



**Date:** 2025-12-09

**Subject:** Recommendation Report – Heritage Heights Transportation Master Plan

**From:** Steve Ganesh, Commissioner, Planning, Building & Growth Management

**Report number:** Planning, Bld & Growth Mgt-2026-006

**Strategic Focus Area:** Growing Urban Centres & Neighbourhoods

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### Recommendations

1. That the report prepared by Vikram Hardatt, Principal Planner, Integrated City Planning, and Richa Dave, Project Manager, Transportation, Integrated City Planning, to the Planning and Development Committee Meeting of January 19, 2026, re: **Recommendation Report – Heritage Heights Transportation Master Plan**, be received;
2. That the recommended multi-modal transportation network and implementation strategy outlined in the Heritage Heights Transportation Master Plan, which supports the land use plan and the forecasted travel demand for the area while encouraging the use of sustainable transportation modes, be endorsed by Council;
3. That a Notice of Study Completion for the Heritage Heights Transportation Master Plan be issued to initiate a 30-day review period, in accordance with the requirements for a Municipal Class Environmental Assessment; and
4. That prior to adoption of each precinct plan, staff will monitor and report on the preferred transportation network to inform Council of any transportation implications. Through the planning of the Secondary Plan and monitoring program, staff will ensure that schools will not be located on major roadways and inform of levels of service and operational impacts.

### Report Summary

This report relates to the Heritage Heights Secondary Plan (HHSP) area, located west of Mississauga Road, east of Winston Churchill Boulevard, north of the Credit River and south of Mayfield Road.

As part of the implementation of the Heritage Heights Secondary Plan, the Heritage Heights Transportation Master Plan (HHTMP) was undertaken jointly by the City and the Heritage Heights Landowner Group (HHLOG), with both acting as co-proponents. The HHTMP applies technical analyses to ground-truth the transportation network developed through Ontario Land Tribunal (OLT) mediation and identifies a multi-modal transportation network that supports the land use plan and forecasted travel demand within Heritage Heights.

The HHTMP reflects the guiding principles and objectives of the HHSP by incorporating complete streets design to support road users of all ages and abilities. It also seeks to maintain connectivity across the secondary plan area while addressing physical constraints, including the Highway 413 transportation corridor, the CN railway, the Natural Heritage System, and watercourses.

This report presents the HHTMP for endorsement. Once approved, it will inform future precinct planning, development application technical studies, the next Development Charges by-law update and capital program, Brampton Transit's next 5-year business plan, and the Active Transportation Master Plan update.

The capital projects identified in the HHTMP have been reconciled against the 5-year capital plan in the 2026 proposed budget. There is sufficient funding and delivery capacity to implement the HHTMP over the next 5 years.

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## **Background**

Northwest Brampton has been the subject of numerous City, Regional, and Provincial planning initiatives in the past 20+ years. On April 6, 2022, City Council adopted the Heritage Heights Secondary Plan ("Adopted HHSP"). The Adopted HHSP was subsequently appealed to the OLT in relation to a broad range of Secondary Plan policy and site-specific changes, and the Province's advancement of planning for the Highway 413 transportation corridor.

Following an extensive mediation process, the OLT approved the Revised HHSP (2024), with the exception of the one area identified as "Deferred Area" on Schedule 52-6 of the HHSP. The Revised HHSP accommodates the Highway 413 transportation corridor and includes schedules identifying the road network, road right-of-way width, and active transportation and trail networks (Attachment 1). The OLT-approved HHSP is grounded in eight guiding principles and includes mobility policies that emphasize balancing transportation and land use, while leveraging investment in transit and active transportation to provide a range of travel choices and encourage sustainable travel behaviors. There are several transportation-related objectives in the HHSP including

that inform the key objectives of the HHTMP including: 15-minute walk, a connected system of natural heritage areas, parks and amenity spaces, and promoting mobility.

The guiding principles of the HHSP are:

- 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.*

The Heritage Heights area comprises approximately one-sixteenth of Brampton's total land area and is planned to accommodate approximately 159,000 people and 30,000 jobs. As one of the last undeveloped secondary plan areas in Brampton, it is critical to have a comprehensive transportation master plan in place to support sustainable growth through the successful implementation of the HHSP. Heritage Heights is intended to be a sustainable, live-work community where people can use sustainable modes of travel (e.g. walking, cycling, transit).

