

BRAM WEST LAND USE CONCEPT PUBLIC OPEN HOUSE | CONCEPT PRESENTATION

MARCH 23, 2023



HOW TO PARTICIPATE IN TODAY'S OPEN HOUSE

- Your microphone will be muted unless called upon during the Discussion and Question period
- This meeting is being **recorded**
- You can **participate** in the Public Open House by:
 - Asking a question using the Q&A Function.
 - Using the “raise hand” feature to speak with the Project Team
- Please be respectful and constructive
- You can also submit comments to the City by e-mail: **bramwest@brampton.ca**

The personal information collected during this meeting is collected under the authority of the *Municipal Act* S.O. 2001, c.25. The information will be used for future reference and planning purposes for the City of Brampton's Planning, Building, and Economic Development Department.

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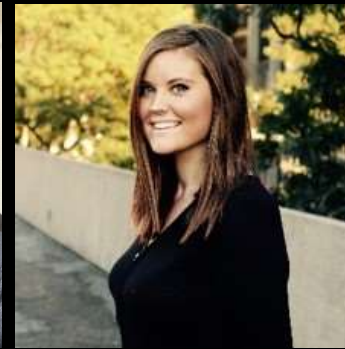
TODAY'S AGENDA

1. Introductions
2. Community Vision
3. What We Heard From the Community
4. Concept Plan
5. Next Steps
6. Questions & Discussion

YOUR TEAM

City of Brampton

- Tristan Costa
- Shannon Brooks
- Anand Balram



Toole Design

- Bonnie Moser
- Ian Lockwood, P. Eng
- Andrea Ostrodka, AICP
- Jesse Vassos



WSP

- Andria Sallese, BES MPA MCIP RPP
- Matt Rodrigues, MCIP, RPP



Role of Planning Professionals

- Our primary obligation is to *serve the public interest*
- Listen to and engage the community
- Have special concern for long-range consequences of past and present actions
- Address community needs
- Advise elected bodies on issues, strategies, and solutions



The Bram West Secondary Plan area will be a complete community focused on walkable, livable and connected places and green spaces. Employment Areas will be promoted and protected as viable and thriving places to work, while also leveraging proximity to transit and goods movement corridors.

Vision Statement

Participation By the Numbers

40+

MEETINGS WITH
PROPERTY
OWNERS,
BUSINESS
OWNERS,
STAKEHOLDERS

3

PUBLIC
OPEN
HOUSES

200+

PARTICIPANTS

PROJECT PROCESS

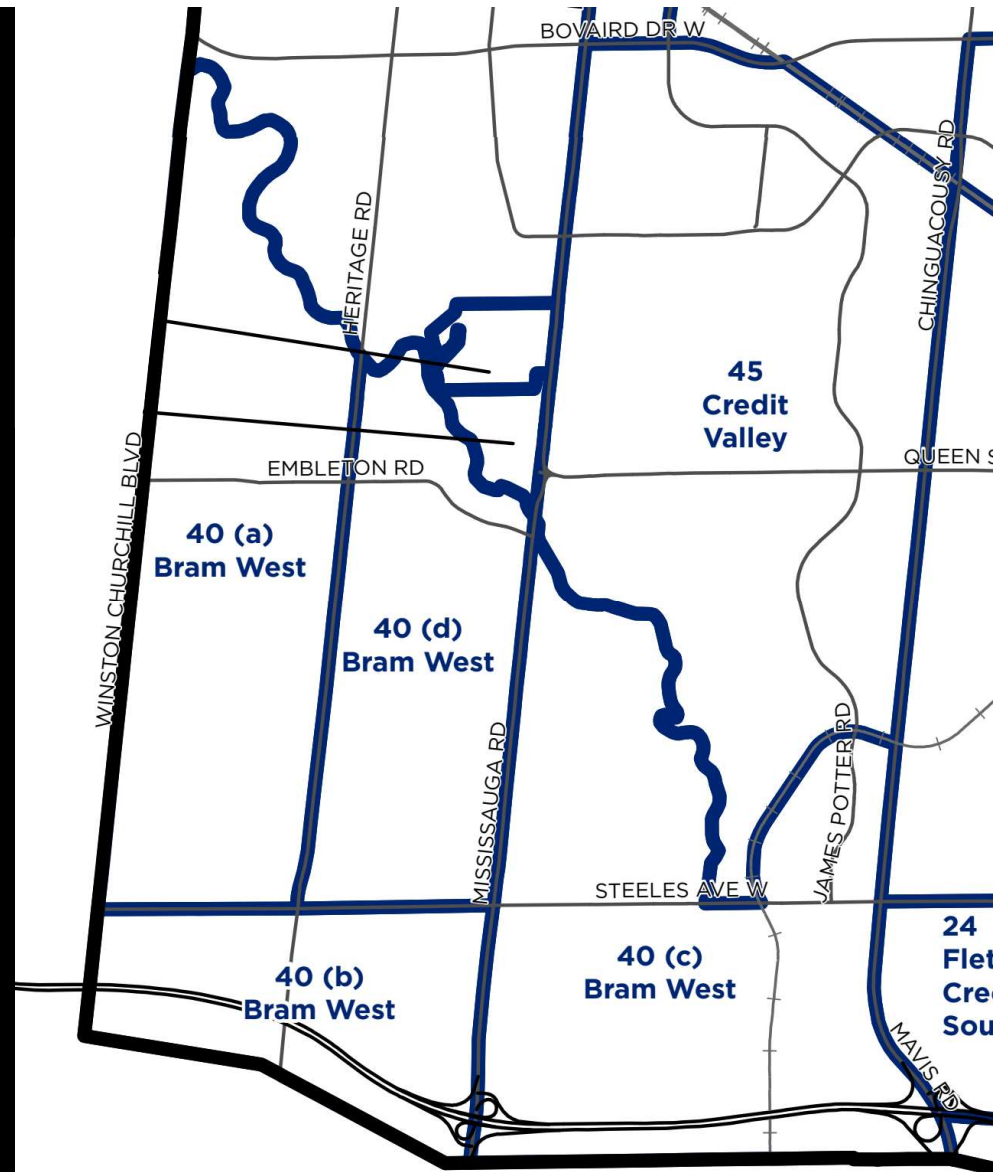


THIS IS A LONG-RANGE PLAN

Area: 2,488 hectares
Horizon Year: 2051

WE ARE AT THE BEGINNING OF THE PROCESS

- Future steps include the secondary policy planning analyses and technical studies



GUIDING PRINCIPLES

1. Connect people and places with a human-scaled transportation network.
2. Provide more housing choices.
3. Prepare for the impacts of a changing climate.
4. Grow and support resilient, sustainable communities and infrastructure.
5. Create compact, complete communities that are scalable and adaptable.
6. Concentrate intensity along transit corridors and in centres
7. Respect, protect, and promote Natural Heritage and Cultural Resources.
8. Leverage existing public and private green spaces to create green corridors.
9. Create public spaces and civic places for people to gather.
10. Create a community- and business-friendly identity for Bram West.
11. Meet regional population and employment targets to accommodate growth, with emphasis on employment in mixed use centres

CONSIDERATIONS

- **GTA West**
- **Bram West Parkway**
- **Future Rapid / Higher Order Transit**
- **Connections to Town of Halton Hills and City of Mississauga**



ASSUMPTIONS

- This plan is designed to meet regional employment and population targets
- Previously approved development permissions are intended to remain in place
- Carrying forward **Natural Heritage System (NHS)** from the Official Plan, inclusive of the water courses. Any changes are subject to future study.
- The GTA West corridor will be studied further and determined at a later stage.



This Concept Plan will form the basis for a new Secondary Plan

Through the new Secondary Plan, there is an opportunity to:

- Build Value
- Foster a High Quality of Life
- Provide Opportunities for Existing Industry to Continue and Expand & New Industry to Emerge and Thrive



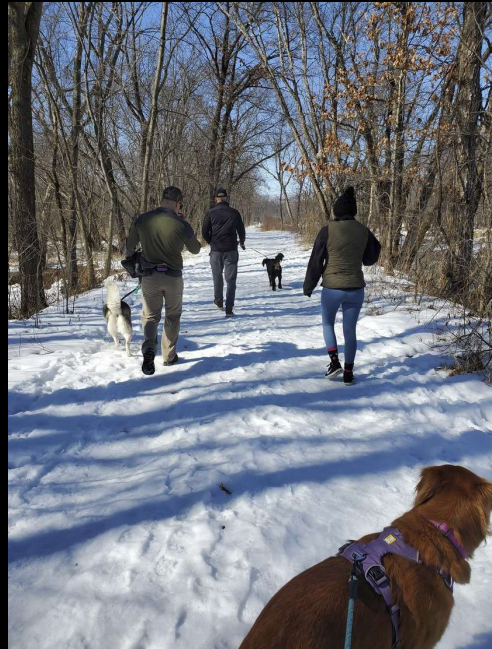
Building Value



Jobs and Housing



Quality of Life



BIG MOVES

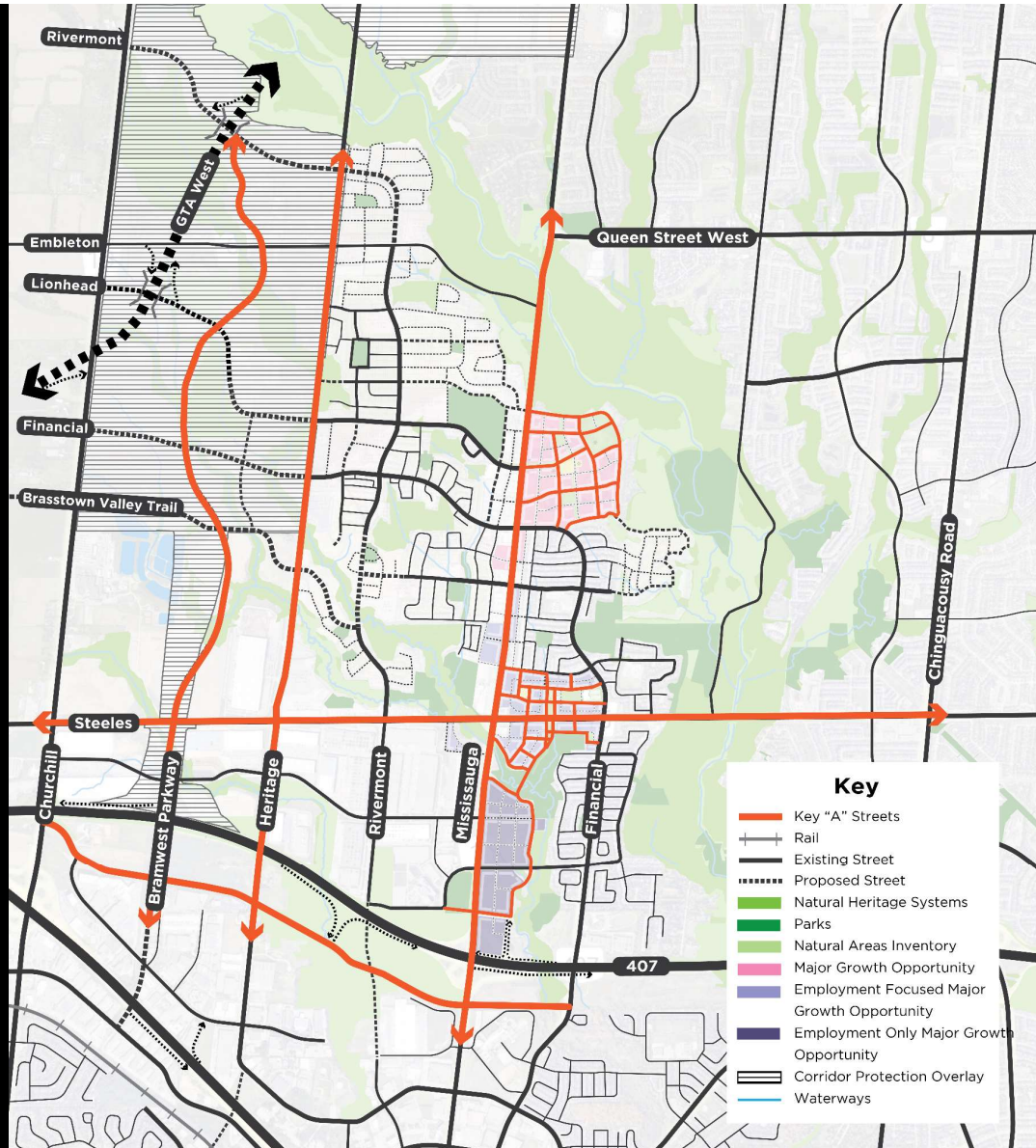
1. **Enhance the street network** by creating more connections, emphasizing access and mobility in design, and facilitating logistics/goods movements.
2. Support success and expansion of existing **businesses** while designing to attract innovation and tech sectors.
3. Create **identity with focus on Mississauga and Steeles** corridors with special places (Town Centre and MTSA)
4. Create a **Complete Community** in which people reside, work, recreate, shop, start businesses and raise families.
5. Design for **economic and infrastructure sustainability** by focusing on proximity and mix of uses

How has the Concept changed since Charrette 2?

Based on community feedback and updated data for NHS boundaries, waterways, natural areas, parks, approved plans and design for Bram West Parkway:

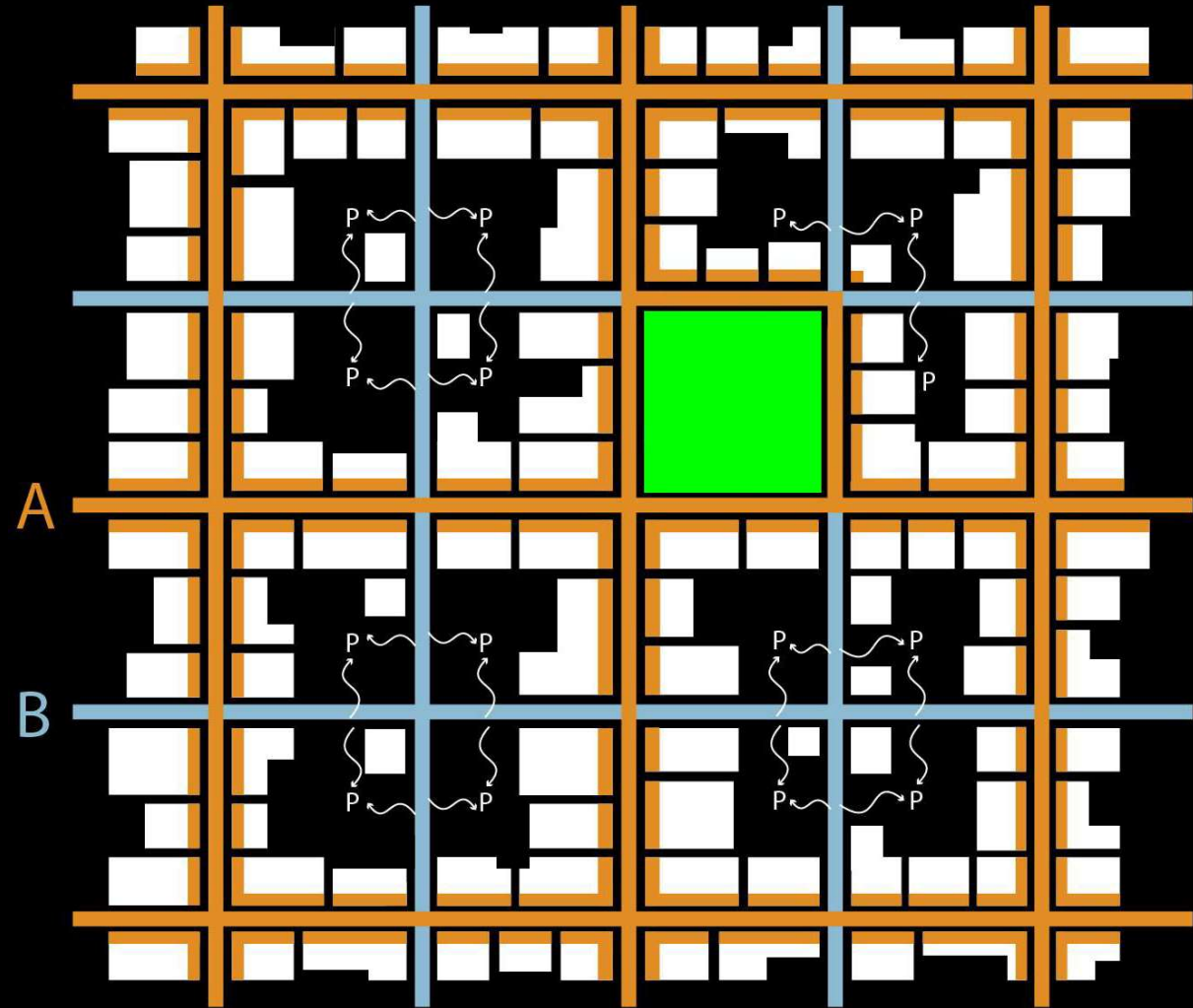
- Transportation network refined
- Town Centre refined
- MTSA refined
- Proposed transit way (along 407) refined
- Priority Bus Support Corridor added
- Corridor protection overlay added

