

# Appendix E

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## Socio-Economic

March 18, 2021

Prepared for



**BRAMPTON**  
Flower City

Prepared by



**IBI GROUP**



Final Draft Report

Brampton Transit Bus Maintenance and Storage Facility  
**Socio-Economic Environment Assessment**

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Prepared for the City of Brampton  
by IBI Group

February 17, 2021

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## List of Acronyms

<b>CP</b>	- Canadian Pacific (railway)
<b>DA</b>	- Dissemination Area
<b>EA</b>	- Environmental Assessment
<b>EIS</b>	- Environmental Impact Assessment
<b>EPR</b>	- Environmental Project Report
<b>GFA</b>	- Gross Floor Area
<b>GGH</b>	- Greater Golden Horseshoe
<b>GTA</b>	- Greater Toronto Area
<b>HA</b>	- Hectares
<b>KM</b>	- Kilometres
<b>LID</b>	- Low Impact Development
<b>LPAT</b>	- Local Planning Appeal Tribunal
<b>MCR</b>	- Municipal Comprehensive Review
<b>MNRF</b>	- Ministry of Natural Resources and Forestry
<b>MTO</b>	- Ministry of Transportation
<b>OMB</b>	- Ontario Municipal Board
<b>OP</b>	- Official Plan
<b>OPA</b>	- Official Plan Amendment
<b>PPS</b>	- Provincial Policy Statement
<b>PSEZ</b>	- Provincially Significant Employment Zone
<b>RFP</b>	- Request for Proposal
<b>ROP</b>	- Regional Official Plan
<b>ROPA</b>	- Regional Official Plan Amendment
<b>RR</b>	- Regional Road
<b>SP</b>	- Secondary Plan
<b>SPA</b>	- Site Plan Approval
<b>Sq. F.</b>	- Square Feet
<b>Sq. M.</b>	- Square Metres
<b>SBE</b>	- Single Bus Equivalents
<b>SWM</b>	- Stormwater Management
<b>TMP</b>	- Transportation Master Plan
<b>TOD</b>	- Transit Oriented Development
<b>ZBL</b>	- Zoning By-Law

# Executive Summary

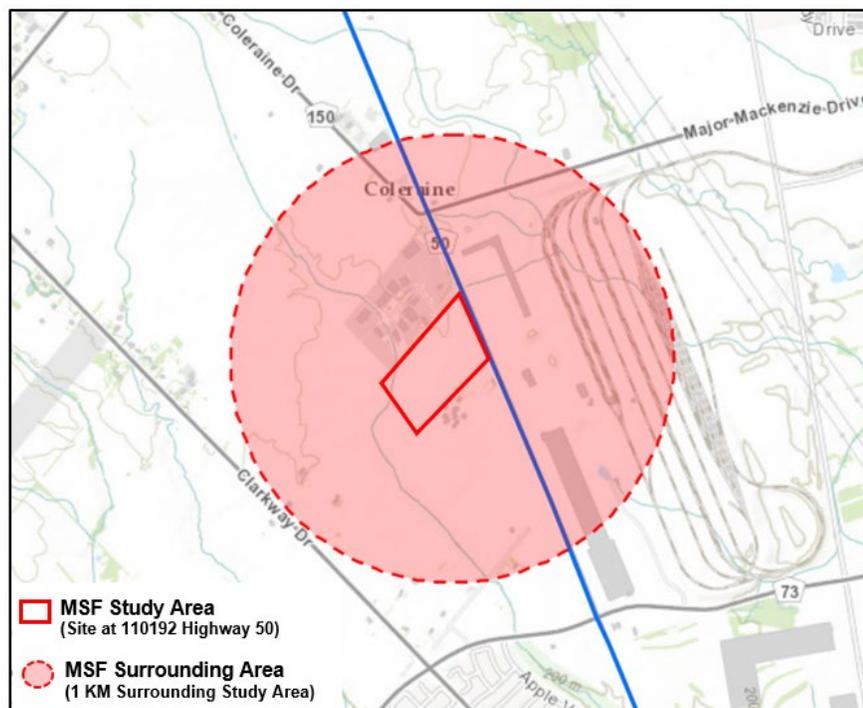
The City of Brampton (“the City”) is the third largest city in the Greater Toronto Area (GTA) and it is one of the fastest growing and most diverse municipalities in Canada. Brampton Transit currently operates a 450-vehicle fleet (490 standard bus equivalents) out of two bus maintenance and storage facilities. Expanding transit services is fundamental for keeping pace with population and employment growth, meeting the public’s requirements and expectations for transit service and supporting the municipality’s vision for a more sustainable future. The requirement for a third bus maintenance and storage facility and growth fleet with 129 new buses was identified through the City of Brampton’s 2015 Transportation Master Plan (TMP).

A 16.6 hectare (ha) municipally-owned property (“the site”) located in northeast Brampton has been identified for the new bus maintenance storage facility (MSF) and a preferred design has been selected. The site is comprised of 10192 Highway 50 and a portion of 10192A Highway 50. The facility will be constructed in two phases. Upon full-build out, the MSF will have a 71,200 square metre (sq. m.) single storey structure that will be able to store 438 single bus equivalents (SBEs), a maintenance shop, bus service lanes, administrative office space and a 680-vehicle parking structure. It will operate 24 hours a day, seven days a week.

## Purpose and Scope of Socio-Economic Environment Report

IBI Group was retained by the City of Brampton to complete an Environmental Assessment (EA) study in accordance with Ontario’s Transit Project Assessment Process (TPAP) for a new Bus Maintenance and Storage Facility (MSF). This Socio-Economic Environment Assessment was prepared as a supporting document to the EA. A range of secondary source data and materials were utilized to evaluate existing land use, built form, population and employment conditions and to identify potential impacts which may result from the construction and operation of the MSF and mitigations measures. The Socio-Economic Environment Assessment considered the proposed MSF site (the “Study Area”) and the surrounding one-kilometre (km) area (see Figure A). The larger municipal and regional context was also considered.

Figure A. MSF Study Area (“the Site”) and Surrounding Area



### **Existing Socio-Economic and Environmental Conditions**

The 16.6-hectare (ha) MSF Study Area is located in northeast Brampton near the western border of the City of Vaughan. The lands have historically been used for agricultural purposes and they are part of the traditional territory of the Mississaugas of the Credit, Anishinabek, Huron-Wendat, Haudenosaunee, Ojibway-Chippewa and Métis People. This territory is covered by the Upper Canada Treaties, specifically Treaty 19 and Treaty 13A.

A portion of the Study Area lands are currently occupied by a satellite Public Works yard. West Rainbow Creek, a tributary of the Humber River, traverses the west limits of the Study Area. Given the disturbed nature of the Study Area, natural heritage features are generally considered marginal quality and protected or rare plant species were recorded through the Environmental Impact Assessment (EIS).

The surrounding lands contain a mix of rural and agricultural uses, natural open space and low-rise industrial uses, including a large Canadian Pacific (CP) Intermodal Terminal. With the exception of a few single detached houses associated with either active or historic farmsteads, there are no other sensitive land uses within one km of the site (e.g. hospitals, schools, long term care homes, retirement homes and day cares). There are no community amenities or parks within one km of the site and no sidewalks or bicycle paths on Highway 50 or Cadetta Road.

