



HERITAGE HEIGHTS SECONDARY PLAN



2024

CITY OF BRAMPTON OFFICIAL PLAN

PART II

CHAPTER 52

HERITAGE HEIGHTS SECONDARY PLAN

SECONDARY PLAN AREA 52

July 2024

EXPLANATORY NOTE

Office Consolidation Heritage Heights Secondary Plan Area 52 CHAPTER 52

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 52, Heritage Heights Secondary Plan)

This office consolidation of the Heritage Heights Secondary Plan consists of Chapter 52 of the document known as the 2006 Official Plan.

Chapter 52 is based on Official Plan Amendment OP2006-_____ to the document known as the 2006 Official Plan, as adopted by City Council on _____ (By-Law_____).

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton, and Ontario Land Tribunal order(s), have also been incorporated:

-nil-

This office consolidation is provided for convenience only. For official reference, recourse should be had to the original documents noted above.

1 INTRODUCTION

1.1 How to Read This Secondary Plan

This Secondary Plan sets out a planning framework and serves as a blueprint for future growth for the development of the Heritage Heights Secondary Plan Area shown on Schedule 52-1 – Secondary Plan Area. This Plan includes a vision, objectives, and policies on the Secondary Plan Area’s intended urban structure, Natural Heritage System, land use, public realm, built form, culture and heritage, mobility, sustainability and climate resiliency, and the supporting infrastructure, both hard and soft, to support the development of complete, active, sustainable and resilient communities.

The Secondary Plan is organized into thirteen sections:

- **Section 1:** Introduction
- **Section 2:** Vision & Guiding Principles
- **Section 3:** Precinct Area Structure
- **Section 4:** Environmental Sustainability and Climate Change
- **Section 5:** Natural Heritage System Planning & Resource Protection
- **Section 6:** Land use Structure
- **Section 7:** Public Realm
- **Section 8:** Built Form & Urban Design
- **Section 9:** Culture & Heritage
- **Section 10:** Mobility
- **Section 11:** Housing, Community Services and Facilities
- **Section 12:** Servicing
- **Section 13:** Implementation and Interpretation

1.2 Who is this Secondary Plan meant for?

The vision for the Heritage Heights Secondary Plan Area was developed in collaboration with the City of Brampton, Region of Peel, Credit Valley Conservation Authority, key stakeholders, and affected landowners, along with the broader public. The concepts and ideas articulated in this Secondary Plan promote environmental, social and economic sustainability which advance the City’s 2040 Vision.

City Council will use this Secondary Plan to make decisions on planning and development proposals within the Secondary Plan Area shown on Schedule 52-1 – Secondary Plan Area. City Planning Staff will use this document to work with the public and land developers to achieve the vision described in this Secondary Plan, to educate and raise awareness about future development, and to make recommendations to City Council on development proposals, public works, and infrastructure.

This Secondary Plan is a tool used to guide the implementation of a vision. The Secondary Plan will provide clarity and certainty for residents in communities adjacent to the Secondary Plan Area. This document will also guide City divisions, municipal and regional organizations and commissions, and their decisions affecting the Secondary Plan Area.

1.3 Location

This Secondary Plan is Chapter 52 of the City's Official Plan, referred to in this document as the 'Heritage Heights Secondary Plan Area'. The lands subject to this planning framework are approximately 1,700 hectares (3,500 acres) in size and are bound by Mississauga Road to the east, the Credit River Valley to the south, Winston Churchill Boulevard to the west and Mayfield Road West to the north.

1.3.1 The lands subject to the policies of this Secondary Plan are identified on Schedule 52-1 - Secondary Plan Area.

1.4 Purpose

1.4.1 This Secondary Plan:

- a) Sets out the planned function and long-term planning vision for the Heritage Heights Secondary Plan Area to 2051 and beyond.
- b) Describes and identifies the desired area structure, land use designations, transportation network, Natural Heritage System, heritage resources and sustainability objectives, infrastructure and related policies to achieve efficient, orderly and ecologically responsible urban development that is environmentally sustainable and premised on the principles of healthy and active communities.
- c) Sets out the development controls to be used in implementing the urban structure, transportation network, and land use designations set out in this Plan.

2 VISION AND GUIDING PRINCIPLES

The Heritage Heights Secondary Plan functions as the north-western gateway to the City of Brampton from the neighbouring municipalities of Halton Hills and Caledon.

The Heritage Heights Secondary Plan establishes a vision where people, business, arts and culture thrive, and where the health and well-being of residents will be supported by the built environment. Development in the Heritage Heights community will protect and celebrate its natural heritage assets and will also ensure climate change mitigation and adaptation are critical components of its planning, design and construction.

The Plan identifies seven distinct Precincts, which will accommodate both people and jobs through a full range of uses including employment, mixed-use, institutional and civic, and various housing forms, tenures and types. Urban development will sensitively integrate into the surrounding neighbourhoods and will be known for its high-quality, transit-supportive built form, as well as its comfortable and attractive public realm. A network of natural areas, parks, open spaces and pedestrian amenities across the Secondary Plan Area will connect the Precincts and provide opportunities for residents to recreate and interact with one another. Over time, the Heritage Heights community will evolve into an urban community and destination in northwest Brampton.

2.1 The Vision, Guiding Principles and Objectives outlined in the following sections will be implemented in accordance with the policies of this Secondary Plan.

2.2 Realizing the Vision

2.2.1 Development within the Heritage Heights Secondary Plan Area will advance the following vision:

- a) The Heritage Heights Secondary Plan Area will be a sustainable, complete, urban, and resilient community that provides for a full range of residential and employment opportunities.
- b) The Secondary Plan Area will be an active, healthy, and vibrant place with connections to the surrounding community and other areas of the City, where new communities will be designed to be pedestrian-friendly, walkable, and transit-supportive.
- c) Community services and facilities, and transportation and servicing infrastructure, will support new and existing communities in keeping pace with future growth. Well-designed neighbourhoods and blocks will be founded on principles of urban design excellence, and will include a range of uses, built form types, densities, and heights appropriate to their location.

- d) Development adjacent or near the planned Natural Heritage System and/or heritage resources will protect their natural and cultural heritage features and functions, and integrate them into site design to enhance the overall character of the community. Parks and open spaces will provide active and passive spaces, as appropriate, that support the mental and physical health and well-being of residents.
- 2.2.2 The vision for the Heritage Heights Secondary Plan Area encourages urban, transit-oriented, walkable communities that promote a vibrant pedestrian realm and experience. This goal will be achieved through Precinct Planning, Urban Design Guidelines, area specific policies, Community Planning Permit Systems, area specific zoning by-laws, and other supporting strategies, tools, and studies identified in this Secondary Plan.
- 2.2.3 All development within the lands shown on Schedule 52-1 – Secondary Plan Area will generally conform to the overall vision for change identified in this Secondary Plan.
- 2.2.4 The realization of the Secondary Plan vision is expected to occur by 2051 and beyond. Development will support the long-range vision of this Secondary Plan.

2.3 Guiding Principles

- 2.3.1 Development in the Secondary Plan Area will be informed by the following guiding principles to bring about the vision in:
- a) Supporting active, healthy, vibrant, walkable, and resilient communities for people to live, work, learn, and play.
 - b) Achieving compact development with a diverse mix of housing forms, tenures, and types to support active neighbourhoods and broad range of affordable housing options.
 - c) Implementing low carbon, sustainable and climate change resiliency plans, infrastructure, technologies, and design approaches.
 - d) Leveraging and promoting Brampton’s diversity in arts and culture to create focal points and attract investment to the area.
 - e) Protecting and enhancing to the Natural Heritage System and conserving cultural heritage assets in creating local destinations and opportunities for compatible passive and active uses.
 - f) Fostering a competitive environment for employment and economic development.
 - g) Planning for the physical, mental, and social well-being of residents through the design of people-centric spaces that are safe, accessible, affordable, and age-friendly.
 - h) Delivering a well balanced, connected, safe network of parks and open spaces that will provide both active and passive opportunities, as appropriate, that support the mental and physical health and well-being of residents.

2.4 Objectives

- 2.4.1 Development in the Secondary Plan Area will be informed by the following objectives. Objectives of this plan are the catalytic elements that are foundation to the implementation of the vision and guiding principles in this Secondary Plan:

15 -Minute Walk

- a) Communities will be premised on the '15-minute neighbourhood'. A connected system of green corridors and pedestrian, cycling, and street networks will promote walkability, accessibility, and connections to transit, and local and regional destinations.

Creating a Vibrant Complete Community

- b) A complete community with a range and balanced mix of land uses and varied levels of planned intensification will be supported by a full range of housing and transportation options, community services and facilities, and infrastructure.
- c) Land uses and built form will, together, respond appropriately to their existing and planned context and transportation and servicing conditions.
- d) Urban built form, and a mix of land uses which may include retail, commercial and institutional uses, is anticipated at the intersection of major thoroughfares.
- e) An active, diverse, and vibrant community will be supported by a high-quality public realm.
- f) Development and civic and/or private open spaces will respect and reinforce the natural and cultural heritage assets of the Secondary Plan Area through the conservation, restoration, and enhancement of the Natural Heritage System, heritage structures and landscapes.
- g) Development in the Secondary Plan Area will generally not outpace investment in community services and facilities that support a livable and complete community.

A Connected System of Natural Heritage Areas, Parks and Amenity Spaces

- h) The Secondary Plan envisions a robust and connected network of protected natural heritage areas, corridors, and linkages that support the overall ecologic function of the Natural Heritage System. The established Natural Heritage System will support ancillary passive opportunities for recreation trails and multi-use cycling facilities. The intent of these spaces, corridors, and linkages will be to protect ecological biodiversity and naturally sensitive areas, while connecting the various neighbourhoods and areas of the Heritage Heights Secondary Plan.
- i) Parks and amenity spaces, such as parks and linkages, which form part of the public realm, will support a range of local social and recreational activities, and will be connected, comfortable, safe, and attractive, and contribute to the quality of life of all residents.
- j) Within the Natural Heritage System, only those recreational uses that are compatible with the Natural Heritage System will be permitted.

Promoting Mobility

- k) A potential GO Station could be located on the Kitchener GO Line. The GO Station would connect the Heritage Heights Secondary Plan with the City, Region, and Greater Toronto Area, and would be a central hub of activity.

The location of a GO Station and planned transit stations will be supported by transit-supportive land uses and densities. Throughout the Precinct Planning process opportunities for joint development and integrated transit stations, with limited surface parking availability through precinct plans will be explored.

- l) A fine-grained network of complete streets that will support a connected, walkable, sustainable, and resilient community.

Community Wellness

- m) A future hospital/health and wellness facility will be a main hub of activity for the Secondary Plan Area. The future hospital/health and wellness facility will be strategically located in a main hub of activity and provide essential community and health services to a growing population within the community and will support healthy, active living.

Community Services and Facilities

- n) Community services and facilities, such as schools, social services, parks, libraries, and recreation centres, will support the planned function of the Heritage Heights Secondary Plan as a livable and complete community in a manner that promotes equity, accessibility, and the use of active modes of transportation.

Sustainable and Resilient Communities

- o) Development, where possible, will strive to minimize environmental impact, mitigate and adapt to the effects of climate change by incorporating sustainable design practices as set out in this Plan.

3 PRECINCT AREA STRUCTURE

Precinct Plans will be developed incrementally over time for the Precinct Areas defined in this Secondary Plan. Precinct Plans are intended to outline development principles and guidelines at a more detailed level. Precinct Plans will demonstrate how lands can be developed to meet the vision and policies in this Secondary Plan. Precinct Plans will be the link between Official Plan policies and Urban Design Guidelines, Draft Plans of Subdivision/Condo, Zoning By-laws, Site Plan Control applications and other planning implementation tools.

Precinct Plans will form part of the City of Brampton Official Plan and will be consolidated as a further Chapter of this Heritage Heights Secondary Plan.

- 3.1 The Secondary Plan Area will develop in a transit-supportive manner in accordance with the Provincial policy and the policies contained within the Regional and City of Brampton Official Plan, including the policies of this Secondary Plan.
- 3.2 The Heritage Heights Secondary Plan Area is organized into seven (7) distinct Precinct Areas. Each Precinct Area will have its own identity and Precinct Plan and will be guided by the policies in this Secondary Plan.
- 3.3 Schedule 52-2 – Precinct Areas identifies the boundaries of seven (7) Precinct Areas, each of which will have a unique Precinct Plan. These Precinct Areas are:
 - a) Precinct Plan Area 52-1
 - b) Precinct Plan Area 52-2
 - c) Precinct Plan Area 52-3
 - d) Precinct Plan Area 52-4
 - e) Precinct Plan Area 52-5
 - f) Precinct Plan Area 52-6
 - g) Precinct Plan Area 52-7
- 3.4 Departures from Policy 3.3 can be addressed pursuant to Policy 13.1.9 of this Plan.
 - 3.4.1 Development for the lands located between the boundary of the Mount Pleasant Secondary Plan Area and the Preliminary Highway and Transitway Right-of-Way, north of Bovaird Drive and south of the CN Rail Corridor, will be addressed in coordination with the planning process for the adjacent Mount Pleasant Secondary Plan Area (51-3).

- 3.5 Precinct Areas will serve as the basis for the comprehensive planning framework set out in this Plan.
- 3.6 Building Heights
 - 3.6.1 Building Heights will be permitted generally in accordance with policies in Section 8.4 of this Secondary Plan.
- 3.7 Area Structure
 - 3.7.1 Development will be structured by the elements identified on Schedule 52-6 – Land Use Structure and in accordance with the policies in this Secondary Plan.
- 3.8 Providing Mobility Options
 - 3.8.1 The transportation network will include a variety of mobility options to promote movement through the Secondary Plan Area and beyond, and encourage access to walking, cycling and the use of public transit as a means of enhanced connectivity and circulation.
 - 3.8.2 The Heritage Heights Secondary Plan respects the Regional importance of goods movement. The transportation network will provide opportunities for through traffic and goods movement corridors, but will prioritize the quality of life for those who live, work, learn and play within the community by creating walkable, safe, and complete streets, with reduced design speeds and reduced rights of way widths.
 - 3.8.3 Together with a fine-grained street network and transit system, the walking and cycling network will form the underlying structure for the future development of the Secondary Plan Area. The transportation network will create connections between Precincts, to neighbouring communities, across the City, Region, and Greater Toronto Area, as identified in Schedule 52-8 – Street Network and Schedule 52-10 – Pedestrian and Cycling Network.
 - 3.8.4 Schedule 52-8 – Street Network and Schedule 52-10 – Pedestrian and Cycling Network establish the existing and planned transportation network that will support a mix of land uses and densities. The street network will be further refined during the Precinct Planning process.
- 3.9 Precinct Planning
 - 3.9.1 Precinct Plans will be developed to outline development principles and guidelines for each Precinct in more detail and will direct how lands can be developed to meet the broader policies of this Secondary Plan. Precinct Plan implementation policies are found in Section 13 of this Plan. Precinct Planning is equivalent to the City of Brampton’s Community Block Planning Process. Development applications may be processed concurrently with the processing of Precinct Plans within the Secondary Plan Area.

3.9.2 Precinct Plans will:

- a) Establish the location, scale and character of streets in addition to those already identified on Schedule 52-8 – Street Network;
- b) Establish the location of parks, public spaces and conceptual built form;
- c) Identify infrastructure requirements to support development;
- d) Identify a Natural Heritage System of linked natural heritage features and areas and provide for their enhancement;
- e) Identify community services and facility priorities for that Precinct, affordable housing strategies, and housing/density targets in the Precinct;
- f) Develop implementation strategies for community services and facilities and affordable housing priorities and infrastructure requirements to support growth in the Precinct;
- g) Establish Urban Design Guidelines for the Precinct;
- h) Confirm the number and location of schools with the four publicly funded school boards based on proposed population and employment planned for the Precinct; and
- i) Establish the location of neighbourhood centres to promote 15 minute neighbourhoods. Neighbourhood centres can be structured around Community Centres, Places of Worship, and neighbourhood retail uses, necessary to facilitate complete communities.

3.9.3 The seven (7) Precincts will be connected by the Natural Heritage System, and Parks identified on Schedule 52-5 – Natural Heritage System and Parks Plan, including existing and new streets, trails, natural areas, parks and open spaces, and will define the physical structure of this Secondary Plan.

3.9.4 An expansion of the public street network as identified on Schedule 52-8 – Street Network and as further described in Section 10 of this Plan, will divide large blocks into small development parcels and be designed to include public spaces and create links to the pedestrian, cycling, transit system and existing vehicular network.

4 ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE

The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community and environmental conservation. This includes making wise use of non-renewable resources and striving to protect, enhance, and re-store the Natural Heritage System so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated, and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies.

Building greener communities can result in improved air and water quality, and provide aesthetic, economic, and health benefits associated with incorporating more natural features and systems in our neighbourhoods. They also encourage a healthier lifestyle and provide more economical and equitable living, focusing on improving transit and active transportation options, providing more affordable and varied types of housing, and creating accessible communities that allow residents to meet most of their needs within walkable distance from home.

- 4.1. Development will advance and, as appropriate, implement the recommendations of the Heritage Heights Community Energy Plan and the City of Brampton Community Energy and Emissions Reduction Plan, with the opportunity for the proponent of the development to use evolving technologies to achieve the objectives in Policy 4.2 without requiring an amendment to this Plan.
- 4.2. Sustainability and climate objectives for the Heritage Heights Secondary Plan Area include:
 - a) To achieve a near net zero carbon emissions community;
 - b) To plan the land uses and built forms so they are located and designed to facilitate the viability of integrated community energy management;
 - c) To facilitate efficient energy generation of all types and associated distribution systems, including, but not limited to, district energy services, ;
 - d) To promote building energy efficiency and higher levels of energy efficiency than the minimums in the Ontario Building Code, as of the date of approval of this Secondary Plan;
 - e) To optimize the use of transit, active transportation, and low carbon vehicles, and reduce the reliance on vehicle travel for the movement of people and goods;
 - f) To promote the neighbourhood and building design that optimizes walking, cycling, and transit use, and facilitates the efficient delivery and use of energy;
 - g) To promote the integration of green infrastructure into the built environment; and
 - h) To be prepared for and adapt to the impacts of climate change.

4.3. Transportation Efficiency

- 4.3.1. All neighbourhoods mitigate climate change by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.
- 4.3.2. To reduce greenhouse gas emissions, an interconnected transportation system will be established that includes different modes of transportation in which people and goods easily move between modes to get to their destination.
- 4.3.3. A balance of jobs and housing will be provided to reduce the need for long distance commuting and support the development of complete communities.
- 4.3.4. Neighbourhoods will be designed to maximize cycling, walking, and transit access to establish a comprehensive active transportation network, and to facilitate convenient modal transfer between all transportation forms including parking, on-demand and charging infrastructure.
- 4.3.5. A flexible and frequent transit availability and competitive service quality within and between neighbourhoods and the rest of the City will be provided to encourage transit ridership as a preferred choice for users.
- 4.3.6. Electric vehicle charging infrastructure will be provided wherever feasible for homes, buildings, and neighbourhoods, including industrial, commercial, and institutional developments.
- 4.3.7. Dedicated bicycle parking will be provided for all new commercial, institutional, industrial, and multi-unit residential developments.

4.4. Local Energy Supply

- 4.4.1. The City of Brampton will work with appropriate partners to develop a District Energy Utility (DECO) that will provide cost effective district heating and cooling services to development in Mixed Use Areas and on lands designated Employment, wherever appropriate.
- 4.4.2. New development in Mixed Use Areas and on lands designated Employment will be designed to be district energy ready, following guidelines provided by the City, and connect to the district energy system, except where the City has determined district energy will not be provided or a connection is not appropriate. The City shall make this determination prior to, and without delaying the adoption of each Precinct Plan.

- 4.4.3. Notwithstanding Policy 4.4.2, if during the Plan of Subdivision and/or Site Plan approval processes it is determined that DECO and the City are not able to provide district energy services without delaying development, development can proceed without reliance on district energy. Such development will be encouraged to make use of alternative energy efficient and emission reduction technologies and approaches.
 - 4.4.4. Development on lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure will be designed for the use of low-carbon technologies.
 - 4.4.5. Development within lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure that rely on natural gas as its primary heating source will be discouraged.
 - 4.4.6. The use of waste heat from large facilities as an opportunity to supply heating and cooling to buildings via district energy networks is encouraged.
 - 4.4.7. The City of Brampton will work with local utilities to improve the resilience and continuous optimization of the energy supply system. Partnerships to facilitate distributed energy resources in Heritage Heights will be established to capitalize on the best opportunities within the city for district heating and cooling, and where appropriate, electrical micro-grids.
- 4.5. Home and Building Efficiency
- 4.5.1. In respect of energy performance, all new development will aim to exceed the minimums in the Ontario Building Code in force as of the date of approval of this Secondary Plan.
 - 4.5.2. The City of Brampton will explore opportunities for incentive programs to support building efficiency and other measures to improve energy performance, to support the vision of establishing a near net zero carbon emitting community. The City will collaborate with the Centre for Community Energy Transformation to ensure the ready availability of information and assistance on available incentive programs.
 - 4.5.3. Development will be encouraged to incorporate active and passive strategies to reduce energy demand and increase energy efficiency to minimize the impact on the conventional electricity distribution network while also promoting the use of alternative, clean, and renewable energy sources. Development will be encouraged to implement, where feasible, strategies to:
 - a) Reduce total electricity consumption and peak electricity use.

- b) Minimize GHG emissions caused by the heating and cooling of homes and buildings.
- c) Encourage other methods for improving energy efficiency and air quality and reducing GHG emissions, such as ground and air source energy, passive solar design, building orientation, ventilation, increased insulation, green roofs, cool roofs, and high-performance windows.
- d) Reduce the urban heat island effect and energy expenditure for climate control by implementing, where feasible, reflective, light-coloured roofs, green roofs, and site landscaping.

4.5.4. Development will demonstrate improved energy efficiency through the submission of an Energy Management Plan that will outline approaches related to factors such as building design, efficient technologies and behavioural change initiatives.

4.5.5. To facilitate ongoing optimization of their energy performance, multi-unit residential, commercial, and mixed-use buildings will be designed to facilitate metering and sub-metering for all major energy supply, conversion, and consumption systems.

4.5.6. The establishment of energy efficiency and low-carbon upgrade packages for purchasers of new homes and buildings that will result in energy efficiency and low-carbon energy use is encouraged.

4.6. Climate Resilience

4.6.1. Development may be required to complete an adaptation checklist to demonstrate practices and tools to address climate impacts.

4.6.2. Precinct Plans will investigate opportunities to develop resilient energy systems for the Precinct to respond to system-wide power outages or natural gas service interruptions.

5 NATURAL HERITAGE SYSTEM PLANNING & RESOURCE PROTECTION

The Natural Heritage System (NHS) is comprised of valleyland, and watercourses corridors, wetlands, woodlands, significant wildlife habitat, natural hazard areas, linkage corridors, restoration and compensation areas, and environmental buffers. The Heritage Heights Natural Heritage System forms part of a green network that extends beyond the Secondary Plan. Through the policies of this Secondary Plan, the Heritage Heights Natural Heritage System will be established, protected, restored, and/or enhanced as development occurs. The NHS will be integrated within the community as a visible and accessible public asset. The following policies are based on the City's ecosystem approach to land use planning and are intended to promote sustainable development and contribute toward a complete community.

- 5.1 The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the Heritage Heights Subwatershed Study, and Environmental Implementation Reports (EIR) or Environmental Impact Studies (EIS) conducted in the Precinct Planning process or, as determined by the City and with appropriate scope and terms of reference according to the circumstances, through the development approval process as part of a site specific development application.
- 5.2 The Natural Heritage System shown on the Schedules of this Secondary Plan, and the provisions of this Chapter, reflect the initial principles and guidance of the Heritage Heights Subwatershed Study – Phase 1 Characterization Study and Preliminary Phase 2 Impact Assessment (2021). The boundaries of the Natural Heritage System will be finalized through the preparation of EIRs/EISs in support of Precinct Plans and development applications, and there will be no net loss to such boundaries through the approval of development applications. The City will also identify potential opportunities for net ecological gain to the natural heritage system through the establishment of buffers, linkage corridors and Restoration Areas, as well as opportunities on publicly-owned lands, to be recommended in the final Heritage Heights Subwatershed Study. Refinements and modifications to the Natural Heritage System made in accordance with this policy will not require an amendment to this Secondary Plan.
- 5.3 A connected Natural Heritage System and park network will be established as generally shown on Schedule 52-5 –Natural Heritage System and Parks Plan that aims to conserve and connect natural heritage features and their functions, facilitate biodiversity, and encourage enhancement and restoration. Individual Precinct Plans may proceed independent of one another provided that they contribute to the overall role and function of the Natural Heritage System and Park Network.

- 5.4 Existing uses and structures within the Greenbelt Area shown on Schedule 52-5 – Natural Heritage System and Parks Plan are not permitted to expand or redevelop beyond the existing at-grade footprint except in conformity with the Greenbelt Plan.
- 5.5 A minimum 10 metre buffer width will generally be provided from:
- a) The predicted crest of slope or valley and watercourse corridors; if the valley slope is stable, from the top of valley bank; if the valley slope is not stable, from the predicated long term stable slope;
 - b) The regulatory floodplain;
 - c) The predicted meander belt of the watercourse, expanded as required to convey major systems flows and/or to maintain riparian stream functions; and
 - d) The dripline of woodland, woodlands, urban forest feature, or other significant vegetation.
- 5.6 A minimum 15 metre buffer width will be provided from the limit of a wetland, and a minimum 30 metre buffer width will be provided from the limit of a Provincially Significant Wetland.
- 5.7 Final buffer requirements should be determined based on the recommendations of the Heritage Heights Subwatershed Study, and evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies in the Precinct Planning process or through the development approval process.
- 5.8 Where a recreational trail is proposed within an environmental buffer, an EIR/EIS submitted in support of a site-specific development application shall assess the width of the buffer required to mitigate the impact of the trail on the adjacent natural heritage feature. The width of any additional buffer will be no more than 5 metres.
- 5.9 Extensive grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and CVC, in particular where it can be demonstrated that grading will not result in negative impacts on the feature(s) or function of the Natural Heritage System that the buffer is protecting, minor grading may be supported. Grading impacts in the environmental buffers will address changes to the Regulatory Floodplain resulting from the updated flood flow rates.
- 5.10 Stormwater management facilities will not be permitted within natural heritage features or their associated environmental buffers. Related stormwater infrastructure, such as headwalls and outlets, will be sited appropriately and may be permitted, subject to the provision of compensation to ensure no net loss to the Natural Heritage System with appropriate restoration and mitigation based on recommendations from the Heritage Heights Subwatershed Study, and evaluated through Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies in the Precinct Planning process or through the development approval process. Minor grading and maintenance access roads associated with stormwater management facilities may be permitted in buffers in accordance with the policies of this Plan regarding grading and trails in buffers.

5.11 Permitted uses and activities within the Natural Heritage System, including environmental buffers and linkage corridors, will be limited to:

- a) Fish, wildlife, and conservation management;
- b) Transportation infrastructure, utilities, municipal services crossings, and trails, where permitted pursuant to Policy 5.8;
- c) Stormwater management facilities in accordance with Policy 5.10;
- d) Compatible Low Impact Development (LID) best management practices to sustain or improve the Natural Heritage System functions;
- e) Natural heritage restoration and enhancement works;
- f) Channel relocation and lowering;
- g) Flood plain modifications in accordance with the final Heritage Heights Subwatershed Study;
- h) Passive recreational facilities and uses such as recreational trails, interpretative displays and signage; and
- i) Site alteration to accommodate the above uses.

5.12 Transportation infrastructure crossing the Natural Heritage System will include design elements and infrastructure to reduce wildlife injury and mortality.

5.13 The illumination of parking facilities will be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

5.14 Precinct Plans will identify ecologically appropriate locations for valleyland trail crossings that will minimize and mitigate environmental impacts to natural features and functions to ensure a well-connected pedestrian and cyclist-friendly community can be achieved as directed in this Plan.

5.15 Linkage Corridors

5.15.1 Linkage corridors will be identified through the Heritage Heights Precinct Planning process to provide active connections for wildlife. The specific location and configuration of linkage corridors will be refined through EIR and/or EIS during the Precinct Planning process or through the development approval process. Linkages will connect significant aquatic and terrestrial habitats, will be sized and designed to ensure ecological function. Linkage corridors will be considered part of the Natural Heritage System.

5.16 Restoration Areas

- 5.16.1 The existing and ecologically diverse Natural Heritage System will be supported by establishing Restoration Areas that will restore and naturalize locations within/adjacent to existing natural heritage features. Potential Opportunities for restoration areas will be identified as part of the Heritage Heights Subwatershed Study, and specific restoration areas and conceptual designs may be determined through Environmental Implementation Reports and/or Environmental Impact Studies during the Precinct Planning process or through the development approval process. On privately-owned lands Restoration Areas will generally be comprised of areas that are otherwise undevelopable that can be naturalized, or minor areas that round out or fill small gaps in natural features that can be added to the natural heritage system without impacting development.
- 5.16.2 Restoration Areas will be considered part of the Natural Heritage System.
- 5.16.3 Within Restoration Areas, natural features and functions will be created, restored, enhanced, managed, and monitored such that the diversity and connectivity of these natural features and their long-term ecological functions are healthy and protected.

5.17 Stormwater Management

- 5.17.1 Proposals for development proceeding by way of a Precinct Plan, or by Plan of Subdivision, and/or by Plan of Condominium for lands not within a Precinct Plan will be supported by a Master Servicing Plan or equivalent, subject to approval by the City of Brampton prior to development approval.
- 5.17.2 Master Servicing Plans will be informed by the Final Heritage Heights Subwatershed Study and Heritage Heights Infrastructure Servicing Study.
- 5.17.3 Stormwater components of the Master Servicing Plans shall address the following:
 - a) That stormwater pond emergency discharges be directed to an appropriate and competent outlet;
 - b) Climate change risks and impacts associated with the development;
 - c) Stormwater management facilities designed to provide public amenity space by incorporating pedestrian trails within maintenance areas around ponds, where feasible, in the Heritage Heights Secondary Plan Area;
 - d) Consideration of the use of innovative SWM best management practices including the use of Low Impact Development (LID) measures to help offset the quality control volumes for the end-of-pipe SWM facilities, and to more efficiently utilize land; and
 - e) How development will meet the goal of providing Enhanced Water Quality Protection (Level 1) as per guidelines in Stormwater Management Planning and Design Manual (Ministry of Environment, 2003) Section 5.8.3. Further, the

Master Servicing Plans shall comply with stipulations of the City's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA). In considering options for stormwater management, the following principles will apply:

- i) Stormwater runoff must be managed to protect and maintain surface and groundwater quality and quantity, the ecological health and diversity of the natural heritage system and fish and wildlife habitat, and the integrity of municipal infrastructure.
- ii) Stormwater management facilities will be sited and designed to maintain environmental and ecological integrity.
- iii) Stormwater will be managed for erosion control and to address water balance requirements for groundwater (site water balance) and natural heritage features (feature-based water balance).
- iv) Stormwater management facilities must be designed in compliance with MOE Guidelines and the City's stormwater management requirements. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton.

5.18 Environmental Stewardship

5.18.1 Development, where appropriate, will:

- a) Incorporate biodiversity in the design of buildings and landscapes;
- b) Implement public realm improvements that support a high level of ecological function and resiliency;
- c) Incorporate pollinator-friendly plant species in landscape design;
- d) Incorporate green roofs into residential and non-residential development that supports biodiversity;
- e) Focus on soil volumes, permeable pavers & water features such as SWM ponds;
- f) Develop naturalized strategies for valley systems;
- g) Increase the tree canopy through restoration areas and public realm improvements;
- h) Being mindful of glazing & lighting near *Natural Heritage Areas*; and
- i) Discourage planting non-native species.

5.19 Shale Resources

5.19.1 Provincially significant shale resources are identified on Schedule 52-11 – High Potential Mineral Aggregate Resource Areas. Shale resources shall be protected within the area identified as High Potential Mineral Aggregate Resource Area (HPMARA) shown on Schedule 52-11, which are located in the Provincial Greenbelt Plan Area;

- 5.19.2 Shale extraction is permitted within, the areas identified as HPMARA shown on Schedule 52-11 and in accordance with the policy direction for shale resources extraction in this Secondary Plan, the Official Plan and the Region of Peel Official Plan.
- 5.19.3 Schedule 52-11 also identifies areas of potential deposits of mineral aggregate (Queenston shale) resources in accordance with Province of Ontario mapping, which should be considered preliminary and may be refined through more accurate site investigation. Prior to the approval of Precinct Plans, site plans for major development or redevelopment, or draft plans of subdivision within these areas the City of Brampton shall undertake or require applicants to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, development of the land. Where such study has determined that shale recovery is feasible and economically viable, the City of Brampton shall ensure that appropriate conditions or requirements to implement the recovery of shale resources will be included at the appropriate approval stage, unless the proposed development will serve a greater long-term public interest.
- 5.19.4 Sensitive uses are permitted adjacent to HPMARA areas, as the full and efficient use of all urban land in Heritage Heights is required to accommodate future growth and will serve the greatest long term public interest. Any required separation, buffering and mitigation for an aggregate resource extraction facility shall be the responsibility of the proponent of the aggregate extraction facility.

6 LAND USE STRUCTURE

Over time, this Secondary Plan envisions the Heritage Heights Secondary Plan Area evolving into a balanced mix of residential and non-residential land uses that create transit-supportive, compact, and sustainable neighbourhoods. Land use designations will be confirmed during the Precinct Planning process and will implement the vision of this Secondary Plan.

- 6.1 Land use designations are shown on Schedule 52-6– Land Use Structure. Ancillary neighbourhood related land uses, such as school sites, stormwater management facilities and other infrastructure, Neighbourhood Parks, places of worship and local retail will be identified during the Precinct Planning process as further outlined in Section 13 of this Secondary Plan.
- 6.2 Livable and healthy communities in the Heritage Heights Secondary Plan Area will be premised on the basis of the following land use objectives:
 - 6.2.1 A balanced mix of uses that promote walkability and support a vibrant and active streets.
 - 6.2.2 A full range of housing forms, tenure, and types including affordable housing.
 - 6.2.3 Neighbourhoods designed around key focal points and structural elements such as parks, schools, places of worship and key intersections facilitating local retail.
 - 6.2.4 A connected network of open spaces and natural heritage areas.
 - 6.2.5 Local serving retail opportunities provided as part of the street related retail/commercial uses, along streets, key transit corridors and gateways, making them accessible to pedestrians and cyclists.
- 6.3 General
 - 6.3.1 Office uses are encouraged to locate near higher order transit and in the Employment designation.
 - 6.3.2 Institutional uses will be developed in accordance with the provisions of the Official Plan and this Secondary Plan.
 - 6.3.3 Stand alone Places of Worship are generally only permitted in the Neighbourhoods designation. Location, design, interface and compatibility with adjacent land uses will be considered during the Precinct Planning process.
 - 6.3.4 The development of civic buildings, which contain, in whole or in part, programs or services funded by the public, will recognize their civic importance in forming an important part of the public realm and a focus for public activity. Civic buildings will be located, designed and massed to promote their public status on visible and accessible sites with street frontage.
 - 6.3.5 Civic buildings will integrate and provide transition to lower-scale neighbourhoods and be located close to the streetline to provide overlook and street presence.

- 6.3.6 Schools are encouraged to develop in a compact urban form, co-locating with compatible uses to support the urban vision for the area.
 - 6.3.7 The shared use of schools, parks and public open space, recreation spaces, playfields, playgrounds, and other uses that support civic functions as community centres and sources of community open space will be identified in the Precinct Planning process.
 - 6.3.8 Open space located contiguous to civic buildings will be designed to support a variety of public functions associated with its programming by promoting a connected network of streets, parks and open spaces.
 - 6.3.9 Parks in the Heritage Heights Secondary Plan Area will be provided for the enjoyment and use of residents, visitors and workers within the Secondary Plan Area and from surrounding communities and the City of Brampton as a whole. Parks are permitted in all areas of the Secondary Plan Area, except lands designated as Natural Heritage System.
 - 6.3.10 A Park Hierarchy will be established through the expected City of Brampton Parkland Dedication Study and By-Law Update. The study will inform the Heritage Heights Urban Design Guidelines. Parks should be designed in accordance with the Heritage Heights Urban Design Guidelines.
 - 6.3.11 Lands designated Community Parks will permit the range of uses and development in accordance with the Official Plan and this Secondary Plan and will be credited against the parkland dedication requirements.
 - 6.3.12 Within the Natural Heritage System, only those recreational uses that are compatible with the Natural Heritage System will be permitted.
- 6.4 Mixed Use Areas
- 6.4.1 The provision of single-detached and semi-detached residential and stand-alone retail development will be prohibited in Mixed Use Areas. Stand-alone retail development may be considered only in limited locations where necessary to respond to context or locational considerations. Ancillary retail and service uses are encouraged to be incorporated into multi-story buildings, at grade to encourage active and complete streets.
 - 6.4.2 At-grade street-related commercial and service uses will be encouraged as accessory uses to a main use in multi-storey buildings in all Mixed Use Areas. Active at-grade commercial uses will be designed in accordance with the Built Form and Urban Design policies of this Plan and the Official Plan.

Major Institutional

- 6.4.3 A hospital/health and wellness facility is planned to be strategically located in a main hub of activity and provide essential community and health services. Uses such as medical offices, assisted living housing, medical research facilities, hospices and other healthcare-related ancillary uses which support the planned function of a hospital/health and wellness facility and will be permitted in the Major Institutional designation.
- 6.4.4 Development in the Major Institutional designation will have buildings that are built at, or close to, the streetline, with building bases that are developed at a pedestrian-scale height and provide appropriate transition to neighbouring development through massing and scale, separation distances and/or built form.
- 6.4.5 If, by 2030, the Province has not committed Capital funding for the construction of a hospital/health and wellness facility for this site, the lands identified in this Secondary Plan as Major Institutional may be released for other major institutional uses or uses permitted in the Mixed Use Residential (High) designation, without an amendment to this Plan.

Mixed Use Residential (High)

- 6.4.6 Lands designated Mixed Use Residential (High) on Schedule 52-6 will consist of a broad range of institutional, residential and commercial uses. Lands within the Mixed Use Residential (High) designation will permit a mix of high and mid-rise street-related mixed-use buildings. At grade, buildings will generally be developed with retail and other service uses for building faces with frontages on streets identified on Schedule 52-6, particularly at or near street intersections. To support a walkable and complete community, appropriate locations for retail and other service uses at grade will be determined through the Precinct Planning process and site specific development application approval process.
- 6.4.7 Vertically integrated street-oriented townhouses are permitted within high-rise and mid-rise buildings.
- 6.4.8 Development in Mixed Use Residential (High) will have buildings that are built at, or close to, the street line, building podiums that are developed at a pedestrian-scale height and provide appropriate transition to lower-scale neighbourhoods.

Mixed Use Residential (Medium)

- 6.4.9 Mixed Use Residential (Medium) as identified on Schedule 52-6- Land Use Structure will consist of a mix of uses, with residential uses developed in the form of mid-rise buildings and/or townhouses, while allowing for retail, service and office uses. Mixed use buildings will be encouraged, particularly at and near the intersection of streets identified on Schedule 52-6.
- 6.4.10 Mixed Use Residential (Medium) will provide a gradual change in building height to low-rise areas of the Secondary Plan Area and provide transit supportive development along transit routes.

- 6.4.11 Notwithstanding Policy 6.4.9, the Mixed Use Residential (Medium) designation at the intersection of Mississauga Road and Sandalwood Parkway shall also permit residential uses developed in the form of high-rise buildings.
- 6.4.12 Notwithstanding Policy 6.4.9, the lands designated Mixed Use Residential (Medium) in the immediate vicinity of the lands designated Transportation – CN Railway Layby and Maintenance Facility, as identified on Schedule 52-6 –Land Use Structure, shall consist of medium density residential uses, including street, back to back and stacked townhouses, and low-rise and mid-rise apartments. Such housing will be located and designed to mitigate noise and other impacts from the rail layby and maintenance facilities. Ancillary retail and service uses shall also be permitted in accordance with Policy 6.4.2.

Corridor Mixed Use ‘A’ and Corridor Mixed Use ‘B’ General Policies

- 6.4.13 Within Precinct 52-2, the lands designated Corridor Mixed-Use ‘A’ and Corridor Mixed-Use ‘B’ will be planned to accommodate a minimum combined total of 2,000 jobs. The City expects that approximately 800 of those jobs will be accommodated on lands located between the future highway and Pinnacle Parkway immediately west of the Neighbourhoods designation and extending approximately 500m south from Wanless Drive.
- 6.4.14 In the Precinct Planning process, the employment target in Policy 6.4.13 will identify the assumptions used for job calculations for each type of non-residential use.

Corridor Mixed-Use ‘A’

- 6.4.15 Lands designated Corridor Mixed Use ‘A’ (which are 120 metres wide) are intended to accommodate a range of uses with a focus on employment as a primary use where significant frontage exists along the proposed Transportation Corridor. The corridor is intended to accommodate a limited-access highway that is necessary to support the employment uses proposed for this designation.
- 6.4.16 Primary uses shall generally include office, Major Office, advanced manufacturing, aerospace, innovation and technology, health and life sciences, med-tech, lab space/wet labs, research facilities, health information and communication technologies, post secondary education, testing and medical laboratories, drug and pharmaceuticals, hotels, conference/convention centres, health care and government.
- 6.4.17 Secondary uses shall generally include residential, including mid-rise/ high-rise residential uses, retail, commercial, restaurants, personal service, and social services, provided their function will not restrict the development of the primary uses.
- 6.4.18 Secondary uses shall be integrated within the primary use building and are generally not permitted to be developed as a stand alone building unless otherwise evaluated and approved by the City on a case-by-case basis or as part of a broader precinct planning exercise.

- 6.4.19 Where secondary uses are proposed, they shall be subject to the following criteria, in addition to other relevant policies of the Official Plan:
- a) they can be appropriately designed, buffered and/or separated from neighbouring Employment Areas; and
 - b) they can be appropriately integrated and coordinated with the uses listed in Policy 6.4.16;
- 6.4.20 The lands adjacent to the proposed Transportation Corridor shall be primarily developed with the uses listed in Policy 6.4.16 and, where applicable, used as mitigation or buffer to residential and/or other sensitive uses permitted within the Corridor Mixed-Use designation.
- 6.4.21 The following shall guide the creation of a competitive, attractive, and highly functional area:
- a) Development shall be integrated into the mobility network, including prioritizing and establishing connections to the transit network and active transportation network, where applicable, which will help to minimize the need for surface parking, and establishing new segments to these networks where appropriate;
 - b) Development of offices along the frontage of arterial roads or in places of higher visibility are encouraged; and
 - c) Open storage will not be permitted.

Corridor Mixed Use 'B'

- 6.4.22 Within the Corridor Mixed Use 'B' designation, all uses permitted in 6.4.16 and 6.4.17 are permitted. Permitted uses may be considered in stand-alone buildings or integrated with other uses.
- 6.4.23 All residential uses shall be appropriately designed to ensure they are compatible with all adjacent employment uses including any adjacent employment uses located in the Corridor Mixed Use 'A' designation.
- 6.4.24 Within Precinct 52-1, non-residential land uses should generally support and complement institutional uses on the lands to the east designated Major Institutional. If it has been determined that the lands designated Major Institutional are not going to be developed for a hospital/health and wellness facility and will be released for other high-density mixed use development in accordance with Policy 6.4.6, the Corridor Mixed Use 'B' lands within Precinct 52-1 may also be developed for high-density mixed use development.
- 6.4.25 Within Precinct 52-2, the development of residential or other non-employment uses in Corridor Mixed-Use 'B' will be phased with the development of employment uses in Corridor Mixed-Use 'A' and/or 'B' as follows:
- a) Residential or other non-employment uses may be developed on up to 50% of the developable land area designated Corridor Mixed-Use 'B' without any

restrictions related to the development of employment uses in Corridor Mixed-Use 'A'.

- b) Should the proposed highway within the proposed Transportation Corridor not be operational as of 2035, residential or other non-employment uses may be developed on a further 25% of the developable land area designated Corridor Mixed-Use 'B' (a total of 75% of that developable land area).
- c) Residential or other non-employment uses may only be developed in Corridor Mixed Use 'B' beyond the limits set out in a) and b) above, in proportion to the development of employment uses in Corridor Mixed Use 'A' and/or 'B'. For clarity, as an example, an additional 10% of the applicable developable land area in Corridor Mixed Use 'B' would become available for residential or other non-employment uses, upon the development of employment uses in Corridor Mixed Use 'A' and/or 'B' of at least 10% of the applicable minimum jobs target in Policy 6.4.13.
- d) In its assessment of whether c) has been satisfied, the City may in its discretion consider jobs generated in the development of Corridor Mixed Use 'B' in Precinct 52-6.
- e) For the purposes of calculating the total number of jobs planned to be achieved by the development of employment uses in Policy 6.4.25 c), small-scale retail and home-based jobs shall not be included.

6.5 Employment

- 6.5.1 Lands designated Employment on Schedule 52-6 – Land Use Structure will be planned to maximize economic potential of the area, particularly the area's strategic proximity to the Provincial Transportation Corridor.
- 6.5.2 Development in the Employment designation will foster economic resiliency and growth, provide local and regional light industrial employment opportunities and promote uses in the Green Technology, Health, Creative, and Technology & Innovation sectors. Uses on lands designated Employment are intended to create limited noise, odor, dust, and glare impacts with operations completely confined within an enclosed building.
- 6.5.3 Compatible Major Institutional uses such as health related, and educational facilities are permitted in the Employment designation. These uses should not introduce sensitive uses that may preclude or hinder the operation of adjacent lands.
- 6.5.4 Places of Worship are prohibited from locating within the Employment designation.
- 6.5.5 Non-residential development on lands designated Employment will contribute to a pedestrian-friendly and transit-supportive environment.

- 6.5.6 Light industrial uses supporting research and technology, major institutional uses noted in Policy 6.5.2, and office uses will be permitted on lands designated Employment.
- 6.5.7 Development in Employment will be encouraged provide street-related uses along street frontages and have buildings that are oriented to the street, as appropriate.
- 6.5.8 Small-scale retail uses in the form of accessory retail and commercial uses on the ground floor of buildings will provide amenity for workers.
- 6.5.9 The provision of residential and stand-alone retail development will be prohibited in the Employment designation.

6.6 Neighbourhoods

- 6.6.1 Neighbourhoods identified on Schedule 52-6 – Land Use Structure, will be planned premised on the 15-Minute Neighbourhood concept. 15-Minute Neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land-uses; this includes a range of housing types, shops, services, local access to food, schools and day care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car free. 15-Minute Neighbourhoods within the Heritage Heights Secondary Plan will be planned around a Neighbourhood Centre, which will act as the centre of residential areas, and be the primary location for community services, and amenities.
- 6.6.2 Lands designated Neighbourhoods will support primarily low-rise residential forms, with attractive, connected and safe public streets and walkways providing linkages to parks and open spaces, commercial and recreation amenities, and adjacent communities.
- 6.6.3 Neighbourhood Centres should be developed to improve service proximity and increase pedestrian and cycling within the Neighbourhoods. Neighbourhood Centres can be established around schools, retail/commercial uses, Places of Worship, and/or community/civic uses. Locations of Neighbourhood Centres will be determined in the Precinct Planning process.
- 6.6.4 Development around Neighbourhood Centres should incorporate supportive heights and densities, to be determined in the Precinct Planning process.
- 6.6.5 Where possible, Neighbourhoods should be designed to achieve a mix of land uses that reduce the need for long distance commuting such that local conveniences and services are accessible within a 15-Minute walk of one's place of residence.

6.7 Special Policy Areas

The Special Policy Area designation shown on Schedule 52-6 and identified by numbers represent areas within the HHSP that will permit specific provisions relating to those areas.

Other applicable policies of this Plan will continue to apply to the Special Policy Areas, however, where a conflict exists between a Special Policy Area and the remainder of this Secondary Plan, the Special Policy Area will prevail. The location and details of the Special Policy Areas are set out below.

6.7.1 Special Policy Area 1

- a) To be inserted.

6.7.2 Special Policy Area 2 (PT LT 15 CON 5 WHS CHINGUACOUSY DES PT 6 PL 43R-962; BRAMPTON)

- a) Special Policy Area 2 applies to the lands legally known as PT LT 15 CON 5 WHS CHINGUACOUSY DES PT 6 PL 43R-962; BRAMPTON. A portion of these lands are currently designated Mixed Use Residential (Med) and Mixed Use Residential (High) in accordance with Figure 1 below.

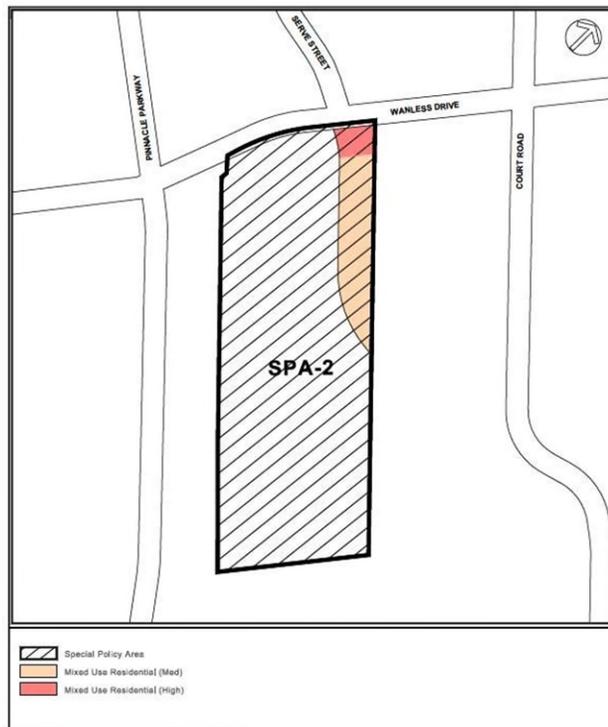


Figure 1 - Current Land Use Designations on SPA 2

- b) The extent of such further and other lands that may be developable will be determined through the completion and review of Environmental Implementation Reports (EIRs) and/or Environmental Impact Studies (EISs). The land use designations that will be applicable to such additional development lands will be Mixed Use Residential (Med), except along any such lands along the Wanless Drive frontage of the Subject Lands which will be Mixed Use Residential (High) consistent with the designation on neighbouring lands. These designations will apply to such further developable lands without the need for an amendment to the HHSP.
- c) The boundaries of the Natural Heritage System will be finalized and refined based upon the preparation of EIRs and/or EISs in support of Precinct Plans or through studies as part of a site-specific development application. Refinements and modifications to the Natural Heritage System as illustrated by the Heritage Heights Subwatershed Study, or any other applicable study, will not require an amendment to the HHSP.
- d) Pursuant to Policy 13.1.9, the lands in Special Policy Area 2 can proceed through a scoped, site-specific Precinct Planning process, and pursuant to Policy 3.9.1, development applications may be processed concurrently for the lands in Special Policy Area 2.

7 PUBLIC REALM

A high-quality, connected public realm will provide the setting for a vibrant and healthy community. The public realm includes all public and private spaces where the public has access, including streets, sidewalks, pedestrian connections, public parks, open spaces and natural areas, privately owned publicly accessible spaces and publicly accessible lands and buildings. The layout and design of these spaces and the quality of buildings that define and support their edges are fundamental to achieving the objectives of this Secondary Plan. The public realm policies provide direction on creating a network of parks and open spaces that residents, workers, and visitors can enjoy. Further guidance will be provided through Precinct-specific Urban Design Guidelines.

7.1 Supporting the Public Realm Network

- 7.1.1 The public realm will be designed as a connected network of active and passive spaces where people can gather and recreate, while facilitating mobility and access to and from surrounding communities. Key public realm components in the Heritage Heights Secondary Plan Area include parks, natural areas and open spaces, streets, sidewalks, trails, and Privately-Owned Publicly-Accessible Open-Spaces. Conceptual Parks have been identified on Schedule 52-4 – Public Realm and Conceptual Parks Plan.
- 7.1.2 Development will implement the public realm network where identified on Schedule 52-4 – Public Realm and Conceptual Parks Plan, and where otherwise identified in this Secondary Plan.
- 7.1.3 Streetscape elements, such as street trees, street lighting, seating, and signage, will support the role and function of streets in creating and enhancing the character of the Secondary Plan Area. The design features and standards for these streetscape elements will be provided for in the Urban Design Guidelines to be prepared at the Precinct Planning process in accordance with Policy 13.2.1 to:
 - a) Enhance the public realm;
 - b) Reinforce pedestrian scale;
 - c) Contribute to the urban tree canopy;
 - d) Promote the local character and identity; and
 - e) Be sustainable.

These streetscape elements will be secured through conditions of Draft Plan of Subdivision Approval or Site Plan.

- 7.1.4 Development along streets identified on Schedule 52-4 – Public Realm Public and Conceptual Parks Plan will integrate appropriate streetscape elements to support the role and function of these streets as vibrant urban places and/or hubs of commercial activity.
- 7.1.5 In the design of buildings and landscapes, development proponents will consult with utility companies and consideration will be given to the location of utilities within the public rights-of-way, as well as on private property. Utilities will be clustered or grouped where possible to minimize visual impact.
- 7.1.6 Innovative methods of containing utility services on or within streetscape features, such as gateways, lamp posts, transit shelters, etc., will be considered in the design of streets, buildings, open space areas and landscapes when determining appropriate locations for large utility equipment and utility cluster sites will be encouraged.
- 7.1.7 Small-scale retail development, where appropriate, will be designed in a manner that integrates enhanced architectural treatment and will complement the surrounding residential community.
- 7.1.8 Provided that the general intent of this Secondary Plan is not compromised, adjustments may be made to the size and location of such Schools, as may be required, and Parks, through the Precinct Planning and Subdivision Approval processes to accommodate design or parkland dedication matters, or school board needs, without further amendment to this Secondary Plan.

7.2 Parks and Open Space System

- 7.2.1 Parks and open spaces are fundamental to a walkable, healthy and complete community. Development will contribute to a system of high quality, well-connected parks and open spaces in the Heritage Heights Secondary Plan Area, which will support the creation of a sustainable, liveable and resilient community.
- 7.2.2 Parks will be developed and maintained to provide a variety of active and passive recreation spaces to accommodate residents and employee needs within the Secondary Plan Area, for residents in surrounding communities, and the City of Brampton as a whole. The parks system will be comprised of a hierarchy of park types, sizes and functions that will be comprehensively planned and designed in the Precinct Planning process to be safe, diverse and integrated into the Open Space System identified in this Plan.
- 7.2.3 The Parks and Open Space System will be refined through the Precinct Planning process.

7.3 Heritage Heights Community Parks

- 7.3.1 The two Community Parks are intended to provide open space at the community scale, provide active outdoor and indoor recreational opportunities for residents and will be planned as a major destination and focal point for the community. Land identified for these Community Parks will be developed in accordance with the relevant policies of the Official Plan. The final configuration of these Community Parks will be finalized in the Precinct Plan process.
- 7.3.2 The Community Parks will be designed to serve the local area as well as the broader community.

7.4 General New Park Objectives

The planning, design and development of new parks will be guided by the following objectives:

- 7.4.1 Provide equitable access to parkland within a 500-metre distance to residential areas.
- 7.4.2 Provide a linked and continuous Natural Heritage System, that is supported by the public realm to the greatest extent possible, to connect neighbourhoods to community services and facilities.
- 7.4.3 Encourage safe pedestrian and cycling linkages between the various components of the Urban Park Hierarchy, institutional and public uses, and the Natural Heritage System.
- 7.4.4 Be informed by the latest design parameters established in the City's Development Design Guidelines and Parks Hierarchy in the Official Plan.
- 7.4.5 Where possible, co-locate with schools to maximize efficiencies and encourage shared use and amenities.
- 7.4.6 Incorporate in the Open Space System, to the greatest extent practical, localized portions of existing tableland vegetation such as high-quality hedgerows, tree stands, specimen trees, and other woodlands, that are not part of the Natural Heritage System.
- 7.4.7 Direct illumination of recreational facilities, including parking areas and lighted playing fields, away from the Natural Heritage System and adjacent developments in order to minimize disturbance to wildlife and people to the greatest extent practical.
- 7.4.8 Residual/remnant lands, and other publicly accessible spaces, that do not have frontage on public streets and/or are not of a usable shape and size to provide active and/or passive recreational opportunities will generally be discouraged and will not be accepted by the City as parkland dedication.
- 7.4.9 Any land used as a landscape buffer or setback for the purpose of mitigating adverse effects from street infrastructure or from an Employment use will not be accepted by the City as parkland dedication.

- 7.4.10 Privately-owned, publicly accessible spaces (POPS) will be encouraged in higher density new development. These will:
- a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
 - b) Contribute positively to the public open space system;
 - c) Be located and designed to promote pedestrian and bicycle movement and amenity;
 - d) Be encouraged at ground level and complement local service retail uses; and
 - e) Generally not be considered as satisfying parkland dedication requirements for a development approval.
- 7.4.11 Buildings supporting recreation facilities will be located close to the recreation facility they are intended to serve and will be designed to help reinforce the community structure and civic identity. Entries and/or access points will be located conveniently and incorporate a civic design theme. Parking that serves recreation facilities will be accommodated on-site and will generally be sited behind the front main wall of the building, with minimum exposure to public roads.
- 7.4.12 The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding built form, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 7.4.13 Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme.
- 7.4.14 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.
- 7.4.15 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park will be designated in accordance with the following sub-categories as part of Precinct Planning: 'Local', 'Town Square', 'Parkette', and 'Vest Pocket'. Policies with respect to these sub-designations will be included as part of Official Plan amendments for Precinct Plans.
- 7.4.16 Local Parks and Town Squares will provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks and Town Squares will be planned as community focal points and located preferably at the corner of a minimum of two public roads. There will be at least one Local Park or Town Square per Precinct Plan area.

- 7.4.17 Entry/access points to Local Parks and Town Squares will be located conveniently and incorporate a civic design theme.
- 7.4.18 Parks provide active and passive recreation, servicing the local residential or mixed-use neighbourhood. Parkettes will be planned as a central part of each neighbourhood.
- 7.4.19 Parkette locations are preferred to be separate from school blocks to improve open space distribution in the community and to prevent overuse of the park.
- 7.4.20 The design of Parks, Town Squares, and Parkettes should locate key features as a means of terminating view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses, and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 7.4.21 Development back-lotting onto a park space in its entirety will not be permitted, with frontage generally being required on a minimum of two public streets.

7.5 Mid-block & Public Realm Connections

- 7.5.1 Mid-block pedestrian connections should be provided within the Heritage Heights Secondary Plan Area where block lengths are excessive and greater permeability is desired to support pedestrian access and direct pedestrian connections to adjacent street networks.
- 7.5.2 In particular, and where appropriate, mid-block connections are encouraged to provide a convenient and discrete connection that prioritizes pedestrians and cycling facilities.
- 7.5.3 Mid-block pedestrian connections provide a more direct pedestrian and cycling link or access between the more urban boulevards to the internal lower scale communities' sidewalk and road network.
- 7.5.4 Mid-block connections should be designed in accordance with the Heritage Heights Urban Design Guidelines.
- 7.5.5 Pedestrian connections will have a consistent and complementary level of pedestrian-scaled streetscape design, which may include such elements as decorative and conventional paving, landscaping, lighting and signage within public boulevards and the private realm.
- 7.5.6 The Heritage Heights Secondary Area will consist of an interconnected and permeable complete street network that accommodates active transportation initiatives.
- 7.5.7 Connections between parks, parkettes, urban plazas, privately-owned publicly accessible spaces (POPS) and the open space network and trails will be conceived of as an interconnected network that supports pedestrian circulation and destination points. Guidance for connections within the public realm can be found in the Heritage Heights Urban Design Guidelines.

7.6 Connections around Transit Stations

- 7.6.1 Connections to transit stations shall emphasize and direct travelers to and from major trip generators by utilizing hard and soft landscaping, wayfinding, the provision of special street tree planting and closer spacing, to provide visual cues of these focal transit facilities.
- 7.6.2 The areas around a transit station should be integrated into the design through the use of streetscape unifying elements, materials and planting.
- 7.6.3 Consideration should be given to wider boulevards and increasing setbacks around a transit station to provide active transportation.
- 7.6.4 To support the active transportation objectives of this Plan, transit stations will be integrated with the cycling network and adequate bicycle parking facilities, as well as provide direct pedestrian access and connections that address accessibility for residents and visitors with disabilities.

7.7 Public Art

- 7.7.1 The provision of public art will support and enhance the character of the Heritage Heights Secondary Plan Area, and celebrate the history, culture and diversity of the area and its people. To foster a sense of local pride and achievement, public art will be accessible to the community, encourage community interaction, and reflect the multicultural nature of the community.
- 7.7.2 Public art should aim to expand and broaden the public's understanding and knowledge of the cultural and historical significance of the community, showcase local heritage and culture, while contributing to place-making and beautification.

8 BUILT FORM AND URBAN DESIGN

Complete urban communities are made up of many buildings in a variety of types and sizes. The scale of new development, through a mix of tall buildings, mid-rise buildings, and low-rise buildings, provided at appropriate locations in the Secondary Plan Area will balance the objectives of planning for transit-supportive densities in areas identified for growth, while responding to its existing context. New and varied development in both site and building design will help shape the pedestrian realm, and create a sense of place. Built form in the Secondary Plan Area will activate the public realm, the edges of parks and open spaces, and provide a transition in scale by creating an appropriate 'fit' between areas identified for taller buildings and lower scale Neighbourhoods.

- 8.1 The built form and urban design policies and development criteria found in the Official Plan will apply to all development, and regard shall be had to other applicable municipal guidelines, including Urban Design Guidelines for the Heritage Heights Secondary Plan Area, and Precinct Urban Design Guidelines developed through the Precinct Planning process.
- 8.2 Development will be characterized by high-quality architecture, landscaping, and urban design that will contribute to the character and identity of the Secondary Plan Area.
- 8.3 Scale and Transition
 - 8.3.1 The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and its relationship to the public realm.
 - 8.3.2 Large blocks will be divided into smaller parcels through local public streets, parks and/or mid-block connections to provide a range of built form options and development scaled to the size of the parcels.
 - 8.3.3 Tall buildings will have a pedestrian scale building base and will provide transition to lower-scale areas.
 - 8.3.4 Low-rise townhouses, low-rise apartments, or street-related units are encouraged to create a transition in scale from tall buildings to lower scale neighbourhoods.
 - 8.3.5 The vision for each Precinct will be supported by Urban Design Guidelines that will articulate and refine the built form policies in this Secondary Plan as set out in Section 13 – Implementation and Interpretation.
- 8.4 Building Heights
 - 8.4.1 Building Heights will generally be in accordance with Table 1 below:

Table 1: Building Typology and Building Height Range

Building Typology	Building Height Range
Low-Rise	Up to 4 storeys
Mid-Rise	4-12 storeys
High-Rise/Tall	13 storeys or greater

- 8.4.2 Tall buildings will be generally guided by the height provisions in the Official Plan and have appropriately scaled podiums and tower heights and be located to assist in successfully transitioning to lower scale development in adjacent and nearby communities.
- 8.4.3 The heights provided in Table 1 provide guidance on the contemplated form of development. Departures from those ranges will be considered in the Precinct Planning process, where deemed appropriate through design, compatibility and transition considerations.
- 8.5 Setbacks
- 8.5.1 The pattern of built form will provide consistent built edges and a mix of uses to reinforce character and enhance the pedestrian realm. Setbacks will be determined in the Precinct Planning process as set out in Section 13 – Implementation in this Secondary Plan.
- 8.5.2 Consistent building setbacks in Mixed Use Areas will contribute to a vibrant complete street environment and will improve the pedestrian experience. Where appropriate, building setbacks will allow for built edges with a generous public sidewalk area to allow for at-grade amenity for patios and other retail activities, and an enhanced streetscape design treatment, including enhanced landscape treatment, and public art.
- 8.5.3 Development will frame streets, parks and open spaces. Development will be encouraged to provide active and animated uses on the ground level with direct access to the sidewalk.
- 8.5.4 Landscaped setbacks, where appropriate, will buffer residential uses at grade from street activity.
- 8.5.5 Any new development will be setback a minimum of 30 metres from the property line of the rail corridor and include appropriate crash protection features as identified by a qualified rail safety consultant. Alternative setbacks may be considered with appropriate rail safety measures proposed and approved by CN Rail, without amendment to this plan.
- 8.6 Stepbacks for Tall and Mid-Rise Buildings
- 8.6.1 Above the height of the base building of a tall building, a stepback of 3 to 5 metres is encouraged to the tower component of the building.

- 8.6.2 On sites containing mid-rise buildings, a streetwall height of up to 3 to 6 storeys is encouraged depending on the height of the building and in accordance with Urban Design Guidelines.
 - 8.6.3 The height of base buildings and mid-rise buildings are subject to further review by the City of Brampton and the design policies of the Official Plan, and in accordance with Urban Design Guidelines developed as part of the Precinct Planning process.
- 8.7 Massing & Density
- 8.7.1 New development will be permitted at a density that is consistent with the minimum targets of the Growth Plan for the Greater Golden Horseshoe, and balanced with the timely provision of physical and social infrastructure consistent with this Secondary Plan.
 - 8.7.2 Proposals for new development will be reviewed comprehensively, with scale, massing and density being highest in the Mixed Use Areas and will transition away from these areas in scale, massing, height and density.
 - 8.7.3 Building heights will be permitted in accordance with Policy 8.4, and will be massed appropriately, considering existing and future context of the area.
- 8.8 Edges and Gateway Built Form
- 8.8.1 The edges and gateways will be designed in accordance with other relevant policies of the Official Plan, the Heritage Heights Secondary Plan, and the Heritage Heights Urban Design Guidelines.
 - 8.8.2 Gateway intersections are shown on Schedule 52-3 – Structure Plan and are further described in the Urban Design and Built Form policies of this Plan. These focal points are encouraged to be developed with appropriately scaled, high-quality, pedestrian-focused publicly accessible open spaces, public art and/or public amenity spaces and/or activities that may be defined by buildings and entrance features to enhance the importance of these Gateway locations as important entrances into the Heritage Heights Secondary Plan. Where this is not possible, more attention should be given to the architectural treatment of buildings.
 - 8.8.3 Gateway locations will form the entrance into Heritage Heights and a combination of built form massing, scale and architectural style along with public realm hard and soft landscaped treatment should be provided to provide visual cues of entry into the community.
 - 8.8.4 Gateways will mark a sense of arrival for residents and visitors with an enhanced design treatment in setbacks, landscape medians, and other privately accessible open spaces. Public art is highly encouraged as part of the Gateways, in parks, urban plazas, street boulevards and other private open spaces.

- 8.8.5 Buildings at Gateway intersections shown on Schedule 52-3 – Structure Plan will be designed to include high quality architectural materials and design details to emphasize the importance of these focal points as entrances to the Heritage Heights Secondary Plan. Landscaping and enhancements to the public realm will establish and reinforce the significance and importance of Gateways.
 - 8.8.6 Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Streets shown on Schedule 52-6, which are the primary edges of a community, buildings will be sited and oriented toward the street to create a consistent built form edge and variety of built forms which will assist in activating the street.
 - 8.8.7 Buildings forms at Gateway locations will be sited and orientated to address the intersection and contribute to the establishment of focal points. Superior architectural design, site design, landscaping and buffer treatments will assist in recognizing, establishing, and reinforcing the significance of focal points with Gateways.
 - 8.8.8 Green Gateways and Green Connections identified on Schedule 52-3 – Structure Plan, are considered conceptual, subject to further refinement through the Precinct Planning process. Green Gateways locations will be designed to establish of focal points for pedestrians and cyclists. Superior wayfinding will be required to establish, and reinforce the significance Green Gateways within the Secondary Plan Area.
- 8.9 Sun, Shadow and Wind
- 8.9.1 Development will create comfortable conditions for pedestrians by giving consideration to the impact of their design on shadow and wind.
 - 8.9.2 Sufficient space between tall and mid-rise buildings will be provided to protect for natural dwelling unit light, and contribute to the creation of comfortable outdoor amenity area for residents.
 - 8.9.3 The height, mass and location of buildings adjacent to or near parks and open space areas will be designed to maximize access to sunlight and minimize shadow impact.
- 8.10 Views and Vistas
- 8.10.1 Views and vistas of the Natural Heritage System will be incorporated into the design of developments, as appropriate and act as visual and functional focal points.
- 8.11 General Built Form
- 8.11.1 Required rail safety, and noise/vibration mitigation structures berms and/or noise walls should be of a high design quality. Berms should be landscaped and opportunities for murals and community artwork, as appropriate, should be explored with the City of Brampton.

8.11.2 All development within the Secondary Plan Area will consider Crime Prevention Through Environmental Design (C.P.T.E.D.) principles that promote proper design and the effective use of the built environment, as a means of mitigating against physical design features which can inadvertently facilitate criminal activity.

9 CULTURE AND HERITAGE

The Secondary Plan Area includes a diverse range of significant built heritage resources and cultural landscapes that are historically, architecturally and/or contextually significant, rural and agricultural properties valued for the important contribution they make to our understanding of local history.

There are twenty-three (23) cultural heritage resources within the Secondary Plan Area, consisting of twenty-one (21) active properties, including farmscapes, rural residential properties, a place of worship and a cemetery. These resources have been identified as candidates for conservation.

The potential exists for the discovery of archaeological resources. Archaeological resources include the physical remains and contextual setting of any structure, event, place, feature or object which is on or below the surface of land or water.

- 9.1 The Culture and Heritage policies included in the City of Brampton Official Plan and other relevant Provincial and Regional policy documents apply.
- 9.2 For the purpose of this Secondary Plan, cultural heritage resources include structures, sites, environments, artifacts and traditions that are of historical, architectural, archaeological, cultural, and/or contextual value, significance or interest. Built heritage resources and/or cultural heritage landscapes with cultural heritage value or interest are identified on Schedule 52-7 – Cultural Heritage Resources. These significant built heritage resources and cultural heritage landscapes are rural and agricultural properties that have been identified as candidates for conservation.
- 9.3 Key Heritage objectives with respect to cultural heritage planning and conservation of built heritage resources and cultural heritage landscapes found within the Secondary Plan Area are as follows:
 - a) Significant cultural heritage resources will be conserved, and integrated into new development proposals, where appropriate so that their heritage value, attributes and integrity are retained;
 - b) Significant built heritage resources and cultural heritage landscapes will be conserved and integrated into new development proposals, where appropriate within the Secondary Plan Area to retain the integrity of their cultural heritage value and attributes;
 - c) The City of Brampton will review the built heritage resources and cultural heritage landscapes identified in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Cultural Heritage Study (February 2018, as revised) and as shown on Schedule 52-7 – Cultural Heritage Resources and may designate these properties under Section 29 of the *Ontario*

Heritage Act or may list them on the City Municipal Register of Cultural Heritage Resources (as per Part IV, Subsection 27 under the *Ontario Heritage Act*); and

- d) The history of the Secondary Plan Area will be considered for incorporation into the landscape design of streetscapes and open space areas through naming considerations for streets and parks, commemorative plaques, public art and landscape features.
- 9.4 Incorporating cultural heritage components into new development will assist in making the Secondary Plan Area visually diverse and distinctive. New development and open spaces will strive to reinforce the rural, early nineteenth century character of the area by protecting significant built heritage resources and cultural heritage landscapes. The retention and conservation of heritage attributes that express a resources' cultural heritage value, where not in conflict with the urban vision for the Secondary Plan, should be considered for incorporation into the future landscape and overall character of the Secondary Plan Area. Attributes that express the rural agricultural character of the Secondary Plan Area may include, but are not limited to:
- a) Standing buildings (residences, barns, silos);
 - b) Building remnants;
 - c) Agricultural lands;
 - d) Streetscapes;
 - e) Entrance laneways;
 - f) Tree lines and hedge rows; and
 - g) Fences.
- 9.5 Retention of cultural heritage resources in situ should be a design and development priority, where deemed appropriate. Consideration should be given to appropriate adaptive reuse options for identified built heritage resources and cultural heritage landscapes, as appropriate.
- 9.6 Development of lands adjacent to or incorporating built heritage resources and/or cultural heritage landscapes will be sympathetic to the cultural heritage value of the resource and will respect scale, character and form and will have regard for appropriate setbacks, height, massing relationships, materiality, building design features, setting, views and vistas, compatible infill and additions, where appropriate.
- 9.7 Development should to the greatest extent possible, avoid adversely affecting built heritage resources and cultural heritage landscapes. Heritage Impact Assessments will be required for development proposals on or adjacent to the properties shown on Schedule 52-7 – Cultural Heritage Resources. The heritage due diligence guided through the Heritage Impact Assessment process will provide guidance, direction and recommend mitigation measures and/or alternative development approaches aimed at reducing potential adverse impacts to built heritage resources and cultural heritage landscapes.
- 9.8 Archaeological resources discovered through the archaeological assessment process will require appropriate conservation and mitigation measures in accordance with the cultural heritage provisions of the Ontario Heritage Act and the City of Brampton Official Plan.

- 9.9 In the event that Indigenous archaeological sites are encountered, consultation with Indigenous communities will take place during the archaeological assessment process when site parameters of significance are determined.
- 9.10 With respect to conserving the nineteenth century McNichol's Cemetery, located approximately 367 metres west along the CNR tracks from Heritage Road, approximately 1026 metres east along the CNR tracks from Winston Churchill Boulevard ,and approximately 33 metres south from the centreline of the CNR tracks, the Cemeteries policies of the City of Brampton Official Plan will apply, and the regulations set out in the *Ontario Cemeteries Act* will apply when development may impact burial sites that are not located within registered cemeteries.

10 MOBILITY

The Secondary Plan Area will be premised on strategies that promote a balanced approach to transportation and land uses, which leverages investment in transit and enhancements in the pedestrian and cycling environment to provide a range of travel choices and encourage more sustainable travel behaviours.

The Heritage Heights Secondary Plan will be planned to encourage a safe and attractive walking and cycling environment, public transit, and new streets and connections through precincts by providing pedestrian and cycling facilities, enhancing the public realm, and ensuring midblock connections are introduced with development to enhance connectivity and circulation.

- 10.1 Schedule 52-6 identifies some of the transportation infrastructure required to service the growth envisioned as part of this Secondary Plan. The transportation infrastructure requirements for this Secondary Plan will be refined, protected for, and implemented through the development application process; including, but not necessarily limited to: Precinct Plans, Draft Plan of Subdivision Applications, Site Specific Official Plan and/or Zoning By-Law Amendment Applications, and Site Plan Approval Applications.
- 10.2 Sustainable transportation networks, such as transit, walking and cycling, together with the street network, will provide a range of sustainable travel options. The transit system, public streets, parks and open spaces will support the following transit-supportive objectives:
 - a) Promoting and ensuring a land use pattern and mix of uses that allow for the community to evolve and grow over time, while reducing daily vehicular trips;
 - b) Adopting a complete streets approach to the design of new streets, the redesign of existing streets, and the design and prioritization of the active transportation network;
 - c) Establishing logical and direct connections to focal points, transit, and surrounding neighbourhoods;
 - d) Focusing on promoting and improving an integrated and connected pedestrian, cycling and transit network;
 - e) Improving the public realm to create a comfortable environment for pedestrians and cyclists, with particular attention to transit station intersections, road widths and streetscapes;
 - f) Directing transit-supportive land uses and densities to transit stations;
 - g) Encouraging a distribution of vehicular movement through a street network; and,
 - h) Implementing Travel Demand Management programs with new development.

- 10.3 Public transit infrastructure projects will be designed to accommodate and protect for the future expansion and long-term implementation of the transit system, including higher order transit, in the Secondary Plan Area.
- 10.4 For Regional roads, any recommendations should be consistent with Regional policies, practices, and standards and should be determined in consultation with the Region of Peel.
- 10.5 Focused Analysis Area and Narrowed Area of Interest
- 10.5.1 Lands within the Focused Analysis Area and Narrowed Area of Interest as shown on Schedule 52-6 will continue to be protected by the City of Brampton's Interim Control By-law 306-2003, until the Province of Ontario has released those areas.
- 10.5.2 This plan is predicated on the development of the proposed Transportation Corridor accommodating projected population and employment growth, supported by the Province's proposed interchanges at Mayfield Road and Bovaird Drive. The proposed Transportation Corridor will accommodate inter- and intra-municipal/regional traffic, transit and goods movement across the GTA.
- 10.5.3 The City of Brampton and the Region of Peel will continue to work with the Province of Ontario on the GTA West Transportation Corridor Environmental Assessment.
- 10.5.4 Within the Focused Analysis Area and Narrowed Area of Interest, once the alignment of the Corridors has been approved as part of an Environmental Assessment, the City will undertake a review to determine if any amendments to the land use designations of the Heritage Heights Secondary Plan are required.
- 10.6 The Role of Streets
- 10.6.1 A network of complete streets, with an enhanced streetscape environment will be implemented in the Secondary Plan Area to allow pedestrians, cyclists, transit users and vehicles to move safely, efficiently and conveniently through the area. An integrated, multi-modal connected grid network of streets, which defines new and smaller development blocks, and improves access, will be developed in the Precinct Planning process and will consider the needs of all users.
- 10.6.2 The planned street network shown on Schedule 52-8 - Street Network (and other Schedules) envisions a network of public streets which will facilitate connectivity for pedestrians, cyclists, vehicles, and transit, to ensure efficient access to and from local and regional destinations.
- 10.6.3 Precincts will require a network of public streets (including local streets) to support the development of smaller-scaled land parcels that are aimed to promote walkability. The local street network will be developed in the Precinct Planning process through the creation of a street network characterized by interconnected streets and blocks which will strive to:

- a) Improve access to and within the Precinct by establishing a series of east-west and north-south local streets and collector roads that connect to the existing street network at appropriate locations; and,
 - b) Ensure permeability, flexibility, visibility, and the safe and efficient movement, of pedestrians, cyclists, transit, and vehicles.
- 10.6.4 The conceptual layout and pattern of new public streets is illustrated on Schedule 52-8 – Street Network (and other Schedules). Where new streets are shown to cross the CN Rail Corridor, the location and necessity of such rail crossings are conceptual and are subject to further study in the Precinct Planning process to be determined whether and where such rail crossings are warranted. The exact location, alignment and design of each new street and rail crossing will be determined and refined through the review and approval of the Precinct Plans, as set out in this Secondary Plan, ultimately to be reviewed and approved as part of individual Draft Plans of Subdivision adopted by City of Brampton Council.
- 10.6.5 Access and servicing to development from new or existing collector roads will be encouraged. The impact of driveways, garages and parking areas along collector roads, and arterial roads will be minimized by locating them at the side or back of buildings, or below grade where appropriate.
- 10.6.6 An Official Plan Amendment will not be necessary to alter the existence, location, alignment and/or right-of-way width of streets and rail crossings shown on Schedule 52-8 – Street Network and Schedule 52-9 – Street Right of Way Widths (and other Schedules), as determined through the Precinct Planning process or site specific development application approval process.
- 10.6.7 The conceptual street right-of-way widths for the public street network within the Secondary Plan Area is shown on Schedule 52-9 – Street Right of Way Widths and Schedule F of the Region of Peel Official Plan and will be refined through the Precinct Plan process.

10.7 Transit

- 10.7.1 City of Brampton transit services and areas will be provided in accordance with the City of Brampton Official Plan and this Secondary Plan. Transit services and areas for the Secondary Plan Area will be finalized in conjunction with the Precinct Planning process.
- 10.7.2 Development and public realm improvements in the vicinity of transit areas will be designed to:

- a) Provide direct connections for pedestrians and cyclists above and below grade, as appropriate;
 - b) Promote opportunities for the design of these transit stations and infrastructure to be integrated with mixed use, urban development and the public realm; and
 - c) Act as a focal points contributing to the character of the local context and support an elevated architectural treatment that reflects the important role and function of the transit station as a hub of activity for the community.
- 10.7.3 The location and design of streets, buildings and other facilities should prioritize transit and pedestrians and give consideration to the following:
- a) Convenient and safe access to transit stations and waiting areas.
 - b) Improving the transit users' and pedestrian experience; and
 - c) Efficient operation of transit vehicles and improvement of the transit users' experience.
- 10.7.4 Development and public infrastructure projects adjacent to the transit system and transit stations will recognize and protect for possible future transit system improvements.
- 10.7.5 The major road system within and abutting the Heritage Heights Secondary Plan Area consists of Streets shown on Schedule 52-6 which are to be designed with sufficient flexibility to deliver bus routes to conveniently serve residential, commercial, institutional, and employment uses.
- 10.7.6 Development, streets and blocks, will be encouraged to be designed to minimize walking distances to transit stops and provide safe, convenient, attractive, and direct pedestrian and cyclist access to transit stops.
- 10.7.7 Brampton Transit will determine the type and level of local transit service, as well as the location of transit stops and shelters.
- 10.7.8 The introduction of transit services to the Heritage Heights Secondary Plan Area will be phased based on operational and functional criteria.
- 10.7.9 Transit supportive infrastructure, such as pavement markings at transit stops, bus pads, street furniture and security features, and bicycle parking will be incorporated into the design of infrastructure within new developments and infrastructure projects, where appropriate, to support existing and growing transit service.

10.8 Active Transportation

- 10.8.1 The Heritage Heights Secondary Plan Area will be planned to support a safe walking and cycling environment and travel opportunities that reduce automobile dependence, complements the envisioned commercial and retail activity of the Secondary Plan. The cycling network will provide connections to other cycling networks. Pedestrian crossings at major intersections will facilitate movement to connect new and existing communities and amenities, open space areas, transit and employment areas.
- 10.8.2 The Active Transportation Network and associated facilities will be integrated in the Secondary Plan Area with the public realm and any improvements thereto identified in this Secondary Plan. The policies of the Official Plan and the City of Brampton's Active Transportation Master Plan will apply.
- 10.8.3 Cycling and pedestrian connections have been conceptually identified on Schedule 52-10 – Pedestrian and Cycling Network (and other Schedules) and is intended to link directly to the City of Brampton's planned Bicycle and Pedestrian Network.
- 10.8.4 Active Transportation networks will be enhanced and/or integrated with development, or as stand-alone public infrastructure projects, to facilitate access to transit, to local destinations, for recreation purposes, and for short trips to meet the daily needs of the community.
- 10.8.5 Active Transportation facilities and linkages will be provided through, across, or along the edges of adjacent open space areas, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.
- 10.8.6 Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) will be explored as a means of providing additional local and community linkages.
- 10.8.7 Where there are identified potential impacts to the Natural Heritage System features and/or functions, an additional setback/buffer area may be required for pedestrian and cycling paths in the buffer or adjacent to the buffer and will be determined in the Precinct Planning process and/or a site-specific development application process.
- 10.8.8 Property requirements for active transportation facilities and related linkages located outside of a designated road right-of-way or outside of the Natural Heritage Areas designation will be gratuitously conveyed to the City of Brampton as a condition of development approval where it has been demonstrated that such facilities cannot be located within the public right-of way through the development process.
- 10.8.9 Parks and open spaces will include multi-purpose recreational trails linked to the street network to enhance connectivity for cyclists.

- 10.8.10 Cycling facilities and amenities such as bicycle parking and lock-up areas will be provided at all public destinations within the Heritage Heights Secondary Plan, including but not limited to transit stations, parks, schools, community centres, cultural facilities, other public institutions, and retail uses.
- 10.8.11 Sheltered bicycle lock-up facilities will be provided at and within high-rise buildings.
- 10.8.12 Developments located adjacent to transit stations will be encouraged to include public bicycle parking in accessible, safe and secure indoor facilities.

10.9 Travel Demand Management

- 10.9.1 Travel Demand Management (TDM) will be critical to achieving a balanced transportation system in the Heritage Heights Secondary Plan Area, one that provides and promotes attractive alternatives to the automobile. The City of Brampton will work with other levels of government and transit agencies, landowners, and businesses to develop and implement measures that promote the use of transit, walking and cycling. The focus of this Secondary Plan is on active transportation and encouraging people to get out of their vehicles and use other forms of transportation, such as transit, walking, or cycling. A balanced approach to providing parking that recognizes improvements to transit, cycling and pedestrian networks, while still providing adequate parking to accommodate the needs of users, is required.
- 10.9.2 At the discretion of the City of Brampton, applications for development may be required to submit TDM plans scoped to reflect the proposed development and prepared by a qualified consultant that describe facilities and programs intended to discourage single-occupancy vehicle trips, minimize parking, and promote the use of transit, cycling, car and bike sharing, and car-pooling.

10.10 Parking

- 10.10.1 Vehicular parking facilities will take multiple forms, including below grade parking lots, small surface lots and on-street parking. In Mixed Use Areas, above-grade parking structures, parking between buildings and adjacent streets is discouraged but above-grade parking may be considered, particularly where noise attenuation is required.
- 10.10.2 In Mixed Use Areas, where there are no other reasonable alternatives, above grade parking structures may be permitted if the structure is integrated with residential, commercial, institutional or employment uses on all floors and street facing frontages, as appropriate. Alternatively, where the City determines it is appropriate, above grade parking structures may be permitted if the structure is wrapped with active uses at grade, and screened appropriately along streets.
- 10.10.3 Where surface parking is proposed as part of an initial phase of development in Mixed Use Areas, a phasing plan will demonstrate how in subsequent phases surface parking will be incorporated into the development and secured in the appropriate development agreement. Surface parking lots will be permitted in Neighbourhoods in support of civic, recreational, and institutional uses.

- 10.10.4 In efforts to support Transportation Demand Management Strategies, reduced parking requirements for residential and non-residential uses will be applied in transit supportive environments.
- 10.10.5 The City of Brampton will encourage a portion of parking provided for office and major institutional uses to be available for visitor public parking. The number of parking spaces for public use and their location will be determined with the submission of parking study with development applications. These public parking spaces may be owned and operated by the building owner or, if procured by the City of Brampton, be operated by a municipal authority.
- 10.10.6 Off-street parking facilities are designed to accommodate spaces for car-share programs and encouraged to include reserved spaces for drivers of car-share and electric vehicles.
- 10.10.7 On-street parking will be encouraged on minor collector and local streets, and on higher order streets where appropriate.
- 10.10.8 Traffic calming mechanisms to slow traffic and safety separating the pedestrian realm from vehicles may be required to support on-street parking.
- 10.10.9 Surface parking lots, where appropriate, will be designed to incorporate plantings as a means of increasing tree cover and shading, reducing heat island impacts, and to intercept rainfall during extreme weather events.

11 HOUSING, COMMUNITY SERVICES AND FACILITIES

The Heritage Heights Secondary Plan will achieve compact development with a diverse mix of housing forms, types, and tenure to support active neighbourhoods, affordable housing options, with community services and facilities that support new and existing communities in keeping pace with future growth. Well-designed neighbourhoods and blocks will be founded on principles of urban design excellence, and will include a range of uses, built form types, densities, and heights appropriate to their location.

The adequate provision of housing and community services and facilities will play an important role in the vibrancy of the community. It is an objective of this plan to establish distinct, transit-oriented neighbourhoods providing a range of housing forms intended to attract a variety of household types at varying income levels. While condominium and rental apartments will be the dominant housing typology, each neighbourhood shall contain a significant proportion of ground floor oriented housing. Community Services and Facilities will support the livability and wellbeing of communities within Heritage Heights.

11.1 Housing

- 11.1.1 The policies and development criteria for community services and facilities and affordable housing found in the Official Plan will apply.
- 11.1.2 To support the achievement of a complete and inclusive community, a full range of housing in terms of types, building forms, tenure, and affordability will be developed in the Secondary Plan Area as a means of meeting diverse and changing household needs of residents.
- 11.1.3 A Housing Assessment Report shall be submitted and approved prior to approval of any Precinct Plan or Phasing Plan, and any Secondary Plan amendment involving residential development, which:
 - a) Addresses the policy directions from Provincial policy and Regional and Local housing policies including the direction and recommendations of the City's Official Plan and Housing Strategy 'Housing Brampton'; and,
 - b) Demonstrates a level of contribution towards one or more of the following Region-wide and City-wide housing targets:
 - i) Provide for at least 25% of all residential units as purpose-built rental units.
 - ii) Provide for 50% of all new housing units in forms other than single-detached and semi-detached houses.
 - iii) Provide for 30% of all new residential units to be affordable units, as per the PPS definition of affordable housing and local/Regional affordability thresholds at the time of development. 50% of this affordable housing will be encouraged to be affordable to low income residents.

- 11.1.4 A Housing Analysis will be submitted within a Planning Justification Report as an application requirement for all Zoning By-law Amendment and subdivision applications to demonstrate implementation of the results of the applicable Housing Assessment.
- 11.1.5 Precinct Plans will identify any opportunities to address housing needs across the housing continuum, including non-market, subsidized and supportive housing. This may be achieved through partnerships with private non-profits and/or the Region of Peel.
- 11.1.6 Through Precinct planning, the City of Brampton will explore opportunities to acquire and/or lease land for housing partnership projects, meant to assist vulnerable groups, veterans and Indigenous groups.
- 11.1.7 The City of Brampton shall support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development standards (parking requirements, shared amenities, reduced setbacks, etc.), and concierge services for application review.
- 11.1.8 Other forms of relatively affordable and innovative housing, such as additional residential units, triplexes, fourplexes, eightplexes, small lot subdivisions, single room occupancy rental housing, etc. as recommended in the City of Brampton Housing Strategy and Action Plan "Housing Brampton", may be considered for inclusion in the Neighbourhoods and Mixed Use Residential (Medium) of the Secondary Plan, specifically located near neighbourhood centres or along collector and arterial roads.
- 11.1.9 Individual Precinct Plans will specify appropriate housing mix in terms of affordability, tenure, housing type, density and height, determined in concert with the City of Brampton and Region of Peel during the Precinct Planning process.
- 11.1.10 Each Precinct Plan shall provide further detail regarding the proposed housing mix.
- 11.1.11 Once the final heights and densities have been established for a Precinct Plan area, reducing higher densities to lower densities through subsequent development applications will be discouraged, in order to protect for higher density uses, and more affordable housing stock.
- 11.1.12 Unless it is not feasible for a particular building design, homebuyers will be provided with the option to purchase occupancy-ready additional residential units.
- 11.1.13 Residential subdivisions within the lands designated as Neighbourhoods on Schedule 52-6 – Land Use Structure shall ensure a variety of lot sizes to meet the needs of various household typologies and income groups.

- 11.1.14 All residential development in the Secondary Plan Area is encouraged to incorporate the recommendations of the City of Brampton's Age-Friendly Strategy. Retirement homes, assisted/supportive housing, long-term care facilities (nursing homes), homes for the aged, and seniors' apartment buildings will be allowed as-of-right in all Precincts, as prescribed in the Precinct Planning process. Ground oriented dwellings, such as single and semi-detached dwellings, duplexes, and townhouses, are encouraged to be designed with basic accessibility features such as a barrier-free path of travel and doorway into the kitchen, bedroom, living room, and full bathroom on the ground floor.
- 11.1.15 Co-location of affordable and purpose-built rental housing with commercial and institutional uses shall be explored during the preparation of Precinct Plans.

11.2 Community & Emergency Services and Facilities

- 11.2.1 Community and emergency services and facilities are important to creating strong, liveable communities. As new residents move into the Heritage Heights Secondary Plan Area, the community will be supported by a publicly accessible, non-profit facilities for residents and visitors to enjoy a variety of physical, social, and cultural activities. Community facilities will be designed and located so that they are accessible to residents, provide focal points for the community, and distributed such that they provide equitable access for residents.
- 11.2.2 Community and emergency services and facilities will be available within the Secondary Plan Area as intensification occurs to support a growing and inclusive community, including facilities and services that are designed for users of all ages and abilities. Community services and facilities include, but are not limited to community centres and hubs, new and/or renovated public elementary and secondary schools, non-profit childcare facilities, libraries and non-profit community space.
- 11.2.3 Conceptual locations for City of Brampton Fire Stations have been identified on Schedule 52-6 – Land Use Structure. These locations will be confirmed through the Precinct Planning/Draft Plan of Subdivision stage of the planning process. Public-Private Partnerships are encouraged to maximize the use, form and function of Fire Station sites to include, but not limited to: residential, commercial, office, and institutional uses.
- 11.2.4 New community services and facilities will be established within the Heritage Heights Secondary Plan Area to appropriately serve the future growth provided for by this Secondary Plan. A Community Services and Facilities Strategy developed in the Precinct Planning process will:

- a) Respond to anticipated future growth by identifying community services and facility priorities – such services may include Brampton Libraries, Community Centres, Brampton Fire, Peel Police and Paramedic Services, schools from the four publicly funded school boards in Brampton, etc.;
- b) Identify community services and facilities priorities;
- c) Identify preferred locations for community services and facilities in the Secondary Plan Area;
- d) Develop phasing strategies for the timely provision of community services and facilities;
- e) Identify an approach to ensure community services and facilities are geographically and equitably distributed through the Secondary Plan Area such that they provide broad access to residents;
- f) Identify potential Public-Private Partnership opportunities to maximize the use, form and function of community and emergency service sites to include, but not limited to: residential, commercial, and institutional uses; and
- g) Explore partnerships for planning of community services and facilities with the Region of Peel Human Services Department, non-profit organizations and the City of Brampton's Recreation Department.

11.2.5 Where new development in the Heritage Heights Secondary Plan Area generates Community Benefit Charges under the *Planning Act*, the provision of community services and facilities will be:

- a) Distributed to provide broad access to those services and facilities;
- b) Located in visible and accessible locations with frontage on public streets and strong connections to pedestrian, cycling and transit routes;
- c) Delivered in a timely manner to support residential growth in the Secondary Plan Area;
- d) Where appropriate, incorporated into mixed-use buildings or as stand-alone facilities; and
- e) Designed to provide flexible multi-purpose facilities which can adapt over time to meet the community's evolving needs.

11.2.6 Community services and facilities will be phased to ensure their timely provision to support development.

11.2.7 The City of Brampton, together with the Ontario Ministry of Education and school boards as appropriate, will be encouraged to coordinate their review of school needs over time to identify the resources required to support the projected future enrolment. The City of Brampton will encourage this review as Draft Plan of Subdivision applications are submitted in the Secondary Plan Area and at the time of Precinct Planning.

12 SERVICING

A significant amount of population and employment growth is anticipated in the Heritage Heights Secondary Plan Area. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential to the success of this Plan. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification within the Secondary Plan Area will be supported by the timely provision of new infrastructure and/or upgraded investment in new infrastructure both within and outside the Secondary Plan Area.

- 12.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with the City of Brampton Official Plan, as well as the Region of Peel Official Plan and applicable Master Plans.
- 12.2 Stormwater management facilities will be provided in accordance with the City of Brampton Official Plan, Region of Peel Official Plan and this Secondary Plan.
- 12.3 Servicing within municipal laneways shall be discouraged and only considered in accordance with approval of a detailed technical study as part of the development application approvals process.
- 12.4 Water and Wastewater
 - 12.4.1 Development within the Secondary Plan Area will be on full urban municipal services in accordance with the City of Brampton Official Plan, Region of Peel Official Plan, and applicable Master Plans, the Ontario Building Code, and other relevant standards, policies and requirements.
 - 12.4.2 Proponents of development will be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the Secondary Plan Area that are intended to continue use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
 - 12.4.3 In accordance with the City of Brampton Official Plan, the City of Brampton and the Region of Peel may require servicing and/or phasing agreements with developers as Conditions of Approval to ensure that development proceeds in a manner that optimizes the utilization of sewer and water services.

12.4.4 The detailed design and installation of municipal services within the Secondary Plan Area will be undertaken in an ecologically responsible manner with regard for the recommendations of the Heritage Heights Secondary Plan Infrastructure Servicing Study which shall be approved by the City of Brampton and Region of Peel prior to the adoption of the first precinct plan. The City of Brampton and Region of Peel may allow development to be approved within Precincts 52-1 and 52-2 prior to the approval of the Infrastructure Servicing Study, provided that development charge infrastructure is considered and/or constructed to the satisfaction of the City of Brampton and Region of Peel, and provided that the City of Brampton and Region of Peel are satisfied that the servicing plans for the development will not negatively impact the ability to service other lands within the Secondary Plan in an efficient and cost effective manner.

12.5 Stormwater

- 12.5.1 Stormwater management facilities and Low Impact Development measures should be designed to provide opportunities for passive recreation and as community amenity areas.
- 12.5.2 Stormwater management facilities should be located to serve future development in the most cost and land efficient manner, and to ensure that all stormwater generated from development on the site is treated according to appropriate criteria and directed to appropriate receiving systems (e.g. watercourses and other natural heritage features).
- 12.5.3 The City of Brampton will consider technologically advanced, innovative designs of stormwater management facilities provided that they are located and designed to maximize efficiency while supporting and conserving natural systems and minimizing land consumption.
- 12.5.4 Locations for stormwater management facilities will be addressed in the Precinct Planning process.
- 12.5.5 In considering options for stormwater management, the following policies will apply:

- a) Rainwater, snowmelt, and stormwater will be considered as a resource, not a waste product.
- b) Best management practices, including Low Impact Development techniques and measures, will be incorporated into the stormwater management system in accordance with the recommendations of the Heritage Heights Secondary Plan Subwatershed Study, Environmental Implementation Report, and/or Environmental Impact Study, as feasible and appropriate.
- c) Stormwater management facilities will be designed, to provide community amenities (including passive recreation, such as incorporating pedestrian trails within maintenance areas) and be visually attractive, as feasible and appropriate.
- d) Stormwater management facilities will generally not be accepted by the City of Brampton as parkland dedication, unless the design permits their co-location and integrated use (i.e. storage tanks under parks).

12.6 Potentially Contaminated Sites, Utilities and Waste Management

- 12.6.1 Where there is the potential that a site may be contaminated, the relevant site investigations and studies shall be completed in accordance with the Provincial regulations for the management of contaminated sites and submitted along with any application for development. Development for any contaminated site will not be permitted until the site is decommissioned or remediated in accordance with Provincial regulations.

12.7 Public Utilities and Communications

- 12.7.1 Public utilities and facilities, including, but not limited to: municipal works yards, telecommunications and/or communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations will be provided in accordance with the City of Brampton Official Plan. Public utilities and facilities are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.
- 12.7.2 The City of Brampton will pursue opportunities for providing all services below grade, where feasible, in the Secondary Plan Area. These services will be encouraged to be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure that are above-grade or within streetscapes in a manner compatible with the community design attributes of the streetscape.
- 12.7.3 The City of Brampton will strive to ensure that the coordination, design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) within each Precinct Area; as appropriate, will be addressed through the Precinct Planning process and/or site-specific planning application process.

- 12.7.4 Applications for wireless telecommunication towers will follow the City of Brampton Council approved protocol. The identification of preferred locations for wireless telecommunication towers and ground stations will be encouraged in the Precinct Planning process. The City of Brampton will also encourage identifying opportunities to visually integrate wireless telecommunication facilities within communities through enhanced design and other appropriate methods to take advantage of their potential as visual community markers or landmarks.

12.8 TransCanada PipeLines (TCPL)

- 12.8.1 TransCanada PipeLines Limited (TCPL) operates two high pressure natural gas pipelines within its right-of-way traversing the Heritage Heights Secondary Plan Area, and is identified on Schedule 52-6 – Land Use Structure of this Plan.
- 12.8.2 TCPL is regulated by the Canada Energy Regulator (CER) which sets the requirements for regulating development in proximity to its pipelines, including approval for activities within 30 metres of the pipeline centreline.
- 12.8.3 New development resulting in an increase in population density may result in TCPL being required to replace its pipelines to comply with CSA Code Z662. Therefore, the City shall require early consultation with TCPL or its designated representative for any development proposals within 200 metres of its pipelines.
- 12.8.4 Subject to consultation with TCPL, the right-of-way may be designated for use as passive open space.
- 12.8.5 No permanent building or structure shall be located within 7 metres of the limit of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way;
- 12.8.6 In addition to the requirements for the above noted setbacks, a minimum setback of 7 metres may be required from the limit of the pipeline right-of-way for:
- a) Road rights-of-way paralleling pipeline rights-of-way, paved private driveways or drive aisles, parking spaces and parking areas; and,
 - b) Stormwater management facilities.

12.9 Infrastructure Phasing

- 12.9.1 Development will be sequenced to facilitate the implementation of appropriate transportation, municipal servicing infrastructure, and community and emergency facilities.
- 12.9.2 The expansion of the street network will occur incrementally with development as follows:

- a) If a required public street is fully within a development site or land assembly, the full required right-of-way will be secured with the approval and construction of the first phase of development.
- b) Where a required public street forms the boundary between development sites, the full conveyance of the right-of-way may be achieved in two (2) stages provided interim measures to facilitate access and travel are put in place with the first stage of development.
- c) If required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off-site may be secured through the development approvals process, as agreed to between the development proponent and the City of Brampton and/or Region of Peel.

13 IMPLEMENTATION & INTERPRETATION

Precinct Plans are area specific implementation tools that establish a context for co-ordinated development, detailing what kind of development will happen and where. Precinct Plans will implement the vision of this Secondary Plan using a variety of instruments and tools provided for in the *Planning Act* and as set out in this Plan.

13.1 Precinct Plans

- 13.1.1 The boundaries of Precinct Areas on Schedule 52-2 – Precinct Areas are general. Where the general intent of the Secondary Plan is maintained, adjustment to boundaries will not require an amendment to this Secondary Plan.
- 13.1.2 Subject to Policy 13.1.9, Official Plan Amendments shall be adopted for each Precinct Area of the Heritage Heights Secondary Plan Area, in accordance with the policies of this Plan prior to the approval of development applications and/or release of development. Any Precinct Plans containing limits of the Focused Analysis Area/Narrowed Area of Interest can be staged in a manner that allows the full development of the lands outside of that area in advance of the Province of Ontario releasing that area.
- 13.1.3 Precinct Plans will be required for each Precinct Area prior to the approval of any Draft Plan of Subdivision and/or Zoning By-law Amendment application(s) within that Precinct. Precinct Plans will be prepared to the satisfaction of the City of Brampton, and in respect of Regional services, the Region of Peel, and shall be adopted as an amendment to the Secondary Plan in accordance with the City of Brampton Official Plan. Precinct Plans prepared to the satisfaction of the City of Brampton, and in respect of Regional services the Region of Peel, may be submitted for consideration to City Council concurrent with the consideration of an implementing Draft Plan of Subdivision and/or Zoning By-law Amendment.
- 13.1.4 Precinct Plans will demonstrate how the proposed development addresses the vision and principles of this Secondary Plan by illustrating where appropriate:
 - a) Population and Employment estimates;
 - b) Affordable housing targets, strategies;
 - c) The identification and designation of the Natural Heritage System in conformity with a Secondary Plan Subwatershed Study completed to the satisfaction of the City of Brampton;
 - d) A streets and block structure that includes the location, size and design of public and private streets and pedestrian, cycling and vehicular connections to public transit facilities;
 - e) The conceptual location and massing of buildings;
 - f) The location of school sites to reasonably accommodate the planned levels of growth;
 - g) The location and size of parkland to be conveyed to the City of Brampton;
 - h) The location and design of the pedestrian and cycling network;

- i) The conceptual location, dimensions and character of publicly accessible private open spaces indicating their relationship to adjacent public spaces, streets, pedestrian amenities, including weather protection;
 - j) The general location of parking facilities and vehicular access points with sufficient detail to facilitate the assessment of the effect of these facilities on public sidewalks and on adjacent signalized intersections;
 - k) The efficient utilization of public investments in sanitary sewer and water supply infrastructure;
 - l) Urban design standards and guidelines for the Precinct Area, based on Terms of Reference developed by the City of Brampton;
 - m) A Phasing Plan for development, based on Terms of Reference developed by the City of Brampton; and
 - n) Implementation of the energy policies of this Secondary Plan.
- 13.1.5 Precinct Plans for the Heritage Heights Secondary Plan Area adopted by City of Brampton Council will, among other matters, establish a context for coordinated development.
- 13.1.6 Prior to the adoption of the first Precinct Plan, a Subwatershed Study for the Secondary Plan Area shall be completed (or sufficiently progressed to the City's satisfaction, in consultation with the Region of Peel) to provide environmental and water management recommendations specific to the various sub-watersheds present in Heritage Heights. The Subwatershed Study will identify Natural Heritage System recommendations. Where appropriate, refinements to the Natural Heritage System and any related management recommendations shall be addressed in Precinct Plans and/or through development applications. The Subwatershed Study shall be prepared in accordance with terms of reference and completed to the satisfaction of the City of Brampton.
- 13.1.7 Precinct Plans and Urban Design Guidelines together will be used as tools to determine standards that will be included in the Zoning By-law(s), or a Community Planning Permit System, and to evaluate concurrent applications for Draft Plans of Subdivision and Site Plan Control.
- 13.1.8 The City of Brampton may enact Zoning By-laws and approve Site Plan Control Applications without a Precinct Plan process, as set out in Section 13.1 of this Secondary Plan, for uses that the City of Brampton deems are in the City of Brampton's and the Region of Peel's interest, such as a Hospital/Wellness Centre, civic works, and/or transit facilities, provided that such proposals meet all applicable policies and legislation, and provided the proposed development:

- a) Can be supported by existing/proposed servicing infrastructure;
- b) Protects, preserves, enhances and restores the Natural Heritage System;
- c) Conserves places and/or landscapes of cultural heritage value;
- d) Protects for the future right-of-way of the proposed Transportation Corridor and any planned transit facilities;
- e) Considers the provision of affordable housing;
- f) Meets the intent and purpose of the Heritage Heights Urban Design Guidelines; and
- g) Implements the policies and directions of this Secondary Plan.

13.1.9 The City of Brampton, at its discretion, may permit a scoped Precinct Plan process for smaller geographies within identified Precinct Plan Areas in accordance with the criteria identified in Section 13.1 of this Plan. A scoped Precinct Plan process will:

- a) Identify the development context of the proposal;
- b) Demonstrate the availability of municipal services;
- c) Include an area that is in a location and is of sufficient size to ensure the general intent of Precinct Plans can be addressed, including the relationship of the general location and massing of the proposed development to surrounding buildings, streets, open spaces, natural heritage features and cultural heritage resources;
- d) Identify requirements for streets, transit, pedestrian, and cycling connections that link the broader pedestrian and cycling network;
- e) Demonstrate that the proposed development would not adversely impact any adjacent lands within the Precinct Plan, or any adjacent Precinct(s);
- f) Demonstrate that the proposed development will not prevent comprehensive Precinct Planning; and
- g) Provide any other information required by the City to review the scoped Precinct Plan.

13.1.10 The City of Brampton in consultation with the Region of Peel will use its powers as the municipal approval authority to ensure that residential development does not outpace the provision of infrastructure, services, facilities, and amenities needed to support intensification of the Secondary Plan Area.

13.1.11 a) In order to ensure provisions for adequate transportation infrastructure are in place to support development in the Heritage Heights Secondary Plan Area, prior to the City of Brampton adopting Precinct Plans for Precincts 52-4 and 52-5, proponents of development shall demonstrate satisfaction of the transportation policies under the North West Brampton Urban Development Area section of the City of Brampton Official Plan.

b) Within Precincts 52-4 and 52-5 on Schedule 52-2, future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries. This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.

c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.

- 13.1.12 In order to ensure cohesive transportation planning across Precinct Areas and ensure the Heritage Heights transportation network shall have due regard for future travel demand, the City of Brampton shall prepare detailed terms of reference for an update to the Heritage Heights Transportation Study to the satisfaction of the Region in respect of Regional roads after transportation policies under the North West Brampton Urban Development Area section of the Region of Peel Official Plan have been satisfied. The recommendations of the Transportation Study shall be incorporated into the Heritage Heights Precinct Plan Official Plan Amendments.
- 13.1.13 The City of Brampton may enact Community Planning Permit Systems, Zoning By-laws, and approve Precinct Plans, Draft Plans of Subdivision, and Site Plan Control Applications to permit the development of residential uses provided that proposals meet all applicable policies and legislation.
- 13.1.14 The City of Brampton and the Region of Peel may enter into Agreements pursuant to the *Planning Act*, to secure matters required to support the development envisioned by this Secondary Plan.
- 13.1.15 To provide for the orderly sequencing of development and appropriate infrastructure and services, the Holding (H) symbol provisions of Section 36 of the *Planning Act*, as amended, may be used.
- 13.1.16 All development will have appropriate and meaningful regard for all applicable Council adopted Urban Design Guidelines, including the Heritage Heights Secondary Plan Urban Design Guidelines.
- 13.1.17 New development will protect for the long-term vision of the Heritage Heights Secondary Plan within the planned right-of-way consistent with the policies of this Secondary Plan, Heritage Heights Transportation Master Plan, and applicable Region of Peel Policies and Schedules.

13.1.18 Staging and Sequencing Plans shall be completed to the satisfaction of the City of Brampton and Region of Peel, and implemented in Precinct Plans and Plans of Subdivision. The Staging and Sequencing Plans will address planning-related criteria including, but not limited to, the following:

- a) A logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;
- b) The efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;
- c) Protection of a Natural Heritage System and water resource system informed by Subwatershed Study recommendations and that integrates water and stormwater management objectives and requirements;
- d) The efficient provision of sustainable transportation and transit infrastructure and services including the conceptual alignment of higher order transit corridors;
- e) The identification of areas that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;
- f) The identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the development process; and
- g) Provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical.

13.2 Urban Design Guidelines

13.2.1 Urban Design Guidelines will be required for each Precinct Area and will be prepared to the satisfaction of the City of Brampton prior to approval of any Draft Plan of Subdivision or Zoning By-law Amendment application(s) within that Precinct. Urban Design Guidelines represent a refinement of the vision of the Secondary Plan as outlined in the vision policies in this Plan and will include, but are not limited to, the following:

- a) The hierarchy of typical street edge treatments from streets shown on Schedule 52-8 to minor local streets, including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-grade utilities, mailboxes, transit stops and associated streetscape furniture, such as benches and litter containers;
- b) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, fencing, sidewalks, etc.;
- c) The locations of and the techniques for incorporating special visual features including views, vistas, landmarks and focal points;

- d) Comprehensive design guidelines on the proposed character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility;
 - e) Programming requirements and conceptual plans; and,
 - f) Build on the City of Brampton's City-wide Development Design Guidelines with a particular focus on place-making and developing a unique identity for the Precinct.
- 13.2.2 Urban Design Guidelines for the Heritage Heights Secondary Plan adopted by City of Brampton Council will, among other matters, establish a context for coordinated development of the Secondary Plan Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Draft Plans of Subdivision and Site Plan Control.
- 13.2.3 The Urban Design Guidelines will reflect the boundaries of the Precinct Plan Areas and will be submitted concurrently along with Precinct Plans.

13.3 Natural Heritage System

- 13.3.1 All Precinct Plans will be supported by an Environmental Implementation Report (EIR). Prior to the commencement of the EIR, a Terms of Reference will be developed to the satisfaction of the City of Brampton, in consultation with Credit Valley Conservation.
- 13.3.2 Prior to the City of Brampton issuing final approval for Draft Plan of Subdivision or Site Plan Approval, where appropriate, an EIR or Environmental Impact Study (EIS) will identify the limits of the Regulatory Floodplain based on the most recently approved flood flow rates for the Credit River and/or Huttonville Creek Watershed. Where the Regulatory Floodplain may have expanded in Heritage Heights based on the application of more recent flood flow rates, the EIR or EIS will recommend technical solutions that provide a balanced approach that accommodates the more recent flood flows while maintaining the existing limits of the valley corridors that are shown in the Secondary Plan, where appropriate, and to provide an environmental buffer.
- 13.3.3 An EIR or EIS will be undertaken in accordance with the recommendations and requirements of the approved (or as sufficiently progressed to the City's satisfaction) Heritage Heights Subwatershed Study, and must demonstrate no net negative impacts to natural heritage features and their ecological functions, and where possible, enhancement to the natural features and functions can be achieved.
- 13.3.4 The final Natural Heritage System designation will be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Heritage Heights Subwatershed Study and EIR or EIS.

13.3.5 As part of the Precinct Planning process, a Natural Heritage Education and Awareness Strategy will be developed to outline how residents will be informed of their local natural heritage features and how to be stewards of these community assets. The recommendations of this Strategy will be implemented by the development proponent as part of the draft plan of subdivision process.

13.4 Climate and Sustainability

13.4.1 An Energy Management Plan will be submitted at the Draft Plan of Subdivision and Site Plan stage to demonstrate conformity with the goals and targets of Chapter 4 of this Secondary Plan.

13.4.2 Transportation Plan submissions must include multi-modal analysis, recommendations, and targets that aim to meet the targets of the Heritage Heights Community Energy Plan.

13.5 Transportation

13.5.1 Typical street sections will be developed in the Precinct Planning process, as guided by this Secondary Plan and the Heritage Heights Urban Design Guidelines, to illustrate how the components of the streetscape combine to achieve an enhanced public realm. These street sections will illustrate:

- a) Width of street right-of-way;
- b) Roadway pavement width;
- c) Boulevard widths/boulevard landscaping/tree locations;
- d) Pedestrian sidewalks;
- e) Lay-by parking and their relationship to store fronts where applicable;
- f) Cycling paths/lanes linkages;
- g) Streetlight locations;
- h) Minimum building setbacks and projections; and
- i) Relationship to garages.

13.5.2 Streets within the Heritage Heights Secondary Plan Area are intended to develop and function in accordance with Schedules of the City of Brampton and Region of Peel Official Plans, and in accordance with the policies of this Secondary Plan and the designated road classifications on Schedule 52-9 – Street Right-of-Way Widths, to be refined and assessed through the Precinct Planning process.

13.5.3 Notwithstanding the Precinct Planning policies of this Plan, Precinct Planning shall be permitted in Precincts 52-1, 52-2, and 52-3 in advance of Policy 13.1.12 being addressed provided that:

- a) Adequate right-of-way is provided for the streets shown on Schedule 52-6 to protect for the right-of-way width that may be determined through the Heritage Heights Transportation Study;
 - b) Regional roads be protected for the ultimate right-of-way as indicated in the Region of Peel Official Plan and as shown in Schedule F with any future reductions in this right-of-way shall be confirmed through Regional Transportation Studies; and
 - c) No development is to be permitted within the Focused Analysis Area and Narrowed Area of Interest, as depicted in Schedule 52-6 of this Plan, until permitted by the Province and any planning for these areas should be considered conceptual until such time that policies 13.1.11 and 13.1.12 are addressed to the satisfaction of the Region of Peel, in consultation with the Province and Region of Peel.
- 13.5.4 Final right-of-way requirements will be determined through the Precinct Planning Process and Environmental Assessment processes, where necessary.
- 13.5.5 A network of streets is fundamental to the implementation of the Heritage Heights Secondary Plan. Schedule 52-8 – Street Network identifies the public street network planned for Heritage Heights. It is intended to optimize connectivity providing flexibility for a range of development scenarios. Modifications to the location and alignment of planned streets are permitted without amendment to this Plan, provided the intersections, and connections identified on Schedule 52-8 are maintained in their general location.
- 13.5.6 Potential conceptual access points for Streets shown on Schedule 52-8 and local road requirements will be determined as part of the Precinct Planning Process.
- 13.5.7 Streets shown on Schedule 52-8 will be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent possible, as appropriate. This includes the use of either multi-use pathways either in the boulevard or in the road right-of-way, or sidewalks, on-road bicycle lanes, and pedestrian walkway linkages to provide safe access to transit services.
- 13.5.8 All local streets determined in the Precinct Planning process, within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize, and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.
- 13.5.9 The City of Brampton shall work with the Region of Peel to implement the transportation network envisioned by this Secondary Plan recognizing a combination of partial and full moves intersections may be necessary on Regional Roads. It is recognized that the Region of Peel, in collaboration with the City of Brampton, will work to identify solutions to ensure the safe and efficient movement of goods through the Heritage Heights Secondary Plan Area while maintaining complete communities.

13.6 Transportation Master Plan

- 13.6.1 The requirements of the Municipal Class Environmental Assessment, or other requirements of the *Environmental Assessment Act*, will be satisfied in the Precinct Planning process or through the plan of subdivision approval process, as appropriate.
- 13.6.2 Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans are to be gratuitously provided within or abutting the Secondary Plan and conveyed to the road authority having jurisdiction, as a condition of development approval.
- 13.6.3 To protect the function of streets shown on Schedule 52-8, it is the policy of the City of Brampton and the Region of Peel to generally restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, will be a condition of development approval for lands abutting such streets except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped. Notwithstanding, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Secondary Plan.
- 13.6.4 The determination of any future road alignments will avoid small parcels of land which are not proposed to be developed, wherever possible.
- 13.6.5 All proposed accesses or intersections on Regional Roads will be in accordance with the Region of Peel's Controlled Access By-Law 62-2013, as amended, or as may otherwise be approved by the Region of Peel.

13.7 Transportation, Cycling and Pedestrian, and Transit Networks

- 13.7.1 The City of Brampton and the Region of Peel may require with applications for development, the submission of a Traffic Impact Study that assesses the impacts of the proposal on the street network, including the impacts of truck traffic that accommodates neighbouring employment uses, and/or a pedestrian and cycling circulation plan that demonstrates how the development facilitates access and circulation by transit users, cyclists and pedestrians.
- 13.7.2 The general Cycling and Pedestrian Network for the Heritage Heights Secondary Plan Area is identified on Schedule 52-10 – Pedestrian and Cycling Network. The precise location of the pedestrian and cycling network may vary from those shown on Schedule 52-10 – Pedestrian and Cycling Network without amendment to this Secondary Plan. Future cycling facilities are intended to be built on existing streets and open spaces when new streets and open spaces are built. Temporary facilities may also be considered where the timing of permanent facilities to create key linkages is long term or uncertain.
- 13.7.3 To maximize the potential urban use of land, Brampton Transit, Metrolinx or other transit station authorities may enter into a strata title agreement with a developer to allow for the development of the air-rights of stations within Heritage Heights Secondary Plan Area to the satisfaction of the City of Brampton. This agreement should describe such matters as access, maintenance, liability and monetary

contributions. Vehicular ramps and other accesses will be located within adjacent buildings wherever possible.

13.7.4 The City of Brampton will monitor the need for public parking within the Heritage Heights Secondary Plan Area and may prepare a Public Parking Strategy that considers:

- a) Changes to the minimum and maximum parking standards required to support all planned uses to reflect the introduction of improvements to Higher Order Transit in the area;
- b) The amount of on-street parking required to support planned commercial, entertainment, and institutional uses;
- c) Access easements should be explored to make office parking available to the public in the evenings and on weekends;
- d) Access easement should be explored to make commercial parking facilities available to transit commuters;
- e) Appropriate locations and sizes for off-street public parking facilities;
- f) Appropriate parking standards for commercial uses based on the ability to complement private parking with public facilities; and
- g) Reduced parking strategy for office and retail areas will be developed to encourage the use of transit and carpooling.

13.8 Focused Analysis Area and Narrowed Area of Interest

13.8.1 While the Precinct Planning process can include lands located within the Province of Ontario's Focused Analysis Area and Narrowed Area of Interest, as depicted in Schedule 52-6, or as modified by the Province, development is not permitted unless the Ministry of Transportation and Ministry of Energy have released the lands related to that development.

13.8.2 Schedule 52-6 illustrates the Preliminary Highway and Transitway Right-of-Way design. Should the final design of the Preliminary Highway and Transitway Right-of-Way or the Transmission Corridor result in different land requirements and/or alignments, the boundaries of the adjacent land use designations will be adjusted accordingly without the need for an amendment to the Secondary Plan.

13.8.3 In the event the Focused Analysis Area and the Narrowed Area of Interest are released by the Province and the Provincial Transportation Corridor and Transitway Right-of-Way and the Transmission Corridor are not required, the City will conduct a review of this Secondary Plan before permitting development in the affected areas to proceed.

13.9 Plans of Subdivision

13.9.1 New residential development, including the passage of an implementing Zoning By-law, will not proceed without the approval by the City of Brampton of a Draft Plan(s) of Subdivision for the associated lands which implement(s) new streets and blocks.

13.9.2 Applications for Draft Plan of Subdivision will comply with the statutory complete application submission requirements of the *Planning Act*, and the City of Brampton Official Plan.

13.9.3 Division of land will be in conformity with this policy document and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.

13.10 Zoning By-law Amendments

13.10.1 In addition to the Complete Application submission requirements of the City of Brampton Official Plan, and the policies of this section, a Complete Application to amend the Zoning By-law for lands within this Secondary Plan, will include a Precinct Plan, in consultation with residents, stakeholders, the City of Brampton, and relevant agencies.

13.10.2 Zoning By-law provisions will include, but not be limited to, the following:

- a) Permitted uses;
- b) Limits on Gross Floor Area;
- c) Front lot line building setbacks and/or build-to lines, including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
- d) Building heights, stepbacks, and/or angular planes;
- e) Built form envelopes and facing distances between buildings;
- f) Requirements for indoor and outdoor amenity spaces;
- g) Minimum and maximum vehicular and bicycle parking standards;
- h) Minimum requirements for cycling facilities, where appropriate, including change rooms, showers, bicycle share programs and lockers for bicycle commuters;
- i) Defined conditions for the use of a Holding (H) symbol pursuant to Section 36 of the *Planning Act*, and
- j) The permitted uses of the lands and buildings when the Holding (H) symbol is removed by amendment(s) to the Zoning By-law.

13.11 Holding Provisions

13.11.1 City of Brampton Council may enact a Zoning By-law pursuant to Section 34 and 36 of the *Planning Act*, with an 'H' Holding symbol in respect of the residential uses within the Secondary Plan Area.

- 13.11.2 In order to appropriately sequence development within a phase and otherwise address the provisions of a development site, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the Zoning By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
- 13.11.3 The Zoning By-law may contain holding provisions that specify the use(s) of land, buildings or structures that will be permitted when the holding symbol is removed consistent with the *Planning Act*. Until such time as the holding provision is removed, these uses will not be permitted.
- 13.11.4 Holding provisions may be used to ensure that the goals, objectives, and policies of the City of Brampton Official Plan and this Secondary Plan are met prior to the holding symbol being removed.
- 13.11.5 To lift a holding symbol and permit development in accordance with the underlying zone, the applicant will need to fulfil the conditions identified in the holding by-law or as set out in the Zoning By-law. Once those conditions are satisfied, Council or its designate may lift the holding symbol to permit development.

13.12 Community Planning Permit System

- 13.12.1 The City may identify one or more areas, including the entire Secondary Plan Area, as a Community Planning Permit Area.
- 13.12.2 Within an area for which a Community Planning Permit By-law has been enacted, the City of Brampton's Zoning By-law will not apply, nor will Site Plan Control Approval if applicable.
- 13.12.3 If a Community Planning Permit By-law is enacted, the use and development of land must comply with the permitted uses, standards and criteria set out in the Community Planning Permit By-law unless the proposed use or development is expressly exempted from a Permit as indicated in the Community Planning Permit By-law.
- 13.12.4 Pursuant to O.Reg. 173/16, of the *Planning Act*, a Community Planning Permit By-law will, amongst other things:

- a) Contain a description of the area to which the By-law applies, which must be within the boundaries of the area identified in the City of Brampton Official Plan;
- b) Set out development standards with specified minimum and maximum standards;
- c) Set out any internal review for permit decisions;
- d) Describe notification procedures for decisions;
- e) Set out criteria for determining whether a proposed use or development is permitted;
- f) Describe the process for amending Development Permit agreements;
- g) Outline any conditions of approval that may be imposed;
- h) Set out the scope of delegated authority, including any limitations; and
- i) Include a statement of any exemptions from the requirement for a Permit.

13.12.5 City of Brampton initiated amendments or an application to amend the Community Planning Permit By-law must be considered in the context of the planned vision for all lands within the area subject to the By-law. An application to amend the Community Planning Permit By-law must be supported by a comprehensive planning rationale within the context of the planned vision for all of the lands within the area subject to the By-law and must include area studies as identified in Section 13 and a Public and Community Engagement Plan involving the City of Brampton and the community impacted by the proposed amendment.

13.12.6 City of Brampton initiated amendments to the Community Planning Permit By-law will be considered by City of Brampton Council only after the completion of the comprehensive planning rationale has been submitted, and the public and a robust community engagement program has been completed.

13.12.7 The Community Planning Permit By-law may require an applicant to enter into and register on title an agreement with the City to address some or all of the conditions of approval imposed on a Community Planning Permit.

13.12.8 The Community Planning Permit By-law may require the applicant to provide financial security to ensure the satisfaction of any condition imposed on the Community Planning Permit, including the details for the provision of community benefits, or a cash contribution in lieu thereof, proportionate to and in exchange for the height and/or density being sought.

13.13 Noise, Dust and Vibration

- 13.13.1 Additional individual subdivision-based noise analysis reports prepared in accordance with this Secondary Plan, and other relevant policies of the City of Brampton Official Plan, will be submitted, as necessary, at the Precinct Plan and/or draft plan of subdivision stage so that adequate noise attenuation measures can be specified and guaranteed at the time of Draft Plan of Subdivision approval. Site-specific noise analysis reports will be required at the Site Plan Approval Application if it is determined that circumstances warrant such a report.
- 13.13.2 Where development precedes the presence of the noise source for which noise attenuation measures will be required, the City of Brampton will require that as a condition of development approval, sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

13.14 Schools

- 13.14.1 School sites will be identified in the City of Brampton's Precinct Planning process. The need for and location of school sites will be determined to the satisfaction of the City in consultation with the four publicly funded school boards.
- 13.14.2 The need for particular school sites will be confirmed by the school boards as part of the Precinct Plan and Draft Plan of Subdivision approval process. The duration for which the school site shall be reserved will generally not exceed ten (10) years from the time of registration of the Draft Plan of Subdivision in which the school site is located.
- 13.14.3 If any of the four publicly funded school boards or if the reservation period lapses, then it will be released for residential development based on the permissions of the adjacent residential designation. Relevant Draft Plans of Subdivision will include designated educational facilities as appropriate with a size, shape, and frontage satisfactory to the relevant school board.
- 13.14.4 Prior to approval of Draft Plans of Subdivision, the City of Brampton will require landowners within a Precinct Plan Area to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites, unless this purpose is deemed unnecessary and/or by Education Development Charges or another effective mechanism.
- 13.14.5 Relevant Draft Plans of Subdivision will include the designated school site(s) with a shape, size, and frontage satisfactory to the relevant school board. The school site(s) will be dual zoned, and landowners will be required to submit, at the Draft Plan of Subdivision Application stage, an alternative lotting plan to facilitate residential development should the site not be used for educational facility purposes.

13.15 Stormwater Management

- 13.15.1 A Stormwater Management Plan will be submitted with development applications in accordance with the approved Heritage Heights Subwatershed Study, Subwatershed Implementation Study, or Environmental Impact Study. The Stormwater Management Plan will address such concerns as Low Impact Development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater, natural heritage features, and erosion/siltation control design requirements, in addition to sanitary water servicing, as appropriate.
- 13.15.2 A comprehensive Stormwater Management Monitoring Program will be developed in the Precinct Planning process which implements the recommendations of the Subwatershed Study, Subwatershed Implementation Study, or Environmental Impact Study.
- 13.15.3 Prior to the construction of any stormwater management facility, including the commencement of any grading or filling, all required permits will be obtained from the appropriate agencies. This may include, but is not limited to, the City of Brampton, Credit Valley Conservation Authority, and the Province of Ontario Ministry of Environment, Conservation and Parks.
- 13.15.4 Stormwater management facilities shall be designed in compliance with the Stormwater Management Planning and Design Manual (Ministry of Environment, 2003) Section 5.8.3, stipulations of the City's Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA), and Credit Valley Conservation's Stormwater Management Criteria. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in consultation with the Credit Valley Conservation Authority.
- 13.15.5 Sediment and erosion control measures during construction shall be implemented in accordance with the Erosion and Sediment Control Guideline for Urban Construction 2019. Inspection and maintenance of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton.
- 13.15.6 Where appropriate, stormwater management facilities will be integrated with adjacent land uses and incorporate relevant recommendations of the Heritage Heights Subwatershed Study, the Secondary Plan Infrastructure Servicing Study, a Subwatershed Implementation Study, a Master Stormwater Management Report, and/or Functional Servicing Report (as completed to the satisfaction of the City of Brampton in consultation with Credit Valley Conservation). Notwithstanding, stormwater management ponds will not be permitted within park blocks or school sites.

13.16 Cultural Heritage

- 13.16.1 As a component of the Precinct Planning Process, the City of Brampton will adopt a Strategic Implementation Plan for cultural heritage resources. This Plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long-term maintenance, contextual merit, reuse or adaptive reuse potential, and structural integrity.
- 13.16.2 City of Brampton Council will obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing cultural heritage resources should be retained, relocated, or demolished.
- 13.16.3 Development in the Secondary Plan Area may require Archaeological Assessment be undertaken in accordance with the current technical guidelines set out by the Ministry of Tourism, Culture and Sports. No grading or other disturbance will take place on a property with respect to archaeological resources prior to issuance of a Letter of Acceptance by the Province of Ontario Ministry of Tourism, Culture and Sports and clearance by the City of Brampton.
- 13.16.4 Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Secondary Plan Cultural Heritage Study (February 2018, as revised).
- 13.16.5 Those cultural heritage resources identified for retention in the Built Heritage Resources and Cultural Heritage Landscapes – Heritage Heights Secondary Plan Cultural Heritage Study (February 2018, as revised) and Schedule 52-7 Cultural Heritage Resources of this Secondary Plan will be subject to the standard Draft Plan of Subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City of Brampton, securities will be reduced or released accordingly.

13.17 Tree Preservation Plans

- 13.17.1 During processing of development applications, the City of Brampton will require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals. Approval by the City of Brampton of such plans, incorporating suitable implementation programs, will be required prior to final approval of development applications, in accordance the City of Brampton Official Plan.

13.18 Infrastructure Servicing

- 13.18.1 Approval of development applications will be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road, and transportation facilities. These works will be provided for in Draft Plan of Subdivision and Site Plan Approval Application Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

13.19 Small Holdings

- 13.19.1 Landowners of small holdings less than 2.0 hectares (5 acres) will be encouraged to submit joint Plans of Subdivision with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 13.19.2 Development proposals for very small holdings of less than 0.8 hectares (2.0 acres) will be evaluated with reference to their land use designations in this Plan. In most cases, not until Draft Plans of Subdivision for larger, adjacent landholdings are submitted for approval.

13.20 Cost Sharing

- 13.20.1 In addition to Development Charges, the City of Brampton where, and as appropriate, will require the use of front-ending agreements under the *Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements among landowners, in order to implement development of the Secondary Plan Area and fairly and equitably allocate related costs of development. However, the City of Brampton will not negotiate or be a party to such agreements, but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.
- 13.20.2 The City of Brampton will require that a Developer Cost Sharing Agreement(s) sufficient to ensure the fair and equitable implementation of this Secondary Plan are executed between all developers within each Precinct Plan Area, respectively, for any Draft Plan of Subdivision, Site Plan Approval, and/or Zoning By-Law Amendment Application. Where a Developer Cost Sharing Agreement has been required, the City of Brampton will require confirmation from the Developer Cost Share Trustee of:
- a) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto; and
 - b) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforementioned confirmation will be provided to the City of Brampton prior to the approval of any Draft Plan of Subdivision, Site Plan Application and/or Zoning By-law Amendment Application within the Secondary Plan Area.

13.21 *Environmental Assessment Act*

- 13.21.1 Various infrastructure and facilities proposed and designated in this Secondary Plan may be subject to *Environmental Assessment Act* requirements and accordingly should be regarded as tentative subject to the necessary Environmental Assessment approvals.

13.22 Alternative Development Standards

13.22.1 The application of Alternative Development Standards for roads and municipal infrastructure will be considered for use in this Secondary Plan to the satisfaction of the City of Brampton and the Region of Peel (for those roads and municipal infrastructure to be or currently owned and/or maintained by the Region). This includes, but is not limited to, the application of public rear lane-way based housing, modified right-of-way standards, cross walk construction and decorative treatments, pavement construction materials and stormwater management ponds. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards will be identified and addressed to the satisfaction of City of Brampton Council prior to the adoption of a Precinct Plan.

13.23 Interpretation

13.23.1 The policies of the Official Plan apply to the Heritage Heights Secondary Plan Area, except in the case of a conflict, the Secondary Plan policies will prevail.

13.23.2 The specific shapes, sizes, locations, and relative positions of land uses, roads, transit stations, and other designations in this Secondary Plan are intended to indicate a desirable arrangement of these elements and will be refined through the Precinct Plan process provided that the intent of this Secondary Plan is maintained. This flexibility may be invoked by the City or other public agency to ensure implementation of this Secondary Plan in an equitable manner relative to property lines and parcel sizes. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Secondary Plan, provided the City of Brampton is satisfied of the following:

- a) That the fundamental effectiveness of the intended use(s) would not be reduced;
- b) That the intent and integrity of the overall plan is respected;
- c) That shortfalls or excesses are to be made up elsewhere within the Secondary Plan;
- d) That the function and centrality of services is maintained; and
- e) That the fundamental aspects of land use interrelationships are maintained.

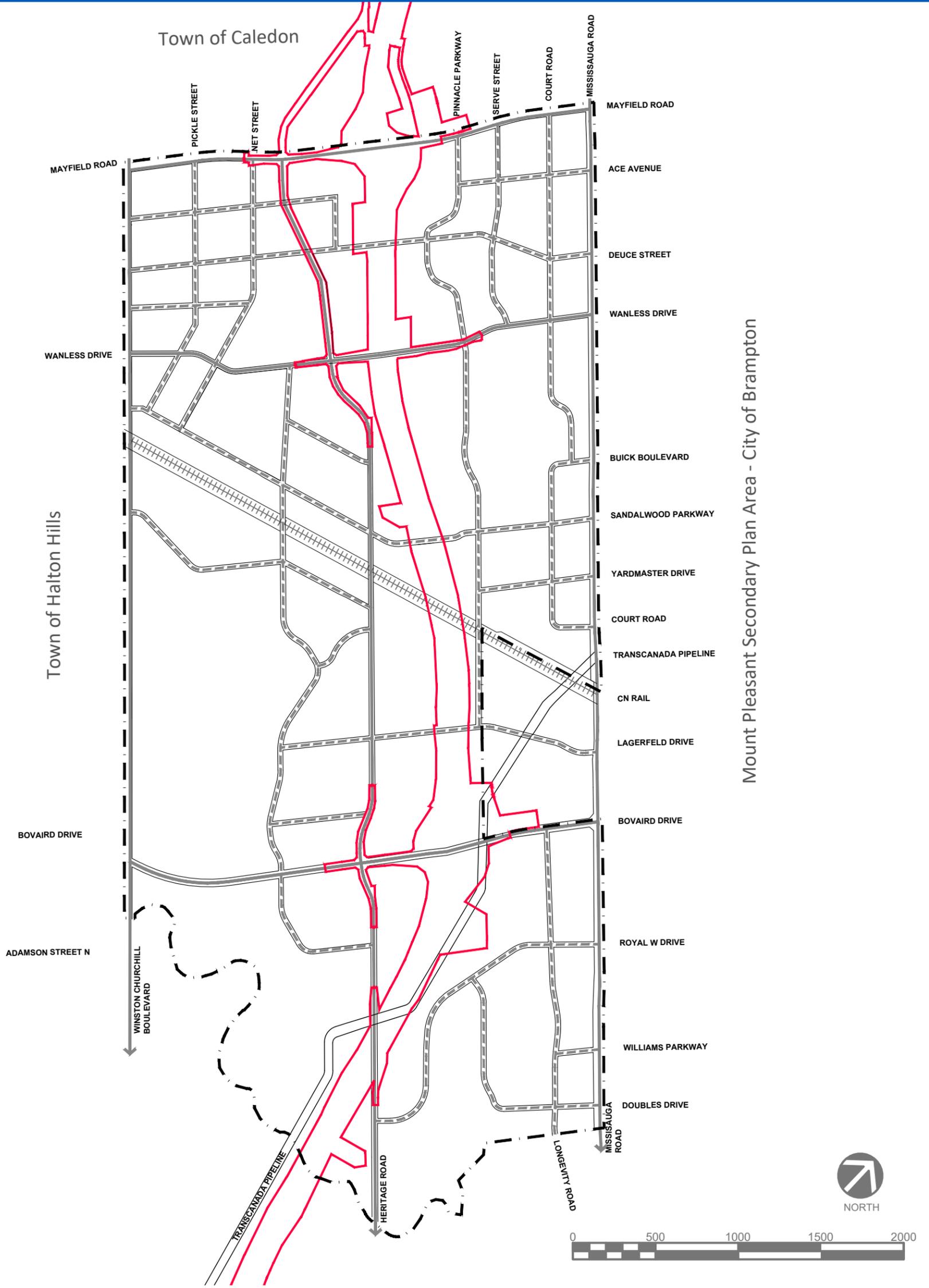
13.23.3 The land use designations and road network shown on this Secondary Plan are schematic and may be adjusted through the Precinct Plan process and other development approval processes, taking into account such matters as, but not limited to: the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships, and street network and patterns. Minor variations to land use boundaries and the local road pattern will not require an amendment to this Secondary Plan, provided the intent of the Plan is maintained.

- 13.23.4 The limits of the Natural Heritage System which includes all lands within the limits of Natural Heritage System, including, but not limited to: Valleylands and Watercourse Corridors, Woodlands and Wetlands designations, will be determined based on the findings of the Subwatershed Study and will be refined based on an EIR or EIS prepared to the satisfaction of the City of Brampton in consultation with Credit Valley Conservation Authority. In the event that minor modifications can be made to the Natural Heritage System that would have the effect of reducing the extent of the Natural Heritage System but enhance its ecological and hydrological functions to the satisfaction of the City of Brampton and Credit Valley Conservation Authority, the adjoining designations will apply without further amendment to this Plan.
- 13.23.5 The conceptual location of parks and sites for community uses shown on Schedule 52-4 – Public Realm and Conceptual Parks Plan have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services, and stormwater management facilities, property owners will be required to enter into a Cost Sharing Agreement, prior to Draft Plan Approval, Site Plan approval or Zoning By-law Amendment approvals. Such a Cost Sharing Agreement will provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.

