



*Welcome*

to the  
Heritage Heights  
Transportation Master Plan Study

Public Information Centre #2

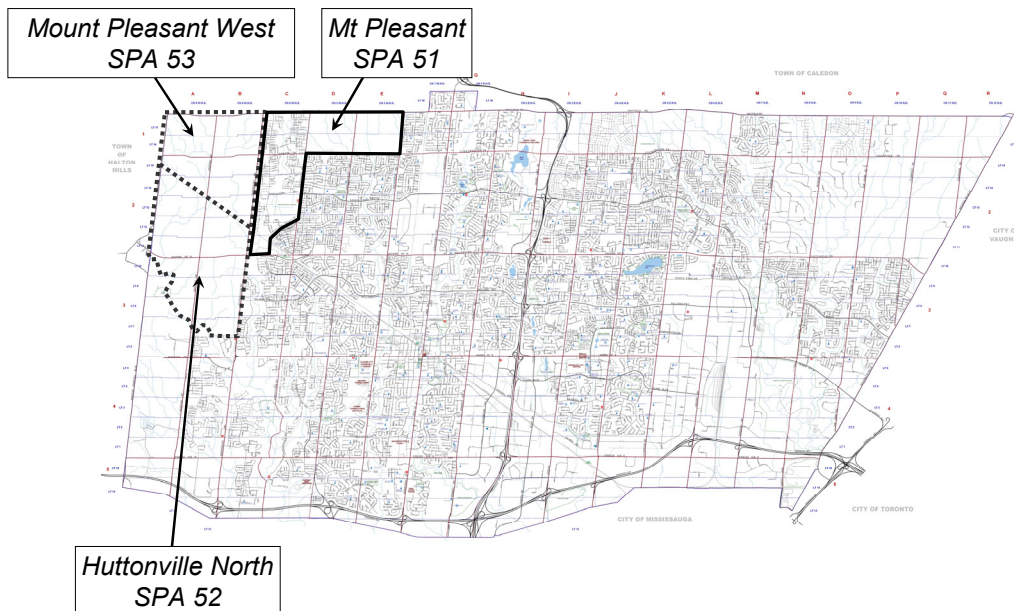
*and*  
to the  
Heritage Heights  
Community Visioning

Open House

Tuesday, November 20, 2012  
4 PM to 8 PM

## Secondary Planning Program

The City of Brampton has initiated a Secondary Plan work program for Area 52 (Huttonville North) and Area 53 (Mount Pleasant West), collectively referred to as “Heritage Heights”, in accordance with the timeline and polices of ROPA 15, OPA 93-245 and Council direction in December 2009.



The work program includes the following studies:

- Subwatershed & Landscape Scale Analysis (Open House held October 22, 2012)
- Servicing and Infrastructure
- Employment Implementation
- Shale Resources Review Update
- **Community Visioning** (subject of tonight’s Open House)
- **Transportation Master Plan** (subject of tonight’s Open House)

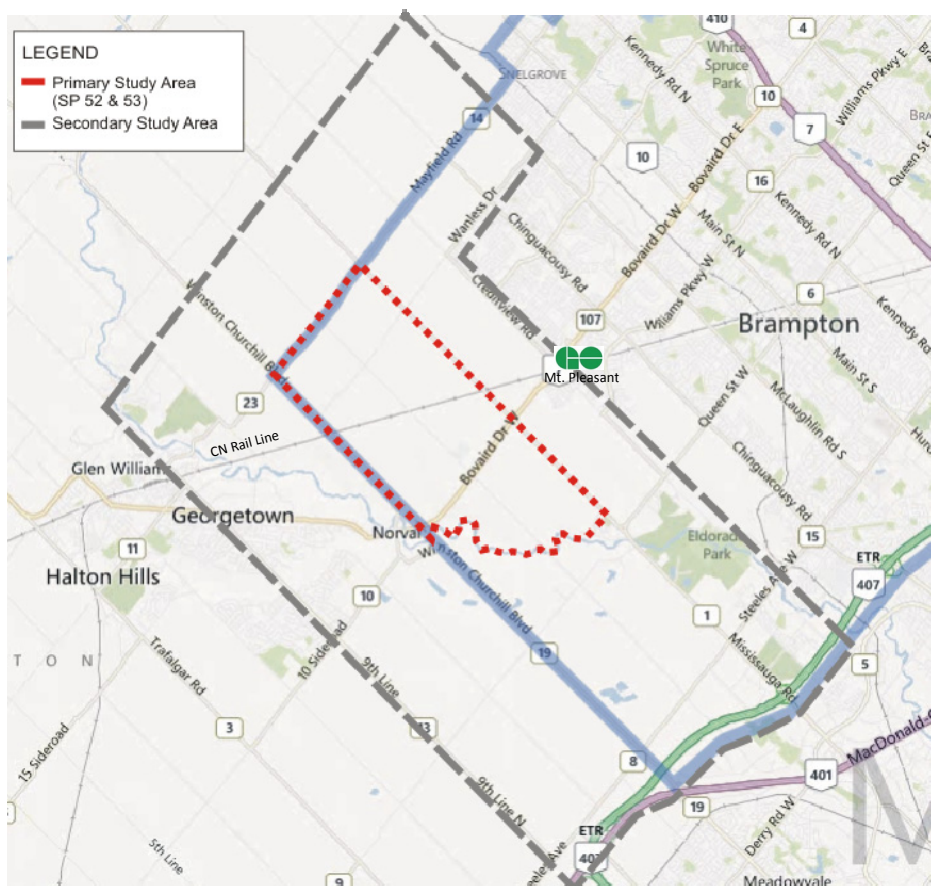
For further information and status updates regarding the Secondary Plan Program for Heritage Heights, please visit:

[www.brampton.ca/en/Business/planning-development/projects-studies/Pages/HeritageHeightsCommunity.aspx](http://www.brampton.ca/en/Business/planning-development/projects-studies/Pages/HeritageHeightsCommunity.aspx)

## Heritage Heights Study Area

The primary study area includes the Secondary Plan Areas of Huttonville North (SP 52) and Mount Pleasant West (SP 53). The primary study area is bounded by Mayfield Road to the north, Mississauga Road to the east, Winston Churchill Boulevard to the west and the Credit River Valley to the south.

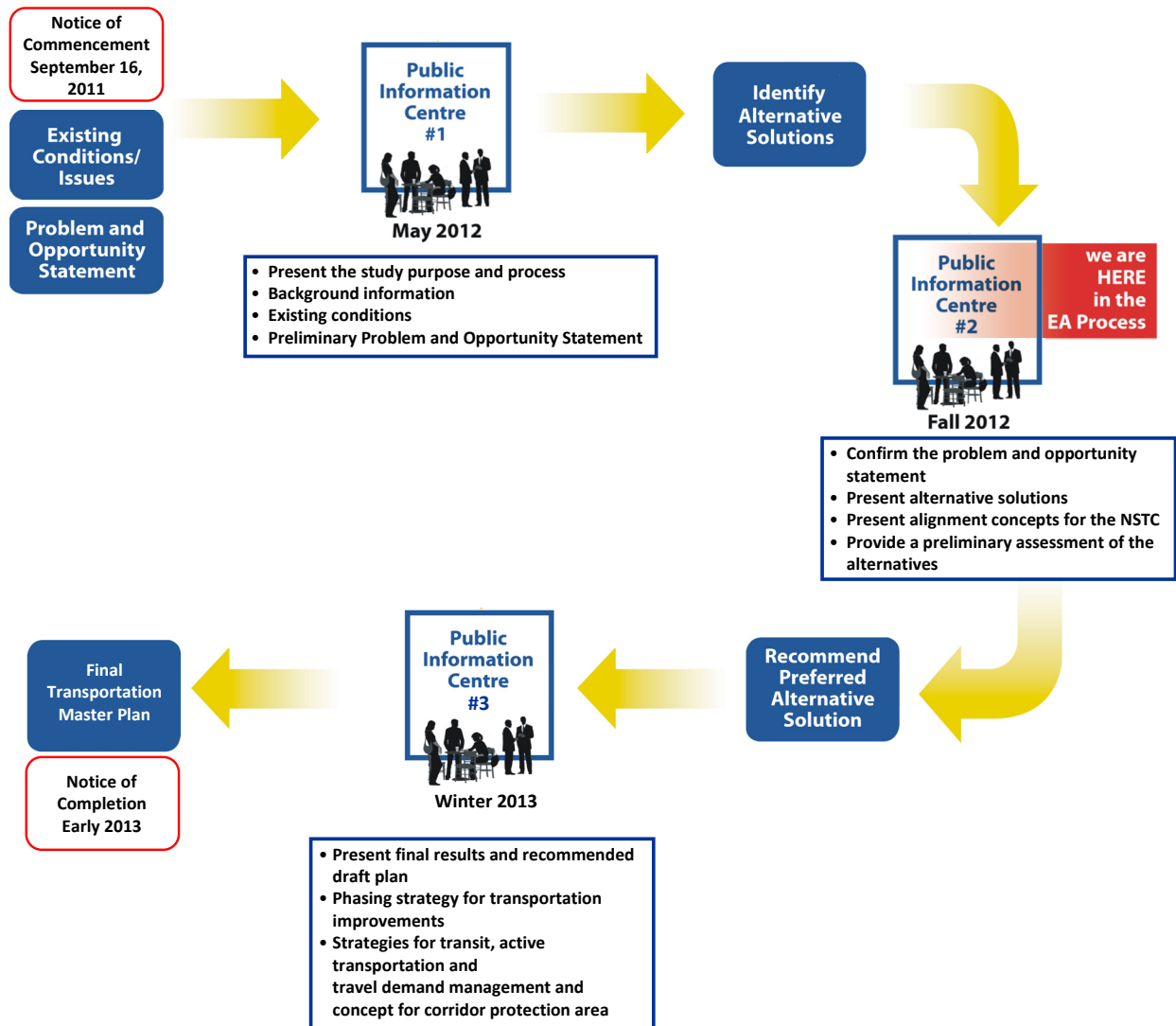
A secondary study area will include a broader geographic scope for the assessment of overall travel demand needs.



