

Subject: FW: October 22, 2020 Region of Peel Council Agenda; GWD File PN 1478 GTA West
Attachments: GTA West Transportation Corridor - Heritage Heights Community - GWD File PN 1478 GTA West

From: Andrew Walker <awalker@gwdplanners.com>

Sent: October 21, 2020 4:49 PM

To: Iannicca, Nando <nando.iannicca@peelregion.ca>; Patrick Brown <patrick.brown@brampton.ca>; Carlson, George <george.carlson@mississauga.ca>; Bonnie Crombie <bonnie.crombie@mississauga.ca>; Dipika Damerla <dipika.damerla@mississauga.ca>; Stephen Dasko <stephen.dasko@mississauga.ca>; Gurpreet Dhillon <gurpreet.dhillon@brampton.ca>; Downey, Johanna <johanna.downey@caledon.ca>; Fonseca, Chris <chris.fonseca@mississauga.ca>; Pat Fortini <pat.fortini@brampton.ca>; Groves, Annette <annette.groves@caledon.ca>; Innis, Jennifer <jennifer.innis@caledon.ca>; Kovac, John <john.kovac@mississauga.ca>; Mahoney, Matt <matt.mahoney@mississauga.ca>; McFadden, Sue <sue.mcfadden@mississauga.ca>; Medeiros, Martin <martin.medeiros@brampton.ca>; Palleschi, Michael <michael.palleschi@brampton.ca>; Parrish, Carolyn <carolyn.parrish@mississauga.ca>; Ras, Karen <karen.ras@mississauga.ca>; Saito, Pat <pat.saito@mississauga.ca>; Rowena Santos <rowena.santos@brampton.ca>; Ian Sinclair <ian.sinclair@caledon.ca>; Starr, Ron <ron.starr@mississauga.ca>; Thompson, Allan <allan.thompson@caledon.ca>; Paul Vicente <paul.vicente@brampton.ca>

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CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Chair Iannicca and Members of Regional Council, hope all are well.

Please find below and attached correspondence sent earlier this afternoon to Jill Jones regarding the October 22, 2020 Region of Peel Council Agenda. In reviewing the Agenda, and specifically the communications under Item 16 of the Agenda, I noticed that the joint GWD/GSAI letter on behalf of the Heritage Heights Landowners Group was not included. It appears that it was an unintentional omission. I have attached to this email the original September 24, 2020 correspondence wherein the joint letter was circulated. The attached includes a copy of the joint GWD/GSAI correspondence.

I am sending this to you so that you may have a copy and ask that the correspondence be added to the Agenda as part of the record.

Thanks,

Andrew Walker, B.E.S., M.C.I.P., R.P.P
Principal Planner



REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED ☒ _____



September 23, 2020

GWD File: PN1478 GTA West (YDB)

Ministry of Transportation
777 Bay Street, 5th Floor
Toronto, Ontario
M7A 2Z8

Attention: Honourable Caroline Mulroney, Minister of Transportation
Minister.mto@ontario.ca

Subject: GTA West Transportation Corridor
Urban Boulevard Concept Vs. Traditional Highway
Heritage Heights Community, City of Brampton

Dear Honourable Minister Mulroney:

Gagnon Walker Domes Ltd., jointly with Glen Schnarr & Associates Inc., act as Planning and Development Consultants to the Heritage Heights Landowners Group (HHLOG), owners of approximately 492 hectares (1,215 acres) of land in the City of Brampton. Our Client's lands are located in an area identified as the Heritage Heights Community which is being planned as the 'new' Heritage Heights Secondary Plan (HHSP).

Heritage Heights Secondary Plan (HHSP)

The HHSP is generally bounded by Mayfield Road West to the north, Williams Parkway/the Credit River to the south, Mississauga Road to the east, and Winston Churchill Boulevard to the west. The HHSP is located immediately adjacent to a smaller planning precinct commonly referred to as the Greater Osmington Regional Centre, comprised of approximately 70 hectares (173 acres), located within the Mount Pleasant Secondary Plan (MPSP) (see *Attachment #1*).

In December 2006, the Ontario Municipal Board (now the Local Planning Appeal Tribunal) approved Region of Peel Official Plan Amendment 15 and City of Brampton Official Plan Amendment 245, expanding the City of Brampton urban boundary to include all of the lands comprising the HHSP. Planning for the HHSP began in December 2009. The City of Brampton Planning Department is targeting to complete the HHSP by the end of 2020. Once approved and built-out, it is expected that at least 43,000 residents and 20,000 jobs will be accommodated in this community.