LIST OF SCHEDULES

Schedule 52 – 1	Secondary Plan Area
Schedule 52 – 2	Precinct Areas
Schedule 52 – 3	Structure Plan
Schedule 52 – 4	Public Realm and Conceptual Parks Plan
Schedule 52 – 5	Natural Heritage System and Parks Plan
Schedule 52 – 6	Land Use Structure
Schedule 52 – 7	Cultural Heritage Resources
Schedule 52 – 8	Street Network
Schedule 52 – 9	Street Right of Way Widths
Schedule 52 – 10	Pedestrian and Cycling Network
Schedule 52 – 11	High Potential Mineral Aggregate Resource Areas

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

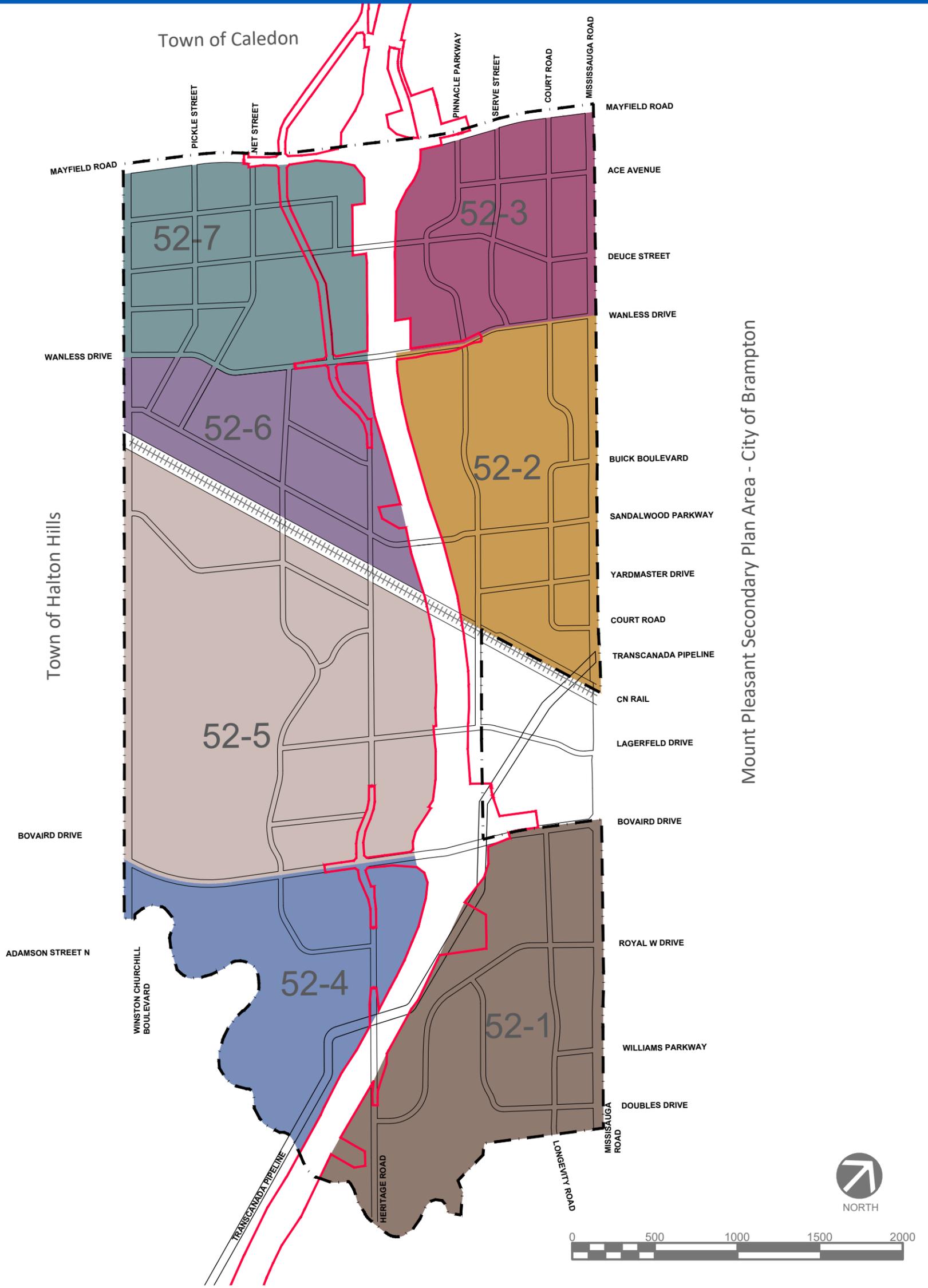
LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 1 Secondary Plan Area

Town of Caledon

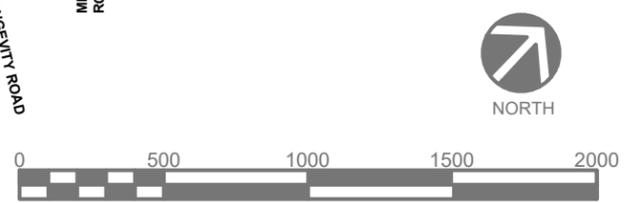


Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

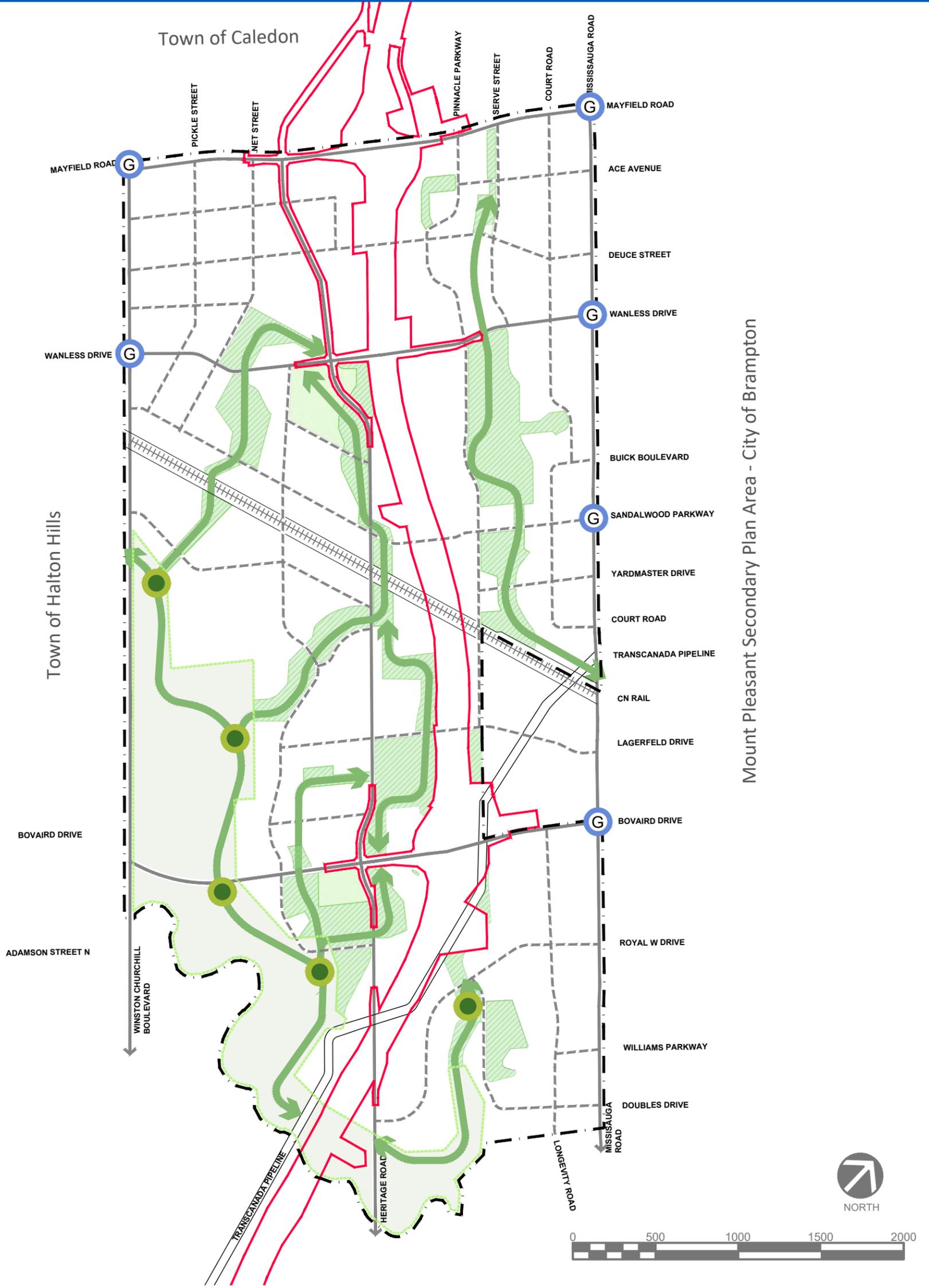
52-1	52-5
52-2	52-6
52-3	52-7
52-4	



HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 2 Precinct Areas

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
 - Existing Street Network
 - Proposed Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

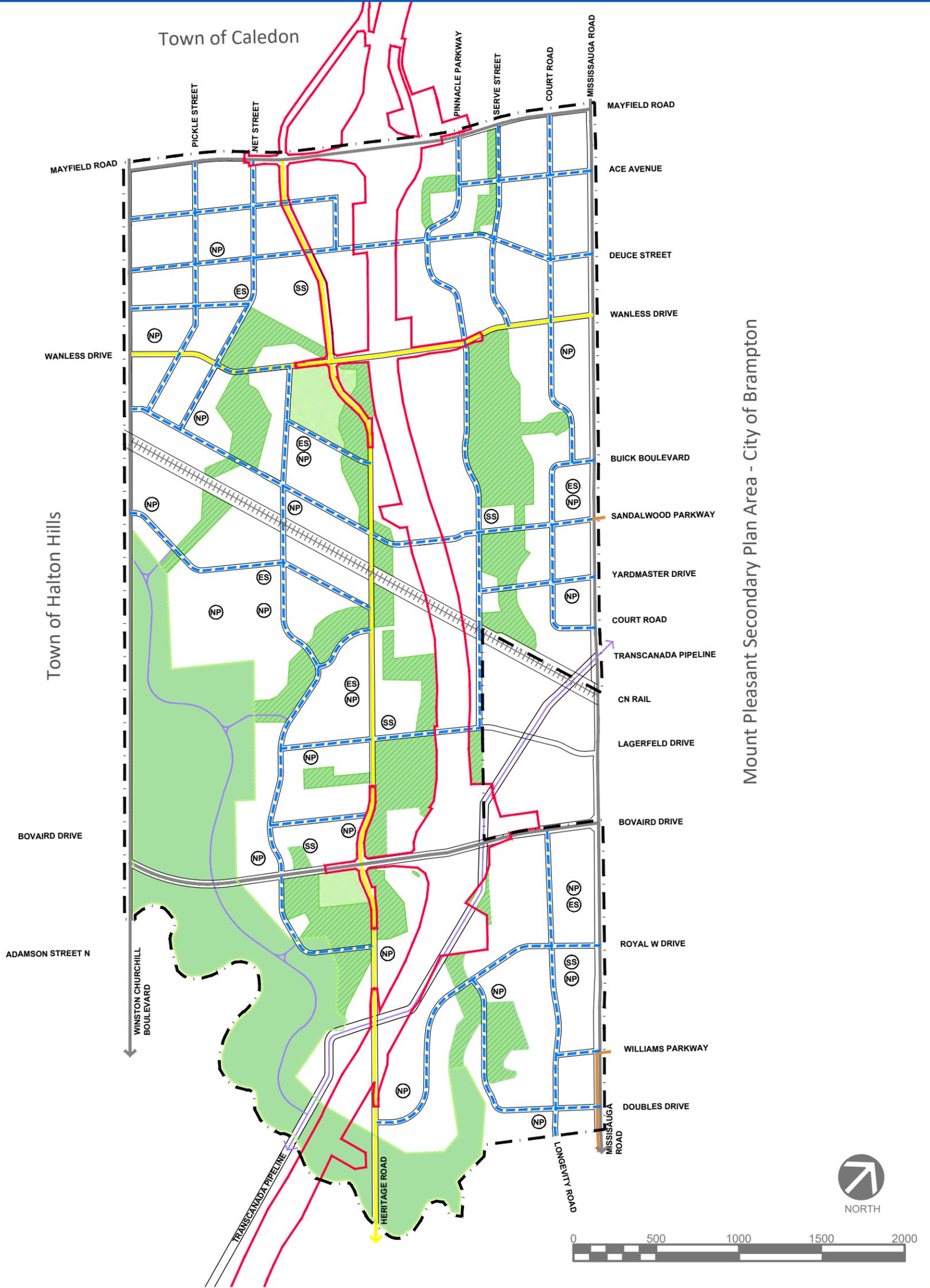
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Gateway
- Conceptual Green Connections
- Conceptual Green Connections Network

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 3 Structure Plan

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

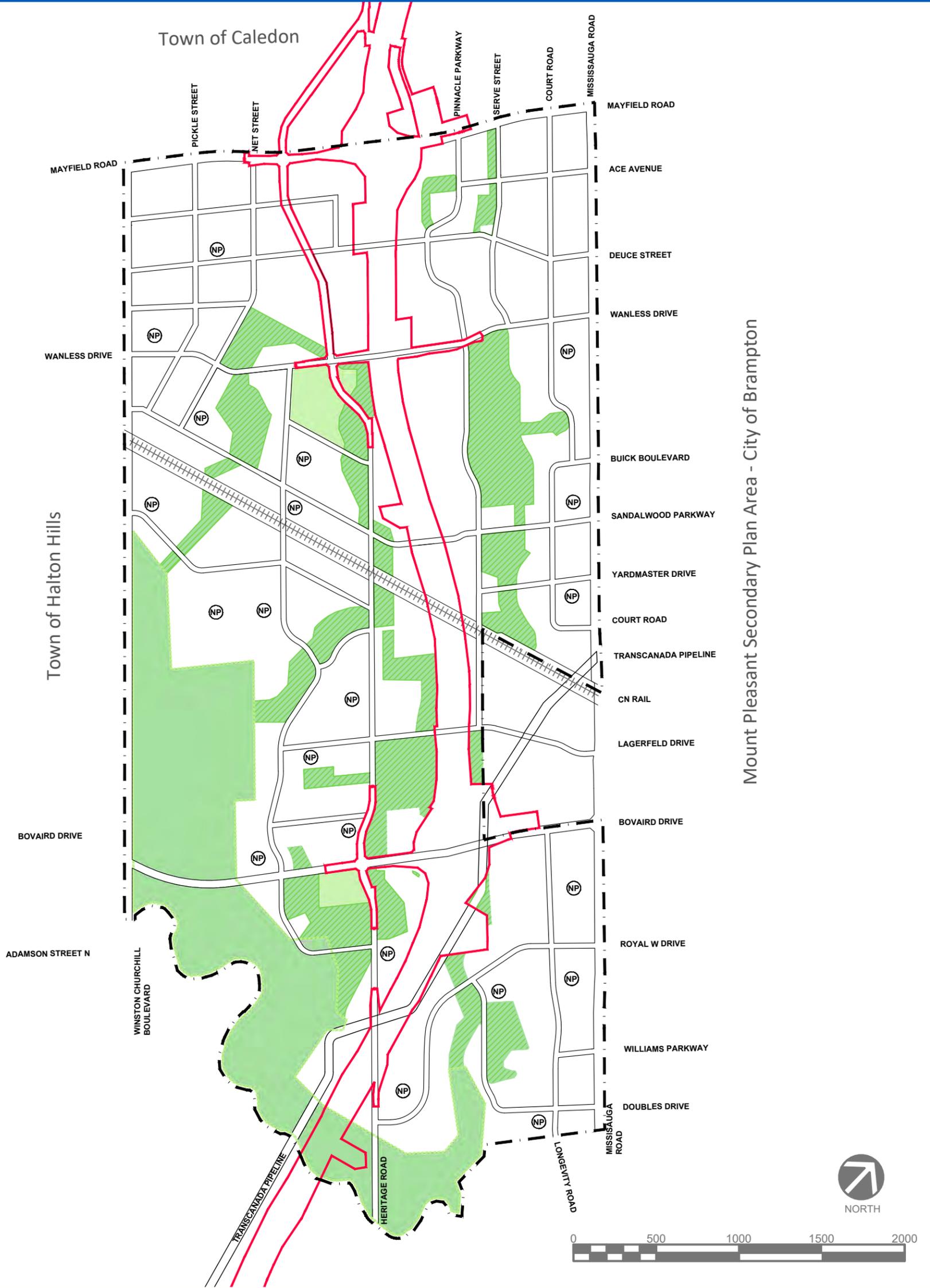
- Secondary Plan Area
- Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping

- Elementary School
- Secondary School
- Future Neighbourhood Parks
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-Use Paths
- Conceptual Recreational Trail

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 4 Public Realm and Conceptual Parks Plan

Town of Caledon



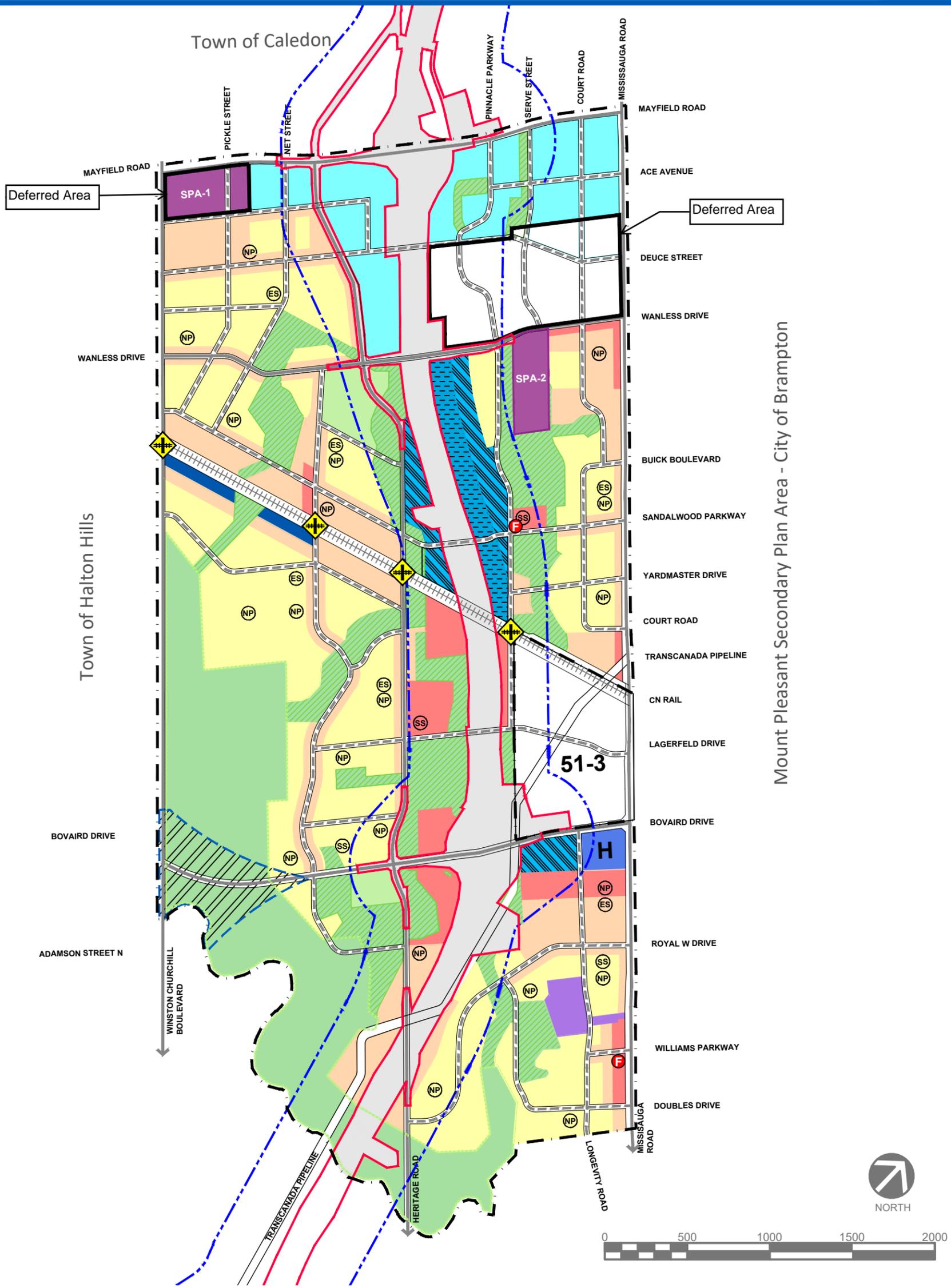
Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
 - Street Network
 - Existing Rail Line
 - Preliminary Highway & Transitway Right-Of-Way Design
- *Data from Highway 413 Interactive Mapping

- Future Neighbourhood Parks
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 5 Natural Heritage System and Parks Plan



LEGEND

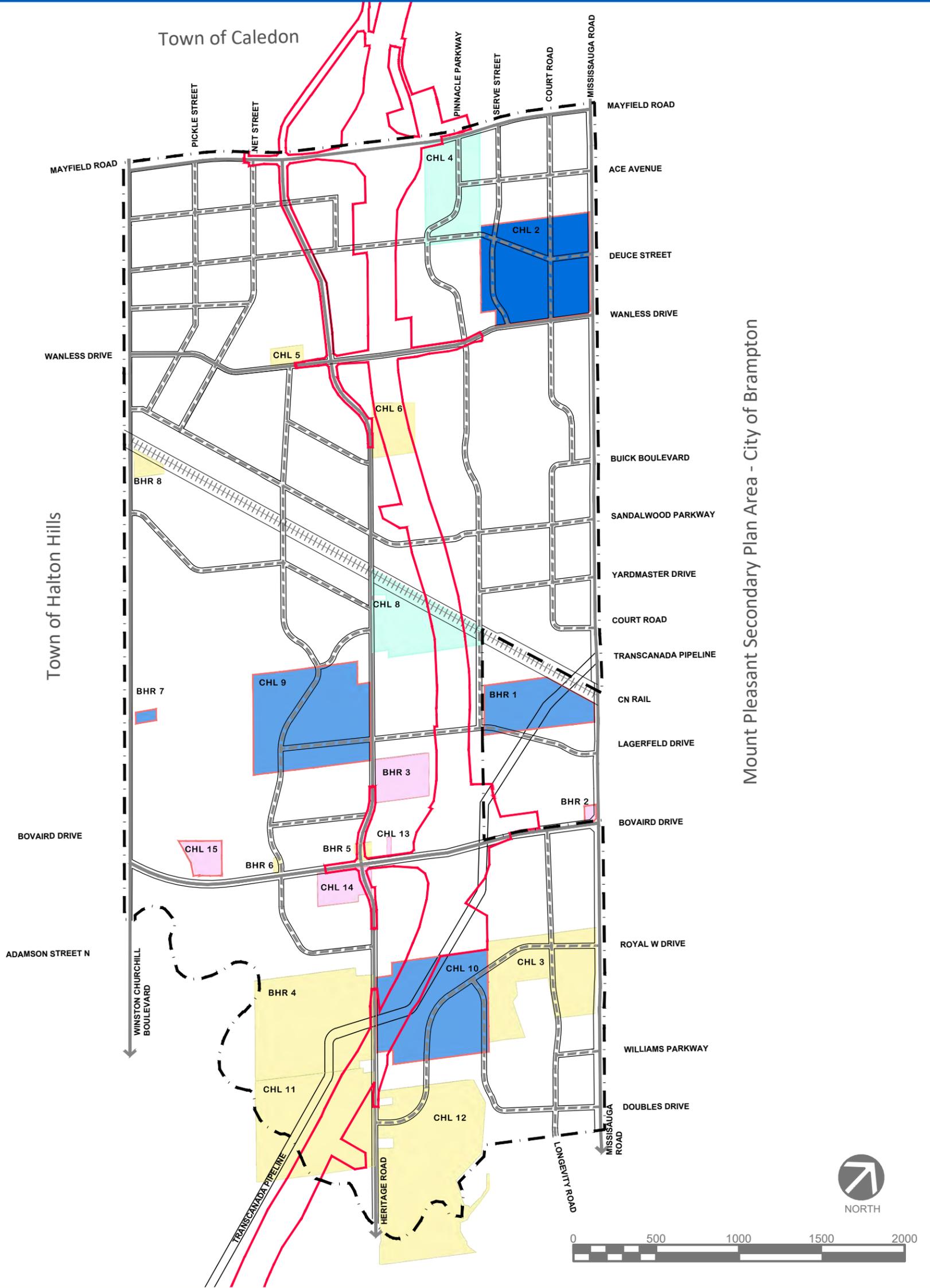
- Secondary Plan Area
- Existing Street Network
- Proposed Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
- Focused Analysis Area/ Narrowed Area of Interest
*Data from Ontario Data Catalogue
- Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

- Elementary School
- Secondary School
- Future Neighbourhood Parks
- Hospital
- Fire Station
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Community Parks

- Neighbourhoods
- Mixed Use Residential (Med)
- Mixed Use Residential (High)
- Corridor Mixed Use A
- Corridor Mixed Use B
- Major Institutional
- Employment
- Pumping Station
- Transportation - CN Railway Layby and Maintenance Facility
- East-West Connection Focus Area
- Special Policy Area

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 6 Land Use Structure

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

- Secondary Plan Area
- Existing Street Network
- Proposed Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design

- Designated Heritage Properties
- Listed Heritage Properties
- Identified in Previous Assessment
- Identified in Field Review
- CHL 12** Denotes Corresponding Map in Cultural Heritage Study

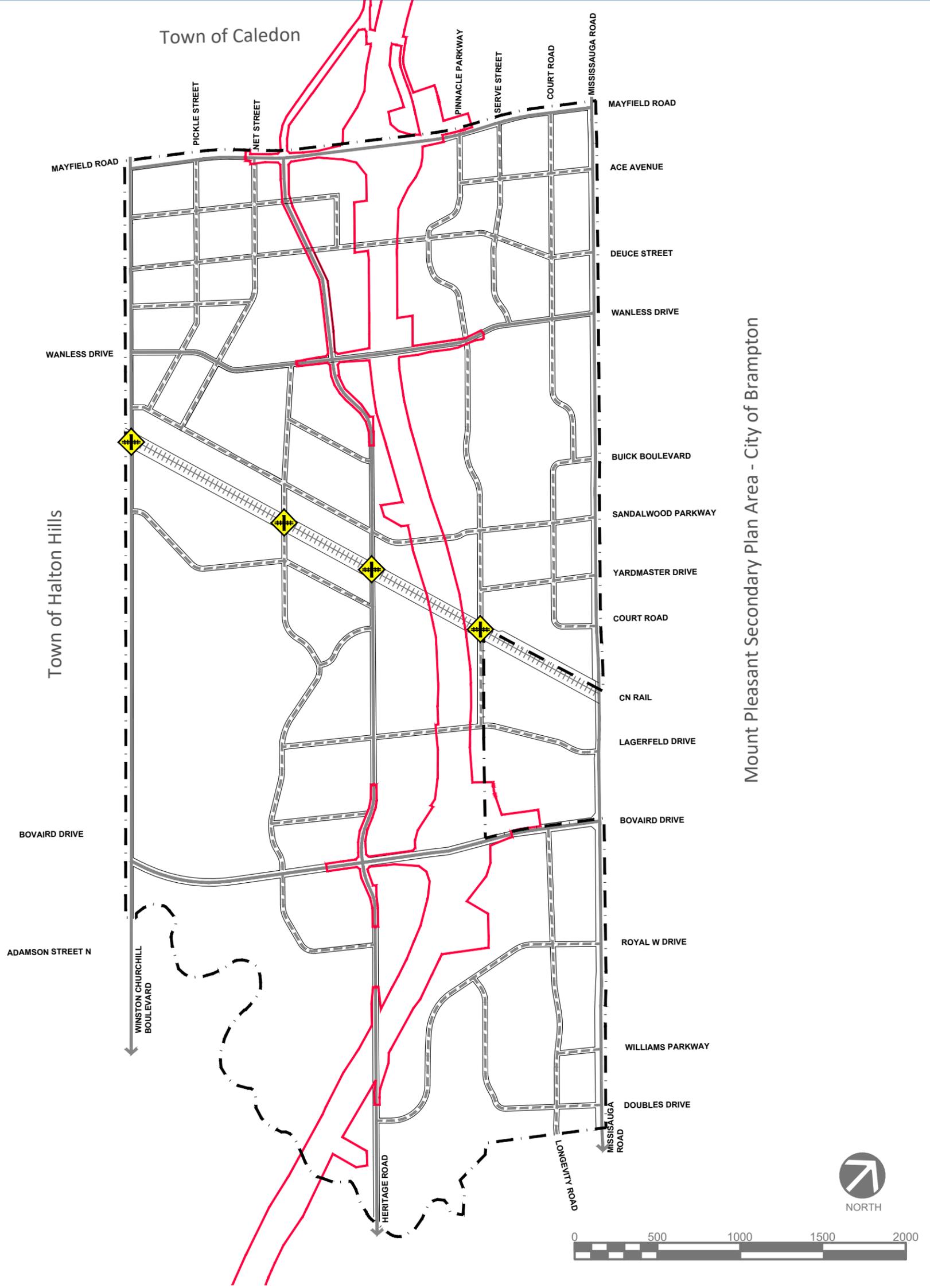
*Data from Highway 413 Interactive Mapping

HERITAGE HEIGHTS SECONDARY PLAN

Schedule 52 - 7 Cultural Heritage Resources

Note: "Heritage Heights Cultural Heritage Study" by ASI Archaeological & Cultural Heritage Services

Town of Caledon



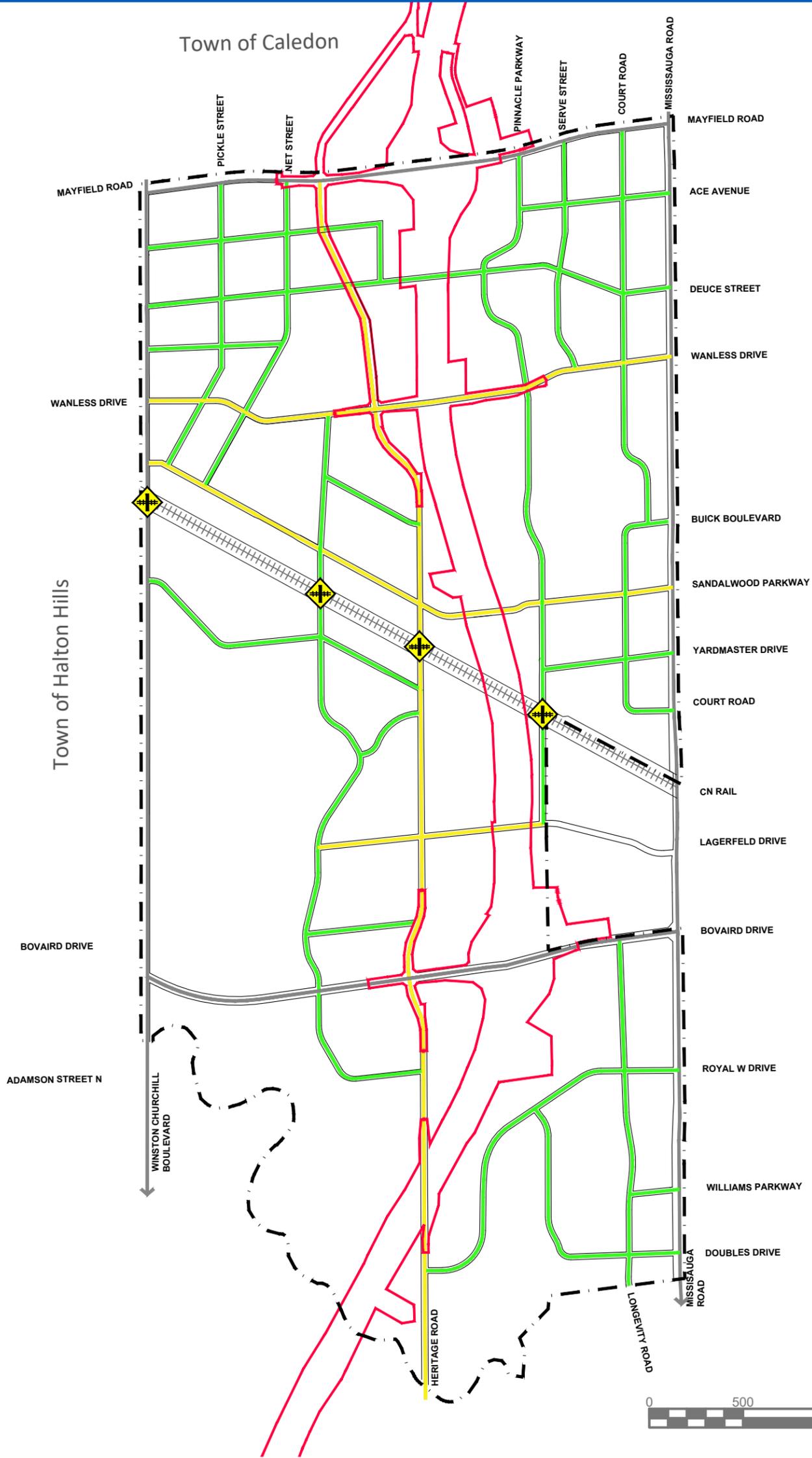
Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

-  Secondary Plan Area
-  Existing Street Network
-  Proposed Street Network
-  Existing Rail Line
-  Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
-  Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 8 Street Network

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

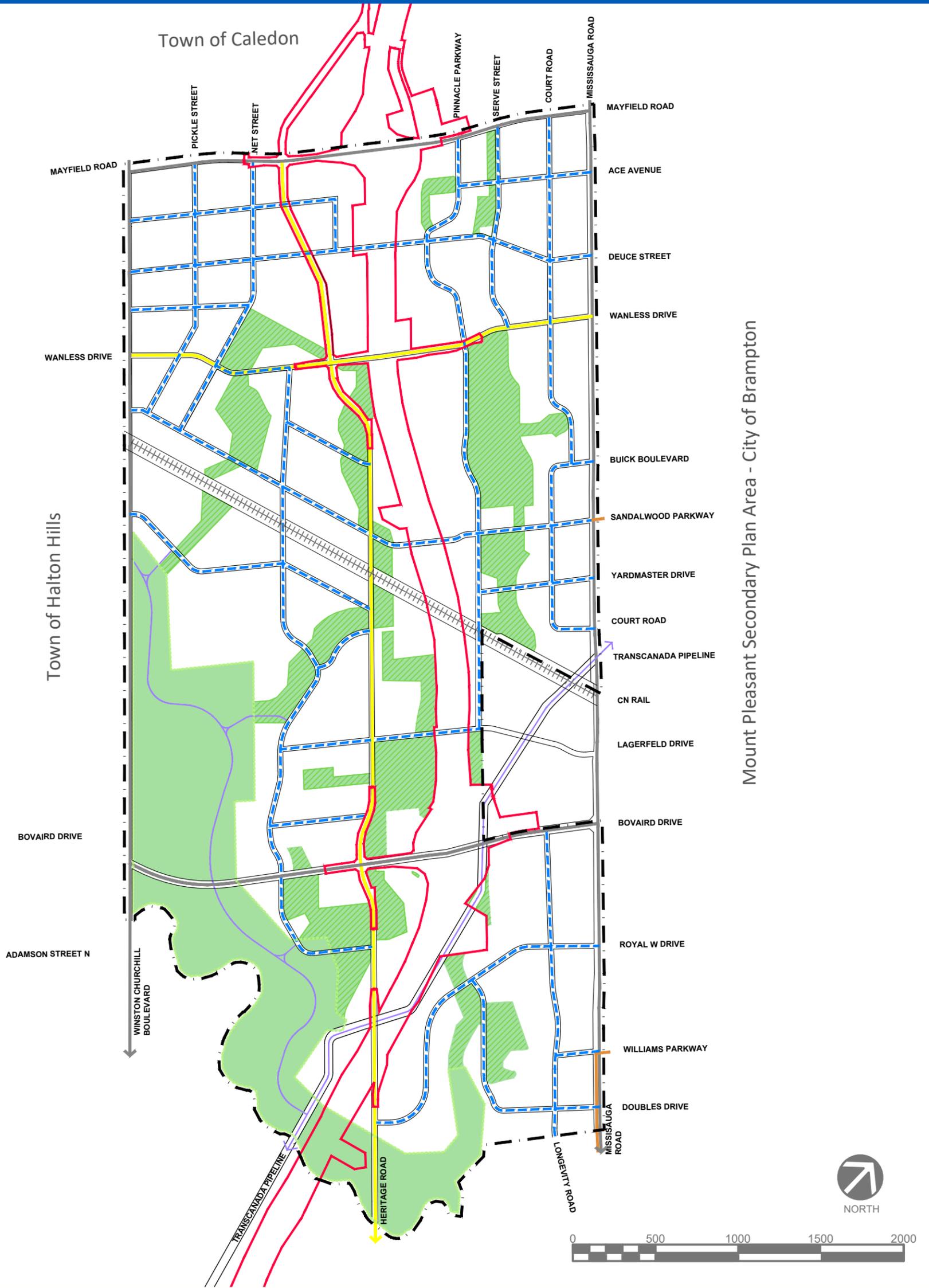
LEGEND

-  Secondary Plan Area
-  Street Network
-  Existing Rail Line
-  Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
-  Conceptual Railway Crossing
*Subject to further study to determine need and location at Precinct Planning Stage

-  30-36m ROW
-  20-30m ROW

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 9 Right of Way Widths

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

LEGEND

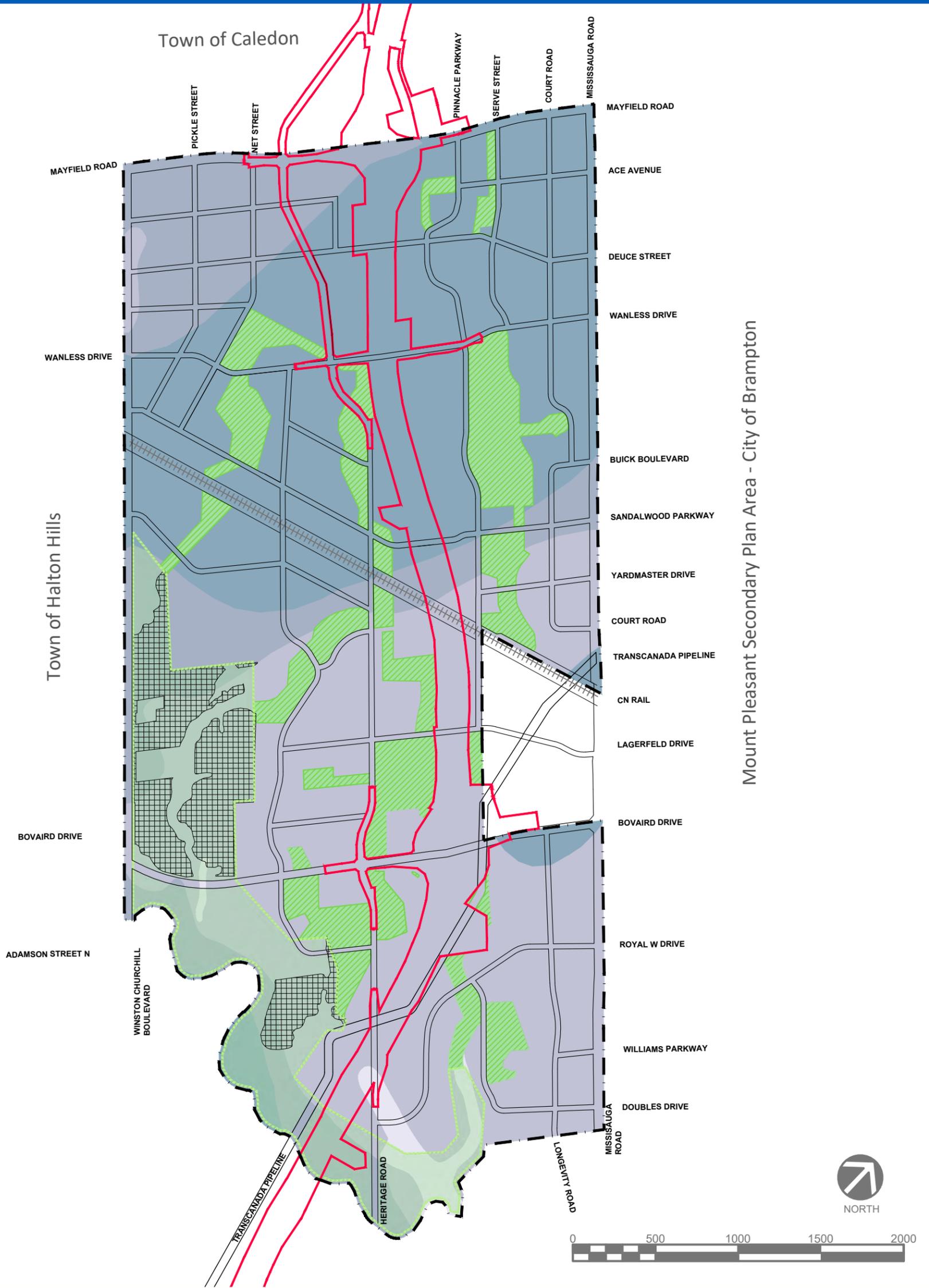
- Secondary Plan Area
- Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping

- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area area not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System

- Existing Bike Lanes
- Future Bike Lanes
- Future Multi-use Path
- Conceptual Recreational Trail

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 10 Pedestrian and Cycling Network

Town of Caledon



Mount Pleasant Secondary Plan Area - City of Brampton

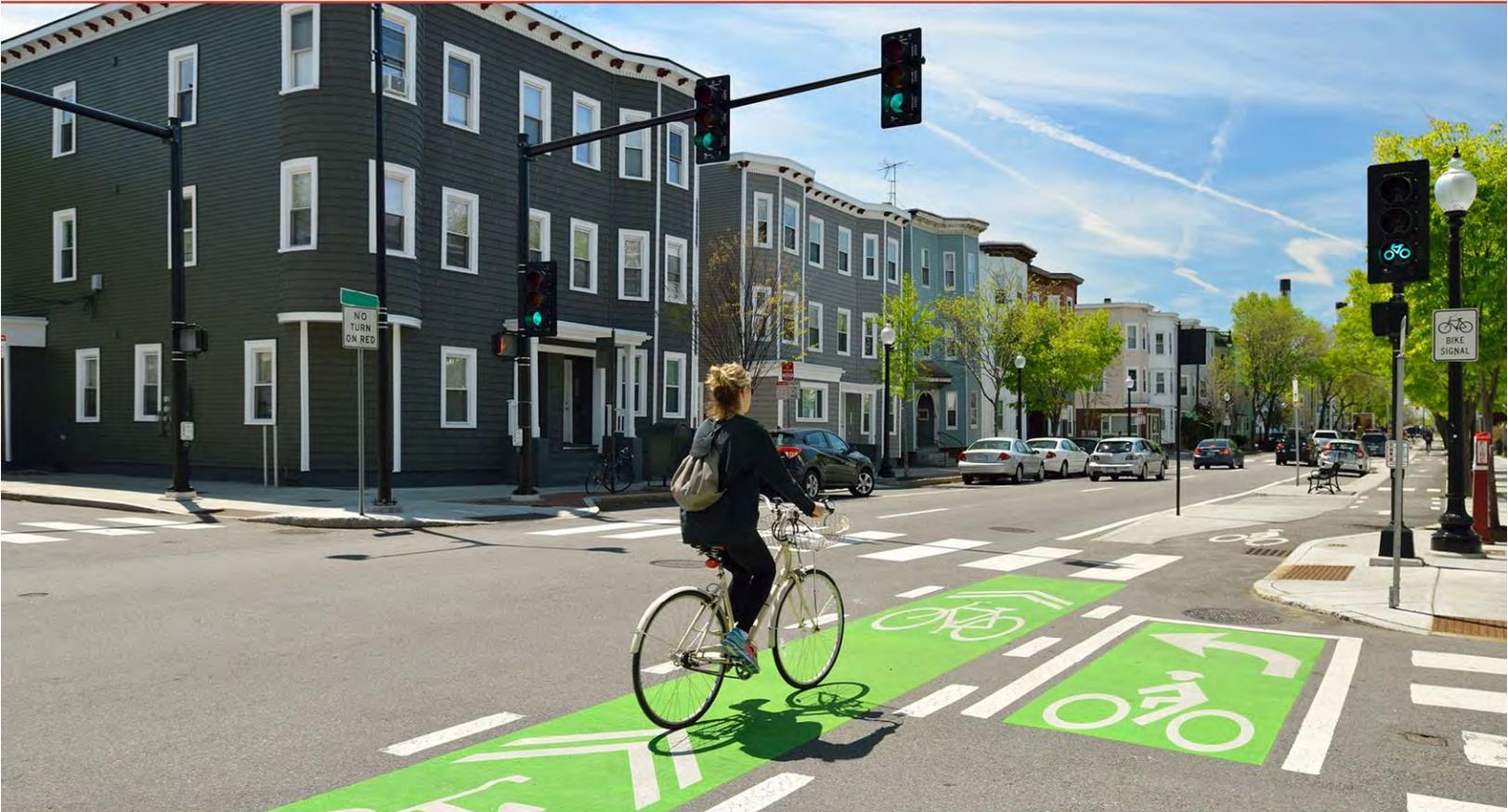
LEGEND

- Secondary Plan Area
- Street Network
- Existing Rail Line
- Preliminary Highway & Transitway Right-Of-Way Design
*Data from Highway 413 Interactive Mapping
- High Potential Mineral Aggregate Resource Areas
- Greenbelt Area-Protected Countryside
Note: Any lands within the Provincial Greenbelt Area are not part of the Urban Area and are subject to the policies of the Greenbelt Plan
- Natural Heritage System
- Queenston Shale (Overburden Thickness)
Less than 1m
- 1m to 8m
- 8m to 15m
- Greater than 15m

HERITAGE HEIGHTS SECONDARY PLAN
Schedule 52 - 11 High Potential Mineral Aggregate Resource Areas

APPENDIX B: ENGAGEMENT SUMMARY

Heritage Heights Transportation Master Plan



February 2026



BA Group

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- 7.0 PLANNING AND DEVELOPMENT COMMITTEE MEETING**



1.0 INTRODUCTION

Engagement for the current Heritage Heights TMP has built on an extensive history of consultation and collaboration that has occurred from former iterations of the Secondary Plan and their related Transportation Master Plans, through mediation of the approved Secondary Plan, and as part of the current TMP and related EA process.

Engagement for the current Heritage Heights TMP included various stakeholders, Indigenous communities, and the public, and were undertaken at various phases of the study and through various methods. Community engagement and collaboration is one of the council-endorsed guiding principles that direct the planning of the future Heritage Heights transportation system.

This Appendix provides a summary of the engagement that was undertaken and feedback received over the study period for the Heritage Heights TMP.

2.0 NOTICES

The City of Brampton’s communications team lead the public notification campaign. Notices and advertisements through various media and social media were used to inform the public of the study and opportunities to provide input through a public meeting.

Below in **Table 1**, a summary of the public notice and advertisement campaign is provided.

Table 1 Public Notice and Advertisement Campaign Summary

Notice	Media	Date First Published
Notice of Commencement	City of Brampton website Brampton Guardian	May 26, 2025
Notice of Public Information	City of Brampton website City of Brampton social media channels Brampton Guardian articles	August 6, 2025

Copies of the public notices are provided below.



Figure 1: Notice of Commencement



NOTICE OF STUDY COMMENCEMENT

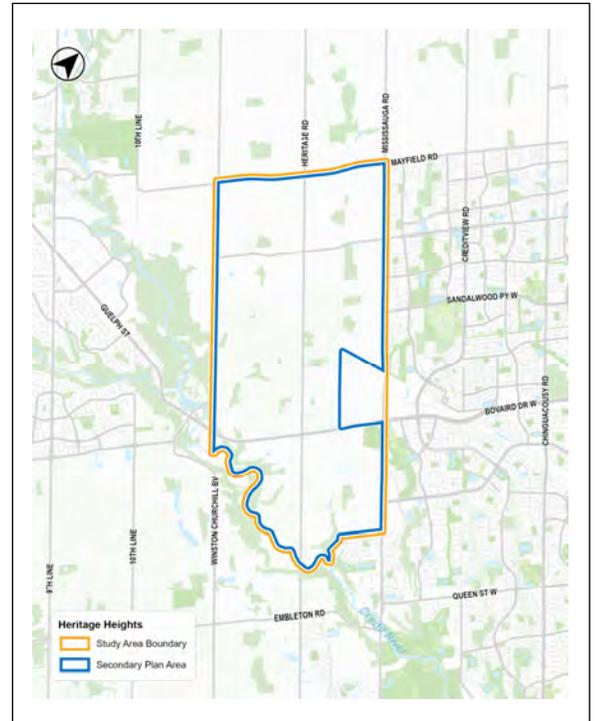
Heritage Heights Transportation Master Plan

The Study

The City of Brampton is experiencing significant growth including in the Heritage Heights Secondary Plan Area. The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area (see figure for study area). The TMP will provide the long-range planning necessary to identify needs, be active transportation (e.g., cycling, trails) friendly and transit supportive, promote mobility, and provide a planning framework that is compatible with new and existing communities and keeps pace with future growth.

The Process

The TMP is being undertaken in accordance with Approach #2 of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024). As such, the TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.



We want to hear from you

Public and stakeholder consultation is a key component of the MCEA process. We look for your input to guide the direction of the TMP, gain an understanding of the concerns and needs of stakeholders and help in the selection of the preferred transportation network for the Heritage Heights Secondary Plan Area. Consultation activities will include one (1) Public Information Centre (PIC) during the study which is anticipated to be held in summer 2025. Information on the venue and time will be posted on the City's website (www.brampton.ca/heritageheights) and notices sent to stakeholders to notify them of the event.

For more information about this TMP or to be added to the study mailing list see:

www.brampton.ca/heritageheights or send an email to heritageheights@brampton.ca

Richa Dave, MCIP RPP
Project Manager, Transportation Planning
City of Brampton
T: 905-874-3491

Emily Ecker, P.Eng.
Senior Associate
BA Consulting Group Ltd.
T: 416-961-7110 x138

This notice was first issued on May 26, 2025.

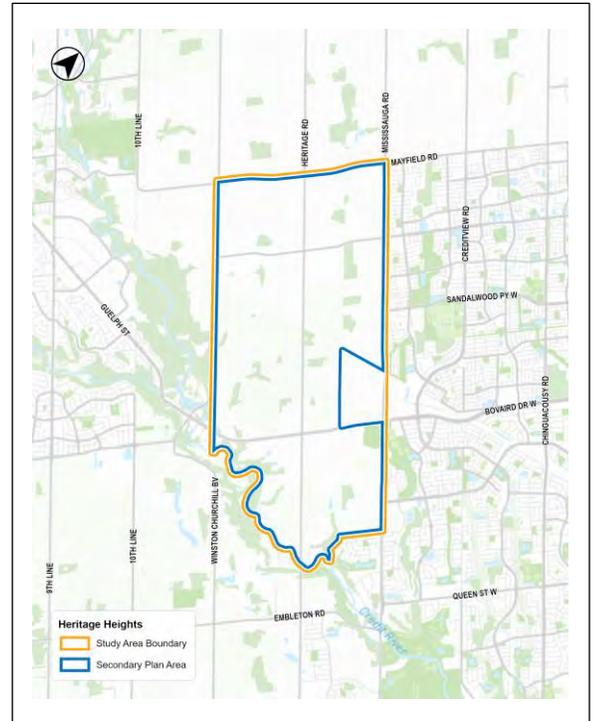
Personal information – such as an individual's name plus address or telephone number – is collected under the authority of the Environmental Assessment Act for the purposes of carrying out a Municipal Class Environmental Assessment in accordance with the Freedom of Information and Protection of Privacy Act. Personal information will become part of a public record that is available to the general public unless you request that your personal information be confidential.

The Study

The City of Brampton is experiencing significant growth including in the Heritage Heights Secondary Plan Area. The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area (see figure for study area). The TMP will provide the long-range planning necessary to identify needs, be active transportation (e.g., cycling, trails) friendly and transit supportive, promote mobility, and provide a planning framework that is compatible with new and existing communities and keeps pace with future growth.

The Process

The TMP is being undertaken in accordance with Approach #2 of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024). As such, the TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.



Public Information Centre

Public and stakeholder consultation is a key component of the TMP process. As part of the TMP, the Public Information Centre (PIC) will be undertaken virtually and will allow interested members of the public and stakeholders an opportunity to provide comments on the transportation alternatives (including selection of the preliminary preferred transportation network for the Heritage Heights Secondary Plan area), the evaluation process and next steps in the TMP process.

When: August 20, 2025, 7-9pm

Format: Virtual Presentation with Q&A Period

How to Join: See www.brampton.ca/heritageheights

Display boards in a PDF format will be made available to the public and stakeholders on the **City's website** (www.brampton.ca/heritageheights) starting **August 20, 2025**. Recording of the presentation will be posted on the City's website shortly thereafter.

Please submit any additional comments on the PIC material or further project requests by email to heritageheights@brampton.ca by **September 3, 2025**. Any input received by that date will be taken into consideration as part of the TMP report, which will be available for public comment when the TMP is completed.

This notice was first issued on August 6, 2025.

Personal information – such as an individual's name plus address or telephone number – is collected under the authority of the Environmental Assessment Act for the purposes of carrying out a Municipal Class Environmental Assessment in accordance with the Freedom of Information and Protection of Privacy Act. Personal information will become part of a public record that is available to the general public unless you request that your personal information be confidential.

3.0 CITY OF BRAMPTON TECHNICAL ADVISORY ENGAGEMENT

Engagement between representatives of the co-proponents of the Heritage Heights Transportation Master Plan (TMP) (i.e. the Heritage Heights Landowners Group and City of Brampton) occurred throughout the development of the TMP.

Included among this engagement are the following:

- a comprehensive workshop series for development of new collector and local street cross-section standards to be universally applicable across the Heritage Heights Secondary Plan area;
 - workshop dates included:
 - November 20, 2024
 - December 4, 2024
 - December 18, 2024
 - January 8, 2025
 - January 16, 2025
 - January 22, 2025
 - April 9, 2025
 - the workshop series culminated in the design of cross-section standards agreed upon by the co-proponents that were brought before the City of Brampton Standards Committee for approval, which occurred on November 5, 2025.
- coordination with City finance and development departments on capital works projects and implementation measures; and,
- continued collaboration on emerging Precinct planning, Provincial planning objects for Highway 413, and preliminary findings of the TMP to identify opportunities, risks, and to integrate objectives.

Consistent coordination with the following City of Brampton groups and agencies has occurred through the development of the Heritage Heights TMP:

- Recurring coordination with City of Brampton Transportation Departments – Transit, Active Transportation, Engineering, and Planning.
- Recurring coordination with City Interdepartmental Groups – Environment, Standards Committee.



4.0 EXTERNAL TECHNICAL ADVISORY ENGAGEMENT

Technical advisory meetings took place with staff representatives of external stakeholders as listed below in **Table 2**.

Table 2 External Technical Advisory Engagement

External Agency	Meeting Date(s)
Halton Region	May 14, 2025 June 24, 2025
Town of Halton Hills	May 14, 2025 June 24, 2025
Peel Region	May 16, 2025
Town of Caledon	June 9, 2025

Meeting minutes are included in subsequent pages.

In addition to these groups, the following external stakeholders were also invited in advance of public engagement to attend and comment on the Preliminary Preferred Network Alternatives:

- Ministry of Transportation (MTO)
- Credit Valley Conservation Authority (CVCA)
- Metrolinx
- CN Rail.

An External Agency Engagement Session, in the format of a virtual “drop-in” session was held on August 14, 2025. Each of the above groups were invited to the session, to provide opportunity to the external agencies to provide comments on the transportation alternatives including selection of the preliminary preferred transportation network for the Heritage Heights Secondary Plan area, the evaluation process and next steps in the TMP process for the Heritage Heights Transportation Master Plan (HHTMP). Presentation slides are attached below.

Finally, the Heritage Heights TMP project team also attended a workshop and follow-up meetings held by the Highway 413 project team in an effort to coordinate Provincial and City objectives.





HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

East-West Connection Focus Area Engagement #1

Prepared For: Halton Hills, Halton Region
May 14, 2025



*Heritage Heights
Landowners Group*



- Introductions
- Heritage Heights Secondary Plan and Policies Related to Halton Peel Boundary
- Transportation Master Plan (TMP) Process Overview
- Overview of Halton Peel Boundary Area Transportation Study (HPBATS) Findings
- Identify Expectations for Next Steps

- City of Brampton
 - Vikram Hardatt
 - Richa Dave
 - Brian Lakeman
 - Henrik Zbogor
- Heritage Heights Landowners Group
 - James Reed
- BA Group
 - Emily Ecker
 - Michael Giallonardo
 - Adrian Lorion
 - Scott Gibbons (regrets)
 - Yahya Deen
- Halton Hills
 - Maureen Van Ravens
 - Jeff Markowiak
 - Ivan Drewnitski
 - Josh Salisbury
- Halton Region
 - Shelley Partridge
 - Walter Scattolon
 - Andrew Morgan
 - Ann Larkin
 - Lina Elmorshedy

Heritage Heights Secondary Plan

The Secondary Plan

- Secondary Plan Approved August 21, 2024

Supporting Studies Underway

- Infrastructure Servicing Study (ISS)
- Subwatershed Study (SWS)
- Transportation Master Plan (TMP)

People: 33,254
Jobs: 9,761

People: 13,760
Jobs: 5,176

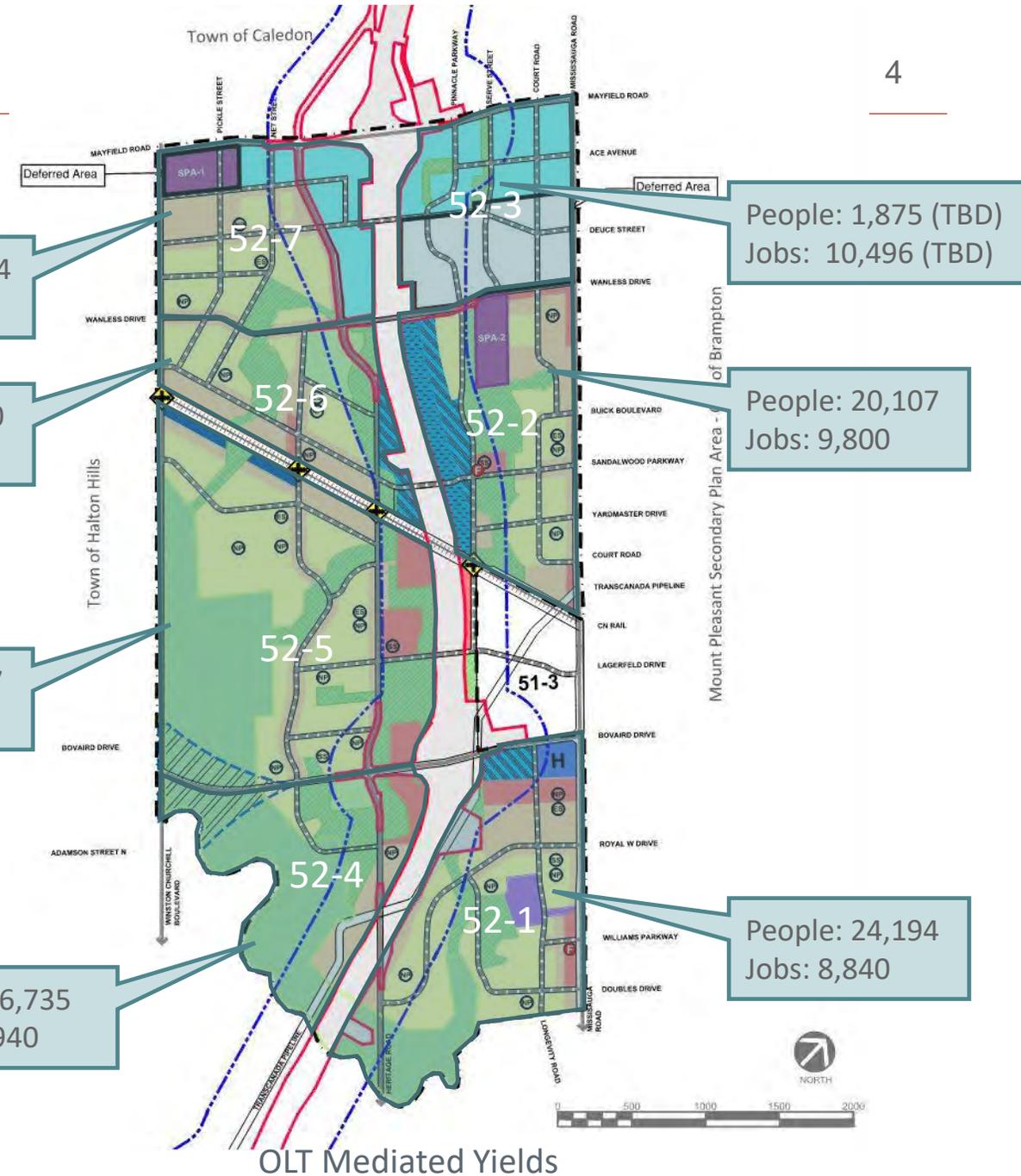
People: 32,587
Jobs: 7,290

People: 6,735
Jobs: 2,940

People: 1,875 (TBD)
Jobs: 10,496 (TBD)

People: 20,107
Jobs: 9,800

People: 24,194
Jobs: 8,840



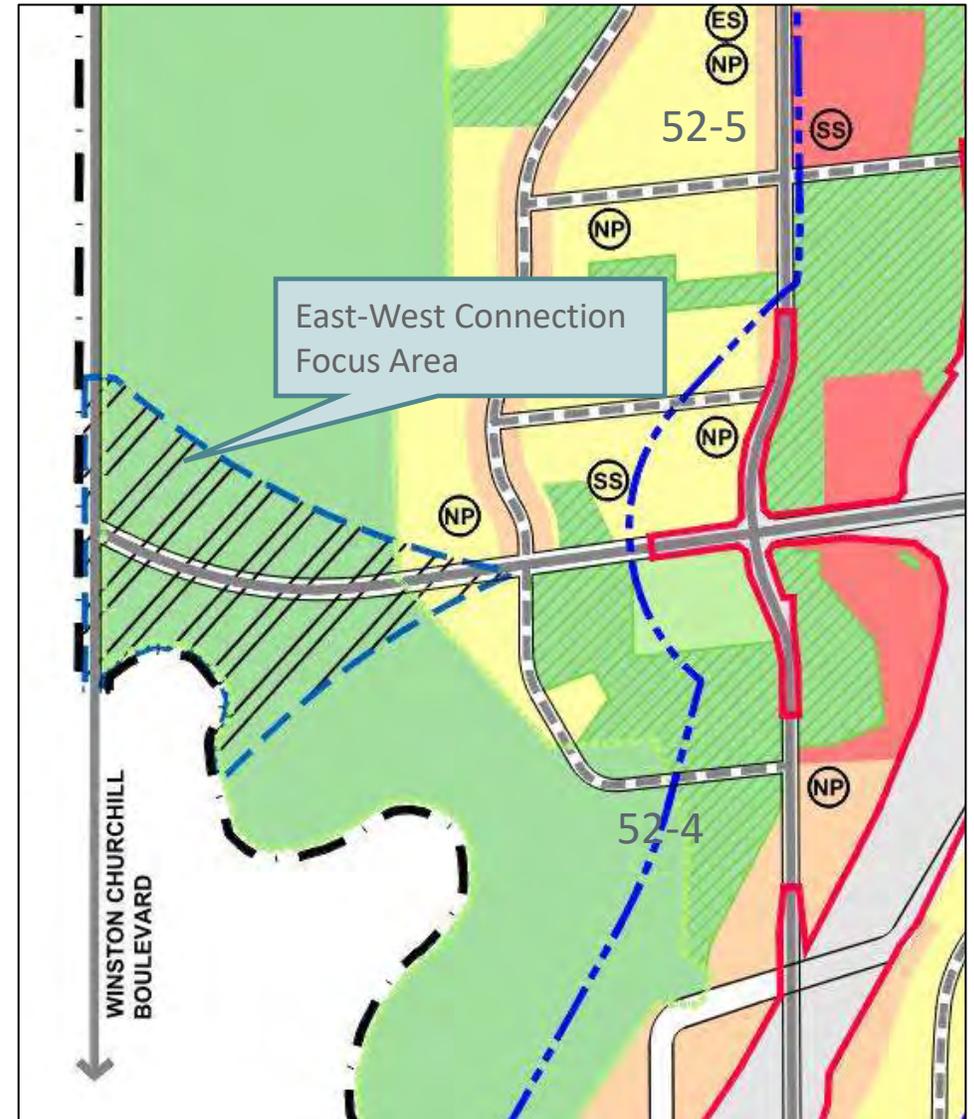
OLT Mediated Yields

Policies Related to Halton Peel Boundary

13.1.11 b) Within Precincts 52-4 and 52-5 on Schedule 52-2, **future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries.** This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.

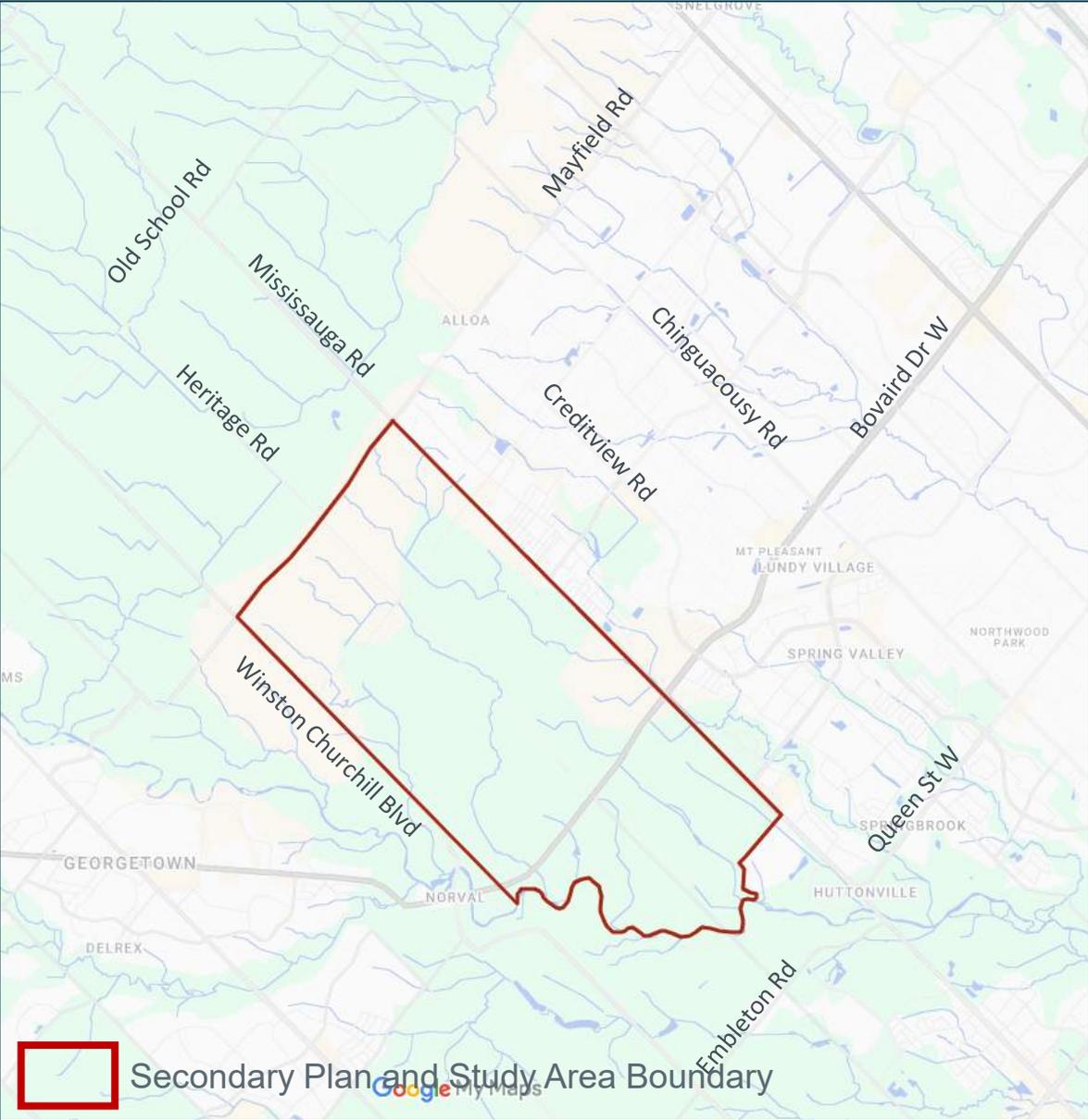
13.1.11 c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. **No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.**

To be Addressed at TMP instead of Precincts



The Study

The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area.



MCEA Process

- The TMP is being undertaken in accordance with **Approach #2** of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024).
- The TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.

4.5 Master Planning Process

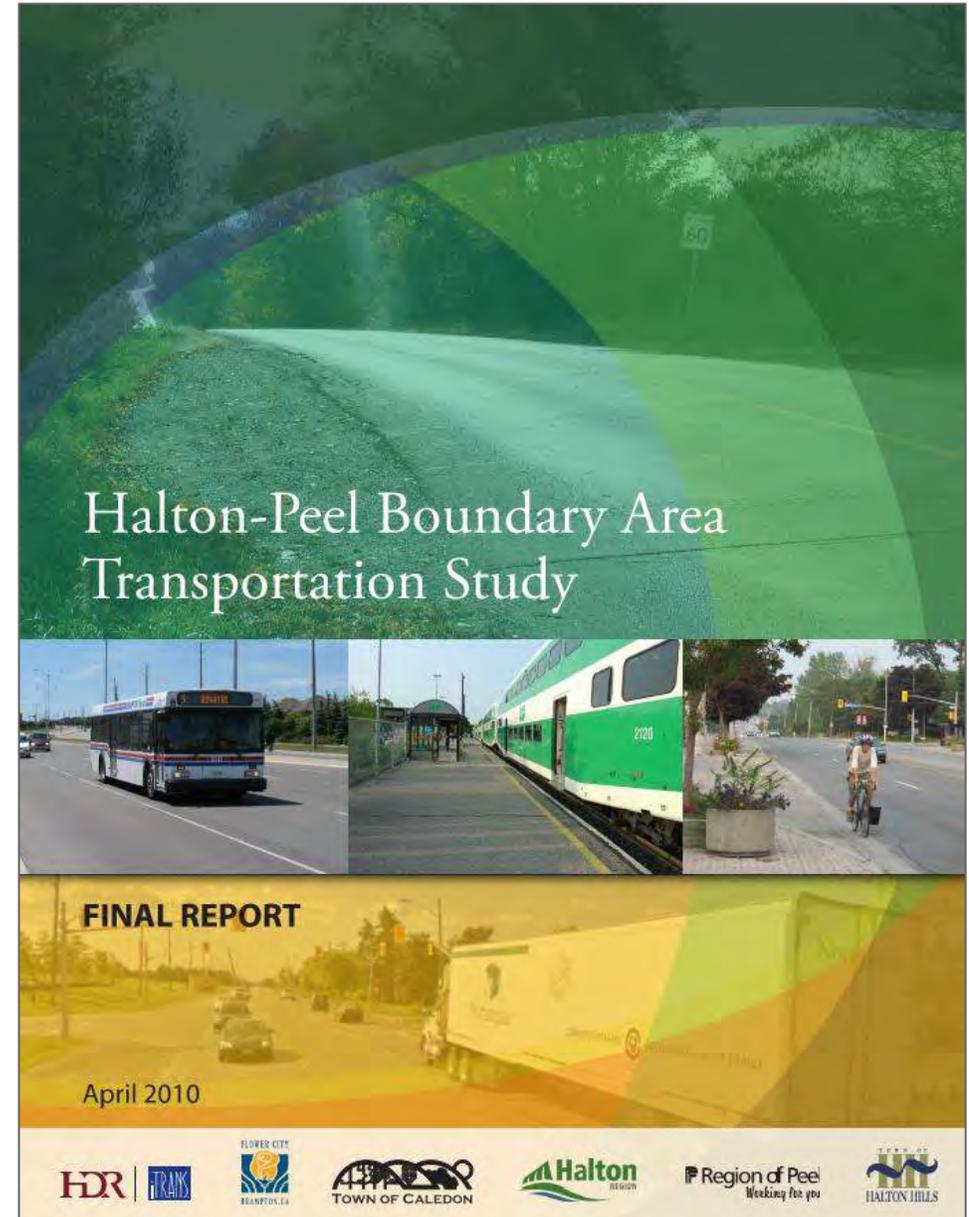
The master planning process is discussed in Section A.2.7. A summary of the various approaches is provided below.

	Approach 1	Approach 2*	Approach 3*
Level of Detail	Broad (project specific information is minimal) Used as support for subsequent Schedule B and C project specific studies	Sufficient to fulfil requirements for Schedule B projects (more detailed project specific information is included) Used as support for subsequent Phase 3 and 4 for Schedule C project specific studies	Sufficient to fulfil requirements for Schedule B and C projects (more detailed project specific information is included)
Process	Preliminary Phase 1 and 2	Phase 1 and 2	Phase 1 to 4
Final Notice	Notice of Master Plan *This should not be called a Notice of Completion	Final notice becomes Notice of Completion for Schedule B projects	Final notice becomes Notice of Completion for Schedule B and C projects
Integration with Planning Act*	*Official Plan and Secondary Plan	*Official Plan and Secondary Plan, Plan of Subdivision, etc.	*Official Plan, Secondary Plan, Plan of Subdivision, etc.

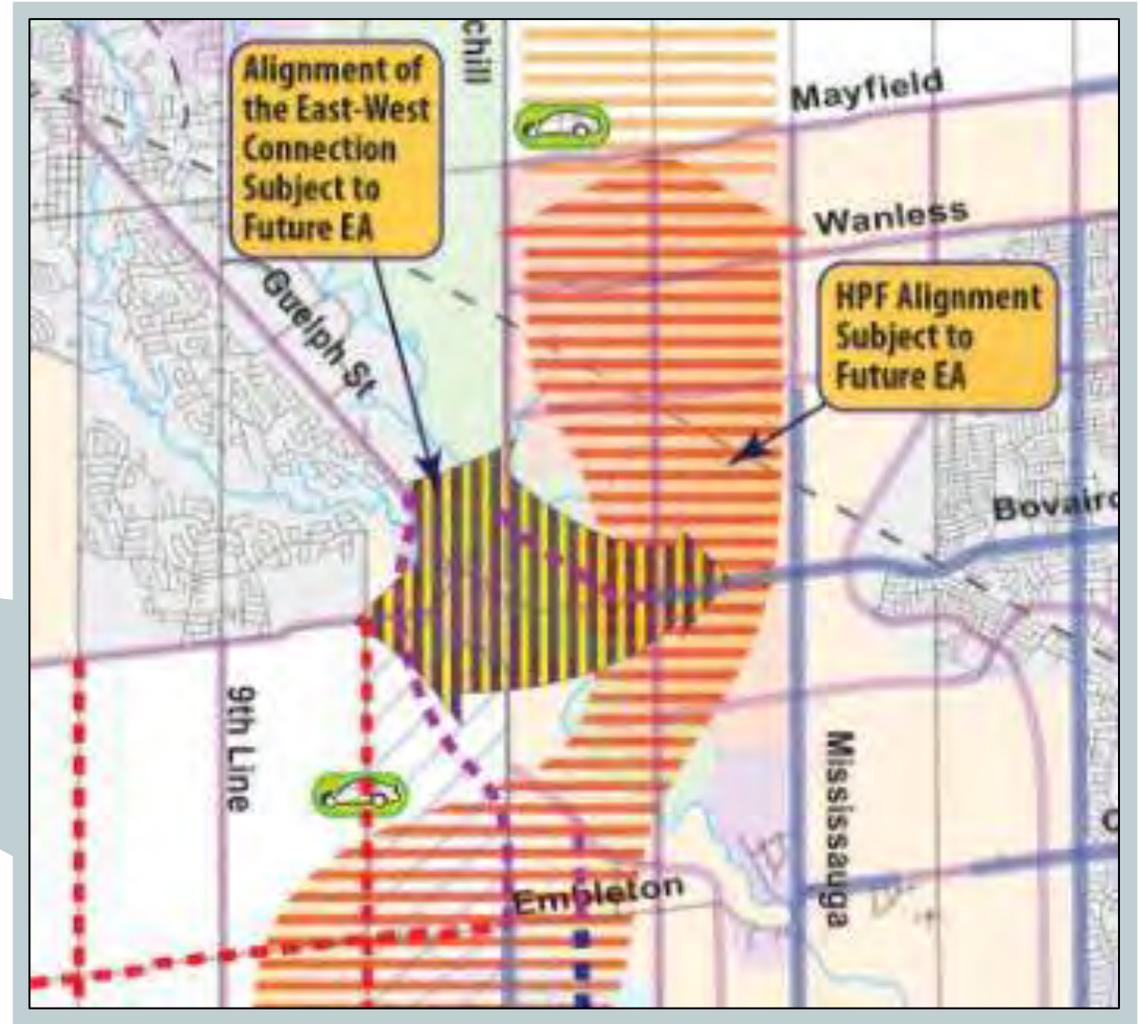
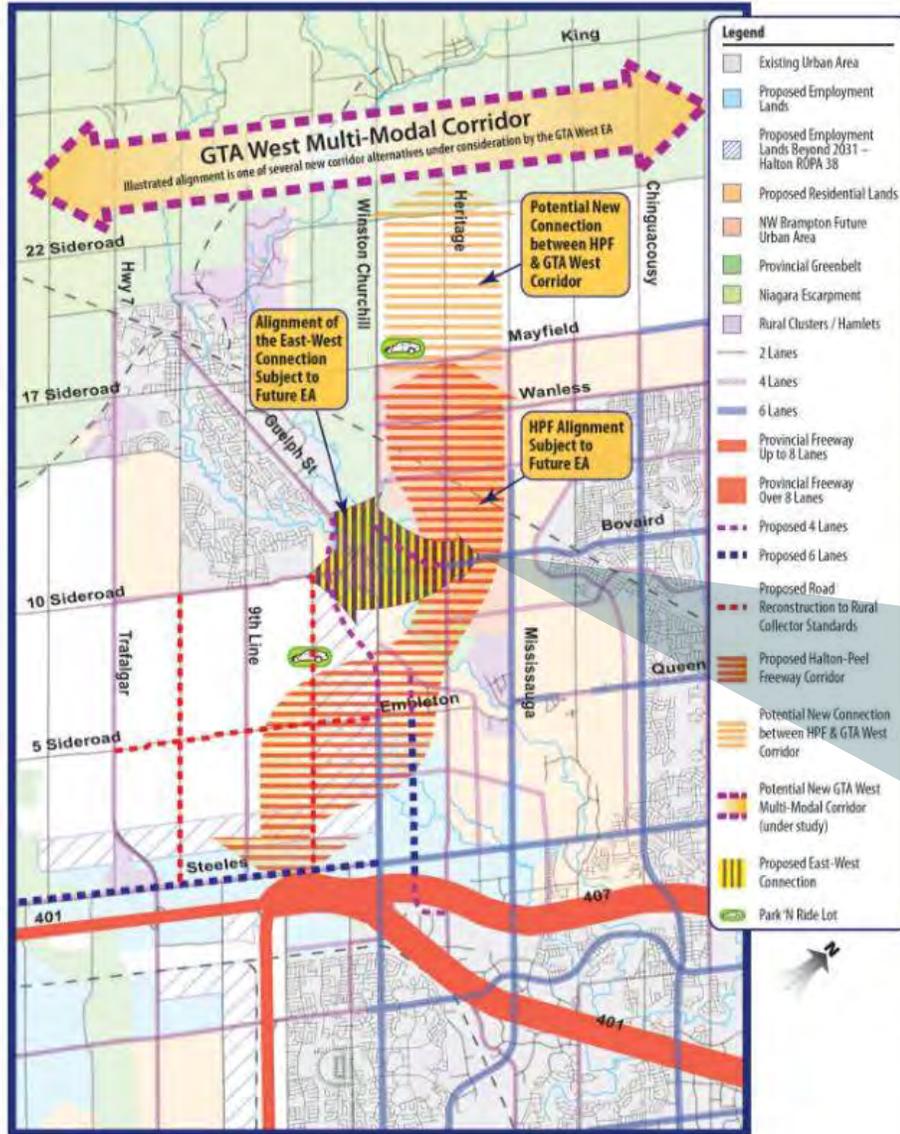
* The various master planning approaches provide proponents with flexibility to customize their master plans to suit their needs. See section A.2.7 for information on modified approaches 2 and 3.

Halton Peel Boundary Area Transportation Study (HPBATS)

- Halton-Peel Boundary Area Transportation Study (HPBATS, April 2010)
- Conducted by HDR / iTrans on behalf of:
 - City of Brampton
 - Town of Caledon
 - Halton Region
 - Region of Peel
 - Halton Hills
- Memorandum of Understanding (MOU, April 2012) was signed between all municipalities noted above that sets out a framework for implementation of transportation improvements recommended in the HPBAT Study



Overview of HPBAT Study Recommendations - Roads



Subject to future Environmental Assessment studies

Exhibit H-2: HPBATS Recommended Road Network, 2031

Overview of HPBAT Study Recommendations - Transit

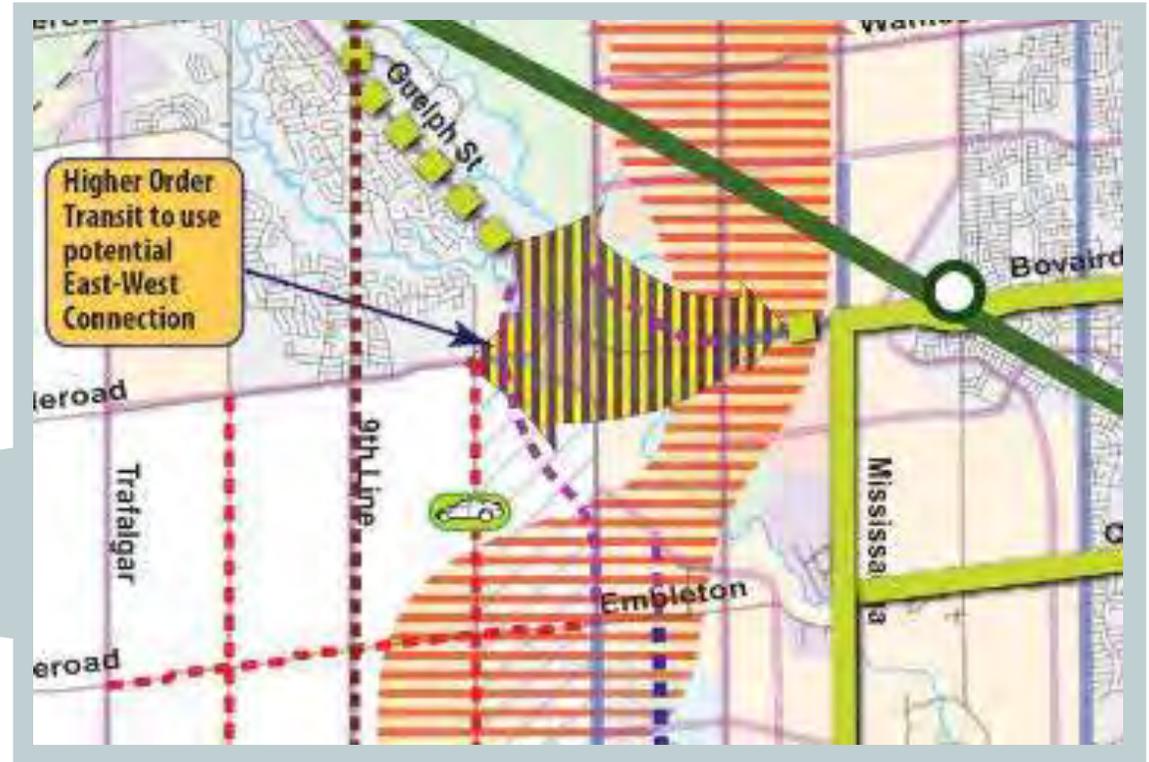
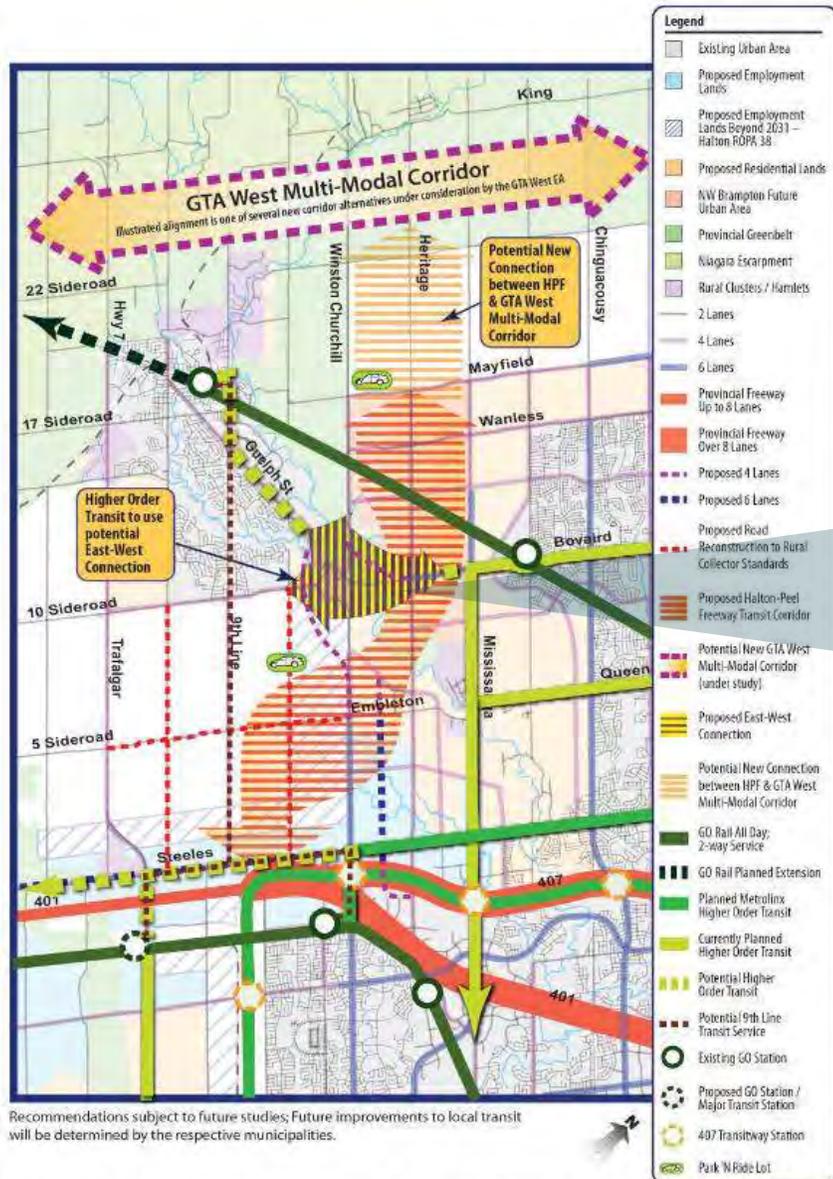
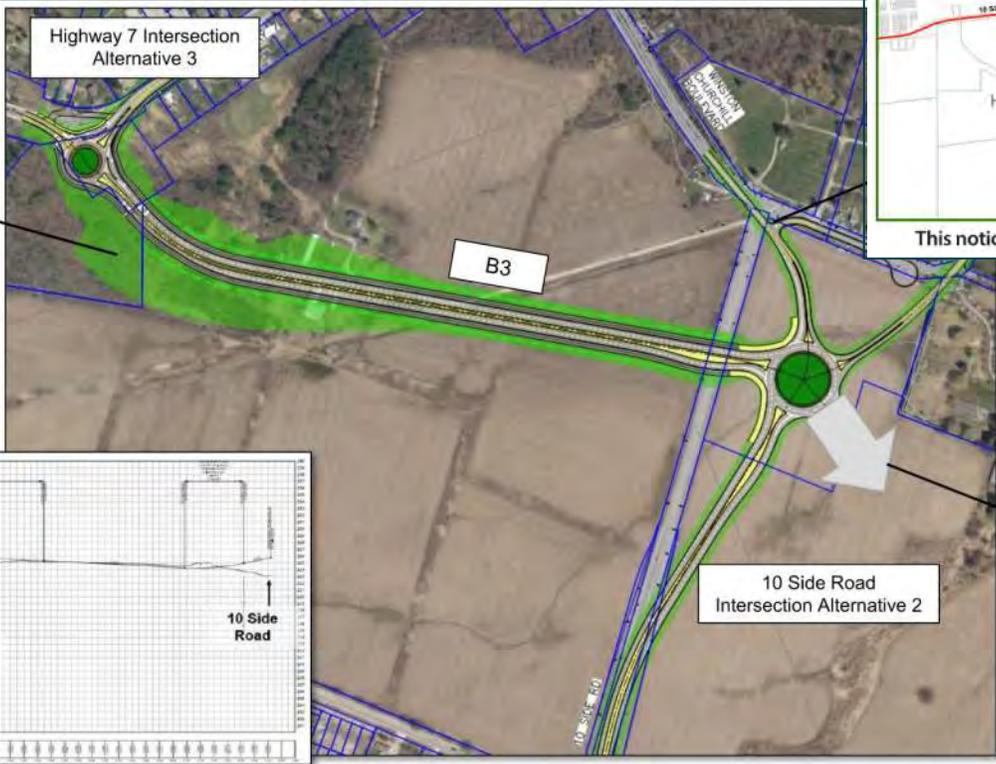


Exhibit H-1: HPBATs Recommended Transit Network, 2031

Norval West Bypass

- MCEA Class C for Norval West Bypass Transportation Corridor Improvements
- Conducted by Stantec on behalf of Halton Region
- Commenced in April 2020
- PIC#2 with Preliminary Preferred Design in February 2024

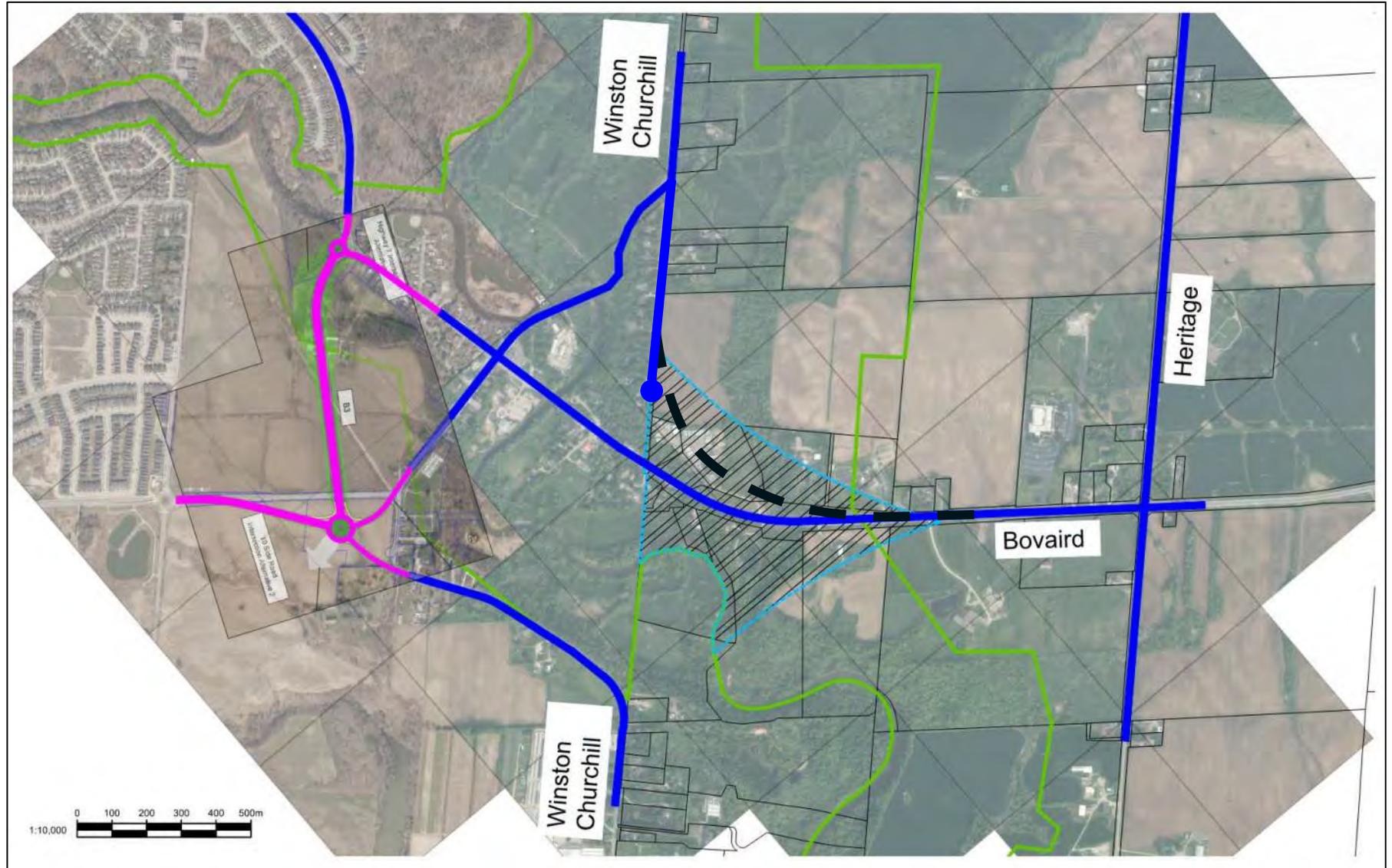


This notice was first issued on Thursday, January 23, 2020

Potential future Winston Churchill Bypass subject to future separate MCEA Study.

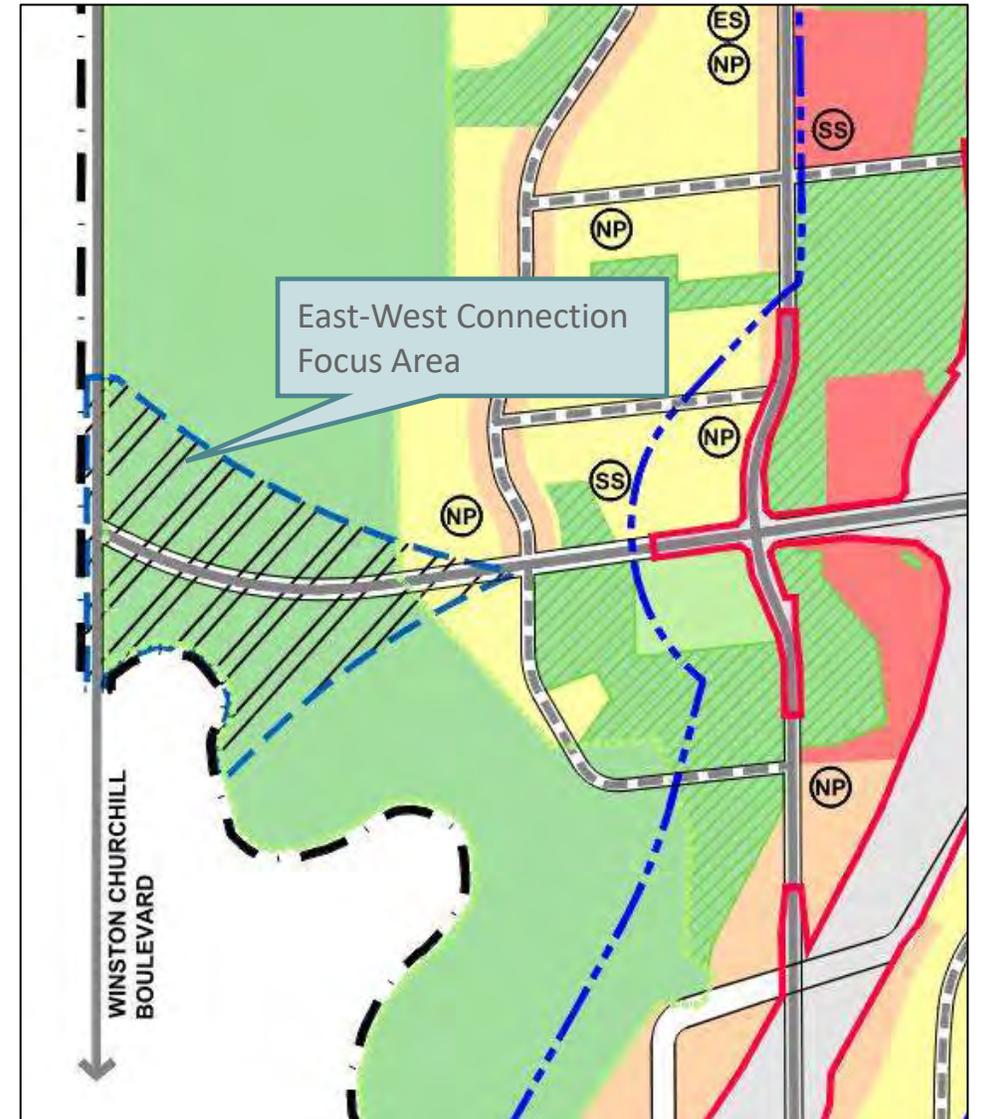
Norval West Bypass, PIC #2 Recommended Alternative

- Existing
- Norval West Bypass
- Adamson Bypass (Illustrative)
- Heritage Heights East-West Connection Focus Area



Next Steps – Heritage Heights TMP

- Heritage Heights TMP (instead of Precincts) will:
 - Identify alternative alignments within the Secondary Plan East-West Connection Focus Area that do not preclude and protects for East-West Connectivity
 - Model Capacity Results for Alternatives
 - Consult with Halton Hills and Halton Region on Alternatives and Preliminary Recommendations (Engagement Meeting #2)
 - Identify Process Recommendations (e.g. additional study or EA processes required)



Contact Information

Richa Dave, MCIP RPP

Project Manager, Transportation Planning

City of Brampton



Emily Ecker, P.Eng.

Senior Associate

BA Consulting Group Ltd.



Project Email: heritageheights@brampton.ca



MEETING MINUTES

TO

Meeting Attendees (May 14, 2025)

LOCATION

Virtual (Zoom)

FROM

BA Consulting Group Ltd.

DATE

May 14, 2025

RE: HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN – EAST-WEST CONNECTION FOCUS AREA ENGAGEMENT #1 – MAY 14, 2025 – VIRTUAL DRAFT

ATTENDEES

City of Brampton Attendees

- Richa Dave
- Vikram Hardatt
- Brian Lakeman
- Henrik Zbogor

Town of Halton Hills Attendees

- Maureen Van Ravens
- Jeff Markowiak
- Ivan Drewnitski
- Josh Salisbury

Halton Region Attendees

- Shelley Partridge
- Walter Scattolon
- Andrew Morgan
- Ann Larkin
- Lina Elmorshedy

Consultant (BA Group)

Attendees

- Emily Ecker
- Adrian Lorion
- Michael Giallonardo
- Yahya Deen

Heritage Heights Landowners

Group Attendees

- James Reed

REGRETS

Consultant (BA Group) Regrets

- Scott Gibbons

PRESENTATION (EMILY ECKER)

- Emily E. delivered PowerPoint presentation outlining the Heritage Heights Secondary Plan, Heritage Heights Transportation Master Plan (TMP), and all policies/planning relating to the Halton Region / Peel Region boundary, including the 2010 Halton Peel Boundary Area Transportation Study (HPBATS).
- The presentation slides will be shared alongside these meeting minutes.
- Maureen V.R. clarified that Winston Churchill Boulevard does not “dead end” north of Norval but rather continues as Adamson Street through Norval, and continues as Winston Churchill Boulevard south of Norval.
 - North of Norval, alignment of Winston Churchill Boulevard has a short spur continuing south – Old Pine Crest Road – that terminates as a cul-de-sac north of Bovaird Drive West / Guelph Street (Highway 7); it does not currently connect.
- Ann L. highlighted that in the February 2024 PIC #2 boards, southern connection to roundabout proposed as part of Norval West Bypass (near current 10 Side Road and Winston Churchill Boulevard) is illustrated as an arrow. This would be a Winston Churchill realignment alternative.

OPEN DISCUSSION / HALTON HILLS & HALTON REGION FEEDBACK

- Maureen V.R. noted no issues with the presentation and to keep the Town of Halton Hills involved and informed of progress.
- Maureen V.R. advised to continue to illustrate east-west connection in materials.
- Ann L. inquired about whether there is a scope of work and advised to keep Halton Region involved and informed of progress.
 - Emily E. advised that this meeting is a “jump-off point” and we intend to keep the Region and Town involved and informed of progress.
- Walter S. noted he presumed there would be a document to review that would be forthcoming.
 - Vikram H. advised that this document would be the draft Heritage Heights TMP, when it is prepared and ready to be circulated.
- Brian L. noted that HPBATS was from 2010, some time ago now, and inquired whether the east-west connection was still desired/requested/needed by Halton Hills / Halton Region.
- Ann L. inquired about what the City of Brampton and BA Group were modelling.
 - Emily E. advised that the modelling process is agnostic to detailed curvature/alignment of roads and instead considers whether a specific connection exists or not; it is an “on or off” feature. It can define locations, like whether the Adamson Bypass is north or south of Bovaird Drive West / Guelph Street. The model will also consider ‘do nothing’ and road widenings to existing roads as alternatives.
- Maureen V.R. noted that it is for the City of Brampton to decide where is the best place to have the east connection. Halton Hills / Halton Region are doing their part of HPBATS, which is the West Norval Bypass. Halton Hills / Halton Region while Brampton will determine where/if to connect on Brampton side. The TMP model can also reflect on whether the east-west connection is still needed.

- Maureen V.R. and Ann L. clarified that the Adamson Bypass is separate from the east-west connection; the dashed black line on the BA Group drawing should connect from Bovaird Drive West to Winston Churchill Boulevard, north of the transition to Adamson Street (and Old Pine Crest Road).
- Maureen V.R. confirmed that it has been the Halton Region / Halton Hills assumption that the east west-connection would be south of Bovaird Drive West. However, now with Highway 413 plan, is the east-west connections still needed? Is it more needed?
- Brian L. noted that scenarios would evaluate without the Adamson bypass, then add it to determine if there's a need for the east-west connection (south of Bovaird Drive West).
- Maureen V.R. also noted that had the Winston Churchill interchange with Highway 413 been located further north, it would have provided greater east-west relief.
- Brian L. confirmed that City of Brampton modelling has the currently planned Highway 413 interchanges.
- Ivan D. is seeking a Terms of Reference (ToR) for the TMP work that impacts the Halton-Peel boundary. Discussion minutes below informed that the ToR details could take the form of a list of assumptions being made within the model.
- Ivan D. shared page 124 of the HPBATS, illustrating tested routing options from that study.
- Walter S. asked if City of Brampton / BA Group anticipate running a scenario without Highway 413.
 - Brian L. confirmed we are assuming Highway 413 will be built in modelled scenarios.
 - Walter S. advised that maybe including a scenario without Highway 413 provides a litmus test.
 - Brian L. explained that the previous planned north-south corridor planned as part of old Heritage Heights TMP – in absence of Highway 413 – could be the scenario Walter S. requested. This was referred to in the discussion as the “super arterial” road; 4-6 lane road, other features, etc.
 - Henrik clarified that a north-south corridor has been incorporated in some manner along the history of prior TMPs.
- Shelley P. asked if City of Brampton / BA Group required data that Halton Region could share to inform inputs to model. Perhaps planned development in southeast Georgetown.
 - Brian L. confirmed that Brampton did request and receive 2031/2041/2051 land use forecasts and have incorporated these. He will confirm this with City of Brampton modeller who was not present at this meeting (Linda W.).
 - Adrian confirmed this information has informed the model at macro level and is being used to analyze at meso level.
- Ann L. agreed with Ivan D.'s request for a ToR as she finds them very helpful. She advised that it can be very “high level” and would outline assumptions and scenarios.
 - Highway 413 in or out?
 - Land use forecasts?
 - Horizon years?
 - What alternatives are analyzed?

- Adrian L. advised that BA Group will be preparing this material for the draft TMP and can pull out these items to inform Halton Hills / Halton Region of model assumptions/scenarios.
- Adrian L. advised that BA Group has collaborated with City of Brampton for ~6 months to build TMP model for Heritage Heights.
- Vikram H. posited that a takeaway / action item from this meeting would be to continue to engage with this group.
- Maureen V.R. inquired about timing.
 - Vikram said “as soon as possible.”
 - Emily E. advised that draft report is targeted for July of this year, current focus is engagement
- Emily E. recommended to meet again within a month to maintain momentum.
- Maureen V.R. inquired about Region of Peel.
 - They were not present at this meeting but City of Brampton and BA Group meeting with Region of Peel staff on Friday of this week.
- Ann L. confirmed that Peel Region / Halton Region have a road boundary agreement.
- Walton S. requested separate image (i.e. map) of each scenario that is being tested.
- Brian L. described 4 scenarios to test:
 - Base no bypasses
 - Base with north bypasses (e.g. Adamson Bypass)
 - Base with north and south bypasses (i.e. south would be the East-West Connection)
 - Base with only south bypass (i.e. only the East-West Connection).

MEETING OUTCOME AND NEXT STEPS

- BA Group / City of Brampton to prepare list of model assumptions/scenarios regarding TMP work that impacts the Halton-Peel boundary and describes study at high level.
- Presentation materials and Minutes from May 14, 2025 to be provided.
- Heritage Heights TMP to proceed with modelling of 4 scenarios minuted:
 1. Base no bypasses
 2. Base with north bypasses (e.g. Adamson Bypass)
 3. Base with north and south bypasses (i.e. south would be the East-West Connection)
 4. Base with only south bypass (i.e. only the East-West Connection).



HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

HH TMP Engagement #2

Prepared For: Peel Region, Halton Region, Halton Hills

June 24, 2025



*Heritage Heights
Landowners Group*



City of Brampton

- Vikram Hardatt
- Richa Dave
- Brian Lakeman
- David Monaghan
- Nelson Cadete
- Henrik Zbogar

Peel Region

- Dana Jenkins

Halton Region

- Shelley Partridge
- Walter Scattolon
- Andrew Morgan
- Ann Larkin
- Lina Elmorshedy

Heritage Heights Landowners Group

- James Reed

BA Group

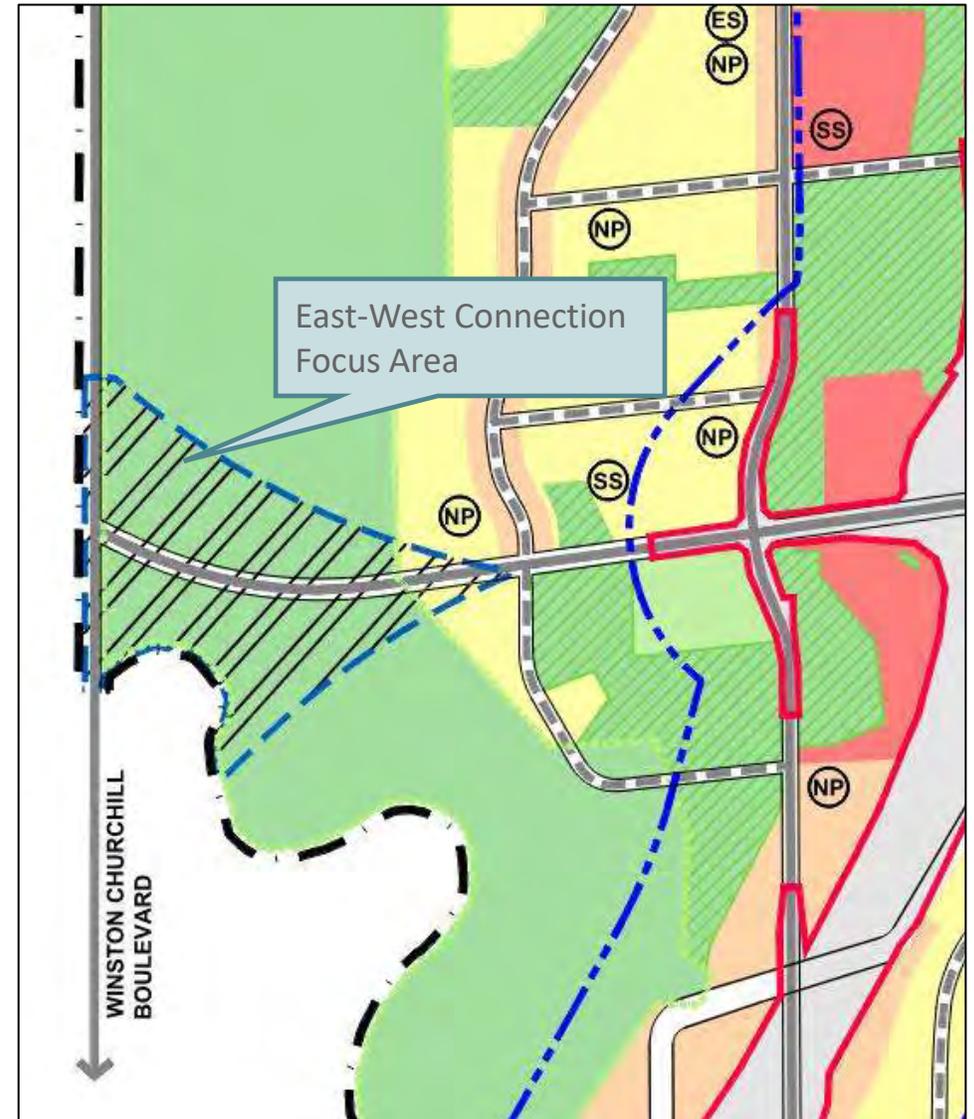
- Emily Ecker
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- Adrian Lorion
- Scott Gibbons
- Cora Freudenberg
- Kevin Xu
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Halton Hills

- Maureen Van Ravens
- Jeff Markowiak
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- Josh Salisbury
- Bronwyn Parker
- Melissa Ricci

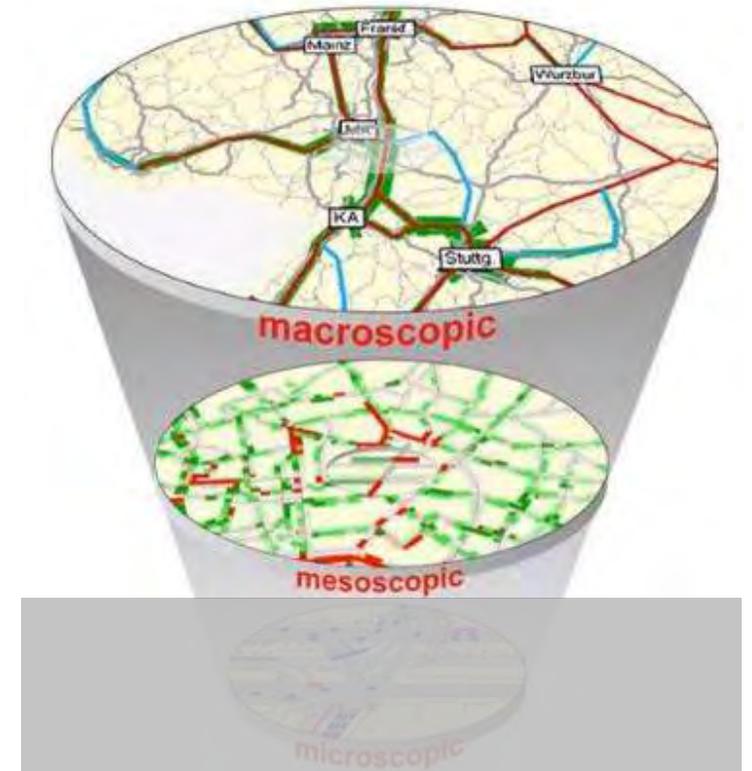
Engagement 1 Recap – Heritage Heights TMP

- Heritage Heights TMP (instead of Precincts) will:
 - Identify alternative alignments within the Secondary Plan East-West Connection Focus Area that do not preclude and protects for East-West Connectivity
 - Model Capacity Results for Alternatives
 - Consult with Halton Hills and Halton Region on Alternatives and Preliminary Recommendations (Engagement Meeting #2)
 - Identify Process Recommendations (e.g. additional study or EA processes required)



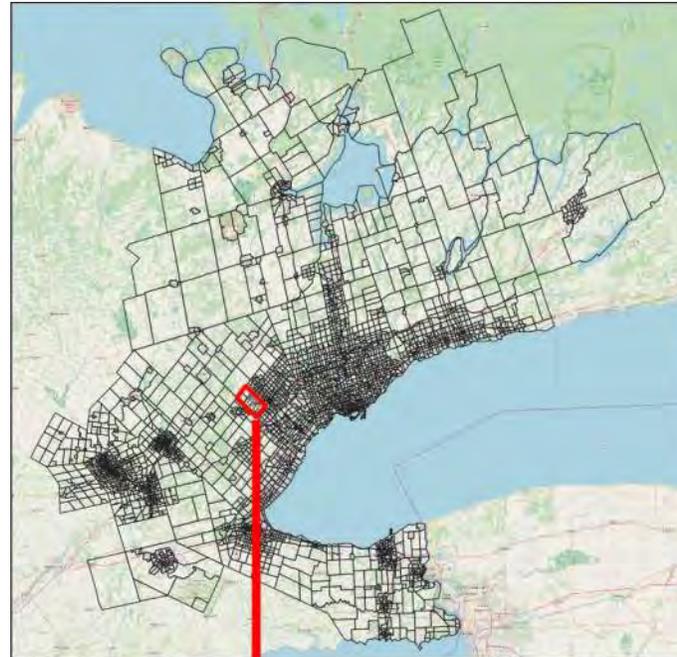
Heritage Heights TMP – Modelling Framework

- Modelling framework will support the TMP and respond to the planning needs of the City, Region and the LOG.
- BA Group has adopted a standard multi-resolution and multi-modal modelling approach (macro/meso/micro), which relies heavily on collaboration with City modelling staff.
- BA Group has developed a large scale mesoscopic *Visum* model that encompasses the Heritage Heights Transportation Master Plan area.
- This approach ensures that BA Group’s mesoscopic model captures the effects of both large-scale regional planned transportation infrastructure improvements and regional population/employment growth considered in the City’s macroscopic travel demand model while producing detailed results at a corridor-level.

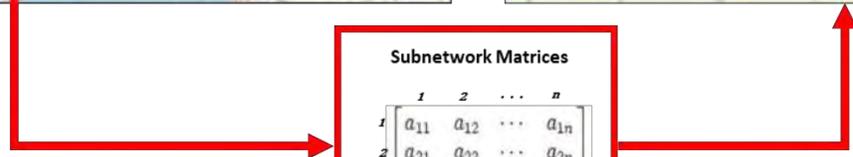
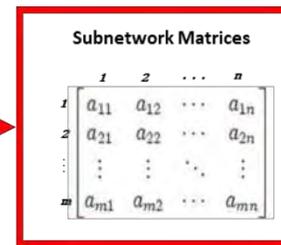


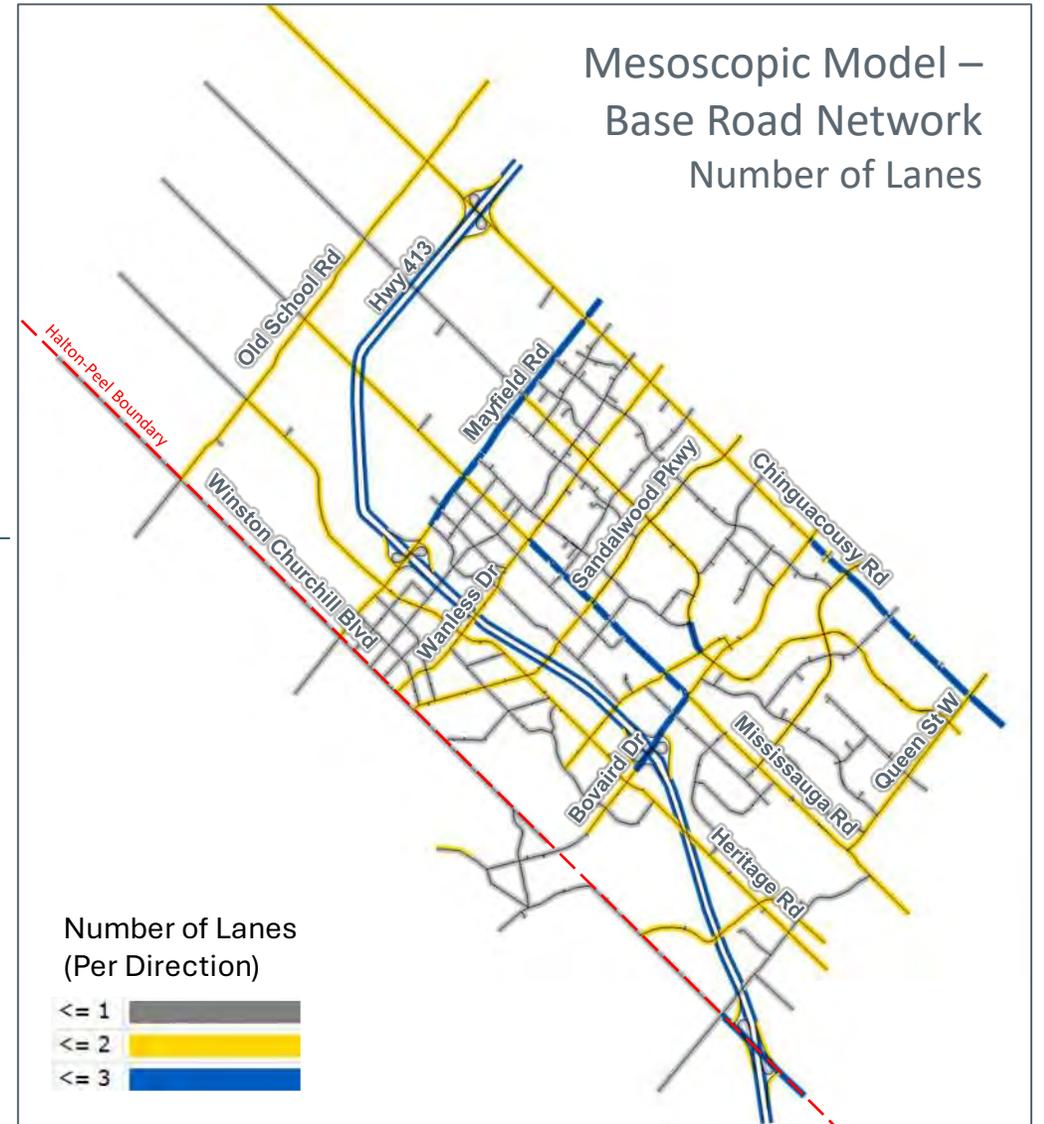
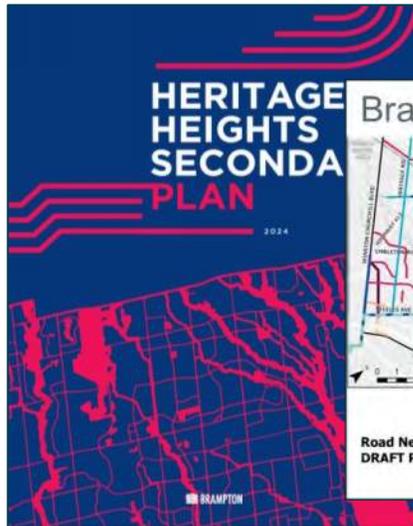
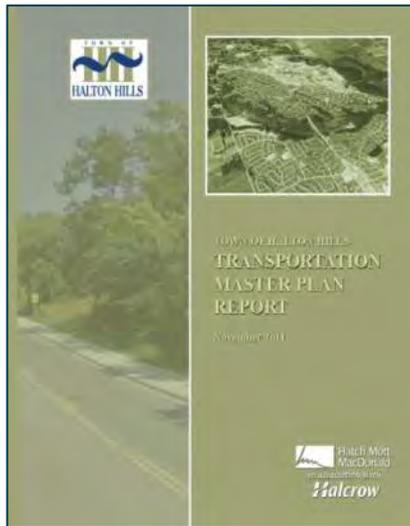
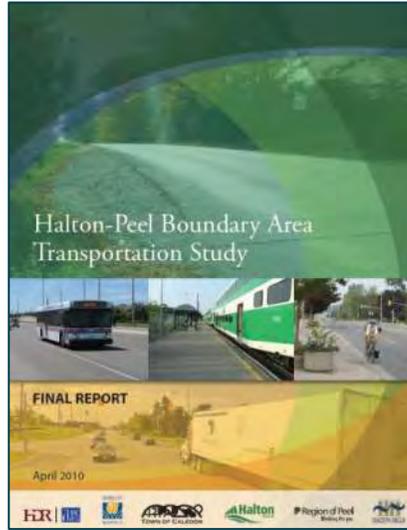
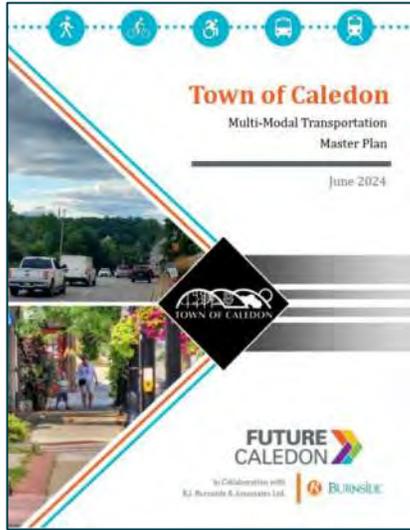
- Subarea Origin-Destination travel demand matrices were extracted from City of Brampton’s Regional Demand Model and were used as inputs into the Mesoscopic Model
- BA Group Mesoscopic model study area bounds:
 - Old School Rd to the North
 - Chinguacousy Rd to the East
 - Queen St W/Embleton Rd to the South
 - Winston Churchill Blvd to the West
- Existing conditions mesoscopic model:
 - Developed with **existing conditions (2016) sub-area travel demand matrices** from the City’s macroscopic model.
 - **Calibrated with 2024 turning movement count data.**
- Future 2051 conditions mesoscopic models:
 - Developed with **future conditions (2051) sub-area travel demand matrices from the City’s BMP macroscopic model.**
 - Used to evaluate road network options (e.g., road locations, number of lanes, network connectivity, etc.)
 - Used to evaluate impacts on traffic operations due to transit network options

Macroscopic Model
City of Brampton’s Macroscopic Model



Mesoscopic VISUM Model
BA Group’s HH TMP Mesoscopic Model

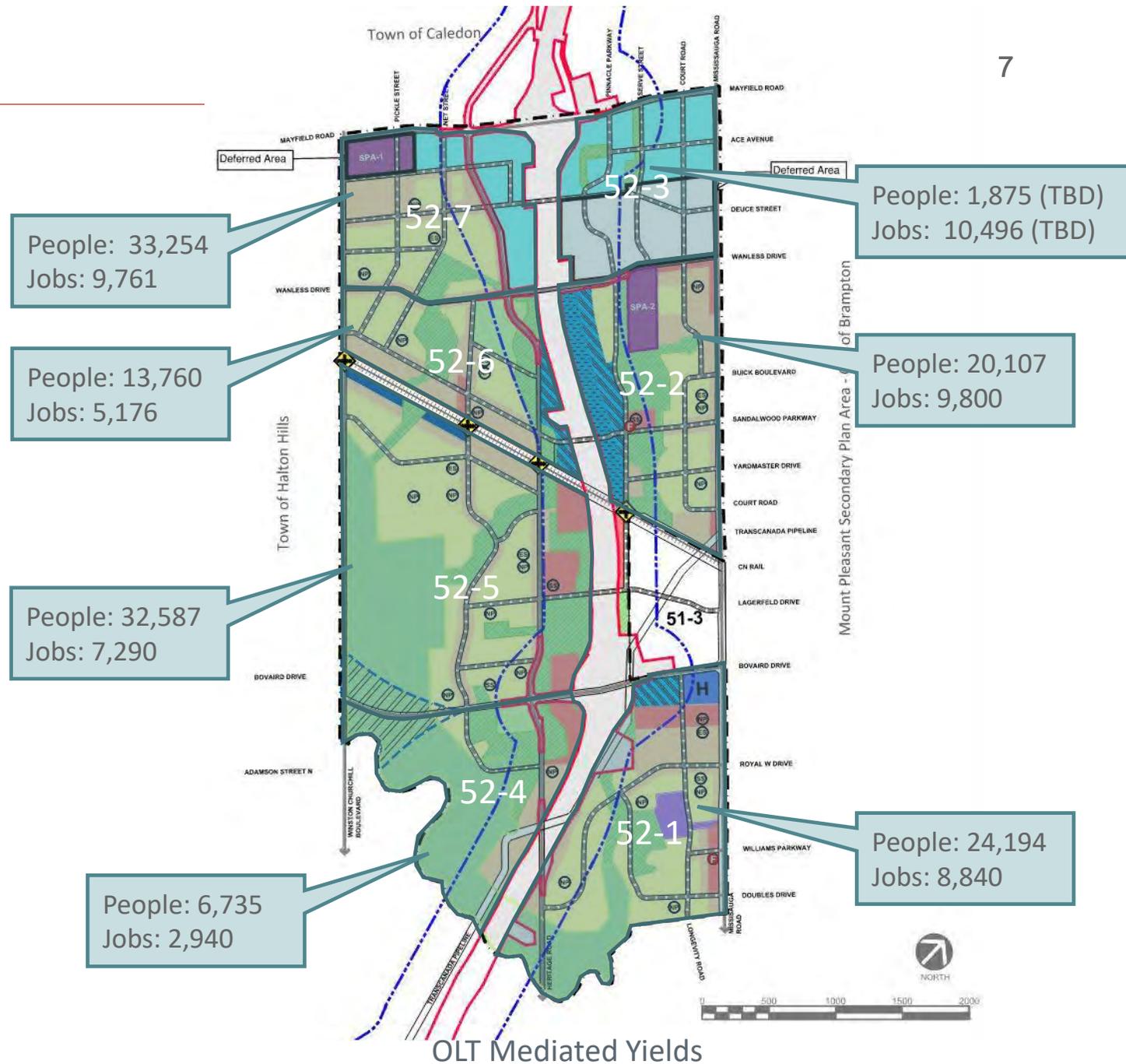




Note: Model link segments west of Halton-Peel Boundary represent roads within Halton Hills

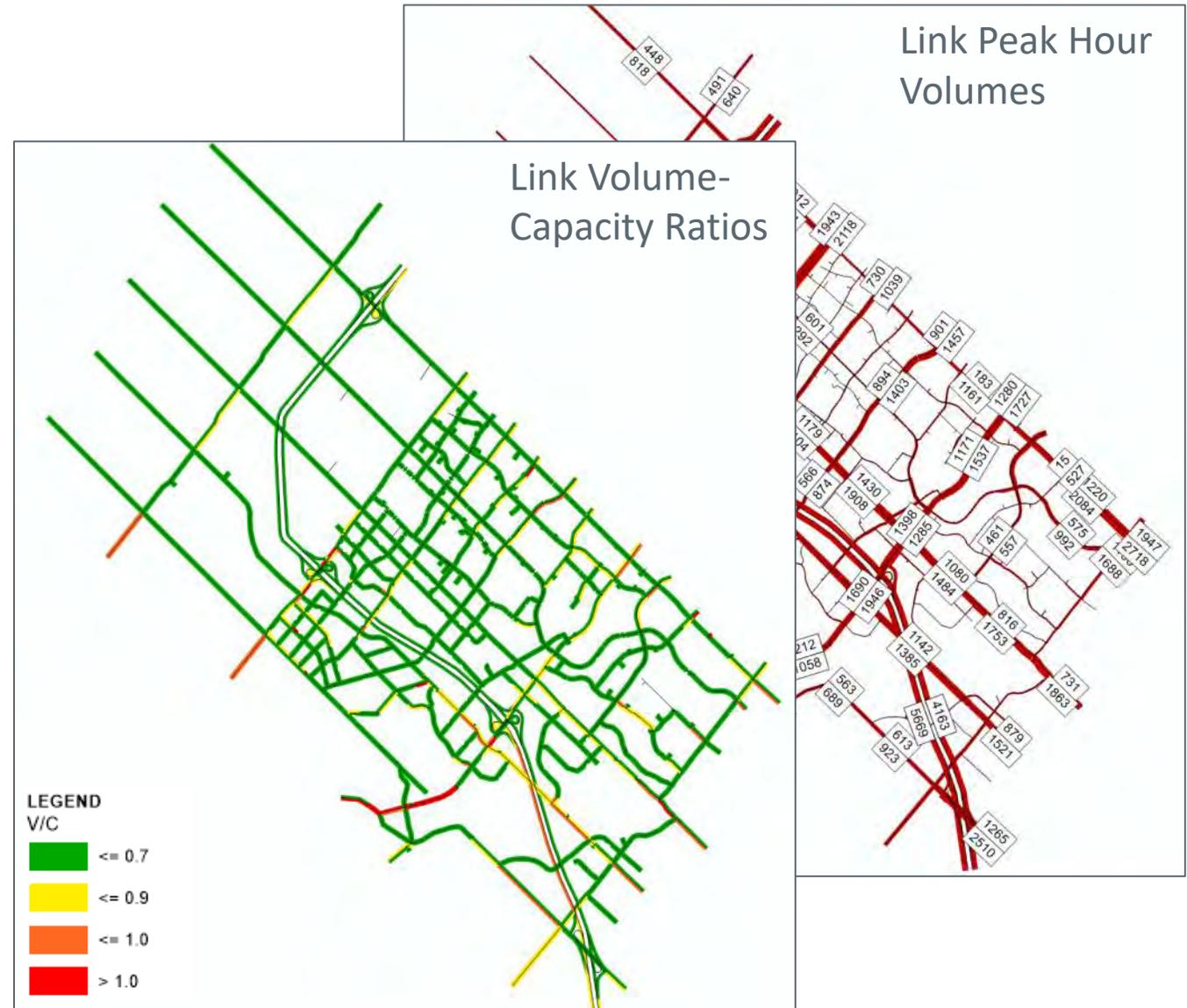
2051 Growth Assumptions

- City of Brampton's 2051 BMP Model was used to extract demand matrices to be used as inputs in 2051 mesoscopic model
 - Uses 2051 Peel Region Scenario 1 growth forecasts
 - Uses Halton growth forecasts obtained from Halton Region staff in December 2023.
- Macroscopic model was adapted for use in the HH TMP modelling exercise
 - Growth forecasts for HH traffic zones were updated to reflect OLT mediated yields
 - Total of 132,188 people and 54,307 jobs



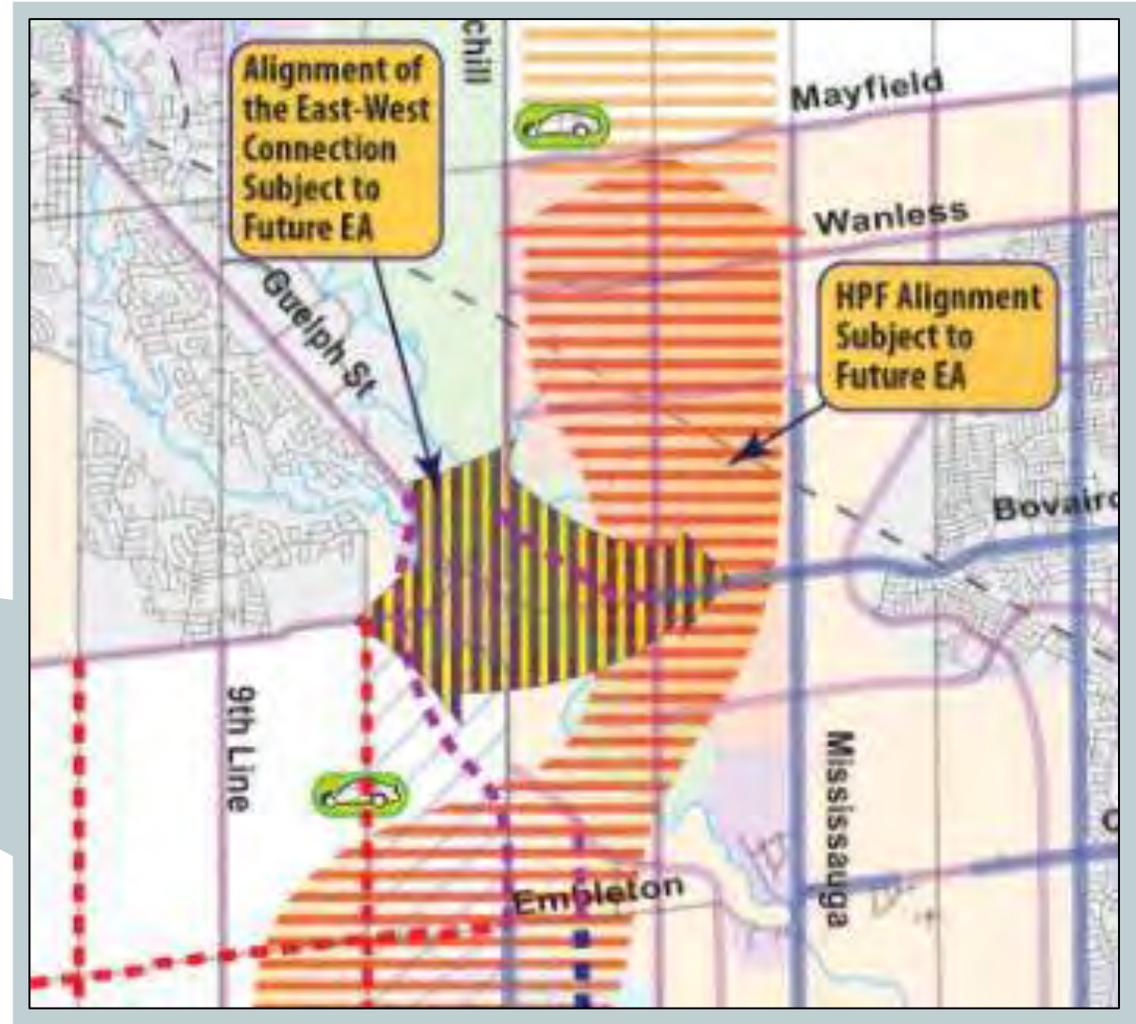
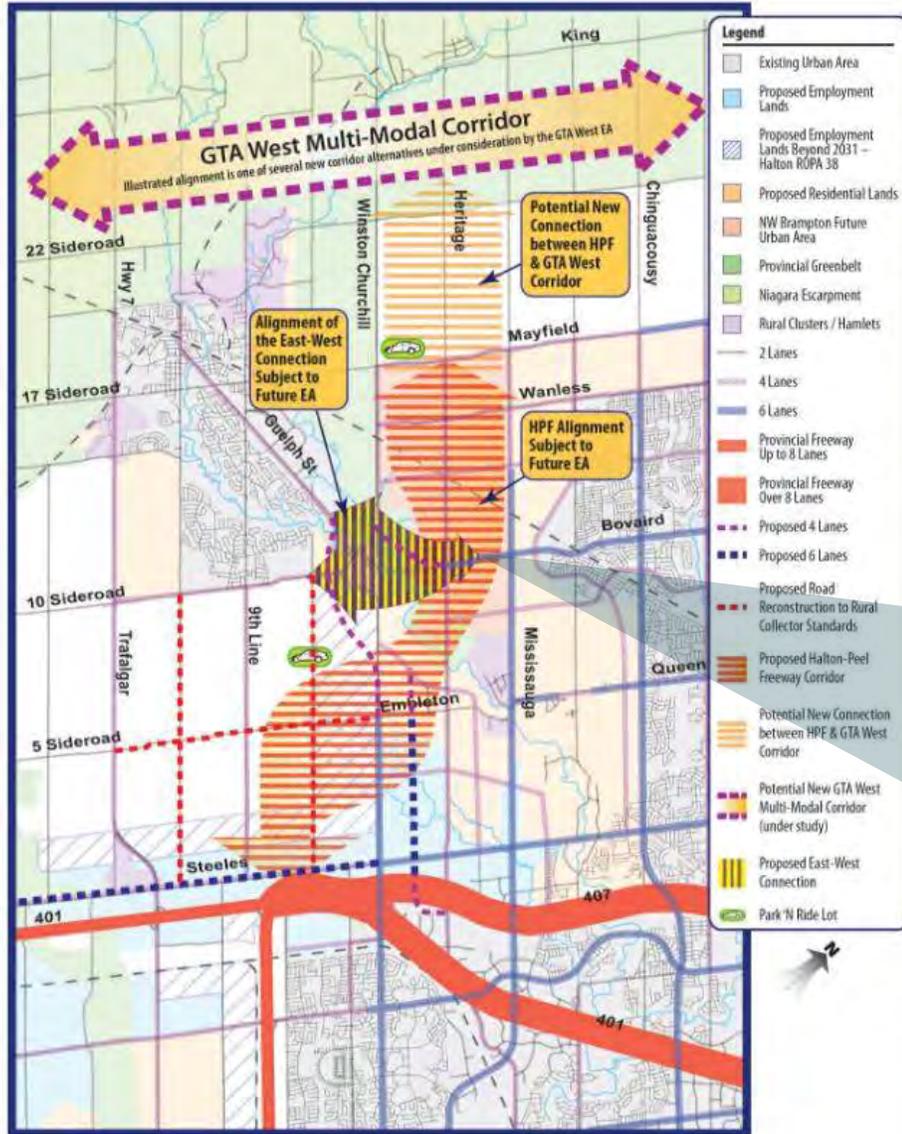
Examples of Model Outputs

- Mesoscopic model outputs are being used to assess alternatives in 7 distinct focus areas in the Heritage Heights TMP study area
- Model outputs include link peak hour volumes and link volume-capacity ratios
- Impacts to transportation operations associated with each Norval Bypass options will be evaluated using the mesoscopic model and its outputs



Halton-Peel Boundary Crossing

Overview of HPBAT Study Recommendations - Roads



Subject to future Environmental Assessment studies

Exhibit H-2: HPBATS Recommended Road Network, 2031

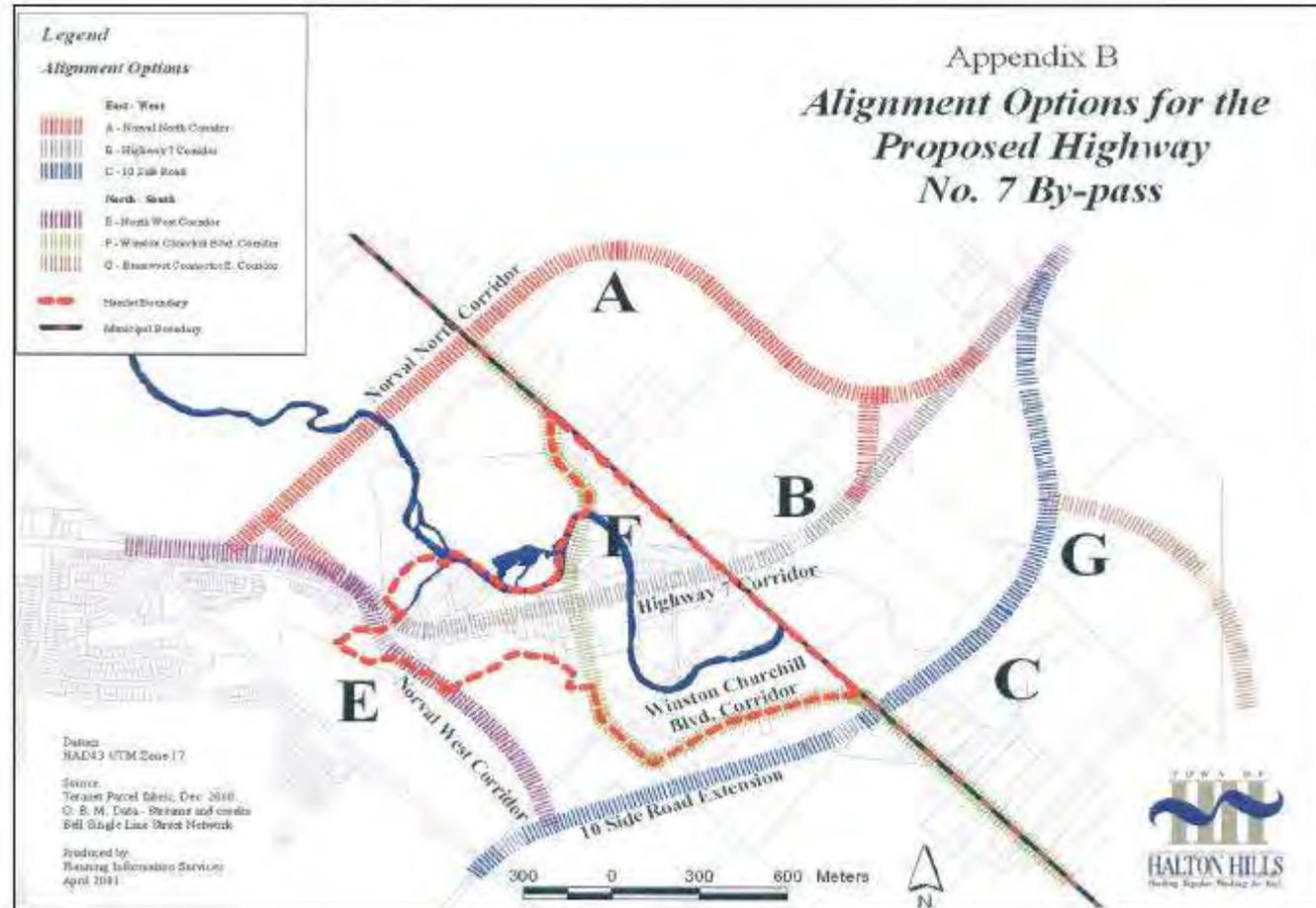
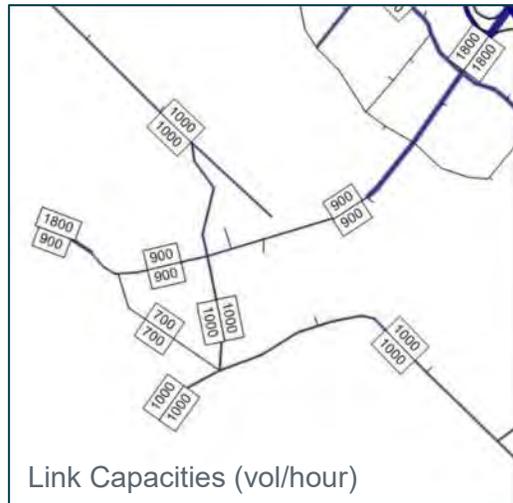
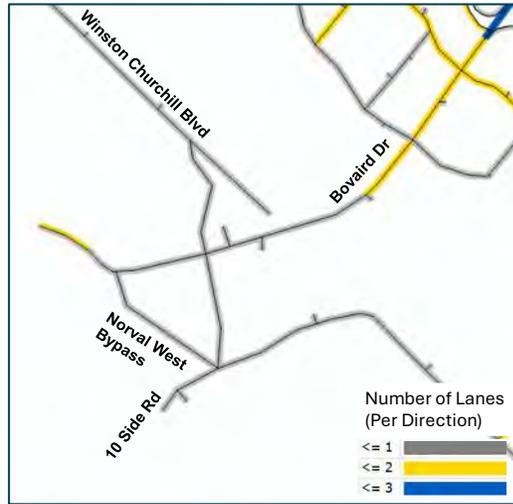


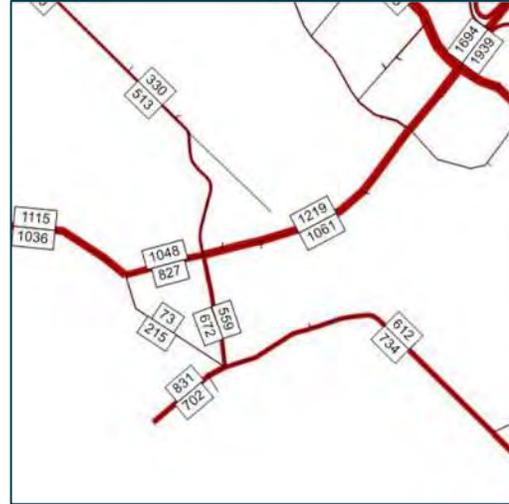
Exhibit 6-8: Early Concepts of the Norval Bypass

Focus Area 5 – Future 2051 Base Road Network Assumptions and Operations

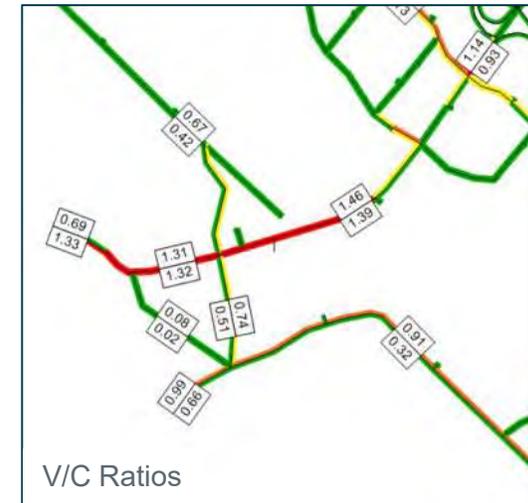
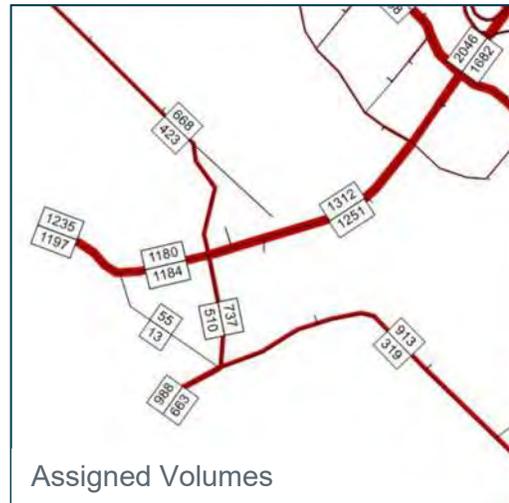


Consistent with UofT EMME Coding Standards

AM Peak Hour



PM Peak Hour



Assigned Volumes

V/C Ratios

Focus Area 5 – Alternative Scenarios



Base

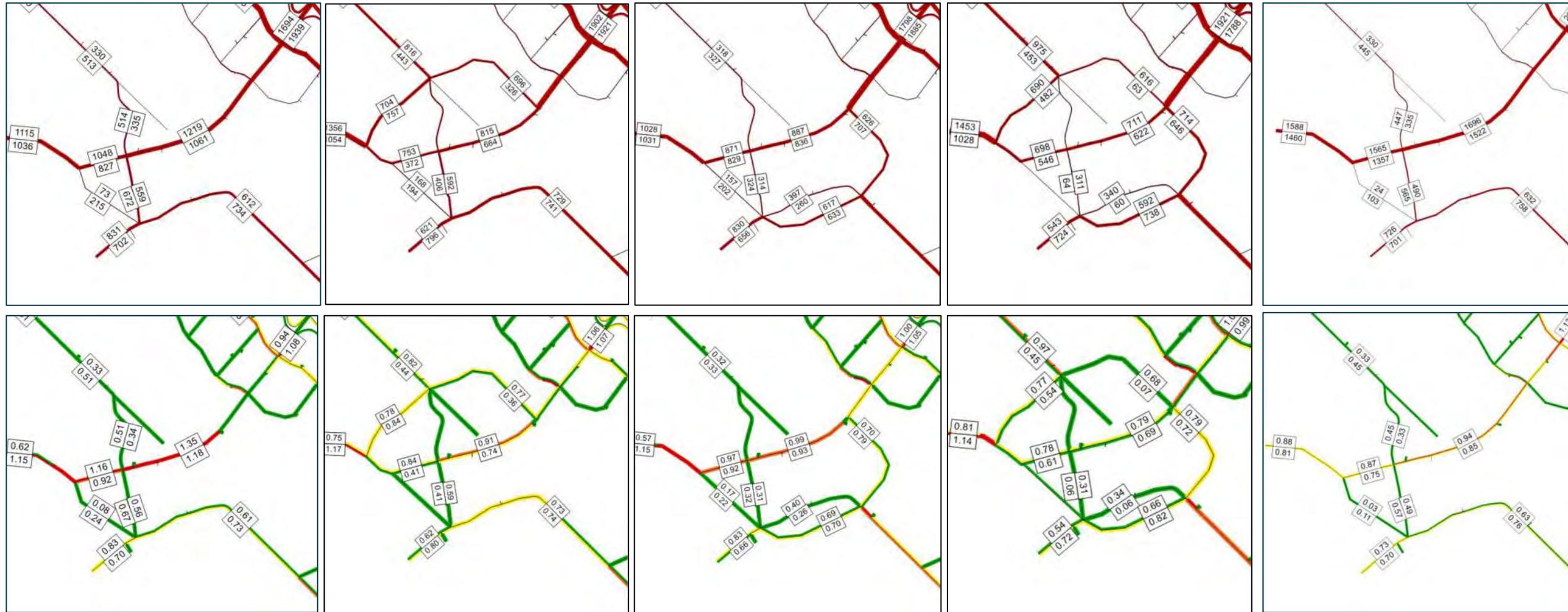
North Bypass

South Bypass

North + South Bypass

Bovaird/Guelph St Widened to 4 lanes (2 lanes per direction)

Focus Area 5 – Alternatives Assessment – Future 2051 AM Peak Hour



Base

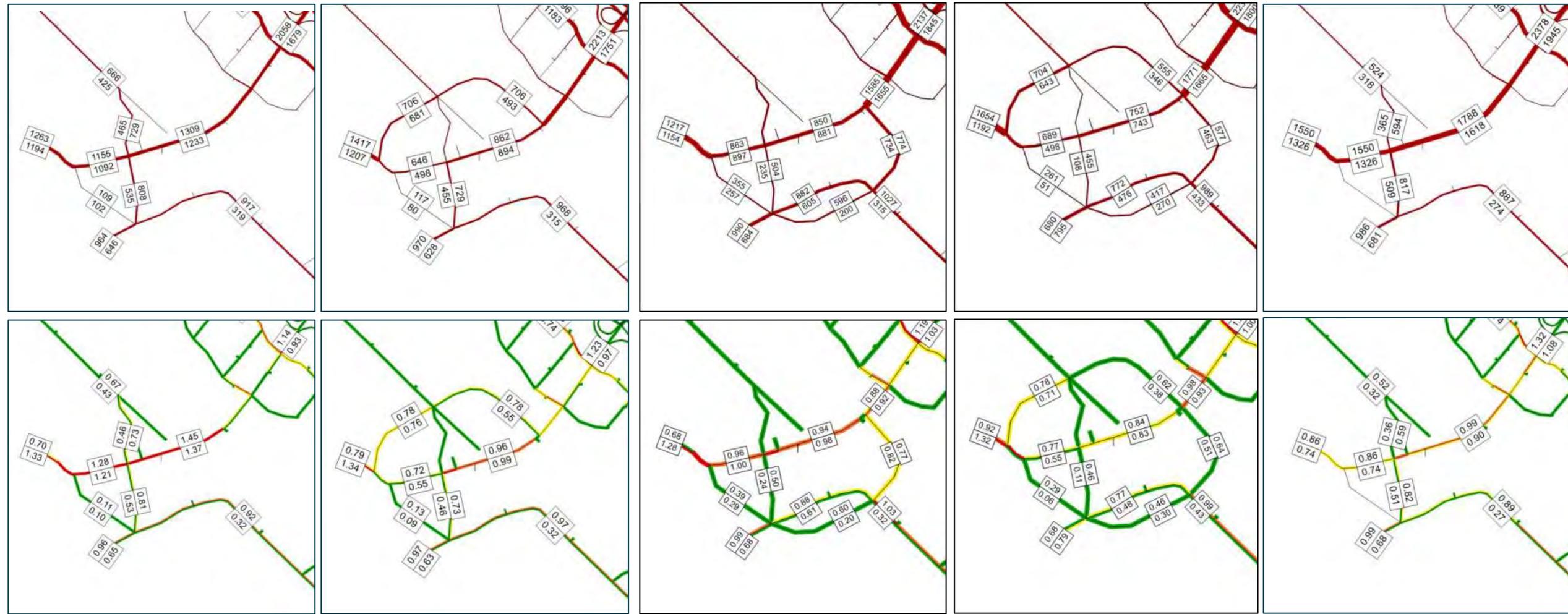
North Bypass

South Bypass

North + South Bypass

Bovaird/Guelph St Widened to 4 lanes (2 lanes per direction)

Focus Area 5 – Alternatives Assessment – Future 2051 PM Peak Hour



Base

North Bypass

South Bypass

North + South Bypass

Bovaird/Guelph St Widened to 4 lanes (2 lanes per direction)



AM Peak Hour

AM Peak Hour

AM Peak Hour

PM Peak Hour

PM Peak Hour

PM Peak Hour

North Bypass

South Bypass

Bovaird Dr/Guelph St Widening

Base Conditions:

- Bovaird over capacity by 300-400 vehicles under base conditions

Overview of Bypass Performance:

- E-W Bypass provides additional 900 vph of capacity per direction assuming same road classification as Bovaird Drive.
- To alleviate traffic congestion on Bovaird, only one bypass is required
- Both the north and south bypass options can accommodate forecasted east-west travel demand. South bypass operates less effectively than North option

Overview of Widening Performance:

- Widening on Bovaird Dr/Guelph St provides additional 900 vph capacity per direction
- Bovaird Dr/Guelph St at 4-lanes can accommodate forecasted east-west travel demand
- Widening results in increased (induced) demand through Norval community

Evaluation Criteria: Norval Focus Area

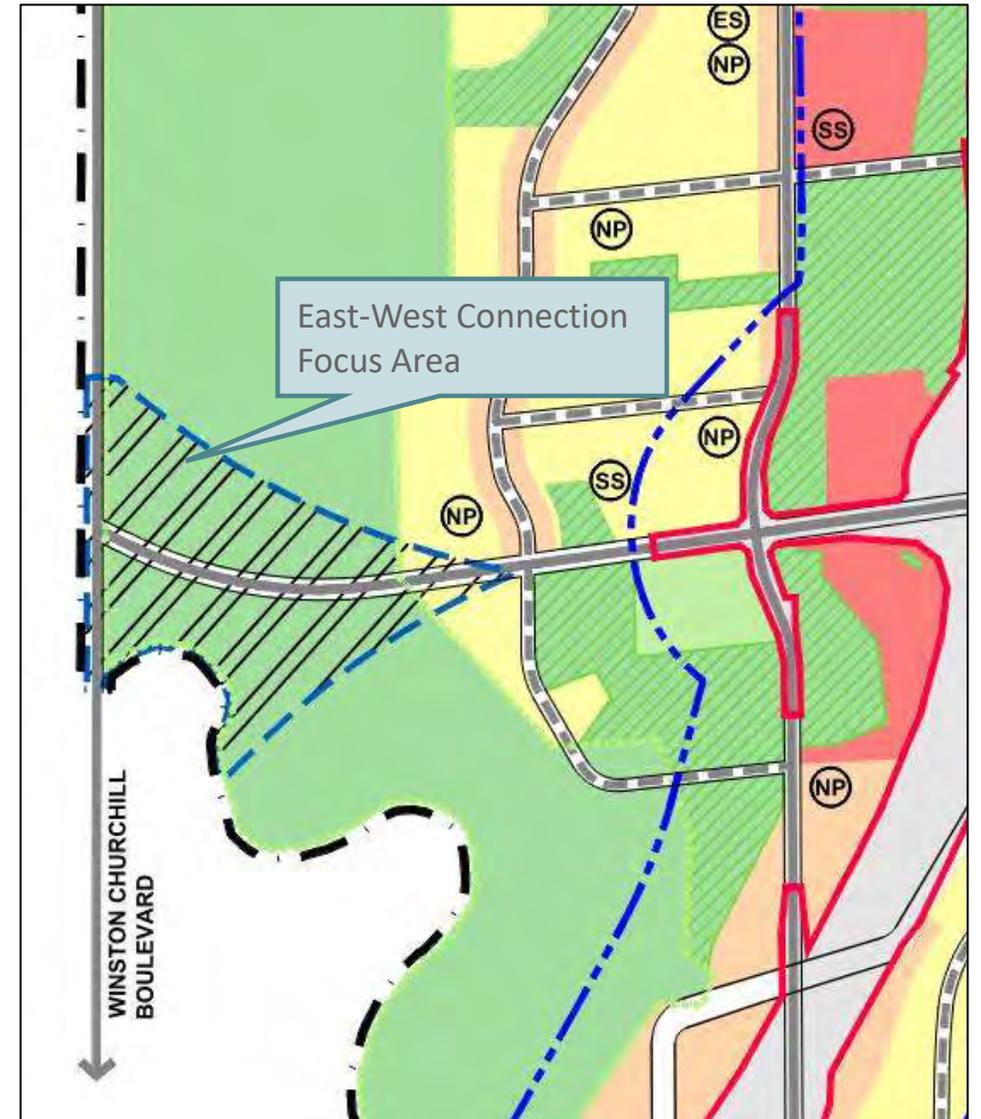
Category	Criteria	E-W Connection Focus Area – Alternatives			
		Do Nothing	North Bypass	South Bypass	Guelph St Widening
Transportation Criteria	Enhance sustainable mobility and multi-modal travel options	Screened Out			
	Traffic Impacts				
	Enhance connectivity for people and goods				
	Integrate transportation and land use planning				
	Protect public health and safety				
	Leverage flexibility for future planning				
Cultural Environment Criteria	Archaeologic	Screened Out			
	Cultural and Built Heritage				
Natural Environment Criteria	Terrestrial (species)	Screened Out			
	Aquatic (watercourses, species at risk)				
	Greenbelt & Natural Heritage Systems				
	Stormwater & Surface Water (flooding, erosion)				
Socio-Economic Criteria	Advance Transportation Equity	Screened Out			
	Property Impacts/Requirements				
	Nuisance Impacts (Noise, Vibration & Air Quality)				
	Ease of Construction (Phasing, Geotechnical)				
	Cost (Capital, Operating & Maintenance)				

- This is an **illustration** and does not preclude any studied alternative.
- This evaluation criteria is in **draft** format and intended to reflect high level evaluation.
- Mitigation measures not explored at this time.
- **No recommendation made at this time.**

- Most Preferred
- More/Less Preferred
- Least Preferred

Next Steps – Heritage Heights TMP

- Heritage Heights TMP (instead of Precincts) will:
 - Document capacity results and illustrative criteria assessment
 - Recommend that the East-West Connection Focus Area be maintained to not preclude solutions for a future East-West Connection EA.
 - PIC for TMP planned for August 2025
 - Final TMP to be published Fall 2025



Modelling

Linda Wu



Modelling and Analytics
Transportation Planning
City of Brampton

Adrian Lorion



Associate
BA Consulting Group Ltd.



Yahya Deen



Lead Analyst
BA Consulting Group Ltd.



TMP Project Management

Richa Dave, MCIP RPP



Project Manager, Transportation Planning
City of Brampton



Emily Ecker, P.Eng.



Senior Associate
BA Consulting Group Ltd.



Project Email: heritageheights@brampton.ca



BA Group

MOVEMENT IN URBAN ENVIRONMENTS



MEETING MINUTES

TO

Meeting Attendees (June 24, 2025)

LOCATION

Virtual (Zoom)

FROM

BA Consulting Group Ltd.

DATE

June 24, 2025

RE: HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN – EAST-WEST CONNECTION FOCUS AREA ENGAGEMENT #2 – JUNE 24, 2025 – VIRTUAL DRAFT

ATTENDEES

City of Brampton Attendees

- Richa Dave
- Vikram Hardatt
- Brian Lakeman
- Nelson Cadete
- Henrik Zbogar

Town of Halton Hills Attendees

- Maureen Van Ravens
- Ivan Drewnitski
- Melissa Ricci

Halton Region Attendees

- Shelley Partridge
- Walter Scattolon
- Andrew Morgan
- Ann Larkin
- Lina Elmorshedy

Consultant (BA Group) Attendees

- Emily Ecker
- Scott Gibbons
- Adrian Lorion
- Michael Giallonardo
- Yahya Deen
- Hansen Rao
- Kevin Xu

Heritage Heights Landowners Group Attendees

- James Reed

Peel Region Attendees

- Dana Jenkins
- Yifan Shen

REGRETS

City of Brampton Regrets

- Dave Monaghan

Town of Halton Hills Regrets

- Jeff Markowiak
- Josh Salisbury
- Bronwyn Parker

Consultant (BA Group) Regrets

- Cora Freudenberg

PRESENTATION (YAHYA DEEN & EMILY ECKER)

- Emily E. introduction and recap of previous meeting.
- Yahya D. delivered PowerPoint presentation outlining the Heritage Heights Transportation Master Plan (TMP) and Modelling Framework.
 - Maureen V. R. asked about turning movement counts from 2016 and then 2024 – did we have them for all intersections? Yahya D. answered that we received data from Brampton and Peel, calibrated in 2021, but based on 2016 TTS (clarified by Brian L.
- Yahya D. and Emily E. detail HPBATs study maps and the alignment options for Norval Bypass as considered in 2010.
- Base scenario (No Norval Bypass) outlined in 2051 (ultimate). Volumes on Guelph Street exceed capacity by 30-45%. V/C ratios are over 1.00.
 - Maureen V.R. asked if Highway 413 volumes were assumed as part of base assumptions. Yahya answered that yes they were included as part of base scenario. Maureen V.R. recently (last week) received Highway 413 interchange volumes and mentioned 39,000 daily trips.
 - Ann L. mentioned Winston Churchill volumes also play into the consideration.
 - Adrian L. asked if Maureen V.R. knew how the MTO derived their volumes. Maureen V.R., just received them on a sheet.
- BA scenarios:
 - Base
 - North Bypass (would be 2 lanes)
 - South Bypass (would be 2 lanes)
 - North + South Bypass (would both be 2 lanes)
 - Bovaird / Guelph Street Widened to 4 lanes (2 lanes per directions)
- North Bypass and South Bypass both alleviate Guelph Street volumes, North Bypass is more effective as it's a more direct route whereas South Bypass is more circuitous.
- Scenario with North + South Bypasses is overdesigned, scenarios with just one of them would alleviate Guelph Street demand.
- Widening of Guelph Street would bring capacity above demand but there would be induced/increased demand; more volumes than if no widening because there's no bypass.
- Key Takeaways from BA presentation:
 - Both of the Bypass options and the widening of Guelph Street would fix capacity issue in 2051 base condition.
 - Maureen V.R. says Bovaird Drive / Guelph Street is the MTO; it's Highway 7. It's a moot point as they're not at the table. Emily E. said that we have looked at it out of due diligence and due to challenge of the other options. Maureen V.R. advised that if we take that option forward, MTO must be at the table.

- Emily E. walked team through evaluation criteria table. Reiterated that these are not recommendations.
 - Ann L. asked if we don't have recommendations at this time, what are the implementation next steps. Asking about BA bullet point to maintain East-West connection Focus Area to not preclude solutions. Emily explained that the Norval area is located in Halton Hills, not in Brampton. This area (i.e. cone) won't be developable as part of the Heritage Heights Transportation Master Plan (as it is in the Heritage Heights Secondary Plan). Continuation of HPBATS should be it's own Environmental Assessment.
 - Ann L. asked if any alignments will be developed. Emily E. said BA has drafted alignments but we have not gone into species locations, environmental issues. Vikram H. said Brampton is hesitant to get into alignments because drawing a line on a map because it can "snowball down the road."
 - Ann L. said how do we protect East-West Connection Area? Vikram H. said continue to show the cone in City policy and in Precinct Planning and Draft Plan applications.
 - Shelley P. asked to clarify that it is through the Precinct Plans that the East-West Connection Focus Area will be preserved. Vikram confirmed this.
 - Shelley P. asked if we envision if the cone will remain the same size. Vikram H. speculated that it would remain the same size. Henrik Z. advised that this cone (East-West Connection Focus Area) is in the approved Secondary Plan. It will be carried through Precinct Planning emanating from the Secondary Plan.
- Yifan S. noted planned future road widening of Bovaird Drive West between Winston Churchill Road and Heritage Road. Brian L. noted this is factored into the City's macro-model.
- Walter S. said evaluation criteria table is very typical; what's the next level to drill down and detail each evaluation? Could there could be rankings of risk, per-metre costs, and then figurative value of things like socio-economic impacts?
 - Emily E. advised a scenario how we can cost the North Bypass, as an example. There are costs to add up and consider but some items may ultimately be "critical failure" which could take an option off the table. Brian L. advised that if this was a full EA, we would dive more deeply into each criteria; today's table is just a first pass.
- Maureen V.R. noted that this work confirms that there will be "a problem" with the Norval area. Halton Hills have asked the MTO to do analysis to understand impacts to the Town's road network; maybe ultimately, they will take ownership of Highway 7 and potentially pay \$ for the ultimate solution.
- Maureen V.R. understands desire to complete Heritage Heights TMP and designate HPBATs as future EA. Therefore, municipalities to continue working on this issue into the future beyond completion of the Heritage Heights TMP. Ultimately, Highway 413 will have traffic impacts.
- Maureen V.R. noted this information is good and should be shared with the MTO.

MEETING OUTCOME AND NEXT STEPS

- There are PICs that are upcoming.
- If municipalities have further comments, please share.
- Municipalities will see the TMP when it is published.

HH TMP Engagement #2 - June24-2025

Agenda

-

Attendees

- BA, City of Toronto, Peel Region, Halton Region, Halton Hills

Meeting Related Tasks



Notes

- Vikram - intro
- Emily - goes over some of the upcoming milestones
- Yahya - presenting HH modelling material
 - Modelling framework, study area, assumptions, calibration, etc.
- Maureen - asked about turning movement count coverage in calibration, Yahya described the extent of data used, Brian clarified that the City updated their existing model in 2021 utilizing 2016 TTS data
- Yahya - continued discussing model development inputs
 - Growth assumptions, base model, forecasts
- Maureen - asked about 413, recently received interchange volumes from MTO, MTO didn't detail how these were derived
- Yahya - focus area 5 alternatives overview, analysis results
 - modelling takeaways
- Maureen - comment about widening and including MTO in that discussion
- Emily - going over evaluation criteria table
- Ann, Emily, Vikram - discussion of further study, discussed how we protect for east-west connection focus area

- Yifan - planned widening east of winston chuchill, west of heritage rd
- Walter - How would we expand on the evluation criteria
- Brian - highlighted that the criteria would be reviewed in more detail as part of the EA
- Maureen - this work highlights that there is an issue and this needs to be studied more, halton region will be doing their own study on hwy 413 volumes
-



HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

Peel Region Engagement 1

Prepared For: Peel Region
May 16, 2025



BRAMPTON

*Heritage Heights
Landowners Group*



BA Group

- Introductions
- Heritage Heights Secondary Plan
- Transportation Master Plan (TMP) Process Overview
- Transportation Mesoscopic Model – How it's being Used to Inform Recommendations to Road Network
 - Multi-resolution modelling methodology
 - Forecasted Future 2051 Operations – Base Conditions and Alternatives
- Intersection Spacing Along Mayfield Road Adjacent to Highway 413
- Peel Region Pumping Station Crossing in Precinct 52-1

- City of Brampton
 - Vikram Hardatt
 - Richa Dave
 - Brian Lakeman (regrets)
 - David Monaghan
 - Nelson Cadete
- Heritage Heights Landowners Group
 - James Reed
- BA Group
 - Emily Ecker
 - Michael Giallonardo (regrets)
 - Yahya Deen
 - Adrian Lorion
 - Scott Gibbons (regrets)
 - Cora Freudenberg
 - Kevin Xu
 - Hansen Rao
- Peel Region
 - Dana Jenkins
 - Hashim Hamdani (regrets)
 - John Hardcastle
 - Lindsay Edwards (regrets)
 - Marzuq Shamsi (regrets)
 - Rani Kol
 - Robert Jay
 - Sabrina Khan
 - Sally Rook
 - William Turner (regrets at ~9:30)
 - Catherine Barnes

Heritage Heights Secondary Plan

The Secondary Plan

- Secondary Plan Approved August 21, 2024

Supporting Studies Underway

- Infrastructure Servicing Study (ISS)
- Subwatershed Study (SWS)
- Transportation Master Plan (TMP)

People: 33,254
Jobs: 9,761

People: 13,760
Jobs: 5,176

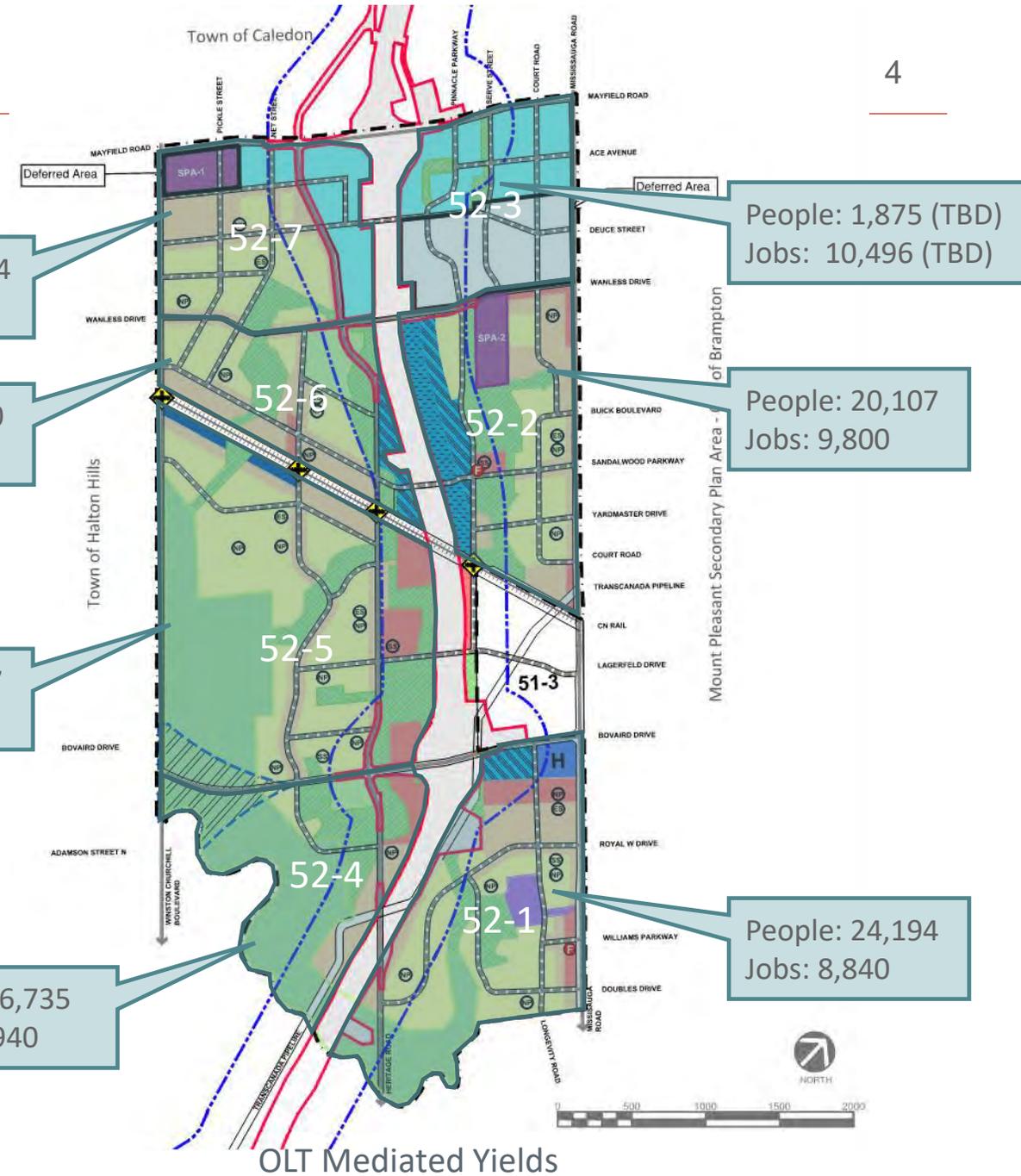
People: 32,587
Jobs: 7,290

People: 6,735
Jobs: 2,940

People: 1,875 (TBD)
Jobs: 10,496 (TBD)

People: 20,107
Jobs: 9,800

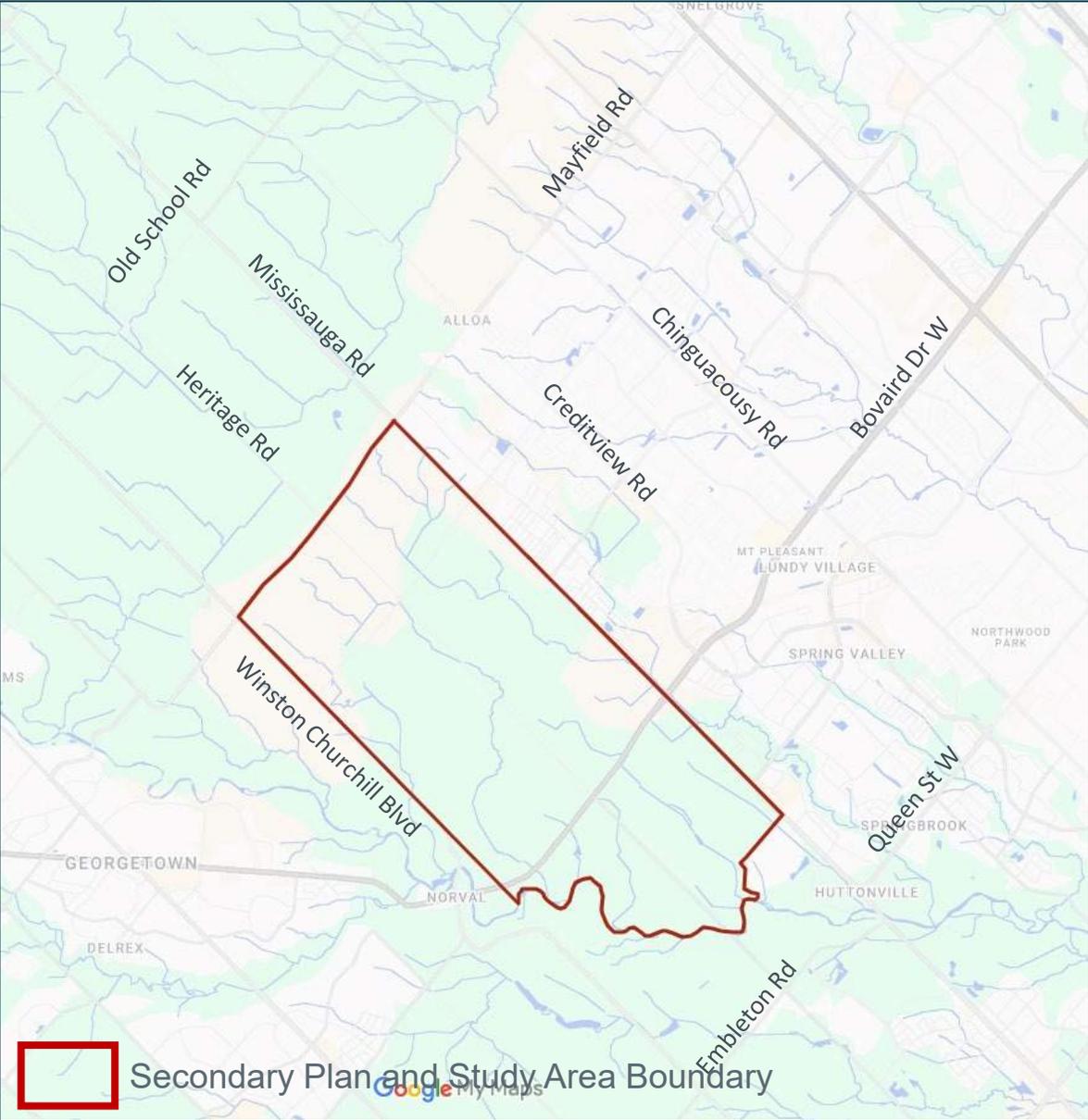
People: 24,194
Jobs: 8,840



OLT Mediated Yields

The Study

The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area.



MCEA Process

- The TMP is being undertaken in accordance with **Approach #2** of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024).
- The TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.

4.5 Master Planning Process

The master planning process is discussed in Section A.2.7. A summary of the various approaches is provided below.

	Approach 1	Approach 2*	Approach 3*
Level of Detail	Broad (project specific information is minimal) Used as support for subsequent Schedule B and C project specific studies	Sufficient to fulfil requirements for Schedule B projects (more detailed project specific information is included) Used as support for subsequent Phase 3 and 4 for Schedule C project specific studies	Sufficient to fulfil requirements for Schedule B and C projects (more detailed project specific information is included)
Process	Preliminary Phase 1 and 2	Phase 1 and 2	Phase 1 to 4
Final Notice	Notice of Master Plan *This should not be called a Notice of Completion	Final notice becomes Notice of Completion for Schedule B projects	Final notice becomes Notice of Completion for Schedule B and C projects
Integration with Planning Act*	*Official Plan and Secondary Plan	*Official Plan and Secondary Plan, Plan of Subdivision, etc.	*Official Plan, Secondary Plan, Plan of Subdivision, etc.

* The various master planning approaches provide proponents with flexibility to customize their master plans to suit their needs. See section A.2.7 for information on modified approaches 2 and 3.

Modelling Framework and Results

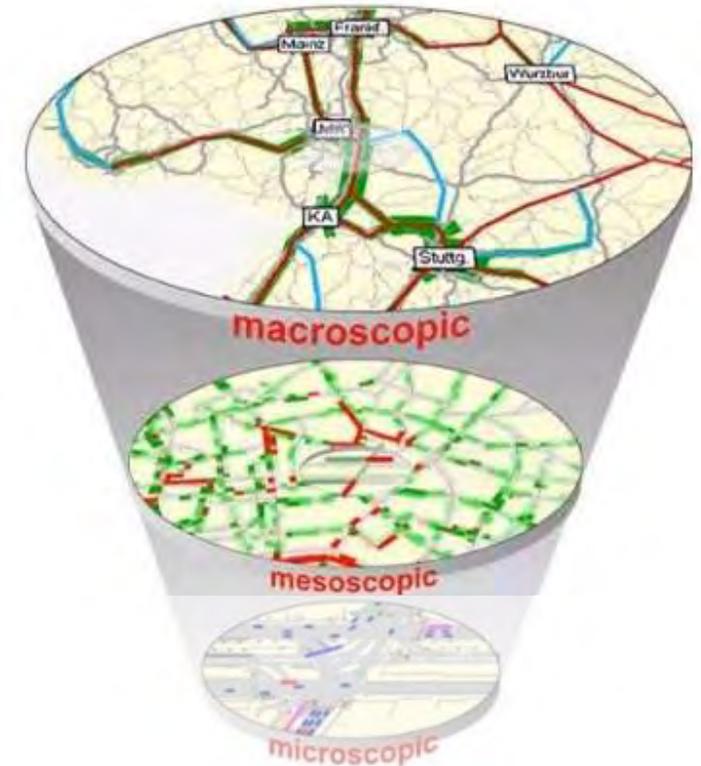
Overview of Demand Patterns Through Meso-Model Study Area

Post-Processing Adjustments to Demand

Base Scenario Results and Focus Areas for Network Improvements

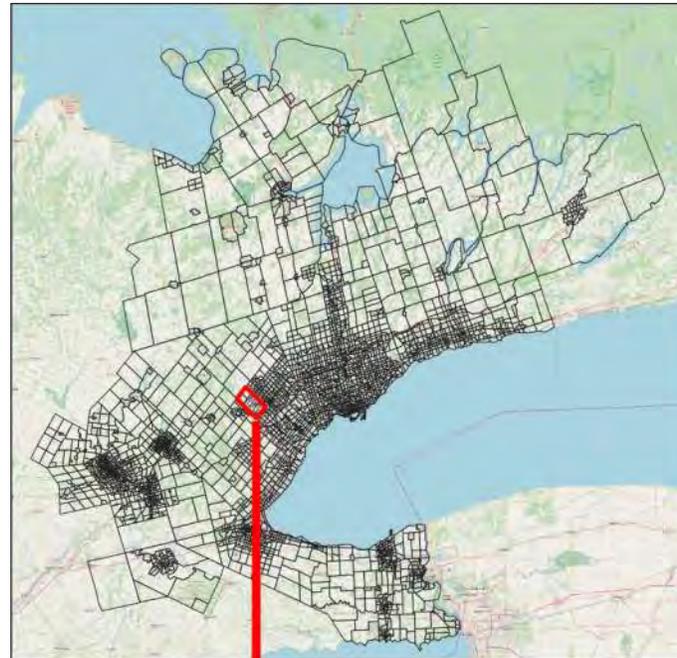
Road Network Alternatives and Associated Results

- The objective is to establish a modelling framework that can support the TMP and respond to the planning needs of the City, Region and the LOG.
- BA Group has adopted a standard multi-resolution and multi-modal modelling approach (macro/meso), which relies heavily on collaboration with City modelling staff.
- BA Group has developed a large scale mesoscopic *Visum* model that encompasses the Heritage Heights Transportation Master Plan area.
- This approach ensures that BA Group’s mesoscopic model captures the effects of both large-scale regional planned transportation infrastructure improvements and regional population/employment growth considered in the City’s macroscopic travel demand model while producing detailed results at a corridor-level.

