

**Appendix II: Summary of Public and Stakeholder Feedback – Growth Plan
Workshops and Discussion Papers**

*Brampton's Response to the
Provincial Growth Plan*

Introductory Workshop: The Growth Plan – Challenges and Opportunities for Brampton

FINAL SUMMARY REPORT

Thursday, April 3rd, 2008
6:00 p.m. – 9:00 p.m.

Main Ball Room, Holiday Inn Select
30 Peel Centre Drive, Brampton

Prepared by Lura Consulting
April 28, 2008

This workshop summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Brampton's Response to the Provincial Growth Plan. This summary captures the key discussion points from April 3rd, 2008. If you have any questions or comments regarding the summary, please contact either:

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I Introduction

The City of Brampton's Planning, Design and Development (PD&D) Department is currently undertaking a Growth Plan conformity exercise to implement the policies and plans of the provincial Growth Plan for the Greater Golden Horseshoe. One component of this exercise is public engagement. The public engagement process was launched on February 27th 2008 at a Town Hall Meeting hosted by the Mayor, which was attended by over 300 participants.

On April 3rd 2008, the City held the first of five public workshops planned for 2008. The purpose of workshop #1 was to:

- Inform participants of the goals, policies and changes required by the Provincial Growth Plan; and
- Obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

This report provides a summary of the feedback received at Workshop #1.

2 Workshop Format

The workshop was held from 6pm to 9pm. All participants had registered ahead of time with PD&D staff, indicating their preference for discussing one of the four growth plan goals in breakout sessions. A total of 46 participants attended the workshop, including a mix of residents and those in the development industry. The room was set up with eight roundtables. Each participant was given a workshop workbook, Newsletter #1, comment form and pen. Information panels were set up for attendees' viewing. Copies of the Provincial Growth Plan, "How Should Brampton Grow?" pamphlets, and schedules from the City's Official Plan were available at each table.

At 6:30 p.m., Janice Given, Manager, Growth Management and Special Policy, gave brief opening remarks, thanking everyone for coming and inviting everyone to actively engage and freely share ideas. Lead facilitator David Dilks of Lura Consulting gave a brief introduction explaining the purpose and process for the workshop. In a show of hands, it was apparent that most of the participants had also attended the previous Town Hall meeting.

From 6:40 pm to 7:15 pm, policy planner Tara Buonpensiero presented an "Overview of the Provincial Growth Plan", which was followed by a few questions of clarification from participants (presented in Section 3).

Directed by Mr. Dilks and facilitated by assigned staff at each table, participants discussed challenges and opportunities associated with one of the four Growth Plan goals at their tables:

- Goal 1: Create Compact, Vibrant and Complete Communities – 3 tables
- Goal 2: Supporting a Strong and Competitive Economy – 1 table
- Goal 3: Optimizing Infrastructure to Support Growth – 2 tables
- Goal 4: Protecting Natural Resources – 2 tables

In particular, the participants were each asked to consider two questions, as they pertained to the goal being discussed at their table:

1. What do you think are the most important **challenges** that need to be considered in:
 - a. Creating Compact, Vibrant and Complete Communities?
 - b. Supporting a Strong and Competitive Economy?
 - c. Optimizing Infrastructure to Support Growth?
 - d. Protecting Natural Resources?
2. Recognizing that Brampton must follow the Provincial Growth Plan policies, what **opportunities** or strengths do you see that Brampton can build on to help:
 - a. Create Compact, Vibrant and Complete Communities?
 - b. Support a Strong and Competitive Economy?
 - c. Optimize Infrastructure to Support Growth?
 - d. Protect Natural Resources?

Following the discussions, a presentation from each table reported their results back to the main group. Highlights and summaries from the table reports were projected on screen by Lura staff. Table reporting forms were also collected for inclusion in this report.

The workshop ended with closing remarks by Mr. Dilks and Ms. Given. Comment sheets were collected by City staff, and four individual workbooks were also submitted. The complete workshop agenda is provided in Appendix 1.

3 Summary of Feedback

3.1 Presentation Q & A: Overview of the Provincial Growth Plan

Following Ms. Buonpensiero's slide presentation, the following comments, questions and answers were discussed:

Q: Who came up with these growth projection numbers and intensification goals and how can they do that?

A: *The Provincial Government has given the projection numbers. It is within their authority as a provincial government to set growth planning goals and targets. The Province conducted a multi-stage planning process with many related studies to define the goals, intensification targets and guidelines for boundaries that are defined in the Growth Plan.*

Comment: I am concerned about multiple families living in one house. There are too many people and it's hurting our community.

Q. What does "employment lands conversion" mean?

A. *Employment lands are areas that are designated for employment in the City's Official Plan. A conversion is when an application for an Official Plan Amendment is made to change the designation of these lands from employment to another non-employment use (i.e. residential.) The Growth Plan policies stipulate that employment land conversions can only occur through a Municipally initiated comprehensive review, not by a private application.*

Q. How are traditional employment areas affected by mixed use?

A. *Mixed use is a more efficient use of space. We do have mixed use zones now, such as the downtown core and along the Queen St corridor. Our aim is for each neighbourhood to have a mixed use vibrant core with live work opportunities.*

Q. How does the City ensure impartiality within the Environmental Advisory Committee? I have concerns about loss of green space.

A. *The Environmental Advisory Committee is a new body. It's broad based committee with members appointed by Council representing the interests of business, education, the environment and the public at large. Beyond this committee, people have a voice in new developments through environmental assessment studies which are open to the public. The public can respond to EA notices.*

Q. What is “intensification”?

A: *Intensification means development happening at a higher density, which usually requires more townhouses and apartments.*

Q: Are multiple families in a house included within the current population statistics?

A: *We use the national census data.*

Comment: Because there are a number of homes housing multiple families, Brampton's current population is likely under-estimated.

3.2 Roundtables

There were several common areas of discussion among the four Growth Plan goals discussed and the eight table reports, including:

- Improving and expanding public transit.
- Creating more pathways and walkable/“bikable” communities.
- Proactively providing transportation development to reduce rush-hour traffic on the major roads and highways.
- Changing the mindsets and habits from Brampton's traditional suburban practices.
- Protecting and providing green space along with intensified development.
- Including green design principles in new developments.
- Ensuring there are substantial new amenities and cultural initiatives to attract more residents and businesses.
- The need for another hospital.
- Creating more institutions to provide more post-secondary education and training.
- Getting adequate Provincial funding to support the many required development projects.

Feedback from the breakout tables on the challenges and opportunities for each goal are presented below. Additional comments provided in the four submitted individual workbooks are included also noted.

3.2.1 Growth Plan Goal 1: Create Compact, Vibrant and Complete Communities

Challenges

- Dealing adequately with the need to preserve and protect the significant elements of the natural heritage system for current and future generations including the need to wisely plan for the use of energy.
- Making the city more pedestrian friendly with access to transit, walkways and pathways. It is easier to do this for new communities and more difficult to do for existing communities.
- Changing mindsets and habits around auto use.
- Public awareness of the benefits of more intense forms of development, including the need to move from a monoculture of single-family neighbourhoods to mixed-use, complete communities.
- Finding suitable infill locations, which do not negatively impact existing communities.
- Obtaining commitments from all levels of government to properly fund infrastructure on a significant and long-term basis.
- Addressing the changing demographics and attracting all age groups.
- Attracting more support for cultural initiatives, e.g. the creation of more museums.
- Creating communities where people want to live, e.g. amenities, connections, schools, recreation facilities.
- Creating attractive streetscapes.
- Encouraging people to get to know their neighbours.
- Planning without knowing the real population.
- Growth targets may be unattainable.
- Focusing beyond downtown Brampton.

From individual workbooks:

- Linking urban and agricultural communities through trails and local food production.
- Improving communication with rural north-west Brampton.

Opportunities

- City structure/grid that includes a primary core and network of streets that allows for nodes to be connected; all of which can help accommodate growth in more intense built forms and densities.
- Opportunities to capitalize on a demographic, which is diverse and by its nature is feeding a growing demand for broadening housing types, including affordable housing.
- Recognition of the importance of transit and the commitment of the municipality to fund a modern transit system in the form of AcceleRide.
- Availability of greenfield lands which can be utilized to implement innovative housing formats which will help accommodate a significant amount of projected growth.
- The price of gas will promote changes in mindsets away from car culture.
- Develop, demonstrate and use innovative eco-friendly technologies.
- Maximize existing infrastructure.

- Develop green spaces for passive recreation.
- Create more community friendly designs and address issues caused by previous development decision.

From individual workbooks:

- Shopping plazas could be converted, intensified and become mixed use and more pedestrian friendly areas.

3.2.2 Growth Plan Goal 2: Supporting a Strong and Competitive Economy

Challenges

- Protecting employment lands from residential developers and space intensive retail.
- Lack of road infrastructure, which causes truck congestion.
- Province not supporting Brampton in achieving mandated goals/lack of flexibility, for example: closing Peel Memorial Hospital.
- Insufficient communication from planning department to citizens.

From individual workbooks:

- Brampton is lacking a centre of higher education for providing training opportunities.
- Competition with other cities/regions.
- More money needed to enforce protection of resources.

Opportunities

- A diverse population provides opportunities in the global economy.
- Proximity to transportation infrastructure, including the airport, rail and highways.
- The broad economic base creates employment stability.
- Safe city/quality of life attracts business.

From individual workbooks:

- Involved community and individuals can make a difference.
- Intensification brings higher paying jobs.
- Good community to build on.
- Review taxes, levies on use/misuse of land, water, energy, shale.

3.2.3 Growth Plan Goal 3: Optimizing Infrastructure to Support Growth

Challenges

- We do not have statistics on the actual number of people living in Brampton.
- Appropriate transportation infrastructure needs to be in place before new high density buildings are developed.
- More office towers are needed.
- New types of business and industry (e.g., film) are needed.
- Get the province to fund two hospitals.
- The tax base is insufficient to pay for all the required new libraries, pools, recreational centres, police stations, ice rinks, fire department, environmental assessments on water tables, and schools.
- Reinforcement of any utility is difficult and costly.
- Land use is currently not diversified.
- Attract people to transit. Public transit users currently have to pay multiple fees when crossing city boundaries.
- To improve the “walkability” and “bikeability” of neighbourhoods.

Opportunities

- Build a (teaching) hospital.
- Provide new low cost housing.
- New office towers and manufacturing plants or telephone call centres close to transit.
- Ban tractor trailers on the major streets during rush hours.
- Bring back the long-haul trains and make it feasible for companies to use them for transportation of goods.
- Improve public transit. Educate citizens and market the benefits of transit. Better services and lower fares or even free for students and seniors. Create a proper GTA transit system for example an LRT or underground dedicated to downtown Toronto and the airport.
- Build more pedestrian and biking paths across city areas.
- Mount Pleasant GO Station – develop around that area, including light rail.
- Hospitals – redesign site, move it closer to Queen Street (free land to south, for GO/Via station). Add a new transportation hub.
- Organize the planning of service to roads and utilities together instead of independently.
- Make Brampton more accessible.
- Provide tax breaks to the movie industry to film here.
- Work with land owners to encourage redevelopment.
- Shopping plazas could be redeveloped to incorporate condominiums.
- Attract people to all areas of Brampton by diversifying land uses.
- Provide opportunities to enhance the skill sets of citizens to attract more businesses.
- Review the current property tax procedures for new homes.

From individual workbooks:

- Apply green building principles such as green roofs.
- Reuse industrial and construction waste.

3.2.4 Growth Plan Goal 4: Protecting Natural Resources

Challenges

- There are competing purposes and compatibility issues between parks, natural area and cultural heritage uses that will need to be addressed in development plans.
- Achieving the appropriate balance in natural area protection/management, transit objectives, density and built form objectives to meet Provincial population targets.
- Education of all parties (e.g. public, developers, agencies, professionals) about the differing objectives in environmental protection and management.
- Balancing development with air quality, water quality, carbon monoxide and global warming protection.
- Addressing safety issues in Natural Heritage System design, e.g. storm water management.
- Definition of Greenbelt includes exploitation of natural resources.
- Limited budget for City to acquire land.
- Enforcement and strengthening of existing policies (e.g. tree by-law) and the expenses of developing new policies.
- Education of citizens to create behaviour change and market demand.
- Intergovernmental communications, conflict resolution - would allow for better protection of natural resources.

From individual workbooks:

- Review Ministry of Natural Resources and Aggregate Act.
- Protect water, including ground water.

Opportunities

- Opportunity for restoration and enhancement of the Natural Heritage design to improve existing environmental conditions and make the NHS part of the community.
- Opportunity to connect natural systems to large publicly owned valley systems (e.g. Humber and Credit Rivers), which would be better for wildlife.
- Create more public ownership beneficial to long-term environmental protection and conservation.
- Natural heritage and open space system design that provides passive recreational opportunities.
- Permanent protection of the Credit Valley watershed.
- Green technology incorporated into new and retrofit buildings (see examples from Germany).
- Protection of urban agricultural lands, the creation of more community gardens for local food production and urban farmers' markets.

- Expanding urban forest canopy.
- City-wide natural system inventory completed prior to approving new Growth Plans.
- Applying a more science-based approach to planning.
- Reduce the disconnect between urban and rural.
- Make stormwater a utility where users pay for surface run-off. This would work as an incentive for infiltration techniques and reduce paved surface areas.

From individual workbooks

- Additional levies to shale quarries.
- Promote use of clothes line instead of electric dryers.
- Wider and permanent trails and lanes – connect to Georgetown and Mississauga.
- Energy audit of all industrial commercial properties, not just municipal buildings.
- Ban drive-thrus which are a major CO² contributor.
- Ensure all industrial/commercial developments adopt International Dark Sky Association approved lights.

4 Summary and Next Steps

In Workshop #1, a diverse group of stakeholders and residents generated lists of challenges and opportunities for Brampton to consider in the City's efforts to achieve the four Provincial Growth Plan goals. In the summer and fall of 2008 the City will conduct four additional public workshops, each with a focus on one of the four goals. At these workshops, participants will be invited to explore more specific ideas and suggestions on how the goals can be achieved in Brampton.

Appendix I – Workshop #I Agenda

Workshop Purpose:

- To inform participants of the goals, policies and changes required by the Provincial Growth Plan.
- To obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

Workshop #1, the first in a series of interactive workshops, will identify the challenges and opportunities for Brampton in meeting the targets and policies set out in the Provincial Growth Plan.

6:00 p.m. **Registration and Refreshments**

6:30 p.m. **Welcome and Opening Remarks** – John Corbett, Commissioner

6:35 p.m. **Workshop Purpose and Agenda Review** – David Dilks, Facilitator

6:40 p.m. **Presentation: Overview of the Provincial Growth Plan** – Tara Buonpensiero, Planner

Questions of Clarification

7:15 p.m. **Roundtable Discussions – Achieving the Goals of the Provincial Growth Plan: Challenges and Opportunities**



Goal #1: Create Compact, Vibrant and Complete Communities



Goal #2: Support a Strong and Competitive Economy



Goal #3: Optimize Infrastructure to Support Growth



Goal #4: Protect Natural Resources

Thinking about your table's Growth Plan goal...

- Recognizing that Brampton must follow the Provincial Growth Plan policies, what do you think are the most important challenges that need to be considered in achieving your table's Growth Plan goal?
- What opportunities or strengths do you see that Brampton can build on to help achieve your table's Growth Plan goal?

8:15 p.m. **Roundtable Reports and Discussion Highlights** – Led by David Dilks, Facilitator

8:55 p.m. **Next Steps and Closing Remarks** – Janice Given, Manager

9:00 p.m. **Adjourn**

Appendix 2 – List of Participants and Facilitators

Last Name	First Name	Business Name (if applicable)	Table
Accettola	Lorenzo		3b
Baker	Gregory		2a
Bejnar	Chris		3b
Bohus	Anna Marie	NW Brampton Community Development Association	1c
Bokor	Kenneth	NW Brampton Community Development Association	1a
Boutros	Caroline		4b
Brown	Randy		1a
Chambers	Robert		1b
Chowdry	Iftikar		2a
Cutruzolla	John		1b
Dalziel	Odette	The Church of Jesus Christ of Latter-day Saints	4b
Dalziel	Tom	The Church of Jesus Christ of Latter-day Saints	2a
D'Amato	Nadine		3b
Doucette	Howard		3a
Draper	Jennifer		4a
Filippo	Frank		4b
Foster	Joyce		3b
Frankovich	Steven	MTE Consultants Inc.	3a
Gagnon	Michael	GLB Urban Planners Ltd.	1c
Giles	Larry J.		1b
Head	Mark	Region of Peel	4a
Kenyers	Frank	RG Richards & Assoc	2a
Kuzniar	Janet	Urban Wilderness Landscaping	4a
Laing	David		4a
Lakhan	Jason	Barristers & Solicitors	3a
Liggio	Carmela	Delta Urban	2a
Majeed	Abdul		1b
Mather	Nancy	Stoneybrook Consulting Inc	4b
Matjasec	Johnny		1b
Moffat	Michael		1b
Moffat	Katherine		3b
Morrison	Selina		4a
Morrison	Michael		3b
Moulton	John		4a
Nolan	Travis	Delta Urban	1a
Pelech	Yurij		1a
Rafal	David		2a
Rajk	Michael		2a
Salvalaggio	Annmarie		1b
Shortall	Kristy	MMM Group	3a

Last Name	First Name	Business Name (if applicable)	Table
Siu	Suzanne	Region of Peel	3b
Spencer	Ron		2a
Stillich	John	SUDA	1c
Tracey-Leitch	Kathryn	Greater Toronto Airports Authority	1c
Wegg	Jennifer		4a
Willetts	John	Friends of Claireville	4b

Table Facilitators			
Christina Lo	1a	Dave Roberts/Sabeen Makki	3a
Mathew Vaughan	1b	Adrian Smith	3b
Janice Given	1c	Mirella Palermo	4a
Malik Majeed/Jeff Baines	2a	Tara Buonpensiero	4b

Appendix 3 – Verbatim Text from Roundtable Worksheets

Below are the complete text written on the worksheets handed in from each table. [?] signifies words where the handwriting is not clear.

Table I A - Create Compact, Vibrant and Complete Communities

Challenges

1. To deal adequately with the need to preserve and protect the significant elements of the natural heritage system for current and future generations including the need to wisely plan for the use of energy
2. Public awareness of the benefits of more intense forms of development including the need to move from a monoculture of single family neighbourhoods to mixed-use, complete communities
3. Finding suitable infill locations which do not negatively impact existing communities
4. Communities from all levels of government to properly fund infrastructure on a significant and long-term basis

Opportunities

1. City structure/grid, that includes a primary core and network of streets that allows for nodes to be connected; all of which can help accommodate growth in more intense built forms and densities
2. Opportunities to capitalize on a demographic which is diverse and by its nature is feeding a growing demand for [?] housing types, including affordable housing
3. Recognition of the importance of transit and the commitment of the municipality to fund a modern transit system in the form of AcceleRide
4. Availability of Greenfield lands which can be utilized to implement innovative housing formats which will help accommodate a significant amount of projected growth

Table I B - Create Compact, Vibrant and Complete Communities

No worksheet was handed in. The following notes were taken from the table's flipchart.

- Access transit, walkways, pathways
- Services [with]in walking distance
- Schools, recreational facilities
- Pedestrian friendly
- Street Activities – stores, boutiques
- Streetscape
- Architecture
- Community – knowing your neighbour
- Creating environment where people and communities want to live

Table 1 C - Create Compact, Vibrant and Complete Communities

Challenges

1. Creating a good plan, i.e. no mass transit
Too much downtown Brampton
Go locally to places
2. What is to attract people to communities; how do we attract the community
3. Attract all age groups – demographics
Attract cultural initiatives; the City of Guelph just got a museum
4. Creating communities where people want to live, Heart Lake, Castlemore
5. Streetscape/Architecture
6. Appropriate number of schools and recreational facilities
7. Community; knowing your neighbour
8. Difficult to plan without knowing population

Opportunities

1. Develop green spaces; passive recreation
2. Fix what is broken now; pro-development council needs to re-think communities
3. People are moving out because they feel there is not enough community-like atmosphere

Table 2 A - Supporting a Strong and Competitive Economy

Challenges

1. Protecting employment lands from developers (residential developers/space intensive retail)
2. Lack of road infrastructure (truck congestion)
3. Province not supporting the city in achieving mandated goals/lack of flexibility (example: closing Peel Memorial Hospital)
4. Communication from planning department to citizens is currently insufficient

Opportunities

1. A diverse population provides opportunities in the global economy
2. Proximity to transportation infrastructure (airport, rail, highways)
3. Broad economic base creates employment stability
4. Safe city/quality of life attracts business

Table 3 A - Optimizing Infrastructure to Support Growth

Challenges

1. Reinforcement of any utility is difficult and costly
2. Land use is currently not [?]; hard to get around because there is not enough infrastructure
Build it before they need it; not after it is too late
3. Attracting people to transit
Multiple fees by crossing boundaries
4. Walkability/“Bikeability” of neighbourhoods

Opportunities

1. To service roads and utilities, together instead of independently
organization done through informing and involving in planning
2. Attract people to all areas of Brampton and diversify land use to accommodate current [?]

