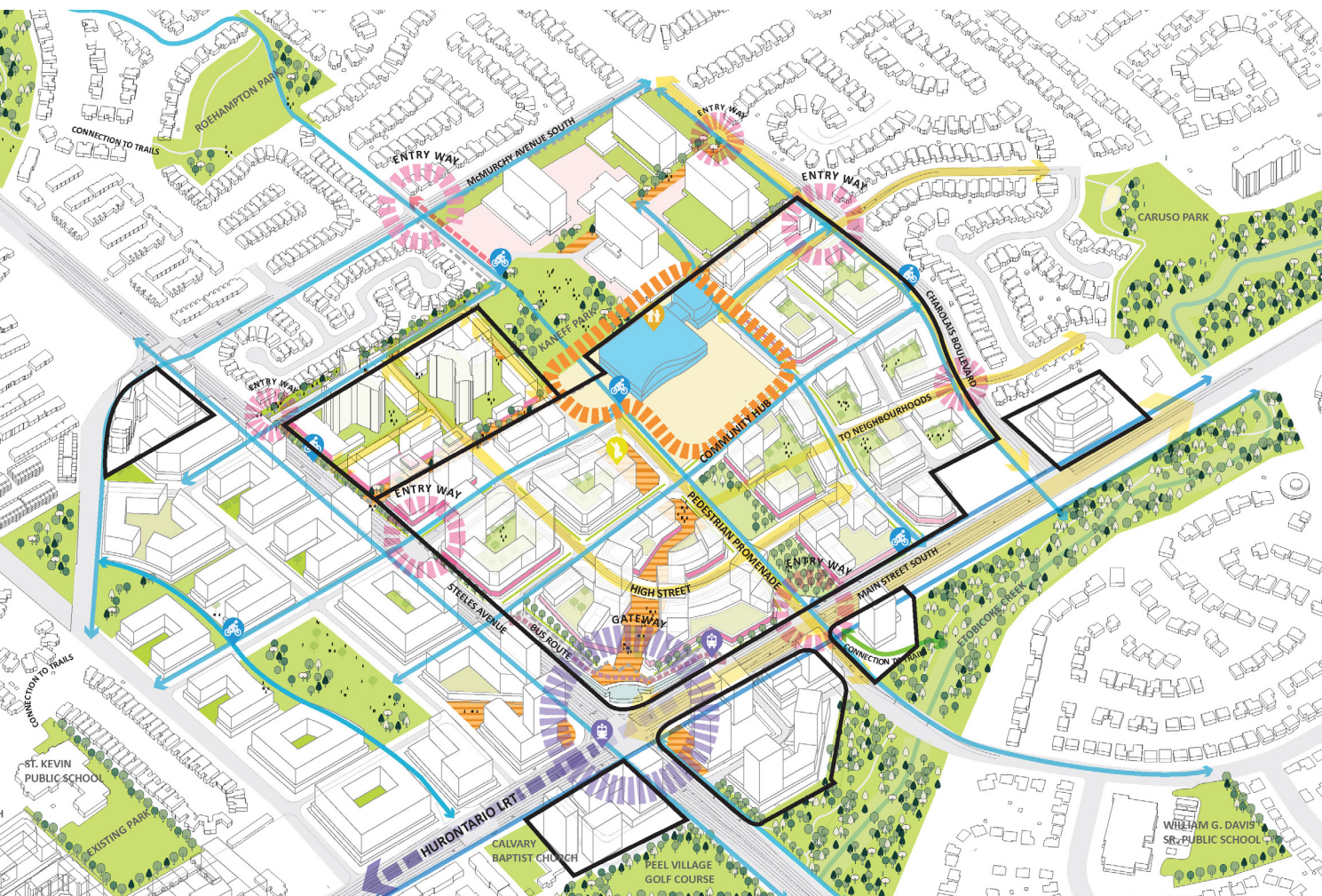


Uptown Brampton Transit-Oriented Communities Toolkit

Unlocking Value through Collaboration, Alignment and Empowerment

Implementing “20-min Walkable Neighbourhood with Community Hub” as the New Growth Model for Transit-Oriented Communities



About the Urban Land Institute

The Urban Land Institute is a global, member-driven nonprofit research and education organization whose mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. The Institute maintains a membership representing a broad spectrum of interests and sponsors a wide variety of educational programs and forums to encourage an open exchange of ideas and sharing of experience. ULI initiates research that anticipates emerging land use trends and issues, provides advisory services, and publishes a wide variety of materials to disseminate information on land use development.

Established in 1936, the Institute today has more than 45,000 members and associates from some 92 countries, representing the entire spectrum of the land use and development disciplines. Professionals represented include developers, builders, property owners, investors, architects, public officials, planners, real estate brokers, appraisers, attorneys, engineers, financiers, academics, students, and librarians.

ULI relies heavily on the experience of its members. It is through member involvement and information resources that ULI has been able to set standards of excellence in development practice. The Institute is recognized internationally as one of America's most respected and widely quoted sources of objective information on urban planning, growth, and development.

About the Building Healthy Places Initiative

Around the world, communities face pressing health challenges related to the built environment. For many years, ULI and its members have been active players in discussions and projects that make the link between human health and development; we know that health is a core component of thriving communities. In January 2013, ULI's board of directors approved a focus on healthy communities as a cross-disciplinary theme for the organization. Through the Building Healthy Places Initiative, launched in July 2013, ULI is working to promote health in projects and places around the globe. Through the Building Healthy Places Initiative, ULI is leveraging the power of ULI's global networks to shape PROJECTS AND PLACES in ways that improve the health of PEOPLE AND COMMUNITIES. The organization is focusing on four main areas of impact:

- **RAISING AWARENESS.** Raise awareness of the connections between health and the built environment in the real estate community, and work to make sure health is a mainstream consideration.
- **DEFINING THE APPROACH.** Help define and share information about the design elements, programming strategies, materials, and other approaches that improve health for people.
- **EXPLORING THE VALUE PROPOSITION.** Build understanding of the market and nonmarket factors at play in building healthy places, and the value proposition of building and operating in health-promoting ways.
- **ADVANCING THE STATE OF PRACTICE AND POLICY.** Using the ULI membership as a lever, and in partnership with others, advance the state of policy and practice.

About the ULI Toronto District Council

ULI Toronto mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. We provide our members with independent forums for discussion and debate about city building issues and best practices. ULI Toronto carries forth that mission, while helping to shape a sustainable and thriving future for the Toronto Region. We are supported by over 2000 public and private sector members.

About the ULI SDRC Product Council

ULI SDRC Suburban Development and Redevelopment Product Council plays a key role in providing leadership in the responsible use of land and creating and sustaining thriving communities worldwide. Through the exchange of information and the sharing of best practices, SDRC offer industry leaders vital opportunities to further ULI's mission:

- **PROVIDE FOCUS** on the major social and economic goals and issues of the day
- **PROVIDE INPUT** to influence community attitudes and lifestyles regarding development
- **APPLY RESEARCH** to innovative applications in land use planning

About the City of Brampton Ontario, Canada

City of Brampton is Canada's second fastest growing and the 9th largest city with a population of over 692,000 and 62% labour force participation in 2020 (source: Esri). With 20,000 new population per year, Brampton is the fastest growing city in Ontario, growing at 3 times the Provincial average. It is also the youngest, most diverse city with 73% visible minority, 115 languages spoken, and is a favourite landing ground for new immigrants.

In 2018, City of Brampton Council endorsed the 'Brampton 2040 Vision', a forward-thinking blue-print for a new growth model based on transit-oriented communities connected by rapid transit systems, and a City 'By-Design', where design excellence is led by City Hall to ensure public interests, completed through co-design with developers and citizens, and made a prime factor in all approvals and decisions for change.

About the University of Toronto School of Cities

The University of Toronto School of Cities' mission is to convene urban-focused researchers, educators, students, practitioners, institutions and the general public to explore and address complex urban challenges, with the aim of making cities, urban regions and communities more sustainable, prosperous and just. Using a team-based approach that spans disciplines at the University of Toronto and involving partners from leading international institutions, large-scale, long-term projects will tackle the most vexing urban challenges by seeking to understand the fundamental components of a city and how they interact.

School of Cities' Creative Mixed-use Initiative develops framework for partnership through a digital matchmaking platform and lays the groundwork for collaborations that transform the region's approach to city building.

About the City of Helsinki Finland

City of Helsinki is the capital of Finland and the centre of the Helsinki Region, with some 600,000 inhabitants. In the 1960s, City Council made the shift to focus on building transit-oriented communities connected by public transit. Design is a significant distinctive factor that makes Helsinki stand out internationally. A good user experience of the city to its citizens is created through a combination of design, digitalism and dialogue. Helsinki strives to enable equality and wellbeing in all districts. Social inequality is reduced through high-quality teaching and early childhood education for children and adolescents. The city promotes measures to help as many as possible get a foothold in working life and be able to manage their and their families' lives on their own. Making use of immigrants' knowledge and skills on the labour market and in society at large is a condition for successful integration.

About This Report

Uptown Brampton Transit-Oriented Communities Toolkit explores a collaborative city-building model to empower effective collaboration and alignment among public sector, private sector, non-profit and local communities. Through an integrated design-based strategic framework, the *Toolkit* aims to shift development culture and accelerate implementation by amplifying synergies, creating new combined benefits, and fostering lateral thinking where solutions to one problem may reside in a different area.

October 16, 2020 by the Urban Land Institute Toronto District Council, Urban Land Institute SDRC Product Council, City of Brampton and University of Toronto School of Cities

Contributing Authors

Yvonne Yeung

Manager, Urban Design, City of Brampton
Vice-Chair, ULI SDRC Product Council, Board member, ULI Toronto
Lead, ULI Toronto: Getting to Transit-Oriented Communities Initiative

Ken Greenberg

Member, ULI Toronto Advisory Committee
Principal, Greenberg Consultants

Matti Siemiatycki

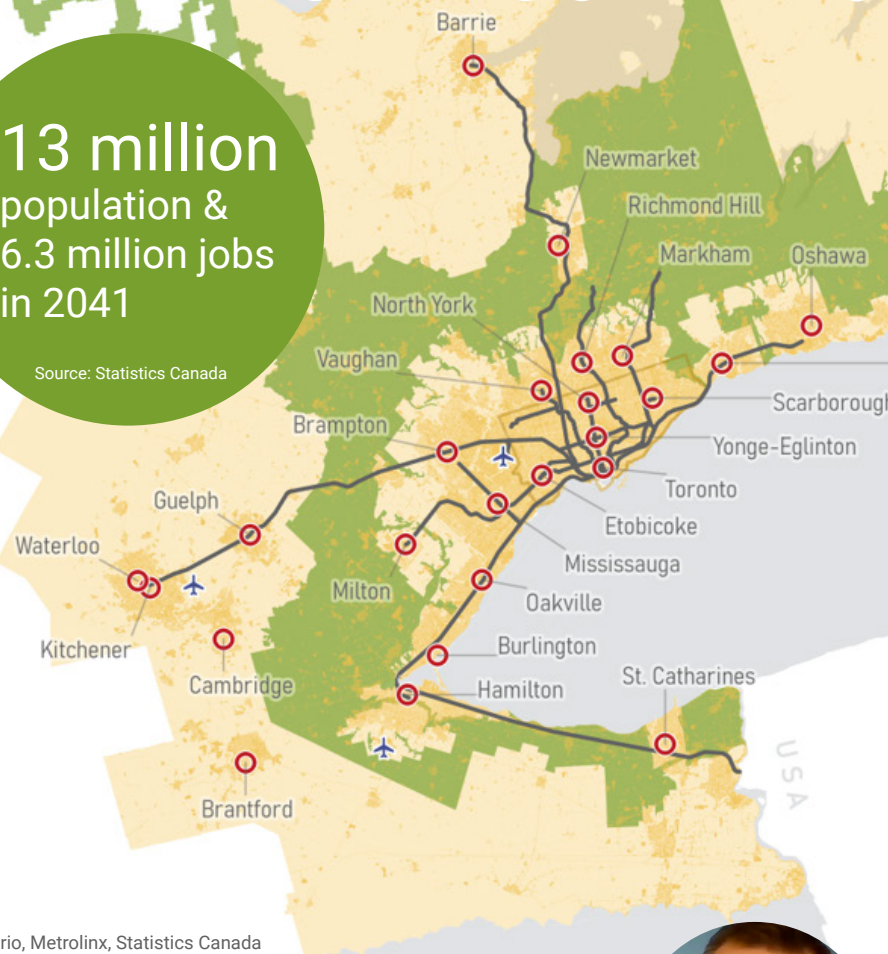
Interim Director, University of Toronto School of Cities

Opportunity to deliver a Healthy, Transit-Oriented Region for GGH, the fastest growing global city region in North America.

7.6 million
population &
4.7 million jobs
in 2020

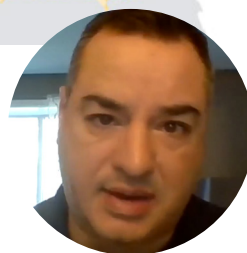
13 million
population &
6.3 million jobs
in 2041

Source: Statistics Canada



Source: Land Information Ontario, Metrolinx, Statistics Canada

"Brampton is the fastest growing city in Ontario. We are growing at 3 times the Provincial average. We are working hard at City Hall to build champions across all levels of government and sectors to support smart growth and to advance collaboration and innovative partnerships."



Regional Councillor
Martin Medeiros
City of Brampton

Growth

- 2/3 of the growth is outside of TO at TOCs connected by rapid transit
- 3/4 of the growth are immigrant families

Public Health

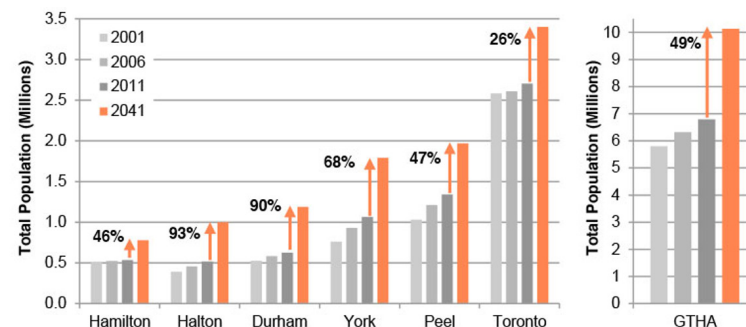
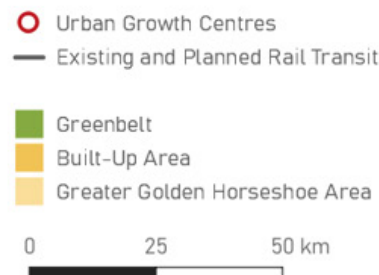
- \$4 billion annual costs due to physical inactivity & obesity.
- \$1 billion annual cost due to traffic related pollution.

Affordability

- 1/3 to 1/2 of after-tax income is spent on cars

Transit Investments

- \$45+ billion capital program for Regional Express Rail, Subways and Rapid Transit



Introduction

The Greater Golden Horseshoe (GGH) is the fastest growing Global City Region in North America, with two thirds of the growth anticipated outside of the Toronto core, connected by rapid transit investments and lands owned by the province. TOC is the leading direction to expand healthy, convenient, high-quality live-work-play along subways networks, Light Rail Transit (LRT) and across existing GO networks, creating a new form of “Regional City”, an affordable landing ground for new families to meet GTHA’s unprecedented population growth, where more than half of the new population are expected to be new immigrants. With the right design, planning and execution, these TOC’s have the potential to provide the value of a “26 hour City”, where the ability to walk to daily needs eliminates the high cost of commuting and car-ownership, providing “extra hours” everyday that improves our quality of life and productivity, creates a nesting ground for high-quality jobs and employment, and moves our region towards a carbon-neutral future.

The coordinated delivery of a “20-min Walkable Neighbourhood” with a complete set of community facilities, parks and open space, affordable housing and high-quality live-work-play provides the secret sauce to unlock these values. The adjacencies and interrelated nature of these components have the potential to amplify synergies and create new combined benefits, but also requires a new way of problem-solving that involves concurrent decision-making, intense cross-sector collaborations and unprecedented innovation.

The Urban Land Institute (ULI) Toronto, in collaboration with the City of Brampton, City of Helsinki, Greenberg Consultants and University of Toronto School of Cities brought this subject to life through exploring the invisible hands that shape the 100,000 people and jobs expected at Uptown Brampton Hurontario-Steeles TOC. With the LRT coming in 2024, this area is experiencing substantial transformation into a high-density, mixed-use, family-oriented, healthy and walkable transit-oriented community, taking shape through the combined interests of Provincial, Regional, Municipal, Private Sector and Community interests.

On October 2, 2020, through a half-day Virtual Walkshop, close to 200 city-building professionals, including representatives from

- 3 levels of Canadian government and executives from Finland, Netherlands and Sweden;
- all 7 local developers and other private sectors executives within the GTA;
- community leaders and thinkers from the University of Toronto, ULI and world renown practitioners in the field of design, mobility and economics from Toronto, Chicago and New York;

came together to collaborate and think about the opportunities for Uptown Brampton, its unique place within the GTA, and how to implement the “20-min Walkable Neighbourhood with an Urban Community Hub” as a new growth model for TOC,

accelerating a transformation that could apply to 80% of the developed world.

After listening to challenges presented by Gensler, Arup and HR&A, and best practices presented by the City of Helsinki, the group took part in breakout sessions to discuss key challenges and key solutions that aim to accelerate the successful delivery of the Uptown Brampton Hurontario-steeles TOC.

The recommendations were further presented on October 8, 2020 at a Virtual Evening Community Townhall, attended by over 500 ULI members and community members. Top challenges were further discussed among senior leaderships from the City of Brampton, development partners, institution partners, and community partners. Key recommendations are summarized in this report.

This is the first of a 4 part series to investigate best practices to reinvent under-performing suburban and urban areas in health-promoting and affordable ways. As part of ULI’s Building Healthy Places Initiative, ULI Curtis Infrastructure Initiative, and ULI Toronto’s Regional Thought Leadership, this work will help advance efforts to foster communities that promote health, improve competitiveness and quality of life, and move the Greater Golden Horseshoe (GGH) to reach carbon neutrality in innovative, inclusive and affordable ways.

Our Mission: Getting to Transit-Oriented Communities

CONTRIBUTORS

Government of Canada, Infrastructure Canada

Province, Ministry of Municipal Affairs and Housing, Ministry of Health & Long-Term Care, Metrolinx

Region, Public Health, School Board, Development Services, Housing, Finance, Transportation, Traffic Planning, Engineering

City, Urban Design, Policy Planning, Development Services, Parks & Open Space, Transportation Planning, Traffic Planning, Engineering, Sustainability, Brampton Transit, Brampton Library, Community Services, Smart Cities, Corporate Services, Finance, Intergovernmental Relations, Strategic Communications, Strategic Advisor Greenberg Consultants

Agencies, TRCA, Sheridan College

OBSERVERS

ULI Meet the Chiefs Public Sector Network
Swedish Consulate, Netherlands Consulate

CONTRIBUTORS

Business New Brampton Task Force

Community Peel Community Benefits Network,

Indus Community Services, United Way GTA, UEF,

UN-Habitat, Brampton Transit Advisory,

Ontario Ironworkers District Council, Peel Halton Workforce, Brampton Transit Advisory



“We are at the cusp on a new way of building cities that is based on collaborative city-building. Making this a first best option to meeting public health, climate change, and social equity goals.”



