



BRAM WEST LAND USE CONCEPT PLAN

Land Use Concept Plan and Population and
Employment Forecasts for a Secondary Plan
Update of the Area 40 Bram West



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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.



CHAPTER 1

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The Bram West Secondary Plan Area has the potential to become a complete community offering a range of employment opportunities, housing options and commercial/institutional amenities in a more compact urban environment. Currently the community comprises approximately 25,500 residents, primarily housed in single/semi-detached dwellings and townhouse units. Over the long term it is anticipated that this area, with its proximity to a major employment cluster and the prospect of higher-order transit (Bus-Rapid Transit or Light-Rapid Transit), will support opportunities for a greater range of housing options, including higher-density housing forms (i.e., mid-rise and high-rise apartments). At full buildout, it is anticipated that, on the remaining vacant lands within the Bram West Secondary Plan Area, the potential exists to accommodate approximately 14,880 additional housing units and an associated population increase of 36,500 residents. By 2051, it is estimated that just under 60% of the housing unit potential will be realized.

The Bram West Employment Area accommodates an employment base of 13,700 jobs as of 2023, comprised of a wide range of employment sectors. Management of Companies and Enterprises is the largest sector in the Bram West Employment Area, representing just under a third of the employment base. Within the study area, Employment Area lands are approaching buildout with only 47 net hectares of vacant employment lands remaining. By 2051, it is estimated that the Employment Area lands within the Bram West Secondary Plan Area will be fully developed, accommodating up to 1,400 additional employment lands employment.

The area has also been successful in attracting major employers and is a logical extension of the Meadowvale Business Park in Mississauga, which bodes well in further developing the office base. It is anticipated that the Bram West Secondary Plan Area will accommodate 10,000 major office jobs by 2051. This represents 66% of the major office potential that could be accommodated within the Bram West Secondary Plan Area. While some employers, typically those in the technology sector, may move to a fully distributed work operation, this does not appear to be the norm, as most employers are adopting a hybrid (at home/at office) work model. This approach emphasizes a greater need to repurpose existing or new office space to provide more collaboration rooms, private meeting rooms and shared-office space with less emphasis on private office space. Looking forward, these trends are anticipated to generate increasingly higher average office floor space per worker (FSW) levels and potentially reduce the office space needs per capita over the long term. Such trends, however, are not anticipated to eliminate the need for new office construction over the long term.

In order to achieve a complete community offering a range of commercial and institutional uses for residents in the area, it is recommended that the City plan for a population-related employment ratio (number of residents per population-related employment jobs) that would improve from the existing population-related employment ratio. A forecast of approximately 4,330 population-related employment by 2051 would provide one new population-related employment job per six new residents. This ratio would allow for a larger retail base to support the local residents and employees in the area. Furthermore, to successfully attract major office employment, the area will need to provide commercial and institutional amenities to support the employment base.

Overall, the Bram West Secondary Plan Area has the potential to accommodate an additional 72,000 people and jobs by 2051 on vacant lands and approximately 44% of this potential would possibly be achieved by 2051. At full buildout, the total density of this area is estimated at 101 people and jobs per ha (110,800 people and jobs/1,094 ha = 101 people and jobs per ha) and varies by land use concept area. This represents almost a doubling of the current density of the area at 52 people and jobs per ha. This significant increase in overall density is anticipated to be largely driven by higher-density development forms in four strategic areas – Town Centre; Town Centre Connection; Major Transit Station Area; and Office Corridor.

The assumptions include:

- i) previously approved development permissions will remain in place;
- ii) the Natural Heritage System (NHS) from the Official Plan, inclusive of the water courses, will be carried forward and any proposed changes will be subject to future study; and
- iii) the GTA West Corridor will be studied further, and its design will be determined at a later stage along with compatible land uses. The assumption is the GTA West Corridor will follow one of two feasible scenarios, it will either be: i) a 400-series highway; or ii) a combination of context-sensitive combinations of boulevards, streets, and roads. For brevity's sake, the two scenarios will be known as the "Highway Scenario" and the "Boulevard Scenario."

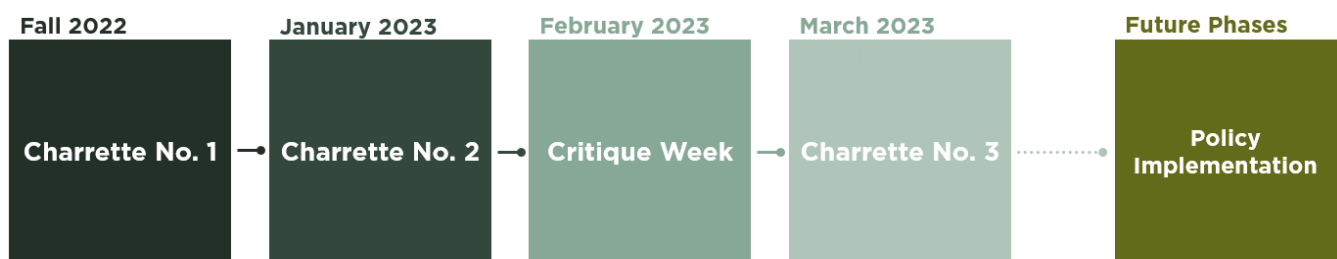


CHAPTER 2
COMMUNITY ENGAGEMENT



HOW AND WHAT WE HEARD FROM THE COMMUNITY AND STAKEHOLDERS

This chapter summarizes the key messages that emerged during the stakeholder and public consultations held in September 2022, January 2023 and March 2023 as part of the Secondary Plan Review concept development process. The feedback collected has contributed to the development of the land use concept plans for Bram West. The feedback will also inform work to be conducted in the future phases of the project, ultimately feeding into recommendations in the Secondary Plan Review.



The Bram West Secondary Plan was being reviewed through a multi-stage project which began in Fall 2022. The engagement approach for preparing the Bram West land use concepts was highly iterative. The Project began in September 2022 with **Charrette No. 1 | Discovery & Renaissance** which was the first opportunity for the Project Team to introduce the overall project to residents and stakeholders, explore key inputs into the land use concepts, and shape Big Moves for future design work. In January 2023, the Project Team regrouped during **Charrette No. 2 | Design & Discussion** to take the input received during the first charrette and develop preliminary land use concepts. During the week of Charrette No. 2 several stakeholder and public meetings were held to gain feedback and refine the concepts. By the end of Charrette No. 2, draft land use concepts were presented to the community.

A **Critique Week** was held in February 2023 where comments and input were received on the draft land use concepts. The input received, during Critique Week, informed the design work completed during **Charrette No. 3** in March 2023. By the end of this final charrette week, the land use concepts were refined by guidance from the public and stakeholders for the future of the Bram West Secondary Plan Area.

SUMMARY OF PARTICIPATION BY THE NUMBERS

A participation summary is provided which reflects the outcomes of Charrette No.1, Charrette No.2, Critique Week and Charrette No.3. The participation by the numbers is summarized as follows:



CHARRETTE NO. 1

DISCOVERY & RECONNAISSANCE

Charrette No. 1, held in September 2022, reflected the beginning of the iterative Bram West design process. The week-long charrette was intended to begin gathering data, background information, and make first-person observations through ground-truthing. As part of Charrette No. 1, the Project Team attended an in-person tour of the Bram West Study Area to better understand existing land uses, road connections, barriers, social and cultural contexts, and physical relationships.

Throughout the week, meetings were held with City staff and key stakeholders such as business owners, landowners,



and community organizations to identify and discuss issues, opportunities, frustrations, and short- and long-term objectives. The input received through Charrette No. 1 was used to develop a series of big moves and guiding principles for the Bram West Secondary Plan Review was refined and implemented through the subsequent stages of the process.

During Charrette No. 1, there were several emerging themes which were raised during consultation:

- Transportation Networks
- Economic Development, Tourism, & Culture
- Green Spaces & Places
- Complete Communities
- Cultural Heritage
- Sustainability & Design
- Affordability & Community Services and Facilities
- Land Use Compatibility
- Design Excellence & Placemaking

KEY CONSIDERATIONS RAISED

Transportation Networks

- Employers desire access to Highway 407, other 400-Series Highways, and Pearson International Airport
- Leverage higher order transit and sustainable transportation options
- Focus on first and last mile connections between transit stations and key destinations / areas
- Leverage access to a mobile workforce through transportation improvements
- Connect to regional transit connections for commuters who live outside of Brampton
- Improve the permeability of the road network in consideration of already approved road connections (e.g., Financial Dr. extension)
- Balance the priorities for truck traffic / goods movement and improved active transportation
- Consider how new technologies such as electric vehicles (EVs) and car sharing can support mobility in Bram West

Economic Development, Tourism, & Culture

- Multiple tenants can be in an office building, but Class A businesses are difficult to attract
- Support the ongoing vitality and economic function of employment areas
- Desire to attract innovation sector and creative industries
- Access to restaurants and entertainment facilities (amenities) is valuable for employees and clients
- Need a space for people to gather, celebrate, and experience cultural events
- Major employers serve as anchors to attract other investors & employers
- Support the creation of an economic development action plan to attract major office function to Mississauga Road and Highway 407

Green Spaces & Places

- Increase the urban tree canopy
- Create connections with the existing green network (e.g., Credit Valley)
- Focus on preservation, enhancement, and integration of the green corridor

Complete Communities

- Focus on mixed-use, mixed employment types in the Town Centre
- Focus the highest densities within the Town Centre, identifying an urban centre north of Steeles and Mississauga Road (near Lionhead Rd.)
- Create a complete urban centre in Bram West
- Lands currently used for golf courses may be suitable for future development, but will need to consider the location of flood plains

Culture Heritage

- Leverage and preserve cultural heritage buildings and landscapes, including remnant farmsteads and orchards
- Promote cultural heritage through tourism
- Create new green spaces and/or public art that integrate cultural heritage elements

Sustainability & Design

- Build a climate ready, sustainable, and walkable community
- Focus on restoration of existing natural features through restoration corridors
- Create better east-west connections to the green space/natural heritage system and connect to the Credit Valley Trail
- Integrate low impact development into the streetscape and green stormwater infrastructure as part of street design
- Consider pedestrian and cyclist safety along the existing road network
- Ensure protection of wetlands and woodlands
- Update the 1999 Subwatershed Study to identify development areas and limitations
- Expand existing hedgerow and integrate into the design of new developments
- Consider how district energy could be used in Bram West

Affordability & Housing

- The need to increase housing options in Bram West and diversity of tenure
- Identify locations for increased densities, including neighbourhood centres, which provide housing choice within neighbourhoods

Community Services and Facilities

- Need for outdoor spaces for residents to enjoy (e.g., balconies, light, green space etc.) and places to walk
- Provide access to fresh air and outdoor amenities for employment areas

Land Use Compatibility

- Recognize major facilities and implement appropriate buffer areas to sensitive land uses (e.g., residential) early in the process
- Ensure appropriate transition between buildings (e.g., buffer areas, built form transition, separation distances)

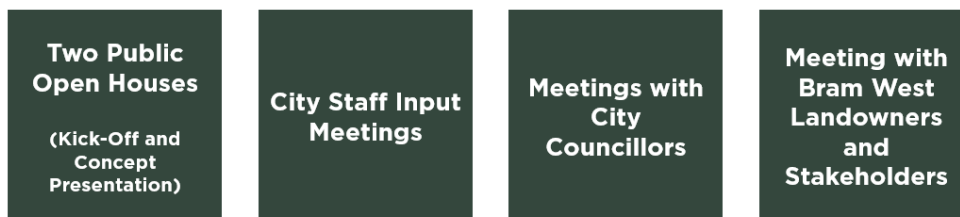
Design Excellence & Placemaking

- Build landmark places
- Create a harmonious transition between natural areas and development areas

CHARRETTE NO. 2

DESIGN & DISCUSSION

Charrette No. 2, held in January 2023, was designed to seek iterative input and feedback from the community and stakeholders on the development of land use concepts for Bram West. The week-long charrette began with the Project Team refining the Big Moves to inform the concepts. Through the engagement opportunities held throughout the week, certain themes emerged that were considered by the Project Team when developing the draft land use concepts. Engagement events and tactics used as part of Charrette No. 2 included:



The community was kept informed of the project and ways to get involved through the City's website. The community was able to register to attend one or both public open houses and provide their input throughout Charrette No. 2. The City's webpage served as a repository for information of previous and ongoing work in Bram West, as well as to promote future engagement opportunities.

CHARRETTE NO. 3

LAND USE AND DENSITY CONCEPTS

Charrette No. 3, held in March 23, 2023, was designed to present the refined land use options for Bram West to the community, Council and key stakeholders. Watson & Associates completed a Regional and Local Market Analysis for Bram West which was presented during Charrette No.3. Based on community feedback and updated data, several changes were made to the land use options from Charrette No.2.

The changes to the land use options included:

- Refining the transportation network
- Refining the Town Centre land uses
- Refining the MTSA land uses
- Refining proposed transit way (along Highway 407)
- Adding priority bus support corridor
- Adding the Corridor Protection Area overlay

Engagement events and tactics used as part of Charrette No. 2 included:

City Staff Input Meetings	Meetings with City Councillors	Meeting with Bram West Landowners and Stakeholders	Open House (Land Use Concept Presentation)
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KEY CONSIDERATIONS RAISED

Transportation Networks

- Leverage higher order transit and sustainable transportation options
- Improve connectivity and access to transit in employment areas
- Seek innovative solutions for high quality passenger experience at transit stops while considering environmental and financial sustainability, safety and accessibility
- Focus on Mississauga and Steeles corridors (Town Centre and MTSA)
- Establish an interconnected street network for transportation, transit and active transportation
- Understand where the opportunities for urban intensification are within areas currently under corridor protection for the GTA West Corridor

Economic Development, Tourism, & Culture

- Desire to attract the innovation sector and creative industries
- Access to programs and amenities for the area that best serve the community
- Support the creation of an economic development action plan to attract major office function to Mississauga Road and Highway 407

- Establish a Town Centre with mixed employment types

Green Spaces & Places

- Increase the urban tree canopy
- Create connections with the existing green network (e.g., Credit Valley)
- Determine appropriate locations for trails and trail systems

Complete Communities

- Focus on mixed-use, mixed employment types in the Town Centre
- Focus the highest densities within the Town Centre
- Create a mix of housing options to accommodate growth targets
- Identify an urban centre north of Steeles and Mississauga Road (near Lionhead Golf Club Road)
- Lands currently used for golf courses may be suitable for future development, but will need to consider location of flood plain
- Communities that are adequately dense, mixed, and connected such that most daily and weekly needs can be accessed close by (i.e., within a 15-minute walk) as well as age-friendly, from youth to seniors

Culture Heritage

- Leverage and preserve cultural heritage buildings and landscapes, including remnant farmsteads and orchards
- Integrate and further protect Huttonville, Churchville, and other cultural heritage assets
- Create an interconnected street network that is cognizant of the need to protect and preserve the cultural heritage buildings and landscapes

Sustainability & Design

- Build a climate ready, sustainable, and walkable community
- Create better east-west connections to the green space/natural heritage system and connect to the Credit Valley Trail
- Consider pedestrian and cyclist safety along the existing road network

Land Use Compatibility

- Recognize major facilities and implement appropriate buffer areas to sensitive land uses (e.g., residential) early in the process
- Ensure appropriate transition between buildings of different types (e.g., buffer areas, streets, built form transition, rear property lines, separation distances)

Design Excellence & Placemaking

- Create a harmonious transition between natural areas and development areas
- Focus on a proactive approach and implementation to street design

BIG MOVES

There were several **Big Moves** created based on feedback received from the community during Charrette No.2 and refined during Charrette No.3. The Big Moves are intended to inform the development of land use concepts for Bram West and guide decision making throughout the design process. The Big Moves aim to:

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

VISION STATEMENT

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.

GUIDING PRINCIPLES

1. Connect people and places with a human-scaled, multi-modal, transportation network. Specifically:
 - i) Create multimodal streets that are comfortable for people on foot, bike, and taking transit.
 - ii) Create a connected network of streets that provide parallel and redundant routing options to:
 - spread travel loads among multiple streets;
 - reduce the need for any individual street to being excessively wide; and
 - support multimodal access.
 - iii) Create strong relationships between areas by providing direct routing, where feasible, to shorten trip lengths.
 - iv) Reconnect the highways with proximate interchange ramps to spread travel loads among multiple framework streets so that any individual street need not be excessively burdened with highway traffic.
 - v) Facilitate logistics/goods movement on appropriate streets/routes within Bram West and employing context-sensitive speeds.
2. Provide more housing choices for a wide range of household sizes, ages, abilities, and income levels.
3. Prepare for the impacts of a changing climate by growing and supporting resilient, sustainable communities and infrastructure.

- i) Provide the space in the rights of way to accommodate street trees, pervious surfaces, and active transportation.
 - ii) Plan for a compact, dense, mix of land uses so that people can find most of what they need on a daily and weekly basis nearby.
 - iii) Encourage people to use transit for their longer trips by employing transit-oriented development (TOD) practices.
 - iv) Use building forms that are adaptable to market changes (i.e., avoid single purpose buildings).
4. Concentrate intensity along transit corridors, in centres, and place lower intensity land uses away from transit corridors and centres.
 5. Respect, protect, and promote Natural Heritage and Cultural Heritage Resources.
 6. Leverage existing public and private green spaces to create green corridors.
 7. Create public spaces and civic places for people to gather, recreate, and/or enjoy nature.
 8. Create a community- and business-friendly identity for Bram West.
 9. Meet population and employment targets to accommodate growth, with emphasis on employment in transit - oriented, mixed use, centres and on employment lands.
 10. Support the success and expansion of existing businesses while designing to attract innovation and technology sectors.
 10. Create identity within the public realm, with focus on the framework streets' cross-sections, intersections, and built form along the Mississauga and Steeles corridors and within Town Centre and MTSA.
 11. Create identity within the public realm, with focus on land use and built form of existing and future neighbourhood centres.
 12. Design the framework streets with slower design, operating, and posted speeds to advance Vision Zero, multimodal objectives, cyclist and pedestrian comfort, and place-making goals.
 13. Create a Complete Community in which people reside, work, recreate, shop, start businesses and raise families.
 14. Design for economic and infrastructure sustainability by focusing on proximity and a mix of land uses.



CHAPTER 3

CONTEXT AND OVERVIEW



BACKGROUND

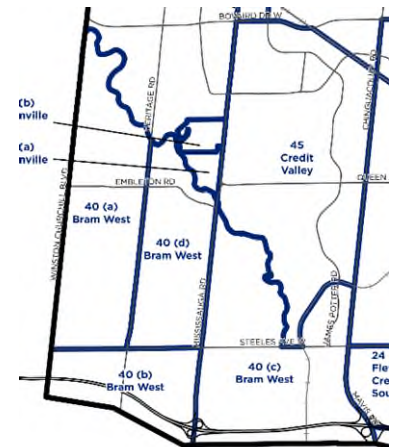
Bram West is subject to four existing Secondary Plans, in various stages of construction and development. A Secondary Plan is a more detailed local development plan which contains policies that guide growth and change in a defined area within the City.

While large portions of Bram West are built out with housing, industrial, manufacturing, and warehousing uses, as well as commercial areas and community facilities, there are many areas which are vacant and will be developed in the future. Since the Bram West Secondary Plan was first prepared in 1998, the area and planning policy context has changed, including:

- The delineation of a Major Transit Station Area (MTSA) at the intersection of Mississauga Road and Steeles Avenue in the Region of Peel Official Plan;
- The identification of a new Bram West Town Centre in the Brampton 2040 Vision and new Draft Official Plan (Brampton Plan);
- Evolution of the GTA West Transit Corridor and the future of the Boulevard; and,
- The contemplation of higher order transit along Mississauga Road and Steeles Avenue.

The City of Brampton is undertaking a review of the four Bram West Secondary Plans to bring them into conformity with the Brampton Plan and to align with other ongoing planning and infrastructure initiatives. The Bram West area covers approximately 2,500 hectares in the southwest corner of the City – defined by the Credit River to the north and east, the Town of Halton Hills to the west, and Highway 407 to the south.

The new Secondary Plan will be a long-range planning document that guides growth, development, and infrastructure investments over the next 30 years to 2051. The policy framework in the updated Secondary Plan is not intended to impact existing buildings and uses; however, as uses and buildings change, the Secondary Plan will provide guidance to ensure new development helps to achieve the vision for Bram West.



WHAT IS THE SECONDARY PLAN REVIEW?

There is a need to consider evolving factors in Bram West since the preparation of the original Secondary Plan as it relates to land use, housing, the environment, transportation, economic development and community services and facilities to support the needs of new and evolving communities. The Secondary Plan Review is an opportunity to look at the Bram West area within the context of these changes and to craft policies that guide future growth, development, and redevelopment within the Secondary Plan Area.

As a result of the first Secondary Plan Review in 2001 and through settlement of a number of appeals, the original Bram West 40(a) was divided into four Sub Areas: 40(a), 40(b), 40(c) and 40(d). Since then, conversations regarding future transportation corridors have evolved, including the Province's conceptual alignment of the proposed GTA West Corridor which runs through Secondary Plan Area 40(a). The details regarding the proposed GTA West Corridor were not available at the time of preparing the existing Secondary Plans, and there is now an opportunity to consider potential future land use options based on different transportation futures in Bram West. At this time, the detailed alignment and timing of a future Provincial transportation corridor are evolving, and it is anticipated that appropriate lands uses, adjacent to the corridor, will be determined as more details are available

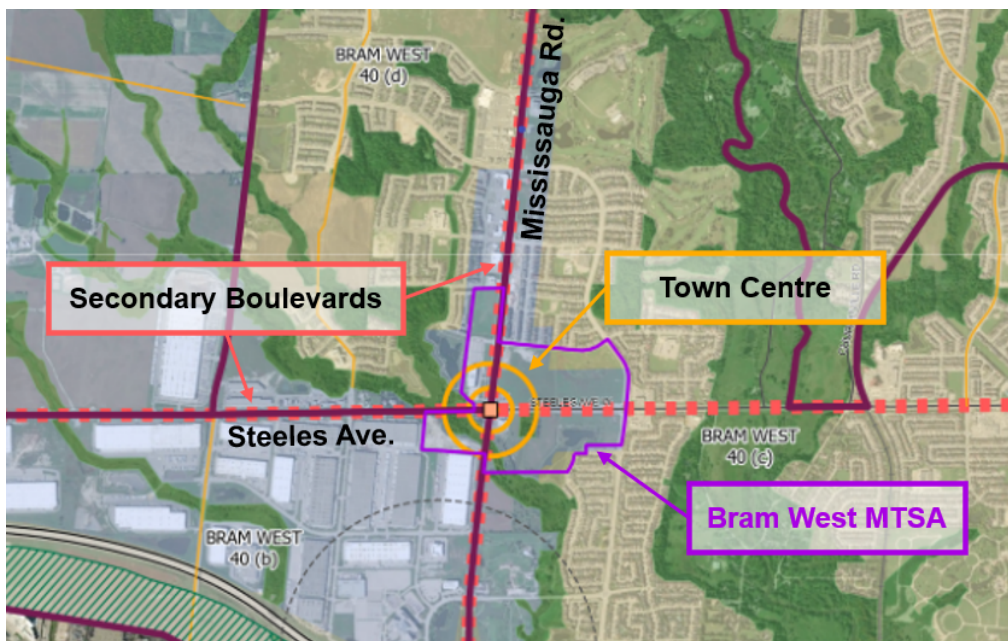
to ensure land use compatibility. The Province also continues to emphasize the need to build new housing through recent legislative and policy changes and to recognize the importance of employment areas.

Through the Secondary Plan Review, there is an opportunity to **build value, foster a high quality of life, and provide opportunities for existing industry to continue to expand and new industry to emerge and thrive.**

BUILDING ON THE DRAFT BRAMPTON PLAN

The current Bram West Secondary Plans 40(a), 40(b), 40(c) and 40(d) were prepared under the City's previous Official Plan frameworks, dating back to the 1990s. Over the years, the Secondary Plans have been amended as the Secondary Plan Areas have developed under the 2006 Official Plan which guides growth and development to the year 2031, and forecasts that Brampton would be home to 727,000 residents by that year.

The City's new draft Official Plan, **Brampton Plan**, is forecasting over 1 million residents and 355,000 jobs by 2051. Further, the Province of Ontario has released new legislation and policies as part of a long-term strategy to build more housing, including a wider range of housing types and tenures. Brampton Plan also identifies a **new Town Centre** in Bram West, delineates the Mississauga Road and Steeles Avenue **Major Transit Station Area**, and new **Secondary Urban Boulevards** along Mississauga Road and Steeles Avenue. These areas are planned as primary locations for growth and intensification in areas across the City. The Town Centre and Major Transit Station Area are associated with a density target of people and jobs that will be located in these areas and it is important to plan to achieve these growth targets. The new directions, introduced in the Draft Brampton Plan, will need to be considered in the updated Bram West Secondary Plan to ensure that it can accommodate future growth in line with updated city-building policies.



THE BRAM WEST PLANNING PROCESS

The development of the Bram West Land Use Concept Plan is the result of a public- and stakeholder-driven planning process facilitated by the City of Brampton between September 2022 and May 2023. A series of three charrettes were held during this time period, during which the project team regularly met with residents, property owners, business owners, the development community, City of Brampton staff from various departments, and representatives of diverse stakeholder agencies to provide insight on such topics as environmental preservation, housing needs, transit, schools, parks, employment and economic development, provincial priorities, and Bram West's relationship with adjacent lands. The first charrette was focused on *Discovery & Reconnaissance* which was the first opportunity for the Project Team to introduce the overall project to residents and stakeholders, explore key inputs into the land use concepts, and shape Big Moves for future design work. During this first charrette, the design team distilled community and stakeholder ideas and needs into thematic areas, which evolved into the project's guiding principles.

In January 2023, the Project Team regrouped for the second charrette which was focused on *Design & Discussion* to take the input received during the first charrette and develop preliminary land use concepts. Several stakeholder and public meetings were held to gain feedback and refine the concepts. At the end of the second charrette, draft land use concepts were presented to the community through a series of virtual public meetings with opportunity to provide feedback, ask questions, and make suggestions. A *Critique Week* was held in February 2023 where comments and input were received on the draft land use concepts through a series of meetings with various stakeholders, landowners, City staff and partner agency staff. The input received during Critique Week informed the design work completed during the third and final charrette in March 2023, which focused on *Concept Plan Refinement*. By the end of this final charrette week, the land use concepts were refined by guidance from all stakeholders for the future of the Bram West Secondary Plan Area.



