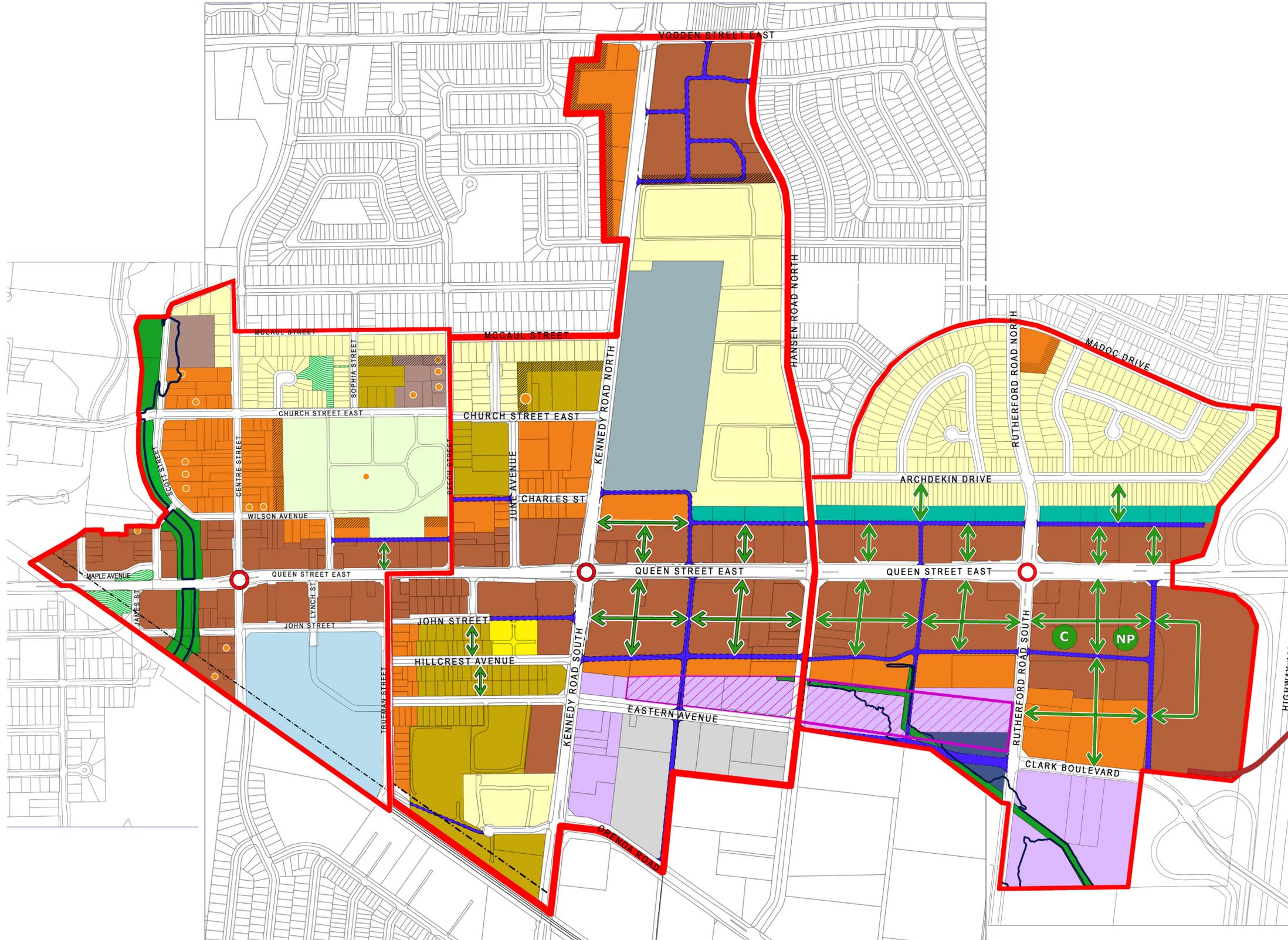


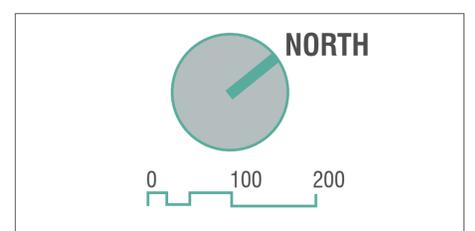
Attachment A

Queen East Precinct (Kennedy, Centre, and Rutherford MTSA)

