

# 1. Screening of Potential Snow Storage Sites

**Table 1: Screening of Snow Storage Sites**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>Highway No. 50 Car Pool Lot (Brampton)</b> <b>Figure 1</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: No existing uses on site</li> <li>■ Future Use:                             <ul style="list-style-type: none"> <li>– Potential expansion of the existing carpool lot</li> <li>– Related Environmental Assessment: Highway 427 Industrial Secondary Plan (Area 47)</li> </ul> </li> <li>■ Conservation Authority: Toronto and Region Conservation Authority (TRCA)</li> <li>■ Regional Roads within 10 km: 267 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 10 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Site potentially available – consideration for potential expansion of existing carpool lot</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Open site for constructability</li> <li>■ Good road access</li> <li>■ Site has existing infrastructure that can be leveraged</li> <li>■ Well defined existing drainage network with a suitable outlet and onsite capacity to satisfy stormwater management treatment requirements</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ No Designated Natural Areas or Species at Risk</li> <li>■ No sensitive features adjacent to this site that will be affected by increased water inputs from snow melt</li> <li>■ Site allows for straightforward and approvable stormwater management approaches and provides opportunity to use stormwater servicing for Highway 50 corridor</li> <li>■ Secondary Plan Area (SPA) 47 EA Master Environmental Servicing Plan (MESP) identifies a Stormwater Management Facility (SWMF) to the south, which can potentially be used for snow storage stormwater management. If used, would need to demonstrate no impact to the SPA 47 SWMF</li> <li>■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas</li> <li>■ No Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to the site</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and the need to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Need to consider daily commuter usage times of car pool lot</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Less than 375 km regional road within 10 km</li> <li>■ Site size is under 1.5 ha (~0.84 ha)</li> <li>■ Site activities would have to be controlled during peak daily commuter usage times of car pool lot</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Disturbance to vegetation: 0.321 ha of CUM1-1</li> <li>■ One permanent watercourse (outside property boundary)</li> <li>■ Direct fish habitat</li> <li>■ Candidate habitat for Monarch</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Busy roads make truck ingress/egress difficult</li> <li>■ Requires stage 2 test pit assessment</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Good access and existing infrastructure that can be leveraged</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>Beckett Sproule Reservoir and Pumping Station (Brampton)</b> <b>Figure 2</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Vacant space within Pumping Station property and temporary contractor's laydown area</li> <li>■ Future Use:                             <ul style="list-style-type: none"> <li>– South part of property will be used for staging of pumping station expansion. Future Reservoir (post 2031) to be constructed</li> <li>– Active construction on site is anticipated to be completed by 2030. Currently the contractors laydown area</li> </ul> </li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 728 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 128 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375km regional road within 10 km. Highest length of regional roads within 10 km in relation to other sites</li> <li>■ Meets minimum site size</li> <li>■ Open site for constructability</li> <li>■ Well defined existing drainage network with capacity for treatment and adequate space to site stormwater control infrastructure</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Lower potential to encounter sensitive natural heritage features (site was not formally investigated)</li> <li>■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas as existing surrounding land use is light industrial</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and the need to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Pumping Station expansion planned, therefore site would not be immediately available</li> <li>■ Given short term development plans (staging until 2026), and long term plans (reservoir expansion ~2041), site would only be available as a snow storage facility for 15 years</li> <li>■ Potential site conflict with existing critical infrastructure at the site, including underground infrastructure</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Separate entrance may need to be constructed</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Potential drainage conflict on site with Ministry of Transportation corridor (Highway 410); suitable outlet may be difficult to obtain</li> <li>■ Chlorides/salt contamination of soil is a concern given future use as a reservoir and future infrastructure planned</li> <li>■ Site would likely require traditional approaches to snow storage as opposed to Low Impact Development (onsite infiltration/retention) approaches to retard the movement of chlorides</li> <li>■ Concrete base may be required in place of asphalt, which is generally more porous to chloride infiltration. Additional mitigation measures (e.g. ethylene propylene diene monomer (EPDM) liners) may also be needed to prevent chlorides from impacting the site</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> <li>■ Potential for further archaeological assessments (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated</li> </ul>	<p><b>X Screened Out</b></p> <p><b>Conflicting future site development plans</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>West Brampton Reservoir and Pumping (Brampton)</b> <b>Figure 3</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: West Brampton Reservoir and Pumping Station</li> <li>■ Future Use: Future Reservoir (post 2031) to be constructed, north section of the property.</li> <li>■ Conservation Authority: Credit Valley Conservation (CVC)</li> <li>■ Regional Roads within 10 km: 402 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 68 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Meets minimum site size</li> <li>■ Open site with sufficient space for constructability</li> <li>■ Existing stormwater management infrastructure on site could be enhanced to service the needs of a snow storage facility</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ No Designated Natural Areas</li> <li>■ Fluvial geomorphic assessment was conducted at Bovaird Drive where the channel was only slightly defined and approximately 1 m wide. No erosion was observed and the artificial alteration to the channels' planform which has taken place is likely due to agricultural activities in the vicinity. Future detailed assessments are recommended for the watercourse adjacent to the site</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas</li> <li>■ Rural area - lower probability for disturbance by truck traffic</li> <li>■ No Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site</li> <li>■ Site previously assessed and has been cleared of further archaeological concerns</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ This is the site of future reservoir expansion. Use as a snow storage site would be limited to an estimated 20 years given future development plan for a reservoir</li> <li>■ Potential conflict with Heritage Heights Secondary Plan</li> <li>■ Site along entrance maybe in conflict with future feedermain/watermains</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Poor grading on site would require extensive re-grading to accommodate snow storage</li> <li>■ Potential conflict with existing critical infrastructure at the site</li> <li>■ Site security will need to be addressed</li> <li>■ Existing headwater stream and unclassified wetland area immediately downstream/adjacent to the site. Additional stormwater management considerations may apply</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ The proposed storage area is adjacent to a PSW that may be impacted from increased water inputs from snow melt</li> <li>■ Disturbance to vegetation: 1.15 ha of CUM1-1</li> <li>■ One intermittent watercourse inside property boundary</li> <li>■ May provide seasonal fish habitat</li> <li>■ Candidate habitat for Monarch</li> <li>■ One (1) Animal Movement Corridors – Amphibians may travel through the Potential Snow Storage Area</li> <li>■ Potential Species at Risk habitat for Potential habitat for Bobolink and Eastern meadowlark</li> <li>■ Within Highly Vulnerable Aquifer area</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ None identified</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Proximity to the serviced areas and the available space</b></p>