## Transportation Study Process

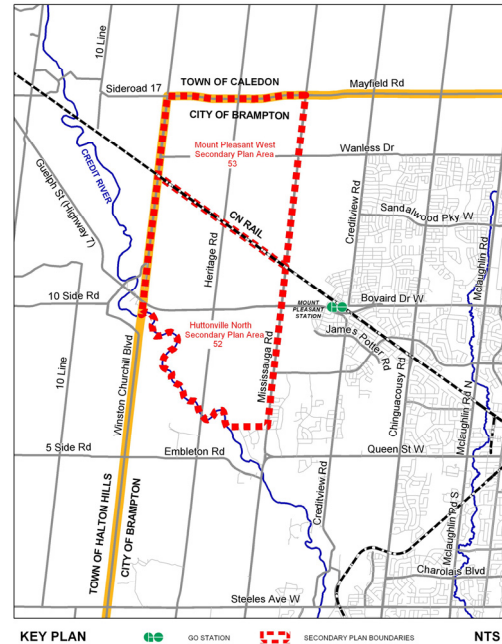
This study is being conducted as a Transportation Master Plan in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (2000, as amended 2011).

The study will assess environmental, social, economic and technical criteria and will address the interests of area residents, stakeholders and local businesses in selecting the preferred solution.



## Study Purpose

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



The key objectives of the Transportation Master Plan include:

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

## Problem and Opportunity Statement

In accordance with OPA43 (City's Growth Plan Amendment), the City of Brampton is forecasted to achieve a population of 727,000 and 314,000 jobs by 2031.

The City has designated an urban expansion area in North West Brampton to accommodate a portion of future growth. The area known as Heritage Heights (Secondary Plan Areas 52 and 53) is planned to accommodate 43,000 residents and 20,000 jobs by 2031.

The Secondary Planning Areas are subject to corridor protection and future EA studies for a North-South Transportation Corridor of provincial and municipal planning interest.

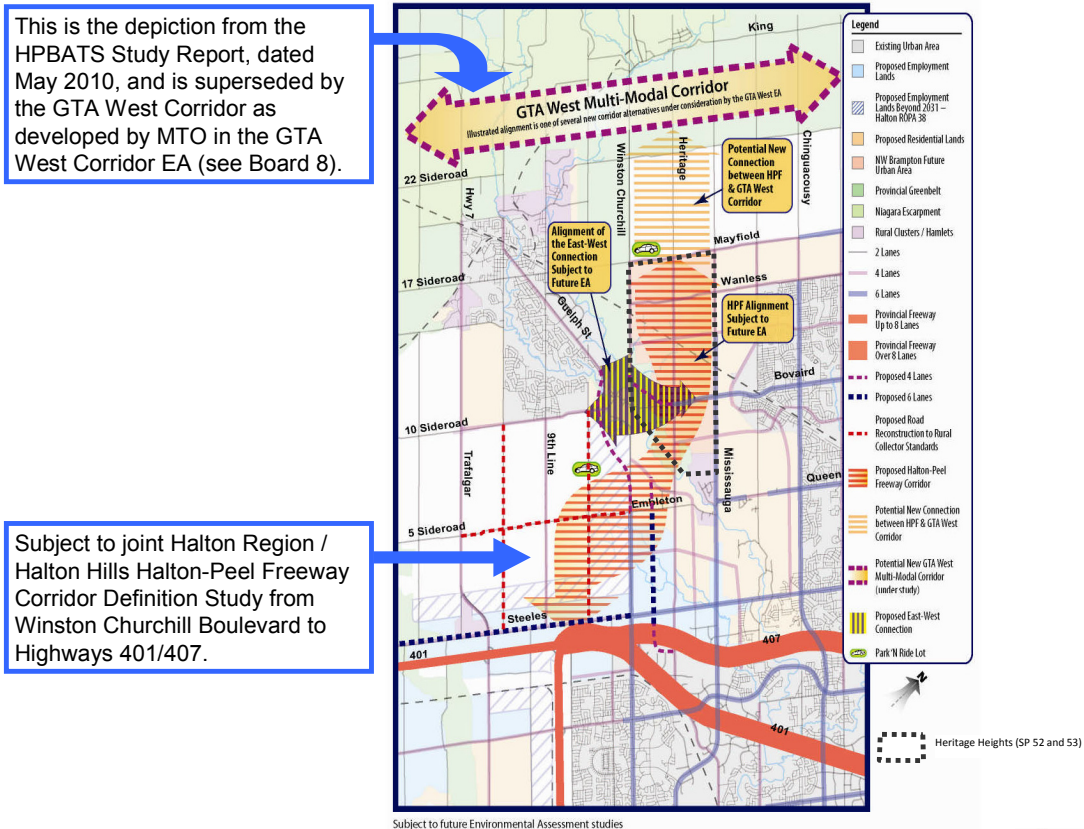
The existing transportation system of roads, transit, pedestrian linkages, and pathways will not adequately accommodate the mobility needs of future residents and workers.

The City of Brampton has an opportunity to plan and implement a transportation solution that supports the development of Heritage Heights as a “complete community.”

