Brampton 2040 Vision AREA PLANS OVERVIEW

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CIVITAS studio
urban design & master planning

Prepared for:
The City of Brampton

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Introduction

Purpose

This document presents the key planning principles, rationale, and influences behind the Area Plans developed throughout the Brampton 2040 Vision process. It serves as a supplementary document to the **Brampton 2040 - Living the Mosaic** document (May 2018) and provides more detailed explanation behind the Area Plans and serves as a reference for future policy decisions.

The Area Plans produced during the Vision 2040 process were the result of; input from many stakeholders during charrette exercises, advice and direction from City Staff, and from the input and experience of the City's participating consultants, Beasley and Associates and CIVITAS Studio Urban Design.

The plans depicted are not intended to be final plans, but well-informed "first concepts". All Area Plans should be subject to further study and planning development by City Staff and be subjected to additional public engagement process.

For illustrative purposes only. All areas will be subject to full planning/co-design program with citizens.

City Wide Framework

Projections and Targets

Sources

All projections for Brampton's overall growth in population, households and jobs were obtained from the following sources:

City of Brampton:

Census Bulletin #3: Families, Households, Marital Status and Language, August 8, 2017;

City of Brampton Demographic Overview, Brampton Economic Development Office (no date provided);

Historic and Forecast Employment, Housing Units, Population, Activity Rate, Employment by Type, May, 2015, and;

Preliminary Population and Employment Forecast, Planning and Development Committee Report, May 29, 2008

Peel Region:

Dwelling Counts, 2016, and;

Population per Household Estimates, 2016

Note:

It was not in the scope, nor ability, of the Vision 2040 consultants to question these projections. Any questions regarding the rationale behind these projections should be directed to the City of Brampton and Peel Region authorities who produced them.

Brampton 25-30 Year Growth Projections

	Existing 2016	New Growth	2040+
Population	615,000	385,000	**1,000,000**
Dwelling Units	170,000	136,000	**306,000**
Jobs	207,000	183,000	**390,000**
Jobs to Unit Balance	1.2 to 1	1.4 to 1	**1.3 to 1**

Brampton 25-30 Year Growth Projections

The Growth Projections, as summarized in the chart above, informed the Vision Plan by allowing for an understanding of the **land areas and density targets** needed to absorb the expectant population and jobs.

The Vision Plan team, through the charrettes and subsequent review and refinement process, distributed the expectant jobs and population projections in a hierarchy of centres and areas, targeting a **sustainable jobs/housing balance** in each centre.

The aim of a **jobs-housing balance** is to provide **local employment opportunities** closer to where people live that may **reduce overall commuting** distance among residents. The sustainable range recommended for a community is **1 to 1.5 jobs per household.**

Currently, Brampton's Jobs/Housing balance of **1.2 to 1** is within the sustainable 1-1.5 jobs per household balance. The projections provided by the City of Brampton/Peel region predict a balance of **1.3 to 1** in 2040, maintaining a sustainable balance. This fact allowed for the new growth to be easily organized into balanced communities.

Note:

Maintaining a balanced jobs to housing ratio and providing a job space for every working resident is the first necessary step to reducing commuting in and out of Brampton.

The land allowances and densities in the Vision Plan are adequate but there are **many variables beyond the land use and density assumptions that influence overall commuting.**

Attracting businesses of the kind needed to meet capabilities of the future labour base, and encouraging people who work in Brampton to live here, is also key. This is the work of **further study by the City, especially the Economic Development Office.**

The Vision Plan **allows for the space** but it needs the alignment of other contributors to achieve a an overall reduction of commuting.

Growth Centres

Brampton 2040 Vision - Proposed Distribution of New Growth

	Jobs	Units	Balance
Uptown	54,000	30,000	1.8 to 1
Downtown	26,000	20,000	1.3 to 1
Bramalea	24,000	18,000	1.3 to 1
Town Centres	46,000	30,000	1.5 to 1
Neighbourhood Infill	12,000	8,000	1.2 to 1
New Greenfield Residential	6,000	30,000	0 to 1
Industrial Infill/ Intensification	15,000	-	n/a
TOTAL	183,000	136,000	1.3 to 1

The Brampton 2040 Vision proposes providing for the new population and job growth within a hierarchy of **medium to high density growth centres**, targeting a sustainable **housing/jobs balance** in each.

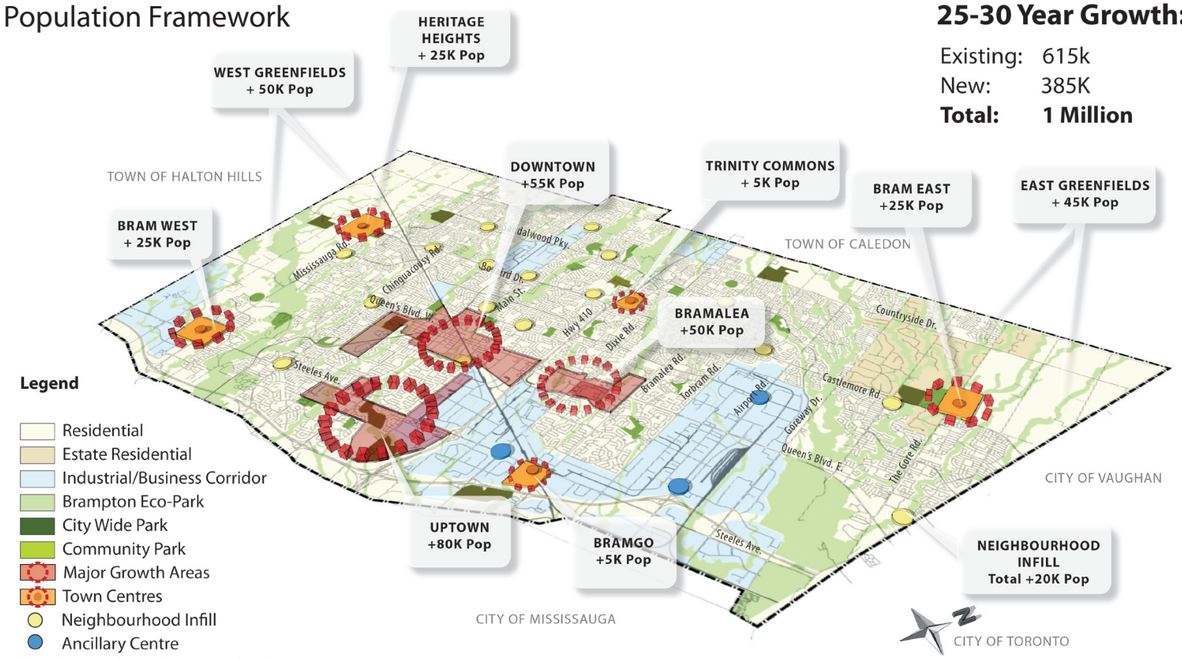
Due to a limited supply of land, at build out, **low-density greenfield growth** would account for **5% of new housing supply.**

95% of the expected new dwelling growth would be accommodated in **urban multi-family neighbourhoods.**

Population Framework

25-30 Year Growth:

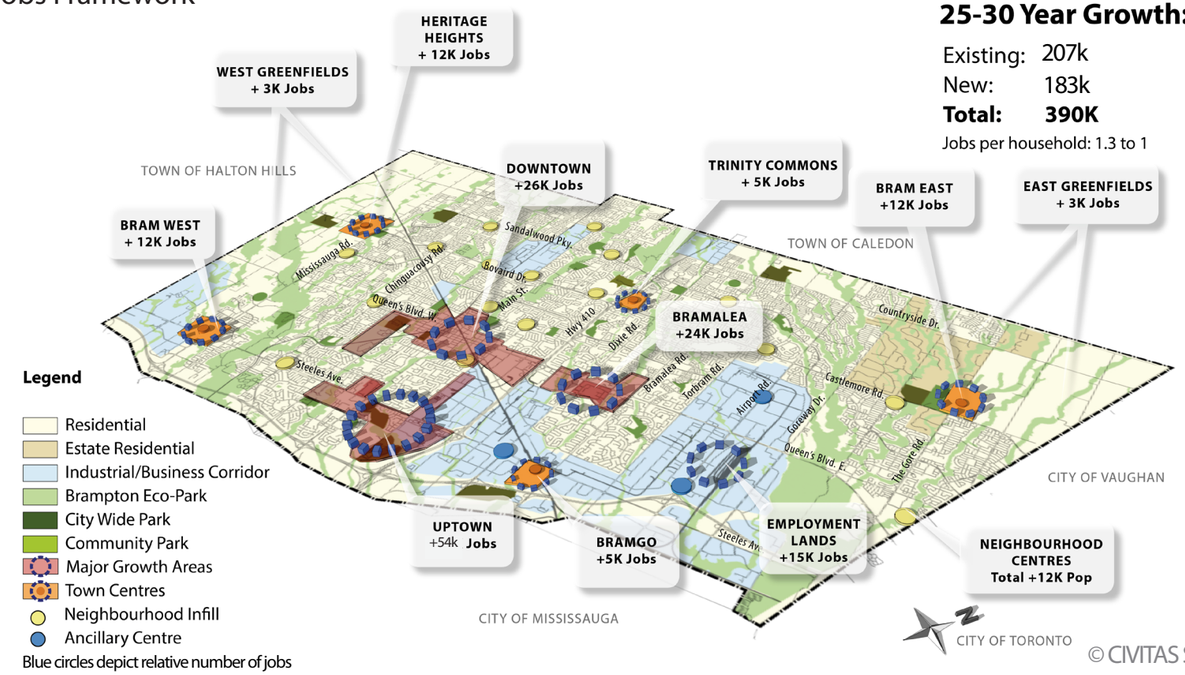
Existing: 615k
New: 385K
Total: 1 Million



Jobs Framework

25-30 Year Growth:

Existing: 207k
New: 183k
Total: 390K
Jobs per household: 1.3 to 1



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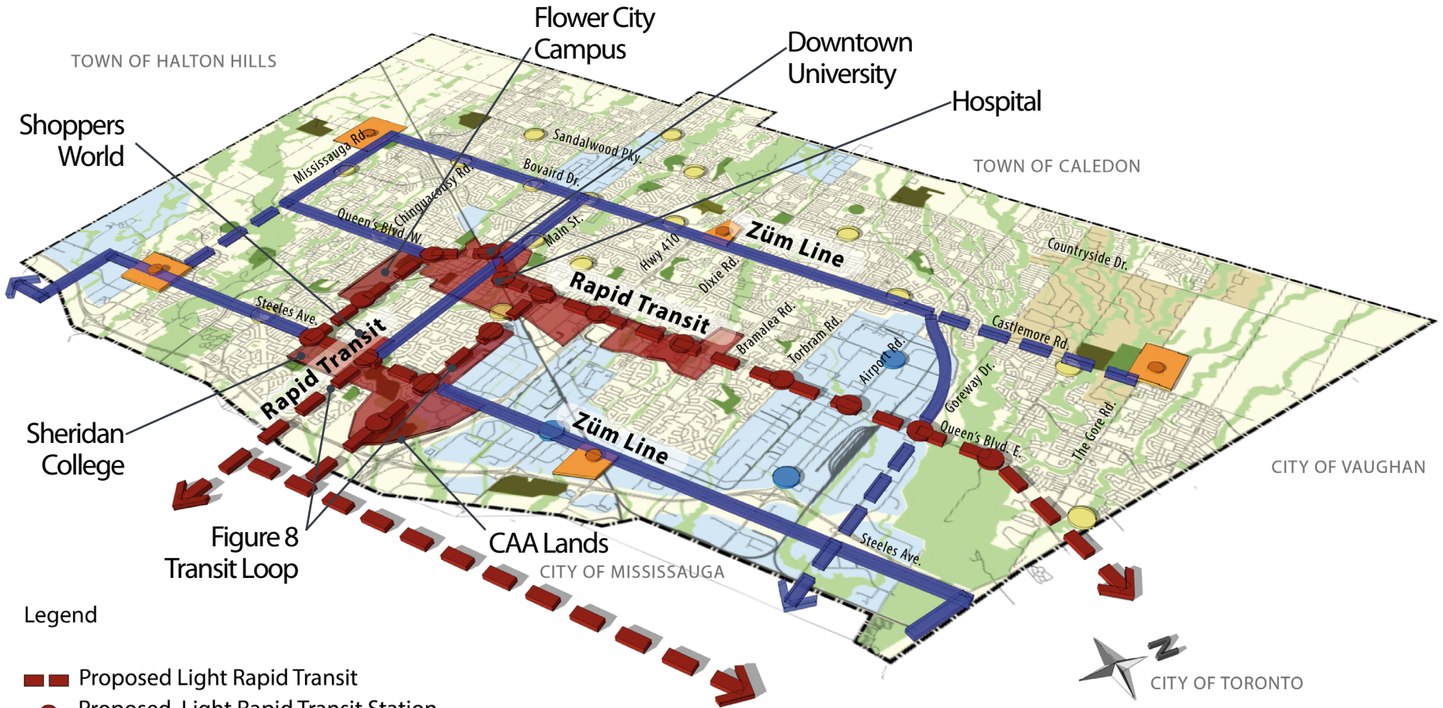
Mobility - Transit

The Charrette and Stakeholder process developed a "**Figure 8 Loop" Light Rapid Transit route concept**, linking Uptown and Downtown. The loop is to utilize both the Kennedy Rd corridor and the Hurontario/McLaughlin Roads corridor.

The 'Figure 8 Loop" is integrated with planned rapid transit routes along Hurontario Street, Queen Street, and the 407 Transit Way.

The drivers behind this concept were;

- The need to **link both Uptown and Downtown** with transit, an almost **necessary catalyst** for these two areas to become major growth centres.
- The provision of **two alternative links** from Uptown to Downtown, both along **corridors** that will **allow densification** over time.
- The opportunity to service major potential **redevelopment areas** needed to **absorb the expectant population and job** growth, namely;
    - CAA Centre lands
    - Shoppers World/Rio-Can
    - Flower City Campus
    - Sheridan College
    - New Hospital Site
    - Proposed Downtown University



Brampton 2040 Vision - Transit Framework

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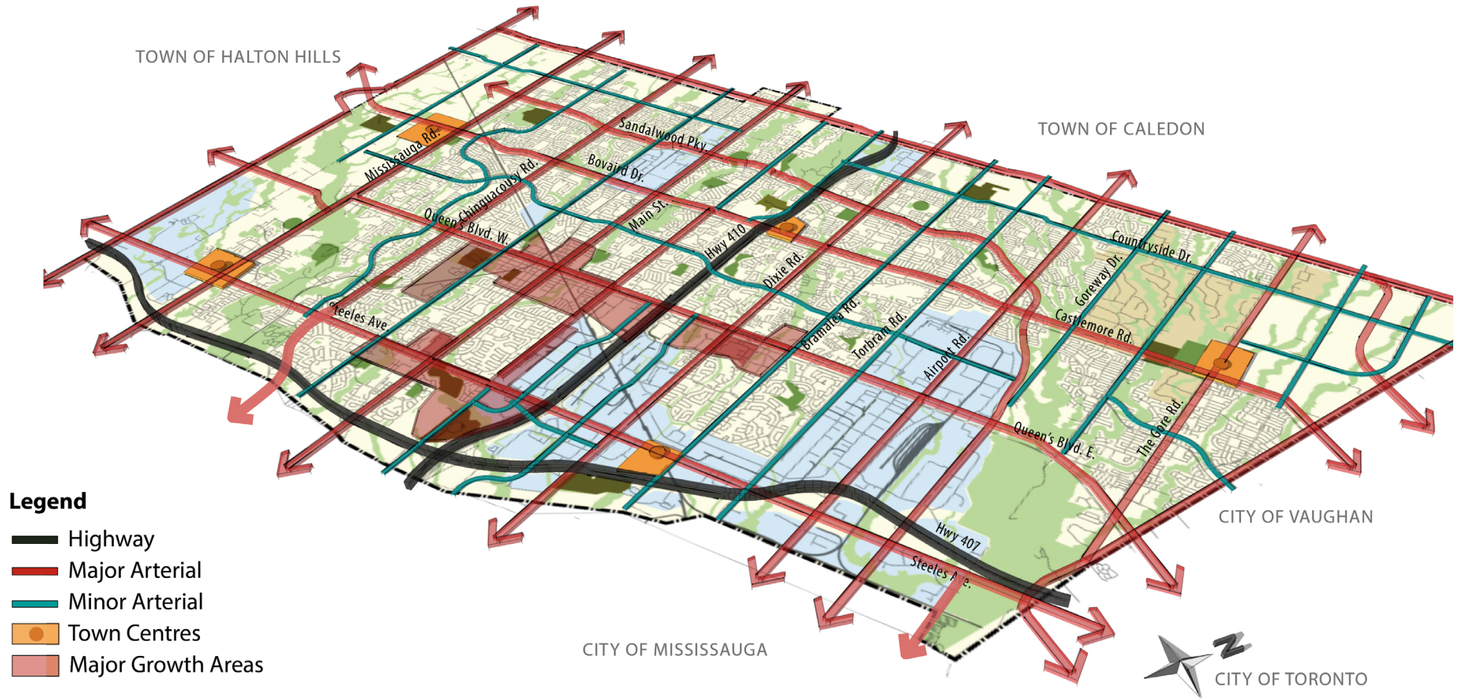
Mobility - Streets

- The overall Street Network **remains intact,** excepting for the addition of **direct access to Uptown** from Highways 407 and 410, in order to support this major growth centre. (see Uptown Mobility Framework for details, p14)



Brampton 2040 Vision - Roads Framework

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Green Framework

- Create a **City-Wide Brampton Eco-park** utilizing the City's existing green network.
- Add **new parks and amenities** in or near growth centres:
    - **Uptown:** sports centre, bio-dome Central Park,
    - **Downtown:** proposed Riverwalk amenity space, enhanced pedestrian zone (high streets, lane district, pocket parks)
- Transform Brampton's prominent major arterials from being utilitarian traffic moving corridors, into "**Greenway Boulevards"** providing a **city-wide bicycle and walking network** with an **enhanced public realm,** that will also improve Brampton's visual image.

Brampton Vision _ Open Space Structure

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Area Plans

Uptown Brampton

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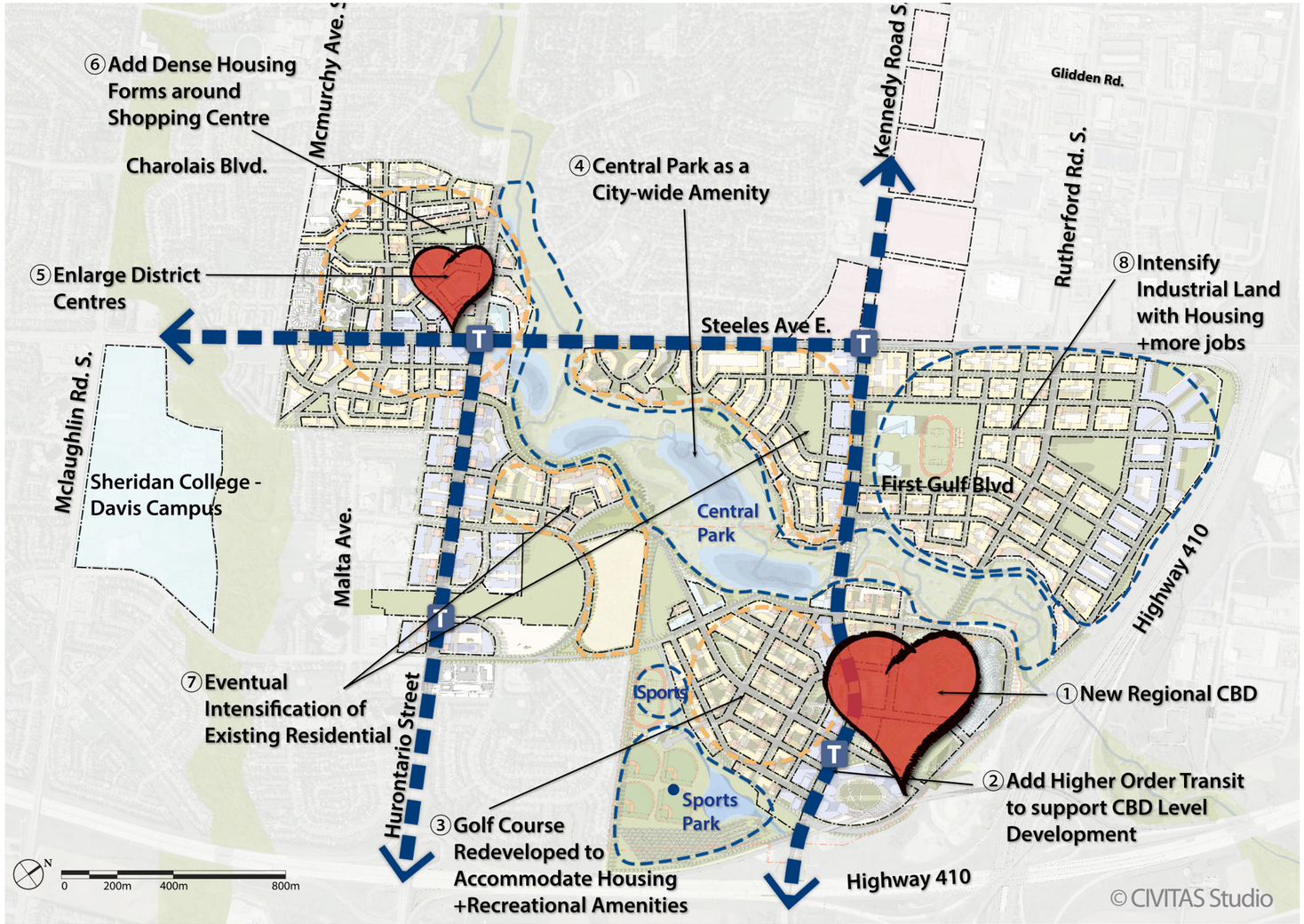
Uptown Brampton

Big Moves

Through the charrette process and Staff/ consultant review, key catalyst **"big moves"** were identified and guided the place-making design process. The Big Moves are as follows:

1. Create a new **regional Central Business District** for Brampton.
2. Add a **LRT Transit Line** in order to support CBD level jobs, population and retail.
3. **Redevelop the city owned golf course** for housing, and recreational amenities.
4. Create a new **Central Park** as a city-wide open space amenity.
5. Establish **Shoppers World** as a significant District Centre, adding housing and jobs and increasing retail activity.
6. **Densify housing** in the neighbourhoods adjacent to the Shoppers World District Centre.
7. Allow for the **gradual intensification** in the **existing neighbourhoods** between the two centres.
8. **Intensify** the existing **NW industrial lands** to accommodate more jobs, as well as housing, achieving transit supportive densities and providing the redevelopment lands required to meet Uptown's growth targets.



Brampton Uptown - Big Moves

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Brampton Uptown Concept Plan

West Uptown

- High Street Retail/Office above
- Central Rapid Transit Station
- Residential Towers
- University/Movie Theatre
- Community Centre

Kennedy Corridor

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

Northeast Uptown

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

Regional Recreation

- District Energy Plant
- Solar Field
- Waste Management
- Heat Recovery System
- Retention Pond/Onsite Water Management
- Recreational Facilities

Uptown Central

- Regional Office/Employment Centre
- Research Development & Education
- Creative Manufacturing/ Live-Work
- Hotels
- Convention & Exhibition Centre
- Sports Arena
- Performing/Art Centre
- Retail High Street
- Residential: High Rise & Mid-Rise

LEGEND

Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment
- Hotel
- Office
- Civic/Institution
- Mixed Use
- Cultural Attraction
- Rapid Transit Station
- BRT Station

0 125 250 500m

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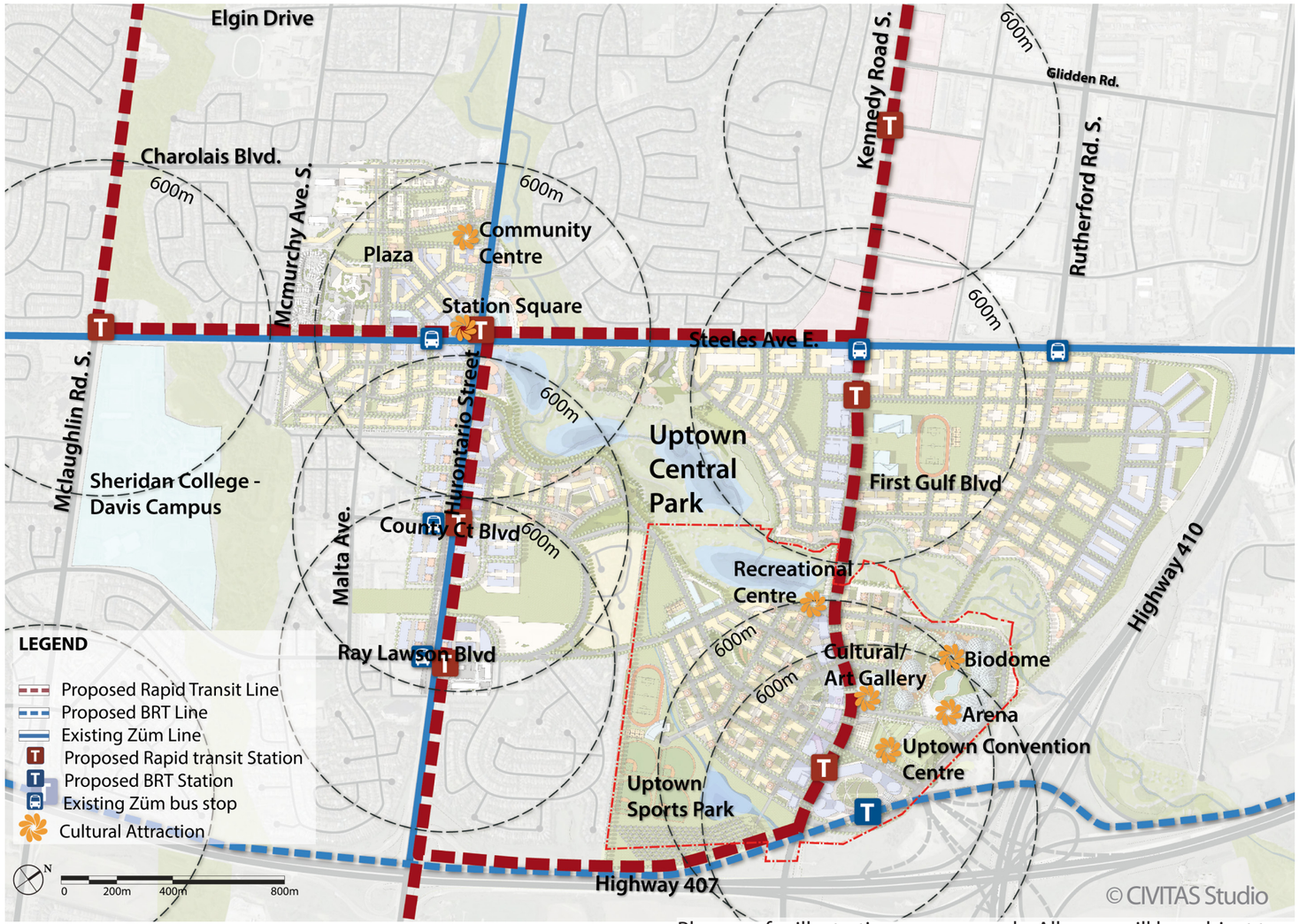
Uptown Brampton

Mobility - Transit Strategy

- The development of an **LRT line** servicing **Central Uptown** (Powerade site) will be a key catalyst in attracting the residents and employers necessary, at the densities necessary, to create a Regional CBD.
- An **LRT** serving **West Uptown** (Shoppers World) to also serve as a catalyst to ensure the densification of this existing centre.
- **Intensify development** within a **5-10 minute walk** of proposed LRT stations and existing bus stops in order to;
    - Ensure the transit investment is supported by sustainable levels of population and jobs, and;
    - Capture the increase in land values that transit access will create.



Brampton Uptown - Transit Network

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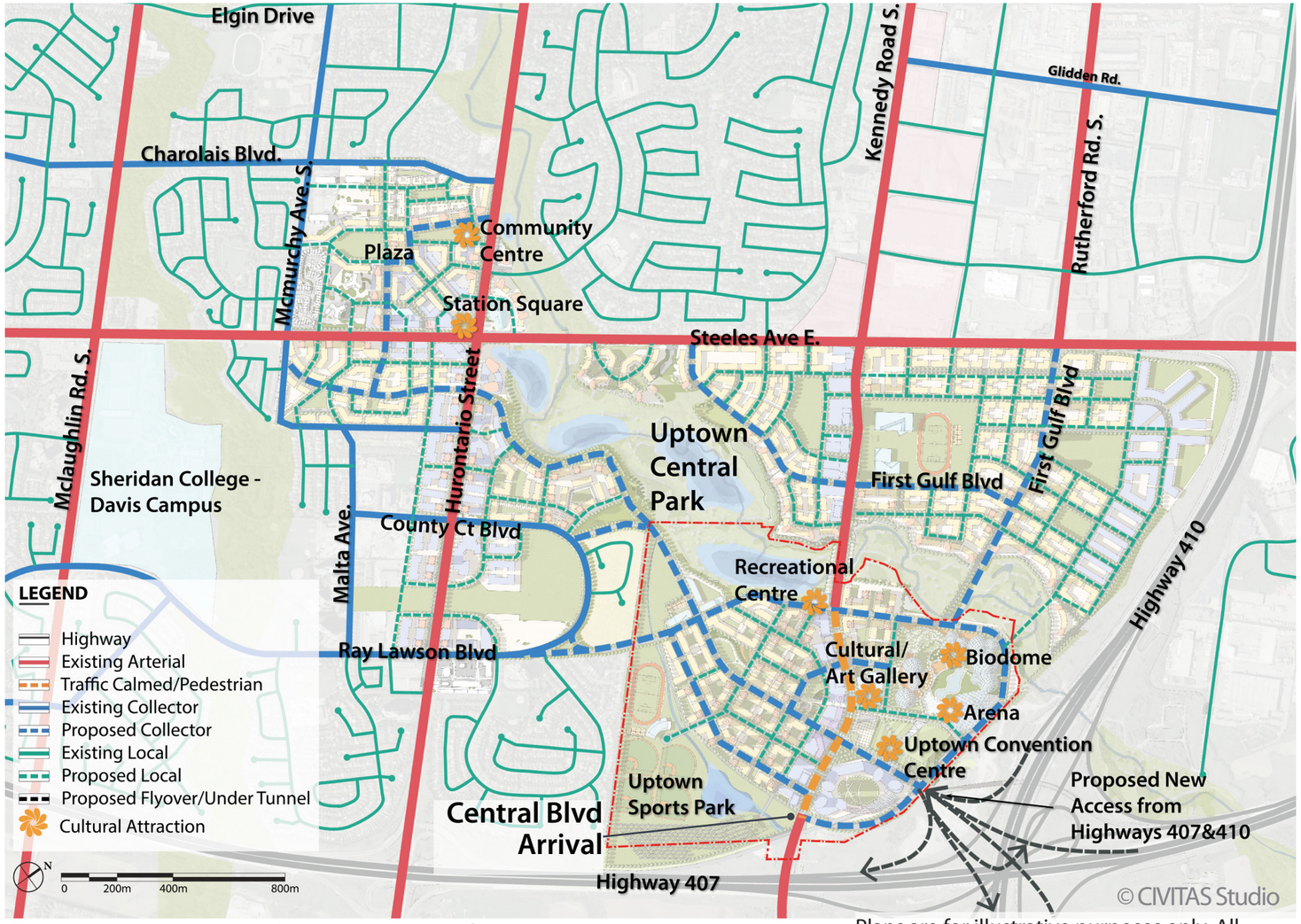
Uptown Brampton

Mobility - Street Network

The Concept Plan is structured on a street network designed to achieve the following:

- **Site access and arrival sequence:** Create a central boulevard (Kennedy Boulevard) as the grand entry experience and the main shopping and business "High Street" for the community, providing a clear and legible access from Highway 407, Highway 410, and communities to the south;
- **Integration with surrounding communities:** Collector and local roads will link to the perimeter of Uptown, allowing for adequate access and a dispersed traffic network. Additional internal links are proposed between West and East Uptown linking these now unconnected areas and joining both into one well-connected regional growth centre.
- **Permeability and Connectivity:** A fine grain network of diverse street types to allow for maximum permeability and walkability.