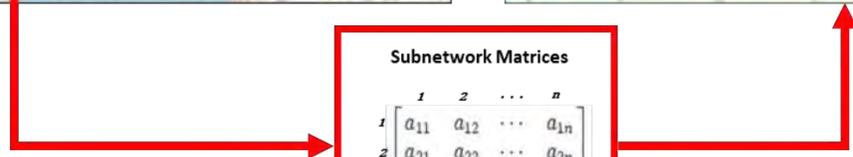
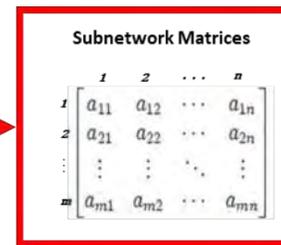


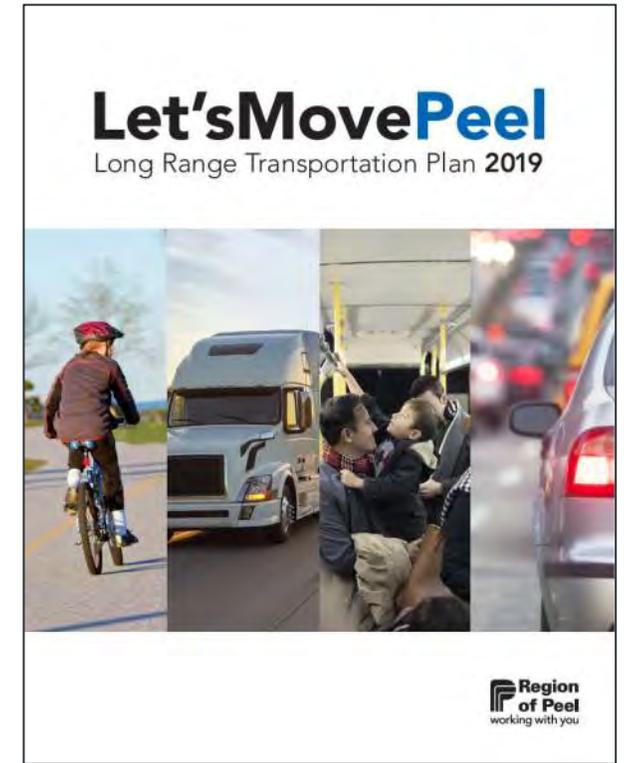
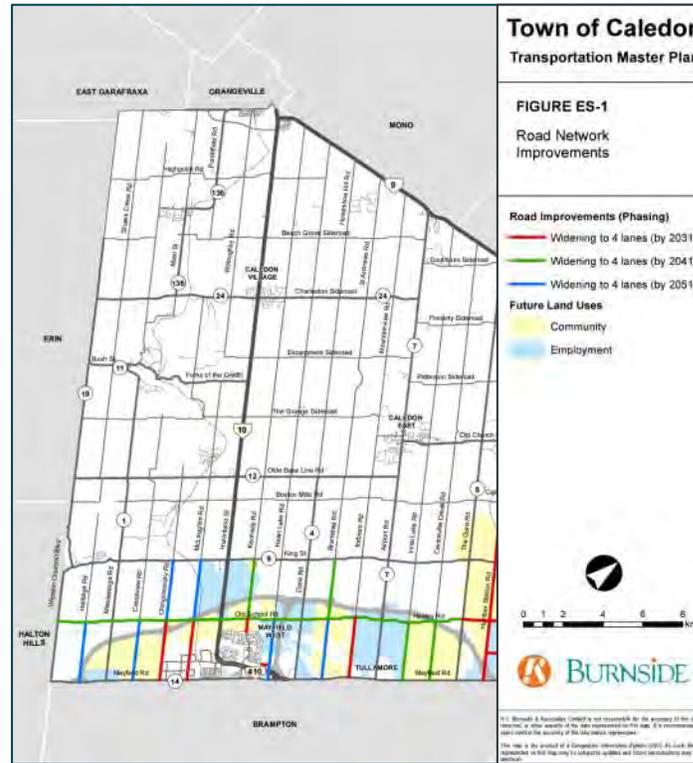
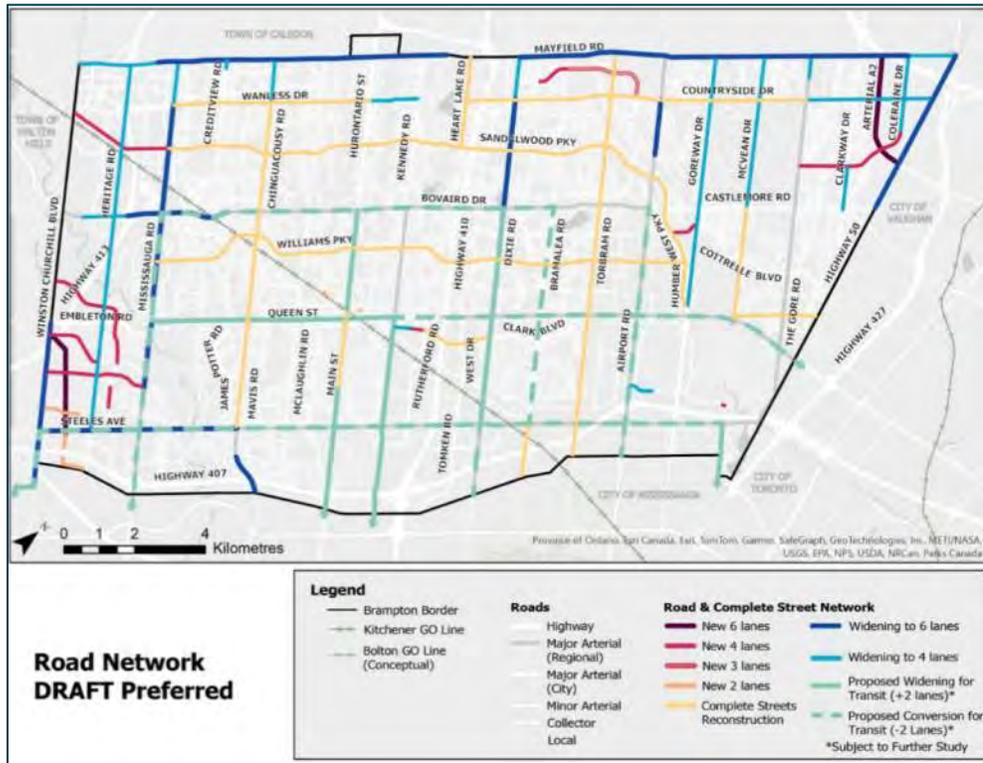
- BA Group Mesoscopic model study area bounds:
 - Old School Rd to the North
 - Chinguacousy Rd to the East
 - Queen St W/Embleton Rd to the South
 - Winston Churchill Blvd to the West
- Subarea Origin-Destination travel demand matrices were extracted from City of Brampton's Regional Demand Model and were used as inputs into the Mesoscopic Model
- Existing conditions mesoscopic model:
 - Developed with existing conditions (2016) sub-area travel demand matrices from the City's macroscopic model.
 - Calibrated with 2024 field collected turning movement count data.
- Future conditions mesoscopic models:
 - Developed with future conditions (2051) sub-area travel demand matrices from the City's BMP macroscopic model.
 - Used to evaluate road network options (e.g., road locations, number of lanes, network connectivity, etc.)
 - Used to evaluate impacts on traffic operations due to transit network options

Macroscopic Model
City of Brampton's Macroscopic Model



Mesoscopic VISUM Model
BA Group's HH TMP Mesoscopic Model

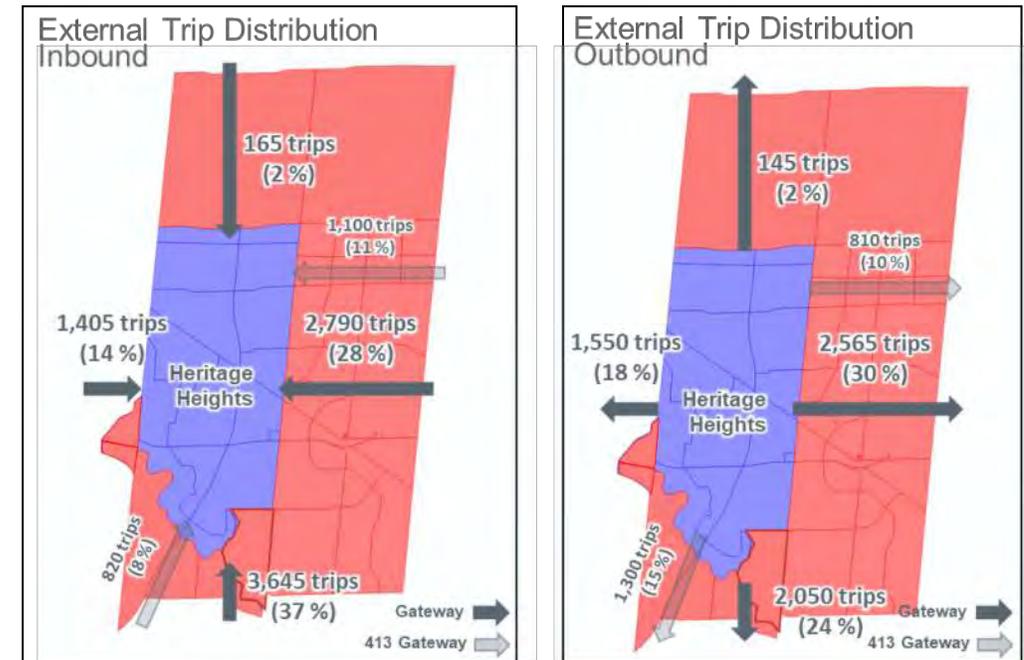
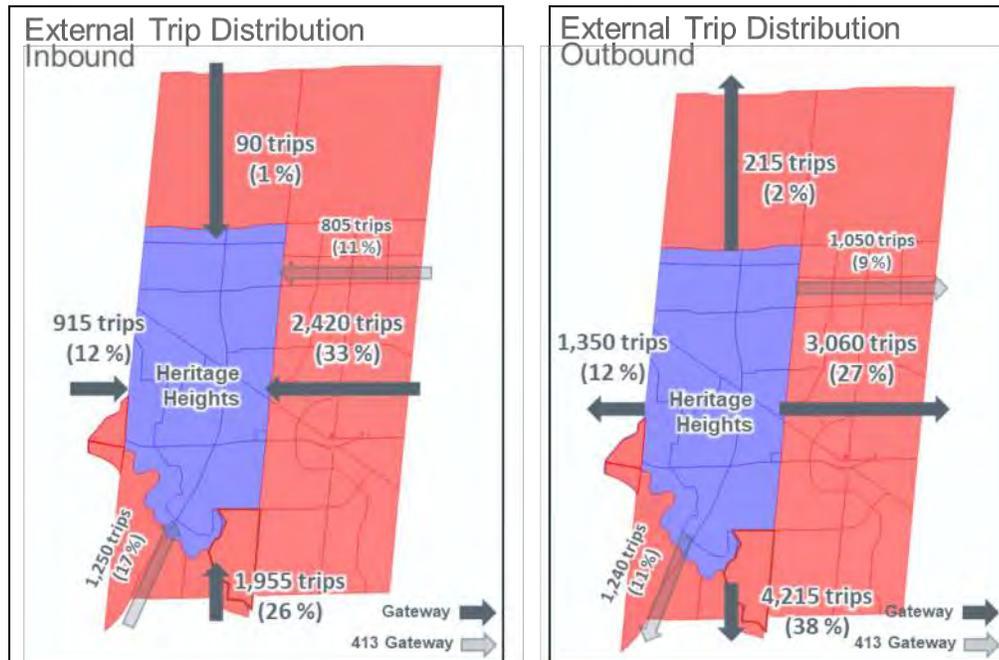




- BMP, alongside with 2024 Town of Caledon MMTMP and Peel Region's LRTP will inform the road infrastructure improvements to be included in the base 2051 mesoscopic model
- Halton Hills TMP, Halton Region TMP, and Halton-Peel Boundary Area Transportation Study may also be used as part of this study

Future Conditions Macroscopic Model

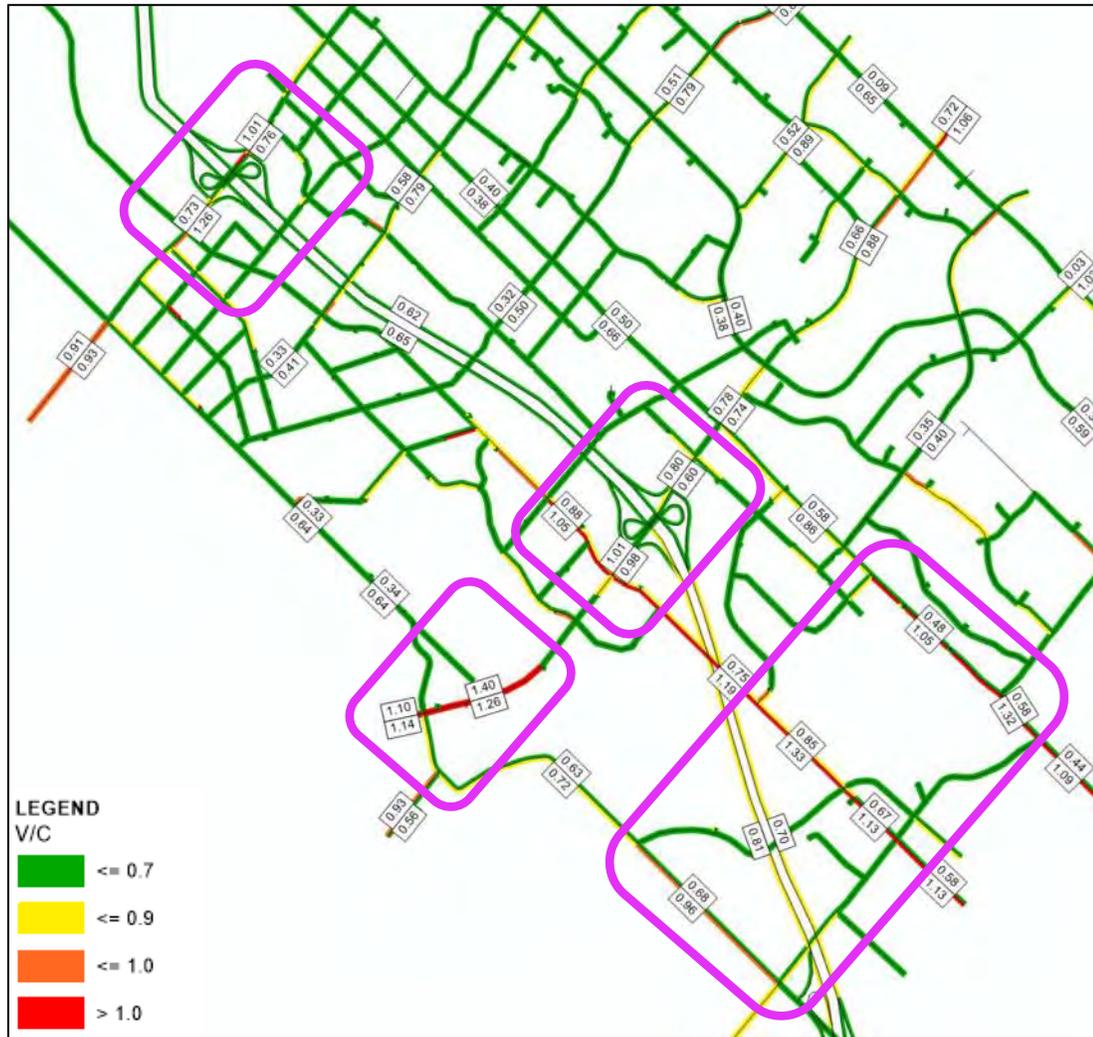
Heritage Heights Secondary Plan, Trip Generation and Distribution



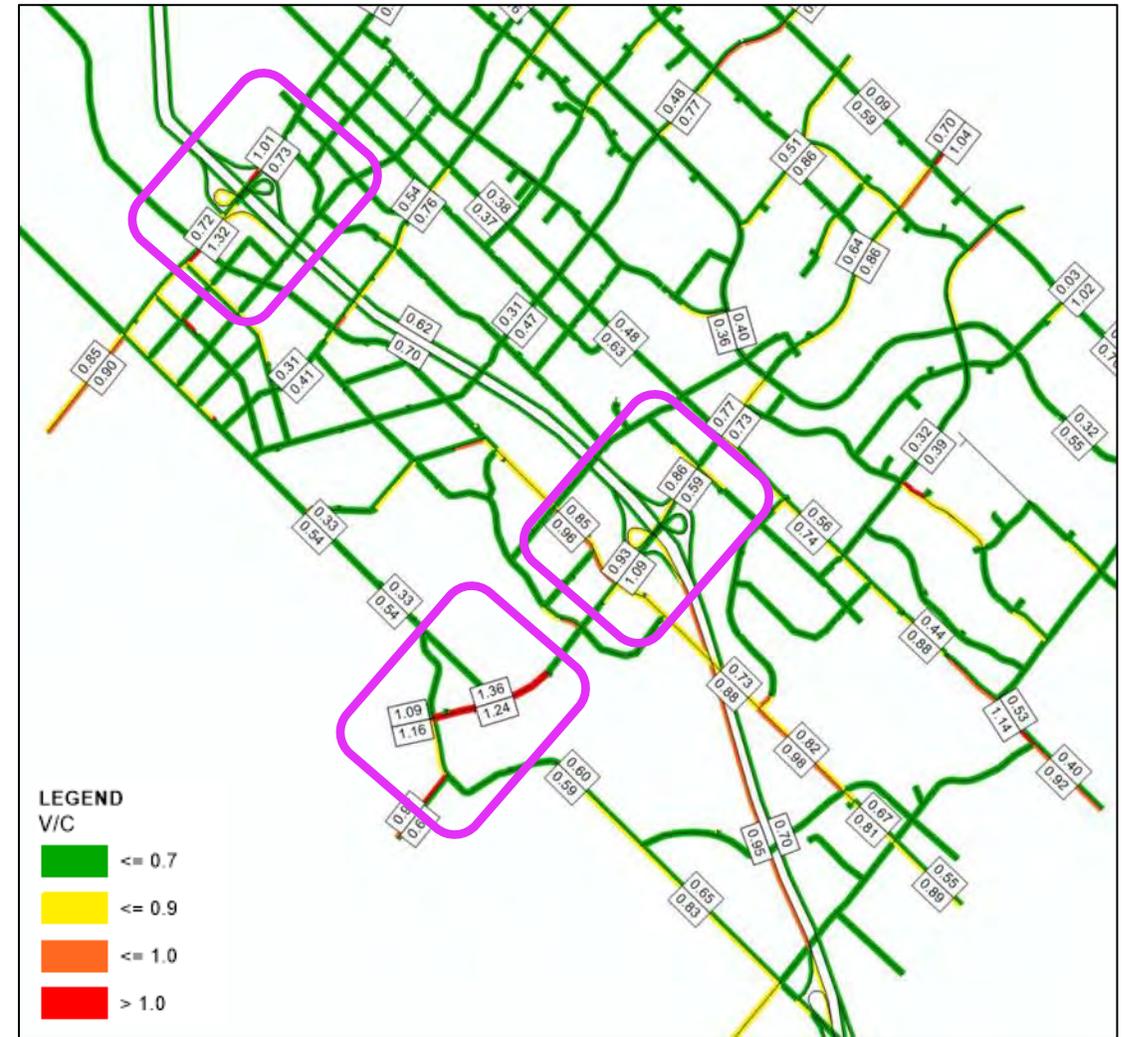
Heritage Heights Auto Trips (AM Peak Hour)		
Outbound Trips	Inbound Trips	Internal (Heritage Heights) Trips
14,560	11,755	1,720 (12%)

Heritage Heights Auto Trips (PM Peak Hour)		
Outbound Trips	Inbound Trips	Internal (Heritage Heights) Trips
15,021	15,802	2,920 (19%)

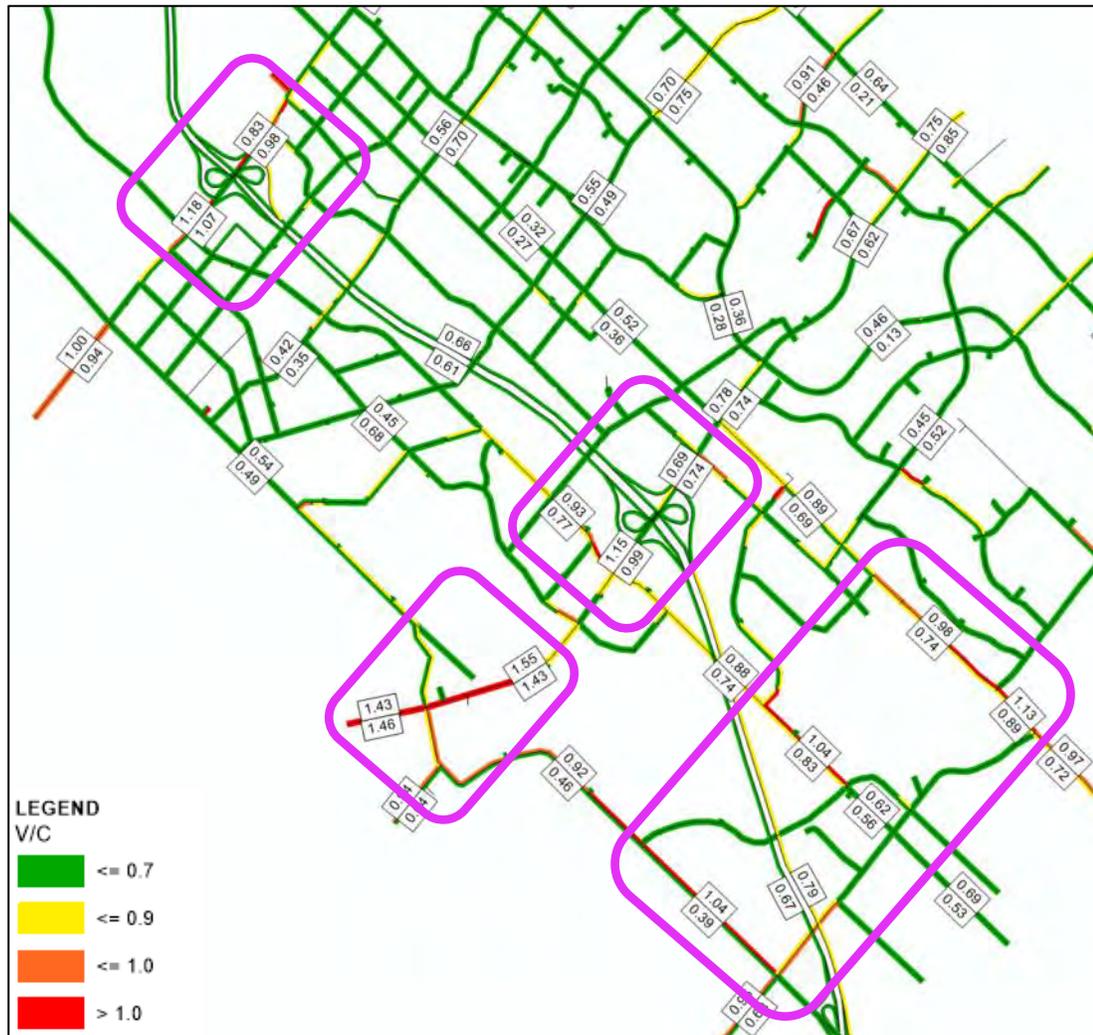
- BMP targets a 35% non-auto mode share (65% auto)
- **In consultation with the City of Brampton, post-processing adjustments to sub-area matrices were made to account for increased non-auto mode share – this will ensure modelling tool is suitable to provide recommendations that fit within vision for Heritage Heights**
- Post processing adjustments will aim to replicate higher transit usage for trips to/from HH, a conservative reduction of 5% was applied to the auto mode share. Reduction was targeted at trips between HH and the East and South gateways of the mesoscopic model



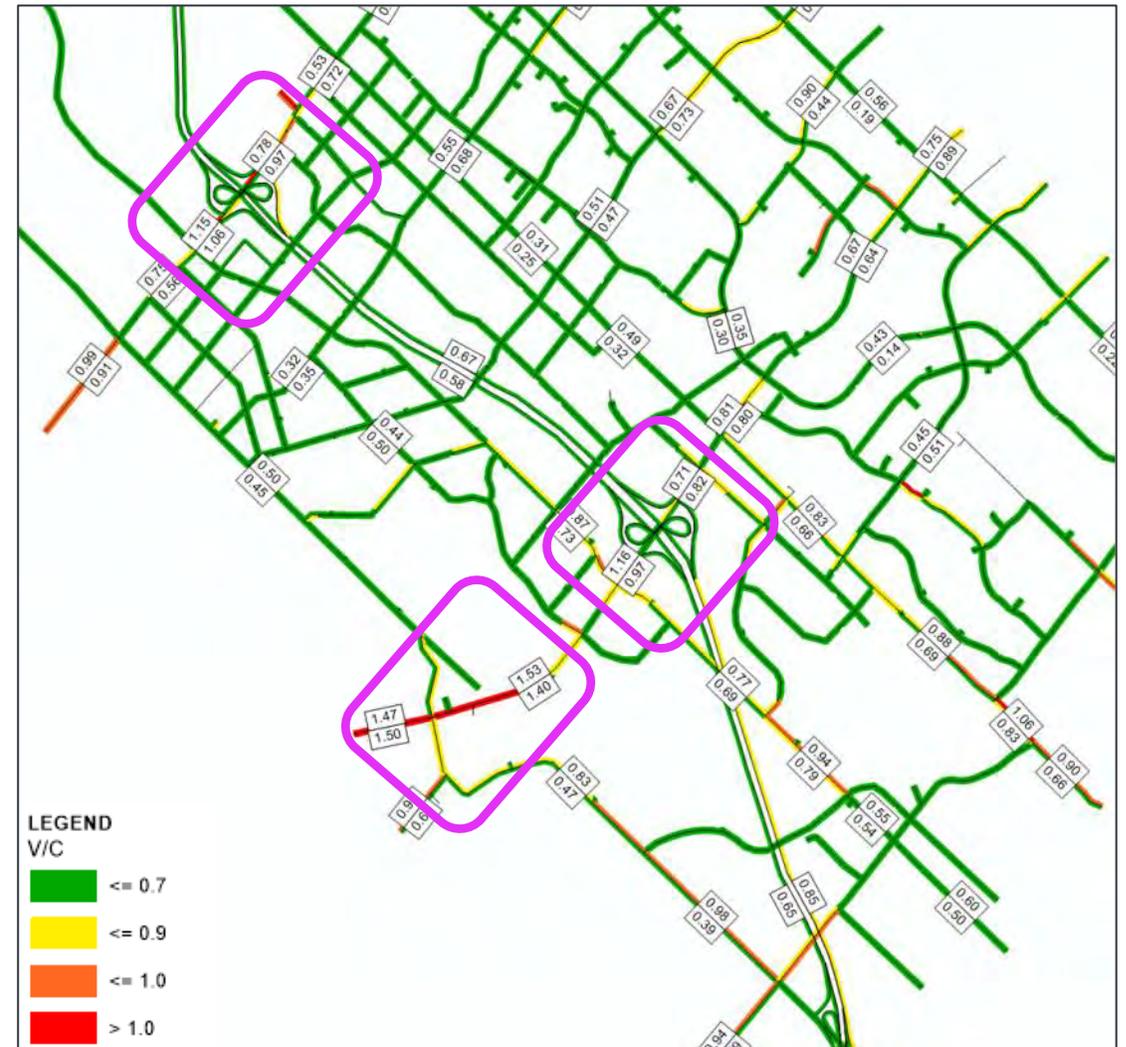
2051 AM Peak Hour
(Unadjusted)



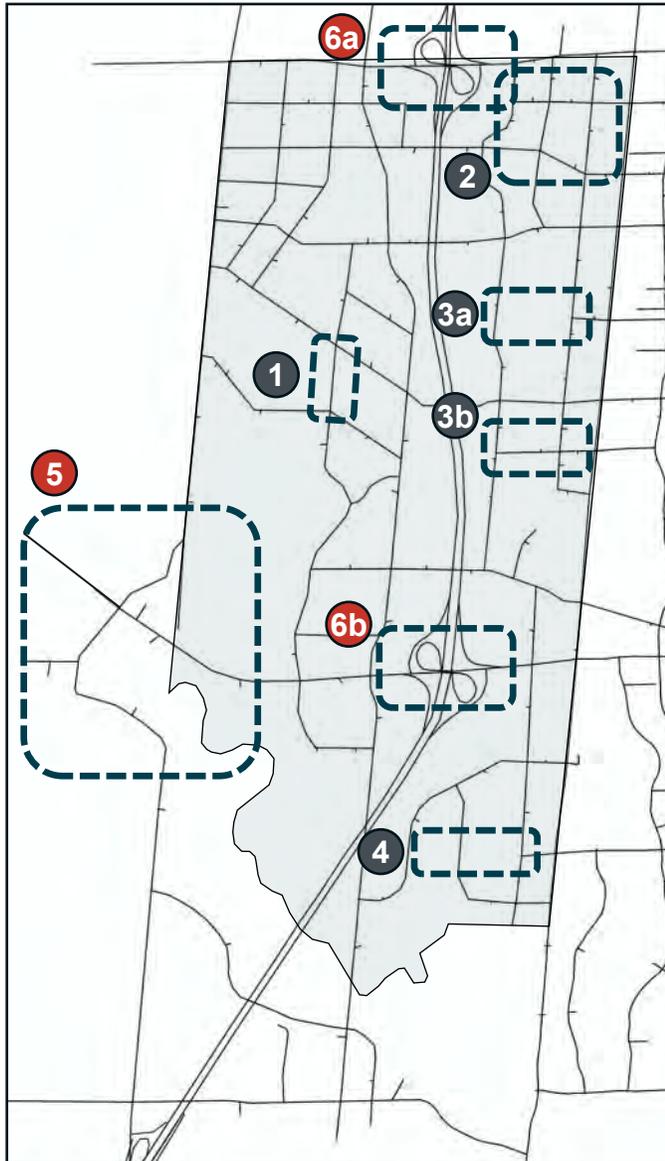
2051 AM Peak Hour
(Adjusted)



2051 PM Peak Hour
(Unadjusted)



2051 PM Peak Hour
(Adjusted)

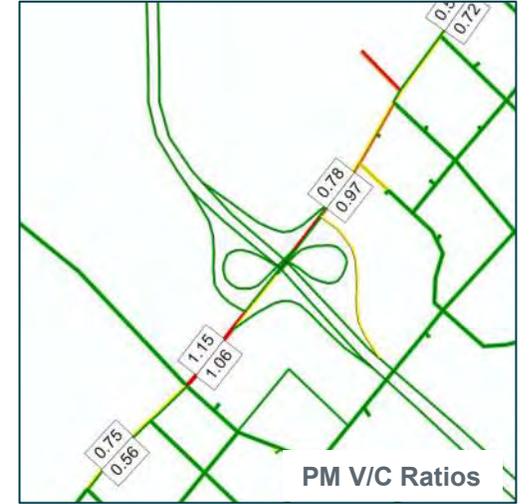
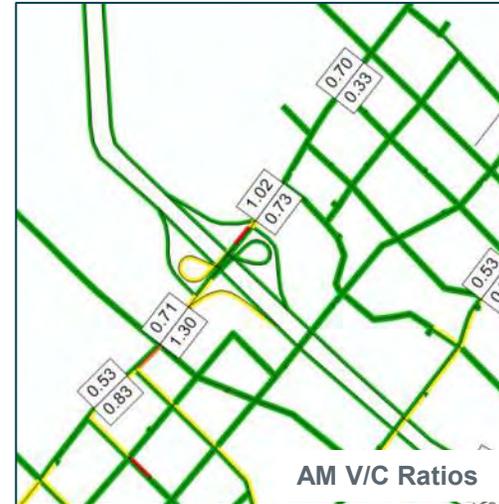
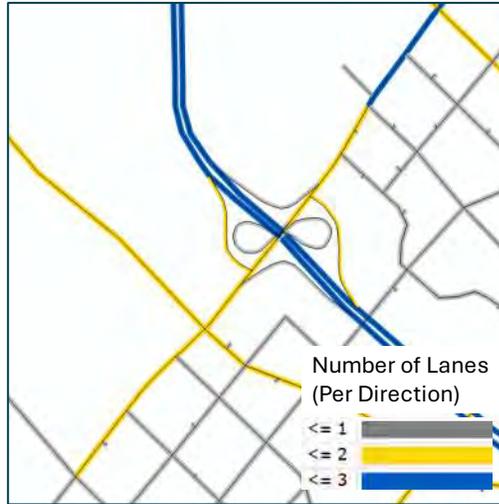


Network Alternatives:

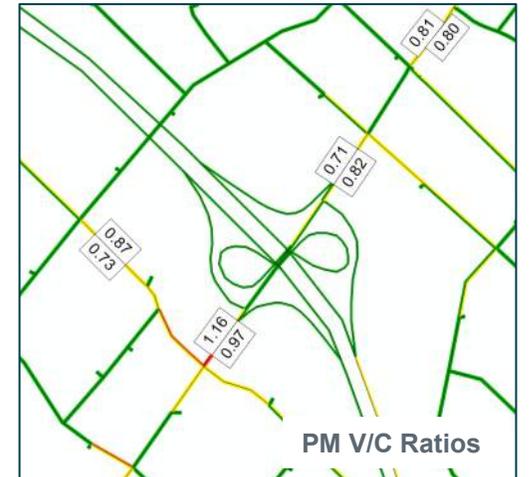
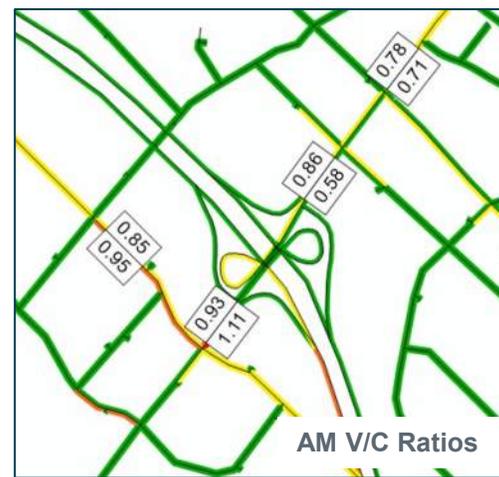
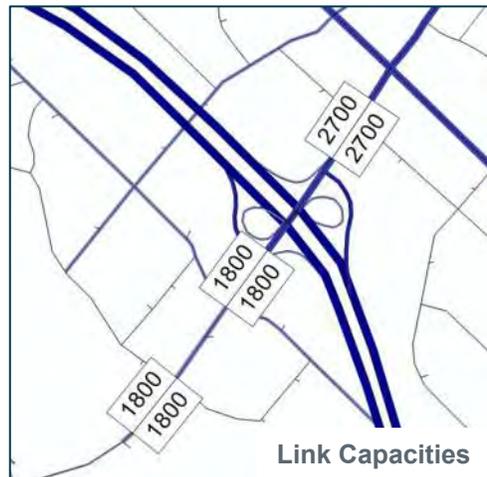
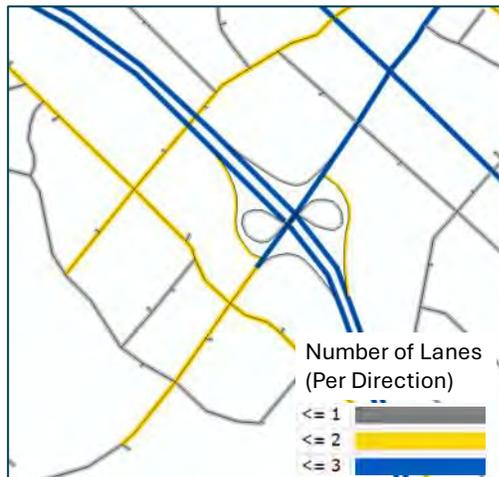
1. Testing the need for rail north-south crossing
2. Precinct 52-3 road network alternatives
3. Assessment of E-W crossings (Buick and Yardmaster) in 52-1
4. Williams Parkway Extension
5. Norval bypass/HPBATS E-W Connection
6. Refinements to number of lanes on Bovaird and/or Mayfield Rd to support traffic to/from 413

Focus Area 6 – Base Road Network Assumptions and Operations

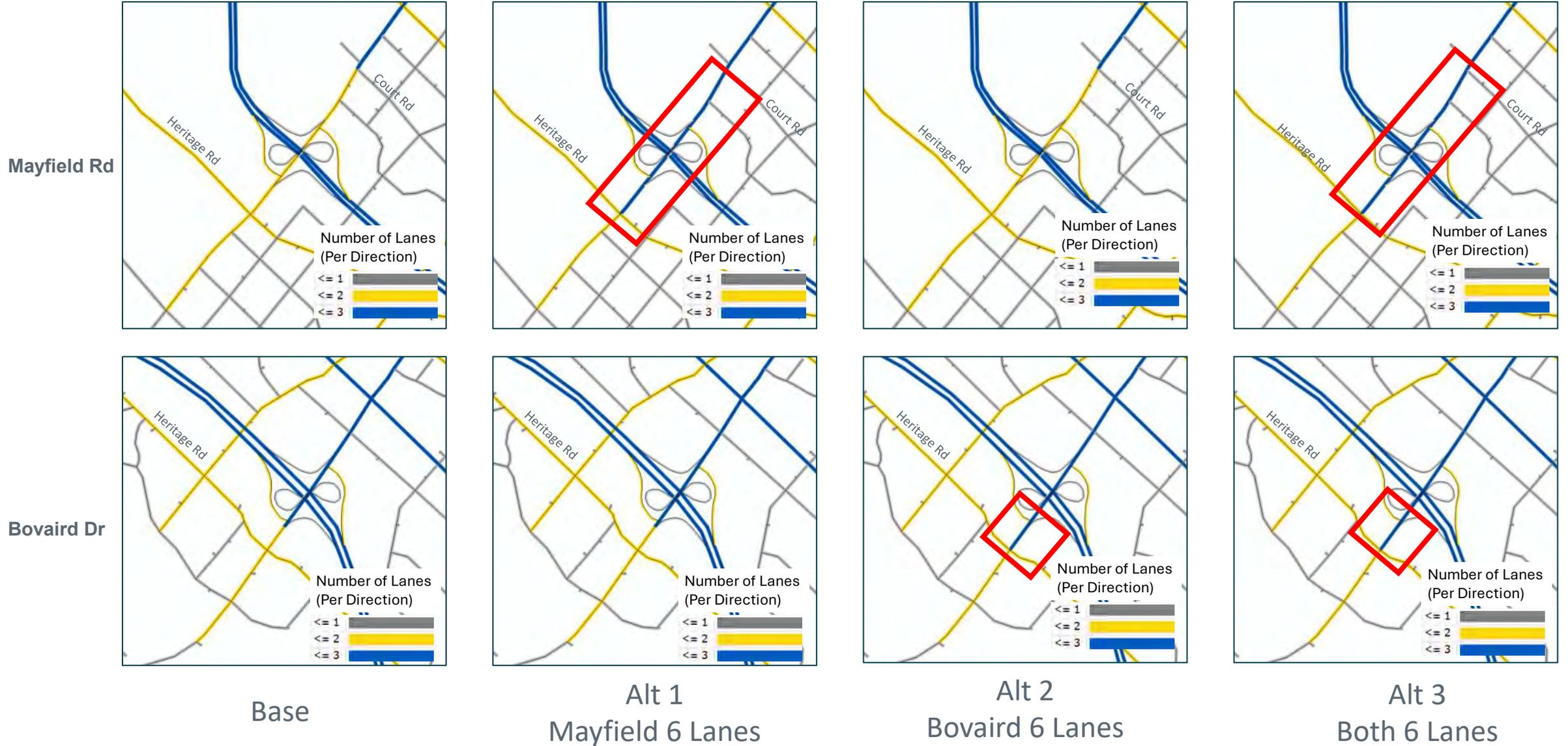
Mayfield Rd



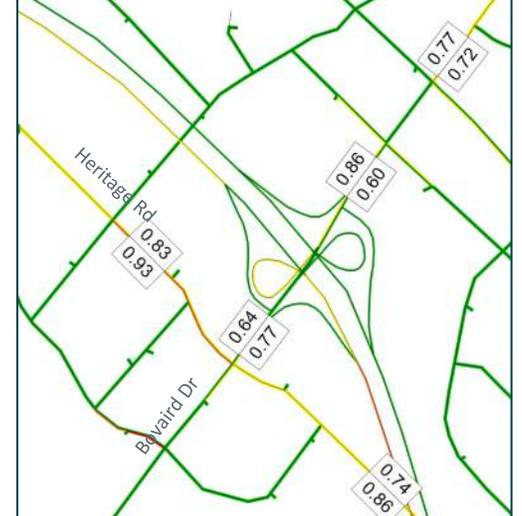
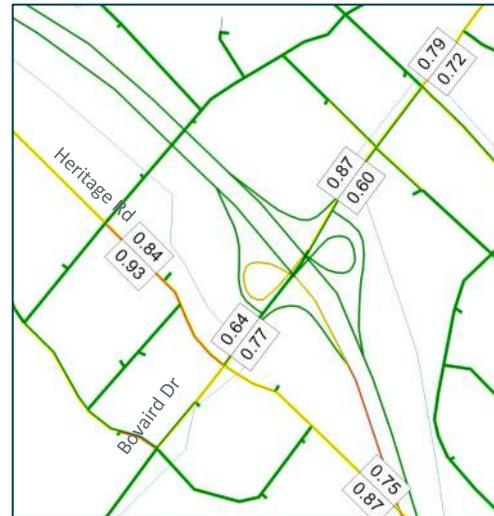
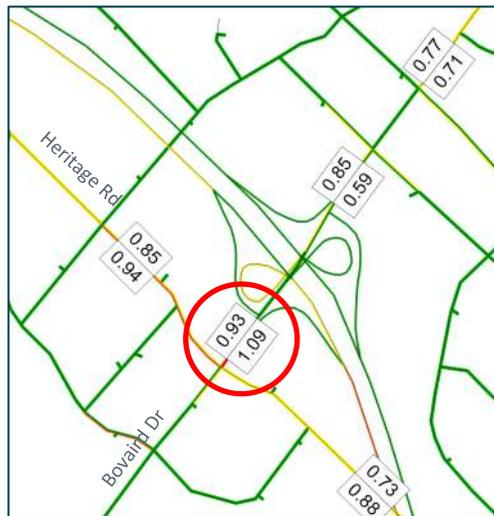
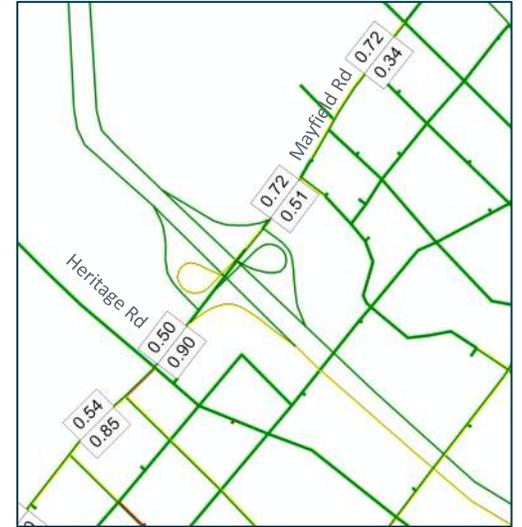
Bovaird Dr



Focus Area 6 – Alternatives



Focus Area 6 – Alternatives Assessment – V/Cs – AM Peak Hour



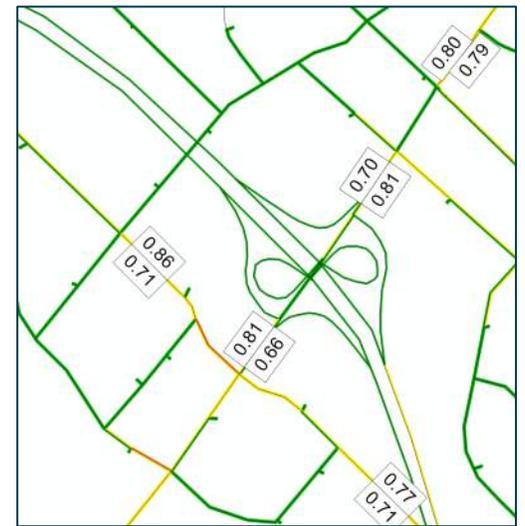
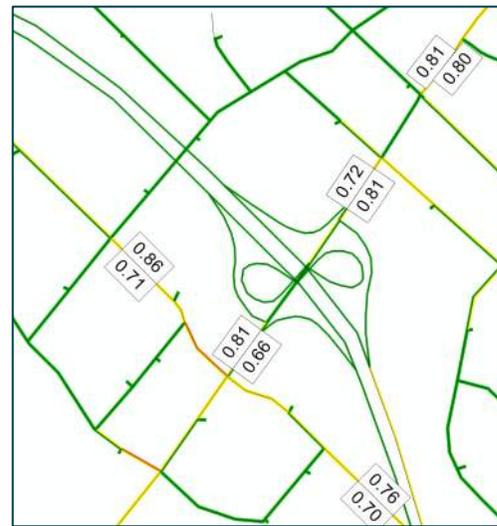
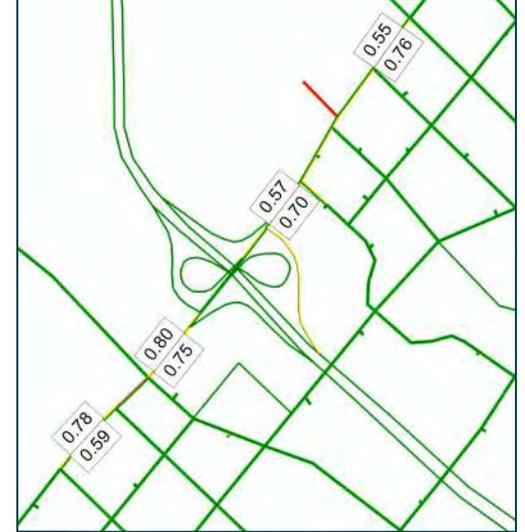
Base

Mayfield 6 Lanes

Bovaird 6 Lanes

Both 6 Lanes ✓

Focus Area 6 – Alternatives Assessment – V/Cs – PM Peak Hour

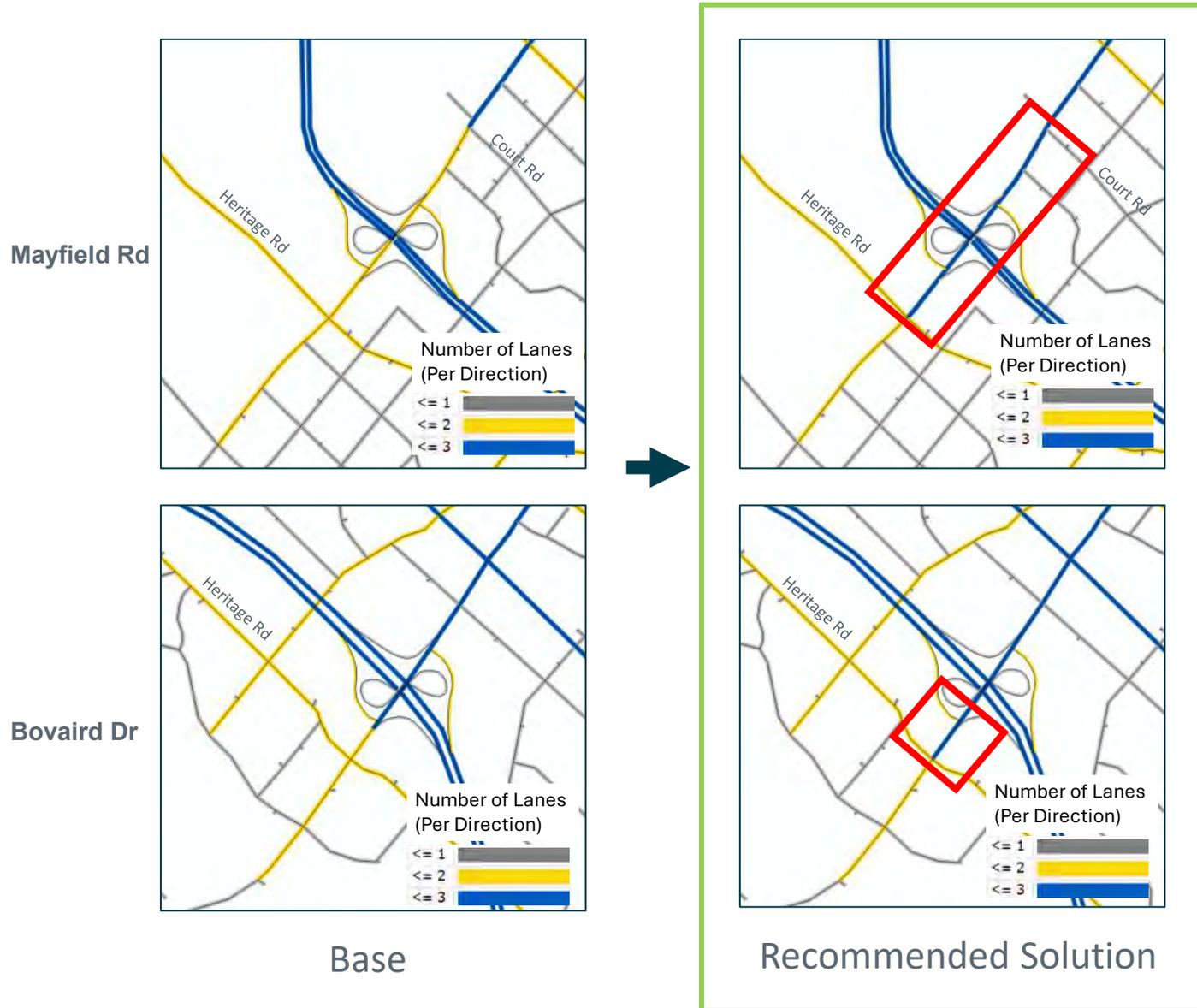


Base

Mayfield 6 Lanes

Bovaird 6 Lanes

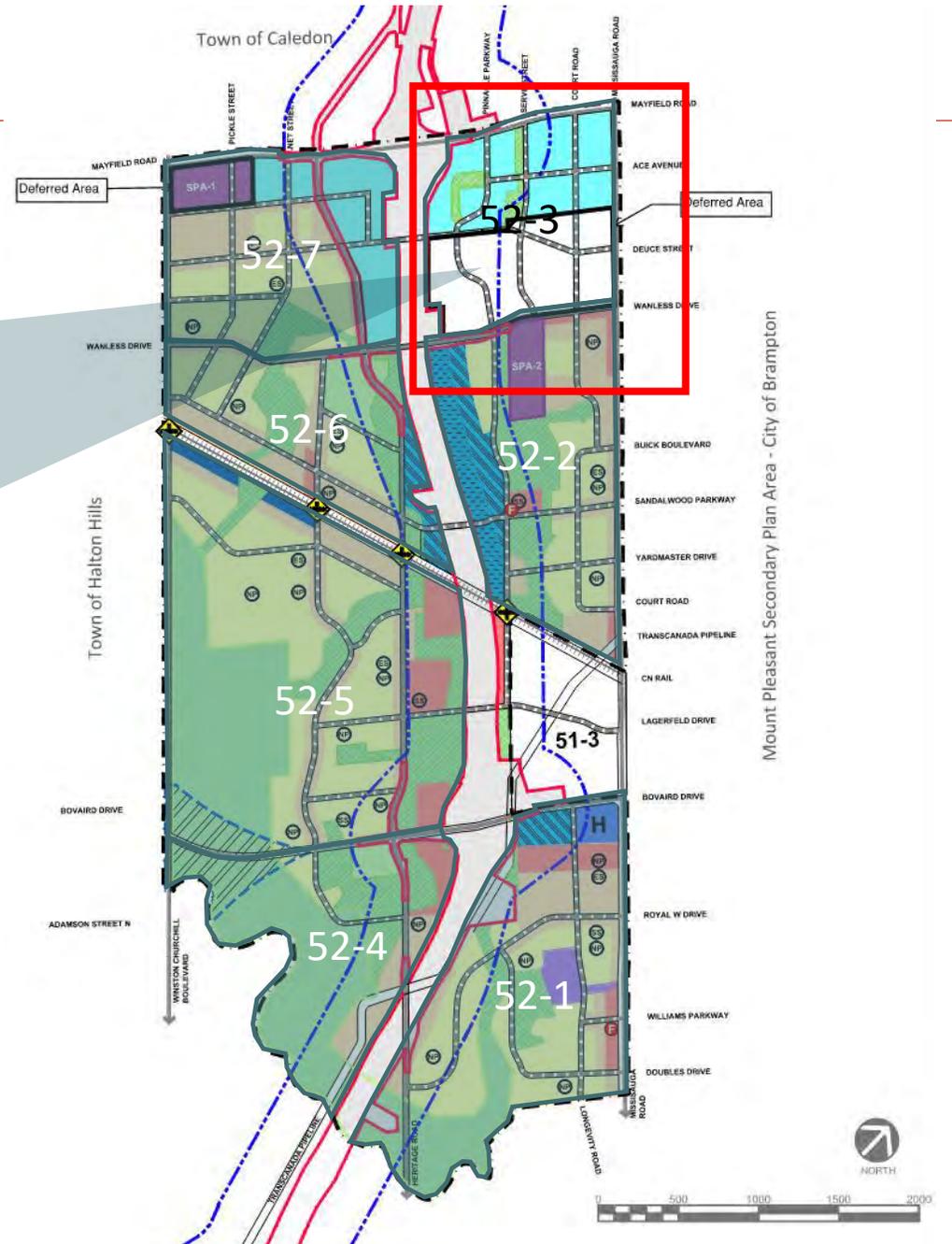
Both 6 Lanes ✓



- In the base scenario, Mayfield Road is planned to decrease from 6 to 4 lanes west of Court Road, and Bovaird Drive is proposed to decrease from 6 to 4 lanes west of Highway 413
- In the base scenario, the 4-lane segments of Mayfield Road and Bovaird Drive are at or above capacity (specifically between Heritage Road and Highway 413)
- Heritage Road acts as main N-S connection that HH trips use to access 413 via Mayfield/Bovaird. HH trips to/from 413 **plus** E-W trips to/from west screenline results in high E-W volumes between Heritage and 413.
- **RECOMMENDATION:** Extend widening to 6-lanes westwards to Heritage Road on both Mayfield Road and Bovaird Drive

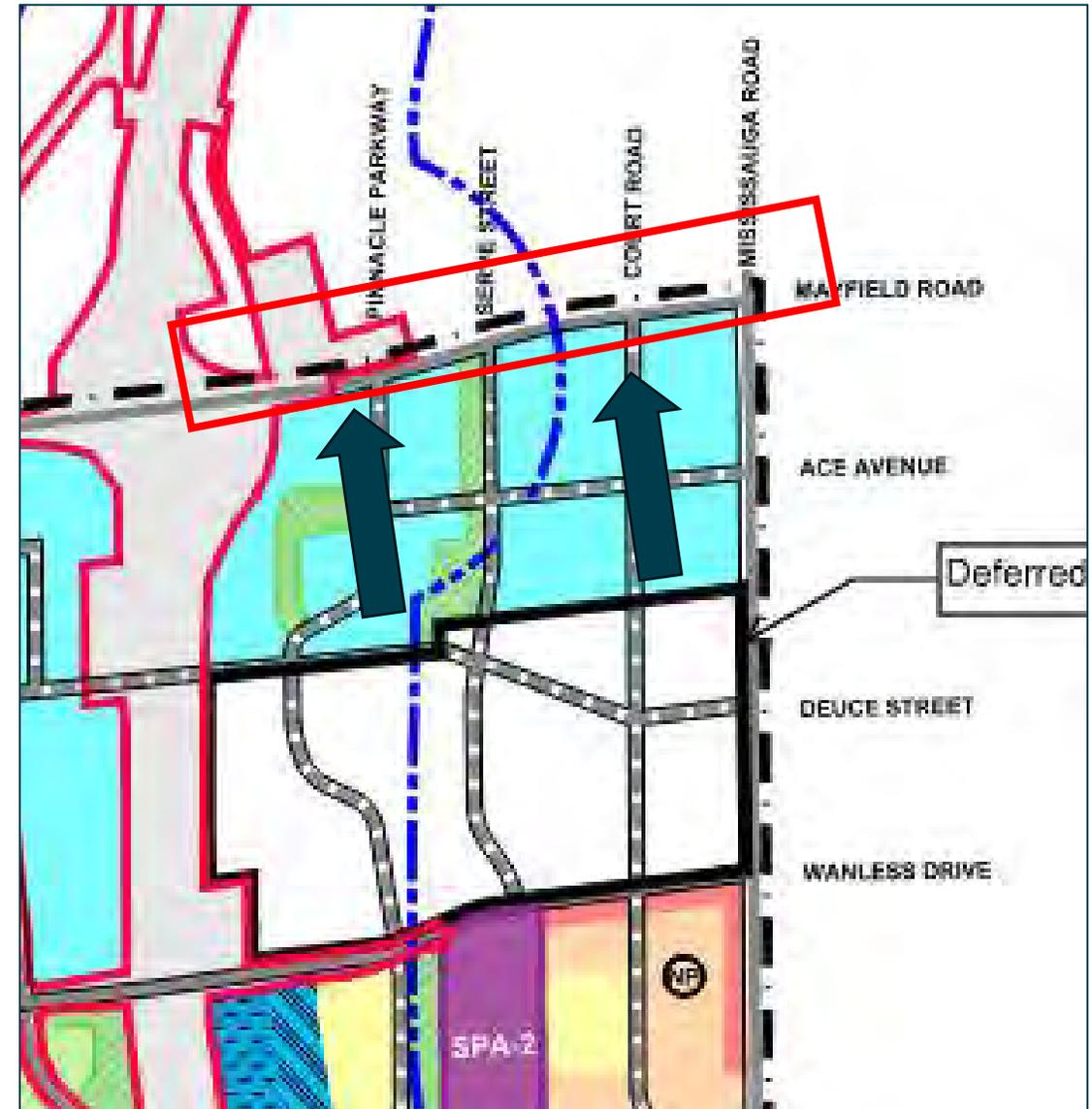
Intersection Spacing Along Mayfield Road Adjacent to Highway 413

Intersection Spacing Along Mayfield Road (52-3)



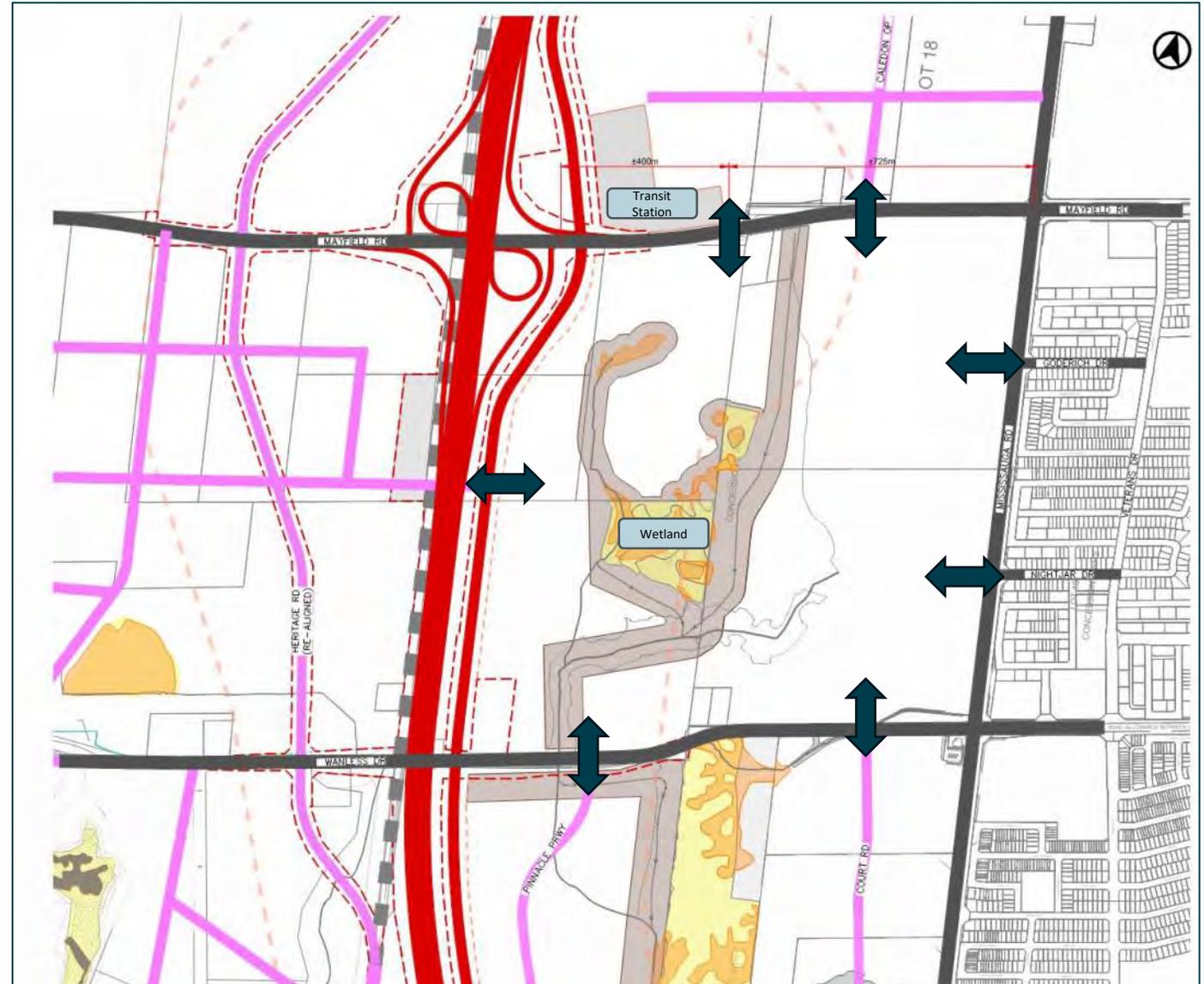
Intersection Spacing Along Mayfield Road (52-3)

- From the Peel Road Characterization Study:
 - Mayfield Road Classification: Industrial Connector
 - Full-to-Full Intersection Spacing: 450m
- Mississauga Road Classification: Suburban-Commercial Connector
 - Full-to-Full Intersection Spacing: 300m
- From MTO Highway Corridor Management Manual:
 - MTO Intersection Offset Spacing: 400m min; 800m desirable



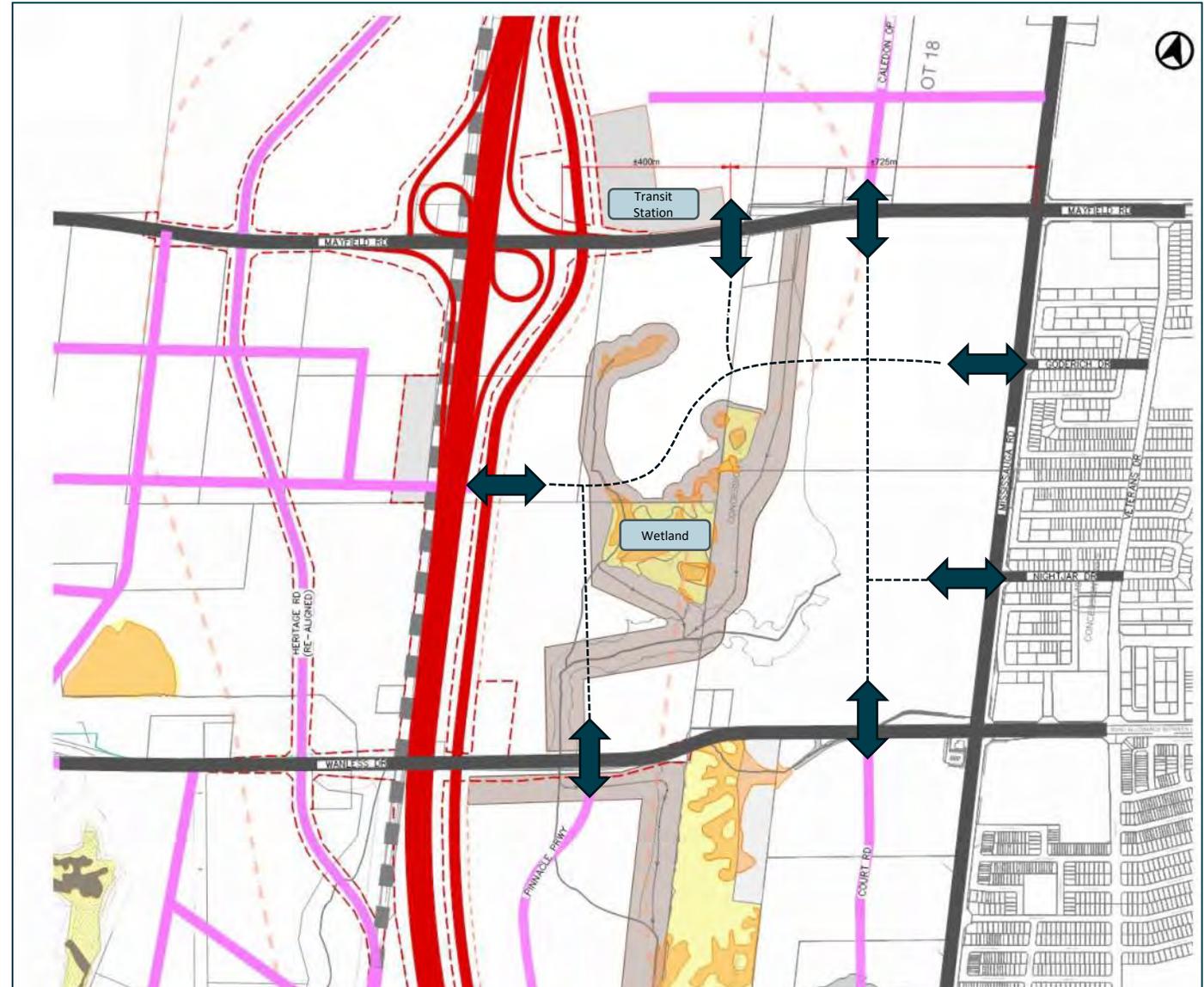
Intersection Spacing Along Mayfield Road (52-3)

- Surrounding Context:
 - Highway 413
 - Existing Mount Pleasant
 - Caledon
 - Precinct 52-7
 - Environmental Features



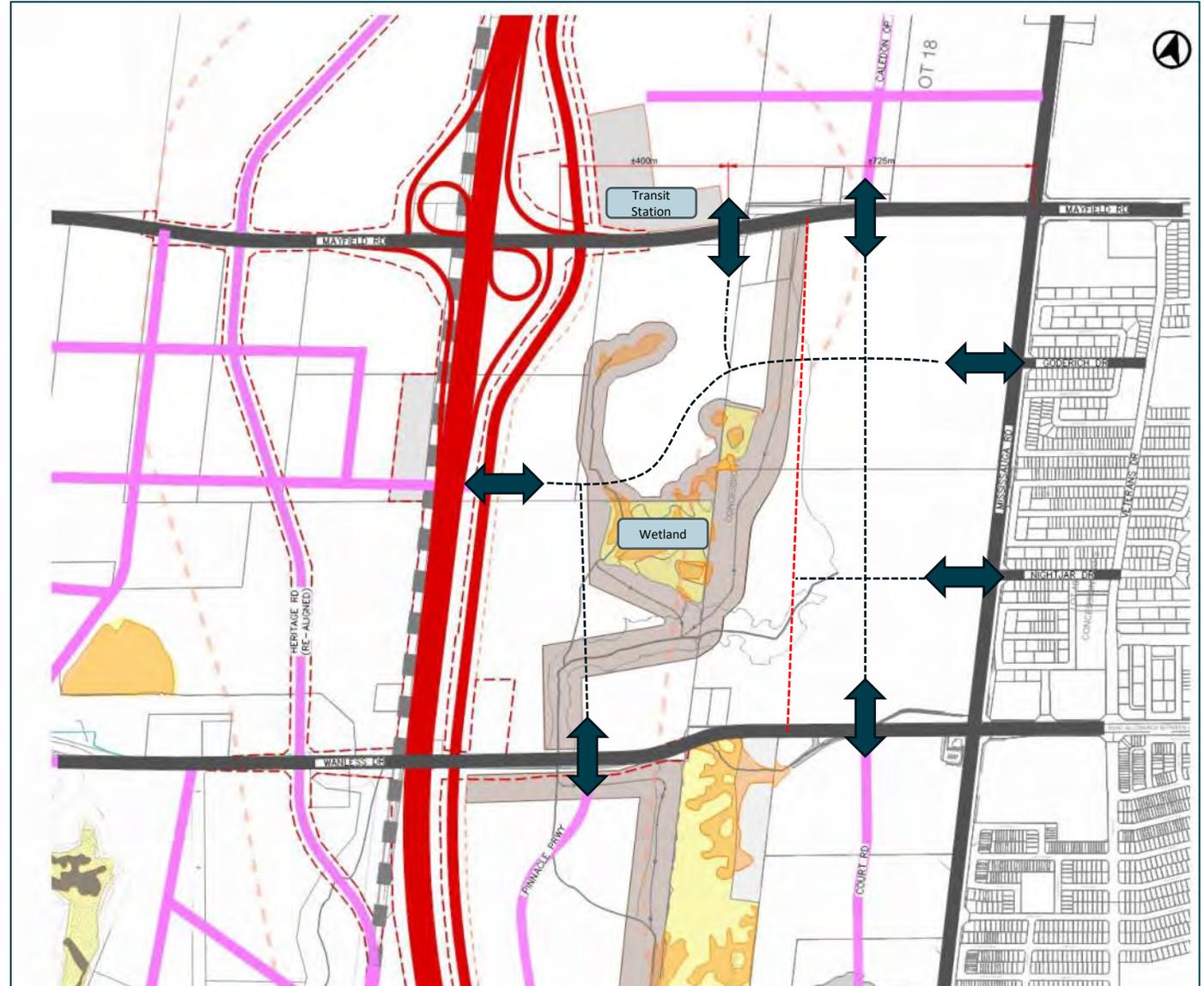
Intersection Spacing Along Mayfield Road (52-3)

- Surrounding Context:
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 - Existing Mount Pleasant
 - Caledon
 - Precinct 52-7
 - Environmental Features

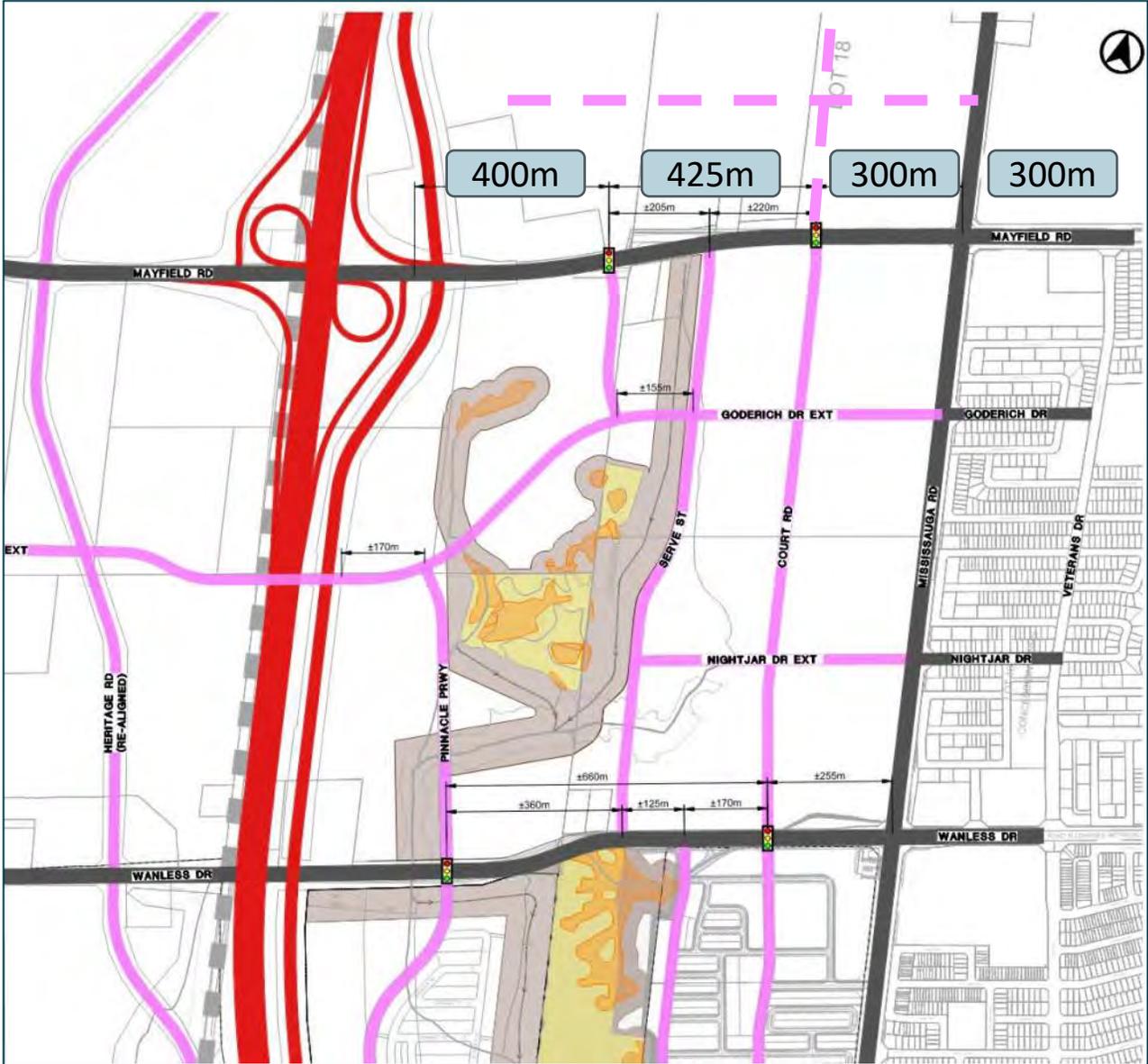


Intersection Spacing Along Mayfield Road (52-3)

- Surrounding Context:
 - Highway 413
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 - Caledon
 - Precinct 52-7
 - Environmental Features

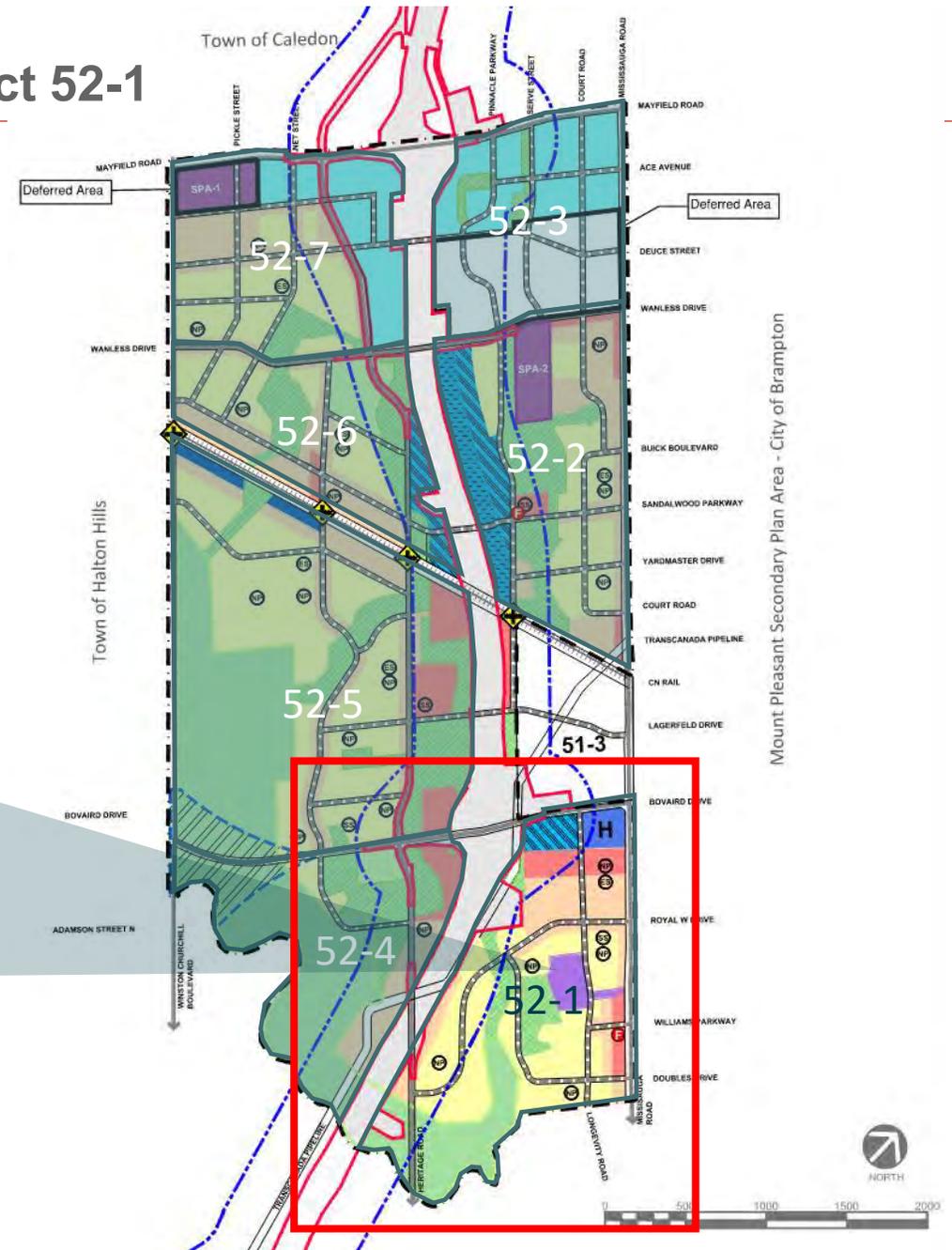
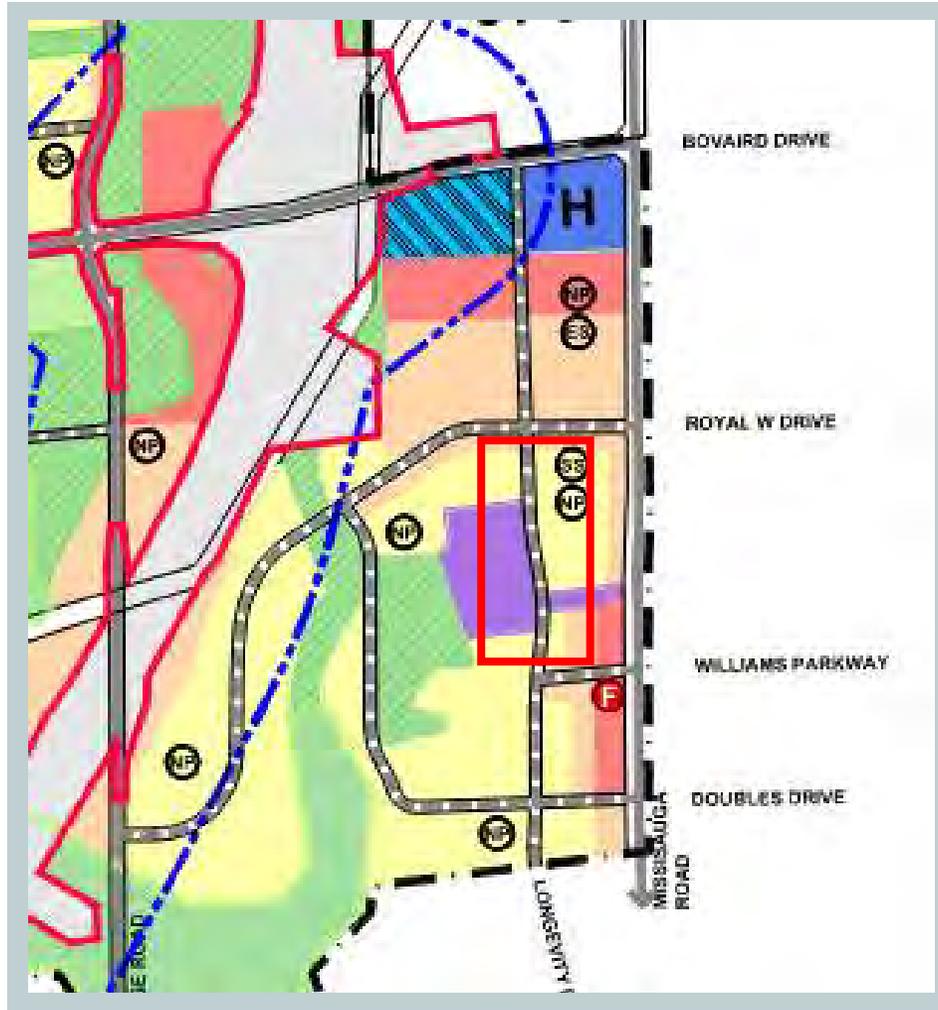


Intersection Spacing Along Mayfield Road (52-3) – Proposed Concept



Peel Region Pumping Station Crossing in Precinct 52-1

Peel Region Pumping Station Crossing in Precinct 52-1



Modelling

Linda Wu



Modelling and Analytics
Transportation Planning
City of Brampton

Adrian Lorion



Associate
BA Consulting Group Ltd.



Yahya Deen



Lead Analyst
BA Consulting Group Ltd.



TMP Project Management

Richa Dave, MCIP RPP



Project Manager, Transportation Planning
City of Brampton



Emily Ecker, P.Eng.



Senior Associate
BA Consulting Group Ltd.



Project Email: heritageheights@brampton.ca



BA Group

MOVEMENT IN URBAN ENVIRONMENTS



MEETING MINUTES

TO

Meeting Attendees (May 16, 2025)

LOCATION

Virtual (Zoom)

FROM

BA Consulting Group Ltd.

DATE

May 16, 2025

RE: HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN – PEEL REGION ENGAGEMENT #1 – MAY 16, 2025 – VIRTUAL DRAFT

ATTENDEES

City of Brampton

- Richa Dave
- Vikram Hardatt
- Nelson Cadete
- David Monaghan

Peel Region

- Dana Jenkins
- John Hardcastle
- Robert Jay
- Sabrina Khan
- Sally Rook
- William Turner
- Rani Kol
- Catherine Barnes

**Heritage Heights
Landowners Group**

- James Reed

Consultant (BA Group)

- Emily Ecker
- Adrian Lorion
- Yahya Deen
- Kevin Xu
- Hansen Rao

REGRETS

City of Brampton

- Brian Lakeman
- Linda Wu
- Henrik Zbogor

Peel Region

- Hashim Hamdani
- Lindsay Edwards
- Marzuq Shamsi

Consultant (BA Group)

- Michael Giallonardo

PRESENTATION (EMILY ECKER & YAHYA DEEN)

- Emily E. and Yahya D. delivered PowerPoint presentation outlining the Heritage Heights Secondary Plan, Heritage Heights Transportation Master Plan (TMP), and the associated modelling work. Specific topics of discussion included:
 - recommended number of lanes along Mayfield Rd and Bovaird Drive adjacent to Highway 413,
 - intersection spacing along Mayfield Road adjacent to Highway 413, and
 - the proposed Peel Region Pumping Station crossing in Precinct 52-1.
- The presentation slides will be shared alongside these meeting minutes.

OPEN DISCUSSION / PEEL REGION FEEDBACK

Modelling Results, Recommended Regional Road Widening

- Robert Jay mentioned that Peel Region is working on 2051 modelling work to support the Peel Region TMP and is generally interested in the Heritage Heights mesoscopic modelling work and the recommendations resulting from said modelling work. Results from the Heritage Heights modelling work will be taken into consideration as Peel Region conducts their 2051 modelling work.
 - Adrian L. asked if there are any additional considerations to account for in the Heritage Heights modelling work
 - Robert Jay noted that they are working through model development and calibration, will review slides and inform the group if there are any other considerations. Will take the slides back to his team and review.

Modelling Results, Recommended Regional Road Widening

- Sally Rook noted that the Region would like a more detailed modelling exercise that assesses intersection operations and queueing along Mayfield Road adjacent to Highway 413 in order to support a spacing less than the 450m minimum
 - Emily E. advised that we make this intersection a special focus area for which BA Group can conduct a more detailed analysis

Peel Region Pumping Station Crossing

- Dana Jenkins noted that William Turner (had to depart meeting early) should be included in discussions surrounding the 52-1 pumping station
 - Emily E noted this topic should be further discussed as a focussed meeting given limited time left in meeting and importance of pumping station to the Region and importance of road network to the City.
 - Region noted concerns were previously raised and meetings have continued with City of Brampton on this topic.
- Dana Jenkins noted that large development coming to the pumping station area with significant heavy vehicle traffic, therefore the connection would not be a viable option in the future given planned growth, not a place for a public right-of way
 - Sally Rook agrees, there are issues with delivering the Longevity connection

- Dave Monaghan asks if there are concerns with construction or if heavy vehicle traffic is from long-term operations
- John Hardcastle notes that there are a few issues, including operations, constructions, safety, and maintaining a secure facility
- Vikram notes that he will reach out to City development services on ongoing discussions (via Allan Parsons), will set up a meeting to understand where the City and Region are at with ongoing discussions.

MEETING OUTCOME AND NEXT STEPS

- Attendees to review slides/minutes and provide corrections and any follow-up questions/clarifications.
- BA Group / City of Brampton to prepare modelling results for remaining Focus Area 5 (Norval) and will discuss at subsequent meetings.
- Vikram notes that he will reach out to City development services on ongoing discussions (via Allan Parsons), will set up a meeting to understand where the City and Region are at with ongoing pumping station discussions.
- Request for Engagement 2 expected to follow within a month.



HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

Caledon Engagement 1

Prepared For: Town of Caledon
June 9, 2025



*Heritage Heights
Landowners Group*



Today's Agenda

- Introductions
- Heritage Heights Secondary Plan
- Transportation Master Plan (TMP) Process Overview
- Intersection Spacing Along Mayfield Road Adjacent to Highway 413
- Status of Alloa Secondary Plan

- City of Brampton
 - Vikram Hardatt
 - Richa Dave
 - David Monaghan
- BA Group
 - Emily Ecker
 - Michael Giallonardo
 - Yahya Deen
 - Adrian Lorion
- Town of Caledon
 - Tanjot Bal
 - Kavleen Younan
 - Jay Menary

Heritage Heights Secondary Plan

The Secondary Plan

- Secondary Plan Approved August 21, 2024

Supporting Studies Underway

- Infrastructure Servicing Study (ISS)
- Subwatershed Study (SWS)
- Transportation Master Plan (TMP)

People: 33,254
Jobs: 9,761

People: 13,760
Jobs: 5,176

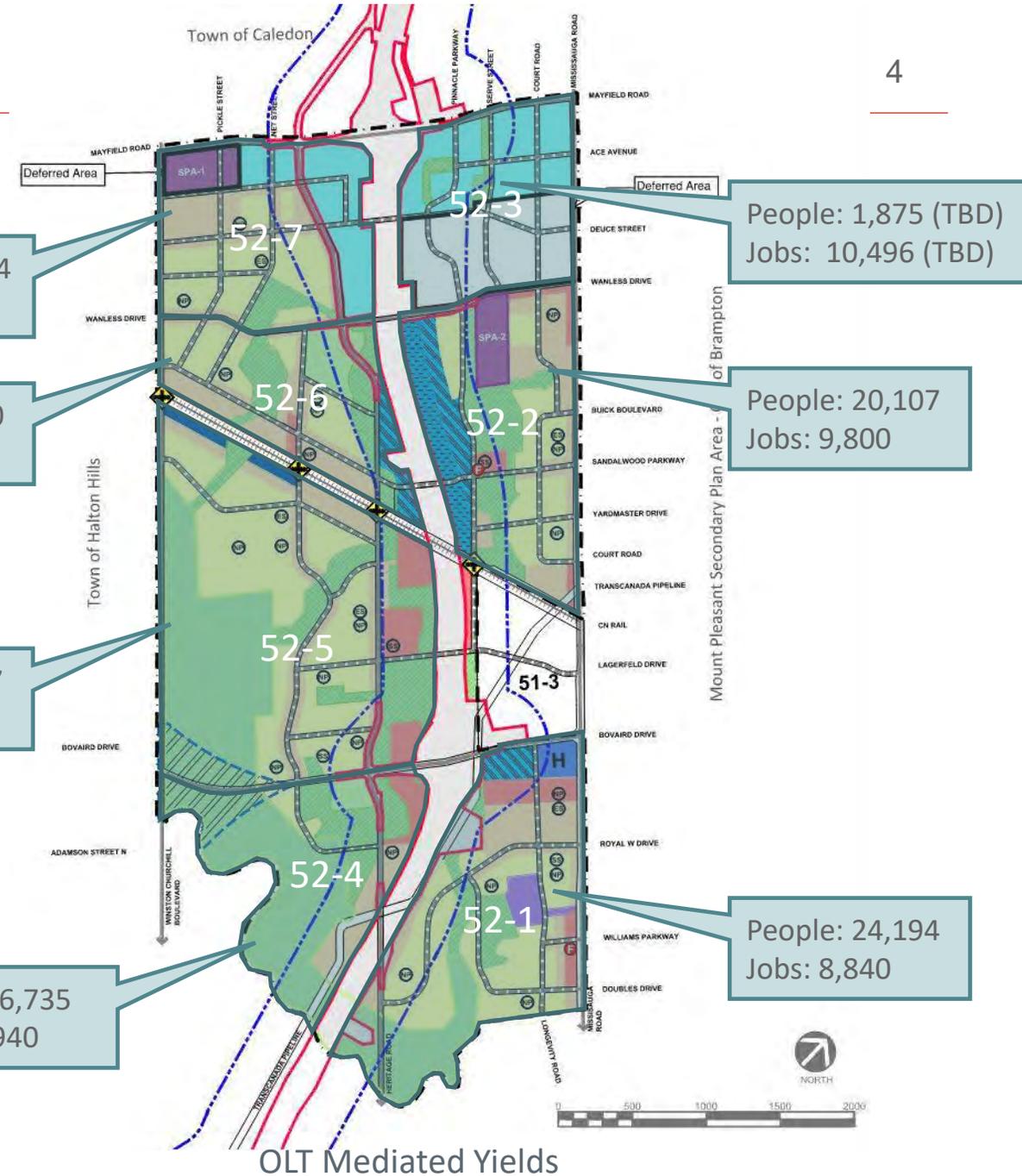
People: 32,587
Jobs: 7,290

People: 6,735
Jobs: 2,940

People: 1,875 (TBD)
Jobs: 10,496 (TBD)

People: 20,107
Jobs: 9,800

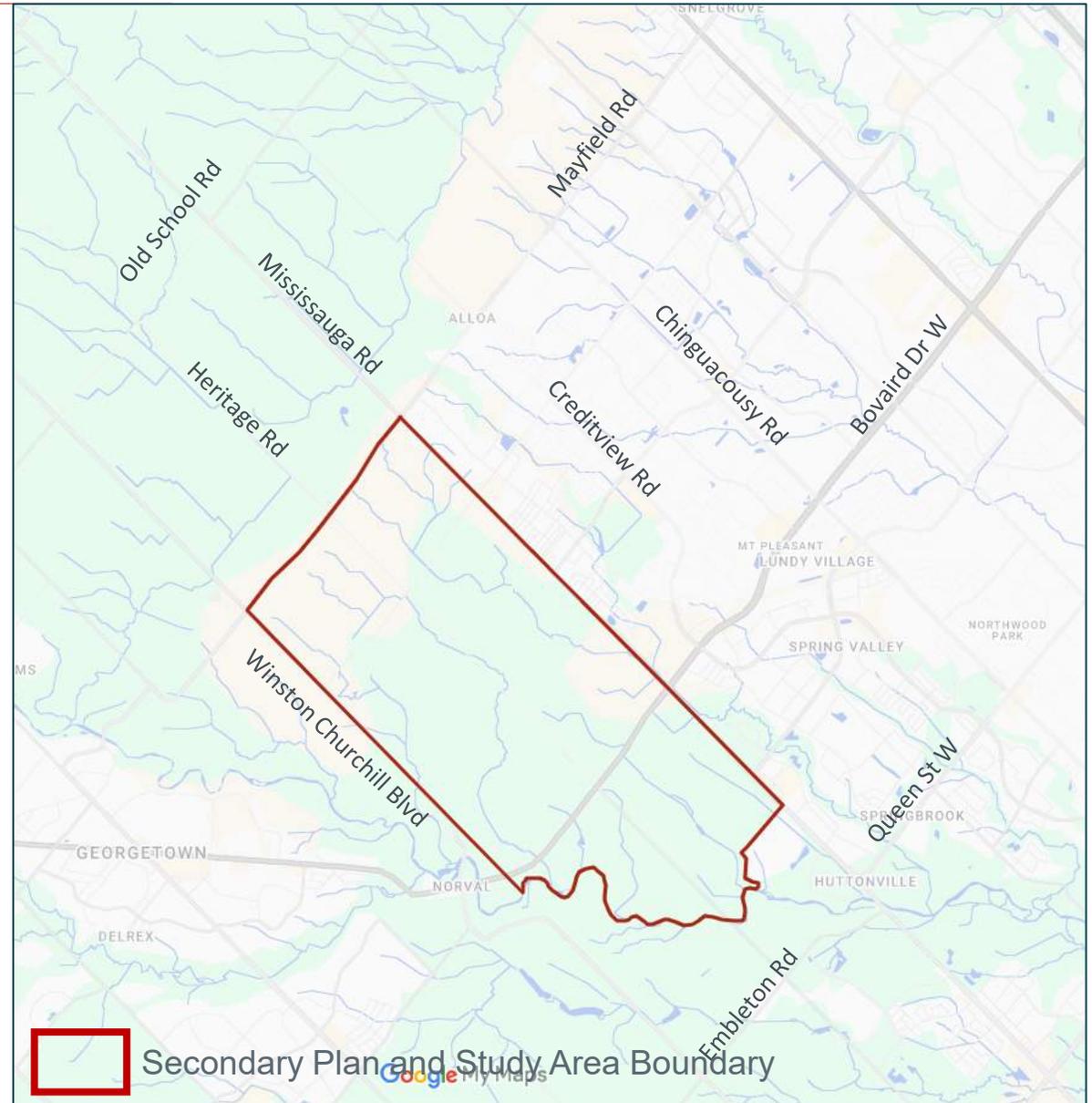
People: 24,194
Jobs: 8,840



OLT Mediated Yields

The Study

The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area.



MCEA Process

- The TMP is being undertaken in accordance with **Approach #2** of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024).
- The TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.

4.5 Master Planning Process

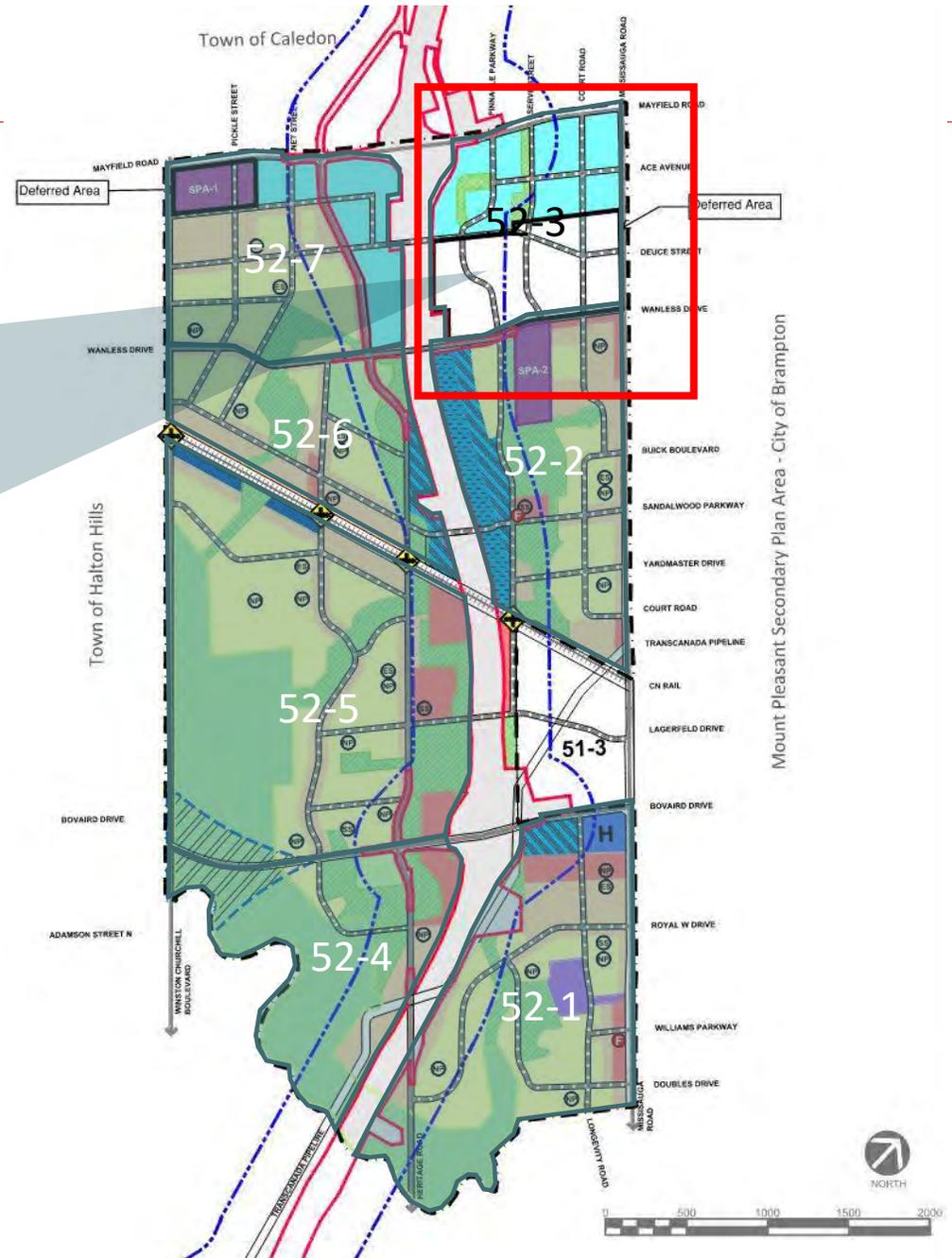
The master planning process is discussed in Section A.2.7. A summary of the various approaches is provided below.

	Approach 1	Approach 2*	Approach 3*
Level of Detail	Broad (project specific information is minimal) Used as support for subsequent Schedule B and C project specific studies	Sufficient to fulfil requirements for Schedule B projects (more detailed project specific information is included) Used as support for subsequent Phase 3 and 4 for Schedule C project specific studies	Sufficient to fulfil requirements for Schedule B and C projects (more detailed project specific information is included)
Process	Preliminary Phase 1 and 2	Phase 1 and 2	Phase 1 to 4
Final Notice	Notice of Master Plan *This should not be called a Notice of Completion	Final notice becomes Notice of Completion for Schedule B projects	Final notice becomes Notice of Completion for Schedule B and C projects
Integration with Planning Act*	*Official Plan and Secondary Plan	*Official Plan and Secondary Plan, Plan of Subdivision, etc.	*Official Plan, Secondary Plan, Plan of Subdivision, etc.

* The various master planning approaches provide proponents with flexibility to customize their master plans to suit their needs. See section A.2.7 for information on modified approaches 2 and 3.

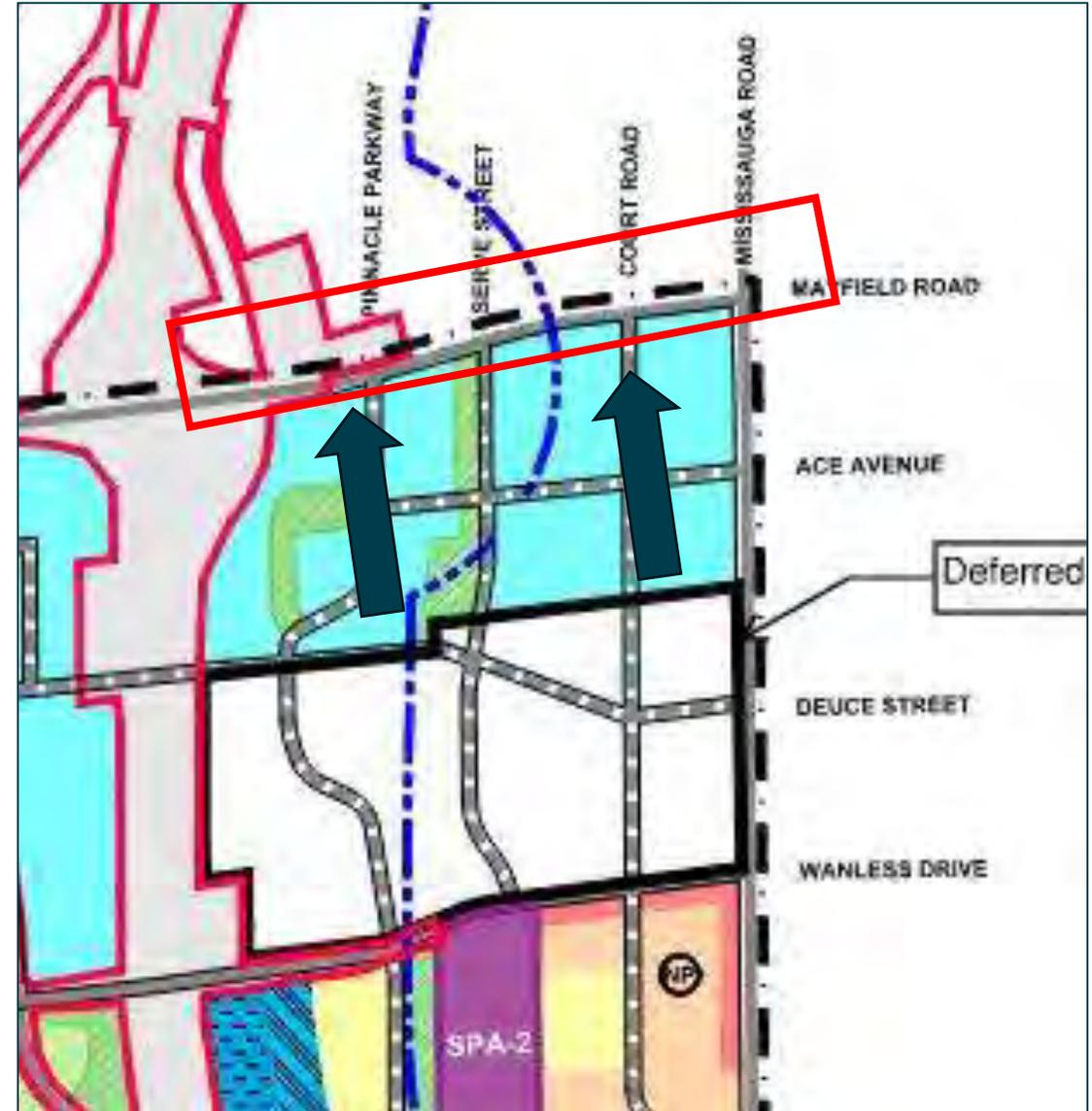
Intersection Spacing Along Mayfield Road Adjacent to Highway 413

Intersection Spacing Along Mayfield Road (52-3)



Intersection Spacing Along Mayfield Road (52-3)

- From the Peel Road Characterization Study:
 - Mayfield Road Classification: Industrial Connector
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- Mississauga Road Classification: Suburban-Commercial Connector
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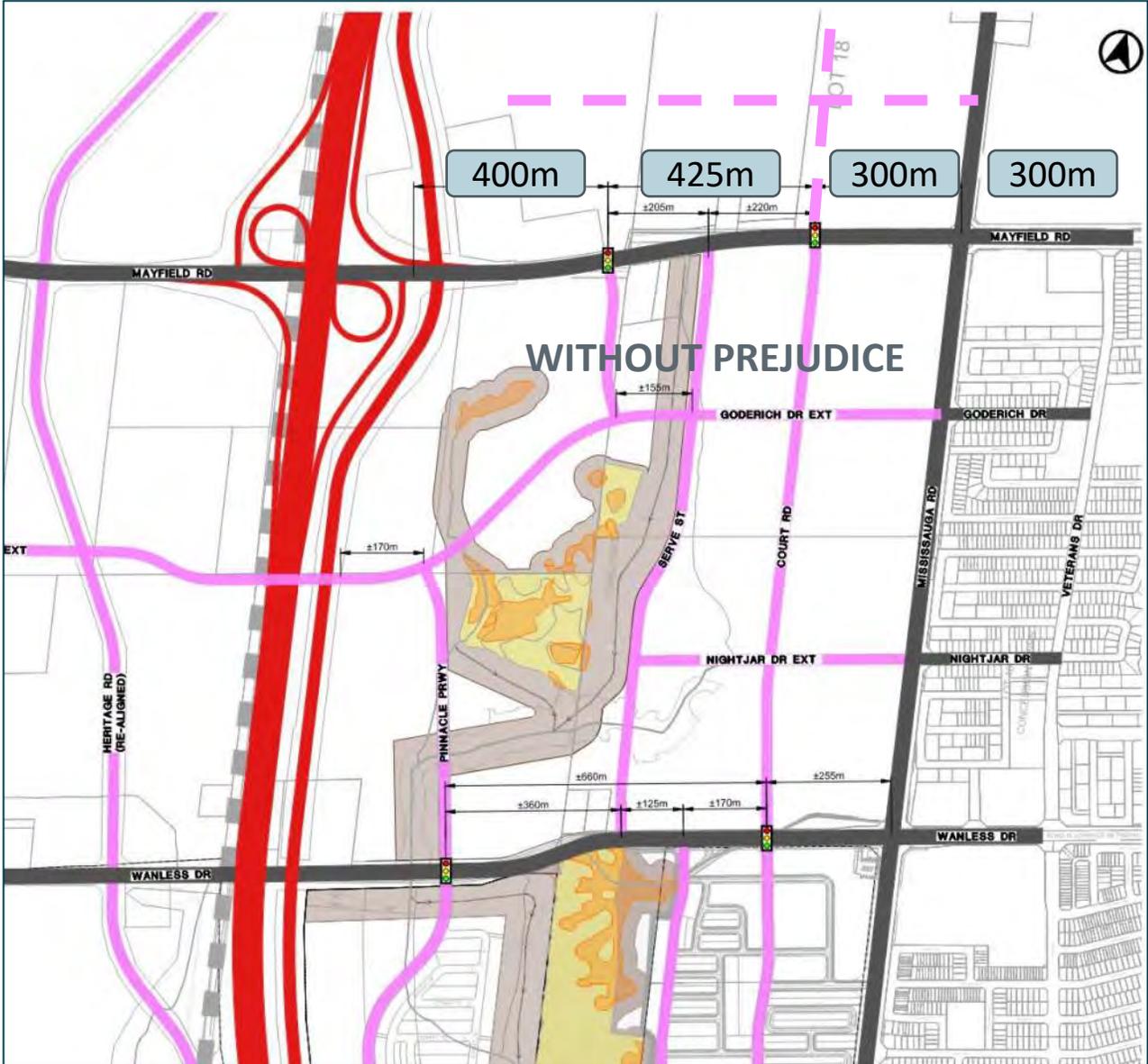


Intersection Spacing Along Mayfield Road (52-3)

- Surrounding Context:
 - Highway 413
 - Existing Mount Pleasant
 - Caledon
 - Precinct 52-7
 - Environmental Features



Intersection Spacing Along Mayfield Road (52-3) – Proposed Concept



TMP Project Management

Richa Dave, MCIP RPP

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Project Manager, Transportation Planning

City of Brampton



Emily Ecker, P.Eng.

ecker@bagroup.com

Senior Associate

BA Consulting Group Ltd.



Project Email: heritageheights@brampton.ca



BA Group

MOVEMENT IN URBAN ENVIRONMENTS



HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

Prepared For: External Agencies
August 14, 2025



*Heritage Heights
Landowners Group*



The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee, and Wendat Nations who have called this land home since time immemorial. We acknowledge the agreements made in Treaty 19 – the Ajetance Purchase of 1818 – and are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice, and respect. We are grateful to the original caretakers of this land who have ensured we are able to work, play, and live in Brampton now and in the future.

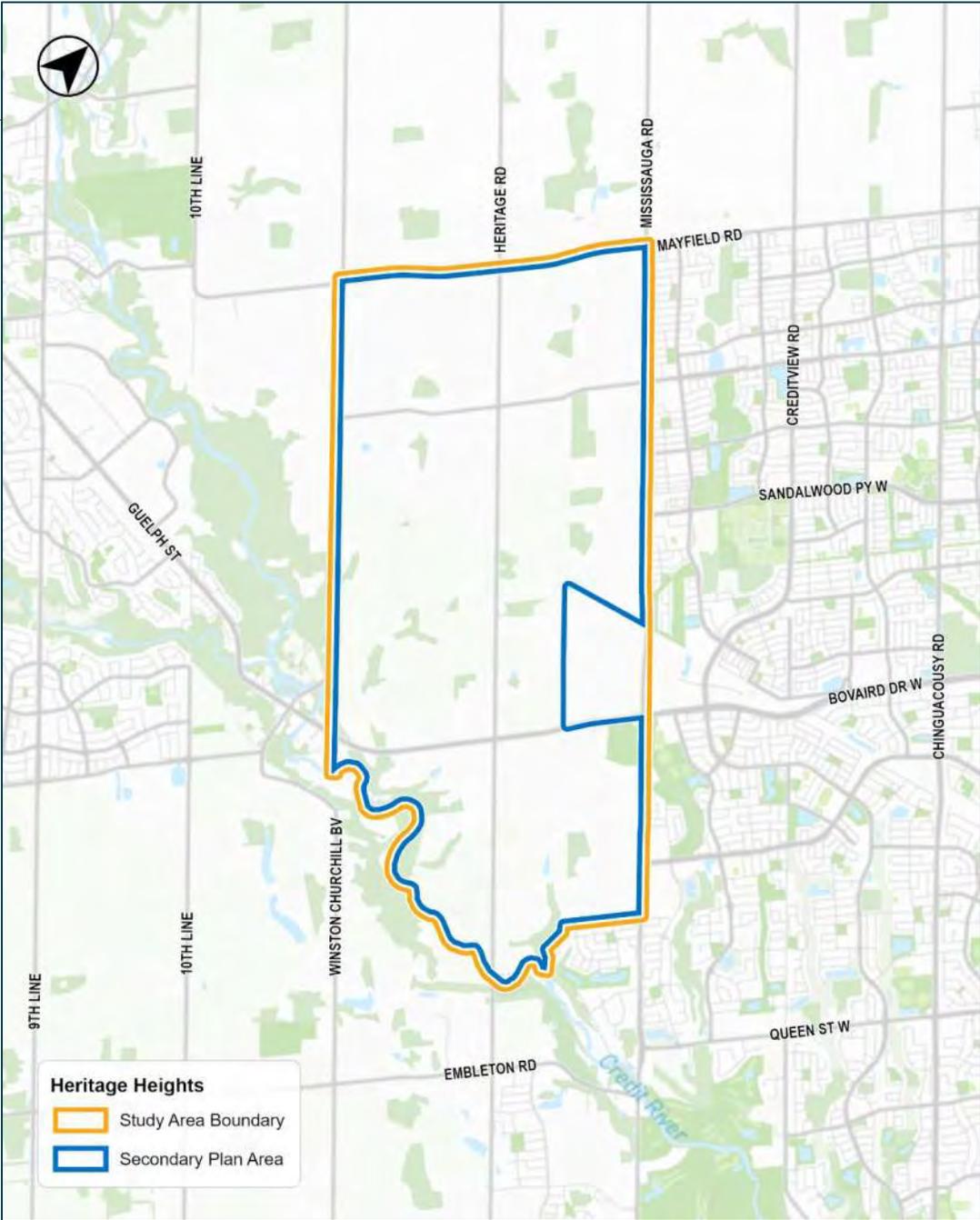
Transportation Master Plan

The Study

The City of Brampton is experiencing significant growth, including within the Heritage Heights Secondary Plan Area.

The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area.

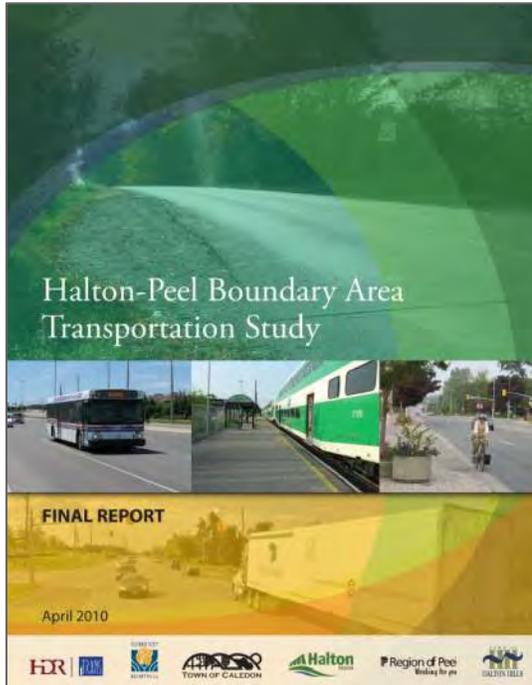
The TMP will provide the long-range planning necessary to identify a transportation network that supports the land use plan and the forecasted travel demand while encouraging more sustainable travel choices and behaviours.



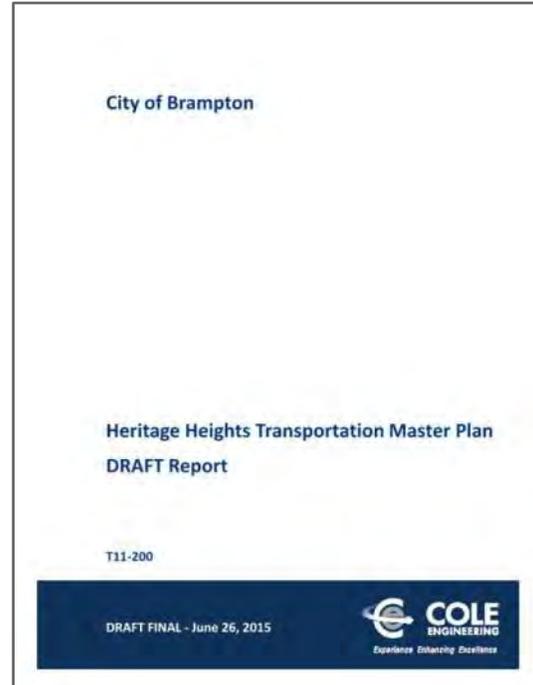
History

- **2006:** Peel Council extended Regional Urban Boundary to include “North West Brampton Urban Development Area”
- **2009:** Brampton Council initiated secondary plan planning for the Heritage Heights Community
- **2014:** Proposed Land Use Plan Approved for Public Consultation
- **2015:** Council directed staff to revisit the plan and incorporate broader stakeholder engagement which would better inform the plan.
- **2019:** Design charrettes with landowners, staff, agencies, and the public shaped a new vision and land use framework guided by Brampton 2040 Vision.
- **2020:** Council endorsed a new Conceptual Land Use Plan and directed further technical evaluation and policy development.
- **2022:** Heritage Heights Secondary Plan was formally adopted through an Official Plan Amendment.
- **2024:** After appeals, the Ontario Land Tribunal Decision was published, and the Secondary Plan’s details were **finalized and approved on August 21st 2024.**

2010 Halton-Peel Boundary Area Transportation Study (HPBATS)



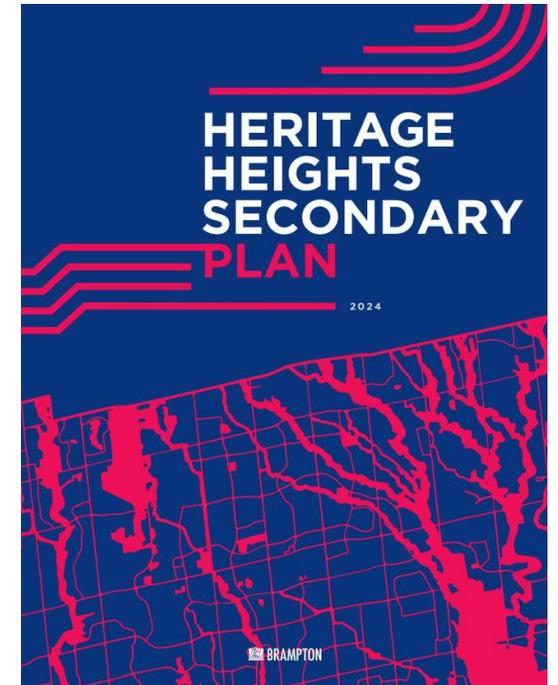
2015 Heritage Heights Transportation Master Plan (draft)



2022 Heritage Heights Transportation Master Plan



2024 Heritage Heights Secondary Plan (approved by the OLT)



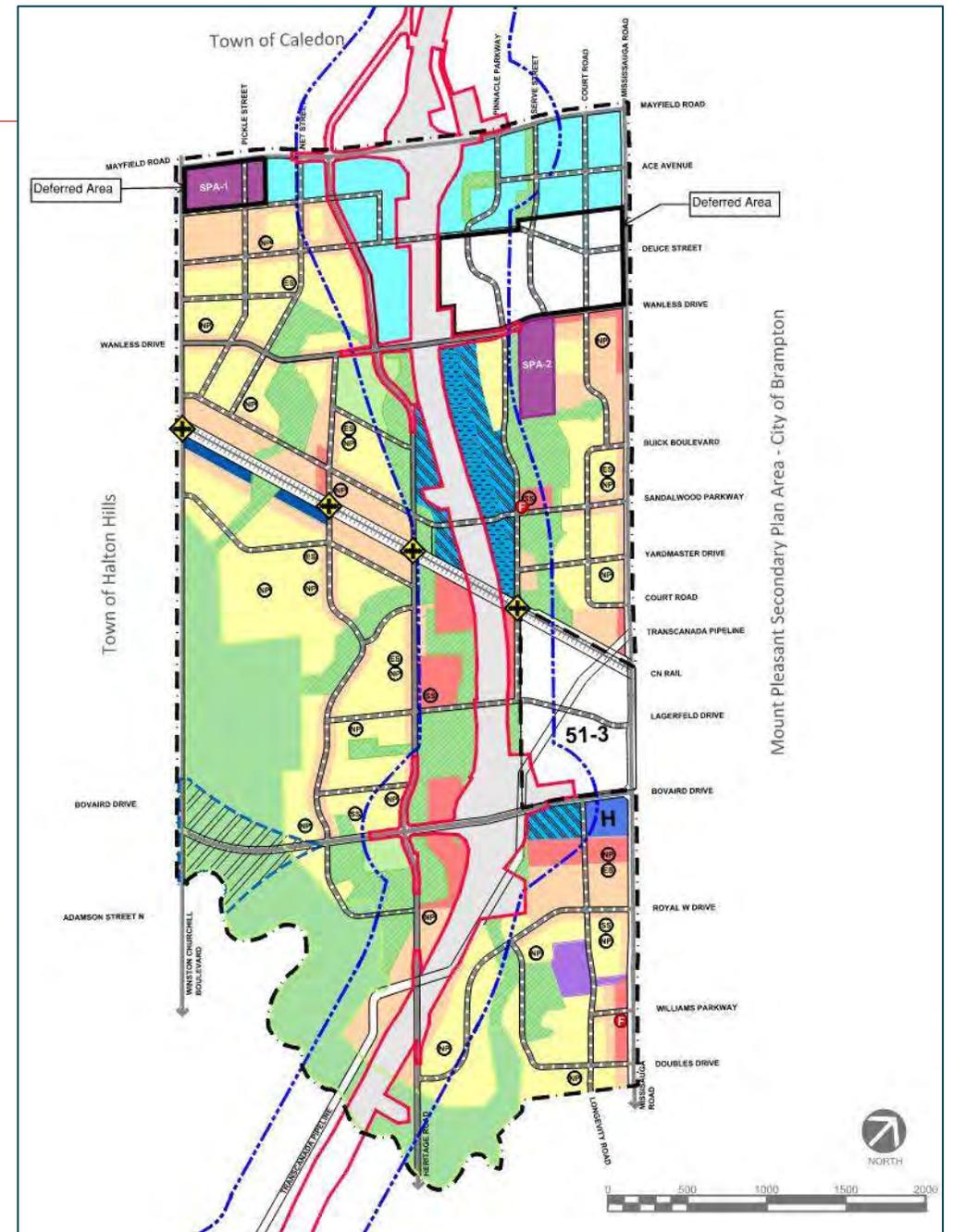
Heritage Heights Secondary Plan

The Secondary Plan

- The revised and approved Heritage Heights Secondary Plan (HHSP) represents a significant re-envisioning of the area that includes the Province's identified provincial transportation corridor.

Supporting Studies Underway

- Infrastructure Servicing Study (ISS)
- Subwatershed Study (SWS)
- Transportation Master Plan (TMP)



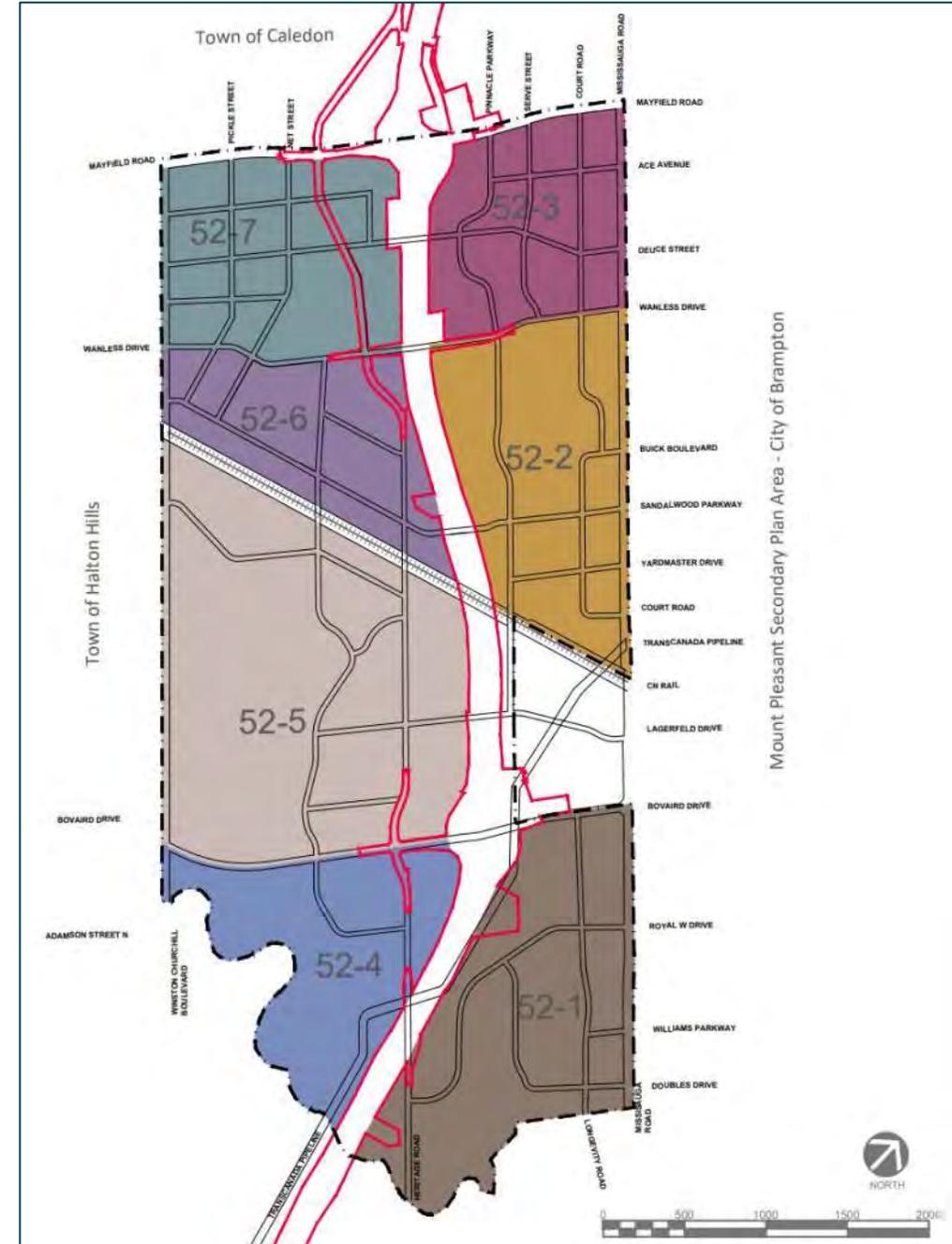
Secondary Plan Precinct Areas

“Precinct Plans will be developed incrementally over time for the Precinct Areas defined in this Secondary Plan. Precinct Plans are intended to outline development principles and guidelines at a more detailed level. Precinct Plans will demonstrate how lands can be developed to meet the vision and policies in this Secondary Plan.”

“Precinct Plans will a) Establish the location, scale and character of streets in addition to those already identified on Schedule 52-8 – Street Network; c) Identify infrastructure requirements to support development; f) Develop implementation strategies for ... infrastructure requirements to support growth in the Precinct;”

“Schedule 52-2 – Precinct Areas identifies the boundaries of seven (7) Precinct Areas, each of which will have a unique Precinct Plan.”

Section 3, “Precinct Area Structure” –
Heritage Heights Secondary Plan



Vision

The following principles were created to guide the future design and growth policies in Heritage Heights and continue to be reflected in the revised Heritage Heights Secondary Plan:

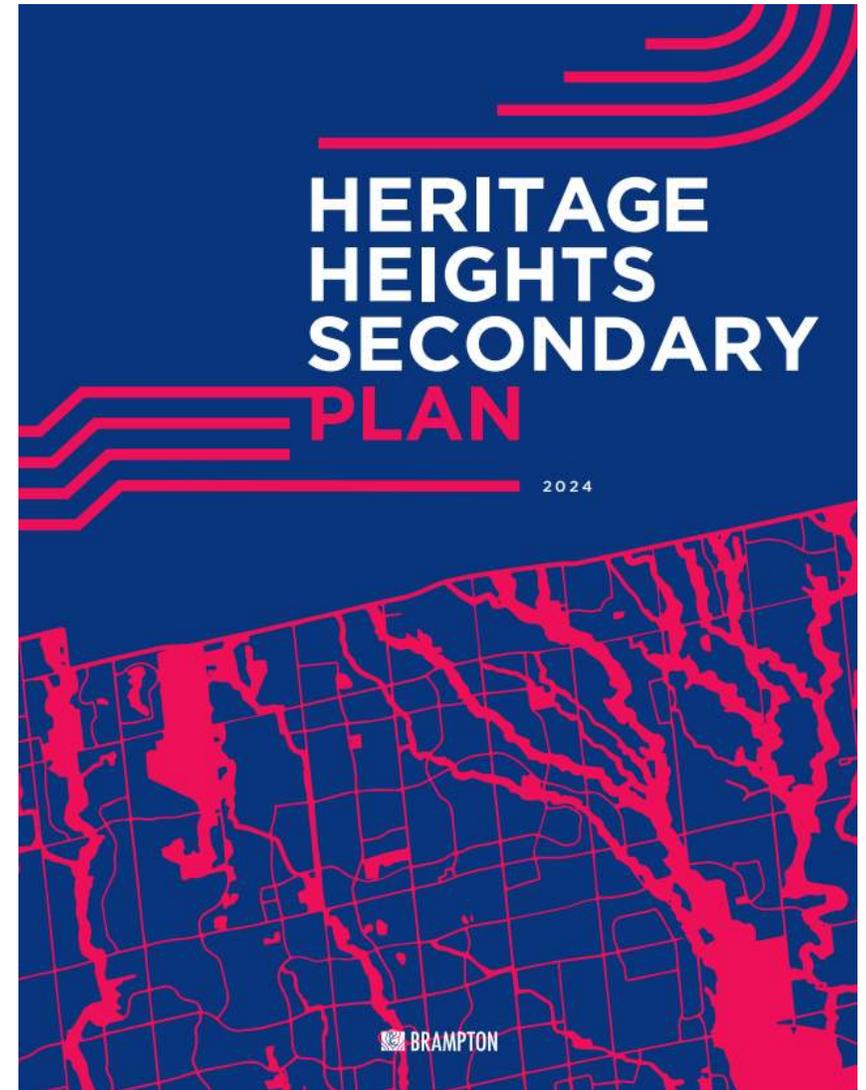
1. Create **walkable communities** for people to gather, recreate, work and live.
2. Development should be **compact and diverse** to achieve walkable, affordable, and active neighbourhoods.
3. Implement **sustainable and resilient plans**, technologies and design approaches.
4. Include **arts and cultural uses** to leverage Brampton's diversity and attract investment.
5. Conserve the **natural and cultural heritage** of the area, creating a destination for local and regional visitors.
6. Foster a competitive environment for **employment and economic development**.
7. Plan for well-being - physical, mental and social - through the design of **people-centric spaces that are safe and age-friendly**.
8. Integrate and **connect green and open spaces** into the design of neighbourhoods **while being sensitive to existing ecological systems**.

Heritage Heights Transportation Objectives

“The Secondary Plan Area will be premised on strategies that promote a balanced approach to transportation and land uses, which leverages investment in transit and enhancements in the pedestrian and cycling environment to provide a range of travel choices and encourage more sustainable travel behaviours.

The Heritage Heights Secondary Plan will be planned to encourage a safe and attractive walking and cycling environment, public transit, and new streets and connections through precincts by providing pedestrian and cycling facilities, enhancing the public realm, and ensuring midblock connections are introduced with development to enhance connectivity and circulation.”

Section 10, “Mobility” – Heritage Heights Secondary Plan



Process

- The TMP is being undertaken in accordance with **Approach #2** of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024).
- The TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.

4.5 Master Planning Process

The master planning process is discussed in Section A.2.7. A summary of the various approaches is provided below.

	Approach 1	Approach 2*	Approach 3*
Level of Detail	Broad (project specific information is minimal) Used as support for subsequent Schedule B and C project specific studies	Sufficient to fulfil requirements for Schedule B projects (more detailed project specific information is included) Used as support for subsequent Phase 3 and 4 for Schedule C project specific studies	Sufficient to fulfil requirements for Schedule B and C projects (more detailed project specific information is included)
Process	Preliminary Phase 1 and 2	Phase 1 and 2	Phase 1 to 4
Final Notice	Notice of Master Plan *This should not be called a Notice of Completion	Final notice becomes Notice of Completion for Schedule B projects	Final notice becomes Notice of Completion for Schedule B and C projects
Integration with Planning Act*	*Official Plan and Secondary Plan	*Official Plan and Secondary Plan, Plan of Subdivision, etc.	*Official Plan, Secondary Plan, Plan of Subdivision, etc.

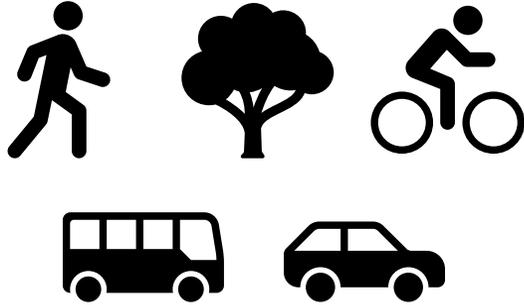
* The various master planning approaches provide proponents with flexibility to customize their master plans to suit their needs. See section A.2.7 for information on modified approaches 2 and 3.

Why a Transportation Master Plan?

1. **Ground Truth the Land Use Plan and the Transportation Network in the Secondary Plan**
2. **Test Options**
3. **Identify a Transportation Network** (roads, transit, active transportation) that supports the Land Use Plan.
4. **A Collaborative Approach.** Iterative Process and Benefits to future Planning Application processes.







**Complete
Street Design**

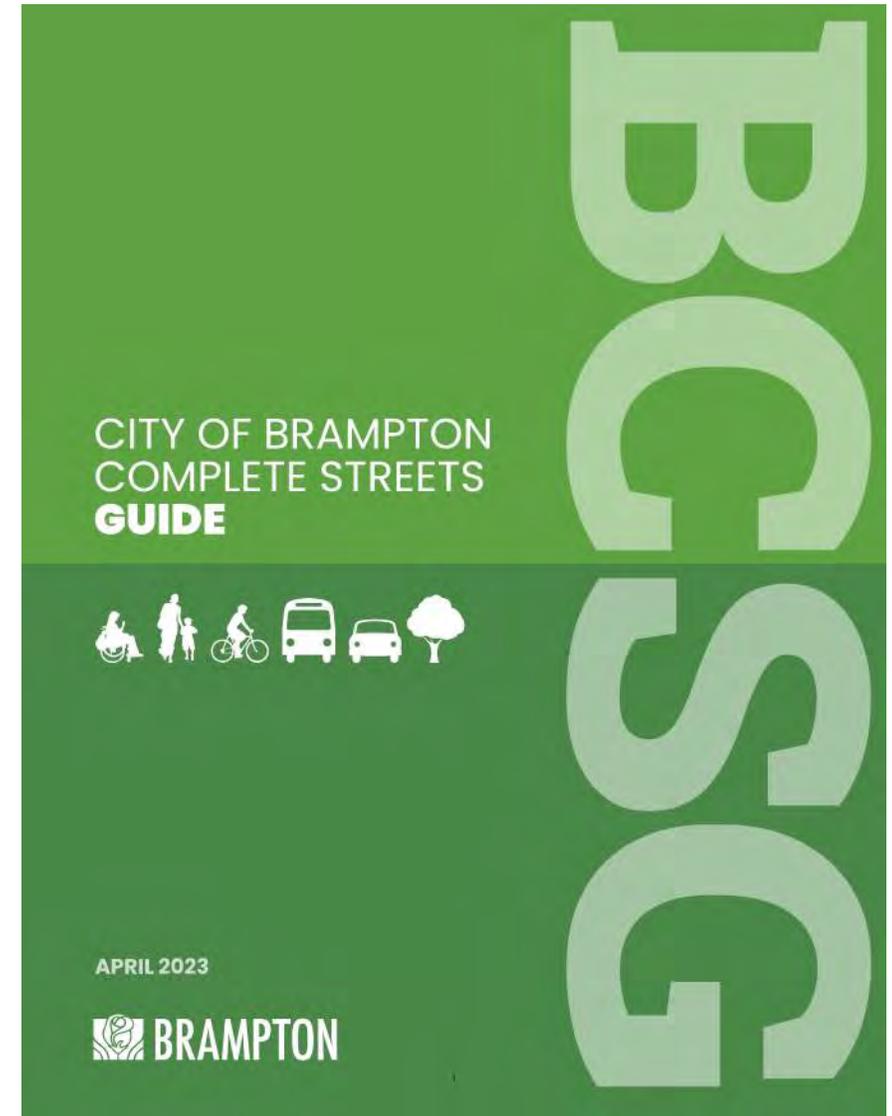


**Future Mobility
Conditions
(Transportation
Forecasting Model)**



**Environmental
Assessment
Evaluation**

- As reflected in municipal policy, **the City of Brampton:**
 - **“promotes a multi-modal transportation system**, with the objective of designing, building, and maintaining streets (including multi-use paths) that **safely and comfortably accommodate all users**, including motorists, motorcyclists, bicyclists, pedestrians, individuals with disabilities, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.”
- Streets to be located in the Heritage Heights Secondary Plan area of all classification types – Arterial, Collector, Local – were studied for their street characteristics. A collaborative workshop series involving local landowners and City of Brampton staff was undertaken to establish street design principles. **New cross-sections are developed to be located within the Heritage Heights Secondary Plan area.**

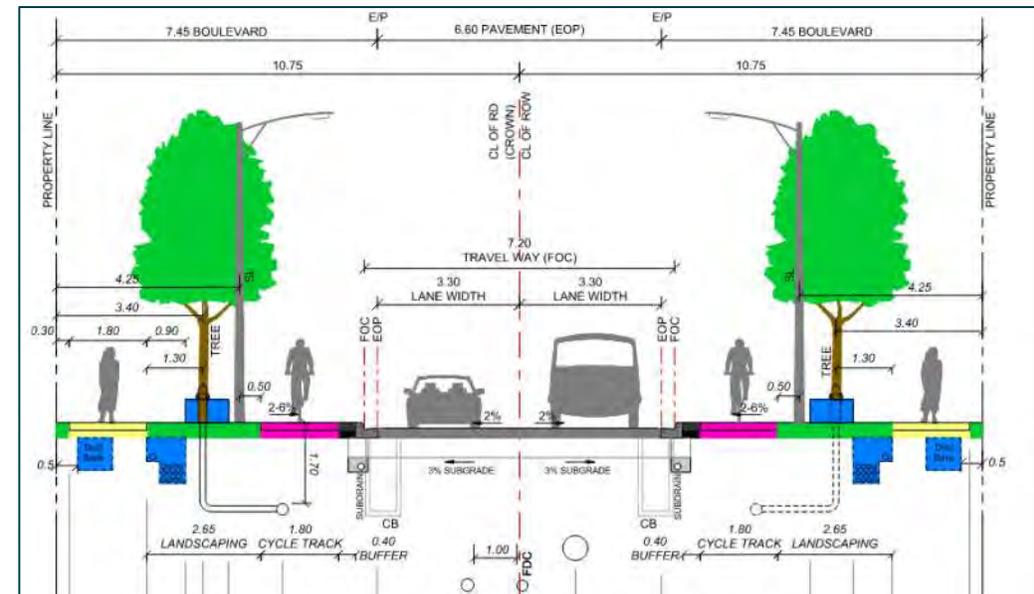
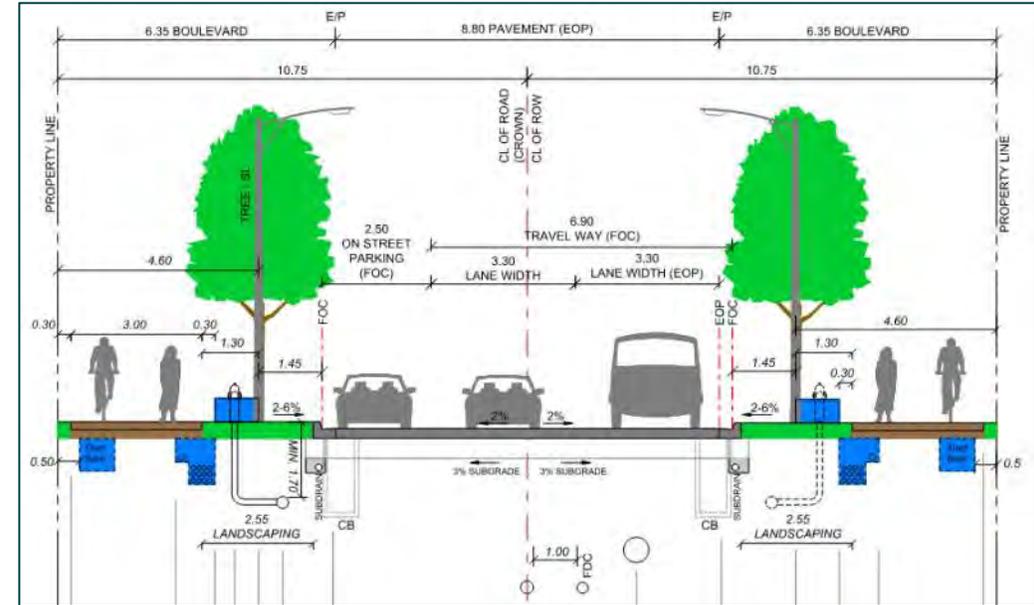


Heritage Heights Street Design

- Streets in the Heritage Heights Secondary Plan will look different than the rest of the City.
- Heritage Heights has built on the City's Complete Streets Guide to develop cross-sections unique to the Secondary Plan area that balance:

- Cycling Facilities
- Sidewalks
- On-Street Parking
- Transit-Friendly Travel Lanes
- Landscaping
- Aboveground-Underground Services
- Compact Urban Design

Draft Street Section Examples



Future Mobility Conditions adopts a standard multi-resolution modelling approach (macroscopic-to-mesoscopic). Tools used include:

1. City of Brampton’s Macroscopic Regional Demand Model

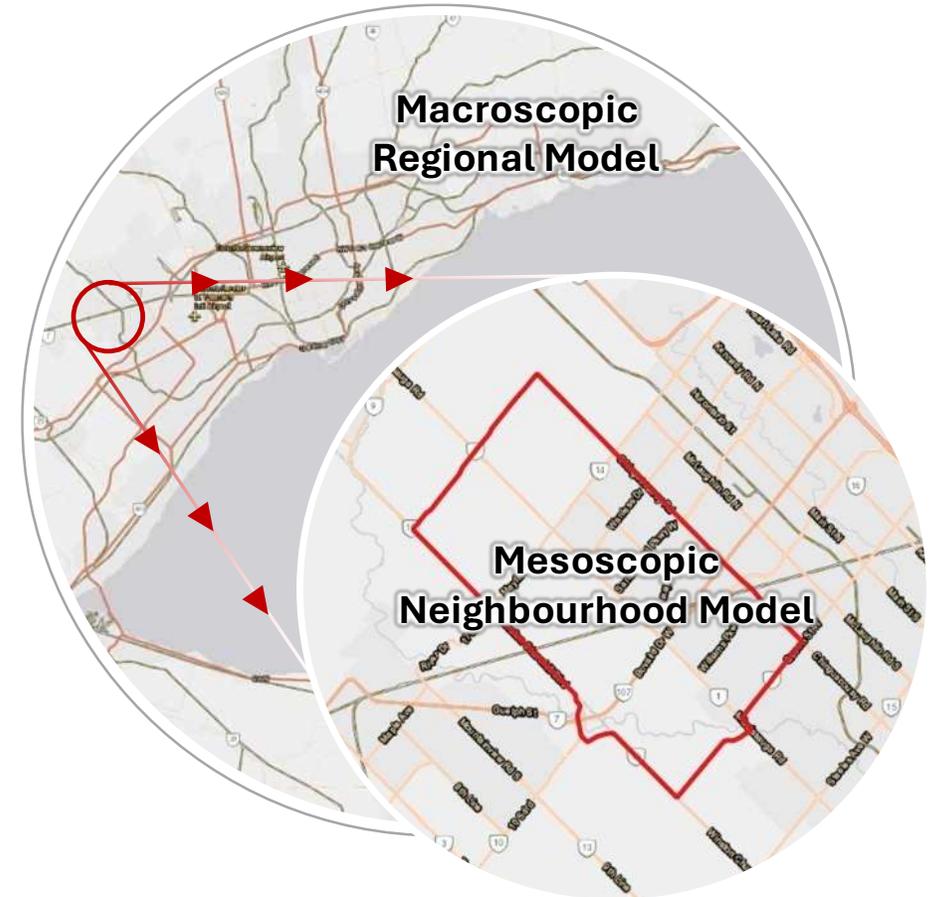
Forecasts transportation demand throughout the Greater Toronto-Hamilton Area

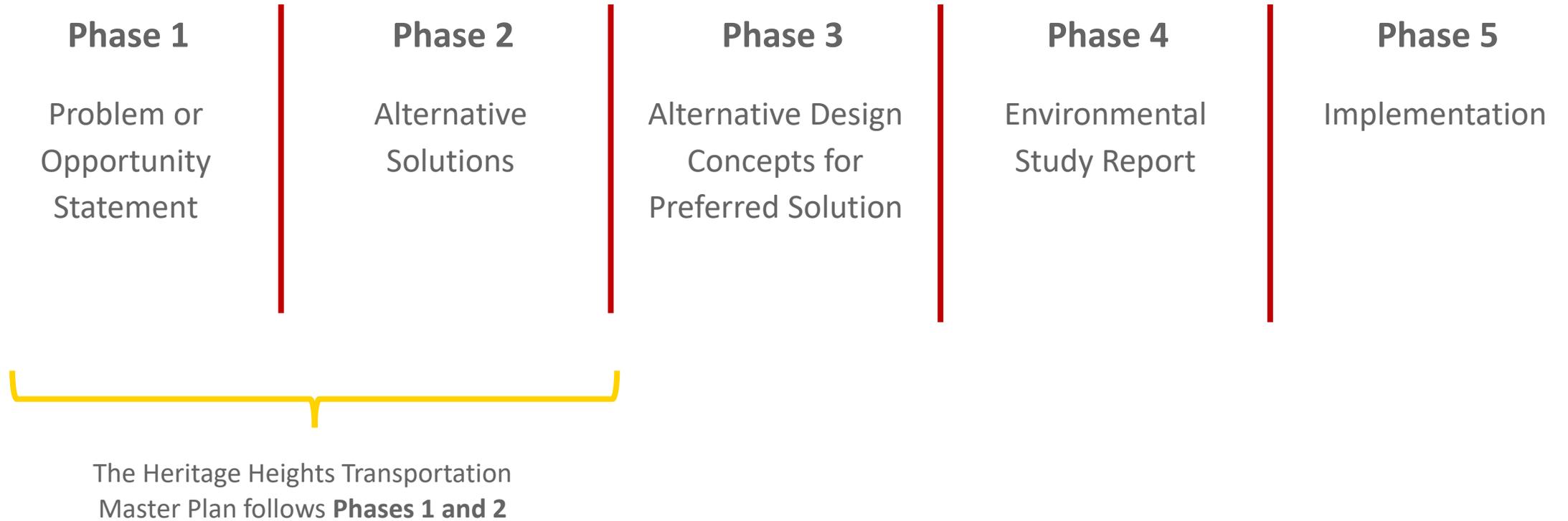
2. Heritage Heights Mesoscopic (“Neighbourhood”) Model

Assesses transportation network operations in and around the Heritage Heights Secondary Plan Area. Model boundaries:

- **Old School Rd** to the North, **Chinguacousy Rd** to the East, **Embleton Rd / Queen St W** to the South, **Winston Churchill Blvd** to the West

Macro-model outputs are used as meso-model inputs – allows for detailed and reliable corridor-level traffic volume projections that account for future planned regional and local growth and transportation infrastructure improvements.





Alternative Solutions (Phase 2) in the Heritage Heights Transportation Master Plan consider road alignment alternatives and road crossings within the Master Plan road framework.



Street Network

- Road Network and Classification
- Transit Network
- Active Transportation Infrastructure
- Highway 413 Protected Corridor



Traffic Operations

- Weekday Morning and Afternoon Peak Hour Volumes and Capacity



Environmental Features

- Natural Heritage System, Greenbelt, Watercourses
- Terrestrial
- Archaeology Studies*
**Archaeology not required in Phase 1 and 2. Archaeology required prior to road construction.*



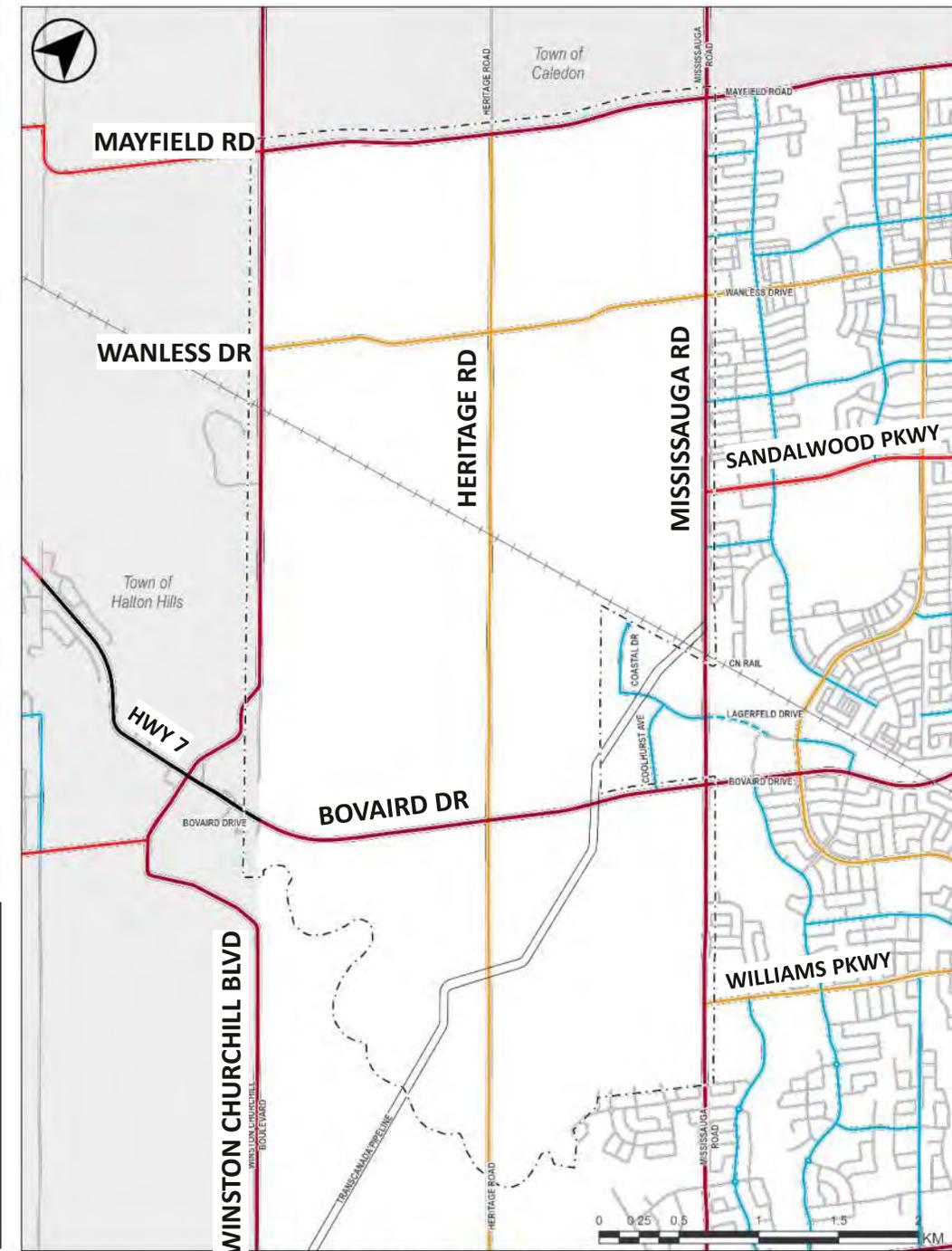
Constraints

- Cultural Heritage Land and Built Heritage Resources
- Built and Planned Constraints

Existing Roads

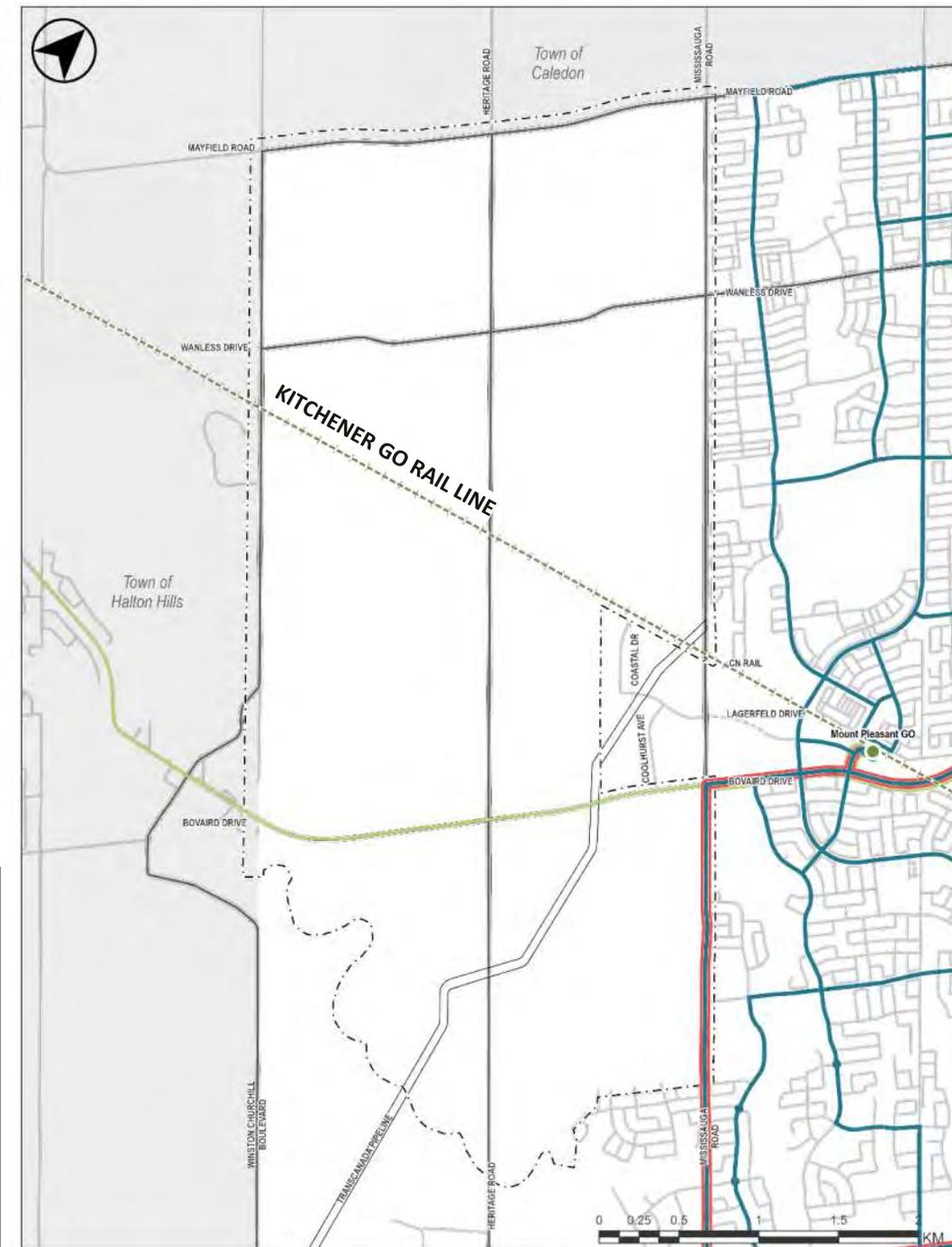
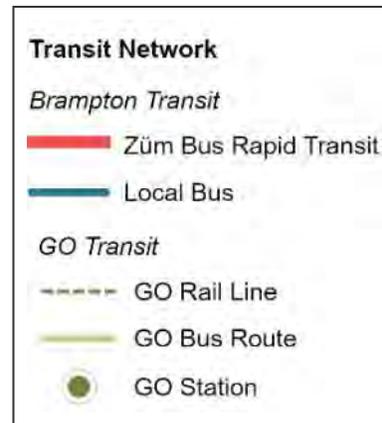
- **Major Arterial Roads (Regional)**
 - Mayfield Road, Bovaird Drive*, Winston Churchill Boulevard, Mississauga Road
- **Minor Arterial Roads (City)**
 - Wanless Drive, Heritage Road

*Bovaird Drive transitions into Highway 7 (Provincial Highway) in Norval (Halton Hills)



Existing Transit

- **Brampton Transit** local bus routes operate east of the Secondary Plan area in Mount Pleasant.
 - Züm bus and local bus routes are provided along Mississauga Road and Bovaird Drive.
- The **GO Transit Kitchener Line** runs along the CN Rail corridor through the Secondary Plan area.
- **Mount Pleasant GO Station** is located along the CN Rail corridor, approximately 1.25-km east of the Secondary Plan area boundary.



Existing Active Transportation

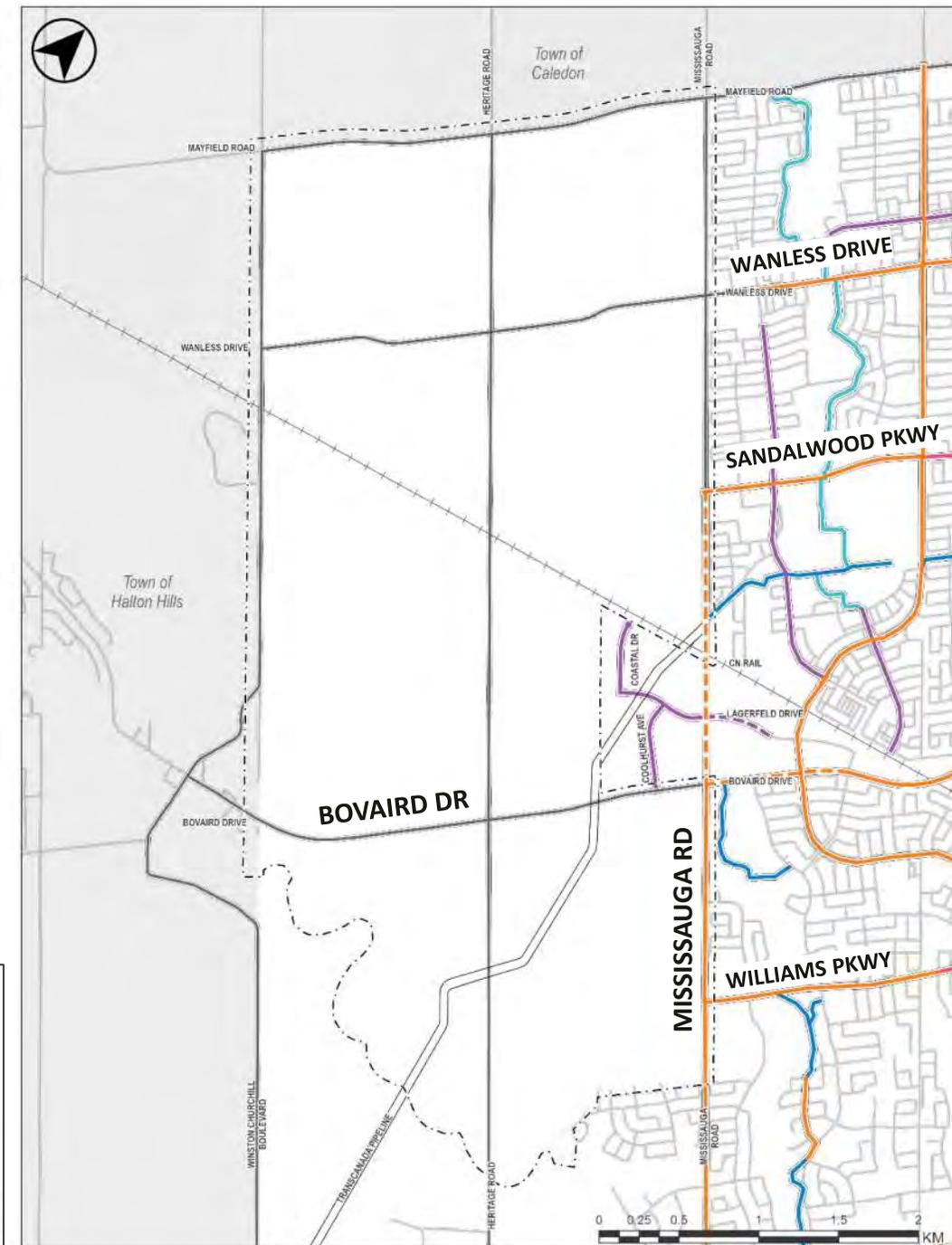
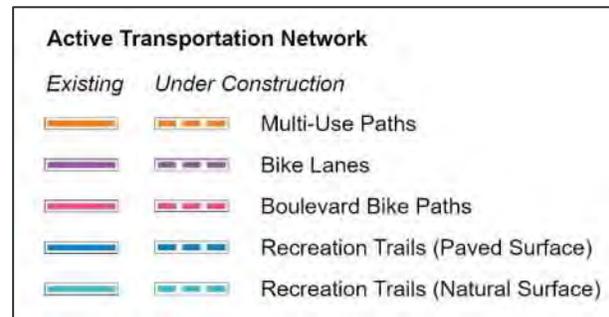
- Active Transportation infrastructure is provided east of the Secondary Plan area.