Given the MSF Site's location within a historically rural area of the City that is primarily designated for industrial uses, few people live within proximity to the Study Area or the surrounding area. The site is located within Dissemination Area (DA) 35211648 and at the time of the 2016 Census this 1.37 ha area was home to only 478 people residing within 162 private dwellings. Lands to the east of the site, within the City of Vaughan fall within DA Area 35191271. At the time of the 2016 Census this 2.57 ha area was home to 1,012 within 286 private dwellings.

While the Study Area and most of the surrounding lands are largely undeveloped at this time, with the following current designations they are intended to develop with industrial uses:

- 'Greenfield Area' and 'Provincially Significant Employment Zone (PSEZ)' by the Growth Plan for the Greater Golden Horseshoe;
- 'Urban System' by the Region of Peel Official Plan;
- 'Industrial' and some small areas of 'Valleyland/Watercourse', located within a 'Special Study Area' and 'Corridor Protection Area' by the City of Brampton Official Plan; and
- 'Logistic/Warehouse/Transportation' by the Highway 427 Industrial Secondary Plan (SPA 47).

There appears to be four active development applications within one km of the Study Area, all of which are for industrial / transportation-related uses.

### **Impact Assessment, Mitigation and Monitoring**

The construction and ongoing operation of the MSF will result in a number of impacts to existing socio-economic conditions, but as summarized below, the majority of impacts will be minor or positive.

The development of the MSF will result in changes to the existing agricultural land use and natural open space on the property, both during construction and permanently with the final development and operation of the facility. The change in land use, along with the transition of the rural naturalized landscape to a more urban industrial environment, is consistent with prevailing policies and planning objectives. Minimal impact is expected to surrounding lands during construction and operations (e.g. noise, vibration, dust, light and traffic). The only sensitive uses within proximity to the Study Area are the few single residential dwellings associated with either

active or historic farmsteads. The closest residential dwelling is located approximately 70 metres south of the proposed outdoor bus exiting lane and staging area for the MSF. The construction and operation of the MSF should not interfere with current local agricultural operations or negatively impact existing industrial operations and future industrial development.

The construction and operation of the MSF is expected to have minimal negative impact on the existing and/or future local population given there are few people residing within proximity to the proposed facility (i.e. three residential dwellings exist within approximately one km of the Study Area) and since planning policies restrict new residential uses from being developed within employment or industrial areas. The MSF and growth fleet will result in increased levels of transit which will benefit the broader municipal and regional population by allowing for increased access to transit, more mobility mode choice, transportation cost savings and improved air quality.

Both the construction and ongoing operations of the MSF will create new jobs (direct and indirect) and increased local spending. The construction and operation of the MSF should have negligible impacts on the estimated 20 businesses located within approximately one km of the Study Area, and the project may help stimulate further economic development and growth within the planned industrial node and beyond.

In terms of mitigation and monitoring, the following measures are recommended to prevent or minimize any negative impacts:

- A development plan which protects for key cultural and natural heritage features;
- Construction Management Plan;
- Communication Plan that allows for continual information exchanges and opportunities for meaningful involvement will help reduce any potential negative impacts on local residents and businesses; and
- Operations of the MSF will be carried out in accordance with applicable regulation, standards and best practices.

# 1 Introduction

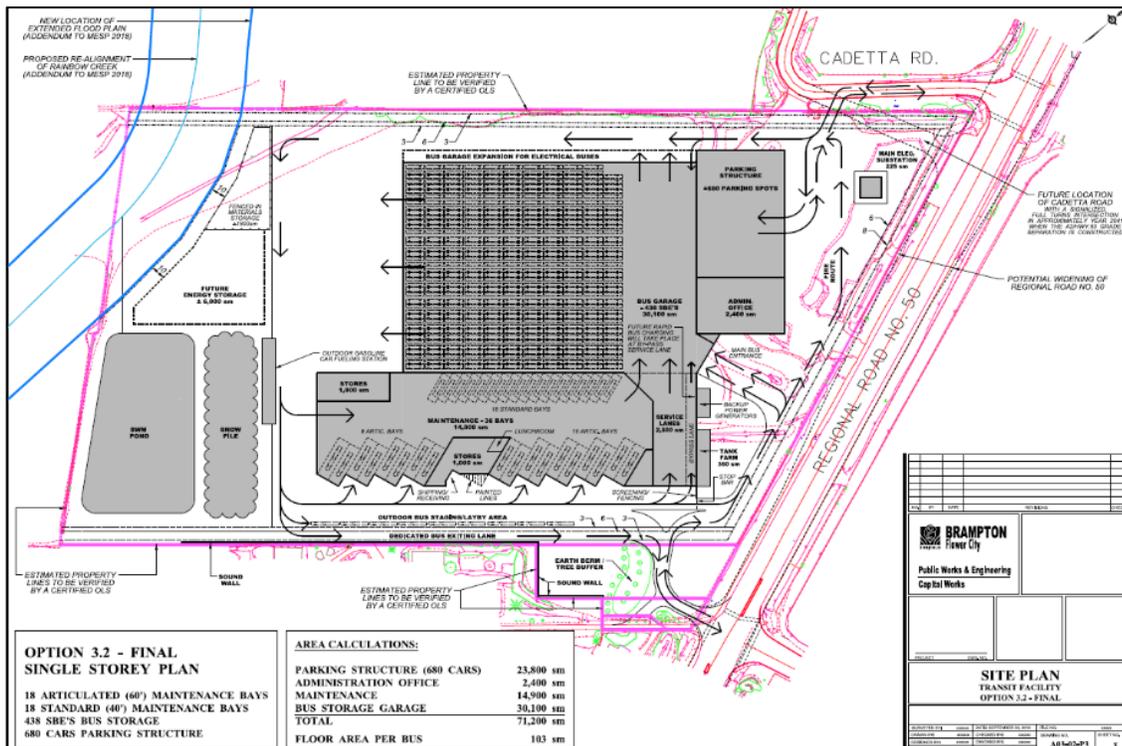
The City of Brampton (“the City”) is the third largest city in the Greater Toronto Area (GTA) and it is one of the fastest growing and most diverse municipalities in Canada. Brampton Transit currently operates a 450-vehicle fleet (490 standard bus equivalents) out of two maintenance and storage facilities. Expanding transit service is fundamental for keeping pace with population and employment growth, meeting the public’s needs and expectations for transit and supporting the City’s vision for a more sustainable future. The requirement for a third bus maintenance and storage facility and growth fleet with 129 new buses was identified through the City’s 2015 Transportation Master Plan (TPM).

IBI Group was retained by the City to complete an Environmental Assessment (EA) study in accordance with Ontario’s Transit Project Assessment Process (TPAP) for the proposed new Bus Maintenance and Storage Facility (MSF). This Socio-Economic Environment Assessment was prepared as a supporting document to the EA for the proposed MSF.

## 1.1 Proposed Bus Maintenance and Storage Facility

The proposed MSF is to be located in northeast Brampton on a 16.6 hectare (ha) property comprised of 10192 Highway 50, which is currently owned by the City, and a portion of 10192A Highway 50 that is to be acquired by the City. The MSF facility will be constructed in two phases. At full-build out, a 71,200 square metre (sq. m.) one-storey building will house a bus garage with capacity for 438 buses, a 36-bay maintenance shop, office space and a 680-vehicle parking structure. The facility will also include an outdoor bus storage layby area, an electrical substation, a stormwater management (SWM) pond, a snow pile area and a future energy storage area (see Figure 1). The MSF will operate 24 hours a day, seven days a week.

