



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

**Number** \_\_\_\_\_ - 2024

To Adopt Amendment Number OP2023-  
to the Official Plan of the  
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

- 1. Amendment Number OP2023-\_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to form.  
20\_\_ /month/day  
[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to content.  
20\_\_ /month/day  
[insert name]

\_\_\_\_\_  
Genevieve Scharback, City Clerk

AMENDMENT NUMBER OP 2023-\_\_\_\_\_  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA



AMENDMENT NUMBER OP 2023 -  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Official Plan Amendment (OPA) is to delete the Queen Street Corridor Secondary Plan Area 36 in its entirety and replace it with a new Secondary Plan Area 10 that will only apply to the 7 Primary Major Transit Station Areas (MTSAs) located along Queen Street East between Etobicoke Creek and Bramalea Road (Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea MTSAs). Secondary Plan schedules will include the Queen East and Bramalea Centre Precinct Plans. Permitted land uses for the Secondary Plan area will be in accordance with *Brampton Plan* MTSA Land Use Schedules 13d-13j.

Location:

The proposed amendment applies to the lands generally located along Queen Street East, between the Etobicoke Creek and Bramalea Road, and comprise approximately 562 hectares (1,389 acres) of land.

2.0 Amendments and Policies Relevant Thereto:

- 2.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended: as set out in thereof, Amendment Number OP 2023-\_\_\_\_\_
- a) By removing from Schedule 10, Secondary Plan Areas, the lands within the delineated boundaries of “36 Queen Street Corridor” and adding them to the boundaries of the “5 Highway 410 and Steeles” as shown outlined on Schedule “A” to this amendment.
  - b) By deleting “36 Queen Street Corridor” from Schedule 10, Secondary Plan Areas and replacing it with “10 Queen Street Transit Corridor” as shown outlined on Schedule “A” to this amendment.
  - c) By amending the boundaries of “10 Queen Street Transit Corridor” on Schedule 10, Secondary Plan Areas to add lands from “3 Bramalea”, “6 Brampton Flowertown”, and 7 Downtown Brampronas shown on Schedule “A” to this amendment.
  - d) By adding the boundaries of the Queen East Precinct Plan (Area 10-1) and Bramalea Centre Precinct Plan (Area 10-2) to Schedule 11, Precinct Plan Areas, as shown outlined on Schedule “B” to this amendment.
  - e) By adding to the list of amendments pertaining to Brampton Plan, Amendment Number OP 2023–XX.
- 2.2 The document known as Bramalea Secondary Plan Area 3, is hereby further amended:
- a) By removing on Schedule 3 the lands and associated land use designations as shown outlined on Schedule “C” to this amendment.
- 2.3 The document known as Highway 410 and Steeles Secondary Plan Area 5 is hereby further amended:
- a) By adding on Schedule 5 the boundaries of the land and the associated “General Employment 2” and “Highway Commercial” land use designations as shown outlined on Schedule “D” to this amendment.

- 2.4 The document known as Brampton Flowertown Secondary Plan Area 6 is hereby further amended:
- a) By removing on Schedule 6 the lands as shown outlined on Schedule “E” to this amendment.
- 2.5 The document known as the Downtown Secondary Plan Area 7 is hereby further amended:
- a) By removing on Schedule SP7(A) the lands as shown outlined on Schedule “F” to this amendment.
- 2.6 The document known as the Queen Street Corridor Secondary Plan Area 36 is hereby further amended by deleting it in its entirety, including the text, schedules and appendices, and replacing it with the Queen Street Transit Corridor Secondary Plan Area 10, including associated Schedules and Appendices to this amendment:

**“EXPLANATORY NOTE**

**Queen Street Transit Corridor Secondary Plan Area 10  
CHAPTER 10**

**General (pertaining to all secondary plan office consolidations)**

- i. Secondary Plans form part of *Brampton Plan* and are to be read in conjunction with all policies of *Brampton Plan*, including interpretation and implementation provisions.

**Specific (Pertaining to Secondary Plan 10, Queen Street Transit Corridor Secondary Plan)**

The Queen Street Transit Corridor Secondary Plan is based on Official Plan Amendment OP2023-XXX to the document known as the 2023 Official Plan (*Brampton Plan*), as adopted by City Council on

The following Official Plan Amendments as approved by Council have also been incorporated:

NIL

This document is provided for convenience only. For official reference, resource should be had to the original documents noted above.

**Effect of this Chapter and its Relationship to the Official Plan**

Secondary Plan Number 10 has the effect of replacing the entirety of the Queen Street Corridor Secondary Plan Area 36 and portions of the Bramalea Secondary Plan (Area 3) and Brampton Flowertown Secondary Plan (Area 6), as amended.

Lands subject to Secondary Plan Number 10 outlined on Schedule SP10(A) shall be developed in accordance with the policies of this chapter (Chapter 10 of Part II) and with Schedules 10(a) and 10(b) attached thereto, and also in accordance with all other relevant policies and schedules of *Brampton Plan*, in particular, Schedules 13d to 13j.

Accordingly, this Queen Street Corridor Secondary Plan should not be interpreted as a free-standing Official Plan document. The policies herein are designed to supplement those of *Brampton Plan*, not to replace or repeat them. An accurate understanding of all the policies pertaining to Secondary Plan Area 10 can only be achieved by reading the overall *Brampton Plan* together with this Plan.

## 1.0 Introduction

This Secondary Plan sets out a planning framework and serves as a blueprint for future growth and development within the Queen Street Transit Corridor Secondary Plan Area in accordance with MTSA Land Use Plans 13d-13j in *Brampton Plan*. This Plan includes a vision, objectives, and policies on the Secondary Plan Area's intended urban structure, built form public realm, and mobility to support the redevelopment of complete and sustainable transit-oriented communities within 7 Primary Major Transit Station Areas (MTSAs) along the Queen Street East corridor.

