

Date: February 13 , 2013

File: City File: P26RE- 52&53

Subject: **RECOMMENDATION REPORT
HERITAGE HEIGHTS PRELIMINARY CONCEPT PLAN**
Secondary Plan Areas 52 & 53
Ward: 6

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

DATE: April 8, 2013

Contact: Jill Hogan, Planning Project Manager, NW Brampton (905)874-3450

Overview:

- The City held an open house in November 2012 to present the City's Draft Preliminary Concept Plan for Areas 52 & 53, known as the Heritage Heights Community in Northwest Brampton.
- The Heritage Heights Preliminary Concept Plan is a high level community vision that identifies major structural elements such as the North-South Transportation Corridor, natural features/potential linkages and general land use descriptions. The Preliminary Concept Plan will guide detailed secondary planning in Phase 2.
- Staff worked collaboratively with the Heritage Heights Landowners' Group, agencies and other stakeholders to develop the Preliminary Concept Plan for Heritage Heights.
- The concept is based on the preliminary findings of the Phase 1 component studies, taking into account the growth forecasts from the City's Growth Plan conformity review, the planning principles of OP93-245 and public input.
- This report recommends that Council endorse the Heritage Heights Preliminary Concept Plan, and seeks direction to initiate the Phase 2 component studies.

RECOMMENDATIONS:

1. **THAT** the report from Jill Hogan, Planning Project Manager, NW Brampton, dated February 13, 2013 to the Planning, Design and Development Committee Meeting of April 8, 2013 re:
RECOMMENDATION REPORT – HERITAGE HEIGHTS PRELIMINARY CONCEPT PLAN, SECONDARY PLAN AREAS 52 & 53 Ward: 6 be received;

2. **THAT** the Heritage Heights Preliminary Concept Plan dated February 13, 2013 attached hereto as Appendix 'A' be endorsed as the City's high-level vision to guide detailed secondary planning for this community;
3. **THAT** staff be directed to initiate the Phase 2 component studies for the Heritage Heights Community, also known as Secondary Plan Areas 52 & 53; and,
4. **THAT** a copy of this report be forwarded to the Region of Peel, the Region of Halton, the Town of Halton Hills, the Town of Caledon and Credit Valley Conservation for their information.

BACKGROUND

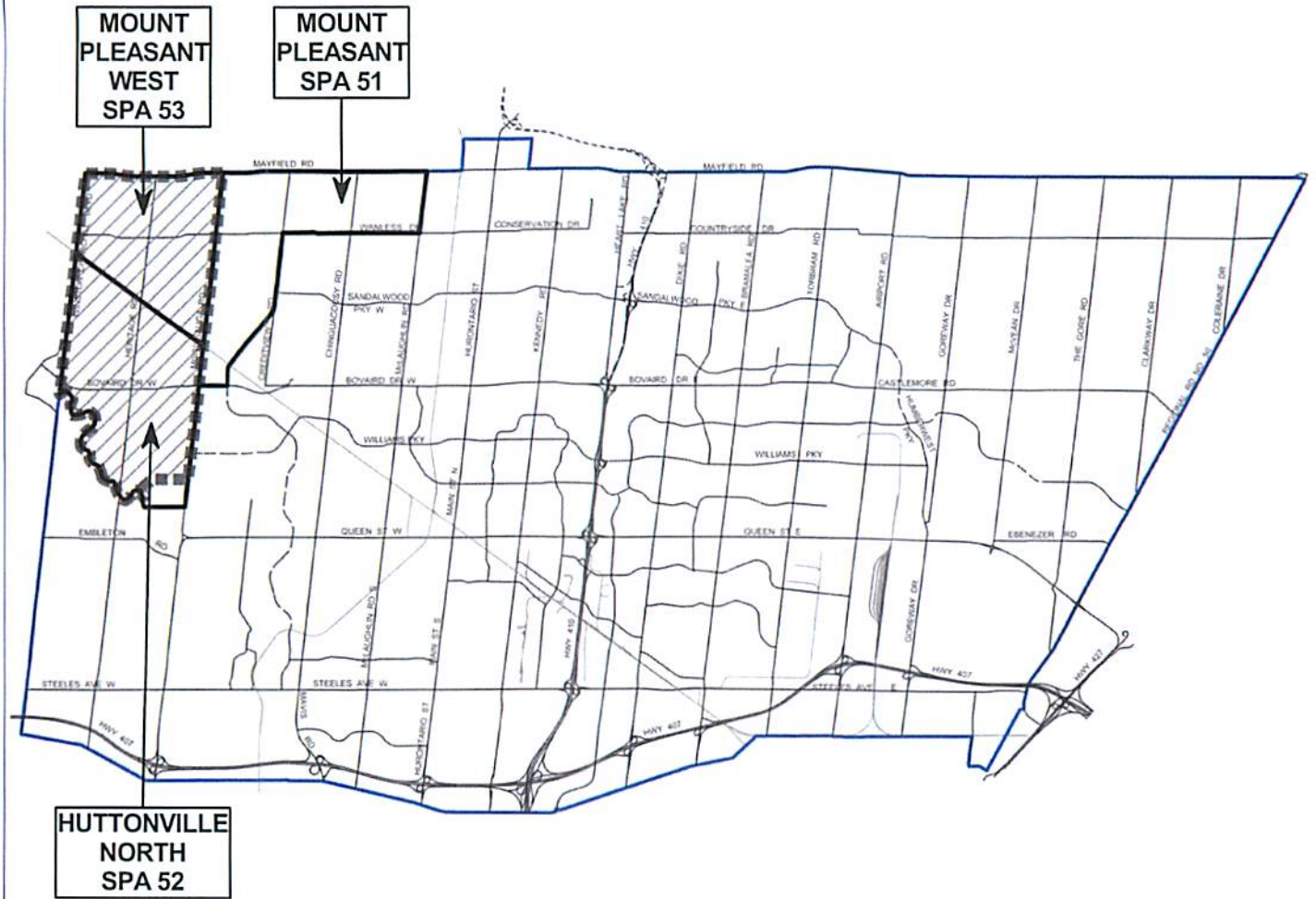
In December 2009, Council authorized staff to initiate secondary planning for the remaining two Secondary Planning Areas (52 & 53) in North West Brampton also known as the Heritage Heights Community. Secondary Plan Areas 52 & 53 are bound by Mississauga Road to the east, Winston Churchill Boulevard to the west, Mayfield Road to the north and the Credit River to the south (see Figure 1).



Specific policies to guide the planning of the North West Brampton form part of the Official Plan Amendments known as ROPA 15 and OP93-245 that were approved by the Ontario Municipal Board in December 2006. These amendments expanded the urban boundaries in the Region of Peel and Brampton Official Plans.

In accordance with OP93-245, the Heritage Heights Community is to be planned as a complete, compact and connected community that will identify, protect and ensure a linked natural heritage system, and provide opportunities for transit-oriented, mixed use development including a variety of housing types and densities, as well as employment lands.

The secondary plan program for Heritage Heights is structured in two phases. Phase 1 studies that have been initiated include subwatershed and a landscape scale analysis update, a transportation master plan, servicing and infrastructure an employment implementation study, a shale resource review update and community visioning.

The Phase 1 studies will establish the natural heritage system for Heritage Heights, identify potential employment areas and recommend a transportation network. The early findings of these studies have assisted in the development of the Preliminary Concept Plan for Heritage Heights.



-  HERITAGE HEIGHTS COMMUNITY
-  SECONDARY PLAN AREA BOUNDARY



**FIGURE 1 -
SECONDARY PLANNING AREAS - NORTH WEST BRAMPTON**



CURRENT SITUATION

NAK Design Strategies (NAK) was retained by the City of Brampton to undertake the Community Visioning Study for Heritage Heights. Staff worked collaboratively with NAK, the Heritage Heights Landowners' Group, agencies and other stakeholders to develop a Draft Preliminary Concept Plan. This plan was presented at an Open House in November 2012 for public comment (see Figure 2). The detailed visioning document completed by NAK is attached hereto in Appendix 'A' to this report.

Heritage Heights will be designed as a sustainable community in accordance with the principles of transit oriented development, building upon the principles of the recently approved Mount Pleasant Secondary Plan to the east.

The Preliminary Concept Plan represents a high level community vision that will guide detailed secondary planning. Major structural elements of the community are identified and mapped including natural features/potential linkages, the North-South Transportation Corridor and general land use descriptions.

The plan is preliminary and not intended to define the ultimate location of transportation and servicing infrastructure, land uses or the limits of the natural heritage system (NHS). It is a guiding tool and intended to be flexible in recognition of ongoing component studies.

The purpose of this report is to receive Council endorsement for the Heritage Heights Preliminary Concept Plan and seek direction to initiate the Phase 2 Component Studies. The Preliminary Concept Plan will form the basis for more detailed secondary planning to be undertaken in Phase 2.

Guiding Development Principles

OP93-245 establishes the general framework for Heritage Heights. Some of the key principles of this framework include:

- maximizing the opportunities for mixed-use and higher density development at appropriate locations;
- creating viable employment areas that provide a range of employment opportunities;
- promoting nodal development at appropriate locations;
- protecting and preserving local features; and,
- promoting complete communities that include nodes, neighbourhoods and corridors planned around transit and active transportation with an open space network complementing and integrating the natural environment.

As part of the Heritage Heights Community Visioning Study, further guiding principles for Heritage Heights emerged including:

- creating a diverse community of varying housing types, forms and densities, while affording an opportunity to work close to where one lives;
- connecting logically and seamlessly to the planning and development taking place in Mount Pleasant;
- a sustainable development that preserves heritage resources as appropriate (natural and built);
- ensuring an appropriate balance between residential and employment uses; and,
- developing a transit supportive, multi-modal environment facilitating major rail, bus, vehicular and cycling modes, that capitalizes on existing Metrolinx opportunities and GO facilities, and that connects to the Mount Pleasant Mobility Hub.

Key Structuring Elements

Existing Infrastructure

Existing infrastructure in Heritage Heights forms a key structuring element. These features have been depicted on the Preliminary Concept Plan and include:

- the CNR tracks that traverse the area from the NE corner of Mississauga Road/Bovaird Drive to Winston Churchill Boulevard;
- the existing concession road network comprising of Mississauga Road, Bovaird Drive, Wanless Drive, Mayfield Road, Heritage Road and Winston Churchill Boulevard; and,
- the TransCanada Pipeline traverses the area from north of Mississauga Road southwest across the Credit River, just west of Heritage Road.

Existing Natural Features

- the Credit River Valley that forms the southern boundary of the planning area;
- a portion of Heritage Heights' western boundary that abuts the Greenbelt;
- the West Branch of the Huttonville Creek;
- woodlands of varying sizes; and,
- a number of tributaries of the Credit River.

Heritage Resources

The City of Brampton's Official Plan defines built heritage resources as one or more significant buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. Ancillary and accessory structures and the immediate environs including roads, vegetation, and landscape that are an integral part of the main constituent building or of significant contextual value or interest should be provided with the same attention and protection.

High priority heritage resources in Heritage Heights are depicted on the *Existing Conditions Plan* attached hereto as Appendix 'A'. However, this mapping does not preclude the City from identifying other heritage resources through further study. A Cultural & Architectural Heritage Study will be undertaken as a Phase 2 component study. Recommendations with regard to retention, integration and adaptive reuse of existing heritage resources will be examined.

North-South Transportation Corridor

The Heritage Heights Transportation Master Plan (HHTMP) is one of several Phase 1 component studies being undertaken as input to the Secondary Planning process for Heritage Heights. Cole Engineering has been retained by the City of Brampton to undertake the HHTMP which is intended to recommend a transportation network and policies to support the community. A key deliverable of the HHTMP is to refine the Corridor Protection Area in NW Brampton which currently encompasses all of the lands in Heritage Heights. The corridor protection policies in the Official Plan are intended to protect for a future major transportation corridor that will facilitate north-south as well as east-west regional travel demands.

As part of the HHTMP, a Public Information Centre (PIC) was held in November 2012 jointly with the Visioning Open House for the Heritage Heights Preliminary Concept Plan. This PIC presented information on a preliminary preferred transportation corridor for public consultation. The preliminary preferred corridor was identified east of Heritage Road (see Figure 3). The corridor does not represent an ultimate facility alignment, but rather a refined study area within which detailed alignment options can be assessed through a future Environmental Assessment.

The North-South Transportation Corridor is one of several key organizing elements for land uses in Heritage Heights. This facility comprises a key element of the transportation network recommended in the Halton-Peel Boundary Area Transportation Study (HPBATS), and in numerous prior studies. Most recently, the conclusion of the Province's Stage 1 of the GTA West Corridor Environmental Assessment (see GTA West *Preliminary Route Planning Study Area* graphic following Figure 3) suggests that the future provincial highway is

Heritage Heights Transportation Master Plan

Alternative Corridors

East of Heritage Road

- This corridor option crosses the Credit River west of Heritage Road, crosses Heritage Road and generally follows a northerly alignment midblock between Heritage Road and Mississauga Road.

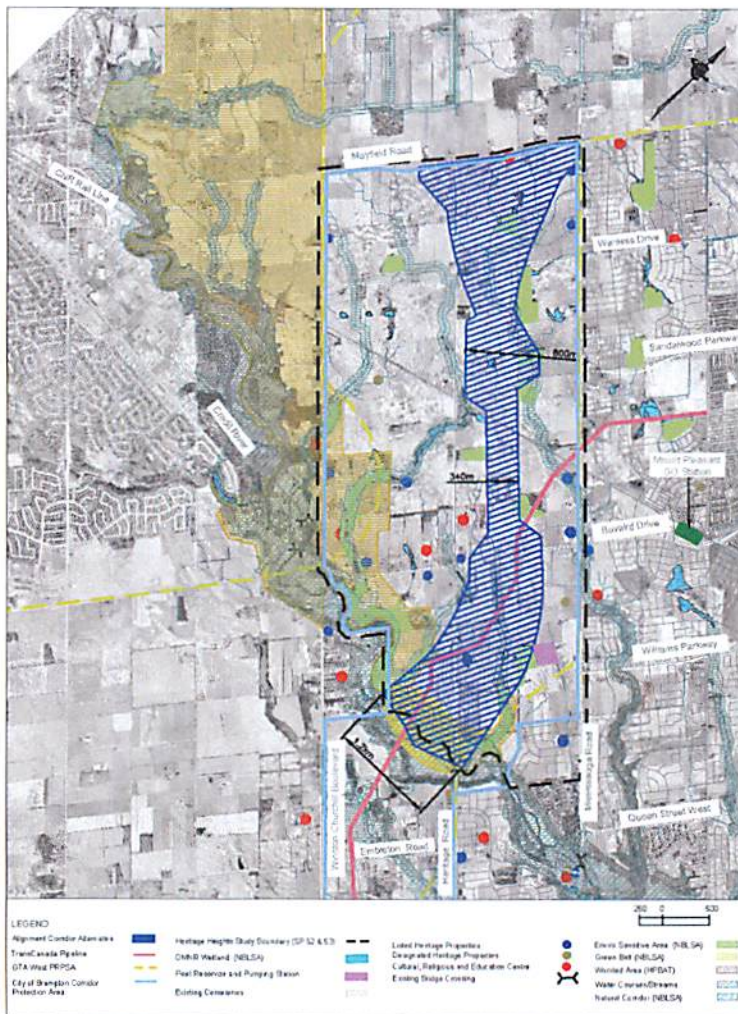
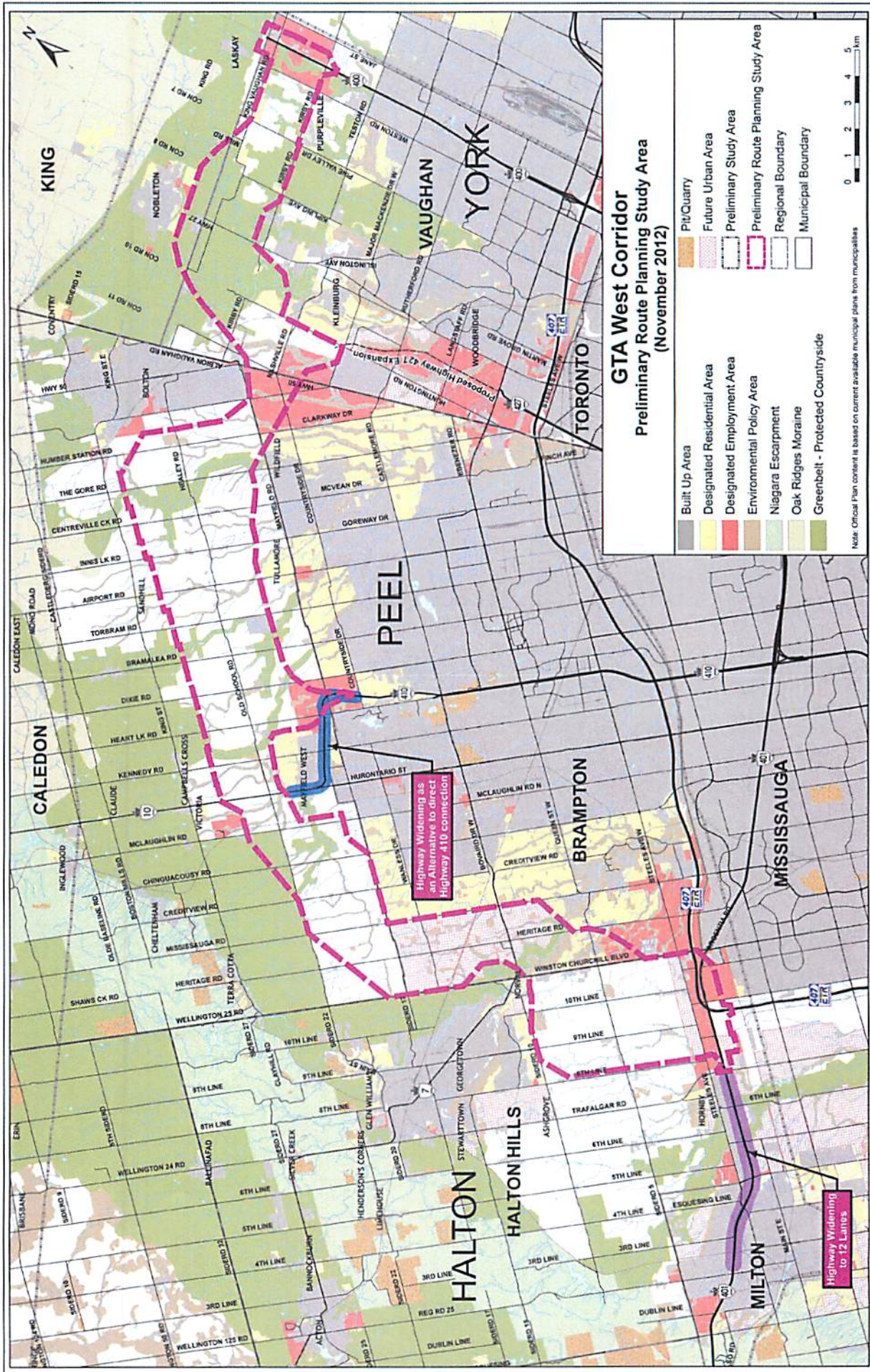


FIGURE 3 – Preliminary Preferred N/S Transportation Corridor – East of Heritage Road



**GTA West Corridor
Preliminary Route Planning Study Area
(November 2012)**

- | | | | |
|--|-----------------------------------|--|---------------------------------------|
| | Built Up Area | | Future Urban Area |
| | Designated Residential Area | | Preliminary Study Area |
| | Designated Employment Area | | Preliminary Route Planning Study Area |
| | Environmental Policy Area | | Regional Boundary |
| | Niagara Escarpment | | Municipal Boundary |
| | Oak Ridges Moraine | | |
| | Greenbelt - Protected Countryside | | |

Note: Official Plan content is based on current available municipal plans from municipalities

0 1 2 3 4 5 Km

Highway Widening as an Alternative to direct Highway 410 connection

Highway Widening to 12 Lanes

coincident with the HPBATS North-South Corridor. The proposed provincial GTA West Corridor coincides with the HPBATS North-South link. A corridor will have to be protected in Heritage Heights in order to facilitate the planning for a provincial highway.

Staff will be forwarding a detailed report to Planning, Design and Development Committee regarding the HHTMP upon its conclusion, targeted for fall 2013. The Draft Heritage Heights Preliminary Concept Plan presented at the November 2012 Public Open House depicts the potential highway midblock between Heritage Road and Mississauga Road, consistent with the preliminary preferred corridor. It is important to note that the road alignment illustrated is conceptual and in no way predetermines or prejudices the outcome of the HHTMP and is subject to current and future Environmental Assessments.

Natural Heritage System (NHS)

The future Natural Heritage System (NHS) in Heritage Heights is another key organizing element for the community. A Natural Heritage System is a network of connected natural areas that work together to keep the environment functioning.

