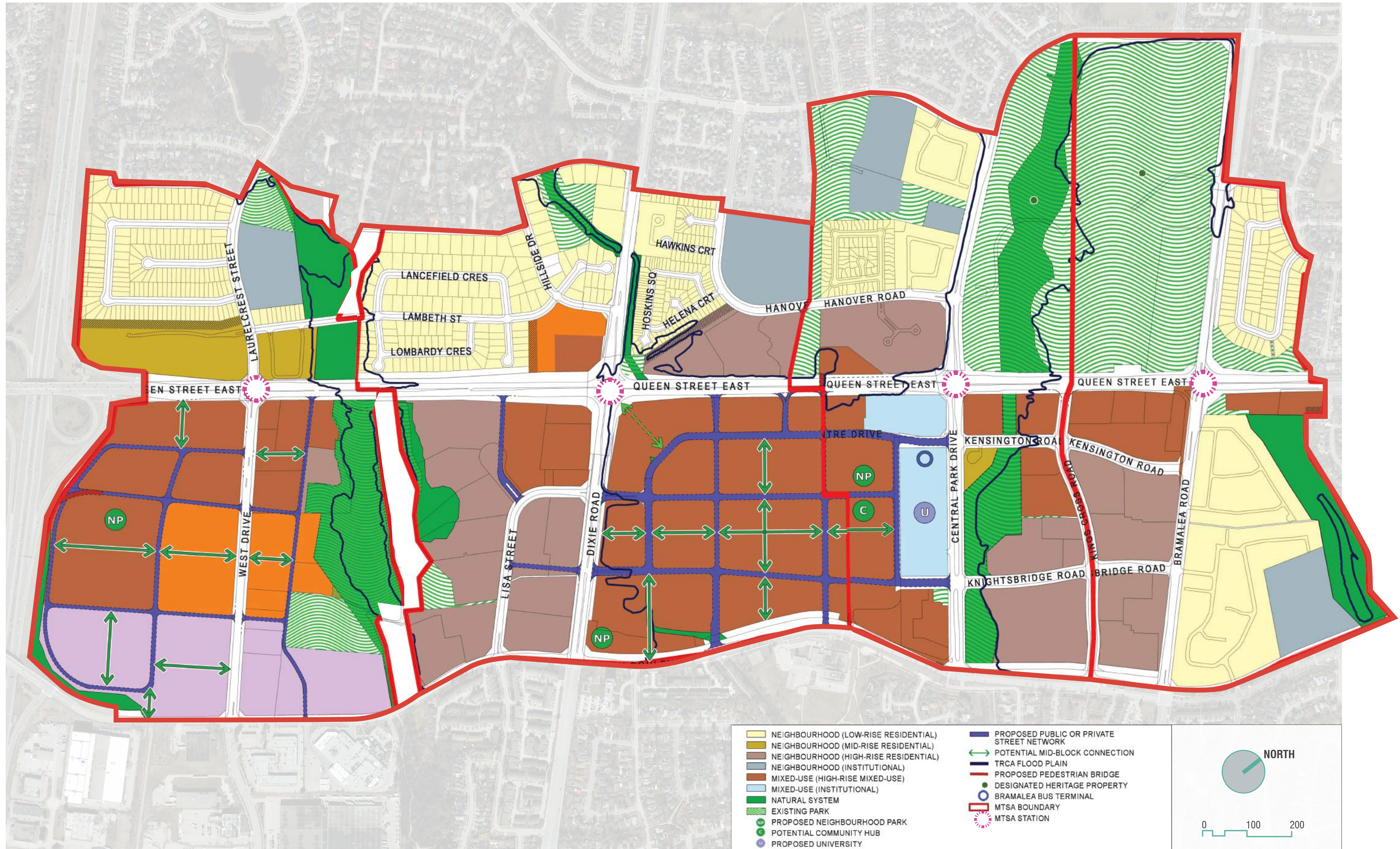


## **Attachment B**

Bramalea Precinct (Laurelcrest, Dixie, Central Park, and Bramalea MTSA)

- MTSA Land Use Plan
- Proposed Density Distribution
- Proposed Height Distribution
- Character Areas
- Precinct Plan
- Aerial View
- Proposed Maximum Height
  - Laurelcrest MTSA
  - Dixie MTSA
  - Central Park MTSA
  - Bramalea MTSA