Figure 1. Preferred MSF Site Design Plan (Full Build Out)



## 1.2 Purpose of the Socio-Economic Environment Assessment

The purpose of the Socio-Economic Environment Assessment is to determine how the construction and operation of the MSF may impact land use, built form, aesthetics, natural heritage and cultural features, population, employment and overall community cohesion and to recommend mitigation and monitoring measures where necessary.

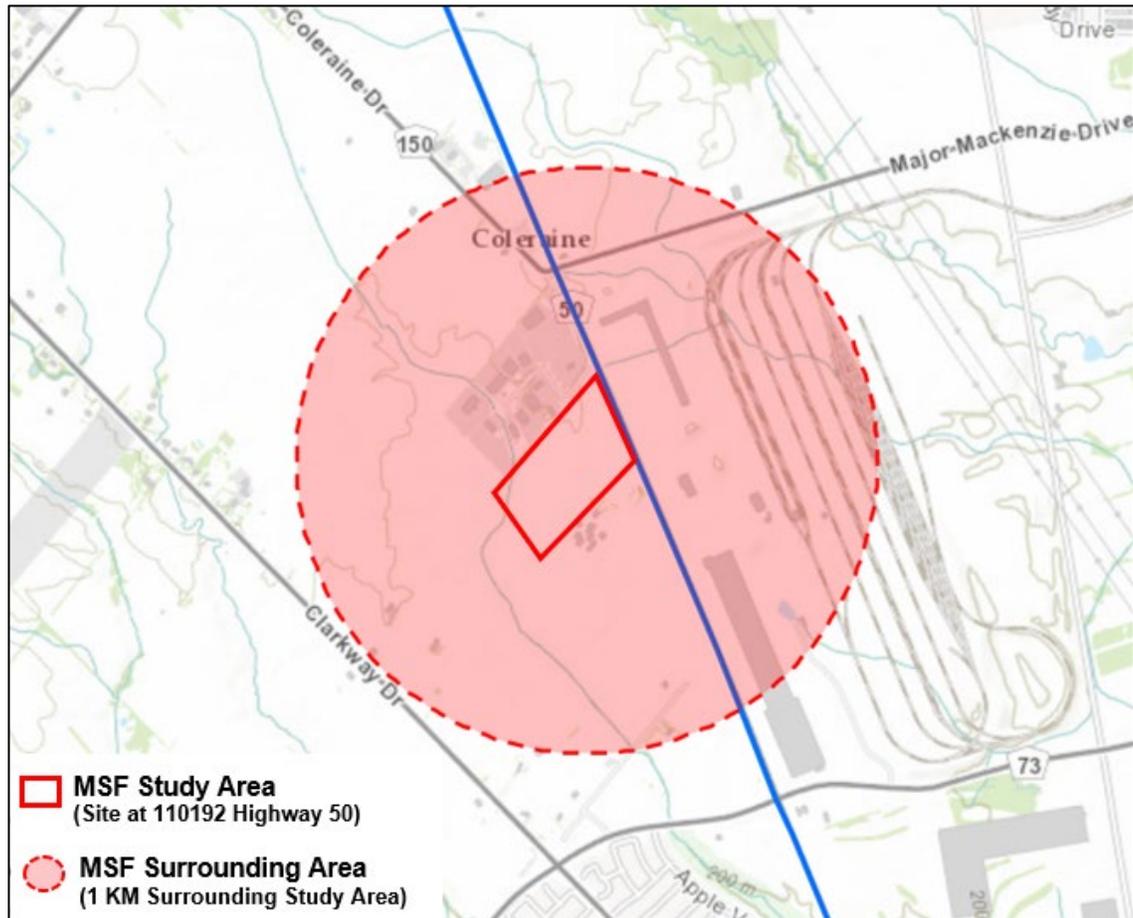
As per the Scope of Work Terms of Reference outlined in the City's Request for Proposal Call No. RFP 2019-025 for the MSF, the Socio-Economic Environment Assessment is to include the following tasks and considerations:

- Research Indigenous use of land and resources for traditional purposes including previous claims and treaties encompassing the site;
- Review previous studies, existing legislative documents, provincial, regional, and municipal standards, By-laws, Official Plans, Secondary Plans, and other related documents including recommendations;
- Vegetation and vegetation communities;
- Recommend the mitigating measures to be used during and after construction to avoid or minimize negative environmental impacts;
- Describe monitoring requirements during and after construction to ensure that the project is built and operated in accordance with the approved design and that environmental impacts are as predicted;
- Existing and future land uses, urban built form and streetscape adjacent to the MSF Site and the larger surrounding area;
- Future land development and road links;
- Impacts on agriculture;
- Emergency access;
- Property requirement impacts;
- Aesthetics;
- Impacts of heavy truck traffic;
- Quality of life (health and safety);
- Travel time;
- Community cohesiveness; and
- Construction impacts.

## 1.3 Methodology

The Socio-Economic Environment Assessment focused on the proposed MSF site, which the EA identifies as the "Study Area", and a one kilometre (km) area surrounding the Study Area (see Figure 2). The larger municipal and regional context was also considered when assessing certain effects.

Figure 2. MSF Study Area (Site) and Surrounding Area



Source: IBI Group based on City of Brampton Interactive Mapping <https://maps1.brampton.ca/mybrampton/#>

A range of secondary source data and materials and primary research and analysis were utilized to establish existing conditions within the Study Area and the surrounding area. The existing conditions assessment considered:

- Prevailing provincial, regional and municipal planning policies and regulations and other relevant studies and guidelines;
- Land use mix;
- Built form and public realm conditions;
- Natural heritage, cultural heritage, archaeology and transportation conditions;
- Active development applications;
- Historic, existing and forecasted population and employment; and
- Community function and cohesion.

The information collected through the existing condition review, along with details on the preferred facility design and operations and findings from supporting technical studies undertaken for the EA, was used to establish a set of criteria to:

1. Assess potential impacts of the construction and ongoing operations of the MSF;
2. Identify potential mitigation measures; and
3. Recommend monitoring measures.

## 1.4 Report Structure

The remainder of this report is structured as follows:

- Section 2 provides an overview of the prevailing provincial, regional and municipal policies and regulations that guide land use and development within the Study Area and the surrounding area;
- Section 3 describes the existing socio-economic and environmental conditions within the Study Area, the surrounding area and broader municipal and regional context;
- Section 4 details the anticipated impacts of the construction and ongoing operations of the MSF on the Study Area and the surrounding area and recommends mitigation and monitoring measures; and
- Section 5 provides a conclusion on the overall findings of the Socio-Economic Environment Assessment.

## 2 Prevailing Policy and Regulatory Context

The following provides an overview of the prevailing provincial, regional and municipal policies and regulations governing land use and development in the Study Area (“the site”) and the surrounding area:

- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (2019, 2020) - designates the Study Area as ‘Greenfield Area’ and ‘Provincially Significant Employment Zone’;
- Region of Peel Official Plan (2018 Consolidation) - designates the Study Area as ‘Urban Area’;
- City of Brampton Official Plan (2006) - designates the Study Area as Industrial:
  - Highway 427 Industrial Secondary Plan (SPA 47) - designates the Study Area as ‘Logistic/Warehouse/Transportation’; and
- City of Brampton Zoning By-law 270-2004 - zones the Study Area as ‘Agricultural’.