Heritage Heights is located in the Peel Plain and has been extensively farmed. The lands support some environmental features that include remnant woodlands and wetlands and headwater tributary systems. The Heritage Heights development area abuts portions of the Greenbelt Area.

The City of Brampton has retained a team of consultants lead by AMEC Environment & Infrastructure to undertake the Subwatershed Study and Landscape Scale Analysis Update for the Heritage Heights lands.

The team has released a *Draft Phase 1 Subwatershed Study Characterization Report* which is currently under review by City and agency staff. Technical tasks undertaken in Phase 1 have provided an understanding of the environmental issues across the Credit River Tributaries and West Huttonville Creek subwatershed study area. This information is being used to develop a preliminary Natural Heritage System (NHS) for Heritage Heights. A Public Information Centre (PIC) was held in October 2012.

With input from the Phase 1 Characterization findings, potential "*Greenway Linkage Opportunities*" have been identified as a key structuring element on the concept plan. The intent of depicting this information at this preliminary stage is to provide a sense of the features that may form the Natural Heritage System as the Subwatershed Study for Heritage Heights progresses.

Preliminary Concept Plan

The above guiding principles and key structuring elements formed the framework for the *Heritage Heights Draft Preliminary Concept Plan* (see Figure 2). Below is a description of what is shown on the plan.

Land Use

Residential Neighbourhoods

The *Residential Neighbourhood* category, shown in yellow on the Preliminary Concept Plan is characterized by predominately lower density forms of housing. Complementary uses may include commercial, institutional, and public uses such as schools, libraries, parks and retail centres.

Compact Urban Residential

The *Compact Urban Residential* category, shown in orange on the Preliminary Concept Plan is characterized fairly broadly and generally includes residential forms outside of the more traditional single detached product. This may include higher density townhouses, live-work units, mid-rise apartments, lane-based housing and local serving commercial, service and office uses. It may also strive to achieve alternative architectural styles and a more compact development, with street and streetscape standards that reflect an urban built form. It will be a clearly defined area intended to transition from the adjacent employment/commercial/institutional lands to the lower density residential areas.

Executive Residential

The areas identified as *Executive Housing* shown in brown on the Preliminary Concept Plan are intended for housing forms with a distinct character and identity, located in areas with enhanced street designs, open space and related community amenities. The location of the executive housing areas shown on the concept plan are intended to compliment the Greenbelt's Protected Countryside and the Credit River Valley.

Business Employment/Institutional/Commercial/Mixed Use

In keeping with the City's Growth Plan forecasts, an appropriate supply of employment lands will be designated in Heritage Heights commensurate with practical and realistic expectations in contributing toward a total employment target of 20,000 jobs. Establishing a viable employment presence that can attract supporting businesses is essential to determining the ultimate land needs for Heritage Heights.

Further, it should be noted that as part of the Council approved settlement of Regional Official Plan Amendment (ROPA) 24, the Heritage Heights community was allocated a population of 43,000 people and 20,000 jobs to be ultimately implemented by OPA 43.

The Visioning Exercise for Heritage Heights has resulted in the creation of a multi-purpose land use category that includes employment, institutional, commercial, residential and mixed use. This category, illustrated in purple on the Preliminary Concept Plan, takes advantage of the exposure that the future North-South Transportation Corridor, Bovaird Drive and Mayfield Road will provide. This multi-purpose land use category will be further refined through the Heritage Heights Employment Implementation Study which will recommend the elements of critical mass required to sustain a successful employment area and through the ongoing secondary plan process. Defining a critical mass of employment land is key to attracting viable, higher order employment uses and supporting businesses. The Commercial/Institutional Study, which will be undertaken in Phase 2 will provide guidance for the further refinement of this multi-purpose category as it relates to retail commercial centres.

The *Business Employment/Institutional/Commercial/Mixed Use* category captures the following:

- existing places of worship (Jehovah's Witness lands and St. Elias Church);
- a potential cemetery site, at the northeast quadrant of Heritage Road and Wanless Drive;
- the proposal made by Osmington Inc. for a regional retail centre at the northwest quadrant of Mississauga Road and Bovaird Drive West; and,
- Mixed Use at the southeast corner of Winston Churchill Boulevard and Mayfield Road.

An "Education Village" concept for a university campus was proposed through visioning workshops. Currently, there is no commitment from a university to locate in Heritage Heights. However, potential sites have been identified on the Preliminary Concept to illustrate how this use could be incorporated into the community. The site identified at the southwest quadrant of Mississauga Road and Bovaird Drive West takes advantage of the opportunity to connect to the Mount Pleasant GO Station via proposed higher order transit service on Bovaird Drive. The site is also adjacent to a potential future interchange with the North-South Corridor and is directly across from the proposed Osmington Regional Centre. A second potential site for a university campus is identified at the northwest corner of Heritage Road and Wanless Drive.

Gateway Nodes

Opportunities for gateway node development have been categorized on the Preliminary Concept into *Primary, Secondary and Tertiary* Gateway Nodes. These nodes are intended to act as hubs for residents living in the area and for people in nearby communities. The idea is that these nodes will allow for a compact mix of uses forming an important structuring element.

The nodes could be comprised of compact urban housing types as well as retail/commercial/office or mixed-use buildings, places of worship and live-work units, where appropriate. The Primary Gateway Node is situated along the proposed Transitway on Bovaird Drive at Mississauga Road. The Preliminary Concept also strategically locates Secondary and Tertiary Nodes throughout the community.

Community Park

City staff has indicated that a park is required to serve the community and has identified the general area of Wanless Drive and Heritage Road as a preferred location. An approximate 30-acre (minimum) community park is conceptually located at the southwest corner of Wanless Drive and Heritage Road.

Infrastructure

Dedicated Transitway

The Preliminary Concept proposes a dedicated transitway along Bovaird Drive. This is a defining feature of the community through its direct linkage to the Mount Pleasant GO Station. The dedicated transitway is envisioned to facilitate all modes of transportation including pedestrians, public transit, cyclists and vehicles.

Character Roads

The designation "Character Road" does not have a formal definition from either a planning, design or engineering standpoint. Rather, it is meant to highlight that the road's cross section will be more compact with a strong built form orientation to the street, with emphasis on a comfortable pedestrian environment through unique streetscape features and adjacent land uses. Although it's premature to confirm any specific characteristics at this time, some options under consideration include reducing the width of vehicular travel lanes, integrating on-street parking as appropriate, unique street light standards and alternative street tree planting techniques. Essentially, the objective is to create an upgraded road character that differs from the typical treatment associated with standard road cross-sections.

At this time, three (3) character roads have been identified on the Preliminary Concept: the future extension of Lagerfeld Drive (formerly known as "Station Road"), Heritage Road and Winston Churchill Boulevard.

Collector Road Extensions

The Preliminary Concept depicts potential collector road extensions from the Mount Pleasant Community into Heritage Heights.

Open House

The City held an open house in November 2012 to present the City's Draft Preliminary Concept Plan for Heritage Heights (Figure 2). The open house was held jointly with Public Information Centre 2 (PIC 2) for the Heritage Heights Transportation Master Plan (HHTMP).

Comments received from the public and stakeholders regarding the Preliminary Concept are attached hereto in Appendix 'B'. Summarized comments and staff responses are attached hereto in Appendix 'C'. Comments from the Catholic Cemeteries Archdiocese of Toronto are addressed below.

Many of the comments interrelate between the Draft Preliminary Concept Plan and the information presented as part of PIC 2 for the HHTMP. All submissions from stakeholders and the general public received specific to the Heritage Heights Transportation Master Plan (HHTMP) will be addressed through the fulfillment of the Municipal Class Environmental Assessment process as part of the HHTMP. Staff will be forwarding a detailed report to Planning, Design and Development Committee regarding the HHTMP upon its conclusion.

Catholic Cemeteries Archdiocese of Toronto

The Catholic Cemeteries Archdiocese of Toronto (CCAT) owns 88 acres within Heritage Heights at the northwest quadrant of Wanless Drive and Heritage Road and has expressed the desire to develop the property as a cemetery.

In a letter dated December 4, 2012 (attached hereto in Appendix 'B'), objections are raised regarding the Preliminary Preferred North-South Transportation Corridor east of Heritage Road as well as the depiction of the North-South Corridor on the Preliminary Concept Plan.

Response

The CCAT property has been subject to corridor protection polices for the North-South Transportation Corridor in Brampton's Official Plan since 2005, and the City of Brampton Interim Control By-law (ICBL) 306-2003 – Corridor Protection

Area since 2003. The City's corridor protection planning amendments are currently before the Ontario Municipal Board of which the Catholic Archdiocese is a participant to the appeals.

Like the majority of the Heritage Heights lands, the CCAT property is zoned Agriculture 'A'. A cemetery is a permitted use under this zoning. Although a cemetery is an "as-of right" use in the Agricultural zone, the CCAT has consistently received messaging from the City that the conclusion of the Heritage Heights Transportation Master Plan (HHTMP) and subsequent lifting of corridor protection (should it be determined the CCAT lands are not required for the corridor) is required before the City is in a position to process an application for a cemetery.

A key deliverable of the HHTMP is to refine the North-South Corridor Protection Area in NW Brampton. Currently, all the lands in Heritage Heights are subject to corridor protection. All of the CCAT property is within the HHTMP's preliminary preferred corridor, identified east of Heritage Road.

Cole Engineering (the consultant retained by the City to undertake the Heritage Heights Transportation Master Plan) has met with the Archdiocese's planning representative to discuss technical issues associated with the preliminary preferred corridor. A preliminary preferred corridor will be maintained east of Heritage Road; however, Cole Engineering is reviewing all of the public and stakeholder input, including the submission by the CCAT.

The Heritage Heights Preliminary Concept Plan depicts the potential corridor midblock between Heritage Road and Mississauga Road, consistent with the HHTMP's preliminary preferred corridor. Although it shows the North-South corridor traversing the Archdiocese property, it does not preclude other alignment alternatives from being studied as part of a future Environmental Assessment. It is important to note that the corridor illustrated is conceptual and in no way predetermines or prejudices the outcome of the HHTMP and is subject to future Environmental Assessments. The determination of an alignment is beyond the scope of current studies being carried out by the City.

Due to the uncertainty resulting from the future highway planning in Heritage Heights, the City will continue to work with the Archdiocese so that a new cemetery to serve Brampton's Roman Catholic Community is accommodated somewhere within the City limits. Also, like other non-participating landowners in Heritage Heights, the Archdiocese has been advised to join the Northwest Brampton Landowner Group; to enable more direct involvement in the planning for Heritage Heights.

Recommended Revisions to the Preliminary Concept Plan

The Visioning Report, completed by NAK Design Strategies clearly indicates that a university campus is desired and part of the vision for Heritage Heights. However, staff recommends that the *Potential Universities* not be identified on the Preliminary Concept Plan. It is more appropriate to include land use permission for a university within the policy framework of the Secondary Plan.

Staff recommends that the Village of Norval be identified on the Preliminary Concept Plan to provide context and guidance with appropriate land use transitions as detailed secondary planning unfolds.

Staff recommends that the *Compact Urban Residential* category that currently applies to the Primont lands on the east side of Heritage Road, between the CN Railway and the future extension of Sandalwood Parkway be reduced in size, focused more at the intersection of Heritage Road and the future extension of Sandalwood Parkway, allowing the balance to be developed as a *Residential Neighbourhood*, consistent with adjacent properties.

The above recommended changes have been incorporated into the Heritage Heights Preliminary Concept Plan dated February 13, 2013, attached hereto in Appendix 'A'.

CONCLUSION

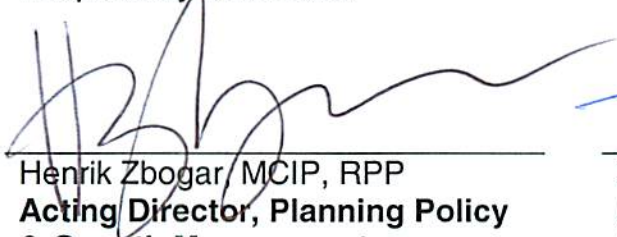
Staff worked collaboratively with NAK Design Strategies, the Heritage Heights Landowners' Group, agencies and other stakeholders to develop the Preliminary Concept Plan for Heritage Heights.

The Preliminary Concept provides the framework for the creation of a complete and connected community by allowing opportunities for transit oriented mixed-use development, including a variety of housing types and densities, viable employment areas and a natural heritage system.

A Public Open House was held on November 20, 2012. Staff addressed comments received and recommended revisions. Endorsement of the Preliminary Concept Plan is required to guide detailed secondary planning in Phase 2. Further, the concept will assist with the impact assessment required as part of the Subwatershed Study, the transportation modeling to be undertaken as part of the Transportation Master Plan and will assist with concluding the Employment Implementation Study.

This report recommends Council endorsement of the Heritage Heights Preliminary Concept Plan dated February 13, 2013 attached hereto in Appendix 'A' and seeks direction to initiate the Phase 2 Secondary Plan Component Studies. The Heritage Heights Landowners' Group will be responsible for the funding of the studies. The Phase 2 studies will lead to the preparation of a detailed Secondary Plan for Heritage Heights.

Respectfully submitted:



Henrik Zbogor, MCIP, RPP
**Acting Director, Planning Policy
& Growth Management**



Dan Kraszewski, MCIP, RPP
**Acting Commissioner, Planning,
Design and Development**

Authored by: Jill Hogan, MCIP, RPP

Attachments:

- Appendix 'A': Heritage Heights Community Vision Document
- Appendix 'B': Comments/Correspondence Received
Heritage Heights Draft Preliminary Concept Plan
- Appendix 'C': Staff Response to Comments/Correspondence Received

G1-18

APPENDIX 'A'

Heritage Heights Community Vision Document
NAK Design Strategies

1



RESPONSES FROM COMMUNITY VISIONING MEETING (FEB. 28-12)

Heritage Heights will be...

VISIONARY IDEAS

- Reflect the innovative design principles that were developed for the Mount Pleasant Communities (Block Plans 51-1 & 51-2)
- A destination
- In high demand
- Urban
- Beautiful
- Urban design award winning community
- A fabulous place to live and work
- The most desirable community in Brampton to live, work and play
- A model community for the GTA
- A place to live, work and play
- Diverse
- A great community to live in
- The best that Brampton has to offer
- An example of how the development industry can work together
- Characterized by attractive and well-designed buildings, streets and open spaces
- To be an attractive, innovative and realistic design
- Livable and healthy
- Strong character and identity
- An extension of Mount Pleasant
- A logical and seamless continuation of the planning and development taking place in Mount Pleasant

SUSTAINABILITY

- A development that other municipalities will look to as a great example of sustainable development
- A sustainable development that preserves the heritage resources (natural and built) into the landscape
- Green
- Sustainable
- Respectful to land, history, nature, balancing urban/compact forms with nature
- Energy and water efficient

HERITAGE RESOURCES

- Green and protected
- Credit valley integrated into the community
- A sustainable development that preserves the heritage resources (natural and built) into the landscape
- Highly visible, but practical, green space system
- Mixed-use with urban residential development respecting the natural heritage system
- A green community with a robust NHS
- Respectful to land, history, nature, balancing urban/compact forms with nature
- A place that celebrates Brampton's heritage
- Respectful of the rural past of Brampton
- A sustainable development that preserves the heritage resources (natural and built)
- Anchored by long-standing heritage features in the community which should act as a focal point and visual reminder of Brampton's agricultural history

LAND USES

- The community with an Education Village for a university campus
- Planned with focal point of mixed-use retail centre(s) and desirable & viable employment centre(s)
- A distinct community that has a good blend of residential, NHS and employment
- Primarily residential community
- Will maximize housing opportunities - i.e. efficient development
- Mixed-use with urban residential development respecting the natural heritage system
- A diverse community of varying housing types, forms and densities to provide opportunities for all income groups, while affording an opportunity to work close to where one lives
- Defined by a series of inter-connected mixed-use nodes
- Low density and medium density housing
- Compact and vibrant mixed-use with high density residential development

BALANCED / COMPLETE

- Important to the complete development of Brampton
- A community where families can live, work, play and enjoy the natural heritage systems, parks and clean air
- A balanced community incorporating a full range of 'residential' types and densities, as well as 'employment' reflective of the geographical location it has.
- A community that offers a place to live and enjoy open space / recreation opportunities
- Complete community
- A community that strikes a reasonable balance between residential and employment lands that is realistically achievable given the locational criteria and transportation network
- A balanced, sustainable community that can be fully built and inhabited by 2031 in a way that respects realistic opportunities for development
- Designed to have an appropriate balance between residential and employment uses
- Vibrant, complete community