## Study Context

### Halton Peel Boundary Area Transportation Study (HPBATS)

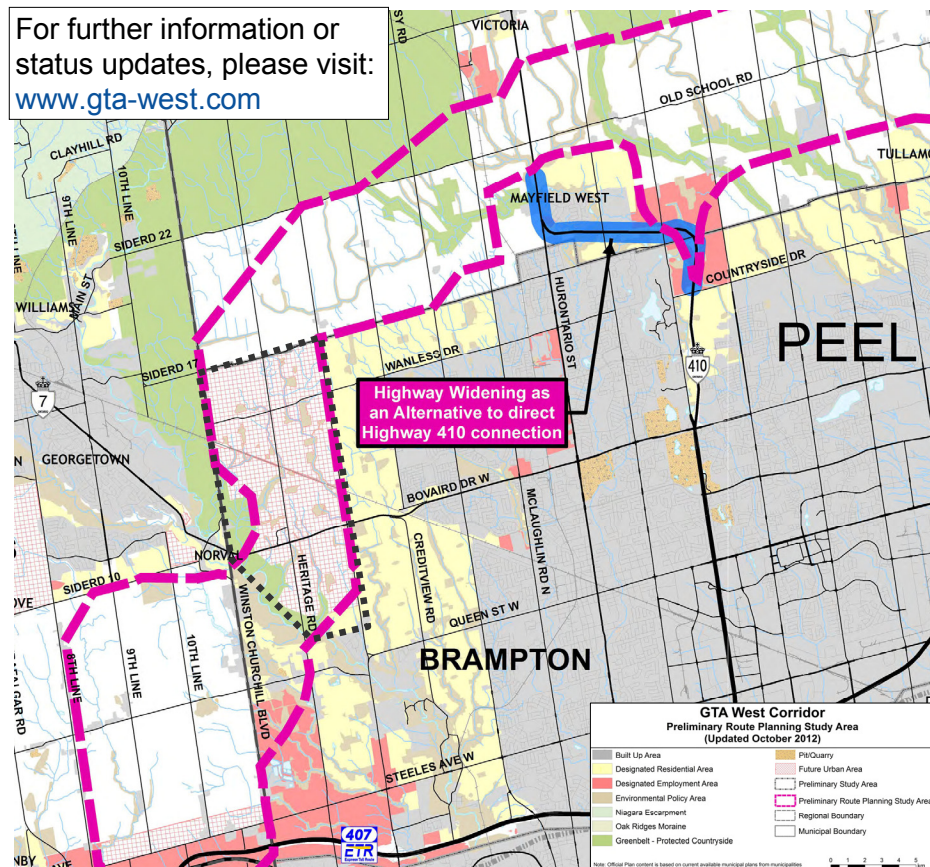
- Identified a future long-term transportation network (2021 and 2031) required to support provincial and inter-municipal planning goals for Halton and Peel Regions, and to satisfy future transportation demand.
- A Notice of Information was issued July 8, 2010 advising that HPBATS was adopted by the Councils of participating municipalities in April and May 2010 as a Transportation Master Plan in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.
- A Memorandum of Understanding (April 2012) amongst the municipal partners – Peel Region, Halton Region, Halton Hills, Town of Caledon and City of Brampton set out a framework for the timely implementation of HPBATS recommended cross-jurisdictional transportation improvements.
- The MOU acknowledged municipal partners proceeding with transportation studies as input to future Environmental Assessments.



## Study Context

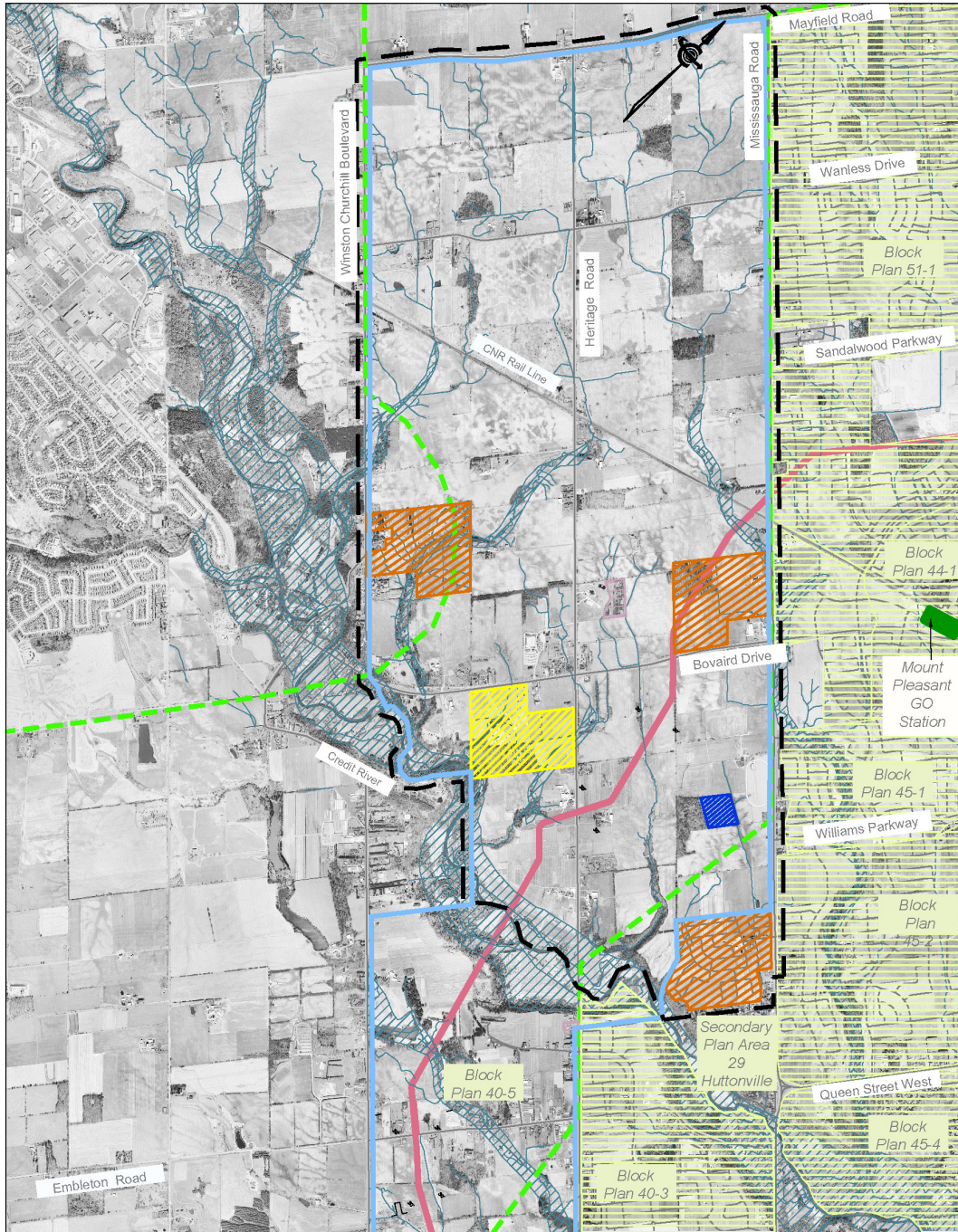
### GTA West Corridor Environmental Assessment

- The proposed GTA West Corridor coincides with the HPBATS North-South Link.
- The Preliminary Route Planning Study Area includes the Heritage Heights Community.
- The Preliminary Route Planning Study Area provides for the consideration of a range of Credit River crossing locations to serve the north-south transportation needs as well as the potential to serve the east-west transportation needs.
- The final alignment of the GTA West Corridor, including the location of the Credit River crossing will be determined by the Ministry of Transportation in the subsequent route planning Environmental Assessment. The findings of Heritage Heights Transportation Master Plan Study will be considered as input to the MTO's EA.
- The Ontario Ministry of Transportation (MTO) has finalized the GTA West Transportation Development Strategy Report (November 16, 2012). The completion of the Transportation Development Strategy represents the conclusion of the first stage of the EA study and enables MTO to commence Stage 2 of the EA, anticipated in late 2013.





