

Draft Public Open House Engagement Summary

June 7, June 21 and July 26, 2021

**BRAMPTON
PLAN**

wsp



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1 Introduction

In 2019 the City of Brampton began the process of undertaking its Official Plan Review to prepare a new Official Plan for the city – “Brampton Plan”. Following public engagement in the Fall of 2017, the Brampton 2040 Vision was endorsed by Council in May 2018. This Vision depicts a more sustainable, urban, and vibrant future for the City. Brampton Plan will provide direction to ensure all city planning, projects and development are working together efficiently to achieve the aspirations of the Brampton 2040 Vision.

The work plan has five phases between 2019 and 2022 (**Figure 1**), with multiple opportunities for residents and stakeholders to engage in the process and shape the future of Brampton’s growth. An Engagement Plan was prepared for the Official Plan Review, however, changes to the initial approach were required as a result of COVID-19 restrictions. Refinements to the schedule and consultation approach were made in order to advance work on the OPR and engage in community and stakeholder consultation, while continuing to be mindful and sensitive to the evolving circumstances related to the COVID-19 pandemic.

Phase 1 to Phase 3 have been completed and Phase 4 is underway.

Phase 1 included a Brampton 2040 Speaker Series to build greater awareness of city planning and the process of translating a high-level vision into implementation. Phase 2 set out an engagement program that gathered input to test the Brampton 2040 Vision and identify any data gaps. Most recently, Phase 3 involved a community structure workshop to gather feedback and input on the proposed Brampton Plan City Structure.

Phase 4 involved an engagement program that seeks input on core topic areas (the seven core Vision Statement Areas of the Brampton 2020 Vision) that were explored through a series of seven Discussion Papers. The Discussion Papers cover a wide range of topics that will be addressed in Brampton Plan, and offer preliminary strategic recommendations. The Discussion Papers and input received through consultation in Phase 4 will inform the development of the Policy Directions Report.

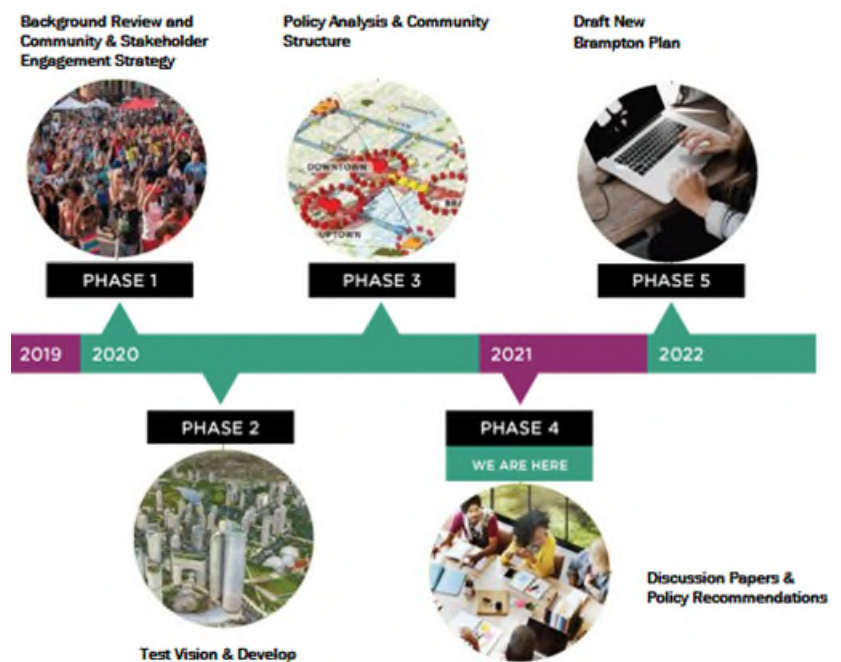


Figure 1 - Brampton Plan Project Timeline

1.1 Purpose of Phase 4 Engagement

As part of Phase 4 of the Brampton Plan Engagement Strategy, the City held three City-wide Public Town Halls (**Figure 2**). The purpose of these sessions was to provide an overview of the Official Plan Review project and to introduce each of the topics explored in the Discussion Papers.

On June 7, 2021, at 4:00 pm the first public virtual town hall was held virtually to present and discuss the discussion papers on Arts & Cultural Heritage and Attainable & Supportive Housing in relation to Brampton Plan. Consultation materials are available online at the following link [Brampton Plan Town Hall #1: Arts & Cultural Heritage and Attainable & Supportive Housing](#)

On June 21, 2021 at 4:00pm the second public virtual town hall was held virtually to present the discussion papers on Natural Heritage, Climate Change and Resiliency and Transportation and Connectivity. Consultation materials are available online at the following link [Brampton Plan Virtual Town Hall #2: Natural Heritage, Climate Change and Resiliency and Transportation and Connectivity](#)

Finally, on July 26, 2021 at 4:00pm the third public virtual town hall was held to discuss the Implementation of Growth Management, Employment & Economic Development, and Urban Design, Open Spaces, Recreation discussion papers in relation to Brampton Plan. Consultation materials are available online at the following link [Brampton Plan Virtual Town Hall #3: Implementation of Growth Management, Employment & Economic Development, and Urban Design, Open Spaces, Recreation](#)

Appendix A contains the Meeting Agendas for these three City-wide public town halls.

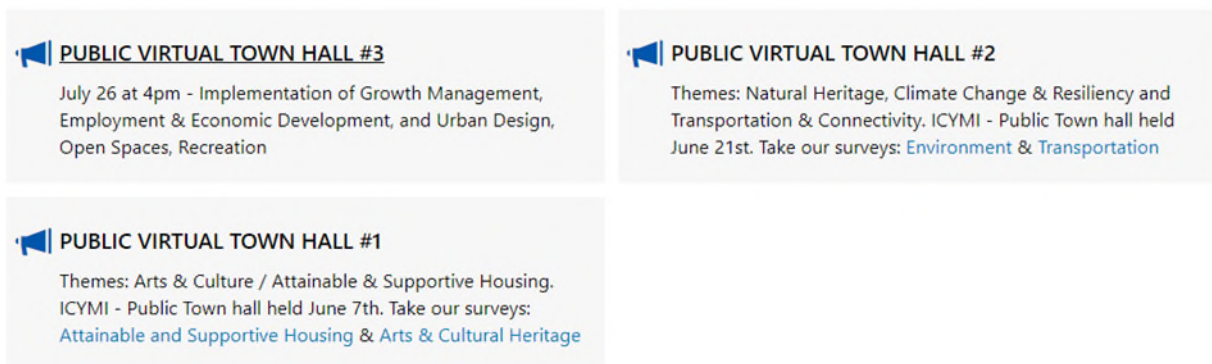


Figure 2 - Notices posted to the city's website advertising the Town Halls

1.2 Meeting Overview

Approximately 153 people attended the three public Town Halls, held virtually on the city's WebEx platform. A further breakdown of attendance at each session has been provided below (**Figure 3**). Comments were received through the WebEx chat box throughout the workshop as well as sent through emails to the City. Interactive poll questions were posed during the presentation to gain a better understanding of the participants and allow them to engage with the discussion questions.



