



HERITAGE HEIGHTS

Let's get it right



Illustration is Artist's concept. E.&O.E.

HERITAGE HEIGHTS

Be a walkable neighbourhood promoting

HEALTH & WELLBEING

Be a place for business and culture to

THRIVE

Be environmentally friendly supporting

CLIMATE MITIGATION

A COMMUNITY WHERE YOU CAN:

- Live, learn, work, play & shop
- Walk to school
- Live without a car
- Start a business
- Hop on the GO or the ZUM
- Pick an apple

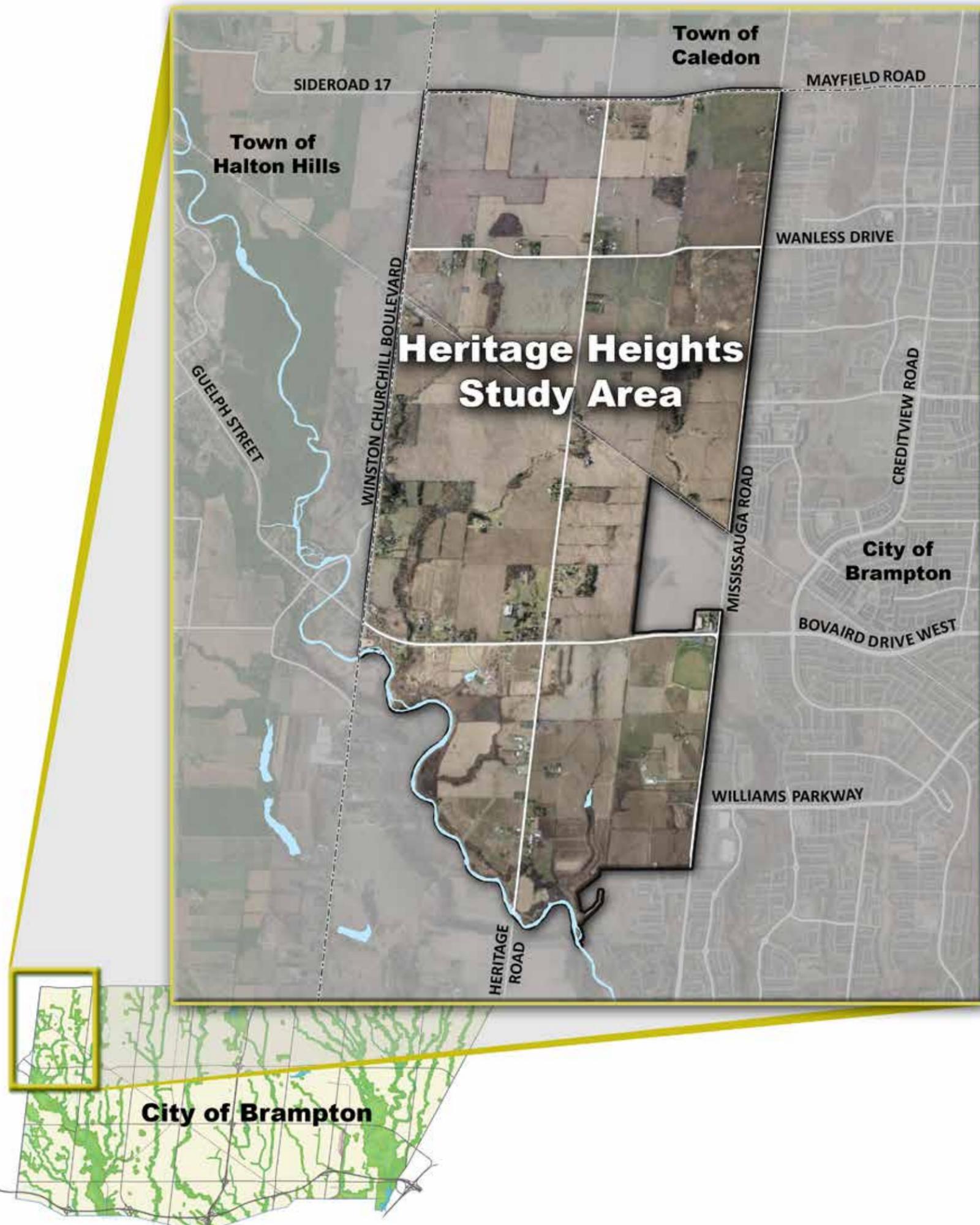
Please note: photo(s) were taken prior to onset of COVID-19 and introduction of physical distancing and mandatory face covering regulations.



