

IMPLEMENTATION OF THE GROWTH MANAGEMENT FRAMEWORK AND OFFICIAL PLAN STRUCTURE





EXECUTIVE SUMMARY

The City of Brampton is preparing a new Official Plan to guide growth and development over the next 30 years. The new Official Plan, titled “**Brampton Plan**”, builds on the extensive work completed through the 2040 Vision.

A component of the Brampton Plan project involves studying issues in more detail, as identified through the work on the 2040 Vision, or identified through engagement with Council, stakeholders, and the public. To ensure these issues are appropriately addressed and considered through the development of policy, seven Discussion Papers are being prepared, which generally align with the themes and findings of the Brampton 2040 Vision. These Discussion Papers are noted below and represent a starting point for generating discussion about general policy issues that will be addressed in subsequent phases of the Brampton Plan Project. Brampton Plan comprises five phases, with multiple opportunities for residents to engage with the City and shape the future of Brampton’s growth.

		Arts and Cultural Heritage
		Attainable and Supportive Housing
		Natural Environment, Climate Change & Resiliency
		Implementation of the Growth Management Framework and Official Plan Structure
		Employment and Retail
		Transportation and Connectivity
		Urban Design, Open Spaces and Recreation

Focus Areas of the Official Plan Review

While there are seven distinct Discussion Papers, the themes within each paper often connect with concepts or ideas discussed in another paper. The Discussion Papers are also written through a lens of accessibility, diversity, sustainability and inclusion to ensure the recommendations consider multiple perspectives and raise awareness related to socio-economical issues impacting City of Brampton residents.

Based on the context, proposed City Structure, and growth management considerations presented in this Discussion Paper, a series of five **growth management** strategic directions are being proposed, as follows:

1. Establish a Growth Management Framework and policies to guide secondary level planning.
2. Ensure municipal infrastructure, including transit and municipal services, is foundational to the establishment of the City Structure and intensification hierarchy.
3. Encourage intensification and support infill through a variety of planning tools and mechanisms.
4. Provide opportunities for Brampton residents to live closer to facilities and services that meet their daily needs and ensure they are supported by walkable communities, jobs, active transportation linkages, and connectivity across all travel modes.



5. Provide opportunities for Brampton residents to connect and be active in their community and to reflect Brampton's diversity, and characteristics.

This is a starting point for generating discussion about Transportation bold visions and new ideas for implementation in Brampton Plan. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

The directions and recommendations presented in this discussion paper will be refined through subsequent consultation with the public. Engagement opportunities for a full range of stakeholders to provide input and perspective on these policy issues will be available in the coming months.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan project website: Brampton.ca/BramptonPlan.

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the [Brampton Plan project website](#) or emailed to opreview@brampton.ca.



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1 INTRODUCTION

1.1 Background

The City of Brampton Official Plan (the Official Plan) was adopted by Council in 2006 and approved by the Ontario Municipal Board in 2008. In October 2013, City staff received direction from the Planning and Development Committee to initiate a scoped review of the Official Plan. However, in 2017, the scoped review was put on hold pending the outcome of the “Brampton 2040 Vision: Living the Mosaic” (the 2040 Vision) process. Commencing in Fall 2017, the 2040 Vision process broadly engaged residents and stakeholders across the community to foster public discussion about the future of Brampton. Following this extensive engagement, the City’s 2040 Vision was endorsed by Council in June 2018.

The City’s Official Plan Review was subsequently re-launched in Fall 2019 to build on the work completed through the 2040 Vision and to prepare a new Official Plan (hereinafter referred to as ‘Brampton Plan’) to guide growth and development over the next 30 years.

The drivers for undertaking a review of the Official Plan is three-fold:

Driver #1: Provincial Policy Consistency and Conformity

First, the City is required to review its Official Plan in accordance with the requirements of the **Planning Act** to ensure consistency with the **Provincial Policy Statement, 2020** and to ensure conformity with the **Growth Plan for the Greater Golden Horseshoe**, including Amendment 1 (2020), applicable Provincial Plans, and the Region of Peel Official Plan.

Driver #2: Region of Peel Official Plan Conformity

Second, the Region of Peel initiated the Peel 2041+ Municipal Comprehensive Review (MCR) to bring the Regional Official Plan (ROP) into conformity with the current Growth Plan and guide the Region’s population and employment growth to 2051. Brampton Plan is required to conform to the ROP.

Driver #3: Reflecting the 2040 Vision

Third, the 2040 Vision is intended to re-imagine Brampton to 2040 and proposes a future structure of the community, including areas of growth and intensification that respond to the seven key focus areas of the Vision. The 2040 Vision provides guidance for new Brampton Plan policy and sets overarching objectives for community and stakeholder engagement.

To Learn More

The Regional Official Plan is currently under review! Email [Regional Planning and Growth Management](#) to join their stakeholder list, stay up to date on upcoming meetings, and submit comments.



1.2 What is an Official Plan?

Official Plans are developed under a framework established by the Province of Ontario to ensure that short-and long-term growth is coordinated in a manner that meets local social, economic, built and natural environment needs and aspirations. Municipal Official Plans must be consistent with the **Provincial Policy Statement, 2020** (PPS, 2020) issued under the **Planning Act**, and must conform to, or not conflict with any applicable Provincial and Regional Plans, including the **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020** including amendment 1(the Growth Plan), the **Greenbelt Plan**, 2017 and the Region of Peel Official Plan, as they relate to the City of Brampton.

These overarching policy documents provide direction to the city on land use planning matters. Overall, Official Plan policies establish:

- How to promote economic development and develop community improvement initiatives;
- How to protect and conserve cultural heritage resources;
- How to protect and enhance the city’s environmentally sensitive areas;
- Where new housing, industry, offices and shops will be located;
- What community infrastructure, such as roads, transportation, utilities, parks, trails and schools will be needed to accommodate growth and develop healthy and sustainable communities; and,
- Where, and in what order, different parts of the community will grow.

The development of Brampton Plan offers an opportunity to adopt a contemporary and strategic set of policies that will guide growth and development over the planning horizon and direct physical change and its affects on the social, built, and natural environment of the city.

1.3 Brampton Plan Program

The Brampton Plan process will be completed across five phases. An overview of the project timeline, including the purpose of the different phases is presented in Figure 2 and listed below. Each phase of this project is associated with major deliverables and tailored consultation and engagement tactics. The Brampton Plan work program includes the following phases:

Phase 1 – Background Review & Community Engagement Strategy

To introduce the project to the community and undertake a review of background information.

Phase 2 – Test the Vision & Development Growth Scenarios

To assess and identify growth scenarios to contribute to the development of population and employment forecasts.

Phase 3 – Policy Analysis and Community Structure

To review existing Official Plan policy and confirm conformity with Provincial policy and plans. An updated community structure is proposed, and community and stakeholder meetings are being held to obtain feedback on the draft community structure.



Phase 4 – Discussion Papers and Policy Recommendations (current phase)

To prepare Discussion Papers to organize city priorities regarding emerging planning issues and report back on community feedback. A Policy Directions Report will also be prepared to assess new and emerging planning policy and research on directions for the policies and schedules of Brampton Plan.

Phase 5 – Draft Brampton Plan

To undertake the technical writing, reviewing, testing, and implementation of updates to Brampton Plan based on work completed to-date.

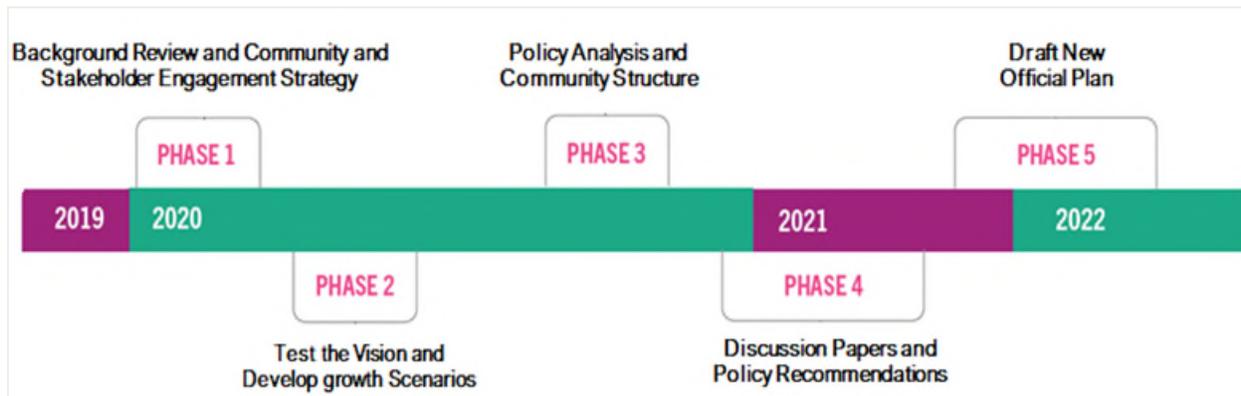


Figure 1: Brampton Plan project timeline

1.4 What is a Discussion Paper?

The current phase of the development of Brampton Plan includes the release of seven topic-based Discussion Papers, which align with the themes and findings of the Brampton 2040 Vision. The papers are meant to get readers thinking about solutions for solving problems and charting a course for the city's future. The Discussion Papers set the stage for subsequent policy direction.

Some things to consider when reading the papers, include:

- Has the project team accurately captured the issues of importance to the city?
- Given this information, how do you see the city best developing and responding to current and potential future issues over the next 30 years?
- What ideas/solutions come to mind when reading the information?

If you have any comments to provide arising from the discussion papers, please send them to opreview@brampton.ca.

1.5 Purpose of Discussion Papers

Building on the work completed in 2019 and 2020, seven Discussion Papers are being prepared as the first deliverable of Phase 4 of Brampton Plan work program to guide focused subject matter reviews. Deliverables of the first phases of Brampton Plan process included the following:



- **Document Review and Gaps Analysis**, to understand key gaps and topics that need to be addressed in Brampton Plan;
- **Policy Benchmarking Exercise**, to ensure that recent policy changes at the Provincial and Regional levels have been accounted for and their implications understood.
- **Policy Conformity Matrix**, to identify specific policies in the current Official Plan and determine how they meet the requirements of Provincial and Regional Policy;
- **Preliminary City Structure**, which was presented for community input; and,
- **Secondary Plan Consolidation Strategy**, to understand the role of Secondary Plans in Brampton Plan

Building upon work completed in earlier phases of Brampton Plan process, Discussion Papers are themed according to seven (7) areas that are identified in Figure 2.

While there are seven specific Discussion Papers, the themes within each paper are not exclusive and often connect with concepts or ideas discussed in another paper. These papers are also written with **accessibility, diversity, sustainability** and **inclusion** lenses to ensure the policy recommendations are prepared taking into account multiple perspectives and to raise awareness related to socio-economical issues impacting City of Brampton residents.

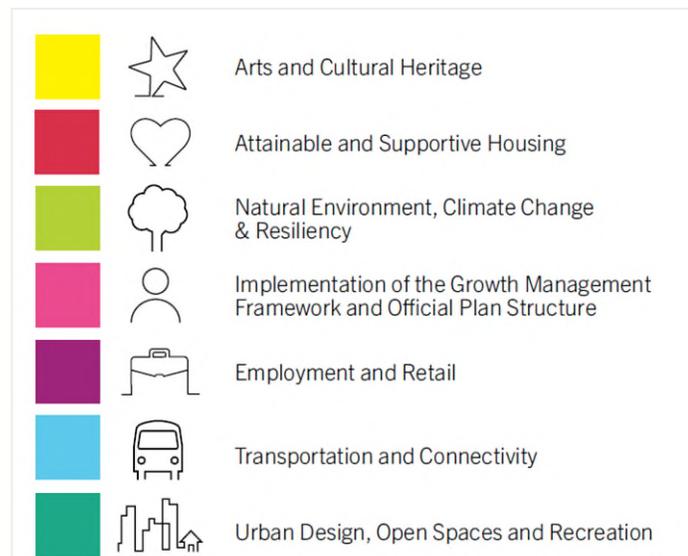


Figure 2: Focus Areas of the Official Plan Review

This Discussion Paper examines **Implementation of the Growth Management Framework and Official Plan Structure**. The purpose of this Discussion Paper is threefold. First, the Discussion Paper identifies and reviews the key Provincial and Regional policy drivers and inputs that need to be considered in Brampton Plan. The Discussion Paper then outlines the strategic approach to managing growth, and introduces the proposed City Structure, which will guide the development of Brampton Plan and future policy directions. The Discussion Paper concludes with an overview of some key growth management considerations, such as complete communities and inclusive city building, which will be addressed through later stages of the project and inform the directions and recommendations in Section 5.

This is a starting point for generating discussion about Growth Management related issues and recommendations. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.



2 POLICY CONTEXT

Official Plans are written and guided under a framework of overarching policies and plans established by the Province of Ontario. Provincial policy is implemented at the Regional level first, through the Peel Region Official Plan, and then implemented through lower-tier official plans, like Brampton Plan.

Growth Management is guided by an exercise in determining an allocation of population, housing and employment growth; to establish strategies to balance the requirements of Provincial and Regional plans and policies, current market trends, infrastructure, financial planning, and planning priorities.