Matti Siemiatycki,
Interim Director,
University of Toronto
School of Cities

CONTRIBUTORS

RioCan, Quadrangle, SvN, BA Group, Counterpoint

Kaneff, Glen Schnarr & Associates

Soniell, GWD

LitWilliow, Bousfield

Rose Garden, Weston Consulting

i2 Development, KLM, Batory

Minhas Group, Gforce Planning

OBSERVERS

Oxford, Great Gulf, Daniels, Options for Homes, Brookfield Residential, Altus Group, Choice Properties, IBI Group, BLG, WSP, Sweeny & Co, Pantonium, Steer Northcrest, Weston Williamson + Partners, Live, Work, Learn, Play, Six Real Estate Development, Colliers Project Leaders, Manulife Investment Management
Toronto Region Board of Trade TRBT, ReNew, Transport Action Ontario, West Asia Council

CONTRIBUTORS

Infrastructure ULI Curtis Infrastructure Initiative

Health ULI Building Healthy Places Initiative

Development ULI SDRC Product Council

Global TOC City of Helsinki

Research University of Toronto

School of Cities Creative Mixed Use

Faculty of Architecture Landscape and Design

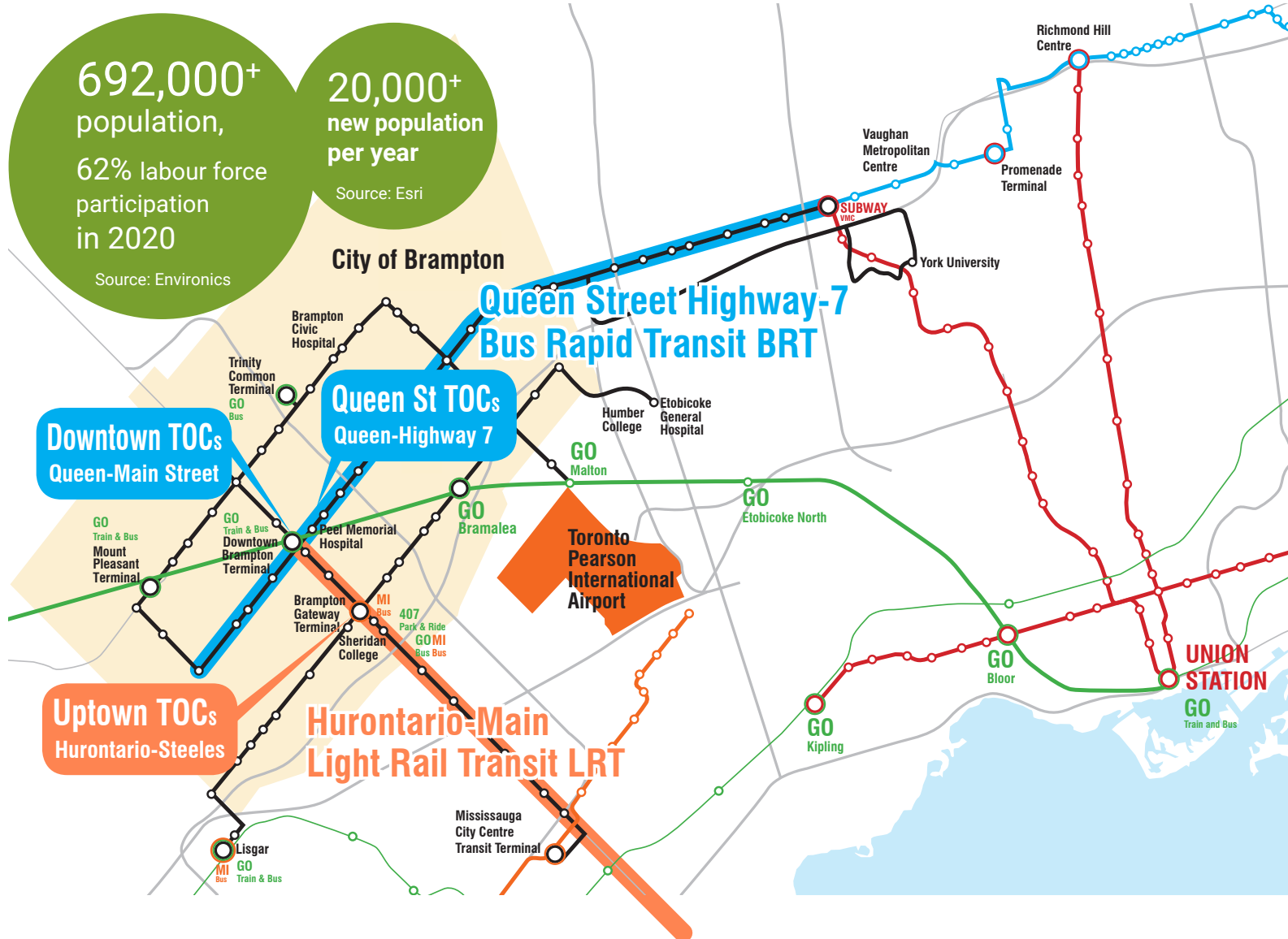
FALD, Rotman School of Management

Transportation Research Institute UTTRI

Department of Civil and Mineral Engineering

Practitioners Gensler, Arup, HR&A

Brampton is one of the fastest growing cities within the Greater Golden Horseshoe with a connected chain of TOCs



Brampton rapid transit systems include:

Light Rail Transit

- Hurontario LRT and future extension

Bus Rapid Transit

- Future Queens Street and Viva BRT

GO Expansions

- All-day, Two-way at Bramalea GO
- Future All-day, Two-way at Brampton GO



"This is the beginning of a transformation that can apply to 80% of the developed countries globally."

Yvonne Yeung
Manager of Urban Design
City of Brampton



"This initiative points the way to a more sustainable, inclusive, and prosperous future for this young, dynamic, and rapidly growing GTA municipality."

Ken Greenberg
Principal,
Greenberg Consultants

#AskGreatQuestions

Implementing Uptown Brampton's "20-min Walkable Neighbourhood with Community Hub" as the new growth model for TOC

What are the
"values lost"
in our traditional
implementation
process?

What are the
"new values"
that can be
created through
collaboration?

What are the
"shared values"
that need to be
established at the
outset to ensure and
accelerate
success?

In 2018, City Council endorsed the 'Brampton 2040 Vision', a forward thinking blue-print for a new growth model based on TOCs.



Brampton is experiencing a once in a lifetime opportunity to transform Uptown into connected complete 20-minute Transit Oriented Communities. Development patterns over the 60s and 80s resulted in a car-oriented format that does not meet the need to achieve the sustainable and robust urban design as described in the Brampton 2040 Vision. Thousands of Bramptonians provided their feedback, and the City has collaborated with local organizations, regional and provincial governments, and agencies to begin the process of transforming Uptown and its Core into a vibrant, healthy,

connected, resilient, walkable, and equitable 24/7 centre. This Toolkit builds on these collaborations to chart the course for the realization of the Vision. With 13 million sq.ft. of mixed-use development under-review, the real estate market is already showing interest in Uptown and it's growing Core. Transforming this area into a Transit Oriented Community requires long-term concerted collaboration amongst a wide diversity of stakeholders and decision-makers. It is this collaboration that will produce the innovative approaches, policy and strategy development, and investments

that will result in the Uptown Core being a 20-minute neighbourhood where over 100,000 live, work, and play. Innovation, policy and strategy development, and investments include more affordable housing and new and improved land use regulations, funding tools, and bicycle, pedestrian, and transit connections that ensure an accessible Uptown. Collectively, the City of Brampton and our partners have the chance to transform Uptown Core into a 24/7 center where people want to live, work, and play. Let's work together to make sure we live up to our potential.

Recent policy changes, global directions, public and private investments create conditions for implementing TOCs now.

Provincial Directions

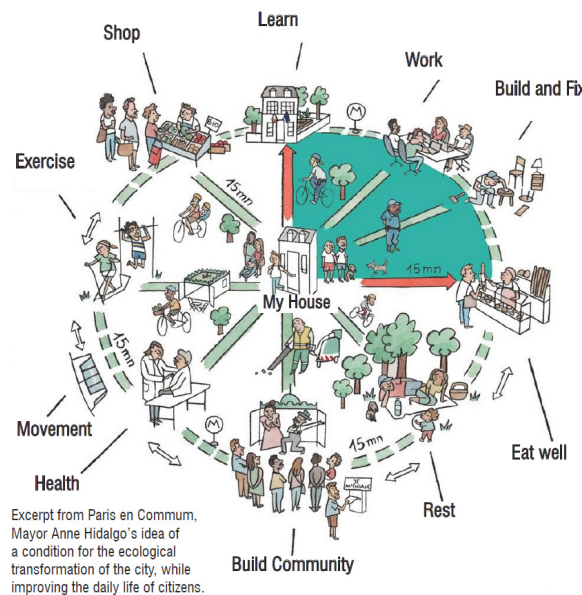
- Bill 197 & PPS accelerate implementation of Province's Transit-Oriented Communities.

A model for healthy, connected communities



Global Directions

- C40 Cities' Green and Just Recovery focuses on creating 15-min walkable cities.



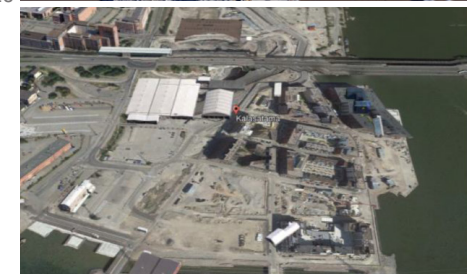
Best Practice Directions

- Helsinki's provides efficient 25/7 living through early integration of education and innovation.

25 hour city: Kalasatama, a planned community in Helsinki, gives an hour a day back to residents.



2020



The new proposed **Bill 197, COVID-19 Recovery Act 2020**, opens up opportunities for delivering 20-minute walkable neighbourhoods and community hubs in Transit-Oriented Communities. The Ministry of Transportation's Transit-Oriented Communities Act sets out a very forward-thinking model for healthy, connected communities with respect to social infrastructure. This includes:

- streamlining the process of expropriating land required to support transit development

- the ability for the Minister to appoint a facilitator to advise and make recommendations in respect of growth, and use, and other matter of Provincial interest.

The **2020 Provincial Policy Statement** gives direction for sustainable growth that supports economic resiliency. Recent updates include specific mention to the need to:

- co-locate community services in hubs
- strategically locate hubs to support the effective and efficient delivery services for

public health and safety

- integrate land use planning with community service delivery, to meet current and projected needs

The **Growth Plan for the Greater Golden Horseshoe** designates Uptown as an Urban Growth Centre. This designation sets a standard for higher population growth and for partnerships that coordinate the various aspects of city-building to ensure a healthy, sustainable, and vibrant core.

Peel Region Council and City of Brampton Council directions create “green-tape” conditions for implementing TOCs.

Peel Council Directions

- Peel’s Vision Zero, Healthy Peel By Design, and focus on high-density mixed-use in MTSAs.



Major Transit Station Areas (MTSAs) Planning our communities to 2041 and beyond



Brampton Council Directions

- Brampton 2040 Vision, 2018-2022 Term of Council Priorities Cross-departmental Workplan

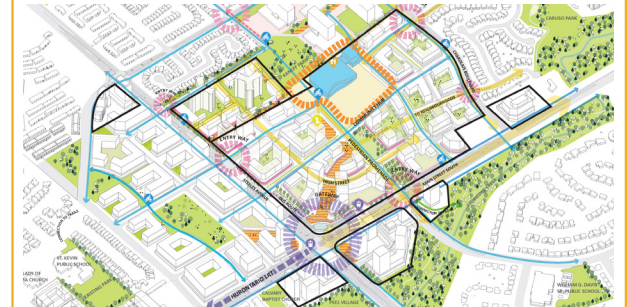


Council Priorities include:

- Complete Communities
- Streets for People
- Unlock Uptown & Downtown
- Urban Community Hub
- Healthy Citizens
- Jobs within Centres & Partnerships

Brampton 2040 City By-Design

- Design Excellence is led by City Hall. Co-design with developers and citizens in design studio.



City-led Design Excellence include:

- Pre-application Co-design Service
- City-led Precinct Planning and Design
- City-led Public Realm Design
- City-led Urban Community Hubs Design
- City-led Meanwhile Activation Strategy
- Urban Design Review Panel

The Region has identified the need to improve public health, road safety and urban growth outcomes. Currently, less than half of kids in Peel are considered active, and 27% of students in grades 7-12 are obese. Only 1 in 4 kids walk to school. An increase in physical activity is fundamental to increasing mental well-being, improving concentration, and to improve academic performance. Denser urban centres and mixed use complete 20-minute neighbourhoods will improve physical activity, and therefore public health.

- In 2014 Peel Public Health published a report that supported the creation of environments that encourage healthy lifestyle choices, such as active transportation.

Approved by Council in 2018, the **Brampton 2040 Vision** calls for Uptown Brampton to leverage the strategic location to transform into the beating heart of the growing and diversifying Brampton economy. It applies five lenses to guide Transit-oriented growth. This includes a design lens that looks to thoughtful and collaborative design to

develop neighbourhoods at a human scale. In Uptown, this includes designing communities that beautifully integrate with the Hurontario LRT, the emerging Shoppers World area Urban Community Hub, & other infrastructure upgrades.

For the **2018-2022 Term of Council**, it is a Priority to Unlock Uptown. This includes improving livability and prosperity of Uptown by focusing on local employment opportunities, neighbourhood services, programs, and quality public spaces.

With 20,000 new residents per year, Brampton is one of the most diverse cities and a landing place for new immigrant families.



“It is our diversity and collaborative spirit that enables the innovation required to plan, build, and develop healthy homes and neighbourhoods.”

Richard Forward

Commissioner of Planning, Building and Economic Development, City of Brampton



Brampton is a major immigrant destination and is expected to receive an inflow of international students and younger family-forming immigrants with entrepreneurial & business skills.

Brampton Demographics

- 73% are visible minority
- 52% are immigrants
- 39% of immigrants are Age 25-44
- 115 languages spoken



“Cultural activity is a great way to get positive community impact.”

Tuomas Hakala

Head of Detail Design, City of Helsinki

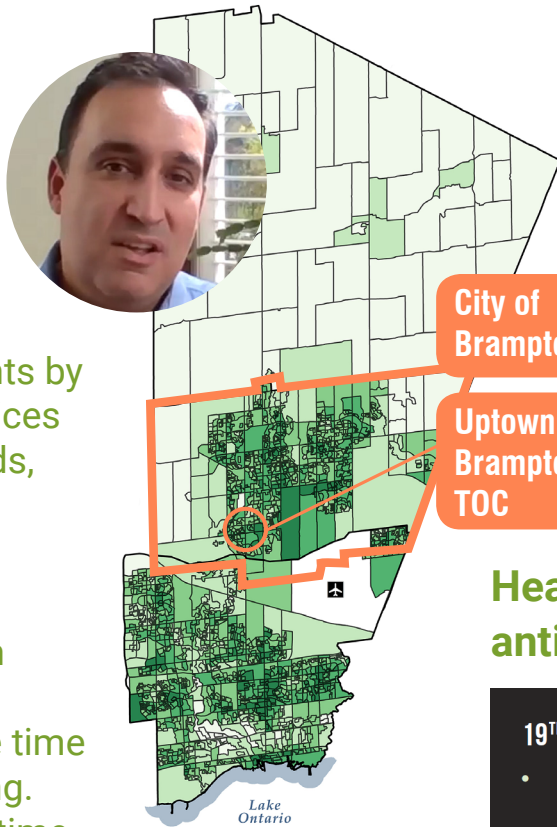


The Medical Officers of Health 2014 “Improving Health by Design” report identified in Peel Region:

“Urban Sprawl costs cities. The direct cost of Urban Sprawl can easily be quantified in dollars and cents by looking at services like waste, roads, and utilities.

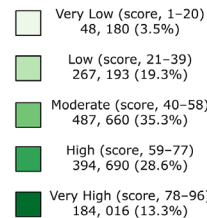
Human costs of pollution, a dependence on cars and most importantly the time lost on travelling. That would be time much better spent with our families and loved ones.”

Regional Councillor Paul Vicente
City of Brampton



Walkability Index for Public Health and Planning in Peel Region

Source: Statistics Canada 2016, Region of Peel-Peel Data Centre 2016, City of Brampton 2016, City of Mississauga 2016



Low use of active modes of travel to work, school & daily errands

- Over 60% of Peel residents are obese.
- Only 25% of children in Peel walk to school.

Traffic-related air pollution concerns

- 50% of Peel residents live within 300m of a high-volume traffic road.

Road congestion impacts productivity

- Road congestion costs \$6 billion per year.

Healthy 20-min walkable neighbourhoods can be the “TOC antidote” for both infectious and chronic diseases.

Challenge: COVID-19

19TH CENTURY EPIDEMIC:

- Infectious Diseases (e.g., cholera, typhoid, typhus, tuberculosis)

POLICY RESPONSE:

- Clean drinking water
- Sewage systems
- Ventilation of living spaces
- Streets open to sunlight and air circulation
- Demolition of poorly ventilated, crowded tenements
- Public parks

Use of Community Design to Address Major Public Health Issues, Then and Now

21ST CENTURY EPIDEMIC:

- Chronic Diseases (e.g., diabetes, cardiovascular diseases)

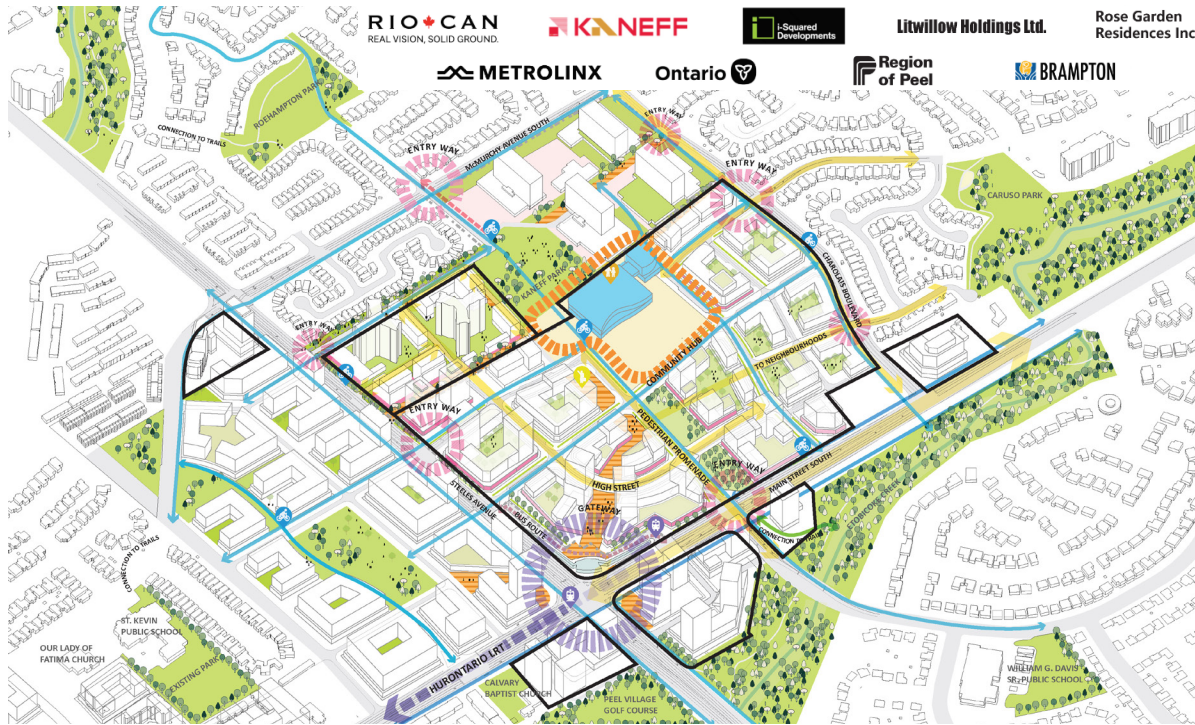
POLICY RESPONSE:

- Healthy, compact, complete communities supporting increased walking, cycling and public transit use

Challenge: Inactive Lifestyle

Convergence of 13 million sq.ft. of public & private investments make implementing 20-min walkable neighbourhood possible.

100,000 living & working 12,000 new units



Repositioning education to build talent, increase competitiveness and shift workforce towards a “tech-focused & innovative” economy.

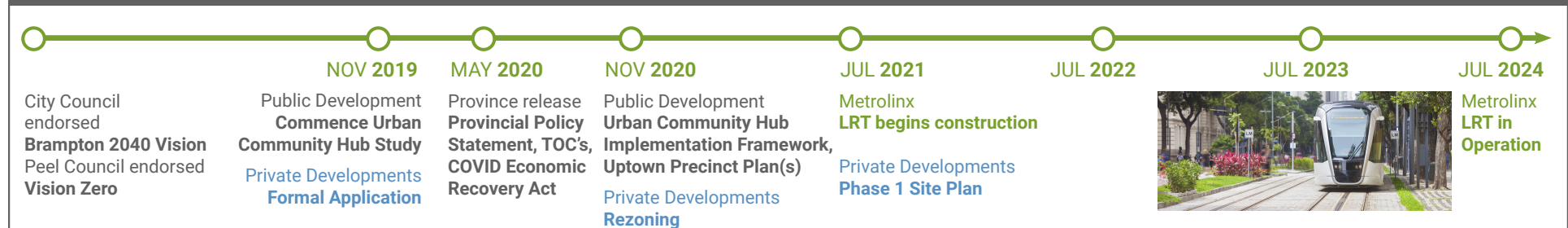
Eliminate the need of car-ownership. Improve citizen health, area affordability, inclusive community development & carbon neutrality.

Unprecedented collaborations among Province, Region, City, Non-profits & Developers.



Design for a 20-min Walkable, Healthy Neighbourhood Critical-Path to Implement TOC

A Common Critical Path to Optimize Multiple Concurrent Public and Private Investments



An integrated Planning and Design based Strategy to shift development culture and accelerate implementation:

A design based strategic framework to

- shift development culture
- amplify synergies
- create new combined benefits
(1 + 1 + 1 = 6 or 7)

A holistic approach that

- foster lateral thinking where solutions to one problem may reside in a different area



A new way of problem solving that involves

- concurrent decision-making
- intense cross-sector collaborations
- unprecedented innovation

A design-thinking culture that

- enables us to see the large patterns
- makes solutions fit together and support each other
- moves away from predetermined set pieces to interactive components making a coherent walkable place

What does Public Sector Need?

- Kick-off and frame the long-term implementation partnerships with partners
- Track the achievement of Goals, Objectives, and Actions necessary to achieve a sustainable TOC that provides economic opportunities and community benefits to residents
- Achieve higher return on investment for new transit
- Achieve goals and targets of the Growth Plan
- Catalyze economic development and rejuvenation
- Advance the delivery of affordable and mixed-income housing
- Support walkable neighbourhoods

What does Private Sector Need?

