

*Welcome*

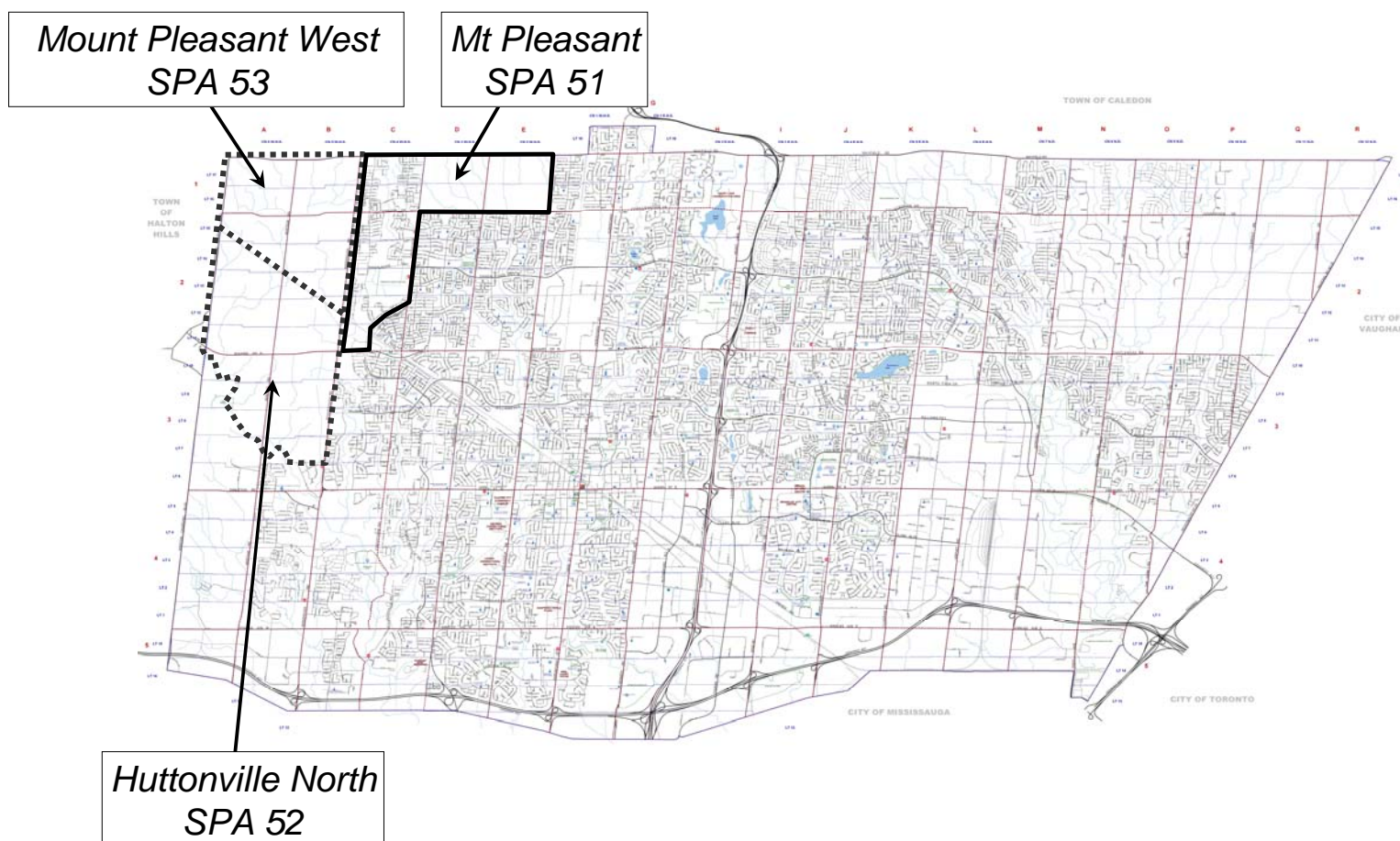
to the  
Heritage Heights  
Transportation Master Plan  
Study

Public Information Centre #1

Monday, May 14, 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:

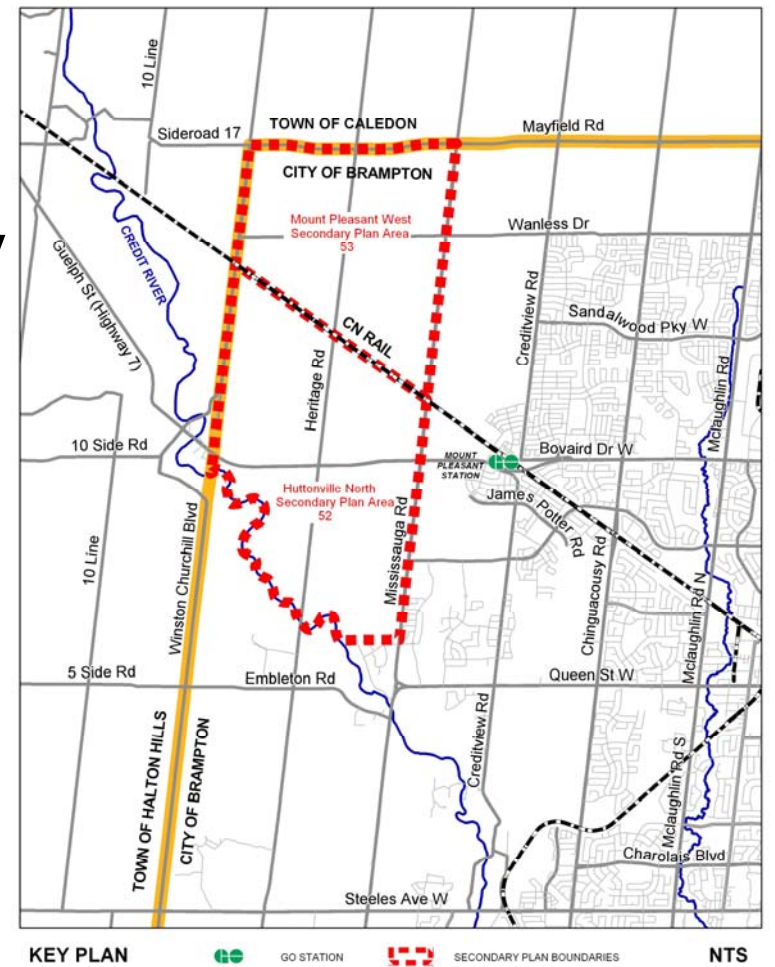
- Subwatershed & Landscape Scale Analysis
- Servicing and Infrastructure
- Employment Implementation
- Shale Resources Review Update
- Community Visioning
- **Transportation Master Plan** (which is the subject of tonight's open house.)

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

<http://www.brampton.ca/en/Business/planning-development/projects-studies/Pages/HeritageHeightsCommunity.aspx>

## 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.”



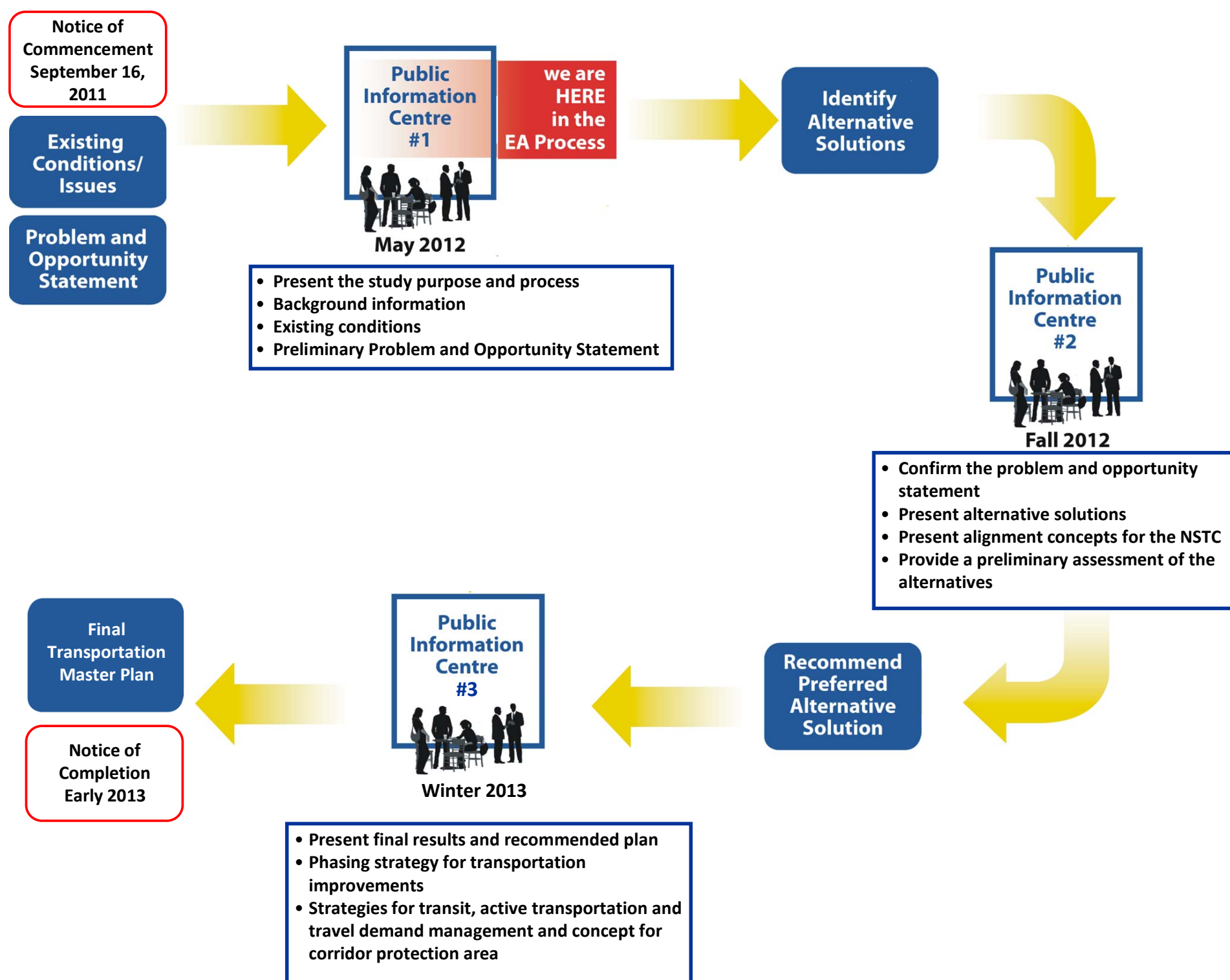


# Heritage Heights Transportation Master Plan

## 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.





## Preliminary Problem and Opportunity Statement

The City of Brampton is forecasted to a population of approximately 738,400 and more than 318,000 jobs by 2031. The City has defined an urban expansion area in Secondary Plan Areas 52 and 53 in North West Brampton to accommodate a portion of the planned growth.

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.