The key roles and requirements of the Provincial and Regional policies and legislation that Brampton Plan will need to address in establishing a City Structure and framework for **growth management** are summarized below.

Key Term

Growth Management // refers to strategies and tools used by government agencies to help guide the type, intensity, location, and timing of new development.

2.1 Provincial Legislation

Provincial planning legislation and policies directly influence growth-related considerations in Brampton Plan. This section outlines these key considerations, as well as key changes to Provincial legislation and policies since the Brampton Official Plan was last updated.

2.1.1 Planning Act

The **Planning Act** is provincial legislation (law) that establishes the rules and procedures for land use planning matters in Ontario. Section 16 of the **Planning Act** establishes specific direction to municipalities for preparing and updating Official Plans. Section 16 also provides direction regarding the intent and scope of Official Plans, addressing key policy themes such as the social, economic, built and natural environment of the municipality, and affordable housing.

The **Planning Act** authorizes planning authorities to implement a wide variety of planning tools to guide development and direct growth within their jurisdiction. Many of these planning tools, including Community Improvement Plans, Community Planning Permit Systems and others, require enabling policies through an Official Plan. These tools allow municipalities to establish approval processes in place that help make planning work clearer and faster, where it is possible and appropriate; and promote sustainable economic development.

In recent years, the Province has introduced a series of legislative changes which have modified the **Planning Act** in response to new Provincial direction, as summarized below. Policies of Brampton Plan will need to implement these various legislative changes and updates.



More Homes, More Choice Act, 2019 (Bill 108)

The **More Homes, More Choice Act (Bill 108)** was introduced by the Provincial government on May 2, 2019. The most significant changes relate to planning appeals, additional residential units, development charges, community benefits charges, and inclusionary zoning within Major Transit Station Areas (MTSAs). Under Bill 108, municipalities are required to amend their policies to permit additional residential units (ARU) within a detached accessory structure. ARU, also known as additional dwelling units or accessory residential units, accessory apartment, granny flats, in-law suites, laneway suites, and/or coach houses, are self-contained residential units with separate kitchen, bathroom and sleeping facilities within accessory building or structures located on the same lot as the principal dwelling, with a separate access.

To Learn More

The City wants to hear from you to reflect Additional Residential Units (ARU) policies that represent the needs of our residents.

For more information, visit [Brampton.ca/ARU](https://brampton.ca/ARU)

COVID-19 Economic Recovery Act, 2020 (Bill 197)

The **COVID-19 Economic Recovery Act, 2020 (Bill 197)** expanded, in part, the scope of a Minister's Zoning Order to allow the Minister to make decisions as it relates to site plan control and inclusionary zoning (affordable housing).

Supporting Broadband and Infrastructure Expansion Act, 2021 (Bill 257)

The **Supporting Broadband and Infrastructure Expansion Act, 2021 (Bill 257)** amended, in part, the **Planning Act** so that a Minister's Zoning Order does not have to be consistent with the Provincial Policy Statement. In addition, the changes provide that any existing Minister's zoning orders, never had to be consistent with the **Provincial Policy Statement**. The overall purpose of the **Act** is to remove barriers to help ensure the deployment of high-speed broadband infrastructure.

2.1.2 Provincial Policy Statement, 2020

The **Provincial Policy Statement, 2020 (2020 PPS)** came into effect on May 1, 2020, as an update to the 2014 PPS. The 2020 PPS establishes the Province's interest as it relates to land use planning matters in Ontario. Brampton Plan and subsequent land use planning decisions are required to be "consistent with" the 2020 PPS, which means that the City must ensure that the policies in the 2020 PPS are applied as an essential part of the land use planning decision-making process.

Key changes, as they relate to growth management, introduced by the 2020 PPS include:

- A requirement that planning authorities identify appropriate locations for transit-supportive development to ensure a supply of a range of housing options through intensification and redevelopment;
- Greater emphasis on increasing the supply of both affordable and market-based housing and a new requirement that planning authorities provide for a full range of housing options, particularly through redevelopment and intensification;
- Requiring municipalities to ensure an adequate 25-year land supply for both for housing and employment, representing an increase from the 2014 PPS's 20-year requirement;



- Municipalities are required to maintain at least a 15-year (formerly 10-year) supply of residential lands and a 5-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment;
- An expansion of the land use compatibility policies to emphasize protection of employment uses from sensitive land uses; and,
- Revisions to employment policies to allow for conversion of employment areas outside of a comprehensive review for areas that are not identified as provincially or regionally significant, subject to certain criteria.

The 2020 PPS requires planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas, and to identify appropriate locations to provide transit-supportive development and range of housing options.

2.1.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, - (August 2020 Office Consolidation)

Effective May 16, 2019, ***A Place to Grow: A Growth Plan for the Greater Golden Horseshoe*** replaced the 2017 Growth Plan for the Greater Golden Horseshoe. Many policies of the 2019 Growth Plan were introduced to increase the supply of housing to improve affordability in the Greater Golden Horseshoe. The 2019 Growth Plan also established new minimum density targets and updated population and employment forecasts to be consistent with the 2020 PPS. In August 2020, Amendment 1 to the 2019 Growth Plan came into effect and a revised land needs assessment methodology was released. The City of Brampton Official Plan currently conforms to the 2006 version of the Growth Plan.

The 2020 Growth Plan directs municipalities to prioritize intensification and higher densities in identified strategic growth and settlement areas to make efficient use of land and infrastructure and support transit viability. Strategic Growth areas are inclusive of urban growth centres, major transit station areas, and other major opportunities including areas with existing or planned frequent transit service or higher order transit corridors. The 2020 Growth Plan identifies an Urban Growth Centre in Brampton, shown in **Figure 3**. Urban growth centres are envisioned as high-density centres accommodating significant population and employment growth. Downtown Brampton Urban Growth Centre is planned to achieve, by 2031 or earlier, a minimum density target of 400 residents and jobs combined per hectare.

In addition, the 2020 Growth Plan establishes minimum density targets applicable to the designated greenfield areas and delineated built-up areas, as follows:

- **Designated greenfield areas:** a minimum density target that is not less than 50 residents and jobs combined per hectare.
- **Delineated built-up areas:** by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the minimum intensification target is a minimum of 50 per cent of all residential development occurring annually.

This is intended to provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors. As regional and local growth continues, the 2020 Growth Plan identifies a key need to support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households. In addition, the 2020 Growth Plan



asserts that these objectives must be integrated with planning and investment in infrastructure and public service facilities.

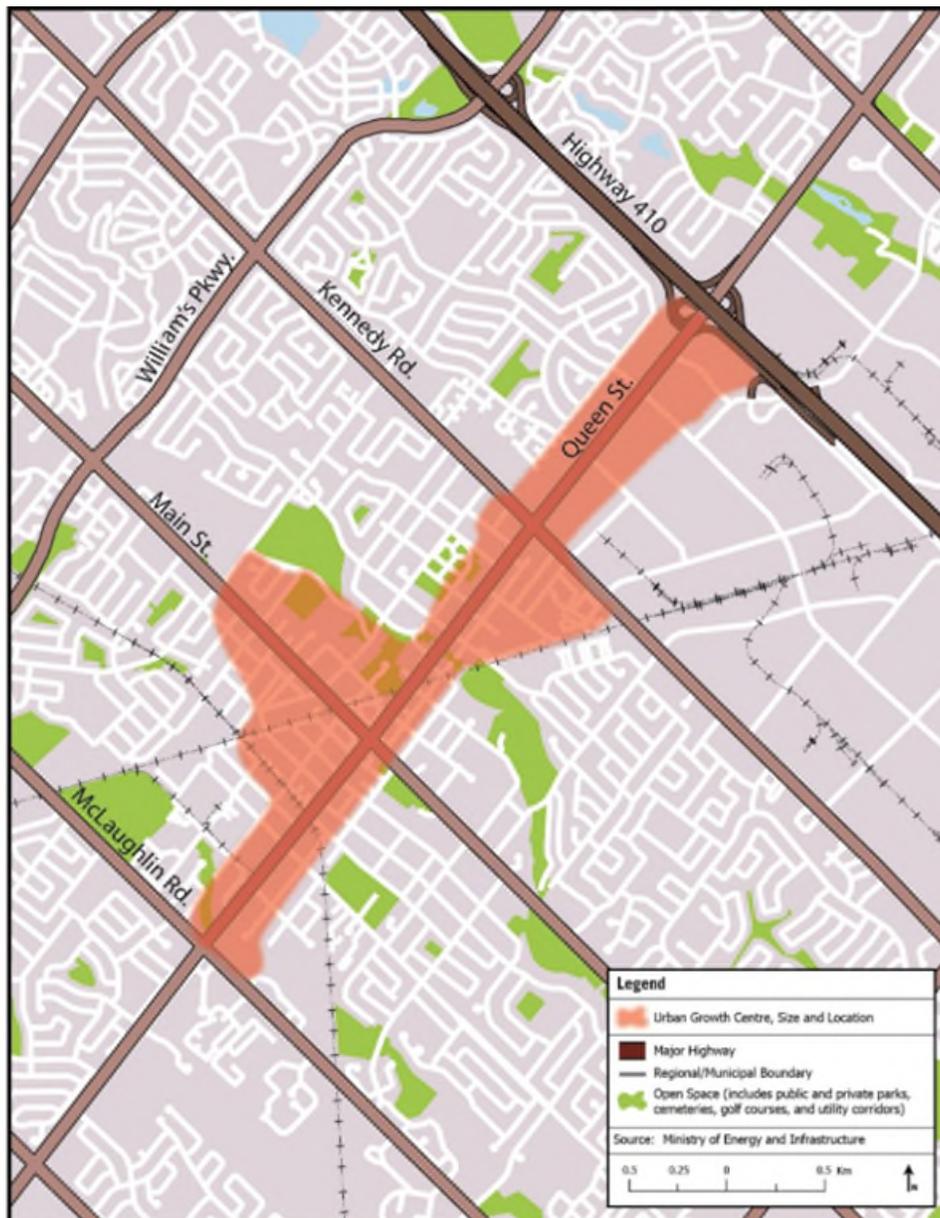


Figure 3: Conceptual Downtown Brampton Urban Growth Centre. Source: Growth Plan

2.2 Regional Context

The Region of Peel establishes policies related to managing growth through land use planning, including determining population growth, minimum density targets, and intensification targets. Brampton Plan must conform to the Region's policy framework.

2.2.1 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted by Regional Council in July 1996 and establishes upper-tier policy direction for the entire Region. The Region's Official Plan has been subsequently reviewed in 2009 and 2010 to bring it into conformity with the requirements of the 2006 Growth Plan. Local municipal official plans, such as Brampton Plan, are required to conform with the Region's Official Plan. The Province allocates population and employment growth targets to the Region, which it is then required to achieve through planning policy. The City of Brampton will use this information to shape growth expectations and is the basis for Brampton Plan.

Chapter 4 of the Region's Official Plan lays out the framework for guiding growth within the Region. This includes establishing population, housing, and employment forecasts for the local municipalities that are the basis for determining regional services and establishing land requirements to accommodate growth to the planning horizon. Chapter 5 outlines the objectives and directions to guide growth within the policy areas that make up the Regional structure. This includes directions establishing minimum density and intensification targets for policy areas such as the built-up area, urban growth centre, and designated greenfield areas.

2.2.2 Peel 2041+ Municipal Comprehensive Review

The Region of Peel initiated the Peel 2041+ Regional Official Plan Review and the Municipal Comprehensive Review (MCR) work program in November 2013 to bring the ROP into conformity with the latest iteration of the Growth Plan. The work program and expected completion date has evolved since then and is being updated to address the latest amendment to the Growth Plan which came into effect in August 2020. Peel 2041+ is expected to provide a recommendation for Regional Council adoption by the fourth quarter of 2021 or early 2022 to achieve the Provincial Growth Plan conformity deadline of July 1, 2022.

The Peel 2041+ initiative includes a total of 13 focus areas that have been informed through various background studies, reports, and consultation with Regional Council, stakeholders, Indigenous Communities and residents. Peel 2041+ will establish policy directions to guide the Region's population and employment growth, land needs, and infrastructure.

As it relates to growth management and the City Structure, the following focus areas, associated technical matters, and key considerations are summarized as follows:

1. Population and Employment Forecasts

To ensure coordinated planning for growth across the Greater Golden Horseshoe and to support goals to achieve complete communities, the 2020 Growth Plan provides population and employment forecasts for all upper-tier municipalities (such as the Region of Peel) and lower-tier municipalities (such as the City of Brampton). **Section 3.2 of this Discussion Paper explores these forecasts in greater detail.** Peel 2041+ is important in allocating these projections and will inform the growth objectives of Brampton Plan. This includes developing a strategy to

Did You Know?

The Regional Official Plan is currently under review! [Email Regional Planning and Growth Management](#) to join their stakeholder list, stay up to date on upcoming meetings, and submit comments.



implement targets for the Region of Peel that ensures a minimum of 55% of all residential intensification occurs within existing built-up areas and achieve a density of 65 persons and jobs per hectare in greenfield areas (e.g., Heritage Heights). The 2020 PPS defines intensification as development of a property, site or area at a higher density than currently exists through redevelopment, development of vacant and/or underutilized lots within previously developed areas, infill development; and the expansion or conversion of existing buildings.

