LIVEABLE PEEL
FEBRUARY 10, 2006

Living and Working in Brampton

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LIVEABLE PEEL
FEBRUARY 10, 2006

- Brampton Growth Synopsis in context of Peel Region
- Infrastructure as a prerequisite for nodal and corridor development
- Dealing strategically with market, economic and demographic trends
- The road to success – land use, design and infrastructure tools.

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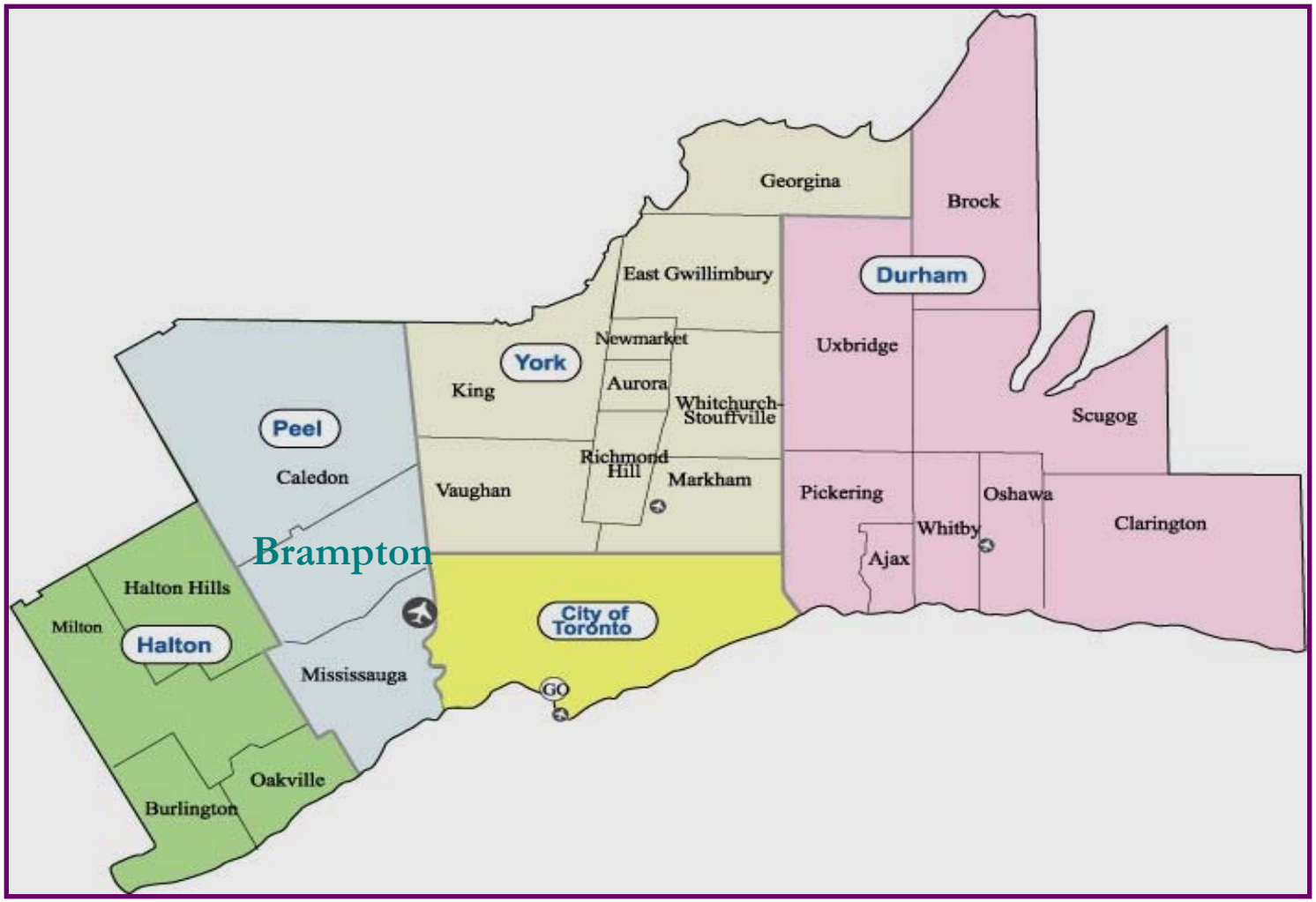
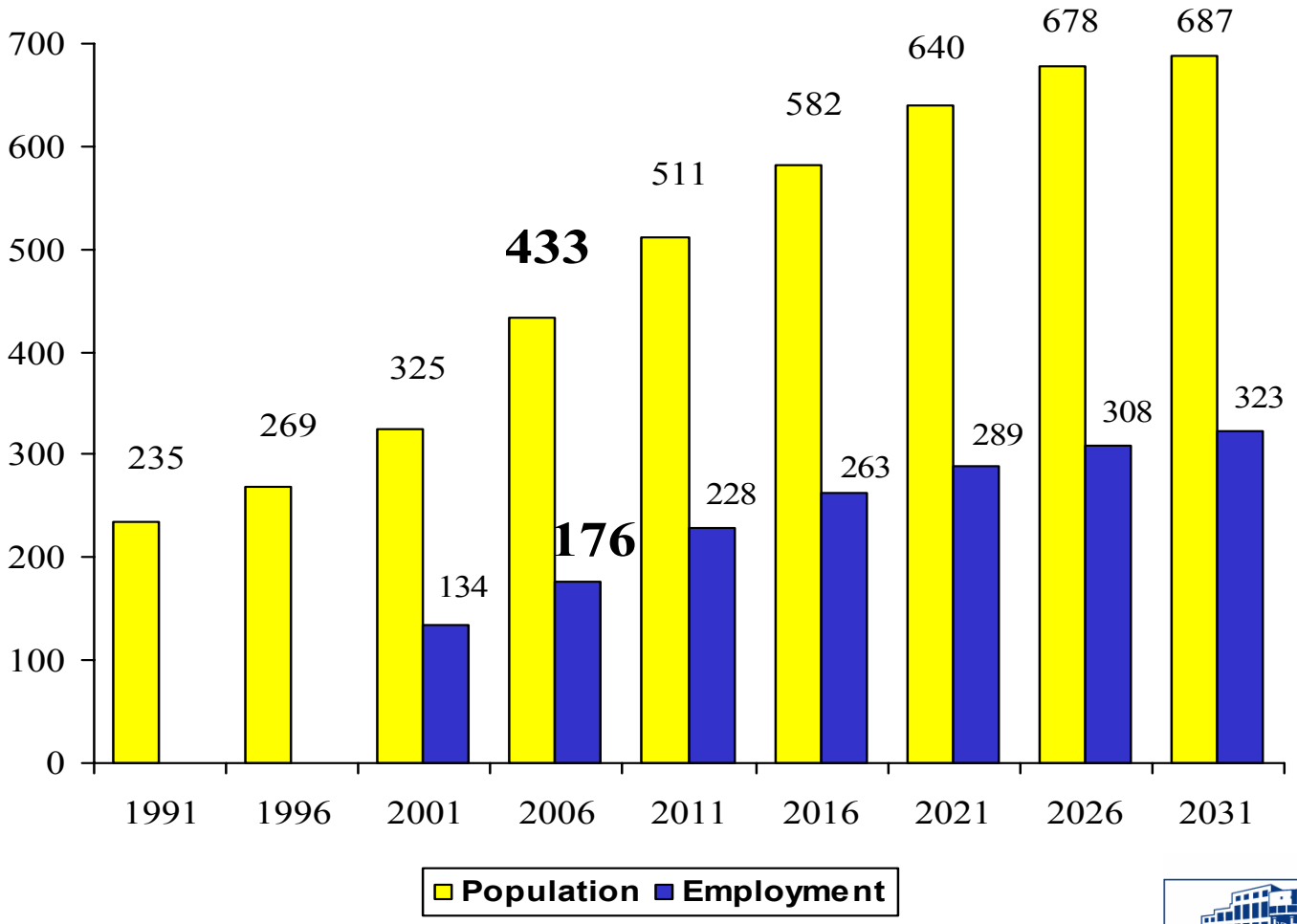
GEOGRAPHIC CONTEXT



