

# Policy Directions Public Workshop

Saturday October 23, 2021

Public Engagement Summary

**BRAMPTON  
PLAN**



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# 1 Introduction

## 1.1 Purpose of City Structure Public Workshop

### 1.1.1 Purpose

On October 23, 2021, at 10:30am to 12:00pm, a City-wide Public Meeting #2 was held for the City of Brampton Official Plan Review focusing on the Policy Directions framework for Brampton Plan. The purpose of the meeting was to provide updates on the Official Plan Review project, how engagements held to date have shaped the Plan, and provide information on what key thoughts and ideas will influence policy writing for Brampton Plan. Structure. The event was organized as follows (see Appendix A – Meeting Agenda):

**Part 1 - Introduction and Housekeeping:** Indigenous land acknowledgement; introductions and welcome statements from Mayor Brown, Councillors, and City staff. City staff reviewed the meeting objectives.

**Part 2 - Presentation:** City staff provided an overview of key areas influencing Brampton Plan policies, Official Plan drivers, structure maps.

**Part 3 - Panel Discussion:** Public engagement question and answer period.

**Part 4 - Next Steps:** Survey and key dates in the Official Plan Review process.

Consultation materials available online at the following link [Public Meeting #2 – Policy Directions](#)



**BRAMPTON PLAN** ROADMAP FOR GROWTH AND DEVELOPMENT. HELP US PLAN OUR CITY'S FUTURE.

3-1-1 f t i y [brampton.ca/officialplan](http://brampton.ca/officialplan) 

The graphic features a blue background with white icons representing various city services and infrastructure. On the right, there is a photograph of a modern urban development with tall buildings and a landscaped area with a walkway and water feature.

## 1.2 Meeting Overview

### 1.2.1 Meeting Details (Venue, # of Attendees, Meeting Participants)

Approximately 120 people attended the public meeting that was held on WebEx. Comments were received through the WebEx chat box throughout the workshop as well as sent through emails to the City. A follow up survey link was shared to gain a better understanding of the participants and allow them to vote for directives that they believed were most important to take into consideration when writing policy.

## 1.3 Outreach

The meeting was promoted through the following outlets:

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





Transportation  
and  
Connectivity



Urban  
Structure



Built Form  
and Arts

**Key Themes**



Environmental  
and Climate



Attainable  
and  
Supportive  
Housing



Other

The key messages related to these themes are further detailed in Section 3 of this report.

# 3 Key Messages Heard

## 3.1 Transportation and Connectivity

### 3.1.1 Traffic and Safety

- With lane reduction from 4 to 2 lanes, more congestion is created and safety issues are prominent.
- Main Street and Nanwood Drive is an accident waiting to happen.

### 3.1.2 Providing Adequate Transportation Infrastructure and Access to Support Growth

- High order transit (Queen BRT/Hurontario LRT) should be driving development.
- Downtown 4 corners is clearly the central transit conjunction of 3 major rapid transit lines connecting DT Vaughan, DT Mississauga and DT Toronto.
- It is cheaper to build a BRT on Queen than widen roads.
- With the significant intensification planned on Steeles at Highway 10 and by Bramalea GO, we need a BRT along Steeles or Highway 10.
- Brampton Plan must try to increase GO service to downtown. As it stands, only Bramalea GO will receive 15-minute all day service.
- Steeles is still seeing major intensification at Highway 10 and proposed stuff by Bramalea GO. Steeles BRT should be a part of the planning process.
- The urban centres existing in Brampton such as Bramalea and Downtown core are opportunities for planning regarding transit-oriented development. One of the biggest challenge in listening in this workshop seems to be heavy traffic congestion in the City and overcoming automobile dominant culture.
- Require transit funding to support population growth.
- Build more density with multi modal transportation options.