- MTSA Land Use Plan
- Proposed Density Distribution
- Proposed Height Distribution
- Character Areas
- Aerial View
- Proposed Maximum Height
 - Kennedy MTSA
 - Centre MTSA
 - Rutherford MTSA



- Neighbourhood (Low-Rise Residential)
- Neighbourhood (Low Rise Plus Residential)
- Neighbourhood (Mid-Rise Residential)
- Neighbourhood (High-Rise Residential)
- Neighbourhood (Institutional)
- Mixed-Use (Mid-Rise Mixed Use)
- Mixed-Use (High-Rise Mixed Use)
- Mixed-Use (Institutional)
- Employment (Fire Station)
- Employment (Prestige Industrial)
- Natural System
- Existing Park
- Landscape Buffer
- Cemetery
- Proposed Public or Private Street Network
- Height Transition Area
- Special Policy Area
- MTSA Boundary
- MTSA Station
- Potential Mid-Block Connection
- TRCA Flood Plain
- Listed Heritage Property
- Railway 30m Buffer
- NP Potential Neighbourhood Park
- C Potential Community Hub



PROPOSED DENSITY DISTRIBUTION

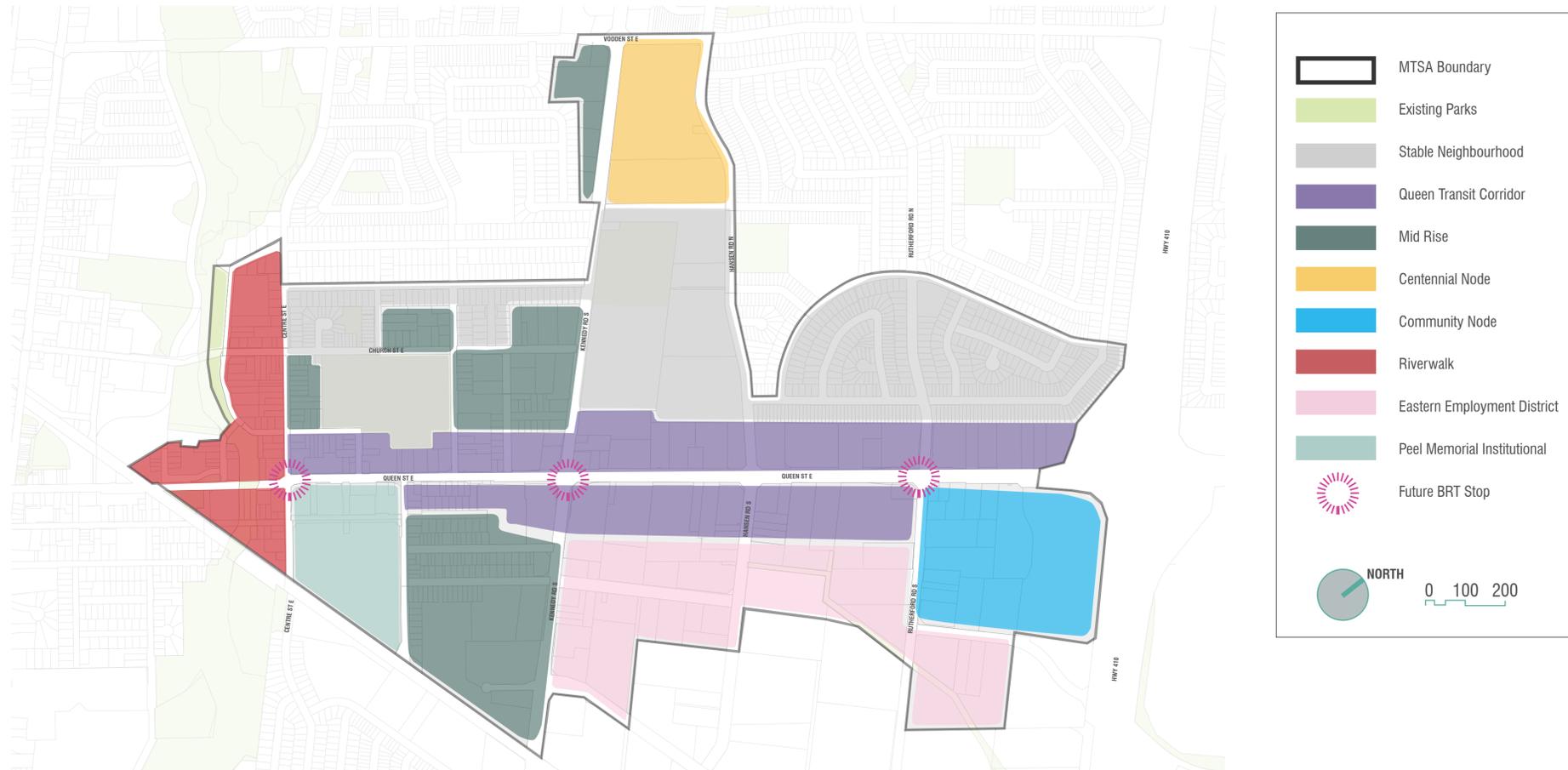
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PROPOSED HEIGHT DISTRIBUTION