- An investment guide to align efforts with the Objectives, and Actions necessary to create a sustainable TOC consistent with the Brampton 2040 Vision
- A way to build wealth for future generations
- An opportunity to maximize on investments while providing social good for the community
- Protect and facilitate investments by having a predictable framework for what is desired and expected

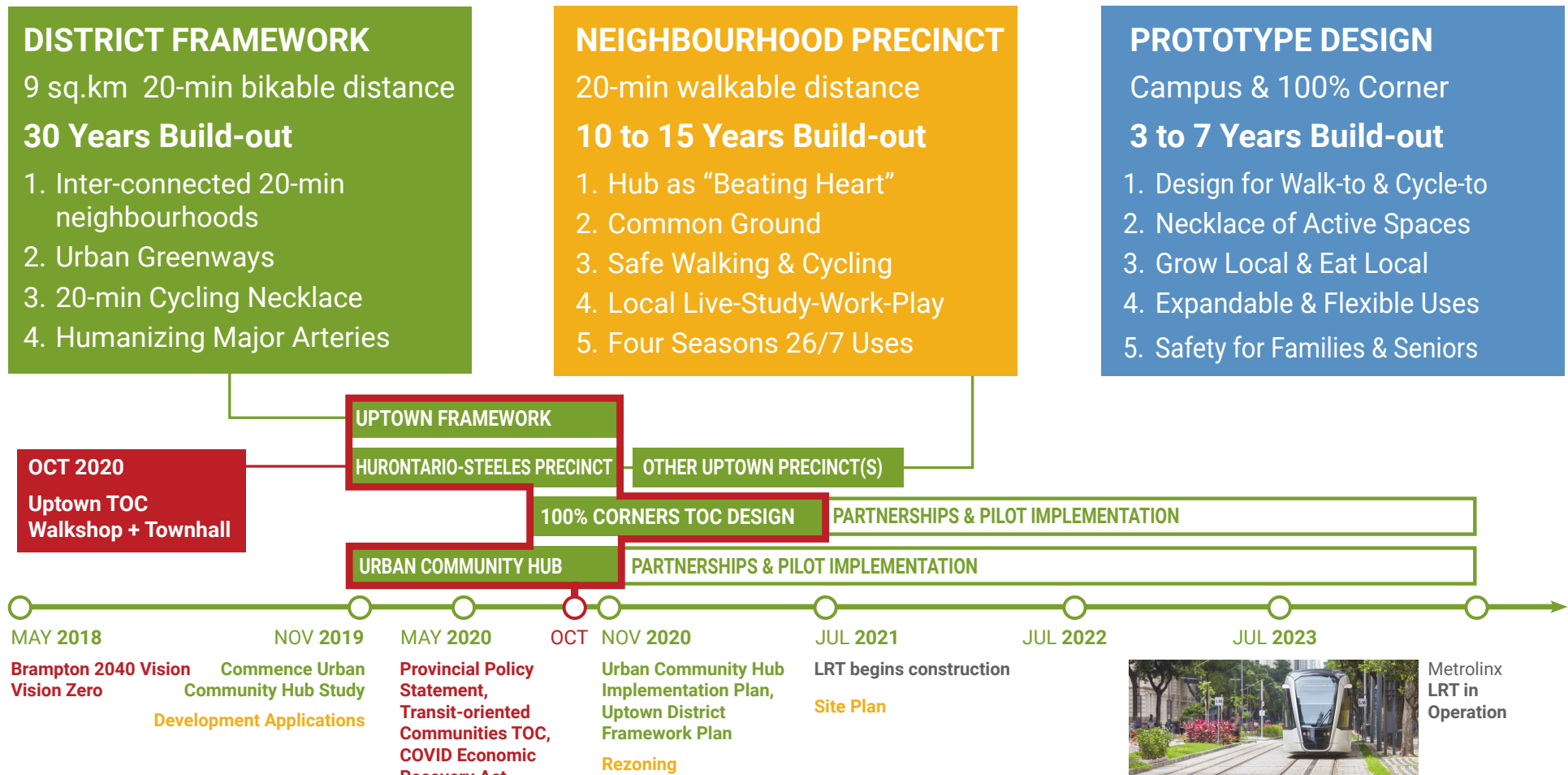
What do Community & Non-profits Need?

- A guide to understand the priorities of the City, and where you can plug in to support the achievement of the Goals and Objectives
- Increase in the availability of transit options (bicycle, walking, bus and LRT) that is good for public health
- Increase in the availability of community services which produces more opportunity for cultural activities, job training, and social integration
- Increase in affordable housing which increases the ability to keep families together in the same neighbourhood

3 Interlocking Design-based Framework “in space & time scales” for innovating concurrent collaboration and implementation

“Our urban design team is at the forefront of developing tools for collaboration. Through this collaboration we are able to understand the holistic, diversity challenges at various scale.”

Richard Forward Commissioner of Planning, Building and Economic Development, City of Brampton



A Methodology for Cross-sectors Collaborations and Implementation

A Rich Mix of Public and Private Investments

Uptown Brampton is experiencing high levels of private sector development interest. This includes the ongoing Shoppers World Master Plan development applications to transform a former mall and parking lot into a mixed use and walkable neighbourhood of 5,000 units, and 7 additional development applications on sites within the Uptown Core and surrounding area. The existing and anticipated levels of development interest indicate a new need for ongoing design processes to ensure new growth meets targets as identified in the Brampton 2040 Vision and 2018-2022 Term of Council Priorities. The Uptown Core area is anticipated to converge 13,000,000 sq.ft in public and private investments, resulting in 100,000 people living & working within the 20-minute walkable area.

The Urban Community Hub design and business case is underway. The preliminary design imagines a community hub campus within Kaneff Park. Its design is oriented as a “walk-to” and “cycle-to” facility. The location will allow for seamless integration with the surrounding park and public spaces. The Hub itself is envisioned to be three stories, and 21,225 m² of public recreation, art, tech, library, health, social service, day care, and school space. The design imagines a 9,720m² elementary school that will be opened to support the residential growth within the area. The Hub is to be complemented with 160 on site underground parking spaces.

Strategic Approach

Transforming the Uptown area requires the strategic collaborative alignment of multiple government and non-government investments and policies. This process aims to address the complex layers involved in identifying and pursuing the partnerships during early stages of program design and delivery. Alignment will minimize fragmentation and will improve the return on investment of both money and time. This alignment occurs through ongoing conversation and integrated planning across various levels of government and city-building programs contributing to the transformation of Uptown. As part of this alignment, partners will collaborate through transparent processes and strategic financial commitments to support the development of vibrant, walkable, and inclusive neighbourhoods in Uptown.

The planning and design process of Uptown will progress through ongoing conversations and workshops between professional, political, private, and community sectors invested in the production of a vibrant, walkable, and inclusive Uptown with a focus on meeting the growth targets as identified in the provincial Growth Plan. It is identified that the collaboration and cooperation between these sectors is integral to the success of coordinated development. This includes the development of champions at all levels of government and sectors, to support smart growth and to advance collaboration and innovative partnerships.

Three Interlocking Design-based Framework for Cross-sectors Collaborations and Concurrent Implementation

The Uptown Framework provides design direction to implement the 2018-2022 Term of Council Priorities. This includes designing Uptown to become a series of connected 20-minute Transit-oriented Community Precincts. The Framework will serve as a long-term vision document that evolves over time while providing community and development sectors with certainty. The Uptown Framework operates at three levels in time and space to provide the right level of detail specific to the various considerations involved in this scale of design and implementation timeframe. A conceptual Uptown Framework Plan and Uptown Core Precinct Plan has been prepared as guiding document that will provide a flexible framework to achieve the vision for Uptown.

District Scale

At the District Framework level, the public realm plan and urban form plan will ensure connectivity within the entirety of Uptown. Connections will support travel from creek to creek, between social infrastructure hubs and parks, and the public realm design will establish major gateways, views, vistas, and the location of affordable housing.

Core design strategies include: Inter-connected 20-min neighbourhoods,

Background, Study Area and Planning Context

Urban Greenways, 20-min Cycling Necklace, Humanizing Major Arteries

Precinct Scale

At the 20-Minute Transit-oriented Community Precincts level broad strokes will be tailor designed to respond to site specific opportunities, conditions, and property configurations within the Precincts. At this level, the City will coordinate the multiple private sector developments, design positive interfaces with the valleys, ensure transit terminal interactions, develop main street retail environments, and thread in connection with the surrounding single family neighbourhoods.

Core design strategies include: Hub as “Beating Heart”, Provide a Common Ground, Ensure Safe Walking & Cycling, Promote Local live–study-work-play, Enable four seasons 26/7 uses

Prototype Design Scale

At the Prototype Design level are individual design solutions to the specific needs for innovation within the Precincts. This includes the design solutions emerging from a collaborative design process between the City of Brampton, public, non-profit, private, and institutional partners to support the development of the Shoppers World Urban Community Hub. The Prototype Design scale plans foster a locally focused culture to reinforce the walkability of precincts. They are to be programmable spaces with designs that prioritize the safety of vulnerable road users.

Core design strategies include: Design for walk-to and cycle-to, Provide a Necklace of

Active Spaces, Grow Local and Eat Local, Design for Expandable & Flexible Uses, Ensure Safety for Families and Seniors.

Study Area

The Uptown Framework area includes Hurontario Street, Steeles Avenue, and direct access to highways 407 and 410. Hurontario is a major thoroughfare that connects Uptown and Downtown Brampton to Highway 407 and the City of Mississauga. It is also planned to open the Hurontario LRT by 2024. Steeles is a major thoroughfare that connects to Highway 410. Uptown Brampton is a commercial destination for people across the region, providing a diverse range of retail, shopping and service uses.

To support the significant transit investment planned for Hurontario Street, Uptown is planned to transition into a series of interconnected Transit-oriented Communities.

The Uptown Core 20-minute Transit-oriented Community Precinct, located to the South of Charolais Boulevard, East of McMurchy Ave South, North of Lancashire Lane, and East of the Etobicoke Creek is intended to be the central point of Uptown. It will be among the first Precincts within the Framework to transform in support of the Brampton 2040 Vision. It will also be the home of the Urban Community Hub, adjacent to Kaneff Park.

Located to the East of Kennedy and West of Highway 410 and to the East of Hurontario, the Uptown East: Kennedy and CAA Precincts

will be serviced by great access to public transit along the Züm networks on Steeles and Kennedy and to the regional highway system. The CAA Master plans identified the area will be complemented by an upgraded multi-purpose sports and conference facilities to host a wide range of events drawing visitors from across the region.

Located south of the Hurontario-Main and Steeles intersection and centred on County Court Rd at the Sheridan Davis Campus, these Precincts will be serviced by great access to modern transit and natural spaces. Sheridan Davis Campus is visited by thousands every year and houses major research facilities. The Hurontario LRT will be just steps away from the County Court section, connecting the area to Mississauga through the Hurontario LRT.

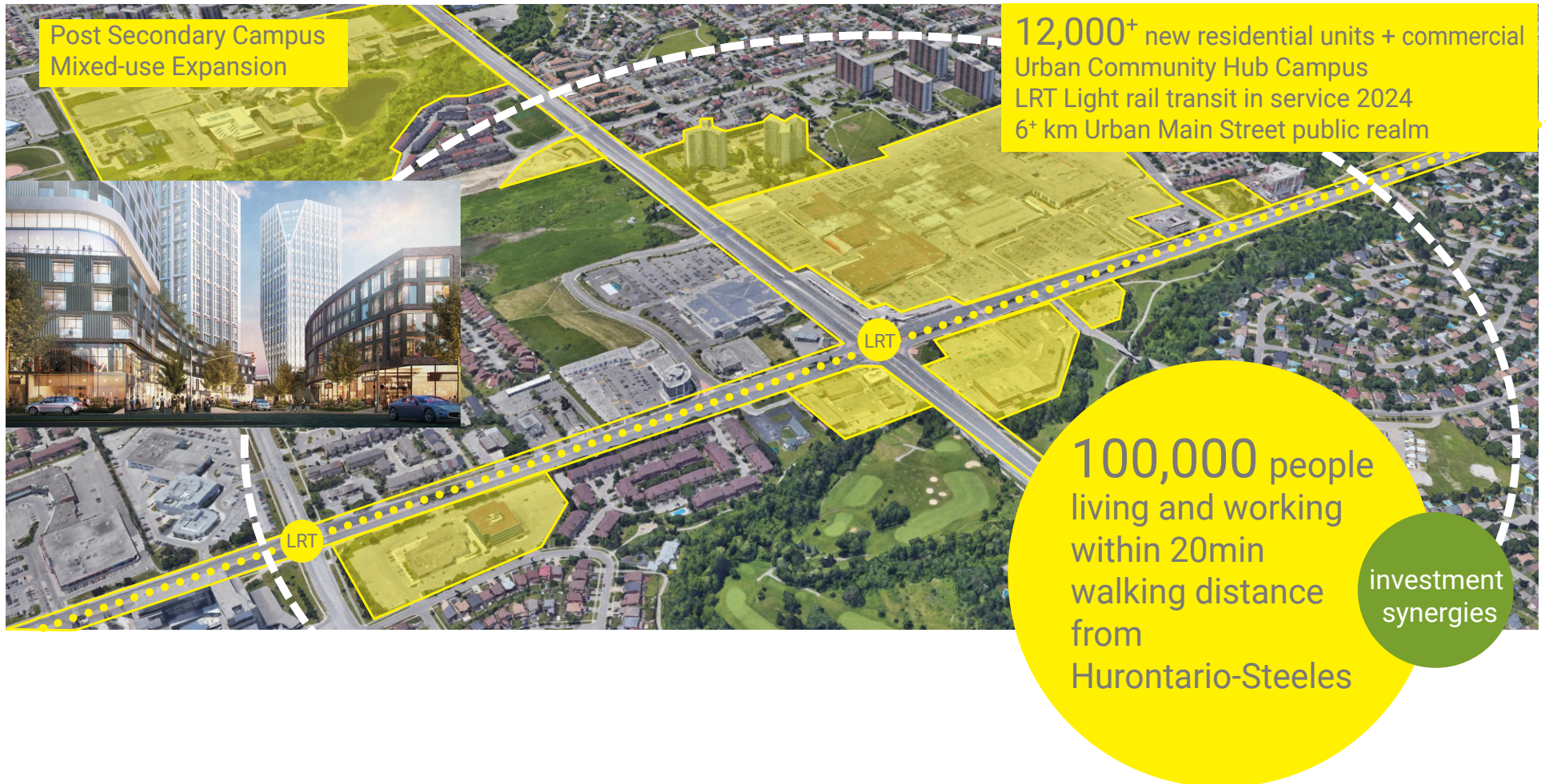
Planning Context

Bill 108, More Homes, More Choice Act, 2019

On May 2, 2019, the Government of Ontario released Bill 108, More Homes, More Choice Act, 2019. The Bill’s purpose is to address housing supply and affordable housing in Ontario. Related to Community Hub, states the following:

- Section 247.53.1 and 247.53.2 is added to the **Education Act** to provide for alternative projects, that if requested by a board and approved by the Minister, would allow the allocation

With Light Rail Transit coming online in 2024, Uptown is evolving into a Transit-oriented Community through a mix of public and private investments.



of revenue from education development charge by-laws for projects that would address the needs of the boards for public accommodation and would reduce the cost of acquiring land.

- The *Planning Act* and *Development Charges Act* are amended to allow development charges for rental housing institutional, industrial, commercial, and non-profit housing to be paid over annual installments.

Provincial Policy Statement

In accordance with Section 3(5)(a) of the Planning Act, municipal planning decisions must be consistent with the policies of the Provincial Policy Statement (PPS). The PPS supports healthy, livable and safe communities by promoting efficient development and land use patterns, which sustains the long-term financial well-being of the Province and municipalities. Settlement areas are defined to generally include Urban Areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Land uses in settlement areas are to provide for a mix of land uses and densities that contribute to more efficient use of land, infrastructure and can support active transportation and transit (Section 1.1.3.2). Municipalities are to identify and promote opportunities for intensification, and the Uptown Brampton is one such location identified for intensification per the Metrolinx Regional Transportation Plan and the Official Plan. Under Section 1.1.3.4, appropriate

development standards should be promoted which facilitate intensification. Planning authorities are also to establish targets for intensification, which are set out in the Metrolinx Regional Transportation Plan and the Official Plan.

The Official Plan (including Secondary Plan) is the most important vehicle for implementing the PPS. Further, Section 4.8 intend for zoning and development permit by-laws to be important for implementing the PPS.

The PPS also establishes policies that provide an appropriate mix and range of employment and institutional uses alongside residential uses and for fostering efficient land use and development patterns and support healthy, livable and safe communities, protect the environment and public health and safety, and facilitate economic growth.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan includes policies for achieving complete communities that feature a diverse mix of land uses, ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards. It also speaks to promoting economic development and competitiveness by making more efficient use of underutilized employment sites.

The Growth Plan provides policies for

where and how to grow and includes growth forecasts. The Plan encourages municipalities to utilize land and resources efficiently to promote complete communities in areas which infrastructure currently exist.

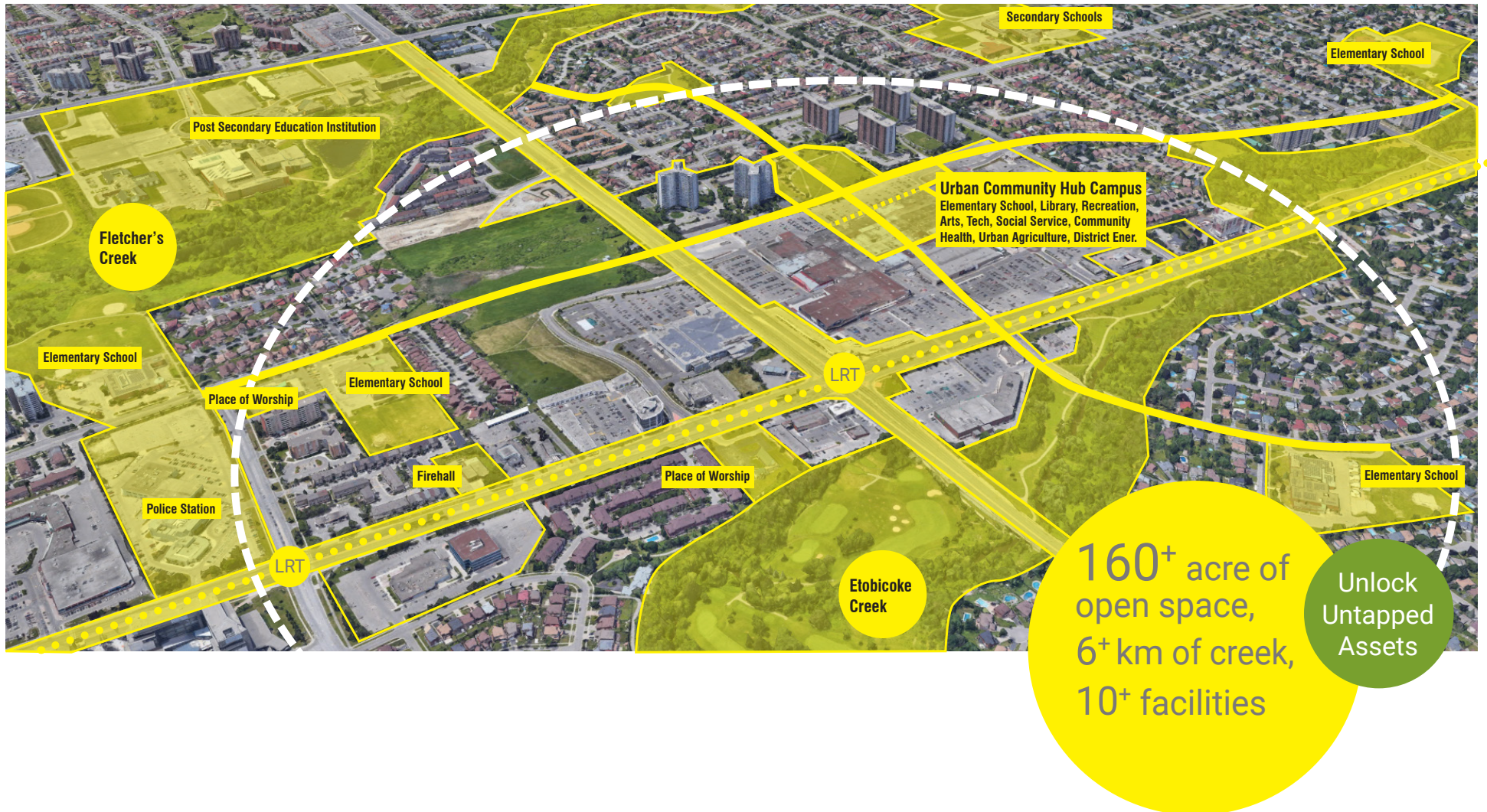
The Growth Plan designates Major Transit Station Areas (MTSA) as locations for investment and employment and residential growth, including transit-oriented density and design. These MTSA's overlap with the Official Plan designated Primary Intensification Corridor of Hurontario. The Growth plan identifies that MTSA's are required to achieve a density target of 160 residents and jobs combined per hectare by 2031 or earlier.

Region of Peel Official Plan

The Region of Peel Official Plan (December 2016 Consolidation) aims to apply a sustainable development framework and holistic approach to planning in the face of rapid population growth. The Official Plan is currently subject to an ongoing review process (Peel 2041). Policies related to the Urban System including establishing healthy, complete urban communities and achieving a compact form and mix of land uses that are pedestrian-friendly and transit supportive.

The Region of Peel Official Plan encourages and supports transit-supportive development densities and patterns particularly along rapid transit

The rich mix of untapped assets set the stage for a 20-min neighbourhood.



corridors and other designated areas.