CITY OF BRAMPTON POPULATION AND EMPLOYMENT FORECASTS (000s)



Source: City of Brampton Planning, Design and Development

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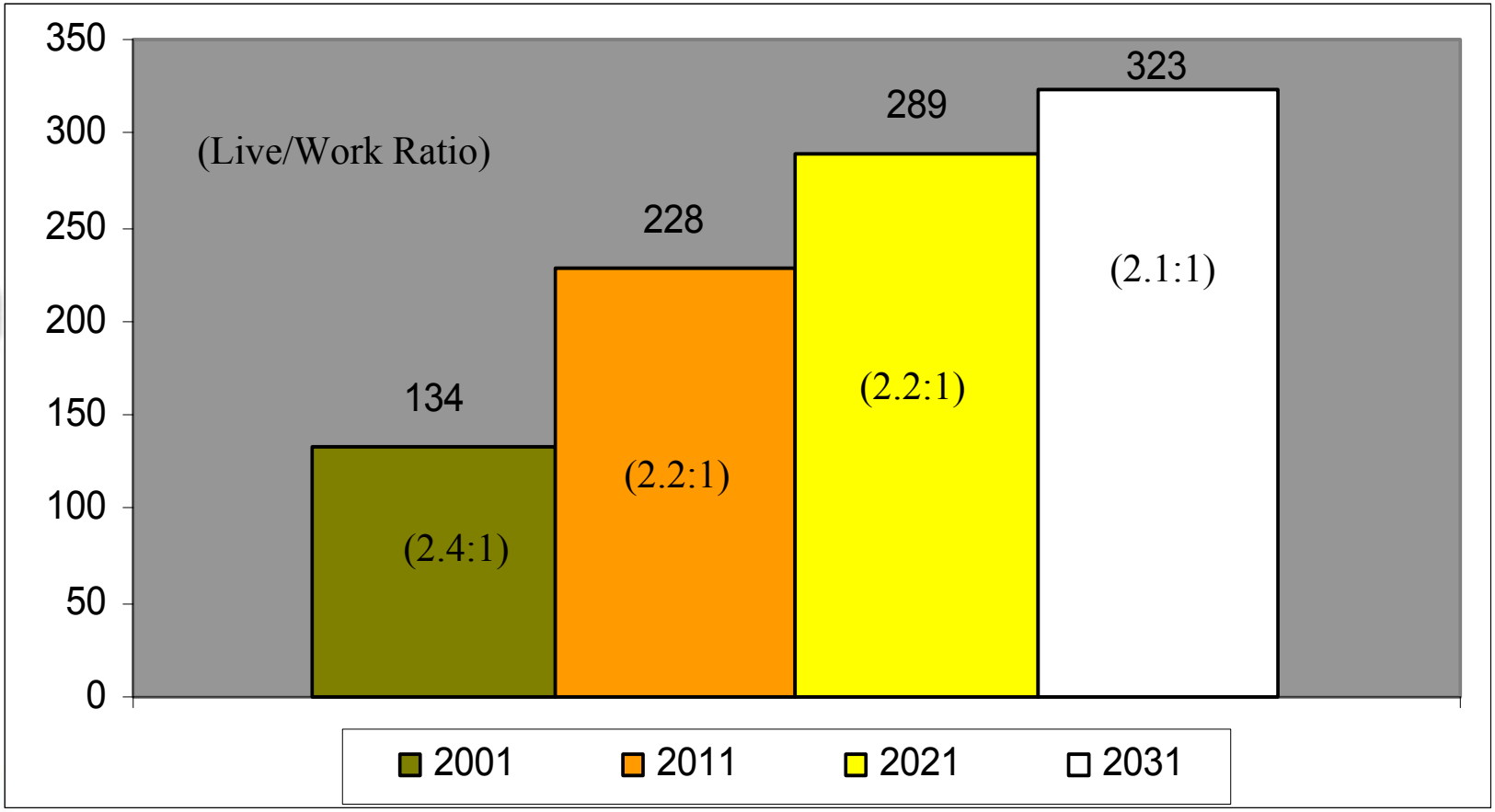
EMPLOYMENT GROWTH FORECAST (000s)



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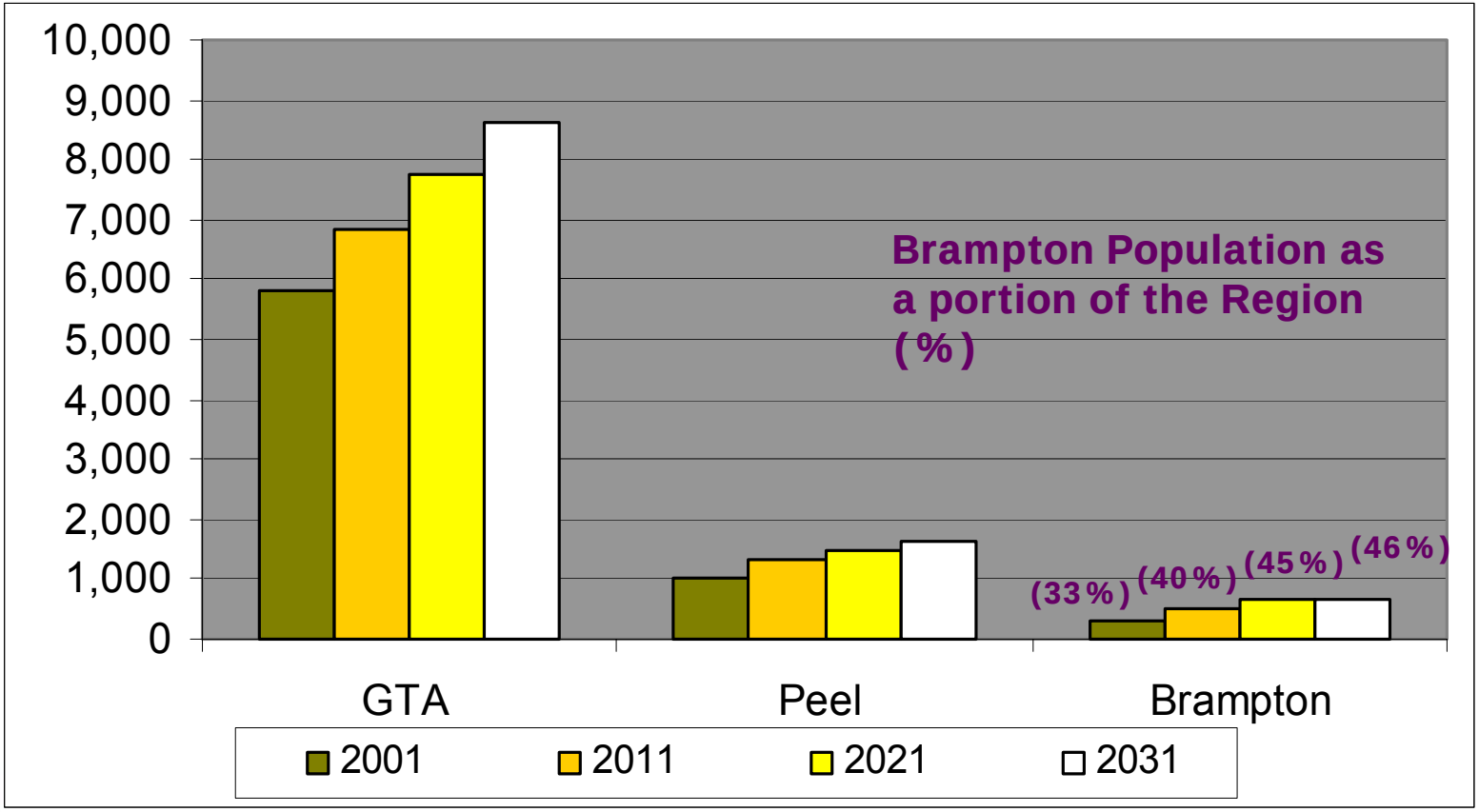
GTA, PEEL REGION, AND BRAMPTON POPULATION GROWTH FORECAST (000s)



