



BRAMPTON
Flower City

October 1, 2012

Corporate Services
Council and Administrative Services

REGION OF YORK
CLERK'S OFFICE

FILE No. - *P43*

Regional Municipality of Peel
Ms. Kathryn Lockyer, Clerk
10 Peel Centre Drive, Suite "A", 5th Fl
Brampton, ON L6T 4B9

Region of Halton
Ms. Karyn Bennett, Regional Clerk
1151 Bronte Road
Oakville, ON L6M 3L1

Region of York
Mr. Denis Kelly, Regional Clerk
17250 Yonge Street, 4th Floor
Newmarket, ON L3Y 6Z1

City of Mississauga
Ms. Crystal Greer, Clerk
Civic Centre, 300 City Centre Drive
Mississauga, ON L5B 3C1

Town of Halton Hills
Ms. Suzanne Jones, Town Clerk
1 Halton Hills Drive
Halton Hills, ON L7G 5G2

Town of Milton
Mr. Troy McHarg, Town Clerk
150 Mary Street
Milton, ON L9T 6Z5

Metrolinx
Leslie Woo, Vice-President
Policy, Planning and Innovation
20 Bay Street, Suite 600
Toronto, ON M5J 2W3

Ministry of Transportation
Jin Wang, Team Leader
Provincial Planning Office
777 Bay Street, Suite 3000
Toronto, ON M7A 2J8

**Re: MTO GTA-West Corridor Environmental Assessment (EA) – City of
Brampton Response to Transportation Development Strategy including
a Revised Preliminary Route Planning Study (File N01)**

The following recommendation of the Planning, Design and Development Committee Meeting of September 17, 2012 was approved by Council on September 26, 2012:

- PD161-2012 1. That the report from H. Zbogor, Acting Director, Planning Policy and Growth Management, and D. Kuperman, Transportation Policy Planner, Planning, Design and Development, dated August 10, 2012, to the Planning, Design and Development Committee Meeting of September 17, 2012, re: **MTO GTA-West Corridor Environmental Assessment (EA) – City of Brampton Response to Transportation Development Strategy including a Revised Preliminary Route Planning Study (File N01)** be received; and,

cont...../



2. That staff's July 2012 comments to MTO on the GTA West Corridor EA Transportation Development Strategy (TDS), appended hereto, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular:
 - a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA;
 - b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current status of land use and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area (PRPSA);
 - c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible;
 - d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;
 - e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of Highways 410 and 401, extension of Highway 427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements;
 - f) That the lands adjacent to but outside the Highway 410 right-of-way in Secondary Plan Area 48 and the lands west of Clarkway Drive in Secondary Plan Area 47 be removed from the updated Preliminary Route Planning Study Area.

cont.../

3. That the Clerk be requested to forward the subject staff report and Council resolution to the Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx for information.

Yours truly,



Chandra Urquhart
Legislative Coordinator
City Clerk's Office
Tel: 905-874-2116 Fax: 905-874-2119
e-mail: chandra.urquhart@brampton.ca

(PDD/F1)

cc: J. Corbett, Commissioner, Planning, Design and Development
H. Zbogar, Acting Director, Planning Policy and Growth Management
D. Kuperman, Transportation Policy Planner, Planning, Design and Development
K. Stolch, Acting Commissioner, Works and Transportation



BRAMPTON

Flower City

F1-1

Report

Planning, Design and
Development Committee

Committee of the Council of
The Corporation of the City of Brampton

Date: August 10, 2012

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

File: N01 GTAW

DATE: September 17, 2012

Subject: Recommendation Report
MTO GTA-West Corridor EA – City of Brampton Response to
Transportation Development Strategy including a revised Preliminary
Route Planning Study Area

Contact: Henrik Zbogar, Acting Director, Planning Policy and Growth Management
(x43553)

OVERVIEW:

- This report provides an information update and seeks direction on new staff comments submitted to the province in July 2012 in response to the GTA West Corridor Environmental Assessment Transportation Development Strategy Draft for Consultation. The City last reported on this matter on May 18, 2011.
- Following the March 2011 release of the Transportation Development Strategy report, the Ministry of Transportation completed additional analysis in Halton Region in Spring 2012. This analysis resulted in an updated Preliminary Route Planning Study Area that did not include a new corridor through Halton Region. The updated study area was presented at Public Information Centres this past June.
- The Ministry of Transportation is again being asked to recognize the advanced stage of planning in three areas within Brampton, including Secondary Plan Area 47, Northwest Brampton, and Countryside Villages, and to coordinate route planning with City staff in a way that aligns with City objectives.
- The Halton Peel Freeway identified in the Halton Peel Boundary Area Transportation Study (HPBATS) is included within the Preliminary Route Planning Study Area.