## Planning Context



**LEGEND**

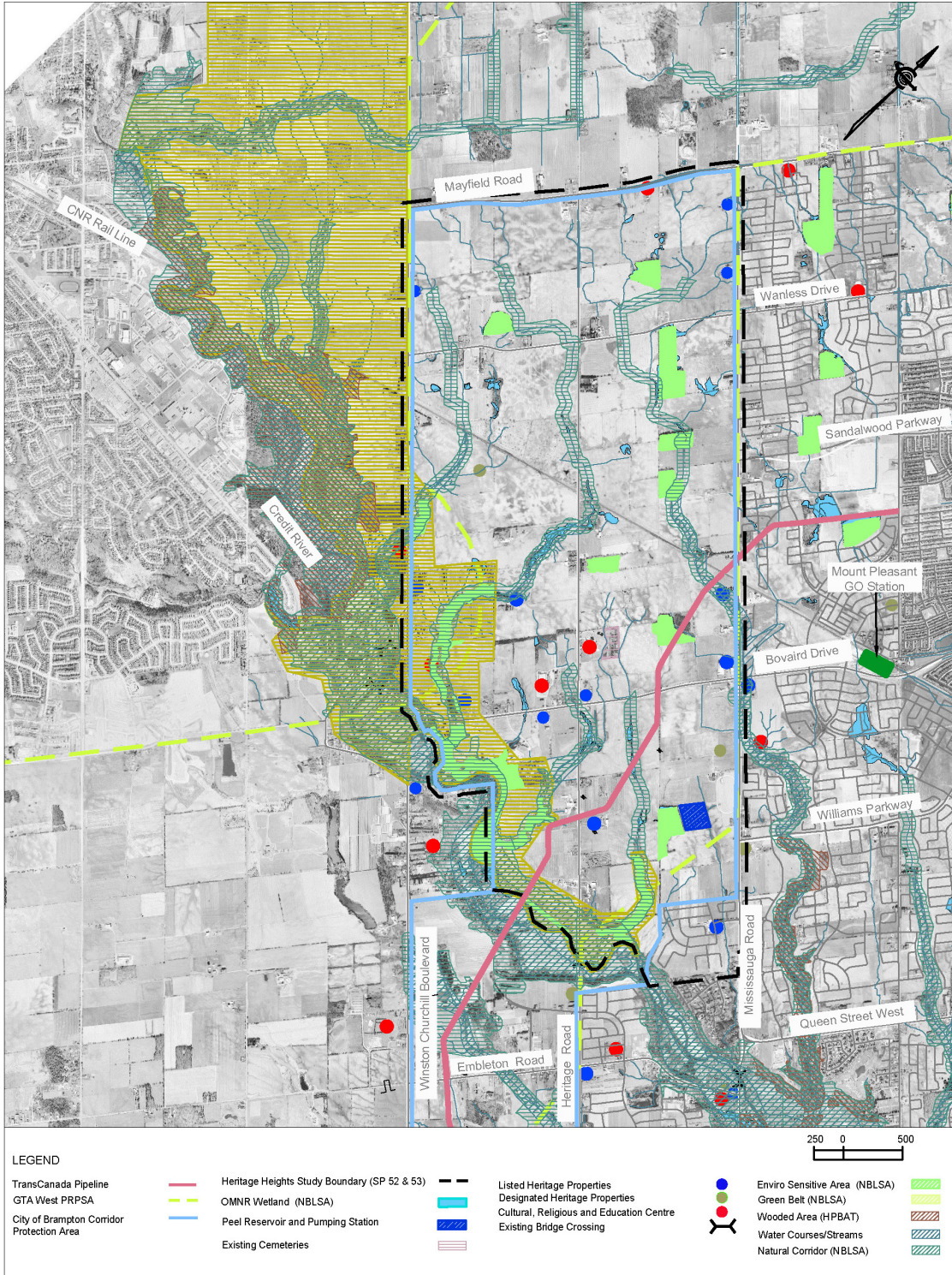
Heritage Heights Study Area (SP 52 & 53)  
 City of Brampton Corridor Protection Area  
 GTA West PRPSA  
 TransCanada Pipeline and Proposed TCPL Parkway

City Owned Land  
 Active Planning Applications  
 Approved Community Block Plans

Water Courses/Streams  
 Peel Reservoir and Pumping Station  
 Existing Cemeteries

Secondary Plan Area 29  
 Huttonville

## Constraints



## Corridor Requirements

### Right-of-Way Elements

- 170 m right-of-way for the corridor, including transitway and stormwater/drainage needs
- 37 m right-of-way for hydro corridor

### Design Criteria

- 120 km/h design speed
- 1700 m minimum radius horizontal curves

### Corridor Interchanges at Arterial Roads (Subject to MTO's GTA West EA)

- Protection for interchanges at:
  - Mayfield Road
  - Sandalwood Parkway Extension
  - Bovaird Drive
  - Williams Parkway Extension

## Evaluation Criteria

### Natural Environment

- Fish and Fish Habitat
- Terrestrial Ecosystem and Wildlife Habitat
- Groundwater / Surface Water
- Designated Areas

### Socio-economic and Cultural Environment

- Planning Policies, Plans, Goals and Objectives
- Property Impacts
- Noise / Air Quality
- Built Heritage and Cultural Heritage Landscapes
- Archaeology

### Transportation

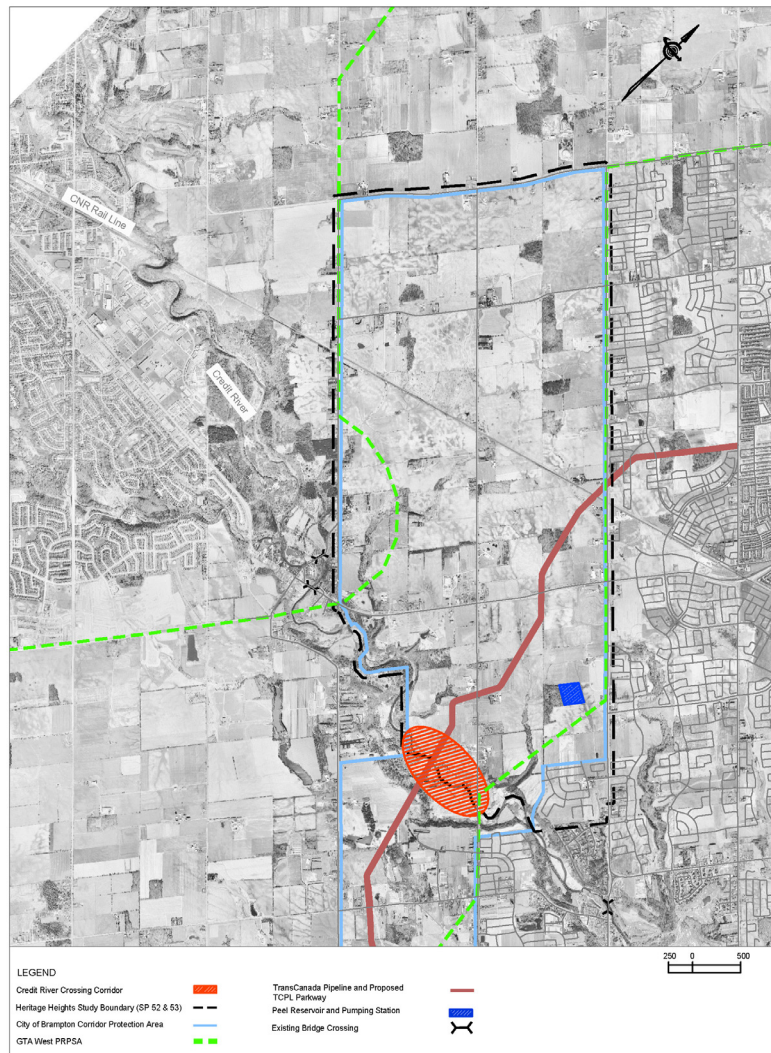
- Capacity and Level of Service
- Connectivity and Multimodality
- Safety
- Goods Movement