Source:City of Brampton Planning, Design and Development

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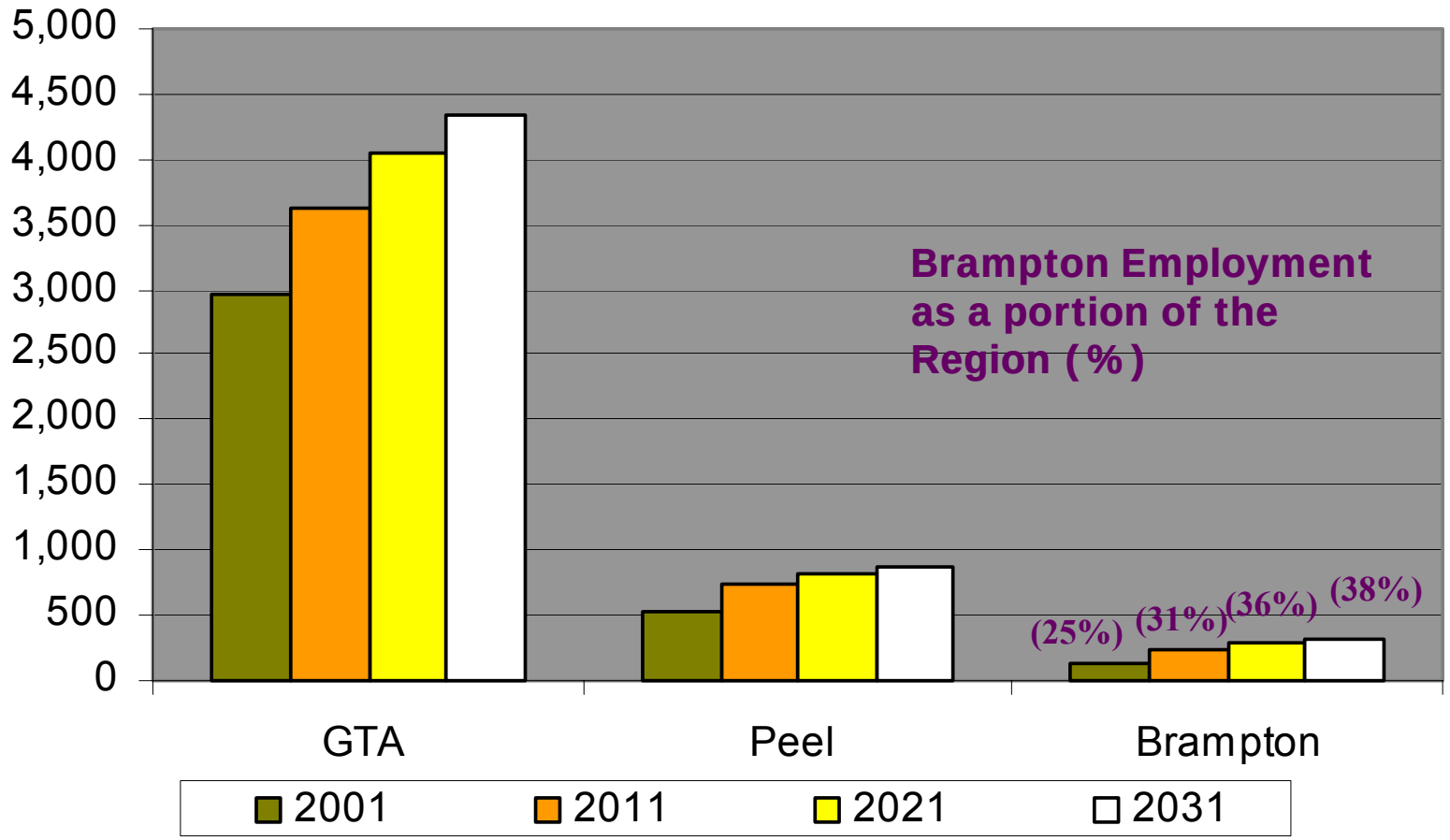
GTA, PEEL REGION, AND BRAMPTON EMPLOYMENT GROWTH FORECAST (000s)



Source:City of Brampton Planning, Design and Development

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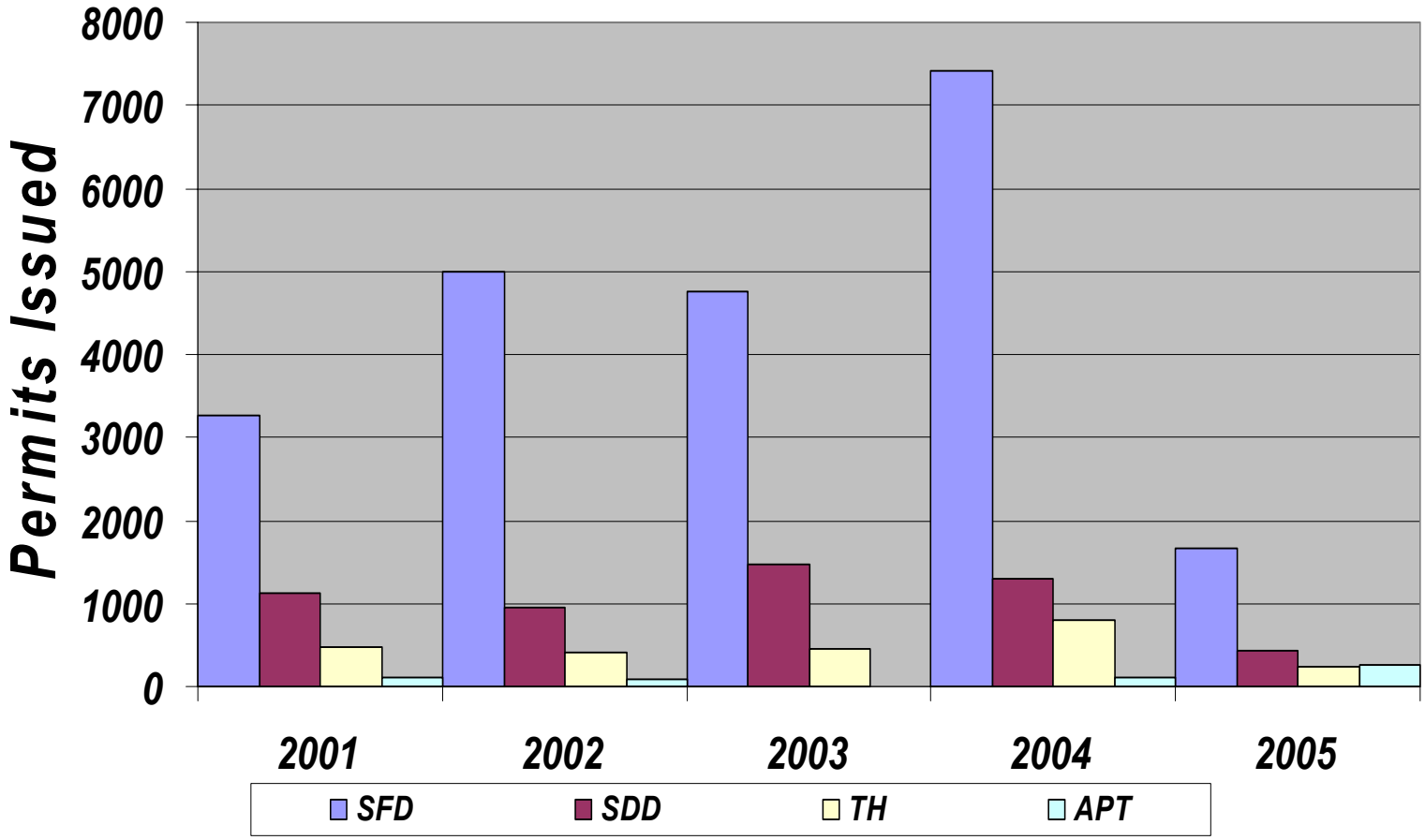
RESIDENTIAL GROWTH BY UNIT TYPE