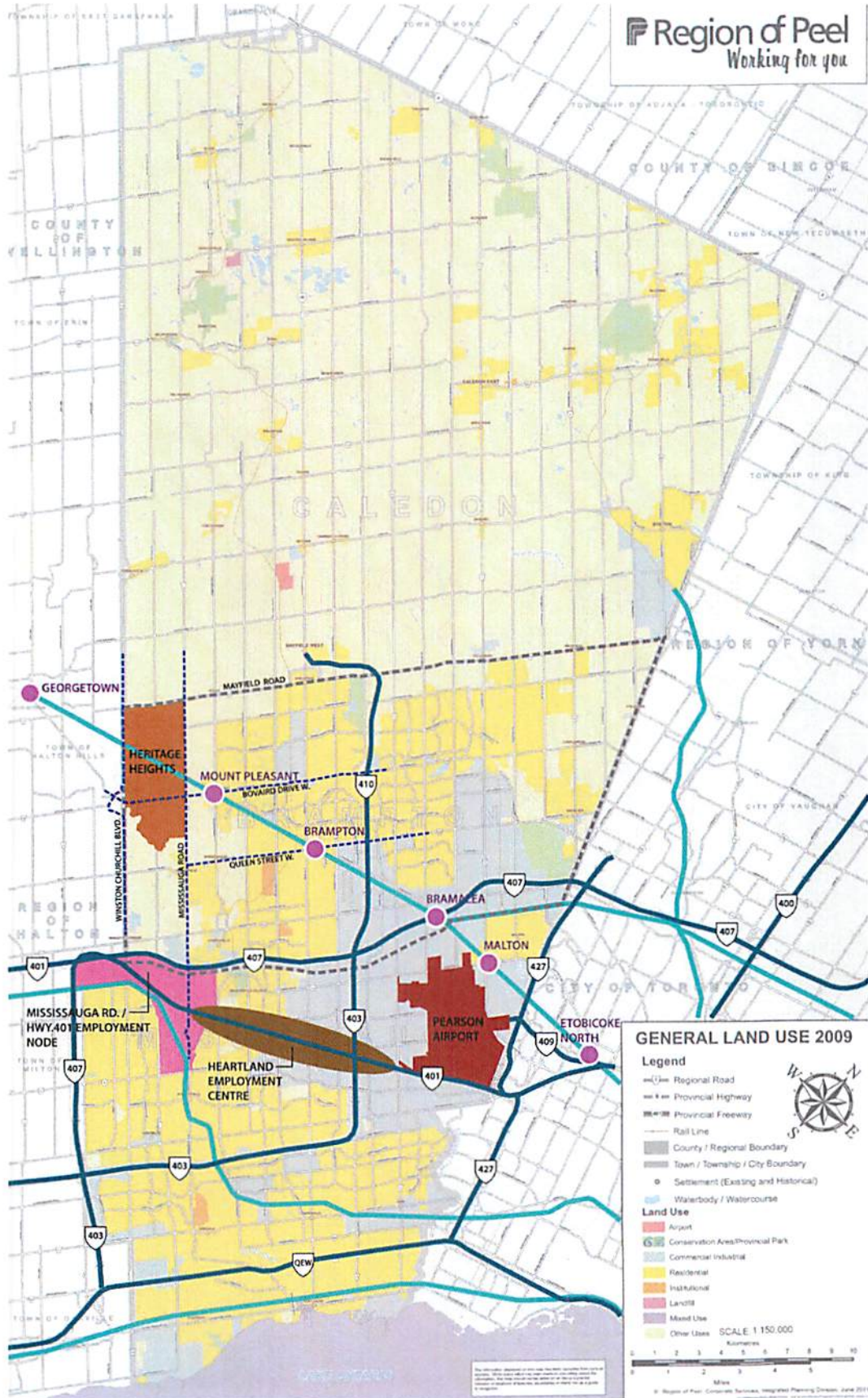
TRANSPORTATION

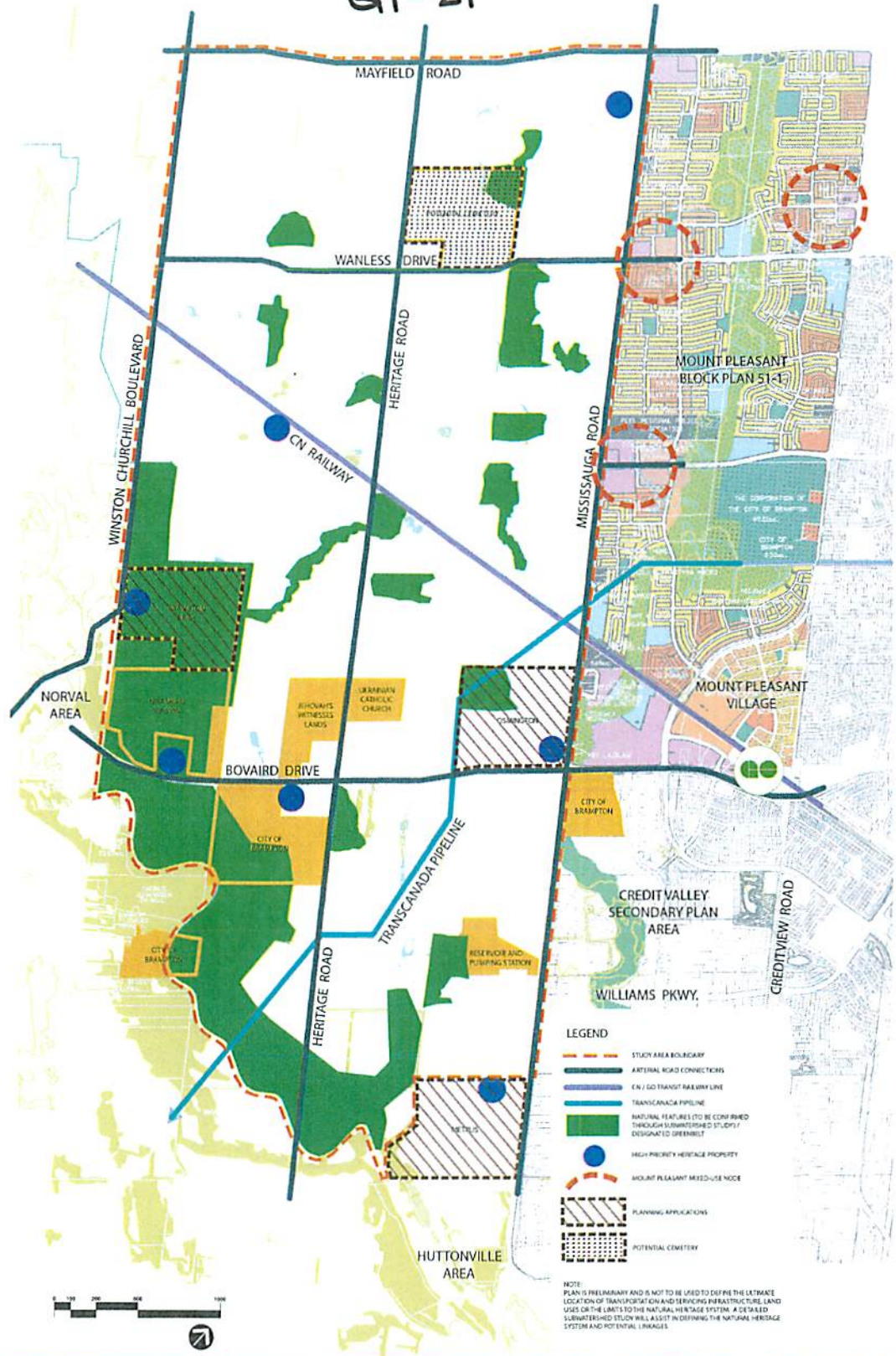
- Connected
- A key piece of the Brampton transportation solution (re: Halton/Peel freeway)
- Transit supportive
- Transit-oriented
- Connected to Mount Pleasant
- Centred on non-auto based mode of travel for residents and employees
- Capitalizing on existing Metrolinx and opportunities to build transit network
- Orientation to existing GO facilities, in part
- Characterized by multi-modal connections consisting of major rail, bus, vehicular and cycling modes

HERITAGE HEIGHTS
 Community Visioning Exercise
 February 2013



HERITAGE HEIGHTS
Regional Context
February 2013





HERITAGE HEIGHTS Existing Conditions February 13, 2013



RAILWAY CORRIDOR AT MISSISSAUGA ROAD

NHS FEATURES FROM MISSISSAUGA ROAD

MAYFIELD ROAD NEAR HERITAGE ROAD

HERITAGE ROAD AT WANLESS DRIVE

UKRAINIAN CHURCH ON HERITAGE ROAD

CREDIT RIVER FROM HERITAGE ROAD

SOUTH ALONG WINSTON CHURCHILL BLVD.

MISSISSAUGA ROAD NEAR WILLIAMS PKWY.

COMMUNITY DESIGN PRINCIPLES

G1-22



FRAMEWORK

- Protect and enhance natural heritage features.
- Incorporate Transit Oriented Design (TOD) practices.
- Pedestrian scale with convenient neighbourhood linkages.
- Green space and natural features as community structuring elements.
- Variety of land use / mixed-uses.
- **Defined neighbourhoods, edges, centres, corridors.**
- Centrally located amenities / intensity of uses in key areas and corridors.
- Hierarchy of roads balancing function and urban design.
- Urban scale with opportunities for higher density residential.
- Integrate Low Impact Development (LID) standards.
- Create strong connections with the Mount Pleasant Community.
- Mitigate impacts of major transportation facilities and services (highway/hydro corridor) on residential neighbourhoods.



LAND USE AND BUILT FORM

- Concentration of higher densities and compact form in key locations – urban centres and major corridors.
- Strategic integration of high density employment lands with access to transit and major transportation corridors.
- Variety of housing densities and forms.
- Variety of building typologies and styles to reinforce attractive, animated street zone.
- Variety of live-work opportunities.
- Compact, mixed-use form in key areas (centres and corridors).
- Consideration for Alternative Design Standards (ADS), reduced setbacks, reduced street widths, lane-based housing, pedestrian scale lighting, on-street parking, etc.
- Location of appropriate land uses as transition from potential highway/hydro corridor.

NATURAL HERITAGE SYSTEM (NHS)

- **Preservation and enhancement of existing significant natural heritage features** including woodlots, wetlands, hedgerows, watercourses, valleylands, wildlife corridors.
- Open space linkage system including natural heritage system, stormwater management facilities, parks, schools, to sustain wildlife movement and promote pedestrian and cycling connection opportunities.
- Integrate trails and pathways as part of an interconnected pedestrian and cycling network.
- Trails and pathway locations to mitigate potential impacts to sensitive environments.
- Reinforce, enhance and create scenic vistas.
- Inform residents of the importance and function of the NHS and related responsibilities.

STREET ZONE

- Streets designed for the safety and comfort of people with pedestrian scaled right-of-ways, minimal pavement widths, sidewalks on both sides of the street, etc.
- **Compact residential neighbourhoods defined by 'urban' streetscape treatment.**
- Coordination of streetscape elements, including street lights, benches, waste receptacles, signage, bike racks, etc.
- Strong building and street relationship.
- Variety of building typologies and architectural styles to reinforce attractive, animated street zone.
- Streets as the main public space and social connection
- Create a uniquely urban boulevard treatment and 'main street' character within mixed-use areas.
- **Street trees reflecting proper planting practices conducive to long term growth.**
- Adopt Principles of Crime Prevention Through Environmental Design (CPTED) -
 - Active pedestrian streetlife and building orientation adds 'eyes on the street'.

TRANSIT-ORIENTED DEVELOPMENT

- Transit-oriented development (TOD) at macro and micro scale -
 - Safe and convenient access to various modes of transportation.
 - Provide a comprehensive, interconnected and accessible bus transit system (Zum, Brampton Transit) with strong connections to GO station.
 - Reduce commuter travel time and dependence on automobile.
 - Generally, all neighbourhood areas to be within a 400m radius (5 min. walk) of a transit stop.
 - Community and neighbourhood "centres" providing a mix of uses, offering a variety of options for people to shop, live, work, play and gather.

NEIGHBOURHOOD STRUCTURE

- Pedestrian-scaled neighbourhoods -
 - Walkable (400-metre walking radius)
 - **Interconnected street/block pattern (modified grid)**
 - Multiple connections
 - Limited block lengths
- **A patterned community with defined edges, gateways, centres, and corridors.**
- **Identifiable neighbourhoods with major uses (parks, schools, etc.) as organizing elements.**
- Access to transportation options - walking, cycling, public transit (bus and GO train), car.
- System of parkland, corridors, swm ponds and NHS to function as primary organizing elements.
- Commercial, live-work and civic buildings situated to reinforce mixed-use centres, urban nodes and major transportation corridors.
- Location of schools to ensure safe and convenient pedestrian connections.
- **Built form type, scale and style to reflect neighbourhood structure.**

PARKS AND OPEN SPACES

- **Hierarchy of open spaces with flexible design and programming options.**
- Alternative urban park spaces that are designed for higher density mixed-use areas.
- Create unique parks that are distinguished through theme, programming, layout and facilities
- Ensure a range of passive and active recreation opportunities for all age groups.
- Integrate path connections as a component of the community trail network.
- Generally, all residential areas to be within a 5 minute walk to a park or open space feature.
- Parks shall be designed as focal points within the neighbourhood.
- Where feasible, situate parks at the terminus of views.
- Accommodate a Community Park.

TRANSPORTATION

- Inter-connectivity of streets to adjacent communities.
- Intra-connectivity of streets within the community and its parts.
- Balance street transportation function with pedestrian, cycling, built form and urban character function.
- Human-scaled street right-of-ways and pavement widths.
- **Establish hierarchy of roadways as defined through transportation and urban design function.**
- Transit supportive roads / transit corridors.
- Explore range of street right-of-ways and cross-sections in tandem with urban design / land use considerations.
- Integrate on-street parking as a key function of streets within mixed-use areas.
- Transit priority for roads designated as part of the transit network.
- **Consider roundabout configurations where pedestrian, cycling and bus transit flows are not compromised.**

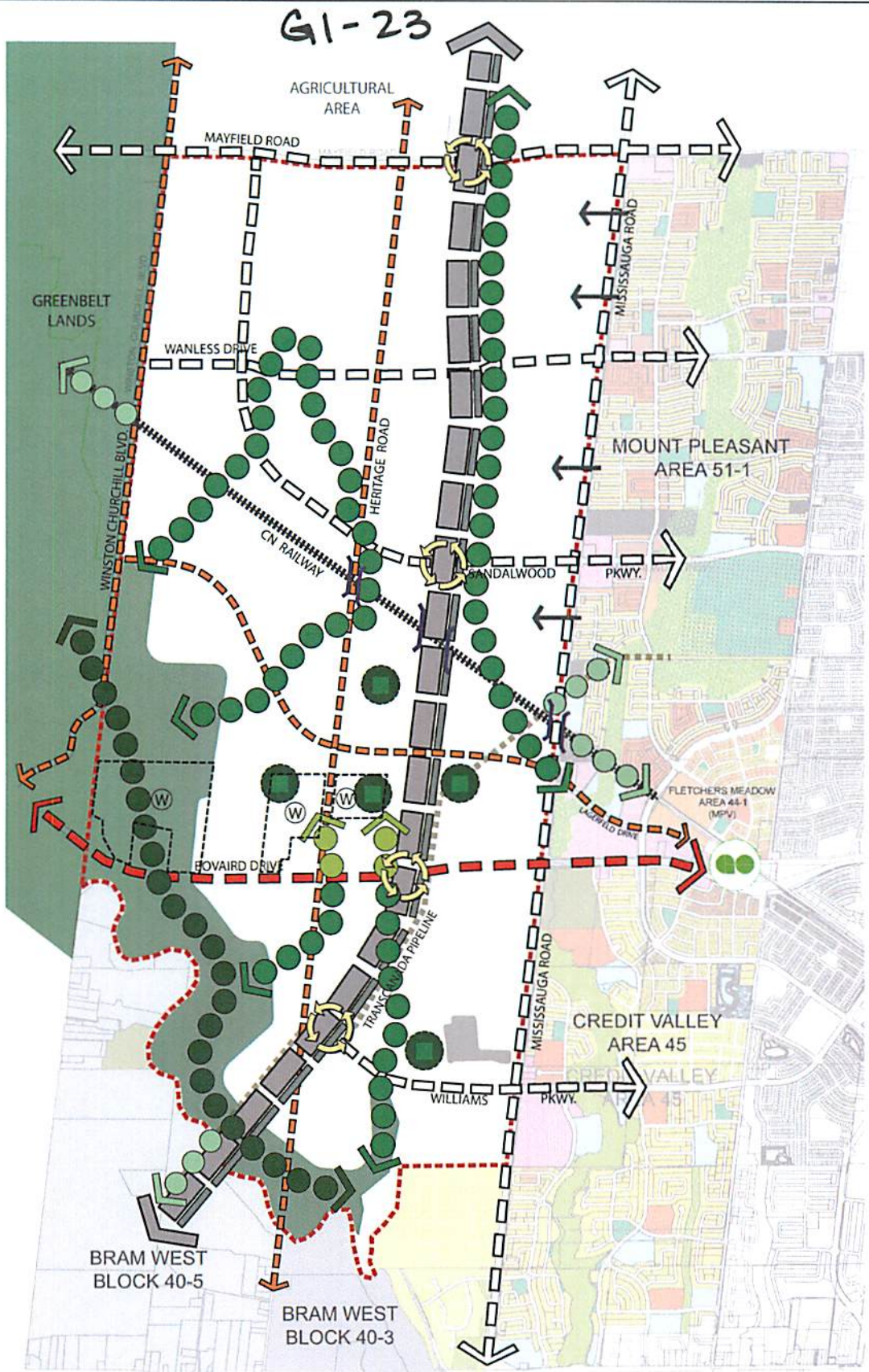
LOW IMPACT DEVELOPMENT / SUSTAINABILITY

- Consideration for LID measures as a key foundation for open space and built form design.
- Innovative approach to urban stormwater management.
- **Preserve naturally vegetated areas and soil types that slow runoff and allow infiltration.**
- Integrate existing heritage landscape features into introduced open space features, where feasible.
- Establish 'green building' practices for publicly and privately developed built form.



HERITAGE HEIGHTS

Preliminary Concept - Structuring Elements
February 2013



G1-23

- LEGEND**
- GREENWAY LINKAGE OPPORTUNITY
 - REGIONAL CORRIDOR / GREENWAY
 - POTENTIAL GREENWAY EXTENSION
 - RCP / CN RAIL GREENWAY LINKAGE OPPORTUNITY
 - EXISTING NATURAL FEATURE
 - DESIGNATED GREENBELT AREA

- POTENTIAL 400 SERIES HIGHWAY WITH HYBRID CORRIDOR (Final corridor alignment subject to (Carter) and ongoing EA process)
- ARTERIAL ROADS
- DEDICATED TRANSITWAY (BIOWAY DR)
- CHARACTER ROADS (WINSTON CHURCHILL BLVD / HERITAGE RD / LAGERFELD DR)
- COLLECTOR ROAD EXTENSION
- CN RAILWAY LINE

- GRADE SEPARATED CROSSINGS
- TRANSCANADIA PIPELINE
- STUDY AREA BOUNDARY
- PARKWAY INTERCHANGE
- RESERVOIR & PUMPING STATION
- EXISTING PLACE OF WORSHIP

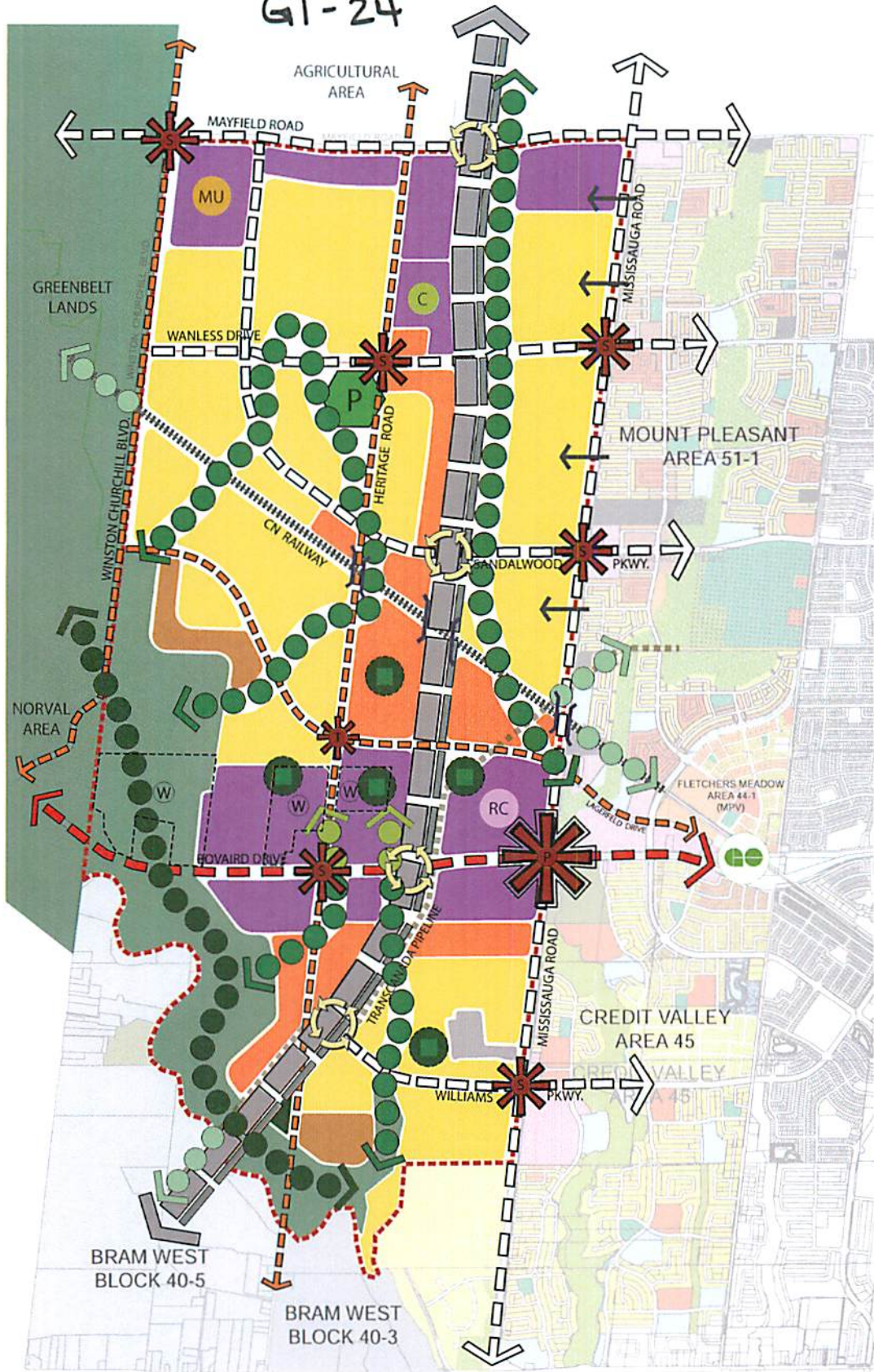
NOTE:
PLAN IS PRELIMINARY AND IS NOT TO BE USED TO DEFINE THE ULTIMATE LOCATION OF TRANSPORTATION AND SERVING INFRASTRUCTURE LINKAGES OR THE LIMITS TO THE NATURAL HERITAGE SYSTEM. A DETAILED SUBWATERSHED STUDY WILL ASSIST IN DEFINING THE NATURAL HERITAGE SYSTEM AND POTENTIAL LINKAGES.

6

HERITAGE HEIGHTS Preliminary Concept February 13, 2013



G1-24



NOTE:
PLAN IS PRELIMINARY AND IS NOT TO BE USED TO DEFINE THE ULTIMATE LOCATION OF TRANSPORTATION AND SERVICES INFRASTRUCTURE, LAND USES OR THE LIMITS TO THE NATURAL HERITAGE SYSTEM. A DETAILED SUBWATERSHED STUDY WILL ASSIST IN DEFINING THE NATURAL HERITAGE SYSTEM AND POTENTIAL LINKAGES.