- Multi-Use Paths**

- Mississauga Road
- Bovaird Drive
- Sandalwood Parkway
- Williams Parkway
- Wanless Drive

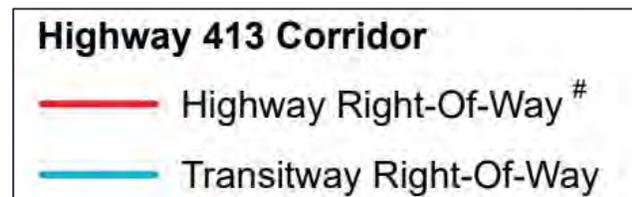
- Bike Lanes**

- Lagerfeld Drive
- Coolhurst Avenue
- Coastal Drive

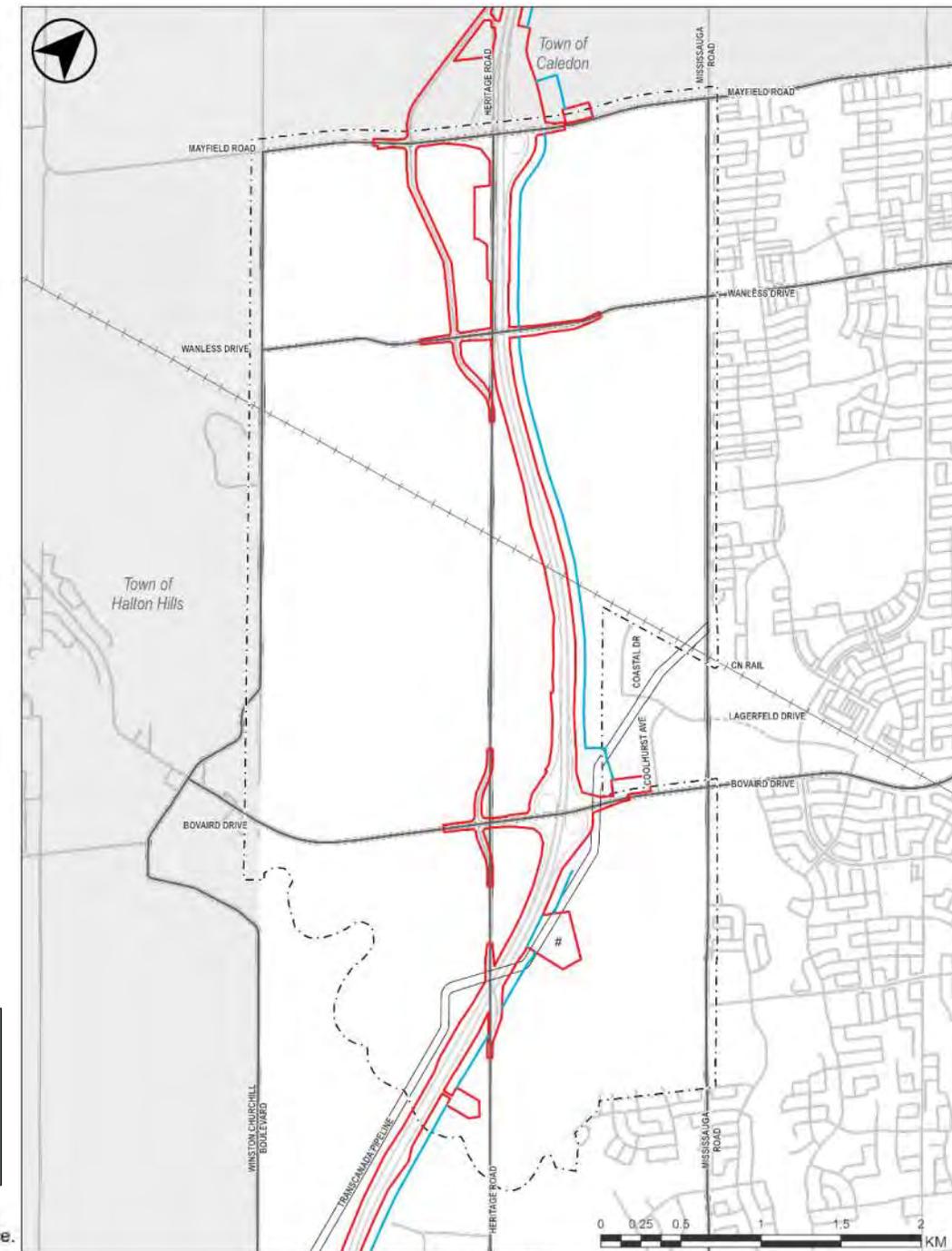


Highway 413 Protected Corridor

- Highway 413 is a:
 - proposed provincial highway connecting Halton, Peel, and York Regions.
 - protected corridor currently at 90% design and is subject to change as planning progresses.
- Highway 413 corridor includes provisions for highway and transitway incorporated on road crossings of the corridor.

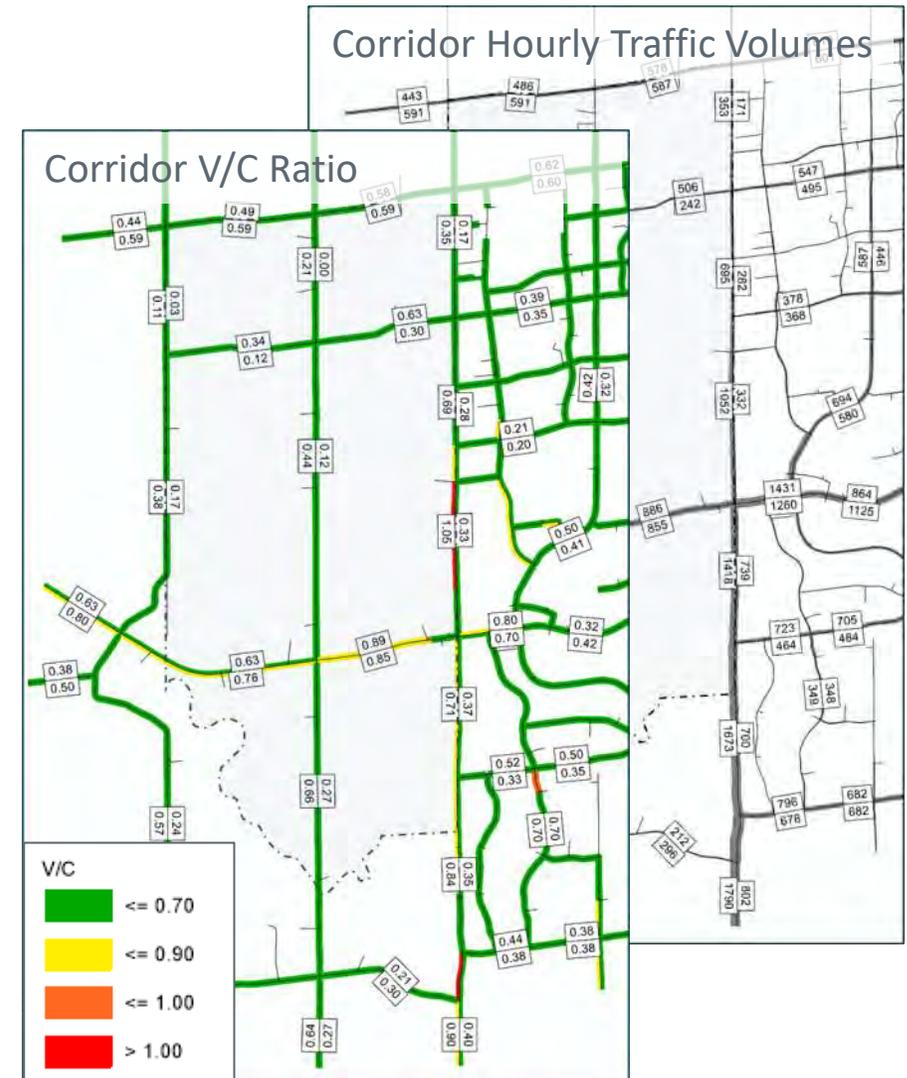


Highway 413 Corridor at 90% preliminary design, subject to change.
SWM pond in Precinct 52-1 to be relocated in consultation with Province.



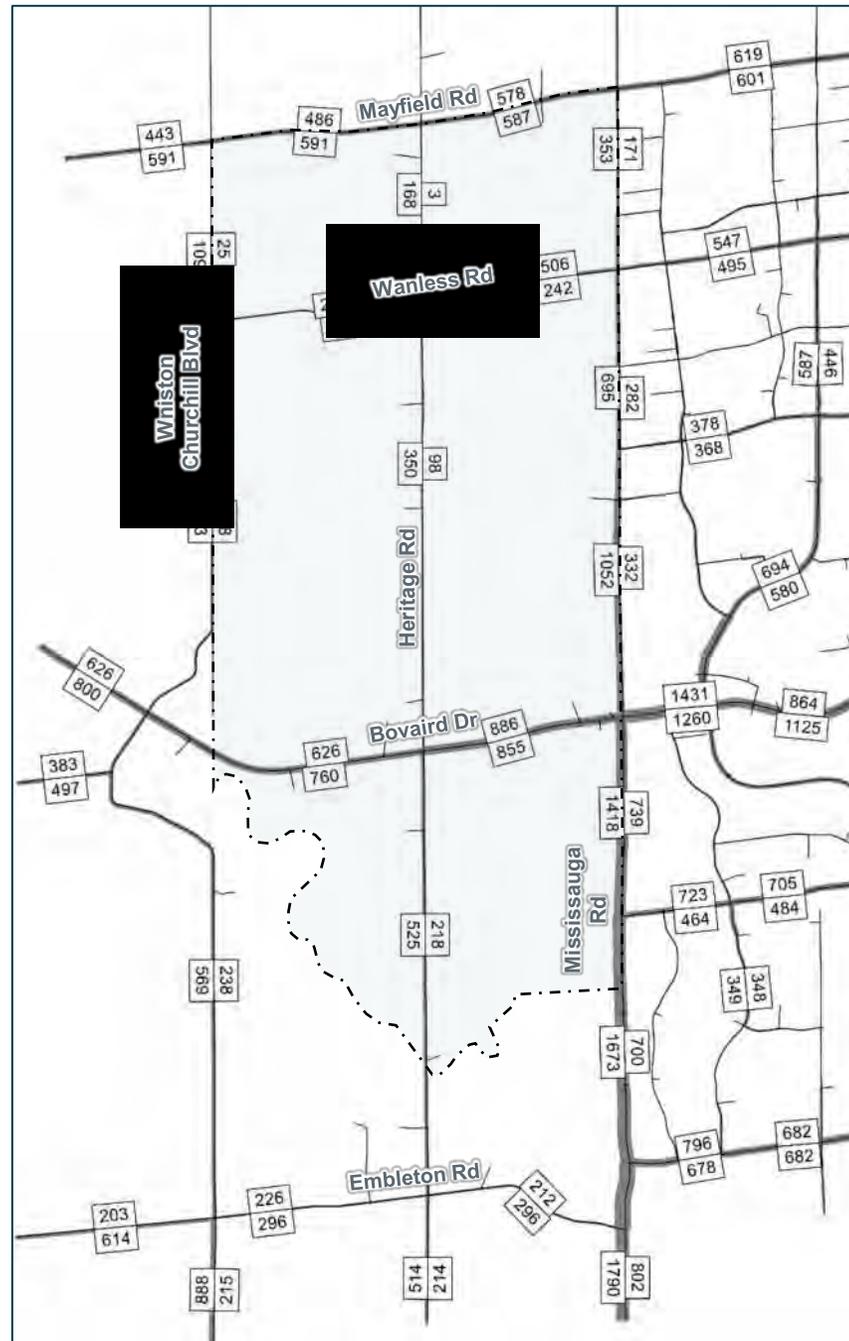
- Traffic operations outputs/metrics include **corridor hourly traffic volumes** and **volume-to-capacity (V/C) ratios**
- V/C ratio is a metric that measures the level of service on a given corridor segment.
- V/C Ratio = **Hourly Traffic Volume ÷ Theoretical Hourly Carrying Capacity**
 - **Green (V/C ≤ 0.70):** not busy, well within capacity
 - **Yellow (V/C ≤ 0.90):** moderately busy, still within capacity
 - **Orange (V/C ≤ 1.00):** very busy, nearing capacity
 - **Red (V/C > 1.00):** over capacity, congested with significant delays

Output Samples

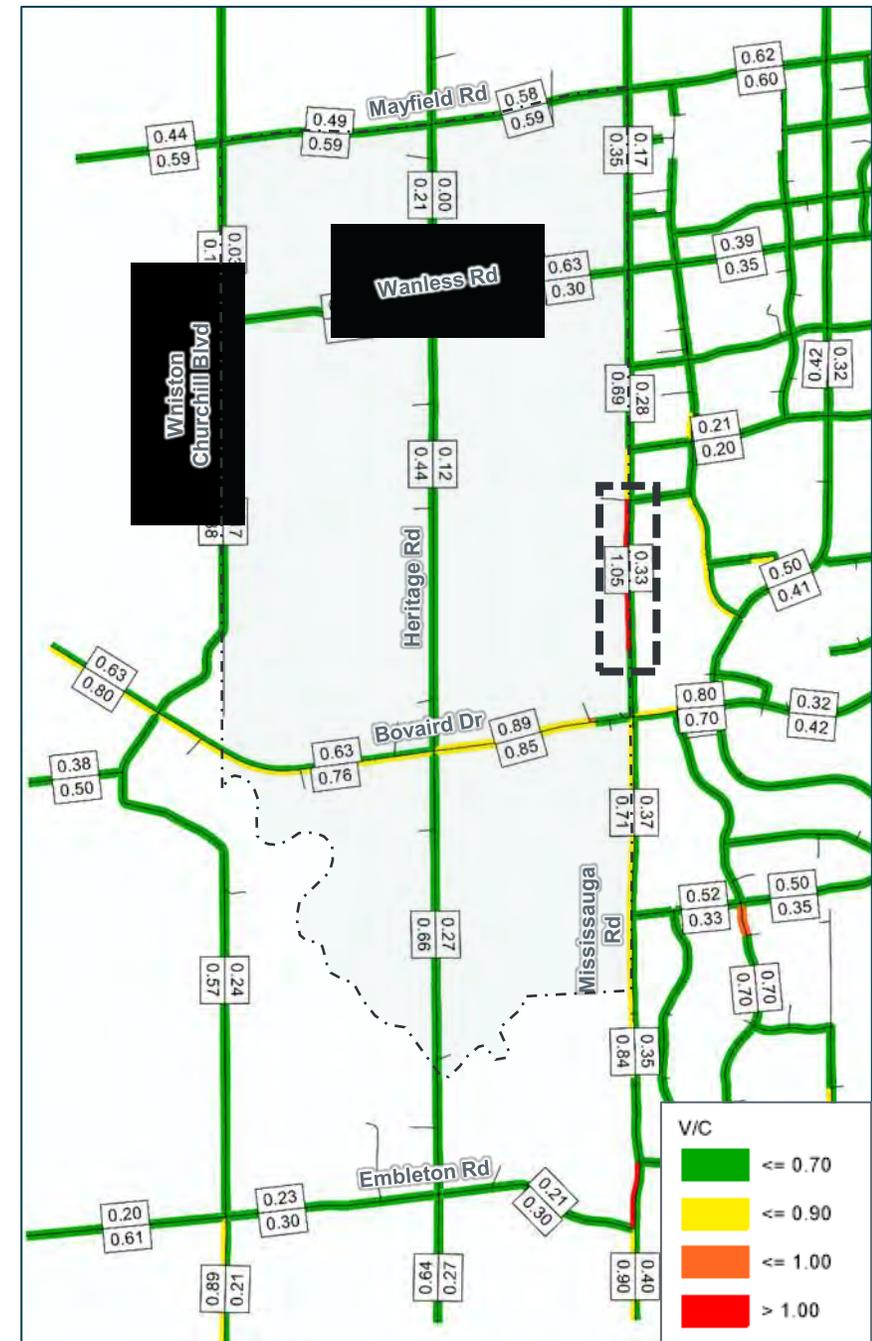


Existing Traffic Operations Weekday AM Peak Hour

- Traffic operations during the **weekday morning peak hour** in the Heritage Heights SPA are generally well within acceptable limits
- Mississauga Road in the southbound direction north of Bovaird Dr is over capacity.



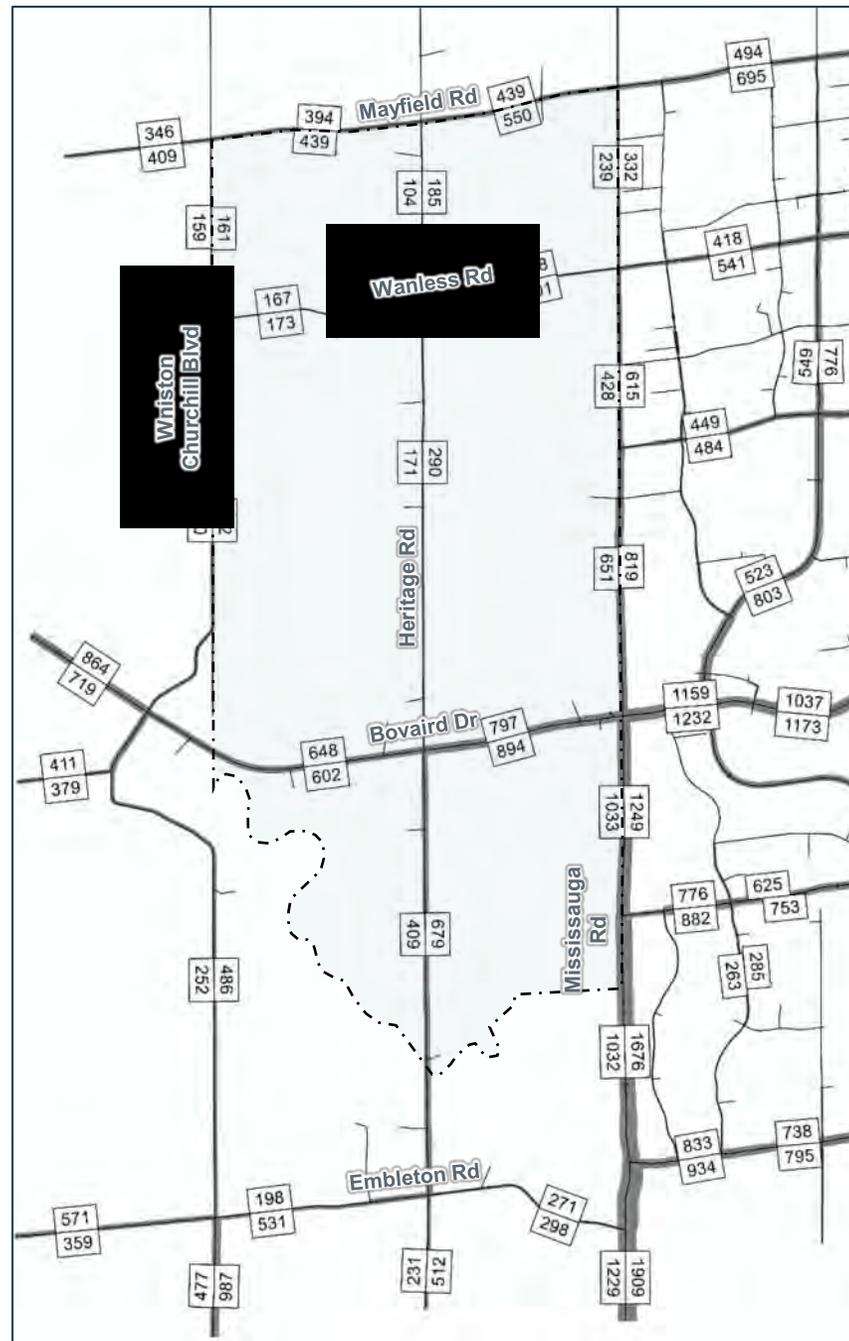
Existing Weekday Morning Peak Hour - Corridor Traffic Volumes (per hour)



Existing Weekday Morning Peak Hour - Corridor Volume-to-Capacity Ratios

Existing Traffic Operations Weekday PM Peak Hour

- Traffic operations during the **weekday afternoon peak hour** in the Heritage Heights SPA are generally well within acceptable limits



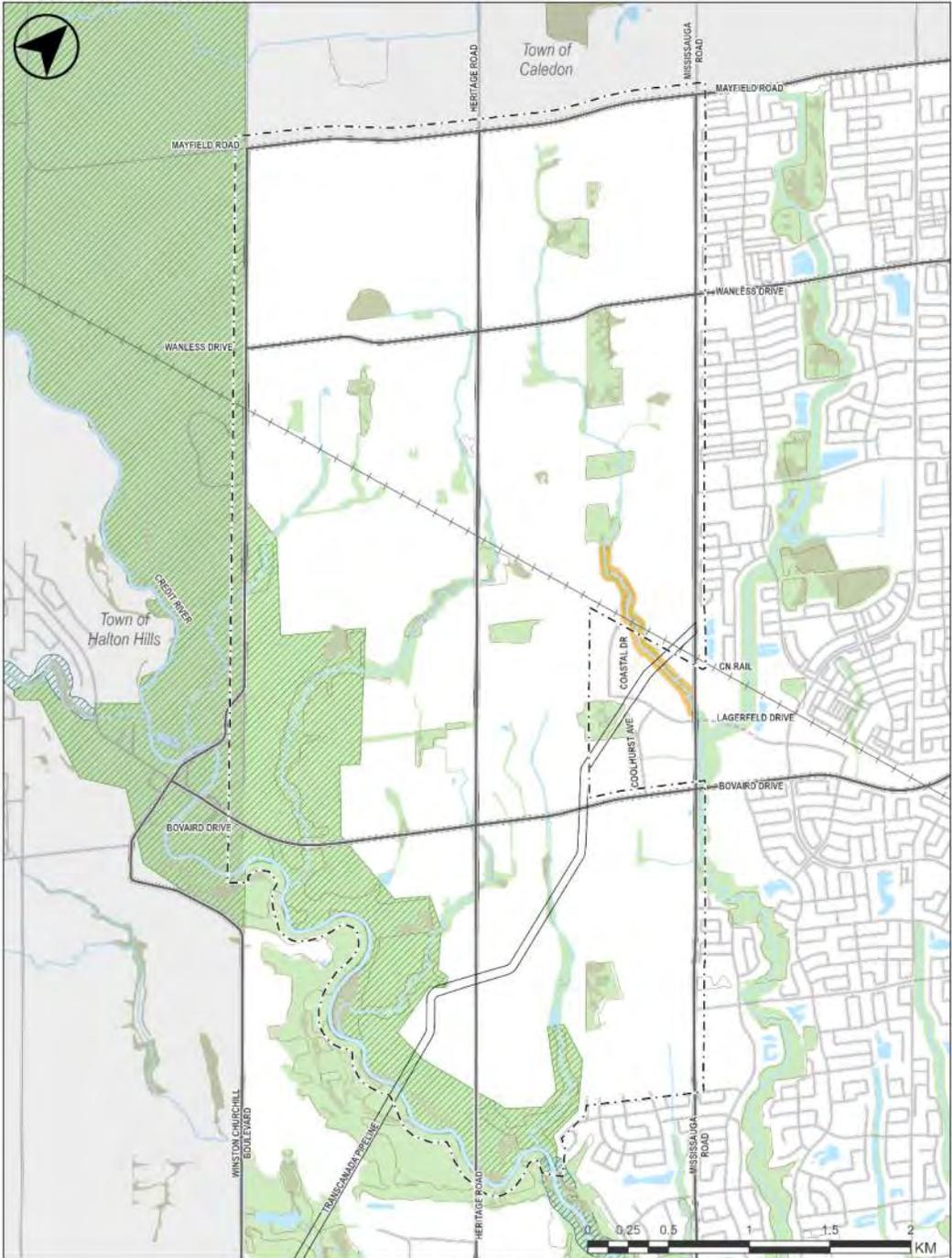
Existing Weekday Afternoon Peak Hour - Corridor Traffic Volumes (per hour)



Existing Weekday Afternoon Peak Hour - Corridor Volume-to-Capacity Ratios

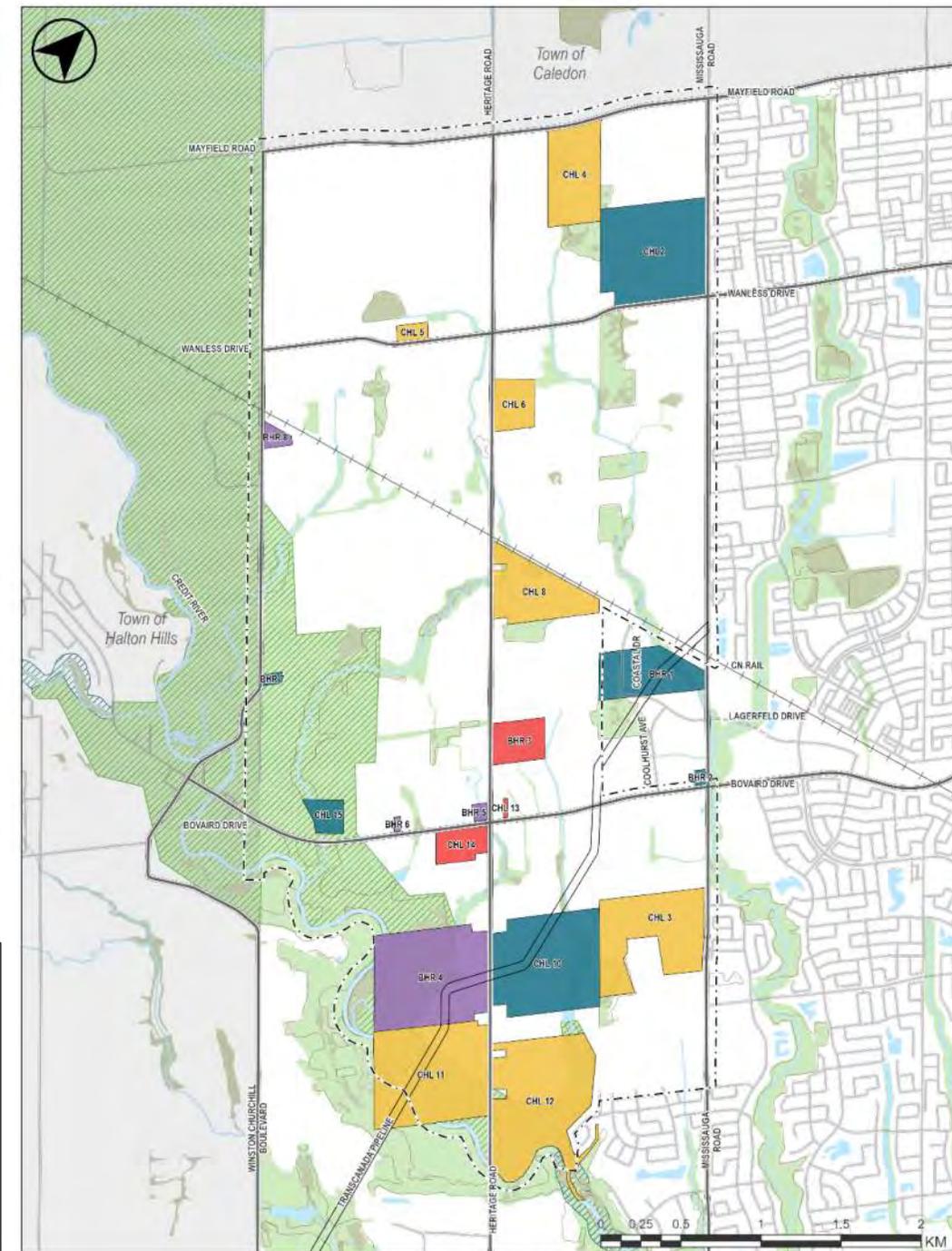
Existing Natural Areas

- Natural Heritage System
- Greenbelt Area (Protected Countryside)
 - Urban River Valley
- Watercourses & Waterbodies
 - Credit River and Credit River Valley
- Woodland & Wetlands
- Redside Dace Habitat



Existing Cultural and Built Heritage Resources

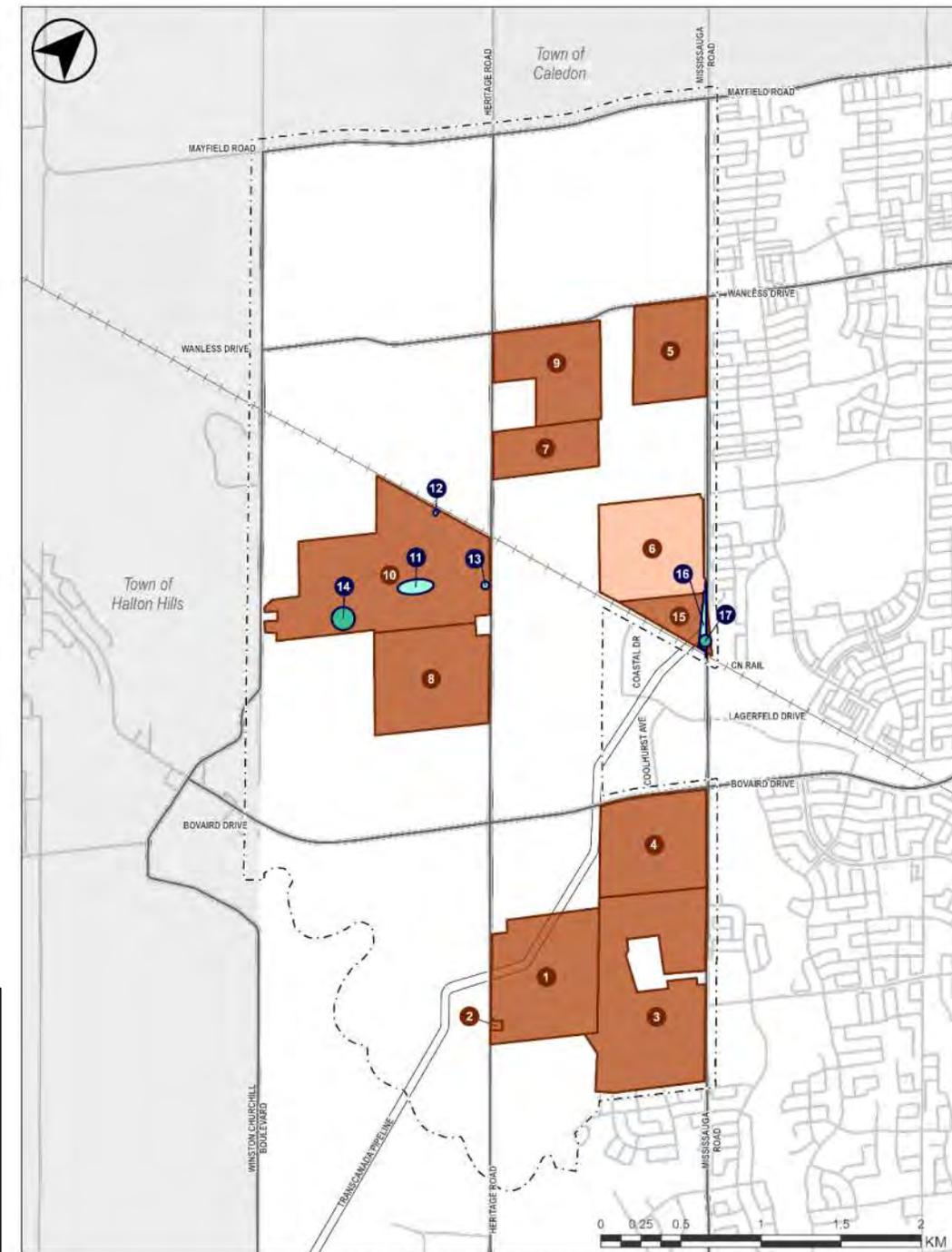
- ASI completed a Cultural Heritage Study for Heritage Heights Community study area in October 2020
- Area has a rural land use history dating back to early nineteenth century with 21 active resources (13 farmscapes, 6 rural residential properties, 1 place of worship and 1 cemetery) as shown in the Figure
- Some of the resources are potentially impacted by road alignments and these could consider implementation of management or mitigation strategies to minimize impacts



Existing Archaeology Studies

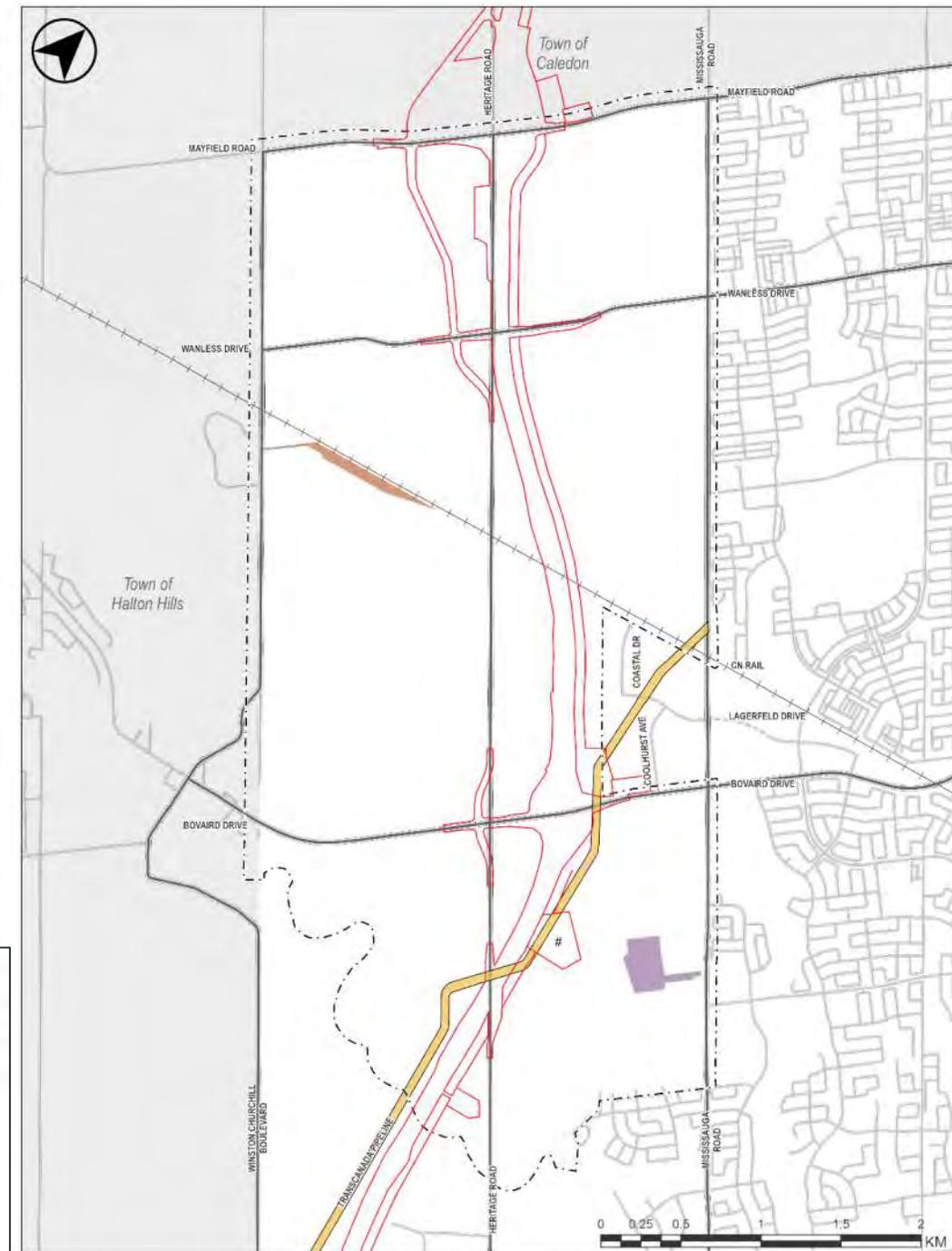
- Archaeological Assessments (AA) (Stages 1 and 2) have been completed or are underway in most of the study area and provides an understanding of potential archaeological impacts from road construction
- Most of the Stage 2 work has resulted in clearance under the Heritage Act however there are a few areas that require additional Stages 3 and 4 AA and these have been or will be completed during detailed design and prior to road construction
- Any areas where Stages 1-2 have not been completed will be assessed during detailed design to confirm road alignments
- While AA are not required for a Transportation Master Plan/Phases 1 and 2 of the Class EA process these must be completed prior to initiation of road construction activities in an area

Archaeological Assessment Stage	Completed Archaeology Studies	
 Stage 1-2	(1) Argo TFP III	(9) TFP Heritage Wanless Inc.
 Stage 1-3	(2) Argo TFP V	(10) 10510 Heritage Road
 Stage 3	(3) DG Lands	(11) Cameron Site
 Stage 4	(4) 2055 Bovaird Drive W	(12) McNichol's Cemetery
	(5) Lot 15, Concession 5	(13) 10510 H5 Site
	(6) Lot 13, Concession 5	(14) McNichol Site
	(7) 1761540 Ontario Limited Lands	(15) Lot 12, Concession 5
	(8) 10294 & 10378 Heritage Road	(16) McDowell Site - Stage 3
		(17) McDowell Site - Stage 4



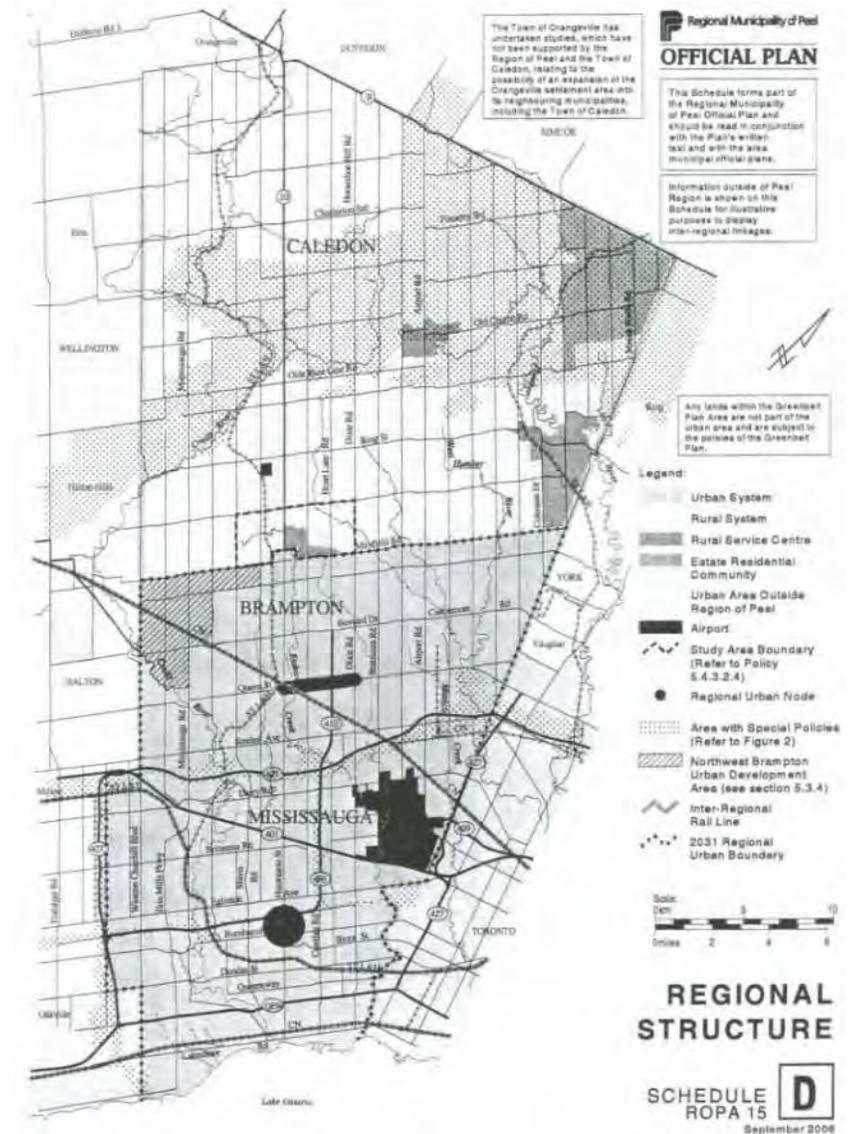
Existing Built and Planned Constraints

- Highway 413 Transportation Corridor (Planned)
- TransCanada Pipeline
- CN Rail Line (Kitchener GO Line)
- Metrolinx Heritage Road Layover Facility
- Peel Region Pumping Station



Moving from Existing to Future

- Much of the City of Brampton is comprised of existing neighbourhoods that are largely built out. Aside from intensification in Strategic Growth Areas, new development will occur in the City's remaining greenfield areas, the largest of which is the Heritage Heights Secondary Plan area.
- In the **Region of Peel Official Plan**, the entirety of the **Heritage Heights Secondary Plan area – with the exception of the Greenbelt lands – is designated as “Urban System”** in Schedule E-1 (Regional Structure).
- The “Urban System” designation has been in effect since 2006, originally legislated by City of Brampton Official Plan Amendment OP93-245 and Peel Region Official Plan Amendment 15 (ROPA 15), and subsequently approved by the Ontario Municipal Board (OMB).



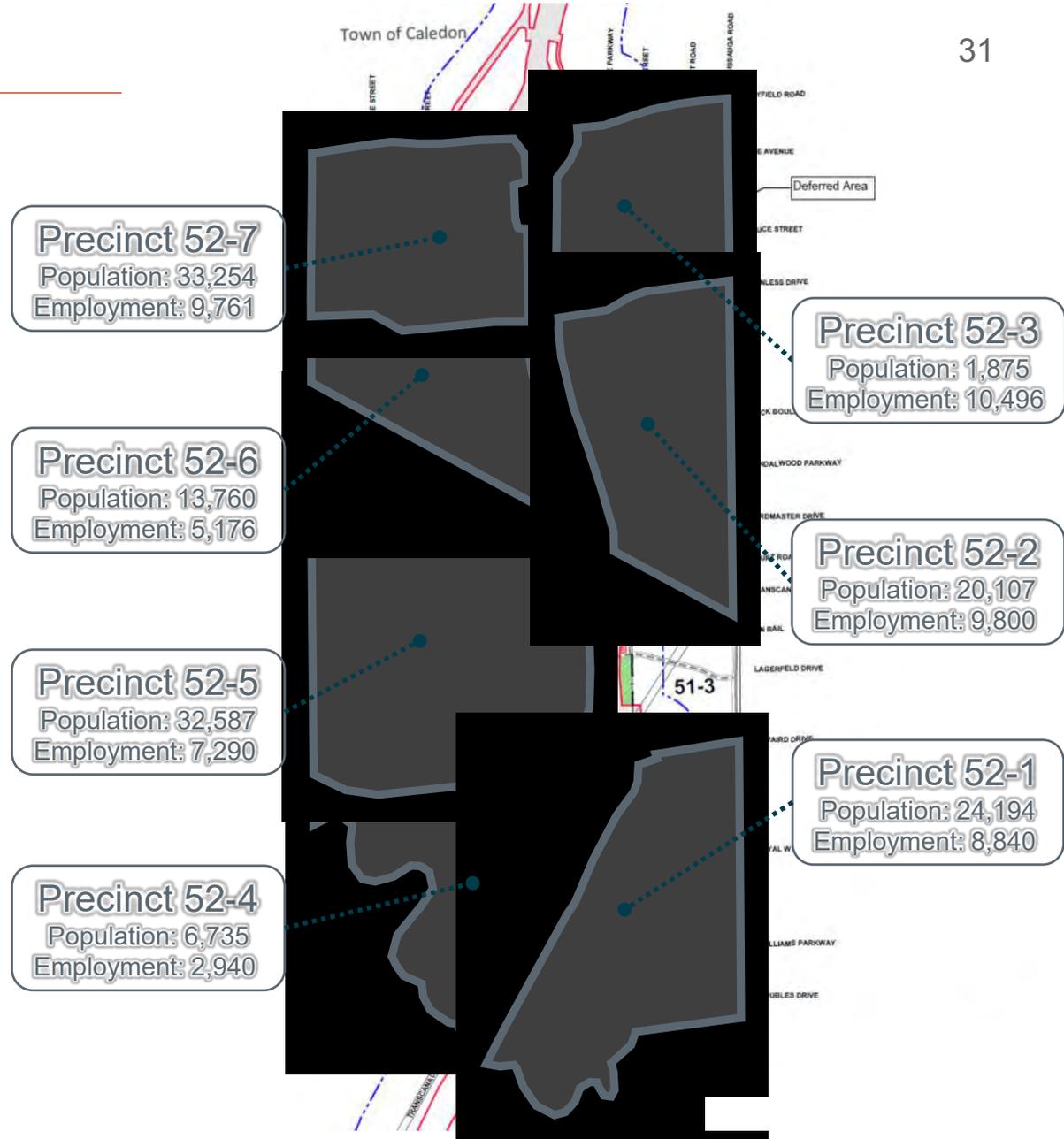
What's Planned for Heritage Heights?

“Seven distinct Precincts, which will accommodate both people and jobs through a full range of uses including employment, mixed-use, institutional and civic, and various housing forms, tenures and types” – Section 2, “Vision and Guiding Principles” - Heritage Heights Secondary Plan

Heritage Heights Secondary Plan Area is planned to accommodate **132,188 people** and **54,307 jobs**

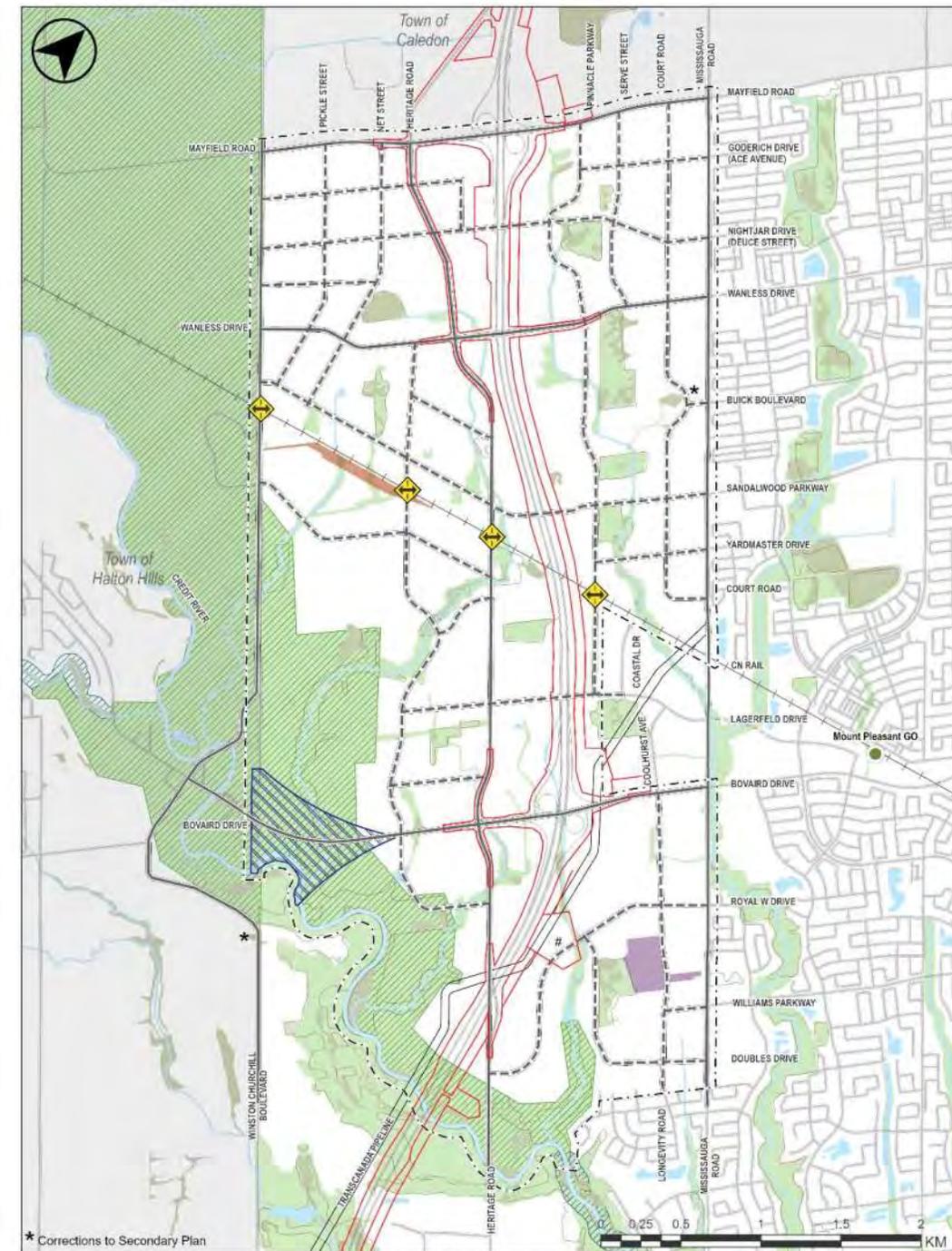
“A connected system of green corridors and pedestrian, cycling, and street networks will promote walkability, accessibility, and connections to transit, and local and regional destinations” – Section 2, “Vision and Guiding Principles” - Heritage Heights Secondary Plan

LEGEND	
	Secondary Plan Area
	Existing Street Network
	Proposed Street Network
	Existing Rail Line
	Preliminary Highway & Transitway Right-Of-Way Design
	Focused Analysis Area/ Narrowed Area of Interest
	Conceptual Railway Crossing
	Elementary School
	Secondary School
	Future Neighbourhood Parks
	Hospital
	Fire Station
	Greenbelt Area-Protected Countryside
	Natural Heritage System
	Community Parks
	Neighbourhoods
	Mixed Use Residential (Med)
	Mixed Use Residential (High)
	Corridor Mixed Use A
	Corridor Mixed Use B
	Major Institutional
	Employment
	Pumping Station
	Transportation - CN Railway Layby and Maintenance Facility
	East-West Connection Focus Area
	Special Policy Area



Testing the Proposed Secondary Plan Road Network

- The Proposed Secondary Plan road network was tested based on planned growth in population and employment to identify:
 - **Critical constraints in transportation capacity** that call for new infrastructure or infrastructure improvements, and
 - **Opportunities to respond to known environmental, built, and planned features** through:
 - Road re-alignments and
 - Re-evaluation of Road, Rail, and Environmental Crossings

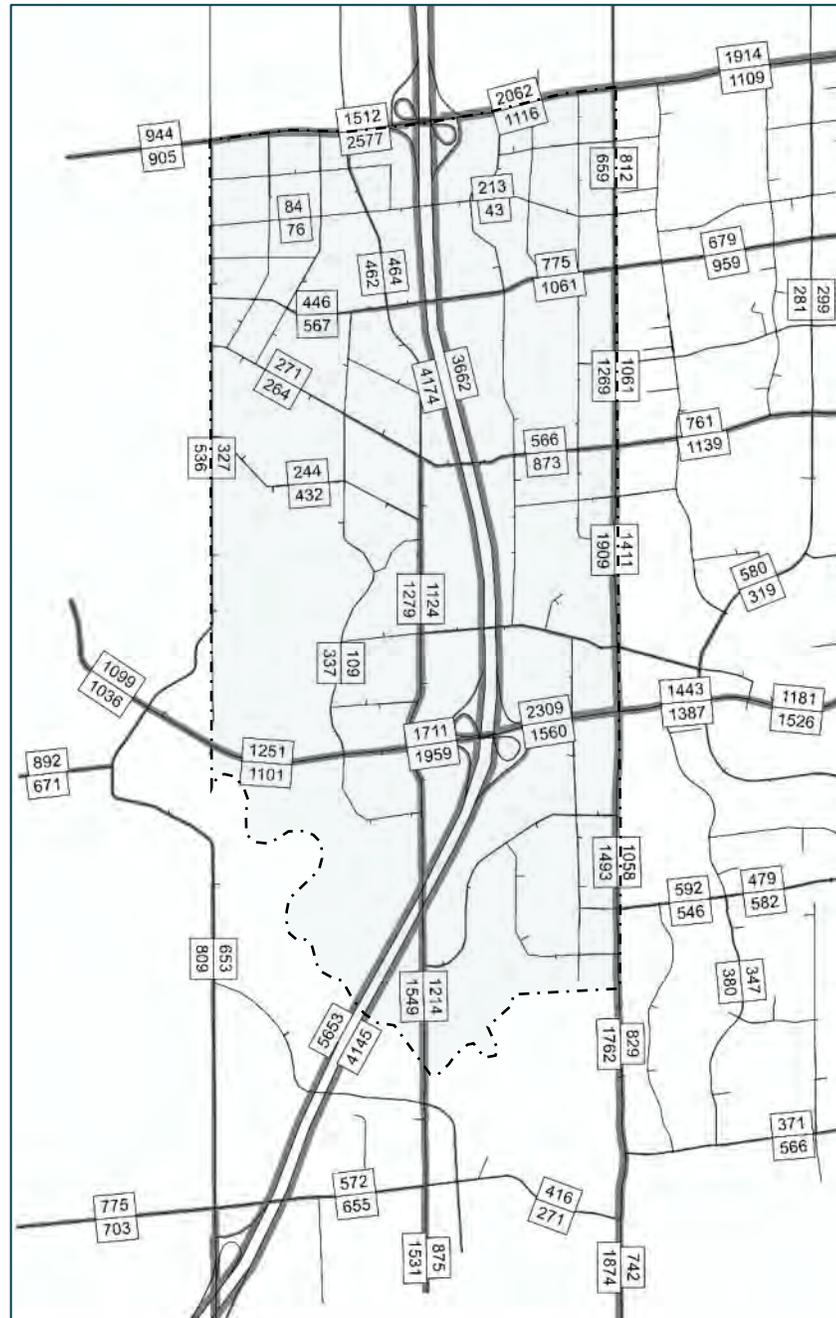


Future Traffic Operations 2051, Morning Peak Hour

Forecasted traffic operations during the **weekday morning peak hour** in the Secondary Plan area are generally within acceptable modelling limits

Over-capacity road segments:

- Mayfield Road at Highway 413 (between Pinnacle Parkway and Heritage Road)
- Bovaird Drive between Highway 413 and Heritage Road
- Bovaird Drive/Highway 7 west of Halton-Peel Boundary



Future Weekday Morning Peak Hour - Corridor Traffic Volumes (per hour)



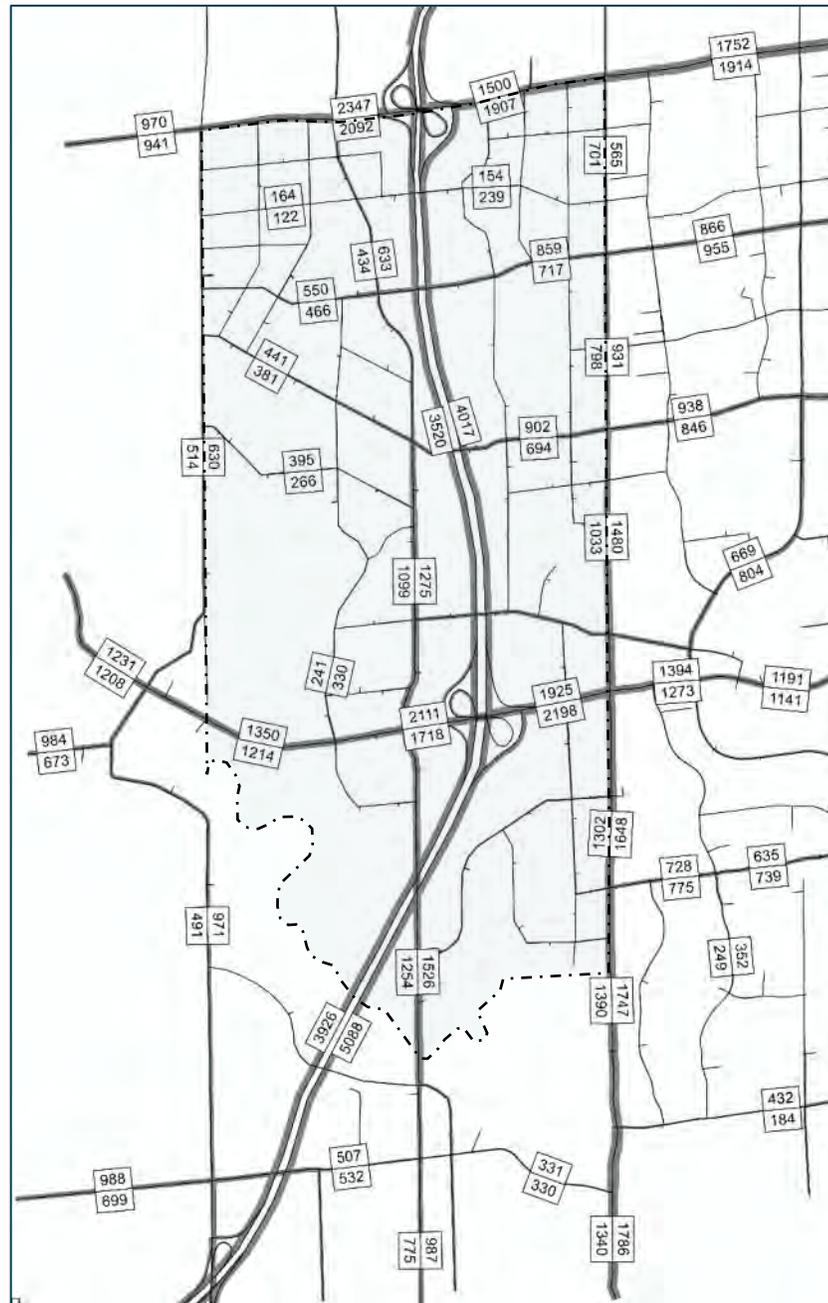
Future Weekday Morning Peak Hour - Corridor Volume-to-Capacity Ratios

Future Traffic Operations 2051, Afternoon Peak Hour

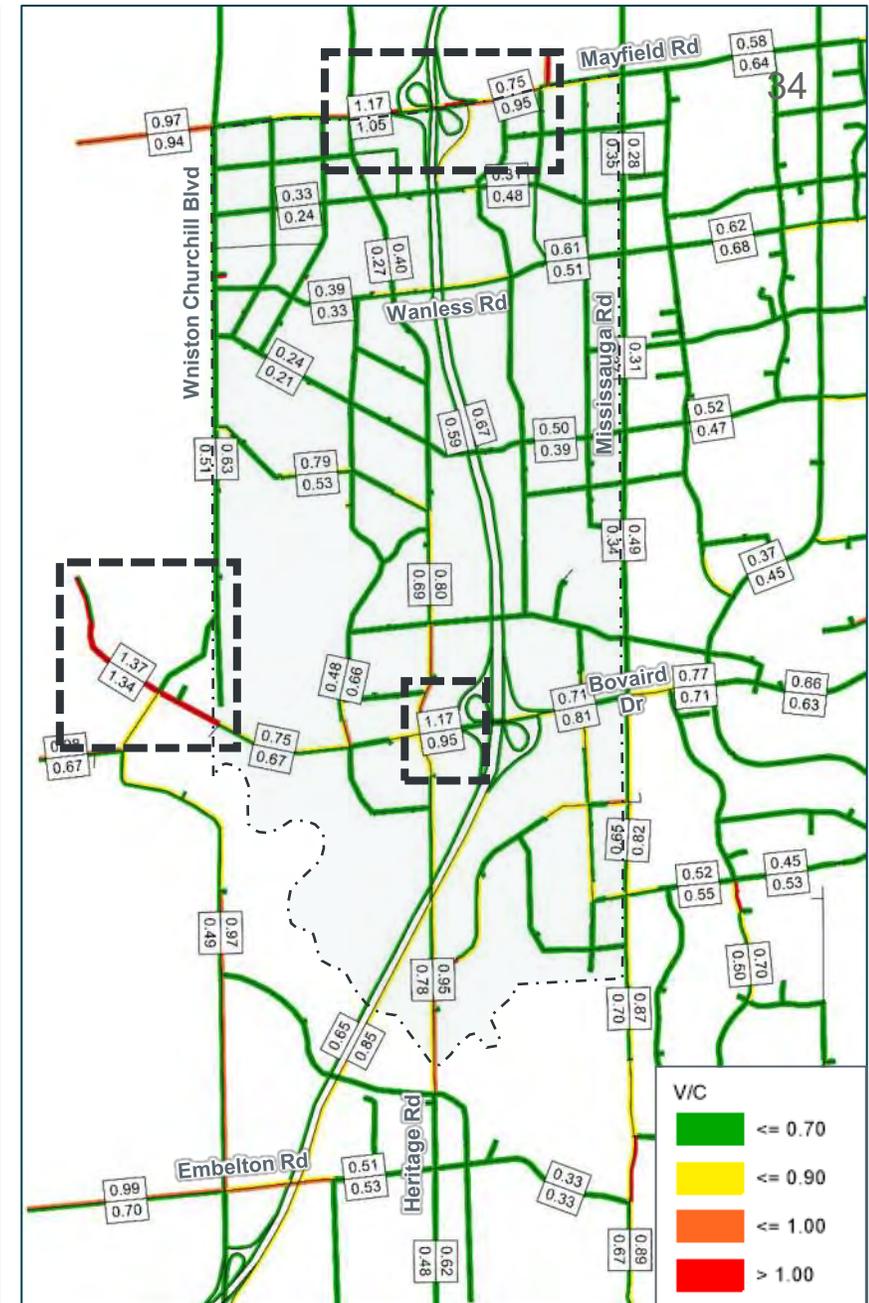
Forecasted traffic operations during the **weekday afternoon peak hour** in the Secondary Plan area are generally within acceptable modelling limits

Over-capacity road segments:

- Mayfield Road at Highway 413 (between Pinnacle Parkway and Heritage Road)
- Bovaird Drive between Highway 413 and Heritage Road
- Bovaird Drive/Highway 7 west of Halton-Peel Boundary

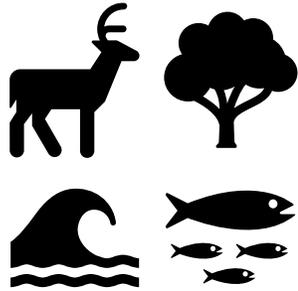


Future Weekday Afternoon Peak Hour - Corridor Traffic Volumes (per hour)

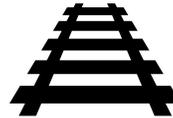


Future Weekday Afternoon Peak Hour - Corridor Volume-to-Capacity Ratios

- There are three (3) types of major physical opportunities and constraints that influence changes in the Secondary Plan road network alignment:



**Crossing Natural Heritage
Systems: Watercourses,
Wetlands, Terrestrial Habitats**



**Crossing the Railway and
the TransCanada Pipeline**

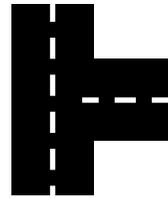


**Crossing Future
Highway 413**

- Alternatives to the Secondary Plan road network to address traffic capacity and environmental considerations were categorized as:



Road Widenings



**Road Alignment
Alternatives**



**Refinements to Road
Crossings (of natural and
built environment features)**

Network Alternatives

Road Widening

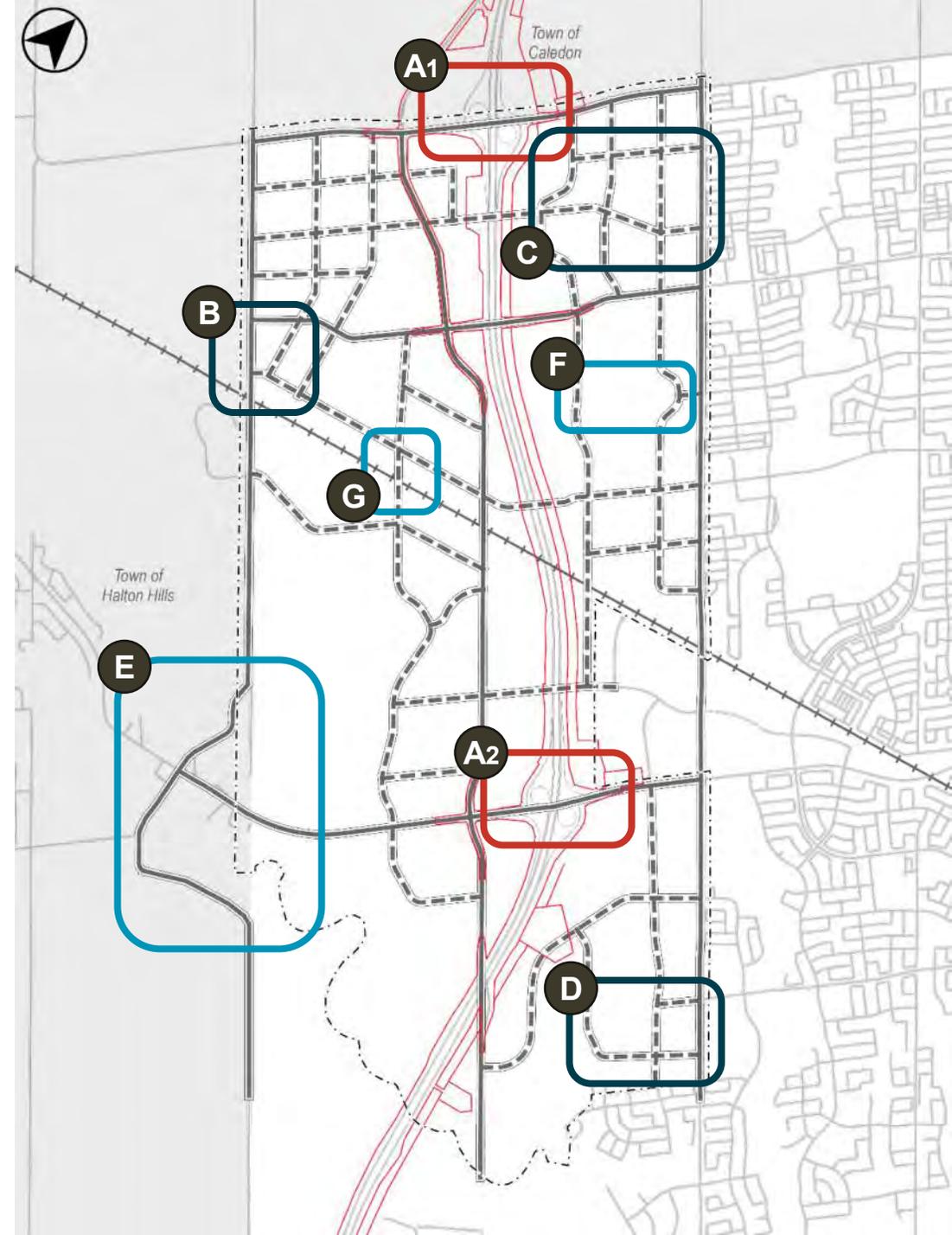
- A. Bovaird Drive & Mayfield Road Lane Widening

Road Alignments

- B. Sandalwood Parkway & Winston Churchill Boulevard (52-6 / 52-7)
- C. Precinct 52-3 Road Network
- D. Williams Parkway & Doubles Drive (52-1)

Crossings of Existing or Planned Constraints

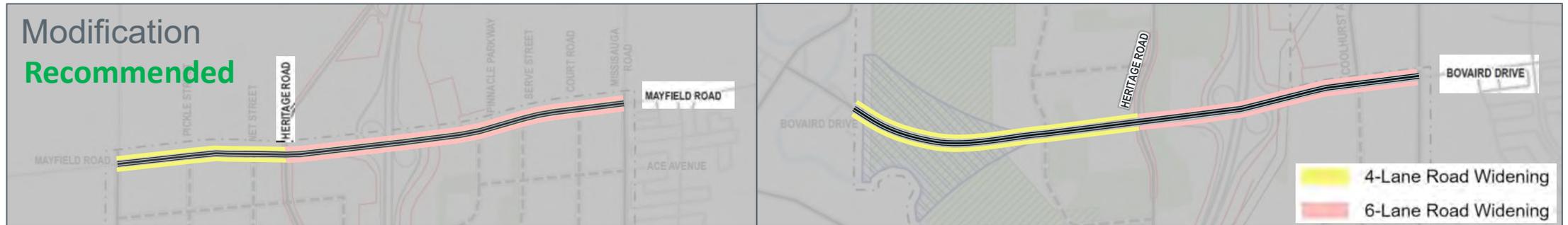
- E. East-West Connection Focus Area (Inter-Regional)
- F. Buick Boulevard (52-2)
- G. North-South Rail Crossing (52-5 / 52-6)



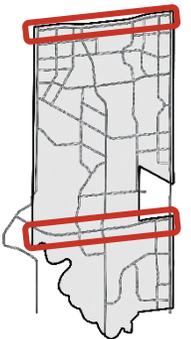
The **Long List** of transportation network modifications to the Secondary Plan has been reviewed and screened as:

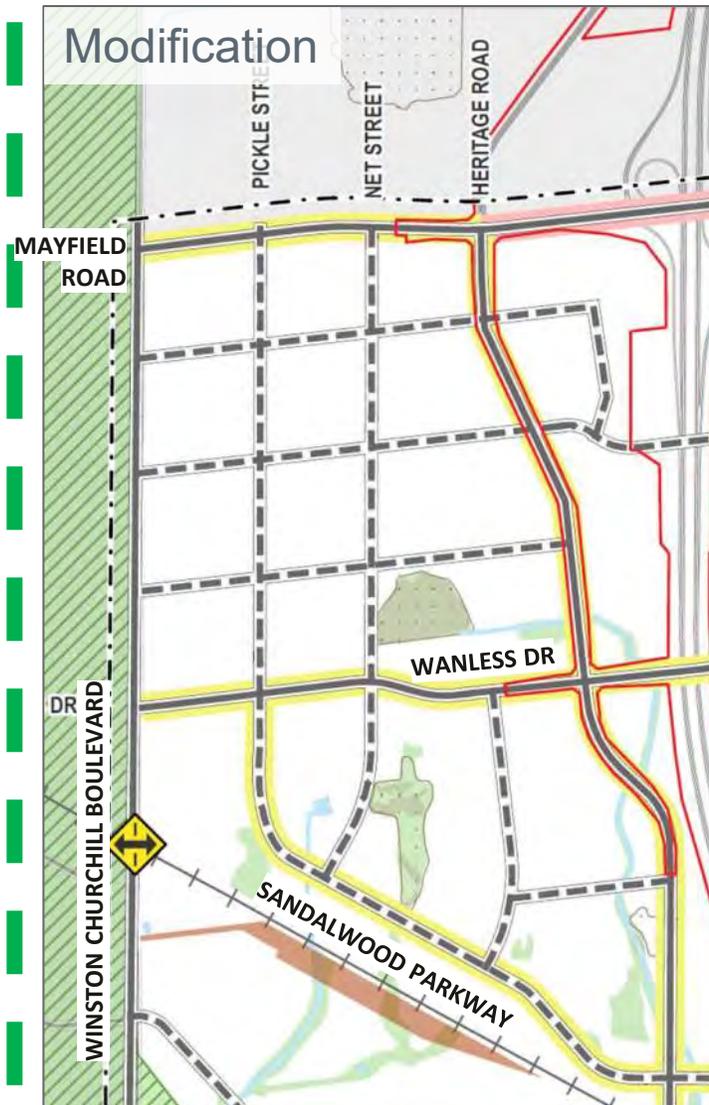
- **Recommended:** Addresses Transportation Master Plan Problem Statement with similar or less impacts to the Secondary Plan transportation network, can be adopted and will not require further evaluation
- **Carried Forward for Further Evaluation:** Addresses the Transportation Master Plan Problem Statement but requires further Environmental Evaluation
- **Not Recommended:** Does not address the Transportation Master Plan Problem Statement or improve on the Secondary Plan transportation network

A **Short List** of transportation modifications screened as **Carried Forward for Further Evaluation** has been developed for evaluation through the Municipal Class Environmental Assessment process.



- **Description of Modification:** Widenings to 6-lanes along Mayfield Road and Bovaird Drive extended westward to Heritage Road
- **Description of Need/Impacts:** Required to accommodate high east-west volumes travelling to/from to the Highway 413 interchanges. Widenings in this area are also under consideration by the Region’s Long Range Transportation Plan, Completed, and Ongoing Municipal Class Environmental Assessment **Widening Recommended**



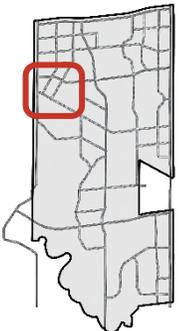


- **Description of Modification:**
Re-alignment of the planned Sandalwood Parkway terminating at Wanless Drive.
- **Description of Need/Impacts:**
Grading, Fill, environmental impacts related to Sandalwood Parkway intersecting future elevated Winston Churchill Boulevard (CN Railway crossing).

Negligible impact to traffic operations.

Precinct 52-6 and 52-7 roads also aligned to normalized intersection angles and curvature.

• **Realignment Modification Recommended**



Recommended

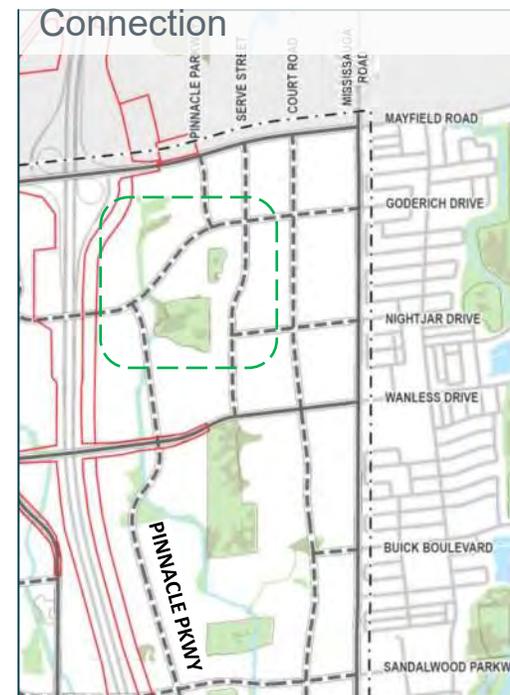
Secondary Plan



Option 2 – Continuous NS Connection

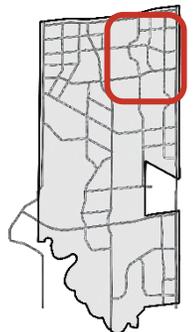


Option 3 – Continuous EW Connection



All Options Carried Forward for Further Evaluation

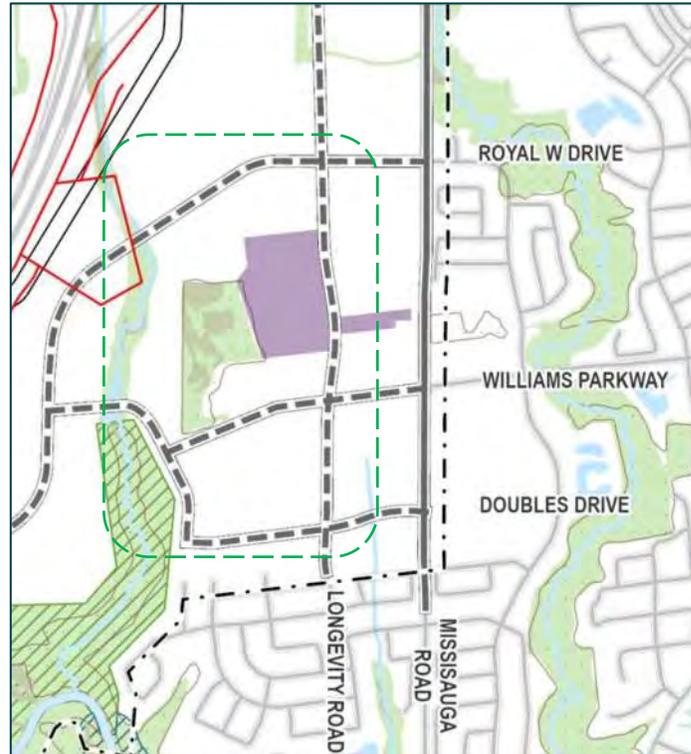
- **Description of Modification:** Realignment of Nightjar Drive (Deuce Street), extension of Goderich Drive (Ace Avenue), and realignment of Pinnacle Parkway to avoid wetland features.
- **Description of Need and/or Impacts:** Need to maintain Pinnacle Parkway and Court Road north-south connectivity to Mayfield Road and east-west employment connectivity across Highway 413. Continuous Grid Network compromised by realignment although environmental features are avoided.
- All Options Carried Forward for Further Evaluation given natural heritage impacts and connectivity needs.



Secondary Plan



Modification

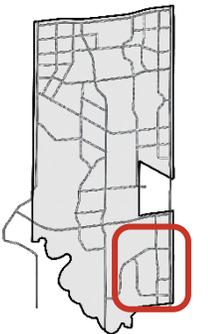


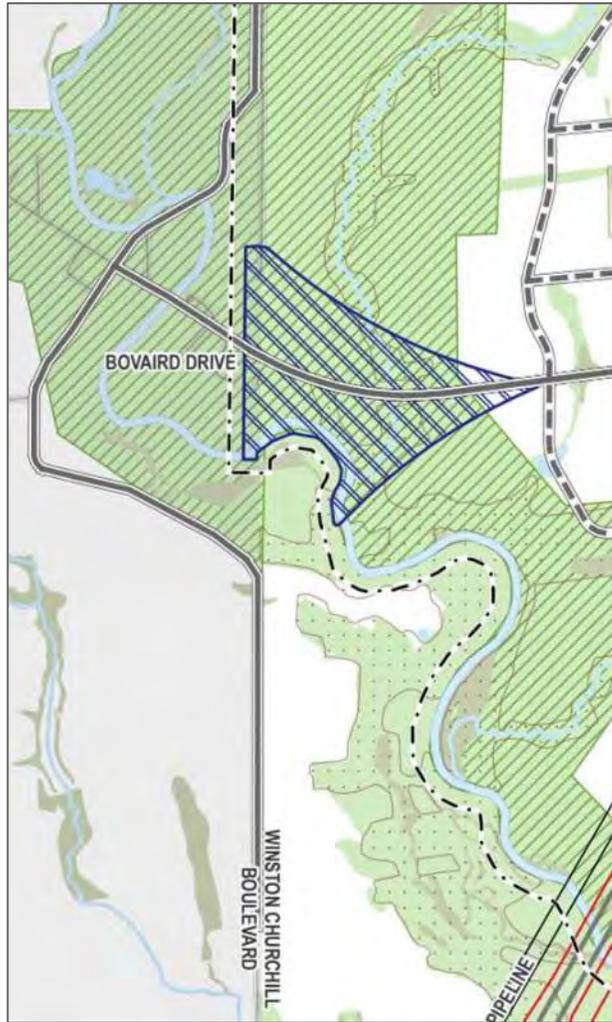
Recommended

- **Description of Modification:** Realignment of Doubles Drive and Williams Parkway reflecting emerging Precinct Planning
- **Description of Need/Impacts:** Negligible impact to traffic operations. Increased connectivity to west Precinct.

Similar environmental impacts to Secondary Plan road network. Avoids road impacts next to woodland.

- **Realignment Modification Recommended**





Secondary Plan

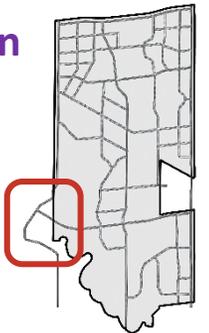
Table 7-21: East-West Options Evaluation

Indicators/Options	Option 1	Option 2	Option 3	Option 4
	DO NOTHING – No additional East-West Connection	New Link South of Norval from 10 Sideroad to Bovaïrd	New Link to from 10 Sideroad to Williams Parkway	New Link North of Norval to Bovaïrd
Transportation Service Impacts	○	●	◐	●
Impacts on Natural Environment	◑	◐	◐	○
Community Impacts	○	◐	◐	◐
Economic Impacts	○	●	◐	●
Construction Costs	●	○	○	○
Overall	Not Recommended	Carry Forward to EA Study	Not Recommended	Carry Forward to EA Study



Source: 2010 HPBATS Study

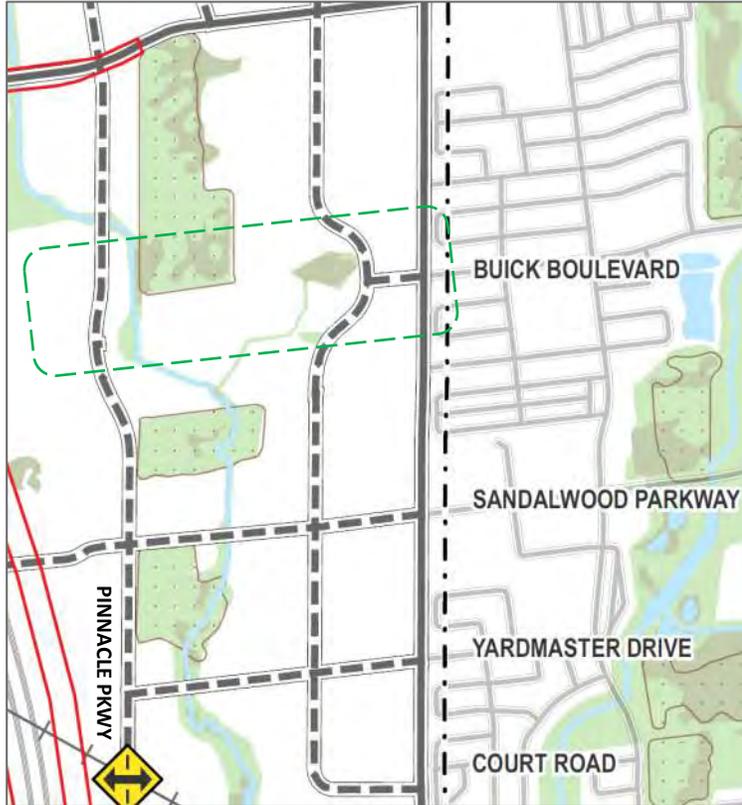
- **Description of Modification:** Widening, By-Pass, or Do Nothing to address potential future traffic capacity constraints.
- **Description of Need/Impacts:** Modelling indicates capacity constraints in 2051 conditions. Modifications addressing capacity occur within Norval community and Greenbelt at inter-jurisdictional boundary
- Widening, By-Pass, and Do Nothing Alternatives **Carried Forward for Further Evaluation** given significant natural and cultural heritage impacts of potential alternatives



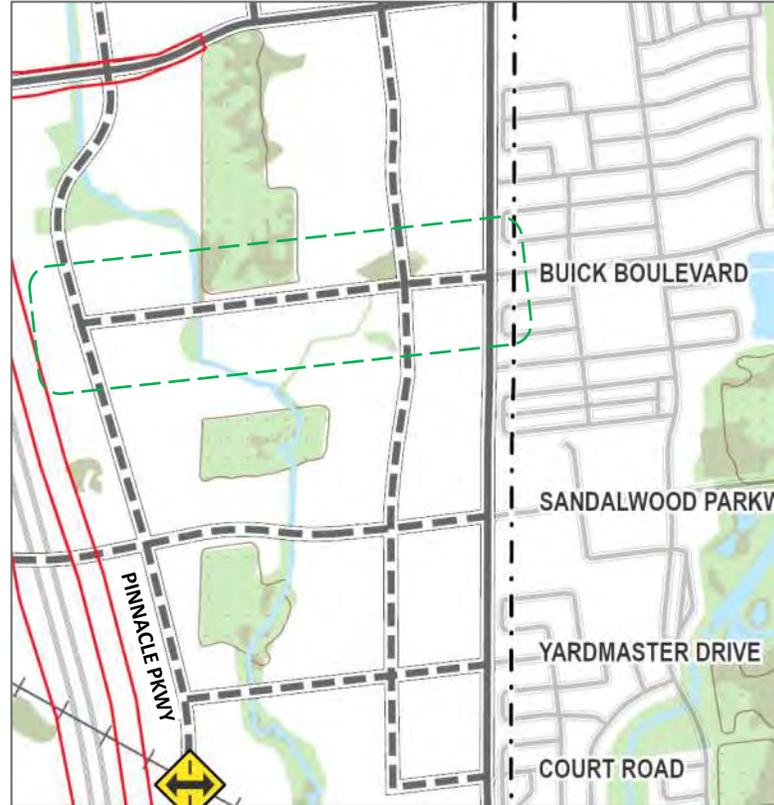
Widening, By-Pass or Do Nothing Carried Forward for Further Evaluation

Long List Alternative F: Extension of Buick Boulevard (Crossing Natural Heritage System) 44

Secondary Plan



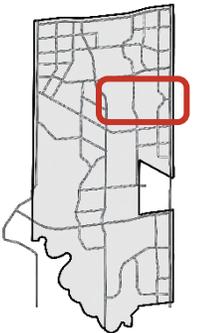
Modification



- **Description of Modification:**
Extension of Buick Boulevard (Crossing Natural Heritage) to Pinnacle Parkway
- **Description of Need/Impacts:**
Addresses fine-grained street connectivity.

Crosses North-South watercourse, wetland, woodland, wildlife habitat.
- **Both Options Carried Forward for Further Evaluation** given significant natural heritage impacts of potential alternatives.

Both Options Carried Forward for Further Evaluation

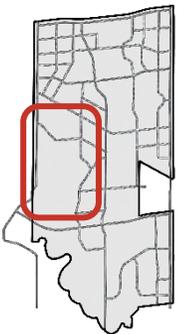




Both Options Carried Forward for Further Evaluation

- **Description of Modification:**
Re-evaluation of Secondary Plan CN railway crossing and related road alignments.
- **Description of Need/Impacts:**
Addresses fine-grained street connectivity between arterial crossings.

Crosses Metrolinx Heritage Road Layover Facility, impacts grading, drainage, developable area, and existing Headwater Drainage Feature
- Both Options **Carried Forward for Further Evaluation** given natural features, development impacts, and Metrolinx Heritage Road Layover Facility.

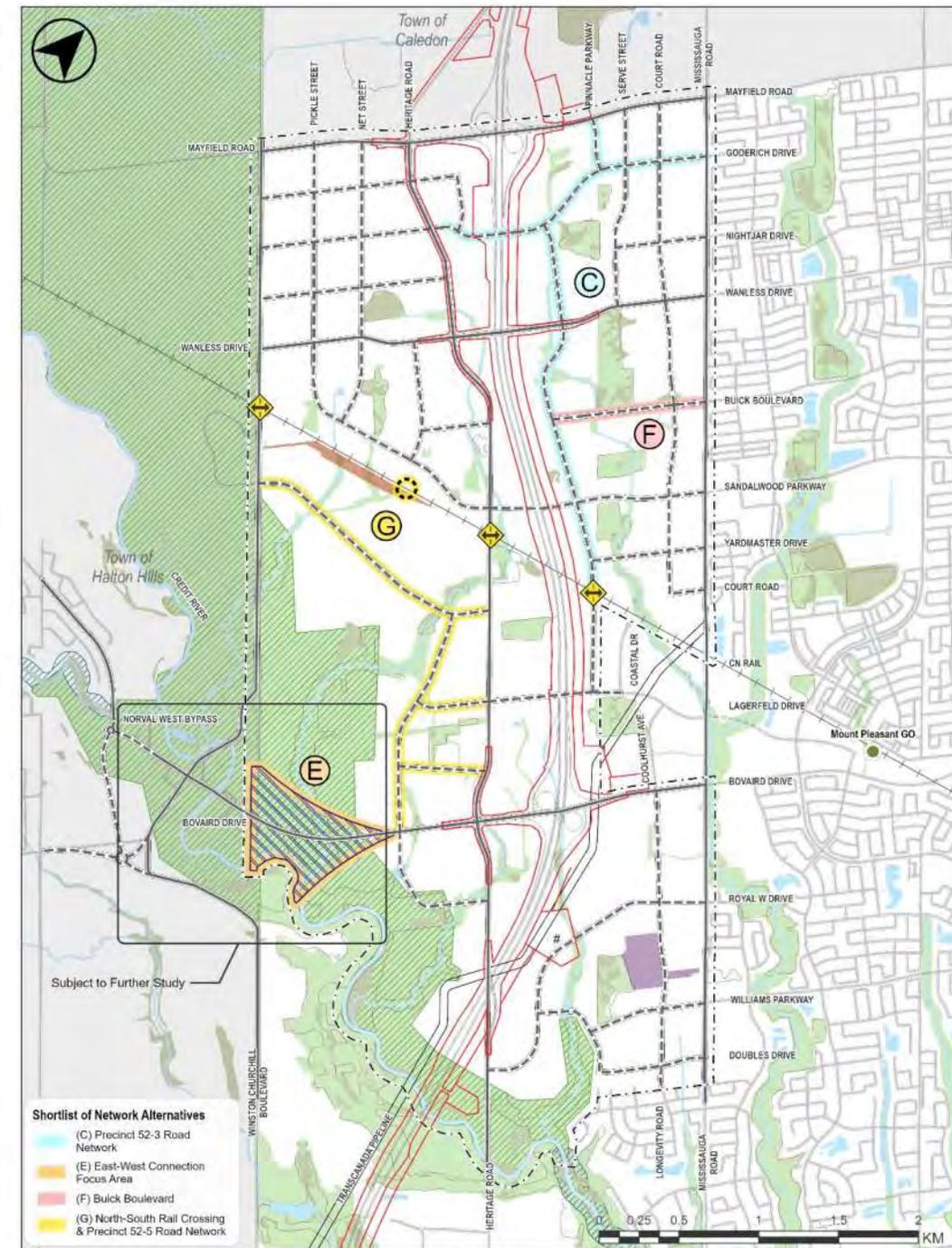


#	Long List Network Alternative	Type	Description	Assessment Result
A	Bovaird Drive & Mayfield Road Lane Widening (Regional Roads)	Road Widening	Widenings to 6-lanes along Mayfield Road and Bovaird Drive extended westward to Heritage Road	Recommended <i>Adopted. Does not require further evaluation.</i>
B	Sandalwood Pkwy & Winston Churchill Blvd (52-6, 52-7)	Road Alignment	Re-alignment of the planned Sandalwood Parkway terminating at Wanless Drive.	Recommended <i>Adopted. Does not require further evaluation.</i>
C	Precinct 52-3 Road Network	Road Alignment	Realignment of Nightjar Drive (Deuce Street), extension of Goderich Drive (Ace Avenue), and realignment of Pinnacle Parkway to avoid wetland features.	Carried Forward for Further Evaluation
D	Williams Extension / Doubles Drive (52-1)	Road Alignment	Realignment of Doubles Drive and Williams Parkway reflecting emerging Precinct Planning	Recommended <i>Adopted. Does not require further evaluation.</i>
E	East-West Connection Focus Area (Inter-Regional)	Crossings of Existing or Planned Constraints	Continuation of previously studied Norval Hamlet 'East-West Connection Focus Area' as identified in the 2010 Halton-Peel Boundary Area Transportation Study (HPBATS). Widening, By-Pass, or Do Nothing to address potential future traffic capacity constraints.	Carried Forward for Further Evaluation
F	Extension of Buick Boulevard (52-2)	Crossings of Existing or Planned Constraints	Extension of Buick Boulevard (Crossing Natural Heritage) to Pinnacle Parkway	Carried Forward for Further Evaluation
G	North-South Rail Crossing (52-5 / 52-6)	Crossings of Existing or Planned Constraints	Re-evaluation of Secondary Plan CN railway crossing and related road alignments.	Carried Forward for Further Evaluation

Short List Summary

Short List of Network Alternatives **Carried Forward for Further Evaluation** :

- C** Precinct 52-3 Road Network Realignment
- E** East-West Connection Focus Area (Inter-Regional Roads)
- F** Extension of Buick Boulevard (52-2)
- G** North-South Rail Crossing (52-5 / 52-6)



Transportation Criteria

- Enhance sustainable mobility and multi-modal travel options
- Address modelled traffic impacts
- Enhance connectivity for people and goods
- Integrate transportation and land use planning
- Protect public health and safety
- Leverage flexibility for future planning

Cultural Environment Criteria

- Archaeologic
- Cultural and Built Heritage

Natural Environment Criteria

- Terrestrial (species)
- Aquatic (watercourses, species at risk)
- Greenbelt & Natural Heritage Systems
- Stormwater & Surface Water (flooding, erosion)

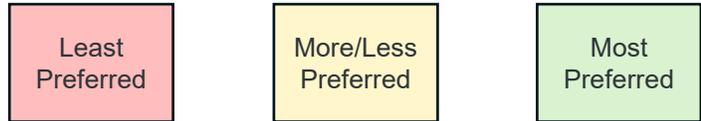
Socio-Economic Criteria

- Transportation Equity
- Property Impacts/Requirements
- Nuisance Impacts (Noise, Vibration & Air Quality)
- Ease of Construction (Phasing, Geotechnical)
- Cost (Capital, Operating & Maintenance)

Short List Evaluation - Sample

- Each Short List Alternative was reviewed in detail based on the Environmental Assessment Criteria for Evaluation
- Evaluation of Transportation, Cultural Environment, Natural Environment, and Socio-Economic criteria determined an overall Recommendation for each Short List Alternative

Evaluation Sample



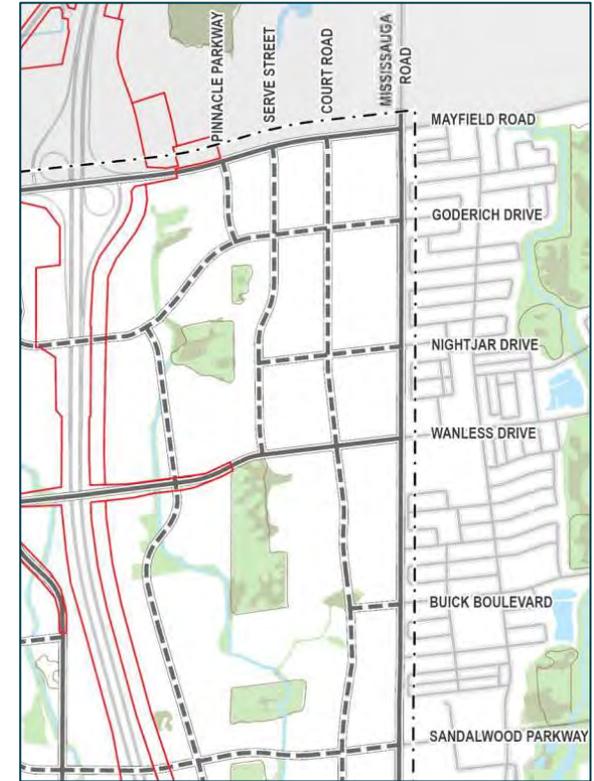
Category	Measure	Transportation Criteria			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity		Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval.	Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	Provides transit capacity in mixed traffic with widening of Highway 7 through Norval.
	Enhances Active transportation connectivity and Micromobility options		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval.
Traffic Impacts	Traffic operations & capacity impacts	Does not support the modeled traffic activity and EA Problem Statement	Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing capacity constraints of desired routes.	Traffic modeling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.
Enhance connectivity for people and goods	Enhances General travel routing		Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing routing options of desired routes.	Traffic modeling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.
	Freight routing impacts		Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval.	Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval. Less direct than Option 2.	Provides goods movement in mixed traffic with widening of Highway 7 through Norval.
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.		Impact to existing Greenbelt and existing landowners north of Highway 7 / Bovard Drive (e.g. Old Pine Crest Road). Acts as a bypass of land uses in future, e.g. no interaction with future land uses.	Impact to existing Greenbelt and existing landowners south of Highway 7 / Bovard Drive. Acts as a bypass of land uses in future, e.g. no interaction with future land uses.	Potential to impact existing land uses through Norval. Widening interacts with adjacent existing and future land uses.
Protect public health and safety	Prioritizes vulnerable road users		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings. Limited opportunities for improvement for desired routes compared to other options.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. Opportunities for enhanced pedestrian crossings. Induced traffic demand with widening.
	Promotes active living		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Limited opportunities for improvement for desired routes compared to other options.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. More direct than Option 3.
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.		Provides options for routing that can respond to several land use scenarios.	Provides options for routing that can respond to several land use scenarios. Not as effective as other options in addressing routing options.	Options for widening would be closely tied to impacts interface with existing Norval, while also providing new capacity, limiting flexibility.
Transportation Overall		Screened Out	Most Preferred	Less Preferred	More Preferred



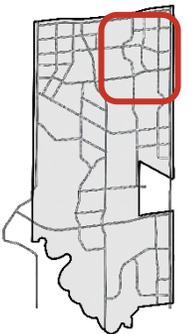
Secondary Plan



Option 2:
Continuous North-South
Connection



Option 3:
Continuous East-West
Connection

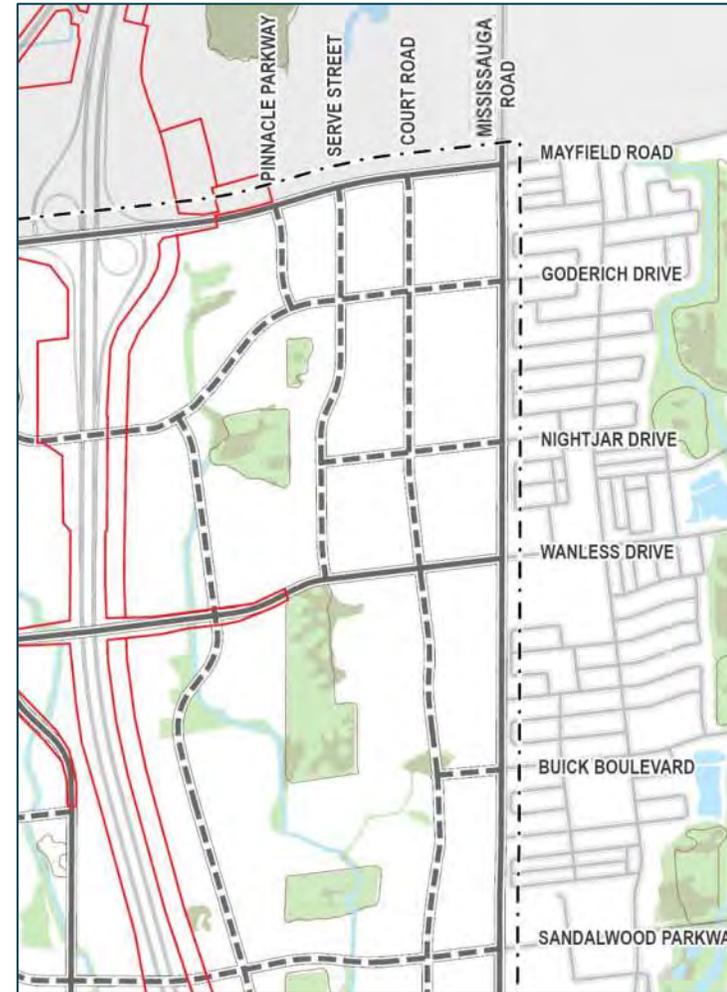


Categories	Option 1 – Secondary Plan Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection
Transportation	<p>Provides the finest-grained connectivity for vehicular capacity, routing options, and transit connectivity.</p> <p>Provides two continuous north-south to/from the future highway and provincial transitway and one continuous east-west collector between employment areas.</p>	<p>Maintains N-S transit connectivity. Introduces additional intersections along Goderich that breaks up continuity of east-west collector between employment areas.</p>	<p>Maintains E-W transit connectivity. Introduces additional intersections along Pinnacle Parkway that breaks up continuity of north-south collector to/from the future highway and provincial transitway.</p> <p>Provides a continuous parallel traffic and transit relief corridor to Mayfield Road and Wanless Drive.</p>
Cultural Environment	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouses) crossed by future collector roads. To be mitigated/managed through detailed design.</p>	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouse) crossed by future collector roads. To be mitigated/managed through detailed design.</p>	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouse) crossed by future collector roads. To be mitigated/managed through detailed design.</p>
Natural Environment	<p>Pinnacle Parkway and Nightjar Drive extension crosses through wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.</p>	<p>Eliminates E-W collector road going through wetland features and related buffer. No change to number of watercourse crossings compared with other options.</p>	<p>Eliminates E-W collector road going through wetland features and related buffer. No change to number of watercourse crossings compared with other options.</p>
Socio-Economic	<p>Provides the finest grained connectivity for people by all modes.</p> <p>Geotechnical impacts related to crossing wetland, woodlot and Natural Heritage feature in Precinct 52-3.</p> <p>Most land acquisition compared to other options.</p>	<p>Greater vehicular activity on parallel corridors (Mayfield Road)</p> <p>Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3. No change to number of watercourse crossings compared with other options.</p>	<p>Greater vehicular activity on parallel corridors (Mayfield Road) mitigated by continuous east-west connection between Precinct 52-3 and 52-7 employment areas.</p> <p>Least land acquisition compared to other options. Connects east and west employment</p> <p>Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3. No change to number of watercourse crossings compared with other options</p>
Overall			Recommended

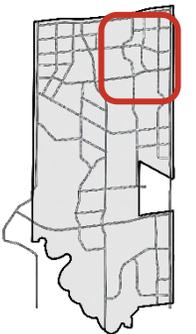
Short List C: Precinct 52-3 Road Network

Recommendation:

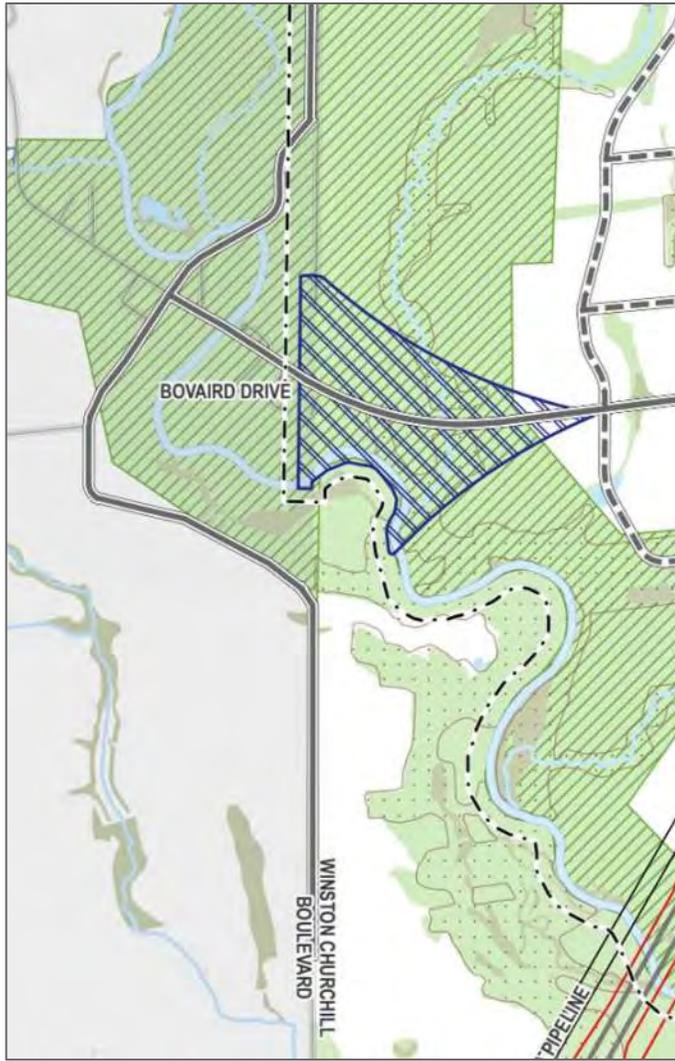
- Maintain a continuous east-west crossing of future Highway 413 (Goderich Drive) between employment areas in Precincts 52-3 and 52-7.
- Maintain north-south collector road connectivity to Mayfield Road, serving Precincts 52-2 and 52-3 to/from future Highway 413 and Provincial Transitway while avoiding bisecting wetland and woodland feature.



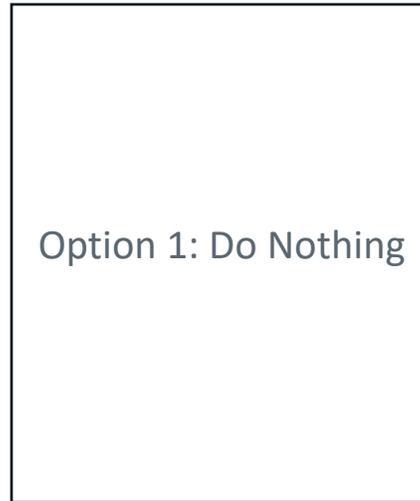
Option 3:
Continuous East-West
Connection



Short List E: East-West Connection Focus Area (Inter-Regional)



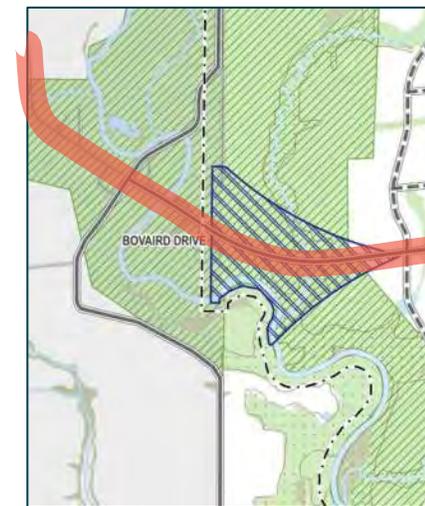
East-West Connection Focus Area



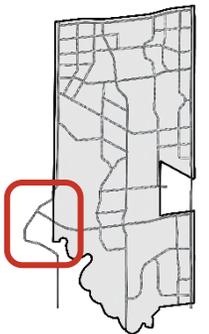
Option 3: South By-Pass



Option 2: North By-Pass



Option 4:
Widen Bovaire Drive / Highway 7



East-West Connection Focus Area (Inter-Regional) – Evaluation of Alternative Solutions Cont'd

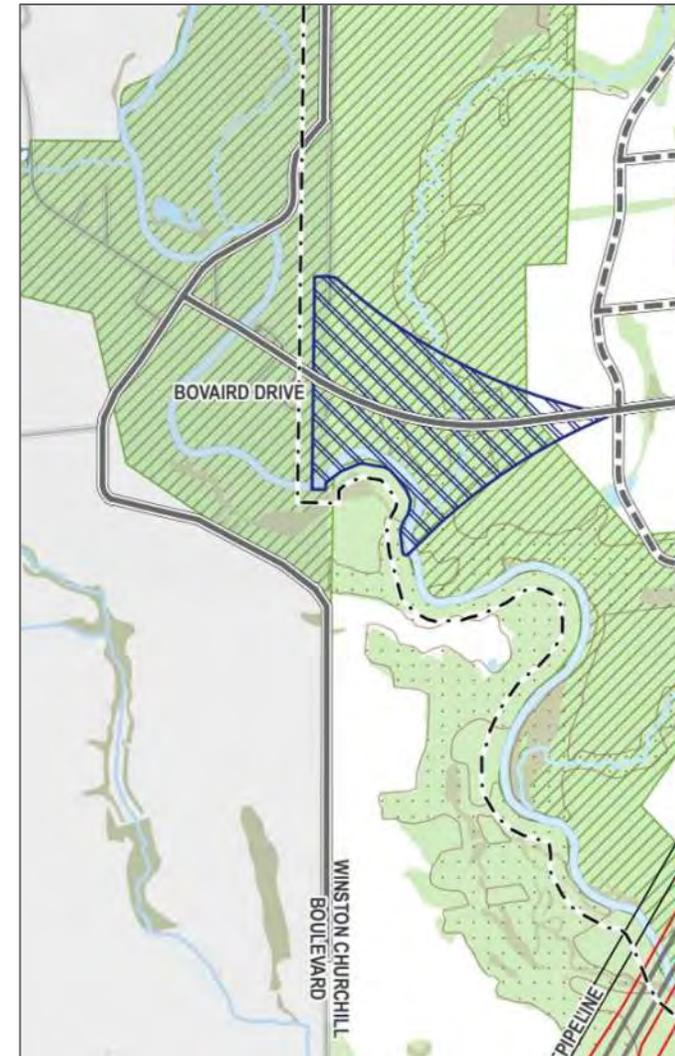
Categories	Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Transportation	Screened Out Does not support the modelled traffic activity and EA Problem Statement	Provides dedicated facility for all modes, goods, and land uses.	Less direct and less effective traffic relief than North Bypass and Widening Options.	Relies on providing future capacity for all modes in mixed traffic through widening current Highway 7.
Cultural Environment	-	Avoids potential impacts to Cultural Heritage in Norval. Potential for archaeological impacts in Credit River Valley. <i>Further study required as part of future Class EA*</i>	Avoids potential impacts to Cultural Heritage in Norval. Potential for archaeological impacts in Credit River Valley. <i>Further study required as part of future Class EA*</i>	Impacts known Cultural Heritage in Norval. Potential for archaeological impacts in Norval. <i>Further study required as part of future Class EA*</i>
Natural Environment	-	Entirely within Greenbelt limits. High potential for impacts to the Credit Valley <i>Further study required as part of future Class EA*</i>	Entirely within Greenbelt limits. High potential for impacts to the Credit Valley <i>Further study required as part of future Class EA*</i>	Avoids impacting undisturbed areas of the Credit River Valley. <i>Further study required as part of future Class EA*</i>
Socio-Economic	-	Diverts traffic and related noise/air quality impacts to new route. High cost and geotechnical impacts associated with unique Credit River Valley crossing. <i>Further study required as part of future Class EA*</i>	Provides less effective diversion than North Bypass. High cost and geotechnical impacts associated with unique Credit River Valley crossing. <i>Further study required as part of future Class EA*</i>	Impacts Cultural Heritage properties in Norval. Directs traffic and related noise/air quality through Norval. Costs related to widening within existing Norval. Potential for moving, impacting or restoring existing land uses. <i>Further study required as part of future Class EA*</i>
Overall	Screened Out	No Recommendation – Further Study Required	No Recommendation – Further Study Required	No Recommendation – Further Study Required

*Potential Cultural Environment, Natural Environment, and Socio-Economic Environment impacts reach outside of Secondary Plan Limits study area. EA evaluation shown for illustrative purposes.

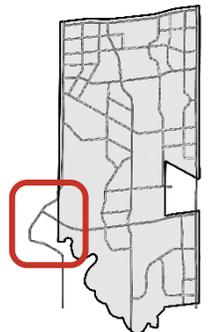
Short List E: East-West Connection Focus Area (Inter-Regional)

Recommendation:

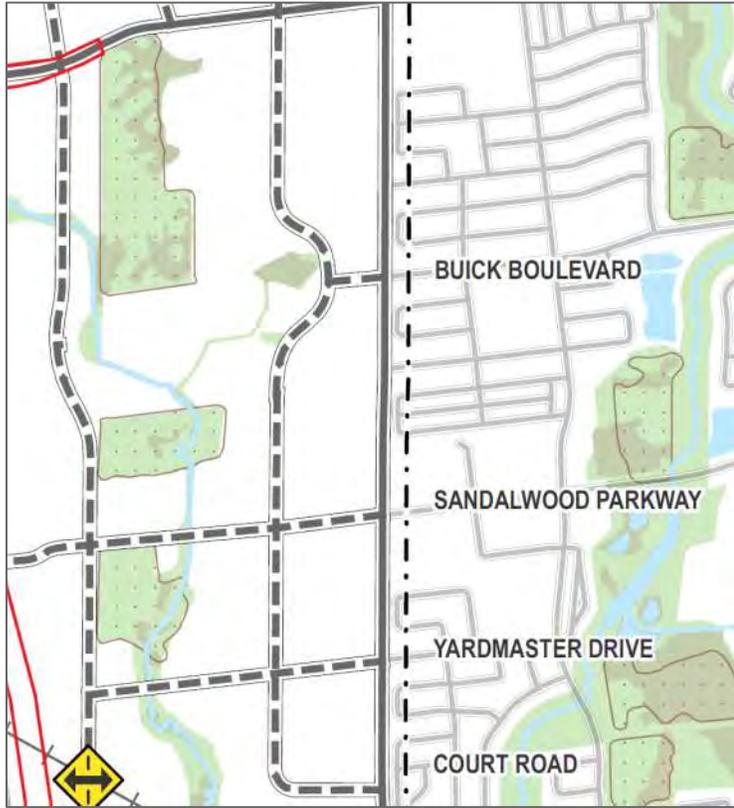
- Consistent with the findings of 2010 HPBATS study, future modelled traffic re-confirms capacity constraints are recommended to be addressed through Norval.
- Further detailed study within Norval and the Credit Valley (within the Greenbelt) and west of the Secondary Plan limits is required to fully assess Cultural Environment, Natural Environment, and Socio-Economic Environment criteria to determine a preferred solution.
- The East-West Connection Focus Area is recommended to be protected for to allow a future Schedule C EA to determine a preferred solution.



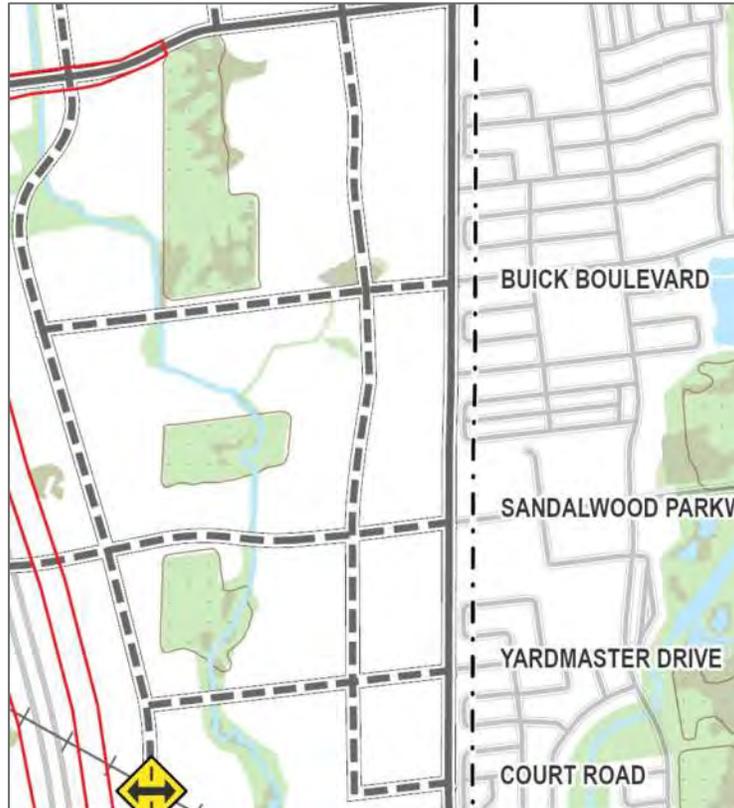
East-West Connection Focus Area



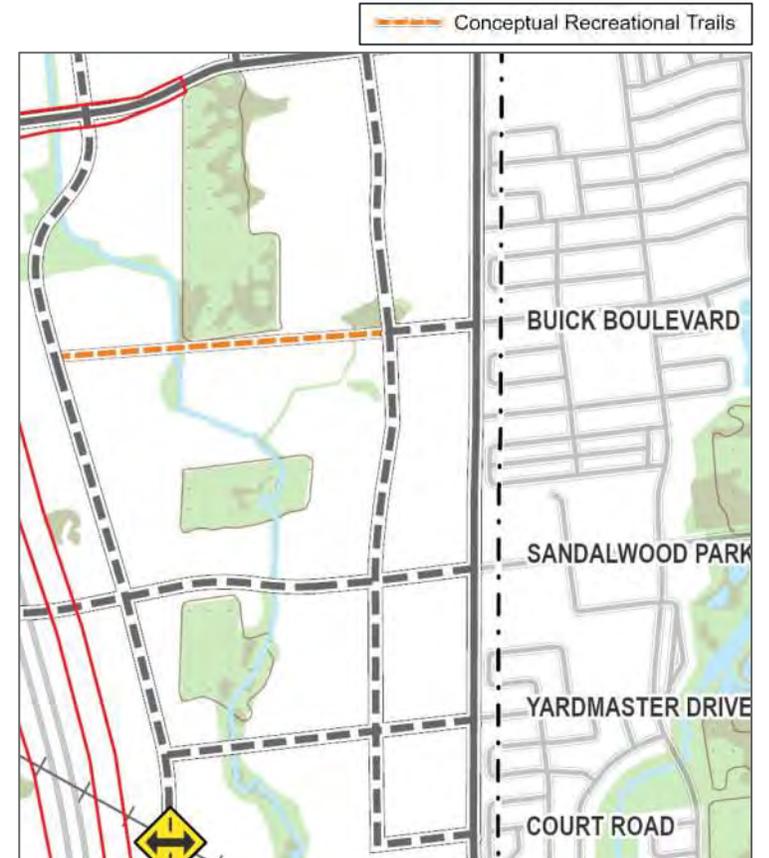
Short List F: Extension of Buick Boulevard (52-2)



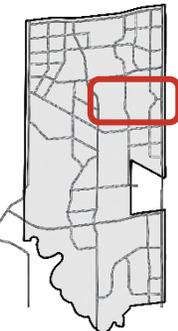
Option 1:
Secondary Plan Road Network
(Sandalwood + Yardmaster)



Option 2:
Secondary Plan + Buick



Option 3:
Secondary Plan +
Buick Active Transportation Only



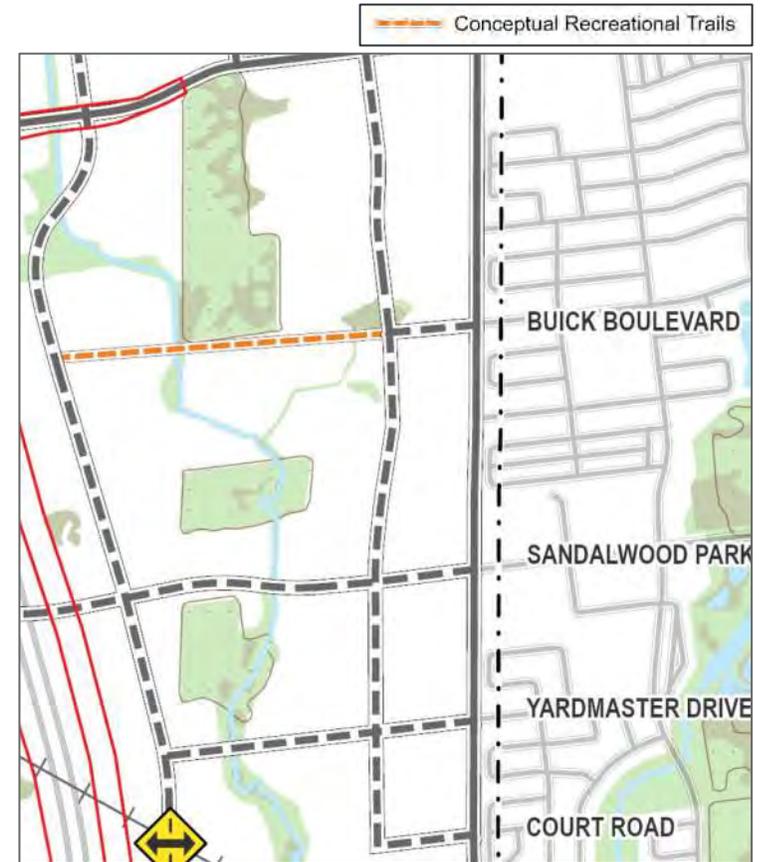
Extension of Buick Boulevard (52-2)

Categories	Option 1 – Secondary Plan Road Network (Sandalwood + Yardmaster)	Option 2 – Secondary Plan + Extension of Buick Boulevard	Option 3 – Secondary Plan + Buick Boulevard Active Transportation Only
Transportation	Less local east-west transportation options for all modes compared to other options.	Provides the finest grain connectivity for collector (transit-friendly) road network	Less east-west transit connectivity compared to Option 2. Provides fine-grained connectivity for walking and cycling.
Cultural Environment	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.
Natural Environment	Avoids natural feature impacts related to extending Buick Boulevard.	Buick Boulevard would directly or indirectly impact: <ul style="list-style-type: none"> • watercourse providing seasonal fish habitat and Terrestrial Crayfish Significant Wildlife Habitat. • Provincially Significant Wetland (22) • Significant woodland, significant wildlife, and species at risk habitat, • North-south ecological linkage facilitating wildlife movement 	Avoids major natural feature impacts related to extending Buick Boulevard. Opportunities to explore a variety of designs and crossing locations for active transportation that may avoid or mitigate impacts to property and Natural Heritage System features.
Socio-Economic	Least kilometres and property impacts with some diversion of traffic on parallel corridors.	Would require the greatest overall property and cost to deliver road network, including three natural heritage bridge crossings in Precinct 52-2	Has the same kilometres of road network as Option 1, plus an active transportation corridor that advances transportation equity. Opportunities to explore a variety of designs and crossing locations for active transportation to mitigate both natural impacts and cost.
Overall			Recommended

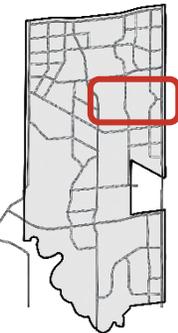
Short List F: Extension of Buick Boulevard (52-2)

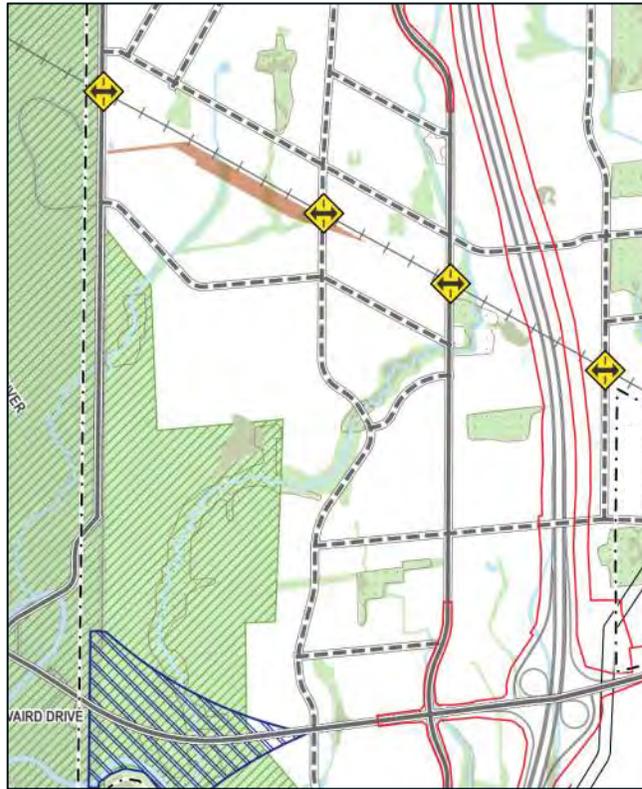
Recommendation:

- An active transportation crossing only along the Buick Boulevard alignment between the east and west sides of Precinct 52-2
- Provides fine-grained connectivity for walking and cycling between the east and west sides of Precinct 52-2
- Opportunities to explore a variety of designs and crossing locations for active transportation to mitigate both natural impacts and cost.

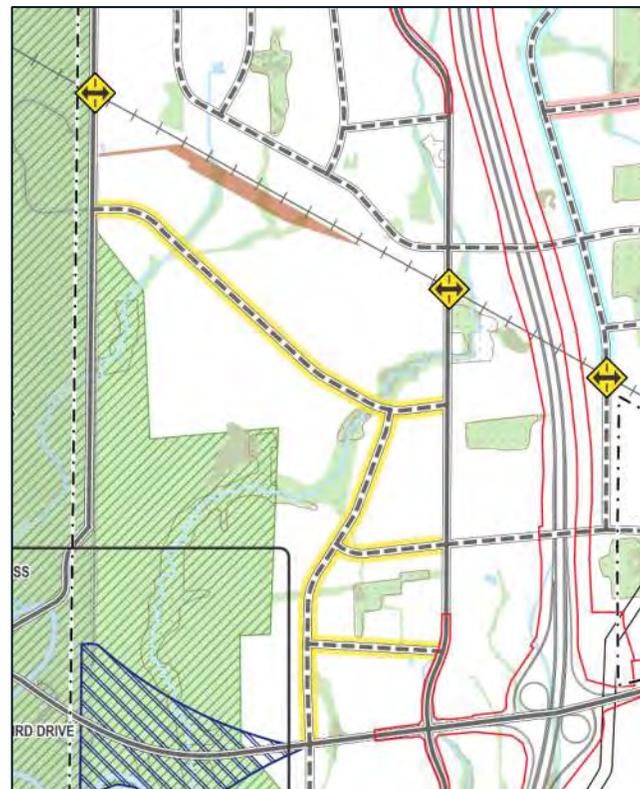


Option 3:
Sandalwood + Yardmaster +
Buick Active Transportation Only

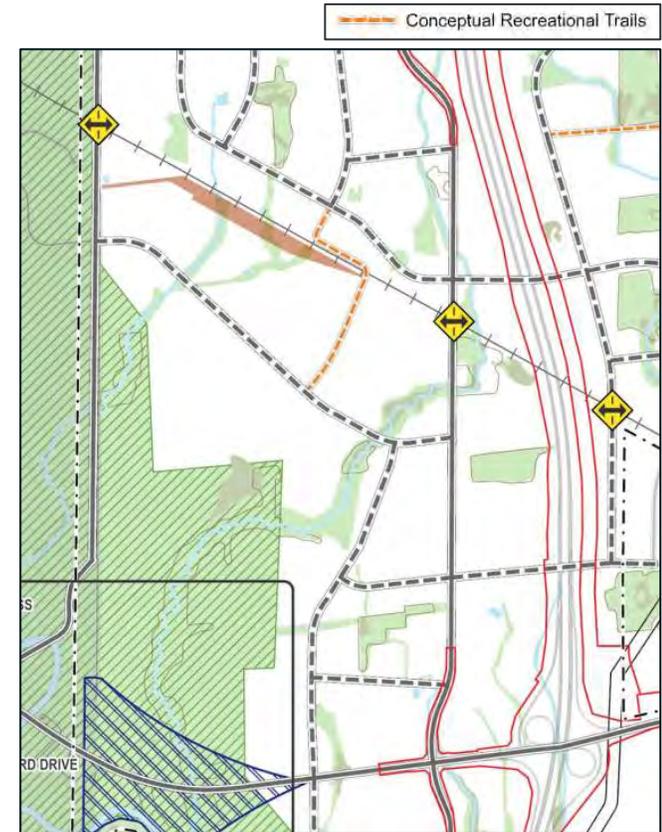




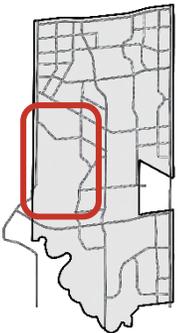
Option 1:
Secondary Plan Road Rail Crossing



Option 2:
Remove Rail Crossing



Option 3:
Active Transportation Rail
Crossing Only



North-South Rail Crossing (52-5 / 52-6) & Precinct 52-5 Road Network

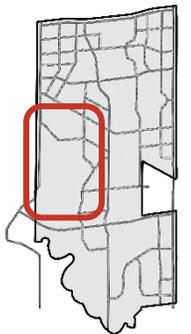
Categories	Option 1 – Secondary Plan Road Network	Option 2 – Road-Rail Crossing Removed	Option 3 – Active Transportation Rail Crossing Only
Transportation	Provides the finest grained connectivity for people by all modes.	Loss of local north-south routing options across all modes between Precinct 52-5 and Precinct 52-6.	Walking and cycling routing connectivity maintained for neighbourhood connectivity between Precinct 52-5 and Precinct 52-6.
Cultural Environment	Overpass/Underpass may impact McNichol's cemetery. Other archaeology findings may require mitigation/modification in coordination with road design.	No road over-under rail results in least risk of directly impacting existing Cultural Environment.	Smaller scale bridge affecting less surrounding area. Opportunities to explore a variety of designs and crossing locations.
Natural Environment	Impacts to Natural Heritage System with overpass/underpass. Headwater Drainage Feature with a floodplain near crossing location Low Point (underpass) would require pumping and other measures posing a challenge to mitigate for stormwater. Overpass is challenged by grading that has considerable impacts to future land uses.	Eliminates impacts from and costs related to building an overpass.	Smaller scale bridge affecting less of surrounding area. Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to Natural Heritage System and grading/stormwater impacts.
Socio-Economic	Requires crossing of the Metrolinx Layover Facility. Grade separation would be required. Overpass restricts opportunities for local access and development areas in Precinct 52-5 and Precinct 52-6. Underpass would mitigate overpass impacts, with increased complexity/cost and would require groundwater pumping (e.g. low-point). Complex structure and high cost of options.	Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard). Eliminates impacts from and costs related to building an overpass.	Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge. Opportunities to explore a variety of designs and crossing locations that may mitigate phasing and geotechnical impacts.
Overall			Recommended

Recommendation:

- An active transportation crossing only crossing the railway between Precinct 52-5 and 52-6
- Provides fine-grained connectivity for walking and cycling between the north and south sides of the railway
- Align collector road network in Precinct 52-5 recognizing through corridor between Winston Churchill Boulevard and Heritage Road
- Potential 4-lane east-west collector in Precinct 52-5 to be refined as part of the Precinct Plan Transportation Study



Option 3:
Active Transportation Rail
Crossing Only



- The Preliminary Preferred Transportation Network includes four schedules:
 - Alignments and Widening
 - Road Classifications
 - Transit Network
 - Active Transportation Network

The **Transit** and **Active Transportation** networks fully integrate with the street network to support a complete street approach.

- The project team collaborated closely with Brampton Transit and Dillon Consulting to identify rapid transit and support corridors in the Heritage Heights area.
- These corridors will both help move people within Heritage Heights and provide connections to other rapid transit routes in Brampton, to GO Bus routes, to the Mount Pleasant GO Station, and to the proposed Highway 413 Transitway stations.
- Local transit routes, to be identified during precinct planning, will provide neighbourhood-level service in the Heritage Heights area.
- To support the proposed transit service and the development of complete streets, all arterial and collector roads will be designed to be transit-friendly.



Active Transportation

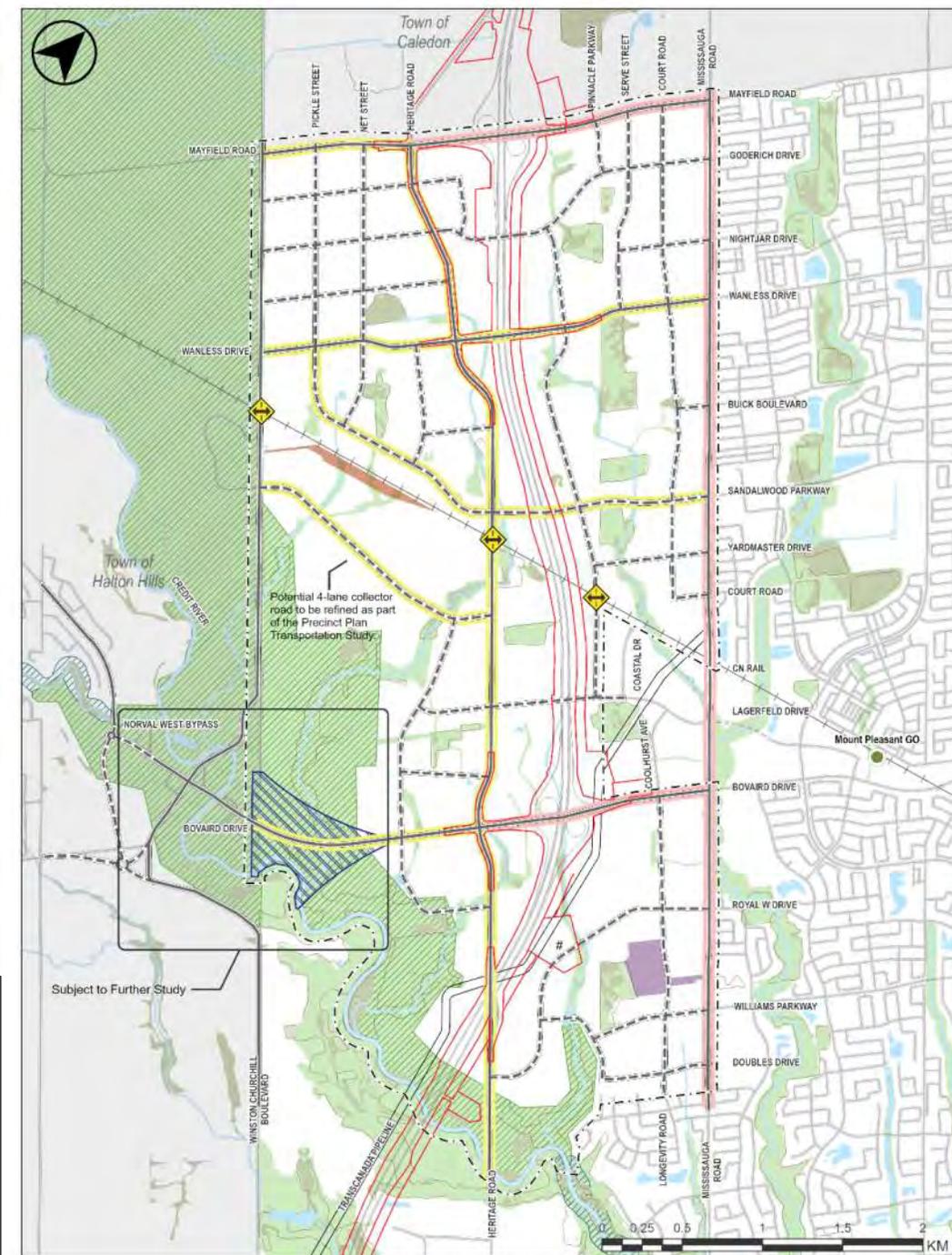
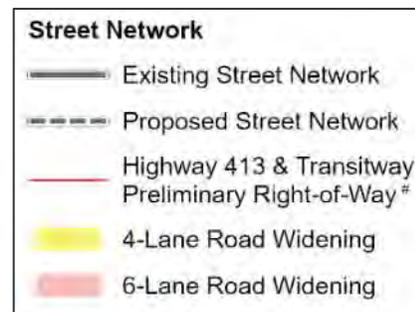
- All arterial and collector roads are recommended to have dedicated active transportation facilities, linking pedestrians and cyclists to key destinations.
- The project team collaborated closely with the City's Active Transportation team and other stakeholders to identify key cycling and trail connection opportunities, building on the network outlined on the Pedestrian and Cycling Network Schedule included in the Heritage Heights Secondary Plan.
- The proposed Recreational Trails and Active Transportation facilities will help connect new communities and destinations while enhancing access to the considerable natural features found in Heritage Heights.



Preliminary Preferred Network

Alignment and Widening

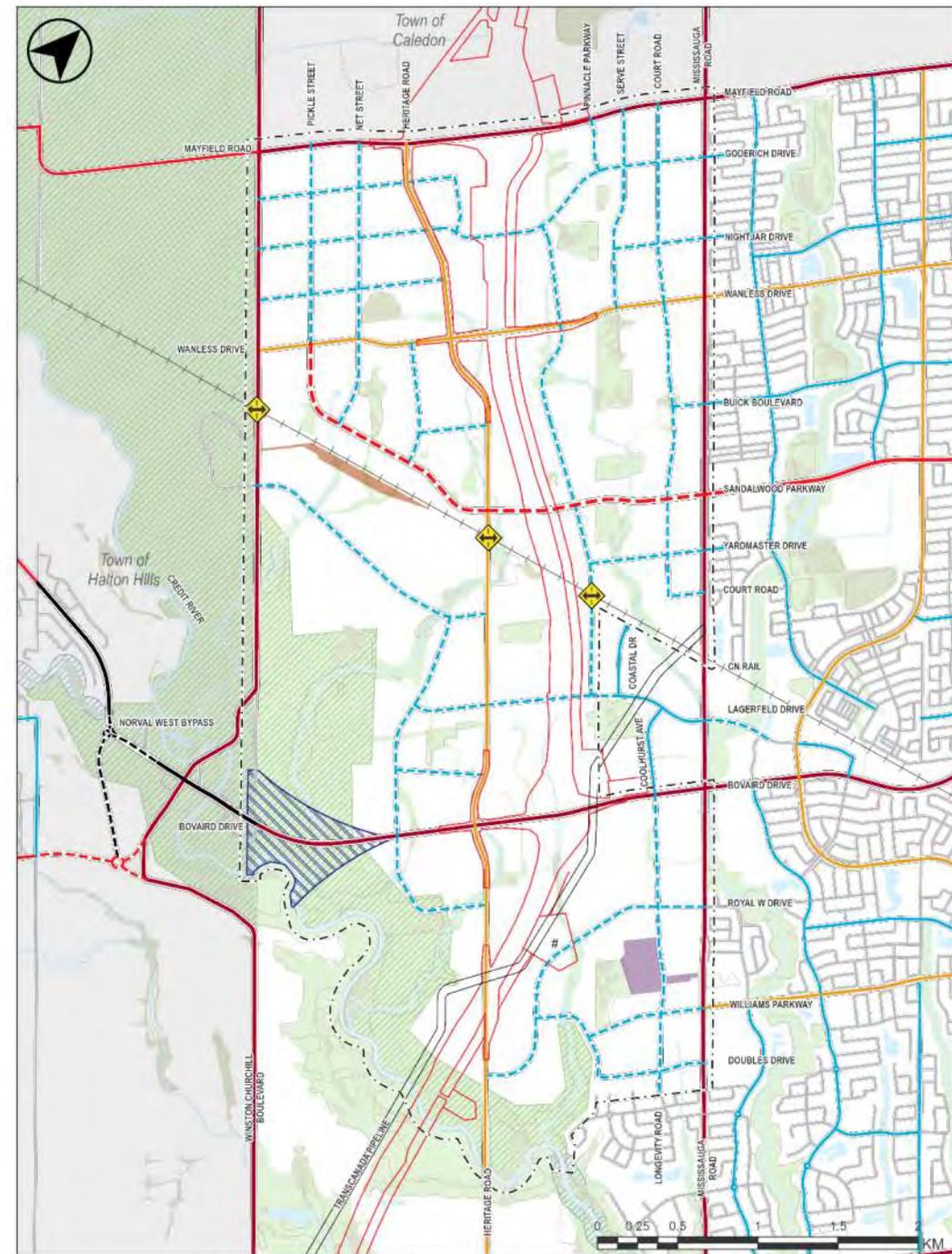
- The preliminary preferred street network reflects the recommended road alignments from the Long List as well as those evaluated in the Short List.
- **4-Lane Road Widening**
 - Heritage Road, Wanless Drive, Sandalwood Parkway, Precinct 52-5 collector road, Mayfield Road and Bovaird Drive west of Heritage Road.
- **6-Lane Road Widening**
 - Mayfield Road and Bovaird Drive east of Heritage Road, Mississauga Road.



Preliminary Preferred Network

Road Network Classification

- The preliminary preferred street network maintains consistency with the existing City of Brampton road classification system.
- Sandalwood Parkway is extended through the Secondary Plan area as a **Major Arterial (City)** road.
- The majority of proposed streets within the Secondary Plan area are classified as **Collector** roads.
- **Local** roads will be determined through Draft Plan of Subdivision applications and built within individual precincts

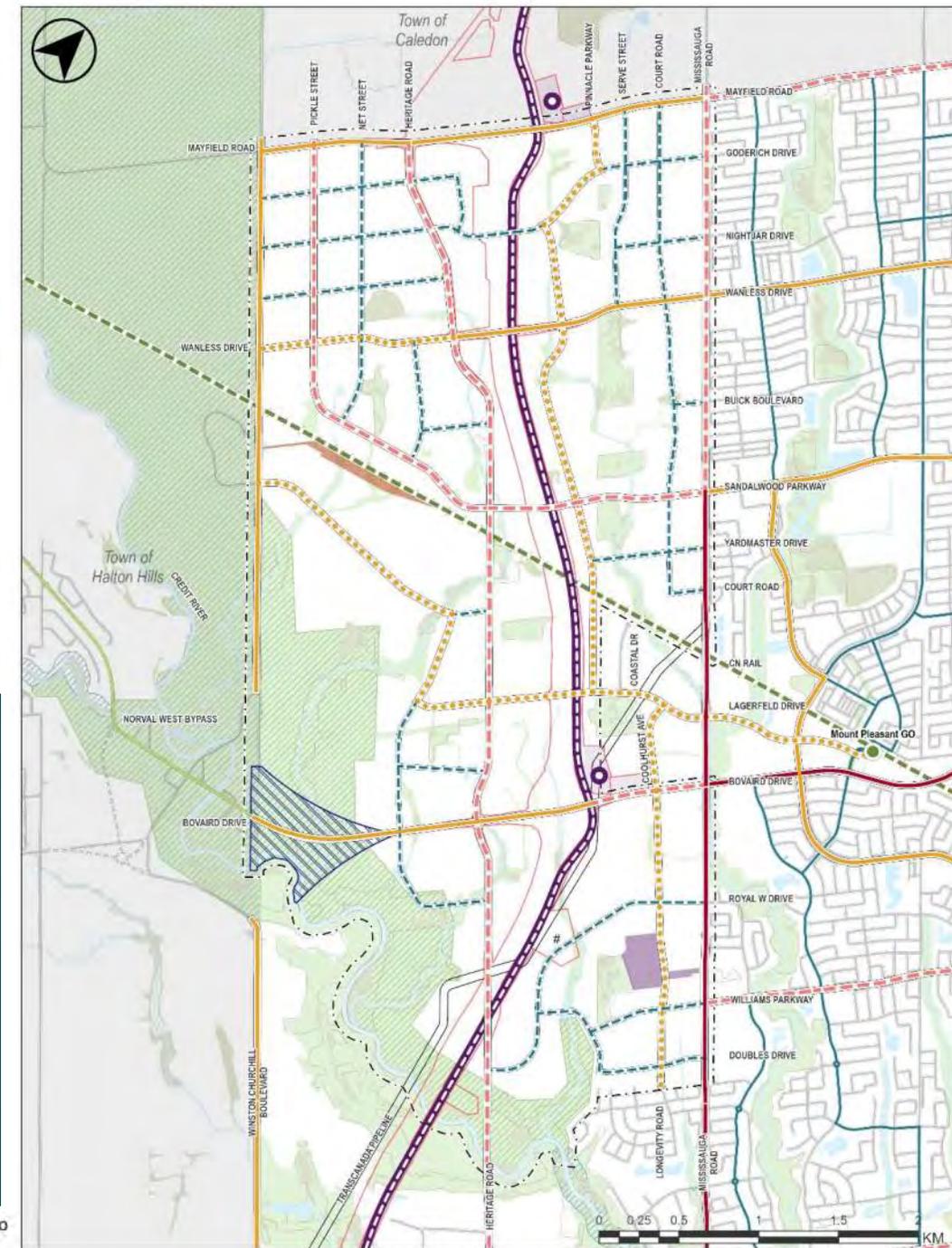


Preliminary Preferred Network: Street Network Classification

Preliminary Preferred Network

Transit Network

- The conceptual transit network is based on the **Brampton Official Plan** Schedule 3B – Transit Network to 2051 and has been realigned to reflect the preliminary preferred street network.
- A **dedicated transitway** is planned along the Highway 413 corridor.
- Opportunities for expanded transit service has been identified as:
 - **Proposed rapid transit service** on Heritage Road and Sandalwood Parkway.
 - **Suggested Support Corridors** along Longevity Road, Lagerfeld Drive, Pinnacle Parkway, and Wanless Drive.
 - **Potential Local Service** along proposed Collector roads.



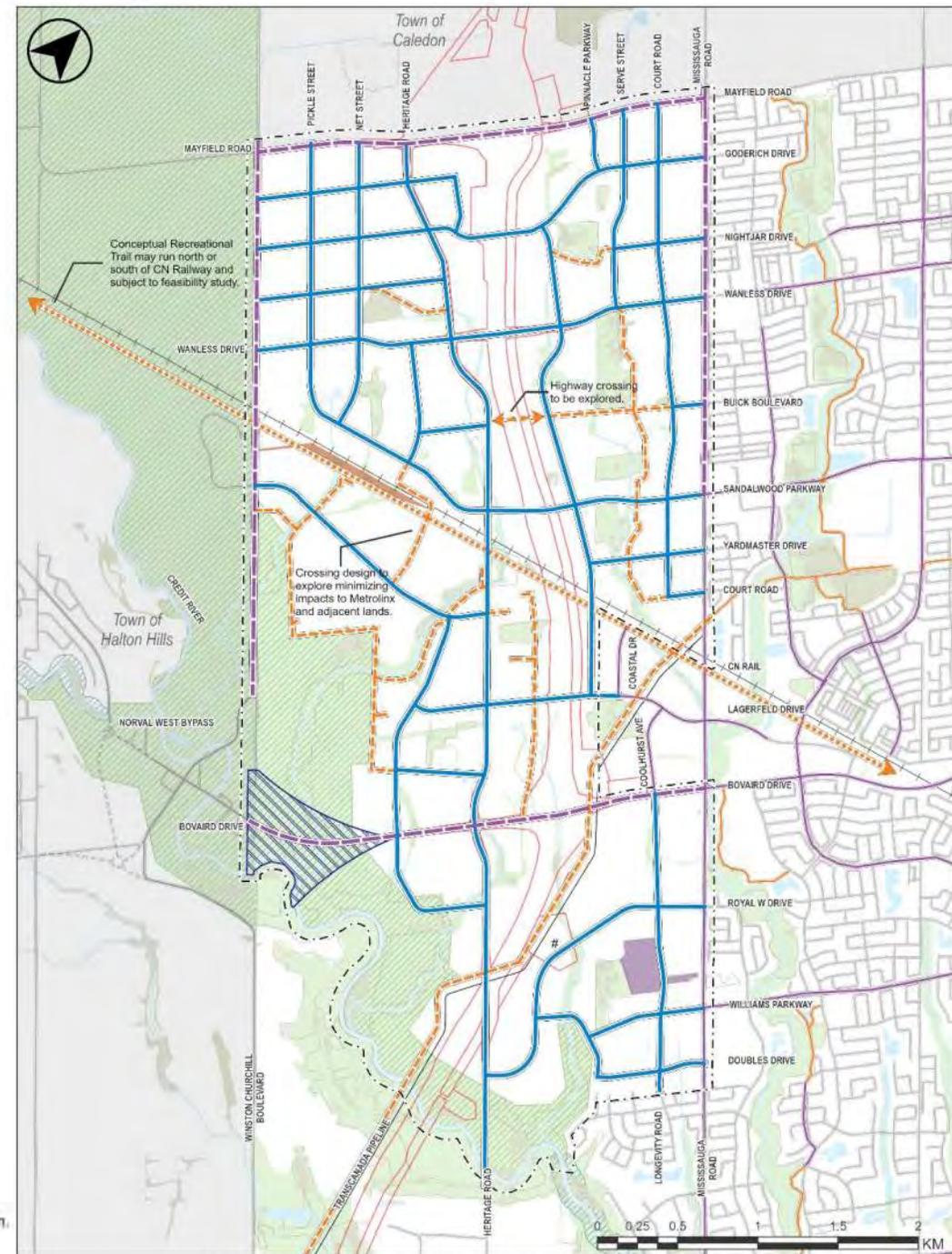
Preliminary Preferred Network

Active Transportation Network

- The active transportation network has been updated from the Secondary Plan to align with the preliminary proposed street network.
- Select streets will be planned to accommodate **on-road active transportation infrastructure**.
- Conceptual **recreational trail connections** are proposed to supplement road infrastructure to ensure continuous pedestrian and cyclist connectivity.
- All proposed active transportation routes are conceptual and subject to change as planning advances.



† Existing active transportation infrastructure includes those under construction. All future / conceptual active transportation infrastructure is subject to change.



1. **We want to hear from you!**

Please submit any additional comments on the PIC material or further project requests by email to heritageheights@brampton.ca by **September 3, 2025**. Any input received by that date will be taken into consideration as part of the TMP report, which will be available for public comment when the TMP is completed.

2. Confirmation of the preferred design based on feedback from the public, Indigenous communities, and stakeholders.
3. Preparation of the final Transportation Master Plan and Environmental Study Report.
4. Place report on public record and notify stakeholders of completion of the study.

Heritage Heights Transportation Master Plan Project Management:

Vikram Hardatt, RPP MCIP
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Principal Planner
City of Brampton



Emily Ecker, P.Eng.
ecker@bagroup.com

Senior Associate
BA Consulting Group Ltd.



Project Email: heritageheights@brampton.ca



BA Group

MOVEMENT IN URBAN ENVIRONMENTS

5.0 ENGAGEMENT WITH INDIGENOUS COMMUNITIES

Engagement with Indigenous Communities was led by City of Brampton.

The following communities were notified:

- Haudenosaunee Development Institute
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
 - Feedback is attached below.
- Six Nations of the Grand River First Nation
- The Indigenous Network





July 16, 2025

Project Name: Heritage Heights Transportation Master Plan
DOCA Project Number: 2025-0765
Agent: City of Brampton

Dear Paul Brioux,

This letter is to confirm receipt of the project-related correspondence sent by yourself on behalf of the City of Brampton, on July 15, 2025, regarding the Heritage Heights Transportation Master Plan

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the City of Brampton is located – specifically, Ajetance Treaty, No. 19 (1818). The MCFN holds Indigenous and Treaty Rights specific to the project location and its environs, which may be adversely impacted by it. The Department of Consultation and Accommodation (DOCA) is designated by MCFN to handle consultation matters on its behalf.

The DOCA consultation team has reviewed the project-related correspondence identified above. **This project has been flagged for review.**

The following items will be subject to technical review by the following DOCA Units:

- CONSULTATION
 - All relevant documents and reports
- ARCHAEOLOGY
 - All relevant documents and reports
- ENVIRONMENT
 - All relevant documents and reports
- HERITAGE AND CULTURE
 - All relevant documents and proposals

This review will evaluate the above-referenced project-related correspondence and associated documentation in the context of the MCFN's Indigenous and Treaty Rights and will provide feedback regarding any questions, concerns, and/or interests identified by DOCA during the review. Completion of this review is only made possible through the provision of capacity funding for our technical experts. Therefore, I have attached a Technical Review Agreement for your review and execution. When the signed agreement



Mississaugas of the Credit First Nation



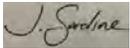
has been returned to DOCA, we will begin our review, and comments will be available in four to six weeks' time.

At this time, the MCFN asserts that Heritage Heights Transportation Master Plan requires further review by DOCA. Until that review has been completed and any questions, concerns, and/or interests have been satisfactorily addressed, the project must not receive approval or proceed with any ground-altering activities.

DOCA expects to be notified of any and all future project updates and/or changes.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Thank you,



Jeremy Sardine (he/him)
Consultation Specialist
Department of Consultation and Accommodation

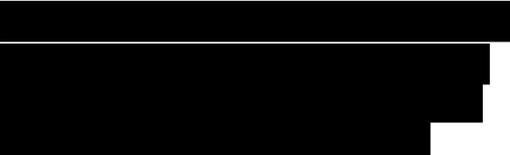


Mississaugas of the Credit First Nation



CC

Megan Devries, Manager of Consultations,
Adam Laforme, Manager of Archaeology,
Lindsay Wong, Manager of Environment,
Darin Wybenga, Manager of Culture,



Mississaugas of the Credit First Nation





Mississaugas of the Credit First Nation



6.0 PUBLIC CONSULTATION EVENT

A virtual Public Information Centre (PIC) was held during the evening on August 20, 2025 to inform the public of the Heritage Heights Transportation Master Plan (HHTMP) by presenting alternatives and a Preliminary Preferred Network Alternative. The meeting consisted of two parts: a live presentation of the HHTMP and a question and answer period whereby residents and interest groups could ask questions of the city staff and the project team.

Approximately 25 members of the public attended the virtual PIC meeting; a recording (including the question and answer period) is provided at this link:

[Public Information Centre Recording](#)

Following the virtual meeting, a recording of the presentation was posted on the City's project website and participants at the meeting were informed that they would be able to continue to provide feedback until September 5, 2025.

In this section, public consultation materials are provided including:

- Presentation slides; and
- Feedback formally submitted within the allotted timeframe.





HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN

Prepared For: Public Information Centre (PIC)
August 20, 2025



*Heritage Heights
Landowners Group*



The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee, and Wendat Nations who have called this land home since time immemorial. We acknowledge the agreements made in Treaty 19 – the Ajetance Purchase of 1818 – and are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice, and respect. We are grateful to the original caretakers of this land who have ensured we are able to work, play, and live in Brampton now and in the future.

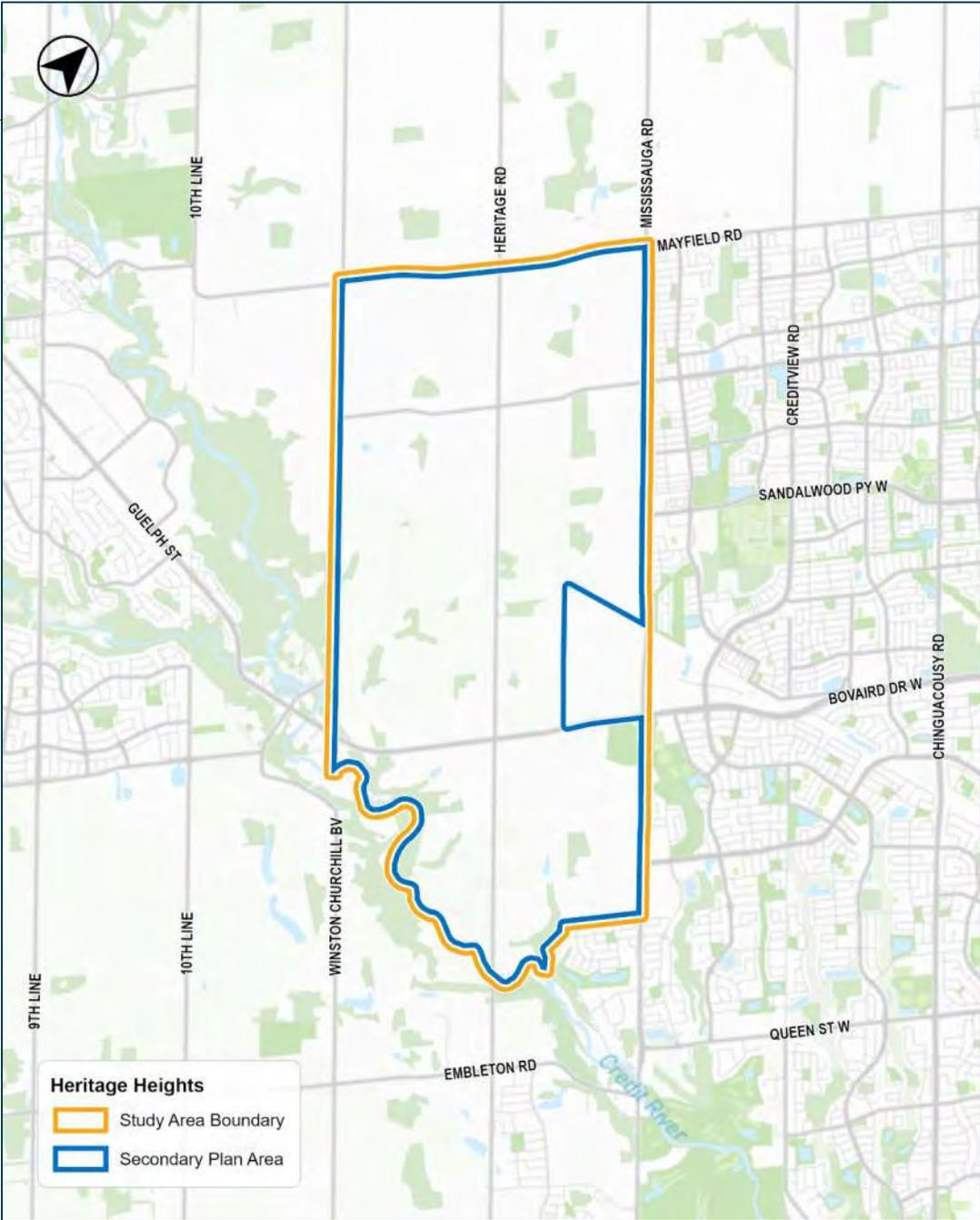
Transportation Master Plan

The Study

The City of Brampton is experiencing significant growth, including within the Heritage Heights Secondary Plan Area.

The City of Brampton and the Heritage Heights Landowners Group are working together as co-proponents to undertake a Transportation Master Plan (TMP) to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area.

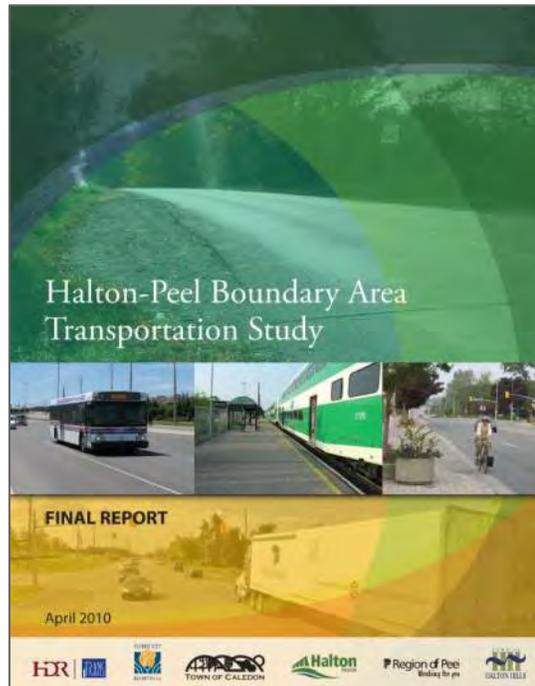
The TMP will provide the long-range planning necessary to identify a transportation network that supports the land use plan and the forecasted travel demand while encouraging more sustainable travel choices and behaviours.



