



Heritage Heights Precinct 52-1 – Royal West Drive and Longevity Road

Municipal Class Environmental Assessment Online Public Engagement (OPE)

Prepared For: 52-1 HH Landowners

November 10, 2025



BA Group

This Study

The City of Brampton is experiencing significant growth including in the Heritage Heights Secondary Plan Area. A Transportation Master Plan (TMP) is being finalized to identify the transportation infrastructure required to support the growth envisioned for the Heritage Heights Secondary Plan Area. Public Engagement for the TMP occurred on August 20, 2025 presented a Preliminary Preferred Network.

In Heritage Heights Block 52-1, two collector roads have been identified in the TMP to require additional study (as highlighted in the figure) under the Environmental Assessment Act:

- Royal West Drive (Mississauga Road to Heritage Road)
- Longevity Road, also known as Academy Avenue (existing Longevity Road to Bovaird Drive)

To address the additional study requirement, a Schedule 'C' Class Environmental Assessment (EA) under the Municipal Class EA process (Feb 2024) has been initiated by the Block 52-1 (Heritage Heights) Landowners Group Inc. as the proponent of the Study. The City of Brampton will be a key stakeholder in this Study.

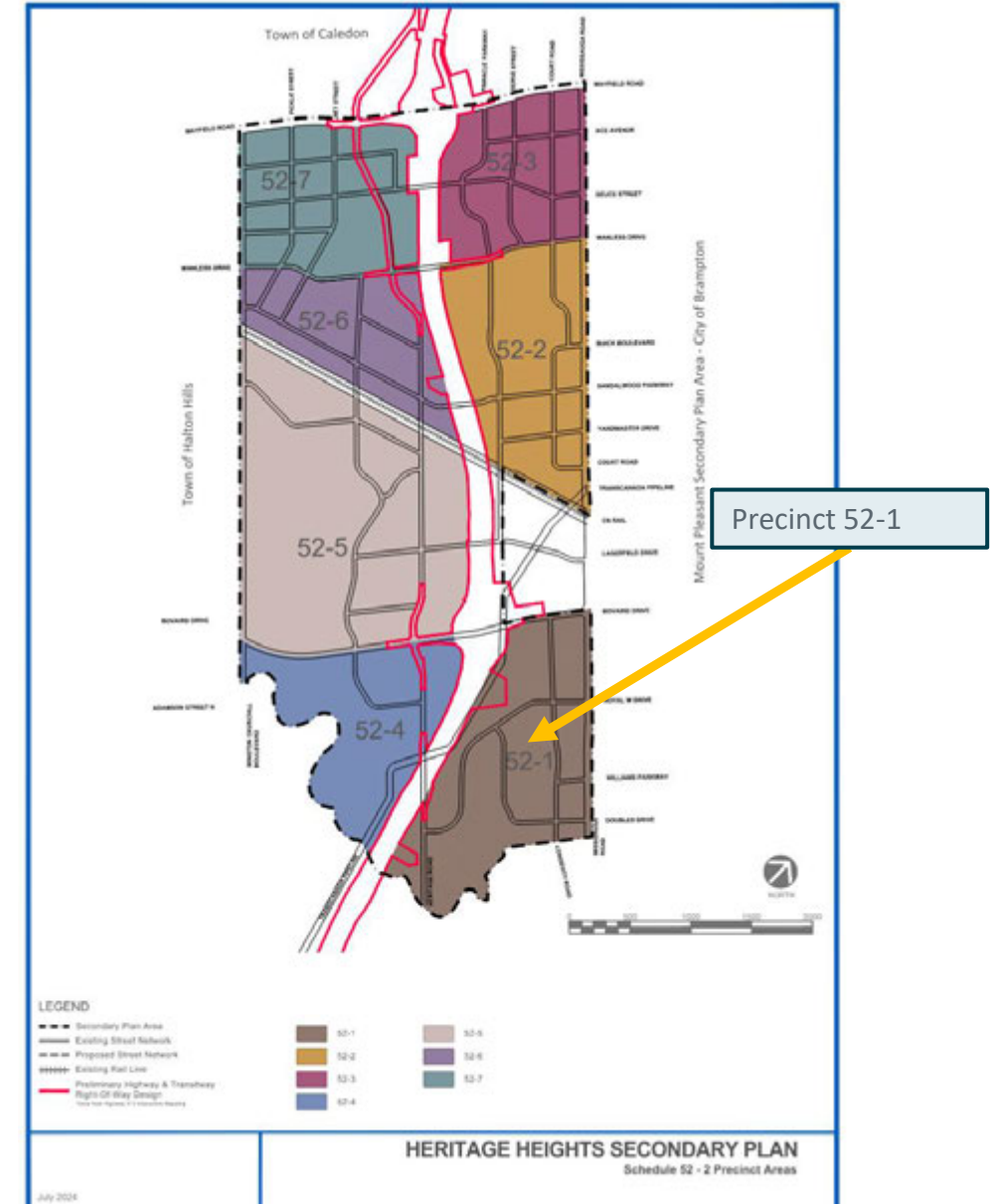
The purpose of the Schedule C Study will be to identify design solutions for the two collector roads.

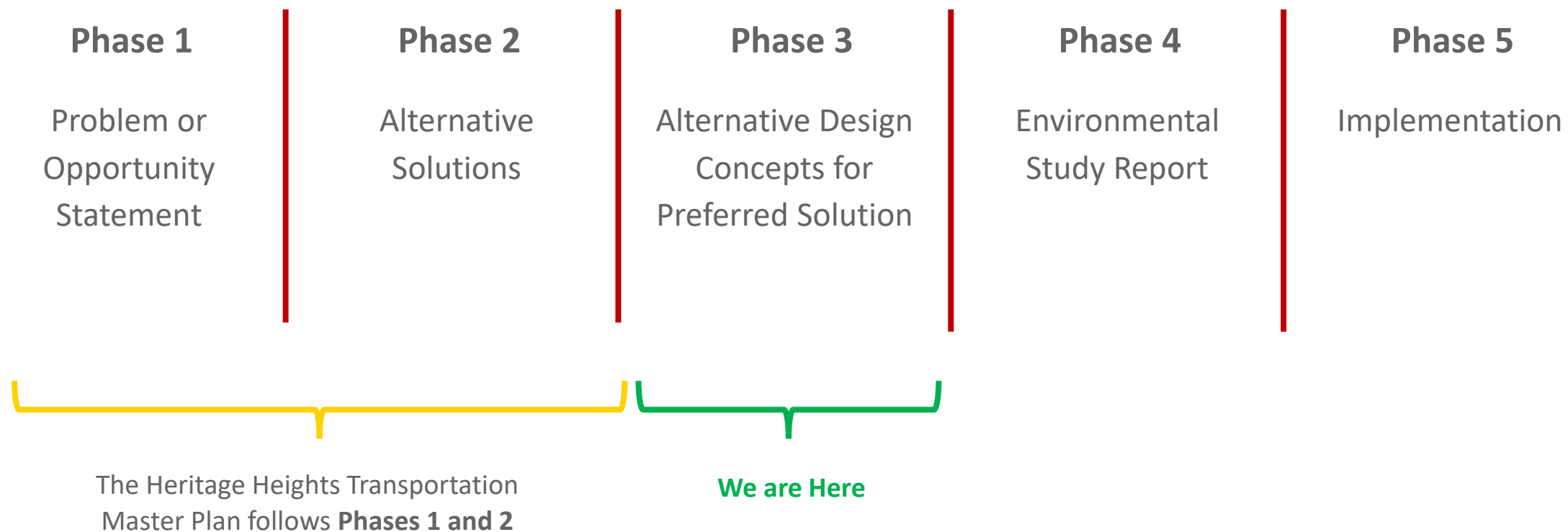


Precinct 52-1

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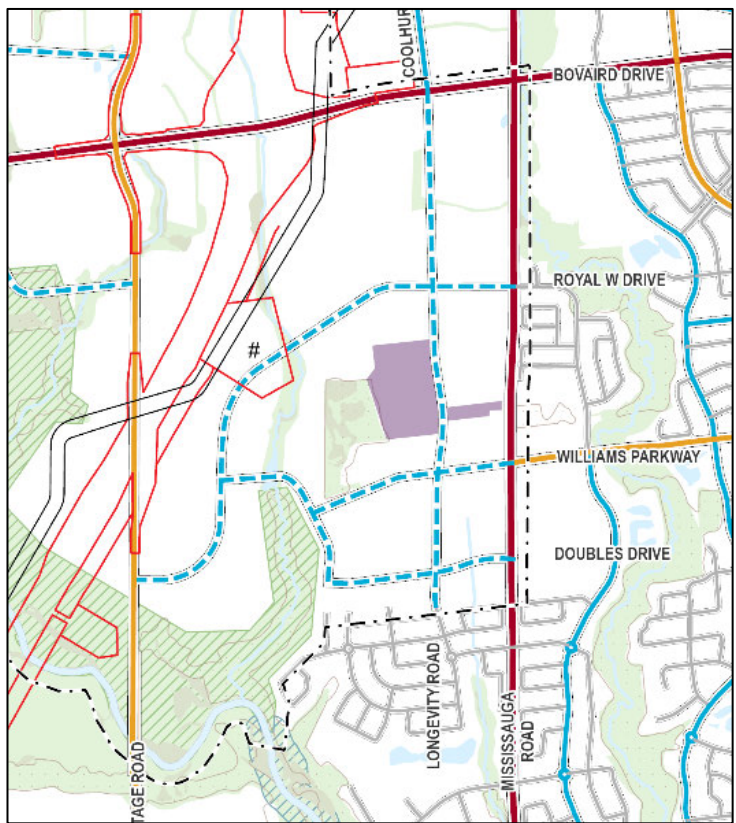
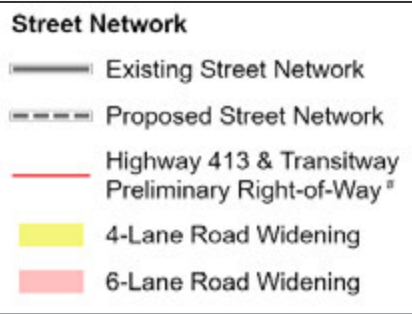
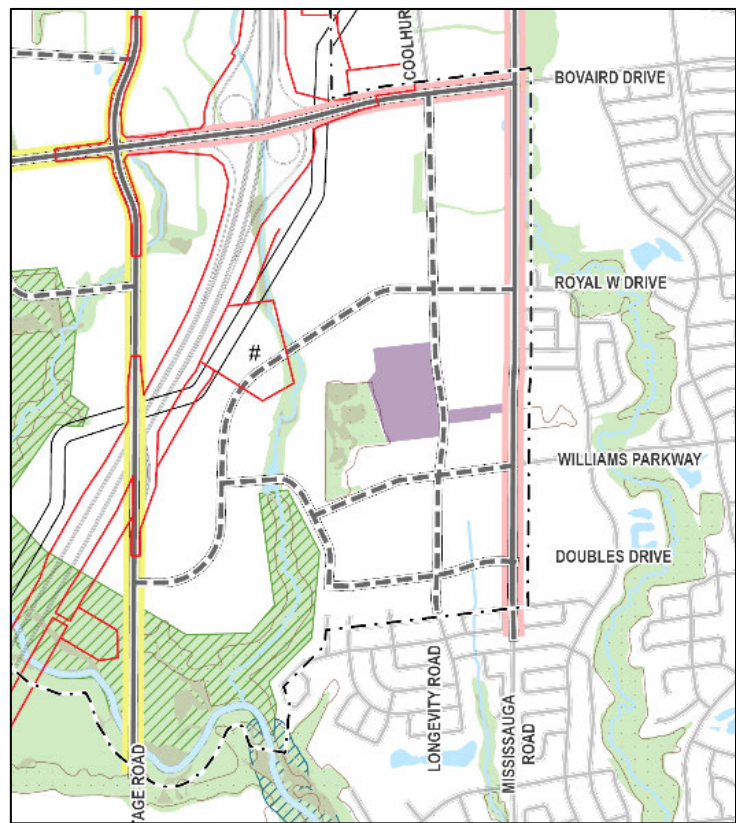
- Royal West Drive and Longevity Road (Academy Avenue) are located within Precinct Plan 52-1.
- Longevity Road has been renamed to Academy Avenue by Draft Plan 21T-24006B. Longevity Road has been used in this presentation, for consistency with the Heritage Heights TMP.
- Participating landowners of these lands have active Precinct Planning and Draft Plan applications that are either draft approved or under review by the City of Brampton. Applications include proposals for low to high-density residential, mixed-use and institutional lands, and new schools and parks.





