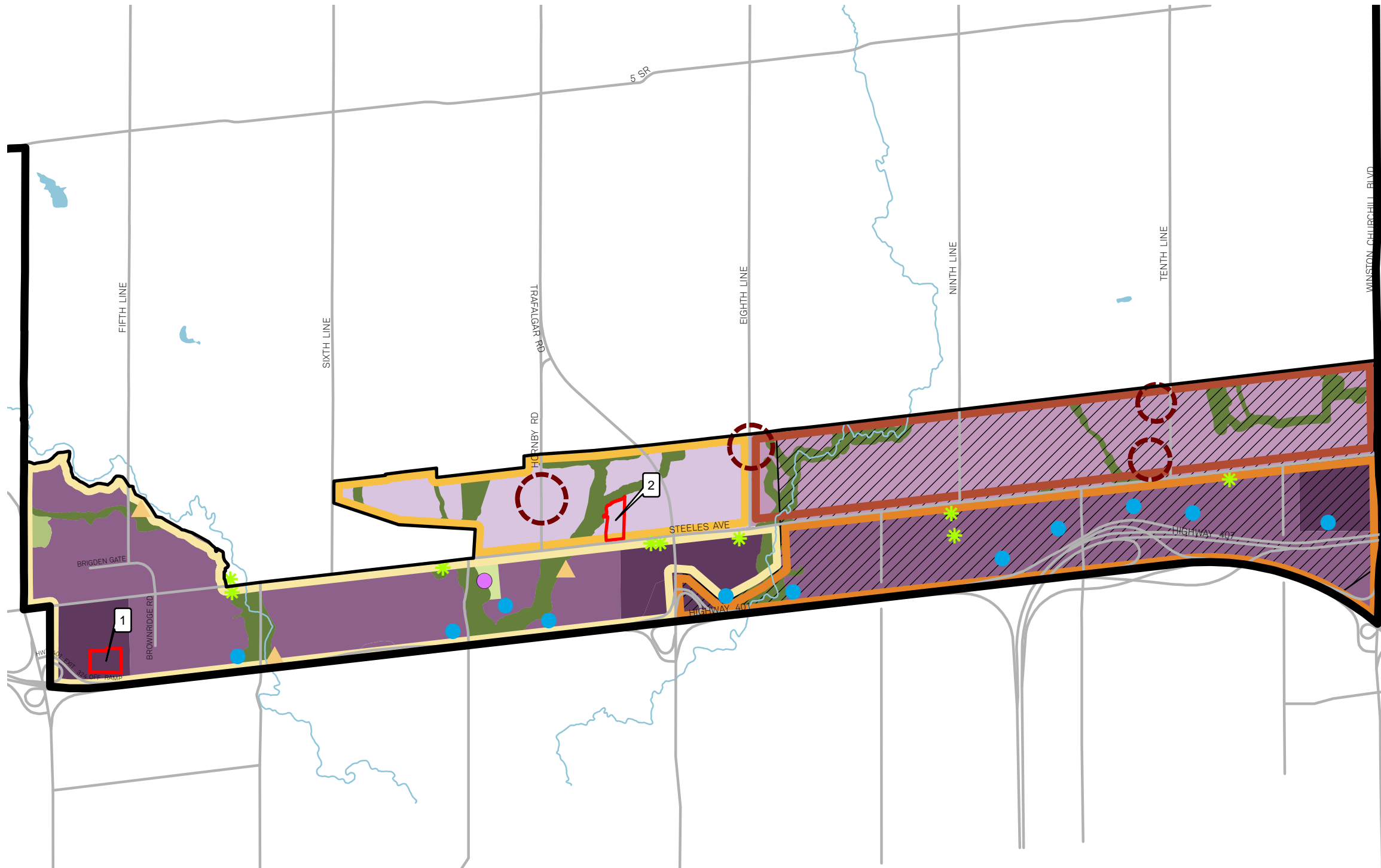
- | | | | |
|--|--|--|--|
| <ul style="list-style-type: none"> — LOTS & CONCESSIONS — MUNICIPAL BOUNDARY — RAILWAY — PERMANENT URBAN SEPARATOR — SPECIFIC POLICY AREA 13 — URBAN EXPANSION AREA BOUNDARY | <ul style="list-style-type: none"> — AGRICULTURAL AREA — DEFERRED AND APPEALED AREAS — ENVIRONMENTALLY SENSITIVE AREA — ERAMOSIA RIVER - BLUE SPRINGS CREEK POLICY AREA — ESCARPMENT NATURAL AREA | <ul style="list-style-type: none"> — ESCARPMENT PROTECTION AREA — ESCARPMENT RURAL AREA — GREENLANDS A AREA — GREENLANDS B AREA — HALTON WASTE MANAGEMENT SITE — HAMLET AREA | <ul style="list-style-type: none"> — MINERAL RESOURCE EXTRACTION AREA — NIAGARA ESCARPMENT PLAN BOUNDARY — PARKWAY BELT WEST PLAN AREA — RURAL AREA — WATERCOURSE — EXISTING URBAN AREA BOUNDARY |
|--|--|--|--|

