Table 1: Screening of Snow Storage Sites

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 1: Highway 50 Carpool Lot (Brampton) **Figure 1-2**	■ Existing Use: No existing uses on site. The land identified for potential snow storage is situated adjacent to the south side of the existing carpool lot and is primarily grass covered. ■ Future Use: – Potential expansion of the existing carpool lot. – Related Environmental Assessment: Highway 427 Industrial Secondary Plan (Area 47). ■ Conservation Authority: Toronto and Region Conservation Authority. ■ Regional Roads within 10 kilometres: 267 lane-kilometre. ■ Primary and Secondary Snow Removal within 10 kilometres: 10 kilometres.	**Land Use** ■ Regionally owned site. ■ Site potentially available – consideration for potential expansion of existing carpool lot. **Technical** ■ Open site for constructability. ■ Good road access. ■ Site has existing infrastructure that can be leveraged. ■ Well defined existing drainage network with a suitable outlet and onsite capacity to satisfy stormwater management treatment requirements. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ No Species at Risk with medium probability of occurring within the Study Area. ■ No sensitive features adjacent to this site are anticipated to be affected by increased water inputs from snow melt. ■ No fish habitat as defined under the Fisheries Act within the property boundaries. ■ Site allows for straightforward and approvable stormwater management approaches and provides opportunity to use stormwater servicing for Highway 50 corridor. ■ Secondary Plan Area 47 Environmental Assessment Master Environmental Servicing Plan identifies a Stormwater Management Facility to the south, which can potentially be used for snow storage stormwater management. If used, would need to demonstrate no impact to the Secondary Plan Area 47 Stormwater Management Facility. ■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site). **Socio-Cultural** ■ Avoids disruptions to residential areas. ■ There is no identifiable conflict with pedestrians at the site access/egress points since the snow removal truck routes do not coincide with the pedestrian network. ■ No Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to the site. **Cost** ■ Capital costs anticipated to be proportional to the size of the snow storage area, similar to other sites. Avoids purchase of lands and the need to have to enter into any agreements for access. The preliminary estimated cost is $1,409,793	**Land Use** ■ Need to consider daily commuter usage times of carpool lot. **Technical** ■ Less than 375 kilometres regional road within 10 kilometres. ■ Site size is under 1.5 hectares (approximately 0.4 hectares). ■ Site activities would have to be controlled during peak daily commuter usage times of carpool lot. **Natural Environment** ■ Disturbance to vegetation. Proposed Snow Storage Area consists entirely of CUM1-1 (Dry – Moist Old Field Meadow) community. ■ Incidental wildlife observed: Red-winged Blackbird *(Agelaius* phoeniceus*)*. ■ Candidate habitat for Monarch (Species of conservation concern). **Socio-Cultural** ■ Potential noise disruption to the adjacent potential industrial/commercial development. ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. ■ If the Highway 50 Carpool Lot Study Area cannot be avoided as per the Stage 1 Archaeological Assessment recommendations, then it will require Stage 2 test pit survey at 5 metre intervals. **Cost** ■ No unreasonable costs anticipated at this time. The preliminary estimated cost is $1,409,793	✓ Carried Forward **Good access and existing infrastructure that can be leveraged**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 2: Beckett Sproule Reservoir and Pumping Station (Brampton) Figure 1-3	■ Existing Use: Vacant space within Pumping Station property and temporary contractor's laydown area. ■ Future Use: – South part of property will be used for staging of pumping station expansion. Future Reservoir (post 2031) to be constructed. – Active construction on site is anticipated to be completed by 2030. Currently the contractor's laydown area. ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 728 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 128 kilometres	**Land Use** ■ Regionally owned site. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. Highest length of regional roads within 10 kilometres in relation to other sites. ■ Meets minimum site size. ■ Open site for constructability. ■ Well defined existing drainage network with capacity for treatment and adequate space to site stormwater control infrastructure. **Natural Environment** ■ Lower potential to encounter sensitive natural heritage features (site was not formally investigated). ■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site). **Socio-Cultural** ■ Avoids disruptions to residential areas as existing surrounding land use is light industrial. **Cost** ■ Capital costs anticipated to be proportional to the size of the snow storage area, similar to other sites. Avoids purchase of lands and the need to have to enter into any agreements for access. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ Pumping Station expansion planned; therefore, site would not be immediately available. ■ Given short term development plans (staging until 2026), and long-term plans (reservoir expansion approximately 2041), site would only be available as a snow storage facility for 15 years. ■ Potential site conflict with existing critical infrastructure at the site, including underground infrastructure. **Technical** ■ Separate entrance may need to be constructed. **Natural Environment** ■ Potential drainage conflict on site with Ministry of Transportation corridor (Highway 410); suitable outlet may be difficult to obtain. ■ Chlorides/salt contamination of soil is a concern given future use as a reservoir and future infrastructure planned. ■ 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. ■ 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. **Socio-Cultural** ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated). ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ No unreasonable costs anticipated. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **Conflicting future site development plans**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 3: West Brampton Reservoir and Pumping (Brampton) Figure 1-4	■ Existing Use: West Brampton Reservoir and Pumping Station. The land identified for potential snow storage development is situated north of the existing reservoir and is surrounded on the north, east, and west by an existing berm / spoil pile. ■ Future Use: Future Reservoir (post 2031) to be constructed, north section of the property. The West Brampton Reservoir and Pumping Station site is also being reviewed as a possible location to accommodate Fire Station 216. ■ Conservation Authority: Credit Valley Conservation ■ Regional Roads within 10 kilometres: 402 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 68 kilometres	**Land Use** ■ Regionally owned site. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Meets minimum site size. ■ Open site with sufficient space for constructability. ■ Existing stormwater management infrastructure on site could be enhanced to service the needs of a snow storage facility. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ Potential Snow Storage Area is located outside of Candidate Bat Maternity Colonies (FOD2-3) located along the southern border the site property. ■ Watercourse that is mapped through this site is not regulated by Credit Valley Conservation based on their regulated floodplain limits. ■ Fluvial geomorphic assessment was conducted at Bovaird Drive where the channel was only slightly defined and approximately 1 metre 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. **Socio-Cultural** ■ Avoids disruptions to residential areas. ■ There is no identifiable conflict with pedestrians at the site access/egress points since the snow removal truck routes do not coincide with the pedestrian network. ■ No Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site. ■ Site was previously assessed and has been cleared of further archaeological concerns. **Cost** ■ Capital costs anticipated to be proportional to the size of the snow storage area, similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access. The estimate cost is $2,337,628	**Land Use** ■ 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. ■ Potential conflict with Heritage Heights Secondary Plan ■ Site along entrance maybe in conflict with future feedermain/watermains. **Technical** ■ Poor grading on site would require extensive re-grading to accommodate snow storage. ■ Potential conflict with existing critical infrastructure at the site ■ Site security will need to be addressed. ■ Existing headwater stream and unclassified wetland area immediately downstream/adjacent to the site. Additional stormwater management considerations may apply. **Natural Environment** ■ The proposed storage area is adjacent to the Provincially Significant Huttonville Creek and Area Wetland Complex that may be impacted from increased water inputs from snow melt. Mitigation measures will be required. ■ Disturbance to vegetation. Proposed Snow Storage Area consists entirely of CUM1-1 (Dry – Moist Old Field Meadow) community. ■ One intermittent watercourse inside property boundary ■ May provide seasonal fish habitat. Fish habitat as defined under the *Fisheries Act* was identified within the Property Boundaries of the site. However, the proposed Snow Storage Area is not located on or immediately adjacent to a watercourse (i.e., within the regulated floodplain limits). ■ Candidate habitat for Monarch (Species of Conservation Concern). ■ Incidental wildlife observed included Canada Goose (*Branta canadensis*). ■ One Candidate Amphibian Movement Corridors – Amphibians may travel between breeding habitats located outside of the Potential Snow Storage Area. ■ The Species at Risk with medium probability of occurring within the Site 3 Study Area include: Bobolink and Eastern meadowlark. ■ Site is within Highly Vulnerable Aquifer area. **Socio-Cultural** ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. Further, Mississauga Road is proposed to be widened in the future to 6 lanes. There will be a median island in front of the intersection at the West Brampton Reservoir and Pumping Station, restricting movement to right in/right out. ■ The West Brampton Reservoir and Pumping Station site is being reviewed as a possible location