



**BRAMPTON**  
Flower City

G1-1

**Report**  
**Planning, Design and**  
**Development Committee**  
Committee of the Council of  
The Corporation of the City of Brampton

**Date:** March 30, 2011

**File:** P26 S47

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

**Subject:** STATUS REPORT

DATE: May 9, 2011

Highway 427 Industrial Secondary Plan (Area 47)  
Ward 10

**Contact:** David Waters, Manager, Land Use Policy (905) 874-2074

**Overview:**

- In June 2008, Council directed staff to begin secondary planning for Area 47, which is generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east and the Gore Road to the west.
- Staff are seeking direction to proceed to public consultation to present the City's Preliminary Land Use Concept that is presented as part of this report.
- Staff are also recommending a minor boundary adjustment north of Countryside Drive and east of The Gore Road to include 19.3 ha from the adjacent Secondary Plan Area 26 in order to appropriately address the interface between the existing estate residential community to the west and the new residential lands being planned as part of Area 47.
- The Preliminary Land Use Concept represents a broad vision for the secondary planning of Area 47. At this time, staff estimate that the Preliminary Land Use Concept would yield about 20,000 residents and 19,700 jobs (Approximately 38 residents and jobs/ha). As part of further consultation, staff will evaluate both the population and employment yields projected for the community and their implications on the forecasts undertaken as part of the City's Growth Plan Conformity exercise, particularly the City-wide employment forecasts and the requirement to achieve 50 residents and jobs/hectare in Greenfield Areas.
- The limited opportunity for widening of Clarkway Drive between Countryside Drive and the TransCanada pipeline, due to its location within the floodplain, will be further evaluated in conjunction with the opportunity identified for adjacent land uses that would permit low-rise office and service employment uses within a built form that is compatible with existing dwellings and provides an appropriate interface between the residential areas to the west and employment areas to the east.

G1-2

**Recommendations:**

1. THAT the staff report from David Waters, Manager, Land Use Policy, Planning, Design & Development, dated March 30, 2011 to the Planning, Design and Development Committee meeting of May 9, 2011 re: **Status Report – Highway 427 Industrial Secondary Plan (Area 47) – Ward 10 (File: P26 S47)** – be received;
2. THAT the boundary of Area 47 within its northwest quadrant be extended, as shown on Figure 1, to include 19.3 ha from the adjacent lands designated Estate Residential in the Official Plan in order to appropriately address the interface between the existing estate residential community to the west and the new residential lands being planned within Area 47;
3. THAT staff be directed to schedule a Public Open House to present the City's Preliminary Land Use Concept for public and stakeholder feedback; and,
4. THAT the City Clerk be directed to provide a copy of this staff report and Council resolution to the Regions of Peel and York, Town of Caledon, City of Vaughan, Toronto & Region Conservation Authority and the Ministry of Transportation (Planning and Environmental Office) for their information.