Brampton Uptown - Streets Network

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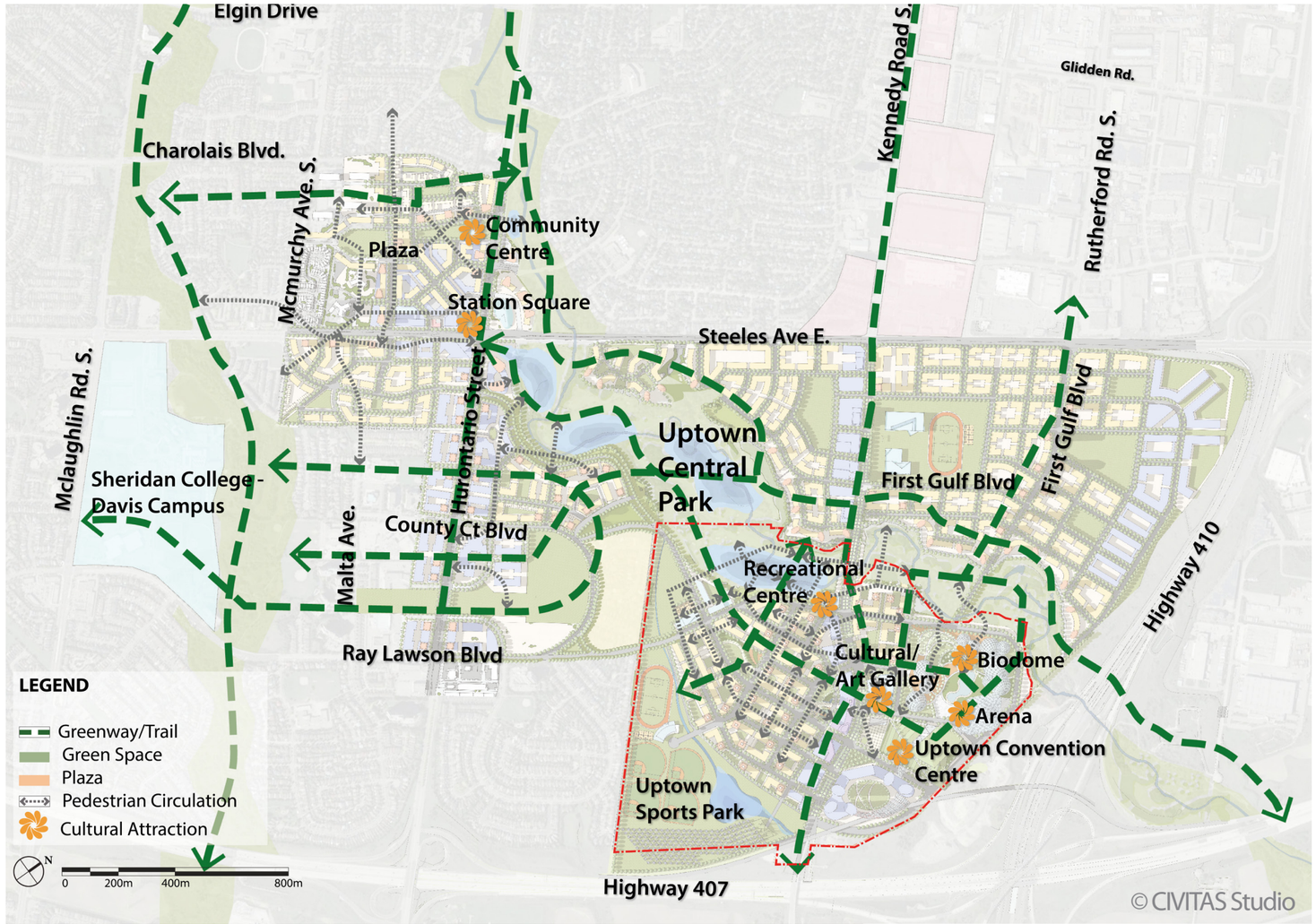
Uptown Brampton

Open Space Strategy

The Open Space Structure respects and builds on Brampton's **existing natural features** and proposes a **variety of green spaces** to meet the recreational needs of the large concentration of residents and workers proposed for Uptown:

- **Uptown Central Park** - a major city-wide green space respecting/preserving the Etobicoke Creek Valley;
- **Uptown Sports Park** - retaining a portion of the golf course as a buffer to existing residential and also providing a major sports and recreation facility for Uptown's population;
- **Local Parks and Playgrounds** - located within a two minute walk of residents;
- **Greenway Links** - pedestrian/bike links leading to major amenities;
- **Urban Plaza** - an urban plaza/gathering space, in both Central and West Uptown;
- **Cultural Attractions** - major cultural attractions and amenities in Central Uptown benefiting the regional character and identity of the CBD.



Brampton Uptown - Open Space & Greenways Network

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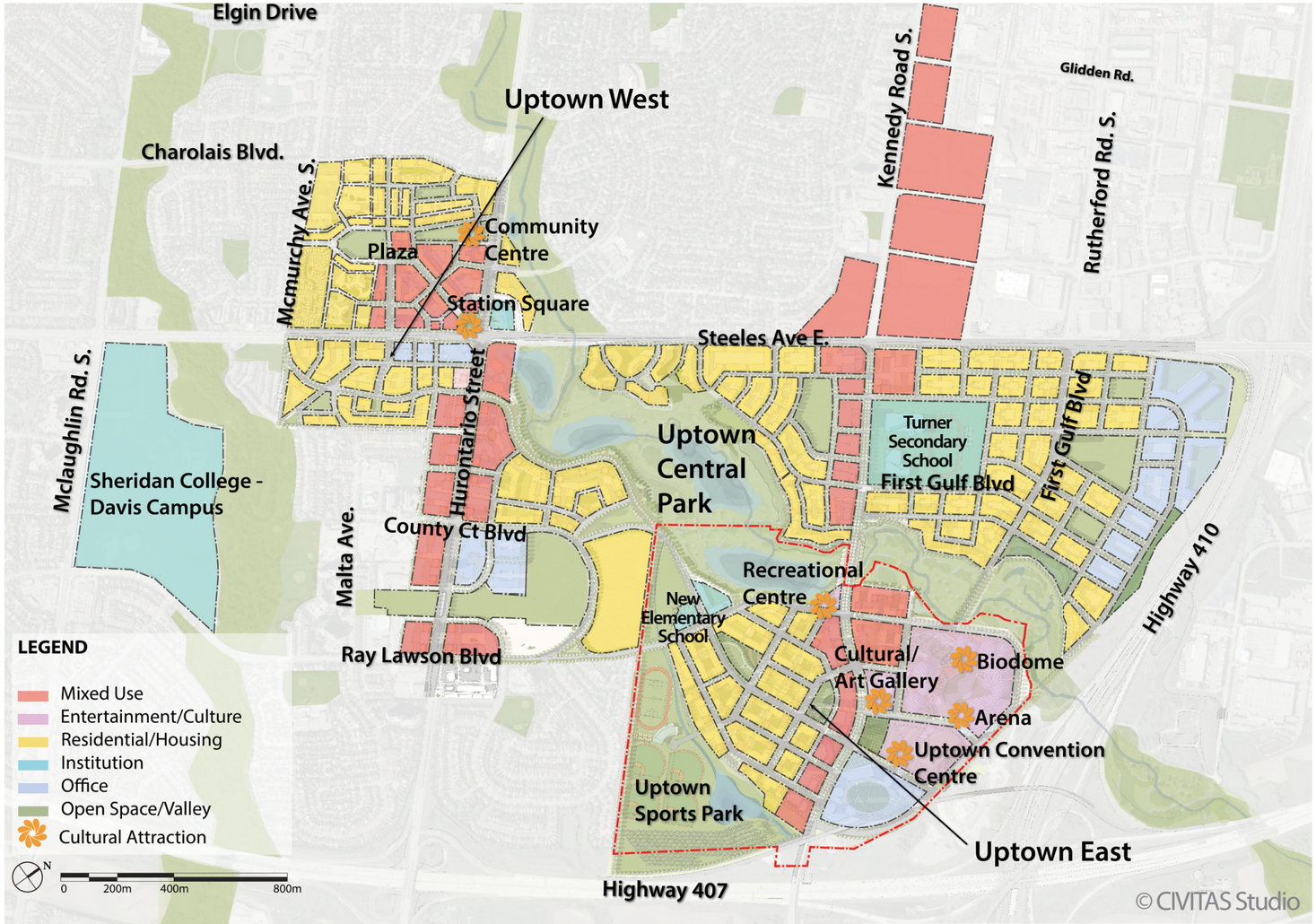
Uptown Brampton

Land Use Strategy

- Provide a residential housing mix that responds to the **expected demographic projections and targets** assigned to Uptown (see page 5):
- Create **two vibrant mixed use anchors** (Central and West Uptown) with an informed balance of retail, employment, and community amenities located at existing accessible locations, especially at transit access.
- Create a new **cultural and entertainment zone** as part of Central Uptown, to accommodate performing arts, a small sports arena, bio-dome attraction, an art gallery, and a convention centre, supporting Uptown's proposed role as a major regional destination.
- Concentrate mixed-use retail/employment/ housing areas along future transit routes (specifically the "Figure-8 Loop", see page 13)



Brampton Uptown - Land Use

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Uptown Brampton

Land Use Capacity

Population and job targets were assigned to Uptown as part of the City-Wide Framework process that distributed future growth (see page 5).

The capacity of the Uptown Concept Plan was estimated using both 3D computer massing models and estimates of units/ha based on typical housing densities per development type (high-rise, mid-rise apartment or townhouses).

The plan is conceptual at this stage and these figures are estimates only. Actual outcomes may vary depending on future planning and development decisions and market conditions.

The following assumptions on unit size, person per unit and jobs per sm were used:

Assumptions used in calculating units and population per sm of GFA (Source: Brampton City/Peel Region documents - see p4):

	Average Unit size	Average Persons per Unit
Apartment High:	65 sm (700sf)	2.8
Apartment Mid:	100 sm (1050 sf)	2.8
Apartment Low:	100 sm (1050 sf)	2.8
Townhouse:	150 sm (1,600 sf)	3.3

Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)

Office: 5 employees per 1000 sf
Retail : 3 employees per 1000 sf
Other: Tourism, Convention, Education - Typical Staff for similar sized uses.

Existing

Units	Population	Jobs
3,000	8,000	unknown

2040 Capacity Estimate

Typology	GFA (sf)	Units	Population	Jobs
Residential	25 million	30,000	80,000	
Retail	2 million			6,000
Office	9 million			45,000
Other	2 million			3,000
TOTAL	**39 million**	**30,000**	**80,000**	**54,000**
			Jobs per Unit	**1.8**

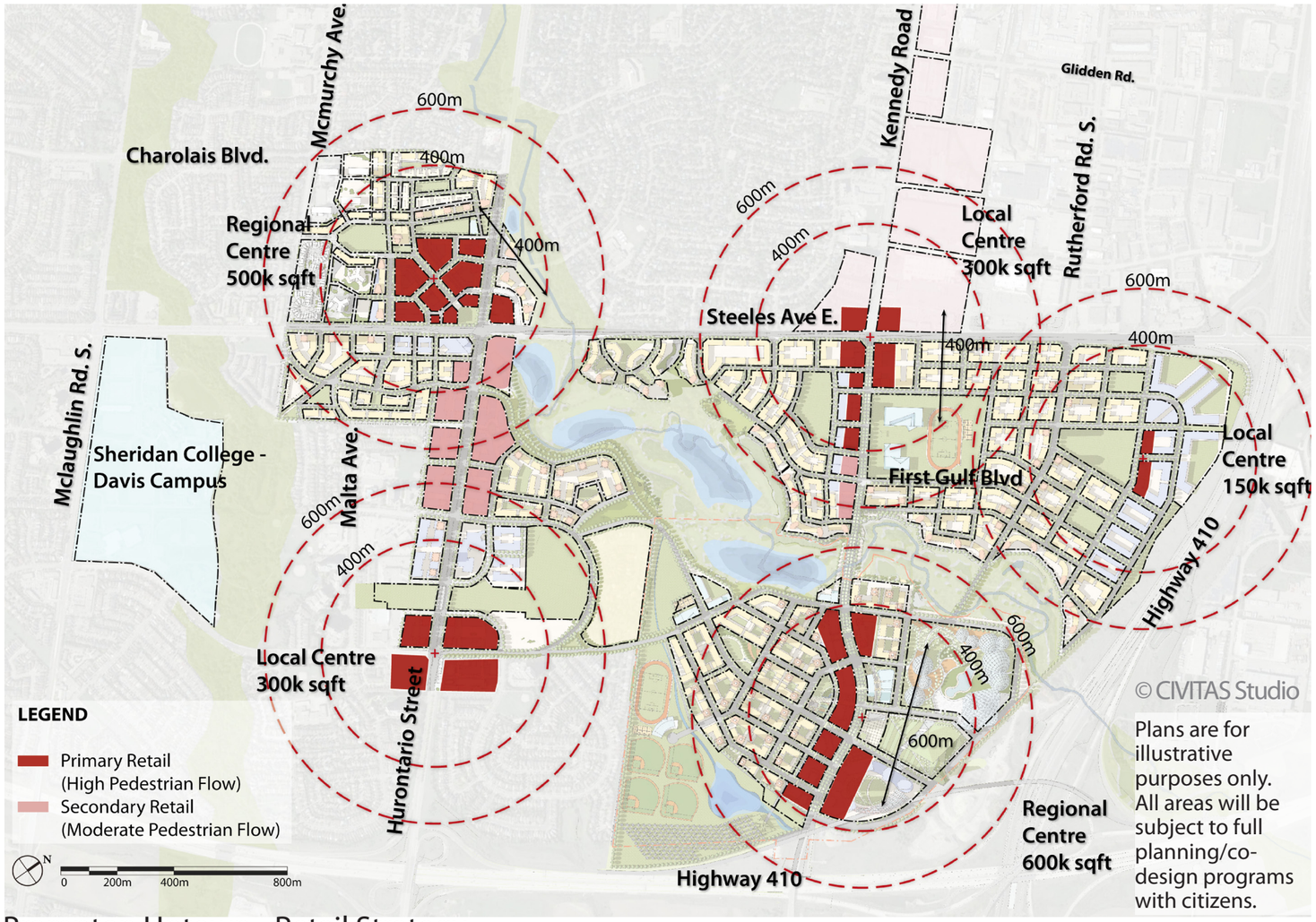
Uptown Brampton

Retail Strategy

The Concept Plan considered the distribution and amount of retail. The GFA suggested are minimums needed to create a critical mass for certain types of centres, regional, district, and neighbourhood, as defined by the Brampton Official Plan. The concept assumes retail is integrated into a mix of uses, including housing, employment, and amenities.

The Concept plan suggests a **hierarchy of retail centres**, spaced at 5-10 minute walk distances;

- **Two Regional Centres** located at regional road and transit routes with the capacity to grow to the size and scale of a regional retail centre - typically a minimum of 500,000 sf. Regional Centres depict **500,000 to 600,000 square feet of retail GFA** each, centred on a **400m/5-minute walk high street;**
- **Three Local Centres** are spaced to provide local retail services to most of the population within a 10 minute walk. The Local Centres depict **150,000 to 300,000 square feet GFA,** creating enough critical mass to support a small supermarket and local shops;
- **Secondary retail** is proposed along designated major arterials. This would allow space for needed retail and commercial services of a lower order and value that serve the community but do not require nor generate heavy levels of pedestrian flows such as; furniture/appliance showrooms, building supplies, office supplies, personal services.



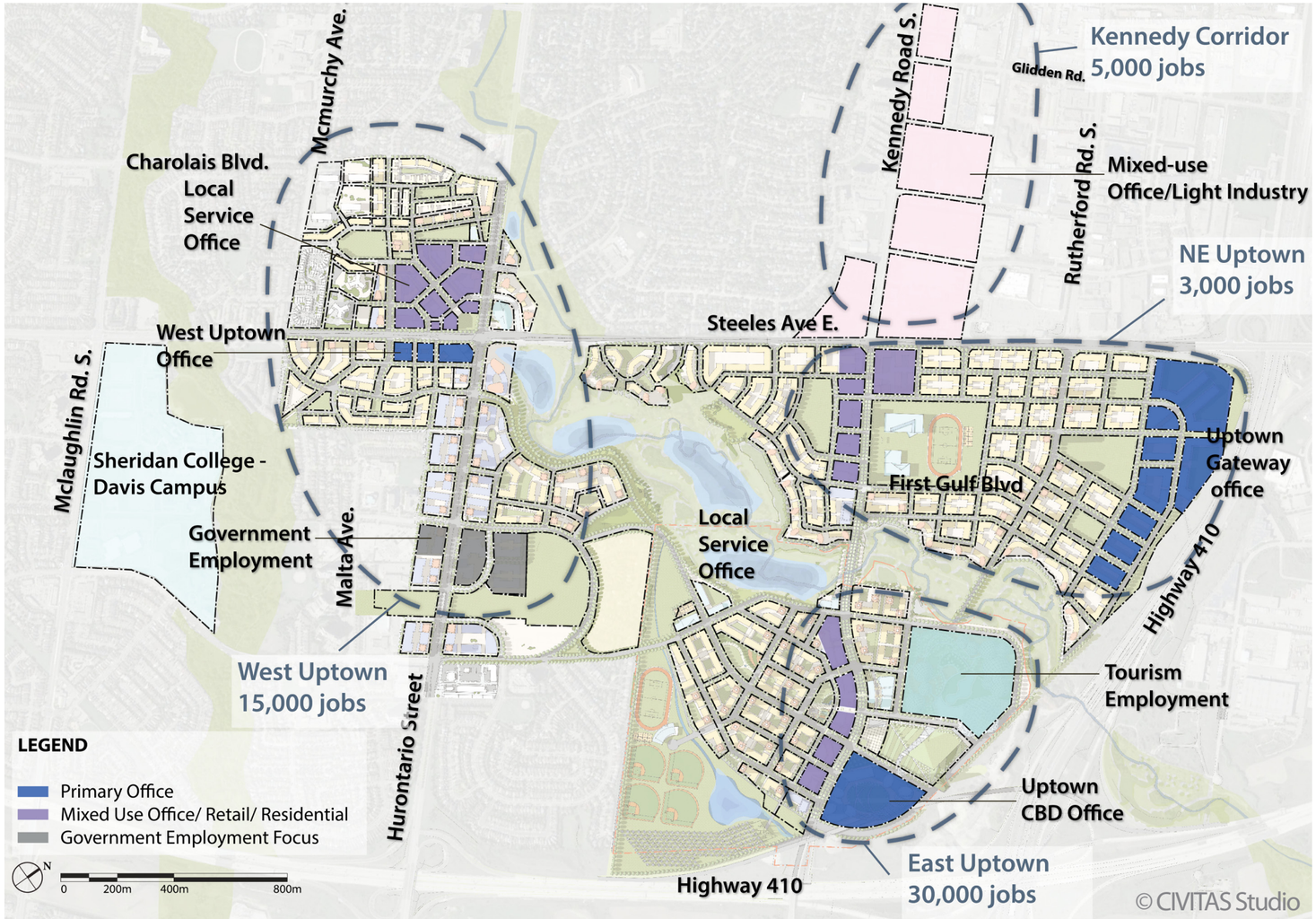
Brampton Uptown - Retail Strategy

- **Total Retail Capacity,** as depicted on the plan, is estimated at approximately **1.8 to 2.0 million square feet,** falling within, and possibly exceeding, the range of retail for a Regional Centre (300k-1.2 million sf) as defined in the Brampton OP.
- **Retail targets should be confirmed with a city-wide retail market study**

Uptown Brampton

Office/Employment Strategy

- Provide **adequate employment space** to respond to **expected employment projections** and maintain the target **1 to 1.3 jobs to household ratio** assigned to Uptown;
- **Concentrate jobs around transit** to create balanced and vibrant Regional and Local Centres;
- Create **purpose-only office blocks** to attract major tenants:
  - **Central Uptown Gateway:** major office towers (50 storeys)
  - **Steeles Avenue Gateway:** mid rise highway oriented office sites.
- **Total employment estimates:** as depicted on the plan, is estimated at approximately **54,000 jobs,** meeting the job target assigned to Uptown in the City-Wide Framework process (see page 5).



Brampton Uptown - Office/Employment

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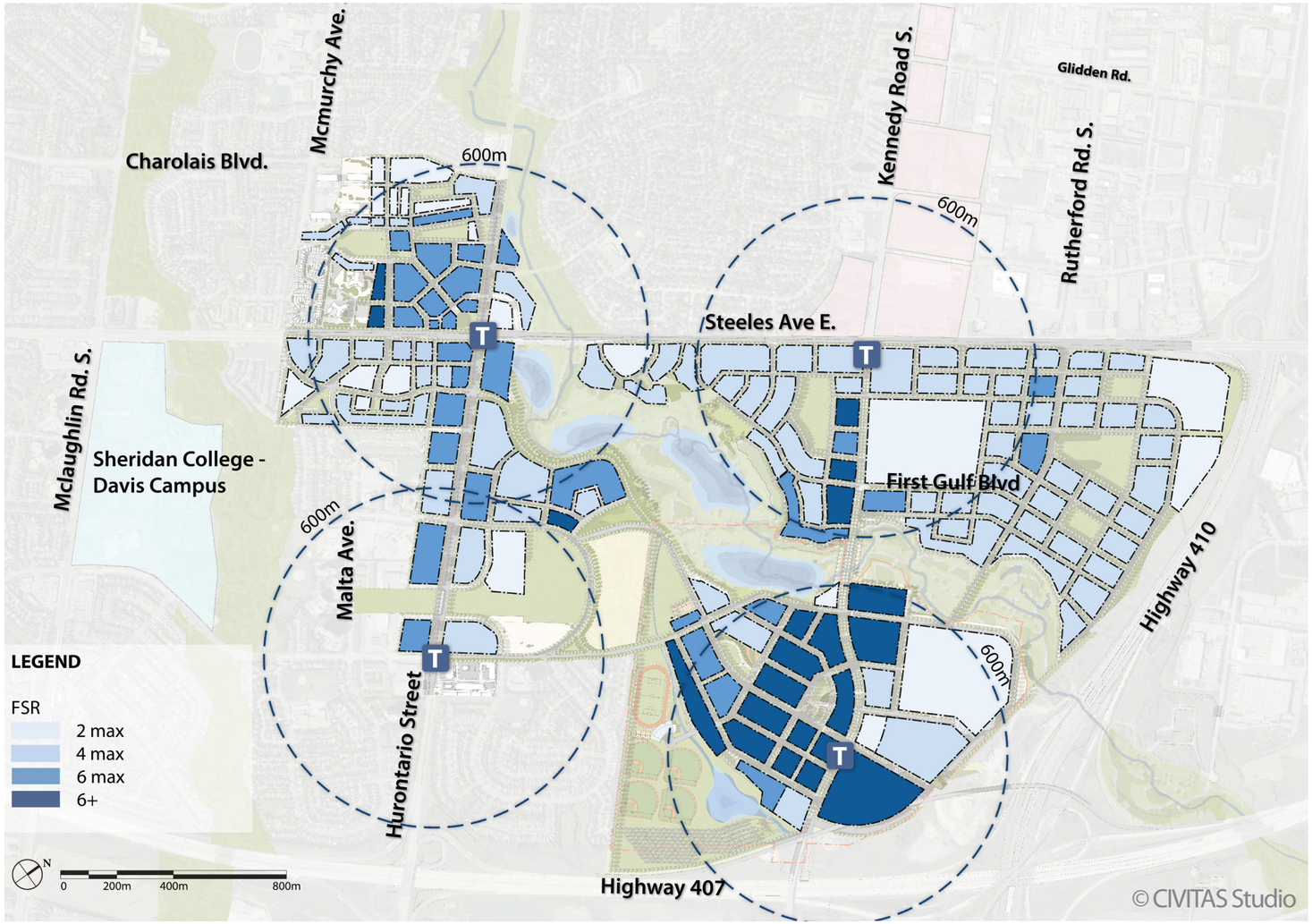
Assumption used in calculating jobs per sm GFA
(Source: CIVITAS experience)
Office: 5 employees per 100 sm
Retail : 3 employees per 100 sm
Other: Tourism, Convention, Education - Typical Staff for similar sized uses.

Uptown Brampton

Density Strategy

- Maintain **transit supportive densities** within a 5-10 minute walk of transit stops, allowing the population and jobs needed to support the transit investments,.
- Allow for densities that will **accommodate the housing and employment targets** assigned to Uptown.
- Allow for a **variety of densities** to accommodate a mix of housing choices.
- Create a **density transect** decreasing densities/heights from major centres and corridors down to existing communities.



Brampton Uptown - Density

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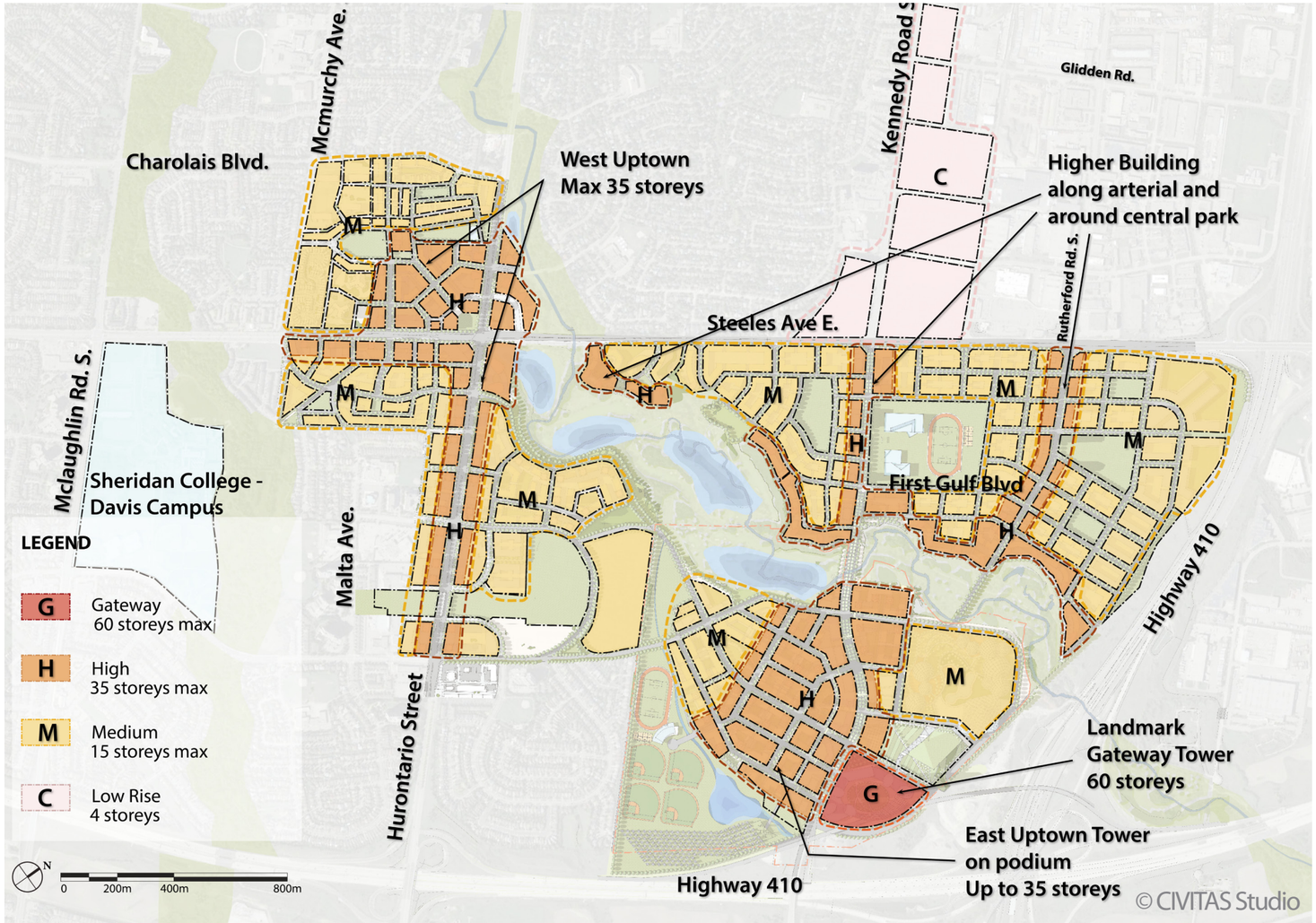
Uptown Brampton

Building Heights/Massing Strategy

- Create a **major regional CBD landmark gateway** at the intersection between the two freeways and on the proposed transit line, up to 60 storeys;
- Create a **high density residential neighbourhood** within East Uptown - tower on podium, up to 35 storeys;
- **West Uptown** as a **secondary landmark** centre, up to 35 storeys;
- Allow for **high-rise buildings** along the **edge of Central Park** and **along major arterials**, where located away from existing single family neighbourhoods,15-25 storeys.



Brampton Uptown - Building Heights

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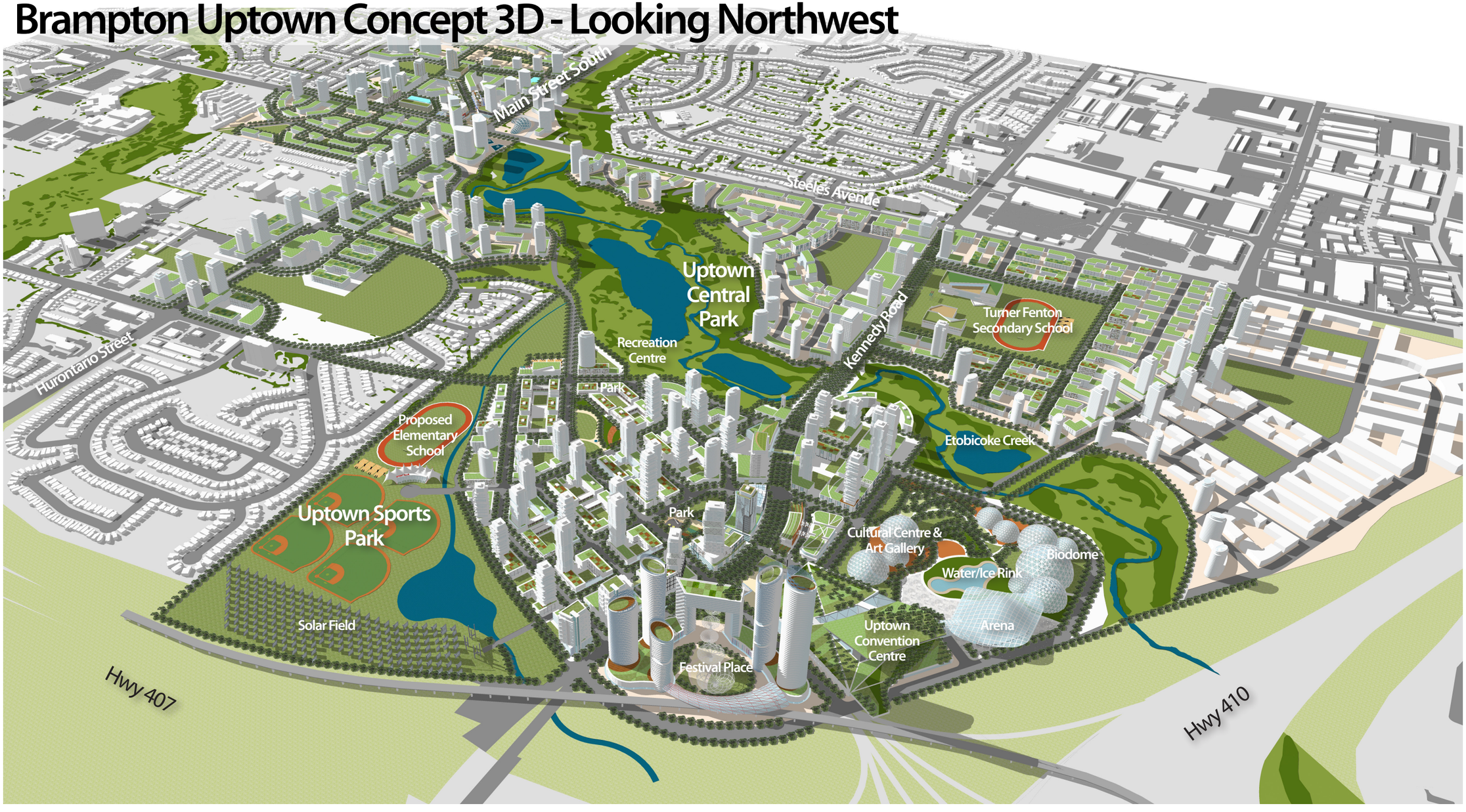
Uptown Brampton