Figure 3 - Public Town Hall attendance summary

1.3 Outreach

The public virtual town halls were promoted through the following outlets:

- Brampton Guardian
- City of Brampton Webpage
- City of Brampton Media Release
- Social Media Platforms:
 - Facebook
 - Twitter
 - Instagram
 - LinkedIn
- Presentations to citizen-advisory committees.
- Presentations to several public-facing (virtual) events.
- Several Focus Group meetings.
- E-blast Outreach to citizen-advisory committees and community groups.
- E-blast Outreach to Nurturing Neighbourhoods mailing list.
- E-blast Outreach to the Official Plan Review mailing list.

2 What We Heard

Community feedback has been an integral part of the engagement program in order to receive input from the community regarding the Discussion Papers and to inform policy directions for Brampton Plan. In order to achieve this objective, a variety of consultation and engagement tactics were incorporated in the virtual Town Halls, including a series of surveys and question and answer period. Questions were developed by WSP in consultation with the City of Brampton and technical leads on the project. Survey results will be available on the Brampton Plan webpage.

The following sections provides an overview of the feedback received from the polling questions. Excerpts from the polling questions have been outlined in the following sections. The full poll results can be found in a separate **Appendix B**.

2.1 Polling Questions

Interactive polling questions were posed during the public meeting presentation to obtain a better understanding of the participants and what they believed were important considerations in planning for 2051. In each question, participants could select more than one option.

The results from each of the three meetings have been consolidated and tabulated.

It is important to recognize that not all participants responded to every polling question. This could be due to a variety of reasons. For example, participants may have identified as representatives from the city and were ambivalent to the questions. Additionally, certain groups may have been inclined to answer compared to others, for example, individuals that work in Brampton may be more interested in the characteristics of desirable employment areas than someone that does not.

2.1.1 Participant Demographics

Most participants in the meetings were residents (26%) and City of Brampton employees (21%). A small proportion (3%) of the participants were business owners or developers (2%). Seven percent (7%) of participants worked for a government agency, while another 3% worked for a non-governmental or non-profit organization. Eight percent (8%) identified as other, while 37% of participants did not respond to the polling question.

Based on the input received, most participants (33%) joined the meeting because they were interested in the future of Brampton. Twenty percent (20%) of participants would like to know more about the Official Plan process and an additional significant proportion were interested in learning more about planning in Brampton (21%). Less than 15% of participants either have business interests in the City (3%) or joined the meetings for other reasons (13%). Nearly half (43%) of participants did not respond to the polling question.

2.1.2 Thematic Polling Questions

Participants were asked questions about the following themes:

- Promoting and advancing arts and culture
- Celebrating built cultural heritage structures and landscapes
- Strategies to make housing more attainable
- Natural environment priorities
- Climate change mitigation
- Transportation priorities
- Geographical focus of residential growth
- Characteristics of desirable employment areas
- Parks and open space priorities
- Design excellence

2.1.2.1 Cultural Heritage

When asked about how the City could celebrate built cultural heritage structures and landscapes, 14% stated by promoting heritage education through public education and digital tours of the City's history. Another 14% of participants agreed with strengthening policies for built and landscape heritage resources. Less than 10% of participants selected supporting programs like "doors open" events within the city (6%), promoting annual heritage awards for restoration projects of built heritage resources (3%), or other (3%). Most participants supported all of the options (40%), while an additional 40% of participants did not respond.

2.1.2.2 Transportation

Participants were also polled on their transportation priorities for Brampton. Over twenty percent of participants stated designing streets/spaces with pedestrians and cyclists in mind (23%) as well as creating a finer grid network as a priority (21%). Another popular option was investing in creating better transit networks across the city (19%). In addition to this, limited road widenings (16%), investing in active transportation networks to reduce reliance on cars (16%), and focusing on road safety (16%) were also frequently selected options. Less than ten percent of participants selected "all of the above" (9%) or "other" (2%). Lastly, 47% of participants did not respond to this polling question.

2.1.2.3 Employment Areas

In another polling question, participants were asked what characteristics made an employment area desirable. A quarter of participants stated a preference for nearby amenities for personal errands / needs (25%) or accessible and frequent transit service (25%). In addition to this, over twenty percent of participants selected characteristics of easy to walk to or bike (21%) and contains places to eat (21%). The employment area being easy to drive to / park vehicle was a desirable characteristic for 20% of participants. A small proportion of participants selected other (3%). Half of participants did not respond (50%).

2.1.2.4 Arts and Culture

Participants were polled on their opinion on how Brampton could promote Arts and Culture. Over twenty percent of participants stated it could be done through establishing funding allocation for art programs (26%) or through all of the options presented (23%). In addition to this, promoting public-private partnerships for acquisitions and installations of public art (20%) and engagement with cultural centres, institutions and organizations (17%) were also frequently selected. Lastly, less than ten percent of participants selected other (3%) or hosting international art competitions (9%).

2.1.2.5 Climate Change

When asked about how planning could have the biggest impact on climate change within Brampton, 23% stated by planning for complete communities, with 20% noting active transportation, and 16% zero energy buildings. Participants also noted that public transportation (14%), tree planting and naturalization (14%), and electronic vehicles (11%) would be climate mitigation tools. 11% of participants selected all of the above and 2% selected other. 55% of participants did not respond.

2.1.2.6 Attainable Housing

In another polling question, participants were polled on their opinion on how to make housing more attainable in Brampton. 17% of participants selected both increasing the range of mixed-use and multi-residential typologies and increasing policy and zoning support for shared housing (17%). Establishing affordable housing as a community benefit (14%), the securing a percentage of housing new developments as affordable housing (6%) and retaining and renewing existing rental units (6%) were also selected. More than a quarter of participants selected that all of the above (26%), with few participants selecting other (3%). 51% of participants did not respond.

2.1.2.7 Natural Environment

Participants were polled on what they believed were the natural environment priorities in Brampton. More than a quarter of participants selected that all of the above (39%). 11% of participants selected the enhancement of connections between natural and heritage features. Another 11% agreed with the restoration of habitat and the increase of forest coverage. Less than 10% of participants selected promoting environmental stewardship (7%), exploring opportunities to mitigate again climate change (7%), or the promotion/implementation of low impact development and green infrastructure (7%). 3% of participants selected other and 52% did not respond.

2.1.2.8 Residential Growth

When asked where residential growth should be focused in Brampton, most participants selected urban centres and primary urban boulevards (23%). Participants also selected with rapid transit corridors (18%) and town centres and secondary urban boulevards (17%). Other participants agreed with transit stations (8%) and regional rail GO Stations (9%). 6% of participants selected other and 56% of participants did not respond.

2.1.2.9 Design Excellence

Participants were asked what design excellence meant to them. 14% of participants selected that it meant focusing on built form and public realm. Less than 15% of participants selected pushing the envelope of new design (12%) and encouraging context sensitive design (12%). Participants also agreed with that design excellence meant the creation of urban design guidelines (4%) or establishing a design review panel (4%). 3% of participants selected other and 74% of participants did not respond.