Key "A" Streets



A-Frontage Streets

B-Frontage Streets

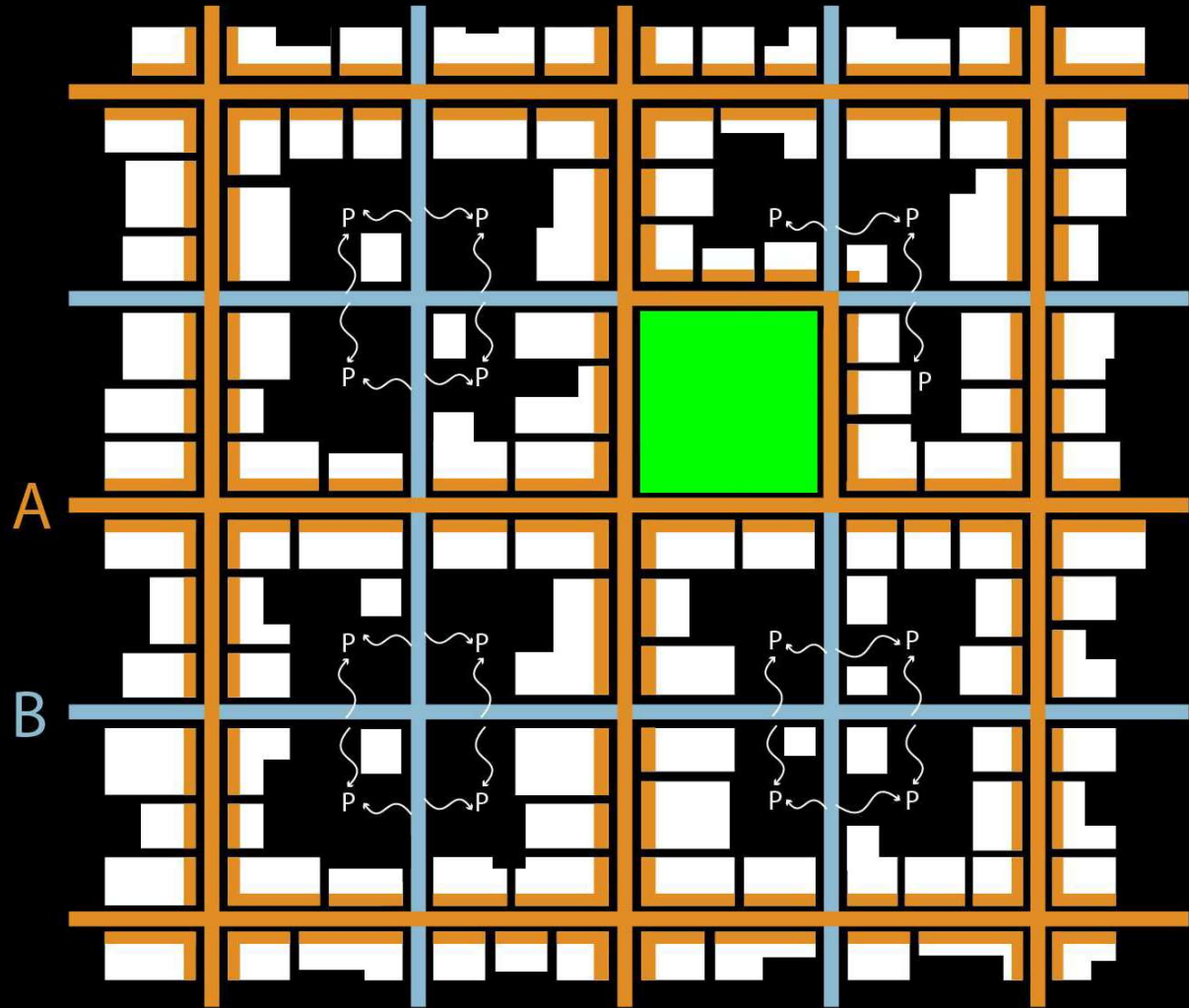


A-Frontage Streets

A-frontage streets are addressed by buildings, have engaging facades, and have no driveways or service functions.



B-Frontage Streets



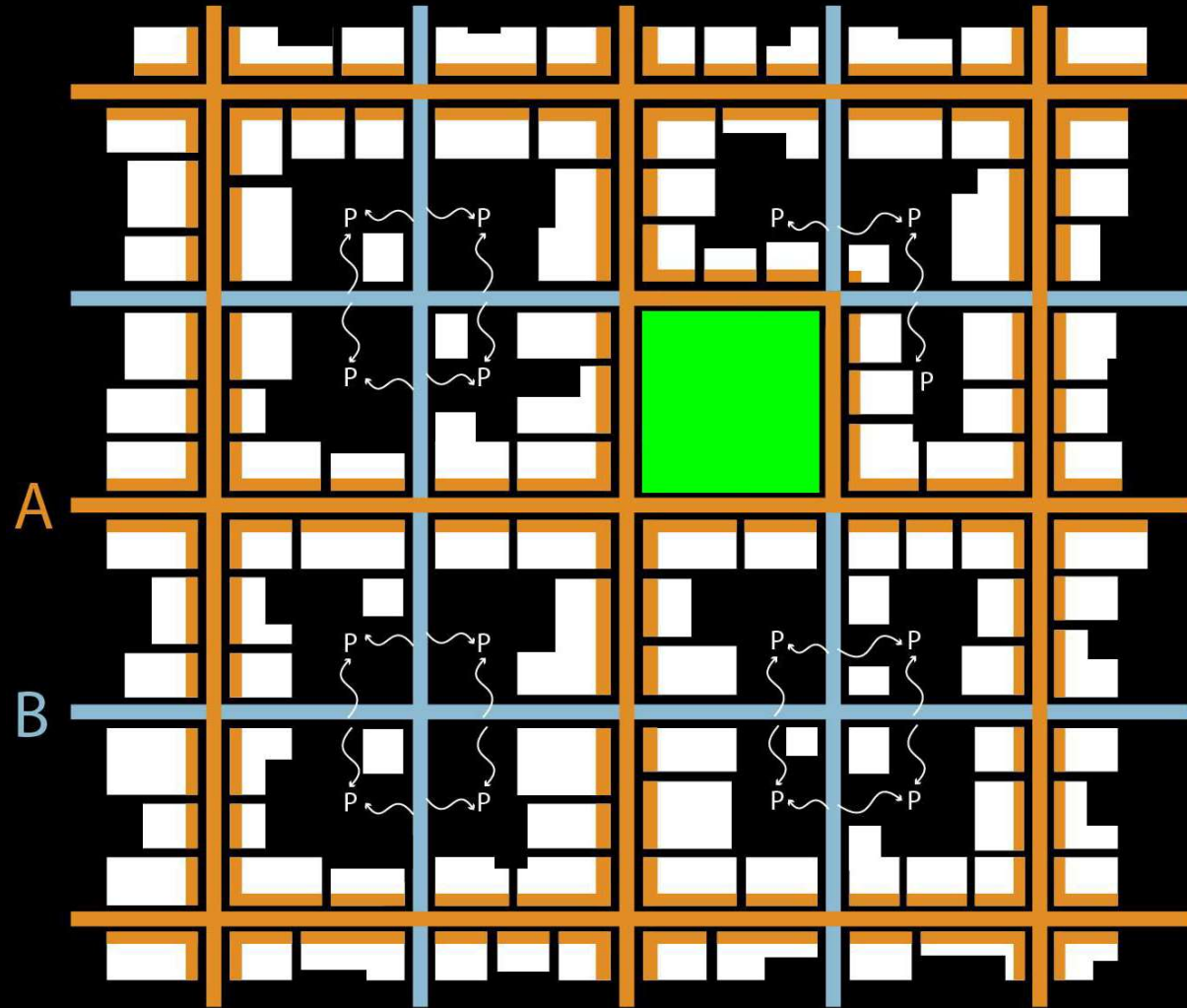
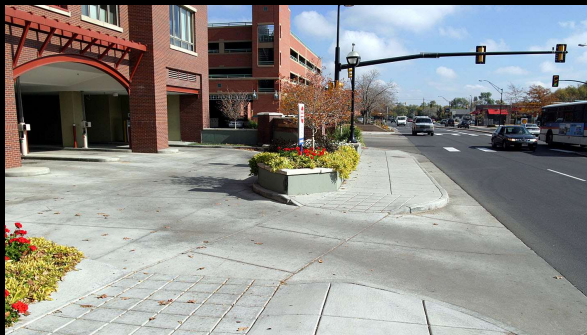
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B-Frontage Streets

B-frontage streets may or may not be addressed by buildings and provide access for parking and services.

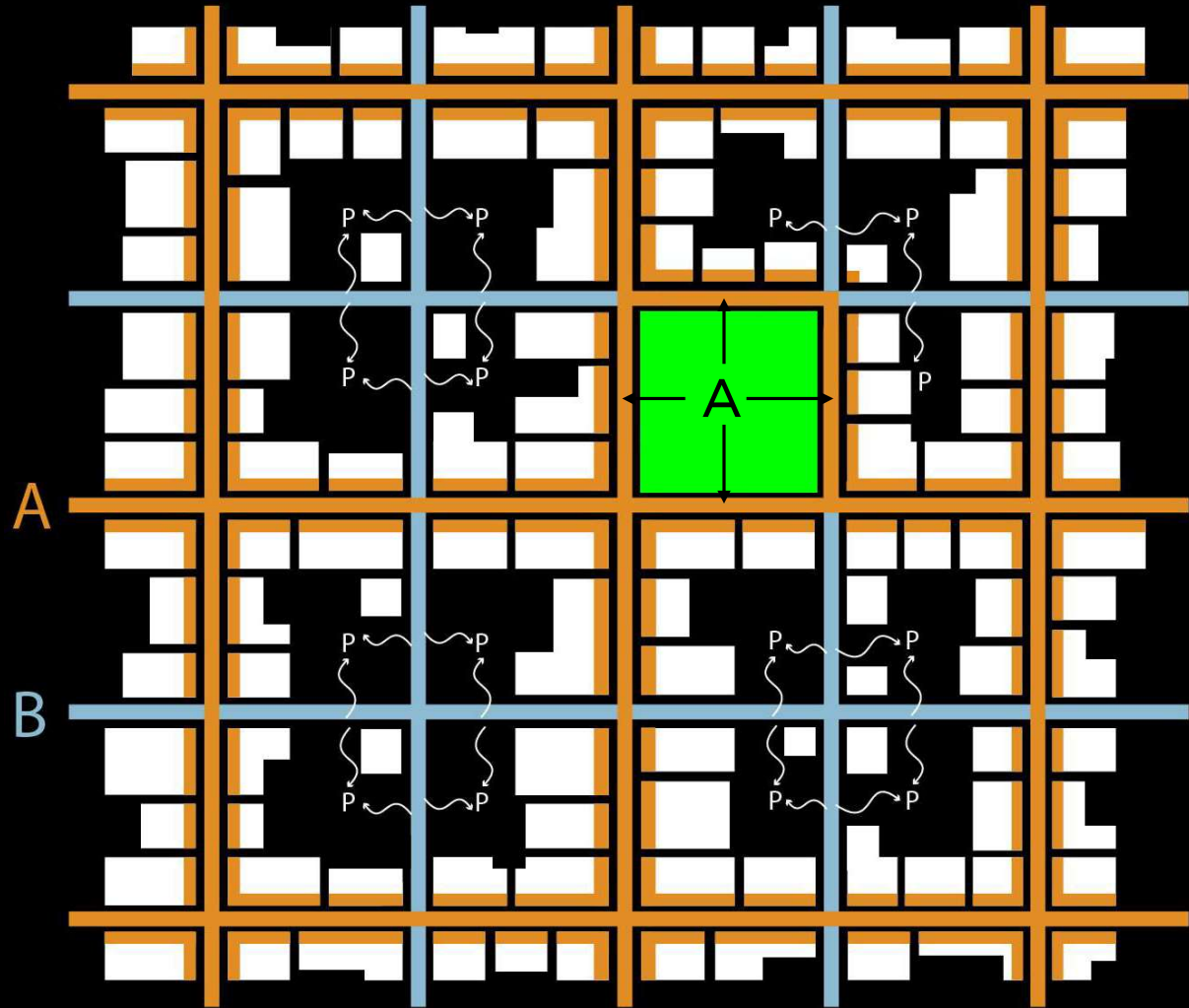


A-Frontage Streets

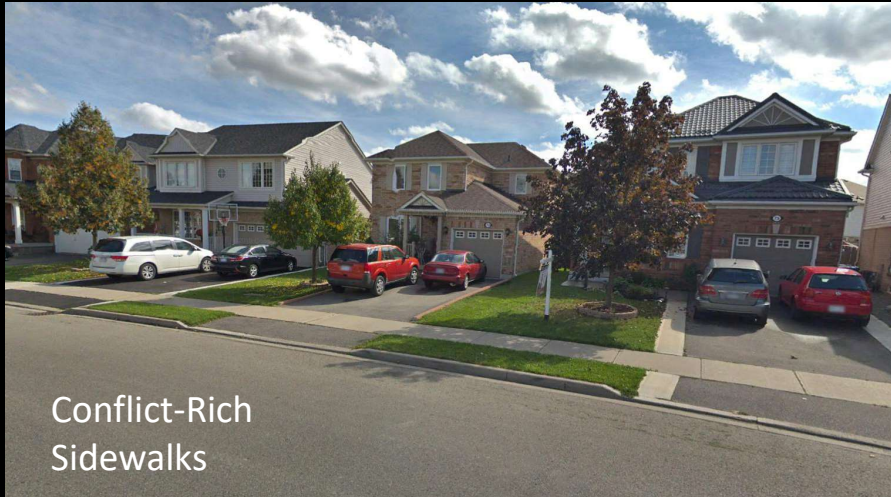


B-Frontage Streets

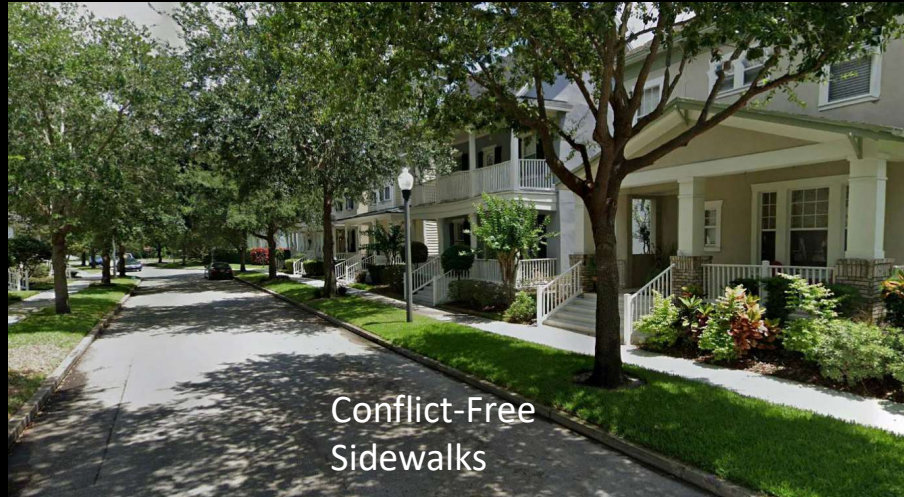
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Local Street



Conflict-Rich Sidewalks



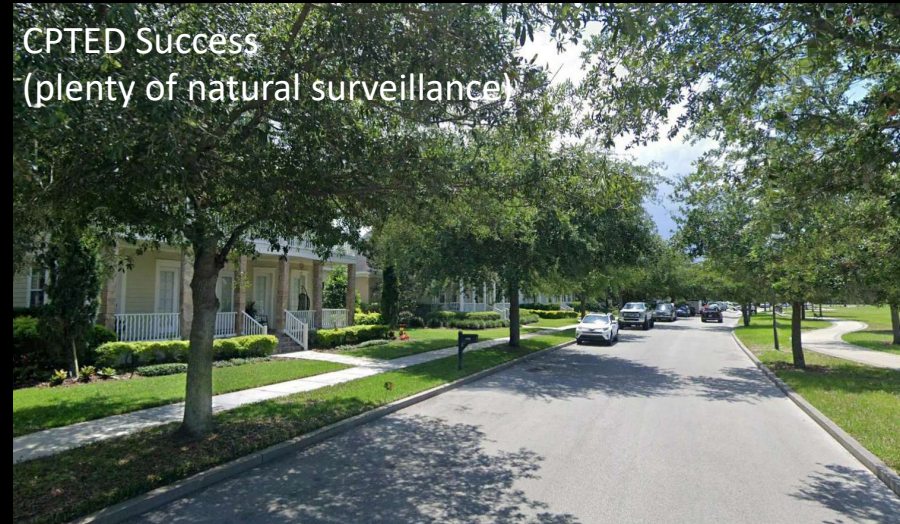
Conflict-Free Sidewalks

Collector Street



CPTED Failure
(no natural surveillance)

Conventional Suburban Street



CPTED Success
(plenty of natural surveillance)