Brampton Uptown Concept 3D - Looking Northwest



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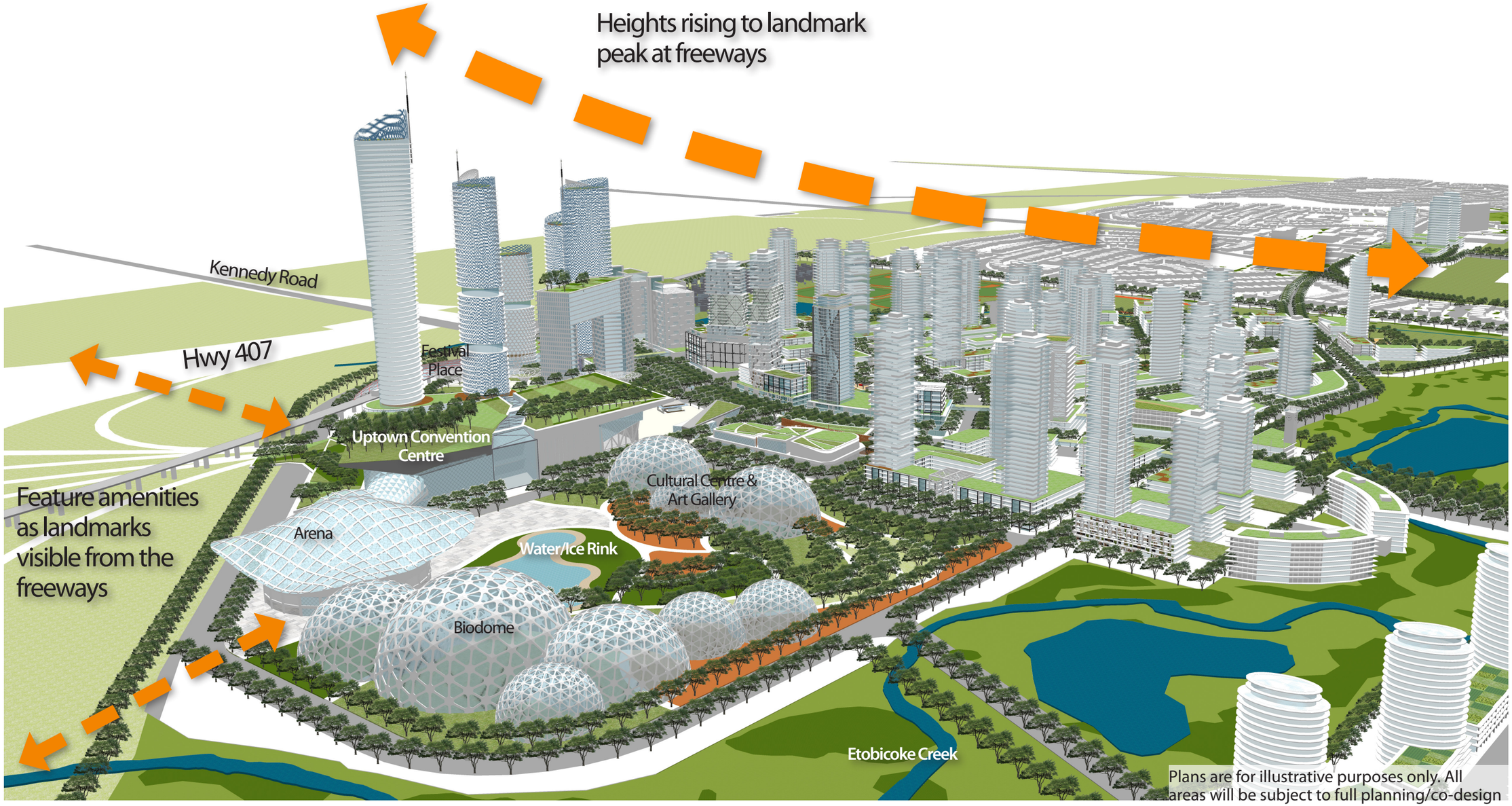
Uptown Brampton

Building Heights/Massing Strategy - Looking Southwest



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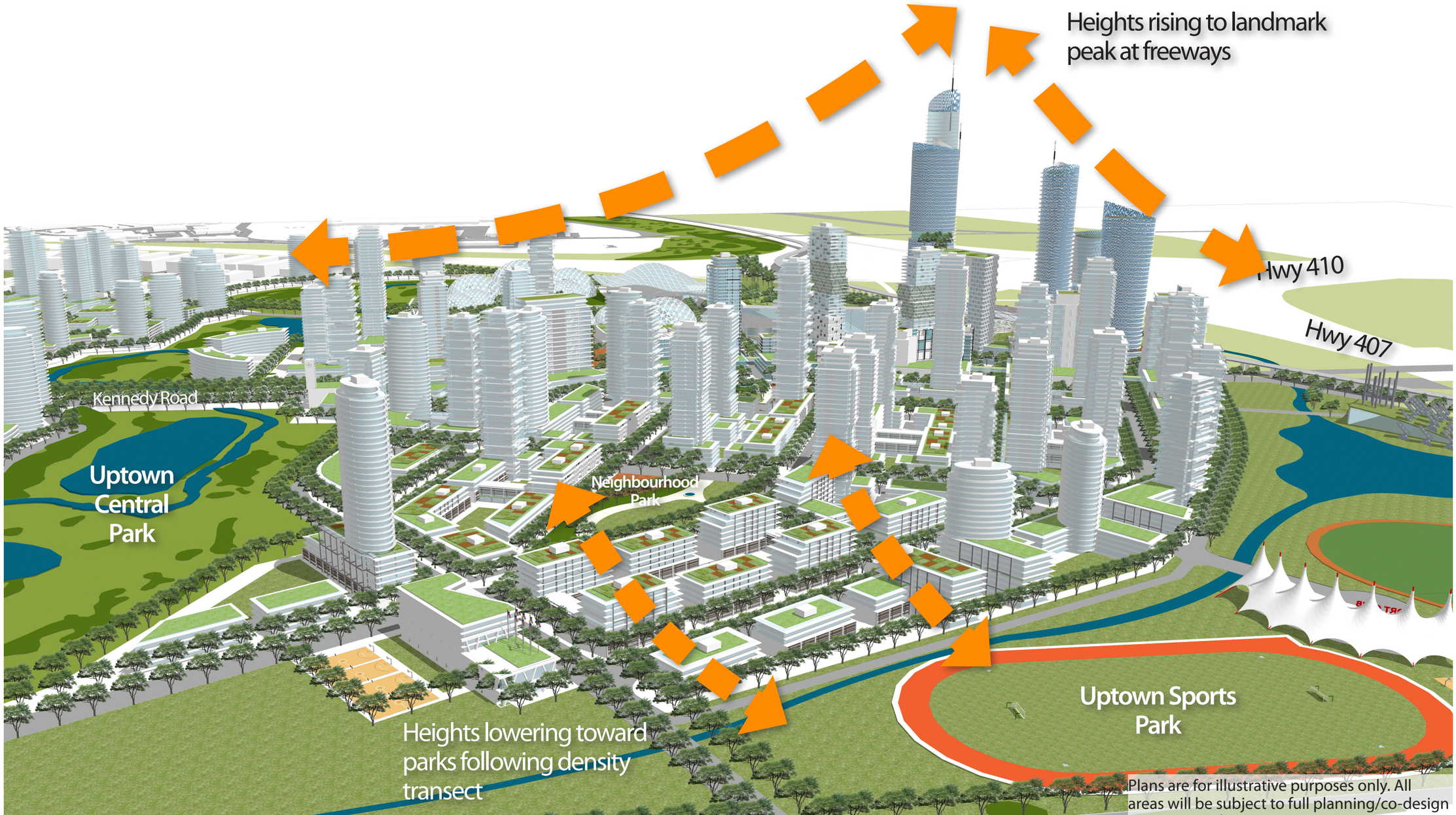
Uptown Brampton

Building Heights/Massing Strategy - Looking Southeast



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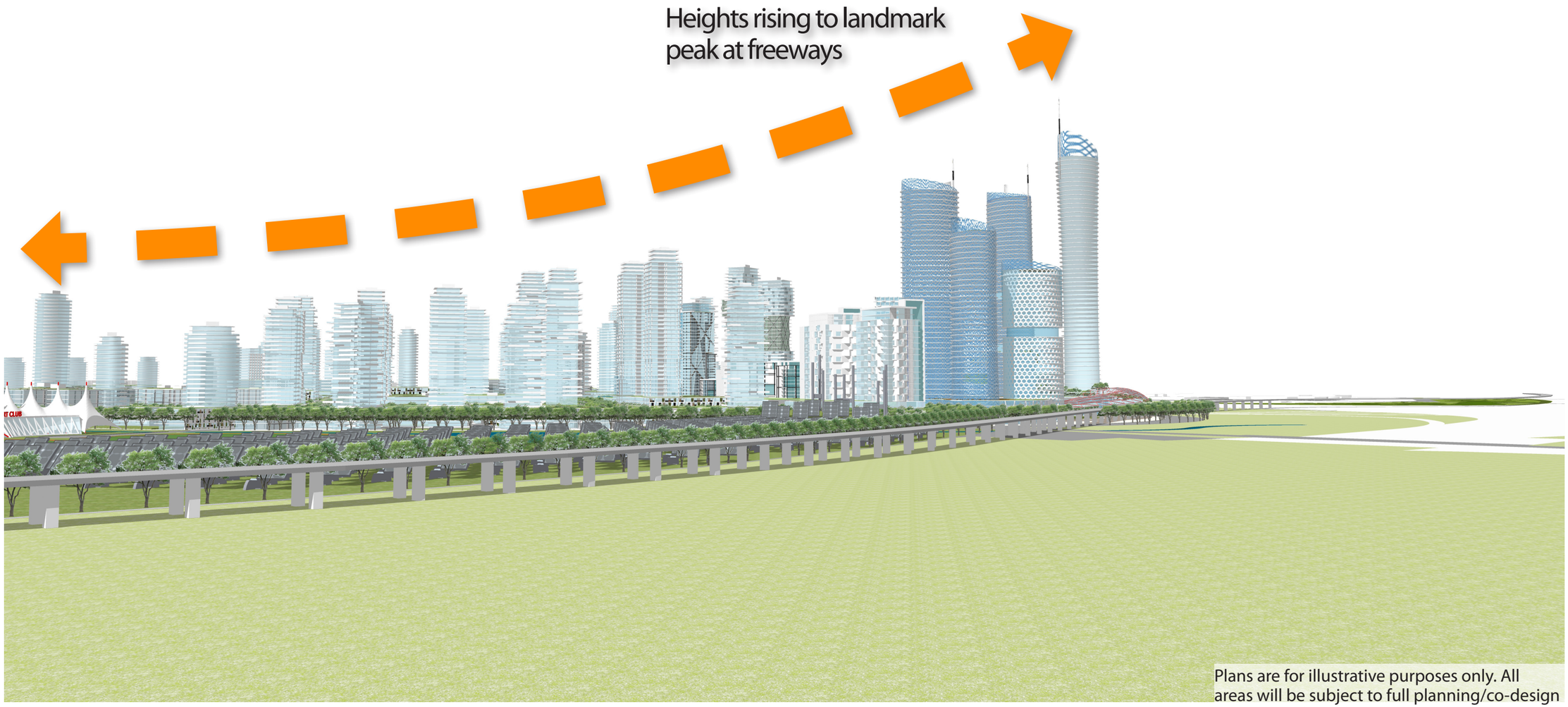
Uptown Brampton

Building Heights/Massing Strategy - Looking Northeast from Highway 407



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Downtown Brampton

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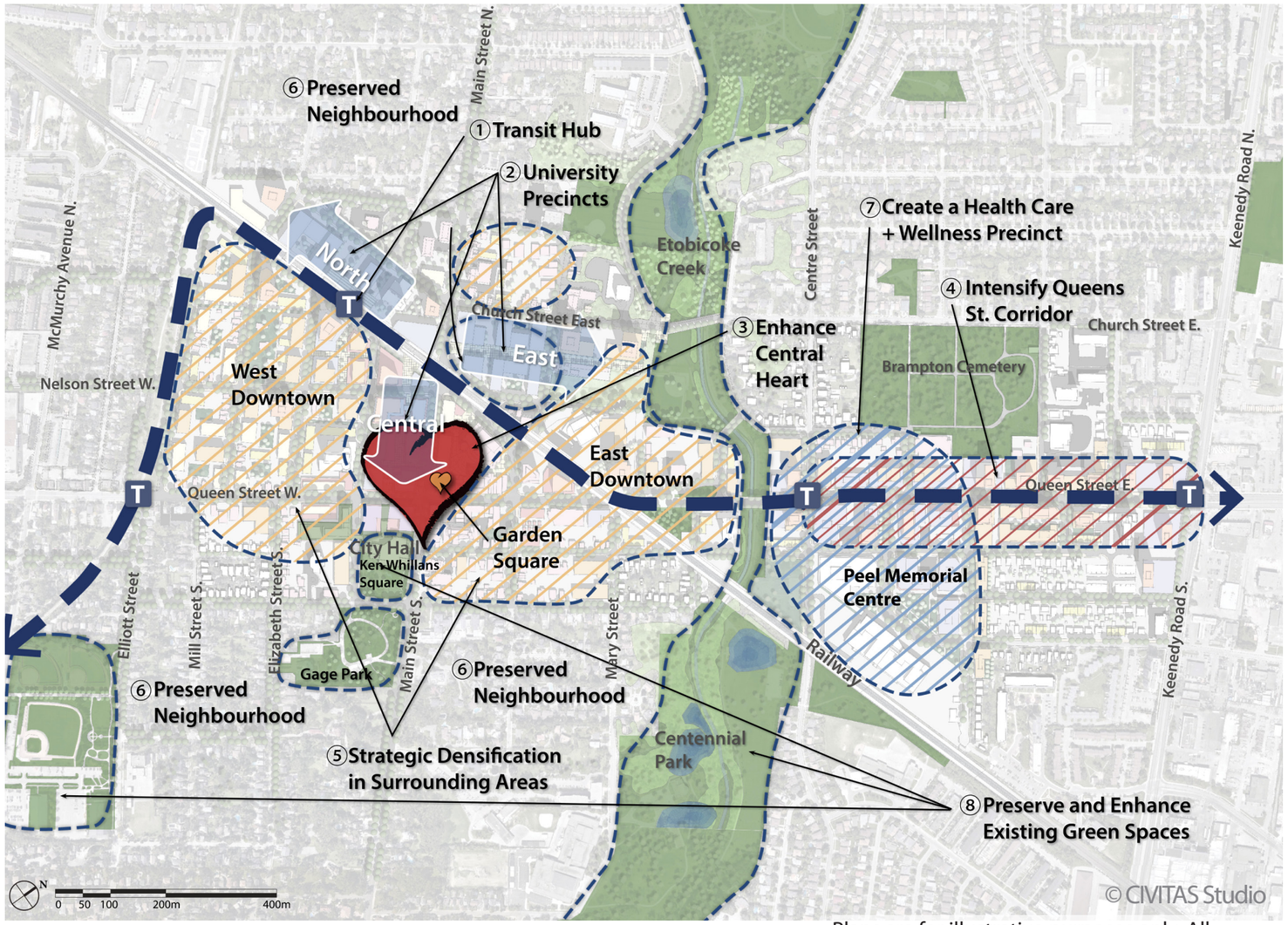
Downtown Brampton

Big Moves

Through the charrette process and Staff/ consultant review, key catalyst **"big moves"** were identified and guided the place-making design process. The Big Moves are as follows:

1. Create an **Anchor Mobility Hub** at the GO transit station, as a catalyst to growth.
2. Create a **"University District"** to attract post-secondary uses. Allow for growth/expansion of the university in a few directions, to enhance and revitalize Downtown's Central Heart.
3. Intensify the **Queen Street Corridor (Queen's Boulevard)**;
4. **Strategic densification** in east and west downtown neighbourhoods;
5. **Preserve** surrounding **historic residential** neighbourhoods;
6. Create a **Health Care and Wellness Precinct** surrounding Peel Memorial Centre, and;
7. Preserve and enhance **existing green spaces.**



Brampton Downtown - Big Moves

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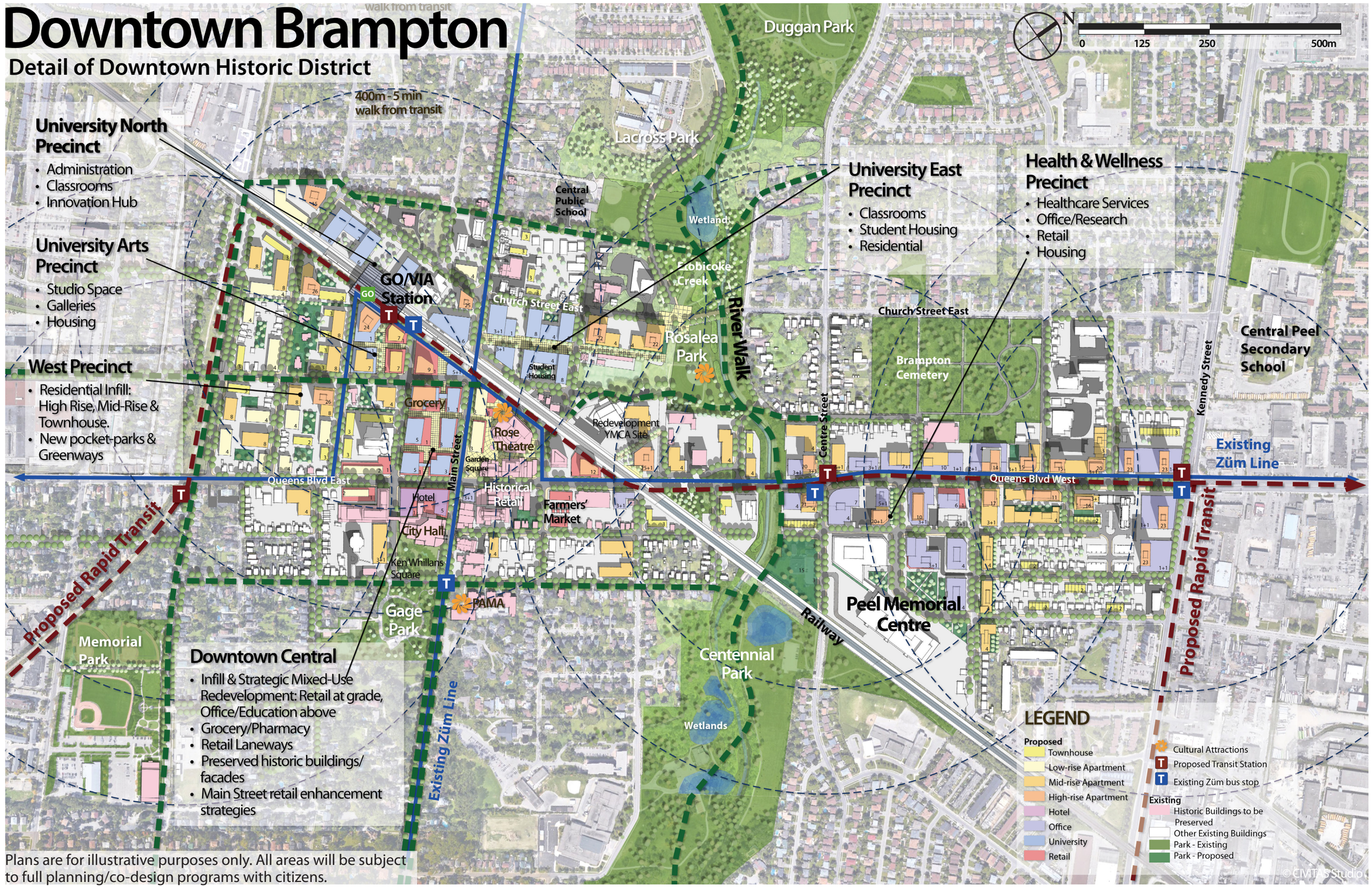
Downtown Brampton

Detail of Downtown Historic District

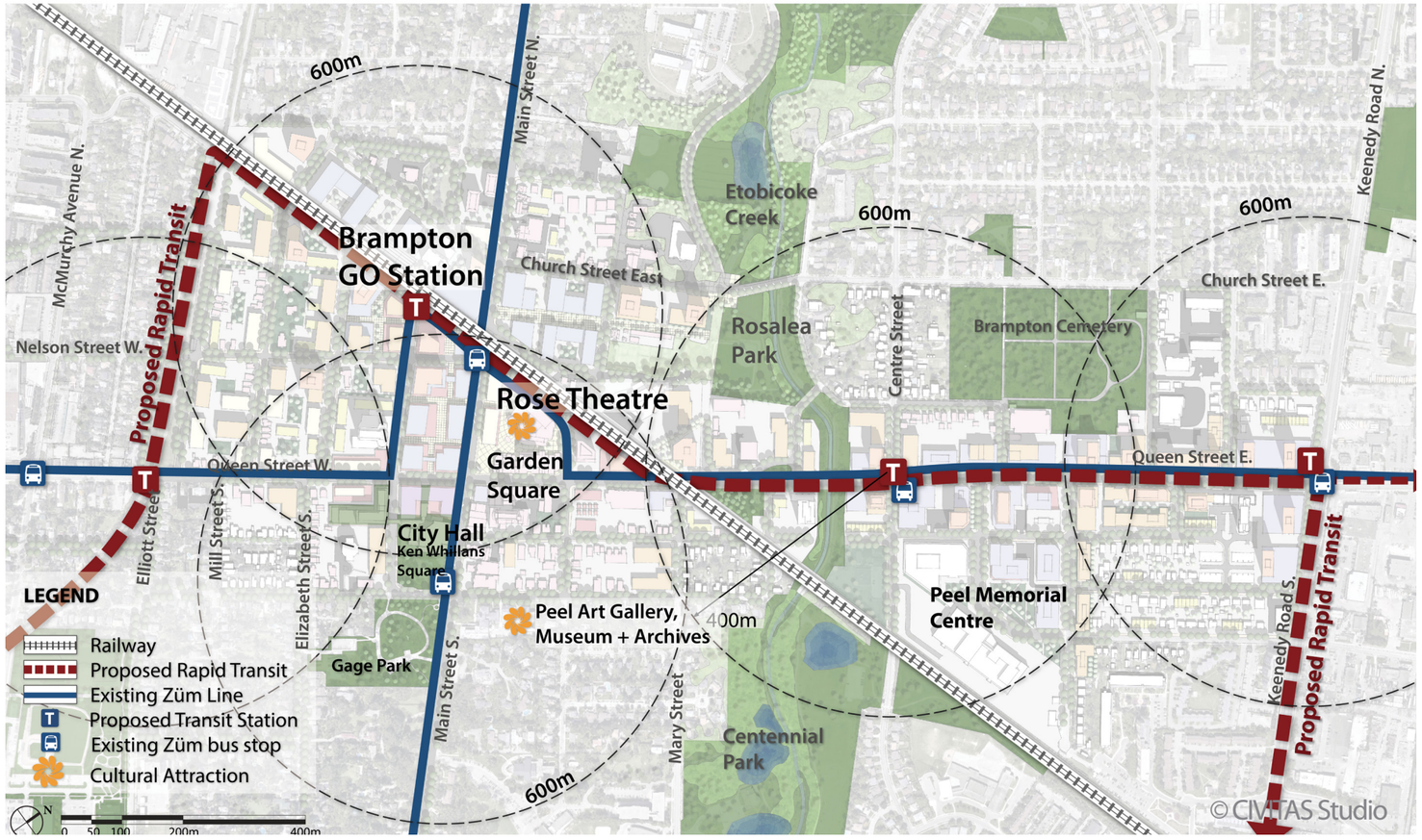


Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

Mobility - Transit Strategy

- Proposes an **Anchor Mobility Hub** at the **Brampton GO Station** for GO Train, LRT, BRT, and local buses;
- Proposes an **LRT Line along Queen Street East** and the **rail corridor.** Space stations at 1200 metre intervals allowing 600m, 5-7 minute walk spacing;



Brampton Downtown - Transit Network

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Downtown Brampton

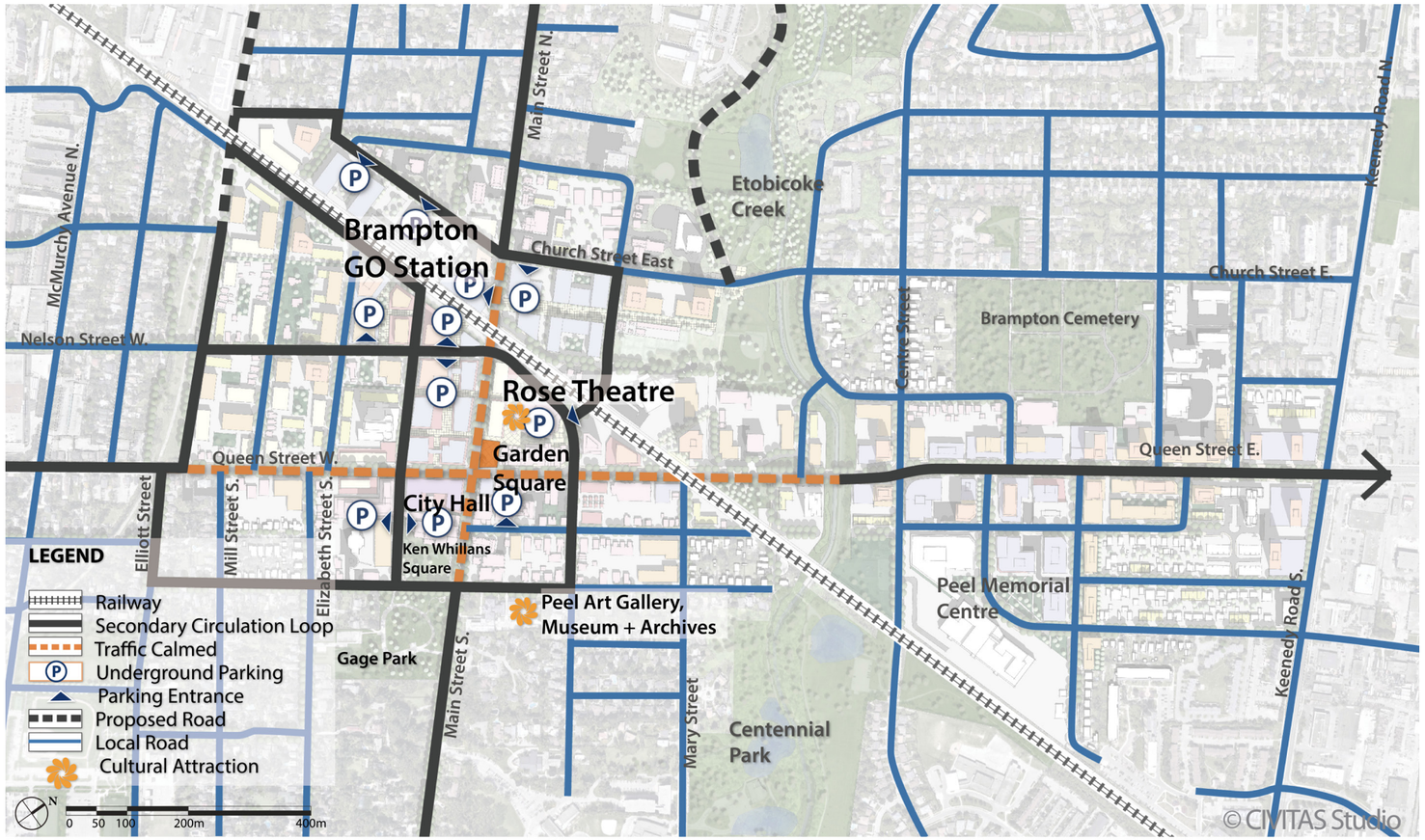
Mobility - Street Network

- The Mobility Concept builds on the **existing fine grained street network** of Downtown. A **hierarchy of street types was developed** as a result of the charrette process.

    - **Traffic Calmed and Pedestrian Friendly Shopping Streets;** sections of Queens Boulevard and Main Street to be designed as traffic-calmed pedestrian friendly retail High Streets;

    - **Secondary Traffic Circulation Loops;** a series of "loop" collector streets to allow for access to car parks, and to service as an alternative circulation loop around the High Streets during busy times.

- **Tertiary Local Residential Streets**



Brampton Downtown - Streets Network

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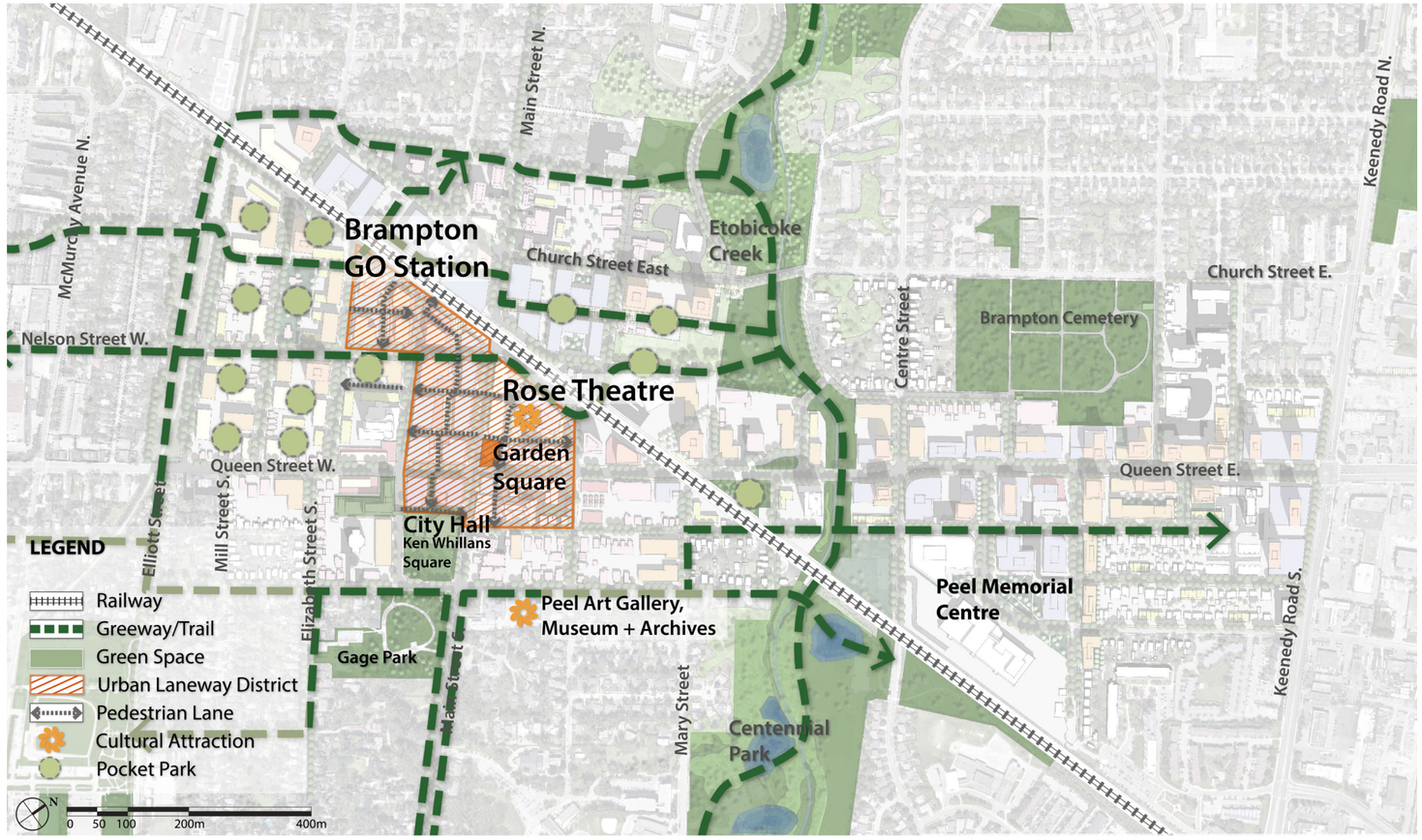
Downtown Brampton

Open Space Strategy

- A downtown open space strategy that **enhances and connects existing open spaces and natural features** within the historic centre:
- **Major trail along Etobicoke Creek** linking Centennial Park, Rosalea Park, and Duggan Park;
- **Greenways** - select streets as greenway routes linking key major parks, that include bike paths and enhanced planting;
- **Pocket parks** - small pocket parks locating within redeveloped and densified blocks. These may be either public parks or semi-private open spaces open to residents and public.
- **Downtown Laneway District** - allowing for narrow pedestrian lanes.



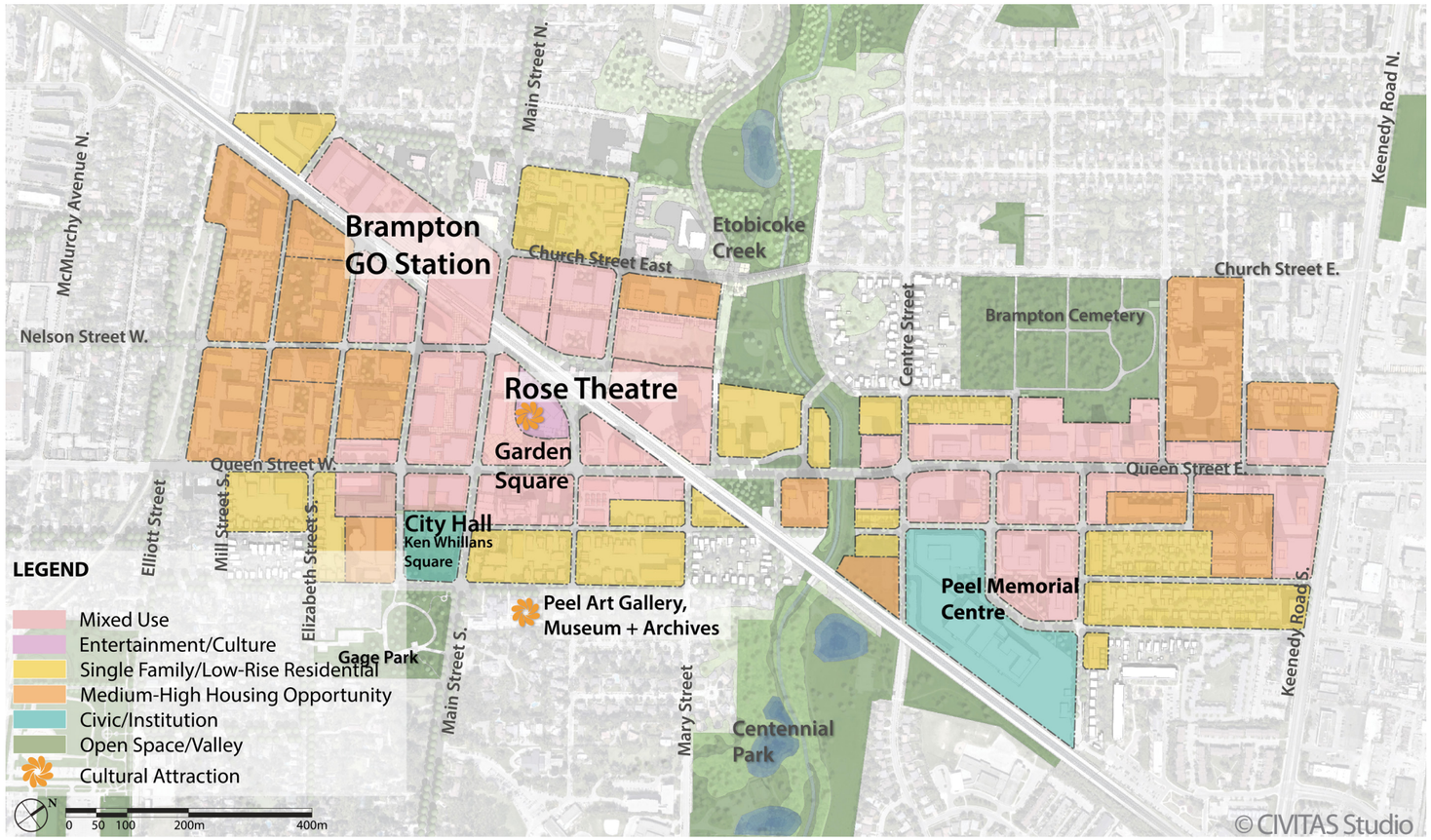
Brampton Downtown - Open Space & Greenways Network

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Downtown Brampton

Land Use Strategy

- Maintain **historic land use patterns, strategically enhancing**, and **densifying** to **accommodate growth**;
- **Mixed-use** concentrated in Downtown heart, Transit Hub, and along Queen Street corridor;
- **Medium-High Density Residential Infill** - in adjoining residential blocks, and;
- **Single Family/Low-rise Infill** - in transition areas between the downtown and existing neighbourhoods to be preserved.