The Secondary Plan is organized into eleven (11) sections:

- Section 1: Introduction
  - Section 2: Vision and Guiding Principles
  - Section 3: Population and Jobs
  - Section 4: Land Use
  - Section 5: Built Form, Height and Density
  - Section 6: Public Realm
  - Section 7: Mobility and Transportation
  - Section 8: Community Services and Facilities
  - Section 9: Servicing and Stormwater
  - Section 10: Sustainability
  - Section 11: Implementation and Monitoring
  - Section 12: Precinct Plans
- Queen East Precinct Plan – Area 10-1  
  
Schedule 10(a): Queen East Precinct Plan  
Appendix A: Queen East Precinct Plan Guidelines
  - Bramalea Centre Precinct Plan – Area 10-2  
  
Schedule 10(b): Bramalea Centre Precinct Plan  
Appendix B: Bramalea Centre Precinct Plan Guidelines

### 1.1 Location

The Queen Street Transit Corridor Secondary Plan area applies to a portion of Brampton's urban growth centre and 7 primary MTSAs where significant population and employment growth is to be directed to support transit investment and to create land use patterns that help to mitigate and adapt to the impacts of a changing climate.

The lands subject to the policies of this amendment:

- cover 7 MTSAs known as Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea;
- comprise a total area of approximately 562 hectares (1,389 acres); and
- generally described as the lands located on the north and south sides of Queen Street East from Etobicoke Creek in the west, Scott Street to Bramalea Road in the east, Vodden Street, Madoc Drive, Lorraine Crescent, Hazelwood Drive, Homeland Court, Howden Boulevard and Central Park Drive to the north and the CNR line, Clark Boulevard, and Eastern Avenue to the south.

### 1.2 Purpose

The purpose of this Secondary Plan, together with Schedules 10(a) and 10(b) is to establish, in accordance with Section 5.5 (Secondary-Level Plans) of *Brampton Plan*, detailed planning policies for the 7 Primary MTSAs located along Queen Street East between Etobicoke Creek and Bramalea Road.

This Secondary Plan will:

- i) Set out the long-term planning vision for the area;
- ii) Identify transportation and urban design policies to support the principles and objectives needed to transform this section of the Queen Street East corridor from the present auto-oriented, single uses to a mixed-use, compact, vibrant, transit-oriented communities, customized according to character areas, and sensitive to the presence of stable residential neighbourhoods and industrial areas; and
- iii) Include 2 Precinct Plans that provide explanatory goals and illustrative graphics to articulate and link the vision for the Secondary Plan and the necessary implementation measures to achieve the vision, including potential height and density ranges.

## 2.0 Vision and Guiding Principles

The Queen Street East corridor is a primary strategic growth area that includes 7 Primary MTSAs that are planned to accommodate a significant portion of the Region's and City's required growth to the year 2051 and beyond.

The corridor is planned to transition over time into a high-density, dynamic and vibrant destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region. The emphasis is on providing a safe, direct and inviting public realm that interconnects transit stations, and transit-oriented communities along the corridor. Active transportation and transit use will be prioritized as the preferred mode of travel. Sustainability will be supported through building transit-supportive complete communities to help mitigate and adapt to the impacts of climate change.

The Secondary Plan is divided into two Precinct Plan areas, each one providing the desired development direction, aiming to achieve housing, public realm, social, economic and environmental objectives.

- a) The Queen Street Transit Corridor Secondary Plan includes a portion of the Downtown Brampton Urban Centre and the entirety of the Bramalea Urban Centre as shown on Schedule 1a – City Structure of *Brampton Plan*. Development within Urban Centres will be mixed-use environments providing a concentration of people and jobs that have convenient access to transit. Urban Centres are the most highly connected locations in the City that will prioritize sustainable mobility. Intensification in Brampton, with the highest densities and heights, will be directed to Urban Centres.
- b) In addition to the planning framework and principles included in *Brampton Plan*, the following general guiding principles constitute the basis for the formulation of this Secondary Plan and should be utilized to guide decisions with respect to development approvals:
  - i. be sustainable, complete communities providing a full range of housing, services and amenities to meet the daily needs of people of all ages and abilities;
  - ii. provide a variety of building typologies and height ranges that create attractive and unique spaces;
  - iii. achieve an appropriate mix of commercial, residential and institutional uses that support the higher-order transit along Queen Street;
  - iv. be an active, healthy, and vibrant place with active transportation connections to transit, the surrounding community and other areas of the City.
  - v. provide community services and facilities, and transportation and servicing infrastructure to support new growth;
  - vi. promote well-designed neighbourhoods founded on principles of urban design excellence that will include built form types, densities, and heights appropriate to their location; and
  - vii. accommodate employment uses to support Brampton's economic prosperity.

### 3.0 Population and Jobs

In accordance with *A Place to Grow, Growth Plan for the Greater Golden Horseshoe*, each MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051. Based on the minimum density of 160 people and jobs combined per hectare, the corresponding minimum population and jobs for each MTSA is outlined in **Table 1: Minimum Combined Population and Jobs**

**Table 1: Minimum Combined Population and Jobs**

Column A	Column B	Column C	Column D
<b>MTSA</b>	<b>Minimum Combined Population and Jobs</b>	<b>Combined Population and Jobs (as of Secondary Plan adoption date)</b>	<b>Additional Population and Jobs Required by 2051 to meet Minimum Density Target</b>
<b>Centre</b>	7,248	2,068	5,180
<b>Kennedy</b>	15,672	5,917	9,755
<b>Rutherford</b>	11,580	3,584	7,996
<b>Laurelcrest</b>	13,347	3,584	9,763
<b>Dixie</b>	16,726	15,330	1,396
<b>Central Park</b>	12,686	5,756	6,930
<b>Bramalea</b>	12,645	6,990	5,655

- a) The target of a minimum 160 people and jobs per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the entire MTSA boundary. As part of a development application, the applicant shall demonstrate how the proposed redevelopment or development contributes to meeting the minimum required population and jobs outlined in Table 1 – Column D.
- b) The overall mix of residents and jobs within each MTSA will be achieved over the long-term and shall be monitored at intervals not less frequently than every 5 years. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to address them.

