

# Design Charrette

## Integrated Downtown Plan

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### Day 1 – Setting the Context

June 18, 2022



# Items to note...

- This meeting is being recorded
- Please keep your microphone muted
- You can participate here by:
  - ✓ Virtually raising your hand - a moderator will call on you to speak
  - ✓ Placing a comment in the chat box - a moderator will respond to your query
- For more information please visit [www.brampton.ca/IDP](http://www.brampton.ca/IDP) and/or submit comments by email at [IDP@brampton.ca](mailto:IDP@brampton.ca)

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# Charrette: *70+ Stakeholders*



to develop a vision illustrating the long-term future for the Downtown building on the work completed as part of the Brampton 2040 Vision and current Term of Council Priorities.



to develop key action items that shape Brampton's Downtown based on an informed dialogue among participants.



three-day Design Charrette with a combination of virtual and in-person sessions held on **July 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup>, 2022**

## External

- Board of Trade
- Arts Council
- School Boards
- Heritage Board
- BIA
- Region
- TRCA
- Metrolinx
- CNR
- Orangeville Railway Development Corp.
- Indigenous Communities
- Utilities
- Brampton Library
- Banks
- YMCA
- Churches
- Algoma University
- Sheridan
- B-Hive
- Developers and their consultants
- BILD
- Bike Brampton
- Toronto Metropolitan University Venture Zone
- More...

## City staff

- Office of the CAO
- Corporate Projects
- Tourism
- Strategic Communications
- Arts & Culture
- Community Services
- Public Works and Engineering
- Building Design & Construction
- Capital Works
- Environment & Development
- Open Space Planning
- Parks Planning
- Facilities, Operation & Maintenance
- Traffic
- Road, Maintenance Operations & Fleet
- Planning, Building & Economic Development
- Building
- Economic Development
- Development Services
- City Planning and Design
- Transportation Planning
- Legislative Services
- Legal Services and Realty Services
- Fire and Emergency Services
- Brampton Transit
- More...

# Charrette: *Schedule*

	July 18	July 19	July 20
9:00			
10:00	<b>10:00 am - noon</b> City staff (virtual)	<b>9:00 am - noon</b> City staff (in person) City staff welcome to attend afternoon session as observers	<b>9:00 am - 4:30 pm</b> All (in person)
11:00			
noon			
1:00	<b>1:00 - 3:00 pm</b> Stakeholders/community groups (virtual)	<b>1:00 - 3:30 pm</b> Stakeholders/community groups (in person)	
2:00			
3:00			
4:00			
5:00		<b>5:00 - 6:00 pm</b> Councillors drop in to review work in progress	<b>5:00 - 6:00 pm</b> Councillors drop in to review charrette results
6:00	<b>6:30 - 8:00 pm</b> Public Presentation (virtual) followed by questions and answers	<b>6:00 - 7:30 pm</b> Public drop in to review work in progress	<b>6:00 - 7:30 pm</b> Public drop in to review charrette results
7:00			

# Charrette: *Sessions (Summary)*

A combination of sequential working sessions with staff first, then outside stakeholders/community groups, and a day with all in attendance. Each day culminates in a public drop in to review the work-in-progress.

## July 18, 2022 – Setting the Context

Virtual presentation on the framework for the design exercise: public realm, character areas, transportation, heritage/culture, etc.

Confirm the givens/non negotiables: e.g. approved development applications, Heritage Conservation Districts, Riverwalk, Centre for Innovation, etc.

Discuss the variables to consider in the design exercise re: land use/built form, public realm and mobility

## July 19, 2022 – Design

In person interactive working session with four design groups, each led by an urban designer from The Planning Partnership

Establish 4 design scenarios each considering land use/built form, public realm and mobility

## July 20, 2022 - Actions

Interactive in person working session to review and critique the four design concepts developed on July 19

Working in four groups, itemize the actions

Consolidate the actions and describe the desired outcome, assumptions, strategies/tasks to implement, partners, timing

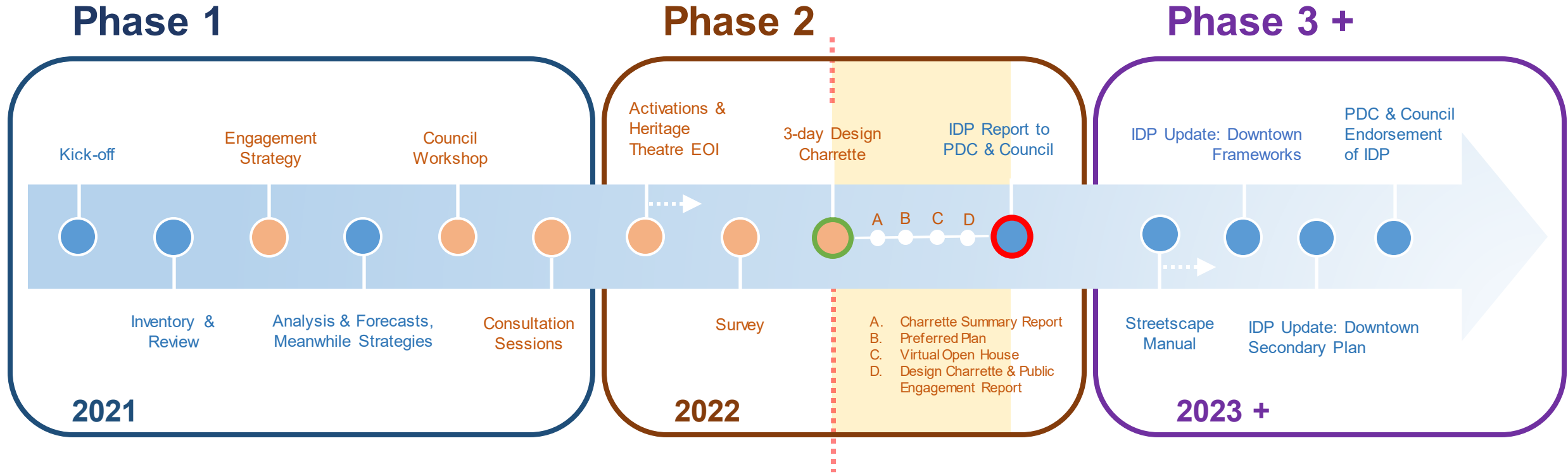
# Territorial Acknowledgment

We would like to acknowledge that we are gathering here today on the Treaty Territory of the Mississauga's of the Credit First Nation, and before them, the traditional territory of the Haudenosaunee, Huron and Wendat. We also acknowledge the many First Nations, Metis, Inuit and other global Indigenous people that now call Brampton their home. We are honoured to live, work and enjoy this land.



The **Integrated Downtown Plan** builds on the Brampton 2040 Vision by incorporating key components to facilitate sustainable growth and development. These components will create opportunities for investment and innovation while continuing to support ongoing revitalization initiatives by both the public and private sector.

# IDP Context and Timelines

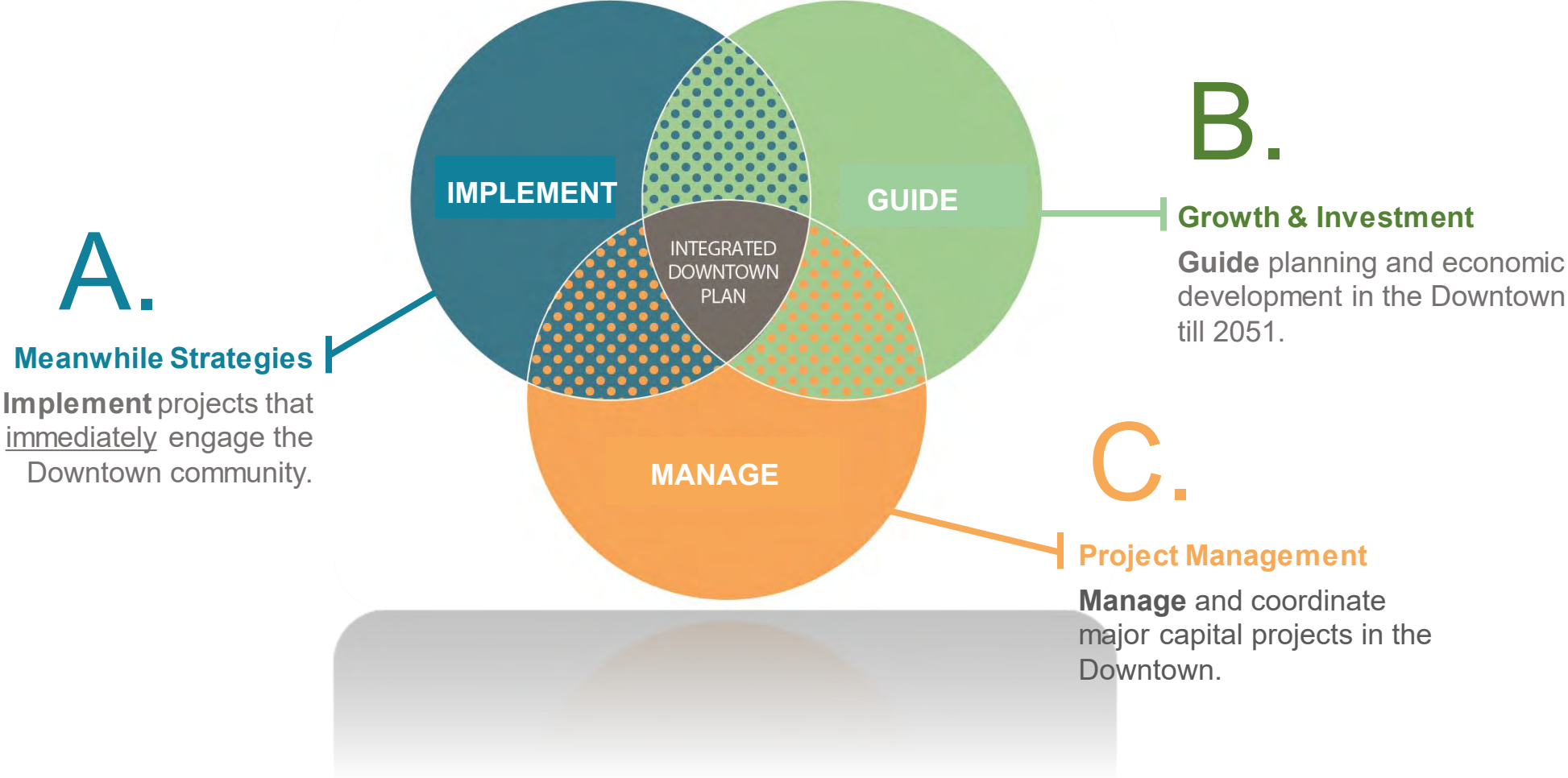




# IDP Engagement

Phase	Purpose	Purpose
Phase 1 (2021)	Draft Engagement Approach	Prepare
Phase 1 (2021)	Website Launch	Inform
Phase 1 (2021)	Council Workshop	Inform
Phase 1 (2021)	Tele-Town Hall	Inform
Phase 1 (2021)	Neighbourhood Walk	Inform
Phase 1 (2021)	Internal Focus Groups	Discuss
Phase 1 (2021)	Stakeholder Groups (internal/external)	Discuss
Phase 2 (2022)	Surveys	Listen
Phase 2 (2022)	Self-Guided Public Tour (self directed)	Inform
Phase 2 (2022)	Design Charrette, Open Houses	Collaborate
Phase 2 (2022)	Virtual Open House	Collaborate
Phase 3 (2023)	Update City Frameworks & Downtown Secondary Plan	Synthesize

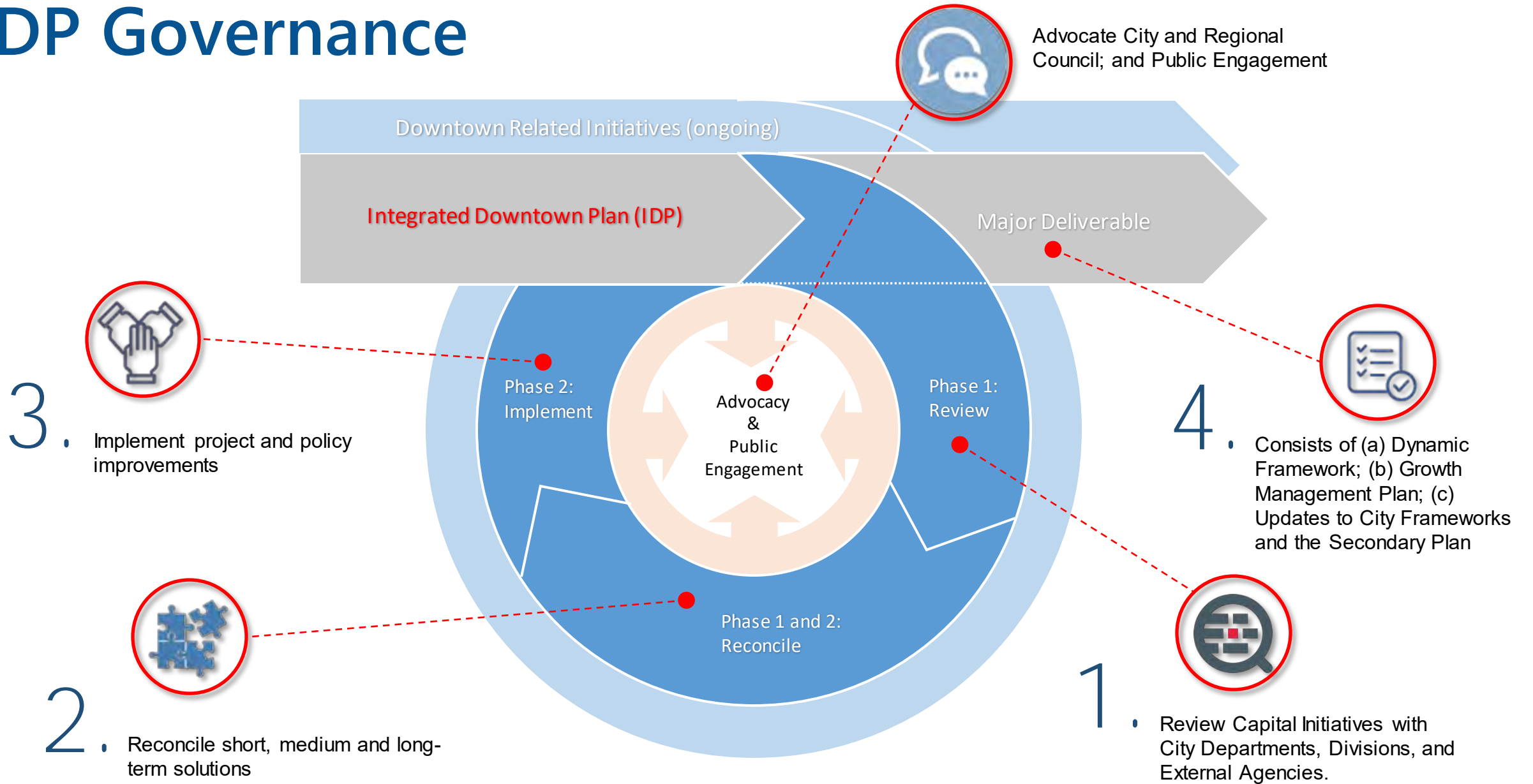
# What is the Integrated Downtown Plan?



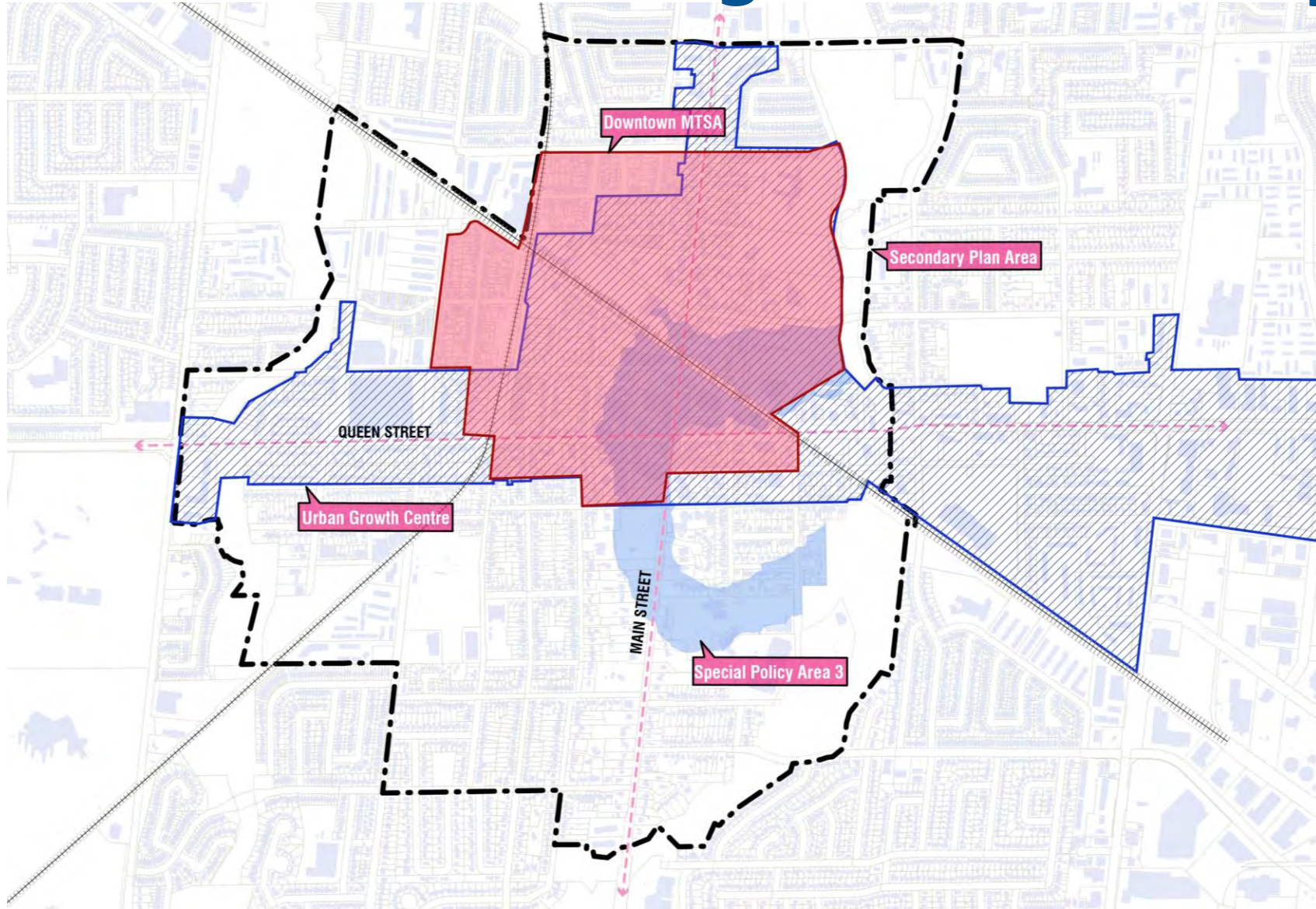
# Integrated Downtown Plan: *Building Blocks*



# IDP Governance



# Downtown Planning Area Boundary

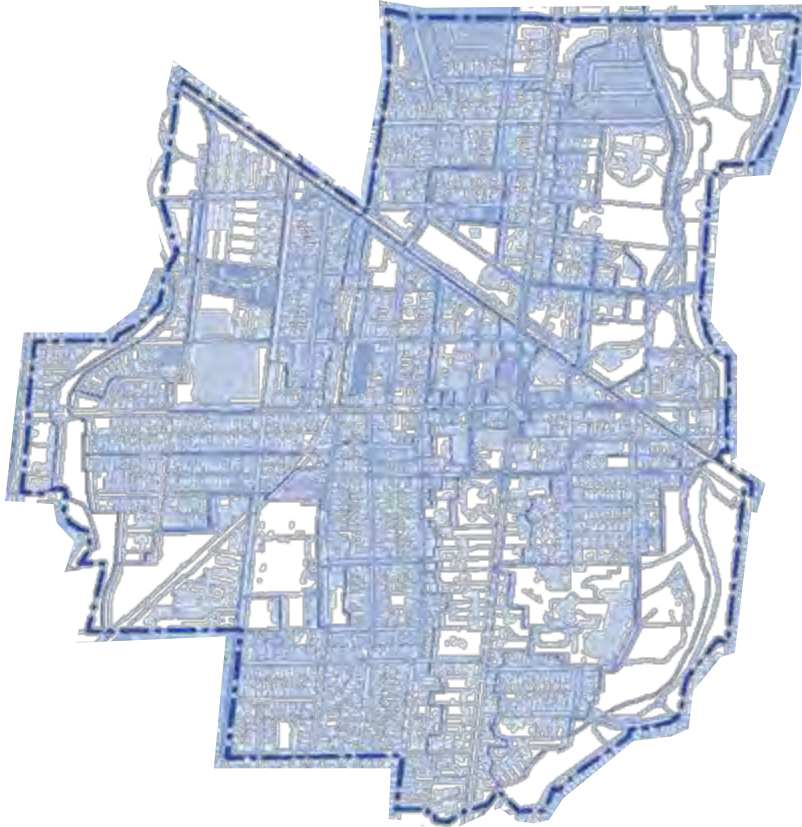


# The 2040 Vision: *Downtown Brampton*

*Realize the full potential of Brampton's historic Downtown as an advanced education, arts, and life sciences hub.*

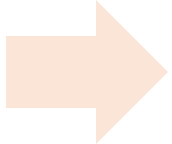


# Anticipated Growth



Brampton's Downtown is projected to experience significant growth.