Brampton Downtown - Land Use

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Downtown Brampton

Land Use Capacity

Population and job targets were assigned to Downtown as part of the City-Wide Framework process that distributed future growth (see page 5).

The capacity of the Downtown Concept Plan was estimated using both 3D computer massing models and estimates of units/ha based on typical housing densities per development type (high-rise, mid-rise apartment or townhouses).

The plan is conceptual at this stage and these figures are estimates only. Actual outcomes may vary depending on future planning and development decisions and market conditions.

The following assumptions on unit size, person per unit and jobs per sm were used:

Assumptions used in calculating units and population per sm of GFA (Source: Brampton City/Peel Region documents - see p4):

	Average Unit size	Average Persons per Unit
Apartment High:	65 sm (700sf)	2.8
Apartment Mid:	100 sm (1050 sf)	2.8
Apartment Low:	100 sm (1050 sf)	2.8
Townhouse:	150 sm (1,600 sf)	3.3

Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)

Office: 5 employees per 1000 sf
Retail : 3 employees per 1000 sf
University/Health Care: Typical Staff for similar sized institutes

Existing

Units	Population	Jobs
2,000	7,000	4,000

2040 Capacity Estimate

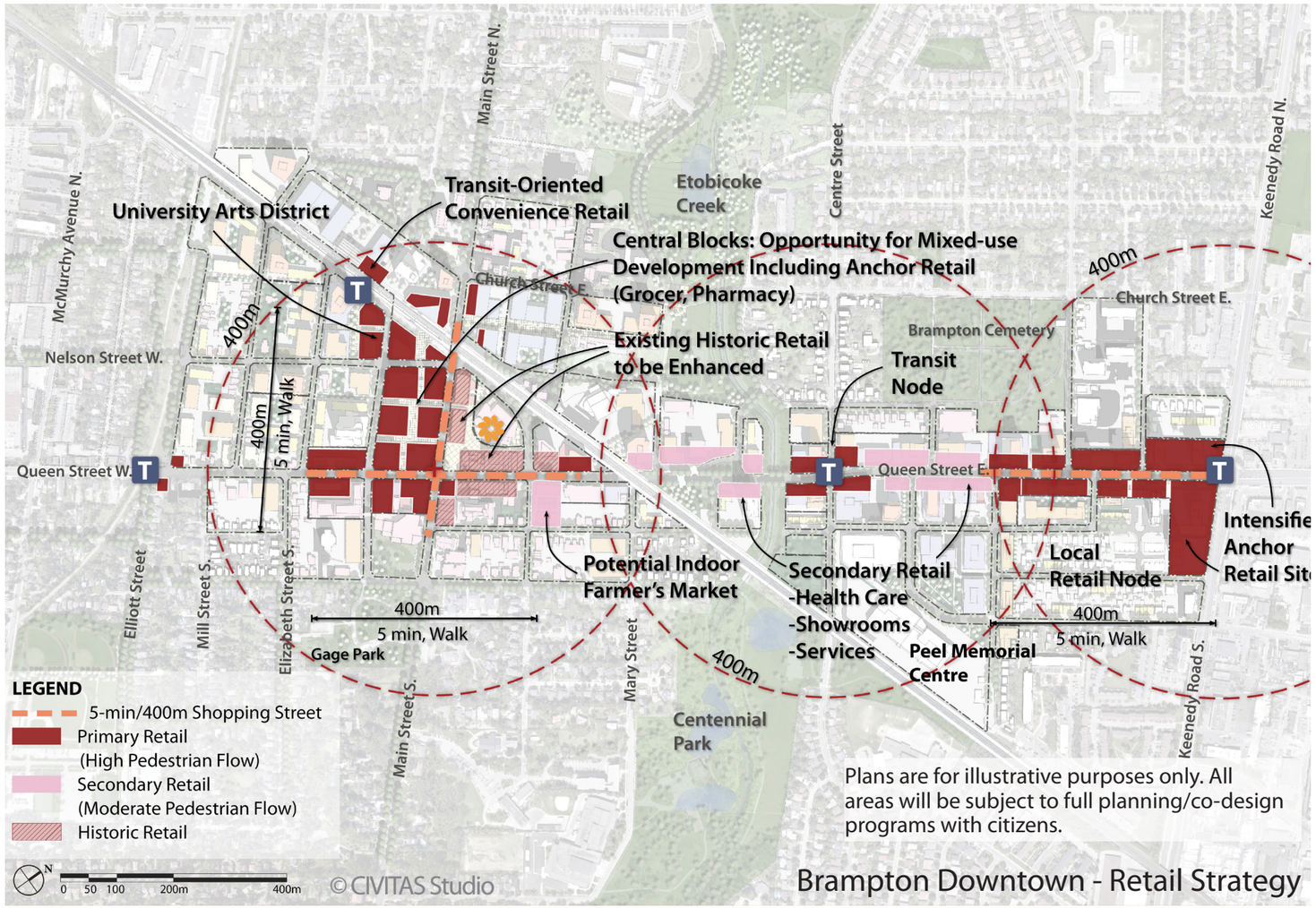
Typology	GFA (sf)	Units	Population	Jobs
Residential	16 million	18,000	48,000	
Retail	1 million			3,000
Office	3 million			16,000
University + Other	2 million			3,000
Sub-Total New Growth		**18,000**	**48,000**	**22,000**
Total 2040 Capacity	**22 million**	**20,000**	**55,000**	**26,000**
			Jobs per Unit	**1.3**

Downtown Brampton

Retail Strategy

Organizing retail development in an informed way is key to creating a vibrant downtown with active streets. The downtown retail strategy suggests a few key moves:

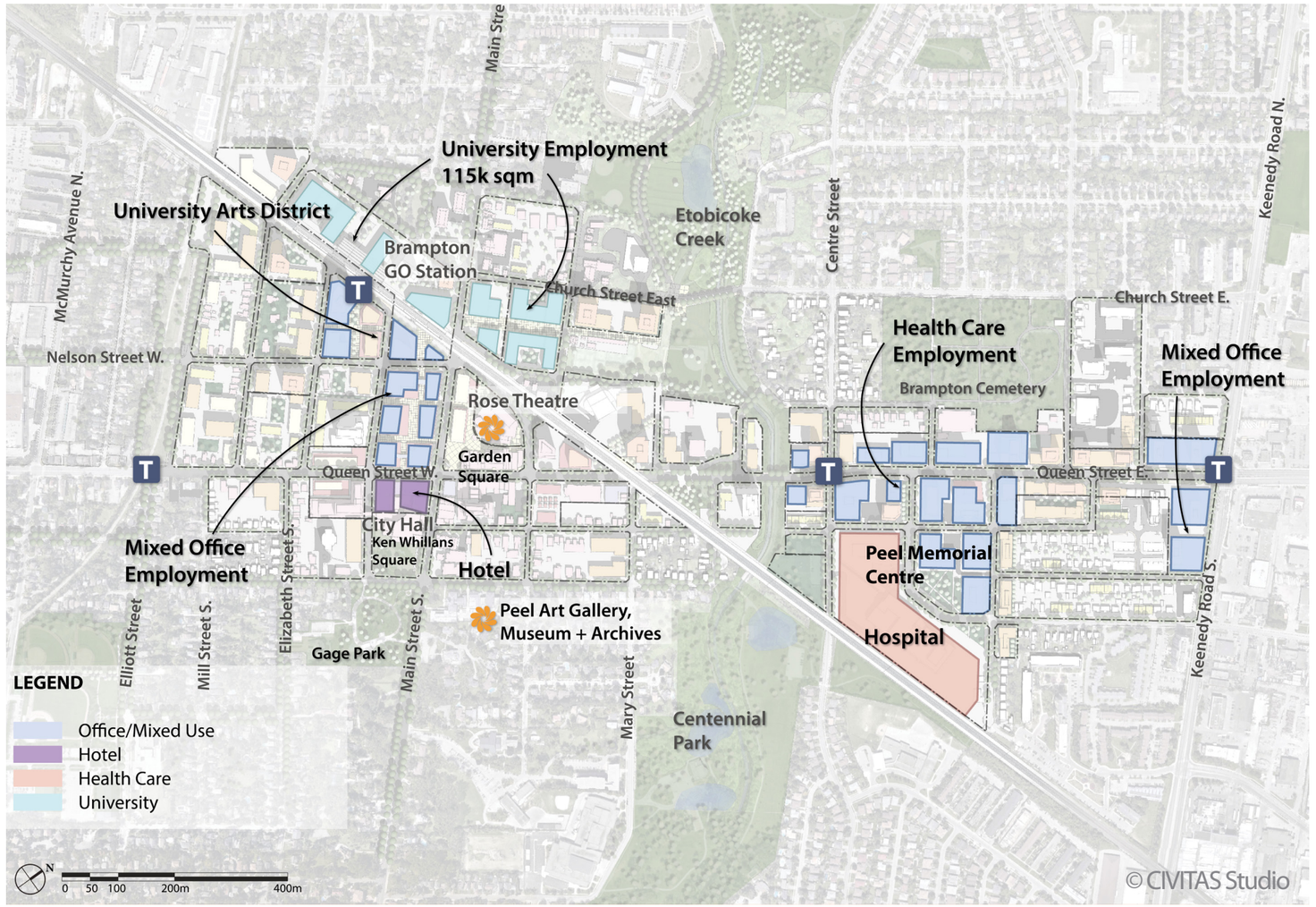
- **Concentrate retail at three key walkable areas:** Historic Downtown (Regional Node), Queen Street/Kennedy (Local Node), and at Queen Street/Centre Street (Local Transit Node);
- **Centre retail nodes** on 400 metre / 5 minute walk long **High Streets;**
- **Allow for retail growth** within these nodes in order to meet future local and regional retail demand
- **Historic Downtown:**
    1. **Restore /enhance existing historic retail** on Main Street and Queen Street, east of Main;
    2. Allow for careful **redevelopment of the central blocks,** as mixed-use, allowing for key anchors (supermarket, pharmacy) to serve the future local population, while preserving historic buildings or facades facing Main and Queen Streets;
    3. Allow for a **fine-grain "lane district"** to allow for more retail frontage within the 400 metre radius.
    4. Encourage arts related retail, galleries and venues in the **University Arts District**
- **Major arterials**, between the high streets, to allow for secondary service retail and commercial services of a lower order and value that serve the community but do not require nor generate heavy levels of pedestrian flows such as; furniture/appliance showrooms, building supplies, office supplies, personal services.
- **Total Retail Capacity,** as depicted on the plan, is estimated at approximately **1.0 million square feet,** falling within the range of retail for a Regional Centre (300k-1.2 million sf) as defined in the Brampton OP.



Downtown Brampton

Office/Employment Strategy

- Provide **adequate employment space** to respond to expected employment projections and maintain the targeted **1:3 to 1 jobs to household target** for the Downtown area;
- **Concentrate jobs around transit** to create balanced and vibrant centres;
- The plan proposes attracting specific types of employment to certain areas of the Downtown:
    1. **General Mixed Use** office at Downtown and at Queens/Kennedy Node;
    2. **Health Care** oriented employment near the hospital;
    3. **University/Higher Education** north of the railway, but also within the Central Downtown area, and;
    4. **Arts** related works space, galleries, and venues in the University Arts Precinct
    5. **Tourism** in the form of a hotel near the heart of the Historic Downtown.
- **Total employment estimate:** as depicted on the plan, is estimated at approximately **26,000 jobs,** meeting the job target assigned to Downtown in the City-Wide Framework process (see page 5).



Brampton Downtown - Office/Employment Strategy

Assumption used in calculating jobs per sm GFA
(Source: CIVITAS experience)
Office: 5 employees per 100 sm
Retail : 3 employees per 100 sm
University/Health Care: Typical Staff for similar sized institutes

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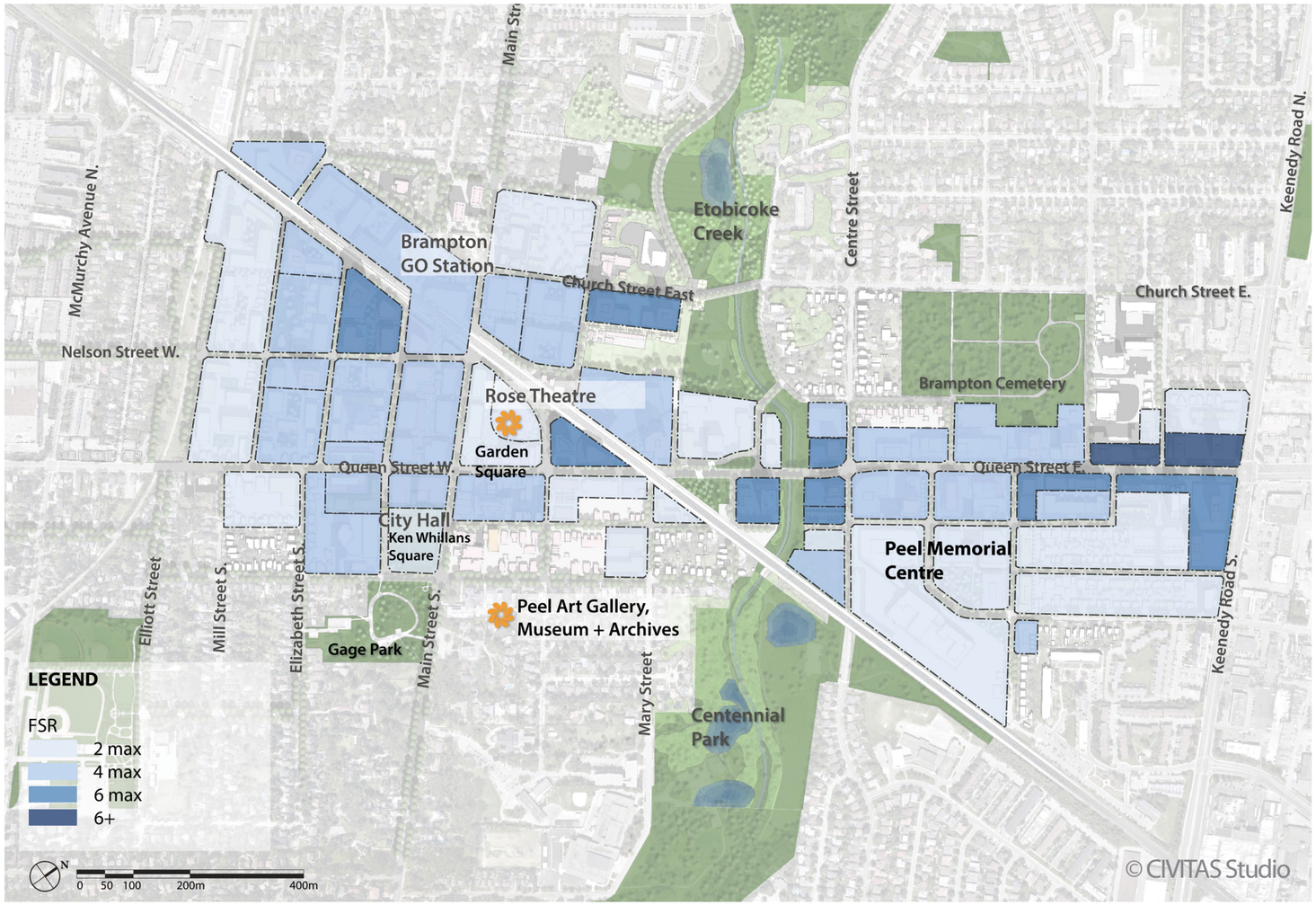
Downtown Brampton

Density Strategy

- **Concentrate density around transit stops,** within the **historic centre** and along the **Queen's Boulevard,** and;
- Allow for the **infill/densification** of areas adjacent to the Downtown core, while creating a **density transect** to surrounding historic single family neighbourhoods.



Brampton Downtown - Residential/Density Strategy

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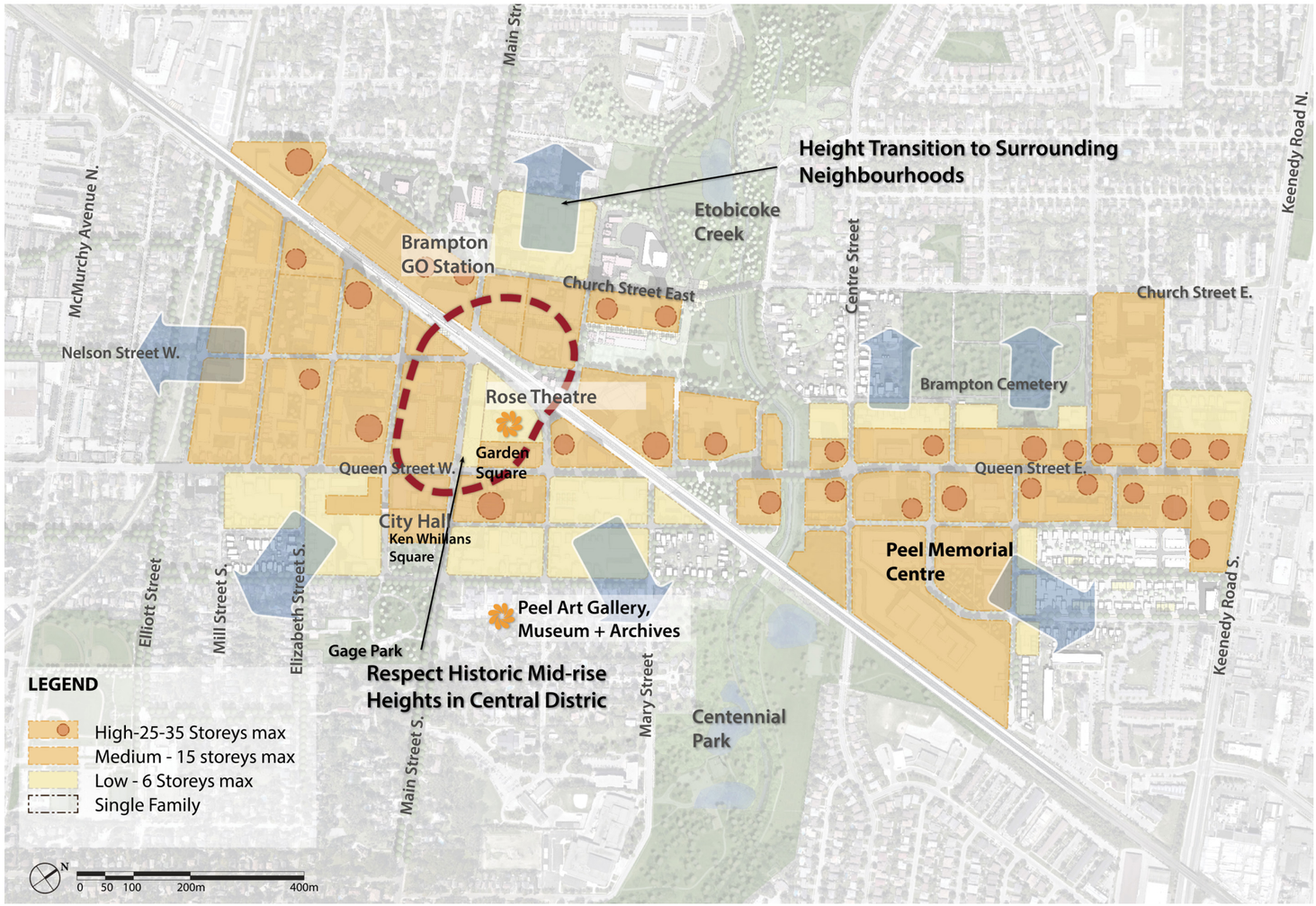
Downtown Brampton

Building Heights/Massing Strategy

- Respect the **low-mid rise character** of the **historic central district** of the Downtown.
- Provide for a **height transition** between higher buildings and surrounding single family neighbourhoods, and;
- **Allow taller towers** in order to increase the number of Downtown residents, but **space the towers** to allow for views and solar access to streets and buildings below.



Brampton Downtown -Building Heights/Massing Strategy

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Downtown Brampton

Brampton Downtown Concept 3D Looking Northeast

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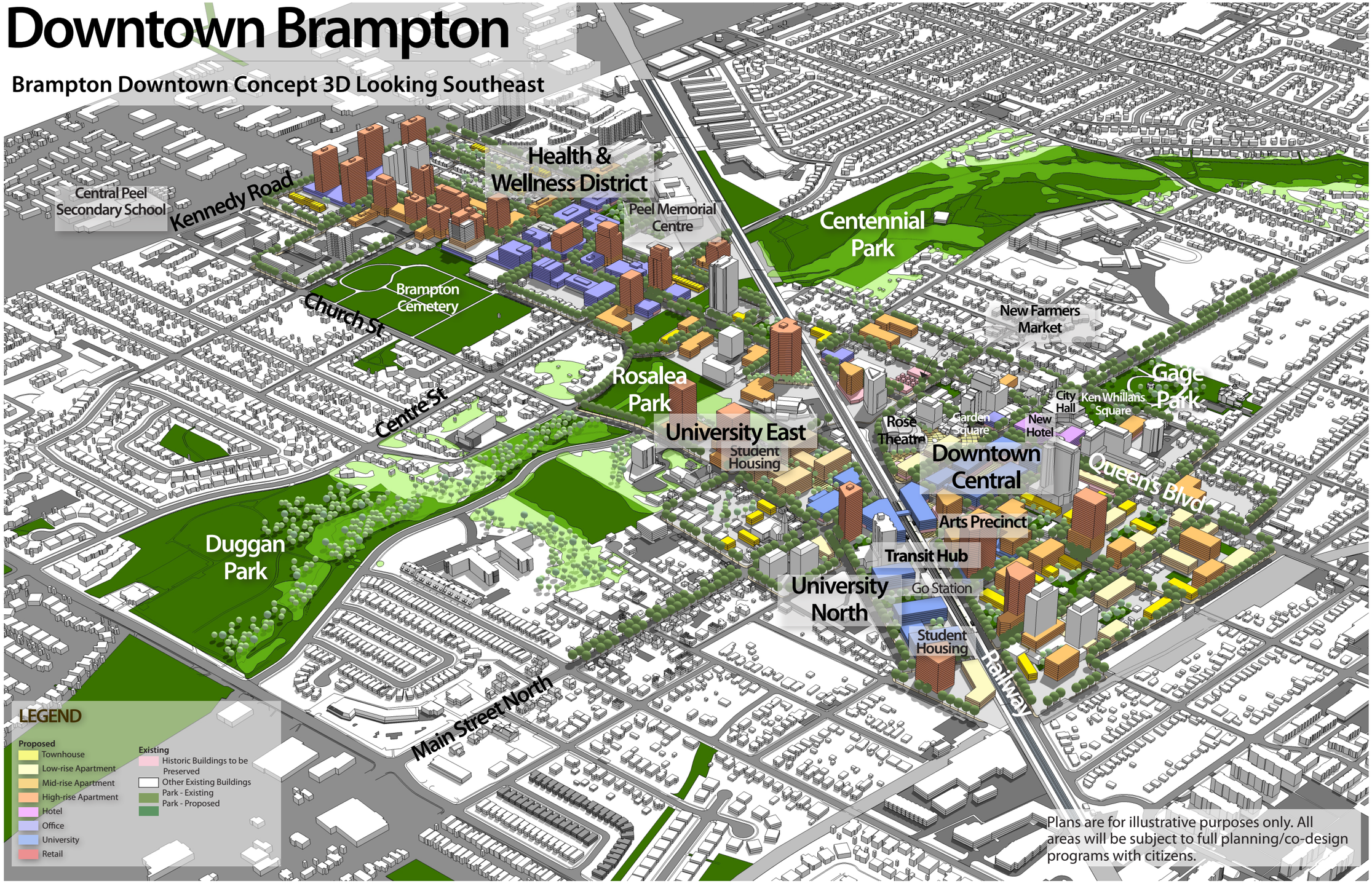
Downtown Brampton

Brampton Downtown Concept 3D Looking Southeast



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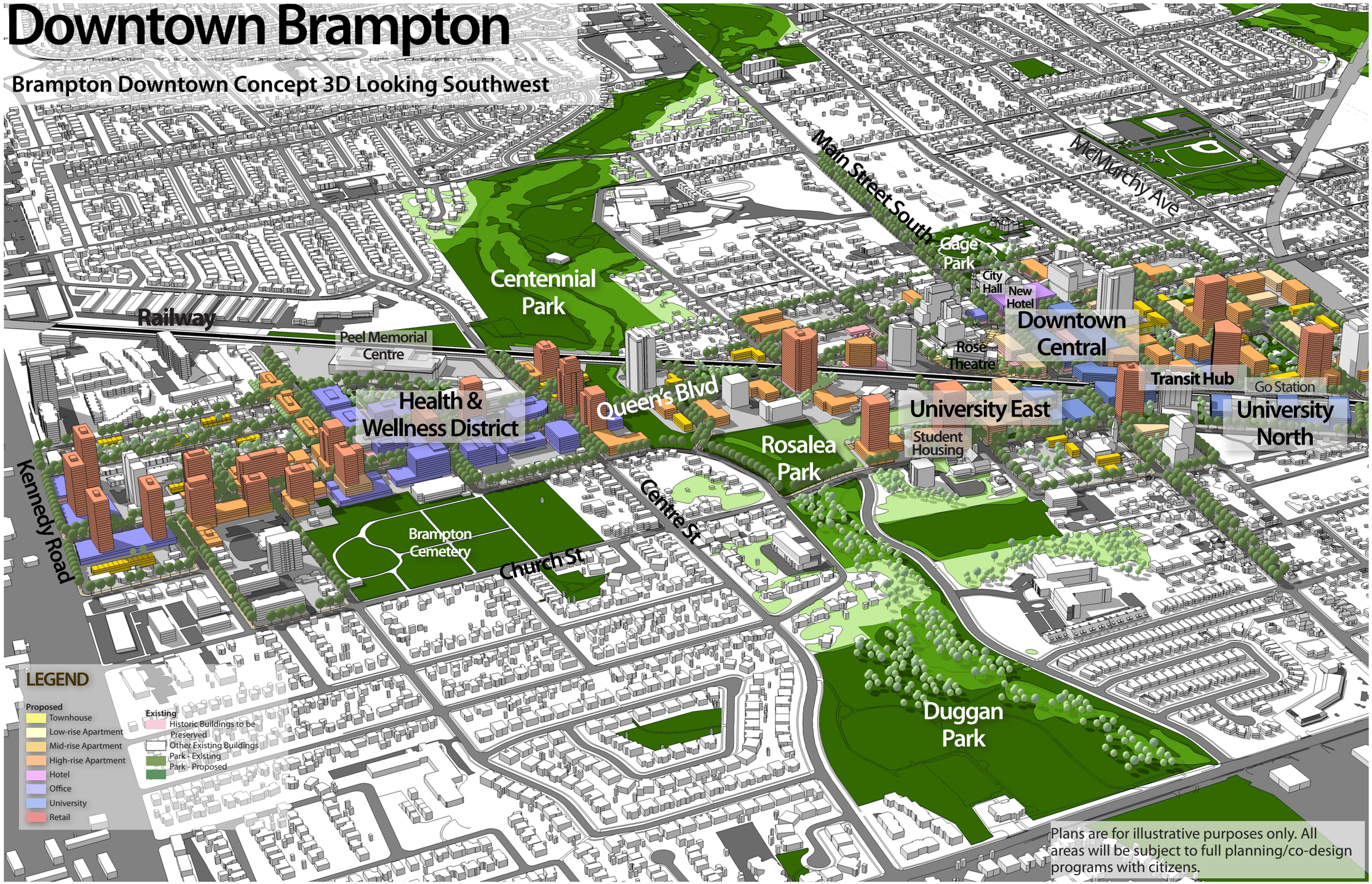
Downtown Brampton

Brampton Downtown Concept 3D Looking Southwest



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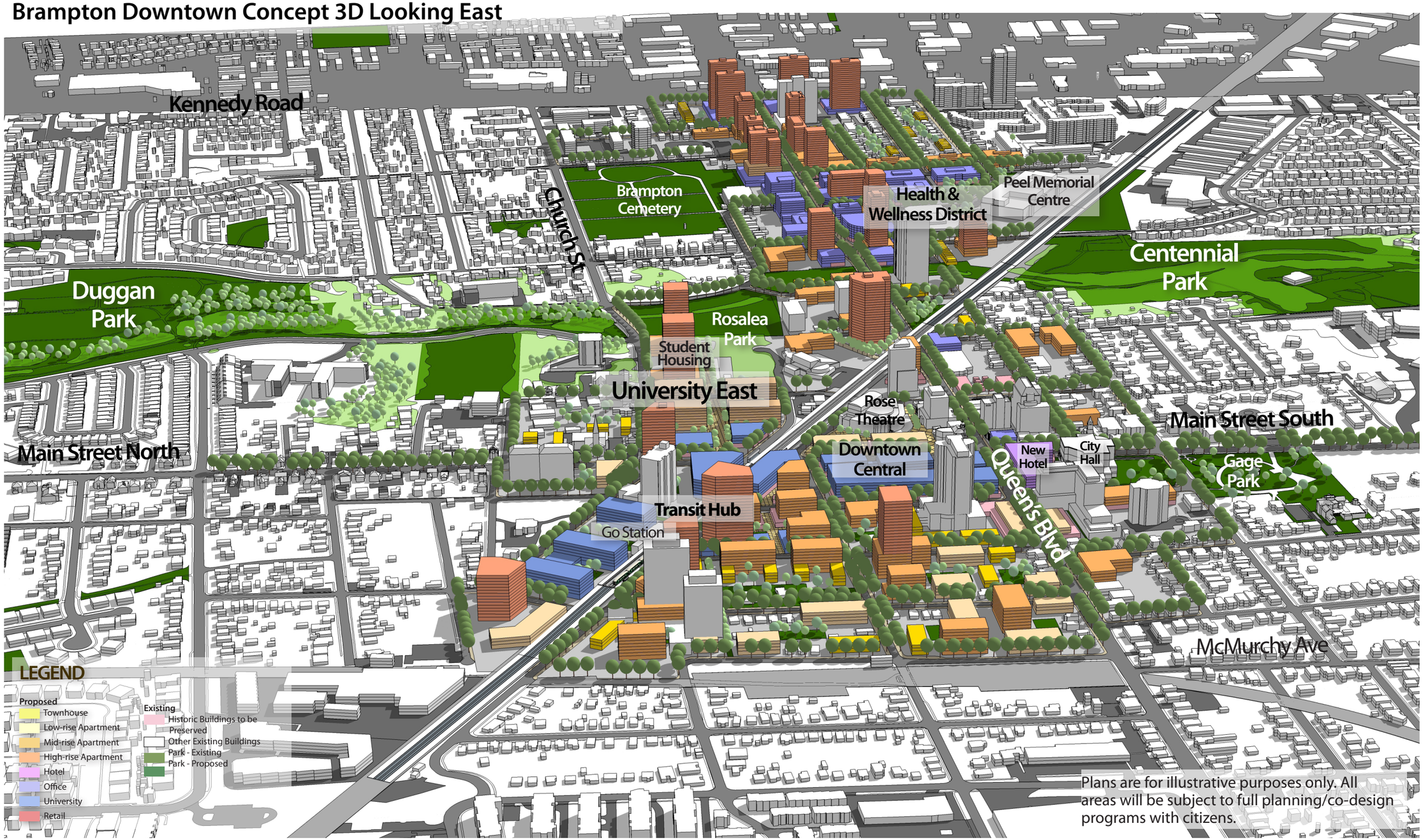
Downtown Brampton

Brampton Downtown Concept 3D Looking East



Bramalea New Town

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Bramalea New Town

Big Moves

Through the charrette process and Staff/ consultant review, key catalyst **"big moves"** were identified and guided the place-making design process. The Big Moves are as follows:

1. Allow for a **road and pedestrian network** that **permeates** the site and creates a pattern of **fine grained blocks**;

2. **Intensify the perimeter** of the site with a **mix of uses**, including residential and office;

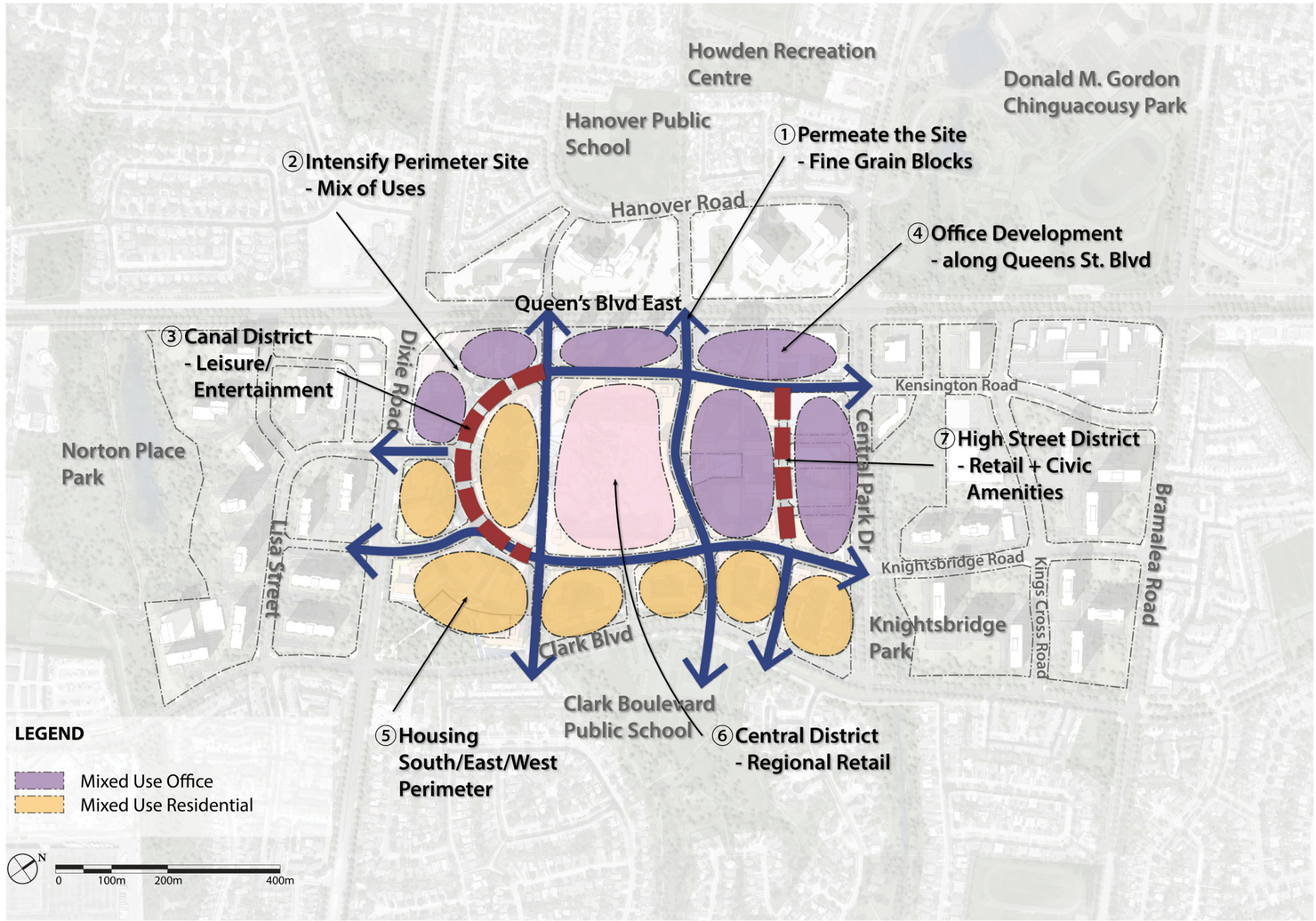
3. A "**Canal District"** at the west end of the site, focusing on **leisure/entertainment** retail within a **high density residential** neighbourhood;

4. **Concentrate office** along Queen Street (The Queen's Boulevard) allowing for landmark office addresses, adjacent to the existing government/institutional offices, along this proposed prestigious Boulevard. Allow for retail activation at grade.