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<p><b>Clarkson Wastewater Treatment Plant (Mississauga)</b> <b>Figure 4</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Vacant area within Clarkson Wastewater Treatment Plant (WWTP) property</li> <li>■ Future Use: Related Environmental Assessment (EA): Clarkson WWTP Schedule C</li> <li>■ Conservation Authority: CVC</li> <li>■ Regional Roads within 10 km: 81 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 6 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Meets minimum site size</li> <li>■ Open space in southwest corner of property</li> <li>■ Opportunity to enter/exit off of a secondary road</li> <li>■ Well defined existing drainage network with capacity to receive drainage from a potential snow storage location</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ None identified (site was not formally investigated)</li> <li>■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas</li> </ul> <p>Cost</p> <ul style="list-style-type: none"> <li>■ Cost is considered a disadvantage relative to other similar sites</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Potential conflict with future land use - site is currently undergoing an Environmental Assessment (EA) to plan for future wastewater treatment needs, which may include expansion</li> <li>■ The site is the location of the former Brampton WWTP. The condition of this site (brownfield) would likely require it to be capped as part of any future land use</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Less than 375 km regional road within 10 km</li> <li>■ Potential conflict with existing critical infrastructure at the site</li> <li>■ Site would require regrading</li> <li>■ Future land use / expansion of the Clarkson WWTP severely limits long-terms stormwater management infrastructure servicing potential</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Potential to encounter sensitive natural heritage features (site was not formally investigated)</li> <li>■ Significant bird habitat in the southwest corner of the site</li> <li>■ Appears to be a brownfield site (former WWTP) therefore, there is a potential for contamination</li> <li>■ Within Highly Vulnerable Aquifer area</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to Lakeside Park</li> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> <li>■ Potential for further archaeological assessments (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be higher than similar sites due to site security issues as well as potential for surplus material generation and offsite disposal</li> </ul>	<p><b>X Screened Out</b></p> <p><b>Conflicting future site development plans.</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>Johnston Sports Park (Caledon)</b> <b>Figure 5</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Open Park Space</li> <li>■ Future Use: A portion of the property is being sold by the Town of Caledon. This should not impact the potential of the site for snow storage</li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 301 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 0 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Potential for shared facility.</li> <li>■ Winter operation may not be in conflict with existing use (recreation area/sports park) for the proposed Johnston Sports Park Master Plan</li> <li>■ There are opportunities to design a snow storage area which could also be used as a parking lot during warmer months, increase utility of the site year-round</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Meets minimum site size</li> <li>■ Open site for constructability in southeast corner</li> <li>■ Opportunity to enter/exit off of a secondary road</li> <li>■ Well defined existing drainage network with capacity for treatment. Existing stormwater management infrastructure on site could be enlarged/improved to meet the needs of a potential snow storage facility</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ No Designated Natural Areas</li> <li>■ Majority of the area is agricultural soy row crop that does not provide habitat for Species at Risk (SAR) and Species of Conservation Concern (SOCC)</li> <li>■ Good SWM flexibility, anticipated less complexity compared to other sites. Potential to reconfigure existing SWMF</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ No direct impacts to Built Heritage Resources/Cultural Heritage Landscapes</li> <li>■ Site previously assessed and has been cleared of further archaeological concerns</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be lower than similar sites due to partial development of existing site, including stormwater management; however the site is not owned by the Region</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Municipally owned</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Less than 375 km regional road within 10 km</li> <li>■ The site straddles a watershed divide, which could complicate design and permitting requirements</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ A small portion of the CUM1-1 is within the proposed snow storage area, which was identified as confirmed monarch habitat. Potential for contributing Redside Dace habitat to be identified by MECP within Lindsay Creek as occupied reaches are confirmed approximately 2 km downstream. This habitat may be impacted from melt water entering the watercourse.</li> <li>■ Within 500 m of Region of Peel Core Area and NAC Woodland</li> <li>■ Disturbance to vegetation: 3.108 ha total for all identified Ecological Land Classification communities</li> <li>■ One permanent watercourse inside property boundary</li> <li>■ Direct fish habitat</li> <li>■ Presence of Muskrat lodge</li> <li>■ Majority of the site falls within a Significant Groundwater Recharge Area</li> <li>■ Portions of the site fall within a Highly Vulnerable Aquifer area</li> <li>■ Fluvial geomorphic assessment findings indicate that the increases in flow may have the potential to result in channel instability and lead to morphological adjustment</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to some single family residences</li> <li>■ Potential indirect impact to Built Heritage Resource/Cultural Heritage Landscape 1 (6907 King Street, Caledon) and Built Heritage Resource/Cultural Heritage Landscape 2 (11416 Centreville Creek Road, Caledon) due to vibration</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Land purchase or access agreement will be required</li> </ul>	<p>✓ Carried Forward</p> <p><b>Proximity to the serviced areas and the available space. This site is proposed to be joint use and in line with the proposed Johnston Sports Park Master Plan</b></p>