RECOMMENDATIONS:

1. **THAT** the report from Henrik Zbogor, Acting Director, Planning Policy and Growth Management, Planning Design & Development, dated August 10, 2012, to the Planning Design & Development Committee Meeting of September 17, 2012, re: **Recommendation Report: MTO GTA-West Corridor EA – City of Brampton Response to Transportation Development Strategy including a revised Preliminary Route Planning Study Area**, be received;
2. **THAT** staff's July 2012 comments to MTO on the GTA West Corridor EA Transportation Development Strategy (TDS), appended hereto, be endorsed as Brampton's official response to the Ministry of Transportation on this matter, in particular:
 - a) That the Province move expeditiously to allocate the necessary funding to proceed with Stage 2 of the EA;
 - b) That MTO expedite the GTA West EA process to advance to Stage 2 as soon as feasible, recognizing the current status of land use and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West Preliminary Route Planning Study Area (PRPSA);
 - c) That given the near term development proceeding in west and east Brampton, the Province be requested to expedite that component of Stage 2 that includes corridor planning in designated urban areas of Brampton, including scoping down the Route Planning Study Area as soon as possible;
 - d) That MTO participate in Brampton land use and transportation planning studies for those areas of the municipality potentially affected by the GTA West EA, with the intent of refining the limits of corridor protection areas and facilitating approval of secondary plans, potentially prior to the completion of the GTA West EA;
 - e) Recognizing that EA completion and construction of a GTA West Corridor facility is many years away and that there are transportation demands on the provincial highway network that require immediate attention, that MTO and Metrolinx expedite other highway and transit improvements to provide necessary capacity and congestion relief, including widening of Highways 410 and 401, extension of Highway

427, implementation of transitways, GO rail improvements, and Hurontario and Queen rapid transit improvements;

- f) That the lands adjacent to but outside the Highway 410 right-of-way in Secondary Plan Area 48 and the lands west of Clarkway Drive in Secondary Plan Area 47 be removed from the updated Preliminary Route Planning Study Area.

- 3. **THAT** the Clerk be requested to forward this staff report and Council resolution to the Region of Peel, Region of Halton, Region of York, City of Mississauga, Town of Halton Hills, Town of Milton, and Metrolinx for information.

BACKGROUND:

The GTA West Corridor Environmental Assessment (EA) was initiated by the Ministry of Transportation (MTO) in January 2007 to consider the alternatives for a new corridor and/or other transportation improvements from Highway 400 west toward Guelph and including the Halton-Peel Boundary Area Transportation Study (HPBATS) area. The study area included the Urban Growth Centres of Downtown Milton, Downtown Brampton, Vaughan Metropolitan Centre, and Downtown Guelph; the transportation strategy is also meant to serve new industrial growth areas such as the City's SP 47 Area in northeast Brampton.

PDD Committee/Council has received several delegations from MTO and their consultant, who provided updates on the GTA West Corridor Planning and EA and Stage1 Draft Transportation Development Strategy.

MTO presented the GTA West Corridor Planning and EA Stage 1 alternatives for public review and comment at Public Information Centre #4 in June 2010, followed by the Draft Transportation Development Strategy in February 2011. In response to comments from Halton Hills, MTO undertook additional analysis in Halton Region in early 2012, resulting in a modified Route Planning Study Area and the decision to recommend a widening of Highway 401 rather than a new corridor west of Highway 401/407 ETR. The modifications were presented at a fifth round of PICs in June 2012.

During the course of the Stage 1 work, Council approved the Halton-Peel Boundary Area Transportation Study (HPBATS), and all municipal partners have since signed the related Memorandum of Understanding (MOU). The MOU establishes a framework for the timely implementation of transportation improvements recommended in HPBATS, and provides a framework for the municipal partners to move forward.