### Heritage Heights Transportation Master Plan

As part of the implementation of the Heritage Heights Secondary Plan, the Heritage Heights Transportation Master Plan (HHTMP) was undertaken jointly by the City and the Heritage Heights Landowner Group (HHLOG), with both acting as co-proponents. The key objectives of the HHTMP are to:

1. Ground truth the secondary plan land use plan and transportation network developed through OLT mediation;

2. Evaluate and test road alignment options;
3. Recommend a comprehensive multi-modal transportation network that supports the land use plan; and to
4. Identify an implementation strategy to support coordination and integration with future precinct planning and development applications.

**The HHTMP is intended to be a guiding document that sets the framework for the arterial and collector roads, transit, and active transportation networks. The road alignments are subject to further refinements based on precinct planning.**

The HHTMP supports the principles and objectives of the HHSP and the recently endorsed Brampton Mobility Plan (BMP), which prioritizes enhancing mobility and travel options for people and goods and trips made by sustainable modes of travel. Where there is a discrepancy between the BMP and the HHTMP, the HHTMP will prevail.

### **Current Situation**

The HHTMP was undertaken in accordance with the Municipal Class Environmental Assessment (MCEA) process for master plans and satisfies phases 1 and 2 of that process. Public, stakeholder, and Indigenous consultation was carried out throughout the study.

The study approach included the identification and assessment of a long list of transportation network alternatives across three categories: road widenings, road alignments, and crossings of Highway 413, the CN railway and the Natural Heritage System. Alternatives from the long list were either adopted or advanced to a short list for further evaluation. Short-listed alternatives were evaluated based on transportation, cultural environment, natural environment, and socio-economic criteria.

The HHTMP and Appendices are included in this report as Attachments 2 through 8.

### Preferred Transportation Network Overview

A Preliminary Preferred Transportation Network was identified based on the recommended alternatives from the long and short list evaluations and shared with the public and stakeholders through a Public Information Centre (PIC). Feedback from the PIC informed the final Preferred Transportation Network.

### Road Network

The HHTMP recommends the following key deviations from the OLT-approved Transportation Network, further detailed in Attachment 9:

No.	Road / Crossing	Description of Change	Rationale
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1	Bovaird Drive & Mayfield Road (Lane Widening)	<ul style="list-style-type: none"> <li>Widening of Mayfield Road and Bovaird Drive to 6 lanes from Mississauga Road to west of Heritage Road</li> </ul>	<ul style="list-style-type: none"> <li>To address future capacity constraints</li> </ul>
2	Sandalwood Parkway & Winston Churchill Boulevard (Alignment)	<ul style="list-style-type: none"> <li>Realignment of Sandalwood Parkway to intersect with Wanless Drive instead of terminating at Winston Churchill Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>To avoid grading and environmental impacts.</li> </ul>
3	Collector Road Network, Precinct 52-3 (Alignment, Crossing)	<ul style="list-style-type: none"> <li>Realignment of Pinnacle Parkway, extension of Goderich Drive (Ace Avenue) across Highway 413, and the termination of Nightjar Drive (Deuce Street) at Serve Street</li> <li>Replacement of Serve Street between Mayfield Road and Nightjar Drive with a policy that protects for a desirable connection of Serve Street from Nightjar Drive to Pinnacle Parkway subject to future environmental studies</li> </ul>	<ul style="list-style-type: none"> <li>To avoid wetland features and maintain east-west connectivity</li> </ul>
4	Williams Parkway & Doubles Drive, Precinct 52-1 (Alignment)	<ul style="list-style-type: none"> <li>Realignment of Williams Parkway and Doubles Drive so that Williams Parkway terminates at Doubles Drive, and Doubles Drive runs north-west terminating at Royal West Drive</li> </ul>	<ul style="list-style-type: none"> <li>To reflect emerging Precinct Planning</li> </ul>
5	East-West Connection Focus Area (Inter-Regional, Crossing)	<ul style="list-style-type: none"> <li>East-West Connection Focus Area recommended to be protected to allow for future study</li> </ul>	<ul style="list-style-type: none"> <li>To address potential future capacity constraints and the Halton-Peel Boundary Area Transportation Study (HPBATS) recommendations</li> </ul>
6	Buick Boulevard, Precinct 52-2 (Crossing)	<ul style="list-style-type: none"> <li>Active transportation connection recommended west of Buick Boulevard and Court Road to Pinnacle Parkway</li> </ul>	<ul style="list-style-type: none"> <li>To improve connectivity while limiting environmental impacts</li> </ul>