3 Key Messages Heard

The following section summarizes the comments and feedback received for each of the thematic areas over the course of the three virtual public Town Halls. The feedback can be used to refine recommended actions and policy directions to inform Brampton Plan.

A detailed record of information received is provided in a separate **Appendix C**.

The Word Cloud below (**Figure 4**) visually represents some of the key priorities of attendees. All the feedback received has been categorized into themes below, with key messages of each theme highlighted.



Figure 4 - Word Cloud

KEY THEMES



Transportation
and
Connectivity



Urban
Design, Open
Spaces and
Recreation



Arts and
Culture



Growth
Management
and Plan
Structure



Environment
and Climate
Change



Attainable
and
Supportive
Housing



Employment
and Retail

3.1 Transportation and Connectivity



- Desire to implement traffic calming measures in residential neighbourhoods.
- Interest in the design of streets to not only slow down traffic and promote walkability, but also to increase safety.
- Interest in taking a complete streets approach to existing streets, especially around retail areas.
- Complete streets are critical. Concern regarding the designating of cycling space on roads, these spaces offer no protection for cyclists of any age. Why even designate such signage? Every effort should be made to remove cyclists from harm.
- Suggestion that staff visit Holland, Denmark and Germany to discuss with City staff on how to build and manage active transportation.
- Walkability: Our older areas were truly planned for ability to walk to the park, shop, the library and community centers.
- Request for the support of a cultural shift regarding transportation priorities in Brampton, as the City is building streets for people’s health, safety and equity. Lots of education and provincial regulatory changes are required to also support it.
- Inquiry regarding the City’s possible collaboration with the Province regarding revisiting the toll highway that exists (i.e. the 407 – this highway is mostly underused – why not dedicate a lane for logistics?).
- Inquiry regarding the possible expansion of Bramalea Road to six lanes.
- Inquiry about the widening of streets such as Williams Parkway be reversed or made to be a complete street.
- Will the plans for widening Torbram Street proceed or will it follow the new vision?
- Inquiry regarding the approach that the City is taking to address traffic caused by commuters who live outside Brampton who drive through Brampton to their destination.
- Desire for Williams Parkway to be revisited and improved, dislike of the blue noise wall in the area.
- Interests in designating specific routes for trucks only as trucks cause significant traffic.
- Desire for dedicated lanes for self-driven trucks. Charging set fee to use and reduces congestion and improves safety. Self-guided vehicles could be a great solution.

- Interest in how the City is going to prevent mass displacement in the community between Eastern Avenue, CN Mainline, and Kennedy Road.
- Inquiry regarding the approach the City is taking regarding the work progressing on Why is Uptown and not the Steeles BRT.
- There are some logistical barriers in Brampton – but there are opportunities for BRT, LRT and more rapid transit.
- Desire for bus stops in the middle of the streets like York, people are running across streets to try and make it to their bus on time. This shift is needed for safety of our residents.
- Concern regarding the basic maintenance of the City, noted that as a transit user it can be poor at times, trash bins overflowing, etc.

3.2 Urban Design, Open Spaces, and Recreation

- Desire to note that design excellence should be within the realm of the UN's latest report – Making Peace with Nature.
- Inquiry about how the City will be dealing with tall buildings are their impact on surrounding neighbourhoods (shadowing / transition, etc.).
- Inquiry as to how will the City retrofit buildings/ houses and make sure new dwellings are off fossil fuels? Suggestion that the City explores a Local Improvement Change mechanism that lets building owners pay off long term retrofit loans through their tax bills.
- How tall is tall? Concern regarding the impact of traffic in an established neighbourhood.
- As some municipalities have incorporated bird friendly development in their planning process, there is interest if the City is taking a similar approach.
- Question about land use, would the City put an apartment building in a residential area with greenspace and only 2 storey homes.
- Ryerson Studio group proposed four ways to help (re)activate Downtown Brampton: wayfinding art and storytelling, permanent laneway activation, vacant storefront animation, adaptive reuse of parking.

3.3 Arts and Cultural Heritage

No comments were received during the virtual public meetings.

3.4 Growth Management and Plan Structure

- Interest in the comparison of urban structure costs compare to neighbouring cities like Mississauga.
- Interests in how growth will be managed if the growth outpaces projections due to factors such as climate refugees.
- Support for the corridor approach.
- A significant portion of population growth can be accommodated in existing residential areas which have experience significant population decline.

- Interest regarding the plan for the Bramalea City Centre as it is listed as an urban growth area in the 2040 vision.
- Inquiry about the mall that was planned for Bovaird Drive and Mississauga Road.
- Interest in how the City will anticipate managing infill development in areas along the Queen Street corridor planned for growth however also includes existing stable residential neighbourhoods.
- Concern with rental housing options that do not follow parking or building guidelines. Question about the steps that will be in the OP process that will protect established residential neighbourhoods and local streets from traffic infiltration.
- Confirmation from the City that the OP looking at full built out scenario? As per the plan will Brampton be fully built by 2051.
- Interests in the financial logistics - where will the money come from? More debentures- regional agreement needed? More depleted reserves? We are “biting off our noses to spite our faces” with continual zero property tax increases- just to satisfy political ambition. 1 % increase = approx \$ 5 M. How can we morally continue on this path?
- Comment regarding cost, it was noted that we are heading for a financial crunch and a significant property tax increase will be levied - some of our politicians hope to be on to prov/fed positions- we are more and more relying on prov/fed \$ bailouts - not to be counted on.
- Desire in how the City is going to move forward with a business plan that uses updated data, meaning how will the City plan to 2051 without basing the forecasts from 2011 data.
- Brampton has one of the highest tax rates in the GTA. Is this process going to bring down my taxes in the short or long term?

3.5 Natural Environment, Climate Change and Resiliency



- Interest in what is the City is doing to reduce Greenhouse Gas Emissions, if there are City targets and a City-wide Climate Change Action Plan.
- The City seems to be a ‘soft’ climate change leader.
- How can climate change be mitigated, and the City create walkable environments if the region keeps building roads that planes are able to land on.
- Interests for the City to reduce embodied carbon in residential buildings through the Zoning By-law could require more sustainable building design, how are we going to change the Official Plan and the Zoning By-law to encourage the reduction of embodied carbon.
- Desire for the use of sustainable construction materials, for example the use of wood in residential properties.
- Interest regarding the acquisition of land for naturalization as parkland.
- Desire for the City encourages the conversions of lawns to more diverse forms of plant life, especially native plants (which the City can provide suggestions to reduce the barrier of research).
- Inquiries as to what the City will do through this process to create better linkages between the existing Natural Heritage System.

- Parks are critical to health and well-being and important focal points for the community. What can the City do through this process to help create more parks in underserved areas?
- How does the City plan to ensure Uptown will have good parkland access? Excellent parkland access would make Uptown stand out from other major urban areas in the GTHA.
- With the trails would there ever be a bike lane at the side of a walking area? Concern that right now trails have become dangerous for walking, specifically around blind corners.
- There is a City owned golf course right by Uptown, and an adjacent park, which together could become a park almost the size of High Park
- Brampton is home to over 850 parks, 217 km's of city owned trails, 3600 hectares of parkland (almost 9,000 acres!)