CURRENT SITUATION:

The Transportation Development Strategy (TDS) Report and new recommendations based on the additional analysis in Halton Region, once finalized based on public and agency input, will represent the conclusion of Stage 1 of the GTA West Corridor EA. The report identifies a Preliminary Route Planning Study Area (PRPSA; see Appendix A) which will be used to guide alignment options in Stage 2 of the EA, and includes corridor protection areas in west Brampton and part of Secondary Plan Area 47.

The current preferred alternative has a terminus at Highway 401/407 (coinciding with HPBATS), and includes all previous elements of the Transportation Development Strategy, with the substitution of a widening of Highway 401 to the west for the new corridor through Halton Region.

Projects within and near the Preliminary Route Planning Study Area:

Northwest Brampton (SPA 52, 53) and HPBATS Corridor

A key piece of transportation infrastructure proposed to be located in part within the Heritage Heights community is the Halton-Peel Freeway. The Halton-Peel Boundary Area Transportation Study (HPBATS) approved by Council in April 2010 reconfirmed the need for a 6-8 lane highway connecting from Highway 401/407 in Halton Region, and extending into Peel Region to connect to Mayfield Road and ultimately to a future east-west provincial facility. A request for proposals has been issued for the continuation of the study, which includes identifying options for advancing implementation (i.e. proceeding to Environmental Assessment Phase 3 and 4 studies, in order to ensure that the Halton-Peel Freeway, along with potential east-west links between Brampton and Georgetown and other road network improvements, are in place by 2031), in the event that the GTA West study does not proceed in a timely fashion.

A primary objective of the Heritage Heights Transportation Master Plan, begun in May 2011, is to complete a preliminary identification and evaluation of potential Credit Valley crossing locations in identifying alignment options as the basis for defining a corridor protection area through the Heritage Heights Secondary Plan area for the proposed Halton-Peel Freeway. This key objective has been identified as an essential deliverable, and one that is necessary in order that the study team be able to move forward with the development of a community

transportation network as required for the Transportation Master Plan in support of the Secondary Plan, while recognizing the future inter-jurisdictional HPBATS Environmental Assessment. HPBATS recommended that the Halton-Peel Freeway provide a connection to the GTA West Corridor. The current preferred option to be carried forward for consideration in Stage 2 of the GTA West Corridor EA includes the Halton-Peel Freeway with a link through Northwest Brampton to Highway 401/407 ETR.

In September 2010, Brampton Council endorsed a three-phase planning approvals process to examine the feasibility of including the Osmington lands within the approved Mount Pleasant Secondary Plan as a special policy area.

As the Osmington application lands are also included as part of the GTA West PRPSA, it is critical that an expedited evaluation of alignments by MTO, as they impact these lands, are undertaken concurrently with the phased evaluation process endorsed by Brampton Council for the Osmington proposal.

Highway 427 Industrial Secondary Plan Area (SPA 47)

The latest Public Information Centre for Secondary Plan Area 47 was on June 27, 2012. Presentation materials included a revised preliminary land use concept, along with a depiction of the GTA West PRPSA and arterial road connection to the Highway 427 extension. The planning meeting was combined with the PIC for the Transportation Master Plan for the secondary plan, which presented the results of a preliminary road network analysis for public review and comment.

Highway 427 Extension

The planned extension of Highway 427, endorsed by City of Brampton Council on March 31, 2010, will provide improved truck access to the CP Vaughan Intermodal Terminal, will connect directly with Major Mackenzie Drive (itself to be connected to new Arterial Road A2 to Mayfield Road), and will include a Transitway providing a strong interface with YRT/VIVA and Brampton Transit/Züm services. A connection to the new GTA West corridor in some form is planned, although the initial extension has not yet been included in MTO's Southern Ontario Highways five-year construction program.

Highway 50/Mayfield EA

The Region of Peel is finalizing an environmental assessment on Highway 50 (from Castlemore Rd/Rutherford Rd to Mayfield Rd) and Mayfield Road (from Highway 50 to Coleraine Dr). The study analyzed improvements to address

traffic congestion and connections to other roads and employment lands in and near SP 47, and recommends the widening of Highway 50 to six lanes and of Mayfield Road to four lanes, as well as better accommodation of transit and active transportation modes.