TOWN OF MILTON
OFFICIAL PLAN
 Schedule A
 Land Use Plan

NAD 1983 - UTM Zone 17N

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
 (C) Copyright Teramet, Town of Milton 2008
Consolidated August 2008

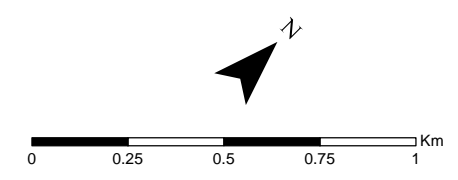
**SCHEDULE A8
PREMIER GATEWAY EMPLOYMENT
AREA LAND USE PLAN**



- Phase 1B Employment Area
- Phase 2B Employment Area
- Prestige Industrial Area
- Gateway Area
- Major Parks and Open Space Area
- Private Open Space Area
- Greenlands
- Employment Phase 1A
- Employment Phase 1B
- Employment Phase 2A (Regional Phasing 2021-2031)
- Employment Phase 2B (Regional Phasing 2021-2031)
- Existing Rural Residential Concentration
- Special Policy Area
- HPBATS/GTA West Corridor Protection Area
- Town of Halton Hills Boundary
- Urban Boundary
- Waterbody
- Watercourse
- Community Park
- Building with Historic Significance
- Stormwater Management Pond
- Potentially Unstable Slope