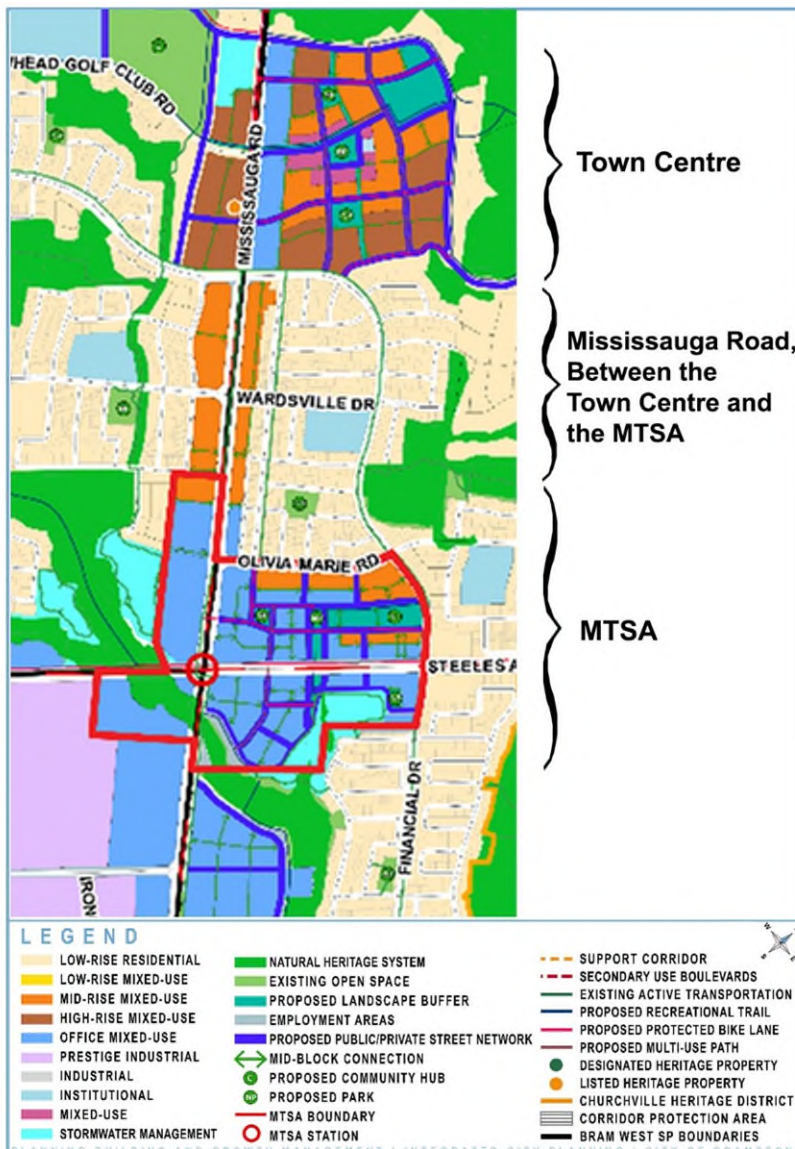
CHAPTER 4
LAND USE AND DENSITY
CONCEPT PLANS



LAND USE AND DENSITY CONCEPT PLANS

Town Centre

The Town Centre will have higher densities than in the MTSA. The highest densities will be along both sides of Mississauga Road and along the southern edge of the Town Centre. Mixed-use office and mixed-use residential will be along both sides of Mississauga Road. Along Mississauga Road to the east, office and residential land uses with a higher percentage of residential will occur. Mixed use medium density with active retail uses on the ground floor will occur along Lionhead Golf Club Road, from Mississauga Road to the Public Square and around the Public Square. The club house and its landscaped context on its block will be preserved. There will be a prominent public/civic building (e.g., library, town hall) on the east side of the public square that will terminate the view for people approaching the square, along Lionhead Golf Club Road. The streets adjacent to the square ought to be flush so that the whole of the public realm, from building face to building face can be used as a barrier free space for events. An important transit stop will be provided on Mississauga Road in the vicinity of Lionhead Golf Club Road.



Mississauga Road, Between the Town Centre and the MTSA

The land uses on both sides of Mississauga Road, between the Town Centre and the MTSA, will have mid-rise mixed uses. A transit stop will be in the vicinity of the midpoint between the Town Centre and the MTSA, with connections leading directly east and west to provide access to the adjacent neighbourhoods. A protected crossing of Mississauga Road should be provided within close proximity of the transit stop.

Employment Areas

South of the MTSA, and east of Mississauga Road, is the “Modern Industrial” area. It will be used for a mix of employment uses including office and prestige industrial land uses.

North of Steeles Road, employment/Industrial land uses will be located to the west of Heritage Road.

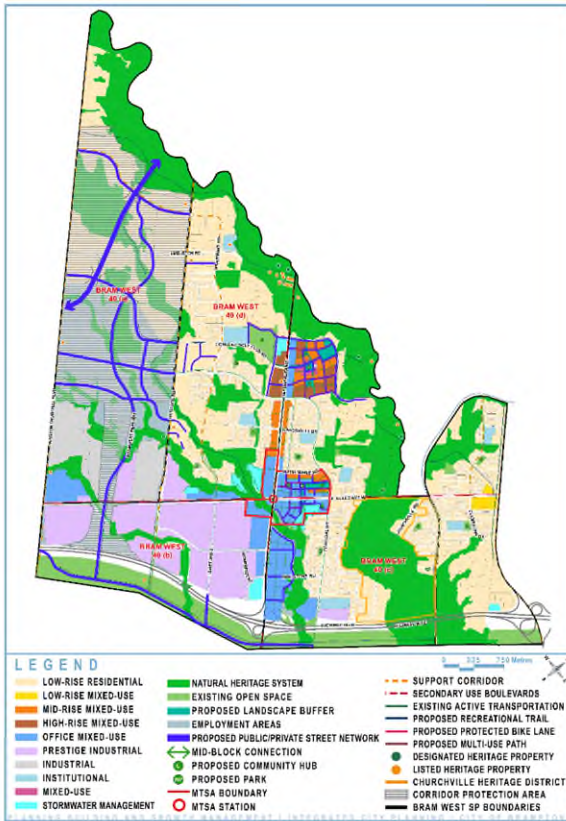
Between the Modern Industrial area and the Bram West Parkway, there will be a gradation, from the east to the west. The employment and industrial uses to the east will have fewer noticeable externalities (side effects or consequences of an industrial or commercial activity), such as odors, noise, or smoke, compared to those to the west. This is to ensure: i) compatibilities with existing industries to the west that have similar externalities; and ii) to attract similar companies/land uses to the Modern Industrial area.

Corridor Protection Area

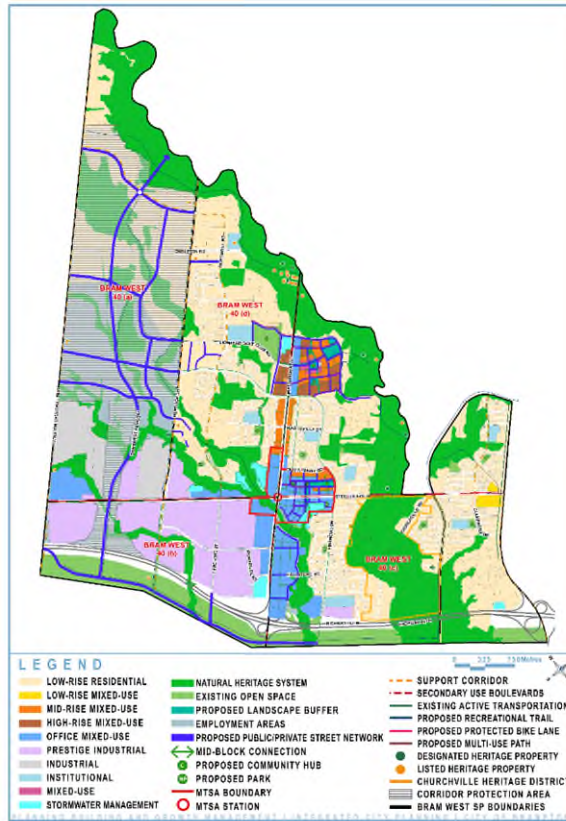
No changes are proposed to approved development applications. The Corridor Protection Area depicted on Schedule 1 and Schedule 2 will generally be used for employment/industrial land uses. However, any exceptions will be determined by future processes. Changes to the east of Heritage Road, such as those needed to create a Neighbourhood Centre, may be considered following the completion of the future processes for the Corridor Protection Area.

Schedules 1 and 2

Schedule 1 shows the Highway Scenario. Schedule 2, shows the Boulevard Scenario. The two scenarios are shown side-by-side, below, for easy comparison. The only difference between the two scenarios is in the northwest part of Bram West, where the GTA West Corridor is proposed. Otherwise, the two schedules are identical. Larger versions of the two schedules are show individually on the next two pages.



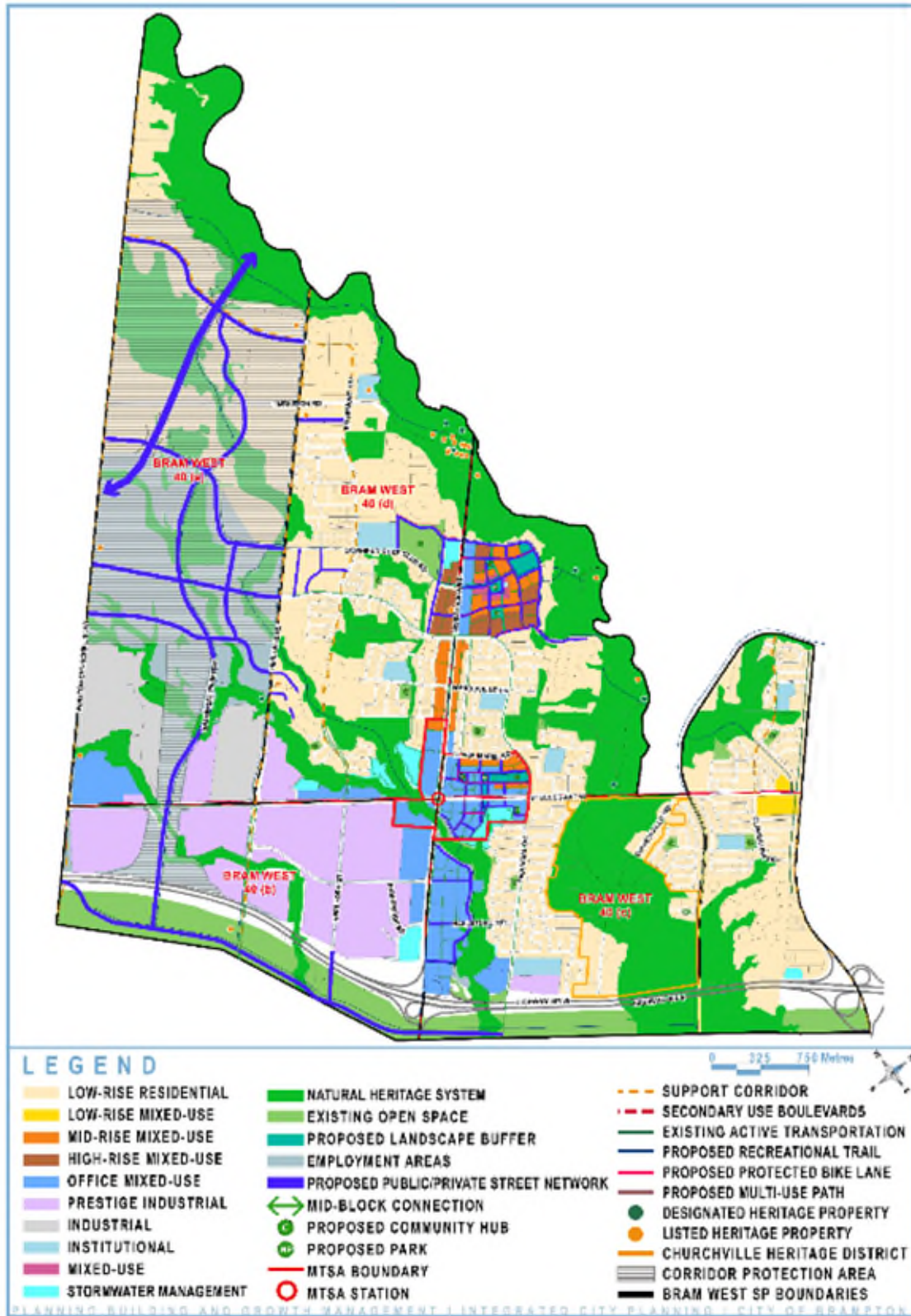
Schedule 1: Highway Scenario



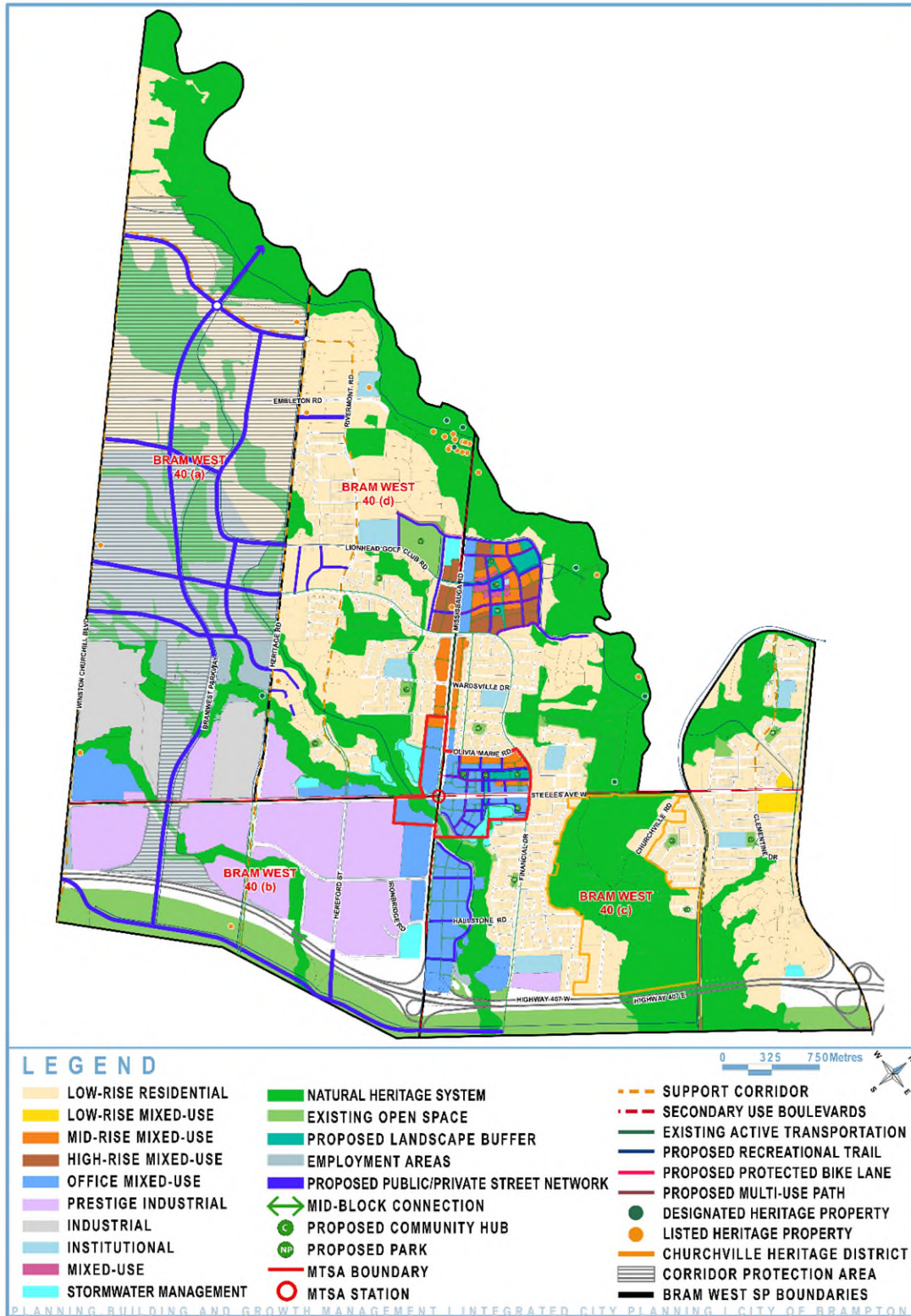
Schedule 2: Boulevard Scenario

In the Highway Scenario, a 400-series highway cuts across the Credit River Valley from the north, through the northwest part of BramWest, and then enters Halton Hills to the west. The northern terminus of the Bram West Parkway is at its intersection with Rivermont Road (a yet-to-be constructed east-west street between Winston Churchill Boulevard and Heritage Road).

In the Boulevard Scenario, the boulevard crosses the Credit River Valley, intersects with Rivermont Road, and then is renamed and becomes the Bram West Parkway.



Schedule 1 Bram West Land Use Plan, Highway Scenario



Schedule 2 Bram West Land Use Plan, Boulevard Scenario



CHAPTER 5
BRAM WEST MAJOR TRANSIT
STATION AREA (MTSA)



BRAM WEST MTSA

The Steeles at Mississauga MTSA will have high density land uses; primarily Employment and Office Mixed-Use, with some residential where appropriate. The MTSA will also have amenities such as parks, a recreation centre, hotel, conference/meeting space, farmers market, a higher order transit (such as bus rapid transit) station/stop, and a street network design that will permit busses to turn around and layover. High-rise mixed use residential land uses will be permitted where appropriate and offer a good land use transition, along the north edge of the MTSA. The transit station will be located proximate to the intersection of Steeles Avenue and Mississauga Road. The specific location will maximize pedestrian convenience and will be centrally located, as much as is feasible, within the MTSA. The MTSA will also provide a supportive block structure that accommodates layover functions in the drainage easement corridor and the ability to turn busses around, for bus routes that terminate at the station.

The street network and block structure within the MTSA are urban. What “urban” means for this context is:

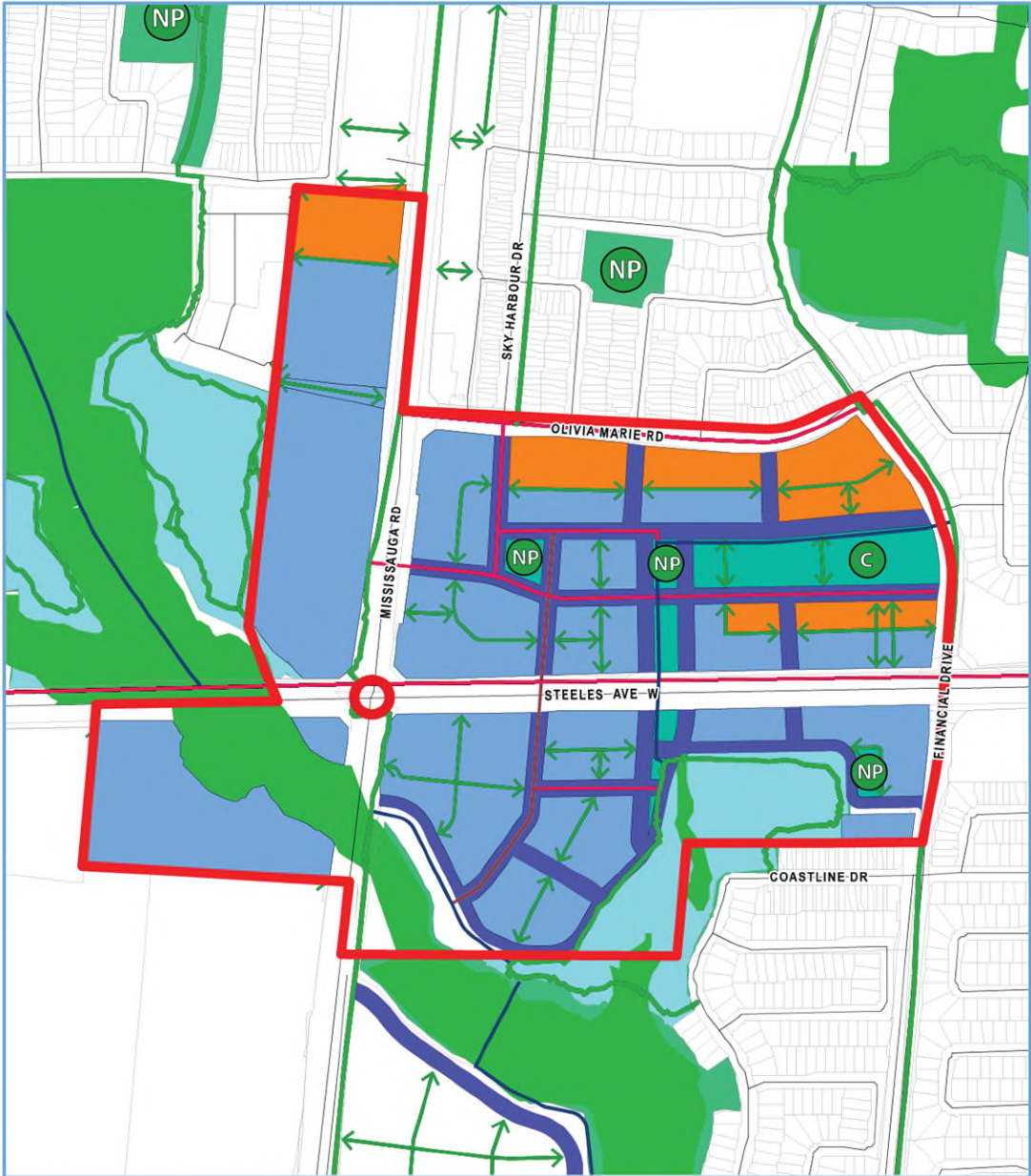
a. There are A-frontage streets, where:

- Buildings face the street (i.e., the front door and main access face the street).
- The building fronts are placed close to the sidewalks and engage the sidewalk and street.
- Ground floors provide natural surveillance via 50% or more glazing (i.e., windows and doors).
- The block frontage is 80% to 100% occupied by building, to create an engaging pedestrian environment (i.e., no gaps, blank walls, or dead spaces along the streets).
- Each open space has A-frontage streets on all sides.

b. There are B-frontage streets, lanes, service courts, or alleys. They provide back-of-house needs of the buildings (i.e., parking garages/lots, servicing, loading, unloading, trash pick-up, etc.).

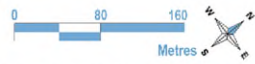
c. The streets connect in a grid-pattern as much as possible (i.e., emphasizing four-approach intersections and parallel streets).

There will be a block that will be designed to allow busses to turn around and lay over, next to the transit station. The proposed block is the block of open space, under which are the drainage easements.



LEGEND

- MID-RISE MIXED-USE
- OFFICE MIXED-USE
- PROPOSED LANDSCAPE BUFFER
- NATURAL HERITAGE SYSTEM
- PROPOSED PUBLIC OR PRIVATE STREET NETWORK
- STORMWATER MANAGEMENT
- MID-BLOCK CONNECTION
- PROPOSED COMMUNITY HUB
- NP PROPOSED PARK
- MTSA BOUNDARY
- MTSA STATION
- EXISTING ACTIVE TRANSPORTATION NETWORK LINK
- PROPOSED RECREATIONAL TRAIL
- PROPOSED PROTECTED BIKE LANE OR CYCLE TRACK
- PROPOSED MULTI-USE PATH



PLANNING BUILDING AND GROWTH MANAGEMENT | INTEGRATED CITY PLANNING | CITY OF BRAMPTON

**BRAMPTON MAJOR TRANSIT STATION AREAS
STEELES AT MISSISSAUGA STATION DRAFT LAND USE PLAN**



CHAPTER 6
JOBS AND HOUSING
ANALYSIS



JOBS AND HOUSING ANALYSIS

MARKET OVERVIEW

The following provides a summary of the long-term population, housing and employment forecast to 2051 for the City of Brampton based on the City of Brampton Official Plan forecasts and background Region of Peel Municipal Comprehensive Review (MCR) growth allocations for the City of Brampton. Following a review of the population, housing and employment forecast for the City of Brampton is an assessment of local and regional real estate trends, to provide a broader market context for planning for growth in the Bram West Secondary Plan Area.

LOCAL AND REGIONAL CONTEXT

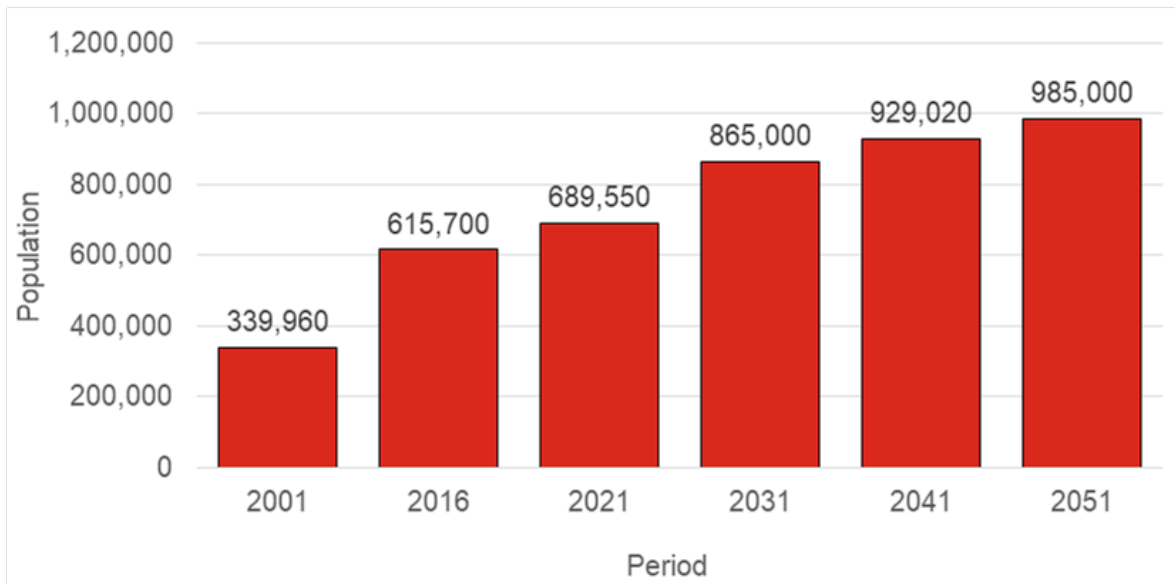
LONG-TERM POPULATION AND EMPLOYMENT GROWTH FOR THE CITY OF BRAMPTON TO 2051

City of Brampton Population and Housing Forecast to 2051

Over the past two decades, the City of Brampton has represented one of the fastest growing municipalities in Canada, with an annual population growth rate of 3.6% between 2001 to 2021. To accommodate this population increase, the City has grown by approximately 4,250 households per year over the past 20 years in accordance with Statistics Canada Census data between 2001 and 2021.

Looking forward, the City's population base is anticipated to reach approximately 985,000 people by 2051 according to the City of Brampton Official Plan (OP). This represents an increase of approximately 295,500 residents between 2021 and 2051 and an annual growth rate of 1.2%. Based on Region of Peel forecasts and the 2021 Census results, Brampton will need 107,800 new dwelling units by 2051. The City has identified in their OP that 50% of new housing will be provided through options other than single detached and semi-detached housing units. The objective of this target is to ensure that the City is responsive to the City's changing demographic base, as well as encouraging the dispersal of affordable housing options throughout the City. Figure 1 provides a summary of the City's population, while Figure 2 provides a summary of the housing forecast to 2051.

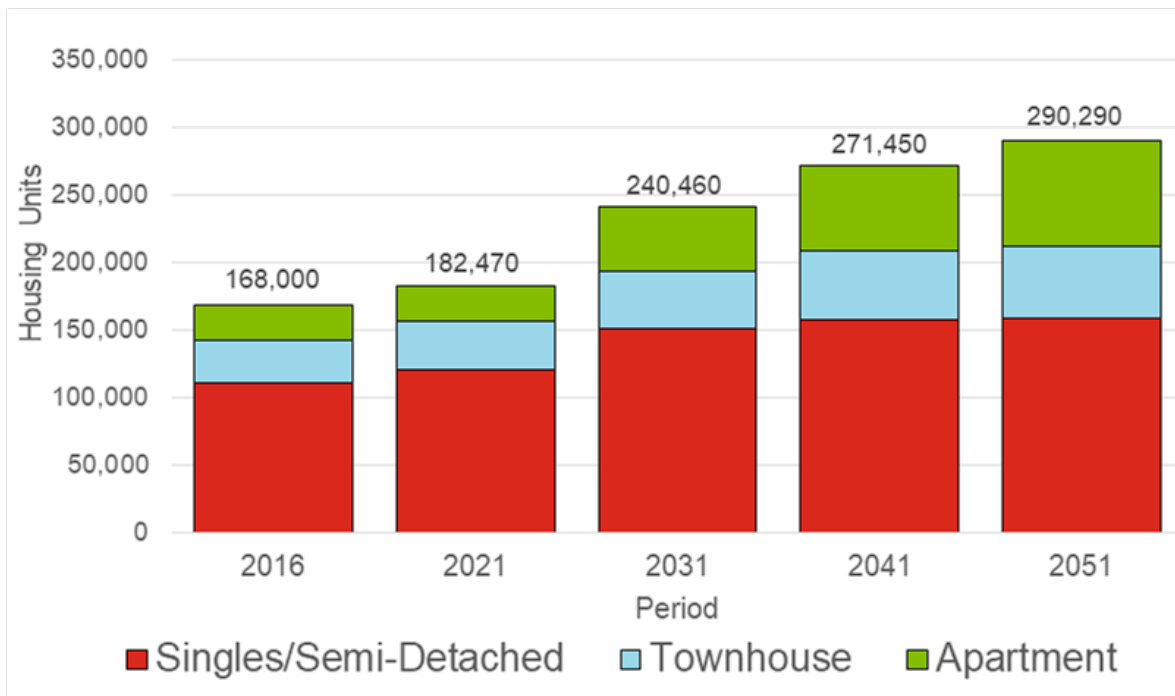
Figure 1: City of Brampton – Population Forecast to 2051



Note: Includes population undercount.