for Fire Station 216. **Cost** ■ No unreasonable costs anticipated at this time. The estimate cost is $2,337,628	✓ Carried Forward **Proximity to the serviced areas and the available space**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 4: Clarkson Wastewater Treatment Plant (Mississauga) **Figure 1-5**	■ Existing Use: Vacant area within Clarkson Wastewater Treatment Plant property ■ Future Use: Potential Wastewater Treatment Plant Expansion as per Environmental Assessment: Clarkson Wastewater Treatment Plant Schedule C ■ Conservation Authority: Credit Valley Conservation ■ Regional Roads within 10 kilometres: 81 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 6 kilometres	**Land Use** ■ Regionally owned site. **Technical** ■ Meets minimum site size. ■ Open space in southwest corner of property. ■ Opportunity to enter/exit off of a secondary road. ■ Well defined existing drainage network with capacity to receive drainage from a potential snow storage location. **Natural Environment** ■ None identified (site was not formally investigated). ■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site). **Socio-Cultural** ■ Avoids disruptions to residential areas. **Cost** ■ Cost is considered a disadvantage relative to other similar sites. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ Potential conflict with future land use – open space areas are proposed for Wastewater Treatment Plant expansion as per recently completed Environmental Assessment. ■ The site is the location of the former Brampton Wastewater Treatment Plant. The condition of this site (brownfield) would likely require it to be capped as part of any future land use. This area may also be used for Wastewater Treatment Plant expansion construction staging. **Technical** ■ Less than 375 kilometres regional road within 10 kilometres ■ Potential conflict with existing critical infrastructure at the site ■ Site would require regrading. ■ Future land use / expansion of the Clarkson Wastewater Treatment Plant severely limits long-terms stormwater management infrastructure servicing potential. **Natural Environment** ■ Potential to encounter sensitive natural heritage features (site was not formally investigated). ■ Significant bird habitat in the southwest corner of the site ■ Appears to be a brownfield site (former Wastewater Treatment Plant) therefore, there is a potential for contamination. ■ Within Highly Vulnerable Aquifer area. **Socio-Cultural** ■ Proximity to Lakeside Park. ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated). ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ Capital costs anticipated to be higher than similar sites due to site security issues as well as potential for surplus material generation and off-site disposal. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **As a result of the status of a separate site Environmental Assessment, proposed future site build-out, low lane-kilometres of Regional roads in the site's vicinity, and concerns regarding site contamination, this site was removed from further consideration**.

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 5: Johnston Sports Park (Caledon) **Figure 1-6**	■ Existing Use: Open Park Space. The section of land that has been identified for snow storage site development is currently planned to be a parking lot, as per the Town of Caledon/Johnston Sports Park Master Plan and should continue to act as such in the spring/summer months. ■ 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. ■ Conservation Authority: Toronto and Region Conservation Authority limits are located nearby the identified section of land, but do not overlap the site. ■ Regional Roads within 10 kilometres: 301 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 0 kilometres	**Land Use** ■ Potential for shared joint use snow storage facility. ■ Winter operation may not be in conflict with existing use (recreation area/sports park) or the proposed Johnston Sports Park Master Plan. ■ 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. **Technical** ■ Meets minimum site size. ■ Open site for constructability in southeast corner. ■ Opportunity to enter/exit off of a secondary road. ■ 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. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ No disturbance to vegetation. Potential Snow Storage Area is located entirely within a parking lot that does not provide habitat for Species at Risk and Species of Conservation Concern. ■ Good SWM flexibility, anticipated less complexity compared to other sites. Potential to reconfigure existing Stormwater Management Facility. **Socio-Cultural** ■ There is no identifiable conflict with pedestrians at the site access/egress points since the snow removal truck routes do not coincide with the pedestrian network. ■ No direct impacts to Built Heritage Resources/Cultural Heritage Landscapes, however potential for indirect impacts as per the site's disadvantages. ■ Site was previously assessed and has been cleared of further archaeological concerns. **Cost** ■ Capital costs anticipated to be lower than similar sites due to partial development of existing site, including stormwater management; however, the Region does not own the site and will require an agreement with the Town of Caledon. The preliminary estimated cost is $1,225,293.	