Countryside Villages Secondary Plan Area (SPA 48)

The Countryside Villages Secondary Plan was adopted by Council in December 2009. OP2006-32 implements policies for an employment area, while OP2006-33 implements policies for a community consisting of a variety of residential, institutional and commercial land uses.

The zoning by-law has been approved for the employment area adjacent to the east side of Highway 410, and the neighbouring block plan was approved in June 2012.

Countryside Villages includes, within a new road network, a transit supportive spine road linking neighbourhoods with the local centres and the Town Centre at Mayfield Road and Bramalea Road, integrating safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic. Area 48 is served by Highway 410, Mayfield Road and Countryside Drive.

CORPORATE IMPLICATIONS:

Over the long term, the GTA West Corridor will provide a major new east-west route for the movement of goods and people, providing an alternative to Highway 401 and 407 ETR and serving new employment areas in Peel Region, including Area 47 in Northeast Brampton. As stated in the TDS, all other modes including air, rail, and marine also rely upon and connect to the road network.

The PRPSA covers a significant portion of the Secondary Plan Area 47 in northeast Brampton, and coincides roughly but not exactly with the corridor protection area in West Brampton.

In the future, the GTA West corridor, which itself is to include a Transitway, will be paralleled by a network of rapid transit routes connecting growth centres, including improved two-way all-day GO rail and expanded bus service, the Highway 407 Transitway, and rapid transit on Hurontario and Queen Streets.

In order to allow municipal planning for development in new growth areas to continue unimpeded to fulfill provincial Growth Plan objectives, the Province must expedite the EA process to begin Stage 2 as soon as possible. The City is carrying forward with transportation studies and EAs in North West Brampton

and SP 47 in the near term, inviting MTO to participate on the respective Technical Advisory Committees. These concerns are shared with the Region of Peel and the Town of Caledon, the former of which recognizes the inadequacy of the planning timeframe used and the necessity of other provincial infrastructure improvements, while the latter has also approved development within the PRPSA near Mayfield Road.

In addition, in consideration of growing traffic congestion and its negative economic impacts, development pressures, and of the length of time required to plan and construct a new transportation corridor, MTO and Metrolinx are being asked to prioritize near-term improvements for implementation as soon as possible, including the Highway 401 widening, the Highway 427 extension, and the above-mentioned public transit improvements.

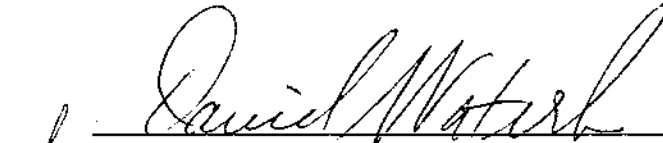
CONCLUSION:

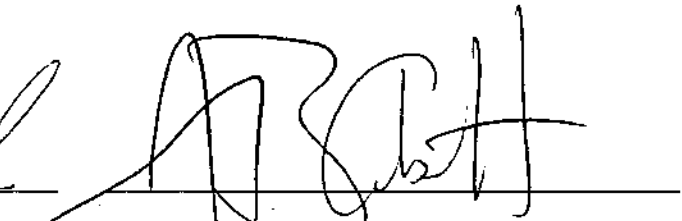
At this time, staff have the following concerns with the updated Preliminary Route Planning Study Area (PRPSA):

- The PRPSA includes both existing properties and lands approved for imminent development in Brampton.
- The City requests that the PRPSA be modified in Bram West (Secondary Plan Area 40) to align with the City's corridor protection area, in Secondary Plan Area 47 to exclude properties that were not part of the May 2011 PRPSA, and in Secondary Plan Area 48 to exclude lands adjacent to but outside the Highway 410 right-of-way.
- We also require clearer direction from the Province on the status of all lands within the PRPSA, given the difference in timelines between Provincial corridor planning and land use planning at the municipal level.
- Other Provincial infrastructure to support new growth areas must be prioritized, and includes both the Highway 427 extension to Major Mackenzie Drive and the Halton-Peel Freeway.

It is expected that these concerns be addressed and considered going forward as part of moving into Stage 2 of the Province's corridor planning process.

