



Socio-Economic Report

Clark Boulevard / Eastern Avenue
Environmental Assessment

City of Brampton
January 8, 2021

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1 Introduction and Background

The City of Brampton is conducting a Municipal Class Environmental Assessment (EA) study for the following road corridor:

- Clark Boulevard Extension from Rutherford Road to Hansen Road South; and
- Eastern Avenue from Hansen Road South to Kennedy Road

The Clark Boulevard / Eastern Avenue EA study corridor spans approximately 900m, bounded by Rutherford Road to the east and Kennedy Road to the west in the City of Brampton, as shown in **Figure 1-1**.

The study area corridor is comprised of existing Eastern Avenue as a two lane rural road extending from Kennedy Road to Hansen Road. It is discontinuous from Hansen Road to Rutherford Road and is planned to be extended to Clark Road east of Rutherford Road. There is an existing at-grade rail crossing east of Kennedy Road.

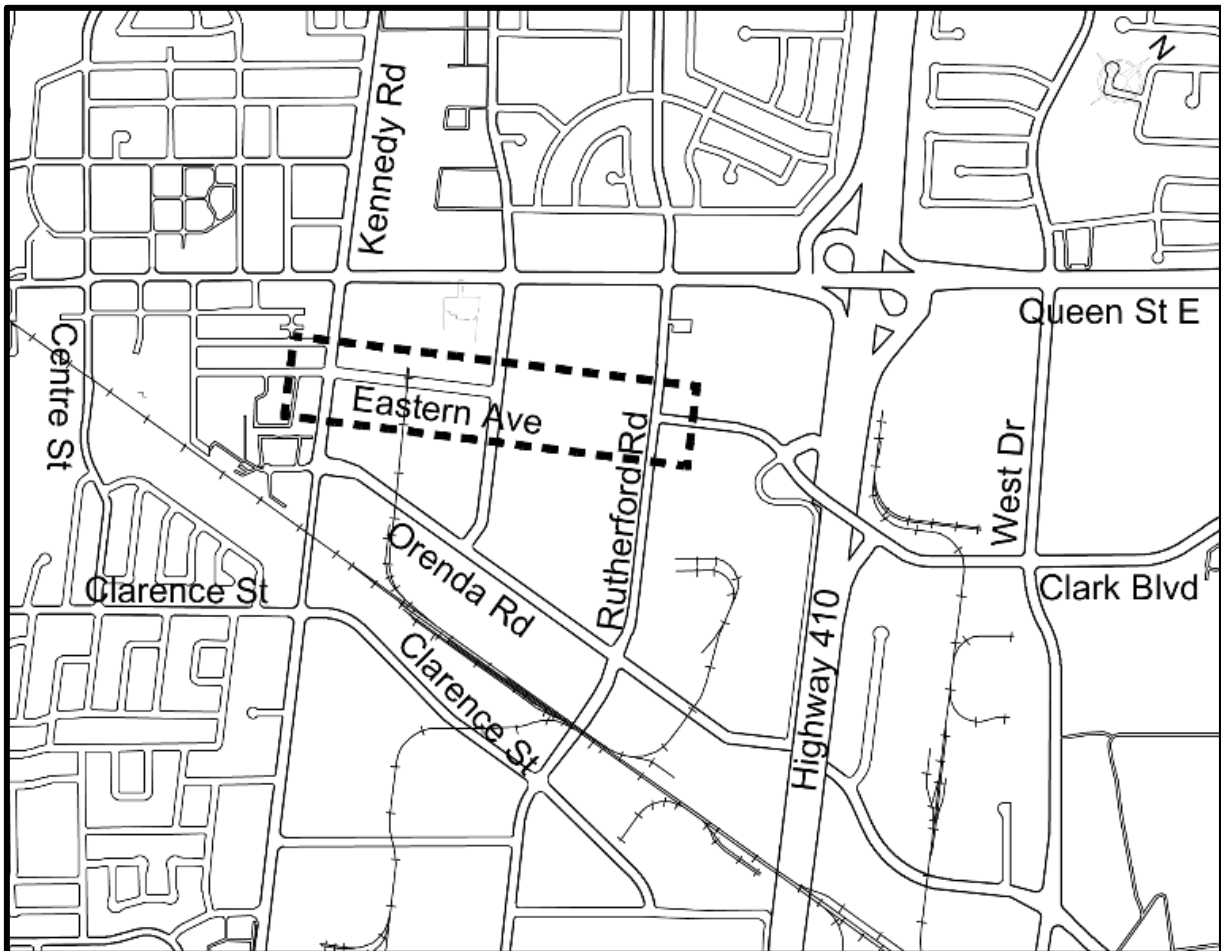


Figure 1-1: Clark / Eastern EA Study Area

The City of Brampton continues to evolve as a rapidly-growing Greater Toronto and Hamilton Area (GTHA) municipality transitioning from a historically “suburban” to a more “urban” development context. To accommodate this growth, new infrastructure, transportation services, and travel demand management measures must be provided which recognize the capacity needs of planned growth and the objectives of protecting established communities and businesses.

While road widening remains a legitimate option to address transportation capacity constraints, there is a need to balance/reconsider it in the context of new directions that speak to a more comprehensive and multimodal approach in accommodating and designing for travel, goods movement demands, cycling and pedestrians. The City has identified, through the current Transportation Master Plan (TMP), the need for connectivity and additional capacity in the road network to the planning horizon year 2041, with individual capacity improvements to be confirmed through EA studies. The extension of Clark Boulevard from Rutherford Road to Hansen Road South and widening of Eastern Avenue from Kennedy Road to Hansen Road South are identified in the TMP.

The City of Brampton’s TMP recommends the extension of Clark Boulevard from Rutherford Road to Hansen Road South to a 4-lane cross section by 2021. The TMP also recommends the widening of Eastern Avenue from Hansen Road South to Kennedy Road to a 4-lane cross-section by 2021. The proposed extension of Clark Boulevard is located at the westerly limit of Clark Boulevard. As per the City of Brampton Official Plan (2015 Office Consolidation), this extension of Clark Boulevard between Rutherford Road and Hansen Road South is classified as a minor arterial road with an ultimate right-of-way (ROW) of 26-30 metres.

Eastern Avenue is an east-west arterial road under the jurisdiction of the City of Brampton and generally consists of a 2-lane rural cross-section with a posted speed limit of 50 km/hr. As per the City of Brampton Official Plan (2015 Office Consolidation), Eastern Avenue between Hansen Road South and Kennedy Road is classified as a minor arterial road with an ultimate right-of-way (R.O.W) of 26-30 metres.

The Clark Boulevard / Eastern Avenue EA study is being carried out in accordance with the planning and design process for Schedule ‘C’ projects as outlined in the Municipal Class Environment Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

The purpose of the Socio-Economic Report is to review previous studies, existing legislative documents, Provincial, Regional, and Municipal standards, By-laws, Official Plans, Secondary Plans, and other related documents including recommendations, conduct an inventory of local businesses within the study area, conduct a land use assessment within the study area, and review future land development. As the study progresses an impact assessment will be undertaken to inform the assessment and evaluations of the proposed alternatives. With the selection of the Preferred Design a Socio-Economic impact assessment and mitigation measures will also be identified. Impacts to the socio-economic environment can include considerations to impacts during construction, to landscaping, property requirements, access, travel time, and truck traffic.

2 Planning and Policy Context

2.1 Planning and Policy Context

2.1.1 Provincial Planning Context

Provincial planning policies were reviewed to identify their relevance in the Clark / Eastern Class EA study. Provincial plans are identified and summarized in **Table 2-1**.

Table 2-1: Provincial Planning Policies

Provincial Planning Document	Directions
<p>Provincial Policy Statement (2014)</p>	<p>The Provincial Policy Statement offers direction on land use and transportation planning and development, including:</p> <ul style="list-style-type: none"> • Providing appropriate development while protecting resources, public health and safety, and the natural and built environments • Building strong, healthy communities by supporting density and land uses which support active transportation, are transit-supportive, and are freight-supportive • Developing safe and energy efficient transportation systems that move people and goods • Integrating transportation and land use considerations at all stages of the planning process • Considering land use patterns, density, and mix of uses to minimize length and number of vehicle trips, support current and future use of transit and active transportation <p>It is a key document outlining provincial objectives and informing the long-term vision for growth within Ontario.</p>
<p>Places to Grow Act / Growth Plan for the Greater Golden Horseshoe (2006, 2017)</p>	<p>The Growth Plan for the Greater Golden Horseshoe (GGH), 2017 was prepared and approved under the Places to Grow Act, 2005. The Plan provides a framework for growth in the GGH that supports the development of complete communities, a thriving economy, a clean and healthy environment and social equity. The 2017 Plan updates and replaces the Growth Plan for the Greater Golden Horseshoe, 2006.</p> <p>The Growth Plan envisions an integrated regional transportation network allowing easy travel within and between the GGH’s urban centres, supported by fast, convenient, and affordable transit and active transportation. Integrating transportation and land use planning, the plan prioritizes intensification, setting population and employment growth targets for all Upper- and Single-Tier Municipalities in the GGH. The Plan’s updated forecasts show Peel Region is projected to have a population of 1,970,000 residents and employment of 970,000 jobs by 2041.</p> <p>The Clark Blvd / Eastern Ave corridor is located within the Provincial designated Queen Street East Urban Growth Centre “UGC”, a focal area for investment, employment and residential growth. Brampton UGC is required to intensify to reach residential and jobs target by 2031.</p>

Provincial Planning Document	Directions
Greenbelt Plan (2017)	Updated in 2017 as a result of the Co-ordinated Land Use Planning Review, the Greenbelt Plan identifies environmentally and agriculturally protected lands within the GGH, where urbanization should not occur, in order to protect ecological features. The 2017 Greenbelt Plan also introduced a designation for ‘Urban River Valleys’. Public lands in Etobicoke Creek, located west of the study area, are considered a part of the Greenbelt under this designation in the updated plan. No part of the study area falls within the Greenbelt Plan designated areas.