2. Major Transit Station Areas

Through Peel 2041+, the Region of Peel has identified the location of 30 **Major Transit Station Areas (MTSAs)** in the City of Brampton. Of those 30 locations, 9 MTSAs are proposed to be delineated in the Region's Official Plan as Primary Stations, at this time; while there are 14 MTSAs, which are being proposed as Future Stations, not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential. The 9 Primary Stations (MTSAs) are situated along the Kitchener GO Rail line, Hurontario LRT Corridor, and Queen Street Bus Rapid Transit Corridor. The draft MTSA policies recognize that each station will be unique and be influenced by its local condition, growth potential and limitations and that not all stations will achieve the same mix of land uses or intensity of development. The draft Regional Official Plan policies encourage a mix of uses, a range of station typologies, support for complete communities and multi-modal station access. Policy 2.2.4.3 of the Growth Plan 2020 establishes density targets of 160 residents and jobs combined per hectare (ppj/ha) for light rail transit (LRT) and bus rapid transit (BRT) stations; and 150/ppj/ha for GO Transit rail stations.

It is expected that final draft policies for MTSAs will be released by the Region in Fall 2021 and will be presented to Regional Council for adoption in late 2021 or early 2022. Brampton Plan will then need to set out specific policies and implementation tools for each MTSA. The City of Brampton will establish policies to support the intensification of MTSAs and gentle intensification of lands along the periphery of the MTSAs. Brampton Plan will ensure conformity to the Region's prescribed MTSA objectives and policies.

3. Employment Areas

Employment areas are areas in an official plan designated for clusters of business and economic uses such as manufacturing, warehousing, offices, and supporting retail. The 2020 PPS and 2020 Growth Plan provide directions on how municipalities must protect and accommodate employment growth. Municipalities are required to address issues such as protecting existing employment lands, ensuring an adequate supply of employment lands, and identifying strategic employment lands.

Key Term

Major Transit Station Area // means the area including and around any existing or planned higher order transit station, generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. They are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.



As part of the Growth Plan, the Province introduced significant changes to the employment policies which are intended to ensure that employment lands are appropriately protected for employment uses. This includes the identification of Provincially Significant Employment Zones (PSEZs) by the Ministry of Municipal Affairs and Housing, which are intended for the long-term planning for job creation and economic development. The Growth Plan provides a definition for PSEZ and direction that these lands cannot be converted to non-employment uses outside of a municipal comprehensive review process.

There are 3 provincially significant employment zones within the City of Brampton, which are generally consistent with the existing Employment Areas of Brampton.

2.3 City of Brampton Context

The City of Brampton is required to implement Provincial and Regional direction through Brampton Plan and land use planning decisions by City Council. It is important to understand how the current Brampton Official Plan addresses growth management and how the Brampton 2040 Vision provides directions to be considered in Brampton Plan as summarized below.

2.3.1 City of Brampton Official Plan

The City of Brampton Official Plan was adopted by City Council in October 2006, approved by the Ontario Municipal Board (OMB) in October 2008, and subsequently modified in September 2020 through an Office Consolidation. Parts of the 2006 Official Plan are still under appeal and are highlighted in the Office Consolidation.

The Official Plan recognizes the City as fast growing and dynamic urban municipality which manages growth to protect the environment, conserves heritage, contributes to the economy, and enhances the quality of life for residents and visitors alike. Growth in Brampton is centred on creating a vibrant “Central Area” which represents the centre for business, retail, residential, and social activities. The Central Area designation applies to areas more commonly known as Downtown Brampton, along Queen Street from McLaughlin Road South to Bramalea Road. In addition to the Central Area, other mixed-use corridors and nodes are located near major transit and transportation infrastructure.

Did You Know?

The City of Brampton is also undertaking a review of its Comprehensive Zoning By-law through a separate project. [Click here](#) to learn more about this initiative.

The Brampton Official Plan contains key sections related to the growth of the city, including the following:

- **Section 2.0 | Context of the 2006 Official Plan:** Establishes the population, household, and employment forecasts to the year 2031.
- **Section 2.4.2 | Managing Growth:** Gives effect to the City’s Growth Management Program which coordinates and stages the level and distribution of new development in relation to the delivery of specific infrastructure and community services.
- **Section 3.0 | Sustainable City Concept:** Establishes the general pattern for existing and future uses within the city. Higher intensity growth is focused in the Central Area, the provincially designated Urban Growth Centre, intensification corridors, mobility hubs, and major transit station areas.



Section 3.3 of this Discussion Paper explores the elements of the current City Structure in greater detail. Brampton Plan represents an opportunity to update the current policies to reflect the City's refreshed approach to growth management.

2.3.2 City of Brampton 2040 Vision

Commencing in Fall 2017, the Brampton 2040 Vision: Living the Mosaic (2040 Vision) process broadly engaged residents and stakeholders across the community to foster public discussion about the future of Brampton. The 2040 Vision is intended to reimagine and re-invent Brampton and capitalize on its strategic location in the Greater Toronto Area, improve transportation access, enhance the integrated green network, and maximize international linkages. The Vision includes a representation of the diversity of Brampton and outlines seven key focus areas that will be considered during the planning and accommodation of future population and employment growth.

The future structure of the community is outlined in the 2040 Vision at a high-level, including the focused areas for growth and intensification, key transit and transportation nodes and corridors, major transit station areas as well as key natural heritage, parks and open spaces.

The 2040 Vision contemplates the following land use planning components as shown in **Figure 4**, below:

- **A green park framework**, which includes a continuous network of green space and ecological systems;
- **A network of diversified centres**, which are centres of activity throughout the City;
 - This includes a core area comprised of **Downtown Brampton** and new **Uptown**;
 - A new '**Figure-8 Loop**' **rapid transit network** which provides greater access and connectivity throughout the Centres;
 - **Five Town Centres** distributed throughout the City, which are lower-scaled, walkable opportunities for jobs and leisure;
 - New **Ancillary Centres** to support existing industrial and logistics hubs;
 - The **Brampton Arts Street** to act as an art hub for the city;
- Complete **neighbourhoods** which surround the cores, with local neighbourhood centres and civic facilities, including:
 - Revitalized **existing neighbourhoods**;
 - A refreshed **Bramalea**;
 - A vibrant, mixed-use **Queen's Boulevard**; and,
 - **New neighbourhoods** clustered around the Town Centres.
- A **robust local and regional rapid transit network** which connects across neighbourhoods;
- A **regional transit system**, with improved streetscaping and place-making;
- A **local street system** based on the principles of complete streets and active mobility; and,
- A **tree canopy** that contributes to building the city's urban forest.



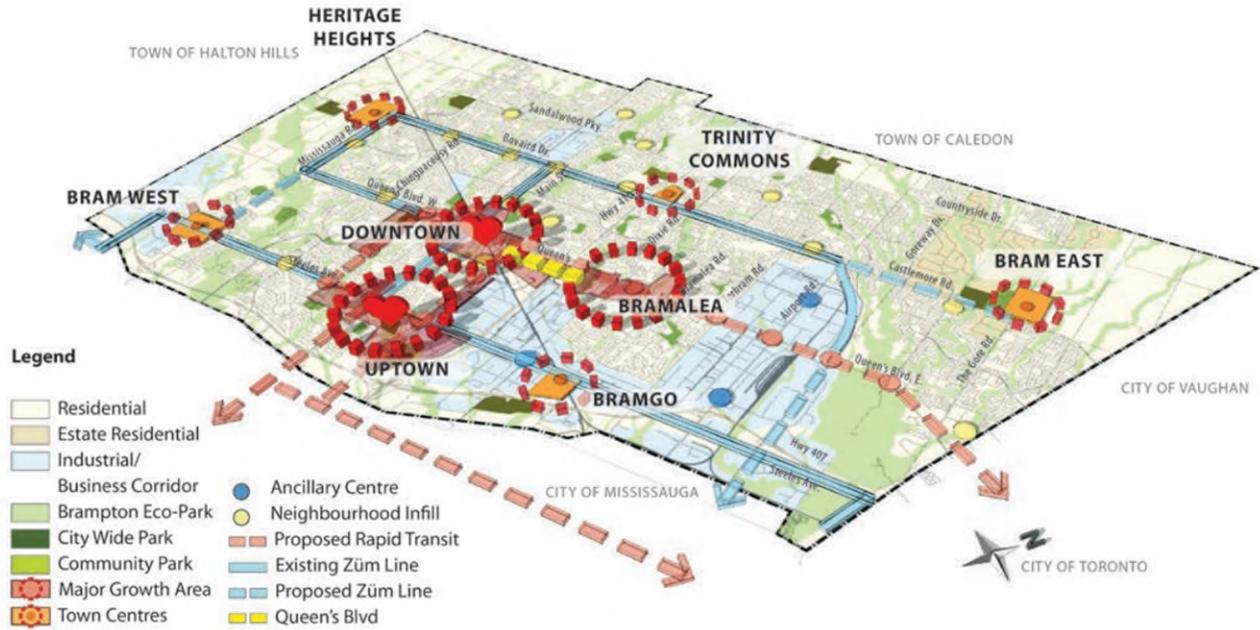


Figure 4: Vision 2040 Overall Structure for the City of Brampton

The overall city structure outlined in the 2040 Vision will serve as the basis for refining the City Structure for the Brampton Plan and the identification of its key elements.



3 STRATEGIC APPROACH TO MANAGING GROWTH

Building on the Provincial, Regional, and local context discussed previously, it is vital to outline how this influences Brampton Plan and its approach to managing growth. This section presents the growth projections for the City of Brampton and the proposed City Structure to accommodate this growth. To support the implementation of this City Structure, an intensification hierarchy and approach to secondary-level planning is being proposed.

3.1 What is A Strategic Approach to Managing Growth?

Brampton has grown outward for many decades. Within the 2051 horizon of Brampton Plan, most of the greenfield opportunities for development in Brampton will be built-out with new first-generation growth. This means that Brampton will need to become more strategic in the way we grow now and into the future. As Brampton transitions to more intensification and urbanization, where we direct growth and conversely, where we do not, becomes more important. Careful consideration as to how we can make better use infrastructure such as community services and facilities, transit, water and wastewater become very important to the environmental and financial sustainability of the City.

Growth will need to be strategically directed to compact, mixed-use, transit focused areas. Places that will allow residents and business owners to minimize their need to travel long distances to undertake their daily needs. Additionally, careful consideration will need to be given to timing and sequencing of growth to align with strategic priorities. Brampton cannot grow everywhere at the same time. To achieve a vibrant, successful, critical mass of urban living, Brampton Plan must articulate clear areas of focus for growth.

The current Brampton Official Plan contains detailed land use policies and is heavily focused on the physical regulation of buildings and structures. Brampton Plan will introduce new, flexible policies that allow the City to adapt to changes in technology, climate, and society. The City's strengths and opportunities will be capitalized on to ensure that Brampton is strategically positioned for the future.

Brampton Plan will be structured to offer a cohesive strategy which reflects the vision and goals for residents, business owners, developers and property owners, as well as City administration to guide and navigate future growth in Brampton. Brampton Plan will:

- Prioritize different areas of the City for growth;
- Provide direction for other secondary level plans, functional master plans (e.g., Transportation Master Plan), guidelines (e.g., Urban Design Guidelines, and policy decisions;
- Inform the decision-making process for identifying and prioritizing capital investment for major infrastructure projects, together with the Growth Management Program;
- Set out broad, land use designations, with more detailed designations contained within secondary level plans;
- Inform proposed changes to City practices and by-laws; and
- Assist with resource allocation and financial decision-making.



The growth projections and City Structure presented in this section will serve as the basis for shaping this strategic approach to managing growth.

3.2 Why are Long-Term Population and Employment Forecasts Important to Growth Management?

Long-term population and employment forecasts help municipalities accommodate growth, manage change and properly plan infrastructure required to support sustainable growth. They are integral to ensuring the long-term financial, socio-economic and environmental sustainability of the City of Brampton.

Below are a few examples of how the Brampton Plan will leverage growth forecasts:

Determine Housing Supply

Brampton Plan will help determine housing supply within the city. The forecasts can be used to accommodate residential intensification and redevelopment for a minimum of 15 years and with sufficient servicing capacity for at least 3 years; and to assess land needed to maintain a 25-year supply of designated, serviced or serviceable urban land to support a range of housing options. A shift in the dominant new housing growth typology from single- and semi-detached to more compact forms like townhouses and apartments can help to reduce the overall new designated greenfield land need in Peel.

Did You Know?

In May 2021 Brampton established “Housing Brampton”. This housing strategy will inform the planning for housing supply, choice and affordability in the city.

[Click here](#) to learn more.

Support Economic Development and Tourism Plans

Growth forecasts can indicate whether the City is providing enough employment opportunities to meet the population growth that is anticipated and help plan for the long-term protection of employment lands beyond 25 years. If the City does not provide enough employment opportunities, it makes it harder to attract investment, new employers, and retain businesses if existing businesses do not have an opportunity to grow. The Official Plan can be used as a tool to advance those efforts. Brampton Plan will help ensure that Employment Areas are designated and preserved to reflect current and future, employment needs.