Respectfully submitted,


for Henrik Zbogar, MCIP, RPP
Acting Director, Planning Policy &
Growth Management


John Corbett, MCIP, RPP
Commissioner, Planning, Design &
Development

Attachments:

- A. GTA West Corridor Preliminary Route Planning Study Area (revised May 2012)
- B. City of Brampton staff comments on the GTA West Corridor EA Transportation Development Strategy Draft Report

Report authored by: David Kuperman, Transportation Policy Planner (x42410)

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**Appendix A: GTA West Corridor Preliminary Route Planning Study Area
(updated May 2012)**

GTA West Corridor
Preliminary Route Planning Study Area
 (Updated May 2012)

Legend:

- Study Area
- Existing Infrastructure
- Highway
- Rail
- Water
- Other

Map Labels: Caledon, Peel, York, Vaughan, Toronto, Brampton, Mississauga, Halton Hills, Milton.

F1-11

**Appendix B: City of Brampton staff comments on the GTA West
Corridor EA Transportation Development Strategy Draft Report**



BRAMPTON
Flower City

F1-12

Planning, Design and Development
Policy Planning and Growth Management

August 3, 2012

Mr. Neil Ahmed
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga ON L5K 2P8

Dear Mr. Ahmed,

Re: GTA West Corridor EA: Transportation Development Strategy
Draft and additional analysis for Halton Region

The above-mentioned draft report was reviewed by City of Brampton staff and commented on in June 2011. As previously stated, the City of Brampton supports the general direction of the EA study and the conclusions of the Draft TDS Report, subject to certain factors. The recommendation for highway and non-highway improvements put forth is consistent with our overall vision: an integrated multi-modal transportation system that supports future population and employment growth and facilitates goods movement, as stated in the Official Plan, and the optimized use of the existing system before constructing new infrastructure.

With the recent additional analysis focused on Halton Region and the resulting changes to the Preliminary Route Planning Study Area (PRPSA) included in the June round of Public Information Centres, we offer the following further comments for your consideration.

General comments:

1. We require clearer direction from the Province on the status of lands within the PRPSA and how the corridor is expected to be protected, given that the municipal development timeframe is considerably shorter than the provincial Environmental Assessment and construction timeframe, as yet subject to funding. We are advancing municipal land use and transportation planning in both Secondary Plan Area 47 (Northeast Brampton) and Secondary Plan areas 52 and 53 (Heritage Heights in Northwest Brampton), and both locations are experiencing high development pressure and related infrastructure demands to support future growth. In addition, the PRPSA near Highway 410 and Mayfield Road appears to include

land beyond the Highway 410 right-of-way and within Secondary Plan Area 48 (and the soon-to-be-developed Countryside Villages).

2. The timing of related infrastructure improvements to support employment lands essential to complying with the Provincial Growth Plan is also a key concern. In order to serve these lands and to develop a functional road network, the Halton-Peel Freeway (i.e., GTAW "North-South Link") and Highway 427 extension at least to Major Mackenzie Drive need to be made priorities by the Ministry of Transportation well in advance of the construction of the GTA West corridor.

East Brampton (Secondary Plan Area 47)

3. The limit of the GTA-West Corridor Study Area as depicted in the Proposed Land Use Plan for Secondary Plan Area 47, that was presented to the City's Planning, Design and Development Committee Meeting of June 11th 2012 and at a public open house on June 27th, was based on information previously provided by MTO. Since then, McCormick Rankin has identified an expansion of the Study Area within Area 47 represented by a 500 metre shift of its south-western boundary that would impact employment lands that are expected to be developed in the short term. We question the rationale for the expanded study area and note that this should be supported by a technical basis and geometric assessment.
4. The Area 47 employment lands represent the last remaining designated, large-block employment lands in east Brampton. Significant portions of the employment lands in proximity to Hwy 50 are owned by large scale industrial developers who have purchased these lands in recent years in recognition of the employment designation. Servicing for these lands is expected within the short term. As such, we request that MTO identify a study corridor envelope at the earliest, based on feasible alignment options.
5. We wish to bring to your attention the development of a Place of Worship on the south side of Mayfield Road, west of Clarkway Drive (shown in Figure 2). The site is known municipally as 7875 Mayfield Road, and building permits have been issued by the City for the development of a new 5,000 sq. ft. temple. Construction has commenced, and site plan and elevation drawings of the temple are attached for your information (Figures 3 and 4). Considering the advanced stage of approvals for the subject property, we ask that the preliminary route planning study area be refined to exclude all lands east of Clarkway Drive in Area 47.