3. Build skills of citizens to attract business
Educating citizens and marketing of citizens on benefits of transit
Better services and lower fares (free)
GTA transit system
Make Brampton accessible
4. Build sidewalks and plans for pedestrians and biking across city areas
Build pedestrian-friendly and accessible areas of the city

Table 3 B - Optimizing Infrastructure to Support Growth

Challenges

1. To find the *real* numbers actually living in Brampton and to find a way of taxing these people. So if the numbers say 428 000 for 2006 and we in fact have 7000 000 present than all your numbers are out the window.
2. No high density buildings unless the roads, transit and infrastructure are built to support it; use [Trinity Common or Sandalwood TC]
Roads have to go in before buildings go up
3. We need office towers, new companies, shopping plazas to be redeveloped to incorporate stores and condos
4. Two hospitals – How is the province going to help fund this
Libraries, pools, recreational centres, police station, ice rinks, fire department, environmental assessments on water tables, schools, can't all come from our taxes
Think outside the box
LRT or underground dedicated to downtown Toronto and airport
Have to go out and get the work, i.e. tax breaks to the movie industry to film here

Opportunities

1. Talk about more office space and infrastructure (hospital and transportation [?] VIA, Go, and bus
2. Hospital or medical research university or teaching hospital to be build on OPP lands at McLaughlin beside Sheridan with low cost housing as part of community
3. Review the current tax procedures for new homes [?] impact
4. New office towers and [?] manufacturing plants or telephone call centres
[?] close to transit [?] not “villages”
work with land owners to encourage [redevelopment]; stop semis and trucks on the major streets i.e. the 410, QEW, 401 and 427 between the hours of 7 – 9 am and 5 – 6 pm and bring back the trains and make it feasible for companies to use them
stop [?] out the market

Table 4 A - Protecting Natural Resources

Challenges

1. Identifying the differences in park, natural area and cultural heritage uses and separating and/or integrating these uses in development plans
[There are] competing purposes and compatibility issues with these uses
2. how to achieve the appropriate balance in natural area protection/management, transit objectives, density and built form objectives to meet Places to G population targets

3. Education of all parties (public, developers, agencies, professionals, etc.) re: understanding differing objectives in environmental protection and management
4. Balancing development with air quality, water quality, carbon monoxide and global warming protection
5. Address safety issues in NHS design

Opportunities

1. Opportunity for restoration, enhancement in NHS design to improve existing environmental conditions; make NHS part of community
2. Opportunity to connect natural systems to large publicly owned valley systems (Humber and Credit Rivers)
provides quality connected wildlife habitat
3. Public ownership beneficial to long-term environmental protection and conservation
4. Natural heritage and open spaces
NH and OS system design that provides passive recreational opportunities.

Table 4 B - Protecting Natural Resources

Challenges

1. Definition of Greenbelt → natural resource exploitation
2. Land acquisition; limited budgets, enforcement
3. Enforcement and strengthening of existing policies; more money for developing new policies
4. Education of citizens to create behaviour change
Market demand
5. Intergovernmental communications

Opportunities

1. Permanent protection of Credit watershed
2. Green Tech incorporated into new and retrofit buildings (Germany)
3. Protection of urban agricultural lands; community gardens and local food production
4. Expanding urban forest canopy
5. NAI completed prior to approving new growth
Science-based approach
6. Reducing disconnect between urban and rural
7. Making storm water a utility



*Brampton's Response to the
Provincial Growth Plan*

How Should Brampton Grow? Workshop #2: Supporting a Strong and Competitive Economy: Employment Lands Background Study

SUMMARY REPORT

Thursday, October 9th, 2008
1:00 p.m. – 4:00 p.m.

Windsor Ballroom B, Courtyard Marriott,
90 Biscayne Cres., Brampton

Prepared by Lura Consulting

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I Introduction

The City of Brampton's Planning, Design and Development (PD&D) Department is currently undertaking a Growth Plan conformity exercise to implement the policies of the Provincial Growth Plan for the Greater Golden Horseshoe. One component of this exercise is public engagement. On February 27th 2008, Brampton Mayor Susan Fennell hosted a Town Hall Meeting attended by over 300 participants to launch the public engagement process. The City held the first public workshop, an Introductory Workshop, on April 3rd 2008. The purpose of workshop #1 was to inform participants of the goals, policies and changes required by the Provincial Growth Plan and to obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

On October 9th 2008 the City hosted *Workshop #2: Supporting a Strong and Competitive Economy: Employment Lands Background Study*, the second in a series of public workshops as part of the Growth Plan public engagement process. The purpose of Workshop #2 was:

- To inform participants of the goals and policies required by the Provincial Growth Plan relating to employment lands.
- To obtain input on how participants would like to see the Growth Plan's employment policies implemented in Brampton.
- To receive feedback on key directions proposed by Hemson Consulting in the *Employment Lands Background Study*, which will inform the implementation of the Growth Plan's employment policies in Brampton.

This workshop report provides a summary of the feedback received at Workshop #2.

2 Workshop Format

The workshop was held from 1pm to 4pm in the Windsor Ballroom B, at Courtyard Marriott in Brampton. Participants were asked to register ahead of time with staff from Planning, Design & Development. A total of 22 participants attended the workshop, including a mix of residents, community group representatives and those in the development industry. The room was set up with roundtables seating 5-6 participants at each table, along with one or two City staff. Each participant was given a workshop package, which included:

- "How Should Brampton Grow?" pamphlet
- "How Should Brampton Grow?" Newsletter #2
- Copies of the workshop presentation
- Workshop workbook (containing an introduction to the workshop topic, the workshop agenda and discussion questions)
- Evaluation form.

Information panels on the employment lands strategy and maps were set up for attendees' viewing before and during the workshop. Copies of the Provincial Growth Plan were available at each table. The workshop agenda is provided in Appendix 1.

At 1:30p.m., Adrian Smith, Director of Planning and Land Development Services, gave brief opening remarks, welcoming the participants and inviting them to actively engage in the workshop discussions and freely share ideas. Mr. Smith noted that the results of this workshop would inform the recommendations to Council on how Brampton will aim to accommodate the employment forecast and satisfy the employment land policies.

City Councillor Sandra Hames welcomed the participants and outlined her interest in hearing ideas and suggestions from participants regarding policies and initiatives to plan for and retain employment lands.

Lead facilitator David Dilks of Lura Consulting gave a brief introduction explaining the purpose and process for the workshop. In addition to participating during the interactive portions of the workshop, the participants were requested to submit written comments using the workbooks at the conclusion of the workshop or by October 30th 2008 if more time was desired to provide feedback.

From 1:45 pm to 2:25 pm, Russell Matthew, Hemson Consulting Ltd. presented highlights of the “*Employment Lands Background Study*”, which was followed by a few questions of clarification from participants (presented in Section 3).

Following the presentation and questions and answers, participants then took part in interactive roundtable discussions. The participants then addressed the following five questions in an interactive roundtable discussion, directed by Mr. Dilks and facilitated by assigned staff at each table.

- 1) ***How can we overcome the challenges facing Brampton in attracting major office and related job opportunities to the Urban Growth Centre? What role do you suggest for the City, other levels of government and the business community in overcoming these challenges?***
- 2) A significant trend within employment lands in the 905 Area is the location of uses such as warehouse distribution centres that require extensive land and yield relatively low jobs/ha. ***In light of this and today's economic environment how can density within employment lands be realistically increased in order to meet the minimum density targets set out in the Growth Plan and to achieve a healthy live-work balance?***
- 3) There continues to be significant pressure for conversion of employment lands for residential and retail development in the City of Brampton. ***What policy measures would you suggest be implemented in the Official Plan to deal with proposals for employment land conversion in addition to the Growth Plan requirements that you heard in the presentation?***
- 4) It was noted in the presentation that significant additional employment land should be designated to meet the City's employment land needs to 2031. ***What are your thoughts on the feasibility of North West Brampton as an attractive significant employment area? Does it contain the necessary attributes to attract employment uses? What are your thoughts on designating additional employment land elsewhere in the City, such as in northeast Brampton?***

5) *Having heard the issues raised in the presentation, are there any other issues with respect to employment land that need to be addressed in order to meet Growth Plan requirements?*

Following the discussions, a presenter from each table reported highlights of their discussions back to the main group. Highlights and summaries from each table's comments were recorded and projected live on screen by Lura staff.

The workshop ended with closing remarks by Janice Given, Manager of Growth Management and Special Policy. Ms. Given thanked the participants for their contributions and spoke to the need for a long-term vision for employment lands that includes not just the City of Brampton, but also the provincial and federal government and the business sector. Ms. Given noted that a discussion paper addressing employment lands would be posted on the City's website once endorsed by City Council and that the City would welcome feedback at that time.

The six table workbooks were collected by City staff, along with four individual workbooks and four sets of notes. One additional submission was mailed in after the workshop.

3 Summary of Feedback

3.1 Presentation Q & A

After the Hemson presentation on "Supporting a Strong and Competitive Economy: Employment Lands Background Study," the following comments, questions and answers were raised by participants:

Q. How is this process going to give us answers?

A. *Today's feedback will inform broad direction on City policy. Details on the employment background and inventory will be presented in a background report that will be submitted to the Planning Committee, and then to City Council. A final recommendation for Official Plan amendments will come after that.*

Q. Is food processing considered manufacturing?

A. Yes.

Q. It used to be understood that commercial land (compared to residential) was better for City financing. Is this still true?

A. *There have been changes to municipal financing and the tax revenue system. As a result it is more advantageous to have a balance between land uses.*

Q. Will the City be looking at employment lands just outside its borders?

A. *The City is focusing within the municipal boundaries, but also considering the larger market. There is also an employment land study being conducted for the Region of Peel, which provides a broader perspective. Both studies will complement each other.*

Q: The presentation helped confirm the importance of population-related employment. It would be helpful to also give details of the projected needs for population-related employment land in 2031. Can you give examples of components of population-related employment?

A: *Population-related employment includes public institutions, schools, hospitals, etc. Large format retail will be planned separately. We predict the need for population-related employment land will follow population growth.*

3.2 Common Themes Emerging From Roundtable Discussions

There were several common themes emerging from the roundtable discussions, including:

- “Employment lands/area” needs to be more clearly defined.
- Improve and expand public transit in the City and provide better integration with transit across the GTA, including higher order transit systems (e.g. GO transit).
- Efficient highway access is key for attracting employment lands use.
- Attract “green” office buildings with LEED certification.
- Plan for mixed-use employment and residential.
- Improve marketing of prime employment areas in Brampton in comparison to other municipalities.
- Reduce application fees by reviewing agencies and expedite the planning process.
- Encourage complementary employment uses and joint use of facilities.
- Clearly identify areas where conversions may be permitted and market them effectively, e.g. in old industrial areas with low yield and limited truck access.

Aggregated responses to each discussion question are presented below.

3.2.1 Offices in the Urban Growth Centre

Question #1:

How can we overcome the challenges facing Brampton in attracting major office and related job opportunities to the Urban Growth Centre?

Feedback from roundtable participants included the following:

- Key challenges include traffic congestion and infrequent public transit.
- The cost of square footage is too high in the urban growth centre (UGC). There is cheaper vacant land outside of the UGC.
- Lack of young professionals/skilled workers is an issue.
- Existing land ownership can be a barrier.
- Current zoning in the UGC limits office development heights.

From individual submissions:

- Attract businesses by investing in upgraded transportation and transit infrastructure.
- Fast track municipal approvals and development charges incentives to promote construction of office space.

What role do you suggest for the City, other levels of government and the business community in overcoming these challenges?

- Improve and expand public transit in the City and provide better integration with transit across the GTA, including higher order transit systems (e.g. GO Transit).
- Offer more competitive parking options (more than 3 spots per 1,000 sq. ft.).
- Provide financial incentives, e.g. reduce development charges and provide tax breaks.
- Make it easier for developers to assemble land.
- Encourage affordable and appealing housing to attract young professionals.
- Attract “green” office buildings with LEED certification.
- Improve marketing of the City and all its amenities.
- Create pre-approved sites for development.
- Provide a faster approvals process.
- Provide flexibility to schedules, e.g. allow for staged building and partial construction.
- Build a tourist attraction, e.g. Science Centre to attract further development.
- Attract a university to supply workers.
- Ensure there is sufficient infrastructure to support developments.
- Enhance community improvement programs.

From individual submissions:

- Provide incentives to major institutions to establish their head offices in Brampton.
- Avoid development in the stable neighbourhoods.
- Plan for mixed-use employment and residential in the UGC.
- Make rezoning easier so that existing uses can be converted.
- All levels of government should evaluate their current practices to ensure they are effective, efficient and add value.
- City should do research into what other North American office markets to determine commonalities.

3.2.2 Increasing Density within Employment Lands

Question #2:

A significant trend within employment lands in the 905 Area is the location of uses such as warehouse distribution centres that require extensive land and yield relatively low jobs/ha.

In light of this and today's economic environment how can density within employment lands be realistically increased in order to meet the minimum density targets set out in the Growth Plan and to achieve a healthy live-work balance?

Feedback from roundtable participants included the following:

- Provide more flexible zoning by-laws, e.g. flex-space and sub-leasing.
- Encourage complementary employment uses and joint use of facilities, e.g. shared truck corridors and driveways.
- Increase level of public transit services for office workers.
- Provide more parking for Go Transit and Express Rail.
- Zone for higher density commercial/industrial with minimum density requirements.
- Reduce application fees by reviewing agencies and expedite the planning process.
- Provide incentives for “green” buildings to attract higher order businesses.
- Plan for mixed-use developments (e.g. ground floor dedicated for employment, above for residential).
- Improve marketing of prime areas in Brampton compared to other municipalities.
- Identify appropriate locations for various employment uses.
- Re-visit policies in the City, e.g. provide more flexible parking standards.
- Allow for warehousing now with plans to convert to office/higher density in the future.
- Promote multi-storey warehouses.
- Go after Federal investment for incentives to attract employment.

From individual submissions:

- Identify low yield business areas that have sub-standard services and convert to modern businesses or high density residential.
- Attract 24/7 industries.
- Encourage the use of basements for storage purposes.
- The City will need to define the types and categories of employment it wishes to attract.
- Telecommunications, information technologies, medical sciences, office and institutional sectors are all areas that produce higher jobs/ha than warehousing.
- City should adopt more flexible policies and regulation aimed at actively promoting, encouraging and facilitating mixed-use and live-work developments along major transportation and transit corridors and within established and planned neighbourhood centres.

3.2.3 Policies For Employment Land Conversion

Question #3:

There continues to be significant pressure for conversion of employment lands for residential and retail development in the City of Brampton.

What policy measures would you suggest be implemented in the Official Plan to deal with proposals for employment land conversion in addition to the Growth Plan requirements that you heard in the presentation?

Feedback from roundtable participants included the following:

- “Employment lands/area” needs to be more clearly defined.

- Clearly designate conversion option areas and market them effectively, e.g. in old industrial areas with low yield and limited truck access.
- Set-up strict rules to limit and require justification for conversions. Require proposals to conform to the Provincial guidelines and rules.
- There needs to be a retail land use plan that adequately provides for the retail needs of each residential community. This way employment lands need not be converted to retail use.
- Ensure that zoning is harmonized with the City's Official Plan and the Provincial Growth Plan.
- Recognize and address the domino effect that leads to de-industrialization in areas once the first residential or retail development is introduced.

From individual submissions:

- Conduct public education on the negative impacts of conversions.
- Future employment will be tied to the needs of future residents.
- City should adopt a more sophisticated and dynamic policy framework which reviews conversion applications on individual merit.

3.2.4 Employment Area in North West Brampton and Elsewhere

Question #4:

It was noted in the presentation that significant additional employment land should be designated to meet the City's employment land needs to 2031.

What are your thoughts on the feasibility of North West Brampton as an attractive significant employment area? Does it contain the necessary attributes to attract employment uses? What are your thoughts on designating additional employment land elsewhere in the City, such as in northeast Brampton?

Feedback from roundtable participants included the following:

- Northwest Brampton currently does not contain the necessary attributes to attract employment uses. Specifically it needs more infrastructure, a north-south corridor, rail service and it is too close to residential areas.
- Northwest Brampton could support small offices near the highway, but it generally would need improved transportation to support major employment.
- Northeast Brampton is attractive for several reasons including infrastructure, connections to Vaughan, less residential proximity, existing transportation options and plans for the expanded 427 highway.
- The City should designate and invest in employment areas now.
- Focus on Mt. Pleasant as a mobility hub.
- Plan for more multi-use employment areas.

From individual submissions:

- If Brampton attracts higher order employment, the amount of additional employment land will be significantly less than current projections.

- Northwest Brampton does not have the necessary locational attributes required to attract significant employment uses. Northwest Brampton is not positioned favourably. Areas closer to Hwys 400, 401, 403, 404, 407, 409, 410 and 427 have a greater advantage over northwest Brampton.
- Northeast Brampton has greater attributes due to its proximity to Pearson Airport, Hwys 427 and 50, the existing and planned Hwy 427 Industrial Area and existing intermodal transportation facilities.

3.2.5 Other Issues

Questions #5:

Having heard the issues raised in the presentation, are there any other issues with respect to employment land that need to be addressed in order to meet Growth Plan requirements?

Feedback from roundtable participants included the following:

- Increase tourism opportunities to bring higher order business uses to the city.
- The issue of institutions and places of worship within employment lands needs to be addressed.
- Brampton needs something special to attract employers in comparison to Toronto.

From individual submissions:

- Incentives for sharing small business space would help promote entrepreneurial activity.
- Consider providing office space in hotels.
- Environmentally friendly land usage should be encouraged in all sectors and at all levels.
- Roads need to be wider for heavy commercial vehicle use.
- There should be separate land for commercial vehicle use only.
- Pollution should be considered when drawing up employment land plans and policies.

4 Summary and Next Steps

At Workshop #2, participants provided suggestions and ideas for City staff to consider in the City's efforts to achieve the Provincial Growth Plan goals related to employment lands. In fall 2008 and winter 2009, the PD&D Department will host additional public workshops to address other aspects of the Provincial Growth Plan goals. Related discussion papers will be posted to the City's website once available, providing a further opportunity for public comments.

Appendix I – Workshop #2 Agenda

Workshop Purpose:

- To inform participants of the goals, policies and changes required by the Provincial Growth Plan relating to employment lands.
- To obtain input on how participants would like to see the Growth Plan's employment policies implemented in Brampton.
- To receive feedback on key directions proposed by Hemson Consulting in the Employment Lands Background Study which will inform the implementation of the Growth Plan's employment policies in Brampton.

- 1:00 p.m. **Sign In and Open House**
- 1:30 p.m. **Welcome and Opening Remarks**
John Corbett, Commissioner, Planning, Design & Development
Councillor Hames
- 1:40 p.m. **Workshop Purpose and Agenda Review**
David Dilks, Lura Consulting, Facilitator
- 1:45 p.m. **Presentation: Employment Lands Background Study**
Russell Matthew, Hemson Consulting Ltd.
- 2:15 p.m. **Questions of Clarification**
Hemson Consulting Ltd.
David Dilks, Lura Consulting, Facilitator
- 2:25 p.m. **Roundtable Discussion**
Led by David Dilks, Lura Consulting, Facilitator
- 3:35 p.m. **Roundtable Discussion Highlights**
Led by David Dilks, Lura Consulting, Facilitator
- 3:55 p.m. **Next Steps and Closing Remarks**
Janice Given, Manager, Growth Management and Special Policy
- 4:00 p.m. **Adjourn**

Appendix 2 – Verbatim Text from Roundtable Worksheets

Below are the written comments on the worksheets handed in from the roundtables. The submitted forms were not labelled which table they came from and thus the letter associated to each set of responses is arbitrary.

Table A

1) Office use in the Urban Growth Centre:

- Access and transportation
- Competition
- Critical mass
- Land ownership
- Demand identification
- Skilled workers

Solutions:

- AcceleRide
- Metrolinx (inter-city)
- Promote secondary plans (city realtors etc.)
- Attract a university to supply workers
- Tourist attraction (Science Centre)
- Financial incentives from the City (DC's, parking, etc.)