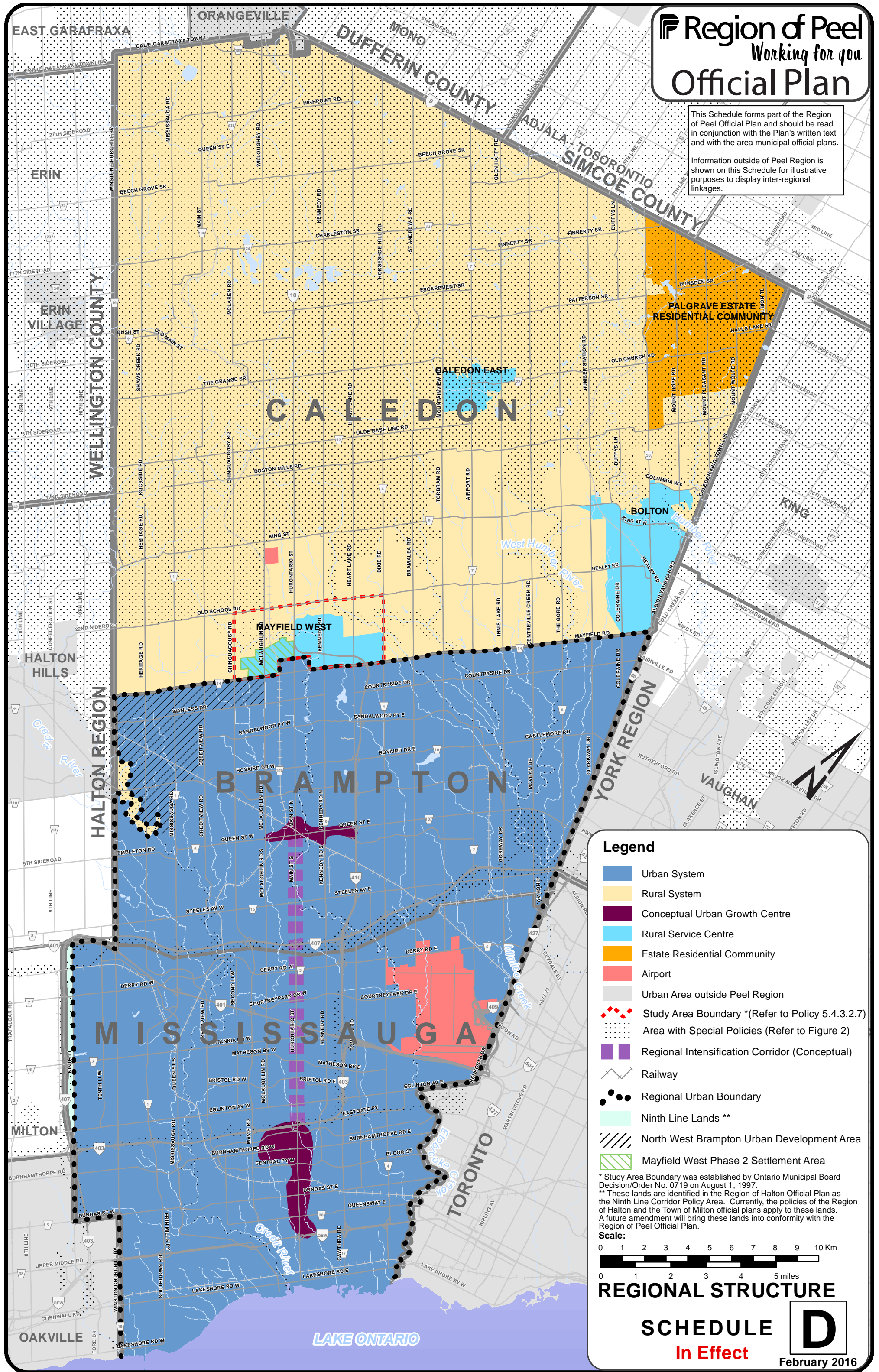
NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

Parts of this Schedule are currently pending approval. Please Refer to Figure 1 in the Preamble.



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

- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Regional Intensification Corridor (Conceptual)
- Railway
- Regional Urban Boundary
- Ninth Line Lands **
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area

* Study Area Boundary was established by Ontario Municipal Board Decision/Order No. 0719 on August 1, 1997.
 ** 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.