2.1.2 Regional Planning Context

Regional planning policies were reviewed to identify their relevance in the Clark / Eastern Class EA study. Regional plans are identified and summarized in **Table 2-2**.

Table 2-2: Regional Planning Policies

Regional Planning Document	Directions
Peel Region Official Plan (PR-OP) (Office Consolidation, 2018)	<p>The Official Plan provides direction to guide economic, environmental, and community-building decisions to manage growth. The Region of Peel completed the Peel Regional Official Plan Review (February 2013 Draft) to bring its Official Plan policies into conformity with provincial requirements.</p> <p>The main objectives of the PR-OP are to recognize the urban and rural natures of Peel Region, protect the natural and cultural environment, manage resources, direct sustainable growth and set the basis for providing Regional services in an efficient and effective manner. The Official Plan establishes a framework for future planning activities and for public and private initiatives aimed at improving the existing physical environment.</p> <p>Under the Peel Region Official Plan, the study area is considered to be part of an urban system.</p>
Peel Region Long Range Transportation Plan (PR-LRTP) (2012)	The Peel Long Range Transportation Plan (LRTP), last updated in 2012, identifies major transportation challenges that the Region of Peel expects over the next several decades, as well as policies, strategies and planned road improvements to address these challenges.
Region of Peel Road Characterization Study (RCS) (2013)	Completed in 2013, the Road Characterization Study provides guidelines for future regional roadways that accommodate multiple transportation modes and ensures that the regional arterial transportation network considers all road users, transportation options, health impacts, and local context.
Region of Peel Active	In 2012, Peel Regional Council approved Peel Region's first Active Transportation Plan. The Plan provides a framework for how the Region will

Regional Planning Document	Directions
Transportation Study (2012)	<p>increase the share of walking and cycling trips, improved links with transit, and create a pedestrian and cycling friendly environment. It also sets out policies, recommends active transportation improvements and outlines strategies and programs to shift travel behaviour.</p> <p>The Region of Peel Active Transportation Study identifies the Clark / Eastern study area as being part of an Urban Growth Centre within commercial or industrial area.</p>
Region of Peel Strategic Goods Movement Network Study (SGMNS) (2013)	<p>The Region of Peel Strategic Goods Movement Network Study (SGMNS) identifies potential truck priority routes for goods movement to develop a hierarchical truck route network throughout Peel Region. The goal of the SGMNS is to improve, prioritize and preserve goods movement corridors through the Region.</p> <p>The SGMNS identifies the study area as being located within Brampton’s major business cluster with a connector truck route running north-south within the study area.</p>

2.1.3 Municipal Planning Context

Municipal planning policies were reviewed to identify their relevance in the Clark / Eastern Class EA Study. These policies were of particular relevance to the EA study as Eastern Avenue and Clark Boulevard are municipal roads and as such, incorporating direction from these documents was an objective of the EA study. Municipal plans are identified and summarized in **Table 2-3**.

Table 2-3: Municipal Planning Policies

Municipal Planning Document	Directions
City of Brampton Official Plan Update (2015 Consolidation)	<p>The Official Plan provides guidance on responsible future development in the City of Brampton through several guiding principles, including growth management, environmental stewardship, economic prosperity, and transportation/transit development. It provides a framework for decision-making regarding land-use planning and required municipal services to support growth.</p> <p>The Official Plan identifies the proposed road extension and widening of Clark Boulevard / Eastern Avenue as a minor arterial road with a 26-30 metre right-of-way (ROW) as shown in Figure 2-1 and Figure 2-2. The general land use designation for the study area is identified as Central Area as identified in Figure 2-3. As discussed in the Official Plan, the Central Area is a major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail, and employment activities.</p>

Municipal Planning Document	Directions
	<p>The City of Brampton identifies Natural Heritage Features and Areas on Schedule “D” of the official plan. The watercourse within the study area is not identified as a natural heritage feature. However, Appendix C: <i>Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation Mapping</i> of the Official Plan identifies part of the watercourse as part of the Toronto and Region Conservation Authority (TRCA) Regulation (Ontario Regulation 166/06) Area. The main objectives of Ontario Regulation 166/06 are to ensure public safety and protect property with respect to natural hazards and to safeguard watershed health by preventing pollution and destruction of sensitive environmental areas such as wetlands, shorelines and watercourses.</p>
<p>City of Brampton Transportation Master Plan Update (2015)</p>	<p>The City of Brampton Transportation Master Plan (TMP) addresses existing challenges and makes recommendations for sustainable transportation solutions to manage the transportation impacts and address travel demand associated with future growth.</p> <p>The TMP identifies that the proposed road extension of Clark Boulevard and widening of Eastern Avenue within the study area should be to four lanes as shown in Figure 2-4. Future active transportation (AT) facilities are recommended along the study corridor, as shown in Figure 2-5. No transit improvements are identified for the study area in the TMP, as shown in Figure 2-6.</p>
<p>City of Brampton Active Transportation Master Plan (2019)</p>	<p>The City of Brampton Active Transportation Master Plan (ATMP) provides the network plan, policies and programs to support Brampton’s 2040 Vision for a mosaic of safe, integrated transportation choices and new modes, contributions to civic sustainability, and emphasizing walking, cycling, and transit. The ATMP focuses on the implementation strategy for building a connected cycling and pedestrian network across the City (and connecting to neighbouring municipalities) to enable safer, more convenient travel by non-motorized modes, and to encourage cycling as a viable means of transportation for both recreational and utilitarian purposes for the general public.</p> <p>Within the study corridor, future active transportation facilities (multi-use path / boulevard path) for pedestrians and cyclists are identified along Eastern Avenue / Clark Boulevard, as shown in Figure 2-7</p>
<p>Brampton 2040 Vision (2018)</p>	<p>The Brampton 2040 vision is an aspirational document to guide what Brampton will become over the next quarter century. It’s about environment, transportation, jobs, recreation, health, social issues, and arts and culture. The vision identified growth and intensification at the eastern end of the study corridor, at Bramalea New Town centered on the existing Bramalea City Centre between Queen Street and Clark Boulevard. This area is envisioned as a major hub of growth and activity with about 18,000 households and 24,000 jobs in the next 25-30 years. The proposed land use includes residential (town house apartment, mid-rise apartment, and high-</p>

Municipal Planning Document	Directions
	<p>rise apartments), hotels, offices, civic, and mixed use. Two rapid transit stations are planned for Bramalea New Town.</p>
<p>Queen Street Corridor Secondary Plan (SP36) (2013 Consolidation)</p>	<p>The secondary plan sets out the policy framework for the eastern portion of the Brampton Central Area which incorporates the Highway 410 and Queen Street Primary Office Node. These functions together with the overall Central Area as the major location for higher order uses in Brampton. The Secondary Plan identified the study area as a mixed use area that will function as an urban district. The plan includes a Special Policy Area on the north side of Eastern Avenue.</p> <p>Lands north of the potential Eastern Avenue/Clark Boulevard missing link are designated 'Central Area Mixed Use'. Lands south of the missing link is designated 'Industrial'.</p> <p>Special Policy Area 1 affects lands immediately north of the missing link that will act as a transition between the industrial uses to the south and the full range and higher intensity and mix of uses (i.e. high-rise commercial and residential buildings). Sensitive uses such as residences, schools, places of worship, and daycares are some uses that are not permitted within the transition area. The boundaries of City of Brampton's Secondary Plans are located in Figure 2-8. The Queen Street Corridor Secondary Plan and Special Policy Area 1 are shown in Figure 2-9 and Figure 2-10.</p>
<p>By-law 270-2004</p>	<p>By-law 270-2004, as amended by City of Brampton, is the City's zoning by-law. The zoning by-law designates the study area as mostly industrial (zone code M2) use, with some land being zoned as commercial (zone codes SC-3474 and QMUT). The portion of land surrounding the watercourse is zoned as flood-plain (zone code F)</p> <p>Furthermore, the Zoning By-Law contains provisions for buildings and structures in the event that land acquisition by the City is required as part of the preferred alignment:</p> <p>Where, by expropriation or highway widening or other land acquisition by the City, the Regional Municipality of Peel or the Crown in Right of Ontario or Canada, a lot is caused to have less lot width, less lot area or less lot depth than that required by this by-law, a building or structure may be erected or used on such a lot if all other requirements of this by-law are complied with, notwithstanding anything to the contrary in this by-law. Similarly, Where, by expropriation or highway widening or other land acquisition by the City, the Regional Municipality of Peel or the Crown in Right of Ontario or Canada, the yards or building setbacks are reduced to less than the requirements of this by-law, an existing building or structure may be repaired, renovated or altered as long as the setbacks or yards are not further reduced by such repair, renovation or alteration, and as long as all other requirements of this by-law are complied with, notwithstanding anything to the contrary in this by-law.</p>