15,000 new jobs and 30,000 additional residents anticipated by 2051  
*The SGU Growth Forecast (Region of Peel) by 2051*



How is this growth holistically managed?

# Internal Engagement

- 8 Departments
- 28 Divisions
- 5 Focused Thematic Meetings
- 7 Coordination Meetings (monthly)
- 70 + Project Leads & Subject Matter Experts





# External Engagement

- 6 Stakeholder Meetings
- 3 Advisory Committees & Boards
- 3 Online Surveys / Polls
- 3 Presentations (Post-secondary Groups)
- 2 Council Meetings
- 1 Town Hall
- 1 Council workshop



# Heritage Theatre Block: *“What we heard...”*

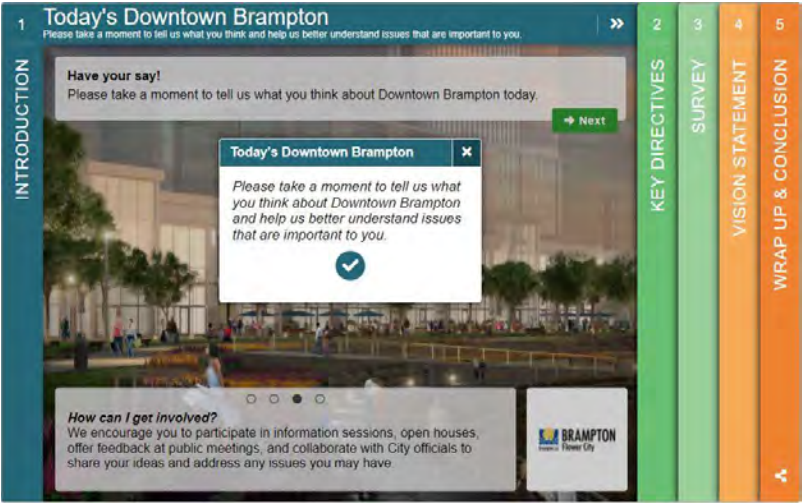
“What types of businesses or services would you like to see in the Heritage Theatre Block?”

Top three responses were:

**restaurant, indoor food market & movie theatre.**

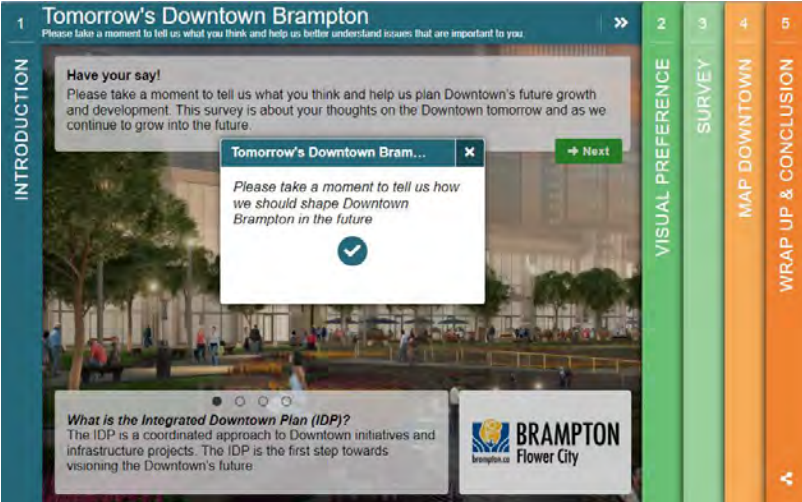
**349** Participants

# Survey: "What we heard..."



The City hosted two online Integrated Downtown Plan surveys between April 8 to May 31, 2022

Today's Downtown Brampton  
**244** participants



Tomorrow's Downtown Brampton  
**166** participants

# Survey: *Downtown Public Realm*



Vancouver, British Columbia

47% of respondents want a vibrant plaza

77% of respondents want these spaces to have a strong cultural identity

The top three amenities respondents want in parks are **enhanced landscaping, trails, and park furnishings.**

New public amenities respondents want are **community spaces, recreation/community centres and performance venues.**

# Survey: *Mobility*



Toronto, Ontario

**56%** of respondents would like to see integrated streets for all users and all modes of transportation.

**76%** of respondents are supportive of pedestrian-only intersections or roads.

The top three modes of transportation for respondents are **walking, car and cycling.**

# Survey: *Built Form*



Toronto, Ontario

**35%** of respondents said the City should prioritize mid-rise and mixed-use development.

**52%** of respondents prefer mid-rise buildings (5 to 8 storeys) to other housing forms for our Main Streets.

**32%** of respondents said complete mixed-use transit-oriented communities is the most important urban design principle.

# Survey: *Built Form*

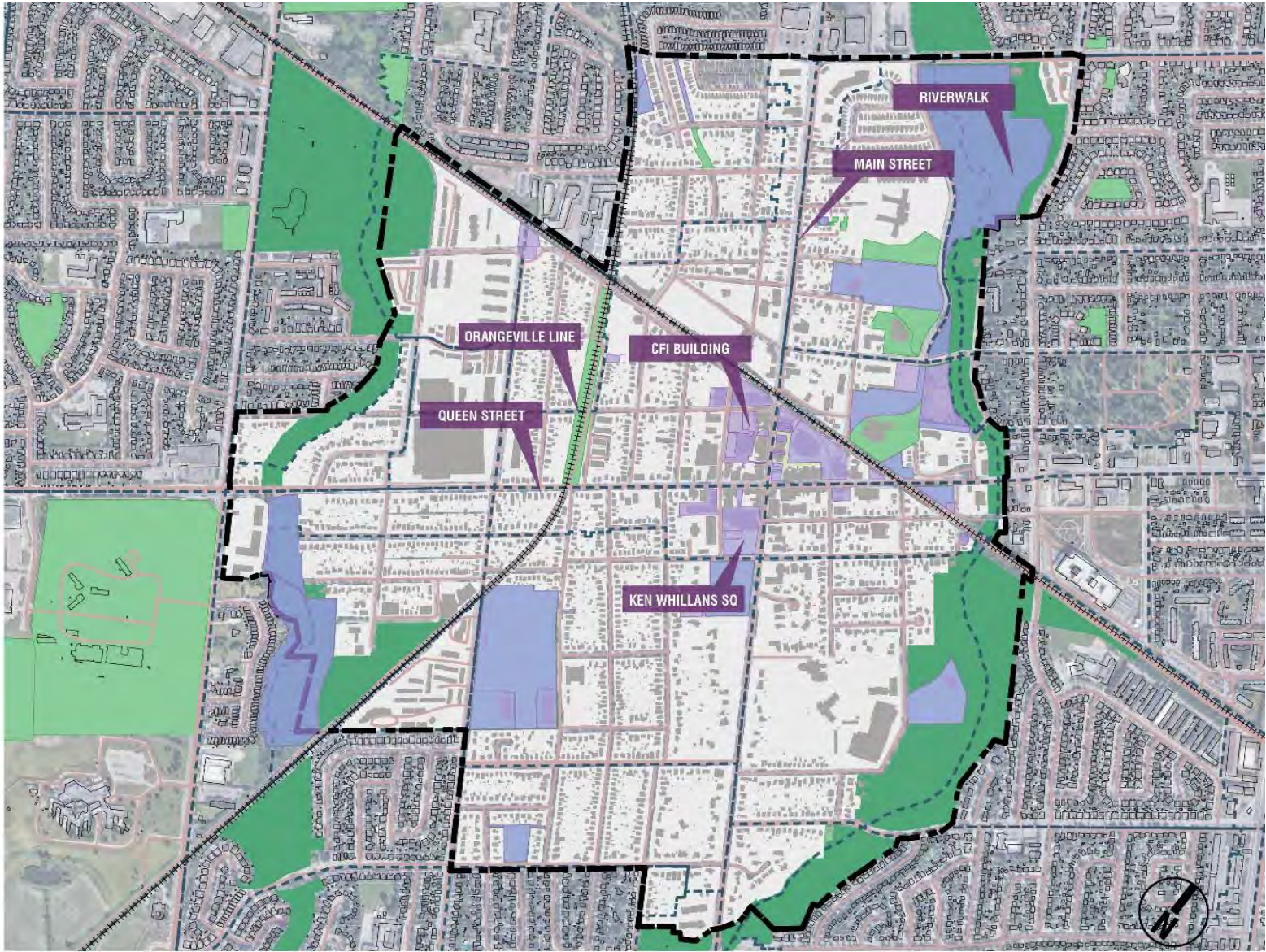


Toronto, Ontario

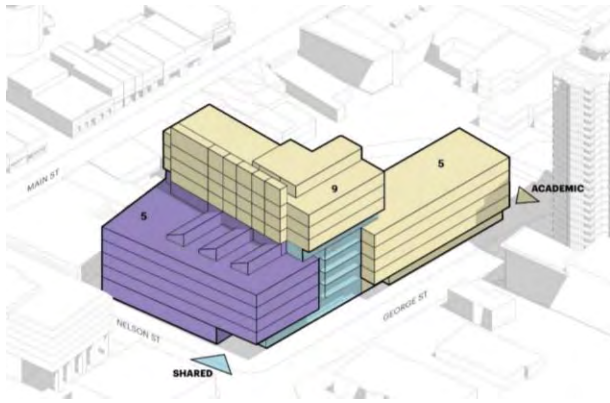
**72%** of respondents said preserving heritage buildings and features is important to enhance the character and vibrancy of the Downtown.

**44%** of respondents prefer integrating elements of heritage buildings with the design of new buildings.

# City-owned Properties



KEN WHILLANS SQUARE

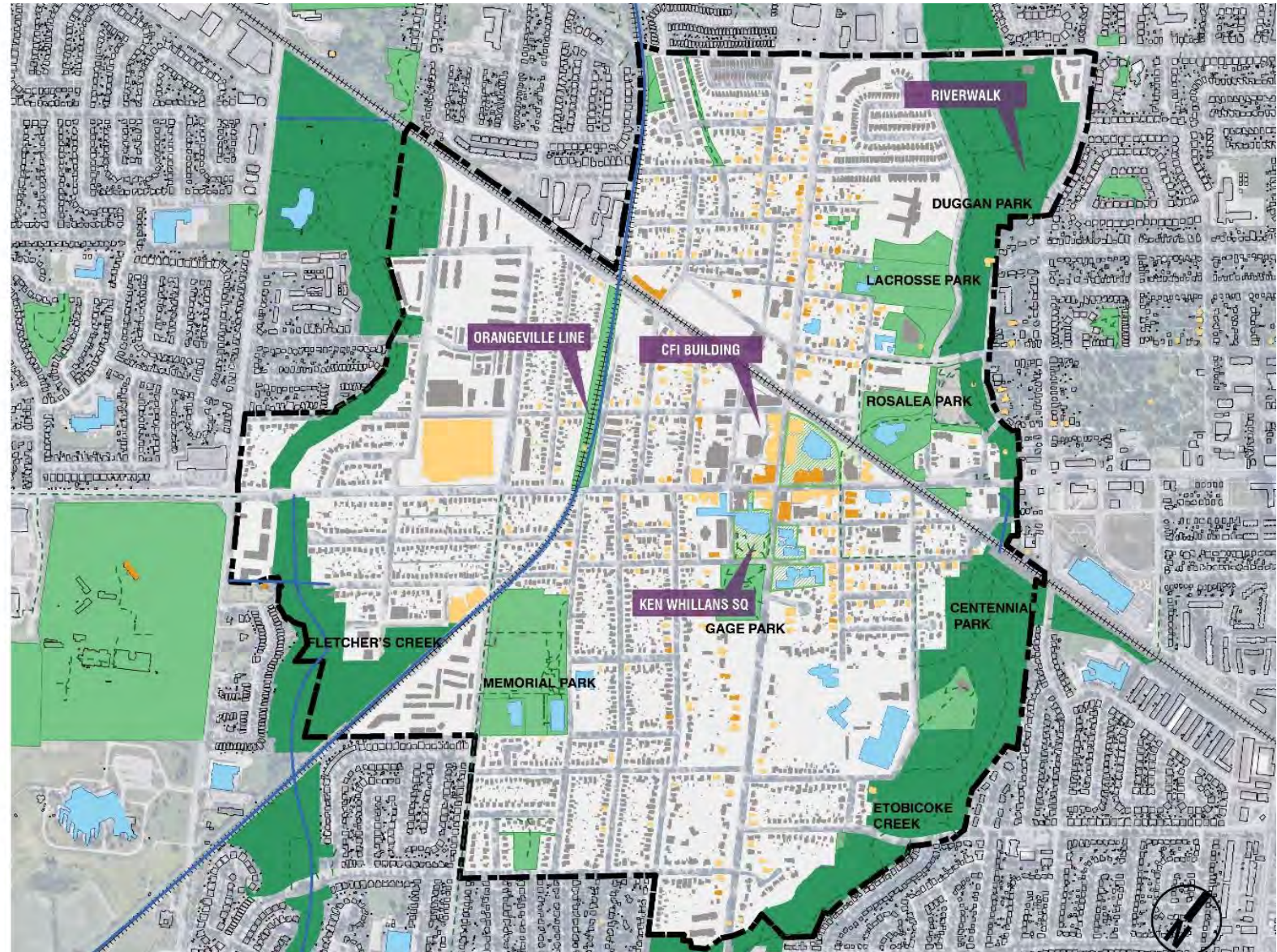


CFI PROPOSAL

- CITY OWNED PROPERTIES
- ACTIVE DEVELOPMENT APPLICATIONS



# Public Realm



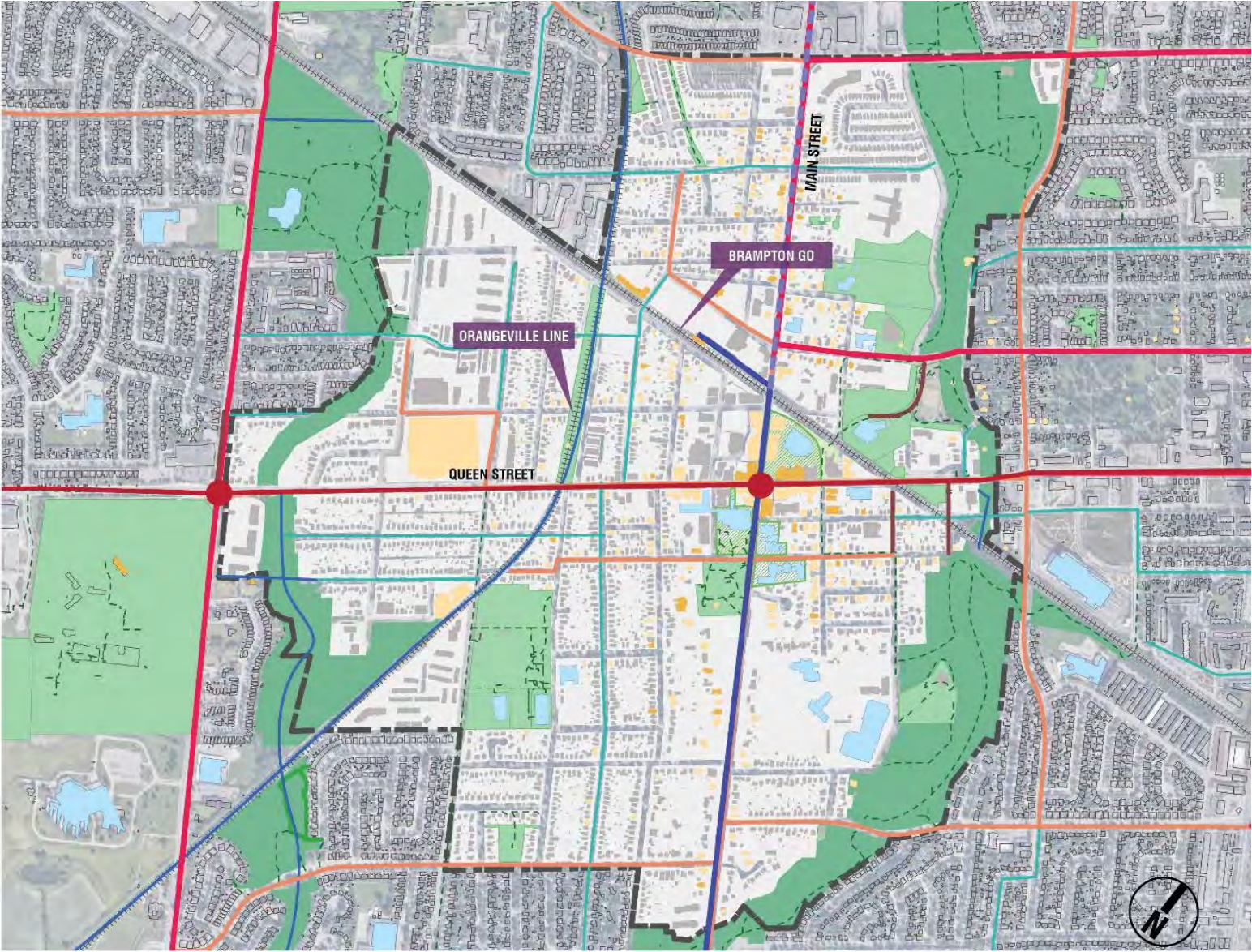
LEGEND

	Creek Area
	Public Parks
	Public plazas/ Open Spaces
	Heritage Buildings DESIGNATED
	Heritage Buildings LISTED
	Civic Buildings
	Secondary Plan Area