### 4.0. Land Use

The predominant use of land within this Secondary Plan area shall be mixed-use, that is provided in a well-integrated, compact urban form where people can access a range of services within a 15-minute walk or cycling trip of their home.

Portions of the Secondary Plan are protected for employment uses, where a diverse range of jobs and services are to be provided to meet Brampton's employment targets. Ancillary uses are permitted in designated employment areas to help support the long-term economic success of the city.

- a) The use of land within the Secondary Plan area shall be in accordance with *Brampton Plan* MTSA Land Use Schedules 13d-13j. The *Brampton Plan* Land Use Plans are included in Appendices A and B to this Plan as a reference.
- b) New automobile sales and automobile related uses, including automobile service stations and new drive-through facilities shall not be permitted on any lands within the Secondary Plan area.
- c) The full extent of maximum development permissions stated within each land use designation may not be achievable on every site, due to site-specific factors including, but not limited to, minimum lot area requirements, design principles, compatibility and transition to adjacent development, negative environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity. The Zoning By-law, in conjunction with Urban Design Guidelines will establish the minimum criteria for assessing the suitability of an individual site for each land use designation.
- d) Changes to the location or alignment of the street network, mid-block connections, parks and open space shown on the Precinct Plan Schedules 10(a) and 10(d), will not require an amendment to this Plan provided that its general intent and purpose is maintained.

## 5.0 Built Form, Height and Density

Within the Secondary Plan area, a variety of built form, heights and densities will be encouraged to achieve a diversity in design and to provide an inviting public realm.

- a) The scale of development shall respond appropriately to its planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and its relationship to the public realm.

### 5.1 Built Form

The following design policies set out the requirements and expectations for the development of lands within this Secondary Plan to create sustainable, attractive and safe neighborhoods:

- a) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space. Other sustainable elements, such as increasing and contributing to a robust and diversified urban forest canopy and Low Impact Development (LID) principles are encouraged in all forms of development
- b) Development shall support the vision of creating a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level.
- c) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety.
- d) High-rise building development and/or redevelopment shall have consideration for tall building design principles including tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others. The design criteria for tall buildings will be implemented through zoning by-law regulations to:
  - i. mitigate environmental impacts caused by tall buildings such as shadows, accelerated winds, access to light and sky;

- ii. create high-quality design relationships between the built-forms of multiple adjacent or nearby towers that account for occupant privacy and quality of life, contribute toward a visually interesting skyline, and ensure compatibility between buildings in dense, urban environments;
  - iii. ensure compatibility with surrounding low-rise and mid-rise contexts; and
  - iv. ensure that the development of future, adjacent or nearby high-rise buildings is not frustrated and can continue to achieve high-quality design principles.
- e) The layout of the streets, configuration of lots and siting of buildings shall ensure that:
- i. Pedestrian can easily access and enjoy public streets and other outdoor spaces;
  - ii. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
  - iii. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;
  - iv. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection Through Environmental Design (CPTED) principles shall be applied to all public spaces; and
  - v. Development reinforces the importance of public and institutional buildings in the community, and enhances their role through design, location and orientation.

## 5.2 Height and Density

The distribution and hierarchy of height and density is important to create a well-balanced community, and to generate place-making activity in public spaces. The tallest buildings and highest densities will be located adjacent to the rapid transit station and at the Highway 410/Queen Street interchange, and will lower in height as the distance from the transit station increases. Building heights and densities shall correspond with the land use designations on *Brampton Plan* MTSA Land Use Schedules 13d – 13j and the building typologies in Table 4 of *Brampton Plan*

- a) New development will be planned to achieve the minimum residents and jobs combined per hectare (Section 3.0: Population and Jobs of this Plan), through both the minimum building height requirements that will be identified in the zoning by-law, and the minimum density requirements identified in Table A: Minimum Floor Space Index (FSI) found in Chapter 4 – Major Transit Station Area of *Brampton Plan*.
- b) When more than one building can be accommodated on the same lot, the minimum building height requirements will only apply to one of the buildings, or portion thereof.
- c) A potential range and distribution of building heights and density are illustrated in Appendices A and B to this Plan. The specific maximum building height and density permissions, within the range illustrated in Appendices A and B, will be implemented in the Zoning By-law.
- d) Only for lands designated “Neighbourhood (High-Rise Residential)” or “Mixed-Use (High-Rise Mixed-Use)”, building heights and densities beyond those prescribed in the Zoning By-law may only be considered through a site-specific Zoning By-law Amendment application, subject to meeting all of the following criteria:

- i. the overall intent, goals, objectives, and policies of the MTSA and Official Plan are achieved;
  - ii. developable site area is appropriate to accommodate the proposed height;
  - iii. the type and scale of the development proposal is appropriate and compatible with the surrounding context, land uses, and planned character of the area;
  - iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design that will minimize visual impact, overall massing, shadow, and overlook;
  - v. infrastructure capacity such as water, stormwater and wastewater, transit, street network, and community services, are sufficient to support the development;
  - vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service; and
  - vii. the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.
- e) Properties shown with unlimited height and density (UHD) in Appendices A and B may be subject to the implementation of a ‘holding’ (H) provision in the Zoning By-law to ensure appropriate built form, sufficient infrastructure capacity and the availability of community services. The ‘holding’ (H) provision may be subject to the submission of technical studies, including, but not limited to:
- i. Functional Servicing Report
  - ii. Traffic Impact Study
  - iii. Growth Management Study
  - iv. Urban Design Brief
  - v. Wind Study
  - vi. Shadow Study

## 6.0. Public Realm

The public realm will be designed as a connected network of active and passive spaces where people can safely walk, cycle, gather and obtain access to and from surrounding transit stations and adjacent communities. Key public realm components include parks and open spaces, streets, sidewalks, trails, and privately-owned publicly accessible spaces (POPS), which will all play a critical role in ensuring the development of healthy, inclusive and attractive places to live, work, play and visit.