Draft for Discussion Purposes



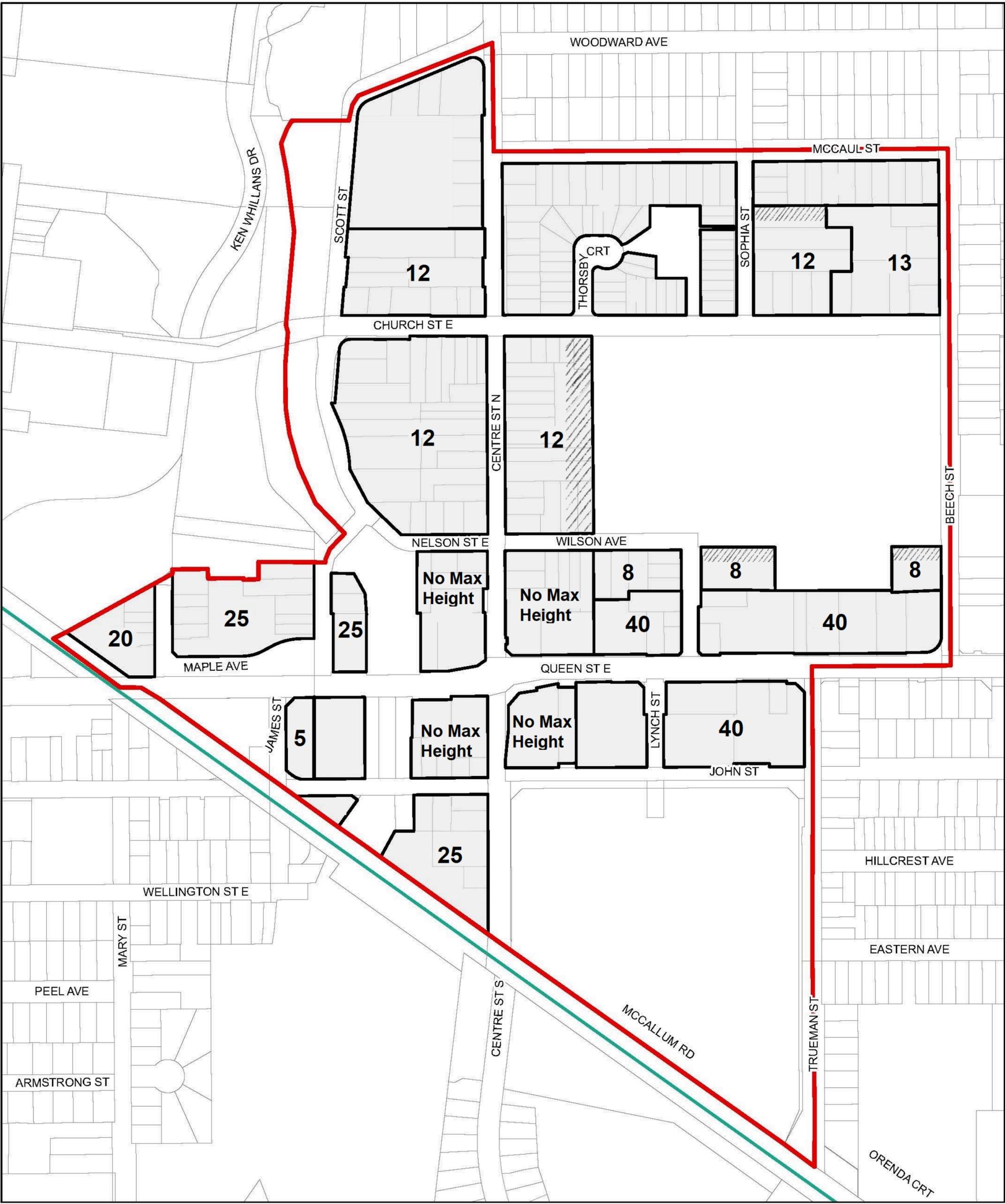


Stable Neighbourhood	Mid-Rise	Centennial Node	Community Node	Riverwalk	Peel Memorial Institutional	Queen Transit Corridor	Eastern Employment District
<ul style="list-style-type: none"> • Low-rise residential uses where significant change and intensification are not anticipated. • Institutional uses providing support services to the Precinct area. • Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood. 	<ul style="list-style-type: none"> • Mid rise residential uses that are encouraged to include commercial, retail and public spaces at grade. • Provide for heights and densities that are less than those in the Queen Transit Corridor Character Area. • Permit contextually sensitive infill development with an appropriate transition in height. • Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections. 	<ul style="list-style-type: none"> • Redevelopment of Centennial Mall with mid- and high-rise mixed-use buildings that creates appropriate transitions to the surrounding residential neighbourhood. • Retaining its role as a neighbourhood retail shopping destination to serve the existing and future residents. • Retail and service commercial uses encouraged at grade level to animate Kennedy Road and Vodden Street. • Privately-owned public spaces to be integrated and serve as gathering places, focal points and key connections, 	<ul style="list-style-type: none"> • A destination hub for shopping, living and recreational activities. • Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the Rutherford BRT station and along Highway 410. • Provide the greatest proportion of non-residential uses in the Precinct Area. • New Collector Road to function as the spine of the node where at-grade non-residential uses will be concentrated. • Includes a new community hub and central public park. • Provides neighbourhood connections to the community hub and public park. 	<ul style="list-style-type: none"> • Key destination within Brampton's growing downtown. • Higher density development and taller buildings located adjacent to the Centre BRT stop. • Built form to enhance the natural setting, watercourse views and public spaces to provide exceptional public realm experiences. 	<ul style="list-style-type: none"> • A health and wellness hub anchored by the Peel Memorial Hospital. • Encourage the development of medical office uses and complementary uses, such as long-term care facilities and seniors housing. • Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places. • A privately open public space area to provide areas for relaxation and community gathering. 	<ul style="list-style-type: none"> • Mixed-use developments with active frontages along Queen Street providing publicly accessible shops, services and amenities. • Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the BRT stations. • Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections. • Privately-owned public spaces to be integrated and serve as gateways, entrance features, gathering places, focal points and key connections. • Existing retail developments shall transform into transit-oriented communities over the long-term. 	<ul style="list-style-type: none"> • Providing an interface between sensitive uses and heavy industrial areas. • Protecting lands for employment uses to meet future needs over the long term. • Support employment intensification by permitting a broad range of uses to foster the growing innovation economy. • Ancillary amenities and services for local employees. • Heavy industrial uses south of Eastern Avenue/Clark Avenue to remain.