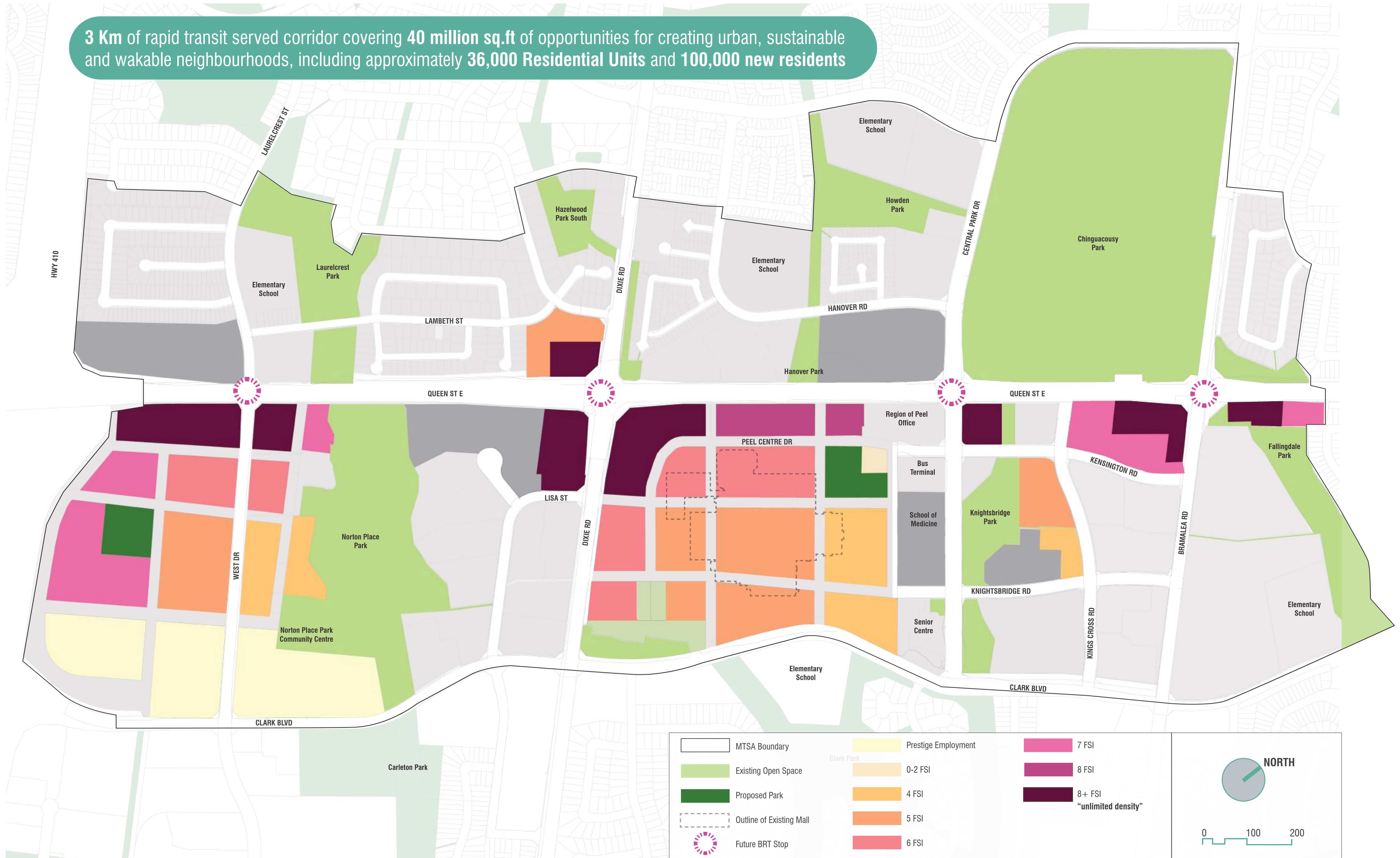






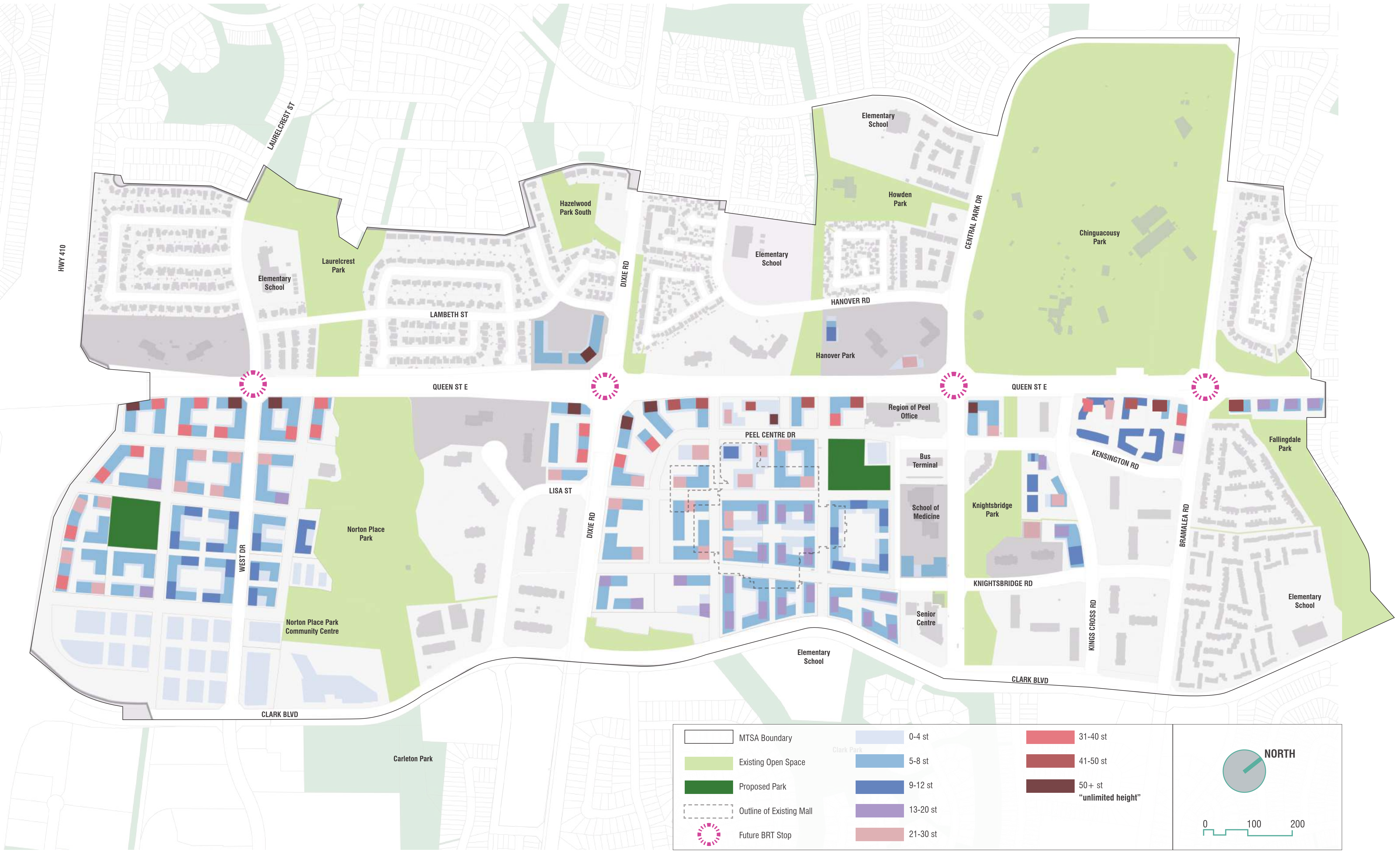
# PROPOSED DENSITY DISTRIBUTION

3 Km of rapid transit served corridor covering 40 million sq.ft of opportunities for creating urban, sustainable and walkable neighbourhoods, including approximately 36,000 Residential Units and 100,000 new residents