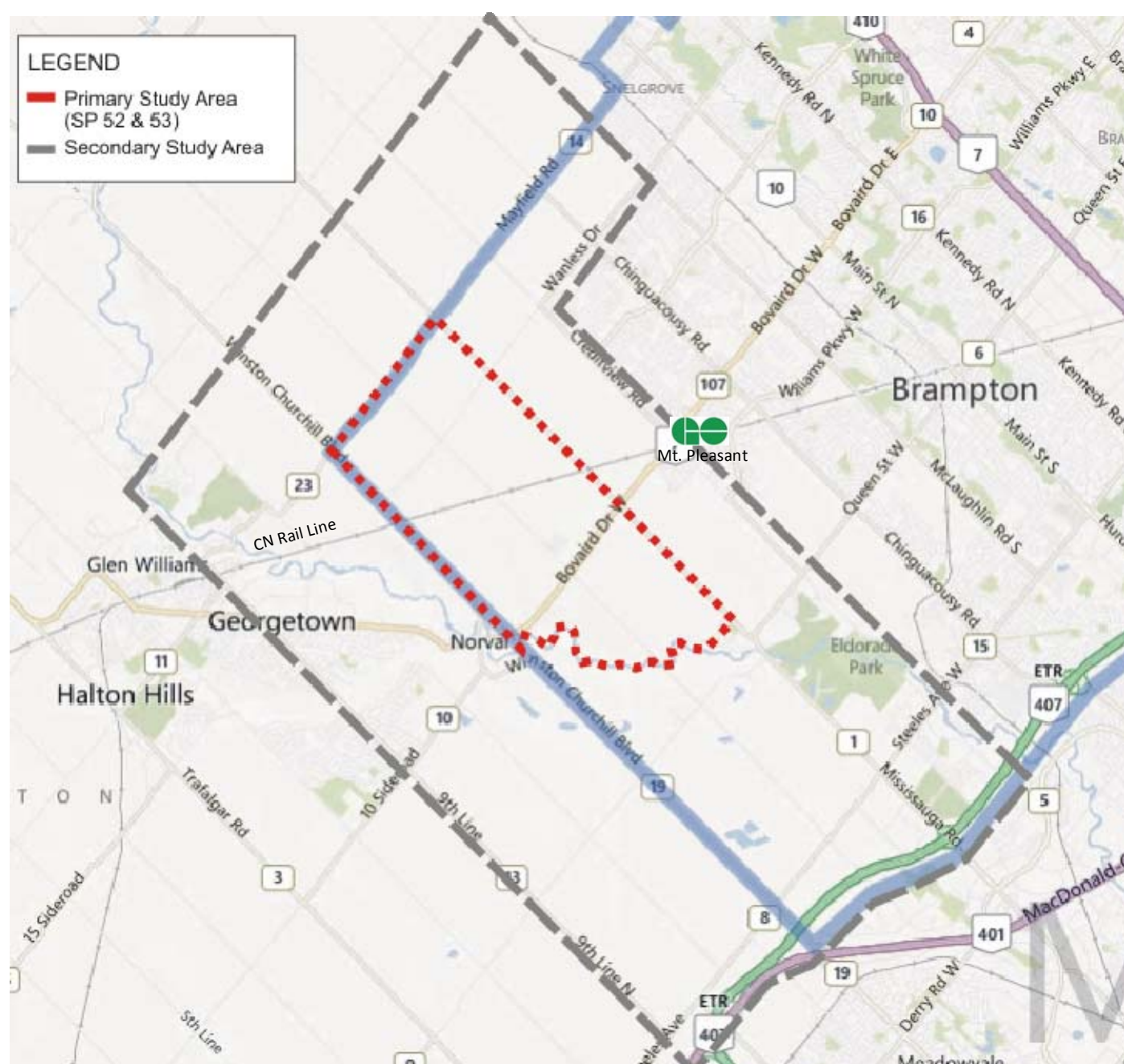
The existing transportation system of roads, transit, pedestrian linkages, and pathways will not adequately accommodate the mobility needs of future residents and workers.

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.”

## 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.



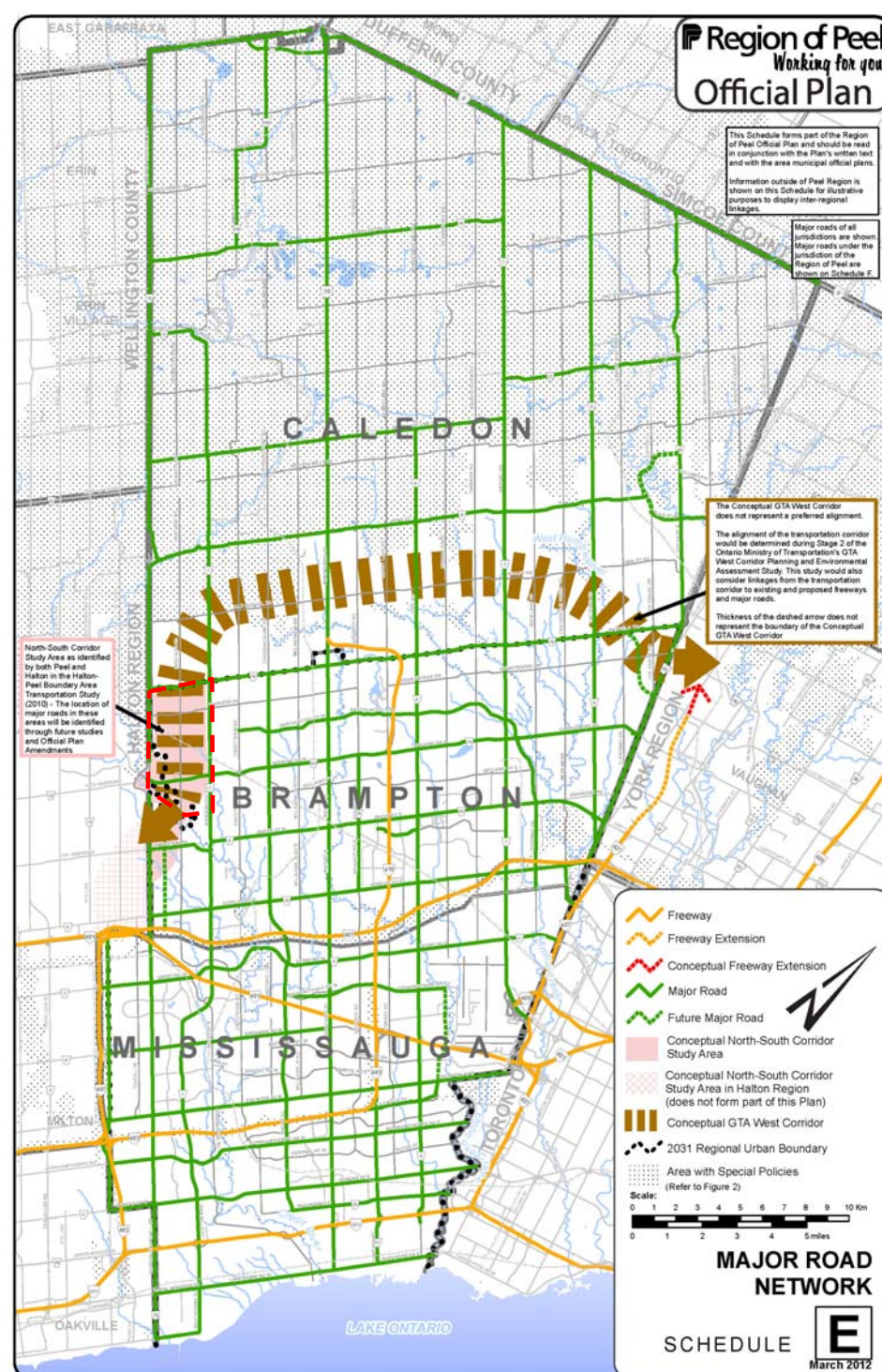


# Heritage Heights Transportation Master Plan

## Study Context

### Peel Region Official Plan (Draft Office Consolidation March 2012)

- Long-term strategic policy in the management of development and growth at a regional level.
- Specific transportation policies in Peel Region are detailed in Section 5.9. Policies identify the need to develop and provide a sustainable, safe, efficient, effective and integrated multi-modal transportation system (5.9.1.2).
- Depiction of the GTA West Corridor on Schedule E is pending further comments by the Province as part of the ROPA 26 review.