<p>LEGEND</p> <ul style="list-style-type: none"> GREENWAY LINKAGE OPPORTUNITY REGIONAL CORRIDOR / GREENWAY POTENTIAL GREENWAY EXTENSION TCPL / CN RAIL GREENWAY LINKAGE OPPORTUNITY EXISTING NATURAL FEATURE DESIGNATED GREENBELT AREA CO-OPERATIVE PARK 	<ul style="list-style-type: none"> POTENTIAL 400 SERIES HIGHWAY WITH HYBRID CORRIDOR (Final corridor alignment subject to current and ongoing EA process) ARTERIAL ROADS DEDICATED TRANSIT WAY (WINDSTON CHURCHILL BLVD / HERITAGE RD / LAGERFELD DR) COLLECTION ROAD EXTENSION CN RAILWAY LINE GRADE SEPARATED CROSSINGS TRANSCANADA PIPELINE STUDY AREA BOUNDARY 	<ul style="list-style-type: none"> RESIDENTIAL NEIGHBOURHOODS (PREDOMINANTLY LOW DENSITY) COMPACT URBAN RESIDENTIAL EXECUTIVE RESIDENTIAL BUSINESS EMPLOYMENT / INSTITUTIONAL / COMMERCIAL / MIXED-USE MIXED-USE PROPOSED REGIONAL CENTRE POTENTIAL CEMETERY 	<ul style="list-style-type: none"> GATEWAY NODES - PRIMARY GATEWAY NODES - SECONDARY GATEWAY NODES - TERTIARY PARKWAY INTERCHANGE RESERVOIR & PUMPING STATION EXISTING PLACE OF WORSHIP
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7

HERITAGE HEIGHTS
Conceptual Gateway / Node Vignettes
February 2013



FLOWER CITY



BRAMPTON.CA

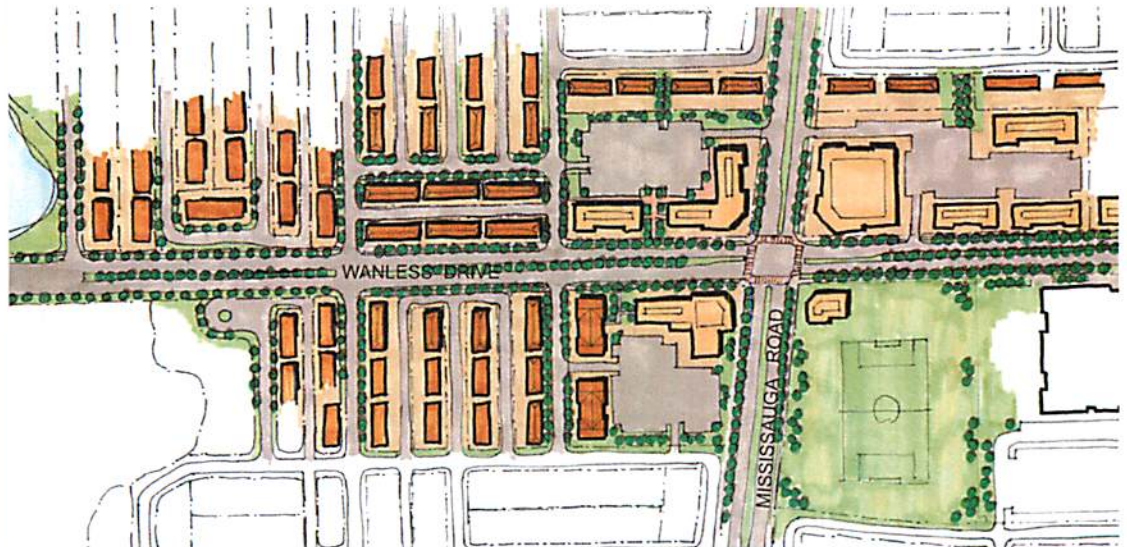
G1-25



GATEWAY / NODE - BOVAIRD DRIVE AND HERITAGE ROAD



GATEWAY / NODE - HERITAGE ROAD AND STATION ROAD



GATEWAY / NODE - MISSISSAUGA ROAD AND WANLESS DRIVE

G1-26

8

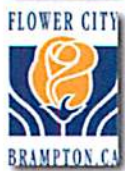


GATEWAY / NODE - BOVAIRD DRIVE AND HERITAGE ROAD



GATEWAY / NODE - HERITAGE ROAD AND STATION ROAD

HERITAGE HEIGHTS
Conceptual Gateway / Node Vignettes B
February 2013



G1-27

APPENDIX 'B'

**Comments/Correspondence Received
Heritage Heights Draft Preliminary Concept Plan
Open House – November 20, 2012**



AUGUSTA

Augusta National Inc., Queens 400 Executive Offices, 178 Main Street, Unionville, Ontario L3R 2G9
 Telephone: (905) 944-9709 Fax: (905) 944-9710 Cellular: (416) 464-0145 E-Mail: everard@rogers.com

December 4, 2012.

Ms. Marta Roias, RPP.,
 Transportation Project Manager,
 Planning, Design and Development,
 City of Brampton.

and

Ms. Jill Hogan, RPP.,
 Project Manager, NW Brampton,
 Planning, Design and Development,
 City of Brampton.

Dear Ms. Roias and Ms. Hogan:

Re: Heritage Heights Transportation Master Plan
 Public Information Centre #2, November 20, 2012.
 and
 Heritage Heights Community Visioning Study
Open House, November 20, 2012.

Please be advised, that the urban planning consulting firm, Augusta National Inc., acts on behalf of Catholic Cemeteries Archdiocese of Toronto ('CCAT'), registered owners of Part 1, Plan 43R-23918 (88.26 acres) generally located at the northeast corner of Wanless Drive and Heritage Road.

The subject lands are zoned 'A'-Agriculture, pursuant to Zoning By-law No. 151-88, Section 56.1 permitting a Cemetery as approved by City Council on July 18, 1988, and the Ontario Municipal Board on October 27, 1989.

'CCAT' will develop these 'as of right' zoned lands for a Cemetery, as soon as possible, subject only to Site Plan approval pending completion of the Municipal Class Environmental Assessment and a decision on the North-South Transportation Corridor ZBA No. 300-255 and OPA No. 93-255 appealed to the Ontario Municipal Board.

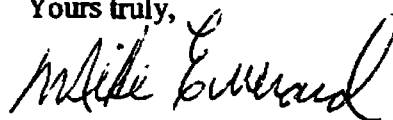
Roman Catholics are the largest religious denomination within the City comprising approximately 35% of the overall population. 'CCAT', a registered non-profit charity, acquired the property in December 1999 to facilitate development of an 'as of right' zoned Cemetery to satisfy the existing and future essential community needs of Brampton's eleven (11) Roman Catholic parishes generating approximately 300 funerals per year. To date, there is no regional Roman Catholic cemetery within the municipality. As a consequence, Roman Catholics must travel considerable time and incur additional expense to access Mississauga and Vaughan Roman Catholic cemeteries.

To this end, the 'HHTMP' Evaluation Criteria "Socio-economic and Cultural Environment" completely disregard the enormous negative impact of the NSTC on a future Cemetery serving 35% of City's population. Both of the NSTC alignments, along Heritage Road and 'preferred' option east of Heritage Road will so severely reduce the size of the Cemetery, that 'CCAT' could not proceed with economical development of the remaining acreage. With respect to the NSTC alignment west of Heritage Road and the GTA West Corridor, we request that the final intersection design will ensure that the subject lands are not impacted.

Referring to the Preliminary Concept Plan, the draft land use plan does not accurately depict the negative impact on the 'as of right' Cemetery. The 'preferred' option east of Heritage Road will cross Wanless Drive by means of an elevated 'fly over', bisect the 'CCAT' lands from the south, and swing to the west avoiding the environmentally sensitive woodlot to be preserved within the Cemetery. As a result, the 207 metre wide NSTC corridor bisecting the Cemetery will isolate and significantly reduce in size the remaining lands both east and west of the proposed highway, rendering the site impossible to develop for Cemetery purposes.

Thank you for your consideration in this matter.

Yours truly,



Mike Everard, M.Sc., RPP.
Principal.

Copy: Mr. Richard K. Hayes, Catholic Cemeteries Archdiocese of Toronto.
Mayor Susan Fennell.
Regional Councillors Paul Palleschi and John Sprovieri.
Ward Councillor John Hutton.
Mr. Jim Wang, Ontario Ministry of Transportation.

Hogan, Jill

From: ess bee [
Sent: 2012/11/30 5:08 PM
To: Roias, Marta; heritageheightstmp@coleengineering.ca
Cc: Hogan, Jill
Subject: Heritage Heights Transportation Plan & Community Visioning Study

I attended the Public Information Centre evening on November 20, 2012 regarding planning for Heritage Heights. My brother Jack Bottner and I own a property (Jack Bottner in Trust) on the west side of Heritage Road, south of Mayfield Road (north of Wanless). I noticed on the display boards that there are 3 options for a new highway. One option involves land to the west of Heritage Road, a second along Heritage Road and a third to the east of Heritage Road. We do not understand why all 3 options involve a hold on our property.

The preferred option is for the highway to run parallel to Heritage Road, east of it. The Visioning Study foresees the highway running considerably east of Heritage Road. Yet, in this scenario land immediately to the west of Heritage Road is placed on development hold. The width of land on hold along Mayfield is far in excess of what is needed to develop the highway, and is far wider than the land proposed for highway development not much further south of Mayfield Road. It is difficult to see how a highway could have a turn on Mayfield so far to the west of where it is intended to run. It is also my understanding that the Visioning Plan intends that Heritage Road remain intact and only widened to accommodate a central lane for turns. We are therefore requesting that consideration be given to narrowing the width of land on hold for the preferred option so that it involves only land on the east side of Heritage Road.

Also with respect to the Visioning Plan, I noticed that the properties immediately to the north and to the east of our property are being considered for commercial development while our property is only being considered for low density residential use. To be fair, we think it would be appropriate to have our property also considered for commercial development.

We look forward to your reply(ies) on these matters.

Sincerely,

Sam Bottner for Jack Bottner in Trust

Reference: Heritage Heights: Preliminary Concept Plan

Background:

- 1 The plan of Heritage Heights shows that the North West part of the area, which is bordered by Winston Churchill Blvd; and Mayfield Road, to be zoned a Multiple Use.
- 2 At the Open House Meeting on November 20, 2012 we were informed that Multiple Use means Industrial and Commercial.
- 3 The west side of Winston Churchill Blvd, in this particular area, is in Halton Hills and is zoned as Green Belt.
- 4 People who built their houses in this area of Halton Hills did so in order to enjoy a quiet rural lifestyle.
- 5 All of these houses are dependant on their wells.
- 6 North of Norval, this part of Winston Churchill Blvd is picturesque and used by many cyclist clubs as well as hikers.

Impact on the residents of Halton Hills IF the North West area of Heritage Heights becomes an industrial or commercial area or both.

- 1 Those living in Green Belt area of Halton Hills which will be opposite a Multiple Use area **will no longer be able to enjoy living in a rural area** and it will drastically change the way of life to which they have become accustomed..

They will no longer be able to look at trees or fields and enjoy the wild life associated with it. These will be replaced by buildings

They will no longer be able to enjoy a relatively quiet road as there will be a considerable increase in car traffic as well as that of trucks making deliveries.

There is a very high chance that their wells will become polluted by the ground water run off from such an area.

By paving over such a large area, the groundwater source of water will also be depleted. How will these residents of Halton Hills obtain water so they can continue living in their homes?

It will be equivalent to having a busy city right opposite ones house.

- 2 The **beauty of the area will be destroyed** and the increase in traffic will make it **dangerous for both hikers and cyclists.**
- 3 There will be a large **reduction in the property values** of the houses of those living in this area of Halton Hills. Many rely on the money invested in their principal residence to support them during their retirement years. This depreciation of finances **will cause hardship during the later years of life** to those who were relying on the money invested in their homes to support them

Comments: It is obvious that those involved with drawing up this plan have **NOT** considered how their decision will impact the people living on the borders of Heritage Heights or those using the area for recreation.

There has also been no attempt to blend a Green Belt area slowly into one of high density, commercial and industrial.

This lack of consideration will greatly impact the lifestyle and finances of others and a serious need to reconsider the decision is imperative.

Suggestions for blending a Green Belt area into one of high density buildings to lessen the impact on those living on the borders of Heritage Heights.

- **Do Not** put a Multiple Use area directly opposite a Green Belt. or near this area.
- Respect the fact that the north west area of Heritage Heights is presently rural and also used by hikers and cyclists. Consider making bicycle paths and walking trails with trees and bushes along this border with Winston Churchill Blvd;
- On the other side of these paths and trails, create soccer fields and baseball diamonds. This will lesson the impact of reduction and pollution of ground water..

Advantages of considering the above suggestions.

By creating a recreational area which will consist of a strip of land containing trees and shrubs along the length of Winston Churchill Blvd; it will be somewhat pleasant for those living on the Halton Hills side and cyclists and hikers can also continue to enjoy this area.

By having soccer fields, baseball diamonds next to the strip of land bordering Winston Churchill, there will be less impact on the wells of those in the area.

House prices will not be so negatively impacted.

It will give an area where new people to the area as well as those living close by can take exercise. There is a serious lack of areas for recreation and exercise in new developments and they need to be considered before houses are built **NOT** afterwards.

David and Pam Soward

Heritage Heights Community Visioning Study

Open House

November 20, 2012

We are interested in hearing any comments you may have associated with the Preliminary Concept Plan for Heritage Heights. Thank you for clearly writing your comments in the space provided below. If you require additional space, please continue your comments on the back of this sheet.

We fully understand that attractive communities like the City of Brampton will continue to expand, including its commercial, industrial and residential spaces.

For the past three years, we have been living on the outer edge of the City on Winston Churchill Boulevard after having spent the previous nearly fifty years as residents of Labrador. We chose our new home in large part because of the idyllic nature of the area, a sparsely populated region surrounded by farmland.

If the surrounding area must be developed, we urge that any decision for development tilt from agricultural to residential. We have established an affection for this neighbourhood and a comradeship with our closest neighbours and hope that any changes to the nature of this area will not greatly

Please submit your written comments before leaving the Open House. If you require more time to comment, please mail/fax/e-mail in the comment sheet by Friday, November 30, 2012 to:

alter these relationships.

Jill Hogan, MCIP, RPP
Planning Project Manager
Planning, Design and Development
2 Wellington Street West
Brampton, ON L6Y 4R2
Tel: 905.874.3450
Fax: 905.874.2099
E-mail: Jill.Hogan@Brampton.ca

PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

Name: KAY AND GERRY SUEK

Address: _____

Email: _____

Comments and information regarding this project are being collected to assist the City of Brampton. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.



24 Queen Street East
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Brampton, Ontario, Canada
L6V 1A3

Internet: DavisWebb.com
Fax: 905.454.1876
Telephone: 905.451.6714

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A. Grenville Davis QC (1916-1973)

Ronald K. Webb QC
Neil G. Davis
Christopher L. Moon
Ronald S. Sleightholm
Ellen S. Pefhany
Barbara Skupien
James S.G. Macdonald
Patrick F. White

COUNSEL
Hon. William G. Davis PC CC QC

November 28, 2012

“Via E-Mail”

The City of Brampton
2 Wellington Street, West
Brampton, Ontario
L6Y 4R2

Attention: Ms. Jill Hogan

Dear Ms. Hogan:

**RE: Brampton Brick Limited -
Norval Quarry - Heritage Heights**

On behalf of Brampton Brick Limited we have reviewed the proposed preliminary concept for development and land use.

It is our submission that it is premature to prepare even a land use concept at this time and therefore we reserve the right to make such further and other comments as we consider appropriate after the time arrives when a concept plan should be made.

In our submission the layout of land uses is at best questionable in view of the fact that the Subwatershed Study has not been completed and in view of the fact that the Transportation Master Plan Study has not been completed and the Provincial Road Environmental Assessment is at a very early stage.

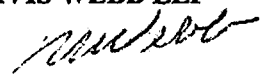
If, for example, the Provincial Highway is decided to be west of Heritage Road in the east half of that concession lot, then the conceptual layout of land uses will be very heavily affected.

The location of the proposed character roads (whatever they are) is not justified or appropriate.

We would be pleased to discuss this submission with you at your convenience.

Yours truly,

DAVIS WEBB LLP


Ronald K. Webb, Q.C.

RKW:lb
c.c. Mr. Jeffrey Kerbel
Mr. Warren Sorensen
Ms. Joanne Barnett
Mr. Robert Long



November 30, 2012

Via Email

Planning, Design and Development
 2 Wellington Street West
 Brampton ON, L6Y 4R2
 Attention: Marta Roias, Transportation Project Manager
 Attention: Jill Hogan, Planning Project Manager

sleisk@casselsbrock.com

tel: 416.869.5411

fax: 416.640.3218

file: 45736-2

AND

Consultant Project Manager
 Cole Engineering Group Ltd.
 70 Valleywood Drive
 Markham, ON, L3R 4T5
 Attention: Ray Bacquie, Consultant Project Manager

Dear Sirs and Mesdames:

**Re: Public Information Centre #2 and Open House (November 20, 2012)
 Heritage Heights Transportation Master Plan Study
 Heritage Heights Community Visioning Study**

We are the solicitors for Brampton Areas 52, 53 Landowners Group Inc. which is comprised of owners of approximately 384 acres of land North West Brampton's secondary planning areas 52 and 53 ("Heritage Heights").

We are writing to express our client's significant concerns with respect to both the Transportation Master Plan Study ("the TMP Study") and the Heritage Heights Preliminary Concept (the "Visioning Study") presented on November 20, 2012, as set out below.

The TMP Study includes a Preliminary Evaluation Table (the "Table") which considers three potential locations for a North-South Transportation Corridor ("Transportation Corridor") as follows:

- (a) A corridor option crossing the Credit River west of Heritage Road, which then generally follows Heritage Road through Heritage Heights (the "Central Route");
- (b) A corridor option crossing the Credit River west of Heritage Road which then follows a northerly alignment between Heritage Road and Winston Churchill Blvd (the "Western Route"); and,



(c) a corridor option crossing the Credit River west of Heritage Road, which then crosses Heritage Road and generally follows a northern alignment midblock between Heritage Road and Mississauga Road (the "Eastern Route").

Our client's consultants have reviewed the TMP Study and the Visioning Study and disagree with the analysis and conclusions provided within both studies. Attached to this letter is a detailed report from Mr. Garry Stamm, dated November 30, 2012 (the "Report").

The Report concludes that the preferred route for the Transportation Corridor is the Western Route, as it is: (a) significantly less costly; (b) makes possible the expansion and integration of higher order transit, including the provision of a Transit Mobility Hub ("TMH"), which is not possible within the Eastern Route; and (c) is more compliant with relevant planning policies and plans.

It is our client's position that the TMP Study, inclusive of its preference for the Eastern Route, is deficient and incorrect for the following, among other, reasons:

- 1) The TMP Study does not achieve its stated objective of identifying the transportation needs in Heritage Heights nor does it plan for road and transit projects, ultimately leading to the development of a "complete community". The TMP Study does not adequately consider the development of lands surrounding regional and urban transit.
- 2) The TMP Study does not consider the need or feasibility of a GO Train station in Heritage Heights. The Growth Plan, however, already provides in Schedule 5 that the Toronto-Kitchener rail line is to be improved and extended.

Moreover, the failure to consider the feasibility of a GO station in Heritage Heights is contrary to information given to Brampton City Council ("Council") in the Official Plan Amendment Transmittal Report dated October 5, 2012, which advised Council that the TMP Study would examine the feasibility of a GO Station within Heritage Heights, with the results subsequently informing the land use pattern and transportation network to be identified in the Official Plan and Secondary Plan policies. This has not occurred.

The Report notes that a GO station can be located in Heritage Heights as part of a TMH on the Western Route. The failure to consider the numerous benefits resulting from a TMH along the Western Route undervalues the benefits achieved thereby.

- 3) With respect to the Table, it is our client's position that the analysis contains numerous statements that are misleading, incomplete and contrary to sound land use planning principles. For example, the Table gives preferable treatment to the Eastern Route despite the fact that this option produces geographically fragmented communities in Heritage Heights, with resulting cost increases in private and municipal services.



- 4) The Table contains internally inconsistent results, such as the superior rating given to the Eastern Route in the socio-economic environment category, which affects 17 properties, while the Western Route affects only 13 properties.
- 5) Moreover, with respect to network connectivity and multimodality, the Heritage Road grade separated crossing noted for the Eastern Route is a major negative due to the potential conflicts with the proposed Williams Parkway interchange. This also applies to the Centre Route.
- 6) The environmental analysis within the Table is also inconsistent and incorrect. For example, The Western Route provides opportunities to cross watercourses/tributaries on perpendicular crossings. Perpendicular crossings have greater potential for mitigation and maintaining watercourses in a natural state. Ground water flow can also be completely mitigated with highway design and accordingly, there is no basis for the Western Route's lower rating on this factor. The impact of surface water crossings can also be mitigated. With respect to habitat, the Eastern Route is the option which adversely impacts the areas with the most woodlots. The Table fails to accurately account for all of these facts.
- 7) The Western Route does not necessarily produce the negative effects stated in the Table. An alternative route located west of Heritage Road avoids identified constraints such as the Trans-Canada Pipeline and the existing Place of Worship, which has not been considered in the analysis.
- 8) A more comprehensive analysis demonstrates that the Western route will result in fewer interchanges, resulting in cost savings of approximately \$100 million dollars, as described in the Report.

The Vision Analysis

Our client also has significant concerns with respect to the Vision Analysis. The Vision Analysis only considers the Corridor along the Eastern Route and not the land use framework that would apply to the other alternatives. It appears that the Vision Analysis was prepared concurrently with the TMP Study, in anticipation of an Eastern Route, before the alternatives have been appropriately considered and evaluated. This is premature and inappropriate. Accordingly, a comprehensive assessment of the best framework for Heritage Heights cannot be undertaken. If a comprehensive evaluation of the land use framework is undertaken, the Eastern Route will produce many undesirable land use planning outcomes, including fragmented communities with a resulting higher cost burden for servicing and infrastructure needs, and other negative impacts, as set out in the Report.