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GTA West Transportation Corridor Environmental Assessment

We wish to congratulate the Province of Ontario for their commitment to advancing the GTA West Transportation Corridor Environmental Assessment (GTA West). The GTA West project which was initiated in 2005 was conceived at a time when higher order transportation solutions relied in large measure on the development of conventional 400-series highways.

Over the past 15-years a transformation has taken place, and with the progressive leadership of the current Provincial government, transportation and land use planning have evolved with a view to combating urban sprawl and the traffic congestion normally associated with it. In August, 2020, your Ministry announced its '*Preferred Route*' for the GTA West across the whole of the GTA. The '*Preferred Route*' includes a 4 to 6 lane highway traversing Peel, Halton and York Regions (also referred to as Highway 413) (see *Attachment #2*).

Brampton Population and Employment Growth

The City of Brampton has and is continuing to experience rapid population and employment growth. In response, City of Brampton Council, and senior Planning and Public Works Departments staff have committed themselves to pursuing effective and implementable land use, transportation and transit initiatives. Local planning and development efforts have focused on the development of compact, mixed-use oriented developments which are transit-supportive.

The ultimate goal is to ensure that development is accommodated in the most liveable and complete communities possible. The City of Brampton believes that the GTA West Transportation Corridor has an important role to play in the progressive planning and development of the Heritage Heights Community, and the whole of the GTA.

'Urban Motorway'/'Urban Boulevard'

Recently, the City of Brampton tabled a Recommendation Report in connection with the HHSP. The vision for the HHSP was the product of a successful broad-based planning exercise which engaged interested stakeholders representing the general public, landowners, City of Brampton and Region of Peel staff, local school boards, as well as representatives from Metrolinx, the Ministry of Transportation and the Credit Valley Conservation Authority.

The City of Brampton Planning Department hosted Visioning Charrettes which afforded stakeholders the opportunity to participate in the creation of a preliminary block plan and street network. The base plan which was prepared formed the foundation on which a plethora of diverse residential, employment, natural heritage, open space and community land uses were applied.



During the course of the Visioning Charrettes, the stakeholders were challenged with having an open mind as it relates to how best to respond to the opportunities associated with the Province of Ontario proposed GTA West. In this respect, there was on the part of our Clients an appreciation for Brampton's enthusiasm for the introduction of an '*urban motorway*'/'*urban boulevard*' approach to creating a more liveable and vibrant alternative to a traditional 400-series highway (see *Attachment #3*).

All stakeholders appreciated and understood the need to accommodate the movement of passenger and commercial vehicles through and across, not only the City of Brampton, but the whole of the GTA. They also understood that the Region of Peel and ultimately the Province of Ontario are the authorities having jurisdiction over higher-order infrastructure planning.

The City of Brampton proposed '*urban motorway*'/'*urban boulevard*' has been reviewed as objectively as possible, being mindful of the 30-criteria that the Province of Ontario normally considers when evaluating major transportation infrastructure projects which are the subject of Environmental Assessments. The HHLOG, as well as its planning and engineering consultants concur with the City of Brampton that the proposed '*urban motorway*'/'*urban boulevard*' has the potential to outperform a traditional 400-series highway. It promises to accommodate the movement of an equal or greater volume of traffic as compared to a 400-series highway, while consuming less land.

In addition, pursuit of the '*urban motorway/urban boulevard*' will result in a more cost-efficient and less capital-intensive infrastructure expenditure program on the part of the Province. The cost savings are linked to the anticipated gratuitous dedication of a portion of the transportation corridor right-of-way by the development industry.

Benefits and Merits

The proposed '*urban motorway*'/'*urban boulevard*' has the following additional benefits and merits:

- *Maximizes* value creation within the City of Brampton, rewarding and maximizing socio-economic interaction;
- *Creates* more vibrant and economically successful compact, mixed-use communities, with enhanced multi-modal transportation opportunities which includes designated truck-only lanes;
- *Supports* the goal of increased trip making, decreases long-haul travel that contributes to urban sprawl and assists in creating a finer grid of streets designed with safety in mind;
- *Reduces* congestion and enhances routing options for inter-city goods movement;



- *Creates* a flexible and connected framework of streets and blocks that supports transit-supportive densities, encouraging mixed-use intensification around major transit stations;
- *Generates* the opportunity for greater local and regional taxes and Development Charges revenue;
- *Accommodates* significant population and important higher-order employment opportunities – intensifying overall projected population and employment densities in support of Provincial goals and objectives; including an enhanced range of housing options that are affordable and appropriate for a broader cross-section of society;
- *Facilitates* the planning and development of highly walkable streets/ neighbourhoods with vibrant mixed-use nodes which will assist in combating the declared ‘health care emergency’ by promoting healthy living;
- *Contributes* to the creation of a net-zero community which combats the ‘climate emergency’ by facilitating potential opportunities for alternative energy production and distribution; and
- *Creates* more liveable, pedestrian-oriented streetscapes and more complete communities.