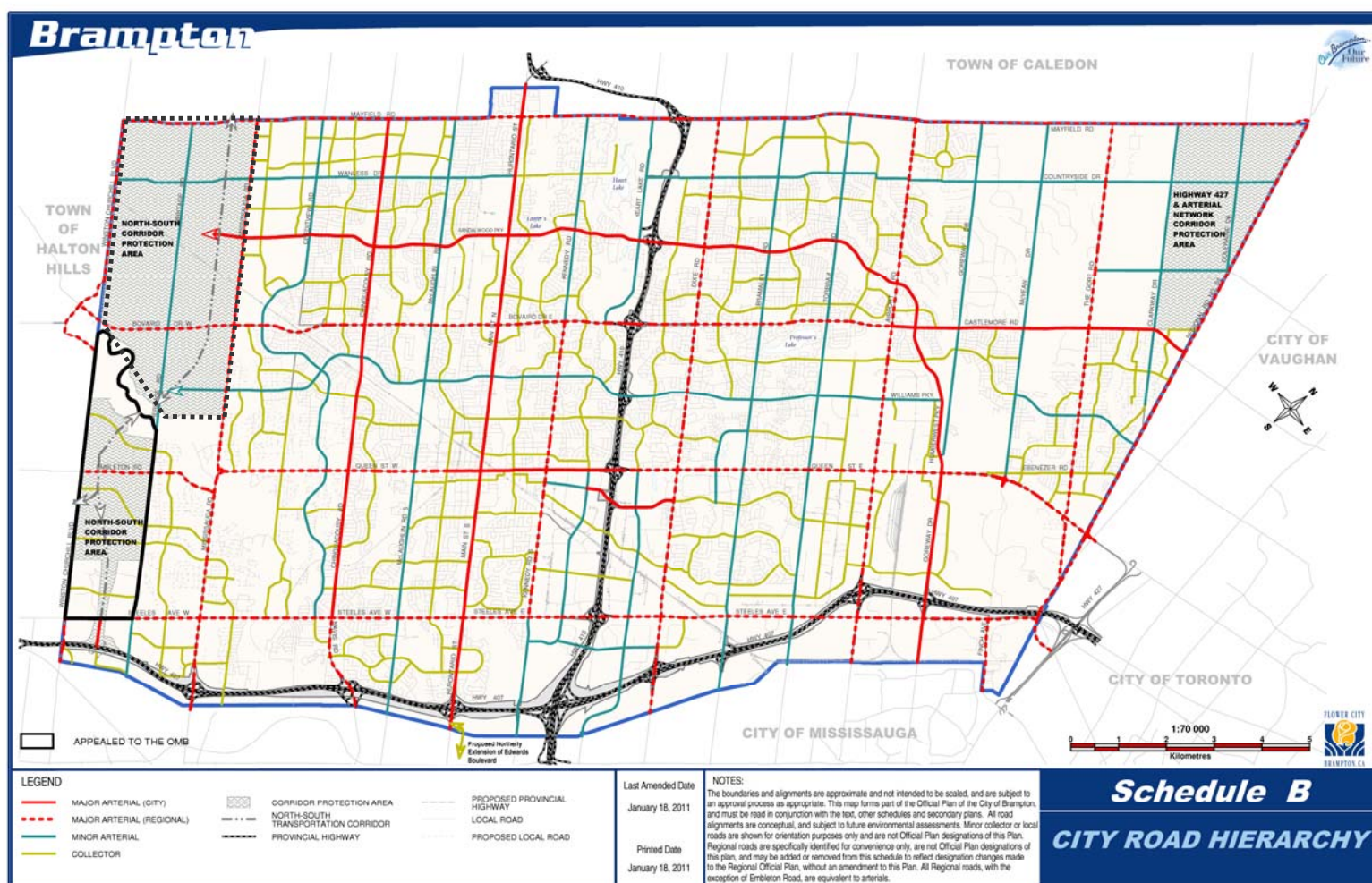




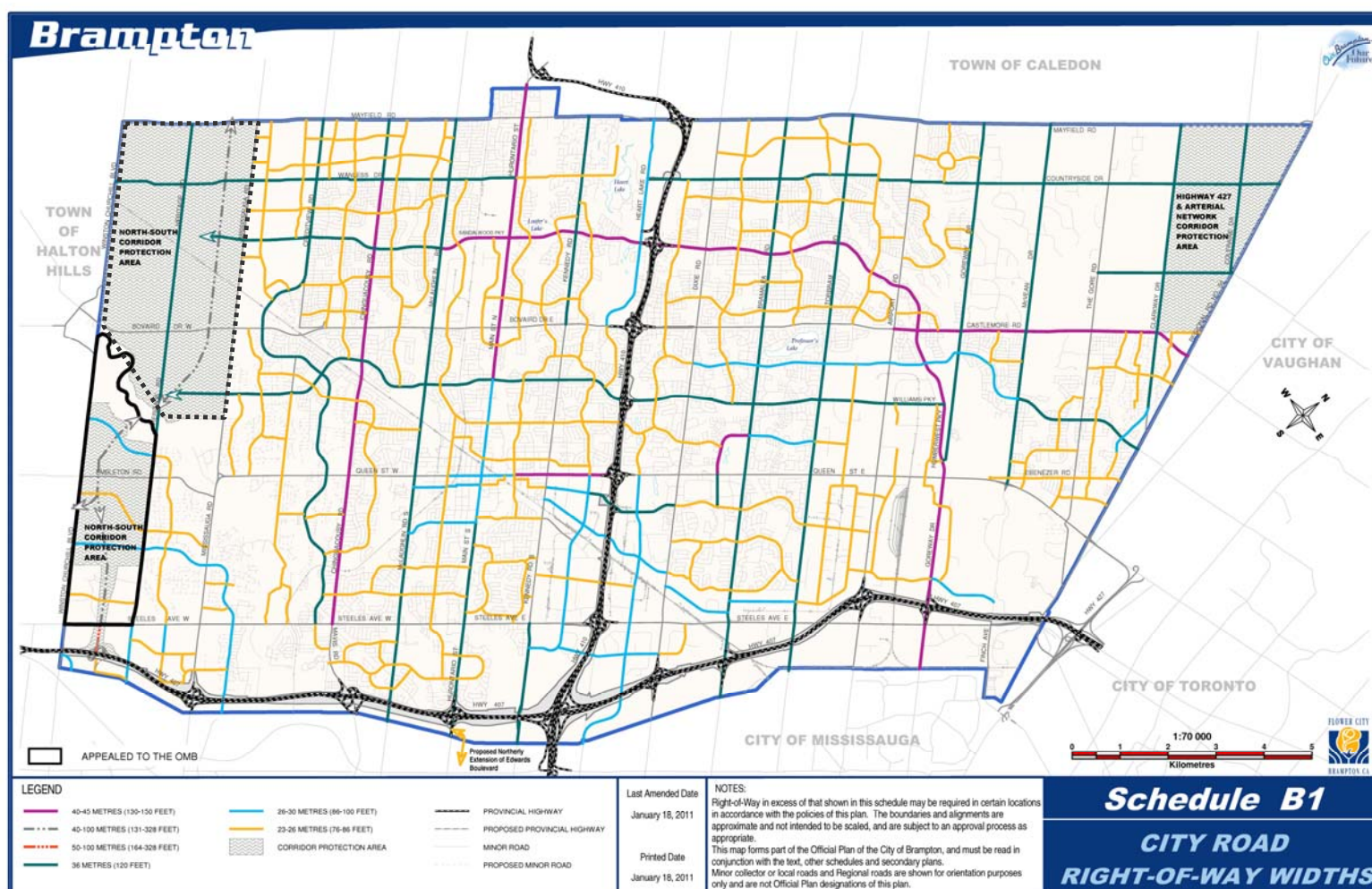
# Heritage Heights Transportation Master Plan

## Study Context

### City of Brampton Official Plan (2006)



Heritage Heights (SP 52 and 53)

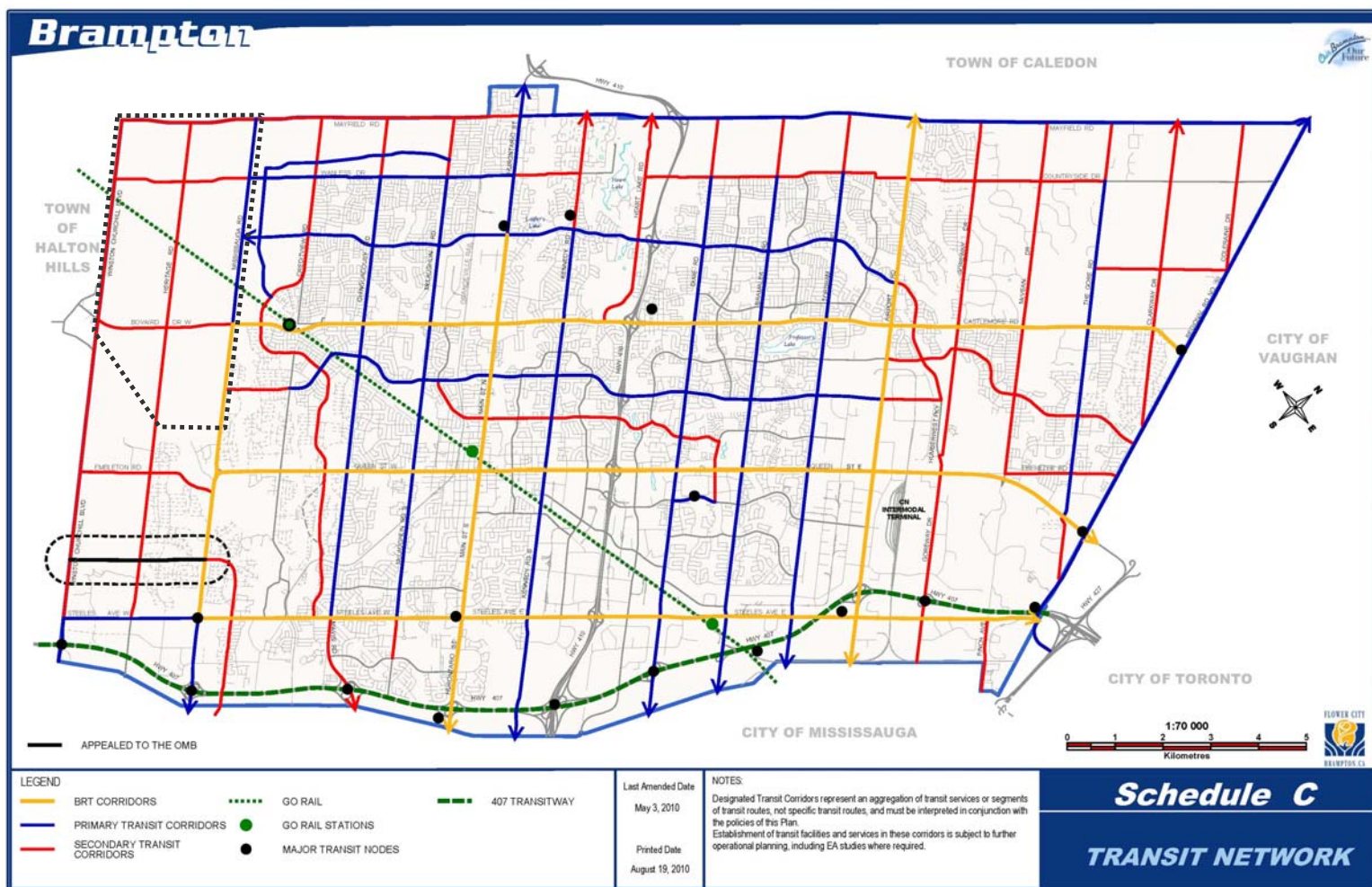


Heritage Heights (SP 52 and 53)

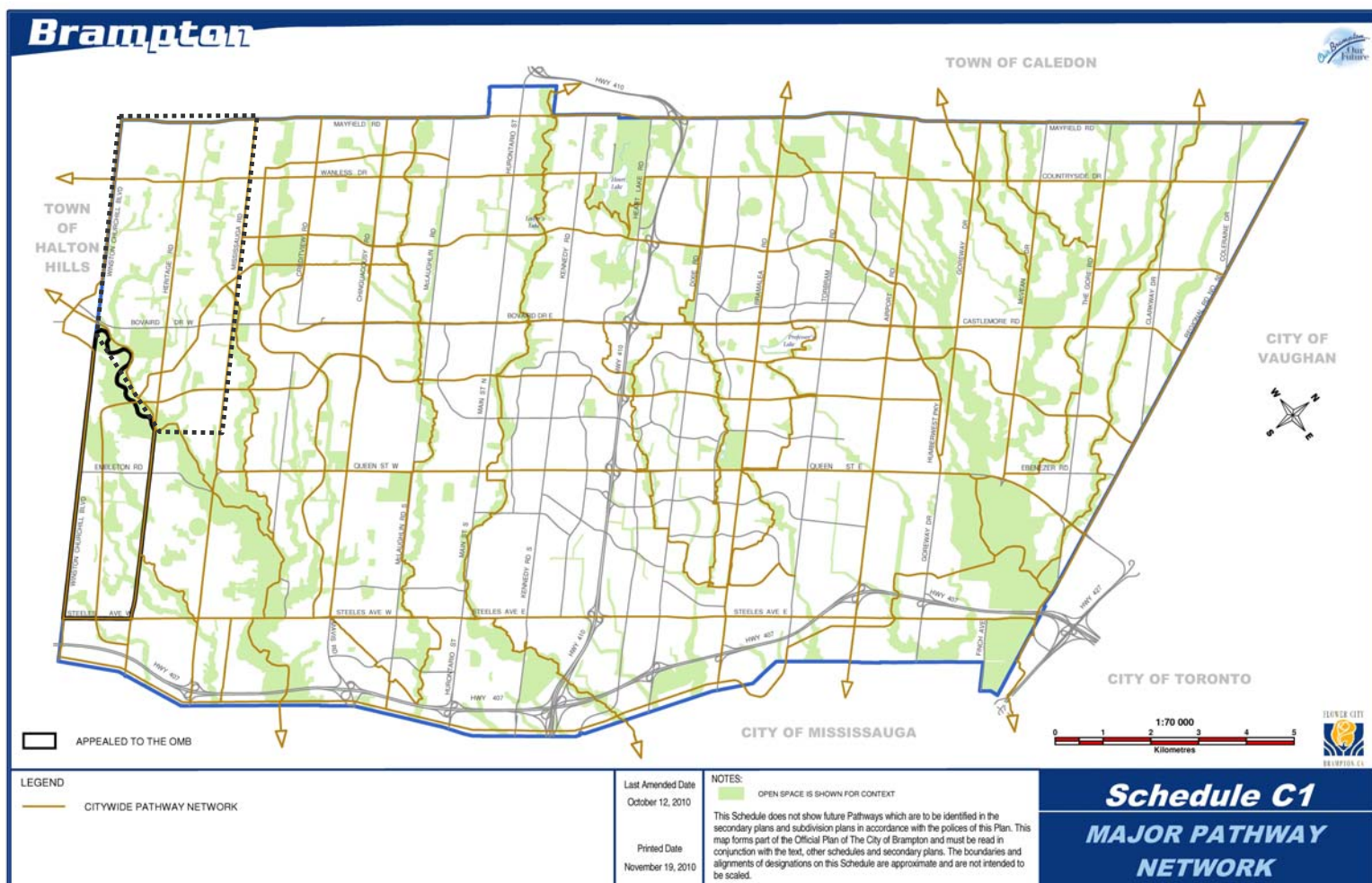


## Study Context

### City of Brampton Official Plan (2006)



Heritage Heights (SP 52 and 53)