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<p><b>Tullamore Reservoir and Pumping Station (Caledon)</b> <b>Figure 6</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Vacant area within Tullamore Reservoir and Pumping Station property</li> <li>■ Future Use: No plans at this time. Feasibility study of site completed in 2021</li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 473 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 30 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Minimal disturbance to reservoir operations and would increase utility of the site year round</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Meets minimum site size</li> <li>■ Open site for constructability in by bulk water dispensing station</li> <li>■ Good access with existing separate entrance</li> <li>■ Site has existing infrastructure that can be leveraged</li> <li>■ Separate Feasibility study completed in 2021 provided the presence of adequate water service at the street, and that the closest sanitary sewer connection is almost a kilometre from the site</li> <li>■ Well defined existing drainage network with capacity for treatment. Sufficient space for the implementation of stormwater management infrastructure</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Moderate impact given the proposed snow storage area consist of manicured lawn and there is low potential for Species at Risk (SAR) habitat of Significant Wildlife Habitat (SWH)</li> <li>■ No Designated Natural Areas</li> <li>■ No wildlife identified</li> <li>■ Drainage from a proposed snow storage location would need to be routed to the east, as a future reservoir would be sited to the west of the proposed snow storage location.</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ No direct or indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes</li> <li>■ Portion of site was previously assessed and has been cleared of further archaeological concerns; however, portion of the property requires Stage 2 Test Pitting</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Potential conflict with future off leash facility</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Separate Feasibility study completed in 2021 indicated that there is lack of storm sewer infrastructure for the Site.</li> <li>■ Potential conflict with existing critical infrastructure at the site</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ There are core woodlands and Natural Areas and Corridors (NACs) in the vicinity that may be impacted from increased water inputs from snow melt. Salt Creek was identified as providing habitat for Redside Dace. This habitat may be impacted from melt water entering the watercourse</li> <li>■ Disturbance to vegetation: 0.236 of manicured lawn</li> <li>■ One permanent watercourse inside property boundary</li> <li>■ Direct fish habitat</li> <li>■ Fluvial geomorphic assessment findings indicate that the increases in flow may have the potential to result in channel instability and lead to morphological adjustment. The Rapid Geomorphic Assessment completed determined the channel to be in “Regime” or stable. Minimal evidence of erosion was found within this reach</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to some single family residences</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Good access and existing infrastructure that can be leveraged</b></p>