Source: Statistics Canada Census 2001 and 2021 and the City of Brampton Official Plan forecasts summarized by Watson & Associates Economists Ltd.

Figure 2: City of Brampton – Housing Forecast to 2051



Note: Based on census, unadjusted for secondary housing units.

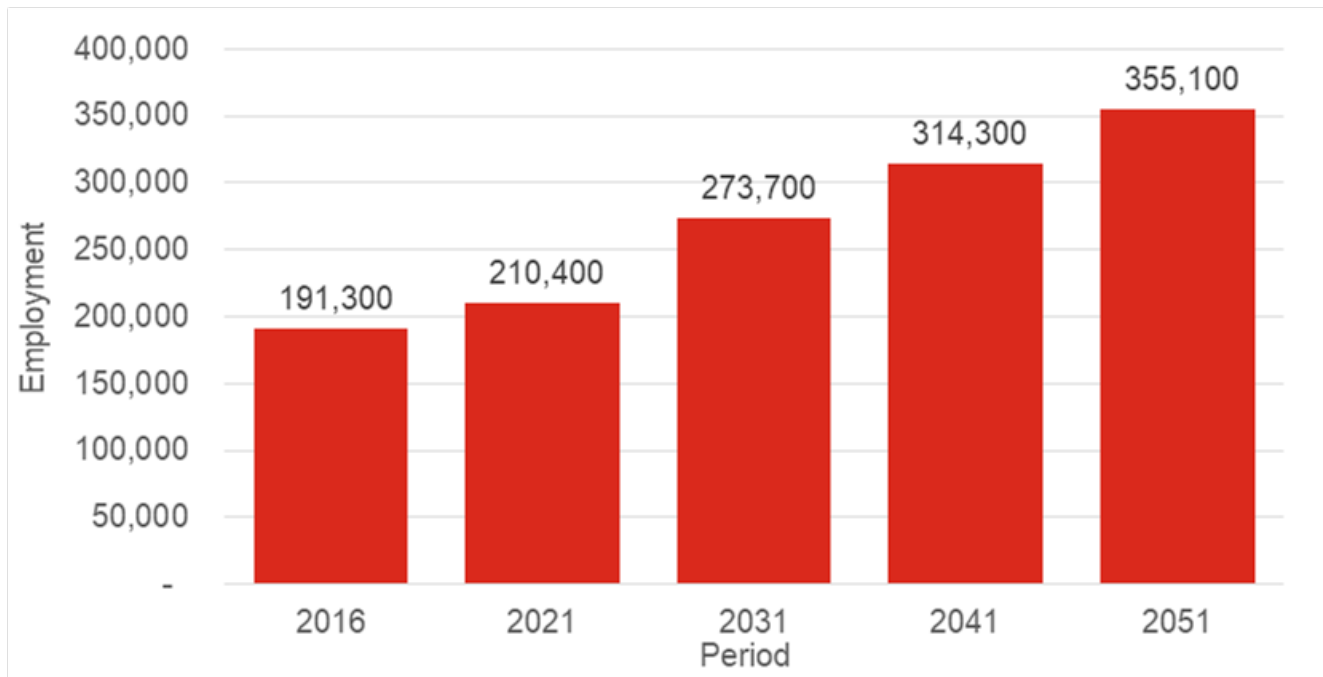
Source: Statistics Canada Census 2001 and 2021 and the City of Brampton Official Plan forecasts summarized by Watson & Associates Economists Ltd.

City of Brampton Employment Forecast to 2051

The City of Brampton is expected to experience strong employment growth between 2021 to 2051. The City of Brampton OP anticipates that the City’s employment base will grow to approximately 335,100 jobs by 2051. This represents an increase of approximately 144,700 employees (4,800 annually) between 2021 and 2051 and an annual growth rate of 1.8%. Over the next three decades, the City is anticipated to continue to accommodate a large share of the Region of Peel’s employment on employment lands (34% of Peel Region growth), as well as a growing sharing of the Region’s office employment (49% of Peel Region growth). Furthermore, the robust population growth anticipated for the City will require a significant increase in employment to serve the needs of residents.

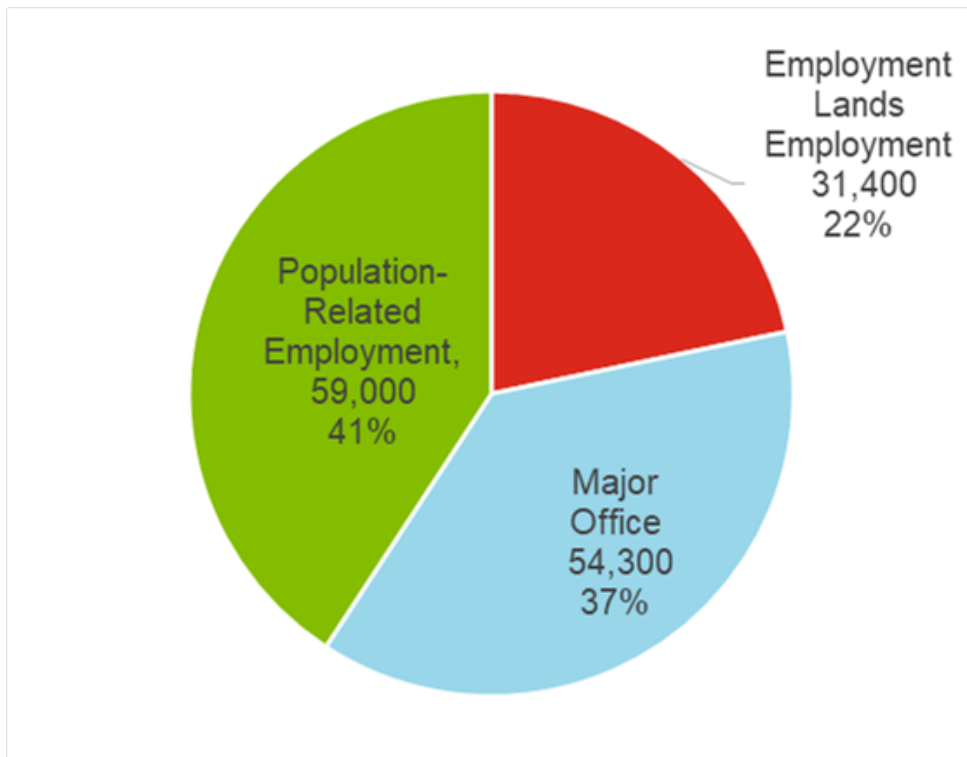
Figure 3 provides a summary of the City’s employment forecast to 2051, while Figure 4 provides a summary of the employment growth by land use category to 2051. As summarized in Figure 4, the Peel Region MCR forecasts that Brampton will lead office growth over the next 30 years throughout Peel Region. The City of Mississauga currently represents 85% of the major office employment in Peel Region; however, it is anticipated to accommodate a smaller share of office growth (42%) than Brampton in the future.

Figure 3: City of Brampton, Employment Forecast to 2051



Source: City of Brampton Official Plan forecasts summarized by Watson & Associates Economists Ltd.

Figure 4: City of Brampton, Employment Forecast by Sector, 2021 to 2051



Source: Region of Peel forecasts summarized by Watson & Associates Economists Ltd.

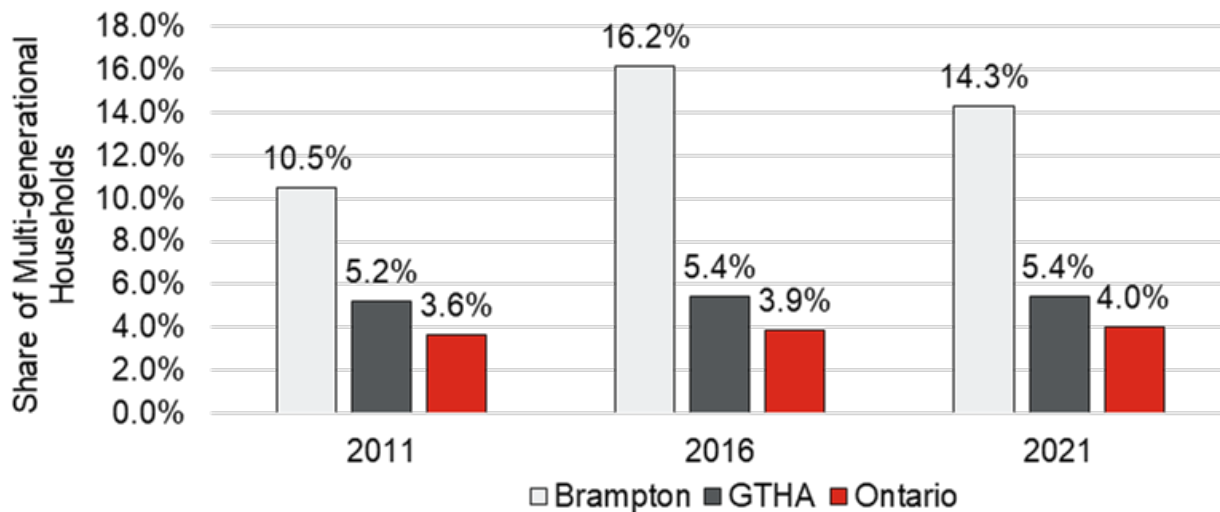
RESIDENTIAL AND NON-RESIDENTIAL TRENDS IN THE CITY OF BRAMPTON AND THE GTA

Housing Trends in the GTA

Multi-Generational Housing

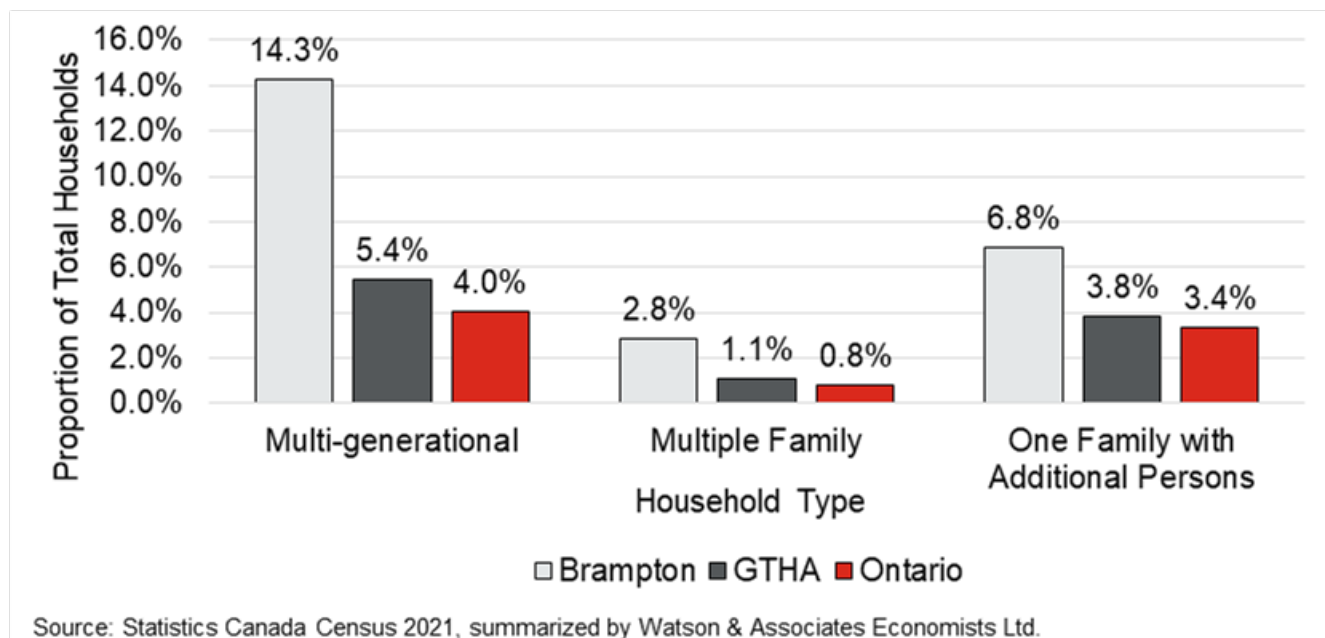
A key consideration in planning for growth in the City of Brampton is understanding trends in the formation of households. Comparatively, average household sizes in Brampton are larger than all other Greater Toronto Area (GTA) municipalities. As illustrated in Figure 5, comparatively, the City of Brampton has a much higher occurrence of multi-generation households than the GTA and Ontario. Multi-generational housing increases occupancy levels, putting downward pressure on the number of households required to accommodate population. As of 2021, it is estimated that 14% of the households in Brampton are multi-generational housing compared to only 5% in the GTA and 4% in Ontario. Figure 6 illustrates “Other Census Family” household types for Brampton in comparison to the GTA and Ontario. Brampton has a higher proportion for all other family household types suggesting that the City accommodates a range of family types.

Figure 5: City of Brampton, GTA, Province of Ontario – Share of Multi-generational Households, 2021



Source: Statistics Canada Census 2011 to 2021, summarized by Watson & Associates Economists Ltd.

Figure 6: City of Brampton, GTA, Province of Ontario – Other Census Family Households as a Proportion of Total Occupied Households, 2021

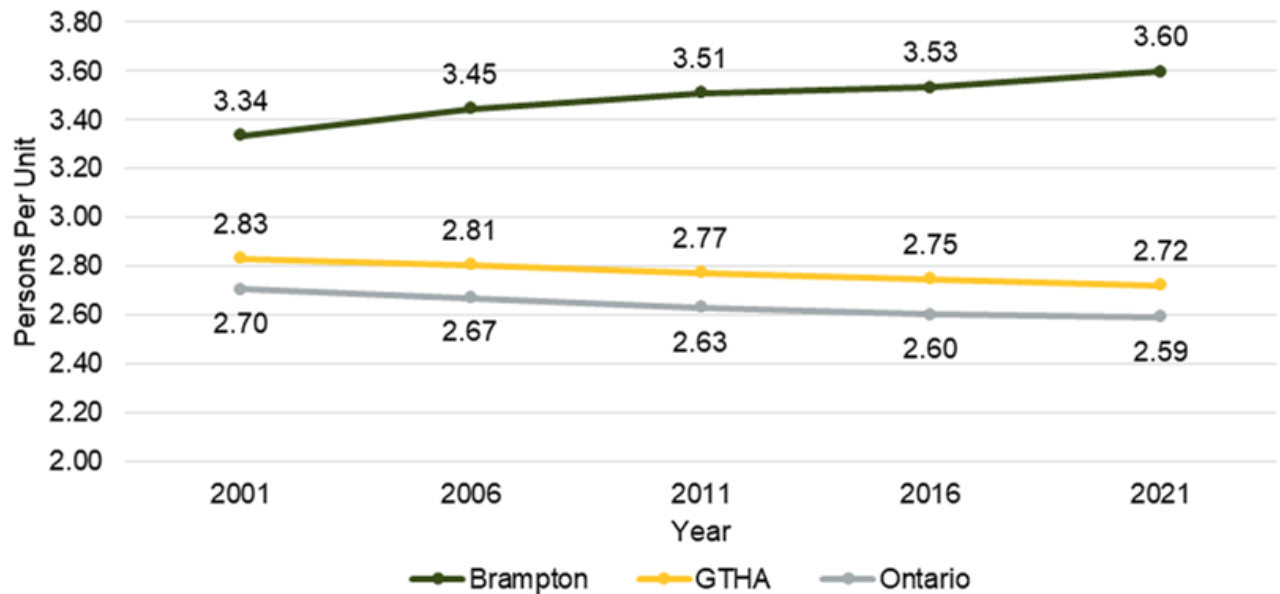


Source: Statistics Canada Census 2021, summarized by Watson & Associates Economists Ltd.

Average Persons Per Unit (PPU)

As illustrated in Figure 7, the GTA and Ontario both show a consistent downward trend in average persons per unit (PPU) over the 2001 to 2021 period, indicating a decrease in average household size. In contrast, the City of Brampton has experienced the opposite trend. Over the past 20 years, the average PPU for the City of Brampton has increased from 3.34 to 3.60, indicating an increase in average household size. As previously discussed, accommodating multi-generational families and multiple family households has been a key contributor towards higher average PPUs for the City.

Figure 7: City of Brampton, GTA, and the Province of Ontario – Average Persons Per Unit, 2001 to 2021

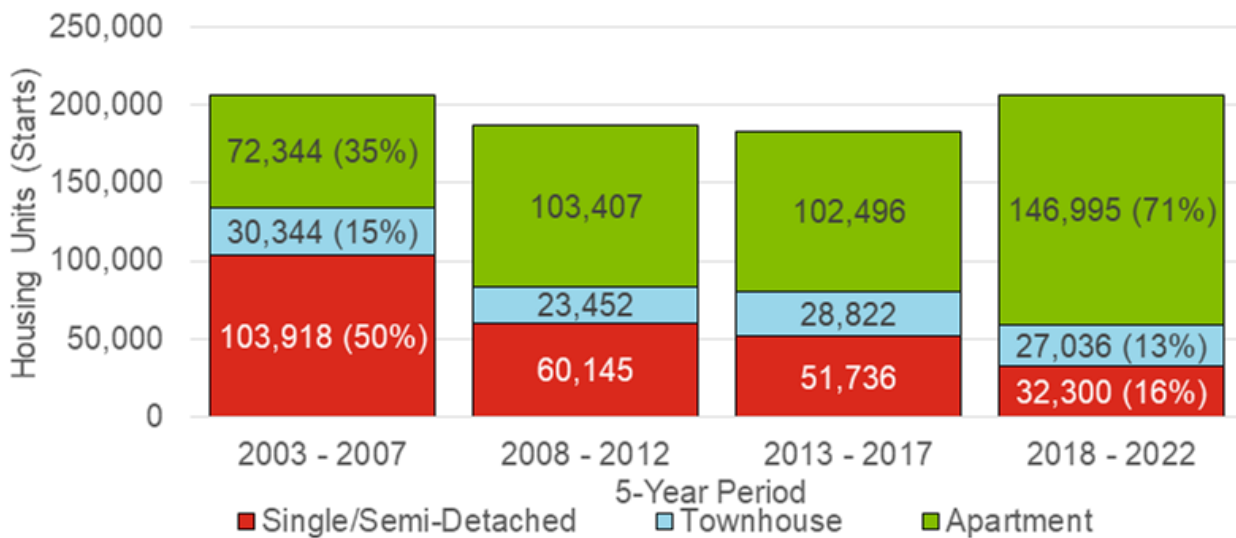


Note: Population used to calculate persons per unit does not include the net Census undercount.
 Source: Derived from Statistics Canada Census 2001 to 2021 by Watson & Associates Economists Ltd.

Housing Development by Structure Type in the GTA

Housing development has increasingly shifted towards apartment housing units in the GTA municipalities surrounding the City of Toronto (i.e., the “905 area”), as illustrated in Figure 8. Over the last five years (2019 to 2022), approximately 71% of housing starts have included apartment housing units, while single/semi-detached housing units have represented 16% and townhouse units have represented 13% of housing unit development starts.

Figure 8: Greater Toronto Area, Excluding the City of Toronto – Housing Unit Starts by Housing Type, 2003 to 2022

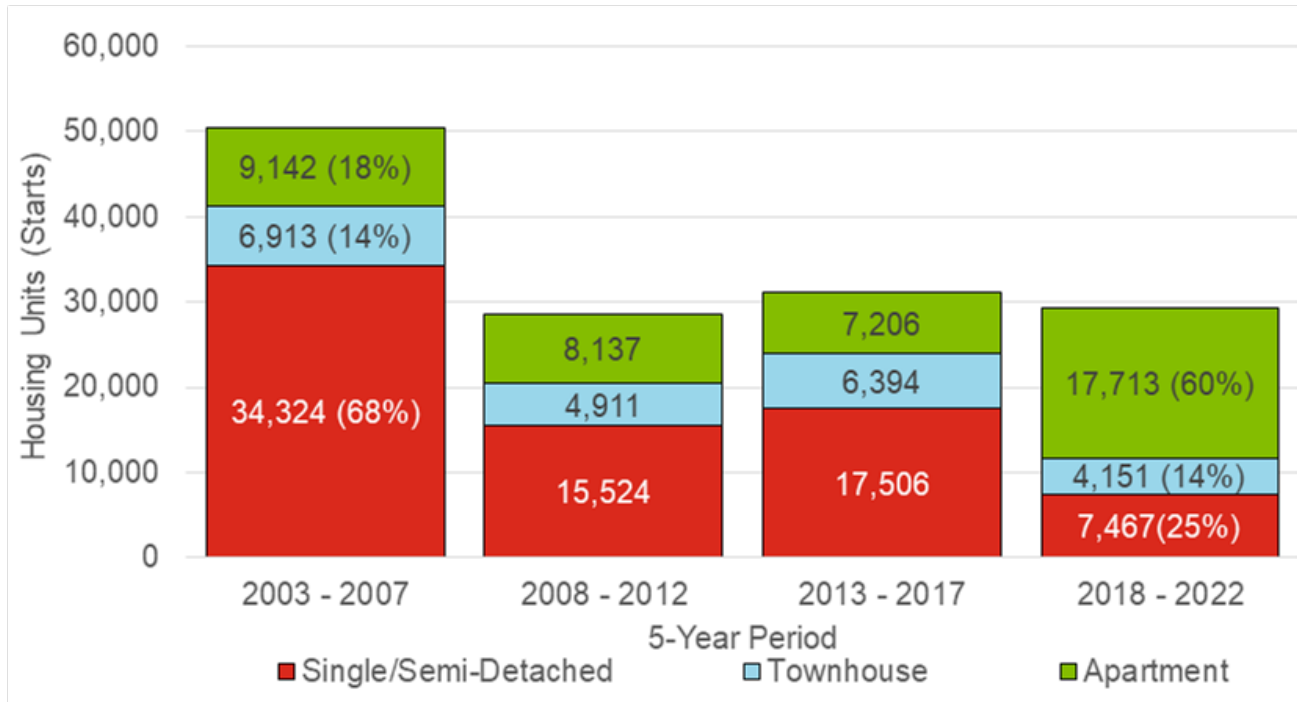


Notes: Includes the Regions of Durham, Peel, Halton and York Region. Excludes Secondary Units. Source: Derived from CMHC Housing Starts Survey by Watson & Associates Economists Ltd.

Housing Trends in Peel Region

Within Peel Region, recent housing demand has been slightly more representative of grade-related housing when compared to the “905 area” average; however, the shift to higher-density housing has been even more pronounced in Peel Region. As illustrated in Figure 9, over the 2003 to 2007 period, approximately 68% of housing starts were for the development of single/semi-detached housing units compared to 25% over the 2018 to 2022 period. Over the 2003 to 2007 period, Peel Region represented 24% of the housing unit starts in the GTA (excluding the City of Toronto), compared to 14% over the 2018 and 2022 period.

Figure 9: Region of Peel – Housing Unit Starts by Housing Type, 2003 to 2022

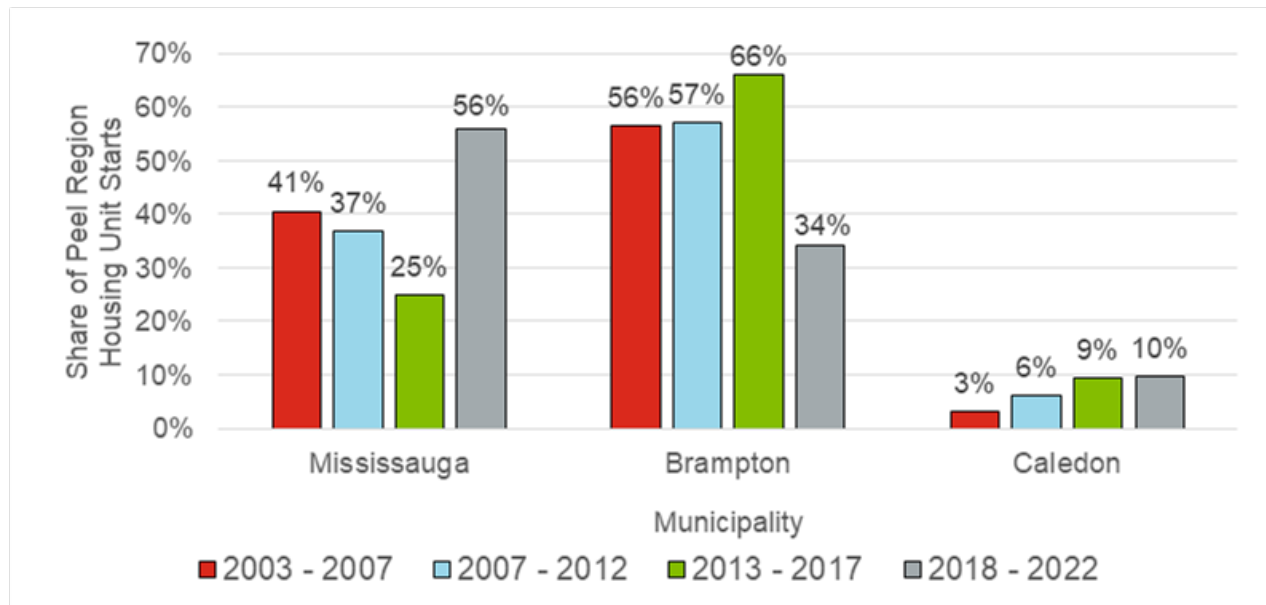


Note: Excludes Secondary Units.

Source: Derived from CMHC Housing Starts Survey by Watson & Associates Economists Ltd.

As summarized in Figure 10, the City of Brampton accommodated just over a third (34%) of the Peel Region housing unit starts over the past five years, which is a significantly smaller share compared to the previous five years (2013 to 2017). As a comparison, over the past five years, the City of Mississauga has significantly increased its housing share, while the Town of Caledon also continues to gradually increase its share of housing within the Region. Housing growth within the City of Mississauga has primarily comprised higher-density development. As the City of Brampton plans for a more urban environment within both its built-up and remaining greenfield areas, it is anticipated that the City of Brampton will increase its share of housing, providing a wide-range of housing options including higher-density housing.

Figure 10: Region of Peel – Share of Region of Peel Housing Unit Starts by Housing Type, 2003 to 2022



Note: Excludes Secondary Units.

Source: Derived from CMHC Housing Starts Survey by Watson & Associates Economists Ltd.