HERITAGE HEIGHTS FOLLOWS PROVINCIAL POLICY

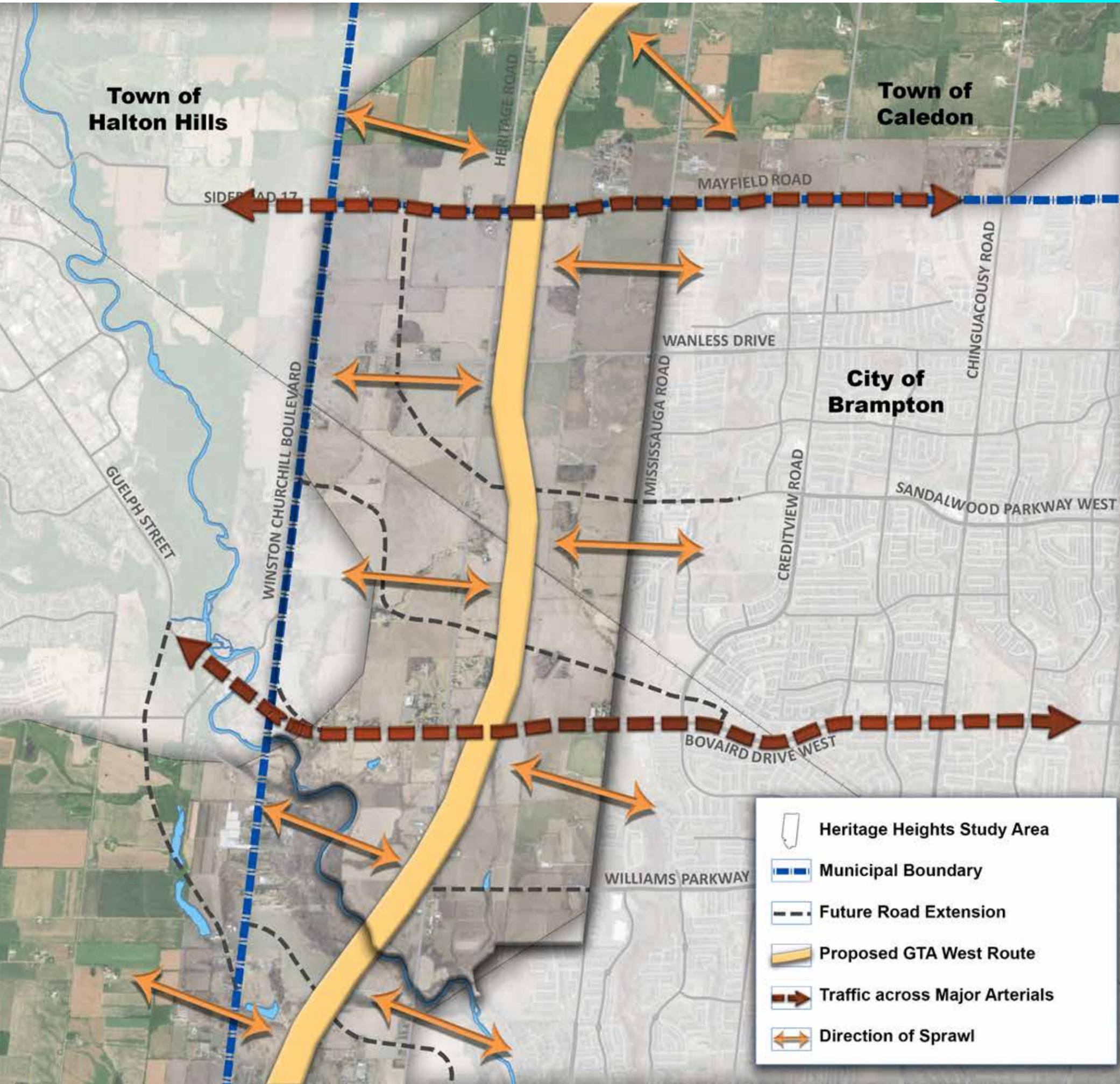


Illustrations and Renderings are Artist's concept. E.&O.E.



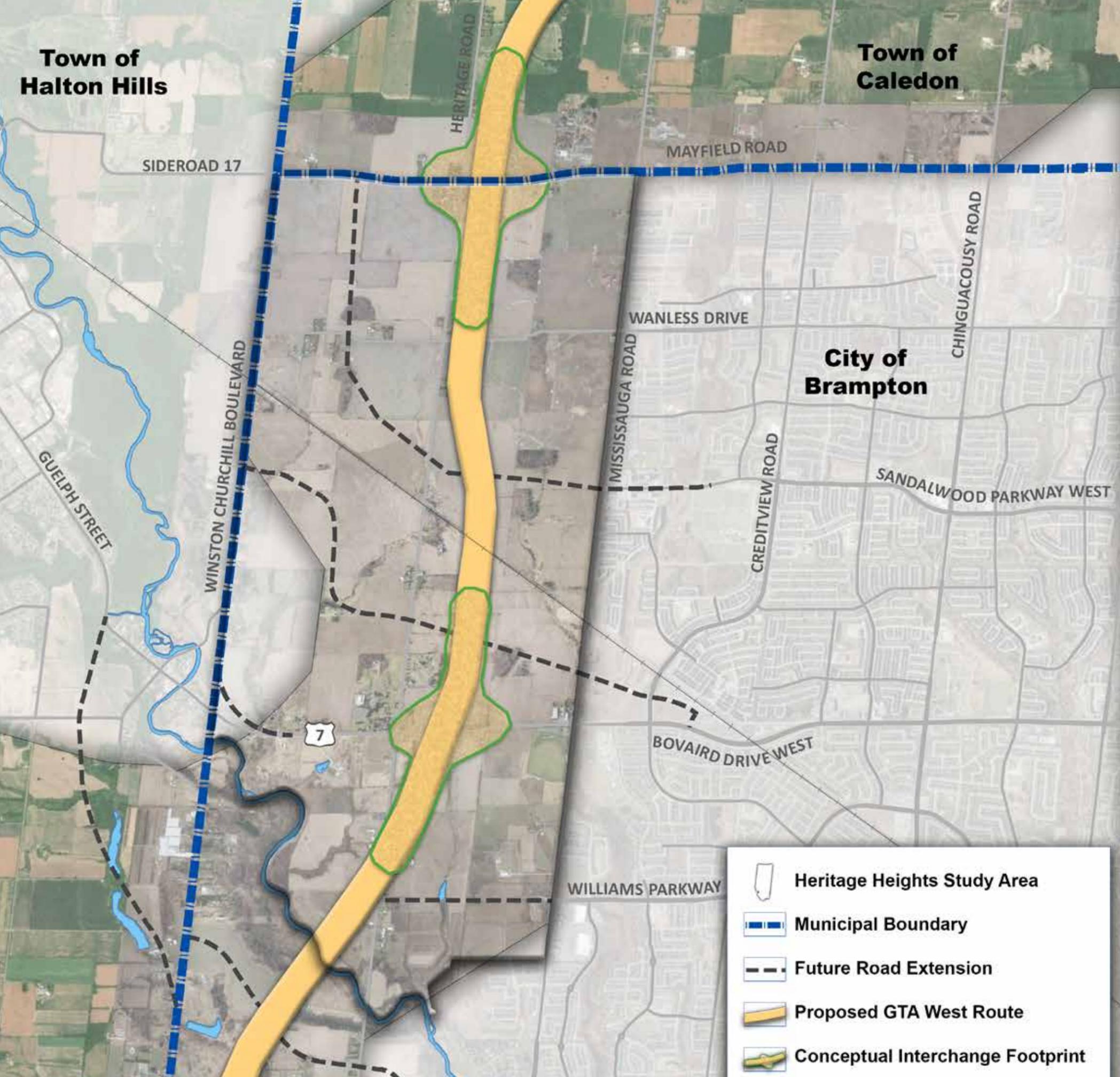
HERITAGE HEIGHTS (AT A GLANCE)