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<p><b>Future Hanlan Reservoir Expansion (Mississauga)</b> <b>Figure 7</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Vacant land</li> <li>■ Future Use: Hanlan Reservoir Expansion (post 2031)</li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 583 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 108 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Meets minimum site size</li> <li>■ Open space for constructability</li> <li>■ Opportunity to enter/exit off of a secondary road</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Current site is degraded and colonized with phragmites. Low-impact drainage development may actually improve environmental conditions (site was not formally investigated)</li> <li>■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas</li> <li>■ In an industrial area – fewer concerns about traffic impacts</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Cost is considered a disadvantage relative to other similar sites</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Separate Feasibility Study completed. Potential conflict with future uses, which may include a training facility, storage facility, and pumping station. A potential training facility would likely be built in the near-term, with other potential uses planned beyond 2041.</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Site access concerns along Britannia Rd East (overgrown) with a dense thicket of large trees. Possible access off Britannia Road via a regulated area, or entry through private property</li> <li>■ Site security will be to be addressed</li> <li>■ Proximity to highways would require coordination with the MTO</li> <li>■ Drainage outlet access complicated by MTO corridor and onsite environmental features</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Proximity to sensitive natural heritage features, including unevaluated wetland located along the northwest of the property. (site was not formally investigated)</li> <li>■ Very wet and potential drainage conflict with MTO corridor (Highway 410 and 403); suitable outlet may be difficult to obtain</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> <li>■ Potential for further archaeological assessments (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be higher than other sites due to presence of unevaluated wetland on the site and access to potential storage areas</li> </ul>	<p><b>X Screened Out</b></p> <p><b>Site access issues</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>220 Westcreek Trunk Sewers and Feedermain (Brampton)</b> <b>Figure 8</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Former Brampton Waste Water Treatment Plant Site</li> <li>■ Future Use:                             <ul style="list-style-type: none"> <li>– Related Environmental Assessment: Etobicoke Creek Trunk Sewer Improvements and Upgrades Schedule C (in progress). Design and construction will follow</li> <li>– This area will be used as the main shaft for the tunneling works.</li> </ul> </li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 704 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 132 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Does not appear to be conflicting land uses</li> <li>■ Alternative beneficial uses by the Region are likely limited, therefore snow storage may be the best use of the property</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Meets minimum site size</li> <li>■ Open space for constructability</li> <li>■ Good access as existing road through site may be re-utilized</li> <li>■ Well defined existing drainage network with capacity for treatment</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ None identified (site was not formally investigated)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids disruptions to residential areas</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Cost is considered a disadvantage relative to other similar sites</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Appears to be a brownfield site (former WWTP) with potential for contamination</li> <li>■ The condition of this site would likely require it to be capped as part of any future land use</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Proximity to highways would require coordination with the MTO</li> <li>■ This site would likely be used for staging during construction of the proposed trunk sewer</li> <li>■ Situated partially within TRCA Regulated Limits, which will require a permit</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Proximity to sensitive natural heritage features and the majority of site falls within TRCA Regulated Area</li> <li>■ The site is located just north of Fletcher's Creek. TRCA staff noted that tree plantings and wetland restoration works have been completed in the vicinity, and the City of Brampton has trail and restoration plans in the vicinity</li> <li>■ Potential drainage conflict with MTO corridor (Highway 410 and 403); suitable outlet may be difficult to obtain</li> <li>■ Watercourse on site that may be impacted (fluvial geomorphic assessment not completed for this site to confirm potential impacts)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> <li>■ Potential for further archaeological assessments (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be significantly higher than other sites as the site appears to be a brownfield site with potential for contamination from previous operations</li> </ul>	<p><b>X Screened Out</b></p> <p><b>Technical constraints</b></p>



Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>Alloa Reservoir and Pumping Station (Caledon)</b> <b>Figure 9</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Vacant area within Alloa Reservoir and Pumping Station property.</li> <li>■ Future Use:                             <ul style="list-style-type: none"> <li>– Mayfield Road EA from Chinguacousy Road to Winston Churchill Boulevard</li> <li>– Future Reservoir (post 2031) to be constructed adjacent to site.</li> </ul> </li> <li>■ Conservation Authority: TRCA (North); CVC (South)</li> <li>■ Regional Roads within 10 km: 287 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 26 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Adjacent school to the west (Malala Yousafzai Public School) will be closing. The Town of Caledon is considering purchasing the property for a Works Yard, therefore there is a possible joint use opportunity</li> <li>■ The adjacent school has a large private septic system which would need to be considered</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Meets minimum site size</li> <li>■ Open site for constructability in southern area</li> <li>■ Good road access with opportunity to enter/exit off Mayfield Road</li> <li>■ Site has existing infrastructure that can be leveraged</li> <li>■ Well defined existing drainage network with capacity for treatment</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ The proposed snow storage area consists of manicured lawn and there is low potential for SAR habitat or SWH. There are core woodlands and PNACs in the vicinity but are unlikely to be impacted from increased water inputs from snow melt as they are more than 300 m away</li> <li>■ No Designated Natural Areas, wildlife or species at risk identified</li> <li>■ Fluvial geomorphic assessment findings show no evidence of erosion was observed and the artificial alteration to the channels' planform which has taken place is likely due to agricultural activities in the vicinity</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ No direct or indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes</li> <li>■ Site was previously assessed and has been cleared of further archaeological concerns</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Peel is in preliminary discussions with Caledon to potentially build a dog park north of the bulk water dispensing station, although potential construction would be an estimated 10 years away, with Caledon to further determine whether there would be significant use by residents.</li> <li>■ To the east, lands are part of the Settlement Area Boundary Expansion (SABE) - lands which have been preliminarily identified for future development - although Official Plans have not been finalized and are outside of secondary plan areas. The lands may be developed in the future</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Less than 375 km regional road within 10 km</li> <li>■ Potential conflict with existing critical infrastructure at the site</li> <li>■ Minor space constraints which may impact the ability to site an appropriately sized stormwater management facility</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Within 330 m of Region of Peel Core Area Woodland</li> <li>■ Disturbance to vegetation: 0.31 ha of manicured lawn</li> <li>■ One permanent watercourse outside property boundary</li> <li>■ Direct fish habitat</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to residential area (noise)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Good access and existing infrastructure that can be leveraged</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>7771 Mayfield Road (Brampton)</b> Figure 10</p>	<ul style="list-style-type: none"> <li>■ Existing Use: Residential lot</li> <li>■ Future Use: Former residential lot to be included in the future road allowance area</li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 383 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 16 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Space anticipated to be available for a snow storage site with future road allowance</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Good access</li> <li>■ Well defined existing drainage network</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ None identified (site was not formally investigated)</li> <li>■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Disruption is only anticipated during the construction phase</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Site includes residential development; however the Region owns the property and this land will be used in the future road allowance area</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Site size is under 1.5 ha (0.77 ha)</li> <li>■ Potential spatial constraints for the siting/sizing of an appropriate stormwater management system</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Potential vegetation disturbance and/or removal</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to residential properties (noise). Adjacent land use is residential</li> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Proximity of regional roads</b></p>
<p><b>12052 The Gore Road, 7472 and 7480 Mayfield Road (Caledon)</b> Figure 11</p>	<ul style="list-style-type: none"> <li>■ Existing Use: Three small private lots, currently residential (X2) and auto repair (X1)</li> <li>■ Future Use: Former residential and auto repair lots to be included in the future road allowance area</li> <li>■ Conservation Authority: TRCA</li> <li>■ Regional Roads within 10 km: 407 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 18 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Can be coordination with the future expansion and improvements to the Gore Road and Mayfield Road intersection</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Over 375 km regional road within 10 km</li> <li>■ Good access</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ None identified (site was not formally investigated)</li> <li>■ adjacent watercourse provides an outlet for site drainage</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Disruption is only anticipated during the construction phase</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Site availability to be confirmed once the proposed intersection upgrades are finalized</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Site size is under 1.5 ha (1.16 ha)</li> <li>■ Available space may be a concern, depending on the intersection upgrades. Site needs to be monitored to ensure it remains feasible once the intersection upgrades are confirmed</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Potential vegetation disturbance and/or removal</li> <li>■ Watercourse on site that may be impacted (fluvial geomorphic assessment not completed for this site to confirm potential impacts)</li> <li>■ Watercourse realignment subject to regulatory review/approval and may require additional requirements through the MCEA planning process. Depending on requirements and the intersection upgrades, this site may potentially be recommended to be removed in the future from being carried forward</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Proximity to residential properties (noise)</li> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Can be coordinated with the future expansion and improvements to the Gore Road and Mayfield Road intersection</b></p>