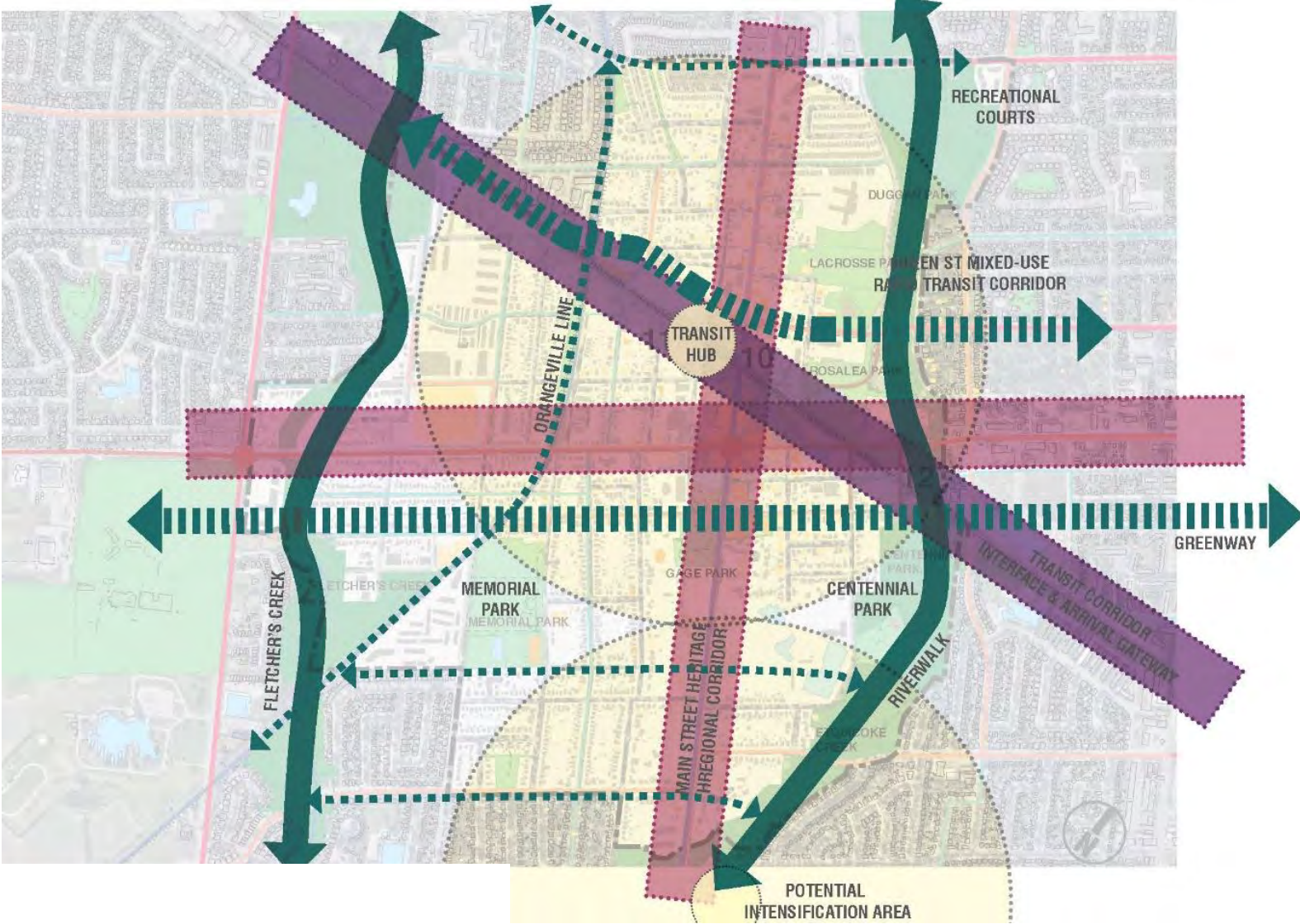
# Conceptual Public Realm Network



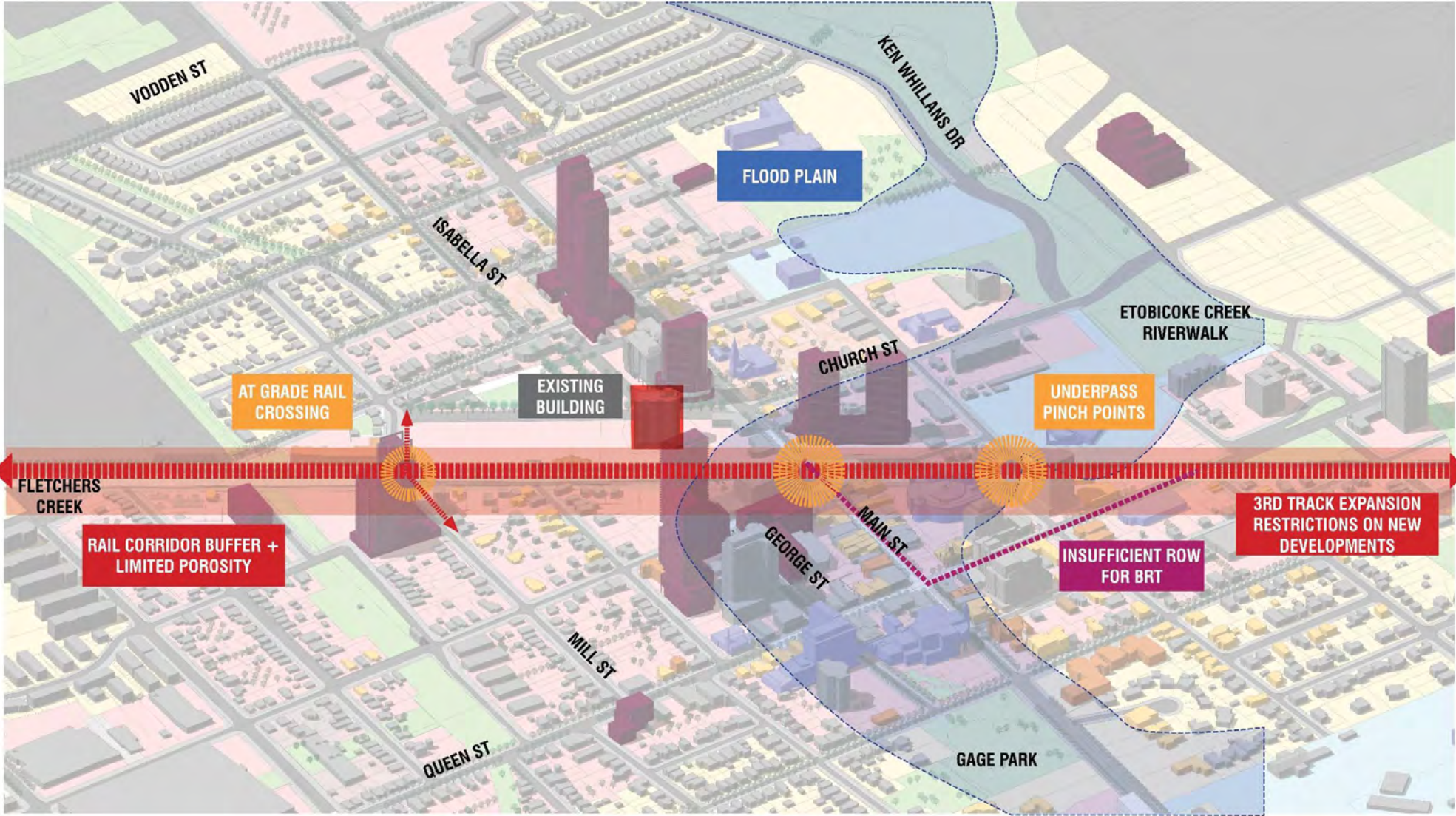
# Active Transportation and Transit Framework



# Conceptual Mobility Network

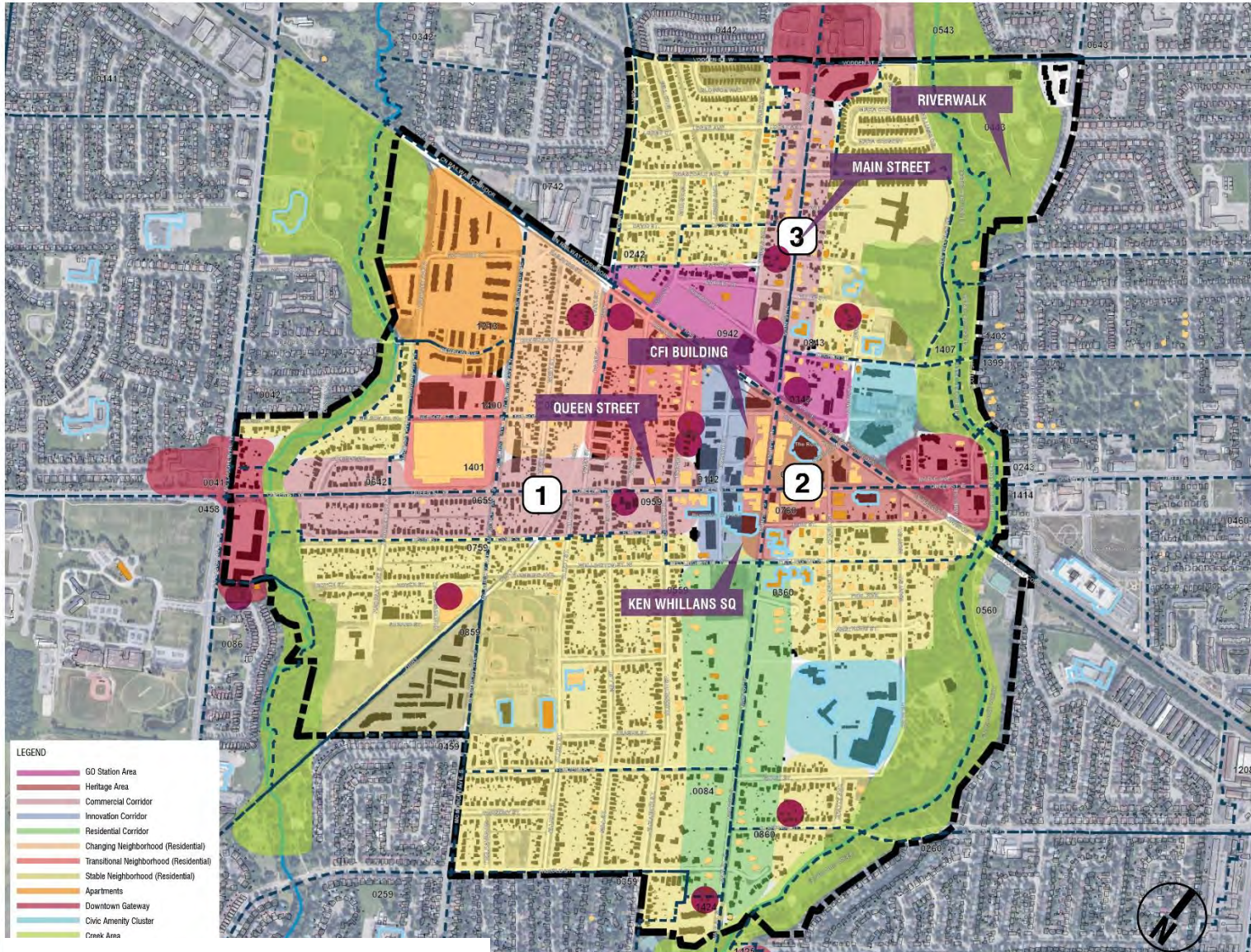


# Constraints



- Floodplain
- 3<sup>rd</sup> track expansion
- Development parcels (Location/Size)
- Rail crossings
- Rail underpasses
- Right-of-ways
- Preserve/Integrate Heritage Buildings
- Height/ Demand

# Mapping Character Areas



1 - QUEEN ST WEST CORRIDOR

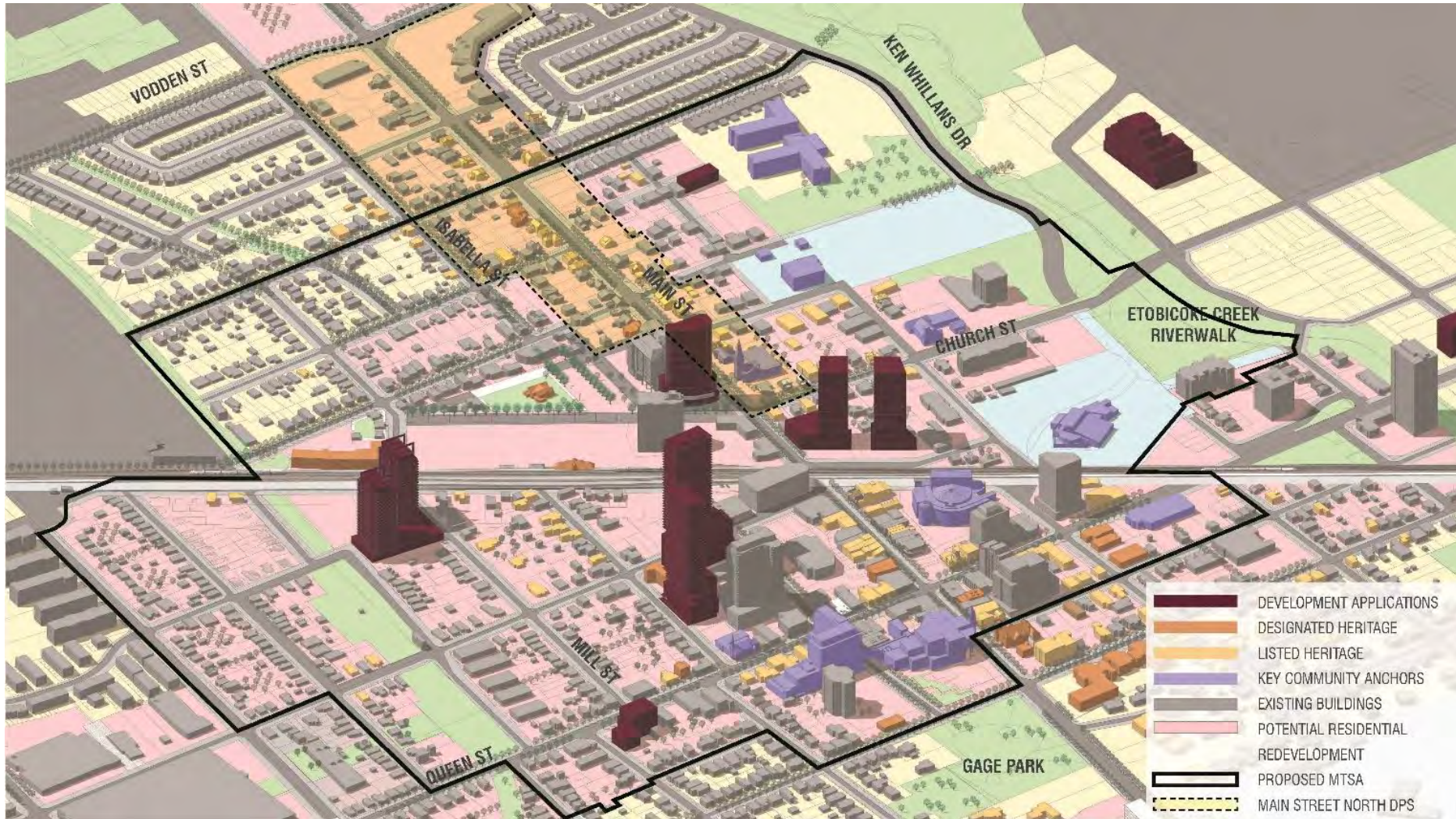


2 - MAIN & QUEEN (4 CORNERS)