**Background:**

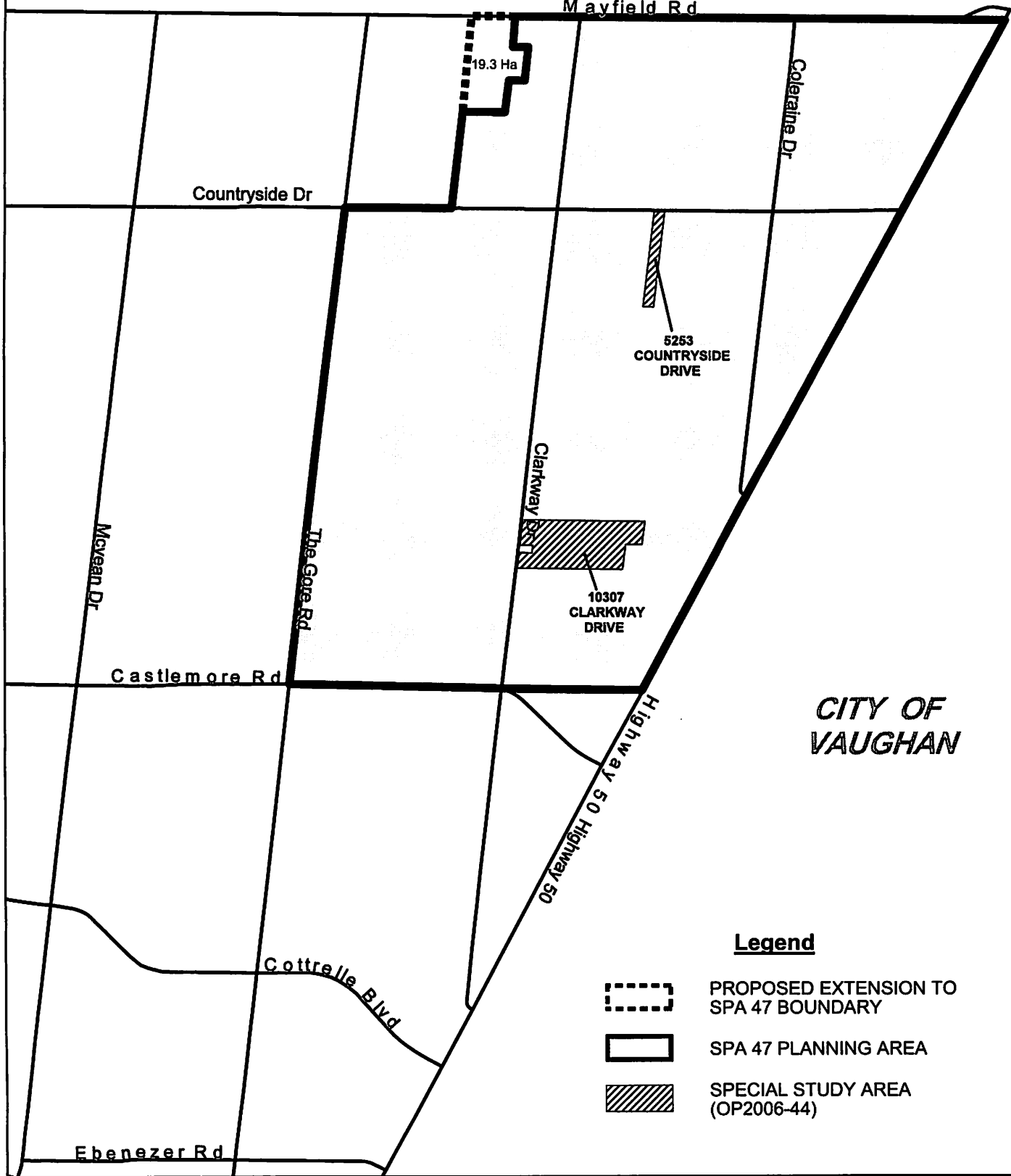
In June 2008, Council directed staff to commence secondary planning for Area 47, which is generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east and The Gore Road to the west (see Figure 1).

The City's Official Plan designates Area 47 for employment and residential uses. The Official Plan also requires the development of 600 upscale executive housing units in Area 47 to provide a transition from the existing Toronto Gore Estate Residential Community. Lands adjacent to Area 47 within the Town of Caledon are designated Prestige Industrial, General Industrial and Agricultural in the Caledon Official Plan. Lands on the east side of Highway 50 within the City of Vaughan are designated CP Intermodal, Future Employment Secondary Plan Study Area and Rural Area General as part of Amendment No. 600 to the City of Vaughan Official Plan (see Figure 2).

Planning for Area 47 will have to be considered in the context of the Growth Plan's Greenfield density target of 50 residents and jobs per net hectare across Peel as well as address the eastern leg of the GTA West Corridor, including a future connection to Highway 427.




As part of the Council approved Growth Plan Conformity OP2006-43, the lands east of Clarkway Drive within Area 47 are designated Special Study Area on Schedule 'A' in order to further evaluate the viability of a relatively narrow band of land, currently