**Land Use** ■ Municipally owned. **Technical** ■ Less than 375 kilometres regional road within 10 kilometres. ■ The site straddles a watershed divide, which could complicate design and permitting requirements. ■ Outlet elevation limits depth of Low Impact Development for stormwater management **Natural Environment** ■ Potential for contributing Redside Dace habitat within Lindsay Creek as occupied reaches are confirmed approximately 2 kilometres downstream. Ministry of the Environment, Conservation and Parks could consider the reach located within the property as "contributing habitat" under the *Endangered Species Act*. This habitat may be impacted from melt water entering the watercourse. Mitigation measures will be required. ■ Within 500 metre of Region of Peel Core Area and Natural Areas and Corridors Woodland. ■ One permanent watercourse inside property boundary. ■ Fish habitat as defined under the *Fisheries Act* was identified within the Property Boundaries for Johnston Sports Park (Site 5). However, this Snow Storage Area is not located on or immediately adjacent to watercourse (i.e., within the regulated floodplain limits). ■ Majority of the site falls within a Significant Groundwater Recharge Area. ■ Portions of the site fall within a Highly Vulnerable Aquifer area. ■ 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 found that the channel is in a "Transitional or Stressed" condition. **Socio-Cultural** ■ Proximity to some single-family residences. ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. ■ 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. **Cost** ■ Land purchase or access agreement will be required. The preliminary estimated cost is $1,225,293 assuming an access agreement.	✓ Carried Forward **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**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 6: Tullamore Reservoir and Pumping Station (Caledon) **Figure 1-7**	■ Existing Use: Vacant area within Tullamore Reservoir and Pumping Station property. The land identified for development is situated adjacent to the bulk water station at the north end of the site and is primarily flat and grass covered. ■ Future Use: The water storage/pumping facility will need to be expanded in the future. Future construction to include additional reservoir cells and pumping station expansion. ■ Feasibility study of site completed in 2021. ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 473 lane-kilometres. ■ Primary and Secondary Snow Removal within 10 kilometres: 30 kilometres	**Land Use** ■ Regionally owned site. ■ Minimal disturbance to reservoir operations and would increase utility of the site year-round. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Meets minimum site size. ■ Open site for constructability in by bulk water dispensing station. ■ Good access with existing separate entrance. ■ Site has existing infrastructure that can be leveraged. ■ 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. ■ Well defined existing drainage network with capacity for treatment. Sufficient space for the implementation of stormwater management infrastructure. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ Proposed Snow Storage Area consists of manicured lawn. ■ 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. **Socio-Cultural** ■ There is no identifiable conflict with pedestrians at the site access/egress points since the snow removal truck routes do not coincide with the pedestrian network. ■ No direct or indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes. ■ Portion of site was previously assessed and has been cleared of further archaeological concerns; however, portion of the property requires Stage 2 test pit survey at 5 metre intervals if the identified area cannot be avoided. **Cost** ■ Capital costs anticipated to be proportional to the size of the snow storage area, similar to the other sites. Avoids purchase of lands and to have to enter into any agreements for access. The preliminary estimated cost is $1,374,859.	**Land Use** ■ Potential conflict with future off leash facility. **Technical** ■ Separate Feasibility study completed in 2021 indicated that there is lack of storm sewer infrastructure for the site. ■ Potential conflict with existing critical infrastructure at the site. ■ Outlet elevation limits depth of Low Impact Development for stormwater management **Natural Environment** ■ Habitat for Redside Dace is located within the property boundaries. A meander belt assessment will be required to confirm the full extent of the habitat as regulated under the *Endangered Species Act* (i.e., meander belt plus 30 metre) to confirm whether regulated habitat is located within or adjacent to the storage area. Salt management will be essential for this site to prevent salt ladened runoff from entering Salt Creek. ■ One permanent watercourse inside property boundary. ■ Fish habitat as defined under the *Fisheries Act* was identified within the Property Boundaries for Site 6 (Tullamore Reservoir and Pumping Station). However, this Snow Storage Area is not located on or immediately adjacent to watercourse (i.e., within the regulated floodplain limits). ■ Incidental wildlife observations included American Crow, Killdeer, and Mourning Dove ■ 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. **Socio-Cultural** ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. ■ Proximity to some single-family residences. **Cost** ■ No unreasonable costs anticipated at this time. The preliminary estimated cost is $1,374,859.	