Brampton Official Plan

The City's Official Plan establishes a vision of Brampton as a dynamic, sustainable City with managed growth that protects the environment, enhances its "Flower City" heritage, contributes to economic prosperity and improves the quality of life for all residents and workers. Starting in late 2019, the City of Brampton is developing a new Official Plan and is currently under-review.

The Uptown Framework area forms a component of the Hurontario-Steeles Gateway Mobility Hub and includes the Hurontario Primary Intensification Corridor. These are areas identified for higher levels of investment and growth. In these areas, walking, cycling and transit are to be given priority and a wide range of land uses, including day/night and year-round activities are to be promoted. The Official Plan recognizes the need to revitalize the area through improved and upgraded transit and policies that ensure a "gradual but consistent" transition from existing uses to this new, human-scale, mixed-use area.

Lands along Hurontario and Steeles are designated as Intensification Corridors. This is reflected in the higher order transit along these routes. Hurontario's development is to be reflected of the existing Züm service and future Hurontario LRT. Intensification corridors are planned to accommodate significant growth through higher density development which supports transit and are to accommodate a

mix of uses, including residential, commercial, institutional and employment. Opportunities may exist for higher densities and height based upon detailed design studies including the preparation of a comprehensive master plan that will guide land use and built form. A preliminary Uptown Framework Plan and Uptown Core 20-minute Transit-oriented Community Precinct that addresses design, land use, and built form, will provide the foundation for the preparation of the developing plans.

Hurontario-Main Corridor Secondary Plan

Section 4.0 of the Secondary Plan outlines the general objectives and criteria, which include promoting:

- Complete streets with attractive "places" along the corridor featuring expanded mobility, vibrant economic activity, livable, Mixed, Use neighbourhoods, and integration with the higher order transit system
- Transit-oriented growth that suits the unique character of the neighbourhood areas and is sensitive to the presence of adjacent stable neighbourhoods and the local natural heritage system

Section 5.0 – Land Use Principles recognize that significant portions of the Corridor have the potential to evolve into a higher density urban corridor. It provides planning and urban design direction to transform portions of the corridor from a car-oriented, single uses, into vibrant-mixed use transit-

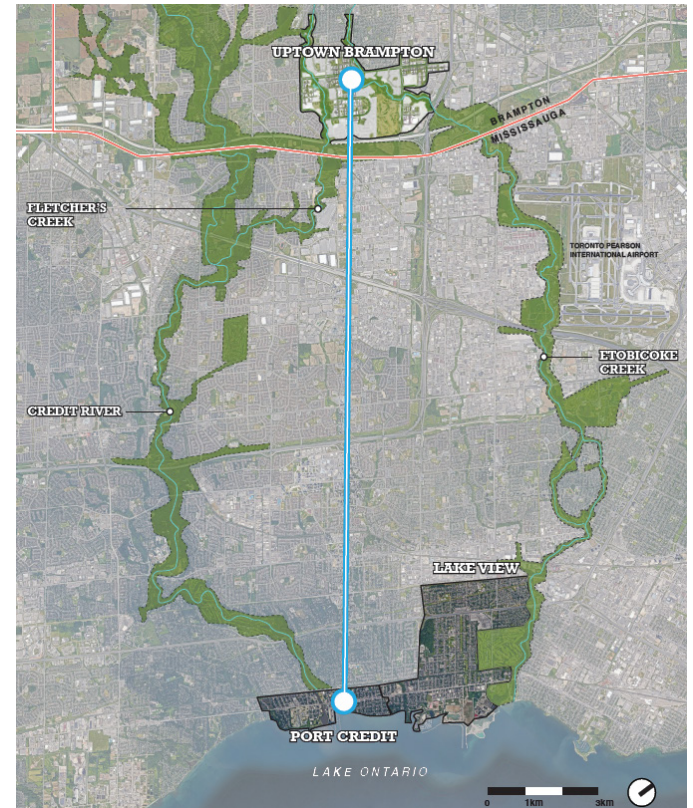
oriented developments. The Urban Form policies direct for urban design hat create a sustainable, attractive, safe, and pedestrian friendly environment. This is to be supporting through the application of Place-making strategies that create special, unique and memorable places along the corridor. This includes the design of private and public development that shall contribute a strong sense of identity and character that is attractive, safe and welcoming

The majority of the Corridor is designated for Mixed Use. Densities range from medium to high density.

Brampton 2040 Vision

The area proposed to be included in Uptown Brampton Framework Plan area is included in the City Council endorsed Brampton 2040 Vision. The Brampton 2040 Vision envisions Uptown to become magnetic. This is to achieved through it's 'eye-popping' character and design as a major new custom-designed, transit-oriented work/live civic core for business, commerce, leisure, and tourism. Its strategic location will drive Uptown to become the beating heart of a growing and diversifying economy for the next 50 years and beyond. It will be the location of top of top ranked companies who will choose the location for its futurist image, expressive buildings and spaces, and business buzz. The Vision states that 'Visitors will come for the modern attractions, shopping and programming'.

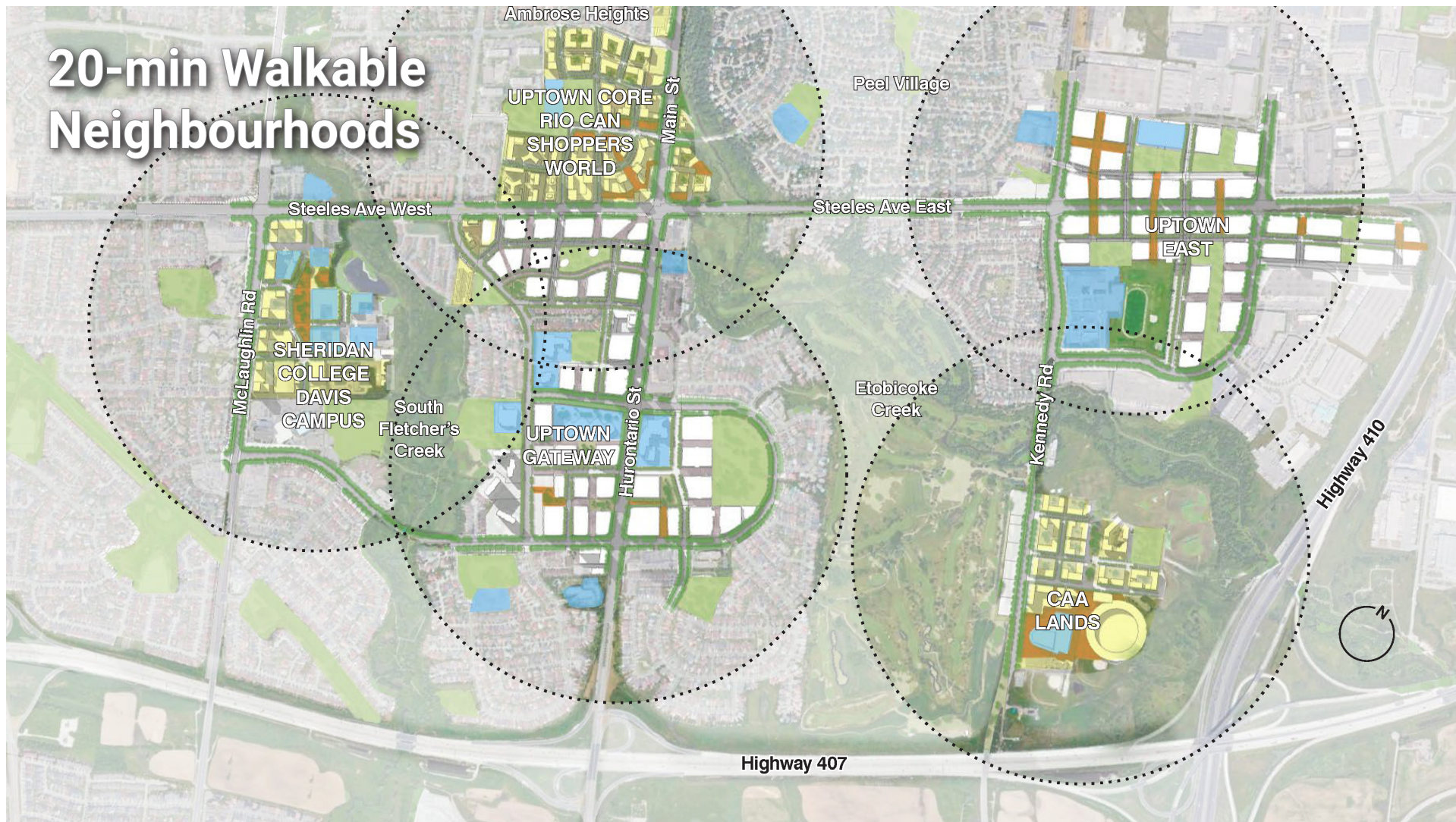
Underlying Regional drivers connecting all three scales: Regional Rapid Transit Integration + Reviving Regional Ecology



Design for End-to-End User 26/7 Experience

- 100,000 people living and working within 20 min walking distance
- 3.6 ppu, 40% are seniors, children, or youth
- 83% daytime population in neighbourhood
- 20% are transit-riders, 60% are in labour force
- 48% live in apartments, 42% are renters
- \$96k household income, 30% of population has university degree(s)





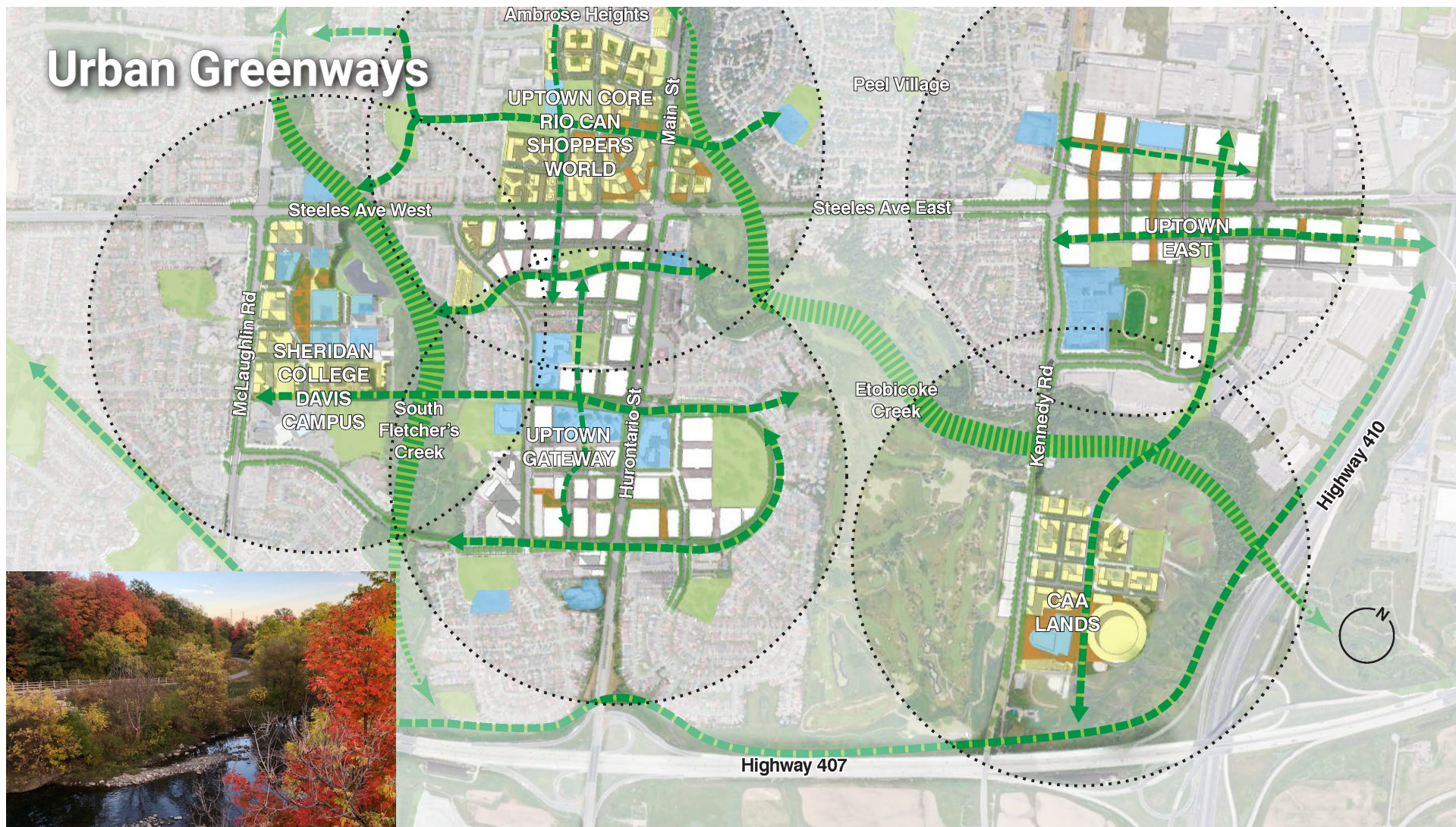
District Framework

The Uptown Framework Plan provides design direction for the 9km² area that makes up Uptown Brampton and envisions it as a collection of interconnected, 20-minute Transit-Oriented Community precincts. At the District Framework level, the City of Brampton and partners are developing the public realm plan and an urban form plan. At this level, designs identified in these plans will ensure connectivity between precincts within the entirety of Uptown. Connections will support travel from creek to creek, between social infrastructure hubs and parks; public realm design will establish major gateways, views, and vistas, and the inclusion of affordable housing.

Design Strategies

Create a series of 1.6km diameter interconnected 20-min walkable neighbourhoods which form “neighbourhood precincts.” Establish framework for streets, blocks and open space. Active precincts include:

- Uptown Core RioCAN Shoppers World,
- Sheridan College Davis Campus ,
- CAA Mixed-use Sport Complex



Uptown Framework will be designed and developed as a sustainable community in accordance with the principles of a Transit-Oriented Community with a potential 30+ year build-out.

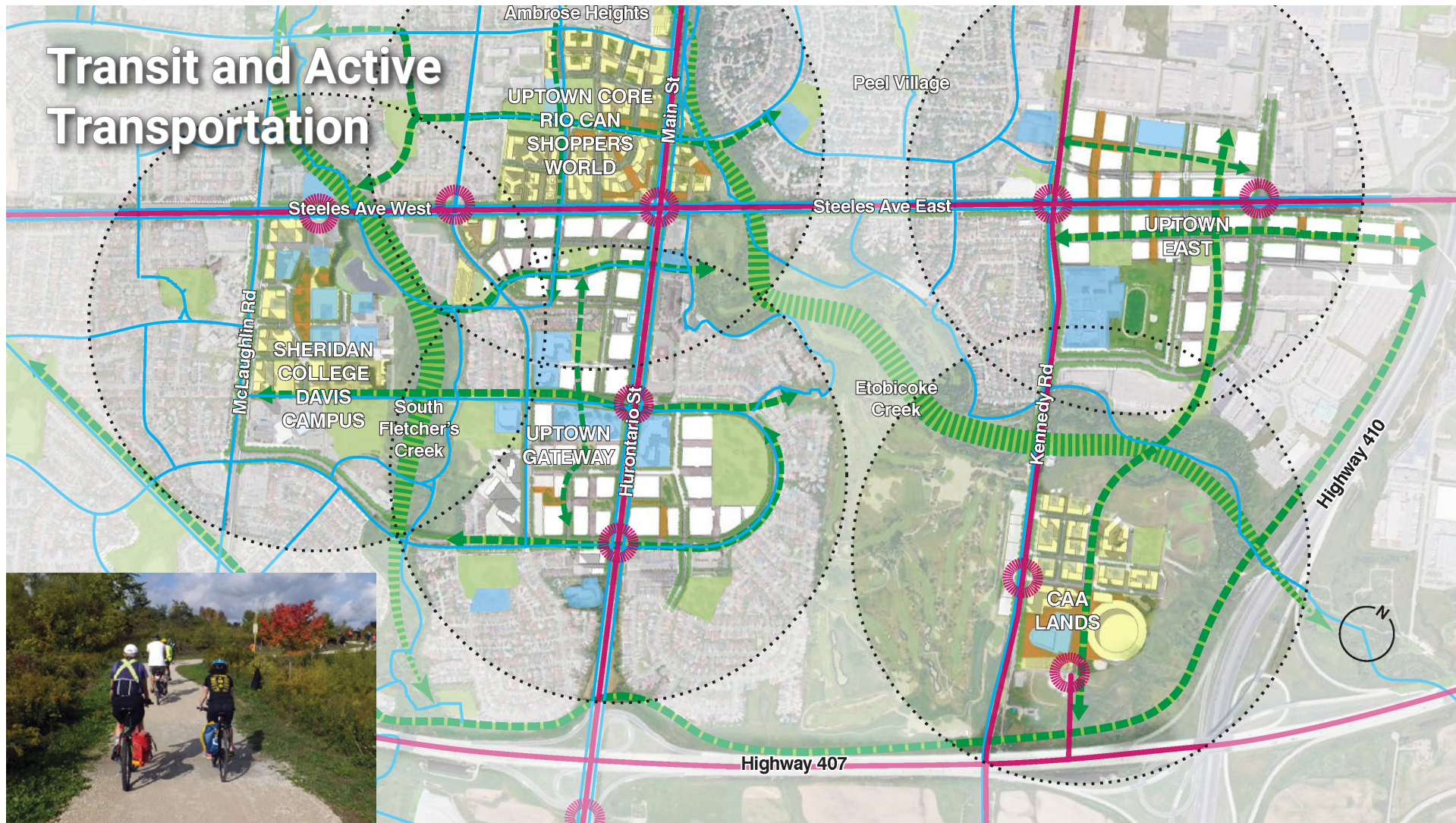
It will emphasize and establish those elements that will help create an innovative, pedestrian friendly, transit-oriented community with mixed-uses, a variety of housing types and densities and a priority on creating, preserving and enhancing the Natural Heritage System.

Design Strategies

Create a network of interconnected urban greenways to optimize neighbourhoods' access to natural open space, achieved through:

- Creek-to-creek connections to revive the regional ecology
- Buffer-to-buffer connections along highways and hydro-corridors
- Neighbourhood-to-neighbourhood connections
- Enhance trail network through strategic connection to AT and Pedestrian Routes

Transit and Active Transportation



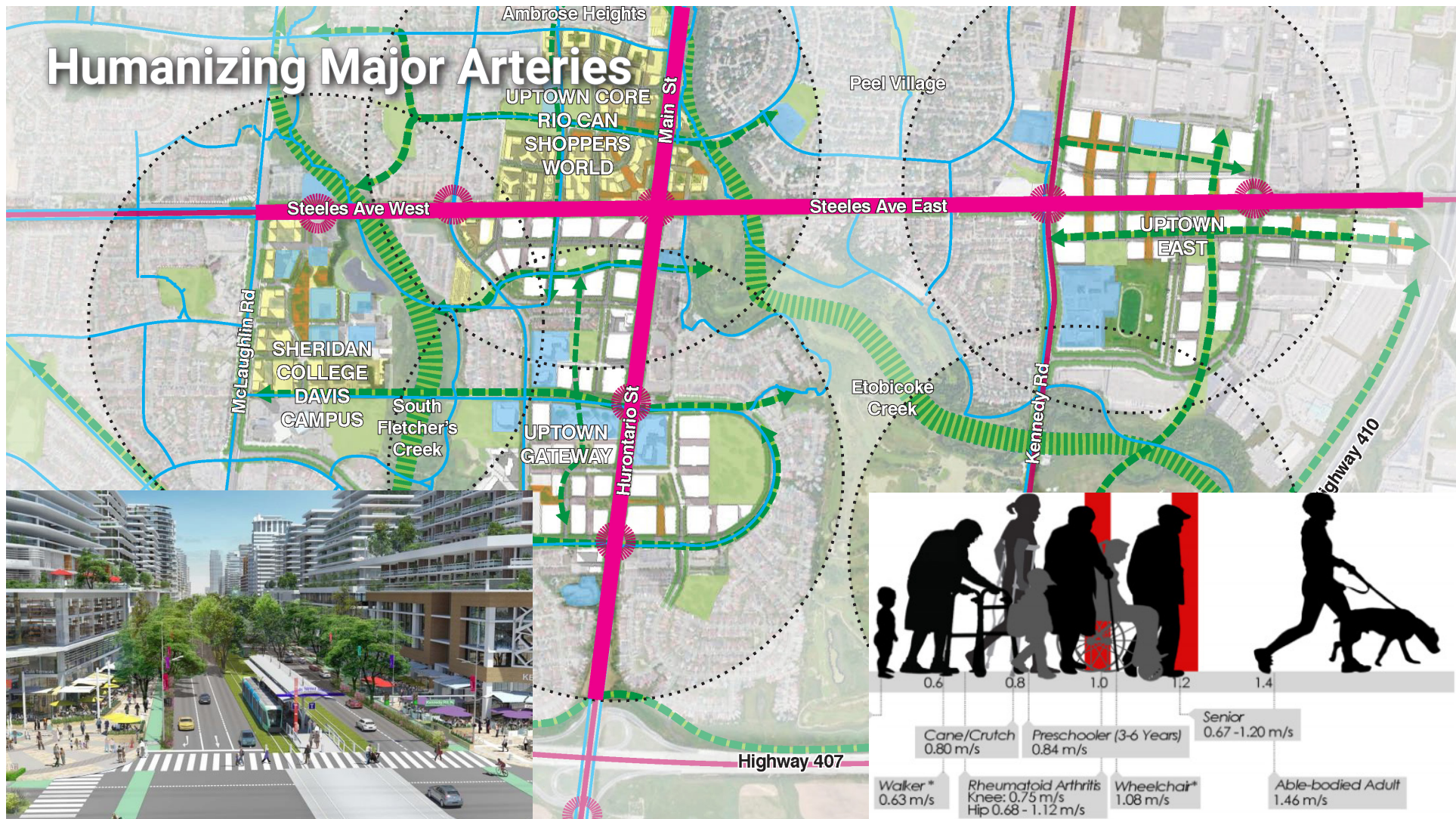
Design Strategies

Create an interconnected trail network which enable cycling as the key mode of transportation between “neighbourhood precincts”.