TOWN OF CALEDON



CITY OF VAUGHAN

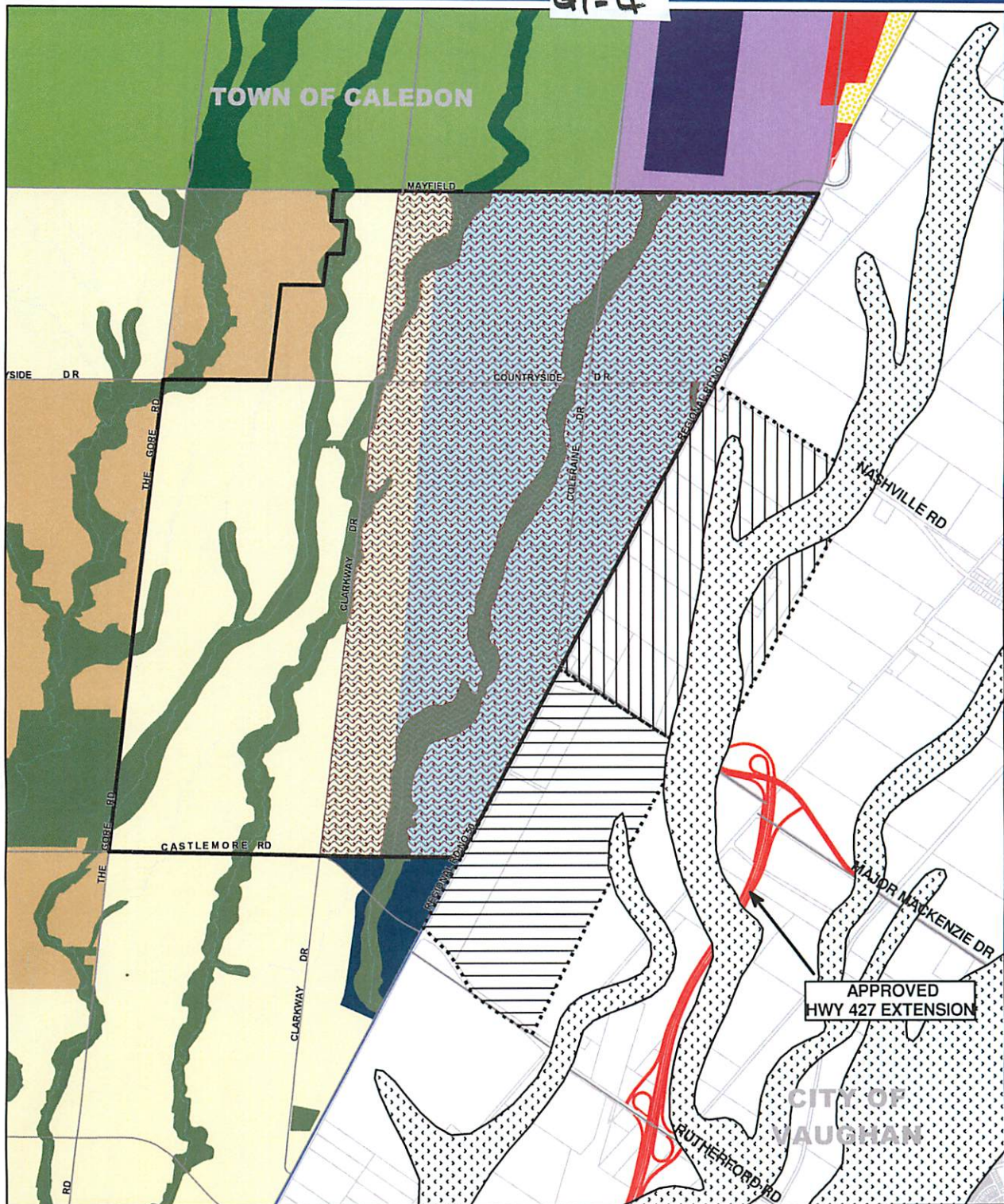
**Legend**

-  PROPOSED EXTENSION TO SPA 47 BOUNDARY
-  SPA 47 PLANNING AREA
-  SPECIAL STUDY AREA (OP2006-44)

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**FIGURE 1 - LOCATION MAP**  
**SECONDARY PLAN AREA 47**



**LEGEND**

**BRAMPTON**

- SPA 47 BOUNDARY
- SPECIAL STUDY AREA
- CORRIDOR PROTECTION AREA
- RESIDENTIAL
- ESTATE RESIDENTIAL
- OPEN SPACE
- INDUSTRIAL
- BUSINESS CORRIDOR

**CALEDON (2008 CONSOLIDATION)**

- BOLTON HIGHWAY 50 COMMERCIAL AREA
- AGRICULTURAL
- ENVIRONMENTAL POLICY AREA
- GENERAL INDUSTRIAL
- PRESTIGE INDUSTRIAL
- SPECIAL RESIDENTIAL

**VAUGHAN (OP AMENDMENT NO.600)**

- RURAL AREA GENERAL
- MAJOR OPEN SPACE & VALLEY LANDS
- CP INTERMODAL
- FUTURE EMPLOYMENT SECONDARY PLAN STUDY AREA

NOTE : Official Plan designations of lands adjacent to Secondary Plan Area 47 within the Town of Caledon and the City of Vaughan are shown for context only and are not intended to be accurate or complete. Reference should be made to the appropriate schedules within the Official Plans of the Town of Caledon and the City of Vaughan for an accurate representation of land use designations within areas adjacent to SPA 47.



**FIGURE 2 - EXTRACT FROM SCHEDULE "D" OFFICIAL PLAN AMENDMENT OP2006-43 & OFFICIAL PLAN DESIGNATIONS OF ADJACENT LANDS WITHIN THE TOWN OF CALEDON & THE CITY OF VAUGHAN**

designated Residential fronting the east side of Clarkway Drive, to be redesignated for employment uses while considering the City's overall employment land needs (see Figure 2). Section 4.13.1.3 of OP2006-43 also requires that strategies be developed to encourage higher density employment uses as part of secondary planning for Area 47.

Several component studies were identified, as part of secondary planning for Area 47, including a Community Design and Open Space Study, Transportation Study, Master Environmental Servicing Plan, Employment Maximization Strategy, Retail and Institutional Land Use Study, Cultural Heritage Study and an Infrastructure Servicing Study.

## **Current Situation:**

### **Status of Component Studies**

The above-noted component studies are being undertaken concurrently, recognizing the need for an iterative process where information is shared among the studies as part of an integrated planning approach. The studies are yet to be finalized and are at various stages of completion. Appendix 'A' summarizes the status of each component study including its overall purpose and the consultant undertaking the work.