2) Density

- Increase level of transit services for office workers
- All Day, Two Way GO Transit Express Rail, more parking lots
- Incentives for LEED buildings to attract higher order businesses
- Incentives to attract employment, go after Federal Investment

3) Employment Land Conversion

- Set-up strict rules to process and to justify conversion
- Cost benefit analysis
- Show how proposals conform to Provincial rules
- Maintain required employment land quota/balance
- Public education re. Need for employment lands

4) North West Brampton & Elsewhere

- City should invest in employment real estate
- Consider employment lands outside Brampton i.e. Vaughan
- Plan the infrastructure to support designated areas
- Will need a local employment service area

5) Other Issues

- Increase tourism opportunities: e.g. Science Centre etc to bring higher order uses to City

Table B

- 1) Office use in the UGC
 - Current zoning and land uses- make it easier to re-zone lands in UGC; allow higher densities and heights
 - NIMBY
 - Working with EDO to promote use
 - Land assembly – make easier so that developers can assembly land
 - SPA (North Oakville) – Streamline
 - Auto oriented community – competitively offer more parking (more than 3 per 1,000) and transit
 - Land cost – no impact
 - Rezoning – identify sites (land assembly promotion)
- 2) Density
 - Working together (with other municipalities)
 - Flex-space – our zoning doesn't permit – allow it to make it easier (i.e. Milton)
 - Streamline logistics
 - Utilize rail – use intermodal terminal
 - Sub-lease – by-law should allow
- 3) Employment Land Conversion
 - Employment lands – clearly define
 - Retail – plan for community
 - Don't permit employment land conversion for institutional uses
- 4) North West Brampton and Elsewhere
 - {Part A of Question} No does not have necessary infrastructure i.e. N-S corridor and GO rail and CN
 - {Part B of Question} has 427, Bolton, Mayfield West and Vaughan
- 5) Other Issues
 - [No answer given]

Table C

- 1) Office use in the UGC
 - Improve transit system (e.g. AcceleRIDE, BRT) and integrate with other municipal systems
 - Integrate with higher order transit systems of Mississauga
 - GO station
 - Supporting Services
 - Financial incentives e.g. Reduce rental values
 - Brownfield incentives – development charges
 - Community Improvement Program
 - Propose underground master plan for infrastructure (utilities, water sewage, etc)
 - Sufficient infrastructure to support developments

- 2) Density
 - Multi-use developments
 - Mixed-use developments (ground floor dedicated for employment, above for residential)
 - Zoning of higher density commercial/industrial – amendments (minimum requirements in terms of density)
- 3) Employment Land Conversion
 - Strong policies
 - Clearer policies to discourage conversions
 - Ensuring zoning is harmonized with OP and Growth Plan
 - Clear definitions of what is employment area
- 4) North West Brampton and Elsewhere
 - Strategic location in the west, close to highway line
 - Focus on Mt. Pleasant as a mode (mobility hub)
 - Push multi-use, employment
 - Ensuring sufficient infrastructure is in place prior to development
 - Realize full potential of Highway 427 extension
- 5) Other Issues
 - Place of worship within employment lands

Table D

- 1) Office use in the UGC
 - Building design/function
 - Onerous constraints, it's too difficult to build/too costly
 - Access/transportation/transit hubs
 - Square footage cost is too high in urban growth centre
 - Timely approvals/faster approvals
 - Flexibility to schedules/staged building – give/take/allow partial construction
 - Pre-approved sites
 - DC competitiveness/incentives/tax breaks
 - Lots of vacant land outside UGC
 - Market limits
 - Office market – “green” buildings, LEED design, eco village, have something different to offer
- 2) Density
 - Higher density over time, warehousing now, convert to office/higher density in the future
 - Warehousing is a market response/market driven
 - More 24/7 uses
 - Encourage head office associated with warehouse
 - Incentives to encourage head office
 - Don't discourage warehousing and have vacant land, waiting for office

- In Churchill business park, it's 14 people/hectare
- 3) Employment Land Conversion
- Designate conversion areas in old industrial areas with no/poor access
 - Low building height – surrounded by residential
 - Small perimeter doesn't allow for new longer trucks
 - Convert to mixed use/SC/industrial multiples
 - Industrial incubators/POW/arts and culture
 - However, reno/conversions costs may be high and prohibit smaller users
 - Another con is the domino effect – leads to de-industrialization in certain areas
 - Designate in comparison to total employment in city
 - Limit users –no competition with pure employment areas.
- 4) North West Brampton and Elsewhere
- Transportation is key!
 - Northeast – Highway 50 / 427 make it attractive
 - Northwest – potential corridor
 - Designate as much employment as possible now, (with no physical constraints like tributaries and good access) easier to go back to other uses
 - Think about future employment types/market
- 5) Other Issues
- Toronto is so close, more exposure to great minds/different options/different jobs, so what is there to attract people to Brampton.

Table E

- 1) Office use in the UGC
- Affordability of housing (rental/own) – attracting young professionals
 - Traffic congestion/accessibility (i.e. public transit)
 - Variety of housing – condos, townhouses, etc
 - Attracting demographics that support employment lands
 - Marketing the city (amenities) to the population
 - Identifiable areas (i.e. upscale office uses/ nodes, etc)
 - Targeting employment uses that are run down to improve Brampton's image through incentives (CIP)
 - Creating a vision for Brampton (i.e. downtown, small town image)
 - Government role: transit funding (intensity/minimise parking)/ assistance for local businesses to take on green initiatives/ reduce taxes, reduce energy costs (reuse energy)
- 2) Density
- Identify appropriate locations for various employment uses
 - Re-visit policies (i.e. parking standards) in the city – make flexible
 - Consolidating resources (i.e. shared parking) – encouraging complementary employment uses (potential)

- Reduce application fees (employment) at various reviewing agencies
 - Finding locations (i.e. new technology) better advertising of prime areas (limited in Brampton in comparison to other municipalities)
 - Transportation access
 - Expedite planning process
- 3) Employment Land Conversion
- Expedite the planning process
 - Clearly identify employment areas and market effectively
- 4) North West Brampton and Elsewhere
- {Part A of Question} Yes – provides opportunities to attract office uses – other types of employment wanted by the city (incentives/barriers to unwanted uses)
 - Supportive uses – need a N-S connection to attract uses
 - {Part B of Question} 427 lands addition employment uses/close proximity to infrastructure/planning process quicken to be achieved
- 5) Other Issues
- [No answer given]

Table F

- 1) Challenges and Solutions
- Current zoning and land use plans not allowing (urban growth centre allowed 1 level plaza)
 - Make easier to rezone (for major office)
 - Most developers not interested in time and effort-involved in land assembly
 - Rezoning difficult 'NIMBY' (traffic because car centric)
 - Have to offer competitive parking facilities (e.g. huge cost is prohibitive)
 - Land cost not that prohibitive (because Greenfield now needs land set aside for servicing, env. effects, infill more appealing now)
- 2) Density
- Europe: 2-storey warehouses (far off)
 - Joint use of facilities (common spaces) – use intermodal terminal in Brampton (gridlock)
 - N-W Brampton and Bolton and Caledon getting developed
 - Flex-space: trend toward consolidating office and industrial
 - Additional process required to do that
 - Milton and Brampton by-law zonings doesn't permit subletting office space on site- in certain cases, zoning by-law needs to permit, should permit, leasing of office space in central areas
 - Mississauga offers flexibility changes mixed, blended rate
- 3) Employment Land Conversion
- If boundaries not clearly established, conversion becomes easier
 - Say No to conversion

- Employment lands should, as far as possible be designed within clearly defined physical boundaries
 - Retail study needs to be done and figure out where to put big box in community
 - Problem with people not understanding that commercial design doesn't include non-major office
 - Value of land – competition so residential and retail conversion
 - Also, if allowing institutional uses: Ministry of Environment doesn't allow some uses next to places of worship
 - e.g. hospitals generate employment but individual facilities couldn't locate them there (compatibility) – long term effects
- 4) North West Brampton and Elsewhere
- N-W developers interested: lacks strong transportation base (vs. N-E corner)
 - Developers pushing for it to happen because already there and want to maximize
 - N-E makes sense because of rail line, and Caledon's growth (most purchased by residential developer)
 - Don't see office coming in NW- may have more local population serving office but not major office
 - NE – pushing arterial boundary out to clear way – needs better transit to residential
 - NE – already developing therefore more feasible in short term
- 5) Other Issues
- [No answer given]

Appendix 3 – Verbatim Text from Worksheets Submitted by Individuals

1) Office use in the UGC

- Improve transportation
- Incentive and tax breaks
- Access
- Transportation
- Need incentive, need to make it “sexy”
- Potential carbon taxes, perhaps a “green” office community would market well to industries today
- By giving incentives to bigger institutions like banks (Head office) providing them appropriate land (location) as well as some incentive to other major companies to establish their business in Brampton. It’s also a great job opportunity to Bramptonians.
- Government and the business sector being attracted to utilize the lands
- Lobbying
- Providing incentives
- Improving the efficiencies of public transit
- Affordability
- Building design/function/constraints
- Access/transit for 50/50 office district
- Approvals/flexibility/schedules
- DC/fees/competitiveness
- Make rezoning easier so that existing uses can be converted
- Take a look at parking /transit to attract those workers – office workers want more urban areas
- Offer Development Credits to conversions.

2) Density

- Large office complexes
- Manufacturing
- Attract 24/7 industries (1 24/7 job = 3,905 jobs)
- E.g. Hospitals work well – consider Brampton still has a significantly lower hospital bed to population ratio than most cities across Canada (look this year, you’ll be shocked)
- World trend – many offices are moving to Asia, unfortunately...
- Sharing two offices using one facility
- Use of basement for storage purposes
- Multi-storey for office use in this case city zoning low; needs to be amended
- Perhaps effort should be invested in promoting high tech warehousing which are capital, intensive, serving local and international markets and therefore more likely to generate higher yield in revenue
- Flexspace – allow for it so you can have office & warehouse consolidations.
- Subleasing – if you allow this extra office space can be utilized , i.e. they won’t move to new space.

- Tax rewards for space utilization
- Share common space? E.g. truck corridors & driveways

3) Employment Land Conversion

- Redesignate low yield business areas that have sub-standard services and convert to modern businesses or high density residential
- Strict by-laws not to convert employment land to residential
- The boundary of employment land should be protected for the future use
- Retail and residential should have restricted area not at the cost of employment land
- The conversion requests seemingly stem from a lack of awareness of the impact of conversion on employment and economic growth. Perhaps if a media blitz with real life scenarios were launched to highlight the effect on jobs personally and impact on the City, the pressure to convert would be reduced
- 1) Define land to strict physical boundaries
- 2) Retail centres should be planned as part of residential area – serves the population
- 3) Do not convert industrial to churches, institutional

4) North West Brampton and Elsewhere

- NE Brampton holds more promise for growth due to present transportation infrastructures and work forces
- NW Brampton should not be recommended for industrial areas – it's not safe for the residents there – lots of transportation will be involved
- NE Brampton is a proper area for industrial land because that area is not developed for residents as density as in NW Brampton
- On the basis of the discussion, it seems like the general trend should be to focus on designation and development of infrastructure to attract developers. Financial incentives and other incentives e.g. policy should be considered
- NE:
 - Has excellent transportation (427 extension; Mayfield Rd and Hwy 50)
 - Vaughan Intermodal Terminal
 - Bolton and Caledon are getting very developed
- NW:
 - Need a North-South corridor
 - More office suited? Picturesque

5) Other Issues

- Transportation – GO station
- Wider roads for heavy vehicle for commercial use
- There should be separate land for commercial vehicles use only
- Pollution should be under consideration
- Allocating a percentage of small business incentives/space sharing with incentives for entrepreneurial activity may ensure that the needs of the “small income” groups are not ignored
- Consideration for providing office space in hotels as a growing tourist destination
- ‘Environmentally friendly’ usage should be encouraged in all sectors at all levels

- Stay away from stable neighbourhoods
- NW Brampton mix
- Mt. Pleasant – High
- GO station
- Downtown – diversity and MA plan
- Sheridan – Medium density, student housing, affordable housing
- Aged housing – e.g. Day spring – Medium
- Keep younger workers to live and work
- Link to affordability
- Traffic congestion
- Public and regional transportation
- Attract to live, work and stay
- Market in a city perspective
- Identifiable area
- More employment land needed at current employment densities
- Significant employment needed in NW Brampton as last major area to be planned
- Expanded NE employment area



*Brampton's Response to the
Provincial Growth Plan*

How Should Brampton Grow? Workshop #3: Creating Compact, Vibrant and Complete Communities: Residential Growth Strategy

DRAFT SUMMARY REPORT

Thursday, October 9th, 2008
6:00 p.m. – 9:00 p.m.

Windsor Ballroom B, Courtyard Marriott,
90 Biscayne Cres., Brampton

Prepared by Lura Consulting

This workshop summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Brampton's Response to the Provincial Growth Plan. This summary captures the key discussion points from Workshop #3 on October 9th 2008. If you have any questions or comments regarding the summary, please contact either:

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I Introduction

The City of Brampton's Planning, Design and Development (PD&D) Department is currently undertaking a Growth Plan conformity exercise to implement the policies of the Provincial Growth Plan for the Greater Golden Horseshoe. One component of this exercise is public engagement. On February 27th 2008, Brampton Mayor Susan Fennell hosted a Town Hall Meeting attended by over 300 participants to launch the public engagement process. The City held the first public workshop, an Introductory Workshop, on April 3rd 2008. The purpose of Workshop #1 was to inform participants of the goals, policies and changes required by the Provincial Growth Plan and to obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

On October 9th 2008, the City hosted *Workshop #3 Creating Compact, Vibrant and Complete Communities: Residential Growth Strategy*, the third in a series of public workshops as part of the Growth Plan public engagement process. The purpose of Workshop #3 was:

- To inform participants of the goals and policies required by the Provincial Growth Plan relating to residential growth.
- To obtain input on how participants would like to see the Growth Plan's residential growth policies implemented in Brampton.
- To receive feedback on key directions proposed in Hemson Consulting's *Residential Growth Strategy*, which will inform the implementation of the Growth Plan's residential growth policies in Brampton.

This workshop report provides a summary of the feedback received at Workshop #3.

2 Workshop Format

The workshop was held from 6pm to 9pm in the Windsor Ballroom B, at Courtyard Marriott in Brampton. All participants had registered ahead of time with staff from Planning, Design & Development. A total of 30 participants attended the workshop, including a mix of residents and those in the development industry. The room was set up with nine roundtables seating 5-6 participants at each table, along with one or two City staff. Each participant was given a workshop package, which included:

- "How Should Brampton Grow?" pamphlet
- "How Should Brampton Grow?" Newsletter #2
- Copy of the workshop presentation
- Workshop workbook (containing an introduction to the workshop topic, the workshop agenda and discussion questions)
- Evaluation form.

Information panels on the residential growth strategy and maps were set up for attendees' viewing before and during the workshop. Copies of the Provincial Growth Plan were available at each table. The workshop agenda is provided in Appendix 1.

At 6:10p.m., Adrian J. Smith, Director of Planning & Land Development Services, gave brief opening remarks, welcoming the participants and inviting them to actively engage in the workshop

discussions and freely share ideas. Mr. Smith noted that the results of this workshop would inform the recommendations to Council on how Brampton will achieve its residential growth targets and policies.

Lead facilitator David Dilks of Lura Consulting gave a brief introduction explaining the purpose and process for the workshop. In addition to participating during the interactive portions of the workshop, the participants were encouraged to submit written comments using the workbooks at the conclusion of the workshop or by October 30th 2008 if more time was desired to provide feedback.

From 6:25 pm to 6:40 pm, Alex Taranu, Manager, Urban Design, presented slides on “Visualizing Density” that demonstrated various forms and ranges of densities that can be applied in Brampton.

From 6:40 pm to 7:00 pm participants engaged in a small group activity entitled “Planner for a Day” which enabled the participants to apply what was presented in terms of the various forms and types of density in their own community. At each table, participants were provided with nine coloured dots: three blue, three yellow and three red, representing High, Medium and Low density respectively. Groups were asked to place their dots on a large aerial map of Brampton where they felt it was most suitable for each category of density. Groups noted their key reasons for locating their High, Medium and Low Density stickers. Their reasons were later referenced during the roundtable discussions held later in the meeting.

Starting at 7pm John Hughes of Hemson Consulting Inc. provided a presentation on the “*Residential Growth Strategy*” background study Hemson has been conducting for the City’s PD&D Department.

From 7:30 to 8:30 participants took part in interactive roundtable discussions. The participants then addressed the following four questions in an interactive roundtable discussion, directed by Mr. Dilks and facilitated by assigned staff at each table:

1a) What are the top three factors that the City should consider when assessing an application for increased density?

Some possibilities include:

- close to transit
- compatibility to adjacent land uses
- walking distance to everyday amenities
- access to quality open spaces
- high quality urban design
- availability of infrastructure
- others

1b) Given the factors you identified in question 1a above, would you still locate your low, medium and high-density ‘dots’ in the same locations you identified in the Small Group Activity?

2) In addition to the factors you identified in question 1 above, do you think that the City should implement maximum building heights to guide intensification proposals?

If so, what building heights do you think are appropriate for the following areas?

- a) Brampton's Urban Growth Centre and the Central Area;**
- b) Transit Nodes;**
- c) Intensification Corridors; and**
- d) All other areas of the City?**

3) What approaches to intensification should the City consider to help achieve the Greenfield target density of 50 residents and jobs per hectare measured across the Region of Peel?

Some possible approaches include:

- implementing minimum densities in select locations
- identifying additional intensification corridors
- greater proportion of medium density housing
- majority of traditional housing with concentrations of high density development
- a greater mix of densities throughout the Greenfield areas
- others

4) What other considerations do you think are important for meeting Growth Plan targets?

Following the discussions, a presenter from each table reported highlights of their discussions back to the main group. Highlights and summaries from each table's comments were recorded and projected live on screen by Lura staff.

The workshop ended with brief closing remarks by Janice Given, Manager of Growth Management and Special Policy. Ms. Given thanked the participants for their contributions, noting that a discussion paper would be posted on the City's website once endorsed by Council and that the City would welcome further feedback at that time.

The workbooks collected from the nine tables were used to generate the following summary of feedback.

3 Summary of Feedback

Common Themes Emerging from Roundtable Discussions

There were several common themes emerging from the roundtable discussions, including:

- Proximity to frequent public transit is recommended for attracting higher density residential development.
- Proactively plan services and amenities like shopping, community and recreational centres, libraries, parks, schools, medical centres and open space near residential developments.
- Green developments and buildings (e.g. LEEDS certification) should be encouraged.
- Provide infrastructure, especially adequate roads and transportation, before residential developments are populated.
- Plan for diverse housing types to attract and support a mix of demographics, especially seniors. Being able to live in Brampton from early life to one's senior years (i.e. "aging in place").

- Focus on incentives to attract the right types of residential developments.
- Focus on site specific solutions that apply good built form and design.

Aggregated responses to each discussion question are listed below.

3.1.1 Factors for Considering Density

Question #1:

What are the top three factors that the City should consider when assessing an application for increased density?

Of the nine tables, the following number of tables reported each of the following suggested factors as one of their top three:

9	Close to transit
5	Availability of infrastructure
5	Walking distance to everyday amenities
3	Compatibility to adjacent land uses
2	High quality urban design
1	Access to quality open spaces

Other factors that were proposed include:

5	Close to services (e.g. medical)
2	Environmental design / LEEDS certification
2	Affordability, social considerations
1	Close to schools and retail (corner store)
1	Close to community centres
1	Proximity to employment, and civic institutions
1	Multi-use buildings
1	Developer to invest in services to community
1	Design around green space
1	Mix of built forms

Individual Submissions:

2	Close to transit
2	Walking distance to everyday amenities
1	Availability of infrastructure
1	High quality urban design

Other Factors:

1	Compatibility to adjacent land uses
1	Access to quality open spaces
1	High quality urban design

1b) Given the factors you identified in question 1a above, would you still locate your low, medium and high-density 'dots' in the same locations you identified in the Small Group Activity?

Some insights in response to this question include:

- It is important to avoid incompatible land uses such as high density residential near industrial areas.
- There is a need to share responsibility for density across the city, to “distribute the load”.
- Focus on principles of transit accessibility, pedestrian-oriented and compact urban form.
- Lower density still needs to be near services and especially open space.
- There could be more high density areas around parks and green space.
- There needs to be more high density development.
- Yes, our dots were located in the Downtown core, Bramalea City Centre area, Hurontario & Steeles, Peel Memorial Hospital site, Queen St. corridor and the William B. Davis Court House vacant land just north of Ray Lawson and Hurontario.

3.1.2 Maximum Building Heights

Question #2:

In addition to the factors you identified in question 1 above, do you think that the City should implement maximum building heights to guide intensification proposals?

Five tables said “yes” while four responded “no” on the need to implement maximum building heights.

Additional comments included:

- Height restrictions should not be implemented in the Downtown core extending east and west along Queen St. The same goes for the Bramalea City Centre area. Mississauga had a height restriction in place for most of the 70's, 80's and 90's, until recently. It was creating this level skyline that looked dull and uninspiring. Without this restriction creative proposals are now being considered and built. Mississauga's skyline has benefitted greatly over the past 5 years.
- Height restrictions should be looked at in all other areas where there is less concentration of high rise development.
- Height restrictions should not be placed. Intensification proposals should be evaluated on their individual merit and in the context of whether or not i) they are located adjacent or close to services and amenities people need, ii) the local road network can accommodate traffic, iii) infrastructure exists to accommodate the development and iv) the open space and park system is adequate.

If so, what building heights do you think are appropriate for the following areas?

In response to the question about maximum building heights in specific parts of the city, some common themes in the roundtable responses were as follows:

a) Brampton's Urban Growth Centre and the Central Area

- Unrestricted height is generally welcome in the downtown.
- Towers are needed to attract businesses. Towers should be of unique design, providing an interesting skyline.
- Downtown planning needs to go “all out” providing walkability and frequent transit and thus minimizing the need for cars.
- Heights must not conflict with airport regulations.

b) Transit Nodes

- A range of about 10-15 stories was commonly accepted, although a few groups suggested unrestricted heights.
- Higher buildings near GO stations towers could be prudent and acceptable.

c) Intensification Corridors

- 4-6 stories are generally acceptable.
- Taller buildings will have traffic impacts that need to be considered.

d) All other areas of the City

- 3-4 stories are generally acceptable.
- Outside of the City centre it is more important to have height restrictions. Specifically there should be lower building heights in areas closer to open spaces.