West Brampton (Secondary Plan Areas 40, 51, 52, 53)

6. With respect to Secondary Plan Area 40 in West Brampton, we acknowledge the exclusion of Block Plan 40-3 from the PRPSA, considering that it has been Stage 2

approved as part of the block plan process, and therefore development is expected in the short term. Areas in SP 40 that are west of Heritage Road have been appealed to the Ontario Municipal Board, and are impacted by the ongoing environmental assessment for the North-South Corridor (involving corridor protection area/interim control by law 306-2003 in west Brampton). We note, recognizing the HPBATS recommendations and the MOU, that the limits of the PRPSA at the Halton Peel boundary in this Secondary Plan Area do not entirely align with the City's protection area for a municipal North-South Transportation Corridor.

7. In August 2010, Osmington Inc. submitted a private application in Secondary Plan Area 52 (Huttonville North) to amend the City of Brampton's Official Plan to remove their lands (located at the northwest quadrant of Mississauga Road and Bovaird Drive) from the Heritage Heights (Secondary Plan Areas 52 and 53) planning area and include them within the geographic boundary of the approved Mount Pleasant Secondary Plan (Area 51). The purpose of this amendment is to allow the Osmington proposal to be evaluated within the context of an approved secondary plan area, recognizing the linkages between the Osmington lands and the Mount Pleasant Mobility Hub. In September 2010, Brampton Council endorsed a three-phase planning approvals process to examine the feasibility of including the Osmington lands within the approved Mount Pleasant Secondary Plan as a special policy area and included criteria to guide the evaluation of a development application. It is noted that the application was circulated to the Ministry of Municipal Affairs and Housing on May 7, 2010 and October 13, 2010 with a request for review and comment.

As the Osmington application lands are also included as part of the GTA West PRPSA - it is critical that an expedited evaluation of alignments, as they impact these lands, by MTO run concurrently with the phased evaluation process endorsed by Brampton Council so as to exclude these lands from the PRPSA.

Central Brampton (Block Plan 48-1)

8. In reviewing the Hwy 410 Connection Alternative Concept 2, it appears that the ramp illustrated on the east side of the highway encroaches onto private lands. These lands are currently being serviced and development for employment uses are expected to begin shortly. We ask that you review Concept 2 and adjust the alignment of the ramp to remain within the Hwy 410 right-of-way.

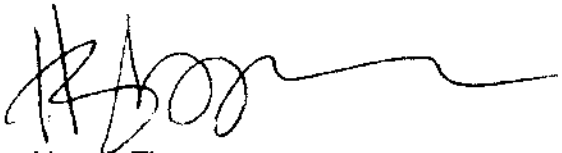
Summary of Council-endorsed recommendations from June 2011:

City of Brampton staff and Council recommend the following, as reflected in the letter sent in response to the original Transportation Development Strategy report:

- That the Province identify funding for and advance to Stage 2 as soon as feasible, recognizing the current state of development and transportation planning for areas in North West Brampton (SP 52 and 53, and including the HPBATS corridor) and the Highway 427 Industrial Area (SP 47), that fall within the GTA West PRPSA.
 - It is assumed that Stage 2 will include corridor planning in designated areas where development is proceeding and narrowing the PRPSA as soon as possible;
 - MTO participation in Brampton land use and transportation planning studies will be required in order to refine the limits of corridor protection areas and facilitate approval of secondary plans;
- That the Province expedite near-term projects to mitigate congestion, including:
 - Widening of highways 410 and 401
 - Construction of the Highway 427 Extension and Transitway
 - Transit improvements through Metrolinx including two-way all-day service on the Georgetown GO rail line, the Hurontario/Main light rail transit line, Queen Street/Highway 7 rapid transit corridor, and the 407 Transitway.

We look forward to continuing to work with you on planning the GTA West Corridor as we move ahead with municipal planning efforts in Northeast and Northwest Brampton.