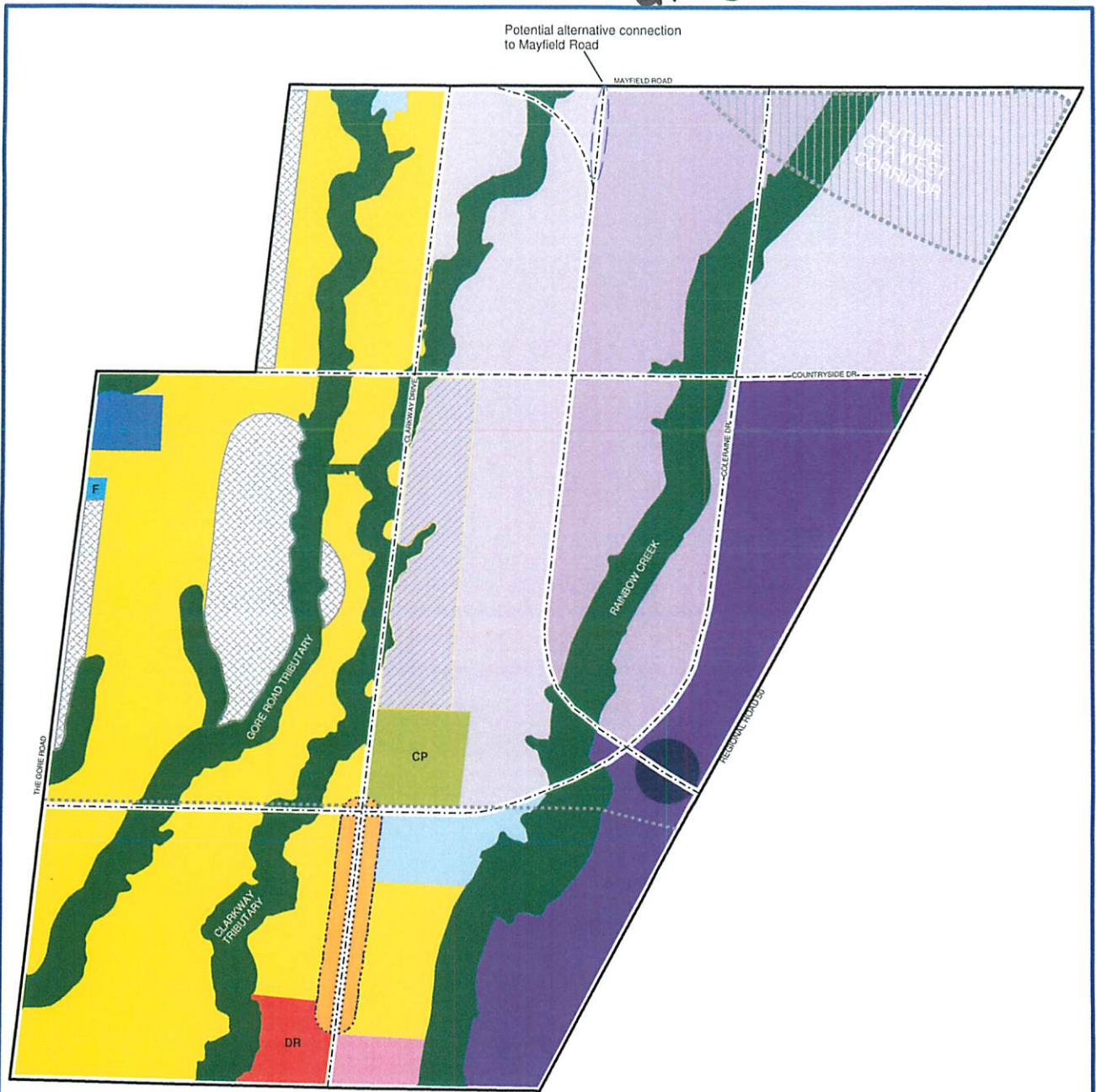
### **Proposed Extension of Area 47 Boundary**

As part of secondary planning for Area 47, staff are recommending that the boundary of Area 47 within its northwest quadrant be extended to include 19.3 ha from the adjacent Secondary Plan Area 26, as shown on Figure 1. The purpose of this boundary adjustment is to appropriately address the interface between the existing estate residential community to the west and the new residential lands being planned as part of Area 47. The lands proposed to be added to Area 47 include a large undeveloped parcel of about 18.5 ha and two existing rural residential lots of 0.4 ha each, all of which are presently designated Estate Residential in the Official Plan.





















One of the objectives of planning for this area will be to avoid a new collector road connection with the existing St. Johns Road to protect the existing estate housing community.

### **Proposed Preliminary Land Use Concept Plan**

The City's Preliminary Land Use Concept Plan (see Figure 3) has been developed based on workshops held with staff from the City and agencies, study consultants and stakeholders. It represents a broad vision for the planning of Area 47 and further refinements to the Land Use Concept will be undertaken based on recommendations of the component studies and public consultation.