3.6 **Attainable and Supportive Housing**

- Interest in the ways that the City will contribute to the successful integration of Seniors in the City of Brampton and an overall Age Friendly City.
- Interest in how Brampton Plan will address affordable housing.
- Housing is cost prohibitive for new talent. Young adults are leaving the city to buy a home elsewhere because the costs of housing in Brampton is high. Paying high rent or living long term in a basement may not be attractive housing options for new talent / young adults. When rental units are being proposed in new development, how will the City address this in the Official Plan.
- Desire for the government to impose restrictions on investors and prioritize first time home buyers. It was noted that a basement community is never good for health when Canada has this much space. Getting house with 20% for investor and low interest rate keep pushing prices high where a student or worker just keep paying unaffordable rent to stay in basement, keeps the youth in the City.
- Interest in how the City is supporting multi-generational homes and their elders.
- Desire for the City to not allow the development of matchbox size units and studio units. Units should be at least 1-bedroom unit.
- Concern about how residents in Brampton are spending a large proportion of their income on things like home and car ownership.
- Desire for the City to not allow developers/owners of existing rent-controlled units to be converted to market rent units through redevelopment application.
- Desire for Bramalea Go to have a higher transit service frequency service to feed the high frequency Go, that transit means it will be very easy for residents to get across the city to Bramalea and Steeles, that would make it great for employment, housing is not a good use for the community
- Interest in the taxing of vacant lands, this could also improve housing supply in the market and reduce overall housing cost.
- Desire for the City to fix the development pipeline process, the city cannot handle the sheer amount of housing needed.

- It was noted that historically it was easy to access a multi-family home.
- Desire for preapproved plans to be used as a complementary process (not the only process) would allow a development planner to be able to process the double or triple the number of units they approve of multifamily.
- Interest in competently done large scale pre-zoning would cut down approval timelines, slash risk, and combined with preapproved plans would remove the Planning Department as a bottleneck preventing the City from building enough housing.
- Because of all the things like rezoning and commissioning architectural plans, Missing Middle lacks the economies of scale to be economically viable. This isn't about incentivizing it; it is getting rid of de facto bans on it.
- Desire for the City to improve the current housing supply would be very beneficial to residents. Emphasize the creation of more affordable units in the City. Infill projects highlight great examples of how to increase the City's housing supply.

3.7 **Employment and Retail**

- Inquiry regarding the outcome of the Heritage Heights office study, as it illustrated that there is no demand there, so there is interest as to what will employ people.
- With the changing face of retail, will the Brampton Plan provide direction for the redevelopment of mall sites/commercial plazas on large properties?
- Inquiry about the City addressing the increase of warehouses/logistics centres and their impacts on communities (I.e. truck traffic, noise, etc.).
- How will the City incent Retailers to the Urban Centres versus employment increase with "warehouse type" opportunities (ie) Amazon etc.
- Employment policy is transportation policy is housing policy, focusing employment on the Queen Street Corridor slashes commute distances from the median 10 km.
- Question about the location of the planning of the office employment nodes, why is the area of Airport Road and Queen Street East not included while it could easily be accommodated at the commercial plazas.

4 Next Steps

4.1 Feedback Implementation

This Engagement Summary documents what was heard over the course of the virtual public Town Halls completed as part of Phase 4 of the city's Official Plan Review. The feedback received as part of the consultation and engagement activities will play a vital role in developing the policy directions for Brampton Plan, and will be considered as the project advances.

Feedback gathered will be reviewed by the project team to revise work completed to date.

4.2 Upcoming Events

There will be several opportunities participate in the Brampton's Official Plan Review process later in 2021 and into 2022 including future public Town Halls, workshops, and surveys. To learn more about upcoming engagement opportunities, please visit the city's project webpage:

<https://www.brampton.ca/EN/City-Hall/Official-Plan/Pages/Welcome.aspx>

If you have a question, comment, or would like to be notified of future opportunities to get involved in the Brampton Plan project, email the city anytime at the email address below:

opreview@brampton.ca

Appendix A - Meeting Agendas



DRAFT AGENDA



Job Title	City of Brampton – Brampton Plan		
Date	Monday June 7, 2021	Time	4:00PM -6:00 PM (Planning Committee starts at 7 :00 PM)
Venue	WebEx Meeting		
Purpose	Public Open House #1 – Arts & Culture, Attainable & Supportive Housing		

Purpose

The purpose of this meeting is to introduce the discussion papers and key thematic areas related to Arts and Culture, and Attainable and Supportive Housing, and engage in open discussion on these topics. The Open House will also be an opportunity to provide information on how to further participate in the Study process.

Agenda Overview

- 1) **Introduction and Housekeeping [5 min] [City]**
 - Indigenous Land Acknowledgment
 - Introductions and Welcome
 - Meeting Objectives

- 2) **Presentation [45 min] [City/WSP/SHS]**
 - a. OPR Background / Process
 - b. Purpose/Introduction of discussion papers
 - c. Arts and Cultural heritage
 - i. Highlight main recommendations
 - ii. Polling questions
 - d. Attainable Housing
 - i. Highlight main recommendations
 - ii. Polling questions

- 3) **Panel Discussion [30 min] [Tristan and Andria to facilitate and coordinate questions; City, WSP and SHS to answer questions]**

- 4) **Next Steps, Plug Survey and ways to provide feedback [5 min] [City]**
- 5) **Adjourn Meeting [City]**



AGENDA



BRAMPTON

Job Title	City of Brampton – Brampton Plan – Public Open House #2		
Date	Monday June 21 st , 2021	Time	4:00PM - 6:00 PM
Venue	WebEx Meeting		
Purpose	Public Open House #2 – Transportation & Connectivity, Environment & Climate Change		

Purpose

The purpose of this meeting is to introduce the discussion papers and key thematic areas related to Transportation, Environment and Climate Change, and Urban Design, and engage in open discussion on these topics. The Open House will also be an opportunity to provide information on how to further participate in the Study process.

Agenda Overview

- 1) **Introduction and Housekeeping [5 min] [City]**
 - Indigenous Land Acknowledgment
 - Introductions and Welcome
 - Meeting Objectives
- 2) **Presentation [50 min] [City/WSP]**
 - a. OPR Background / Process
 - b. Purpose/Introduction of discussion papers
 - c. Transportation
 - i. Highlight main recommendations
 - ii. Polling question(s)
 - d. Environment and Climate Change
 - i. Highlight main recommendations
 - ii. Polling question(s)
 - e. Urban Design
 - i. Highlight main recommendations
 - ii. Polling question(s)
- 3) **Panel Discussion [30 min] [Tristan and Andria to facilitate and coordinate questions; City and WSP to answer questions]**
- 4) **Next Steps and ways to provide feedback [5 min] [City]**
- 5) **Adjourn Meeting [City]**



AGENDA



BRAMPTON

Job Title	City of Brampton – Brampton Plan – Public Open House #3		
Date	Monday July 26 th , 2021	Time	4:00PM - 6:00 PM
Venue	WebEx Meeting		
Purpose	Public Open House #3 – Growth Management, Employment and Economic Development/Urban Design, Open Spaces and Recreation		

Purpose

The purpose of this meeting is to introduce the discussion papers and key thematic areas related to Growth Management, and Employment and Economic Development, as well as Urban Design, Open Spaces and Recreation, and engage in open discussion on these topics. The Open House will also be an opportunity to provide information on how to further participate in the Study process.