Alternative Solutions (Phase 3) for the Royal West Drive and Longevity Road considers alternative collector road design elements to determine a Preferred Solution for each road.

Transportation Master Plan – Preliminary Preferred Network*



TMP Alignment and Widenings

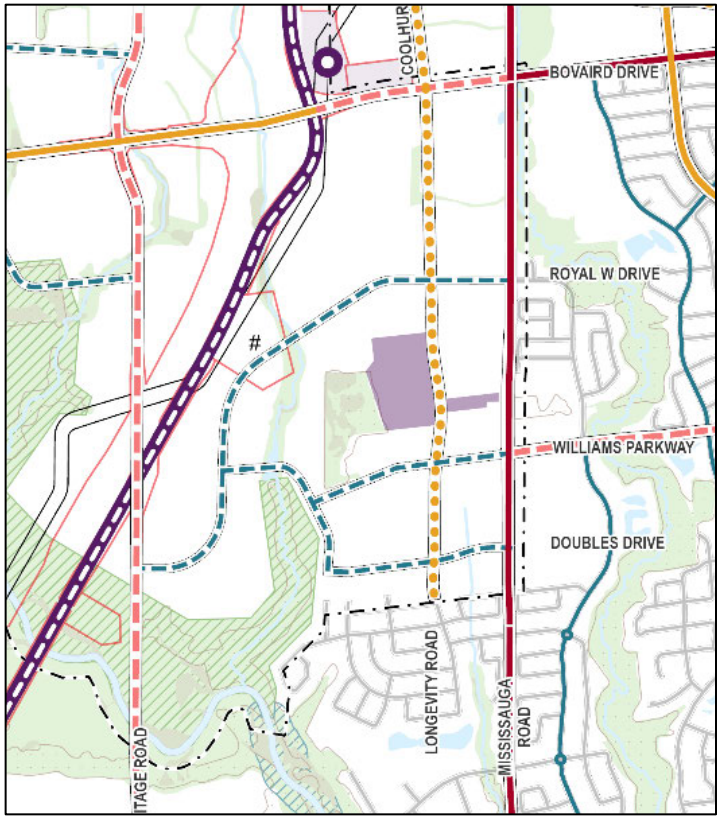
Road Network Classification

The TMP classifies: Royal West Drive and Longevity Road as 2-lane City Collector Streets.

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

*TMP Preliminary Preferred Network from August 20, 2025 PIC

Transportation Master Plan – Preliminary Preferred Network*



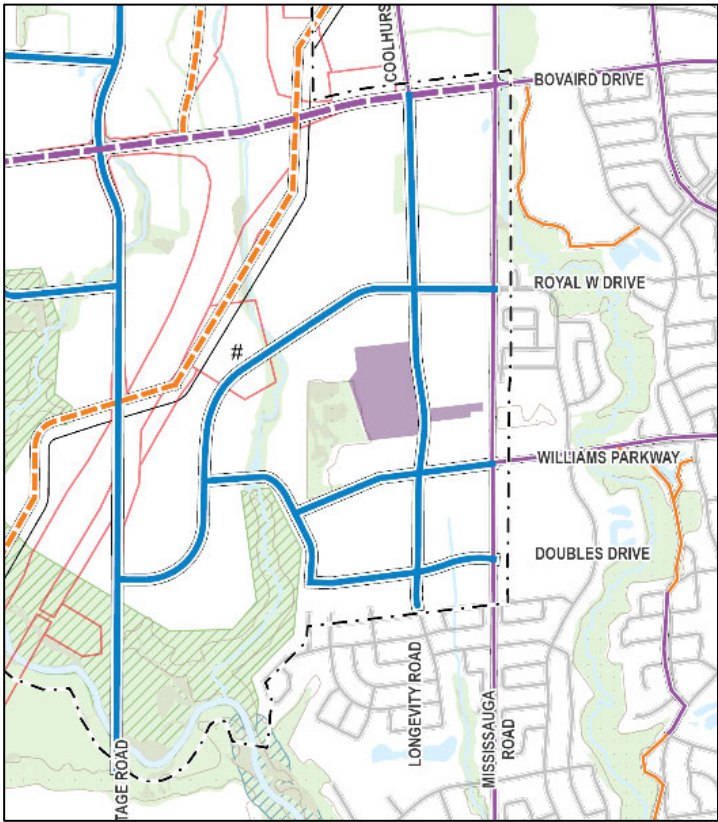
Transit Network

The TMP classifies:

- Royal West Drive for Potential Local Transit Service
- Longevity Road as a Suggested Support Corridor for Transit Service

Both roadways shall be transit-friendly, supporting future bus service.

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



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

Active Transportation Network

The TMP classifies:

- Both Royal West Drive and Longevity Road for Cycling Infrastructure

Both roadways shall have dedicated cycling infrastructure within the right-of-way.

*TMP Preliminary Preferred Network from August 20, 2025 PIC

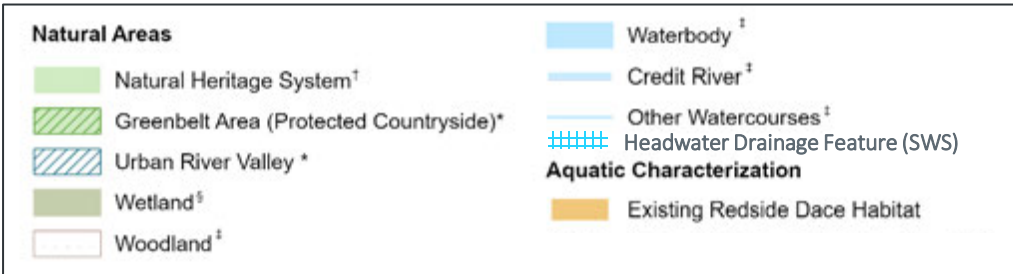
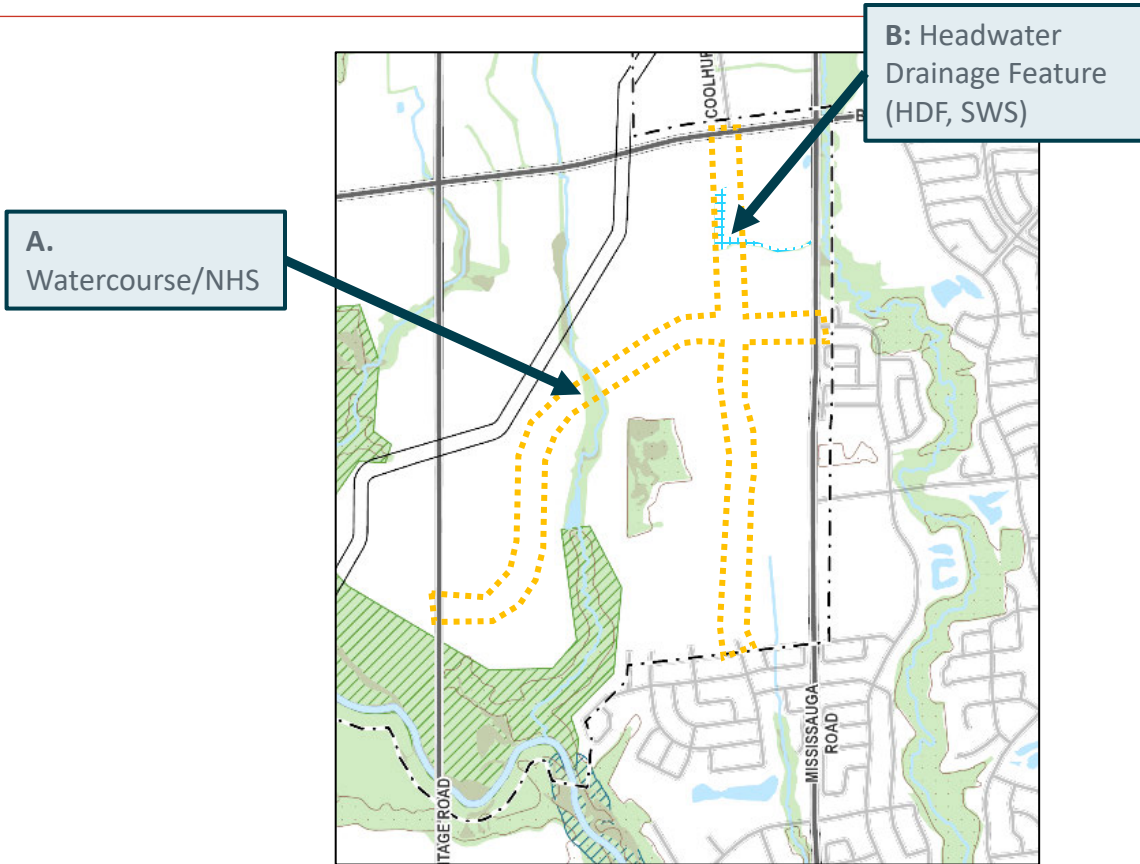
Existing Natural Areas

The TMP and Subwatershed Study (SWS) identify:

- **A:** Extension of Royal West Drive crossing an existing watercourse
- **B:** Extension of Longevity Road crossing a Headwater Drainage Feature (HDF)

Further study of these features has occurred as part of the planning for Precinct 52-1 that confirms:

- **A:** Reach CRT4-5 is considered a blue stream (as confirmed in the City's Phase 1 and Phase 2 SWS) and therefore is proposed for realignment. Reach CRT4-5 is a degraded feature containing non-significant wetlands dominated by invasive/non-native species.
- **B:** In accordance with the CVC/TRCA Evaluation, Classification and Management of Headwater Drainage Features Guidelines, features present on the property were provided a management recommendation of "Mitigation," allowing its function to be replaced by stormwater management infrastructure.