Legend

- |   |                                   |   |                          |
|---|-----------------------------------|---|--------------------------|
|  | RESIDENTIAL                       |  | OPEN SPACE               |
|  | EXECUTIVE RESIDENTIAL             |  | CP COMMUNITY PARK        |
|  | MIXED USE (RESIDENTIAL/RETAIL)    |  | DR DISTRICT RETAIL       |
|  | MAIN STREET CHARACTER AREA        |  | PUBLIC SECONDARY SCHOOL  |
|  | OFFICE NODE                       |  | F FIRE STATION           |
|  | LOGISTIC/WAREHOUSE/TRANSPORTATION |  | PLACE OF WORSHIP         |
|  | BUSINESS PARK                     |  | FUTURE GTA WEST CORRIDOR |
|  | PRESTIGE INDUSTRIAL               |  | TRANS CANADA PIPELINE    |
|  | SERVICE COMMERCIAL                |  | MINOR ARTERIAL           |
|  | SPECIAL POLICY AREA               |  | SPA 47 BOUNDARY          |

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**BRAMPTON**  
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**FIGURE 3**  
**HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47)**  
**PRELIMINARY LAND USE CONCEPT**

## Population and Employment Capacity

The City's Preliminary Land Use Concept yields about 20,000 residents and up to 19,700 jobs, which results in approximately 38 residents and jobs per net ha. The 2009 forecast undertaken as part of Growth Plan compliance included Area 47 estimates of 16,370 residents and 23,780 jobs in 2031.

The City's Growth Plan Conformity Amendment OP2006-43 notes that the City will accommodate employment growth in the order of 70,000 to 90,000 jobs, on existing vacant employment lands and additional lands designated primarily for employment uses. Some of this employment growth could be located within existing buildings on employment lands, provided that the City-wide forecasts are not compromised.

As part of Growth Plan compliance, Hemson estimated 1,180 net ha of existing vacant employment lands City-wide including about 460 net ha within Area 47. As a result of refinements undertaken by staff, as part of the Preliminary Land Use Concept, including the assumption of a 200 metre wide GTA West Corridor within the northeast quadrant of Area 47 and arterial road rights-of-way etc., existing vacant employment lands within Area 47 are reduced to about 360 net ha.

The Preliminary Land Use Concept identifies about 50 net ha of additional employment lands east of Clarkway Drive and north of the TransCanada pipeline that are currently designated Residential in the Official Plan. These additional employment lands together with the vacant employment lands in Area 47 would yield in the order of 16,200 jobs based mainly on densities of 45 jobs /net ha for Prestige Industrial, 38 jobs/net ha for Business Park, 28 jobs/net ha for Logistics, Warehouse and Transportation and 100 jobs/net ha for the Service Employment Special Policy Area designations identified in the Preliminary Land Use Concept. The existing vacant employment lands of about 720 ha elsewhere in the City (outside of Area 47) are expected to yield about 27,400 jobs, based on 38 jobs per net ha. As such, in the order of 26,500 to 46,500 employment land jobs will need to be provided on additional employment lands including intensification elsewhere in the City of Brampton.

The population and employment yields for Area 47 arising from the Preliminary Land Use Concept will be updated in accordance with refinements to the Land Use Concept once detailed information is available with respect to the size and location of stormwater management ponds, schools, retail sites, neighbourhood parks etc., as well as refinements to the boundaries of the natural heritage system and the GTA-West Corridor. The updated yields will then be revisited to address the City-wide population

and employment forecasts undertaken as part of the City's Growth Plan Conformity exercise.

The employment yield from the Preliminary Land Use Concept assumes a range of employment densities based on current market trends. The employment yield is expected to be higher if a greater proportion of higher density employment uses are attracted to Area 47. The on-going Employment Maximization Study will address opportunities for higher density employment uses within Area 47. The City's economic development plans for attracting knowledge-based industries such as healthcare, business and finance, the legal sector and education to Brampton supports the utilization of higher employment densities. The employment lands identified as part of the Preliminary Land Use Concept are discussed in detail on page 9 of this report.

#### Executive Residential Area

The Preliminary Land Use Concept identifies the major portion of the Executive Residential Area on the west side of The Gore Road Tributary between Countryside Drive and the TransCanada pipeline in order to create a sufficient mass to support a clearly identifiable and complete executive housing community, including parks, schools and direct access to natural amenities. A band of Executive Residential is also designated opposite the existing Estate Residential community in order to provide an appropriate transition to the new residential area in Area 47. Together, about 42 net ha of Executive Residential Areas have been identified in the Preliminary Land Use Concept that are expected to deliver a minimum of 600 executive residential units within Area 47, based on 14.5 units per net/ha, in accordance with the requirements of the Official Plan.