Municipal Planning Document	Directions
<p>Brampton Human Health and Sciences Cluster Development Strategy, 2017</p>	<p>This document focuses on how the City of Brampton can develop a “cluster” or expanding hub of economic activity, investment, and job created in the human health and life science industries. The immediate trigger for this strategy is the completion of Phase One of the Peel Memorial Centre for Integrated Health and Wellness (PMC). As the City and its various partners and stakeholders begin to consider Phases Two and Three of PMC development, this strategic plan serves to provide a roadmap. Linking Eastern Avenue to Clark Boulevard and planning for new local north-south streets is identified as an initiative which will improve access to the future campus area.</p>

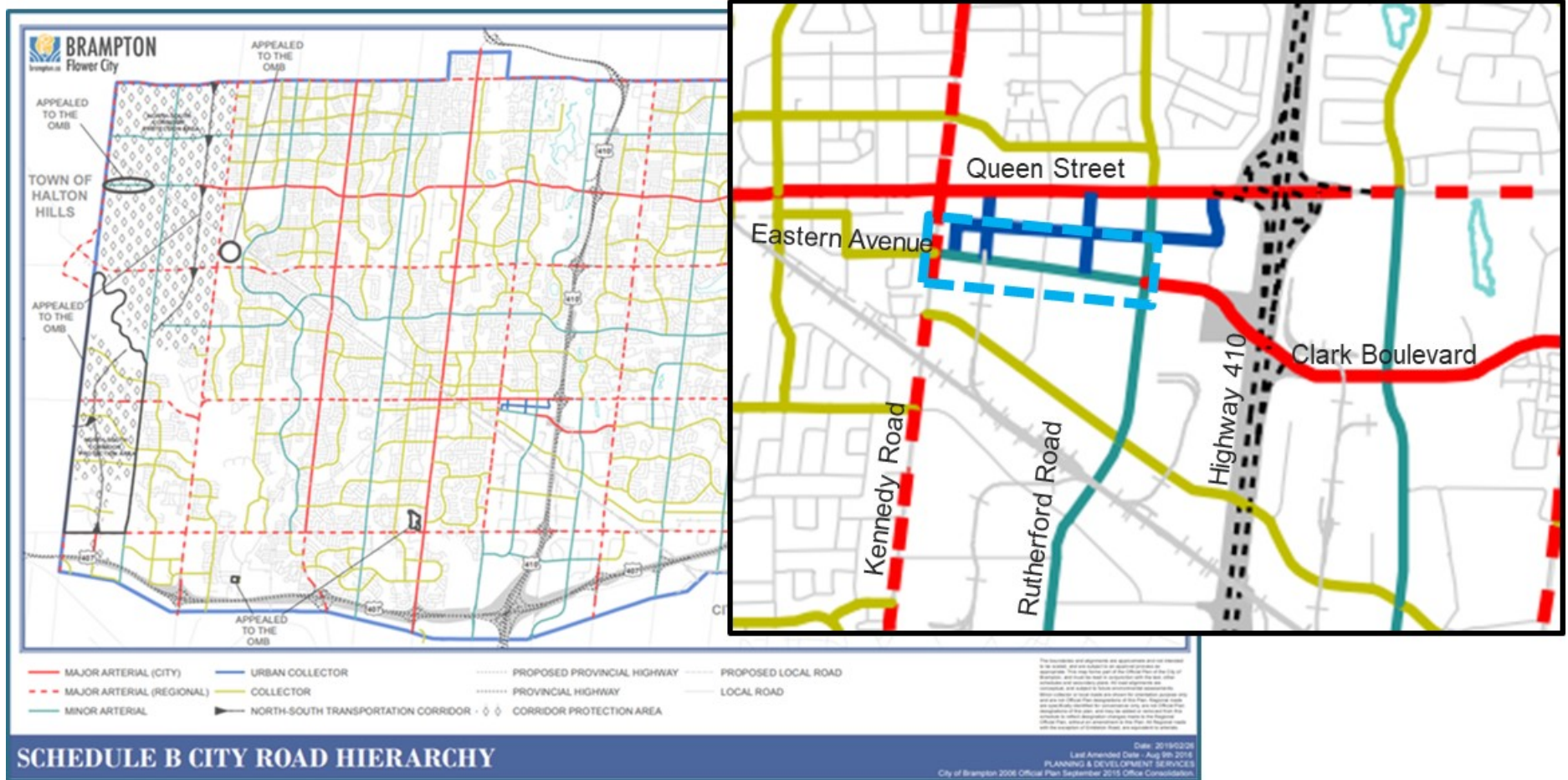


Figure 2-1: City of Brampton Official Plan, 2015 – Schedule B City Road Hierarchy

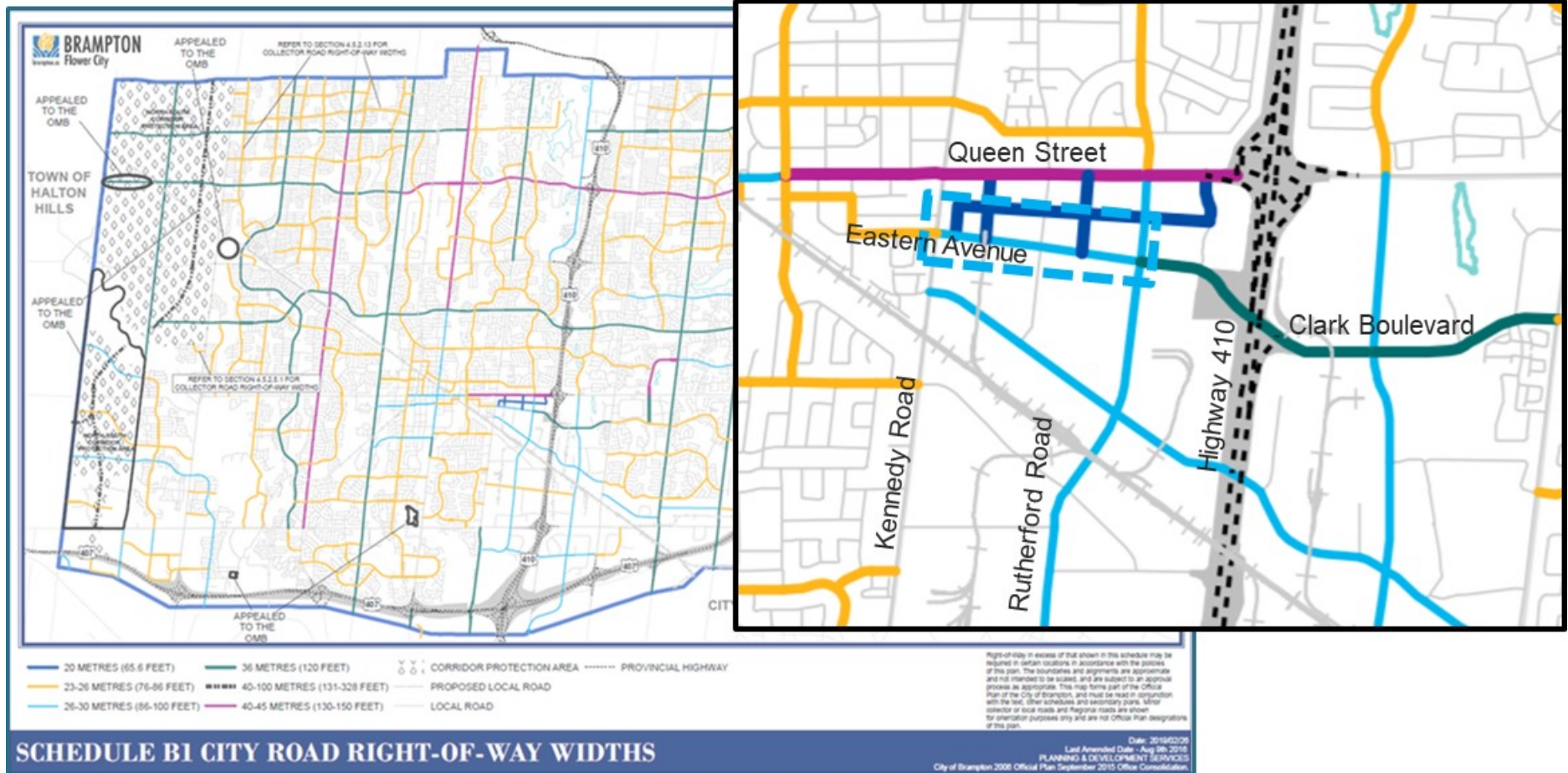


Figure 2-2: City of Brampton Official Plan, 2015 – Schedule B1 City Road Right-of-Way Widths