*TMP Preliminary Preferred Network from August 20, 2025 PIC and HDF (SWS)

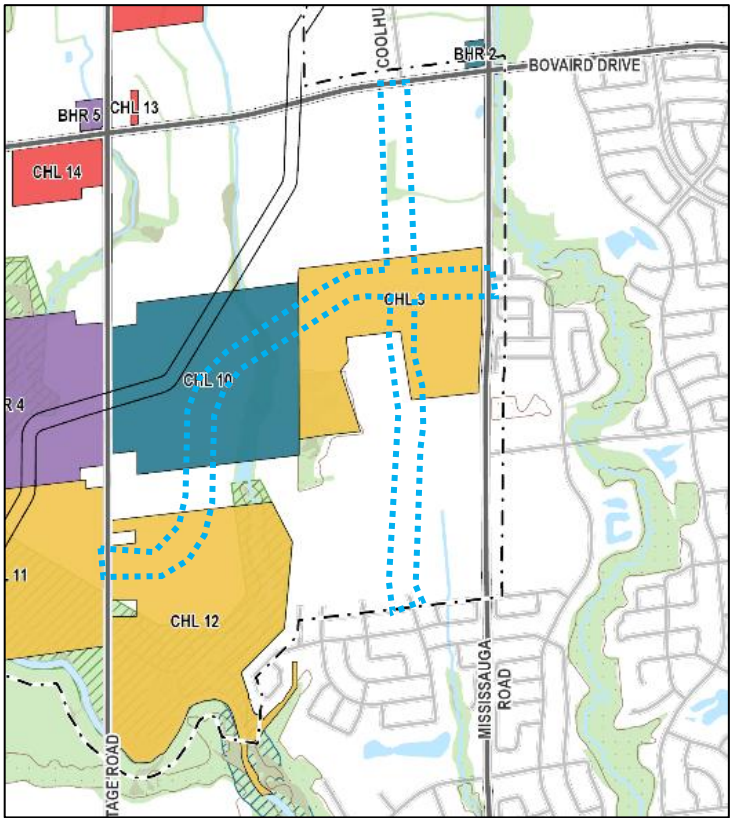
Existing Cultural and Built Heritage

The TMP identifies:

- Royal West Drive crossing the following Cultural Heritage Land (CHL):
 - **CHL 3 (Farmscape):** Early to mid-twentieth century two storey brick vernacular farmhouse
 - **CHL 10 (Farmscape and Listed Heritage Property):** Mid-nineteenth century one-and-a-half storey Italianate style farmhouse.
 - **CHL 12 (Farmscape):** Mid-twentieth century two-and-a-half storey brick late vernacular Queen Anne style farmhouse.
- Longevity Road crosses CHL 3 (Farmscape)

Further study of these features has occurred as part of Precinct Planning for 52-1, confirming:

- **CHL 3:** the farmhouse does not exist, not impacted by construction of Longevity Road or Royal West Drive
- **CHL 10:** the farmhouse is located within the Highway 413 right-of-way, not impacted by construction of Royal West Drive.
- **CHL 12:** the farmhouse is not impacted by construction of Royal West Drive



Cultural Heritage Land

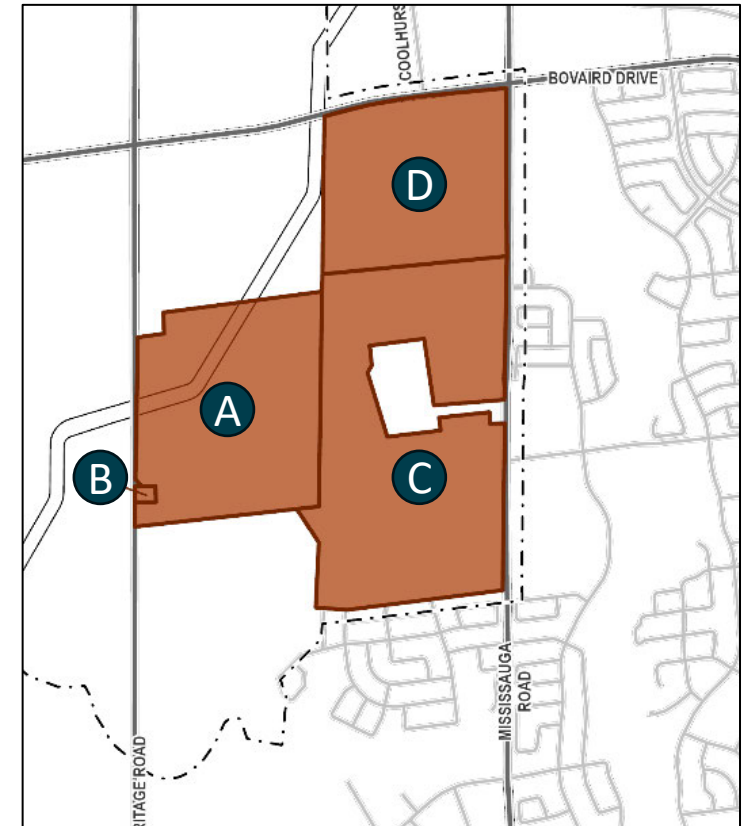


*TMP Preliminary Preferred Network from August 20, 2025 PIC

Existing Archaeology Assessments

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- Archaeological Assessments (AA) (Stages 1 and 2) have been completed or are underway in the study area and provide an understanding of potential archaeological impacts from road construction.
- For Areas A through D, Stage 2 work has resulted in clearance under the Heritage Act.
- In Area A and B, the Stage 3 AA have fully mitigated the Cultural Heritage Value or Interest and further work (Stage 4) is not recommended for the sites.
- In non-participating lands, where Stages 1-2 have not been completed, AA will be assessed during detailed design to confirm road alignments



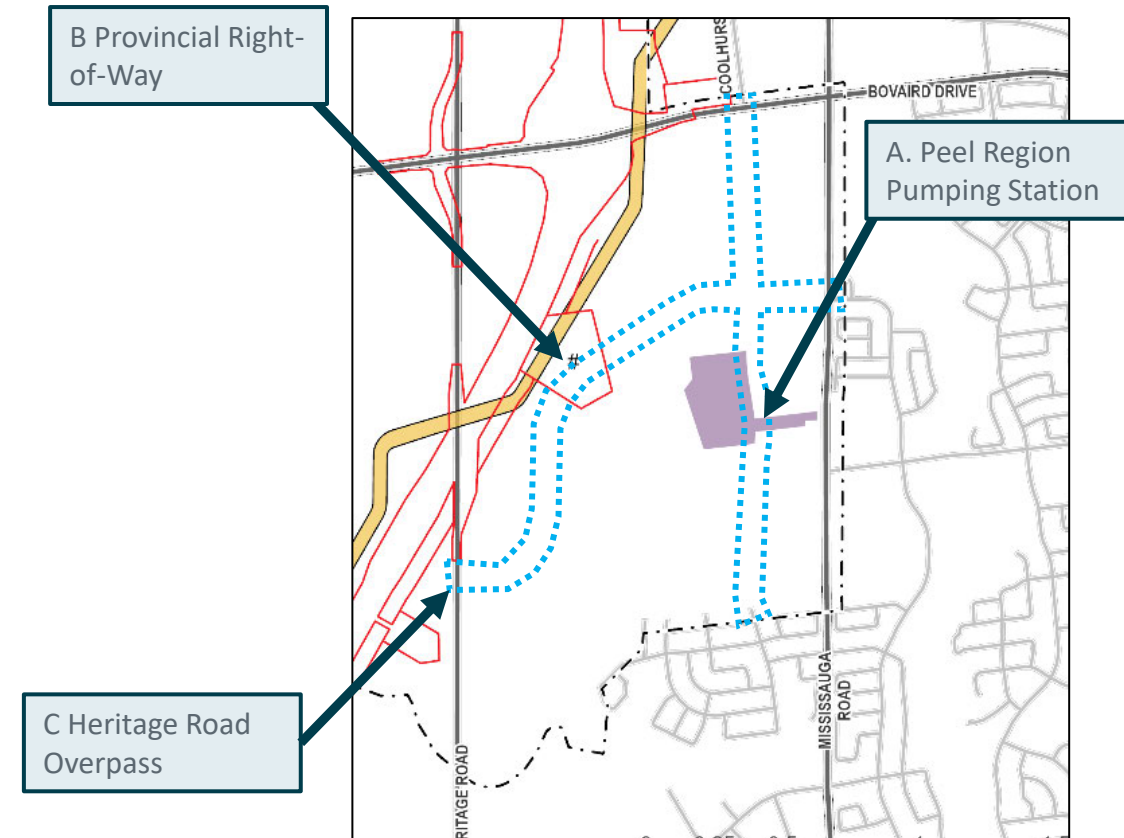
Archaeological Assessments

Archaeological Assessment Stage		Completed Archaeology Studies
	Stage 1-2	(1) Argo TFP III
	Stage 1-3	(2) Argo TFP V
	Stage 3	(3) DG Lands
	Stage 4	(4) 2055 Bovaird Drive W

Existing Built and Planned Constraints

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- A. Peel Region has an existing Pumping Station with a driveway to Mississauga Road that bisects future Longevity Drive. Peel also has noted they have plans for expansion of their facility to meet future demands of NW Brampton.
- B. The 90% preliminary design for Highway 413 shows an area reserved for a stormwater management (SWM) pond that bisects Royal West Drive. The Province has noted, through consultation, that the SWM pond will be relocated beyond the limits of Royal West Drive.
- C. Heritage Road is planned by the Province to overpass future Highway 413 immediately north of the Royal West Drive intersection with Heritage Road.