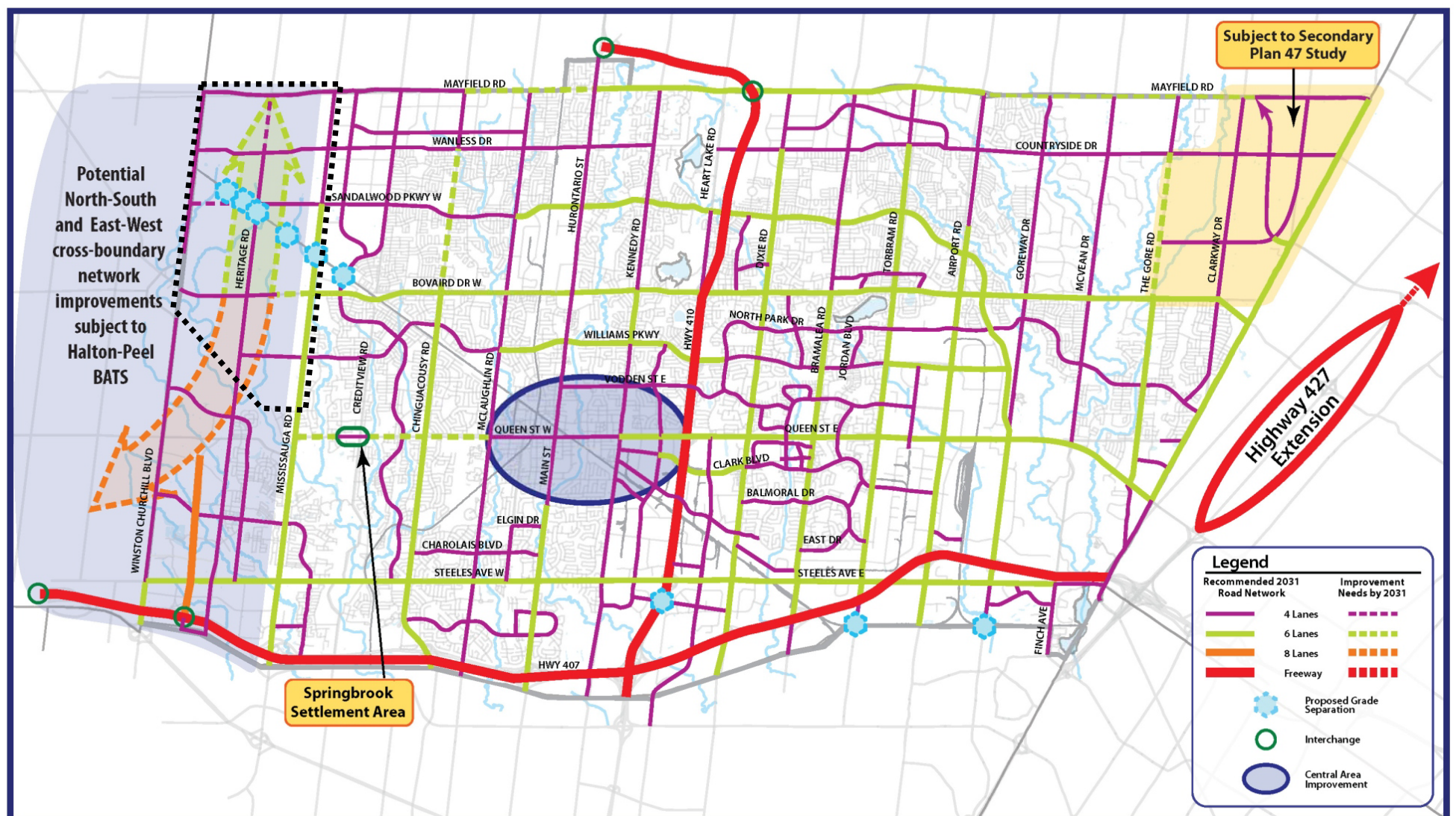
Heritage Heights (SP 52 and 53)



## Study Context

### Brampton Transportation and Transit Master Plan (2009)

- The recommended transportation strategy includes key policies for public transit as the first priority for moving people, provision of a safe and comfortable pedestrian network, increased modal share of transit and optimized goods movement systems.



Heritage Heights (SP 52 and 53)



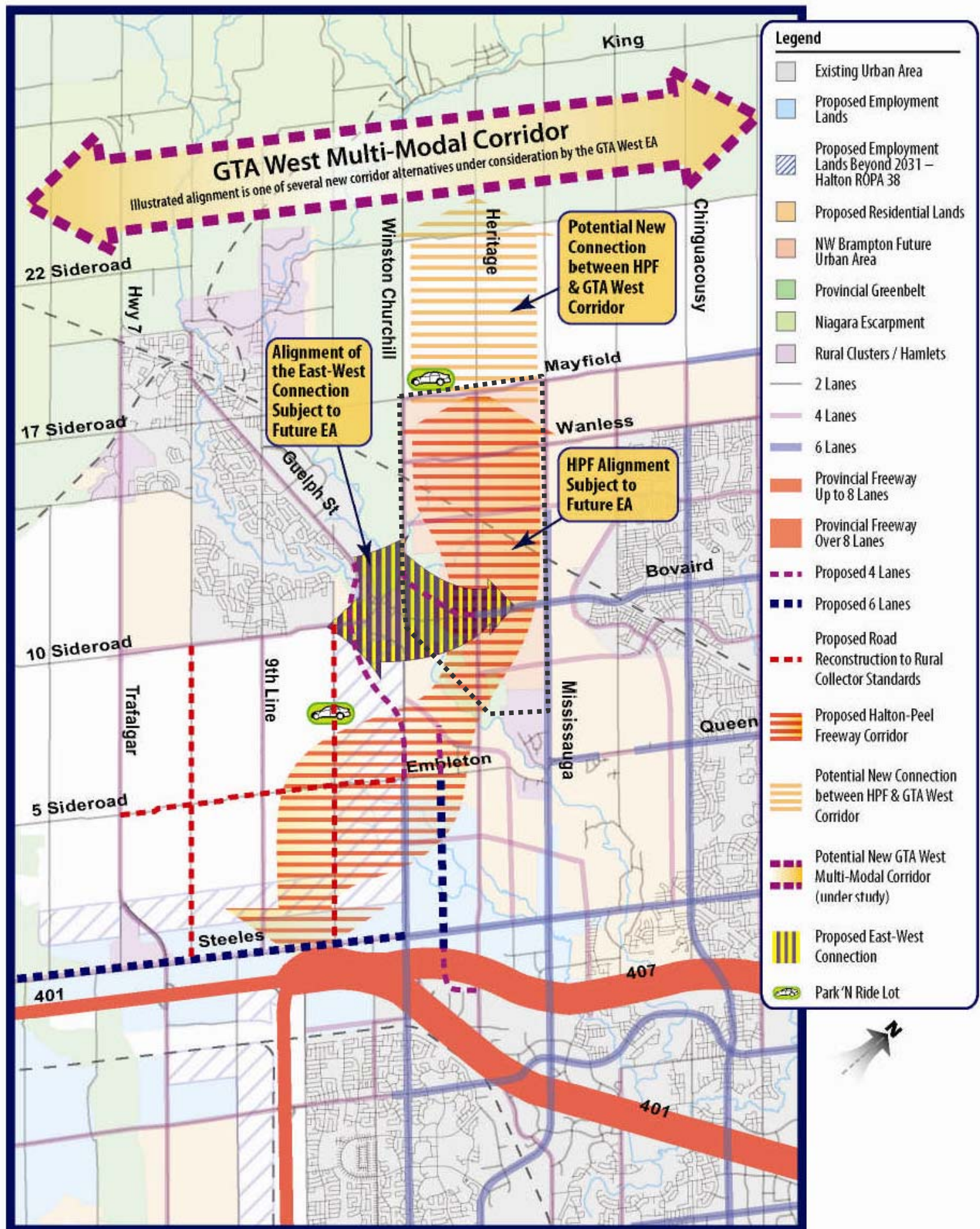
## Study Context

### 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.
- Recommended a sustainable transportation strategy based on multi-modal initiatives, as well as a number of road improvements within the study area subject to future Environmental Assessment.
- 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.
- The findings of the Heritage Heights Transportation Master Plan will be used as input to future Environmental Assessment Studies for the North South Transportation Corridor.
- 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.

## Study Context

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



Subject to future Environmental Assessment studies

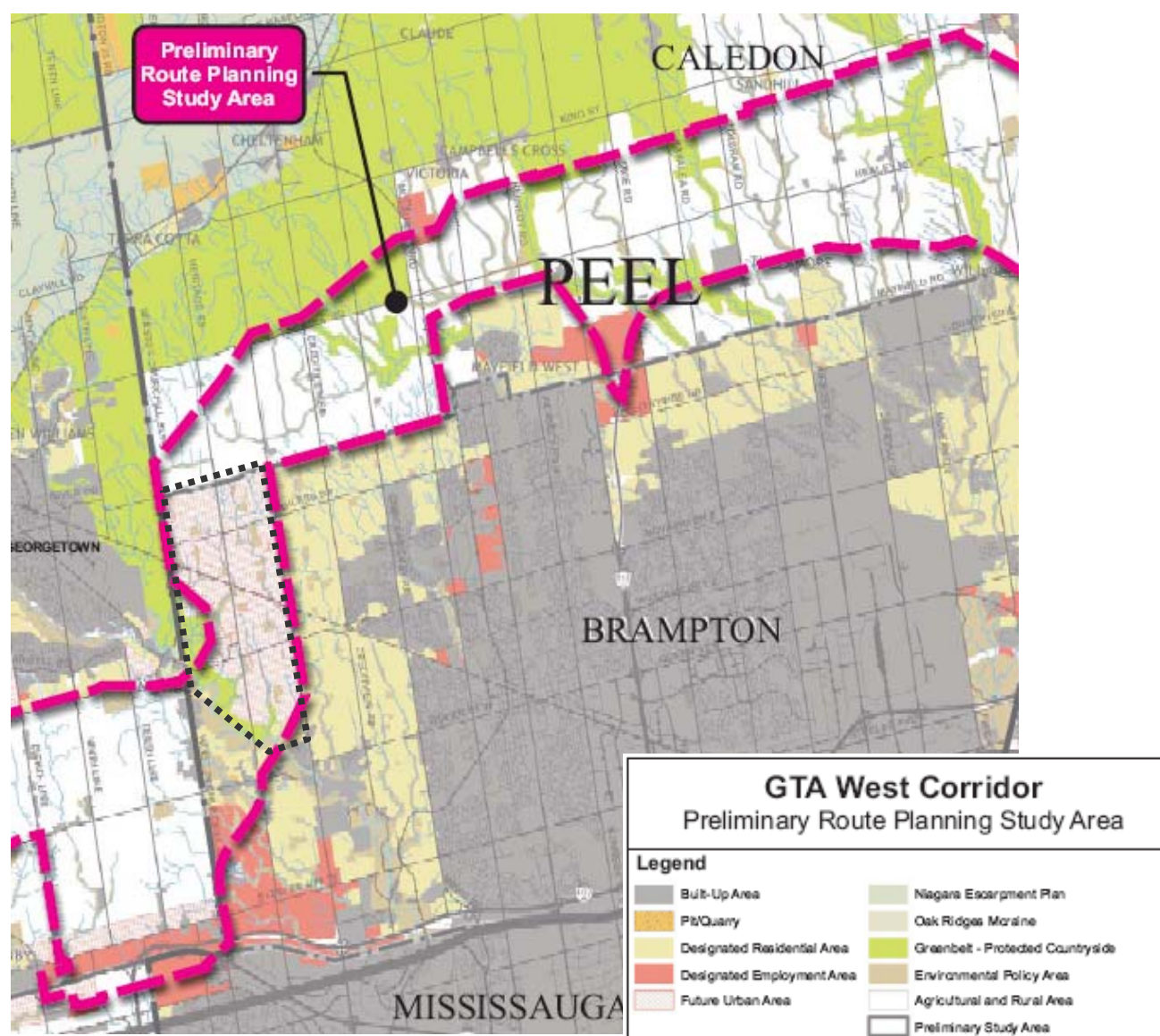
Heritage Heights (SP 52 and 53)



## Study Context

### GTA West Corridor Environmental Assessment

- To address long-term transportation needs and future growth in the GTA from Highway 400 westerly to Guelph, a strategic transportation corridor has been proposed by the Ministry of Transportation. The Preliminary Route Planning Study Area includes the Heritage Heights Community. Currently, MTO is carrying out additional analysis and consultation to further examine the recommendations for the corridor in Halton Region.
- 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.