Retail Commercial Market

Retail Trends in the GTA

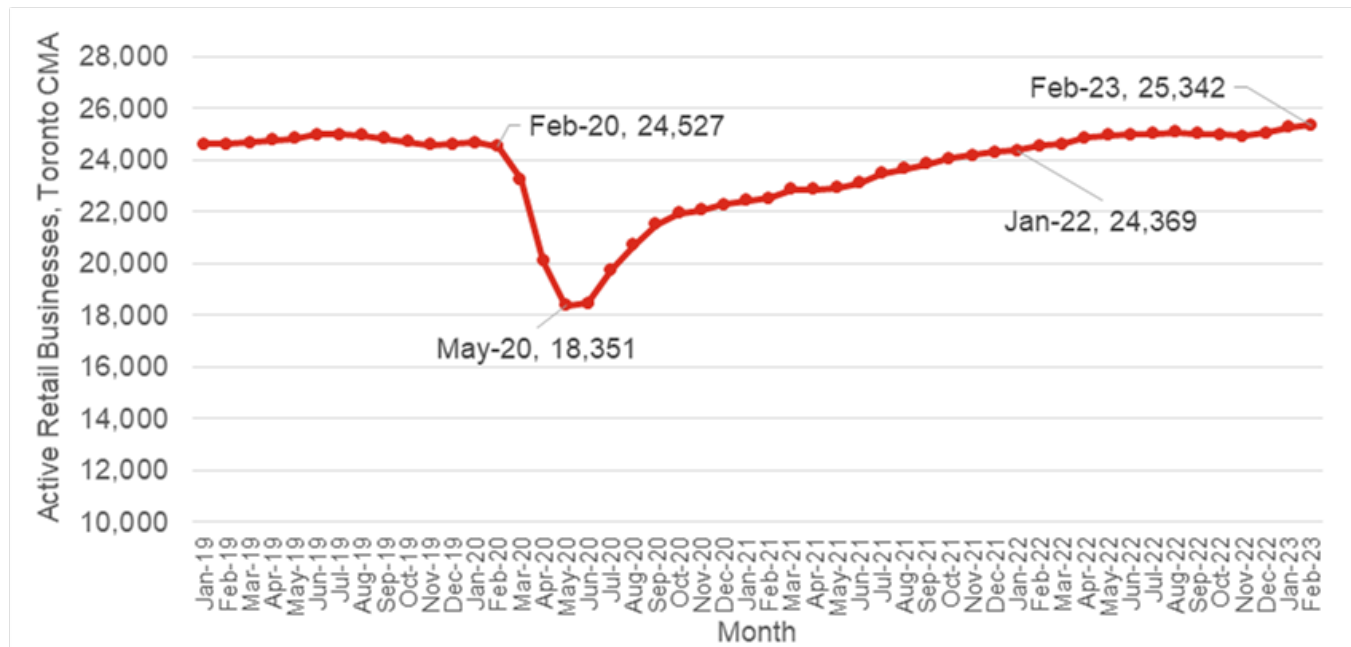
The retail commercial market in the GTA comprises 28 million sq.m (301 million sq.ft.) of retail commercial space. The overall retail vacancy rate in the GTA is estimated at 1.6% and is the second lowest retail vacancy rate in North America, behind Vancouver. As a comparison, the average retail vacancy rate in Canada is 2.0%, while the average vacancy rate in the United States is more than double the Canadian average at 4.2%.¹ The Canadian retail market, in particular the retail market in the GTA, is undergoing a strong recovery. As illustrated in Figure 11, the number of active retail businesses in the Toronto CMA² reached pre-pandemic levels by January 2022 and has since grown consistency. While the number of retail businesses has exceeded pre-pandemic levels in the Toronto CMA, it is important to recognize that the retail market faces labour shortages and retailers are still struggling to fill positions that were impacted by the COVID-19 pandemic. According to Statistics Canada, the food services and accommodations sector reached a record peak of unfilled positions in the third quarter of 2021 which gradually decreased in the fourth quarter of 2022. This retail sector continues to face the highest level of unfilled jobs in Canada.³

¹ Derived from Lee & Associates North America Report, Q1 2023.

² Toronto CMA is the Toronto Census Metropolitan Area (CMA) and represents the common commuter-shed of the City of Toronto and surrounding area.

³ Statistics Canada, job vacancies, fourth quarter 2022, released March 2023.

Figure 11: Toronto Census Metropolitan Area, Monthly Active Retail Businesses, January 2019 to February 2023



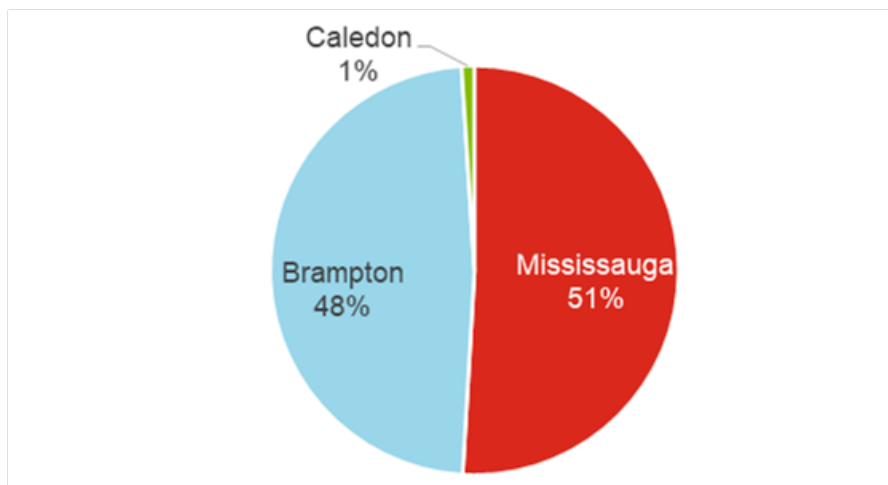
Note: Retail includes the following NAICS categories: Retail Trade 44-45 and Accommodation and Food Services 72.

Source: Derived from Statistics Canada, Table: 33-10-0270-01, Toronto CMA by Watson & Associates Economists Ltd.

Retail Trends in the Peel Region

Over the 2015 to 2022 period, Peel Region has added 78,600 sq.m (846,000 sq.ft.) of commercial gross floor area (GFA) annually. Brampton comprised 48% of the commercial GFA development in Peel Region, while the City of Mississauga comprised 51% of the commercial GFA development during this period, as summarized in Figure 12. The Town of Caledon comprised 1% of the commercial GFA development in Peel Region during this period.

Figure 12: Peel Region, Share of New Commercial Gross Floor Area by Area Municipality, 2015 to 2022



Source: Based on Region of Peel Non-Residential Building Permit data by Watson & Associates Economists Ltd.

Major Office Market

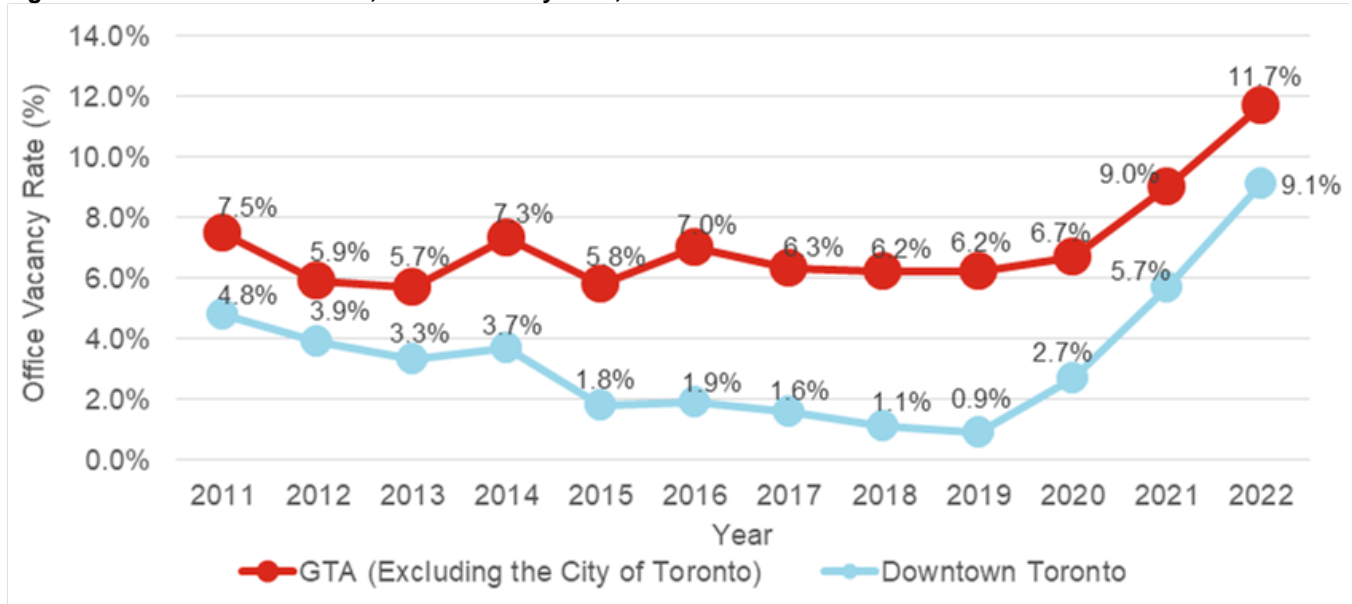
Office Trends in the GTA

With respect to the office market, the GTA contains 23 million sq.m (252 million sq.ft.) of office space. Of this total, just under two-thirds (65%) is located within the City of Toronto, with over half located in the downtown core. Peel Region's share of the GTA major office market is the second largest; however, it only represents 16% of total building GFA.

With approximately 1 million sq.m (11 million sq.ft.) of new office GFA under construction in the GTA in the first quarter of 2023, the GTA is among the top four active new office construction markets in North America, following closely to Seattle and behind New York City and Boston.⁴ The office vacancy rate in the GTA is estimated at 9.3% and is lower than many of the office markets in North America. The average office vacancy in Canada is 9.1%, while the average office vacancy rate in the United States is estimated at 13.0%.⁵

The rise in remote working/work at home in office-based sectors during the pandemic has had an impact on vacancy rates, particularly in urban locations. Pre-pandemic office vacancy rates in downtown Toronto were at an all-time low at less than 1.0% in 2019. Vacancy rates in the rest of the GTA have averaged between 6.0% and 9.0% from 2011 to 2022. Figure 13 illustrates the historical change in office vacancy rates in the GTA market with a comparison of office vacancy rates in downtown Toronto and the remaining GTA.⁶

Figure 13: Greater Toronto Area, Office Vacancy Rate, 2011 to 2022



Source: Derived from Colliers International real estate market reports by Watson & Associates Economists Ltd.

Office Trends in Peel Region

Within Peel Region, the City of Brampton has an existing office base of 380 million sq.m (4.1 million sq.ft.) of GFA which comprises 10% of the Peel Region's total industrial inventory. Over the 2015 to 2022 period, Peel Region added 1 to 2 office buildings annually or approximately 15,500 sq.m (167,000 sq.ft.) office GFA annually. Brampton comprised 6% of the office GFA development in Peel Region, while the City of Mississauga comprised 94% of the office GFA development during this period, as summarized in Figure 14. It is important to note that

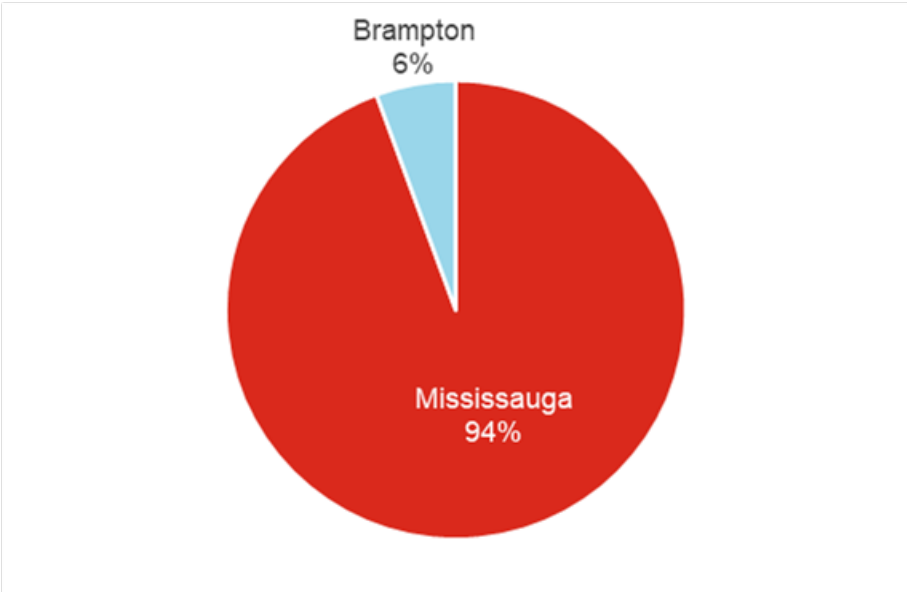
⁴ Derived from Lee & Associates North America Report, Q1 2023.

⁵ Ibid.

⁶ Derived from Colliers International Market Reports.

Figure 14 only includes stand-alone major office development. Recently, a building permit was issued within the City of Brampton for the development of MDA Global Headquarters for an integrated development of 18,580 sq.m (200,000 sq.ft.) that includes a 4-storey office building and a large manufacturing and lab building on site. The MDA Global Headquarters development is not included in Figure 14.

Figure 14: Peel Region, Share of New Office Gross Floor Area by Area Municipality, 2015 to 2022



Source: Based on Region of Peel Non-Residential Building Permit data by Watson & Associates Economists Ltd.

Industrial Market

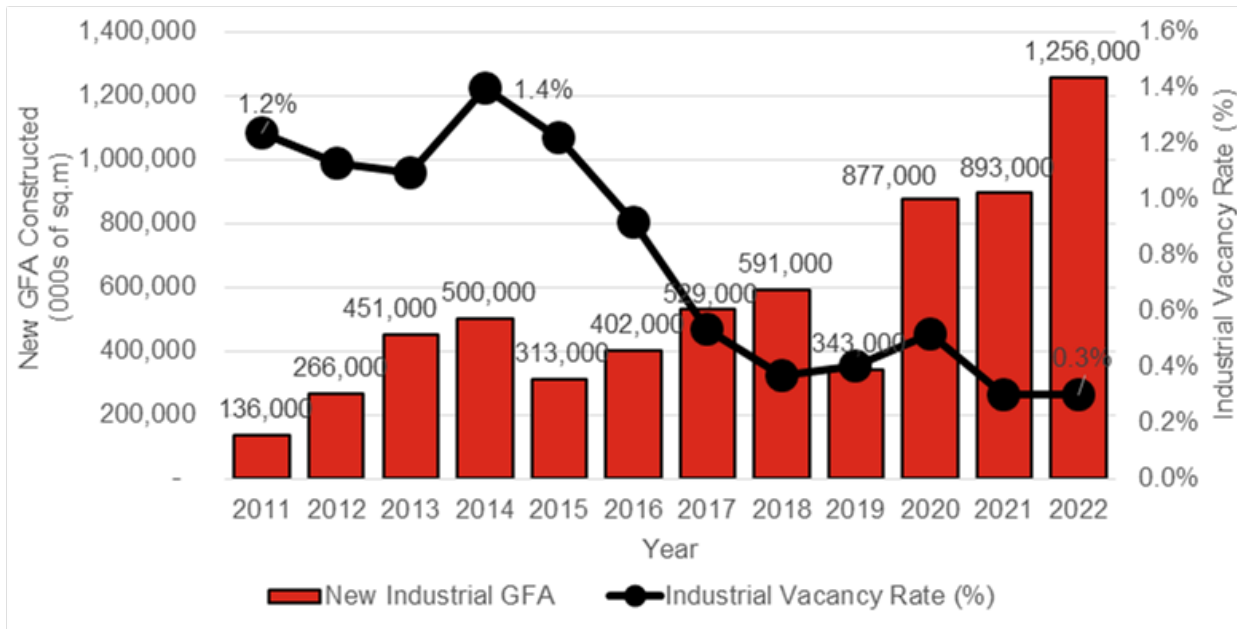
Industrial Trends in the GTA

The industrial market in the GTA comprises 78 million sq.m (841 million sq.ft.) of industrial space, as expressed in GFA, with two-thirds located in Peel Region and the City of Toronto. The GTA is North America’s third largest industrial market in terms of industrial GFA and is among the most active markets in terms of annual new construction activity.⁷ Overall, industrial development in the GTA has accommodated an average of 73,600 sq.m (792,000 sq.ft.) of new industrial space annually since 2019. Over the past five years, industrial development has been largely oriented to large-scale industrial buildings housing wholesale trade, transportation/warehousing and multi-tenant industrial condominiums, accommodating a range of industrial and non-industrial uses. As remaining vacant industrial sites continue to develop across the GTA, future development opportunities for new large-scale industrial development within this region are steadily diminishing, particularly in the largest urban centres of the GTA.

Coinciding with the increase in industrial development activity over the past decade, the GTA industrial vacancy rates have steadily declined since 2014, which now sit at near historic lows of less than 1%. As of the first quarter of 2023, industrial vacancy rates in the GTA are estimated to averaged 0.4%.⁸ The relatively low industrial vacancy rates currently experienced across the GTA are indicative of a strong industrial market which is resulting in real estate supply challenges for businesses. Figure 15 illustrates the annual new construction activity and industrial vacancy rates in the GTA.

⁷ Derived from Lee & Associates, Q1 2023 Market Reports.
⁸ Derived from Colliers International, Market Reports.

Figure 15: Greater Toronto Area, Average Annual Industrial Gross Floor Area (sq.m), 2011 to 2022

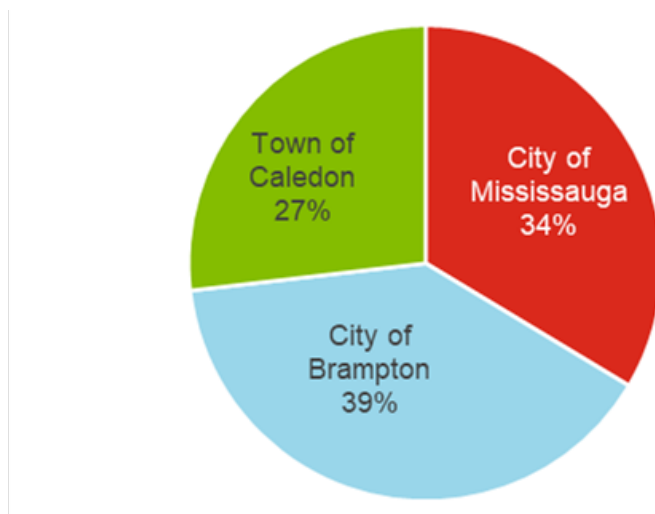


Source: Derived from Colliers International real estate market reports by Watson & Associates Economists Ltd.

Industrial Trends in Peel Region

Within Peel Region, the City of Brampton has an existing industrial base of 9.35 million sq.m (100.6 million sq.ft.) of GFA which comprises 32% of Peel Region’s total industrial inventory. Over the past decade Brampton has gradually outpaced the City of Mississauga in terms of average annual new industrial GFA constructed in the Region, representing over 39% of new industrial GFA construction in Peel Region over the 2015 to 2021 period. The City of Mississauga comprises 34% of new industrial GFA in Peel Region, while the Town of Caledon has represented 24% of new industrial GFA construction in Peel over the same period, as summarized in Figure 16.

Figure 16: Peel Region, Share of New Industrial Gross Floor Area by Area Municipality, 2015 to 2021



Source: Based on Region of Peel Non-Residential Building Permit data by Watson & Associates Economists Ltd.

MARKET OUTLOOK

Despite the City's local strengths and recent economic success, the City of Brampton faces several broader opportunities and challenges related to its future economic growth potential and prosperity. Many of these opportunities and challenges relate to macro-economic trends over which the City has limited control. This includes the relative strength of the global economy, international trade policy and the competitiveness of the Canadian economic base relative to other established and emerging global markets.

Continued structural changes in the global economy and technological advancements will require municipalities to be increasingly responsive and adaptive to changing industry needs and disruptive economic forces, which have been accelerated by the COVID-19 pandemic. There are a number of key industry and labour force trends that are expected to influence growth and development patterns in the City of Brampton and the GTA over the coming decades. This includes:

- » Continued disruption of “bricks and mortar” retail driven by changes in consumer behavior through e-commerce;
- » Economic growth related to the logistics sector generated from increasing demand in e-commerce and the requirements for regional fulfillment centres to serve the growing regional population base in the GTA;
- » Increasing use of technology in commercial services leading to alternative platforms to purchase and share products;
- » Continued economic recovery in the manufacturing sector, in particular advanced manufacturing;
- » Longer-term disruption related to the export-based sectors such as manufacturing associated with on-going geo-political tensions, automation, and the rise of artificial intelligence;
- » Growing opportunities within the green technology sector as the City and the surrounding GTA continues to transition towards a clean energy economy;
- » Increased opportunities related to work at home, part-time employment, and distributed work/learning, largely driven by technological innovation and improvements to regional telecommunications; and
- » Shifting demands between residential, office and institutional floorspace.

EXISTING CONDITIONS IN BRAM WEST

The following provides a summary of the existing conditions in the Bram West Secondary Plan Area, including a review of the existing population and employment base and a summary of vacant land opportunities.

OVERVIEW OF AREA

DESCRIPTION OF SURROUNDING MARKET AREA

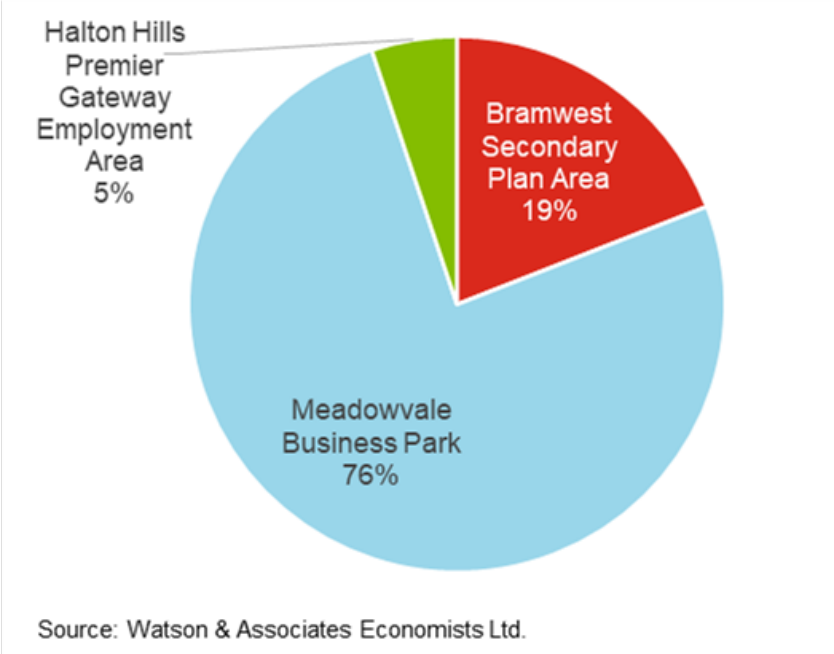
The Bram West Secondary Plan Area is situated within the southwest area of the City of Brampton. South of the Secondary Plan Area is the City of Mississauga's Meadowvale community and to the west is the Town of Halton Hills Premier Gateway Employment Area, as illustrated in Figure 17. The major office and Employment Area base in Bram West, as well as the surrounding Employment Areas and business parks in other municipalities, form a large contiguous regional employment cluster that has been successful in attracting a range of employment uses. The surrounding area features one of the largest concentrations of major office employment in the western GTA and three established commercial retail nodes (Toronto Premium Outlets in Halton Hills and nodes in Bram West and Meadowvale). The surrounding area is served by public transit in the City of Brampton and the City of Mississauga, as well as two GO train stations in the Meadowvale community (Lisgar Station and Meadowvale Station in Mississauga). Furthermore, the area is well connected with access to regional highways, which bodes well in accommodating a labour force from the broader area, as well as supporting goods movement activity.

Figure 17: Bram West Secondary Plan Area and Surrounding Area



It is estimated that the combined existing employment base of the Bram West Secondary Plan Area, Meadowvale Business Park and the Halton Hills Premier Gateway Employment Area is approximately 71,900 jobs. The Meadowvale Business Park represents 76% of the employment base, while Bram West represents 19% of the employment base. The Halton Hills Premier Gateway Employment Area represents the remaining 5% of the employment base, as summarized in Figure 18.⁹ It is important to note that this includes employment in Employment Areas, as well as office and commercial nodes.

Figure 18: Existing Employment in the Surrounding Area

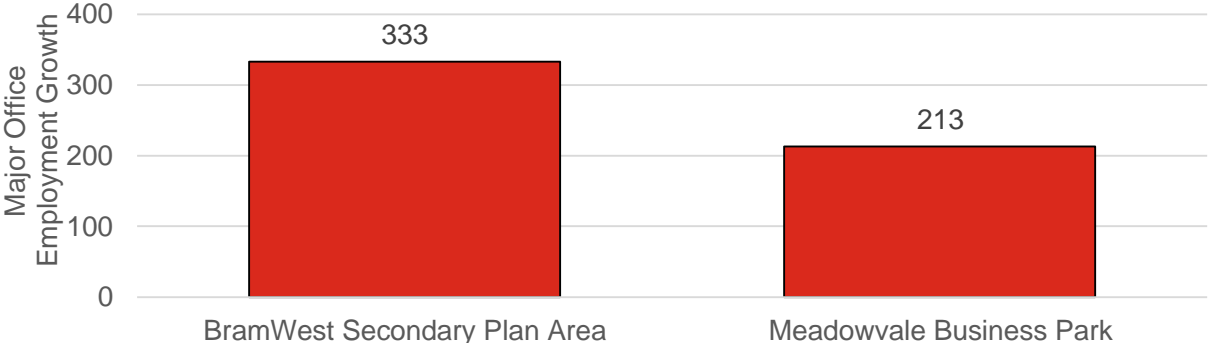


Over the next 30 years, the Meadowvale Business Park, a major anchor to the surrounding area, is anticipated to add 7,100 jobs, primarily accommodating major office employment (6,400 major office jobs). Given the limited vacant land supply opportunities in the Meadowvale Business Park, growth in this area will need to be accommodated through intensification. Bram West is anticipated to exceed Meadowvale Business Park in terms of employment growth by adding approximately 15,700 jobs over the 2021 to 2051 period. Of the 15,700 jobs, it is anticipated that the Bram West area will add at least 10,000 major office jobs between 2021 and 2051. The combined annual growth rate of major office employment for the Bram West area and the Meadowvale Business Park is forecast at 1.6%. Figure 19 provides a breakdown of the anticipated annual major office employment for the two areas. As summarized, Bram West is anticipated to accommodate 333 major office employees annually, while Meadowvale Business Park is anticipated to accommodate 213 major office employees annually. The Peel Region major office employment forecast assumes a large shift in new major office employment northward into Bram West. The success of major office employment in Bram West will depend upon its ability to build upon its local strengths, as well as building upon the success of the Meadowvale Business Park. As previously discussed, there are a number of disruptors over which the City of Brampton has little control, including the growing presence of work from home and hybrid at home/at office employment. While some employers, typically those in the technology sector, may move to a fully distributed work operation this does not appear to be the norm, as most employers are adopting a hybrid (at home/at office) work model. This approach emphasizes a greater need to repurpose existing or new office space to provide more collaboration rooms, private meeting rooms and shared-

⁹ Based on the areas of Bram West, Meadowvale (Mississauga) and Premier Gateway Employment Area (Halton Hills). Based on background work prepared by Watson & Associates Economists Ltd. for the Town of Halton Hills Employment Strategy; and Region of Peel Municipal Comprehensive Review growth allocations prepared by Hemson Consulting Ltd.

office space with less emphasis on private office space. Looking forward, these trends are anticipated to generate increasingly higher average office floor space per worker (FSW) levels and potentially less office space needs per capita over the long term. These trends, however, are not anticipated to eliminate the need for new office construction over the long term.

Figure 19: Annual Growth Major Office Employment – Meadowvale Business Park and Bram West Secondary Plan Area, 2021 to 2051

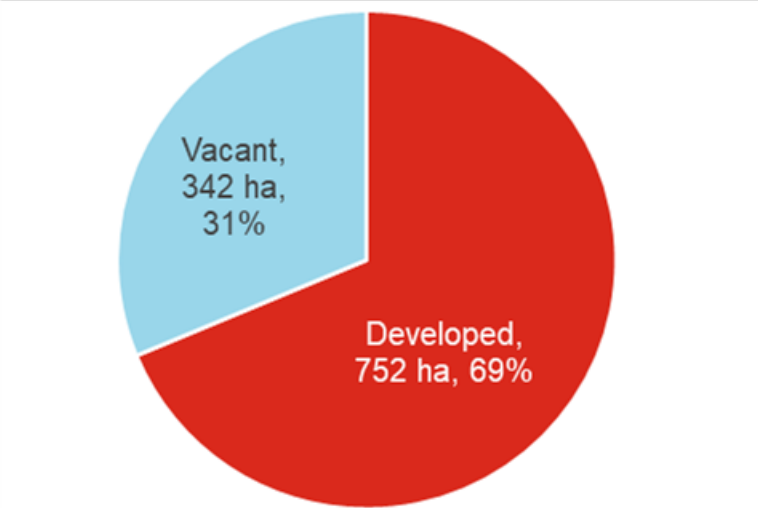


Note: Includes only major office employment.
 Source: Derived from Region of Peel Municipal Comprehensive Review growth allocations, revised allocations February 2023.