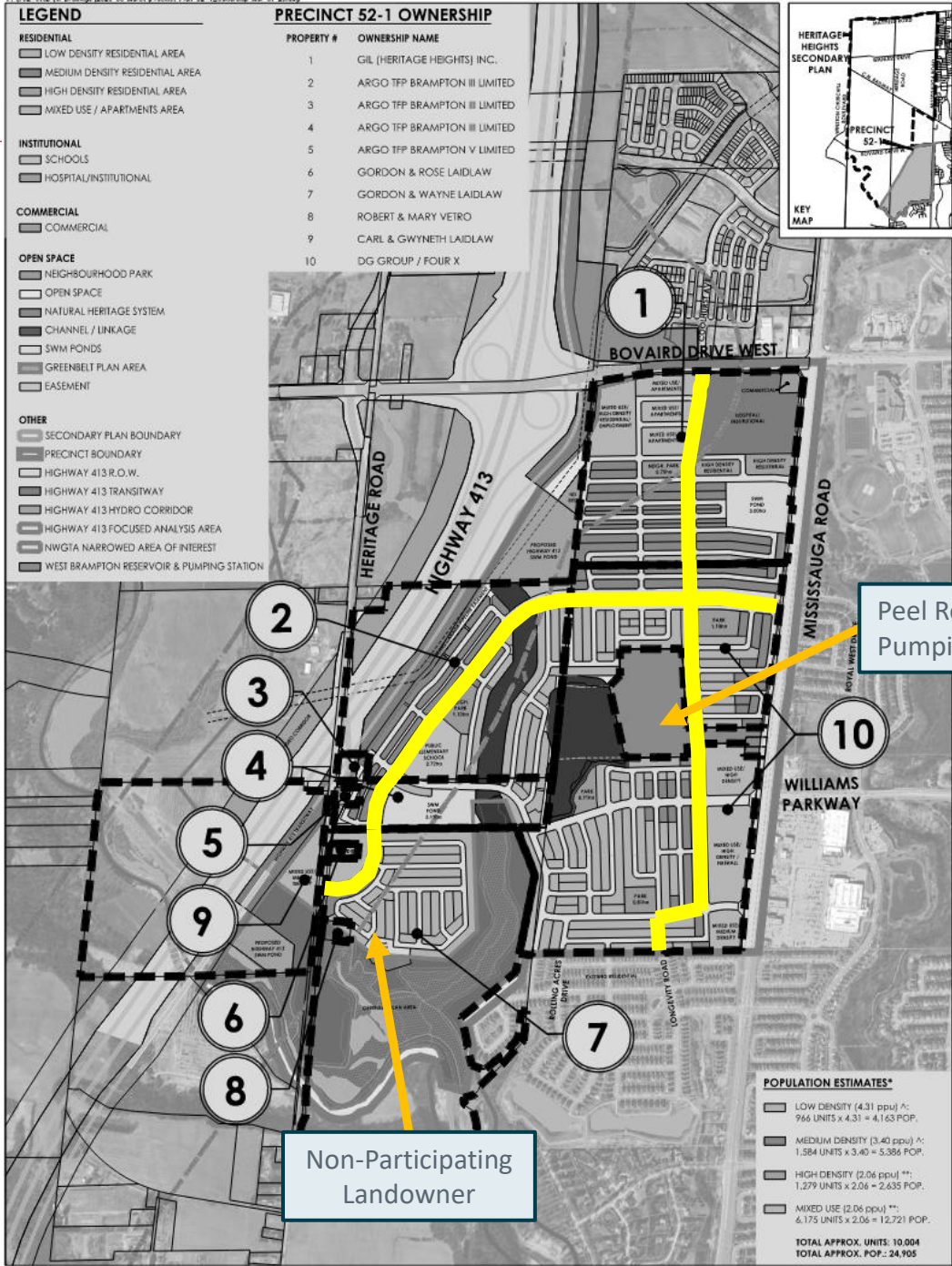


Built and Planned Constraints

Constraints	
	Highway 413 & Transitway Preliminary Right-of-Way [#]
	CN Rail Line
	TransCanada Pipeline
	Metrolinx Heritage Road Layover Facility
	Peel Region Pumping Station

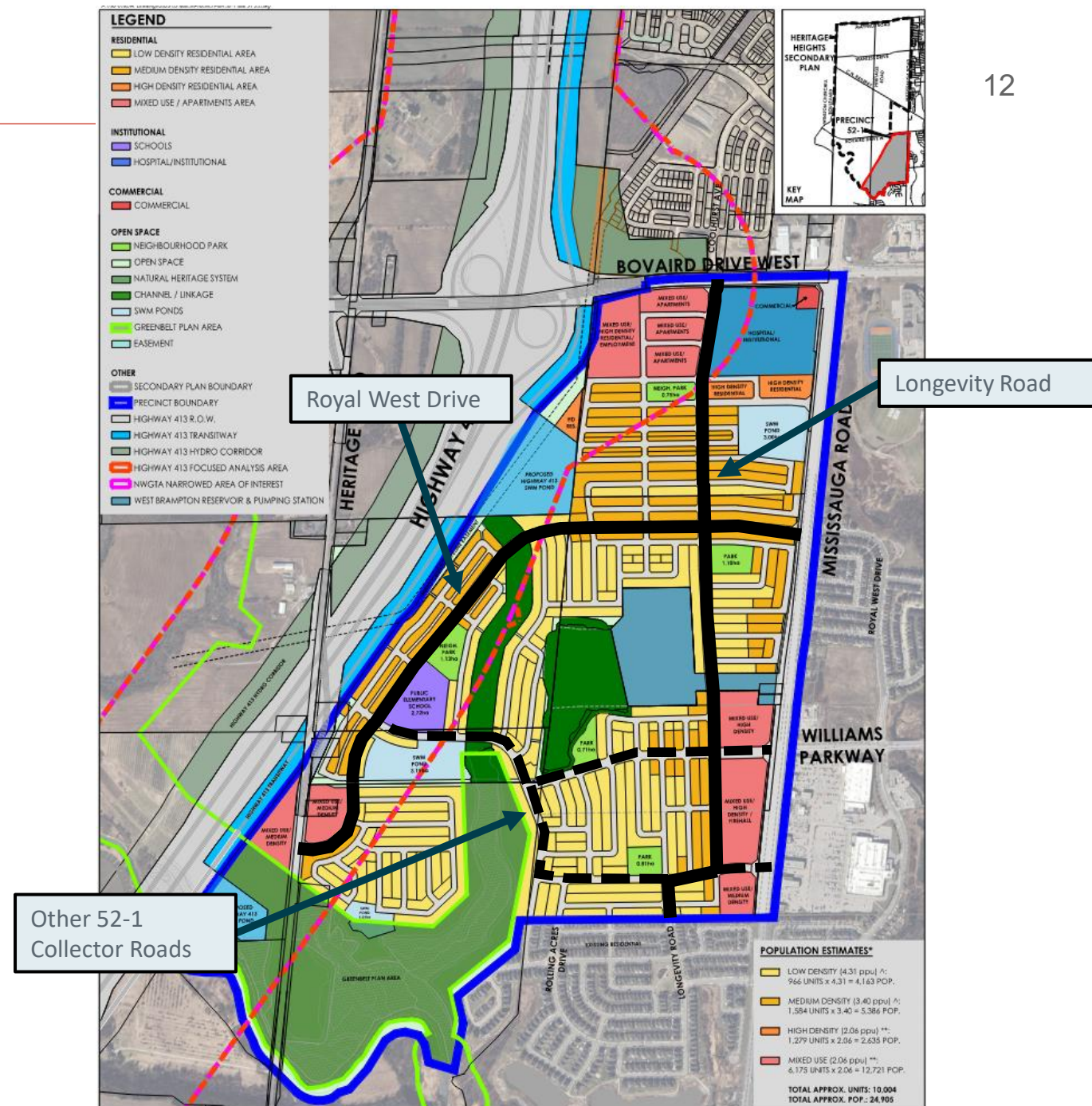
Precinct Plan 52-1 - Ownership

- Proponents of the Precinct 52-1 Schedule C EA for Longevity Road and Royal West Drive own most of land in the Precinct.
- Land owned by Proponents include Areas 1 to 5, and Area 10.
- The only non-participating owners impacted by the design of Longevity Road and Royal West Drive are Area 7 and Peel Region (Pumping Station)



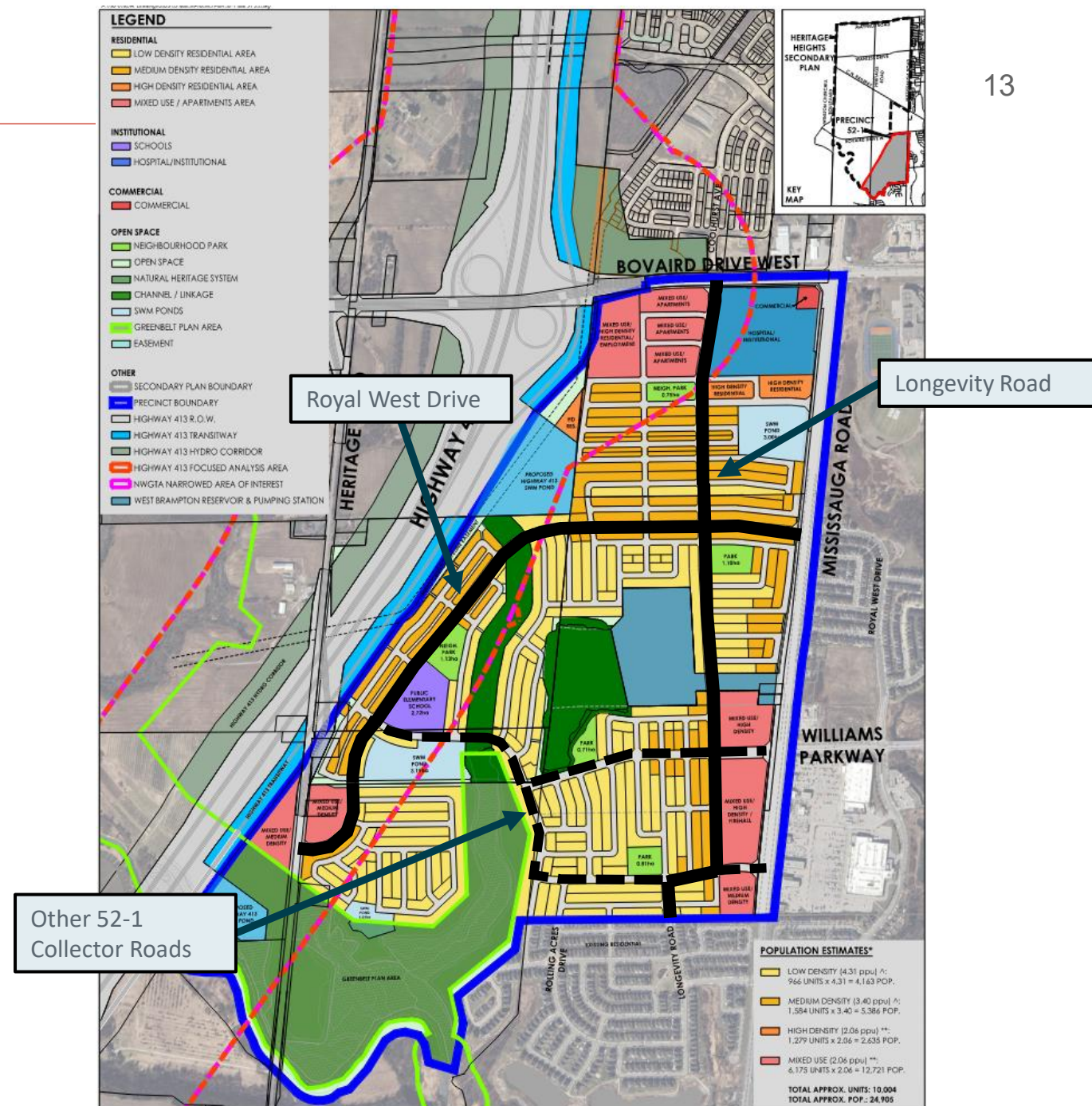
Precinct Plan 52-1 – Longevity Road

- **Longevity Road** runs north-south through Precinct 52-1, extending to Coolhurst Avenue at its north end and existing Longevity Road at its south end.
- Longevity Road is planned to be surrounded by mixed-Use, low-to-high rise residential, and potential institutional land uses.
- Longevity Road makes broader connections:
 - to Mount Pleasant GO, Mount Pleasant Village, and Highway 413 (via Lagerfeld Drive and Bovaird Drive) and
 - to the rest of Brampton via Bovaird Drive West and Williams Parkway.
- Longevity Road provides a parallel corridor to Mississauga Road, north of the Credit River Valley, that provides a fine-grained network for all modes.