Implementation

Recognizing the importance of planning and implementing infrastructure initiatives, the City of Brampton and the Region of Peel have been proactively collecting Development Charges revenue with the express purpose of assisting in the implementation of what is referred to locally and regionally as the North-South Arterial Road (the GTA West). As of December 31, 2019, the Region of Peel and the City of Brampton have a combined balance of approximately \$93.0 million (\$69.0 million Peel/\$24.0 million Brampton) which is available to assist in the financing of the GTA West (*‘urban motorway’/‘urban boulevard’*).

In addition to contributing financially to the proposed *‘urban motorway’/‘urban boulevard’*, with all of its appertaining socio-economic benefits, the City of Brampton proposal supports and facilitates the ‘new’ Growth Plan’s vision for a higher-order transportation corridor connecting the GTA westward to the Golden Triangle; consisting of the Cities of Kitchener, Waterloo, Cambridge and Guelph.

In closing, we wish to reiterate our support for the infrastructure investments which the Province of Ontario is making. Our objective in making this submission is to assist in maximizing and optimizing the manner in which these investments are being made.



Toward this end, the HHLOG and its planning and engineering consultants believe that the City of Brampton proposed '*urban motorway*'/'*urban boulevard*' is preferable to a conventional 400-series highway.

We would welcome an opportunity to review and discuss our opinions on this important issue with you and your staff. Should you have any questions, do not hesitate to contact the undersigned.

Yours truly,

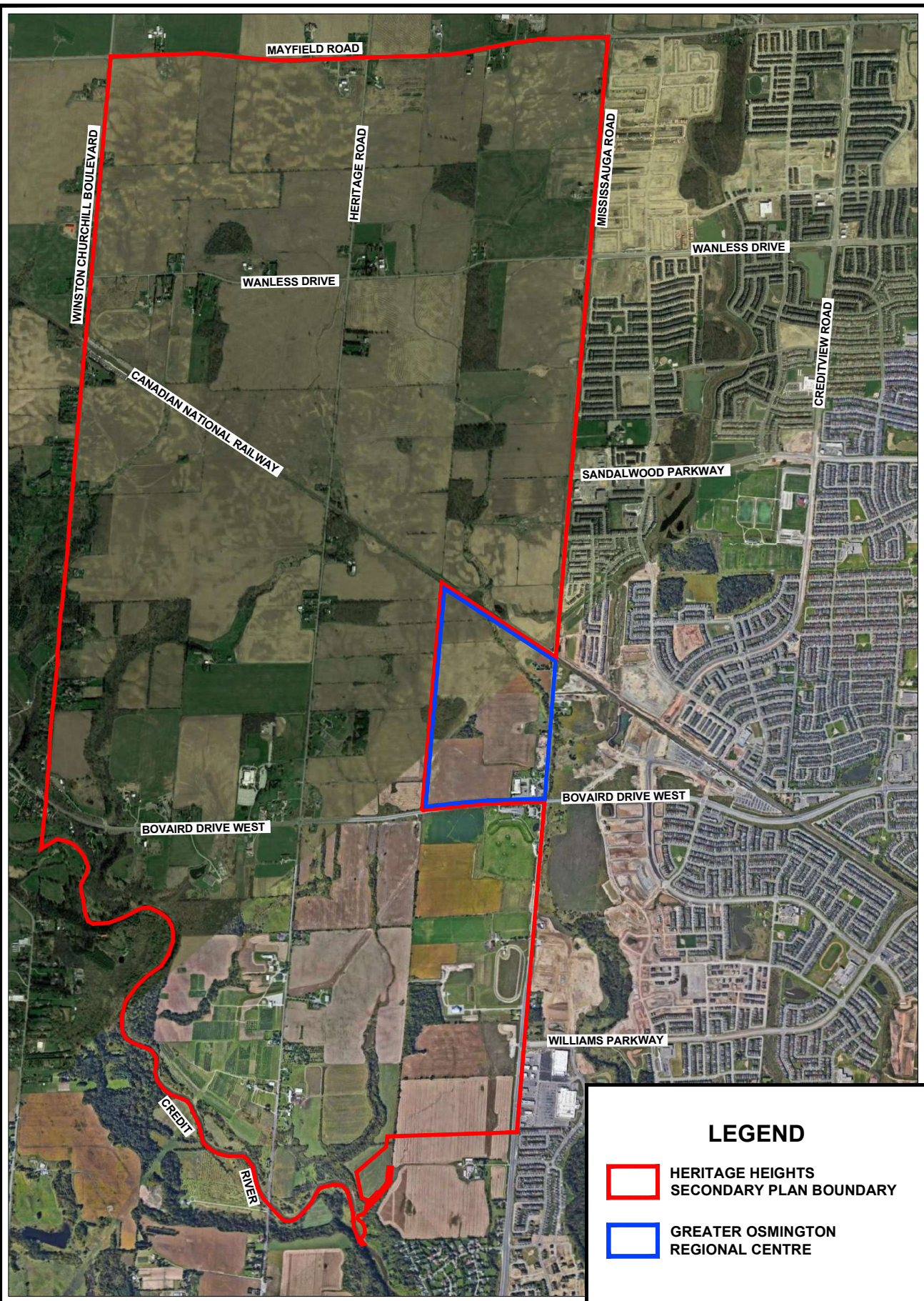
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LEGEND