Sincerely,



Henrik Zbogor
Acting Director, Planning Policy & Growth Management
(905) 874-2052

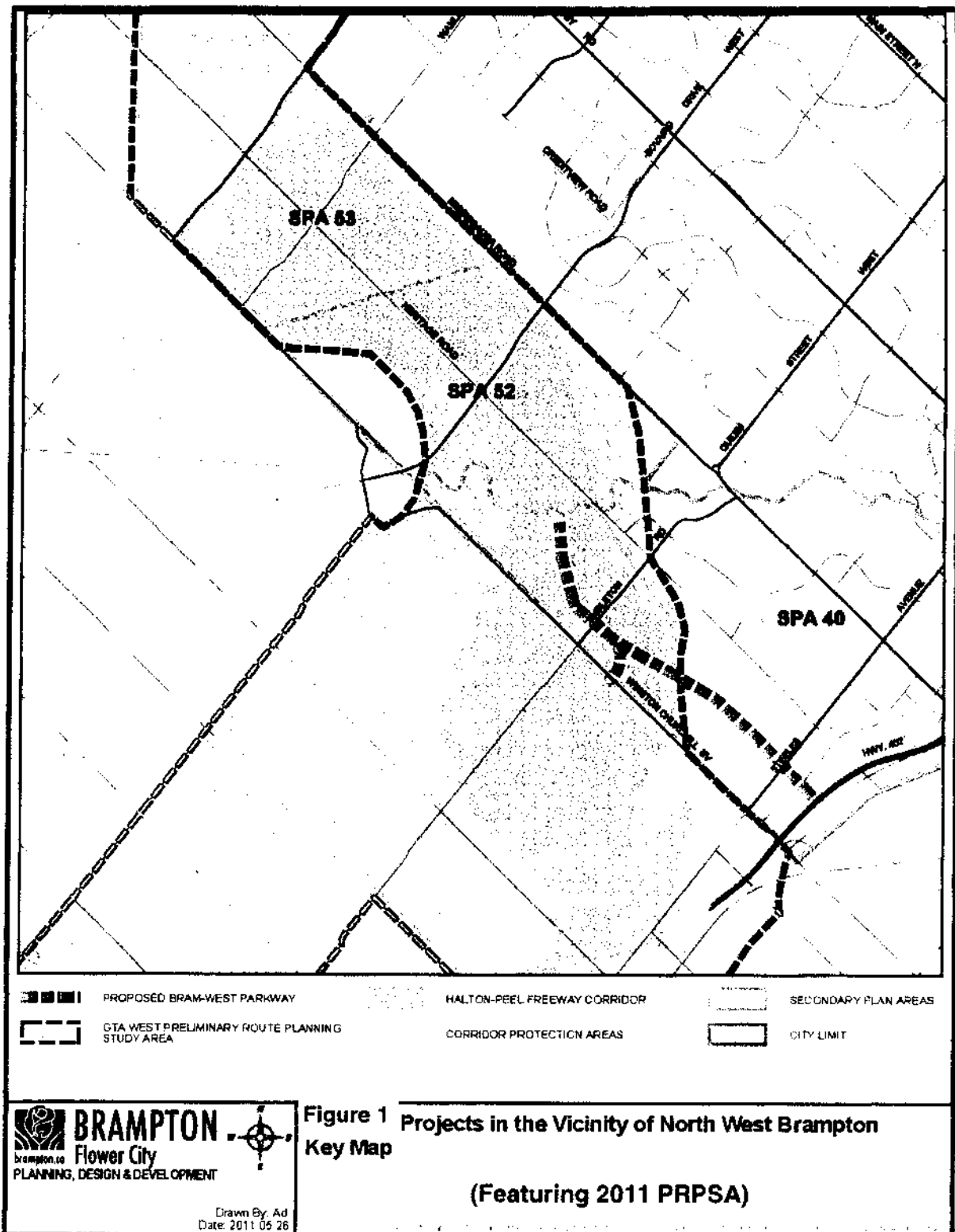
HZ/dk/mr

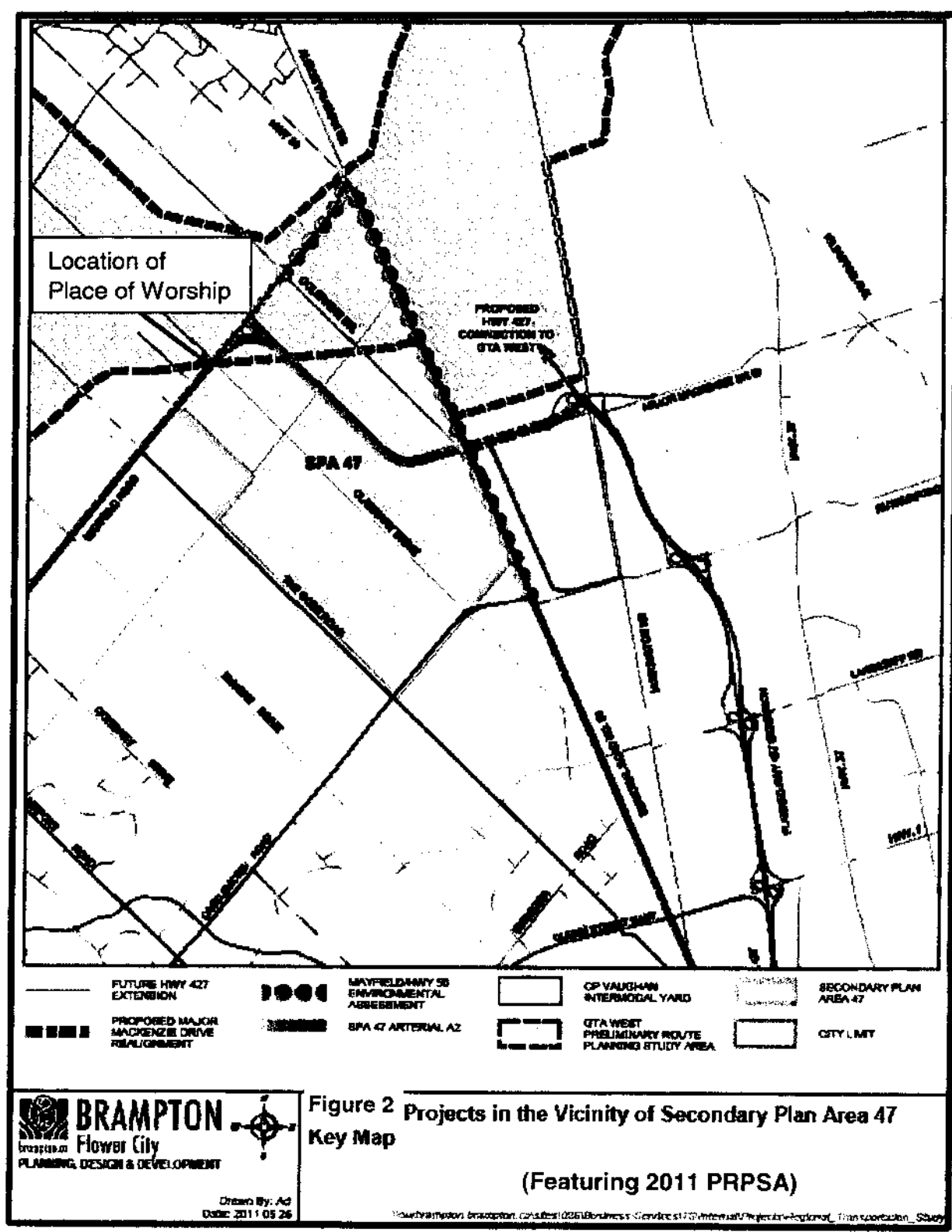
Encl: Figure 1 North West Brampton and HPBATS Key Map
 Figure 2 North East Brampton (Secondary Plan Area 47) Key Map
 A-1 Jain Property Site Plan
 A-4 Jain Property Elevations

F1-16

Copy:

Malik Majeed
David Waters
Chris Duyvestyn
Brad Hale
Marta Roias
John Corbett
Tom Mulligan
Jin Wang
Joe Perrotta





EAST TIENANMEN
SCALE 1/8" = 1'-0"

NORTH TIENANMEN
SCALE 1/8" = 1'-0"

SECTION
SCALE 1/8" = 1'-0"

DETAILS
SCALE 1/8" = 1'-0"

NOTES

1. ALL DIMENSIONS TO BE SHOWN ON SITE.
2. ALL WORK TO BE IN COMPLIANCE WITH THE DISTRICT BUILDING CODE AND ORDINANCES.
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