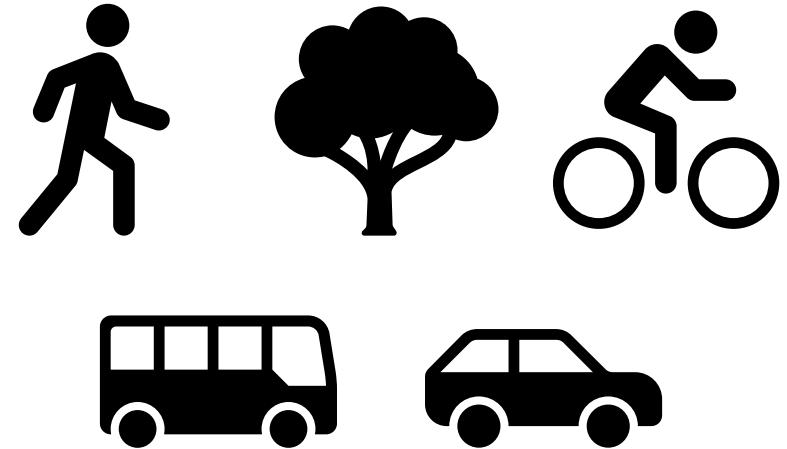


Precinct Plan 52-1 – Royal West Drive

- **Royal West Drive** runs on a diagonal, making an east-west connection through Precinct 52-1, extending to Heritage Road at its west end and existing Royal West Drive (local) at its east end.
- Royal West Drive is planned to mostly be surrounded by low-rise residential.
- Royal West Drive makes broader connections:
 - to Mount Pleasant GO, Mount Pleasant Village, Highway 413 and rest of Brampton (via Longevity Road and Mississauga Road)
 - to Heritage Heights, Halton and BramWest (via Heritage Road)
- Royal West Drive provides a parallel corridor to Doubles Drive providing a fine-grained network for all modes.



- Alternative Cross-Sections were reviewed to evaluate and determine Preliminary Preferred Design Concepts for Longevity Road and Royal West Drive. Evaluation of Alternatives informs:
 - Active Transportation Facilities (sidewalks and cycling)
 - Transit-Friendly Travel Lanes
 - Parking Lanes
 - Boulevard Facilities
- Preliminary preferred designs are considered in the context of applications through the Precinct Planning and Draft Planning approvals process and will inform detailed design.
- Evaluation Criteria established by the TMP has been considered (next slide)



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

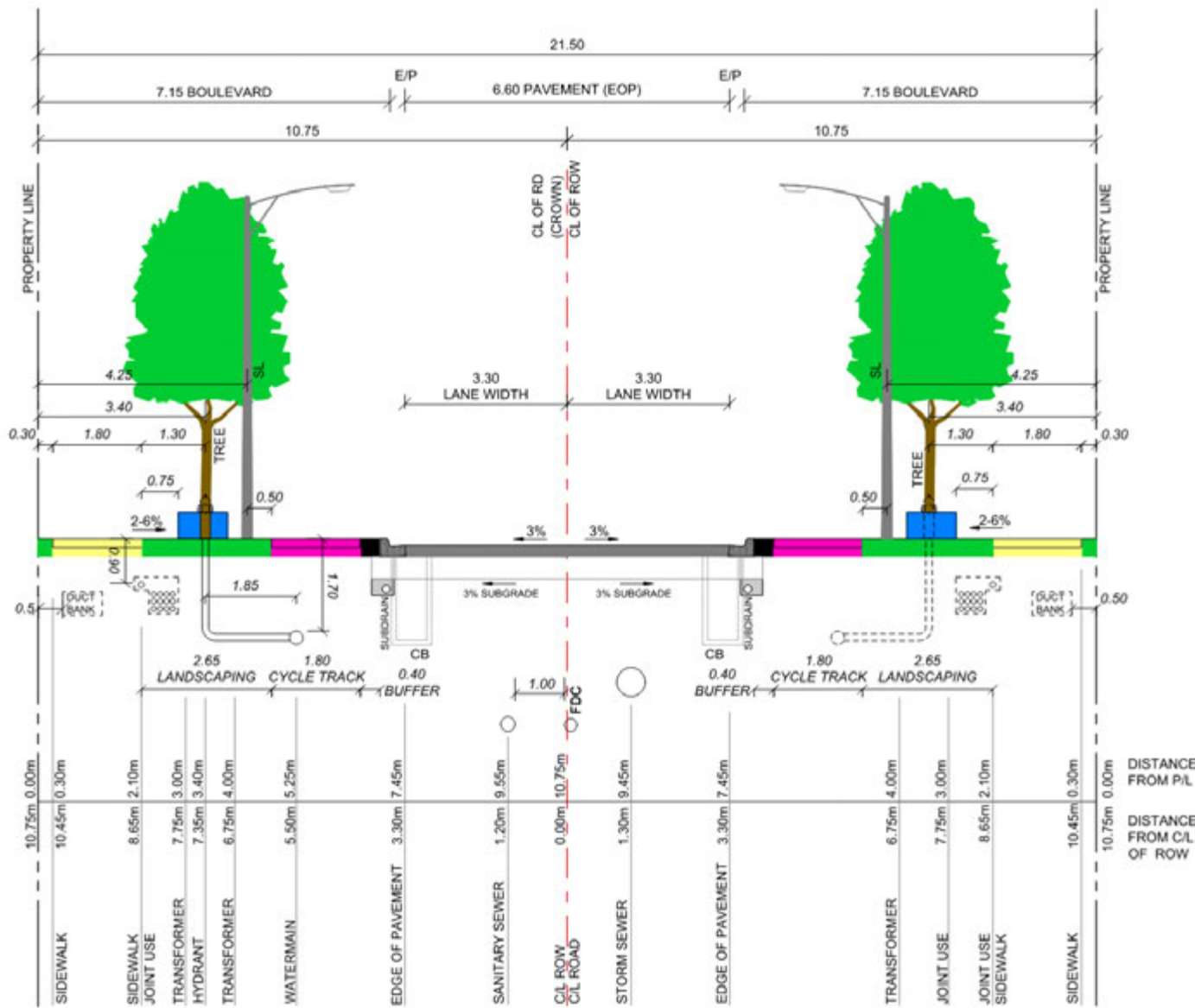
- Transportation Equity
- Property Impacts/Requirements
- Nuisance Impacts (Noise, Vibration & Air Quality)
- Ease of Construction (Phasing, Geotechnical)
- Cost (Capital, Operating & Maintenance)



- 3.0 metre multi-use path, both sides
- 3.3 metre transit-friendly lanes
- 2.4 metre on-street parking
- 2.5 metre landscaping
- Turning lanes, transit and functional intersection design is additional

**Approved by City Standards Committee November 5, 2025.
Subject to Public Utility Coordinating Committee (PUCC) review.*

Heritage Heights Minor Collector Road Standard 202F* – Cycle Tracks

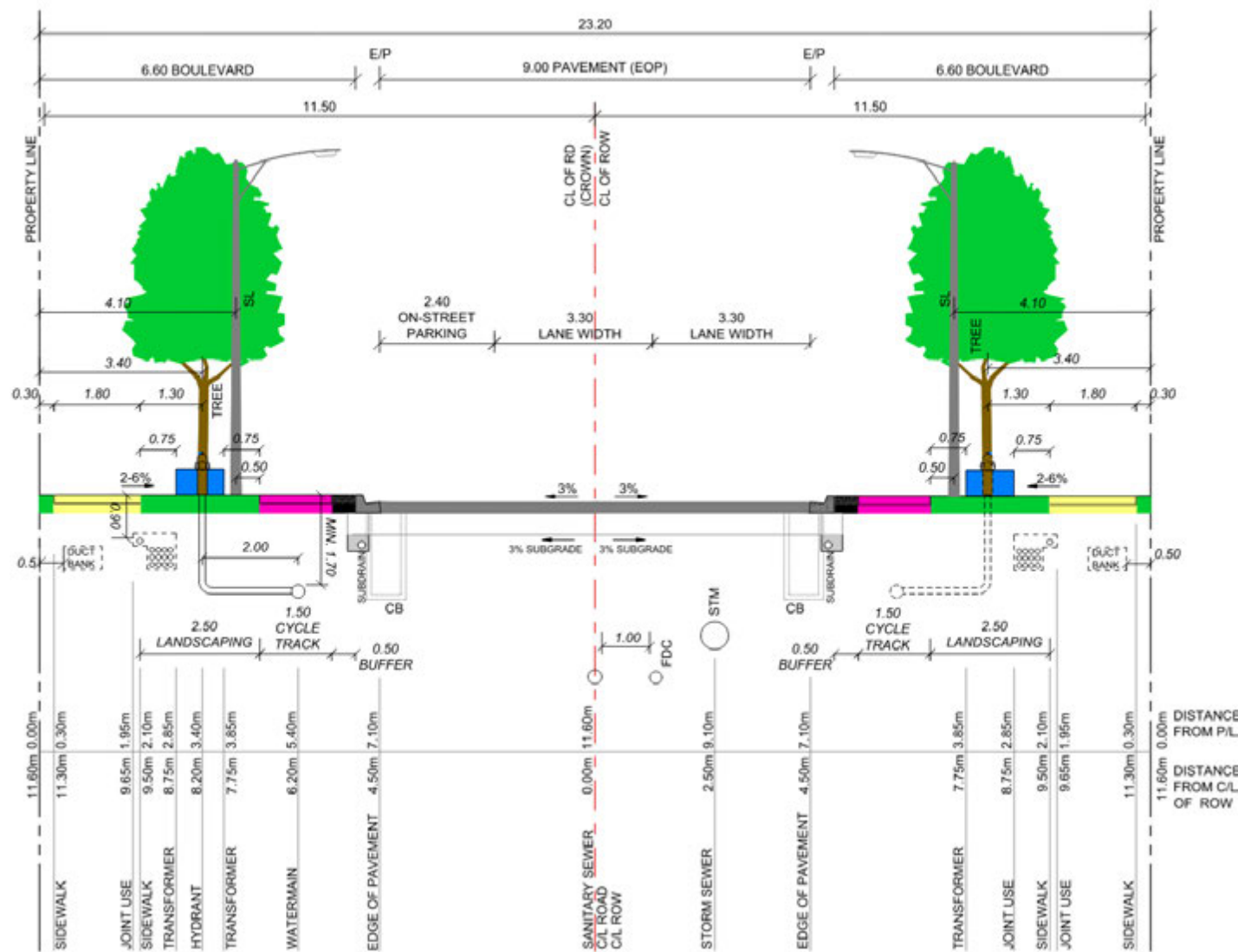


Alternative B – Std 202F* (21.5m, mid-block)