5. **Residential-only** pocket neighbourhoods along the south of the site, as a **residential interface** with the primary existing residential areas to the south;

6. Retain the **Central Mall Area** as a regional retail mall, and;

7. Create a **Retail High Street** at the east end including major civic amenities.



Bramalea New Town -Big Moves

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Bramalea New Town

Concept Roof Plan

Queen Street Corridor

- Mid/High-rise Residential
- Street Retail
- Rapid Transit Station

Hanover Public School

600m - 8 min walk circle

400m - 5 min walk circle

Hanover Road

Pedestrian/ Bike Trail

Donald M. Gordon Chinguacousy Park

Proposed Rapid Transit

Queen's Blvd East

Pedestrian Crossing

Kensington Road

Dixie Road

Commercial

Hotel

Canalside Dining District

Community /Food Production Gardens (Carpark Below)

High Street

Region of Peel

Central Park Drive

Norton Place Park

Cinema

Farmers Market Square

Cinema Lobby

Cinema

Park Cafes

Community Park (Retail Mall Below)

Community Centre

Town Square

Library

Performing Arts

Canal

Knightsbridge Park Neighbourhood

Norton Park Neighbourhood

Ped./Bike Trail

Lisa Street

Knightsbridge Road

Bramalea Road

Pocket Neighbourhoods

Knightsbridge Park

Clark Blvd

Clark Boulevard Public School

LEGEND

Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment
- Hotel
- Office
- Civic
- Mixed Use
- Cultural Attraction
- Rapid Transit Station
- BRT Station

The Canal District

- New Leisure, Entertainment Living District
- Feature Canal Walking with daylighted creek & Dining Zone
- High/Mid - Rise Pocket Residential Neighbourhoods

Central District

- Redeveloped Mall - Retail & Cafes
- Office / Employment
- High/Mid - Rise Residential
- Hotel
- Gym, Pool, Ice Rink
- Roof Garden

High Street District

- High Street Retail
- Library
- Performing Arts Centre
- Town Square
- High/Mid - Rise Residential

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0 125 250m

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Bramalea New Town

Concept - Ground Floor Plan

Queen Street Corridor

- Mid/High-rise Residential
- Street Retail
- Rapid Transit Station

Hanover Public School

Hanover Road

Pedestrian/ Bike Trail

Donald M. Gordon Chinguacousy Park

Proposed Rapid Transit

Queens Blvd East

Pedestrian Crossing

Kensington Road

Norton Place Park

Norton Park Neighbourhood

Dixie Road

Hotel

Retail

Canalside Dining District

Car Park

High Street

Region of Peel

Central Park Drive

Farmers Market Square

Cinema Lobby

Park Cafes

Retail Mall

Town Square

Library

Performing Arts

Canal

Knightsbridge Park Neighbourhood

Bramalea Road

Knightsbridge Road

Pocket Neighbourhoods

Knightsbridge Park

Clark Blvd

Clark Boulevard Public School

Lisa Street

Ped./Bike Trail

LEGEND

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0 125 250m

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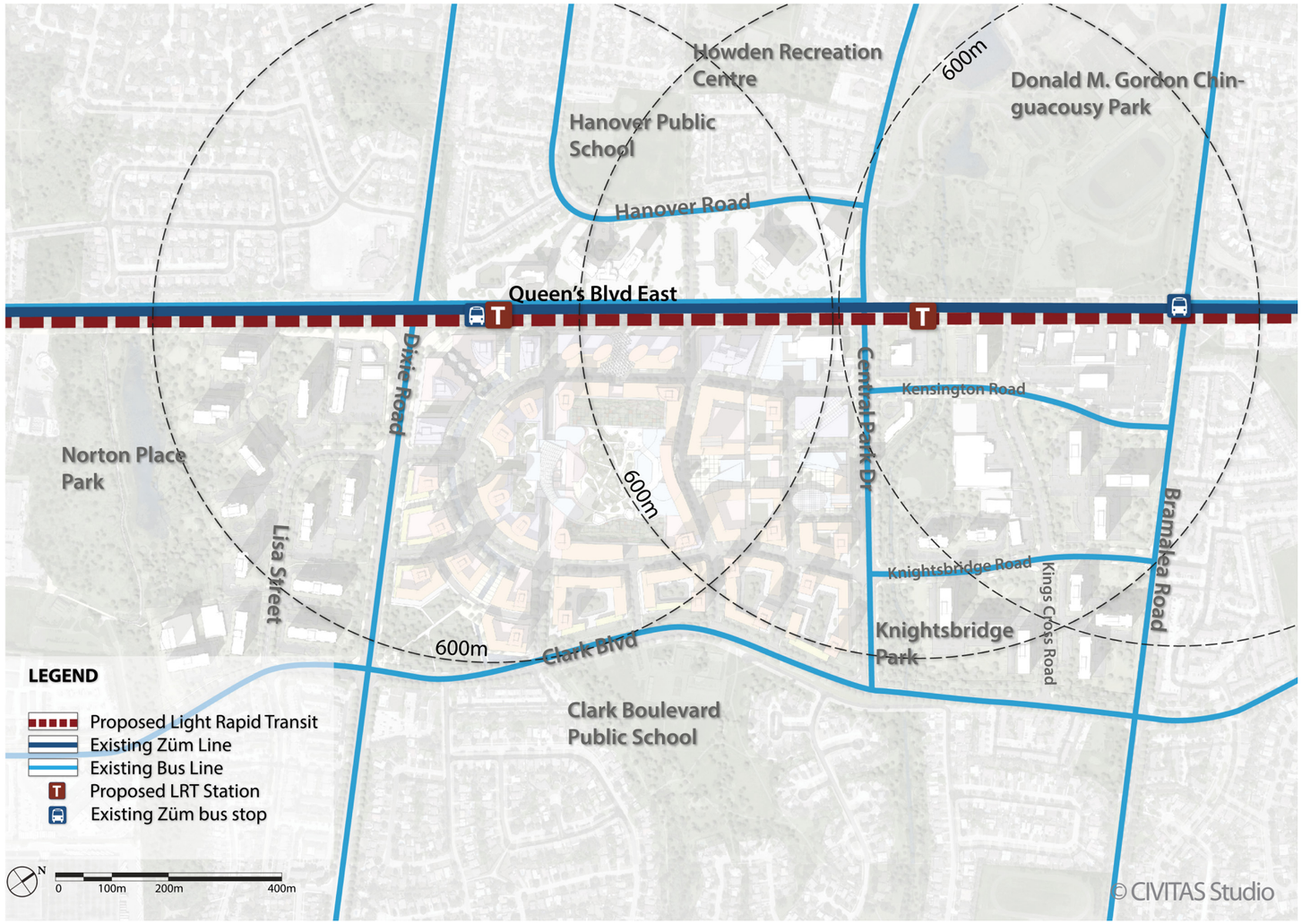
Bramalea New Town

Mobility - Transit Strategy

- The development of an **LRT line along Queens Boulevard** with stops at Dixie Road and Central Park Drive.
- Maintain perimeter **bus routes.**
- Phase out the bus terminal and **load/unload buses on the street** in an urban situation, freeing the terminal land for development/ active uses.



Bramalea New Town - Transit Network

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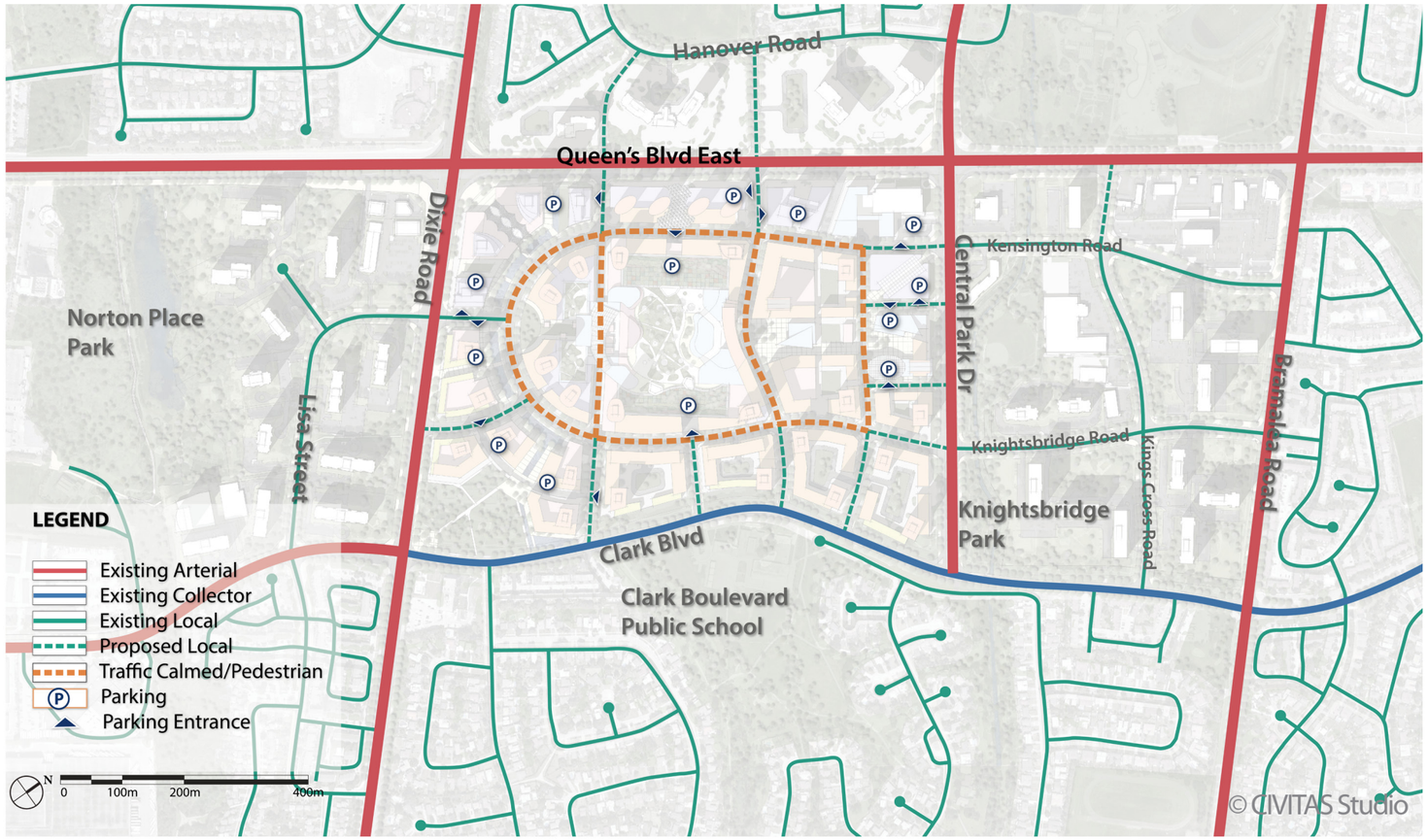
Bramalea New Town

Mobility - Street Network

- Allow for a **fine grain network of streets** and pedestrian routes that permeate through the site.
- **Link** internal streets with the **surrounding existing street network.**



Bramalea New Town - Streets Network

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Bramalea New Town

Open Space Strategy

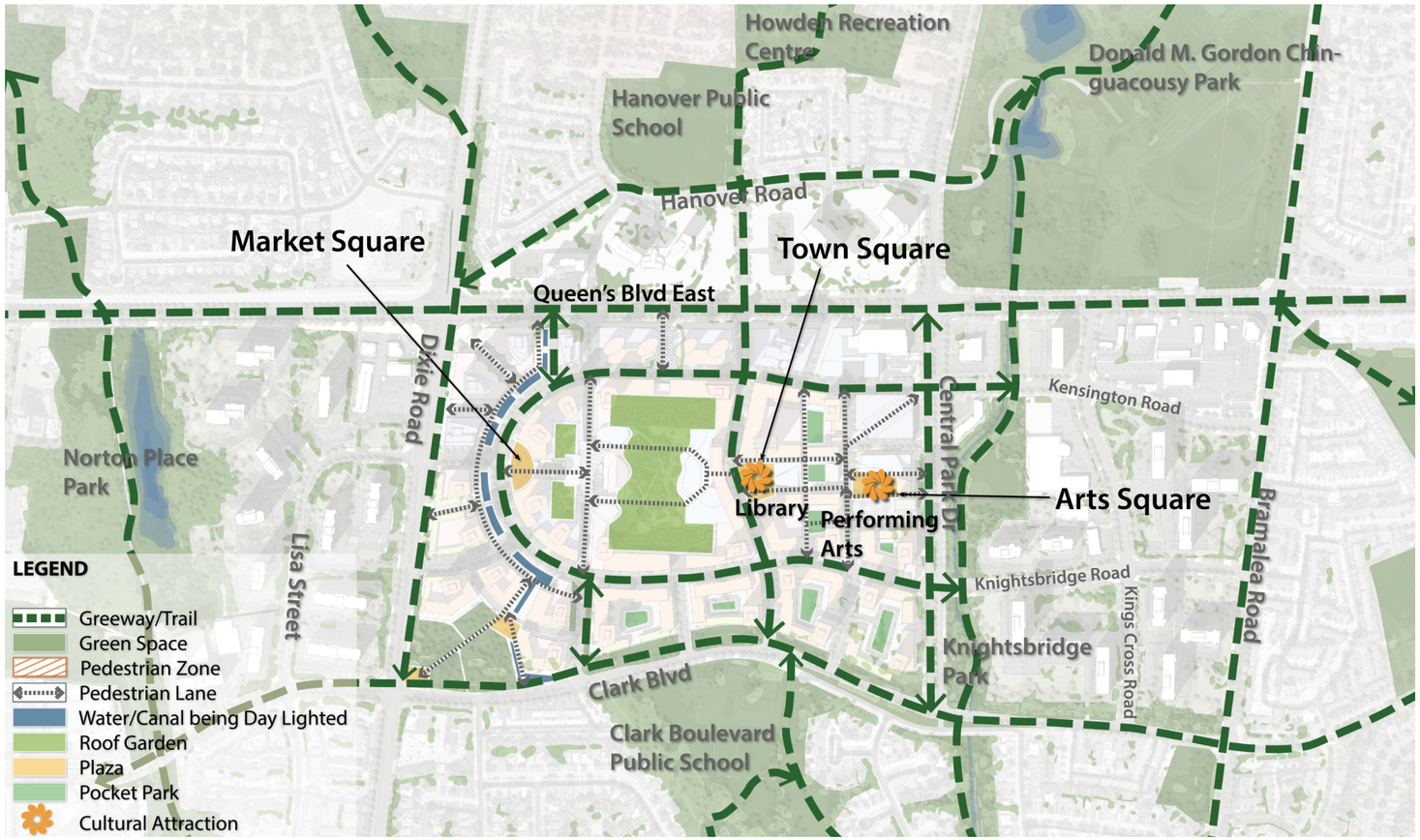
- The open space structure proposes the creation of new **green spaces, plazas, and amenities** to serve this future high density centre and supporting an active lifestyle and healthy community:

    - New **pedestrian friendly streets** and **greenways** through the site, east-west and north-south, **connected** to the surrounding existing open space network.

    - Large green space amenity - **roof garden** on the mall;

    - **Plazas and town squares**; Market Square, Town Square, and an Arts Square.

    - **Pocket Parks** - within residential clusters.



Bramalea New Town - Open Space & Greenways Network

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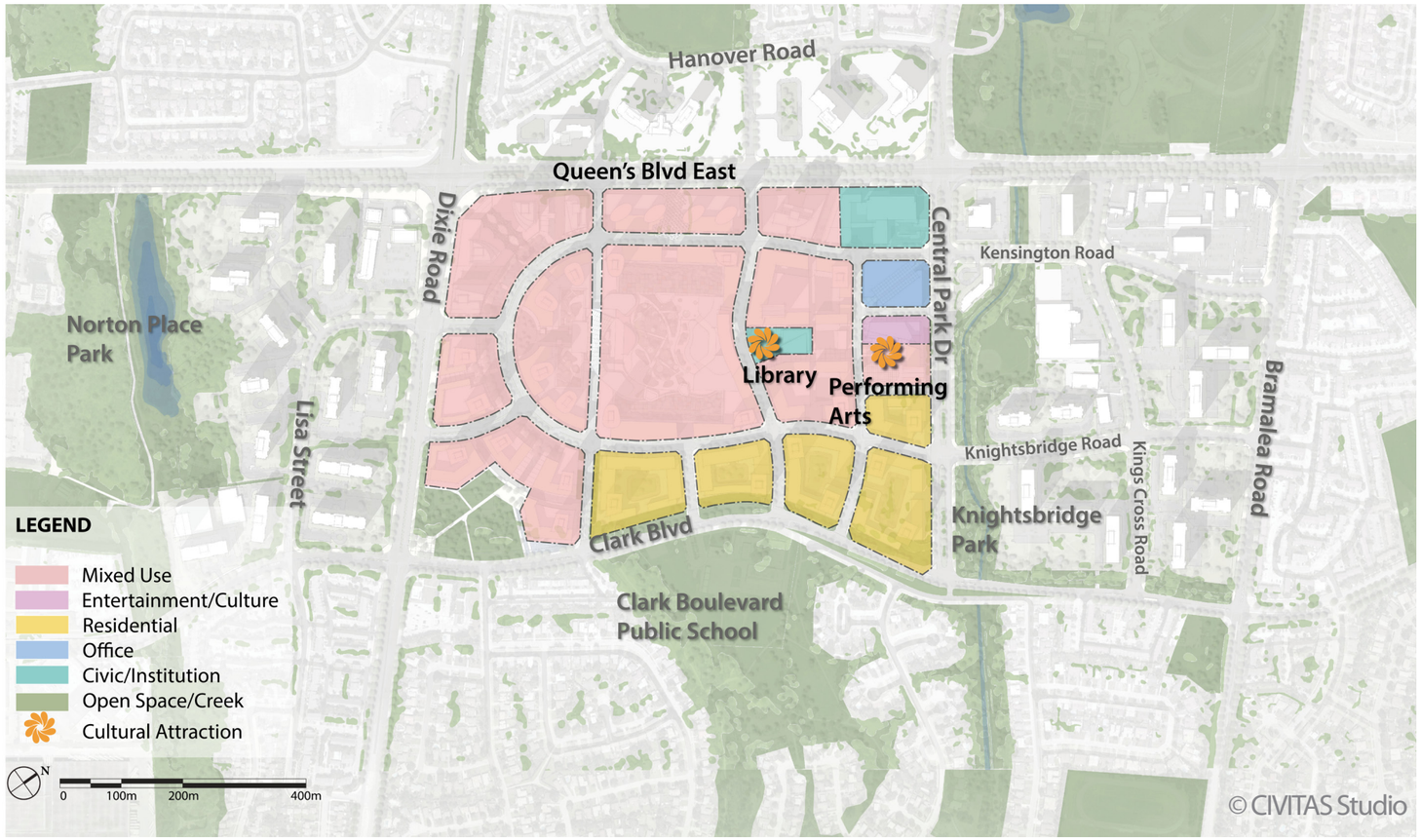
Bramalea New Town

Land Use Strategy

- Create a **large mixed use zone** - allowing for a **mix of retail, employment, and residential uses**, that responds to the **expected demographic projections and targets** assigned to Bramalea New Town (see page 5);
- **Primarily residential blocks** along the south perimeter , taking advantage of the existing open space/school amenity, and creating an appropriate interface with residential to the south.
- **Amenity and civic uses** in the north-west of the site, building on existing amenities.



Bramalea New Town - Land Use

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Bramalea New Town

Land Use Capacity

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The capacity of the Bramalea New Town Concept Plan was estimated using both 3D computer massing models and estimates of units/ha based on typical housing densities per development type (high-rise, mid-rise apartment or townhouses).

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Townhouse:	150 sm (1,600 sf)	3.3

Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)

Office: 5 employees per 1000 sf
Retail : 3 employees per 1000 sf

Existing

Units	Population	Jobs
-	-	4,000

2040 Capacity Estimate

Typology	GFA (sf)	Units	Population	Jobs
Residential	13 million	18,000	50,000	
Retail	2 million			6,000
Office	2.5 million			17,000
Other	0.5 million			1,000
Sub-Total New Growth	**19 million**	**18,000**	**50,000**	**24,000**
Total 2040 Capacity	**19 million**	**18,000**	**50,000**	**28,000**
			Jobs per Unit	**1.5**

Bramalea New Town

Retail Strategy

- The Concept Plan recognizes the continued role of Bramalea as a **regional retail centre,** and encourages the **redevelopment of the mall** as retail demand increases with Brampton's population growth.

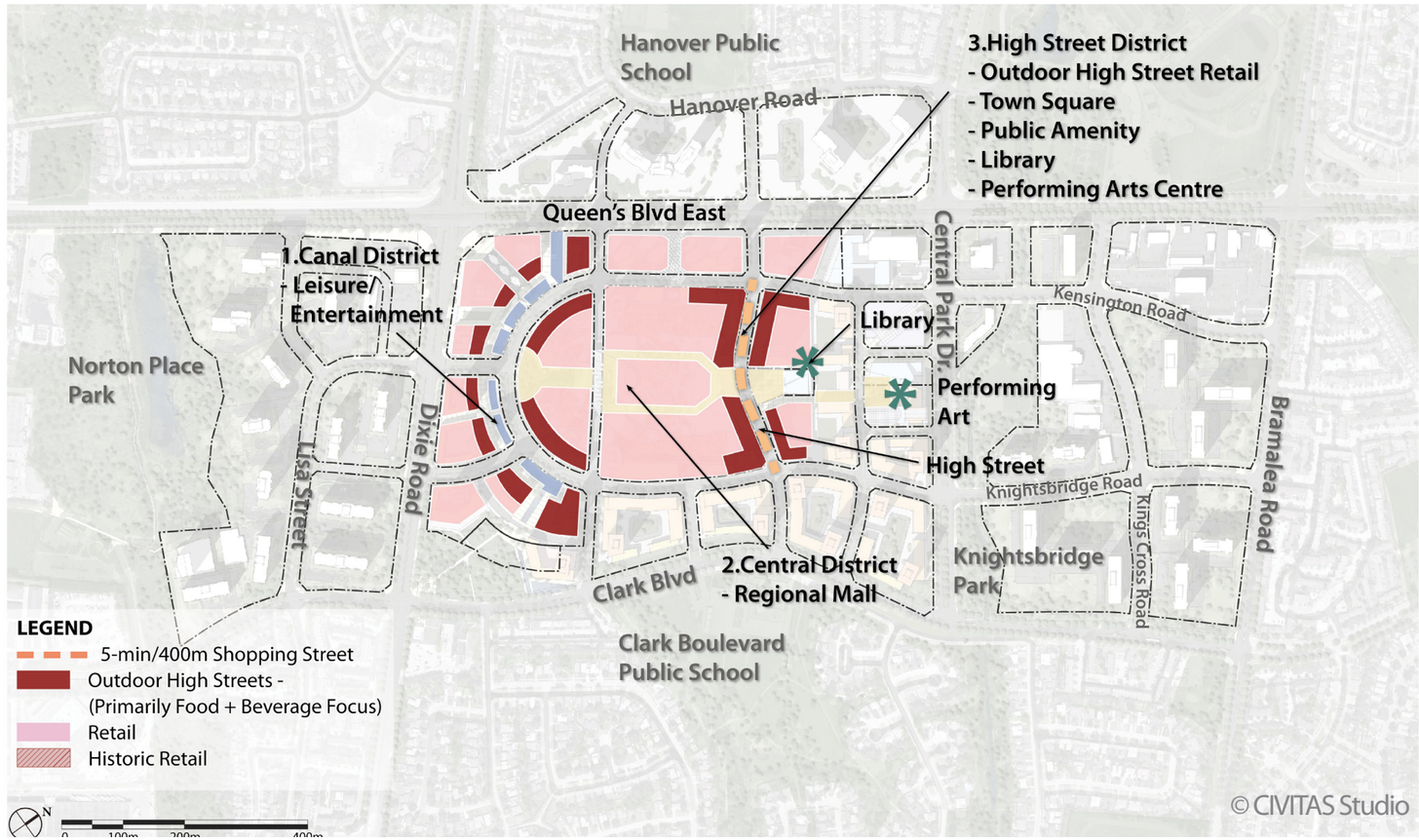
- The Concept proposes organizing new retail growth into **three districts,** each with a different retail focus and character:

    1. **Canal District** - a mixed use residential/ retail area focusing on leisure and entertainment along a feature canal amenity;

    2. **Central District** - redeveloped mall retail;

    3. **High Street District** - fine-grain outdoor retail shopping street with shops/cafes, integrated with library, performing arts to enhance evening uses;

- **Total Retail Capacity,** as depicted on the plan, is estimated at approximately **2 million square feet,** meeting and exceeding the range of retail for a Regional Centre (300k-1.2 million sf) as defined in the Brampton OP.



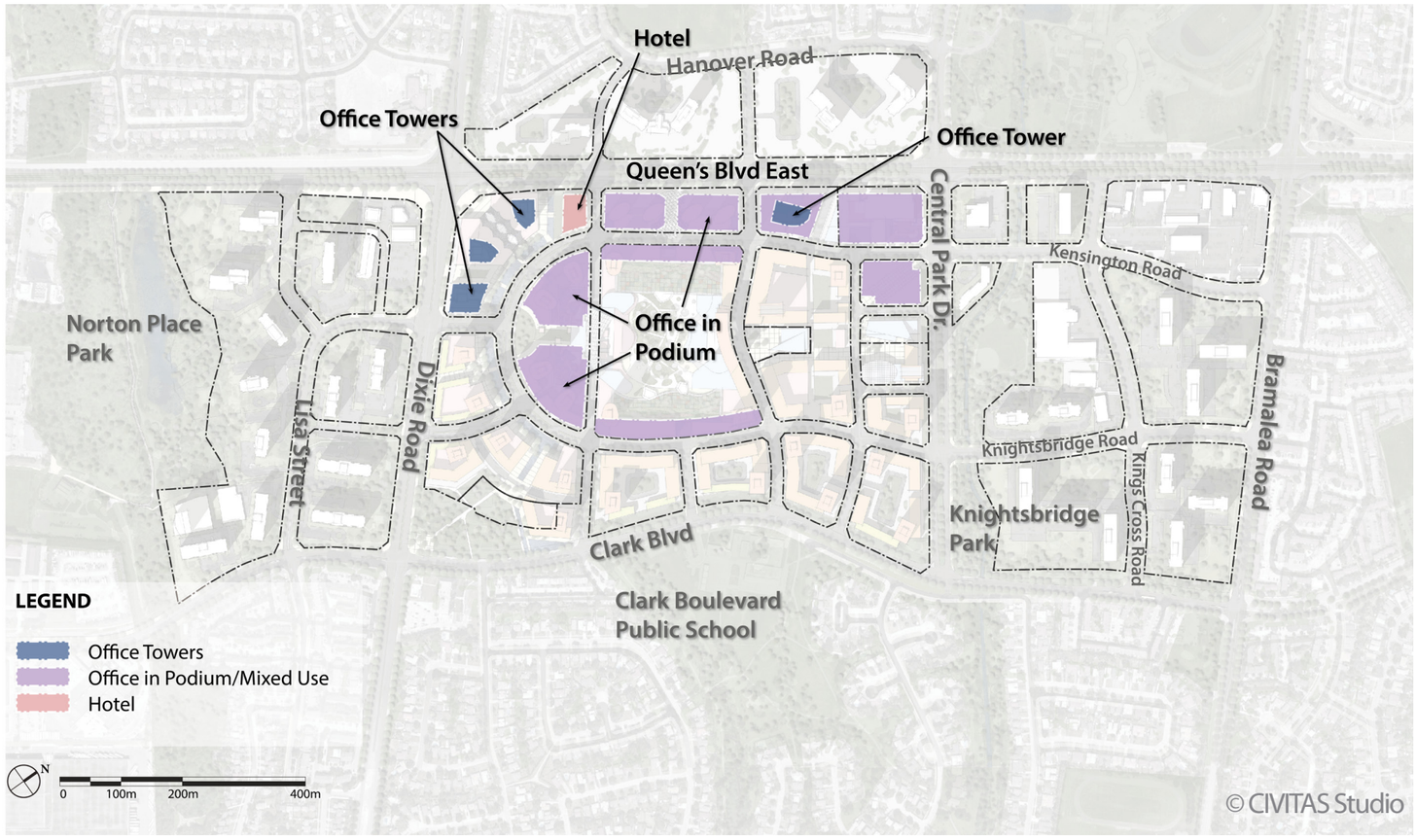
Bramalea New Town - Retail Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Bramalea New Town

Office/Employment Strategy

- **Provide adequate employment space** to match the expected employment projections and maintain a **1 to 1 jobs to households ratio** assigned to Bramalea;
- **Concentrate jobs around transit.**
- Allow for **office towers** along the Queen's Boulevard to attract major tenants, and reinforce Bramlea's images as a **commercial regional centre;**
- Distribute **office in lower podiums** to allow for minor tenants and to integrate jobs into each stage of the mall's future redevelopment.
- Allow for a **hotel** on site.
- **Total jobs estimate:** as depicted on the plan, is estimated at approximately **24,000 jobs,** meeting the job target assigned to Downtown in the City-Wide Framework process (see page 5)



Bramalea New Town - Office Employment Strategy

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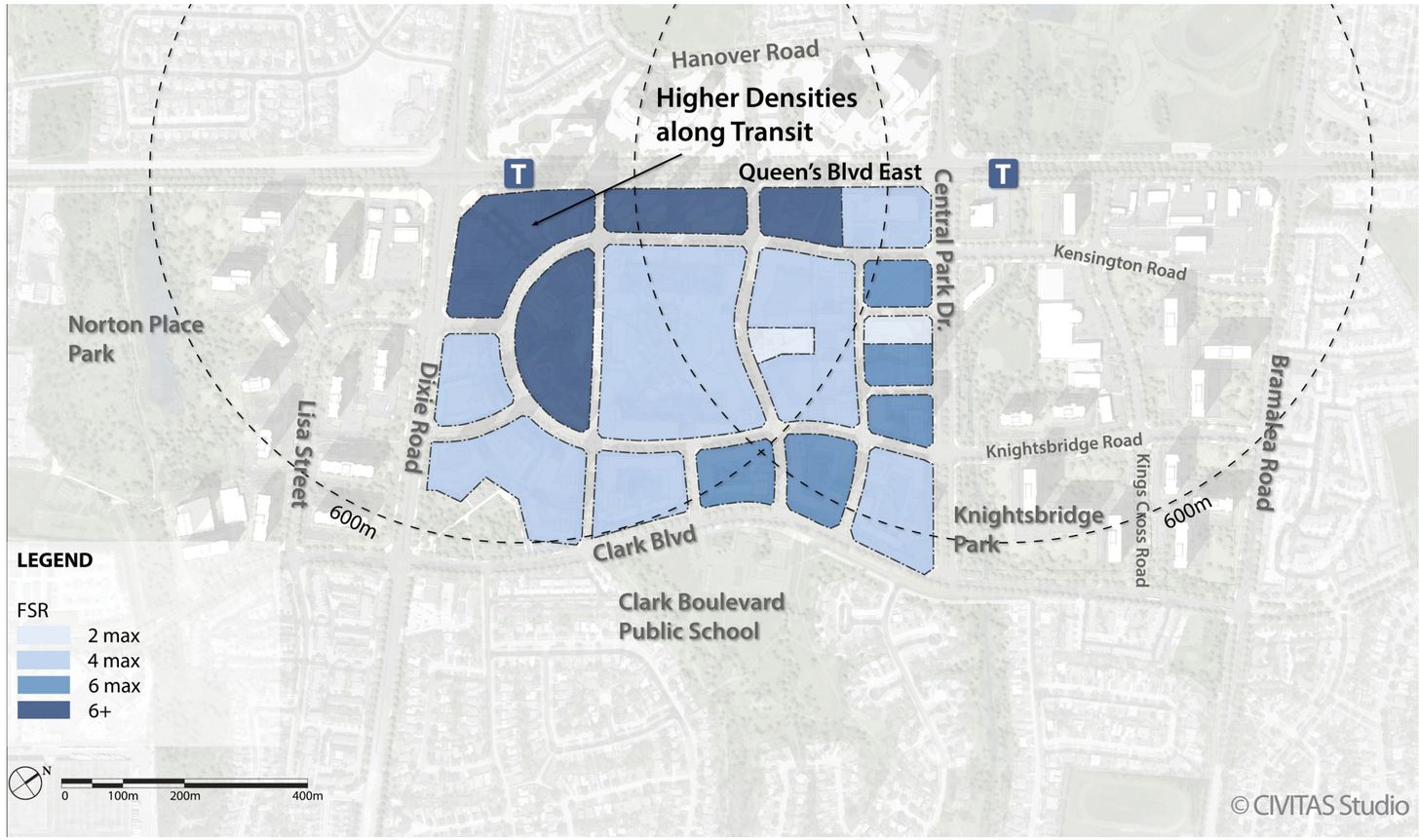
Assumption used in calculating jobs per sm GFA
(Source: CIVITAS experience)
Office: 5 employees per 100 sm
Retail : 3 employees per 100 sm

Bramalea New Town

Density Strategy

- **Concentrate density near transit.**
- **Intensify the perimeter** of the site, allowing the mall to function in the interim.