While the Study Area is located in Peel Region, within the City of Brampton, the lands immediately east fall within York Region and the City of Vaughan. This Socio-Economic Environment Assessment considered a one km area surrounding the Study Area and as such the policy and regulatory review included the Official Plans and Zoning By-laws of both regional municipalities and both local municipalities.

As detailed below, the proposed MSF facility conforms with and supports provincial, regional and local municipal policies and objectives pertaining to land use, transportation, economic development, the natural environment and cultural resources.

### 2.1 Provincial

#### 2.1.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 was issued under Section 3 of the *Planning Act* and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The policies of the PPS address building strong healthy communities; the wise use and management of resources; and protecting public health and safety. All decisions related to land use planning matters are required to be consistent with the PPS.

The following policies are particularly relevant to the proposed MSF and sections 3 and 4 of this report further illustrate how the proposed facility conforms with and supports the PPS.

#### Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- c) Land use development must avoid development and land use patterns which may cause environmental or public health and safety concerns.

e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

#### Land Use Compatibility

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

#### Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

e) ensuring the necessary infrastructure is provided to support current and projected needs.

1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

1.3.2.3 Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

#### Infrastructure and Public Service Facilities

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and

b) available to meet current and projected needs.

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and

b) opportunities for adaptive re-use should be considered, wherever feasible.

#### Transportation Systems

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

#### Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;

#### Natural Heritage

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

#### Cultural Heritage and Archaeology

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

### **2.1.2 Growth Plan for the Greater Golden Horseshoe**

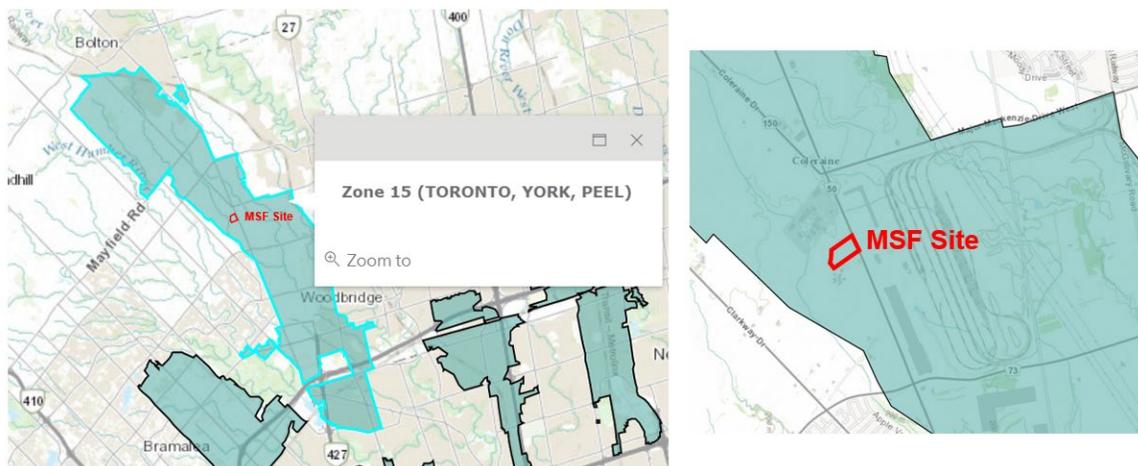
The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides a strategic, long-range growth management framework for the Greater Golden Horseshoe (GGH) Region. The major goal of the Growth Plan is to support Ontario’s vision of building stronger, prosperous communities. The guiding principles of the Growth Plan are focused on achieving complete communities, stimulating economic growth, prioritizing intensification and higher densities to optimize infrastructure investments, and mitigating the adverse impacts of climate change.

The current Growth Plan came into effect on May 16, 2019. Section 3(5) of the *Planning Act* requires that all decisions regarding planning matters shall conform to the Growth Plan. In August 2020, the province approved Amendment 1 to the Growth Plan and released an office consolidation incorporating these changes that came into effect on August 28, 2020.

The subject site is designated ‘Greenfield Area’ by Schedule 2 of the Growth Plan. Minimum density targets of not less than 50 residents and jobs combined per hectare have been set for Greenfield Areas. As shown in Figure 3, the Study Area is also designated as a Provincially Significant Employment Zone and located with PSEZ 15 (Toronto, York and Peel). PSEZ lands are intended to be protected over the long term for industrial and employment uses.

The Growth Plan provides policy direction for the prioritization of infrastructure planning and investments, including transportation. The Growth Plan stipulates that the transportation system for the Greater Golden Horseshoe (GGH) must be planned and managed for the safe and efficient movement of goods and people, and to reduce greenhouse gas emissions and other negative environmental impacts. Transit is the first priority for transportation planning and investment. The transit network will support and facilitate improved linkages between strategic growth areas and other areas planned for a mix of uses and transit-supportive densities.

**Figure 3: Location of MSF Study Area within Provincially Significant Employment Zone 15**



Source: IBI Group based on Province of Ontario interactive PSEZ mapping

### 2.1.3 D-6 Guidelines

The D-6 Compatibility between Industrial Facilities is a guide for land use planning authorities to determine what types of land uses are appropriate near industrial areas. Based on the classification system, it appears the MSF would be considered a Class II industrial use for which the Guidelines identify a 300 metre potential influence area and a 70 metre recommended minimum in which incompatible development should not take place.

As further detailed in Section 3 of this report, the closest existing residential dwelling is approximately 50 metres south, located on the adjacent agricultural property which is designated for industrial uses. The closest designated 'Residential Area' is approximately 550 metre to the west.

## 2.2 Regional

### 2.2.1 Peel Region

The Region of Peel Official Plan (ROP) was originally adopted by Council on July 11, 1996 and was approved by the Minister of Municipal Affairs and Housing on July 6, 1998. It was most recently consolidated in December 2018. The ROP is intended to provide a framework for land use decision making to the year 2031. The ROP was developed with considerations made to the population and employment growth forecasts of the Growth Plan, increasing densities in urban areas, the creation of employment opportunities, and the protection of natural resources for future generations. A Municipal Comprehensive Review (MCR) of the ROP is underway.

The MSF Study Area and the surrounding area are designated 'Urban System' by the Region of Peel Official Plan (2018).

### 2.2.2 York Region

The York Region Official Plan was approved in 2010 by the Minister of Municipal Affairs and Housing. Lands within a one km radius of the Study Area are designated 'Urban Area', with some areas of 'Green Land System'.