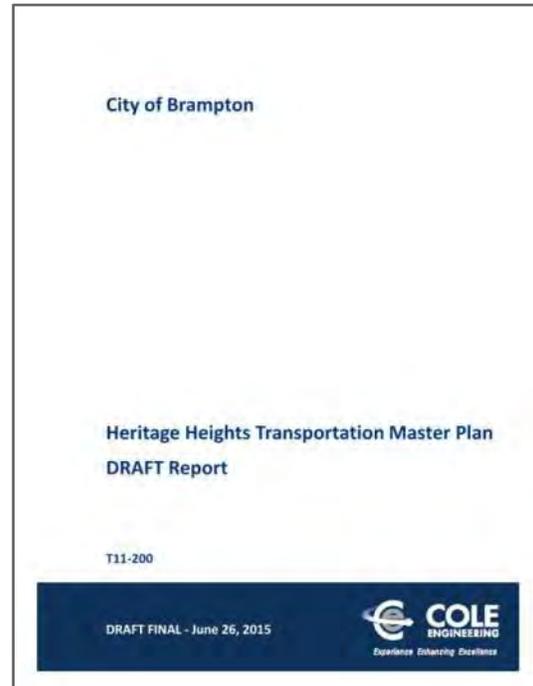
History

- **2006:** Peel Council extended Regional Urban Boundary to include “North West Brampton Urban Development Area”
- **2009:** Brampton Council initiated secondary plan planning for the Heritage Heights Community
- **2014:** Proposed Land Use Plan Approved for Public Consultation
- **2015:** Council directed staff to revisit the plan and incorporate broader stakeholder engagement which would better inform the plan.
- **2019:** Design charrettes with landowners, staff, agencies, and the public shaped a new vision and land use framework guided by Brampton 2040 Vision.
- **2020:** Council endorsed a new Conceptual Land Use Plan and directed further technical evaluation and policy development.
- **2022:** Heritage Heights Secondary Plan was formally adopted through an Official Plan Amendment.
- **2024:** After appeals, the Ontario Land Tribunal Decision was published, and the Secondary Plan’s details were **finalized and approved on August 21st 2024.**

2010 Halton-Peel Boundary Area Transportation Study (HPBATS)



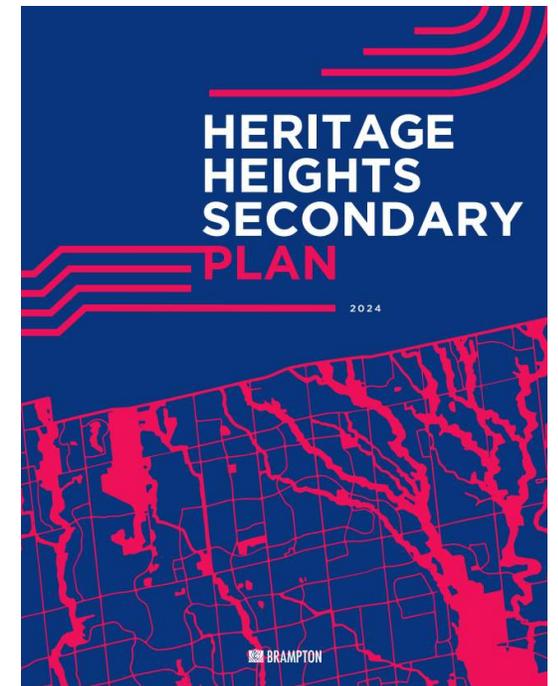
2015 Heritage Heights Transportation Master Plan (draft)



2022 Heritage Heights Transportation Master Plan



2024 Heritage Heights Secondary Plan (approved by the OLT)



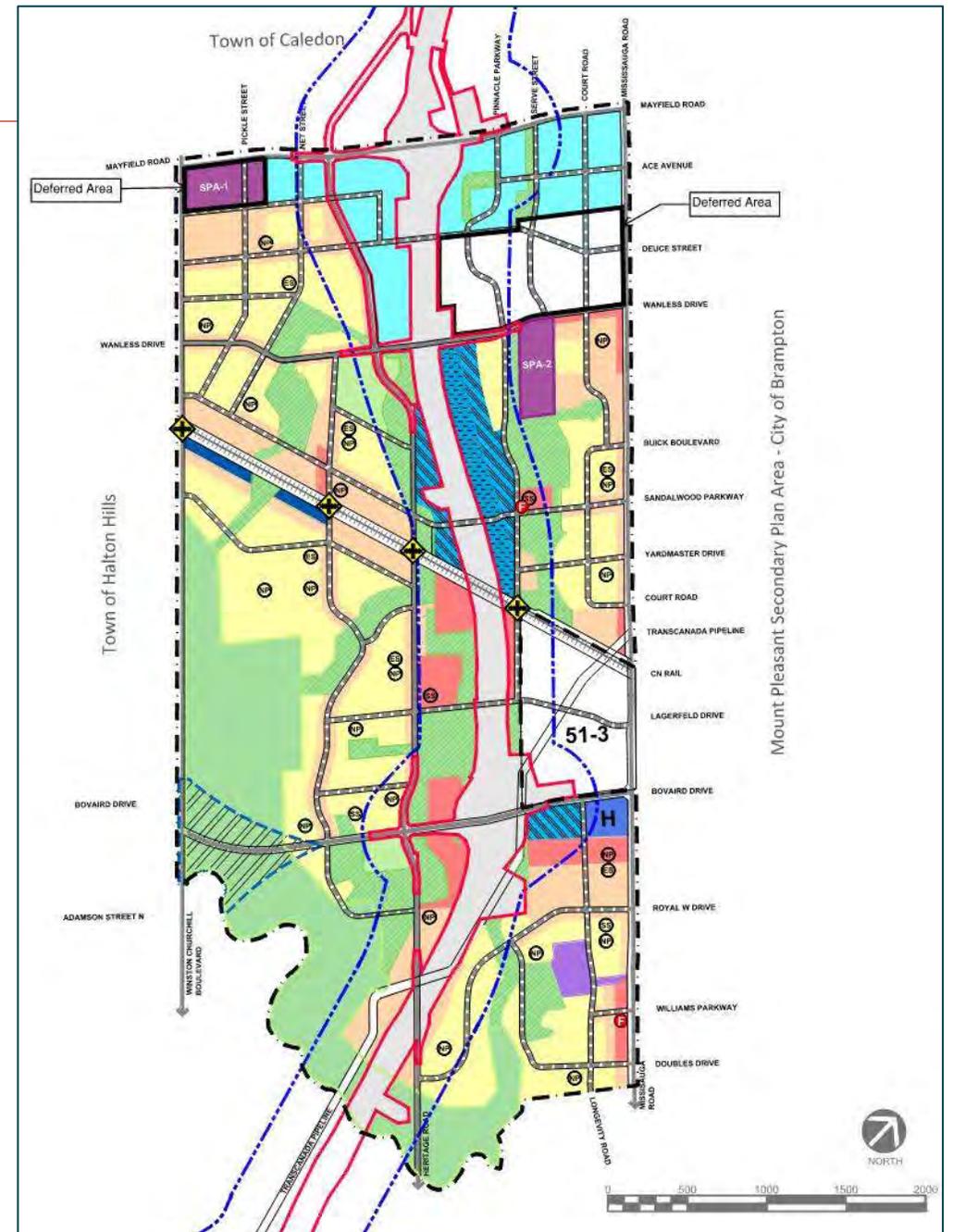
Heritage Heights Secondary Plan

The Secondary Plan

- The revised and approved Heritage Heights Secondary Plan (HHSP) represents a significant re-envisioning of the area that includes the Province's identified provincial transportation corridor.

Supporting Studies Underway

- Infrastructure Servicing Study (ISS)
- Subwatershed Study (SWS)
- Transportation Master Plan (TMP)



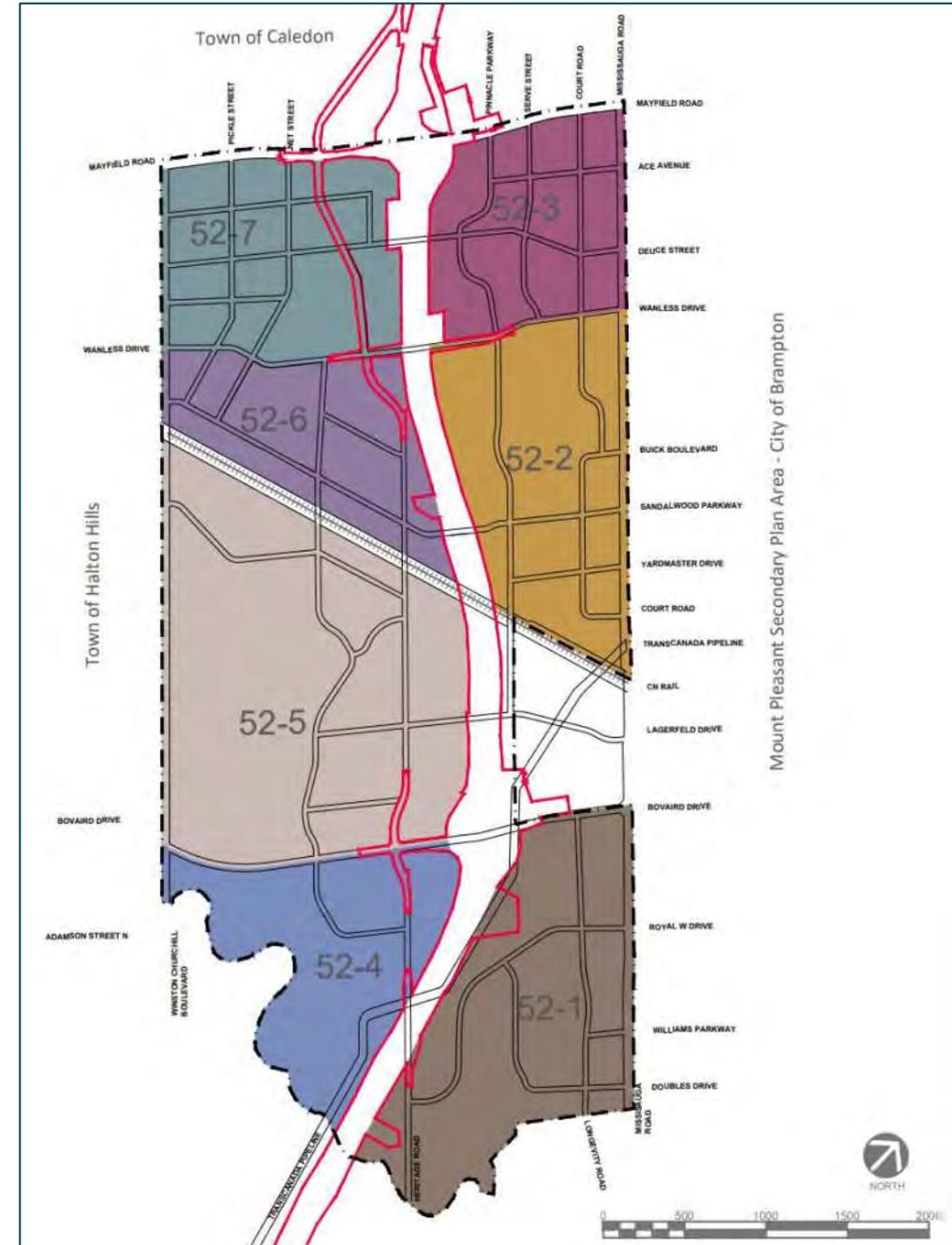
Secondary Plan Precinct Areas

“Precinct Plans will be developed incrementally over time for the Precinct Areas defined in this Secondary Plan. Precinct Plans are intended to outline development principles and guidelines at a more detailed level. Precinct Plans will demonstrate how lands can be developed to meet the vision and policies in this Secondary Plan.”

“Precinct Plans will a) Establish the location, scale and character of streets in addition to those already identified on Schedule 52-8 – Street Network; c) Identify infrastructure requirements to support development; f) Develop implementation strategies for ... infrastructure requirements to support growth in the Precinct;”

“Schedule 52-2 – Precinct Areas identifies the boundaries of seven (7) Precinct Areas, each of which will have a unique Precinct Plan.”

Section 3, “Precinct Area Structure” –
Heritage Heights Secondary Plan



Vision

The following principles were created to guide the future design and growth policies in Heritage Heights and continue to be reflected in the revised Heritage Heights Secondary Plan:

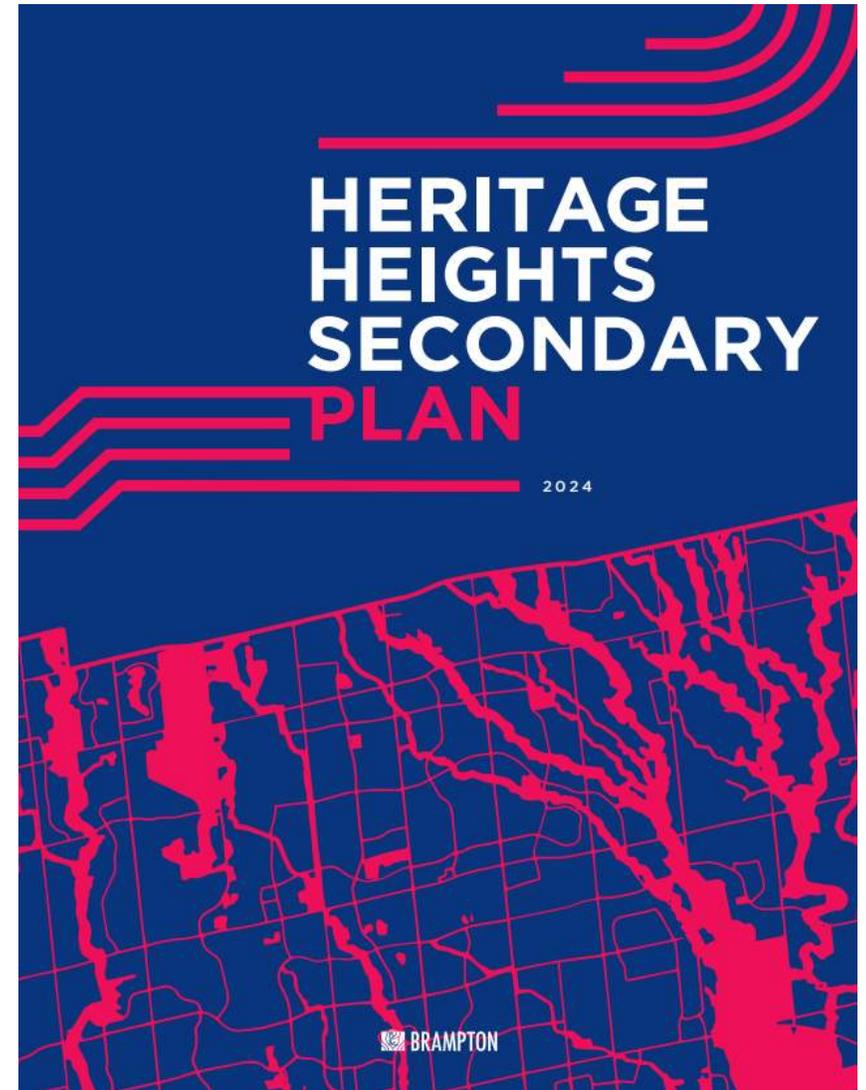
1. Create **walkable communities** for people to gather, recreate, work and live.
2. Development should be **compact and diverse** to achieve walkable, affordable, and active neighbourhoods.
3. Implement **sustainable and resilient plans**, technologies and design approaches.
4. Include **arts and cultural uses** to leverage Brampton's diversity and attract investment.
5. Conserve the **natural and cultural heritage** of the area, creating a destination for local and regional visitors.
6. Foster a competitive environment for **employment and economic development**.
7. Plan for well-being - physical, mental and social - through the design of **people-centric spaces that are safe and age-friendly**.
8. Integrate and **connect green and open spaces** into the design of neighbourhoods **while being sensitive to existing ecological systems**.

Heritage Heights Transportation Objectives

“The Secondary Plan Area will be premised on strategies that promote a balanced approach to transportation and land uses, which leverages investment in transit and enhancements in the pedestrian and cycling environment to provide a range of travel choices and encourage more sustainable travel behaviours.

The Heritage Heights Secondary Plan will be planned to encourage a safe and attractive walking and cycling environment, public transit, and new streets and connections through precincts by providing pedestrian and cycling facilities, enhancing the public realm, and ensuring midblock connections are introduced with development to enhance connectivity and circulation.”

Section 10, “Mobility” – Heritage Heights Secondary Plan



Process

- The TMP is being undertaken in accordance with **Approach #2** of the Master Planning Process, as outlined in the Municipal Class Environmental Assessment (MCEA) (February 2024).
- The TMP will address Phases 1 and 2 of the MCEA process for any Schedule B projects and will form the basis for the recommended Schedule C transportation infrastructure projects identified within the TMP report.

4.5 Master Planning Process

The master planning process is discussed in Section A.2.7. A summary of the various approaches is provided below.

	Approach 1	Approach 2*	Approach 3*
Level of Detail	Broad (project specific information is minimal) Used as support for subsequent Schedule B and C project specific studies	Sufficient to fulfil requirements for Schedule B projects (more detailed project specific information is included) Used as support for subsequent Phase 3 and 4 for Schedule C project specific studies	Sufficient to fulfil requirements for Schedule B and C projects (more detailed project specific information is included)
Process	Preliminary Phase 1 and 2	Phase 1 and 2	Phase 1 to 4
Final Notice	Notice of Master Plan *This should not be called a Notice of Completion	Final notice becomes Notice of Completion for Schedule B projects	Final notice becomes Notice of Completion for Schedule B and C projects
Integration with Planning Act*	*Official Plan and Secondary Plan	*Official Plan and Secondary Plan, Plan of Subdivision, etc.	*Official Plan, Secondary Plan, Plan of Subdivision, etc.

* The various master planning approaches provide proponents with flexibility to customize their master plans to suit their needs. See section A.2.7 for information on modified approaches 2 and 3.

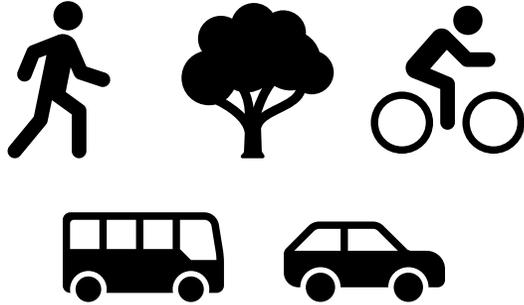
Source: February 2024 Municipal Class Environmental Assessment

Why a Transportation Master Plan?

1. **Ground Truth the Land Use Plan and the Transportation Network in the Secondary Plan**
2. **Test Options**
3. **Identify a Transportation Network** (roads, transit, active transportation) that supports the Land Use Plan.
4. **A Collaborative Approach.** Iterative Process and Benefits to future Planning Application processes.







**Complete
Street Design**

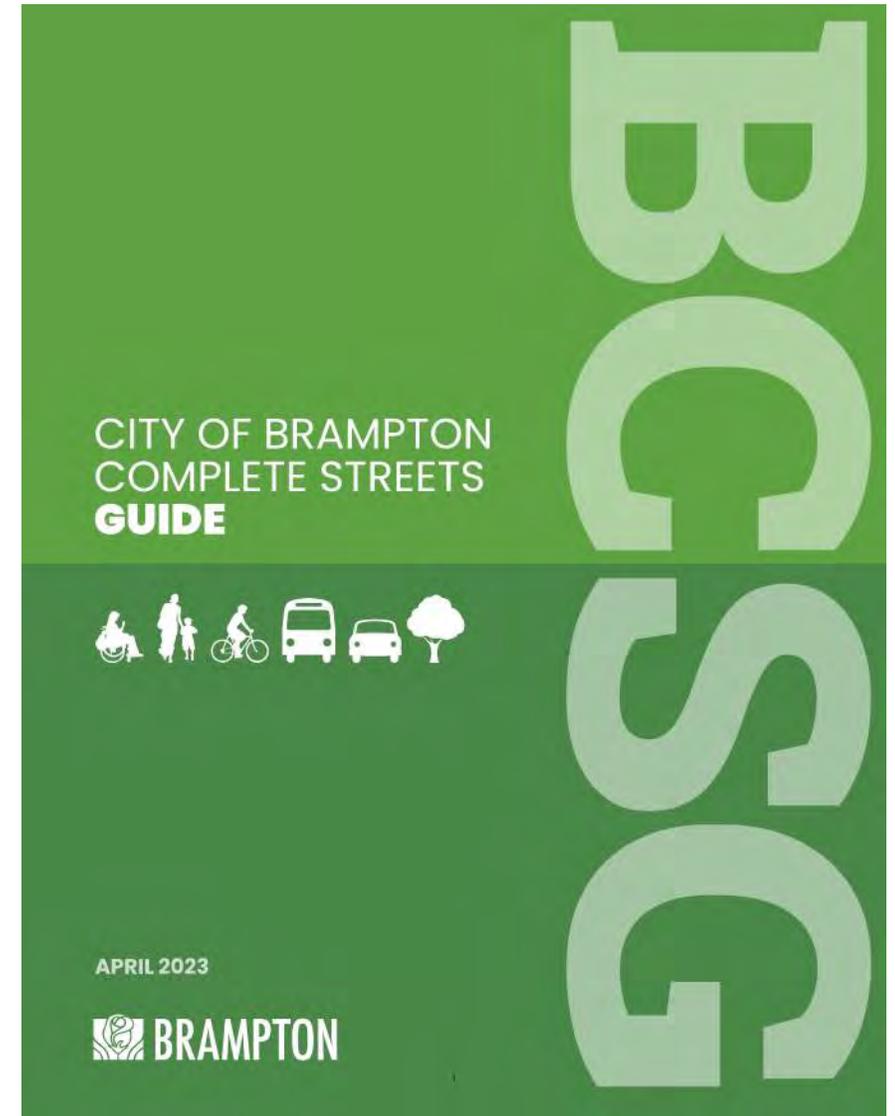


**Future Mobility
Conditions
(Transportation
Forecasting Model)**



**Environmental
Assessment
Evaluation**

- As reflected in municipal policy, **the City of Brampton:**
 - **“promotes a multi-modal transportation system**, with the objective of designing, building, and maintaining streets (including multi-use paths) that **safely and comfortably accommodate all users**, including motorists, motorcyclists, bicyclists, pedestrians, individuals with disabilities, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.”
- Streets to be located in the Heritage Heights Secondary Plan area of all classification types – Arterial, Collector, Local – were studied for their street characteristics. A collaborative workshop series involving local landowners and City of Brampton staff was undertaken to establish street design principles. **New cross-sections are developed to be located within the Heritage Heights Secondary Plan area.**

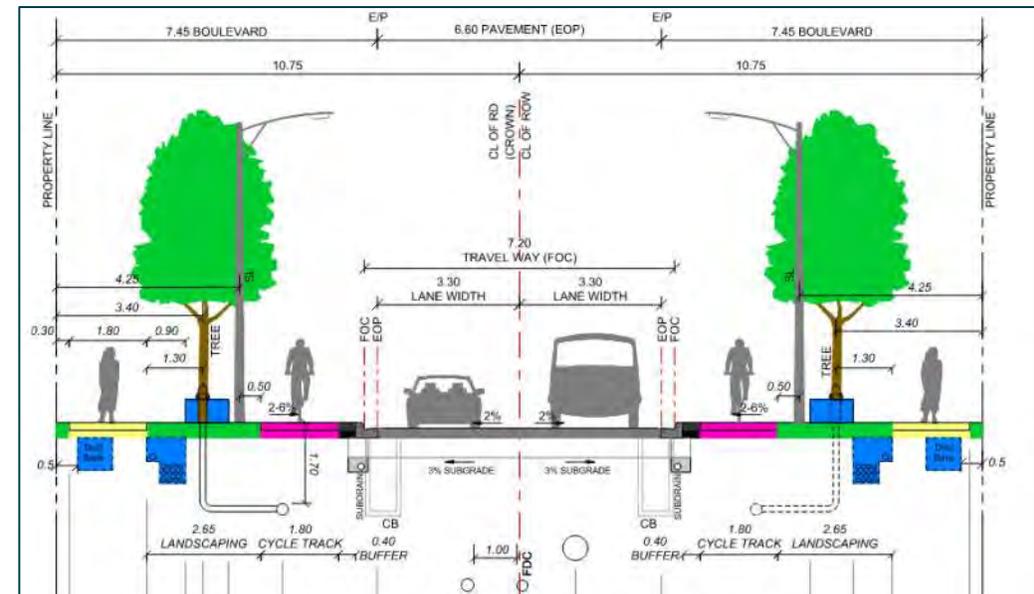
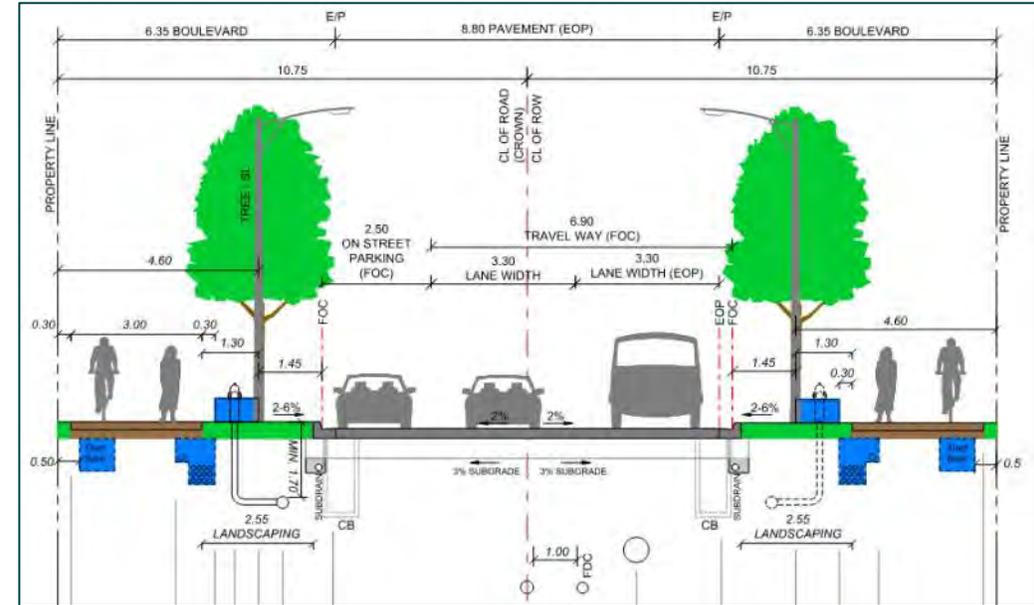


Heritage Heights Street Design

- Streets in the Heritage Heights Secondary Plan will look different than the rest of the City.
- Heritage Heights has built on the City's Complete Streets Guide to develop cross-sections unique to the Secondary Plan area that balance:

- Cycling Facilities
- Sidewalks
- On-Street Parking
- Transit-Friendly Travel Lanes
- Landscaping
- Aboveground-Underground Services
- Compact Urban Design

Draft Street Section Examples



Future Mobility Conditions adopts a standard multi-resolution modelling approach (macroscopic-to-mesoscopic). Tools used include:

1. City of Brampton’s Macroscopic Regional Demand Model

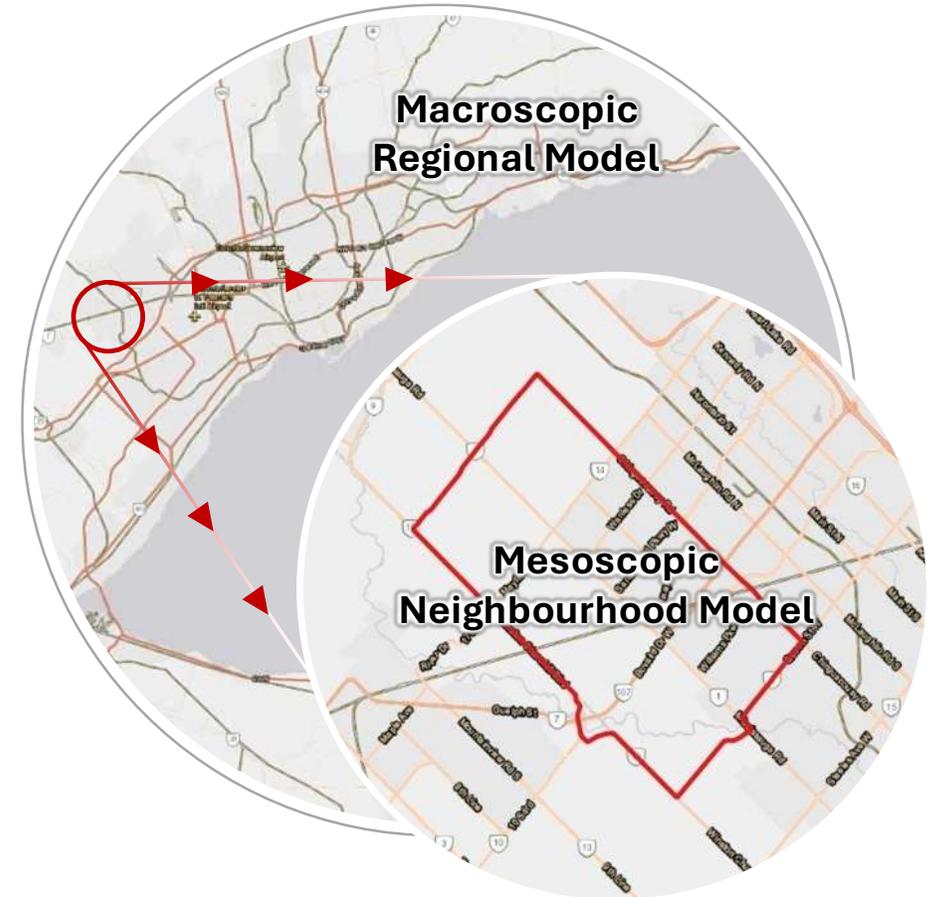
Forecasts transportation demand throughout the Greater Toronto-Hamilton Area

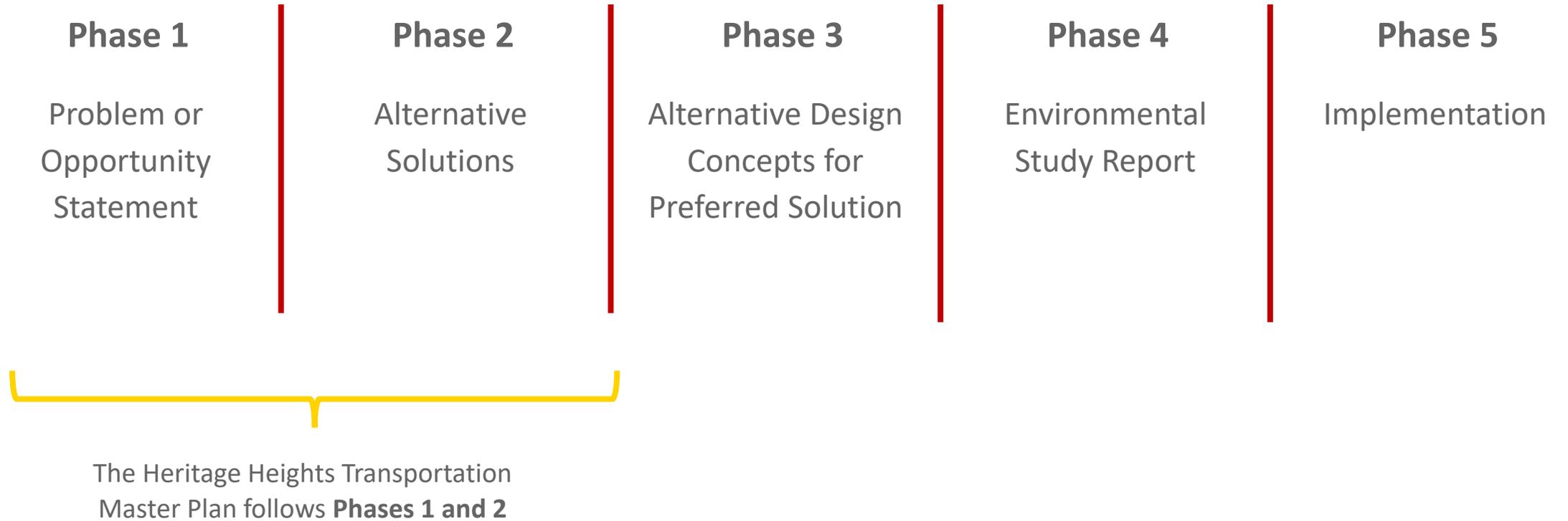
2. Heritage Heights Mesoscopic (“Neighbourhood”) Model

Assesses transportation network operations in and around the Heritage Heights Secondary Plan Area. Model boundaries:

- **Old School Rd** to the North, **Chinguacousy Rd** to the East, **Embleton Rd / Queen St W** to the South, **Winston Churchill Blvd** to the West

Macro-model outputs are used as meso-model inputs – allows for detailed and reliable corridor-level traffic volume projections that account for future planned regional and local growth and transportation infrastructure improvements.





Alternative Solutions (Phase 2) in the Heritage Heights Transportation Master Plan consider road alignment alternatives and road crossings within the Master Plan road framework.



Street Network

- Road Network and Classification
- Transit Network
- Active Transportation Infrastructure
- Highway 413 Protected Corridor



Traffic Operations

- Weekday Morning and Afternoon Peak Hour Volumes and Capacity



Environmental Features

- Natural Heritage System, Greenbelt, Watercourses
- Terrestrial
- Archaeology Studies*
**Archaeology not required in Phase 1 and 2. Archaeology required prior to road construction.*



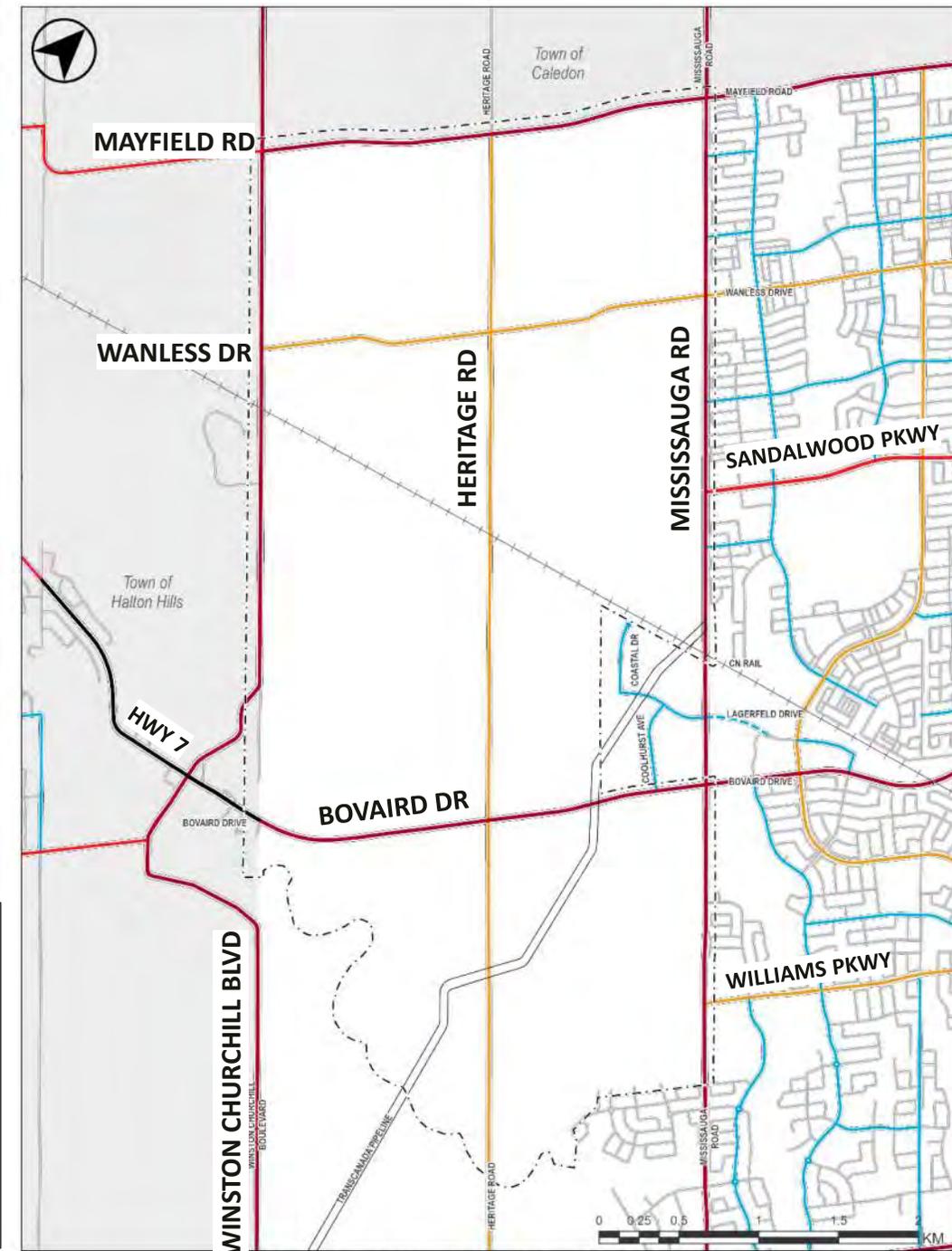
Constraints

- Cultural Heritage Land and Built Heritage Resources
- Built and Planned Constraints

Existing Roads

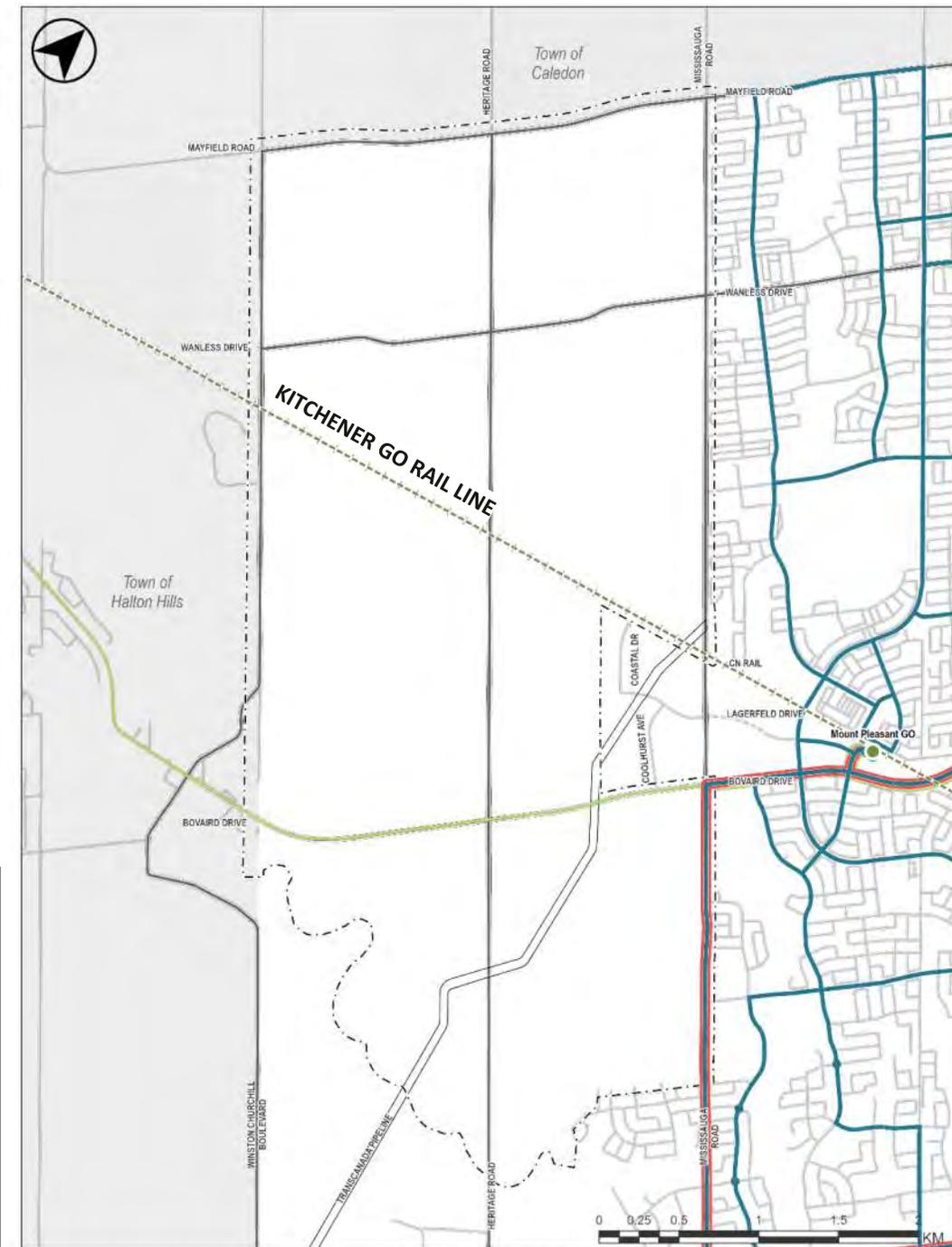
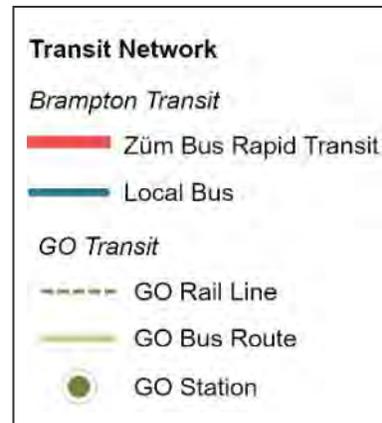
- **Major Arterial Roads (Regional)**
 - Mayfield Road, Bovaird Drive*, Winston Churchill Boulevard, Mississauga Road
- **Minor Arterial Roads (City)**
 - Wanless Drive, Heritage Road

*Bovaird Drive transitions into Highway 7 (Provincial Highway) in Norval (Halton Hills)



Existing Transit

- **Brampton Transit** local bus routes operate east of the Secondary Plan area in Mount Pleasant.
 - Züm bus and local bus routes are provided along Mississauga Road and Bovaird Drive.
- The **GO Transit Kitchener Line** runs along the CN Rail corridor through the Secondary Plan area.
- **Mount Pleasant GO Station** is located along the CN Rail corridor, approximately 1.25-km east of the Secondary Plan area boundary.



Existing Active Transportation

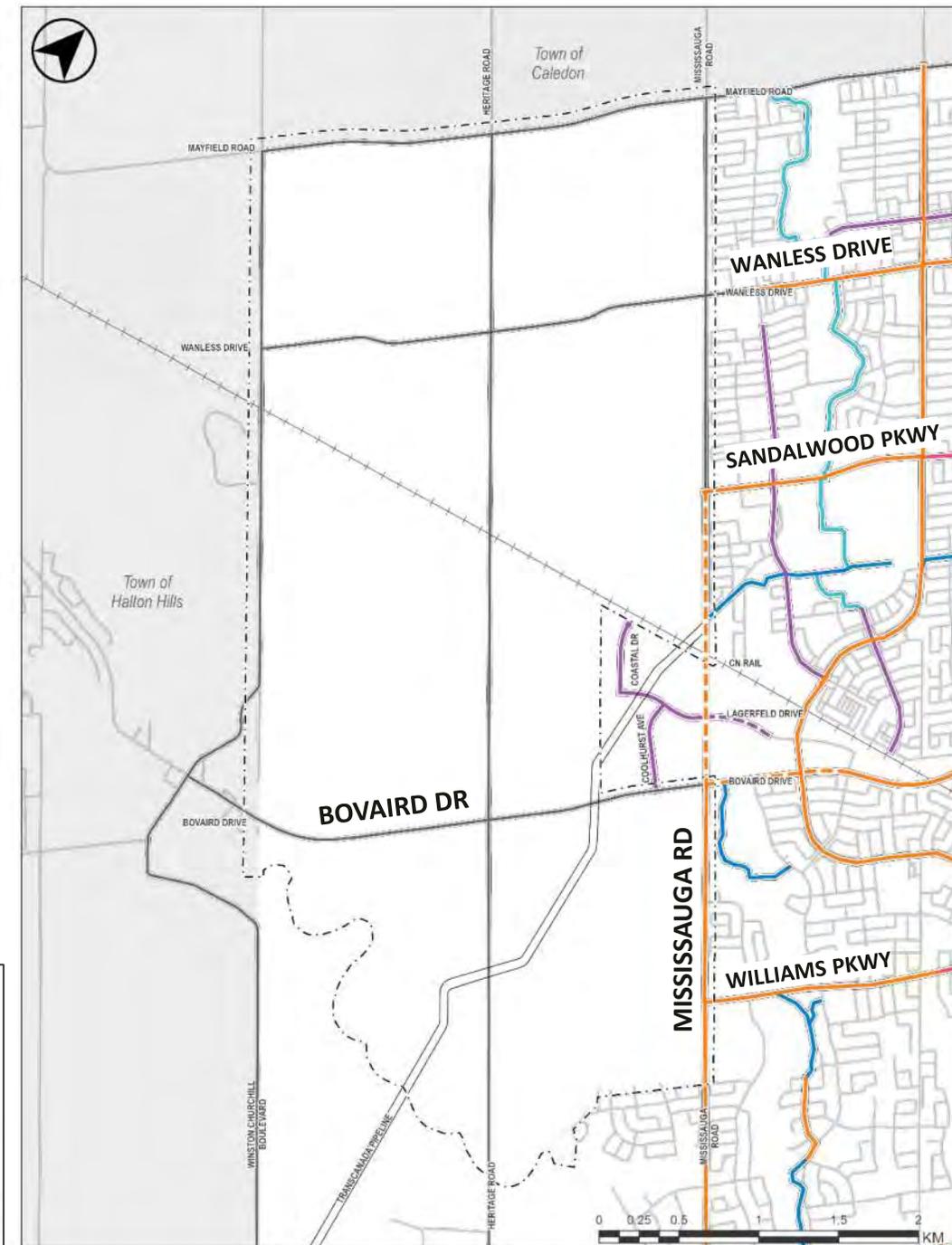
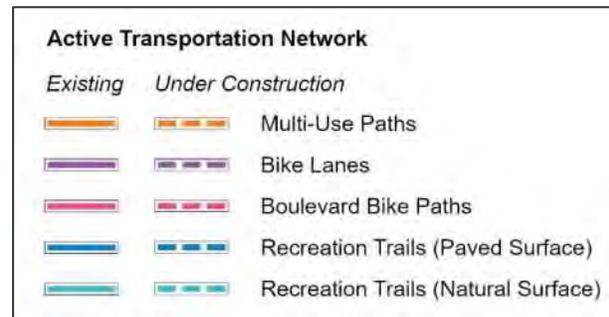
- Active Transportation infrastructure is provided east of the Secondary Plan area.

- Multi-Use Paths**

- Mississauga Road
- Bovaird Drive
- Sandalwood Parkway
- Williams Parkway
- Wanless Drive

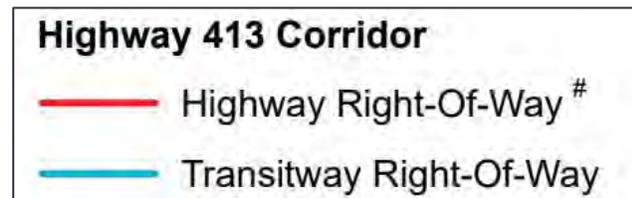
- Bike Lanes**

- Lagerfeld Drive
- Coolhurst Avenue
- Coastal Drive



Highway 413 Protected Corridor

- Highway 413 is a:
 - proposed provincial highway connecting Halton, Peel, and York Regions.
 - protected corridor currently at 90% design and is subject to change as planning progresses.
- Highway 413 corridor includes provisions for highway and transitway incorporated on road crossings of the corridor.

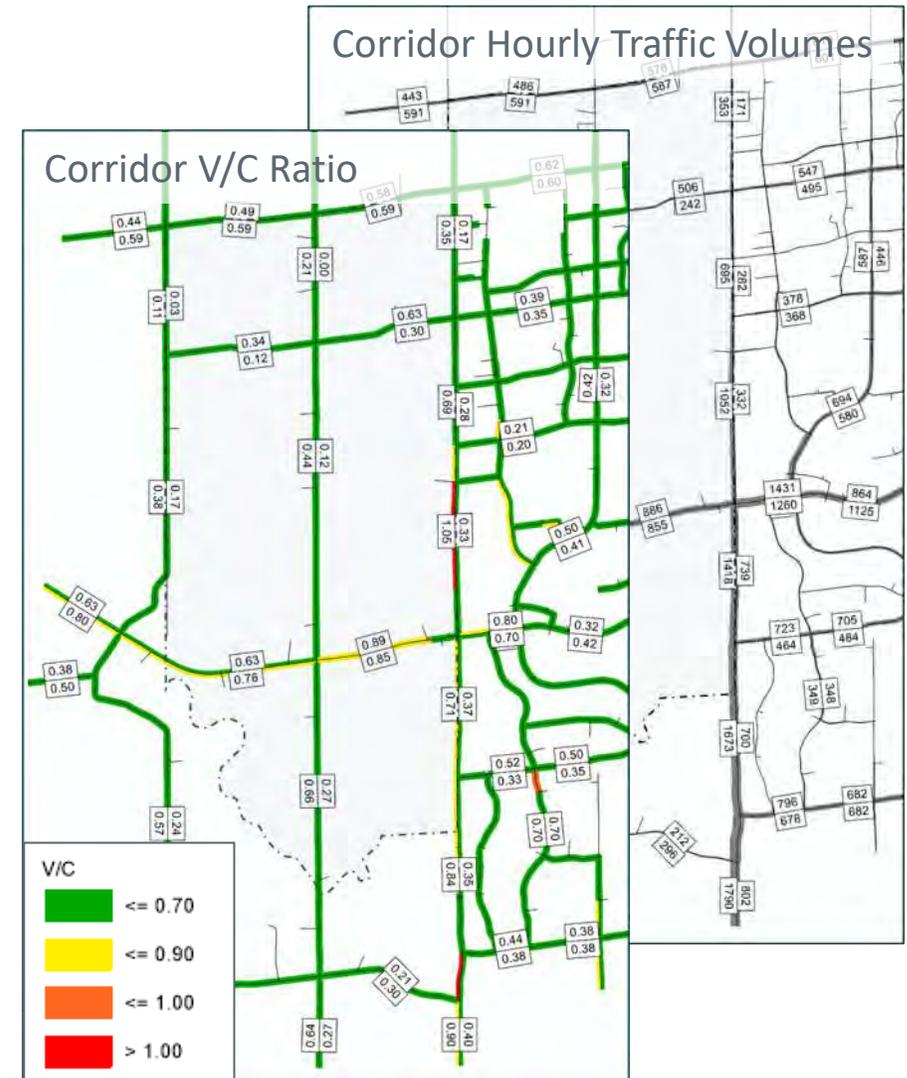


Highway 413 Corridor at 90% preliminary design, subject to change.
SWM pond in Precinct 52-1 to be relocated in consultation with Province.



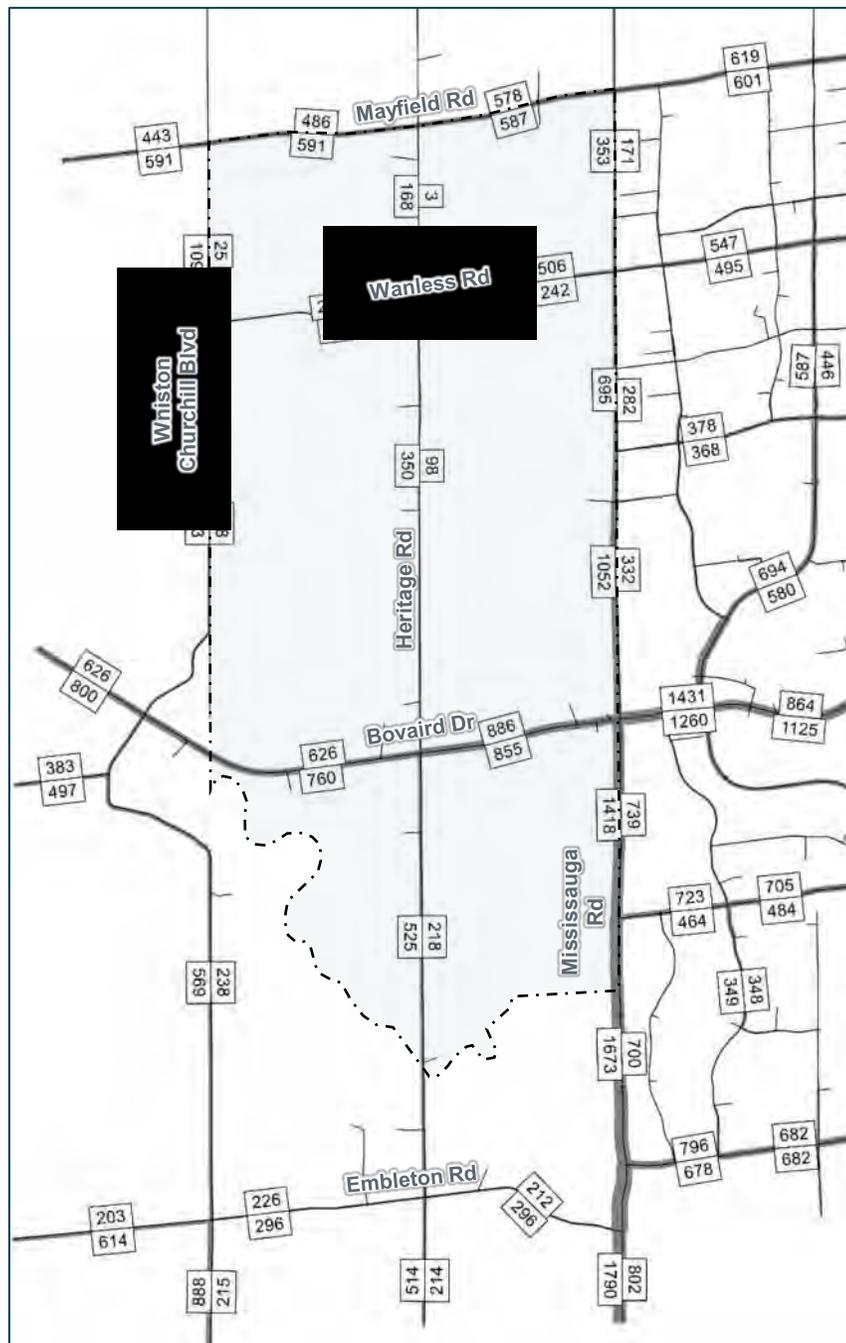
- Traffic operations outputs/metrics include **corridor hourly traffic volumes** and **volume-to-capacity (V/C) ratios**
- V/C ratio is a metric that measures the level of service on a given corridor segment.
- V/C Ratio = **Hourly Traffic Volume ÷ Theoretical Hourly Carrying Capacity**
 - **Green (V/C ≤ 0.70):** not busy, well within capacity
 - **Yellow (V/C ≤ 0.90):** moderately busy, still within capacity
 - **Orange (V/C ≤ 1.00):** very busy, nearing capacity
 - **Red (V/C > 1.00):** over capacity, congested with significant delays

Output Samples



Existing Traffic Operations Weekday AM Peak Hour

- Traffic operations during the **weekday morning peak hour** in the Heritage Heights SPA are generally well within acceptable limits
- Mississauga Road in the southbound direction north of Bovaird Dr is over capacity.



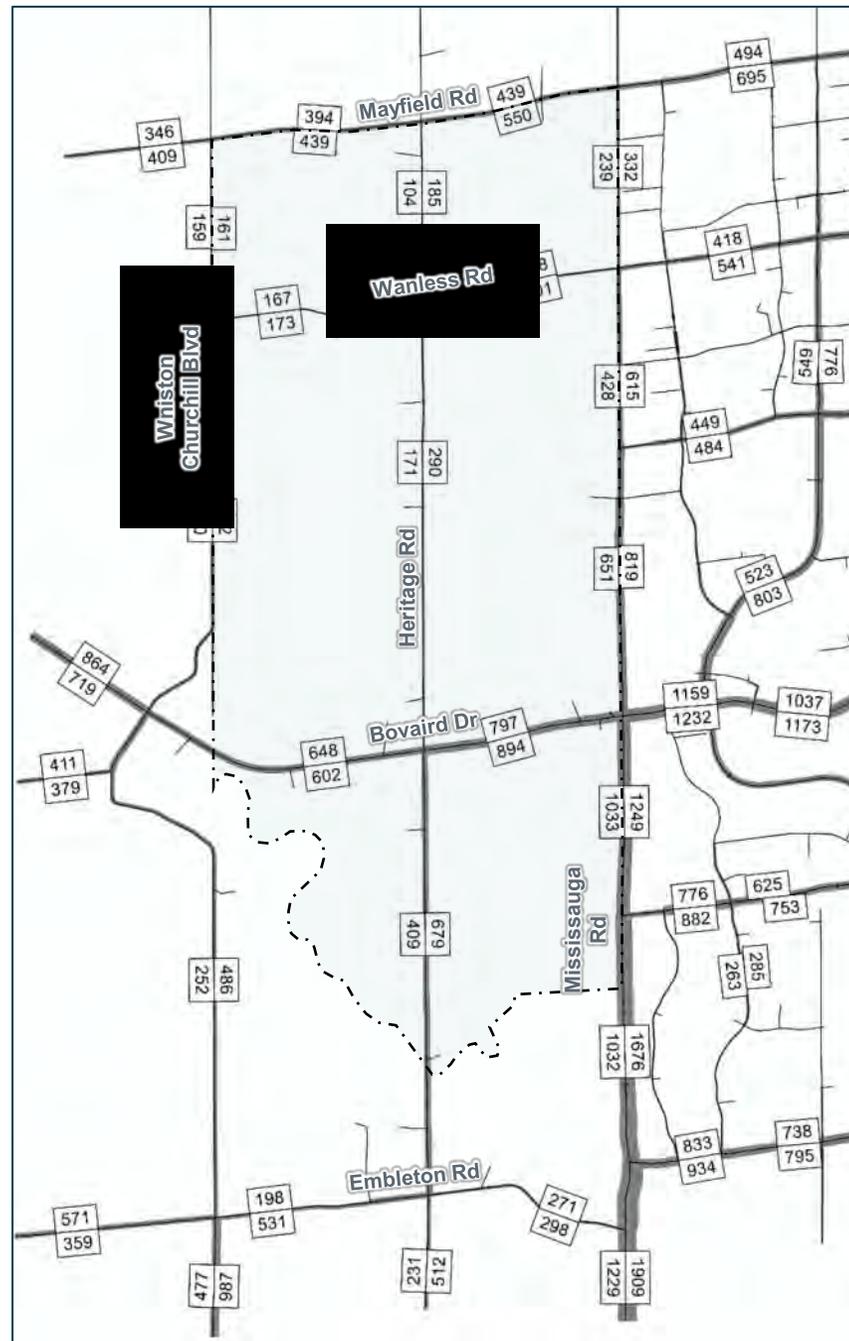
Existing Weekday Morning Peak Hour - Corridor Traffic Volumes (per hour)



Existing Weekday Morning Peak Hour - Corridor Volume-to-Capacity Ratios

Existing Traffic Operations Weekday PM Peak Hour

- Traffic operations during the **weekday afternoon peak hour** in the Heritage Heights SPA are generally well within acceptable limits



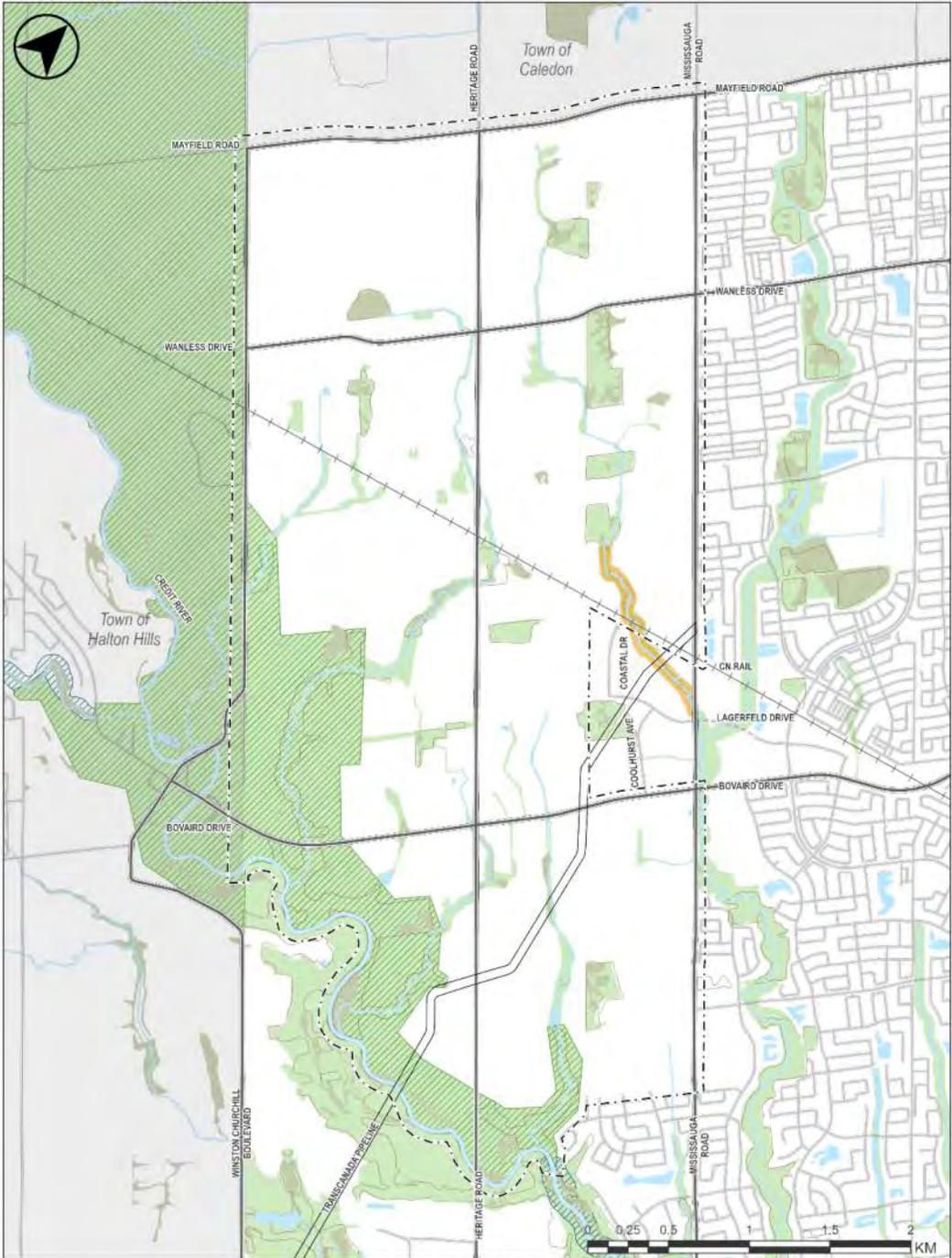
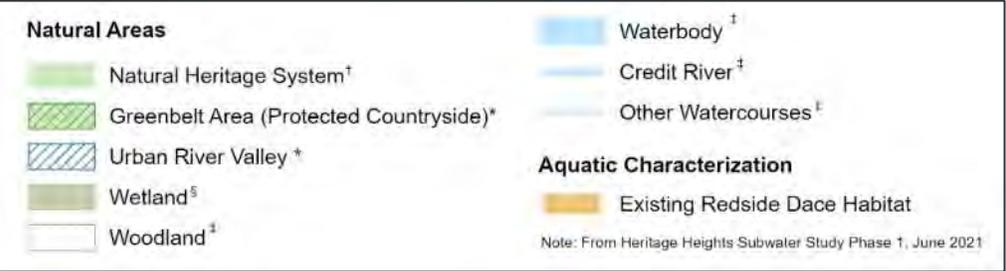
Existing Weekday Afternoon Peak Hour - Corridor Traffic Volumes (per hour)



Existing Weekday Afternoon Peak Hour - Corridor Volume-to-Capacity Ratios

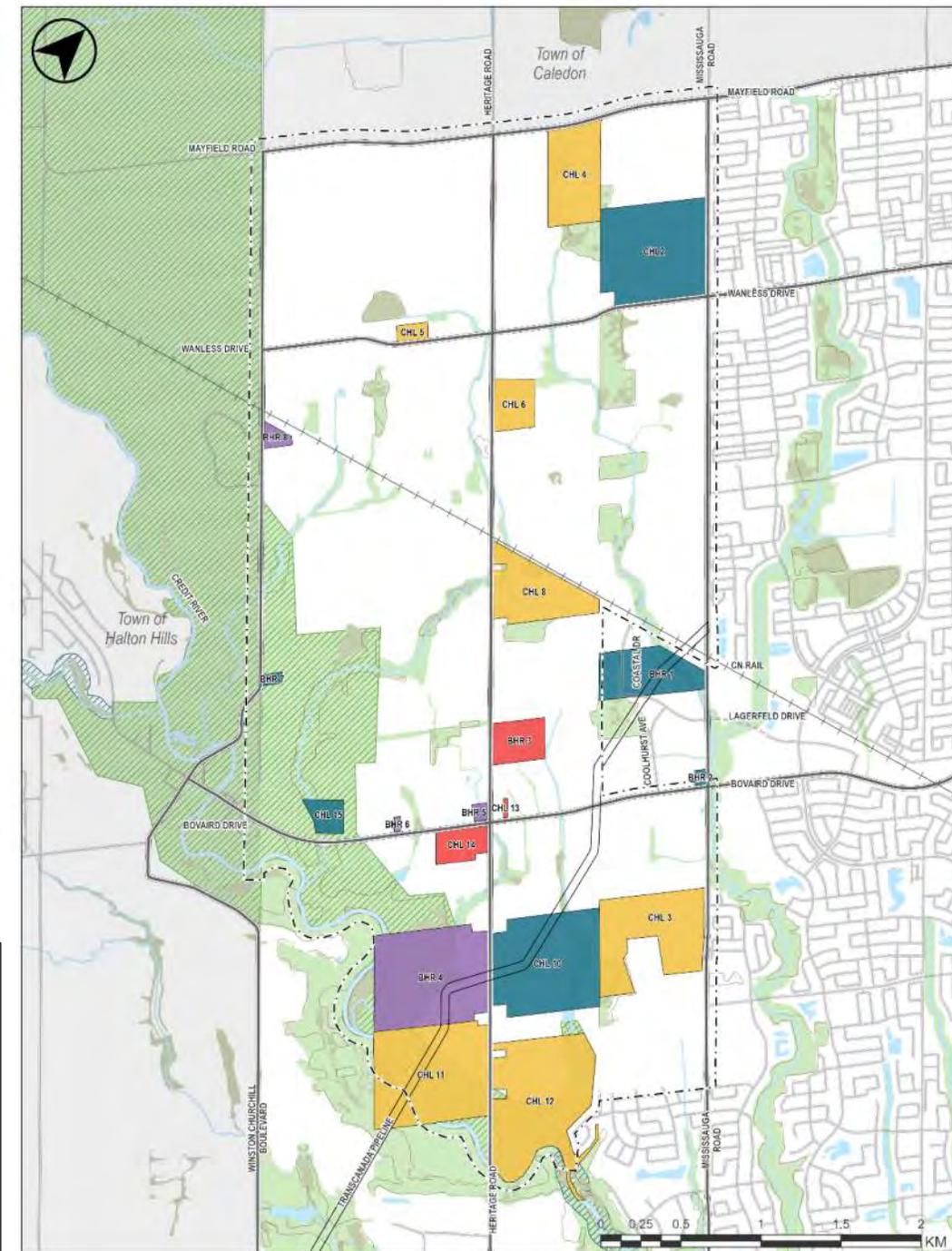
Existing Natural Areas

- Natural Heritage System
- Greenbelt Area (Protected Countryside)
 - Urban River Valley
- Watercourses & Waterbodies
 - Credit River and Credit River Valley
- Woodland & Wetlands
- Redside Dace Habitat



Existing Cultural and Built Heritage Resources

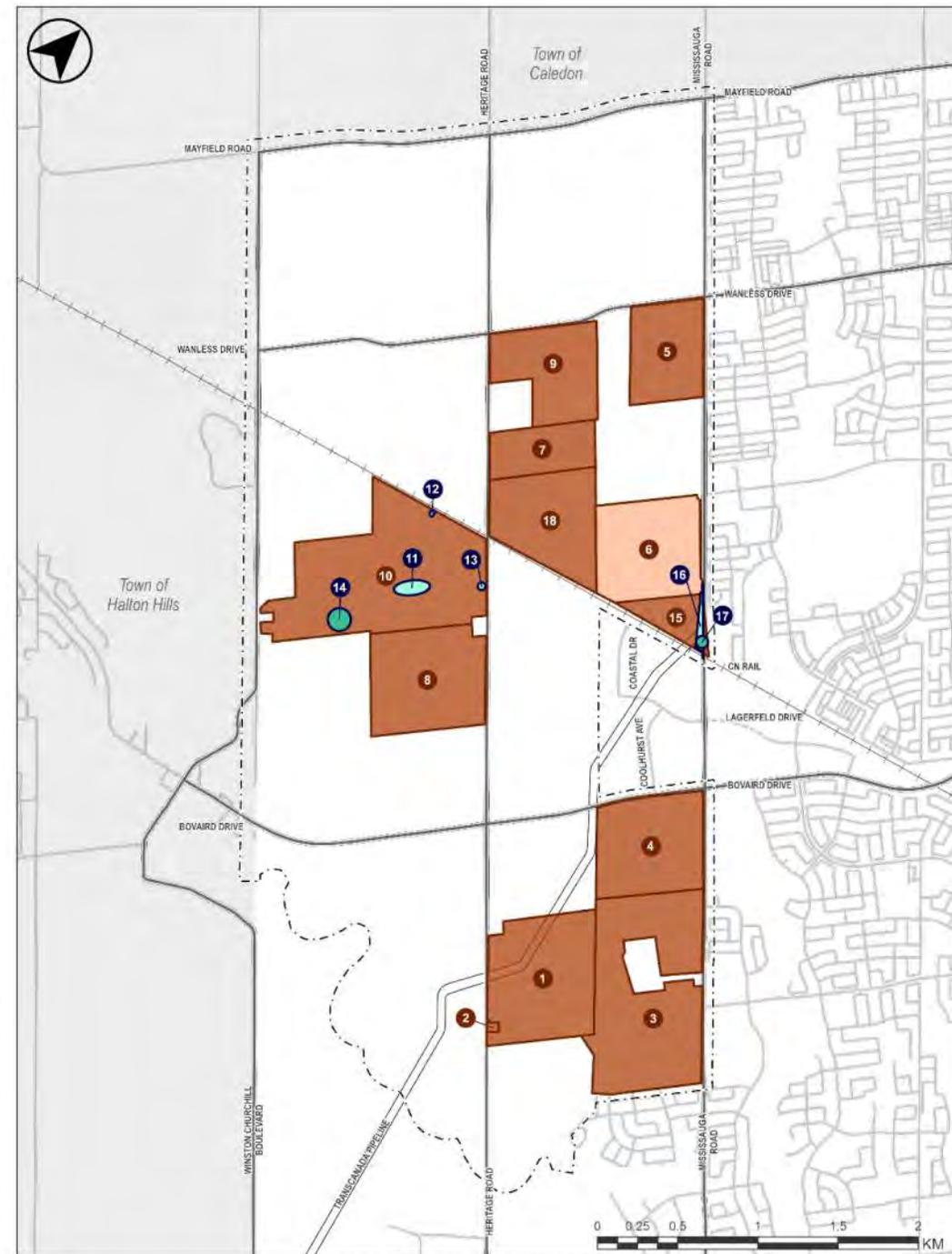
- ASI completed a Cultural Heritage Study for Heritage Heights Community study area in October 2020
- Area has a rural land use history dating back to early nineteenth century with 21 active resources (13 farmscapes, 6 rural residential properties, 1 place of worship and 1 cemetery) as shown in the Figure
- Some of the resources are potentially impacted by road alignments and these could consider implementation of management or mitigation strategies to minimize impacts



Existing Archaeology Studies

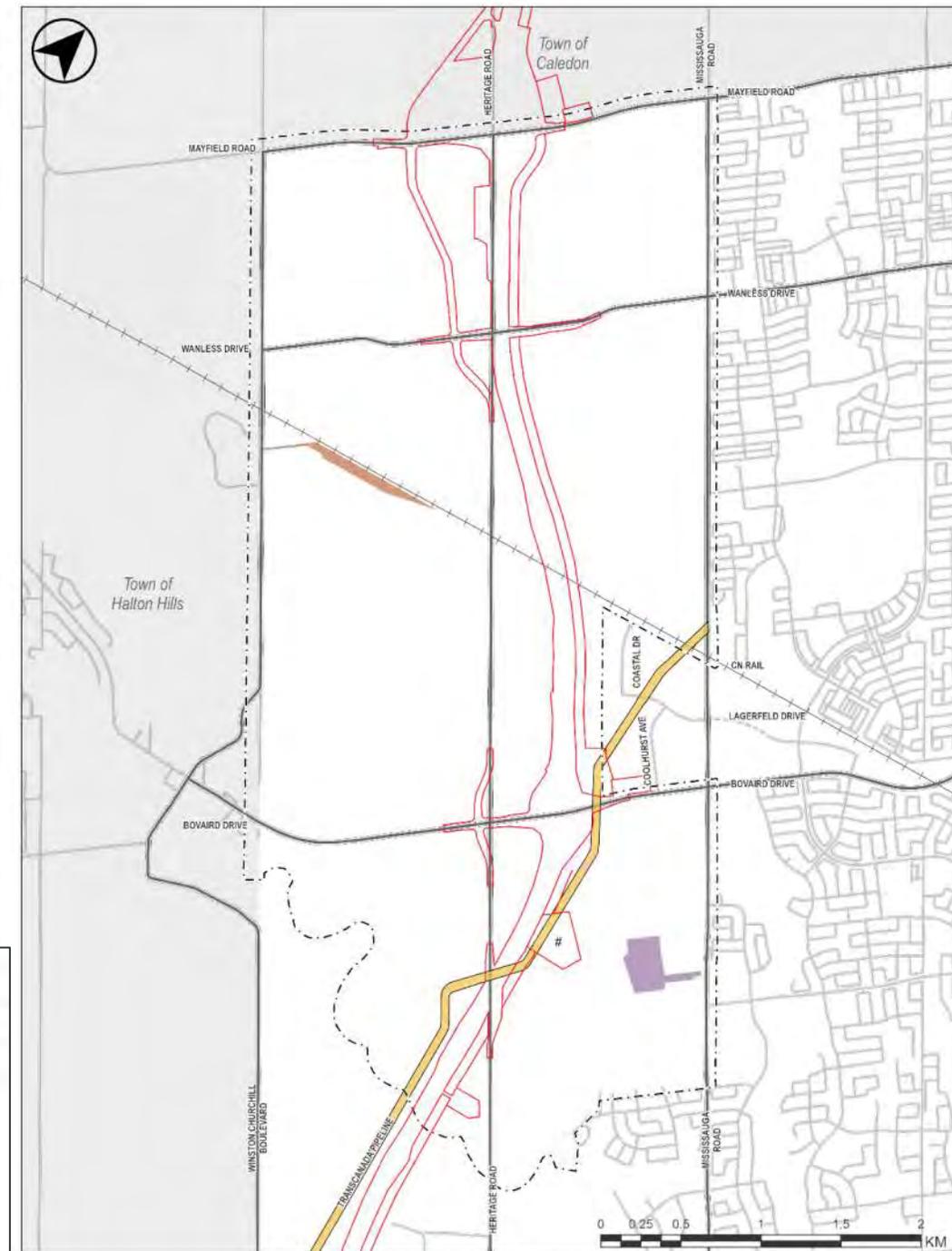
- Archaeological Assessments (AA) (Stages 1 and 2) have been completed or are underway in most of the study area and provides an understanding of potential archaeological impacts from road construction
- Most of the Stage 2 work has resulted in clearance under the Heritage Act however there are a few areas that require additional Stages 3 and 4 AA and these have been or will be completed during detailed design and prior to road construction
- Any areas where Stages 1-2 have not been completed will be assessed during detailed design to confirm road alignments
- While AA are not required for a Transportation Master Plan/Phases 1 and 2 of the Class EA process these must be completed prior to initiation of road construction activities in an area

Archaeological Assessment Stage		Completed Archaeology Studies	
	Stage 1-2	(1) Argo TFP III	(9) TFP Heritage Wanless Inc.
	Stage 1-3	(2) Argo TFP V	(10) 10510 Heritage Road
	Stage 3	(3) DG Lands	(11) Cameron Site
	Stage 4	(4) 2055 Bovaird Drive W	(12) McNichol's Cemetery
		(5) Lot 15, Concession 5	(13) 10510 H5 Site
		(6) Lot 13, Concession 5	(14) McNichol Site
		(7) 1761540 Ontario Limited Lands	(15) Lot 12, Concession 5
		(8) 10294 & 10378 Heritage Road	(16) McDowell Site - Stage 3
			(17) McDowell Site - Stage 4
			(18) Lot 13 & 14, Concession 5



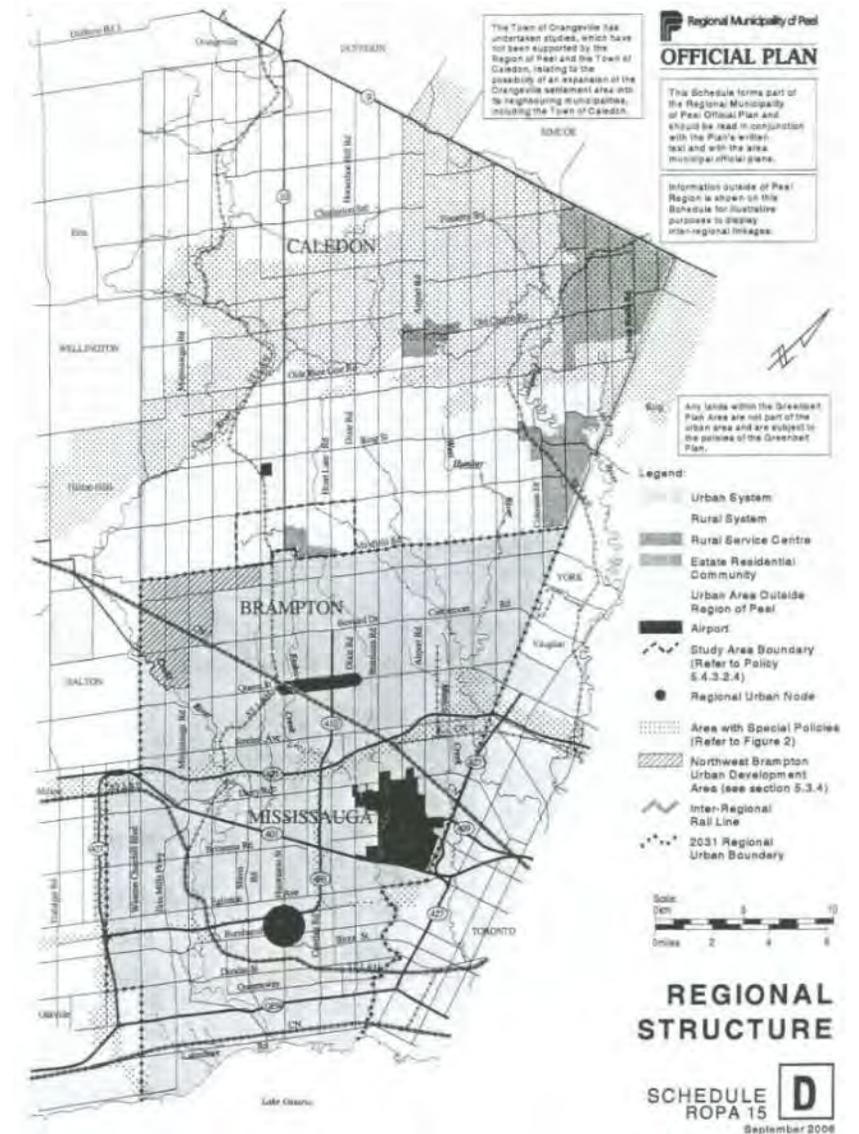
Existing Built and Planned Constraints

- Highway 413 Transportation Corridor (Planned)
- TransCanada Pipeline
- CN Rail Line (Kitchener GO Line)
- Metrolinx Heritage Road Layover Facility
- Peel Region Pumping Station



Moving from Existing to Future

- Much of the City of Brampton is comprised of existing neighbourhoods that are largely built out. Aside from intensification in Strategic Growth Areas, new development will occur in the City's remaining greenfield areas, the largest of which is the Heritage Heights Secondary Plan area.
- In the **Region of Peel Official Plan**, the entirety of the **Heritage Heights Secondary Plan area – with the exception of the Greenbelt lands – is designated as “Urban System”** in Schedule E-1 (Regional Structure).
- The “Urban System” designation has been in effect since 2006, originally legislated by City of Brampton Official Plan Amendment OP93-245 and Peel Region Official Plan Amendment 15 (ROPA 15), and subsequently approved by the Ontario Municipal Board (OMB).



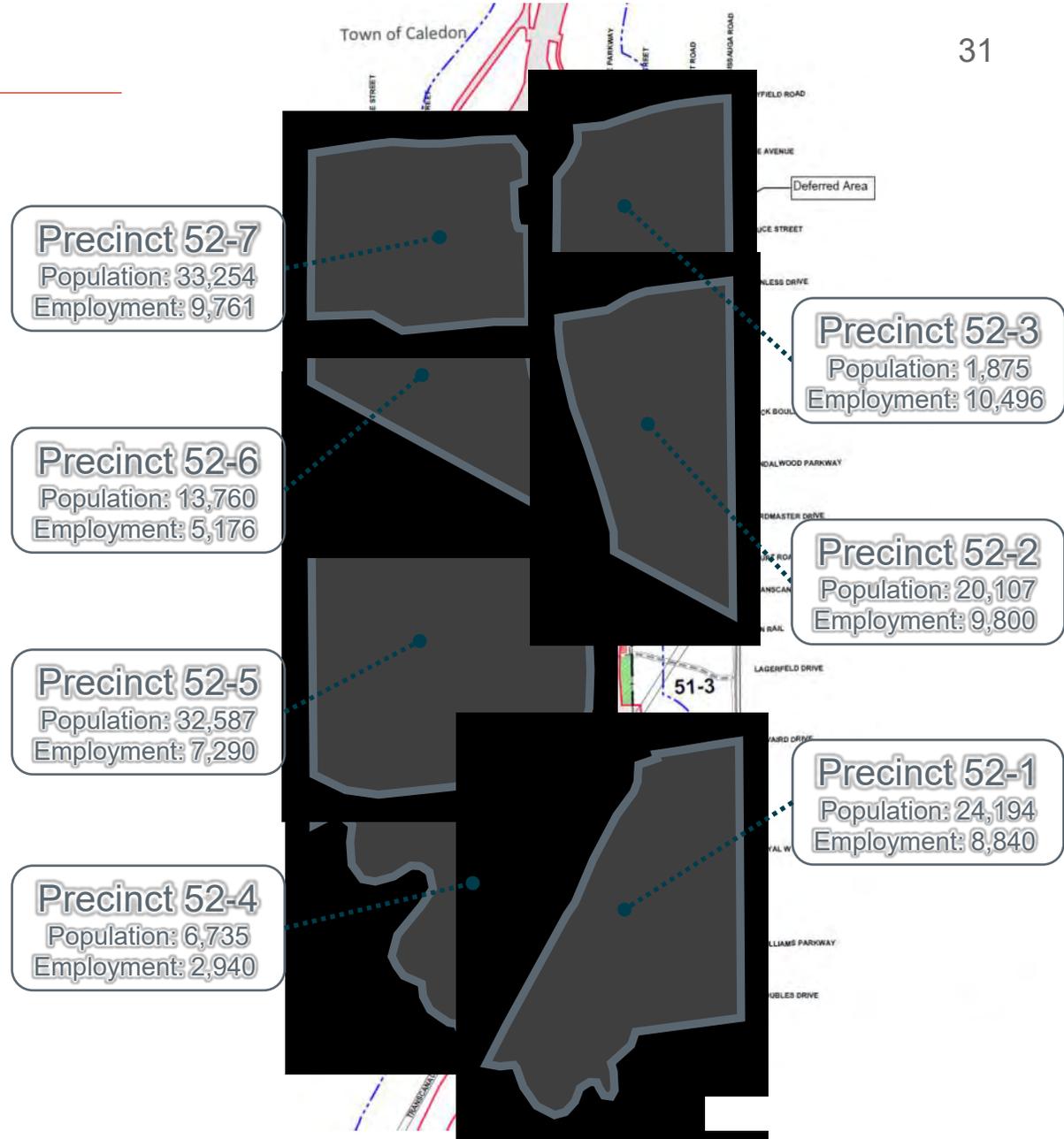
What's Planned for Heritage Heights?

“Seven distinct Precincts, which will accommodate both people and jobs through a full range of uses including employment, mixed-use, institutional and civic, and various housing forms, tenures and types” – Section 2, “Vision and Guiding Principles” - Heritage Heights Secondary Plan

Heritage Heights Secondary Plan Area is planned to accommodate **132,188 people** and **54,307 jobs**

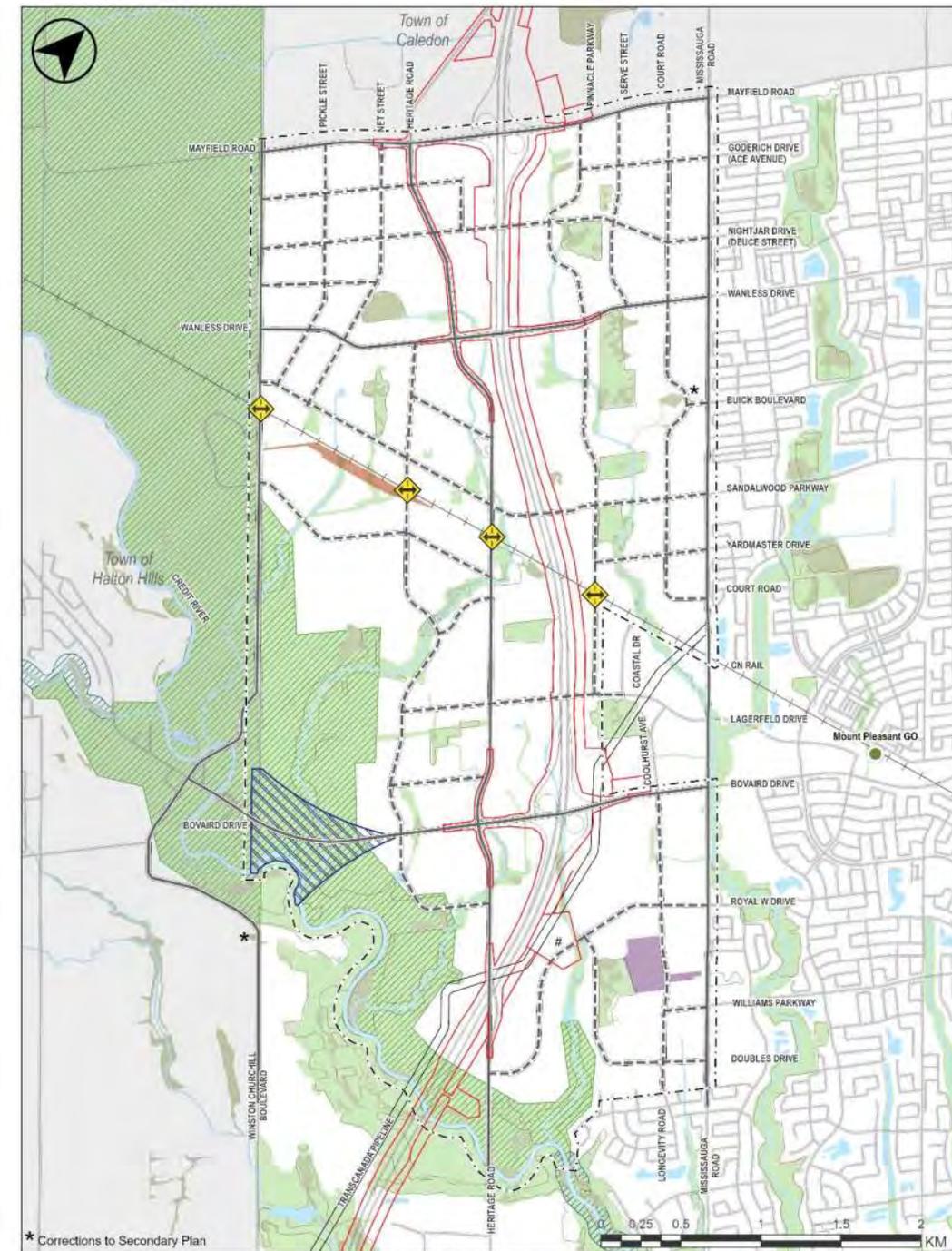
“A connected system of green corridors and pedestrian, cycling, and street networks will promote walkability, accessibility, and connections to transit, and local and regional destinations” – Section 2, “Vision and Guiding Principles” - Heritage Heights Secondary Plan

LEGEND	
	Secondary Plan Area
	Existing Street Network
	Proposed Street Network
	Existing Rail Line
	Preliminary Highway & Transitway Right-Of-Way Design
	Focused Analysis Area/ Narrowed Area of Interest <small>*Data from Highway #13 Envisioning Mapping</small>
	Conceptual Railway Crossing <small>*Data from Ontario Data Catalogue</small>
	Elementary School
	Secondary School
	Future Neighbourhood Parks
	Hospital
	Fire Station
	Greenbelt Area-Protected Countryside Note: Any lands within the Provincial Greenbelt Area are not part of the Urban Area and are subject to the policies of the Greenbelt Plan
	Natural Heritage System
	Community Parks
	Neighbourhoods
	Mixed Use Residential (Med)
	Mixed Use Residential (High)
	Corridor Mixed Use A
	Corridor Mixed Use B
	Major Institutional
	Employment
	Pumping Station
	Transportation - CN Railway Layby and Maintenance Facility
	East-West Connection Focus Area
	Special Policy Area



Testing the Proposed Secondary Plan Road Network

- The Proposed Secondary Plan road network was tested based on planned growth in population and employment to identify:
 - **Critical constraints in transportation capacity** that call for new infrastructure or infrastructure improvements, and
 - **Opportunities to respond to known environmental, built, and planned features** through:
 - Road re-alignments and
 - Re-evaluation of Road, Rail, and Environmental Crossings

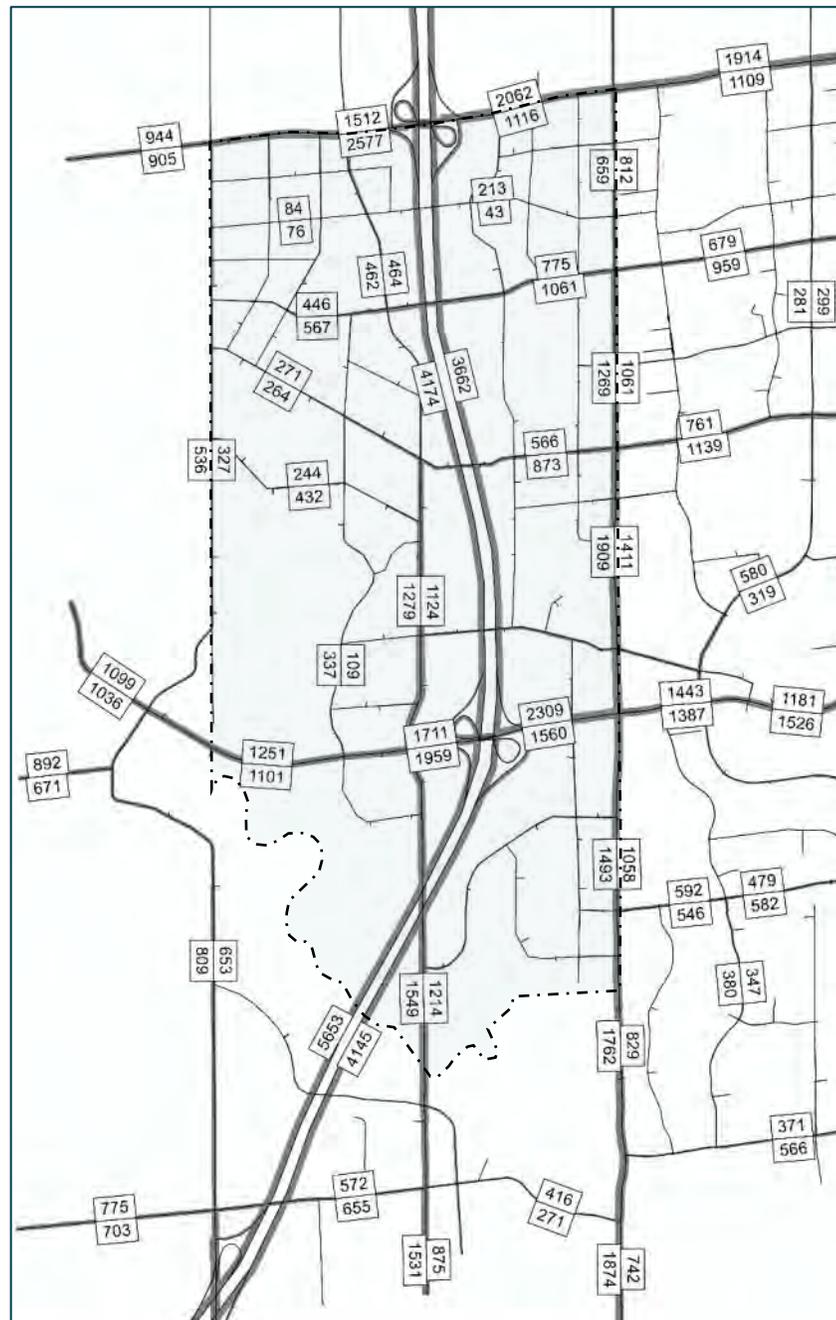


Future Traffic Operations 2051, Morning Peak Hour

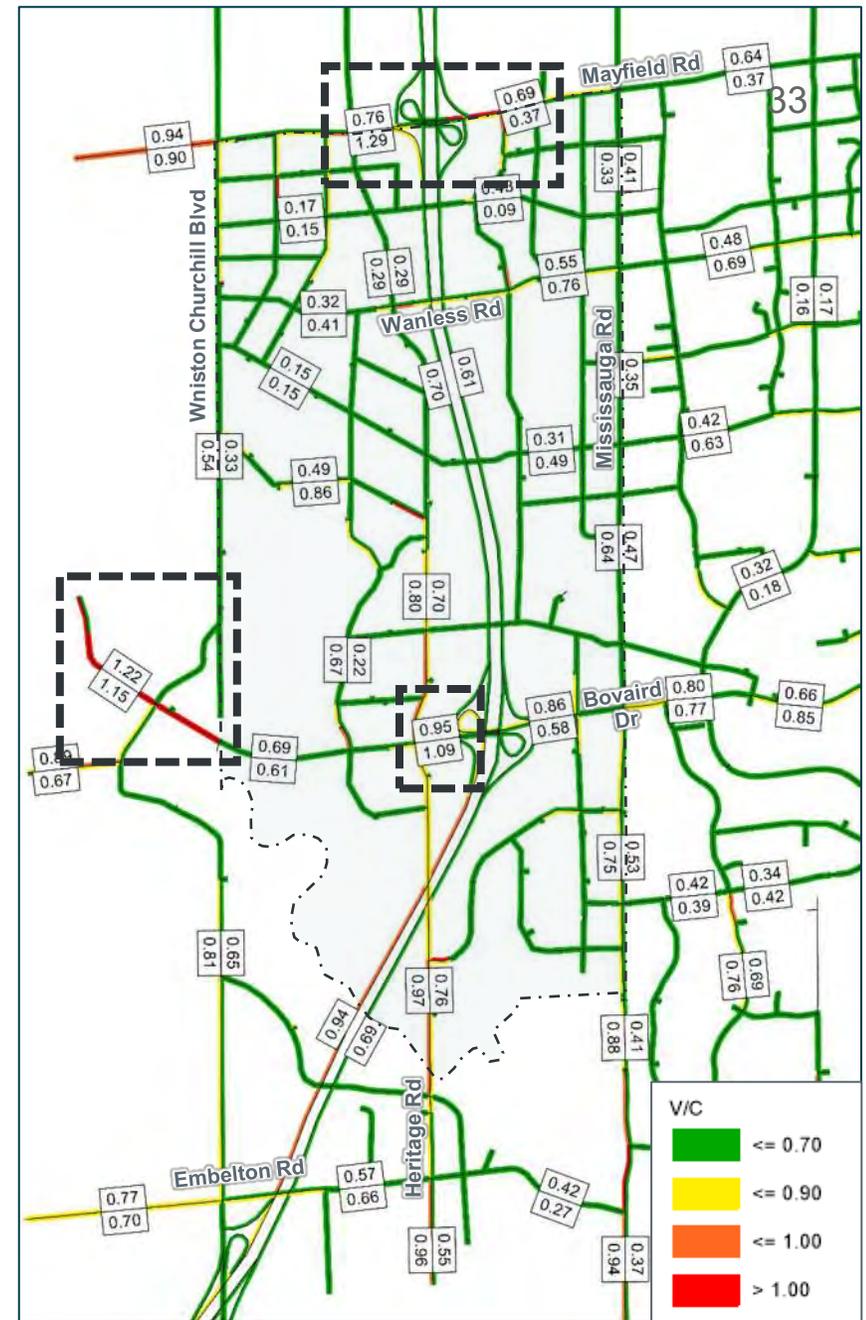
Forecasted traffic operations during the **weekday morning peak hour** in the Secondary Plan area are generally within acceptable modelling limits

Over-capacity road segments:

- Mayfield Road at Highway 413 (between Pinnacle Parkway and Heritage Road)
- Bovaird Drive between Highway 413 and Heritage Road
- Bovaird Drive/Highway 7 west of Halton-Peel Boundary



Future Weekday Morning Peak Hour - Corridor Traffic Volumes (per hour)



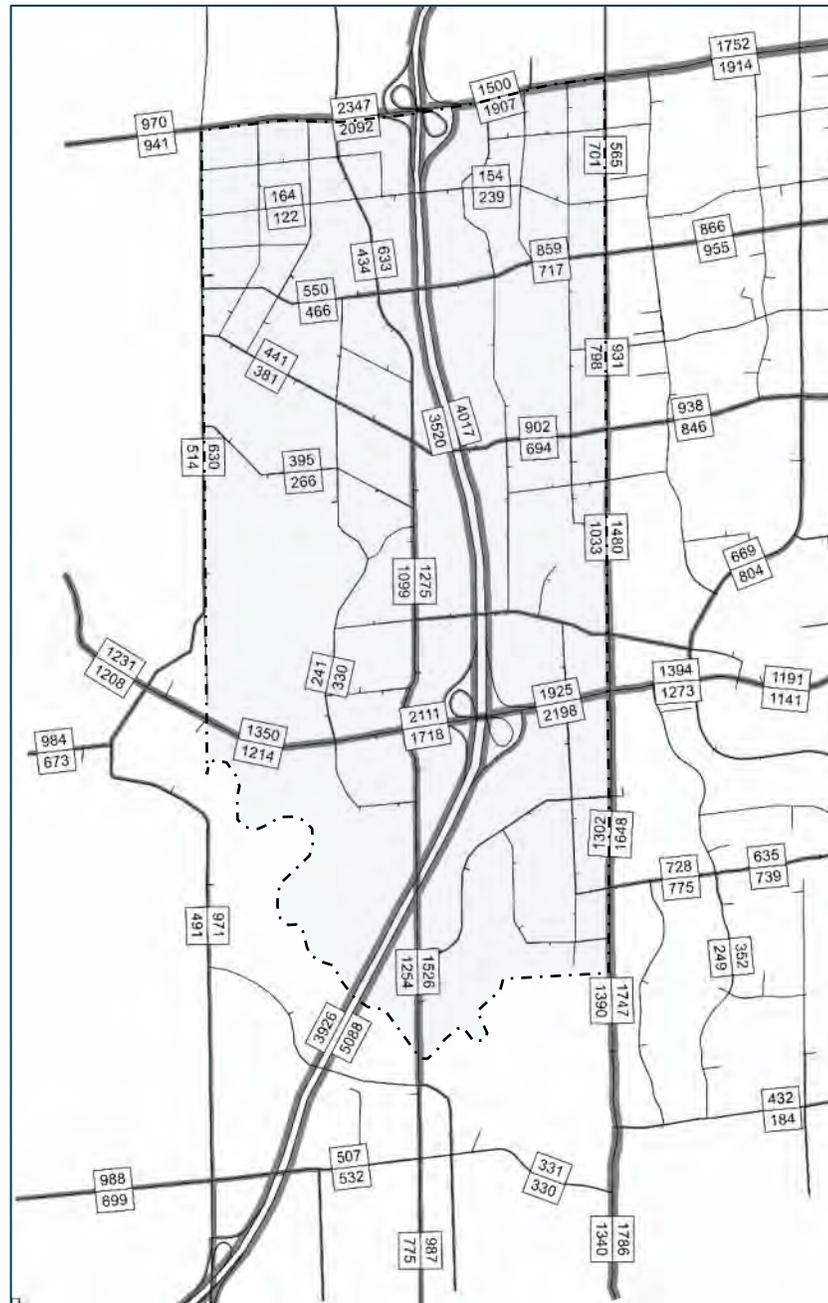
Future Weekday Morning Peak Hour - Corridor Volume-to-Capacity Ratios

Future Traffic Operations 2051, Afternoon Peak Hour

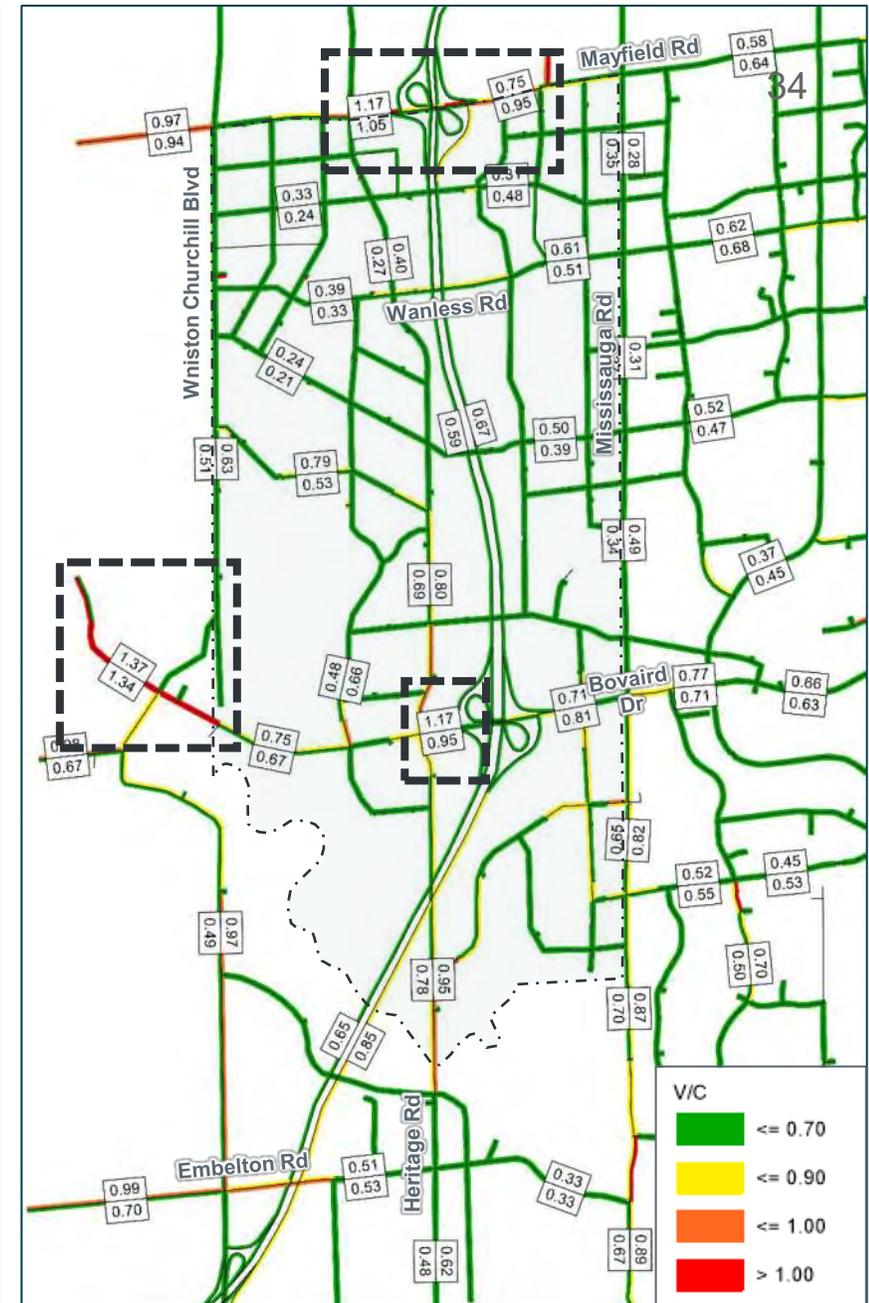
Forecasted traffic operations during the **weekday afternoon peak hour** in the Secondary Plan area are generally within acceptable modelling limits

Over-capacity road segments:

- Mayfield Road at Highway 413 (between Pinnacle Parkway and Heritage Road)
- Bovaird Drive between Highway 413 and Heritage Road
- Bovaird Drive/Highway 7 west of Halton-Peel Boundary

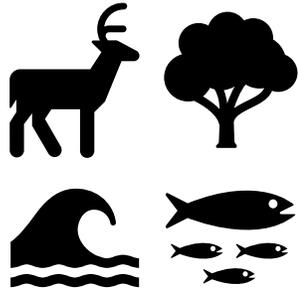


Future Weekday Afternoon Peak Hour - Corridor Traffic Volumes (per hour)

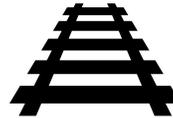


Future Weekday Afternoon Peak Hour - Corridor Volume-to-Capacity Ratios

- There are three (3) types of major physical opportunities and constraints that influence changes in the Secondary Plan road network alignment:



**Crossing Natural Heritage
Systems: Watercourses,
Wetlands, Terrestrial Habitats**



**Crossing the Railway and
the TransCanada Pipeline**

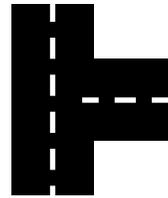


**Crossing Future
Highway 413**

- Alternatives to the Secondary Plan road network to address traffic capacity and environmental considerations were categorized as:



Road Widenings



**Road Alignment
Alternatives**



**Refinements to Road
Crossings (of natural and
built environment features)**

Network Alternatives

Road Widening

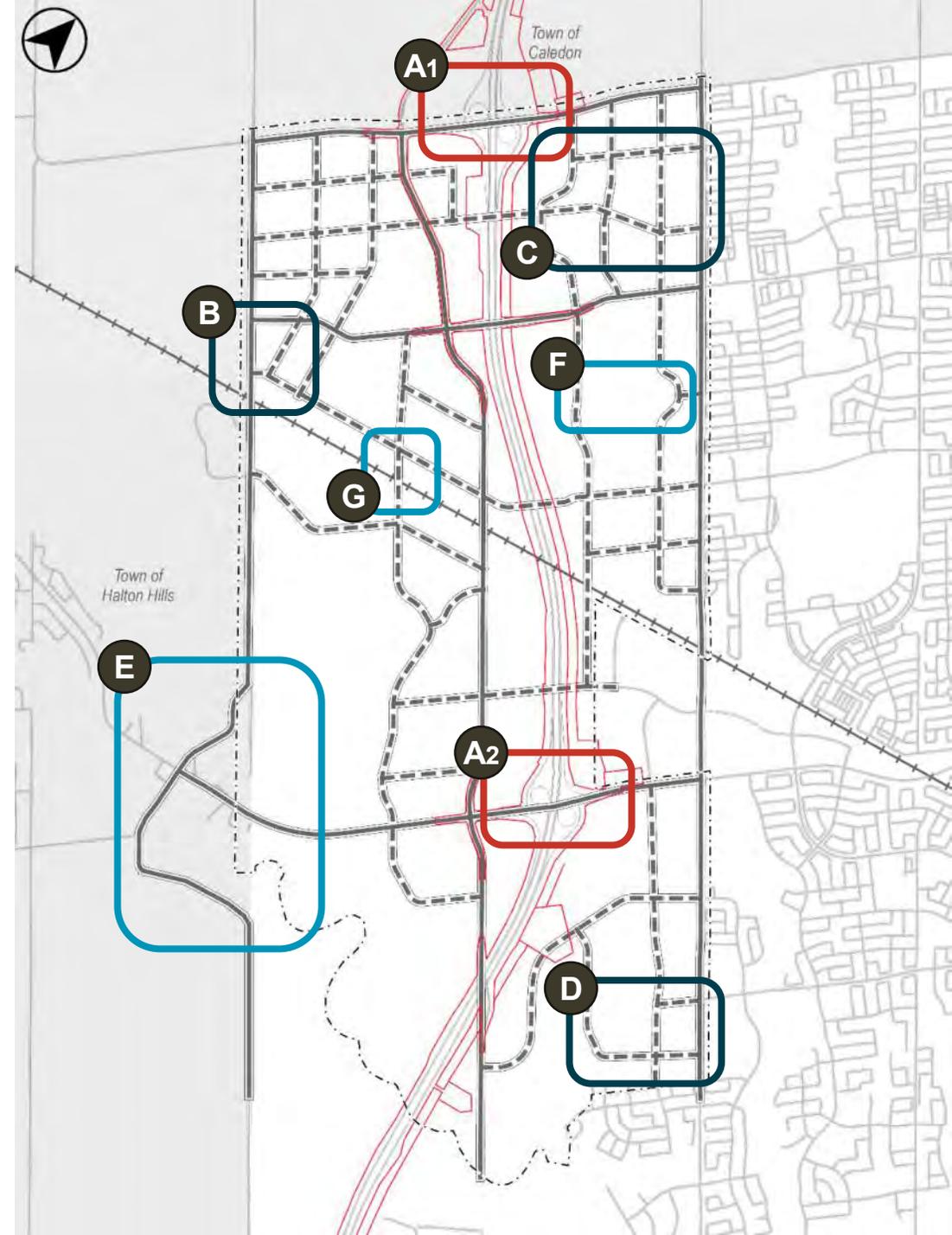
- A. Bovaird Drive & Mayfield Road Lane Widening

Road Alignments

- B. Sandalwood Parkway & Winston Churchill Boulevard (52-6 / 52-7)
- C. Precinct 52-3 Road Network
- D. Williams Parkway & Doubles Drive (52-1)

Crossings of Existing or Planned Constraints

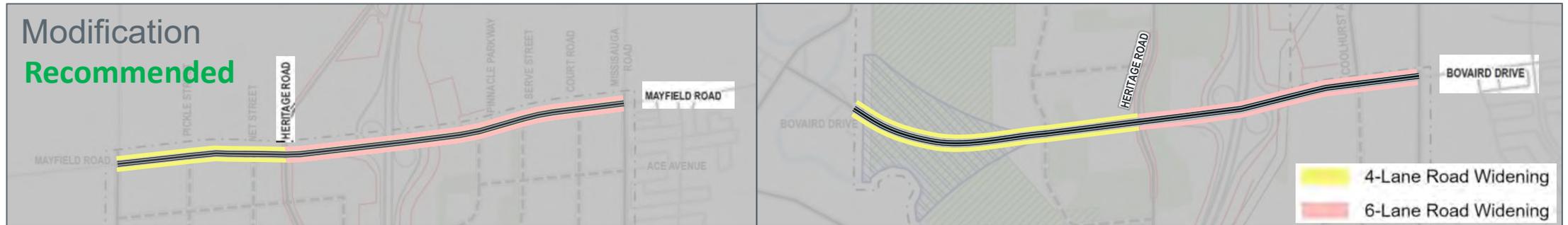
- E. East-West Connection Focus Area (Inter-Regional)
- F. Buick Boulevard (52-2)
- G. North-South Rail Crossing (52-5 / 52-6)



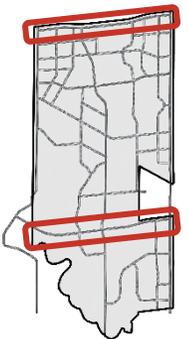
The **Long List** of transportation network modifications to the Secondary Plan has been reviewed and screened as:

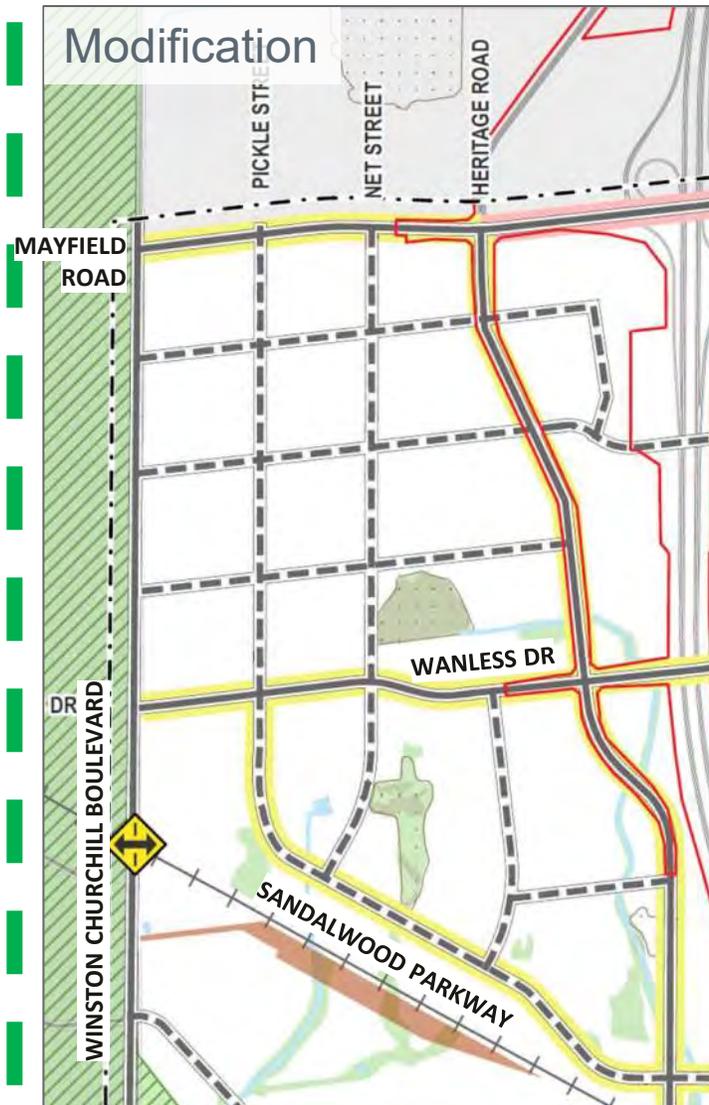
- **Recommended:** Addresses Transportation Master Plan Problem Statement with similar or less impacts to the Secondary Plan transportation network, can be adopted and will not require further evaluation
- **Carried Forward for Further Evaluation:** Addresses the Transportation Master Plan Problem Statement but requires further Environmental Evaluation
- **Not Recommended:** Does not address the Transportation Master Plan Problem Statement or improve on the Secondary Plan transportation network

A **Short List** of transportation modifications screened as **Carried Forward for Further Evaluation** has been developed for evaluation through the Municipal Class Environmental Assessment process.



- **Description of Modification:** Widenings to 6-lanes along Mayfield Road and Bovaird Drive extended westward to Heritage Road
- **Description of Need/Impacts:** Required to accommodate high east-west volumes travelling to/from to the Highway 413 interchanges. Widenings in this area are also under consideration by the Region’s Long Range Transportation Plan, Completed, and Ongoing Municipal Class Environmental Assessment **Widening Recommended**



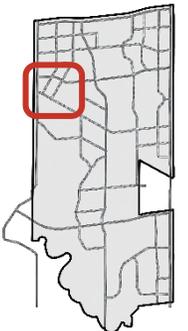


- **Description of Modification:**
Re-alignment of the planned Sandalwood Parkway terminating at Wanless Drive.
- **Description of Need/Impacts:**
Grading, Fill, environmental impacts related to Sandalwood Parkway intersecting future elevated Winston Churchill Boulevard (CN Railway crossing).

Negligible impact to traffic operations.

Precinct 52-6 and 52-7 roads also aligned to normalized intersection angles and curvature.

• **Realignment Modification Recommended**



Recommended

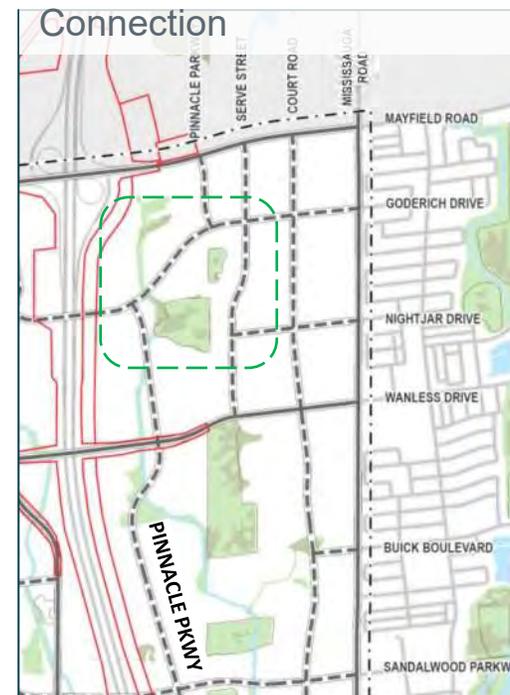
Secondary Plan



Option 2 – Continuous NS Connection

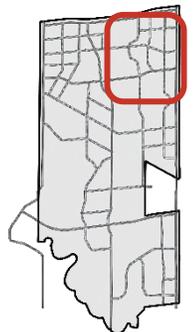


Option 3 – Continuous EW Connection



All Options Carried Forward for Further Evaluation

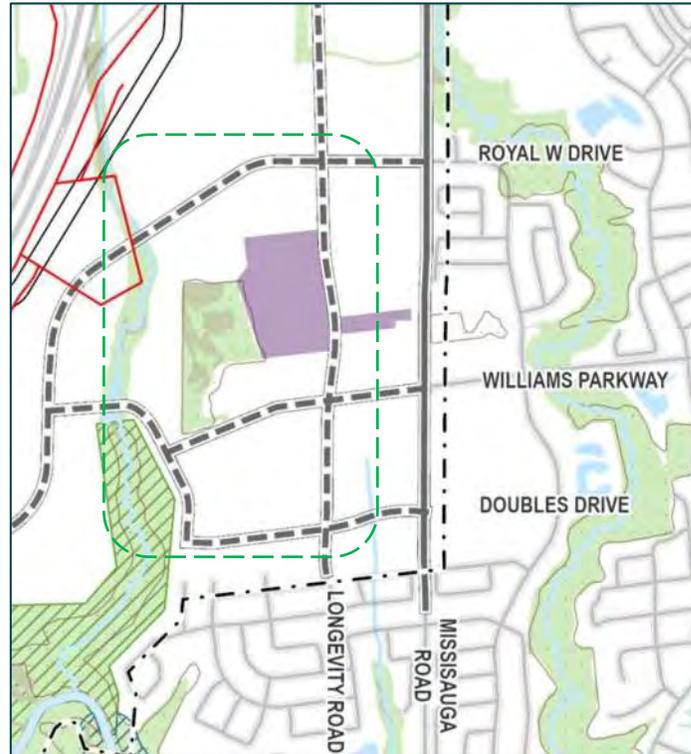
- **Description of Modification:** Realignment of Nightjar Drive (Deuce Street), extension of Goderich Drive (Ace Avenue), and realignment of Pinnacle Parkway to avoid wetland features.
- **Description of Need and/or Impacts:** Need to maintain Pinnacle Parkway and Court Road north-south connectivity to Mayfield Road and east-west employment connectivity across Highway 413. Continuous Grid Network compromised by realignment although environmental features are avoided.
- All Options Carried Forward for Further Evaluation given natural heritage impacts and connectivity needs.



Secondary Plan



Modification

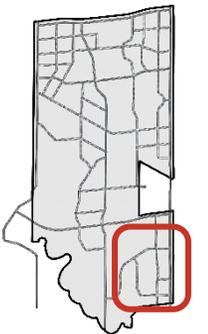


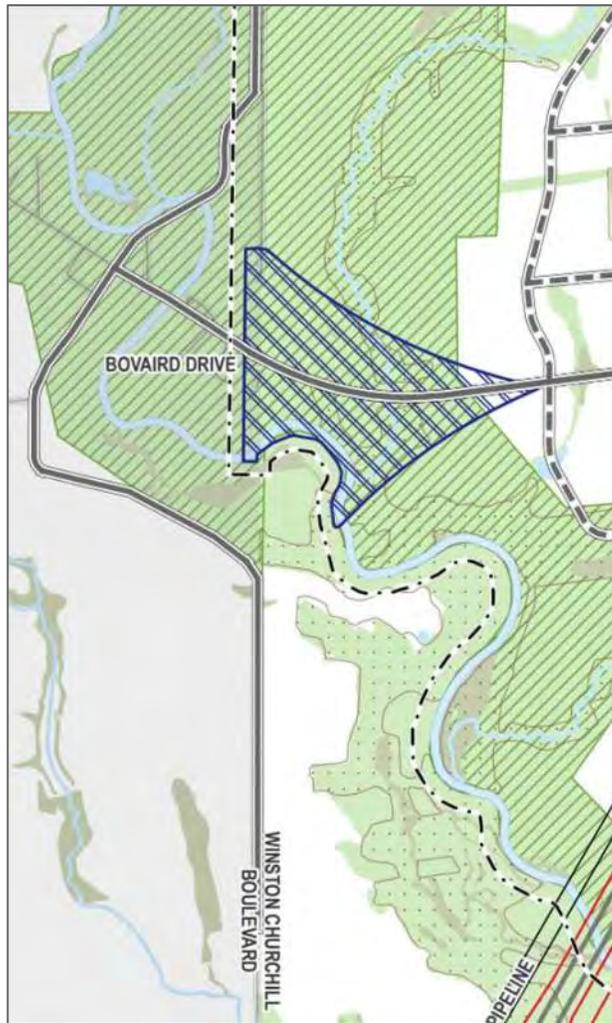
Recommended

- **Description of Modification:** Realignment of Doubles Drive and Williams Parkway reflecting emerging Precinct Planning
- **Description of Need/Impacts:** Negligible impact to traffic operations. Increased connectivity to west Precinct.

Similar environmental impacts to Secondary Plan road network. Avoids road impacts next to woodland.

- **Realignment Modification Recommended**





Secondary Plan

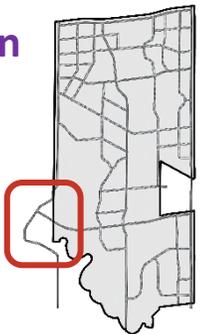
Table 7-21: East-West Options Evaluation

Indicators/Options	Option 1	Option 2	Option 3	Option 4
	DO NOTHING – No additional East-West Connection	New Link South of Norval from 10 Sideroad to Bovaïrd	New Link to from 10 Sideroad to Williams Parkway	New Link North of Norval to Bovaïrd
Transportation Service Impacts	○	●	◐	●
Impacts on Natural Environment	◑	◐	◐	○
Community Impacts	○	◐	◐	◐
Economic Impacts	○	●	◐	●
Construction Costs	●	○	○	○
Overall	Not Recommended	Carry Forward to EA Study	Not Recommended	Carry Forward to EA Study



Source: 2010 HPBATS Study

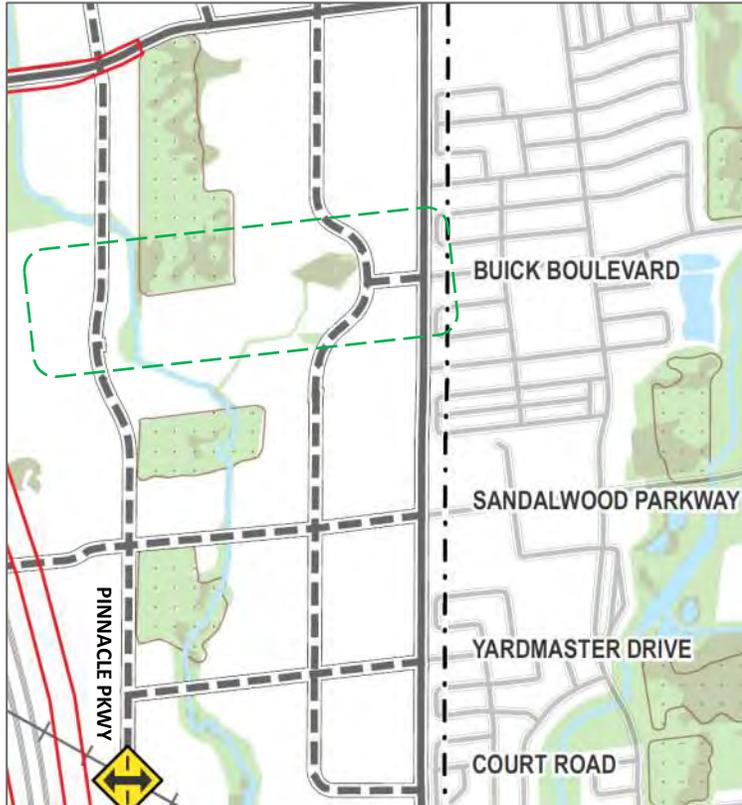
- **Description of Modification:** Widening, By-Pass, or Do Nothing to address potential future traffic capacity constraints.
- **Description of Need/Impacts:** Modelling indicates capacity constraints in 2051 conditions. Modifications addressing capacity occur within Norval community and Greenbelt at inter-jurisdictional boundary
- Widening, By-Pass, and Do Nothing Alternatives **Carried Forward for Further Evaluation** given significant natural and cultural heritage impacts of potential alternatives



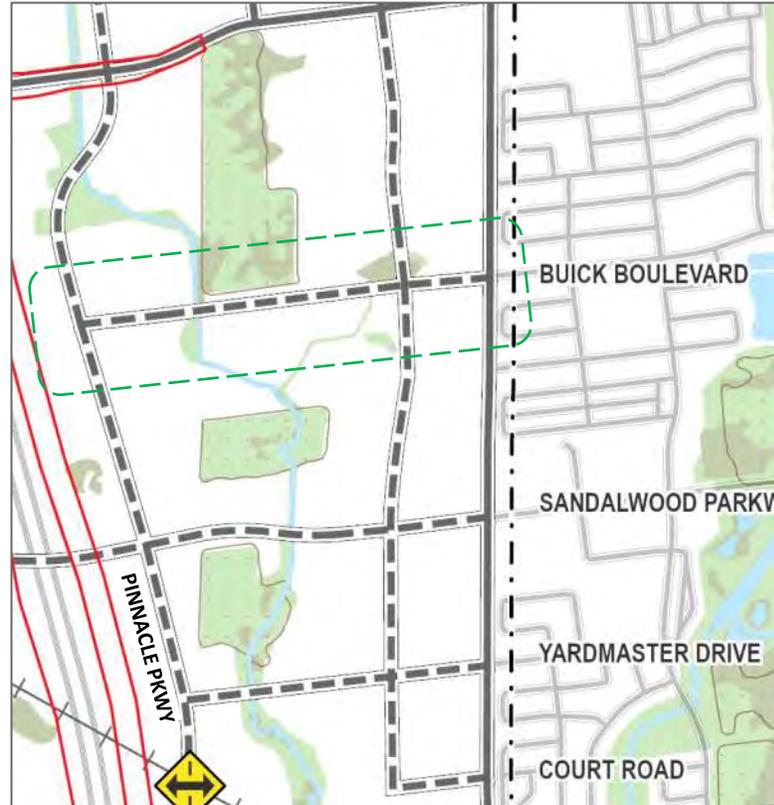
Widening, By-Pass or Do Nothing Carried Forward for Further Evaluation

Long List Alternative F: Extension of Buick Boulevard (Crossing Natural Heritage System) 44

Secondary Plan



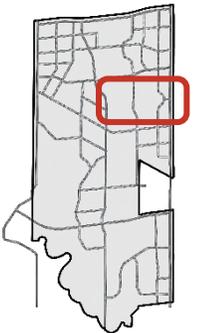
Modification

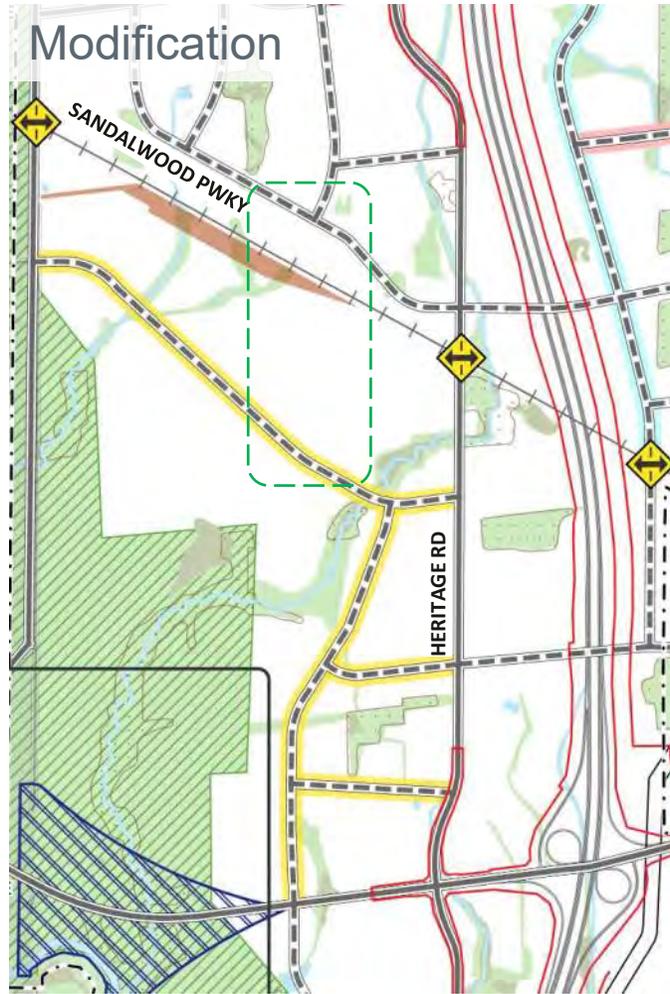


- **Description of Modification:**
Extension of Buick Boulevard (Crossing Natural Heritage) to Pinnacle Parkway
- **Description of Need/Impacts:**
Addresses fine-grained street connectivity.

Crosses North-South watercourse, wetland, woodland, wildlife habitat.
- **Both Options Carried Forward for Further Evaluation** given significant natural heritage impacts of potential alternatives.

Both Options Carried Forward for Further Evaluation

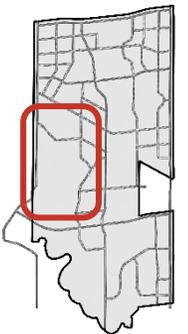




Both Options Carried Forward for Further Evaluation

- **Description of Modification:**
Re-evaluation of Secondary Plan CN railway crossing and related road alignments.
- **Description of Need/Impacts:**
Addresses fine-grained street connectivity between arterial crossings.

Crosses Metrolinx Heritage Road Layover Facility, impacts grading, drainage, developable area, and existing Headwater Drainage Feature
- Both Options **Carried Forward for Further Evaluation** given natural features, development impacts, and Metrolinx Heritage Road Layover Facility.

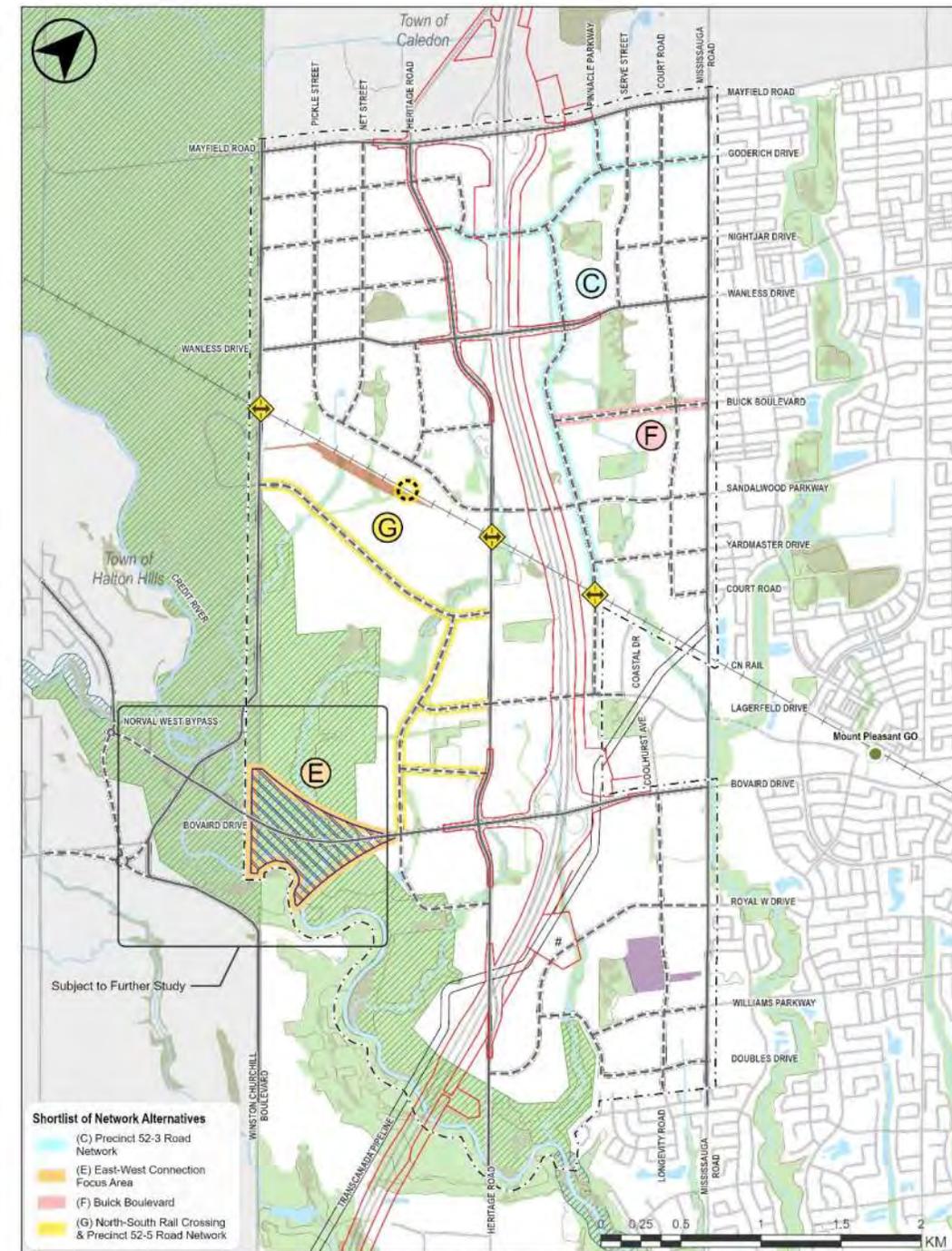


#	Long List Network Alternative	Type	Description	Assessment Result
A	Bovaird Drive & Mayfield Road Lane Widening (Regional Roads)	Road Widening	Widenings to 6-lanes along Mayfield Road and Bovaird Drive extended westward to Heritage Road	Recommended <i>Adopted. Does not require further evaluation.</i>
B	Sandalwood Pkwy & Winston Churchill Blvd (52-6, 52-7)	Road Alignment	Re-alignment of the planned Sandalwood Parkway terminating at Wanless Drive.	Recommended <i>Adopted. Does not require further evaluation.</i>
C	Precinct 52-3 Road Network	Road Alignment	Realignment of Nightjar Drive (Deuce Street), extension of Goderich Drive (Ace Avenue), and realignment of Pinnacle Parkway to avoid wetland features.	Carried Forward for Further Evaluation
D	Williams Extension / Doubles Drive (52-1)	Road Alignment	Realignment of Doubles Drive and Williams Parkway reflecting emerging Precinct Planning	Recommended <i>Adopted. Does not require further evaluation.</i>
E	East-West Connection Focus Area (Inter-Regional)	Crossings of Existing or Planned Constraints	Continuation of previously studied Norval Hamlet 'East-West Connection Focus Area' as identified in the 2010 Halton-Peel Boundary Area Transportation Study (HPBATS). Widening, By-Pass, or Do Nothing to address potential future traffic capacity constraints.	Carried Forward for Further Evaluation
F	Extension of Buick Boulevard (52-2)	Crossings of Existing or Planned Constraints	Extension of Buick Boulevard (Crossing Natural Heritage) to Pinnacle Parkway	Carried Forward for Further Evaluation
G	North-South Rail Crossing (52-5 / 52-6)	Crossings of Existing or Planned Constraints	Re-evaluation of Secondary Plan CN railway crossing and related road alignments.	Carried Forward for Further Evaluation

Short List Summary

Short List of Network Alternatives **Carried Forward for Further Evaluation** :

- C** Precinct 52-3 Road Network Realignment
- E** East-West Connection Focus Area (Inter-Regional Roads)
- F** Extension of Buick Boulevard (52-2)
- G** North-South Rail Crossing (52-5 / 52-6)



Transportation Criteria

- Enhance sustainable mobility and multi-modal travel options
- Address modelled traffic impacts
- Enhance connectivity for people and goods
- Integrate transportation and land use planning
- Protect public health and safety
- Leverage flexibility for future planning

Cultural Environment Criteria

- Archaeologic
- Cultural and Built Heritage

Natural Environment Criteria

- Terrestrial (species)
- Aquatic (watercourses, species at risk)
- Greenbelt & Natural Heritage Systems
- Stormwater & Surface Water (flooding, erosion)

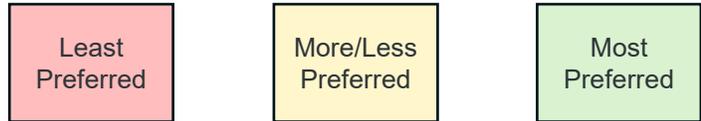
Socio-Economic Criteria

- Transportation Equity
- Property Impacts/Requirements
- Nuisance Impacts (Noise, Vibration & Air Quality)
- Ease of Construction (Phasing, Geotechnical)
- Cost (Capital, Operating & Maintenance)

Short List Evaluation - Sample

- Each Short List Alternative was reviewed in detail based on the Environmental Assessment Criteria for Evaluation
- Evaluation of Transportation, Cultural Environment, Natural Environment, and Socio-Economic criteria determined an overall Recommendation for each Short List Alternative

Evaluation Sample



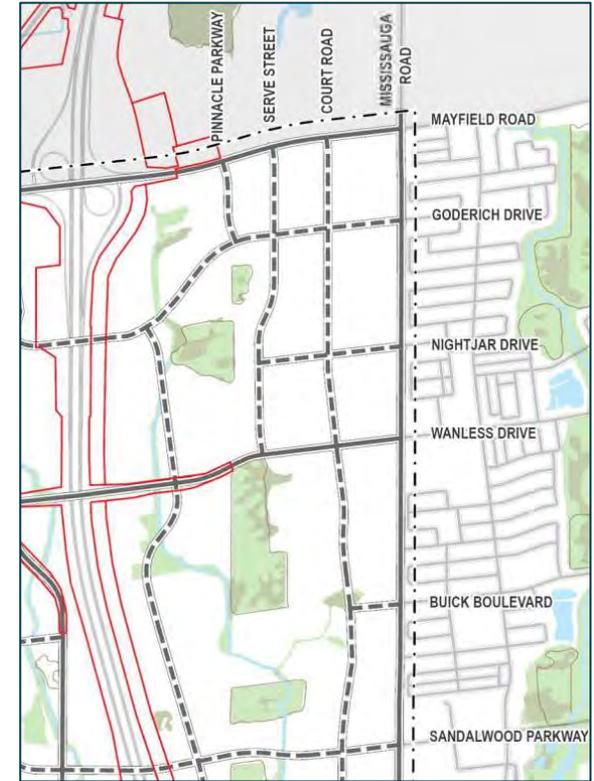
Category	Measure	Transportation Criteria			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity		Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval.	Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	Provides transit capacity in mixed traffic with widening of Highway 7 through Norval.
	Enhances Active transportation connectivity and Micromobility options		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval.
Traffic Impacts	Traffic operations & capacity impacts	Does not support the modeled traffic activity and EA Problem Statement	Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing capacity constraints of desired routes.	Traffic modeling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.
Enhance connectivity for people and goods	Enhances General travel routing		Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing routing options of desired routes.	Traffic modeling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.
	Freight routing impacts		Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval.	Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval. Less direct than Option 2.	Provides goods movement in mixed traffic with widening of Highway 7 through Norval.
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.		Impact to existing Greenbelt and existing landowners north of Highway 7 / Bovard Drive (e.g. Old Pine Crest Road). Acts as a bypass of land uses in future, e.g. no interaction with future land uses.	Impact to existing Greenbelt and existing landowners south of Highway 7 / Bovard Drive. Acts as a bypass of land uses in future, e.g. no interaction with future land uses.	Potential to impact existing land uses through Norval. Widening interacts with adjacent existing and future land uses.
Protect public health and safety	Prioritizes vulnerable road users		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings. Limited opportunities for improvement for desired routes compared to other options.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. Opportunities for enhanced pedestrian crossings. Induced traffic demand with widening.
	Promotes active living		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Limited opportunities for improvement for desired routes compared to other options.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. More direct than Option 3.
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.		Provides options for routing that can respond to several land use scenarios.	Provides options for routing that can respond to several land use scenarios. Not as effective as other options in addressing routing options.	Options for widening would be closely tied to impacts interface with existing Norval, while also providing new capacity, limiting flexibility.
Transportation Overall		Screened Out	Most Preferred	Less Preferred	More Preferred



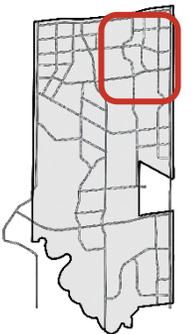
Secondary Plan



Option 2:
Continuous North-South
Connection



Option 3:
Continuous East-West
Connection

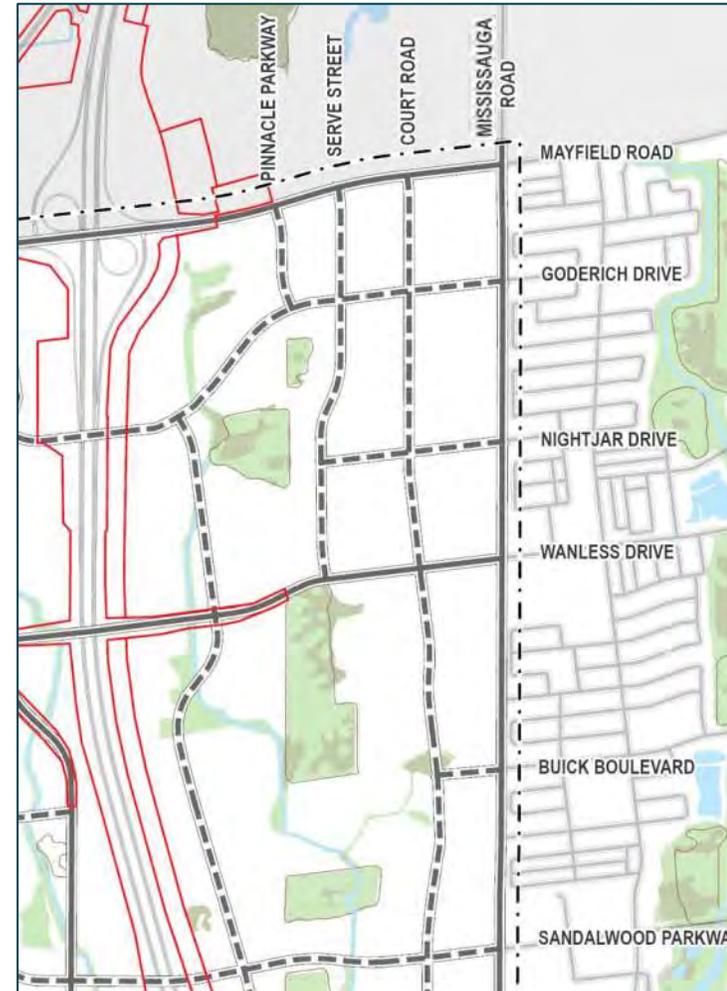


Categories	Option 1 – Secondary Plan Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection
Transportation	<p>Provides the finest-grained connectivity for vehicular capacity, routing options, and transit connectivity.</p> <p>Provides two continuous north-south to/from the future highway and provincial transitway and one continuous east-west collector between employment areas.</p>	<p>Maintains N-S transit connectivity. Introduces additional intersections along Goderich that breaks up continuity of east-west collector between employment areas.</p>	<p>Maintains E-W transit connectivity. Introduces additional intersections along Pinnacle Parkway that breaks up continuity of north-south collector to/from the future highway and provincial transitway.</p> <p>Provides a continuous parallel traffic and transit relief corridor to Mayfield Road and Wanless Drive.</p>
Cultural Environment	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouses) crossed by future collector roads. To be mitigated/managed through detailed design.</p>	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouse) crossed by future collector roads. To be mitigated/managed through detailed design.</p>	<p>Cultural Heritage Lands 2 and 4 (farmscape with brick farmhouse) crossed by future collector roads. To be mitigated/managed through detailed design.</p>
Natural Environment	<p>Pinnacle Parkway and Nightjar Drive extension crosses through wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.</p>	<p>Eliminates E-W collector road going through wetland features and related buffer. No change to number of watercourse crossings compared with other options.</p>	<p>Eliminates E-W collector road going through wetland features and related buffer. No change to number of watercourse crossings compared with other options.</p>
Socio-Economic	<p>Provides the finest grained connectivity for people by all modes.</p> <p>Geotechnical impacts related to crossing wetland, woodlot and Natural Heritage feature in Precinct 52-3.</p> <p>Most land acquisition compared to other options.</p>	<p>Greater vehicular activity on parallel corridors (Mayfield Road)</p> <p>Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3. No change to number of watercourse crossings compared with other options.</p>	<p>Greater vehicular activity on parallel corridors (Mayfield Road) mitigated by continuous east-west connection between Precinct 52-3 and 52-7 employment areas.</p> <p>Least land acquisition compared to other options. Connects east and west employment</p> <p>Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3. No change to number of watercourse crossings compared with other options</p>
Overall			Recommended

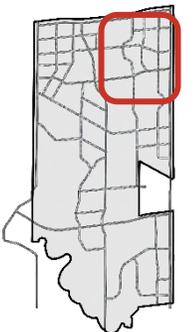
Short List C: Precinct 52-3 Road Network

Recommendation:

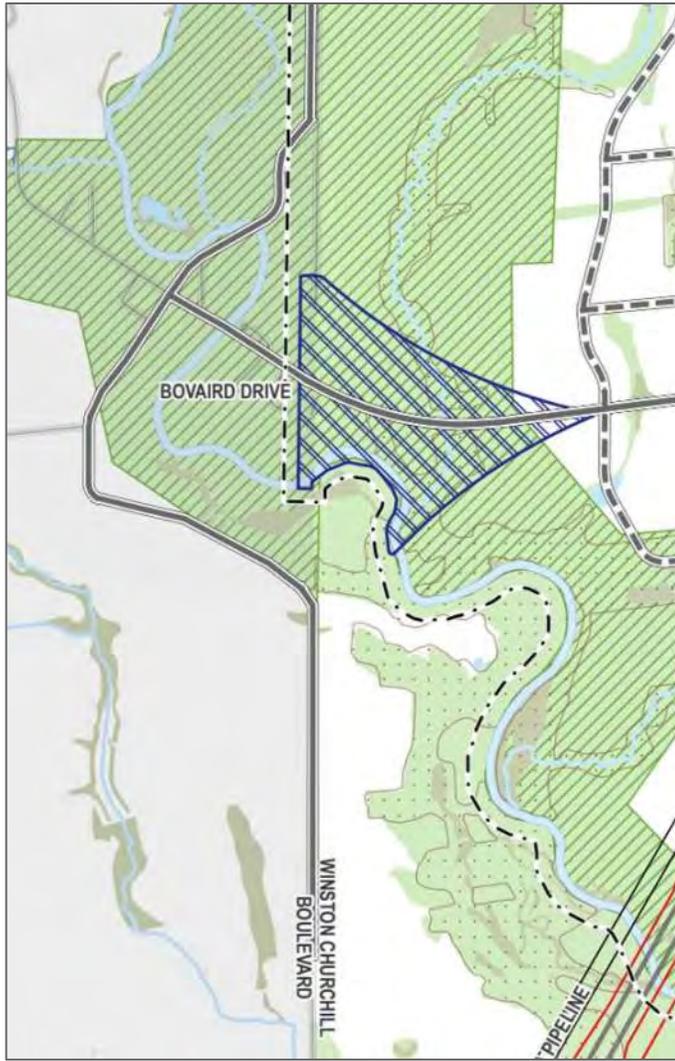
- Maintain a continuous east-west crossing of future Highway 413 (Goderich Drive) between employment areas in Precincts 52-3 and 52-7.
- Maintain north-south collector road connectivity to Mayfield Road, serving Precincts 52-2 and 52-3 to/from future Highway 413 and Provincial Transitway while avoiding bisecting wetland and woodland feature.



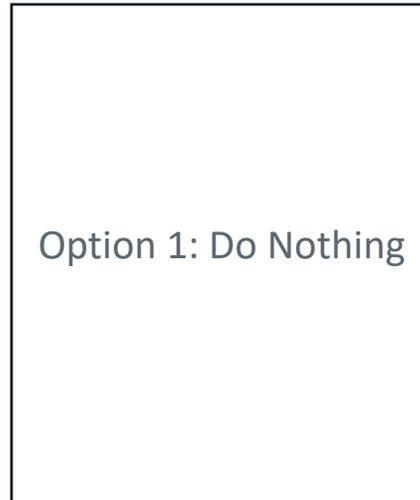
Option 3:
Continuous East-West
Connection



Short List E: East-West Connection Focus Area (Inter-Regional)



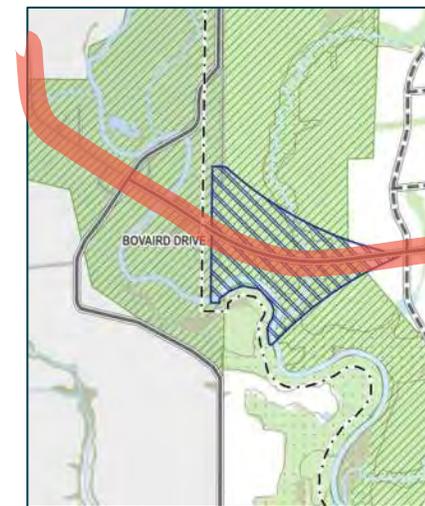
East-West Connection Focus Area



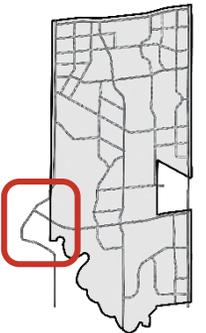
Option 3: South By-Pass



Option 2: North By-Pass



Option 4:
Widen Bovaire Drive / Highway 7



East-West Connection Focus Area (Inter-Regional) – Evaluation of Alternative Solutions Cont'd

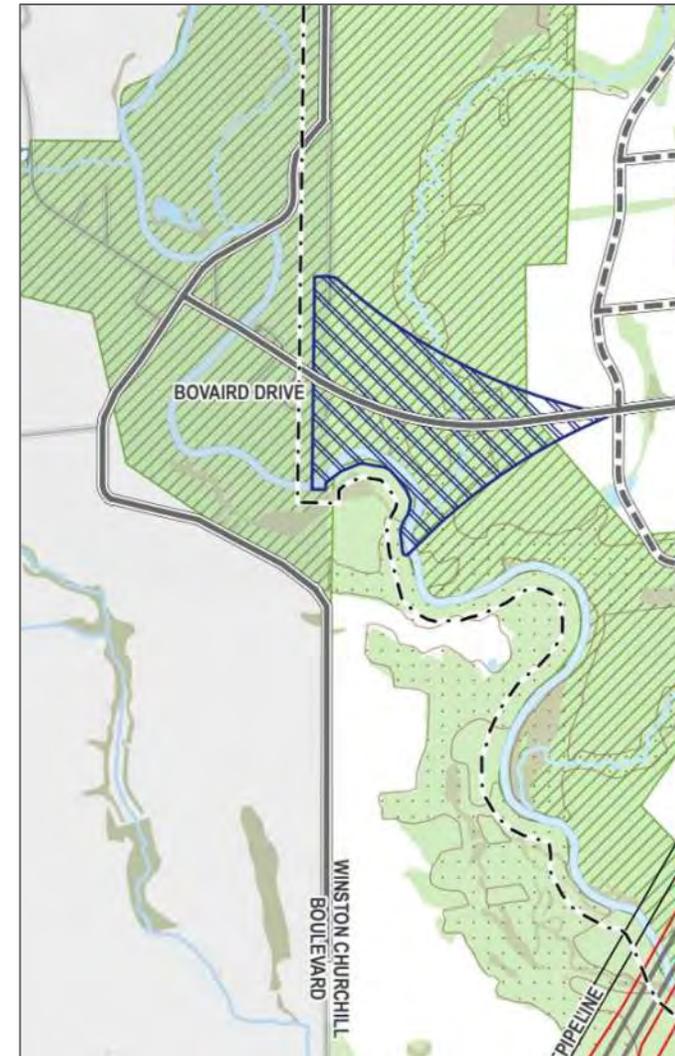
Categories	Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Transportation	Screened Out Does not support the modelled traffic activity and EA Problem Statement	Provides dedicated facility for all modes, goods, and land uses.	Less direct and less effective traffic relief than North Bypass and Widening Options.	Relies on providing future capacity for all modes in mixed traffic through widening current Highway 7.
Cultural Environment	-	Avoids potential impacts to Cultural Heritage in Norval. Potential for archaeological impacts in Credit River Valley. <i>Further study required as part of future Class EA*</i>	Avoids potential impacts to Cultural Heritage in Norval. Potential for archaeological impacts in Credit River Valley. <i>Further study required as part of future Class EA*</i>	Impacts known Cultural Heritage in Norval. Potential for archaeological impacts in Norval. <i>Further study required as part of future Class EA*</i>
Natural Environment	-	Entirely within Greenbelt limits. High potential for impacts to the Credit Valley <i>Further study required as part of future Class EA*</i>	Entirely within Greenbelt limits. High potential for impacts to the Credit Valley <i>Further study required as part of future Class EA*</i>	Avoids impacting undisturbed areas of the Credit River Valley. <i>Further study required as part of future Class EA*</i>
Socio-Economic	-	Diverts traffic and related noise/air quality impacts to new route. High cost and geotechnical impacts associated with unique Credit River Valley crossing. <i>Further study required as part of future Class EA*</i>	Provides less effective diversion than North Bypass. High cost and geotechnical impacts associated with unique Credit River Valley crossing. <i>Further study required as part of future Class EA*</i>	Impacts Cultural Heritage properties in Norval. Directs traffic and related noise/air quality through Norval. Costs related to widening within existing Norval. Potential for moving, impacting or restoring existing land uses. <i>Further study required as part of future Class EA*</i>
Overall	Screened Out	No Recommendation – Further Study Required	No Recommendation – Further Study Required	No Recommendation – Further Study Required

*Potential Cultural Environment, Natural Environment, and Socio-Economic Environment impacts reach outside of Secondary Plan Limits study area. EA evaluation shown for illustrative purposes.

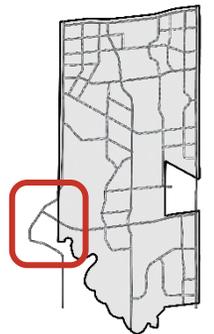
Short List E: East-West Connection Focus Area (Inter-Regional)

Recommendation:

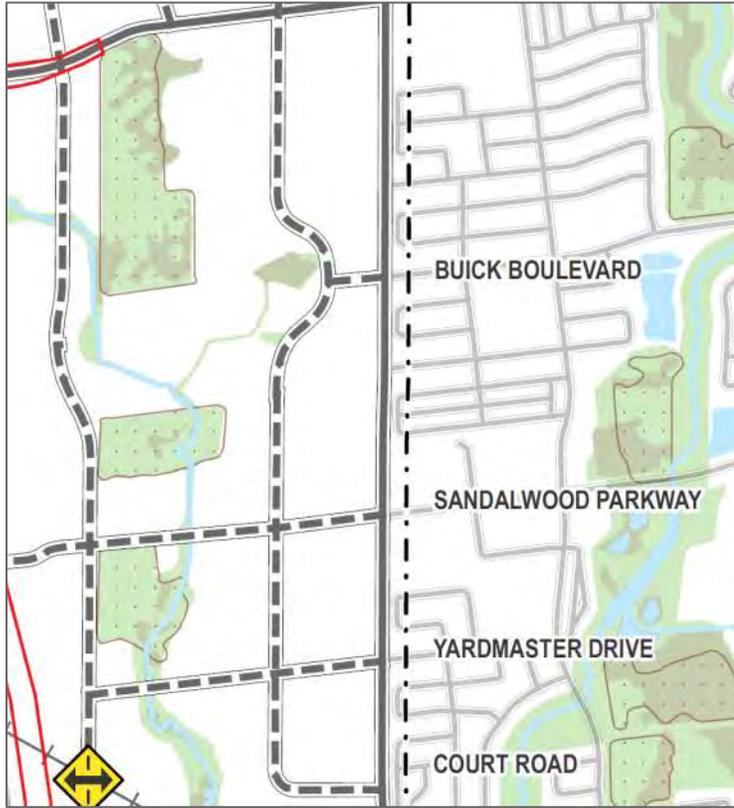
- Consistent with the findings of 2010 HPBATS study, future modelled traffic re-confirms capacity constraints are recommended to be addressed through Norval.
- Further detailed study within Norval and the Credit Valley (within the Greenbelt) and west of the Secondary Plan limits is required to fully assess Cultural Environment, Natural Environment, and Socio-Economic Environment criteria to determine a preferred solution.
- The East-West Connection Focus Area is recommended to be protected for to allow a future Schedule C EA to determine a preferred solution.