Public realm guidance is provided in the Precinct-Plan Guidelines contained in Appendices A and B to this Plan.

- a) The design of new development shall provide public realm improvements that include direct, safe and welcoming bicycle and pedestrian connections from planned transit stops for all users. Improvements may include, but are not limited to, wayfinding solutions, new pathways, weather protected links and enhancing transit facilities.
- b) The public realm shall act as a focal point and provide a high-quality architectural treatment reflecting the importance of the Queen Street corridor as a hub of activity.
- c) Where appropriate, it shall be demonstrated that building setbacks adjacent to transit stations include sufficient space for pedestrian/cycling transit plazas.
- d) Redevelopment and development proposals are encouraged to implement the public realm network identified on **Figure x in Appendix A and Figure X in Appendix B.**



## 6.1 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community. Development will contribute to a system of high-quality, well-connected parks and open spaces in the Secondary Plan Area, which will support the creation of sustainable, livable and resilient communities.

- a) The parks system will be comprised of a hierarchy of park types, sizes and functions and will be developed in accordance with the policies in *Brampton Plan*. The parks and open space system includes the following:
  - i. Neighbourhood Parks
  - ii. Landscape Buffers
  - iii. Urban Parks – Privately Owned Publicly Accessible Spaces (POPS) and Urban Squares
  - iv. Linear Connector

## 6.2 Place-Making

All development shall contribute to place-making by building areas with a strong sense of identity and character that are attractive, safe and welcoming.

- a) Multi-functional public oriented/accessible spaces, including public and private squares and plazas are encouraged to be provided.;
- b) Areas for place-making are encouraged to be incorporated and be designed and landscaped to function as a significant part of the public realm; and,
- c) Public art is encouraged to be included in all forms of development to animate civic spaces and reflect the culture and diversity of the local residents and community.

## 7.0. Mobility and Transportation

The Secondary Plan Area is premised on strategies to provide a range of travel choices and encourage more sustainable travel behaviours. The network of complete streets will play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm that is easily accessible.. Mid-block connections are intended to provide a safe mobility option with higher quality public realm that focuses on enhancing the pedestrian experience.

### 7.1. Street Network

- a) A fine-grained street network will provide the foundation for how people get around by walking, cycling, driving and other modes, supporting convenient pedestrian and cyclist movement and discouraging single-occupant vehicle use.
- b) Development proposals shall contribute to the creation of a connected public street network as generally illustrated on Schedules 10(a) and 10(d).
- c) To the greatest extent possible, development proposals shall be located on public streets, unless it can be demonstrated by the proponent to the satisfaction of the City, that a private street is equally appropriate in terms of functionality, safety, efficiency, servicing, neighborhood connectivity, facilitating land assembly for future development, reducing negative environmental impacts and minimizing financial impacts to the City.
- d) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines and shall have a minimum right-of-way width of 25.2 metres to accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. The cross section for the 25.2 metre right-of-way is found in Appendices A and B to this Plan.

- e) Notwithstanding Section 7.1 d), the collector streets south of Queen Street East, between Kennedy Road and Rutherford Road South and at the south-east corner of Kennedy Road and Vodden Street (Centennial Mall) shall have a minimum right-of-way width of 20.0 metres. The cross section for the 20.0 metre right-of-way is found in Appendix A to this Plan.
- f) Notwithstanding Sections 7.1d) and e), future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit facilities and connections, including pick-up and drop-off areas. Final street design shall be determined through the submission of a Traffic Impact Analysis that is to be approved to the satisfaction of the City, in coordination with Metrolinx.
- g) Private streets shall contain the following:
  - i. Minimum pavement width of 7.0 metres;
  - ii. Sidewalk on both sides;
  - iii. Active transportation elements; and
  - iv. Public realm elements such as landscaping, street furniture, street lighting, etc.  
The final right-of-way requirements and necessary easements for private streets will be determined through the development application process.
- h) Mid-block connections shall have a minimum width of 15 metres.

## 7. 2. Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. The active transportation network is illustrated on Schedules 10(a) and 10(d) – Queen East and Bramalea Centre Precinct Plans and will support safe and efficient travel across the Corridor, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as, parks and open spaces, shopping, employment and public service uses throughout the Secondary Plan area.

- a) Development and redevelopment shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other destinations.
- b) Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for safety and convenience.
- c) Continuous sidewalks shall be provided to prioritize pedestrian and cyclists overturning motor vehicles by extending sidewalks at the same elevation, creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.

### 7.2.1 Cycling Facilities and Amenities

Cycling and other forms of active transportation allow people to reach destinations. Making each MTSA bicycle-friendly will encourage a more active lifestyle for residents and workers and contribute to the improvement of the economic and environmental health of the area.

- a) Cycling facilities and amenities are encouraged to be provided at all public destinations within MTSAs, including, but not limited to, transit stations, parks, schools, community centres, cultural facilities, other public institutions and retail uses.
- b) Bicycle parking shall be provided by all residential, commercial, institutional (excluding publicly funded schools), employment, recreational and civic buildings.

The appropriate bicycle parking requirements will be provided in the Zoning by-law.

### 7.3 Parking

- a) For lands located within a MTSA there shall be no minimum parking standards for the land use designations shown on Brampton Plan MTSA Land Use Schedules 13c and 13i, except for properties designated Low-Rise Residential.
- b) At grade and or above-grade parking structures shall not be located fronting a street.