Ensure smooth active pedestrian movement between social infrastructure hubs, housing, workplace, institutions, parks and other amenities and from creek-to-creek.

This trail network provides connection to key destinations including:

- Pearson International Airport to the east
- Downtown Brampton to the north
- Sheridan College to the west



Design Strategies

Humanizing major arteries along Hurontario-Main and Steeles Avenue West and East, which requires:

- Human-centred design to ensure safety for people of all ages and abilities;
- Ensure both the street and the built environment coming together;
- Ensure safe intersection of pedestrian, bicycle and transit networks;
- Revisit and design streets as places, rather than through-ways; and
- Overcoming the lack of local autonomy.



Complete 20-Minute Transit Oriented Community Precincts

The Complete 20-Minute Transit Oriented Community Precincts operates under the Uptown Framework Plan. The Precinct Plan refines the broad strokes through tailored design directions that respond to site specific opportunities, conditions, and property configurations within the Precinct. The Precincts are being designed to feature safe walking and cycling networks along with public spaces that can be used 24-7-365. At this level, the City will coordinate the multiple private sector redevelopments, design positive interfaces with the valleys, ensure transit terminal integrations, the development of main street retail environments, and will thread connections to surrounding single family neighbourhoods. Each Complete 20-Minute Transit Oriented Community Precinct is anchored by social community infrastructure. The Uptown Core Precinct will be anchored by a centralized community hub. The extent of the Precinct is structured to include key public spaces within the proximity to create a cohesive neighbourhood.

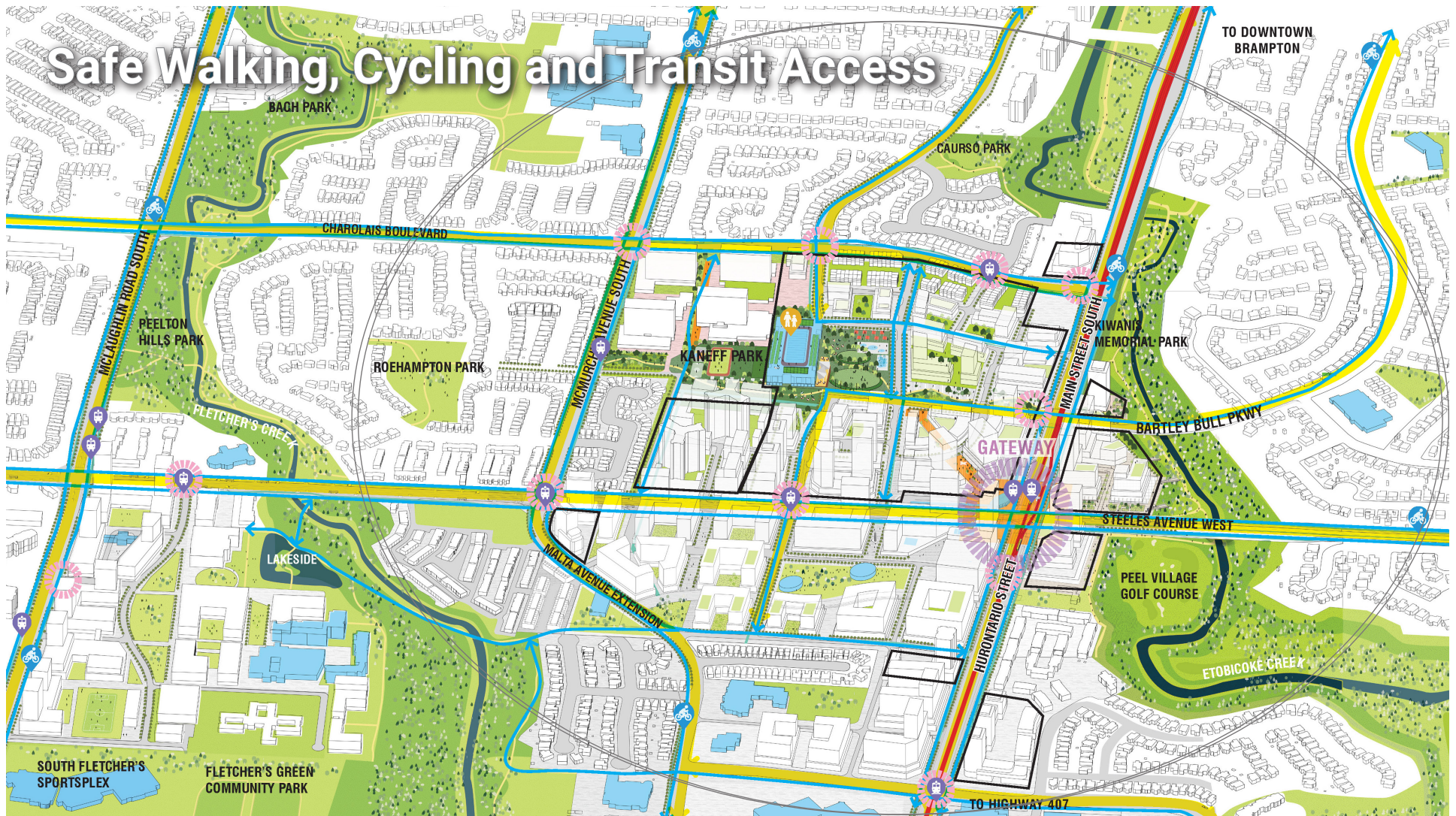


Design Strategies

Extend urban greenways to the fine-grain of the Precinct:

- Connecting the existing open space and the surrounding creek system to new Parks, Plazas, Pops and Pedestrian corridors.
- Position developments to integrate and leverage unobstructed access to the abutting network of rich environmental assets such as the Creeks, Recreational facilities and Community and Regional Parks; and
- Design accessible entry points to Public Realm Facilities.

Each neighbourhood is a walkable, sustainable complete community with a potential 10-15 year build-out. The neighbourhoods revolve around a central community hub. Each 20 min neighbourhood offers live-work-study options in four seasons, 26/7 uses, and variety of housing choices with a focus on mixed-income, affordable, multi-generational, and co-living opportunities for seniors, students, artists, etc.

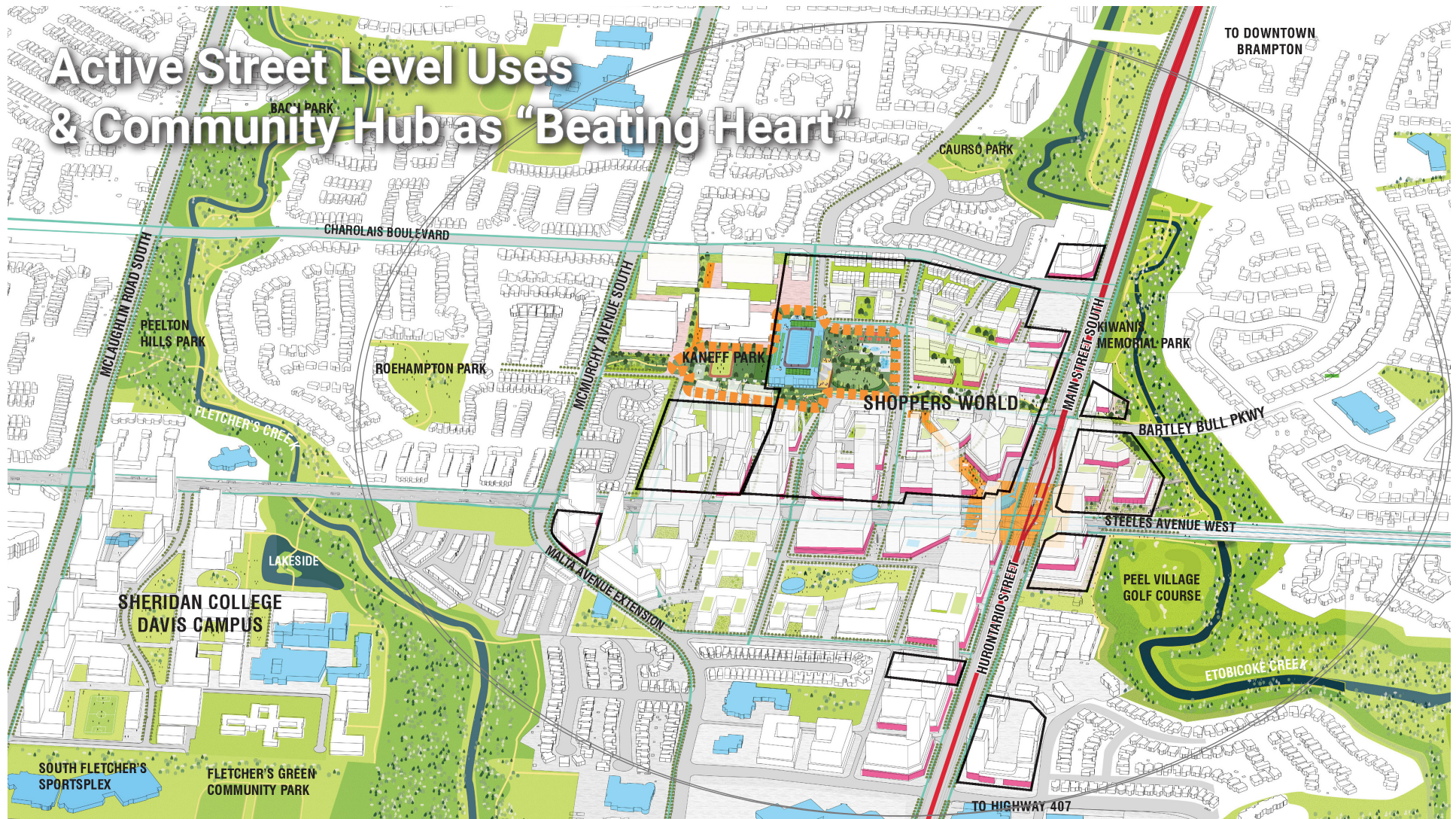


Design Strategies

Enhance pedestrian and bicycle connections between transit hubs, community spaces and open spaces:

- Promote car-free commute and position walking and cycling as the main mode of transportation;
- Ensure walking and cycling routes provide unobstructed access to key public facilities including the Urban Community Hub and Transit Stations;
- Manage vehicular movement by creating streetscape enhancements that ensure pedestrian and cyclist safety for all ages and abilities.

Provide fine grained street networks to accommodate a variety of live/work opportunities, compact form in key areas including new residential for changing lifestyles, variety of building typologies and styles to reinforce attractive, animated street zone.



Design Strategies

Position the Urban Community Hub in a centralized location as the “beating heart” of the community in a campus setting. Provide “extroverted” buildings that address the public realm:

- Ensure edges where building meets the public spaces are animated and active with public facing uses.
- Incorporate a mix of uses throughout the precincts offering a variety of choice for people to shop, live, study, work, play, and gather.
- Create a sense of place around transit station, transit riding becomes an attractive way of life.



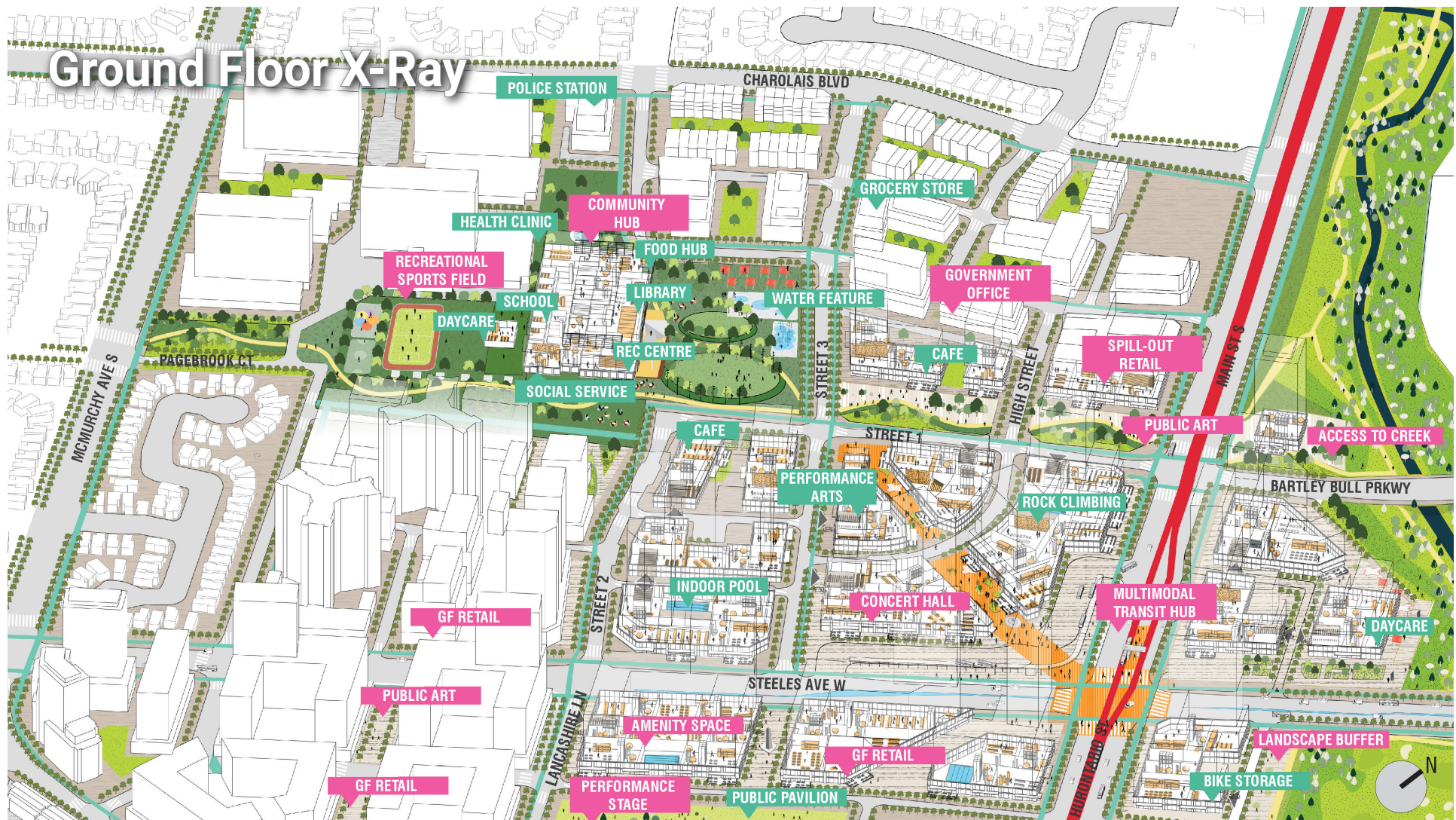
Prototype Design Plans

The Prototype Design Plans are the individual design solutions to the specific needs for innovation within the Precincts, applies to developments with a 4 to 7 year build-out. This includes the design solutions emerging from a collaborative design process between the City of Brampton, public, non-profit, private, and institutional partners to support the development of the Uptown Urban Community Hub. The plans foster a locally focused culture and reinforces the walkability of precincts through a network of programmable spaces and designs that prioritize the safety of vulnerable road users.

Design Strategies

Co-locate facilities including school, daycare, library, recreation, community health, social services, arts and culture, entrepreneur co-working spaces, urban agriculture in the form of an Urban Community Hub in a campus setting.

- Ensure the vibrant pedestrian connection between the hub and multimodal transit hub.
- Create safe all-ages access to community hubs.
- Use open space network as a means to stitch the Hub in to other community and retail facilities.



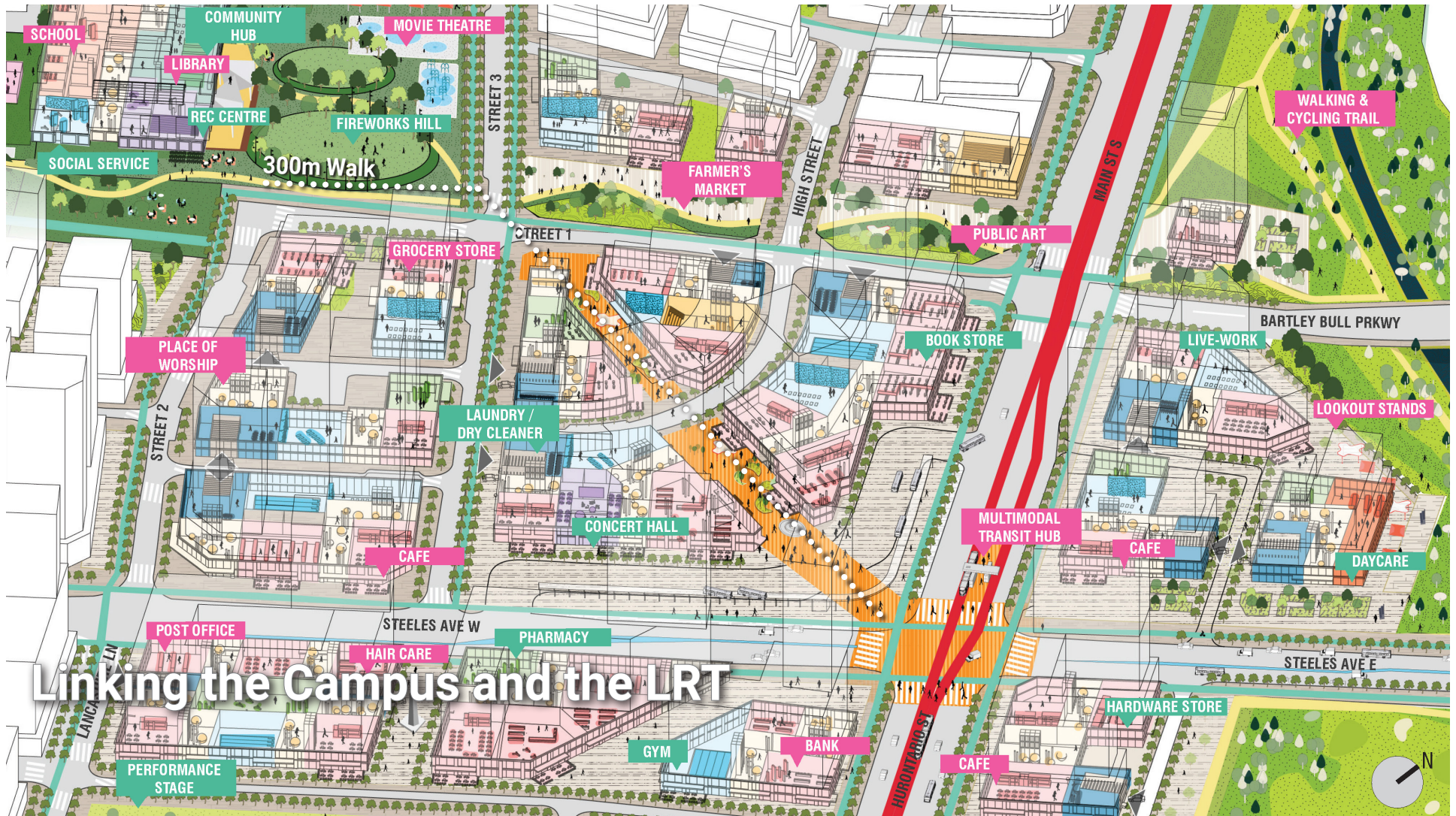
Design Strategies

Extend the dynamic of indoor uses to outdoor by activating POP spaces to correspond with Ground Floor activity:

- Disperse a variety of active at-grade uses within the walkable neighbourhood;
- Ensure new development provides spaces for small, locally owned businesses; and
- Use Pedestrian priority connection areas to extend the character of indoor activities.

These are areas designed for people to walk-to and cycle-to destinations with a necklace of active spaces.

These developments offer expandable and flexible uses. They offer safe refuge for families and seniors.



Linking the Campus and the LRT

Design Strategies

Provide unobstructed programmable pedestrian promenade between bus terminal and community hub campus.

Design to accommodate the anticipated 100,000 people working-living-learning in the area.

Create dynamic, safe, 4 min walk between the campus and corner in a vibrant environment.



Design Strategies

Design the place to work at all hours to provide a 24-7 safe neighbourhood.

Create branding strategies that encourage year round usage through lights, street furniture, park facilities, etc.