✓ Carried Forward **Good access and existing infrastructure that can be leveraged**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 7: Future Hanlan Reservoir Expansion (Mississauga) **Figure 1-8**	■ Existing Use: Vacant land ■ Future Use: Hanlan Reservoir Expansion (post 2031) ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 583 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 108 kilometres	**Land Use** ■ Regionally owned site **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Meets minimum site size. ■ Open space for constructability. ■ Opportunity to enter/exit from a secondary road. **Natural Environment** ■ Current site is degraded and colonized with phragmites. Low-impact drainage development may improve environmental conditions (site was not formally investigated). ■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site). **Socio-Cultural** ■ Avoids disruptions to residential areas. ■ In an industrial area – fewer concerns about traffic impacts. **Cost** ■ Cost is considered a disadvantage relative to other similar sites. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ 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. **Technical** ■ 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. ■ Site security will be to be addressed. ■ Proximity to highways would require co-ordination with the MTO. ■ Drainage outlet access complicated by MTO corridor and onsite environmental features. **Natural Environment** ■ Proximity to sensitive natural heritage features, including unevaluated wetland located along the northwest of the property (site was not formally investigated). ■ Very wet and potential drainage conflict with MTO corridor (Highway 410 and 403); suitable outlet may be difficult to obtain. **Socio-Cultural** ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated). ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ Capital costs anticipated to be higher than other sites due to presence of unevaluated wetland on the site and access to potential storage areas. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **Drainage and site access issues**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 8: 220 Westcreek Trunk Sewers and Feedermain (Brampton) **Figure 1-9**	■ Existing Use: Former Brampton Wastewater Treatment Plant Site. ■ Future Use: – Related Environmental Assessment: Etobicoke Creek Trunk Sewer Improvements and Upgrades Schedule C (completed). Design and construction will follow. – This area will be used as the main shaft for the tunneling works. ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 704 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 132 kilometres	**Land Use** ■ Regionally owned site. ■ Does not appear to be conflicting land uses. ■ Alternative beneficial uses by the Region are likely limited, therefore snow storage may be the best use of the property. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Meets minimum site size. ■ Open space for constructability. ■ Good access as existing road through site may be re-utilized. ■ Well defined existing drainage network with capacity for treatment. **Natural Environment** ■ None identified (site was not formally investigated). **Socio-Cultural** ■ Avoids disruptions to residential areas. **Cost** ■ Cost is considered a disadvantage relative to other similar sites. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ Appears to be a brownfield site (former Wastewater Treatment Plant) with potential for contamination. ■ The condition of this site would likely require it to be capped as part of any future land use. **Technical** ■ Proximity to highways would require co-ordination with the MTO. ■ This site would likely be used for staging during construction of the proposed trunk sewer. ■ Situated partially within Toronto and Region Conservation Authority Regulated Limits, which will require a permit. **Natural Environment** ■ Proximity to sensitive natural heritage features and the majority of site falls within Toronto and Region Conservation Authority Regulated Area. ■ The site is located just north of Fletcher's Creek. Toronto and Region Conservation Authority 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. ■ Potential drainage conflict with MTO corridor (Highway 410 and 403); suitable outlet may be difficult to obtain. ■ Watercourse on site that may be impacted (fluvial geomorphic assessment not completed for this site to confirm potential impacts). **Socio-Cultural** ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated). ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ 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. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **Technical constraints**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 9: Alloa Reservoir and Pumping Station (Caledon) **Figure 1-10**	■ Existing Use: Vacant area within Alloa Reservoir and Pumping Station property. The identified land for development is situated on the southeast corner of the site. ■ Future Use: – Mayfield Road Environmental Assessment from Chinguacousy Road to Winston Churchill Boulevard. Widening is proposed as part of the improvements. – Future Reservoir (post 2031) to be constructed adjacent to site. – Future feedermains to and from the facility to be constructed. ■ A future subdivision development is planned for the lands east of the candidate location identified for possible snow storage facility development. ■ Conservation Authority: Toronto and Region Conservation Authority (North); Credit Valley Conservation (South) ■ Regional Roads within 10 kilometres: 287 lane-kilometres. ■ Primary and Secondary Snow Removal within 10 kilometres: 26 kilometres.	**Land Use** ■ Regionally owned site. ■ 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. ■ The adjacent school has a large private septic system which would need to be considered. **Technical** ■ Meets minimum site size. ■ Open site for constructability in southern area. ■ Good road access with opportunity to enter/exit off Mayfield Road. ■ Site has existing infrastructure that can be leveraged. ■ Well defined existing drainage network with capacity for treatment. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ The proposed snow storage area consists of manicured lawn and there is low potential for Species at Risk habitat or Significant Wildlife Habitat. There are core woodlands and Potential Natural Areas and Corridors in the vicinity but are unlikely to be impacted from increased water inputs from snow melt as they are more than 300 metre away. ■ No incidental wildlife was observed on site. ■ 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. Future detailed assessment is recommended when permission to enter is granted as no field data was collected to complete the meander belt width assessment. **Socio-Cultural** ■ There is no identifiable conflict with pedestrians at the site access/egress points since the snow removal truck routes do not coincide with the pedestrian network. ■ No direct or indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes, including BHR/CHL 6 (12240 Creditview Road). ■ Site was previously assessed and has been cleared of further archaeological concerns. **Cost** ■ Capital costs anticipated to be proportional to the size of the snow storage area, similar to other sites. The preliminary cost estimate is $1,036,538.	**Land Use** ■ 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. ■ 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. **Technical** ■ Less than 375 kilometres regional road within 10 kilometres. ■ Potential conflict with existing critical infrastructure at the site. ■ Minor space constraints which may impact the ability to site an appropriately sized stormwater management facility. **Natural Environment** ■ Within 330 metre of Region of Peel Core Area Woodland. ■ One permanent watercourse outside property boundary. ■ Fish habitat as defined under the *Fisheries Act* was identified within the Property Boundaries for Site 9 (Alloa Reservoir and Pumping Station). However, the Snow Storage Area is not located on or immediately adjacent to watercourse (i.e., within the regulated floodplain limits). **Socio-Cultural** ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. ■ Proximity to residential area (noise). **Cost** ■ No unreasonable costs anticipated at this time. The preliminary cost estimate is $1,036,538.	✓ Carried Forward **Good access and existing infrastructure that can be leveraged**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 10: 7120 Hurontario Street (Mississauga) **Figure 1-11**	■ Existing Use: Region of Peel building and parking lot. The identified land for development is situated on the northwest corner of the site over an existing extended parking lot which accommodates the adjacent regional office building. ■ Future Use: Region of Peel building and parking lot. ■ Conservation Authority: Credit Valley Conservation ■ Regional Roads within 10 kilometres: 370 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 74 kilometres	**Land Use** ■ Regionally owned site. ■ Surplus parking area and the site is currently being used as a temporary snow storage area. ■ It is proposed that the parking lot be converted to be dual purpose – to serve as a snow melt facility in the winter and to remain an extended parking lot in the offseason for continued parking use. **Technical** ■ Meets minimum site size. ■ Good access. ■ Well defined existing storm sewer drainage network with capacity for treatment ■ 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. **Natural Environment** ■ Potential Snow Storage Area is not located within Natural Designated Features. ■ No vegetation communities were present, as it is limited entirely to a parking lot based on aerial imagery interpretation. ■ There is no potential for Species at Risk occurring within the proposed snow storage site as it is entirely limited to within a parking lot. ■ Based on a review of the Fisheries and Oceans Canada Aquatic Species at Risk Mapping, there were no aquatic Species at Risk identified within the 7120 Hurontario Street Study Area (Site 10). **Socio-Cultural** ■ Avoids residential areas (noise). ■ Study Area had been previously disturbed and no further archaeological work is recommended. ■ No direct or indirect impacts to Built Heritage Resources/Cultural Heritage Landscapes. **Cost** ■ Avoids purchase of lands and to have to enter into any agreements for access.	