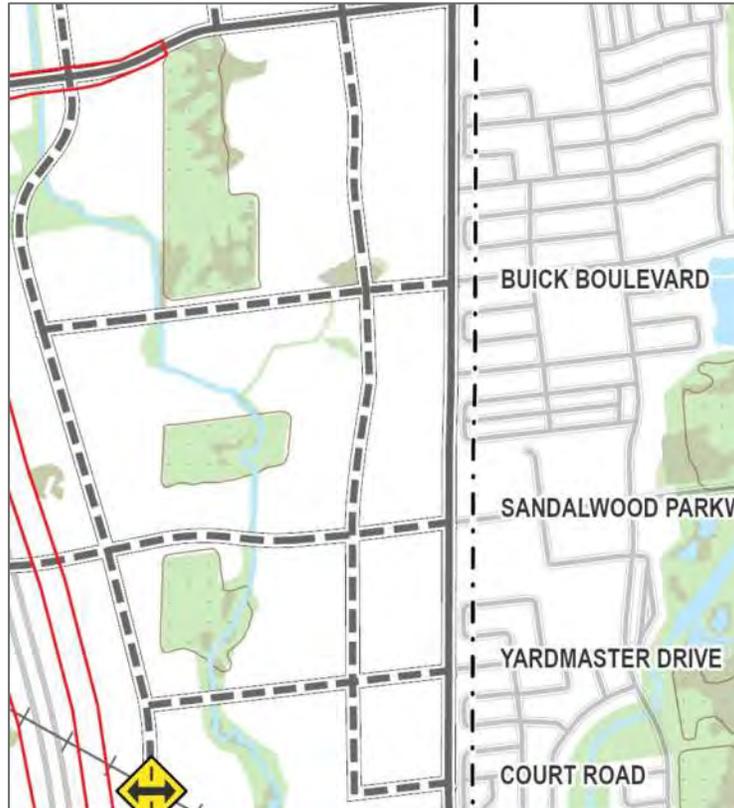
East-West Connection Focus Area



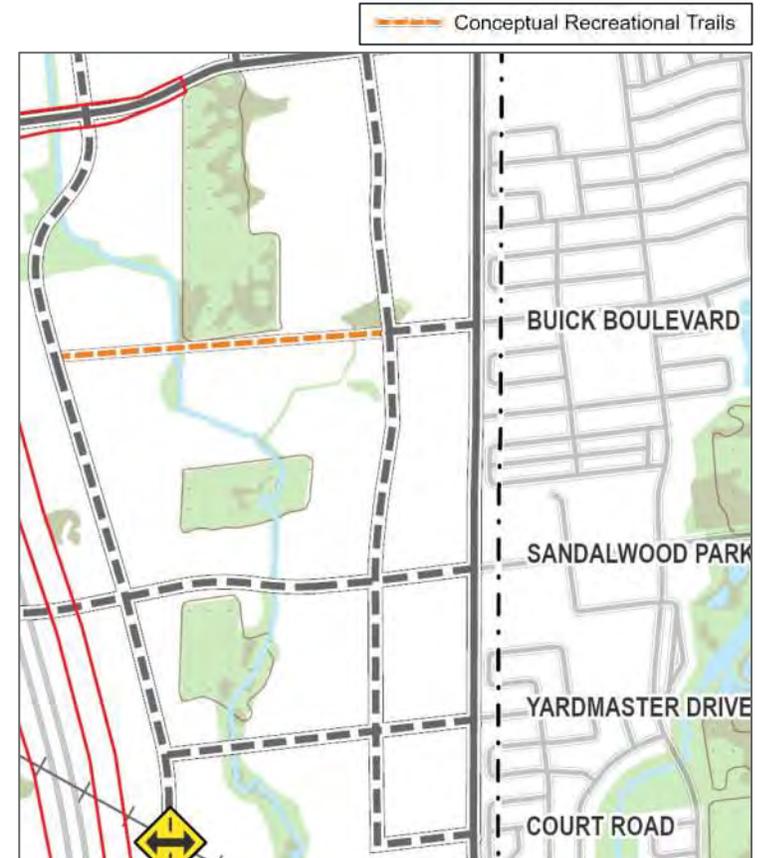
Short List F: Extension of Buick Boulevard (52-2)



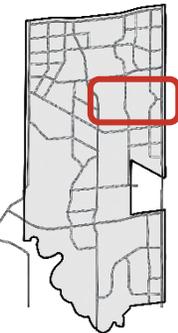
Option 1:
Secondary Plan Road Network
(Sandalwood + Yardmaster)



Option 2:
Secondary Plan + Buick



Option 3:
Secondary Plan +
Buick Active Transportation Only



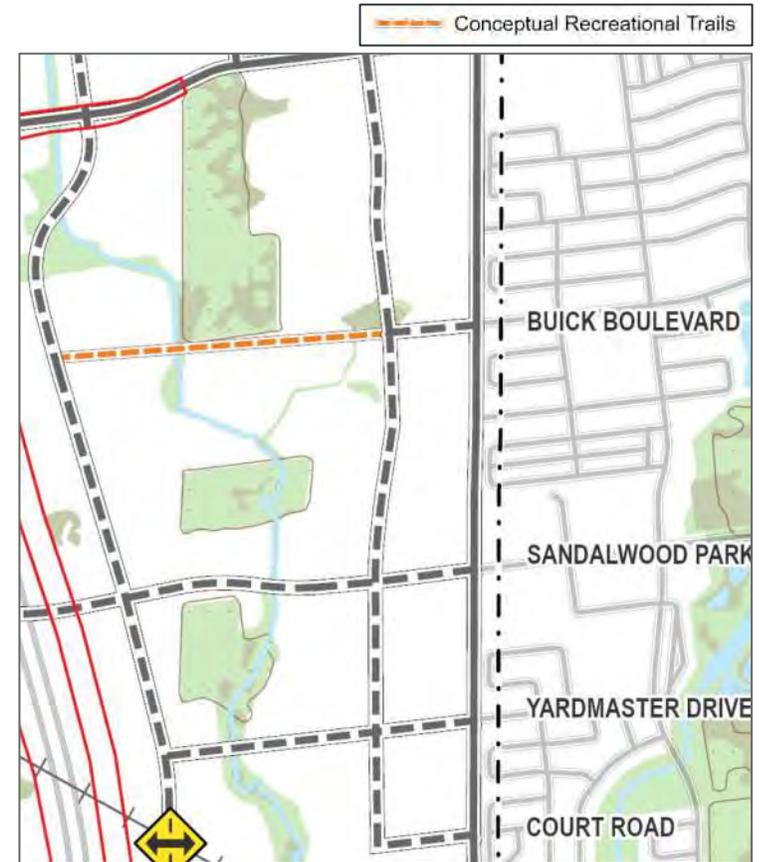
Extension of Buick Boulevard (52-2)

Categories	Option 1 – Secondary Plan Road Network (Sandalwood + Yardmaster)	Option 2 – Secondary Plan + Extension of Buick Boulevard	Option 3 – Secondary Plan + Buick Boulevard Active Transportation Only
Transportation	Less local east-west transportation options for all modes compared to other options.	Provides the finest grain connectivity for collector (transit-friendly) road network	Less east-west transit connectivity compared to Option 2. Provides fine-grained connectivity for walking and cycling.
Cultural Environment	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.	Cultural and Built Heritage areas not identified within study area. Archaeology clearance to be assessed during detailed design.
Natural Environment	Avoids natural feature impacts related to extending Buick Boulevard.	Buick Boulevard would directly or indirectly impact: <ul style="list-style-type: none"> • watercourse providing seasonal fish habitat and Terrestrial Crayfish Significant Wildlife Habitat. • Provincially Significant Wetland (22) • Significant woodland, significant wildlife, and species at risk habitat, • North-south ecological linkage facilitating wildlife movement 	Avoids major natural feature impacts related to extending Buick Boulevard. Opportunities to explore a variety of designs and crossing locations for active transportation that may avoid or mitigate impacts to property and Natural Heritage System features.
Socio-Economic	Least kilometres and property impacts with some diversion of traffic on parallel corridors.	Would require the greatest overall property and cost to deliver road network, including three natural heritage bridge crossings in Precinct 52-2	Has the same kilometres of road network as Option 1, plus an active transportation corridor that advances transportation equity. Opportunities to explore a variety of designs and crossing locations for active transportation to mitigate both natural impacts and cost.
Overall			Recommended

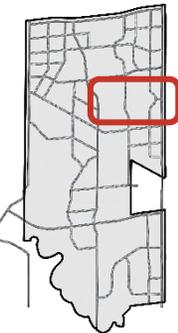
Short List F: Extension of Buick Boulevard (52-2)

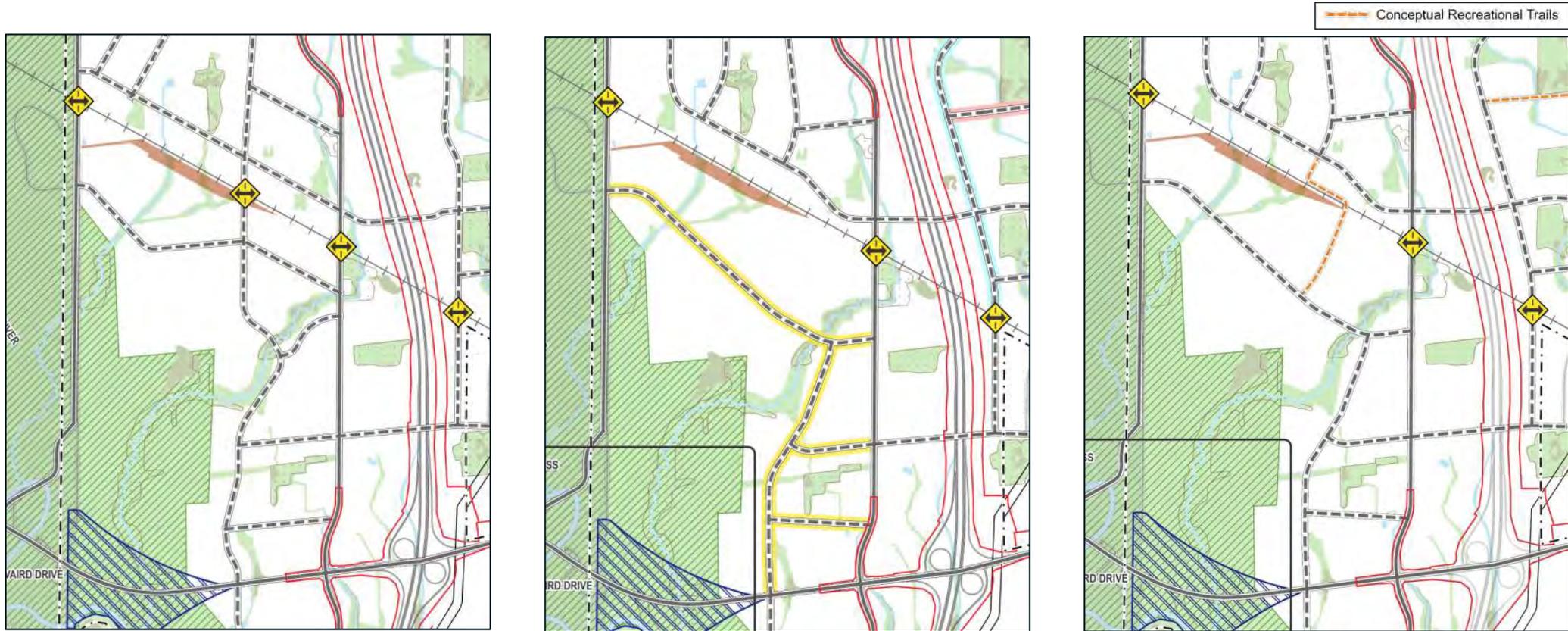
Recommendation:

- An active transportation crossing only along the Buick Boulevard alignment between the east and west sides of Precinct 52-2
- Provides fine-grained connectivity for walking and cycling between the east and west sides of Precinct 52-2
- Opportunities to explore a variety of designs and crossing locations for active transportation to mitigate both natural impacts and cost.



Option 3:
Sandalwood + Yardmaster +
Buick Active Transportation Only

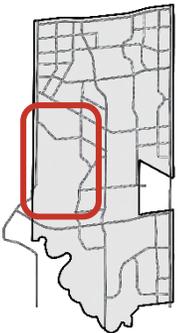




Option 1:
Secondary Plan Road Rail Crossing

Option 2:
Remove Rail Crossing

Option 3:
Active Transportation Rail
Crossing Only

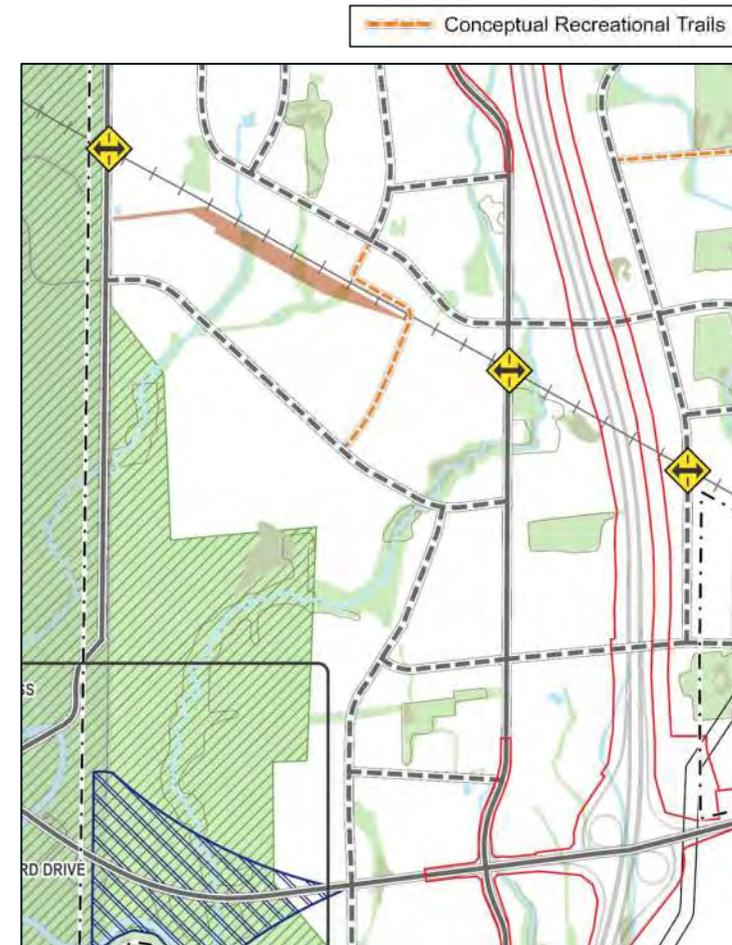


North-South Rail Crossing (52-5 / 52-6) & Precinct 52-5 Road Network

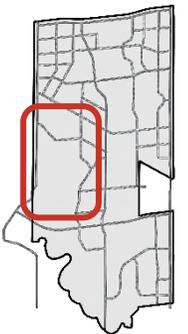
Categories	Option 1 – Secondary Plan Road Network	Option 2 – Road-Rail Crossing Removed	Option 3 – Active Transportation Rail Crossing Only
Transportation	Provides the finest grained connectivity for people by all modes.	Loss of local north-south routing options across all modes between Precinct 52-5 and Precinct 52-6.	Walking and cycling routing connectivity maintained for neighbourhood connectivity between Precinct 52-5 and Precinct 52-6.
Cultural Environment	Overpass/Underpass may impact McNichol's cemetery. Other archaeology findings may require mitigation/modification in coordination with road design.	No road over-under rail results in least risk of directly impacting existing Cultural Environment.	Smaller scale bridge affecting less surrounding area. Opportunities to explore a variety of designs and crossing locations.
Natural Environment	Impacts to Natural Heritage System with overpass/underpass. Headwater Drainage Feature with a floodplain near crossing location Low Point (underpass) would require pumping and other measures posing a challenge to mitigate for stormwater. Overpass is challenged by grading that has considerable impacts to future land uses.	Eliminates impacts from and costs related to building an overpass.	Smaller scale bridge affecting less of surrounding area. Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to Natural Heritage System and grading/stormwater impacts.
Socio-Economic	Requires crossing of the Metrolinx Layover Facility. Grade separation would be required. Overpass restricts opportunities for local access and development areas in Precinct 52-5 and Precinct 52-6. Underpass would mitigate overpass impacts, with increased complexity/cost and would require groundwater pumping (e.g. low-point). Complex structure and high cost of options.	Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard). Eliminates impacts from and costs related to building an overpass.	Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge. Opportunities to explore a variety of designs and crossing locations that may mitigate phasing and geotechnical impacts.
Overall			Recommended

Recommendation:

- An active transportation crossing only crossing the railway between Precinct 52-5 and 52-6
- Provides fine-grained connectivity for walking and cycling between the north and south sides of the railway
- Align collector road network in Precinct 52-5 recognizing through corridor between Winston Churchill Boulevard and Heritage Road
- Potential 4-lane east-west collector in Precinct 52-5 to be refined as part of the Precinct Plan Transportation Study



Option 3:
Active Transportation Rail
Crossing Only



- The Preliminary Preferred Transportation Network includes four schedules:
 - Alignments and Widening
 - Road Classifications
 - Transit Network
 - Active Transportation Network

The **Transit** and **Active Transportation** networks fully integrate with the street network to support a complete street approach.

- The project team collaborated closely with Brampton Transit and Dillon Consulting to identify rapid transit and support corridors in the Heritage Heights area.
- These corridors will both help move people within Heritage Heights and provide connections to other rapid transit routes in Brampton, to GO Bus routes, to the Mount Pleasant GO Station, and to the proposed Highway 413 Transitway stations.
- Local transit routes, to be identified during precinct planning, will provide neighbourhood-level service in the Heritage Heights area.
- To support the proposed transit service and the development of complete streets, all arterial and collector roads will be designed to be transit-friendly.



Active Transportation

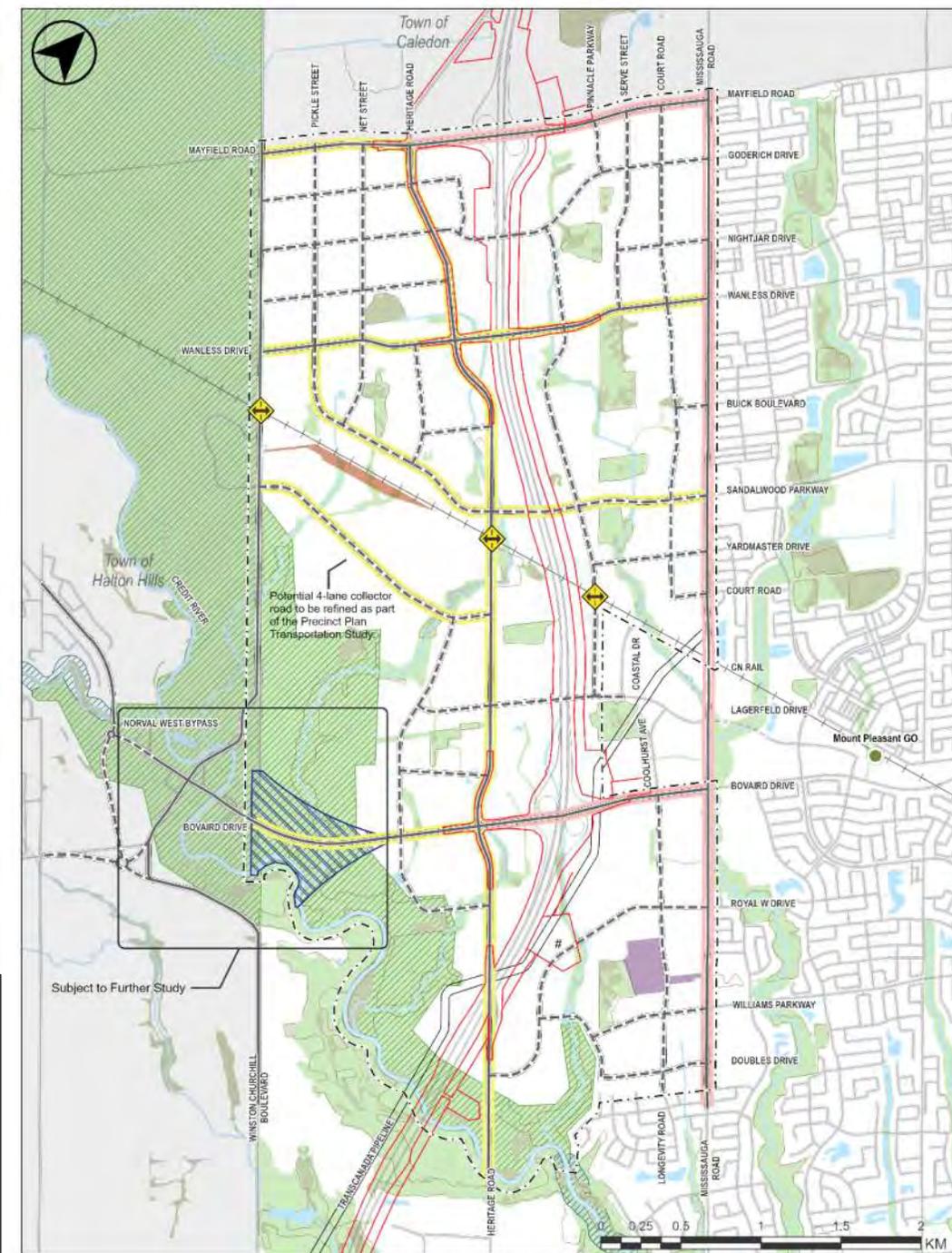
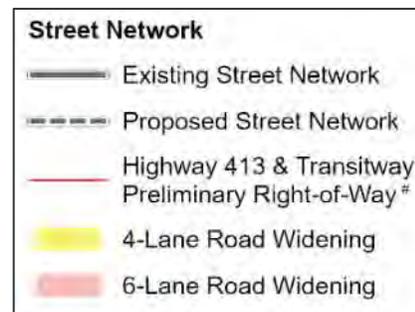
- All arterial and collector roads are recommended to have dedicated active transportation facilities, linking pedestrians and cyclists to key destinations.
- The project team collaborated closely with the City's Active Transportation team and other stakeholders to identify key cycling and trail connection opportunities, building on the network outlined on the Pedestrian and Cycling Network Schedule included in the Heritage Heights Secondary Plan.
- The proposed Recreational Trails and Active Transportation facilities will help connect new communities and destinations while enhancing access to the considerable natural features found in Heritage Heights.



Preliminary Preferred Network

Alignment and Widening

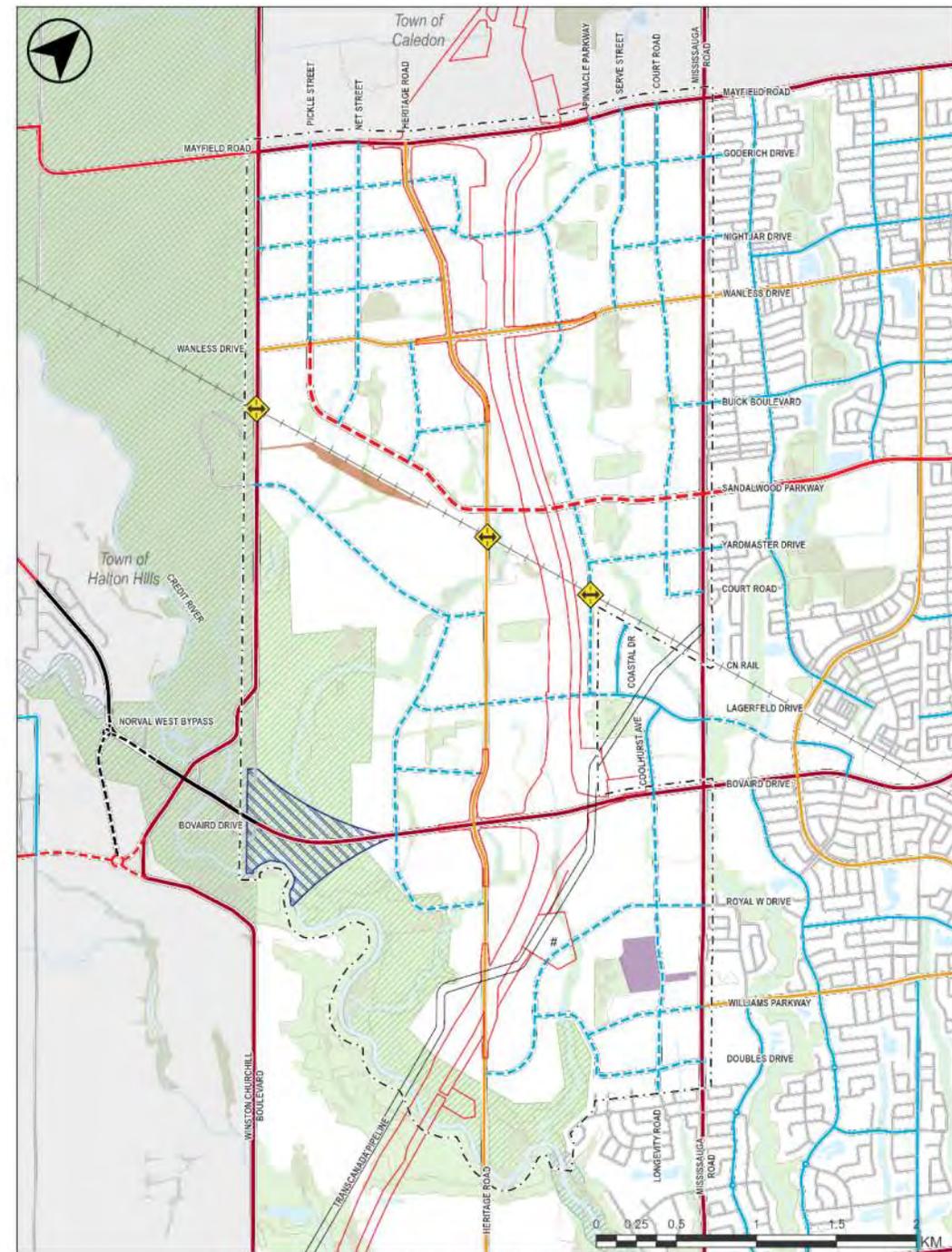
- The preliminary preferred street network reflects the recommended road alignments from the Long List as well as those evaluated in the Short List.
- **4-Lane Road Widening**
 - Heritage Road, Wanless Drive, Sandalwood Parkway, Precinct 52-5 collector road, Mayfield Road and Bovaird Drive west of Heritage Road.
- **6-Lane Road Widening**
 - Mayfield Road and Bovaird Drive east of Heritage Road, Mississauga Road.



Preliminary Preferred Network

Road Network Classification

- The preliminary preferred street network maintains consistency with the existing City of Brampton road classification system.
- Sandalwood Parkway is extended through the Secondary Plan area as a **Major Arterial (City)** road.
- The majority of proposed streets within the Secondary Plan area are classified as **Collector** roads.
- **Local** roads will be determined through Draft Plan of Subdivision applications and built within individual precincts

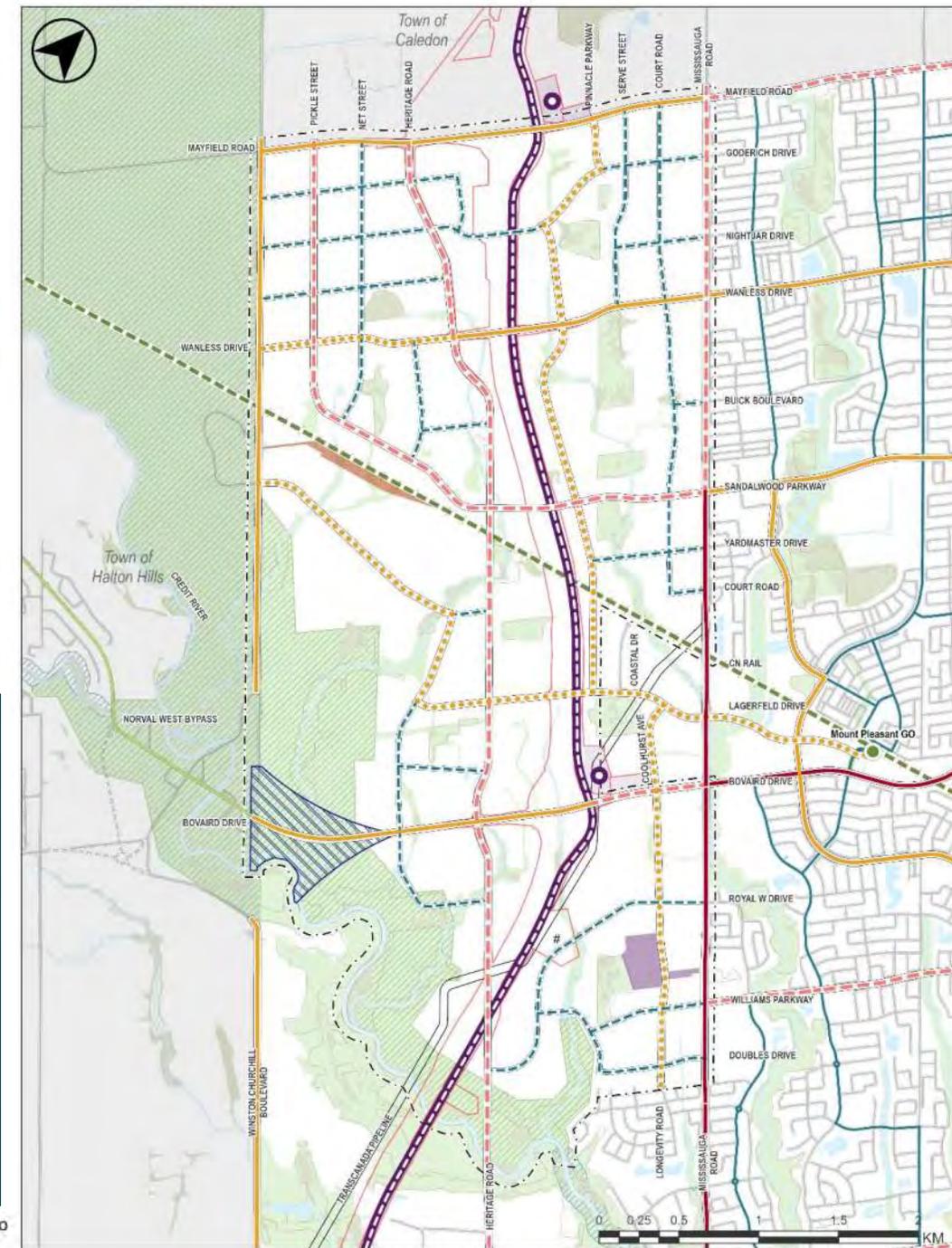


Preliminary Preferred Network: Street Network Classification

Preliminary Preferred Network

Transit Network

- The conceptual transit network is based on the **Brampton Official Plan** Schedule 3B – Transit Network to 2051 and has been realigned to reflect the preliminary preferred street network.
- A **dedicated transitway** is planned along the Highway 413 corridor.
- Opportunities for expanded transit service has been identified as:
 - **Proposed rapid transit service** on Heritage Road and Sandalwood Parkway.
 - **Suggested Support Corridors** along Longevity Road, Lagerfeld Drive, Pinnacle Parkway, and Wanless Drive.
 - **Potential Local Service** along proposed Collector roads.



See **Heritage Heights Secondary Plan Policy 2.4.1 k)** related to exploration of a potential GO station in Heritage Heights.

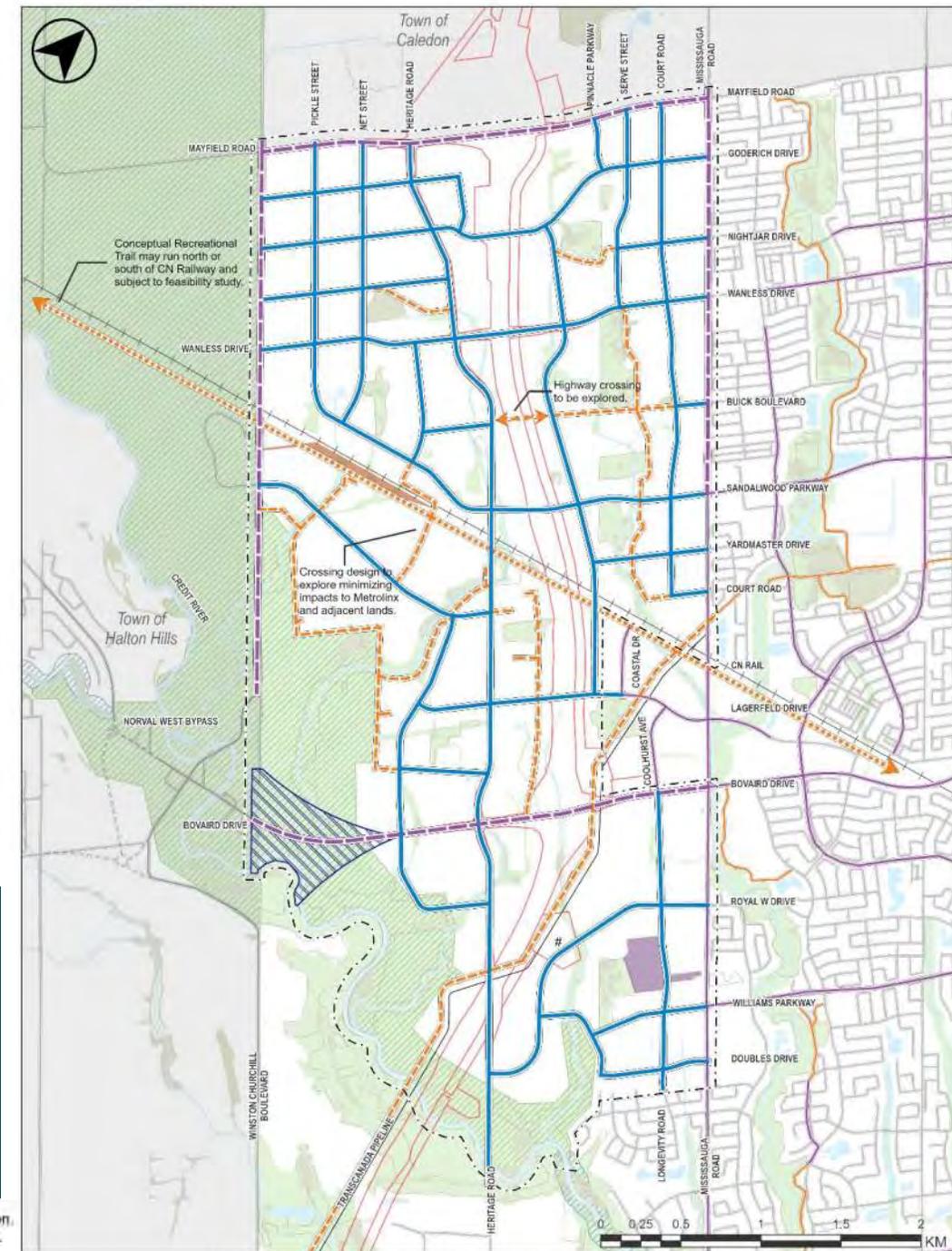
Preliminary Preferred Network

Active Transportation Network

- The active transportation network has been updated from the Secondary Plan to align with the preliminary proposed street network.
- Select streets will be planned to accommodate **on-road active transportation infrastructure**.
- Conceptual **recreational trail connections** are proposed to supplement road infrastructure to ensure continuous pedestrian and cyclist connectivity.
- All proposed active transportation routes are conceptual and subject to change as planning advances.



† Existing active transportation infrastructure includes those under construction. All future / conceptual active transportation infrastructure is subject to change.



1. We want to hear from you!

Please submit any additional comments on the PIC material or further project requests by email to heritageheights@brampton.ca by **September 3, 2025**. Any input received by that date will be taken into consideration as part of the TMP report, which will be available for public comment when the TMP is completed.

2. Confirmation of the preferred design based on feedback from the public, Indigenous communities, and stakeholders.
3. Preparation of the final Transportation Master Plan and Environmental Study Report.
4. Place report on public record and notify stakeholders of completion of the study.

Heritage Heights Transportation Master Plan Project Management:

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Principal Planner
City of Brampton



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BA Consulting Group Ltd.



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BA Group

MOVEMENT IN URBAN ENVIRONMENTS



HERITAGE HEIGHTS PIC COMMENT MATRIX

Property Owner / Consultant	Notes / Comments	Action
2025.09.04 - Transportation Opinion Letter - Heritage Heights TMP - FINAL.pdf		
Catholic Cemeteries & Funeral Services - Archdiocese of Toronto (CCFS) / C.F. Crozier & Associates (Crozier)	<p>C.F. Crozier & Associates (Crozier) has been retained to provide transportation services by Catholic Cemeteries & Funeral Services – Archdiocese of Toronto ((CCFS) to review the Heritage Heights Transportation Master Plan (HHTMP) with respect to the lands owned by CCFS for the purposes of a cemetery, municipally known as 11175 Heritage Road, located in northeastern area of the HHTMP referred to as Precinct 52-3 (hereinafter referred to as the “subject lands” or “CCFS lands”). It is noted that these lands are within the OLT deferred area within Precinct 52-3.</p> <p>The subject lands are generally bound by the proposed future Goderich Drive to the north, the proposed future Serve Street to the east, Wanless Drive to the south, and the future Highway 413 to the west.</p> <p>The purpose of this Transportation Opinion Letter is to provide feedback and comments on the Public Information Centre 1 (PIC 1) material prepared by BA Group for the HHTMP dated August 20, 2025, specifically related to the proposed north-south collector road, Pinnacle Parkway, through the CCFS lands.</p> <p>Crozier is of the opinion that this road is unnecessary given that the CCFS lands will be developed for cemetery uses, which, unlike other land uses, does not have the potential for redevelopment. In addition to being unnecessary from a traffic operations perspective, the road would also be detrimental to the proposed cemetery use from a land use planning perspective. Given the nature and need for the cemetery to be a contiguous parcel, a collector road through the site would create adverse impacts and is not aligned with good planning to allow the cemetery use to function as a whole, contiguous use and site.</p> <p>Detailed comments related to the strong objection to this public road through the subject lands are provided below for your review and consideration as part of the HHTMP preferred design refinement process.</p> <p>Pinnacle Parkway Extension between Proposed Goderich Drive and Wanless Road</p> <p>This transportation opinion letter will focus on a review of the collector road transportation network that is currently proposed for Precinct 52-3 with specific attention to the proposed Pinnacle Parkway segment between Wanless Drive and the proposed Goderich Drive extension.</p> <p><u>Cemetery Use and Pinnacle Parkway Justification</u></p>	N/A

Property Owner / Consultant	Notes / Comments	Action
	<p>Crozier would like to understand what the expected demand along Pinnacle Parkway is and what land yield assumptions were used for the CCFS lands for the purposes of conducting the capacity assessment? Crozier notes that the principle of the CCFS lands being used for cemetery use is established and that CCFS has indicated that its long-term planning for the interment needs of the Catholic faithful in Peel and Halton Region relies upon these lands being developed for cemetery purposes.</p> <p>It is requested that an updated analysis be conducted that assumes the cemetery use, which would be expected to generate significantly less trips during the peak periods than general employment lands.</p> <p>As part of the future analysis, it is also requested that a scenario without Pinnacle Parkway between Goderich Drive and Wanless Drive be considered given a public roadway is incompatible with a cemetery use.</p>	
	<p><u>Goderich Drive Highway 413 Crossing Needs Assessment</u></p> <p>In reviewing the proposed collector road network within Precinct 52-3, Crozier would like to understand the rationale for proposing the Highway 413 crossing of the Goderich Drive extension?</p> <p>In reviewing the outputs of the modelling results shown in the PIC 1 HHTMP presentation, it is difficult to determine whether the crossing is justified from a capacity perspective, especially given the proposed widening of Mayfield Road to 6 lanes and Wanless Drive to 4 lanes, which would provide additional east-west capacity.</p> <p>It is requested that a sensitivity analysis be conducted without the Goderich Drive crossing that includes modified trip generation for the proposed CCFS lands to understand whether the transportation network could function without a crossing of Highway 413, particularly since this crossing is not shown in the current Highway 413 design.</p>	
	<p><u>Pinnacle Parkway and Serve Street intersection spacing along Mayfield Road</u></p> <p>Crozier has reviewed the proposed location of the collector road intersections of Pinnacle Parkway and Serve Street along Mayfield Road and notes that neither of the locations would be expected to meet the MTO's desired spacing standard of 800 metres from the Highway 413 off-ramps per the MTO Highway Corridor Management Manual. It is noted that both would be expected to meet the minimum spacing of 400 metres with Pinnacle Parkway likely spaced approximately at 400 metres from the Highway 413 northbound off-ramp.</p> <p>Crozier would like to understand if the location of the collector road intersections with Mayfield Road, specifically Pinnacle Parkway and Serve Street, have been confirmed to be acceptable with the MTO?</p>	
	<p>Summary</p> <p>Crozier and CCFS are generally in support of the larger area-wide recommended transportation network improvements proposed within the updated HHTMP, such as the larger segment of 6-lane widening along Mayfield Road, as well as most of the collector road network re-alignments.</p>	N/A

Property Owner / Consultant	Notes / Comments	Action
	<p>However, Crozier does not support the Pinnacle Parkway extension through the CCFS lands given it would be detrimental to the use of the site as a planned cemetery and that a scenario without Pinnacle Parkway has not been considered.</p> <p>As a result, we request that the future work being completed as part of the HHTMP consider the following items in the Precinct 52-3 Road Network evaluation as part of the further evaluation of the alternatives:</p> <ul style="list-style-type: none"> • Perform a modified trip generation estimate to account for the cemetery use instead of any other employment uses on the CCFS site. • Consider removal of the Goderich Drive crossing of Highway 413 to understand if the crossing is justified from a capacity and cost perspective in conjunction with the modified cemetery use. It is noted that this crossing does not appear to be considered on publicly available Highway 413 plans. • Consider whether the segment of Pinnacle Parkway between Goderich Drive and Mayfield Road is feasible/necessary given MTO spacing requirements in conjunction with the modified cemetery use, especially if the Goderich Drive crossing is shown to not be warranted from a cost-benefit perspective. • Consider whether any portion of Pinnacle Parkway north of Wanless Drive is necessary to support the Precinct 52-3 build-out given the proposed cemetery use and the comments noted above. <p>We trust that the concerns identified herein will be heard and addressed with the utmost care recognizing that the safe and efficient movement of all modes of transportation remains paramount for the many future residents and visitors within the Heritage Heights development area.</p>	
50548 TCPL TMP Response Letter Sept 4 2025.pdf		
TransCanada PipeLines Limited (TCPL) / MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)	<p>MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) are the planning consultants for TransCanada PipeLines Limited (“TCPL”), an affiliate of TC Energy Corporation (“TC Energy”). This letter is in response to the materials presented in Public Information Centre (PIC) #1 for the Heritage Heights Transportation Master Plan (TMP) in the City of Brampton. TCPL has two (2) high pressure natural gas pipelines contained within its easement(s) (“TCPL Pipeline Right-of-Way”) within the Study Area Boundary.</p> <p>TCPL’s pipelines and related facilities are federally regulated and are subject to the jurisdiction of the Canada Energy Regulator (“CER”). As such, certain activities must comply with the Canadian Energy Regulator Act (“Act”) and associated Regulations. The Act and the Regulations noted can be accessed from the CER’s website at www.cer-rec.gc.ca.</p> <p>The Preliminary Preferred Network drawings identify a new collector road crossing the TCPL Pipeline Right-of-Way (constructed), widenings of Bovaird Drive and Heritage Road across the TCPL Pipeline Right-of-Way, and a Conceptual Recreational Trail within the TCPL Pipeline Right-of-Way. Upon review of the PIC #1 materials, we are providing the following comments:</p>	N/A
	<p>1. No buildings or structures shall be installed anywhere on the TCPL Pipeline Right-of-Way. Permanent buildings and structures, including streetlights, bus stop structures, etc., are to be located a minimum of 7 metres from the edge of the TCPL Pipeline Right-of-Way. Temporary, moveable, or accessory structures, that are not affixed to the ground, are to be located a minimum of 3 metres from the edge of the TCPL Pipeline Right-of-Way.</p>	Note on pipeline ROW setbacks
	<p>2. A minimum setback of 7 metres from the nearest portion of the TCPL Pipeline Right-of-Way shall also apply to paralleling roads and any parking area or loading area, including any parking spaces, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.</p>	Note on pipeline ROW setbacks

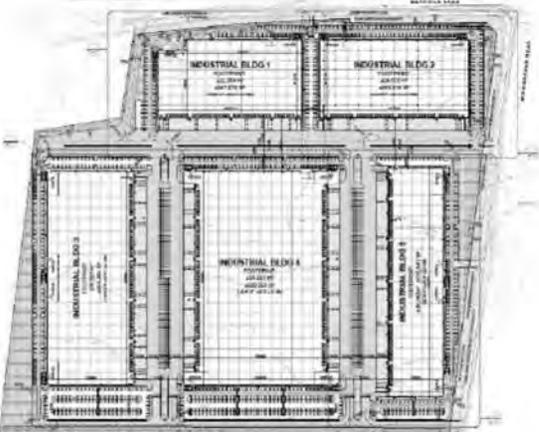
Property Owner / Consultant	Notes / Comments	Action
	<p>3. Written consent must be obtained from TCPL prior to undertaking the following activities:</p> <ol style="list-style-type: none"> a. Constructing or installing a Facility across, on, along or under a TCPL Pipeline Right-of-Way. A Facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts ("Facility"); b. Conducting a ground disturbance (excavation or digging) on the TCPL Pipeline Right-of-Way or within 30 metres of the centreline of the pipe (the "Prescribed Area"); c. Driving a vehicle, mobile equipment or machinery across a TCPL Pipeline Right-of-Way outside the travelled portion of a highway or public road; d. Using any explosives within 300 metres of a TCPL Pipeline Right-of-Way; and e. Use of the TCPL Prescribed Area for storage purposes. <p>How to apply for written consent:</p> <ul style="list-style-type: none"> • Determine the location of your work relative to a TCPL Pipeline Right-of-Way. <ul style="list-style-type: none"> ○ When planning, and before any work or activities, listed above, can begin, a request for written consent must be submitted to TCPL through its online application form ○ Location of the work is required, along with the proximity to a TCPL Pipeline Right-of-Way ○ This information can be obtained through survey plans, or through a locate request • Make a locate request online to the One-Call Centre: ClickBeforeYouDig.com or ontarioonecall.ca <ul style="list-style-type: none"> ○ The One-Call Centre will notify owners of buried utilities in your area, who will send representatives to mark these facilities with flags, paint or other marks, helping you avoid damaging them. Often written consent for minor activities can be obtained directly from a regional TCPL representative through a locate request. • Apply for written consent using TCPL's online application form: writtenconsent.tcenergy.com or call 1-877-872-5177. • Application assessment and consent: Once your information has been assessed and potential impacts have been evaluated, TCPL may: <ul style="list-style-type: none"> ○ Grant consent without any conditions ○ Grant consent that requires certain conditions to be met to assure safety, or ○ Not grant consent 	<p>Note on TCPL's process when working within the pipeline ROW</p>
	<p>4. During construction, temporary fencing must be erected and maintained along the limits of the TCPL Pipeline Right-of-Way by the Proponent to prevent unauthorized access by heavy machinery. The fence erected must meet TCPL's specifications concerning type, height and location. The Proponent is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction.</p>	<p>Note on the use of temporary fencing preventing unauthorized access by heavy machinery on the pipeline ROW</p>
	<p>5. Storage of materials and/or equipment on the TCPL Pipeline Right-of-Way is not permitted.</p>	<p>Note on material storage within pipeline ROW</p>
	<p>6. The following provides design guidance for crossings of TCPL pipeline(s):</p> <p>General Requirements:</p> <ul style="list-style-type: none"> • The crossing shall occur as close as possible to 90 degrees. • The crossing shall not occur at or within 7 metres of a bend in a TCPL pipeline. • TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses. 	<p>Note on pipeline crossing design guidelines</p>

Property Owner / Consultant	Notes / Comments	Action
	<p>General Conditions for Crossings by Roads:</p> <ul style="list-style-type: none"> Roads shall be constructed so that the travelled surface is no less than 1.5 metres above the top of the pipeline. The bottom of the ditches adjacent to roads should not be less than 1.4 metres above the top of the pipeline. <p>General Conditions for Crossings by Utilities:</p> <ul style="list-style-type: none"> The TCPL pipeline(s) shall retain the upper position in the crossing area. Minimum vertical separation between buried facilities shall be 0.6 metres for open cut excavations and 1 metre for horizontal directional drill or other trenchless installation methods. The utility depth shall be maintained for the entire width of the TCPL Pipeline Right-of-Way. The utility shall have no bends within the TCPL Pipeline Right-of-Way. The utility shall have no joints, splices or other connections within the TCPL Pipeline Right-of-Way. Pipeline crossings should not be placed within 7 metres of a pipeline bend. <p>For road crossings, including road widenings, TCPL is required by the CER to prepare a detailed engineering assessment of all loads expected during the construction and operation of the crossing, and, if required, determine the scope for appropriate mitigation. The cost of this engineering assessment, analysis and design work, the costs of any required mitigation or pipe modification will be 100% the responsibility of the Proponent. It is recommended that the Proponent consult with TCPL as soon as possible by contacting MHBC at TCEnergy@mhbcplan.com.</p>	
	<p>7. Landscaping within the TCPL Pipeline Right-of-Way and TCPL's Prescribed Area require written consent from TCPL and shall be done in accordance with TCPL's guidelines:</p> <ol style="list-style-type: none"> The TCPL Pipeline Right-of-Way is to be seeded with Canada #1 seed. No trees or shrubs are permitted to be planted upon the TCPL Pipeline Right-of-Way, but may be allowed within TCPL's Prescribed Area. 	<p>Note on landscaping within the pipeline ROW</p>
	<p>8. Sidewalks/pathways within the TCPL Pipeline Right-of-Way require written consent from TCPL and shall be designed in accordance with TCPL's guidelines:</p> <ol style="list-style-type: none"> The width of the sidewalk/pathway shall not exceed 3 metres. The sidewalk/pathway shall maintain a minimum separation of 5 metres from the edge of the pipeline at all points where the pathway travels in the same direction (i.e. paralleling) as the pipeline within the TCPL Pipeline Right-of-Way. A sidewalk/pathway crossing the pipeline(s) shall be installed to cross the pipeline(s) as close as possible to 90 degrees, but no less than 45 degrees. Crossings of the pipeline(s) shall be limited to 1 per approximately 200 metres. The presence of the pipeline(s) shall be clearly visible through the installation of above-ground pipeline signage. Signage is to be installed at all road, pathway and other crossings, and throughout the development area at intervals of 100 metres. Signage for crossings will be supplied by TCPL and installed by a Third Party. Expansion joints shall be installed 3 metres on either side of the TCPL pipeline(s) if the pathway is cement or asphalt. 	<p>Note on sidewalks / pathways within the pipeline ROW</p>
	<p>9. Grading activities within the TCPL Pipeline Right-of-Way shall be kept to a minimum. TCPL requests that grading plans for lands within the Prescribed Area be circulated to TCPL for review prior to an application for written consent. Written consent must be obtained from TCPL prior to undertaking any grading activities within TCPL's Prescribed Area.</p>	<p>Note on grading within the pipeline ROW</p>

Property Owner / Consultant	Notes / Comments	Action
	10. Where TCPL consents to any ground disturbances in proximity to any TCPL pipeline, the original depth of cover over the pipelines within the TCPL Pipeline Right-of-Way shall be restored after construction. This depth of cover over the pipelines shall not be compromised due to rutting, erosion or other means.	Note on ground disturbances within pipeline ROW
	11. Facilities shall be constructed to ensure that drainage is directed away from the TCPL Pipeline Right-of-Way so that erosion that would adversely affect the depth of cover over the pipeline(s) does not occur. Catchment basins, drainage swales or berms are not permitted within the TCPL Pipeline Right-of-Way. All infrastructure associated with site servicing, grading, and stormwater management (e.g. subdrains, manholes, catch basins, retention walls, storm ponds, culverts/riprap) shall be setback a minimum of 7 metres from the edge of the TCPL Pipeline Right-of-Way.	Note on drainage and setbacks for site servicing, grading and stormwater management related infrastructure
	12. Should pooling of water or erosion occur on the TCPL Pipeline Right-of-Way as a result of any Facility installation or landscaping, the Proponent will be responsible for the remediation or reclamation to TCPL's satisfaction.	Note on water pooling or erosion within the pipeline ROW
	13. Any large-scale excavation adjacent to the TCPL Pipeline Right-of-Way, which is deeper than the bottom of the pipe, must incorporate an appropriate setback from the edge of the TCPL Pipeline Right-of-Way and must maintain a slope of 3:1 away from the edge of the TCPL Pipeline Right-of-Way.	Note on setback requirements for excavation adjacent to pipeline ROW
	14. Mechanical excavation within 5 metres of the edge of a TCPL pipeline is prohibited. Hand or hydrovac excavation must be utilized within this distance.	Note on excavation setbacks from pipeline ROW
	15. In no event shall TCPL be held liable to the Proponent respecting any loss of or damage to the Proponent's Facility, which the Proponent may suffer or incur as a result of the operations of TCPL. The Proponent shall be responsible for all costs involved in replacing the Proponent's Facility damaged or removed during TCPL's operations and shall indemnify and save harmless TCPL from all actions, proceedings, claims, demands and costs brought against or incurred by TCPL as a result of the presence of or damage to the Proponent's Facility on the TCPL Pipeline Right-of-Way.	Note on liability for loss or damage to proponent's facility as a result of TCPL operations
	16. Vehicle barriers, of a design acceptable to TCPL or as may be required by law, shall be installed across the width of the TCPL Pipeline Right-of-Way, where public roads cross the TCPL Pipeline Right-of-Way. The location of these barriers must be approved by TCPL.	Note on requirements where public roads cross the pipeline ROW
	17. If the pipeline(s) experience contact damage or other damage as a result of construction, stop work immediately and notify TCPL at once. The TCPL Emergency Phone Number is 1-888-982-7222.	Procedure and emergency contact info in the event of damage to pipeline during construction
	18. All associated work, signage or any other engineering protection measures to protect TCPL facilities must be completed by TCPL or its qualified contractors at the sole expense of the Proponent. The complete scope of work that may be required is subject to other conditions that may be necessary related to a finalized design that is approved by TCPL. Additionally, prior to TCPL or its contractors conducting any associated work, TCPL and the Proponent must execute a reimbursement agreement, including financial assurances, which provides that the entire cost of conducting this associated work is 100% reimbursable to TCPL.	Note on work, signage, and other engineering protection measures
	19. The Proponent shall ensure through all contracts entered into, that all contractors and subcontractors are aware of and observe the foregoing terms and conditions.	Note on contractors and subcontractors and the terms and conditions
	Thank you for the opportunity to comment. Kindly forward future study details to TCenergy@mhbcpplan.com. If you have any questions, please do not hesitate to contact our office.	N/A
TMP Comment Letter HH1, HH3, HH4.pdf		

Property Owner / Consultant	Notes / Comments	Action
Primont Homes Inc./ Glen Schnarr & Associates Inc. (GSAI)	<p>On behalf of Primont Homes (Heritage Heights 1) Inc., Primont Homes (Heritage Heights 3) Inc., and Primont Homes (Heritage Heights 4) Inc., landowners within the Heritage Heights Secondary Plan Area, we wish to acknowledge receipt and review of the materials presented at the Public Information Centre held virtually on August 20, 2025.</p> <p>We appreciate the City of Brampton's and the Heritage Heights Landowners Group's efforts in advancing the Transportation Master Plan and the opportunity to provide comments at this stage. Given the importance of transportation infrastructure to the success of the Secondary Plan, Primont has a particular interest in staying engaged in the TMP process as it moves forward.</p> <p>In particular, we request to be kept informed regarding:</p> <ul style="list-style-type: none"> • The identification and refinement of transportation network crossings of existing or planned constraints that may directly influence the configuration and connectivity of our clients' lands; and • Any updates related to the evaluation and potential location of a future GO Station within the Secondary Plan area, given the significant implications this would have on land use, mobility, and long-term planning for our holdings. <p>We look forward to continued consultation and collaboration with the City and the project team to ensure the TMP supports a well-connected, transit-oriented, and complete community in Heritage Heights.</p> <p>Please confirm receipt of this letter and ensure that we are included on the circulation list for all future correspondence and updates related to the Heritage Heights Transportation Master Plan.</p>	N/A
RE Heritage Heights Transportation Master Plan External Agency Engagement Session Slides.msg		
The Town of Halton Hills	<p>Thank you for allowing us to review and provide feedback on the Heritage Heights Transportation Master Plan. Please see the Town's comments below.</p> <ul style="list-style-type: none"> • The Town of Halton Hills continues to express concerns regarding the projected traffic volumes associated with the Heritage Heights Transportation Master Plan. These volumes are expected to have a significant and negative impact on the hamlet of Norval, which is a gateway into Halton Hills, and a sensitive and historically significant community. • These concerns are consistent to the commitments outlined in the Memorandum of Understanding (MOU), which emphasized the need to protect Norval from adverse transportation impacts and establish a framework for the timely implementation of transportation improvements recommended in the Halton-Peel Boundary Area Transportation Study. • In light of this, the Town is strongly urging continued and meaningful collaboration with the City of Brampton and the Region of Peel to develop a comprehensive, long-term transportation network that reflects the shared objectives of all municipal partners involved, consistent with the 2012 MOU. • This network must not only accommodate future growth but also safeguard the character and livability of existing communities like Norval. We are looking for a coordinated approach that respects the commitments made and ensures that mitigation strategies are in place before any major infrastructure decisions are finalized. • The Town believes that additional information is required as to the details of next steps and timeline which should be integrated into the Master Plan. 	N/A

Property Owner / Consultant	Notes / Comments	Action
	<ul style="list-style-type: none"> Town staff participated in the mediation process with the City of Brampton and landowners within the (HH) Secondary Plan. City of Brampton and landowners supported the inclusion of policy 13.1.11 as requested by the Town and Region of Halton. <p>Policy 13.1.11</p> <p>a) In order to ensure provisions for adequate transportation infrastructure are in place to support development in the Heritage Heights Secondary Plan Area, prior to the City of Brampton adopting Precinct Plans for Precincts 52-4 and 52-5, proponents of development shall demonstrate satisfaction of the transportation policies under the North West Brampton Urban Development Area section of the City of Brampton Official Plan.</p> <p>b) Within Precincts 52-4 and 52-5 on Schedule 52-2, future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries. This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.</p> <p>c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.</p> <p>Please confirm that the City will continue to pursue the required further studies through the precinct planning process in order to ensure that any transportation mitigation improvements are adequately addressed and resolve any capacity constraints within the area.</p>	
11722 Mississauga Road- HHSP Transportation Master Plan, Comment Letter.pdf		
11722 Mississauga GP Inc. / MHBC	<p>On behalf of our client, 11722 Mississauga GP Inc., the owner of the lands municipally addressed as 11722 Mississauga Road in the City of Brampton (the "Subject Lands"), we are pleased to submit this letter to the City, outlining our comments on the proposed road network for the Heritage Heights Secondary Plan ("HHSP"), as presented during the Public Information Centre ("PIC") held on August 20, 2025. Our comments highlight the merits of the proposed revisions to the road network, identified through a technical review conducted by Ainley Group, in support of the planned redevelopment of the Subject Lands with an industrial subdivision.</p>	N/A
	<p>EXISTING SITE AND CONTEXT</p> <p>The Subject Lands are located at the south-west corner of Mayfield Road and Mississauga Road, with frontage of approximately 526 metres on Mayfield Road and 593 metres on Mississauga Road (Figure 1). The Subject Lands are generally square in shape and approximately 37.9 hectares (93.65 acres) in size. North of the Subject Lands lies mainly agricultural lands with scattered industrial uses, to the east of the Subject Lands are residential uses, agricultural lands and wooded areas are located both south and west of the site.</p>	N/A

Property Owner / Consultant	Notes / Comments	Action
	 <p data-bbox="474 659 653 678"><i>Figure 1- Location Map</i></p>	
	<p data-bbox="464 699 709 719">HISTORY OF THE PROPOSAL</p> <p data-bbox="464 727 1581 898">A Pre-Submission Review for an Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), and Site Plan Application for the Subject Lands was submitted to the City of Brampton on June 3rd, 2024, prior to the approval of the HHSP. The intent of the application was to facilitate the redevelopment of the Subject Lands into an industrial subdivision that consisted of five warehouse buildings with ancillary office uses, supported by surface parking, loading areas, and private roads. A formal submission to the City was later made on October 30, 2024. A copy of the Site Plan prepared by Ware Malcomb submitted with the application is provided below. The submission was deemed incomplete by the City on December 6, 2024.</p>  <p data-bbox="474 1393 743 1412"><i>Figure 2- 1st Submission, Site Plan</i></p>	<p data-bbox="1713 1068 1751 1088">N/A</p>

Property Owner / Consultant	Notes / Comments	Action
	<p>Official Plan Amendment</p> <p>The Subject Lands are currently designated as “N-W Brampton Urban Development Area” and “Open Space”, with a “Corridor Protection Area” overlay as per Schedule A, General Land Use Designations of the City of Brampton Official Plan. The proposed OPA submitted with the first submission sought to add a Special Land Use Policy exception to the Subject Lands in order to permit the proposed industrial development, in advance of the approval of the HHSP. The intent of the proposed OPA was to implement the employment uses planned for the Subject Lands in the Region of Peel Official Plan, the Draft City of Brampton Official Plan, and the under-appeal HHSP.</p> <p>Zoning By-law Amendment</p> <p>An amendment to the City of Brampton Zoning By-law was also required to re-zone the Subject Lands from “Agricultural (A)” to “Industrial (M2)”, with site-specific provisions to permit the proposed development. The proposed ZBA was intended to bring the zoning permissions of the Subject Lands into conformity with the designation of the lands proposed through the OPA.</p>	
	<p>APPROVAL OF THE HHSP</p> <p>Since the first development application for the Subject Lands, the appeals to the HHSP have been resolved and the HHSP is now in-force and effect. As per Schedule 52-6, Land Use Structure of the HHSP, the majority of the Subject Lands are designated as “Employment”, while the western border of the lands is designated as “Natural Heritage System” (Figure 3).</p>  <p><i>Figure 3- HHSP, Schedule 52-6, Land Use Structure</i></p> <p>As per the HHSP, lands designated as “Employment” are intended to maximize the economic potential of the area, particularly given its strategic proximity to the Provincial Transportation Corridor. Development within Employment Areas should support economic resilience and growth, provide local and regional light industrial employment opportunities, and promote uses within the green technology, health, creative, and technology and innovation sectors.</p> <p>Schedule 52-8, Street Network (Figure 4) and Schedule 52-9, Right-of-Way Widths (Figure 5) of the HHSP illustrate the conceptual public street network proposed for the HHSP. As per Figure 4 and 5 below, the Subject Lands is proposed to contain the following public roads:</p> <ul style="list-style-type: none"> • Two N-S Public Roads (Serve Street and Court Road), with right-of-way widths of 20.0-30.0 metres; and, 	<p>N/A</p>

Property Owner / Consultant	Notes / Comments	Action
	<ul style="list-style-type: none"> One E-W Public Road (Ace Avenue), with a right-of-way width of 20.0-30.0 metres.   <p>Figure 4- HHSP, Schedule 52-8, Street Network</p> <p>Figure 5- HHSP, Schedule 52-9, Street Right of Way Widths</p>	
	<p>PUBLIC INFORMATION CENTRE, TRANSPORTATION MASTER PLAN FOR THE HHSP</p> <p>At the PIC for the Heritage Heights Transportation Master Plan, the City presented two "Network Alternatives" for the road network in Precinct 52-3 of the HHSP, where the Subject Lands are located. These alternatives, shown in Figure 6 below, differ from the road layout shown in the HHSP. The design revisions realign Deuce Street, extend Ace Avenue, and adjust Pinnacle Parkway to avoid wetland areas. The City explained that these changes were driven by the need to maintain Pinnacle Parkway and Court Road as key north-south connectors to Mayfield Road, as well as to ensure east-west employment connectivity across Highway 413. Option 2, Continuous North-South Connection, maintains the north-south transit route but introduces additional intersections along Ace Avenue, which disrupt the continuity of the east-west collector road between employment areas. Option 3, Continuous East-West Connection, maintains east-west connectivity and introduces additional intersections along Pinnacle Parkway, which disrupt the continuity of the north-south collector roads connecting to the future highway. Option 3 offers a continuous parallel traffic relief corridor to Mayfield Road and Wanless Drive and requires the least land acquisition compared to the other options. Both of these options have been carried forward for further evaluation, however, the City has recommended that Option 3, Continuous North-South Connection, be pursued.</p>	N/A

Property Owner / Consultant	Notes / Comments	Action
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Figure 6- Heritage Heights TMP, Public Information Centre, Alternative Road Network for Precinct 52-3

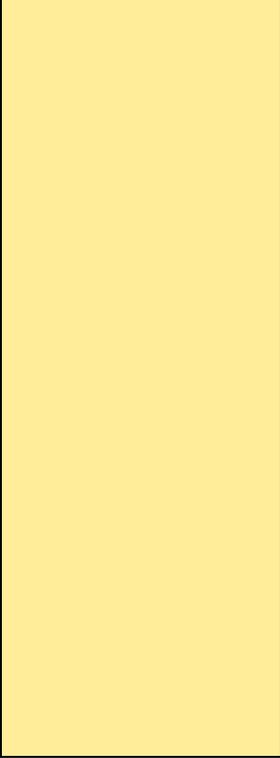
REVISED PROPOSAL

The proposed industrial development has been revised in response to feedback received from the City, as well as the approval of the HHSP and the ongoing discussions regarding the TMP. As illustrated in **Figure 7** below, the updated plan refines the initial Site Plan—which included five large warehouse buildings and a series of private roads—with a revised layout consisting of nine employment blocks, supported by a combination of public and private roads and realigned NHS lands. Specifically, the proposed road network consists of:

- A 23.0 metre wide private/public road running east-to-west, connecting to Ace Avenue (Goderich Drive) in the east and includes a cul-de-sac in the west, that can connect to Serve Street once the road becomes public; and,
- A private road that connects to Mississauga Road in the east and Serve Street in the west.



Figure 7- Updated Site Plan



Property Owner / Consultant	Notes / Comments	Action
	<p>The intent of the design changes to the development is to introduce flexibility to allow for smaller-format industrial uses that are more compatible with the road network and land uses envisioned through the HHSP, respond to current market demand for employment uses, and continue to support the objectives of the Employment designation—to maximize the area’s economic potential and foster long-term growth. These design changes will still provide flexibility to accommodate larger tenants if the demand for these types of employment uses exist. The detailed design of the proposed development, including the delineation of the NHS, the parking and loading spaces, and refinements to the road network is ongoing, and a revised submission will be made to the City in the imminent future.</p> <p><u>JUSTIFICATION FOR REVISIONS TO THE HHSP TRANSPORTATION NETWORK</u></p> <p>Policy 10.6.6 of the HHSP states that an Official Plan Amendment will not be necessary to alter the existence, location, alignment, and/or right-of-way width of streets shown on Schedule 52-6, Land Use Schedule, Schedule 52-8, Street Network, and Schedule 52-9, Street Right of Way Widths, as determined through the Precinct Planning or site specific development application approval process. This policy is necessary to allow for flexibility in the design of the road network to meet the needs of future redevelopment as the HHSP evolves over time.</p> <p>Through the settlement process for the HHSP at the Ontario Land Tribunal (“OLT”), the Subject Lands were re-designated in the HHSP from “Employment & Light Industrial” (northern half of the site), “Low Density,” and “High Density” (southern half of the site) to solely “Employment”. However, the public road network illustrated in the HHSP was never updated to reflect the functional needs of large-scale employment uses, as envisioned by the approved Employment policies. Design and transportation analyses conducted as part of the development application for the proposed industrial subdivision on the Subject Lands have determined that the grid-style public road network envisioned by the HHSP does not support the efficiency of the sites intended use. The economic potential of the designated Employment Area should be maximized, and the road network should prioritize efficient connectivity to the Provincial Transportation Corridor. In addition, the internal road network should be hierarchical, with roads capable of handling heavy truck traffic, including wider turning radii. Special attention should be given to freight routes while also accommodating employee traffic and, where applicable, multimodal options like transit and active transportation.</p> <p>Instead of incorporating three public roads that would redirect traffic through the employment area, the proposed development refines the road network to better support internal employment functions, while still maintaining key connections that align with the broader objectives of the HHSP. The following revisions have been made to the road network contemplated through the HHSP:</p> <ul style="list-style-type: none"> • Shift the north-south public road (Serve Street), further west, outside the Subject Lands; • Realign Pinnacle Parkway, north of the NHS lands, to connect with Serve Street at Goderich Drive (Ace Avenue), creating a single connection to Mayfield Road to the north; and, • Remove the north-south public road (Court Road) from the Subject Lands, through terminating the road north of Nightjar Drive (Deuce Street). <p>The proposed revisions to the road network align with the recommended changes for the Precinct 52-3 Road Network, as presented by the City at the PIC for the TMP. By maintaining the east-west public road (Ace Avenue) through the Subject Lands, the proposed road network supports the goal of maintaining east-west transit connectivity by providing a continuous, parallel traffic relief corridor to Mayfield Road and Wanless Drive. The revisions also incorporate the realignment of Pinnacle Parkway, as</p>	

Property Owner / Consultant	Notes / Comments	Action
	<p>presented by the City at the PIC, which maintains the north-south collector road connectivity to Mayfield Road while avoiding bisecting NHS lands.</p> <p>Shifting Serve Street to the west will maintain its connectivity within the planned road network while avoiding conflicts with sensitive environmental features. Since Serve Street is not extended south of Wanless Drive, the proposed adjustment to the alignment will not alter the north-south travel pattern or add undue pressure on Mayfield Road. This proposed shift to Serve Street to the west is not anticipated to have any significant impact on traffic operations or overall network performance.</p> <p>Realigning Pinnacle Parkway north of the NHS lands to connect with Serve Street at Goderich Drive (Ace Avenue), is preferable for traffic operations. The resulting single consolidated connection to Mayfield Road provides adequate spacing from adjacent intersections, which helps to minimize weaving and lane-changing movements. This is particularly beneficial for drivers traveling from Highway 413 and continuing southbound on Serve Street.</p> <p>Court Road runs north-south and can be divided into two distinct segments. Segment 1 extends between Mayfield Road and Wanless Drive, while Segment 2 extends between Wanless Drive and Buick Boulevard.</p> <p>For Segment 1, traffic patterns traveling between Mayfield Road and Wanless Drive are more efficiently accommodated by Mississauga Road, which provides a higher-capacity north-south connection. Alternative local routes, such as Pinnacle Parkway and Serve Street, are also available to distribute traffic demand. With multiple access points proposed through Mayfield Road, Mississauga Road, and Serve Street, acceptable levels of service are anticipated at site accesses, ensuring sufficient capacity to manage projected total traffic volumes. Accordingly, the removal of Court Road in this segment is not expected to negatively affect overall connectivity or traffic performance.</p> <p>Segment 2, which traverses a natural heritage area and is planned to serve institutional, residential, and park-related land uses, will remain part of the network. Most of the traffic generated in this area will be internal or will utilize Mississauga Road to reach Mayfield Road. It is also highly unlikely that northbound traffic would use Court Road as a through route to Mayfield Road, given the presence of the employment area. Importantly, limiting Court Road to Segment 2 would reduce traffic volumes near schools, residential neighborhoods, and future parks, thereby improving safety for pedestrians, cyclists, and students. The removal of Court Road between Mayfield Road and Wanless Drive (Segment 1) from the proposed roadway network is expected to have minimal impact on overall traffic operations while providing notable environmental and safety benefits.</p>	
	<p>CONCLUSION</p> <p>During the design process for the proposed employment subdivision on the Subject Lands, it was determined that the public road network, as illustrated in the HHSP, could be further refined to enhance efficiency and better support the intended use of the lands as a dedicated employment area. These proposed changes include the elimination of the north-south public road (Court Road-Segment 1), and the realignment of Serve Street and Pinnacle Parkway. These modifications will maintain overall connectivity and network performance while providing notable environmental and safety benefits. They also directly align with the objectives of the HHSP, supporting long-term mobility, sustainability, and safety priorities without compromising efficiency.</p>	N/A
September 5, 2025 Transportation Master Plan Response.pdf		
231790 Ontario Limited / D.J.K. Land Use Planning	I represent the 231790 Ontario Limited the owner of 2212 and 2214 Wanless Drive, Brampton, Ontario. These properties are on the north side of Wanless Drive, west of Mississauga Road.	N/A

Property Owner / Consultant	Notes / Comments	Action
	<p>This letter is provided in response to the Heritage Heights Transportation Master Plan Public Information Centre - August 2025, and the presentation provided on the City of Brampton web site for the Heritage Heights Secondary Plan.</p> <p>In reviewing the presentation, we agree with Recommendation on page 52, Option 3 as it related to 2212 and 2214 Wanless Drive. We would request that the north/south "Serve Street" be located abutting, but not on 2212 Wanless Drive. Please see the plan below locating the properties on Wanless Drive as they relate to Option 3.</p> <div data-bbox="470 477 1352 964" style="border: 1px solid black; padding: 5px;"> <p>Short List C: Precinct 52-3 Road Network</p> <p>Recommendation:</p> <ul style="list-style-type: none"> • Maintain a continuous east-west crossing of future Highway 413 (Goderich Drive) between employment areas in Precincts 52-3 and 52-7. • Maintain north-south collector road connectivity to Mayfield Road, serving Precincts 52-2 and 52-3 to/from future Highway 413 and Provincial Transitway while avoiding bisecting wetland and woodland feature.  <p style="text-align: center;">Option 3: Continuous East-West Connection</p> </div> <p>We would also request any information you have on the road widening for Wanless Drive from 2 to 4 lanes. In particular, the road geometry of the 4-lane realignment and the construction timing for this work would be most appreciated.</p> <p>We would be happy to meet to discuss any questions you may have regarding our comments.</p>	
Letter to City of Brampton re 2594 Bovaird Drive West - JW Facilities.pdf		
JW Facilities / Aird & Berlis LLP	<p><u>Introduction</u></p> <p>We are legal counsel to JW Facilities, a Federal not-for-profit corporation and registered charity, regarding planning and potential land acquisition issues affecting the property located at 2594 Bovaird Drive West, Brampton. We are making these comments on behalf of our client regarding certain aspects of the Heritage Heights Transportation Master Plan which was considered at a public information meeting on August 20, 2025.</p>	N/A
	<p><u>The Subject Property</u></p> <p>The property at 2594 Bovaird Drive West is approximately 42 acres in size, and has frontage on both Heritage Road and Bovaird Drive. The facility is improved with a large auditorium/meeting facility with 1,700 seats used for religious events throughout the year. The facility serves the approximately 25,000 Jehovah's Witnesses in the Greater Toronto Area. Most persons using the facility</p>	N/A

Property Owner / Consultant	Notes / Comments	Action
	<p>arrive by car. The facility is also used for training purposes which include training classrooms as well as three (3) apartments that are occupied by full-time ministers. There are also numerous out buildings, on site servicing infrastructure, parking, and landscaping. The facility is currently undergoing a multi million dollar major renovation and expansion. Completion is anticipated for June of 2026. Given the nature of the facility and its use, unimpeded vehicular access at all times of the week is necessary. As well, intrusive noise and vibration through highway construction is extremely detrimental to the function and use of the property.</p> <p><u>Concerns Regarding the Heritage Heights Transportation Master Plan Proposals</u></p> <p>Our client has not agreed to nor consented to the use or taking of their property by the City of Brampton or any other public authority in that regard. Of particular concern to our client is the apparent realignment and widening of Heritage Road, as well as the widening of portions of Bovaird Drive This appears to be utilizing portions of 2594 Bovaird Drive West.</p> <p>In addition, our client is concerned with a loss of land, disruption to access and egress during and after completion of construction of the Heritage Road realignment and widening and the Bovaird widening. Our client is also concerned with intrusive noise and vibration during those times when the facility is in use. Further comments may be forthcoming regarding some additional aspects of the Transportation Master Plan and as the process evolves.</p> <p><u>Conclusion</u></p> <p>Please accept these as our comments regarding proposals to realign and widen Heritage Road and to widen Bovaird Drive in the vicinity of our client's property and what appear to be land requirements of our client's property. Please let us know if you require further information.</p> <p>Please keep our office informed of any further meetings, reports, documents or decisions regarding the Transportation Master Plan process.</p>	
<u>[EXTERNAL]Halton Region Comments re Heritage Heights Transportation Master Plan.em!</u>		
Halton Region	<p>We appreciate being invited to the August 14th agency meeting and being asked for comments on the materials presented at that meeting. Regional staff are available for further meetings/discussions on the items noted below, if that would assist in Brampton's process.</p> <ul style="list-style-type: none"> We understand from the presentation and the provided slides that the Master Plan will recommend that Area E (Norval area) be carried forward for further study. Please indicate the next steps for this work to occur and the anticipated timelines for this additional study. Can more specifics on future study timing be included in the Master Plan document itself? The Region has concerns with the projected volumes anticipated in the Heritage Heights Transportation Master Plan and the impacts this will have on the road network in the boundary area between Peel and Halton. The 2012 Memorandum of Understanding amongst local and regional municipalities in Peel and Halton was meant to establish a framework for the timely implementation of transportation improvements recommended in the HPBAT Study. The future EA for the East-West connection continues to be a priority for Halton Region to see move forward in a timely fashion. As such, Regional staff wish to continue to collaborate with the City of Brampton and the Region of Peel to establish a long-term transportation network for this area. 	N/A

Property Owner / Consultant	Notes / Comments	Action
	<ul style="list-style-type: none"> Based on the Slide Deck content for Area E (specifically Slide 43), the Region finds it unclear if the 'DO NOTHING' option will be 'Carried Forward' or if it has been Ruled Out. During the meeting, it was communicated that the "DO NOTHING" option would be screened out, as it is not a viable option, but Slide 43 seems to reference that this option may be carried forward. Please confirm. This may need clarification in the report itself. Please advise when there will be a draft Transportation Report circulated for review and comment. 	
<u>3 Preliminary Preferred Network Sep 8 2025 from COB Planning Service Development Comments 20250912.pdf</u>		
Brampton Transit	Public Information Centre Presentation, markup with comments	
<u>TMP Prelim Preferred Network Sep2025 EnvPlng Comments for Discussion.pdf</u>		
Environmental Planning	Preliminary Preferred Network – Street Network Classification, markup with comments	
	Preliminary Preferred Network – Active Transportation Network, markup with comments	

Email	Content
FW EXTERNAL Heritage Heights Transportation Master Plan - Comments from CCFS.msg	Forwarded email from Crozier with "2025.09.04 - Transportation Opinion Letter - Heritage Heights TMP - FINAL.pdf" attached
HHTMP PIC Comments Received.msg	Email from City with "50548 TCPL TMP Response Letter Sept 4 2025.pdf", and "TMP Comment Letter HH1, HH3, HH4.pdf" attached
RE HHTMP PIC Comments Received.msg	Email from City with "September 5, 2025 Transportation Master Plan Response.pdf", "Letter to City of Brampton re 2594 Bovaird Drive West - JW Facilities.pdf", and "[EXTERNAL]Halton Region Comments re Heritage Heights Transportation Master Plan.eml" attached
FW Brampton Transit Comments - Heritage Heights Transportation Master Plan (TMP).eml	Email from City with "3_Preliminary Preferred Network_Sep 8 2025 from COB Planning_Service Development Comments 20250912.pdf" attached
FW Heritage Heights TMP Comments - Environmental Planning.eml	Email from City with "TMP_Prelim_Preferred_Network_Sep2025_EnvPlng_Comments_for_Discussion.pdf" attached



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Authorized commenting Agency for



September 4, 2025

Vikram Hardatt, RPP, MCIP
Principal Planner

City of Brampton


Via email: heritageheights@brampton.ca

Dear Vikram Hardatt:

**RE: Public Information Centre #1
Heritage Heights Transportation Master Plan**
MHBC File: PAR 50548

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") are the planning consultants for TransCanada PipeLines Limited ("TCPL"), an affiliate of TC Energy Corporation ("TC Energy"). This letter is in response to the materials presented in Public Information Centre (PIC) #1 for the Heritage Heights Transportation Master Plan (TMP) in the City of Brampton. TCPL has two (2) high pressure natural gas pipelines contained within its easement(s) ("TCPL Pipeline Right-of-Way") within the Study Area Boundary.

TCPL's pipelines and related facilities are federally regulated and are subject to the jurisdiction of the Canada Energy Regulator ("CER"). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at www.cer-rec.gc.ca.

The Preliminary Preferred Network drawings identify a new collector road crossing the TCPL Pipeline Right-of-Way (constructed), widenings of Bovaird Drive and Heritage Road across the TCPL Pipeline Right-of-Way, and a Conceptual Recreational Trail within the TCPL Pipeline Right-of-Way. Upon review of the PIC #1 materials, we are providing the following comments:

1. No buildings or structures shall be installed anywhere on the TCPL Pipeline Right-of-Way. Permanent buildings and structures, including streetlights, bus stop structures, etc., are to be located a minimum of 7 metres from the edge of the TCPL Pipeline Right-of-Way. Temporary, moveable, or accessory structures, that are not affixed to the ground, are to be located a minimum of 3 metres from the edge of the TCPL Pipeline Right-of-Way.
2. A minimum setback of 7 metres from the nearest portion of the TCPL Pipeline Right-of-Way shall also apply to paralleling roads and any parking area or loading area, including any parking spaces, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.
3. Written consent must be obtained from TCPL prior to undertaking the following activities:

- a. Constructing or installing a Facility across, on, along or under a TCPL Pipeline Right-of-Way. A Facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts ("Facility");
- b. Conducting a ground disturbance (excavation or digging) on the TCPL Pipeline Right-of-Way or within 30 metres of the centreline of the pipe (the "Prescribed Area");
- c. Driving a vehicle, mobile equipment or machinery across a TCPL Pipeline Right-of-Way outside the travelled portion of a highway or public road;
- d. Using any explosives within 300 metres of a TCPL Pipeline Right-of-Way; and
- e. Use of the TCPL Prescribed Area for storage purposes.

How to apply for written consent:

- Determine the location of your work relative to a TCPL Pipeline Right-of-Way.
 - When planning, and before any work or activities, listed above, can begin, a request for written consent must be submitted to TCPL through its online application form
 - Location of the work is required, along with the proximity to a TCPL Pipeline Right-of-Way
 - This information can be obtained through survey plans, or through a locate request
 - Make a locate request online to the One-Call Centre: ClickBeforeYouDig.com or ontarioonecall.ca
 - The One-Call Centre will notify owners of buried utilities in your area, who will send representatives to mark these facilities with flags, paint or other marks, helping you avoid damaging them. Often written consent for minor activities can be obtained directly from a regional TCPL representative through a locate request.
 - **Apply for written consent** using TCPL's online application form: writtenconsent.tcenergy.com or call 1-877-872-5177.
 - Application assessment and consent: Once your information has been assessed and potential impacts have been evaluated, TCPL may:
 - Grant consent without any conditions
 - Grant consent that requires certain conditions to be met to assure safety, or
 - Not grant consent
4. During construction, temporary fencing must be erected and maintained along the limits of the TCPL Pipeline Right-of-Way by the Proponent to prevent unauthorized access by heavy machinery. The fence erected must meet TCPL's specifications concerning type, height and location. The Proponent is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction.
 5. Storage of materials and/or equipment on the TCPL Pipeline Right-of-Way is not permitted.
 6. The following provides design guidance for crossings of TCPL pipeline(s):

General Requirements:

- The crossing shall occur as close as possible to 90 degrees.
- The crossing shall not occur at or within 7 metres of a bend in a TCPL pipeline.
- TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.

General Conditions for Crossings by Roads:

- Roads shall be constructed so that the travelled surface is no less than 1.5 metres above the top of the pipeline.

The bottom of the ditches adjacent to roads should not be less than 1.4 metres above the top of the pipeline.

General Conditions for Crossings by Utilities:

- The TCPL pipeline(s) shall retain the upper position in the crossing area.
- Minimum vertical separation between buried facilities shall be 0.6 metres for open cut excavations and 1 metre for horizontal directional drill or other trenchless installation methods.
- The utility depth shall be maintained for the entire width of the TCPL Pipeline Right-of-Way.
- The utility shall have no bends within the TCPL Pipeline Right-of-Way.
- The utility shall have no joints, splices or other connections within the TCPL Pipeline Right-of-Way.
- Pipeline crossings should not be placed within 7 metres of a pipeline bend.

For road crossings, including road widenings, TCPL is required by the CER to prepare a detailed engineering assessment of all loads expected during the construction and operation of the crossing, and, if required, determine the scope for appropriate mitigation. The cost of this engineering assessment, analysis and design work, the costs of any required mitigation or pipe modification will be 100% the responsibility of the Proponent. It is recommended that the Proponent consult with TCPL as soon as possible by contacting MHBC at TCEnergy@mhbcplan.com.

7. Landscaping within the TCPL Pipeline Right-of-Way and TCPL's Prescribed Area require written consent from TCPL and shall be done in accordance with TCPL's guidelines:
 - a. The TCPL Pipeline Right-of-Way is to be seeded with Canada #1 seed.
 - b. No trees or shrubs are permitted to be planted upon the TCPL Pipeline Right-of-Way, but may be allowed within TCPL's Prescribed Area.
8. Sidewalks/pathways within the TCPL Pipeline Right-of-Way require written consent from TCPL and shall be designed in accordance with TCPL's guidelines:
 - a. The width of the sidewalk/pathway shall not exceed 3 metres.
 - b. The sidewalk/pathway shall maintain a minimum separation of 5 metres from the edge of the pipeline at all points where the pathway travels in the same direction (i.e. paralleling) as the pipeline within the TCPL Pipeline Right-of-Way.
 - c. A sidewalk/pathway crossing the pipeline(s) shall be installed to cross the pipeline(s) as close as possible to 90 degrees, but no less than 45 degrees.
 - d. Crossings of the pipeline(s) shall be limited to 1 per approximately 200 metres.
 - e. The presence of the pipeline(s) shall be clearly visible through the installation of above-ground pipeline signage. Signage is to be installed at all road, pathway and other crossings, and throughout the development area at intervals of 100 metres. Signage for crossings will be supplied by TCPL and installed by a Third Party.
 - f. Expansion joints shall be installed 3 metres on either side of the TCPL pipeline(s) if the pathway is cement or asphalt.
9. Grading activities within the TCPL Pipeline Right-of-Way shall be kept to a minimum. TCPL requests that grading plans for lands within the Prescribed Area be circulated to TCPL for review prior to an application for written consent. Written consent must be obtained from TCPL prior to undertaking any grading activities within TCPL's Prescribed Area.
10. Where TCPL consents to any ground disturbances in proximity to any TCPL pipeline, the original depth of cover over the pipelines within the TCPL Pipeline Right-of-Way shall be restored after construction. This depth of cover over the pipelines shall not be compromised due to rutting, erosion or other means.

11. Facilities shall be constructed to ensure that drainage is directed away from the TCPL Pipeline Right-of-Way so that erosion that would adversely affect the depth of cover over the pipeline(s) does not occur. Catchment basins, drainage swales or berms are not permitted within the TCPL Pipeline Right-of-Way. All infrastructure associated with site servicing, grading, and stormwater management (e.g. subdrains, manholes, catch basins, retention walls, storm ponds, culverts/riprap) shall be setback a minimum of 7 metres from the edge of the TCPL Pipeline Right-of-Way.
12. Should pooling of water or erosion occur on the TCPL Pipeline Right-of-Way as a result of any Facility installation or landscaping, the Proponent will be responsible for the remediation or reclamation to TCPL's satisfaction.
13. Any large-scale excavation adjacent to the TCPL Pipeline Right-of-Way, which is deeper than the bottom of the pipe, must incorporate an appropriate setback from the edge of the TCPL Pipeline Right-of-Way and must maintain a slope of 3:1 away from the edge of the TCPL Pipeline Right-of-Way.
14. Mechanical excavation within 5 metres of the edge of a TCPL pipeline is prohibited. Hand or hydrovac excavation must be utilized within this distance.
15. In no event shall TCPL be held liable to the Proponent respecting any loss of or damage to the Proponent's Facility, which the Proponent may suffer or incur as a result of the operations of TCPL. The Proponent shall be responsible for all costs involved in replacing the Proponent's Facility damaged or removed during TCPL's operations and shall indemnify and save harmless TCPL from all actions, proceedings, claims, demands and costs brought against or incurred by TCPL as a result of the presence of or damage to the Proponent's Facility on the TCPL Pipeline Right-of-Way.
16. Vehicle barriers, of a design acceptable to TCPL or as may be required by law, shall be installed across the width of the TCPL Pipeline Right-of-Way, where public roads cross the TCPL Pipeline Right-of-Way. The location of these barriers must be approved by TCPL.
17. If the pipeline(s) experience contact damage or other damage as a result of construction, stop work immediately and notify TCPL at once. The TCPL Emergency Phone Number is 1-888-982-7222.
18. All associated work, signage or any other engineering protection measures to protect TCPL facilities must be completed by TCPL or its qualified contractors at the sole expense of the Proponent. The complete scope of work that may be required is subject to other conditions that may be necessary related to a finalized design that is approved by TCPL. Additionally, prior to TCPL or its contractors conducting any associated work, TCPL and the Proponent must execute a reimbursement agreement, including financial assurances, which provides that the entire cost of conducting this associated work is 100% reimbursable to TCPL.
19. The Proponent shall ensure through all contracts entered into, that all contractors and subcontractors are aware of and observe the foregoing terms and conditions.

Thank you for the opportunity to comment. Kindly forward future study details to TCEnergy@mhbcplan.com. If you have any questions, please do not hesitate to contact our office.

Sincerely,

MHBC

A handwritten signature in black ink, appearing to read "K. Webber". The signature is written in a cursive, flowing style.

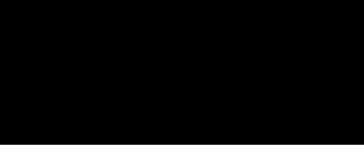
Kaitlin Webber, MA, RPP, MCIP
Intermediate Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited



September 5, 2025

Vikram Hardatt, Advisor, Special Projects
Official Plan & Growth Management, Integrated City Planning
Planning, Building & Growth Management
City of Brampton



Dear Mr. Hardatt,

**RE: HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN, PUBLIC INFORMATION CENTRE- COMMENT LETTER
11722 MISSISSAUGA ROAD, CITY OF BRAMPTON
CITY FILE: OZS-2024-0063
OUR FILE: 23118A**

On behalf of our client, 11722 Mississauga GP Inc., the owner of the lands municipally addressed as 11722 Mississauga Road in the City of Brampton (the "Subject Lands"), we are pleased to submit this letter to the City, outlining our comments on the proposed road network for the Heritage Heights Secondary Plan ("HHSP"), as presented during the Public Information Centre ("PIC") held on August 20, 2025. Our comments highlight the merits of the proposed revisions to the road network, identified through a technical review conducted by Ainley Group, in support of the planned redevelopment of the Subject Lands with an industrial subdivision.

EXISTING SITE AND CONTEXT

The Subject Lands are located at the south-west corner of Mayfield Road and Mississauga Road, with frontage of approximately 526 metres on Mayfield Road and 593 metres on Mississauga Road (**Figure 1**). The Subject Lands are generally square in shape and approximately 37.9 hectares (93.65 acres) in size. North of the Subject Lands lies mainly agricultural lands with scattered industrial uses, to the east of the Subject Lands are residential uses, agricultural lands and wooded areas are located both south and west of the site.



Figure 1- Location Map

HISTORY OF THE PROPOSAL

A Pre-Submission Review for an Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), and Site Plan Application for the Subject Lands was submitted to the City of Brampton on June 3rd, 2024, prior to the approval of the HHSP. The intent of the application was to facilitate the redevelopment of the Subject Lands into an industrial subdivision that consisted of five warehouse buildings with ancillary office uses, supported by surface parking, loading areas, and private roads. A formal submission to the City was later made on October 30, 2024. A copy of the Site Plan prepared by Ware Malcomb submitted with the application is provided below. The submission was deemed incomplete by the City on December 6, 2024.

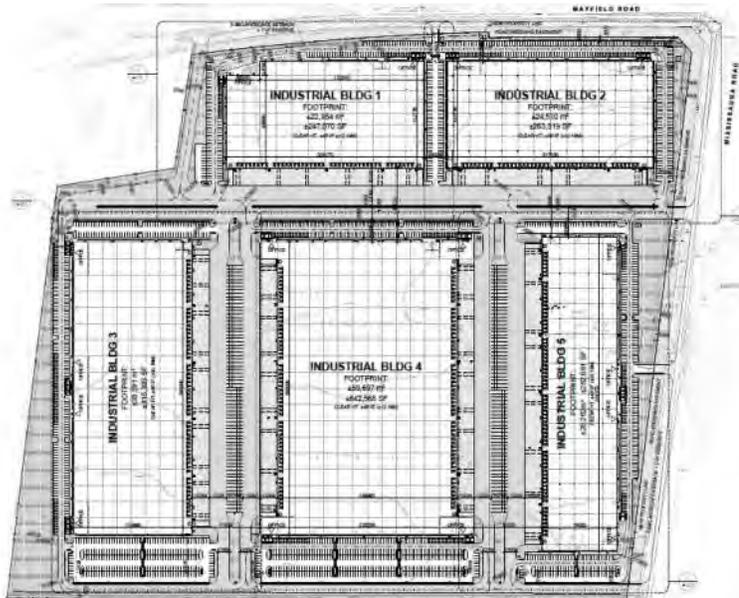


Figure 2- 1st Submission, Site Plan

Official Plan Amendment

The Subject Lands are currently designated as "N-W Brampton Urban Development Area" and "Open Space", with a "Corridor Protection Area" overlay as per Schedule A, General Land Use Designations of the City of Brampton Official Plan. The proposed OPA submitted with the first submission sought to add a Special Land Use Policy exception to the Subject Lands in order to permit the proposed industrial development, in advance of the approval of the HHSP. The intent of the proposed OPA was to implement the employment uses planned for the Subject Lands in the Region of Peel Official Plan, the Draft City of Brampton Official Plan, and the under-appeal HHSP.

Zoning By-law Amendment

An amendment to the City of Brampton Zoning By-law was also required to re-zone the Subject Lands from "Agricultural (A)" to "Industrial (M2)", with site-specific provisions to permit the proposed development. The proposed ZBA was intended to bring the zoning permissions of the Subject Lands into conformity with the designation of the lands proposed through the OPA.

APPROVAL OF THE HHSP

Since the first development application for the Subject Lands, the appeals to the HHSP have been resolved and the HHSP is now in-force and effect. As per Schedule 52-6, Land Use Structure of the HHSP, the majority of the Subject Lands are designated as "Employment", while the western border of the lands is designated as "Natural Heritage System" (**Figure 3**).



Figure 3- HHSP, Schedule 52-6, Land Use Structure

As per the HHSP, lands designated as “Employment” are intended to maximize the economic potential of the area, particularly given its strategic proximity to the Provincial Transportation Corridor. Development within Employment Areas should support economic resilience and growth, provide local and regional light industrial employment opportunities, and promote uses within the green technology, health, creative, and technology and innovation sectors.

Schedule 52-8, Street Network (**Figure 4**) and Schedule 52-9, Right-of-Way Widths (**Figure 5**) of the HHSP illustrate the conceptual public street network proposed for the HHSP. As per **Figure 4** and **5** below, the Subject Lands is proposed to contain the following public roads:

- Two N-S Public Roads (Serve Street and Court Road), with right-of-way widths of 20.0-30.0 metres; and,
- One E-W Public Road (Ace Avenue), with a right-of-way width of 20.0-30.0 metres.



Figure 4- HHSP, Schedule 52-8, Street Network



Figure 5- HHSP, Schedule 52-9, Street Right of Way Widths

PUBLIC INFORMATION CENTRE, TRANSPORTATION MASTER PLAN FOR THE HHSP

At the PIC for the Heritage Heights Transportation Master Plan, the City presented two “Network Alternatives” for the road network in Precinct 52-3 of the HHSP, where the Subject Lands are located. These alternatives, shown in **Figure 6** below, differ from the road layout shown in the HHSP. The design revisions realign Deuce Street, extend Ace Avenue, and adjust Pinnacle Parkway to avoid wetland areas. The City explained that these changes were driven by the need to maintain Pinnacle Parkway and Court Road as key north-south connectors to Mayfield Road, as well as to ensure east-west employment connectivity across Highway 413. Option 2, Continuous North-South Connection, maintains the north-south transit route but introduces additional intersections along Ace Avenue, which disrupt the continuity of the east-west collector

road between employment areas. Option 3, Continuous East-West Connection, maintains east-west connectivity and introduces additional intersections along Pinnacle Parkway, which disrupt the continuity of the north-south collector roads connecting to the future highway. Option 3 offers a continuous parallel traffic relief corridor to Mayfield Road and Wanless Drive and requires the least land acquisition compared to the other options. Both of these options have been carried forward for further evaluation, however, the City has recommended that Option 3, Continuous North-South Connection, be pursued.



Figure 6- Heritage Heights TMP, Public Information Centre, Alternative Road Network for Precinct 52-3

REVISED PROPOSAL

The proposed industrial development has been revised in response to feedback received from the City, as well as the approval of the HHSP and the ongoing discussions regarding the TMP. As illustrated in **Figure 7** below, the updated plan refines the initial Site Plan—which included five large warehouse buildings and a series of private roads—with a revised layout consisting of nine employment blocks, supported by a combination of public and private roads and realigned NHS lands. Specifically, the proposed road network consists of:

- A 23.0 metre wide private/public road running east-to-west, connecting to Ace Avenue (Goderich Drive) in the east and includes a cul-de-sac in the west, that can connect to Serve Street once the road becomes public; and,
- A private road that connects to Mississauga Road in the east and Serve Street in the west.

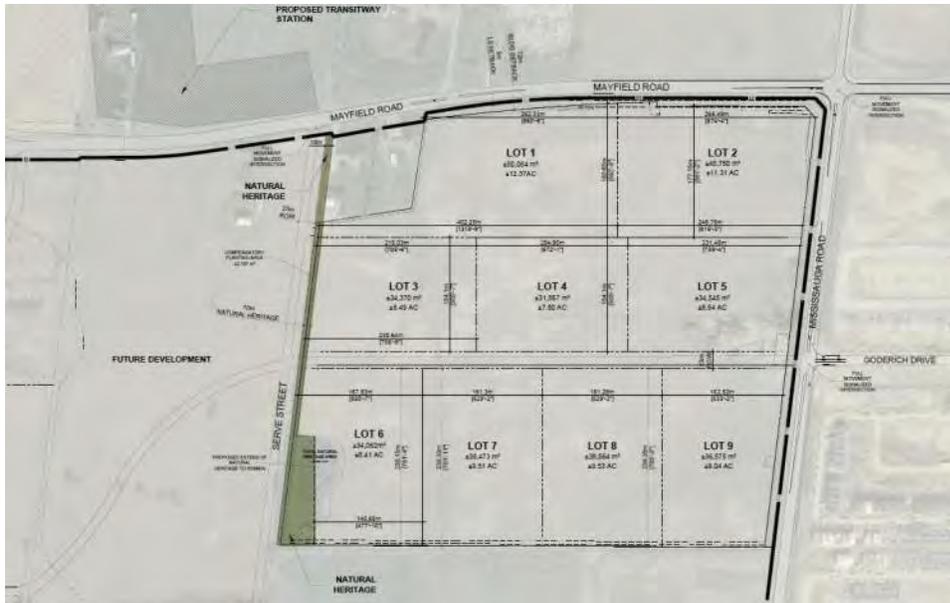


Figure 7- Updated Site Plan

The intent of the design changes to the development is to introduce flexibility to allow for smaller-format industrial uses that are more compatible with the road network and land uses envisioned through the HHSP, respond to current market demand for employment uses, and continue to support the objectives of the Employment designation—to maximize the area’s economic potential and foster long-term growth. These design changes will still provide flexibility to accommodate larger tenants if the demand for these types of employment uses exist. The detailed design of the proposed development, including the delineation of the NHS, the parking and loading spaces, and refinements to the road network is ongoing, and a revised submission will be made to the City in the imminent future.

JUSTIFICATION FOR REVISIONS TO THE HHSP TRANSPORTATION NETWORK

Policy 10.6.6 of the HHSP states that an Official Plan Amendment will not be necessary to alter the existence, location, alignment, and/or right-of-way width of streets shown on Schedule 52-6, Land Use Schedule, Schedule 52-8, Street Network, and Schedule 52-9, Street Right of Way Widths, as determined through the Precinct Planning or site specific development application approval process. This policy is necessary to allow for flexibility in the design of the road network to meet the needs of future redevelopment as the HHSP evolves over time.

Through the settlement process for the HHSP at the Ontario Land Tribunal (“OLT”), the Subject Lands were re-designated in the HHSP from “Employment & Light Industrial” (northern half of the site), “Low Density,” and “High Density” (southern half of the site) to solely “Employment”. However, the public road network illustrated in the HHSP was never updated to reflect the functional needs of large-scale employment uses, as envisioned by the approved Employment policies. Design and transportation analyses conducted as part of the development application for

the proposed industrial subdivision on the Subject Lands have determined that the grid-style public road network envisioned by the HHSP does not support the efficiency of the sites intended use. The economic potential of the designated Employment Area should be maximized, and the road network should prioritize efficient connectivity to the Provincial Transportation Corridor. In addition, the internal road network should be hierarchical, with roads capable of handling heavy truck traffic, including wider turning radii. Special attention should be given to freight routes while also accommodating employee traffic and, where applicable, multimodal options like transit and active transportation.

Instead of incorporating three public roads that would redirect traffic through the employment area, the proposed development refines the road network to better support internal employment functions, while still maintaining key connections that align with the broader objectives of the HHSP. The following revisions have been made to the road network contemplated through the HHSP:

- Shift the north-south public road (Serve Street), further west, outside the Subject Lands;
- Realign Pinnacle Parkway, north of the NHS lands, to connect with Serve Street at Goderich Drive (Ace Avenue), creating a single connection to Mayfield Road to the north; and,
- Remove the north-south public road (Court Road) from the Subject Lands, through terminating the road north of Nightjar Drive (Deuce Street).

The proposed revisions to the road network align with the recommended changes for the Precinct 52-3 Road Network, as presented by the City at the PIC for the TMP. By maintaining the east-west public road (Ace Avenue) through the Subject Lands, the proposed road network supports the goal of maintaining east-west transit connectivity by providing a continuous, parallel traffic relief corridor to Mayfield Road and Wanless Drive. The revisions also incorporate the realignment of Pinnacle Parkway, as presented by the City at the PIC, which maintains the north-south collector road connectivity to Mayfield Road while avoiding bisecting NHS lands.

Shifting Serve Street to the west will maintain its connectivity within the planned road network while avoiding conflicts with sensitive environmental features. Since Serve Street is not extended south of Wanless Drive, the proposed adjustment to the alignment will not alter the north-south travel pattern or add undue pressure on Mayfield Road. **This proposed shift to Serve Street to the west is not anticipated to have any significant impact on traffic operations or overall network performance.**

Realigning Pinnacle Parkway north of the NHS lands to connect with Serve Street at Goderich Drive (Ace Avenue), is preferable for traffic operations. The resulting single consolidated connection to Mayfield Road provides adequate spacing from adjacent intersections, which helps to minimize weaving and lane-changing movements. This is particularly beneficial for drivers traveling from Highway 413 and continuing southbound on Serve Street.

Court Road runs north–south and can be divided into two distinct segments. **Segment 1** extends between Mayfield Road and Wanless Drive, while **Segment 2** extends between Wanless Drive and Buick Boulevard.

For Segment 1, traffic patterns traveling between Mayfield Road and Wanless Drive are more efficiently accommodated by Mississauga Road, which provides a higher-capacity north–south connection. Alternative local routes, such as Pinnacle Parkway and Serve Street, are also available to distribute traffic demand. With multiple access points proposed through Mayfield Road, Mississauga Road, and Serve Street, acceptable levels of service are anticipated at site accesses, ensuring sufficient capacity to manage projected total traffic volumes. **Accordingly, the removal of Court Road in this segment is not expected to negatively affect overall connectivity or traffic performance.**

Segment 2, which traverses a natural heritage area and is planned to serve institutional, residential, and park-related land uses, will remain part of the network. Most of the traffic generated in this area will be internal or will utilize Mississauga Road to reach Mayfield Road. It is also highly unlikely that northbound traffic would use Court Road as a through route to Mayfield Road, given the presence of the employment area. Importantly, limiting Court Road to Segment 2 would reduce traffic volumes near schools, residential neighborhoods, and future parks, thereby improving safety for pedestrians, cyclists, and students. **The removal of Court Road between Mayfield Road and Wanless Drive (Segment 1) from the proposed roadway network is expected to have minimal impact on overall traffic operations while providing notable environmental and safety benefits.**

CONCLUSION

During the design process for the proposed employment subdivision on the Subject Lands, it was determined that the public road network, as illustrated in the HHSP, could be further refined to enhance efficiency and better support the intended use of the lands as a dedicated employment area. These proposed changes include the elimination of the north-south public road (Court Road-Segment 1), and the realignment of Serve Street and Pinnacle Parkway. These modifications will maintain overall connectivity and network performance while providing notable environmental and safety benefits. They also directly align with the objectives of the HHSP, supporting long-term mobility, sustainability, and safety priorities without compromising efficiency.

Yours Truly,

MHBC



Oz Kemal, BES, MCIP, RPP
President

SEPTEMBER 4, 2025

PROJECT NO: 1674-6979

SENT VIA EMAIL

Vikram Hardatt, RPP, MCIP
Principal Planner/Supervisor
Integrated City Planning
Planning, Building & Growth Management
City of Brampton

Attention: Vikram Hardatt, RPP, MCIP

RE: TRANSPORTATION OPINION LETTER
HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN
PIC 1 STAKEHOLDER COMMENTS

Dear Mr. Hardatt,

C.F. Crozier & Associates (Crozier) has been retained to provide transportation services by Catholic Cemeteries & Funeral Services – Archdiocese of Toronto ((CCFS) to review the Heritage Heights Transportation Master Plan (HHTMP) with respect to the lands owned by CCFS for the purposes of a cemetery, municipally known as 11175 Heritage Road, located in northeastern area of the HHTMP referred to as Precinct 52-3 (hereinafter referred to as the “subject lands” or “CCFS lands”). It is noted that these lands are within the OLT deferred area within Precinct 52-3.

The subject lands are generally bound by the proposed future Goderich Drive to the north, the proposed future Serve Street to the east, Wanless Drive to the south, and the future Highway 413 to the west.

The purpose of this Transportation Opinion Letter is to provide feedback and comments on the Public Information Centre 1 (PIC 1) material prepared by BA Group for the HHTMP dated August 20, 2025, specifically related to the proposed north-south collector road, Pinnacle Parkway, through the CCFS lands.

Crozier is of the opinion that this road is unnecessary given that the CCFS lands will be developed for cemetery uses, which, unlike other land uses, does not have the potential for redevelopment. In addition to being unnecessary from a traffic operations perspective, the road would also be detrimental to the proposed cemetery use from a land use planning perspective. Given the nature and need for the cemetery to be a contiguous parcel, a collector road though the site would create adverse impacts and is not aligned with good planning to allow the cemetery use to function as a whole, contiguous use and site.

Detailed comments related to the strong objection to this public road through the subject lands are provided below for your review and consideration as part of the HHTMP preferred design refinement process.

Pinnacle Parkway Extension between Proposed Goderich Drive and Wanless Road

This transportation opinion letter will focus on a review of the collector road transportation network that is currently proposed for Precinct 52-3 with specific attention to the proposed Pinnacle Parkway segment between Wanless Drive and the proposed Goderich Drive extension.

Cemetery Use and Pinnacle Parkway Justification

Crozier would like to understand what the expected demand along Pinnacle Parkway is and what land yield assumptions were used for the CCFS lands for the purposes of conducting the capacity assessment? Crozier notes that the principle of the CCFS lands being used for cemetery use is established and that CCFS has indicated that its long-term planning for the interment needs of the Catholic faithful in Peel and Halton Region relies upon these lands being developed for cemetery purposes.

It is requested that an updated analysis be conducted that assumes the cemetery use, which would be expected to generate significantly less trips during the peak periods than general employment lands.

As part of the future analysis, it is also requested that a scenario without Pinnacle Parkway between Goderich Drive and Wanless Drive be considered given a public roadway is incompatible with a cemetery use.

Goderich Drive Highway 413 Crossing Needs Assessment

In reviewing the proposed collector road network within Precinct 52-3, Crozier would like to understand the rationale for proposing the Highway 413 crossing of the Goderich Drive extension?

In reviewing the outputs of the modelling results shown in the PIC 1 HHTMP presentation, it is difficult to determine whether the crossing is justified from a capacity perspective, especially given the proposed widening of Mayfield Road to 6 lanes and Wanless Drive to 4 lanes, which would provide additional east-west capacity.

It is requested that a sensitivity analysis be conducted without the Goderich Drive crossing that includes modified trip generation for the proposed CCFS lands to understand whether the transportation network could function without a crossing of Highway 413, particularly since this crossing is not shown in the current Highway 413 design.

Pinnacle Parkway and Serve Street intersection spacing along Mayfield Road

Crozier has reviewed the proposed location of the collector road intersections of Pinnacle Parkway and Serve Street along Mayfield Road and notes that neither of the locations would be expected to meet the MTO's desired spacing standard of 800 metres from the Highway 413 off-ramps per the MTO Highway Corridor Management Manual. It is noted that both would be expected to meet the minimum spacing of 400 metres with Pinnacle Parkway likely spaced approximately at 400 metres from the Highway 413 northbound off-ramp.

Crozier would like to understand if the location of the collector road intersections with Mayfield Road, specifically Pinnacle Parkway and Serve Street, have been confirmed to be acceptable with the MTO?

Summary

Crozier and CCFS are generally in support of the larger area-wide recommended transportation network improvements proposed within the updated HHTMP, such as the larger segment of 6-lane widening along Mayfield Road, as well as most of the collector road network re-alignments.

However, Crozier does not support the Pinnacle Parkway extension through the CCFS lands given it would be detrimental to the use of the site as a planned cemetery and that a scenario without Pinnacle Parkway has not been considered.

As a result, we request that the future work being completed as part of the HHTMP consider the following items in the Precinct 52-3 Road Network evaluation as part of the further evaluation of the alternatives:

- Perform a modified trip generation estimate to account for the cemetery use instead of any other employment uses on the CCFS site.
- Consider removal of the Goderich Drive crossing of Highway 413 to understand if the crossing is justified from a capacity and cost perspective in conjunction with the modified cemetery use. It is noted that this crossing does not appear to be considered on publicly available Highway 413 plans.
- Consider whether the segment of Pinnacle Parkway between Goderich Drive and Mayfield Road is feasible/necessary given MTO spacing requirements in conjunction with the modified cemetery use, especially if the Goderich Drive crossing is shown to not be warranted from a cost-benefit perspective.
- Consider whether any portion of Pinnacle Parkway north of Wanless Drive is necessary to support the Precinct 52-3 build-out given the proposed cemetery use and the comments noted above.

We trust that the concerns identified herein will be heard and addressed with the utmost care recognizing that the safe and efficient movement of all modes of transportation remains paramount for the many future residents and visitors within the Heritage Heights development area.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, M.Eng.CEM, P.Eng.

Manager, Transportation Planning

J:\1600\1674 - Catholic Cemeteries & Funeral Services - Archdiocese of Toronto\6979 - Heritage Heights Secondary Plan OLT\Letters\2025.09.04 - Transportation Opinion Letter - Heritage Heights TMP - FINAL.docx

September 5, 2025

Our File No. 332861

By E-Mail to: heritageheights@brampton.ca

The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Genevieve Scharback, City Clerk

Dear Ms. Scharback:

**Re: JW Facilities Comments on the PIC Materials regarding the Heritage Heights
Transportation Master Plan - 2594 Bovaird Drive West, Brampton**

Introduction

We are legal counsel to JW Facilities, a Federal not-for-profit corporation and registered charity, regarding planning and potential land acquisition issues affecting the property located at 2594 Bovaird Drive West, Brampton. We are making these comments on behalf of our client regarding certain aspects of the Heritage Heights Transportation Master Plan which was considered at a public information meeting on August 20, 2025.

The Subject Property

The property at 2594 Bovaird Drive West is approximately 42 acres in size, and has frontage on both Heritage Road and Bovaird Drive. The facility is improved with a large auditorium/meeting facility with 1,700 seats used for religious events throughout the year. The facility serves the approximately 25,000 Jehovah's Witnesses in the Greater Toronto Area. Most persons using the facility arrive by car. The facility is also used for training purposes which include training classrooms as well as three (3) apartments that are occupied by full-time ministers. There are also numerous out buildings, on site servicing infrastructure, parking, and landscaping. The facility is currently undergoing a multi million dollar major renovation and expansion. Completion is anticipated for June of 2026. Given the nature of the facility and its use, unimpeded vehicular access at all times of the week is necessary. As well, intrusive noise and vibration through highway construction is extremely detrimental to the function and use of the property.

Concerns Regarding the Heritage Heights Transportation Master Plan Proposals

Our client has not agreed to nor consented to the use or taking of their property by the City of Brampton or any other public authority in that regard. Of particular concern to our client is the apparent realignment and widening of Heritage Road, as well as the widening of portions of Bovaird Drive This appears to be utilizing portions of 2594 Bovaird Drive West.

In addition, our client is concerned with a loss of land, disruption to access and egress during and after completion of construction of the Heritage Road realignment and widening and the Bovaird widening. Our client is also concerned with intrusive noise and vibration during those times when the facility is in use. Further comments may be forthcoming regarding some additional aspects of the Transportation Master Plan and as the process evolves.

Conclusion

Please accept these as our comments regarding proposals to realign and widen Heritage Road and to widen Bovaird Drive in the vicinity of our client's property and what appear to be land requirements of our client's property. Please let us know if you require further information.

Please keep our office informed of any further meetings, reports, documents or decisions regarding the Transportation Master Plan process.

Yours truly,

AIRD & BERLIS LLP



Christopher J. Williams
Partner

CJW:am

Copy: Client
A. Skinner, Aird & Berlis LLP
P. Van Loan, Aird & Berlis LLP

September 3, 2025

GSAI File: 936-002
936-003

City of Brampton
Planning & Development Department
2 Wellington Street
Brampton, ON
L5B 3C1

Attention: **Vikram Hardatt**
Advisor, Special Projects, Integrated City Planning
Planning, Building and Growth Management

**Re: HERITAGE HEIGHTS TRANSPORTATION MASTER PLAN –
PUBLIC INFORMATION CENTRE (PIC) MATERIALS**

On behalf of Primont Homes (Heritage Heights 1) Inc., Primont Homes (Heritage Heights 3) Inc., and Primont Homes (Heritage Heights 4) Inc., landowners within the Heritage Heights Secondary Plan Area, we wish to acknowledge receipt and review of the materials presented at the Public Information Centre held virtually on August 20, 2025.

We appreciate the City of Brampton's and the Heritage Heights Landowners Group's efforts in advancing the Transportation Master Plan and the opportunity to provide comments at this stage. Given the importance of transportation infrastructure to the success of the Secondary Plan, Primont has a particular interest in staying engaged in the TMP process as it moves forward.

In particular, we request to be kept informed regarding:

- The identification and refinement of transportation network crossings of existing or planned constraints that may directly influence the configuration and connectivity of our clients' lands; and
- Any updates related to the evaluation and potential location of a future GO Station within the Secondary Plan area, given the significant implications this would have on land use, mobility, and long-term planning for our holdings.

We look forward to continued consultation and collaboration with the City and the project team to ensure the TMP supports a well-connected, transit-oriented, and complete community in Heritage Heights.



Please confirm receipt of this letter and ensure that we are included on the circulation list for all future correspondence and updates related to the Heritage Heights Transportation Master Plan.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.

Herman Wessels
Planner



Planning, Building and Growth Management Department
City of Brampton
2 Wellington Street West,
Brampton, Ontario
L6Y 4R2

September 5, 2025

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: **2212 and 2214 Wanless Drive**

**Heritage Heights Transportation Master Plan Public Information
Centre - August 2025**

I represent the 231790 Ontario Limited the owner of 2212 and 2214 Wanless Drive, Brampton, Ontario. These properties are on the north side of Wanless Drive, west of Mississauga Road.

This letter is provided in response to the Heritage Heights Transportation Master Plan Public Information Centre - August 2025, and the presentation provided on the City of Brampton web site for the Heritage Heights Secondary Plan.

In reviewing the presentation, we agree with Recommendation on page 52, Option 3 as it related to 2212 and 2214 Wanless Drive. We would request that the north/south "Serve Street" be located abutting, but not on 2212 Wanless Drive. Please see the plan below locating the properties on Wanless Drive as they relate to Option 3.

Short List C: Precinct 52-3 Road Network

Recommendation:

- Maintain a continuous east-west crossing of future Highway 413 (Goderich Drive) between employment areas in Precincts 52-3 and 52-7.
- Maintain north-south collector road connectivity to Mayfield Road, serving Precincts 52-2 and 52-3 to/from future Highway 413 and Provincial Transitway while avoiding bisecting wetland and woodland feature.

Option 3:
Continuous East-West
Connection

52

Road Alignments



We would also request any information you have on the road widening for Wanless Drive from 2 to 4 lanes. In particular, the road geometry of the 4-lane realignment and the construction timing for this work would be most appreciated.

We would be happy to meet to discuss any questions you may have regarding our comments.

Respectfully submitted,

Dan Kraszewski

Dan Kraszewski, R.P.P. M.C.I.P.
D.J.K. Land Use Planning

- cc. 231790 Ontario Limited
Henrik Zbogor, Director, Integrated City Planning
Vikram Hardatt, Integrated City Planner
Emily Ecker, BA Consulting

Michael C. Giallonardo

From: Hardatt, Vikram [REDACTED]
Sent: October 9, 2025 11:42 AM
To: Emily J. Ecker; Michael C. Giallonardo
Subject: FW: [EXTERNAL]Heritage Heights Mobility Plan

Hi Emily and Mike,

I think I may have missed circulating these comments to you guys after the PIC. My apologies. See below.

Thanks,

Vikram

From: Sylvia Menezes Roberts [REDACTED]
Sent: 2025/08/20 10:49 PM
To: Hardatt, Vikram <Vikram.Hardatt@brampton.ca>
Cc: Dave, Richa [REDACTED]; Lakeman, Brian [REDACTED]
Subject: [EXTERNAL]Heritage Heights Mobility Plan

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hi Vikram,

I apologize if I sounded hostile, I am not very good at regulating the pitch or tone of my voice. Here are some distilled thoughts

1) The City should be looking at Zum connecting into Georgetown, unless Halton Hills explicitly says they oppose it. Limitations on the CN mainline, which the Kitchener GO Line runs on, means we probably won't see frequent GO service connecting Georgetown to Brampton for decades to come. Having frequent bus service integrates Georgetown with the City of Brampton allowing the City to bring it into Brampton's orbit as a suburb. If we do not plan a good transit connection then they will still visit Brampton by car. The GTA has a "just add lake water" approach to growth, the South Peel Water scheme brought lake water to Brampton, and then we boomed, then the pipe was extended to Milton, and then they boomed, and now the pipe is extending lake water to Georgetown, and they too will boom. So should we plan for them to visit Brampton by transit? If we do not, then they will visit by car.

2) The bike infrastructure really needs better thinking on design for bike lanes and MUPs. MUPs have fairly limited capacity, and narrow bike lanes also have significant issues, such as how overtaking will occur, and how it will accommodate cyclists when many can easily go 30 km/h due to e-bikes. Some trunk corridors will need to be designed to have higher capacity cycle tracks if you genuinely wish cycling to have meaningful mode share.

3) Ultimately what I saw on the maps was a significant lack of transportation capacity by non-car means, and I am concerned this is going to lead to still very dominant car mode share, only without the road

widths to handle such car capacity. Nowhere near enough transit to get people out and about. The basic problem in the City is this, the average commute distance means only automobiles or transit are able to travel such a distance in reasonable time, which means if the transit isn't good enough then they will drive to work. If they are going to drive to work, then why not drive to the shops too? If you want to change mode share, you have to lean very hard on transit first, then you can get the density for it to be non-car oriented. If you can get the people to not need a car for going to work, then you can get them to get out and about walking, taking transit, or biking for their daily needs.

Sylvia

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Michael C. Giallonardo

From: Ivan Drewnitski [REDACTED]
Sent: September 5, 2025 2:37 PM
To: Hardatt, Vikram; Dave, Richa; Lakeman, Brian; Cadete, Nelson
Cc: Maureen Van Ravens; Bronwyn Parker; Jeff Markowiak; Melissa Ricci; Josh Salisbury; Roumen Kotev; Partridge, Shelley; Krusto, Matt; Scattolon, Walter; Morgan, Andrew
Subject: RE: Heritage Heights Transportation Master Plan External Agency Engagement Session Slides

Hi Vikram and co.,

Thank you for allowing us to review and provide feedback on the Heritage Heights Transportation Master Plan. Please see the Towns comments below.

- The Town of Halton Hills continues to express concerns regarding the projected traffic volumes associated with the Heritage Heights Transportation Master Plan. These volumes are expected to have a significant and negative impact on the hamlet of Norval, which is a gateway into Halton Hills, and a sensitive and historically significant community.
- These concerns are consistent to the commitments outlined in the Memorandum of Understanding (MOU), which emphasized the need to protect Norval from adverse transportation impacts and establish a framework for the timely implementation of transportation improvements recommended in the Halton-Peel Boundary Area Transportation Study.
- In light of this, the Town is strongly urging continued and meaningful collaboration with the City of Brampton and the Region of Peel to develop a comprehensive, long-term transportation network that reflects the shared objectives of all municipal partners involved, consistent with the 2012 MOU.
- This network must not only accommodate future growth but also safeguard the character and livability of existing communities like Norval. We are looking for a coordinated approach that respects the commitments made and ensures that mitigation strategies are in place before any major infrastructure decisions are finalized.
- The Town believes that additional information is required as to the details of next steps and timeline which should be integrated into the Master Plan.
- Town staff participated in the mediation process with the City of Brampton and landowners within the (HH) Secondary Plan. City of Brampton and landowners supported the inclusion of policy 13.1.11 as requested by the Town and Region of Halton.

Policy 13.1.11

a) In order to ensure provisions for adequate transportation infrastructure are in place to support development in the Heritage Heights Secondary Plan Area, prior to the City of Brampton adopting Precinct Plans for Precincts 52-4 and 52-5, proponents of development shall demonstrate satisfaction of the transportation policies under the North West Brampton Urban Development Area section of the City of Brampton Official Plan.

b) Within Precincts 52-4 and 52-5 on Schedule 52-2, future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries. This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.

c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.

Please confirm that the City will continue to pursue the required further studies through the precinct planning process in order to ensure that any transportation mitigation improvements are adequately addressed and resolve any capacity constraints within the area.

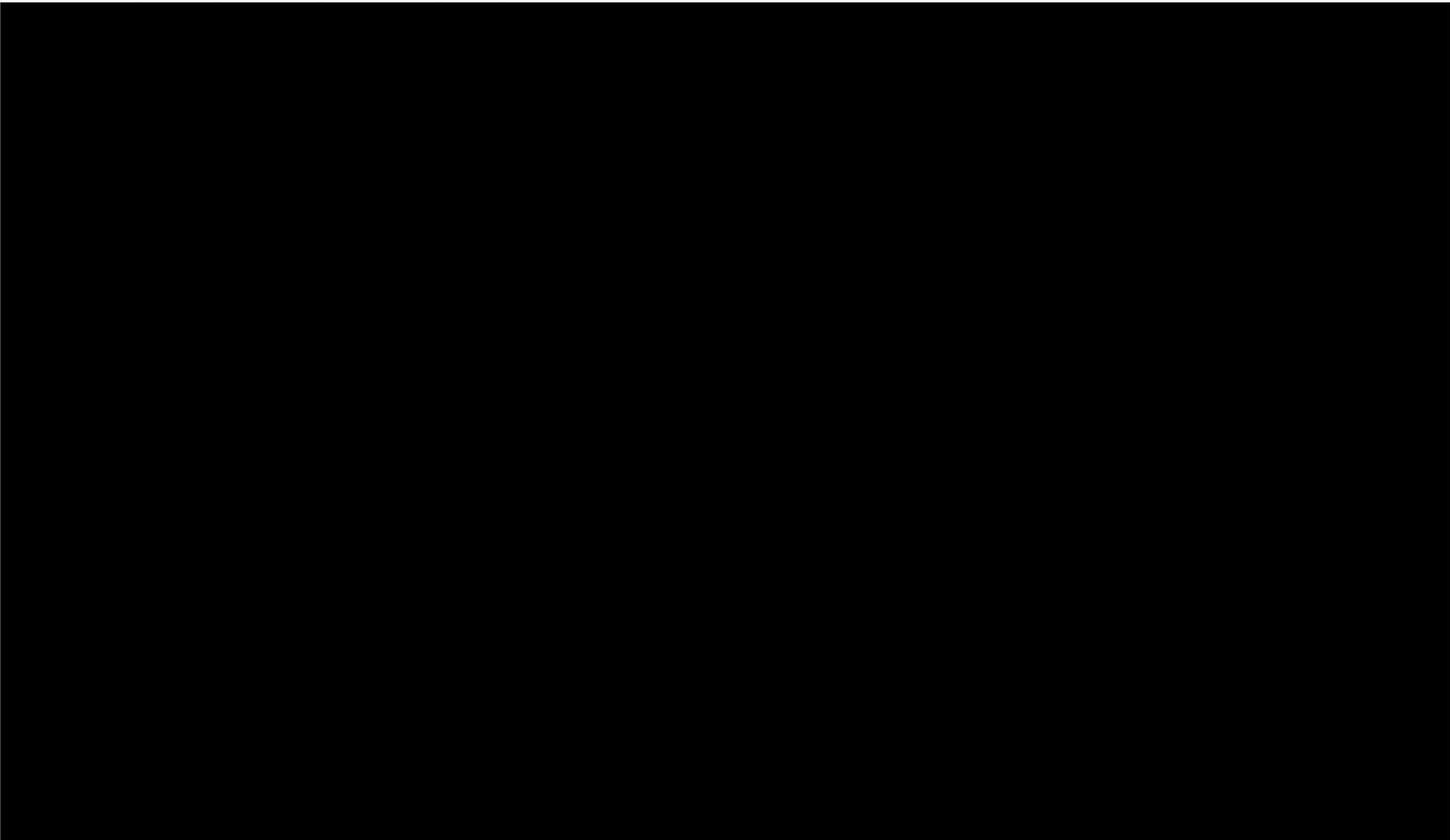
Thanks,



Ivan Drewnitski, C.E.T.
Transportation Planning Coordinator



haltonhills.ca



Subject: Heritage Heights Transportation Master Plan External Agency Engagement Session Slides

[EXTERNAL EMAIL]

Hello everyone,

Thank you to those who were able to join us for the Heritage Heights Transportation Master Plan external agency engagement session on August 14th.

As discussed, I have attached the slides and you will receive a separate email shortly with a link to the recording if you were unable to make it.

We are accepting comments on the alternatives and the preliminary preferred networks until September 3rd, 2025. Please send any comments to heritageheights@brampton.ca.

Thank you,

Vikram

Vikram Hardatt RPP, MCIP

Principal Planner/Supervisor

Integrated City Planning

Planning, Building & Growth Management

City of Brampton



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Michael C. Giallonardo

From: Partridge, Shelley [REDACTED]
Sent: September 5, 2025 3:00 PM
To: HeritageHeights
Cc: Hardatt, Vikram; Scattolon, Walter; Krusto, Matt; Larkin, Ann; Morgan, Andrew
Subject: [EXTERNAL]Halton Region Comments re Heritage Heights Transportation Master Plan

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Good Afternoon:

We appreciate being invited to the August 14th agency meeting and being asked for comments on the materials presented at that meeting. Regional staff are available for further meetings/discussions on the items noted below, if that would assist in Brampton's process.

- We understand from the presentation and the provided slides that the Master Plan will recommend that Area E (Norval area) be carried forward for further study. Please indicate the next steps for this work to occur and the anticipated timelines for this additional study. Can more specifics on future study timing be included in the Master Plan document itself?
- The Region has concerns with the projected volumes anticipated in the Heritage Heights Transportation Master Plan and the impacts this will have on the road network in the boundary area between Peel and Halton. The 2012 Memorandum of Understanding amongst local and regional municipalities in Peel and Halton was meant to establish a framework for the timely implementation of transportation improvements recommended in the HPBAT Study. The future EA for the East-West connection continues to be a priority for Halton Region to see move forward in a timely fashion. As such, Regional staff wish to continue to collaborate with the City of Brampton and the Region of Peel to establish a long-term transportation network for this area.
- Based on the Slide Deck content for Area E (specifically Slide 43), the Region finds it unclear if the 'DO NOTHING' option will be 'Carried Forward' or if it has been Ruled Out. During the meeting, it was communicated that the "DO NOTHING" option would be screened out, as it is not a viable option, but Slide 43 seems to reference that this option may be carried forward. Please confirm. This may need clarification in the report itself.
- Please advise when there will be a draft Transportation Report circulated for review and comment.

Thanks very much,

Shelley

Shelley Partridge, (she/her/hers), MPI, MCIP, RPP
Senior Planner – Halton Hills
Development Services
Public Works
Halton Region



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7.0 PLANNING AND DEVELOPMENT COMMITTEE MEETING

The draft HHTMP was brought forward for City Council endorsement at the City of Brampton Planning and Development Committee Meeting on January 19th, 2026. At the meeting, City staff presented the draft report and the appendices. There were three delegations, and one letter submitted to the Committee. The delegations and letter received was referred to staff.

The HHTMP was unanimously endorsed by the Planning and Development Committee, and further ratified at the January 21st, 2026 meeting.

In this section, a copy of the letter submitted to the Planning and Development Committee on January 16th and a follow-up letter submitted to the City Clerk's office on January 26th, 2026 is included.





MILLER THOMSON LLP
SCOTIA PLAZA
40 KING STREET WEST, SUITE 6600
P.O. BOX 1011
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January 16, 2026

David Tang

Sent via E-mail
cityclerksoffice@brampton.ca

City Clerk's Office and Planning and Development Committee
Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Chair Palleschi and Members of the Planning and Development Committee:

**Re: Item 8.1 Heritage Heights Transportation Master Plan
Planning and Development Committee Meeting Monday, January 19, 2026
Comments from Catholic Cemeteries & Funeral Services – Archdiocese of
Toronto**

We are the solicitors for Catholic Cemeteries & Funeral Services – Archdiocese of Toronto (“CCFS”) and are writing on behalf of our client with respect to the proposed Pinnacle Parkway Extension between Goderich Drive and Wanless Road. Our client owns the lands through which the proposed Pinnacle Parkway Extension is to run; bounded on the south by Wanless Road (the “CCFS Cemetery Lands”). The location of that Pinnacle Parkway Extension proposed by the Heritage Heights Transportation Master Plan report before you as Item 8.1 has the effect of bisecting the CCFS Cemetery Lands.

Our client is strongly opposed to this portion and alignment of the Pinnacle Parkway Extension. It has repeatedly advised the City of its concerns and sought a meaningful discussion about alternatives given the devastating impact it would have on its planned cemetery. The undersigned and CCFS will seek to depute at this meeting.

There is significant background to this matter. CCFS purchased the CCFS Cemetery Lands in 2001 for use as a cemetery. That planned cemetery was however put on hold by the Interim Control By-Law put in place to hold the proposed Highway 413 alignment and CCFS has not been able to proceed for over two decades.

The City's Heritage Heights Secondary Plan followed proposing a Grand Avenue, but has been forced to undergo revisions given the Province's decision to move forward with Highway 413 through that Secondary Plan area. The Secondary Plan was appealed to the Ontario Land Tribunal and as part of that process, earlier discussions with the City led to a clear land use planning decision that the CCFS Cemetery Lands had to be preserved for use as a cemetery to serve the Catholic population in the City and beyond. Even Highway 413 was realigned to accommodate the cemetery as detailed in Section 3.4.1 of the Draft Environmental Impact Assessment Report.

With the cemetery land use well-established, our client sought and expected meaningful consultation and dialogue regarding the proposed Pinnacle Parkway Extension division of its lands as proposed in the Heritage Heights Secondary Plan. That concern was identified very

early on as the most significant problem to the cemetery. CCFS' long-established cemetery plans occupied all these lands.

The expropriation of land for Highway 413 has already reduced the amount of land available for interment. Even without Pinnacle Parkway running through it, these lands are now just barely large enough for a functional cemetery. It can only function with private internal roads.

Furthermore, a major collector road dividing the operating area of the cemetery would make effective operations almost impossible and dangerous. Cemeteries operate with constant heavy machinery moving unpredictably from interment site to interment site to prepare, excavate, fill and carry out landscaping activities in correspondence to funeral demands. It will be remarkably difficult for them to safely traverse a wide collector road. Bereaved families would also somehow have to be able to cross that road. CCFS simply cannot see how a cemetery could function with its integrated activities separated by such major transportation infrastructure.

On top of those concerns, CCFS is advised by its transportation engineers that the road is not even necessary. C.F. Crozier & Associates provided comments on its concerns with the draft Transportation Master Plan to City staff and the City's consultant, BA Consulting, in its September 4th, 2025 letter. That letter has gone completely unanswered. Mr. Bradt, the author of that letter, has not been contacted at all prior to the release of this report. It was Crozier's clearly expressed opinion that the road is unnecessary. Crozier questioned the adequacy of the analysis that led to the Pinnacle Parkway extension running through CCFS' lands; expressly requesting an analysis of the expected demand for this portion of Pinnacle Parkway and information on what land yield assumptions were used (if any) for determining that this Pinnacle Parkway extension is even needed in the first place. Crozier had additional questions and requests, including a request for the rationale for the Goderich Drive extension crossing of Highway 413, which appears to be solely put in place to allow a diversion of the Pinnacle Parkway Extension through CCFS' lands westward after earlier comments Crozier had provided about the problems with the initial alignment set out in the Heritage Heights Secondary Plan, and requests for a sensitivity analysis and justification, from a capacity perspective, for that Goderich Drive - Highway 413 crossing. Those additional questions highlight road patterns and highway crossings which appear designed primarily to enable this awkward alignment to even exist in the first place. Particularly important is a justification for the Goderich Drive – Highway 413 crossing considering it is not currently included in the Highway 413 design. In all, Mr. Bradt's letter sought confirmation on four major issues which are necessary to even justify the existence of this Pinnacle Parkway Extension through the CCFS Cemetery Lands.

CCFS is very disappointed that there has been no consideration, no further analysis and no consultation with it or C.F. Crozier & Associates on the one matter that most significantly affects the usability of these lands, which it is crucial to remember have been definitively recognized as cemetery lands.

Request

In short, the Master Transportation Plan's recommendation of this Pinnacle Parkway Extension make it impossible for CCFS to actually build and operate the cemetery for no clearly enunciated reason, despite requests for that analysis and dialogue.



As a result, our client asks that your Committee refer this Heritage Heights Transportation Master Plan report and its recommendations back to City staff and BA Consulting for consideration of the need and appropriateness of the Pinnacle Parkway Extension through CCFS' lands.

Thank you for your consideration.

Yours very truly,

MILLER THOMSON LLP

Per:



David Tang
Partner
DT/ac





MILLER THOMSON LLP
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T 416.595.8500
F 416.595.8695

MILLERTHOMSON.COM

January 26, 2026

David Tang

Sent via E-mail



Mayor Patrick Brown and City Council
Heritage Heights Transportation Master Plan Class EA Project Manager and
Steve Ganesh, Commissioner of Planning, Building and Growth Management
Corporation of the City of Brampton
Brampton City Hall
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Vikram Hardatt

Dear Mayor Brown and Members of City Council:

**Re: Heritage Heights Transportation Master Plan
Notice of Completion of Study
Comments from Catholic Cemeteries & Funeral Services – Archdiocese of
Toronto**

We are the solicitors for Catholic Cemeteries & Funeral Services – Archdiocese of Toronto (“**CCFS**”) and are writing on behalf of our client to provide comments on the Heritage Heights Transportation Master Plan Report for which there is a Notice of Completion of Study. Our client, through its consultant C.F. Crozier & Associates (“**Crozier**”) in September of 2025 and most recently on January 15, 2026 has written and appeared before the Planning and Development Committee on January 19, 2026 to express concerns with and opposition to the proposed Pinnacle Parkway Extension between Goderich Drive and Wanless Road. Our client owns the lands through which the proposed Pinnacle Parkway Extension is to run; bounded on the south by Wanless Road with the municipal address of 11175 Heritage Road (the “**CCFS Cemetery Lands**”). The location of that Pinnacle Parkway Extension proposed by the Heritage Heights Transportation Master Plan report has the effect of bisecting the CCFS Cemetery Lands.

Our client expressed its strong opposition to this portion and alignment of the Pinnacle Parkway Extension. The cemetery use for these lands has been recognized by the Ontario Land Tribunal in the Heritage Heights Secondary Plan appeal process and further by the Province in adjustments to its Highway 413 plans to minimize the taking of cemetery lands.

CCFS is grateful that the Chair of the Committee responded at that January 19, 2026 meeting positively to CCFS’ concerns and request, indicating that “You’re absolutely right, we don’t want to put a road through your lands. We’re happy to support [that].” Following the Chair’s indication that the Committee was “happy to send your delegation to staff to come up with

some wording that, certainly, helps support what you're here asking of us today", the recommendations from the Committee to Council were as follows:

*That the following delegations re: Heritage Heights Transportation Master Plan, to the Planning and Development Committee Meeting of January 19, 2026, **be referred to staff for consideration**; and*

1. Ron Hendrix, Catholic Cemeteries and Funeral Services
2. David Tang, Miller Thomson LLP, on behalf of Catholic Cemeteries and Funeral Services

*That the correspondence from David Tang, Miller Thomson LLP, on behalf of Catholic Cemeteries and Funeral Services, dated January 16, 2026, re: Heritage Heights Transportation Master Plan, to the Planning and Development Committee Meeting of January 19, 2026, **be referred to staff**.*

CCFS's Follow-up

CCFS wants to make it clear that CCFS has maintained its intentions to pursue a cemetery use on the CCFS Cemetery Lands since it bought them in 2001 and (as discussed later in this letter) wishes to find ways to more definitively clarify that from a land use perspective. It was stymied by the Interim Control By-law and like many other landowners within the area, has waited for final designs of Highway 413 from the Province in order to proceed, along with the lifting of the Interim Control By-law. As outlined in detail in the Highway 413 Draft Environmental Impact Assessment Report dated December 2025, Section 4.3.1, the alignment of the Highway has now been revised to accommodate the proposed cemetery use on the CCFS Cemetery Lands.

The letter submitted by Crozier on September 4, 2025 provides a transportation opinion on the proposed north-south collector road, Pinnacle Parkway, through the CCFS lands, concluding that the road is unnecessary given that the CCFS Cemetery Lands will be developed for a cemetery and will also therefore not redevelop in the future. As outlined in the letter, given the nature and need for the cemetery to be a contiguous parcel, a collector road through the site would create adverse impacts and would not allow the cemetery use to function as a whole, contiguous site. With the expropriation of land for Highway 413, the parcel is barely sufficient in size to support the proposed cemetery use. Any further reduction in size to the cemetery would significantly impact and jeopardize the CCFS Cemetery Lands from fulfilling the interment needs of the Catholic faithful in Peel Region who are relying on these lands to be developed for cemetery purposes.

Modification Request

To provide clarity on what CCFS believes would resolve its concerns in accordance with the Planning Committee's recommendations for further staff response, CCFS requests either a modification to the HHTMP to:

1. Remove the section of Pinnacle Parkway through the CCFS Cemetery Lands entirely between Wanless and Goderich Drive or at least through the CCFS Cemetery Lands, or



2. Add a Schedule with a map of this area showing an alternative road network that does not contain a Pinnacle Parkway Extension through the CCFS lands as the transportation plan if the identified CCFS lands are not developed for employment, commercial or residential uses.

We would be pleased to meet with City staff further if the decision is to proceed with Option 2 in order to review an alternative road network and the policy language needed. CCFS does wish to reiterate that its preference remains Option 1, with the complete deletion of that Pinnacle Parkway Extension through the CCFS Cemetery Lands as this extension remains unwarranted given the cemetery land use and the approval of the HHTMP with that extension jeopardizes the implementation of the cemetery contrary to the OLT order noted above and the Provincial intention for the creation of this cemetery here, as expressed in and through the Highway 413 Environmental Assessment process.

Zoning

To move this process along and to provide certainty with respect to CCFS' longstanding intention to use these lands as a cemetery, CCFS would also like to pursue and discuss with staff opportunities to proceed with an amendment to the Zoning By-law to permit **only cemetery uses** on the CCFS Cemetery Lands. That change to the land use regime helps emphasize that the Pinnacle Parkway Extension is unnecessary on these lands, by clearly establishing that no other land use is envisioned for these lands. We understand that a future update is imminent on the Interim Control By-law applicable to the area and we request that at this time how best the lands can be zoned only for the cemetery use, as determined through the OLT appeal and as envisioned since 2001 by not only CCFS, but all levels of government.

Thank you for the opportunity to comment. Should you have any questions or require further information with respect to the above, please do not hesitate to contact the undersigned.

Thank you for your consideration.

Yours very truly,

MILLER THOMSON LLP

Per:



David Tang
Partner
DT/ac

c. Client
B. Bradt
MHBC



HERITAGE HEIGHTS SECONDARY PLAN EXISTING AND FUTURE 2051 TRANSPORTATION MODEL DEVELOPMENT AND CALIBRATION

Transportation Master Plan
Appendix C

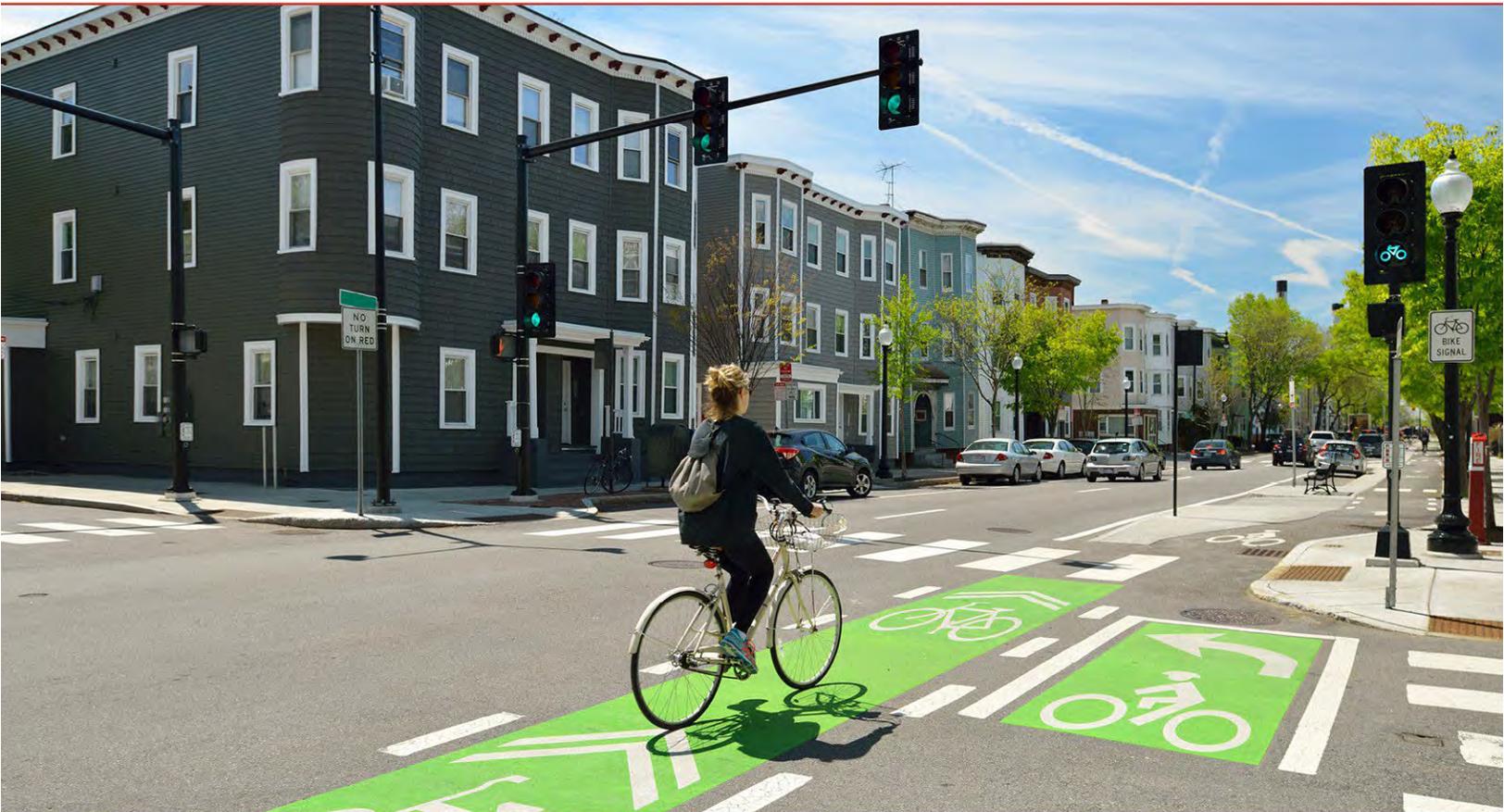


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1.0 INTRODUCTION

The following report provides an overview of the multi-resolution modelling methodology and documents the development and calibration of a PTV mesoscopic transportation model (herein referred to as “the mesoscopic model”). This model served as the primary transportation analysis tool used in the development of the Heritage Heights Secondary Plan Area Transportation Master Plan (herein referred to as “the HHTMP”).

The mesoscopic model was the main transportation analysis tool that was used to inform the Heritage Heights Transportation Master Plan. The mesoscopic model is a private vehicle model which focuses on auto-related forecasts; however, transit and active transportation considerations are accounted for through a review of mode share outputs from City of Brampton’s macroscopic model (see Future Conditions Model Development in **Section 5.0**). Corridor link volumes and link volume-to-capacity (V/C) ratios (link volume divided by theoretical link capacity) were the primary outputs used to assess transportation operations.

The future conditions mesoscopic model was used to assess network operations of the base OLT-mediated transportation network under 2051 conditions. Results of this analysis were used to identify a long and short list of alternatives, which were assessed using a set of transportation, cultural environment, natural environment, and socio-economic criteria.

Prior to assessing future 2051 conditions, an existing conditions mesoscopic model was developed and calibrated. Calibration of the existing conditions mesoscopic model was evaluated with standard calibration thresholds to demonstrate the model’s ability to adequately replicate current travel demand patterns in the study area. Once the calibration of the existing conditions model was completed, it was deemed appropriate for use as a base model in the development of the future 2051 conditions mesoscopic models that forecast future travel demand patterns and assess future network conditions.



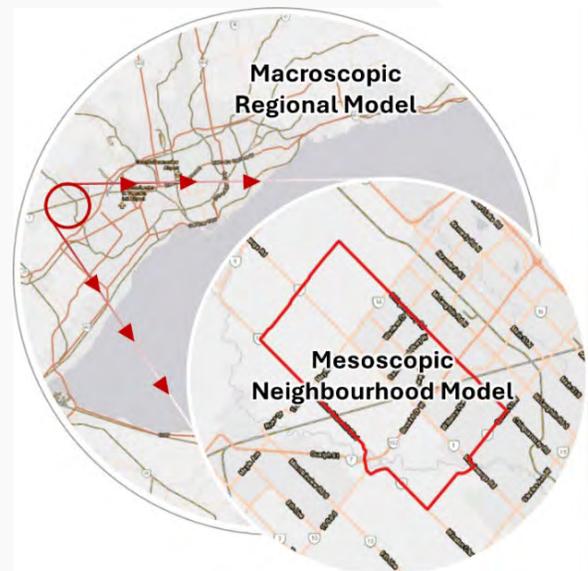
2.0 TRAFFIC MODELLING & FORECASTING METHODOLOGY

This section presents a general description of the applied transportation modelling methodology and many of its key characteristics. Much of the material discussed below is examined at greater length in dedicated sections found later in the report.

The Heritage Heights TMP modelling exercise used a multi-resolution (macroscopic/mesoscopic) approach, allowing the analysis to retain the benefits of each scale of modelling, while mitigating their respective limitations. The macroscopic-mesoscopic multi-resolution modelling exercises allows one to extract detailed corridor-level traffic operations metrics derived from travel demand forecasts that incorporate the effects of region-wide population growth projections and planned infrastructure improvements (i.e. new roads and transit stations), a local-and-regional combination that is unattainable through the use of a standalone macroscopic or mesoscopic model.

From a technical perspective, the multi-resolution transportation modelling methodology consists of the use of a 1) regional macroscopic travel demand forecasting model (City of Brampton macroscopic model) and the development and use of a 2) neighbourhood mesoscopic (Visum) model which interacts with each other through the transfer of sub-area origin-destination traversal demand matrices. These transfers of OD matrices, from larger-scale to localized, smaller models, are the mechanism which ultimately allows the impact of regional-level population growth and infrastructure improvements to be captured in detailed network traffic operations metrics.

Specific aspects and characteristics associated with all stages of the adopted multi-resolution (macro/meso/micro) modelling and forecasting methodology are presented in the following sub-sections.



3.0 EXISTING CONDITIONS MODEL DEVELOPMENT

This section discusses the development of the mesoscopic (PTV Visum) model and provides details regarding the coding of several key model elements, including network capacity elements, model zone and connector system, and origin-destination traversal matrices are discussed in the following sections. All model elements are incorporated according to industry standards and accepted professional practice.

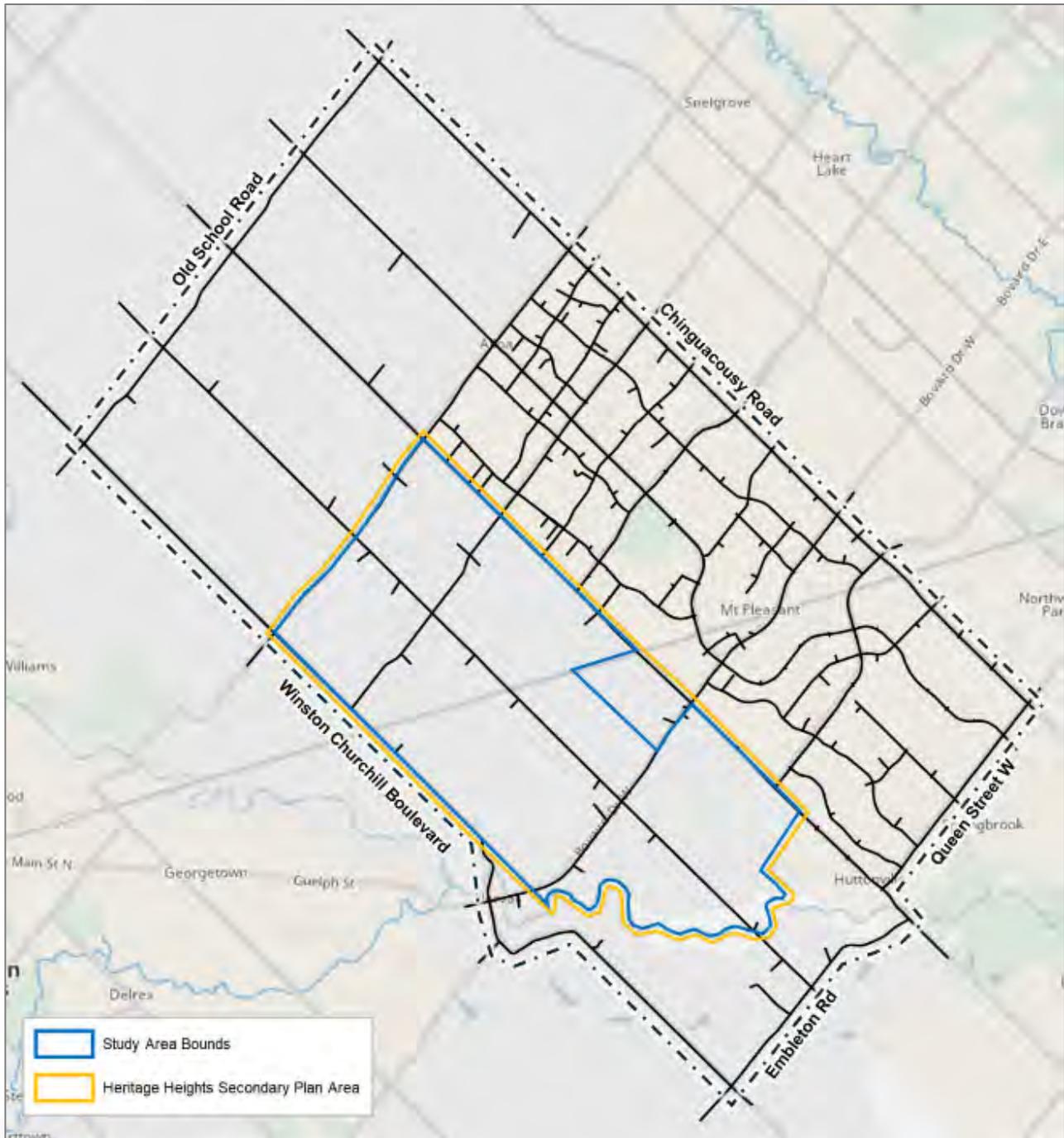
3.1 Mesoscopic Model Study Area

The model bounds encompass the Heritage Heights TMP study area and its surrounding lands, with the boundaries being Winston Churchill Boulevard to the west, Old School Road to the north, Chinguacousy Road to the east, Queen Street West and Embleton Road to the south, as shown in **Figure 1**.



These bounds were adopted at the mesoscopic level in order to allow for a comprehensive assessment that considers the effects of all planned population and employment growth, as well as those of future transportation infrastructure improvements, on area travel patterns and traffic operations, including potential mode shift, peak hour spread and diversion of vehicles to alternate paths.

Figure 1: Mesoscopic Technical Analysis & Modelling Area



3.2 Zone System

Preserving the integrity of the origin-destination travel demand data obtained from the City of Brampton's macroscopic model is a critical aspect of this exercise, as is typical with all multi-resolution modelling exercises. The mesoscopic model therefore adopts a zone system that is based upon that of the macroscopic model to allow for the seamless transfer of origin-destination travel demand matrices from the macroscopic model to the mesoscopic model, a process that will be discussed in greater detail in **Section 3.4**.

External Zones

Production of the macroscopic model subarea matrices generated 42 external gateway zones representing corridors that cross the mesoscopic model boundaries. In the mesoscopic model, these zones were aggregated into 4 general external gateway zones, each representing gateways associated with each of the cardinal directions (north, east, south, and west). The original 42 external zones were preserved with the use of individual connectors that tie the aggregated zones to each of the gateway corridor segments.

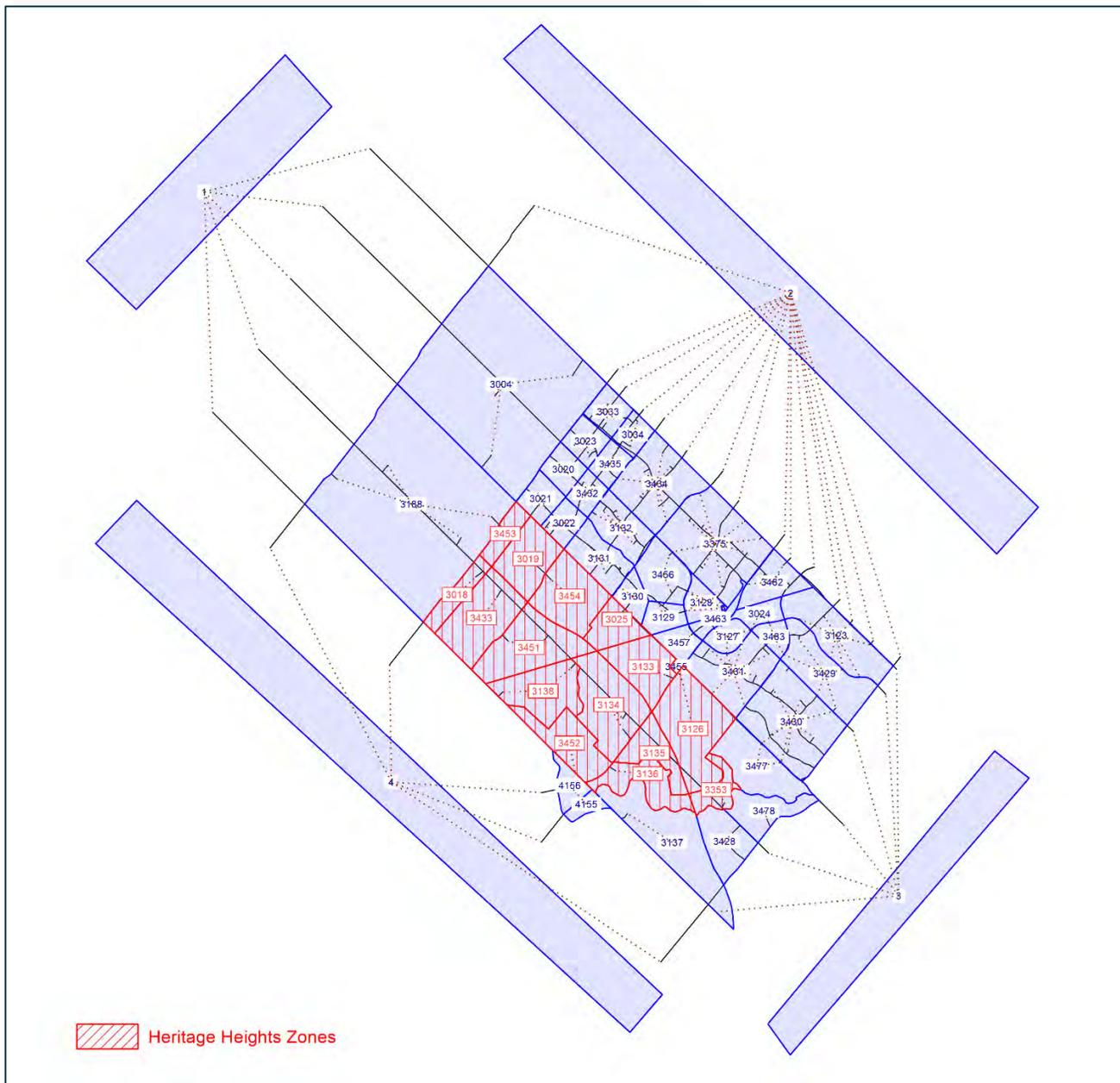
Aggregating the external gateway zones is expected to enhance flexibility in external traffic assignment at the mesoscopic level, while ensuring that key, heavily used corridors (e.g. Mississauga Rd) retain their roles as traffic carrying anchors to/from their respective aggregated zones.

Internal Zones

The existing conditions mesoscopic model zone system contains a total of 49 internal zones, of which 15 zones are Heritage Heights zones and 34 are other internal zones. Internal zone boundaries reflect those of the macroscopic model's zone system. The mesoscopic model zone system, as well as the external gateway connector system, is illustrated in **Figure 2**.



Figure 2: Mesoscopic Model Zone System



3.3 Existing Conditions Links and Capacities

The existing conditions mesoscopic model's road network and its associated characteristics were coded using information obtained from the City of Brampton macroscopic model, City of Brampton's Official Plan Streets Network map, regional/municipal open data resources, Google Earth satellite imagery, and University of Toronto's EMME coding standards.

Road alignments and the lane count of all link segments in the mesoscopic model were obtained from 2024 Google Earth satellite imagery. Road classifications and operating speeds were informed by resources from the municipalities and regional municipalities within the study area bounds. The resources include road classification/network maps and open data portals from the City of Brampton, Town of Caledon, Peel Region, Halton Hills, and Halton Region.

Mesoscopic model link attributes (e.g., link capacity, link speed, etc.) were informed by the City of Brampton macroscopic model and were refined using University of Toronto's EMME coding standards. **Figure 3 and Figure 4** illustrate the mesoscopic model's road network and details the assumed number of lanes and link capacities, respectively.



Figure 3: Existing Conditions Mesoscopic Model – Link Number of Lanes



Figure 4: Existing Conditions Mesoscopic Model – Link Capacities

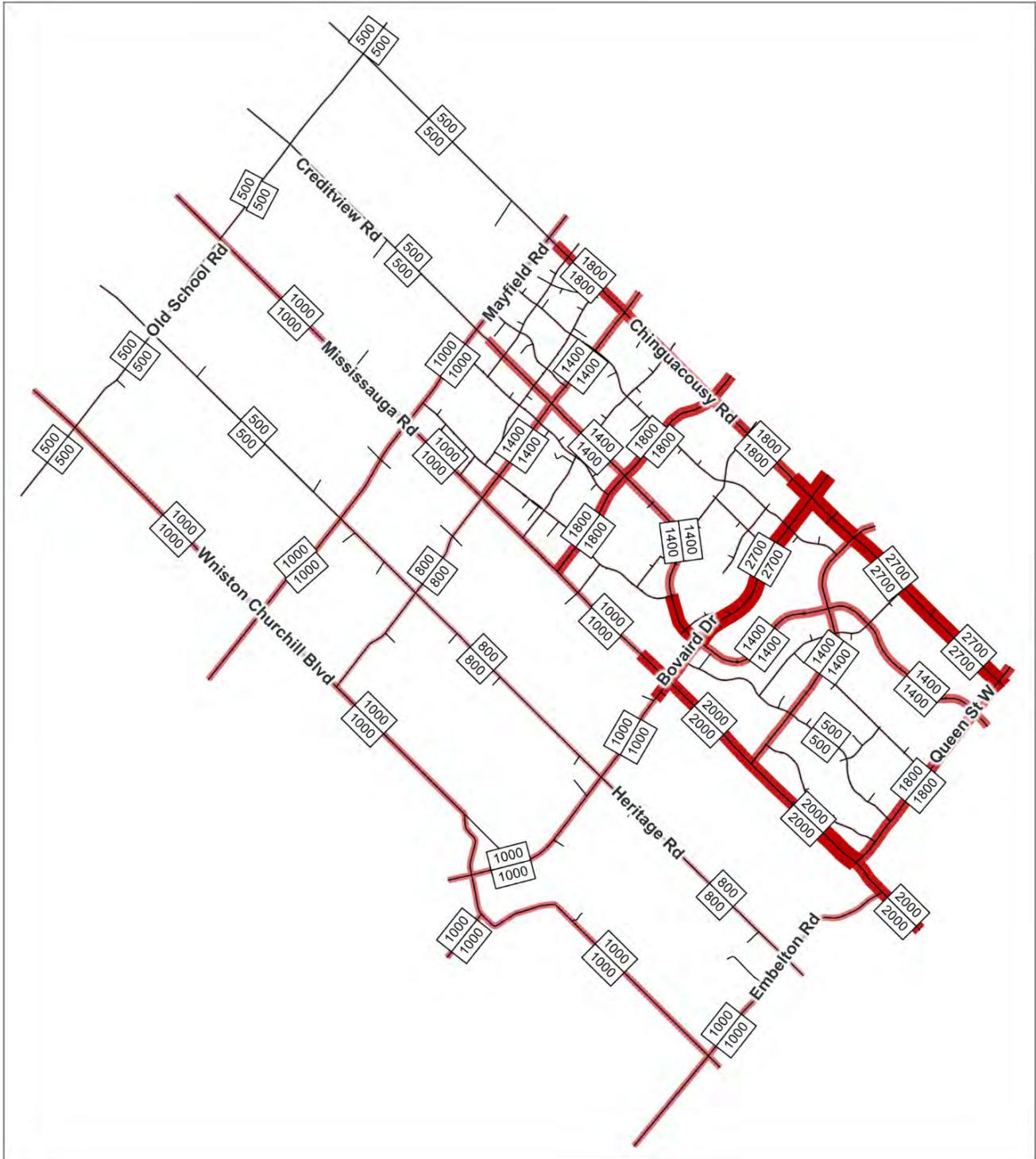


Table 1 Existing Conditions Subarea OD Auto Demand

Origins \ Destinations	Heritage Heights Zones	Other Internal Zones	External Zones
Heritage Heights Zones	0 (0)	10 (20)	260 (140)
Other Internal Zones	5 (20)	5,275 (3,425)	3,940 (10,420)
External Zones	60 (165)	8,165 (7,115)	7,000 (5,885)

Note: AM Peak Hour (PM Peak Hour). Table cells represent number of trips travelling from origin (row header) to destination (column header). For example, number of auto trips travelling from External Zones to Other Internal Zones in the AM peak hour is 8,165.