### 3.1.3 Movement and Connectivity

- Look for simple solutions for connectivity.
- Rapid transit, when implemented, will assist in moving many more people.
- Many people choose to use local transit to reach stations, Give them reliable rapid transit options and they will leave the car at home and begin making more of their commutes on transit networks.
- Active transportation is the only solution to get cars off the road and it works. Europe provides good examples for city design.
- Designate the left lane of Queen from Goreway to Highway 410 (always truck congested). This would reduce frustration, increase safety and expedite driving experiences.
- I am wondering if a smart traffic lights system is part of the plan. I have noticed the traffic lights are different in Brampton than other cities. Sometimes you get stopped at every single light which is not what I have experienced in some other cities.

### 3.1.4 Road Design

- ZUM had a number of future routes to be added that weren't included in the slideshow, namely Chinguacousy, Kennedy, Bramalea and Sandalwood (as per Brampton's 2017 TMPU). Will these be implemented? Furthermore, the road design and parking strategies shown in the parking plan should be addressed in the 2040 plan. Residential roads in this city are way too wide and the parking plan never emphasized how our current ones disincentive walking and cycling trips, while breaking up sidewalk networks. Active transportation is the only solution to get cars off the road and it works. Europe provides good examples for city design.
- Information is required regarding the specific urban design elements that will be implemented and information about how the plan hopes to achieve beautiful looking neighbourhoods/streets.
- Infrastructure and road congestion needs to be solved.

## 3.2 Urban Structure

### 3.2.1 Growth and Development

- Our population is increasing rapidly – the demographic of the residents is what is important.
- Brampton must be connected to other areas within and outside of the Region.
- Growth must be budgeted and major capital project should not be cancelled due to budget crisis and negative impacts from zero percent property tax.
- In relation to urban structure and heights, I would not like to see high rises like Mississauga (Square One).
- Seems the Kennedy is not considered in the new plan. Kennedy is a street utilized a lot but has been neglected. We need to prevent large scale displacement along Kennedy.
- Would like to see the 15-minute community come to life.



- What are the limits to growth in Brampton?
- Build around hub areas.
- North Brampton is exploding with housing.
- Our proposals for rapid transit, the creation of nodes and the acquisition of post-secondary universities (within the downtown), in my opinion, will revitalize our city. An influx of students and academics to our core, alongside the increased mobility from transit, can greatly improve our city. I believe our biggest challenges to be funding, the creation of the Riverwalk/flood mitigation (to allow for development around Etobicoke creek) and the rezoning of residential neighbourhoods to allow them to be "15-minute neighbourhoods".
- Great opportunity to redevelop specific corridors of the city to make it more pedestrian centric (Kennedy Road).
- The plans for the innovation centre/university should bring many new high density condo/apartment projects in the centre core.

### 3.2.2 Investment & Employment

- What is our strategy on office space allocation in some of these new mixed-use intensification projects?
- There is a push to attract tech employers to the city and with remote work changing habits in the short term our planning will be affected.
- More connections to employment areas (e.g. Amazon Buildings).
- Biggest opportunities are for investors.
- Even ground for the supply chain and urban demographic.
- I would really like to see the city plans on moving away from singular employment based on warehousing, shipping and receiving

### 3.2.3 Neighbourhoods

- Services for new communities are required such as recreation centres, grocery stores, etc.
- Safety is a big challenge in neighbourhoods especially Downtown.
- Reinvestment into the Downtown area.
- The plan should address if and how the current zoning of our many neighbourhoods will be changed to create 15-minute neighbourhoods. Will single-detached home exclusive zoning be removed completely like in Edmonton? Will we allow for small scale commercial and small apartments to be constructed in neighbourhoods?
- Some of the biggest opportunities for development appear to be Bramalea city centre due to the existing neighbourhood that surrounds it, which currently gets tons of shoppers. If additional development can occur this could create big potential as a centre in Brampton.
- Reducing crime seems the biggest and most challenging one in neighbourhoods, but hope we can reduce crimes and make Brampton a better place than it is already.