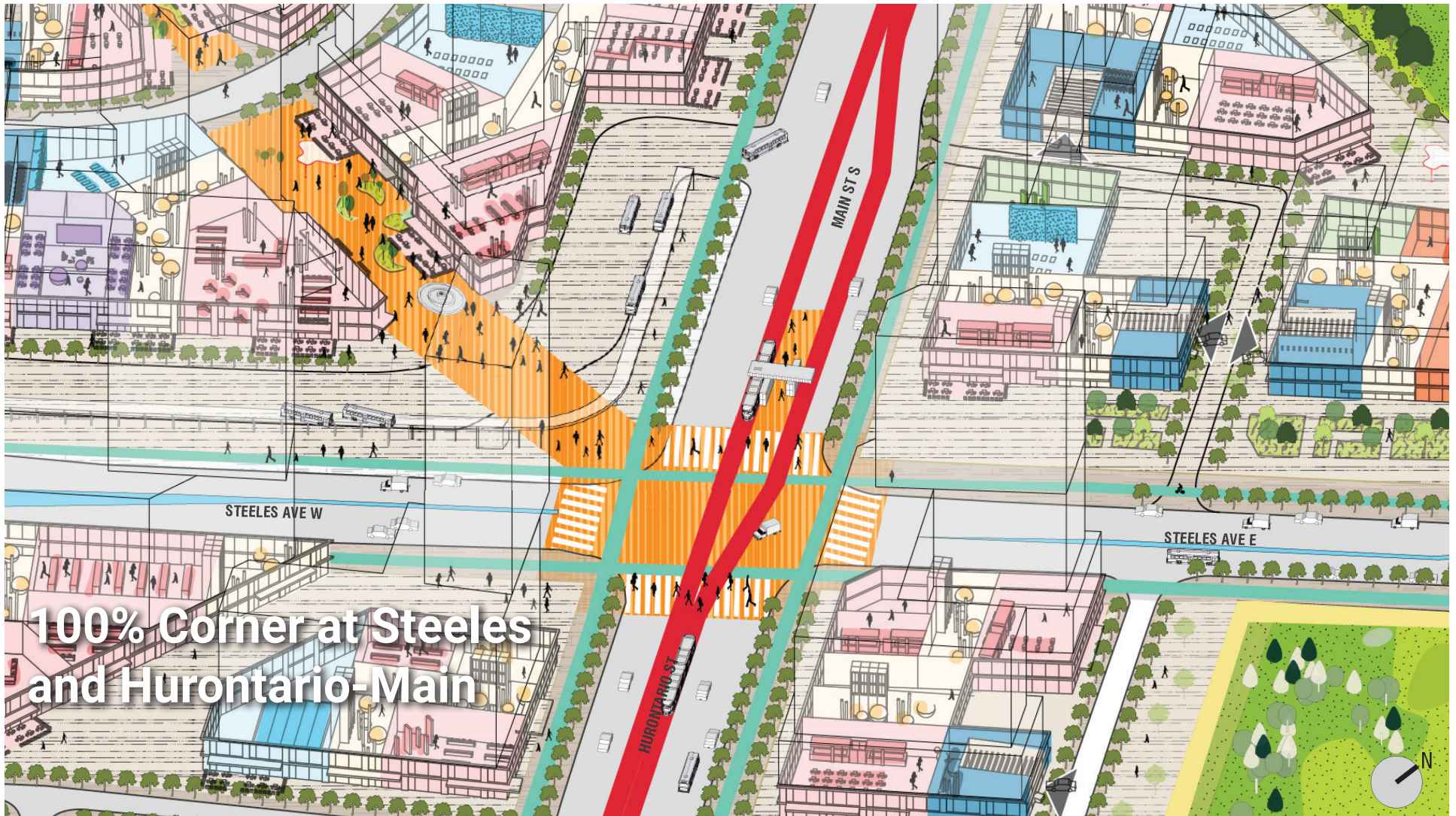


A Place that works for all seasons

Design Strategies

Design as a place to work for all seasons including winter:

- Design our communities for winter safety and comfort;
- Improve winter transportation for pedestrians, cyclists and public transit users,
- Ensure design and operation provide age-friendly environment during winter months and in all weather conditions;
- Create branding strategies that encourage year round usage through lights, street furniture, and park facilities;
- Provide opportunities for winter outdoor activity and develop a four-seasons patio culture; and
- Become a leader in innovating winter-related activation and all-age friendly urban winter living.



100% Corner at Steeles and Hurontario-Main

Design Strategies

Human-centred design to prioritize pedestrian safety and comfort from door-to-door:

- Reduce crossing distance to improve pedestrian safety and enable safe year-round, day-and-night walking and crossing for people of all ages and abilities;
- Create a safe and vibrant connection for pedestrian and cyclists to and from the Transportation Hub;
- Prioritize pedestrian movement and accessibility;
- Explore opportunities to incorporate pedestrian friendly devices including lead pedestrian intervals, refuge islands and medians, safe turning movements, and year-round legible pavement markings, etc.

How can we leverage reduction of auto-dependency to enable 20-min walkable neighbourhoods?

Human-centred roads. Safety will only improve when every road or street project takes a human-centred design approach. The danger of only requiring projects to meet safety compliance criteria, is that the focus on wider social/safety outcomes often diminishes over time. **ARUP** Perspective



Council endorsed "Brampton 2040 Vision" (2018)



"We can make change if we put our mind into it. Humanizing Hurontario is both the street and the built environment coming together."

Daniel Haufschild
Principal, Arup

Challenge:

The Peel Region adopted Vision Zero targets to reduce collision by 10%. Collisions at Hurontario-Steeles have increased by 40% over 2 years (2016 - 2018).

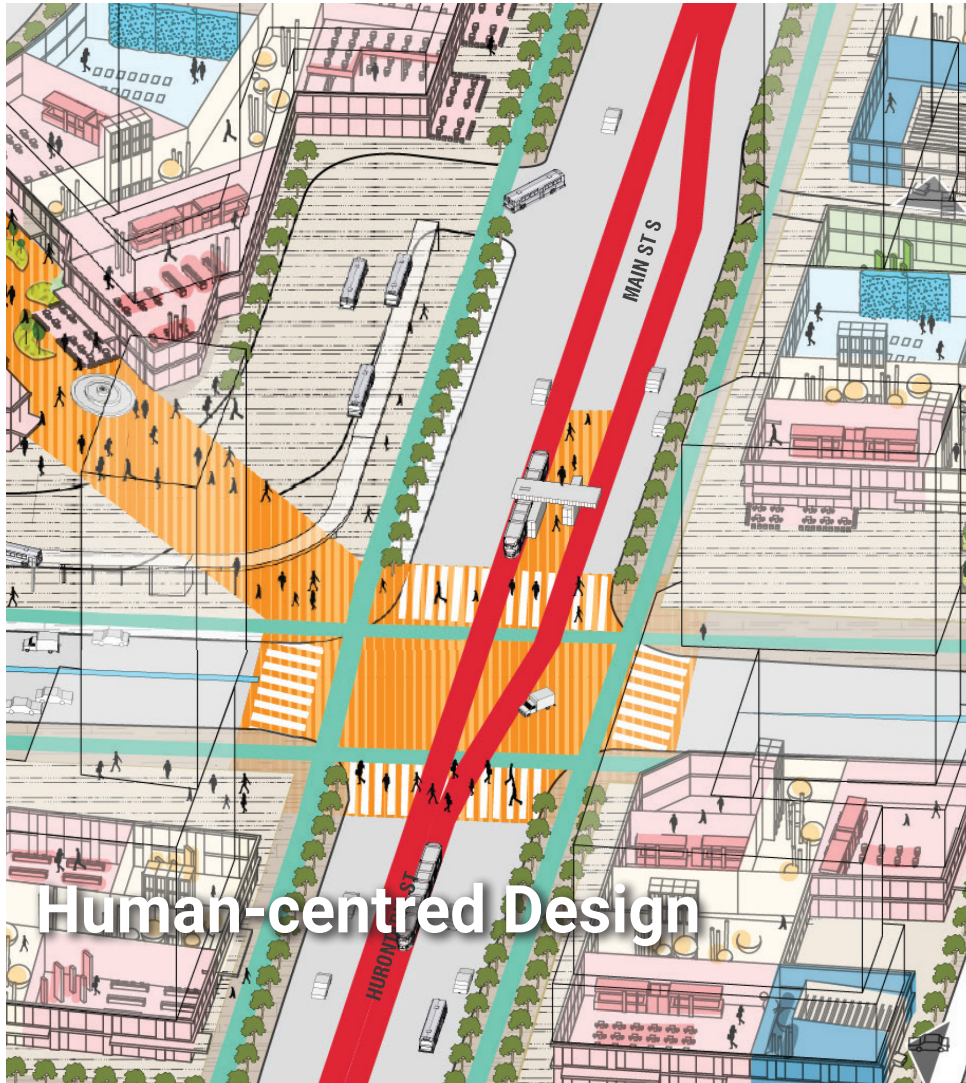
Peel Region



40%
increase of
collision rate
(2016-2018)

Source: Peel Region

100,000
people will live
and work at
Uptown TOC



How can we leverage vertical living and other housing choice to create places for families, students & seniors?

Everyone is doing everything, everywhere. The traditional uses of space are blurring. People are working, eating, socializing, exercising, having fun, taking classes, and shopping everywhere. **Gensler Research Institute**



41%
of jobs will be in
local walkable
neighbourhoods

Source: Hemson, 2020

- Retail, Accommodation & Food
- Education, Health & Social Assistance
- Information Technology, Finance, Real Estate Professional, Technical, Management & Administration Sectors

Vertically integrated, yet tied to the street. Create walkable environments that offer activities as social hub; shared living spaces for study, cook, collaboration, and recharging; ground-level courtyards and rooftop amenities; and double-height “living rooms” with outdoor decks. **Gensler Research Institute**



76%
of growth are young
families, immigrants
& students.

Source: Hemson, 2020

Improving access to transportation and avoiding crowded housing can strengthen a community's social vulnerability.


HR&A Advisors

Create equitable mixed-income housing that improves quality of life can forge a better economic future. **Gensler Research Institute**

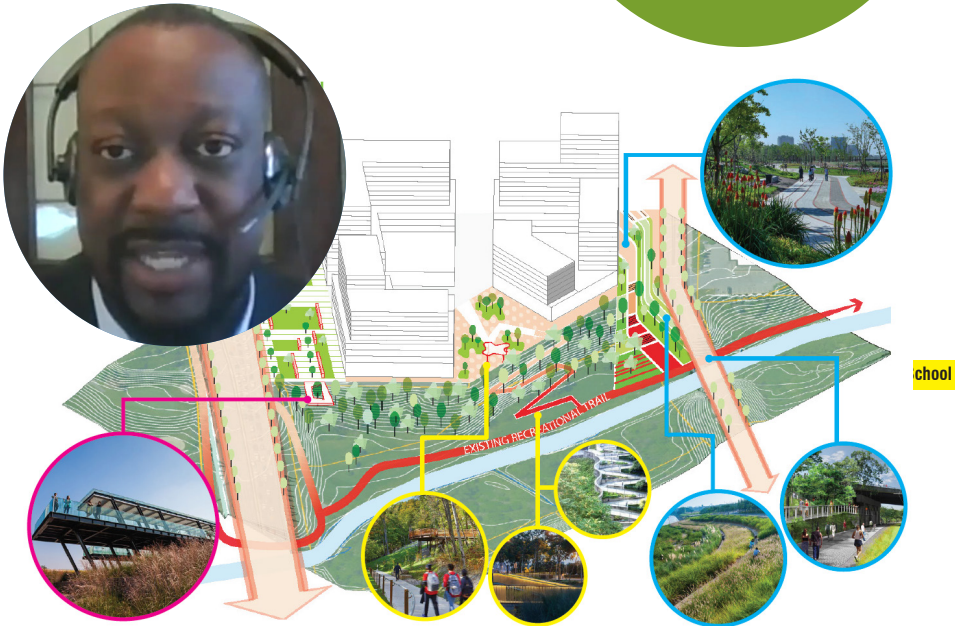


"It is encouraging for me to see that you are taking equity and inclusion very seriously. This make me feel welcomed, as a visitor coming to the City, to this 20min neighbourhood."

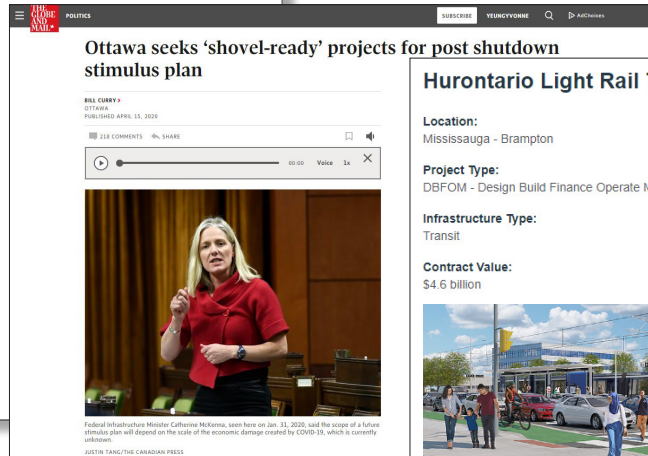
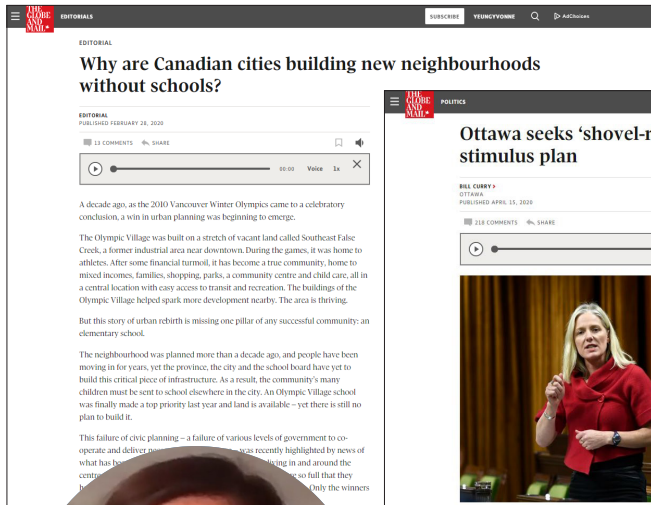
Andre Brumfield Principal, Gensler



40%
of population in
Uptown are seniors,
children, or youth



How can we expedite infrastructure to support recovery?



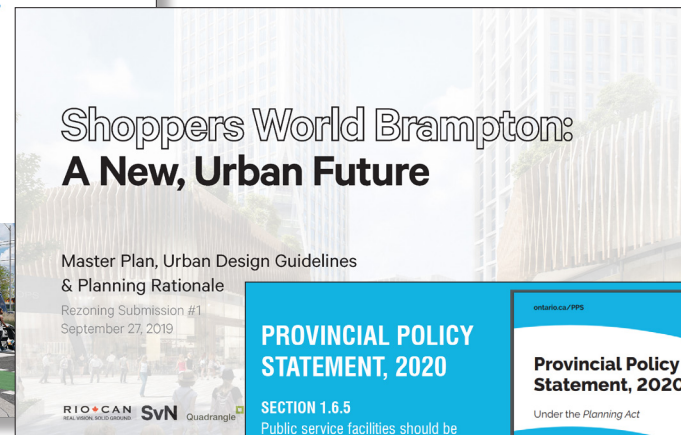
Hurontario Light Rail Transit

Location:
Mississauga - Brampton

Project Type:
DBFOM - Design Build Finance Operate Maintain

Infrastructure Type:
Transit

Contract Value:
\$4.6 billion

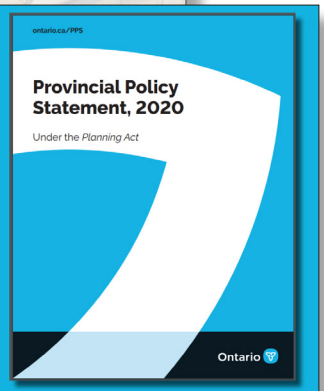


PROVINCIAL POLICY STATEMENT, 2020

SECTION 1.6.5
Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The Provincial Policy Statement sets the rules for land use planning in Ontario. It covers policies about managing growth, using and managing natural resources, protecting the environment, and public health and safety.

Government of Ontario



“Community oriented feature that increases value for subsequent development, will distinguish Brampton from other communities across the world. This can enhance Brampton’s brand as place to do businesses, as a place to live, given the forward thinking vision.”

Kate Collignon Partner, HR&A

How can we create a Community Hub to serve the needs of the full life cycle?



Trustee Kathy MacDonald
Peel District School Board

"I am very committed to the Community Hub concept. I believe strong city need strong families and strong communities. Strong communities rely on strong educated youth. We need to ensure we inspire success, confidence, and hope in all students. This is a win-win for all."



How do we ensure the facility is available for the 1st generation of residents?



“This innovative urban hub is a promising start, consistent with the 2040 Vision. We are committed to create a more connected and vibrant city.” **Mayor Patrick Brown, City of Brampton**



Source: Diamond Schmitt Architects

Making facilities available for the 1st generation of residents:

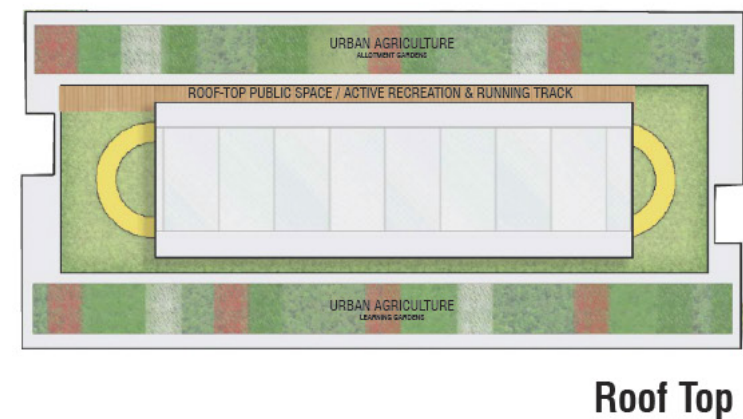
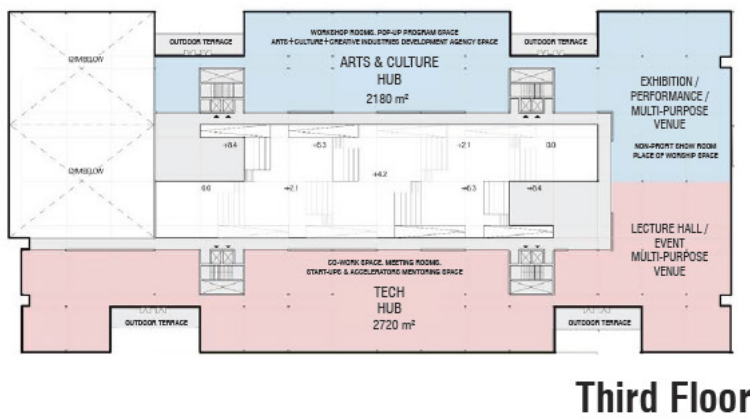
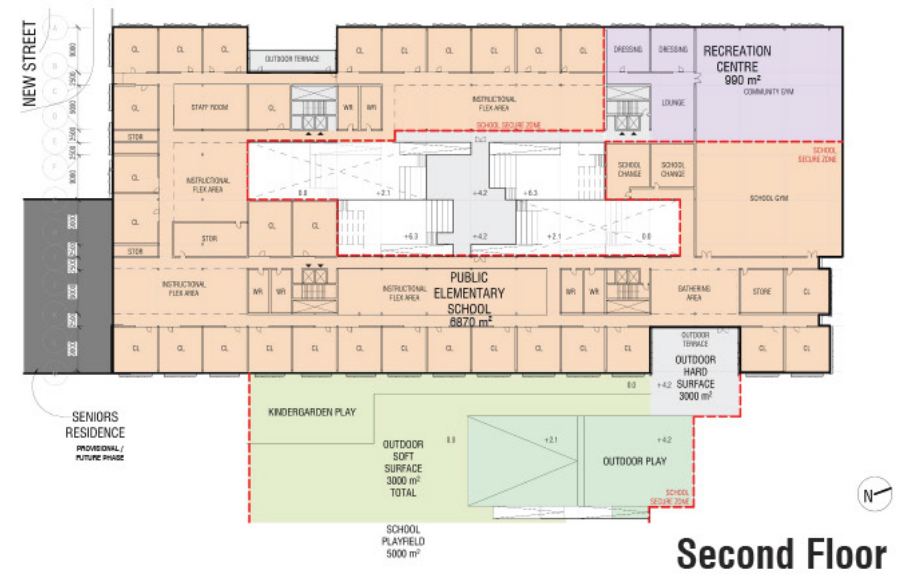
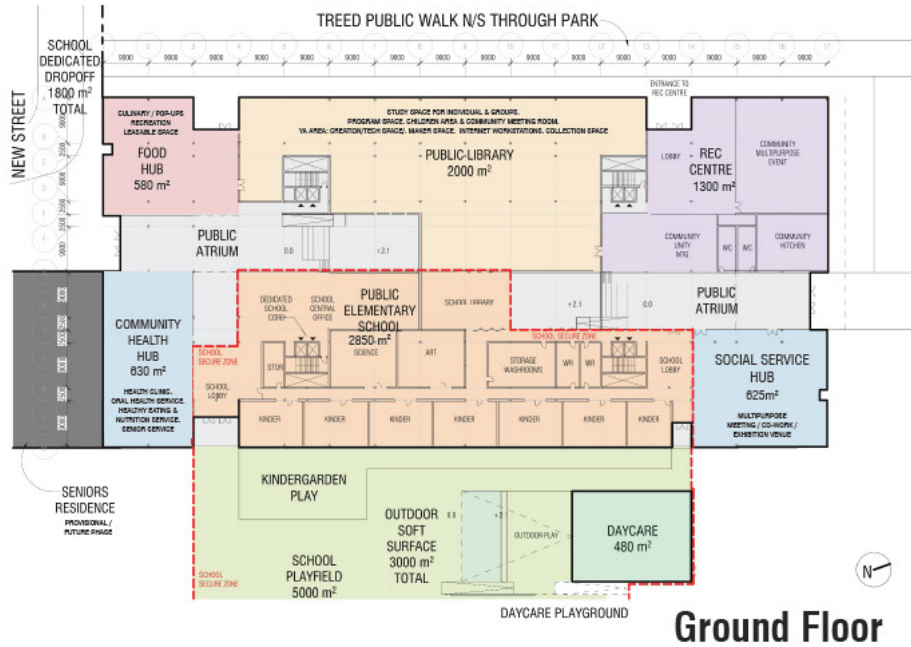
Adaptable, expandable outdoor/indoor facilities

Enable sharing and integration of services

A “Common Ground” for education, social, health, cultural, environmental, & business needs

How do we arrange the shared facilities to optimize synergies?