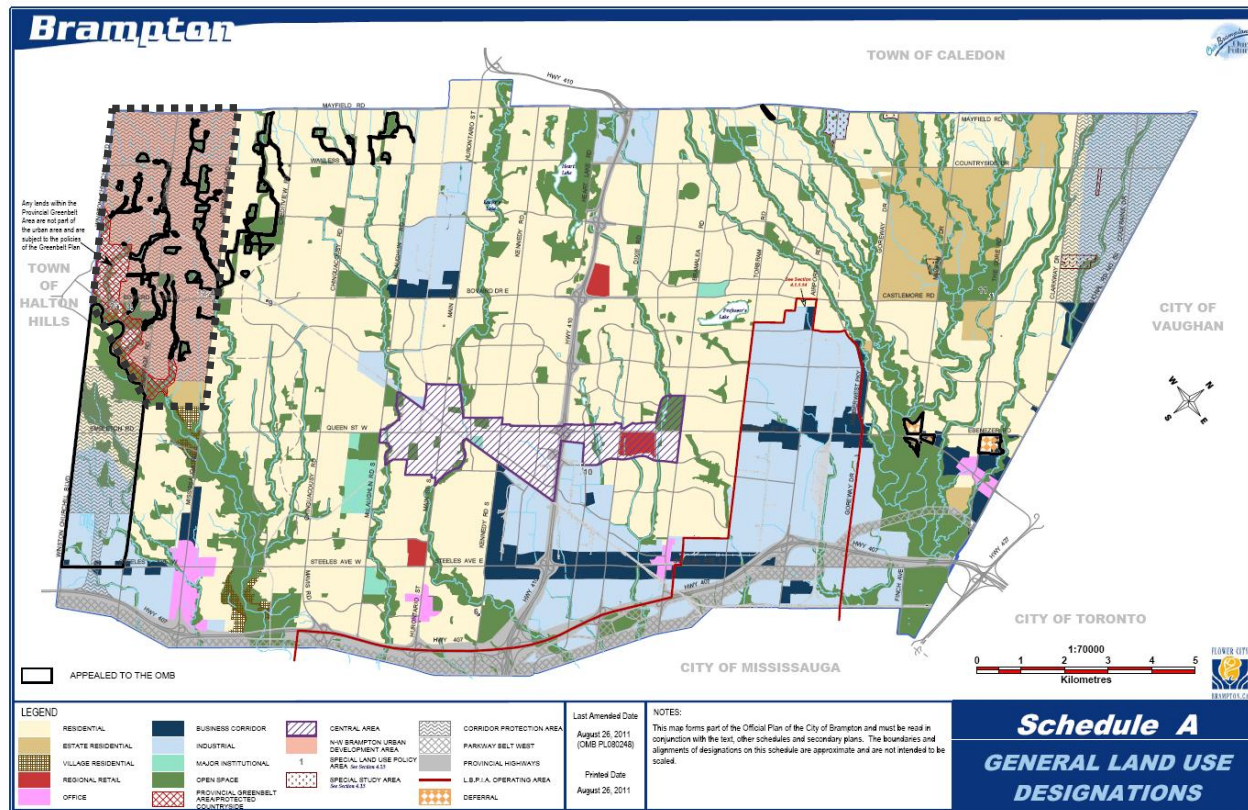
Heritage Heights (SP 52 and 53)



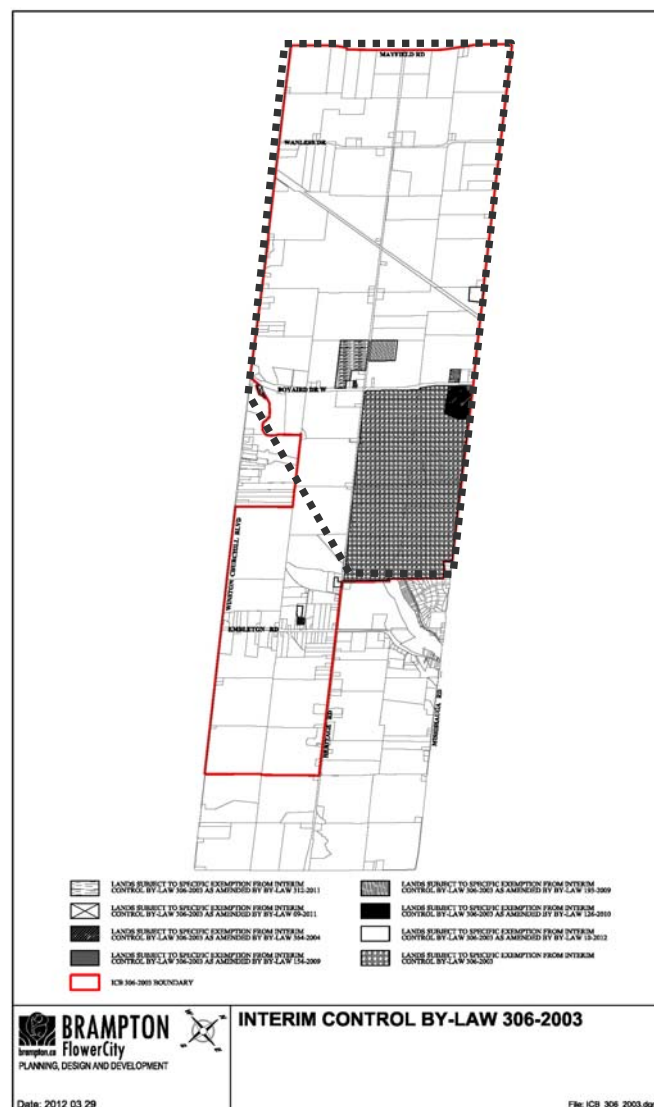
# Heritage Heights Transportation Master Plan

## Corridor Protection Area

### Interim Control By-Law 306-2003 (Corridor Protection Area)



Heritage Heights (SP 52 and 53)



Heritage Heights (SP 52 and 53)



# Heritage Heights Transportation Master Plan

## Planned Context

### Community Block Plan Areas



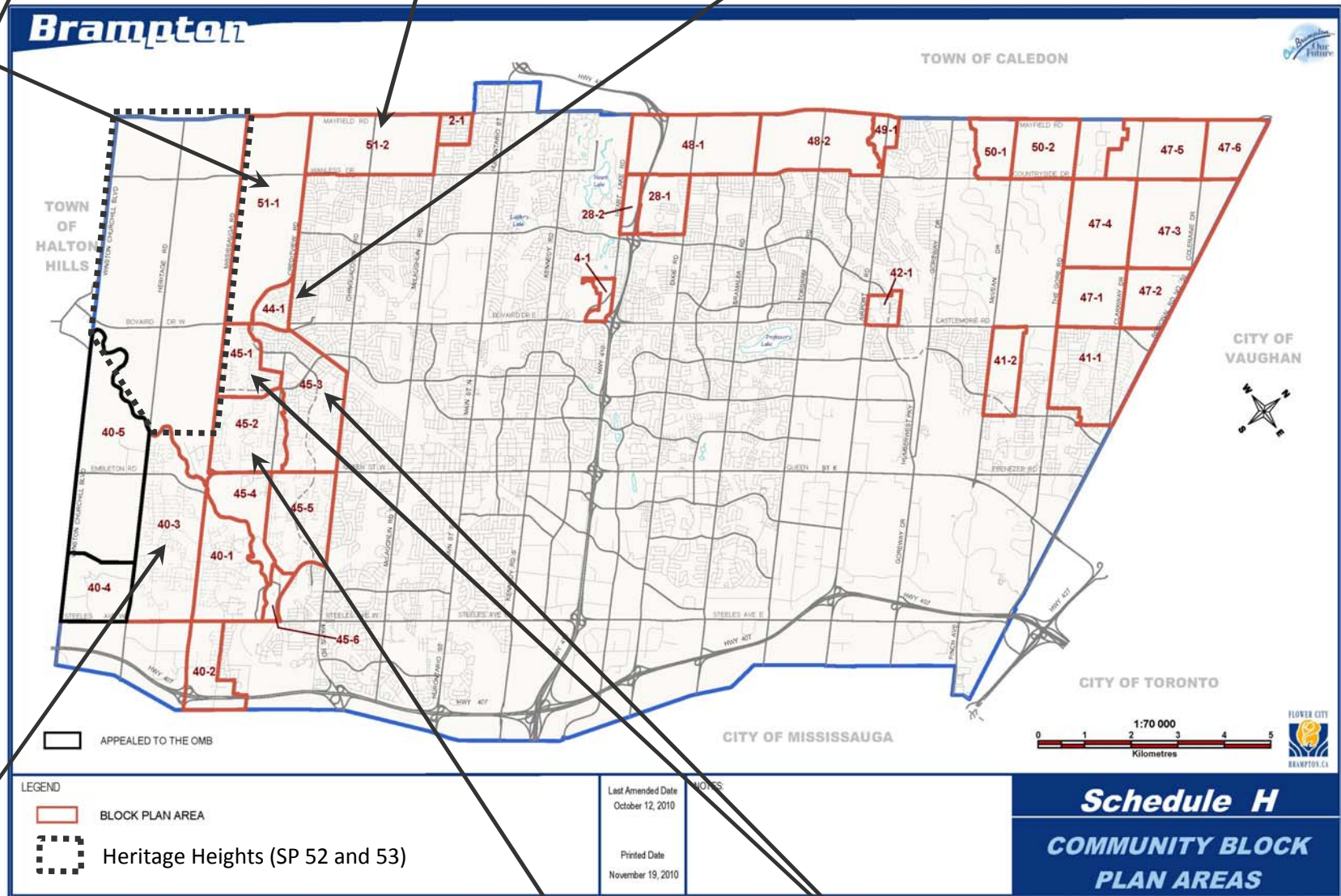
Mount Pleasant 51-1  
*Approved*



Mount Pleasant 51-2  
*Under Review*



Mount Pleasant Village 44-1  
*Approved and Under Construction*



Riverview Heights 40-3  
*Approved*



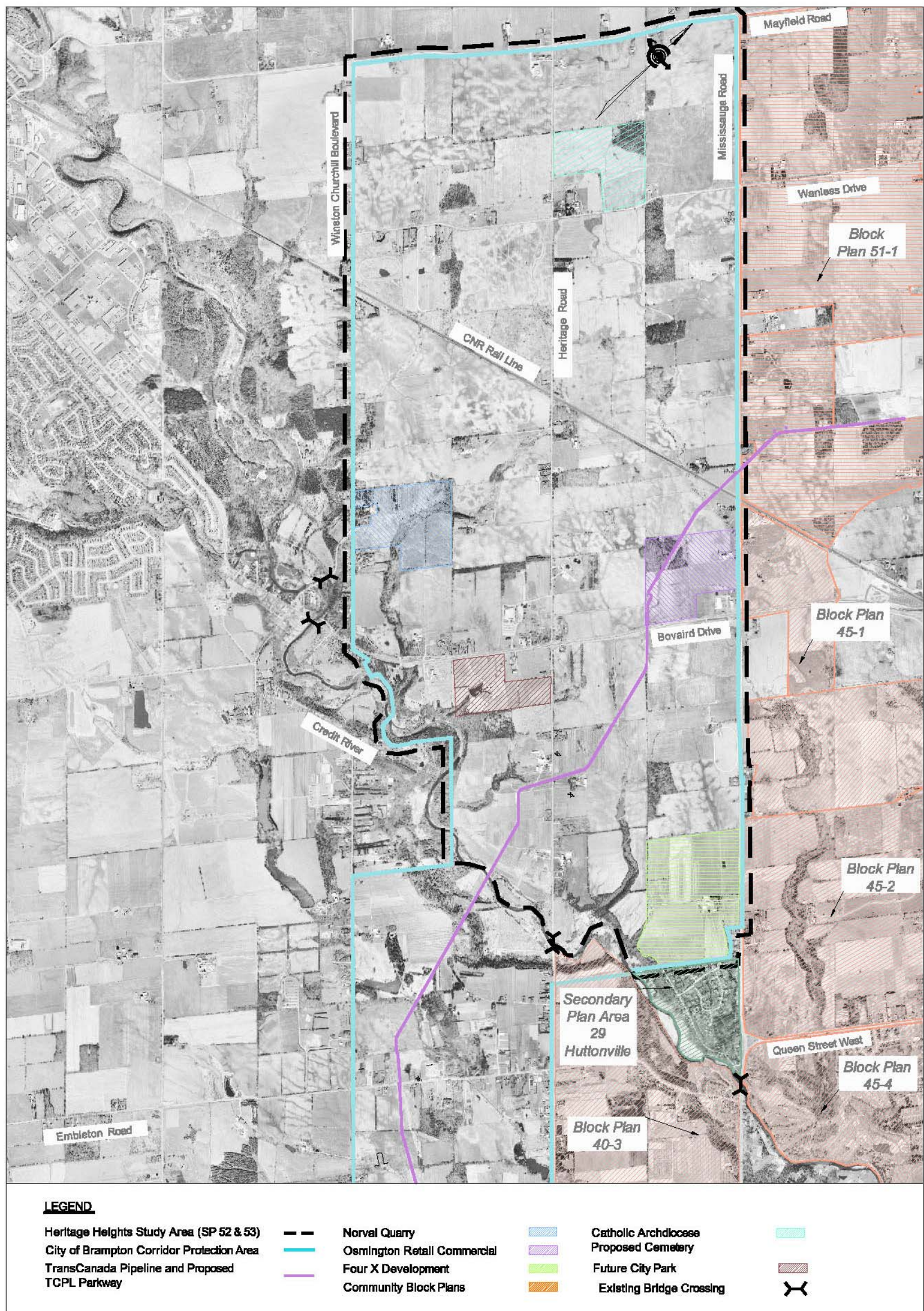
Credit Valley 45-2  
*Approved and Under Construction*