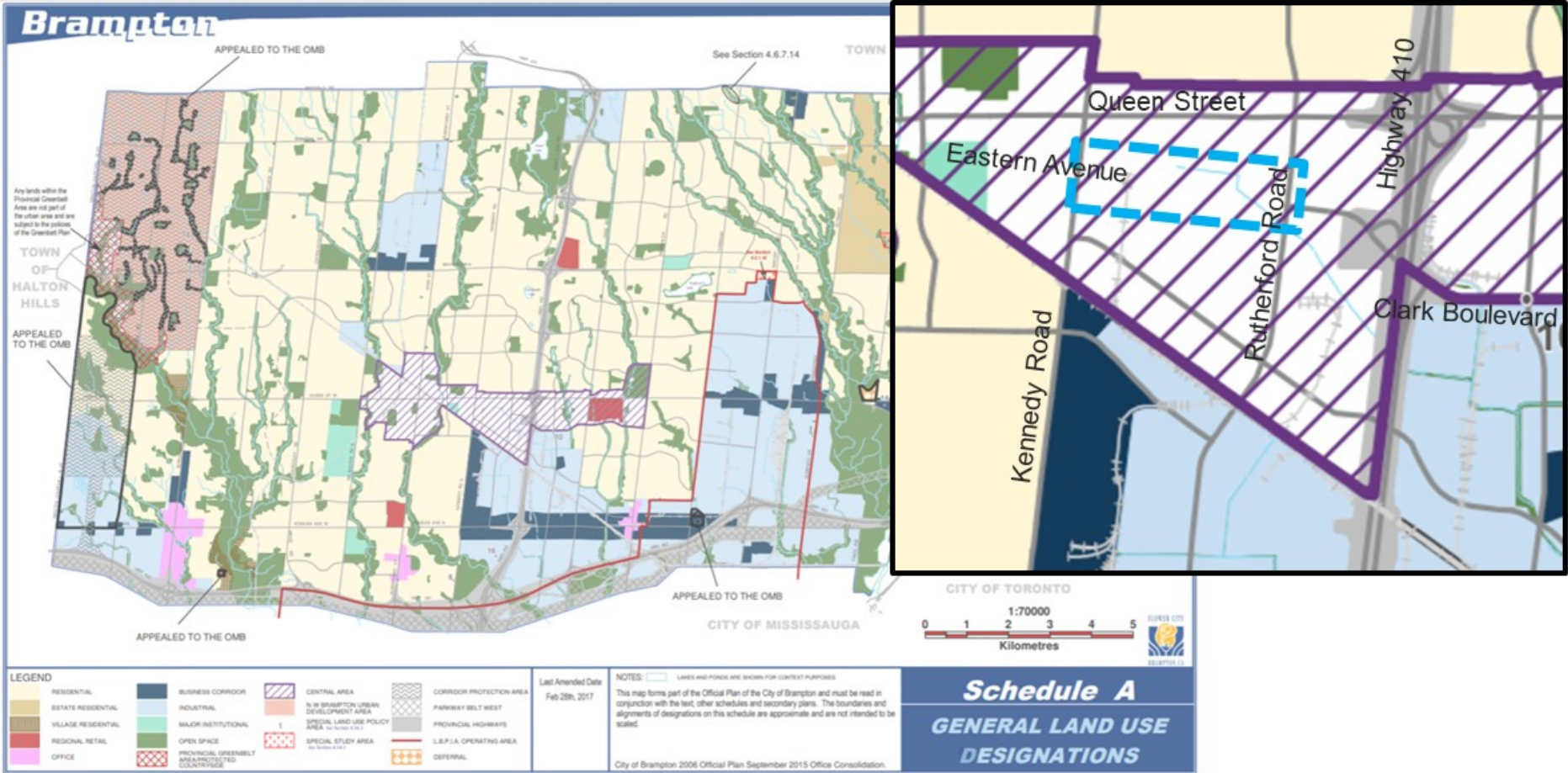


Figure 2-3: City of Brampton Official Plan, 2015 – Schedule A General Land Use Designation

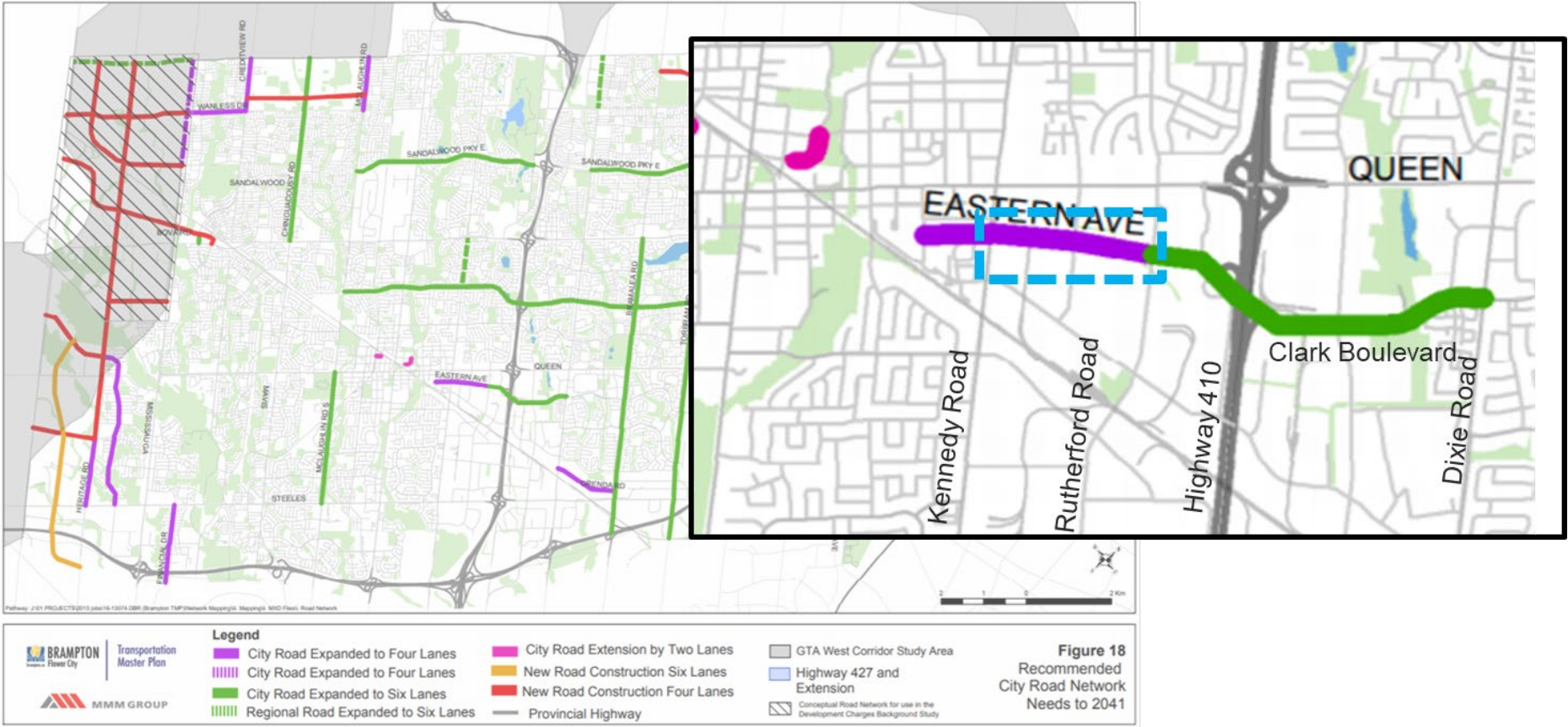


Figure 2-4: City of Brampton Transportation Master Plan, 2015 – 2041 Road Network