#### Main Street Area

The Preliminary Land Use Concept proposes a Main Street Character Area fronting both sides of Clarkway Drive north of Castlemore Road as a community focus that is anchored to the north by the Community Park and the Institutional designation and to the south by the District Commercial designation. The Main Street Character Area designation is intended to promote a vibrant, street oriented development including street front retail/commercial use with two to three storeys of housing above.

#### Community Park

Based on analysis undertaken by the City's Community Design, Parks Planning and Development Section, a Community Park of about 40 acres is required within Area 47 to

serve future residents of this area and the broader community. The Community Park is expected to provide a range of recreational facilities that some may have the characteristics similar to a City-wide Park function. As such, the ultimate role and function of this facility will be determined through further work as part of secondary planning for Area 47.

The following criteria will be addressed, where feasible, with respect to the location of this Community Park:

- Spatial separation from the Fitzpatrick site at the northwest quadrant of The Gore Road and Castlemore Road;
- Consideration of the impact of a lit facility on planned residential areas;
- Location at the intersection of arterials or other major roads;
- Location adjacent to Secondary Schools, where practical, to allow for shared use of facilities;
- Consideration for ensuring the delivery of the proposed Community Park in a timely manner in accordance with forecasted program and funding; and,
- Location consistent with broad City objectives with respect to maximizing job potential within employment lands.

The Preliminary Land Use Concept identifies a preferred location for the Community Park proposed within Area 47. Other potential sites within Area 47 including sites within designated employment areas close to Highway 50 that are located northeast of the preferred location and fronting existing roads will be considered, based on the above-noted criteria, should the preferred location not be well received through public and stakeholder consultation.

#### Proposed Secondary School

The Peel District School Board has identified the need for a new Secondary School site based on the 2009 City-wide forecast for Area 47. A Secondary School location has been identified generally within the southeast quadrant of Countryside Drive and The Gore Road. The Board has indicated a preference for this location considering that it would be central to future students based on preliminary information available at this stage. Other school requirements, including elementary schools will be addressed through refinement of the population estimates and finalization of the Retail and Institutional Land Use Study in consultation with the Peel District School Board and the Dufferin-Peel Catholic District School Board.

## Places of Worship

As part of an OMB decision dated December 17, 2009 (File PL030972), a Place of Worship and an associated Community Centre are permitted on 1.8 ha within the Jain Property in the southwest quadrant of Mayfield Road and Clarkway Drive and known municipally as 7905 Mayfield Road. Accordingly, a Place of Worship is designated on the Preliminary Land Use Concept about 160 metres west of Clarkway Drive on the south side of Mayfield Road.

As part of the City's Places of Worship official plan amendment OP2006-44, a Special Study Area overlay has been designated on two properties including 10307 Clarkway Drive on the east side of Clarkway Drive and north of Old Castlemore Road and 5253 Countryside Drive on the south side of Countryside Drive and east of Clarkway Drive (see Figure 1). The Special Study Area policies of OP2006-44 note that the subject properties will be studied as part of secondary planning to determine if a Place of Worship can be developed in a manner that is complementary and supportive of the planning objectives for Area 47. Accordingly, the feasibility of a Place of Worship designation on these properties will be addressed through further work based on the recommendations of the component studies and refinement of the Land Use Concept, which will then be forwarded to the Faith Coalition Group for consultation. The Land Use Concept identifies a Place of Worship generally within 10307 Clarkway Drive, which is a larger property relative to the property at 5253 Countryside Drive, in order to address its compatibility as the northern anchor to the community focus represented by the Main Street Character Area. The Place of Worship designation proposed within 10307 Clarkway Drive is expected to include related community service uses such as housing, daycare centre and religious school.

## Fire Station

Brampton's Fire and Emergency Services requested that a Fire Station be identified within Area 47 in order to better locate within its service area, a Fire Station that was originally proposed on the west side of The Gore Road north of Countryside Drive, within the Vales of Humber Secondary Plan. For this purpose, an evaluation was undertaken, in consultation with the Fire Department, of three potential sites fronting the east side of The Gore Road between Countryside Drive and the TransCanada pipeline. The evaluation addressed infrastructure servicing, traffic, accessibility, land use and long range planning considerations and resulted in the selection of a preferred site, which is identified on the Preliminary Land Use Concept.

## Natural Heritage System

The lands identified as Open Space on the Preliminary Land Use Concept predominantly include valleylands identified as part of the constraints and opportunities mapping in the draft MESP Phase I Report prepared by Aquafor Beech and adjustments to this mapping based on staff comments on the draft MESP Phase I Report. The Natural Heritage System will be refined based on site investigations that are expected to be undertaken in the near future and the subsequent completion of the draft MESP Phase II Report. The size and location of stormwater management ponds will be determined as part of the MESP Phase II Report.