Credit Valley 45-1, 45-3  
*Approved and Under Construction*



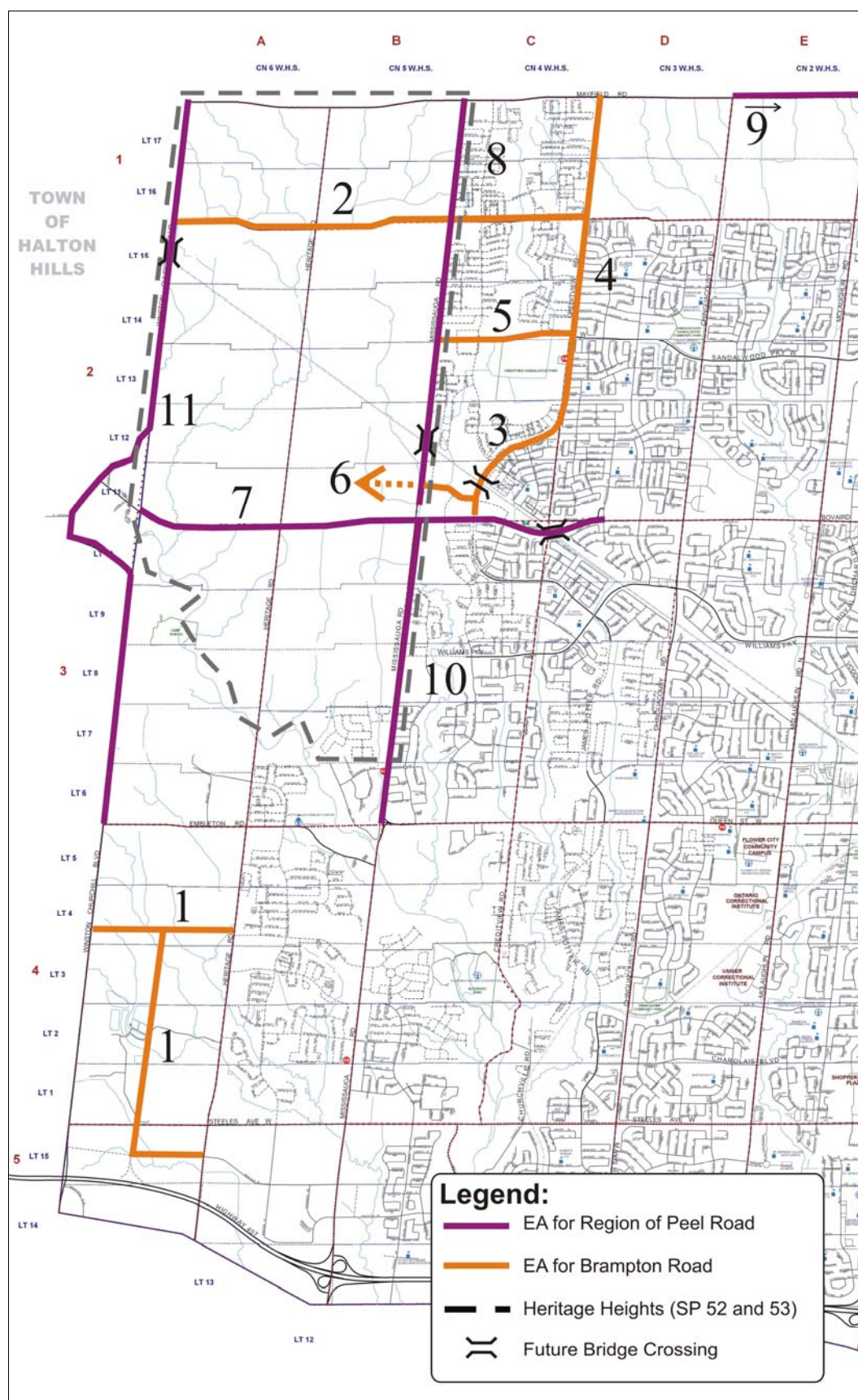
## Planning Context





# Heritage Heights Transportation Master Plan

## Planned Transportation Context



#	Brampton Road EAs
1. - <i>Ongoing</i>	Bram West Pkwy from Heritage Rd to Financial Dr and extension of Financial Dr from Heritage Rd to Winston Churchill Blvd
2. - <i>Ongoing</i>	Wanless Dr from Creditview Rd to Mississauga Rd (Part A) and from Mississauga Rd to Winston Churchill Blvd (Part B)
3. - <i>Completed</i>	Creditview Rd (Realignment) from Bovaird Dr (at future James Potter Rd intersection) to existing Creditview Rd, 1500 m north of Bovaird Dr
4. - <i>Completed</i>	Creditview Rd (Widening) Mayfield Rd to Fairhill Dr (approximately 1500 m north of Bovaird Dr)
5. - <i>Completed</i>	Sandalwood Pkwy from Creditview Rd to Mississauga Rd
6. - <i>Future</i>	Future East-West Connection from Mount Pleasant GO Station to west of Mississauga Rd ("Station Rd")

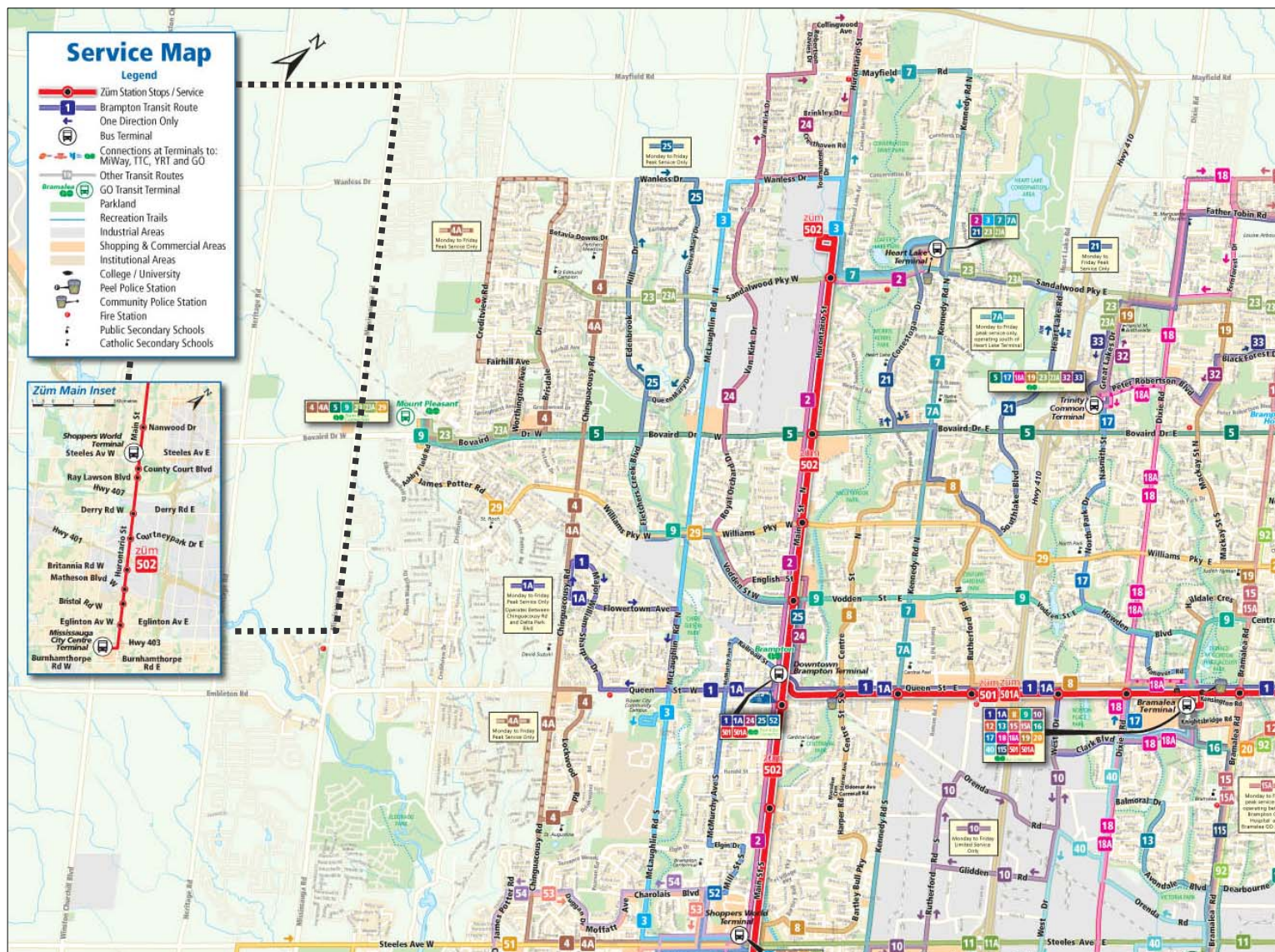
#	Peel Road EAs
7. - <i>Pending</i>	Bovaird Dr from Lake Louise Dr/Worthington Ave to 1.45 km west of Heritage Rd
8. - <i>Pending</i>	Mississauga Rd from Bovaird Dr to Mayfield Rd
9. - <i>Ongoing</i>	Mayfield Rd from Chinguacousy Rd to Heart Lake Rd
10. - <i>Completed</i>	Mississauga Rd from Queen Street to Bovaird Dr
11. - <i>Completed</i>	Winston Churchill from Embelton Road to Mayfield Road [jointly with Halton Region]



## Existing Transportation Conditions

### Transit Network

- There is no municipal transit service in the study area at present. GO Transit and Brampton Transit services are available at the Mount Pleasant GO Station.