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
<p><b>7120 Hurontario Street (Mississauga)</b> <b>Figure 12</b></p>	<ul style="list-style-type: none"> <li>■ Existing Use: Region of Peel building and parking lot</li> <li>■ Future Use: Region of Peel building and parking lot</li> <li>■ Conservation Authority: CVC</li> <li>■ Regional Roads within 10 km: 370 lane-km</li> <li>■ Primary and Secondary Snow Removal within 10 km: 74 km</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Regionally owned site</li> <li>■ Surplus parking area and the site is currently being used as a temporary snow storage area</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Meets minimum site size</li> <li>■ Good access</li> <li>■ Well defined existing storm sewer drainage network with capacity for treatment</li> <li>■ Retrofit of this site would not involve any further increases in impervious cover, and SWM upgrades may improve the treatment of stormwater quality from this site as compared to existing conditions.</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ No vegetation removal anticipated. Low potential for SAR habitat or SWH (site was not formally investigated)</li> <li>■ No Designated Natural Areas (parking lot)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Avoids residential areas (noise)</li> <li>■ Stage 2 archaeological assessment may not be required as the site is developed; however, this would need to be confirmed with the undertaking of a Stage 1 archaeological assessment (not completed for this site)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access</li> </ul>	<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>■ Site anticipated to be available – no known conflicting uses planned at this time</li> </ul> <p><b>Technical</b></p> <ul style="list-style-type: none"> <li>■ Less than 375 km regional road within 10 km</li> <li>■ Existing land use activities will need to be accommodated simultaneous to those associated with snow storage</li> <li>■ Traffic flow with and adjacent to the site will require special design considerations</li> </ul> <p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>■ Watercourse near the site that may be impacted (fluvial geomorphic assessment not completed for this site to confirm potential impacts)</li> </ul> <p><b>Socio-Cultural</b></p> <ul style="list-style-type: none"> <li>■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated)</li> </ul> <p><b>Cost</b></p> <ul style="list-style-type: none"> <li>■ No unreasonable costs anticipated at this time</li> </ul>	<p>✓ Carried Forward</p> <p><b>Surplus parking area that is currently being used as a temporary snow storage area</b></p>

## 2. Figures

Figure 1: Highway No. 50 Car Pool Lot (Brampton)



Figure 2: Beckett Sproule Reservoir and Pumping Station (Brampton)



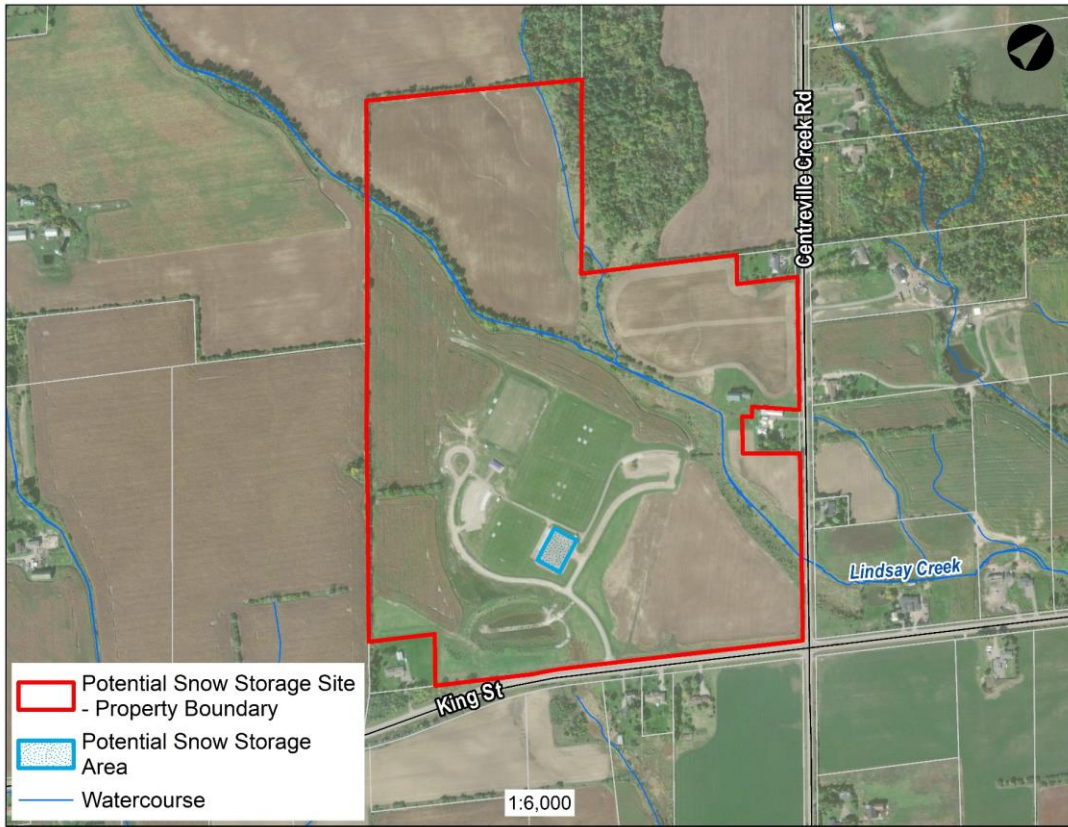
**Figure 3: West Brampton Reservoir and Pumping (Brampton)**



