



*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.