Additional comments on this topic included:

- Focus on the design and compatibility with the local area, not just the height.
- Topography of the land should also be considered.
- In residential areas avoid radical height increases.
- Heights should be prescribed in a range, not just a limit.
- Consistent heights add charm to an area.
- Aim for the maximum liveable scale.
- Shadow impacts should be an important consideration.
- Energy efficiency (LEED certification) should also be an important consideration.
- Not good to arbitrarily establish maximum building heights in any of the above noted areas. It may be better to establish minimum building heights in those areas which are most suited for high density residential development and intensification. To do so would maximize potential use of existing and planned infrastructure (consistent with Provincial policy).

3.1.3 Approaches to Greenfield Intensification

Question #3:

What approaches to intensification should the City consider to help achieve the Greenfield target density of 50 residents and jobs per hectare measured across the Region of Peel?

Some possible approaches include:

- *Implementing minimum densities in select locations*
- *Identifying additional intensification corridors*
- *Greater proportion of medium density housing*
- *Majority of traditional housing with concentrations of high density development*
- *A greater mix of densities throughout the Greenfield areas*

Along with the suggested approaches, roundtables also reported the following ideas:

- Proactively plan infrastructure to make sure it is there to support developments.
- Design for diverse housing types to attract a mix of demographics, especially seniors.
- Plan for mixed-use in green space areas, e.g. High Park in Toronto or Mount Pleasant.
- Encourage green building, e.g. LEED certification.
- Develop meaningful public spaces for people to mingle.
- Define development standards and strict zoning to achieve desired development form and density.
- Review the municipal standards, e.g. buildings closer to transit should require fewer parking spots.
- Focus on site-specific solutions that apply good built form and design.
- Consider neighbourhood plans that incorporate commercial uses and amenities.
- Suggest 3.4 people per unit.
- Plan for a City-wide natural heritage system.
- Live-work should be encouraged.
- Provide improved mass transit and new transit corridors.
- Look for examples from Europe and Australia.
- Plan for adult recreation e.g. adult playgrounds in China.
- High quality urban design: new developments with town squares that offer common amenities that enable residents to walk or bicycle to.
- Insist that concrete block walls separate dwellings with the best sound proofing available. The minimum building code standards in place that have multi-unit dwelling units separated by wood framed walls, don't meet consumers expectations. This is not an issue for reinforced concrete high-rise buildings.
- The more beautiful and well planned a development is, the more chances of attracting residents from their single family detached homes into multi-unit homes.

3.1.4 Other considerations

Question #4:

What other considerations do you think are important for meeting Growth Plan targets?

Below are the most common of the many ideas suggested by roundtable participants:

- Encourage green focused planning, including standards and LEED certification.
- Promote pedestrian, transit and cyclist friendly development.
- Improve transit, especially GO frequency and expanded times.
- Use incentives to steer development proposals and encourage more business and residents to move to Brampton.
- Proactively plan services/amenities like recreational centres, libraries, parks, schools, and open space.
- Provide infrastructure, especially adequate transportation, before residential developments are in use.
- Provide by-passes (e.g. ring roads) to reduce traffic concerns.
- The general public should be actively engaged in the planning process.
- Conduct detailed reviews of recent developments to see what worked and what did not in order to inform the planning of future developments.
- Avoid segregation and isolation of high density developments.
- Address the needs of the aging population.
- Intensify in a way that we can be proud of, where planning considers quality of life first and includes urban design and aesthetics.

Additional specific ideas include:

- The City needs another hospital and more medical centres.
- Develop a high-end boutique area.
- Beautify corridors, e.g. Queen St. could use more trees.
- Market a new image of the city.
- Hold on to heritage sites, e.g. Huttonville garden.
- Consider communal gardens or allotment gardens.
- Plan for complementary uses where housing is situated near major employers.
- Provide discounts for people who don't use cars.
- There is a need for sufficient social programs to serve the new growth.
- Finish the 410.
- Address the illegal multi-family residences.
- Who will be paying for the demands of services?
- Attract a large-scale, mixed-use development into the downtown core, which could include commercial/retail, hotel and residential use, ideally located in close proximity to the Rose Theatre and the commercial area of Main Street and Queen Street.
- Implement a public information program that outlines municipal and regional operating and capital costs associated with the development and ongoing

management of services and infrastructure in the City of Brampton and Region of Peel.

4 Summary and Next Steps

At Workshop #3, participants provided guidance and ideas for City staff to consider in the City's efforts to achieve the Provincial Growth Plan goals related to residential intensification. In fall 2008 and early 2009, the PD&D Department will host additional public workshops to address other aspects of the Provincial Growth Plan goals. Related discussion papers will be posted to the City's website in December/January, providing a further opportunity for public comments.

Appendix I – Workshop #3 Agenda

Workshop Purpose:

- To inform participants of the goals, policies and changes required by the Provincial Growth Plan relating to residential growth.
- To obtain input on how participants would like to see the Growth Plan's residential growth policies implemented in Brampton.
- To receive feedback on key directions proposed in Hemson Consulting's *Residential Growth Strategy*, which will inform the implementation of the Growth Plan's residential growth policies in Brampton.

6:00 p.m. **Sign in**

6:15 p.m. **Welcome and Opening Remarks**
John Corbett, Commissioner, Planning, Design & Development

6:20 p.m. **Workshop Purpose and Agenda Review**
David Dilks, Lura Consulting, Facilitator

6:25 p.m. **Presentation: *Visualizing Density***
Alex Taranu, Manager, Urban Design

6:40 p.m. **Small Group Activity: “*Planner for a Day*”**
David Dilks, Lura Consulting, Facilitator

- At your tables, you have 3 of each of the following coloured dots - blue, yellow and red. These represent High, Medium and Low density development.
- Place your 3 blue (High Density), yellow (Medium Density) and red (Low Density) dots where your table feels is most suitable for that type of density. Various examples of building types and their density yields are provided. Map definitions are provided at your tables.
- Have a group member note your top reason for locating your High, Medium and Low Density stickers on the flip charts provided (i.e. H = UGC, close to major transit). We will return to this during the Roundtable discussion.

7:00 p.m. **Presentation: *Residential Growth Strategy***
John Hughes, Hemson Consulting Inc.

7:30 p.m. **Roundtable Discussion**
David Dilks, Lura Consulting, Facilitator

8:30 p.m. **Roundtable Discussion Highlights**
David Dilks, Lura Consulting, Facilitator

8:55 p.m. **Closing Remarks and Next Steps**
Janice Given, Manager, Growth Management and Special Policy

9:00 p.m. **Adjourn**

Appendix 2 – Verbatim Text from Roundtable Worksheets

Below are the written comments on the worksheets handed in from the roundtables. The submitted forms were not labelled which table they came from and thus the letter associated with each set of responses is arbitrary.

Table A

1a) Factors for considering Density

- Compatibility of city's goal/objective
- Transit/walking
- Everyday amenities
- Compatibility of adjacent land uses

1b) Thoughts on Dots

- Mostly

2) Maximum building heights

- Downtown UGC- unrestricted
- Bram west (NW)- 10 storey

2a) Brampton's Urban Growth Centre and the Central Area

- Unrestricted

2b) Transit Nodes

- 10-15

2c) Intensification Corridors

- 4

2d) All other areas of the city?

- [No answer given]

3) Approaches to Intensification

- [No answer given]

4) Other Considerations

- [No answer given]

Table B

1a) Factors for considering Density

- Close to transit
- Walking distance to everyday amenities
- Access to quality open spaces
- Availability of infrastructure
- Compatibility of City's goals

- Transit and amenities
- Compatible with land use

1b) Thoughts on Dots

- [No answer given]

2) Maximum building heights

- [No answer given]

2a) Brampton's Urban Growth Centre and the Central Area

- Unrestricted

2b) Transit Nodes

- 10-20

2c) Intensification Corridors

- Flexible

2d) All other areas of the city?

- [No answer given]

3) Approaches to Intensification

- Site specific solutions

4) Other Considerations

- Incentives, zoning
- More environmentally friendly/sustainable
- Mixed use zones – control big box development

Table C- part I

1a) Factors for considering Density

- Close to transit
- Walking distance to everyday amenities
- Availability of infrastructure
- Transportation corridors
- Community services
- Mixed-use
- Central park and then develop around it
- Plans for Vaughan and Richmond Hill are better planned for future

1b) Thoughts on Dots

- Would still keep the same; same principles

2) Maximum building heights

- Yes, depending on area
- Lower building heights in areas closer to open space

- Flexibility, could have a range of heights

2a) Brampton's Urban Growth Centre and the Central Area

- High rise- 30 storey

2b) Transit Nodes

- Medium and high density

2c) Intensification Corridors

- Medium and low density

2d) All other areas of the city?

- Greenfield: low density (town home and some single detached)

3) Approaches to Intensification

- Mixed density within Greenfield- but no high-rise in between M + H)
- Identifying additional intensification corridors
- Review of municipal standards (i.e. closer to transit would mean less parking spots should be permitted)

4) Other Considerations

- Recreational centres targeted around youth
- Another hospital and more medical centres
- More green focused planning
- Pedestrian and transit friendly and cyclist friendly development
- More compact development

Table C- part 2

1a) Factors for considering Density

- Close to transit corridors
- Walking distance to amenities – complete communities, pedestrian-oriented, compact urban form
- Availability of infrastructure – roads, sewage, water, utilities, services/amenities

1b) Thoughts on Dots

- Based on the principles of transit/accessibility, pedestrian-oriented and compact urban form
- Low density still near services, especially open space

2) Maximum building heights

- Depending on the area, there should be min and max heights
- Assess impacts of heights in adjacent areas
- Look at appropriateness of higher heights to achieve density targets
- Provide flexibility in standards, review on a site by site basis

2a) Brampton's Urban Growth Centre and the Central Area

- Provide a range of heights
- Heights based on appropriate design

2b) Transit Nodes

- Same as above

2c) Intensification Corridors

- Same as above

2d) All other areas of the city?

- Same as above

3) Approaches to Intensification

- Implementing minimum densities in select locations
- Identifying additional intensification corridors
- A greater mix of densities throughout Greenfield areas
- Consider implementation of growth with respect to providing infrastructure
- Proactively plan for infrastructure to make sure it is there for growth
- Review municipal standards (i.e. parking, setback)

4) Other Considerations

- Infrastructure, such as providing of utilities, transit, community centres/facilities, open space
- Innovative design (implementing green standards)
- Transit, pedestrian friendly
- Incentives

Table D

1a) Factors for considering Density

- Close to transit
- Access to quality open spaces – brings about compatibility to adjacent land uses and facilities, high quality urban design
- Availability of infrastructure

1b) Thoughts on Dots

- No, we would relocate the high density dots at the Bramalea GO station because of incompatibility to adjacent land uses. We would relocate to Kennedy and Queen within the UGC

2) Maximum building heights

- Yes because you want harmonious built form. Building heights should consider shadowing infrastructure

2a) Brampton's Urban Growth Centre and the Central Area

- 19 storeys

2b) Transit Nodes

- 10 storeys

2c) Intensification Corridors

- 4 storeys

2d) All other areas of the city?

- 3 storeys

3) Approaches to Intensification

- Implementing minimum densities in select locations
- Identifying additional intensification corridors, provided they are well designed mixed use developments
- Greater proportion of medium density housing – not a priority
- Majority of traditional housing with concentrations of high density development
- A greater mix of densities throughout the Greenfield areas – promote variety
- All developments are contingent upon good built form and design

4) Other Considerations

- Green as much as possible
- General public should be active in the planning process
- More frequent GO services to and from neighbouring communities in the GTA
- Detailed reviews of recent developments to see what worked and what didn't to improve future developments
- Don't want to see high density developments segregated and isolated

Table E

1a) Factors for considering Density

- Close to transit
- Walking distance to everyday amenities
- Availability of infrastructure
- Services (professions) should be incorporated or already existing
- Schools/retail #1 accessibility
- Community centre- can be used for meeting space
- Multi-use buildings
- Affordability

1b) Thoughts on Dots

- Wouldn't change dots as they reflect values above

2) Maximum building heights

- No height restrictions within UGC and in transit nodes
- Buildings must be designed safe
- Must not conflict with airport regulations

2a) Brampton's Urban Growth Centre and the Central Area

- Unrestricted

2b) Transit Nodes

- Unrestricted

2c) Intensification Corridors

- 8 storeys

2d) All other areas of the city?

- 4 storeys – can be higher in future if factors outlined in #1 are present

3) Approaches to Intensification

- Identifying additional intensification corridors
- A greater mix of densities throughout Greenfield areas
- Incorporate commercial and amenities

4) Other Considerations

- Aging population needs
- Recreation

Table F

1a) Factors for considering Density

- Environmental design and impact i.e. green roof
- Commitment for investment beyond parkland, i.e. social services
- % of green space
- Close to transit/infrastructure (part of road system)
- Look at the application region/city wide not just for that exact area
- Mix-use

1b) Thoughts on Dots

- Yes, the same locations
- Additional park/green space in the high density areas, i.e. the blue dots
- Need more high density

2) Maximum building heights

- Have employment located in towers
- Yes
- 4-5 storey good height
- Close to GO station have towers
- Rosedale Village- opportunity for low density housing
- Intensify around hospitals

2a) Brampton's Urban Growth Centre and the Central Area

- Go high

2b) Transit Nodes

- Go high

2c) Intensification Corridors

- Not necessary for high towers

2d) All other areas of the city?

- 4-5 storey accepted

3) Approaches to Intensification

- High density in areas already developed is not a good idea
- All suggestions were seen as “not much ‘gutsy’”
- Diversity of options
- Have mix-use in green space areas, i.e. High Park in Toronto or Mount Pleasant
- Consider neighbourhood plans
- Tax incentives for n/o and employment
- Infrastructure in place

4) Other Considerations

- More incentives for employers and people to move to Brampton
- High-end boutique area
- Clean up Brampton-Queen St. – need more trees
- Image (new)
- By-pass for trucks
- Beautify corridors
- Houses around major employers complementary uses
- Discount for people who don't have cars
- Developers DC incentives – i.e. waive Development Charges

Table G

1a) Factors for considering Density

- Transit – to minimize vehicle use but transit needs to be reliable, frequent and safe
- Mix of uses and built form
- High quality urban design – maybe canopies to promote walkability

1b) Thoughts on Dots

- No

2) Maximum building heights

- Yes – consistent building heights could be part of City's charm
- Liveable scale

2a) Brampton's Urban Growth Centre and the Central Area

- 20-25 storey max

2b) Transit Nodes

- 8-10 storey

2c) Intensification Corridors

- 6-10 storey

2d) All other areas of the city?

- 3 storey
- Maybe 3 storey horizontal town homes to minimize stairs
- In transit nodes – GO should provide a pick up and delivery service to help alleviate parking problems at GO stations

3) Approaches to Intensification

- Stacked bungalows
- Shift to housing types for seniors
- Aging in Brampton – provide range of housing for all ages
- Condos geared towards seniors with associated recreation (i.e. adult playgrounds in China)
- Develop within meaningful public spaces for people to mingle

4) Other Considerations

- Hold on to heritage – i.e. Huttonville garden history maybe communal gardens or allotment garden
- We have one chance to get this right. Key is urban design and aesthetics.
- Plan with people in mind – quality of life first
- Intensify in a way that we can be proud of
- Ring roads to bypass city and alleviate traffic concerns

Table H

1a) Factors for considering Density

- Compatibility of adjacent land uses
- High quality urban design
- Close to transit
- LEED standards rating system
- Socially responsible housing

1b) Thoughts on Dots

- Yes

2) Maximum building heights

- Yes and no
- Capacity of the infrastructure is important
- Framework and guidelines important
- Focus on design, built form, not just max height
- Compatibility is important
- Topography of the land is important
- For part a, b, c, d – more dynamic than just “planning by numbers”. Depends on the site and circumstances and the application of the above criteria to evaluate options

2a) Brampton's Urban Growth Centre and the Central Area

- [No answer given]

2b) Transit Nodes

- [No answer given]

2c) Intensification Corridors

- [No answer given]

2d) All other areas of the city?

- [No answer given]

3) Approaches to Intensification

- 3.4 people per unit
- Green point system (LEED)
- City wide natural heritage system
- Live-work to be encouraged
- Minimum densities
- Improved mass transit
- Incorporate new transit corridors

4) Other Considerations

- Must provide for “soft” services, i.e. recreational centre, libraries, parks, schools

Table I

1a) Factors for considering Density

- Access to transit
- Walking distance to amenities/shops/walkability
- City centre- good to mix with employment and other new residence- including civic uses; centre of business

1b) Thoughts on Dots

- Yes! Great!

2) Maximum building heights

- Ensure the market is protected for density

2a) Brampton's Urban Growth Centre and the Central Area

- Unrestricted

2b) Transit Nodes

- Limit 12 storey

2c) Intensification Corridors

- Limit 12 storey

2d) All other areas of the city?

- 3-4 storey

3) Approaches to Intensification

- Affordability and aging demographics – “zoomers” are driving a range of housing needs
- Access – can have high rise (12 storey) if accessible to transit as part of safety

4) Other Considerations

- Need for sufficient social programs to serve new growth
- Who will be paying for the demands of services?

Table J

1a) Factors for considering Density

- Transit and density work hand in hand
- Mixed use – land uses that support density
- Compatibility – simply put, does it fit? Context/form/size/density
- Urban design to support compatibility

1b) Thoughts on Dots

- Yes

2) Maximum building heights

- No- but urban design, setbacks, tower design, massing, podiums, at grade land uses, etc
- Must be designed properly to limit and reduce impact

2a) Brampton's Urban Growth Centre and the Central Area

- [No answer given]

2b) Transit Nodes

- [No answer given]

2c) Intensification Corridors

- [No answer given]

2d) All other areas of the city?

- [No answer given]

3) Approaches to Intensification

- Ensure a greater mix of housing types to provide, to attract a mix of groups, ages and generations
- Additional intensification of corridors
- Defined development standards and strict zoning to achieve desired development form and density

4) Other Considerations

- A lot of focus on standards, guidelines, restrictions...but what about incentives?
- Development changes – designed differently, focused on nodes- restrictions for density

Appendix 3 – Verbatim Text from Worksheets Submitted by Individuals

1a) Factors for considering Density

- Environmental impact of design
- Proximity to intensification corridor
- Availability of infrastructure
- Close to transit
- Compatibility to adjacent land uses
- I see many similarities, all are important
- Close to transit
- Compatibility to adjacent land uses
- High quality urban design
- High quality urban design
- Close to transit
- Compatibility to adjacent land uses

1b) Thoughts on Dots

- Yes, we implicitly thought of the above factors already
- I didn't agree with Bramalea GO being high density, while it has transit/infrastructure, it is completely incompatible with the other important criteria
- Yes
- Yes, our dots were located in the Downtown core, Bramalea City Centre area, Hurontario & Steeles, Peel Memorial Hospital site, Queen St. corridor and the William B. Davis Court House vacant land just north of Ray Lawson and Hurontario.

2) Maximum building heights

- No maximum heights for businesses
- Near GO train, go for high buildings
- Existing low density, cap buildings heights at around 4-5 stories.
- Yes, except downtown
- Maximum and minimum heights in certain areas

2a) Brampton's Urban Growth Centre and the Central Area

- High, not concerned
- Case by case basis

2b) Transit Nodes

- Medium, 6 or 8 max
- 12 storeys

2c) Intensification Corridors

- Low, 4 or 5 max
- 10 storeys

2d) All other areas of the city?

- Low, 3 max
- 4 storeys

3) Approaches to Intensification

- Look for examples from Europe and Australia
- Implementing minimum densities in select sections
- Majority of traditional housing with concentrations of high density development
- LEEDS points system to spur fast-tracking of green applications
- Agree with minimum densities
- Greater proportion of medium density
- Greater mix of density
- High quality urban design: New Developments with town squares that offer common amenities that enable residents to walk or bicycle to. As well, insist that concrete block walls separate dwellings with the best sound proofing available. The minimum building code standards in place that have multi-unit dwelling units separated by wood framed walls, don't meet consumers expectations. This is not an issue for reinforced concrete high-rise buildings. The more beautiful and well planned a development is, the more chances of attracting residents from their single family detached homes into multi-unit homes.

4) Other Considerations

- Improve transit, especially GO frequency and expanded times
- Finish the 410!
- Build infrastructure (especially roads) first, then build out residential
- Crack down on illegal multi-family residences
- LEED
- Available infrastructure includes soft services
- Brampton needs to attract a large-scale, mixed-use development into the downtown core, which could include commercial/retail, hotel and residential use. The City could identify potential sites that would be ideal for such a project and offer tax incentives to attract property owners or developers. Ideally the location of such a project would be in close proximity to the Rose Theatre and the commercial area of Main St. and Queen. (S/W corner of Queen St. and George St ; Queen St. and Carnegie Lane; the north side of City Hall).
- Critical for the City to implement a Public information program that outlines municipal and regional operating and capital costs associated with the development and ongoing management of services and infrastructure in the City of Brampton and Region of Peel.



*Brampton's Response to the
Provincial Growth Plan*

How Should Brampton Grow?