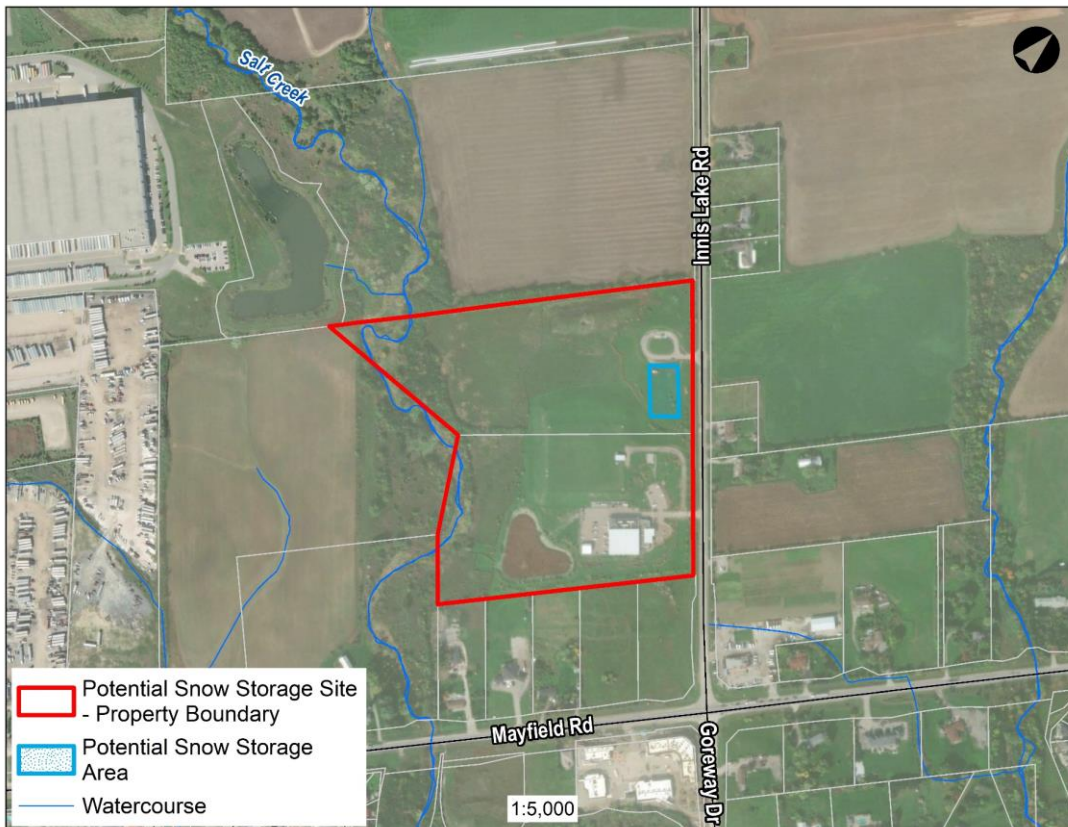
**Figure 4: Clarkson Wastewater Treatment Plant (Mississauga)**



**Figure 5: Johnston Sports Park (Caledon)**



**Figure 6: Tullamore Reservoir and Pumping Station (Caledon)**



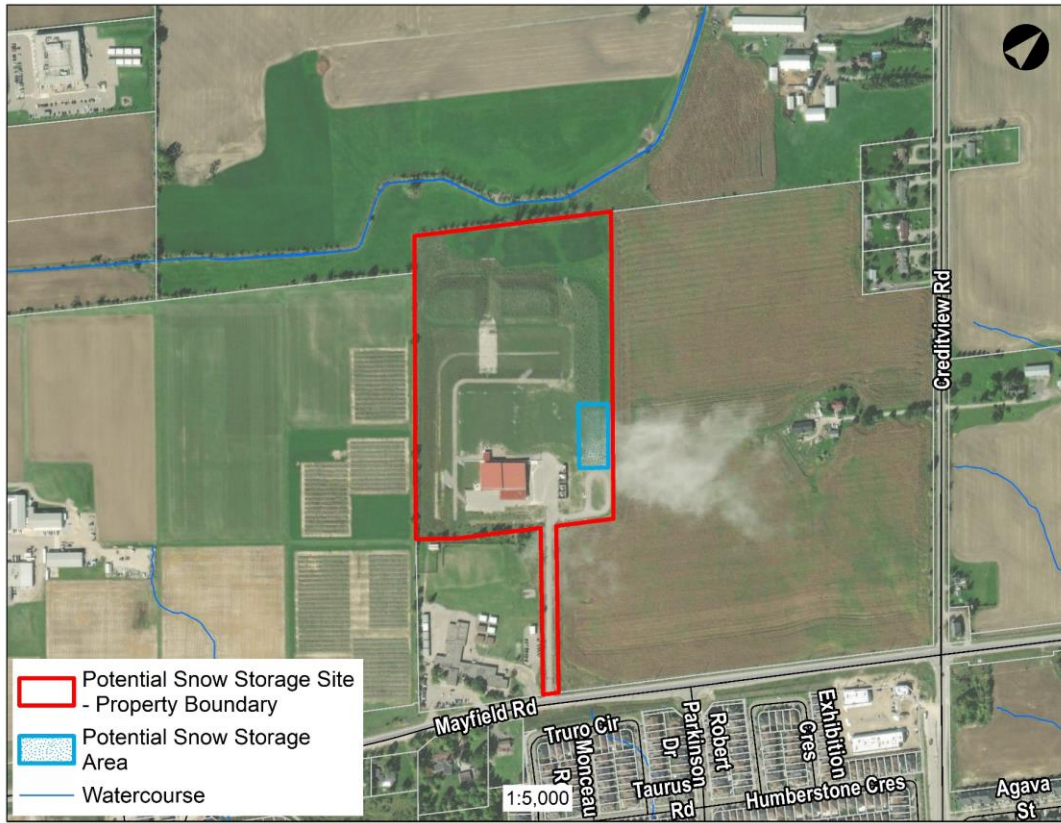
**Figure 7: Future Hanlan Reservoir Expansion (Mississauga)**