Inform Financial Studies and Strategies

Growth forecasts influence how, when and where resources are allocated across the city and the financial implications of allocating those resources. In many cases, in order to determine the operational and capital costs in addition to revenues, the City needs to understand where and when growth is going to occur.

Guide Corporate Strategic Plans

The growth forecasts can help guide corporate priorities and actions over the next five years, which should align with the goals, objectives and policies of Brampton Plan. Such documents



could include Master Plans for Transportation, Parks and Recreation and Active Transportation, for example; as well as studies and strategies such as the Growth Management Study.

Infrastructure and Transportation Planning

Growth forecasts in Brampton Plan can optimize capacity and cost recovery of existing and planned infrastructure; and leverage infrastructure to align with settlement areas and higher density. They inform the decision-making process for identifying and prioritizing capital investment in major infrastructure projects such as road, bridge and transit, while also keeping infrastructure in a state of good repair.

Growth forecasting also supports the linkage between City-wide funding and financial tools, including Development Charges and Property Taxes in the long-range Capital Budget to minimize and offset debt associated with growth related infrastructure, through informed staging of development and strategic investment.

Community Services and Facilities

Community services and facilities are essential to fostering complete communities and need to be planned for and provided in a timely manner to support residential and non-residential growth. Community services and facilities include the provision of recreation, child-care, libraries, schools and human services to communities and people of all ages and abilities. Growth forecasts are used to link the provision of these facilities and services to demographic change and the growing population in Brampton and support the goal of creating complete communities that are healthy, liveable, safe and accessible for residents and visitors alike.

3.3 Intensification Hierarchy

Consideration of the role and hierarchy of intensification is vital in implementing the proposed City Structure and accommodating growth projections in Brampton. The 2020 Growth Plan directs municipalities to prioritize intensification and higher densities in identified strategic growth and settlement areas to make efficient use of land and infrastructure, and to support transit viability. Through the Peel 2041+ Municipal Comprehensive Review, the Region will then identify minimum intensification targets for strategic growth areas, density targets for greenfield areas, and required lands to accommodate growth.

Given that the City has limited remaining opportunities for greenfield development (i.e., vacant land within a settlement area that is not yet built out), there is a need to establish a refreshed approach to **intensification** through Brampton Plan. Intensification will become a more important tool in accommodating growth, while a framework should be established to guide **infill** development, which is a means of achieving intensification targets. Together, these two forms of development will help achieve the growth management objectives of Brampton Plan, as well as



Provincial and Regional policies. To achieve higher rates of intensification and infill, there should be direct linkage between the types of residential units being developed and the population and household growth projections.

The current City of Brampton 2006 Official Plan requires a minimum of 40% of all new residential development to 2026, and 50% of all new residential development beyond 2026 to occur within the built-up area. This growth is directed towards the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas.

It is anticipated that Brampton Plan will direct the majority of intensification to the Urban and Town Centres, and along the Primary and Secondary Urban Boulevards. Further, the existing neighbourhoods and existing employment areas are not intended to be the location of significant intensification; however, there is an opportunity to provide the opportunity for infill within existing neighbourhoods or on underutilized lots, reflective of the local context. Section 4.4 of this Discussion Paper speaks to the provision of context-sensitive housing in that regard.

Key Terms

Intensification // Means development that allows for more people to live, work, and play within the existing urban boundary through the redevelopment, expansion, or repurposing of existing areas, buildings, or vacant lands.

Infill // Means new development that is located on vacant or underutilized land within the built-up area of a community (i.e., what is being built is “filling in” the gaps).

3.4 Growth Projections

Brampton Plan will direct growth and development in an orderly manner across all its communities. The current Brampton Official Plan sets out a series of population, housing, and employment growth forecasts to the year 2031. Under the 2020 Growth Plan, the Region of Peel, and the City of Brampton, are required to forecast and plan for growth to the year 2051.

3.4.1 City of Brampton Population, Housing and Employment Forecast to 2051

The Region of Peel is expected to experience strong population, housing and employment growth to the year 2051. The 2020 Growth Plan (Schedule 3) has forecasted Peel Region’s total population base to grow to approximately 2,280,000 by 2051.¹ This represents an increase of approximately 849,400 persons between 2016 and 2051.

From this 2020 Growth Plan forecast for Peel, two forecasts for the City of Brampton have been prepared. The First Scenario, produced by the Region of Peel, estimates that Brampton will have a population of 985,000 by 2051, representing an increase of 287,000 residents. It is important to emphasize that the population and employment forecasts outlined in Schedule 3 of the Growth Plan are minimum targets, and that the city can plan for further growth than required. On that basis, a Second (Preferred) Scenario, produced by Watson & Associates Economists Ltd.

¹ Population forecast includes the net Census undercount which is estimated at 3.5% for all periods. The Census undercount represents the net number of permanent residents who are missed (i.e. over-coverage less under coverage) during Census enumeration in accordance with Statistics Canada.



(Watson), has also been prepared for the City of Brampton. The Preferred Scenario estimates that Brampton will have a population of 1,100,000 by 2051, representing an increase of 492,000 residents.

Figure 5 and the details below summarizes this Preferred population, housing and employment forecast for the City of Brampton:

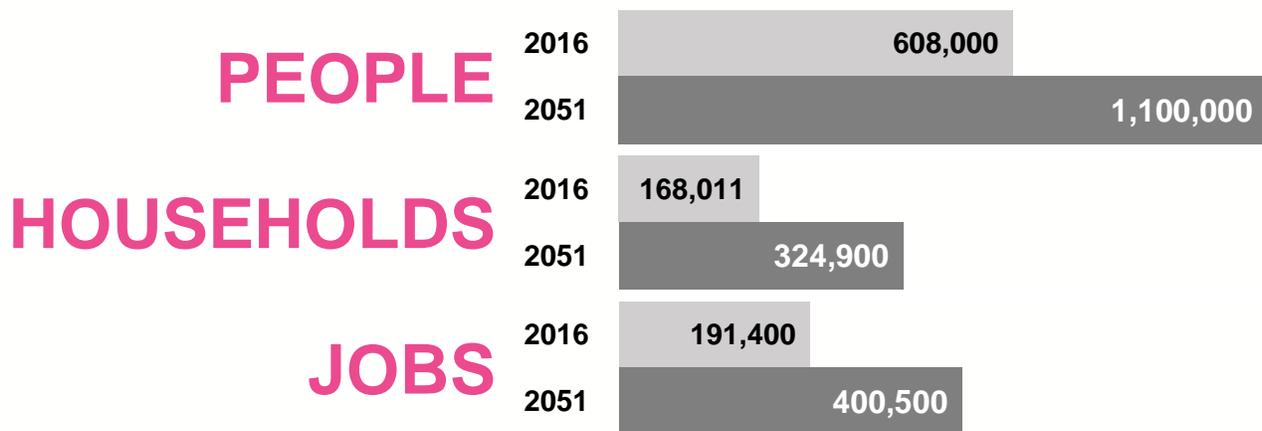


Figure 5: Population, household, and employment forecasts for the City of Brampton (Preferred Scenario)

The Details

- According to the Preferred Forecast Scenario, the City of Brampton population is expected to reach approximately **1.1 million people by 2051**, representing an increase of 492,000 or an average annual population growth rate of 1.7% between 2016 and 2051;
- By 2051, the city's housing base is forecasted to increase to approximately 324,900 units. This represents an **annual housing growth rate of 1.9%** over the 2016 to 2051 period; and
- Under the Preferred Scenario, the City of Brampton is forecasted to reach **400,500 jobs by 2051**, representing an increase of 209,100 over the forecast period.

To adequately accommodate future housing demands across the city, a range of new housing typologies will be required with respect to built-form, location, and affordability across the city's designated greenfield areas, Major Transit Station Areas, and other residential intensification areas within the built-up area (BUA). To accommodate the housing demand, there is a significant need to consider increases in the proportion of medium and high-density housing units forecasted to 2051.

The City of Brampton has a limited amount of greenfield (undeveloped areas) lands available to accommodate growth. After growth is sustainably allocated to these greenfield areas, growth must occur in the form of infill and intensification within the built-up areas. To achieve the City's 2040 Vision, residential and economic growth will be focused to help revitalize the City's Downtown, establish a new Uptown, and nurture growth within Bramalea and other Major Transit Station Areas. On that basis, significant growth is not anticipated within existing neighbourhoods.

Section 3.3 of this Discussion Paper provides an estimate of how much growth Brampton's City Centres and some Town Centres should expect between now and 2051.

3.4.2 What are the Impacts of COVID-19 on Near-Term Growth Potential?

The growth projections outlined in the previous sections are based on a tested methodology and align with Provincial requirements; however, unexpected events such as the onset of the COVID-19 pandemic may disrupt even the most robust forecasts.

Impacts on the Economy

To date, the downward impacts of the COVID-19 pandemic on global economic output have been severe. Economic sectors such as travel and tourism, accommodation and food, manufacturing, energy, and financial have been hit particularly hard. Canada's gross domestic product (GDP) declined by approximately 39% in the second quarter of 2020 (April to June), which is the most severe decline due to COVID-19 to-date. As containment measures gradually loosened, beginning in May 2020, businesses came out of lockdown during the summer months and economic activity grew at a pace of 40.5% in the third quarter, although GDP was still short of pre-pandemic levels.

Economic growth continued through the fourth quarter of 2020, increasing by 2.3% despite increased COVID-19 restrictions towards the end of November 2020. Despite this fourth quarter increase, real GDP in 2020 declined overall by 5.4%. The provincial emergency lockdown in January 2021 and following province-wide lockdown in April 2021 is expected to cause contraction in the provincial economy throughout early 2021.^{2, 3, 4}

Impacts on Social behaviour and Health

Overall, required modifications to social behavior (e.g., physical distancing) and increased work at home requirements resulting from government-induced containment measures and increased health risks have resulted in significant economic disruption largely related to changes in consumer demand and consumption patterns. Furthermore, escalating tensions and constraints related to international trade have also begun to raise further questions regarding the potential vulnerabilities of globalization and the structure of current global supply chains. COVID-19 revealed that devastating impacts were not experienced evenly across individuals, communities or businesses in the region and underlying inequities (social, health and financial inequities) contributed to serious issues of disease transmission. Climate change will also disproportionately affect Peel residents and those with lower socioeconomic or health status will bear the brunt of any climate-related emergencies.

Impacts on Land Development and Real Estate

Despite the longer-term consequences of COVID-19 to some industries, firms, and individuals, the long-term economic outlook for the Greater Golden Horseshoe, inclusive of the City of Brampton, remains positive and the region will continue to be attractive to newcomers. While the housing market got off to a slow start in early 2020 due to COVID-19, pent-up demand and

² Reuters Business News, August 28, 2020.

³ CBC Business News, Canada's economy bounced back at record 40% pace in third quarter – but GDP still below pre-COVID levels, December 1, 2020.

⁴ Ontario Newsroom, Office of the Premier, Ontario Declares Second Provincial Emergency to Address COVID-19 Crisis and Save Lives, January 12, 2021.



historically low mortgage rates have accelerated housing demand across the region, particularly in less populated regions, in the second half of 2020 and early 2021. Since the start of the COVID-19 pandemic, outward growth pressure from the Greater Toronto and Hamilton Area (GTHA) to municipalities along the outer ring of the Greater Golden Horseshoe has occurred.

The Region of Peel's Housing Strategy Update mentions that for the residential sector the low impact growth scenario forecast suggests that residential recovery would begin in 2021 and normalized by 2023, whereas the high impact scenario suggests that recovery would begin in 2022 and normalize in 2025 or 2026. Building permits issued in 2020 also suggest that the pandemic is not impacting residential development equally across municipalities, or across stock types and that the number of resale home sales and prices across all dwelling types in Peel Region are steadily increasing and recovering faster than what has previously been experienced during the height of pandemic in early 2020.

Notwithstanding the recent positive real estate trends identified for the Greater Golden Horseshoe as a whole and Peel Region, there are a number of reasons to remain cautious with respect to the broader demand for housing over the near term (i.e., the next one to three years). On-going border restrictions, travel-related health fears, and the global economic downturn have reduced immigration levels in 2020. In October 2020, Canada's immigration levels dropped by more than 50% compared to the previous year and are expected to reduce immigration levels sharply in 2020.⁵ A Royal Bank of Canada report also points out that while temporary foreign workers are exempt from entry restrictions, fewer are coming to Canada due to logistical and financial burdens related to COVID-19 work restrictions and isolation requirements.⁶ After the COVID-19 crisis, many economists warn that immigration may remain relatively low compared to recent years, because relatively higher unemployment rates during the post-COVID-19 economic recovery period in Canada may reduce the incentive for immigrants coming into the country.⁷

This near-term scenario has the potential to reduce population growth levels and soften the housing market in areas of Ontario where population growth is most heavily dependent on immigration. For the Greater Golden Horseshoe, the City of Toronto, Peel Region, and York Region would potentially be the most heavily impacted by such a trend, while the remaining "905" Area of the GTHA and the Greater Golden Horseshoe Outer Ring, which is more dependent on inter-provincial and intra-provincial net migration as a source of housing demand, may potentially be less impacted.