- 4000 acres (1,600 ha)
- 126 Landowners/developers
- 14 years planning history
- \$70 million DC's collected by the Region of Peel (North/South Transportation Corridor)
- 3 Design Charrettes since Sept 2019



HIGHWAY IMPACTS

- BARRIER EFFECT
- VAST LAND REQUIREMENTS
- CONTRIBUTES TO CONGESTION
- OVERLOADS INTERSECTIONS
- PROMOTES URBAN SPRAWL
- LIMITS DEVELOPMENT POTENTIAL
- DECREASES PROPERTY VALUES



GTA WEST CORRIDOR WOULD BISECT HERITAGE HEIGHTS

-  Heritage Heights Study Area
-  Municipal Boundary
-  Future Road Extension
-  Proposed GTA West Route
-  Conceptual Interchange Footprint

Ontario  Search News

Newsroom

Archived News Release

Ontario Not Moving Forward with Highway for GTA West Corridor

Province Proceeding With Planning for Future Infrastructure Needs

February 9, 2018 12:30 P.M. | [Ministry of Transportation](#)

GTA

Province puts brakes on GTA West highway

By **Noor Javed** Staff Reporter
Fri., Feb. 9, 2018 | 3 min. read



ONTARIO GOVERNMENT SHELVED HIGHWAY PLANS IN 2017

- **2016 GTA West Advisory Panel appointed**
 - **2017 panel determined the GTA West (Hwy 413) is not the best way to address changing transportation needs**
 - **Modeling showed 413 would only save drivers 30-60 seconds per vehicle trip**
- **2018 narrower corridor protected**



HERITAGE HEIGHTS CONCEPT PLAN:

catalyzes mixed use development / maximizes land values / stimulates job creation

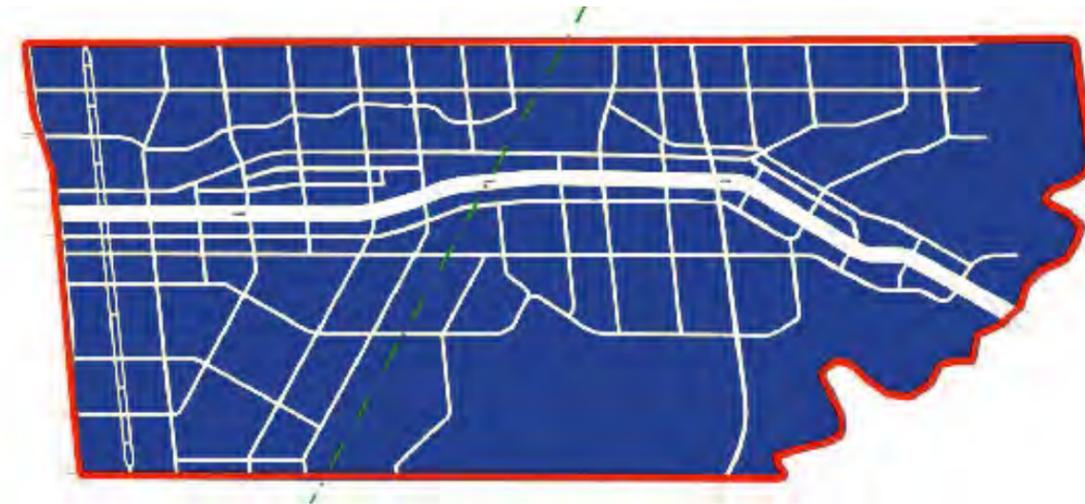
THIS



NOT THIS



MAKING SMART INFRASTRUCTURE INVESTMENTS



BOULEVARD CONCEPT

- Robust connected street network
- Multiple routing options
- Multi modal
- Maximizes short trip making
- Flexible
- Framework for a complete community



HIGHWAY MODEL

- Barrier effect
- Sparse network
- Bigger, faster roads
- Car oriented
- Encourages longer haul car trips
- Adds to congestion
- Harder to change