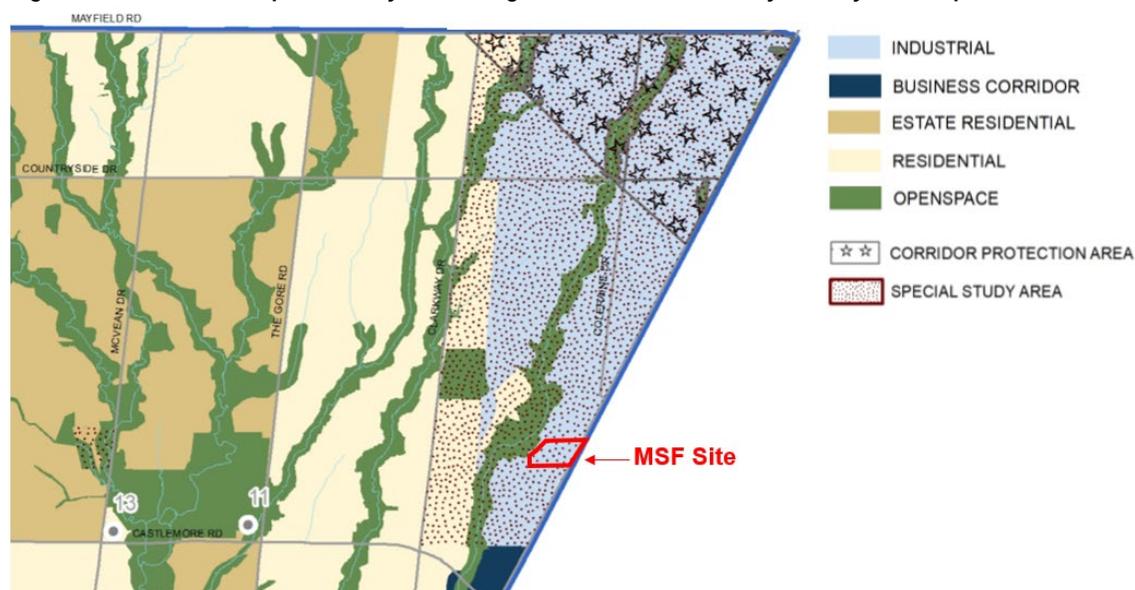
## 2.3 Municipal Planning Policies

### 2.3.1 City of Brampton Official Plan

The City of Brampton Official Plan sets out the land use policy directions for long-term growth and development in a municipality, establishing land use designations and policies to guide the development and redevelopment of the City. The Minister of Municipal Affairs and Housing approved the Brampton Official Plan on October 7, 2008 and it was most recently updated with a consolidation in September 2020. The Official Plan is intended to be implemented through area secondary plans, site plans, plans of subdivision, and zoning by-laws.

The MSF site is designated 'Industrial' by Schedule A of the City of Brampton Official Plan, with a 'Special Study Area' overlay (see Figure 4). The western portion of the portion of the site is designated 'Valleyland/Watercourse Corridor' by Schedule D.

**Figure 4: Industrial and Special Study Area Designation of the MSF Site by the City of Brampton Official Plan**



Source: IBI Group based on Schedule A (General Land Use Designations) of the City of Brampton Official Plan, September 2020 Office Consolidation

The Industrial policies of the OP allow for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Relevant policies include the following:

4.4.2.1 The Industrial designations identified on Schedule A of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan. Places of Worship shall be permitted in limited locations subject to Section 4.9.8 of this Plan.

4.4.2.7 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.

4.4.2.8 The City shall adopt Secondary Plans for both existing and undeveloped areas designated Industrial in this Plan as a guide for development and to encourage the integration of new businesses and industries with natural areas and surrounding land uses.

4.4.2.9 The City may establish a number of more-detailed business, commercial and industrial designations in Secondary Plans for areas designated Business Corridor and Industrial on Schedule "A" of this Plan, based upon the following:

- a. The varying requirements of commercial and industrial uses for road and rail access;
- b. The inter-relationship of different commercial and industrial firms;
- c. The need to minimize potential conflicts between different classes of land uses; and,
- d. The demands for regional and municipal services.

4.4.2.10 The City shall encourage the development of industrial areas of sufficient size to realize long-term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.

The OP also contains policies supporting the continued development of the Brampton Transit system. A key objective of the City is to provide a safe, reliable, accessible, convenient and attractive Brampton Transit system and services, which encourage public transit ridership, increases personal mobility and travel choices, enhances accessibility for all members of the Brampton community including persons with disabilities, conserves energy resources, preserves air quality, promotes a sustainable environment and fosters economic growth.

The rear of the property is designated ValleyLand/Watercourse Area by Schedule D of the OP. Policies of the OP intend primarily for the preservation and conservation of natural features, functions and linkages. Although development is generally prohibited within valleylands and watercourse corridors, there are some existing uses and some permitted uses that must be recognized. Permitted uses may include existing agriculture, horticultural nurseries, stormwater management facilities, golf courses and public or private parks; as well as multi-use trails and related facilities, and conservation works such as forestry, wildlife refuge, habitat rehabilitation and enhancement works.

#### Special Study Areas

The MSF site is located within a Special Study Area designation on Schedule A. This identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when necessary.

The MSF site is located within the Clarkway Drive/Castlemore Road/ Mayfield Road Special Study Area. The Special Study Area is comprised of lands east of Clarkway Drive, north of Castlemore Road and south Mayfield Road. They are primarily designated Industrial, with a portion east of Clarkway Drive currently designated Residential. As part of the background to the preparation of the City's Growth Plan Amendment, the need for the City to designate additional employment land and find opportunities to intensify existing designated lands was identified.

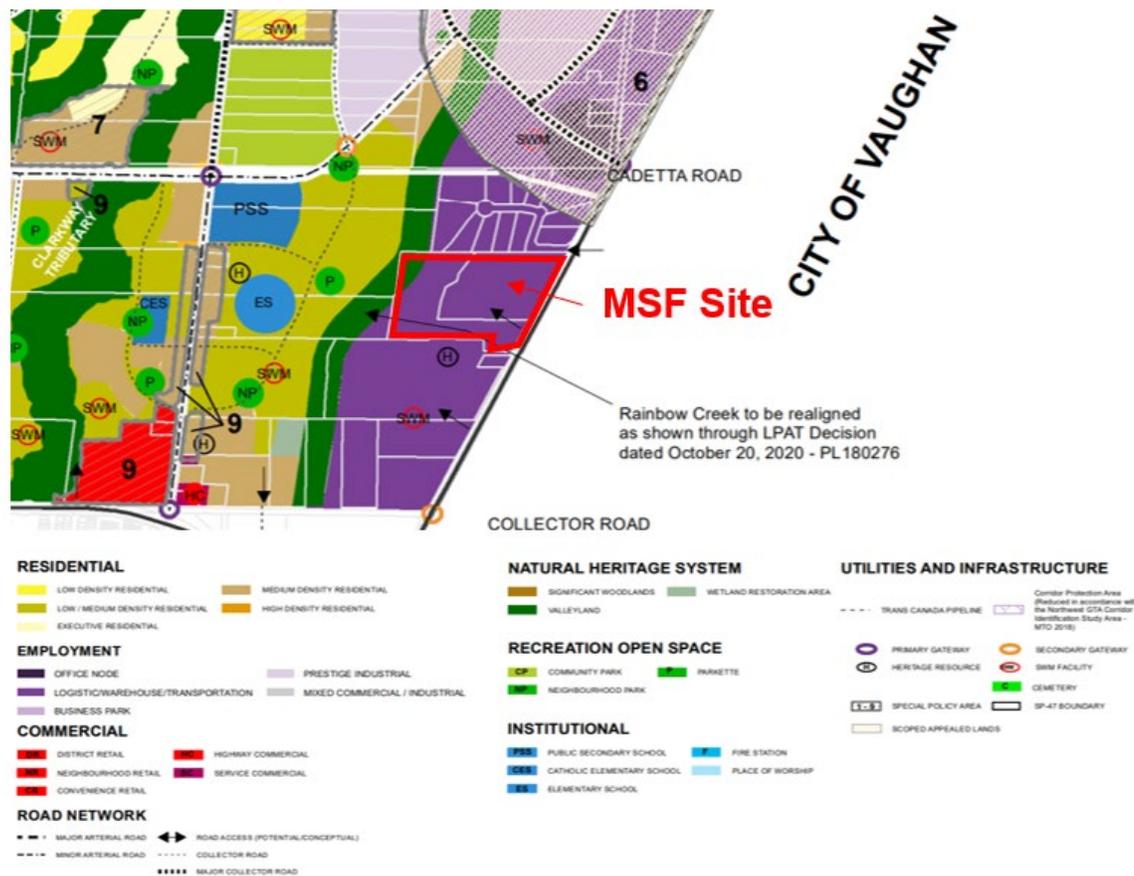
Policy 4.14.1.1.1 states the City shall conduct a study and analysis of employment generation and design as part of the Secondary Planning process, which shall include policies and strategies to encourage the development of higher density employment uses and evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be re-designated Industrial. The potential re-designation shall address the area's contribution to the City's future employment needs.