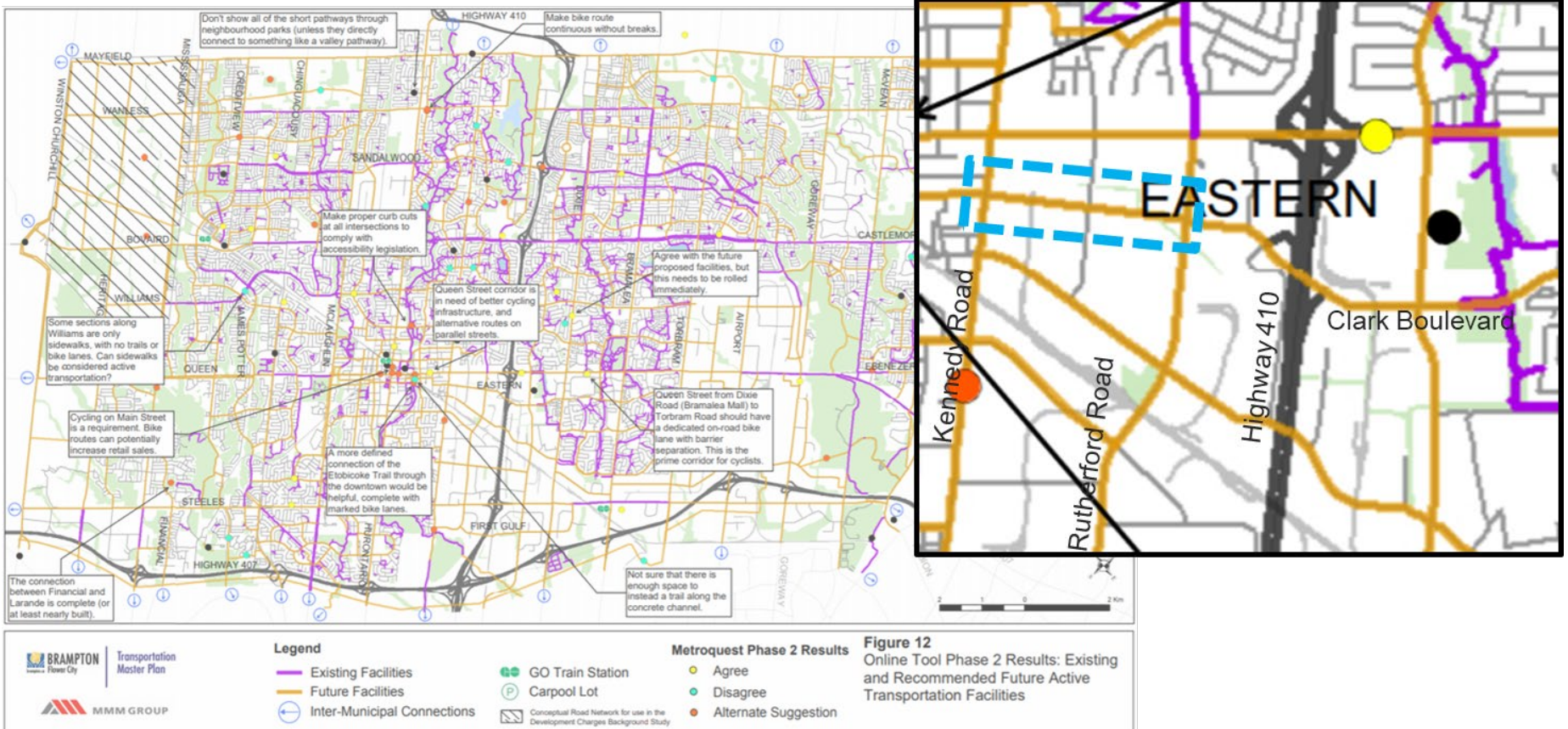


Figure 2-5: City of Brampton Transportation Master Plan, 2015 – Future Active Transportation Facilities

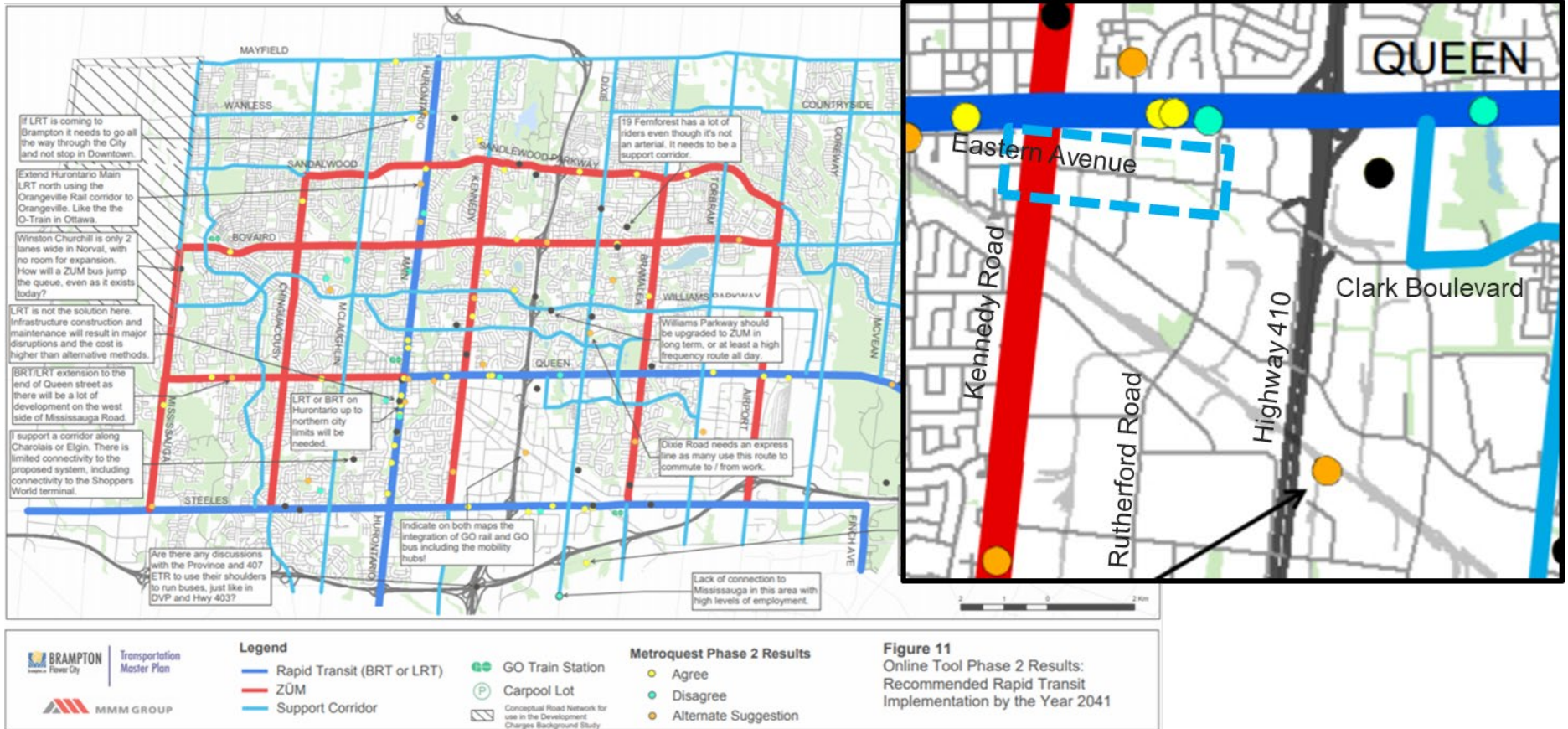


Figure 2-6: City of Brampton Transportation Master Plan, 2015 – 2041 Transit Network

Exhibit 4.16: Proposed Network & Facility Type

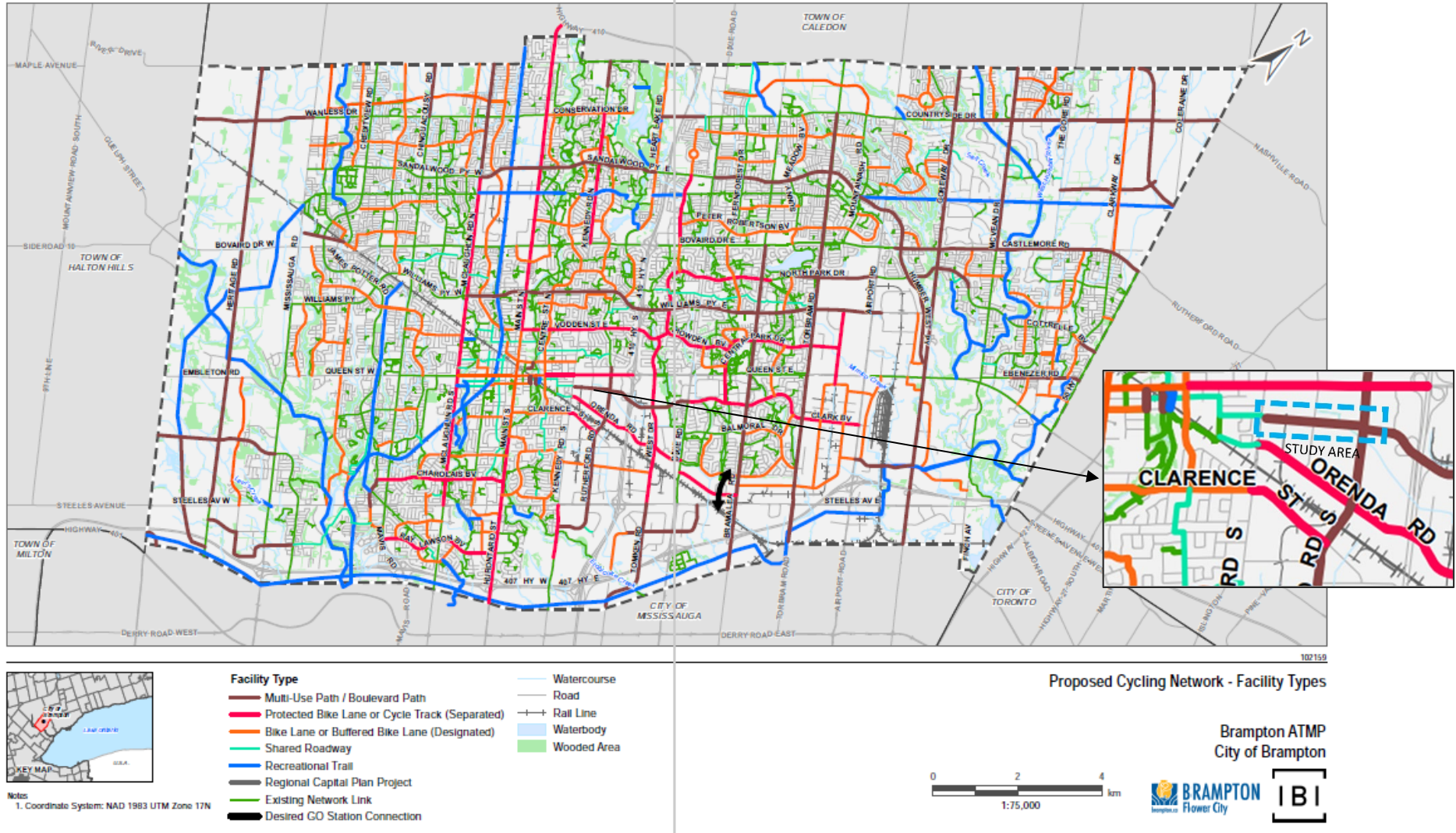


Figure 2-7: City of Brampton Active Transportation Master Plan, 2019 – Proposed Cycling Network