- 1.8 metre cycle track, both sides
- 1.8 metre sidewalk, both sides
- 3.3 metre transit-friendly lanes
- 2.65 metre landscaping
- Turning lanes, transit and functional intersection design is additional

**Approved by City Standards Committee November 5, 2025.
Subject to Public Utility Coordinating Committee (PUCC) review.*

Heritage Heights Minor Collector Road Standard 202G* – Cycle Tracks + Parking



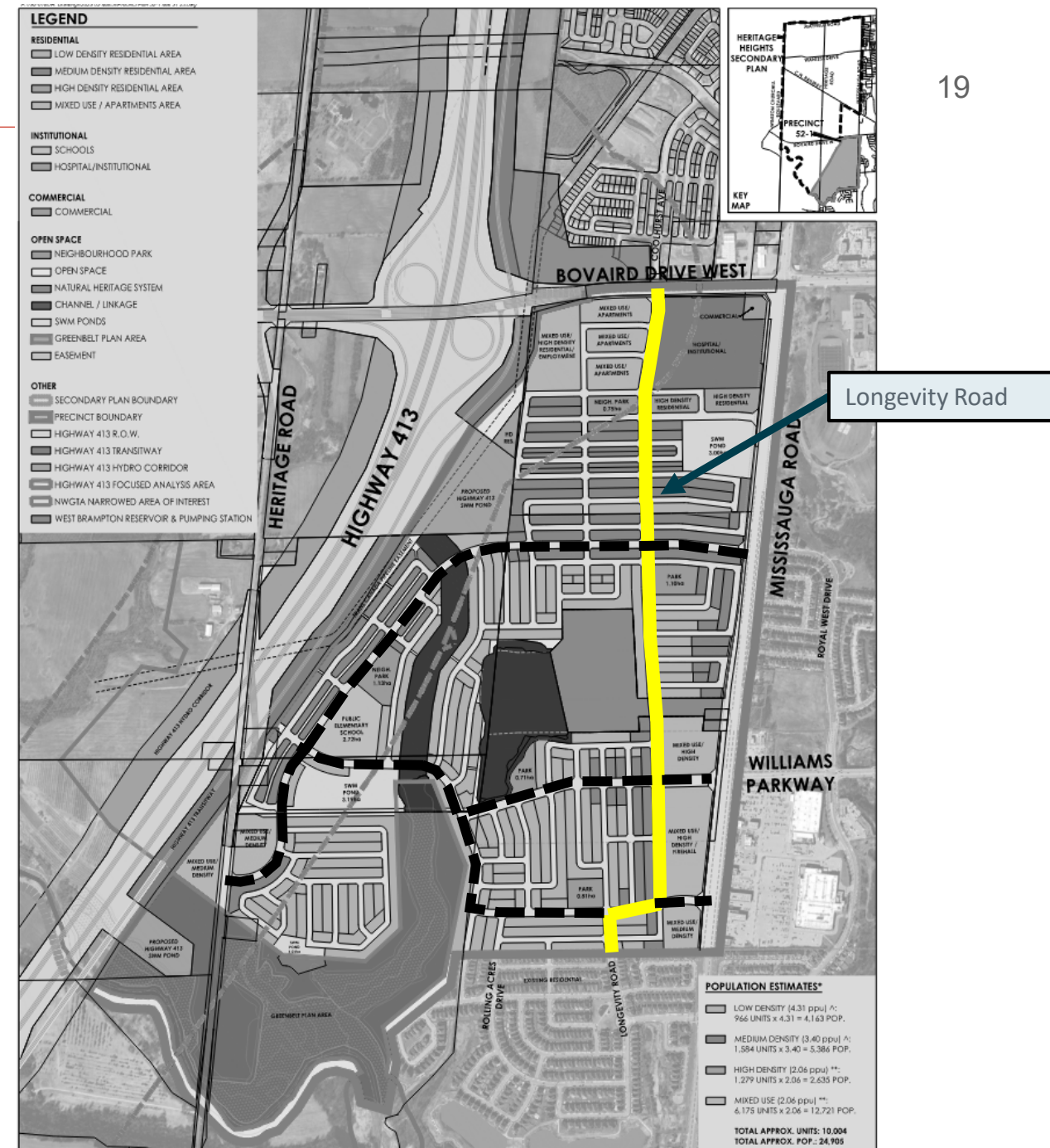
Alternative C – Std 202G* (23.2m, mid-block)

- 1.5 metre cycle track, both sides
- 1.8 metre sidewalk, both sides
- 3.3 metre transit-friendly lanes
- 2.4 metre on-street parking
- 2.65 metre landscaping
- Turning lanes, transit and functional intersection design is additional

**Approved by City Standards Committee November 5, 2025.
Subject to Public Utility Coordinating Committee (PUCC) review.*

Longevity Road – Summary of Evaluation

- The **Longevity Road** design evaluates the following cross-sections:
 - Do Nothing:** Existing Cross-Section Standards
 - A. Heritage Heights Standard 202E: Multi-Use Path Both Sides + Parking**
 - B. Heritage Heights Standard 202F: Cycle Tracks**
 - C. Heritage Heights Standard 202G: Cycle Tracks + Parking**



Longevity Road: Summary of Evaluation

Category	Criteria	Longevity Road Cross-Section Evaluation			
		Do Nothing	HH Std 202E: Multi-Use Path + Parking	HH Std 202F: Cycle Tracks	HH Std. 202G: Cycle Tracks + Parking
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 evaluation summary is intended to reflect a high-level summary of the evaluation conducted.

 Most Preferred

 More/Less Preferred

 Least Preferred

Longevity Road: Summary of Evaluation

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Category	Longevity Road Cross Section Evaluation Summary			
	Do Nothing	HH Std 202E: Multi-Use Path + Parking	HH Std 202F: Cycle Tracks	HH Std. 202G: Cycle Tracks + Parking
Transportation Criteria	Does not address Phase 1 and 2 EA Recommendations	Does not separate cyclists and pedestrians in/around dense land uses. Lack of continuity with Coolhurst Drive bike lanes.	Separates pedestrians and cyclists in medium to high-density land use areas. Puts the greatest emphasis on non-auto modes. Continuous cycling facility, uninterrupted by on-street parking.	Limited benefit based on opportunities to introduce on-street parking in context with subdivision layout, intersection design requirements, and driveways locations. On-street Parking may introduce undesirable conflicts along a bus segment of roadway, e.g. the Longevity to Williams Corridor.
Cultural Environment Criteria	Does not address Phase 1 and 2 EA Recommendations	Known cultural heritage and archeological resources are avoided.	Known cultural heritage and archeological resources are avoided.	Known cultural heritage and archeological resources are avoided.
Natural Environment Criteria	Does not address Phase 1 and 2 EA Recommendations	Known Headwater Drainage Feature mitigated per CHC/TRCA guidelines.	Known Headwater Drainage Feature mitigated per CHC/TRCA guidelines.	Known Headwater Drainage Feature mitigated per CHC/TRCA guidelines.
Socio-Economic Criteria	Does not address Phase 1 and 2 EA Recommendations	Crosses local streets and potential high-volume driveways, which is complex to mitigate through design with a MUP.	Prioritizes facilities for non-auto modes. Requires the least right-of-way compared to alternatives, also resulting in least impact to Pumping Station compared to other alternatives.	Requires more right-of-way than Std. 202F and introduces conflicts between parked vehicles and traffic. Parking opportunities on Longevity are limited and parking can be accommodated off-street or on local streets.

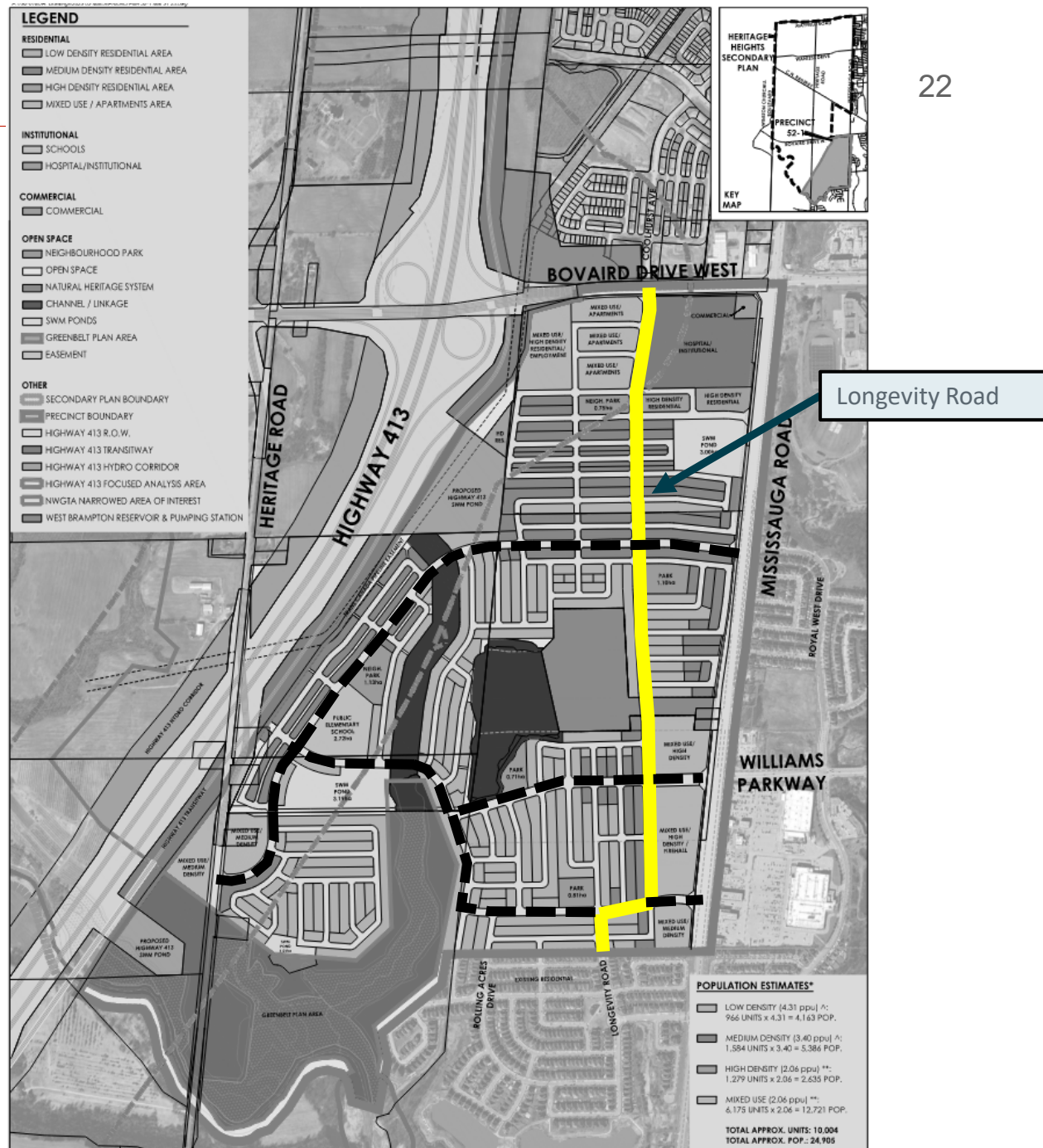
Longevity Road: Preliminary Recommendation

Preliminary Recommendation:

- Adopt Heritage Heights Standard 202F (Cycle Tracks) for Longevity Road.