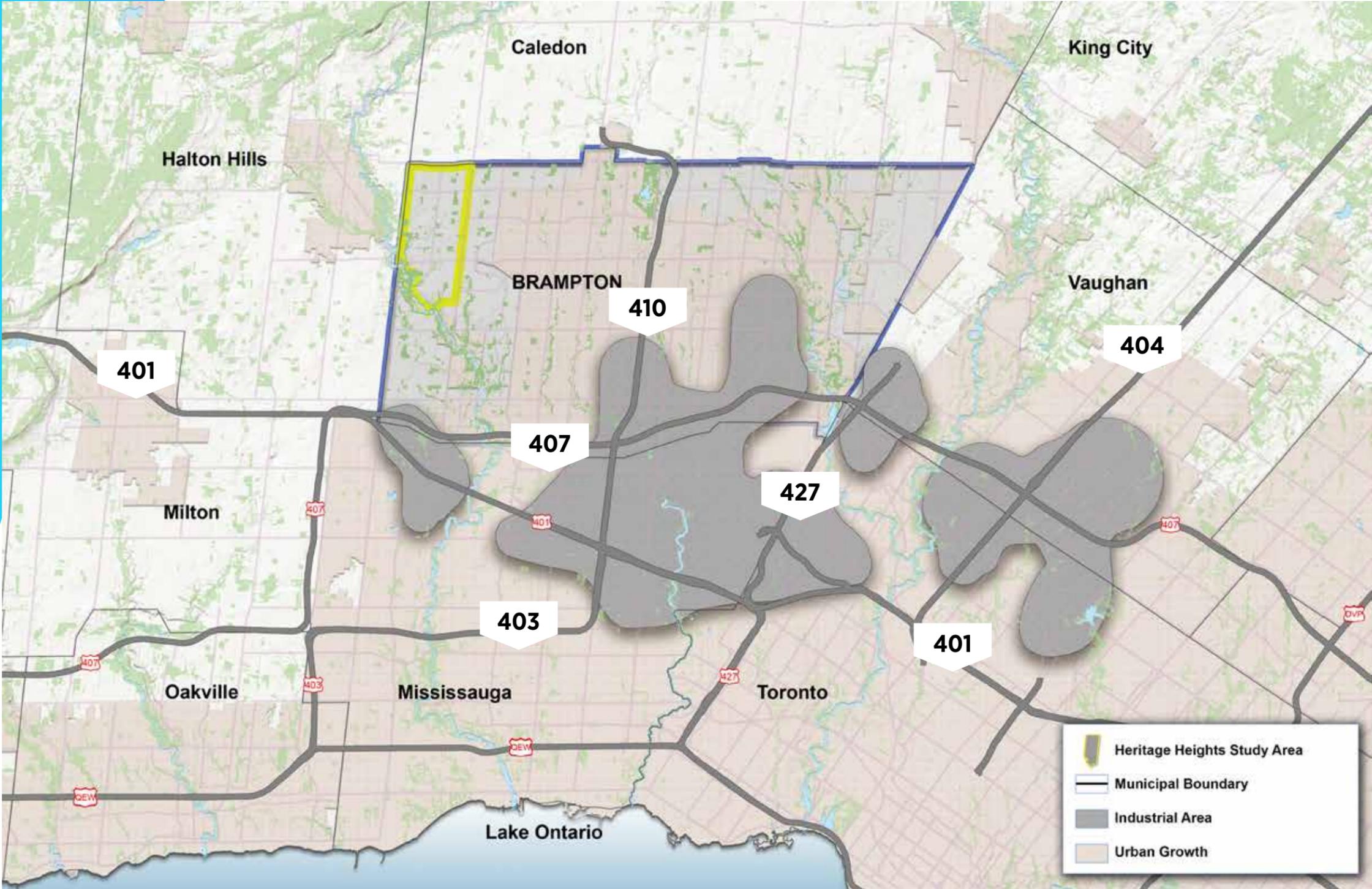
URBAN BOULEVARD VS SUPERHIGHWAY

ENGAGING / DIVERSE /
GREATER TRIPS

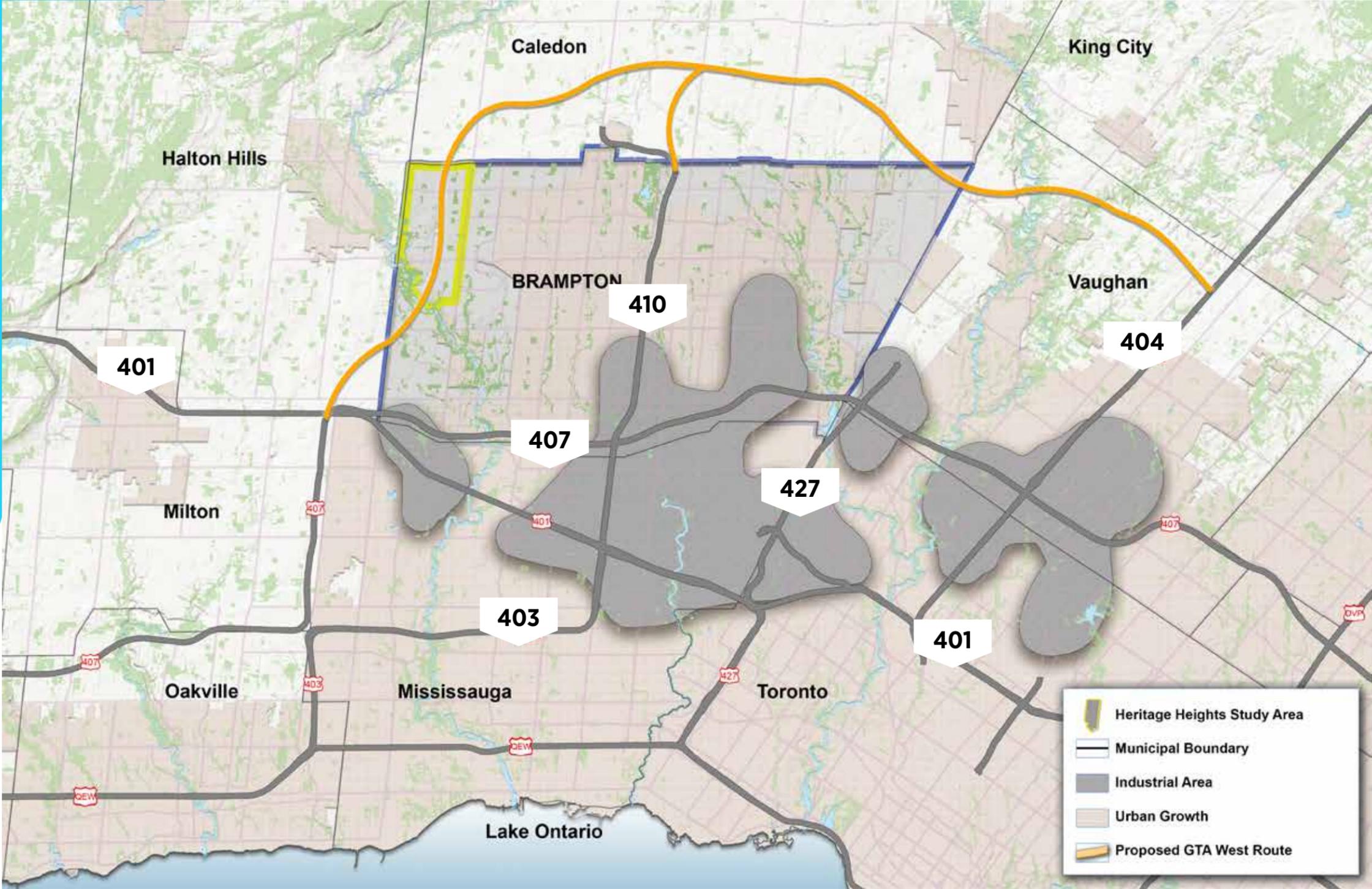
VAST EXPANSION / STERILE /
HIGH SPEEDS



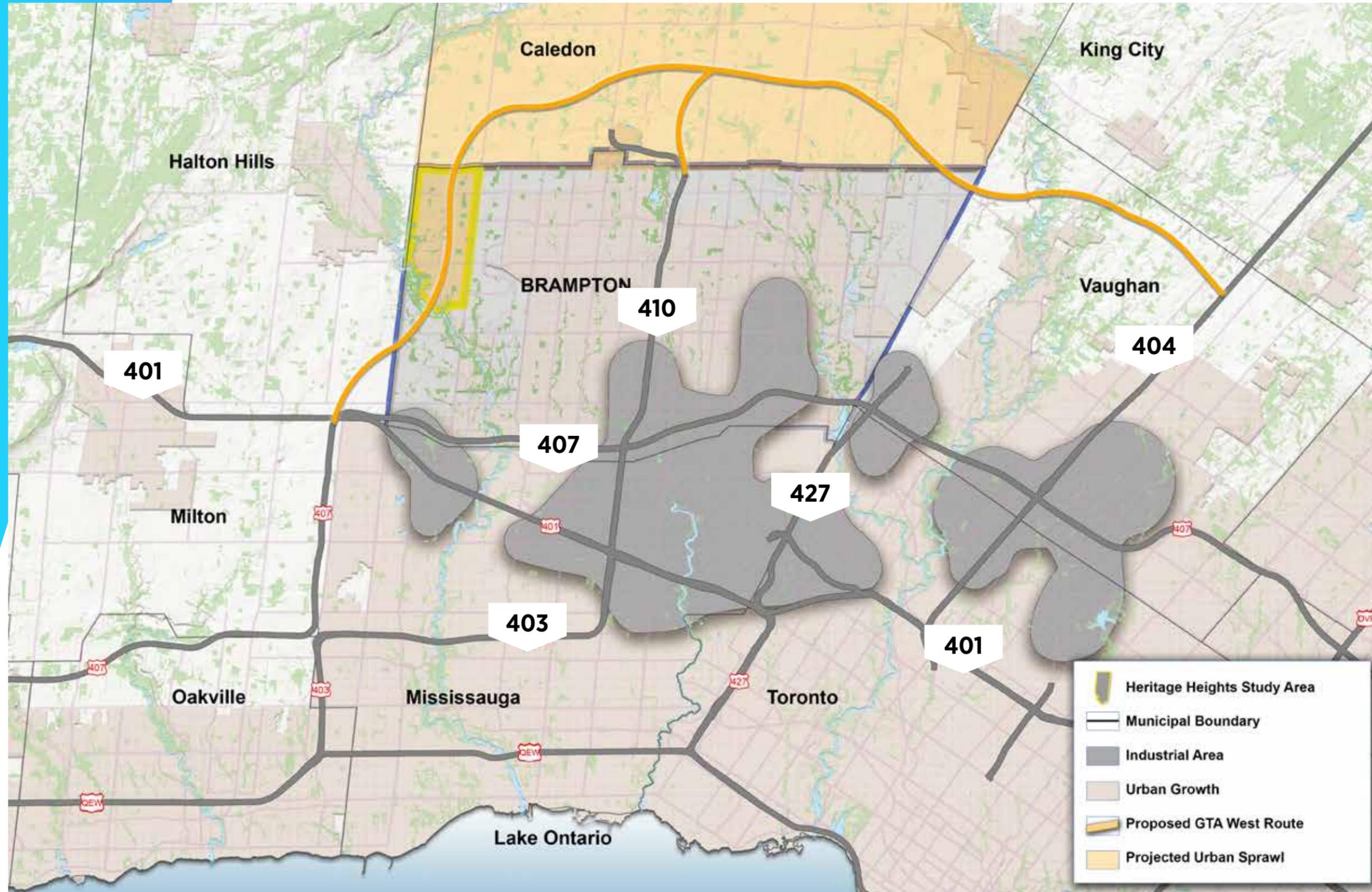
EXISTING INDUSTRIAL ZONES



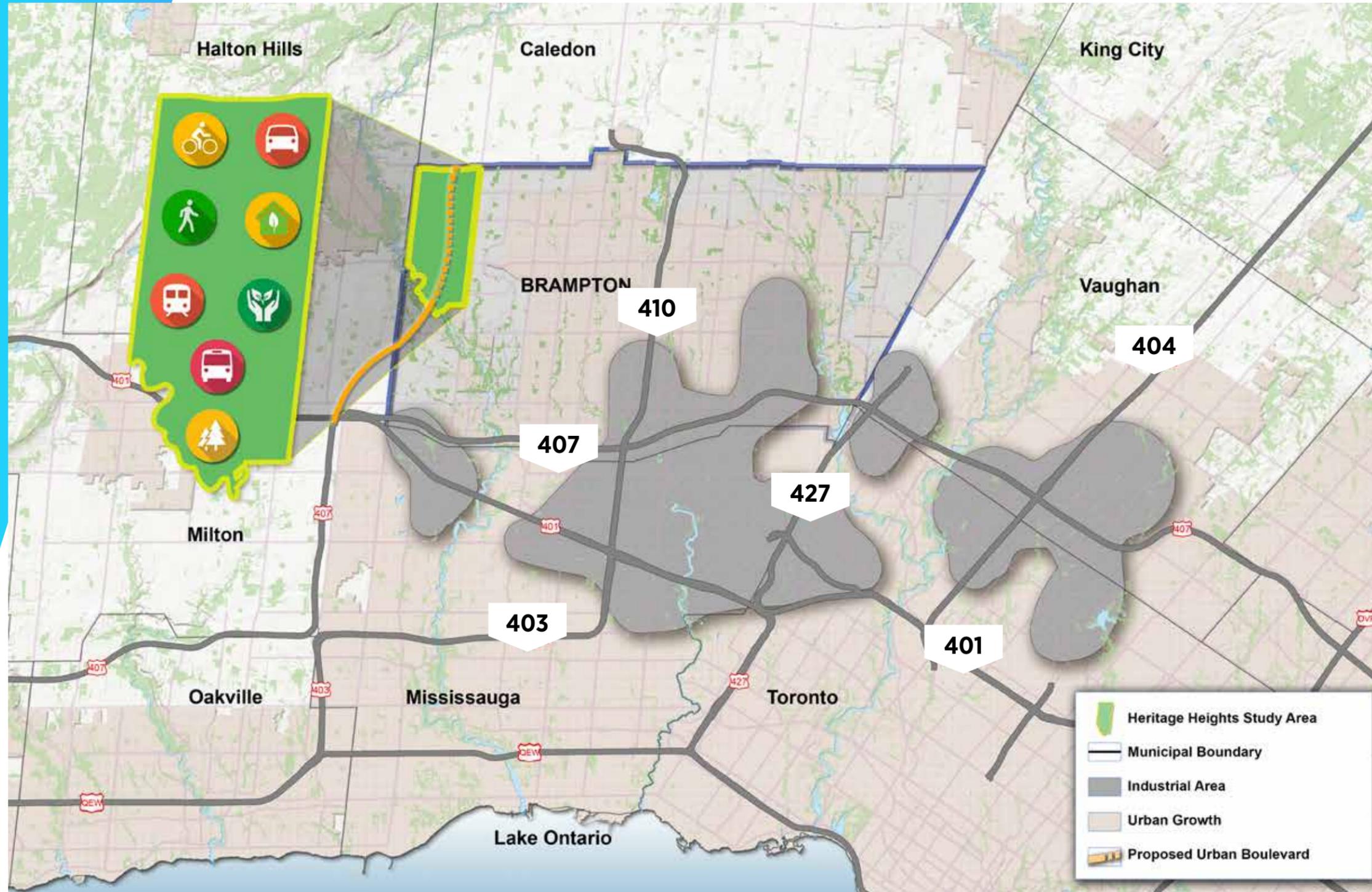