 Heritage Heights (SP 52 and 53)

### Pathway Network

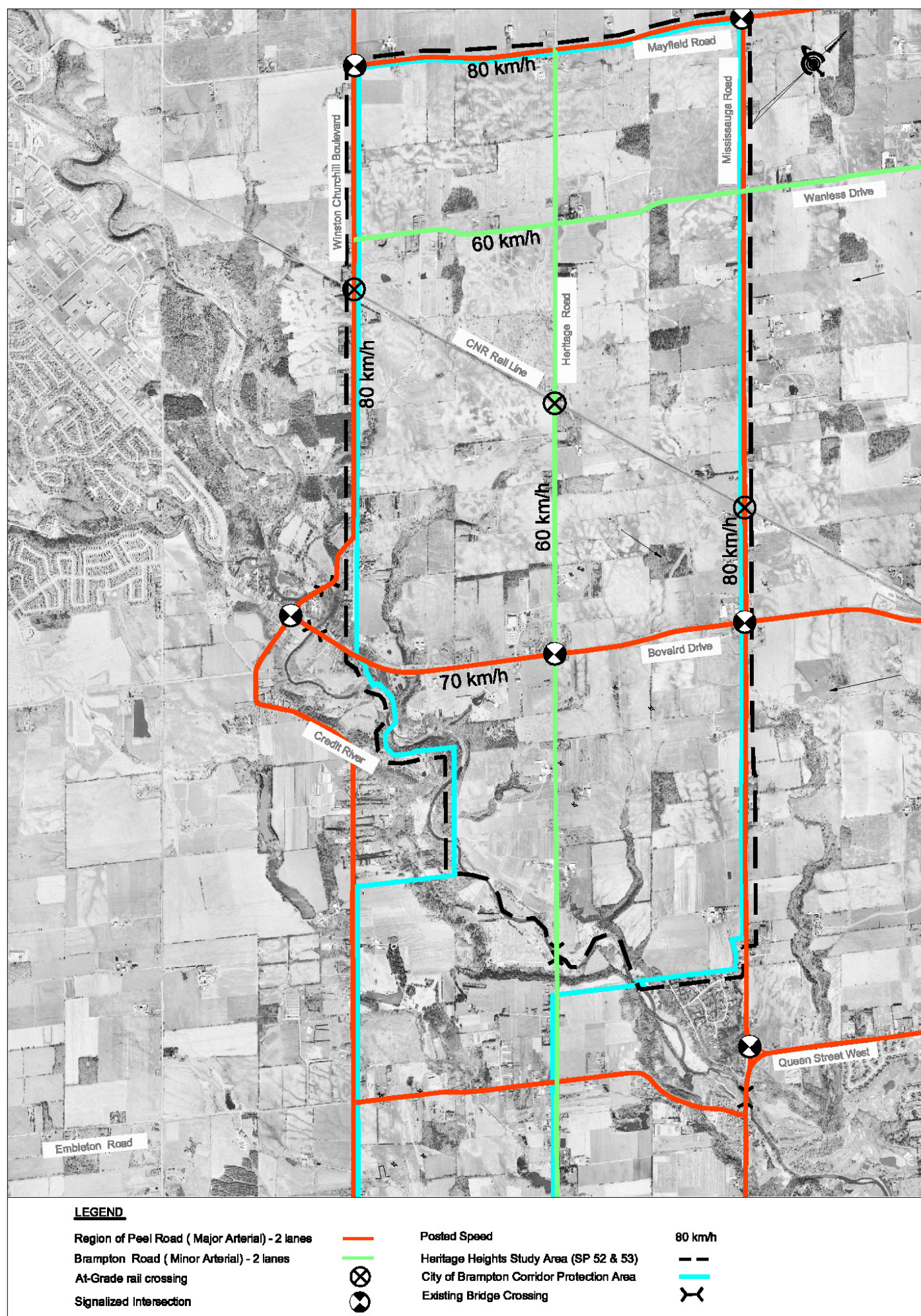
- The City's Pathways Routing Plan identifies proposed Master Plan Pathways within the study area. Currently, there are no existing pathways or trails in the study area.



## Existing Transportation Conditions

### Road Network

- The study area road network is comprised of 2-lane roadways with rural cross-sections in a grid-like network.



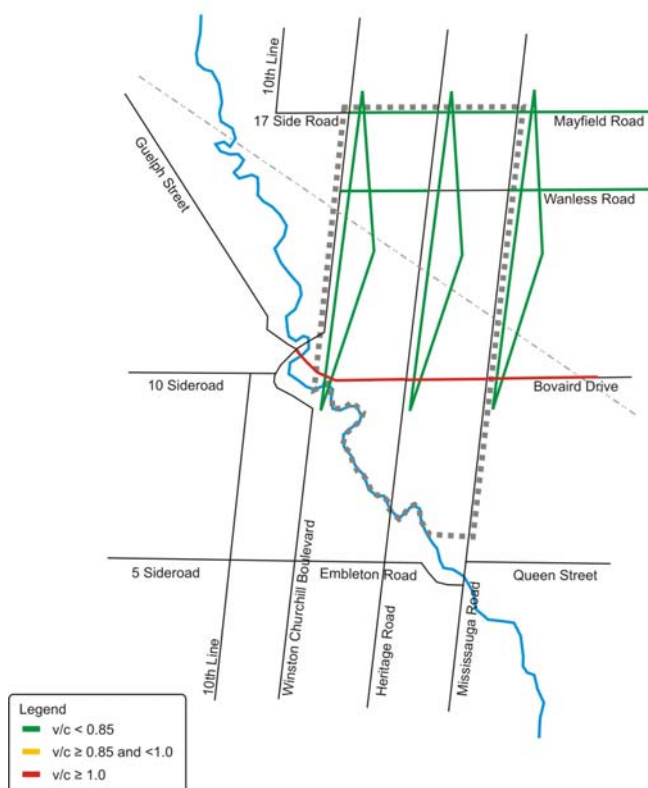


## Existing Transportation Conditions

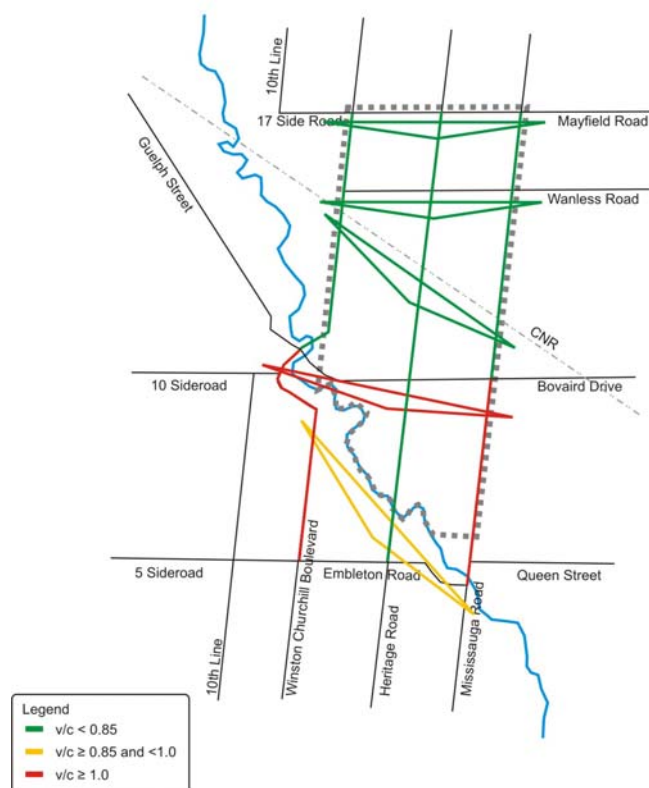
### Road Network Performance

- Overall, traffic conditions in the study area during the peak periods are satisfactory with the exceptions of:
  - Bovaird Drive, which is at capacity
  - South of Bovaird screenline which is at capacity