### 2.3.2 Highway 427 Industrial Secondary Plan

The Highway 427 Industrial Secondary Plan (SPA 47) was adopted by City Council on September 10, 2014 and remains partially in effect. SPA 47 is to create a sustainable, complete, compact and healthy community that provides for a full range of residential and employment opportunities designed to be transit supportive. Development is to occur in a manner that protects the area’s natural and cultural heritage features and integrates them to enhance the overall design and character of the community.

The majority of the MSF site is designated ‘Logistic/Warehouse/Transportation’ by Schedule SP47 (a), with a small portion at the west designated ‘Valleyland’.

Figure 5: City of Brampton Secondary Plan 47 Schedule



Source: IBI Group based on City of Brampton Highway 427 Industrial Secondary Plan (Area 47) Schedule SP47(a)

As described in policy 5.3.9.2, permitted uses within the Logistic/Warehouse/Transportation designation shall include Prestige Industrial uses, such as:

- Research and Development Facilities;
- Communication;
- Manufacturing and processing of semi processed or fully processed materials;
- Assembly;
- Packaging; and
- Warehousing Facilities.

Outdoor storage of goods and materials will be permitted subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.

Policy 5.34.1.3 of the SP states the final Valleyland designation shall be protected through an appropriate zone in the City’s Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

As per policy 5.3.9.6, the City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel.

### 2.3.3 City of Vaughan Official Plan

The Vaughan Official Plan 2010 was adopted by the City of Vaughan Council on September 7, 2010 and endorsed with modification by the Region of York in June 2012. It was appealed to the Local Planning Appeals Tribunal (LPAT) (Formerly Ontario Municipal Board) and remains partially approved. Lands to the east of the Study Area, within a one km radius, are primarily designated ‘General Employment’ with some areas designated ‘Natural Area’.

## 2.4 City of Brampton Zoning By-law

The City of Brampton Zoning By-law 270-2004, as amended, currently zones the MSF site as ‘Agricultural’. Provision 6.33.1 of the ZBL permits public uses in all zoning categories. The ZBL defines Public Use as, ‘uses that are owned or leased by a public authority for community, recreational, administrative, educational, health care, protection, waste disposal, utility or other governmental purposes, and includes accessory uses to public use.’

## 2.5 Toronto and Region Conservation Authority

As shown in Figure 6, the west portion of the MSF Study Area falls within the regulatory area of the Toronto and Region Conservation Authority (TRCA). Limited development is generally permitted within a regulatory area and permits and approvals will be required from the TRCA.

**Figure 6: Location of MSF Study Area within the Regulatory Area of the TRCA**



Source: IBI Group based on TRCA Interactive Regulatory Area mapping

### 3 Existing Socio-Economic and Environmental Conditions

The following provides an overview of the current socio-economic and environmental conditions in the MSF Study Area and the surrounding area. Additional information on the existing natural heritage and environmental conditions, cultural heritage and archaeological features and transportation can be found in supporting technical studies undertaken for the EA.

#### 3.1 Land Use

The MSF is to be located in northeast Brampton on a 16.6 hectare (ha) property municipally known as 10192 Highway 50 and a portion of land currently comprised of 10192A Highway 50 which the City is acquiring. As noted, the Socio-Economic Environment Assessment focused on the proposed MSF site (“Study Area”), and a one km area surrounding the Study Area. The larger municipal and regional context was also considered when assessing certain effects.

Northeast Brampton is largely rural at this time. However, prevailing policies intend for the area to be developed with urban industrial development. The Study Area has historically has been used for agricultural purposes. A portion of the land are currently occupied by a satellite Public Works yard (see Figure 7).

**Figure 7: Existing Land Use Conditions in MSF Study Area (Site)**



The site is bound by the Cadetta Road industrial area to the north, Highway 50 to the east, a residential/farm property to the south (10191A Highway 50), and a residential/farm property to the west (10307 Clarkway Drive). The following further describes the land uses which currently about the MSF Study Area:

- North: Cadetta Road and small industrial area containing transportation and construction-related businesses and other industrial uses within one and two-storey buildings. Many of the businesses have outdoor storage;
- South: Active farm with a two-storey residential dwelling and numerous agricultural buildings (e.g. barns and silos) and agricultural fields;

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- West: natural open space and agricultural land; and
- East: Highway 50, industrial uses within one and two-storey buildings and the Canadian Pacific Railway Intermodal Terminal.

As shown in Figure 8, the surrounding lands contain a mix of rural and agricultural uses, natural open space and low-rise industrial uses. There are approximately twenty businesses located within one km of the site, the majority of which are industrial (e.g. Forrest Contractors, Bolton Ready Mix, Pilen Contraction of Canada; Roma Building Restoration; Cadetta Concreate and Drain; and Tristar Coatings Limited. Apra Truck Lines Transport, C Valley Paving, SLH Transport Inc., JB Express). Other places of employment within proximity to the site include industrial/commercial businesses (e.g. Emery Wood Mouldings and Greenside Garden Centre) and agricultural operations.

**Figure 8: Existing Land Use Conditions Surrounding the MSF Study Area (Site)**



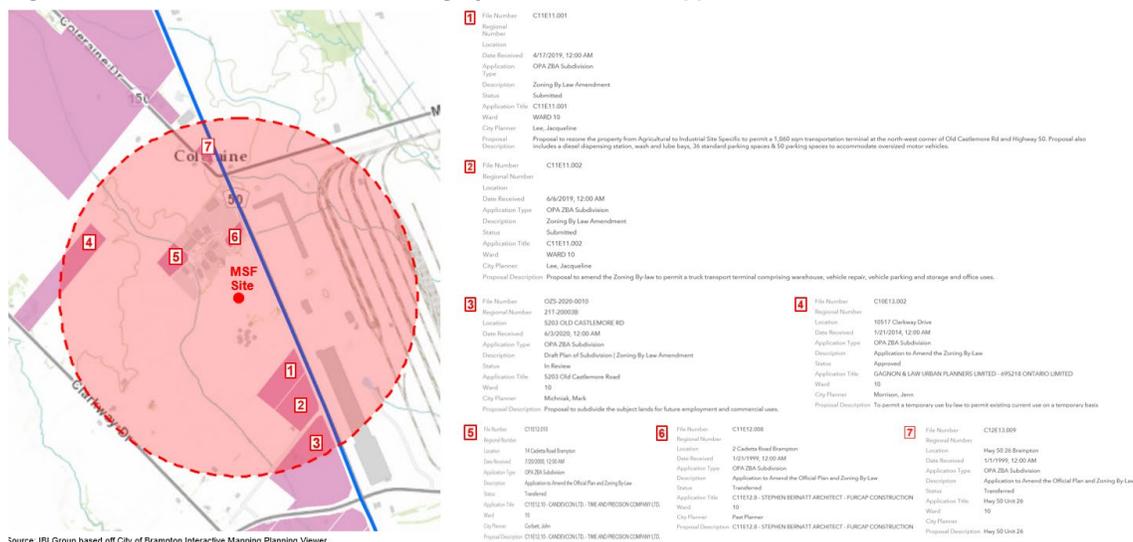
There are less than ten residential dwellings located within one km of the MSF site, some of which are associated with active agricultural or live-work commercial/industrial businesses. The closest residential dwelling, a two-storey house, is located 170 m south of the property on the abutting farm. The closest residential subdivision is located 1400 m (1.4 km) to the south of the property. There are no other sensitive land uses within one km of the MSF site (e.g. hospitals, schools, daycares, long term care homes, retirement homes, community centres or parks):