PROPOSED HIGHWAY 413

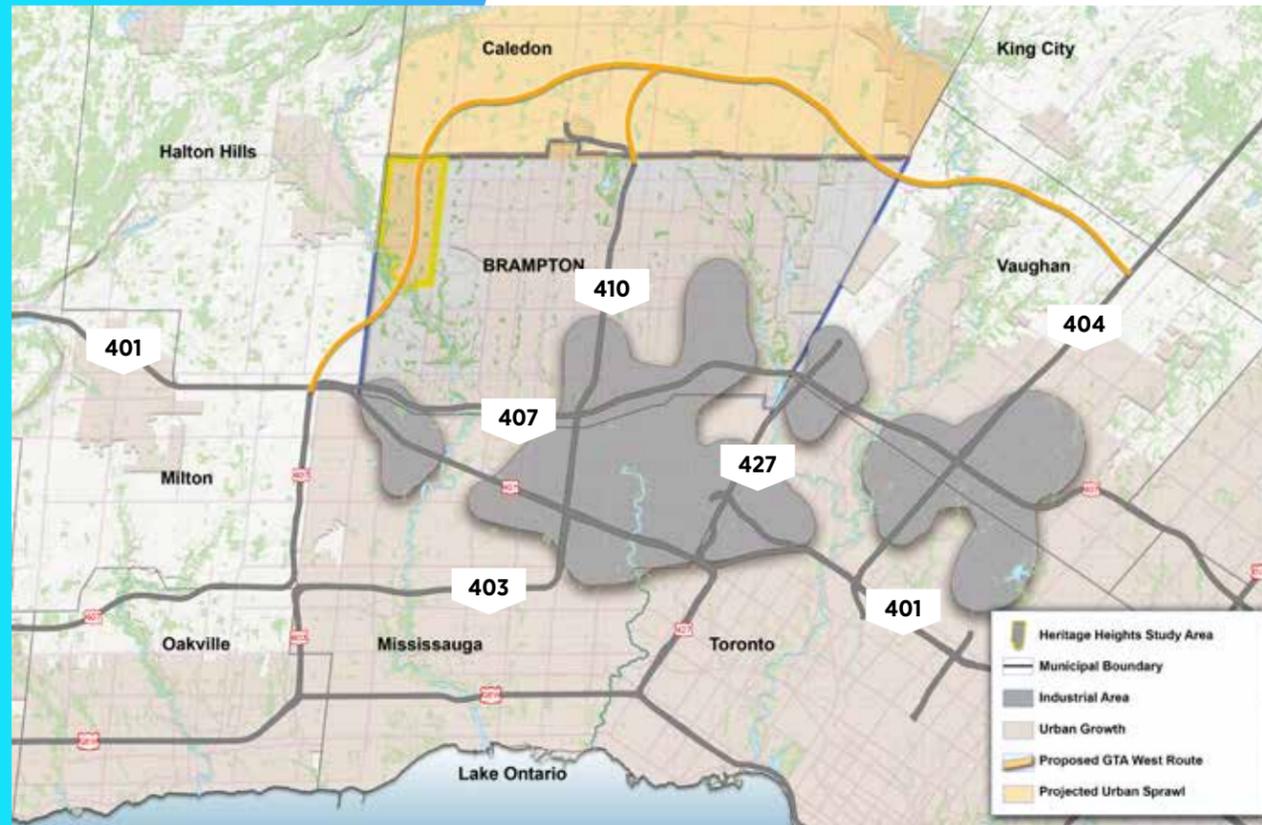


HIGHWAY SPRAWL



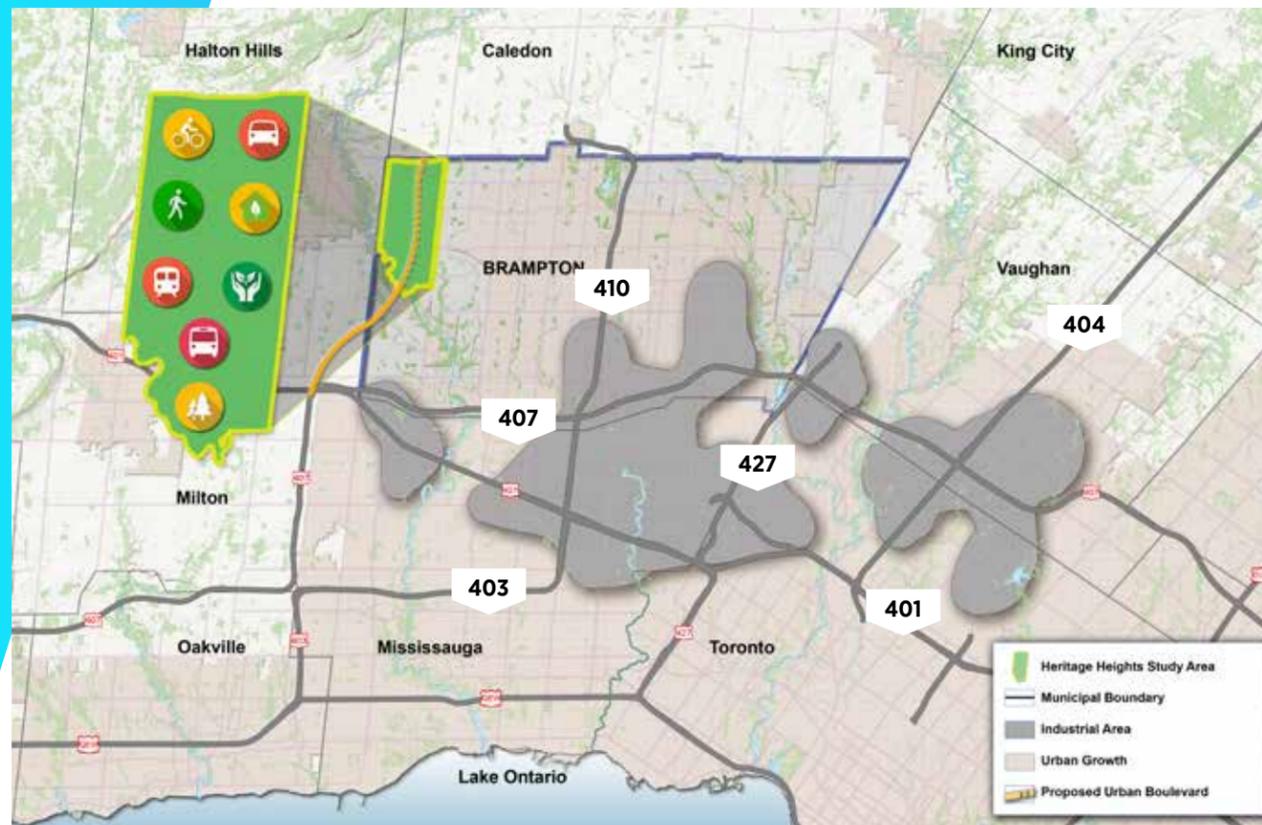
HERITAGE HEIGHTS - URBAN ROADWAY





Uncertain, outdated model?

- Noise & Climate Pollution
- Negative health effects
- Urban sprawl / people relying on cars
- Lower property values / lower tax base
- More serious/ fatal road traffic accidents
- Negative impacts on natural environment
- Province rejects in 2107, ongoing since 2005
- Uncertainty: decades for a 400 series Hwy



Or predictable, smart growth?

- Environmentally friendly neighbourhoods
- Promotes healthy living
- Complete communities / multi modal
- More jobs, dwellings & population
- Safer roads / active travel route
- Supports Province's COVID-19 recovery strategy
- Planning for the future can begin today

FISCAL RESPONSIBILITY / MORE JOBS / MORE PEOPLE





Watson
& Associates
ECONOMISTS LTD.