Source:City of Brampton Planning, Design and Development

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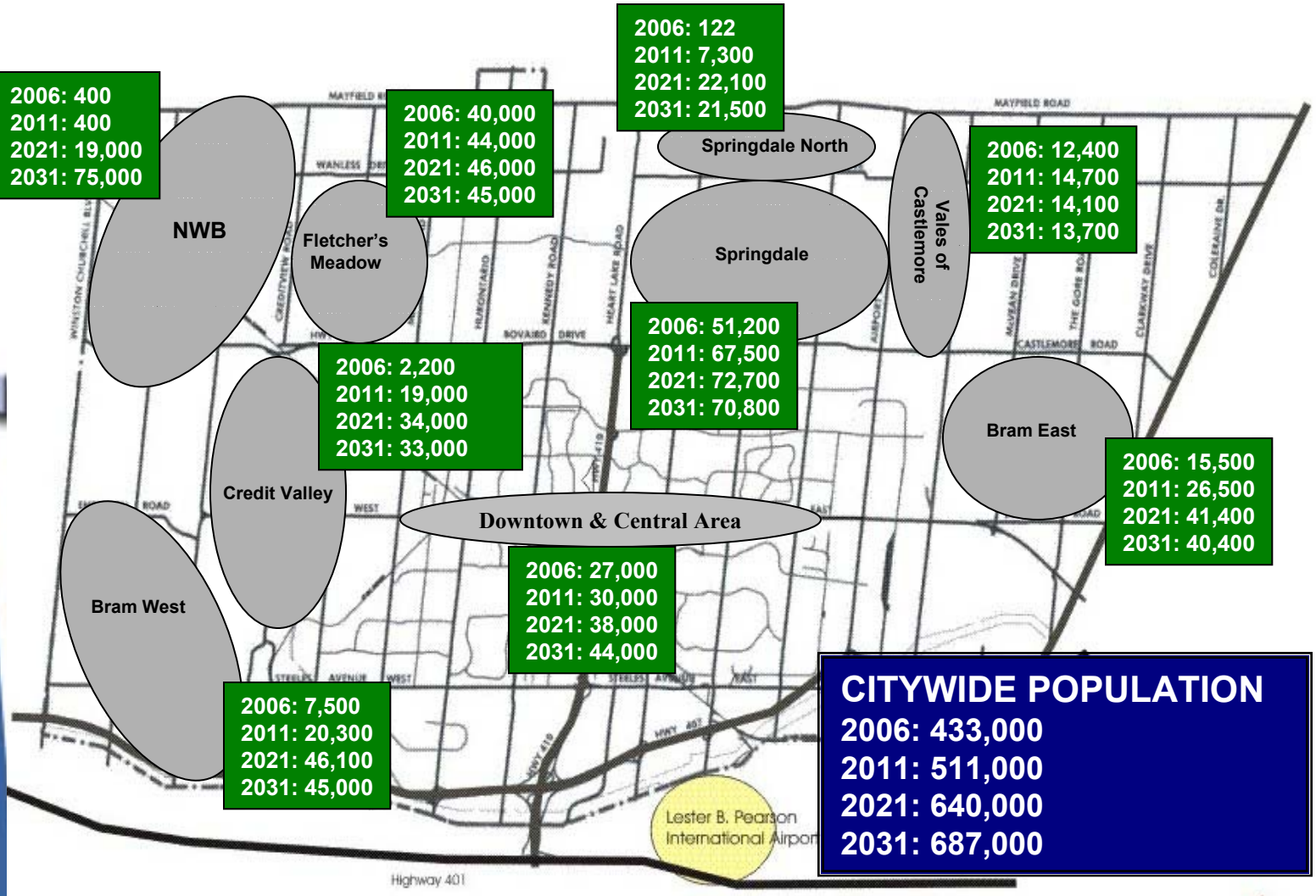
POPULATION FORECAST NEW GROWTH AREAS



CITYWIDE POPULATION
2006: 433,000
2011: 511,000
2021: 640,000
2031: 687,000

Source: City of Brampton Planning, Design and Development

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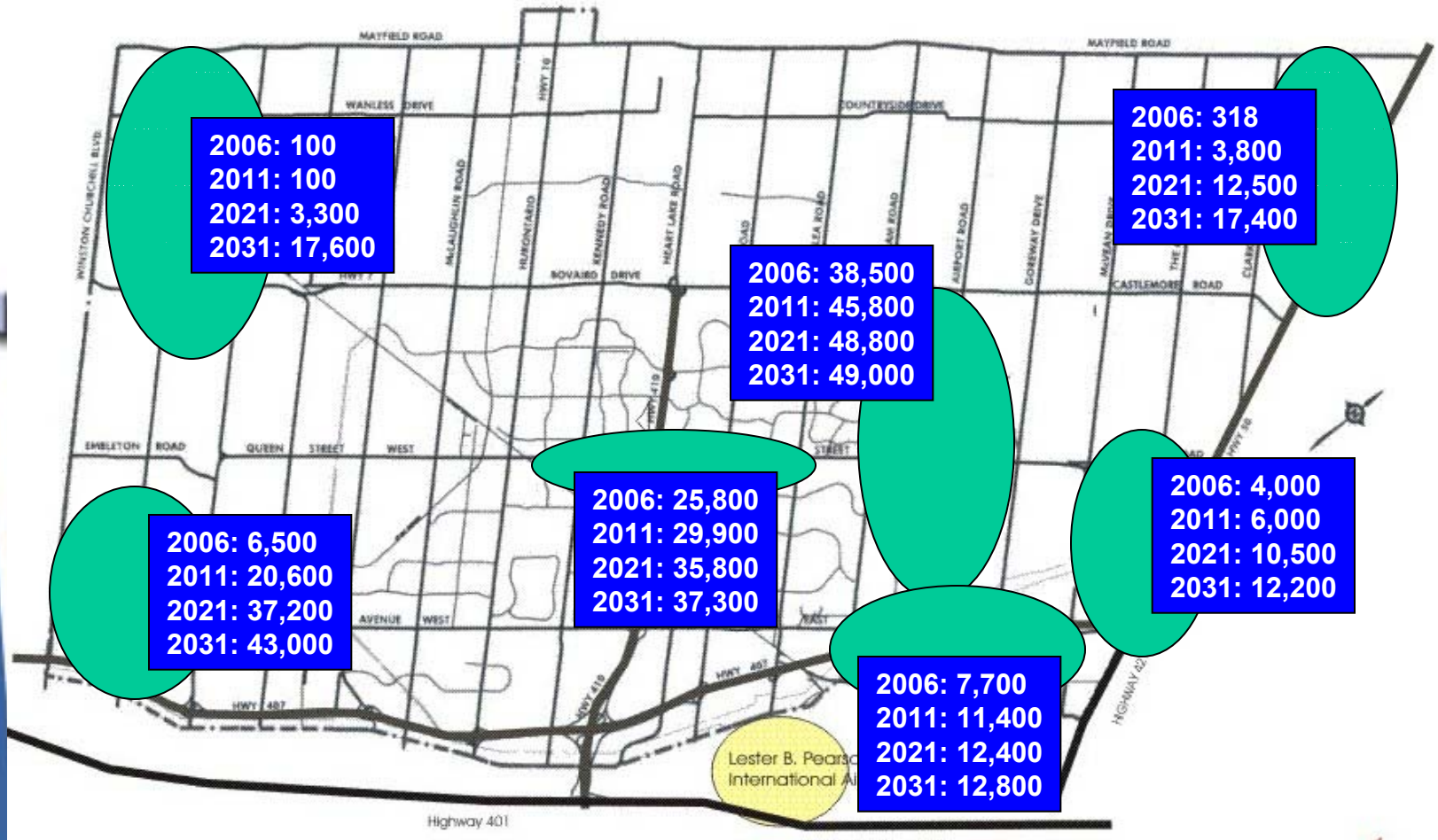
EMPLOYMENT PROJECTIONS