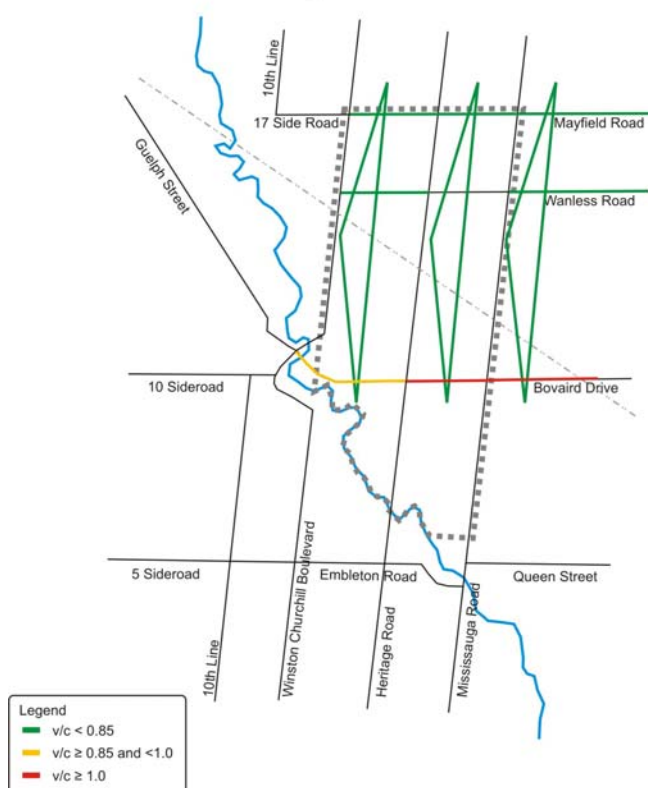
AM Screenline Analysis - Eastbound



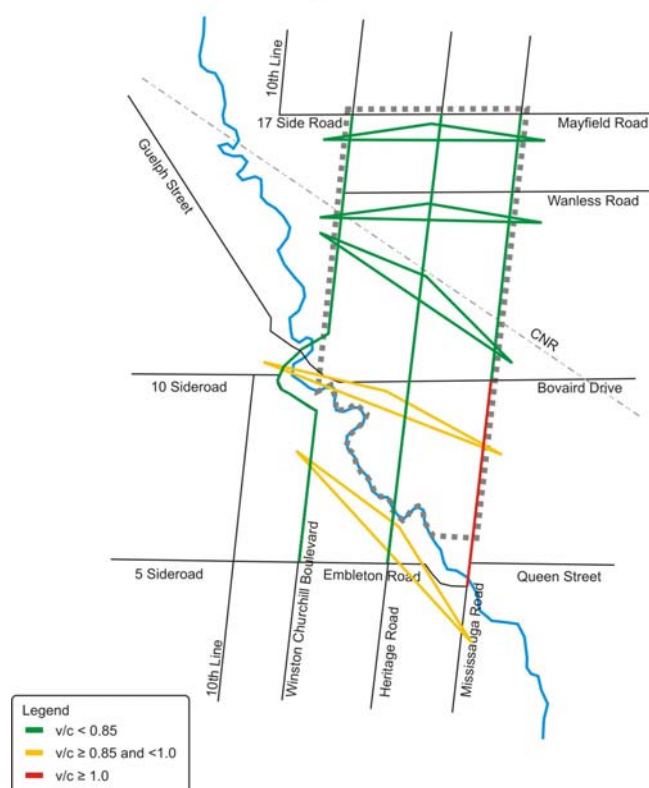
AM Screenline Analysis - Southbound



PM Screenline Analysis - Westbound

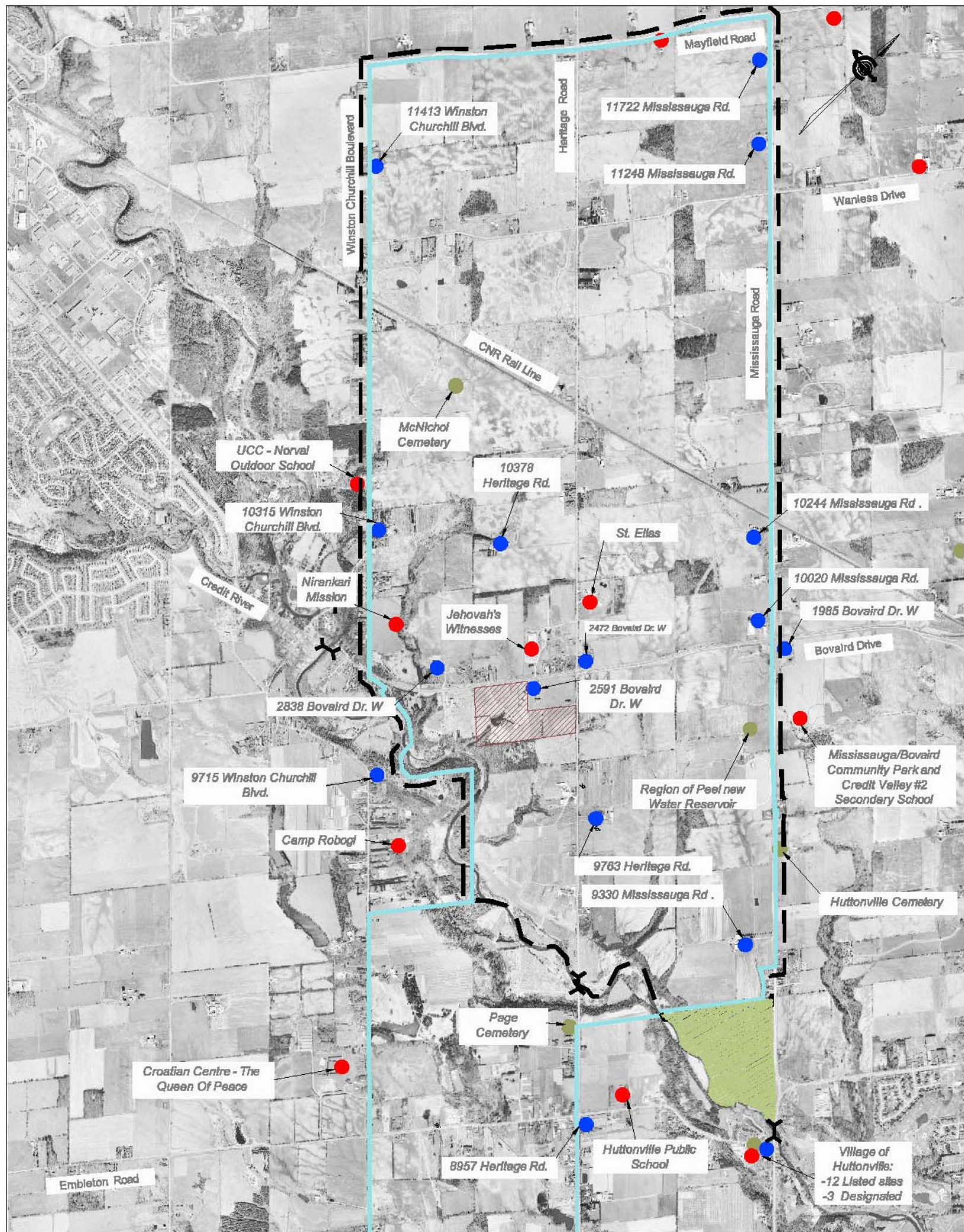


PM Screenline Analysis - Northbound





## Existing Socio-Economic Conditions



**LEGEND**

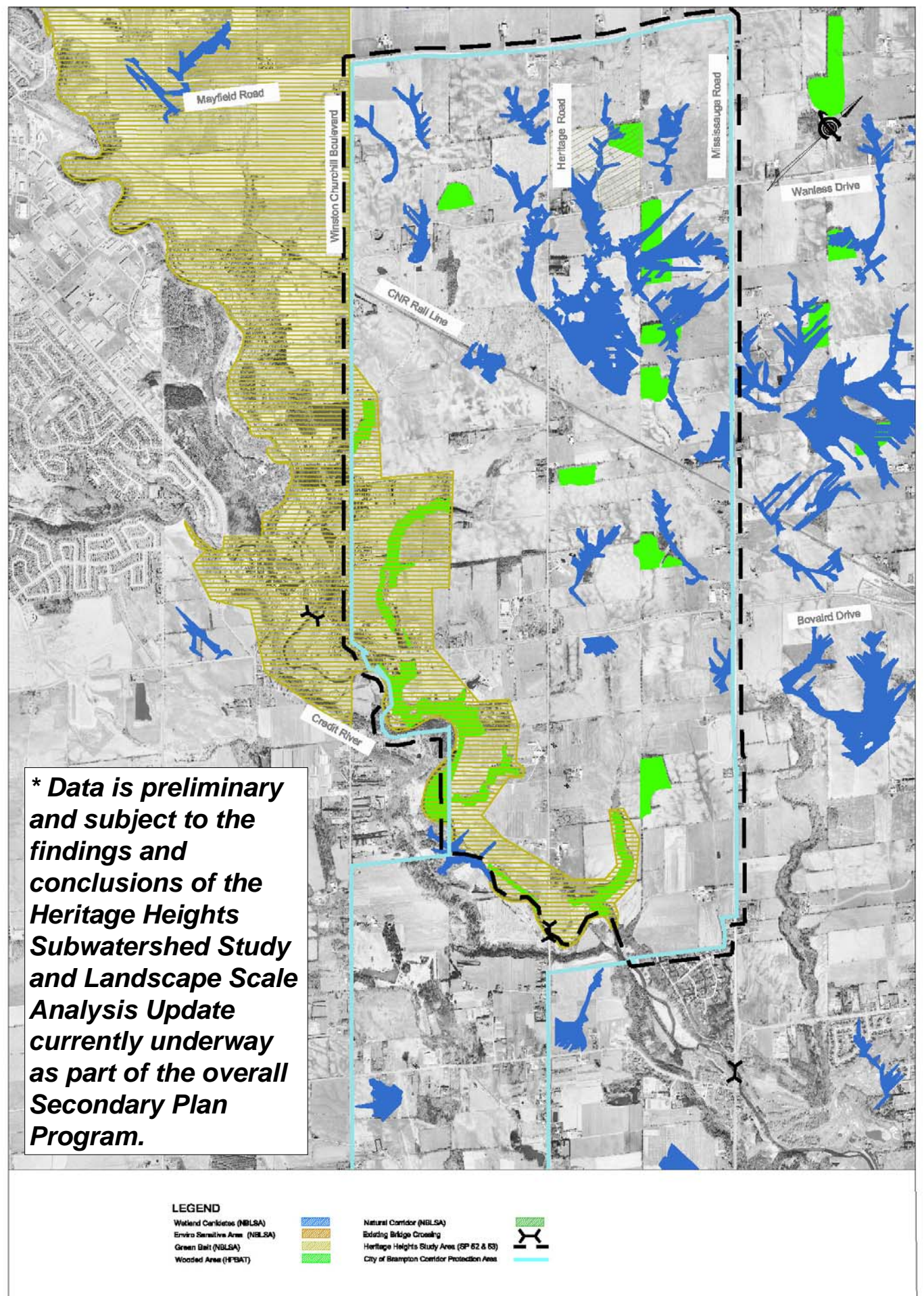
- |  |   |  |                    |
|--|---|--|--------------------|
| ● Listed Heritage Properties               | ● Heritage Heights Study Area (SP 52 & 53)  | --- Secondary Plan Area 29 Huttonville | ■ Future City Park |
| ● Designated Heritage Properties           | ● City of Brampton Corridor Protection Area | --- Future City Park                   | ■                  |
| ● Cultural, Religious and Education Centre | ● Existing Bridge Crossing                  | ⌘                                      |                    |



## Existing Natural Environment Conditions

### Key Environmental Systems

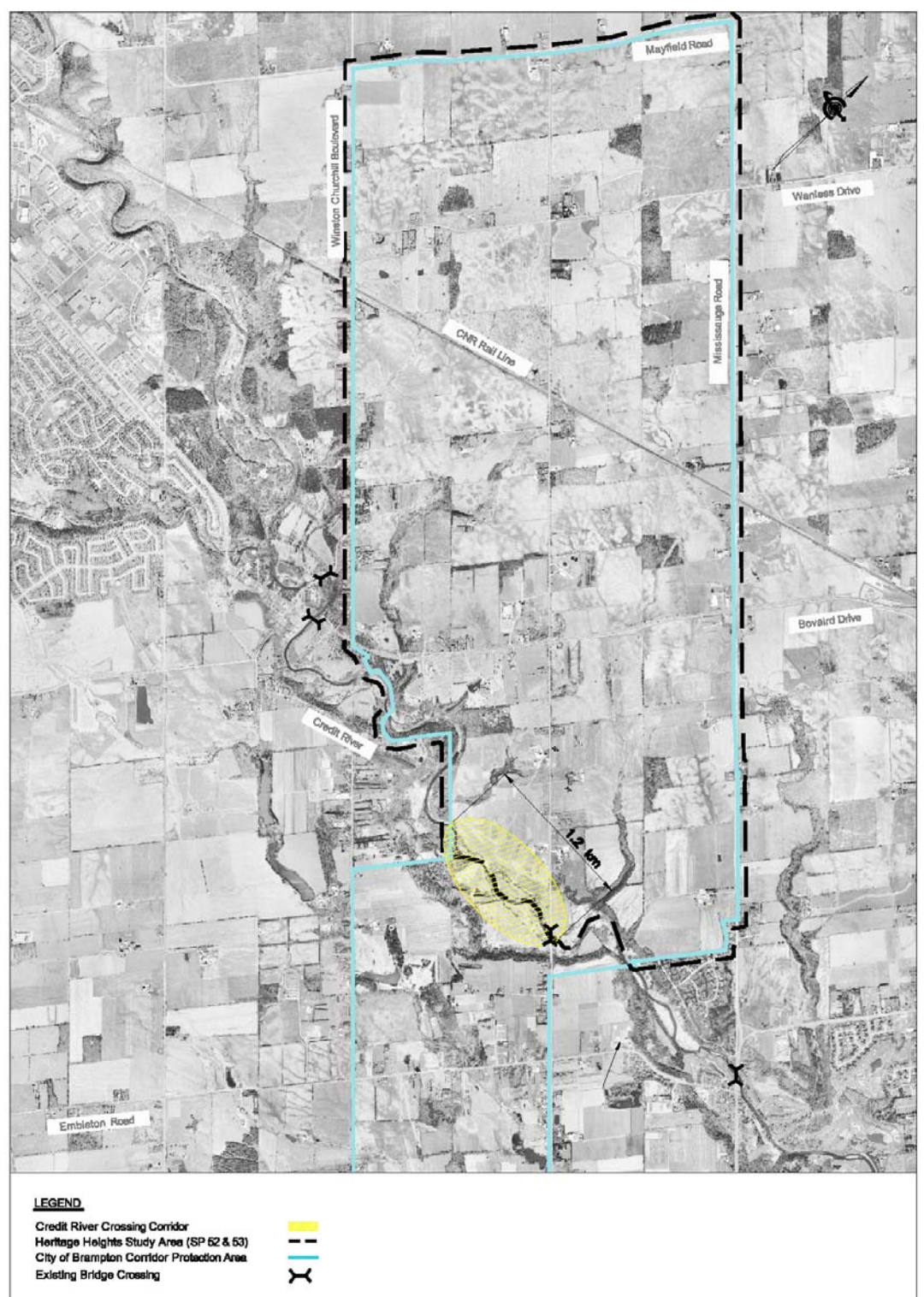
- Credit River Valley is recognized as a significant natural environmental feature within the Study Area, and forms the southern boundary of the Study Area and Secondary Plan Area 53.
- Valleys, associated floodplains, tributaries, wetlands and woodlots comprise the prominent natural heritage features in the area.
- The Credit River Valley and its ecological features have been identified and protected at the provincial, regional and local levels by legislation.





## Credit River Valley Crossing

- The identified crossing opportunity allows for suitable flexibility to reasonably address the transportation corridor, interchange configuration options, and potential location of a hydro corridor through a future Environmental Assessment process.
- The crossing opportunity was defined by identifying technical requirements 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.
- Credit River Valley crossing corridor requirements include:
  - GTA West Corridor, 110 m right-of-way
  - Transitway, 60 m right-of-way
  - Hydro Corridor, 37 m right-of-way





## Next Steps

The next steps for the study are:

- Review all comments and suggestions received from the public and agencies following this meeting.
- Public Information Centre #2 (Fall 2012)
  - Present the final problem and opportunity statement
  - Present alternative solutions
  - Present technically preferred design concept
  - Collect input on the technically preferred concept
- Public Information Centre #3 (To be determined)
  - Present the final results and recommended plan
  - Present an implementation plan for transportation improvements and strategies for transit, active transportation and travel demand management and corridor protection for the North-South Transportation Corridor
- Review all comments and suggestions received from the public and agencies on an ongoing basis to completion
- Finalize the Transportation Master Plan



## 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:

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*Thank you!*