Impacts on Employment and Retail

In addition to its broader impacts on the economy, COVID-19 is also anticipated to accelerate changes in work and commerce as a result of technological disruptions which were already in play prior to the pandemic. As such, companies will increasingly be required to rethink the way they conduct business with an increased emphasis on remote work enabled by technologies such as virtual private networks, virtual meetings, cloud technology and other remote work collaboration tools. These trends are anticipated to have a direct influence on commercial and

⁵ 'Very difficult' to meet Canada's immigration targets after pandemic drop: immigration lawyer. CTV News. January 14, 2021.

⁶ R.B.C. Economics. Current Analysis. COVID-19 Derails Canadian Immigration. May 29, 2020.

⁷ Stalling immigration may add to Canada's COVID-19 economic woes. Fergal Smith, Steve Scherer. Reuters. May 27, 2020.



industrial real estate needs over both the near and longer term. Considering these anticipated trends, it is important to consider the manner in which these impacts are likely to influence the nature of employment by type as well as by place of work.

Today, approximately 6% of the City of Brampton workforce is identified as working from home on a full-time basis, up from 5% in 2001. During this same time period, the percentage of workers who reported having no fixed place of work increased from approximately 10% to 19%.⁸ It is anticipated that the percentage of people who work from home on a full-time and part-time basis, and those who do not have a fixed place of work, will steadily increase over the long term. As this percentage continues to steadily rise, it may reduce the relative need for future commercial and institutional building space associated with the employment forecasts set out in Schedule 3 of the Growth Plan. These factors are explored in more depth within the Employment and Retail Discussion Paper.

At the current time, the level of sustained economic impact related to this “shock” to the world and the Canadian economy is still uncertain. Notwithstanding this uncertainty, it is generally clear that the longer COVID-19 persists on an international scale, the greater the severity of the current global recession.

3.5 City Structure

A key aspect planning for growth is developing a **city structure** around which the City can organize land uses and identify the general location of and configuration of Brampton. In the current Brampton Official Plan, different areas of the City are organized into the “City Concept” (Schedule 1) which serves at the city structure and establishes where and how the City of Brampton should grow.

The “City Concept” directs the pattern of built and unbuilt areas and the location and capacity of infrastructure to support development. The “City Concept” is comprised of the following core elements which are shown on Figure 6.

- Central Area
- Employment
- Communities
- Utility
- Open Space
- Residential
- Intensification Corridors
- Designated Greenfield Area
- Unique Communities
- Major Transit Station Areas
- Residential Character Area
- Northwest Brampton Urban Development Area

Key Term

City Structure // Means a spatial structure, which considers the arrangement of public and private lands in cities and the degree of connectivity and accessibility between those places.

⁸ Statistics Canada defines no fixed place of work employees as “persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.”



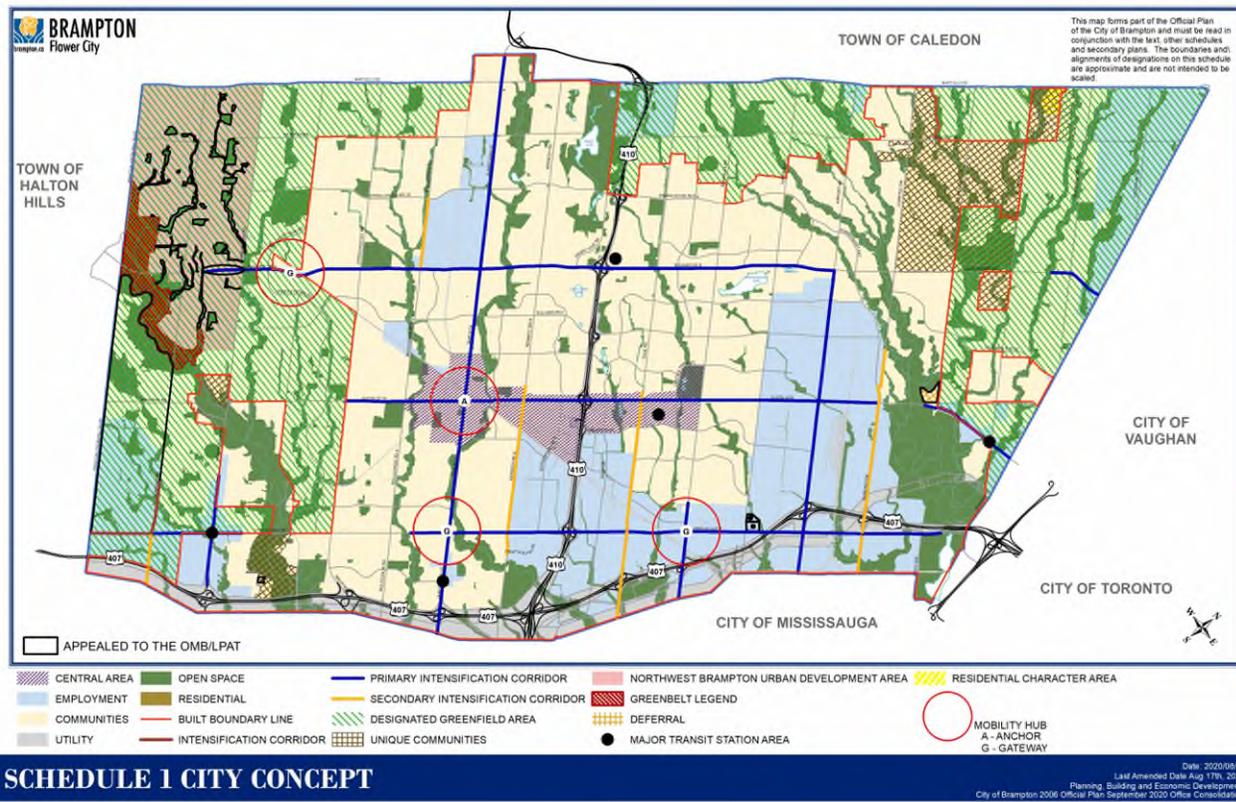


Figure 6: Current City Concept (City of Brampton Official Plan)

The current “City Concept” and Brampton Official Plan fundamentally aimed to direct compact and transit-supportive development within specific areas of the City, while protecting other areas of the City from intensification. The Official Plan also worked to reduce the rate of outward greenfield development, protect special policy areas (e.g., the Unique Communities), and implement the policies of Provincially regulated areas (e.g., designated greenfield areas, the Greenbelt Plan). Brampton Plan provides an opportunity to address the needs of Brampton today, a rapidly growing City, and build upon the current “City Concept” while considering the work completed through the 2040 Vision.

Where are we going?

Brampton Plan provides an opportunity to establish a new City Structure to direct where and when development and population and employment growth should occur, and to shape how the City is to make decisions. The City new City Structure can reflect important considerations for Brampton including housing, environmental protection, responding to climate change, transportation, parks and open space, and employment and retail needs.

The proposed Brampton Plan City Structure embraces a vibrant urban future for the City of Brampton. Additionally, Provincial policy and legislation requires the City to plan for minimum densities of people and jobs within the official plan which is reflected in this new City Structure (**Figure 9**). The 5 layers which form the new City Structure will establish where the community lives, works, and plays, and will help promote a healthy, liveable and sustainable City of complete



communities, resilient to climate change. Figure 7 depicts the 5 layers which form the new City Structure, and which are discussed in detail Section 3.3.1:

- **Centres & Boulevards Layer** identifies those areas of Brampton where the highest concentration of growth is planned to occur.
- **Corridors Layer** represent key transportation and mobility linkages that provide connections within and across Brampton and the broader region.
- **Neighbourhood Layer** identifies existing and new residential, commercial, and institutional areas of Brampton, where people live, shop, work and play, with the amenities they need for day-to-day living close to home.
- **Non-Residential Layer** covers those areas where a large number of people work and protects employment areas for employment uses, while protecting against conflict with sensitive land uses (e.g., residential uses). This layer also covers those areas identified as Provincially Significant Employment Zones by the 2020 Growth Plan.
- **Major Valley Land & Natural Heritage System Layer** protects those natural and open spaces, such as woodlands, rivers, and wetlands, which require protection and enhancement recognizing their environmental, economic, social, and health benefits.

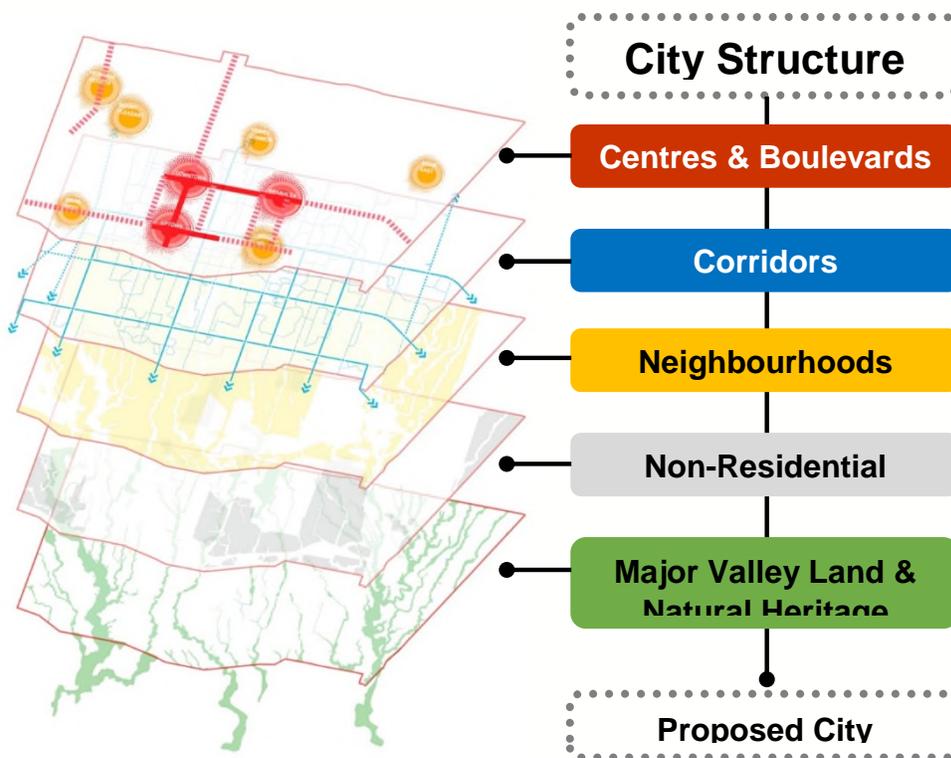


Figure 7: Proposed Brampton Plan City Structure Layers

Discussion Paper: Implementation of the Growth Management Framework and Official Plan Structure

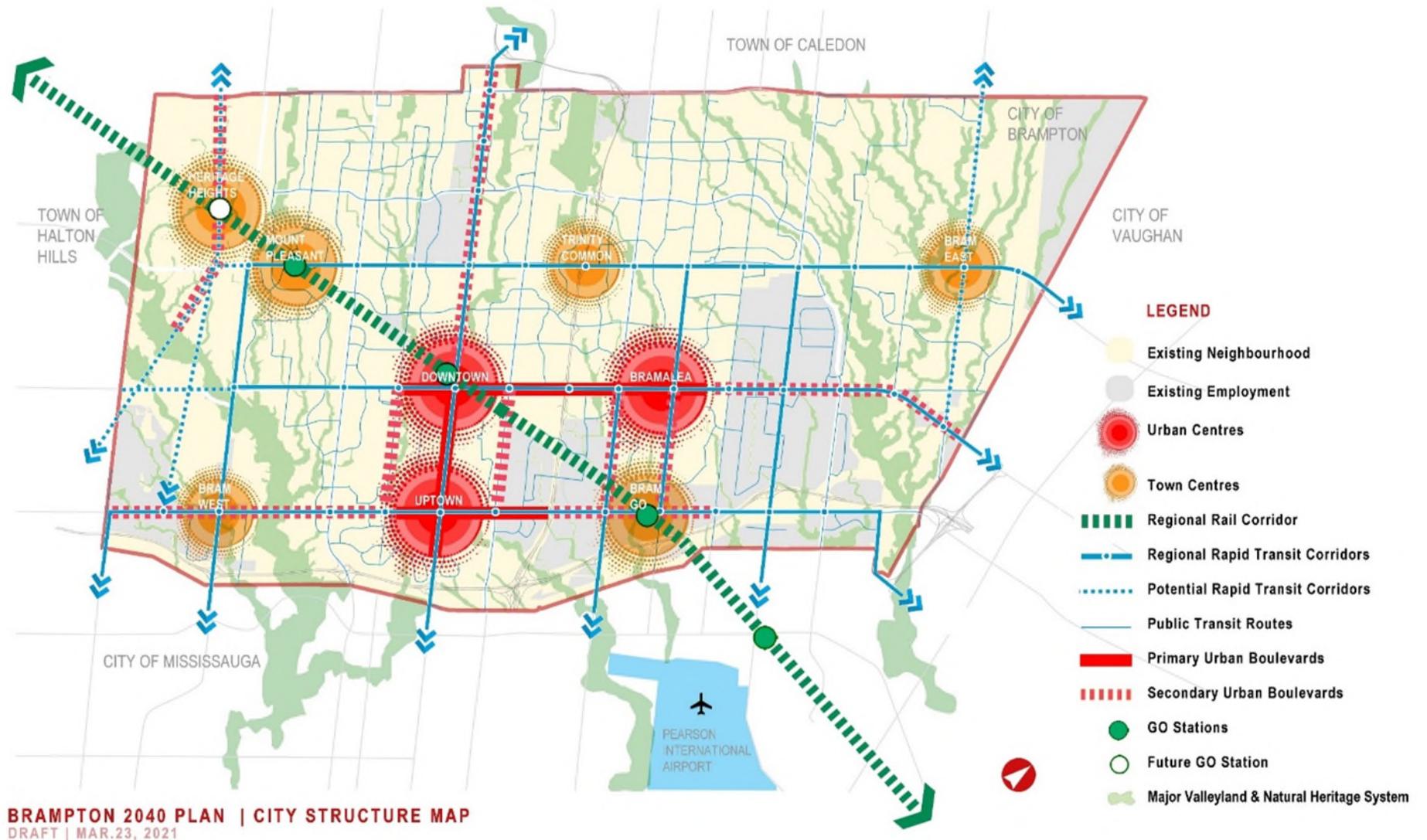


Figure 8: Proposed Brampton Plan City Structure



It is important to note that the City Structure in Figure 9 provides a framework, organized around a system of centres and corridors, guiding how growth will occur over time, and that Brampton Plan sets out the long-term vision for the community. Each 'component' of the City Structure will be associated with a certain priority to help stage growth and realize the goals of the Plan.