## Transportation Network

The network of arterials identified on the Preliminary Land Use Concept builds upon the City's *Transportation and Transit Master Plan (TTMP)* and the joint municipal *Peel-Highway 427 Extension Area Transportation Master Plan Study* and is generally consistent with the arterial network set out in the City's Growth Plan Conformity Official Plan Amendment OP2006-43. The proposed arterials within Area 47 include an east-west extension of Major Mackenzie Drive to Mayfield Road and an east-west arterial in proximity to the TransCanada pipeline that connects The Gore Road with a realigned Coleraine Drive. New arterial and collector roads being proposed within Area 47 will be subject to the Municipal Class EA process for roads and finalized through that process. The Transportation Study for Area 47, which is being undertaken as a Master Plan under the Municipal Class EA process (Phases 1 & 2 only), will recommend corridors for the arterial and collector road network including an evaluation of potential valley crossings. Since Clarkway Drive between Countryside Drive and the TransCanada pipeline is currently a rural cross-section and is largely within the floodplain, this constraint for road-widening will be further evaluated as part of the Transportation Study EA process and the Master Environmental Servicing Plan. Since the Transportation Study for Area 47 will only complete Phases 1 & 2 of the Municipal Class EA process and identify road corridors, future EA studies will be required to complete the Municipal Class EA process (Phases 3 & 4) and determine the final alignment of the arterial and collector roads within Area 47 after completion of the secondary plan.

A potential GTA-West Corridor has been identified in the Preliminary Land Use Concept pursuant to the on-going GTA West Corridor Environmental Assessment. The Ministry of Transportation has recently released a draft Transportation Strategy Report for consultation, as part of the GTA-West Corridor EA, which identifies a corridor that is wider than the corridor shown in the Area 47 Preliminary Land Use Concept. The

corridor within Area 47 will be refined through coordination, as far as possible, of the Area 47 Transportation Study with the GTA-West Corridor EA.

### Employment Lands

The Preliminary Land Use Concept proposes Prestige Industrial use east of Clarkway Drive that is compatible with the new residential areas west of Clarkway Drive. The proposed Prestige Industrial use on the lands within the southeast quadrant of Mayfield Road and Clarkway Drive is based on Council direction, as part of OP2006-43, to maximize employment and address the contribution of the lands east of Clarkway Drive to future employment land needs.

As noted above, Clarkway Drive between Countryside Drive and the TransCanada pipeline is largely within the floodplain with limited opportunity for road-widening and is therefore expected to maintain its rural character. As such, a Special Policy Area designation is proposed on the east side of this section of Clarkway Drive that would permit low-rise office and service employment uses within a built form that is compatible with existing dwellings and provides an appropriate interface between the residential areas to the west and employment areas to the east. The Special Policy Area also recognizes existing lots of record and dwellings within the Special Policy Area that could potentially transition into service employment use in the longer term.

A Business Park designation is proposed in the mid-block of the employment area. Logistics/Warehouse/Transportation uses that rely on major transportation infrastructure are proposed in the area east of Coleraine Drive and south of Countryside Drive, based on the proximity of these lands to the CP intermodal facility on the east side of Highway 50 in Vaughan and the future GTA-West Corridor. Prestige Industrial uses that will benefit from highway visibility are proposed generally within the lands fronting the future GTA-West Corridor.

### **Next Steps:**

Staff are proposing to schedule an Open House to present the Preliminary Land Use Concept for public and stakeholder feedback. It is also proposed to circulate the Land Use Concept to adjacent municipalities, MTO, TRCA and the Faith Coalition Group.

As noted earlier in this report, staff will continue to evaluate opportunities to maximize employment density within the SP47 employment lands, as part of the Employment Maximization Strategy.

Following the Public Open House, the Preliminary Land Use Concept will be refined through feedback from the public and the recommendations of the component studies.

A revised land use plan is expected to be presented to Council later this year seeking direction to undertake further public consultation.

Secondary planning for Area 47 will be integrated with the Municipal Class EA process for the arterial and collector road network proposed as part of the secondary plan. Accordingly, the Area 47 Transportation Study will be undertaken as a Master Plan that will address Phases 1 and 2 of the Class EA requirements and identify preferred corridors for the arterial and collector road network, including potential future valley crossings. As noted herein, the final alignment of the arterial and collector roads within Area 47 will be determined through future EA studies that will complete Phases 3 & 4 of the Municipal Class EA process.

**Conclusion:**

Staff note that the City's Preliminary Land Use Concept Plan has been developed based on workshops held with staff from the City and agencies, study consultants and stakeholders. It represents a broad vision for Area 47 and further refinements to the Land Use Concept will be made based on the recommendations of the component studies and public and stakeholder feedback.

Staff propose that the boundary of Area 47 within its northwest quadrant be extended to include 19.3 ha from the adjacent lands designated Estate Residential in the Official Plan in order to appropriately address the interface between the existing estate residential community to the west and the new residential lands being planned within Area 47.