Total Employment
2006: 176,100
2011: 227,600
2021: 288,900
2031: 322,900



Source: City of Brampton Planning, Design and Development

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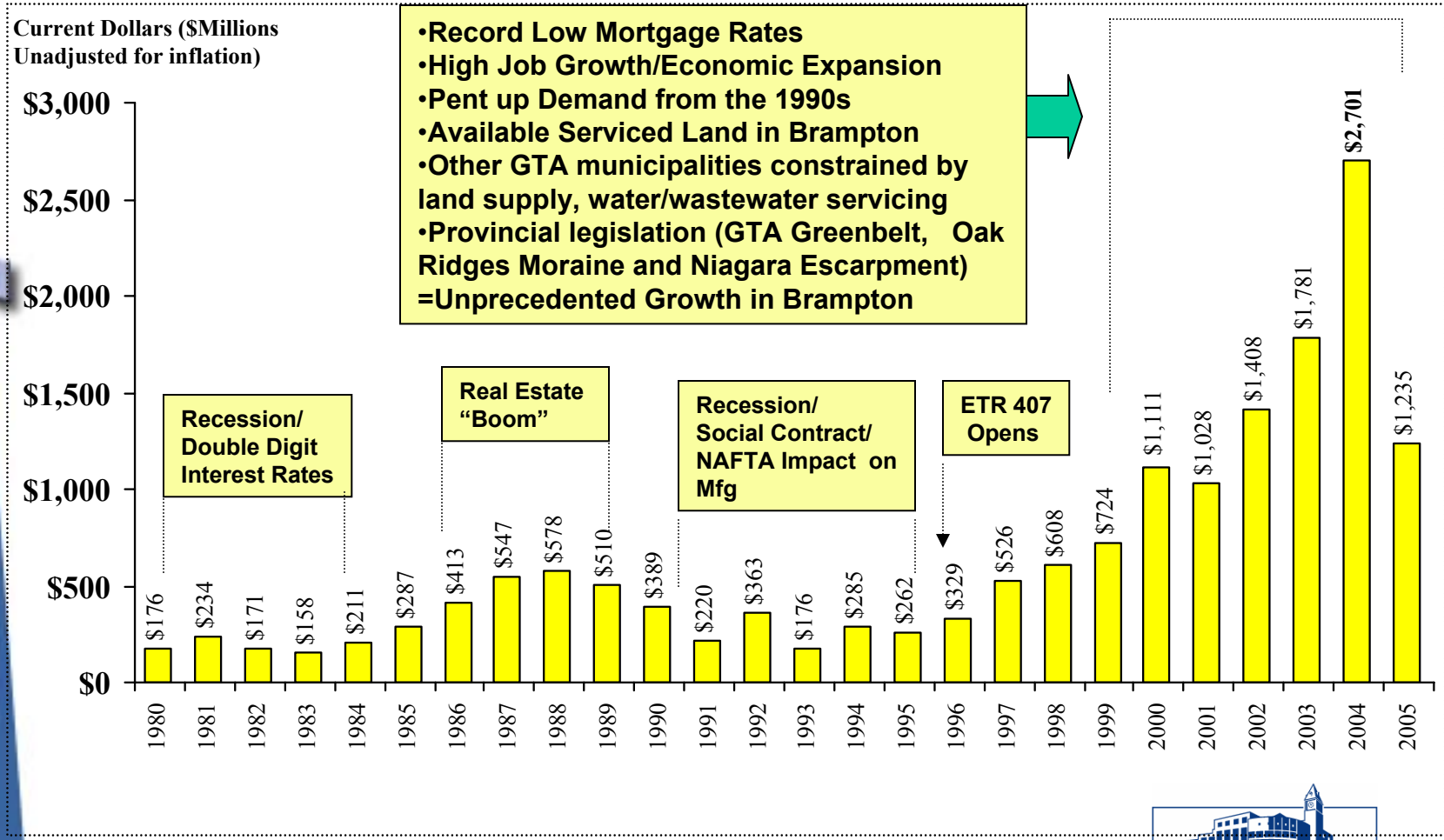
DEVELOPMENT HISTORY IN BRAMPTON

Value of Building Permits, 1980-2005



Source: Statistics Canada, Building Permit Cat.

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TRENDS AFFECTING GROWTH IN BRAMPTON

- Historically driven by connectivity to GTA freeway infrastructure
- GTA land supply constraints
- Global macro economic trends
  - Federal immigration targets and Brampton's relative share
  - Industrial employment migration to industry – emerging warehousing and distribution and service economy implicating increased competition for high quality employment uses

ECONOMIC CONDITIONS, 2005-2006

- Economic fundamentals in Canada and Ontario are favourable.
- Inflation is relatively low at 2.2% (December 2005)
- Unemployment rate is stable at 6.5% (December 2005)
- Mortgage rates remain relatively low, but starting to edge up
- Current economic cycle has been on a long run: 1997 to present

