

IDP Self-Guided Walking Tour – Guide and Questions for Reflection**Blue Itinerary**

1A George Street is a key connector from Gage Park to City Hall and the West Tower. To the north, it links to the future Centre of Innovation (CFI) becoming a secondary central artery within the Downtown.

- How should the public realm along George Street be enhanced?
- How do we see the Downtown operating as a cohesive campus for the CFI, post-secondary institutions, and the Innovation District?

B The existing Brampton Transit Bus Terminal will be transformed to include an expanded Brampton Transit Bus Terminal and Transit Hub acting as the future terminus station for the Hurontario-Main Light Rail Transit and expanded Downtown Brampton GO station.

- There will be a multitude of different transportation modalities converging at this location - where should this future transit hub be located?
- The investment in public transportation will be an enormous asset to Brampton – but will only work if people can actually walk to it. How can we ensure Brampton’s public realm network becomes continuous, attractive, comfortable, safe, shaded, and well-lit?

C The intersection of Railroad Street and Mill Street presents crossing challenges as the future two-way all-day GO service will impact vehicular and pedestrian movement at this intersection.

- The railway corridor will be expanded to accommodate a third and fourth track, which will require a reconfiguration of Railroad Street. How do we design the reconfiguration of Railroad Street so it is safe and pleasant to navigate?

D-E The Metrolinx site (Downtown Brampton GO station and parking lot) centrally located within the Downtown Major Transit Station Area (MTSA) has significant capacity for redevelopment as an enhanced multi-modal terminal. This site can support higher

density, mixed-use development that will achieve Provincial and Regional growth targets.

- What opportunities do you see to transform this site that not only enhances mobility but improves upon the public realm?

F The Main Street North and Church Street intersection acts as one of the gateways into the Downtown core. Main Street North has also been identified as a distinct area due to its unique heritage character.

- How should the City promote the conservation and retention of cultural heritage that is integral to the Downtown and its revitalization (i.e. heritage plaques, festivals, events, lighting to enhance heritage buildings)?
- What type of gateway condition will benefit this location?
- How can views and vistas to the Downtown core, future transit hub and Downtown Brampton GO station be preserved along this corridor?

G Properties north of Market Street along Main Street North, are located within the Main Street North Development Permit System aimed to conserve the heritage attributes and character of the Downtown.

- How do you see the evolution of the built-form along Main Street North recognizing the need to balance active development applications for taller buildings within stable, low-rise residential neighbourhoods?
- How can the City balance development opportunities while preserving the historic architectural and landscape resources of the Downtown?

H-I Central Public School is an underutilized City of Brampton asset that offers programming and services to the community. This property is also adjacent to the Etobicoke Creek which is a major natural feature that runs through the City’s core.

- What should the best and highest use be for the Central Public School?
- The Downtown will also see significant growth and development over the next 30 years. How should the natural environment be protected from this future development?”

How can the City leverage on this asset to provide improvements to the public realm and mobility?

I-J The City is undertaking studies for a street extension to extend Ken Whillans Drive to Nelson Street (at Union Street). This connection will improve access to Etobicoke Creek and our trail system.

- The Ken Whillans Drive extension is proposed as a “shared road” to improve connections to our existing parkland, open space, and public amenities in the Downtown. What are your thoughts on making this space equitable and accessible to all?

K Garden Square and the Rose Theatre are the centre of entertainment and tourism for Brampton.

- What improvements can be made to Garden Square?
- This location is located within Special Policy Area 3 (Floodplain) - how should this neighbourhood respond to redevelopment and revitalization while preserving the historical context of the Downtown?
- A future third track will greatly improve connectivity to Brampton. This investment in public transportation will be an enormous asset to the City – but will work only if people can easily walk to it. How should Brampton’s public realm become more comfortable, attractive, contiguous and pedestrian friendly for all its users?

Red Itinerary

1A George Street is a key connector from Gage Park to City Hall and the West Tower. To the north, it links to the future Centre of Innovation (CFI) becoming a secondary central artery within the Downtown.