### Implementation

- Capital Cost
- Utilities
- Staging
- Environmental Mitigation

## Credit River Valley Crossing

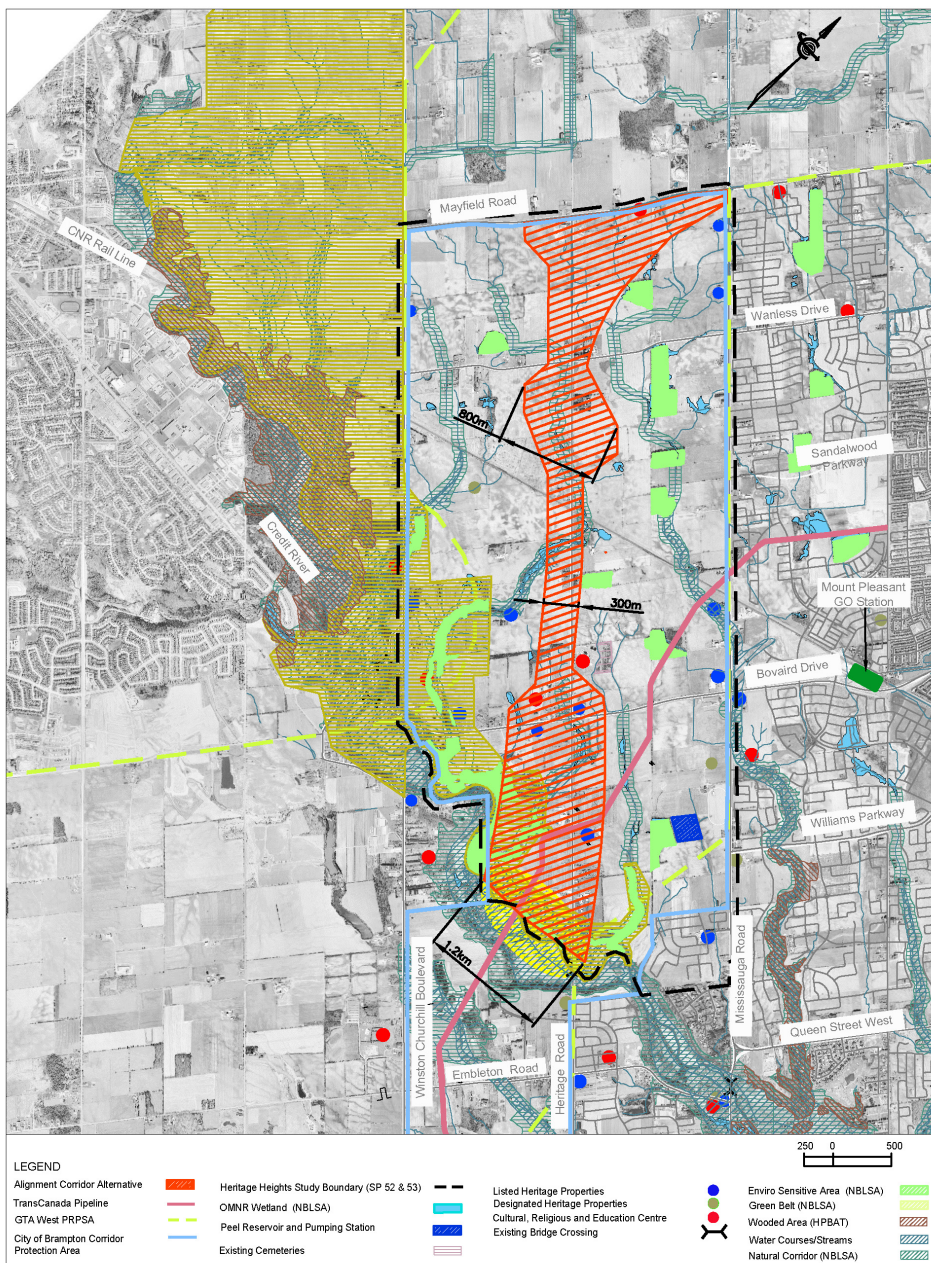
- A crossing opportunity has been identified which allows for suitable flexibility to reasonably address the transportation corridor, interchange configuration options, and protection for a hydro corridor through future Environmental Assessment processes.
- The crossing opportunity was defined by identifying constraints as they relate to the natural environment, existing socio-economic conditions (i.e. settlement areas) and planned context as the basis of establishing criteria upon which to evaluate concepts for the corridor protection area.



## Alternative Corridors

### Along Heritage Road

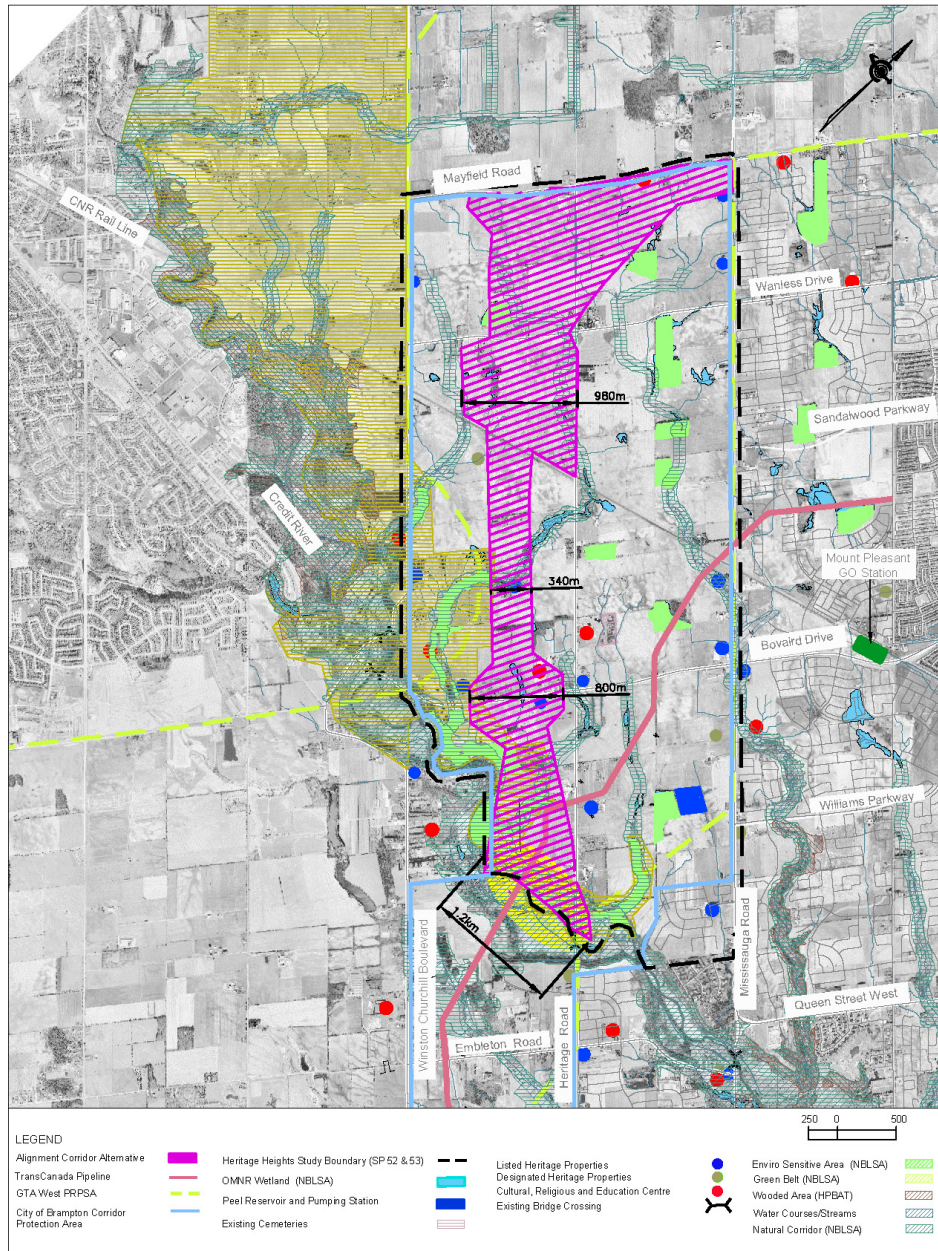
- This corridor option crosses the Credit River west of Heritage Road, then generally follows the existing Heritage Road alignment through the centre of Secondary Plan Areas 52 and 53.