Bramalea New Town - Density Strategy

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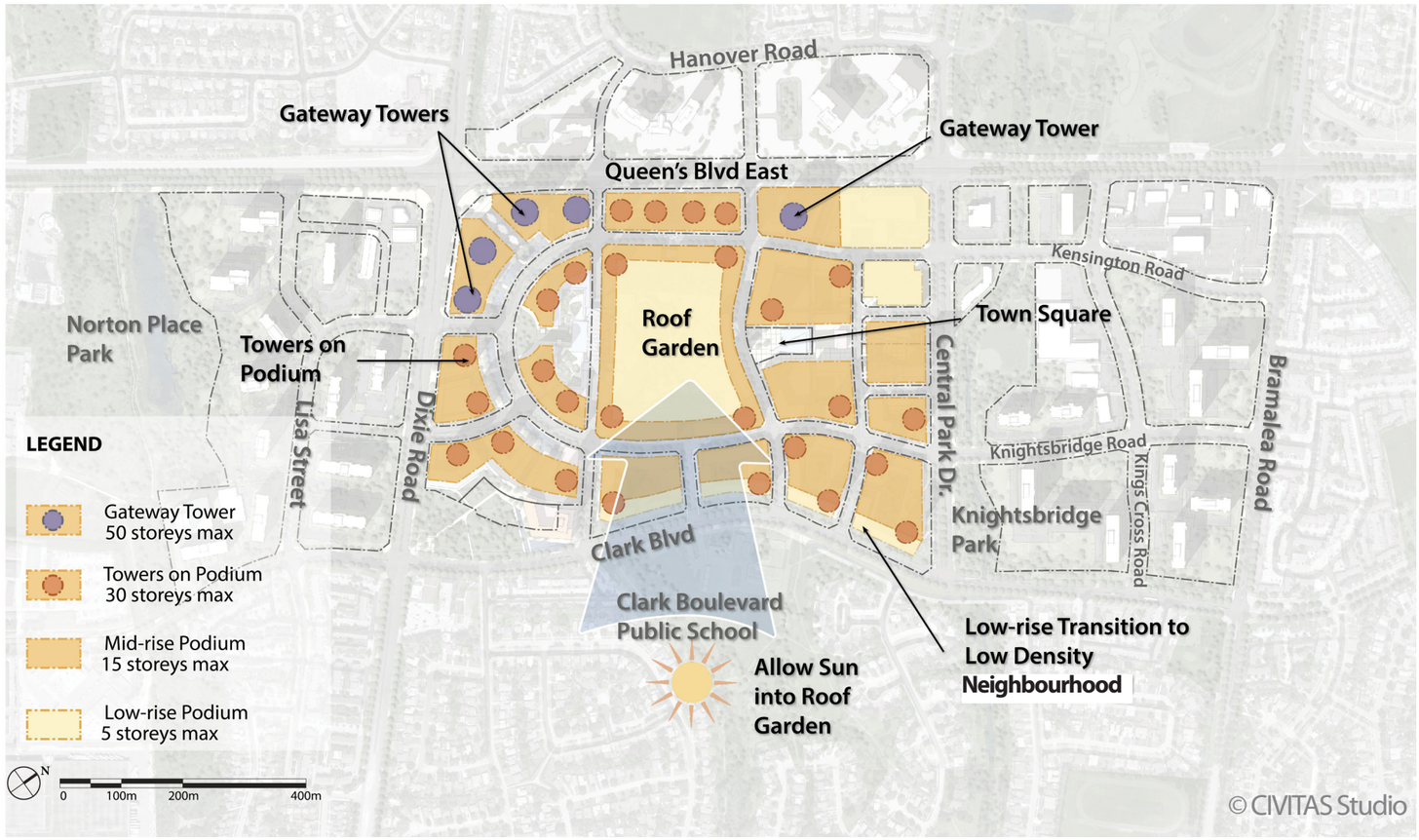
Bramalea New Town

Building Heights/Massing Strategy

- Create **gateway tower** locations along **Queens Boulevard** (up to 50 storeys);
- **Intensify the perimeter of the site** with a **tower and podium form**. Podium of 4-6 storeys to create **urban street walls.** Towers up to 30 storeys spaced to allow for views and solar access to key streets and open spaces.
- **Low rise** forms as a **transition** to surrounding low density neighbourhoods.



Bramalea New Town - Building Heights/Massing Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Bramalea New Town

Concept 3D Looking Northeast

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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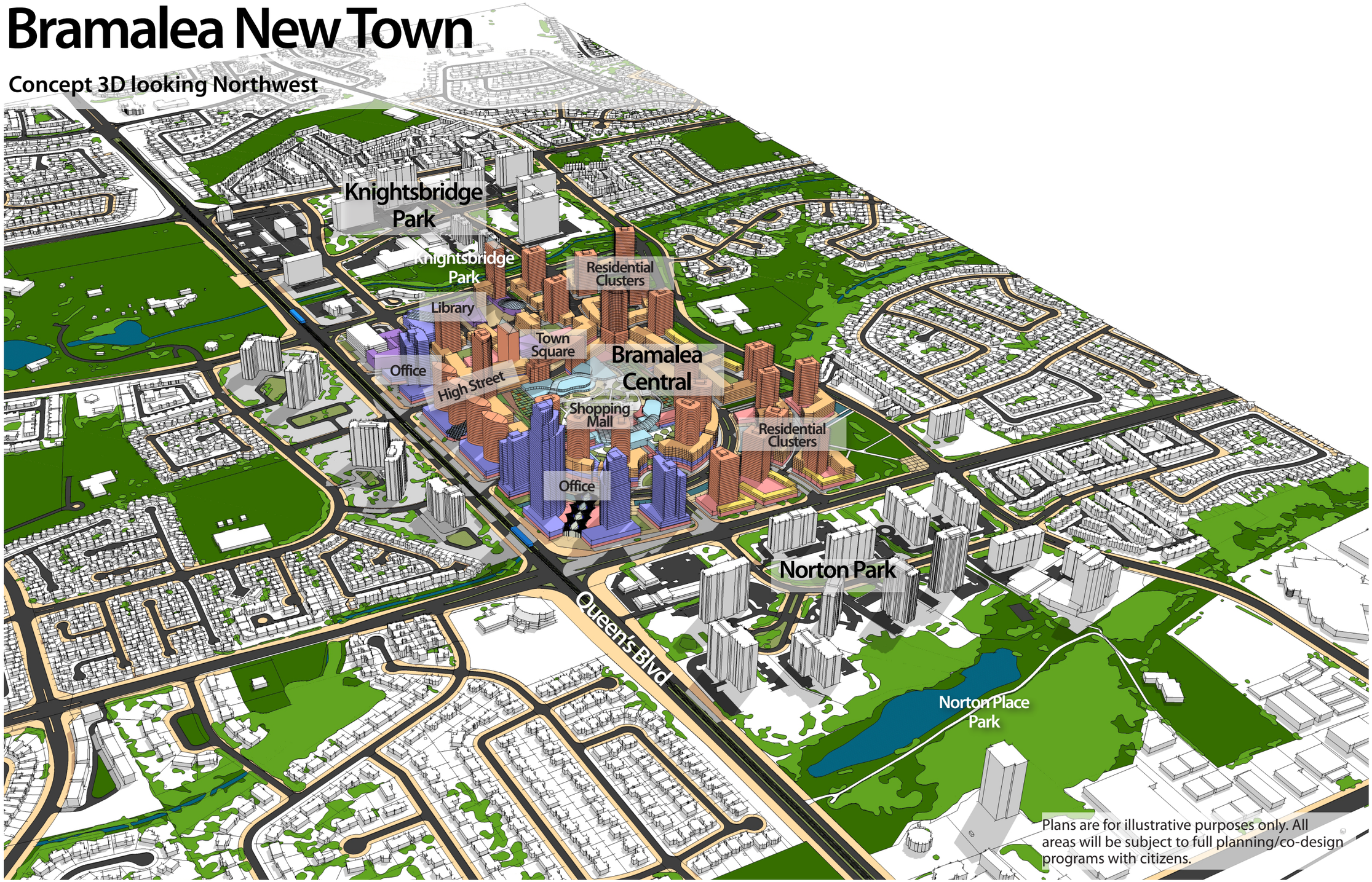
Bramalea New Town

Concept 3D looking Southwest

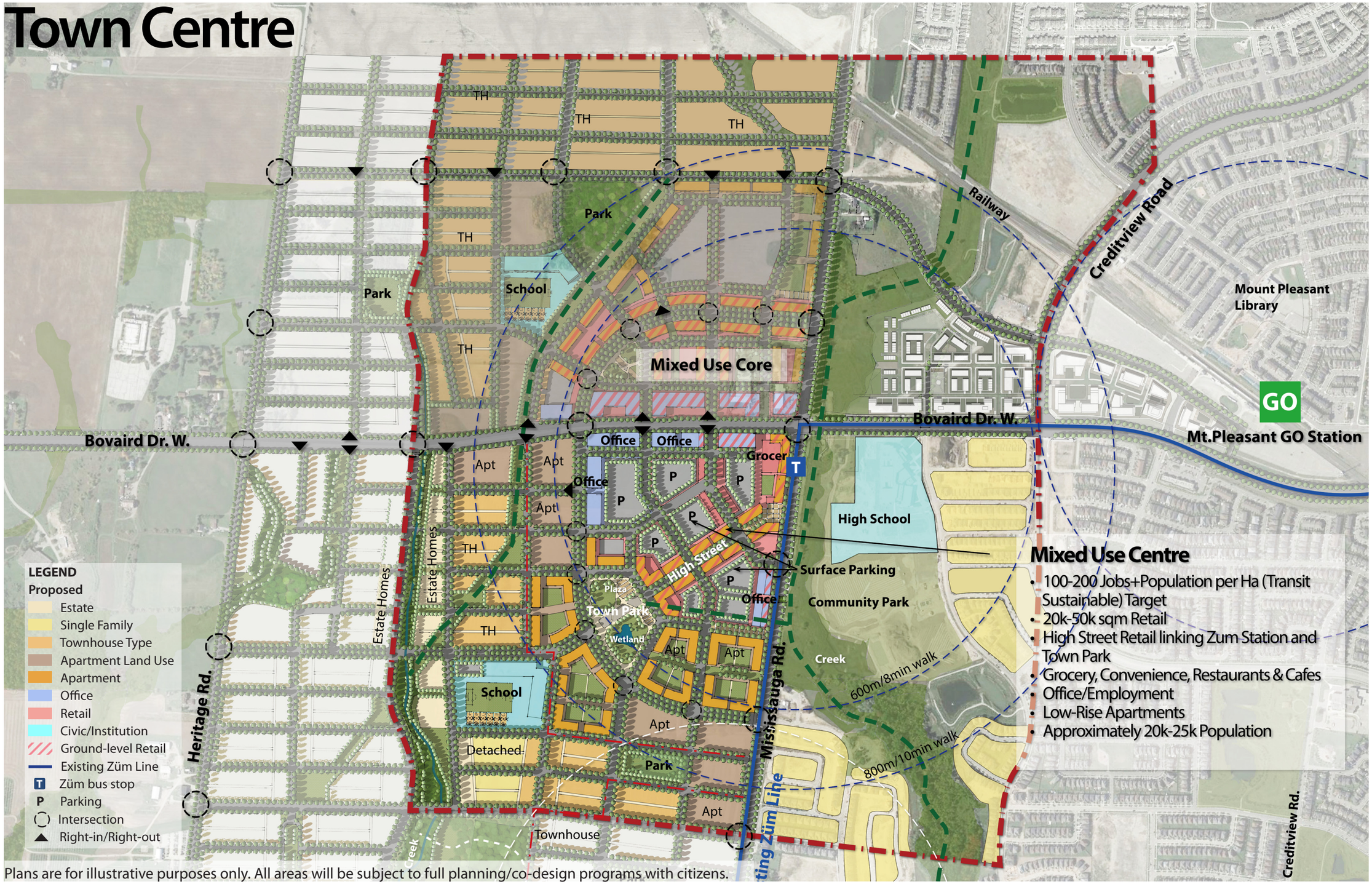
Bramalea New Town

Concept 3D looking Northwest



Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre



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Town Centre

Big Moves

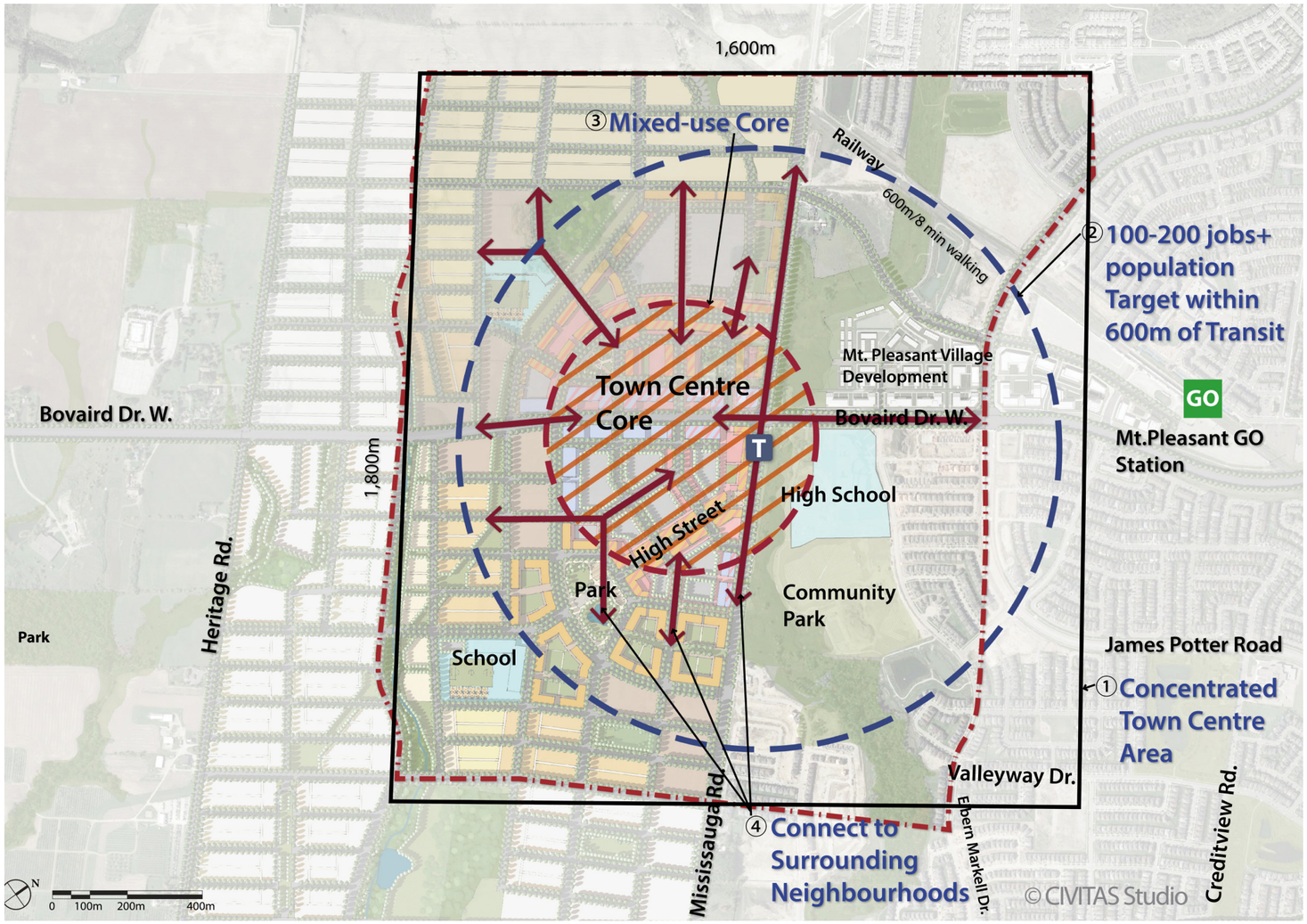
Major moves that defined the Town Centre concept:

1. Town Centre **concentrated within an 800 metre radius of BRT/Transit.** Maximum Town Centre area approximately 1.6 km x 1.6 km;

2. **Intensify density** within the 800 metre Town Centre core to achieve 100-200 jobs and population per hectare;

3. **Create a mixed use core** with retail, employment, and residential uses. The Core should be sized to allow for the 10,000 - 15,000 job target and allow for 200,000 to 500,000 square feet of retail (serving a catchment population of 20,000 to 50,000 people); and,

4. Allow for major **amenities to be integrated** into the Town Centre. Locate larger amenities, such as major parks/recreation facilities, event places, high schools at the edge of the Town Centre, so as not to lower the jobs and population densities near the core.



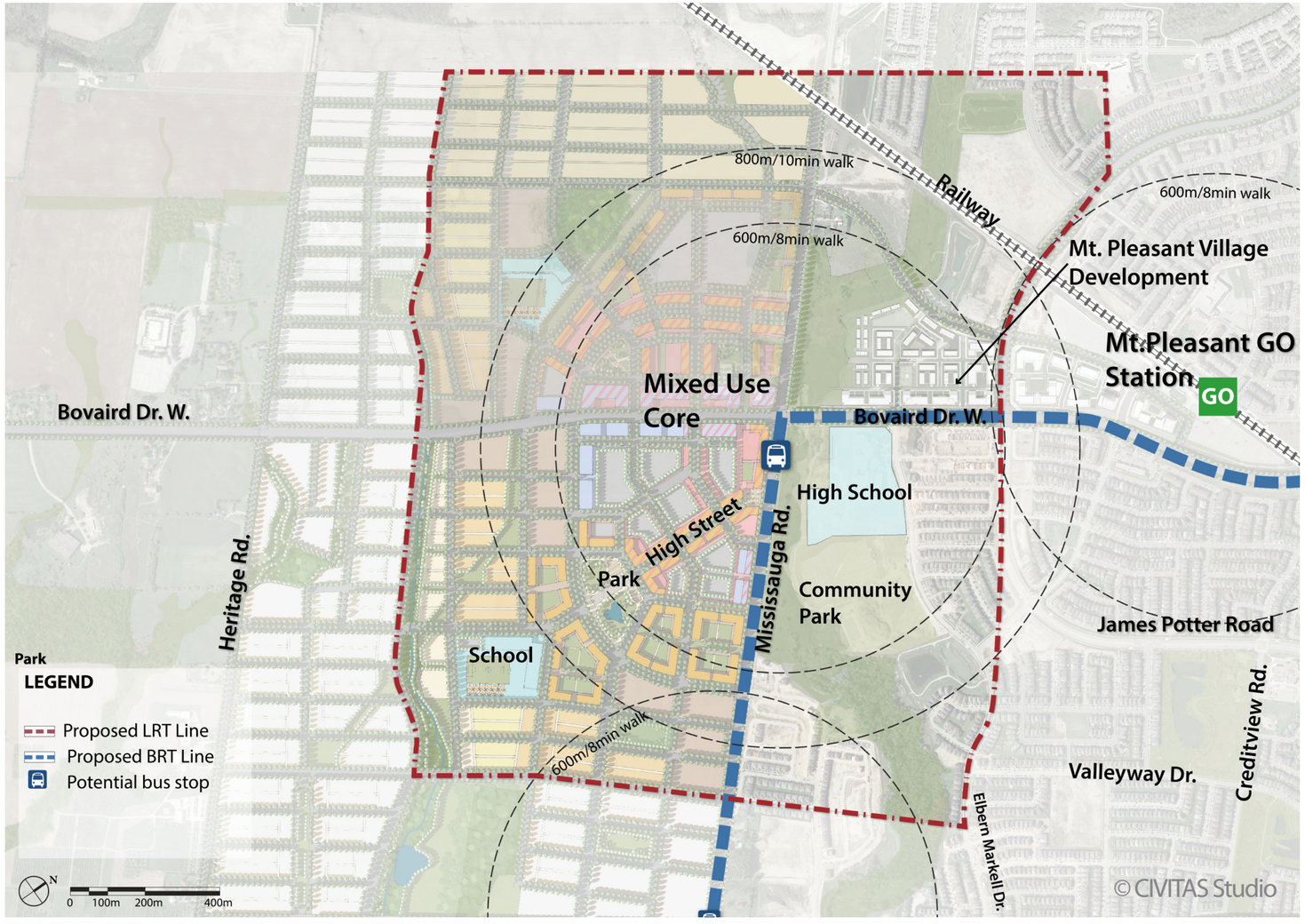
Town Centres - Big Moves

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre

Mobility - Transit Strategy

- **BRT stop** to be located in the middle of the Town Centre Core, ensuring that the vast majority of residents are within a 10 minute walk of transit.
- Supporting **local bus loops** to connect surrounding neighbourhoods to the Town Centre core.



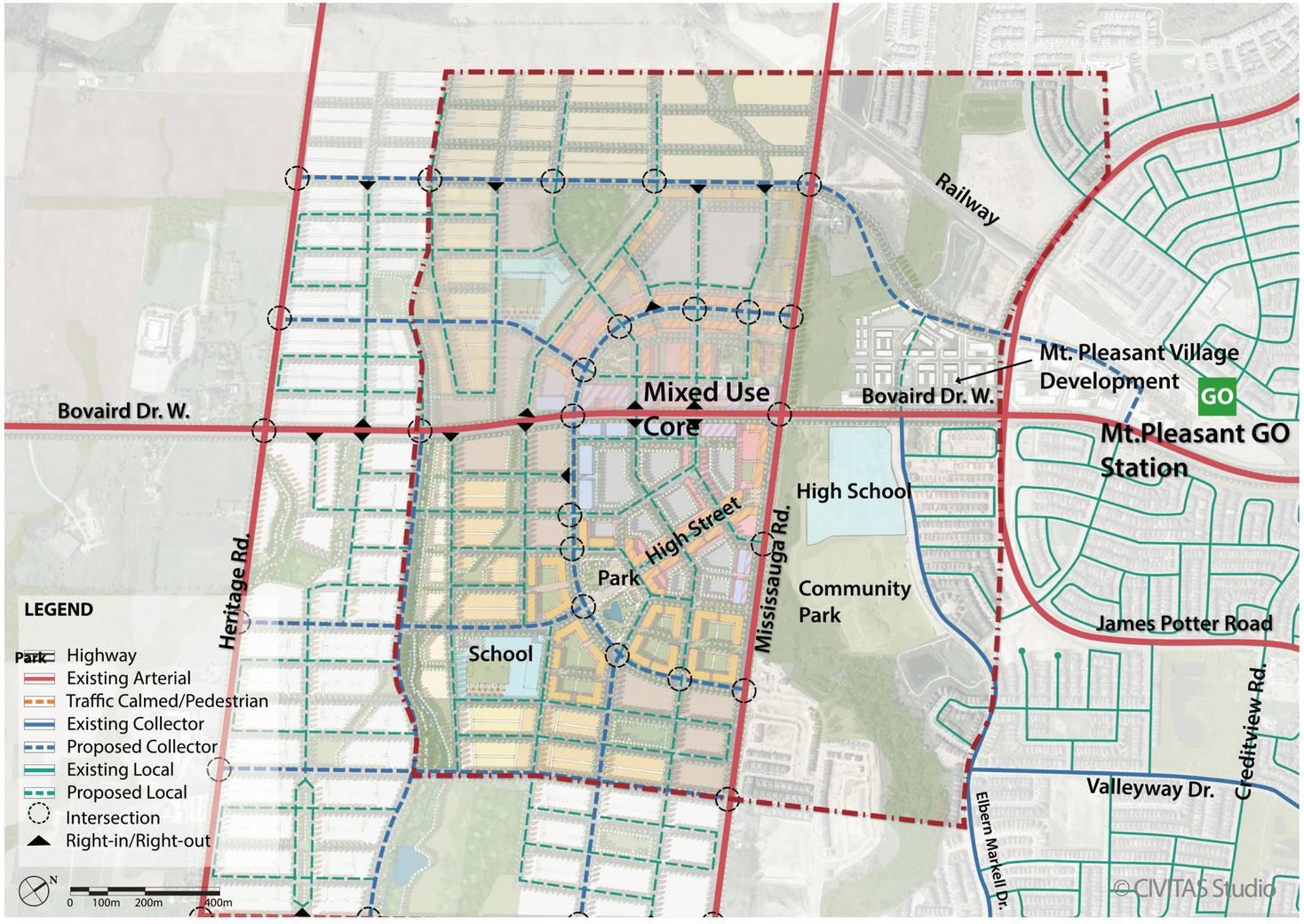
Town Centres - Transit Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre

Mobility - Street Network

- Create a **legible fine grain network** of streets to **distribute traffic** and **maximize permeability;**
- **Create circulation routes/loops** around the Mixed-Use Core, in order to allow for **easy access** from all directions;
- **Connect surrounding neighbourhoods** to the Mixed-Use Core, and;
- Create a **hierarchy of streets;** arterial, collector, and local streets.



Town Centres - Street Network

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre

Open Space Strategy

- The open space structure builds on **existing natural features**;
- **New greenway links** connecting to the Town Centre Core and linking parks and amenities;
- **Hierarchy** of open spaces:

1. **Major Community Park** - as a district-wide recreation and event place - preferably at the edge of the 800 metre radius core zone;
2. **Neighbourhood Parks** - located at 5 minute walk/400 metre intervals, and;
3. **Local Parks/Parkettes** - 2 minute walk.

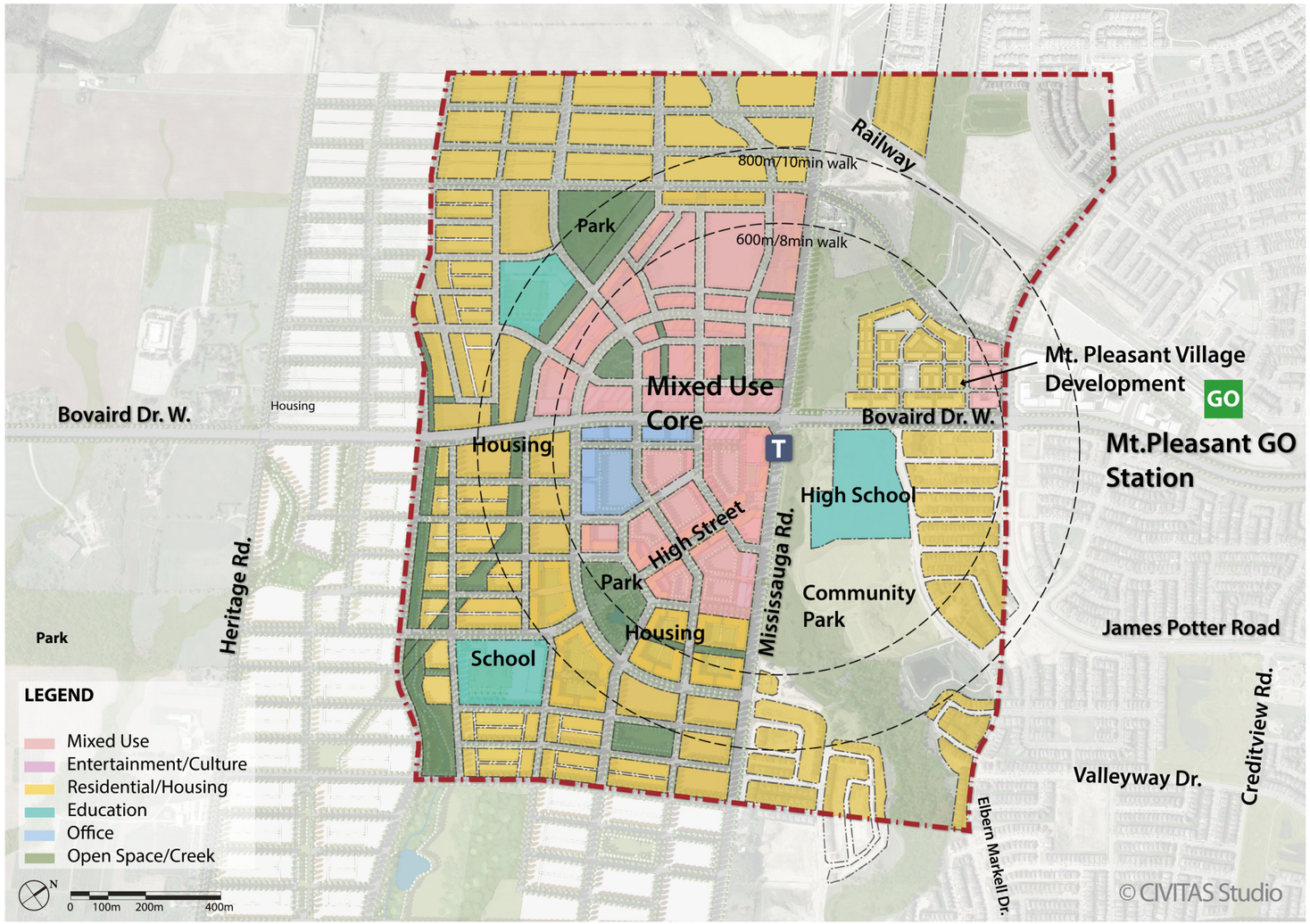
Town Centres - Open Space Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre

Land Use Strategy

- Create an overall land use pattern that **accommodates expected demographic projections** and targets for the Town Centres allowing for **100-200 jobs+ population per hectare;**
- Create a **Town Centre Core** as a **mixed-use area**, large enough to accommodate the **expected retail and employment demand; and,**
- Allow for **major public services and amenities** to be **integrated into the Town Centre**, or in the case of large land uses, near edge of the Town Centre. These may include major parks/recreation facilities, event places, a high school, and health care/hospital.