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

REGIONAL STRUCTURE
SCHEDULE
In Effect

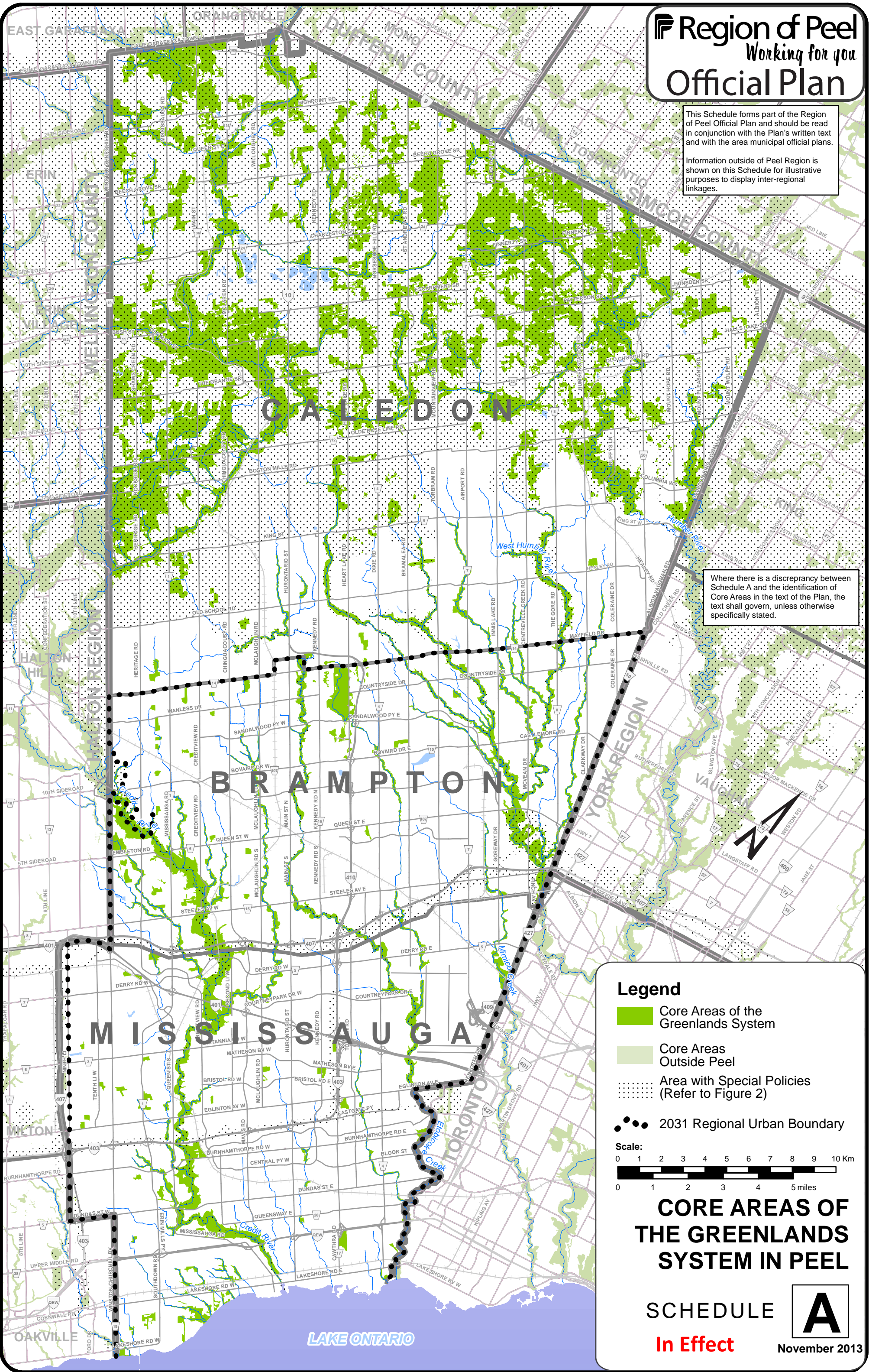
D

February 2016

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.

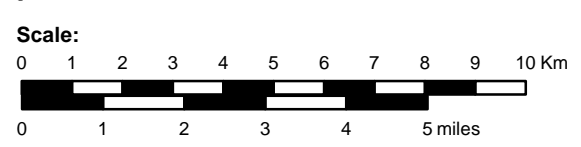
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Where there is a discrepancy between Schedule A and the identification of Core Areas in the text of the Plan, the text shall govern, unless otherwise specifically stated.