As is shown in **Table 1**, the trips to and from the Heritage Heights lands are limited due to the greenfield nature of these lands. The travel demand throughout the model bounds is primarily made up of pass-through traffic and traffic travelling to and from internal model zones that are not part of the Heritage Heights Secondary Plan Area.

4.0 EXISTING CONDITIONS MODEL CALIBRATION

Following the development of an existing conditions mesoscopic model, it is calibrated to ensure it can adequately replicate current travel demand patterns within the study area and can be used as a base model to develop the future 2051 future conditions mesoscopic model. This section presents the results of the calibration exercise and demonstrates that the existing conditions mesoscopic model accurately replicates existing traffic conditions throughout the study area. It also discusses the methodology, metrics, evaluation criteria, as well as additional relevant information associated with the model calibration exercise.

4.1 Calibration Objective & Methodology

As with all transportation modelling tools, calibration is a prerequisite to ensure that the model’s base-year traffic operations and patterns are accurately replicated. Only upon achieving an acceptable level of calibration can the model be considered valid for forecasting and evaluating future-year network operations and scenarios.

In this case, the mesoscopic model employed an iterative dynamic user equilibrium (DUE) assignment method using demand inputs from the City of Brampton’s 2022 macroscopic model, of which is calibrated at the “screenline level”. This initially resulted in assigned volumes in the mesoscopic model that did not align with observed 2022-2024 corridor-level traffic volumes, highlighting the need for calibration. The objective of this calibration exercise was to ensure that the existing conditions mesoscopic model adequately replicated corridor-level travel patterns and traffic operations observed under 2022-2024 conditions throughout the study area.

The level of calibration was evaluated through the GEH metric, a goodness-of-fit statistical measure discussed in detail in the following section. The calibration process consisted of the iterative adjustment of model parameters followed by the computation of GEH values to evaluate the effectiveness of said adjustments.



The primary adjustment made during the mesoscopic model calibration involved the use of *PTV Visum's* built-in *TFlowFuzzy* matrix estimation procedure, which was used to modify travel demand between select origin-destination pairs. This process accounted for natural variability in the calibration target data (i.e., 2022-2024 traffic counts), as well as discrepancies between assigned volumes and 2022-2024 target data resulting from the macroscopic model's 2016 base year. The effectiveness of applying the typical *T-Flow Fuzzy* matrix adjustment was confirmed through decreases in total link GEH values, as is discussed later in this section. As demonstrated by outputs presented in **Section 4.4**, the calibration ensured that the mesoscopic model accurately replicates observed existing conditions and provides a reliable foundation for the development of models that can confidently project and assess 2051 network operations.

4.2 Calibration Targets and Evaluation Criteria

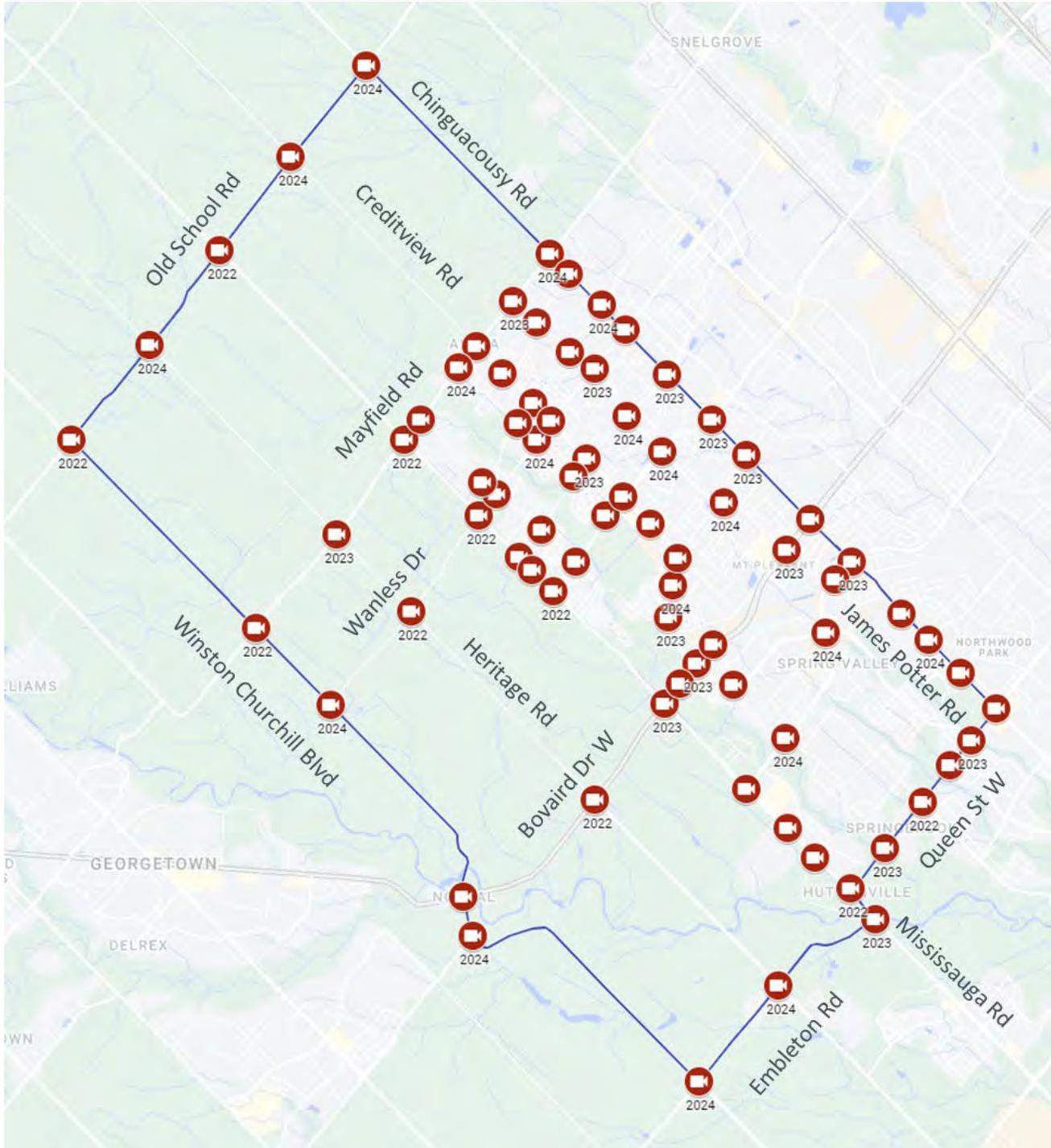
As part of the calibration process, the model's assigned link volumes were compared to 2022-2024 counted data throughout the study area to assess the level of calibration as model adjustments were applied. The following sections detail the target data and the calibration evaluation criteria in detail.

4.2.1 Calibration Targets

Intersection turning movement counts (TMCs) across the model study area for the years 2022 to 2024 were provided by City of Brampton and Peel Region. Where gaps in data were identified, additional TMCs were collected via cameras and image processing software by Spectrum Traffic Data Inc. In total, 110 TMCs were collected and represent travel demand during morning and afternoon peak hours on weekdays (between Tuesday and Thursday) between May 2022 and June 2024. TMC locations and dates are shown in **Figure 6**.



Figure 6: Collected Turning Movement Counts (2022 – 2024)



The TMC data was used to derive corridor-level traffic volumes which were used as the primary set of calibration targets. **Figure 7** and **Figure 8** detail the resulting AM and PM peak hour corridor traffic volume targets used in the calibration of the mesoscopic models.



Figure 7: Existing Conditions Corridor Volume Targets – AM Peak Hour

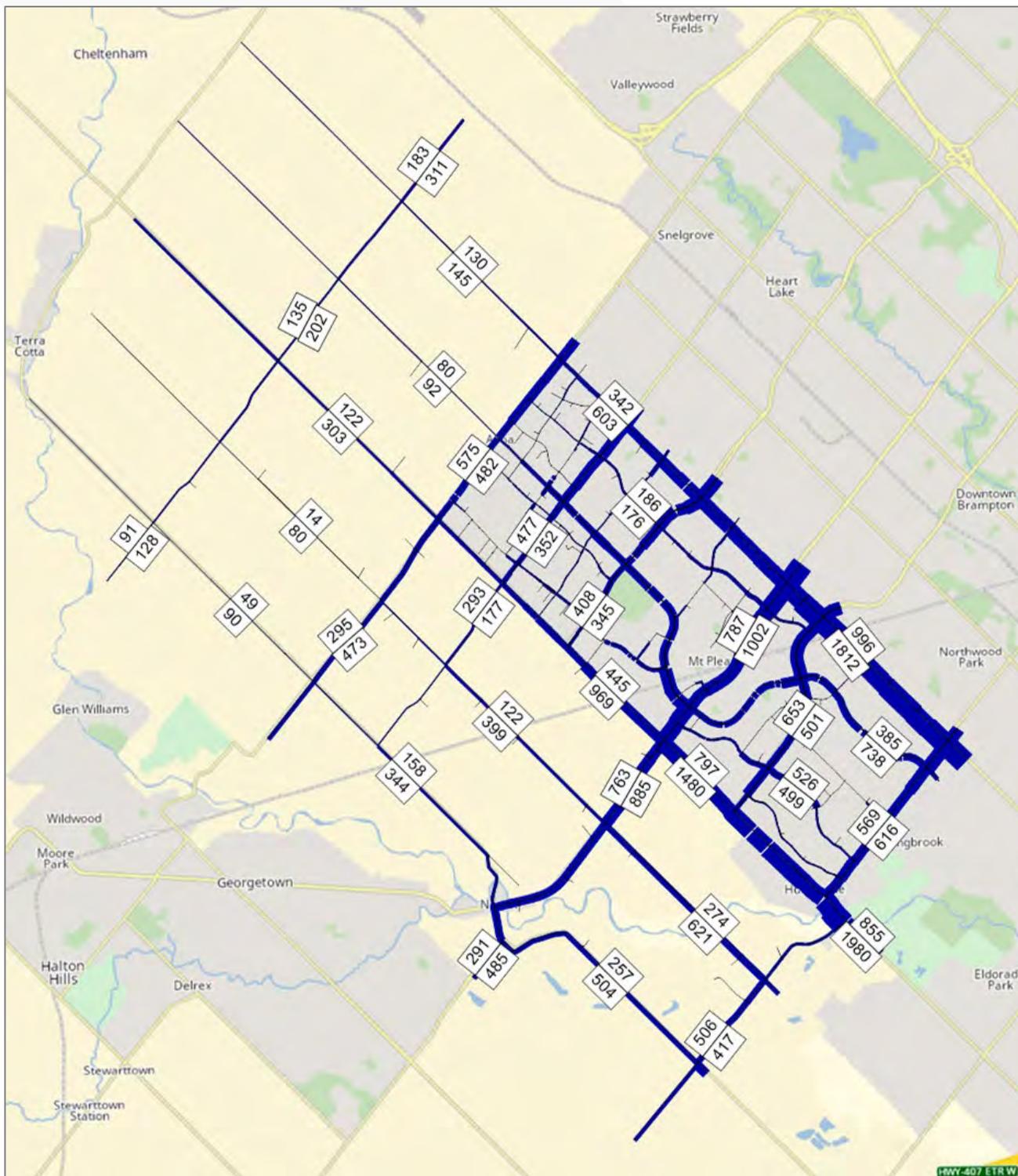
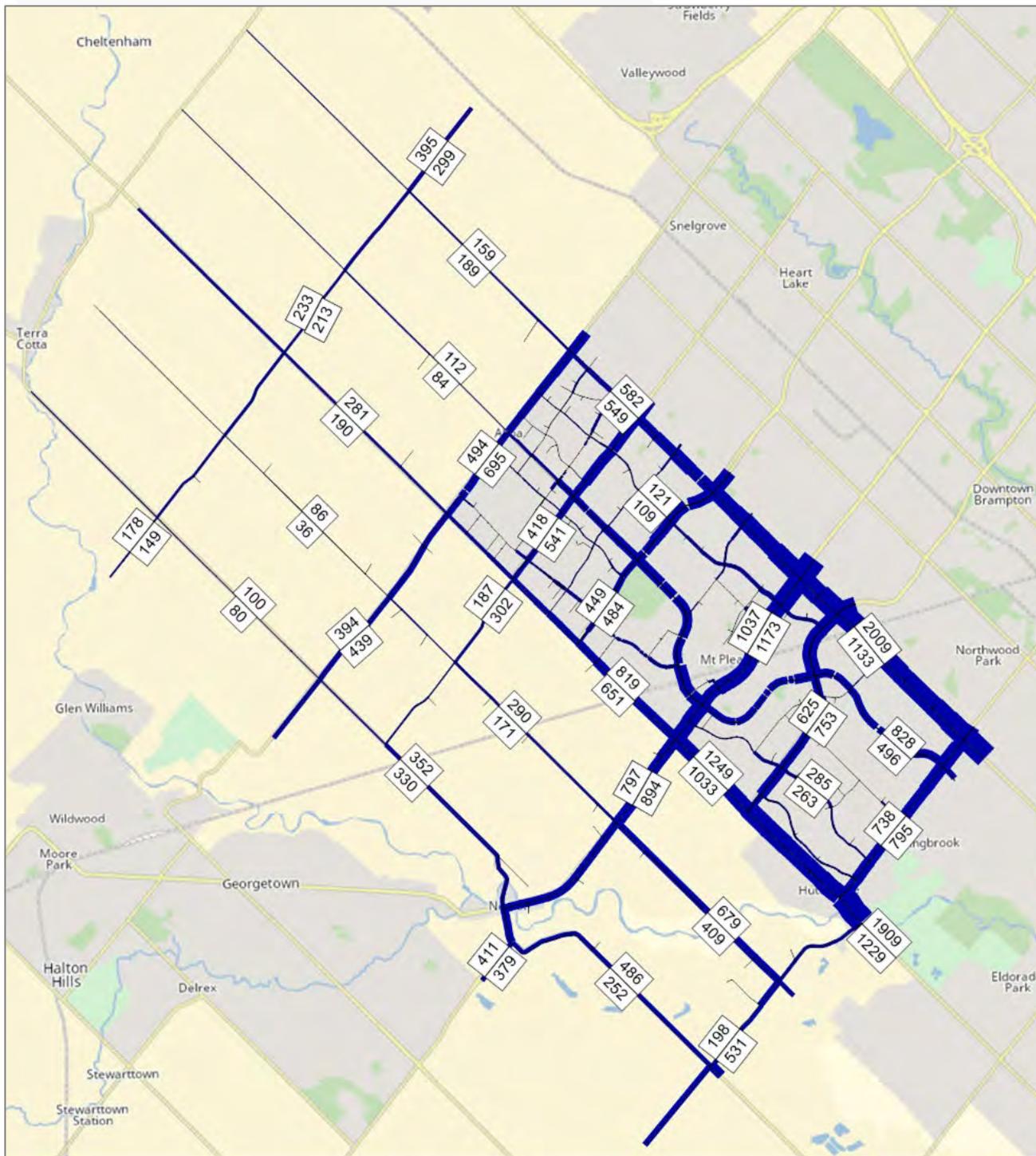


Figure 8: Existing Conditions Corridor Volume Targets – PM Peak Hour



4.2.2 Goodness-of-Fit Statistic

As is customary in most transportation model calibration exercises, the goodness-of-fit measure used to evaluate the statistical distance between the model outputs and observed traffic volume targets is the GEH statistic, which is expressed by the following equation, where M represents model outputs and C represents observed traffic data:

$$GEH = \sqrt{\frac{2(M - C)^2}{M + C}}$$

The values resulting from the GEH equation, for both the mesoscopic and microscopic models, are usually interpreted as $GEH < 5.0$ representing good calibration, $5.0 < GEH < 10.0$ representing average calibration and $GEH > 10.0$ representing poor calibration.

4.2.3 Evaluation Criteria

It should be stated that no standard set of formal guidelines exists to direct multi-resolution modelling exercises conducted to assess the impacts of proposed large-scale development projects in Ontario, let alone to regulate the calibration of said models. Hence, technical decisions pertaining to the calibration of multiresolution models are typically made based on previously approved and ongoing projects, applicable past experience and engineering judgement, as well as collaboration with stakeholders and modelling staff at municipal and regional agencies. The following calibration thresholds were developed in coordination with Transportation Planning and Integrated Planning staff at the City of Brampton.

- $GEH < 5.0$ for no less than approximately 80% of all link segments in the network
- $5.0 < GEH < 10.0$ for no less than approximately 95% of all link segments in the network
- $GEH > 10$ for no more than approximately 5% of all link segments in the network

The thresholds presented above were used to provide sets of metrics from which to evaluate the ability of different pre-calibration model runs to replicate observed traffic conditions and hence guide the adjustment of parameters required to improve the calibration of said models.

4.3 OD Matrix Adjustments

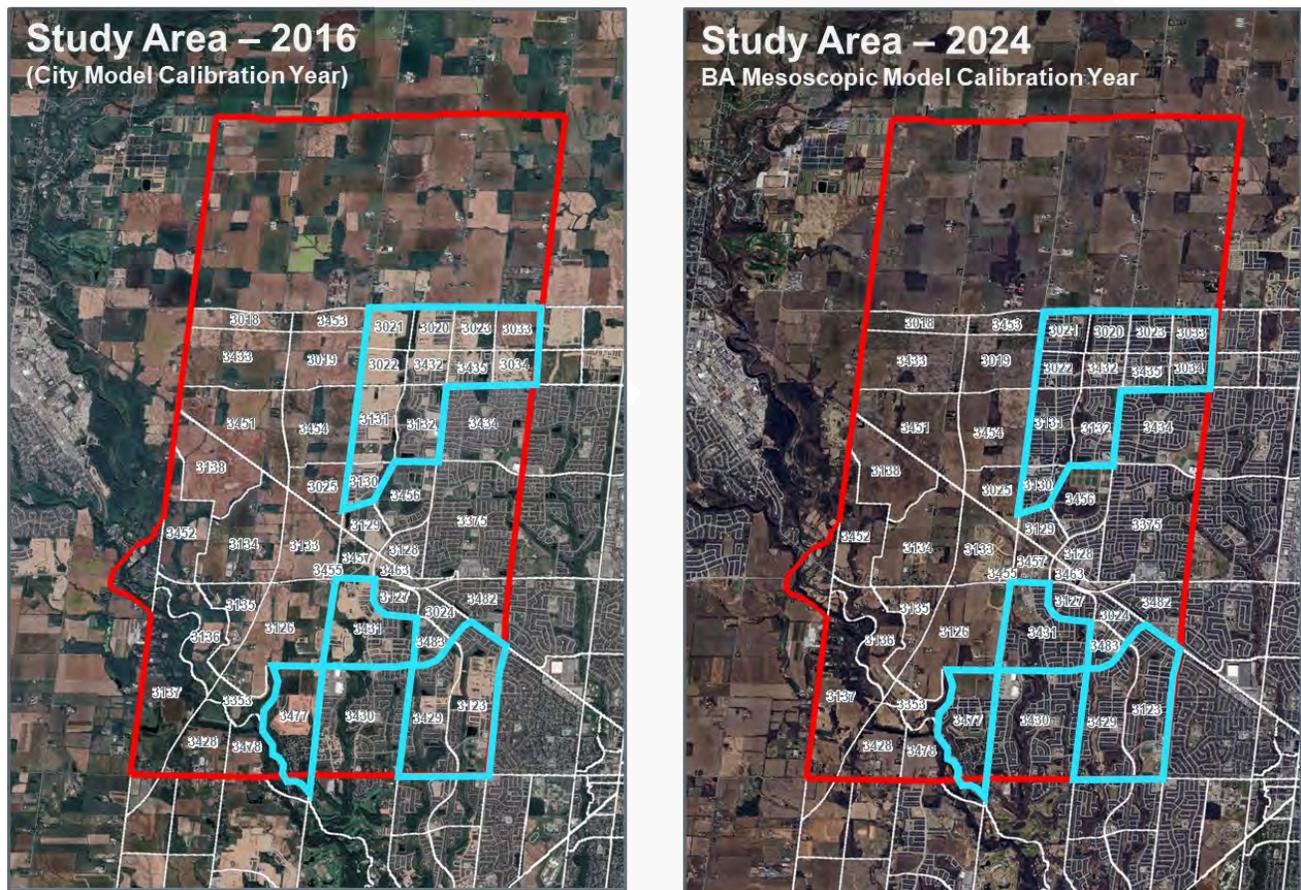
As previously mentioned, the calibration of the mesoscopic model primarily consisted of demand matrix adjustments to account for natural variability in the calibration target data, as well as discrepancies between the initial assigned volumes and the corridor volume targets. These discrepancies are likely due to the macroscopic model being calibrated at the “screenline” level and also due to the macroscopic model being calibrated to 2016 travel demand data, therefore resulting in subarea travel demand matrices that do not align with corridor-level volume targets derived from 2022-2024 TMCs.



The primary adjustment made during the mesoscopic model calibration involved the use of *PTV Visum's* built-in *TFlowFuzzy* matrix estimation procedure, which was used to modify travel demand between select origin-destination pairs. Matrix adjustments were reviewed, and origin-destination pairs with significant adjustments were flagged. The flagged adjustments were investigated to ensure the magnitude of said adjustments were warranted. The majority of the flagged adjustments were related to internal model zones that have seen significant growth between 2016 and the present day.

Figure 9 shows the model zone system and change in level of development across the model study area using Google Earth satellite imagery.

Figure 9: Model Area Population Changes Between 2016 and 2021



As shown in the satellite imagery shown above, significant amounts of undeveloped/lands under construction in 2016 have seen growth since then, especially in the Mount Pleasant Secondary Plan Area. With the macroscopic model's base year being 2016, the base set of subarea matrices underestimates demand to and from these internal zones and therefore significant adjustments to demand generated by these zones was required in order to calibrate to existing conditions corridor volume targets. **Table 2** below summarizes the magnitude of adjustments made to calibrate the subarea demand matrices.



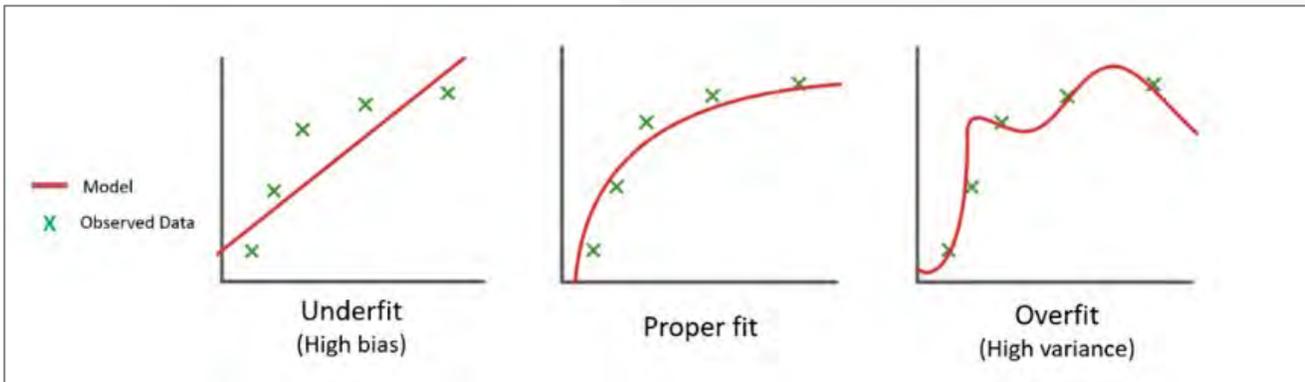
Table 2 Mesoscopic Model Adjusted Matrix Trips

Peak Hour	Total Trips Pre-Adjustments	Total Trips Post-Adjustments	Absolute Difference	Adjustments Related to Internal Zone Growth	Remaining Adjustments
AM	19,973	24,711	+4,738	+5,730	-992
PM	17,624	27,192	+9,567	+8,456	+1,111

4.3.1 Importance of Avoiding Model “Overfit” to Existing Conditions

Model overfit occurs in an over-reliance on parameter adjustments in order to meet prescribed targets and thresholds during the model calibration process. This over-reliance leads to a model that appears to be very well calibrated but has in fact lost the generality necessary to accurately represent (i.e. model) inherently varying situations and scenarios. This concept is shown in **Figure 10**, where the example on the right illustrates an unfortunately successful attempt to replicate all naturally occurring variation present in the observed existing conditions dataset. Despite achieving higher model calibration results, this example is clearly overfitted to specific existing conditions and, as a consequence, has lost all of its forecasting and predictive capabilities (it in fact predicts future severe decreases in the dependent variable when the actual relationship clearly indicates an asymptotically upward trend).

Figure 10: Proper Model Calibration vs. Model Overfit



4.4 Calibration Results

The link-based GEH values resulting from the mesoscopic Visum model calibration exercise are summarized in **Table 3** and compared to the calibration criteria provided in **Section 4.2.3**. Said criteria can be described as corresponding to “good” calibration in the case of GEH values less than or equal to 5, “average” calibration in the case of GEH values greater than 5 and less than or equal to 10, and “poor” calibration in the case of GEH values greater than 10

Table 3 Mesoscopic Model – Link Volumes Calibration Results

	Calibration Thresholds	Weekday Morning (AM) Peak Hour Conditions Model	Weekday Afternoon (PM) Peak Hour Conditions Model
% of links with GEH ≤ 5	≥ 80 %	81%	81%
% of links with GEH ≤ 10	≥ 95 %	96%	96%
% of links with GEH > 10	≤ 5 %	4%	4%

In addition to **Table 3**, a graphical representation of the assigned link volumes and resulting GEH values of both the weekday morning (AM) and afternoon (PM) peak hour existing conditions mesoscopic Visum models is provided in **Figure 11, Figure 12, Figure 13, and Figure 14**. As shown in the table above, as well as the following figures, the weekday morning (AM) and afternoon (PM) peak hour existing conditions mesoscopic Visum models meet the calibration targets laid out for this analysis exercise, while ensuring that the models were not overfit to the existing conditions 2022-2024 turning movement count data.



Figure 11: Mesoscopic Model Link Volume – AM Peak Hour

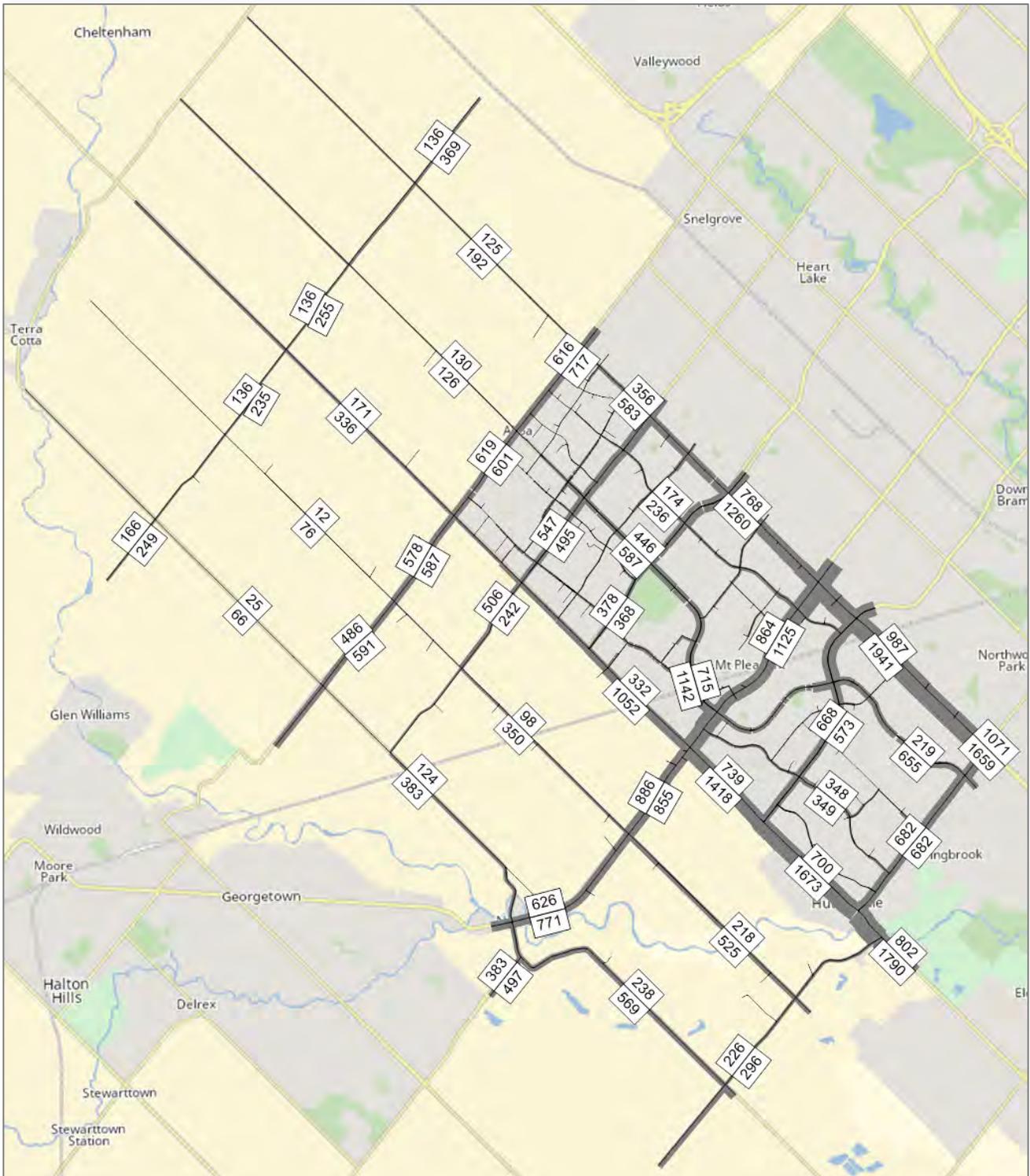


Figure 12: Mesoscopic Model Link Volume – PM Peak Hour

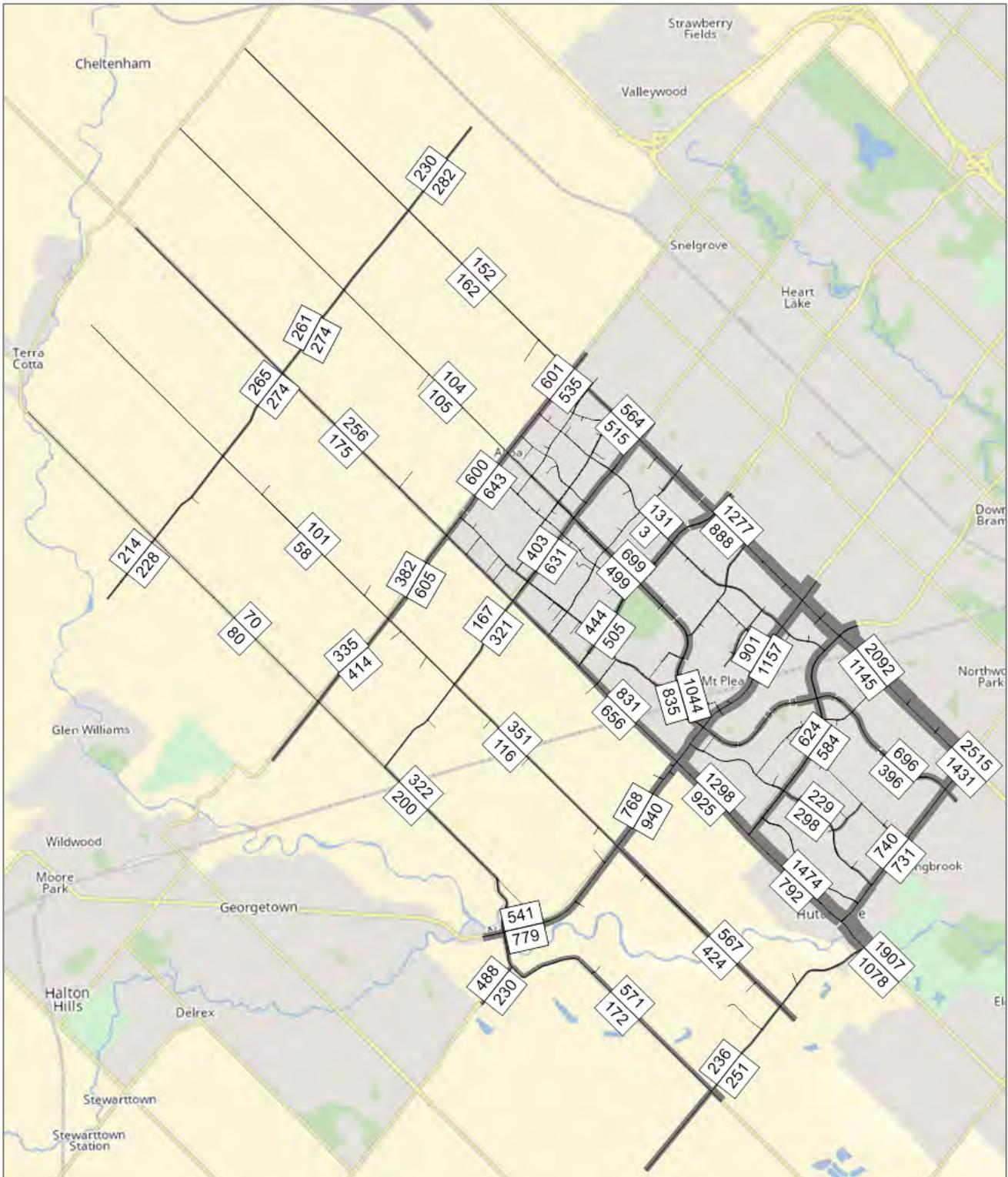


Figure 13: Mesoscopic Model Link GEH Calibration Results – AM Peak Hour

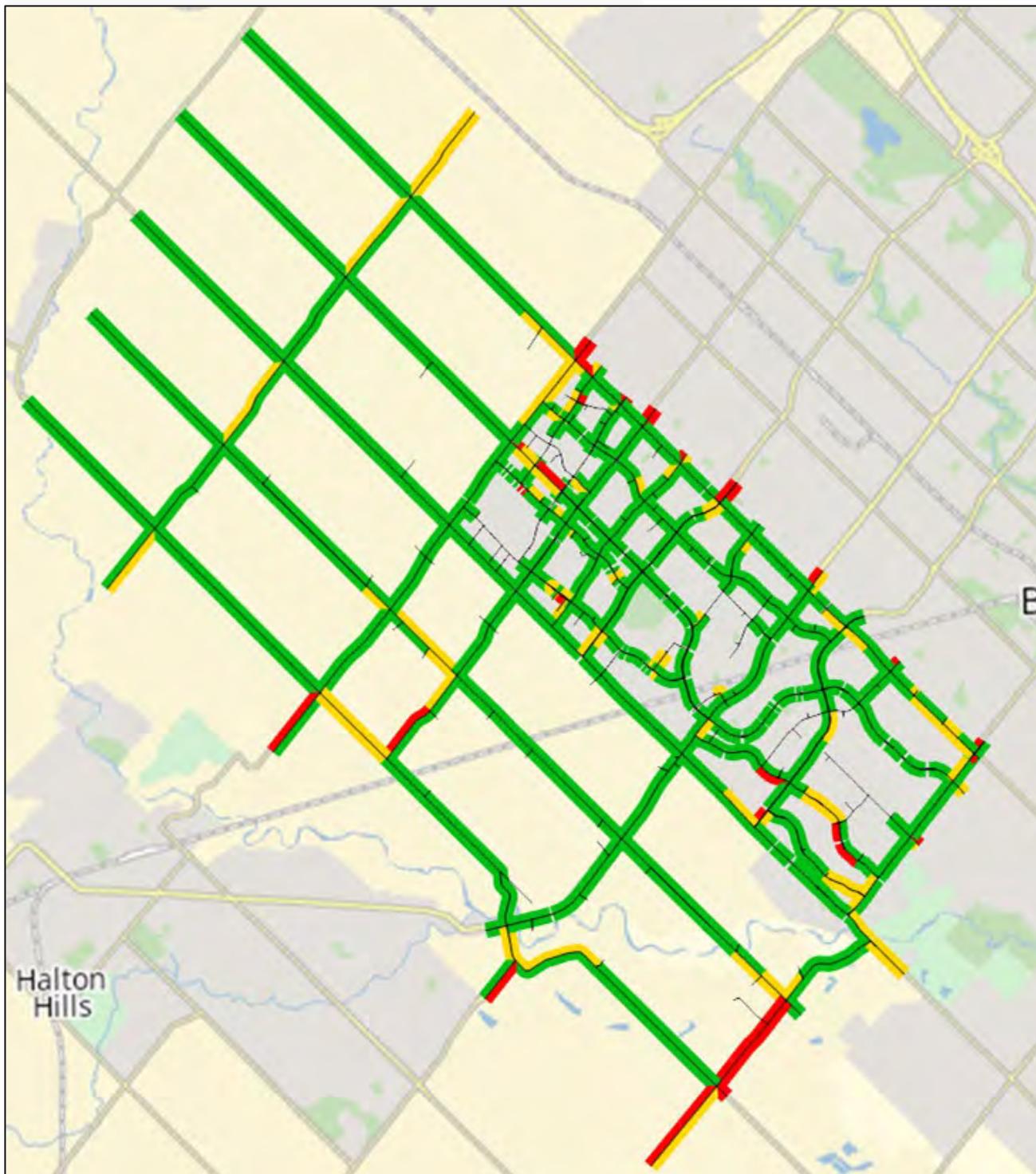
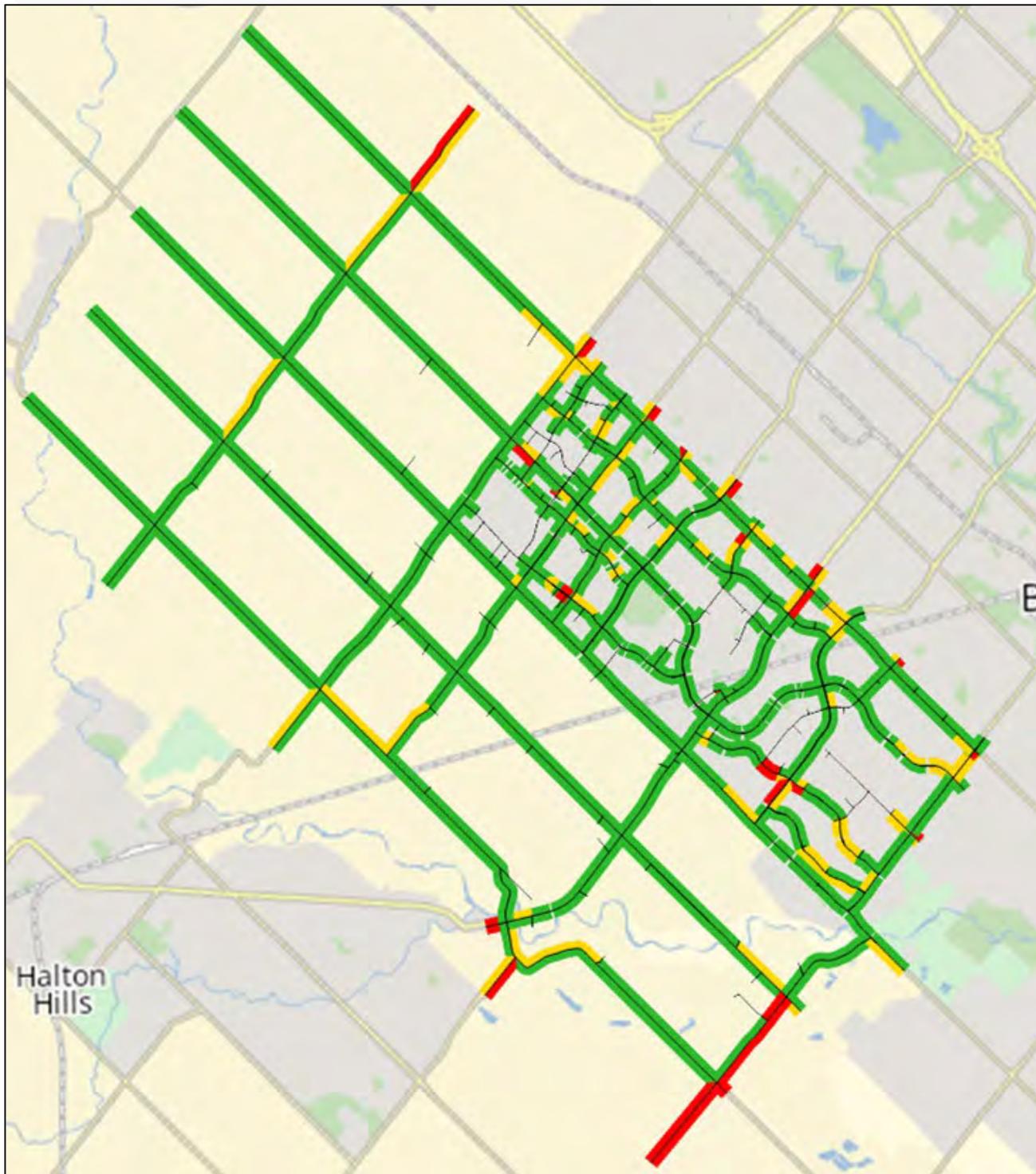


Figure 14: Mesoscopic Model Link GEH Calibration Results – PM Peak Hour



5.0 FUTURE 2051 BASE MODEL DEVELOPMENT

5.1 Overview

With the existing conditions mesoscopic model meeting calibration thresholds, it was deemed suitable for use as a base to which supply and demand related model adjustments were applied to reflect the future (2051) base conditions assumed for this study.

The base 2051 conditions represent the OLT-mediated population and employment yields for the Heritage Heights SPA and the associated transportation network, as shown in **Figure 15** and **Figure 16**. This model was used to assess the transportation operations associated with the OLT-mediated network and informed the development and assessment of the transportation network alternatives.

The following sections will provide an overview of the 2051 Brampton Mobility Plan macroscopic regional demand model and its associated subarea demand matrices, post-processing adjustments of said subarea demand matrices prior to their use as mesoscopic model inputs, mesoscopic model zone system refinements, and adjustments made to the mesoscopic model road network.



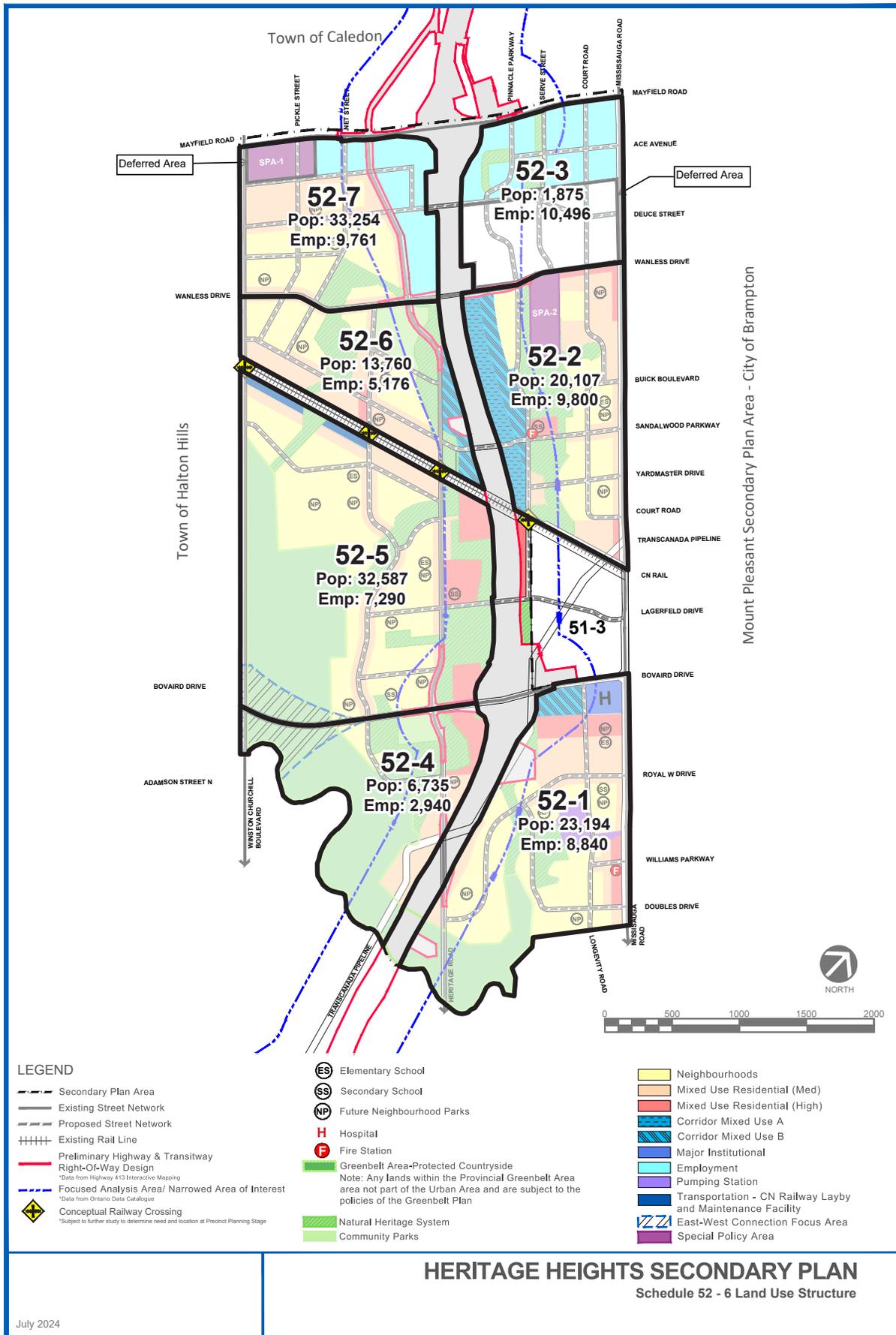
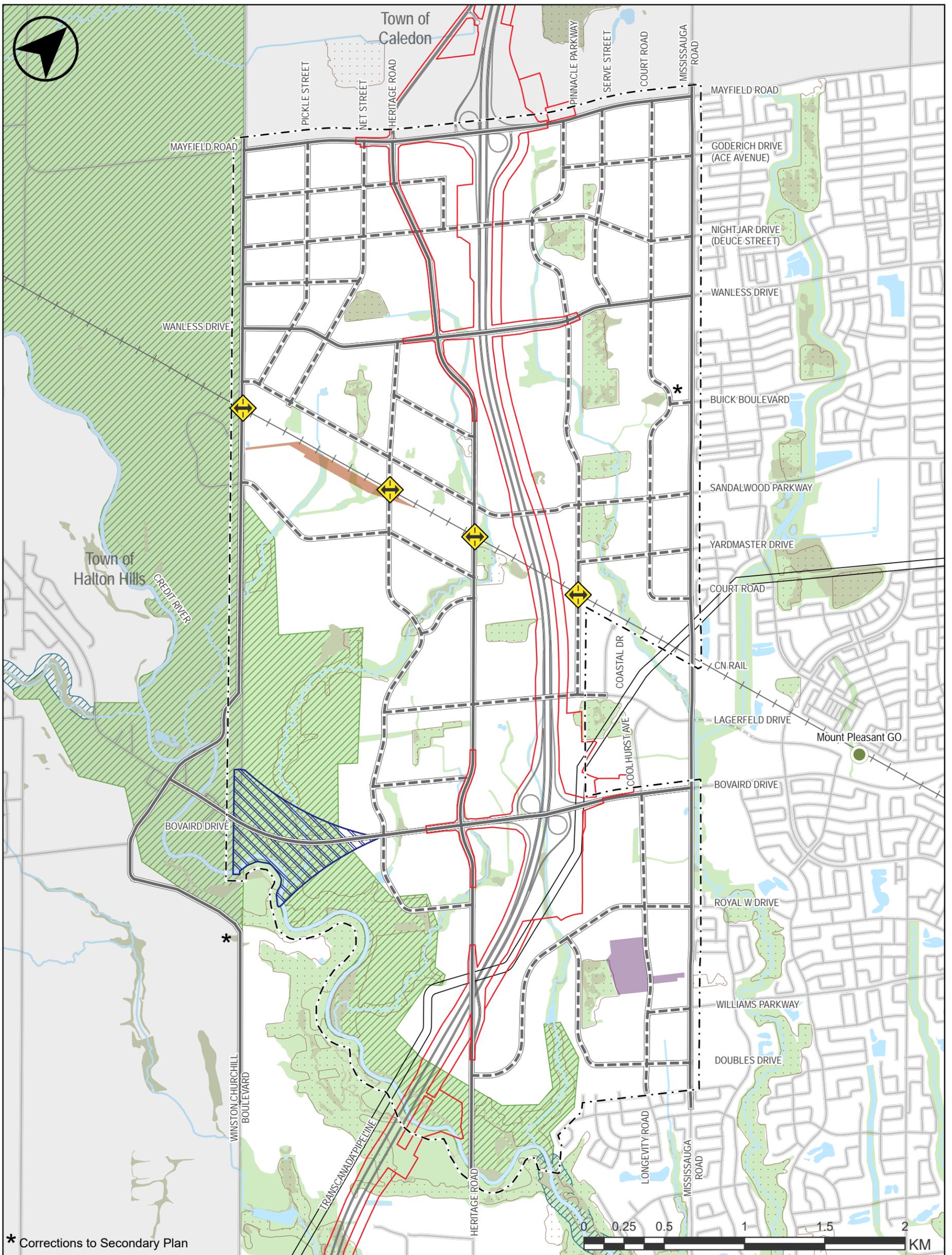


FIGURE 15 OLT APPROVED SECONDARY PLAN YIELDS BY PRECINCT



OLT Approved Secondary Plan Road Network

<p>LEGEND</p> <ul style="list-style-type: none"> Heritage Heights Secondary Plan Area Natural Heritage System[†] Greenbelt Area (Protected Countryside)* Urban River Valley * Wetland[§] Woodland[‡] 	<p>Street Network</p> <ul style="list-style-type: none"> Existing Street Network Proposed Street Network Highway 413 & Transitway Preliminary Right-of-Way[#] ◆ Conceptual Railway Crossing 	<ul style="list-style-type: none"> East-West Connection Focus Area Peel Region Pumping Station Metrolinx Heritage Road Layover Facility
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Sources: † City of Brampton GeoHub, ‡ Region of Peel Open Data
 * Municipal Affairs and Housing, Ontario GeoHub
 § Ministry of Natural Resources and Forestry, Ontario GeoHub
 # Highway 413 Corridor reflects the Preliminary Design as outlined the Environmental Impact Assessment Report (Dec. 1, 2025).

FIGURE 16 OLT APPROVED SECONDARY PLAN ROAD NETWORK (BASELINE)

5.2 2051 City of Brampton Macroscopic Regional Demand Model

The 2051 mesoscopic Model for Heritage Heights adopts regional inputs from the 2051 City of Brampton macroscopic models developed in support of the Brampton Mobility Plan (BMP). BMP macroscopic model considerations / assumptions include population and employment growth and transportation network assumptions primarily informed by:

- the 2025 BMP, specifically the resulting transportation infrastructure recommendations,
- the 2024 Brampton Plan,
- University of Toronto's 2016 GTAv4.0 regional demand model,
- Peel Region's 2019 Long Range Transportation Plan,
- Peel Region's 2024 Regional Growth Forecast Update,
- Halton Region Official Plan Population and Employment,
- Town of Caledon's 2024 Multi-Modal Transportation Master Plan, and
- the transportation corridor design of the planned Highway 413.

The BMP macroscopic model was refined by the City for use in the mesoscopic Heritage Heights transportation model through the incorporation of the Heritage Heights Secondary Plan OLT population and employment yields (described below) and the Base Transportation Network. For the purposes of this analysis, the BMP macroscopic model transportation network was modified to include the OLT-mediated transportation network.

Resulting Mode Splits and Subarea Origin-Destination Matrices

Subarea origin-destination (OD) auto travel demand matrices were extracted from the 2051 macroscopic regional travel demand (BMP) model for use as inputs for the mesoscopic model, consistent with the approach taken in modelling existing conditions.

BMP mode share targets were reviewed in the context of modelling future conditions for the Heritage Heights Secondary Plan. The BMP establishes 25% transit and 11% active transportation City-wide mode share targets for the 2051 horizon year. The BMP targets were compared with the resulting macroscopic model mode share to inform reduction of auto demand and an increase in transit demand to and from the Heritage Heights SPA. The macroscopic model forecasts a Heritage Heights transit and active transportation mode split of 10% and 3%, respectively.

An adjustment of 5% from auto to transit mode share was established to reflect a shift in travel behaviour aligned with encouraging the City's broader sustainable transportation goals while also maintaining the integrity of the macroscopic regional demand model. The resulting mode splits assumed in the Heritage Heights TMP model are detailed in **Table 4**.



Table 4 Macroscopic Model Initial and Adjusted Heritage Heights Mode Splits

Mode	Mode Shares		
	Macroscopic Model Initial	Macroscopic Model Adjusted	BMP City-Wide Target
Auto (Driver + Passenger)	75%	70%	50%
Transit	10%	15%	25%
Active Transportation	3%	3%	11%
Other	12%	12%	14%

5.3 Mesoscopic Model Zone System

As was done for the existing conditions mesoscopic model, the future conditions model adopts a zone system that is based on the City of Brampton’s 2051 BMP macroscopic model’s zone system.

External Zones

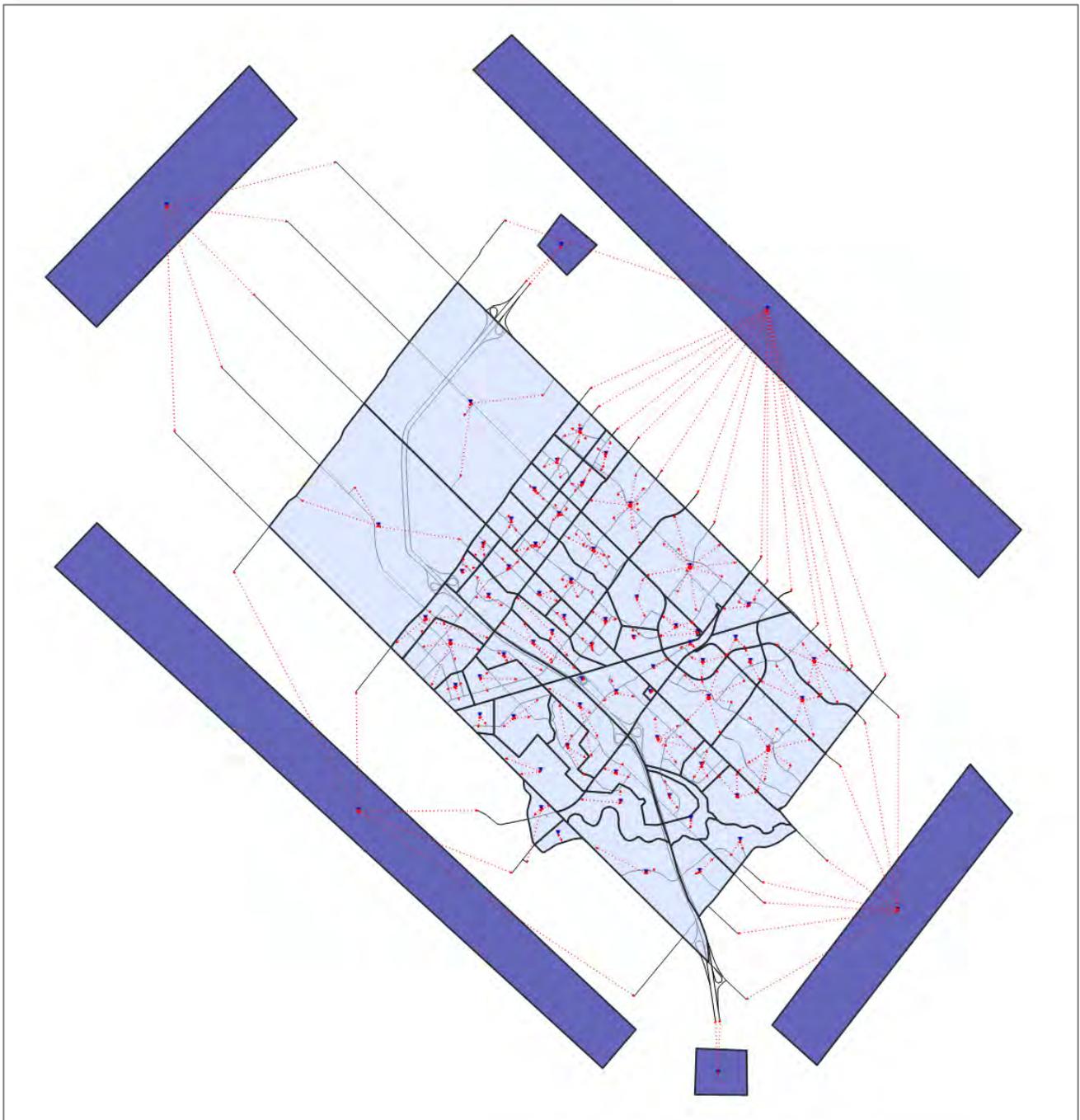
Production of the macroscopic model subarea matrices generated 49 external gateway zones representing corridors that cross the mesoscopic model boundaries. As was done for existing conditions, these external gateway zones were aggregated into 4 large zones that represent the north, east, south, and west gateways at the mesoscopic model bounds. The external zones that represent the planned Highway 413 gateways were not included in the aggregation of external zones in order to maintain the macroscopic model’s distribution of trips to and from the Highway 413.

Internal Zones

The future conditions macroscopic model subarea zone system contains 50 internal zones. The internal zones that represent the Heritage Heights Secondary Plan Area were disaggregated to reflect a more granular zone system that is better suited to capture travel demand internal to the Secondary Plan Area. The final future conditions mesoscopic model zone system is made up of 6 external zones and 63 internal zones. The zone system, as well as the connector system, is illustrated in **Figure 17**.



Figure 17: Future 2051 Base Conditions – Mesoscopic Model Zone System



5.4 Base Transportation Network

The 2051 mesoscopic model road network was established and assumes the following:

- Heritage Heights collector road network informed by the OLT-mediated Secondary Plan Road Network as shown in **Figure 16**,
- Arterial road network and collector road network outside of Heritage Heights informed by road network infrastructure improvements detailed in Official Planning and Transportation Master Plan documents outlined in **Section 5.2**.

The resulting road network for the future base 2051 mesoscopic model is shown in **Figure 18** and the associated model link capacities are shown in **Figure 19**.



Figure 18: Future Base 2051 Mesoscopic Model Network



5.5 Future Conditions Travel Demand

As mentioned in **Section 5.2**, subarea origin-destination (OD) auto travel demand matrices were extracted from the 2051 macroscopic regional travel demand (BMP) model for use as inputs for the mesoscopic model. Prior to use as demand inputs, post-processing adjustments to the subarea matrices were made to account for mesoscopic model calibration, the auto mode shift to transit detailed in the previous section, and the intended usage of Highway 413.

2051 Subarea Demand Adjustments – Calibration Adjustments

The existing conditions matrix demand correction addressed discrepancies between initial mesoscopic model volumes and the 2022-2024 target volume data that were due to: 1) the unadjusted subarea matrices representing 2016 travel demand patterns and 2) the unadjusted subarea matrices being calibrated at the screenline level.

With the 2051 macroscopic model's being built on its existing conditions counterpart, the 2051 unadjusted subarea demand matrices are also calibrated at the screenline level and therefore require further calibration. The matrix adjustments meant to further calibrate the existing conditions subarea matrices to the corridor level were carried forward the 2051 subarea matrices.

It is important to note that the overall existing conditions matrix adjustment included significant increases of trips to and from internal model zones that have seen significant amount of growth between 2016 and 2024. These adjustments were not carried forward to the 2051 subarea matrices as their main purpose was to capture the change in travel demand patterns associated with these zones that had occurred between 2016 (the macroscopic model's calibration year) and 2024. The magnitude of the matrix adjustments that were carried forward to the 2051 subarea matrices are summarized in **Table 5**.

Table 5 2051 Subarea Demand Adjustments – Calibration Adjustments

Peak Hour	Base 2051 Subarea Demand	Adjusted 2051 Subarea Demand	Adjustment Magnitude
AM Peak Hour	60, 480 auto trips	59, 488 auto trips	-992 (-1.6%)
PM Peak Hour	60, 341 auto trips	61, 452 auto trips	+1,111 (+1.8%)

2051 Subarea Demand Adjustments – Mode Shift Adjustments

To capture the 5% reduction in auto mode share for trips generated by Heritage Heights detailed in **Section 5.2**, targeted adjustments to specific origin-destination pairs were applied to the calibrated 2051 subarea matrices. The targeted adjustments aimed to reflect the shift in travel behaviour along key transit corridors, such as Mississauga Road, Heritage Road, Mayfield Road, Bovaird Drive, and Queen St West. In coordination with Transportation Planning and Integrated Planning staff at the City of Brampton, the following subarea matrix adjustments were applied to the Heritage Heights zones to achieve a 5% reduction in auto mode share.

- Total reduction of 830 outbound trips from Heritage Heights in the AM peak hour, applied to the “Heritage Heights Zones to East Gateway Zone” and “Heritage Heights Zones to South Gateway Zone” origin-destination pairs.



- Total reduction of 670 inbound trips to Heritage Heights in the AM peak hour, applied to the “East Gateway Zone to Heritage Heights Zones” and “South Gateway Zone to Heritage Heights Zones” origin-destination pairs.
- Total reduction of 650 outbound trips from Heritage Heights in the PM peak hour, applied to the “Heritage Heights Zones to East Gateway Zone” and “Heritage Heights Zones to South Gateway Zone” origin-destination pairs.
- Total reduction of 680 inbound trips to Heritage Heights in the PM peak hour, applied to the “East Gateway Zone to Heritage Heights Zones” and “South Gateway Zone to Heritage Heights Zones” origin-destination pairs.

2051 Subarea Demand Adjustments – Highway 413 Usage

Through a review of the 2051 subarea matrices and initial mesoscopic modelling results, traffic congestion along north-south corridors within Heritage Heights (i.e., Heritage Road, Mississauga Road, and Winston Churchill Boulevard) were flagged. These north-south corridor segments that were over-capacity stood in contrast with the planned Highway 413 corridor, where there was significant residual capacity.

Given the contrast between north-south corridor segments and the planned Highway 413 corridor capacity, 15% of trips travelling between Heritage Heights and the south screenline were shifted to use Highway 413. This shift resulted in a balancing of usage between the north-south corridors and Highway 413 and represents travel between Heritage Heights and major employment nodes in the GTHA (City of Toronto to the south-east, City of Mississauga to the south, etcetera) that is expected to use the 400-series highways to travel from home to work and vice versa. With the above-mentioned adjustments applied, the resulting weekday morning and afternoon peak hour auto demand associated with Heritage Heights is summarized in **Table 6**.

Table 6 Adjusted Future 2051 Subarea OD Auto Travel Demand Matrices

To Destinations From Origins	Heritage Heights Zones	Other Internal Zones	External Zones
Heritage Heights Zones	1,775 (2,920)	705 (2,360)	10,305 (7,825)
Other Internal Zones	1,770 (1,475)	1,975 (1,900)	12,205 (7,910)
External Zones	6,825 (9,250)	4,850 (11,130)	16,890 (14,680)

Note: AM Peak Hour (PM Peak Hour). Table cells represent number of trips travelling from origin (row header) to destination (column header). For example, number of auto trips travelling from External Zones to Heritage Heights in the AM peak hour is 6,825.

As shown in **Table 6**, the majority of auto demand to and from the Heritage Heights SPA are forecasted to have origins/destinations that fall outside of the model bounds. The total two-way auto trips to/from Heritage Heights is forecasted to be 21,380 trips and 23,830 trips in the AM and PM peak hours, respectively, with the proportion of those trips starting and ending within the model bounds being 20% to 30%. The AM peak hour forecasts show an outbound peak directionality from Heritage Heights, where the PM forecasts show a fairly balanced distribution of inbound and outbound trips.



6.0 CONCLUSION

The mesoscopic model was the main transportation analysis tool that was used to inform the Heritage Heights Transportation Master Plan. The mesoscopic model was used to assess network operations of the base OLT-mediated transportation network under 2051 conditions. Results of this analysis were used to identify a long and short list of alternatives, which were assessed using a set of transportation, cultural environment, natural environment, and socio-economic criteria.

Prior to assessing future 2051 conditions, an existing conditions mesoscopic model was developed and calibrated. Calibration of the existing conditions mesoscopic model was evaluated with standard calibration thresholds to demonstrate the model's ability to adequately replicate current travel demand patterns in the study area.

As detailed in this report, the existing conditions mesoscopic model was developed and follows industry modelling standards. This report demonstrates that the existing conditions model was suitably calibrated using 2022-2024 turning movement count data and meets standard modelling calibration thresholds.

Once the calibration of the existing conditions model was completed, it was deemed appropriate for use as a base model in the development of the future 2051 conditions mesoscopic models that forecast future travel demand patterns and assess future network conditions. The development of the base future conditions 2051 model consisted of refinement to model demand and network to represent the OLT-mediated growth yields and the associated road network.

Model outputs for the existing and future conditions models are included in the main TMP document



Appendix D

In **Section 6.4** of this report, each Short List Network Alternative was reviewed in detail based on the Environmental Assessment Criteria for evaluations. Evaluation of transportation, cultural environment, natural environment, and socio-economic criteria determined an overall recommendation for each Short List Alternative. The criteria are listed on the right-hand side of this page.

Summaries of Short List of Network Alternatives were provided in **Section 6.4** of this report; in this Appendix, the complete evaluation of the Short List of Network Alternatives is provided.

Based upon the evaluations, rankings were determined as one of the following, with associated point attribution.

- Screened Out = 0 points
- Least Preferred = 1 point
- Less Preferred = 2 points
- More Preferred = 3 points
- Most Preferred = 4 points

Based upon the point attributions, points were collectively tallied to produce an “Overall Total Score” and an “Overall Total of Category Scores.” The recommendations included in **Section 6.4** of this report are based upon the results of this scoring system.

For reference, the Short List Network Alternatives are:

- C. Precinct 52-3 Road Network
- E. East-West Connection Focus Area (Inter-Regional)
- F. Buick Boulevard (52-2)
- G. North-South Rail Crossing (52-5, 52-6)

Transportation Criteria

- Enhance sustainable mobility and multi-modal travel options
- Address modelled traffic impacts
- Enhance connectivity for people and goods
- Integrate transportation and land use planning
- Protect public health and safety
- Leverage flexibility for future planning

Cultural Environment Criteria

- Archaeologic
- Cultural and Built Heritage

Natural Environment Criteria

- Terrestrial (species)
- Aquatic (watercourses, species at risk)
- Greenbelt & Natural Heritage Systems
- Stormwater & Surface Water (flooding, erosion)

Socio-Economic Criteria

- Transportation Equity
- Property Impacts/Requirements
- Nuisance Impacts (Noise, Vibration & Air Quality)
- Ease of Construction (Phasing, Geotechnical)
- Cost (Capital, Operating & Maintenance)

C. PRECINCT 52-3 ROAD NETWORK

C. Precinct 52-3 Road Network: Transportation Criteria

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection (Pinnacle/Serve Realignment)
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity	Two continuous north-south collector roads provide additional options for continuous transit connectivity.	Maintains N-S transit connectivity. Additional intersections along Goderich that breaks up continuity.	Maintains E-W transit connectivity. Additional intersections along Pinnacle, that breaks up continuity. Provides a parallel transit relief corridor to Mayfield Road and Wanless Drive.	Maintains E-W transit connectivity and intersection continuity along Goderich Drive. Introduces offset along Wanless Drive between Precincts 52-3 and 52-2W. Provides a continuous parallel traffic and transit relief corridor to Mayfield Road and Wanless Drive.
		Most Preferred	Less Preferred	More preferred	Less Preferred
		4	2	3	2
	Enhances Active transportation connectivity and Micromobility options	Two continuous north-south collector roads provide additional options for continuous active transportation connectivity.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	N-S continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	N-S continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network. Introduces offset along Wanless Drive between Precincts 52-3 and 52-2W.
		Most Preferred	More preferred	More preferred	Less Preferred
		4	3	3	2
Traffic Impacts	Traffic operations & capacity impacts	Provides the finest grained connectivity for vehicular capacity and routing options.	Less local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands) Modelling shows parallel Mayfield Road takes on additional diversion of traffic (within capacity), accommodated within 6-lane widening.	Less local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands) Modelling shows parallel continuous E-W collector provides greater relief to Mayfield Road between Highway 413 and Mississauga Road compared to Option 2.	Less local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands) Introduces offset along Wanless Drive between Precincts 52-3 and 52-2W. Modelling shows parallel continuous E-W collector provides greater relief to Mayfield Road between Highway 413 and Mississauga Road compared to Option 2. Modelling shows offset of Pinnacle-Serve Street along Wanless Drive is expected to be able to accommodate north-south travel demands.
		Most Preferred	Less Preferred	More preferred	Less Preferred
		4	2	3	2
Enhance connectivity for people and goods	Enhances General travel routing	Provides the finest grained connectivity for people by all modes.	Less continuous E-W connectivity for goods than Options 1 and Option 3, including between Employment Uses in Precinct 52-3 and Precinct 52-7 Less active transportation local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands). Connectivity can be achieved in lieu of disconnected road network.	Less active transportation local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands). Connectivity can be achieved in lieu of disconnected road network.	Less active transportation local routing options compared to Secondary Plan (removes Nightjar/Deuce extension through wetlands). Connectivity can be achieved in lieu of disconnected road network.
		Most Preferred	More preferred	More preferred	More Preferred
		4	3	3	3

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection (Pinnacle/Serve Realignment)
	Freight routing impacts	Provides finest grained local delivery options. Most goods movement expected on higher order highway, arterial and industrial collector roads.	Less continuous E-W connectivity for goods than Options 1 and Option 3, including between Employment Uses in Precinct 52-3 and Precinct 52-7.	Maintains E-W continuous goods connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3.	Maintains E-W continuous goods connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3.
		Most Preferred	Less Preferred	More preferred	More preferred
		4	2	3	3
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.	Provides the finest grained connectivity for people by all modes.	Less continuous E-W connectivity for goods than Options 1 and Option 3, including between Employment Uses in Precinct 52-3 and Precinct 52-7.	Maintains E-W continuous goods/access connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3.	Maintains E-W continuous goods/access connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3. Introduces offset along Wanless Drive between Precincts 52-3 and 52-2W.
		Most Preferred	More preferred	Most Preferred	More preferred
		4	3	4	3
Protect public health and safety	Prioritizes vulnerable road users	Provides the finest grained connectivity for people by all modes.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, some connectivity can be achieved in lieu of disconnected road network.
		Most Preferred	Most Preferred	Most Preferred	More preferred
		4	4	4	3
	Promotes active living	Provides the finest grained connectivity for people by all modes.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, some connectivity can be achieved in lieu of disconnected road network.
		Most Preferred	Most Preferred	Most Preferred	More preferred
		4	4	4	3
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.	Provides the finest grained connectivity for people by all modes.	Less continuous E-W connectivity for goods than Options 1 and Option 3, including between Employment Uses in Precinct 52-3 and Precinct 52-7	Provides connectivity compatible with land uses in Precinct 52-2W while avoiding major wetland feature. Maintains E-W continuous goods/access connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3.	Mitigates major wetland feature. Maintains E-W continuous goods/access connectivity (industrial collector) between Precinct 52-7 and Precinct 52-3.
		More Preferred	Least Preferred	Most Preferred	More preferred
		3	1	4	3
TOTAL Transportation Criteria Score		35	24	31	24

C. PRECINCT 52-3 ROAD NETWORK

C. Precinct 52-3 Road Network: Cultural Environment Criteria

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection (Pinnacle/Serve Realignment)
Archaeologic	Archaeological resources impacts	No Archeology Studies Completed in Precinct 52-3.			
		Not Applicable	Not Applicable	Not Applicable	Not Applicable
		0	0	0	0
Cultural and Built Heritage	Cultural landscape	Cultural Heritage Lands 1, 2, and 4 within Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage Lands 1, 2, and 4 within Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage Lands 1, 2, and 4 within Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage Lands 1, 2, and 4 within Precinct 52-3. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable	Not Applicable
		0	0	0	0
	Built heritage features	No Built Heritage Identified in Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	No Built Heritage Identified in Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	No Built Heritage Identified in Precinct 52-3. See Existing Context – Cultural Heritage Areas map.	No Built Heritage Identified in Precinct 52-3. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable	Not Applicable
		0	0	0	0
TOTAL Cultural Environment Criteria Score		0	0	0	0

C. PRECINCT 52-3 ROAD NETWORK

C. Precinct 52-3 Road Network: Natural Environment Criteria

Category	Measure	Alternatives				
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection (Pinnacle/Serve Realignment)	
Terrestrial (species)	Environmentally sensitive areas (Vegetation, woodlots, wetlands)	Collector road crosses through wetland, woodlot and Natural Heritage System occupies a large portion of the west side of 52-3.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features. Re-alignment of Pinnacle/Serve may require mitigation where it crosses the wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.	
		Least Preferred	More Preferred	More Preferred	Less Preferred	
		1	3	3	2	
Aquatic (watercourses, species at risk)	Watercourse & fisheries	Collector road crosses through wetland, woodlot and Natural Heritage System occupies a large portion of the west side of 52-3.	"Eliminates E-W collector road going through wetland features.	"Eliminates E-W collector road going through wetland features.	Re-alignment of Pinnacle/Serve may require mitigation where it crosses the wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.	
		Least Preferred	More Preferred	More Preferred	Less Preferred	
		1	3	3	2	
Greenbelt & Natural Heritage Systems	Greenbelt impact	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.	
		Not Applicable	Not Applicable	Not Applicable	Not Applicable	
		0	0	0	0	
	Natural heritage systems impact	Collector road crosses through wetland, woodlot and Natural Heritage System occupies a large portion of the west side of 52-3.	Eliminates E-W collector road going through wetland features. No change to number of watercourse crossings in Precinct 52-3 compared with other options. Mitigation in Precinct 52-2W: West Huttonville Creek (reach HV9) in this area is identified as a Medium Constraint (Blue) watercourse with flexibility in its management (i.e., it can be realigned).	Eliminates E-W collector road going through wetland features. No change to number of watercourse crossings in Precinct 52-3 compared with other options. Mitigation in Precinct 52-2W: West Huttonville Creek (reach HV9) in this area is identified as a Medium Constraint (Blue) watercourse with flexibility in its management (i.e., it can be realigned).	Eliminates E-W collector road going through wetland features. No change to number of watercourse crossings in Precinct 52-3 compared with other options. Mitigation in Precinct 52-2W: West Huttonville Creek (reach HV9) in this area is identified as a Medium Constraint (Blue) watercourse with flexibility in its management (i.e., it can be realigned).	Eliminates E-W collector road going through wetland features. No change to number of watercourse crossings in Precinct 52-3 compared with other options. Mitigation in Precinct 52-2W: West Huttonville Creek (reach HV9) in this area is identified as a Medium Constraint (Blue) watercourse with flexibility in its management (i.e., it can be realigned). Re-alignment of Pinnacle/Serve may require mitigation where it crosses the wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.
		Least Preferred	More Preferred	More Preferred	Less Preferred	
		1	3	3	2	
Stormwater & Surface Water (flooding, erosion)	Stormwater impacts	Collector road crosses through wetland, woodlot and Natural Heritage System occupies a large portion of the west side of 52-3.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features. Re-alignment of Pinnacle/Serve may require mitigation where it crosses the wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.	
		Least Preferred	More Preferred	More Preferred	Less Preferred	
		1	3	3	2	

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection (Pinnacle/Serve Realignment)
	Surface water (flooding, erosion) impacts	Collector road crosses through wetland, woodlot and Natural Heritage System occupies a large portion of the west side of 52-3.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features.	Eliminates E-W collector road going through wetland features. Re-alignment of Pinnacle/Serve may require mitigation where it crosses the wetland, woodlot, and Natural Heritage System that occupies a large portion of the west side of Precinct 52-3.
		Least Preferred 1	More Preferred 3	More Preferred 3	Less Preferred 2
TOTAL Natural Environment Criteria Score		5	15	15	10

C. PRECINCT 52-3 ROAD NETWORK

C. Precinct 52-3 Road Network: Socio-Economic Criteria

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection
Advance Transportation Equity	Enhances transportation equity	Provides the finest grained connectivity for people by all modes.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, connectivity can be achieved in lieu of disconnected road network.	E-W continuous road facility is interrupted. However, some connectivity can be achieved in lieu of disconnected road network.
		Most Preferred	More Preferred	More Preferred	Less Preferred
		4	3	3	2
Property Impacts / Requirements	Property impacts, including space and maintaining access to neighbouring properties	Requires the most overall land for transportation infrastructure compared to other options.	Overall, requires less land for transportation infrastructure than Option 1 across Precinct 52-3.	Overall, requires less land for transportation infrastructure than Option 1 across Precinct 52-3.	Least land acquisition compared to other options. Connects east and west employment areas in Precinct 52-3 and 52-7.
		Less Preferred	More Preferred	More Preferred	Most Preferred
		2	3	3	4
	Land acquisition considerations	Requires the most overall land for transportation infrastructure compared to other options.	Overall, requires less land for transportation infrastructure than Option 1 across Precinct 52-3.	Overall, requires less land for transportation infrastructure than Option 1 across Precinct 52-3.	Least land acquisition compared to other options.
		Less Preferred	More Preferred	More Preferred	Most Preferred
		2	3	3	4
Nuisance Impacts (Noise, Vibration & Air Quality)	Noise and vibration level impact to area residents and road users	Divides vehicular traffic activity across multiple routes and provides local connectivity within Precinct 52-3	Greater vehicular activity on parallel corridors (Mayfield Road)	Greater vehicular activity on parallel corridors (Mayfield Road). Mitigated by continuous east-west connection between Precinct 52-3 and 52-7.	Greater vehicular activity on parallel corridors (Mayfield Road). Mitigated by continuous east-west connection between Precinct 52-3 and 52-7 and continuous north-south connection of Serve Street between Wanless Drive and Mayfield Road.
		Most Preferred	Least Preferred	Less Preferred	More Preferred
		4	1	2	3
	Air quality impact to area residents and road users	Divides vehicular traffic activity across multiple routes and provides local connectivity within Precinct 52-3	Greater vehicular activity on parallel corridors (Mayfield Road)	Greater vehicular activity on parallel corridors (Mayfield Road). Mitigated by continuous east-west connection between Precinct 52-3 and 52-7.	Greater vehicular activity on parallel corridors (Mayfield Road). Mitigated by continuous east-west connection between Precinct 52-3 and 52-7 and continuous north-south connection of Serve Street between Wanless Drive and Mayfield Road.
		Most Preferred	Least Preferred	Less Preferred	More Preferred
		4	1	2	3
Ease of Construction (Phasing, Geotechnical)	Construction phasing and Geotechnical Impact	Geotechnical impacts related to crossing wetland, woodlot and Natural Heritage feature in Precinct 52-3	Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3.	Geotechnical impacts related to diversion of watercourse in Precinct 52-2W to match watercourse crossing to Precinct 52-3.	Potential geotechnical impacts related to Serve Street realignment to address NHS mitigation requirements.
		Least Preferred	More Preferred	More Preferred	More Preferred
		1	3	3	3
Cost (Capital, Operating & Maintenance)	Capital, Operating, Maintenance Cost Impact	Greatest kilometres of roads in Precinct 52-3 and Pinnacle in Precinct 52-2W	Less kilometres of roads compared to Option 1.	Less kilometres of roads compared to Option 1 and 2.	Least kilometres of roads in Precinct 52-3.
		Less Preferred	More Preferred	More Preferred	Most Preferred
		2	3	3	4

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection
TOTAL Socio-Economic Criteria Score		19	17	19	23

C. PRECINCT 52-3 ROAD NETWORK

C. Precinct 52-3 Road Network: Evaluation Tabulation

Category	Measure	Alternatives			
		Option 1 – Secondary Plan Collector Road Network	Option 2 – Continuous North-South Connection	Option 3 – Continuous East-West Connection	Option 3A – Continuous East-West Connection
Transportation Criteria	Total Score	35	24	31	24
	Ranking	Most Preferred	Less Preferred	More Preferred	Less Preferred
	Category Score	4	2	3	2
Cultural Environment Criteria	Total Score	0	0	0	0
	Ranking	Not Applicable	Not Applicable	Not Applicable	Not Applicable
	Category Score	0	0	0	0
Natural Environment Criteria	Total Score	5	15	15	10
	Ranking	Least Preferred	Most Preferred	Most Preferred	Less Preferred
	Category Score	1	4	4	3
Socio-Economic Criteria	Total Score	19	17	19	23
	Ranking	More/Less Preferred	Least Preferred	More/Less Preferred	Most Preferred
	Category Score	2	1	2	4
OVERALL TOTAL SCORE		59	56	65	57
OVERALL TOTAL OF CATEGORY SCORES		7	7	9	9

E. EAST-WEST CONNECTION FOCUS AREA (INTER-REGIONAL)

E. East-West Connection Focus Area (Inter-Regional): Transportation Criteria

Category	Measure	Alternatives				
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7	
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity		Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval.	Provides dedicated additional transit capacity in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	Provides transit capacity in mixed traffic with widening of Highway 7 through Norval.	
		Not Applicable	Most Preferred	More Preferred	Less Preferred	
		0	4	3	2	
	Enhances Active transportation connectivity and Micromobility options			Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Not as effective as other options in addressing routing options of desired routes.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval.
		Not Applicable	Most Preferred	Less Preferred	More Preferred	
		0	4	2	3	
Traffic Impacts	Traffic operations & capacity impacts	Does not support the modelled traffic activity and EA Problem Statement	Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing capacity constraints of desired routes.	Traffic modelling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.	
		Not Applicable	Most Preferred	Less Preferred	More Preferred	
		0	4	2	3	
Enhance connectivity for people and goods	Enhances General travel routing		Provides the most effective relief of Norval traffic destined between Georgetown and Brampton.	Provides relief of Norval traffic destined between Georgetown and Brampton. Not as effective as other options in addressing routing options of desired routes.	Traffic modelling shows the greatest operational improvements. However, traffic demand through Norval is induced with greater lanes.	
		Not Applicable	Most Preferred	Least Preferred	More Preferred	
		0	4	1	3	
	Freight routing impacts		Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval.	Provides dedicated goods movement corridor in addition to maintaining Highway 7 through Norval. Less direct than Option 2.	Provides goods movement in mixed traffic with widening of Highway 7 through Norval.	
		Not Applicable	Most Preferred	More Preferred	Less Preferred	
		0	4	3	2	
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.		Impact to existing Greenbelt and existing landowners north of Highway 7 / Bovaird Drive (e.g. Old Pine Crest Road). Acts as a bypass of land uses in future, e.g. no interaction with future land uses. Illustrative comparison. Further detailed study recommended.	Impact to existing Greenbelt and existing landowners south of Highway 7 / Bovaird Drive. Acts as a bypass of land uses in future, e.g. no interaction with future land uses. Illustrative comparison. Further detailed study recommended.	Potential to impact existing land uses through Norval. Widening interacts with adjacent existing and future land uses. Illustrative comparison. Further detailed study recommended.	
		Not Applicable	Less Preferred	Less Preferred	More Preferred	
		0	2	2	3	
Protect public health and safety	Prioritizes vulnerable road users		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Opportunities for enhanced pedestrian crossings.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. Opportunities for enhanced pedestrian crossings. Induced traffic demand with widening.	

Category	Measure	Alternatives			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
				crossings. Limited opportunities for improvement for desired routes compared to other options.	
		Not Applicable	Most Preferred	More Preferred	Less Preferred
		0	4	3	2
	Promotes active living		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval. Limited opportunities for improvement for desired routes compared to other options.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval. More direct than Option 3.
		Not Applicable	Most Preferred	Less Preferred	More Preferred
		0	4	2	3
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.		Provides options for routing that can respond to several land use scenarios. Adjacent Precincts protect for connection.	Provides options for routing that can respond to several land use scenarios. Not as effective as other options in addressing routing options of desired routes. Adjacent Precincts protect for connection.	Options for widening would be closely tied to impacts/interface with existing Norval, while also providing new capacity, limiting flexibility. Adjacent Precincts protect for connection.
		Not Applicable	Most Preferred	Less Preferred	Least Preferred
		0	4	2	1
TOTAL Transportation Criteria Score		0	34	20	22

E. EAST-WEST CONNECTION FOCUS AREA (INTER-REGIONAL)

E. East-West Connection Focus Area (Inter-Regional): Cultural Environment Criteria

Category	Measure	Alternatives			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Archaeologic	Archaeological resources impacts		No current studies. High potential for archeological impacts in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. High potential for archeological impacts in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. Potential for archeological impacts in Norval. Illustrative comparison. Further detailed study recommended.
		Not Applicable	Least Preferred	Least Preferred	Least Preferred
		0	1	1	2
Cultural and Built Heritage	Cultural landscape		No current studies. Potential for cultural heritage in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. Potential for cultural heritage in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. Known cultural heritage in Norval. Illustrative comparison. Further detailed study recommended.
		Not Applicable	Less Preferred	Less Preferred	Least Preferred
		0	2	2	1
	Built heritage features		No current studies. Potential for built heritage in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. Potential for built heritage in Credit River Valley. Illustrative comparison. Further detailed study recommended.	No current studies. Known built heritage in Norval. Illustrative comparison. Further detailed study recommended.
		Not Applicable	Less Preferred	Less Preferred	Least Preferred
		0	2	2	1
TOTAL Cultural Environment Criteria Score		0	5	5	4

E. EAST-WEST CONNECTION FOCUS AREA (INTER-REGIONAL)

E. East-West Connection Focus Area (Inter-Regional): Natural Environment Criteria

Category	Measure	Alternatives			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Terrestrial (species)	Environmentally sensitive areas (Vegetation, woodlots, wetlands)		High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	Avoids Credit River Valley.
		Not Applicable	Least Preferred	Least Preferred	Most Preferred
		0	1	1	4
Aquatic (watercourses, species at risk)	Watercourse & fisheries		High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	Avoids Credit River Valley.
		Not Applicable	Least Preferred	Least Preferred	Most Preferred
		0	1	1	4
Greenbelt & Natural Heritage Systems	Greenbelt impact		Entirely within the Greenbelt limits. High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	Entirely within the Greenbelt limits. High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	Entirely within the Greenbelt limits. Avoids the Credit River Valley.
		Not Applicable	Least Preferred	Least Preferred	More Preferred
		0	1	1	3
	Natural heritage systems impact		High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	High potential for impacts in the Credit River Valley. Illustrative comparison. Further study recommended.	Avoids Credit River Valley.
		Not Applicable	Least Preferred	Least Preferred	Most Preferred
		0	1	1	4
Stormwater & Surface Water (flooding, erosion)	Stormwater impacts		Further study recommended to understand impacts.	Further study recommended to understand impacts.	Further study recommended to understand impacts.
		Not Applicable	Not Applicable	Not Applicable	Not Applicable
		0	0	0	0
	Surface water (flooding, erosion) impacts		Further study recommended to understand impacts.	Further study recommended to understand impacts.	Further study recommended to understand impacts.
		Not Applicable	Not Applicable	Not Applicable	Not Applicable
		0	0	0	0
TOTAL Natural Environment Criteria Score		0	4	4	15

E. EAST-WEST CONNECTION FOCUS AREA (INTER-REGIONAL)

E. East-West Connection Focus Area (Inter-Regional): Socio-Economic Criteria

Category	Measure	Alternatives			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Advance Transportation Equity	Enhances transportation equity		Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	Provides dedicated additional active transportation routes in addition to maintaining Highway 7 through Norval.	May provide opportunity for dedicated active transportation with widening of Highway 7 through Norval.
		Not Applicable	Most Preferred	Most Preferred	Less Preferred
		0	4	4	2
Property Impacts / Requirements	Property impacts, including space and maintaining access to neighbouring properties		Several potential impacts to existing properties north of Highway 7 / Bovaird Drive	Several potential impacts to existing properties south of Highway 7 / Bovaird Drive	Known direct impacts to Norval community.
		Not Applicable	Less Preferred	Less Preferred	Least Preferred
		0	2	2	1
	Land acquisition considerations		Several potential impacts to existing properties north of Highway 7 / Bovaird Drive	Several potential impacts to existing properties south of Highway 7 / Bovaird Drive	Known direct impacts to Norval community. Highway 7 is a provincial road. Acquisition through coordination and approval of province required.
		Not Applicable	Less Preferred	Less Preferred	Least Preferred
		0	2	2	1
Nuisance Impacts (Noise, Vibration & Air Quality)	Noise and vibration level impact to area residents and road users		Diverts traffic (and related noise) to new route.	Diverts traffic (and related noise) to new route. Less effective than Option 2.	Directs traffic (and related noise) through Norval.
		Not Applicable	Most Preferred	More Preferred	Least Preferred
		0	4	3	1
	Air quality impact to area residents and road users		Diverts traffic (and related air quality impacts) to new route, away from existing Norval.	Diverts traffic (and related air quality impacts) to new route, away from existing Norval. Less effective than Option 2.	Directs traffic (and related air quality impacts) through Norval.
		Not Applicable	Most Preferred	More Preferred	Least Preferred
		0	4	3	1
Ease of Construction (Phasing, Geotechnical)	Construction phasing and Geotechnical Impact		Further study recommended to understand impacts. Unique infrastructure and long bridge span through Credit River Valley. High potential for geotechnical impacts to be mitigated.	Further study recommended to understand impacts. Unique infrastructure and long bridge span through Credit River Valley. High potential for geotechnical impacts to be mitigated.	Further study recommended to understand impacts. Complexity with widening and designing within existing Norval community. Potential for moving, impacting, or restoring cultural/built heritage.
		Not Applicable	Least Preferred	Least Preferred	Less Preferred
		0	1	1	2
Cost (Capital, Operating & Maintenance)	Capital, Operating, Maintenance Cost Impact		Further study recommended to understand impacts. High cost associated with unique infrastructure and long bridge span through Credit River Valley.	Further study recommended to understand impacts. High cost associated with unique infrastructure and long bridge span through Credit River Valley.	Further study recommended to understand impacts. High cost associated with widening and designing within existing Norval community. Potential for moving, impacting, or restoring cultural/built heritage.
		Not Applicable	Least Preferred	Least Preferred	Less Preferred
		0	1	1	2
TOTAL Socio-Economic Criteria Score		0	18	16	10

E. EAST-WEST CONNECTION FOCUS AREA (INTER-REGIONAL)

E. East-West Connection Focus Area (Inter-Regional): Evaluation Tabulation

Category	Measure	Alternatives			
		Option 1 – Do Nothing	Option 2 – North Bypass	Option 3 – South Bypass	Option 4 – Widen Highway 7
Transportation Criteria	Total Score	0	34	20	22
	Ranking	Not Applicable	Most Preferred	Less Preferred	More Preferred
	Category Score	0	4	2	3
Cultural Environment Criteria	Total Score	0	5	5	4
	Ranking	Not Applicable	Most Preferred	Most Preferred	More Preferred
	Category Score	0	4	4	3
Natural Environment Criteria	Total Score	0	4	4	15
	Ranking	Not Applicable	Least Preferred	Least Preferred	Most Preferred
	Category Score	0	1	1	4
Socio-Economic Criteria	Total Score	0	18	16	10
	Ranking	Not Applicable	Most Preferred	More Preferred	Less Preferred
	Category Score	0	4	3	2
OVERALL TOTAL SCORE		0	61	45	51
OVERALL TOTAL OF CATEGORY SCORES		0	13	10	12
STATUS:		SCREENED OUT	NO RECOMMENDATION - FURTHER STUDY REQUIRED	NO RECOMMENDATION - FURTHER STUDY REQUIRED	NO RECOMMENDATION - FURTHER STUDY REQUIRED

F. BUICK BOULEVARD (52-2)

F. Buick Boulevard (52-2): Transportation Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity	Less local east-west transit connectivity between Precinct 52-2W and Precinct 52-2E compared to Option 2.	Provides the finest grained connectivity for collector (transit-friendly) road network	Less east-west transit connectivity between Precinct 52-2W and Precinct 52-2E compared to Option 2. Walkability provided between transit routes.
		Least Preferred	Most Preferred	Less Preferred
		1	4	2
	Enhances Active transportation connectivity and Micromobility options	Loss of local east-west active transportation connectivity between Precinct 52-2W and Precinct 52-2E compared to Option 2 and 3.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
		Least Preferred	Most Preferred	Most Preferred
		1	4	4
Traffic Impacts	Traffic operations & capacity impacts	Modelling shows Precinct 52-2 road network remains within capacity.	Provides the finest grained connectivity for vehicular capacity and routing options.	Modelling shows Precinct 52-2 road network remains within capacity.
		More Preferred	Most Preferred	More Preferred
		3	4	3
Enhance connectivity for people and goods	Enhances General travel routing	Less local east-west routing options across all modes between Precinct 52-2W and Precinct 52-2E	Provides the finest grained connectivity for vehicular capacity and routing options.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
		Least Preferred	Most Preferred	More Preferred
		1	4	3
	Freight routing impacts	Loss of local delivery option compared to Option 2. Most goods movement expected on higher order highway, arterial and industrial collector roads.	Provides local delivery options between Precinct 52-5 and Precinct 52-6 on a collector road. Most goods movement expected on higher order highway, arterial and industrial collector roads.	Loss of local delivery option compared to Option 1. Most goods movement expected on higher order highway, arterial and industrial collector roads.
		More Preferred	Most Preferred	More Preferred
		3	4	3
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.	Alignment of Court Road at Buick impacts land use compatibility and compromises road network configuration in close proximity to Mississauga Road.	Option 2 provides realignment of Buick with Court Road that normalizes intersection configuration and is in greater alignment with land use compatibility. Connects high density residential in Precinct 52-2E with employment uses in Precinct 52-2W	Option 2 provides realignment of Buick with Court Road that normalizes intersection configuration and is in greater alignment with land use compatibility. Connects high density residential in Precinct 52-2E with employment uses in Precinct 52-2W
		Least Preferred	Most Preferred	More Preferred
		2	4	3
Protect public health and safety	Prioritizes vulnerable road users	Less local east-west routing options across all modes between Precinct 52-2W and Precinct 52-2E	Provides the finest grained connectivity for vehicular capacity and routing options.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
		Least Preferred	Most Preferred	More Preferred
		1	4	3
	Promotes active living	Loss of local east-west active transportation connectivity between Precinct 52-2W and Precinct 52-2E compared to Option 2 and 3.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
Least Preferred		Most Preferred	Most Preferred	

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
		1	4	4
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.	Less local east-west routing options across all modes between Precinct 52-2W and Precinct 52-2E.	Provides the finest grained connectivity and protection for future road network to support multiple land uses.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
		Yardmaster provides an alternate servicing option for Secondary Plan (Heritage Heights Infrastructure and Servicing Study)	Yardmaster provides an alternate servicing option for Secondary Plan (Heritage Heights Infrastructure and Servicing Study)	Yardmaster provides an alternate servicing option for Secondary Plan (Heritage Heights Infrastructure and Servicing Study)
		Less Preferred	Most Preferred	More Preferred
		2	4	3
TOTAL Transportation Criteria Score		15	36	28

F. BUICK BOULEVARD (52-2)

F. Buick Boulevard (52-2): Cultural Environment Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Archaeologic	Archaeological resources impacts	Stage 1-2 and Stage 1-3 Archeological Assessments completed in Precinct 52-2E	Stage 1-2 and Stage 1-3 Archeological Assessments completed in Precinct 52-2E	Stage 1-2 and Stage 1-3 Archeological Assessments completed in Precinct 52-2E
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
Cultural and Built Heritage	Cultural landscape	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
	Built heritage features	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
TOTAL Cultural Environment Criteria Score		0	0	0

F. BUICK BOULEVARD (52-2)

F. Buick Boulevard (52-2): Natural Environment Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Terrestrial (species)	Environmentally sensitive areas (Vegetation, woodlots, wetlands)	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Buick crosses a narrow riparian band. West Huttonville Creek (reach HV7) is:</p> <ul style="list-style-type: none"> - a Medium Constraint watercourse providing direct seasonal fish habitat and Terrestrial Crayfish Significant Wildlife Habitat. - PSW22 is close to the proposed crossing location - SPA 2 area north of the crossing is constrained by PSW, significant woodland, significant wildlife habitat and species at risk habitat. - The 30 m PSW buffer and 10 m significant woodland buffer extend into the potential alignment area. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction <p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction
		More Preferred	Least Preferred	More Preferred
		3	1	3
Aquatic (watercourses, species at risk)	Watercourse & fisheries	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Buick crosses a narrow riparian band. West Huttonville Creek (reach HV7) is:</p> <ul style="list-style-type: none"> - a Medium Constraint watercourse providing direct seasonal fish habitat and Terrestrial Crayfish Significant Wildlife Habitat. - PSW22 is close to the proposed crossing location - SPA 2 area north of the crossing is constrained by PSW, significant woodland, significant wildlife habitat and species at risk habitat. - The 30 m PSW buffer and 10 m significant woodland buffer extend into the potential alignment area. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction <p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction
		More Preferred	Least Preferred	More Preferred
		3	1	3
Greenbelt & Natural Heritage Systems	Greenbelt impact	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
	Natural heritage systems impact	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Buick crosses a narrow riparian band. West Huttonville Creek (reach HV7) is:</p> <ul style="list-style-type: none"> - a Medium Constraint watercourse providing direct seasonal fish habitat and Terrestrial Crayfish Significant Wildlife Habitat. - PSW22 is close to the proposed crossing location - SPA 2 area north of the crossing is constrained by PSW, significant woodland, significant wildlife habitat and species at risk habitat. - The 30 m PSW buffer and 10 m significant woodland buffer extend into the potential alignment area. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction <p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction 	<p>Yardmaster crosses West Huttonville Creek (HV4)</p> <ul style="list-style-type: none"> - A High Constraint (Red) watercourse that is direct fish habitat, occupied Redside Dace habitat (considered Critical Habitat by DFO under the federal Species at Risk Act) - PSW 26 is located along the route and would need to be crossed. - West Huttonville Creek is considered to be an ecological linkage facilitating wildlife movements in a N-S direction
		More Preferred	Least Preferred	More Preferred
		3	1	3
Stormwater & Surface Water (flooding, erosion)	Stormwater impacts	Not Applicable	Not Applicable	Not Applicable
		0	0	0
	Surface water (flooding, erosion) impacts	Not Applicable	Not Applicable	Not Applicable
		0	0	0
TOTAL Natural Environment Criteria Score		9	3	9

F. BUICK BOULEVARD (52-2)

F. Buick Boulevard (52-2): Socio-Economic Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Advance Transportation Equity	Enhances transportation equity	Less local east-west routing options across all modes between Precinct 52-2W and Precinct 52-2E	Provides the finest grained connectivity for vehicular capacity and routing options.	Provides the fine grained connectivity for walking and cycling between Precinct 52-2W and Precinct 52-2E.
		Least Preferred	Most Preferred	More Preferred
		1	4	3
Property Impacts / Requirements	Property impacts, including space and maintaining access to neighbouring properties	Least overall property required to deliver road network.	Buick extension requires the greatest overall property to deliver road network.	Some greater property impacts to deliver active transportation compared to Option 1.
		Most Preferred	Least Preferred	More Preferred
		4	1	3
	Land acquisition considerations	Yardmaster crosses two participating landowner properties.	Buick extension requires the greatest overall property to deliver road network. Crosses 3 landowner properties and natural heritage features. Yardmaster crosses two participating landowner properties.	Buick active transportation crossing may cross 3 landowner properties. Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to property and Natural Heritage System features. Yardmaster crosses two participating landowner properties.
		Most Preferred	Least Preferred	More Preferred
		4	1	3
Nuisance Impacts (Noise, Vibration & Air Quality)	Noise and vibration level impact to area residents and road users	Greater vehicular activity (and related noise) on parallel corridors (Sandalwood Parkway, and Yardmaster Drive).	Divides vehicular traffic activity (and related noise) across multiple routes and provides local connectivity between Precinct 52-2W and Precinct 52-2E	Greater vehicular activity (and related noise) on parallel corridors (Sandalwood Parkway, and Yardmaster Drive). Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge.
		Less Preferred	Most Preferred	More Preferred
		2	4	3
	Air quality impact to area residents and road users	Greater vehicular activity (and related noise) on parallel corridors (Sandalwood Parkway, and Yardmaster Drive).	Divides vehicular traffic activity (and related noise) across multiple routes and provides local connectivity between Precinct 52-2W and Precinct 52-2E	Greater vehicular activity (and related noise) on parallel corridors (Sandalwood Parkway, and Yardmaster Drive). Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge.
		Less Preferred	Most Preferred	More Preferred
		2	4	3
Ease of Construction (Phasing, Geotechnical)	Construction phasing and Geotechnical Impact	Yardmaster provides an alternate servicing option for Secondary Plan in advance of Sandalwood Parkway (Heritage Heights Infrastructure and Servicing Study)	Yardmaster provides an alternate servicing option for Secondary Plan in advance of Sandalwood Parkway (Heritage Heights Infrastructure and Servicing Study) Has three vehicular bridge crossings of Natural Heritage Features (compared to two crossings in Option 1 and Option 3)	Yardmaster provides an alternate servicing option for Secondary Plan in advance of Sandalwood Parkway (Heritage Heights Infrastructure and Servicing Study) Opportunities to explore a variety of designs and crossing locations for active transportation that may avoid or mitigate impacts to property and Natural Heritage System features.
		Most Preferred	Least Preferred	More Preferred
		4	1	3

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Cost (Capital, Operating & Maintenance)	Capital, Operating, Maintenance Cost Impact	Has the least kilometres of road network including three vehicular bridge crossings of Natural Heritage Features (compared to Option 1 and Option 3)	Has the greatest kilometres of road network including three vehicular bridge crossings of Natural Heritage Features (compared to two crossings in Option 1 and Option 3)	Has the same kilometres of road network as Option 1, plus an active transportation corridor. Opportunities to explore a variety of designs and crossing locations for active transportation that may mitigate cost.
		Most Preferred	Least Preferred	More Preferred
		4	1	3
TOTAL Socio-Economic Criteria Score		21	16	21

F. BUICK BOULEVARD (52-2)

F. Buick Boulevard (52-2): Evaluation Tabulation

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Road Network (Sandalwood & Yardmaster)	Option 2 – Sandalwood + Yardmaster + Buick	Option 3 – Secondary Plan Road Network (Sandalwood + Yardmaster) + Buick Active Transportation
Transportation Criteria	Total Score	15	36	28
	Ranking	Least Preferred	Most Preferred	More Preferred
	Category Score	1	4	3
Cultural Environment Criteria	Total Score	0	0	0
	Ranking	Not Applicable	Not Applicable	Not Applicable
	Category Score	0	0	0
Natural Environment Criteria	Total Score	9	3	9
	Ranking	Most Preferred	Least Preferred	Most Preferred
	Category Score	4	1	4
Socio-Economic Criteria	Total Score	21	16	21
	Ranking	Most Preferred	Least Preferred	Most Preferred
	Category Score	4	1	4
OVERALL TOTAL SCORE		45	55	58
OVERALL TOTAL OF CATEGORY SCORES		9	6	11

G. NORTH-SOUTH RAIL CROSSING (52-5, 52-6)

G. North-South Rail Crossing (52-5, 52-6): Transportation Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Enhance sustainable mobility and multi-modal travel options	Enhances public transit connectivity	Provides the finest grained connectivity for collector (transit-friendly) road network	Loss of local north-south transit connectivity between Precinct 52-5 and Precinct 52-6	Loss of local north-south transit connectivity between Precinct 52-5 and Precinct 52-6. Walkability provided between transit routes.
		Most Preferred	Least Preferred	Less Preferred
	Enhances Active transportation connectivity and Micromobility options	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6	Loss of local north-south active transportation connectivity between Precinct 52-5 and Precinct 52-6	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6
		Most Preferred	Least Preferred	Most Preferred
		4	1	2
		4	1	4
Traffic Impacts	Traffic operations & capacity impacts	Provides the finest grained connectivity for vehicular capacity and routing options.	Less local north-south routing options between Precinct 52-5 and Precinct 52-6. Modelling shows parallel corridors remain within capacity with removal of crossing. Mitigation measures: Intersection configuration and signal timing adjustments to accommodate increased demands at Winston Churchill Boulevard and Heritage Road intersections with collector road network.	Less local north-south routing options between Precinct 52-5 and Precinct 52-6. Modelling shows parallel corridors remain within capacity with removal of crossing. Mitigation measures: Intersection configuration and signal timing adjustments to accommodate increased demands at Winston Churchill Boulevard and Heritage Road intersections with collector road network.
		Most Preferred	More Preferred	More Preferred
		4	3	3
Enhance connectivity for people and goods	Enhances General travel routing	Provides the finest grained connectivity for people by all modes.	Less local north-south routing options across all modes between Precinct 52-5 and Precinct 52-6.	Walking and cycling routing connectivity maintained for neighbourhood connectivity between Precinct 52-5 and Precinct 52-6.
		Most Preferred	Least Preferred	More Preferred
	Freight routing impacts	Provides local delivery options between Precinct 52-5 and Precinct 52-6 on a collector road. Most goods movement expected on higher order highway, arterial and industrial collector roads.	Loss of local delivery option compared to Option 1. Most goods movement expected on higher order highway, arterial and industrial collector roads.	Loss of local delivery option compared to Option 1. Most goods movement expected on higher order highway, arterial and industrial collector roads.
		Most Preferred	Less Preferred	Less Preferred
		4	1	3
		4	2	2
Integrate transportation and land use planning	Compatibility with existing and proposed land uses.	Requires crossing of the existing and expanding CN Railway Layby and Maintenance Facility. Grade separation would be required. Overpass restricts opportunities for local access and development areas in Precinct 52-5 and Precinct 52-6. Underpass would mitigate overpass impacts, with increased complexity/cost and would require groundwater pumping (e.g. low-point).	Loss of connection minimizes impact on adjacent land uses and CN Railway Layby and Maintenance Facility. Does not achieve connectivity between Precinct 52-5 and Precinct 52-6.	Active Transportation Crossing has minimal impact on adjacent land uses in Precinct 52-5 and Precinct 52-6, while also achieve local connectivity for walking and cycling. Opportunities to explore a variety of designs and crossing locations.
		Least Preferred	More Preferred	Most Preferred
		1	3	4

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Protect public health and safety	Prioritizes vulnerable road users	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6	Loss of local north-south active transportation connectivity between Precinct 52-5 and Precinct 52-6	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6
		Most Preferred	Least Preferred	Most Preferred
		4	1	4
	Promotes active living	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6	Loss of local north-south active transportation connectivity between Precinct 52-5 and Precinct 52-6	Provides the fine grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6
		Most Preferred	Least Preferred	Most Preferred
		4	1	4
Leverage flexibility for future planning	Protects for long range vision of Secondary Plan and flexible land use planning in adjacent Precincts.	Provides the finest grained connectivity for people by all modes. Overpass/Underpass options have potential impacts on existing and proposed land uses.	Loss of local north-south connectivity between planned Precinct 52-5 and Precinct 52-6 neighbourhood uses.	Provides the finest grained connectivity for walking and cycling between Precinct 52-5 and Precinct 52-6 planned neighbourhood uses without impacting existing and proposed land uses with overpass/underpass design. Bridge connection not required for servicing in Infrastructure Servicing Study.
		Less Preferred	Least Preferred	More Preferred
		2	1	3
TOTAL Transportation Criteria Score		31	14	29

G. NORTH-SOUTH RAIL CROSSING (52-5, 52-6)

G. North-South Rail Crossing (52-5, 52-6): Cultural Environment Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Archaeologic	Archaeological resources impacts	Overpass/Underpass may impact	No bridge, least risk	Smaller scale bridge affecting smaller surrounding area. Opportunities to explore a variety of designs and crossing locations.
		Least Preferred	Most Preferred	More Preferred
		1	4	3
Cultural and Built Heritage	Cultural landscape	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Cultural Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
	Built heritage features	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.	Built Heritage areas not identified within study area. See Existing Context – Cultural Heritage Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
TOTAL Cultural Environment Criteria Score		1	4	3

G. NORTH-SOUTH RAIL CROSSING (52-5, 52-6)

G. North-South Rail Crossing (52-5, 52-6): Natural Environment Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Terrestrial (species)	Environmentally sensitive areas (Vegetation, woodlots, wetlands)	Known woodlots and wetlands outside of study area. See Existing Context – Natural Areas map.	Known woodlots and wetlands outside of study area. See Existing Context – Natural Areas map.	Known woodlots and wetlands outside of study area. See Existing Context – Natural Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
Aquatic (watercourses, species at risk)	Watercourse & fisheries	Not Applicable	Not Applicable	Not Applicable
		0	0	0
Greenbelt & Natural Heritage Systems	Greenbelt impact	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.	Greenbelt outside of study area. See Existing Context – Natural Areas map.
		Not Applicable	Not Applicable	Not Applicable
		0	0	0
	Natural heritage systems impact	Impacts to Natural Heritage System with overpass/underpass. See Network B – Short List Alternatives map would require mitigation.	Removes direct impact with Natural Heritage System features at railway.	Smaller scale bridge affecting smaller surrounding area. Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to Natural Heritage System features at railway.
		Least Preferred	Most Preferred	More Preferred
		1	4	3
Stormwater & Surface Water (flooding, erosion)	Stormwater impacts	Low Point (underpass) would require pumping and other measures to challenging to mitigate for stormwater. Overpass is challenged by grading that has considerable impacts to future land uses.	Avoids grading and subsequent stormwater impacts related to a bridge.	Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to grading/stormwater
		Bridge connection not required for servicing in Infrastructure Servicing Study.		
		Least Preferred 1	Most Preferred 4	More Preferred 3
	Surface water (flooding, erosion) impacts	Low Point (underpass) would require pumping and other measures to mitigate. Overpass	Avoids impacts related to bridge.	Headwater Drainage Feature with a floodplain near crossing location.
		Headwater Drainage Feature with a floodplain near crossing location.		Opportunities to explore a variety of designs and crossing locations that may avoid or mitigate impacts to floodplain.
		Least Preferred 1	Most Preferred 4	More Preferred 3
TOTAL Natural Environment Criteria Score		3	12	9

G. NORTH-SOUTH RAIL CROSSING (52-5, 52-6)

G. North-South Rail Crossing (52-5, 52-6): Socio-Economic Criteria

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Advance Transportation Equity	Enhances transportation equity	Provides the finest grained connectivity for people by all modes.	Less local north-south routing options across all modes between Precinct 52-5 and Precinct 52-6.	Walking and cycling routing connectivity maintained for neighbourhood connectivity between Precinct 52-5 and Precinct 52-6.
		Most Preferred	Least Preferred	More Preferred
		4	1	3
Property Impacts / Requirements	Property impacts, including space and maintaining access to neighbouring properties	Requires crossing of the existing and expanding CN Railway Layby and Maintenance Facility. Grade separation would be required. Overpass restricts opportunities for local access and development areas in Precinct 52-5 and Precinct 52-6. Underpass would mitigate overpass impacts, with increased complexity/cost and would require groundwater pumping (e.g. low-point).	Loss of connection minimizes impact on adjacent land uses and CN Railway Layby and Maintenance Facility. Does not achieve connectivity between Precinct 52-5 and Precinct 52-6.	Active Transportation Crossing has minimal impact on adjacent land uses in Precinct 52-5 and Precinct 52-6, while also achieve local connectivity for walking and cycling. Opportunities to explore a variety of designs and crossing locations.
		Least Preferred	More Preferred	Most Preferred
		1	3	4
	Land acquisition considerations	Greatest overall impact to adjacent lands.	Least Impact to Adjacent Lands	Minimal Impact to Adjacent Lands
		Least Preferred	More Preferred	Less Preferred
		1	3	2
Nuisance Impacts (Noise, Vibration & Air Quality)	Noise and vibration level impact to area residents and road users	Divides vehicular traffic activity across multiple routes and provides local connectivity between Precinct 52-5 and Precinct 52-6 (e.g. shorter trips)	Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard).	Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard). Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge.
		Most Preferred	Least Preferred	Less Preferred
		4	1	2
	Air quality impact to area residents and road users	Divides vehicular traffic activity across multiple routes and provides local connectivity between Precinct 52-5 and Precinct 52-6 (e.g. shorter trips)	Loss of Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard), including more idling at boundary intersections. north-south transit connectivity between Precinct 52-5 and Precinct 52-6 Mitigation measures: Intersection configuration and signal timing adjustments to accommodate increased demands at Winston Churchill Boulevard and Heritage Road intersections with collector road network.	Greater vehicular activity on parallel corridors (Heritage Road and Winston Churchill Boulevard), including more idling at boundary intersections. Mitigation measures: Intersection configuration and signal timing adjustments to accommodate increased demands at Winston Churchill Boulevard and Heritage Road intersections with collector road network. Improved walking and cycling experience between Precinct 52-5 and Precinct 52-6 compared to no bridge.
		Most Preferred	Least Preferred	Less Preferred
		4	1	2
Ease of Construction (Phasing, Geotechnical)	Construction phasing and Geotechnical Impact	Most complex to address and build in context with the existing and expanding CN Railway Layby and Maintenance Facility and development of adjacent Precincts. Grade separation would be required. Overpass requires significant fill, Underpass would mitigate overpass impacts, with increased complexity/cost and would require groundwater pumping (e.g. low-point).	Eliminates requirement to build bridge	Less complex than vehicular bridge. Opportunities to explore a variety of designs and crossing locations that may mitigate phasing and geotechnical impacts.
		Least Preferred	Most Preferred	More Preferred
		1	4	3

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Cost (Capital, Operating & Maintenance)	Capital, Operating, Maintenance Cost Impact	Complex structure required. Highest cost of options.	Eliminates requirement and cost related to build bridge.	Less complex than vehicular bridge.
		Least Preferred	Most Preferred	Opportunities to explore a variety of designs and crossing locations that may mitigate complexity and costs.
		1	4	3
TOTAL Socio-Economic Criteria Score		16	17	19

G. NORTH-SOUTH RAIL CROSSING (52-5, 52-6)

G. North-South Rail Crossing (52-5, 52-6): Evaluation Tabulation

Category	Measure	Alternatives		
		Option 1 – Secondary Plan Collector Road Crossing	Option 2 – Remove Secondary Plan Collector Road Crossing	Option 3 – Remove Secondary Plan Collector Road Crossing, Maintain Active Crossing
Transportation Criteria	Total Score	31	14	29
	Ranking	Most Preferred	Least Preferred	More Preferred
	Category Score	4	1	3
Cultural Environment Criteria	Total Score	1	4	3
	Ranking	Least Preferred	Most Preferred	More Preferred
	Category Score	1	4	3
Natural Environment Criteria	Total Score	3	12	9
	Ranking	Least Preferred	Most Preferred	More Preferred
	Category Score	1	4	3
Socio-Economic Criteria	Total Score	16	17	19
	Ranking	Least Preferred	More Preferred	Most Preferred
	Category Score	1	3	4
OVERALL TOTAL SCORE		51	47	60
OVERALL TOTAL OF CATEGORY SCORES		7	12	13

HERITAGE HEIGHTS SECONDARY PLAN FUTURE 2051 TRANSPORTATION MODELLING ASSESSMENT OF NETWORK ALTERNATIVES

Transportation Master Plan
Appendix E

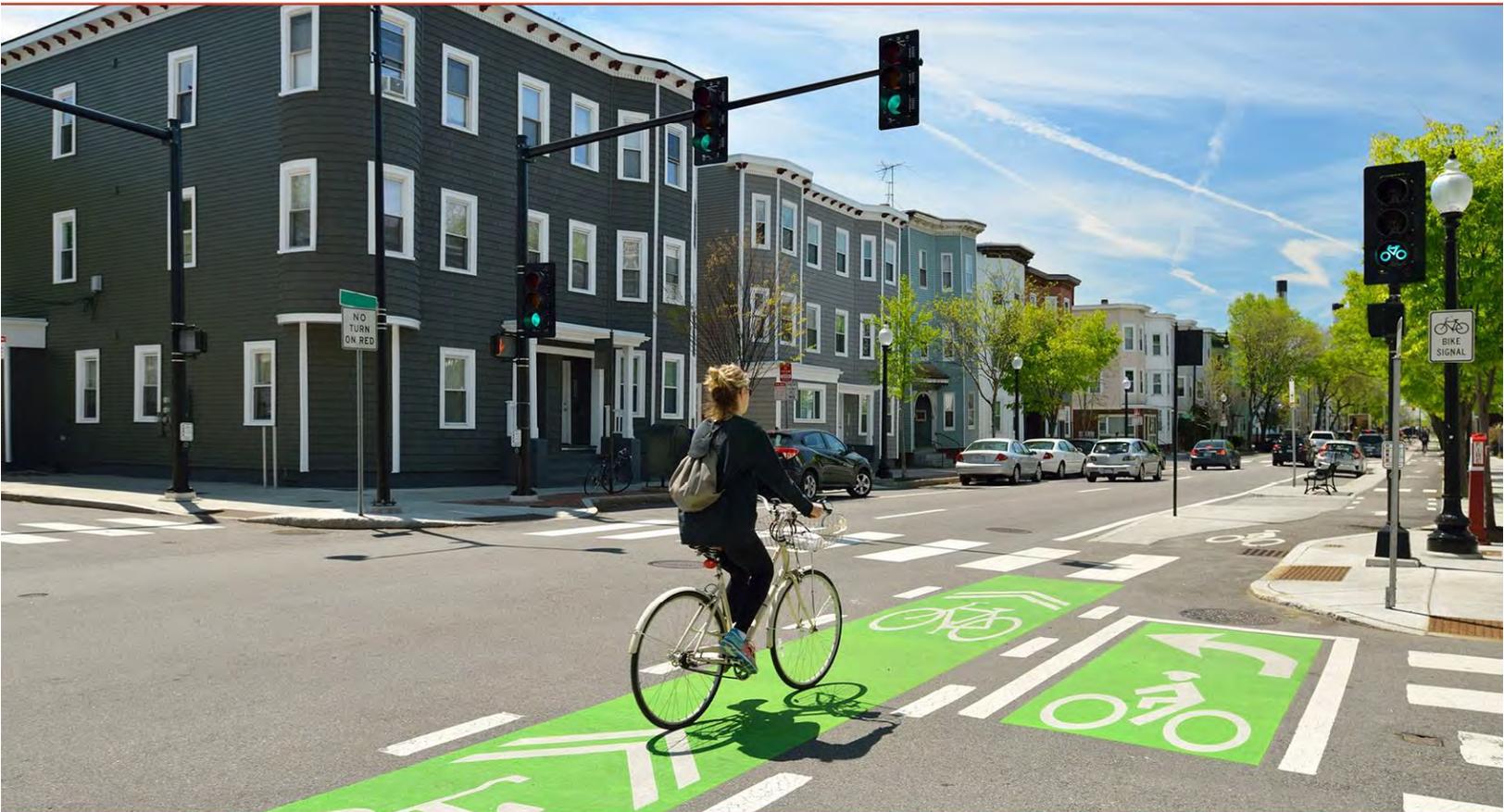


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1.0 FUTURE BASE

This section presents the weekday morning (AM) and afternoon (PM) future 2051 mesoscopic modelling results (link volumes and volume-to-capacity ratios) for the base Heritage Heights transportation network outlined in this TMP.



Figure 1: Future 2051 Base Conditions – Corridor Volumes – AM Peak Hour

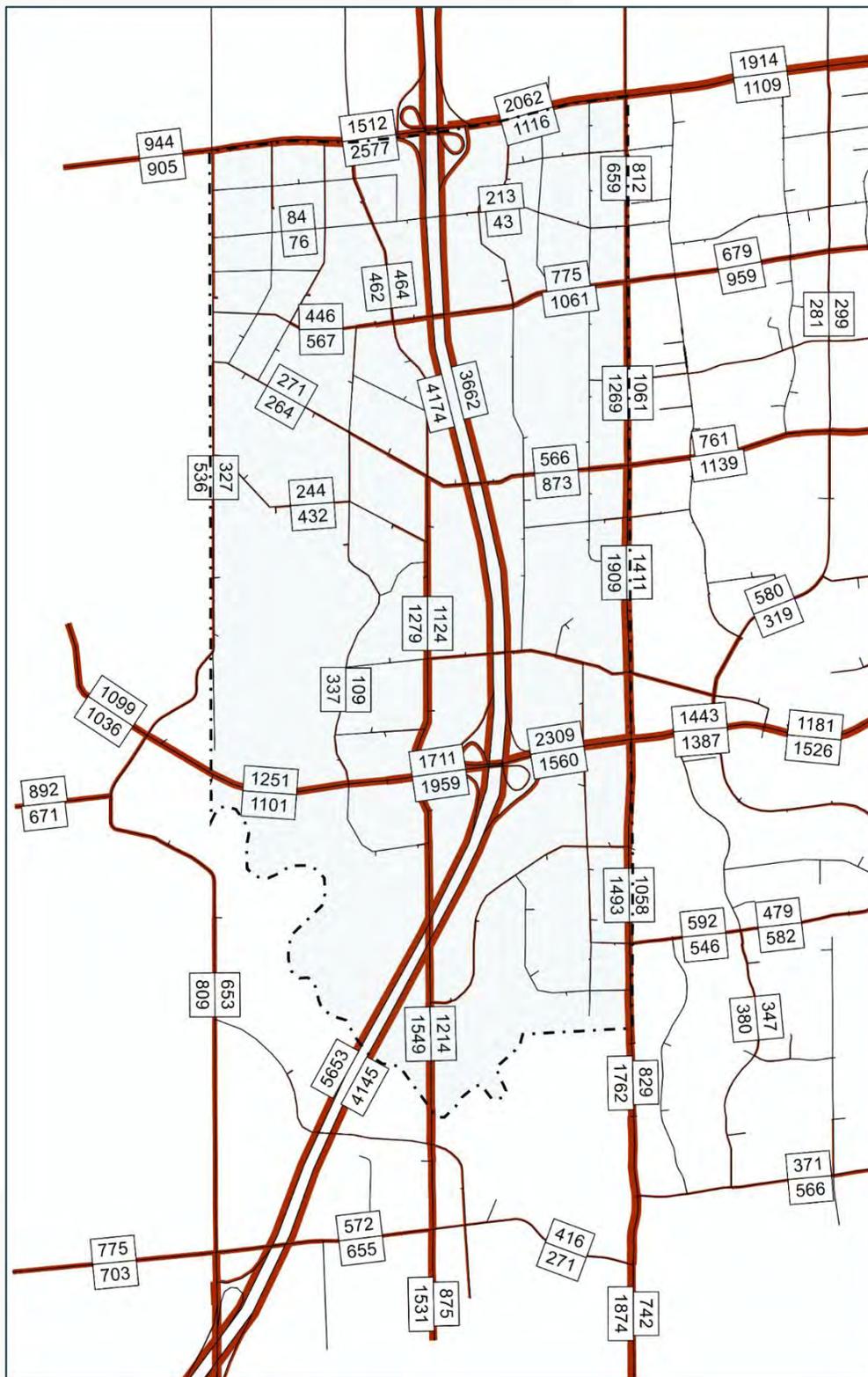


Figure 2: Future 2051 Base Conditions – Corridor V/C Ratios – AM Peak Hour

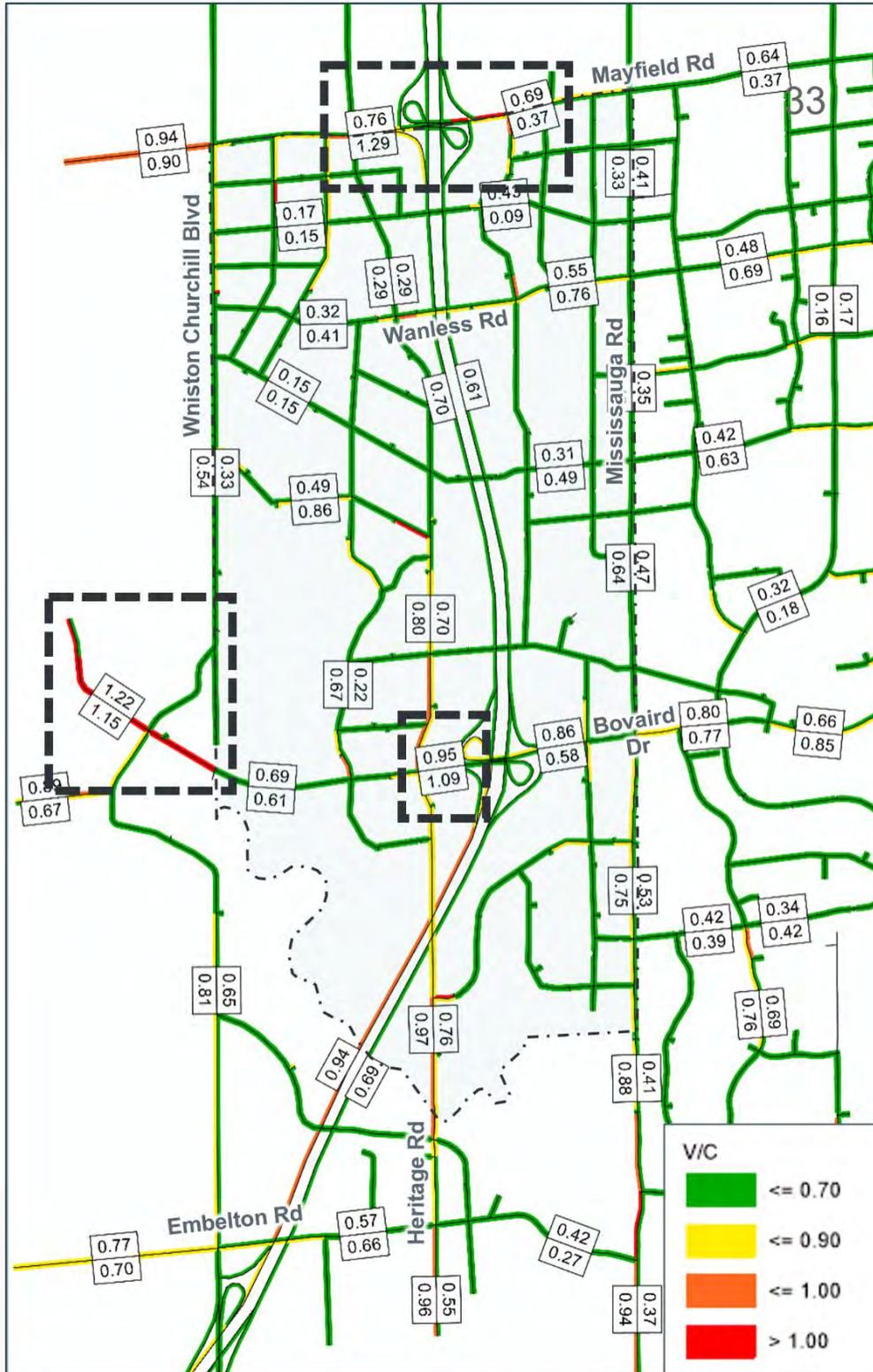


Figure 3: Future 2051 Base Conditions – Corridor Volumes – PM Peak Hour

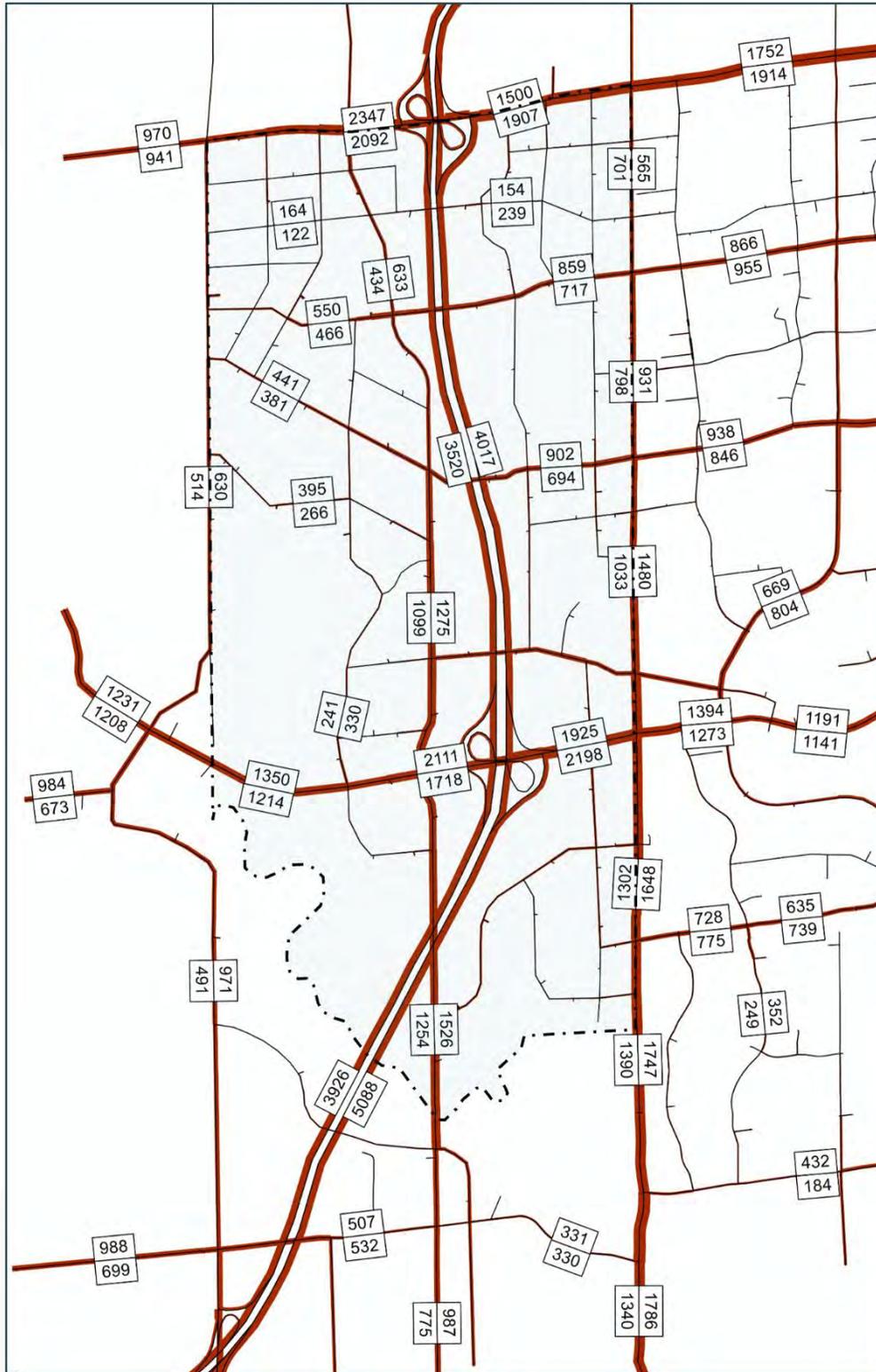


Figure 4: Future 2051 Base Conditions – Corridor V/C Ratios – PM Peak Hour



2.0 FUTURE BASE AND RECOMMENDED LONG LIST ALTERNATIVES

Table 1 below summarizes the long list of alternatives and highlights the specific alternatives that were recommended and adopted without requiring further evaluation. This section presents the weekday morning (AM) and afternoon (PM) future 2051 mesoscopic modelling results (link volumes and volume-to-capacity ratios) for the Heritage Heights transportation network that represents the base conditions transportation network plus the recommended long list alternatives (A, B, and D) outlined in **Table 1**. This road network scenario will be referred to as the “Refined Base” network.

Table 1 Long List of Alternatives

#	Long List Network Alternative	Type	Description	Assessment Result
A	Bovaird Drive & Mayfield Road	Road Widening	Widenings to 6-lanes along Mayfield Road and Bovaird Drive extended westward to Heritage Road	Recommended Adopted. Does not require further evaluation.
B	Sandalwood Pkwy & Winston Churchill Blvd (52-6, 52-7)	Road Alignment	Re-alignment of the planned Sandalwood Parkway terminating at Wanless Drive.	Recommended Adopted. Does not require further evaluation.
C	Precinct 52-3 Road Network	Road Alignment, Crossing of Existing or Planned Constraints	Realignment of Nightjar Drive (Deuce Street), extension of Goderich Drive (Ace Avenue), and realignment of Pinnacle Parkway to avoid wetland features.	Carried Forward for Further Evaluation (Section 3.0)
D	Williams Extension / Doubles Drive (52-1)	Road Alignment	Realignment of Doubles Drive and Williams Parkway reflecting emerging Precinct Planning	Recommended Adopted. Does not require further evaluation.
E	East-West Connection Focus Area (Inter-Regional)	Crossings of Existing or Planned Constraints	Continuation of previously studied Norval Hamlet 'East-West Connection Focus Area' as identified in the 2010 Halton-Peel Boundary Area Transportation Study (HPBATS). Widening, By-Pass, or Do Nothing to address potential future traffic capacity constraints.	Carried Forward for Further Evaluation (Section 4.0)
F	Buick Boulevard (52-2)	Crossings of Existing or Planned Constraints	Extension of Buick Boulevard (Crossing Natural Heritage) to Pinnacle Parkway	Carried Forward for Further Evaluation (Section 5.0)
G	North-South Rail Crossing (52-5, 52-6)	Crossings of Existing or Planned Constraints	Re-evaluation of Secondary Plan CN railway crossing and related road alignments.	Carried Forward for Further Evaluation (Section 6.0)



Figure 5: Future 2051 Refined Base Conditions – Corridor Volumes – AM Peak Hour

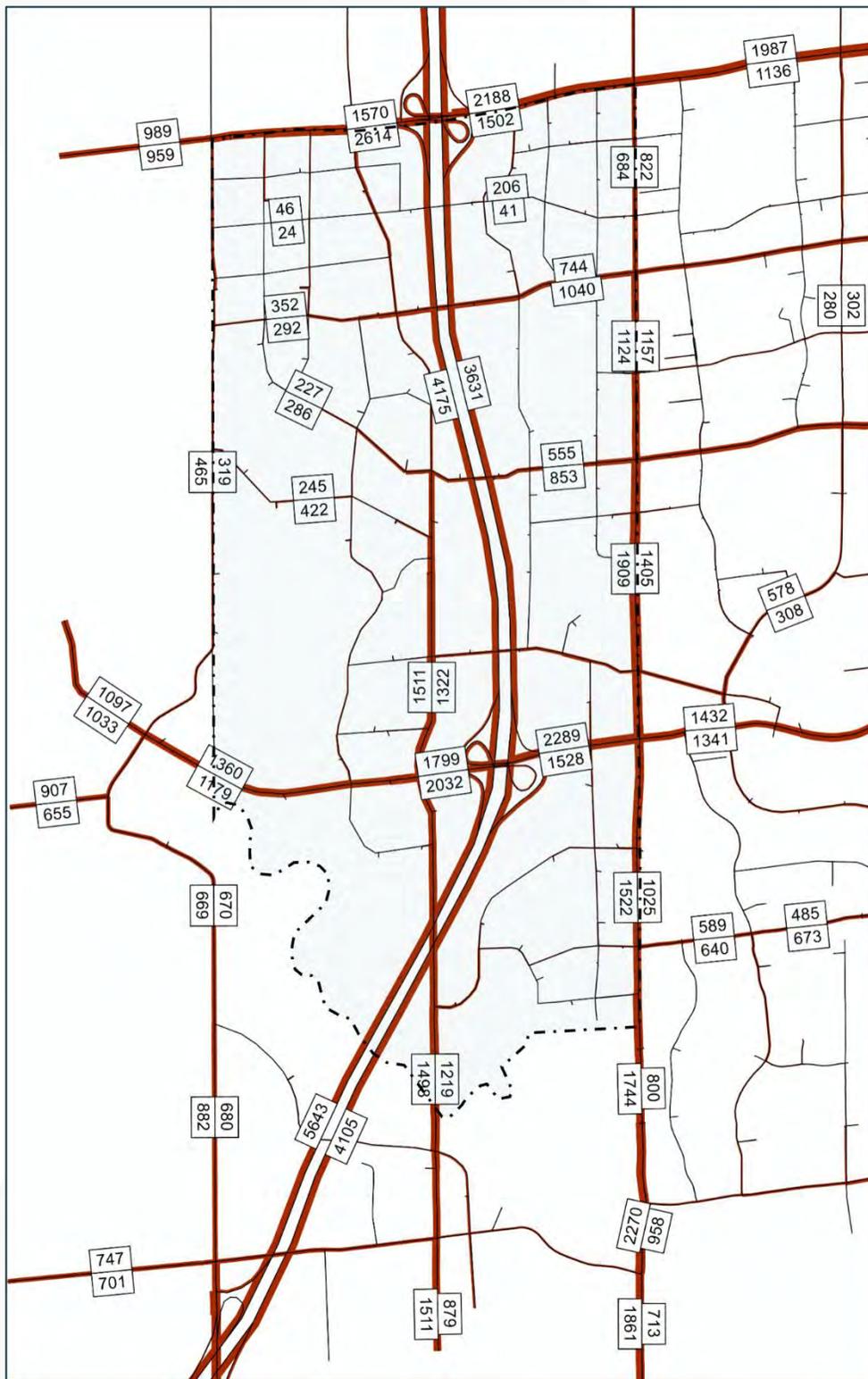


Figure 6: Future 2051 Refined Base Conditions – Corridor V/C Ratios – AM Peak Hour

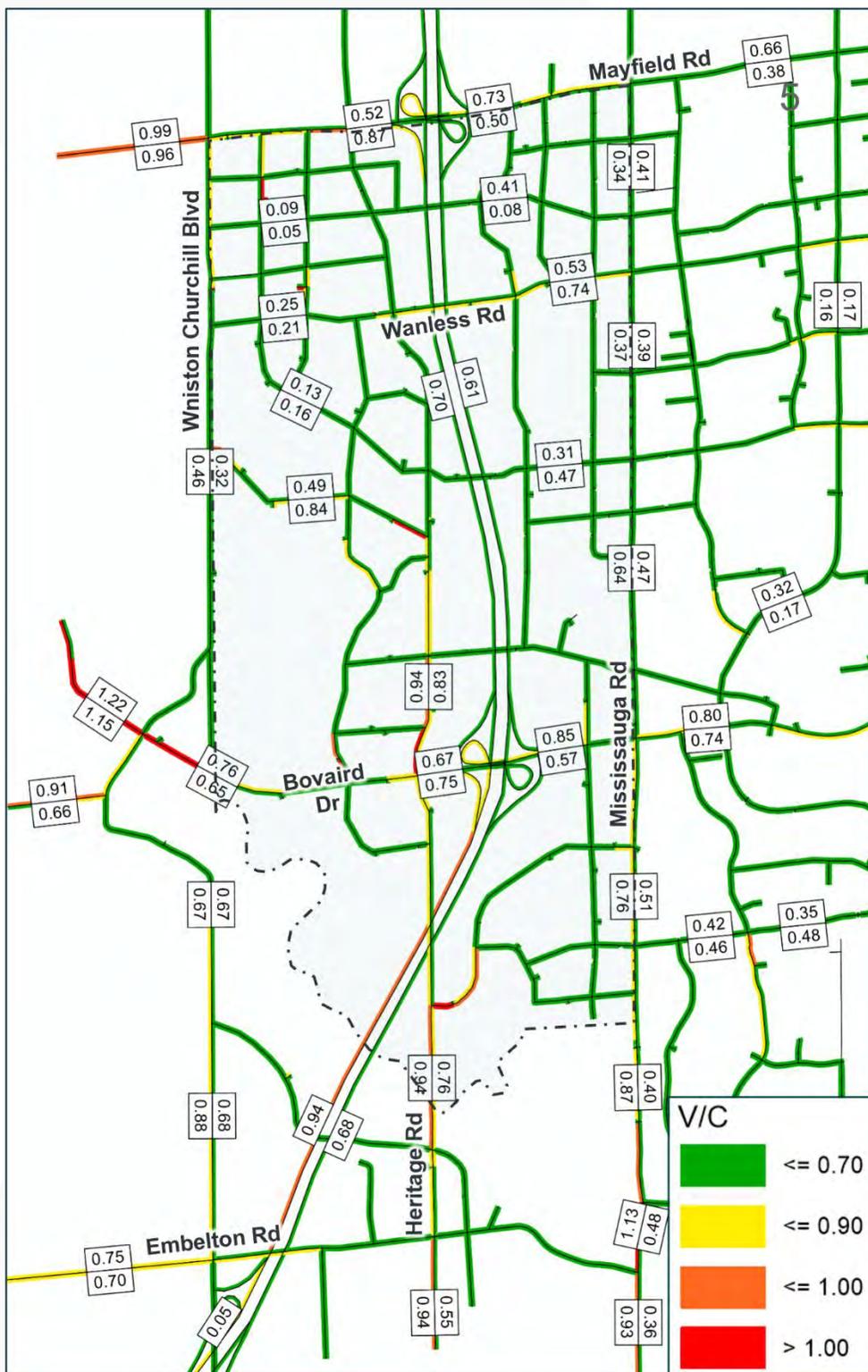


Figure 7: Future 2051 Refined Base Conditions – Corridor Volumes – PM Peak Hour

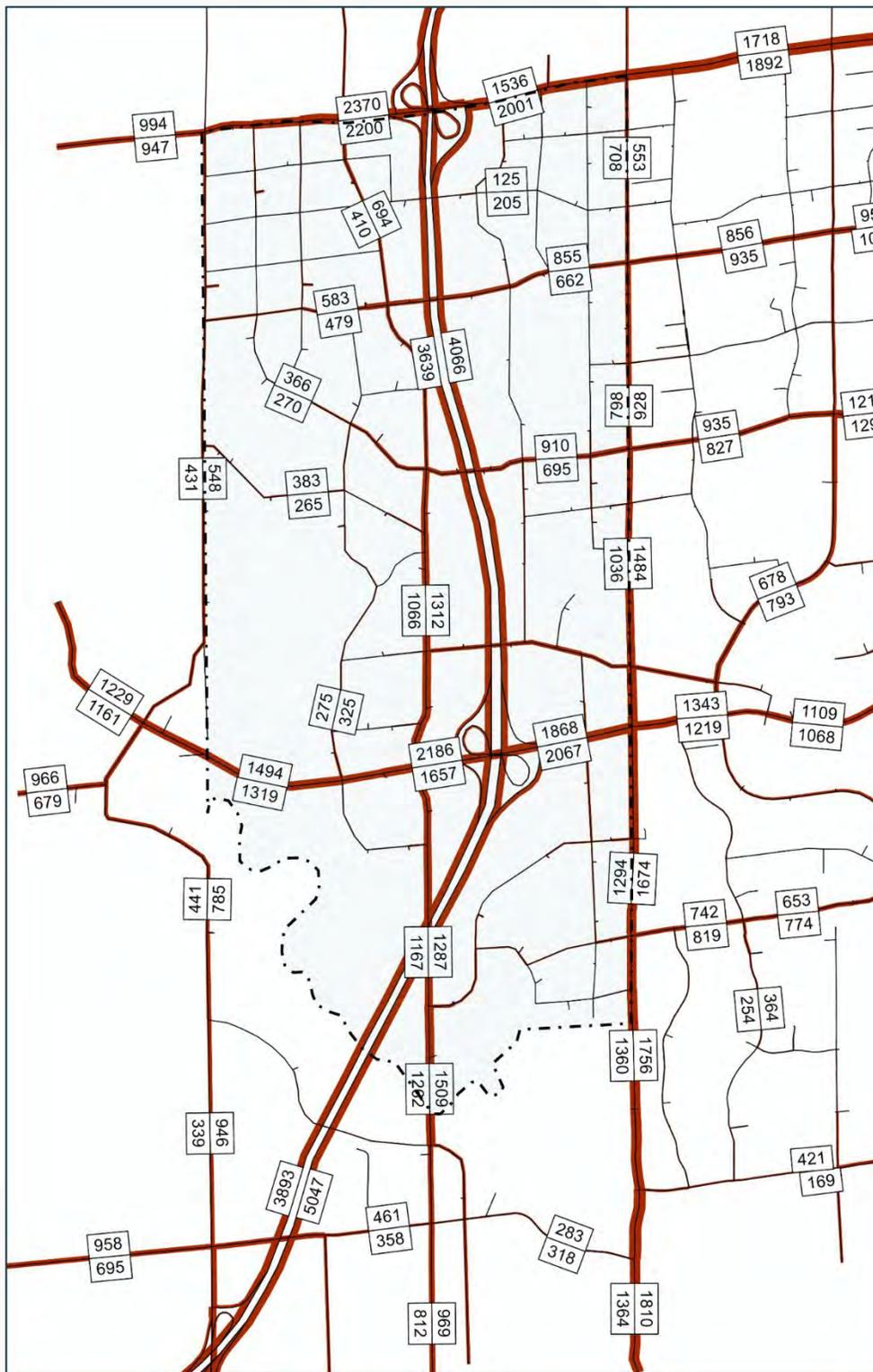


Figure 8: Future 2051 Refined Base Conditions – Corridor V/C Ratios – PM Peak Hour



3.0 SHORT LIST ALTERNATIVE C – PRECINCT 52-3 ROAD NETWORK REALIGNMENT

Long List C alternatives consider the re-alignment of Pinnacle Parkway, the extension of Goderich Drive (Ace Avenue), and the re-alignment of Nightjar Drive (Deuce Street) that avoid wetland features while maintaining connectivity throughout the Precinct.

A comparison of the Long List Alternative C is illustrated in **Figure 9**.

Option 2 considers terminating Nightjar Drive at Serve Street, extending Goderich Drive across Highway 413, and maintaining north-south continuity along Pinnacle Parkway.

Option 3 considers terminating Nightjar Drive at Serve Street, extending Goderich Drive across Highway 413, and maintaining east-west continuity along Goderich Drive

A new alternative, **Option 3a**, was established to further seek a balance between objectives and impacts to landowners while maintaining the integrity of the collector road network required to support the Secondary Plan.

Option 3a captures the following key modifications:

- Removal of Pinnacle Parkway through the lands owned by Catholic Cemeteries & Funeral Services (CCFS).
- Re-alignment of Serve Street (in place of Pinnacle Parkway) to intersect with Mayfield Road opposite the future Highway 413 transit station access, while mitigating impacts to environmental features.
- Alignment of Serve Street to intersect Wanless Drive abutting the east side of 2212 and 2214 Wanless Drive.
- Realignment of Goderich Drive to maintain continuity of a future east-west crossing of Highway 413 and to provide a normalized intersection with Serve Street.
- Maintaining Court Road and Nightjar Drive as previously contemplated.

The precise alignment (not removal) of collector roads that may limit individual impacts to properties may continue to be explored through Precinct Planning, in response to more detailed studies and development applications

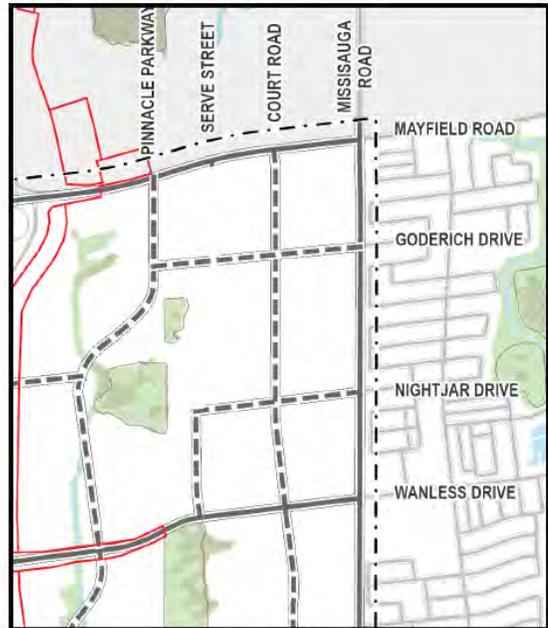
This section presents a comparison of the weekday morning (AM) and afternoon (PM) road network operations associated with each of the alternatives for Short List C. For the purposes of assessing the alternatives, the “refined base” network will be treated as the base to which options for Short List C are compared to.