Agenda Overview

- 6) **Introduction and Housekeeping [5 min] [City]**
 - Indigenous Land Acknowledgment
 - Introductions and Welcome
 - Meeting Objectives
- 7) **Presentation [45 min] [City/WSP/Watson]**
 - a. OPR Background / Process
 - b. Purpose/Introduction of discussion papers
 - c. Growth
 - i. Highlight main recommendations
 - ii. Polling questions
 - d. Employment and Retail
 - i. Highlight main recommendations
 - ii. Polling questions
- 6) **Panel Discussion [30 min] [Tristan and Andria to facilitate and coordinate questions; City, WSP and Watson to answer questions]**
- 7) **Next Steps and ways to provide feedback [5 min] [City]**
- 8) **Adjourn Meeting [City]**

Appendix B – Polling Questions

June 7, 2021, Polling Questions

#	Question	Choice	Answers	Percentages
1	What is your relationship to the City?	A	Resident	29%
		B	Business Owner	6%
		C	Developer	0%
		D	Non-governmental/Non-profit organization	6%
		E	Government/Agency	11%
		F	Town Employee	20%
		G	Other	14%
			No Answer	29%
2	What brought you to the meeting today?	A	Interested in future of City	29%
		B	Learn about Official Plans	29%
		C	I have business interests in the City	6%
		D	I want to learn more about planning in the City	20%
		E	Other	20%
			No Answer	37%
3	What do you think is the best way to promote and advance Arts and Culture?	A	Engaging with Cultural Centres, Institutions and Organizations	17%
		B	Establishing funding allocation for Art Programs	26%
		C	Hosting International Art Competitions	9%
		D	Promoting Public-Private Partnerships for acquisitions and installations of public art	20%
		E	All of the Above	23%
		F	Other	3%
			No Answer	40%
4	How can the City celebrate its built cultural heritage structures and landscapes?	A	Promote Annual Heritage Awards for restoration and renovations projects of built heritage resources	3%
		B	Strengthen Policies for Built and Landscape Heritage Resources	14%
		C	Encourage Main Street beautification in historic districts through grant programs	9%
		D	Support Programs like "Doors Open" events within the City	6%
		E	Promote heritage education through public education, digital tours, of the City's history	14%
		F	All of the Above	40%
		G	Other	3%
			No Answer	40%
5	Which of the strategic directions below do you think would have the greatest impact making housing more attainable in Brampton?	A	Establishing affordable housing as a community benefit	14%
		B	Securing a percentage of housing in new development as affordable housing	6%
		C	Retaining and renewing existing rental units	6%
		D	Increasing the range of mixed-use and multi-residential typologies	17%
		E	Increasing policy and zoning support for shared housing	17%
		F	All of the Above	26%
		G	Other	3%
			No Answer	51%

June 21, 2021, Polling Questions

BRAMPTON PLAN



#	Question	Choice	Answers	Percentages
1	What is your relationship to the City?	A	Resident	38%
		B	Business Owner	5%
		C	Developer	0%
		D	Non-governmental/Non-profit organization	6%
		E	Government/Agency	7%
		F	City Employee	19%
		G	Other	7%
			No Answer	33%
2	What brought you to the meeting today?	A	Interested in future of City	37%
		B	Learn about Official Plans	12%
		C	I have business interests in the City	0%
		D	I want to learn more about planning in the City	22%
		E	Other	7%
			No Answer	49%
3	What do you think are the Natural Environment priorities for Brampton Plan?	A	Enhance connections between natural heritage features	11%
		B	Restore habitat and increase forest coverage	11%
		C	Promote environmental stewardship	7%
		D	Explore opportunities to mitigate against climate change	7%
		E	Promote / Implement Low Impact Development & green infrastructure	7%
		F	All of the Above	39%
		G	Other	2%
			No Answer	52%
4	Where do you think planning could have the biggest impact on climate change within Brampton?	A	Electric vehicles	11%
		B	Active transportation	20%
		C	Public transportation	14%
		D	Planning for complete communities	23%
		E	Zero energy buildings	16%
		F	Urban agriculture / Local food growing	7%
		G	Tree planting and naturalization	14%
		H	All of the Above	11%
		I	Other	2%
			No Answer	55%
5	What do you think are the transportation priorities for Brampton?	A	Investing in creating better transit networks across the City	19%
		B	Creating a finer grid network (i.e. more and shorter connections between destinations)	21%
		C	Limiting road widenings	16%
		D	Designing streets/spaces with pedestrians and cyclists in mind	23%
		E	Prioritizing trucks and goods movement	9%
		F	Embracing technology that influences travel (i.e. electric vehicles and charging stations)	12%
		G	Investing in active transportation networks to reduce reliance on cars	16%
		H	Focusing on road safety	16%
		I	All of the Above	9%
		J	Other	2%
			No Answer	47%

July
26,

2021, Polling Questions

BRAMPTON PLAN



#	Question	Choice	Answers	Percentages
1	What is your relationship to the City?	A	Resident	18%
		B	Business Owner	1%
		C	Developer	4%
		D	Non-governmental/Non-profit organization	3%
		E	Government/Agency	4%
		F	City Employee	23%
		G	Other	5%
			No Answer	42%
2	Where should the majority of residential growth be focused in Brampton?	A	Urban Centres and Primary Urban Boulevards	23%
		B	Town Centres and Secondary Urban Boulevards	17%
		C	Regional Rail GO Stations	9%
		D	Rapid Transit Corridors	18%
		E	Transit Stations	8%
		F	Other	6%
			No Answer	56%
		3	Which characteristics make an Employment Area a desirable place to work?	A
B	Places to eat			21%
C	Nearby amenities for personal errands/needs			25%
D	Accessible and frequent transit service			25%
E	Parks and public space			17%
F	Easy to drive / park vehicle			20%
G	Other			3%
	No Answer			50%
4	What does 'Design Excellence' mean to you?	A	Creating Design Guidelines	4%
		B	Encouraging Context Sensitive Design	12%
		C	Pushing the Envelope of New Design	12%
		D	Establishing a Design Review Panel	4%
		E	Focusing on Built Form and Public Realm	14%
		F	Other	3%
			No Answer	74%
		5	What are your Parks and Open Space priorities?	A
B	Designing parks to appeal to multiple generations and different abilities			17%
C	Explore hardscape surfaces as parkland dedication (e.g. Urban Plazas, POPS, etc.)			16%
D	A better connected Greenspace System (e.g. connecting parks, ravines, trail systems, etc.)			22%
E	Focusing on greening urban areas and places underserved by parkland.			20%
F	Other			1%
	No Answer			57%