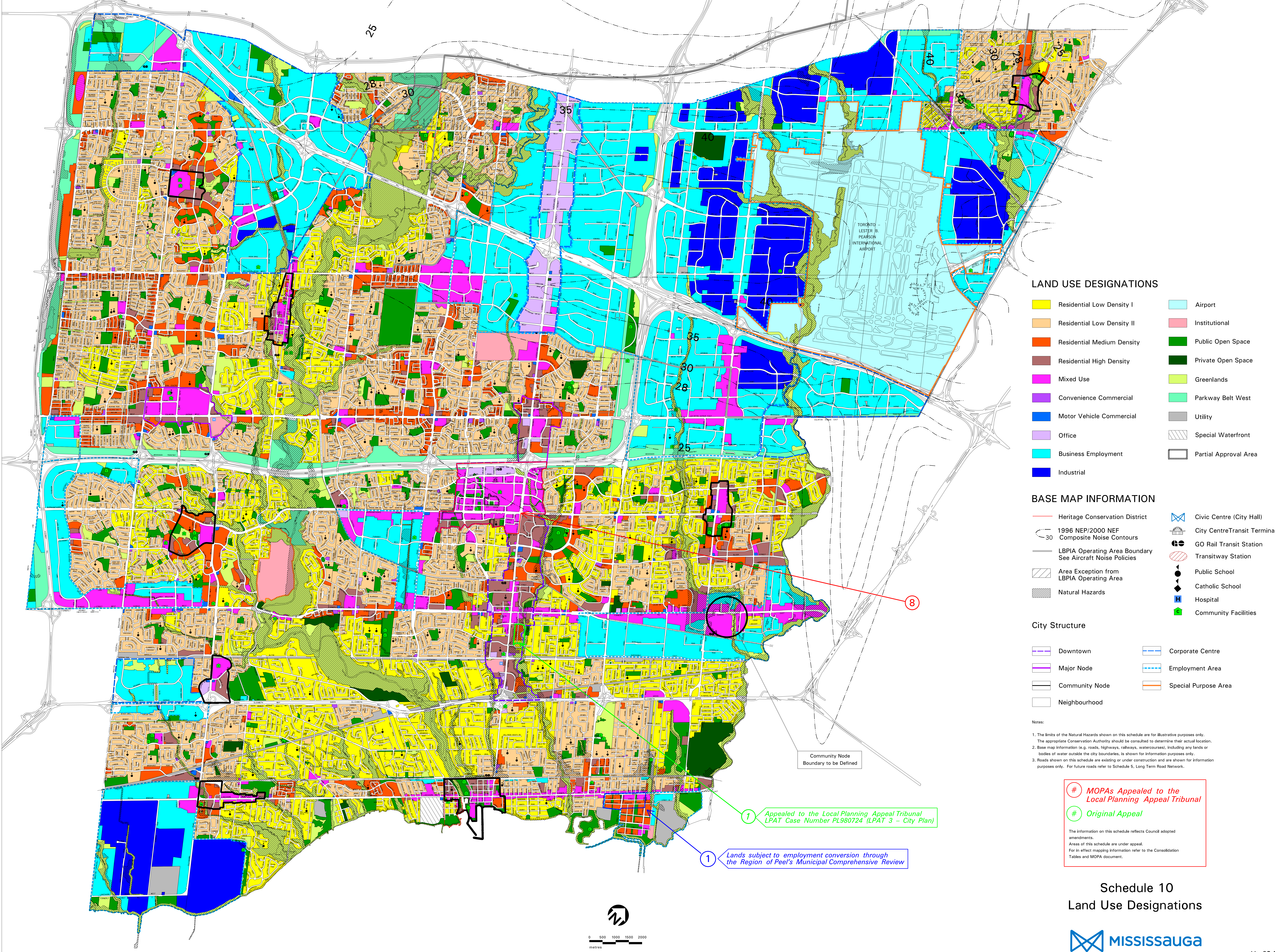
Legend

- 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**
In Effect November 2013



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 Exception from LBPIA Operating Area | | Transitway Station |
| | Natural Hazards | | Public School |
| | | | 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 Local Planning Appeal Tribunal

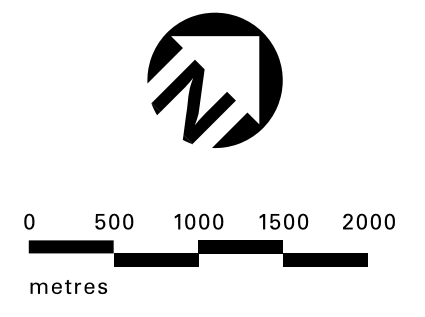
Original Appeal

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.