**Figure 8: 220 Westcreek Trunk Sewers and Feedermain (Brampton)**



**Figure 9: Alloo Reservoir and Pumping Station (Caledon)**



**Figure 10: 7771 Mayfield Road (Brampton)**

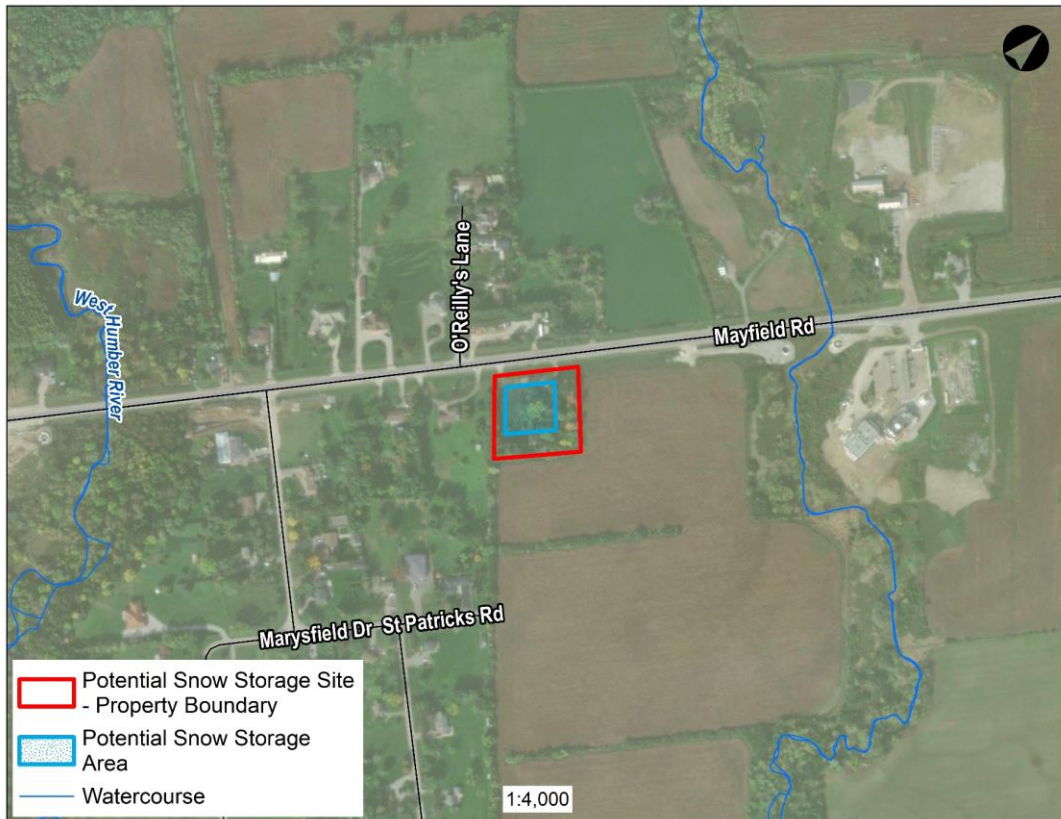




Figure 11: 12052 The Gore Road, 7472 and 7480 Mayfield Road (Caledon)



Figure 12: 7120 Hurontario Street (Mississauga)