Centres, Boulevards & Corridors

The proposed City Structure follows a Centres, Boulevards & Corridors approach which recognize the importance of key locations in the City, which can be comprised of meeting places, major services and transit amenities, and high concentrations of residential and employment opportunities. These Centres, Boulevards, & Corridors recognize long-term investments in rapid transit stations, GO rail stations, and other important infrastructure.

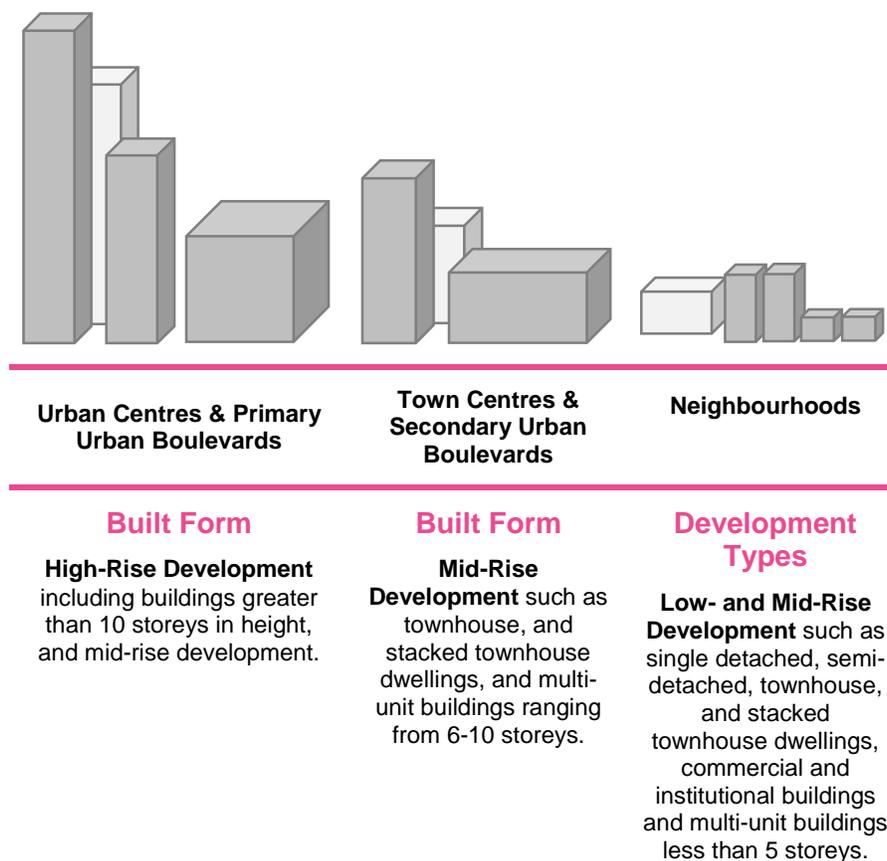


Figure 9: Urban intensification across Brampton's City Structure

While all areas of Brampton will evolve over time, a larger share of intensification will be directed within the network of centres, boulevards, and corridors at varying scales (see Error! Reference source not found.). Urban design polices Section 4.4 of this Report speaks to the provision of context-sensitive built form and outlines key considerations for Brampton Plan.

3.5.1 Urban Centres and Primary Urban Boulevards

As Brampton grows, the **Urban Centres** and **Primary Urban Boulevards** will continue to serve as the city's principal employment and residential nodes and corridors. The Urban Centres also accommodate important regional amenities and serve as hubs for neighbouring municipalities, providing opportunities for jobs, retail, education, and recreation. Primary Urban Boulevards link the Urban Centres and are the most vibrant and prominent streets in the city, serving as destinations, but also providing critical connections to the rest of the city and region.



Key Characteristics of Urban Centres

- Offer the broadest range and highest density of employment, institutional, housing (form, tenure, and affordability), commercial and retail uses in the City that are mixed-use in function.
- Offer a range of higher density housing for different life stages (e.g., singles, families), including affordable and attainable options
- Serve as economic drivers in Brampton for high-quality office-based jobs, innovation and entrepreneurship.
- Support the tallest building heights and density.
- Include active street edges.
- Serve as regional and local destinations and transportation hubs that are connected to the rest of the City and the Greater Toronto Area.
- Serviced by one or more rapid transit lines or GO Train service, as well as local bus routes.
- Connected by high-quality active transportation routes and are highly walkable.
- Offer a variety of community facilities and amenities preferably as part of community hubs.
- Offer a variety of formal and informal gathering spaces through the provision of recreational open spaces, city parks, community hubs, mixed-use plazas, and community-led services.

Proposed Urban Centres

- Downtown Brampton
- Uptown Brampton
- Bramalea

Key Characteristics of Primary Urban Boulevards

- Provide the opportunity for a broad range of employment, commercial, retail, and housing (form, tenure, and affordability) as mixed-use buildings
- Planned to support significant residential and employment growth across the City through, with mixed-use mid-rise buildings (with taller buildings located at key intersections and transit stops).
- Serviced by higher-order transit and active transportation connections to provide linkages to the Urban Centres, Town Centres and Major Transit Station Areas.
- Pedestrian-friendly realm along retail and open

Proposed Primary Urban Boulevards

- Queen Street, between Downtown and Bramalea
- Hurontario Street, between Uptown and Downtown
- Steeles Avenue, between Uptown and Kennedy Rd.



space frontages.

- Feature high-quality building designs and streetscapes, with active at-grade uses, mid block pedestrian connections, shading and urban street furniture.

3.5.2 Town Centres and Secondary Urban Boulevards

Town Centres are intended to be mixed-use hubs which serve and connect to the surrounding neighbourhoods, providing locations for secondary intensification through development which is compatible with surrounding areas. Each Town Centre will offer a range of housing options, retail, local & regional transit connections, and strong pedestrian and active transportation networks. **Secondary Urban Boulevards** are vibrant streets with mixed-use, connect key destinations (such as major shopping and employment areas) and serve nearby communities. These will be important areas to introduce strategic increase of permitted housing typologies and contextual increase in densities to help achieve affordability and inclusive growth.



Key Characteristics of Town Centres

- Comprise a variety of housing forms (e.g., apartment, townhouse, and multi-dwelling unit types), predominantly mid-rise in form, with higher densities located within Major Transit Station Areas.
- Contain mid-rise, mixed-use employment and employment / office spaces.
- Well-serviced by higher order transit and high-frequency local bus service, with high-quality connections for pedestrians and cyclists within each Town Centre.
- Provide livable, functional, and recreational open spaces that are reflective of and celebrate local elements.

Proposed Town Centres

- Bram East
- Trinity Commons
- Heritage Heights
- Bram GO
- Bram West
- Mount Pleasant

Key Characteristics of Secondary Urban Boulevards

- Provide the opportunity for a broad range of employment, commercial, retail, and housing (form, tenure, and affordability) within a mixed-use context.
- Reflect the local context of the boulevard, including determining if residential uses are appropriate in all locations to support land use compatibility.
- Accommodate medium-high density and mid-rise building heights that consider appropriate transitioning and are compatible with surrounding lower-density neighbourhoods.
- Serviced by a frequent transit route, while some are served by rapid transit, and provide opportunities for active transportation linkages.

Proposed Secondary Urban Boulevards

- Queen Street, east of Bramalea
- Steeles Avenue, west of McLaughlin Road
- McLaughlin Road
- Kennedy Road
- Heritage Heights Blvd.



- Provide design and public realm treatments at a pedestrian scale and provide strong linkages that connect and allow for efficient movement of people and goods.

3.5.3 Regional Rail Corridors & GO Stations

The City of Brampton is served by the Kitchener GO Rail train service which provides regional rail connections eastward into Toronto, and westward connections towards Kitchener. There are three existing GO Stations in Brampton – Bramalea GO, Brampton GO, and Mount Pleasant GO. Metrolinx is currently undertaking an expansion of the Kitchener GO Rail service that will improve service with two-way, all-day train service, which is critical to improving connections to other municipalities and Downtown Toronto. This corridor is also served by VIA Rail which serves passengers at Brampton GO. A future GO Station is planned for the Heritage Heights community, serving as the fourth GO station in Brampton.

● ○ ■■■■ Key Considerations for Regional Rail Corridors & GO Stations

- Stations located in either an Urban Centre or Town Centre, and surrounding uses will be considered for higher density, mixed-use development with strong connections to the regional and local transit network.
- These areas are intended to provide for a higher supply of affordable, rental and family-oriented housing, specifically considering the upcoming Inclusionary Zoning framework and new recommendations of Housing Brampton.
- Major transit station areas are required to achieve 150 persons and jobs per hectare.
- Should have transit-supportive -and oriented land use patterns around GO Stations to support ridership and create communities that are healthy and connected.
- Appropriate measures and protections should be considered to ensure the long-term operation of the rail corridor.

3.5.4 Higher Order Transit Corridors

Rapid, high-frequency transit is critical to connecting people to places across the City of Brampton and beyond. Rapid transit in Brampton is comprised of Züm Rapid Transit Service and the future, under construction Hurontario-Main Light Rail Transit (LRT). Future rapid transit services are also being planned to connect Brampton.

—●— Key Considerations for Higher-Order Transit Corridors

- Essential to the function of Primary and Secondary Urban Boulevards.
- Provide opportunities to connect people & places through local and city-wide transit routes.
- Integrate rapid transit corridors with pedestrian and cycling infrastructure.
- Support mixed-use development along rapid transit corridors, with a focus on locations where two or more rapid transit corridors connect.

While the transit technology may differ on each corridor, some corridors may support Light Rail Transit, or Bus Rapid transit, densities around these higher order transit stops are expected to be significantly higher than what currently exists in Brampton – 160 persons plus jobs per hectare.



3.5.5 Neighbourhoods

Brampton is home to many neighbourhoods that accommodate a range of housing types. Some neighbourhoods in Brampton were developed many years ago, while others have been recently built. The health and success of neighbourhoods depends on their ability to adapt over time to meet current and future residents' needs. Opportunities for both a broadening of residential uses and introduction of non-residential (e.g., commercial, community spaces) infill should be encouraged throughout neighbourhoods to contribute to the liveability and adaptability of these neighbourhoods. Neighbourhoods should provide a variety of neighbourhood-focused commercial uses (e.g., small-scale grocery stores, bodegas, personal service shops, cafés) which serve the day-to-day needs of residents, specifically along the edges abutting major roads and public uses. Secondary Plans and Precinct Plans (see Section 3.5 of this Discussion Paper) will continue to provide detailed land use direction for neighbourhoods.

3.5.6 Non-Residential

The Non-Residential areas of Brampton are intended to reflect traditional employment areas, such as business parks, industrial, and warehousing facilities, that form an integral part of Brampton's economy. It is the goal that these employment areas will remain, and that incompatible land uses (e.g., homes, schools) will be prevented from locating in employment areas to ensure their long-term viability for employment uses. These areas are also anticipated to accommodate other supporting non-residential uses, such as commercial uses along the urban boulevards, to support the viability and vibrancy of the non-residential areas.

The 2020 Growth Plan also promotes economic development and competitiveness in the Greater Golden Horseshoe by making more efficient use of existing employment areas and vacant land underutilized employment lands and increasing employment densities. This includes planning to better connect areas with high employment densities to transit and integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment. This means that planning authorities should provide flexibility to capitalize on new economic and employment opportunities as they emerge, and for existing industries to be

Other City Structure Elements

The Major Valley Lands & Natural Heritage System layer is assessed in the **Natural Environment, Climate Change, and Resiliency Discussion Paper**. Please visit [Brampton.ca/BramptonPlan](https://brampton.ca/BramptonPlan) to learn more and read the Discussion Paper.

able to expand, while providing certainty for traditional industries, such as manufacturing uses. Brampton Plan will support increasing the supply of jobs and housing mixed-use area to foster opportunities for people to live and work locally, while being able to rely on higher-order transit to connect to jobs elsewhere in the region.