7	North-South Rail Crossing, Precincts 52-5 and 52-6 (Crossing)	<ul style="list-style-type: none"> <li>• Removal of a north-south road crossing to avoid impacts to the Metrolinx Layover Facility, the rail corridor, a headwater drainage feature and an existing cemetery.</li> <li>• Active transportation crossing only recommended over CN Corridor between Precinct 52-5 and 52-6</li> </ul>	<ul style="list-style-type: none"> <li>• To avoid the impacts that would ensue from a road crossing while maintaining a degree of connectivity.</li> </ul>
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The Preferred Road Network maintains the north-south connection of Longevity Road across the existing Peel Region Pumping Station driveway. If Longevity Road were not to cross the Region's driveway, it would result in significant travel demand impacts on the surrounding road network and hinder connectivity with the existing community south of the secondary plan area.

City staff will continue to work with Peel Region to identify an engineering solution that allows for a public road crossing while maintaining the integrity of the Region's existing services and operations, as well as accommodating future expansion plans.

### Transit Network

The Preferred Transit Network includes the following key transit corridors:

- A dedicated transitway planned along the Highway 413 corridor.
- Priority Bus or Züm service along Mississauga Road, Bovaird Drive, Heritage Road, and Mayfield Road
- Support corridors along Winston Churchill Boulevard and Wanless Drive
- Suggested Support Corridors along Longevity Road, Lagerfeld Drive, Pinnacle Parkway, and Wanless Drive west of Heritage Road.

Local transit routes, which will provide neighbourhood-level service in the Heritage Heights area, will be identified during precinct planning.

### Active Transportation Network

The Preferred Active Transportation Network is informed by a complete streets approach, with all arterial and collector roads recommended to include dedicated and separated active transportation facilities within the boulevard, providing direct connections for pedestrians and cyclists to key destinations. The network also identifies a preferred trail system, which is conceptual in nature and subject to further study to assess environmental constraints and opportunities.

## Sidewalks

Brampton Plan requires that sidewalks on both sides of a street be prioritized in the development of new communities to promote safe, walkable, and accessible neighbourhoods for pedestrians of all ages and abilities. The HHTMP recognizes that there may be instances where this requirement may be moderated (i.e. cul-de-sacs and streets that do not provide direct access to any destinations) and establishes a framework whereby the Commissioners of Planning, Building & Growth Management and Public Works may approve an exception to this requirement. Staff will make the corresponding amendment to Brampton Plan, 2023 to ensure a consistent approach across the City.

## Heritage Heights Alternative Design Standards

City staff are currently updating Brampton's road design standards to better reflect complete street principles and the policy direction of Brampton Plan. City staff and the HHLOG collaborated to develop a set of alternative design standards (ADS).

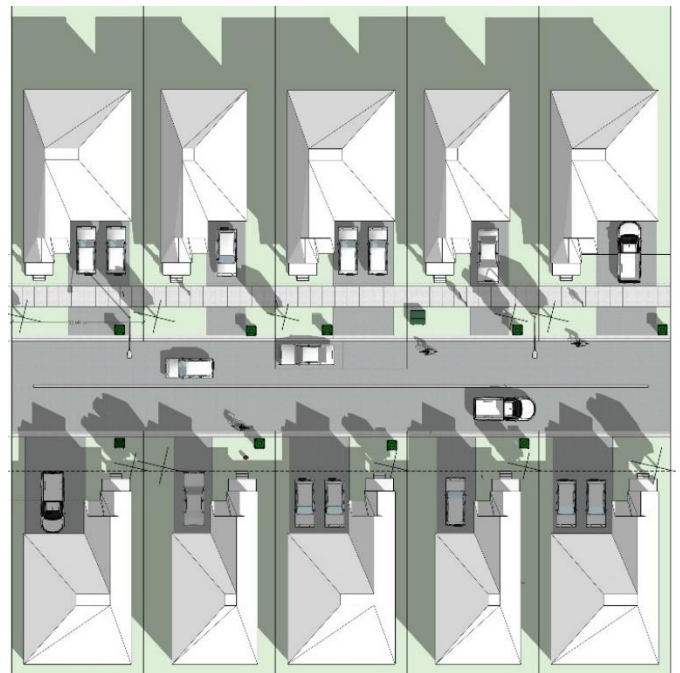
These ADS are intended to apply exclusively within the HHSP area. A rendering of a typical 16.5m local road in Heritage Heights is shown in this report.