- The biggest challenge will be dealing with the mazes of subdivisions and making them more community oriented.

### 3.3 Built Form and Arts & Cultural Heritage

#### 3.3.1 Arts/Culture

- Celebrate culture/heritage and leverage historical areas as good examples for walkable and creative communities.
- Encourage creativity among local creatives (i.e. public art, murals, etc.).
- I would like to see artists considered in the Plan and murals around the city.
- Reinvestment into arts and culture (e.g. buildings) in the Downtown.
- In relation to the 2040 vision – what are the boundaries for the Arts Precinct area?

#### 3.3.2 Tourism

- Great opportunity to develop future tourism opportunities and maintain the historical, artistic and quaint atmosphere of downtown.
- Our biggest opportunities revolve around retail and events for niche and international audiences.

### 3.4 Environment and Climate Change

#### 3.4.1 Green Space and Sustainability

- Intensification must have respect for the green space and beauty of the city.
- Invest in green initiatives, especially in relation to transit.
- Consider greening of warehouses and manufacturing facilities.

### 3.5 Attainable and Supportive Housing

#### 3.5.1 Second Units

- What is the criteria to allow for basement apartments – too many illegal units in the City of Brampton.
- Look at basement apartments at affordable housing options.
- Building affordable multiple unit dwellings while still having single family homes for those that want less density around them.
- Basement apartment rental where it is not immediate family is an issue.
- Concerned that there are loopholes and single family units are being converted for renting and not being occupied by multi-generational families.
- Biggest challenge for Brampton is housing – too many sprawling, poorly planned communities.

### 3.6 Other

#### 3.6.1 Clean Streets

- Downsize garbage container sizes to reduce overflow and littering.

### 3.6.2 Zoning

- Enforce bylaws with zeal.

### 3.6.3 Funding

- How has Covid-19 impacted planning in Brampton? How is Brampton planning for public health in the future?
- Has the city acquired funding for any of these projects? Are there grants that we are aiming for? Furthermore, have we allocated space for a third hospital in the NW corner?
- The biggest challenge appears to be funding for the Riverwalk, once this project is completed it would allow downtown to achieve it's potential but until/if then it seems like there's not much that can be done to truly make significant improvements.
- What exactly are the timelines and funding expectations for the Innovation District? Riverwalk?
- Funding for new universities and medical facilities

# 4 Next Steps

## 4.1 Upcoming Events

While staff is preparing to draft Brampton Plan, we are still accepting comments, ideas and thoughts on key considerations for the rewrite of the City of Brampton's new Official Plan.

Engagement materials, when available, can be accessed by visiting the project webpage and can be found under 'Engagement Recaps'. Future public engagement events as they are scheduled can be found on the project webpage at the link below:

[City of Brampton | Official Plan | Milestones and Meetings](#)

Email the City at the email address below to share your thoughts and stay informed of upcoming engagement events.

[opreview@brampton.ca](mailto:opreview@brampton.ca).

# Appendix A - Meeting Agenda

## AGENDA



### October 23<sup>rd</sup> Workshop Agenda

<b>Job Title</b>	City of Brampton Official Plan Review		
<b>Date</b>	Saturday October 23, 2021	<b>Time</b>	10:30 AM – 12:00 PM
<b>Venue</b>	Webex Meeting <a href="https://brampton.webex.com/brampton/j.php?MTID=m48af0c27003b9004d722aa1f0ddd1ff1">https://brampton.webex.com/brampton/j.php?MTID=m48af0c27003b9004d722aa1f0ddd1ff1</a>		
<b>Purpose</b>	Policy Directions Workshop		

#### Purpose

The purpose of this meeting is to provide an update on the Official Plan Review project, engagement events held to date, and information on the City Structure and policy framework.