Other Considerations:

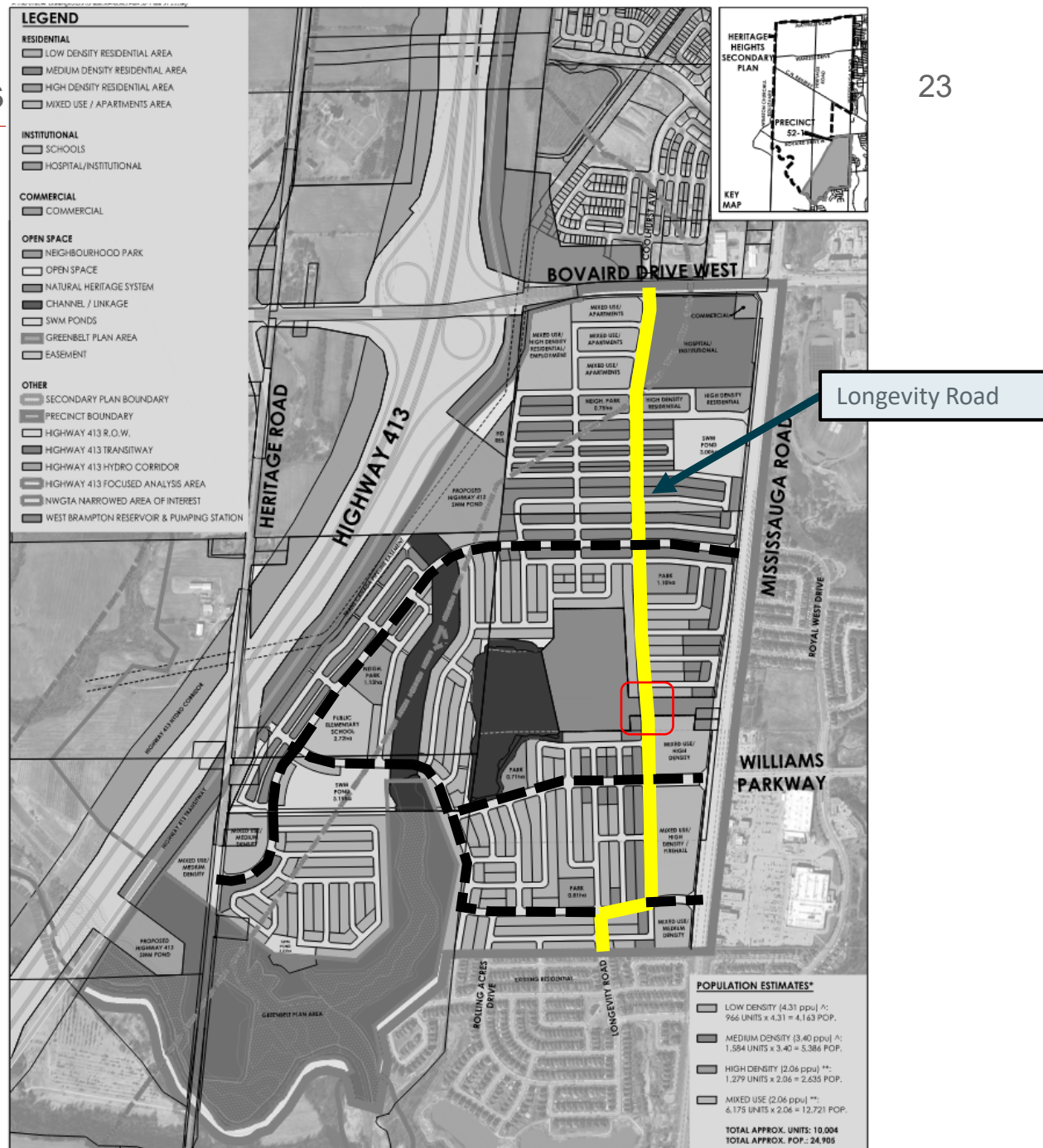
- Standard 202F is a mid-block cross-section and does not account for additional functional design features (turning lanes, transit stops, etc.).
- Development may consider localized widenings that adopt on-street parking (Standard 202G), where appropriate and approved by the City.
- Cycling facilities may differ between Doubles Drive and the southern Precinct limits to best suit transitional context, as guided by the Heritage Heights Secondary Plan policy, the Heritage Heights Transportation Master Plan, City Guidelines, and Ontario Traffic Manual Book 18 (for Cycling Facilities) and as approved by the City.



Longevity Road: Peel Region Property Impacts

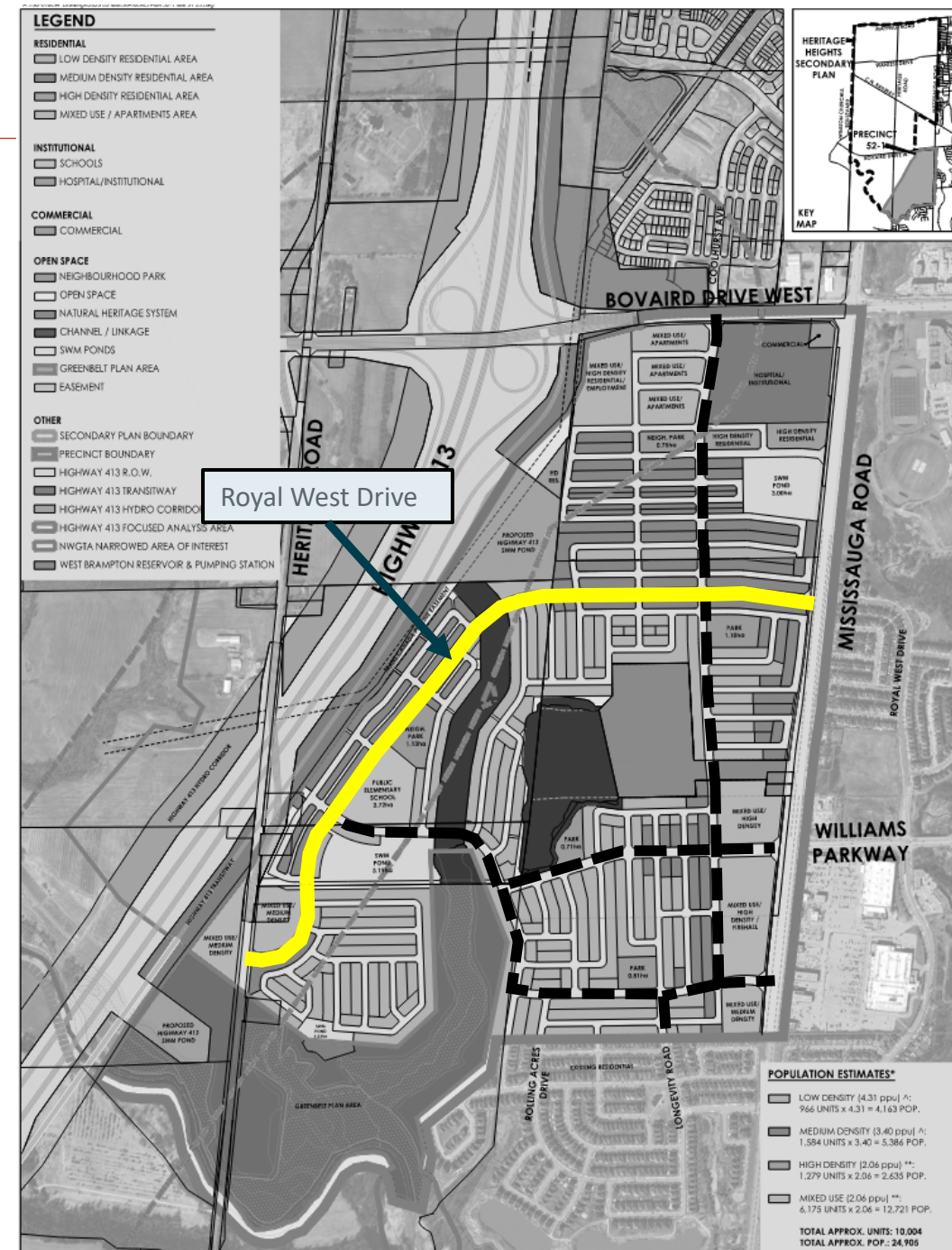
Peel Region Property Impacts:

- All options introduce a public road crossing of the Peel Region Pumping Station driveway, consistent with the Heritage Heights TMP and the OLT approved Secondary Plan.
- The City and participating landowners shall continue to work with Peel Region to identify an engineering design that permits a public road to cross, while maintaining the integrity of Peel Region's existing services and operations and future expansion plans.
- Longevity Road, as an interim measure, is recommended to have cul-de-sacs (or suitable alternatives) on either side of the Pumping Station to not preclude a future road crossing.



Royal West Drive: Summary of Evaluation

- The **Royal West Drive** design evaluates the following cross-sections:
 - **Do Nothing:** Existing Cross-Section Standards
 - A. Heritage Heights Standard 202E:** Multi-Use Path
Both Sides + Parking
 - B. Heritage Heights Standard 202F:** Cycle Tracks
 - C. Heritage Heights Standard 202G:** Cycle Tracks +
Parking



Royal West Drive: Summary of Evaluation

Category	Criteria	Royal West Drive Cross-Section Evaluation			
		Do Nothing	HH Std 202E: Multi-Use Path + Parking	HH Std 202F: Cycle Tracks	HH Std. 202G: Cycle Tracks + Parking
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 evaluation summary is intended to reflect a high-level summary of the evaluation conducted.