3.6 Secondary Plans

The current City of Brampton Official Plan relies on the use of Secondary Plans, Block Plans, and Tertiary Plans to provide finer-grain policies and direction for development across the city.



Secondary Plans apply to specific areas throughout the city, whereas Block Plans apply to sub-areas of predominantly greenfield Secondary Plan areas to provide further coordination and direction for development. Tertiary Plans are even more detailed plans, used on a site-specific basis to provide further guidance on land use and fine-grain and contextual development planning.

The proposed Brampton Plan City Structure reimagines how growth in the city will occur over the next 30 years to 2051. As a result, the Secondary Plans that no longer reflect the long-term vision of the City will need to be updated subsequent to final approval of Brampton Plan.

3.6.1 Current Secondary-Level Plans

Secondary Plans in Brampton Today

The City of Brampton Official Plan includes 35 Secondary Plans that cover the entire geography of the city and provide more detailed, area-specific policies to guide development. Secondary Plans are statutory documents under the *Planning Act*. On September 12, 2018, Council adopted five city-initiated Official Plan Amendments that implement five new Secondary Plan areas, which replace former Secondary Plan Areas 1, 2, 3, 4, 5, 6, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 25 and 28. The City of Brampton is still undertaking this Secondary Plan consolidation exercise with the objective of reducing the number of Secondary Plans further.

Block Plans & Tertiary Plans in Brampton Today

The City of Brampton is subject to 27 Block Plans which apply to sub-areas of the various Secondary Plans. Block Plans coordinate the completion of detailed environmental, servicing, transportation, urban design, and growth management matters. Block Plans follow a statutory process in Brampton and are enacted through an Official Plan Amendment, amending the Secondary Plan and establishing detailed land use policies.

The role of Block Plans in Brampton today appears to be largely applicable to greenfield development lands. Given that the city is reaching the edges of its greenfield areas, the need for this level of planning may evolve as the city focuses on intensification and infill within built-up areas.

Tertiary Plans in Brampton apply to specific areas of the city to address site-specific matters in relation to the broader area. One example is the Springbrook Tertiary Plan, which has been completed, and resulted in an amendment to the Official Plan. Tertiary Plans are typically non-statutory planning documents which focus on topics such as but not limited to, land use, the natural heritage system if applicable, patterns of development, development standards, access, rights-of-way, compatibility and urban design.

3.6.2 Future Directions for Secondary Plans & Precinct Planning

Within Brampton Plan, secondary level planning is envisioned to be organized following a hierarchy with each component having specific functions and roles. This relationship is expected to play out as follows:



Brampton Plan City Structure

- A series of general, conceptual 'layers' that provide guidance to the Secondary Planning regarding the Vision and intent for different development areas.
- Detailed planning exercises would be carried out for various layers, studying the technical merit of planning one way or another.

Brampton Plan City-Wide Land Use Designations

- Brampton Plan will establish several streamlined land use designations and policies, that will provide guidance to Secondary Planning exercises.
- The land use designations would apply broadly across the city (e.g., would not apply to a specific neighbourhood, but rather generally in all neighbourhoods across the city).

Secondary Plan Areas

- Brampton Plan will establish a framework and criteria for Secondary Plan Areas.
- The Secondary Plans will offer more detailed land use designations that reflect the context of the neighbourhood or area of Brampton.
- On-going Secondary Planning exercises will continue with consideration given to a future policy framework to be established through Brampton Plan.

Precinct Plan Areas

- Precinct Plans (formerly known as Block Plans) would apply to smaller areas within Secondary Plans and will replace the current Block Planning process.
- Geographies considered for precinct plans typically follow a staging and sequencing plan established through the Secondary Plan process to ensure development is logical and sequential.
- Brampton Plan will offer criteria on how these plans will be developed and the role of developers and the city in the process.

Secondary Plans

Brampton Plan will be highly visual, using diagrams, graphics and maps to “tell a story” about how the Secondary Planning will evolve within the City over the planning horizon.

In Brampton Plan, Secondary Plans will continue to play an important role in determining how the city will evolve over the planning horizon. The city’s existing Secondary Plans will either be reviewed and updated to be consistent with the new directions of the Brampton Plan, or removed in the case of built out areas, in favour of overarching Brampton Plan policy. City Staff are undertaking an analysis to better understand the priority of Secondary Plans that need to be updated, and which have been built out.

Where a Secondary Planning exercise is ongoing, the intent of Brampton Plan will be to identify the Secondary Plan area at a high level, while relying on the individual Secondary Plan to identify specific land use designations and development policies.



It is anticipated that Secondary Plans will be required for major growth areas and other strategic locations throughout the city, including the City Centres, Corridors, Town Centres and specific Nodes. Some of these areas are yet to be determined and will be influenced by future work related to MTSA evaluation, as well as the further refinement of the City Structure.

Precinct Plans

The role of this level of planning in Brampton today is largely to guide development blocks, lotting and street layout within greenfield development lands. Given that the city is reaching the edges of its urban boundary, the need for this level of planning may evolve as the city focuses on intensification and infill within built-up areas. This can be addressed in the respective Secondary Plan as needed, and therefore, the overarching framework for Block Planning can likely be removed from Brampton Plan.

Under Brampton Plan, Precinct Plans may apply to smaller areas of Secondary Plans (e.g., Shopper's World within the context of Uptown), with Brampton Plan containing criteria on how these plans should be developed, including the roles of developers and the city. Brampton Plan may set out a framework requiring a detailed planning exercise to establish a general Precinct Plan which ensures the orderly development in specific areas of the city. Brampton's Official Plan currently does not have a precinct planning process established for employment lands, and there is an opportunity to consider this through Brampton Plan. The detailed precinct planning exercise may be required by the city prior to consideration of a development application within a particular area to establish a Precinct Plan or could be led by the city through the evaluation of future major transit station areas, for example.



4 GROWTH MANAGEMENT PRINCIPLES

There are several opportunities to integrate land use policies and flexibility within Brampton Plan, which implement the proposed strategic approach to growth. These considerations, including complete communities, inclusive city-building, community hubs, context sensitive housing, and more, will support Brampton in achieving its growth and intensification targets. These considerations will also consider the needs of the community which include providing a variety of employment, commercial, and open space opportunities.

4.1 Complete Communities

The Growth Plan promotes development of **complete communities** where people can live, work, shop, and access services in proximity to one another. Through Brampton Plan, the City can plan for a mix of housing types and tenures, land uses, employment opportunities, and an urban form that support walking, cycling, and transit. Complete communities provide benefits of increased physical activity, increased social connectedness and can reduce greenhouse gas emissions. Neighbourhoods are places that provide a range of destinations, services, and amenities. Within the context of Brampton Plan, this can be achieved through the notion of 20-minute neighbourhoods (**Figure 10**) which ensures that most daily needs are met within an area that can be accessed in a 20-minute return trip from home using active transportation (e.g., walking, wheeling, cycling). As neighbourhoods evolve, Brampton Plan can guide the evolution into complete, 20-minute neighbourhoods.

Key Term

Complete Community //

Means places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities.





Figure 10: Map of potential 20-minute neighbourhoods in Brampton

4.2 Equitable & Inclusive City-Building

Through Brampton Plan, there is a need to use an equity lens to guide policy development which strives to ensure that all people in Brampton have full access to resources and opportunities that allow them to reach their full potential and participate fully in society. Applying this equity lens will assist with identifying and mitigating systemic barriers that impact individuals and groups based on a range of intersecting factors, such as economic, social, cultural, or systemic factors. This approach to inclusive city-building should recognize that certain areas, populations, and communities in Brampton may require support and improved access to services and amenities. This will be captured in Brampton Plan through policies around neighbourhoods, public participation, transportation choice, and housing and community amenities.

Neighbourhoods

Stemming from the 2040 Vision, the City of Brampton launched the **Nurturing Neighbourhoods Program** to systematically update and revitalize existing neighbourhoods to ensure the full provisions for comfortable, sustainable living. The aim of the program is to connect residents to resources and encourage them to play an active role in enhancing their neighbourhood. Through this program, there is an opportunity to help identify needs in different neighbourhoods and address priority neighbourhoods. Brampton Plan should encourage investments in and co-creation of public spaces, people-friendly streets, sidewalks, and parks with a wide range of stakeholders and community members. This can be fiscally supported in part through obtaining local community benefits under Section 37 of the **Planning Act** as density bonusing or Community Benefits Charges. Public spaces should respond to competing interests in a community and Brampton Plan should facilitate opportunities to respond to the unique needs of different neighbourhoods in the City.

Public Participation

Sections 5.29 and 5.30 of the current City of Brampton Official Plan set out policies for public participation and public meetings. Brampton Plan can establish refreshed policies in that regard to help seek diverse perspectives through consultation and remove barriers to participation, such as providing opportunities for virtual consultation, developing materials in different languages and formats, and providing proper notice to nearby residents, businesses and Indigenous communities. Reflecting on lessons learned in public participation during the COVID-19 pandemic should be considered, including the use of hybrid models (i.e., virtual and in-person) for public participation.

Transportation Choice

There is a need to support all residents of Brampton to get to work, school, home and participate in public life without the need for a car. In many neighbourhoods, driving is the only viable mode of transportation due to heavily segregated land use patterns and lack of multi-modal connections. These physical limitations make transportation choice difficult for transit dependent residents, who are also most likely to be visible minorities and younger populations. This can be achieved in-part through promoting a mix of land uses and integrating land use and transportation planning decisions.

Housing and Community Amenities

There is a need to intentionally support the construction of affordable homes, the provision of seniors housing, adequate social and assisted housing within proximity of transit, food services, social supports, and other community amenities. Further, the provision of multi-bedroom units in higher density developments (e.g., three or more bedrooms) is critical to supporting families and larger households being able to secure attainable housing. Families in higher density developments also require sufficient access to schools, parks, healthcare, and community amenities.

Read the Transportation & Connectivity Discussion Paper

Transportation within the context of Brampton Plan is provided in the **Transportation and Connectivity Discussion Paper**. Please visit Brampton.ca/BramptonPlan to learn more and read the Discussion Paper.

Read the Attainable & Supportive Housing Discussion Paper

Housing within the context of Brampton Plan is provided in the **Attainable & Supportive Housing Discussion Paper**. Please visit Brampton.ca/BramptonPlan to learn more and read the Discussion Paper.



4.3 Community Hubs

The Brampton 2018-2022 City Council established their “Term of Council Priorities” to help implement the 2040 Vision through activities, decisions, and budgets. The priorities were organized into five strategic directions, accompanied by a set of priority to guide decision making. One key priority is supporting **community hubs** to help realize Brampton as a “city of opportunities”.

Community hubs provide an opportunity to provide walkable urban neighbourhoods, anchored by these spaces – easily accessed by pedestrians and other active transportation modes. Community hubs can include libraries, schools, community facilities, outdoor spaces, and gathering spaces (e.g., community garden) in one central location (**Figure 11**). In establishing the growth management framework, it will be important to consider the role of community hubs, including the early adoption of these facilities. While many new developments feature privately accessible amenities (e.g., roof-top terraces, gathering rooms, fitness facilities within a condominium building), these facilities are not accessible to all. A key priority is to support community hubs to increase flexible, publicly accessible spaces, which help diversify programming opportunities.

These facilities will play an increasing role as Brampton continues to intensify to ensure the city remains welcoming and to help promote social interaction within the community.

Key Term

Community Hub // Means a space that brings together health, social, cultural, recreational, and other resources in one location for easier access for residents.



Figure 11: The Urban Community Hub, proposed in Uptown Brampton

4.4 Context-Sensitive Housing

To achieve the City's 2040 Vision, a significant portion residential growth will be focused to help revitalize the City's Downtown, establish a new Uptown, and nurture growth within Bramalea and other Major Transit Station Areas. There will also be a need to support the development of context-sensitive (or 'house-scaled') housing within the Neighbourhoods of the City Structure.

Today, intensification in Brampton typically occurs through mid-rise and high-rise development, while greenfield development is comprised of single detached, semi-detached and townhouse dwellings, known as ground-related housing. Intensification should be focused in areas of the City Structure that are supported by the city's transportation network, infrastructure and existing or planned community amenities, including transit service, active transportation, and open space. This will allow more residents to access their daily needs and provide viable travel alternatives as well as improve housing affordability. Such intensification should include predominantly mid- and high-rise forms of development such as apartments and stacked townhouses.

Conversely, infill development should be facilitated broadly across the city, including within neighbourhoods through context-sensitive and house-scaled housing. Infill can support the provision of ground-related housing options, commonly sought by families or larger households, as well as increased opportunities for the "missing middle". The "**missing middle**" describes a range of housing types between single-detached houses and apartment buildings that are missing from a community's housing supply and are intended to be compatible in scale with single detached homes in neighbourhoods. Addressing the missing middle helps meet the demand for walkable, urban living, and helps responding to the mounting housing crisis. Common housing typologies that fall under the missing middle multi-unit category are duplex, triplex, fourplex, additional residential units, small apartments, lodging houses, etc.