- The closest hospital to the site, Brampton Civic Hospital, is located approximately 9.16 km southwest;
- The closest school, Sir Isaac Brock Public School, is located approximately 2.10 km south;
- The closest long term care home, Villa Colomba Vaughan Di Poce Centre, is located approximately 4.62 km east;
- The closest retirement home, Villa Colomba Vaughan Di Poce Centre, is located approximately 4.62 km east; and
- The closest daycare centre, The Kind Academy, is located approximately 2.10 km south.

While most of the surrounding lands are largely undeveloped at this time, the lands are within the urban boundary and anticipated to develop in the future, primarily with industrial uses. There are seven active Official Plan and/or Zoning By-law Amendment applications within one km of the site, all of which are for industrial / transportation-related uses (see Figure 9). A Site Plan Approval application was also recently filed for a truck transport terminal comprising warehouse, vehicle repair, vehicle parking and storage and office uses on site 1 shown below.

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SOCIO-ECONOMIC ENVIRONMENT ASSESSMENT

Figure 9: Active Official Plan and/or Zoning By-law Amendment Applications within One Km of the MSF Site



### 3.2 Site and Surrounding Area Features

The following provides an overview of natural heritage, cultural heritage and archaeological and transportation features on the MSF site and the surrounding area. Additional information pertaining to these features can be found in supporting technical studies undertaken for the EA.

#### 3.2.1 Natural Heritage

The Study Area is largely comprised of an agricultural field. The Environmental Impact Study (EIS) completed as part of the EA found that natural heritage features on the site are generally of marginal quality given the disturbed nature of the lands. Two Ecological Land Classification vegetation community types were identified: Reed Canary Grass Mineral Meadow Marsh and Dry-Moist Old Field Meadow, both are considered common in Ontario and are secure globally. No protected or rare plant species were recorded.

West Rainbow Creek, a tributary of the Humber River, traverses the west limits of the study property. The watercourse and floodplain are within Toronto and Region Conservation Area (TRCA) regulated area. The Tributary and associated riparian area is likely to provide locally important habitat connectivity between natural habitat areas in the vicinity of the Study Area.

There are no Provincially Significant Wetlands, Areas of Natural and Scientific Interest, or Environmentally Sensitive Areas. As noted, the riparian habitat associated of the watercourses in the Study Area is designated as ‘Valleyland/Watercourse Corridor’ in the City of Brampton Official Plan.

Two bird species, three mammals and no herptofauna were recorded within the Study Area. All recorded bird species are protected under the Migratory Birds Convention Act. Two of the mammal species are offered protection under the Fish and Wildlife Conservation Act. Mature trees which could contain suitable habitat for Species at Risk bats were identified in association with the riparian habitat of the Tributary of Rainbow Creek.

#### 3.2.2 Heritage and Archaeology

A Cultural Heritage Assessment was completed as part of the EA which determined that there are two cultural heritage resources within proximity to the MSF Study Area. Both are historically

and contextually associated with late nineteenth century land use patterns in the former Toronto Gore Township:

- 10192A Highway 50 (located immediately south of the MSF site): A farmscape with a farmhouse, agricultural buildings, silos and agricultural fields. The property is listed on the City of Brampton's Heritage Register and is in the process of being designated; and
- 10307 Clarkway Drive (approximately one km west of MSF site): A farmscape with a farmhouse and agricultural fields. The property is listed on the City of Brampton's Heritage Register.

A Stage 1 Archaeological Assessment was completed as part of the EA that determined that parts of the Study Area exhibited archaeological potential and require a Stage 2 Archaeological Assessment. A Stage 1 Archaeological Assessment was completed for the EA that identified seven previously registered archaeological sites are located within one km of the Study Area. A property inspection determined that parts of the Study Area exhibit archaeological potential and required a Stage 2 Archaeological Assessment. A Stage 2 study was completed of the lands that exhibited archaeological potential, which concluded that no further archaeological assessment is required.

The MSF site and the surrounding area are part of the traditional territory of the Mississaugas of the Credit, Anishinabek, Huron-Wendat, Haudenosaunee, Ojibway-Chippewa and Métis People. This territory is covered by the Upper Canada Treaties, specifically Treaty 19 and 13A.

### 3.2.3 Transportation

Highway 50 is a north-south arterial road under the jurisdiction of the Region of Peel and it serves as the Peel / York municipal boundary. Currently, the section of Highway 50 in which the MSF site is located is a five lane road with two through lanes of traffic in each direction and a centre two-way left turn lane. According to the traffic study undertaken as part of the EA for the MSF, Highway 50 primarily serves as an industrial connector moving commuter and truck traffic between north-western Toronto. There are currently no sidewalks or bicycle lanes within the Study Area. Active transportation facilities have been proposed in the Highway 50 and Mayfield Road Class EA and are expected to a part of the future road configuration. A multi-use path trail is planned on the west side on Highway 50, as well as a potential 1.5 m sidewalk on the east side. The existing cycle route south of Castlemore Road / Rutherford Road is proposed to be extended through the Study Area to Mayfield Road with connections to Coleraine Drive.

There is currently no public transit service along the portion of Highway 50 in which the MSF site is located. The closest local bus routes are on Gore Road to the west and Castlemore Road to the south. Given the current land-use and location of the bus facility, it is expected that very few bus routes will be in service along Highway 50 within the study horizon.

## 3.3 Population and Employment

At the time of the 2016 Census, the City of Brampton had a population of 593,638 and 189,200 jobs. Currently there is no residential population on the MSF site and few jobs are associated with the ongoing agricultural and public works operations. Given the location within a historically rural area that is primarily designated for industrial uses, few people live within the surrounding one km area. The following provides an overview of population and employment conditions and characteristics within the City of Brampton as per the 2016 Census, unless otherwise noted:

- The population grew from 523,911 to 593,638 between 2011 and 2016 (i.e. growth of 69,727 people or 13.3%);
  - Experienced the fourth largest increase in population among Canada's largest cities;



The ROP sets out population and jobs forecast for individual municipalities within the Region of Peel. Substantial population and employment growth is anticipated to occur in the City of Brampton over the next decade (see Figure 11). However, provincial, regional and municipal policies intend for the MSF Study Area and surrounding lands are largely to be utilized for industrial / employment uses. As such, little or no population growth is anticipated. The number of businesses and jobs within proximity to the MSF Study Area is expected to increase over the next few decades.