Workshop #4:

Protecting What is Valuable: Natural Heritage and Conservation Policy Review

DRAFT SUMMARY REPORT

Thursday, October 23rd, 2008
6:00 p.m. – 9:00 p.m.

Windsor Ballroom B, Courtyard Marriott,
90 Biscayne Cres., Brampton

Prepared by Lura Consulting

This workshop summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Brampton's Response to the Provincial Growth Plan. This summary captures the key discussion points from Workshop #4 on October 23rd 2008. If you have any questions or comments regarding the summary, please contact either:

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I Introduction

The City of Brampton's Planning, Design and Development (PD&D) Department is currently undertaking a Growth Plan conformity exercise to implement the policies of the Provincial Growth Plan for the Greater Golden Horseshoe. One component of this exercise is public engagement. On February 27th 2008, Brampton Mayor Susan Fennell hosted a Town Hall Meeting attended by over 300 participants to launch the public engagement process. . The City held the first public workshop, an Introductory Workshop, on April 3rd 2008. The purpose of Workshop #1 was to inform participants of the goals, policies and changes required by the Provincial Growth Plan and to obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

On October 23rd 2008, the City hosted *Workshop #4 Protecting What is Valuable Natural Heritage and Conservation Policy Review*, the fourth in a series of public workshops as part of the Growth Plan public engagement process. The purpose of Workshop #4 was:

- To inform participants of the goals and policies required by the Provincial Growth Plan relating to natural systems, recreational and urban open space, cultural heritage and resource conservation.
- To inform participants about Brampton's current policies to address natural heritage and conservation policies.
- To obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

This workshop report provides a summary of the feedback received at Workshop #4.

2 Workshop Format

The workshop was held from 6pm to 9pm in the Windsor Ballroom B, at the Courtyard Marriott in Brampton. Participants were asked to register ahead of time with staff from Planning, Design and Development. A total of 26 participants attended the workshop. The room was set up with nine roundtables seating 5-6 participants at each table, along with one or two City staff. Each participant was given a workshop package, which included:

- "How Should Brampton Grow?" pamphlet
- "How Should Brampton Grow?" Newsletter #2
- Copy of the workshop presentation
- Relevant sections of Brampton's Official Plan
- Copy of the Section 4 "Protecting What is Valuable" from Places to Grow
- Workshop workbook (containing an introduction to the workshop topic, the workshop agenda and discussion questions)
- Evaluation form.

Information panels on natural heritage features were set up for attendees' viewing before and during the workshop. Copies of the Provincial Growth Plan were available at each table. The workshop agenda is provided in Appendix 1.

At 7:00 p.m., Adrian Smith, Director of Planning and Land Development Services, gave brief opening remarks, welcomed the participants and invited them to actively engage in the workshop discussions and freely share ideas. Mr. Smith noted that the results of this workshop would inform the staff's information and recommendations to Council on Brampton's environmental issues and how Brampton should update its natural heritage and conservation policies in the City's Official Plan.

Questions and Answers During Opening Remarks

Q: I noticed at the registration table that developers and residents are identified. Did everyone receive the same information?

A: *There is only one contact list; we identify the stakeholder groups when someone registers and we try to ensure a mix of stakeholder perspectives at each table. All participants have received the same information.*

Q: Concerning the Brampton Brick quarry application, how does extracting shale protect natural heritage?

A: *The City is required to respond to the Provincial Policy Statement and Growth Plan. In section 4.2.4 of the Growth Plan, aggregate resources are identified as something that needs to be considered. This does not mean aggregate resources trump all else. Current policies allow for potential extraction, but not at the expense of all else. Each quarry needs a license from the Province and rezoning, which will include the consideration of impacts to the community.*

Lead facilitator David Dilks gave a brief introduction explaining the purpose and process for the workshop. In addition to participating during the interactive portions of the workshop, the participants were encouraged to submit written comments using the workbooks at the conclusion of the workshop or by November 13th 2008 if more time was desired to provide feedback.

At 7:15 pm, Janice Given, Manager, Growth Management and Special Policy, and Susan Jorgenson, Manager of Environmental Planning presented an overview of the City's natural heritage initiatives and policies – "Natural Heritage and Conservation Policy Review – which was followed by a few questions of clarification from participants (summarized in Section 3).

Following the presentation and questions and answers, participants then took part in interactive roundtable discussions. The participants then addressed the following questions in an interactive roundtable discussion, directed by Mr. Dilks and facilitated by assigned staff at each table.

Questions for discussion:

- 1. Growth and environmental conservation is legislated by PPS, Growth Plan and Greenbelt Plan, and land use planning must balance increased populations, compact urban form, intensification and redevelopment, transit-supportive densities, efficient transportation and transit systems, sufficient employment and industrial lands, resource use and economic prosperity in conjunction with natural heritage system protection.***

- a) ***What approaches would you suggest to create jobs to ensure economic prosperity while providing greater protection of our natural and cultural resources?***
 - b) ***What can other levels of government; the business community and our residents do to help overcome these challenges?***
2. ***Is there anything that you think the City of Brampton needs to add to its initiatives to meet the Growth Plan policies?***
3. Education and community engagement are key factors in protecting our natural and cultural heritage resources, providing recreational and open spaces, conserving our resources and creating a culture of conservation.
How could Brampton engage the community to encourage residents and businesses to share in 'Protecting What is Valuable' in Brampton?

Following the discussions, a presenter from each table reported highlights of their discussions back to the main group. Highlights and summaries from each table's comments were recorded and projected live on screen by Lura staff.

The workshop ended with brief closing remarks by Janice Given, Manager of Growth Management and Special Policy. Ms. Given thanked the participants for their contributions, noting that a discussion paper would be posted to the project website in November and that the City would welcome further feedback at that time. Ms. Given also briefly described a future exercise planned as part of the development of an environmental master plan.

The workbooks collected from the six tables were used to generate the following summary of feedback. Individual written comments were also considered in developing the summary.

3 Summary of Feedback

3.1 Presentation Q and A

After the City Staff presentation on "Natural Heritage and Conservation Policy Review," the following questions were raised by participants:

Q: What is the definition of open space?

A: *Following the City of Brampton's Official Plan, open space includes: natural systems, wood lands, wetlands, and active park land.*

Q: How does the City quantify "what is valuable"? Is there a ranking system? How does the City compare protection options?

A: *The City does not apply economic values to natural resources. Each case is unique. We review each option and consider trade-offs between impacts. We look at the entire natural system and what is needed to protect the system. Ecosystem based "sub-watershed" planning also considers what is valuable and needs protection.*

Q: Is the 'cash in lieu' option available to all developers? Is there a limit?

A: The City follows tight rules according to the Provincial Planning Act. A maximum of 5% of land or 1 hectare per 300 units can be provided in land or equivalent cash in lieu. We use the opportunity to balance efforts across the City and maximize what we can achieve through the development process, but we can only negotiate within the Planning Act limits.

Q: Does the City have an estimate of the cost to maintain the City's parks and open space?

A: The City does track such expenses within the budget process, but we do not have the numbers here tonight.

Q: Does the City specify targets for the amount of natural area it will maintain? I think there is only 11% natural area left. I recommend the City aims for 14%.

A: At this point, no specific target has been set. There are some 6000 acres of parkland and open space, with many opportunities for purchasing parkland. The science based sub-watershed planning process helps us identify what areas we need to protect.

Q: Do we know the ratio of paved vs. natural trail (e.g. soft stone) pathways in the City?

A: We don't have those specific numbers here tonight, however the City aims to provide extensive opportunities for active transportation. Paving is desirable for biking and accessibility. We also provide passive recreation with less paving. The type of pathway also depends on the natural system hosting the path and what impacts are likely.

Q: Are there plans for ground water preservation? Is water scarcity a recognized issue?

A: The City does have ground water protection policies. Although most of the City is on municipal services and few residents use wells, we still recognize this is a significant issue for households with wells. We require hydrogeological studies in the planning of each new community to determine if there are any issues to protecting our natural heritage system and ground water resources. We promote low impact development and sustainable storm water management. The Region of Peel has jurisdiction to protect the well water supply.

Q: We need to consider the larger context, not just within the City boundaries, but the entire region and the whole of southern Ontario. We need to use our land efficiently.

A: You can see on the display boards that we have provided the larger context of the region, and broader provincial lands.

Q: There are hundreds of acres in the greenbelt. Shale extraction jeopardizes the Credit River water system.

A: The Greenbelt policies allow for aggregate extraction, but as noted earlier, a license would need to be applied for and potential impacts examined.

Q: “Open spaces” are not all natural eco-systems. How will the City ensure natural assets are secured? There needs to be prioritization.

A: The City has several categories of open spaces, not all are treated equally. Some of the maps on display here show some segmentation of the various types of open space.

3.2 Common Themes from Roundtable Discussions

There were several common themes emerging from the roundtable discussions, including:

- Promote intensification and mixed-use development.
- Direct high density uses to appropriate locations, such as the downtown/Urban Growth Centre.
- Consider establishing natural heritage protection targets.
- Conduct an urban tree study and increase tree planting.
- Use incentives and to promote the green economy and green buildings (e.g. LEED certified).
- Give additional focus to water quality and quantity.

Aggregated responses to each discussion question are presented below.

3.2.1 Balancing Economic Prosperity While Protecting Nature

Question #1a:

What approaches would you suggest to create jobs to ensure economic prosperity while providing greater protection of our natural and cultural resources?

- Encourage/require high density development, and intensification.
- Accommodate more growth in less sensitive areas.
- Support the green economy: introduce economic policies, subsidies and grants for renewable energy systems, green buildings, green business and green development, e.g. eco-industrial parks and strategic partnerships consisting of renewable energy/cogeneration networks; rebates for LEED standard buildings; carbon tax like policies.
- Create identifiable and marketable employment lands.
- Provide clear rules and goals. Natural heritage regulations should not be a moving target.
- Focus on dependable public transit that is just not dependent on buses to attract businesses.
- Discourage warehouse employment. Instead promote institutional employment, high density employment (e.g. offices) and jobs that have a sustainable future.
- Protected high quality natural heritage will attract progressive businesses.
- Fully adopt the recommendations of the Pembina Institute (2006, 2007, 2008), the Canadian Urban Institute (2005) and the Neptis Foundation (2006), by limiting the development, and especially, expansion of hard infrastructure (impermeable surfaces) such as road and highway expansions.
- Conduct a full-cost analysis of new growth in Brampton, i.e. triple bottom line financial, social and ecological.
- Create more opportunities for people to live and work in Brampton.

- Encourage jobs that promote a culture of conservation such as building bike paths from waste (from out of style interlocking brick, and discarded concrete slabs, broken asphalt).
- Promote green roofs on flat roofed industrial buildings.
- Train young people in trades with a program that teaches them construction, service, and organizational skills by working on a natural/cultural park (e.g., in Norval).
- Economic prosperity does not have to only mean growth.
- Preserve/conservate our natural heritage for the longest time conceivable. Extraction of our mineral resources (shale) should only occur if there is a genuine need.
- Question the Province's model for growth.

3.2.2 How Others Can Help Address These Challenges

Question #1b:

What can other levels of government; the business community and our residents do to help overcome these challenges?

- More public education on environmental protection.
- Stronger government policies to reduce pollution.
- Employers could provide more incentives for employees, (e.g. showers for bikers).
- Increase government funding to conservation authorities.
- Business can take part in campaigns like Earth Day, smart commute day, community day and volunteerism.
- Partner with multiple sectors of society, government and NGO's to adopt a Genuine Progress Index (GPI) and Green Systems of Natural Capital Accounts.
- Work with Stats Canada and Pembina Institute and the Credit Valley Conservation Authority to use economic arguments to protect Brampton's Natural Heritage.
- Implement community allotment gardens/sustainable agriculture.
- Protect every piece of natural watershed in Brampton.
- Regulate destructive practices, offer incentives for innovative solutions (LEED and green roof incentives).
- Connect bicycles to Norval. After the North-south Bramwest parkway is built, designate Winston Churchill north of Hwy #7 as one lane, with the other lane for cyclists and pedestrians.
- Establish the Norval greenbelt as a vast, connected protected land. Restore the ecosystem in disturbed areas. Government, businesses and residents can work together to make Norval greenbelt public land. Connect the Credit River watershed from Halton Hills, through Brampton, to Mississauga. Brampton residents and businesses will be proud to host the most extensive urban watershed preservation park in Ontario.
- Homebuilders and buyers should be demanding green homes. New developments should all be required to be green (LEED standard). The new sub-urban development should have pedestrian self-sufficiency. No more individual driveways and garages, cars should be parked in a neighbourhood parking lot.
- Businesses could truck-pool, residents could car pool. An empty gravel truck on a return trip should not be allowed.
- Build a network that makes reusing resources easy. Plan for infrastructure that distributes waste to re-users and recyclers.

- Plazas should have to make the automobile less convenient – more trees in the front, parking lots in the remote background.
- Construction and renovation could use more recycled material.

3.2.3 New Initiatives

Question #2:

Is there anything that you think the City of Brampton needs to add to its initiatives to meet the Growth Plan policies?

- Add more bike lanes on main roads – functional, not just recreational.
- Explore cross-hatching to facilitate pedestrian movement.
- Increase tree planting programs.
- Improve public transit.
- More mixed-use zoning.
- Develop an urban tree canopy study.
- Ensure strong water quality and quantity protection policies, both urban and rural.
- Discourage traditional grass lawns that require water and high energy inputs.
- Use cost sharing and block planning to afford sustainable development initiatives.
- Direct high density uses to appropriate locations, such as the downtown/urban growth centre.
- Identify likely future Council direction to review best practices for national policies and what other municipalities or conservation authorities are doing.
- Include water quality and quantity as a target.
- Be precise for what is to be saved, and provide clarity for protected features, such as greenways and natural connectors, woodlots, wet lands, etc.
- Promote low impact development and LEED certified buildings.
- Support the TRCA in its acquisition of natural heritage lands/farmlands and cores, corridors and habitat patches.
- Use sustainability funding (from Federal gas tax) as well as funds from levies and from tree protection by-law taxes/penalties to restore natural heritage system lands in Brampton.
- Implement ecological restoration for derelict sites and underutilized parks in Brampton.
- Adopt development controls (strong ones) for greenfield sites adjacent to core habitat patches/woodlots/ESA's/ANSI's, etc to buffer these lands from invasive species, pollution, noise and climate change impacts.
- Clearly define what the specific criteria and indicators of ecosystem planning may be – what will it mean/look like for NW Brampton?
- Create networks of 'eco-villages' which is the most appropriate scale for investing in and implementing green technology and innovation.
- Adopt conservation thresholds for land use planning - educate land use planners, engineers and transit planners and Council on natural capital and natural heritage.
- Do not lump natural heritage lands with 'open space'. Natural heritage lands deserve separate and special attention.
- Increase development charges and use strategically.

- Develop uncompromising tree and watershed protection plans. Decide the fate of shale, protect the prosperity of wildlife, and establish a vast conservation park in the watersheds of NW Brampton and Norval.
- Shale quarry rezoning applications should have to assess several non-greenbelt sites.
- Study ground water and make an inventory.
- LEED and green roof incentives.
- Plan not only for a NS Bramwest Parkway, plan also for a heritage bike route.
- Engage youth in meaningful green industries or cultural activities.
- Compact Smart cars or other efficient vehicles could be given priority lanes or favoured parking.
- Preserve/conservate our natural heritage for the longest time conceivable. Extraction of our mineral resources (shale) should only occur if there is a genuine need.
- Penalty fines for idling vehicles.

3.2.4 Engaging the Community

Question #3:

How could Brampton engage the community to encourage residents and businesses to share in 'Protecting What is Valuable' in Brampton?

- Conduct school programs on how to use transit.
- Add an environmental charge to the tax bill, to get the attention of taxpayers.
- Involve all residents. Especially engage new Canadians.
- City should lead by example, e.g. lighting, recycling, LEED standards.
- Promote recycling within businesses.
- Provide incentives to encourage participation in programs, e.g. coupons for local businesses.
- Conduct a competition to reduce personal/business carbon footprint.
- Support community gardens and locally grown food.
- Promote environmentally themed community events.
- Improve the infrastructure of pathways, (e.g. signage that is appropriate for non-English speakers).
- Use better communication tools.
- Use the local media, e.g. Guardian, multilingual, multicultural newspapers, and also TV.
- Involve religious groups.
- Help people connect with local green spaces close to their home.
- Use the schools as a resource and communication outlet.
- Promote the concept of common ownership of natural heritage and our need to protect it.
- Work with existing NGO's and community groups, rate payers association and all stakeholders, including special interest groups, like First Nations/Aboriginals and residents.
- Form strategic partnerships for sustainability- incentives for local sustainability businesses (see: www.partnersinprojectgreen.com).
- Work with the Ecological Monitoring and Assessment Network and other environmental NGO's and technical specialists and stakeholders, including OCETA (www.oceta.ca), Community Environmental Alliance of Peel, SUDA (www.suda.ca), and university professors and sustainability institutes/specialists, to protect, manage and enhance natural heritage lands in Brampton.

- Have mentorship programs for students and residents who want skills and knowledge in environmental related field.
- Create community sustainability plans for residential submissions/communities to manage their waste, air pollution, ecological footprint/human activity on a weekly and monthly basis. Provide log books so they can track their progress (written in multiple languages and provide incentives/rewards for positive human behaviour).
- A public notification in the local paper does not engage the community. Make sure that the residents of NW Brampton are fully informed of planning issues and deadlines for public input. The Brampton Guardian does not reach this area.
- Fund arts and culture in the streets.
- Offer free theatre tickets to cyclists and pedestrians.
- Recognise participants who take green action with signs, plaques, awards, etc. that displays civic pride.

4 Summary and Next Steps

At Workshop #4, participants provided suggestions and ideas for City staff to consider in the City's efforts to achieve the Provincial Growth Plan goals related to natural heritage and conservation policy. In fall 2008 and winter 2009, the PD&D Department will host additional public workshops to address other aspects of the Provincial Growth Plan goals. Related discussion papers will be posted to the City's website early in 2009, providing a further opportunity for public comments.

Appendix I – Workshop #4 Agenda

Workshop Purpose:

- To inform participants of the goals, policies and changes required by the Provincial Growth Plan relating to natural systems, recreational and urban open space, cultural heritage and resource conservation.
- To inform participants about Brampton's current policies to address natural heritage and conservation policies.
- To obtain input on how participants would like to see the Growth Plan's policies implemented in Brampton.

6:30 p.m.	Sign In and Open House
7:00 p.m.	Welcome and Opening Remarks John Corbett, Commissioner, Planning, Design & Development
7:05 p.m.	Workshop Purpose and Agenda Review David Dilks, Lura Consulting, Facilitator
7:10 p.m.	<u>Presentation:</u> Natural Heritage and Conservation Policy Review Janice Given, Manager, Growth Management, City of Brampton Susan Jorgenson, Manager, Environmental Planning, City of Brampton
7:50 p.m.	Questions of Clarification City of Brampton David Dilks, Lura Consulting, Facilitator
8:00 p.m.	Roundtable Discussion Led by David Dilks, Lura Consulting, Facilitator
8:40 p.m.	Roundtable Discussion Highlights Led by David Dilks, Lura Consulting, Facilitator
8:55 p.m.	Next Steps and Closing Remarks Janice Given, Manager, Growth Management and Special Policy
9:00 p.m.	Adjourn

Appendix 2 – Verbatim Text from Roundtable Worksheets

Below are written comments on the worksheets handed in from the roundtables.

Table 1

1a) Economic security and protection of natural/cultural resources

- Meadowvale Office Centre/Head Offices
- Plan for these uses
- Low land use
- Many employees
- Knowledge-based business as opposed to industrial uses that use a lot of land/few employees
- University/education centre- set aside land

1b) Government and business challenges

- [No response]

2) Initiatives to meet Growth Plan policies

- Drive density higher
- Policies to promote intensification to downtown/UGC
- Direct high density uses to appropriate locations
- Brownfield policies to promote redevelopment
- Incentive policies
- Woodlot protection
- Preservation of existing features
- Cost sharing/block planning
- Precision for what is to be saved, more clarity for protected features.