# PROPOSED HEIGHT DISTRIBUTION

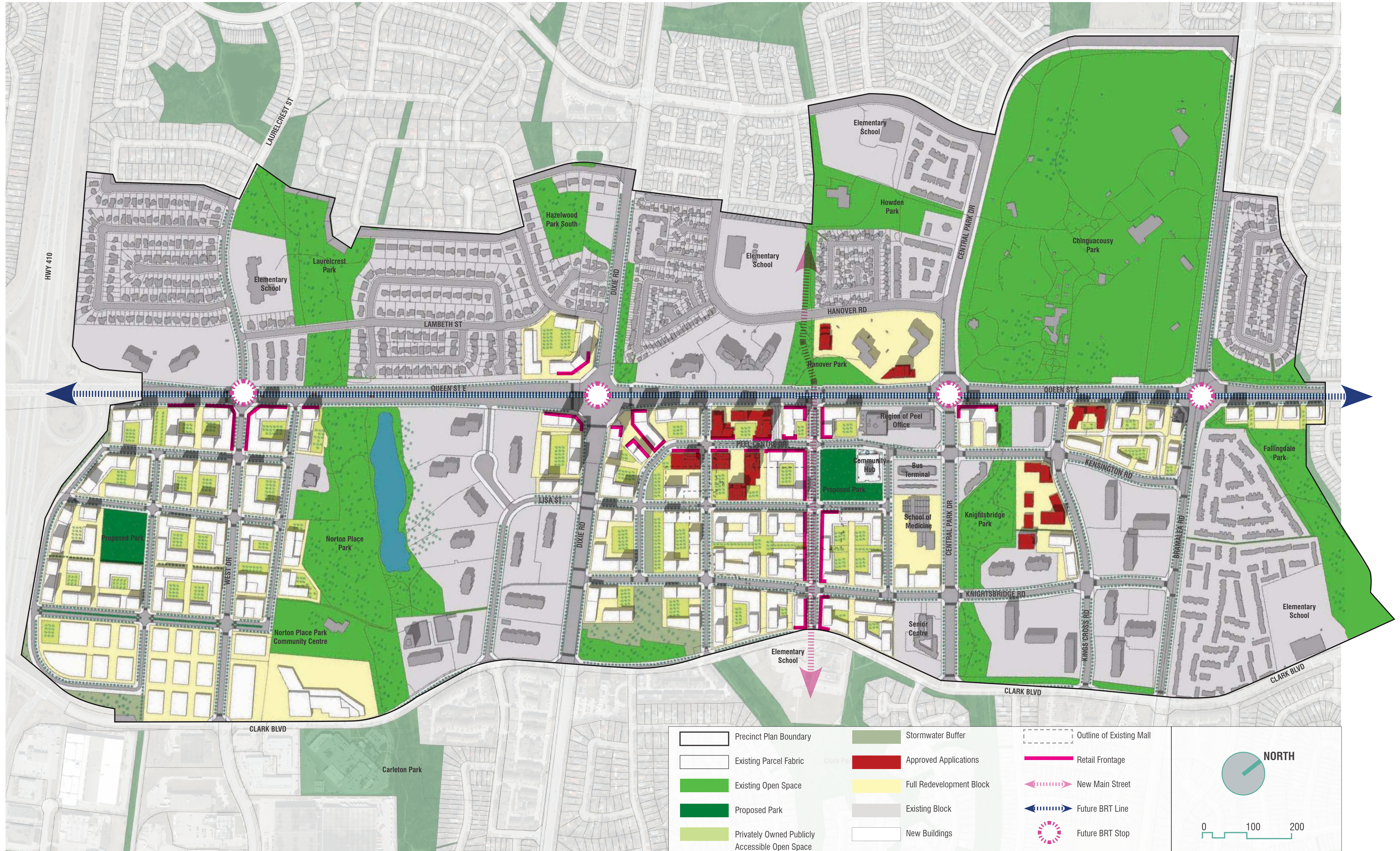






Stable Neighbourhood	Established Apartment Neighbourhood	Queen Transit Corridor	Bramalea South	Clark Employment District	Bramalea Urban Centre (BUC) - Corridor	Bramalea Urban Centre (BUC) - Residential	Bramalea Urban Centre (BUC) – Retail Hub	Bramalea Urban Centre (BUC) – Knowledge Hub
<ul style="list-style-type: none"> <li>Low-rise residential uses where significant change and intensification are not anticipated.</li> <li>Institutional uses providing support services to the Precinct area.</li> <li>Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>A collection of 'tower in the park' apartment buildings that are mainly surrounded by open space areas with connections to trails.</li> <li>Not areas of significant growth.</li> <li>Opportunities for limited compatible infill development.</li> <li>Infill development will be expected to enhance the street-level experience for pedestrians and improve access to transit and active transportation.</li> </ul>	<ul style="list-style-type: none"> <li>The tallest buildings will surround the bus rapid transit stations and at the Highway 410/Queen Street interchange.</li> <li>Development fronting Queen Street will support its transformation into a walkable, pedestrian-oriented area activated by providing non-residential uses at grade.</li> <li>A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.</li> <li>Existing major retail developments will transform into transit-oriented communities over the long-term.</li> </ul>	<ul style="list-style-type: none"> <li>Primarily mid to high rise residential uses that are encouraged to include commercial, retail and public spaces at grade.</li> <li>Provide heights and densities that are less than those in the Queen Transit Corridor Character Area.</li> <li>A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.</li> <li>A new Neighbourhood Park to provide recreational amenity space for new residents.</li> </ul>	<ul style="list-style-type: none"> <li>Located on the periphery of the Precinct Area providing an interface and buffer between sensitive uses and heavy industrial areas.</li> <li>Protecting lands for employment uses to meet future needs over the long term.</li> <li>Support employment intensification by permitting a broad range of uses to foster the growing innovation economy.</li> <li>Ancillary amenities and services for local employees.</li> <li>Existing heavy industrial uses to transition over time to prestige employment.</li> </ul>	<ul style="list-style-type: none"> <li>Primarily high-rise residential uses that are pedestrian-oriented and transit-supportive.</li> <li>Tallest buildings to be located adjacent to the Dixie bus rapid transit stop.</li> <li>Buildings to provide a vibrant street character and include direct connections to transit infrastructure.</li> <li>Be encouraged to include a mix of uses including retail or service uses at grade.</li> </ul>	<ul style="list-style-type: none"> <li>Predominately high-rise built forms at a lower intensity than BUC Corridor.</li> <li>Be encouraged to include a mix of uses including retail or service uses at grade with residential above.</li> <li>Buildings to frame and activate the boundaries of the BUC.</li> <li>Provide an appropriate transition to the surrounding existing residential neighbourhoods.</li> </ul>	<ul style="list-style-type: none"> <li>A regional-wide retail and service commercial hub with a "main street" character.</li> <li>Compact, pedestrian and transit-oriented mixed-use development in the form of high-rise buildings that achieves vibrant street level activity at a lower intensity than BUC Corridor.</li> <li>A network of complete streets and mid-block connections will transform this area into a walkable, pedestrian-oriented neighbourhood.</li> <li>Include the greatest proportion of non-residential uses in the Precinct Area.</li> </ul>	<ul style="list-style-type: none"> <li>Heart of the BUC for civic facilities and open spaces that will attract people to this regional destination.</li> <li>A new post secondary institutional facility supported by public service uses, campus housing and transit facilities.</li> <li>Recreational activities and community gatherings will be the focus in the community hub and public park.</li> <li>Mixed-use buildings contribute towards the creation of lively, vibrant and people-oriented places.</li> </ul>