Town Centres - Land Use Strategy

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Town Centre

Land Use Capacity

Population and job targets were assigned to the Town Centres as part of the City-Wide Framework process that distributed future growth (see page 5).

The capacity of the Town Centre Plan depicted was estimated using both 3D computer massing models and by applying typical unit per net hectare densities to each residential land use (high-rise, mid-rise apartment, townhouses and single-family).

The plan is conceptual at this stage and these figures are estimates only. Actual outcomes may vary depending on future planning and development decisions and market conditions.

The following assumptions on unit size, person per unit and jobs per sm were used:

Assumptions used in calculating units and population per sm of GFA (Source: Brampton City/Peel Region documents - see p4):

	Average Unit size	Average Persons per Unit
Apartment High:	65 sm (700sf)	2.8
Apartment Mid:	100 sm (1050 sf)	2.8
Apartment Low:	100 sm (1050 sf)	2.8
Townhouse:	150 sm (1,600 sf)	3.3

Assumption used in calculating jobs per sm GFA (Source: CIVITAS experience)
Office: 5 employees per 1000 sf
Retail : 3 employees per 1000 sf

Typology	Net Area (Ha)	Density (upHa)	Units	Persons/ Unit	Population	GFA (sf)	Jobs
Apartment/Mixed-Use	29.3	120	3,500	2.8	9,800		
Apartment	26.4	120	3,170	2.8	8,850		
Townhouse	37.3	50	1,870	3.3	6,150		
Retail	n/a					200k-500k	600-1,500
Office	n/a					2 -2.5 million	10k-13k
TOTAL			**8,540**		**24,800**		**10k-15k**

Jobs per Unit	1.3 to 1.4
Gross Town Centre Area	306 Ha
Gross Units per Ha	28
Jobs + Pop/Ha	130

Town Centre

Retail Strategy

- **Concentrate** the retail into a maximum 5 minute walk radius, a **walkable connected vibrant core;**
- Focus retail around a **5 minute/400-600 metre High Street;**
- Design the centre to **allow redevelopment of surface parking** in the future; and,
- **Estimated retail capacity:** as depicted on the plan, is estimated at approximately **200k to 500k square feet,** within the range of retail for a District Centre (100k-500k sf) as defined in the Brampton OP.

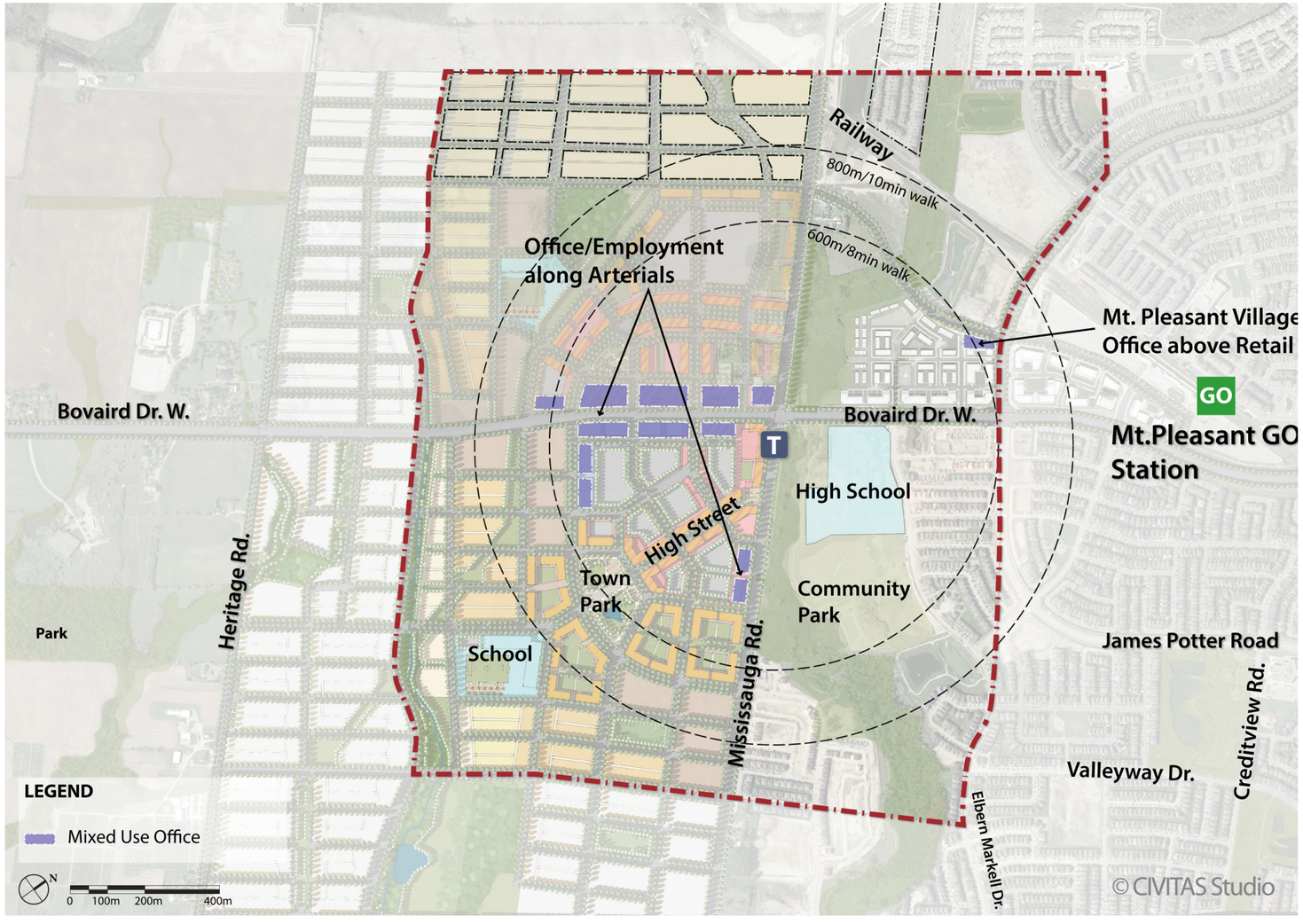
Town Centres - Retail Strategy

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Town Centre

Office/Employment Strategy

- Provide **adequate employment space** for the demand;
- **Concentrate offices along arterials and transit routes** for easy access, and;
- **Estimated employment capacity:** as depicted on the plan, is estimated at approximately **10,000 - 15,000 jobs,** meeting the job target assigned to Downtown in the City-Wide Framework process (see page 5).



Town Centres - Office/Employment Strategy

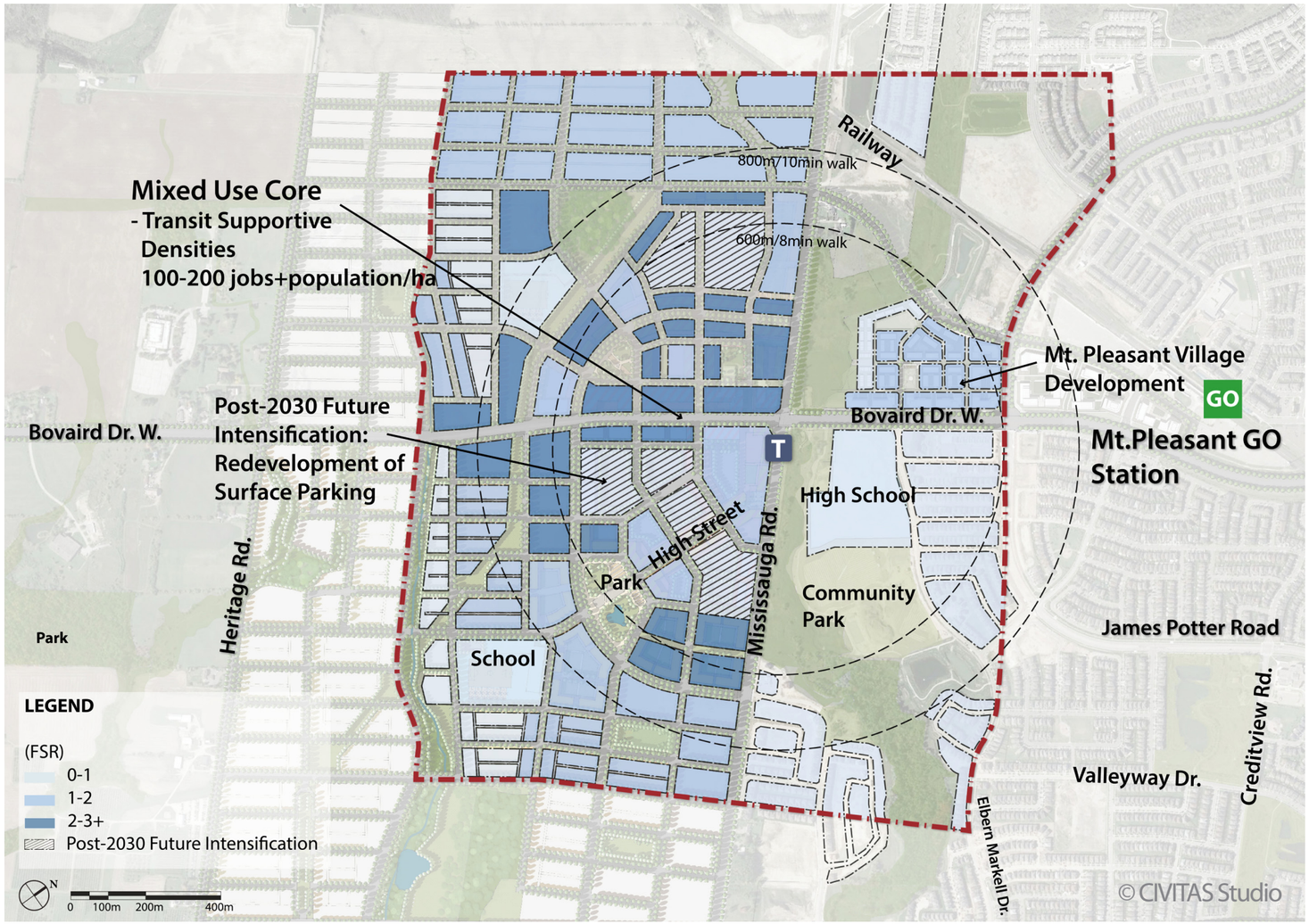
Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Assumption used in calculating jobs per sm GFA
(Source: CIVITAS experience)
Office: 5 employees per 100 sm
Retail : 3 employees per 100 sm

Town Centre

Density Strategy

- **Concentrate densities** within the 600-800 metre transit radius.
- Target transit supportive densities of **100-200 jobs+populations per hectare** within an 800m radius of transit stops.
- Create a **density transect** decreasing densities outward from the mixed-use core.



Town Centres - Density Strategy

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Greenfield Neighbourhood

Greenfield Neighbourhood Concept

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Greenfield Neighbourhood

Big Moves

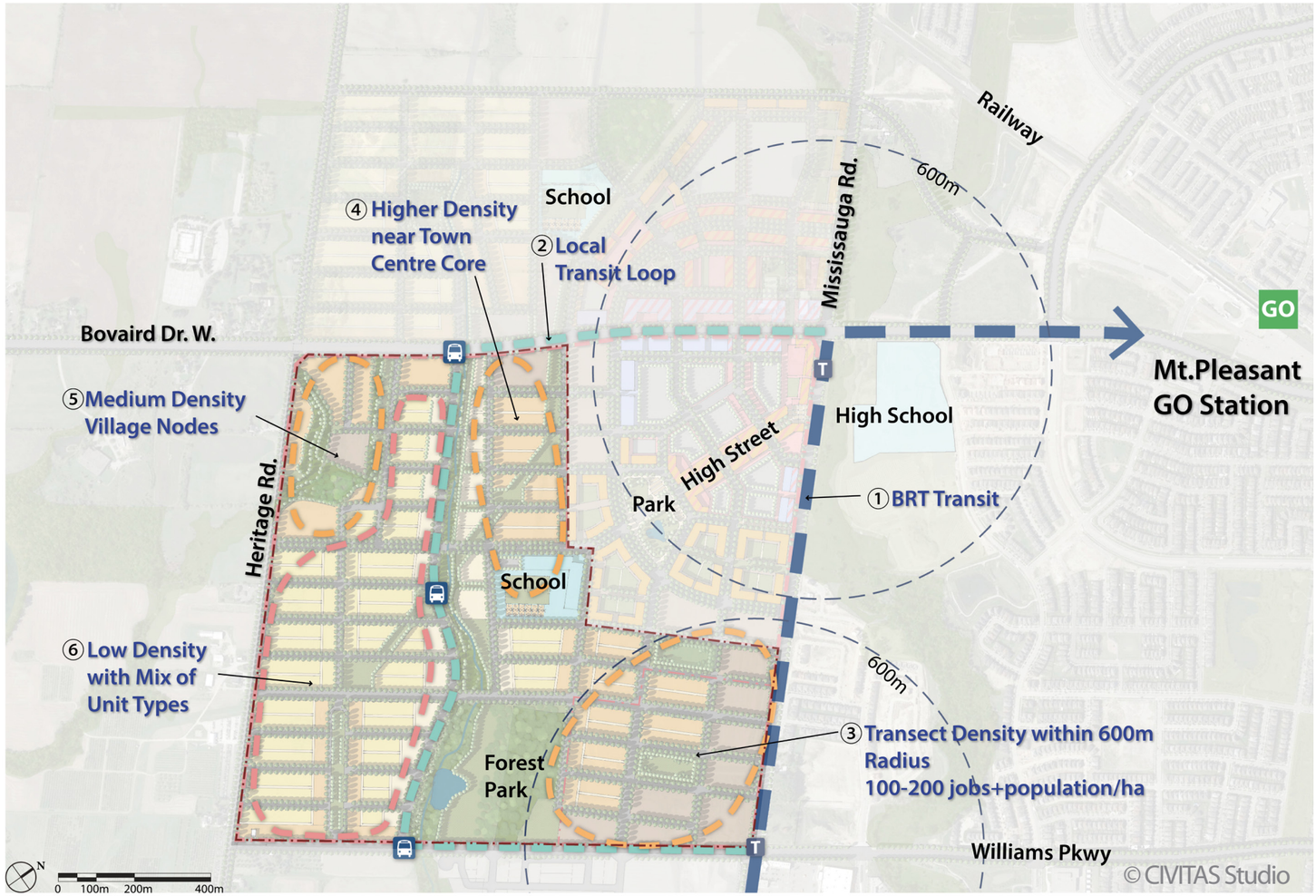
1. Where a greenfield site borders a **BRT Line** allow for **higher densities** within a 400-600 metre radius of BRT stops, targeting **100-200 jobs + population per Hectare;**

2. **Local bus loops** should service medium and lower density areas;

3. Allow for **higher densities** in blocks **adjacent to Town Centre cores;**

4. Allow for **small nodes of medium density,** apartments, and townhouses, as "village" nodes in order to increase density and housing choice, and;

5. **Low Density Areas** located outside of the 600 metre BRT transit zone, but should allow for a mix of housing types including small lots, townhouses and small pockets of low-rise apartments. These areas should target 20 to 30 units per hectare in order to meet future growth targets.



Greenfield Neighbourhood - Big Moves

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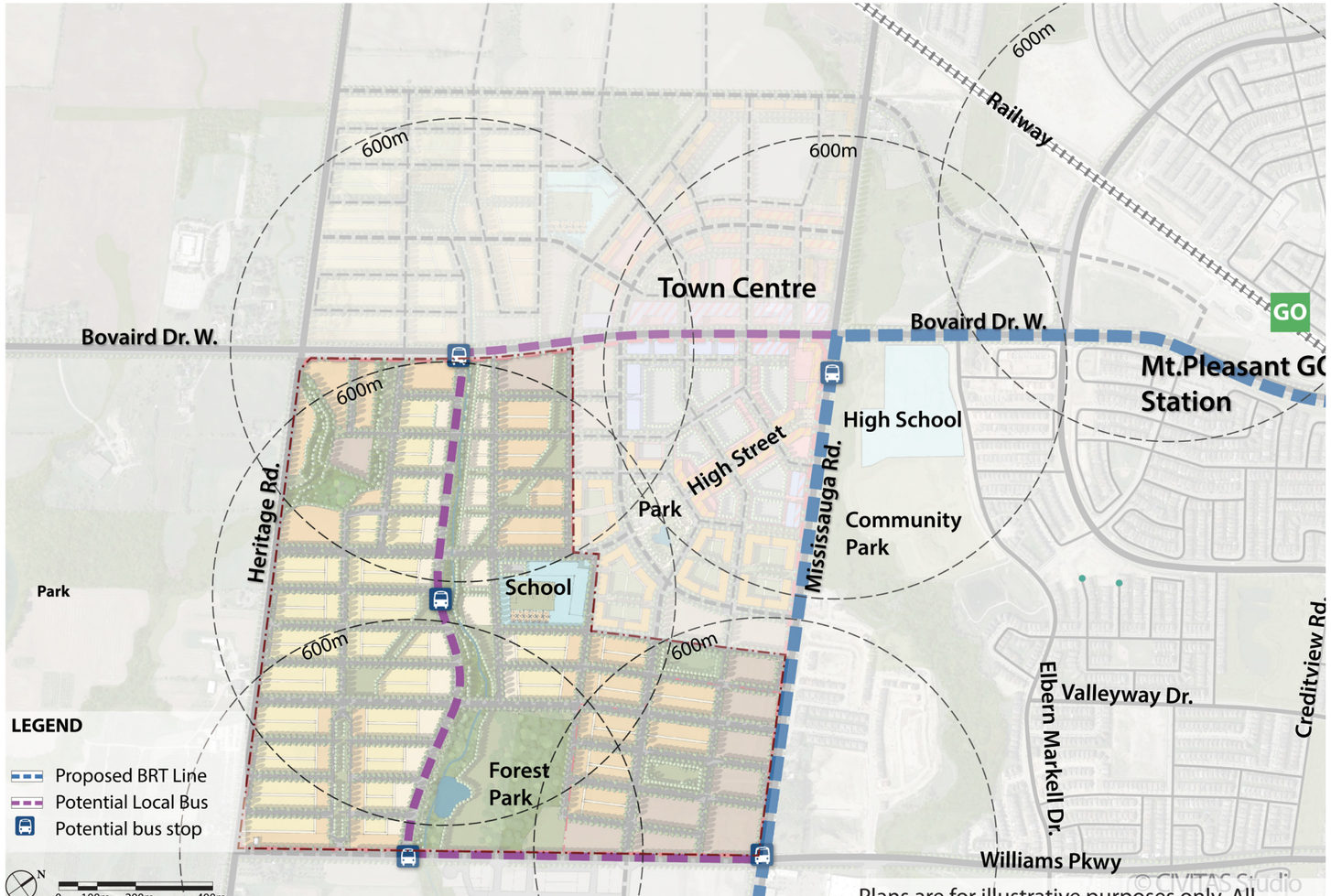
Greenfield Neighbourhood

Mobility - Transit Strategy

- **BRT route** located along the neighbourhood perimeter augmented by **local bus loop** to service the centre of the neighbourhood.



Greenfield Neighbourhood - Transit Network

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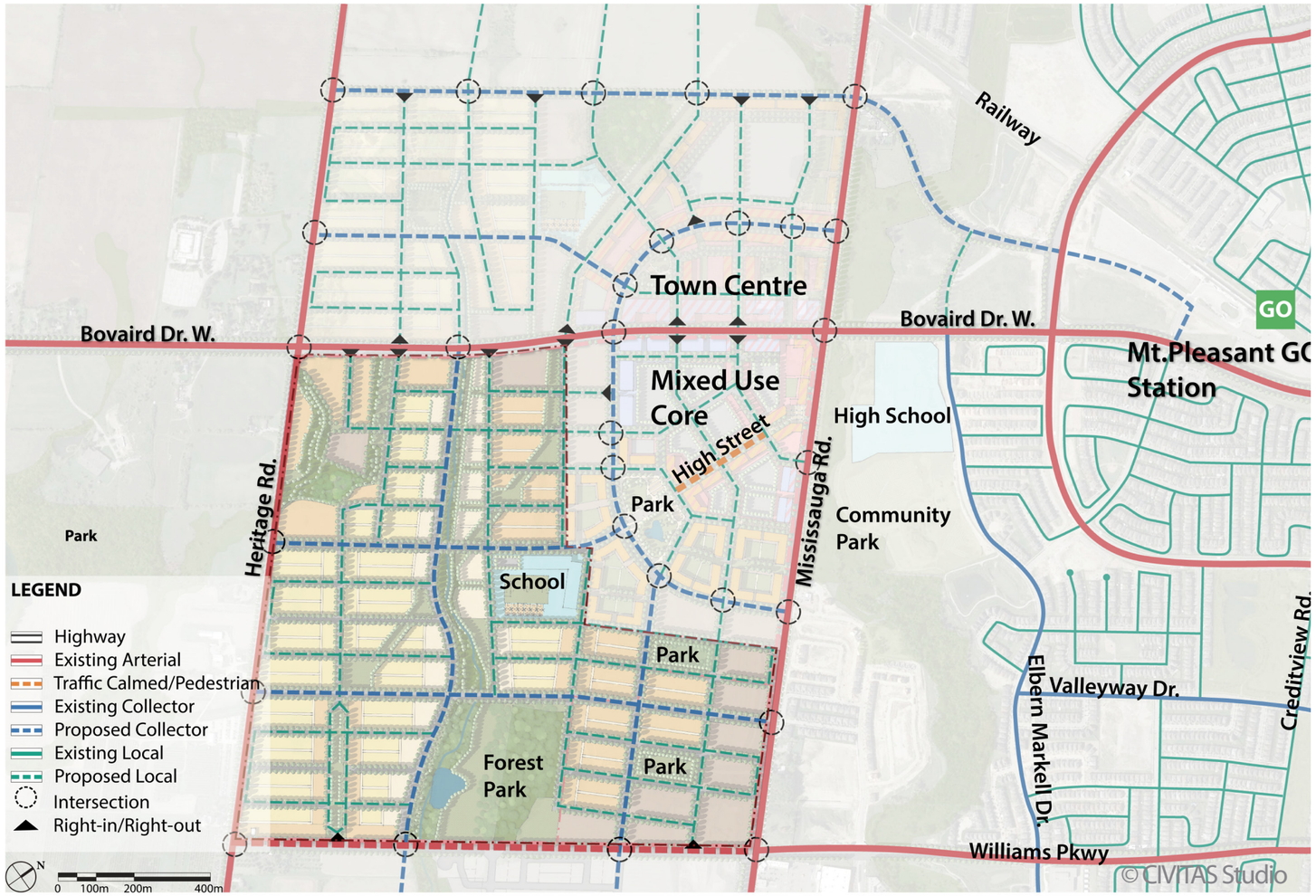
Greenfield Neighbourhood

Mobility - Street Network

- Create a **legible, fine grain network of streets** to distribute traffic and maximize permeability, and;
- Allow the grid to connect to arterials with **"window streets"** to keep traffic out, minimize the amount of intersections/access on arterials, but keep the pedestrian grid connected.



Greenfield Neighbourhood - Street Network

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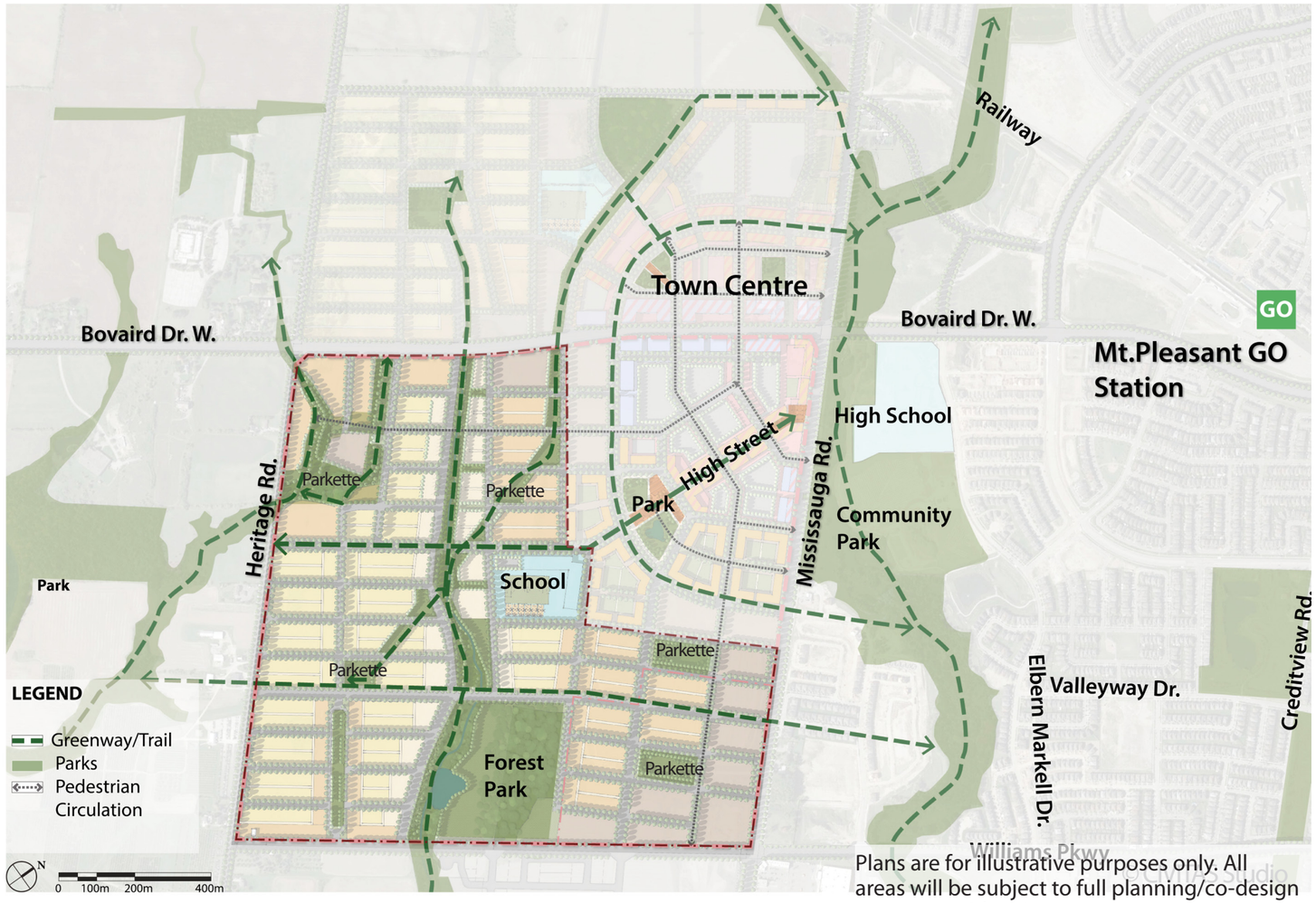
Greenfield Neighbourhood

Open Space Strategy

- The open space structure builds on **existing natural features**.
- **New greenway link**s connecting to the Town Centre Core and linking parks and amenities;
- **Hierarchy** of open spaces:

1. **Major Community Park** - as a district-wide recreation and event place - preferably at the edge of the 800 metre radius core zone;
2. **Neighbourhood Parks** - located at 5 minute walk/400 metre intervals, and;
3. **Local Parks/Parkettes** - 2 minute walk.



Greenfield Neighbourhood - Open Space

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Greenfield Neighbourhood

Land Use Strategy

- Create a neighbourhood that allows for a **variety of housing types, accessible parks, and centrally located amenities and schools.**

Greenfield Neighbourhood - Land Use

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Greenfield Neighbourhood

Land Use Capacity

Population and job targets were assigned to greenfield areas as part of the City-Wide Framework process that distributed future growth (see page 5).

The capacity of the Greenfield Neighbourhood depicted was estimated by applying typical unit per net hectare densities to each residential land use (high-rise, mid-rise apartment, townhouses and single-family).

The plan is conceptual at this stage and these figures are estimates only. Actual outcomes may vary depending on future planning and development decisions and market conditions.

The following assumptions on unit size, person per unit and jobs per sm were used:

Typology	Net Area (Ha)	Density (upHa)	Units	Persons/Unit	Population
Apartment	11.6	120	1,400	2.8	3,900
Townhouse	20.8	50	1,050	3.3	3.,500
Single Family	27.0	35	950	3.8	3,600
Total Residential	**59.4**		**3,400**		**11,000**

Gross Neighbourhood Area	**132 Ha**
Gross Units per Hectare	**26**

Assumptions used in calculating units and population per sm of GFA (Source: Brampton City/Peel Region documents - see p4):

	Average Unit size	Average Persons per Unit
Apartment High:	65 sm (700sf)	2.8
Apartment Mid:	100 sm (1050 sf)	2.8
Apartment Low:	100 sm (1050 sf)	2.8
Townhouse:	150 sm (1,600 sf)	3.3

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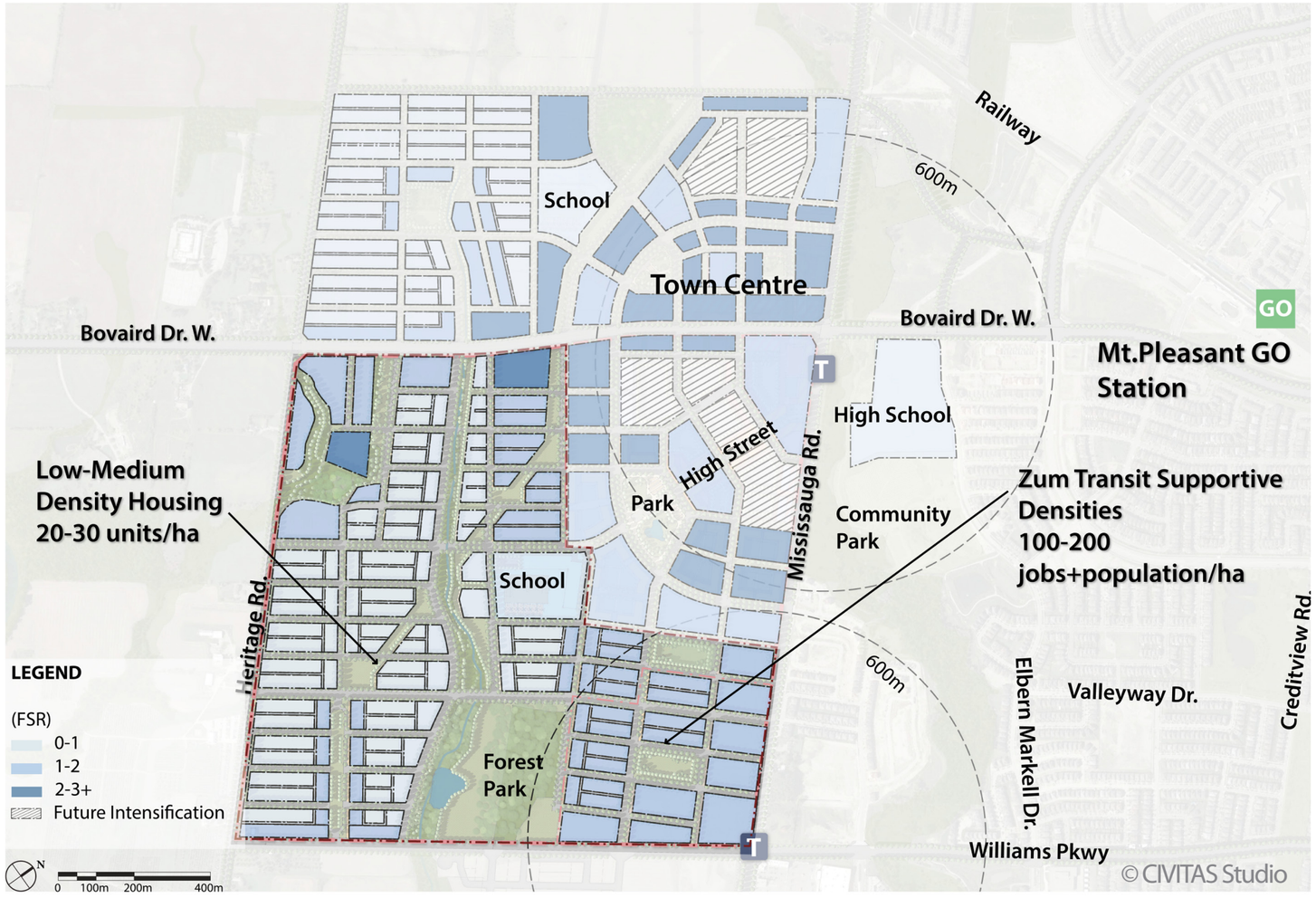
Greenfield Neighbourhood

Residential & Density Strategy

- Overall concept allows for a **mix of housing typologies** that achieve a density of **20 to 30 units per Hectare.**
- **Higher densities** (townhouse/apartments) are located **near any BRT** routes, allowing for a transit-supporting **100-200 jobs and population per Hectare;**
- **Higher densities adjacent to any Town Centres** or local retail nodes, and;
- **Small "village" nodes** of low-medium density to create a variety of housing choices and experiences.