3) 'Protecting What is Valuable'

- Tax Bill! Add a charge to tax bill for environmental, then they'll pay attention
- Use it (appropriately), want to protect it
- Parks programs/schools use- emphasis
- Ownership!! Protect what you value

Table 2

1a) Economic security and protection of natural/cultural resources

- Focus on public transit to attract business, car pooling
- Discourage \warehouse development, promoting institutional employment
- Jobs that have a future (sustainable)
- More education
- Carbon tax policy that rewards green and taxes harmful actions
- Jobs for educating the public on environmental issues
- Public education in schools

1b) Government and business challenges

- Stewardship within Peel and education (school)
- Stewardship for everyone
- Government allows positions and policies to stop different forms of pollution

2) Initiatives to meet Growth Plan policies

- New forms of transportation
- Energy efficient buildings, local materials construction (LEEDS initiative)
- Prioritising development
- No grass, works with the carbon footprint

3) 'Protecting What is Valuable'

- Stewardship being increased in the City's part
- Green fairs
- Websites

Table 3

1a) Economic security and protection of natural/cultural resources

- Growth in least sensitive area to protect natural heritage
- Promote intensification and density
- Protect high quality natural heritage to attract jobs producing land uses/business to Brampton
- Identifiable/marketable employment areas, natural heritage features
- Need clear goals and rules- targets for natural heritage are not moving targets

1b) Government and business challenges

- [No response]

2) Initiatives to meet Growth Plan policies

- Urban tree canopy strategy
- Policy amendment or council directive on a regional city based modern exercise [?]
- Water quality/quantity policy in urban/rural

3) 'Protecting What is Valuable'

- [No response]

Table 4

1a) Economic security and protection of natural/cultural resources

- Eco-industrial parks/partnership
- Job= # people (job neutral)

1b) Government and business challenges

- Employment- diversity/local (attracting quality jobs)
- Introducing grants/financial incentives for 'green energy/projects'
- Improve industrial standards (new) (i.e. Water management/energy conservation)

- LEED standards
- Public transit integrated (bus/bike)
- Employers providing incentives (i.e. Showers)
- DC for rebates to 'green buildings'
- Community improvement areas (i.e. Intensification)

2) Initiatives to meet Growth Plan policies

- Green spaces/natural areas need to remain restored and protected
- Main transportation routes
- City-wide targets for naturalized
- Intensification targets (residential density)
- Mixed use

3) 'Protecting What is Valuable'

- Engaging new Canadians/involving all residents
- City-lead by example- lighting, recycling, LEED standards
- Community of city programs
- Recycling for businesses
- Incentives to encourage participation- i.e. food
- Community gardens- local grown food
- Community events- environmentally themed- market/promote events better
- Infrastructure- pathways, signage, Multilanguage
- Integration of environmental groups
- Competitions
- Better communication tools

Table 5

1a) Economic security and protection of natural/cultural resources

- We believe the wording in 1a) is misleading
- We believe that there can be a win-win outcome when the natural resources are protected without sacrificing economic factors.
- Using the latest technologies that will save money thereby increasing density, increasing dollars city earns/collect

1b) Government and business challenges

- Level of funding from levels of government to increase
- Business incentives (local environment)
- Increase funding to conservation authorities
- Government increase
- Earth day/smart commute day/ community day
- Volunteerism
- Work with local businesses- McDonalds/ Pizza Pizza
- Fun day environment- valley walks

2) Initiatives to meet Growth Plan policies

- Make the transit system better

- Mixed use zoning residential/ commercial
- Protecting of natural areas
- A survey of natural forest/ environment by the City of Brampton
- Natural areas being destroyed/ removed from development
- Increase development costs
- Increase density
- City to meet with Province to request increase to development charges

3) 'Protecting What is Valuable'

- Media- Guardian, multilingual, multicultural newspapers
- By example/ parents
- Religion/ churches
- Local green spaces- close to home!
- Schools

Table 6

1a) Economic security and protection of natural/cultural resources

- Growth has to be accommodated- 2031 over 720,000 population
- May have to compromise in industrial areas to achieve prosperity due to development, not being able to conserve lands
- Density targets- high-rise, townhouses, mixed areas
- Issue of balance- challenge how will it happen?
- Strong leadership to make it work- municipality needs to balance all objectives- pick functions for each urban setting – each piece of lands purpose.

1b) Government and business challenges

- Municipality needs to have bottom-line on balance
- City needs to have control of priority on areas looked at- rural/ urban needs
- Concerned about environmental pollution- instead of driving to work/employment needs to be close enough to cycle/rollerblade.

2) Initiatives to meet Growth Plan policies

- Bike lanes on main roads- functional, not just recreational
- Explore cross hatching to facilitating pedestrian movement
- Improve industrial standards
- Plant trees programs

3) 'Protecting What is Valuable'

- Programs on how to use transit in schools- parents care for car use generation.
- Some have never used transit- how will they teach their kids
- Green tree planting days- MNR plants tree program
- Clean air to keep car in driveway- competition to conserve carbon footprint (promo tools)
- Incentive- companies promote discount transit passes or get discounts from various companies- 5% for pizza/products/services
- Shock approach- to getting community members involved- we need to focus on not that ever thing is being looked after in 'policies'.

- Put ads on Global/CTV/ROGERS CABLE 10, to get involvement- transit to get people to conference
- Waterways flooded in winter- to skate encourage outdoor activity
 - E.g. 44 acres in Kleinburg- 1 school/colleges/businesses plant section with certain species
 - 44 acre forest that was a field planted by various groups- flood plan
 - Community gardens
 - Base awareness on green space for students

Appendix 3 – Verbatim Text from Worksheets Submitted by Individuals

1a) Economic security and protection of natural/cultural resources

- Adopt policies and provisions for creating eco-industrial parks and strategic partnerships consisting of renewable energy/cogeneration networks.
- Re-materialization and energy reuse systems.
- Management models and processes with 'sustainability' and industrial ecology/metabolism at their heart- utilize green economy/green business retention and attraction.
- Introduce economic policies, subsidies and grants for supporting renewable energy systems, green buildings and green development- recognize that the green building sector is one of the fastest growing sectors in the world.
- Fully adopt the recommendations of the Pembina Institute (2006, 2007, 2008), the Canadian Urban Institute (2005) and the Neptis Foundation (2006), by limiting the development, and especially, expansion of hard infrastructure (impermeable surfaces) such as road and highway expansions.
- Conduct a full-cost analysis/valuation of new growth in Brampton (NW Brampton and Mount Pleasant) consistent with good, long-term financial planning and best management practices.
- Accommodate more growth in less sensitive areas.
- High density development.
- Create identifiable and marketable employment areas- e.g. by-laws.
- Live and work in Brampton.
- Deter urban sprawl.
- Balance- natural heritage and employment.
- Mount Pleasant.
- Sustainable development to encourage proper balance for employment/economic use.
- Need clear rules and goals-important that natural heritage regulations not a moving target.
- Do not get hung up in numbers and percentages.
- Encourage jobs that promote a culture of conservation such as building bike paths from waste (from out of style interlocking brick, and discarded concrete slabs, broken asphalt).
- Promote green roofs on flat roofed industrial buildings.
- Train young people in trades with a program that teaches them construction, service, and organizational skills by working on a natural/cultural park (in Norval).
- Economic prosperity does not have to only mean growth.
- Preserve /conserve our natural heritage for the longest time conceivable. Extraction of our mineral resources (shale) should only occur if there is a genuine need.
- Question the Province's model for growth.

1b) Government and business challenges

- Partner with multiple sectors of society, government and NGO's (such as Genuine Progress/ Pembina Institute) to adopt a Genuine Progress Index (GPI) and Green Systems of Natural Capital Accounts.
- Work with Stats Canada and Pembina Institute and CVC to use economic arguments to protect Brampton's Natural Heritage- systems and species of concern .
- Create a complete database of sustainable development practices and methods to work from.
- Implement community allotment gardens/sustainable agriculture.
- Implement these through sustainable development test sites (see John Waller, York Region 2007, "Best Practices for New Communities' discussion paper.
- City: make clear what is required.
- 'Moving target' should be avoided.
- Citizens left to take burden.
- Protect every piece of natural watershed in Brampton.
- Regulate destructive practices, offer incentives for innovative solutions (LEEDs and green roof incentives).
- Connect bicycles to Norval. After the North-south Bramwest parkway is built, designate Winston Churchill north of Hwy #7 as one lane, with the other lane for cyclists and pedestrians.
- Establish the Norval greenbelt as a vast, connected protected land. Restore the ecosystem in disturbed areas. Government, businesses and residents can work together to make Norval greenbelt public land. Connect the Credit River watershed from Halton Hills, through Brampton, to Mississauga. Brampton residents and businesses will be proud to host the most extensive urban watershed preservation park in Ontario.
- Homebuilders and buyers should be demanding green homes. New developments should all be required to be green (LEEDs standard). The new sub-urban development should have pedestrian self-sufficiency. No more individual driveways and garages, cars should be parked in a neighbourhood parking lot.
- Businesses could truck-pool, residents could car pool. An empty gravel truck on a return trip should not be allowed.
- Build a network that makes reusing resources easy. Plan for infrastructure that distributes waste to re-users and recyclers. A factory with excess heat or water, or a home with some type of waste, homebuilders and renovators with reusable materials should have pipes, bike cart trails, a prosperous skinny man.
- Plazas should have to make the automobile less convenient – more trees in the front, parking lots in the remote background.
- Construction and renovation could use more recycled material.

2) Initiatives to meet Growth Plan policies

- An education program for Brampton residents is critical to ensure that responsible and personal community roles in growth management and natural heritage protection are understood.
- Support the TRCA in its acquisition of natural heritage lands/farmlands and cores, corridors and habitat patches.

- Use sustainability funding (from Federal gas tax) as well as funds from levies and from tree protection by-law taxes/penalties to restore Natural heritage system lands in Brampton.
- Implement ecological restoration for derelict sites and underutilized parks in Brampton (for example- Pit and mound restoration helps restore old growth forest conditions).
- *Why doesn't Brampton introduce/adopt ecological fiscal reform?
- Adopt development controls (strong ones) for Greenfield sites adjacent to core habitat patches/woodlots/ESA's/ANSI's, etc to buffer these lands from invasive species, pollution, noise and climate change impacts.
- Clearly define what the specific criteria and indicators of ecosystem-planning may be – what will it mean/look like for NW Brampton?
- Create networks of 'eco-villages' which is the most appropriate scale for investing in and implementing green technology and innovation.
- Adopt conservation thresholds for land use planners- EDUCATE land use planners, engineers and transit planners and council on natural capital and natural heritage
- Do not lump natural heritage lands with 'open space'. Natural heritage lands deserve separate and special attention.
- Develop urban tree canopy study- with Region of Peel.
- Identify future council direction for staff to review national policies in light of what other municipalities or conservation authorities are doing.
- Modelling exercise.
- Water quality and quantity- other than best practices (e.g. Waterloo; looked at where growth was occurring and turns out that it was moving into protected areas).
- Protect greenways and connectors.
- SWM development; low impact development.
- LEED/green policies.
- Uncompromising tree and watershed protection plans. Decide the fate of shale, protect the prosperity of wildlife, and establish a vast conservation park in the watersheds of NW Brampton and Norval.
- Shale quarry rezoning applications should have to assess several non-greenbelt sites.
- Study ground water and make an inventory.
- LEED and green roof incentives.
- Plan not only for a NS Bramwest Parkway, plan also for a heritage bike route.
- Engage youth in meaningful green industries or cultural activities.
- Compact Smart cars or other efficient vehicles could be given priority lanes or favoured parking.
- Preserve /conserve our natural heritage for the longest time conceivable. Extraction of our mineral resources (shale) should only occur if there is a genuine need.
- Penalty fines for idling vehicles.

3) Protecting What is Valuable

- Work with existing NGO's and community groups, ratepayers association and all stakeholders, including special interest groups, like First Nations/Aboriginals and residents.
- Form strategic partnerships for sustainability- incentives for local sustainability businesses (see: www.partnersinprojectgreen.com).

- Work with the Ecological Monitoring and Assessment Network and other environmental NGO's and technical specialists and stakeholders, including OCETA (www.oceta.ca), Community Environmental Alliance of Peel, SUDA (www.suda.ca), and university professors and sustainability institutes/specialists, to protect, manage and enhance natural heritage lands in Brampton.
- Have mentorship programs for students and residents who want skills and knowledge in environmental related field.
- Create community sustainability plans for residential submissions/communities to manage their waste, air pollution, ecological footprint/ human activity on a weekly and monthly basis. Provide log books so they can track their progress (written in multiple languages and provide incentives/rewards for positive human behaviour).
- A public notification in the local paper does not engage the community. Make sure that the residents of NW Brampton are fully informed of planning issues and deadlines for public input. The Brampton Guardian does not reach this area.
- Fund arts and culture in the streets.
- Offer free theatre tickets to cyclists and pedestrians.
- Recognise participants who take green action with signs, plaques, awards, etc. that displays civic pride.



*Brampton's Response to the
Provincial Growth Plan*

How Should Brampton Grow?

Brampton Transportation & Transit Master Plan (TTMP) Sustainable Update

Public Information Centre #2

SUMMARY REPORT

Wednesday, February 4, 2009
5:30 p.m. – 8:30 p.m.

Brampton City Hall,
2 Wellington Street W, Brampton

Prepared by Lura Consulting

This summary report was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Brampton's Response to the Provincial Growth Plan. This summary captures the key discussion points and comments from the TTMP PIC #2 on February 4th 2009. If you have any questions or comments regarding the summary, please contact either:

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I Introduction

The City of Brampton's Planning, Design and Development (PD&D) Department is currently undertaking a Growth Plan conformity exercise to implement the policies of the Provincial Growth Plan for the Greater Golden Horseshoe. One aspect of this Growth Plan response focuses on transportation and transit planning. At the same time, the City is conducting a study to review and update the City of Brampton's **Transportation and Transit Master Plan**. Both of these exercises include public engagement opportunities.

On February 4th 2009, the City hosted a dual function public consultation session for the Transportation & Transit Master Plan (TTMP) Sustainable Update, which served as both the fifth in a series of Growth Plan public workshops, and Public Information Centre (PIC) #2 of the TTMP process, which is being conducted in accordance with the **Environmental Assessment Act**. The purpose of this consultation session was:

To seek public input on preliminary findings of the "Transportation & Transit Master Plan (TTMP) Sustainable Update Study" which will provide the basis for revisions and input to the transportation components of the City's Official Plan to conform to the Provincial Growth Plan policies.

This report provides a summary of the feedback received at the consultation session, as well as written comments submitted to the Project Team following the event.

2 Event Format

The consultation session was conducted in two parts:

- Part One: 5:30 pm – 7:00 pm Public Open House (City Hall Atrium)
- Part Two: 7:00 pm – 8:30 pm Presentation and Discussion (Council Chambers)

Approximately 30 participants attended the event. Each participant was given an information package, which included:

- "How Should Brampton Grow?" pamphlet;
- "How Should Brampton Grow?" Newsletter #2;
- Copy of the presentation boards/slides; and
- Workbook (containing an introduction to the topic, key preliminary TTMP Sustainable Update findings and recommendations, and a comment form).

During the Public Open House, display panels summarizing **preliminary study findings and recommendations** were set up for attendees to review. Members of the Project Team were on hand to answer questions from participants.

At 7:00 p.m. participants were invited to the Council Chambers to hear a presentation and take part in discussion. Henrik Zbogor, Manager of Long Range Transportation Planning for the City of Brampton, welcomed participants and explained how the 2009 update to the TTMP coincides both with the need for a regular review of the Master Plan, as well as with the need to consider the requirements of the Provincial Growth Plan.

Facilitator, David Dilks, gave a brief introduction, stating that the goal of the event was to orient participants to preliminary findings of the TTMP to date. Mr. Dilks described the importance of the session and how it fits into

a larger process that includes multiple studies to address the requirements of the Provincial Growth Plan. Mr. Dilks reviewed the event materials and invited participants to submit their comments by the February 20th 2009 deadline.

Mr. Tyrone Gan, Project Manager from iTRANS Consulting, made a presentation highlighting the information from the PIC display panels. The presentation is available as a PDF download on the City of Brampton website at www.brampton.ca/GrowthPlanResponse/planning.html.

Following the presentation, participants were invited to ask questions of the Project Team or provide comments on the preliminary recommendations. A full summary of the discussion is included in section 3.2.

In closing, participants were advised that the draft TTMP Sustainable Update report is anticipated to proceed to Council in the spring of 2009.

3 Summary of Feedback

Feedback on the TTMP Sustainable Update was received through a question and answer period at the PIC and through written comments received after the event. Below is a summary of key points raised by participants during the question and answer period (section 3.1) and those submitted in writing after the event (section 3.2).

3.1 Summary of Questions and Answers

Below is a summary of the discussion that followed the presentation made by Tyrone Gan of iTRANS Consulting. (Q = question; A = answer; C = comment)

- Q: In your analysis, have you considered the limits and restrictions on the downtown transit hub? Will it have sufficient capacity for future needs?

A: This study does not go into that level of detail.

A: We are aware of limitations to that facility. The City is conducting a detailed review of the Hurontario corridor which will be looking at a higher order transit connecting to the downtown.

- Q: Do you have a slide that illustrates recommendations for Brampton East?

A: The Peel-Highway 427 study gives more detail on this area, and informed the TTMP Sustainable update. More information on the Peel-Highway 427 study is available on the Region of Peel's website.

- Q: Have you considered enhanced BRT vs. traditional bus system and related costs?

A: We intend to add to the existing BRT framework (i.e. AcceleRide). Cost estimates have been prepared for these enhancements and will be refined as part of the City's Development Charge Bylaw update.

- Q: Have any studies taken into consideration preferred transit technologies?

A: Technology was considered as part of the AcceleRide program, and a recommendation was made to implement a bus-based system in the immediate short term that would not preclude a dedicated running-way operation in the future. In addition, Steeles Avenue, Queen Street, and Hurontario Street have been designated in the Metrolinx Regional Transportation Plan as Rapid Transit corridors that have the potential to accommodate BRT, LRT, or AGT. Decisions regarding technology are beyond the scope of the TTMP, though the issues is being addressed in greater detail through other studies now underway

- Q: Why does an incremental system have to be implemented rather than proceeding directly to LRT?

A: Implementing the first phase of AcceleRide as a bus-based BRT system with priority improvements is the most effective means of delivering an improved, premium transit service in the short term. Substantially more time, effort, and capital is required to implement an LRT. Introducing AcceleRide as a BRT service in the short-term is intended to address current demands in the corridors, to provide visibility for enhanced transit, and to grow ridership to levels that will justify migration to higher-order dedicated service. In the meantime, planning for dedicated running-way operations are underway

- Q: Do the 2031 forecast maps show timing of BRT implementation?

A: The AcceleRide program contains these details but it is anticipated that Queen St. service should be in operation in 2010.

- Q: Are road widenings required along the Bram East North/South Corridor?

A: At this stage we are focusing on route options.

- Q: What is driving the corridor decisions? What are criteria and factors being used to determine a preferred Bram East North/South corridor?

A: Criteria include connectivity, potential ridership and, major destinations. A preferred option will be provided in the final report.

- Q: Will car lanes be competing with dedicated BRT? Will BRT take away driving lanes?

A: We are not at that stage in the development of the Master Plan. We are currently examining ridership numbers.

- Q: What is modal split assumed in your study?

A: The forecasts are for 24% transit.

- Q: How does that compare to current ridership?

A: Currently it is about 10% transit.

- C: I see a lot of empty buses on the Viva system in York Region. I don't see the merits of a phased transit approach.

- Q: Is there a report on the preliminary findings available?

A: A report on the TTMP will be prepared that will include findings and recommendations. It is anticipated that this report will be presented to Council in May / June.

- Q: Can you provide more detail on the 407 transit way?

A: Today there is GO bus service on the 407. The Province has a plan for a transit way beside the 407. Our study incorporates this plan.

- Q: Will east-west transit connectivity to York Region be coordinated to ensure projects are ready at the same time?

A: The plan is to integrate and coordinate with York.

- C: Queen St. density is not there yet for transit. Currently buses are empty.

A: Queen Street is one of the City's highest demand transit corridors, and service has been continually increased to accommodate ridership during peak periods.

- Q: The 2004 TTMP included expanded BRT on Mississauga Rd, and Queen St extending further west. The City prioritizes AcceleRide on Queen and Steeles. Do you have further information on the phasing of the BRT going north-south?
A: Between primary routes (e.g. Mississauga Rd and Hurontario) there are also secondary bus transit routes. The City provides more service on demand. This study will inform further planning details.
- Q: Why are Acceleride projections only to 2021 compared to other projections to 2031?
A: The original AcceleRide plan only forecasts to 2021.
- Q: Why not include transit upgrades during road upgrades?
A: Certain sources of money have restricted uses, e.g. money for road improvements may not be spent on transit.
- C: There are systematic problems. There is not enough coordination between Region and City to take advantage of opportunities to maximize our budgets and minimize duplication.
A: We do coordinate work with the Region in this respect but are always looking for opportunities to improve.

3.2 Written Comments

The comments below are grouped by general topic area and are presented in no particular order.

3.2.1 *Future Road Network*

- Agree with the realignment of James Street across the GO Rail as the best solution for improving safety of the rail crossing.
- Oppose the John Street Extension, because of the following issues:
 - It is not a viable alternative to Queen Street.
 - There would likely be increased traffic congestion at a new James Street / John Street extension intersection caused, in part, by all-day GO service.
 - There would likely be increased cross-town traffic in the downtown residential neighbourhoods e.g. Wellington Street and Mary Street.
 - The medium-density housing designated lands on both sides of John Street should be maintained for attracting quality residential developments.
 - Impacts to the historic downtown community that includes executive housing.
- Concerns about the proposed extension of Ken Whillans Drive and the drainage improvements, in particular impacts to the potential to redevelop Rosalea Park in line with the City's vision to create a significant urban park in the downtown area.
- The Halton-Peel Freeway option is a preferred alternative because it provides direct easy access to both Highways 401 and 407.
- The reconstruction of Winston Churchill Boulevard is urgently required to satisfy long term north-south traffic requirements.
- Prefer potential road improvements required for the alignment of the Bram West Parkway and North-South Transportation corridor to be designed within the existing constraints, e.g. avoid impacts caused by changes to road alignments.
- Major traffic routes should avoid the settlement of Norval.
- The most direct crossing of the Credit River should be selected.
- Support for channeling the movement of heavy truck traffic outside of the downtown core and for ensuring that truck routes are well identified and enforced.