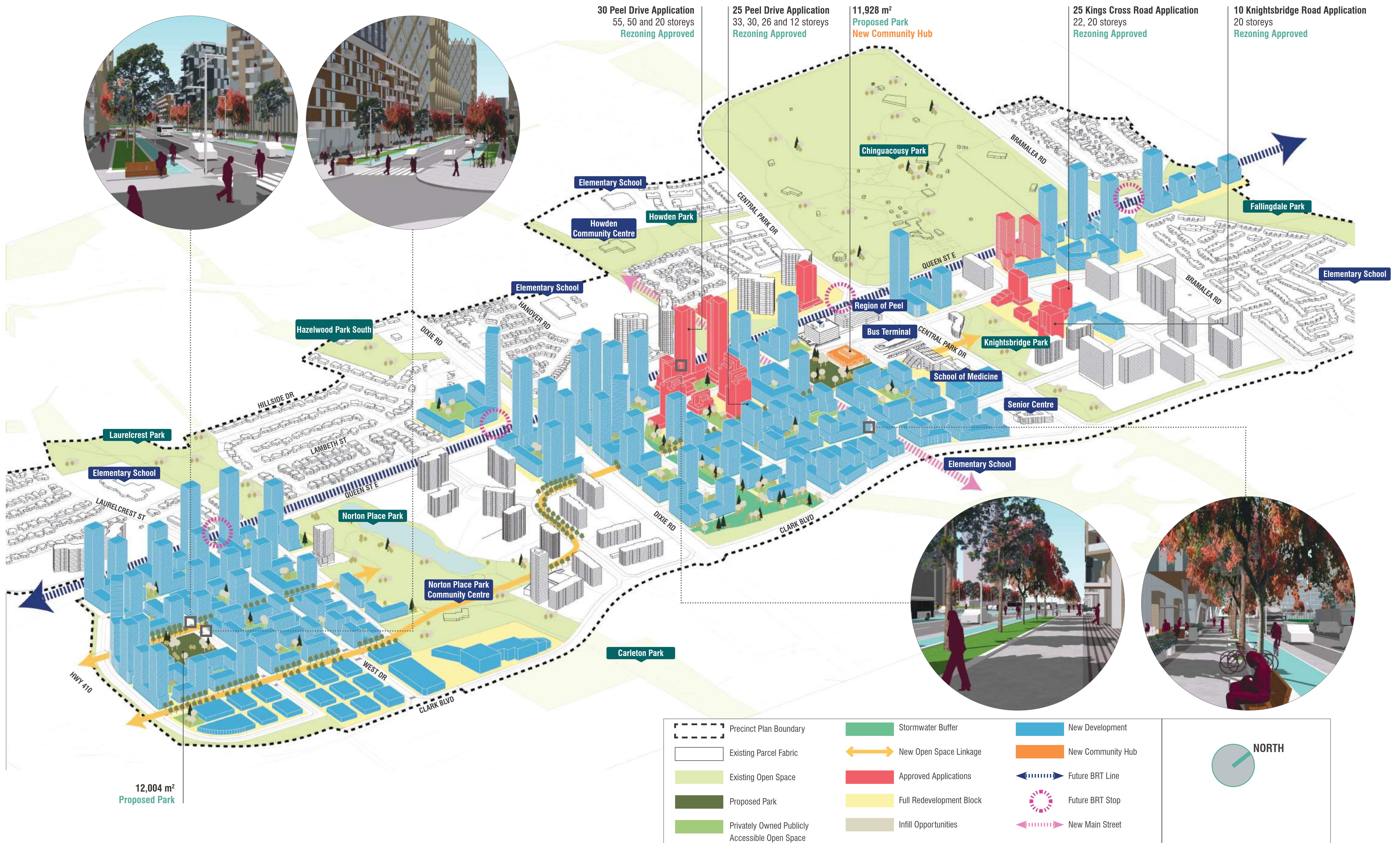






# PRECINCT PLAN AERIAL VIEW

Draft for Discussion Purposes


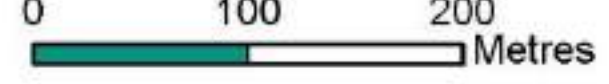




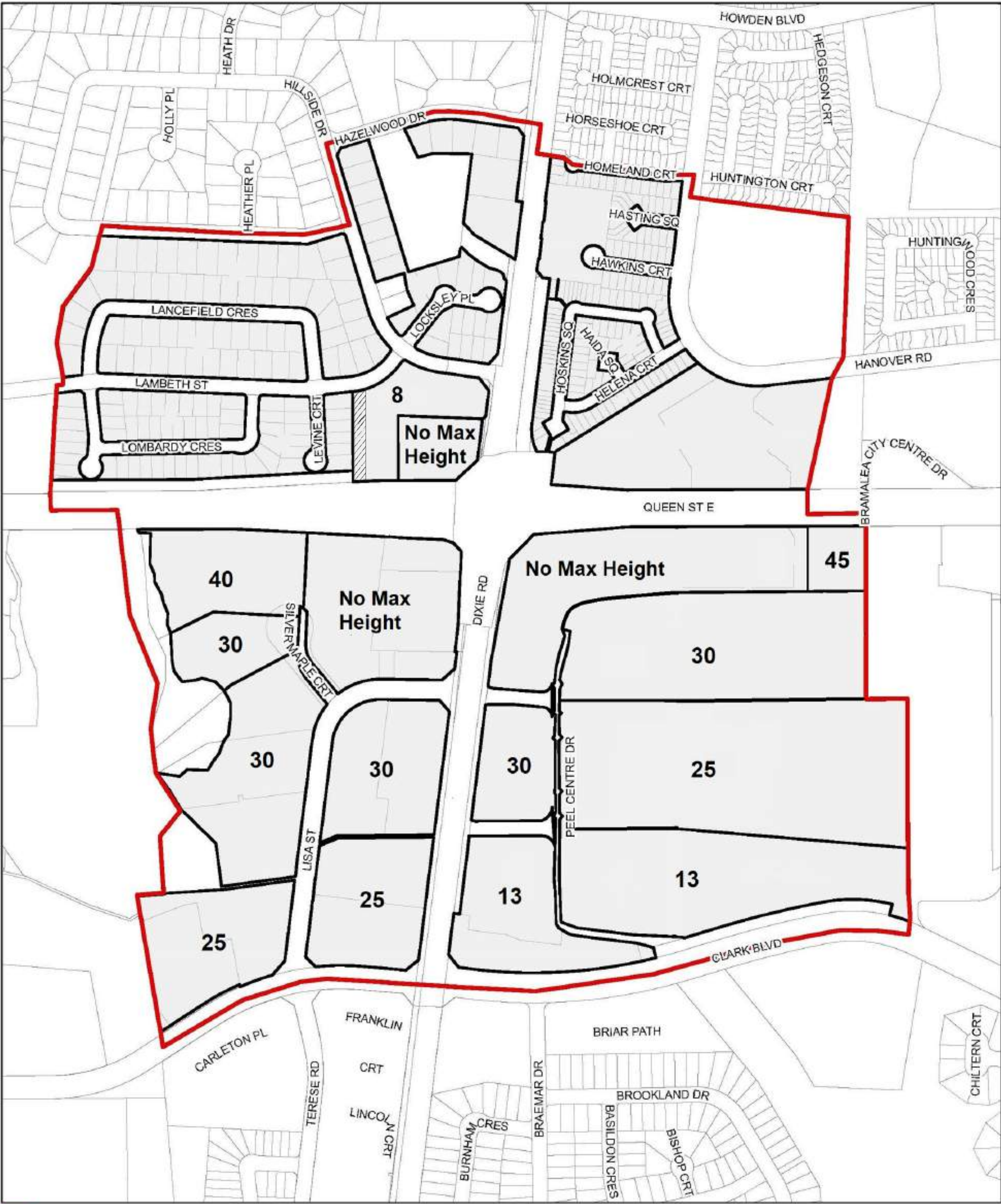


-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric
-  Railway

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

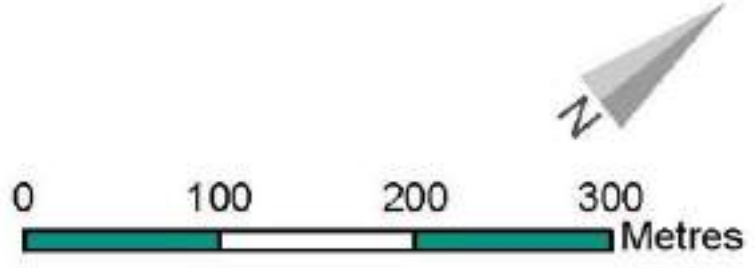
  
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 Planning, Building and Economic Development