A-Frontage Street

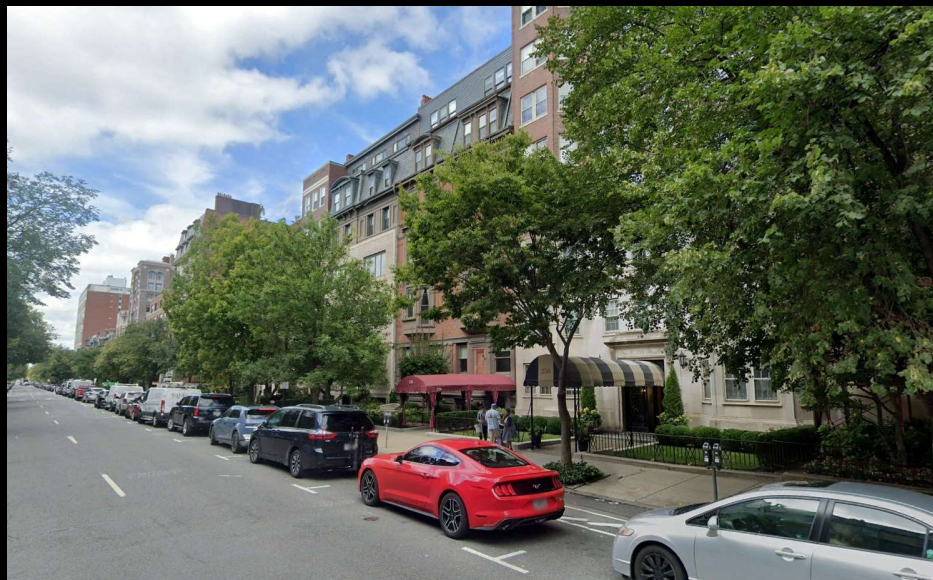


Low
Density

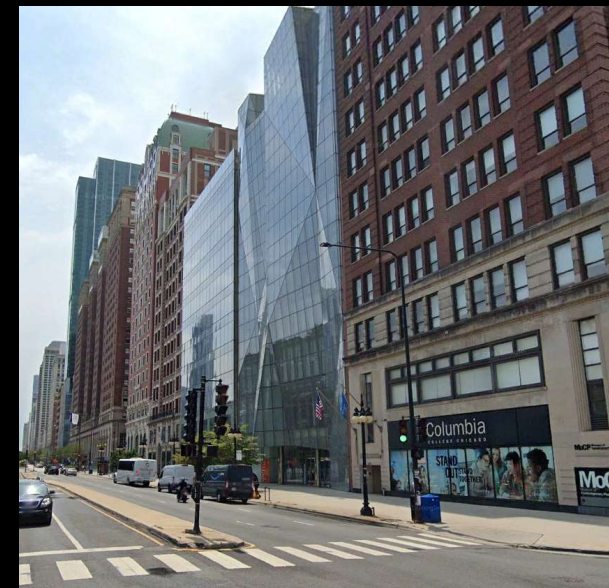


Medium
Density

Applicable at all Scales



Medium
Density



High
Density

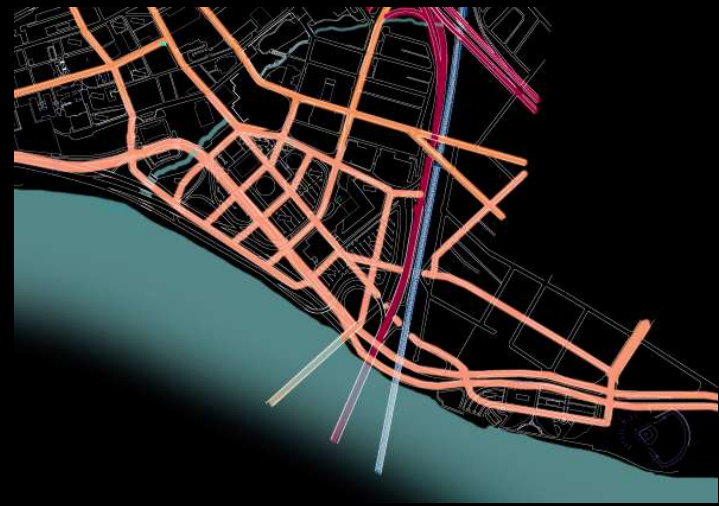


Highway removed & replaced with urban infrastructure

Highway 29
Trenton, NJ



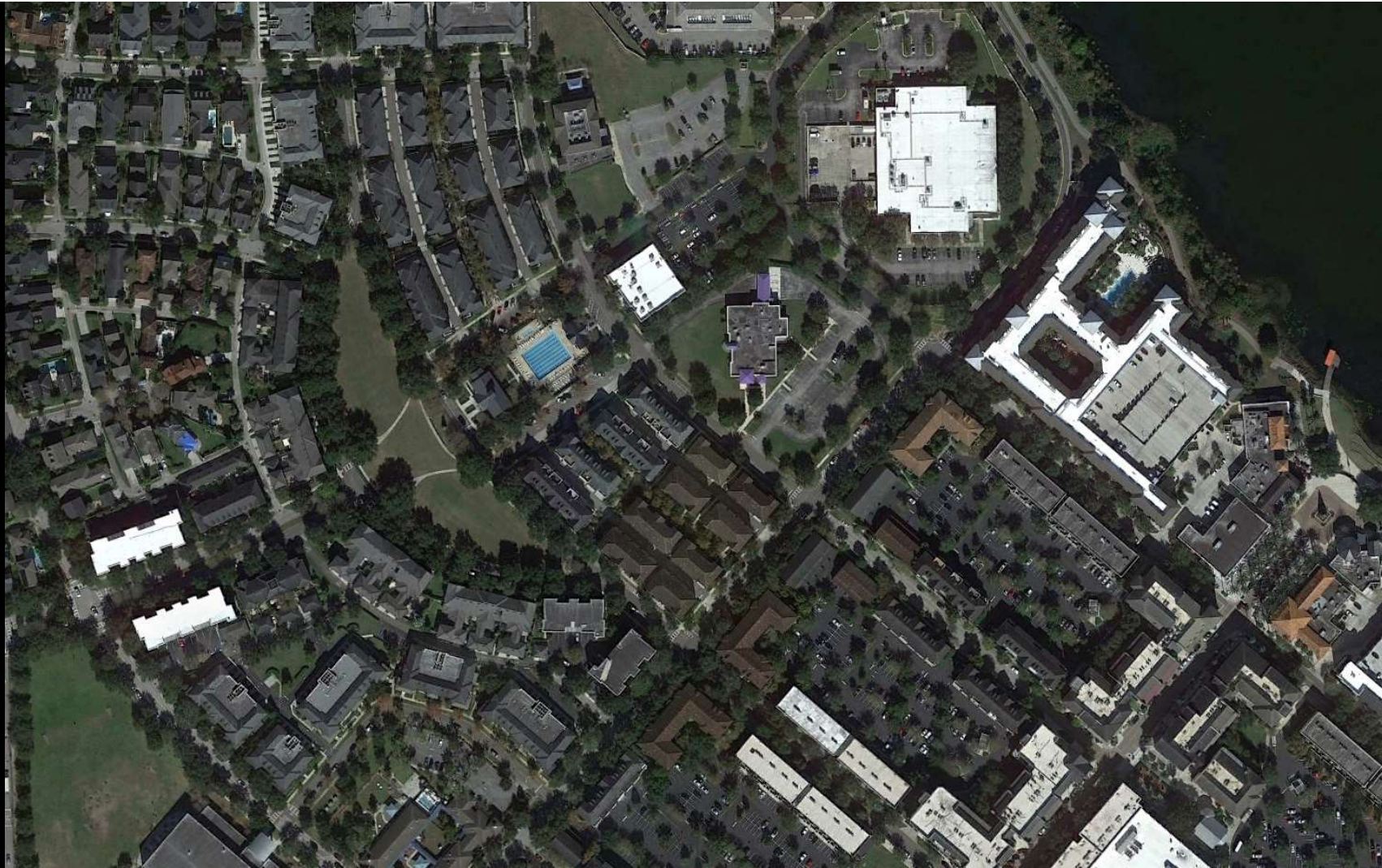
Highway-Based Hierarchy



Traditional Street Network



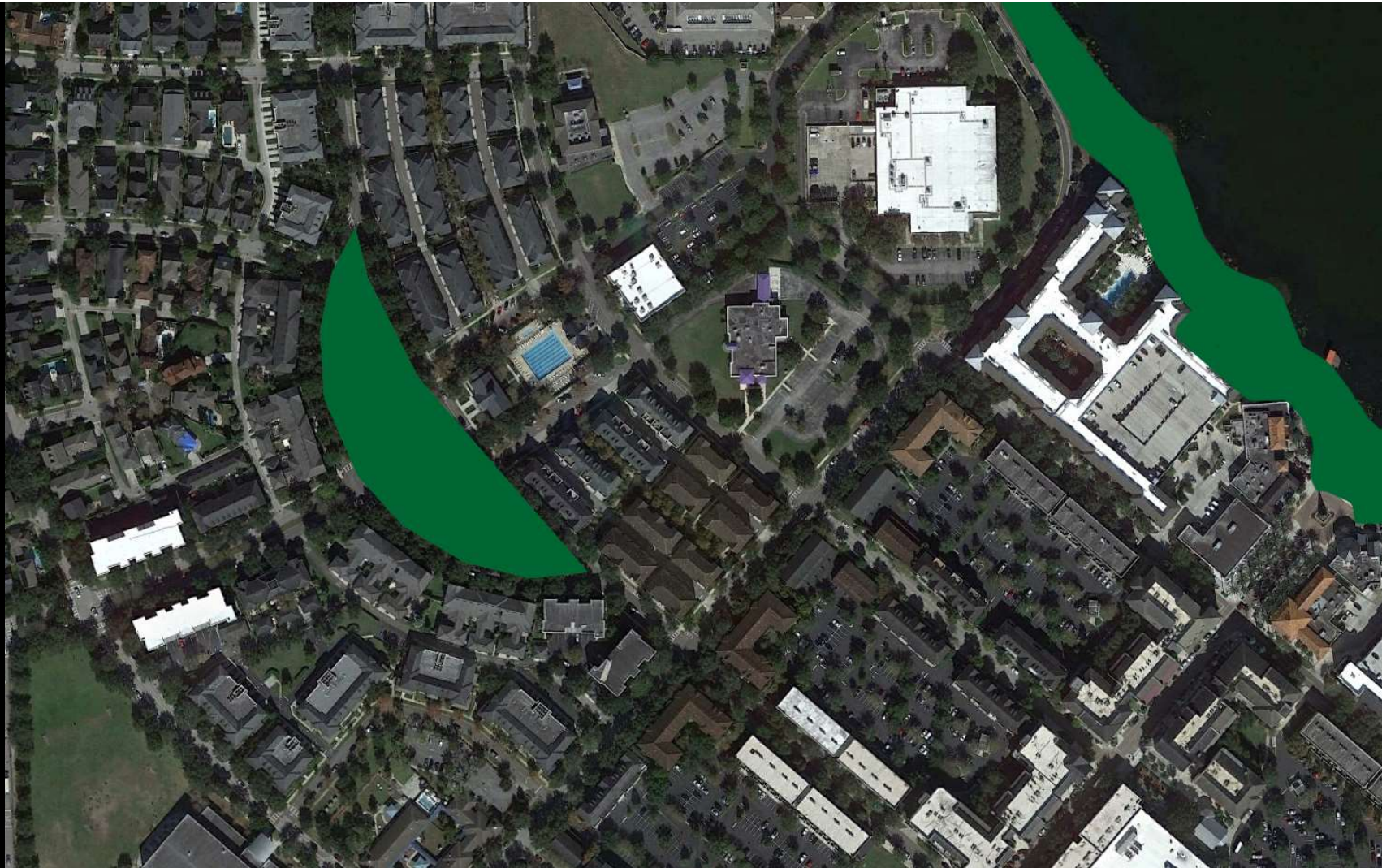




Variety of shapes & sizes of development blocks

Variety of parking types (e.g., on-street, in residential garages, surface parking lots, & parking decks)

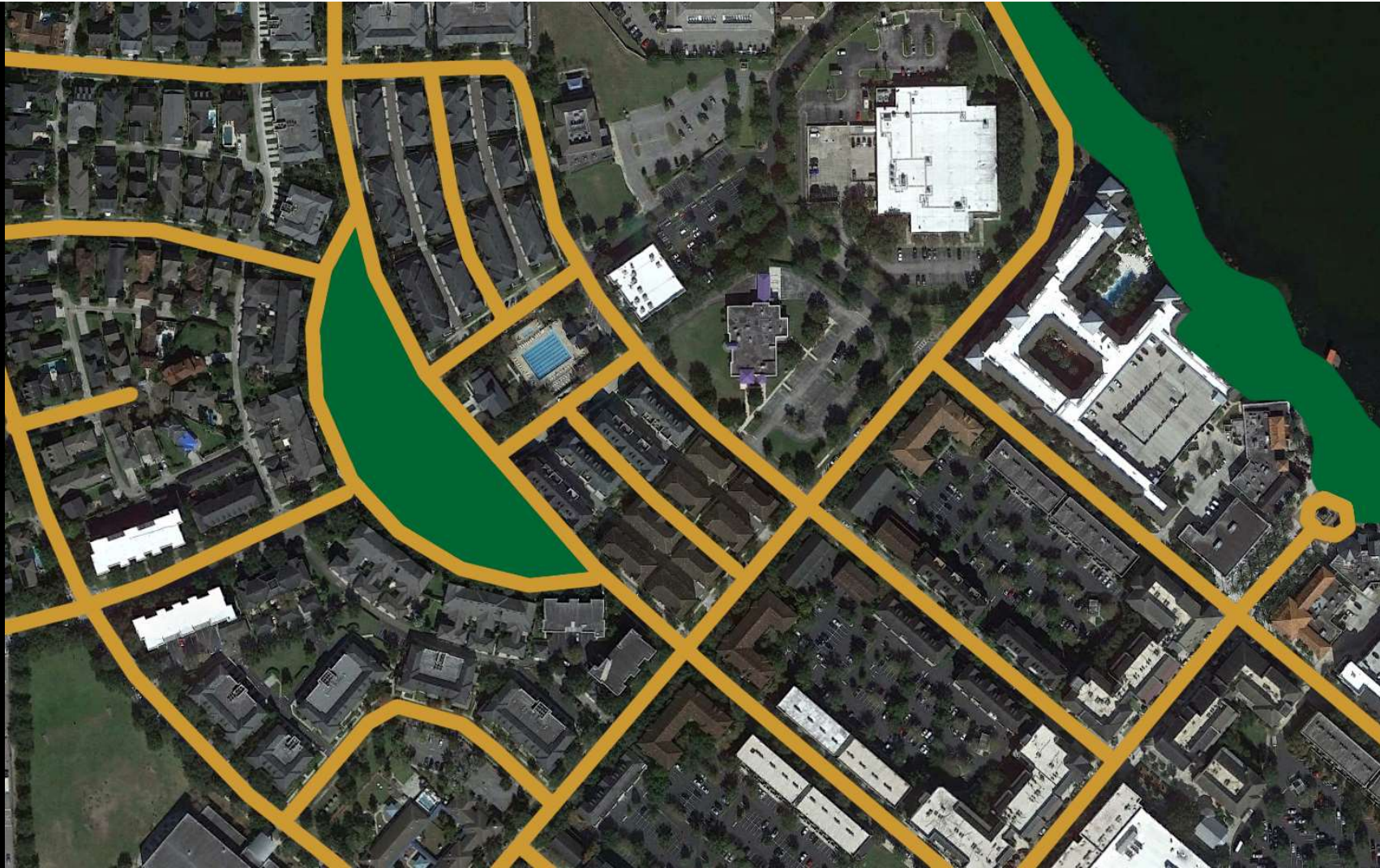
Low, Medium, & High-Density Housing, Live-Work, Office, Retail, Park, Waterfront & Trails, & Elementary School