PRECINCT PLAN A AERIAL VIEW

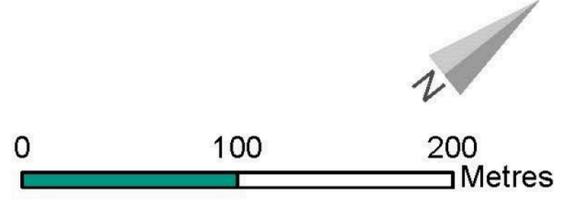
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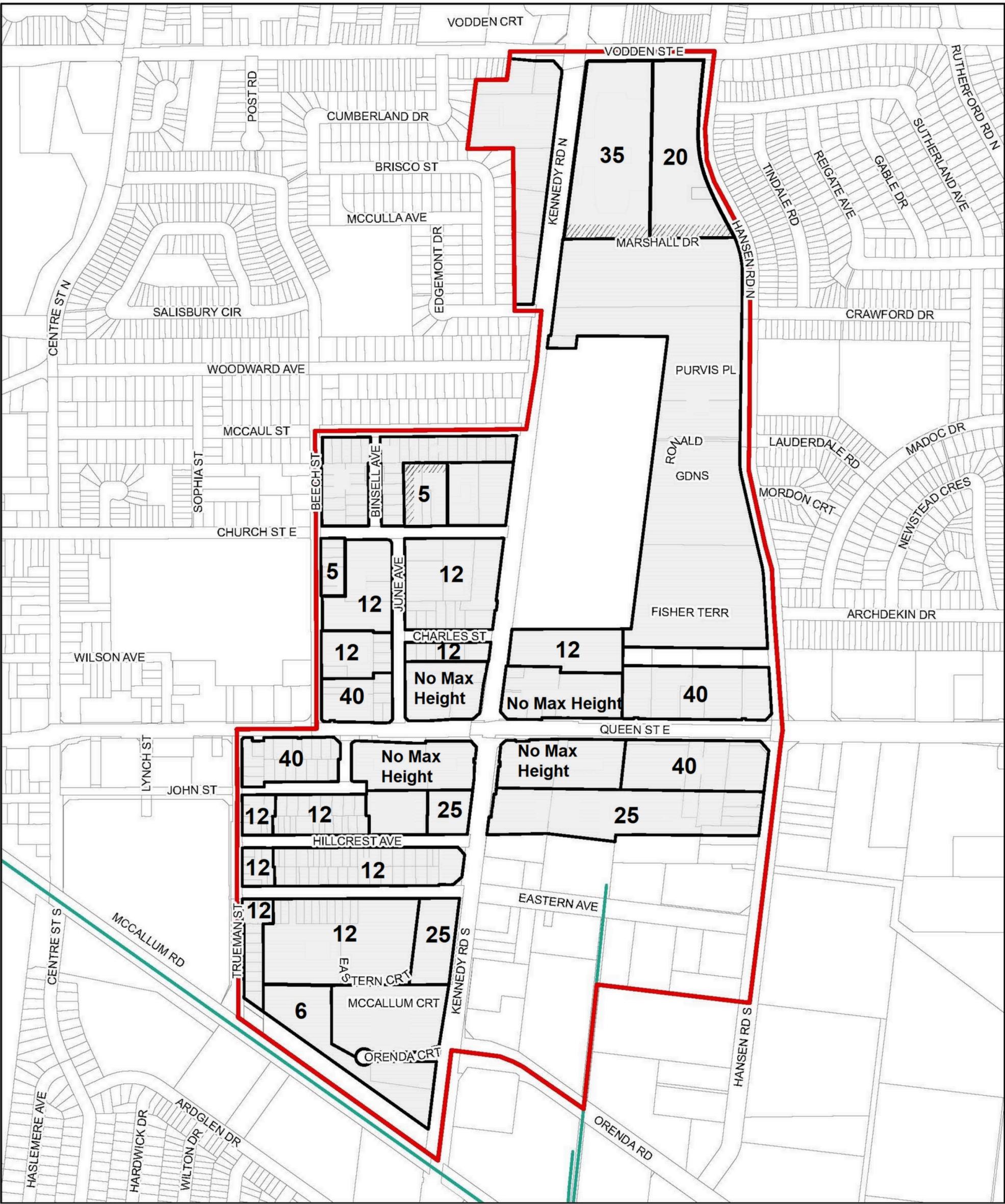




- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Railway
- Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Centre MTSA





- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Railway
- Height Transition

Draft for Discussion Purposes
Proposed Maximum Height (# of Storeys)
Kennedy MTSA