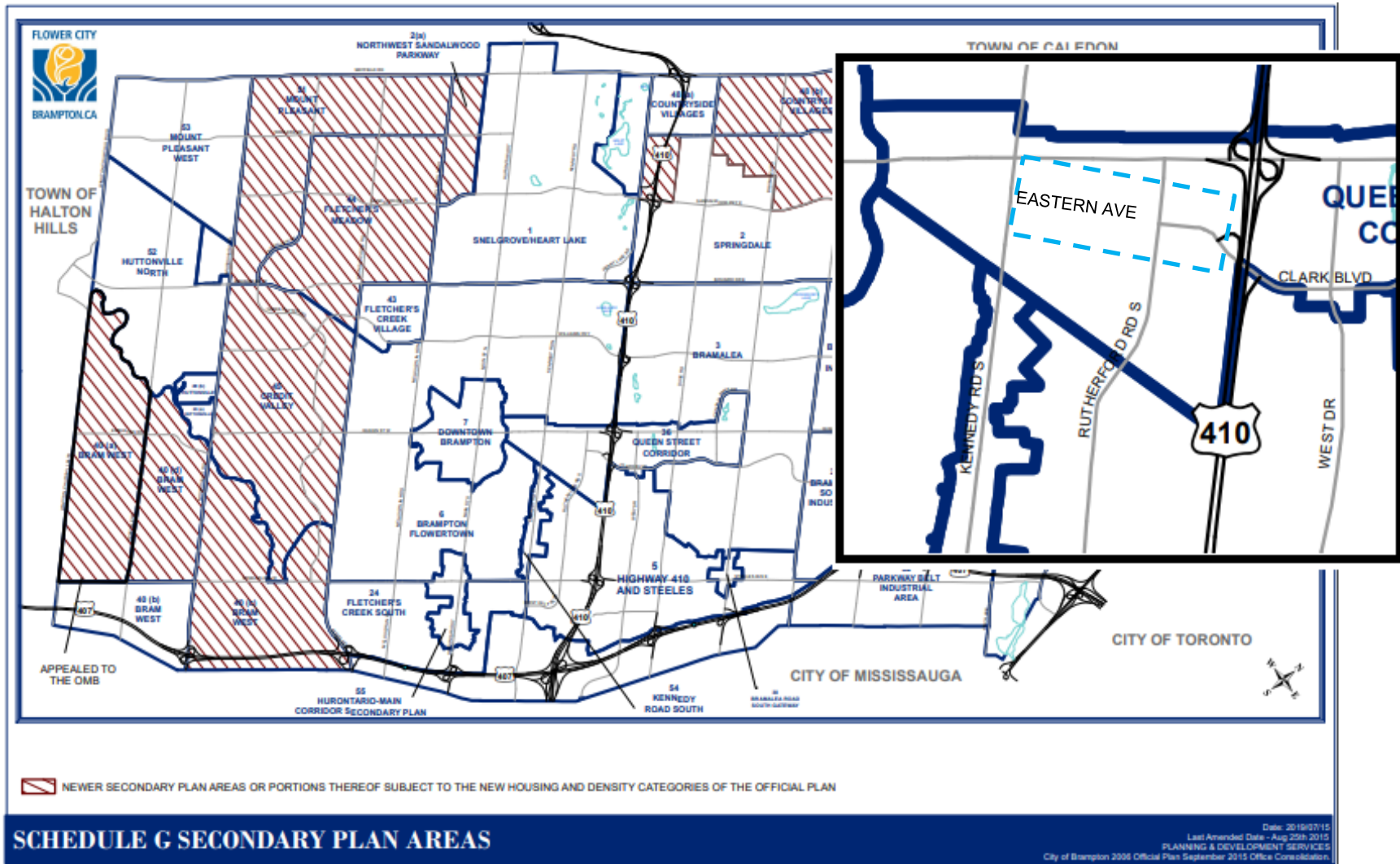


Figure 2-8 City of Brampton Official Plan, 2015 – Schedule G Secondary Plan Areas

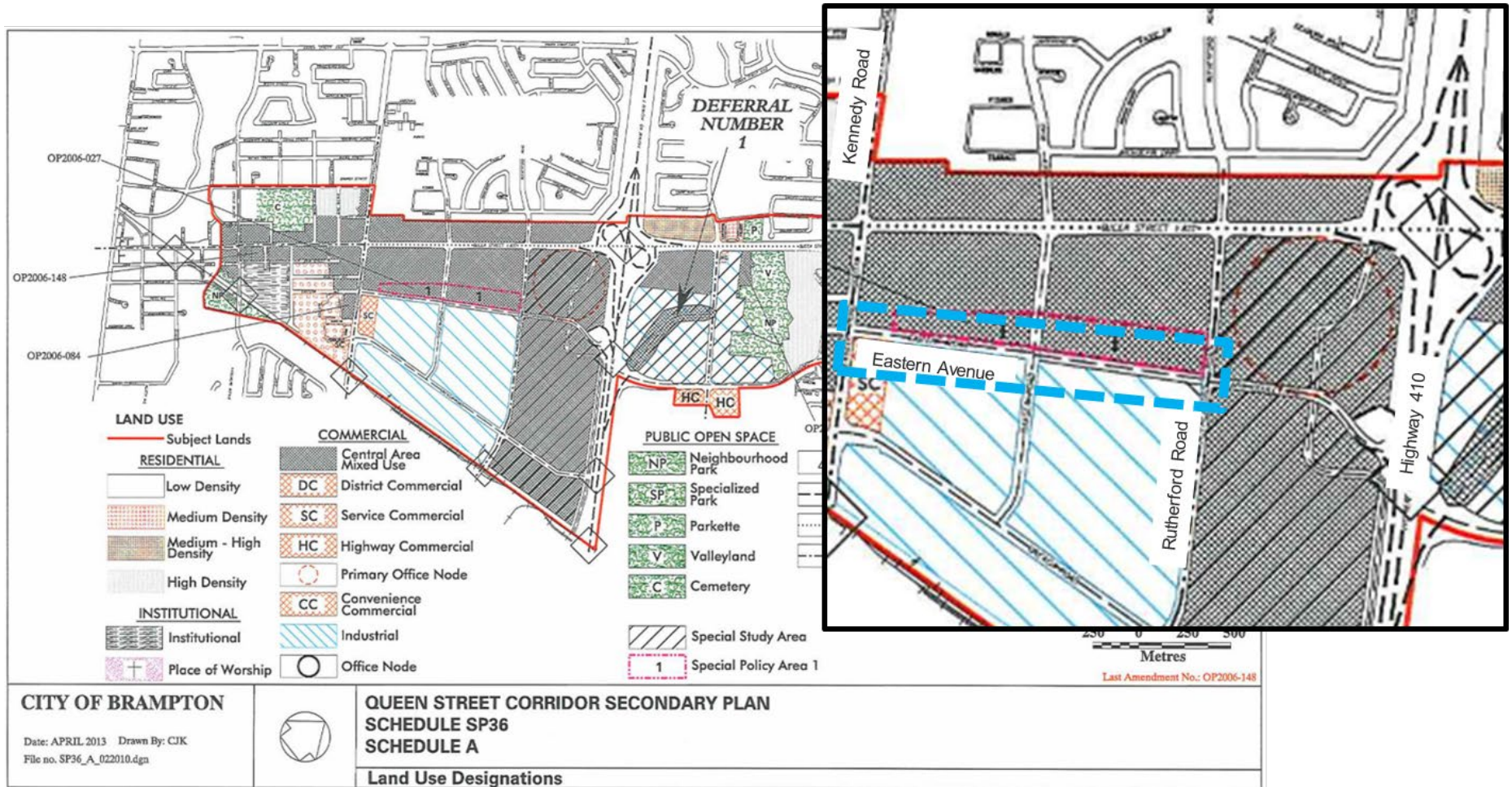


Figure 2-9: Queen Street Corridor Secondary Plan (SP36) and Special Policy Area 1