Moreover, the Vision Analysis does not draw the parkway interchanges to scale. Failure to show the true scale of these interchanges underestimates the impact that they will have along the Eastern Route, notably with respect to the fragmentation of communities as shown in the Report.



Thank you in advance for your consideration of these significant concerns.

Yours truly,
CASSELS BROCK & BLACKWELL LLP

A handwritten signature in black ink, appearing to read 'Signe Leisk', written over the printed name.

Signe Leisk

c.c. clients
SL / CT

G1-39



Stamm Research Associates

11 Edgar Avenue
Toronto, Ontario
M4W 2B1
tel: (416) 975-2693
fax: (416) 922-5071
email: garry@stamm.ca

**Review Report on the Brampton PIC:
Preliminary Vision Analysis and
Preliminary Transportation Master Plan Analysis**

prepared for:

Brampton Area 52 and 53 Landowners Group Inc.

November 30, 2012

Table of Contents

Part A	
Introduction, Purpose and Summary.....	1
A.1 Introduction	1
A.2 Purpose	2
A.4 Summary of Recommendations	3
Part B	
The Importance of the Regional/Provincial Perspective in Transportation and Spatial Settlement Planning.....	5
Part C	
Reviewing the PIC boards of the Heritage Heights Transportation Master Plan Study.....	8
C1. Stated Purposes of the Heritage Heights Transportation Master Plan.....	8
C2. The Lack of Transit Analysis in the Study	9
C3. Prematurity of the Expressway Corridor Recommendation	11
C4. Comments on the Preliminary Evaluation Table.....	12
C5. The Transit Issue Revisited.....	18
C6. Conclusion on the Preliminary Evaluation.....	18
Part D	
Reviewing on the Preliminary Concept Framework Plan.....	21
D1. Overview Comment	21
D2. Comparative Analysis: Expressway Corridor Selection and Spatial Economics of Urban Cohesion	23
D3. Economic Analysis of the Illustrated Framework Concept	23

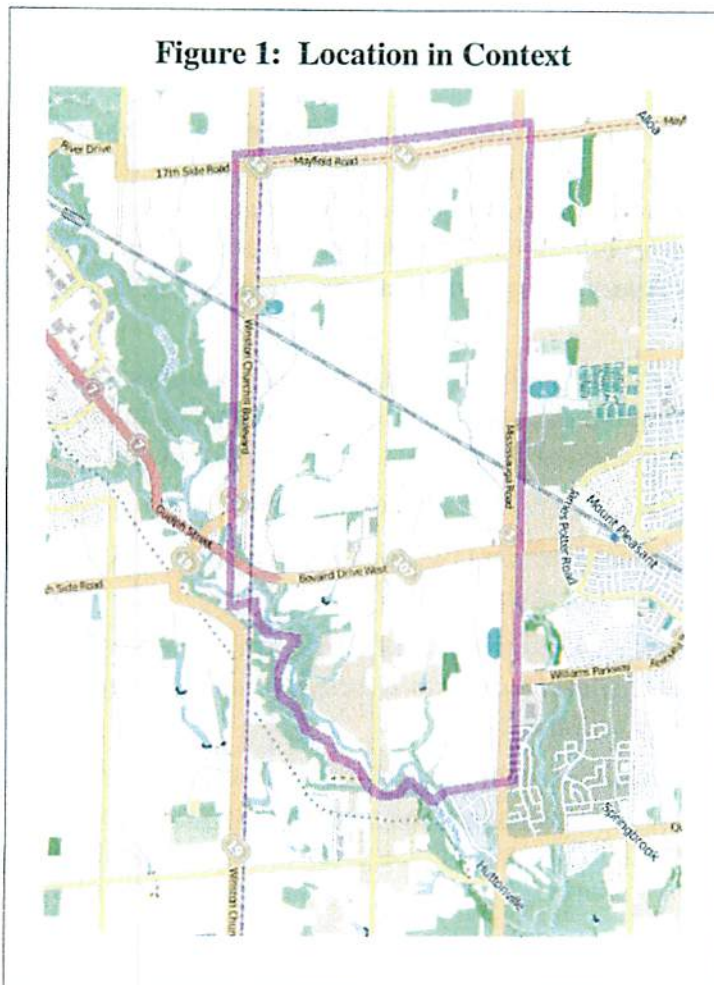
Part A Introduction, Purpose and Summary

A.1 Introduction

This brief review was undertaken for the *Brampton Area 52 and 53 Landowners Group Inc.* for the purpose of monitoring the City of Brampton initiated preparation of a 'framework plan' for "Heritage Heights", shown on Figure 1, and comprised of Secondary Plan areas 52 and 53 in combination. The 'framework plan' is the first phase of the process of preparing a Secondary Plan.

On November 20th, 2012, the City of Brampton held a public meeting at which it released:

1. a map entitled, *Heritage Heights Preliminary Concept* from the **Heritage Heights Visioning Study** being undertaken for the City by NAK, and
2. display boards of a powerpoint presentation comprising of the work being undertaken by Cole Engineering for a **Transportation Master Plan Study** for the *Heritage Heights Secondary Plan Study*.



These releases were made at the same time as they comprise two related parts of a broader work program underway to construct the 'framework plan'.

- Their simultaneous release recognizes that the basic spatial economic geography, (referred to as 'land use' in Ontario Planning), and the network of integrated transportation services, (both internal and external), must be both comprehensive and properly harmonized.

The Heritage Heights area is subject to circumstances that involve not just local land use issues internal to the area, but much broader urban and regional settlement management issues for which major elements under the jurisdictions of a combination of the Province of Ontario and the Region of Peel.

A.2 Purpose

This review sets out to examine the two releases from the perspective of urban and regional economics in the context of the settlement management policy structure established by the Government of Ontario *Growth Plan* for the Greater Golden Horseshoe.

Based on the review conducted, this report, as part of the participation process makes recommendations seeking revision to both the overall decision-making that arrived at the two releases and the technical judgements based on the their contents.

As part of arriving at the recommendations, this review report begins with a discussion of the regional/provincial perspectives with respect to this process because of the necessity to harmonize the urban/local interests of the City of Brampton and the landowners and future residents of Heritage Heights with the regional and provincial interests, -- especially the development of the future regional transportation system.

A.3 Overview of the Findings

The following are main findings of the reviews conducted:

1. The critical factor that differentiates the creation of this Secondary Plan from most others is that the Heritage Heights area contains within it, a potentially very important crossing of the future expressway system and the increasingly important and growing regional higher order transit radial interconnecting Kitchener, Brampton, the Toronto International Airport and with downtown Toronto.
2. The *Transportation Analysis* released shows that in addressing the issue of the future expressway corridors, and making a preliminary recommendation, the release failed to meet its own stated purpose by ignoring the need to consider the *multi-modal* integration of expressway and higher-order rail transit travel to meet the Province's objective to relieve grid-locking of the expressway system to enhance cargo as well as people movement.
3. The *Transportation* release quite properly identified three corridors through which an expressway could be routed, but its analysis of the three corridor option is unsound, and its 'preference' judgement not based on comprehensive or correct analysis. It
 - (a) ignores entirely the issue of regional and urban transit,
 - (b) arrives at erroneous assessments of criteria (such as capital cost) where the rudimentary work had not been completed, and
 - (c) although conducted as advice to the City of Brampton, made statements of preference *without having the alternative urban development impacts of the three alternative corridors examined.*
4. The *Preliminary Concept* release for the Heritage Heights framework plan phase has considered only one of the three alternative expressway corridors, leaving the critical issue of urban form and structure impacts of the expressway corridor selection process uninformed.
5. The *Preliminary Concept* release, undertaken on the assumption of the selection of the

East-of-Heritage expressway corridor option therefore ignores the fundamentally different frameworks that would arise with a West-of-Heritage expressway corridor option that:

- (a) can incorporate a major regional and urban transit area, and
 - (b) facilitates the creation of a urban development configurations that adheres to the urban and regional economic concepts of 'agglomeration economies' and 'economies of scale' that underlie the *Growth Plan* policies of *compact development* and *complete community*.
6. The two releases are dis-jointed and incompatible, and in part contradictory, leading to a loss of confidence in the process and the appearance of a rush-to-judgement.

A.4 Summary of Recommendations

On the basis of this review, from the perspective of urban and regional economic matters, we recommend that the City of Brampton request that:

1. the *Transportation Master Plan Study* rescind any recommendation on the expressway corridor issue until a more comprehensive review is undertaken including,
 - (a) the **analysis of integrated regional and urban transit**, (expressway, rail, regional and urban bus) and its *multi-modal* travel integration,
 - (b) illustrate on its three expressway corridors the **preliminary proposed positioning of the major interchange locations** to facilitate preliminary cost estimations and the development of preliminary framework plans,
 - (c) provide a **more robust discussion of preliminary capital costs** estimates of the three expressway corridor options, based on the requirement of interchanges and other structures as identified,
 - (d) **re-investigate the outcome of the property impacts** criteria of the corridors on the basis of (b) above,
 - (e) **co-ordinate with the preliminary framework plans for all three** of its expressway corridor options,
 - (f) **withhold the making of statements of preference of expressway corridor selection** as that should be undertaken on the basis of comprehensive analysis of all of the studies underway for the framework planning process, and **not** just the Heritage Heights Transportation Master Plan, and
2. the *Vision Study* be expanded to develop preliminary concepts for all three of the corridor alternatives identified by the Transportation Master Plan Study and including:
 - (a) alternative urban form and structure outcomes associated with all three, (as they would be very different),
 - (b) examine the urban form *if a major transportation mobility hub (TMH) with multi-modal travel* were included with the West-of-Heritage expressway corridor option,

- (c) apply in all cases the concepts of *compact communities* and *complete communities* in developing the community structure for the distribution of the 43,000 resident population and 20,000 jobs in Heritage Heights,
- (d) provide a much more robust quantitative description of the preliminary development concepts, and
- (e) seek to co-ordinate the preliminary land use with of the major transportation facilities from the Transportation Master Plan Study.

Part B
**The Importance of the Regional/Provincial Perspective
 in Transportation and Spatial Settlement Planning**

The Heritage Heights Secondary Plan is under preparation at a time when the Province of Ontario is further refining its *Growth Plan* initiative as a basis for urban and regional settlement management of the Greater Golden Horseshoe, and the City is seeking to finalize an amendment to its Official Plan to bring it into conformance with the *Growth Plan* and the Region of Peel Official Plan.

The Heritage Heights area, is *designated greenfield* under the definitions of the *Growth Plan*, and thus approved for eventual urban settlement. It is subject to planning under the Region of Peel and Brampton Official Plans.

- At the same time, it has a special status since almost the entire Heritage Heights area is:
 - (a) part of the Study Area for the *GTA-West Transportation Development Strategy* being undertaken for the Ontario Ministry of Transportation, and
 - (b) bisected by a major rail transit corridor that has received status in the provincial *Growth Plan* for the Greater Golden Horseshoe (GGH).

It is therefore subject to the programming of the an expressway corridor for a link that is to connect from Highway 400 in York Region to Highways 401 and 407 in Halton Region. Furthermore, having the CN main rail corridor across its north-south mid-range, the development of the urban land uses in the Heritage Heights area must also consider the possible desirability and possible effects of an expansion of the major regional and urban role of much more highly developed transit nodes. The line is already used as the core infrastructure for the GO rail transit service that interconnects the urban settlement(s) from downtown Toronto through to the Toronto International Airport, Brampton, Guelph and finally, Kitchener. The *Growth Plan* imposes a requirement that urban settlement be transit-supportive.

As is stated in the November 2012 *Transportation Development Strategy Report of the GTA West Corridor Environmental Assessment Study*

- One of the Ontario government's efforts to deliver a long-term sustainable plan for transportation and better transit in the GTA-Hamilton area is through Metrolinx, a Provincial agency that has been established to create a seamless, integrated transportation network. (page 1)

The Toronto-Kitchener GO rail transit service that traverses Heritage Heights operates on a line that serves the entire City of Brampton through three existing GO transit stations. That "three stop" GO rail transit service provides Brampton the integration of its entire urban transit system with higher order transit across the Greater Toronto Area and the Greater Golden Horseshoe as a whole. It is thus of critical importance.

- The integration of the existing and proposed expressway links with the expanding GO rail and bus transit service are critical elements of the Province of Ontario *Growth Plan*

emphasis to reduce current and future grid-locking of the expressway system through developing effective integration of a *multi-modal* transportation system.

The importance of this regional/provincial perspective to the preparation of the Secondary Plan for the Heritage Heights area is that:

- The fulfilment of the intents and purposes of the *Growth Plan*, the *GTA-West Corridor Transportation Study* and the Metrolinx *Big Move* program must be added to, -- and form a cornerstone to --, the normal issues of expansion of urban settlement in the Heritage Heights area of the City of Brampton.

Spatial economic analysis, together with supporting work on environmental considerations, natural heritage systems, urban expansion and hard servicing of settlement expansion and transportation analysis has shown the following:

- Consistent with the overriding provincial policies of the *Growth Plan* the Heritage Heights area presents an extraordinary opportunity to meet jointly the public policies in transportation and settlement policy objectives that have been announced by three levels of government; provincial, regional and local municipal. All seek a major improvement in urban and regional transit service coordinated with *transit-supportive* land use development.

The Province of Ontario, created Metrolinx to expand the GO transit system and integrate it into a re-organized fabric of regional and urban settlement with urban and intercity transportation systems that seek to achieve a much higher transit share by creating *complete community* and *compact* urban forms.

That background is particularly important to the process of constructing the Secondary Plan for Heritage Heights for two reasons:

1. The positioning of the expressway corridor through Heritage Heights offers the opportunity to develop a Transportation Mobility Hub that integrates regional and urban transit with provincial/regional expressway as well as arterial and urban road transportation service that both improves transit service at all levels and contributes significantly towards the reduction of grid lock.
2. The *designated greenfield* status of the lands allows for the development from the very beginning of integrated 'active transportation' and transit service by developing residential and employment opportunities with a high density format as the design of a Transportation Mobility Hub in the Metrolinx *Big Move* report sets out.

The comments made in this review should be read together with the *Growth Plan*, the mandate of Metrolinx and its *Big Move* report, and the work of the *GTA-West Corridor Environmental Assessment Study*, bearing in mind that:

1. the currently fully developed horizon for the Metrolinx *Regional Transportation Plan* (RTP) higher order transportation system in the GTAH emphasizes the projects that are to be put in place by the year 2020, (only eight years out) and will have to be reiterated to consider the recently released projection amendments to the *Growth Plan*, and,
2. the Transportation Development Strategy of the *GTA-West Corridor Environmental*

*Assessment Study*¹ (Plate 1-15) not only creates the general location of the new transportation facility, but sets up its search for the expressway link planning in the context of (a) *transit-supportive corridors* and (b) *inter-regional transit hubs* as part of its Group #2 initiatives.

The review offered below will deal first with the PIC (Public Information Centre) of the *Heritage Heights Transportation Master Plan Study*, and then make limited comments on the first preliminary concept plan arising from the Vision process.

¹ released November 12, 2012

Part C
Reviewing the PIC boards of the
Heritage Heights Transportation Master Plan Study

Within the context of the above, we have reviewed the PIC boards of the Heritage Heights Transportation Master Plan Study, and have a number of comments, all of which arise from the perspective of spatial economics in the service of urban and regional settlement management and planning.

C1. Stated Purposes of the Heritage Heights Transportation Master Plan


The PIC boards set out the Study Purpose as shown on Figure 2 below.

Figure 2

Heritage Heights Transportation Master Plan


Study Purpose

The City of Brampton is undertaking a Transportation Master Plan as a supporting study to the Secondary Plan for the Heritage Heights Community (Secondary Plan Areas 52 and 53). This study will identify the transportation needs of the new community and consider options to satisfy future travel demands.




The key objectives of the Transportation Master Plan include:

- Identifying opportunities for a transportation corridor crossing of the Credit River valley, and refining the North-South Corridor Protection Area in northwest Brampton.
- Planning for road and transit projects as part of a preferred transportation network and strategy that are innovative, pedestrian/cycling-friendly, and transit-oriented to support the development of Heritage Heights and the northwest Brampton area as a "complete community."



5



Highlighted on that page is that the objectives of the Transportation Master Plan include consideration of those matters that are discussed in Part B above, i.e. the provincial intent to seek *transit-supportive* development and better transit service every where in the Greater Golden Horseshoe settlement pattern. Clearly it is the stated intent of the project to consider "transit projects as part of a preferred transportation network".

C2. The Lack of Transit Analysis in the Study

The Study then produces a review of the Heritage Heights area focused on the issue of the north-south expressway corridor but then deals with the expressway location issue as if it were completely separate and apart from the issue of the development of regional and urban transit development.


Figure 3

Heritage Heights Transportation Master Plan

Transit Opportunities and Options

GO Rail

- Provincial plans do not identify a future station on the Kitchener GO Line in Heritage Heights.
- Mount Pleasant GO Station is being built as a mobility hub anchoring Northwest Brampton.





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BRT (Bus Rapid Transit), Transit Corridors and Connections


Opportunities for:

- Bovaird Drive Transitway
- Mississauga Road
- Station Road
- Sandalwood Parkway
- Wanless Drive
- Mayfield Road
- Commuter Stations





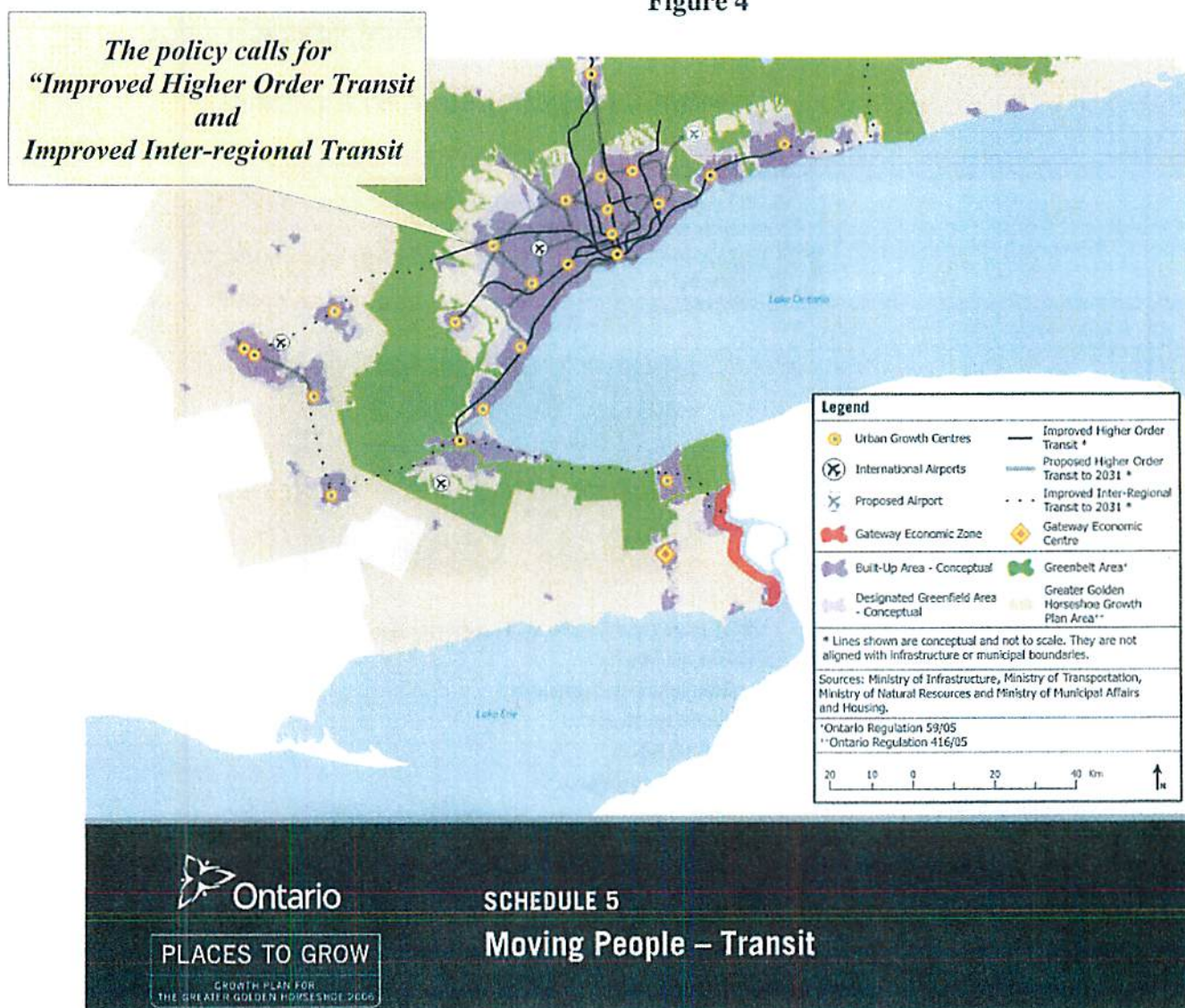
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The study provides no analysis of transit issues and dismisses the entire issue of transit with the two sentences highlighted in Figure 3. Neither of these statements is an adequate treatment of the issue, nor are they correct.