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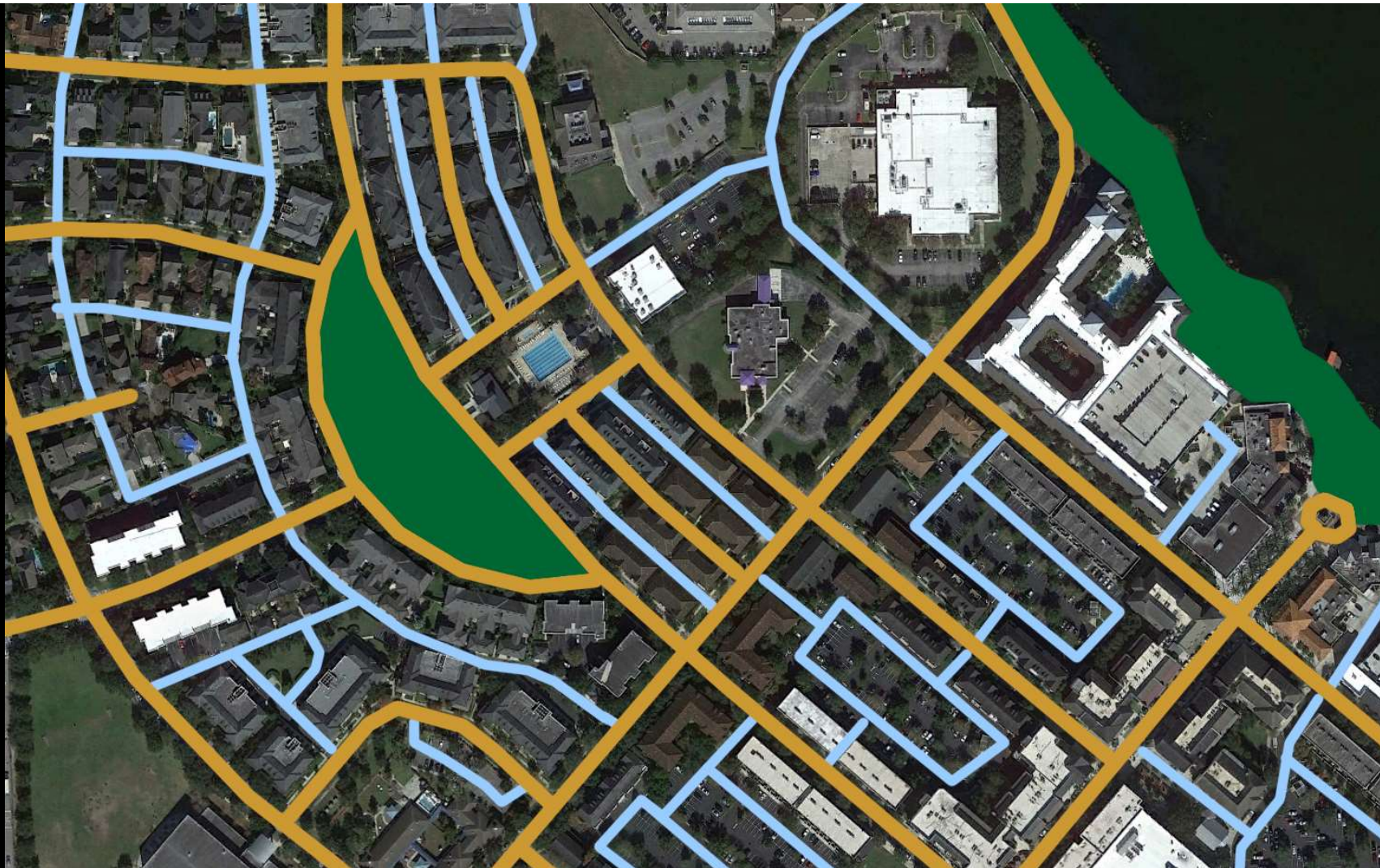
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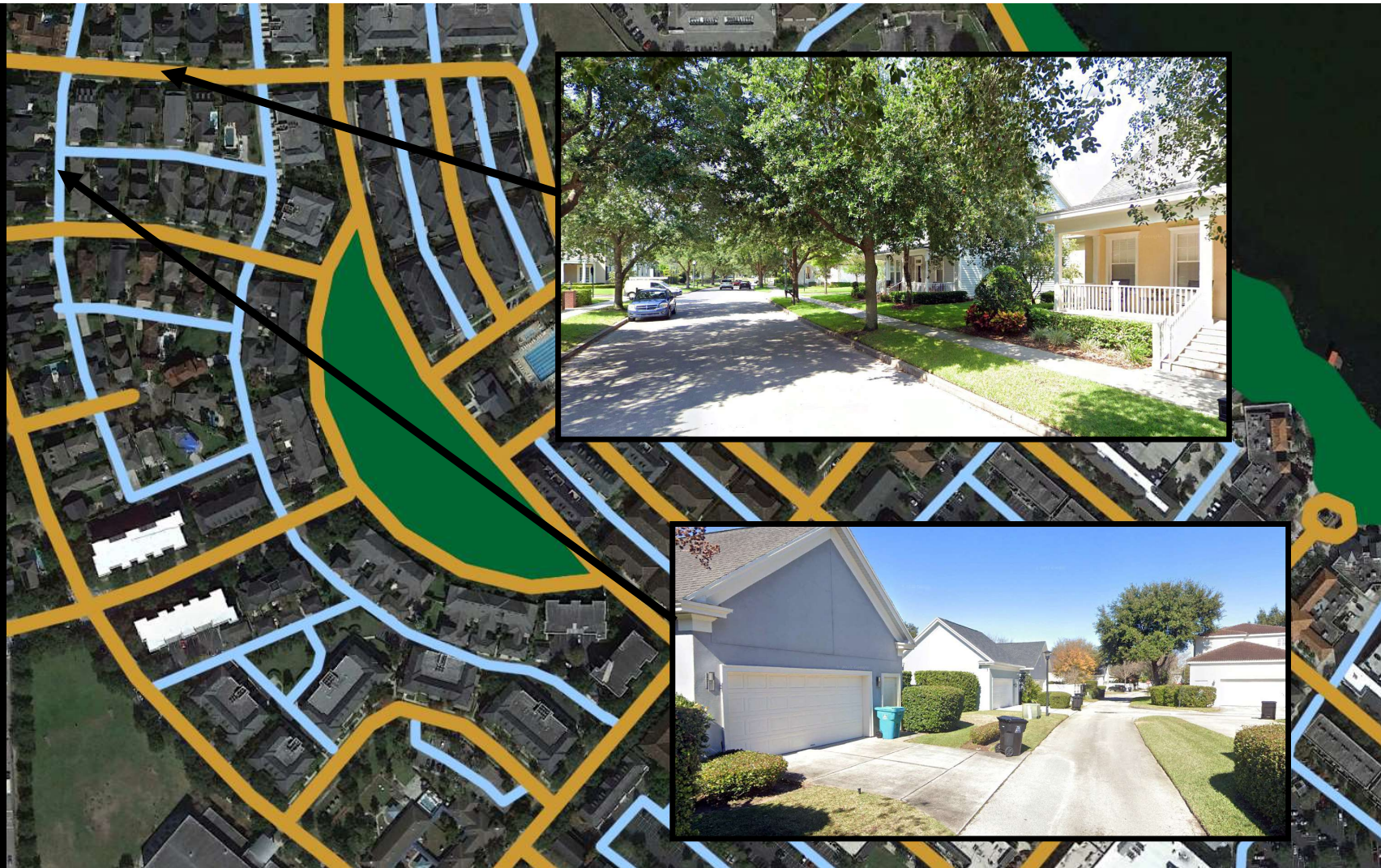
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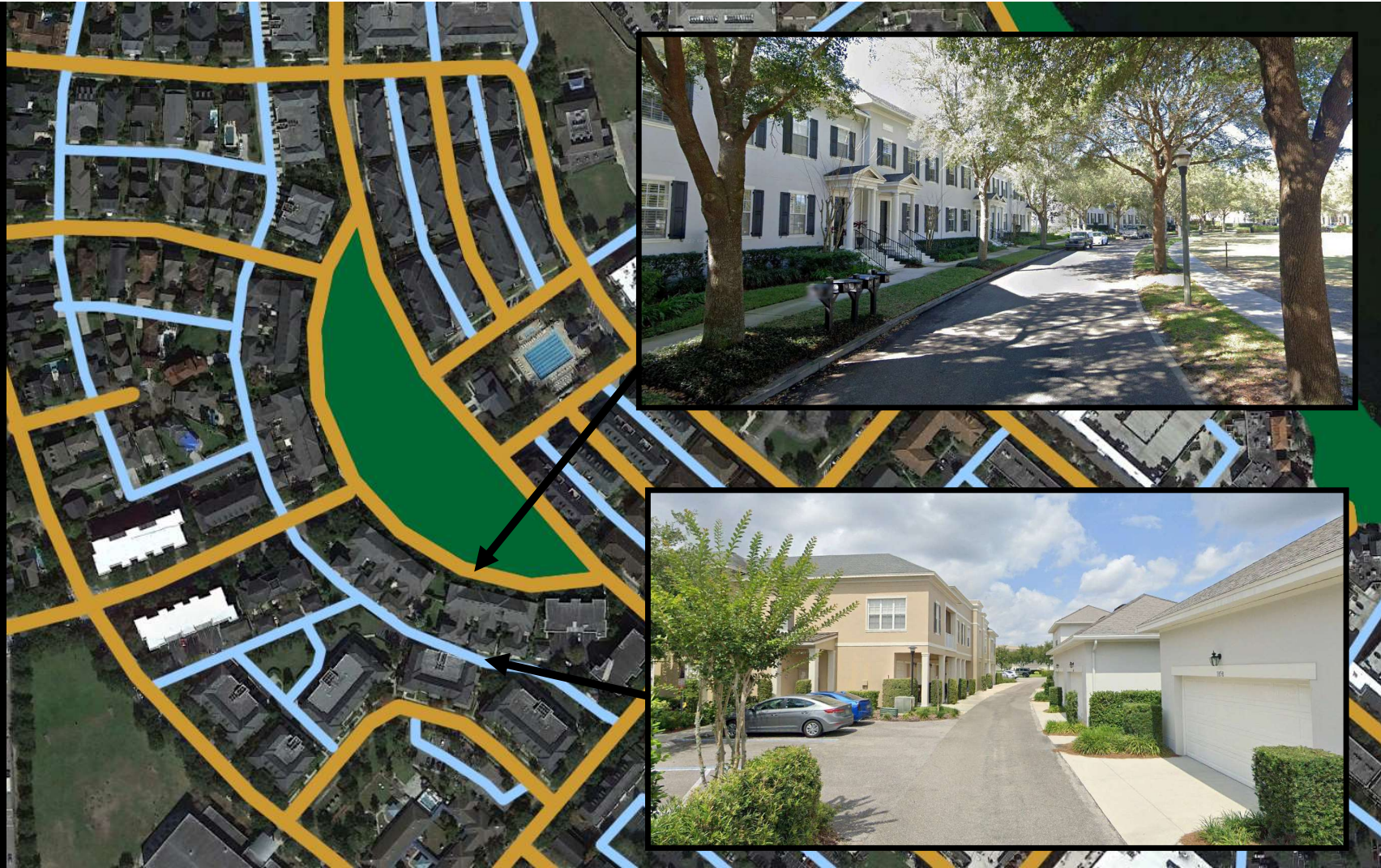
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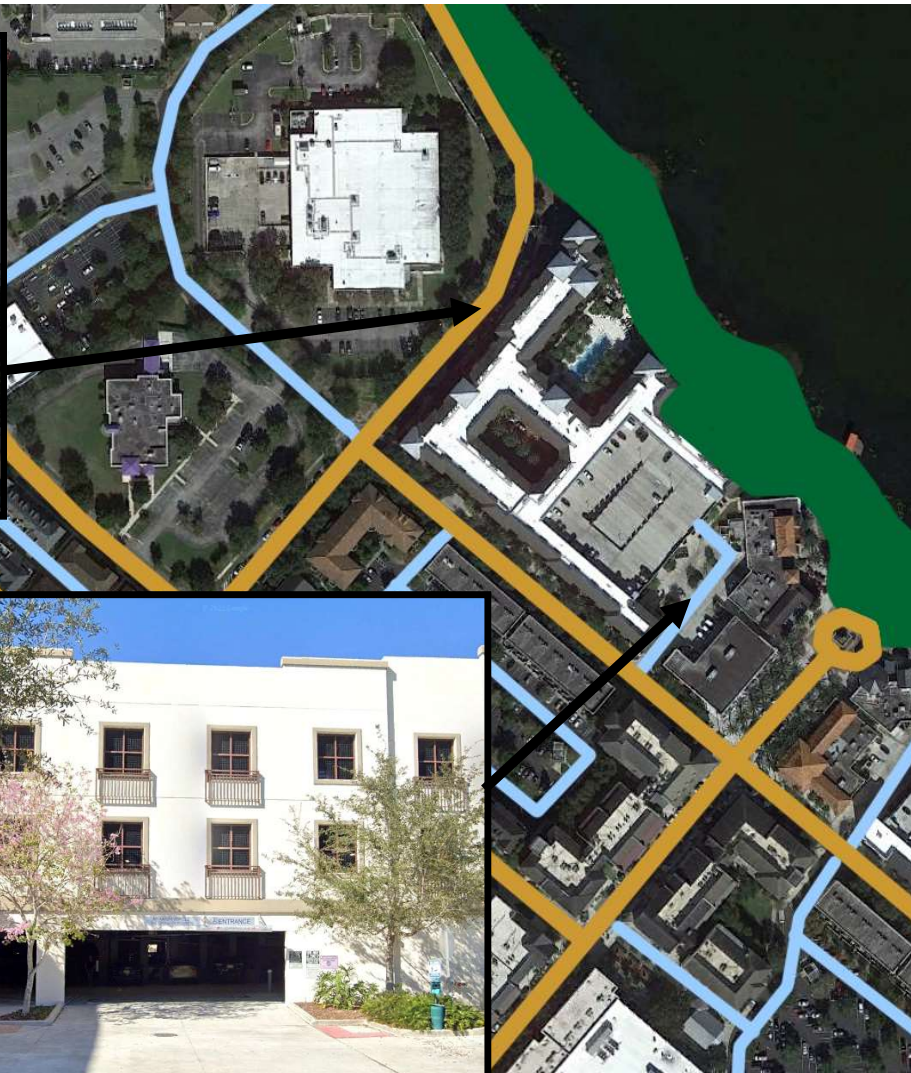
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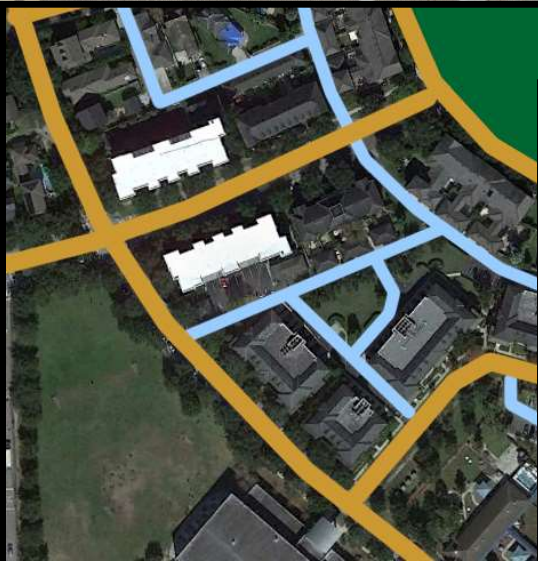
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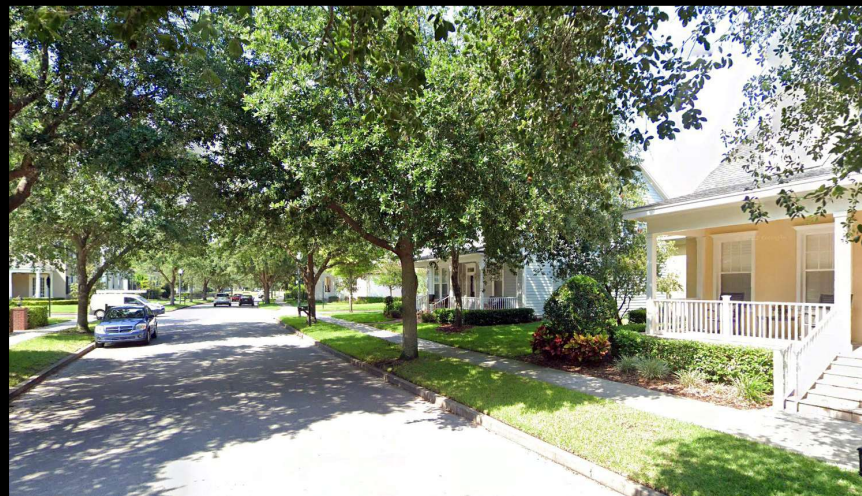
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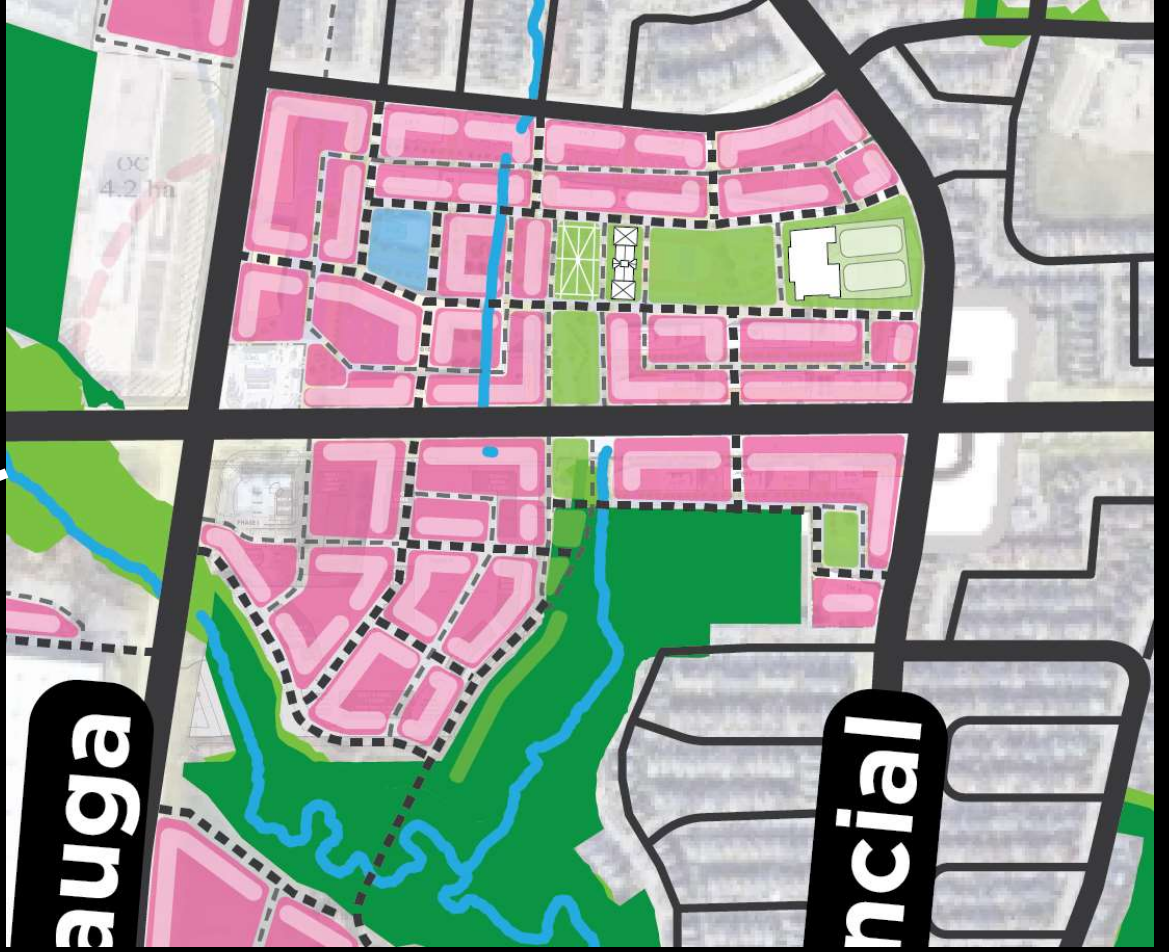




High Performing Streets

Walkability
Comfort
Quality of Life
Aesthetics
Safety
Legibility
Accessibility
Multimodal