- HERITAGE HEIGHTS
SECONDARY PLAN BOUNDARY
- GREATER OSMINGTON
REGIONAL CENTRE

ATTACHMENT 1 NORTH WEST BRAMPTON - HERITAGE HEIGHTS SECONDARY PLAN and GREATER OSMINGTON REGIONAL CENTRE AREA

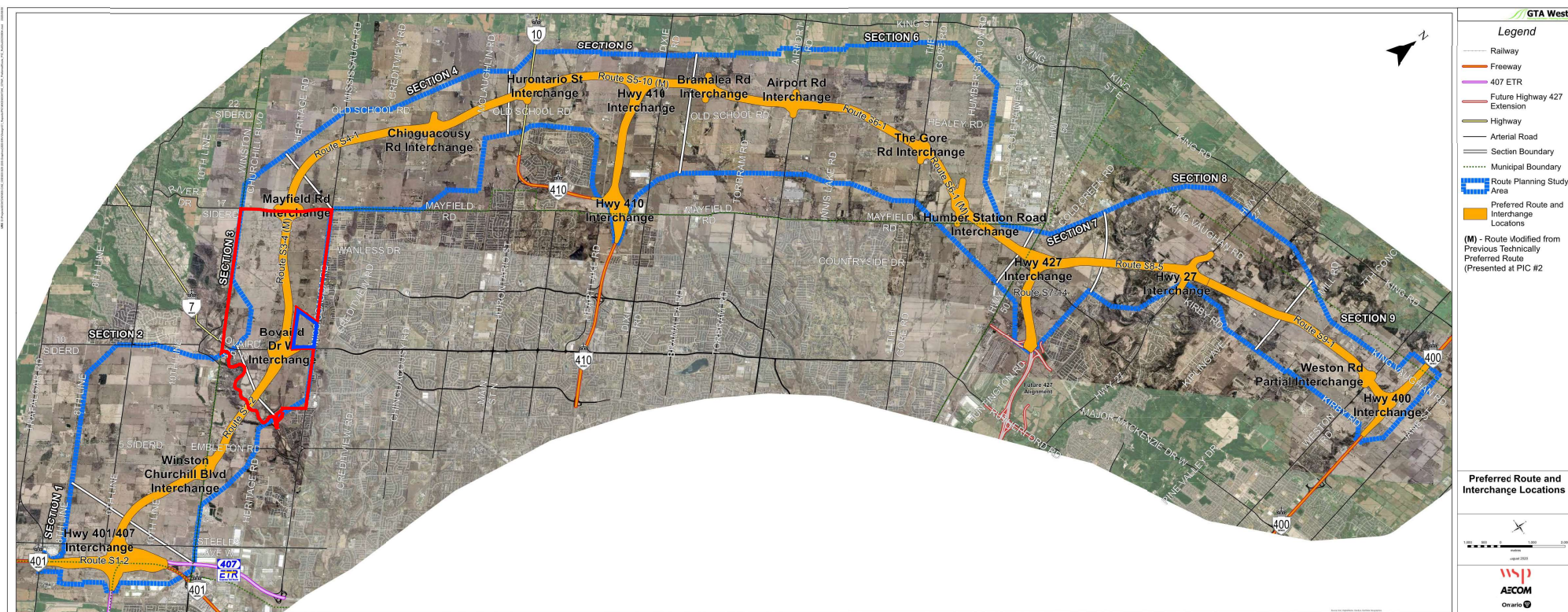
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Drawn By: D.S.	File No.: 1478_HHSP_GTAWest_Sep/20