## Alternative Corridors

### West of Heritage Road

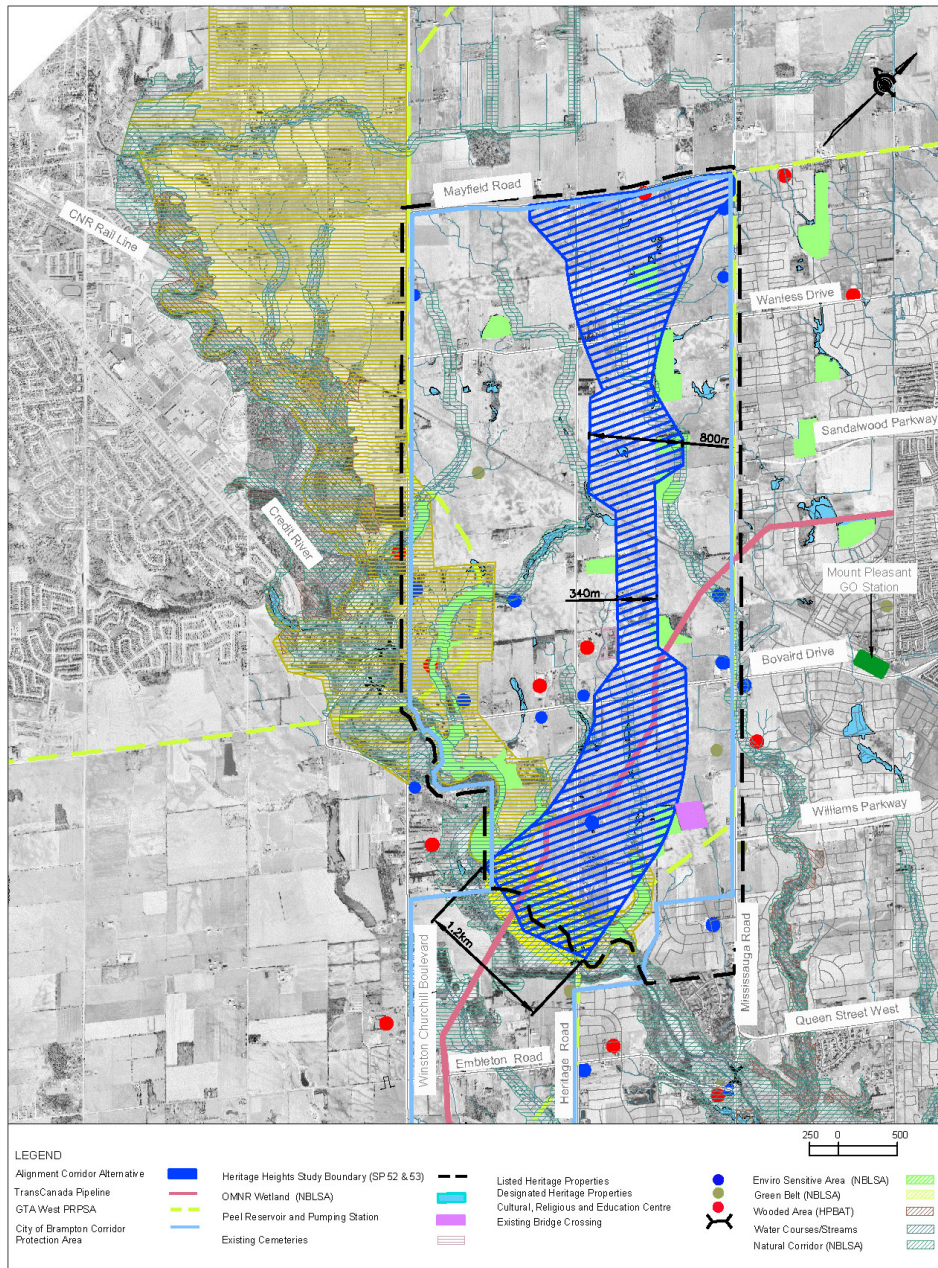
- This corridor option crosses the Credit River west of Heritage Road then generally follows a northerly alignment midblock between Heritage Road and Winston Churchill Boulevard.



## Alternative Corridors

### East of Heritage Road

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





## Preliminary Evaluation Summary

The evaluation is based on the relative ability of the alternative to address the needs of the corridor. The alternatives were assessed against impacts on the natural environment, socio-economic environment, transportation and implementation.

ALTERNATIVE CORRIDORS	CORRIDOR ALONG HERITAGE ROAD	CORRIDOR WEST OF HERITAGE ROAD	CORRIDOR EAST OF HERITAGE ROAD
	Crossing the Credit River west of Heritage Road and maintains an alignment along Heritage Road	Crossing the Credit River west of Heritage Road and maintains an alignment of 350 to 560 m west of Heritage Road to the CN Rail Corridor	Crossing the Credit River west of Heritage Road, crossing Heritage Road and maintains an alignment of 470 to 680 m east of Heritage Road to Wanless Drive
<b>FACTOR</b>			
NATURAL ENVIRONMENT	Preferred	Not Preferred	Not Preferred
SOCIO-ECONOMIC ENVIRONMENT / CULTURAL ENVIRONMENT	Not Preferred	Not Preferred	Preferred
TRANSPORTATION	Not Preferred	Not Preferred	Preferred
IMPLEMENTATION	Not Preferred	Not Preferred	Preferred
<b>RECOMMENDATION</b>	<b>NOT RECOMMENDED</b>	<b>NOT RECOMMENDED</b>	<b>PRELIMINARY PREFERRED CORRIDOR</b>

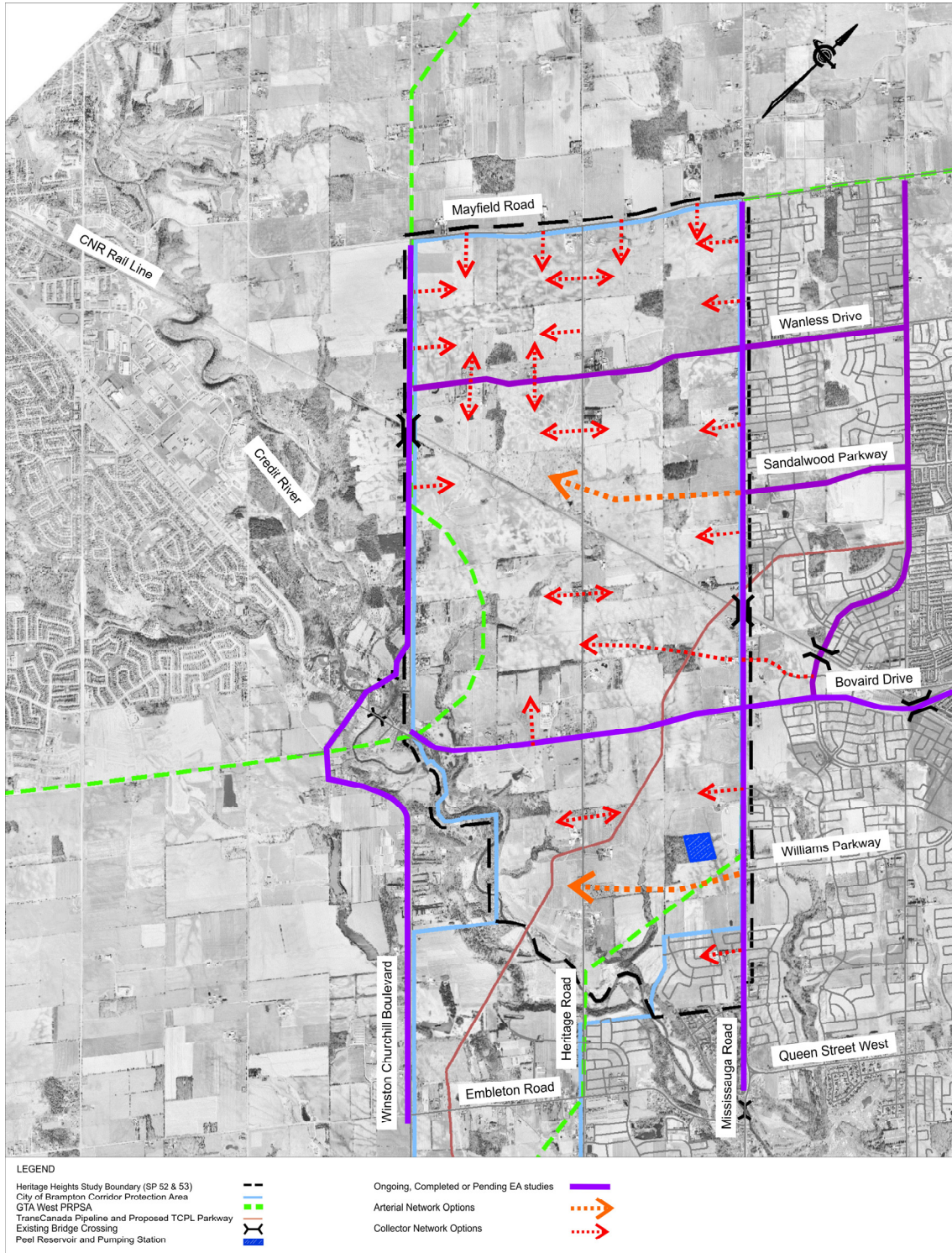
# Heritage Heights Transportation Master Plan