3 - MAIN ST NORTH HERITAGE CORRIDOR

# Built Form

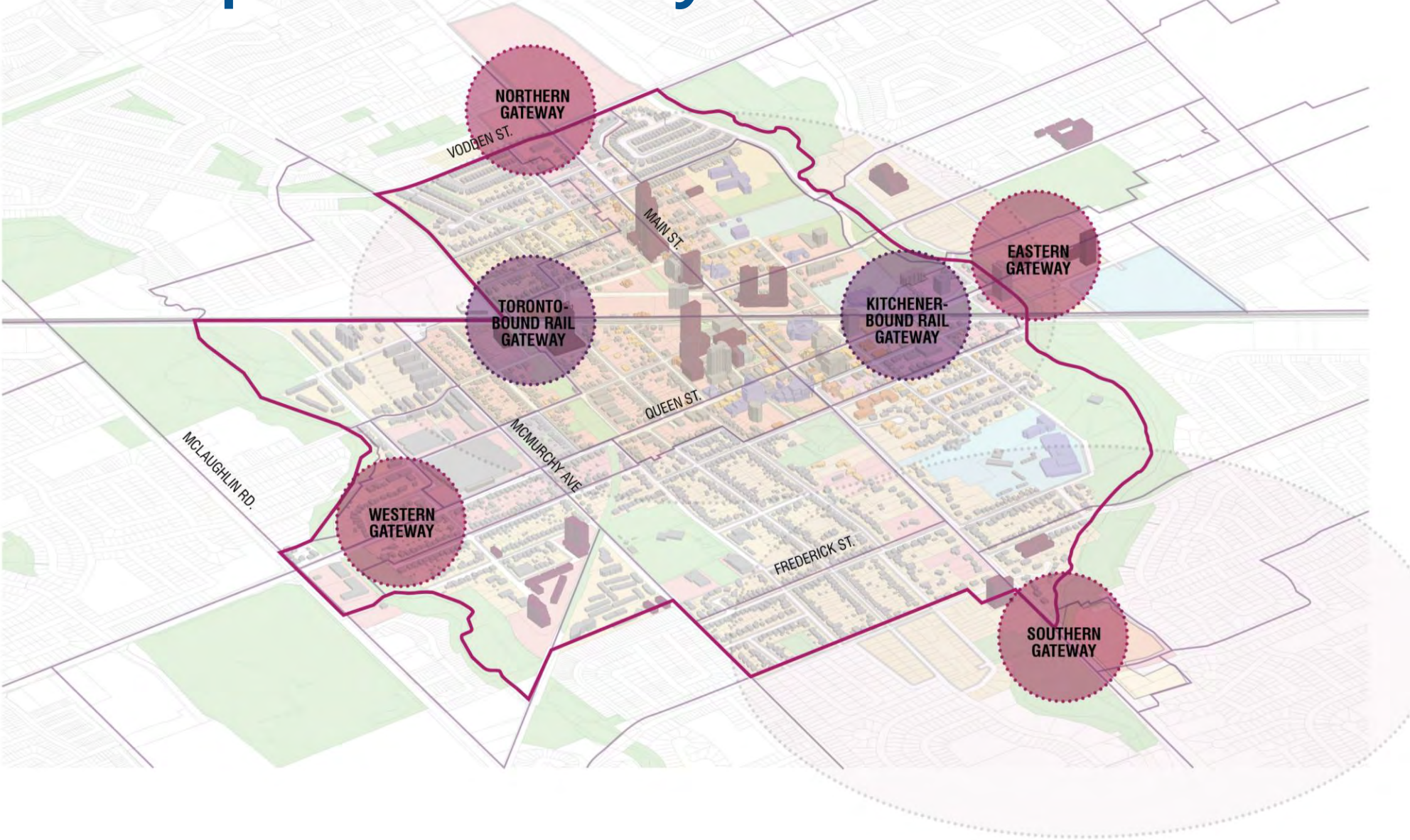


# Built Form: *Development Applications*

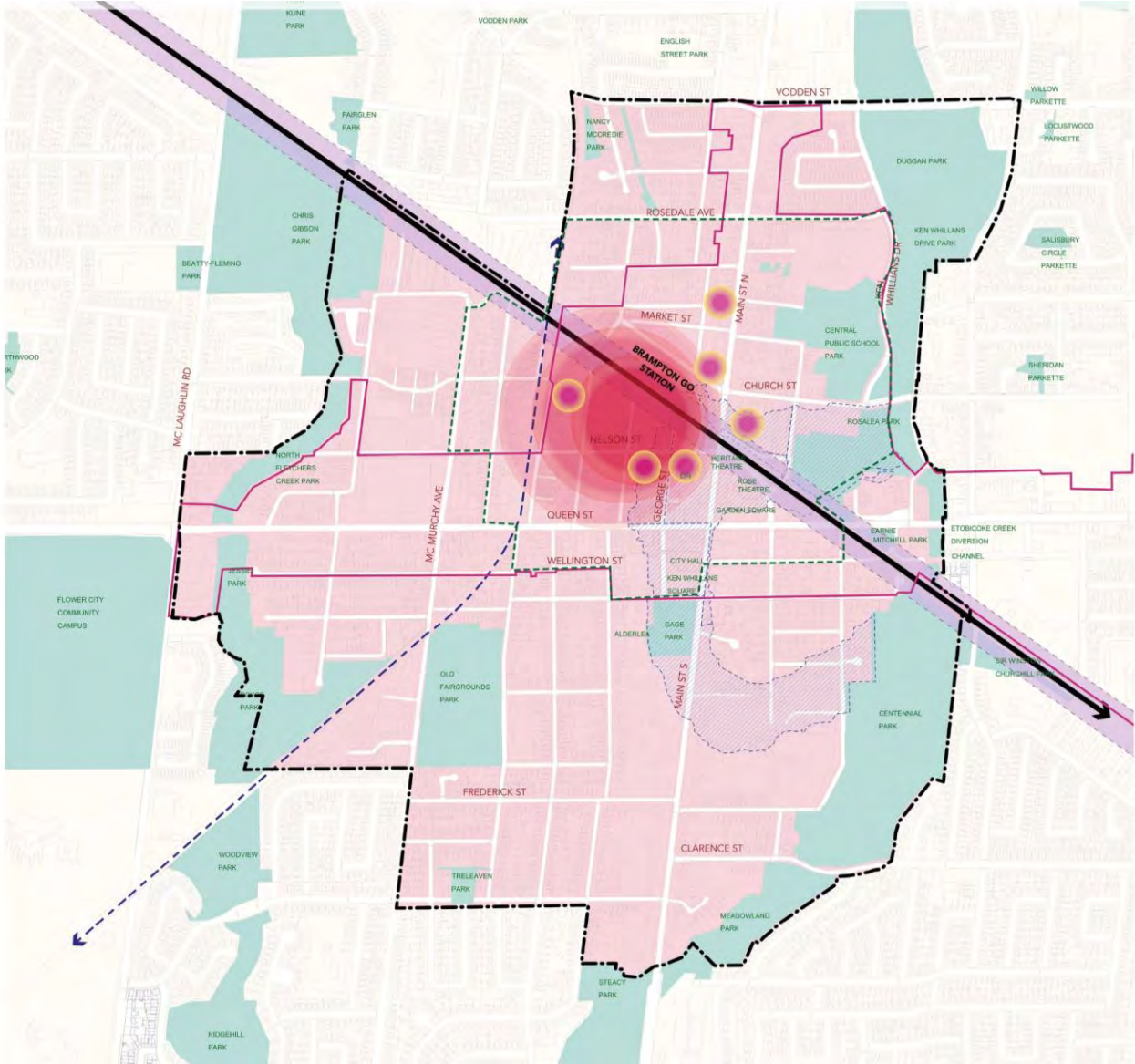














# Conceptual Gateways



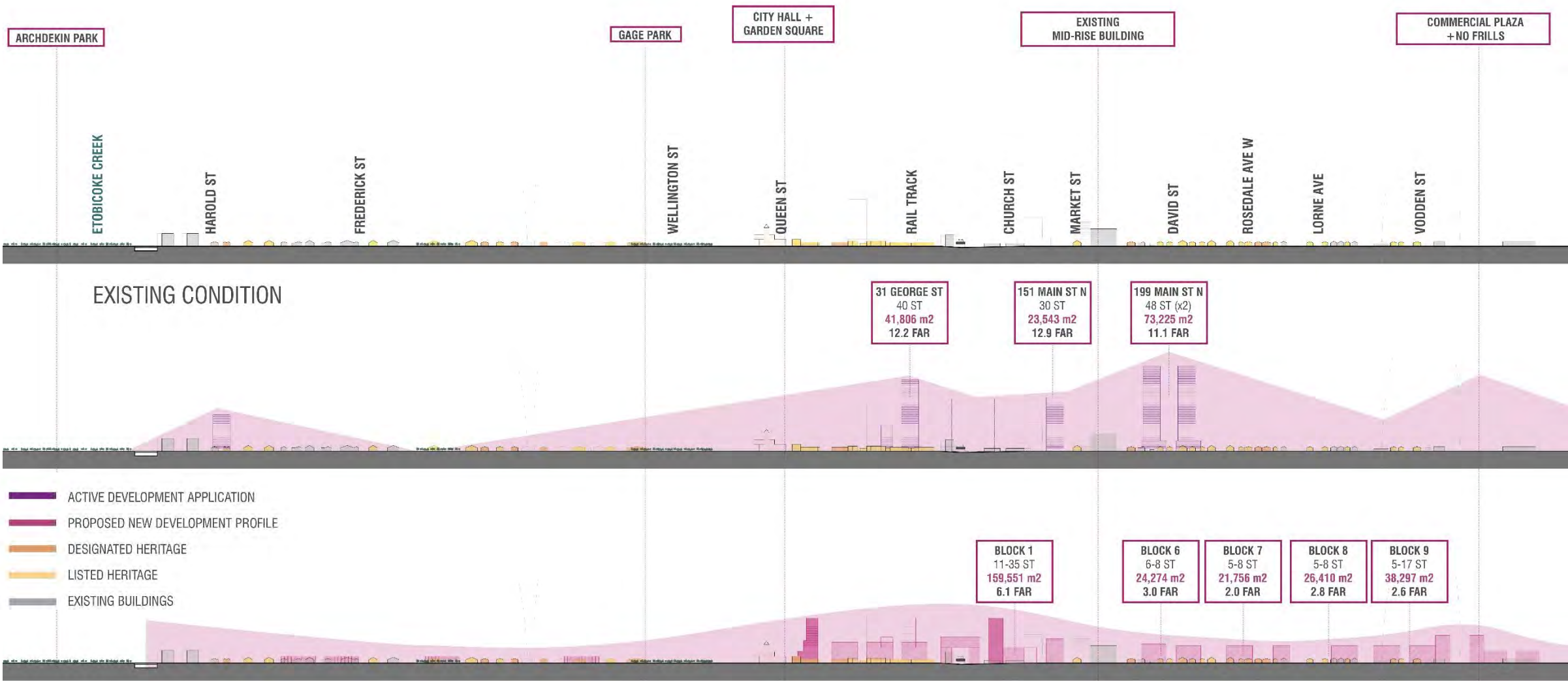
# Conceptual Strategy for Tall Buildings



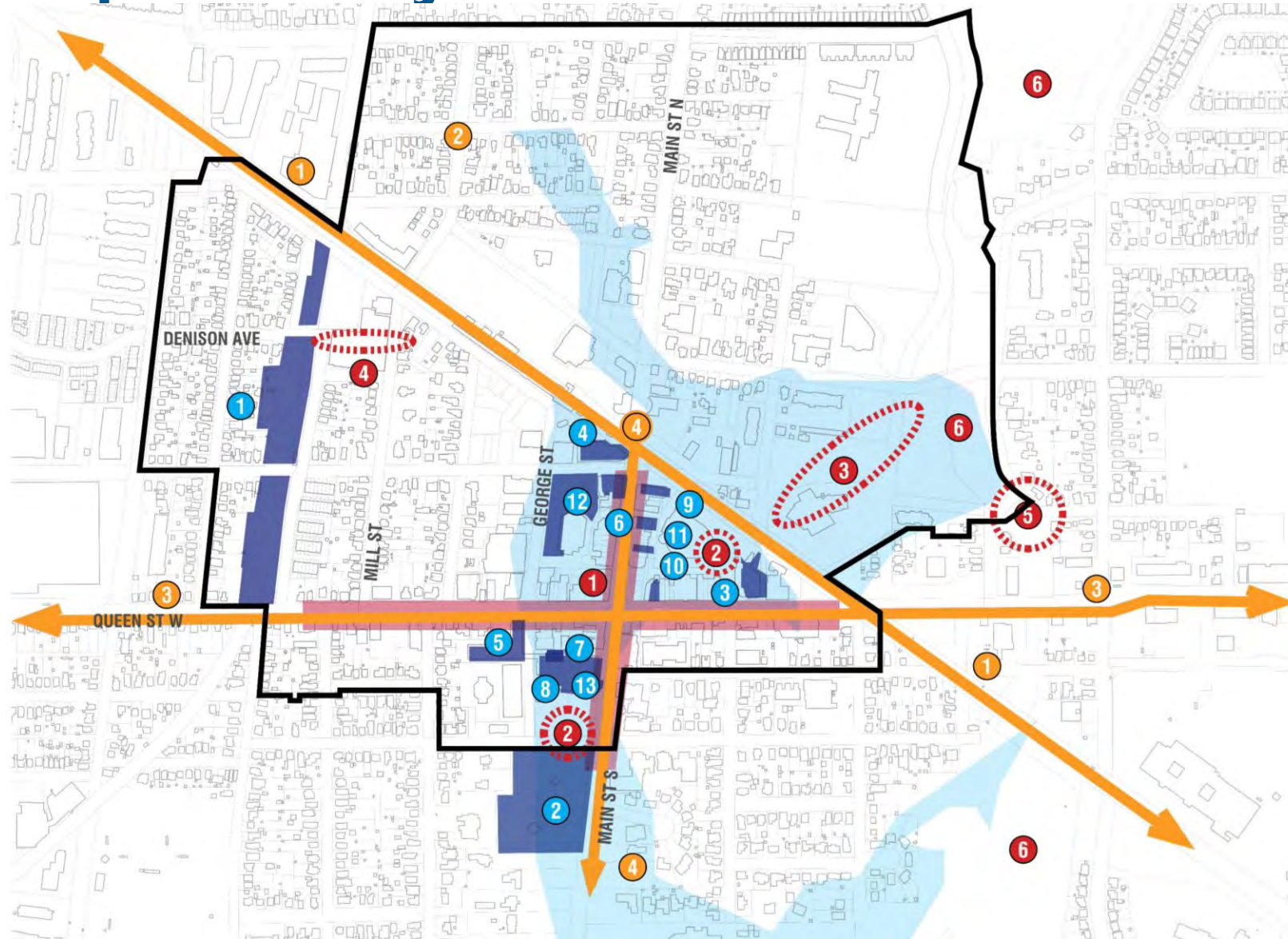
## LEGEND

-  RAIL CORRIDOR
-  RAIL SETBACK
-  ORANGEVILLE LINE
-  URBAN GROWTH CENTRE
-  PROPOSED DOWNTOWN MTSA (REGION OF PEEL OFFICIAL PLAN REVIEW)
-  SECONDARY PLAN AREA
-  SPECIAL POLICY AREA 3 AND SUB AREAS
-  ACTIVE DEVELOPMENT APPLICATION SITES (20-48 STOREYS)
-  PROPOSED LOCATIONS FOR TALL BUILDINGS (STEPPING DOWN TO EXISTING NEIGHBORHOODS)
-  EXISTING NEIGHBORHOODS

# Conceptual Height Distribution (Main Street)



# Capital Projects



## XX PROGRAM AND EVENTS

- 1- Orangeville-Brampton Railway
- 2- Outdoors Farmers Market
- 3- Algoma University Expansion
- 4- B-Hive & Bike Hub
- 5- Brampton Entrepreneur Centre & Co-working Space
- 6- Ryerson Venture Zone
- 7- RICC
- 8- Cybersecure Catalyst
- 9- Heritage Theatre Revitalization
- 10- 36/40 Main St N Building Reoccupation
- 11- Cyclepath Building Reoccupation
- 12- Centre for Innovation (CFI)
- 13- Downtown Office

## XX CAPITAL WORKS

- 1- Downtown Infrastructure Work (Phase 1)
- 2- Revitalization of Garden & Ken Whillans Sq
- 3- Ken Whillans Dr Extension EA
- 4- Denison Ave Extension EA
- 5- Scott St Bridge Diversion Channel
- 6- Riverwalk Urban Design Master Plan

## X TRANSIT PROJECTS

- 1- Track Expansion CN & Metrolinx
- 2- Downtown Mobility Hub Study Area
- 3- Queen St BRT
- 4- Hurontario LRT Extension

— M TSA Boundary

- - - Integrated Downtown Plan (IDP) Boundary

Special Policy Area 3 (Floodplain)

# Design Charrette

## Integrated Downtown Plan

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### Day 1 – Setting the Context

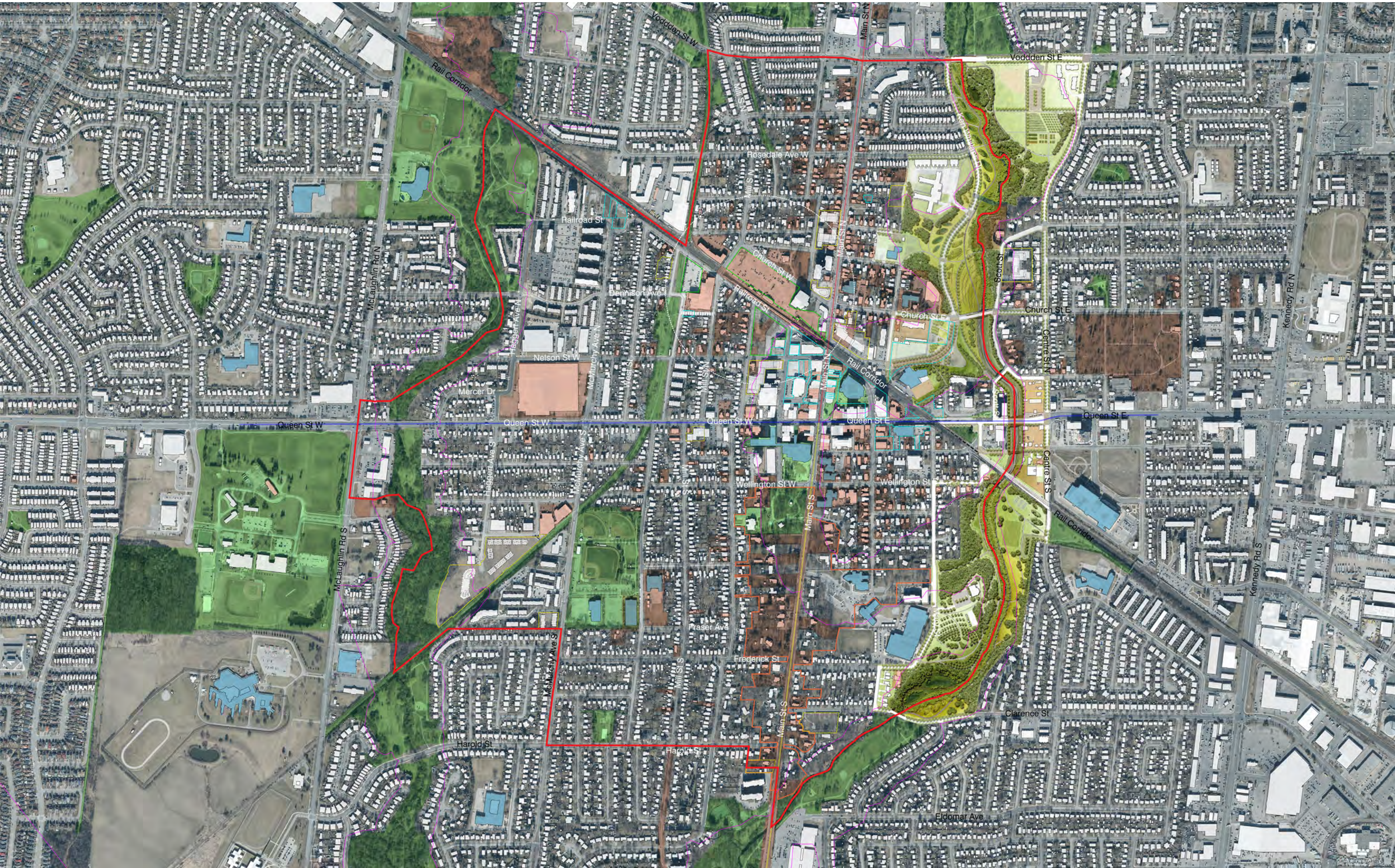
June 18, 2022



# Starting Point



# Towards a Shared Vision



# Where the Framework Fits in Larger City Toolbox

**The Provincial Policy Statement**

Planning Principles and Policy Directions

**The Growth Plan**

Establishes various local density/intensification minimums

**Metrolinx “The Big Move”**

Identifies Downtown Brampton as an Anchor Mobility Hub

**Region of Peel Official Plan**

Identifies Urban Growth Centre  
Delineate, prioritize, develops a regional planning framework for MTSA

**Brampton 2040 Vision**

Realize the full potential of Brampton’s historic Downtown as an advanced education, arts, and life sciences hub

**Brampton Official Plan**

Central Area, Historic Downtown (Heritage Character), Land Use complexity, Anchor Mobility Hub, Hazards

**Downtown Framework**

Urban Design framework to coordinate hard and soft infrastructures (streets, parks and open space, community facilities etc), public realm and public space, place making and built form of new developments.