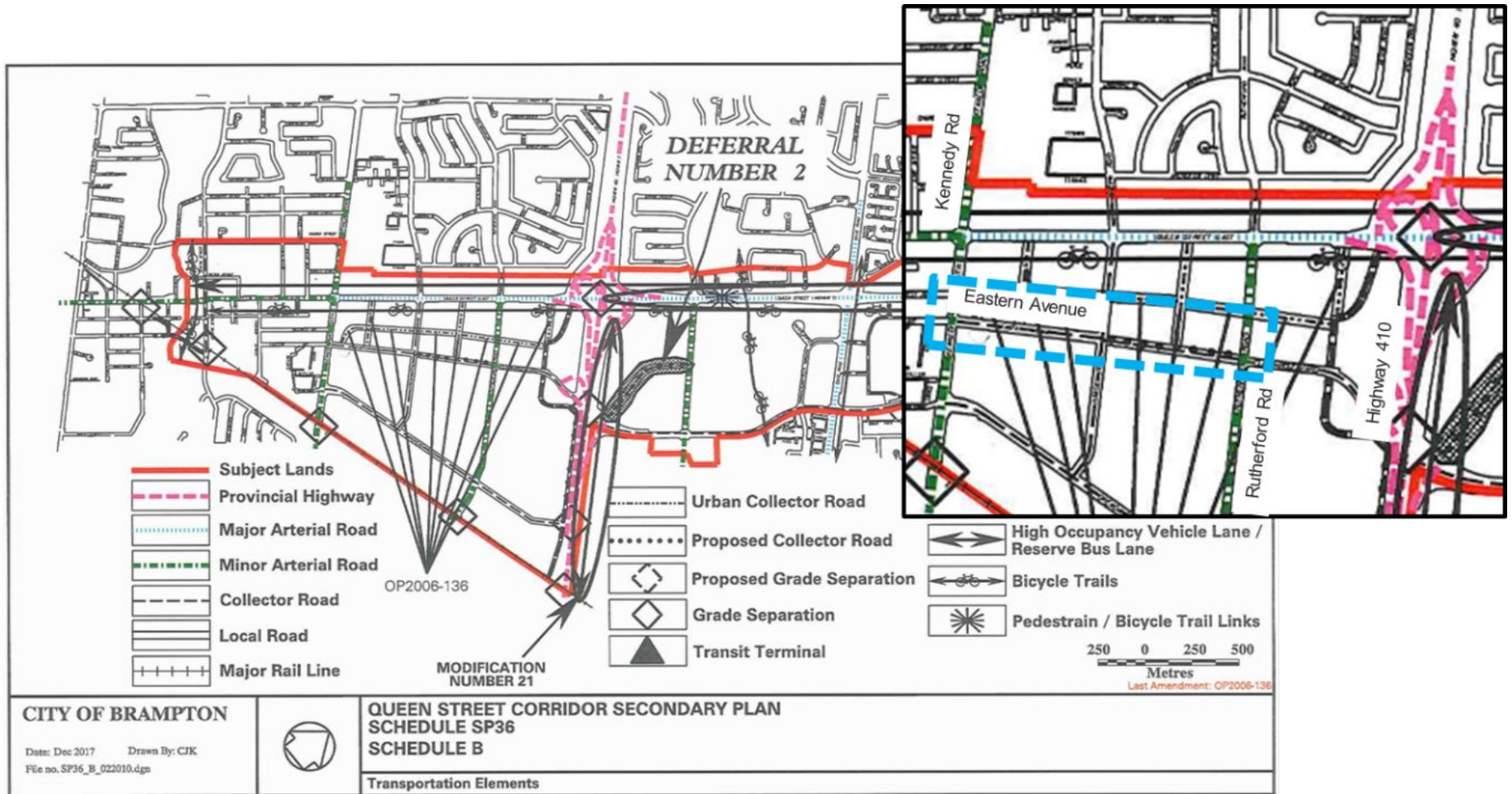


Figure 2-10: Queen Street Corridor Secondary Plan (SP36) and Special Policy Area 1

3 Population and Employment Growth

The City of Brampton’s growth is increasing and expected to continue to grow. As such, the transportation system and other infrastructure must be prepared to accommodate future growth.

According to forecasts documented in the City of Brampton’s Transportation Master Plan, 2015, the City’s population is expected to grow from 523,900 people in 2011 to 899,500 people in 2041. Meanwhile, employment is projected to increase from 182,000 in 2011 to approximately 325,200 in 2041. This results in growth in Brampton of approximately 72% increase in population and 79% increase in employment from 2011 to 2041. The projected population and employment growth is shown in **Figure 3-1**.



Figure 3-1: City of Brampton Population and Employment Growth between 2011 and 2041

4 Existing Land Use Assessment

4.1 Existing Land Use Inventory

Land uses adjacent to the Clark / Eastern EA study corridor are generally industrial, commercial and residential. As discussed in the City’s Queen Street Secondary Plan (see **Figure 2-9**), the study corridor is zoned for mixed-use to the north side of the road, and industrial use to the south side. While the existing condition is largely industrial, its proximity to the Queen Street corridor and potential Major Transit Station Areas may warrant good pedestrian and cyclist service.

There are no institutional areas with direct access of the study corridor. Surrounding facilities include a concrete plant, auto parts shop, collision centre, and dental office. The properties identified in March 2020 that have direct access to Clark Blvd/Eastern Ave are listed below:

Table 4-1 Direct Access on Eastern Ave or Clark Boulevard

Property	Facility Type	Access
Eastern Avenue (Kennedy Road to Rutherford Road), North Side		
Kal Tire	Tire store	Business has an access on Eastern Ave
Textile Rubber & Chemical Canada	Rubber products supplier	Business has an access on Eastern Ave
Ranjha Motors	Car dealer	Business has an access on Eastern Ave and
HomeLife Maple Leaf Realty Ltd. (Part of Eastern Hansen Centre)	Real estate agents	Business has an access on Eastern Ave
Hansen Dental (Part of Eastern Hansen Centre)	Dental Services	Business has an access on Eastern Ave
Eastern Pharmacy (Part of Eastern Hansen Centre)	Pharmacy	Business has an access on Eastern Ave
Eastern Avenue (Kennedy Road to Rutherford Road), South Side		
Devicode Autos	Car dealer	Business has an access on Eastern Ave
JA Towing	Towing service	Business has an access on Eastern Ave
905 Auto Care & Collision Centre	Auto repair shop and maintenance	Business has an access on Eastern Ave
Designed Precision Castings Inc. (“DP Cast”)	Corporate office	Business has an access on Eastern Ave
Phoenix Custom Autobody Inc	Auto repair and maintenance	Business has an access on Eastern Ave
J&A Auto Service	Auto repair and maintenance	Business has an access on Eastern Ave
Clarkson Osborn Tools	Tool Store	Business has an access on Eastern Ave

Property	Facility Type	Access
Pre-Con	Concrete manufacturing plant	Business has one access on Eastern Ave / Hansen Road and two access on Rutherford Road
Active Green + Ross Tire & Automotive Centre	Auto repair and maintenance	Business has an access on Eastern Ave
Bristol Car and Truck Rentals	Car rental	Business has an access on Eastern Ave
New Tech Auto Body Repair Limited	Auto repair and maintenance	Business has an access on Eastern Ave



Figure 4-1 Adjacent Land Use (Kennedy Rd to CN Rail Crossing)



Figure 4-2: Adjacent Land Use (CN Rail Crossing to Hansen Road)



Figure 4-3: Adjacent Land Use (Hansen Road to Rutherford Road)

4.2 At-Grade CN Rail Crossing

The Eastern Avenue rail crossing between Kennedy Road South and Hansen Road South is an unprotected (without warning systems) at-grade-crossing with a CN Railway Industrial Spur Line. The crossing is located at Mile 0.45 of the Industrial Spur, which branches off the North Main track of the CN Halton Subdivision at Mile 14.10. It is currently a low rail volume, low rail frequency Spur Line off the Halton Subdivision serviced by local work trains during non-peak hours. The existing roadway carries 2 lanes of traffic (without a median), gravel shoulders and an existing drainage ditch running beneath the tracks on both north and south boulevards with concrete culverts. North of Eastern Avenue is an existing rail garage where two tracks service the garage and converge into one track just south of Eastern Avenue. The industrial rail track is restricted to a maximum of 10MPH.

The crossing is without warning systems such as gates and signals. There are faded pavement markings east and west of the crossing along with small rail crossing signage, located immediately east and west of the crossing. There is no rail crossing ahead signage nor advanced pavement markings to denote a rail crossing. In 2020 the City recently installed a stop sign at the crossing in accordance with new Transport Canada guidelines. There are no

sidewalks. Hydro poles and illumination are located on the south boulevard. Images of the crossing can be found in **Figure 4-4** through to **Figure 4-7**.



Figure 4-4 Looking West from Eastern Avenue at CN Rail Crossing (Google Earth, March 2020)



Figure 4-5 Looking East from Eastern Avenue at CN Rail Crossing (Google Maps, March 2020)



Figure 4-6 Looking North from Eastern Avenue at CN Rail Crossing (Google Maps, March 2020)



Figure 4-7 Looking South from Eastern Avenue at CN Rail Crossing (Google Maps, March 2020)

4.3 Concrete Plant (35 Rutherford Road S)

The concrete plant site spans from Hansen Road to Rutherford Road where Eastern Avenue is discontinuous at the sites' western limit (Hansen Road) and Clark Boulevard is discontinuous at its eastern limit (Rutherford Road). Within the site are two buildings which house the site offices and manufacturing buildings, two large tower cranes, upper and lower outdoor material storage yards, machinery, and two parking lots (for office and site staff). A watercourse (Tributary to Etobicoke Creek) runs along the northern perimeter of the property. There are three accesses to the yard: One on Hansen Road, and two on Rutherford Road. An image of the property can be found in **Figure 4-8**.