DEVELOPED LANDS

The Bram West Secondary Plan Area includes a range of Community Area and Employment Area designations. The area includes the largest concentration of vacant designated office lands in the City. The Bram West Secondary Plan Area excluding lands identified for corridor protection in the City of Brampton OP (Schedule 12) is approximately 1,094 gross ha (2,703 gross acres) (net of Natural Heritage System). As of 2023, it is estimated that approximately 31% (342 ha or 845 acres) of the Bram West Secondary Plan Area land area is vacant, while 69% (752 ha or 1,858 acres) of the land area is developed, as identified in Figure 20.

Figure 20: Bram West Secondary Plan Area – Land Supply by Development Status

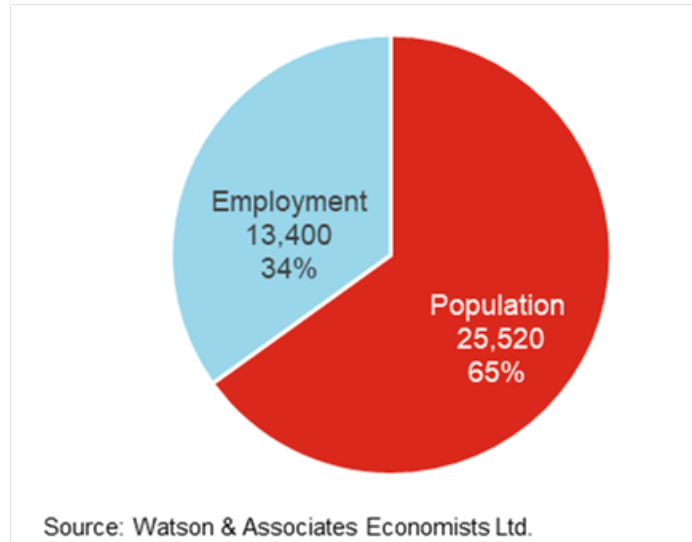


Note: Excludes corridor protection lands.
 Source: Watson & Associates Economists Ltd.

Existing People and Jobs

It is estimated that the developed land area of Bram West currently accommodates a population base of 25,500 persons and an employment base of 13,400 jobs, as summarized in Figure 21. It is estimated that the existing Community Area (which includes major office, residential and commercial uses) has an existing density of 60 people and jobs, while the Employment Area has a density of 30 jobs per ha. It is important to note that the Employment Area density is influenced by some large existing employers, including Maple Lodge Farms which has over 1,500 employees. The combined density of Community Area and Employment Areas uses is estimated at 52 people and jobs per ha.

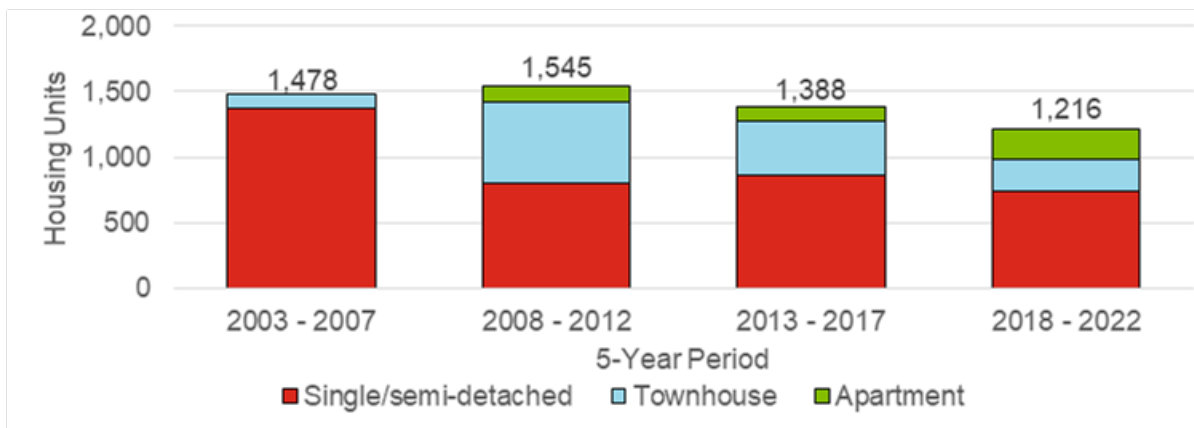
Figure 21: Bram West Secondary Plan Area – Existing Population and Employment as of 2023



Residential Base

The population base in Bram West primarily comprises low- and medium-density forms of housing (single detached, semi-detached and townhouses). Over the past 20 years, housing growth has shifted from primarily low-density housing to a wider-range of housing unit types, including apartment housing units. Annual housing growth in the Bram West Secondary Plan Area has averaged 243 units annually over the past five years which is down from the previous 15-year (2003 to 2017) average of 294 units annually.

Figure 22: Bram West Secondary Plan Area – Housing Growth by Unit Type, 2003 to 2022



Source: Derived from City of Brampton Residential Building Permit Activity by Watson & Associates Economists Ltd.

Commercial Retail Base

The population base in the area is supported by approximately 48,900 sq.m (526,000 sq.ft.) of commercial retail building space. The commercial base is primarily concentrated in two commercial areas, including a large commercial node situated at the intersection of Financial Drive and Mississauga Road, as well as a large plaza situated at Chinguacousy Road and Steeles Avenue (anchored by a No Frills grocery store). The area is supported by two large grocery stores, as well as a base of local-serving retail uses. It is estimated that the Bram West Secondary Plan Area has approximately 2 sq.m (21 sq.ft.) of retail and commercial service space per resident, which suggests that the area does not have a large retail base relative to other communities in Brampton. Any plans to transform this area should consider protecting the existing base of food store uses (i.e., grocery stores) and supporting additional commercial opportunities to ensure that the area provides opportunities to support the development of complete communities.

It is recognized that outside the Bram West Secondary Plan there are large regionally serving retail uses that support Bram West residents, including a power centre development at Williams Parkway and Mississauga Road, as well as a power centre in Mississauga at Winston Churchill Boulevard and Argenta Road.



Lionhead Marketplace, Bram West Secondary Plan Area.

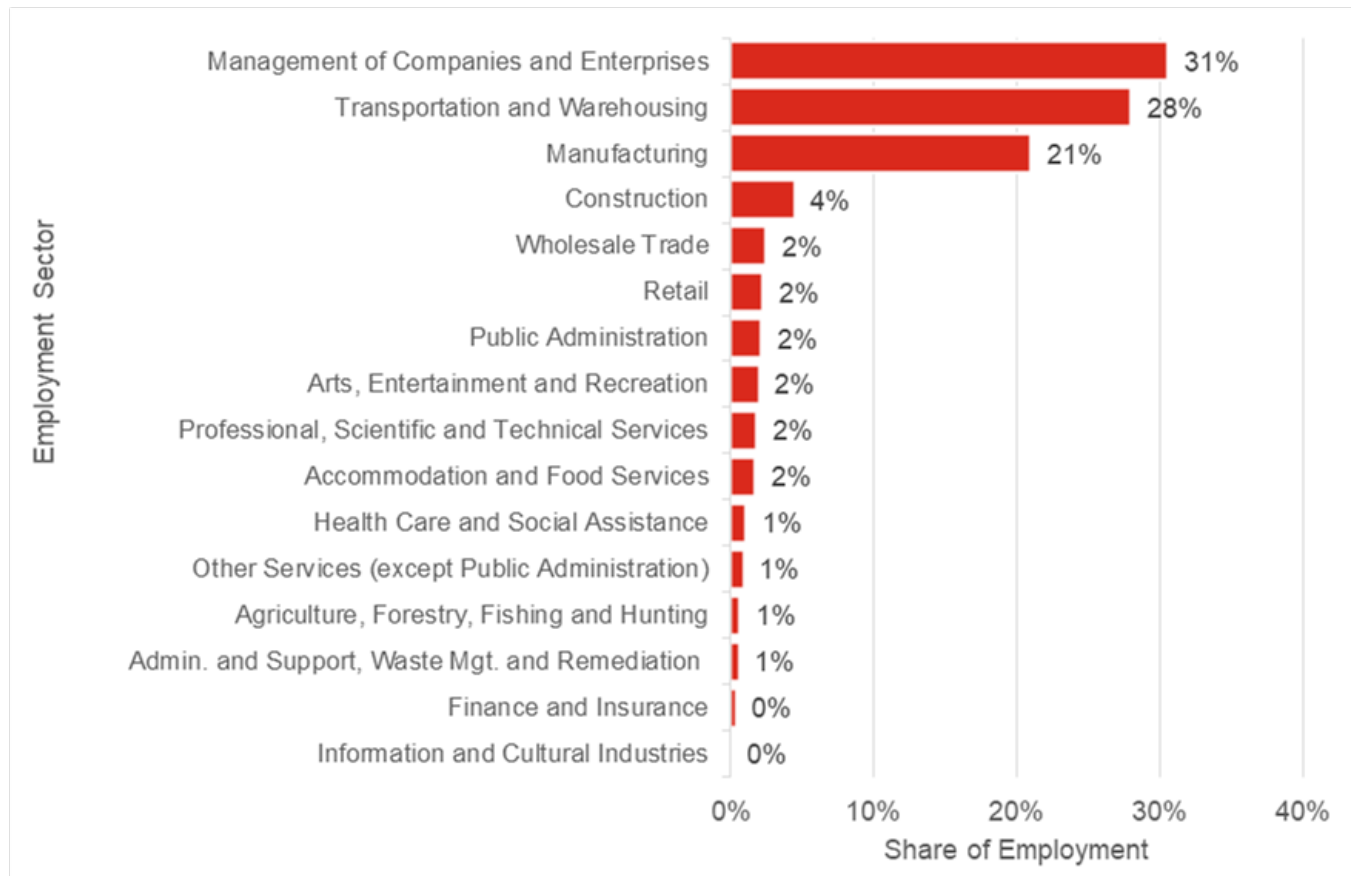
Employment Base

As previously discussed, the Bram West Employment Area accommodates an employment base of 13,700 jobs as of 2023. As summarized in Figure 23, the employment base of the Bram West Secondary Plan Area comprises a wide range of employment sectors. Management of Companies and Enterprises is the largest sector in the Bram West Employment Area, representing just under a third of the employment base. This sector primarily includes employment in office buildings. Large employers in this sector include the Loblaw Inc. headquarters and the Canadian headquarters for Canon Canada Inc. MDA Inc., an aerospace manufacturer, is building a new head office in the Bram West Secondary Plan. The facility is planned to include an integration of office and manufacturing uses on site. Other key employment sectors in the Bram West Secondary Plan area include transportation and warehousing, as well as manufacturing. Population-related sectors, such as retail and accommodation and food services, represent a small share of employment in the Bram West Secondary Plan Area.



Office Uses located along the exterior of the Employment Area in Bram West Secondary Plan Area.

Figure 23: Bram West Secondary Plan Area – Employment by Sector, 2023



Source: Derived from City of Brampton Business Directory, 2023 by Watson & Associates Economists Ltd.

VACANT LANDS

As previously discussed, the Bram West Secondary Plan Area includes approximately 342 ha (845 acres) of vacant lands as of 2023. Figure 24 provides a summary of the vacant land supply by land use concept area, while Figure 25 provides a map illustrating the location of vacant lands within the Bram West Secondary Plan Area. Key highlights are provided below.

- » Adjusted for internal infrastructure (local roads, parks, pathways and other non-developable features), the net developable vacant land supply is approximately 229 ha (566 acres).
- » A large share of the vacant land supply is concentrated in the low-density residential area, comprising 115 ha (284 acres) of vacant land to accommodate lower-density housing forms (e.g., single/semi-detached and townhouse development). It is anticipated that this area will continue to accommodate housing forms consisting of single/semi-detached and townhouse units.
- » The area identified as Town Centre has approximately 22 ha (54 acres) of vacant lands. A large portion of these lands are currently utilized for a golf course operation. The Town Centre is envisioned to accommodate commercial uses, as well as mid-rise and high-rise residential uses.
- » The area identified as Major Transit Station Area situated at Mississauga Road and Steeles Avenue has approximately 23 ha (57 acres) of developable lands to accommodate office and some mid-rise residential use. This area is envisioned to support the highest density of people and jobs in the Bram West Secondary Plan Area.

- » The area identified as Town Centre Connection has approximately 4 ha (10 acres) of vacant land. This area is envisioned to connect the Town Centre and the Major Transit Station Area with opportunities to accommodate higher-density housing.
- » The Office Mixed-Use Corridor situated in the south along Mississauga Road is planned as a key gateway into the Bram West Secondary Plan Area. The total vacant land area is estimated at 18 ha (45 acres) and is anticipated to include a range of office built forms, including stand-alone office and office uses integrated with other uses.
- » The Bram West Secondary Plan Area has approximately 47 ha (116 acres) of vacant Employment Area land, comprising five large sites. This area is anticipated to accommodate a range of Employment Area uses characteristic of the existing Employment Area base.

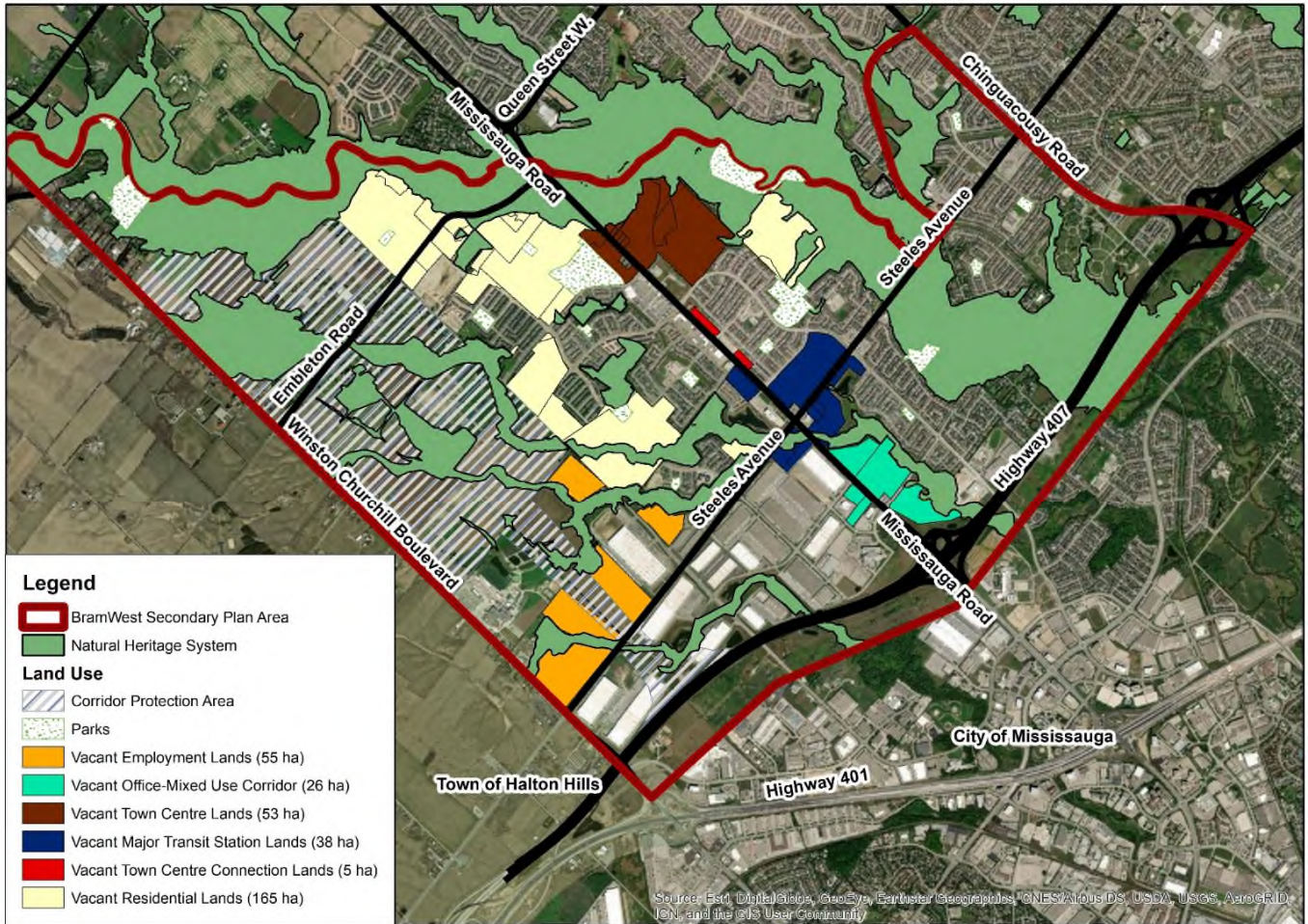
Figure 24: Bram West Secondary Plan Area – Vacant Land by Land Use Secondary Planning Concept

Sub-Area	Vacant, ha	
	Vacant, ha Unadjusted for lands for internal infrastructure, ha	Vacant, Net Developable, ha
Major Transit Station Area	38	23
Town Centre ¹	53	22
Town Centre Connection	5	4
Office Mixed-Use Corridor	26	18
Employment Area Lands	55	47
Remaining Residential Area	165	115
Total	342	229

¹ Vacant includes the golf course lands.

Source: Watson & Associates Economists Ltd.

Figure 25: Map of Vacant Lands in Bram West Secondary Plan Area



ANTICIPATED DEVELOPMENT ON VACANT LANDS

Figure 26a summarizes active anticipated non-residential developments within the Bram West Secondary Plan Area, while Figure 26b summarizes active anticipated residential developments within the Bram West Secondary Plan Area. Key highlights are provided below.

- » Active applications within the Bram West Secondary Plan Area include the potential to accommodate approximately 163,300 sq.m (1,757,700 sq.ft.) of GFA of non-residential development.
- » Anticipated development includes approximately 69,600 sq.m (749,000 sq.ft.) of GFA for office and commercial complex developments. This includes a development that would include an office tower, commercial and hotel uses, as well as a development that would include an office building with ground floor commercial uses.
- » Anticipated industrial development includes expansions and new construction developments, totalling 68,100 sq.m (733,000 sq.ft.).
- » A large institutional office complex is proposed which totals 16,000 sq.m (172,000 sq.ft.) of GFA and will house an Operational Support Facility for police services.
- » A small office development comprising two buildings (up to three storeys) totaling 7,600 sq.m (82,000 sq.ft.) is proposed within the Major Transit Station Area.
- » Three small commercial developments comprising two small expansions and a new construction building are anticipated within the Bram West Secondary Plan Area, totaling 2,000 sq.m (22,000 sq.ft.).
- » Housing developments within the Bram West Secondary Plan Area are anticipated to provide an additional 682 housing units, comprising 62% townhouse units and 38% apartment units.

Figure 26a: Summary of Active Non-Residential Development Applications within Bram West Secondary Plan Area

Non-Residential Development	Land Area, ha	Non-Residential GFA, sq.m	Share of Non-Residential Development Activity
Office	0.5	7,600	5%
Office and Commercial Complex	6.1	69,600	43%
Commercial	0.8	2,000	1%
Institutional Office	3.0	16,000	10%
Industrial	6.7	68,100	42%
Total	17.1	163,300	100%

Source: Derived from City of Brampton development application data by Watson & Associates Economists Ltd.

Figure 26b: Summary of Active Residential Development Applications within Bram West Secondary Plan Area

Residential Development	Land Area, ha	Total Housing Units	Share of Housing Units
Single/Semi-Detached Units	0.0	0	0%
Townhouse Units	7.0	424	62%
Apartment Units		258	38%
Total	7.0	682	100%

Source: Derived from City of Brampton development application data by Watson & Associates Economists Ltd.

Further details on the anticipated development activity is provided in Appendix A.

MARKET OPPORTUNITIES IN BRAM WEST

This section provides a summary of the opportunities to accommodate residential and non-residential development in the Bram West Secondary Plan Area, including estimates on the yield for people and jobs, housing and GFA. The potential includes an assessment of opportunity to accommodate growth to 2051, as well as at full buildout.

GROWTH OPPORTUNITIES TO 2051

POPULATION AND HOUSING GROWTH TO 2051

Region of Peel Municipal Comprehensive Review Population and Housing Forecasts to 2051

Based on the Region of Peel MCR forecasts by Small Geographic Area (SGU), the Bram West area is anticipated to accommodate a population of 41,100 persons and 11,070 housing units by 2051. Based on the current base of the Bram West Secondary Plan Area, the area is anticipated to accommodate approximately 15,600 additional persons and 4,600 housing units between 2023 to 2051. Based on this growth, the area is anticipated to grow at an annual population rate of 1.7% to 2051.

As summarized in Figure 27, the forecast assumes that the area will primarily accommodate low density housing with approximately 68% of housing to be accommodated through single/semi-detached housing units, while 22% of housing growth will comprise row housing units and the remaining 10% will be comprised of apartment units. The majority of the housing growth identified in Bram West can be accommodated on lands identified in the low-density residential area identified in the Bram West Secondary Plan Area concept. Based on anticipated development through approved and proposed residential development, it is anticipated that the Bram West Secondary Plan will reach 57% of the 2051 allocation for apartment housing units within the short-term horizon (i.e., less than five years). Furthermore, it is important to recognize that the updated Bram West Secondary Plan Area is envisioned to include more opportunities for higher density housing, including housing units within the Major Transit Station Area and the Town Centre, areas that were not previously identified for housing. As such, it appears that the Region of Peel forecast understates the potential for housing in this area, specifically apartment units.

Figure 27: Region of Peel Forecast – Population and Housing Forecast in Bram West Secondary Plan Area to 2051

Period	Population	Singles/Semi-Detached Units	Townhouse Units	Apartment Units	Total Housing Units
2023	25,500	4,532	1,477	516	6,525
2023-2051	15,600	3,089	1,003	454	4,546
Housing Mix (%), 2023 to 2051		68%	22%	10%	100%
2051	41,100	7,620	2,480	970	11,070

Source: Derived from Region of Peel Municipal Comprehensive Review forecast by SGU, February 2023 by Watson & Associates Economists Ltd. Estimates on current population derived by Watson & Associates Economists Ltd. based on building permit activity.

Updated Population and Housing Forecasts to 2051

It is recognized that the Region of Peel growth forecast and allocations for the City of Brampton are considered minimum forecasts. Further, as previously discussed, the additional population and housing growth allocated to Bram West Secondary Plan provides additional opportunities for housing, including higher density housing (i.e., apartments). As such it is recommended that the City plan for a higher amount of population and housing units in the Bram West Secondary Plan Area by 2051 which would include additional apartment uses. Figure 28 provides an updated population and housing forecast for the Bram West Secondary Plan Area. As summarized in Figure 28, the updated population forecast prepared herein anticipates that the Bram West Secondary Plan Area will reach a population base of just under 60,000 persons. The updated population forecast provided herein assumes an additional 8,600 persons and 4,300 housing units compared to the Peel Region population growth allocation for Bram West (as previously summarized in Figure 27).

Figure 28: Watson Forecast – Updated Population and Housing Forecast in Bram West Secondary Plan Area to 2051

Period	Population	Singles/Semi-Detached Units	Townhouse Units	Apartment Units	Total Housing Units
2023	25,500	4,530	1,480	520	6,530
2023-2051	24,200	3,090	1,000	4,710	8,800
Housing Mix (%), 2023 to 2051		35%	11%	54%	100%
2051	49,700	7,620	2,480	5,230	15,330

Source: Watson & Associates Economists Ltd.

Region of Peel Municipal Comprehensive Review Employment Forecasts to 2051

Based on the Region of Peel MCR forecasts by SGU, the Bram West area is anticipated to accommodate an employment base of 29,000 jobs by 2051. In accordance with the current employment base of the Bram West Secondary Plan Area, the area is anticipated to accommodate 15,650 additional jobs between 2023 to 2051, representing an annual employment rate of 2.8% to 2051.

As summarized in Figure 29, a significant increase in major office employment has been identified for this area, equating to an additional 10,000 office jobs over the 2023 to 2051 period. Population-related employment is anticipated to increase by an additional 1,100 jobs, while Employment Lands Employment is anticipated to increase by 4,570 jobs by 2051.

Based on review of the Peel Region employment forecast and allocation for the Bram West Secondary Plan Area The overall employment forecast appears reasonable at approximately 29,000, however the distribution of employment by the land use categories between population-related employment and employment lands employment does not appear to be consistent with the updated land use plan concept for the Bram West Secondary Plan Area.

As previously discussed, the Employment Area in the Bram West Secondary Plan Area only has net developable land area of 47 ha (116 acres) of vacant land remaining and the potential to accommodate up to 1,400 employment lands employment jobs (assuming 47 ha (116 acres) x 30 jobs net ha (12 jobs net acre) = 1,400 jobs). As a result, the Region of Peel employment forecast for the Bram West Secondary Plan Area is approximately 3,170 employment lands employment jobs greater than what can be reasonably accommodated on vacant employment lands.

With respect to population-related employment, the forecast of 1,080 population-related employment jobs over 2023 to 2051 does not provide for a complete community with a range of commercial and institutional uses. The Region of Peel growth forecast for population-related employment would generate one new population-related employment job per 14 new residents which does not improve upon the current ratio of population-related employment relative to population (currently 1 population-related employment per 13 residents). As previously discussed, the Bram West Secondary Plan Area currently does not have an adequate supply of commercial facilities to accommodate the daily needs of its residents.

Figure 29: Region of Peel – Employment Forecast in Bram West Secondary Plan Area to 2051

Period	Major Office Employment	Population-Related Employment	Employment Lands Employment	Total Employment
2023	4,600	1,960	6,810	13,370
2023-2051	10,000	1,080	4,570	15,650
Employment Distribution (%)	64%	7%	29%	100%
2051	14,600	3,040	11,380	29,020

Note: Population-related employment generally includes commercial, institutional, and work at home employment. Source: Derived from Region of Peel Municipal Comprehensive Review forecast by SGU, February 2023 by Watson & Associates Economists Ltd. Estimates on current employment derived by Watson & Associates Economists Ltd. based on City of Employment Business Directory, 2023.

Updated Employment Forecast to 2051

An updated employment forecast for this area is summarized in Figure 30 which anticipates the same employment growth over 2023 to 2051 period, approximately 29,000 jobs as identified in the Region of Peel forecast, however, redistributes the employment forecast by sector. As summarized in Figure 30, population-related employment is anticipated to increase by approximately 4,300 jobs, while employment lands employment is anticipated increase by approximately 1,400 jobs. The updated population-related employment forecast would result in one population-related employment job per six residents. The additional population-related employment would provide the opportunity to plan for a complete community, including providing the commercial amenities to

support a large major office anticipated in this area. The employment lands employment growth allocation of 1,400 jobs has been updated based on the reasonable amount of employment lands employment that can be accommodated on available vacant lands.

Figure 30: Watson Forecast – Updated Population and Housing Forecast in Bram West Secondary Plan Area to 2051

Period	Major Office Employment	Population-Related Employment	Employment Lands Employment	Total Employment
2023	4,600	1,960	6,810	13,370
2023-2051	10,000	4,250	1,400	15,650
Employment Distribution (%)	64%	27%	9%	100%
2051	14,600	6,210	8,210	29,020

Note: Population-related employment generally includes commercial, institutional, and work at home employment.
 Source: Watson & Associates Economists Ltd.

BUILDOUT OPPORTUNITIES TO 2051

POPULATION, HOUSING AND EMPLOYMENT YIELDS BY LAND USE CONCEPT AREAS

Summary of Yields

Provided below in Figure 31 is a summary of the yield analysis for the study area. Key highlights include:

- » The Bram West Secondary Plan Area has the potential to accommodate just under 72,000 people and jobs (36,500 population and 35,400 jobs) on vacant lands;
- » Approximately 14,900 housing units could be accommodated on vacant lands at buildout, the largest share (58%) within the Town Centre followed by the low-density residential area (27%), Major Transit Station Area (9%) and Town Centre Connection (5%); and
- » The largest share of employment growth is anticipated to be accommodated within the Major Transit Station Area (52%), followed by the Office Corridor (30%). The remaining areas are anticipated to accommodate 18% of employment growth on vacant lands.