- Support 'dropping' the Brampton Freeway option from further consideration as a road network alternative.
- Proposed road network and timing of delivery within Secondary Plan 50 are appropriate.
- It is imperative that the final TTMP recognize that the delivery of James Potter Road is essential in the short term and respectfully request that its timing be brought forward to 2010 instead of 2015 as previously stated

3.2.2 Future Transit Network

- Recommend Light Rail Transit (LRT) over Bus Rapid Transit (BRT).
- Recommend a transit rapid-way down the centre of each major roadway to accommodate a BRT for Bovaird Drive, Steeles Avenue, and LRT for Hurontario Street, Main Street, and Queen Street.
- Focus on the Queen Street corridor first for transit improvements.
- Seek funding from the Federal Government for transit.

3.2.3 Active Transportation

- Support the inclusion of Travel Demand Management and Active Transportation as key components of the overall transportation strategies for the city.
- Provide new facts, concepts or ideas on how to get Brampton residents out of their vehicles and using public and active transportation.
- Promote biking and walking to and within downtown Brampton, which also requires providing a safe network of pathways and bike routes.

3.2.4 Goods Movement

- Support the channelling of the movement of heavy truck traffic outside the downtown core and ensure the truck routes are well identified and enforced

3.2.5 Requests for Clarity and Information

- The PIC #2 did not seem to provide much new information from the previous PIC.
- Further details on specific dates and program deliverables would be appreciated, especially for the shorter 5 - 10 year road development forecasts.
- Encourage final road alignments to be decided soon so that development planning can move forward.
- Provide clarity on the plans for the North-South Corridor, Halton-Peel Freeway and the Bramwest Parkway, particularly how they relate to Embleton Road.
- Provide clarification and ensure coordination of the allowances being made for a potential Halton-Peel Freeway and Brampton Parkway.

3.2.6 Other Comments

- Improve planning and coordination of road construction projects for efficiency, e.g. road widening at the same time as new curbs, sidewalk repairs, utility repositioning and asphalt resurfacing.

- Support ‘dropping’ the Brampton Freeway option from further consideration as a road network alternative.
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April 17, 2009

Project: TM.BR

Growth Plan Program
Brampton's Response to the Provincial Growth Plan
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

**Re: Assessment of Planned & Potential Growth in Greenfield Areas: Discussion
Paper for Public Review**

We are the planners for the Vales of the Humber Landowners Group and are currently working with City staff on the Vales of the Humber Secondary Plan.

We have reviewed the report *Assessment of Planned & Potential Growth in Greenfield Areas: Discussion Paper for Public Review* by Hemson Consulting Ltd. We commend staff and the consultants for a very thorough and well-documented report. In particular, Section IV succinctly addresses the challenges to accommodate increased greenfield densities. As Hemson, has indicated many of these challenges are not directly related to land use planning and a broader discussion needs to occur with other departments and agencies to address the challenge of creating more compact, liveable communities.

With respect to the Vales of the Humber, Secondary Plan Area 50, our team of consultants has completed the Phase 1 reports. Our detailed analysis has found that the overall gross area is 267.6 hectares of which approximately 47.2 hectares are within areas, which would meet the definition of natural heritage features (or environmentally protected areas which is the term used in Table 5). This leaves a gross developable area of 220.4 hectares not 212 hectares as set out in Tables 5 and 6.

The report is correct on page 16 that the Vales of the Humber is designated for "executive housing". However, we are unclear how the report arrives at a housing unit potential of 2,260 units on page 17. It is neither reflective of existing policy, our work on the secondary plan nor the density that could result from the Growth Plan target. We have only recently provided a final draft concept plan to the City and a potential unit count has yet to be arrived at. However, if the growth plan density were applied to the Vales of the Humber, approximately 2700 units could be accommodated.

Although the Vales of the Humber is designated for "executive housing", it doesn't mean that such areas should be exempt from the Growth Plan's intent for more compact, walkable and transit supportive communities. This intent cannot be achieved by having very high densities in



some areas of the City and very low densities in other parts. Our work has found that the Vales of the Humber can be developed into an upscale, executive housing area based entirely on single detached housing with a full range of lot frontages while still achieving the Growth Plan target density.

We are also confused by Table 2 and the differences between 'Household Population' and 'Total Population'. We understand the issue with the Census and the undercount of existing residential areas. We assume that the undercount accounts for both uncounted population as well as unaccounted households. When planning for new greenfield areas, however, we know the specific number of units that will result – as set out in column 2 of Table 2. It is assumed that the "Persons per Unit" assumption in column 3 is an accurate reflection of the average number of persons per household. If that is the case then the household population must be the exact population. Why the refinement to a total population?

The "Other Population-Related Employment" in Table 4 also seems high for the Vales of the Humber. The final draft concept plan for the Vales of the Humber contains a neighbourhood commercial centre of 4 hectares and two small convenience commercial blocks as well as four schools and one place of worship. Even at 75 jobs per hectare for commercial, which we believe to be high, we arrive at 630 jobs. However, we believe a more realistic commercial density is likely in the range of 55 jobs per hectare.

Thank you for the opportunity to provide comments and would welcome the opportunity to discuss these further with you. We look forward to reviewing the next series of growth management papers.

Yours very truly,

SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

Paul Lowes, M.E.S., MCIP, RPP
Principal

Copy Vales of the Humber Landowners Group

R. 1 April 19/09
6:06 PM**Goss, Natalie**

From: Florence Wellington-Hamil [trendz_setta@yahoo.ca]
Sent: 2009/04/19 6:06 PM
To: Growth Management Program
Cc: Florence Wellington-Hamil
Subject: Re: Brampton's Response to the Provincial Growth Plan - Discussion Papers Available for Review Online
Follow Up Follow up
Flag:
Flag Status: Flagged

Dear Members of the "Growth Plan Project" Team,

I apologize for the delay in my response, however, I must congratulate the Team on a very comprehensive and insightful report.

My general comments are that for sustainable development I concur with the report that a shift is needed from low-intensity to high-intensity activities, including manufacturing and in the area of cultural heritage preservation, tourism.

- The policy suggested of minimum density controls for residential areas requires careful scrutiny especially in terms of cultural differences in space requirements and the potential for conflict which may arise from these differences. The involvement of the community and stakeholders at all stages of the game is crucial for success. Non-traditional communication tools and focus groups with all groups and ages and from various cultural and socio-economic backgrounds is recommended. This may mean articles and advertisements in newspapers geared towards ethnic communities and in different languages and focus groups facilitated by members of that specific community.
- Collaboration in the identification of land which is currently underdeveloped but which is controlled by different municipalities including the City of Brampton, Vaughn and Toronto with potential for cultural heritage preservation and employment earning potential should be explored in terms of promoting sustainable development and preservation for current and future generations.
- The role of non-governmental organizations including Habitat for Humanity and the Aboriginal community, Toronto Council Fire and the Peel Aboriginal Network especially as it relates to providing women with skills in non-traditional sectors is worth exploring in terms of exploiting the opportunities that exist in the conservation policy and plan and should help to develop these areas especially along arterial roads.

- The Jamaican experience in terms of the National Housing Trust and how this entity led to increased housing opportunities and a corresponding higher-density in low-density areas is worth exploration.
- A Study Tour to share experiences and identify any scope for collaboration between Canada and Jamaica or Brampton and a low-density town, for instance, Port Maria and its environs or Port Antonio in Portland or areas to be identified in collaboration with the relevant Parish Council could provide useful insights which may be of mutual benefit in terms of increasing economic activity, employment and trading opportunities especially if explored on a pilot basis.

My specific comments will follow after a more detailed reading of the documents. Thank you in advance for your consideration.

Best regards.

Florence A. Wellington-Hamil 

Flo Hamil and Associates, 10 George St. N, Suite 139

Brampton, Ontario, L6X 1R2, CANADA.

Tel: (905)965-7383

Fax: (905)454-9506

E-mail: trendz_setta@yahoo.ca

"Supporting businesses in training, trade and transition."

--- On Tue, 3/24/09, Growth Management Program <GMP@brampton.ca> wrote:

From: Growth Management Program <GMP@brampton.ca>

Subject: Brampton's Response to the Provincial Growth Plan - Discussion Papers Available for Review Online

To:

Received: Tuesday, March 24, 2009, 4:16 PM

Dear Resident or Stakeholder:

Thank you for your continued interest in ***Brampton's Response to the Provincial Growth Plan***. This email is to inform you of some new information which has recently been added to our website.

On March 11, 2009 Council authorized the release of the following Growth Plan discussion papers for public review and comment:

- ***Greenfield Land Inventory and Analyses;***
- ***Employment Land Inventory and Analysis;***
- ***Inventory and Assessment of Intensification Opportunities, and;***
- ***Natural Systems and Conservation Policy Review***

Comments received on these discussion papers prior to April 17, 2009 would be

appreciated. These comments will be considered in the preparation of the draft Official Plan Amendment. Please continue to direct your comments and input to:

Email: gmp@brampton.ca

Fax: 905-874-2099

Mail: 'Brampton's Response to the Provincial Growth Plan'

City of Brampton

2 Wellington Street West

Brampton, ON, L6Y 4R2

A number of opportunities for public review and comment will be available following the release of a draft amendment by Council. Please watch website updates for more details on Growth Plan program timelines. We encourage you to check the project website at www.brampton.ca/GrowthPlanResponse for these and other updates

Sincerely,

The Growth Plan Project Team

The content of this email message should be treated as confidential and is the property of The Corporation of the City of Brampton. This email message is for the sole use of the intended recipient and may not be copied, modified, distributed, or used without the express permission of the sender. If you are not the intended recipient, please destroy all copies of this email and notify the sender immediately. Information related to this email is automatically monitored and recorded and the content may be required to be disclosed by the City to a third party in certain circumstances.

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If you have any questions regarding the City's application of this Act please contact the City's Freedom of Information and Protection of Privacy Co-ordinator at 905-874-2118 or cityclerksoffice@brampton.ca.



GLEN SCHNARR & ASSOCIATES INC.

URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:

GLEN SCHNARR, MCIP, RPP

GLEN BROLL, MCIP, RPP

COLIN CHUNG, MCIP, RPP

ASSOCIATES:

CARL BRAWLEY, MCIP, RPP

JEFF R. DUNCAN, CPT, ACST(A)

April 28, 2009

Our File: 612-001

City of Brampton
Planning and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Ms. Janice Given, Manager of Growth Management and Special Policy

Dear Janice:

**RE: INTENSIFICATION OPPORTUNITIES STUDY (Nov 2008)
Metropole Homes Ltd. – between Mavis Road and Chinguacousy Road
Bram West Secondary Plan Area, Brampton**

We are the Planning Consultant to Metropole Homes Ltd., who owns approximately 2.5 acres at the northwest quadrant of Mavis Road and Highway 407 within the Bram West Secondary Plan area (see attached location map).

We are in the process of advancing the application to the City to amend the City's Official Plan and Zoning By-law to obtain approval for a 24-storey apartment building and a mix of townhouses and villas accommodating 294 residential dwelling units.

As part of the City's Growth Plan Conformity process, we would like to provide our comments related to the report prepared by Hemson Consulting Ltd. entitled "Inventory & Assessment of Intensification Opportunities" dated November 2008. We understand that the main purpose of this report is to examine Brampton's residential intensification potential within the City's existing built-up area. The subject site is within the City's built-up area and qualifies for the City's review of intensification opportunities.

Map 7 of the Hemson report highlights the subject lands for Potential Intensification Opportunities. We concur with the findings of the Hemson report that the subject site represents "a significant and appropriate opportunity for intensification". While the proposed FSI of 3.0 may seem high from a numerical perspective, we are of the opinion that the proposal to blend the proposed density with a combination of well-designed and well-sited medium and high density uses would be suitable on the subject site.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca

LEGEND

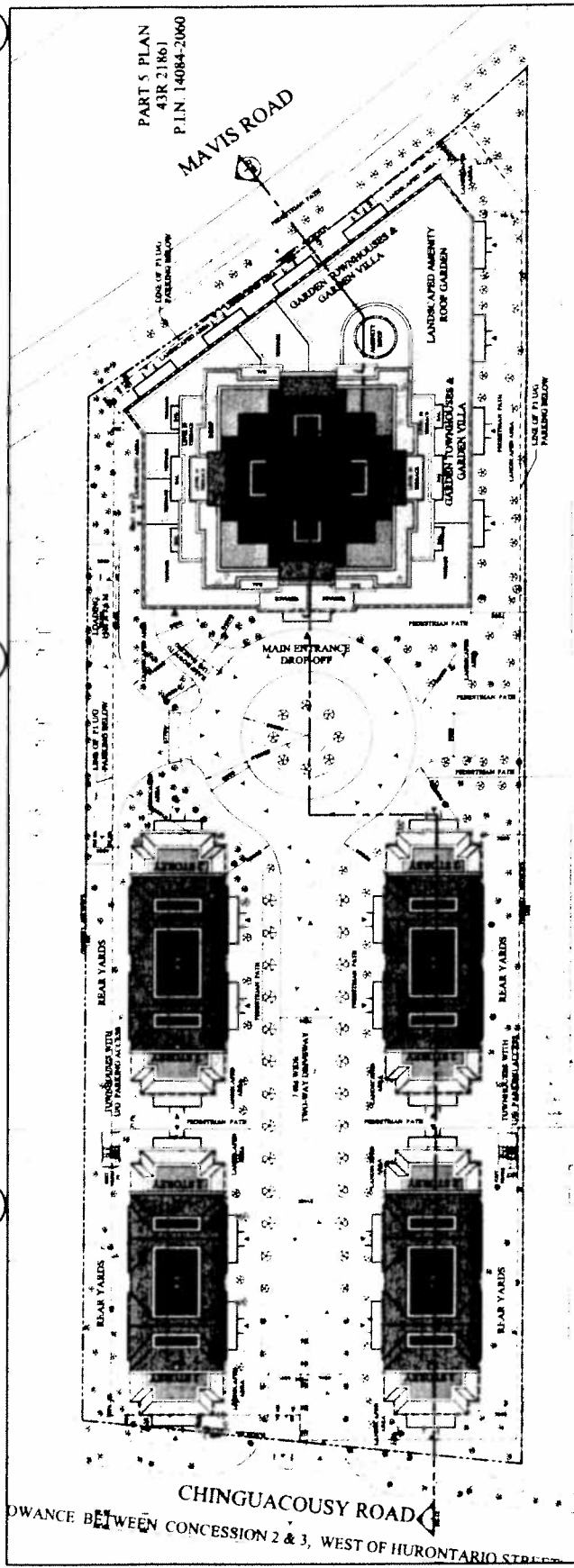
- BENCHMARK
- SURVEY BAR FOUND
- SURVEY BAR PLANTED
- 10mm IRON BAR
- 20mm X 1200mm IRON BAR
- 25mm X 800mm IRON BAR
- 1" TRANSVERSE POINT
- 2" GAS VALVE
- 4" WATER VALVE
- 6" FIRE HYDRANT
- 1" CATCH-BRAIN
- BELLCITY BOX
- 4" MANHOLE
- 6" WELL
- 8" ANCHOR
- 1" HYDRO POLE
- 2" BELL POLE
- 4" HYDRO & BELL POLE
- 6" SIGN POST
- 8" LIGHT POST
- 1" SPUR
- CONIFEROUS TREE



NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	CONCRETE PAVEMENT	10,000	SQ. YD.	AS SHOWN
2	ASPHALT PAVEMENT	5,000	SQ. YD.	AS SHOWN
3	GRAVEL	2,000	CY	AS SHOWN
4	CRUSHED STONE	1,000	CY	AS SHOWN
5	BRICK PAVING	1,000	SQ. YD.	AS SHOWN
6	CONCRETE CURB	1,000	LINEAL FT.	AS SHOWN
7	CONCRETE DRIVEWAY	1,000	SQ. YD.	AS SHOWN
8	CONCRETE WALKWAY	1,000	SQ. YD.	AS SHOWN
9	CONCRETE PAD	1,000	SQ. YD.	AS SHOWN
10	CONCRETE FOUNDATION	1,000	SQ. YD.	AS SHOWN
11	CONCRETE SLAB	1,000	SQ. YD.	AS SHOWN
12	CONCRETE BEAM	1,000	LINEAL FT.	AS SHOWN
13	CONCRETE COLUMN	1,000	LINEAL FT.	AS SHOWN
14	CONCRETE WALL	1,000	SQ. YD.	AS SHOWN
15	CONCRETE ROOF	1,000	SQ. YD.	AS SHOWN
16	CONCRETE FLOOR	1,000	SQ. YD.	AS SHOWN
17	CONCRETE CEILING	1,000	SQ. YD.	AS SHOWN
18	CONCRETE PARTITION	1,000	SQ. YD.	AS SHOWN
19	CONCRETE STAIR	1,000	SQ. YD.	AS SHOWN
20	CONCRETE ELEVATOR	1,000	SQ. YD.	AS SHOWN
21	CONCRETE CORE	1,000	SQ. YD.	AS SHOWN
22	CONCRETE RAMP	1,000	SQ. YD.	AS SHOWN
23	CONCRETE BALCONY	1,000	SQ. YD.	AS SHOWN
24	CONCRETE TERRACE	1,000	SQ. YD.	AS SHOWN
25	CONCRETE PORCH	1,000	SQ. YD.	AS SHOWN
26	CONCRETE PATIO	1,000	SQ. YD.	AS SHOWN
27	CONCRETE DRIVEWAY	1,000	SQ. YD.	AS SHOWN
28	CONCRETE WALKWAY	1,000	SQ. YD.	AS SHOWN
29	CONCRETE PAD	1,000	SQ. YD.	AS SHOWN
30	CONCRETE FOUNDATION	1,000	SQ. YD.	AS SHOWN
31	CONCRETE SLAB	1,000	SQ. YD.	AS SHOWN
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35	CONCRETE ROOF	1,000	SQ. YD.	AS SHOWN
36	CONCRETE FLOOR	1,000	SQ. YD.	AS SHOWN
37	CONCRETE CEILING	1,000	SQ. YD.	AS SHOWN
38	CONCRETE PARTITION	1,000	SQ. YD.	AS SHOWN
39	CONCRETE STAIR	1,000	SQ. YD.	AS SHOWN
40	CONCRETE ELEVATOR	1,000	SQ. YD.	AS SHOWN
41	CONCRETE CORE	1,000	SQ. YD.	AS SHOWN
42	CONCRETE RAMP	1,000	SQ. YD.	AS SHOWN
43	CONCRETE BALCONY	1,000	SQ. YD.	AS SHOWN
44	CONCRETE TERRACE	1,000	SQ. YD.	AS SHOWN
45	CONCRETE PORCH	1,000	SQ. YD.	AS SHOWN
46	CONCRETE PATIO	1,000	SQ. YD.	AS SHOWN
47	CONCRETE DRIVEWAY	1,000	SQ. YD.	AS SHOWN
48	CONCRETE WALKWAY	1,000	SQ. YD.	AS SHOWN
49	CONCRETE PAD	1,000	SQ. YD.	AS SHOWN
50	CONCRETE FOUNDATION	1,000	SQ. YD.	AS SHOWN