**Figure 11: Population Forecasts for the City of Brampton and Region of Peel**

<b>Table 3: Population, Household and Employment Forecasts for Peel<sup>1</sup></b>						
<b>Municipality</b>	<b>2021</b>			<b>2031</b>		
	<b>Population<sup>2</sup></b>	<b>Households</b>	<b>Employment</b>	<b>Population<sup>2</sup></b>	<b>Households</b>	<b>Employment</b>
<b>Brampton</b>	<b>635,000</b>	<b>184,000</b>	<b>280,000</b>	<b>727,000</b>	<b>214,500</b>	<b>314,000</b>
<b>Caledon</b>	<b>87,000</b>	<b>28,000</b>	<b>40,000</b>	<b>108,000</b>	<b>33,500</b>	<b>46,000</b>
<b>Mississauga</b>	<b>768,000</b>	<b>253,000</b>	<b>500,000</b>	<b>805,000</b>	<b>270,000</b>	<b>510,000</b>
<b>Peel</b>	<b>1,490,000</b>	<b>465,000</b>	<b>820,000</b>	<b>1,640,000</b>	<b>518,000</b>	<b>870,000</b>

Source: Table 3 of the Region of Peel Official Plan

## 4 Potential Effects, Mitigation and Monitoring

The following provides an overview of the potential effects of the MSF on the site and surrounding area, along with the proposed mitigation and monitoring measures. Additional information pertaining to natural heritage and the environment, cultural heritage and archaeological features, transportation and noise can be found in supporting technical studies undertaken for the EA.

### 4.1 Land Use

#### 4.1.1 Potential Impacts

The development of the MSF will result in changes to the existing agricultural land use and natural open space on the site, both during construction and permanently with the final development and operation of the facility. The demolition of several agricultural outbuildings, the removal of agricultural fields, tree clearing, grading, and property acquisition is required for the MSF development. The change in land use, along with the transition of the rural naturalized landscape to a more urban industrial environment, is consistent with prevailing policies, zoning and planning objectives. Minimal impact is expected to surrounding lands during construction and operations (e.g. noise, vibration, dust, light and traffic). The only sensitive uses within proximity to the Study Area are the few single residential dwellings associated with either active or historic farmsteads. The closest residential dwelling is located approximately 70 metres south of the proposed outdoor bus exiting lane and staging area for the MSF.

The development will result in changes to views, aesthetics. It will contribute to the ongoing transition of the area from a rural farming community to an urbanized industrial area. The construction and operation of the MSF should not interfere with current local agricultural operations or negatively impact existing industrial operations and future industrial development.

#### 4.1.2 Mitigation and Monitoring

A development plan which minimizes impacts on adjacent properties through careful siting of buildings and storage and the provision of screening along with the execution of a Construction Management Plan and Communication Plan that outlines best practices and mitigation measures will help minimize negative impacts resulting from construction and ongoing operations. Operations of the MSF will be carried out in accordance with applicable regulation, standards and best practices.

#### 4.1.3 Net Effects

Net effects are limited to the change from agricultural land use and rural landscape to a more urban industrial environment, as intended by prevailing planning policies. The MSF may facilitate additional industrial or employment-related development in the area. No policy or zoning conflicts are anticipated.

### 4.2 Population

#### 4.2.1 Potential Impacts

The construction and operation of the MSF is expected to have minimal negative impact on the existing local population given there are few people residing within proximity to the proposed

facility (i.e. three residential dwellings exist within approximately one km of the Study Area) and since planning policies restrict new residential from being developed within employment or industrial areas. The MSF and growth fleet will result in increased levels of transit which will benefit the broader municipal and regional population by allowing for increased access to transit, more mobility mode choice, transportation cost savings and improved air quality.

#### **4.2.2 Mitigation**

Through the EA process continual information exchanges and opportunities for meaningful involvement will help reduce any potential negative impacts on local residents. Operations of the MSF will be carried out in accordance with applicable regulation, standards and best practices.

#### **4.2.3 Net Effects**

Net effects of the MSF include the potential for expanded transit service to support municipal and regional population growth (including transit-oriented development) and provide benefits from increased levels of transit service and associated health, personal economic and community benefits.

### **4.3 Employment**

#### **4.3.1 Potential Impacts**

The construction and operation of the MSF is expected to have minimal negative impact on the estimated twenty (20) existing local businesses or those new industrial or commercial developments which are planned or may be developed in the surrounding area in the future. The MSF and growth fleet will result in increased levels of transit which may benefit employers and employees within the immediate and broader area.

Both the construction and ongoing operations of the MSF will create new jobs (direct and indirect) and increased local spending. The construction and operation of the MSF should have negligible impacts on existing and future businesses located within proximity to the Study Area. The facility may help stimulate further economic development and growth within the planned industrial node and the associated increase in transit service also has the potential to stimulate broader economic development and growth.

#### **4.3.2 Mitigation**

Through the EA process continual information exchanges and opportunities for meaningful involvement will help reduce any potential negative impacts on local residents and businesses. Operations of the MSF will be carried out in accordance with applicable regulation, standards and best practices.

#### **4.3.3 Net Effects**

Net effects of the MSF include the creation of jobs and spending during construction and operations of the facility and the potential for expanded transit service to stimulate local and broader municipal economic development and growth. Local and regional businesses and employees will benefit from increased levels of transit service and associated health and economic benefits.

## 4.4 Site and Surrounding Area Features

### 4.4.1 Potential Impacts

The construction and operation of the MSF is expected to have minimal negative impact on natural heritage and environmental features, cultural or archaeological assets and local transportation and access. While the MSF will result in the removal of 8.62 ha of naturalized lands, the majority of the lands are already disturbed from past activities (i.e. agriculture and manicured lawns and landscaping). No plant species at risk were identified during the EIS investigation. The development of the site will potentially displace or disturb wildlife. A Stage 2 Archaeological Assessment found that there is low archaeological potential in the Study Area. The adjacent residential and agricultural heritage property will be impacted by the MSF given a portion of the property is being acquired by the municipality and existing agricultural structures will be demolished. The use and enjoyment of the historic house may be minimized by its proximity to a new active industrial use. The construction and operation of the MSF should have minimal negative impacts on the local transportation system.

### 4.4.2 Mitigation

The Construction Management Plan and Communication Plan will include measures to avoid or minimize impacts to natural and cultural heritage features. Site preparation and construction activities will comply with all applicable regulations, such as the Migratory Birds Convention Act, and if threatened or endangered species are discovered, activities will stop, or be modified to avoid negative impacts. Tree/shrubs plantings are being utilized to reduce the impact of noise and light. Ongoing consultation with the affected adjacent property owners will help identify appropriate site-specific mitigation measures. Active transportation improvements planned within the area will help improve access to the MSF site.

### 4.4.3 Net Effects

Net effects on natural heritage and the environment are expected to be limited to a minor loss of old field meadow vegetation. While the MSF will permanently change the rural character of the site and views and experience of the adjacent heritage property, the prevailing policy direction intends for industrial development on the site and surrounding lands within northeast Brampton.

## 5 Conclusion

The Socio-Economic Environment Assessment conducted for the proposed MSF concluded that the construction and operations of the facility on 10192 Highway 50 will have no or minimal negative impacts on the socio-economic environment and it will result in a number of positive impacts, including:

- Potentially facilitating additional economic development;
- Improving quality of life by providing alternative, lower cost mobility options;
- Improving access to employment, education, community services;
- Reduce traffic congestion
- Reduced carbon emissions and improved air quality

The minor impacts to land use and the local community and monitoring measures where necessary. The net social and economic benefits of the facility are expected to outweigh any short or long-term negative impacts.

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