**diamond
schmitt**



What are the key challenges in realizing the full potential of Uptown?

- **Orchestrating change with multiple actors and private sector ownership**
- **Timing and capital and operational investments**
- **Roles of various actors**
- **Overcoming silos**
- **Thinking outside of contract lines**

“This initiative in so many ways reflects the global mission for the ULI. We seek to convene conversation to better achieve outcome to benefit public and community good.”



Emma West
Chair, ULI Toronto

How to change culture from “Transit-served Mixed-Use Community” to “Transit-oriented 20min Walkable Complete Community”?

How to amplify synergies of 13 million sq. ft of private high-density mixed-use re-developments underway?

How to enable affordability, improve area innovation and competitiveness, unlock untapped assets and ensure safety for 100,000 people working and living within 20-min walking distance from Hurontario-Steeles LRT?



Steve Bodrug
Senior Manager of Parks



Nada Almasri
Urban Designer



Sarah Powell
Health Planning Facilitator



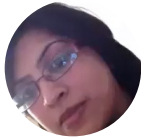
Cheryl Case
Urban Design Coordinator



Madhu Debnath
Urban Designer



Sally Nicholson
Urban Design Intern



Bindu Shah
Policy Planner



Melinda Yogendran
Assistant Policy Planner



Devin Ramphel
Sector Manager of
Innovation & Technology



Mirella Palemo
Senior Policy Planner

WHAT WE HEARD

“Aligning the timing of public and private investments.”

“How to get local businesses in the new community at the right time.”

“Investments from all levels of government.”

“What can the City do to help out, proforma analysis at early stage.”

“Thinking ahead and have flexible planning policy.”

“Addressing the width of the road.”

“Road character study has reached the end of life and need a re-study.”

“Revisit road character design for Regional road.”

“modular housing for mid-rise”

“mixed income housing”

“amending building code for more innovation in typology”

“area specific development charges”

“development charges can be reinvested in the area”

“early engagement with community groups for activation”

“creating distinct placemaking for neighbourhood identity”

“flexible processes for post pandemic city”

“engage people, what do they want, make it a welcoming area”

“having community engagement early and often”

“community involvement co-design with community”

“leverage current climate of collaboration among different levels of government”

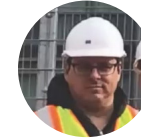
“think long term, and adapt to it now”



Jeff Humble
Manager of Land Use



Natasha D'Souza Rea
Land Use Planner



David Vanderberg
Manager of Dev. Services



Kelly Henderson
Development Service Planner



Daniella Balasal
Senior Policy Planner



Ken Chew
Assistant Urban Designer



Dan Watchorn
Development Planner



Andy Huang
Urban Designer



Shawn Bubel
Senior Advisor for
Strategic Communications



Andria Oliveira
Project Manager,
Transportation Planning

From Vision to Implementation: Goals and Objectives

GOAL 1: Strategic collaborative alignment

of government, government agencies, and non-government organization timelines, plans, and investments.

- Maintain ongoing dialogue between the City, Region, Province, School Boards, and partners through working groups that meet regularly.
- Concurrently update and consolidate standards and program management protocols, common terms of reference and background material for studies, etc. to ensure alignment amongst partners.
- Locally reinvest development charges and funds accrued through growth in Uptown to support the construction of necessary community infrastructure.
- Host community workshops and knowledge exchange opportunities between residents and those involved in city-building.

GOAL 2: Develop Uptown into connected **vibrant and walkable neighbourhoods** that attract and retain the best in local and international talent

- Support active lifestyles and a thriving culture by including a diversity of uses connected by robust pedestrian, cycling, and multi-modal networks.
- Applying zoning and land use standards that encourage and support new family friendly units, a new mix of missing-middle, mid-rise, and high-rise construction.
- Implement placemaking strategies, to develop a sense of identity for place and signature locations throughout Uptown. Integrate nature throughout Uptown through the planting of trees and connections to parks and the creek systems.
- Apply Vision Zero and the Brampton Complete Streets Guide to ensure safe travel experiences for pedestrians, cyclists, and vulnerable road users.
- Produce the Uptown Core Precinct to be a centre where 100,000 work, live, learn and play

GOAL 3: Ensure Brampton grows with **inclusive economic development** that supports the resilience of lower income and marginalized residents

- Identify and dedicate financial resources to ensure the Uptown Core Urban Community Hub is funded and delivered within 4 to 7-year – in line with the projected timeline of the need for the hub.
- Support job training in the trades, urban farming, and tech in the design and delivery of new urban spaces and development and spaces.
- Partner with community organization that specialize in the economic development of lower-income and marginalized community members.
- Support the creation and protection of affordable housing accessible to lower and moderate-income residents and families. Ensure a diverse business and retail landscape that includes smaller independent businesses as well as the larger.

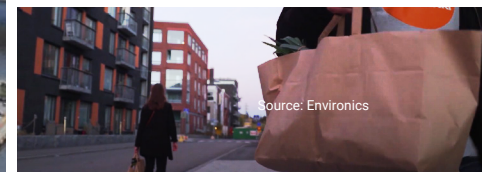
City of Helsinki has inspired us...

Its emerging Kalasatama district is an “25 hour city” because it gives residents back an hour they would have spent commuting.

“Helsinki has also experienced with the similar challenge of growth. Our strategy is to expand the urban core, and densify the urban centre to be more full of life.”



Anni Sinnemäki
Deputy Mayor of
Urban Environment
City of Helsinki



How can we use “meanwhile placemaking” to create a sense of community from the outset ?



“Living City - we try to have everyone from Helsinki to visit Kalasatama as it get redeveloped. Cultural activity is a great way to get positive community impact.”

Tuomas Hakala
Head of Detail Design, City of Helsinki

Oct 2, 2020: ULI Transit-Oriented Communities: Uptown Hurontario-Steeles Virtual Walkshop

On October 2nd, the City of Brampton, in partnership with Urban Land Institute Toronto (ULI), University of Toronto's (U of T) School of Cities, and the City of Helsinki, hosted a virtual walkshop event, bringing public, private, non-profit, and community leaders together.

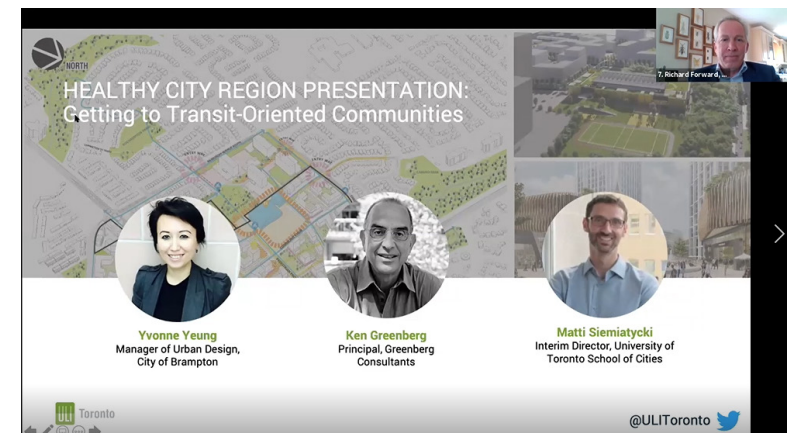
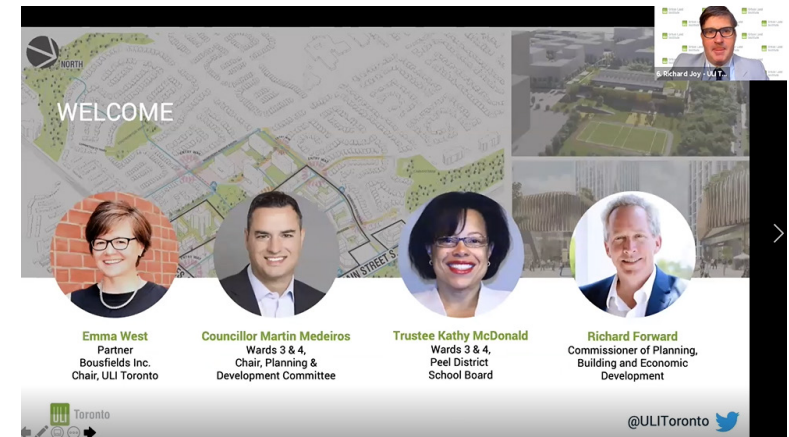
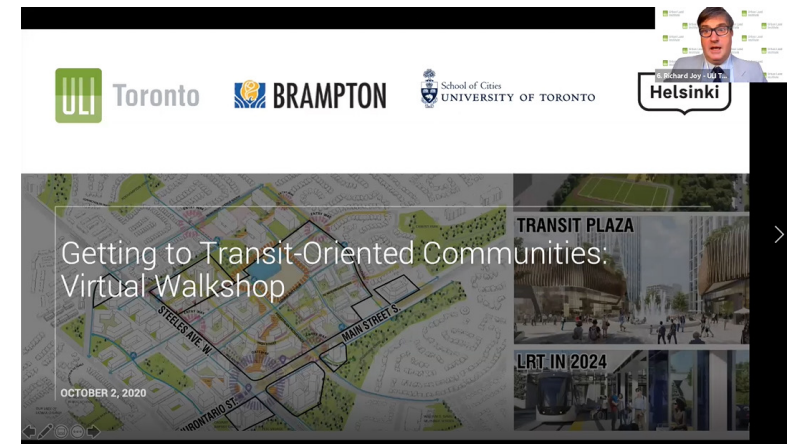
Over 200 participants from various disciplines including all three levels of government, executives from Finland, The Netherlands and Sweden took part. Also, in attendance were representatives of seven major developers, private sector executives from within the Greater Toronto Area, community leaders and world-renown practitioners in the field of design, mobility and economics from Toronto, Chicago, and New York.

These high-profile thinkers took part in the unprecedented Walkshop to explore the potential and vision for turning Brampton's Uptown into a transit-oriented community (TOC).

The Uptown Shoppers World redevelopment is one example of a ground-breaking project that is working to improve social connection and the health and well-being of our urban communities. This redevelopment is located at the intersection of Hurontario and Steeles – a 5-minute walk from the Light Rail Transit (LRT) station that will be arriving in 2024. Within this emerging neighbourhood, development partners plan to construct the Shoppers World Urban Community Hub. This Hub is planned to serve as an anchor for social connection, health, and innovation. The reimagination of Shoppers World into a transit-oriented community will enable Brampton residents to experience increased social and physical connection, urban design that supports active lifestyles and reduced pollution, and vital economic growth and job creation.

In his opening remarks, Regional Councillor **Martin Medeiros** pointed out that *"Brampton is the fastest growing City in Ontario. We are growing at three times the Provincial average. We are working hard at City Hall to build champions across all levels of government and sectors to support smart growth and to advance collaboration and innovation partnerships."*

Following the remarks, the main program of the Virtual "Walkshop" started with a couple of videos created by local youth and the Brampton Urban Design team, which provided an on-the-ground impression of "Uptown Today" and a vision of



“My Uptown TOC” in the coming years. Speakers on the Healthy City Region Panel – Yvonne Yeung, Ken Greenberg, and Matti Siemiatycki – discussed directing this projected population growth towards urban neighbourhoods – specifically towards Uptown’s planned 20-minute walkable, complete neighbourhoods. As Brampton’s Urban Design Manager **Yvonne Yeung** said, “we need to leverage reduction of auto-dependency to enable 20-minute walkable neighbourhoods,” and “arrange the built form in a way that will provide for meaningful family-oriented environments.”

Author and prominent Urban Designer **Ken Greenberg** presented a strategic focus on benefiting both the existing community and new development through an integrated design framework that provides a holistic view. “As we are doing, we make the existing community work better in terms of walking, cycling, community amenities, things like the corner store. Shoppers World is not an exemption but is pointing a different way of doing development.”

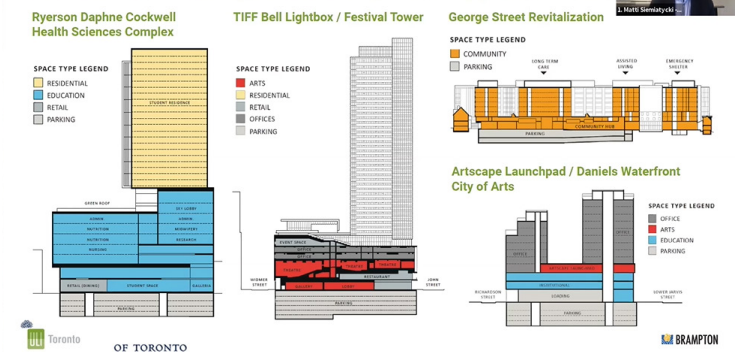
With the complexity of this redevelopment and the wide range of stakeholders, clear communication about the benefits of TOCs is a key to success. A professional panel membered by experts in design, mobility and economics from Toronto, Chicago and New York further discussed challenges and unique opportunities for the TOC. **Andre Brumfield**, Principal of Gensler, commented on the need of providing a welcoming place at the outset, “it is encouraging for me to see that you are taking equity and inclusion very seriously. This makes me feel welcomed, as a visitor coming to the City, to this 20-min neighbourhood.” Andre further shared his view on creating equitable mixed-income housing which can improve quality of life that can forge a better economic future.

Kate Collignon, Partner of HR&A, highlighted the opportunity that “community-oriented feature that increases value for subsequent development will distinguish Brampton from other communities across the world. This can enhance Brampton’s brand as a place to do businesses, as a place to live, given the forward-thinking vision.”

In respect to mobility, **Daniel Haufschild**, Principal of Arup, highlighted the need of creating human-centred roads and established shared values at the outset, “we can make the change if we put our mind into it. Humanizing Hurontario is both the street and the built environment coming together.” The panellists further



How can we leverage co-development opportunities?



discussed challenges related to the TOC vision that need to be addressed, which include growth management to ensure affordable and equitable development, alignment of the vision across stakeholders, and determining the phasing and implementation of the vision.

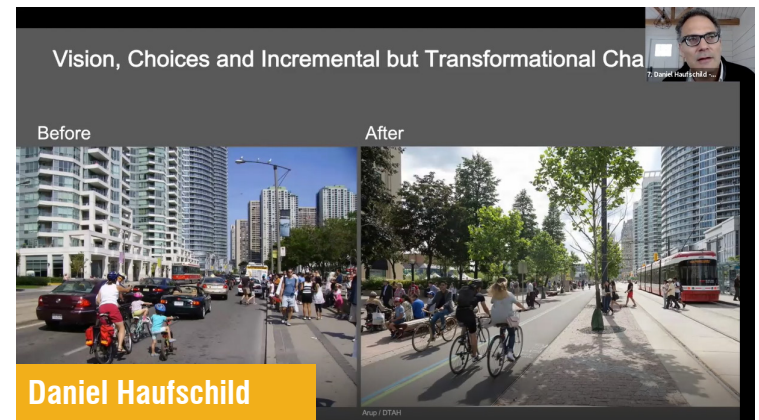
Annie Sinnemäk, Jani Mollis, and Tuomas Hakala from the City of Helsinki then presented Kalasamata – a transit-oriented community – highlighting new solutions for housing and living, the importance of investing in cultural assets, and the complexity of managing a project of this size and with many stakeholders.

Annie Sinnemäk, the Deputy Mayor of Urban Environment for the City of Helsinki, shared that similar to Brampton, *“Helsinki has also experienced a similar challenge of growth,”* and went on to explain that their strategy for dealing with this growth has been *“to expand the urban core, and densify the urban center to be more full of life.”*

Tuomas Hakala, Head of Detailed Planning, shared Helsinki’s implementation approach to Transit-Oriented Communities where having schools and daycare within walking distance is a must within the community. To attract new residents and businesses to the new TOCs, Helsinki uses a “Living City” strategy, which is *“trying to have everyone from Helsinki to visit Kalasatama as it gets redeveloped. Cultural activity is a great way to get a positive community impact.”*

Kathy MacDonald, Trustee for the Peel District School Board, then shared her support for the vision. *“I am very committed to the Community Hub concept. I believe a strong city needs strong families and strong communities. Strong community rely on strong, educated youth. We need to ensure we inspire success, confidence, and hope in all students. This is a win-win for all.”*

Following presentations and remarks from the City of Helsinki panelists, participants took part in breakout discussions and explored the challenges and corresponding solutions involved in implementing Brampton’s TOC vision. These fruitful discussions revealed valuable insights that will aid Brampton in implementing its vision of Uptown as a TOC. **Discussion groups** flagged the need to address issues of social equity and affordability, along with how the project would benefit from community involvement, development charges that can be



reinvested in the area, and aligning the timing of public and private investments. The group further discussed the need for investments from all levels of government and revisiting road character design for Regional Road as human-centred. In addition, municipal standards and the administrative process were identified as areas that could be updated to make development more efficient, more pedestrian focus, more welcoming and more viable for businesses. The group identified, *"The Region Road character study has reached the end of life and need a re-study. Commitment to provide infrastructure at the right time. Think long term and adapt to it now."*

Regional Councillor **Paul Vicente** further shared his support for the vision of the 20-min walkable neighbourhood. *"Urban Sprawl costs cities. The direct costs of urban sprawl can easily be quantified in dollars and cents by looking at services like waste, roads, and utilities. The human costs of pollution, dependence on cars and most importantly the time lost on travelling. That would be time much better spent with our families and loved ones."*

"We are at the cusp of a new way of building cities that is based on collaborative city-building. Making this a first best option to meeting public health, climate change, and social equity goals," noted Interim Director of the University of Toronto's School of Cities **Matti Siemiatycki**.

Among Brampton's greatest strengths is its commitment to collaboration and innovation, and as **Richard Forward**, Brampton's Commissioner of Planning, Buildings, and Economic Development added, *"our urban design team is at the forefront of developing tools for collaboration. Through this collaboration, we are able to understand the holistic, diversity challenges at various scales. It is the collaborative spirit that enables the innovation required to plan, build and develop healthy homes and neighbourhoods."*

The morning concluded with **Bob Bjerke**, Director of Policy Planning, thanking all participants with remarks, *"we hope, that with your bright minds, and the collaborative spirit put into action, we can find and implement the innovations needed to quicken the delivery and improve the quality of these services and infrastructure. To build them in right as the new and existing residents need them."*



Oct 2, 2020: ULI Transit-Oriented Communities: Uptown Hurontario-Steeles Virtual Walkshop

Unlocking Transit-Oriented Communities (TOC): How to Capture the Value of a “26-hour City”?

The Greater Golden Horseshoe (GGH) is the fastest growing Global City Region in North America, with two thirds of the growth anticipated outside of the Toronto core, connected by rapid transit investments and lands owned by the province. TOC is the leading direction to expand healthy, convenient, high-quality live-work-play along subways networks, Light Rail Transit (LRT) and across existing GO networks. The effective and efficient delivery of such TOC requires a new way of problem-solving that aligns stakeholders to a shared perspective that enables concurrent decision making and effective cross-sector collaborations to unlock the value of untapped land, social and workforce assets. The Urban Land Institute (ULI) Toronto, in collaboration with the City of Brampton, City of Helsinki, Greenberg Consultants and University of Toronto School of Cities will bring this subject to life through exploring the invisible hands that shape the 100,000 people and jobs expected at Uptown Brampton Hurontario-Steeles. With the LRT coming in 2024, this area is experiencing substantial transformation into high-density, mixed-use, family-oriented, healthy and walkable transit-oriented community, taking shape through the combined interests of Provincial, Regional, Municipal, Private Sector and Community interests.

Recommendations from the walkshop were presented at a virtual townhall webinar on the evening of Thursday, October 8, 2020.