**INTEGRATED DOWNTOWN PLAN**

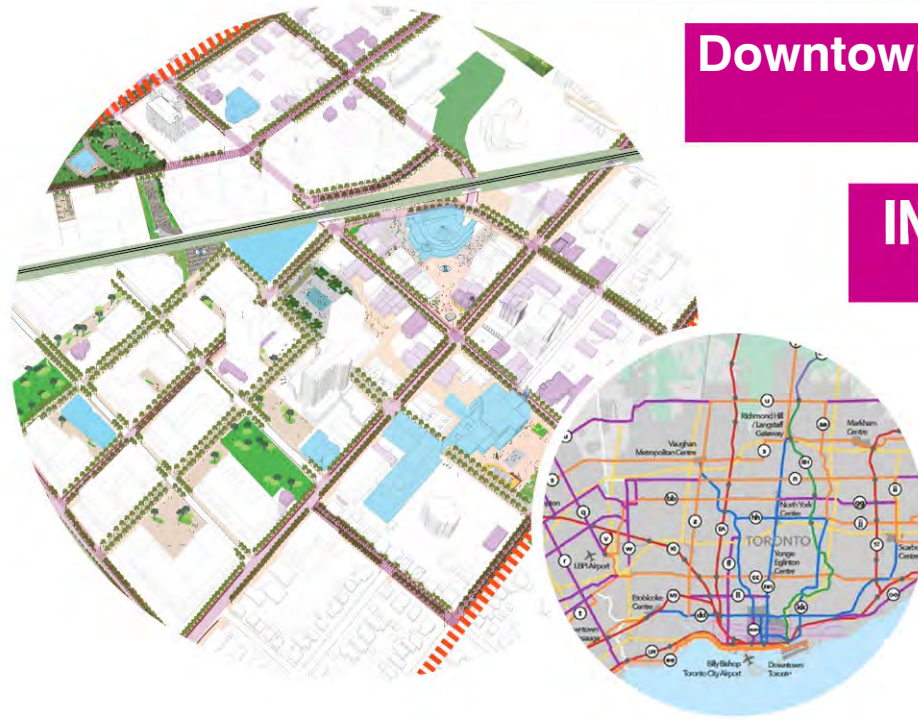
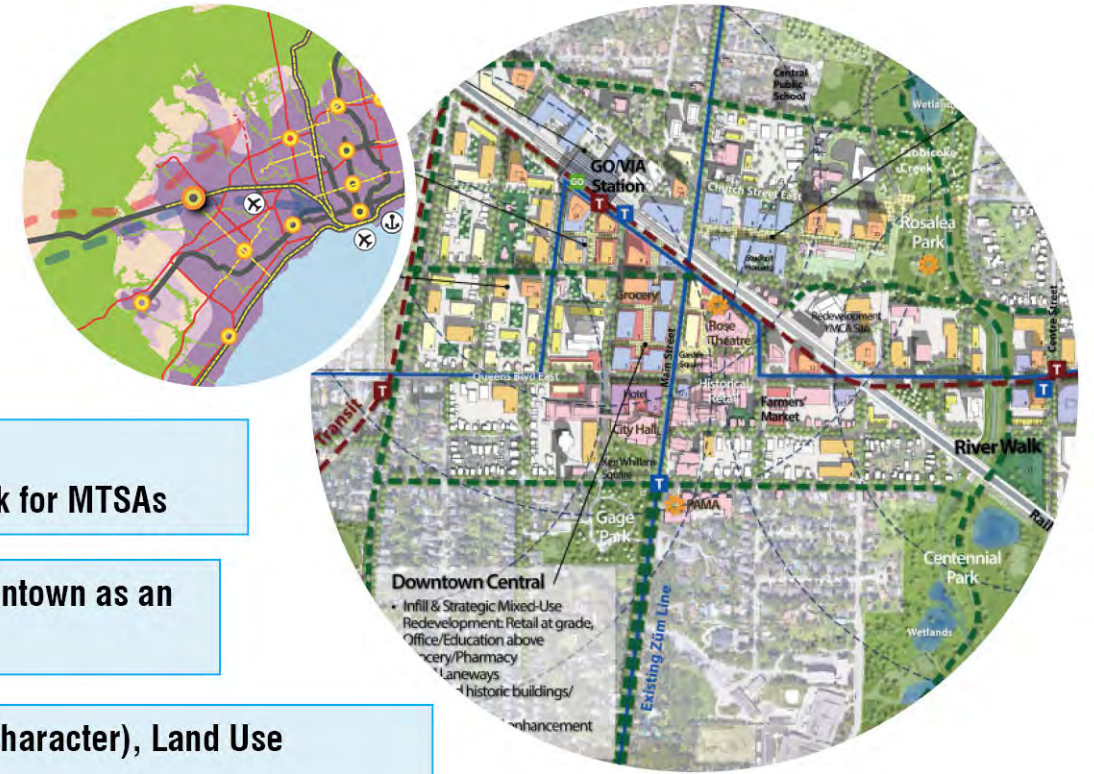
Establish a compelling vision, provide broad direction for integrated private, public and community projects and policy frameworks, provide a land-use, mobility, design and planning framework to guide all future developments.

**Downtown Secondary Plan**

Central Area Mixed Use. Special Policy Area 3A (natural hazards) – technical requirements to unlock some potential development

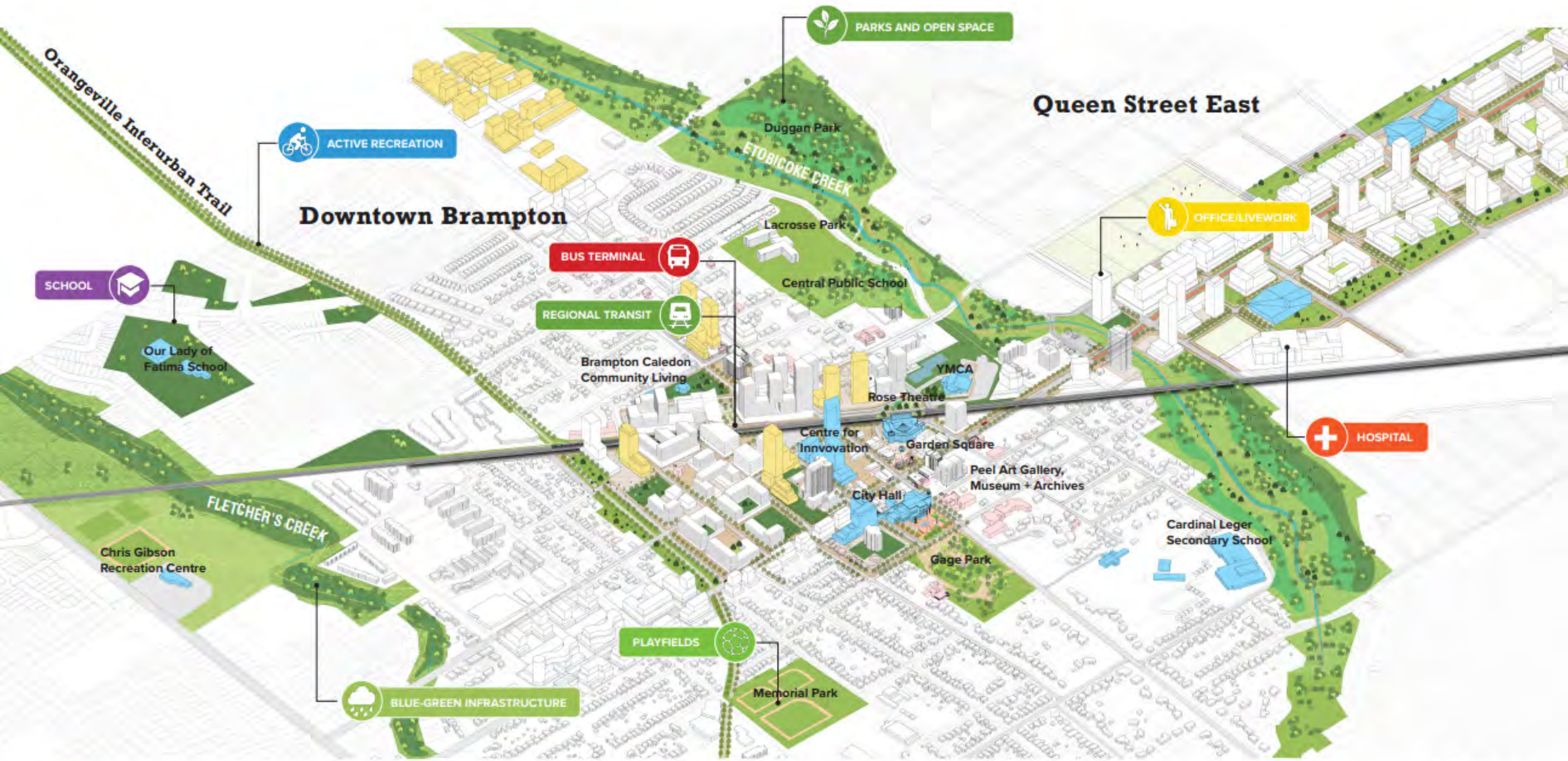
**Zoning**

Site Specific Zoning contains a number of specific performance criteria related to flood proofing yet encourage development.

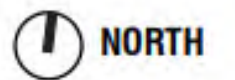




# Framework as a Living Tool



Active Development Applications
  Community Facilities
  Heritage



# Key Drivers of Change





# Riverwalk



## Precedent (Don River Flood Protection/Villiers Island Precinct Plan)



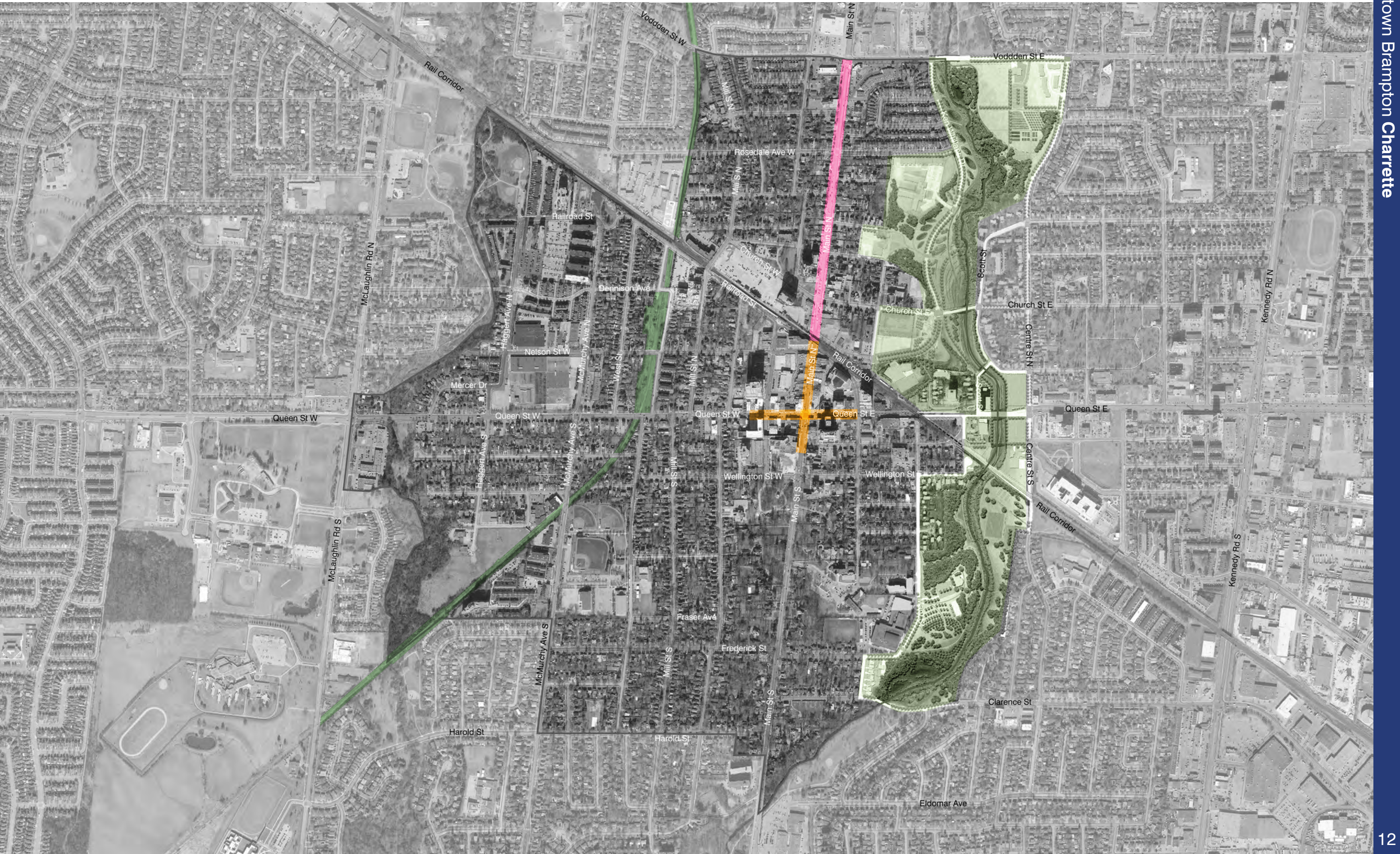
# Orangeville Line



## Riverwalk and the Orangeville Line

- How can we leverage Riverwalk to make it more than floodproofing and connect it to Downtown Brampton?
- How can we design Riverwalk as an integrated landscape?
- How can we leverage the green corridor of the Orangeville Line to provide a vital part of the city's green links?

# Downtown Streetscape





# Downtown Streetscape



# Downtown Streetscape



# Downtown Streetscape

## Precedent (King Street, Kitchener)



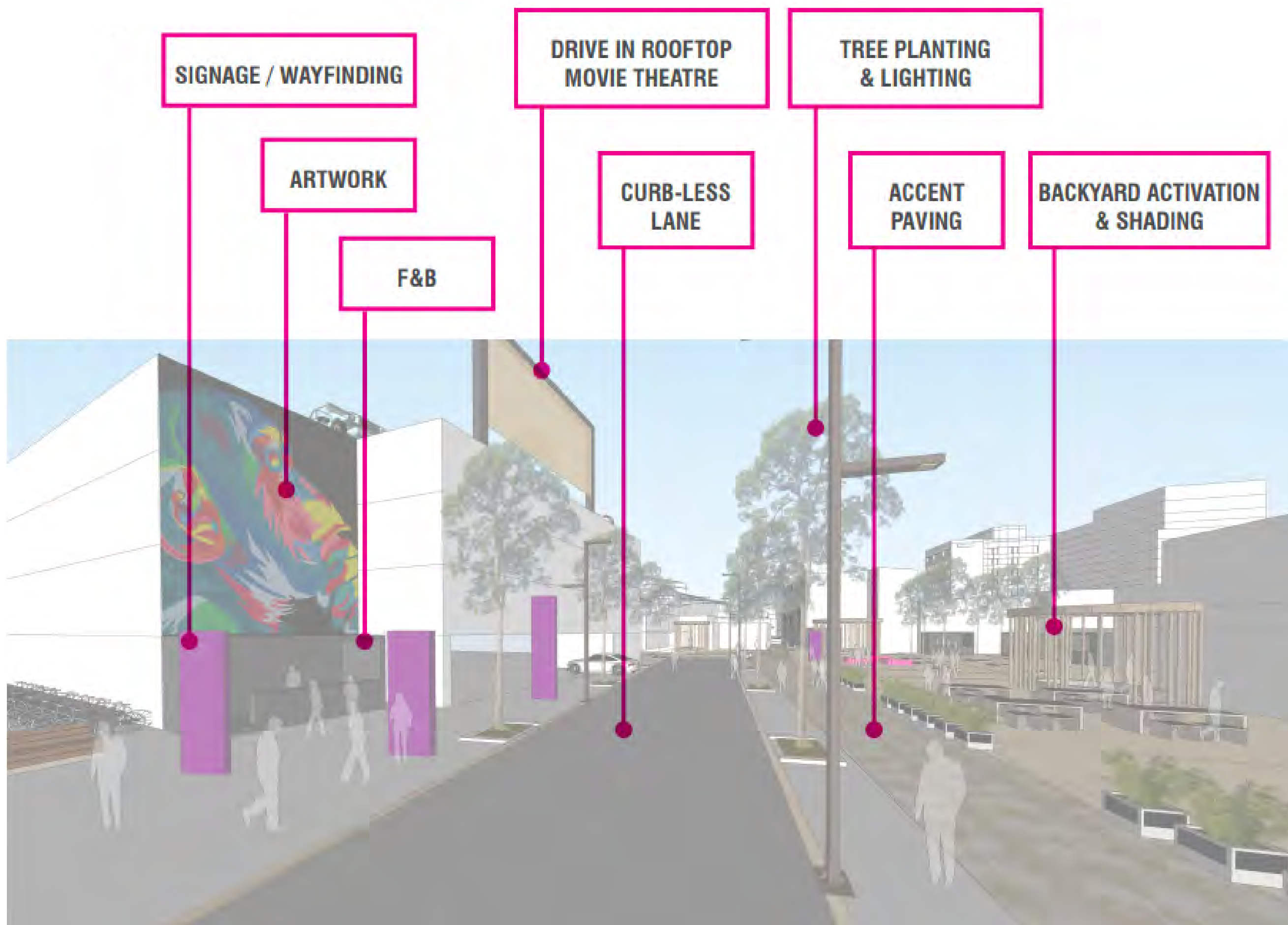
## Downtown Streetscape

- How can Downtown Streetscape improvements be integrated with critical infrastructure replacement on Queen and Main Streets and other streets to result in complete streets.
- Can improvements be phased?