KEY PLAN 3
RZ-01

LEGEND 4
RZ-01



SITE PLAN 1
RZ-01

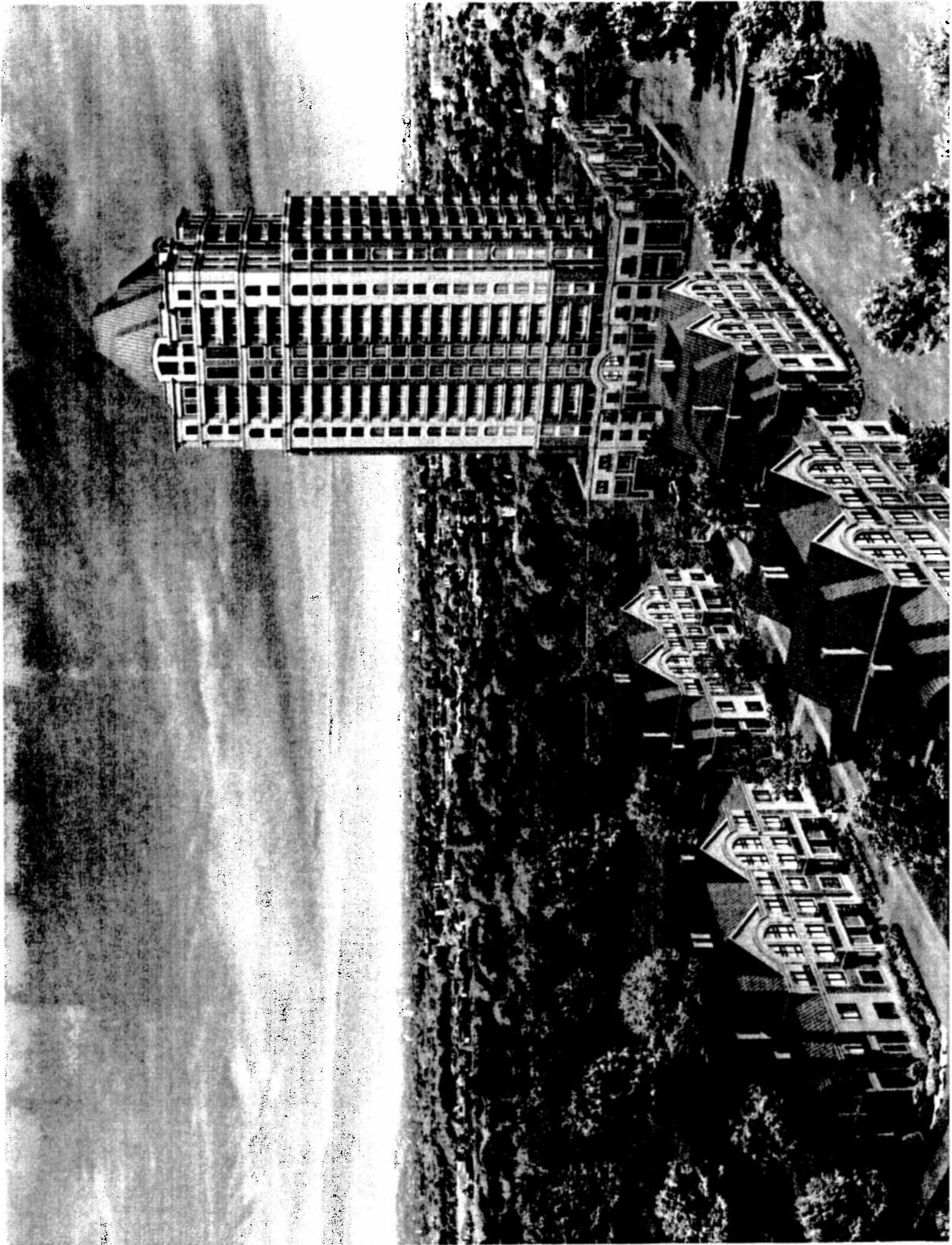


SITE PLAN & STATISTICS

Proposed Residential Development



RZ-01





Page 2

In conclusion, we request that the City implement Hemson's suggestion in the report that the site be considered for residential uses comprising a combination of the medium and high density developments. As submitted to the City in our letter dated March 25, 2008, we are of the opinion that there are strong planning merits and land use rationale for supporting the medium and high density development on the subject site as follows:

1. The general policy direction from the Province has placed a significant emphasis on intensification. The subject site is within the Province's Built Boundary, which is subject to the Growth Plan intensification policy and targets. Utilizing the subject site for high density development assists the City's ability to meet the Provincial intensification policy of 40% by year 2015;
2. The other priority policy direction from the Province is the utilization of existing municipal infrastructure and services. Through the development of Heathwood subdivision just south of the subject site enabled the provision of sufficient stormwater, municipal water and sanitary sewer services to accommodate the proposed development;
3. The City's Transportation and Transit Master Plan contemplates the provision of a Secondary Transit Corridor along Mavis Road, which is intended to link with the Brampton Rapid Transit system along the Steeles Avenue corridor and the Primary Transit Corridor linking the Mt. Pleasant GO Station on Bovaird Drive. The proposed concept provides for integrated pedestrian trails that link the proposed development to the future transit system on Mavis Road;
4. We support the City's efforts to focus intensification in the Central Area. The proposed development on the subject site will cater to different consumer needs and market so that the City's intensification efforts for the Central Area will not be compromised or negatively affected;
5. The subject site is part of the primary Mavis Road gateway for the City of Brampton for transition with the City of Mississauga immediately south of the subject site and the thousands of commuters travelling daily along Highway 407. The proposed development will enhance the visual appeal and prominence at this gateway;
6. The City has envisioned higher density development for this general area as evidenced by the City's permission for high density apartments on the Heathwood site just south of the subject site. A recent staff report on the Interim Growth Management policies confirmed that the Heathwood site should continue to be planned for additional high density development. The subject site will complement and enhance the City's vision for prominent high density landmark at this location;



Page 3

7. The proposed development on the subject site qualifies for the LEED certification as environmental sustainability principles have been incorporated into the overall design of the project (such as land use density, on-site stormwater management techniques, green roof design, gray water recirculation and usage, etc.);
8. The proposed development is compatible with the surrounding land uses (i.e. cemetery to the west, medium density development to the north, east and south); and,
9. There are existing and planned community (fire halls, recreation facilities, schools, etc.) and commercial facilities (two neighbourhood retail plazas within walking distance) to accommodate the proposed development. As well, the traffic study for the proposed development has concluded that there will be no negative traffic impacts on Mavis Road.

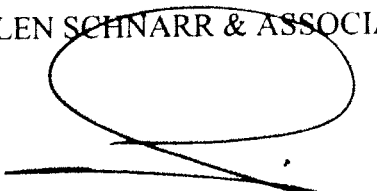
Since our submission of the March 25th letter to the City, we have also responded to the staff potential concerns related to the impact of the proposed height of the 24-storey apartment building on the adjacent lands. We have completed the shadow study and urban design brief and the conclusion of these studies indicate that there will be no shadow impacts from the 24-storey building on adjacent neighbourhood and the proposed development will add architectural value and design presence to this general area.

We understand that City staff may be bringing forward a staff report to present the outcome of the public review and input process dealing with this Hemson report in June 2009. We would like our comments be addressed in the staff report and we would like your support of our comments.

We thank you for your consideration of our request and we look forward to your expedient response at your earliest opportunity. We would be pleased to meet with you to provide more detail to our proposed development.

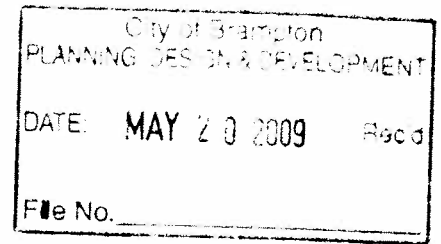
Yours truly,

GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, M.C.I.P., R.P.P.
Partner

cc: Saeed Kauser, Metropole Homes



May 14, 2009

City of Brampton
Planning and Building Department
2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Susan Jorgenson

Dear Ms. Jorgenson:

**Re: Natural System and Conservation Policy Review Discussion Paper
Part of Brampton's Response to the Growth Plan**

CVC staff have reviewed the City's Discussion Paper on the Natural System and Conservation Policy Review which is being done as part of the City's response to the Growth Plan.

The paper concludes that the 2006 Official Plan (OP) is in general conformity with the Province's Growth Plan policies. CVC staff were involved in the City of Brampton OP update in 2006 and can agree that through that exercise the City had incorporated numerous policies related natural heritage and environmental management that achieve the goal of conformity with the Province's Growth Plan, namely the "Protecting What is Valuable" section.

Notwithstanding the above, based on our review of the discussion paper staff have minor comments as follows:

1.4 Brampton's Natural Heritage System

In terms of the Background and Policy Context of the discussion paper, under this section, the City of Brampton's natural heritage system is described. Included in this description is a list of "river and valley corridors" in both CVC's and TRCA's watershed. It should be noted that within CVC's watershed not only should the Credit River and Fletcher's Creek be included, but also Huttonville Creek, Springbrook Creek, Tributary 8B, Levi Creek and Mullet Creek. It is unknown why only the Credit and Fletcher's were included, however staff recommend that the remaining subwatersheds as listed be included as they play a major role in defining Brampton's natural heritage system.

2.6 City of Brampton Environmental Initiatives and Programs

The City is embarking upon the creation of an Environmental Master Plan (EMP) which is described in this section of the discussion paper. CVC supports the City in this endeavor and will be involved with the formulation of this plan. Based on the Terms of Reference of the EMP it would appear that the plan should address the Culture of Conservation section in the Growth Plan and therefore assist with the conformity exercise. CVC staff agree that this, along with the City's other strategic initiatives including the Brampton Environmental Planning Advisory Committee (BEPAC), will aid in the City's Growth Plan conformity exercise as it relates to a Culture of Conservation.

Page 1 of 2

May 14, 2009

RE: Natural System Conservation Policy Review Discussion Paper

We note however that in the last paragraph on Page 16 where the City's greenfield development is discussed, staff have a concern with the first sentence, namely "...the creation of channels and corridors...". Staff acknowledge that there are instances in Brampton where either through block planning, or secondary planning (i.e. Northwest Brampton), the creation of channels occurs and ultimately for the enhancement of the existing system. However in many cases, the primary motive behind realigning an existing channel is not to improve its condition, but rather it is a by-product of the proposal which is usually initiated to assist with servicing challenges of development. In this regard, staff would recommend that the term "channel" is removed from this statement and the wording be replaced to suggest the creation of a "natural heritage system", which is all encompassing and looks at benefits to the system as a primary motive behind creating corridors and maintaining, restoring and protecting them within their existing location.

4.1.3 Natural Heritage Features and Areas

Under this section the City recognizes the various OP policies that are in conformity with the Growth Plan and PPS in terms of natural heritage policies. In addition, the City acknowledges further opportunities for conformity with the establishment of the conservation authority's natural inventory databases. Page 22 explains that CVC is developing the Terrestrial Ecosystem Enhancement Model (TEEM) for the Credit River watershed. CVC staff recognize that as this program evolves it will facilitate in improving the existing natural heritage system in Brampton and will ultimately update the current OP by enhancing mapping and improving some of the natural heritage policies. Essentially, staff concur that the 2006 OP conforms with the Growth Plan as it relates to natural heritage, but acknowledge that opportunities for improvement will be derived from TEEM.

Conclusion

Therefore, aside from some minor revisions to the discussion paper as noted above, CVC staff concur that generally the City's 2006 Official Plan is in conformity with the Province's Growth Plan. However, there are always opportunities for improvement and with the development of CVC's TEEM, enhancements to the City's existing natural heritage system mapping and policies will be possible. The City also expects to proceed with an Official Plan Amendment to revise the OP policies to better define its role and responsibilities in terms of long-term protection, restoration and enhancement of the City's natural and cultural heritage system. In this regard, CVC staff to forward to the opportunity to comment on the proposed Official Plan Amendment and assist with shaping the OP even further.

Staff thank the City for the opportunity on commenting on this discussion paper and trust that these comments are satisfactory, however should you have any questions please do not hesitate to call the undersigned.

Sincerely,



Dorothy Di Berto, MCIP, RPP
Planner

cc: City of Brampton
Planning, Design & Development
Attention: Adrien Smith

TRCA
Attn: Quentin Hanchard



June 2nd, 2009

G65 IS

Ms. Natalie Goss
Planning, Design & Development Department
THE CORPORATION OF THE CITY OF BRAMPTON
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Dear Natalie:

**RE: HEMSON REPORT – INVENTORY & ASSESSMENT OF
INTENSIFICATION OPPORTUNITIES – November 2008
ELDOMAR INVESTMENTS / RICE DEVELOPMENT CORP.**

Rice Development Corporation and its subsidiary company, Eldomar Investments Limited, are owners of a number of parcels of land along the west side of Kennedy Road South and along Dean Street and Research Road (see attached sketch), more specifically noted as follows:

83, 85, 87, 95 & 99 Kennedy Road South

3, 5 & 7A Research Road

17, 34, 38 & 44 Dean Street

These buildings are essentially comprised of one storey retail or automobile commercial uses with the exception of 83 Kennedy Road, which houses two floors of commercial space and a third floor of offices. These buildings were all constructed between the late 1950's and mid-1970's, except for Tim Hortons at 87 Kennedy Road which was built in 2001-02.

In the mid 1990's, seeing an opportunity to re-develop the lands in a phased process, Eldomar submitted an OPA and rezoning application that contemplated a long term re-development scenario phasing out the automobile commercial uses and introduced a mixed use building program of retail/office, retail/residential and residential only development.

The attached plan, prepared in 1994, proposed a possible scenario for re-development that incorporated this mixed use concept. Various background studies were undertaken at the time but the application did not advance to final approval.

More recently, the City undertook its Kennedy Road South Revitalization Study which looked at the long term upgrading of Kennedy Road and provided urban design guidelines for future development proposals.

Currently, we understand that Kennedy Road South is recognized as an Intensification Corridor in the Hemson Report completed as part of the Growth Plan conformity exercise being undertaken by the City. In reviewing this report, we note that specific properties seem to be recognized in the downtown and Queen Street areas, but less detailed recognition is provided for the Intensification Corridors.

Eldomar continues to believe that the block of lands from Dean Street to Clarence Street on the west side of Kennedy Road South is appropriate for re-development and should be identified as such in any intensification documents adopted by the City. Eldomar is currently pursuing the submission of an OPA and rezoning for the 34-44 Dean Street lands to permit a mixed use retail/residential development as a first phase and catalyst to kick start the upgrading of the larger block.

Accordingly, we wanted to confirm that mixed use retail/residential/office development such as this will be supported through the current Growth Plan conformity exercise and future intensification programming. We feel that the upgrading of older, under-utilized sites such as this is exactly the type of intensification the City and Province is seeking through this initiative.

If you could provide some feedback to us on this issue and a confirmation that Eldomar's long term goals are generally in conformity with the City's with respect to the re-development and land uses proposed for these lands, it would be most appreciated.

Yours truly,

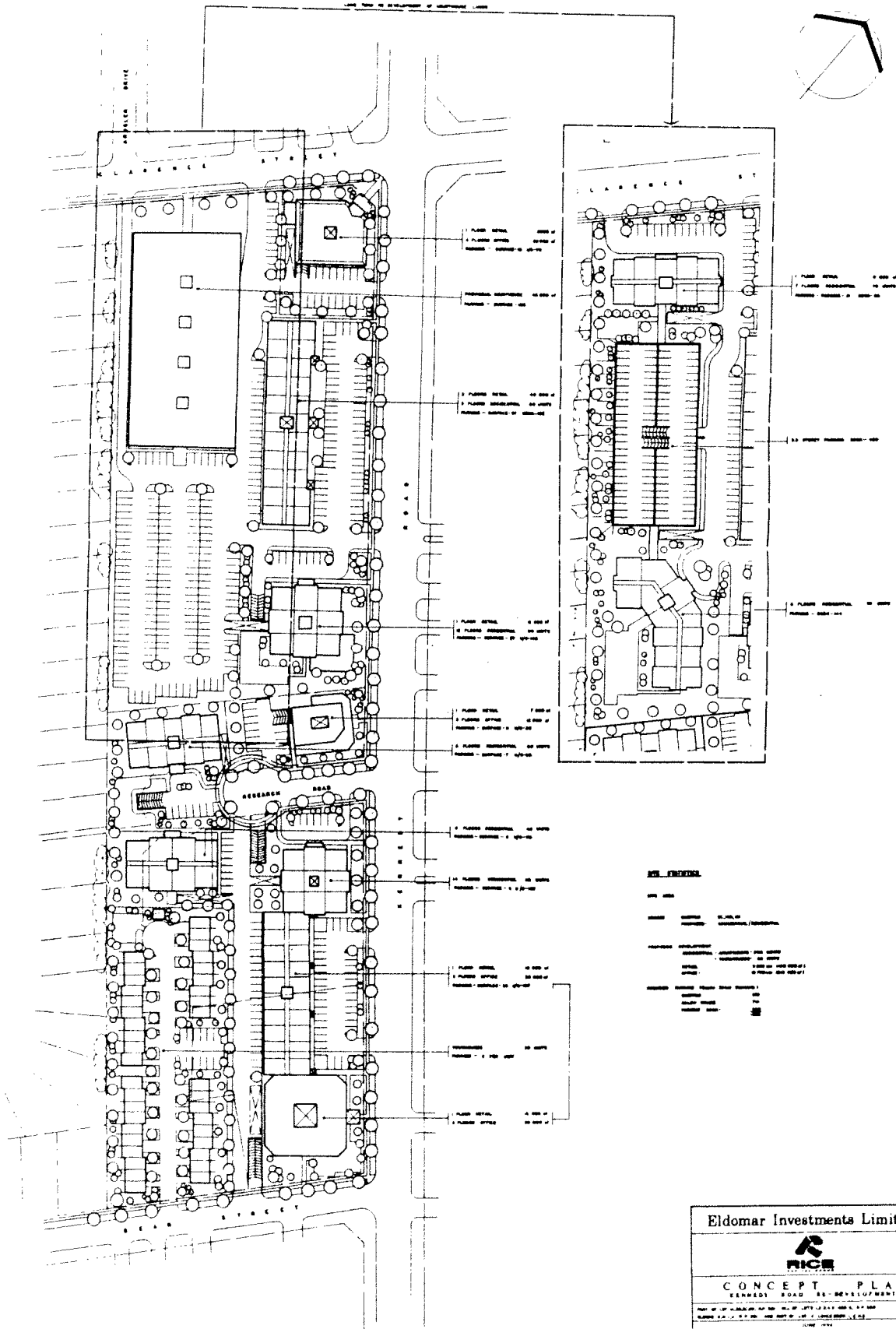
ELDOMAR INVESTMENTS LIMITED



Roger Howard

encls.

c. Ms. Pam Cooper, Planning, Design & Development Department

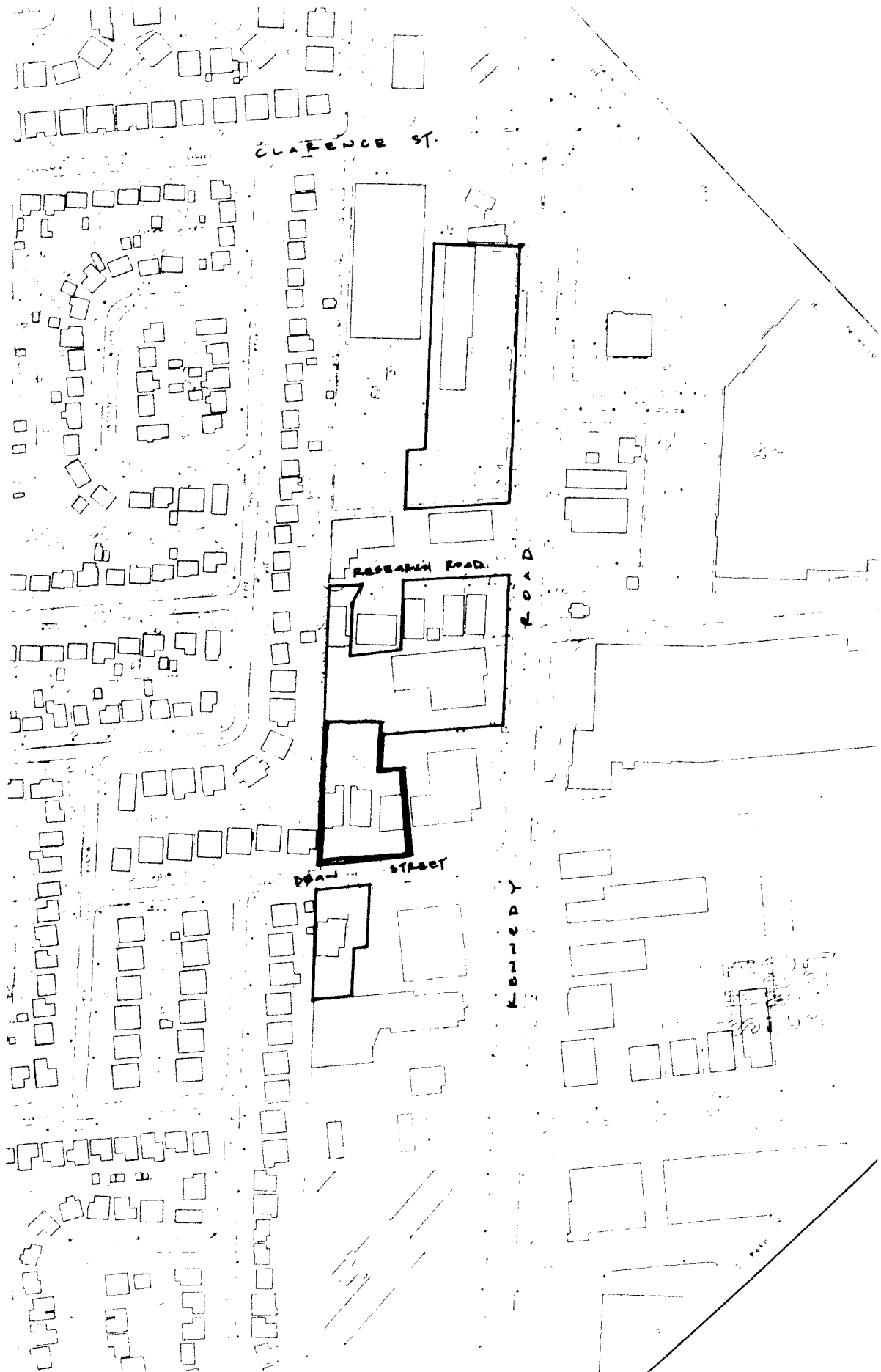


Eldomar Investments Limited



CONCEPT PLAN
KENNEDY ROAD SE DEVELOPMENT

Part of the Kennedy Road SE Development, 100% owned by Eldomar Investments Limited, a company registered in the Republic of South Africa. The plan is subject to the approval of the relevant authorities.



ELDOMAR INVESTMENTS
JUNE 2009