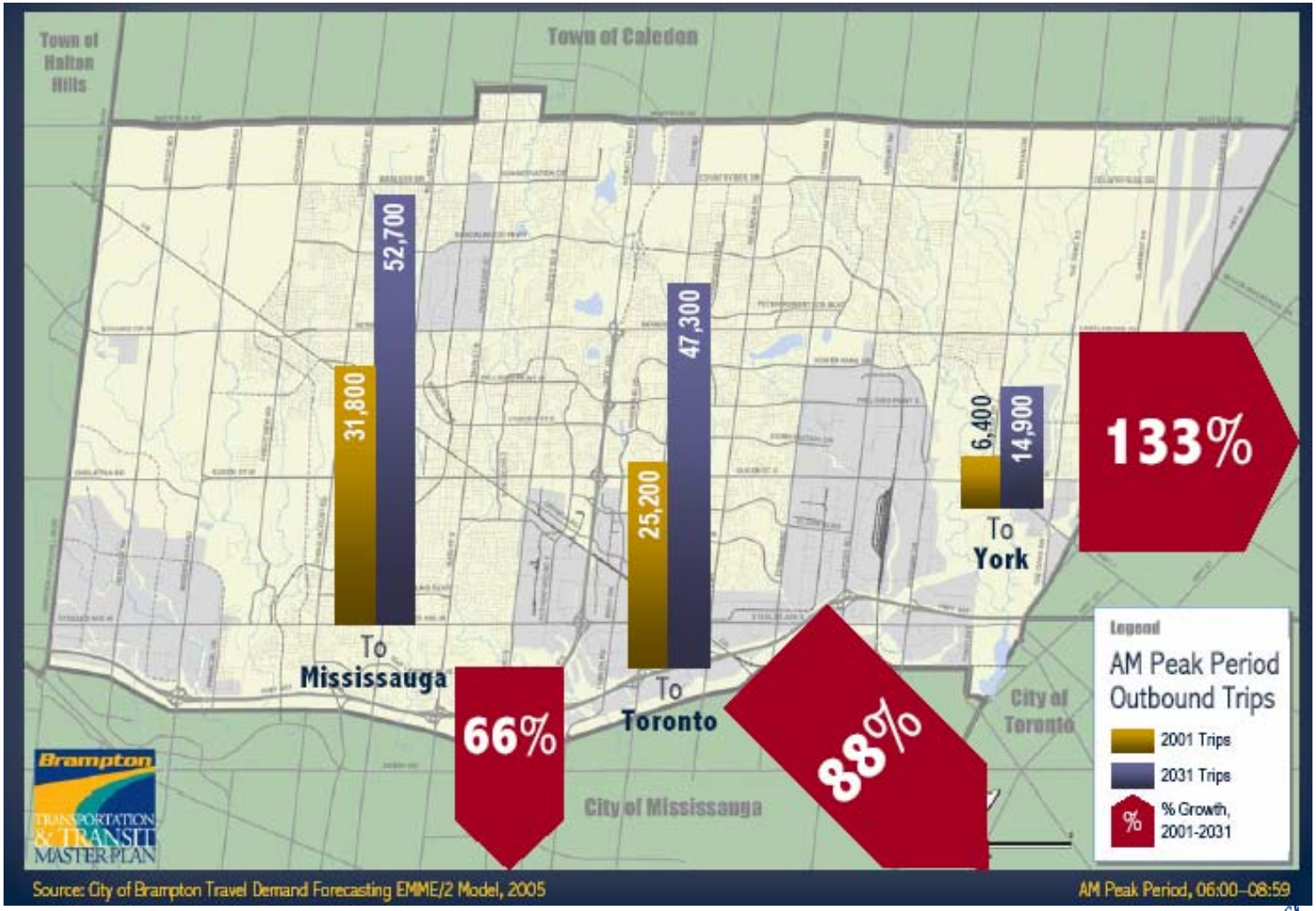
ECONOMIC CONDITIONS, 2005-2006

- Manufacturers were slightly more cautious in their outlook for the first quarter of 2006 compared to the fourth quarter of 2005.
- Strong Canadian dollar and continued competition from foreign imports were some of the challenges facing manufacturers in recent months.
- Brampton is an attractive and competitive Ontario city (location, land, servicing). Local economy remains strong.
- In 2005, 240 businesses established in Brampton creating approximately 2,000 jobs.
- Six consecutive years of $1 billion plus in construction activity

ECONOMIC CONDITIONS' EFFECT ON BRAMPTON PLANNING

- Unconstrained market conditions in Brampton would:
  - ➢Result in continued extensive Greenfield residential development
  - ➢Result in less manufacturing and employment intensive development in favour of warehousing and distribution and service sector jobs

FORECAST TRAVEL PATTERN IN BRAMPTON



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BRAMPTON PLANNING RESPONSE

- From a land use planning perspective a strategic and sustainable growth plan is required to:
  - Manage residential growth in a manner that balances greenfield with mixed use and infill development in key nodes and corridors
  - Work with an economic development strategy that identifies key nodes and corridors that are appropriate employment generators

BRAMPTON PLANNING RESPONSE

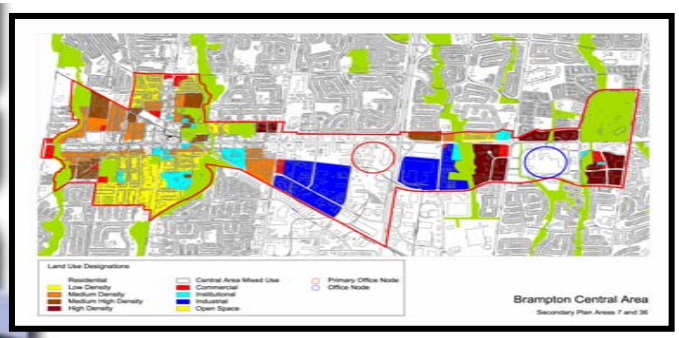
- Growth management strategy that manages rate and direction of growth and assigns priority to employment development
- Transit strategy that maximizes inter-regional and intra-regional accessibility to employment lands
- Urban design strategy that creates a high quality urban centre that:
  - Enhances feasibility/desirability of infill / mixed use development
  - Attracts high order employment uses within the industrial and office sectors

RECENT SUSTAINABLE GROWTH INITIATIVES

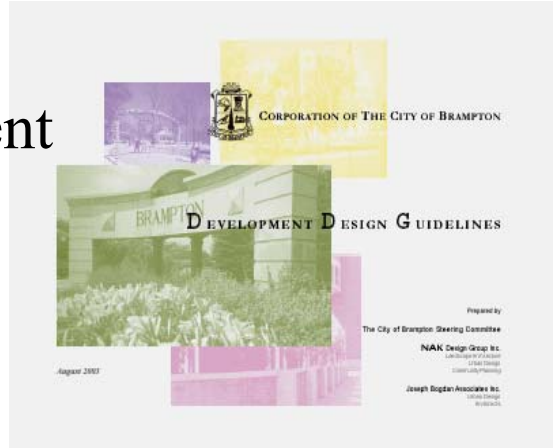
- Growth Management Program
    - *Strategic Response to Growth*
- Official Plan Review
- Transportation and Transit Master Plan
- AcceleRide

RECENT SUSTAINABLE GROWTH INITIATIVES

Downtown & Central Area Review



Development Design Guidelines



Parks, Culture & Recreation Master Plan

Mount Pleasant Smart/Sustainable Growth Initiative

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Brampton

Six Pillars

Supporting Our Great City

VISION:

To be a vibrant, safe and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.