## 8.0 Community Services and Facilities

The adequate provision of community services and facilities will play an important role in the creation of complete communities. Community infrastructure such as schools, libraries, daycares, and recreation facilities are essential to create healthy and complete urban communities. In the Queen Street Corridor Secondary Plan there are two potential multi-service community hubs that will be designed and located to be accessible, provide focal points for the community, and distributed such that they provide equitable access for residents and employees within the City and across the Region.

- a) Community services and facilities are permitted within any land use designation shown on *Brampton Plan* MTSA Land Use Plans (Schedules 13c – 13i).
- b) The Peel District School Board (PDSB) has identified the need for one elementary school site (4-6 acres in size) to be provided within the Queen East Precinct Plan, specifically along Queen Street East between Kennedy Road and Highway 410 to accommodate students based on the anticipated growth in this area. The elementary school site shall be located in the vicinity of the potential community hub shown on *Brampton Plan* Rutherford MTSA Land Use Schedule 13f and have two public street frontages to accommodate bus and vehicular access. The ultimate size and location of the school will be determined by the PDSB as part of development approval of application in that area.
- c) Community services and facilities will be secured through the appropriate development approvals process and agreements, which will outline the anticipated timing and phasing of these new facilities to ensure their timely provision to support development.
- d) Public service facilities should be planned and designed to meet the requirements of the City and/or public agencies, and should:
  - i) be provided in visible locations with strong pedestrian, cycling and transit connections;
  - ii) be co-located with each another in mixed used buildings, where possible, and provide for integrated pick-up and drop-off areas, as applicable;
  - iii) be located adjacent to parks and open spaces to enable synergies between facilities, where appropriate and applicable; and,
  - iv) provide for multi-functionality through flexible, accessible, multi-purpose spaces that can be programmed in different ways and can adapt over time to meet the varied needs of the community.

## 9.0. Servicing and Stormwater

A significant amount of population and employment growth is anticipated in the Queen Transit Corridor Secondary Plan Area. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential. Servicing infrastructure includes sanitary sewers, storm sewers and the water distribution system. Intensification will be supported by the timely provision of new infrastructure and/or upgraded investment in new infrastructure both within and outside the Secondary Plan Area.

As redevelopment occurs along the Queen Street Corridor it will be planned as a resilient complete community with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of Brampton's Community and Energy Reduction Emissions Plan.

- a) A Functional Servicing Report (FSR) shall be submitted in conjunction with a development application that is in accordance with the City's Term of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated August 2024.
- b) If a development proposal includes lands to be dedicated for a public street with a 25.2 metre right-of-way, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of the FSR that is submitted in conjunction with a development application to ensure that the development does not create and/or increase risk.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.
- d) Properties within the Secondary Plan area may be subject to the implementation of a 'holding' (H) provision in the Zoning By-law to ensure sufficient infrastructure capacity is available to service the proposed development.

## 10.0 Sustainability

- a) Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- b) Development will advance and, as appropriate, implement the recommendations of the City of Brampton Community Energy and Emissions Reduction Plan (CEERP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures, and other innovative approaches.
- c) Development will facilitate vehicle and transit electrification readiness of buildings and transportation infrastructure through the design of buildings and the provision of charging infrastructure.
- d) The City shall identify, plan for, and implement infrastructure that can proactively protect each MTSA from future potential long-term risk of events associated with climate change.

## 11.0 Implementation and Monitoring

- a) The timing and progression of development shall be supported by the adequate provision of parkland, servicing and transportation infrastructure, community services and facilities and, if applicable, the delivery of employment uses.

- b) The City will monitor the level of development within each MTSA every 5 years to ensure the density targets prescribed in Section 3.0 – Population and Density of this Secondary Plan are being met.
- c) The City may, in conjunction with the planning application process, monitor the level of development against:
  - i. the ratio of jobs to residents;
  - ii. the provision of servicing infrastructure and,
  - iii. the identification and need for public service facilities, as applicable.

**12.0 Precinct Plans**

Precinct Plans include goals and images to articulate the Secondary Plan’s vision. The Queen Street Transit Corridor Secondary Plan is organized into 2 Precinct Plan Areas containing 7 Primary MTSA’s located along the Queen Street Corridor:

- 1. Queen East Precinct Plan (includes the Centre, Kennedy and Rutherford MTSA’s); and
- 2. Bramalea Centre Precinct Plan (includes the Laurelcrest, Dixie, Central Park and Bramalea MTSA’s).

- a) The Queen East and Bramalea Centre Precinct Plans build on the general MTSA policy direction and the MTSA Land Use Plans (13d – 13j) in *Brampton Plan*, and describe the intent of the policies in this Plan. The accompanying Precinct Plan Guidelines shall be utilized through the development application process as a guiding tool to ensure the urban design policies in *Brampton Plan* and this Plan are implemented across MTSA’s. The Precinct Plan Schedules shown on Schedules 10(a) and 10(b) illustrate the following:
  - i. Character Areas
  - ii. Parks and Open Space (including POPS)
  - iii. Street Network
  - iv. Mid-Block Connections
  - v. Key Open Space Linkages

**12.1 Character Area Policies**

Precinct Plans are sub-divided into Character Areas based on locational characteristics, and the desired land use and built form objectives. Some Character Areas will remain as stable neighbourhoods while others will grow and transform into high-rise mixed-use communities.

- a) Development within each Character Area shall conform to the MTSA Land Use Plans (Schedules 13d-13j) and policies in *Brampton Plan*, the policies in Chapters 12-1 and 12-2 of this Plan and generally in accordance with the Precinct Plan Guidelines in Appendices A and B of this Plan.

The Comprehensive Zoning By-law will provide more specific requirements and standards, including provisions for permitted land uses, maximum building heights and densities, minimum lot area, setbacks, parking, and landscaping considerations using the MTSA land use policies in *Brampton Plan* and the policy direction and design guidelines for each Precinct Plan.