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ATTACHMENT 2 MTO GTA WEST CORRIDOR PREFERRED ROUTE

LEGEND

- HERITAGE HEIGHTS
SECONDARY PLAN BOUNDARY
- GREATER OSMINGTON
REGIONAL CENTRE

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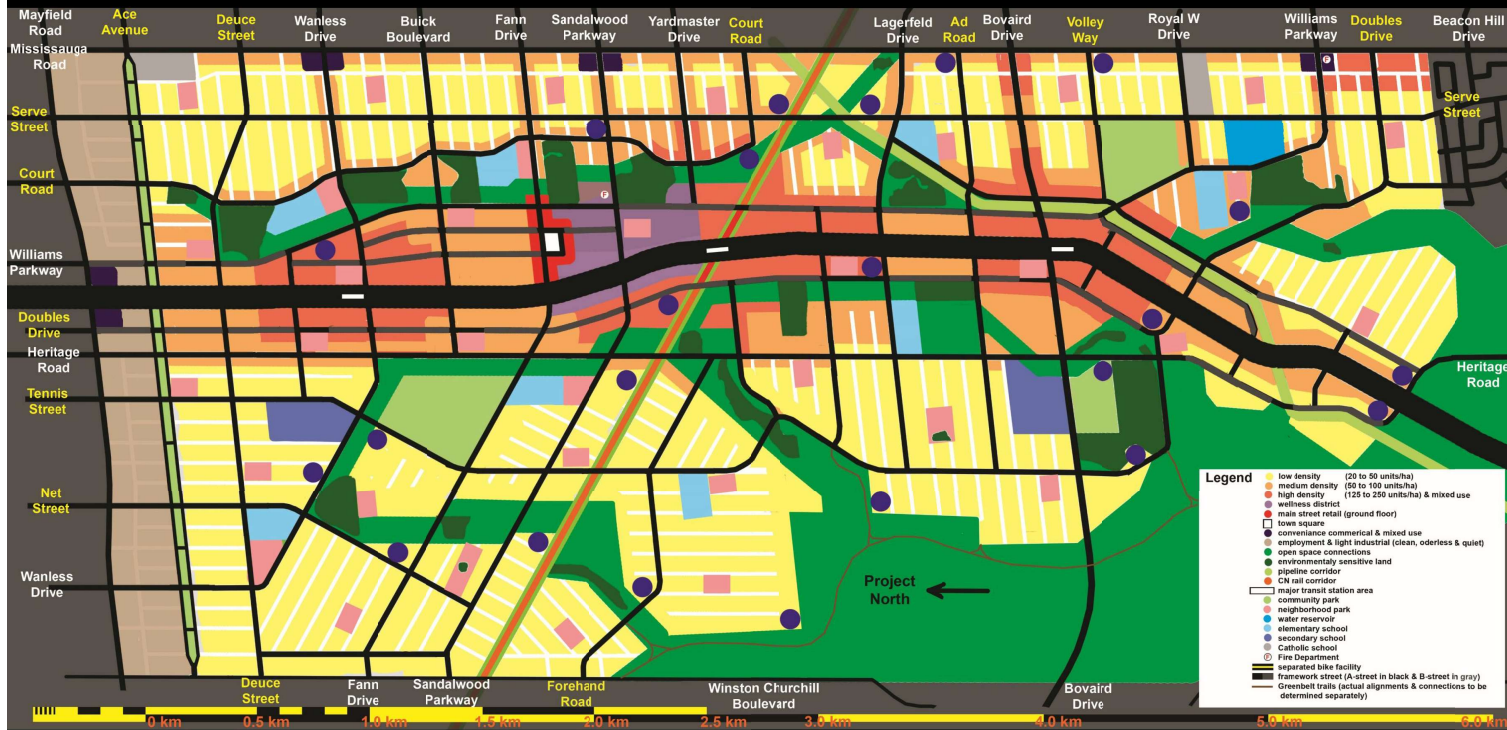


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Current Concept Plan - July 2020



* The Natural Heritage Features and Areas within the identified area may not be fully accurate. Further review and verification of these Natural Heritage Features and Areas will be undertaken as part of future planning processes or comprehensive environmental studies.

ATTACHMENT 3 HERITAGE HEIGHTS SECONDARY PLAN VISION PLAN JULY 2020

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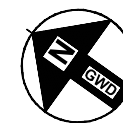
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