The population and employment yields for Area 47 arising from the Preliminary Land Use Concept will be updated in accordance with refinements to the Land Use Concept once detailed information is available with respect to the size and location of stormwater management ponds, schools, retail sites, neighbourhood parks etc., as well as refinements to the boundaries of the natural heritage system and the GTA-West Corridor. The updated yields will then be reviewed to address the City-wide forecasts undertaken as part of the City's Growth Plan Conformity exercise.


The Preliminary Land Use Concept identifies a preferred location for the Community Park proposed within Area 47, which will be further evaluated as part of the secondary planning process based on criteria noted herein as well as the overall land use objectives of the community.


G1-14

The City will continue to coordinate the planning of Area 47 with the GTA-West Corridor EA so that the boundaries of the Corridor identified within Area 47 provide for a range of feasible options to be studied.

Original Signed By

Original Signed By

  
\_\_\_\_\_  
Adrian Smith, MCIP, RPP  
Director, Policy Planning  
& Growth Management

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

*Authored by: Malik Majeed/David Waters*

Attachment:

Appendix A – Status of Component Studies

## APPENDIX 'A' – STATUS OF COMPONENT STUDIES

Study	Study Purpose	Consultant	Status
Community Design and Open Space	<p>This Study will focus on the physical design of the community, including its structure and neighbourhoods, principles for street and block patterns, streetscapes, and built form and the creation of an open space network that includes the cultural heritage landscape, topography and natural features such as valleys and woodlands, stormwater ponds, parks, schools, and other uses.</p>	MBTW	<p>Prepared Preliminary Land Use Concept and related demonstration plans that were prepared to test key issues including the feasibility of achieving a minimum of 600 upscale executive housing units, the interface of residential and employment areas on the east side of Clarkway Drive and the Main Street concept along Clarkway Drive north of Castlemore Road (see Figure 2 of the staff report). A draft report has not been completed to date, since input from the findings of the other studies, which are not yet complete, are required to move this study forward.</p>
Transportation	<p>The Transportation Study will assess and recommend the transportation infrastructure required to support the development of Area 47. Part I of the study addresses background conditions with respect to traffic and transportation. Part II of the study includes the preparation of the community transportation plan.</p> <p>This study will build upon the City's <i>Transportation and Transit Master Plan (TTMP)</i> and incorporate the results of the joint municipal <i>Peel-Highway 427 Extension Area Transportation Master Plan Study</i>.</p> <p>A potential GTA-West Corridor has been identified in the Preliminary Land Use Concept pursuant to the on-going GTA West Corridor EA Study. The Transportation Study is being coordinated, as far as possible, with this EA study.</p>	HDRiTrans	<p>Draft Phase I Report, addressing Background Conditions, has been reviewed by staff.</p> <p>The Preliminary Land Use Concept needs to be further developed in order to provide land use input to Part II of the Transportation Study including the preparation of the community transportation plan.</p>

	It is intended that Phases 1 and 2 of the Class Environmental Assessment process be undertaken for the arterial and collector road network proposed as part of this Transportation Study, with Phases 3 and 4 to be completed as part of the subsequent Block Plan process or separately by the city.		
Master Environmental Servicing Plan	Phase I of the MESP addresses existing conditions with respect to natural environment, groundwater, surface water and geomorphic conditions as well as opportunities and constraints. Phase II work will include analyses and preparation of proposed natural heritage system and proposed stormwater management plan and provide recommendations with respect to a management and implementation strategy.	Aquafor Beech	Draft Phase I Report, addressing existing conditions, has been reviewed by staff. Aquafor is working with the landowners group, who is in the process of contacting the appropriate landowners and coordinating with TRCA to undertake site investigations in the near future. Draft Phase II Report including analysis and recommendations is to be prepared thereafter.
Employment Maximization Strategy	The overall strategic objective of this study is to identify mechanisms and strategies to maximize employment yield within SPA 47. The study will also evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be redesignated Industrial.	MKI	Comments have been provided to the consultant with respect to a revised draft that was submitted in December 2010.
Retail and Institutional Land Use	Identify the total amount of the major types of retail space that should be included in Area 47 and the distribution of retail space by retail hierarchy.  Identify the need for institutional uses, such as schools and places of worship, required to serve the community and surrounding area and identify appropriate locations for such uses.	urbanMetrics	A draft report has been reviewed by staff. The population and unit yields within Area 47 have been revised subsequent to the submission of this draft and, as such, urbanMetrics will be requested to address this change and present a revised draft report.

G1-17

<b>Cultural Heritage</b>	Undertake a Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Analysis and provide recommendations regarding the conservation and sensitive integration of significant cultural heritage resources into any land use development plan.	ASI	The final report is expected to be submitted shortly.
<b>Infrastructure Servicing</b>	A high level study addressing stormwater management and water and wastewater servicing that is intended to confirm that Area 47 can be serviced through the logical extension of existing and planned infrastructure.	Candevcon	Draft report has not yet been submitted. Awaiting input from MESP Phase II Report.