Heritage Heights Economic Impact Analysis
City of Brampton

Draft

	BOULEVARD	HIGHWAY
Population	123,730	59,920
Housing	35,855	15,920
Construction Value	\$14.8B	\$6.8B
Direct Jobs	42,880	17,980
Indirect Jobs	22,400	7,700
Temp Construction Jobs	5,180	2,380
Total DC's	3.16B	\$1.53B
Brampton DC Revenue	1.178B	\$583M
Assessment Growth	23B	\$12.1B
Property Tax Revenue	244.6M	\$133.1M
Building Permit Revenue	\$99.8M	\$50.4M
Activity Rate	35%	30%
Density (PPJ's/ha)	169	79

SCORECARD: HIGHWAY VS BOULEVARD

SCORECARD: HIGHWAY VS BOULEVARD			HWY	BLVD
NATURAL ENVIRONMENT	Fish and Fish Habitat		WORSE	BETTER
	Terrestrial Ecosystem and Wildlife Habitat		WORSE	BETTER
	Groundwater/Surface Water		WORSE	BETTER
	Designated Areas		WORSE	BETTER
SOCIO ECONOMIC & CULTURAL	Planning Policies	Sprawl	WORSE	BETTER
	Goals and Objectives:	Jobs	WORSE	BETTER
		Property Value	WORSE	BETTER
	Property Impacts r.o.w	Climate Change	WORSE	BETTER
		Adjacent Value Barrier Effect	170m (558')	104m (341')
			WORSE	BETTER
	Noise		WORSE	BETTER
	Air Quality		WORSE	BETTER
	Public Health		WORSE	BETTER
	Built Heritage and Cultural Landscapes		WORSE	BETTER
	Archaeology		WORSE	BETTER
TRANSPORTATION	Capacity/LOS	Volume	BETTER	
		Number of Trips	WORSE	BETTER
		Direct Routing	WORSE	BETTER
		Travel Time	BETTER 100 km/hr	WORSE 60 km/hr
	Safety		WORSE	BETTER
	Connectivity		WORSE	BETTER
	Multi-modal	BRT Effectiveness	WORSE	BETTER
		Walking	WORSE	BETTER
		Cycling	WORSE	BETTER
	Goods Movement	In city	WORSE	BETTER
Long Distance			WORSE	
IMPLEMENTATION	Capital Cost		WORSE	BETTER
	Utilities		WORSE	BETTER
	Staging		WORSE	BETTER
	Environmental Mitigation		WORSE	BETTER

2020 CONCEPT: SMART GROWTH, MORE JOBS, MORE HOUSING, COMPLETE COMMUNITY

The following provides a summary of development parameters for the 2020 and 2014 Concept Plans for Heritage Heights. As shown, the 2020 Concept Plan envisions a much greater density of development/utilization of land than the 2014 Concept Plan resulting in significantly higher population, housing and employment yield at buildout than the original plan.

	BOULEVARD		HIGHWAY	
	2020 Concept Plan		2014 Concept Plan	
	Land Area (Ha)	% Share	Land Area (Ha)	%Share
Residential	541	55%	428	43%
Mixed-Use	73	7%		0%
Non-Residential	174	18%	235	24%
Total Developable	787	80%	663	67%
Non-Developable	200	20%	324	33%
Total	987	100%	987	100%
Population	123,730		59,920	
Housing	35,855		15,920	
Employment	42,880		17,980	
Activity Rate (jobs to population ratio)	35%		30%	
Density (P+J per Ha)	169		79	

Source: Watson & Associates Economists Ltd.

*Note: Results of the EIA are preliminary, and are subject to refinement through finalization of the Study



URBAN TRAVEL: THE COST OF MOVING PEOPLE

Highway = Unpredictable (gridlock) / costly per traveler

Transit = Predictable movement / value per traveler

PROJECT	ESTIMATED COST, \$ BILLION	CAPACITY - PEOPLE/HOUR IN PEAK DIRECTION
Brampton Main St. LRT	0.3	5,000
Dundas BRT	0.5	3,000
Brampton Queen St. BRT	0.6	3,000
Major Mackenzie BRT/LRT	0.6	3,000
GO Kitchener Service Expansion	1.0	2,000 - 9,000
GO Milton Service Expansion	3.5	4,000
GO Bolton	0.4	2,000
TOTAL TRANSIT	6.9	22,000-29,000
HIGHWAY 413	6.0	7,000

HERITAGE HEIGHTS 2020 CONCEPT PLAN

The City of Brampton undertook an extensive engagement process to develop a plan consistent with the qualities the province directed municipalities to deliver in its Growth Plan, Provincial Policy Statement, and other provincial planning directives.

The Heritage Heights concept plan, endorsed unanimously by Brampton Council, produced a “complete communities” model delivered in a forward-thinking manner to benefit all stakeholders, including the province. Brampton wants to work with the province to get important transportation infrastructure built in a timely, cost-effective, and more predictable manner.

GTA WEST CORRIDOR VS HERITAGE HEIGHTS URBAN MOTORWAY



The GTA West Corridor project, first launched in 2005, reflects a conventional transportation approach that has typically resulted in urban sprawl and contributes to additional congestion.



Since 2005, Brampton’s population has increased by more than 30% and the city continues to be one of the most rapidly growing cities in Canada. It has been proven that the most effective approach to reducing congestion is to concentrate on smarter land use approaches. The Heritage Heights plan focuses on compact, mixed-use development adjacent to higher order transit, while at the same time creates a far more robust street network to spread vehicular trips, provide multiple routing options, and overall, develop more livable and complete communities.



The proposed Urban Motorway represents nearly two and a half times the level of job creation than would exist with a 400 series highway bisecting the area and offers more than twice the potential for population growth and new family dwellings. The concept plan endorsed by Council is successful at maximizing value creation and contributes to a more sustainable financial position for the City, region, and the province.