Appendix C – Questions and Responses

June 7, 2021, Questions and Answers

No.	Attainable and Supportive Housing	Other
1	<p>Residents in Brampton are spending a large proportion of their income on things like home and car ownership.</p> <p>Answer: Combined transit and housing costs are an issue for Brampton. Making sure that transit and housing policies align. Close to local employment.</p> <p>As part of BP structure, the City is trying to direct development along transit corridors. Taking a close look at GO connections (Bram East, HH, Steeles) want to provide different options for housing typologies. If you can build around transit, we can offset some of the issues around housing affordability. Building complete communities – minimize # of car trips for Bramptonians. Brampton Plan also looking to diversify housing typologies.</p> <p>The City is planning to offer financial incentives to developers to build within intensification corridors. CIP for housing – incentivize housing development for builders. City is preparing Transportation Master Plan update; scoped alignment for housing affordability</p>	<p>Is there a particular reason why this was held during the workday to save a couple grand, on a meeting for a project that will guide tens of billions in development?</p> <p>Answer: The presentation will be delivered for a second time today at this afternoon's Planning Committee Meeting to ensure that those who are not able to make it to this Public Open House also benefit from the presentation.</p> <p>As mentioned, the presentation will be given tonight at Planning and Development Committee (under items 7.1 and 7.2).</p>
2	<p>What is the city doing from a policy perspective to ensure we are getting a healthy mix of housing typologies?</p> <p>Dalton – This is challenging, but can be done. For larger sites or new subdivisions you can begin to insert criteria for family friendly units and work with developers to move this forward. This is great discussion for DP feedback.</p>	<p>Why weren't the papers released before the meetings so we could review them before the meeting?</p> <p>Answer: The Discussion Papers have been included on the Planning Committee's Agenda with Presentation and Report for some time.</p> <p>I would encourage you to follow the following link: https://pub-</p>



No.	Attainable and Supportive Housing	Other
		brampton.escribemeetings.com/Meeting.aspx?Id=aa6e9cb3-44ef-400c-b5ec-be9a20f65bc9&Agenda=Merged&lang=English
3	<p>City should not allow match box size condo units and studio units. Units should be of at least one bedroom unit.</p> <p>Dalton – Expanded control of redevelopment of rental housing. There is a variety of policies that can be implemented – how strongly these get written is community dependant. There is a discussion to be held – how much pressure do Bramptonians want to see on the development community.</p> <p>City - Through the Housing Brampton process we have looked into this and will be looking at developing strong policies re: retention of rental policy</p>	<p>The horizon year for the OP is 2041 or 2051?</p> <p>Answer: The province recently updated the planning horizon from 2041 to 2051.</p>
4	<p>City has interconnected problems, Transportation is a huge cost, car insurance, Brampton’s population is coming from overseas which presents an issue for drivers/insurance/costs, etc.</p> <p>Households in Brampton are spending 300k on cars. Council spent much time in meeting prior to pandemic on driveway widenings</p> <p>Why do people have so many cars? We have good transit in some areas but not transit. Disorganization of policies. Transit easy to use=contain job sprawl. QSC should have employment, but city is putting housing. Large scale employment development requires GREAT transit. Planning policy is not coordinated to focus on housing, transit, employment. Need to think about it as one. Brampton/[Mississauga] to work together for Region of Peel transit passes. City needs to come up with coherent housing/employment/transportation policy to achieve good planning.</p> <p>Ensuring that we are building a city which has connections – making sure people can get to their jobs, housing, transit etc.</p>	<p>Question: Will there be a copy of this presentation available on the city site?</p> <p>Answer: a copy of the presentation and recording of the session will be available by visiting www.brampton.ca/bramptonplan.</p>



No.	Attainable and Supportive Housing	Other
	<p>City – we are trying to build complete communities, minimize need to travel. TMP should not meant to speed transit up – must consider transit opportunity/less transit. We need to build compactly to minimize need for travel to get to work, home, play, etc. The directions we’re heading will help, will take time, but we are on right trajectory.</p> <p>We need to bring jobs to where people live – we’re thinking about mixed use, integrated building. We need to understand that there are employment uses which need to be distant from other uses. Knowledge/creative economies can coexist in mixed use communities.</p>	
5	<p>Employment policy is transportation policy is housing policy, focusing employment on the Queen Street Corridor slashes commute distances from the median 10 km.</p> <p>City – YES – they are interconnected, you cannot look at silos, to create great city you have to look at everything through an urban lens and together. We will be bringing forward a series of discussion papers to speak on these different policy areas. Next one is June 21, environment and transportation</p>	
6	<p>Question: Bramalea GO needs to have extremely high frequency transit service to feed the high frequency GO, that transit means it will be very easy for residents to get from across the City to Bramalea and Steeles, that would make it great for employment, housing is not a good use for the community</p> <p>City – the GO line that connect Kitchener-Waterloo: was not recognized previously on how important it is to Brampton. Two-way GO in distant future. Not just important for home to work dynamic but also employment workflow. Interconnected GO is important for Brampton and surrounding regions</p>	
7	<p>Question: Taxing vacant lands more could also improve housing supply in the market and reduce over all housing cost</p> <p>City: We are looking at this through our policies</p>	



No.	Attainable and Supportive Housing	Other
8	<p>Comment: The City needs to fix the development pipeline process; the City cannot handle the sheer quantity of housing needed</p>	
9	<p>Comment – building twice as much housing as Thorold Ontario. Brampton is growing rapidly – COB needs development processes to approve housing quicker and applicable to current population and especially labour pool. Brampton and Mississauga should look at plans for missing middle housing. Come up with a way to build housing leveraging existing labour pool and reduce rezoning processes.</p> <p>City Answer – City is looking at how to streamline the process. Any opportunity we can look to speed up the approval process we are in favour of.</p> <p>Dalton – Two points: pre-zone for infill and looking at enabling desire infill project. Province should provide templates for residential infill</p>	
10	<p>Question: Is the OP looking at full build out scenario? As per the plan, will Brampton be fully built by 2051?</p> <p>City – we are looking at what Brampton will be by 2051 (plus 1 million). Greenfields will be developed (majority) we will be into intensification and infill development. A good city never stops reinventing itself. Aim is to create a city that is generational. City which grow, change and evolve were built long ago but have good structure. Important for Brampton Plan to have good structure so that the city can evolve</p>	
11	<p>Comments: You used to literally order a multifamily home out of a mail order catalogue from Sears</p>	
12	<p>Comment: Preapproved plans as a complementary process (not the only process) would allow a development planner to be able to process the double or triple the number of units they approve of multifamily</p>	
13	<p>Comment: Competently done large scale pre-zoning would cut down approval timelines, slash risk, and combined with preapproved plans would remove the Planning Department as a bottleneck preventing the City from building enough housing.</p>	

No.	Attainable and Supportive Housing	Other
	Andrew – the goal is to help facilitate development and streamline processes.	
14	Comment: Because of all the things like rezoning and commissioning architectural plans, Missing Middle lacks the economies of scale to be economically viable. This isn't about incentivizing it, it is getting rid of de facto bans on it	