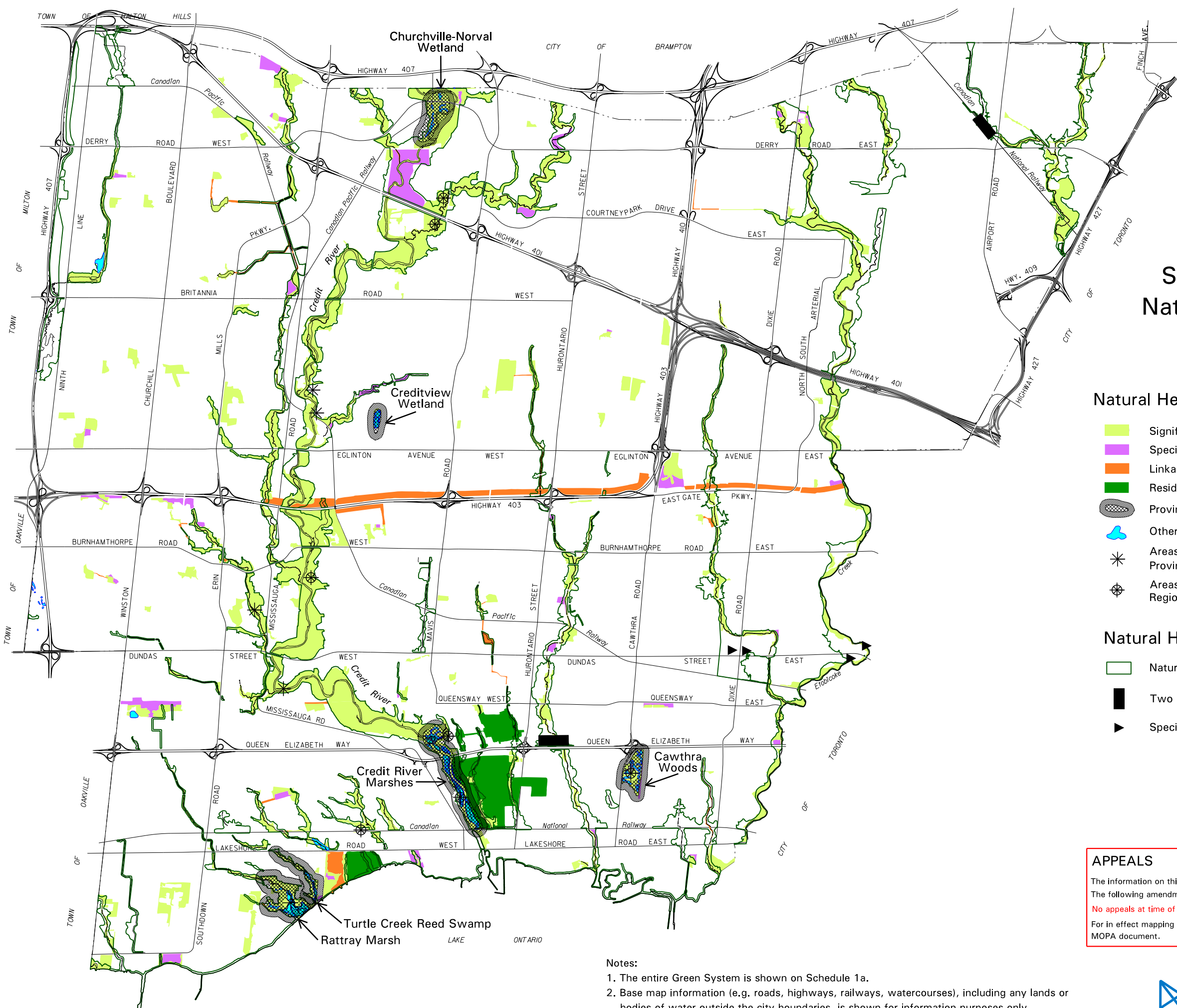
Appealed to the Local Planning Appeal Tribunal LPAT Case Number PL980724 (LPAT 3 - City Plan)

Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review

Community Node Boundary to be Defined



**Schedule 10
Land Use Designations**



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:

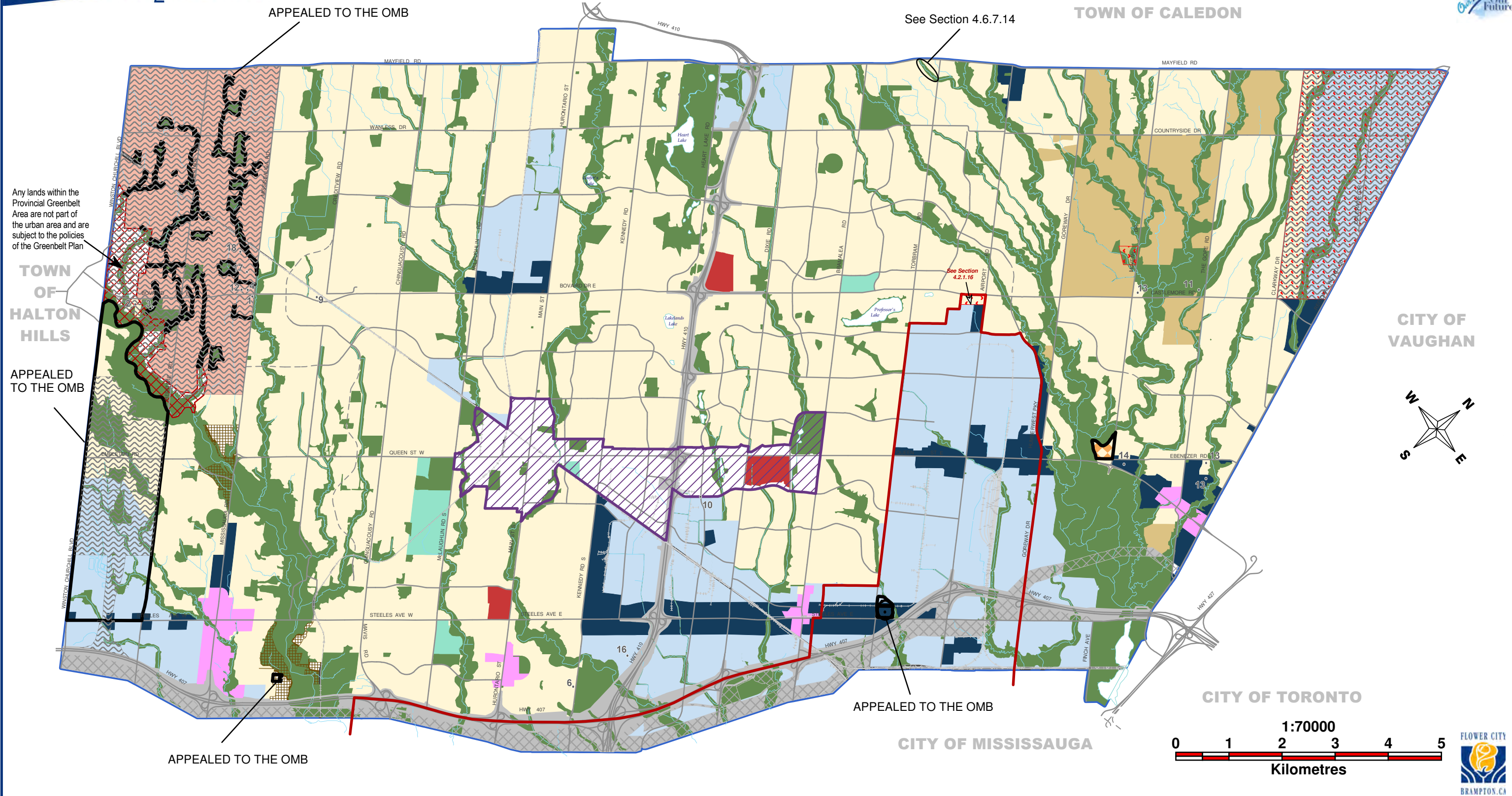
No appeals at time of consolidation.

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.





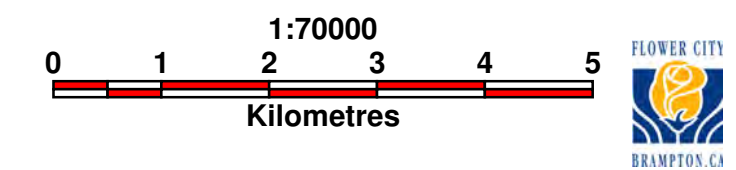
LEGEND			
	RESIDENTIAL		BUSINESS CORRIDOR
	ESTATE RESIDENTIAL		INDUSTRIAL
	VILLAGE RESIDENTIAL		MAJOR INSTITUTIONAL
	REGIONAL RETAIL		OPEN SPACE
	OFFICE		PROVINCIAL GREENBELT AREA/PROTECTED COUNTRYSIDE
	CENTRAL AREA		SPECIAL LAND USE POLICY AREA See Section 4.14.3
	N-W BRAMPTON URBAN DEVELOPMENT AREA		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