- First, the fact that the Province has not identified a future GO rail transit station in Heritage Heights is not an abandonment of its existing *Growth Plan* policy. Just as the Province has not identified in advance all of the GO rail transit stations, it has not identified all of the expressway links and interchanges that are likely to be needed over the next 30 years. Yet, as the population of the Greater Golden Horseshoe grows from its population of 9,000,000 in 2011 to an expected 11,500,000 in 2031 and 13,480,000 in 1941 such transportation projects will be identified and built.
- Second, the Province has set a policy for the extension and expansion of the Toronto-Kitchener line as illustrated on Figure 4, from the *Growth Plan*.

Figure 4



- Third, the purpose of *Growth Plan* policy directed planning has been set out in Section 2.2.2 (c) and (d) as follows:
 - (c) building compact *transit-supportive* communities in *designated greenfield areas*² and,
 - (d) reducing dependence on the automobile through the development of mixed-use transit-supportive, pedestrian-friendly urban environments.
- Fourth, the *Growth Plan* sets out the method by which planning is to achieve these goals, as outlined in Sections 3.2.2 (Transportation General) and 3.2.3 (Moving People) where subsection 3.2.3 states that:

In planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Ministers of Infrastructure and Ministers of the Crown, other public agencies and municipalities will

 - b) support opportunities for *multi-modal* use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles,
 - c) consider increased opportunities for moving people and moving goods by rail where appropriate.
- Fifth, that the *Big Move* report produced by Metrolinx lays out a definition of a *transportation mobility hub* that establishes that the area around the Mount Pleasant GO train station does not qualify as a *transportation mobility hub* (TMH).
- Sixth, that the proposed Official Plan Amendment 43 contains language that is very supportive of transit, and is therefore a guide to what the planning for the Heritage Heights Secondary Plan transportation master plan studies should seek to accomplish.

All of which leads to the finding of this review that the boards of the *Heritage Heights Transportation Master Plan Study* as shown, do not represent either (a) an adequate process or (b) a sufficiently comprehensive analysis of transportation matters to illustrate conformance with the requirements as set out either in the *Growth Plan* or the proposed *Official Plan Amendment* of the City of Brampton.

C3. Prematurity of the Expressway Corridor Recommendation

The *Preliminary Evaluation Table* that provides opinion on the evaluation and selection of the possible expressway corridor is very much premature for two reasons:

- (a) The evaluation of the transportation performance of alternative corridors can only take place within a comprehensive context that properly analyzed the matter of regional and urban transit and *multi-modal* travel, and where the inter-modal relationships of expressways, and Go rail transit are properly considered and assessed.

² ... compact mixed use development that has a high level of employment and residential densities to support frequent transit service...

- (b) Such a recommendation can only be made once the full set of information needs, incorporating also (i) the effect of the alternate corridor selections and (ii) the critical matter of differences in capital cost, are included in the decision process. Neither of these tasks have been undertaken.


C4. Comments on the Preliminary Evaluation Table

Disregarding the observation that the analysis and recommendations of the *Preliminary Evaluation Table*, are premature, a review of the Table from a spatial economics perspective shows that it contains numerous statements that are misleading, incomplete and contrary to spatial economic considerations on which sound urban land use management is based.


Figure 5
Evaluation Criteria Selected for Discussion


Heritage Heights Transportation Master Plan

Preliminary Evaluation Table



ACTION	CORRIDOR AHEAD (150m to 200m) Creating the Credit River north of Heritage Road and west of the intersection of 205 to 500m west of Heritage Road to the City of Cambridge	CORRIDOR AHEAD (200m to 300m) Creating the Credit River north of Heritage Road and west of the intersection of 205 to 500m west of Heritage Road to the City of Cambridge	CORRIDOR AHEAD (300m to 400m) Creating the Credit River north of Heritage Road and west of the intersection of 205 to 500m west of Heritage Road to the City of Cambridge
SOCIO-ECONOMIC ENVIRONMENT / CULTURAL ENVIRONMENT:			
Planning Policies, Plans, Goals and Objectives	<ul style="list-style-type: none"> Complies with City and Regional DP policies More central to developable lands in Brampton 	<ul style="list-style-type: none"> Complies with City and Regional DP policies Less central to developable lands in Brampton 	<ul style="list-style-type: none"> Complies with City and Regional DP policies More central to developable lands in Brampton
Property Impacts	<ul style="list-style-type: none"> Impact to residences and businesses on Heritage Road Potential for business impacts on Credit River Corridor Direct Impact to Parks of Worship and Caweston DL (New, Abnott's Wood) Impacts on where structures would be impacted south of the Credit River and south of Acornville Road 	<ul style="list-style-type: none"> Complies with City and Regional DP policies Less central to developable lands in Brampton Potential for business impacts on John's Wines and site Approximately 15 properties where structures would be impacted north of the Credit River and south of Mayfield Road 	<ul style="list-style-type: none"> Complies with City and Regional DP policies More central to developable lands in Brampton Approximately 60 properties north of Credit River Approximately 17 properties where structures would be impacted south of the Credit River and south of Mayfield Road
IMPLEMENTATION:			
Capital Cost	<ul style="list-style-type: none"> River crossing structure, major creek crossing structure, rail crossing structure 	<ul style="list-style-type: none"> River crossing structure, major creek crossing structure, rail crossing structure 	<ul style="list-style-type: none"> River crossing structure, major creek crossing structure, rail crossing structure Credit River and crossing of Heritage Road
Utilities	<ul style="list-style-type: none"> One, possibly two, TransCanada Pipeline realignment 	<ul style="list-style-type: none"> One, possibly two, TransCanada Pipeline realignment TransCanada Pipeline realignment within the vicinity of Credit River Valley 	<ul style="list-style-type: none"> One, possibly two, TransCanada Pipeline realignment



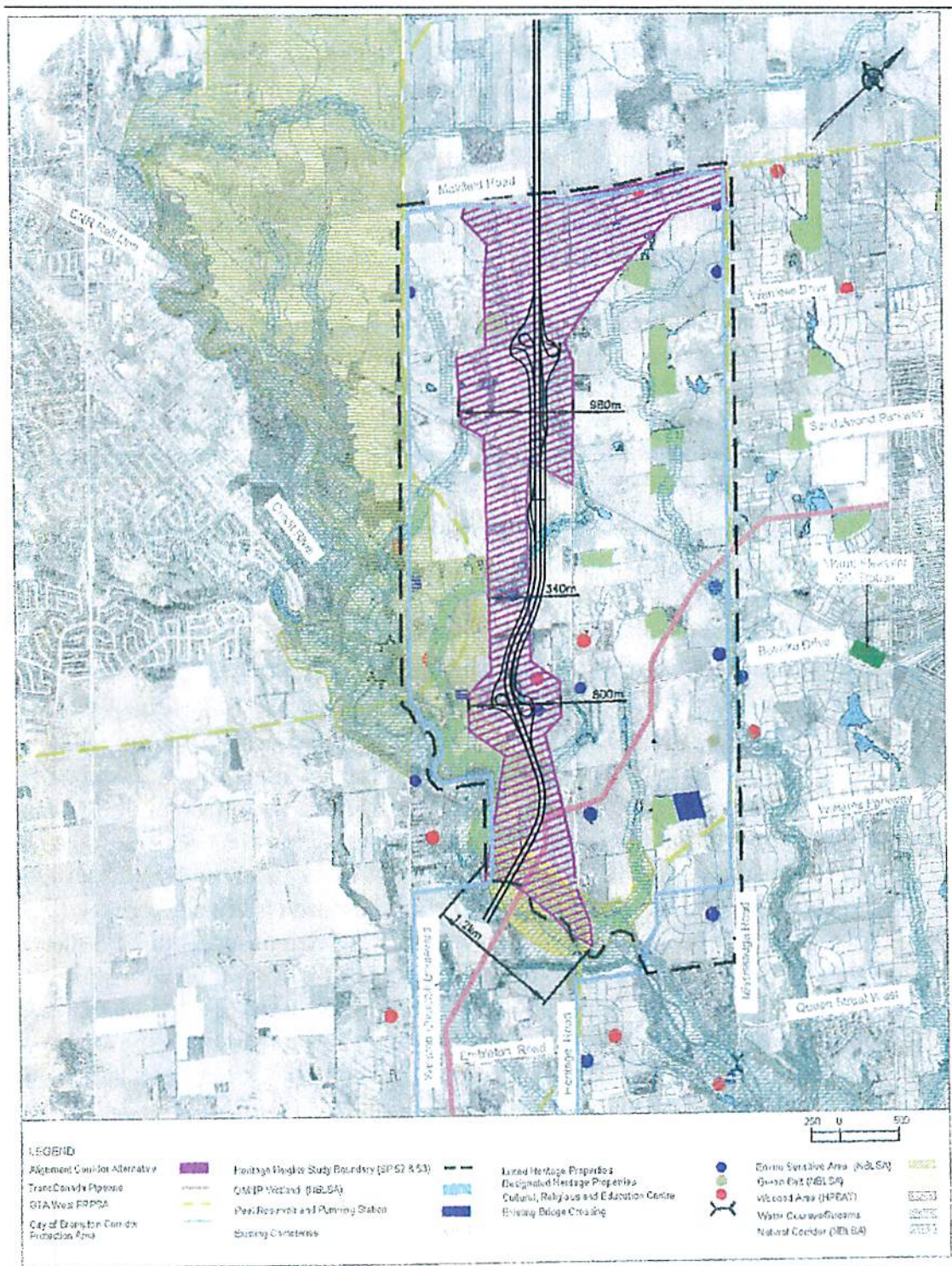


The criteria selected for discussion in this review include only those shown on Figure 5 above , under **Socio-Economic** and **Implementation** categories, and the **Transportation** category that is dealt with separately. The categories and other criteria not discussed in this review report are addressed in separate reports.

The comments on the review of the Preliminary Evaluation Table are as follows:

- (a) The first criterion under the **Socio-Economic Environment** category includes the measure that rates an expressway corridor as superior if it is more "central to developable lands in Brampton". From a spatial economic perspective that is inappropriate. The location of an expressway 'through', rather than 'along the edge' of an urban community causes the 'geographic fragmentation' of the community with adverse effects to the economic and social life. Unnecessary fragmentation makes the development of economically and socially cohesive communities, -- *complete communities* --, difficult to achieve. Expressways are, by their very nature edges and obstacles where the economic preference is to keep them out of the communities themselves. Both private and municipal services (including school boards) find it difficult to effectively develop high quality services where the accessibility is impaired and the scale of some fragmented communities, -- especially where separated by expressway and railway corridors --, then requires duplication with smaller, and more costly, facilities. Unnecessary fragmentation is to be avoided.
- (b) The second criterion under the **Socio-Economic Environment** category deals with property impacts. The first bullet states that the West-of-Heritage corridor adversely affects a City owned parcel of land that is stated to be a future park. There are ample lands in the area to develop a suitable park. It should be noted that the NAK Concept Design itself shows that same land as proposed for employment uses.
- (c) The second bullet suggests that the use of the West-of-Heritage corridor would negatively affect the Jehovah's Witnesses site. The preliminary engineering carried out by Mark Engineering for a West-of-Heritage expressway alignment is shown on Figure 6 below superimposed on the West-of-Heritage corridor, (board 15, of the *Heritage Heights Transportation Master Plan*), and again on Figure 9 below. These show that the expressway is located north of Bovaird Drive, west of the Jehovah's Witnesses site that is located in the northwest quadrant of the Bovaird Drive and Heritage Road intersection. The expressway does not in any way negatively impact the site. Furthermore, in complete contrast, the Preliminary Evaluation Table ignores in its evaluation that the East-of-Heritage corridor, (page 17) would most likely see the expressway have to traverse directly through a zoned Catholic cemetery site, and at the same time destroy the forested area that is environmentally sensitive as part of the cemetery plan. The cemetery is shown on Figure 9 just north of Wanless Drive.
- (d) The second criterion under the **Socio-Economic Environment** category also notes that the west-of-Heritage corridor would affect only 13 properties, compared with 17 for the East-of-Heritage corridor, and yet gives the East-of-Heritage corridor a superior rating for that sub-criterion.

Figure 6
Western Expressway Design
 Illustrated on *Heritage Heights Transportation Master Plan*
 West-of Heritage Road Corridor (page 15)



- (e) For the **Transportation** category the Preliminary Evaluation Table lists the five sub-criteria shown here as Figure 7. The criteria list does not make any mention of integration with transit facilities, despite the major role accorded

Figure 7

TRANSPORTATION:
Network capacity and Level of Service
Network connectivity and multimodality
Network configuration and traffic operational practices
Safety
Goods Movement

transit considerations in the *Growth Plan* policies, the Metrolinx *Big Move* program, the findings of the November 12, released *Transportation Development Strategy Report* as part of the *GTA-West Corridor Study* and in the *Brampton Official Plan*.

The Transportation Criteria of the *Preliminary Evaluation Table* ignores what is clearly very important, and perhaps the most important single transportation criterion. The transit criterion is critical to the spatial economic policies to be implemented to shape urban and regional settlement through the improvements of both road and rail transit and their active inter-relationships at transit mobility hubs.

- (f) The **Implementation** category includes the *utilities* sub-criterion. It suggests that an expressway built in the West-of-Heritage corridor would likely conflict at least once and possibly twice with the existing and expanding Trans-Canada Pipeline alignment. That is incorrect. As also shown on Figures 6 and 9, the preliminary engineering carried out in positioning the expressway facility

deliberately aligned the actual expressway to avoid any such conflict. The West-of-Heritage corridor should be judged as superior to the East-of-Heritage corridor in this regard because the East-of-Heritage corridor cannot avoid the conflicts with the Trans-Canada Pipeline, and will probably need to cross it twice, as well as place an interchange directly on top of it.

- (g) Finally, the **Implementation** category also includes the *capital costs* criterion. The preliminary judgement shown that all of the capital costs are likely to be about the same for all corridors. There are a number of observations that arise from the illustration of the different concepts.
- Figure 8 shows the *Heritage Heights Preliminary Concept* undertaken for the **Heritage Heights Visioning Study** produced by NAK, for the East-of-Heritage route option with the expressway interchanges drawn to reasonable scale.
 - Figure 9 shows the engineered Heritage Heights Transportation Concept including the special bus lanes and station circuit for a TMH with the West-of-Heritage as presented in a recent report circulated to the City of Brampton by the *Brampton Area 52 and 53 Landowners Group Inc.* and prepared by Mark Engineering.

Figure 8
East -of Heritage
Interchange Locations shown on NAK Concept Design
Four Interchange Configuration

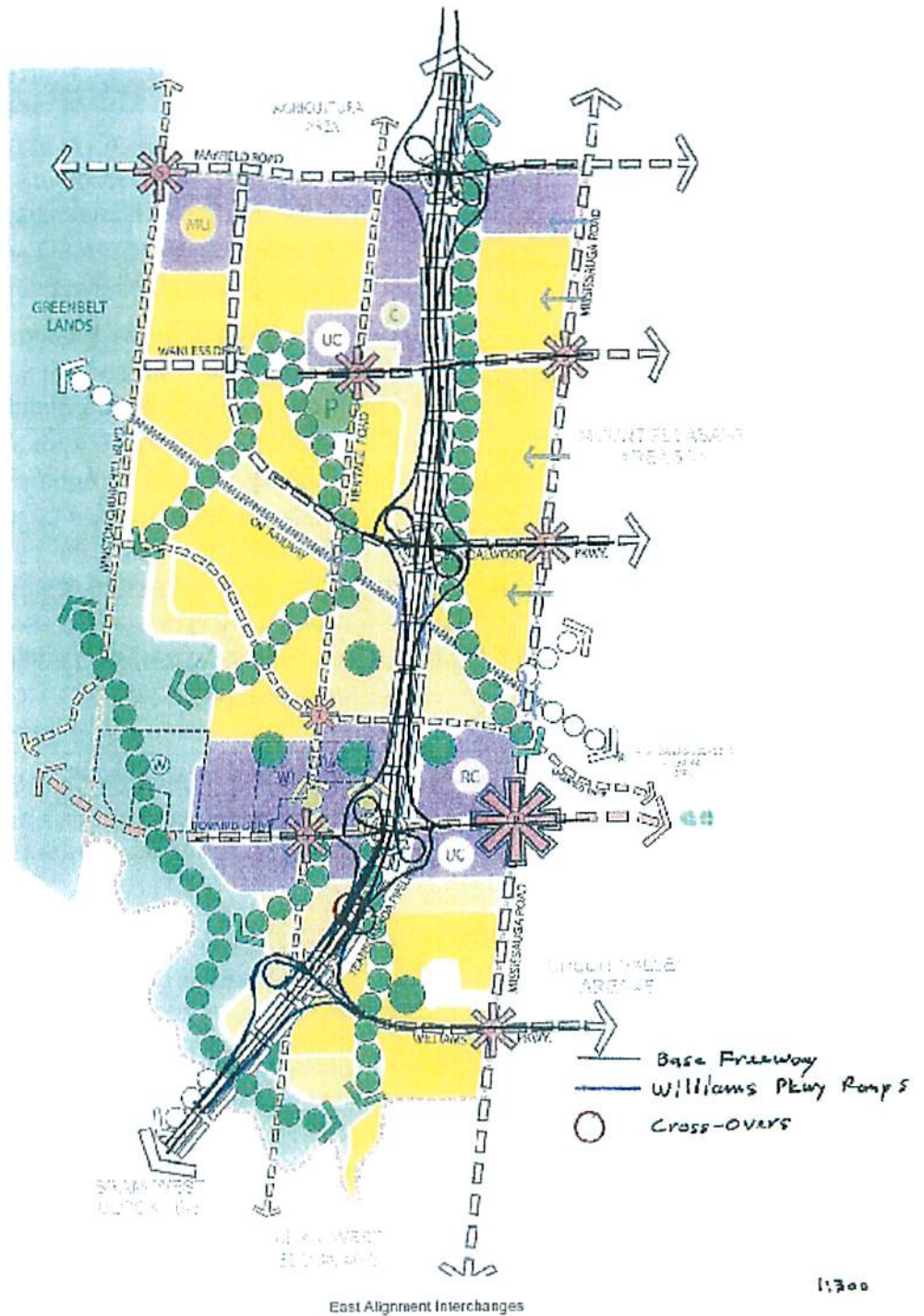
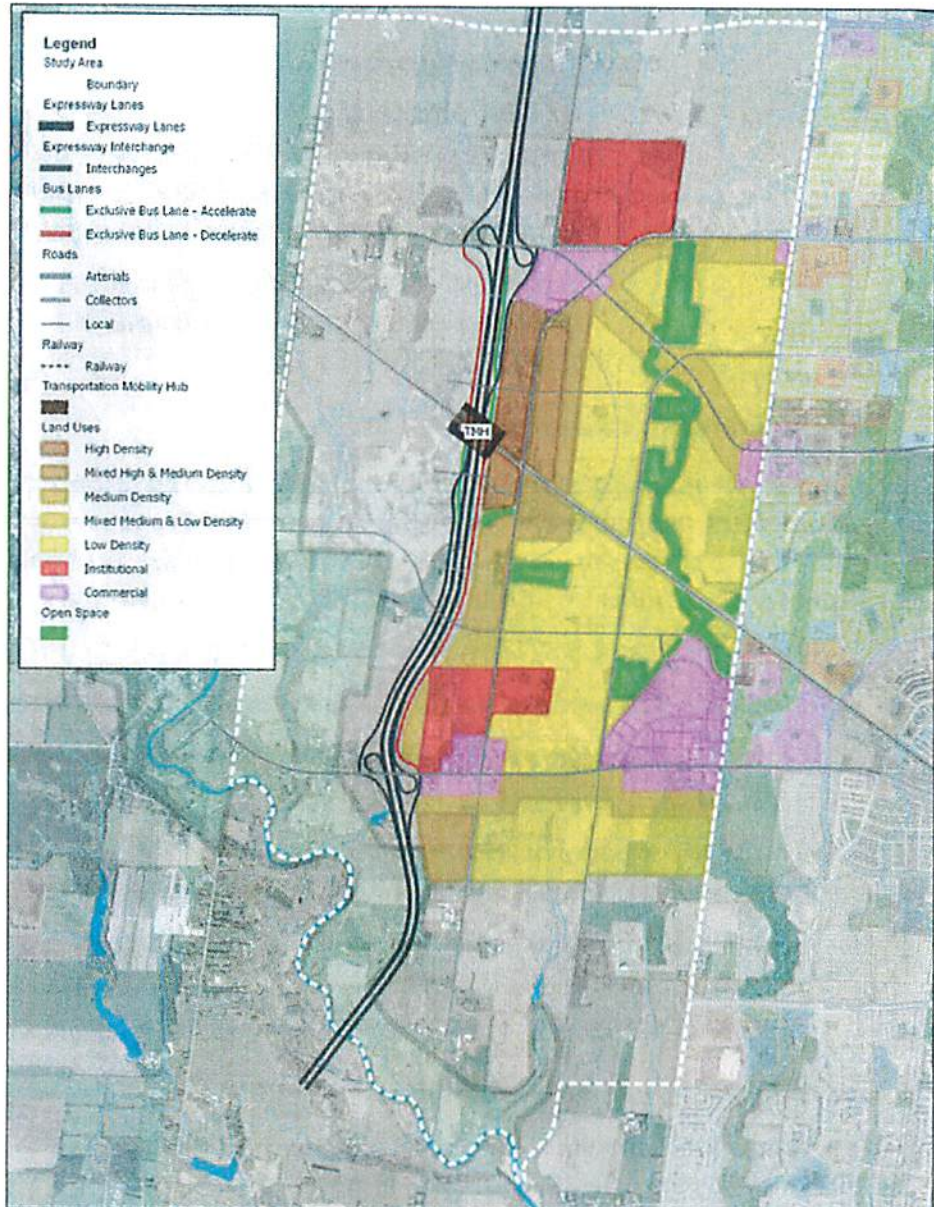


Figure 9
West-of-Heritage
Interchanges Shown On BALGI Concept
Two Interchange Configuration



The comparison of the necessary capital works for the expressway shows major differences.