### **Next Steps**

The HHTMP will be used to inform future precinct planning and technical studies associated with development applications in Heritage Heights. The HHTMP will also inform the next DC by-law update and capital program, Brampton Transit's next 5-year business plan, and the Active Transportation Master Plan update. Where there is a conflict between the HHTMP and the Brampton Mobility Plan, the HHTMP's recommendations will prevail.

## Monitoring Program

Prior to the adoption of each precinct plan, staff will monitor the implementation of the preferred network performance through precinct planning. Through the monitoring program, staff will ensure that schools will not be located on major roadways. The road alignments are subject to further refinements based on precinct planning.



The HHTMP will also inform the next DC by-law update and capital program, Brampton Transit's next 5-year business plan, and the Active Transportation Master Plan update. Where there is a conflict between the HHTMP and the Brampton Mobility Plan, the HHTMP's recommendations will prevail.

### **Financial Implications**

Finance Comments: The capital projects identified in the HHTMP have been reconciled against the 5-year capital plan in the 2026 proposed budget. There is sufficient funding and delivery capacity to implement the HHTMP over the next 5 years.

On annual basis, implementation of the identified infrastructure will be considered through the City's annual capital budget process and funded through a mix of development charges, tax-supported capital programs, and other levels of government funding. Project costs, timing, and funding strategies will be further refined through the upcoming Development Charges Background Study, with any resulting capital or operating impacts brought forward as part of future budget submission for Mayor's consideration.

Operating Department (OD) Comments: There are several funding sources for road, transit, and active transportation infrastructure, including property taxes, development charges (DC) and the involvement of other levels of government (federal and provincial) that can be relied upon to fund the construction of transportation infrastructure in Heritage Heights.

The City completed a scoped DC Background review for the HHSP area, which identified estimated costs for the preferred road network and crossings identified in the HHTMP. A significant portion of the increased costs to road projects identified in the scoped DC background review is the Highway 413 crossings at Goderich Drive, Sandalwood Parkway, and Lagerfeld Drive. These crossings are currently not within the MTO's Highway 413 preliminary design, and costs are to be assumed by the City. As the planning, design, and construction of Highway 413 evolves, the city will pursue advocacy efforts with the Province to fund new crossings identified by the City.

The scoped DC background review identified that the HHTMP would result in the need to collect DCs for \$368 million, compared to \$345.7 million in the 2024 DC Background Study, a \$22.2 million (or 6.4%) increase. The City is expected to undergo a City-wide DC Background Study update that will reflect the infrastructure projects in the HHTMP, the Brampton Mobility Plan, the transfer of Regional Roads to the City (anticipated in July 2026), and infrastructure associated with Highway 413.

## Conclusion

This report presents the HHTMP for endorsement. Once approved, the HHTMP will inform future precinct planning and technical studies associated with development applications in Heritage Heights. The HHTMP applies technical analyses to ground-truth the transportation network developed through OLT mediation and identifies a multi-modal transportation network that supports the land use plan and forecasted travel demand for Heritage Heights.

The HHTMP reflects the guiding principles and objectives of the HHSP by incorporating complete streets design to ensure the transportation network accommodates road users of all ages and abilities. It also seeks to maintain connectivity across the secondary plan area while addressing physical constraints, including the Highway 413 transportation corridor, the CN railway, the Natural Heritage System, and water courses.

The recommendations of the HHTMP will inform the future capital programs, business planning, and related technical studies that support precinct planning. The HHTMP represents a significant step forward in advancing development within the HHSP area.

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Steve Ganesh, RPP, MCIP  
Commissioner, Planning, Building & Growth Management

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Marlon Kallideen, Chief Administrative Officer

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Integrated City Planning  
Planning, Building and Growth Management

### Attachments:

- Attachment 1 – Heritage Heights Secondary Plan (2024) - Schedule 52-8, 52-9, and 52-10
- Attachment 2 - Heritage Heights Transportation Master Plan Draft Report
- Attachment 3 - Appendix A - Heritage Heights Secondary Plan
- Attachment 4 - Appendix B - HHTMP Engagement Summary
- Attachment 5 - Appendix C - Existing and Future 2051 Transportation Model Development and Calibration
- Attachment 6 - Appendix D - Evaluation Tables

- Attachment 7 - Appendix E - Future 2051 Transportation Modelling Assessment of Network Alternatives
- Attachment 8 - Appendix F - Terms of Reference for Pedestrian Circulation Plan
- Attachment 9 – Key Network Changes: Preferred Alignment