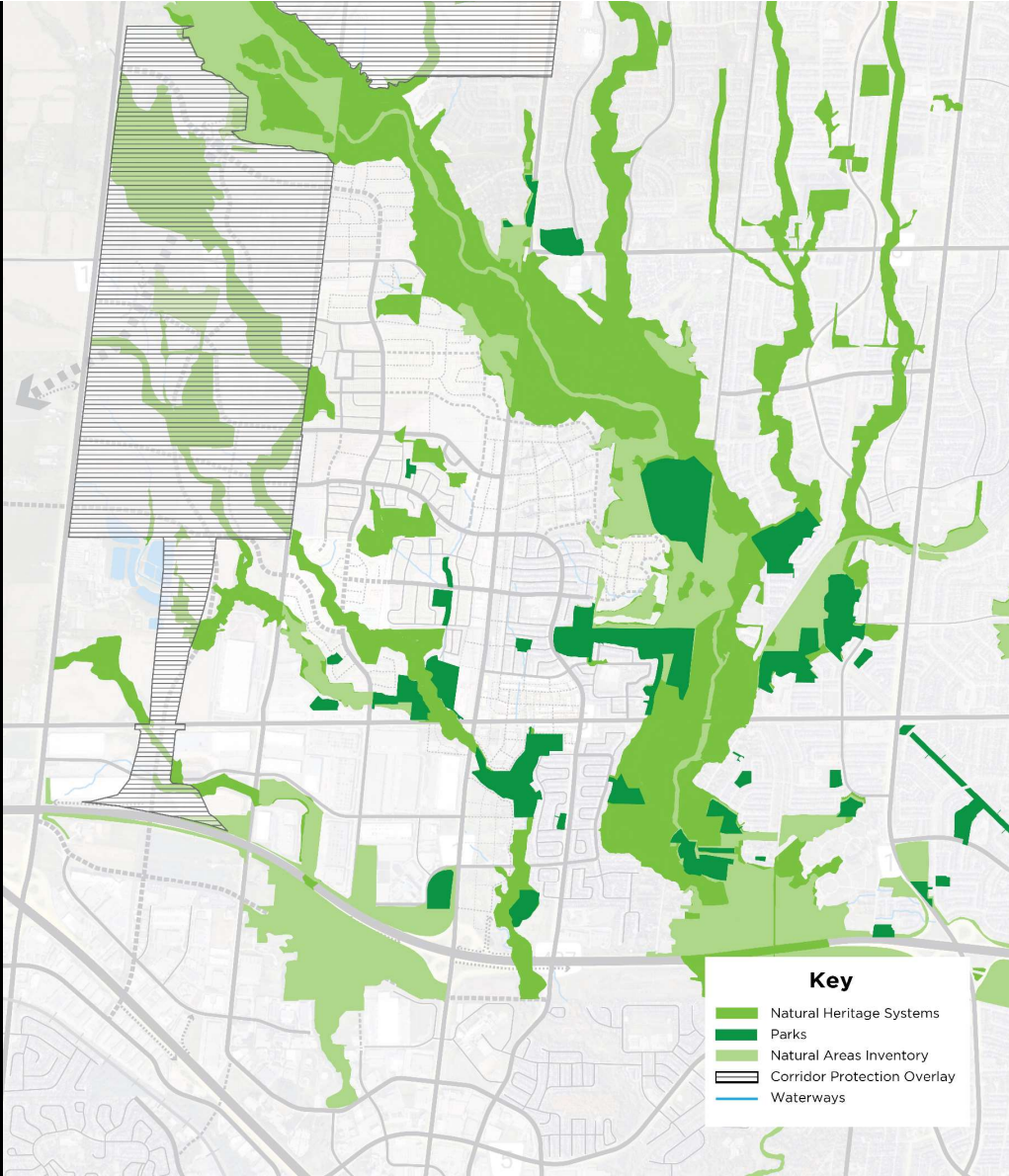




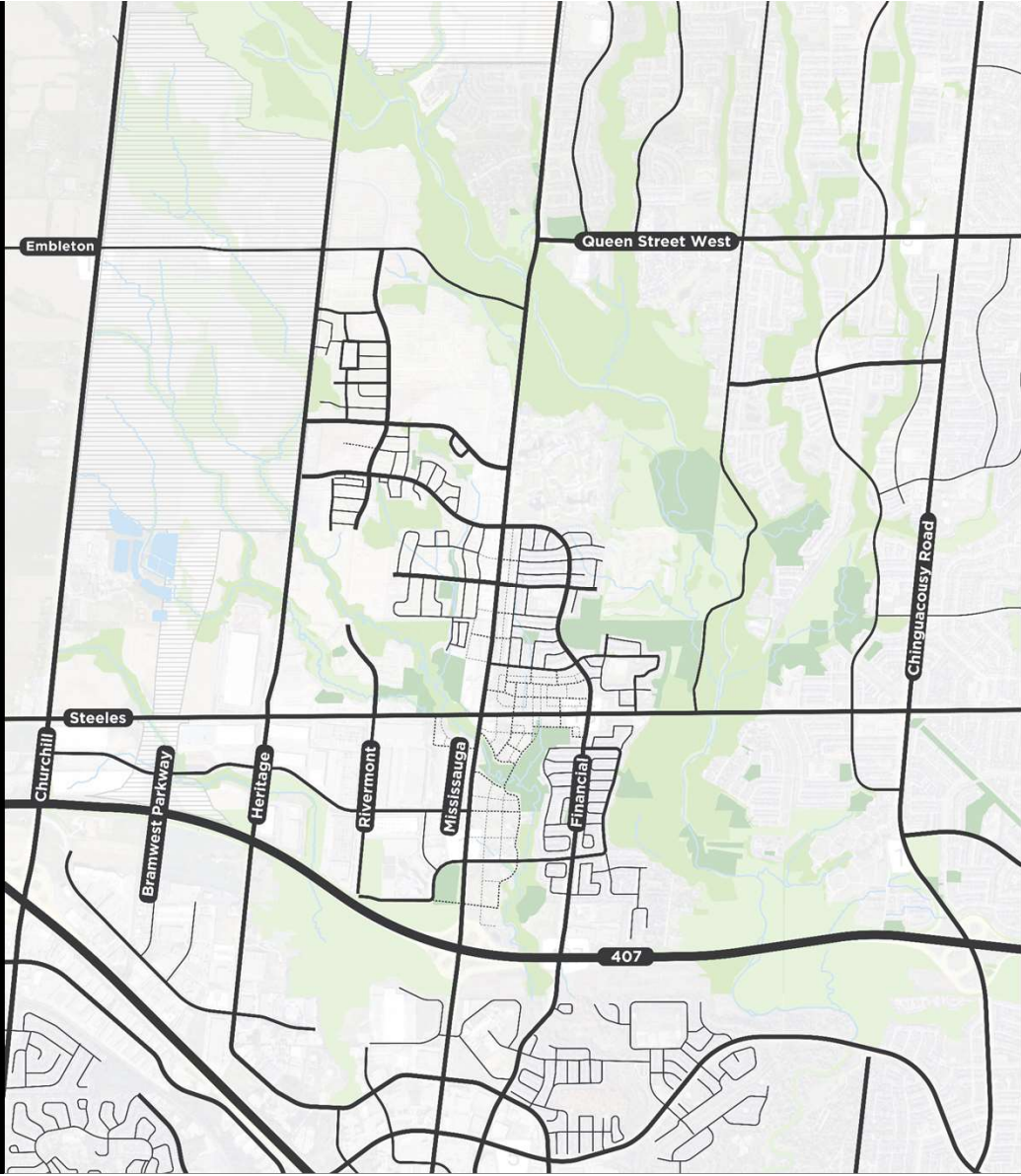




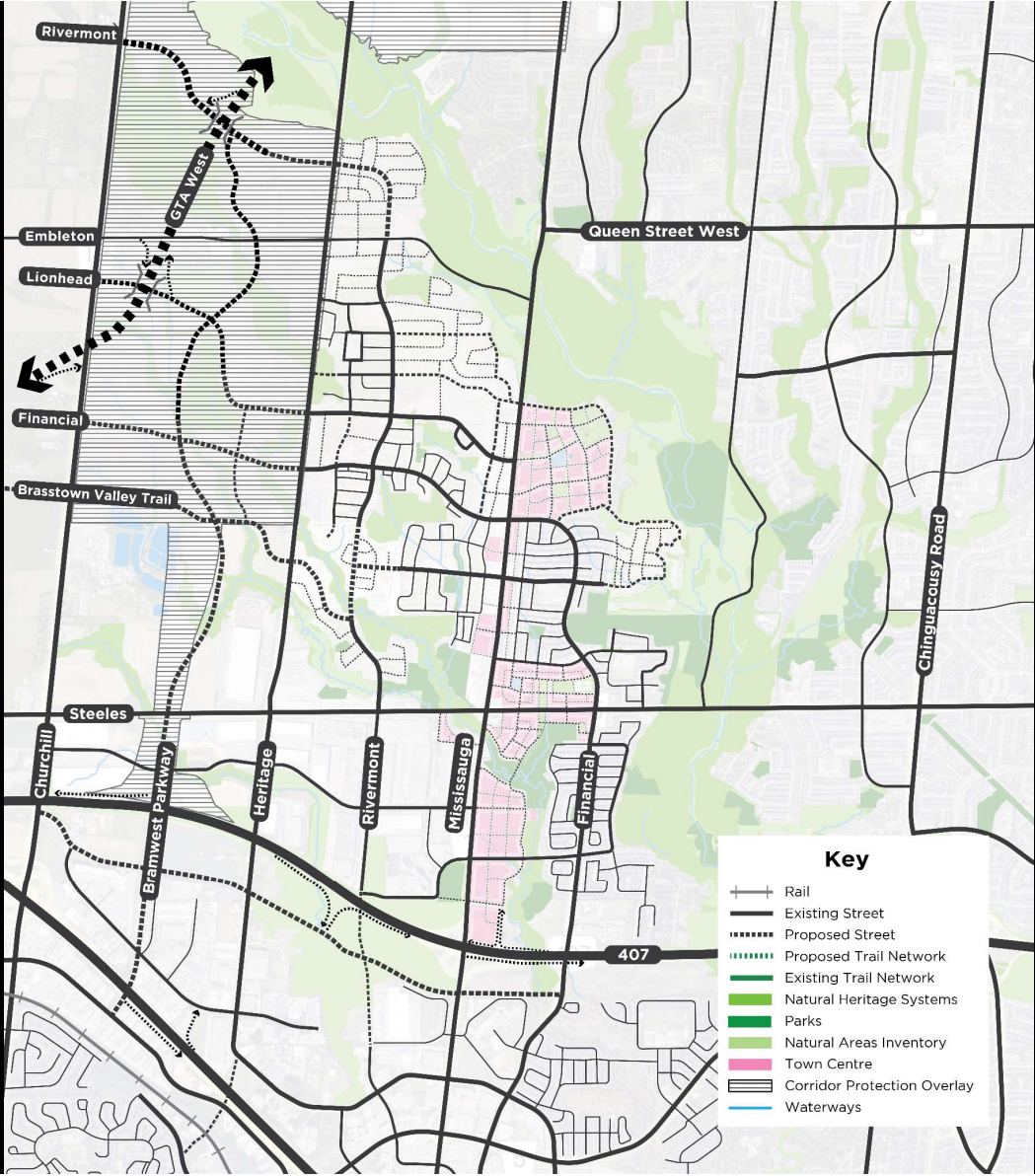
Natural Heritage System Overlay



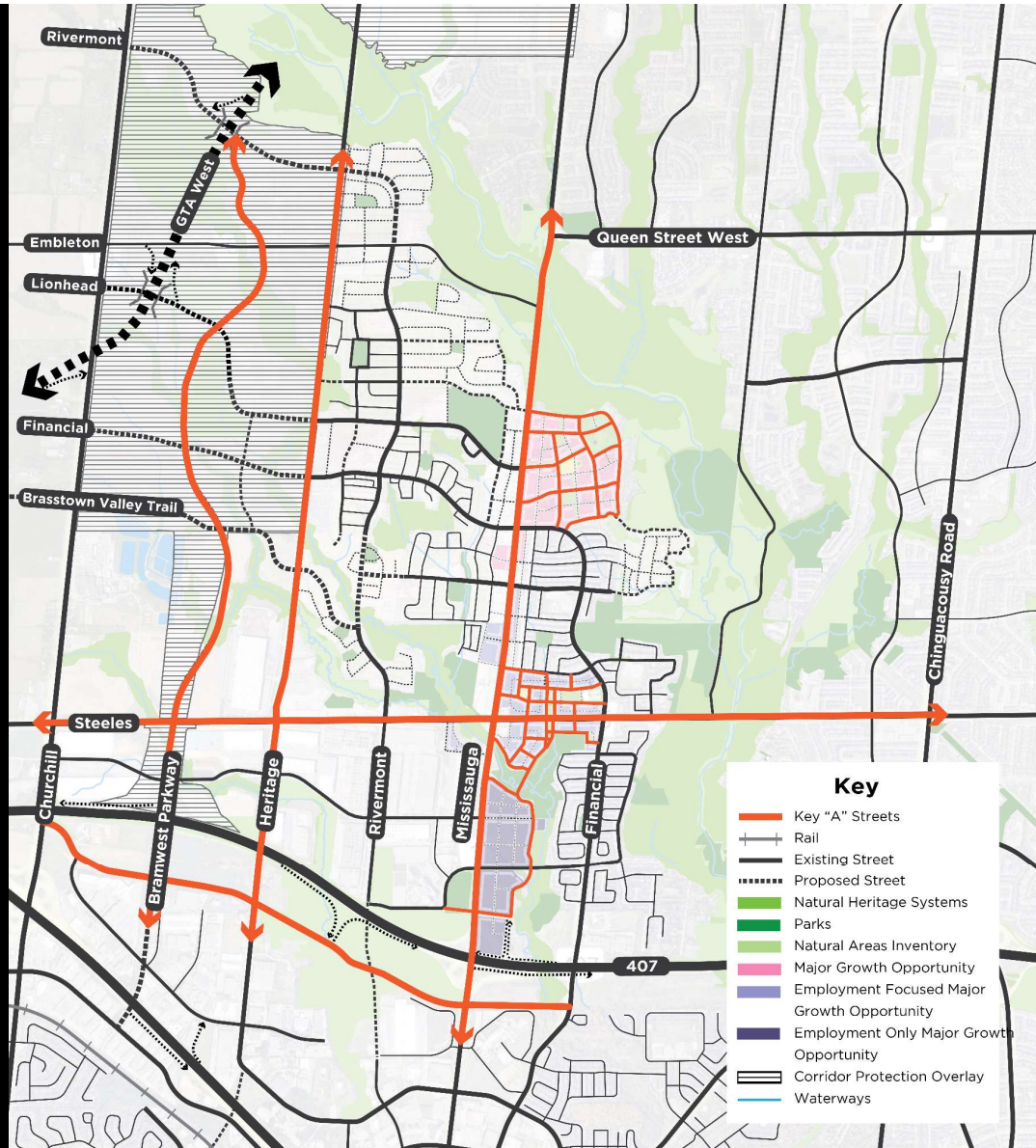
Existing Street Network



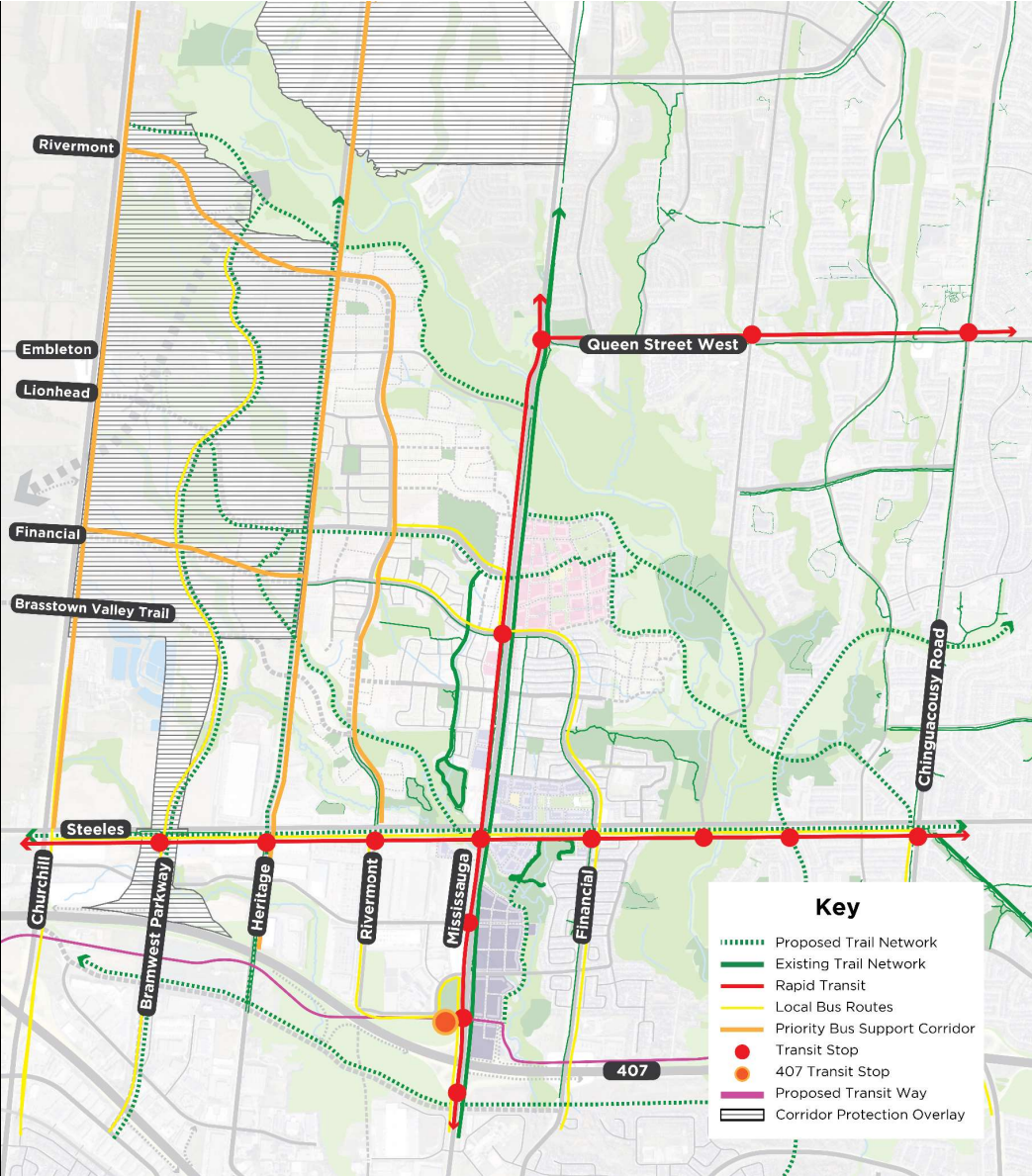
Proposed Street Network



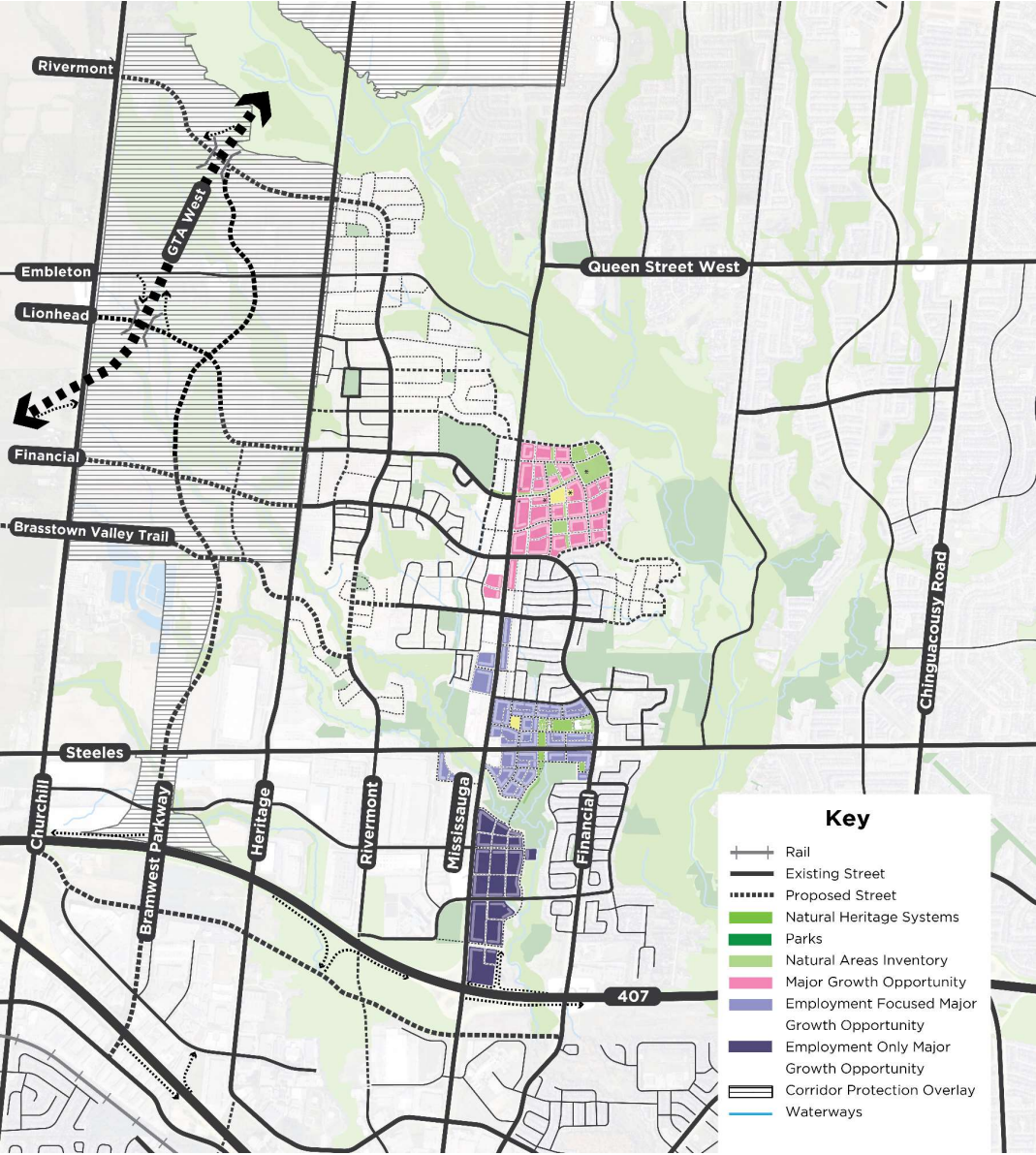
Key "A" Streets



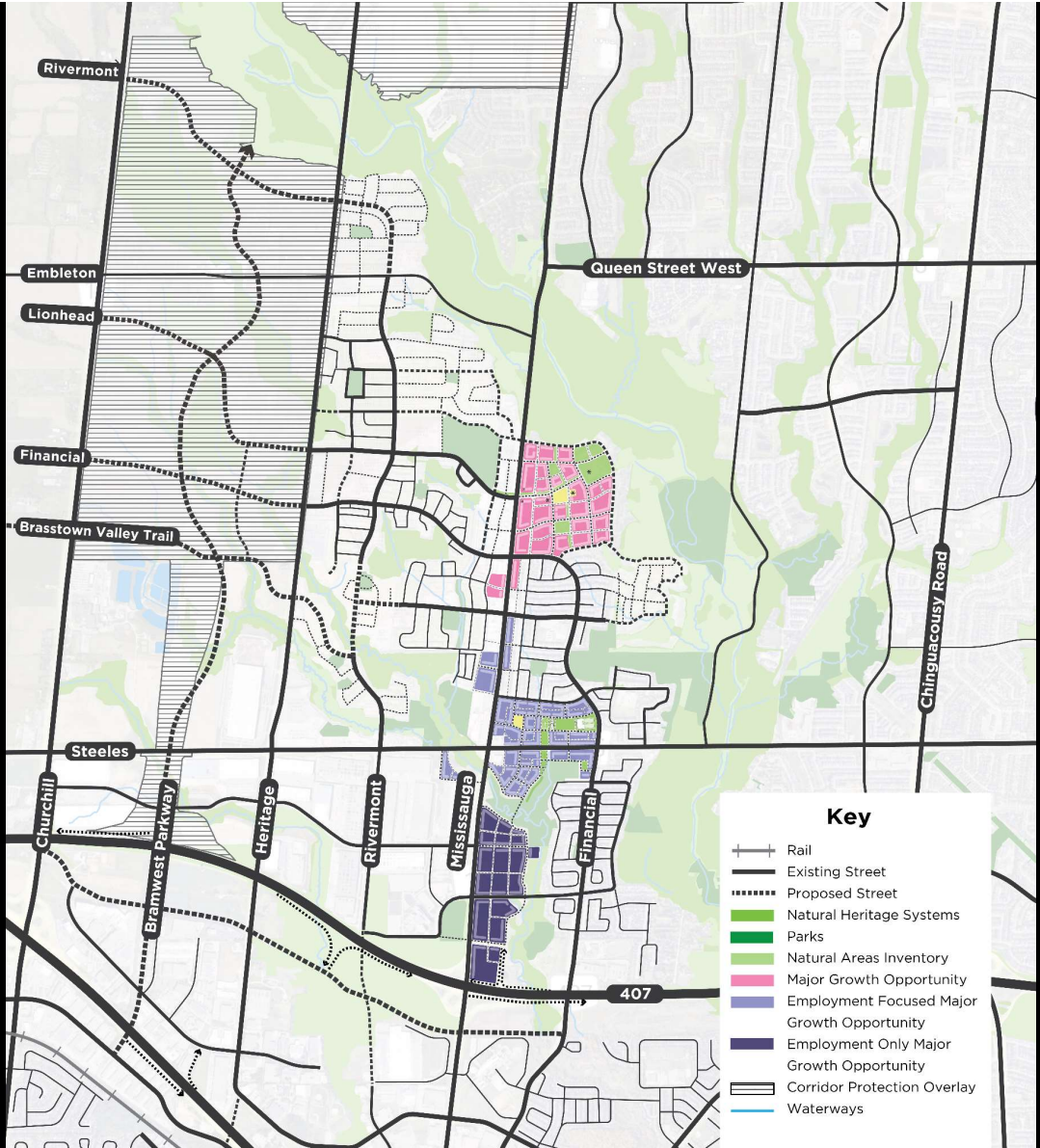
Trails and Transit



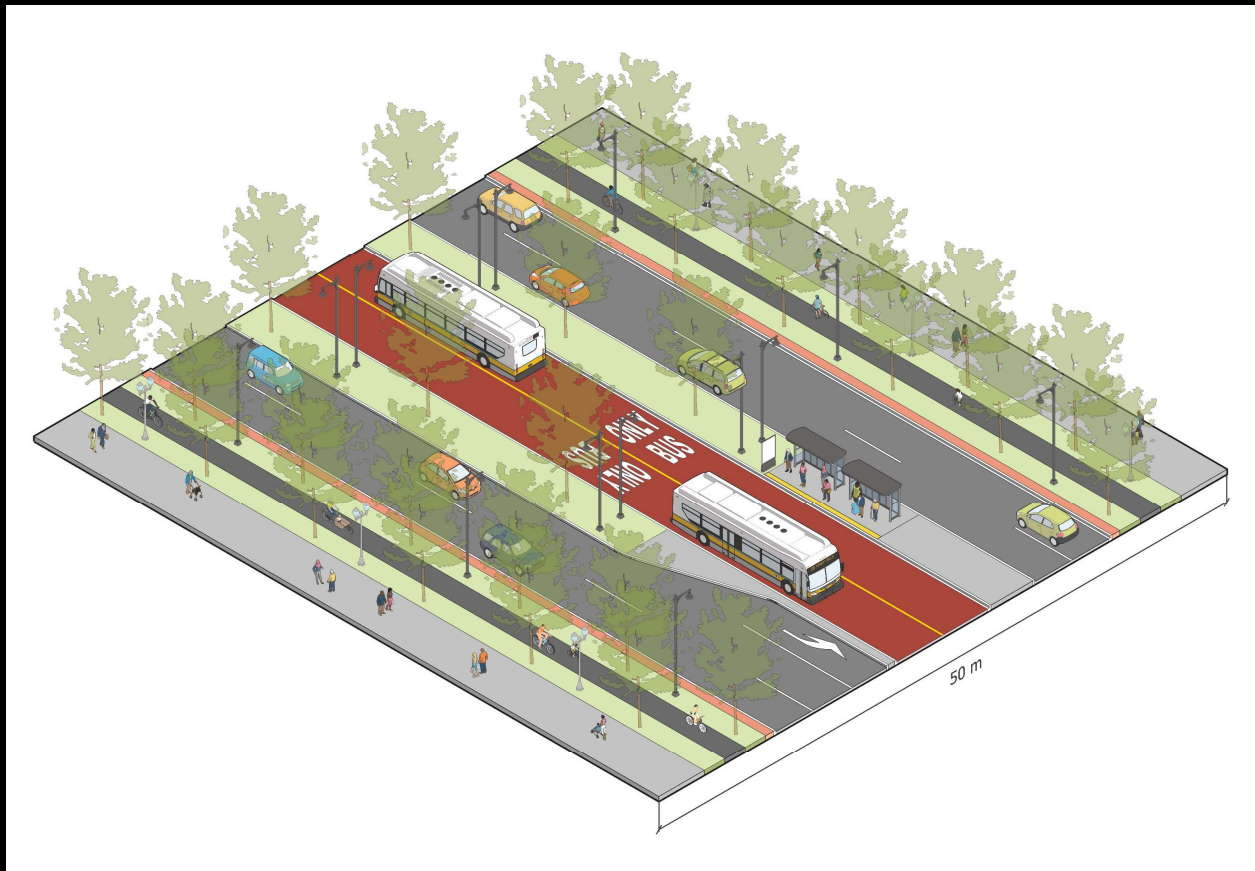
Street Network and Major Growth Opportunities: GTA West



Street Network and Major Growth Opportunities : Boulevard