- The East-of-Heritage route, – as conceptually illustrated on the NAK concept map, uses four interchanges, whereas that on the West-of-Heritage route uses two interchanges.

- The number of arterial overpasses is the same, with the East-of-Heritage route using one on the east west Wanless Drive arterial, (not needed with the West-of-Heritage route), and the West-of-Heritage route using one to cross Mayfield Road.
- Recent costs for interchanges show them to be on the order of \$50 million each, indicating a *prima facie* \$100 million cost advantage for the West-of-Heritage route.
- These difference arise for two reasons:
 - i. The West-of-Heritage 'saves an interchange' because it combines the arterial access routes (Wanless Drive and Sandalwood Parkway) into a single interchange at a more northerly location, making a more efficient system and a Mayfield Road interchange unnecessary.
 - ii. The West-of-Heritage 'saves another interchange' as it does not require a grade separation to cross over Heritage Road just north of the Credit River crossing.

C5. The Transit Issue Revisited

Beyond the major issue of the difference in costs for the expressway and associated spinal arterial road system, there remains the major issue of the failure to consider the issue of higher order transit by assuming away the need to consider the issue. As shown on Figure 9, the West-of-Heritage route makes possible a powerful 'region and urban-serving' *transportation mobility hub*.

It would extend superior GO-rail transit and *multi-modal* transit services to the benefit of

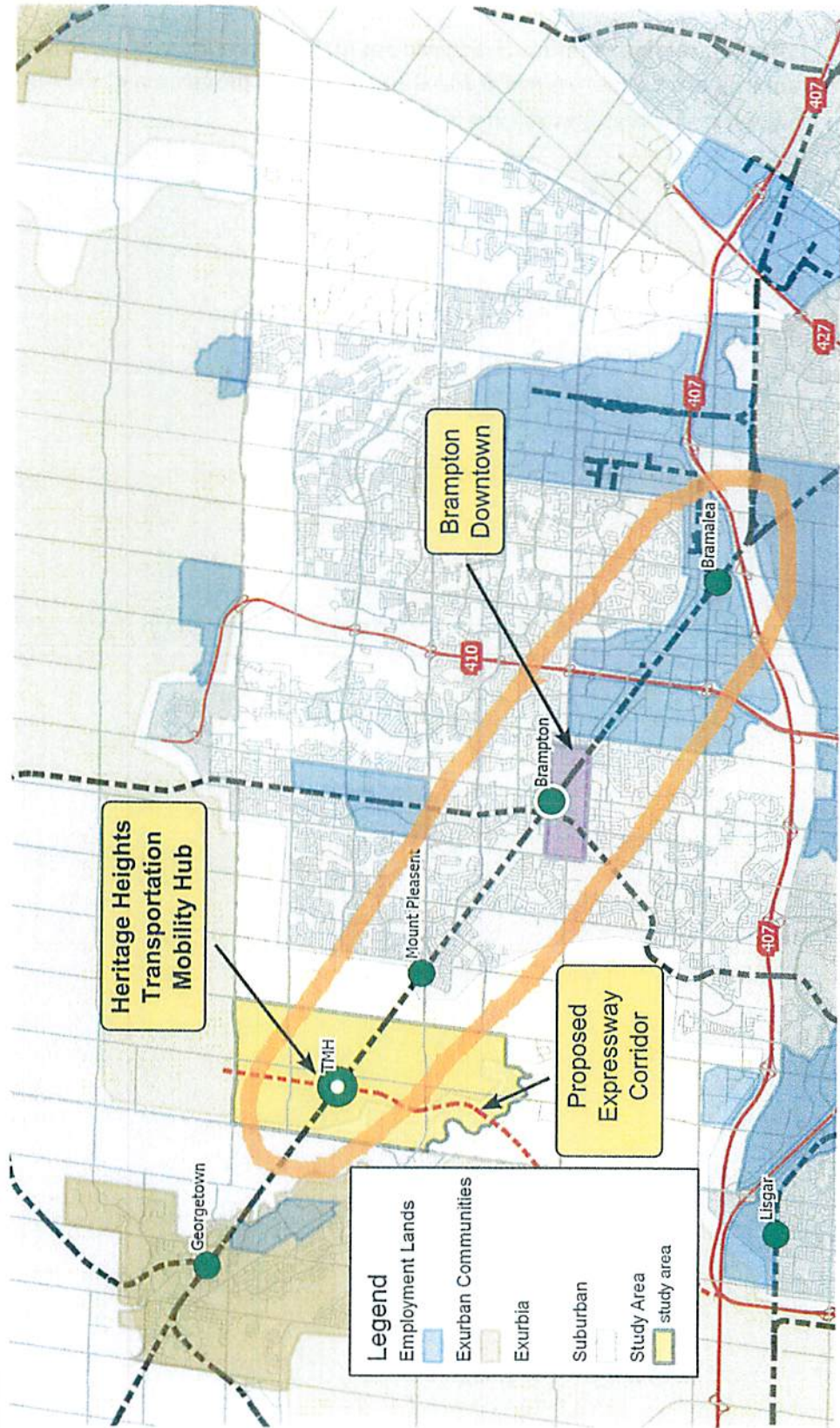
- the 43,000 population and 20,000 jobs now proposed for Heritage Heights.
- the City of Brampton as a whole with a “four stop” system along the basic spine, as illustrated on Figure 10, below.
- the wider regional service area that would use the GO bus and GO rail transit in combination to reach downtown Brampton and elsewhere, and
- the public located in the surrounding *Big Move* compliant higher density development that is provided with excellent pedestrian and 'active transportation' access (bicycles) through proximity to the GO-transit location directly on top of the expressway system.

C6. Conclusion on the Preliminary Evaluation

From a spatial urban and regional economics perspective, on a *prima facie* basis, it is possible to come to three conclusions.

1. the expressway element of the West-of-Heritage route is likely to be significantly less costly to put in place.
2. The West-of-Heritage corridor makes possible the expansion and integration of higher-order transit, whereas the distance and spacing makes it not possible for the East-of-Heritage corridor to provide that TMH to facilitate transit-supportive development of Heritage Heights.

Figure 10
A "Four Stop" GO Rail Transit Service for Brampton



3. From a spatial economics perspective, the West-of-Heritage corridor is more policy compliant with the *Growth Plan*, the *Big Move* program and the *Official Plans* of the Region of Peel and the City of Brampton.

Part D

Reviewing on the Preliminary Concept Framework Plan

The spatial layout of the land uses proposed by the *Preliminary Concept* of the **Vision Analysis** is illustrated on Figure 11 below. It shows a 'framework' concept that combines many of the necessary elements that comprise 'urban development' for a large sector of a city, in this case a sector that is expected to allow for the settlement of 43,000 population and 20,000 jobs.

D1. Overview Comment

The development of an urban framework plan is always a matter of finding the best compromise amongst (a) the positioning of the planned regional infrastructure elements that are required to be built in the same area, and (b) the optional ways of marrying up the local infrastructure and the local spatial geography (land uses) that attach to that broader regional frame.

- In the case of Heritage Heights, the broader regional framework is not yet sufficiently complete or available for it to be possible to make assessments of the range of the realistic alternative urban frameworks for Heritage Heights.
- However, there is sufficient information from the various elements of the broader regional framework, (the expressway system choices, the higher-order regional rail choices, the main water servicing systems, the main sanitary sewer trunk configuration and the natural heritage system, -- that is critical in storm water management --, for alternative conceptual urban frameworks to be put forward.

There is a major lack of co-ordination in this matter for the following reason.

- While the transportation study includes three (3) corridors into which the regional expressway facility can be placed, **there is, as yet, only a single conceptual framework of land uses**, in this case corresponding to the East-of-Heritage expressway corridor.
- The two other conceptual frameworks corresponding to:
 - (a) the Heritage Road expressway corridor alternative, and
 - (b) the West-of-Heritage corridor alternative

have not also been presented.

Accordingly, a comprehensive assessment of the best framework for Heritage Heights from the set of feasible alternatives combining:

- the expressway location,
- the major regional and urban transit locations,
- the regional water and sewer locations,
- the natural heritage considerations, and
- the positioning of the major urban functions into land use elements

cannot be undertaken.

It must be presumed that *preliminary concepts* for the *Heritage Road* and *West-of-Heritage* expressway corridors are under preparation and will be forthcoming for a comprehensive review.

From a spatial economic perspective, this single *East-of-Heritage* based concept, shown on Figure 11 can be examined at two levels:

1. Some comparative observations can already be made since the approximate locations of the *Heritage Road* and *West-of-Heritage* expressway corridor options are already known.
2. Other observations with respect to the inherent spatial economic elements can be offered.

D2. Comparative Analysis: Expressway Corridor Selection and Spatial Economics of Urban Cohesion

A comparison of the concept shown on Figure 11, and the partial concept on Figure 9 shows up an immediate and important difference attributable to the selection of the expressway corridor.

- Based only on the location of the expressway, with its major blockage effect to efficient east-west urban transportation the East-of-Heritage framework concept as shown on Figure 11 minimizes the urban cohesion, with all of its uneconomic effects. The West-of-Heritage framework partial concept as shown on Figure 9 achieves the opposite, comparatively maximizing the cohesion of the urban community or communities with the City of Brampton's principal urban block,

The *Preliminary Concept* of Figure 11, therefore illustrates the important 'urban impact' effect of the expressway corridor selection.³

Under the illustrated scheme, the majority of the residential population of Heritage Heights would find itself living in neighbourhoods isolated from the principal urban block of Brampton with reduced access to higher order private and public services by virtue of having inferior access to the City from a perimeter location separated by an expressway corridor.

By contrast, shifting the expressway to the west re-balances the spatial distribution of the Heritage Heights population to provide a higher proportion of the population a less encumbered access.

D3. Economic Analysis of the Illustrated Framework Concept

The spatial economic analysis of the illustrated concept involves two major areas of consideration. The first is the degree of "fragmentation" of the settlement into what would be six *de facto* separate residential communities, as that affects quality of life with respect to the optimality of access to public and private services. The second is the cost structure of the underlying infrastructure with respect to both capital and operating expenditures.

- The economic system delivers quality of life through "economies of agglomeration" and "economies of scale" that correspond approximately to the policies of developing as *compact communities* and *complete communities*. The larger the communities, the greater the scale and the lower the units costs for equivalent public service delivery (in most

³ This is an example of one of the categories of evaluation that should have appeared in the Preliminary Evaluation Table.

categories), and the broader the range of feasible public as well as private services inside or in close proximity to the community.

- Using the expressway and the rail line as 'community boundaries', the preliminary concept generated a 'poly-centric' settlement pattern of six separate physically separated communities A-F, as shown on Figure 11, across which the population of 43,000 people (approximately 14,000 to 16,000 housing units) will be distributed.
- This fragmentation occurred largely because of the existing rail line location, and the acceptance, (for this concept), of the East of Heritage expressway corridor, but it has been exacerbated by a design for Heritage Heights that spreads probably over 50% of the employment, -- rather than just 'main street functions' --, along Bovaird Drive further segregating residential districts from each other.
- The populations of the communities adjacent to Mississauga Road and east of the proposed expressway to partially relate to the communities east of Mississauga Road, with those in Community A able also to relate to Huttonville. Communities "D" and "E" and "F" are all effectively isolated, -- even from each other --, introducing major problems into the methods of delivering higher order public and private services.

This breaking up of the residential areas within the Preliminary Concept as shown makes more difficult the effective achievement of the achievement of *complete communities* in Heritage Heights, as that is based on economics of agglomeration that underlie the ability to sustain what the *Growth Plan* calls the *community infrastructure* facilities. Through such fragmentation, physically peripheral areas become socially peripheral areas.

Quality of life is a matter of social and economic interactions and is greatly dependent on a vital community life that is greatly facilitated by a cohesive community that shares a wider range of community infrastructure facilities. Scale is as important for the localization of higher-order recreation of public facilities as it is for private service facilities (such as retailing and entertainment). A sense of community does not easily extend over expressway corridors or flow between neighbourhoods on opposite sides of a belt of industrial land use.

- The areas demarcated in purple and labelled "business employment, institutional commercial, mixed use" with a number of specializations capture the active frontages of edges of both Mayfield Road and Bovaird Drive. The apparent depth off both suggests a development format that uses substantial 'backlands' above and below the Bovaird frontages for industrial/warehouses functions unrelated to typical 'frontage uses'.⁴ and immediate indicates the presence of major truck traffic. The effect of this design is that, unlike Mississauga Road, this the inter-relationship between the northern and southern residential communities is severely impeded.
- In the hierarchy of 'gateways' there are, in addition to the Osmington regional gateway (centre) three *shared* 'secondary' gateways⁵ on Mississauga Road, two secondary 'gateways' in residential areas west of the East-of-Heritage expressway, one secondary

4 The development of Dundas Street in Mississauga east of Hurontario Street is a good example.

5 The concept of "gateway" as used in the Preliminary Concept plan appears to be equivalent to the use of the more usual words "node" or "centre". (The functional purposes are not clear without additional description.)

'gateway' in an employment area on Bovaird, and one tertiary 'gateway' on Heritage Road in Community "E".

This immediately indicates that the population west of the proposed East-of-Heritage expressway corridor must rely on the Osmington centre as well as public and private services embedded in the employment area along Bovaird, -- *most likely to be located east of the proposed expressway corridor to gain economies of agglomeration* --, which will not accomplish *complete community* status that better serves a community.

- The 'gateways' as shown, such as those on Wanless Drive and Mayfield Road, in Community D and Heritage Road in Community E, would leave the already fragmented residential settlement pattern without the significant and sustainable 'central places' that are normally located where major transportation interfaces and/or hierarchical transportation corridors meet and *synergy develops community economic and social functions*.

Beyond these observations, there is the observation of the erratic placement of two high traffic-generating facilities.

- The Preliminary Concept plan includes two areas of land identified as '**potential university**'. It is noteworthy that **neither is on a higher-order transit line** at a time when a subway is being built to the campus of York University and Ryerson University in downtown Toronto is expanding directly on the TTC subway line. For such a facility to be suitably located for transportation infrastructure would require that it be placed directly within pedestrian accessibility of a GO-rail station.

Finally, it must be observed the land use shown in the *Preliminary Concept* for the lands in the southwest of the Bovaird Drive and Heritage Road intersection is in conflict that as shown on the *Planning Context* board, (page 9), of the Transportation Study. The *Preliminary Concept* shows it in employment uses, whereas the *Transportation Study* demarcated it as 'City owned future park' land.

On the basis of the discussion of Part B and the analysis of Parts C and D, a set of summary observations and recommendations were compiled and included in Part A.

Hogan, Jill

From: JANET KUZNIAR
Sent: 2012/11/23 10:56 AM
To: Hogan, Jill
Cc: Rea, Natasha
Subject: Revised comments, Heritage Heights

Hi Jill,

Here is a revised version of my comments on the Heritage Heights Phase 1 Studies, please disregard what I sent at midnight (by accident) .These are my own personal comments (not the pit-STOP community group's). They do include comments related to the Norval Quarry.

Janet Kuzniar

Subwatershed & Natural Heritage System

The natural area could be increased and improved, especially Interior forest (important for area sensitive species) which is rare across the LSA area and within the Heritage Heights study area (less than 1% of HH study area). Unfortunately a 50 acre naturalised tree plantation on Brampton Brick's greenbelt land was clear cut in 2008, and would have increased the percentage of natural area in the HH study area. Brampton Brick should be required to restore this naturalised treed area which had become wildlife habitat with a rich biodiversity.

Aggregate extraction requires an environmental impact and hydro-geological study to protect ecological functions from aggregate extraction, as stated in 4.15.5.3 of OP93-245:

The City shall support the undertaking of environmental impact and hydro-geological studies in accordance with provincial legislation and policies of the Region of Peel and Credit Valley Conservation to ensure that significant features or ecological functions, surface and ground water resources are protected from the adverse effects of mineral extraction.

Is this study the same as the subwatershed study? Or the Phase 4 Environmental Study Report for Heritage Heights?

There is a huge opportunity to improve hydrologic function for fish habitat through ecological restoration planting! 25% of the Heritage Heights area (as stated in the LSA hydro-bio function study). Developers could genuinely market NW Flower City as Wildflower City, the community in ecological blooms.

A total of 10 ELC vegetation communities were identified in Brampton Brick's Natural Environment Report, yet the HH study only seems to show 3 (it is difficult for me to read the low resolution drawings online, not sure).

Long term management of natural systems is often over looked or underestimated. I look forward to see how the next phase of the HH study addresses that, especially in an urban context.

Community Visioning:

How does Heritage Heights (HH) development support natural characteristics of Greenbelt areas (including Halton Hills and Caledon)?

Urban development adjacent to the Greenbelt Area will support and enhance the natural characteristics of the Greenbelt Area as set out in the Greenbelt Plan. From Schedule A, AMENDMENT NUMBER OP93 – 245

Without the Natural Heritage System defined by the subwatershed study, it is difficult to discern if the HH development will be well “structured” around the natural features. Perhaps there is opportunity for land acquisition of valleyland in the Greenbelt.

There should be an objective to integrate the new development with the Greenbelt area. (OP93-245, sched A, 4.16.6ii). Perhaps the Greenbelt area should integrate with the new development by developing into an exceptional Greenbelt community, such as a LEED nursing home or senior’s residence surrounded by urban agriculture-community gardens, or affordable low rise residential that conforms to a very high standard of eco-conservation & restoration. The existing large homes on extremely large lots in the Greenbelt are not sustainable, and eventually must re-develop. Should the proposed Norval Quarry be approved, gravel-truck traffic would aggregate this discrepancy between Greenbelt & urban areas.

No passive recreation space proposed along valleyland. “Greenway Linkage Opportunity” not defined. Perhaps more detail will emerge as the subwatershed study progresses and details the natural heritage areas. Hopefully they will all be publicly accessible natural areas.

The loss of land at the Brampton Wilderness Centre (Parks maintenance yard near Norval) is curious. Will this be compensated by acquiring public natural space somewhere else in the greenbelt within the HH area? Or will the Wilderness Centre’s land which is shown as mixed-institutional and compact residential become a regional resource (municipal institutional and subsidized housing)? Why such a large park south of the GO station (east of Mississauga Rd., south of Bouvaird), where the close proximity to the GO transit hub is better used by high density, mixed use, or a university campus. It seems that maybe there is an opportunity for public acquisition of natural heritage areas through a transfer of City lands.

Without the Natural Heritage System defined by the subwatershed study, it is difficult to discern if the HH development will be well “structured” around the natural features.

Small, fragmented University areas are not true campuses. The areas proposed for University are too small to be multi-disciplinary, and would only suit a single, isolated faculty. Youth need the social interaction of a large campus. Many academic disciplines require an inter-disciplinary approach, which require one large campus. Also, only one of the two sites takes advantage of the GO train, which links to other universities; Waterloo, Guelph, Toronto, York, & McMaster. One large campus close to the GO train would be better.

Could there not be a high-end residential area that is marketed for being LEED Platinum, with geothermal, solar, greenroofs, and other green infrastructure. Is there not opportunity at this stage of planning to integrate waste industrial heat with heating systems, or other self-sustaining systems?

Brampton houses a lot of multi-generation families and basement apartments, in communities not designed for this. Will parts of HH accommodate this?