## Queen East Precinct Plan – Area 10-1

### 1.0 Location:

The Queen East Precinct Plan area applies to a portion of Brampton's urban growth centre and includes 3 Primary MTS known as Centre, Kennedy and Rutherford, where significant population and employment growth is to be directed to support transit investment and to create land use patterns that help to mitigate and adapt to the impacts of a changing climate.

The Queen East Precinct Plan comprises a total area of approximately 216 hectares (534 acres) and generally includes the lands located between Etobicoke Creek and Highway 410 that are situated along and in proximity to Queen Street East.

### 2.0 Queen East Precinct Plan Area Principles

The Queen East Precinct Plan Area is being planned and designed to become a compact urban form, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm that prioritizes walking, active transportation, and transit use. Multi-modal streets will connect residents and employees, and provide mobility and access to the City's higher-order transit network along Queen Street East. The retention of employment lands in this Precinct Plan is a critical to support the City's economic prosperity.

The Queen East Precinct Plan is divided into eight (8) Character Areas as shown on Schedule 10(a):

1. Queen Transit Corridor
2. Mid-Rise
3. Centennial Node
4. Community Node
5. Peel Memorial Institutional
6. Riverwalk
7. Eastern Avenue Employment (Prestige Industrial and Industrial)
8. Stable Neighbourhood

The following sections provide policies pertaining to each Character Area.

#### 2.1 Queen Transit Corridor

The *Queen Transit Corridor Character Area* generally consists of blocks immediately adjacent to Queen Street East, an important regional transit spine with a distinct identity and role in Brampton. Development adjacent to Queen Street will reinforce the street as a regional corridor, and support its transformation into a walkable, pedestrian-oriented area activated by non-residential uses at grade.

The *Queen Transit Corridor Character Area* shall be developed in accordance with the following:

- a) Support the development of the Queen East Precinct Plan as a complete community with transit-supportive densities and a mix of high-rise built form to maximize transit ridership.
- b) Concentrate the greatest densities along Queen Street with the tallest buildings surrounding the Centre, Kennedy and Rutherford BRT stations, and at the north interchange of Queen Street and Highway 410.
- c) Provide multi-modal connections to the *Community Node Character Area* to ensure residents and employees have convenient access to the Community Hub and Neighbourhood Park serving this Precinct Plan.

- d) Contribute to an enhanced streetscape and pedestrian realm by creating a positive pedestrian experience. Regulations will be included within the City's Zoning By-law that will guide development. including, but not limited to providing a minimum percentage of at-grade non-residential uses for each building that has frontage on Queen Street East.

## 2.2 Mid-Rise

The *Mid-Rise Character Area* is located throughout this Precinct Plan area and generally acts as a transition towards the *Stable Neighborhood Character Area*. This character area has opportunities for compact, mid-rise buildings with supporting amenities, such as, commercial, retail and public spaces within walking distance of the BRT. The design, scale, character, and intensity of development further away from the bus rapid transit stations will be compatible with, and transition to, adjacent land uses. A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.

The *Mid-Rise Character Area* shall be developed in accordance with the following:

- a) Limited to mid-rise buildings to ensure compatibility and appropriate transition to lower scaled development.
- b) Include a variety of mid-rise housing typologies in a compact, walkable environment that supports multiple modes of transportation.
- c) Encourage the design of buildings to integrate commercial and retail uses at-grade adjacent to the public realm to create social gathering places and vibrant street life.
- d) Provide multi-modal connections to the *Community Node Character Area* to ensure residents and employees have convenient access to the Community Hub and neighbourhood park that will serve this Precinct Plan.

## 2.3 Community Node

The *Community Node Character Area* is located at the south-west quadrant of Highway 410 and Queen Street and will mainly involve the transformation of a large-scale retail plaza into a high-density, livable and transit-supportive community. This gateway Community Node will serve as a vibrant destination hub for shopping, living and recreational activities with a series of connected and animated public-oriented spaces.

The *Community Node Character Area* shall be developed in accordance with the following:

- a) Supporting the development of this Precinct as a complete community with mid-to-high rise densities, and a distinct community character by providing significant public amenities and facilities, including a community hub, elementary school and a public park.
- b) Provide a multi-modal network that interconnects with adjacent character areas for convenient access to the community hub, public park and commercial uses.
- c) Locate the greatest densities surrounding the Rutherford BRT station and at the southern Highway 410 and Queen Street interchange.
- d) Foster an animated, pedestrian-active frontage by providing at-grade non-residential uses for each building that has frontage on Queen Street. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses.. Regulations

will be included within the City's Zoning By-law to implement minimum requirements for at-grade non-residential uses.

- e) Locate at-grade non-residential uses along the north-south collector road and near publicly accessible open spaces, such as the Community Hub and neighbourhood park to activate these spaces during the day. Regulations will be included within the City's Zoning By-law to implement minimum requirements for at-grade non-residential uses.
- f) Stand alone single use retail and commercial buildings are prohibited fronting Queen Street.
- g) Protect land for a potential pedestrian and active transportation bridge across Highway 410 as shown on *Brampton Plan* MTSA Land Use Plan 13f.

#### 2.4 Centennial Node

The *Centennial Node Character Area* is located in the northerly periphery of the Precinct. The long-term vision for this Character Area is to transform into a sustainable mixed-use community with a neighbourhood retail function.

The *Centennial Node Character Area* shall generally be developed in accordance with the following:

- a) Be planned as a transit-supportive node of the least intensity, relative to other *Queen Transit Corridor and Community Node Character Areas* given its remote distance from the Kennedy BRT station.
- b) Be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses to continue fulfilling local shopping needs within the Precinct.
- c) Locate the greatest densities and tallest buildings along Kennedy Road.
- d) Create an animated, pedestrian-active frontage by providing at-grade non-residential uses for each building that has frontage on Kennedy Road. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses. Regulations will be included within the City's Zoning By-law to implement minimum requirements for at-grade non-residential uses.