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Six Pillars

Supporting Our Great City

Brampton

PILLAR ONE:	**Modern Transportation System**
PILLAR TWO:	**Managing Growth**
PILLAR THREE:	**Protecting Our Environment, Enhancing Our Community**
PILLAR FOUR:	**A Dynamic and Prosperous Economy**
PILLAR FIVE:	**Community Lifestyle**
PILLAR SIX:	**Excellence in Local Government**

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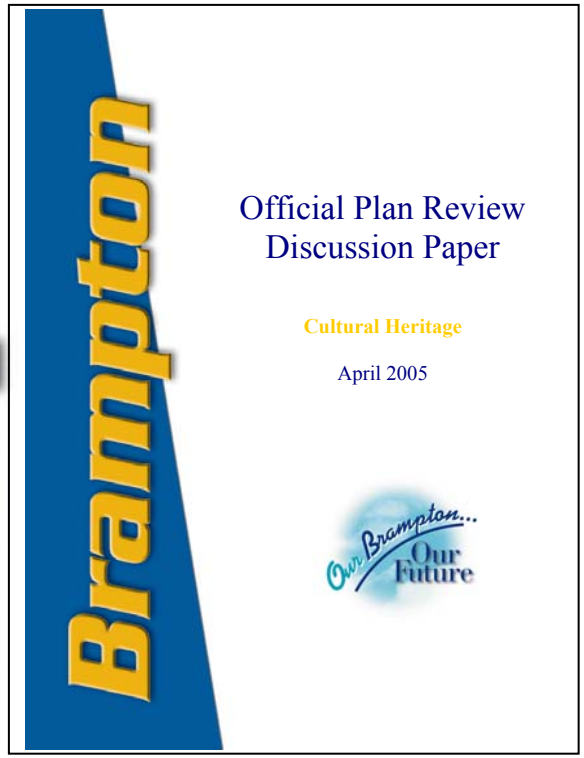
OFFICIAL PLAN REVIEW



Release of 5 focus area discussion papers and hosting 5 workshops for public input:

- Cultural Heritage
- Environment/open space
- Urban form
- Retail
- Office

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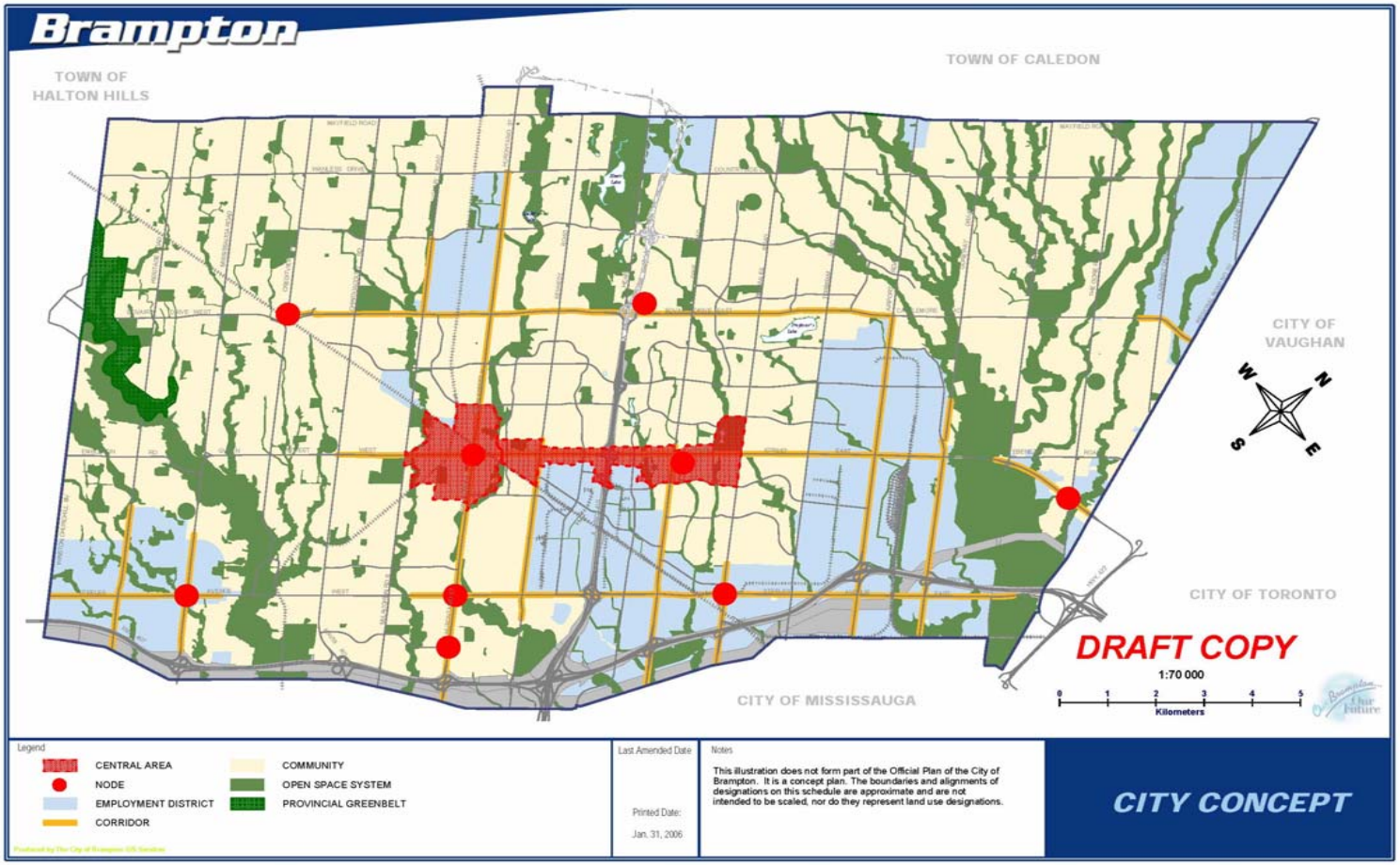
CITY CONCEPT
NODES AND CORRIDORS



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NODES – MOUNT PLEASANT SMART GROWTH INITIATIVE

There is a strong opportunity for a truly unique development with the Mount Pleasant Go station as the centre piece of a transit oriented "Sustainable Growth Community"

These lands are located within North West Brampton and are proposed to be the first phase of development.

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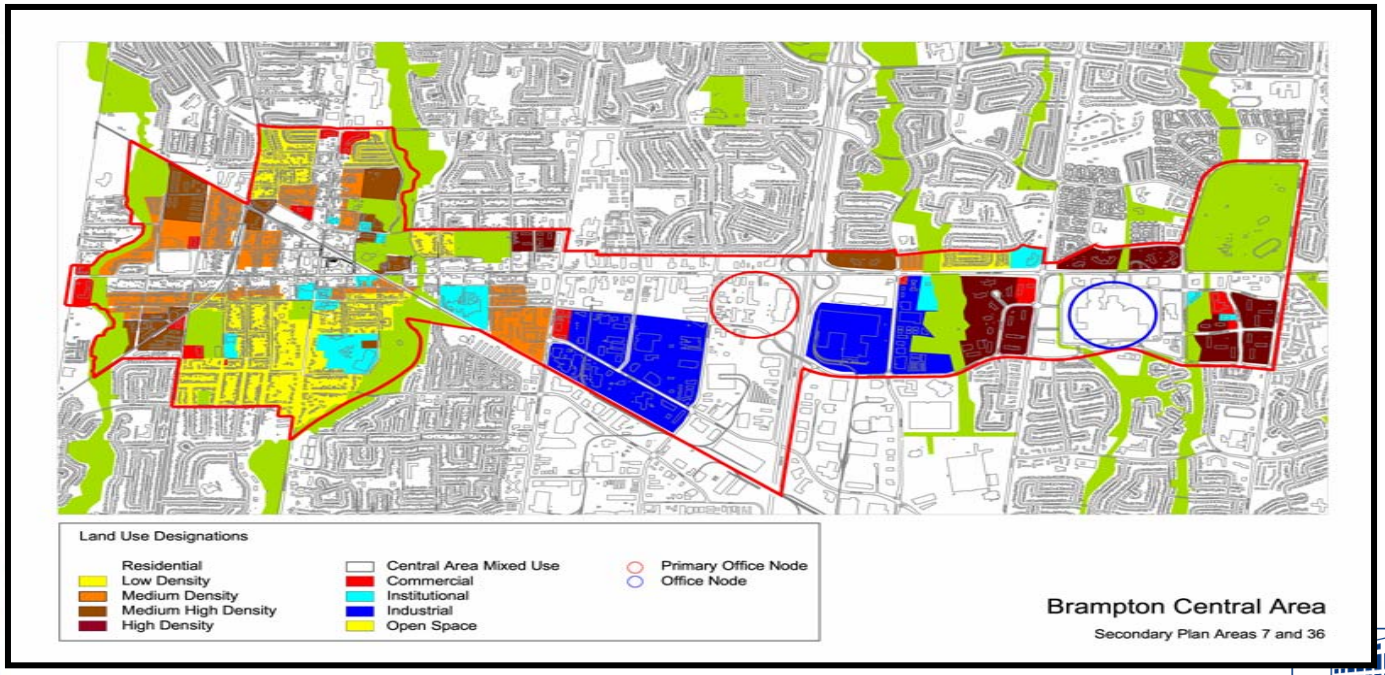
CORRIDORS – CENTRAL AREA PLANNING REVIEW