June 21, 2021, Questions and Answers

No.	Polling Question #2– What is Your Relationship to the City - Responses to 'Other'	Polling Question #3 – What do you think the Natural Environment Priorities should be for Brampton - - Responses to 'Other'	Polling Question #4 – Where do you think planning could have the biggest impact on climate change within Brampton? -- Responses to 'Other'	Polling Question #5 – What do you think are the transportation priorities in Brampton? - Response to Other	Natural Environment	Climate Change	Transportation	Other
1	Resident and Planning Student (Response to polling question #1)	Acquisition of land for naturalization as parkland			<p>What will the City do through this process to create better linkages between the existing Natural Heritage System?*</p> <p>A: City is focusing on e-w linkages, enhancements to the parkway belt west zone. Linkages associated with the</p>	<p>Q: What is the City doing to reduce Greenhouse Gas emissions? Is the City going to set targets? Does the City have a Climate Change Action Plan?*</p> <p>A: To reduce GHGs, this is a land use exercise, creating more compact communities. New updates to building codes, and improvements to technologies. Transportation is one of the leading areas to</p>	<p>Active Transportation plays a vital role in reducing Green House Gases, but sometimes when I want to get somewhere on foot or by transit, the connections are missing. What can the City do through the Official Plan review to identify and/or address these gaps?*</p>	<p>Where do we find the discussion papers? are they called something else? not seeing them on the Brampton plan page</p>



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					<p>new GTA corridor in the west.</p> <p>A: designing great/green streets to enhance these linkages, providing great ways for residents to get to natural areas. Streets are not just about moving cars/pavement - also about creating beautiful streets.</p>	<p>mitigate climate change. Placing emphasis on other modes of transportation. Anytime a new area is developed there is an opportunity to provide new solutions from a climate and transportation perspective.</p>		
2		Also encouraging conversions of lawns to more diverse forms of plant life, especially			Some municipalities have incorporated bird friendly development in their planning process. Is the City	C: City currently seems to be a “soft” climate change leader	Q: How can we design streets to slow down traffic and promote walkability and safety? Can we take a complete streets approach to	The office study into Heritage Heights showed no



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		native plants (which the city can provide suggestions to reduce the barrier of research.			<p>looking to take a similar approach?*</p> <p>A: Sensors to reduce light in medium and high-rise buildings and is incorporated into discussion paper areas and key areas for policy directions.</p>	<p>A: Brampton is making every effort to be leaders, undertaking CEP in HH, work on outcomes amongst highway, work on MTSAs, transit etc.</p>	<p>existing streets, especially around retail areas?</p> <p>A: Related to key direction #1 – complete streets is a traffic calming concept to provide safe spaces for all transportation users.</p> <p>A: Many Cities in Peel have focused on throughputs (moving people faster). Focusing more on speed, throughputs, and more on access, and slowing things down. More public realm improvements, etc.</p>	<p>demand there, so what will employ people there?</p>



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3						<p>Every effort should be made to remove cyclists from roads through the agency of protected bike lanes and multiuse pathways. There should be a multiuse pathway along McLaughlin from Queen Street to Steeles.</p>	<p>I love this transformation and priorities related to transportation in our city. We are building streets for people’s health, safety, and equity. Very proud of this work.</p> <p>But it is a culture shift and lots of education and provincial regulatory changes are required to also support it.</p>	
4						<p>If staff really want to be informed, they should be sent to Holland, Denmark and Germany to discuss with</p>	<p>C/Q: Painted sharrow designating cycling space on roads offer no protection for cyclists. of any age. Why even designate such signage.</p>	



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						colleagues there how to build and manage active	<p>Every effort should be made to remove cyclists</p> <p>R: The data we have shows cyclists want more and more separation – sharrows do not necessarily do this. Transit industry is moving towards more and more separation. If the desire is to accommodate many cyclists – sharrow is not the way. An all ages and abilities network is necessarily – must be dedicated cycling facility.</p> <p>R: TP at City has brought forward ATMP and working on CC. In peel, we are trying</p>	



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							to retrofit communities, we now understand how to do better and how to incorporate cycling is built into the DNA of neighbourhoods and cities. Design communities with walking, cycling, transit at the forefront.	
5						<p>Q/C: How do we mitigate climate change and create walkable environments if the region keeps building roads that planes can safely land on?</p> <p>A: Areas in Brampton require larger streets for goods movements, but</p>	<p>C: How is the City going to move forward with a business plan that uses updated data? How do you get everything up to date so we plan to 2051 without basing the forecasts off of 2011 data?</p> <p>R: City is doing a lot from Transportation side of things</p>	



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						streets/places for people require a rethink of how we design streets. City is currently in discussion with Regional staff to work on a way forward	– integration with GO, TODs, BRT, LRT,	
6						Q/C: if you want to reduce embodied carbon in a res building, have a zoning bylaw with requires more sustainable building design. How are we going to change OP and ZBL so it encourage reducing embodied carbon? A: EC is a growing area of influence; we are looking at areas of opportunity	How is the City going to prevent mass displacement in the community between Eastern Avenue, the CN Mainline, and Kennedy Road?	



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7						Under 4 storeys is very easy to do with wood and is a very well understood housing construction type	If staff really want to be informed, they should be sent to Holland, Denmark and Germany to discuss with colleagues there how to build and manage active	
8							<p>Q/C: Why is the City moving forward on Uptown without aggressively moving forward on the Steeles BRT?</p> <p>A: Uptown is one of the key areas we are working on – City has been working closely with Nordic countries on forward-thinking planning. Uptown focus is LRT on Hurontario, but Steeles Ave is also an area of focus. High</p>	



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							order transit is a huge piece of Steeles corridor.	



July 26, 2021, Questions and Answers

No.	Polling Question #1– What is Your Relationship to the City? -- Responses to 'Other'	Polling Question #3 – Where should the majority of residential growth be focused in Brampton? -- Responses to 'Other'	Polling Question #4 – Which characteristics make an Employment Area a desirable place to work?-- Responses to 'Other'	Polling Question #5 – What does 'Design Excellence' mean to you? -- Responses to 'Other'	Polling Question #6 - What are your Parks and Open Space Priorities? -- Responses to 'Other'	Residential Growth	Employment and Retail	Urban Design	Parks & Open Spaces	Other
1				Design excellence should be within the 'realm' of the UN's latest report - Making Peace with Nature https://www.unep.org/resources/making-peace-nature		I like the idea of a 20-minute neighbourhoods . How will the Official Plan implement this strategic direction? Example, how will this policy be applied to existing vs new communities.*	With the changing face of retail, will the Brampton Plan provide direction for the redevelopment of mall sites/commercial plazas on large properties?*	What new Design Guidelines will the Official Plan Review be recommending to help promote design excellence in Brampton?*	Parks are critical to health and well-being and important focal points for the community. What can the City do through this process to help create more parks in underserved areas?*	What's happening to the mall that was planned for Bovaird/Mississauga Road?



