

**Appendix III – Heritage Heights Secondary Plan Process Update
Summary of Brampton Staff Perspectives on Key Transportation Challenges**

Issue	Summary of Brampton Staff Perspectives on Key Transportation Challenges in Heritage Heights
<p>In order to maintain the safe and efficient operation of the Region’s multimodal transportation network, the draft Heritage Heights road network must adequately support anticipated travel demand by ensuring sufficient transportation capacity is accommodated and adequate intersection spacing is provided between Regional intersections; further work is necessary to achieve these objectives.</p>	<ul style="list-style-type: none"> • A finer grained street network is preferred by Brampton staff. The Heritage Heights street network, as currently proposed, is based on a connected grid of 2-lane streets that is intended to moderate vehicular speeds, prioritize vulnerable pedestrians over cars, reduce auto-dependency and incorporate activated public realms. • While the Region’s Road Characterization Study is seen to be ‘very well done’, Brampton staff take issue with how Region staff have been applying the street typologies to Heritage Heights.
<p>The ROPA 15 policy framework requires the alignment, jurisdiction and financing of the North-South Transportation Corridor to be determined to the Region’s satisfaction prior to allowing development to proceed in the secondary planning area in order to ensure the transportation system can adequately support future growth; further information is required to determine whether the Urban Boulevard meets this requirement.</p>	<ul style="list-style-type: none"> • Brampton staff are in agreement with Region staff that lands within the route of the GTA West Corridor itself cannot proceed until there is a resolution to the conflicting transportation visions between the City and the Province, and there are measures in place to prevent development of these lands from proceeding until such resolution is achieved. Brampton staff expect development outside of the GTA West Corridor to proceed while any issues pertaining to ROPA 15 are sorted through. • Brampton staff are seeking the use of Regional development charges to fund the Urban Boulevard should it fall under Regional jurisdiction as requested by the City.
<p>Region staff continue to support advancement of the Region’s detailed design of the Bovaird Drive widening project to implement an interim four lane cross section from Mississauga Road to 1.2km west of Heritage Road with provisions for an ultimate six lane widening between Mississauga Road to the future North-South Transportation Corridor/GTA West Transportation Corridor.</p>	<ul style="list-style-type: none"> • Brampton staff do not agree that Bovaird should be 6-lanes wide. • Working under the assumption that all Regional roads will eventually operate over capacity, City staff maintain that the best approach to manage congestion is to discourage auto-dependency and lower Vehicle Kilometres Travelled while encouraging non-auto modes of travel. • Decision-making should be informed by a balanced assessment of both quantitative and qualitative analyses. In the City’s view, widening Bovaird Drive to 6 lanes will encourage increased vehicle traffic, while negatively impacting community and land use objectives in Heritage Heights through the discouragement of active transportation and activated pedestrian realms.