## Preliminary Evaluation Table

FACTOR	CORRIDOR ALONG HERITAGE ROAD Crossing the Credit River west of Heritage Road and maintains an alignment along Heritage Road	Indicator	CORRIDOR WEST OF HERITAGE ROAD Crossing the Credit River west of Heritage Road and maintains an alignment of 350 to 560 m west of Heritage Road to the CN Rail Corridor	Indicator	CORRIDOR EAST OF HERITAGE ROAD Crossing the Credit River west of Heritage Road, crossing Heritage Road and maintains an alignment of 470 to 680 m east of Heritage Road to Wanless Drive	Indicator
<b>NATURAL ENVIRONMENT:</b>						
		Preferred		Not Preferred		Not Preferred
Fish and Fish Habitat	<ul style="list-style-type: none"> <li>1 Credit River crossing – Mixed cool / cold water fish community</li> <li>1 Huttonville Creek crossing – Warm water fish community</li> </ul>	●	<ul style="list-style-type: none"> <li>1 Credit River crossing – Mixed cool / cold water fish community</li> <li>2 Credit River tributary crossings – Warm water fish community</li> </ul>	●	<ul style="list-style-type: none"> <li>1 Credit River crossing – Mixed cool / cold water fish community</li> <li>1 Huttonville Creek crossing – Warm water fish community</li> <li>Potential impact on Contributing Habitat of redside dace</li> </ul>	●
Terrestrial Ecosystems and Wildlife Habitat	<ul style="list-style-type: none"> <li>1 km crossing of High Priority Corridor</li> <li>No additional defined terrestrial linkages; Maintains opportunity for linkage on east side of Heritage Road</li> <li>Least impact to areas with moderate and high "Total Patch Priority"</li> <li>Least ecological impacts north of Bovaird Drive.</li> </ul>	●	<ul style="list-style-type: none"> <li>1 km crossing of High Priority Corridor</li> <li>No additional defined terrestrial linkages; Maintains opportunity for linkage on east side of Heritage Road</li> <li>Impact to very young forest south of Bovaird Drive</li> <li>Greater impact to areas with moderate and high "Total Patch Priority"</li> <li>North of Bovaird, crosses significant tributary (CRTZ) which is a significant valleyland.</li> </ul>	●	<ul style="list-style-type: none"> <li>1 km crossing of High Priority Corridor</li> <li>No additional defined terrestrial linkages; May impact opportunity for linkage on east side of Heritage Road. Could establish linkage adjacent to corridor</li> <li>Lesser impact to areas with moderate and high "Total Patch Priority"</li> </ul>	●
Groundwater	<ul style="list-style-type: none"> <li>1 Groundwater linkage area at Credit River crossing</li> </ul>	●	<ul style="list-style-type: none"> <li>1 Groundwater linkage area south of Bovaird Drive</li> <li>1 Groundwater linkage area at Credit River crossing</li> </ul>	●	<ul style="list-style-type: none"> <li>1 Groundwater linkage area at Credit River crossing</li> </ul>	●
Surface Water	<ul style="list-style-type: none"> <li>Direct impact to 2 OMNR wetlands</li> <li>1 Credit River valley and wetlands crossing</li> <li>Crossing of 4 unclassified streams / swales</li> </ul>	●	<ul style="list-style-type: none"> <li>Direct impact to 1 OMNR wetland</li> <li>1 Credit River valley and wetlands crossing</li> <li>1 Credit River tributary crossing</li> <li>Crossing of 3 unclassified streams / swales</li> </ul>	●	<ul style="list-style-type: none"> <li>1 Credit River valley and wetlands crossing</li> <li>1 Huttonville Creek crossing</li> <li>Crossing of 3 unclassified streams / swales</li> </ul>	●
Designated Areas	<ul style="list-style-type: none"> <li>No Areas of Natural and Scientific Interest or Environmentally Sensitive / Significant Areas</li> <li>Limited impact to the Greenbelt</li> </ul>	●	<ul style="list-style-type: none"> <li>No Areas of Natural and Scientific Interest or Environmentally Sensitive / Significant Areas</li> <li>Limited impact to the Greenbelt</li> </ul>	●	<ul style="list-style-type: none"> <li>No Areas of Natural and Scientific Interest or Environmentally Sensitive / Significant Areas</li> <li>Limited impact to the Greenbelt</li> </ul>	●
<b>SOCIO-ECONOMIC ENVIRONMENT / CULTURAL ENVIRONMENT:</b>						
		Not Preferred		Not Preferred		Preferred
Planning Policies, Plans, Goals and Objectives	<ul style="list-style-type: none"> <li>Complies with City and Regional OP policies</li> <li>More central to developable lands in Brampton</li> </ul>	●	<ul style="list-style-type: none"> <li>Complies with City and Regional OP policies</li> <li>Less central to developable lands in Brampton.</li> </ul>	●	<ul style="list-style-type: none"> <li>Complies with City and Regional OP policies</li> <li>More central to developable lands in Brampton</li> </ul>	●
Property Impacts	<ul style="list-style-type: none"> <li>Impact to residences and business on Heritage Road throughout the corridor north of Credit River. Greatest potential for business impact loss</li> <li>Direct impact to Places of Worship and Cemeteries (St. Elias, Jehovah's Witness)</li> <li>Approximately 32 properties where structures would be impacted north of the Credit River and south of Mayfield Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Impact to City-owned proposed (for future Park)</li> <li>Potential for indirect impact to Jehovah's Witnesses site</li> <li>Approximately 13 properties where structures would be impacted north of the Credit River and south of Mayfield Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Impact to residences and business on Heritage Road 500-650 metres north of Credit River</li> <li>Approximately 17 properties where structures would be impacted north of the Credit River and south of Mayfield Road</li> </ul>	●
Noise	<ul style="list-style-type: none"> <li>Key noise receptors along Heritage Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Key noise receptors northeast of Heritage Road and Wanless Drive, property on Heritage Road 900 metres north of Bovaird Drive, property on Bovaird Drive 550 metres west of Heritage Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Key noise receptors northeast of Heritage Road and Wanless Drive, property on Heritage Road 1,100 metres north of the Credit River</li> </ul>	●
Air Quality	<ul style="list-style-type: none"> <li>Corridor alignment has no relative impact on air quality</li> </ul>	●	<ul style="list-style-type: none"> <li>Corridor alignment has no relative impact on air quality</li> </ul>	●	<ul style="list-style-type: none"> <li>Corridor alignment has no relative impact on air quality</li> </ul>	●
Built Heritage and Cultural heritage Landscapes	<ul style="list-style-type: none"> <li>Direct impact to three listed heritage properties</li> <li>Direct impact to two Places of Worship</li> <li>No direct impact to designated heritage properties</li> </ul>	○	<ul style="list-style-type: none"> <li>Direct impact to two listed heritage property</li> <li>Potential impact to one Place of Worship</li> <li>No direct impact to designated heritage properties</li> </ul>	●	<ul style="list-style-type: none"> <li>Direct impact to one listed heritage property</li> <li>No direct impact to designated heritage properties</li> </ul>	●
Archaeology	<ul style="list-style-type: none"> <li>Majority of corridor identified as having Archaeological Potential (source: GTA-West Corridor Overview of Environmental Conditions and Constraints Working Paper Exhibit 5.4)</li> </ul>	●	<ul style="list-style-type: none"> <li>Majority of corridor identified as having Archaeological Potential (source: GTA-West Corridor Overview of Environmental Conditions and Constraints Working Paper Exhibit 5.4)</li> </ul>	●	<ul style="list-style-type: none"> <li>Majority of corridor identified as having Archaeological Potential (source: GTA-West Corridor Overview of Environmental Conditions and Constraints Working Paper Exhibit 5.4)</li> </ul>	●
<b>TRANSPORTATION:</b>						
		Not Preferred		Not Preferred		Preferred
Network capacity and Level of Service	<ul style="list-style-type: none"> <li>Provides significant additional north-south capacity for the broader area</li> <li>Loss of existing and potential future capacity of Heritage Road</li> <li>No specific capacity, delay or queuing issues anticipated</li> </ul>	●	<ul style="list-style-type: none"> <li>Provides significant additional north-south capacity for the broader area</li> <li>No specific capacity, delay or queuing issues anticipated</li> </ul>	●	<ul style="list-style-type: none"> <li>Provides significant additional north-south capacity for the broader area</li> <li>No specific capacity, delay or queuing issues anticipated</li> </ul>	●
Network connectivity and multimodality	<ul style="list-style-type: none"> <li>Requires replacement of arterial connectivity currently provided by Heritage Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Intersection of Sandalwood Parkway in proximity to CN Rail grade separation or will impact OMNR wetland and wooded area</li> </ul>	●	<ul style="list-style-type: none"> <li>Requires grade-separated crossing of Heritage Road north of the Credit River</li> </ul>	●
Network configuration and traffic operational practices	<ul style="list-style-type: none"> <li>Spacing of arterial corridors impacted by the need to replace Heritage Road corridor</li> <li>Need to replace existing land access function of Heritage Road</li> </ul>	●	<ul style="list-style-type: none"> <li>Mid-concession alignment allows for acceptable intersection spacing of interchange intersections with adjacent intersections at Bovaird Drive and other major intersections.</li> <li>Horizontal Alignment requirements limit opportunity for northerly crossing of Winston Churchill Boulevard</li> </ul>	●	<ul style="list-style-type: none"> <li>Mid-concession alignment allows for acceptable intersection spacing of interchange intersections with adjacent intersections at Bovaird Drive and other major intersections.</li> </ul>	●
Safety	<ul style="list-style-type: none"> <li>No significant road alignment issues are anticipated</li> </ul>	●	<ul style="list-style-type: none"> <li>Road geometry either allows for more limited alignment options south of the Credit River (i.e. alignments that cross Winston Churchill Boulevard north of Embleton Road) or less desirable horizontal alignment will be required</li> </ul>	●	<ul style="list-style-type: none"> <li>No significant road alignment issues are anticipated</li> </ul>	●
Goods Movement	<ul style="list-style-type: none"> <li>Provides for high-order goods movement corridor</li> </ul>	●	<ul style="list-style-type: none"> <li>Provides for high-order goods movement corridor</li> </ul>	●	<ul style="list-style-type: none"> <li>Provides for high-order goods movement corridor</li> </ul>	●
<b>IMPLEMENTATION:</b>						
		Not Preferred		Not Preferred		Preferred
Capital Cost	<ul style="list-style-type: none"> <li>River crossing structure, major creek crossing structure, rail crossing structure</li> </ul>	●	<ul style="list-style-type: none"> <li>River crossing structure, major creek crossing structure, rail crossing structure</li> </ul>	●	<ul style="list-style-type: none"> <li>River crossing structure, major creek crossing structure, rail crossing structure.</li> <li>Grade-separated crossing of Heritage Height</li> </ul>	●
Utilities	<ul style="list-style-type: none"> <li>One, possibly two, TransCanada Pipeline realignment</li> </ul>	●	<ul style="list-style-type: none"> <li>One, possibly two, TransCanada Pipeline realignment</li> <li>TransCanada Pipeline realignment within the vicinity of Credit River Valley</li> </ul>	●	<ul style="list-style-type: none"> <li>One, possibly two, TransCanada Pipeline realignment</li> </ul>	●
Staging	<ul style="list-style-type: none"> <li>Need for replacement of current Heritage Road arterial capacity and land access function may complicate phasing of implementation of NSTC and staging of City arterials</li> </ul>	●	<ul style="list-style-type: none"> <li>Can implement in phases; can coordinate with Bram West Parkway</li> <li>Staging of City arterials not impacted</li> </ul>	●	<ul style="list-style-type: none"> <li>Can implement in phases; can coordinate with Bram West Parkway</li> <li>Staging of City arterials not impacted</li> </ul>	●
Environmental Management	<ul style="list-style-type: none"> <li>Mitigation for impact to businesses and operations on Heritage Road</li> <li>Mitigation of two OMNR wetlands north of Bovaird Drive</li> <li>Impact mitigation for listed heritage buildings – on Heritage Road and Bovaird Drive</li> </ul>	○	<ul style="list-style-type: none"> <li>OMNR wetland north of Bovaird Drive – environmental mitigation</li> <li>Impact mitigation for listed heritage buildings – on Bovaird Drive and north of Bovaird Drive</li> </ul>	●	<ul style="list-style-type: none"> <li>Impact mitigation for listed heritage building on Heritage Road south of Bovaird Drive</li> </ul>	●
<b>RECOMMENDATION</b>	<b>NOT RECOMMENDED</b>	●	<b>NOT RECOMMENDED</b>	●	<b>PRELIMINARY PREFERRED CORRIDOR</b>	●