**Land Use** ■ Site anticipated to be available – no known conflicting uses planned at this time. However, need to consider nearby light show that uses the parking lot. **Technical** ■ Less than 375 kilometres regional road within 10 kilometres. ■ Existing land use activities will need to be accommodated simultaneous to those associated with snow storage. ■ Traffic flow with and adjacent to the site will require special design considerations. **Natural Environment** ■ The Rapid Geomorphic Assessment completed found the channel to be in “Regime”, with no significant evidence of instability. ■ Candidate Habitat for Monarch. ■ Potentially suitable Species at Risk habitat may be present for Eastern Meadowlark (Sturnella magna) within the agricultural field north of the proposed snow storage site. **Socio-Cultural** ■ There is a potential conflict with site traffic on-site and at access/egress locations, requiring measures to separate traffic streams. **Cost** ■ The preliminary cost estimate is $5,183,245, which is a higher cost compared to the other validated sites, however, is proportional to its size.	✓ Carried Forward **Surplus parking area that is currently being used as a temporary snow storage area**

Site Location	Site Description	Location Advantages	Location Disadvantages	Screening Results
Site 11: 7771 Mayfield Road (Brampton) Figure 1-12	■ Existing Use: Residential lot ■ Future Use: Former residential lot to be included in the future road allowance area. ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 383 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 16 kilometres	**Land Use** ■ Regionally owned site. ■ Space anticipated to be available for a snow storage site with future road allowance. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Good access. ■ Well defined existing drainage network. **Natural Environment** ■ None identified (site was not formally investigated). ■ No visible watercourses that are impacted (fluvial geomorphic assessment was not completed for this site). **Socio-Cultural** ■ Disruption is only anticipated during the construction phase. **Cost** ■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ Site includes residential development; however, the Region owns the property and this land will be used in the future road allowance area. **Technical** ■ Site size is under 1.5 hectares (0.77 hectares). ■ Potential spatial constraints for the siting/sizing of an appropriate stormwater management system. **Natural Environment** ■ Potential vegetation disturbance and/or removal. **Socio-Cultural** ■ Proximity to residential properties (noise). Adjacent land use is residential. ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated). ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ No unreasonable costs anticipated at this time. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **Smaller site size and the proximity to existing residential.**
Site 12: 12052 The Gore Road, 7472 and 7480 Mayfield Road (Caledon) Figure 1-13	■ Existing Use: Three small private lots, currently zoned residential (X2) and auto repair (X1). ■ Future Use: Former residential and auto repair lots to be included in the future road allowance area. ■ Conservation Authority: Toronto and Region Conservation Authority ■ Regional Roads within 10 kilometres: 407 lane-kilometres ■ Primary and Secondary Snow Removal within 10 kilometres: 18 kilometres	**Land Use** ■ Regionally owned site. ■ Can be co-ordinated with the future expansion and improvements to the Gore Road and Mayfield Road intersection. **Technical** ■ Over 375 kilometres regional road within 10 kilometres. ■ Good access. **Natural Environment** ■ None identified (site was not formally investigated) ■ adjacent watercourse provides an outlet for site drainage. **Socio-Cultural** ■ Disruption is only anticipated during the construction phase. **Cost** ■ Capital costs anticipated to be similar to other sites. Avoids purchase of lands and to have to enter into any agreements for access. As the site was screened out, a detailed cost breakdown was not developed.	**Land Use** ■ Site availability to be confirmed once the proposed intersection upgrades are finalized. **Technical** ■ Site size is under 1.5 hectares (1.16 hectares). ■ 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. **Natural Environment** ■ Potential vegetation disturbance and/or removal ■ Watercourse on site that may be impacted (fluvial geomorphic assessment not completed for this site to confirm potential impacts). ■ 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. **Socio-Cultural** ■ Proximity to residential properties (noise) ■ Potential for Built Heritage Resources/Cultural Heritage Landscapes within or adjacent to site (site was not formally investigated) ■ Potential for further archaeological assessments (site was not formally investigated). **Cost** ■ No unreasonable costs anticipated at this time. As the site was screened out, a detailed cost breakdown was not developed.	**X** Screened Out **Conflicts with future expansion and realignment of the Gore Road and Mayfield Road are unknown at this time**