# Lane Activation and Garden Square



# Lane Activation and Garden Square



# Lane Activation and Garden Square

Precedent (Melbourne, AU)



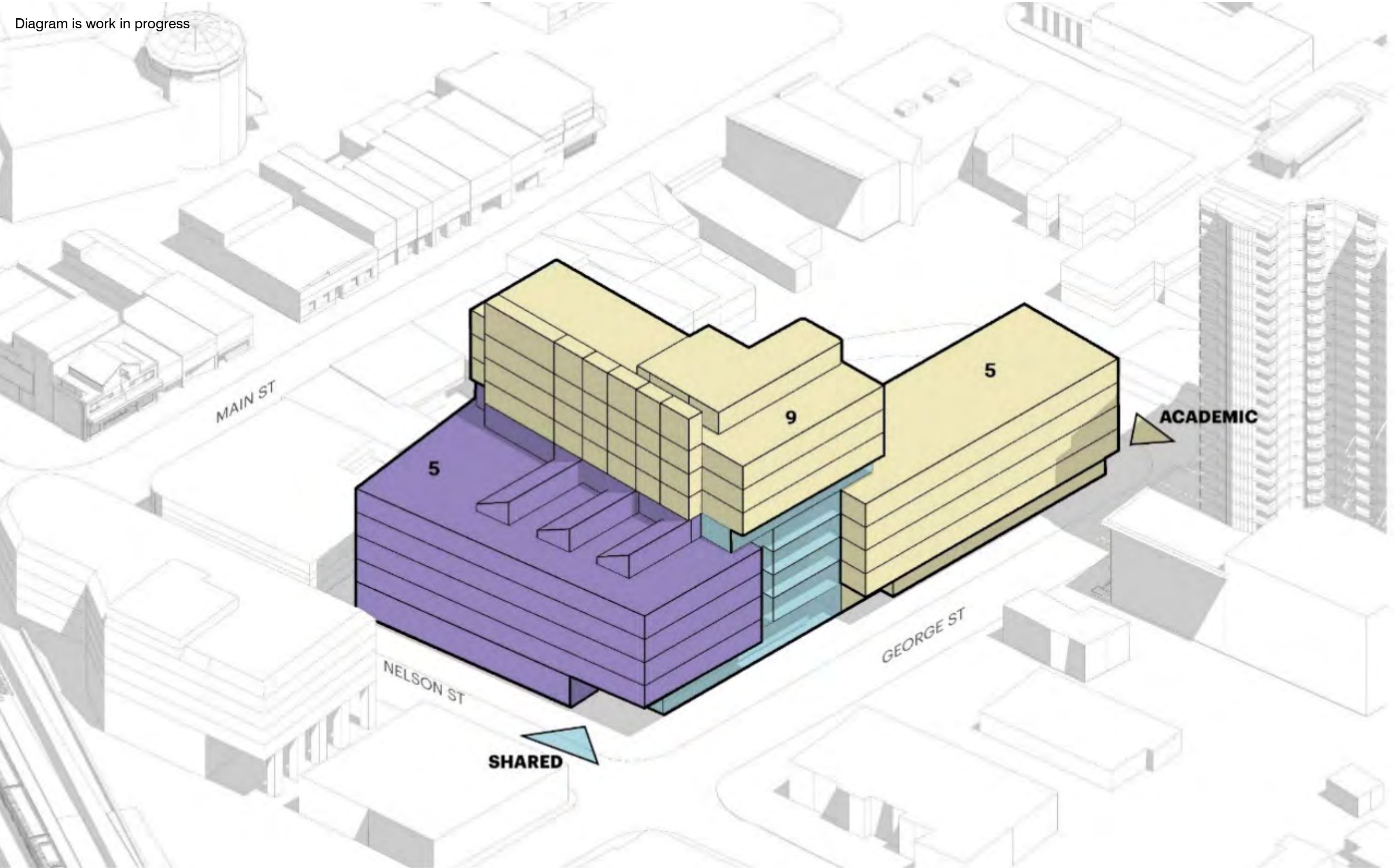
## Lanes and Garden Square

- How can this unique mid-block downtown feature be tapped?
- How can the treatment of the lanes and Garden Square be integrated with the streetscape improvements on the main streets?



# Centre for Innovation

Diagram is work in progress



# Centre for Innovation

## Precedent (Halifax Library)

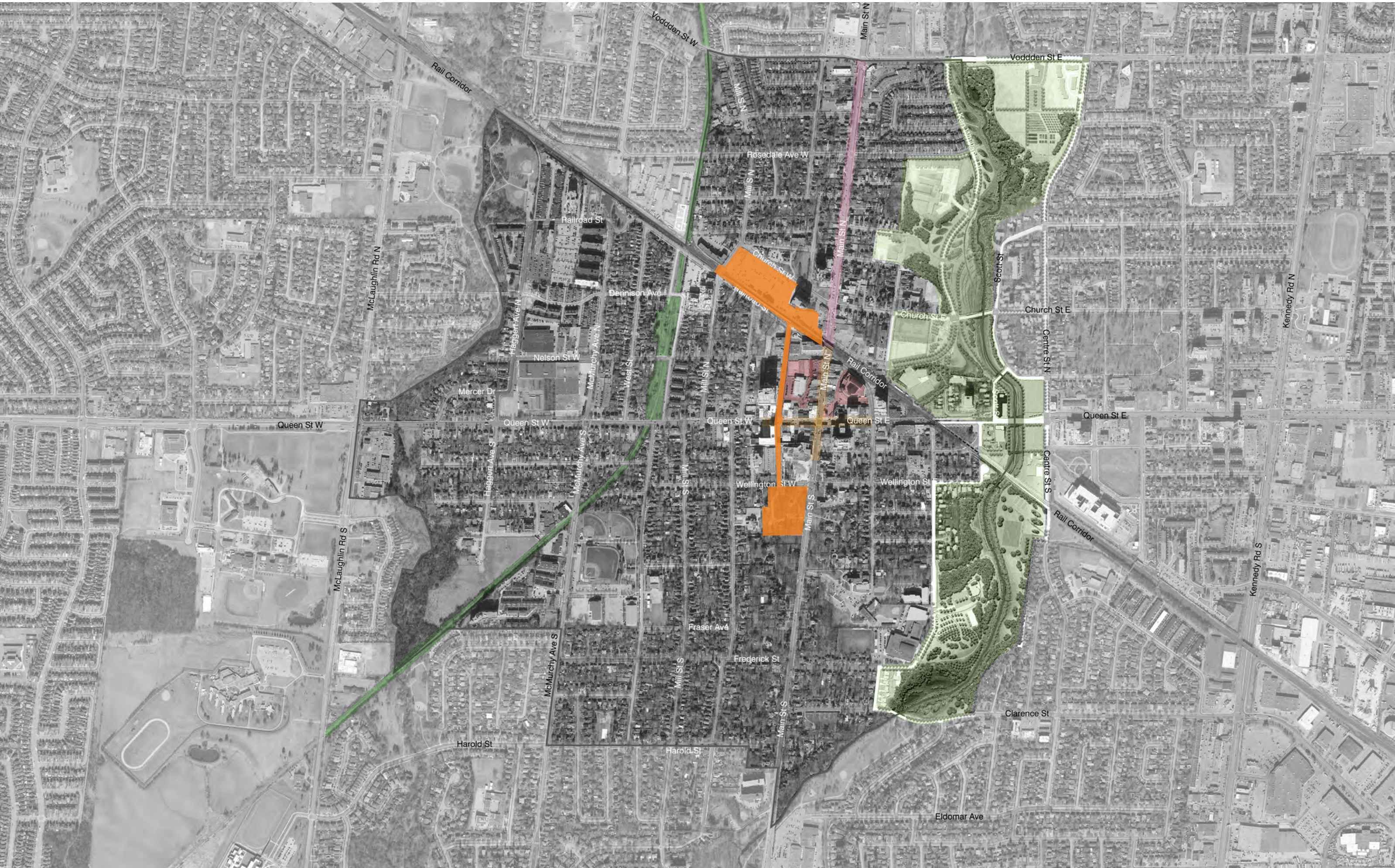


# Centre for Innovation

## Precedent (Calgary Library)



# George Street Innovation Corridor



# Innovation District



BRAMPTON  
**innovation**  
DISTRICT

- 1: Brampton Entrepreneur Centre
- 2: RIC Centre
- 3: Founders Institute
- 4: Ryerson Venture Zone
- 5: Rogers Cybersecure Catalyst-Headquarters
- 6: Rogers Cybersecure Catalyst Cyber Range and Accelerator - Led by The Rogers Cybersecure Catalyst and Ryerson's DMZ
- 7: Sheridan Edge

- 8: Rogers Cybersecure Catalyst Accelerated Cybersecurity Training Centre
- 9: Ryerson - Chang School of Continuing Education
- 10: Sheridan College
- 11: Algoma University
- 12: Brampton Economic Development Office
- 13: Downtown Brampton BIA
- 14: Brampton Board of Trade
- 15: Future Centre for Innovation

The logo for Toronto Metropolitan University, featuring the text "Toronto Metropolitan University" in white on a blue rectangular background with a yellow L-shaped graphic element to its right.

The Chang School  
of Continuing  
Education

UNIVERSITY OF  
**GUELPH-HUMBER**

Sheridan

**Algoma**  
UNIVERSITY

# Post Secondary

## Precedent (Laurier Brantford)



# Post Secondary

## Precedent (York University Markham Centre)



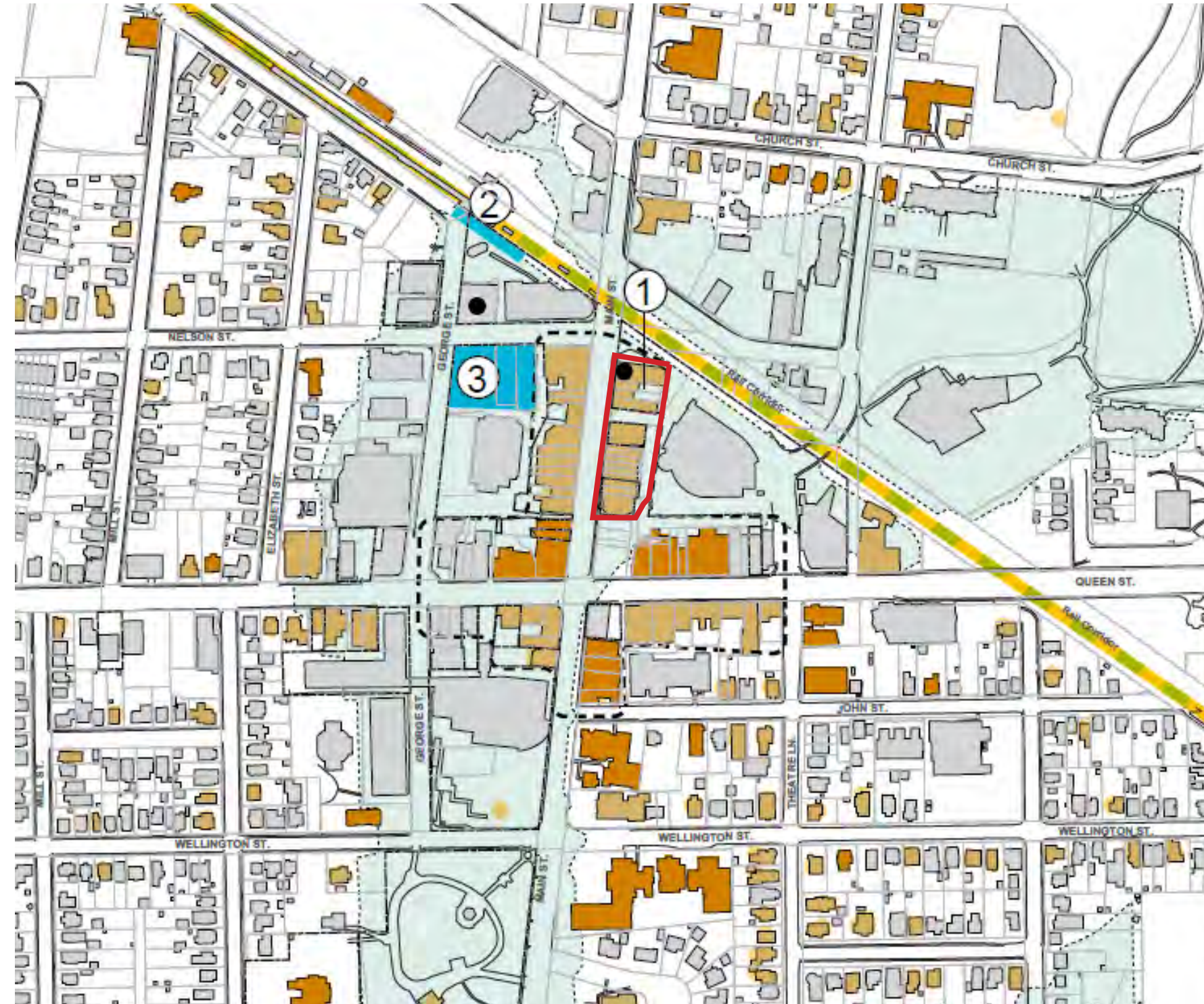


## George Street Corridor and Innovation District

- How can the Centre for Innovation (CFI) be much more than a library/post secondary?
- How can post secondary and cultural institutions be deployed to add life and animation to Downtown Brampton?
- What is the potential of the George Street Corridor?
- How do the CFI and the George Street corridor catalyze downtown?

# Rose Theatre/Heritage Block

The City released an Expression of Interest in 2022 seeking interested and experienced proponents for the redevelopment and revitalization of the Heritage Theatre Block. Two proposals have been received.

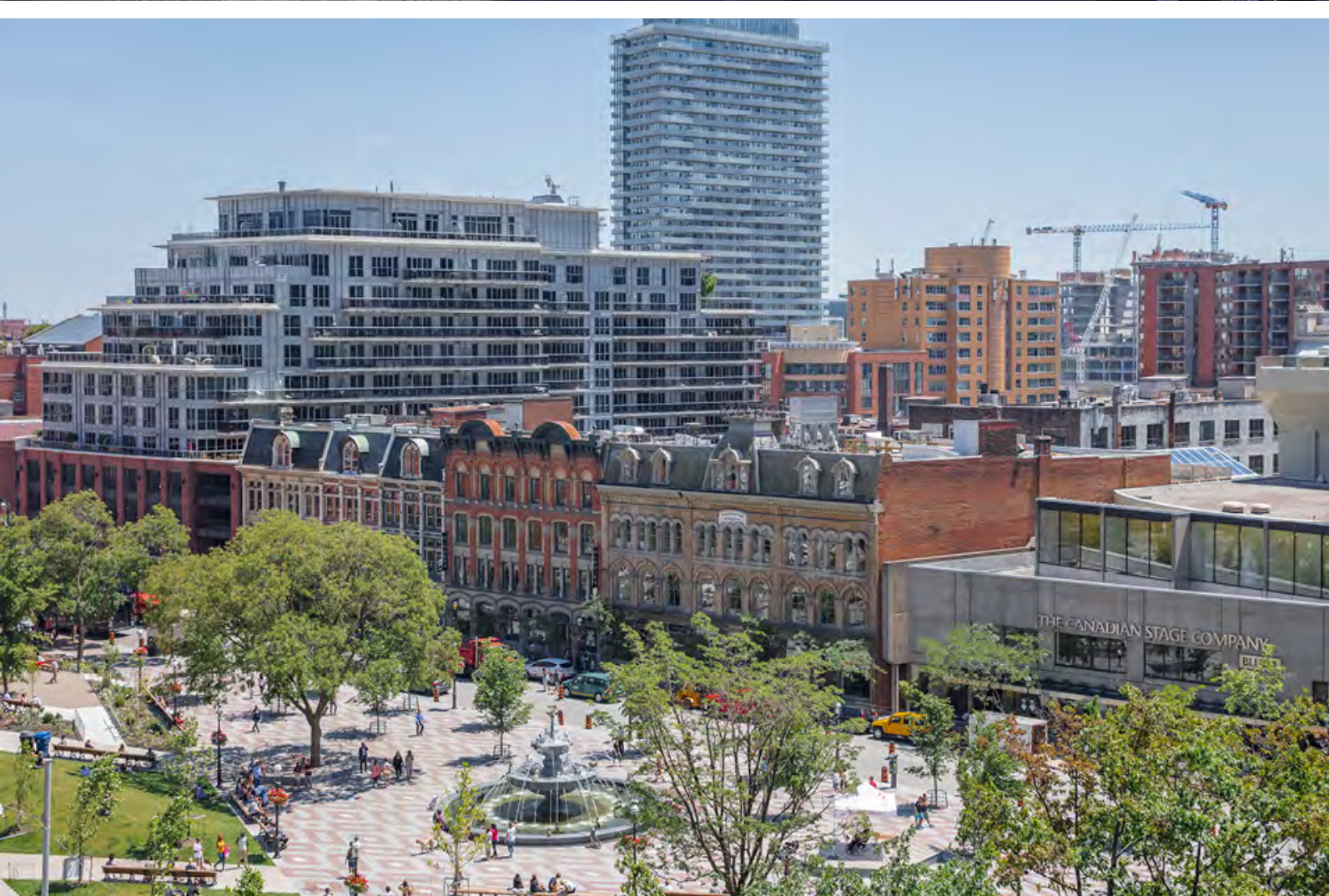


- |                                |                                     |
|--------------------------------|-------------------------------------|
| Heritage Structures Listed     | HERITAGE BUSINESS DISTRICT          |
| Heritage Structures Designated | 1 Heritage Theatre Block            |
| City Owned Property            | 2 Potential New GO Station Location |
| Slated To be Demolished        | 3 CFI Location                      |
| Special Policy Area            |                                     |
| Railway Corridor               |                                     |

# Rose Theatre/Heritage Block



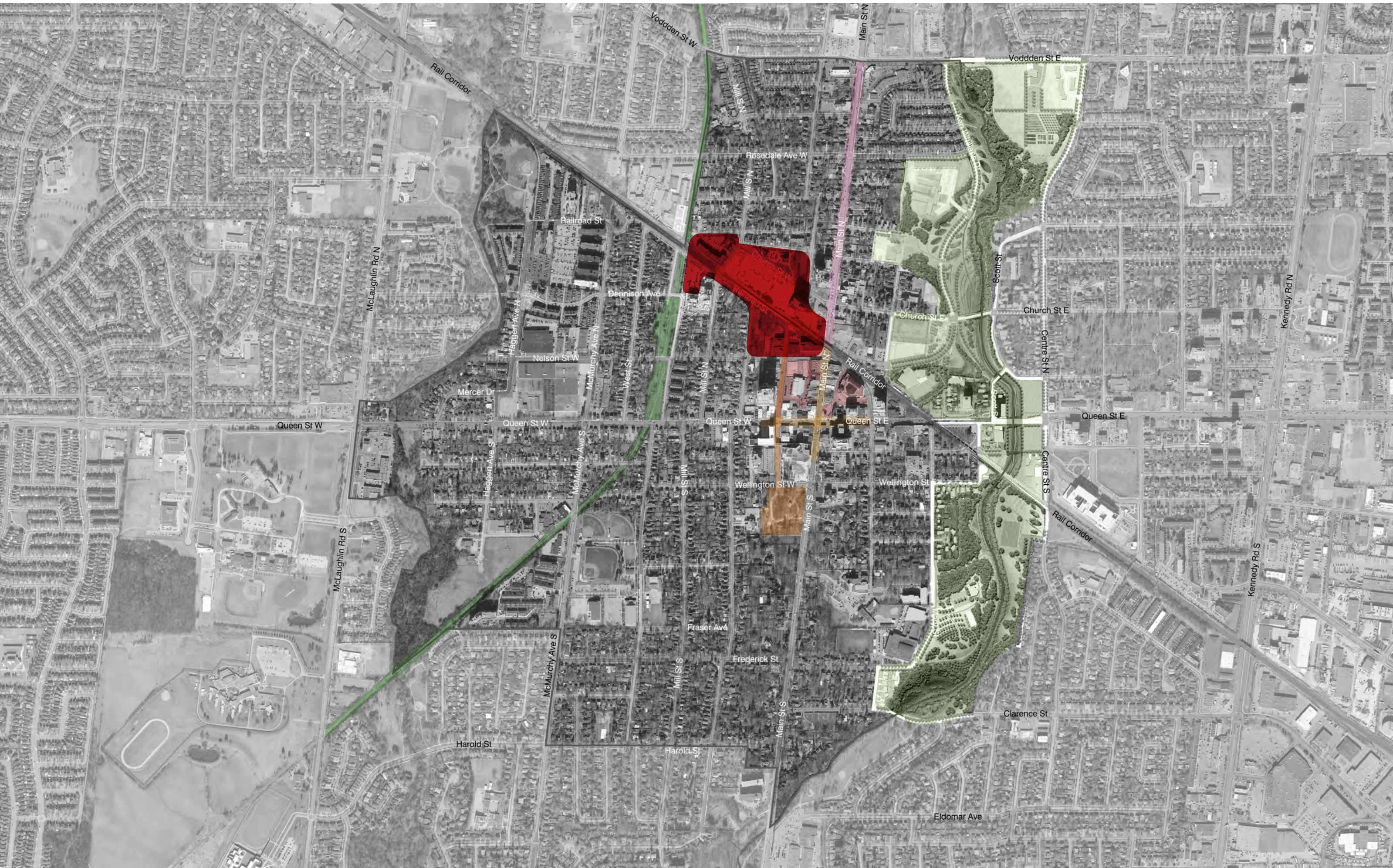
# Rose Theatre/Heritage Block



## Heritage

- How does Downtown Brampton leverage its unique historic main street?