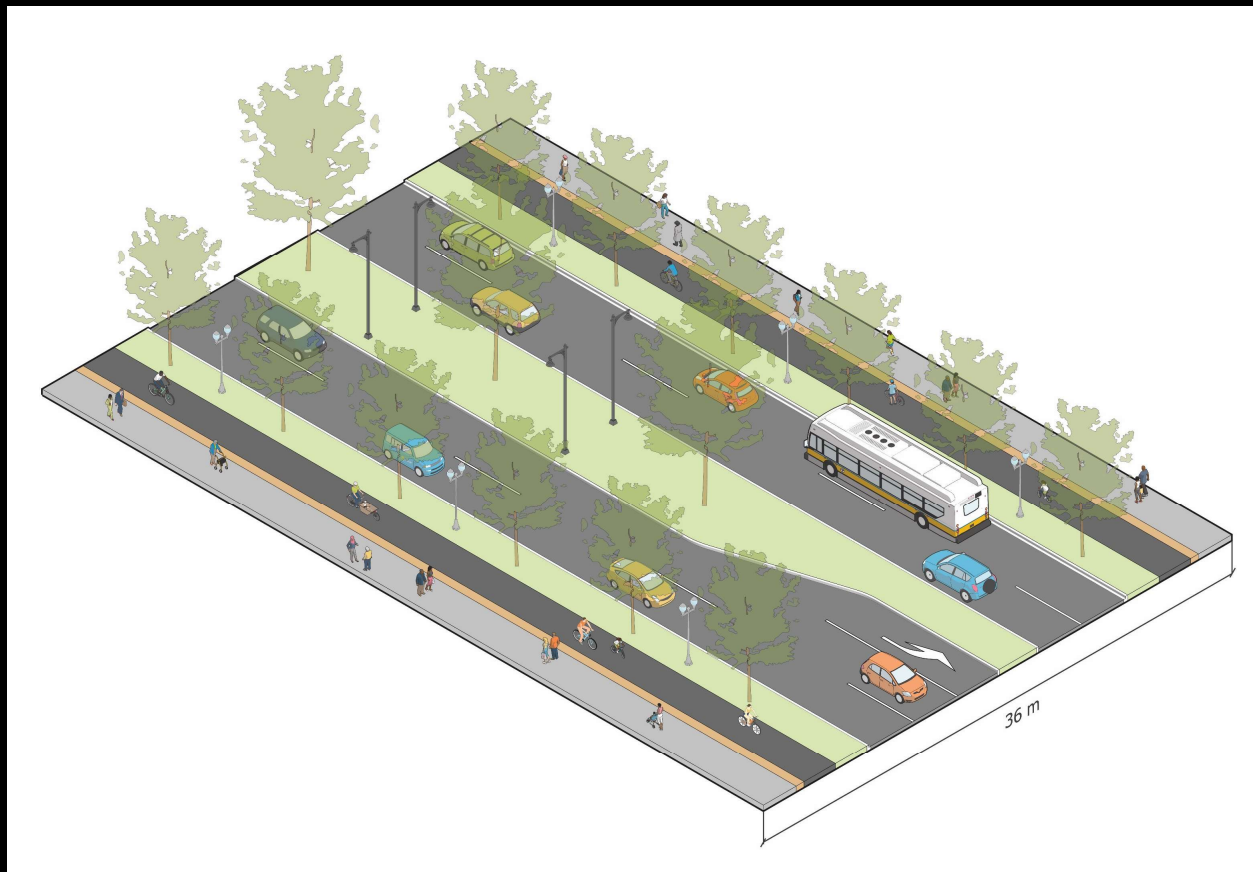
Mississauga at Steeles



Key Features:

- Dedicated lanes for Bus Rapid Transit (BRT),
- Far-side bus stops for local routes,
- Separated directional bike lanes that accommodate all users,
- Wide and complete sidewalks that encourage activation and use,
- Street buffers with canopy trees to provide shade, improve air quality, and create a sense of enclosure,
- Lighting to improve safety and visibility

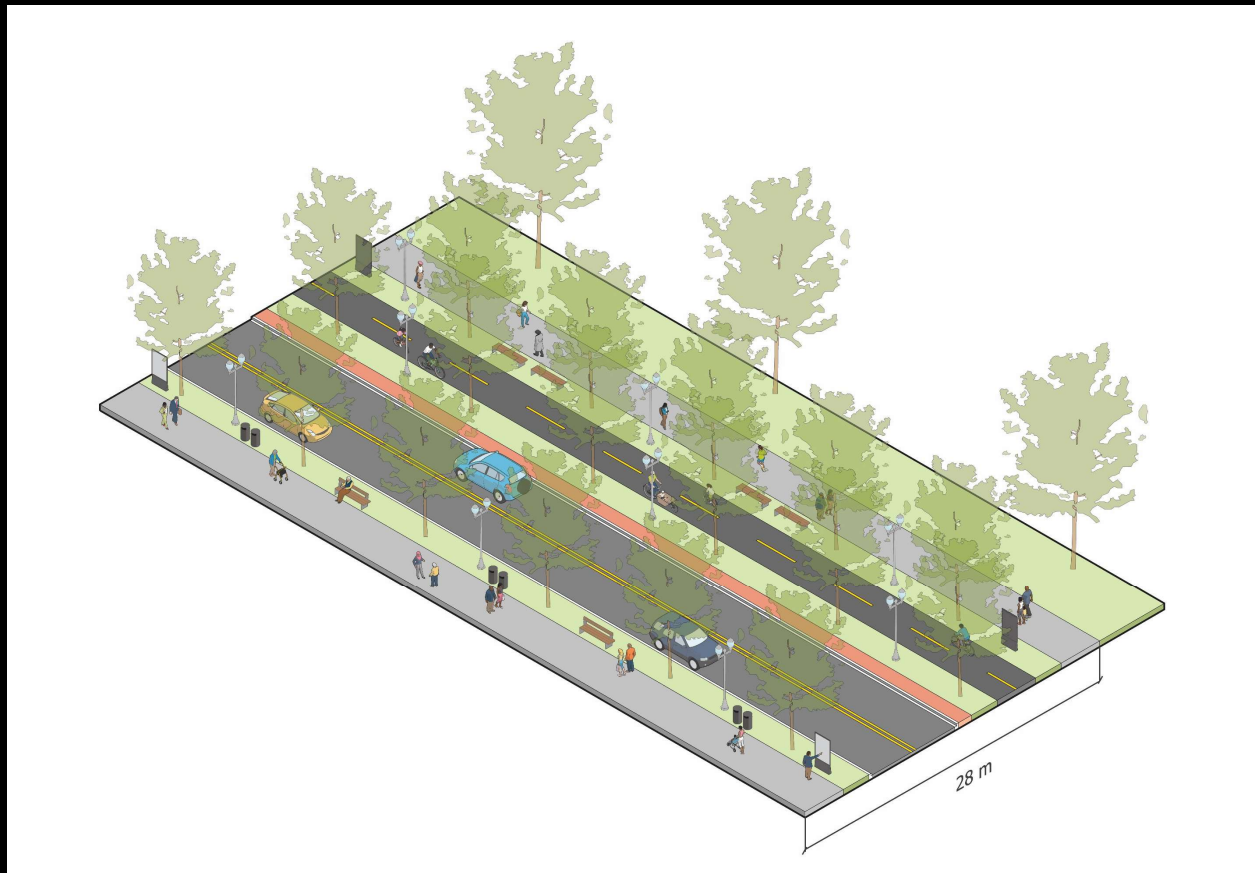
Heritage Road & BramWest Parkway



Key Features:

- Far-side bus stops for local routes,
- Separated directional bike lanes that accommodate all users,
- Wide and complete sidewalks that encourage activation and use,
- Directional indicators to separate bicyclists and pedestrians
- Street buffers with canopy trees to provide shade, improve air quality, and create a sense of enclosure,
- Lighting to improve safety and visibility

Lionhead Road



Key Features:

- Separated two-way bike lane that accommodate all users,
- Bike lane located on the north side of the street adjacent to public amenities,
- Streetside seating to allow activate and allow for respite spaces,
- Wide and complete sidewalks that encourage activation and use,
- Street buffers with canopy trees to provide shade, improve air quality, and create a sense of enclosure,
- Lighting to improve safety and visibility

Centres



Major Transit Station Area (MTSA)

- Most dense and intense (people and jobs)
- High-Rise, Mid-Rise, Low-Rise
- Two higher order transit lines
- Walkable, connected network
- High proportion employment

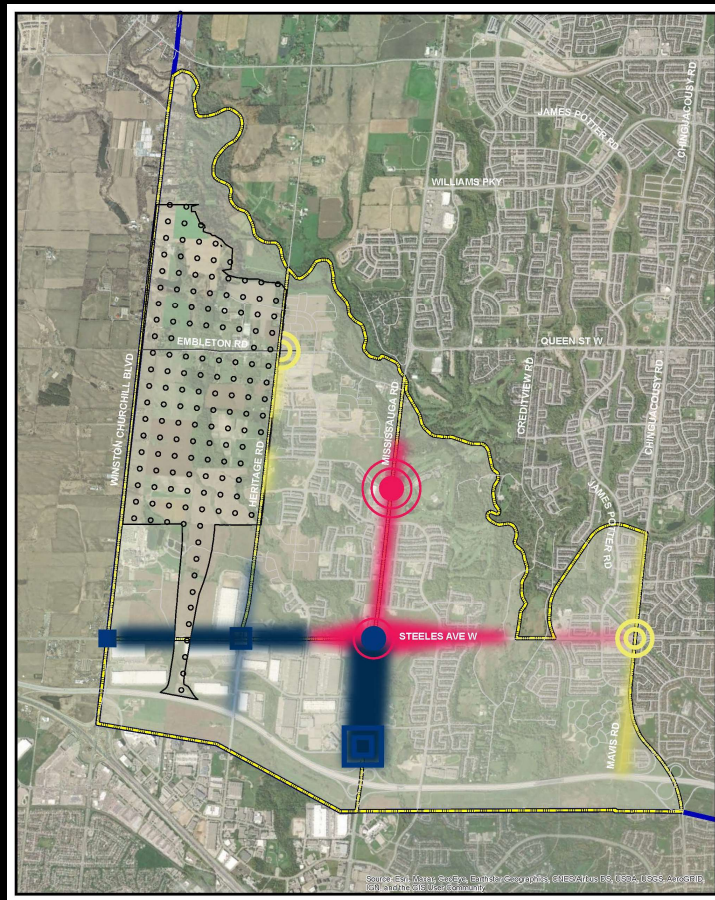
Town Centre

- Mid-rise & Low-Rise Plus (people and jobs)
- One higher order transit line
- Walkable, connected network
- Medium to high proportion employment

Neighbourhood Centre

- Low-rise plus dense and intense (people and jobs)
- Local transit
- Neighborhood serving
- Walkable, connected network
- Medium to low intensity employment

Intensification Heat Map



Development and use will intensify along key corridors and in centres

- Along Mississauga and Steeles
- To a lesser extent along Heritage and Chinguacousy Roads
- MTSA Mississauga at Steeles
- Town Centre Mississauga at Lionhead
- Modern industries district south of Steeles

Legend

— Street

 Bramwest Boundary

 City Limit

 PMTSA Node

 Employment Node

 Gateway Employment Node

 MTSA Node

 Town Centre Node

 Neighbourhood Centre





 **Watson
& Associates**
ECONOMISTS LTD.

City of Brampton
BramWest Secondary Plan Review:
Market Analysis

Public Meeting
March 23, 2023



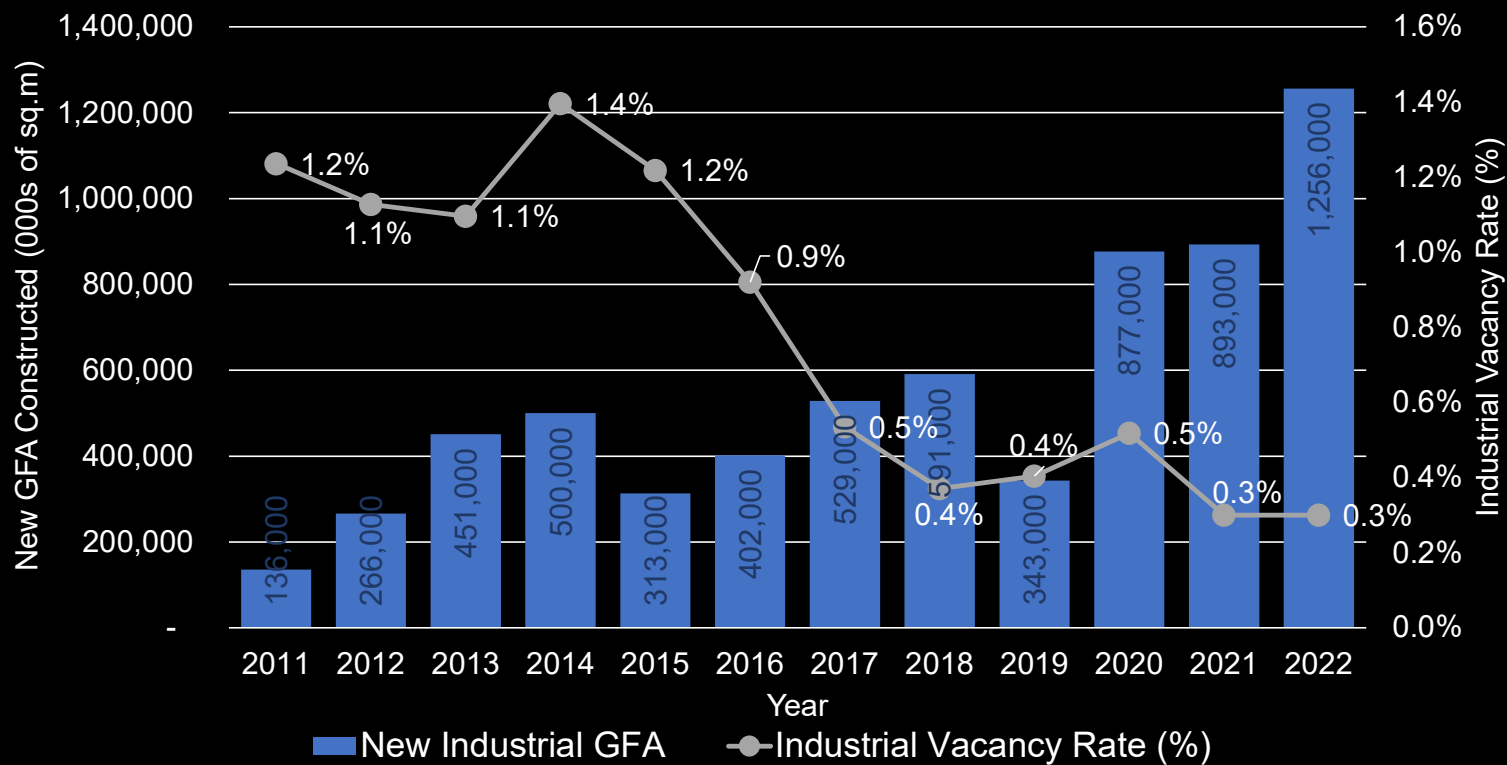
Overview

Regional and Local Market Analysis

Industrial Gross Floor Area (GFA) Trends

Greater Toronto Area

Average Annual Industrial Gross Floor Area (sq.m), 2011 to 2022



**Brampton
Vacancy
Rate:
0.4%**

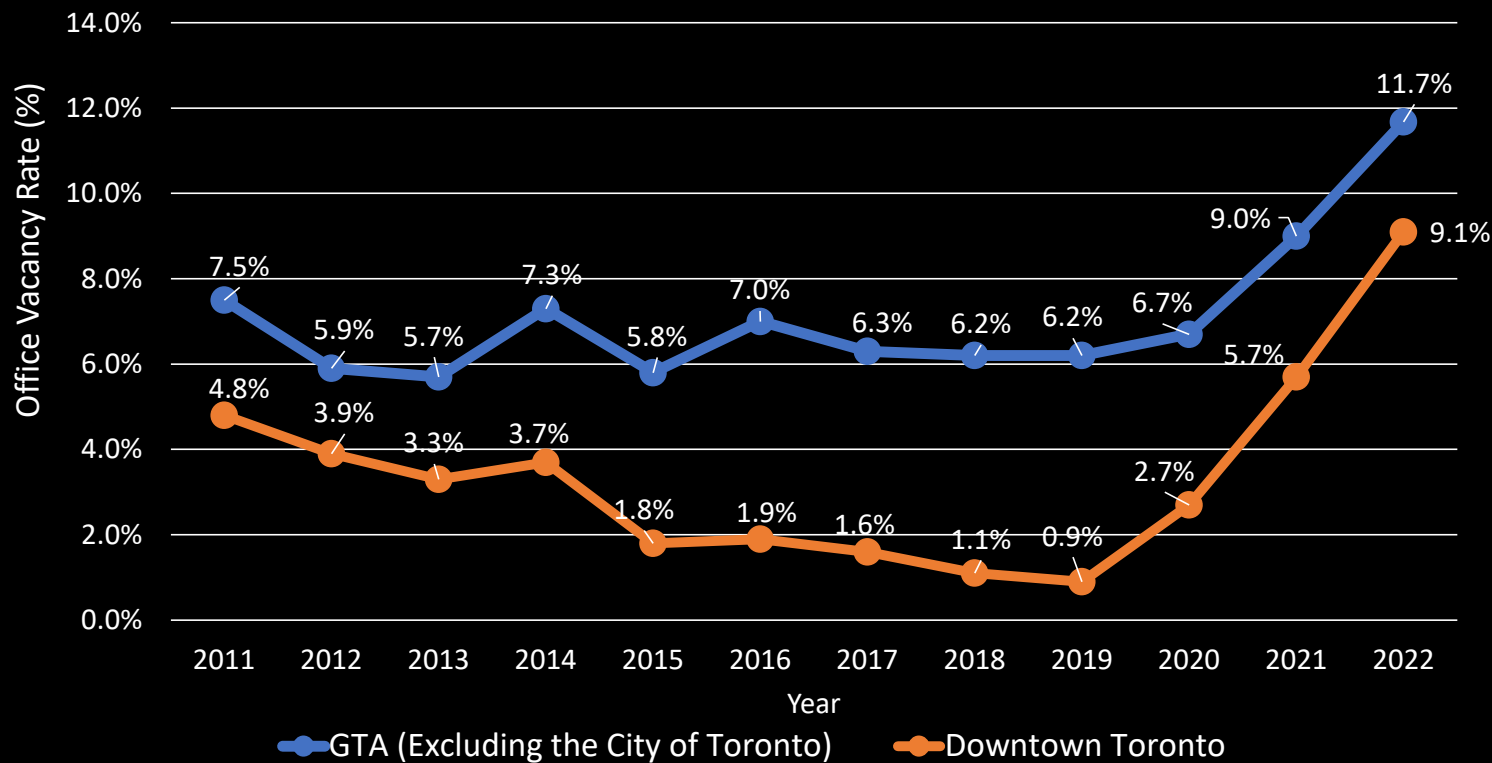
**Brampton
5-Year Share
of GFA:
23%**

GFA = Gross Floor Area

Source: Derived from Colliers International real estate market reports.

Office Gross Floor Area (GFA) Trends

Greater Toronto Area
Office Vacancy Rate (%), 2011 to 2022



Source: Derived from Colliers International real estate market reports.

Planning for Employment Areas

- Evolving macro-economic trends are requiring further consideration regarding how we plan for Employment Areas.
- Warehousing and automation in manufacturing resulting in lower labour requirements and decline in floor space per worker.
- Employment Areas are becoming increasingly diverse accommodating a range of employment activities not easily accommodated in urban settings.
- Increasing need for knowledge-based sectors in Employment Areas, requiring commercial and recreational amenities in proximity to workplace.



Warehousing



Integrated Uses



Knowledge Economy



Employment Area Supportive Uses

Planning for Office

- Office development over past decade driven by strong growth in “knowledge-based” and creative sectors.
- Office development becoming increasingly diverse with respect to built form and geographic location:
 - Emphasis on quality of space (e.g., Class A Office) in amenity-rich areas (e.g., high-order transit);
 - Office space increasingly integrated within other uses (warehousing, training centres, R&D); and
 - Hybrid office arrangements (work from home/work in office) putting downward pressure on floor space per worker.



Hybrid
Workplaces



Class A Office



Flex Office



Mixed-Use

Planning for Retail

- Trend towards smaller store footprints, including more emphasis on serving the local area.
- Blending of e-commerce and “bricks and mortar” functions is becoming more prevalent.
- Growing demand for mixed-use sites. Combining retail and residential uses increase the vibrancy of the area.



Small Format Stores

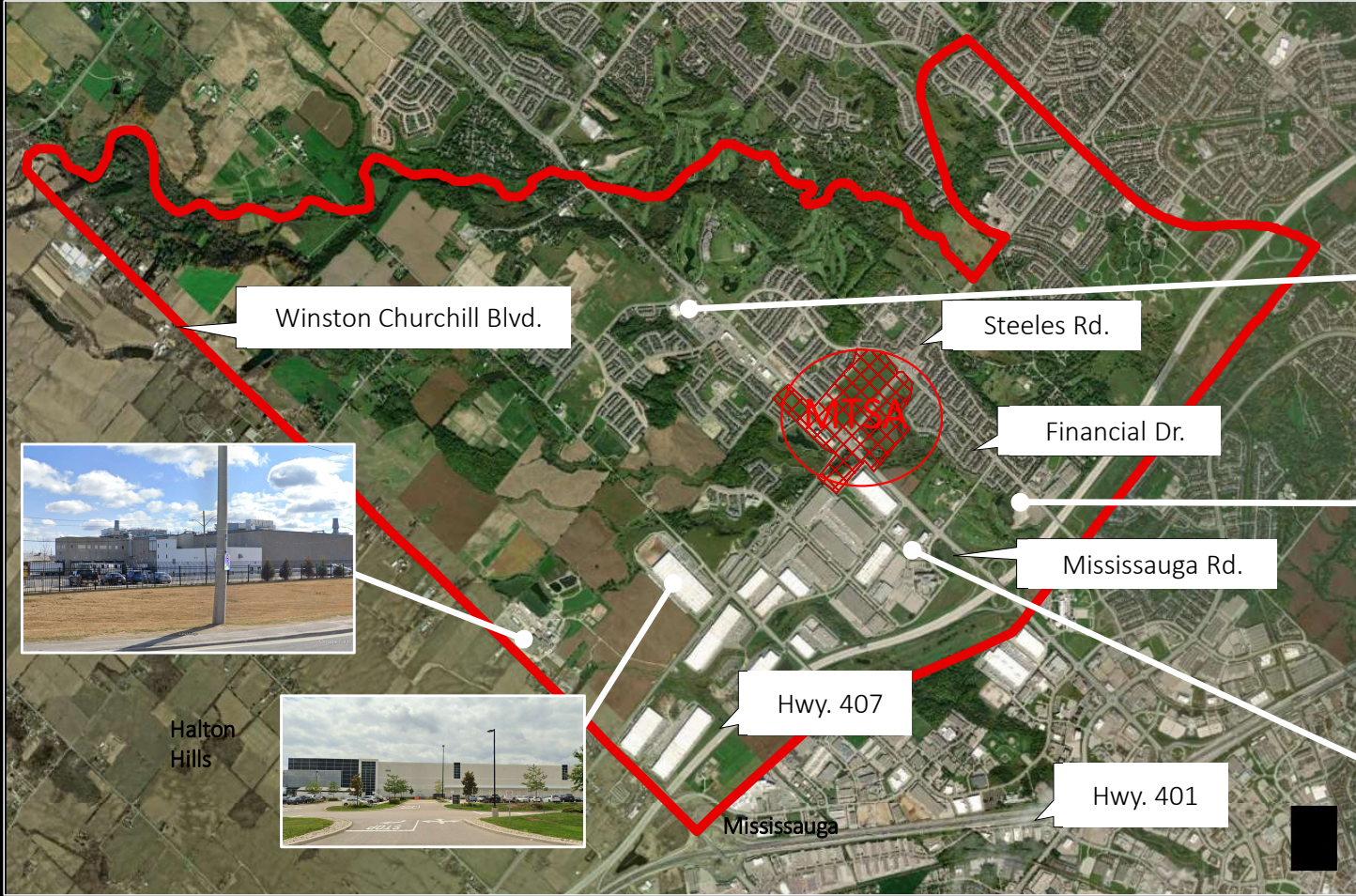


Buy Online, Pick-up at Store



Mixed-Use

BramWest Area



Halton Hills



Under construction, architectural rendering (Source: MDA_Space instagram)