Figure 31: Overall Summary of Population, Housing and Employment Yields on Vacant Lands

Area	Vacant, Net ha	Units Per Net ha	Housing Units	Population	Jobs	People and Jobs
Low Density Residential Area	115	35	4,092	14,600	500	15,100
Town Centre	22	401	8,660	17,500	4,200	21,700
Major Transit Station Area	23	60	1,362	2,800	18,450	21,250
Town Centre Connection	4	209	765	1,600	400	2,000
Office Corridor	18	n/a	-	-	10,490	10,490
Employment Areas	47	n/a	-	-	1,400	1,400
Total	229	65	14,878	36,500	35,440	71,940

Source: Watson & Associates Economists Ltd.

Further details on the yield analysis are provided in Appendix A.

Provided below in Figures 32a and 32b is a summary of the buildout yield analysis compared to the forecast prepared by the Region of Peel and the updated forecast developed herein. Key highlights are provided below.

- » Based on the Watson updated forecast, the Bram West Secondary Plan Area is anticipated to achieve just under 60% of its housing unit potential by 2051. It is anticipated that the lower density housing potential comprised of singles/semi-detached and townhouse units will be fully realized by 2051, while the potential to accommodate apartment housing units will take longer than 2051 to be fully realized. It is anticipated that by 2051 the Bram West Secondary Plan Area will accommodate 44% of the total apartment housing unit potential for this area.
- » Before 2051, it is anticipated that the Employment Area lands within the study areas will be fully developed.
- » It is anticipated that just over a third (36%) of the office employment potential in the Bram West Secondary Plan Area will be realized by 2051.
- » Approximately two thirds (66%) of the population-related employment potential will be developed in the Bram West Secondary Plan Area by 2051.
- » As summarized in Figure 32b, overall, approximately 71% of the people and jobs potential within the Bram West Secondary Plan Area will be accommodated by 2051.

Figure 32a: Overall Summary of Population, Housing and Employment Yields on Vacant Lands

Development Type	Peel Region Forecast, 2023-2051	Watson Updated Forecast, 2023-2051	Buildout Potential on Vacant Lands	Watson Updated Forecast as a Percentage of Buildout Achieved by 2051
Singles/Semi-Detached Units	3,089	3,090	3,089	100%
Townhouse Units	1,003	1,000	1,003	100%
Apartments Units	454	4,710	10,787	44%
Total Housing Units, 2023 to 2051	4,546	8,800	14,878	59%
Total Population, 2023 to 2051	15,600	24,200	36,500	66%
Office Employment	10,000	10,000	27,590	36%
Population-Related Employment	1,080	4,250	6,450	66%
Employment Lands Employment	4,570	1,400	1,400	100%
Total Employment, 2023 to 2051	15,650	15,650	35,440	44%
Total People and Jobs, 2031 to 2051	31,250	39,850	71,940	55%

Figure 32b: Overall Summary of Population, Housing and Employment Yields on Vacant Lands and Developed Lands

Development Type	Peel Region Forecast at 2051	Watson Updated Forecast at 2051	Buildout Potential (Vacant Lands/Existing Lands)	Percentage of Buildout Achieved by 2051
Existing People and Jobs, 2023	38,870	38,870	38,870	100%
Total People and Jobs, 2031 to 2051	31,250	39,850	71,940	55%
Total People and Jobs at 2051	70,120	78,720	110,810	71%

Source: Region of Peel Forecast derived from Region of Peel Municipal Comprehensive Review forecast by SGU, February 2023 by Watson & Associates Economists Ltd. Estimates on current employment derived by Watson & Associates Economists Ltd. based on City of Employment Business Directory, 2023. Watson updated forecast and buildout potential on vacant lands is a forecast by Watson & Associates Economists Ltd.

Overall, the buildout analysis indicates that the Bram West Secondary Plan Area has the potential to accommodate an additional 71,900 people and jobs by 2051 on vacant lands and approximately 44% of this potential would be achieved by 2051. As summarized in Figure 33, the total people and jobs buildout at 2051 which includes vacant and existing population and jobs on already development lands is estimated at 110,800

people and jobs. The total people and jobs density at buildout is estimated at 101 people and jobs per ha (110,800 people and jobs/1,094 ha = 101 people and jobs per ha) and varies by land use concept area. This significant increase in overall density is anticipated to be largely driven by higher density development forms in four strategic areas – Town Centre; Town Centre Connection; Major Transit Station Area; and Office Corridor.

Figure 33: Bram West Secondary Plan Area – Total People and Jobs at Buildout

Area	People and Jobs	Total Land Area, ha Unadjusted for internal infrastructure	People and Jobs per ha	Total Net Developable Area, ha
	A	B	C = A / B	D
Existing Developed Lands	38,870	752	52	505
Community Area	32,820	550	60	358
Employment Area	6,050	202	30	147
Potential on Vacant Lands	71,940	342	210	229
Community Area	70,540	287	246	182
Employment Area	1,400	55	25	47
Total	110,810	1,094	101	734

Source: Watson & Associates Economists Ltd.

CONCLUSIONS

The Bram West Secondary Plan Area has the potential to become a complete community offering a range of employment opportunities, housing options and commercial/institutional amenities in a more compact urban environment. Currently the community is comprised of approximately 25,500 residents primarily housed in single/semi-detached dwellings and townhouse units. Over the long-term it is anticipated that this area with proximity to a major employment cluster, as well as the prospect of higher-order transit (Bus-Rapid Transit or Light-Rapid Transit) will support opportunities for a greater range of housing options by density type including higher density housing forms (i.e., mid-rise and high-rise apartments). At full buildout it is anticipated that the Bram West Secondary Plan has the potential to accommodate approximately 14,880 additional housing units and an associated population increase of 36,500 residents on its remaining vacant lands. By 2051, it is estimated that just under 60% of the housing unit potential will be realized.

The Bram West Employment Area accommodates an employment base of 13,700 jobs as of 2023 and is comprised of a wide range of employment sectors. Management of Companies and Enterprises is the largest sector in the Bram West Employment Area, representing just under a third of the employment base. Within the study area Employment Area lands are approaching buildout with only 47 net ha of vacant employment lands remaining. By 2051 it is estimated that the Employment Area lands within the Bram West Secondary Plan Area will be fully developed accommodating up to 1,400 additional employment lands employment.

The area has also been successful in attracting major employers and is a logical extension of the Meadowvale Business Park in Mississauga, which bodes well in further developing the office base. It is anticipated that the Bram West Secondary Plan will accommodate 10,000 major office jobs by 2051. This represents 66% of the major office potential that could be accommodated within the Bram West Secondary Plan Area. While some employers, typically those in the technology sector may move to a fully distributed work operation this does not appear to be the norm, as most employers are adopting a hybrid (at home/at office) work model. This approach emphasizes a greater need to repurpose existing or new office space to provide more collaboration rooms, private meeting rooms and shared-office space with less emphasis on private office space. Looking forward, these trends are anticipated to generate increasingly higher average office FSW levels and potentially reduce office space needs per capita over the long term. However, such trends are not anticipated to eliminate the need for new office construction over the long-term.

In order to achieve a complete community offering a range of commercial and institutional uses for residents in the area, it is recommended that the City plan for a population-related employment ratio (number of residents per population-related employment jobs) that would improve from existing population-related employment ratio. A forecast of approximately 4,330 population-related employment by 2051 would provide one new population-related employment job per six new residents. This ratio would allow for a larger retail base to support the local residents in the area. Further, in order to successfully attract major office employment, the area will need to provide commercial and institutional amenities to support the employment base.

Overall, the Bram West Secondary Plan Area has the potential to accommodate an additional 72,000 people and jobs by 2051 on vacant lands and approximately 44% of this potential would potentially be achieved by 2051. At full buildout the total density of this area is estimated at 101 people and jobs per ha (110,800 people and jobs/1,094 ha = 101 people and jobs per ha) and varies by land use concept area. This represents almost a doubling of the current density of the area at 52 people and jobs per ha. This significant increase in overall density is anticipated to be largely driven by higher density development forms in four strategic areas – Town Centre; Town Centre Connection; Major Transit Station Area; and Office Corridor.

JOBS AND HOUSING ANALYSES INFORMATION AND DATA

Figure A-1: Active Development Applications – Bram West Secondary Plan Area

Application Number	Address	Status	Building Type	Land Area, ha	Non-Residential GFA, sq.m	Single/Semi-Detached	Townhouses	Apartments	Total Housing Units
SPA-2020-0054	Steeles Avenue	Site Plan Approval	Office	0.5	7,569	n/a	n/a	n/a	n/a
SPA-2021-0065	2015, 2025, 2035, 2045 Steeles Avenue W	Site Plan Agreement Prep	Mixed-Use Office/Retail/Hotel Complex	5.3	52,600	n/a	n/a	n/a	n/a
SPA-2021-0165	0 Wardsville Drive	Site Plan Agreement Prep	Mixed-Use Office/Retail Complex	0.8	17,000	n/a	n/a	n/a	n/a
SPA-2022-0219	8000 Mississauga Road (North Parcel)	In Review	Institutional Office Building Complex (Police Operational Support Facility)	3.0	16,033	n/a	n/a	n/a	n/a
SPA-2023-0054	8645 Heritage Road	In Review	Commercial	0.8	1,467	n/a	n/a	n/a	n/a
SPA-2023-0008	5 Montpelier St	Site Plan Approved	Commercial (expansion)	n/a	340	n/a	n/a	n/a	n/a
SPA-2021-0223	80 Rivermont Rd	Site Plan Approved	Commercial (expansion)	n/a	173	n/a	n/a	n/a	n/a
SPA-2022-0043	8175 Winston Churchill Boulevard	In Review	Industrial	5.9	60,000	n/a	n/a	n/a	n/a
SP18-120.000	106 Lightbeam Terrace	Site Plan Approved	Industrial	0.8	1,538	n/a	n/a	n/a	n/a
SPA-2022-0071	100 Edgeware Rd	Site Plan Approved	Industrial (expansion)	n/a	6,540	n/a	n/a	n/a	n/a
SP14-001.000	Rivermont Road	Site Plan Approved	Retirement Home	1.0	n/a	0	0	120	120

Figure A-1: Active Development Applications – Bram West Secondary Plan Area, Continued

Application Number	Address	Status	Building Type	Land Area, ha	Non-Residential GFA, sq.m	Single/Semi-Detached	Townhouses	Apartments	Total Housing Units
OZS-2022-0017	8654 Mississauga Road	In Review	Apartment/Townhouse Development	1.6	n/a	0	105	138	243
OZS-2022-0037	1206 Steeles Ave W	In Review	Townhouse Development (redevelopment)	n/a	n/a	0	18	0	18
SPA-2022-0078	2431 Embleton Road	In Review	Townhouse Development	2.0	n/a	0	90	0	90
DPC-2022-0008	1-10 Knotsberry Cir	Draft Approved	Townhouse Development	1.3	n/a	0	90	0	90
SPA-2020-0155	100 Knotsberry Cir	Site Plan Approved	Townhouse Development		n/a	0	90	0	90
SP18-035.000	1-39 Summerbeam Way	Site Plan Approved	Townhouse Development	1.0	n/a	0	31	0	31
Total				24.1	163,260	0	424	258	682

Source: Derived from the City of Brampton Development application data as of May 2023. Excludes minor variance applications.

Figure A-2: Major Transit Station Area – Population, Housing and Employment Yields on Vacant Lands (Buildout)

Development Type	Land Area, ha	Floor Space Index	New Housing GFA Sq.m	Housing Units	Population
Low-Rise Mixed-Use	0	0.0	0	0	0
Mid-Rise Mixed-Use	5	2.8	136,190	1,362	2,800
High-Rise Mixed Use	0	0.0	0	0	0
Total Housing Units	5	2.8	136,190	1,362	2,800

Development Type	Land Area, ha	Share of Land Area	New Gross Floor Area, Sq.m	Floor Space Index	People and Jobs	People and Jobs Density (people and jobs per ha)
Low-Rise Mixed-Use	0	0%	0	0	0	0
Mid-Rise Mixed-Use	5	13%	136,190	2.8	2,800	577
High-Rise Mixed Use	0	0%	0	0.0	0	0
Total Residential	5	13%	136,190	2.8	2,800	577
Office Mixed-Use	17	45%	468,330	2.8	16,800	998
Institutional	1	3%	18,670	1.9	200	206
Ground Floor Retail	0	0%	53,890	0.0	1,450	0
Total Non-Residential	18	47%	540,890	3.0	18,450	1,036
Total Residential and Non-Residential	23	60%	677,080	3.0	21,250	938
Non-Developable Area	15	40%				
Total	38	100%	677,080	1.8	21,250	566

Notes:

The following are key assumptions based upon the City of Brampton background Major Transit Station analysis:

Housing unit: 100 sq.m (1,076 sq.ft.) per unit

Persons per unit: 2.02

Retail Floor Space per Worker: 37.2 sq.m (400 sq.ft.) per employee

Mixed-use (commercial/office) Floor Space per Worker: 35.8 sq.m (385 sq.ft.) per employee

Office Floor Space Per Worker: 27.9 sq.m (300 sq.ft.) per employee

Source: Watson & Associates Economists Ltd.

Figure A-3: Town Centre – Population, Housing and Employment Yields on Vacant Lands (Buildout)

Development Type	Land Area, ha	Floor Space Index	New Housing GFA Sq.m	Housing Units	Population
Low-Rise Mixed-Use	0	0.0	0	0	0
Mid-Rise Mixed-Use	8	2.2	181,200	1,812	3,700
High-Rise Mixed Use	11	6.0	684,800	6,848	13,800
Total Housing Units	19	4.4	866,000	8,660	17,500

Development Type	Land Area, ha	Share of Land Area	New Gross Floor Area, Sq.m	Floor Space Index	People and Jobs	People and Jobs Density (people and jobs per ha)
Low-Rise Mixed-Use	0	0%	0	0	0	0
Mid-Rise Mixed-Use	8	12%	181,200	2.2	3,700	459
High-Rise Mixed Use	11	17%	684,800	6.0	13,800	1,209
Total Residential	19	29%	866,000	4.4	17,500	899
Institutional	0.1	0%	2,400	1.7	100	694
Commercial	2	3%	64,400	3.0	1,800	839
Ground Floor Retail (High-Rise Mixed-Use)	0	0%	85,600	0.0	2,300	n/a
Total Non-Residential	2	3%	152,400	6.7	4,200	1,835
Total Residential and Non-Residential	22	33%	1,018,400	4.7	21,700	997
Non-Developable Area	31	48%				
Total	66	100%	1,018,400	1.5	21,700	329

Notes:

The following are key assumptions based upon the City of Brampton background Major Transit Station analysis:

Housing unit: 100 sq.m (1,076 sq.ft.) per unit

Persons per unit: 2.02

Retail Floor Space per Worker: 37.2 sq.m (400 sq.ft.) per employee

Mixed-use (commercial/office) Floor Space per Worker: 35.8 sq.m (385 sq.ft.) per employee

Office Floor Space Per Worker: 27.9 sq.m (300 sq.ft.) per employee

Source: Watson & Associates Economists Ltd.

Figure A-4: Town Centre Connection – Population, Housing and Employment Yields on Vacant Lands (Buildout)

Development Type	Land Area, ha	Floor Space Index	New Housing GFA Sq.m	Housing Units	Population
Low-Rise Mixed-Use	0	0.0	0	0	0
Mid-Rise Mixed-Use	3	2.3	76,500	765	1,600
High-Rise Mixed Use	0	0.0	0	0	0
Total Housing Units	3	0.0	76,500	765	1,600

Development Type	Land Area, ha	Share of Land Area	New Gross Floor Area, Sq.m	Floor Space Index	People and Jobs	People and Jobs Density (people and jobs per ha)
Low-Rise Mixed-Use	0	0%	0	0	0	0
Mid-Rise Mixed-Use	3	64%	76,500	2.3	1,600	471
High-Rise Mixed Use	0	0%	0	0.0	0	0
Total Residential	3	64%	76,500	0.0	1,600	471
Office-Mixed Use	0.3	5%	8,000	3.0	300	1,131
Ground Floor Retail	0	0%	2,000	0.0	100	0
Total Non-Residential	0.3	5%	10,000	3.8	400	1,509
Total Residential and Non-Residential	4	69%	86,500	2.4	2,000	546
Non-Developable Area	2	31%				
Total	5	100%	86,500	1.6	2,000	375

Notes:

The following are key assumptions based upon the City of Brampton background Major Transit Station analysis:

Housing unit: 100 sq.m (1,076 sq.ft.) per unit

Persons per unit: 2.02

Retail Floor Space per Worker: 37.2 sq.m (400 sq.ft.) per employee

Mixed-use (commercial/office) Floor Space per Worker: 35.8 sq.m (385 sq.ft.) per employee

Office Floor Space Per Worker: 27.9 sq.m (300 sq.ft.) per employee

Source: Watson & Associates Economists Ltd.

Figure A-5: Office-Mixed Use Corridor – Population, Housing and Employment Yields on Vacant Lands (Buildout)

Development Type	Land Area, ha	Floor Space Index	New Housing GFA Sq.m	Housing Units	Population
Low-Rise Mixed-Use	0	0.0	0	0	0
Mid-Rise Mixed-Use	0	0.0	0	0	0
High-Rise Mixed Use	0	0.0	0	0	0
Total Housing Units	0	0.0	0	0	0

Development Type	Land Area, ha	Share of Land Area	New Gross Floor Area, Sq.m	Floor Space Index	People and Jobs	People and Jobs Density (people and jobs per ha)
Low-Rise Mixed-Use	0	0%	0	0	0	0
Mid-Rise Mixed-Use	0	0%	0	0.0	0	0
High-Rise Mixed Use	0	0%	0	0.0	0	0
Total Residential	0	0%	0	0.0	0	0
Office-Mixed Use	18.3	70%	292,400	1.6	10,490	574
Total Non-Residential	18	70%	292,400	1.6	10,490	574
Total Residential and Non-Residential	18	70%	292,400	1.6	10,490	574
Non-Developable Area	8	30%				
Total	26	100%	292,400	1.1	10,490	403

Notes:

The following are key assumptions based upon the City of Brampton background Major Transit Station analysis:

Housing unit: 100 sq.m (1,076 sq.ft.) per unit

Persons per unit: 2.02

Retail Floor Space per Worker: 37.2 sq.m (400 sq.ft.) per employee

Mixed-use (commercial/office) Floor Space per Worker: 35.8 sq.m (385 sq.ft.) per employee

Office Floor Space Per Worker: 27.9 sq.m (300 sq.ft.) per employee

Source: Watson & Associates Economists Ltd.

Figure A-6: Bram West Secondary Plan Area – Total People and Jobs at Buildout

Area	People and Jobs	Total Land Area, ha Unadjusted for internal infrastructure	People and Jobs per ha	Total Net Developable Area, ha
	A	B	$C = A / B$	D
Existing Developed Lands	38,870	752	52	505
Community Area	32,820	550	60	358
Employment Area	6,050	202	30	147
Potential on Vacant Lands	71,940	342	210	229
Community Area	70,540	287	246	182
Employment Area	1,400	55	25	47
Total	110,810	1,094	101	734

Source: Watson & Associates Economists Ltd.



CHAPTER 7
URBAN DESIGN
CONSIDERATIONS



URBAN DESIGN CONSIDERATIONS

Bram West will be urban in the MTSA, Town Centre, and along key corridors.

Steeles Avenue, Mississauga Road, and the overall network will be governed by urban street design guidelines to support more compact development, higher densities, and multi-modal transportation. Urban street design guidelines will be incorporated in future planning and design processes to replace the current design standards, which have resulted in suburban outcomes and will not support housing and population needs in the future. Urban streets are characterized by street trees between the travel lanes and the separated bicycle facilities, short blocks, center-running transit facilities, and slow design speeds. These features make it more pleasant and feasible to walk, bicycle, and take transit. Plus, the public realm is more attractive which helps improve the image of Bram West and the City.

There are urban design attributes that were built into the drawing and recommendations for Bram West. Special attention was given to the MTSA, Town Centre, and Mississauga Road Corridor between the MTSA and the Town Centre, and Highway 407 and the MTSA. These locations, within Bram West, represent opportunities for major growth, and most potential to be walkable, transit-oriented, and urban. The urban design attributes are discussed further below.

Convenience

Places that have a high mix and density of land uses are most likely to provide the activities, services, and other needs that people need routinely nearby. Close proximity of people and needs results in shorter trip lengths, increases in walking and cycling, increased transit access, increased vibrancy and, consequently, more efficient and effective social and economic exchange. This is *convenience*, a defining attribute of urban, walkable, sustainable places. High density and mixed land uses are recommended for the MTSA, Town Centre, and between the MTSA and the Town Centre to achieve this attribute. Furthermore, convenience is an attribute that was identified as being desirable from diverse stakeholder groups.

Connectedness

The connectedness of the MTSA and the Town Centre is intentional. The land uses, open spaces, streets, services, homes, offices, and people will be linked together visually and physically with multiple routing options via the street network, paths, trails, parks, intersections, crossings, and other connections. Compared to blocks in low density and relatively suburban areas, the block perimeters are smaller to ensure greater levels of connectedness. Four approach intersections are preferred over T-intersections to help with the urban objective of creating parallel networks, legibility, and redundancy within the network.

Though connectedness was emphasized down to the block level for the MTSA and Town Centre, it was also encouraged, at a larger scale, on the framework streets throughout the entire Bram West area. These connections included multiple east-west streets that were taken through to Winston Churchill Boulevard from the already constructed parts of Bram West. The plan also includes east-west streets, parallel to Steeles Avenue, located north and south of Highway 407 as well as additional north-south streets and connections.

The plan provides for improved regional connectivity to Highways 407 and 401, via proximate interchange ramps which will distribute traffic loads to reduce overloading any one street.

Comfort

The presence of pedestrians is an informal metric for the success of the design Bram West. Good design results in pedestrians feeling safe and being at ease with their surroundings. Minimal pedestrian activity is an indication of design problems (i.e., an overly fast street, a blank wall on ground floor of a building on an A-frontage street, a circuitous route, a lack of shade, a sidewalk next to a travel lane, etc.). Complete Streets, or streets that are designed and operated to enable safe and comfortable use for all modes, are envisioned for existing and future streets in Bram West. Complete Streets often include sidewalks, separated bicycle lanes, dedicated bus lanes, shade trees, safe crossings, comfortable transit stops, and lighting.

When it comes to comfort, the “feeling of safety” that is the goal. Being “safe” is desirable because it means the statistical condition towards the end of the scale of risk in which nothing harmful can happen to the person (i.e., fewer crashes, injuries, and fatalities as well as less property damage. Comfort, or the perception of safety, varies greatly depending on the pedestrian’s age, physical ability, time of day, mental acuity, and other factors. To be comfortable, it is necessary that the environment in Bram West, be perceived as safe so that people will willingly walk, cycle, and use transit, and be statistically safe such that risk of harm is low.

The average pedestrian (e.g., tourist, shopper, recreational jogger, commuter, worker, resident, child, etc.) likely has little to no quantitative information about how safe or unsafe he or she is statistically. However, he or she is likely to have a clear feeling of how safe he or she feels (i.e., how comfortable they are).

Comfort plays a major role in decision-making about walking, cycling, and taking transit. For example, if a person feels comfortable walking to the bus stop to catch the bus for the ten-kilometer journey to the office, then he or she is more likely to use transit in general. If a parent is comfortable with their child walking the four blocks to the school, then the parent is more likely going to allow and encourage the child to walk to school. Comfort is also physical. This pertains to design characteristics such as shade trees along the route, separated bike facilities along busier streets, bulbouts at the ends of parking rows to shorten crossing distances, adequate lighting at night, among other treatments.

Comfort also has an impact on economic sustainability and resiliency. Moving one’s home, job, or company to Bram West, involves many considerations. Comfortable places attract business investment and employers because comfortable places attract employees and their families.

Engagement

Engagement means that the environment provides sustained appeal or interest to the pedestrian.

Nice walks can be taken along retail streets, through neighbourhoods, through parks, along trails, and along beaches. All can provide engaging environments. In every case, they can all be appealing and of interest to the pedestrian, but the level of complexity can range dramatically from low, but beautiful (e.g., like a beach); to high, like in the MTSA and Town Centre. The purpose of indicating the A-frontages in the MTSA and Town Centre is to create engagement. The idea is to have sidewalks that have natural surveillance, shade in the summer, and are not interrupted by driveways and loading areas. The other streets are where parking, loading, and other B-

activities are accessed, typically behind the buildings on lanes/alleys, or service courts. In this way, engagement is maximized on the A-frontage streets.

"Engaging" also addresses the tricky issue of scale. In an urban setting like in the MTSA and the Town Centre, the buildings will be mid-to-high-rise buildings. However, the streets will be engaging due to well-designed sidewalks and ground floors of the buildings. The proximity to the street and windows and doors addressing the street provides natural surveillance.

Accessible

Accessible in this context means that Bram West is capable of being traversed easily by the pedestrian. Though it is hard to show at the scale and stage of this plan, the MTSA and the Town Centre are positioned to minimize barriers of landscaping, stairs, useless ceremonial plaza spaces, poorly done elevation changes, etc., between the sidewalks and buildings. Creating a highly accessible place will also be consistent with the other urban design considerations. Creating a barrier-free public realm that is friendly for people with mobility and vision disabilities is feasible if it is intentional and included starting in the initial development of the site plans. In that way, costly retrofits are avoided afterwards.

Around the public plaza in the Town Centre, flush streets were included in the plan. This space will be used for a variety of events. When there is a need for a large space for a large event, then the plaza can be expanded to include one or more of the adjacent streets. At those times, the flush streets contribute greatly to freedom of movement of all people, but especially for people with mobility disabilities. It also increases the flexibility for setting up the event and removes tripping hazards for everybody (i.e., vertical curbs).

Vibrancy

Vibrancy occurs when a place is perceived, by the people using it, to be full of life, energy, and activity. Of all the places in Bram West, where social, economic, and cultural exchange should be the richest, it is in the Town Centre and, to a lower extent, in the MTSA. This requires a higher concentration and mix of land uses with higher levels of convenience and connections such that there are higher levels of exchange of services, entertainment, goods, labor, social contact, etc. Typically, vibrancy is maximized along streets via: i) continuous building frontages, frequently changing facades, with varying materials, windows, architectural detailing, displays, and buildings fronting the sidewalks; ii) adequate sidewalk widths; iii) on-street parking; iv) bike parking and comfortable bike access; v) slow design speeds for streets; vi) two-way streets; vii) lots of places to cross streets; viii) places to sit/rest; ix) street trees and awnings; and x) relief with well scaled and integrated squares, plazas, and parks.

Similarly, of all the places in the Town Centre, where exchange should be the richest, it is around the plaza and along the high street (a.k.a., Lionhead Golf Club Road).

Technically, vibrancy is achieved when numerous and a high variety of "trips ends" occur in close proximity with the principal mode being walking. In other words, to achieve vibrancy, average trip lengths are very short; modal splits for walking, cycling, and transit use are high; and there are a lot of trips being generated (e.g., some combination of social trips, shopping trips, cultural trips, educational trips, work trips, etc.)

Legibility

The MTSA and Town Centre will have a high number of visitors compared to other parts of Bram West. Their visitor experiences will benefit if the MTSA and Town Centre are legible. A broad range of design elements combine to create legibility for pedestrians, cyclists, and motorists. The most important one is the connected network street of parallel streets. It is also important to create and select good views, have public art, create memorable architecture in strategic locations, and empathize landmarks. When done well, people will find the place intuitively navigable and understandable. People will have the ability to easily become and stay oriented. In other words, people of average intelligence should be able to develop a cognitive map and stay oriented. This in turn increase comfort.

Note that wayfinding is not the same a legibility. Wayfinding involves signs, markings, maps, navigation devices, etc. Wayfinding supplements the inherent legibility of a place. Wayfinding can ameliorate poor legibility but is not synonymous with legibility. The better the legibility, the less the wayfinding is needed.