# Downtown Transit Hub & Rail Corridor



# Downtown Transit Hub

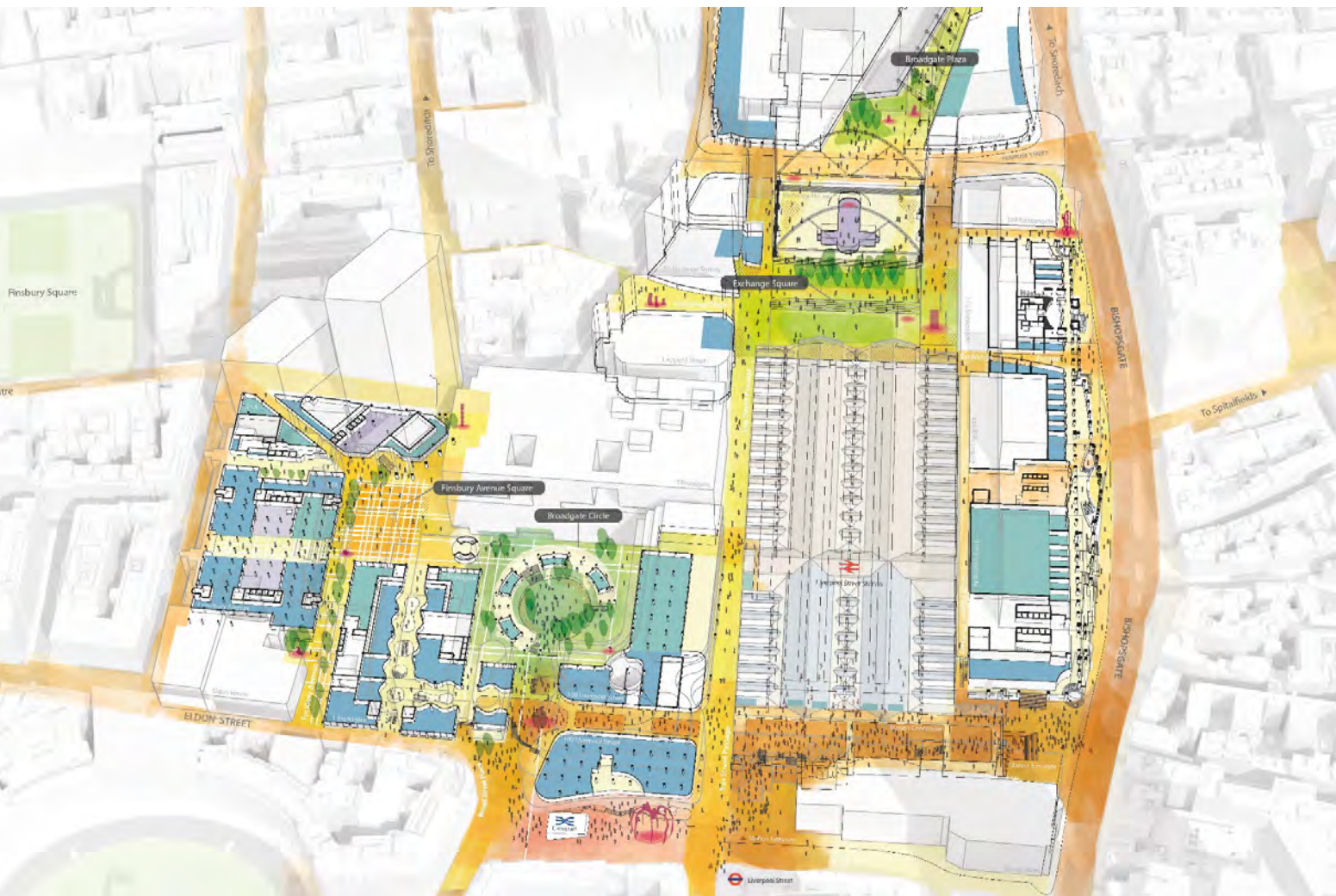


## Downtown Transit Hub - Objectives:

- I. Technically and operationally feasible layout and design;
- II. Informed by key Provincial, Regional, and City existing plans and policies: the Metrolinx 2041 Regional Transportation Plan, Region of Peel Official Plan, Region of Peel Official Plan Review, City of Brampton Official Plan, City of Brampton's Brampton Plan Review, Integrated Downtown Plan, and Brampton 2040 Vision;
- III. Aligned with integrated land-use and planning, adaptable and flexible for Transit Oriented Communities integration, transportation system optimization, and offer frequent rapid transit connectivity;
- IV. Future ready for electric bus technology;
- V. Consideration of effects on all aspects of the environment. Complete and/or append background technical studies required to implement the project in accordance with the Transit EA process; and,
- VI. Efficient project management including incorporation of effective mechanisms for easy traceability of all the documentation involved during the Transit EA process, decisions and consultations.

# Downtown Transit Hub

## Precedents





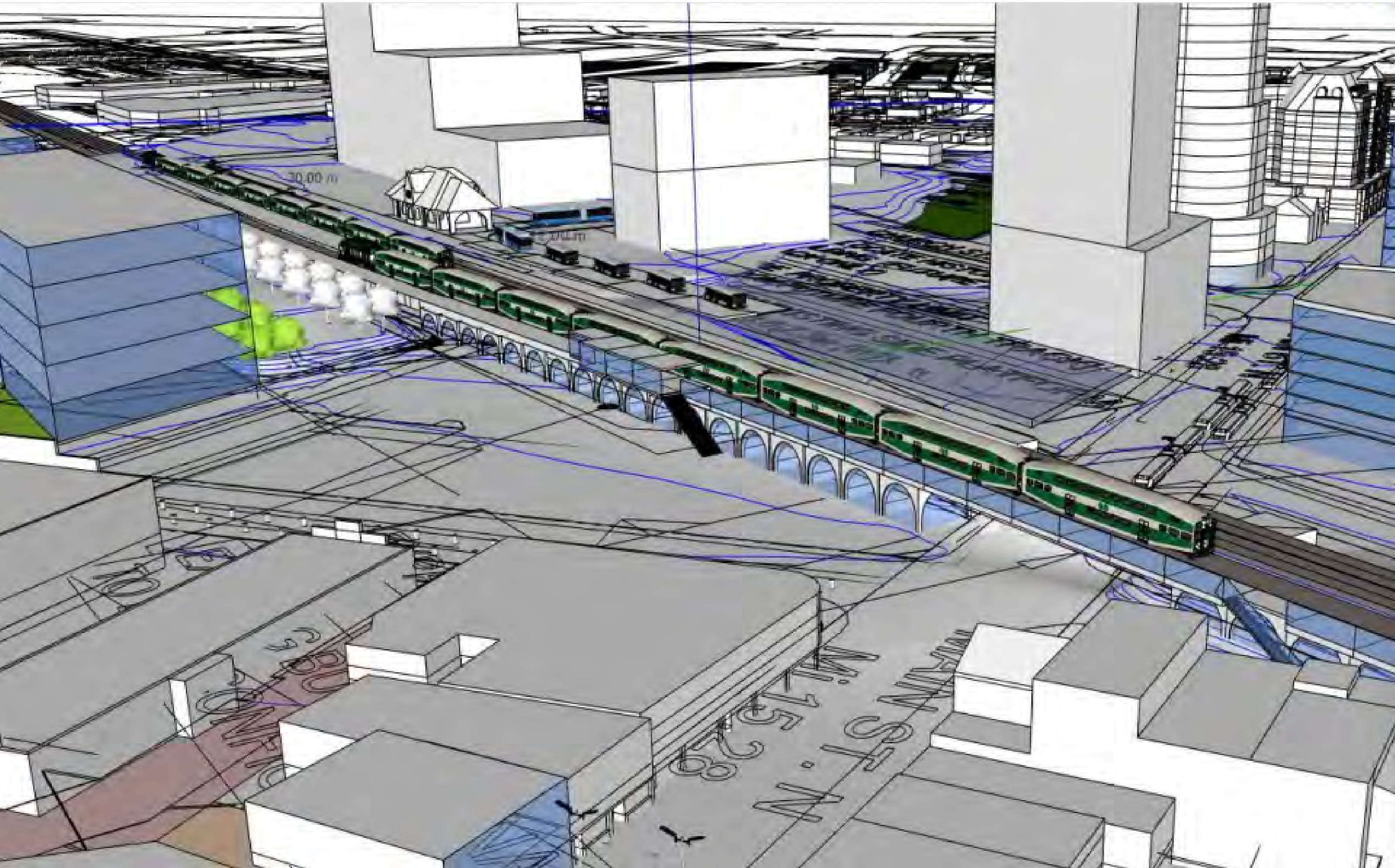
## Downtown Transit Hub

- How can the Downtown Transit Hub be designed as a welcoming architectural gateway and as an extension of downtown?

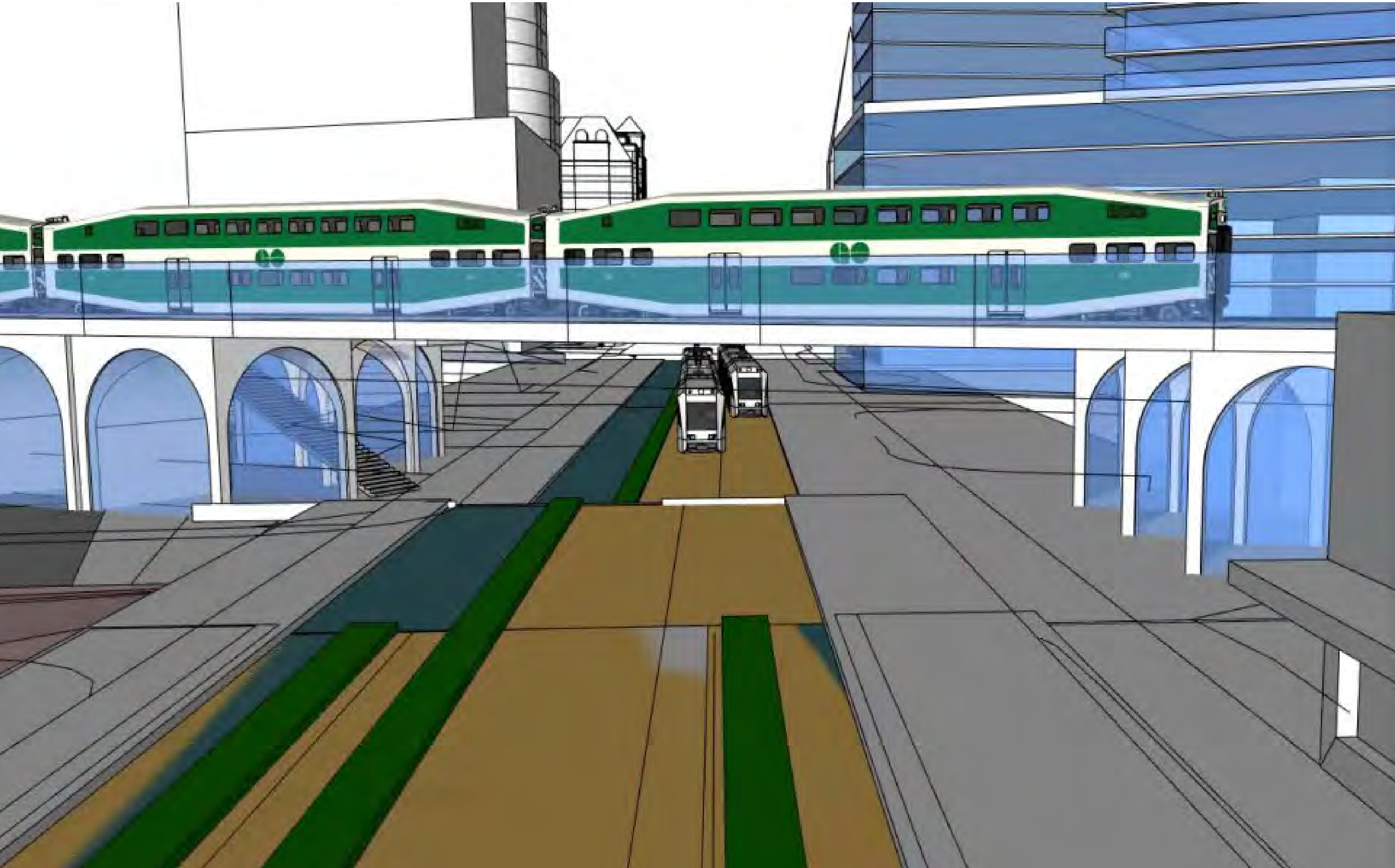
# All Day GO Expansion



# All Day GO Expansion



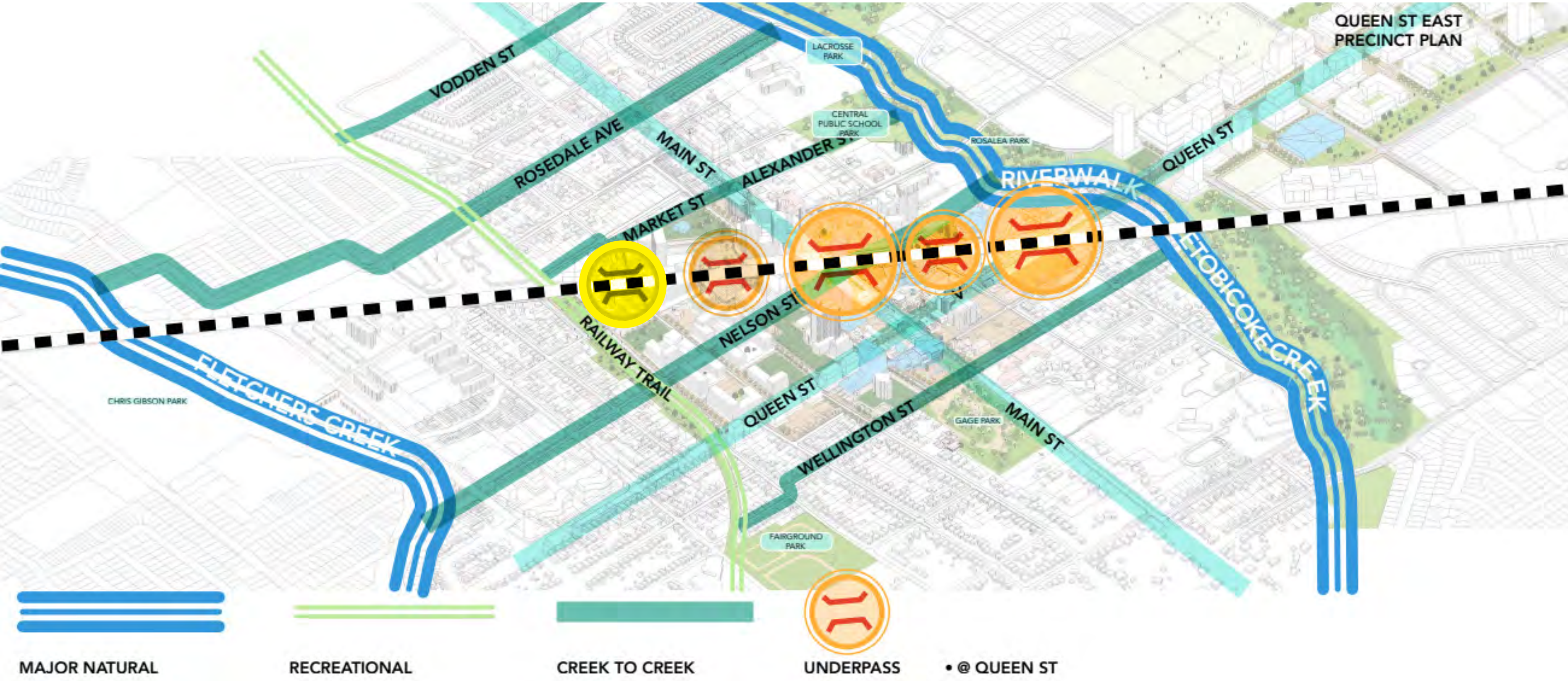
# All Day GO Expansion



# Overpasses & Underpasses



# Overpasses & Underpasses



# Overpasses & Underpasses



## **The rail overpasses and underpasses and expanded rail corridor**

- How can this major engineering work become an urban design enhancement of the urban fabric overcoming the rail corridor barrier?