- Intensification;
- Transit Oriented Development;
- Pedestrian Oriented;
- Community Focus – Mixed Use Development



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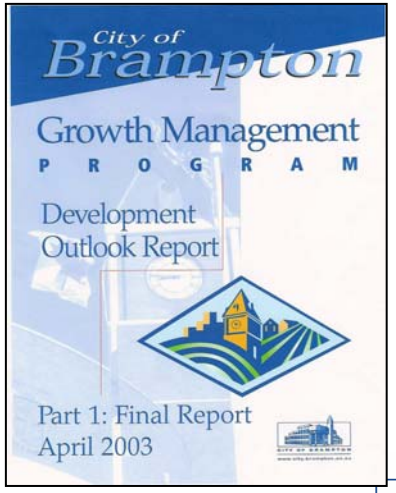
BRAMPTON GROWTH MANAGEMENT PROGRAM

Coordinates and stages the levels and distribution of development growth in Brampton with the planning, budgeting and delivery of the services and infrastructure required to support that growth while minimizing public costs and optimizing public benefits.

- **Roads**
- **Transit**
- **Sewer and Water**
- **Schools**
- **Recreation**
- **Emergency Services**
- **Natural Systems**
- **Heritage**
- **Economic Development**



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STRATEGIC RESPONSE TO GROWTH OPA 93-256

- Implement annual Development Cap of 5,500 residential units to be applied at Draft Approvals
- Emphasize intensification - (i.e.Exempt Downtown & Central Area from Development Cap)
- Adds employment land objectives to criteria to be evaluated in implementing financial and phasing policies
- Incorporate Block Planning Policies

COMMUNITY BLOCK PLAN

- Community Block Plan Amendment to:
  - Articulate community vision
  - Provide a community concept map
  - Identify core infrastructure requirements
  - Phasing and staging policies
  - Community Orientation/Integration

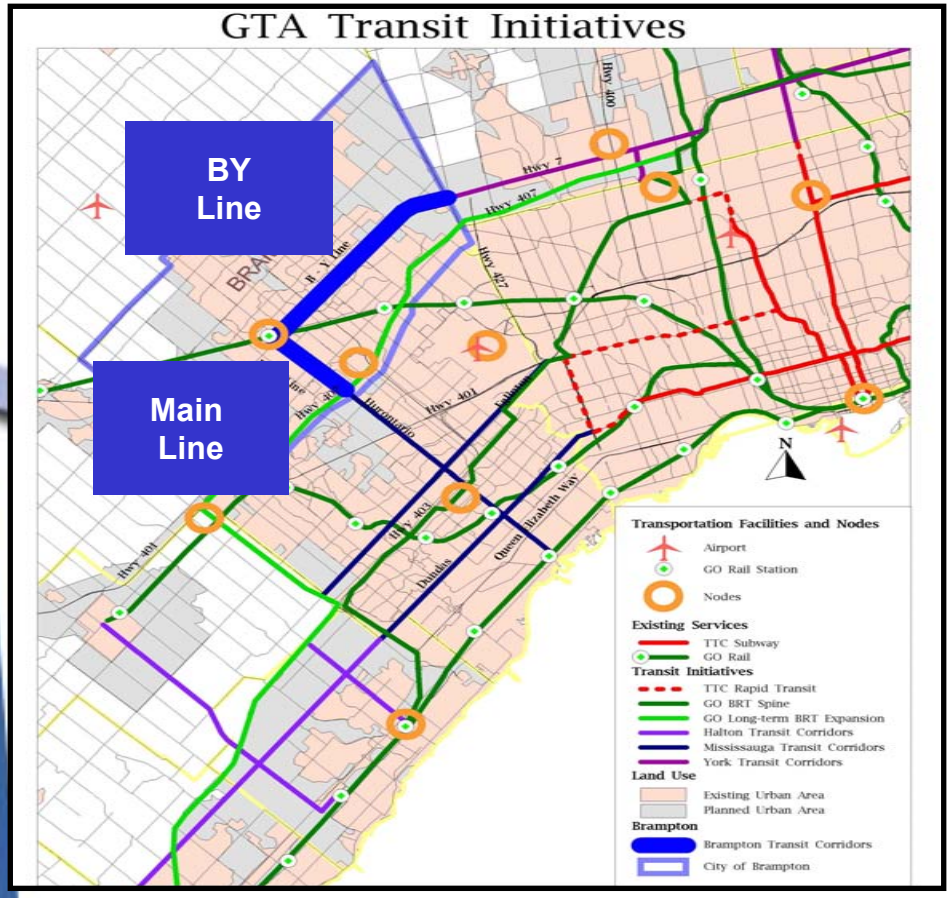
COMMUNITY BLOCK PLAN

- City proposes widespread use of block plan process to better manage growth
- Approvals granted for smaller areas with detailed phasing plans
- Provide basis for managing direction of growth (annual allocation) based on quality & priority criteria

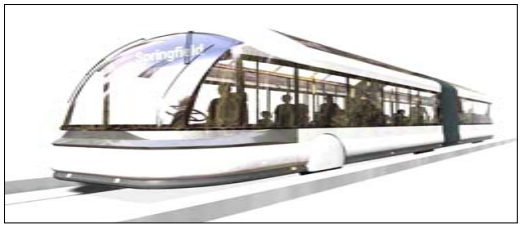
TRANSPORTATION AND TRANSIT MASTER PLAN (TTMP)

- Approved by City Council in 2004.
- Defines a long-term multi-modal transportation strategy to manage next 30 yrs of City's growth
- Establishes a framework for guiding all future transportation decisions.
- Includes an implementation strategy based on targets established for 10-year horizon intervals.
- Sets Short & Long -Term Action Plans to address current deficiencies, and to begin to work towards the long-term vision.
- Projects a total Capital Expenditure for projected road & transit improvements at over $1.68 billion.

ACCELERIDE



Brampton's Acceleride initiative will create an important link to the GTA transit network by providing important linkages in this network through the Main Line on Hurontario Street, the BY Line on Queen Street and other routes.



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CITYWIDE URBAN DESIGN GUIDELINES

- Basis to attract higher order employment uses
- Demonstration of the City's commitment in taking a leadership role in promoting high urban design standards

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CITYWIDE URBAN DESIGN GUIDELINES

- Establish policies to promote preferred development design (i.e., mixed uses, transit-oriented development, infill/intensification etc.) and new implementation tools (i.e. design brief, design competition, design award etc.)
- Reflect the latest vision and principles for city structure with more emphasis on “corridors”, “gateways”, “communities” and “special character areas”

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MAJOR CONCLUSIONS

- Current forecasted market, economic, demographic factors challenge nodal and corridor development
- Multifaceted, strategic policy environment required to promote desired form and intensity of development
- Lead with strategic infrastructure and transit related investment
- Patience in land use decisions, preserve and focus efforts on strategic locations for nodal and corridor development