#### 2.5 Riverwalk

The *Riverwalk Character Area* includes land within the eastern limits of Brampton's Riverwalk Urban Design Master Plan. Riverwalk will be a key destination within Brampton involving a revitalized Etobicoke Creek, surrounded by public spaces and parks and connected by the Etobicoke Creek valley corridor and trail system. Mixed-use developments will integrate with the transit network and include connections for all users.

The *Riverwalk Character Area* shall be developed in accordance with the following:

- a) The greatest densities and building heights will be located along Queen Street and will demonstrate appropriate transition in scale to lower scaled development.
- b) Built form shall enhance the natural setting, provide watercourse views and public spaces to elevate the public realm experiences along the Etobicoke Creek.

#### 2.6 Peel Memorial Institutional

The *Peel Memorial Institutional Character Area* is a health and wellness hub anchored



by the hospital and shall be developed in accordance with the following:

- a) Provide mixed-use high-rise buildings to create of lively, vibrant and people-oriented places.
- b) Locate the greatest densities along Queen Street with the tallest buildings surrounding the Centre BRT station and providing an appropriate transition in scale to low rise development.
- c) Encourage the inclusion of medical office uses, long-term care facilities and seniors housing in mixed-use buildings.
- d) Provide privately owned publicly accessible spaces for relaxation and community gathering.

## 2.7 Eastern Employment District

The *Eastern Employment District Character Area* is focused on the north and south sides of Eastern Avenue. This Character Area includes a prestige employment interface on the north side of Eastern Avenue to act as a buffer between heavy industrial areas and sensitive land uses envisioned along the Queen Street corridor. These lands may provide an opportunity to utilize the built form and allow the adaptive reuse or redevelopment of former industrial buildings. Economic development will continue to be a fundamental priority for this employment area of the Precinct.

The *Eastern Employment District Character Area* will be developed in accordance with the following:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including ancillary amenities and services for local employees. Sensitive land uses shall be prohibited within this character area.
- b) Support employment intensification by permitting a broad range of uses that capitalize on market trends and foster the growing innovation economy.
- c) Provide multi-modal connections to the local transportation network for employees to obtain convenient and safe access to transit, services and amenities.

## 2.8 Stable Neighbourhood

The *Stable Neighbourhood Character Area* is located north of Queen Street. This area consists of established low-rise residential uses where significant change and intensification are not anticipated. Lots and blocks vary in size and there is a lack of connectivity to transit, services and amenities.

The *Stable Neighbourhood Character Area* shall be developed in accordance with the following:

- a) Generally, maintain a low-rise residential character.
- b) Permit contextually sensitive infill development and limited intensification, including missing middle housing types, subject to minimum lot area requirements and providing an appropriate built form that is compatible in design, context and scale with the surrounding neighbourhood.
- c) Institutional blocks are encouraged to maintain an institutional function as part of any redevelopment proposal.
- d) Improve connectivity and access to transit stations, services and amenities.

## **Bramalea Centre Precinct Plan – Area 10-2**

### 1.0 Location:

The Bramalea Centre Precinct Plan comprises a total area of approximately 346 hectares (855 acres) and generally includes the lands located between Highway 410 and Bramalea Road that are situated along and in close proximity to Queen Street East.

### 2.0 Bramalea Centre Precinct Plan Area Principles

The Bramalea Precinct Plan Area focuses on rejuvenating one of Brampton’s “Urban Centres” into a vibrant and active regional destination. The Precinct will be a compilation of interconnected communities and hubs offering varying uses, such as housing, institutional, recreational and retail, allowing people to live, work and play within their neighbourhood. The goal is for the Bramalea Precinct to evolve as a central place in Brampton to do business, innovate, discover, captivate, and live.

One of the key nodes in the Bramalea Centre Precinct Plan involves the long-term transformation of the Bramalea City Centre (BCC) into an urban mixed-use community and destination that is lively, sustainable, walkable and transit-oriented. Lands located within the Bramalea Centre Precinct Plan are sub-divided into the following Character Areas and Sub-areas as shown on Schedule 10 (b):

1. Queen Transit Corridor
2. Bramalea South
3. Clark Employment District
4. Established Apartment Neighbourhood
5. Stable Neighbourhood
6. Bramalea Urban Centre (BUC):
  - a) Corridor Sub-Area
  - b) Residential Sub-Area
  - c) Retail Hub Sub-Area
  - d) Knowledge Hub Sub-Area

The following sections provide policies pertaining to each Character Area and Sub-area within the Bramalea Centre Precinct

#### 2.1 Queen Transit Corridor Character Area

The *Queen Transit Corridor Character Area* generally consists of blocks immediately adjacent Queen Street. This character area will focus on providing transit-supportive densities. Development fronting onto Queen Street will reinforce the street as a regional corridor and support its transformation into a pedestrian-oriented area activated by non-residential uses at grade.

The *Queen Transit Corridor Character Area* will be developed in accordance with the following:

- a) Support the development of the Queen East Precinct Plan as a complete community with transit-supportive densities and a mix of mid-rise and high-rise built form to maximize transit ridership.
- b) Concentrate the greatest densities along Queen Street with the tallest buildings surrounding the Laurelcrest BRT station and at the interchanges of Queen Street and Highway 410.
- c) Deliver walkable, pedestrian-oriented developments by providing a network of new complete streets and mid-block connections.

- d) Provide multi-modal connections to the *Bramalea South Character Area* to ensure residents and employees have convenient access to the Norton Place Community Centre and surrounding trail network.
- e) . Create an animated, pedestrian-active frontage by providing at-grade non-residential uses for each building that has frontage on Kennedy Road. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses. Regulations will be included within the City's Zoning By-law to implement minimum requirements for at-grade non-residential uses.