Large low density residential area and compact urban residential area along the railroad does not have a central corner store, corner daycare, or other amenities within walking distance. Nice to see a couple of linkages over the railroad. Are those for wild animals too?

There is an breathe taking view of the Credit River valley at the top of the hill where four existing properties intersect (SE Brampton Brick, NE Nirankiri, SW Reed's). It is an inspirational gem, a panoramic cultural landscape. It would be a terrible shame if it was permanently lost and obstructed by poorly sited commercial buildings, or inaccessible private Greenbelt. Worst of all, it is threatened by the Norval Quarry which does not propose any visual or acoustic berm along it's southern property line. Perhaps a public school with public grounds backing onto the valley view, or nursing home-day care.

Not yet seeing how design will be compatible with existing cultural features such as St Elias, historic Norval Hamlet, older homes in the Greenbelt ...

Transportation

Looking forward to seeing the walking, biking, mass transit concepts.

G1-68

Adjacent to the NS 4000-highway is compact residential & greenway. Will the Province compensate for the buffers required to make this inhabitable?

G1-69

Calldron Gas Bars Limited

November 30, 2012

Dear Jill Hogan,

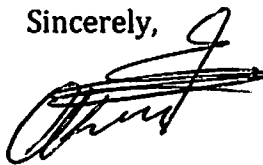
City of Brampton PLANNING, DESIGN & DEVELOPMENT		
DATE	NOV 30 2012	Rec'd
File No.		

RE: Part of Lot 10, Concession 5, West of Hurontario Street, City of Brampton
(Formerly Township of Chinguacousy), Regional Municipality of Peel
100-acre parcel at 2055 Bovaird Drive West (Bovaird and Mississauga Road)

I am writing with regards to my parcel of land and its land use designation. According to the Preliminary Concept Plan, my property is proposed to be designated as a "Potential University Campus." I am strongly opposed to this land use designation as it devaluates and restricts my property. I am not satisfied with the land use vision from the city as it undermines the value of my property and threatens future potential buyers.

If you have any questions, please contact me at

Sincerely,



Chris Kommatas

President

Calldron Gas Bars Limited

G1-70



COMMENT FORM

City of Brampton PLANNING, DESIGN & DEVELOPMENT	
DATE: NOV 29 2012	Rec'd
File No. _____	

Heritage Heights Community Visioning Study Open House November 20, 2012

We are interested in hearing any comments you may have associated with the Preliminary Concept Plan for Heritage Heights. Thank you for clearly writing your comments in the space provided below. If you require additional space, please continue your comments on the back of this sheet.

Zovair Dzwest
 We are the owners of the 100 acre parcel of lands located on the south west corner of Mississauga Rd and Mayfield and therefore at the central node of the Heritage Heights Community Visionary Plan. We have reviewed the proposed plan with 2 independent planners and discussed the proposed designation of all of our lands as a University Campus with them.

We are not aware of the criteria that the city planners have used to identify our lands for this designation but It is our opinion and the opinion of the professionals that there are far better lands in this plan as well as other nearby lands that would be better suited for a University Campus.

We would like at this time to inform you that we most strongly object to the proposed designation and we will take every step available to us to stop it from happening. This is the first time we have seen this proposal and it is contrary to our long term plans for the lands.

We would be glad to meet with city planning staff at any time to discuss this matter.

Please submit your written comments before leaving the Open House. If you require more time to comment, please mail/fax/e-mail in the comment sheet by Friday, November 30, 2012 to:

Jill Hogan, MCIP, RPP
 Planning Project Manager
 Planning, Design and Development
 2 Wellington Street West
 Brampton, ON L6Y 4R2
 Tel: 905.874.3450
 Fax: 905.874.2099
 E-mail: Jill.Hogan@Brampton.ca

PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

Name: GEORGE VASTIS c/o FOR CALL DRUGAS BARS LTD

Address: _____

Email: _____

Comments and information regarding this project are being collected to assist the City of Brampton. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

G1-71

Hogan, Jill

From: Helen & George Vastis
Sent: 2012/11/28 8:46 AM
To: 'Helen & George Vastis'; Hogan, Jill
Subject: RE: Heritage Heights Community Visioning Study - Open House November 20, 2012 - Preliminary Concept Plan for Heritage Heights

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jill

The correct location is south-west corner of Mississauga Road and Bovaird

Thanks

George

-----Original Message-----

From: Helen & George Vastis [mailto:gvastis@cogeco.ca]
Sent: Tuesday, November 27, 2012 8:04 PM
To: 'Jill.hogan@brampton.ca'
Subject: Heritage Heights Community Visioning Study - Open House November 20, 2012 - Preliminary Concept Plan for Heritage Heights

Importance: High

Hi Jill

We are the owners of the 100 acre parcel of land located on the south-west corner of Mississauga Rd and Mayfield and therefore at the central node of the Heritage Heights Community Visionary Plan. We have reviewed the proposed plan with 2 independent planners and discussed the proposed designation of all of our lands as a University Campus with them. Although we are not aware of the criteria that the city planners have used to identify our lands for this designation, it is our opinion, and the opinion of the planners, that there are far better lands in this plan as well as other nearby lands that would be better suited for a University Campus designation.

We would like at this time to inform you that we strongly object to the proposed designation and we will take every step available to us to stop it from happening. This is the first time that we have seen this proposal and it is contrary to our long term plans for our lands.

We would be glad to meet with city planning staff at any time to discuss this matter.

George Vastis

G1-72



COMMENT FORM

Heritage Heights Community Visioning Study

Open House

November 20, 2012

We are interested in hearing any comments you may have associated with the Preliminary Concept Plan for Heritage Heights. Thank you for clearly writing your comments in the space provided below. If you require additional space, please continue your comments on the back of this sheet.

Recognizing Normal as a community unto itself. Take the trouble to contact Walton and continue efforts. Normal is not simply a strip along #7 Hwy, but a much larger community. Please contact me if you wish. Julian Reed

Please submit your written comments before leaving the Open House. If you require more time to comment, please mail/fax/e-mail in the comment sheet by Friday, November 30, 2012 to:

Jill Hogan, MCIP, RPP
Planning Project Manager
Planning, Design and Development
2 Wellington Street West
Brampton, ON L6Y 4R2
Tel: 905.874.3450
Fax: 905.874.2099
E-mail: Jill.Hogan@Brampton.ca

PLEASE CLEARLY PRINT YOUR NAME AND CONTACT INFORMATION BELOW:

Name: Julian Reed

Address:

Email: T

Comments and information regarding this project are being collected to assist the City of Brampton. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

G1-73



MMM Group International Inc.
100 Commerce Valley Drive West
Thornhill, ON Canada L3T 0A1
t: 905.882.1100 | f: 905.882.0055

www.mmm.ca

November 30th, 2012

City of Brampton
Planning, Design and Development
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Jill Hogan, MCIP, RPP
Planning Project Manager

Subject: Heritage Heights Community Visioning Study
Preliminary Concept Plan – November 20, 2012
Primont Homes (Heritage Heights 4) Inc.

MMM Group Limited has been retained by Primont Homes, including Primont Homes (Heritage Heights 4) Inc., to support their involvement in the Heritage Heights Secondary Plan process. Primont Homes is an active member of the Heritage Heights Landowners Group and owns several parcels of land within the Secondary Plan area.

We have had an opportunity to review the Preliminary Concept Plan presented at the Public Information Centre (PIC) on November 20th, 2012 and we are supportive of the general direction illustrated on the Concept Plan and look forward to working with the City to refine the plan as the various Secondary Plan supporting studies move forward.

We have one comment on the Preliminary Concept Plan as presented at the PIC which relates to lands owned by Primont Homes (Heritage Heights 4) Inc. An area, on the west side of Heritage Road, north of the CN Railway and south of the Sandalwood Parkway extension is currently identified as "Compact Urban Residential" on the Preliminary Concept Plan (see attached). In comparison to the other Compact Urban Residential areas this is the only area that is not related to a node, the Business Employment areas or the potential highway corridor. As a result we request that this area be identified as "Residential Neighbourhoods (Predominantly Low Density)" consistent with the surrounding land uses.

November 30, 2012
Primont (Heritage Heights 4) Inc.
Preliminary Concept Plan
Page 2



Your assistance is appreciated, if you have any further questions feel free to contact the undersigned at (905) 882-4211 x 6328.

Yours truly,

MMM Group Ltd.
PLANNING AND ENVIRONMENTAL DESIGN

A handwritten signature in cursive script that reads "C. B. John-Baptiste".

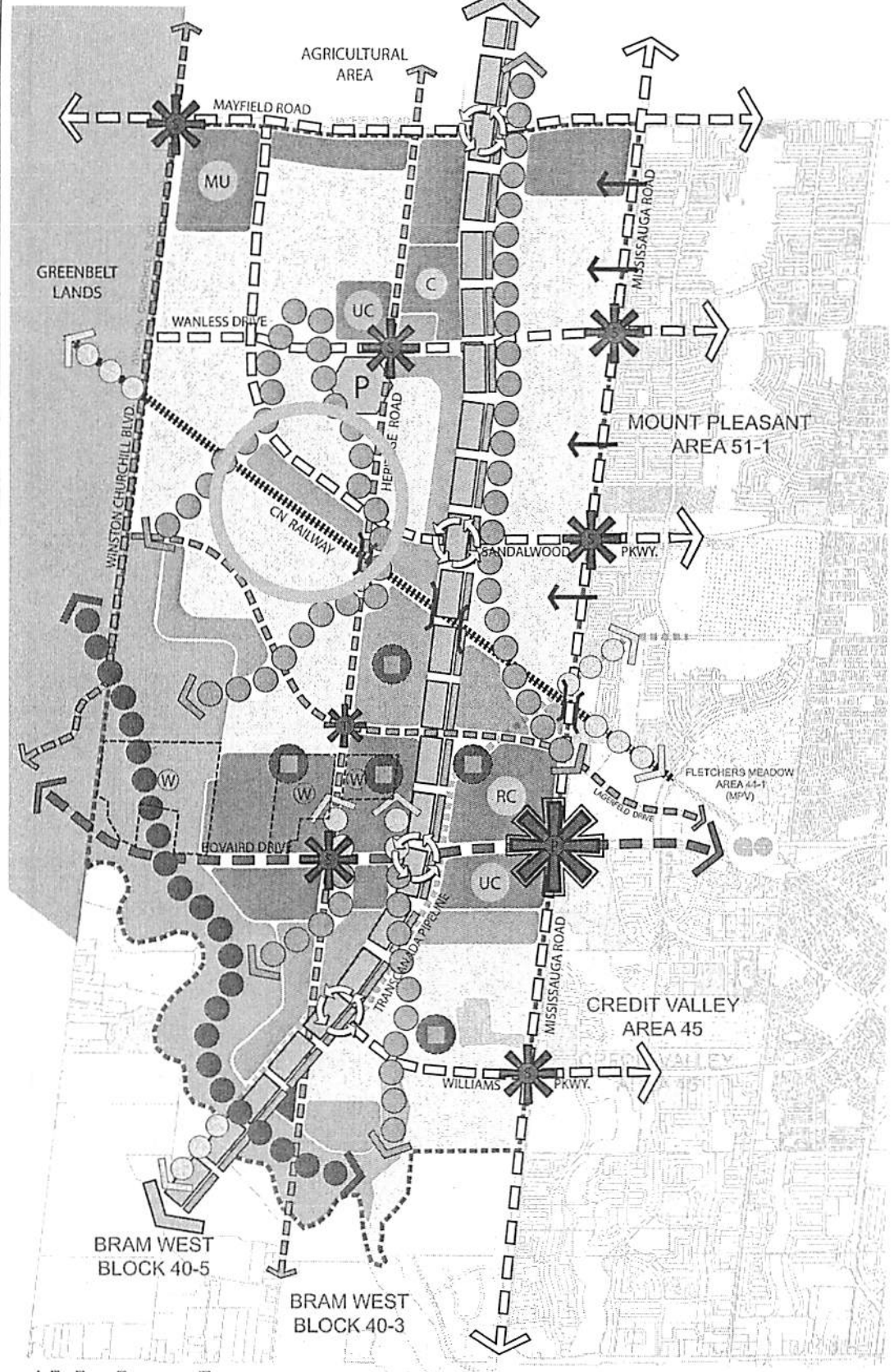
Chad B. John-Baptiste, MCIP, RPP
Senior Planner/Senior Project Manager

- enc: Heritage Heights Preliminary Concept – Nov. 20, 2012
- cc: Joe Montesano, Primont Homes
Joseph Mirabella, Primont Homes
Michael Gagnon, Gagnon & Law Urban Planners
Colin Chung, Glen Schnarr & Associates Inc.

61-75

draft

HERITAGE HEIGHTS
Preliminary Concept
November 20, 2012



LEGEND

- | | | | |
|--|--|--|-----------------------------|
| | POTENTIAL 400 SERIES HIGHWAY WITH PROPOSED CORRIDOR (final corridor alignment subject to current and ongoing EA process) | | GATEWAY/NODES - PRIMARY |
| | ARTERIAL ROADS | | GATEWAY/NODES - SECONDARY |
| | DEDICATED TRANSIT WAY (BOVAIRD DR) | | GATEWAY/NODES - TERTIARY |
| | CHARACTER ROADS (WINSTON CHURCHILL BLVD / HERITAGE RD / LACERFIELD DR) | | PAWKWAY INTERCHANGE |
| | COLLECTOR ROAD EXTENSION | | RESERVOIR & PUMPING STATION |
| | CN RAILWAY LINE | | EXISTING PLACE OF WORSHIP |
| | GRADE SEPARATED CROSSINGS | | |
| | TRANSCANADIA PIPELINE | | |
| | STUDY AREA BOUNDARY | | |

NOTE: PLAN IS PRELIMINARY AND IS NOT TO BE USED TO DEFINE THE ULTIMATE LOCATION OF TRANSPORTATION AND SERVING INFRASTRUCTURE, LAND USES OR THE LIMITS TO THE NATURAL HERITAGE SYSTEM. A DETAILED SUBWATERSHED STUDY WILL ASSIST IN DEFINING THE NATURAL HERITAGE SYSTEM AND POTENTIAL LINKAGES.

G1-76

APPENDIX 'C'

Staff Response to Comments/Correspondence Received
Draft Preliminary Concept Plan

Comments and Responses Relating to the Preliminary Concept Plan

Sam Bottner for Jack Bottner in Trust

Sam and Jack Bottner own land on the west side Heritage Road between Mayfield Road and Wanless Drive. Their property has been identified as *Residential Neighborhood*. They question why their property does not have a commercial designation.

Response

The Preliminary Concept is a very high level vision plan which will be refined as the secondary plan progresses with input from the Phase 2 studies. It is intended that complementary uses be permitted within the *Residential Neighbourhood* category. These uses include commercial, institutional, and public uses such as schools, libraries, parks and retail centres. The Phase 2 Commercial Study will recommend the retail hierarchy for Heritage Heights.

David and Pam Soward, Kay and Gerry Suek, Residents of Halton Hills

Concerns are raised that the proposed *Mixed-Use* area at the southeast quadrant of Mayfield Road and Winston Churchill Boulevard could negatively impact the rural lifestyle for residents of Halton Hills living within the Greenbelt Area.

Response

The proposed *Mixed-Use* designation represents a very broad category of permitted uses including employment, residential, commercial and institutional. Though detailed secondary planning, compatible and transitional uses with appropriate buffering to the Greenbelt will be explored. Heritage Heights is being planned as a complete community for a population of 43,000 people where residents can both live, work and enjoy the natural heritage of the Greenbelt.

Ronald K. Webb, Q.C. on behalf of Brampton Brick Limited.

It is their submission that the layout of land uses is premature since the Subwatershed Study has not been completed, the Transportation Master Plan has not been completed and the Provincial Road Environmental Assessment is at a very early stage.

Response

The plan is preliminary and not intended to define the ultimate location of transportation and servicing infrastructure, land use designations or the limits of the natural heritage system (NHS).

Preliminary findings from both the Subwatershed Study and Transportation Master Plan provided input to the Preliminary Concept Plan. In order for both the Subwatershed Study and Transportation Master Plan to progress, modeling, based on land use assumptions must occur. The Preliminary Concept will assist in this regard. It is intended to be a guiding tool and shall be flexible in recognition of the ongoing component studies.

Brampton Area 52 and 53 Landowners Group Inc.

The Brampton Area 52 and 53 Landowners Group Inc. own approximately 384 acres in Heritage Heights. This Landowner Group, represented by Cassels Brock Lawyers is independent from the Heritage Heights Landowner Group.

In a letter dated November 30, 2013 from Cassels Brock Lawyers, concern is raised with respect to the Preliminary Concept Plan. Attached to this letter is a detailed report from Stamm Research Associates. Both the letter and report are included in Appendix 'B'.

It is their submission that the concept was prepared concurrently with the Heritage Heights Transportation Master Plan (HHTMP), in anticipation of an eastern route for the North South Transportation Corridor. It is their view that this is premature and inappropriate and that preliminary concept plans should be developed for all three of the corridor alternatives identified in the HHTMP (west of Heritage Road, along Heritage Road and east of Heritage Road). Also, concern is raised regarding the depiction of highway interchanges, indicating that they are not drawn to scale on the Preliminary Concept Plan. It is their view that this can lead to the fragmentation of communities, as outlined in the report completed by Stamm Research Associates.

Their letter and report also includes comments on the Heritage Heights Transportation Master Plan (HHTMP). All comments received specific to the HHTMP will be addressed through the fulfillment of the Municipal Class Environmental Assessment process.

Response

The HHTMP completed a comprehensive evaluation of alternatives for the North-South Transportation Corridor. The creation of the Concept Plan for Heritage Heights relied on preliminary findings from the HHTMP which recommended a corridor to be protected on the east side of Heritage Road.

The North-South Transportation Corridor is a major organizing element of the Heritage Heights Community. The Heritage Heights Preliminary Concept depicts a corridor east of Heritage Road, consistent with the preliminary preferred corridor. Upon the completion of the secondary plan, a refined corridor protection area will be recommended. It is important to note that the corridor illustrated on the plan is conceptual and is subject to current and future Environmental Assessments.

Janet Kuzniar, Resident

Ms. Kuzniar's comments in relation to the Preliminary Concept Plan centre upon publicly accessible natural heritage, potential university campuses, complete communities and future development that is LEED Certified. She questions the future use of the Siemen property which is currently being used as a works yard by the City of Brampton.

Response

The Siemen property fronts the Bovaird Drive corridor, which will be the main hub for business and commercial activity in Heritage Heights. As identified on the Preliminary Concept Plan, this site is envisioned for business employment, mixed use, commercial or institutional uses. Its use as a park or outdoor education facility has not been determined at this time as the site is subject to a number of environmental constraints.

Chris Kommatas and George Vastis

Chris Kommatas and George Vastis own 100 acres at the southwest corner of Mississauga Road and Bovaird Drive West. They oppose the "Proposed University Campus" symbol being shown on their property as they are concerned that it restricts future use, thereby reducing its value.

Response

At this time, there is no commitment from a university to locate in Heritage Heights. Through visioning workshops, the concept of an Education Village for a university campus surfaced. The location of the Kommatas/Vastis property is seen to have appropriate characteristics for an education village, as mentioned in the body of this report. This does not translate into any formal designation on these lands for a university. The intent is to include the idea of a campus as part of the vision for Heritage Heights.

Julian Reed

Julian Reed is a resident of Norval and requests that the Village of Norval be recognized as an independent community.

Response

The Village of Norval is outside of the boundary of Heritage Heights and is within the Town of Halton Hills. Planning in Heritage Heights will have regard to the unique character of the village. Staff do see merit in highlighting Norval on the on the Preliminary Concept Plan.

MMM Group (Primont Homes)

Primont Homes is an active member of the Heritage Heights Landowners' Group and owns several parcels of land within Secondary Plan area. Primont is requesting that the area on the west side of Heritage Road, north of the CN Railway and south of the potential Sandalwood Parkway extension that is currently identified as *Compact Urban Residential* be identified as *Residential Neighbourhood*. In comparison to other *Compact Urban Residential* areas, the consultant advises that the Primont land is the only area that is not abutting a node, employment area or the North-South Transportation Corridor.

Response

The rationale behind identifying the parcel in question as *Compact Urban Residential* is based on its location between the future extension of Sandalwood Parkway and the CN Railway. This is potentially a very narrow sliver of land which will require buffering for both noise and safety. Compact forms of development are seen to be more appropriate in this location. Also, *Compact Urban Residential* is identified on the east side of Heritage Road, between the CN Railway and the future extension of Sandalwood Parkway. It must be noted that the alignment of Sandalwood Parkway is not known at this time and the land uses shown only have conceptual boundaries that will be refined as secondary planning moves forward.

Staff recommends that the *Compact Urban Residential* Category be reduced in size on the Primont lands, focused more at the intersection of Heritage Road and the future extension of Sandalwood Parkway, allowing the balance to be developed as a *Residential Neighbourhood*, consistent with adjacent properties.