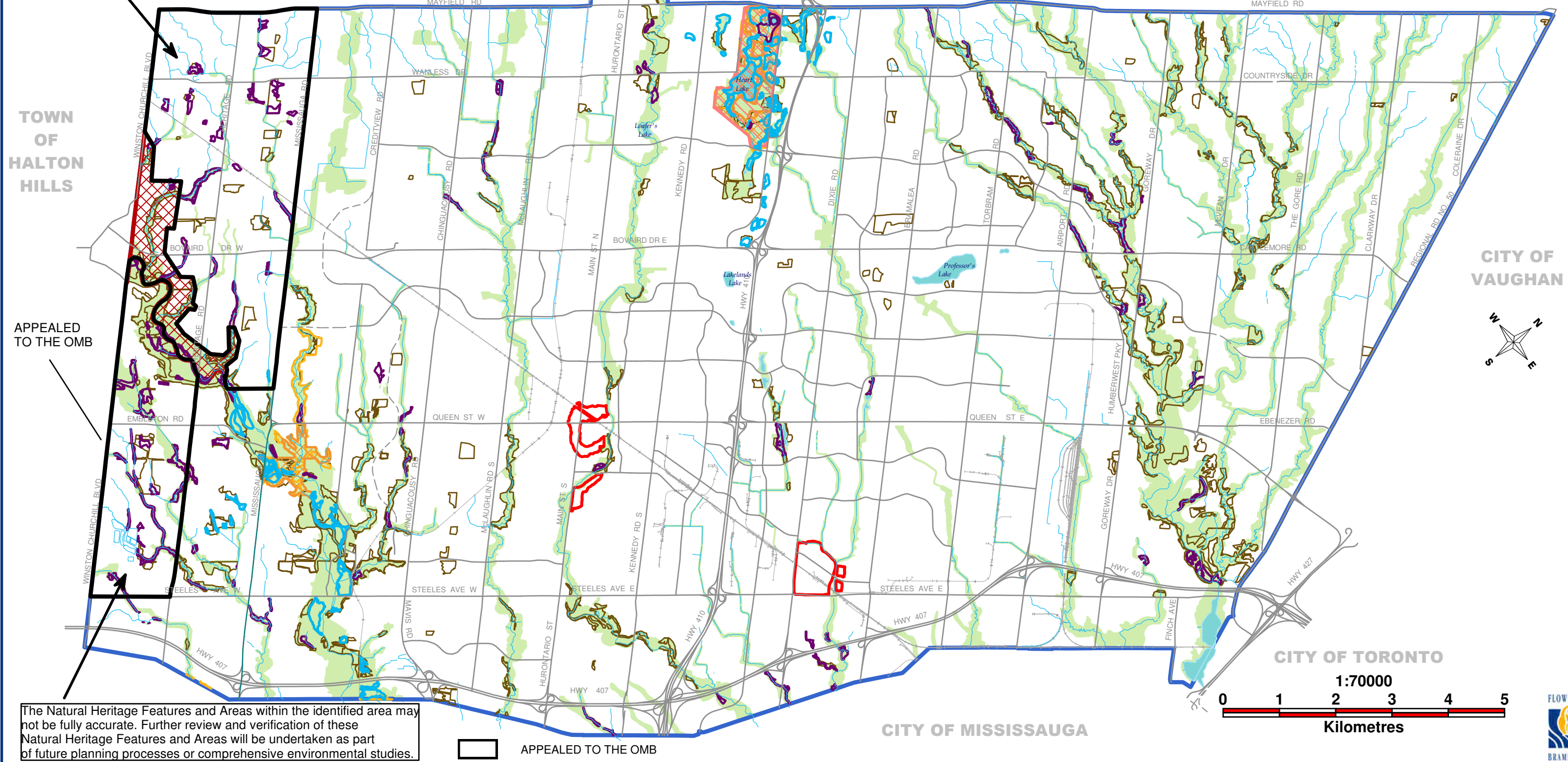
This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

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

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