CHAPTER 8

STREET NETWORK



STREET NETWORK

The land use concept for the Bram West Secondary Plan, shows the proposed street network in a blue colour. The intent of the land use concept can only be realized if the street network, transit facilities, trail system, shared use paths, and separated bike facilities, are supportive, in terms of connectivity, scale, parallel network, and redundancy with the boundaries of Bram West and connecting to the street network and highways outside of Bram West. This plan specifies the multimodal transportation system (i.e., connected street network, trail network, complete streets, transit services, and supportive station area and land use planning) required to achieve the community-driven goals and planning principles established at the beginning of this planning process. The plan is an integrated plan with the street and trail networks shown along with the land uses.

Important East-West Streets

There are eight important east-west streets covered in this plan:

- a. Rivermont Road will be extended from Embleton Road to Winston Churchill Boulevard.
- b. Embleton Road will remain between Winston Churchill Boulevard and Rivermont Road. To the east of Rivermont Road, Embleton Road will cease to be a through-street for motorists, trucks, etc. This change is needed to achieve the goal of this plan to protect Natural Heritage and Cultural Resources. Currently, the volume, speeds, and the composition of traffic are damaging the area between Rivermont Road and Mississauga Road. Due to the historic form of the street and place in this area, there is incompatibility between the place and the existing traffic and the likely future traffic, which is resulting in undesired outcomes, that will worsen over time. Pedestrian, bicycle, school busses, and emergency vehicles will be permitted through the closure. There will be two student pick-up/drop-off locations; one on the west side of the closure to serve parents who approach from the west and the one on the east side to serve the parents who approach from the east. No new streets will connect to the part of Embleton Road east of the closure.
- c. Lionhead Golf Club Road will extend from Heritage Road to Winston Churchill Boulevard. East of Mississauga Road, Lionhead Golf Club Road effectively becomes the high street for the Town Centre and terminates at the Club House.
- d. Financial Drive will connect from Heritage Road to Winston Churchill Boulevard.
- e. Brasstown Valley Trail will connect from Rivermont Road to Winston Churchill Boulevard.
- f. Steeles Avenue will remain in place. However, its design shall evolve to be multimodal, slower, and safer such that it is less of a barrier and more of a street that contributes to the place. Its ultimate width, in terms of the number of lanes for motor vehicles, will depend on the collaboration between the City and other agencies to provide a parallel network of streets. The direction of this plan is to allocate the space within the right-of-way to provide pedestrian and bicycle-friendly edges and a centre-running transit system, as per the recommended cross-section. Then, the remaining right of way to provide lanes for motorists. If there is a desire for more lanes for automobiles, then a wider right-of-way will need to be secured (as opposed to diminishing the infrastructure for walkers, cyclists, and transit users). The idea is to prioritize modal choice and level of comfort over providing high peak-hour levels of service for motorists.

g. Edgeware Road will be extended to Winston Churchill Boulevard to the west and into the Modern Industrial area to the east. This connection provides an east-west street between Steeles Avenue and Highway 407. In this way, local trips and trips between the industrial land uses and the two highways (Highway 407 and Highway 401) don't need to use Steeles Avenue.

h. A mostly new, two-way, Frontage Road will extend from Winston Churchill Boulevard to Financial Drive. This will provide an east-west street, parallel to, and located between, Highway 401 and Highway 407. The Two-way Frontage Road will connect the six north-south framework streets (i.e., Winston Churchill Boulevard, Bram West Parkway, Heritage Road, Riverfront Road, Mississauga Road, and Financial Drive). The Two-way Frontage Road will be multimodal to support pedestrian and bicycle access to the north-south streets and the proposed transitway that will parallel Highway 407.

i. All of the east-west streets that extend to Winston Churchill Boulevard will be available for connecting streets to the west into Halton Hills at their discretion. The difference between the Highway Scenario and the Boulevard Scenario that, with the Boulevard Scenario, the highway would not cut through Halton Hills and Halton Hills, at their discretion, would likely be able to develop the land, that had been considered for the highway right-of-way.

Important North-South Street Guidance

There are six important north-south streets in Bram West. Though this plan is limited to streets and land uses within Bram West, the plan allows, with the support of Halton Hills and Mississauga, increased connectivity between the cities. Increased connectivity would help all three cities and the cities' industries. It would also help Bram West better achieve its goals.

- Winston Churchill Boulevard is the westernmost, north-south, street in Bram West and forms the border between Brampton and Halton Hills. Historically, the boulevard was part of a sparse network of farm roads that were spaced at approximately 1.5 km intervals in the east-west direction and 3.0 km in the north-south direction. The other two former, north-south, farm roads, are Heritage Road and Mississauga Road, located 1.5 km and 3.0 km to the east of Winston Churchill Boulevard, respectively. Consequently, the original blocks were huge (e.g., about 425 hectares with 9 km perimeters) which worked well for farming purposes. However, as these lands are developed, a more fine-grained block structure is needed for access and to help spread the traffic loads. Otherwise, these old farm roads would end up being very wide arterial streets, which would undermine the many of the quality of life and environmental goals for Bram West. Note typical urban blocks are about 1.0 hectare with a 400m perimeter, suburban blocks can be up to double that, and industrial blocks vary in size, depending on the specific industries.
- Three new north-south streets have been built or will be built to augment the network of former farm roads. The Bram West Parkway shall be built to bisect the land between Winston Churchill Boulevard and Heritage Road. Rivermont Drive will be completed. It bisects the land between Heritage Road and Mississauga Road. Finally, Financial Drive is located to the east of Mississauga Road to bisect the land between Mississauga Road and the Credit River Valley.
- With the Boulevard Scenario, the Bram West Parkway will transition into Heritage Boulevard, at the intersection of Rivermont Drive. To the south, the Bram West Parkway could, with the support of Mississauga, be extended to Argentia Road, in Mississauga.
- With the Highway Scenario, the Bram West Parkway will end at an intersection with Rivermont Drive. The highway would cut through the north-west corner of Bram West into Halton Hills. Note that, the highway will be grade-separated as it crosses Rivermont Drive. Thus, and intersection of the Bram West Parkway and Rivermont Drive will be unencumbered by the highway.
- Heritage Road is renamed Meadowvale Boulevard once it crosses Highway 407 into Mississauga. At the discretion of Mississauga, Meadowvale Boulevard could extend across Highway 401 to Millcreek Drive, in Mississauga.

- Rivermont Road could, at the discretion of Mississauga, be extended to West Credit Avenue in Mississauga.

By extending Bram West Parkway, Heritage Road/Meadowvale Boulevard, and Rivermont Road to logical connections in Mississauga, both cities would benefit by the increased connectivity. The more robust street network would increase connectivity between industries, the highways, and to workers who may live in Brampton and work in Mississauga or vice versa.

Increased Interchange Performance Through Better Interchange Designs

There are two highways, with the Boulevard Scenario, and three highways, with Highway Scenario, that have or will need interchanges with streets in the Bram West area. Currently, Highways 407 and 401 use conventional interchange designs and the Highway Scenario would likely propose to use a conventional interchange. This plan recommends the use of *proximate interchanges* as these would improve performance of for all the highways and also improve access to and from the industrial areas. Conventional interchanges perform poorly, as compared to proximate interchanges, for a variety of reasons. The main reason is that all the on and off ramps at a conventional interchange attach to a single, perpendicular, street. That puts tremendous traffic pressure on the perpendicular street. However, with a proximate interchange, each ramp attaches to a different street. Plus, the streets can be perpendicular to the highway or not, which provides increased flexibility for placing the ramps and distributing the highway traffic to the street network.

Because of the concentration of high volumes at conventional interchanges, the interchanges are large and take up a great deal of space. The concentrated traffic subsequently distributes itself from the large interchange into the city network. However, with a proximate interchange, the traffic is already distributed to several streets. In this way, no one street gets overloaded, each intersection is relatively small, more developable land is available, and more green time can be allocated to highway movements when signals are involved, reducing the need for queuing space. Furthermore, high speed, large, pedestrian and bike-unfriendly, corner radii that accompany conventional interchanges can be avoided. Instead, safer 90-degree corners can be used. Proximate interchanges use less land and reducing the overall barrier effect.

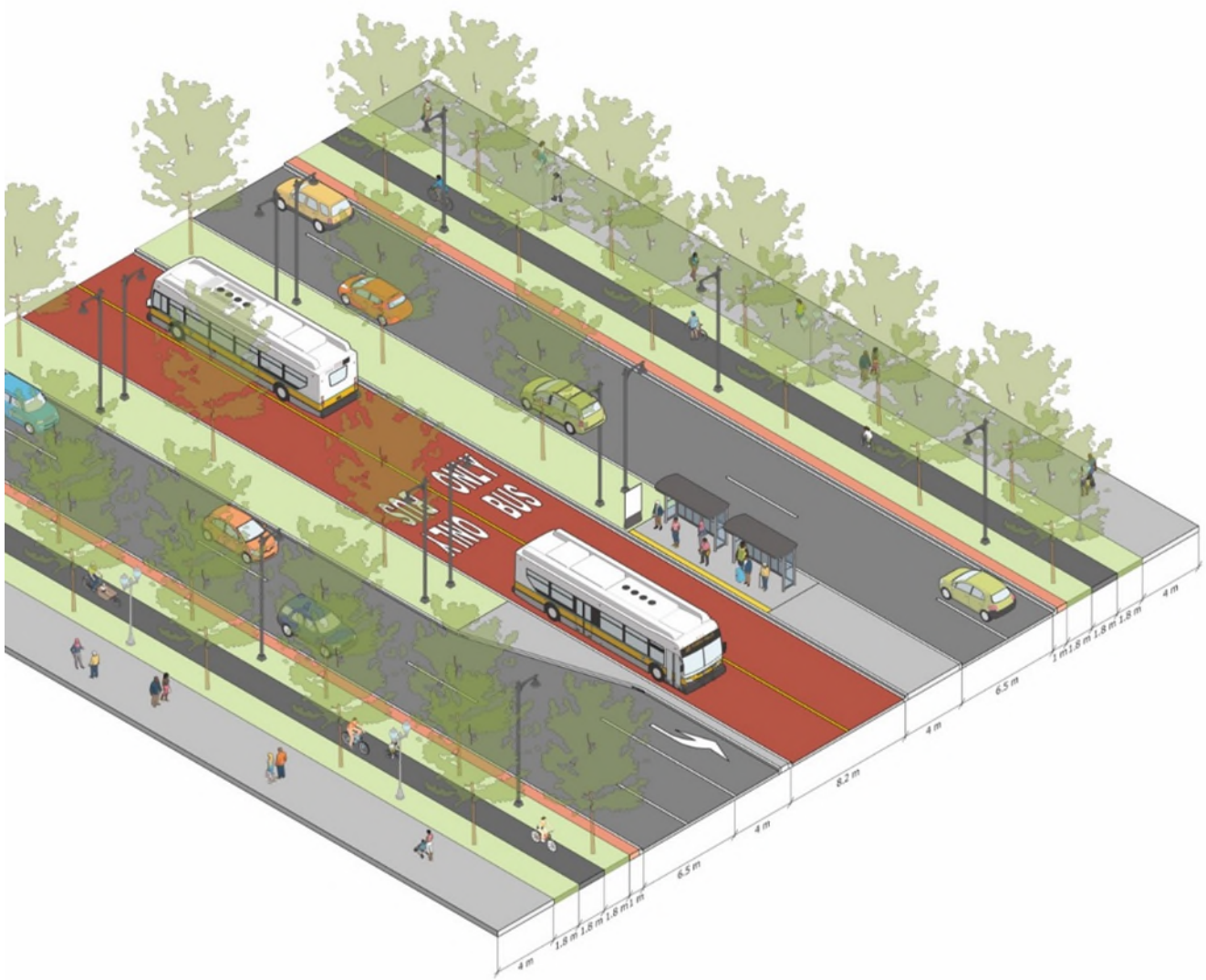
Proximate interchanges are proposed for Highways 407 and 401 and for Highway 413 should the Highway Scenario occur. The precise locations and number of ramps will require further study. Fortunately, proximate interchange ramps are much more flexible, in terms of space requirements and configurations, compared to conventional interchange ramps. Because of that, there are many more design combinations and options. Future studies will examine the benefits of proximate interchanges. Based on experience in other jurisdictions, the likely result will be that the highways, and mobility of people on foot, on bicycle, and taking transit, will benefit by the improved interchanges, especially when combined with the more connected street network in the industrial areas in Brampton and possibly in Mississauga. If the Highway Scenario is selected, then the proximate interchange will likely reduce the costs of implementation while also delivering superior performance.

Street Types

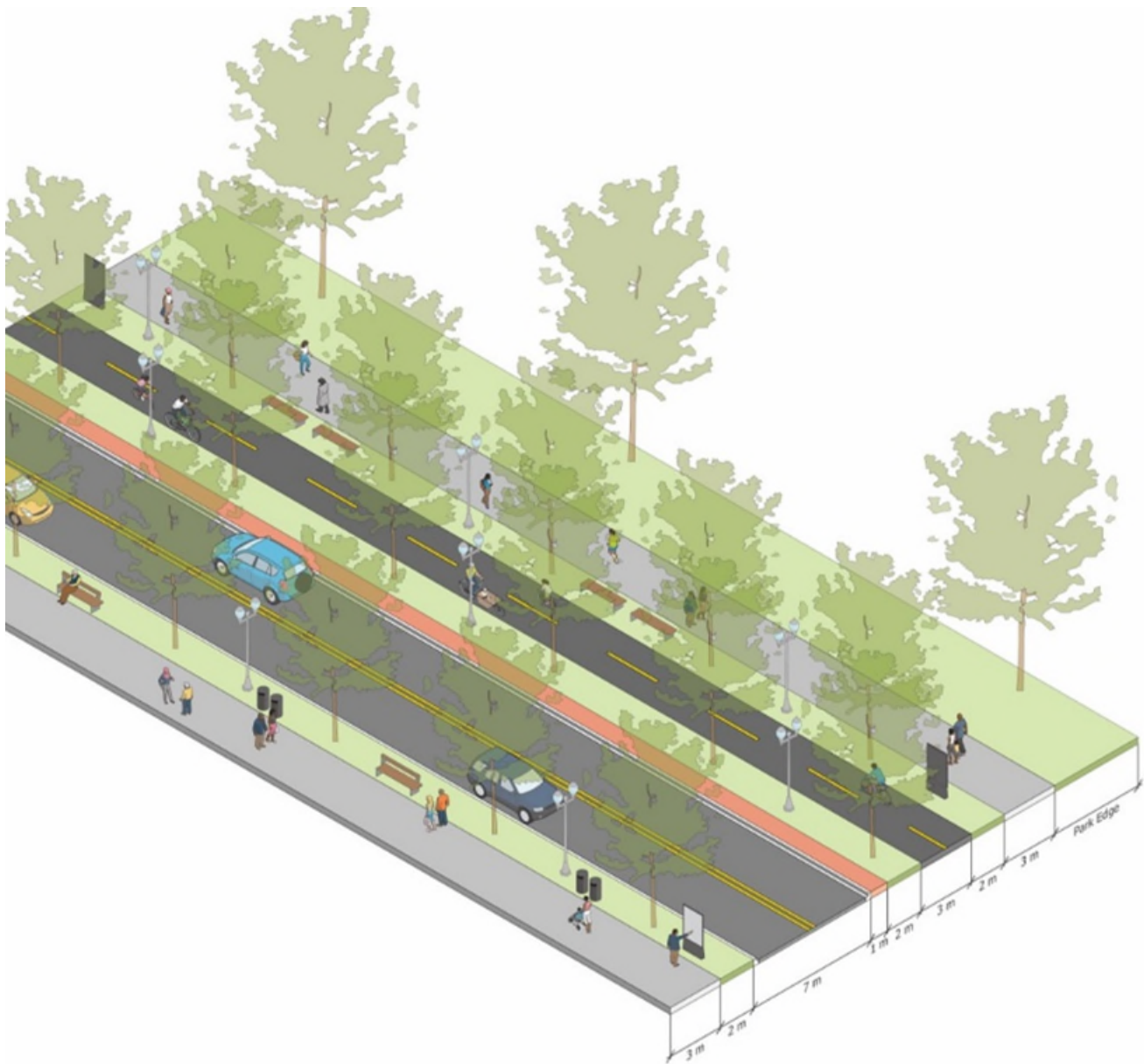
Many of the streets in Bram West are built and therefore the street types have been established. However, wider rights-of-way are needed along the streets where separated bicycle facilities and trails were identified and there is adequate flexibility. Right-of-way should, at minimum, accommodate the motor vehicle lanes, tree buffers, the separated bike lanes, and sidewalks. The specific dimensions and modal allocation of space along these streets will be determined during subsequent steps in the process. The design of new streets and the redesign of existing streets in the area will be informed by the City's Complete Streets Guide.

Mississauga Road, Steeles Avenue, Lionhead Golf Club Drive, and Heritage Road have significant and important roles in mobility, placemaking, and the economy. For this reason, design direction is specified.

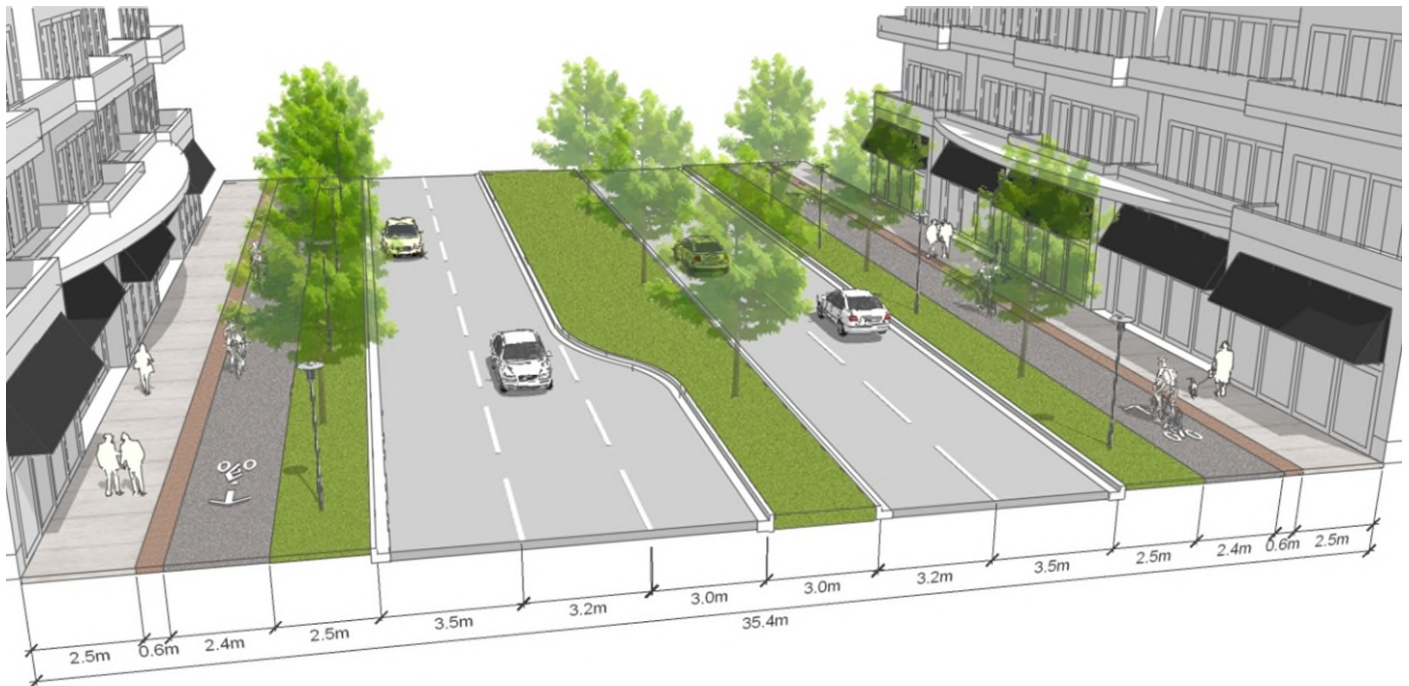
i) and ii) Mississauga Road and Steeles Avenue should be comfortable and attractive multimodal streets. The same section is proposed for both streets. Note that the allocation of space for the center median transit and edges will remain consistent, with the variable being the number of motor vehicle lanes, which will be a function of the remaining right-of-way (i.e., in other words the spatial priority will be given to the infrastructure for comfortable walking, cycling, and transit users).



iii) Lionhead Golf Club Road will be a multimodal street that is integrated with the proposed school, community center located along the Road, to the west side of Mississauga Road. The multimodal street will continue on the east side of Mississauga Road, where the Drive will provide the role of the high street in the Town Centre. There will be two-way separated bike lanes on the north side of the street that will connect directly to the school, community centre, and trails.



iv) Heritage Road, in Bram West, will be the central north-south connection between Heritage Heights, to the north, the Credit River Valley and Bram West in the middle, and the industrial lands, to the south, between Highways 407 and 401. The cross-section, within Bram West, will be multimodal and beautiful, in keeping with its central role. The cross-section will have comfortable edges for walking and cycling, four through lanes, and left turn lanes where needed. The street's memorable feature will be its rows of canopy shade trees. A row of trees will be provided in the soft-scaped, planting, zones on each side of the street between the separated bike lanes and the sidewalks. Two rows of trees will be provided in the regular parts of the median. Where the median narrows to make room for a left turn lane, there will be a single row of trees. At the intersections, the median will provide pedestrian refuges. The tree species will be selected such that tree canopies will grow and eventually meet above the travel lanes and provide a unique and beautiful sense of enclosure. This design direction section is consistent with the design direction proposed for Heritage Road, to the north, in Heritage Heights. The combination will provide a wonderful sense of continuity in the travel experience, in the north-south direction, between the western parts of the City of Brampton.





**APPENDICES:
SUMMARY ENGAGEMENT
MATRICES**



Questions	Responses from City of Brampton Staff
<p>Is the budget allocated for the community/recreational centre?</p>	<p>Unfortunately we don't have the answer to this but we can reach out to recreation on this. If you want to drop your email in the chat we can get back to you with possible timelines regarding the recreational centre.</p>
<p>Would parks in the plans be considering splash pads?</p>	<p>The planning department doesn't necessarily get involved with the programming of a space instead this exercise focuses on making sure that there will be enough parks in the area but that is certainly a comment we can take to our friends in parks development.</p>
<p>Is mall related information included in the Heritage Heights Secondary Plan?</p>	<p>The Osmington Group who owned the land had the intent to build the mall but decided they no longer want to and the lands have changed hands and are now slated more for residential growth. Our aim is to provide opportunities for amenities in the BramWest context through mixed-used land uses in our urban areas specifically along Mississauga Rd.</p>
<p>Lionhead golf course is a natural gem. I understand the Southern half is already slated for development. It appears that the North portion is envisioned as the future Town Centre. Is that right? Has there been any thought of turning it into a green public space like Eldorado Park or Riverwood Park in Mississauga?</p>	<p>In the preliminary concepts shown, a Town Centre is envisioned at Financial Drive and Mississauga Road. Within the Town Centre and as part of the future redevelopment of the Lionhead golf course, a green network and park system is envisioned.</p>
<p>Is there space reserved for schools?</p>	<p>There is public and city owned lands reserved for future schools, however there are many schools existing within the SPA. There are a total of 8 schools located in BramWest. There are 5 schools in SPA 40(c) and 3 schools in SPA 40(d).</p>

Regarding Highway 413, right now in BramWest where we were planning those straights, that land is blocked by the Province right? or by the City? The Highway 413 team already has some required land or narrow land, so are we going to remove other land?

This area that is being referred to is likely in SPA 40a. That block planning area was largely not block planned due to provincial holds on the area due to corridor protection policy. Similar to what we did for Heritage Heights, it was our understanding that the corridor protection area has been refined and there is a focused analysis area that the Province is proceeding to further study the potential of their 400 series highway. We have a better understanding of what areas can be block planned so in light of how old the planning frameworks are for BramWest and how much more prevalent the need for a greater supply for housing is in our market conditions, we want to go back and understand what the highest investment potential is especially for unplanned areas as well as urban areas for the secondary plan area. As a part of this exercise we will look at those areas and hopefully release them for development.

What is the vision of this area, talk about 15-minute cities, plans for growth and development in this area?

After the 2040 vision process and through Brampton Plan process the City of Brampton in terms of our planning is looking to move to a 15-minute neighbourhood concept where by within a 15-minute walk or cycle of most residential areas you will have access to amenities with which you can conduct your everyday needs (shopping, health etc.). Looking at this particular area we are keeping that in mind and understanding what potential deficiencies there are in the area and how improvements can be made from a land use perspective moving forward. The other piece of this area that we are considering is the Town Centre and how that can be a critical anchor (amenity area etc.) to serve a large portion of the population but also add a critical supply of housing for the area via urban intensification.

When will be Heritage heights project completed?

The Heritage Heights project is not under force and effect due to the appeals process through the Ontario Land Tribunals and the process that occurs after the fact. The area is already planned subject to changes in the appeals process.

Provincial housing targets for 2051 are very high. Difficult to get walkable complete neighbourhoods with detached homes, you need townhouses at a minimum. Due to industrial nature of area, it seems it will become a congested car-sprawled area. The City is also unable to ignore housing targets by the Province. Rapid transit will be necessary for this issue.

Trying to build intention to secondary plan areas, especially as it pertains to transit feasibility. We know that the direction is higher order transit so what are the planned densities required to facilitate that investment. We are trying to move forward with intention and this concept plan to understand the viability of those future investments whether it is in this planning horizon or not as long as we are able to facilitate that and work with our partners in transit to move people in more sustainable ways is the direction in which we are wanting to go.

Growth forecasts and what type of growth is expected? What kind of intensification is envisioned in Steeles Mississauga MTSA?

Right now we are at a conceptual understanding of what we want the vision to be and what we want the land uses to be - nothing is set in stone. We will go ahead with technical studies, for example an economic impact analysis, to see growth related to population, employment and in light of Bill 23 directives on housing supply. Based on available land and densities we need to understand what the new forecasts will be for the area and which will be fundamental to other technical studies. This might also tie in with one of the questions about "What kind of intensification is envisioned in Steeles Mississauga MTSA?"

What type of housing are you planning to bring to this area? Single detached, Townhouses, Condos?

We are in the early days of understanding housing types/typologies and specifics that may be categorized in a residential designation. This is top of mind as we go through our technical studies, understanding housing needs for the area and how they may manifest in those residential categories. There are opportunities to consider different housing types but we are still only at a conceptual point of the process.

Some builders are holding land for many years despite having approved zoning/subdivisions for 300-400 homes but they will only come out with 30-40 lots even when 200 or so people are waiting for homes. They are able to control supply like this and keep demand high explaining the high prices. Can the City not do anything about this to make the builders deliver the homes? Can the City impose time limits on it?

We don't know if there are any planning tools that would allow us to apply a "sunshine" clause to our zoning but these are definitely discussions being had due to the shortage and importance of housing in the city. There is not much the municipality can do to tackle this issue.