Greenfield Neighbourhood - Density Strategy

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Neighbourhood Infill

Complete Neighbourhood Concept

Heart Lake Neighbourhood Centre

- Neighbourhood Retail
- Grocery Store
- Town Plaza
- Community Centre
- Senior Housing
- Live-work Opportunities
- Transit Station

LEGEND

Proposed

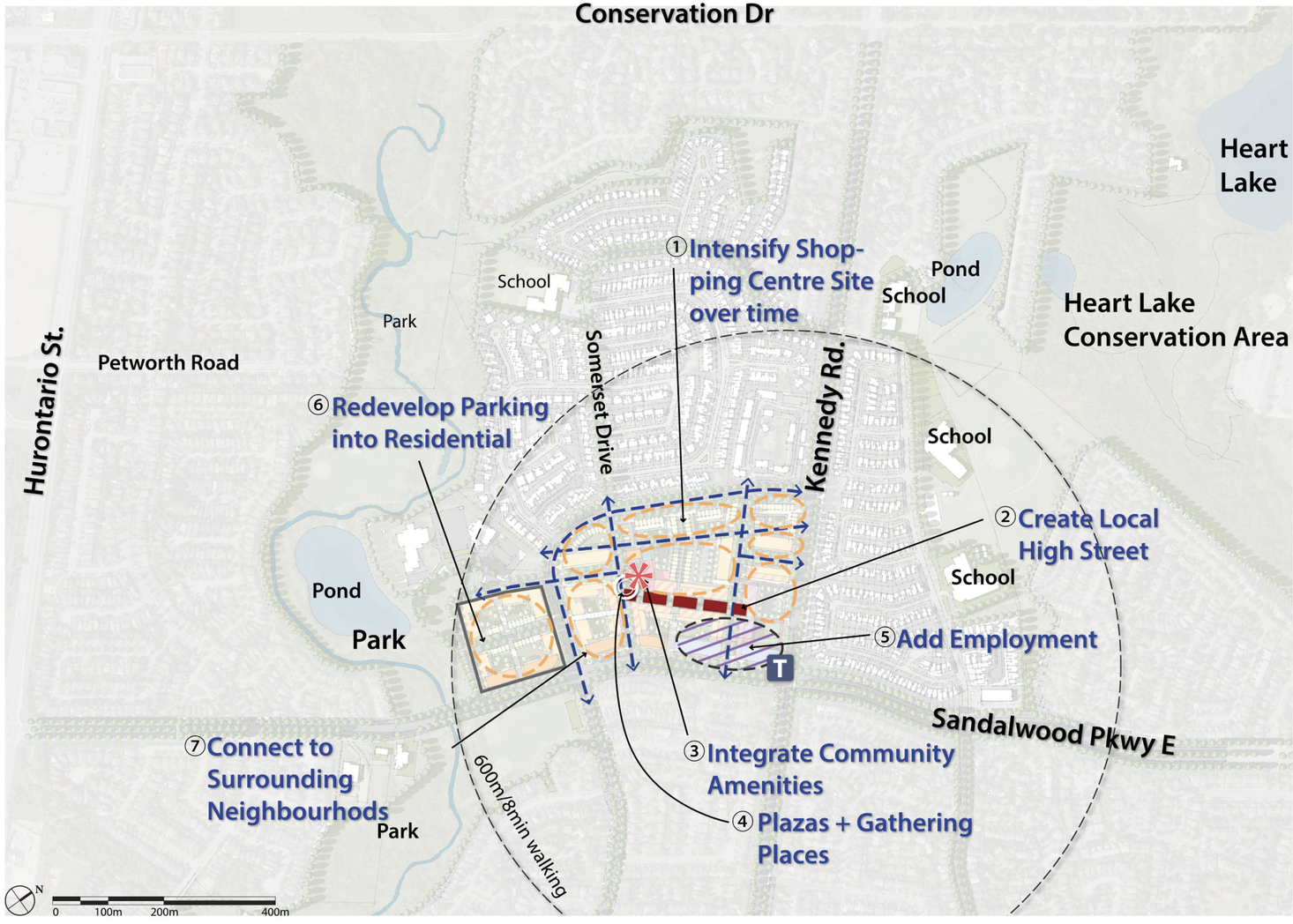
- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment/Potential Location
- Office
- Retail
- Ground-level Retail
- Functional Loop Active Transportation
- T Potential Rapid Transit Station
- Cultural Attraction
- P Parking

Plans are for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Neighbourhood Infill

Big Moves

1. **Intensify the existing shopping centre** over time, redeveloping the parking lots with mixed-use residential/retail development.
2. Create a local **High Street** as a neighbourhood shopping and gathering place.
3. **Integrate community amenities** into the High Street; library, community centre, health care.
4. Include small **plazas, parks, and gathering places.**
5. Add places for **employment.**
6. Redevelop surrounding parking with **low to medium scale residential.**
7. **Connect to surrounding neighbourhoods** with streets and pedestrian routes.



Neighbourhood Infill - Big Moves

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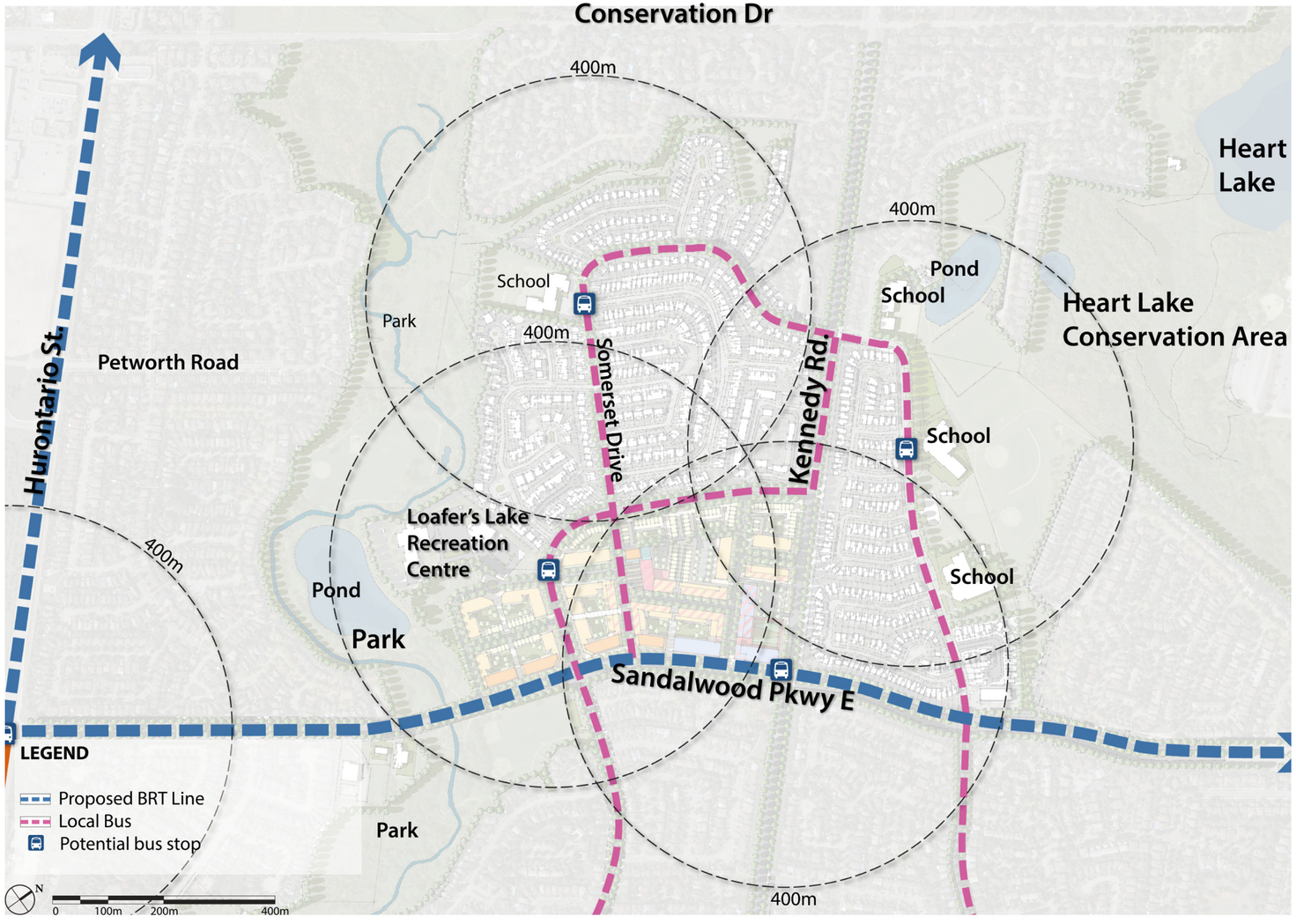
Neighbourhood Infill

Mobility - Transit Strategy

- **BRT stop** located in the gateway to the infill site to ensure the site remains within a 10 minute walk of transit.
- Supporting **local bus loops** to connect surrounding neighbourhoods to the Infill Site.



Neighbourhood Infill - Transit Strategy

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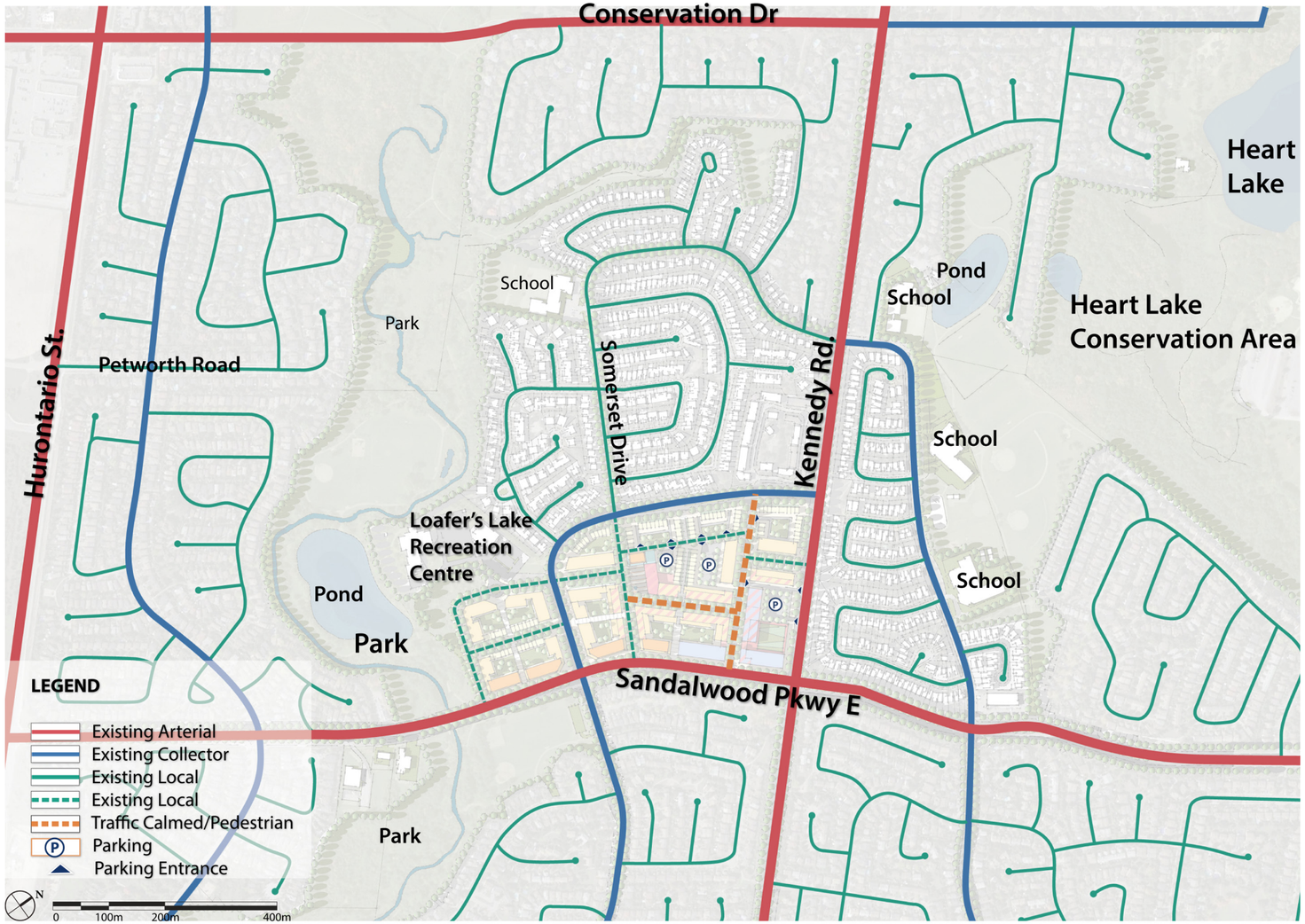
Neighbourhood Infill

Mobility - Street Network

- Redevelop the Infill Site with a **legible, fine grain network of streets/paths** to distribute traffic and maximize pedestrian permeability.
- Ensure streets and paths are **well connected** to the **surrounding existing neighbourhoods**



Neighbourhood Infill - Street Network

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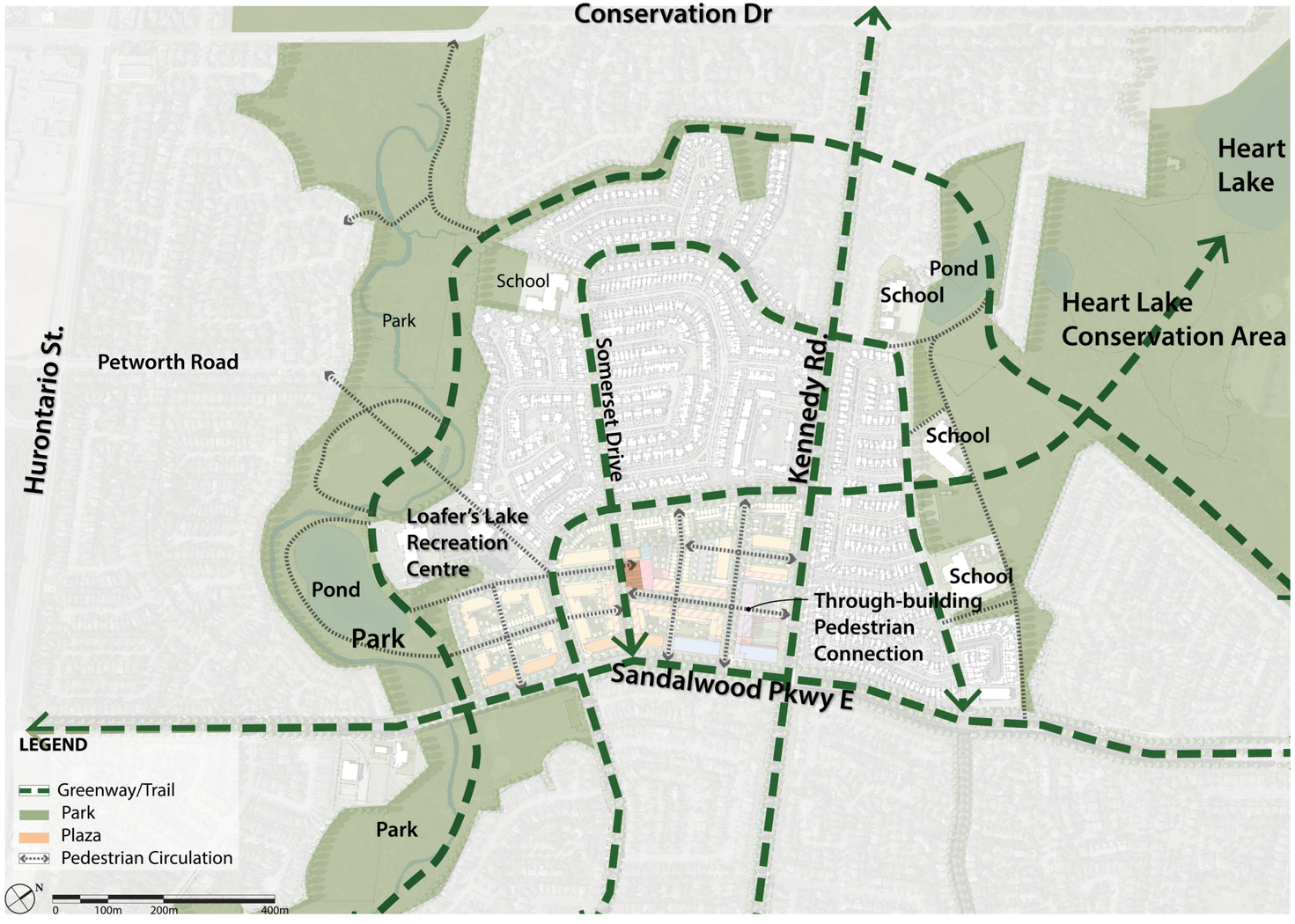
Neighbourhood Infill

Open Space Strategy

- **Greenway Links** - pedestrian/bike links connecting to the Infill Site with surrounding parks and residential areas.
- **High Street and Plaza** as an urban gathering place, within the Infill Site.
- A network of **pedestrian paths** through the Infill Site.
- **Pocket parks** within apartment/townhouse clusters.



Neighbourhood Infill - Open Space Strategy

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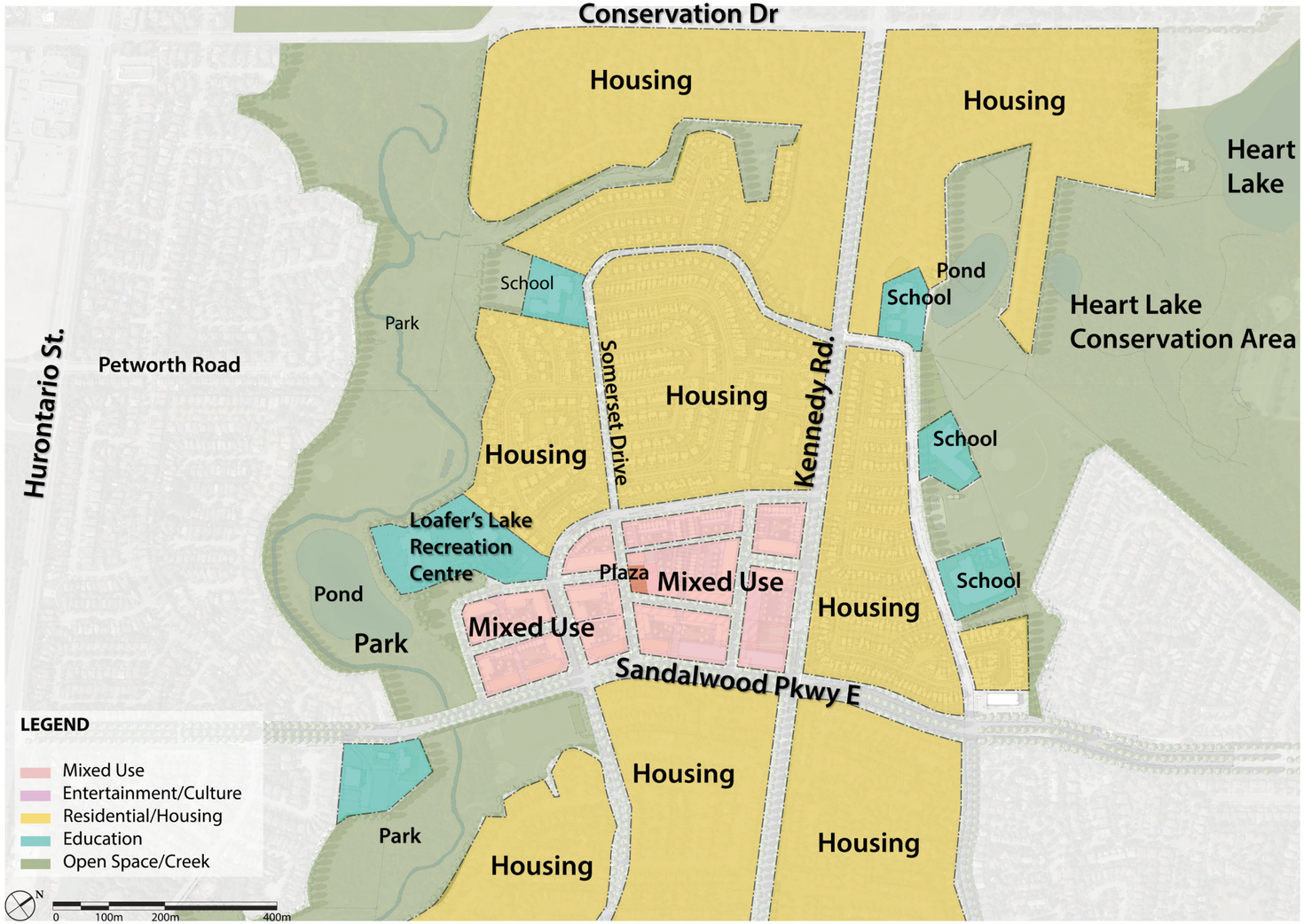
Neighbourhood Infill

Land Use Strategy

- Infill Site as a **mixed-use area**, that can accommodate the new **retail and employment demand,** as well as **infill residential growth.**
- Allow **public services and amenities** within the mixed-use nodes. These may include; a small community centre, an event place, a seniors centre, a day-care, and/or a health clinic.



Neighbourhood Infill - Land Use Strategy

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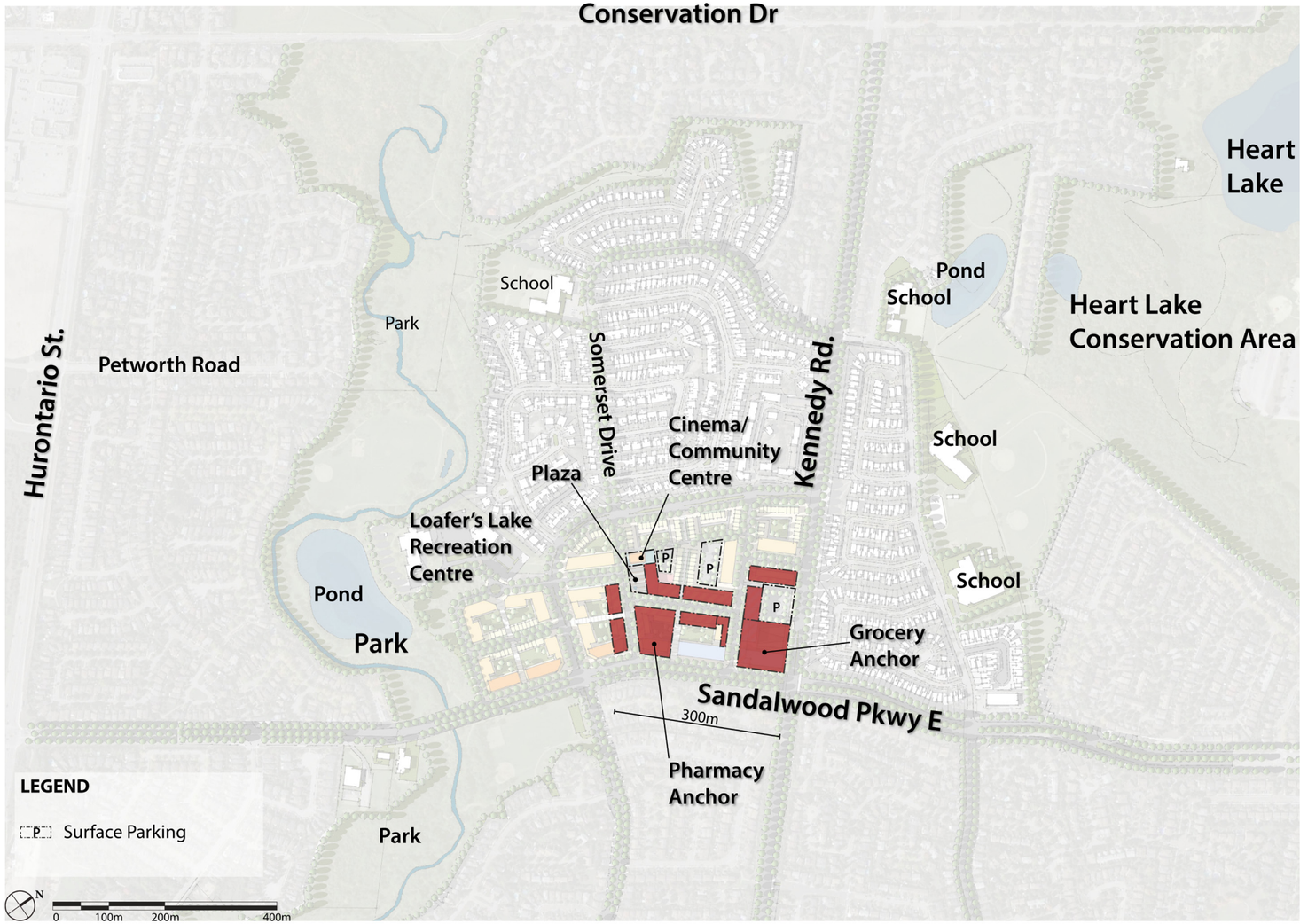
Neighbourhood Infill

Retail Strategy

- **Concentrate** retail into a **5 minute/400-meter High Street.**
- Ensure space for **grocer and pharmacy** as anchors, plus **local convenience shops.**
- **Retain surface parking adjacent to the High Street** as an interim solution, but design the centre to allow for **staged redevelopment of surface parking** in the future.
- **Total Retail Capacity,** as depicted on the plan, falls within the range of retail for a Neighbourhood Centre (15k-80k sf) as defined in the Brampton OP.



Neighbourhood Infill - Retail Strategy

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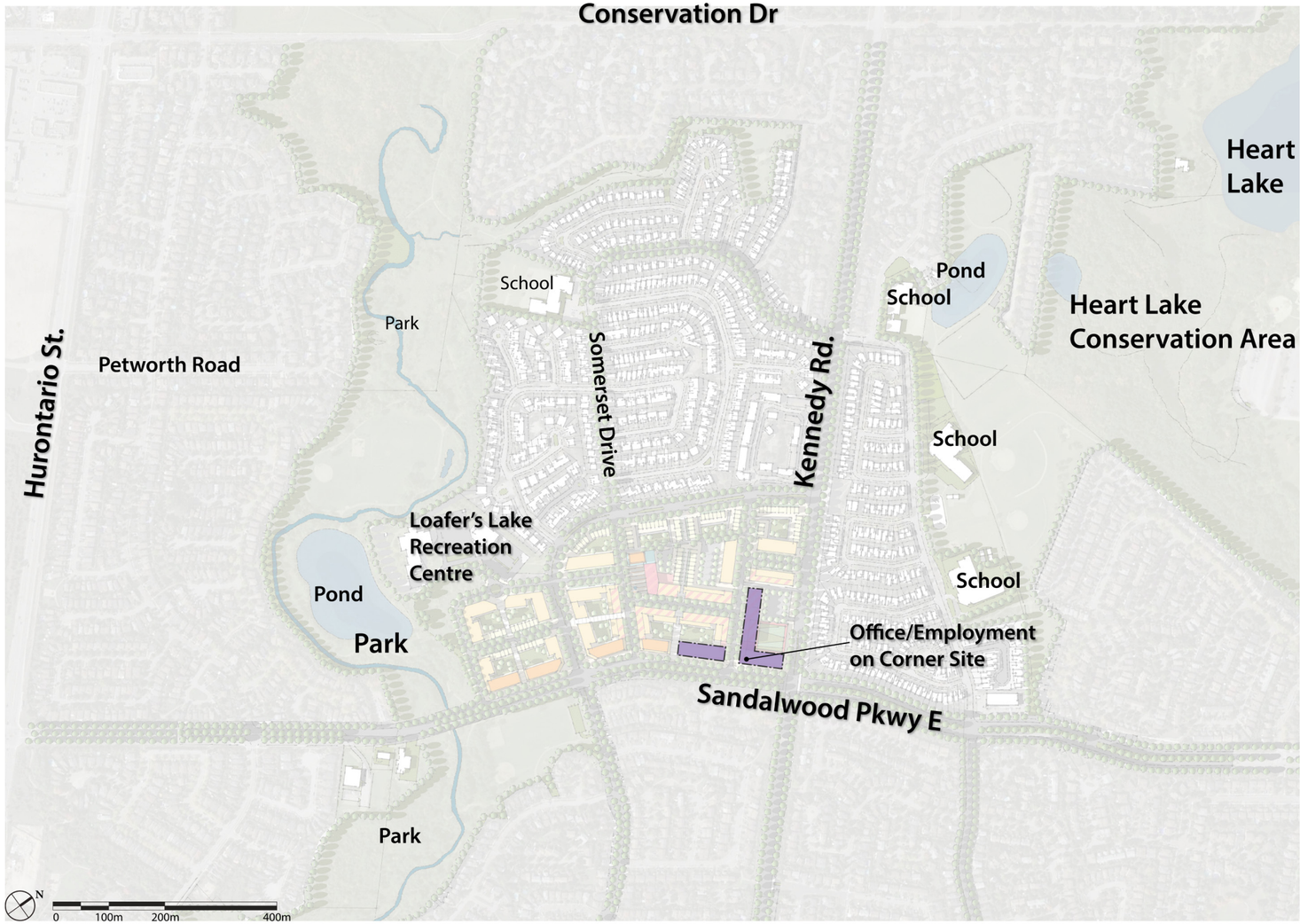
Neighbourhood Infill

Office/Employment Strategy

- Provide for some **employment space**, perhaps 300-1000 jobs, in order to;
    - Create a day and evening place,
    - Provide for jobs closer to people's homes
    - And attain future 2030 job targets as assigned to neighbourhood Infill sites (see page 5)
- **Concentrate offices along arterials and transit routes** for easy access.



Neighbourhood Infill - Office/Employment Strategy

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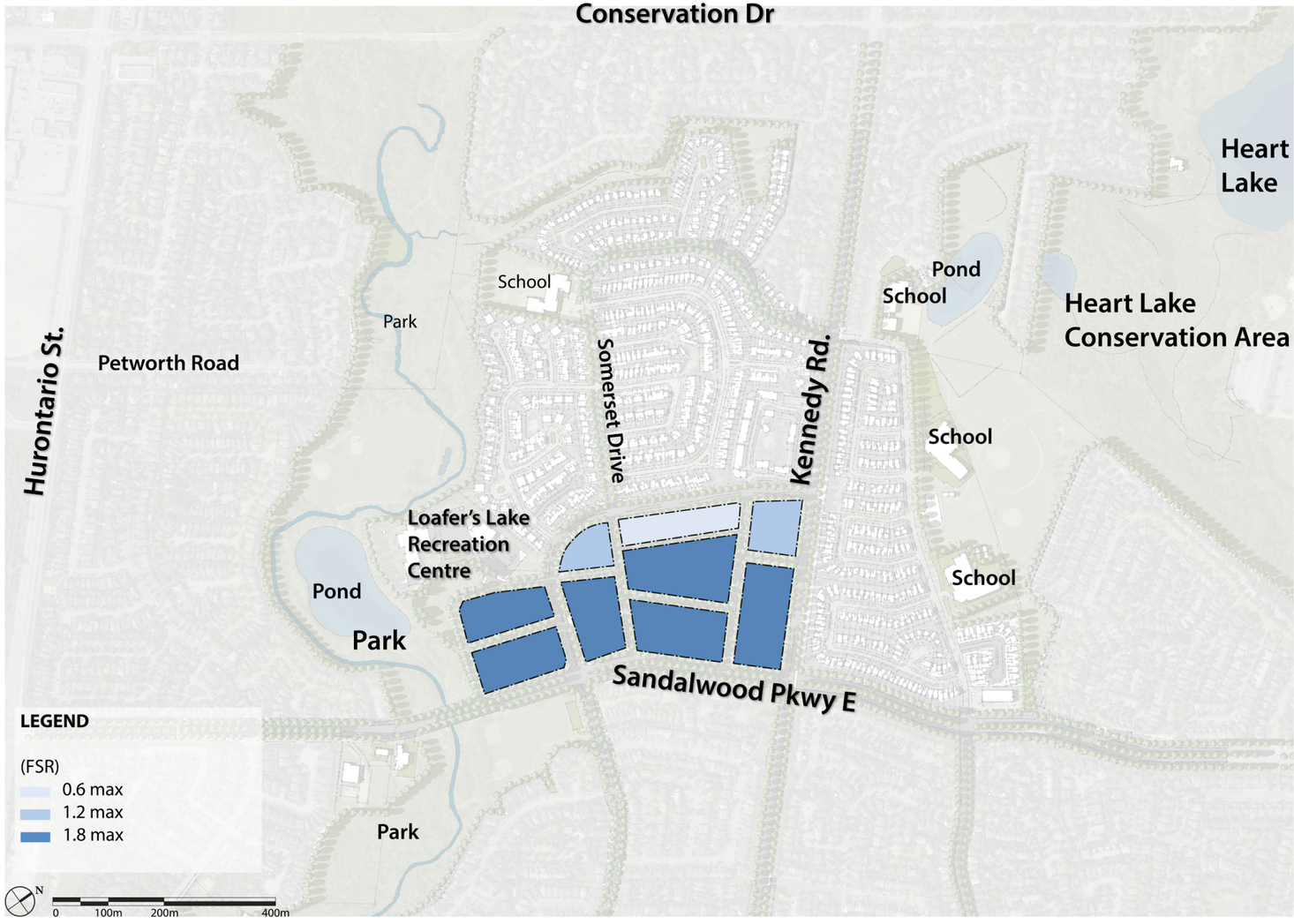
Neighbourhood Infill

Residential & Density Strategy

- **Intensify densities** throughout the Infill Site in order to allow for low to mid rise development in the range of 1.5 to 2.0 FAR; and,
- Provide for a **appropriate transition of density** with any adjacent low density neighbourhoods (0.6 to 1.2 FSR).



Neighbourhood Infill - Residential&Density Strategy

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Brampton 2040 Vision AREA PLANS OVERVIEW

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urban design & master planning