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2						<p>What happens if population growth significantly outpaces projections due to factors such as climate refugees?</p> <p>A: Working within framework of Growth Plan, forecast is used to guide Regional and Local Official</p>	<p>Any plans to address the increase of warehouses/logistics centres and their impacts on communities (i.e. truck traffic, noise, etc.)*</p> <p>A: Brampton has a strong manufacturing and logistics base and we want to build on this, but this</p>	<p>How would the City deal with tall buildings and their impact on surrounding neighbourhoods (shadowing/transition, etc.)?*</p> <p>A: Ways to manage include – design review panel, urban design guidelines, etc. Through Brampton Plan, we want to</p>	<p>How does the City plan to ensure Uptown will have good parkland access? Excellent parkland access would make Uptown stand out from other major urban areas in the GTHA</p> <p>A: All new development occurring must dedicate a % of</p>	<p>With the sad track record of the continual neglect of the downtown revitalization, promised 10 years ago, how can we have any confidence the timelines we're discussing today can be met and in fact, paid for?</p> <p>@Peter important to note some of</p>



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						Plans. At the regional and local level, it is important to look at the urban structure, growth opportunities, etc. It comes down to a good comprehensive plan and monitoring to understand growth at different levels. City's Growth Management Program will continue to	comes with truck traffic. City Structure anticipates where trucks need to get to – create beautiful streetscapes for pedestrians, slow movers, and direct trucks to other transit corridors (e.g. 400 series highway). From a growth perspective – we will see more warehousing	figure out where growth will go and will not, then we can understand building typologies and places which are appropriate (or not) for taller buildings. Guidelines for Urban Design will help us shape what the buildings will look like.	parkland. In places such as Uptown, it becomes not only about parks but ALL amenities. In Uptown, we are looking also at community hubs which provide a series of amenities. In urban areas and naturalize areas parks look different. There will be diversity	the recent news. The Downtown Flood Mitigation EA is done, funded, and construction can start.



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						monitor and manage growth. Specific reference to CR's ensures that we are responsible as a municipality when it comes to climate change and resiliency.	and manufacturing, but will see a shift to more urban warehousing and smaller scale uses, which will bode well for smaller, appropriate transportation vehicles		of experience for park users. Nurturing Neighbourhoods Program identifies and helps to monitor parks to ensure access and usability for all park users. Provision of parks, where they go, etc. Is something being looked at through Brampton Plan.	



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3						Great to see the corridor approach.	How do you propose to incent Retailers to the Urban Centres versus employment increase with "warehouse type" opportunities (ie) Amazon etc. ? A: Different spaces exist for smaller and larger retailers. In some of the	Why isn't the City planning an office employment node at Airport and Queen, which could easily be accommodated at the commercial plazas? Employment: City is looking at office space re: high-rise with underground	With the trails would there ever be a bike lane at the side of a walking area? Right now it has gotten dangerous for walking on them. Especially around blind corners	An important but only one component of the overall plan. Does not ensure other pieces will follow. Where will \$ come from? More debentures-regional agreement needed? More depleted reserves? We are "biting off our noses to spite our faces" with continual



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							<p>key areas we can to provide a variety of spaces and opportunity around our employment areas, not only focusing on them on solely for employment. Driving and supporting smaller retailers is importance for the competitiveness in Brampton.</p>	<p>parking or Greenfields with massive lots, but no consideration for building office space within plazas. Preventing this, is large parking lots create for the commercial plazas. Airport and Queen Plaza would be a great location for this. Why are areas like Bovaird and 10 not considered/acco</p>		<p>zero property tax increases- just to satisfy political ambition. 1 % increase = approx \$ 5 M. How can we morally continue on this path?</p>



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							<p>A: An understanding must exist of which areas are high vs low growth. This will help determine types of employment uses. Aspects of placemaking are important to attract people to want to be in Brampton (work, live, play, learn). Policy and financial incentives can be explored</p>	<p>mmodated for office space? A: Too high of parking requirements for office can be an impediment – this is why building MU along transit is important, especially along primary and secondary corridors (Steeles, Hurontario, Kennedy).</p>		



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							further down the line as well.	Important aspects to take into consideration as we move into the next phase of work.		
4						A significant portion of population growth can be accommodated in existing residential areas which have experienced significant		Great question Sylvia. This is the elephant in the room. Issues related to the degradation of the Biosphere seem to be in the background.	: Brampton is home to over 850 parks, 217 km's of city owned trails, 3600 hectares of parkland (almost 9,000 acres!)	Anything Brampton Plan can do to improve current housing supply would help residents immensely. Emphasize the creation of more



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						population decline.				<p>affordable units in the City. Infill projects highlight great examples of how to increase the City's housing supply.</p> <p>A: The COB has recently endorsed the Housing Brampton Strategy, will guide and shape much of Brampton Plan's policy. We</p>



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										acknowledge the need to provide diverse housing options for Brampton residents.
5						<p>What is the plan for Bramalea city centre as it is listed as a urban growth area in the 2040 vision?</p> <p>A: BCC is an important landmark, and the area has</p>		<p>Any ideas on how to retrofit existing buildings / houses and also make sure new dwellings are off fossil fuels? Sent question via email to you regarding this.</p>	<p>There is a City owned golf course right by Uptown, and an adjacent park, which together could become a part almost the size of High Park</p> <p>from Sylvia Roberts to</p>	<p>There are some logistical barriers in Brampton – but there are opportunities for BRT, LRT and more rapid transit.</p> <p>A: Not just about your ride but</p>



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						much history. There is opportunity to work with the community of ways to improve and build upon the existing areas. The Mall will transition over time to provide further opportunity and access for residents and tourists.		Suggested we explore a Local Improvement Charge mechanism that lets building owners pay off long term retrofit loans through their tax bills.	everyone: 5:41 PM become a park*	also, your entire commute from the moment you leave your house, arrive at your workplace and return home
6						What's happening to the mall that		How tall is tall? Especially with an established		Basic Maintenance of the city is poor



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						was planned for Bovaird/Mississauga Road		neighbourhood. Most fear the traffic		<p>as a transit user: trash bins overflowing, etc. Public Realm requires basic maintenance.</p> <p>A: We need to have pride – Brampton needs to look beautiful and we will share these comments with our transit and parks staff. Transit ridership is very high (and increasing), this</p>



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										comes with requirement for more maintenance/trash bins.
7						How does the City anticipate managing infill development in areas along the Queen Street corridor planned for growth however also includes existing stable residential		Totally agree with Andrew's comments. Why put an oapt. building in a residential area with greenspace and only 2 storey homes.		We are heading for a financial crunch and a significant property tax increase will be levied - some of our politicians hope to be on to prov/fed positions- we are more and



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						<p>neighbourhoods ?</p> <p>A: First gen growth, sprawl, etc. Is easier, but not always the best. Second gen – infill, MU is more difficult and must be respectful for the context it exists in. How we develop and transition to developing along transit corridors will be an</p>				<p>more relying on prov/fed \$ bailouts - not to be counted on.</p>



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						opportunity to increase densities, provide adequate and diverse housing options, with little to no impact on adjacent and existing neighbourhoods. Queen Street Corridor is an area the city is paying close attention to.				
8						I have no problem with				



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						<p>legal apartments for those who can not afford to buy. It is the flood of houses with so many that do not follow the guidelines of houses or parking with total disregard. How do we implement guidelines so that it's a win for everyone?</p>				