#### Agenda Overview

- 1) **Introduction and Housekeeping**
  - Welcome from **Bob Bjerke, Director, City Planning & Design** (2 min)
  - Indigenous Land Acknowledgment [**Bob**]
  - Introduce Mayor and Councillors in attendance and Panel Members [**Bob**]
  - Welcome from **Mayor Patrick Brown** (2 min)
  - Welcome from **Regional Councillor Martin Medeiros** and **Regional Councillor Pat Fortini** (2 min)
  - Meeting Objectives and Housekeeping [**Bob**]
- 2) **Presentation [Andrew]**
  - Key Drivers
  - City Structure
  - Policy Considerations
- 3) **Panel Discussion [Bob to facilitate Q&A; Tristan, Shannon and Andria to monitor comments and coordinate questions from chat box; City to answer questions]**
- 4) **Next Steps, Plug Survey and ways to provide feedback [Bob]**
- 5) **Adjourn Meeting [Bob]**

# Appendix B – Questions & Answers

QUESTIONS	ANSWERS FROM CITY OF BRAMPTON STAFF
<p>How can the official plan address secondary suites – such as basement apartments, nanny suites and multi-family/ generational "single family zoned" houses?</p>	<p>The City receives direction from the Province on secondary suites. Our job is to make sure communities have infrastructure to support secondary suites (sewer/water), but also not feel overwhelmed. Secondary suites offer further opportunities for housing that is more affordable for residents. Our goal is to draft policies which are respectful of resident concerns and needs.</p>
<p>I hope to hear about how we will address the traffic issues in Brampton. More residents are actually moving away because they are frustrated with the growing traffic problems. It seems to be getting much worse with the number of trucks using the east/west (Queen and Steeles) corridor, especially in the east end.</p>	<p>The City of Brampton is not unique from other municipalities in terms of roads – we understand we cannot keep widening them. It is about bringing people together through compact communities to mitigate against long distance travel. Short trips create vibrancy. Long haul trips contribute to congestion. Great cities = short trips (increasing), long haul trips (decreasing). A focus on transit is important in this scenario.</p>
<p>What percentage of people are expected to live in 15-minute neighbourhoods?</p>	<p>Currently the City does not have the statistics on this, but in terms of new growth the City expects majority of residents to live within 15-minute neighbourhoods and key intensification nodes around transit. The city wants to create high density around transit. Through the Nurturing Neighbourhoods Program we are auditing our current neighbourhoods and needs of residents to understand what is out there today and identify what is missing to make all of Brampton 15-minutes communities.</p>
<p>Discuss Kennedy Road as a gateway into Brampton as well as the impact of trucks on roads in the context of Brampton Plan and policies around urban design and land use compatibility.</p>	<p>Kennedy Road is identified as a key corridor that will be more urban over time. There is a great gambit of restaurants in this area, and offers a great opportunity to become more pedestrian friendly and urban over time.</p> <p>Truck traffic is an important conversation for Brampton. The City of Brampton must be respectful that the Plan we create ensures the livelihood of all road users. A large chunk of our economy is geared around logistics and truck movement. Brampton Plan will be clear about where trucks should be, and where we urbanize. Hurontario and Steeles will help identify the areas where trucks can go slower/areas to be more careful.</p>