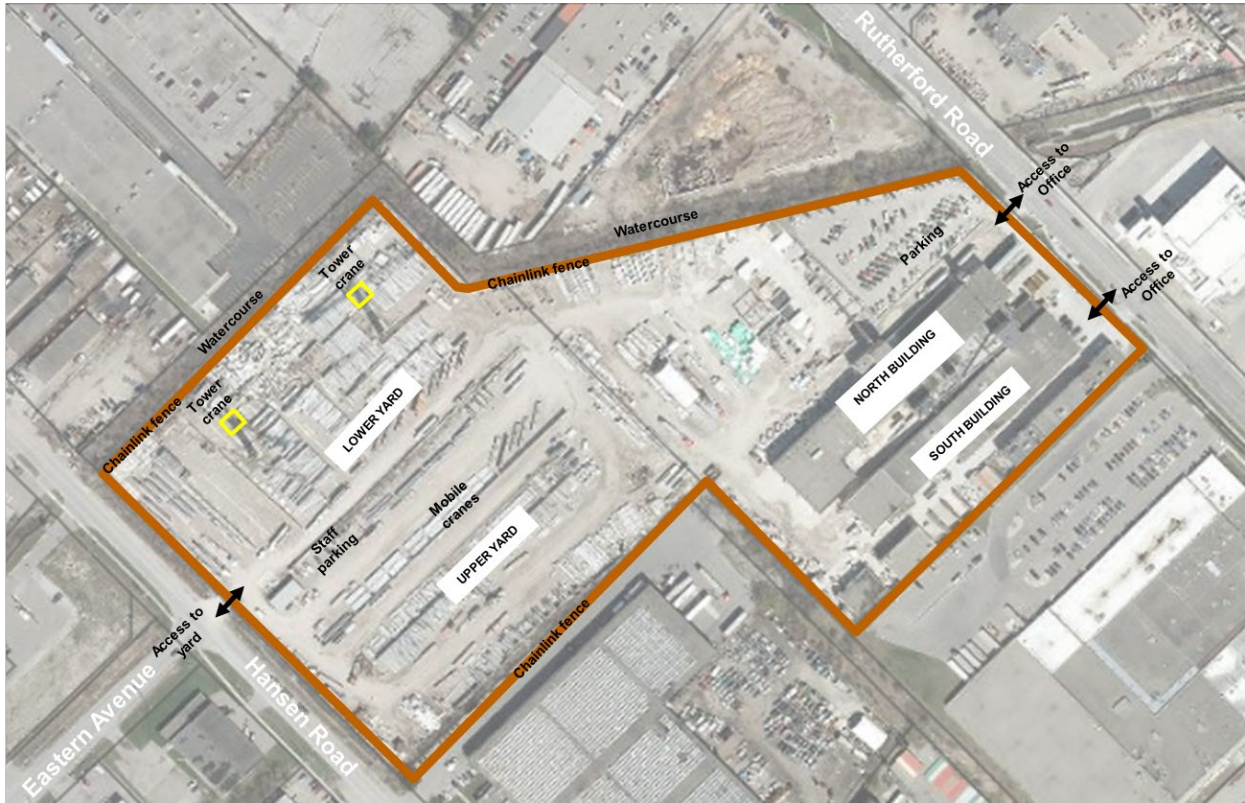


Figure 4-8 Concrete Plant Site (35 Rutherford Road S)

4.4 Tributary to Etobicoke Creek

North of the Concrete Plan at 35 Rutherford Road S, within the section of the study corridor where Eastern Avenue is discontinuous, located east of Hansen Road. The watercourse is referred to as the Tributary to the Etobicoke Creek and is a single engineered drain as shown in **Figure 4-9**. The tributary was straightened and maintained within a constructed valley prior to 1960. Based on the findings of the Natural Heritage Report undertaken for the study, numerous barriers to fish movement are present and aquatic habitat is poor.



Figure 4-9: Tributary to Etobicoke Creek

4.5 Indigenous Lands

The study area is located on the Treaty Lands and Territory of the Mississauga's of the Credit. The Ajetance Purchase (Treaty 19) was signed with the Mississauga's of the Credit in 1818 and includes Brampton and Milton.

5 Future Land Use Assessment

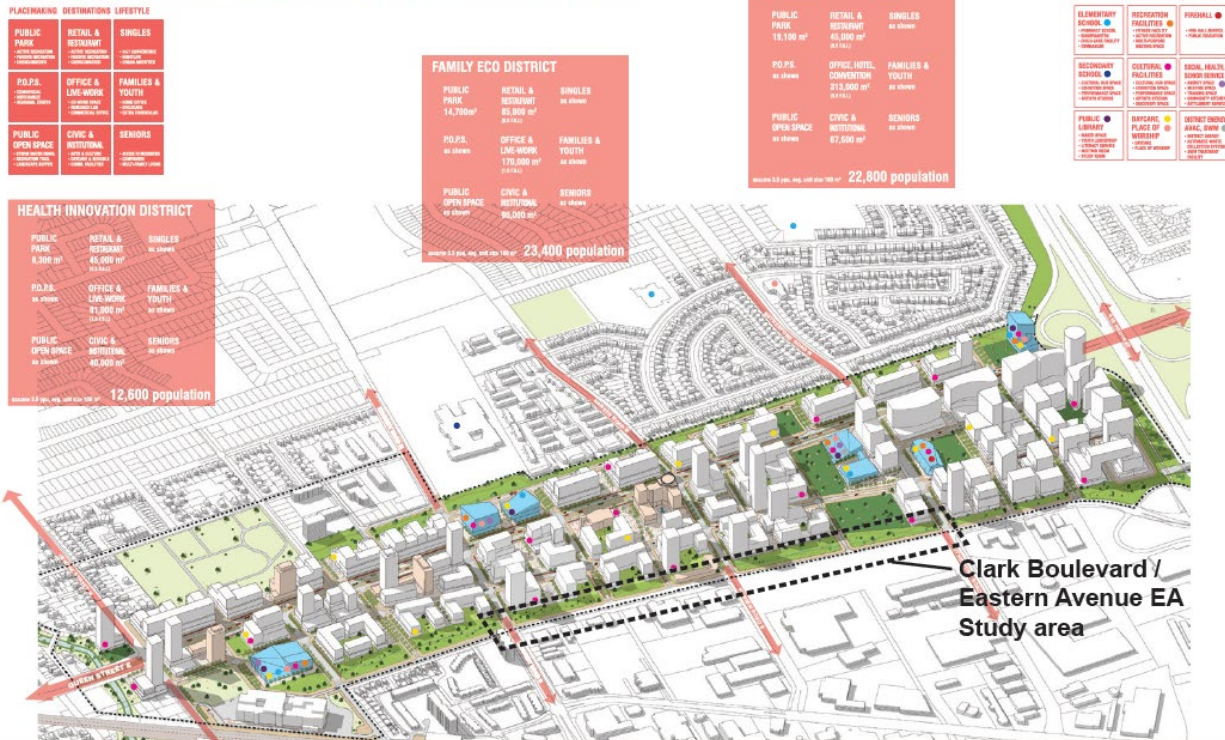
5.1 Future Land Use Designations

As presented Schedule A – Land Use Designations of the City's Official Plan (see **Figure 2-3**) the future land use designation for the study area is "Central Area." The study area also falls within the boundaries of a Special Policy Area where it will become a transition area between industrial land use and mixed land use.

Based on the City's Queen Street Secondary Plan 36 (see **Figure 2-9**), the corridor is served as a dividing line between lands designated as Central Area Mixed Use to the North and Industrial to the South. In addition, there are opportunities for development and intensification of the employment lands, including Peel Memorial Centre for Integrated Health and Wellness and Bramalea City Centre.

In addition, the City of Brampton Council endorsed the “Preliminary Queen Street East Precinct Plan” in January 2020, as shown in **Figure 5-1**, as framework to advance public and private investments in the area. The plan includes 60,000 residential and 83,000 employment targets in a vibrant, urban, and mixed-use community; enhanced pedestrian and cyclist movement that embraces human-scaled streets, and wide pedestrian sidewalks and connections that integrate with an urban greenway.

9-BOX COMPLETE COMMUNITY FRAMEWORK



City Council Endorsed Preliminary Queen Street East Precinct Plan
 Endorsed by City Council on Jan 13, 2020

Figure 5-1: Queen Street East Precinct Plan

5.2 Fire Hall

At the time of writing of this report the City of Brampton is investigating the potential for a new fire hall with direct access to Rutherford Road and potential for direct access to the new Clark Boulevard Extension. The site configuration and layout is currently under study.

6 Conclusion

The Clark Boulevard / Eastern Avenue EA study area spans approximately 900m, bounded by Rutherford Road to the east and Kennedy Road to the west in the City of Brampton. The study area is zoned for commercial and industrial use, and is currently home to many businesses related to the auto industry. A concrete plant currently occupies a significant portion of the study area, between Eastern Ave and Clark Blvd.

With the population of Brampton expected to increase by 72% by 2041, and employment to rise by 79%, there will be significant socio-economic growth in the City. Intensification is expected at the east end of the study area in the form of Bramalea New Town, and the completion of Phase One of the Peel Memorial Centre for Integrated Health and Wellness (PMC) to expand economic opportunities in the life sciences industry. Linking Eastern Avenue to Clark Boulevard will improve access to future developments, and better connect the rest of the city to existing businesses within the study area.