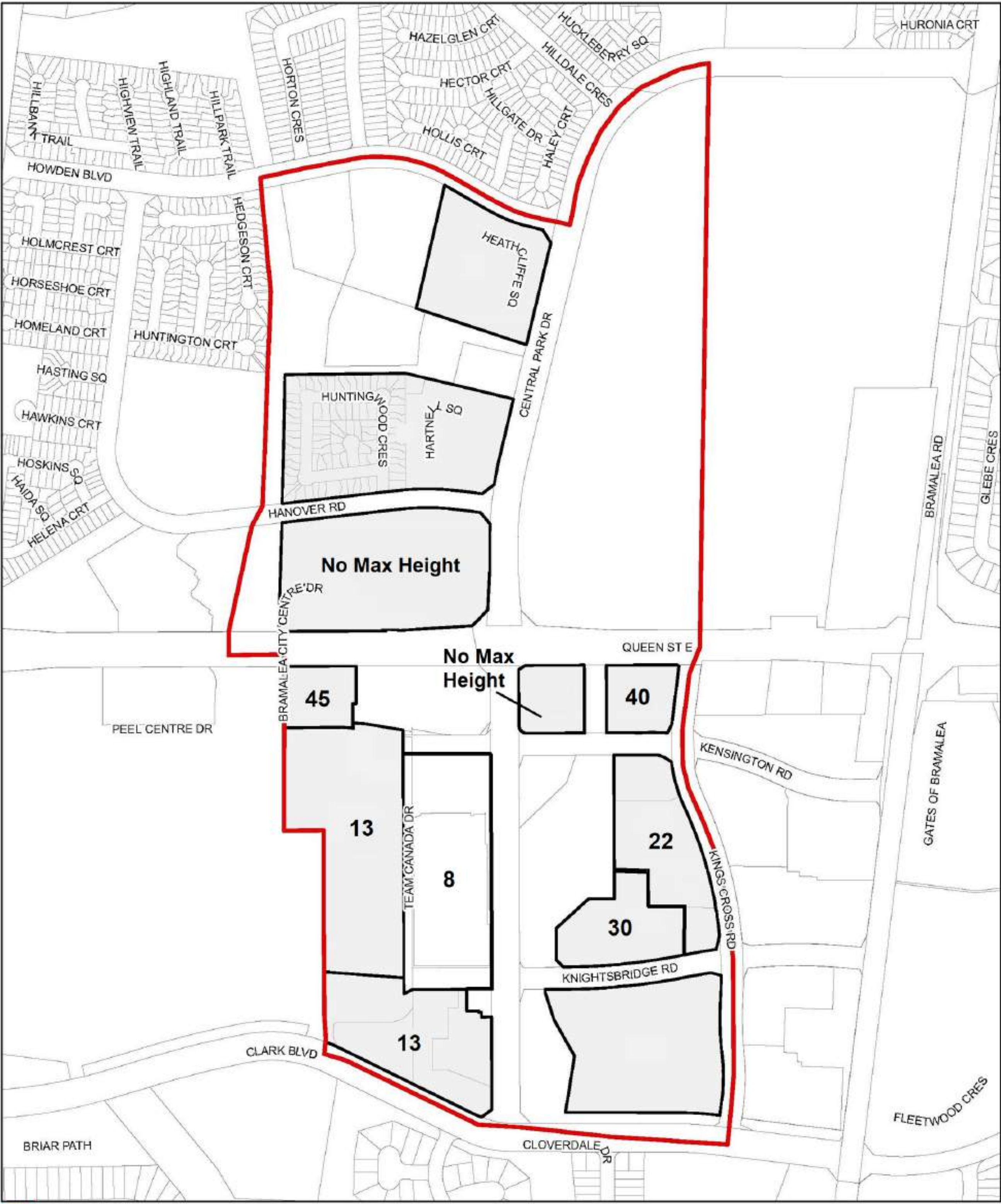


-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric
-  Height Transition

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

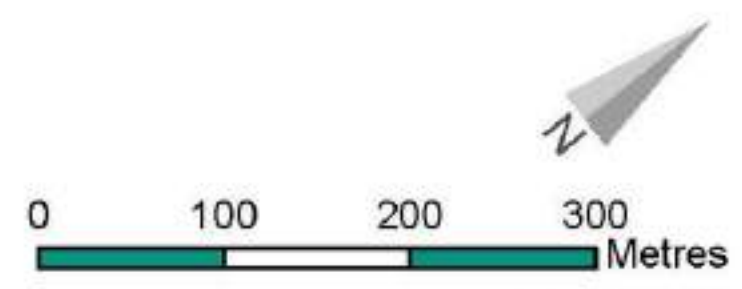




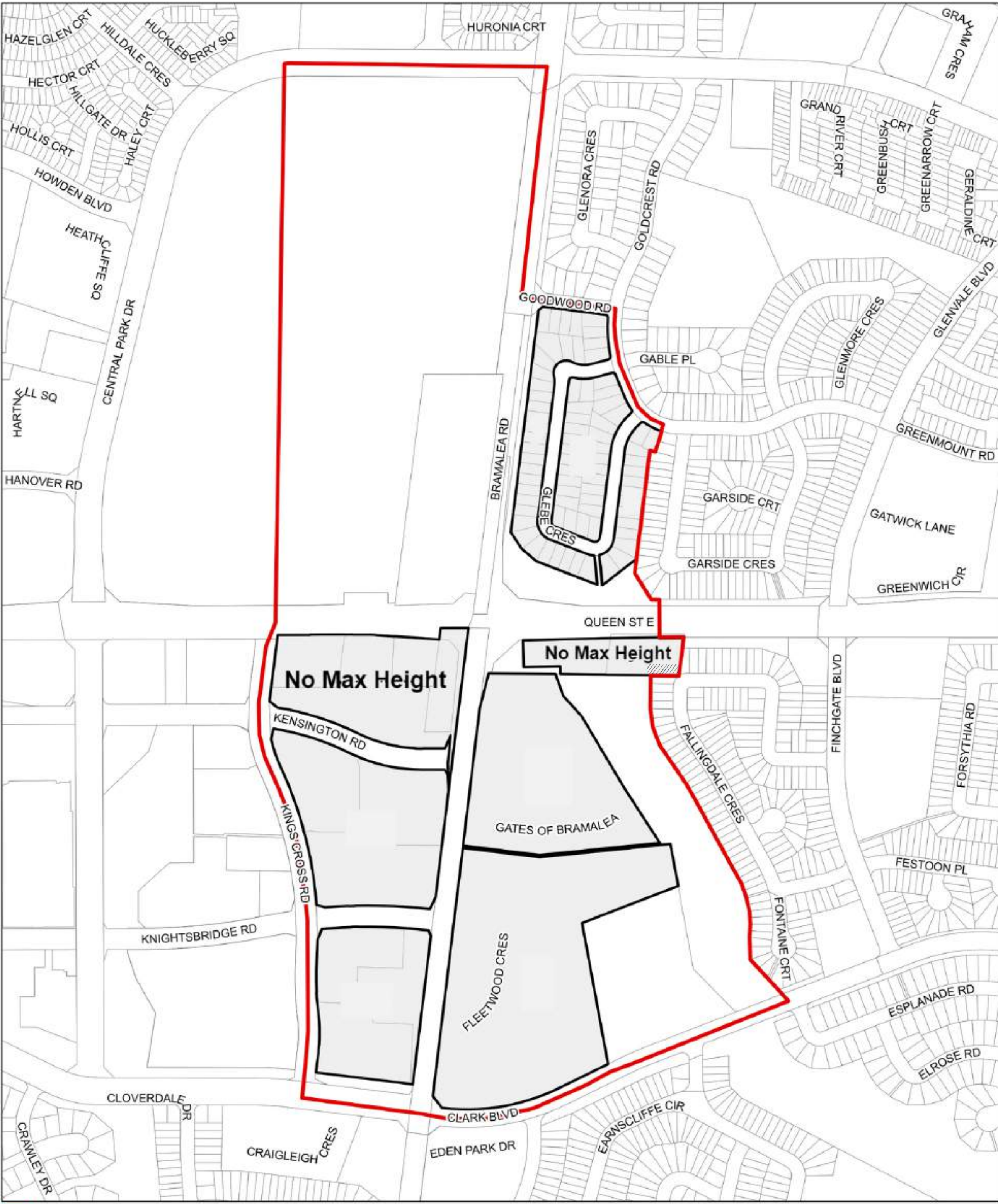


- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric

**Draft for Discussion Purposes**  
**Proposed Maximum Height (# of Storeys)**  
**Central Park (Bramalea Terminal) MTSA**

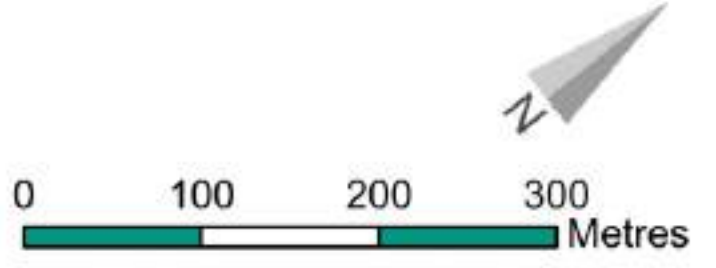






- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

**Draft for Discussion Purposes**  
**Proposed Max Height (# of Storeys)**  
**Bramalea MTSA**



Date: 2024/03/12  
 Planning, Building and Economic Development