 Most Preferred

 More/Less Preferred

 Least Preferred

Royal West Drive: Summary of Evaluation

Category	Royal West Drive Cross Section Evaluation Summary			
	Do Nothing	HH Std 202E: Multi-Use Path + Parking	HH Std 202F: Cycle Tracks	HH Std. 202G: Cycle Tracks + Parking
Transportation Criteria	Does not address Phase 1 and 2 EA Recommendations	Separated facility in a low-rise context, providing connectivity to schools and parks. Continuity with MUPs on Mississauga. Private driveway access is limited creating less conflicts between cyclists, pedestrians and motorists. On-street parking available that does not conflict with active uses.	Separation of pedestrians and cyclists less critical in Royal West Drive context compared to Longevity Road. No on-street parking opportunities adjacent schools, parks, or low-rise.	Separation of pedestrians and cyclists less critical in Royal West Drive context compared to Longevity Road. Provides on-street parking opportunities for schools, parks, and visitors to low-rise.
Cultural Environment Criteria	Does not address Phase 1 and 2 EA Recommendations	Known cultural heritage and archeological resources are avoided.	Known cultural heritage and archeological resources are avoided.	Known cultural heritage and archeological resources are avoided.
Natural Environment Criteria	Does not address Phase 1 and 2 EA Recommendations	New NHS corridor improves existing degraded watercourse/NHS corridor and maintains wildlife linkages.	New NHS corridor improves existing degraded watercourse/NHS corridor and maintains wildlife linkages.	New NHS corridor improves existing degraded watercourse/NHS corridor and maintains wildlife linkages.
Socio-Economic Criteria	Does not address Phase 1 and 2 EA Recommendations	Least complex design and cost (including maintenance) for context. Opportunity to integrate with school/park landscape. Approachable recreational facility for all ages.	Prioritizes facilities for non-auto modes. Requires the least right-of-way compared to alternatives, also resulting in least impact to Pumping Station compared to other alternatives.	Requires more right-of-way than Std. 202F and introduces conflicts between parked vehicles and traffic. Parking opportunities on Longevity are limited and parking can be accommodated off-street or on local streets.

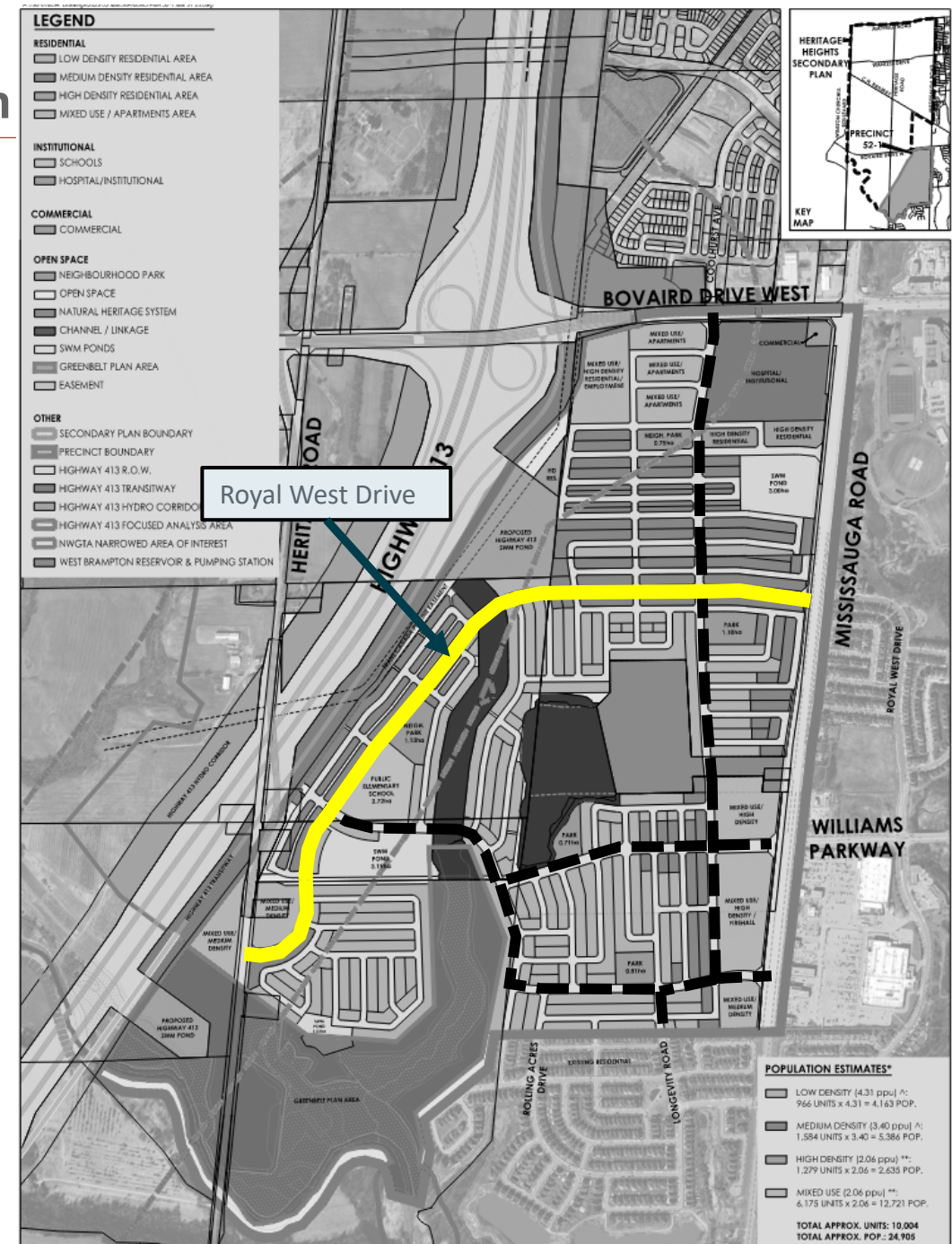
Royal West Drive: Preliminary Recommendation

Preliminary Recommendation:

- Adopt Heritage Heights Standard 202E (Multi-Use Path) for Royal West Drive.

Other Considerations:

- Standard 202E is a mid-block cross-section and does not account for additional functional design features (turning lanes, transit stops, etc.).
- Minimizing private driveway access to Royal West Drive, to the extent practical, is recommended to reduce conflicts between cyclists/pedestrians and motorists.
- Connectivity between the Multi-Use Path on Royal West Drive and schools, parks, recreational trails and other destinations are encouraged to promote fine-grained connectivity and the policies of the Secondary Plan.



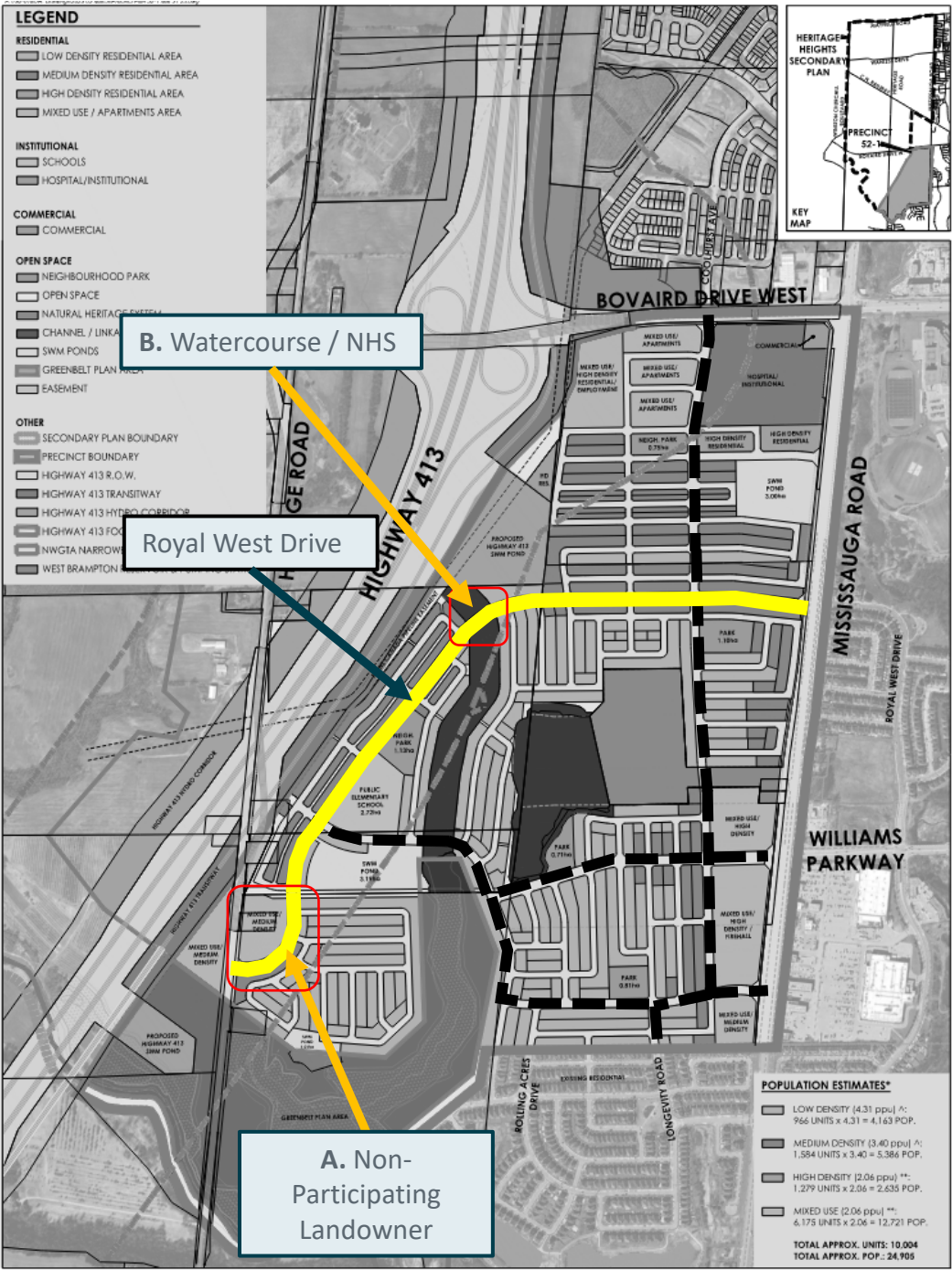
Royal West Drive: Preliminary Recommendation

A. Non-Participating Land Impacts:

- Property will be required to complete the ultimate configuration of Royal West Drive, from Doubles Drive to Heritage Road (non-participating landowner) as contemplated by the Secondary Plan and Heritage Heights Transportation Master Plan.
- Royal West Drive, as an interim measure, is recommended to have a cul-de-sac (or suitable alternative) north of the limits of the non-participating lands to allow for future connectivity to Heritage Road.

B. Natural Heritage Crossing:

- Reach CRT4-5 is currently considered a degraded feature and contains non-significant wetlands dominated by invasive species. Reach CRT4-5 is proposed for realignment into a new 75 m wide Natural Heritage System (NHS) corridor.
- The new NHS corridor will provide an improved naturalized channel with replacement wetland habitat complete with native plantings. The NHS corridor will maintain wildlife linkages to retained ravine habitat within the Greenbelt.
- The crossing of Royal West Drive will be sized in accordance to the CVC Fish and Wildlife Crossing Guidelines to allow for terrestrial and aquatic wildlife movement within the NHS corridor. Exclusion fencing installed along the NHS corridor will also reduce potential wildlife collisions.



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

Please submit any additional comments on the OPE material or further project requests by email to hhprecinct521ea@bagroup.com by **November 24, 2025**. Any input received by that date will be taken into consideration as part of the Environmental Study Report, which will be available for public comment when completed.

2. **Confirmation of the Preferred Design** based on feedback from the public, Indigenous communities, and stakeholders.

3. **Preparation of the final Environmental Study Report.**

4. **Publish Report** for public record and notify stakeholders of completion of the study.



BA Group

MOVEMENT IN URBAN ENVIRONMENTS