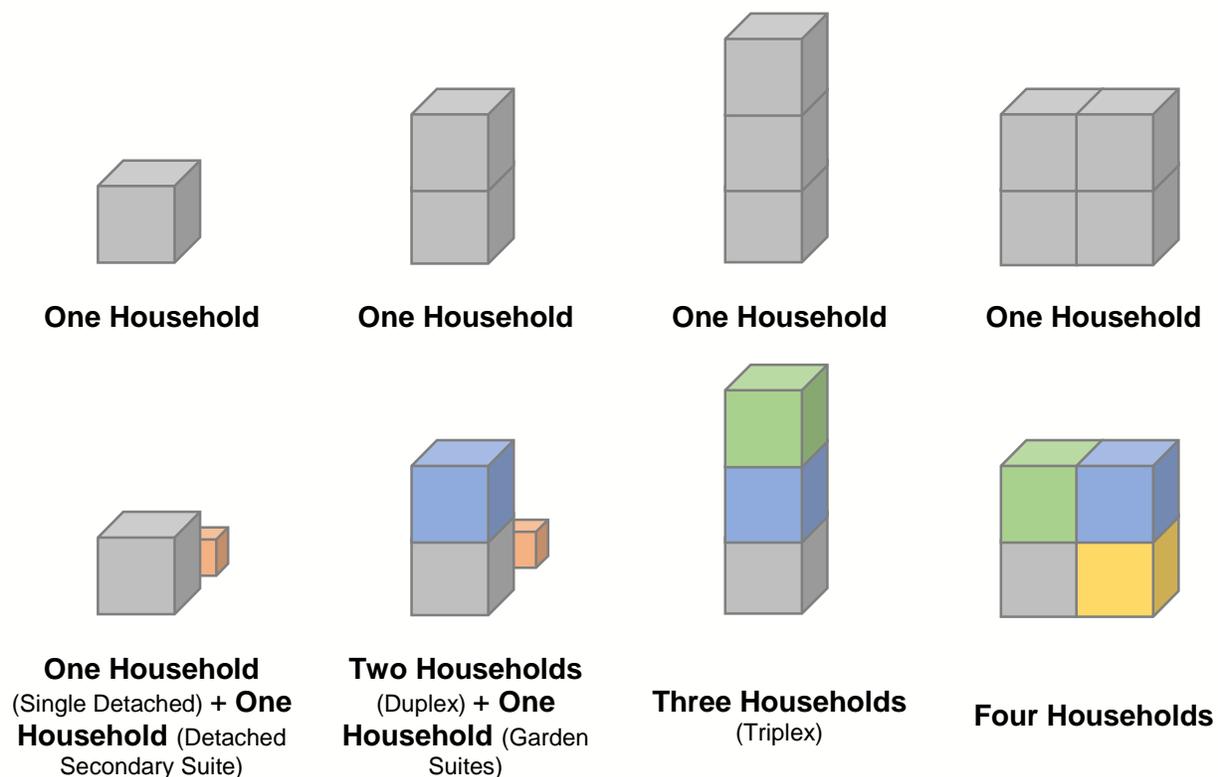


Figure 12: Addressing the missing middle through context appropriate housing

While single-detached dwellings have historically been the predominant housing type in Brampton, housing preferences have undergone a shift. More people are now looking for semi-detached, townhouse, and apartment dwellings that meet a greater diversity of needs, stages of life, and financial circumstances. There is also a shift towards transit-oriented development and consider the impacts of climate change on land use patterns.

A core principle to addressing the missing middle is the notion of accommodating more households within the built context of an existing neighbourhood and can include innovative housing forms such as secondary suites or laneway housing.

illustrates how more households can be accommodated within a neighbourhood, while also respecting the prevailing built form. Error! Reference source not found. demonstrates how this achieved through context-sensitive and house-scale infill development (e.g., two-three storeys in height). There is an opportunity for



Figure 13: An infill development in Kitchener, ON which contains four dwelling units within a building envelope not dissimilar to a single detached dwelling

Brampton Plan to establish a framework and clear direction for this type of residential infill, which can then be addressed in the City's Comprehensive Zoning By-law.

Housing Brampton has also identified several initiatives and pilot projects for the City to consider supporting the provision of new housing forms. These include new financial models, providing affordable housing tailored to different life stages, and other innovative models.

4.5 Transportation & Growth Management

The proposed City Structure reflects the intrinsic link between transportation investments (e.g., rapid transit and regional rail) and growth management. While the current Brampton Official Plan establishes this link, the Brampton Plan will provide more housing choice and transportation modal choice to help strengthen this link. The city is responsible for many transportation investments including city roads, Brampton Transit, transit stops, cycling infrastructure, multi-use pathways, and sidewalks; therefore, it is important to leverage these investments through growth management planning.

The ability to move within and between the various areas of the City Structure (e.g., within Uptown, and towards Downtown) without driving a personal automobile is a key objective. By increasing residential density in key areas of the city, and promoting infill more broadly, there is also an opportunity to shorten route distances and create opportunities for sustainable transportation, such as walking and cycling.

Another consideration to achieving the proposed City Structure in Brampton Plan is ensuring that strategic parking management occurs to better use parking areas and avoid overbuilding parking. Higher density development, a shift towards infill development, the prevalence of mixed-use development, climate change, and provision of transit and active transportation facilities have all resulted in the need to actively manage parking as part of growth management. Together, these directions support a reduction in the need to travel and the distance that needs to be travelled for the daily needs of Brampton's growing population.

Further, it is important to consider the effect of widespread free parking on transportation and land use patterns. Although Brampton Plan does not directly regulate the price of parking to the end-user, there is an increasing recognition at all stages of municipal planning that parking standards have contributed to the existing supply of off-street parking and that minimum parking standards often represent significant barriers to intensification and redevelopment.



5 POLICY RECOMMENDATIONS AND STRATEGIC DIRECTIONS

Brampton Plan is expected to make a number of significant policy changes to shape the city as it continues to grow and develop. Based on the policy context, proposed City Structure, and growth management considerations presented in previous sections of this Discussion Paper, a series of five growth management strategic directions are being proposed. Each strategic direction is associated with policy recommendations for how policy directions will be crafted in the next stage of this project, subject to further community consultation. The policy directions in this section should be read in conjunction with other Discussion Papers, such as the Attainable and Supportive Housing Discussion Paper, which provides complementary directions.

1

Establish a Growth Management Framework and policies to guide secondary level planning.

- Implement phasing policies for the various areas of the City Structure.
- Implement intensification targets in built-up areas and density targets in designated greenfield areas once established by the Region of Peel upon completion of the Peel 2041+ Municipal Comprehensive Review.
- Consider appropriate policies for the transition of built form for select areas to the Centres, Boulevards, and Corridors.
- Identify opportunities to facilitate redevelopment and intensification in existing employment areas supported by frequent and rapid transit.
- Establish policies which support and guide precinct planning for Employment Areas.
- Use climate change criteria to evaluate growth scenarios.
- Consider the opportunities and constraints of the various elements of the proposed City Structure to inform timelines for redevelopment. Understanding limitations to development and costs to overcome them may provide greater clarity on how growth should be allocated across the city.
- Consider opportunities to consolidate the city's Secondary Plans if the Secondary Plan has been built-out and considered for repeal.
- Include policies to manage change within former Secondary Plan areas and assess future development applications where a Secondary Plan has been repealed.
- Identify areas where Secondary Plans need to be developed, updated, or whose boundaries need to be aligned with proposed City Structure. At a minimum, Secondary Plans (existing or future) will be required for Queens Blvd., Hurontario/Main St., and the Town Centres.
- Consider the need to identify unique 'neighbourhood areas / names' via a distinct schedule or figure of Brampton Plan where Secondary Plans are repealed to recognize different neighbourhoods across Brampton.
- Establish a process for city and privately initiated Precinct Planning exercises.



2

Ensure municipal infrastructure, including transit and municipal services, is foundational to the establishment of the City Structure and intensification hierarchy.

- Prioritize intensification in areas of the city where supporting city and regional infrastructure is existing or planned.
- Identify infrastructure capacity limitations which may limit opportunities for intensification and infill development
- Ensure that growth is planned and managed with regard to long-term fiscal impacts and full lifecycle costs of infrastructure and services.
- Promote opportunities to accommodate growth through compact development of new neighbourhoods.
- Recognize the integrated nature of land use, urban design, and transportation in land use planning decisions that support a full range of transportation options, and specifically prioritize opportunities to enhance walking, cycling and transit options.
- Recognize the role of land use planning in supporting transit feasibility and achieving the city's modal split objectives.
- Recognize the significance of freight and logistics movements within the city (i.e., goods movement) and how the planned Urban Boulevards can promote a sense of place and safety for vulnerable road users, while accommodating and appropriately directing truck traffic.
- Identify opportunities to promote reduced parking requirements around higher-order transit services and promote bicycle parking and car share opportunities.

3

Encourage intensification and support infill through a variety of planning tools and mechanisms.

- Recognize finer gradation across the city's neighbourhoods that are near key areas targeted for intensification (e.g., Centres, Corridors, and Boulevards).
- Identify opportunities and urban design guidance for ground-related housing within neighbourhoods experiencing redevelopment pressures.
- Provide direction for infill based on context, to regulate housing by built form (size and shape of the building) rather than by dwelling type or number of units.
- Increase rental options in low-density multi-residential typologies (e.g., triplexes, fourplexes).
- Implement Brampton Plan intensification policies through the Comprehensive Zoning By-law regulations which will permit intensification and infill to minimize the need for zoning by-law amendments and minor variance applications.
- Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.
- Update policies for the provision of additional residential units (secondary suites) and innovative housing forms (e.g., modular housing, laneway housing) which provide a framework to subsequently implement in the City's Comprehensive Zoning By-law Review.



- Tailor parking requirements to meet growth management objectives and implement the recommendations of the City's Parking Strategy.
- Tie increases in building height and density to the provision of community benefits (under Section 37 of the *Planning Act*), such as affordable housing, public art, and community services and facilities.
- Recognize Community Improvement Plans (CIPs) as a tool to encourage redevelopment and revitalization of strategic areas of the city.
- Establish policies which permit the future establishment of a Community Planning Permit System (CPPS) as a means to expedite the development approval process, subject to further study and consultation.

4

Provide opportunities for Brampton residents to live closer to facilities and services that meet their daily needs and ensure they are supported by walkable communities, jobs, active transportation linkages, and connectivity across all travel modes.

- Connect the Growth Management Framework to the provision of seamless mobility systems and connected cycling networks.
- Encourage a wide range of commercial uses within neighbourhoods to meet the needs of Brampton residents close to their homes.
- Encourage a wide range of green spaces close to where people live and work.
- Implement the recommendations of Housing Brampton (see Attainable and Supportive Housing Discussion Paper), including the provision of housing across the housing continuum.
- Establish policies to support the development of micro-unit housing for singles, as well as residential units with 2 or more bedrooms for families and larger households both through infill, and to a lesser extent intensification.
- Maintain employment lands as large and cohesive areas for industrial, manufacturing, warehousing and, where appropriate, targeted office uses.
- Support the creation of jobs in mixed-use areas.
- Support the attraction of innovation, technology, and entrepreneurship employment opportunities.
- Support patterns of growth and a mix of land use that will ultimately require less travel for everyday activities and which encourage travel by transit, cycling and walking.
- Promote the development of green industries, including industrial uses and environment focused professional and technical office uses and services.

5

Provide opportunities for Brampton residents to connect and be active in their community and to reflect Brampton's diversity, and characteristics.



- Promote gathering spaces for both formal and informal religious, culture, sports, recreation and entertainment opportunities.
- Connect the growth management framework to the provision of community hubs.
- Identify priority neighbourhoods for place-making efforts, community investment, and consultation.
- Enable existing Neighbourhoods to achieve more income-diverse communities through a greater mix of land uses.
- Encourage a wide range of open spaces, commercial uses and employment opportunities to meet the needs of City residents close to their homes.
- Apply an equity lens which when crafting city-building policies to meet the needs of people of all ages, races, ethnicities, and genders, abilities, and income levels.



6 NEXT STEPS

This Discussion Paper is one of seven Papers that are being completed as part of Phase 4 of the Brampton Plan project. The seven Discussion Papers align with the key focus areas of Brampton Plan and build on the work completed in Phases 1-3 to establish a foundation from which to develop policy directions. The focus areas have been informed by the work completed through the 2040 Vision, policy review and research and through consultation with city staff. The directions and recommendations presented in Section 5 of this paper will be refined through subsequent consultation with the public.

This is a starting point for generating discussion about Growth Management related issues and recommendations. A Policy Directions Report will follow and will outline detailed changes proposed for inclusion in Brampton Plan.

Discussion Papers pertaining to each of the Brampton Plan Focus Areas can be accessed online at the Brampton Plan Project Website: Brampton.ca/BramptonPlan.

Let's Connect!

Comments and feedback on the Discussion Papers can be provided on the Brampton Plan Project Website or emailed to opreview@brampton.ca.