# Hurontario LRT Extension

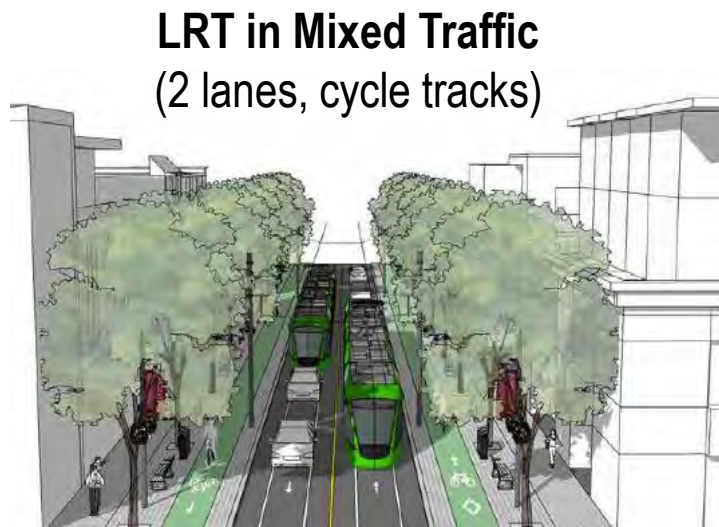


# Hurontario LRT Extension

## Emerging Preferred Surface Option (S3)



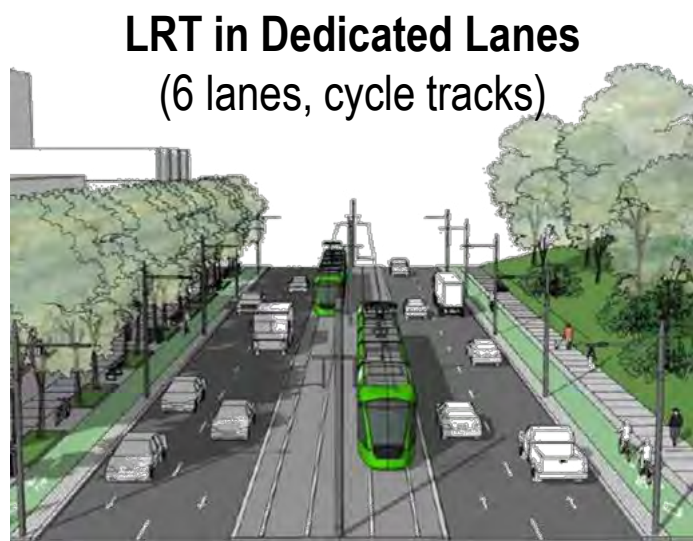
Segment C



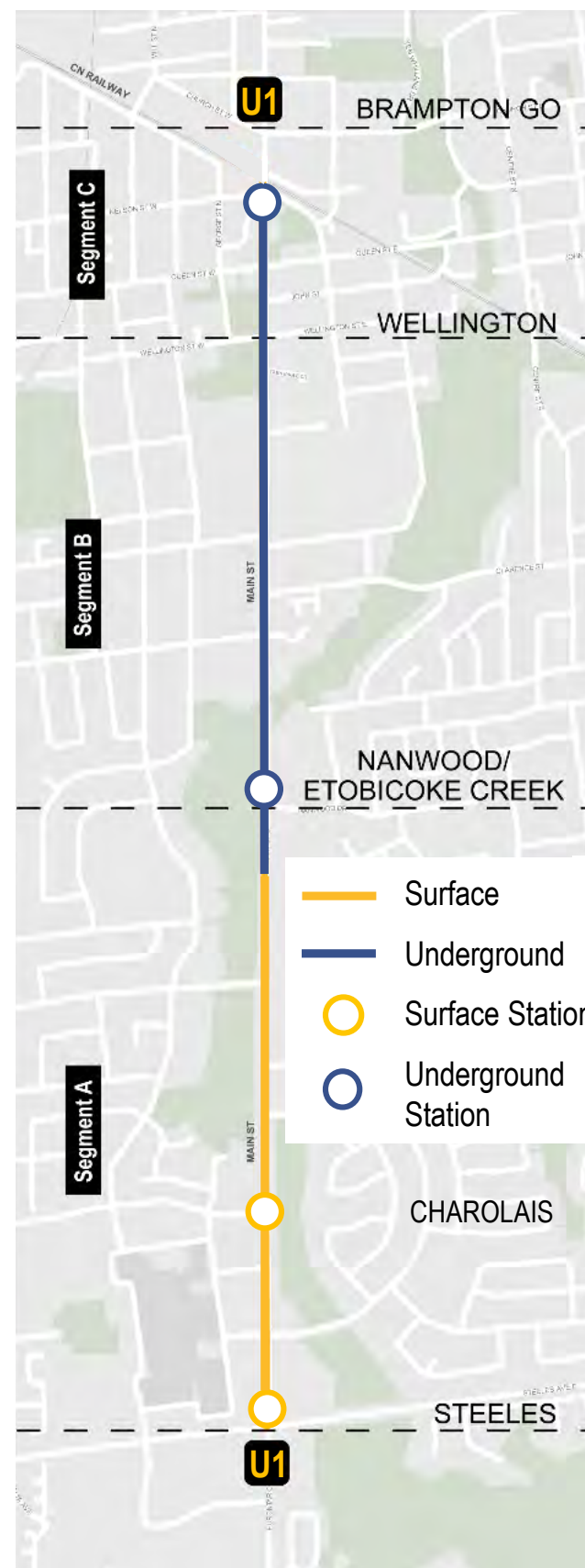
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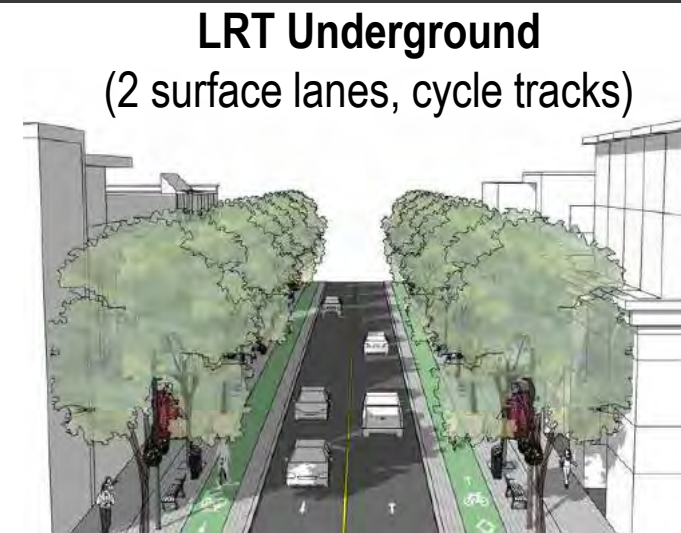
Segment A



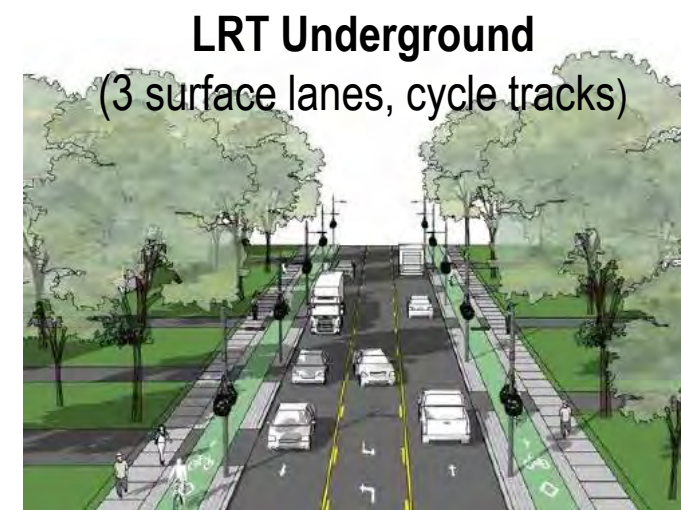
## Emerging Preferred Underground Option (U1)



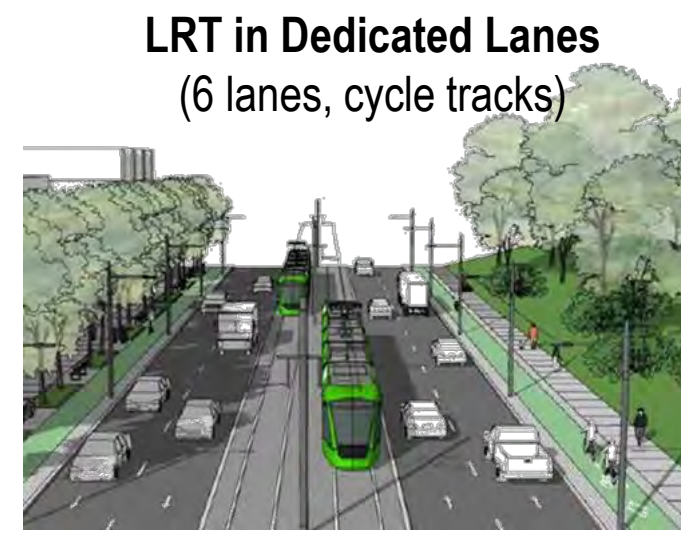
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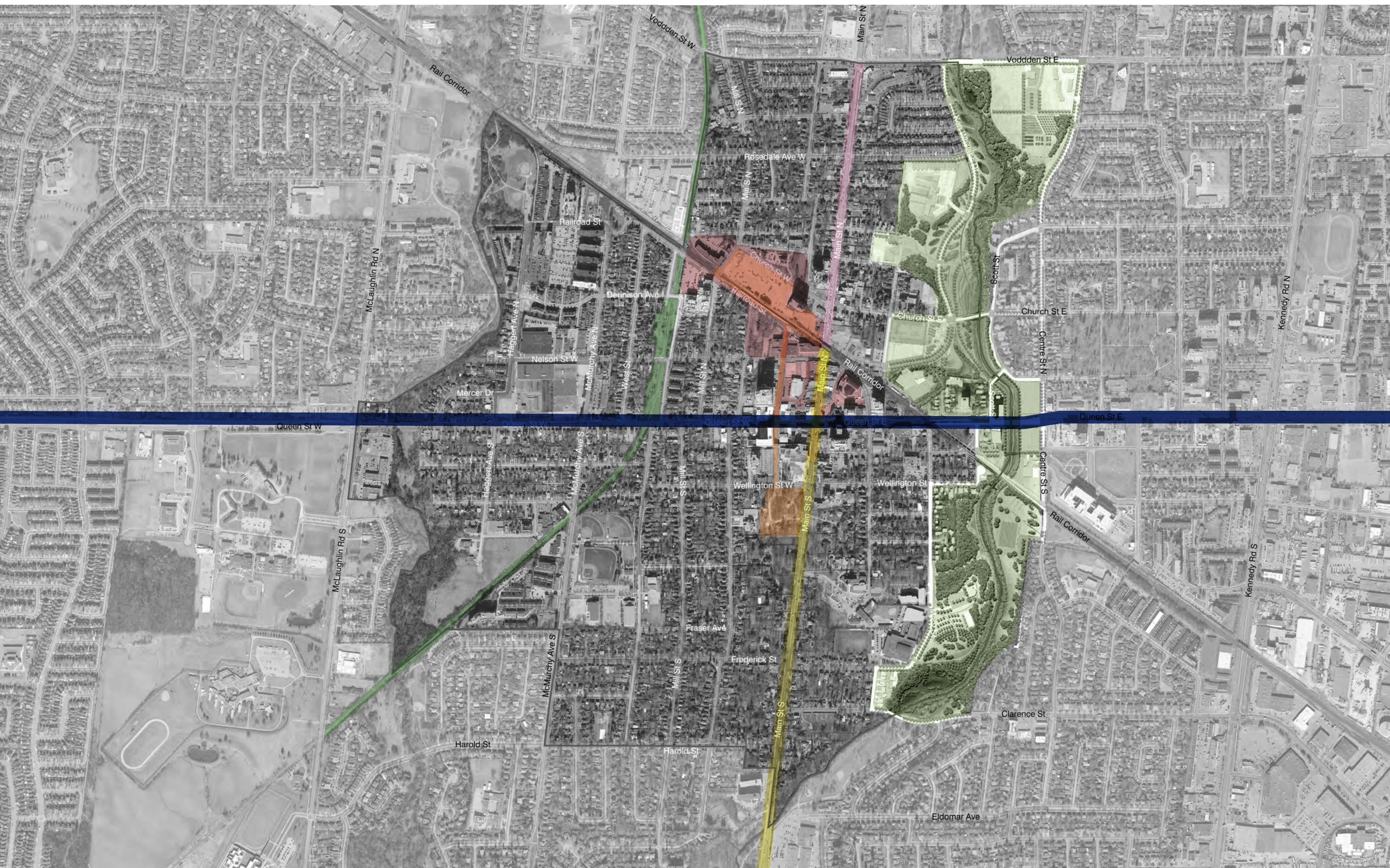
Segment B



Segment A



# Queen St/Highway 7 BRT Extension



# Queen St/Highway 7 BRT Extension



The image shown here is intended to illustrate the desired outcome for Queen Street Rapid Transit. It is meant for discussion purposes only.

## **LRT and BRT**

- How can higher order transit be used to enhance the design quality of Queen and Main Streets and pedestrian experience?

# Private Development

Rendering is work in progress  
28 Elizabeth St. N



Rendering is work in progress



Rendering is work in progress



Rendering is work in progress



# Caution About Unlimited Height

## Key Message

Brampton does not have a problem attracting development; the more important issue is managing it to fulfill Term of Council Priorities.



# Caution About Unlimited Height

## Sporadic Height & Density

- Popping up sporadically all over the place.
- Can generate significant community opposition.
- May be out of place with the context.
- Difficult to plan infrastructure this way – need to plan for worst case which can be expensive.





# Caution About Unlimited Height

## Integrated Neighbourhood Building

- Quality of life and good neighbourhood building, not just height and density, is the key to attracting and retaining new economy employment and skilled knowledge workers.
- Instead of priming the development pump in an overheated market, it is better to leverage this wave of development to ensure an enviable quality of life as envisioned by the 2040 Vision and Council's priorities – this can help Brampton's competitive position.
- Importance of integrated neighbourhood building not just individual developments, as well as environmental sustainability, complete communities, public realm and social infrastructure.



# Caution About Unlimited Height

## Recommendations

- Create a clear & predictable planning regime.
- Midrise building typologies creates a more vibrant city with diverse housing options.
- Predictable planning regime makes it easier to plan infrastructure.
- Identify locations where tall buildings are appropriate.
- Preserve the ability to collect community benefits through Section 37 and Community Benefits Charge.
- **Unlimited Height & Density is not recommended.**



# Building Typologies

## Precedents



## Private Development

- How can each component of private development contribute to the broader public realm?
- What's unique about Downtown Brampton, that sets it apart from the Vaughan Metropolitan Centre or Mississauga's City Centre?
- How can Brampton avoid the pitfall of unlimited height?

# Questions for the Design Session

## Riverwalk and the Orangeville Line

- How can we leverage Riverwalk to make it more than floodproofing and connect it to Downtown Brampton?
- How can we design Riverwalk as an integrated landscape?
- How can we leverage the green corridor of the Orangeville Line to provide a vital part of the city's green links?

## Downtown Streetscape

- How can Downtown Streetscape improvements be integrated with critical infrastructure replacement on Queen and Main Streets and other streets to result in complete streets.
- Can improvements be phased?

## Lanes and Garden Square

- How can this unique mid-block downtown feature be tapped? How can the treatment of the lanes be integrated with the streetscape improvements on the main streets?

## George Street Corridor and Innovation District

- How can the Centre for Innovation (CFI) be much more than a library/post secondary?
- How can post secondary and cultural institutions be deployed to add life and animation to Downtown Brampton?
- What is the potential of the George Street Corridor?
- How do the CFI and the George Street corridor catalyze downtown?

## Heritage

- How does Downtown Brampton leverage its unique historic main street?

## Downtown Transit Hub

- How can the Downtown Transit Hub be designed as a welcoming architectural gateway and as an extension of downtown?

## The rail overpasses and underpasses and expanded rail corridor

- How can this major engineering work become an urban design enhancement of the urban fabric overcoming the rail corridor barrier?

## LRT and BRT

- How can higher order transit be used to enhance the design quality of Queen and Main Streets and pedestrian experience?

## Private Development

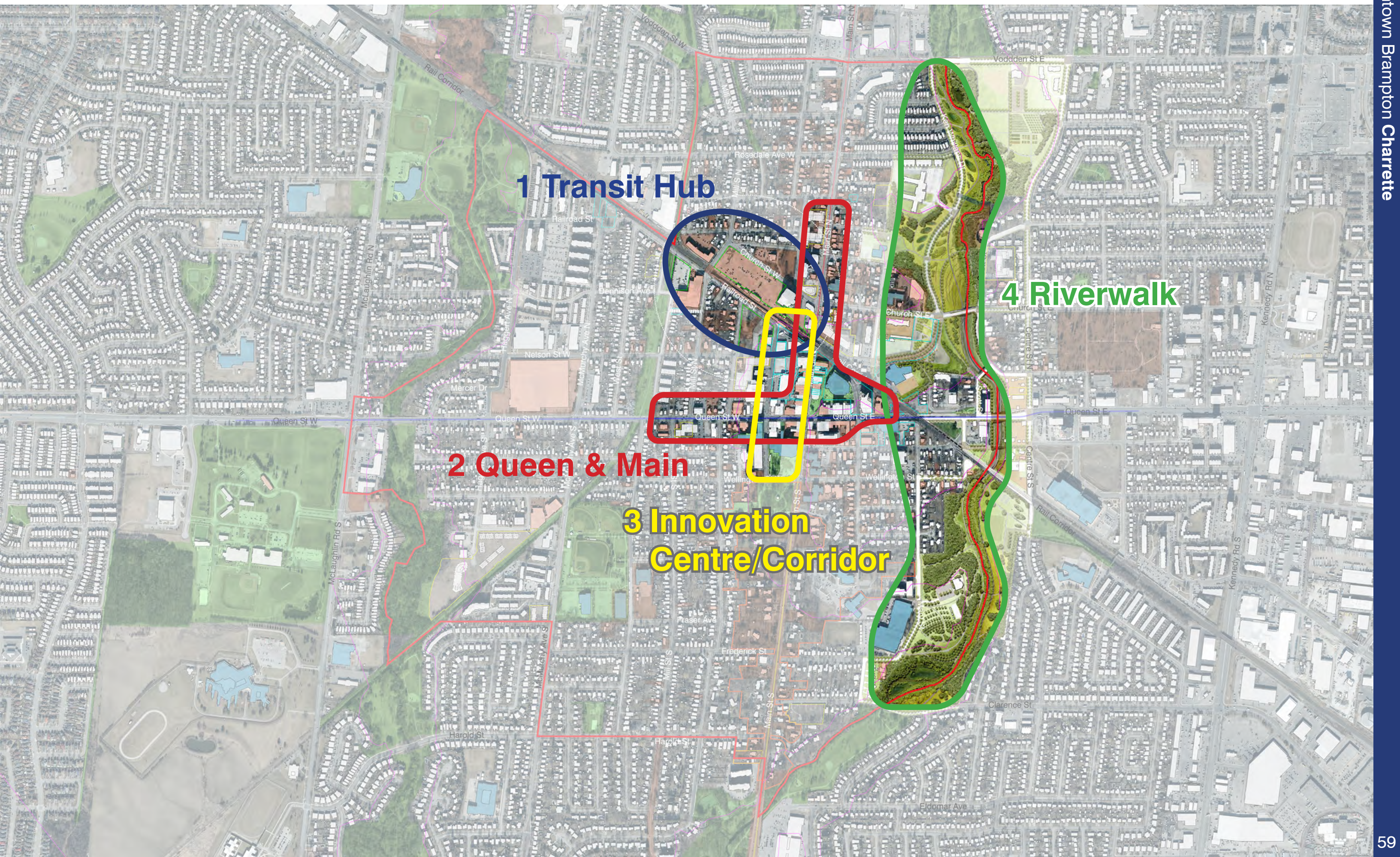
- How can each component of private development contribute to the broader public realm?
- What's unique about Downtown Brampton, that sets it apart from the Vaughan Metropolitan Centre or Mississauga's City Centre?
- How can Brampton avoid the pitfall of unlimited height?

## Final Question

- How do we weave all these components together using the Integrated Downtown Plan Framework as a tool for the city's IDP Team to realize a shared vision for Downtown that's flexible enough to accommodate changes in priority or opportunities that may arise?



# Design Excercise Focus Areas



**1 Transit Hub**

**4 Riverwalk**

**2 Queen & Main**

**3 Innovation  
Centre/Corridor**

# Design Exercise Focus Areas + Overall = Downtown Framework