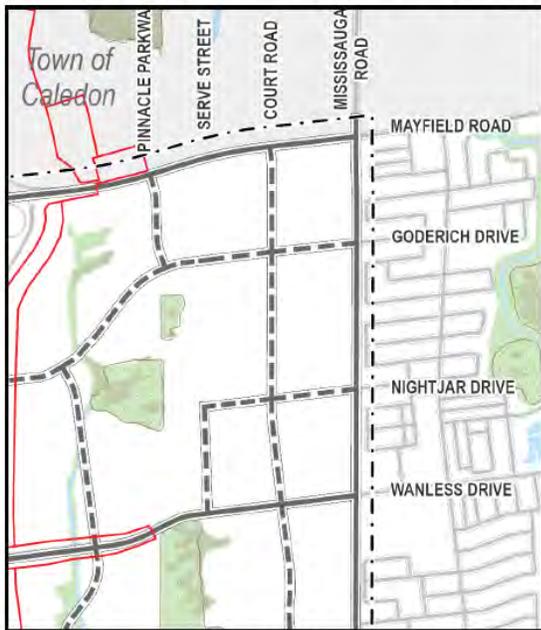
Figure 9: Short List Alternative C



OPTION 1:
SECONDARY PLAN ROAD NETWORK



OPTION 2:
CONTINUOUS NORTH-SOUTH CONNECTION



OPTION 3:
CONTINUOUS EAST-WEST CONNECTION



OPTION 3A:
CONTINUOUS EAST-WEST CONNECTION
PINNACLE / SERVE REALIGNMENT



Figure 10: Future 2051 Short List C – Refined Base Conditions – Corridor Volumes – AM Peak Hour

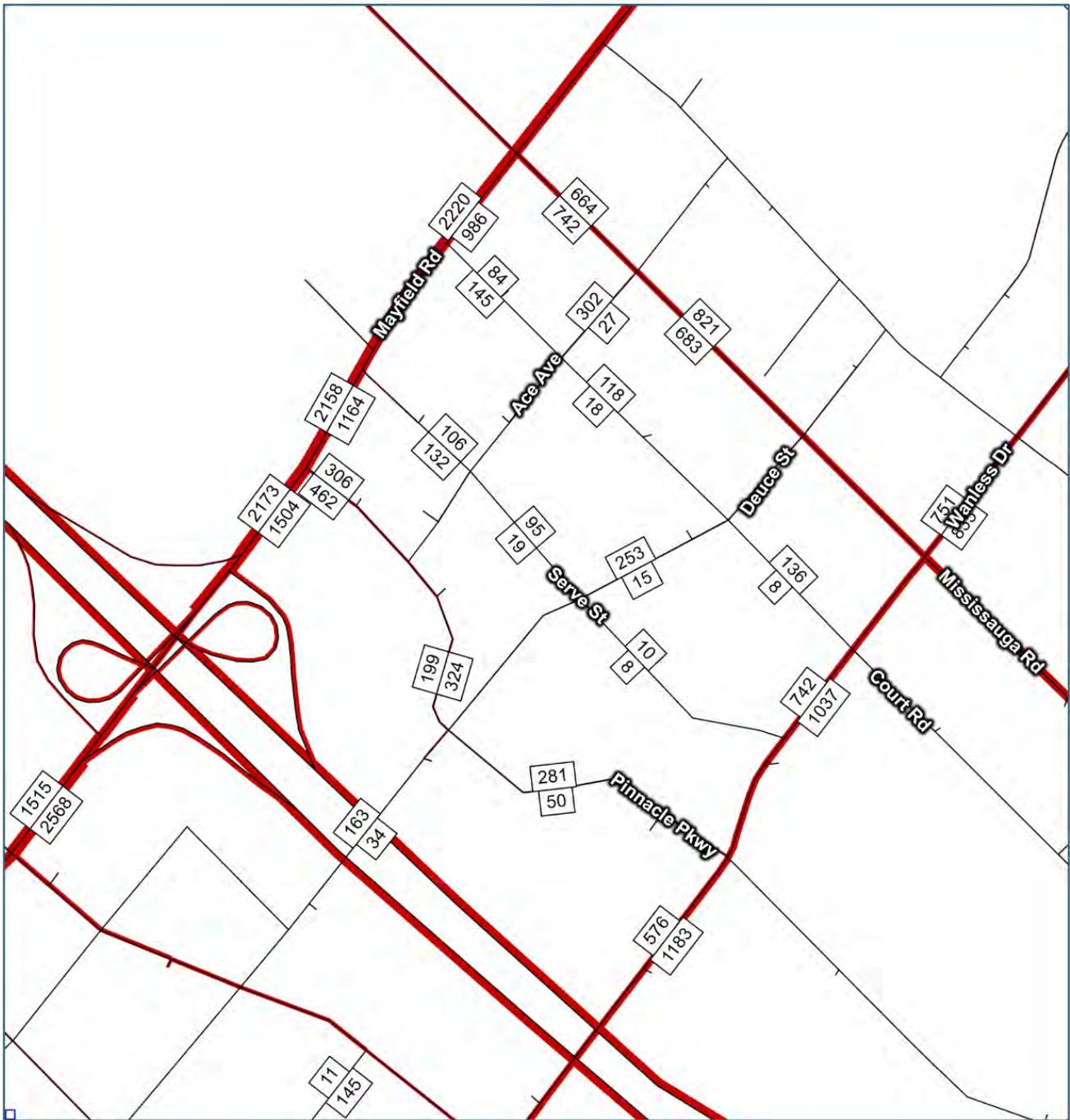


Figure 11: Future 2051 Short List C – Refined Base Conditions – V/C Ratios – AM Peak Hour

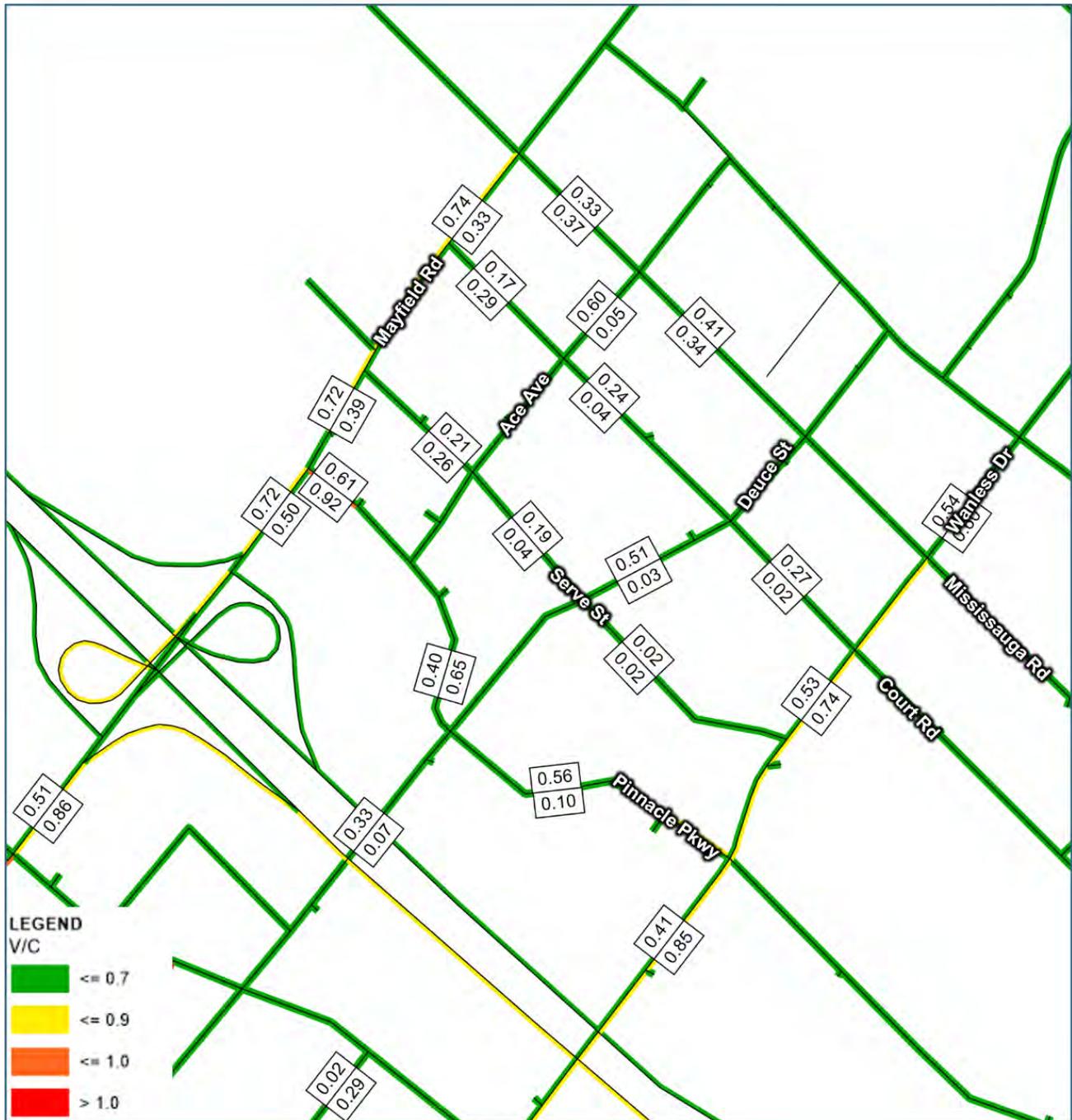


Figure 12: Future 2051 Short List C – Option 2, Continuous NS Connection – Corridor Volumes – AM Peak Hour

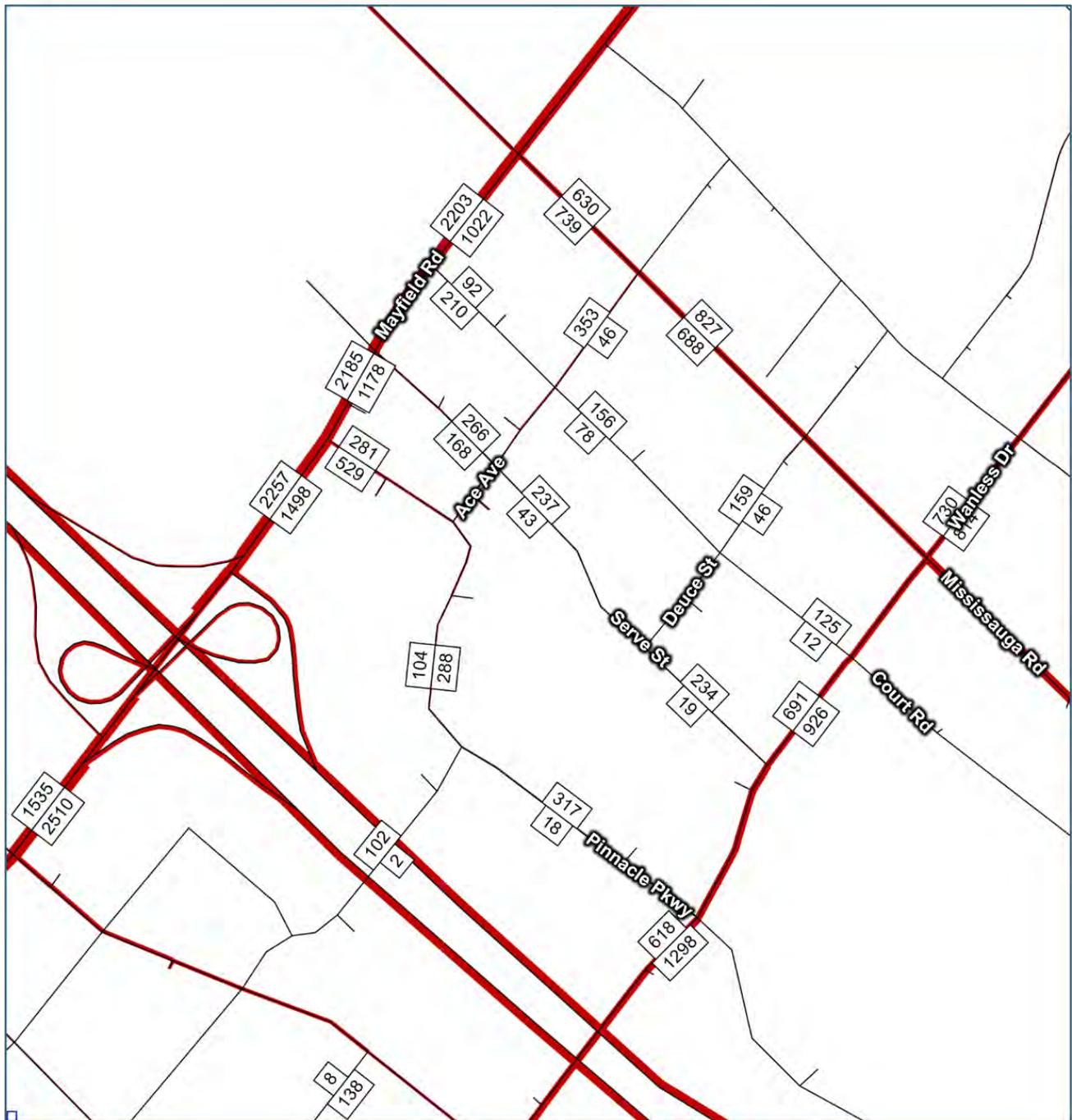


Figure 13: Future 2051 Short List C – Option 2, Continuous NS Connection – V/C Ratios – AM Peak Hour



Figure 14: Future 2051 Short List C – Option 3, Continuous EW Connection – Corridor Volumes – AM Peak Hour



Figure 15: Future 2051 Short List C – Option 3, Continuous EW Connection – V/C Ratios – AM Peak Hour

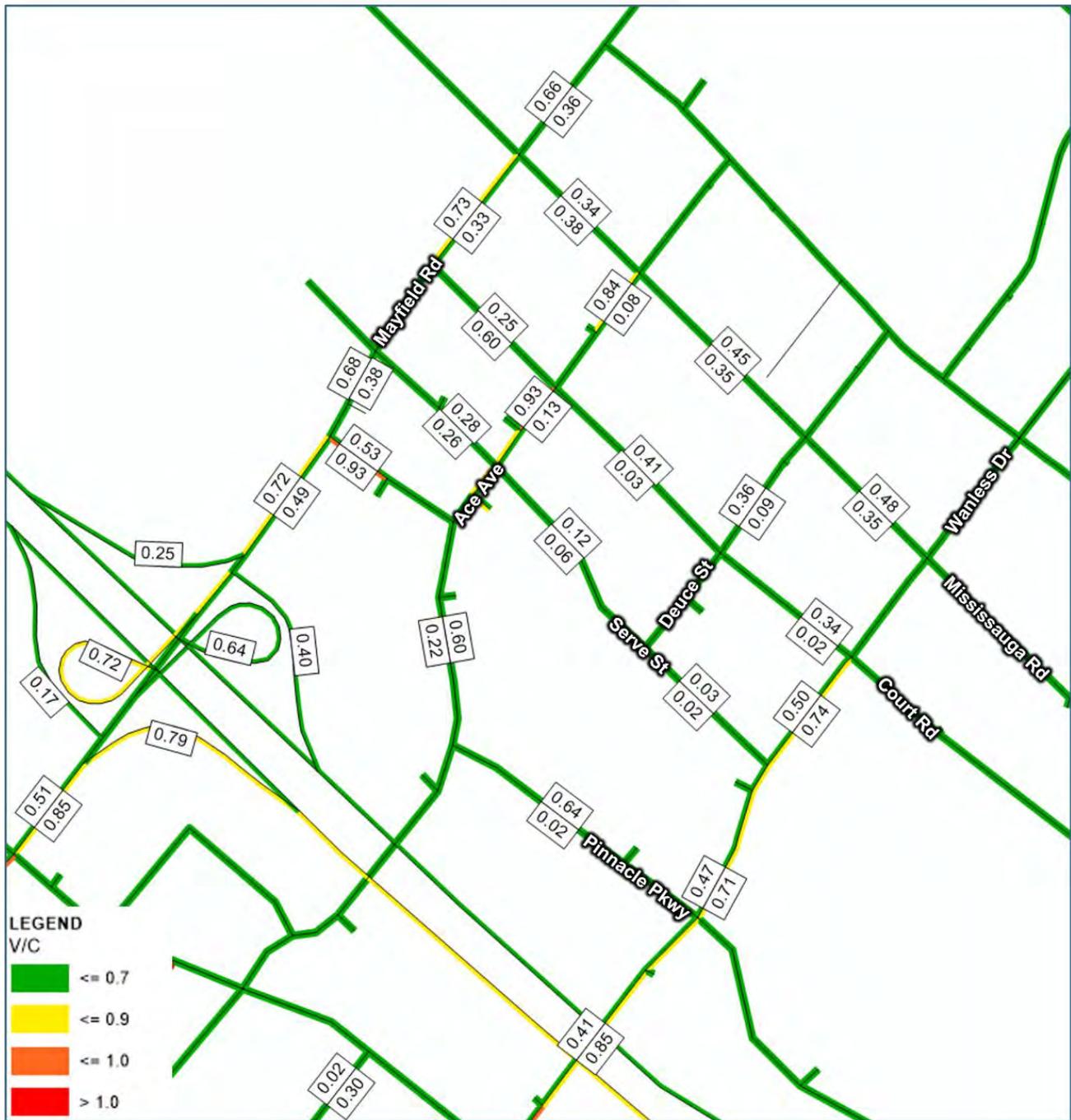


Figure 16: Future 2051 Short List C – Option 3a, Continuous EW Connection – Corridor Volumes – AM Peak Hour



Figure 17: Future 2051 Short List C – Option 3a, Continuous EW Connection – V/C Ratios – AM Peak Hour

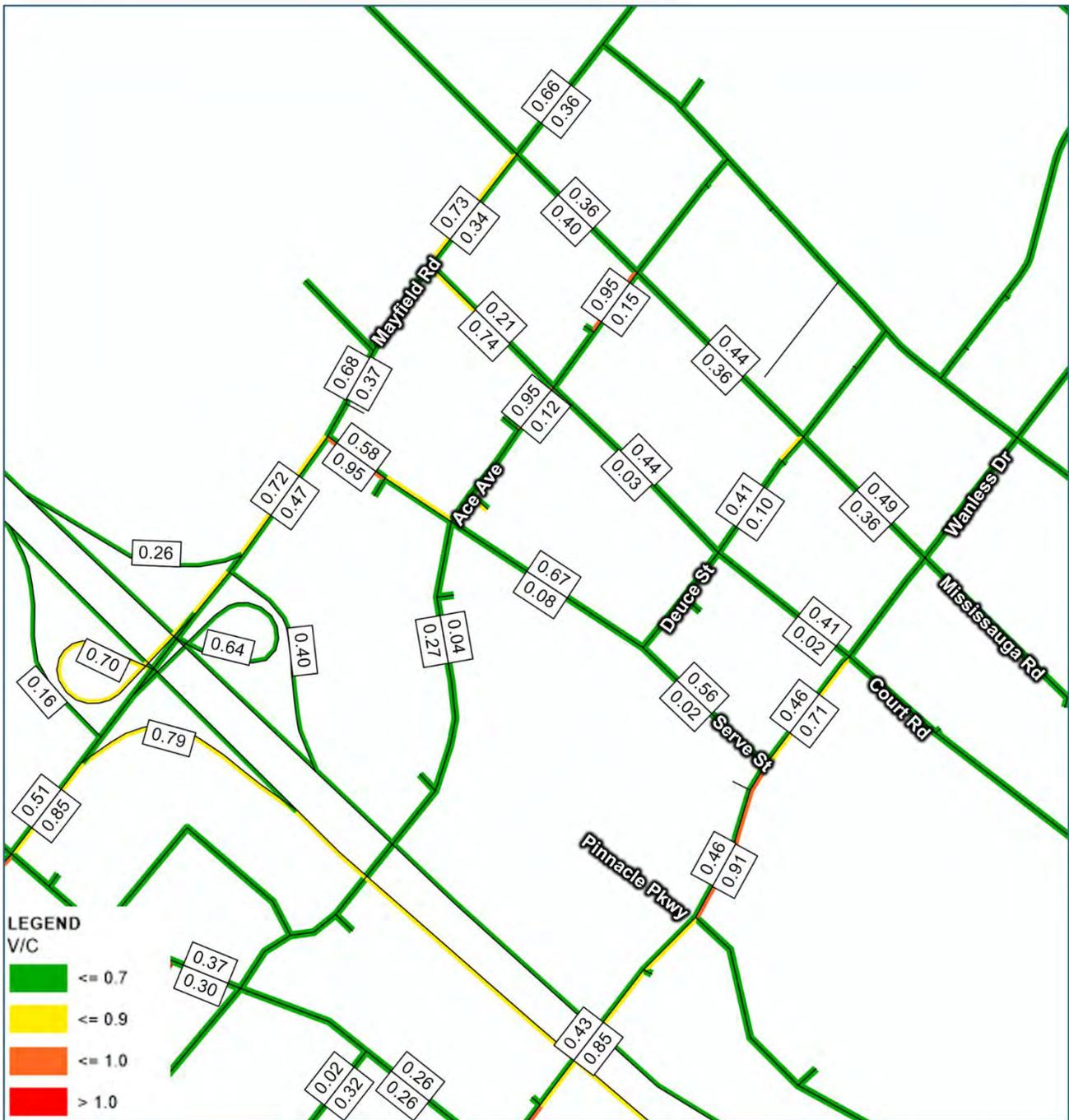


Figure 18: Future 2051 Short List C – Refined Base Conditions – Corridor Volumes – PM Peak Hour

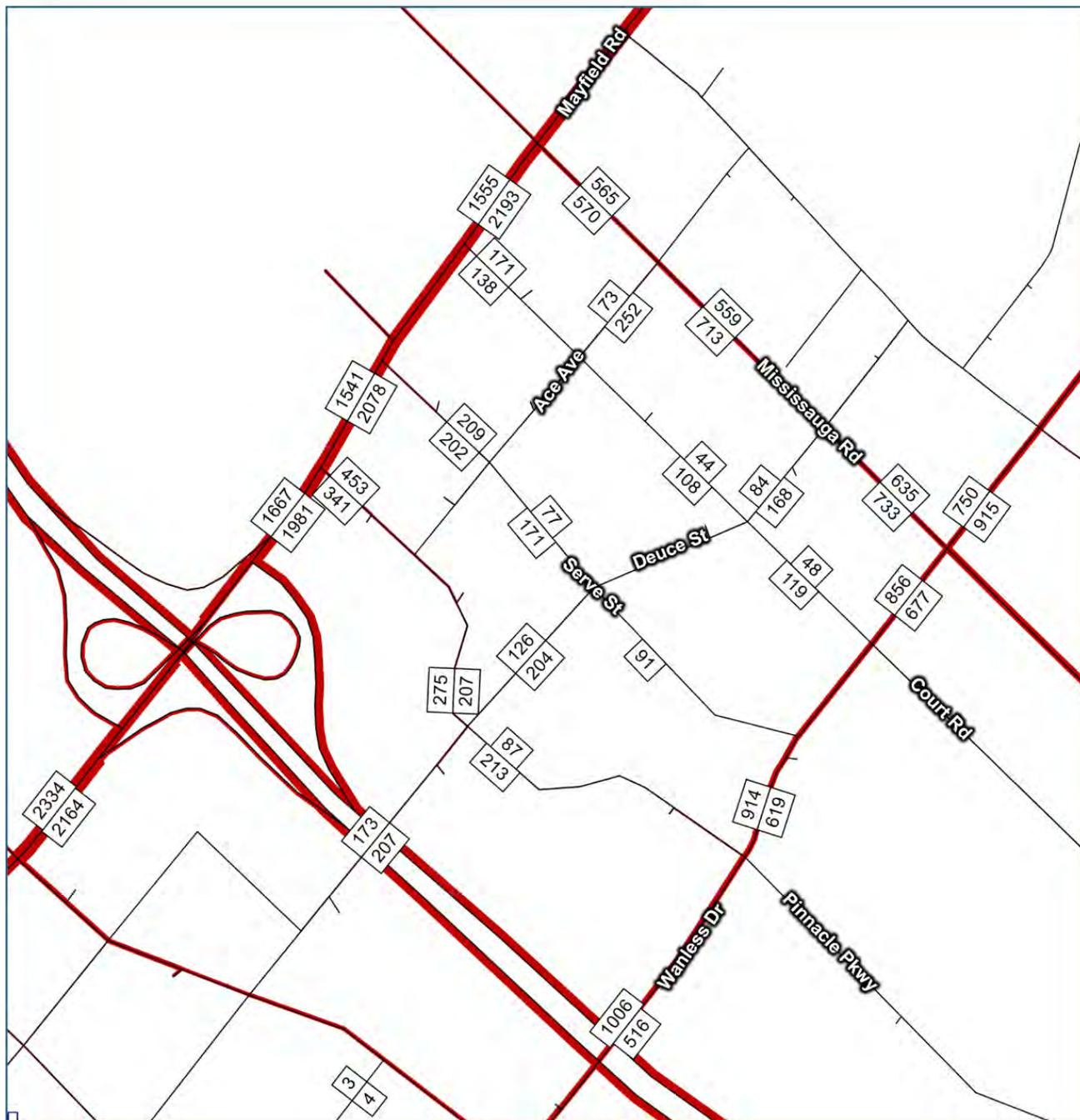


Figure 19: Future 2051 Short List C – Refined Base Conditions – V/C Ratios – PM Peak Hour

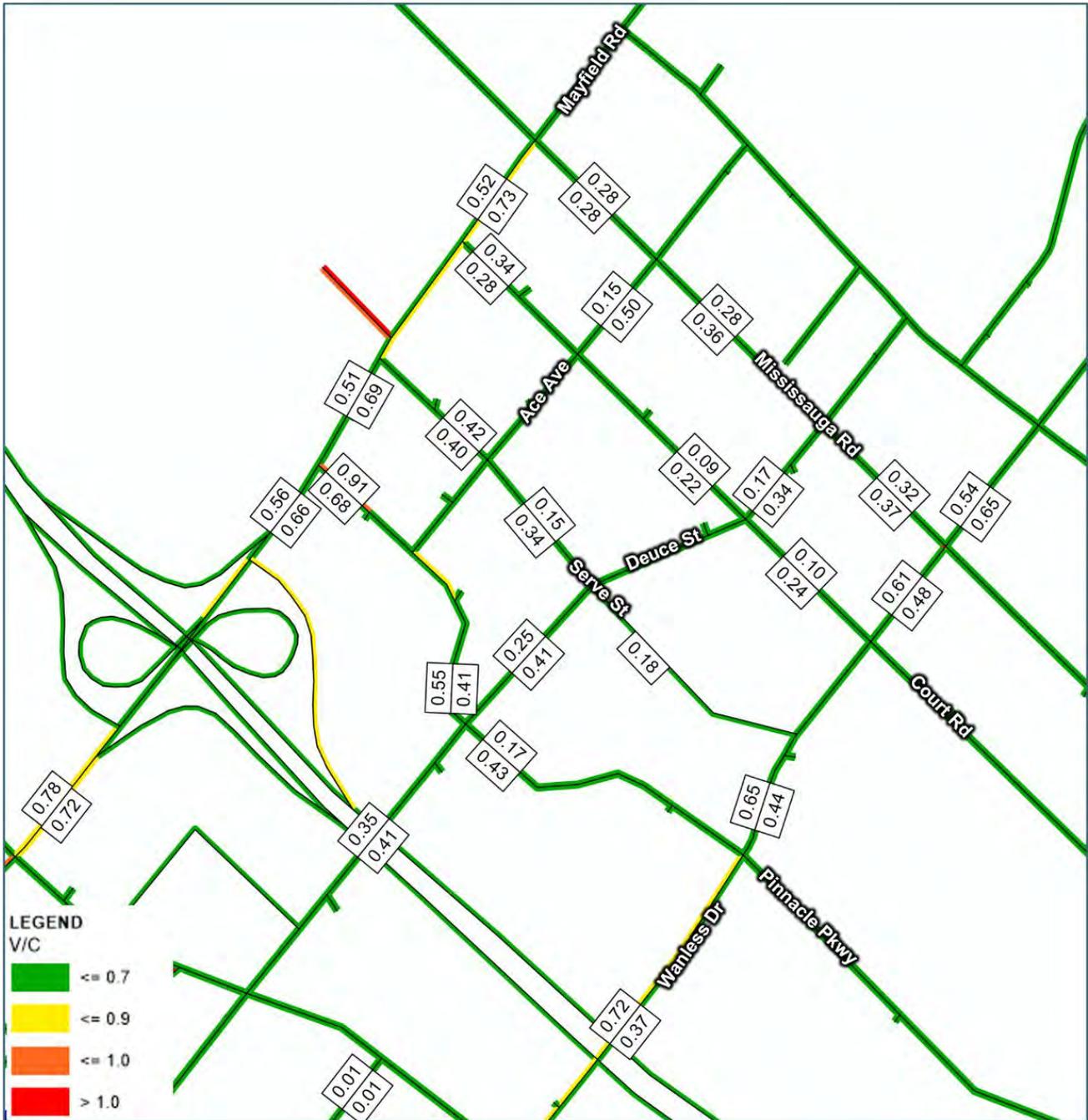


Figure 20: Future 2051 Short List C – Option 2, Continuous NS Connection – Corridor Volumes – PM Peak Hour

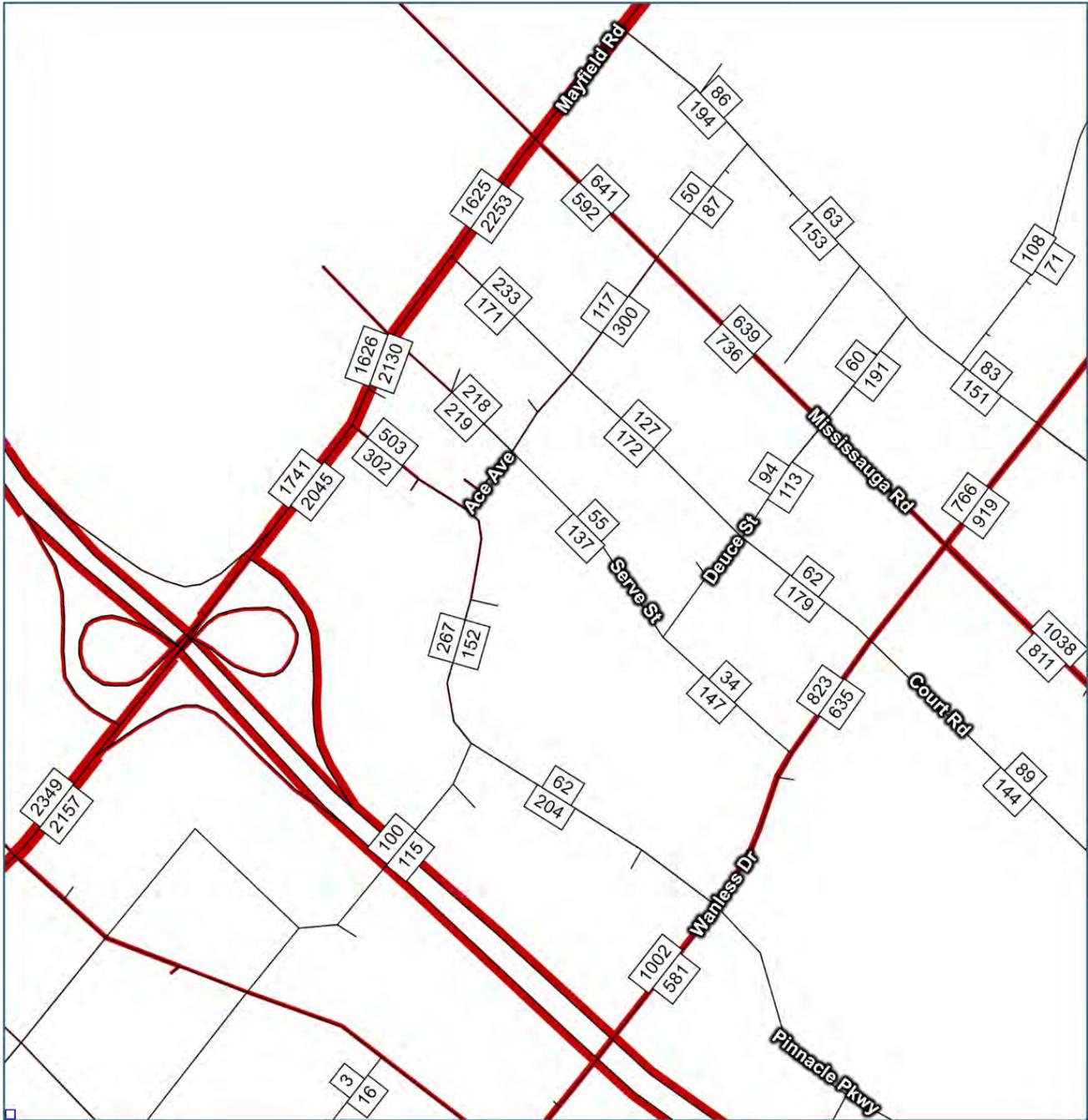


Figure 23: Future 2051 Short List C – Option 3, Continuous EW Connection – V/C Ratios – PM Peak Hour

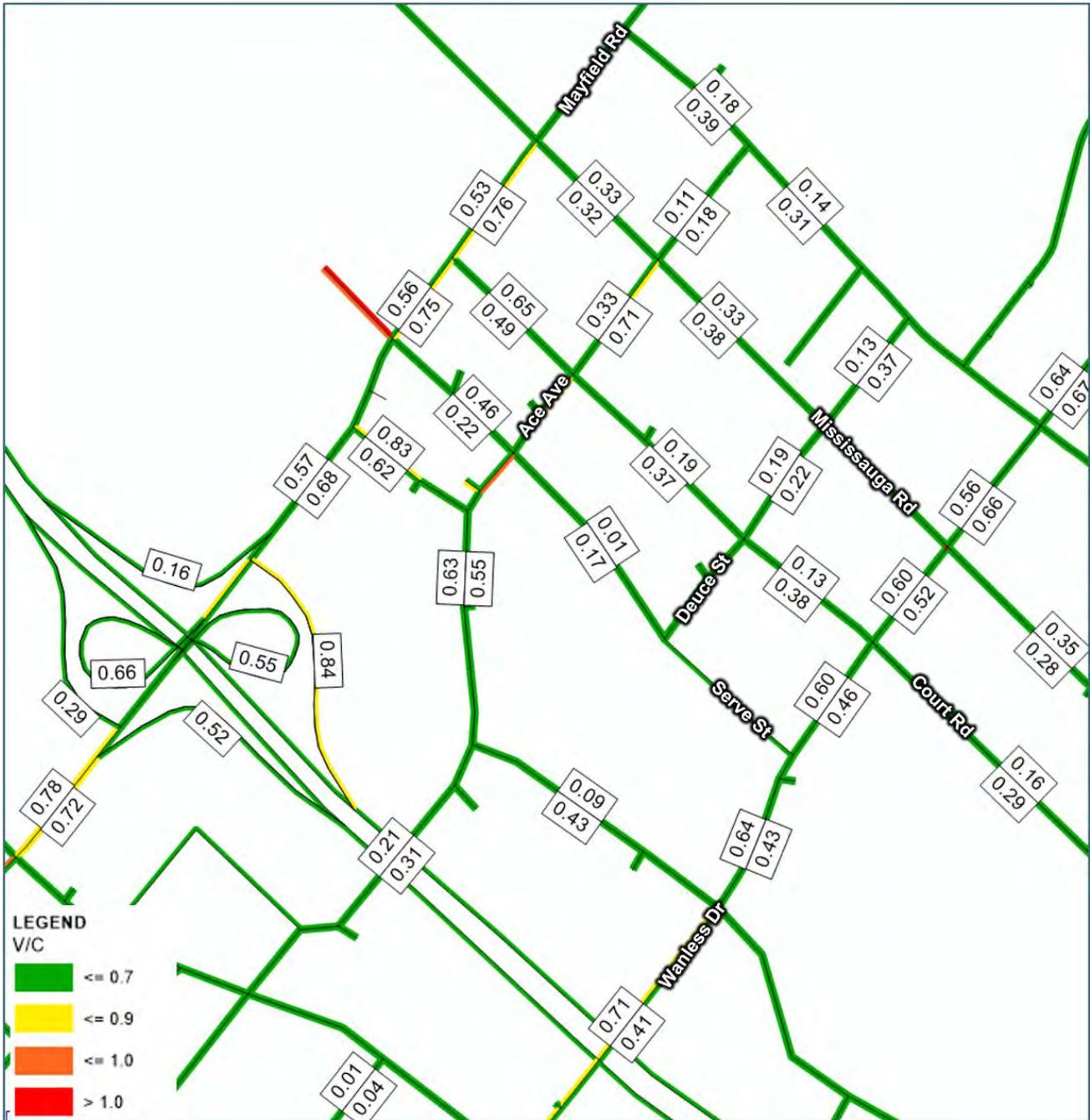


Figure 24: Future 2051 Short List C – Option 3a, Continuous EW Connection – Corridor Volumes – PM Peak Hour

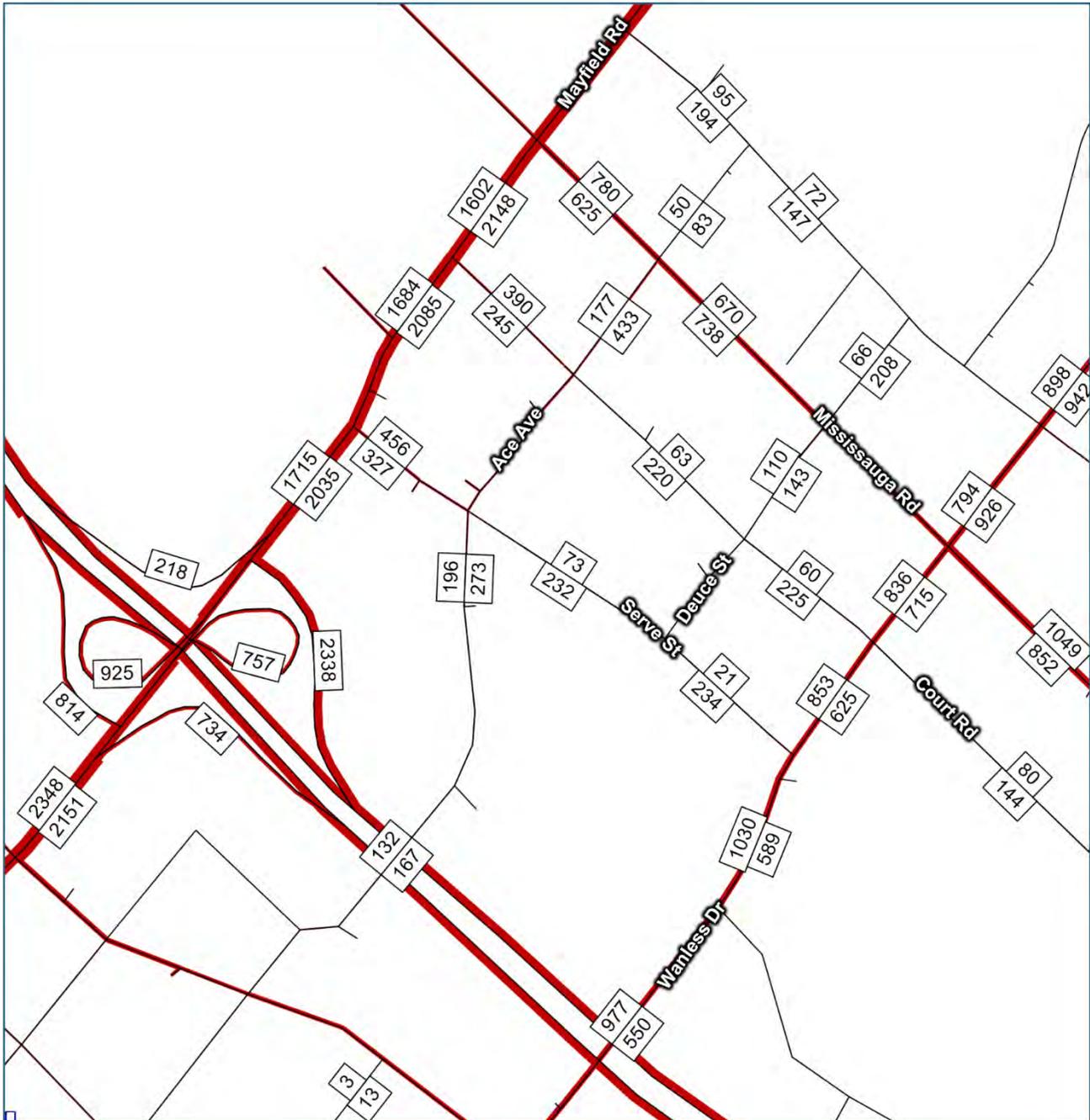
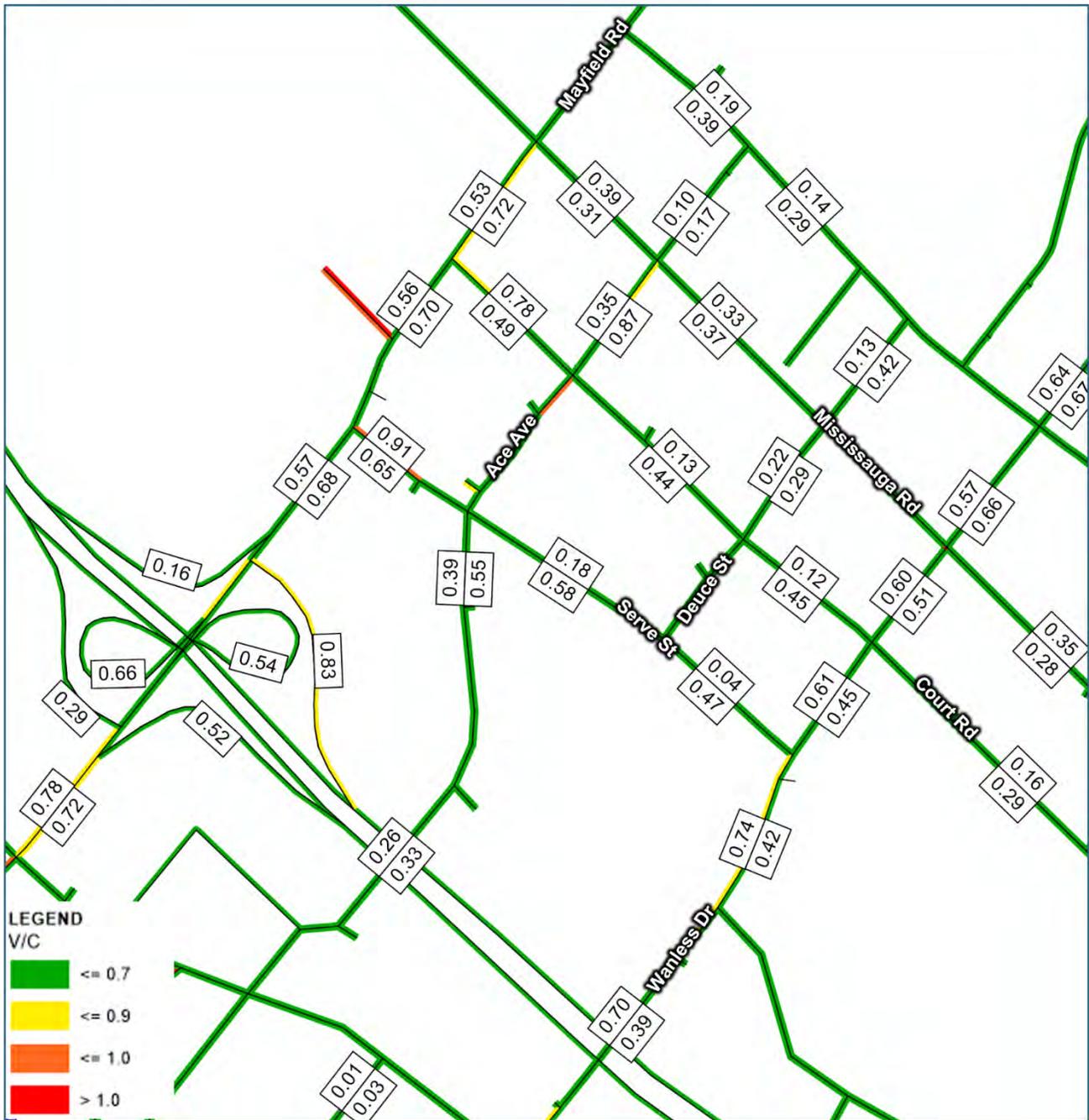


Figure 25: Future 2051 Short List C – Option 3, Continuous EW Connection – Corridor Volumes – PM Peak Hour



Short List Alternative C Recommendation:

Adopt Option 3a that:

- mitigates bisecting wetland/woodland features and maintains a continuous east-west crossing of future Highway 413 (i.e. Goderich Drive) between employment areas in Precincts 52-3 and 52-7; and,
- maintains two north-south collector roads, Serve Street and continuous Court Road that extend from Wanless Drive to Mayfield Road connecting both future Caledon lands and Precinct 52-2.

The continuous alignment of Pinnacle Parkway tying Precincts 52-3 and 52-2 West (e.g. Option 3) is the ideal and technically preferred transportation solution. However, analysis of Option 3a has confirmed that an offset intersection of Pinnacle Parkway-Serve Street along Wanless Drive, can be accommodated in the context of mitigating property impacts and natural features.

See the Heritage Heights TMP for further recommendations and considerations for Precinct 52-3.



4.0 SHORT LIST ALTERNATIVE E – EAST-WEST CONNECTION FOCUS AREA

Modelling of future 2051 conditions re-confirm capacity constraints in the East-West Connection Focus Area that were identified by the Halton-Peel Boundary Area Transportation Study (HPBATS).

Short List E alternatives consider a widening, by-pass or do nothing within the Secondary Plan East-West Connection Focus Area to address modelled future capacity constraints of Bovaird Drive (Highway 7) through Norval.

A comparison of the Long List Alternative E alternatives is illustrated in **Figure 26**.

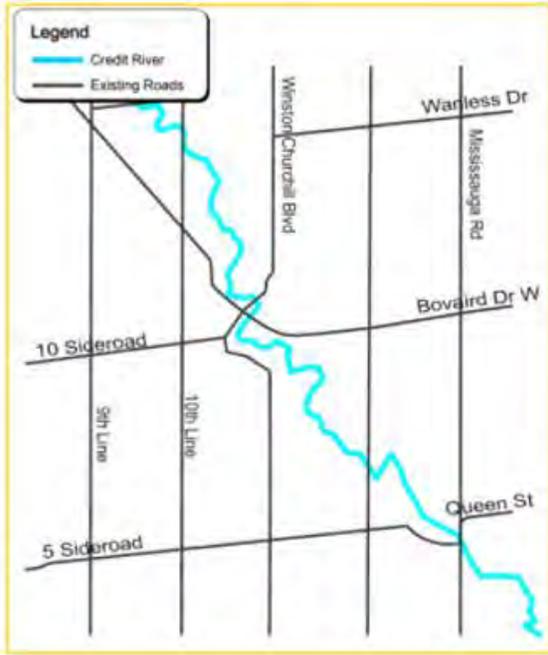
Alternatives to existing Bovaird Drive – Highway 7 through Norval include:

- **Option 1 – Do Nothing** considers no change to existing conditions.
- **Option 2 – North By-Pass** considers a new road link through the Credit River Valley and Greenbelt north of Norval.
- **Option 3 – South By-Pass** considers a new road link through the Credit River Valley and Greenbelt south of Norval.
- **Option 4 – Widen Bovaird Drive – Highway 7** considers widening Bovaird Drive / Highway 7 through Norval

This section presents a comparison of the weekday morning (AM) and afternoon (PM) road network operations associated with each of the alternatives for Short List E. For the purposes of assessing the alternatives, the “refined base” network will be treated as the base to which options for Short List E are compared to.



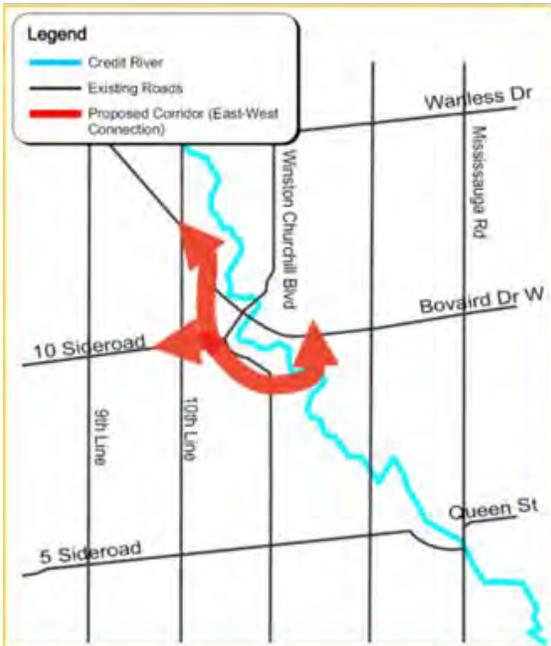
Figure 26: Short List Alternative E



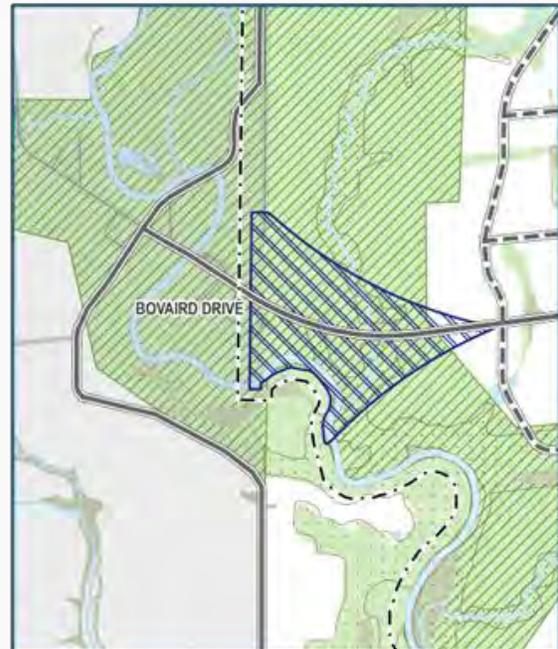
OPTION 1: DO NOTHING



OPTION 2: NORTH BY-PASS



OPTION 3: SOUTH BY-PASS



OPTION 4: WIDEN BOVAIRD DR/HWY 7



Figure 27: Future 2051 Short List E – Option 1, Do Nothing – Corridor Volumes – AM Peak Hour

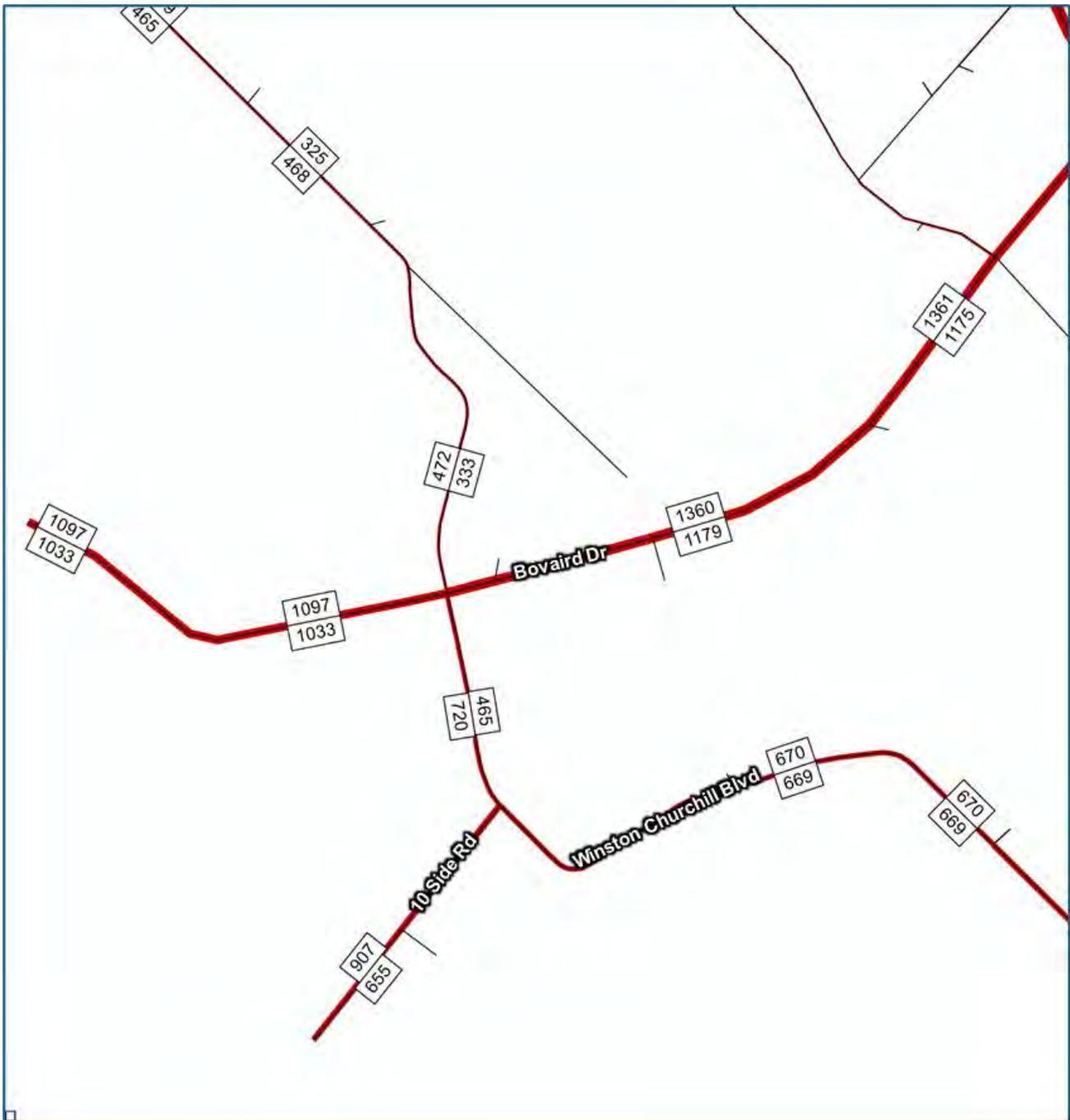


Figure 28: Future 2051 Short List E – Option 1, Do Nothing – V/C Ratios – AM Peak Hour

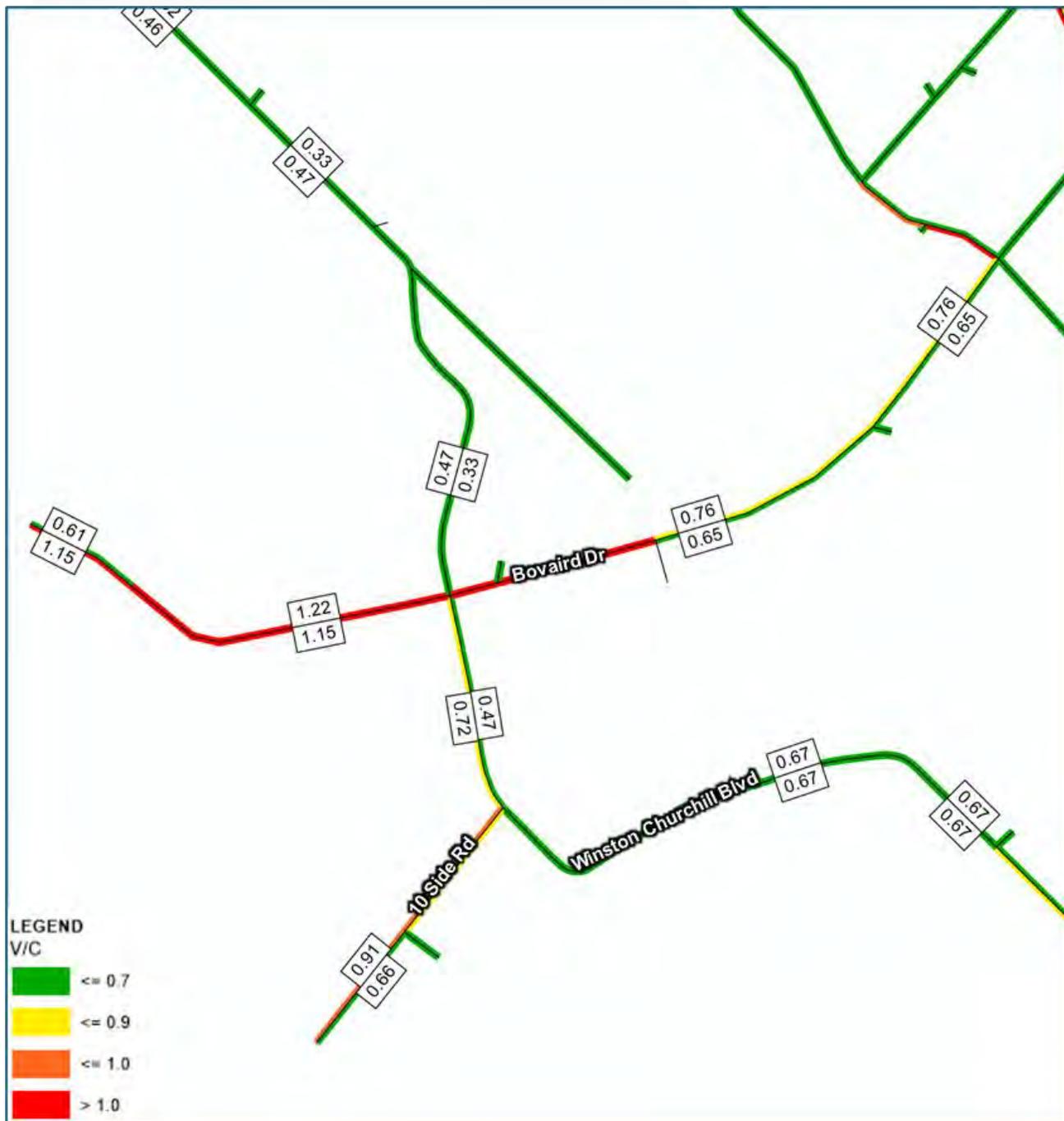


Figure 29: Future 2051 Short List E – Option 2, North Bypass – Corridor Volumes – AM Peak Hour

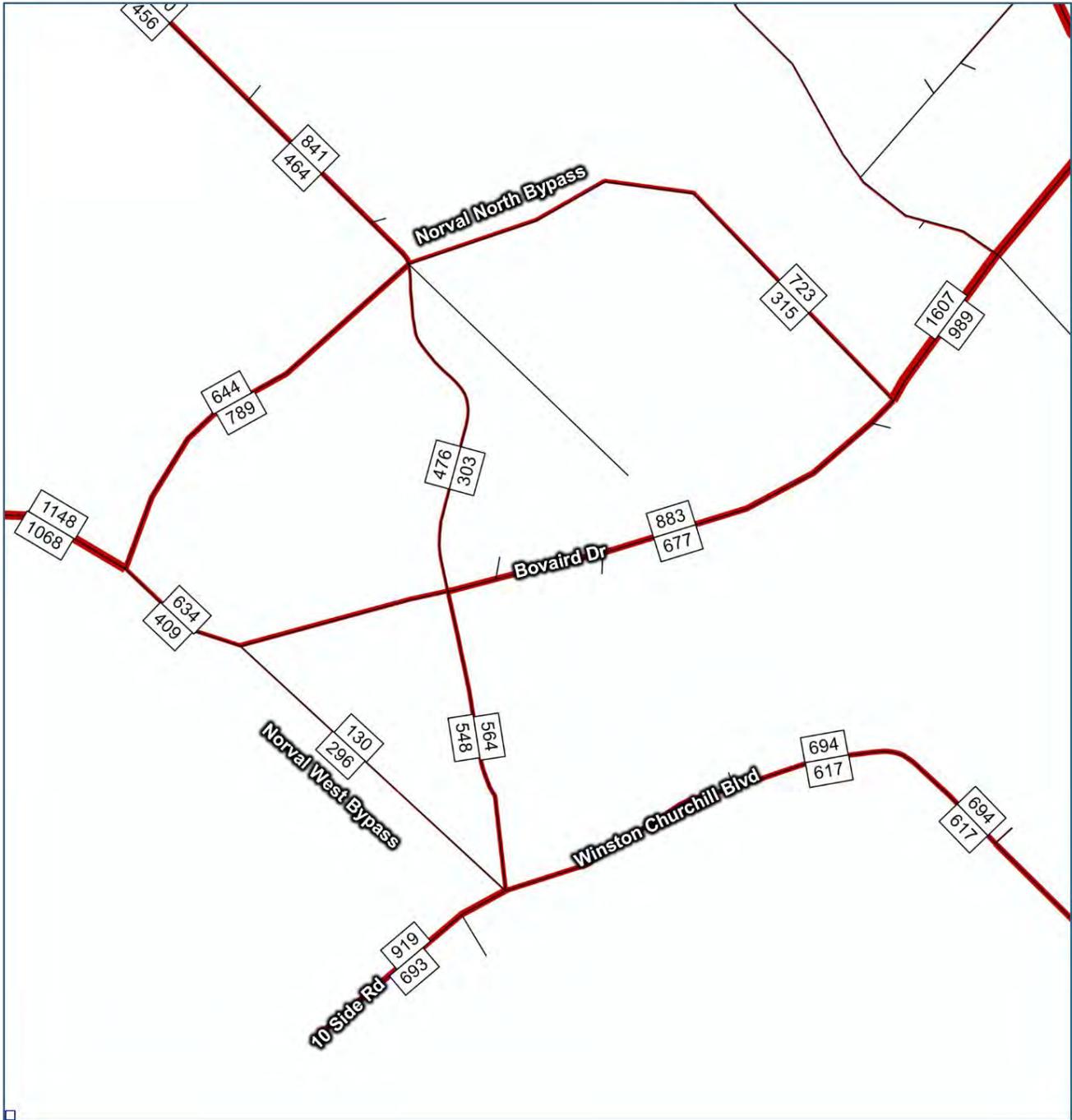


Figure 30: Future 2051 Short List E – Option 2, North Bypass – V/C Ratios – AM Peak Hour

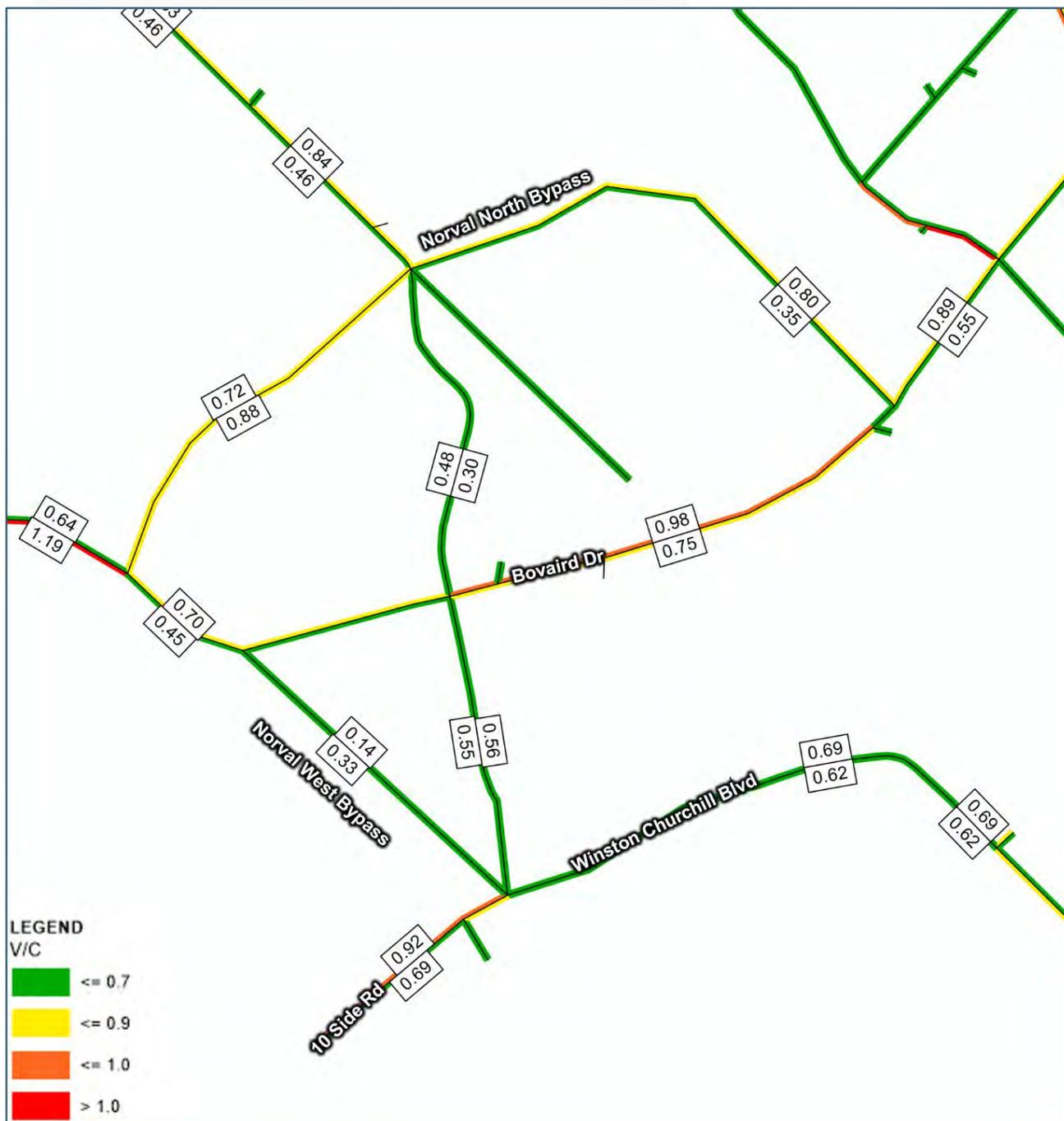


Figure 31: Future 2051 Short List E – Option 3, South Bypass – Corridor Volumes – AM Peak Hour

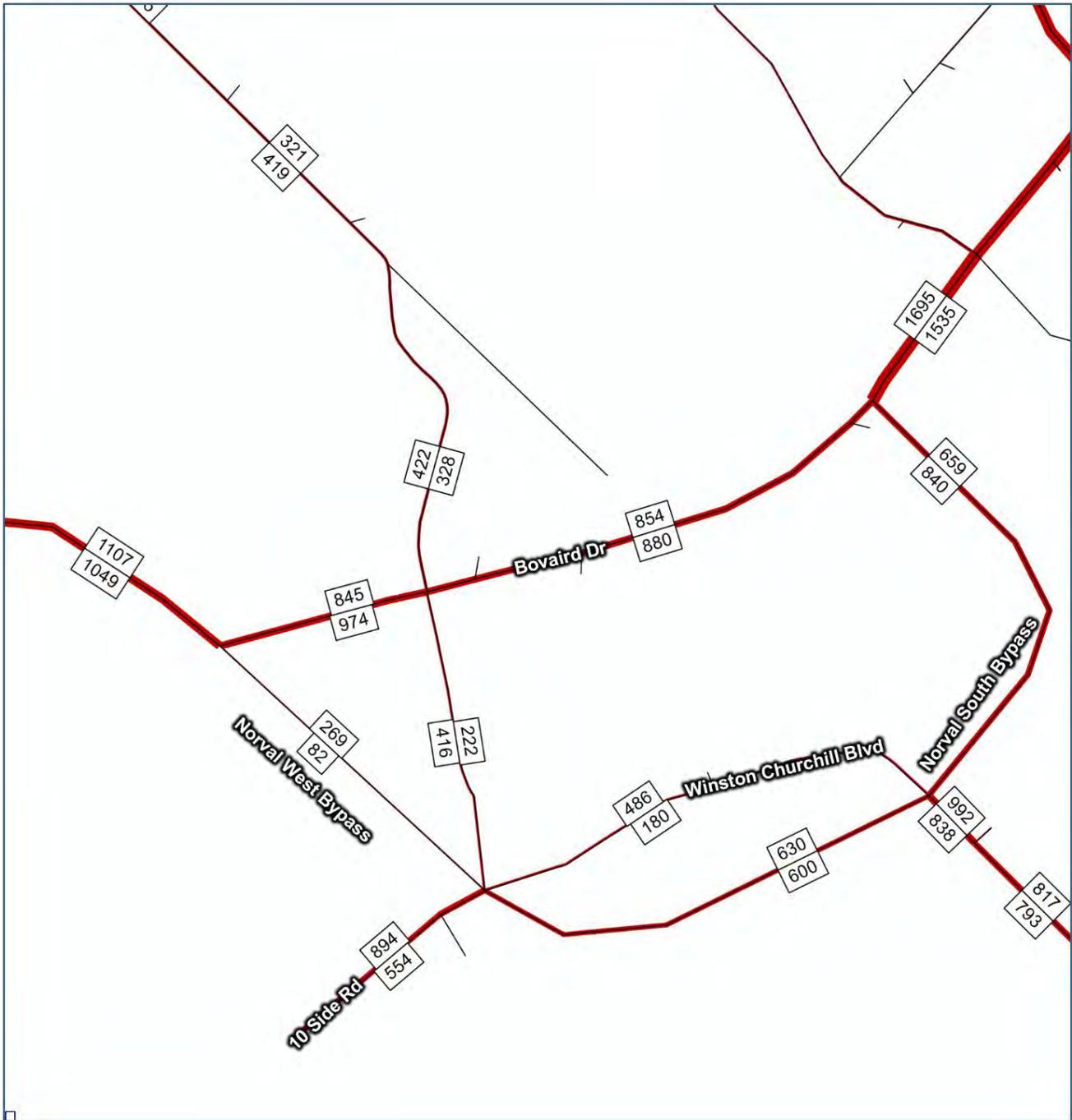


Figure 32: Future 2051 Short List E – Option 3, South Bypass – V/C Ratios – AM Peak Hour

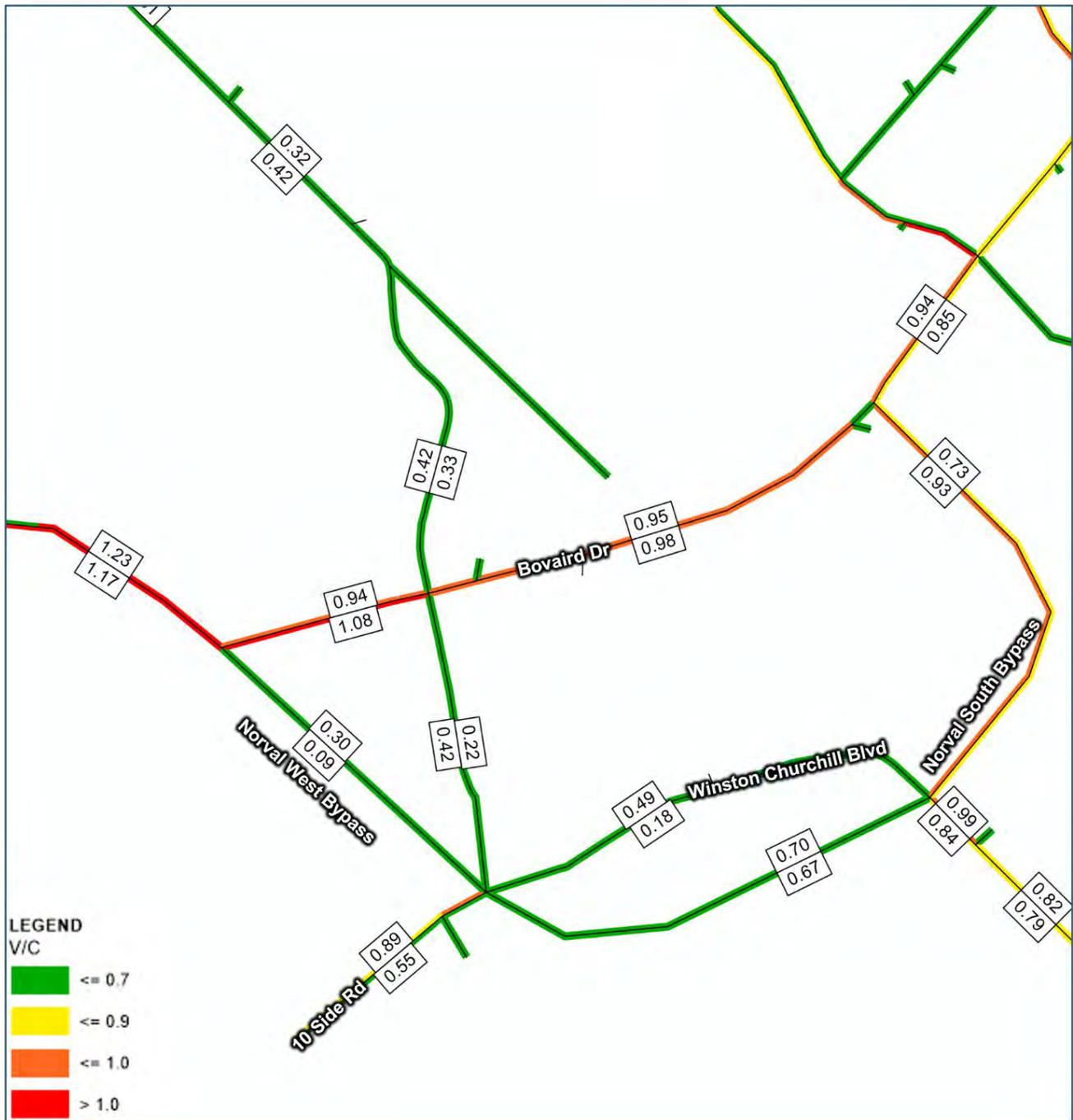


Figure 33: Future 2051 Short List E – Option 4, Bovaird Dr Widening – Corridor Volumes – AM Peak Hour

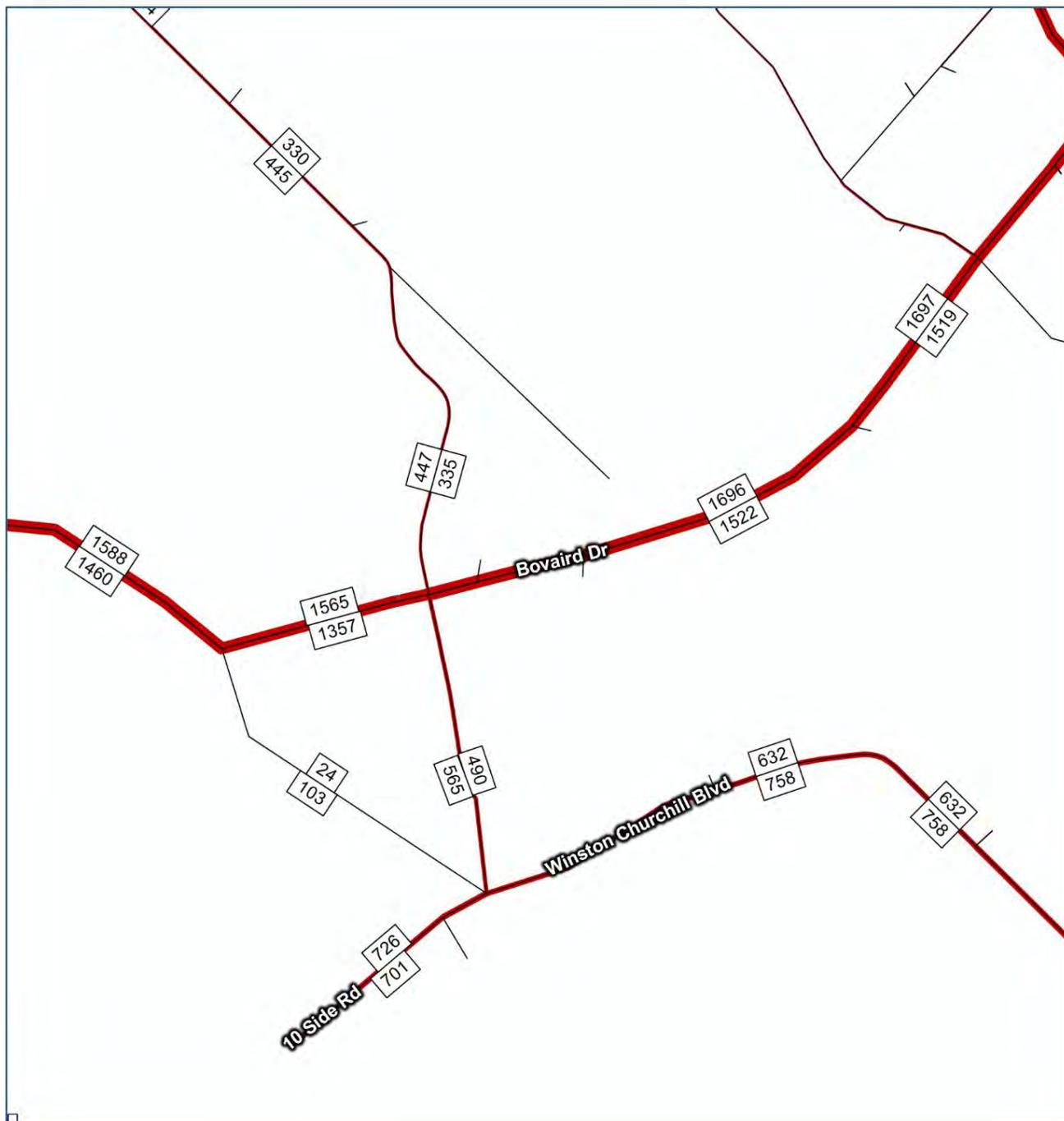


Figure 34: Future 2051 Short List E – Option 4, Bovaird Dr Widening – V/C Ratios – AM Peak Hour

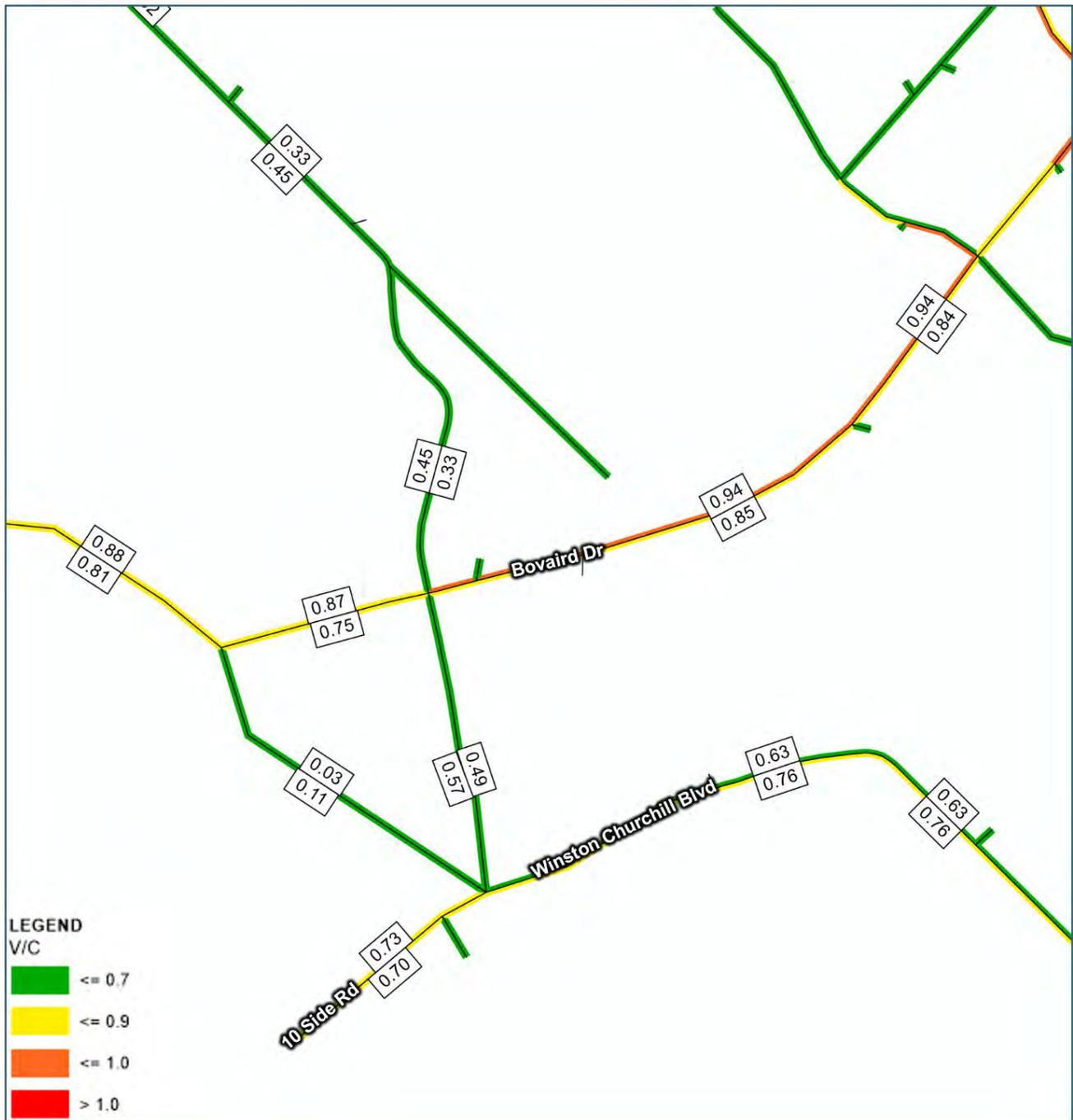


Figure 35: Future 2051 Short List E – Option 1, Do Nothing – Corridor Volumes – PM Peak Hour

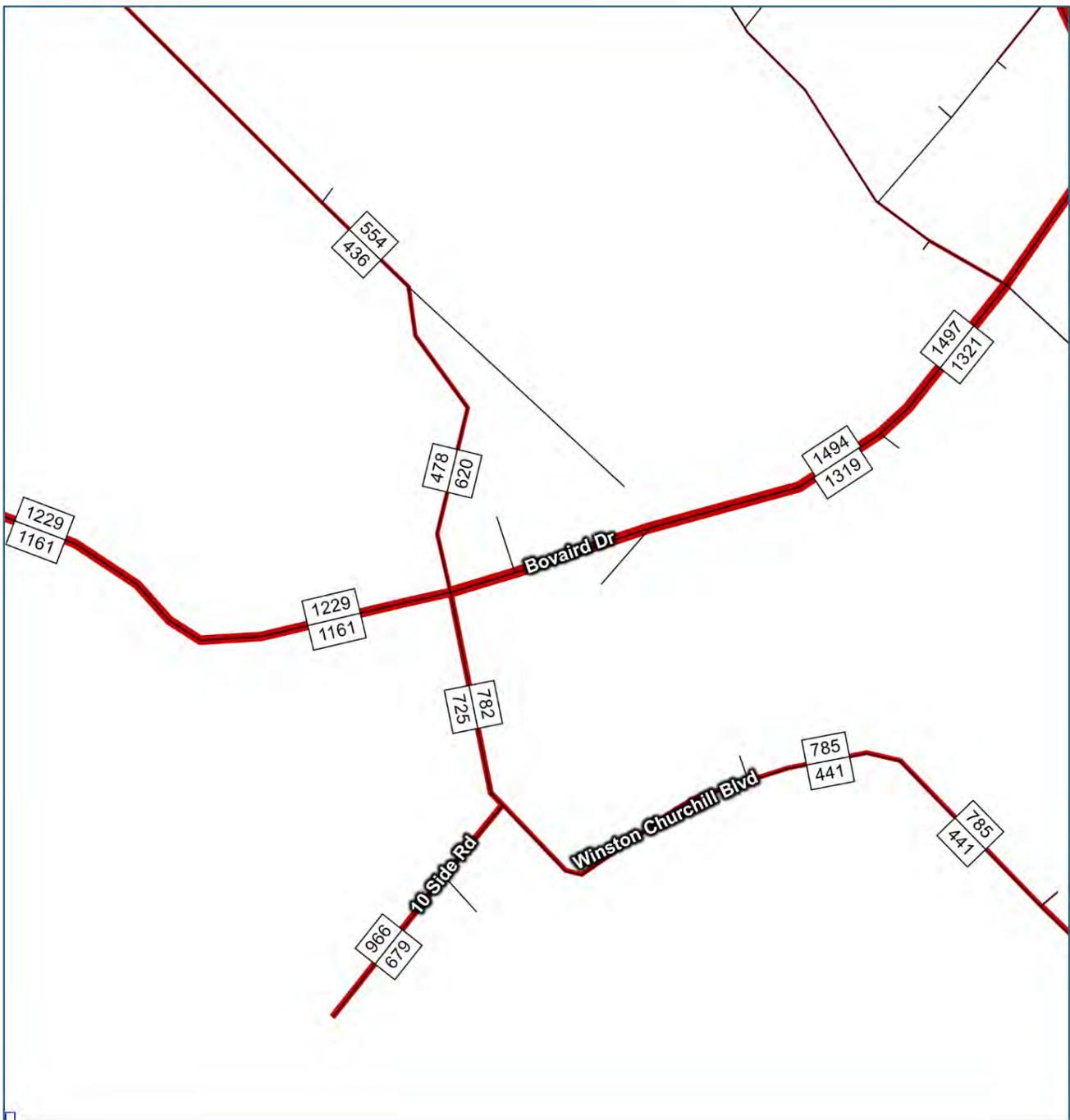


Figure 36: Future 2051 Short List E – Option 1, Do Nothing – V/C Ratios – PM Peak Hour

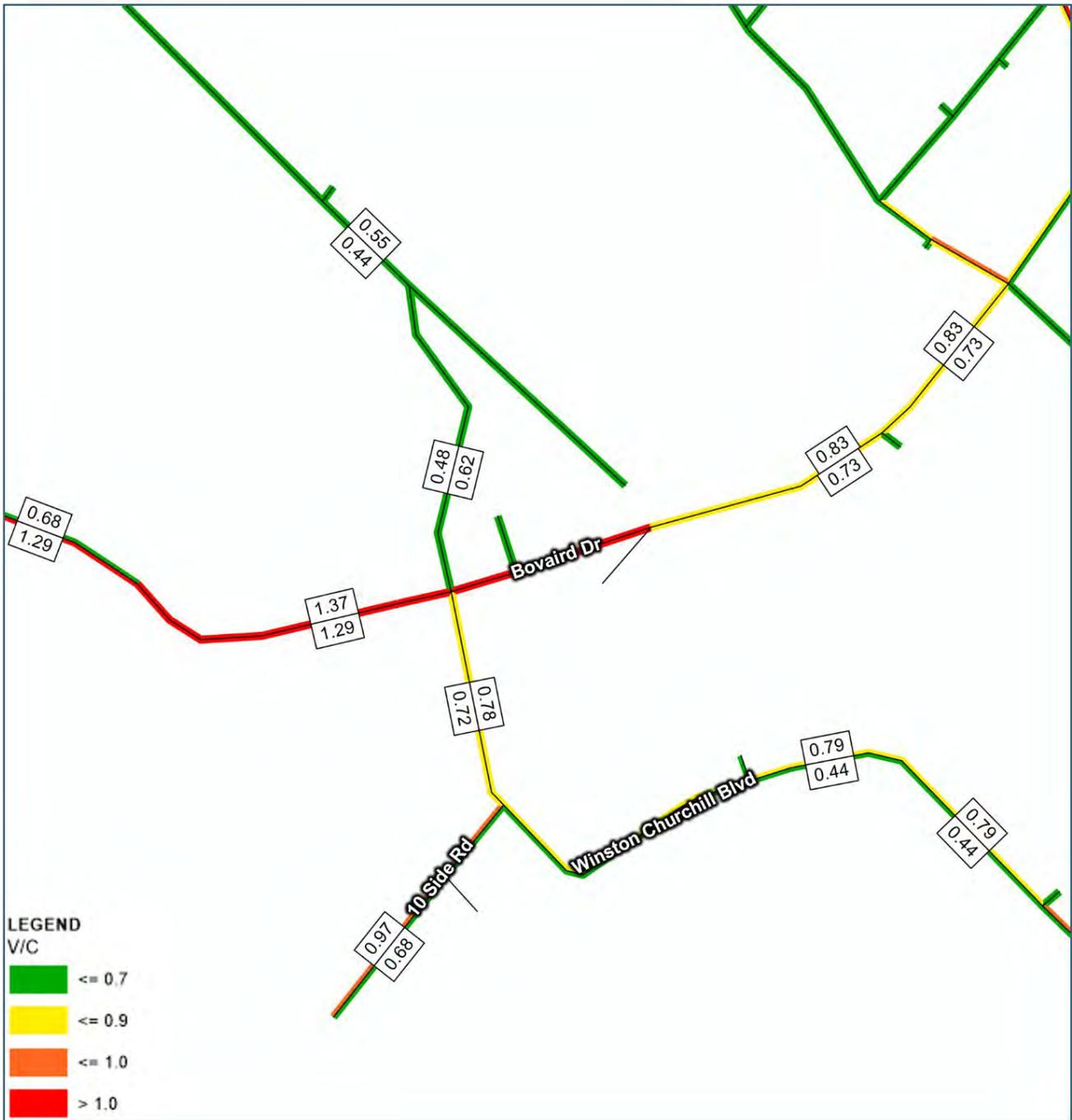


Figure 37: Future 2051 Short List E – Option 2, North Bypass – Corridor Volumes – PM Peak Hour

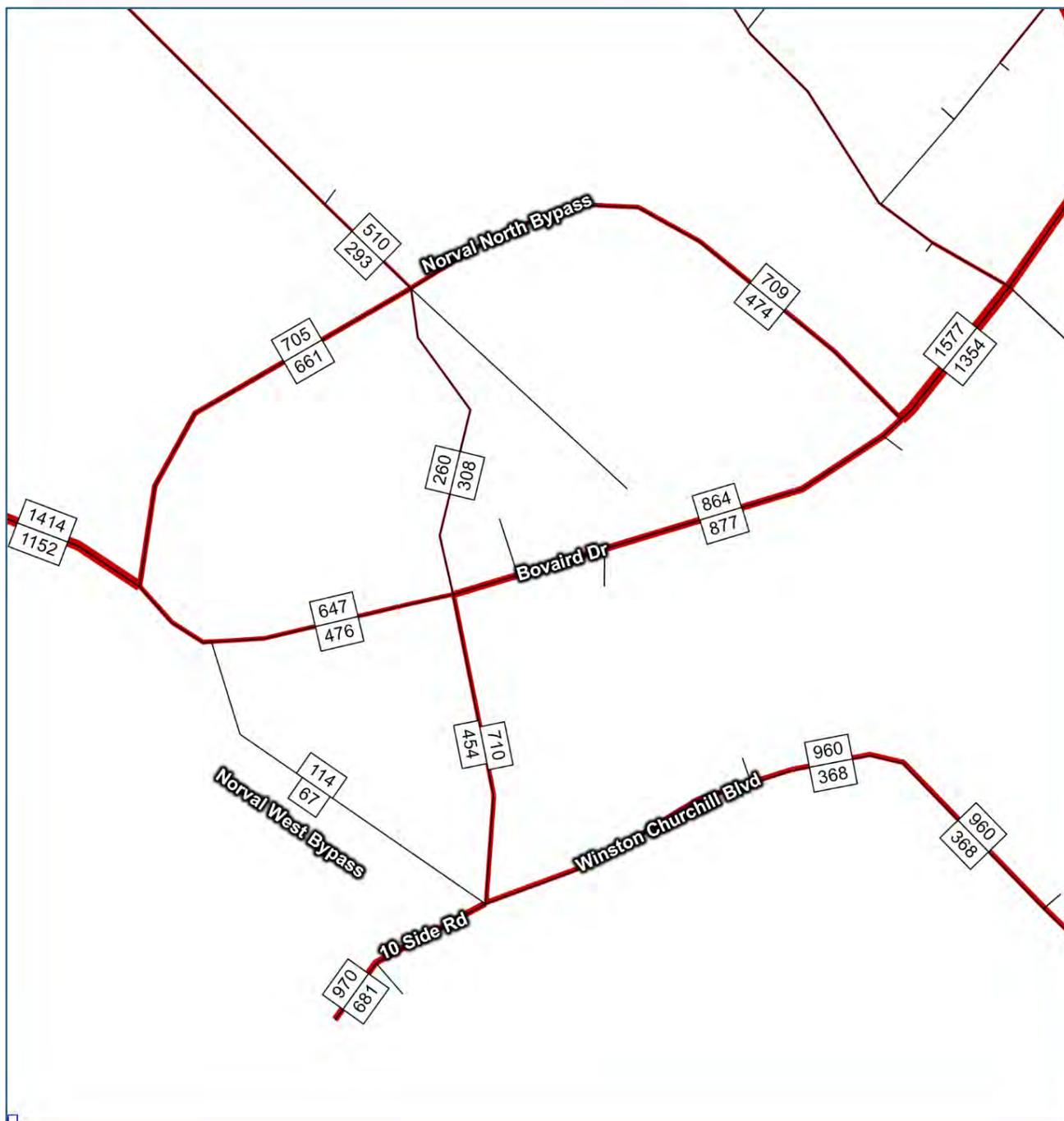


Figure 38: Future 2051 Short List E – Option 2, North Bypass – V/C Ratios – PM Peak Hour

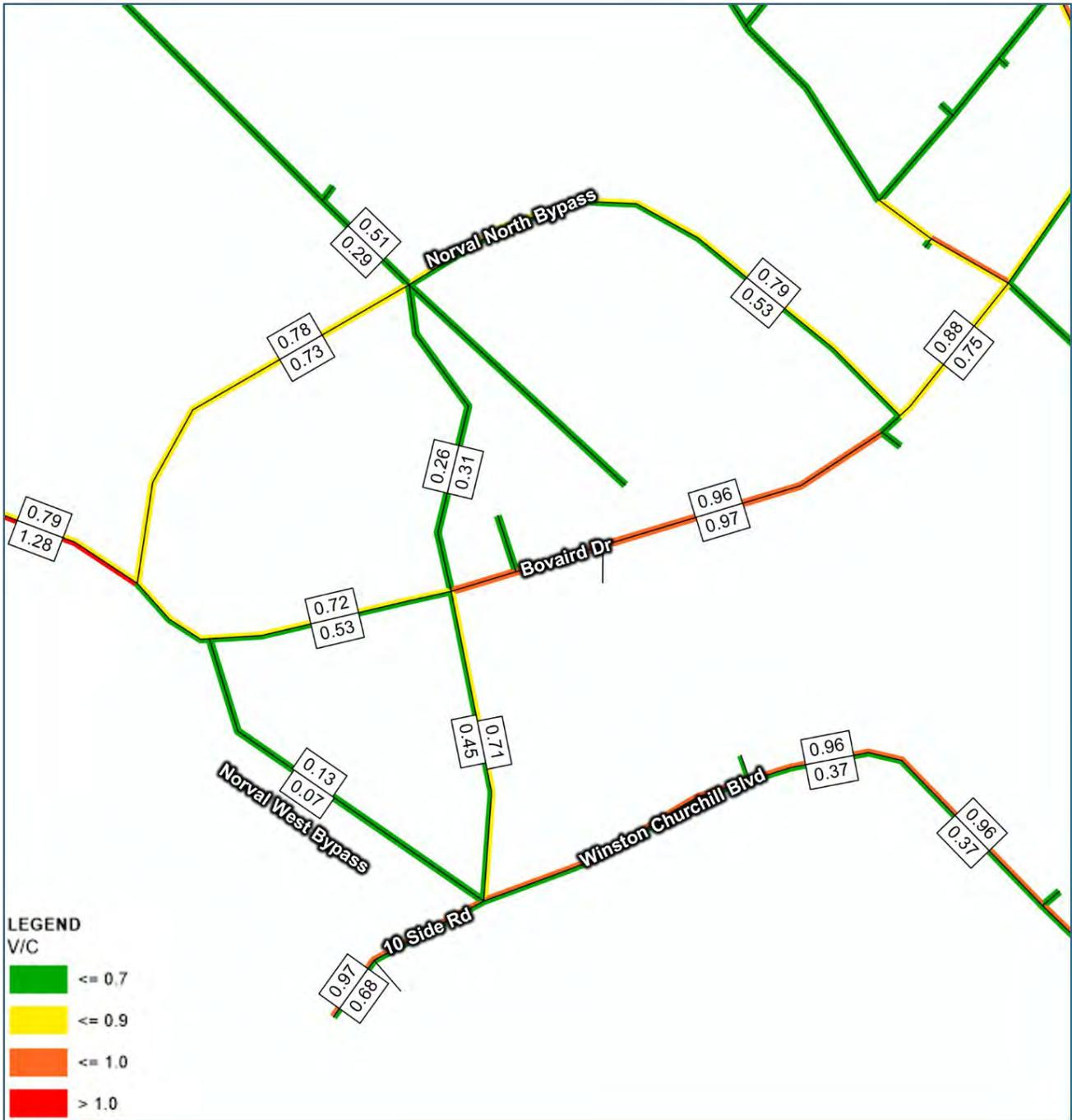


Figure 39: Future 2051 Short List E – Option 3, South Bypass – Corridor Volumes – PM Peak Hour

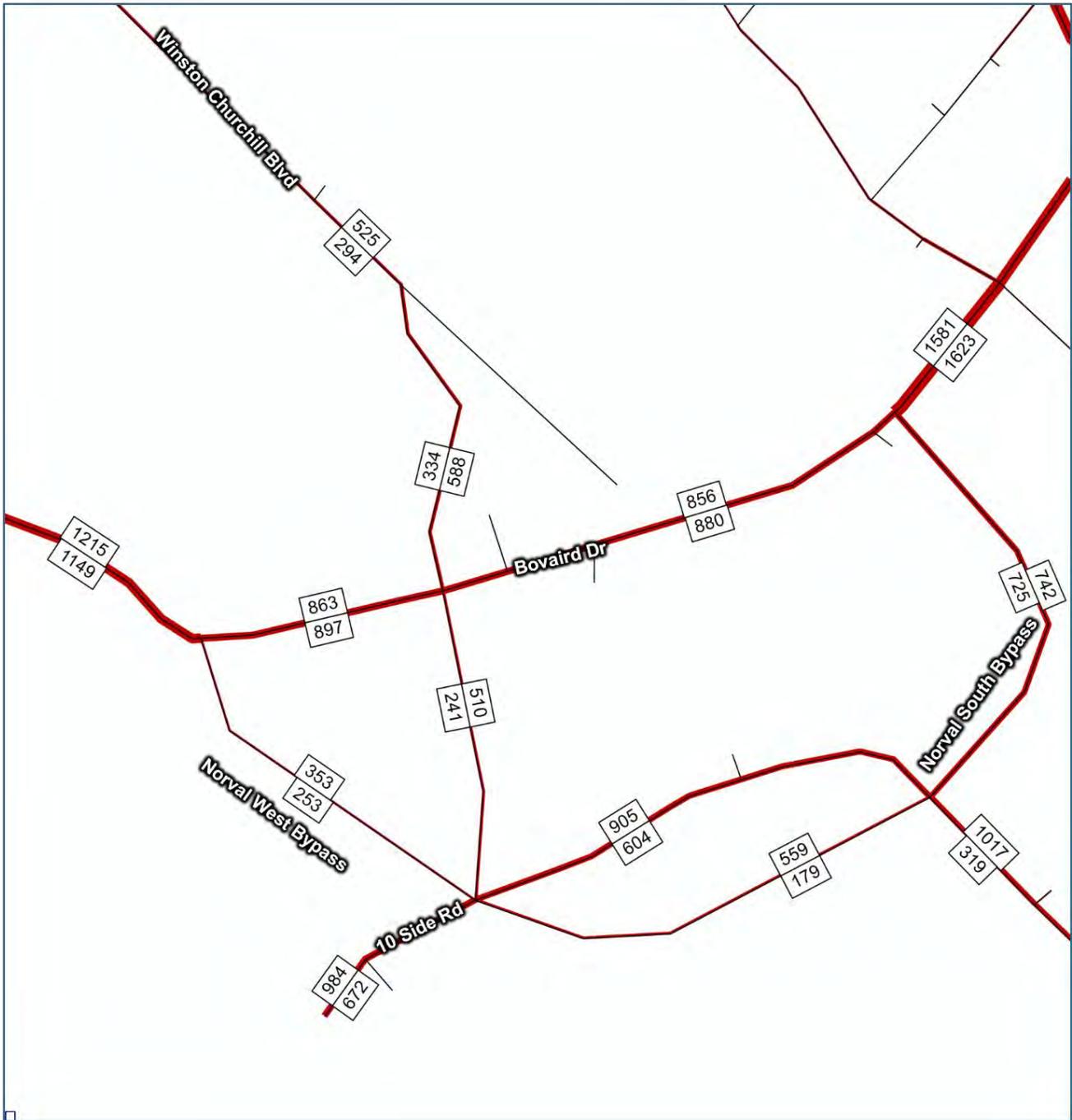


Figure 40: Future 2051 Short List E – Option 3, South Bypass – V/C Ratios – PM Peak Hour



Figure 41: Future 2051 Short List E – Option 4, Bovaird Dr Widening – Corridor Volumes – PM Peak Hour

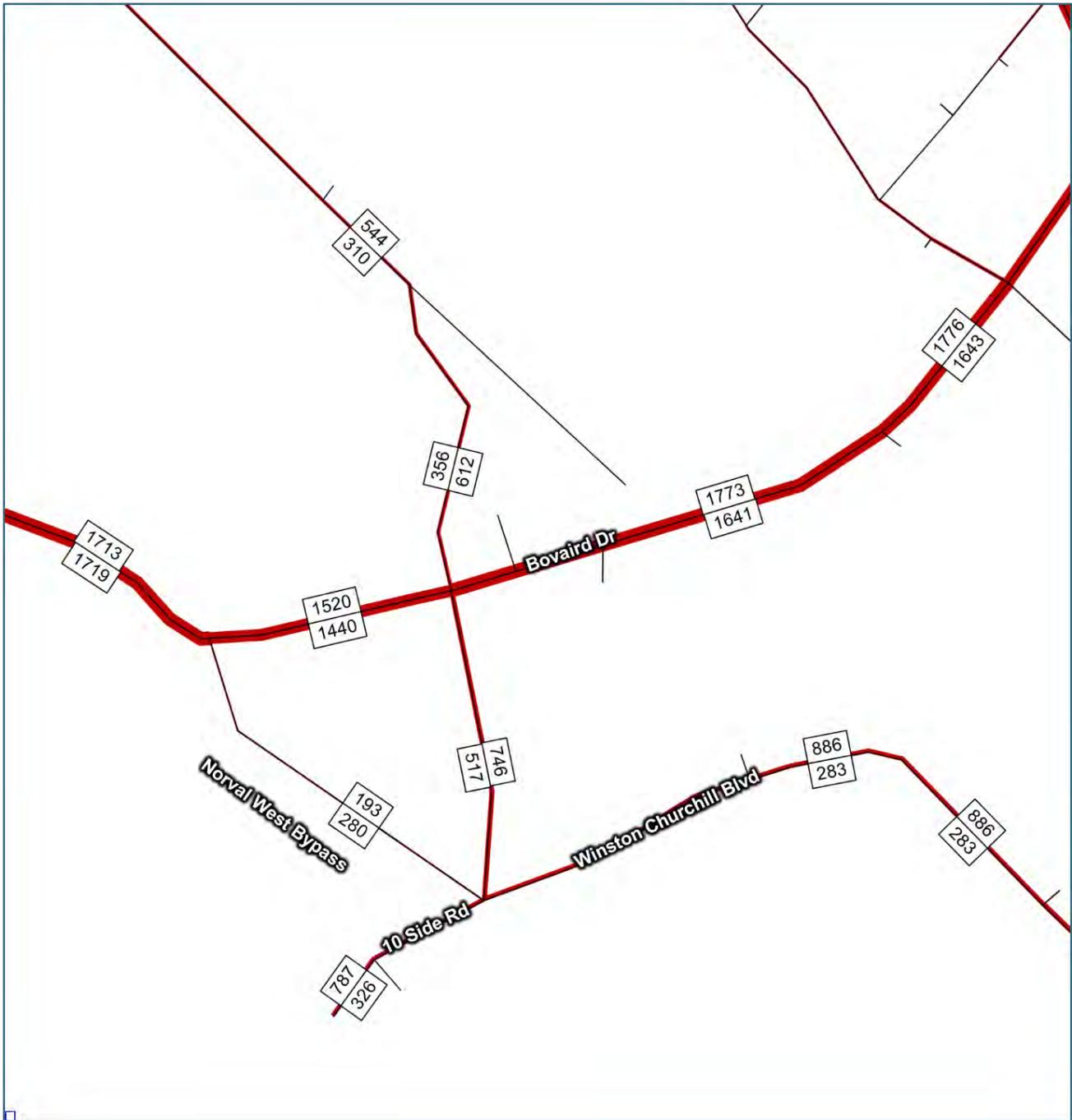
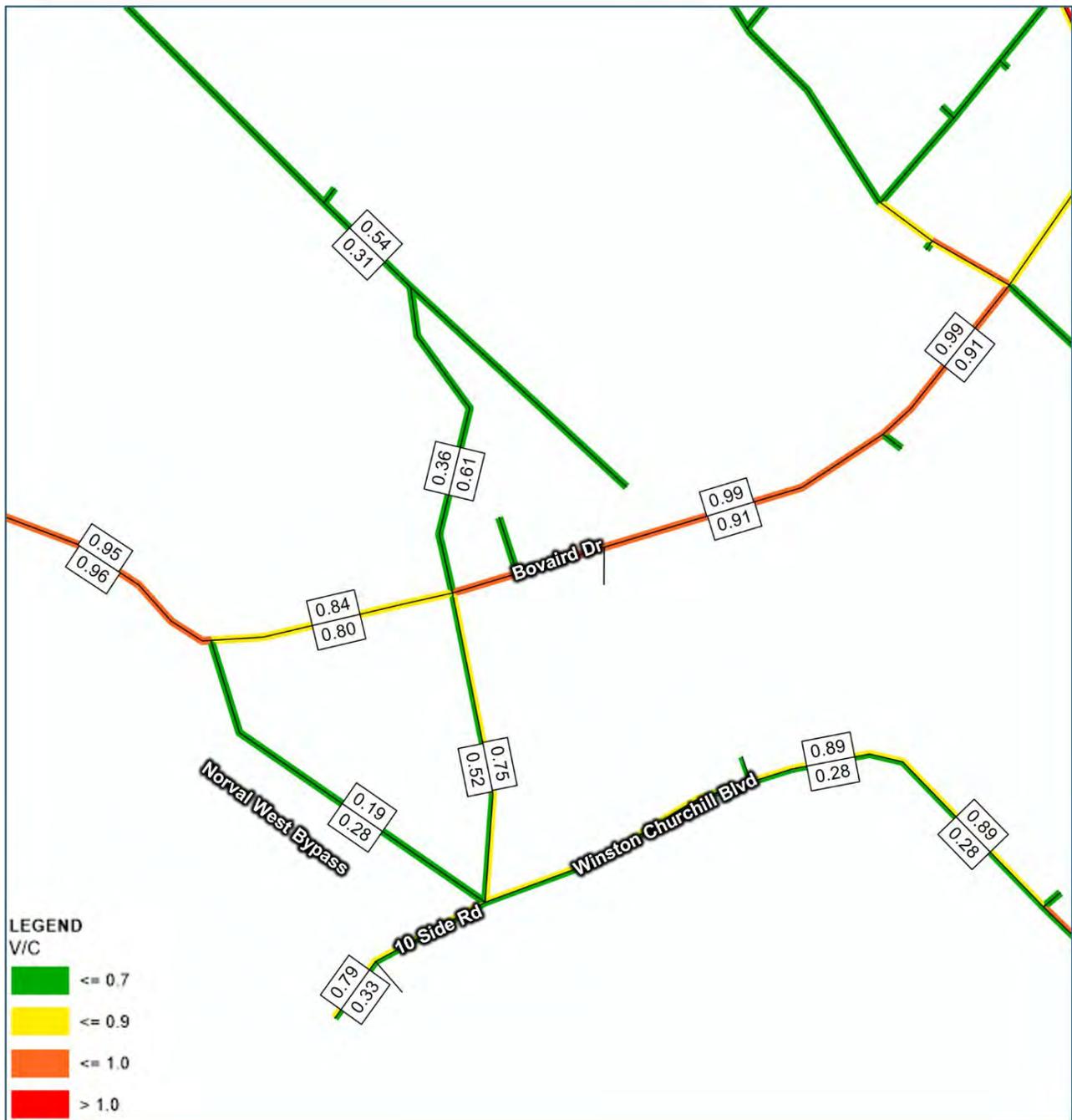


Figure 42: Future 2051 Short List E – Option 4, Bovaird Dr Widening – V/C Ratios – PM Peak Hour



Short List Alternative E Recommendations:

- Screening out Option 1 “Do-Nothing”.
- Carrying forward By-Pass and Widening Options as part of future study by Municipal Partners of HPBATS.

5.0 SHORT LIST ALTERNATIVE F – EXTENSION OF BUICK BOULEVARD (52-2)

Long List F alternatives consider the extension of Buick Boulevard to Pinnacle Parkway, to address balance of street connectivity, recognizing environmental impacts, as well as a realignment of Court Road that straightens out the section at Buick Boulevard.

A comparison of the Long List Alternative F alternatives is illustrated in **Figure 43**.

The alternative alignment provides an improved fine-grained street network within Precinct 52-2 for all modes.

This section presents a comparison of the weekday morning (AM) and afternoon (PM) road network operations associated with each of the alternatives for Short List F. For the purposes of assessing the alternatives, the “refined base” network will be treated as the base to which the alternative network for Short List F is compared to.

Figure 43: Long List Alternative F



Figure 44: Future 2051 Short List F – Base – Corridor Volumes – AM Peak Hour

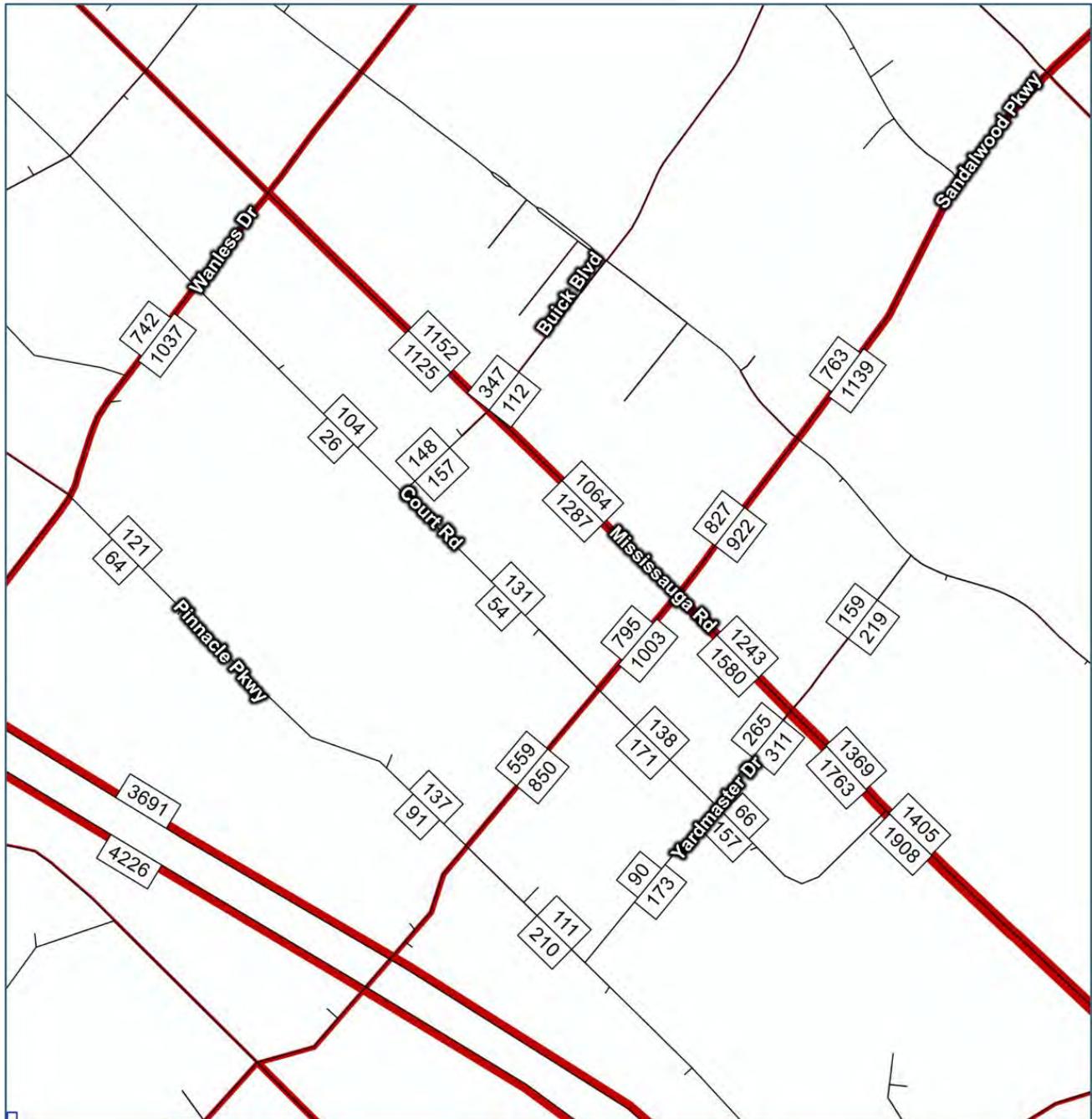


Figure 45: Future 2051 Short List F – Base – V/C Ratios – AM Peak Hour

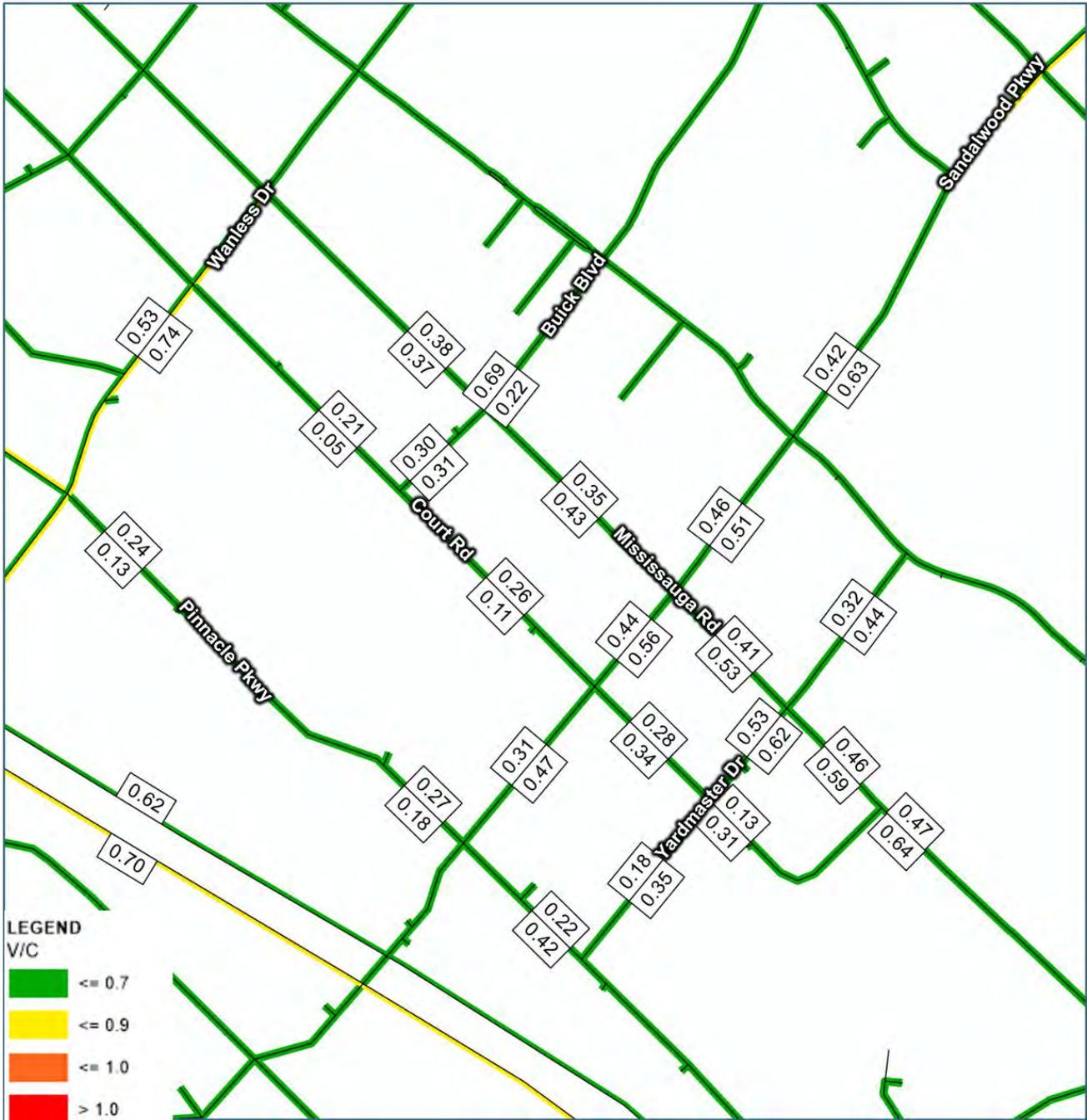


Figure 46: Future 2051 Short List F – Option 2, Buick Boulevard Extension to Pinnacle Parkway – Corridor Volumes – AM Peak Hour

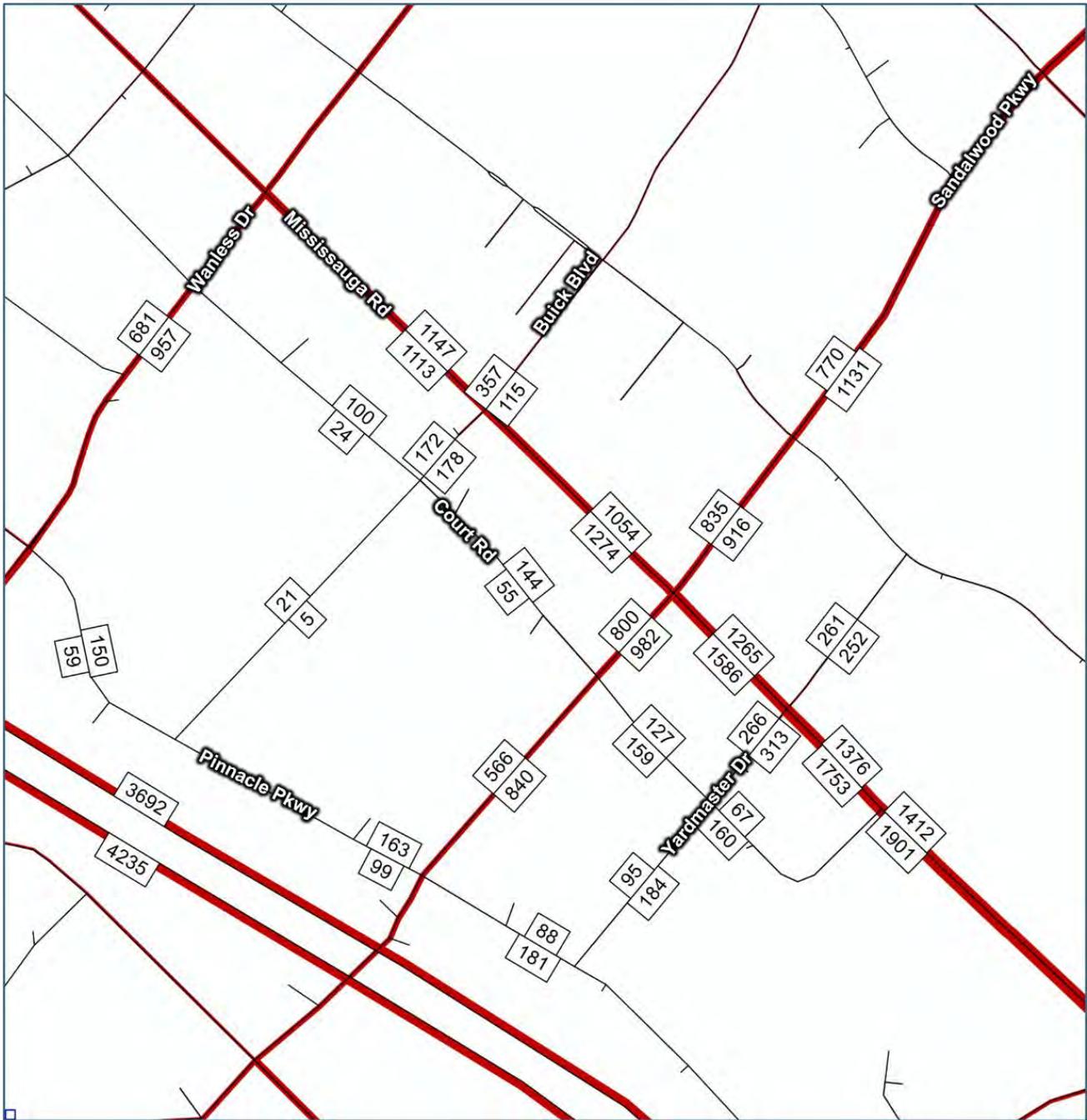


Figure 48: Future 2051 Short List F – Base – Corridor Volumes – PM Peak Hour

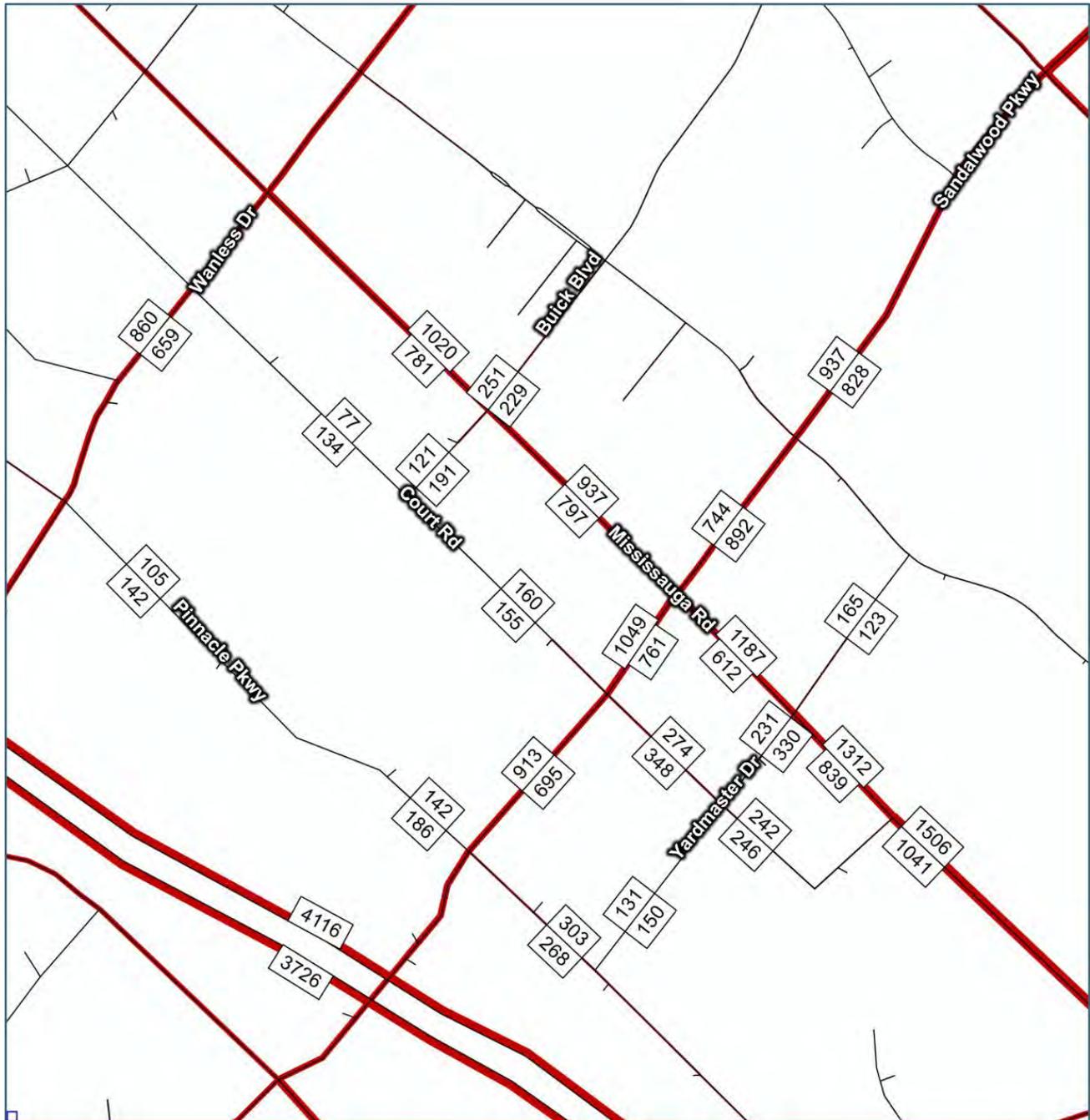


Figure 49: Future 2051 Short List F – Base – V/C Ratios – PM Peak Hour

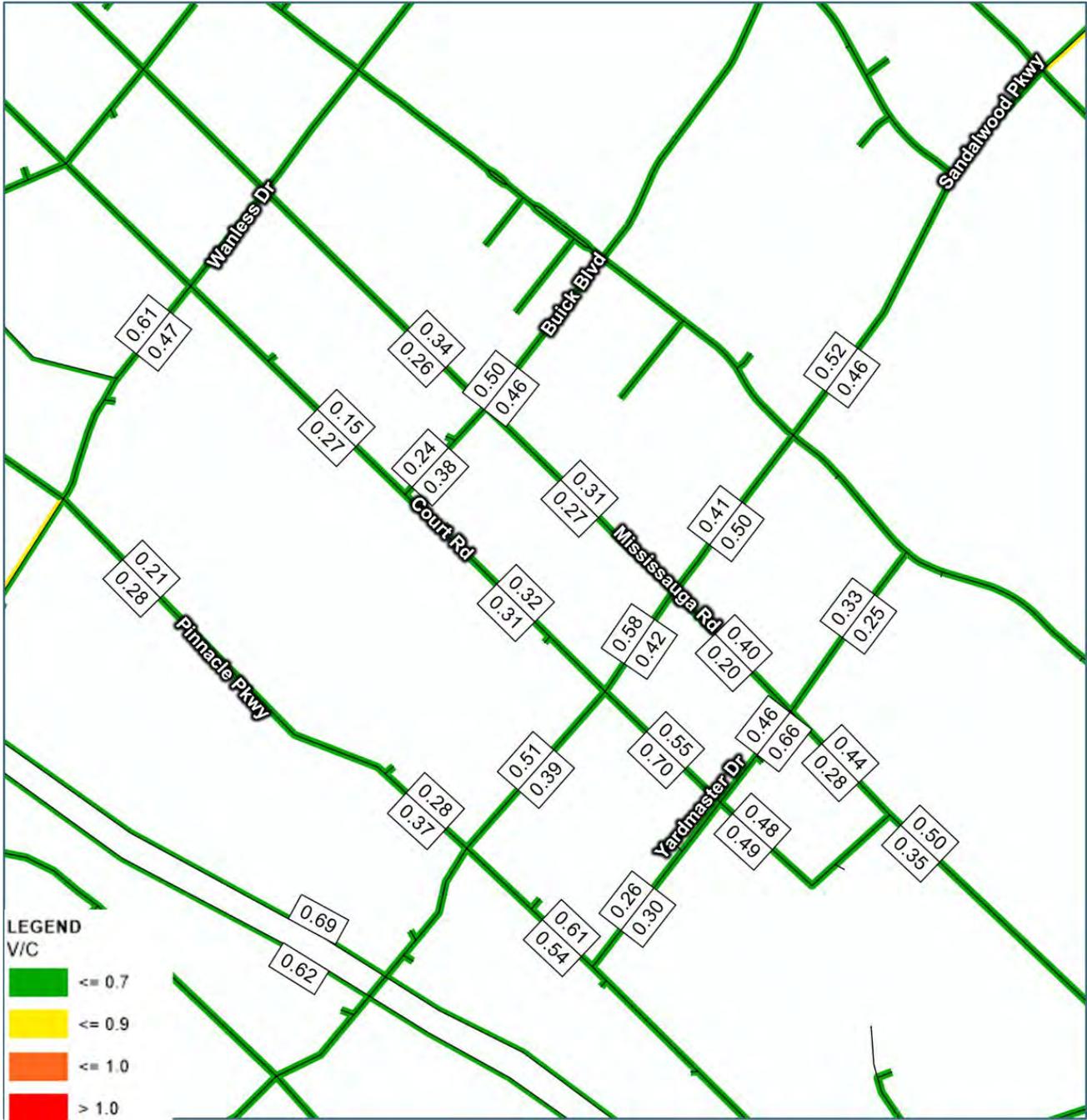


Figure 50: Future 2051 Short List F – Option 2, Buick Boulevard Extension to Pinnacle Parkway – Corridor Volumes – PM Peak Hour

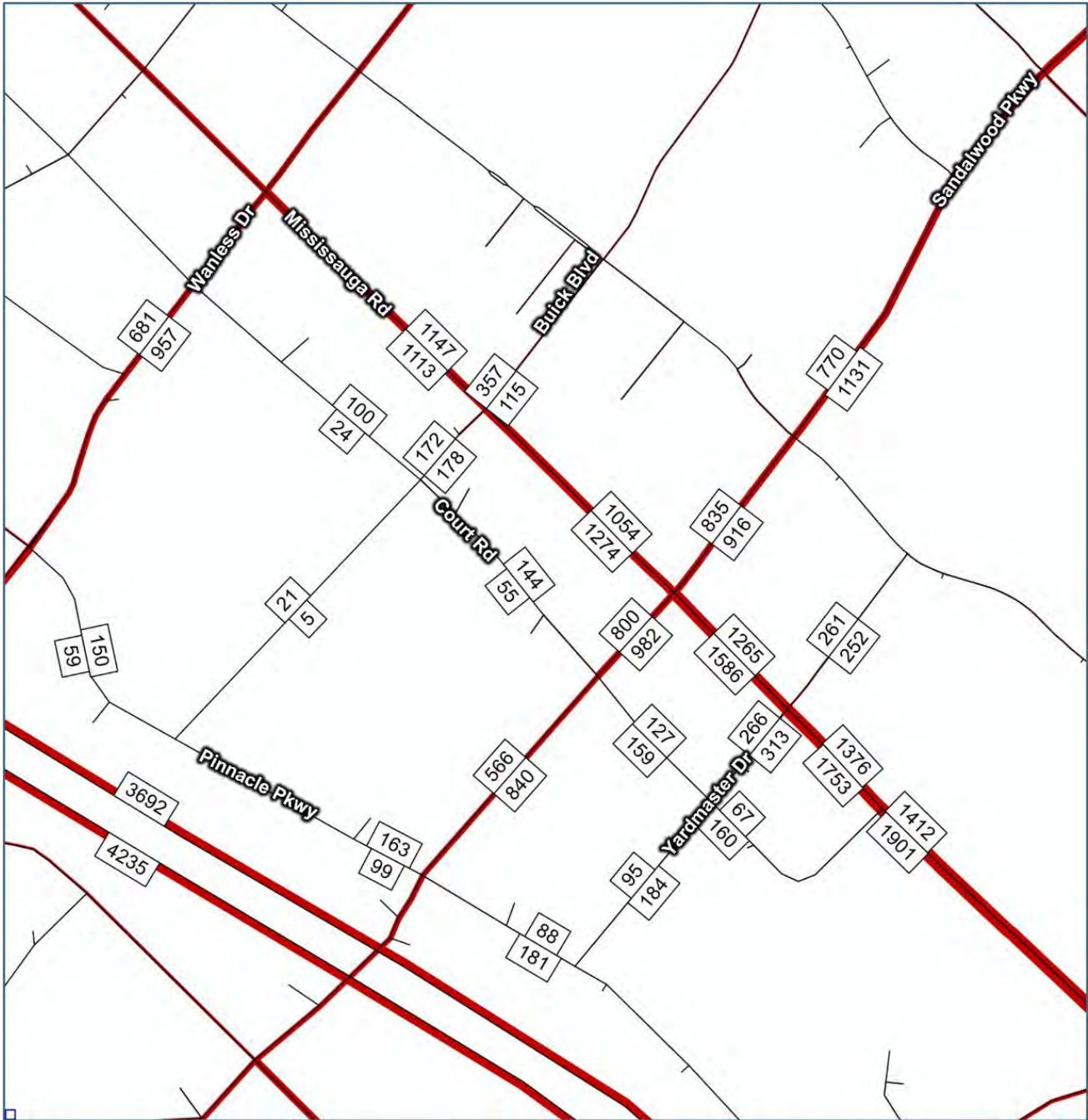
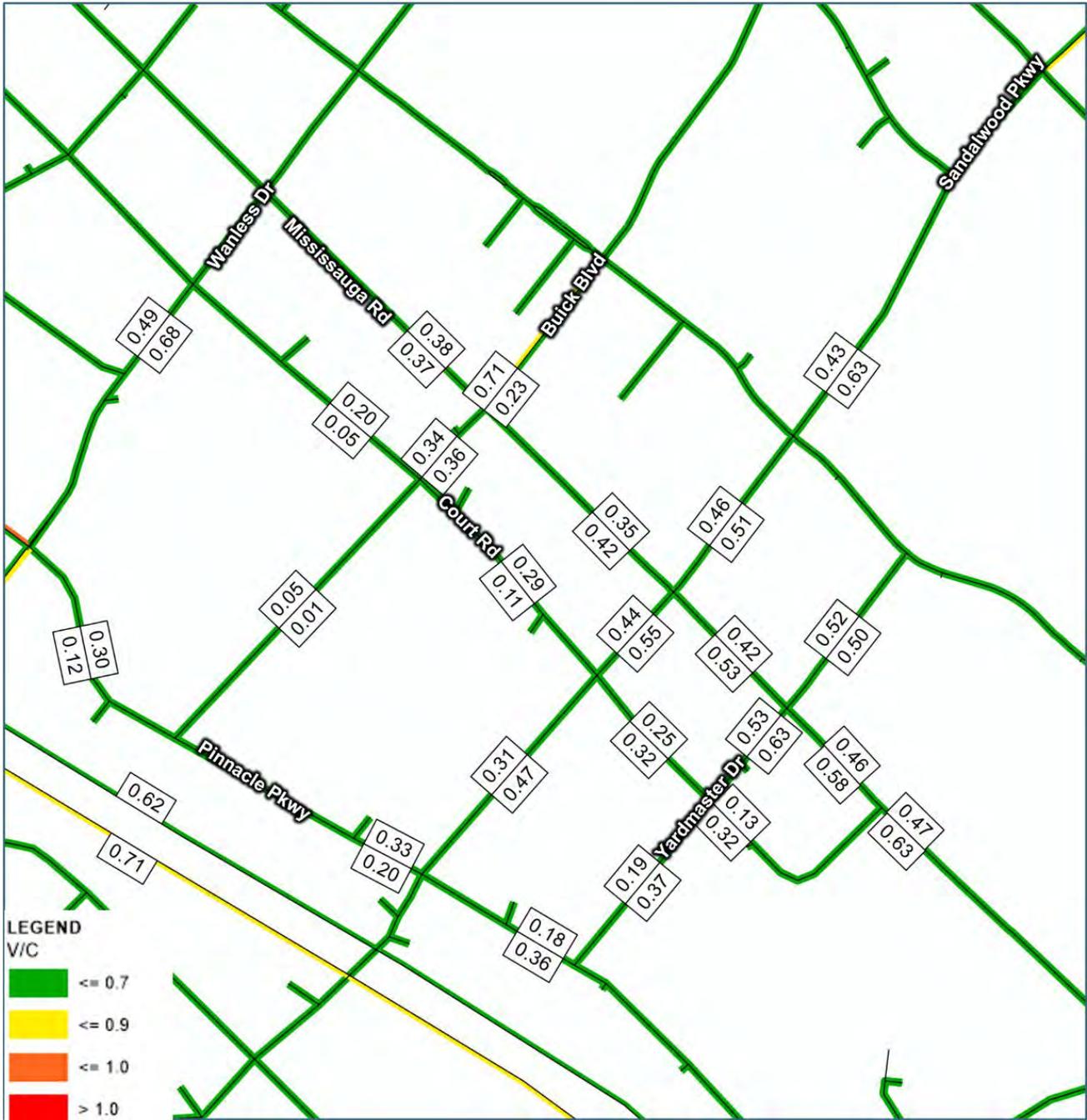


Figure 51: Future 2051 Short List F – Option 2, Buick Boulevard Extension to Pinnacle Parkway – V/C Ratios – PM Peak Hour



Short List Alternative F Recommendation:

- Adopt Option 3, that establishes an active transportation crossing only, along the Buick Boulevard alignment between the east and west sides of Precinct 52-2.

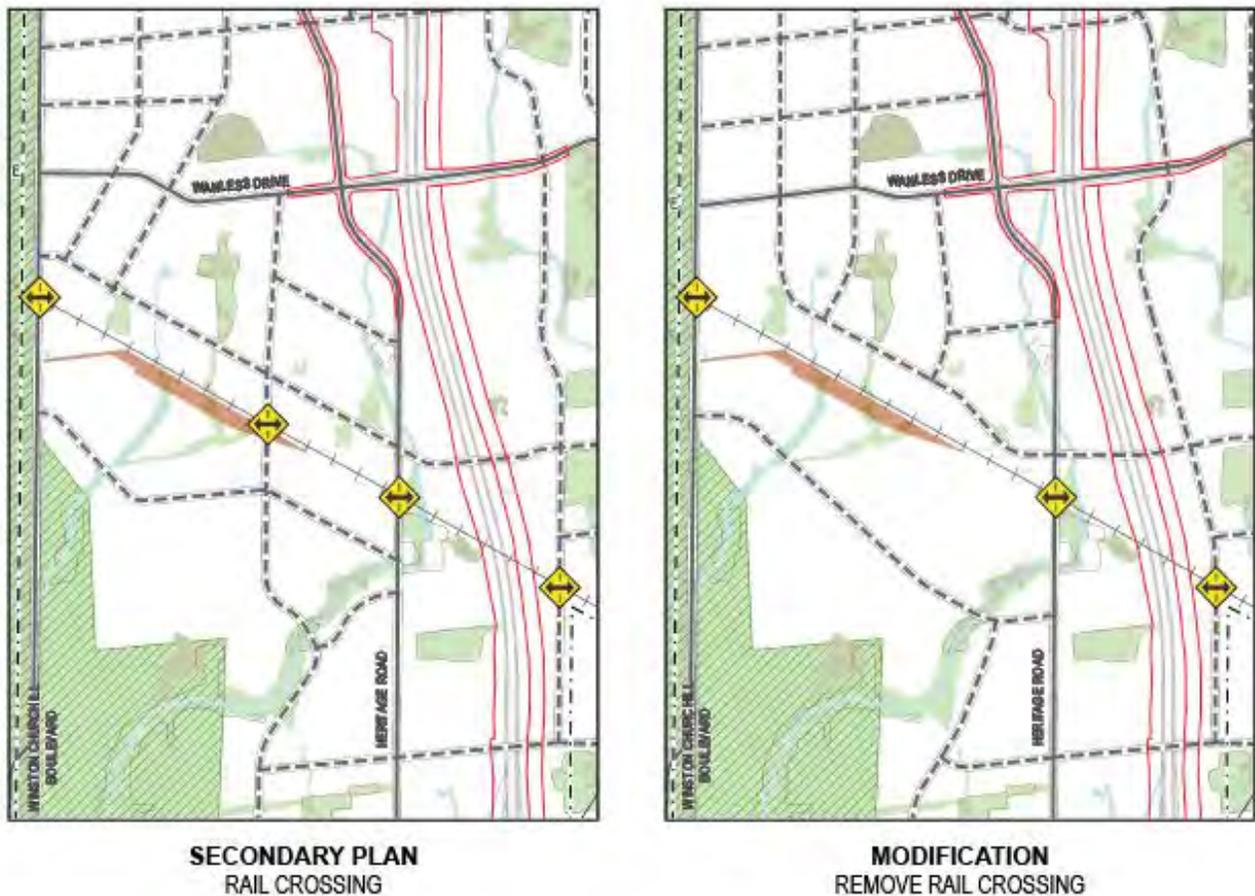


6.0 SHORT LIST ALTERNATIVE G – NORTH SOUTH RAIL CROSSING (52-5 / 52-6)

Short List G alternatives consider re-evaluating the need for a CN Railway crossing and related road alignments to address balance of street connectivity, recognizing CN railway and Metrolinx Layover Facility impacts.

A comparison of the Long List Alternative G alternatives is illustrated in **Figure 52**.

Figure 52: Long List Alternative G



This section presents a comparison of the weekday morning (AM) and afternoon (PM) road network operations associated with each of the alternatives for Short List G. For the purposes of assessing the alternatives, the “refined base” network will be treated as the base to which the alternative network for Short List G is compared to.

Figure 53: Future 2051 Short List G – Option 1, Refined Base – Corridor Volumes – AM Peak Hour

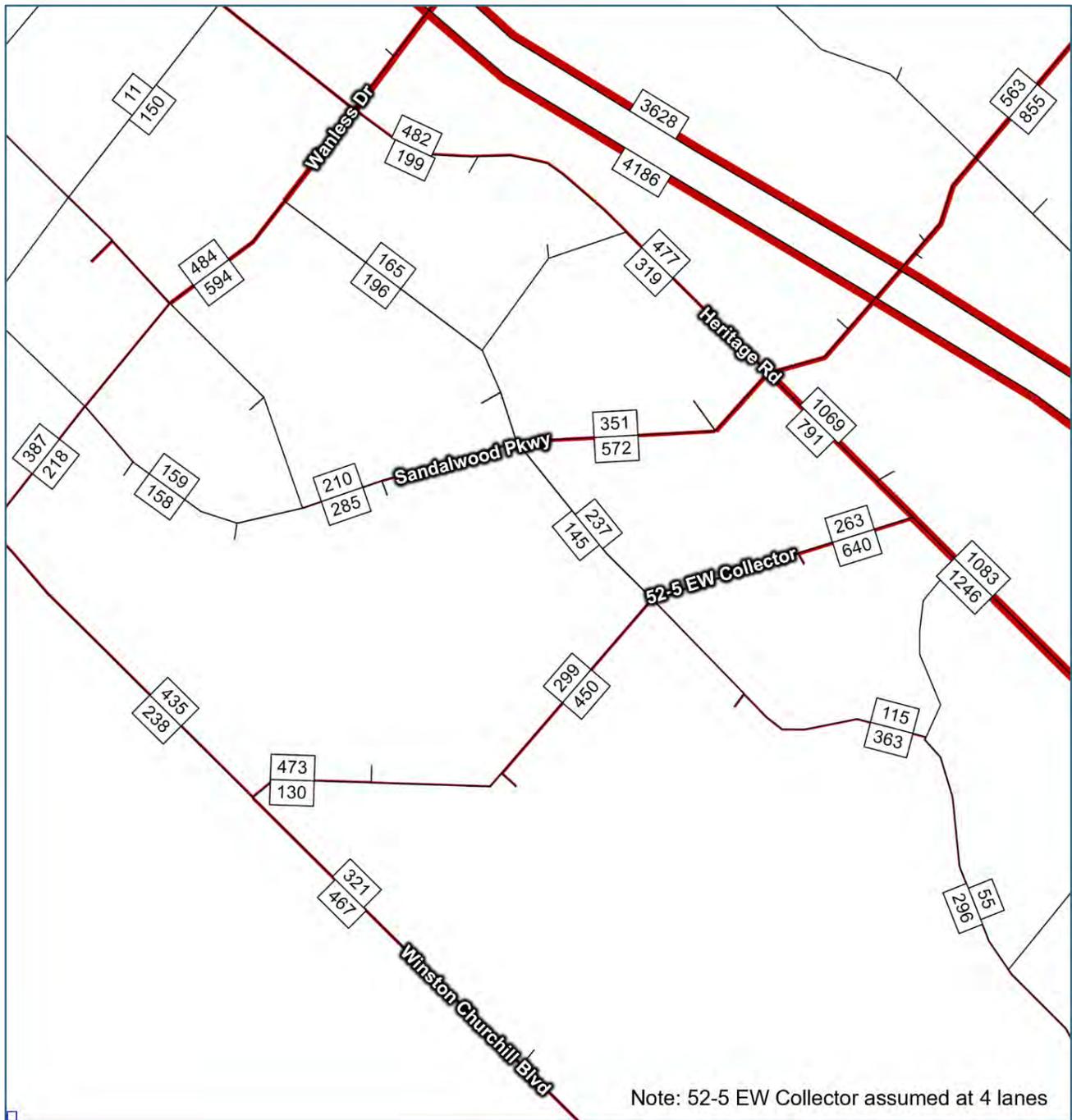


Figure 54: Future 2051 Short List G – Option 1, Refined Base – V/C Ratios – AM Peak Hour

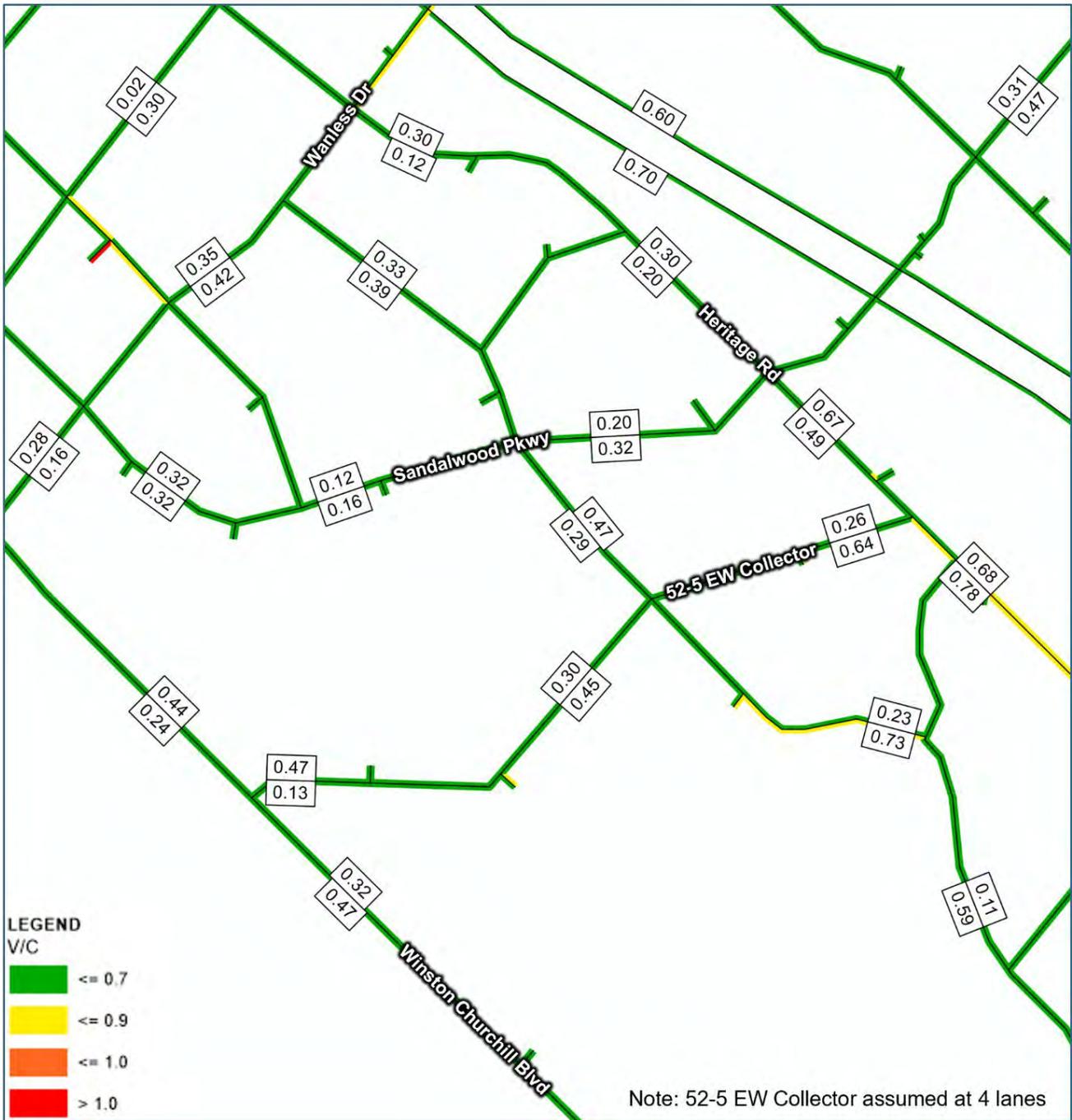


Figure 55: Future 2051 Short List G – Option 2, Remove Rail Crossing – Corridor Volumes – AM Peak Hour

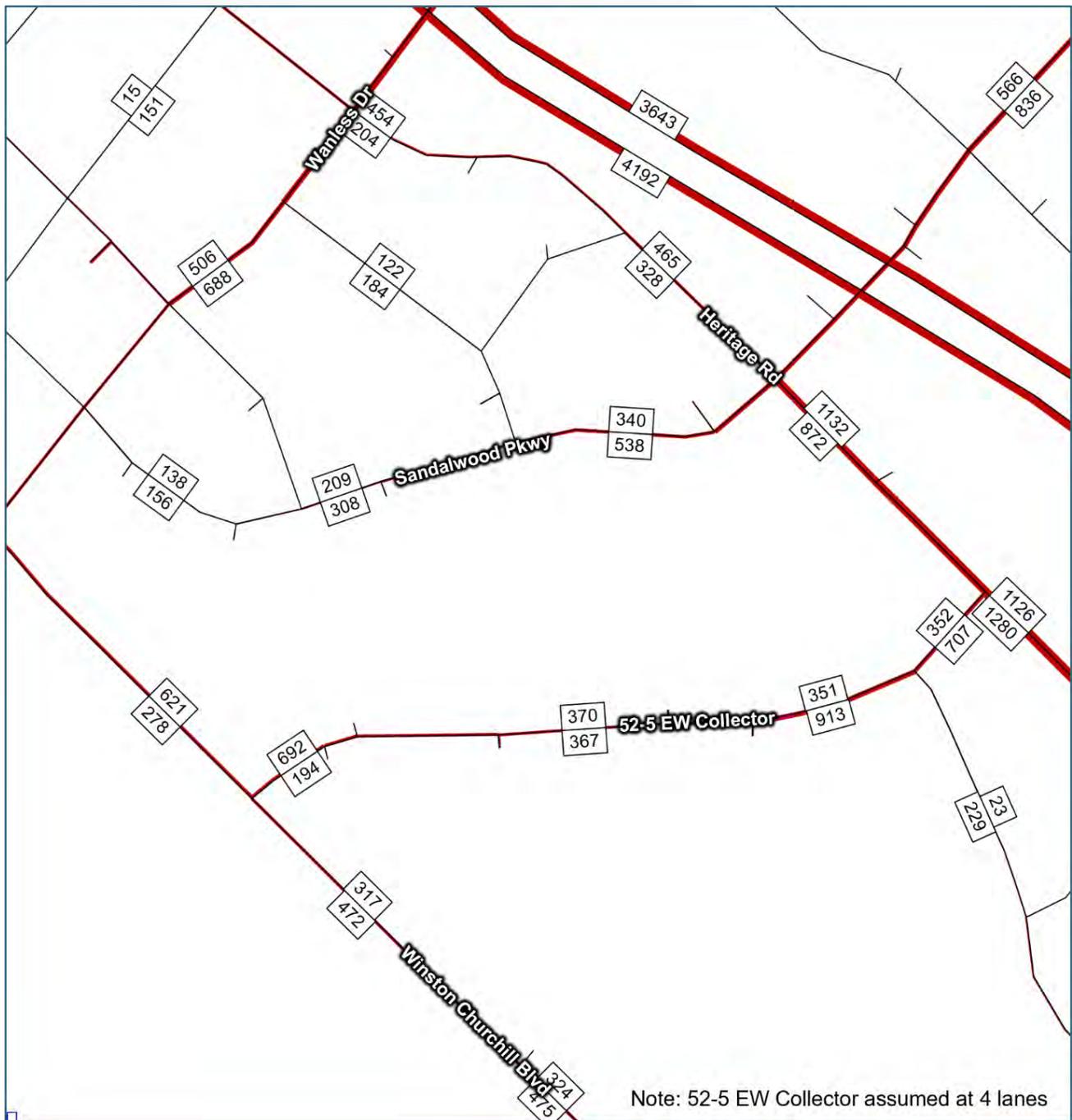


Figure 56: Future 2051 Short List G – Option 2, Remove Rail Crossing – V/C Ratios – AM Peak Hour

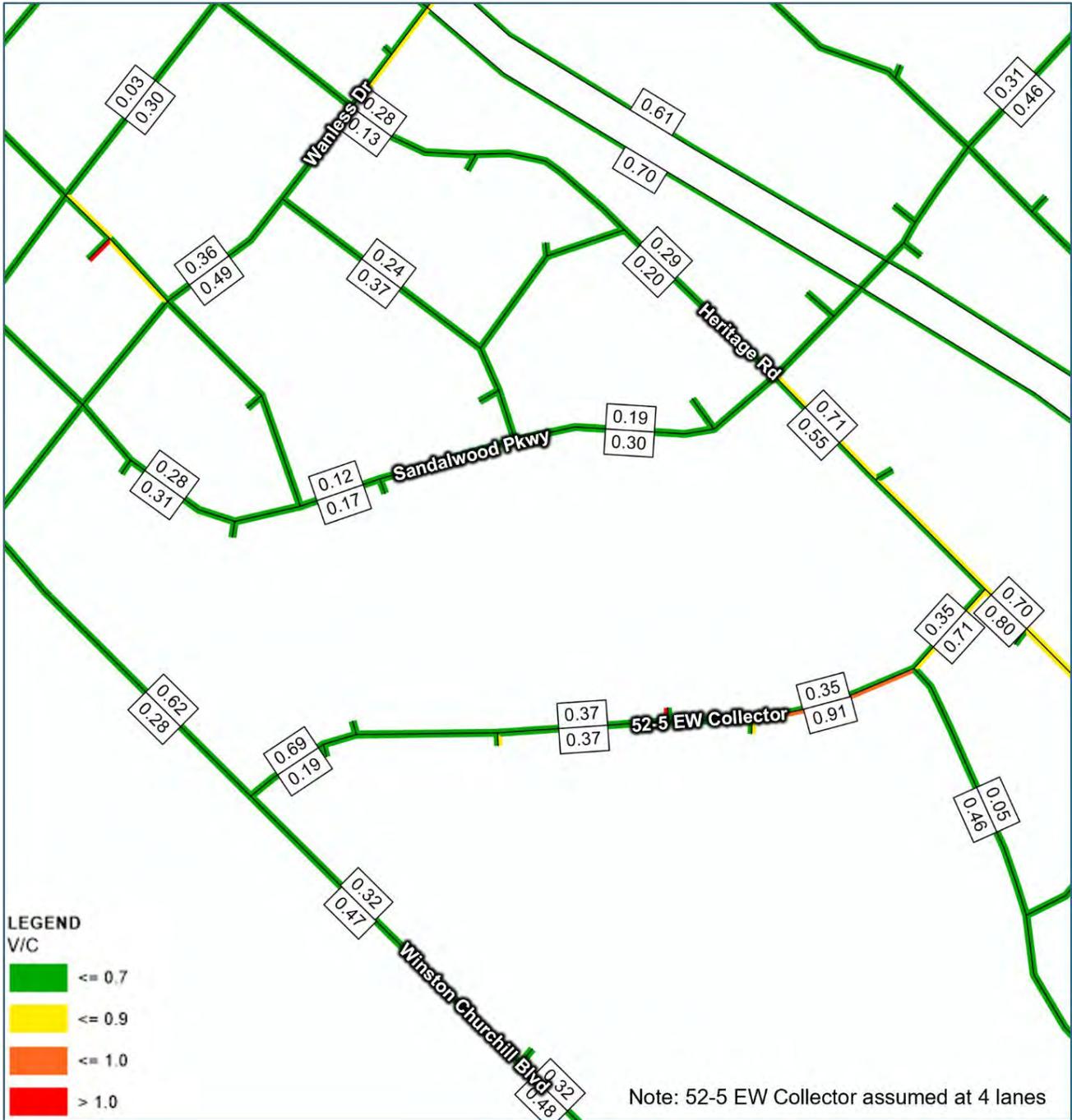


Figure 57: Future 2051 Short List G – Option 1, Refined Base – Corridor Volumes – PM Peak Hour

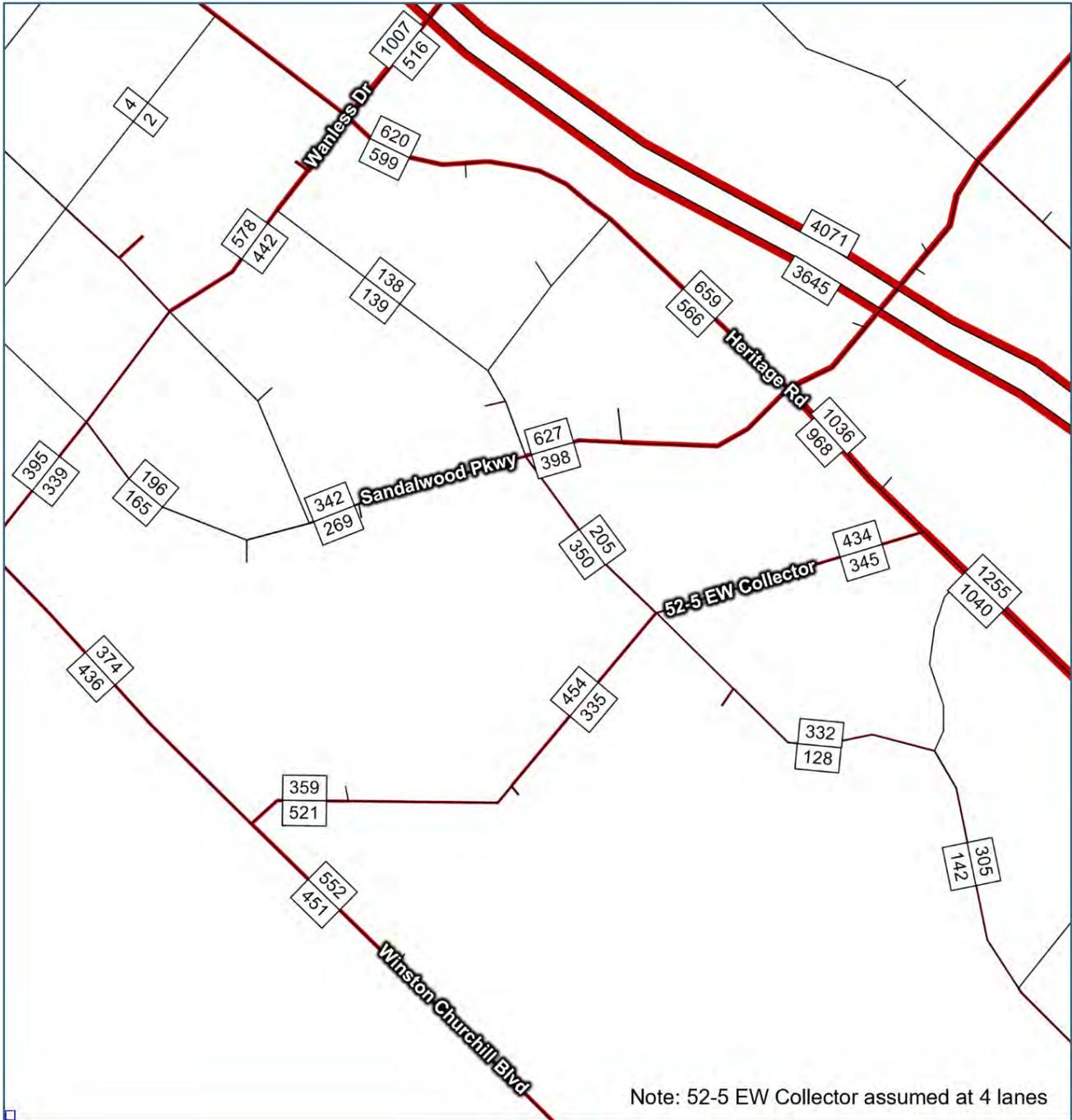


Figure 58: Future 2051 Short List G – Option 1, Refined Base – V/C Ratios – PM Peak Hour

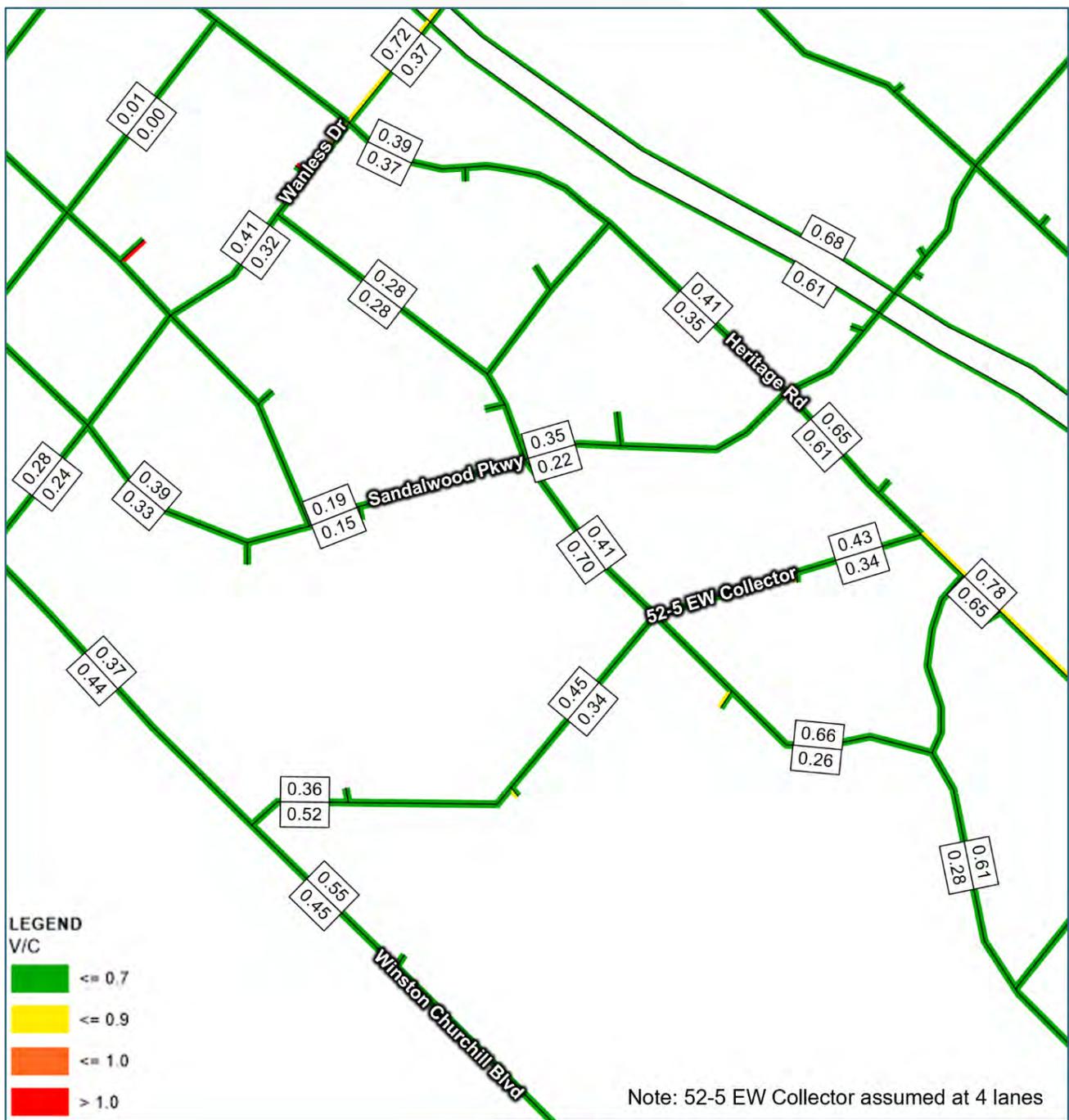


Figure 59: Future 2051 Short List G – Option 2, Remove Rail Crossing – Corridor Volumes – PM Peak Hour

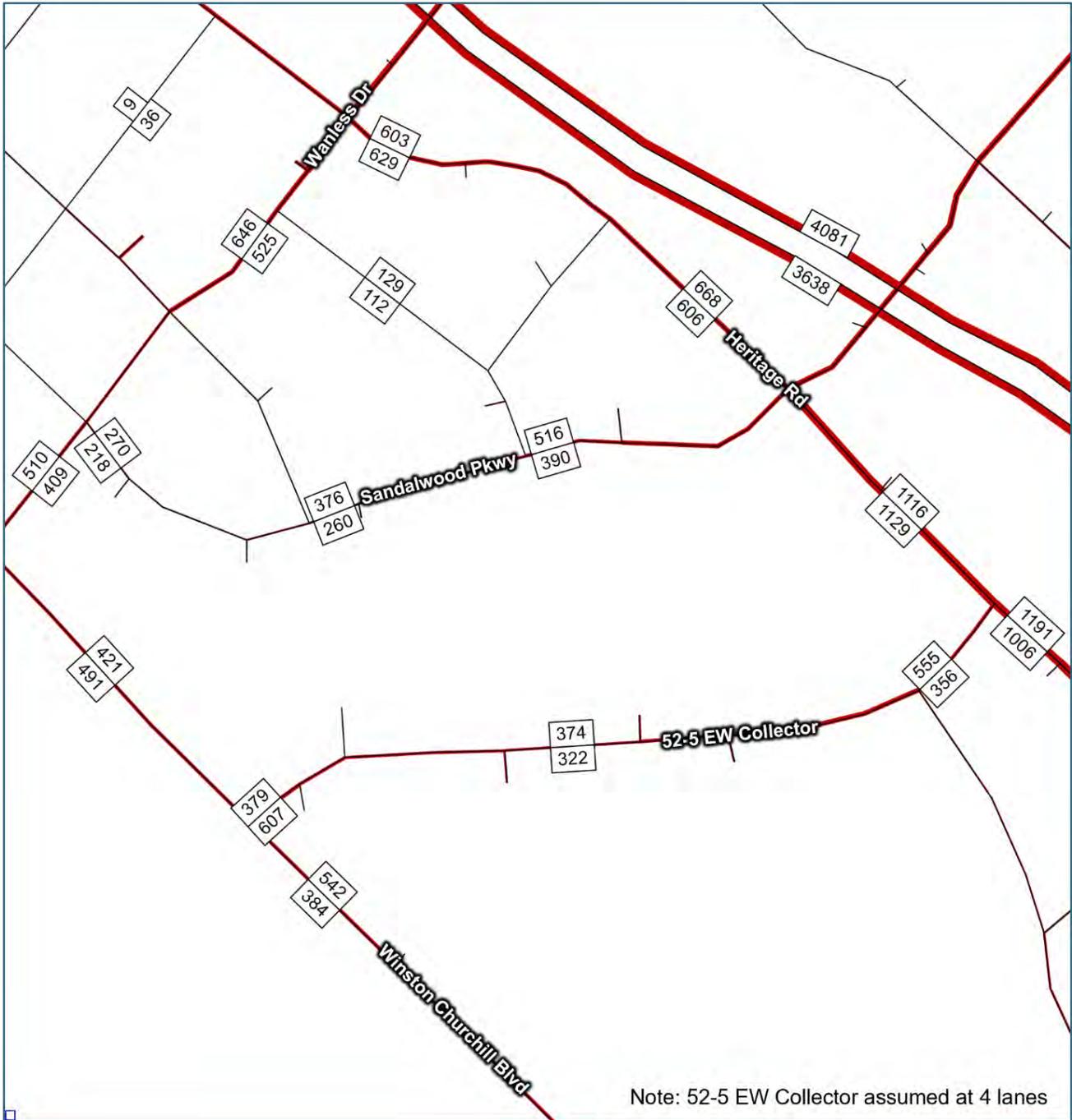


Figure 60: Future 2051 Short List G – Option 2, Remove Rail Crossing – V/C Ratios – PM Peak Hour



Short List Alternative G Recommendation:

- Adopt Option 3, that establishes an active transportation crossing only, over the CN Rail Corridor between Precincts 52-5 and 52-6.



Appendix F:
Terms of Reference for Pedestrian Circulation Plan



Terms of Reference for Pedestrian Circulation Plan

1. According to the Brampton Plan, all new developments should include a sidewalk on both sides of the street to promote safe, walkable, and accessible neighborhoods for pedestrians of all ages and abilities. If an applicant is seeking a one-sidewalk street outside of the exceptions outlined in the Brampton Plan, the applicant must submit a **Pedestrian Circulation Plan**.
2. The Pedestrian Circulation Plan must detail:
 - Sidewalks, walkways, and trail systems.
 - Safe crossing locations.
 - School routes, bike routes, transit corridors, and walksheds.
 - Proposed and potential transit stop locations.
 - Any proposed pedestrian crossover locations.
3. In addition to Brampton Plan Policy 3.4.2.8, if a Pedestrian Circulation Plan is submitted, considerations used to assess the applicability of the one-sided sidewalk cross-section may include but are not limited to:
 - Streets that have a minimum right-of-way width of 16.5m
 - Starts that have the Great to Excellent rating for Block Lengths between streets in the Sustainable New Communities Program guidebook Section MB-1: Block Length
 - Streets that are located in the Neighbourhoods area with single-detached, semi-detached, and/or freehold townhouses and not provide direct access to any destinations (including but not limited to: Parks, Schools, Recreational Facilities and Trails, Active Transportation Links, Commercial Areas, Mixed Use Areas, planned or existing Transit Stops/Stations)
 - Other relevant studies submitted as a part of the application.
4. A Pedestrian Circulation Plan will only be required if an applicant wants to pursue the one-sided sidewalk configuration for local residential roads that do not meet the Brampton Plan's exceptions.
5. If applicable, the submission of the Pedestrian Circulation Plan will occur at the Precinct Plan or Scoped Precinct Plan stage. If modifications arise during the Draft Plan stage that differ from the approved Precinct Plan, an updated Pedestrian Circulation Plan will also be required at this stage.