- How should the public realm along George Street be enhanced?
- How do we see the Downtown operating as a cohesive campus for the CFI, post-secondary institutions, and the Innovation District?

2 Properties along Queen Street are low-rise residential and single detached dwellings converted to small scale office and/or retail.

- How will the built-form change along Queen Street that's sympathetic to the surrounding low-rise residential neighbourhoods while supporting heritage integration?
- How do you think the City should cater to the cultural tourist walking along Queen Street? What are the opportunities that should be leveraged by the City?

3 and 6 The Orangeville Line is a decommissioned rail corridor. The City purchased three contiguous, developable blocks (5 acres) that is envisioned to become a public park. The remainder of the rail corridor, which was purchased by the Region of Peel, will be transformed into a public trail system and cycling trail system connecting Orangeville, Caledon, Brampton and Mississauga.

- How can we distribute parkland, open space, and public amenities along the Orangeville Line to ensure we create a vibrant and connected community where residents and businesses can thrive?
- Recognizing that these blocks of the former Orangeville Line will be re-envisioned as a public park, how do you envision the built-form on adjacent properties to redevelop over time? What type of built-form and uses are appropriate to ensure the park has the greatest public benefit?

4-5 The Former Dixie Cup site and surrounding properties are the last remaining "industrial" properties located within the Downtown Brampton Secondary Plan and represent the last remaining large developable parcel blocks.

- Recognizing its gateway potential and proximity to Fletcher's Creek, what redevelopment opportunities exist for the former Dixie Cup site?

7 There are active development applications and a Minister's Zoning Order at the north-east and south-east corner of Elizabeth Street and Nelson Street that may see high-density, mixed-use development.

- How do you envision the built-form of adjacent properties to redevelop over time and what are the appropriate transitions, setbacks, and stepbacks?

8 The future Centre of Innovation (CFI) development will serve as a civic landmark that includes a public library and potential post secondary institution. The Nelson Street municipal parking garage will remain - providing parking to the surrounding properties.

- How can Diplock Lane, McArter Lane, and other surrounding laneways be improved to provide opportunities for vibrant pedestrian activity and life?
- How is the Downtown is envisioned to operate as a campus for a CFI that includes a public library and dynamic post-secondary institutional tenant?

9 The Heritage Theatre was built in 1922 and hosted many notable performances. It was a landmark building in Downtown Brampton for decades.

- Does Heritage Theatre Block define, for you, Brampton's unique character, identity while providing a sense of place?
- How would you like to see the historic Main Street North store frontage restored?

10 The properties along Main Street and Queen Street represent the historic Downtown core while the intersection is often referred to as the Four Corners - representing the four major banks that anchored the intersection.

- What efforts do you think should be made to safeguard and promote elements of Brampton's intangible cultural and living heritage?

11-12 Ken Whillans Square is an urban square adjacent to Brampton City Hall while the neighbouring Gage Park is a multi-functional park that provides year round recreational opportunities.

- What improvements can be considered for Ken Whillans Square and Gage Park?

Glossary

Downtown Major Transit Station Area (MTSA) – the Downtown MTSA is defined as an area that includes existing or planned higher order transit stations, and is generally defined as a 500 to 800 metre radius from the Downtown Brampton GO station. The Region of Peel delineated the Downtown Brampton MTSA, as a primary MTSA, and is subject to Provincial Approval.

Special Policy Area 3 (Floodplain) – a designated boundary defined in the Downtown Brampton Secondary Plan and approved by the Toronto and Region Conservation Authority as being lands susceptible to flooding in the event of a major storm event including the Regulatory Flood event. Lands within the Special Policy Area 3 are required to mitigate flood risk and have development limitations such as use, built-form, and density.

Main Street North Development Permit System (DPS) – an area defined in the Downtown Brampton Secondary Plan and Main Street North Development Permit System By-law intended to supports new investment and redevelopment along Main Street North while maintaining and enhancing the existing historic character of Main Street North.