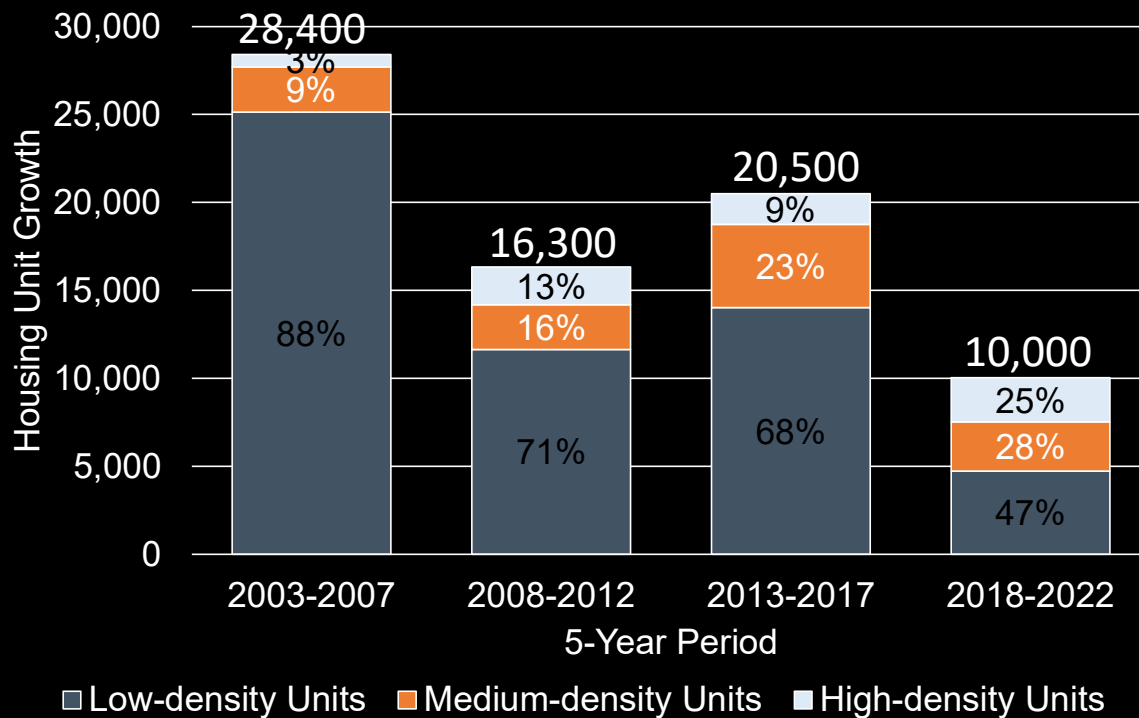
MTSA = Major Transit Station

Aerial Imagery Source: Google Earth.

Residential Housing Trends

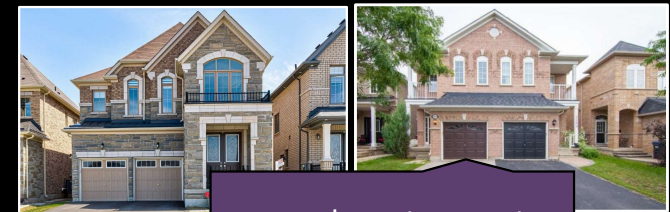
Brampton

Share of New Unit Construction by Housing Type



Excludes Secondary Units.

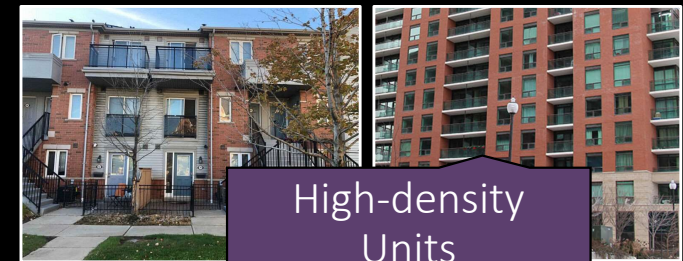
Source: CMHC Housing Starts Survey, 2003 to 2022.



Low-density Units



Medium-density Units



High-density Units

City of Brampton Minimum Growth Targets

2051
Population:
985,000
Jobs:
355,000

MTSA:
160 people and
jobs/ha¹

Neighbourhoods
in DGA:
71 people and
jobs/ha²

Existing
Average:
58 people &
jobs/ha

Employment
Areas in DGA:
30 jobs/ha³

Existing
Average:
25 people &
jobs/ha

MTSA = Major Transit Station; DGA = Designated Greenfield Area

¹ City of Brampton Draft Official Plan, Second Draft, December 2022, policy 2.1.2.26, Table 2.

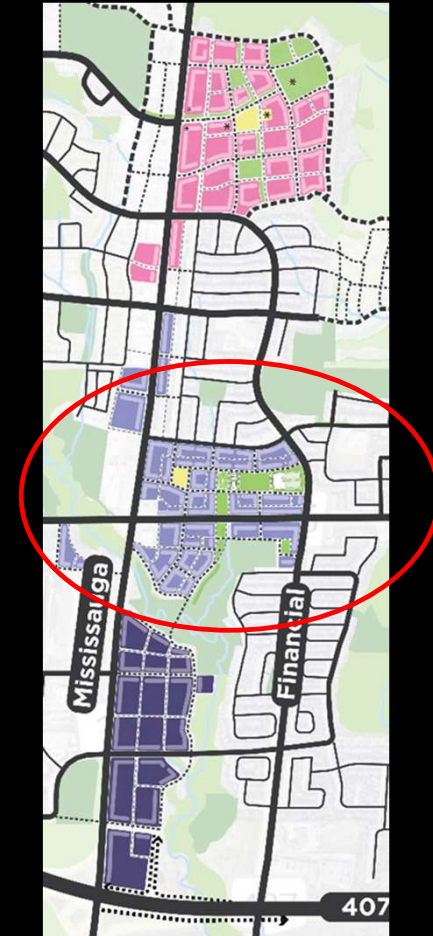
² Ibid., policy 2.1.23.

³ Ibid., policy 2.1.25.

Source: City of Brampton Draft Official Plan, Second Draft, December 2022.

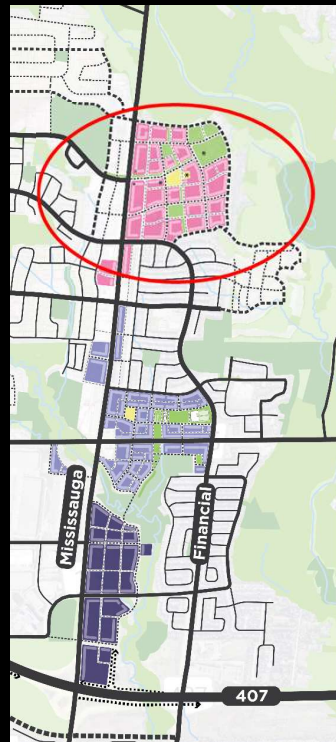
Mississauga at Steeles

Major Transit Station Area (MTSA)

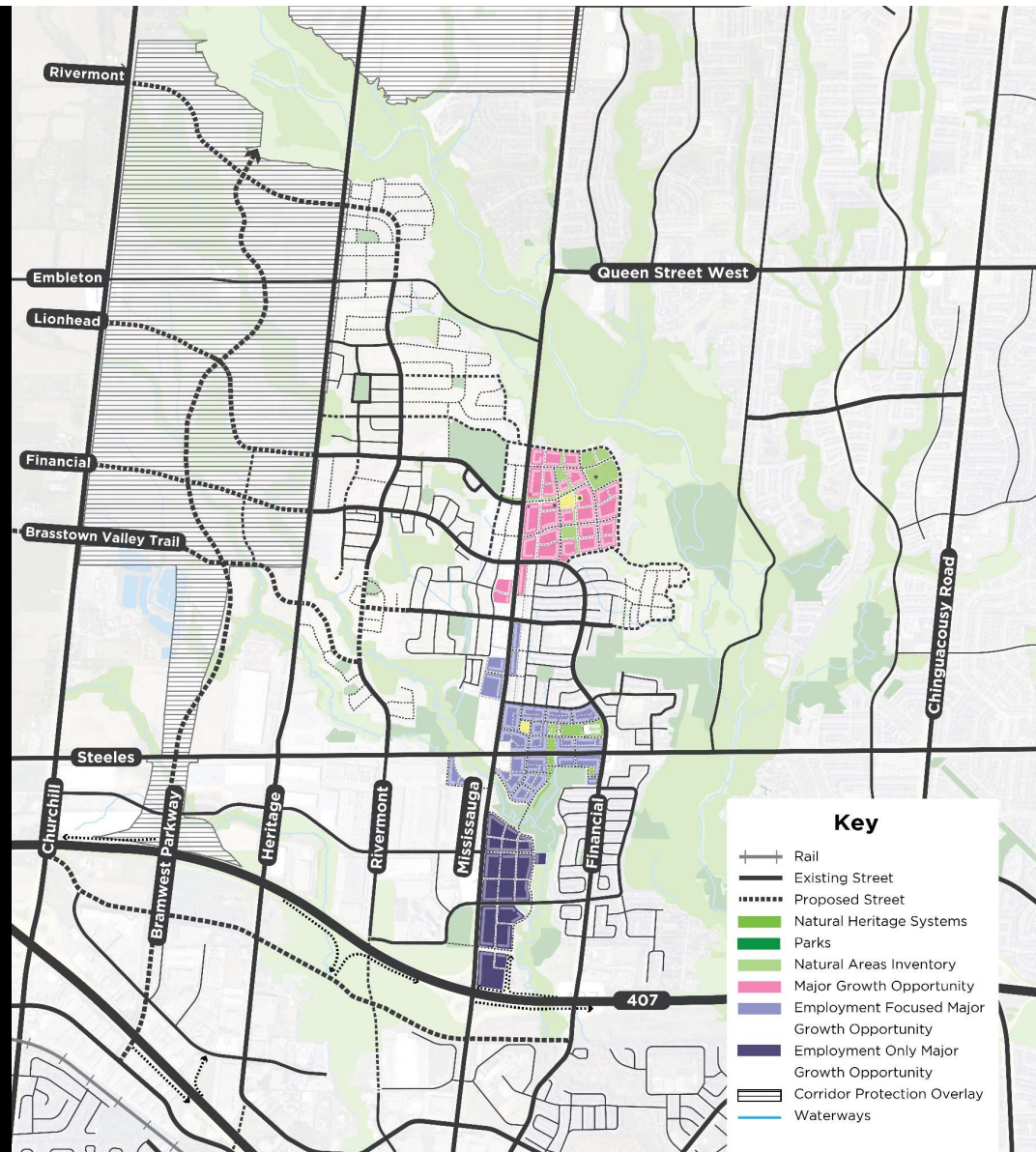


Mississauga at Lionhead

Town Centre



Bram West Complete Community Concept

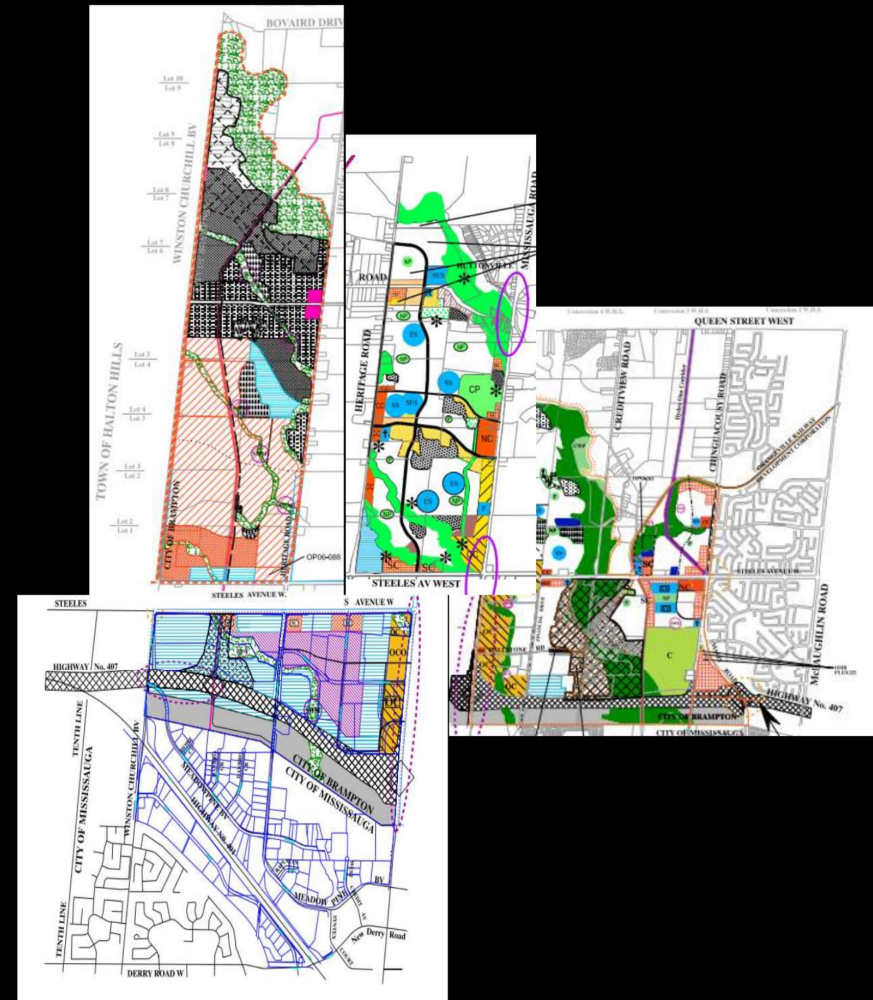


NEXT STEPS

- **Detailed Economic Analysis**
- **Future Phases:** Secondary Plan Policy Development and technical analyses and studies

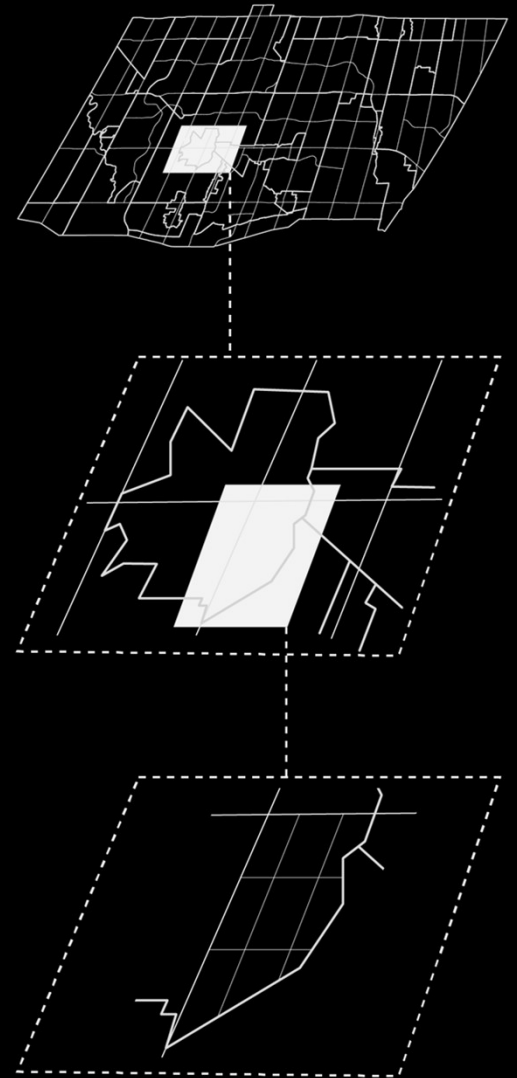
WHAT IS A SECONDARY PLAN?

- There are four in-effect Secondary Plans in place today, applying to different sectors of Bram West.
- This Secondary Plan Review will result in a new Secondary Plan for Bram West that considers:
 - Updated population and job forecasts to 2051
 - New Provincial and Regional planning and infrastructure projects
 - Align with the Big Moves and Guiding Principles for Bram West



WHAT IS A SECONDARY PLAN?

- Secondary Plans establish local long-range development policies to guide growth and change in defined areas.
- Secondary Plans contain more detailed policies than the official plan, and consider:
 - How land will be used
 - What transportation networks are needed
 - How the area will be serviced (e.g., water and wastewater)
 - What community amenities may be needed
 - The protection of specific environmental areas



BRAMPTON PLAN CONTEXT

The City of Brampton is preparing a **new Official Plan** – called Brampton Plan, that sets out policies across the City. Brampton Plan envisions a more urban future in Bram West.

The Secondary Plan Review will need to consider:

- The Bram West **Town Centre**;
- Mississauga Rd. and Steeles Ave. **Major Transit Station Area**; and
- **Secondary Urban Boulevards** along Mississauga Rd. and Steeles Ave.
- Support Transit Corridors



HOW TO PARTICIPATE IN TODAY'S OPEN HOUSE

- Your microphone will be muted unless called upon during the Discussion and Question period
- This meeting is being **recorded**
- You can **participate** in the Public Open House by:
 - Asking a question using the Q&A Function.
 - Using the “raise hand” feature to speak with the Project Team
- Please be respectful and constructive
- We will address as many questions as possible tonight, and will respond to others via the website
- You can also submit comments to the City by e-mail: **bramwest@brampton.ca**



The personal information collected during this meeting is collected under the authority of the *Municipal Act* S.O. 2001, c.25. The information will be used for future reference and planning purposes for the City of Brampton's Planning, Building, and Economic Development Department.

Questions about the collection of personal information and information collected should be directed to opreview@brampton.ca information collected during this meeting is collected under the authority of the *Municipal Act* S.O. 2001, c.25. The information will be used for future reference and planning purposes for the City of Brampton's Planning, Building, and Economic Development Department.

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