QUESTIONS	ANSWERS FROM CITY OF BRAMPTON STAFF
<p>How will the Official Plan address the new highway going through Brampton?</p>	<p>Highway 413 is meant to be a by-pass to highway 400 and 401. As you invest in more car-oriented arterials, we must mitigate congestion and cannot continue to expand. The City is of the opinion that the 413 highway is designed to move cars and truck fast and will increase traffic and congestion in the city.</p>
<p>Can the City comment on affordable housing and the costs? Is there the potential for grants from different levels of government to subsidize affordable housing?</p>	<p>Grants for affordable housing is available at the Regional and Federal level. The City of Brampton is currently implementing city-wide initiatives for affordable housing. We encourage residents to have a look at the new affordable housing strategy 'Housing Brampton' – we are working on implementing the various directions outlined in the strategy to improve housing affordability. These include new programs, zoning for Missing Middle housing, new typologies, and reduction of pressure off secondary suites.</p>
<p>The Plan is important. Not all Residents of Brampton know but they will surely be impacted. My experience is with Transit and Brampton Transit's involvement is critical to the inevitable Growth. Might I suggest that interface with Mississauga, Halton, and Vaughan be increased?</p>	<p>Transit investment in urban infrastructure is critical to the future growth of the City of Brampton. Moving around in more sustainable ways so we are more connected with our neighbourhoods is important. A side benefit is Sound Attenuation will happen as the Fleet becomes electrified.</p>
<p>Attention to the needs of Seniors (such as myself) resulting in less reliance on Transhelp. Public transit is not an option for many, especially during the pandemic.</p>	<p>This is an important question, and it supports why it is so important to bring resident daily needs closer together so folks are less reliant on cars. In an ideal world, the way we used to build our communities, idea was to bring things closer together to facilitate social exchange. It is important that residents are able to walk to local services.</p>
<p>What's being done to make sure that these town centres / urban centres look visually appealing, in terms of streets and buildings?</p>	<p>At an Official Plan level, we are looking to create strategic direction and a framework to enable other planning documents to provide more detailed design and place-making elements based on specific contexts, such as Secondary Plans and Block Plans. The particulars of the design of streets and buildings will be outlined through the updated Urban Design Guidelines.</p>

QUESTIONS	ANSWERS FROM CITY OF BRAMPTON STAFF
How will Brampton's unique arts and culture scene be reflected in Brampton Plan?	This is a very important topic for Brampton. There is a story to tell and we need to create the policy to align with the entrepreneurial spirit of our creative individuals. Staff is working together to ensure various strategies and master plans endorsed at the City of Brampton align with Brampton Plan.
Many neighbourhoods are zoned solely single-family housing. Will neighbourhoods be rezoned to allow for convenience stores/churches/banks/etc.?	The principle of a corner store/restaurant is something we will encourage through Brampton Plan. Zoning will follow. The Plan will set the ingredients to allow this to occur, which is important in the context of Brampton.
I haven't heard much about Brampton North West. What is the vision for this area of the City?	This area represents Brampton's last undeveloped area and is a proposed new location for a mixed use town centre (Heritage Heights). This community will be walkable, compact, conserve nature, an economic hub, amongst other things.
To return to the question of trucks on the roads. Why has Brampton focused on warehousing and made trucking a primary industry here?	We know trucks is one key area we need to be careful of and more dialogue is required as we advance the Plan. Staff are mindful of its impact to the community/residents while also providing jobs for residents.
Looks like the strategy is to keep Brampton a bedroom community. Is there a plan to have people from other cities coming to Brampton for jobs? For that we need car infrastructure as well. There needs to be more jobs brought to Brampton to reduce traffic going out. Having 1 type of dominant industry (warehousing) is opposite of diversity.	<p>The city continues to look and work with our neighbours to see what's working, and what isn't. Investing in transit to be a net-importer of jobs is key. Logistics/trucks need infrastructure to support them. We see increasingly that knowledge-based jobs are the new economy.</p> <p>Transit should be focused on attracting those types of jobs. Those that choose to invest are looking to employees. Walkability is also key.</p>
We need to keep farm space and keep food supply close in reach. How are we thinking about urban agriculture and incorporate it into our planning and especially in undeveloped areas?	Many cities have come up with creative ways to incorporate food into the planning of cities. Brampton has a lot of land within the urban boundary, especially in Northwest – current transition to urban development. We must be respectful of our history, and incorporate this history into our parks and urban form. It is important to know where we have been and where we are going. Northwest Brampton has great farmland. We are urbanizing and need to think about urban agriculture so that we can incorporate it in our planning. Many people have come up with creative ways when creating new communities. A lot of land is within the urban boundaries, and we see a lot of farms transition to urban development, but we also want to be respectful of that history.