## Road Network Options



## Transit Opportunities and Options

### GO Rail

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



Credit: Mattamy Development / Cicada Design

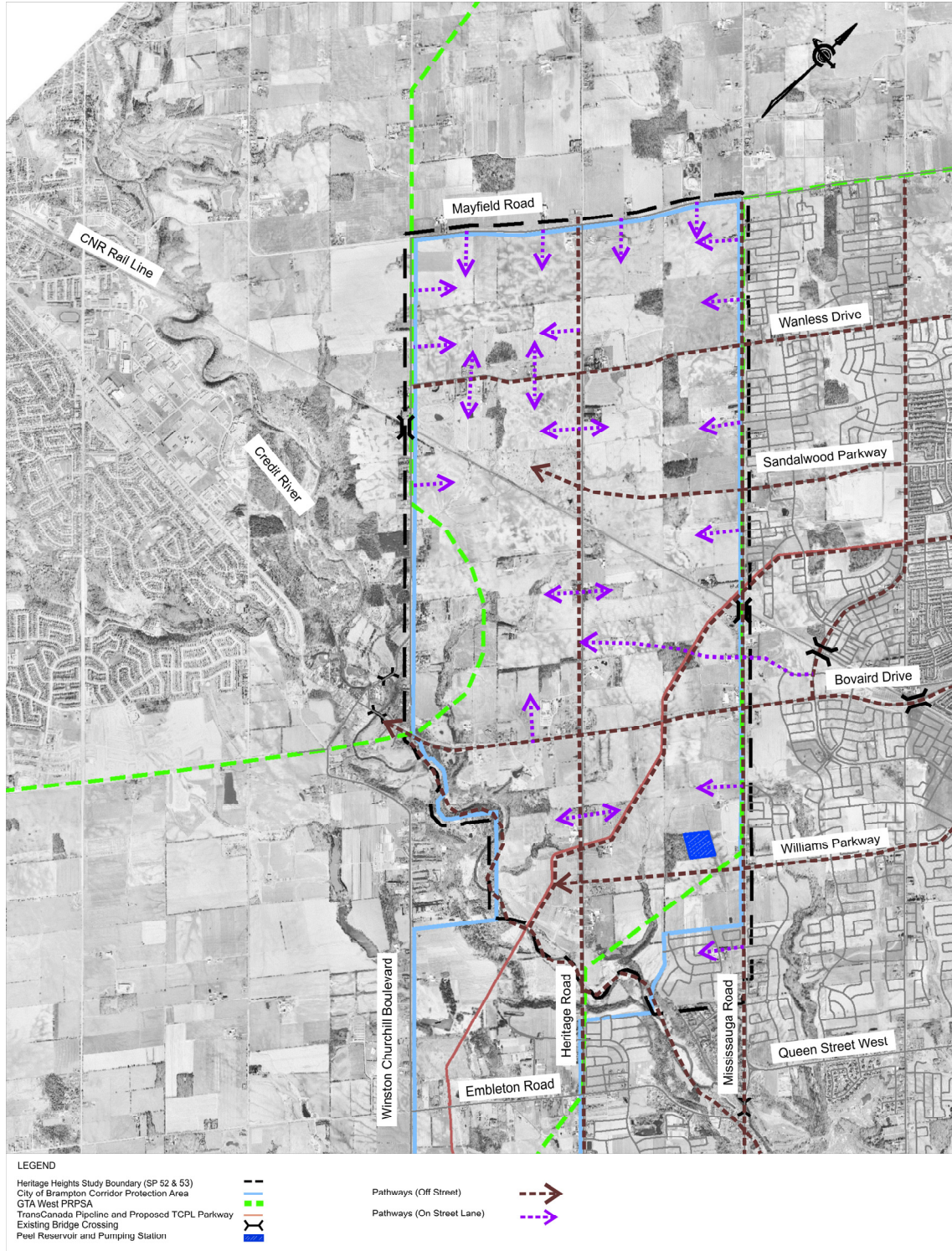
### BRT (Bus Rapid Transit), Transit Corridors and Connections

Opportunities for:

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



## Active Transportation Network Options



## Next Steps

The next steps for the study are:

- Public Information Centre #3 (2013)
  - Present the final results and recommended draft plan
  - Present an implementation plan for transportation improvements and strategies for transit, active transportation and travel demand management and concept for the North-South Transportation Corridor
- Consider all comments and suggestions received from the public and agencies on an ongoing basis to completion
- Finalize the Transportation Master Plan and provide notice of information advising of completion

## Your Input is Important!

We invite you to fill out a comment sheet with your comments and suggestions.

If you wish to be put on our mailing list, require further information, or wish to provide any input to the study, please contact the project team:

**Marta Roias, MCIP, RPP**

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[HeritageHeightsTMP@ColeEngineering.ca](mailto:HeritageHeightsTMP@ColeEngineering.ca)

*Thank you!*