<p>We might have missed the earlier presentations in the past - what necessitated the changes to the existing block plans?</p>	<p>The Secondary Plan was initially sub-divided to allow development to proceed in certain areas, while others underwent litigation matters. For example, SPA 40(a) was largely not block planned due to provincial holds on the area due to corridor protection policy.</p>
<p>Does BramWest consider any hospitals or urgent clinics/private clinics in the area?</p>	<p>No this area does not contemplate any large scale medical use like a hospital. Back when there was the Central West Lhin it was determined that the ideal location for Brampton's third hospital would be North West Brampton to serve a larger catchment inclusive of Georgetown and Caledon. Through the planning of Heritage Heights we have identified a potential location for a hospital but that is subject to appropriate funding by the Province. It is planned at the Municipal level but is awaiting decisions on upper-tier levels of government.</p>
<p>Parking is taking away valuable land for things like housing. Does the City have plans to reduce parking in the future development for the area?</p>	<p>Brampton is developing a Parking Plan, so to be approved and adopted by Council. One thing that is being recommended is the removal of parking minimums to allow the market to be more discretionary in terms of the supply of parking and its appropriateness based on land use.</p>

<p>Agree with the principle of 15-minute communities but we're trying to find good planning to provide more housing due to provincial housing targets. I need to ask are we trying to increase industrial because of the highway? I see industrial being expanded between Winston Churchill and Heritage Rd until Credit River which was not contemplated in the current BramWest Secondary Plan. While public/pedestrian friendly street network is good planning, how does that work in the industrial precincts where the owners are looking for larger tracts of land for manufacturing and warehousing?</p>	<p>Looking at two scenarios, one has the boulevard at Heritage Heights that comes down across Credit River into BramWest. The other scenario is if Highway 413 goes forward. If the boulevard goes forward then it is feasible to disperse the traffic across several streets instead of widening Winston Churchill. If the highway comes in then the current proposal is to put an interchange on Winston Churchill which focuses traffic onto Winston Churchill making it multiple lanes wide since it will be a link for the highways, but may lose its human scale. We have come up with a proximate interchange (not considered provincially) if the highway goes through, this will put one ramp for the highway on every street instead of all of them on Winston Churchill. When a highway comes through it is not conducive for lots of housing in close proximity so we are contemplating more industrial uses near the highway. We will focus housing further way from highway so people can meet quality of life objectives. With the boulevard we can put housing closer.</p>
<p>More illegal dumping have been observed in the BramWest areas. Can City planning incorporate additional measures to reduce and avoid such unwanted activities in BramWest?</p>	<p>Dumping is a By-law matter under the Refuse and Dumping By-law. City planning is not involved with the management of dumping. If you witness dumping contact 3-1-1 immediately. A Witness Statement Form can also be downloaded from the City website to report dumping.</p>
<p>Will there be a Secondary Plan scheduled for the North West Brampton area considering that hospital planning is happening in that area?</p>	<p>We just finished an exercise secondary planning for North West Brampton, it is called Heritage Heights and a link for that approved secondary plan is in the chat. It should be noted that the plan is not under force and effect due to the appeals process. The area is already planned subject to changes in the appeals process.</p>

<p>Will this secondary plan update take precedent over an active development application that is not in conformity with the current Official Plan?</p>	<p>Goal of this exercise is not to preclude development from occurring right now. There are areas where the policies work against development but we will work with the development community in those areas. There are other areas with approved block plans and development occurring. The goal is to consolidate and update the policy regime and seek opportunities where growth can occur. There are some areas that we know we want to be urban like Mississauga Rd and then the greenfield areas that are historically held up as a part of the corridor protection area. We will see what can be done in Brampton from 2023 to 2051 as that is the planning horizon for the secondary plan.</p>
<p>How are discussions going with the MTO in regards to a major bus terminal on the northeast corner of Winston Churchill Blvd and Financial Drive on the South side of Hwy 413?</p>	<p>At this time, there are no discussions with MTO on a transit terminal facility at the intersection of Winston Churchill Blvd and Financial Drive. The Highway 413 project is led by MTO and envisions a transit-way as part of the corridor. However, the details of connections with local transit and any facility needs will be developed once the corridor planning work is further advanced.</p>
<p>While this is dealing with number of lanes, every road requires utilities and boulevards so how do you deal with more land consumptive and utility costing three 2-lane roads to accommodate 6-lane right-of-way?</p>	<p>Having finer grain smaller streets are more beneficial than fewer but wider streets. A fine grain of public streets will facilitate a high level of connectivity for pedestrians, cyclists, vehicles, and transit to ensure access to and from local destinations. The grid network of streets also supports smaller-scaled land parcel development that promote walkability. It will also ensure a high level of permeability, flexibility, visibility, and the safe and efficient movement of pedestrians, cyclists, transit, and vehicles which supports mode-split targets in Brampton. Finally finer grain streets also reduce pressure on arterial roads for local travel.</p>
<p>If the City is looking to implement pedestrian friendly street network, is the Bram West Parkway really a fit into that vision?</p>	<p>Due to ongoing discussions regarding Highway 413, there needs to be additional work on how the BramWest Parkway connects to the new highway, and it's future if the Province does not pursue the highway.</p>

<p>Would BramWest consider an LRT? Are you planning for a BRT to connect it Eastwards on Steeles?</p>	<p>We are trying to prepare the future for higher order transit. It is a direction that is most supportive of some of the development outcomes that we collectively understood is a desire through processes like the 2040 Vision and Brampton Plan. Provincially, Metrolinx has identified Mississauga Rd and Steeles Ave as candidates for higher order transit in the future. We are hoping to plan densities in a way that if higher order transit is considered we already have land uses that are supportive of ridership of that investment to be made.</p>
<p>Since the Province can essentially set whatever objectives they want is the City talking with the Province on how they might go about their objectives? Transportation needs could be met with an underground freeways instead of a highway/boulevard as they are more compact than a boulevard and have less negative impacts than a highway. Is the City looking at below grade freeways as an option? It could work as a compromise for the MTO.</p>	<p>Unfortunately we are not able to comment on the highway or MTO as there is ongoing litigation as it pertains to the Heritage Heights Secondary Plan, but as a part of this process we are exploring different land use scenarios in response to different types of infrastructure. We will be prepared for both a situation with the highway or the boulevard.</p>
<p>We don't have great transportation in Brampton. What is the future planning for transportation? Why is the fare so expensive in the city?</p>	<p>Fundamental to this plan is to shift the mode split to firm single occupancy vehicles, increasing potential reliance on transit in terms of mobility especially given the proximity to the Mount Pleasant Go Station for this area as well the Go station to the South in Mississauga. There is an abundance of transit nearby and how we maximize it will be one of the tasks of the secondary plan. Give people more mobility options. We can certainly take your comments regarding fares to Brampton Transit in an attempt to sway conversations.</p>
<p>Are the planners going to the make streets differently or as the same as they currently do for 15-minute neighbourhoods? Current designs are not supportive of cyclists and pedestrians. Considerations like the "Autoluv" or "Nearly Car Free" designs of the Netherlands and the cycle path maintenance practices of Finland may be beneficial for Brampton.</p>	<p>We've learned the pros and cons of how streets have been planned in Brampton and we know that they are hostile towards vulnerable users. Going forward we are taking a more proactive approach to street design and how they are implemented to manage all potential users for any given roadway.</p>

<p>Who takes the decision for the highway? Is it Ford? COB? I believe the City of Brampton was against it.</p>	<p>The Highway 413 is within the jurisdiction of the Provincial Government, however like many infrastructure projects, there is a public process associated with its planning. Through this process many municipalities like Brampton either expressed opposition or a desire to see something more sustainable.</p>
<p>Considering proximity to Hwy 407 and Hwy 401 does the proposed Innovation District allow for logistics related uses, prestige industrial, etc. to take advantage of the proximity to major goods movement corridors?</p>	<p>Yes - the intention is to provide major employers within the Innovation District and surrounding areas easy access to goods movement corridors.</p>

Bram West Secondary Plan Review Concept Presentation QA Matrix, January 26, 2023 (86 participants)

Comment	Response from City of Brampton Staff
Heritage Road from Embleton to Steeles should have more intensive development to buffer/interface with employment land to the west. Buffer zones along the employment lands where it's significantly higher residential density to be able to realistically support the 15 min community.	Comments Received.
I wanted to suggest possible intensive housing development on heritage road from Embleton to Steeles. And Winston Churchill and Embleton. As landowners are willing to do so.	Comments Received.
In the case of the highway the city should consider land uses beyond employment around the highway.	Comments Received.
I am owner of "8672 Heritage Road" and I would like to meet regarding development of my property. I am a small portion of land, where I have 100'ish apple trees which are aging. It's very small operation and I would like to put my portion of the land into developable land. I would like to come and talk to you regarding this matter. Few people together had purchased this parcel jointly to make houses for each families. Please let me know a date & time so that I can come in person & meet you.	Comments Received.
For plan 2051, I can not see the main access streets Mississauga and Steeles with dedicated transit routes, when Mississauga Road (without that or more dense housing) can serve the area well.	Comments Received.
Embleton/Heritage Road should be a minor node with mid-rise and mixed uses. This would create walkable area in that segment of the community.	Comments Received.
In the case of the highway the city should consider land uses beyond employment around the highway.	Comments Received.
I have a concern with the road alignment with the proposed road crossing between Embleton road in between Heritage Road and the new proposed Boulevard. Our property is located at 2671 Embleton Road and it looks like it will be crossing through our property and we will not be in favour or supporting that design if it crosses our property.	Comments Received.
We are completely opposed to the 15 minute city concept and would like to see that this objection is part of the public record. We would also request to be part of the offered consultation meeting within the time frame provided by you.	Comments Received.

<p>I support 400 series highway instead of local parkway. Please keep entry and exit ramps to minimum number for through traffic. Please change proposed high rise building at north east corner of Steeles Ave and Mississauga Road to low or mid rise residential building with commercial on main floor. Please also connect all existing bike trails between various communities. Thank you.</p>	<p>Comments Received.</p>
<p>Comments to be coordinated and provided through the Region's one window development review service.</p>	<p>Comments Received.</p>
<p>My largest concern regarding roads is that the cycling infrastructure (not just paint) be included in the initial road design. Look at hwy 7 through Woodbridge-even over hwy 400. There is separation between motor traffic, cyclists and pedestrians. The literature I have seen on Bram West emphasizes cycling on trails connecting different parts of the neighbourhood. This presents problems for cyclists commuting to work. There are low speed limits for bikes on trails and in the winter they are not maintained as well or in the same time frame as roads. Roads are much faster than trails for commuting. Brampton has a Cycling Advisory Committee who would be helpful in planning safe streets for vulnerable road users.</p>	<p>Comments Received.</p>
<p>My suggestions relate to taking a holistic approach in order to change that experience. A holistic approach looks beyond the clear-cut, dig and fill development to good government (policies and regulations) and best planning management practices that balance: vibrant economic activity, supporting communities health and wellness (heritage), appropriate infrastructure, climate change, the environment, and wildlife habitat. Pick the elements that best suit, but the point is a plan in my opinion, must look beyond zoning and land development block by block, to the whole including current gaps (infrastructure), infilling regulations, heritage and unexpected outcomes.</p>	<p>Comments Received.</p>

<p>A current gap in combination with adjacent infilling practices, is the lack of sewer infrastructure in an environmentally sensitive area (like Huttonville on the crest of the Credit River and flood plain.) With infilling practices not to mention new development, the risk of overland flooding increases as well as the risk of compromising septic systems already in place, in the flood’s path. If the risk of overland flooding has increased due to raising the land profile at the crest of the Credit River Valley – it makes sense that septic sewers be in place to guard against septic in the Credit River. But to even consider that, one would have to look beyond the development to heritage features</p>	<p>Comments Received.</p>
<p>We are thankful to have an abundance of trees on our properties. It is an expensive proposition managing these trees for drainage, pests and disease. But they provide multiple services like erosion, flood and drought control, shade, CO2 sequestration and of course the air we breath. My concern is our trees are being impacted by pests like boxelder but also by the loss of tree numbers and diversity to development. Then under additional pressure due to increased overland flooding and extreme wind events. A holistic approach would be to understand the implications of losing vast tracts of trees on public and private lands to the health and wellness of residents, environment, habitat, climate change etc. in order to achieve a balanced approach. Then back it with policy and regulations, to reflect the 360 degree approach</p>	<p>Comments Received.</p>
<p>My greatest concern is what happens after the plan. This may be repetitive but I see the need for greater regulation and policy based on a holistic approach. To help with inconsistencies and decision making, can be truly empowering. More policies and regs, less politics.</p>	<p>Comments Received.</p>

Bram West Secondary Plan Review Concept [presentation QA Matrix, March 23, 2023 (102 participants)]

Question	Response from City of Brampton Staff
Anand, good evening. Could you advise if we are able to view who other than the Panelists are attending?	Hi Michael, let me check with IT, re: what the functionality of the platform is. For now, there are 76 participants.
Anand, will the presentation be made available afterwards? Sorry if you already mentioned at the beginning - I had some trouble getting sound. Thanks!	Hey Dana, yes the materials and recording will be available after the presentation.
Which body will be doing these studies on the corridor protection area?	The Ministry of Transportation is responsible for the infrastructure planning of the Highway 413, formerly known as the GTA West Corridor.
Anand, if a question is asked of the panel who plans on responding OR should the questions be directed to others who are not participating in this event?	Hi Michael, you can direct questions to the panel. If any of us are unable to answer the question we will take note, and connect you with the most appropriate staff person.
Why is the entire area under corridor protection (west of heritage) MTO had reduced a big portion of the lands in the area from its focused area.	Within the regional official plan, the plan with which our planning documents must conform to, there are specific schedules and policies that protect this area for a number of reasons. The GTA West corridor the North South transportation corridor is one of them, HPBATS is another and BramWest Parkway is another. Irrespective of provincial policy there is regional policy that we must keep in mind especially as we plan and move forward with our local planning.
Is the corridor protection by MTO or City of Brampton?	It once stemmed from MTO since they reduced their alignment to the focused analysis area. That said within the regional official plan with the plan with which our planning documents must conform to there are specific schedules and policies that protect this area for a number of reasons. The GTA West corridor the North South transportation corridor is one of them, HPBATS is another and BramWest Parkway is another. Irrespective of provincial policy there is regional policy that we must keep in mind especially as we plan and move forwards for our local planning.
The Northwest area of Brampton is blocked with corridor protection overlay so it would be nice with whatever area available if a hospital was planned in BramWest. We don't know when the corridor protection overlay will go so why should we plan something there?	You're absolutely right it's somewhat part of the limitations that we have to deal with. Just based on some conversations that we've had with William Osler the need is really in that Northwest quadrant so still justifying it within the Southwest isn't necessarily feasible. The hospital has been located and identified in the Northwest.

<p>Are there any upcoming detached communities coming to the vacant area west of Mississauga rd south of Bovaird, North of Williams Pkwy particularly north of Cleaveview Estates?</p>	<p>The area you are referring to north of Williams Pkwy and Mississauga Rd (south of Bovaird Dr) is part of the Heritage Heights Secondary Plan which is currently under appeal.</p>
<p>I saw no high-rise development in the plan for the MTSA. Why is that?</p>	<p>High-density uses are being contemplated within the MTSA and within the Town Centre.</p>
<p>I didn't get the sense from tonight's presentation on the concept presentation that there was any type of visioning of the lands between Winston Churchill Boulevard and Heritage Road I guess towards Credit River other than the hatched line that shows a corridor protection areas so I just want to get some clarification on that.</p>	<p>At this stage we believe it is premature to show land uses within the Corridor Protection Area given that the GTA West plans are not firm and unsure of the relative studies required until the type of infrastructure is determined. We discussed with leadership the idea of identifying potential land uses which may present some challenges because of our unknowns. Moving forward, we have some great opportunities with our MTSA, town centre, neighbourhood centres and the connectivity across the whole BramWest secondary plan area. The goal is not to focus too much on the unknowns and we figured that there are existing designations provided through the last secondary planning process but we do recognize that there are limitations there because of this corridor protection policy so we thought reflecting that in the land use concept that we are presenting tonight would be most appropriate at this stage of our process. The goal here is to respect the existing 40a secondary plan and land uses so those would be underlay to the corridor protection area.</p>
<p>I see that the two focus areas of study is the MTSA and the Town Centre. Are owners in both areas support and accept this vision? If the team's vision is to be successfully implemented, the team needs a buy-in from the owners.</p>	<p>City staff are working closely with landowners for these two areas to realize the vision for the MTSA and Town Centre.</p>
<p>What consultations have occurred with Conservation stakeholders in the area?</p>	<p>Hi Jennifer, the CVC is part of the BramWest working group and have provided comment on the current concepts and will continue to be a part of the process.</p>
<p>What is the planned population and job target and how much of that target is achieved through existing and approved development in Bram West?</p>	<p>Hi Colin, this will be determined through the detailed economic impact analysis work, being completed by Watson.</p>
<p>Thanks Anand but Ian Lockwood just said that there are targets that the team is working towards so there must be a benchmark pop and job targets that frame the visioning by the consultant team.</p>	<p>Hello Collin, apologies for any confusion, this was just a reference to minimum density targets established through local and regional policy relating to Designated Greenfield Areas, and the Built-up Areas.</p>

<p>Can we expect any action to preserve and enhance the public enjoyment of significant historic features in Huttonville (e.g. protecting the enclave of historic homes and the centuries-old dam and powerhouse)?</p>	<p>Hello Ken! Absolutely. Historic preservation of areas we know of such as Churchville and Huttonville; and assets we may not know about yet will be studied further through a cultural heritage study in the next phase.</p>
<p>Can you guys confirm the biggest size of detached homes you will allow in Bram west? What lot size are going to be approved if any?</p>	<p>We will be considering all sorts of densities and built forms in BramWest, including respecting existing permissions and approvals for detached/low density development.</p>
<p>In the MTSA - is high density planned? Will we see 20+ story condos?</p>	<p>High-density uses are being contemplated within the MTSA and within the Town Centre.</p>
<p>In the official plan on the Bramwest website, it shows that the limit of "high-density" are townhouses, but is that really density? Research shows that innovative sectors follow the labour market, how will the "growth centres" retain professional talent without highly-dense housing and the businesses that come with high-dense housing?</p>	<p>Hello Christian, your point is noted. We are currently updating our Official Plan and are changing our definitions of high-density to reflect a more up to date reflection of best practices. We see our strategic growth locations as key places for higher densities, enabling a full mix of housing, jobs, amenities, and services to make it great places to live. The BramWest SP was originally initiated in 1999, and reflects the best practices of that time. Through this review we will be making these changes.</p>
<p>Why aren't we planning Shopping Centre similar to Bramalea as well as Hospital and Colleges? Though most pressing issue is School. Aylesbury Public School is over crowded for JK program and they are directing to James Grieve Brampton East 30-40 min in bus.</p>	<p>We will be looking for opportunities for additional schools through the next phase of the project where we will try to better understand what additional services and amenities are required to service the planned population.</p>
<p>Is Streetsville Glen golf course remaining on the north east part of Mississauga Rd and Hallstone?</p>	<p>City Staff have been in discussion with the owners of the golf course to understand its potential for future uses. Currently a portion of the golf course has already been developed.</p>
<p>Where is Bramwest Parkway being planned?</p>	<p>The Parkway is indicated on the concepts contained within the presentation slides available on the project webpage. Due to Hwy 413, there needs to be additional work how the Parkway connects to the new highway. Jurisdiction of the highway needs to be determined as well.</p>
<p>Is there a school proposed on Queen Street east of Mississauga Road?</p>	<p>We will be looking for opportunities for additional school through the next phase of the project where we will try to better understand what additional services and amenities are required to service the planned population.</p>
<p>Where about in Northwest Brampton is the hospital going to be located?</p>	<p>Right now it is planned on the land use schedule for the Heritage Heights secondary plan for an area just North of Bovaird and East of what is the existing alignment of Heritage Road.</p>

<p>Hi all, I am interested in knowing about any new elementary school's plan in Brampton West? We are having a hard time with admissions in Aylesbury school for new students as we have too many students registering in this area. Despite living just next to Aylesbury school, my kid didn't get admission too the school and had to go to Caledon school.</p>	<p>Hi Gurpreet, we will be looking for opportunities for additional schools through the next phase of the project where we will try to better understand what additional services and amenities are required to service the planned population.</p>
<p>Is parking allowed on A streets?</p>	<p>Hi C Evans, parking can be allowed on A Streets but that is a context specific question and there may be some instances where parking would not be on A Streets.</p>
<p>Lionhead town centre - will this be retail? or employment/office?</p>	<p>Hi Narinder, we are envisioning that this will be a mix of employment and residential.</p>
<p>Would you clarify what vision is being developed for lands west of Heritage Road since all I see is a shaded corridor protection area?</p>	<p>At this stage we believe it is premature to show land uses within the Corridor Protection Area given that the GTA West plans are not firm and unsure of the relative studies required until the type of infrastructure is determined. We discussed with leadership the idea of identifying potential land uses which may present some challenges because of our unknowns. Moving forward, we have some great opportunities with our MTSA, town centre, neighbourhood centres and the connectivity across the whole BramWest secondary plan area. The goal is not to focus too much on the unknowns and we figured that there are existing designations provided through the last secondary planning process but we do recognize that there are limitations there because of this corridor protection policy so we thought reflecting that in the land use concept that we are presenting tonight would be most appropriate at this stage of our process. The goal here is to respect the existing 40a secondary plan and land uses so those would be underlay to the corridor protection area.</p>
<p>Is the City planning for more healthcare systems for Brampton to keep up with the population growth? More hospitals for Brampton?</p>	<p>Yes we are planning for more hospitals and we are cognizant that with increased population growth there is significant demand on some of the services provided through the city by various levels of government. Healthcare is a service that we are certainly cognizant of so there's ongoing effort to modify Peel Memorial into a full fledged hospital. Within Northwest Brampton we are trying to identify and work with the province as well as the Osler Health Network to identify resources to fund and construct a third hospital. That being said,</p>

	there is no hospital in this secondary plan but certainly to the area to the North.
In the Huttonville region, from Heritage Road through to Eldorado Park, does the team have anything new to articulate respecting trail systems following the Credit River?	We are still working with our Parks and Open Space and Active Transportation group to realize the trail network. This will also be informed by future technical studies.
What about parks and community centres with recreation centres for the Queen and Mississauga area?	Hi Ramaljit, a community centre (Embleton Community Centre) is proposed to begin construction in 2024.
How much of the current plan is at risk from pushback from elected councillors and Nimbyist groups that don't like cycling networks or high-density housing in their neighbourhoods?	Our goal through this process is to work with local area councillors, landowners, developers, the general public, etc. to achieve a vision that respects what is existing and approved but ensures BramWest reaches its full development potential in terms of land uses, form and densities.
What reassurance can the planning committee give normal residents that the planning process will not be dominated by voices from special interest groups but reflect the needs of normal residents and their diverse needs.	Planning process relies on stakeholder engagement and as planners we do our best to get the message out that we seeking feedback from all different stakeholders. I think we mentioned earlier that we try to send out news letters, mail outs to capture the attention and serve the public interest. We try to reach all different folks throughout the city with our processes.
Do planners involve the city's advisory committees in the process...I'm thinking of the active transportation advisory committee and the accessibility advisory committee?	Hello C Evans, this is a great point - our committees are a valuable resource. We are hoping to bring the concept to select committees soon.

<p>Is there estimated timing for next steps and especially for secondary plan draft?</p>	<p>Next steps are to take this concept and implement any comments heard tonight and beyond this meeting and integrate those. We will have to seek direction from Council to determine how we move forward with the particular land use concepts. From there we'll need permission to release the technical studies which is one of the key phases once we really decide or receive direction on a particular concept. We will need to test the concept and understand where areas of refinement are needed and ensure that we're kind of getting it right from all aspects. The area is a little more dynamic than traditional secondary planning areas in Brampton. Through this secondary plan we are both dealing with an infill context and a greenfield context. Within our infill context and more urban areas particularly along Mississauga road in that vicinity we know that the context is very different from the extreme West of the area so right now we're thinking of going ahead in phases and aligning the more urban areas with the timelines associated with MTSA planning so more specifically trying to get policies in place by our deadline in November. I think some subsequent studies will follow that but generally have a policy regime which allows us to move forward. Other greenfield related studies particularly pertaining to 40a may take a little bit longer just due to the greenfield nature of the planning required for that area but we'll cross that bridge once we have all of our technical studies in line just because a number of them may have varying schedules depending on how onerous the work will be.</p>
<p>Hi there will you be discussing Brampton East Shopper World / Peel Village area?</p>	<p>Hi Dawn, Thank you for your message. We will only be discussing the Bram West area, limited to the geographic area in the south-west portion of Brampton. Shoppers World and the Peel Village Area are not included in the study area.</p>
<p>What is the timeline for recreational centre at Steeles and financial? Is this finalized?</p>	<p>A community centre (Embleton Community Centre) is proposed to begin construction in 2024.</p>
<p>There is proposed residential site planned on the east side of financial, adjacent to the existing homes. What is the timeline for this?</p>	<p>Currently this is a pre-application and is under review by City of Brampton planning staff.</p>

<p>Do we have an anticipated timeline for when the corridor protection overlay area will be re-examined?</p>	<p>GTA West plans are not firm, we don't know the type of infrastructure that will be there therefore we do not know the relative studies we will need until that identification is clear by the Province and they go about their EA process and complete all their relevant studies. There is no clear timeline as it is not in the hands of the city.</p>
<p>Just wanted to ask for the Queen st east of Mississauga rd - is the transit the same as before? That's what I understood from the presentation.</p>	<p>The Mississauga Road corridor like other transit corridors in Brampton will be served by priority bus services such as Züm. The corridor is envisioned to support higher-order transit.</p>
<p>Secondarily is there any further information on the timing of the proposed widened Mississauga road bridge and in view of the busway centre space shown at Miss/Steeles, would this busway corridor carry through the new bridge itself?</p>	<p>This is a function performed by the Region. The planned start date for the widening is Mid 2023 with no confirmed planned end date.</p>
<p>Are there any detailed layout proposals for GTA West Highway? Any information on GTA West passing through Bram West?</p>	<p>Current GTA West plans are not firm. All information regarding studies, alignment, etc. can be found at www.highway413.ca.</p>
<p>Why is Lionhead Blvd at WCB pushed so far north close to Embleton Rd? Does that meet the separation distance for full moves on WCB?</p>	<p>The roadways and street network will be reliant on the technical studies, inclusive of a Transportation Plan, which will inform the location of roads and separation distances.</p>
<p>In the Huttonville area, is there any further thinking with respect to how to address the narrow and limited Embleton Road as an overworked East-West relief path from Mississauga Road?</p>	<p>We are working with our Transportation Staff and landowners to try and address this connection, as well as considering multiple options for Embleton Road.</p>
<p>The North-South bus routes are very weak for Mississauga Road and Heritage Road has no transit at all so what are the plans to have higher order transit like Züm along this route so that we can move North-South very quickly?</p>	<p>We've talked about what are the specific bus situations for BramWest and Heritage and while they wouldn't necessarily be higher order transit, there could be local transit support or support corridors for buses along Heritage or BramWest Parkway.</p>
<p>Will the Mississauga Road transit corridor connect to the Mount Pleasant Go Station?</p>	<p>Once we hear back from the City of Mississauga follow-up from our meeting I'm sure we can kind of flush out that answer a little bit more with our transportation folks as well.</p>
<p>Will there be a bus terminal planned for this area?</p>	<p>Hey Sylvia, from what we understand from our transit team, there will not be a terminal established within the BramWest area. That said, there will be opportunities to create transit connections to the existing and planned transit stops (the GO station to the south, and the planned Queen Street BRT).</p>

<p>Will Brampton Transit review whether there would be a bus terminal when you complete your population projections?</p>	<p>Hi Sylvia, we can flag this as a comment to review in the next stage., especially as we conduct more detailed transportation work through the technical studies.</p>
<p>Are there any pictures available of the wonderful walking and biking opportunities in adverse weather situations?</p>	<p>Hi Mike, there are several images and videos online of the NE and NW US as well as northern European countries where many communities walk and bike in adverse weather.</p>
<p>Why no transit along Bram West Pkwy?</p>	<p>Great catch Colin, we'll take that back!</p>
<p>Is Züm being considered as priority bus or BRT for the purpose of higher order transit planning?</p>	<p>For major corridors such as Steeles and Mississauga Road, we are envisioning higher order transit.</p>
<p>What percentage of all projected trips at build-out are assumed to be made by bicycle? I ask because I suspect that it is very, very low and as such the notion of dedicating valuable land resources to bicycle lanes is very inefficient and costly, and dare I say irresponsible given scarce public resources.</p>	<p>Hi Michael, we unfortunately do not have this information at this time, however through subsequent phases and studies we will be conducting more detailed transportation work to ground trust the feasibility of the concept.</p>
<p>Cyclist general preferred non-shared pathways i.e. no pedestrians, no cars. Can this be considered as part of the cyclist pathways?</p>	<p>Hi M, in all of the bicycle facilities we're proposing they are bicycle only except for trails which are sometimes shared.</p>
<p>Ian mentioned having spoken to Halton Region. Is there any reflection of these discussions on any of these maps?</p>	<p>We met with Halton Hills and they're further along in their secondary planning especially with this prestige industrial area to the west of Winston Churchill Boulevard and they have some connections that cross over. Due to Maple Lodge Farms and some environmental constraints our closest East-West street will be well North of that and so there was no logical place to connect in that vicinity.</p>