Speakers

Yvonne Yeung, Manager of Urban Design, City of Brampton
Ken Greenberg, Principal, Greenberg Consultants
Matti Siemiatycki, Interim Director, University of Toronto School of Cities
Jani Moliis, Head of International Affairs, City of Helsinki
Tuomas Hakala, Head of Detail Design, City of Helsinki
Anni Sinnemäki, Deputy Mayor of Urban Environment, City of Helsinki
Andre Brumfield, Cities & Urban Design Leader, Design Director, Principal, Gensler
Daniel Haufschild, Principal, Arup
Kate Collignon, Partner, HR&A

Opening and Closing Remarks

Mayor Patrick Brown, City of Brampton
Emma West, Chair, ULI Toronto
Kathy MacDonald, Trustee, Peel District School Board
Regional Councillor Martin Medeiros, Wards 3 & 4; Chair, Planning & Development Comm.
Regional Councillor Paul Vicente, Vice-chair, Economic Development Comm.
Richard Forward, Commissioner of Planning, Building and Economic Development
Bob Bjerke, Director of Policy Planning, City of Brampton

Agenda

9:00am-9:20am: Welcome and Opening Remarks
9:20am-10:00am: Healthy City Region Panel: Getting to Transit-Oriented Communities
10:00am-11:00am: Emerging Trends and Industry Foresights
11:00am-12:00pm: TOC in Helsinki, The Most Functional City in the World
12:00pm-12:50pm: Deliver TOC by 2024 Report Back
12:50pm-1:00pm: Closing Remarks

 **ULI Toronto**

Share   



This event is by invitation only.

Getting to Transit-Oriented Communities Initiative
Transit-Oriented Communities: Uptown Hurontario-Steeles
Virtual Walkshop

Friday, October 2, 2020 | 9:00am – 1:00pm EDT

10 Breakout Groups comprised of representatives from the Canadian Federal, Provincial, Regional and Municipal Governments, all seven local developers and other private sector executives within the Greater Toronto Area, community leaders and thinkers from the University of Toronto, ULI and world-renown practitioners in the field of design, mobility and economics from Toronto, Chicago and New York.

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6	GROUP 7	GROUP 8	GROUP 9	GROUP 10
Adaoma Patterson	Bob Bjerke	Adnan AbouAlway	Albert Moreno	Alidad Mafinezam,	Andre Brumfield	Blaiame Lucas	Aiden Sweeny	Adrianna Spinoso	Devin Rampfel
Andrew Charles	Brennan Carroll	Amanda Tapp	Amanda Leard	Andria Oliveira	Craig Ruttan	Catherine Truong	Anne Golden	Allan Parsons	Evan Beck
Heidi Calder	Chris Van De Water	Amit Gupta	Andrew Macklin	Anna Madeira	David Stowe	Cheryll Case	Barnes Brett	Andrew McNeill	Fabio Crespin
Jeff Humble	Colin Chung	Bernadette Sniatenchuk	Andy Huang	Bruce McCall-Richmond	Herbert Sinnock	Clare Barnett	David Di Iorio	Bindu Shah	Jan Adegeest
Joe Svec	Dave Kapil	Beth Giltner	Anna-Maria Kaneff	Derek Goring	Jason Tamming	Daniel Haufschild	Grace Hiltz	Carlos Salazar	Jon Meyers
Maggie Wang	David Vanderberg	Daniella Balasal	Chris Lafleur	Jani Moliis	John Simone	Eric Miller	Kelly Stahl	Cecilia Pye	Kanwal Aftab
Mark Pajot	Denise McClure	Emily Irvine	Christopher Heike	John Kanellopoulos	John Yeh	Eric Pulnicki	Kevin Freeman	Christina Beja	Ken Greenberg
Matti Siemiatycki	Doug Rieger	Harim Labuschagne	Dan Watchom	Judy Farvolden	Kelly Graham	Harinder Malhi	Madhu Debnath	Danica Quinn	Luckshanan Balakrishnan
Natasha Rea	Hashim Hamdani	Hazelmae Valenzuela	Emma West	Liliana Da Silva	Laura Lukasik	Heather Watt	Mark Emery	Daryl Vanmoorsel	Michael Bennington
Philip Franze	Joey Falvo	Ken Chew	Iwona Fransden	Malik Majeed	Manni Chauhan	Henrik Zbogor	Martin Bohl	Dermot Sweeny	Michael Gagnon
Pitsa Davey	Kelly Henderson	Kristina Kaneff	Kate Collignon	Marjan Lahuis	Nada Almasri	Jonathan English	Michael Bissett	Heather Tremain	Mirella Palermo
Rachael MacCleery	Matt Norris	Lawrence Kuk	Katy Schofield	Mathieu Goetzke	Quentin Hanchard	Kiran Marok	Michael Georgie	Jonas Tornblom	Miriam Gurza
Robert Wright	Matthew Suriano	Lina Al-Dajani	Marie Worobec	Matthew Aymar	Rajat Gulati	Lars Henriksson	Neil Jain	Keegan Muldoon	Parvathi Nampoothiri
Sarah Mitchell	Michael Collents	Marca Arsenault	Michelle Lui	Paul Angelone	Ranelyn Harder	Nicole Hanson	Paul Hess	Melinda Yogendran	Nelson Cadete
Stewart Chisholm	Nash Damer	Nicholas Brandon	Michelle McCollum	Peter Paravaio	Richard Joy	Patrick Tumer	Peter Smith	Michael Hoy	Peter Miasek
Stuart Craig	Patrick Ameal	Patrick Miller	Michelle Piotrowski	Roman Kucyznski	Robyn Brown	Randy Gladman	Rick Jones	Minhas	Rowan Mills
Tuomas Hakala	Phil Litowitz	Roger Dacunha	Paul Wirch	Scott McIntyre	Shonda Wang	Richard Forward	Sally Nicholson	Raymond Lee	Sameer Akhtar
Vivian Kwok	Richard Sommer	Sach Jain	Sarah Chan	Shawn Bubel	Steve Bodrug	Sarah Powell	Sandra Patano	Steven Dickson	Shalini da Cunha
Yi Hong	Tim Cane	Sam DeCaria		Todd Latham		Sylvia Roberts	Sonia Dhir	Thais Osso	Victoria Mountain
Vlad Stritesky	Werner Kuemmling	Tom Kanellopoulos		Yvonne Yeung					Waliullah Memon
	Gurpreet Malhotra	Yvonne Osei							
		Mathew Da Silva							

Oct 8, 2020: ULI Transit-Oriented Communities: Uptown Hurontario-Steeles Virtual Townhall

On October 8th, the City of Brampton, in partnership with ULI Toronto, U of T's School of Cities, and the City of Helsinki, hosted a virtual town hall event, bringing public, private, and non-profit leaders together. Over 500 people registered to attend this unprecedented event where speakers from various levels of government and local leadership, as well as business leaders from the City of Brampton shared visions for how Uptown Brampton can be transformed into a transit-oriented community (TOC) to meet the growth targets set out by province and the Brampton 2040 Vision.

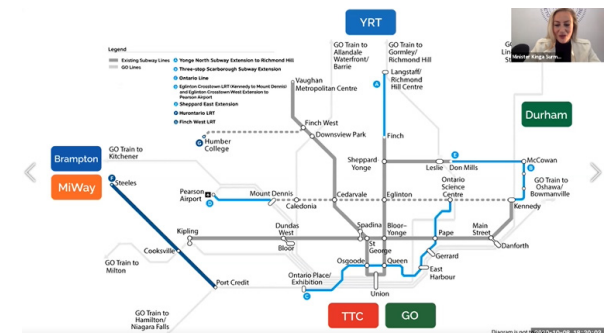
Mayor Patrick Brown kicked off the town hall's opening remarks, noting Brampton is *"a forward-thinking city, we champion smart planning for vibrant, healthy, complete community. It is a future of people connected by modern transit, arts, culture, green spaces with a centre at its heart. The innovative urban hub is off to an amazing start. Many of the information pieces are already in play, including the LRT coming in 2024, and other supporting public investments and infrastructure currently underway."*

Honourable Kinga Surma, Associate Minister of Transportation, Ontario Ministry of Transportation, shared that she is *"proud to be leading the transit-oriented communities program,"* as *"we have a responsibility to not just build transit, but to build dynamic, complete mixed-use communities around stations. Partnerships with local municipalities and private sectors will help us to deliver on these goals. Ideas exchange tonight will be invaluable as we planned for Ontario's future."*

Emma West, Chair of ULI Toronto, shared that the event *"reflects the best of the global mission. Provide leadership to seek to elevate conversations. Push vision to achieve a better outcome to maximize public and community good."* This also reflects the leadership to *"realize the bold Brampton 2040 Vision, which stands out as progressive urbanism in the Toronto Region, also noteworthy as an emerging North America best practices. How modern transit-oriented communities can strengthen community and local economy."*

Eduardo Moreno, Director of City Prosperity Index from UN-Habitat shared his support for the vision and the need to *"understand the system of city to better respond to the pandemic,"* the opportunity to *"redesign city to improve accessibility, to act quickly, and to recreate the use of data as a form of the public good, based of City Prosperity Index."*

Sonia Sidhu, Member of Parliament for Brampton South, also shared her support for



the vision. Sidhu noted how the transformation would further position the City as a great place to live, work and enjoy, as *“Brampton will become an innovative hub through healthy, walkable, transit-oriented communities. Reducing commute, cutting air pollution, and strengthening communities. Co-located facilities in Urban Community Hub will improve our quality of life, further positioning our City as the best place to live and work.”*

Regional Councillor **Paul Vicente** then spoke to the value of public transit in reducing pollution and reducing the amount of time spent in traffic, saying *“gaining the time back is what 20-minute walkable neighbourhoods and 26-hour cities are all about. Complete communities are not complete without a vibrant economic component. The proposed concept for developing Uptown includes much of what we need to see. Having the community plan for and map out ahead of time to understand the landscape for pedestrian mobility is crucial to help businesses to have the confidence to put investments in any neighbourhood.”*

Similarly, Regional Councillor **Martin Medeiros** spoke from his experience of growing up and currently living in the Uptown Core area. *“I think of my parents, who soon won’t be able to drive,”* he states as he identifies that the walkability of the Uptown Core will enable healthier living for a wide range of residents with varying mobilities and will enhance residents’ quality of life.

Following the opening remarks, Yvonne Yeung, Ken Greenberg, and Matti Siemiatycki presented more information about the growth model, detailed strategies for Uptown Brampton’s future and report back of findings from the October 2nd Walkshop. The report back started with a couple of videos created by local youth and the Brampton Urban Design team to provide an on-the-ground impression of “Uptown Today” and a vision of “My Uptown TOC” in the coming years.

Yvonne Yeung, Manager of Urban Design at the City of Brampton then delivered a presentation that spoke to how Brampton has a unique place in the Greater Golden Horseshoe as the youngest, most diverse, fast-growing City with a vision of *“20 min walkable neighbourhood with urban community hub as a new growth model for TOCs.”* And how this model is the *“beginning of a movement that can transform 80% of the developed world from car-oriented areas to sustainable transit-oriented communities.”* Yvonne further presented how 20-min walkable neighbourhood model will transform Uptown Core into a *“landing ground for new immigrants,”* adding that it will be a *“gateway for new residents.”*



Looking at international best practices, it was identified that the master plan process and early delivery of community services are a critical component of designing a successful and transformed community. To provide these critical community services, the City and its partners plan to construct the Shoppers World Urban Community Hub. Intended to serve as an anchor for the community, the Hub will foster social connection, health, and innovation.

Ken Greenberg, Principal of Greenberg Consultants, presented an interlocking design-based framework at 3-scales that the City is currently using as a working tool to collaborate with public and private sectors. The tool provides an understanding of *“what does each sector need to be successful. Look at three different time frames and three different area scales.”* Ranging from 30 years looking at 9 square kilometres, a 20-min walkable neighbourhood Precinct scale, and a design prototype at the campus and a 100% corner scale. This methodology allows *“the individual parts of that, all happening simultaneously as the individual buildings and open space getting built out,”* to reveal *“the enormous resource that has been hidden in plain sight.”* Ken then spoke to the public health connections in designing this emerging neighbourhood and the way in which the entire Precinct is designed to support walking and cycling. Design elements also include accessible connections to the creeks that will function as greenway – connecting residents with each other and with nature. Seven active development applications within the Uptown Core will result in active public spaces with highly mixed uses, with people both living and working in the neighbourhood. Greenberg also noted that *“what’s really important is that from a public health standpoint, this addresses chronic diseases, and infectious disease, as well as climate change”*.

Matti Siemiatycki, Interim Director of the University of Toronto School of Cities, commented on how this is the beginning of a new way of building cities based on a collaborative model to deal with three intersecting crisis, the public health, climate change and inequality and affordability. *“Historically, these collaborative processes come as a last resort. What is exciting here is to make this the first best option. Bringing together different uses, alongside transit, to create truly vibrant transit-oriented communities. Something that is special for Brampton and will be a model for across the Region. Now is the right moment for the collaborative advantage of all the different levels of government. More can be done together than any one of the partners can achieve on their own.”*



Following the presentation, **Anni Sinnemäki**, Deputy Mayor of Urban Environment for the City of Helsinki, shared that Helsinki has also faced the challenge of growth. Helsinki has focused on public transport, investing in light rail, changing the energy system, expanding the urban core and density former urban centre.

Jani Moliis, Head of International Affairs of City of Helsinki, shared the idea of a *“25 hours City where residents don’t need to be stuck in traffic all the time.”* Also, for residents to save time through *“the way they use public services, easy access to things like schools, daycare health care clinic, and also waste management to reduce time and congestions. Waste trucks do not need to drive through the district.”* Jani further shared Helsinki has also gone through a shift from a car-oriented environment to the current transit-oriented state. There was a proposed plan in the 1960’s with the highway to come to the city centre. The realization was made by the City Council to *“maintain the tram line and expand the metro line, and not go ahead with the highway. The main decision is to focus on public transport. Top 10 investment project is public transit, rather than car transport.”* To transition residents and businesses to these new transit-oriented communities, Jani shared the need to *“have things for people to do, right from the beginning.”* They build a beach area without sand to provide a place for people to congregate. This *“give place for people to come to, even outside form the district. The district started building a character from the beginning.”*

Following the Helsinki presentation, **Jonathan Gitlin**, Chief Operating Officer and president of RioCan provided his thoughts on the necessity of partnership and engagement throughout this process, saying this *“will conclude in a cross-functional excellent development that we think will be very beneficial to the community. This really was a great example of a collaborative approach, to allow us to design the project to meet the needs of this community and the residents...we cannot do it alone.”*

Bob Bjerke, Director of Policy Planning, provided a remark on Brampton 2040 vision, which is based on global smart cities, building a complete community with mixed of employment, services and housing in Uptown. *“Making this a key hub with a strong link, represent Brampton as a gateway.”*

Following presentations and remarks, **Richard Forward** noted the evening is *“really transforming how different levels of government collaborate and align. We want to bring*



the facilities in before the kids show up. Collaboration and alignment are really critical.” Richard then introduced the cross-sector panel of the night. The panel was membered by Clare Barnett of the City of Brampton, Andrew Duncan of RioCan, Dr. Lawrence Loh, Chief Medical Officer for Peel Public Health, Dave Kapil of New Brampton and Michelle McCollum of Sheridan College.

In a very interesting discussion amongst the group, **Michelle McCollum** spoke about the changes that can be seen in Uptown Brampton as it grows. The community around Sheridan College has increased, and the college is now prepping for its own growth. Their Master Plan looks at how to integrate district energy on campus, as well as engagement with the local community, to *“create the conversations that really help us trailblaze and move this forward.”* In relation to this, **Clare Barnett** from the City of Brampton’s Economic Development Office identified that the City seeks to work with Sheridan College to encourage local entrepreneurship. She notes that the Community Hub would be an excellent site, and the daycare services within the hub would reduce barriers that would prevent parents from pursuing entrepreneurial opportunities.

Richard Forward also questioned **Dr. Lawrence Loh** about the benefits of designing and building walkable mixed-used transit-oriented communities, given the current state of COVID-19. In response, Dr. Loh noted that one of the most important things that we can do to lower rates of chronic disease and improve mental health is to reduce dependence on the car and encourage active transportation, which helps to build a more resilient community and puts health at the center. The 20-min walkable neighbourhood has the ability to *“future proof for future pandemic”*, which is *“encouraging healthier baseline status. Social community cohesiveness is the most critical thing that provides a healthy being. Compact urban form, have certain resiliencies built in... you know your neighbours... built the sense of community so people can get through things together.”*

Commissioner Forward then questioned **Andrew Duncan** from RioCan on what he would recommend municipalities do to start on the path of building transit-oriented communities. Andrew explained that municipalities should start by looking at examples that have been set, along with encouraging investment from a development standpoint, as this provides a signal to developers that they want to be growing and evolving as a city. **Dave Kapil** of New Brampton further commented that as representative of business owners, this is *“music to our ears. This is what Brampton has wanted for the last twenty years.”* He added that the planned city in Uptown is *“very attractive for businesses to come. A convenient connection to Downtown is very paramount. This becomes two centres.”*

The panel was followed by several questions from the town hall’s participants, during which many of the panellists and speakers engaged with residents of the City of Brampton and responded to various inquiries and concerns from the community. The evening was ended by **Richard Joy**, Executive Director, ULI Toronto, he applauded the *“remarkable presentation, remarkable conversation and remarkable leadership. There are a lot of interests. Will give definite consideration on moving forward. I have never seen a greater beginning of a process.”*

Key Questions from Virtual Townhall

How important will it be to have convenient walking connections for transit riders, between the bus and LRT? How should this connection look like? Michelle McCollum: *"Safety is of paramount importance. 50% of students take public transit, walk, or cycle. That increased with the BRT on Steeles. Safety is imperative."*

How do you see components of small business and keeping them active? Clare Barnett: *"Has to be a phased approach. Has to start with the businesses that are already there, and what the people want to see. As the community evolves, that's where you see change happen and the area develop its economy."*

Dave, you're a long term business person in the neighbourhood. How do you see Shoppers World unfolding, what are the opportunities? Dave Kapil: *"This transit-oriented community approach is good for taxes. Sprawl is requiring tax raises. What's happening here is putting us at ease. If sprawl would continue, would be a major issue for the City."*

For Dr Lawrence Loh. Given the current state of COVID-19, what do you see as the benefits with designing and building walkable mixed-use transit-oriented communities? Dr Lawrence Loh: *"Health is at the centre of any mixed-use transit-oriented development. Any walk to and from a bus or light rail all starts with a walk. One of the most important things that we can do to lower rates of chronic disease and improve mental health is to reduce dependence on the car and encourage active transport. It also helps to build a more resilient community."*



Oct 8, 2020: ULI Transit-Oriented Communities: Uptown Hurontario-Steeles Virtual Townhall

Unlocking Transit-Oriented Communities (TOC): How to Capture the Value of a “26-hour City”?

Agenda

6:00pm-6:40pm: Welcome Remarks

Mayor Patrick Brown, City of Brampton
Emma West, Chair, Urban Land Institute Toronto District Council
Eduardo Moreno, Director of City Prosperity Index, UN-Habitat
Hon. Kinga Surma, Associate Minister of Transportation, Ontario Ministry of Transportation
Sonia Sidhu, Member of Parliament, Brampton South
Regional Councillor Martin Medeiros, Chair of Planning and Development
Regional Councillor Paul Vicente, Chair of Public Works, Vice-Chair of Economic & Culture

6:40pm-7:10pm: Uptown Brampton's strategies for “20min Walkable, Healthy Neighbourhood with Urban Community Hub” as a new growth model for TOC

Yvonne Yeung, Manager of Urban Design, City of Brampton
Ken Greenberg, Principal, Greenberg Consultants
Matti Siemiatycki, Interim Director, University of Toronto School of Cities

7:10pm-7:20pm: International Perspective: Helsinki's delivery of a 25-hour City

Anni Sinnemäki, Deputy Mayor of Urban Environment, City of Helsinki
Jani Moliis, Head of International Affairs, City of Helsinki

7:20pm-7:30pm: Development Partner Remarks

Jonathan Gitlin, Chief Operating Officer and President, RioCan REIT

7:30pm-8:15pm: Panel: How to deliver a 26-hour Transit-Oriented Community?



Introduction: Bob Bjerke, Director of Policy Planning, City of Brampton
Moderator: Richard Forward, Commissioner, City of Brampton
Clare Barnett, Director Economic Development, City of Brampton Economic Development Office
Andrew Duncan, SVP of Development, RioCAN REIT
Dave Kapil, Chair, New Brampton
Dr. Lawrence Loh, Medical Officer of Health, Peel Public Health
Michelle McCollum, Associate Vice President, Capital Development and Facilities Management, Sheridan College

8:15pm-8:27pm: Transit-Oriented Communities Townhall Q & A

Facilitator: Richard Joy, Executive Director, ULI Toronto

8:27pm-8:30pm: Thank you and Closing Remarks

Richard Joy, Executive Director, ULI Toronto



Getting to Transit-Oriented Communities Initiative
Transit-Oriented Communities: Uptown Hurontario-Steeles
Virtual Townhall

Thursday, October 8, 2020 | 6:00pm – 8:30pm EDT

Unlocking Transit-Oriented Communities (TOC): How to Capture the Value of a “26-hour City”?

Unmute

Stop Video

Participants 247

Q&A

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Pause Share

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Remote Control

More

You are screen sharing

Stop Share

Ken Greenberg

Cities have the capability of providing something for everybody, only because, & only when, they are created by everybody.

Jane Jacobs


Design thinking can solve complex problems through systemic reasoning and intuition to explore ideal future states with the end user in mind.

McKinsey & Company

Brampton will be a City 'By-Design', where design excellence is led by City Hall to ensure public interests, completed through co-design with developers and citizens, and made a prime factor in all approvals and decisions for change. Brampton Vision 2040

ULI

Urban Land Institute

 **BRAMPTON**

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