## 2.2 Bramalea South

The *Bramalea South Character Area* is situated south of Queen Street and flanks the *Queen Transit Corridor Character Area*. This Character Area has opportunities for compact, mixed-use development within walking distance to public transit. Passive and active recreational opportunities are available in the abundance of multi-use trails located in Norton Place Park and Community Centre. The design, scale, character, and intensity of development further away from the transit station will be compatible with, and transition to, adjacent land uses.

The *Bramalea South Character Area* will be developed in accordance with the following:

- a) Provide densities and height that are less than those in the *Queen Transit Corridor Character Area* by concentrating the greatest densities and tallest buildings along Highway 410.
- b) Be encouraged to include a mix of uses and housing typologies. .
- c) Build walkable, developments by providing a network of new complete streets and mid-block connections, including safe and convenient connections for both residents and employees to the Norton Place Park and Community Centre.
- d) Protect land for a potential pedestrian and active transportation bridge across Highway 410.

## 2.3 Clark Employment District

The *Clark Employment District Character Area* is focused on the southern periphery of the Bramalea Centre Precinct Plan adjacent to Highway 410 and north of Clark Avenue. This Character Area will provide an interface and buffer between sensitive uses and heavy industrial areas located south of Clark Avenue.

The *Clark Employment Character Area* will be developed in accordance with the following:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including ancillary amenities and services for local employees. Sensitive land uses shall be prohibited within this character area.
- b) Support employment intensification by permitting a broad range of uses that capitalize on market trends and foster the growing innovation economy.
- c) Provide multi-modal connections to the local transportation network for employees to obtain convenient and safe access to transit, services and amenities.

## 2.4 Established Apartment Neighbourhood

There are several *Established Apartment Neighbourhood Character Areas* scattered throughout the Bramalea Centre Precinct. While this character area is not an area of significant growth, there are sites that provide opportunities for compatible infill development or redevelopment. In this character area, the emphasis is on improving walkability to transit, shops and services, improving amenities, accommodating sensitive infill, and promoting environmental sustainability.

The *Established Apartment Neighbourhood Character Area* will be developed in accordance with the following:

- a) Permit mid to high rise infill buildings at heights and densities that are similar to those in the *Queen Transit Corridor* and *Bramalea South Character Areas*.
- b) Infill buildings shall be developed in accordance with the Established Apartment Neighbourhoods policies in *Brampton Plan*.

## 2.5 Stable Neighbourhood

The *Stable Neighbourhood Character Area* is scattered throughout the Precinct and consists of established low-rise residential uses where significant change and intensification are not anticipated. Neighbourhood parks and institutional uses are scattered through-out these neighbourhoods providing amenities and services to residents and employees.

The *Stable Neighbourhood Character Area* will generally:

- a) Maintain its low-rise residential character.
- b) Permit contextually sensitive infill development, subject to providing an appropriate built form that is compatible in design, context and scale with the surrounding neighbourhood.
- c) Institutional blocks are encouraged to maintain an institutional function as part of any redevelopment proposal.
- d) Improve connectivity and access to bus rapid transit stations.

## 2.6 Bramalea Urban Centre

The *Bramalea Urban Centre Character Area* (BUC) includes the lands bounded by Queen Street, Central Park Drive, Clark Boulevard and Dixie Road and recognizes this area of the City as a designated "Urban Centre". The majority of the BUC is occupied by the Bramalea City Centre (BCC), and civic facilities. This area will evolve over the long-term into a complete community that offers a full range of housing, uses, amenities and services. The BUC will be integrated with surrounding communities through the creation of connected, safe and comfortable public realm networks, including multi-modal streets and convenient access to transit.

There are four (4) Sub-areas located within the boundaries of the BUC, each having different uses, density and built form objectives to guide the transformation of the BUC into a vibrant urban centre.

### 2.6.1 BUC Corridor Sub-Area

The *BUC Corridor Sub-Area* is situated along the south side of Queen Street between Dixie Road and Central Park Drive, where a combination of mid-rise and high-rise mixed-use buildings will frame the high-order transit corridor. The *BUC Corridor Character Area* shall be developed in accordance with the following:

- a) Permit a variety of high-rise building typologies with the greatest densities and tallest buildings surrounding the Dixie BRT station.
- b) Encouraged to include a mix of uses including retail, service commercial, institutional and office uses at grade.
- c) Provide multi-modal connections to the both the *BUC Knowledge Character Area* and the *BUC Retail Hub* to ensure residents and employees have convenient access to services, amenities, the potential Community Hub and neighbourhood park.

#### 2.6.2 BUC Retail Hub Sub-Area

The *Retail Hub Sub-Area* is a centralized hub within BUC that will function as a regional-wide retail and service commercial destination with a 'Main Street' character. The *BUC Retail Hub Character Area* shall be developed in accordance with the following:

- a) Provide compact, mixed-use development in a form of high-rise buildings that achieves vibrant street level activity at a lower intensity than the BUC Corridor Character Area.
- b) Create an animated, pedestrian-active frontage by
- d) Contribute to an enhanced streetscape and pedestrian realm by creating a visually stimulating pedestrian experience. Regulations will be contained within the City's Zoning By-law to guide the implementation of the Retail Main Street that includes, but is not limited to providing a minimum \ percentage of at-grade non-residential uses for each building fronting the Retail Main Street. Active at-grade uses are encouraged to be located on the first and second floors and include commercial, retail, office, institutional or recreational uses.
- e) Stand alone retail and commercial buildings are prohibited.

#### 2.6.3 BUC Knowledge Hub Sub-Area

The *Knowledge Hub Sub-Area* will be the heart of the BUC for civic facilities and amenities attracting people to this regional destination. It is envisioned as being anchored by a post secondary institutional facility supported by public service uses, campus housing and transit facilities. This character area will capitalize on the proximity to the BUC Retail Hub. The *BUC Knowledge Hub Sub-Area* shall be developed in accordance with the following:

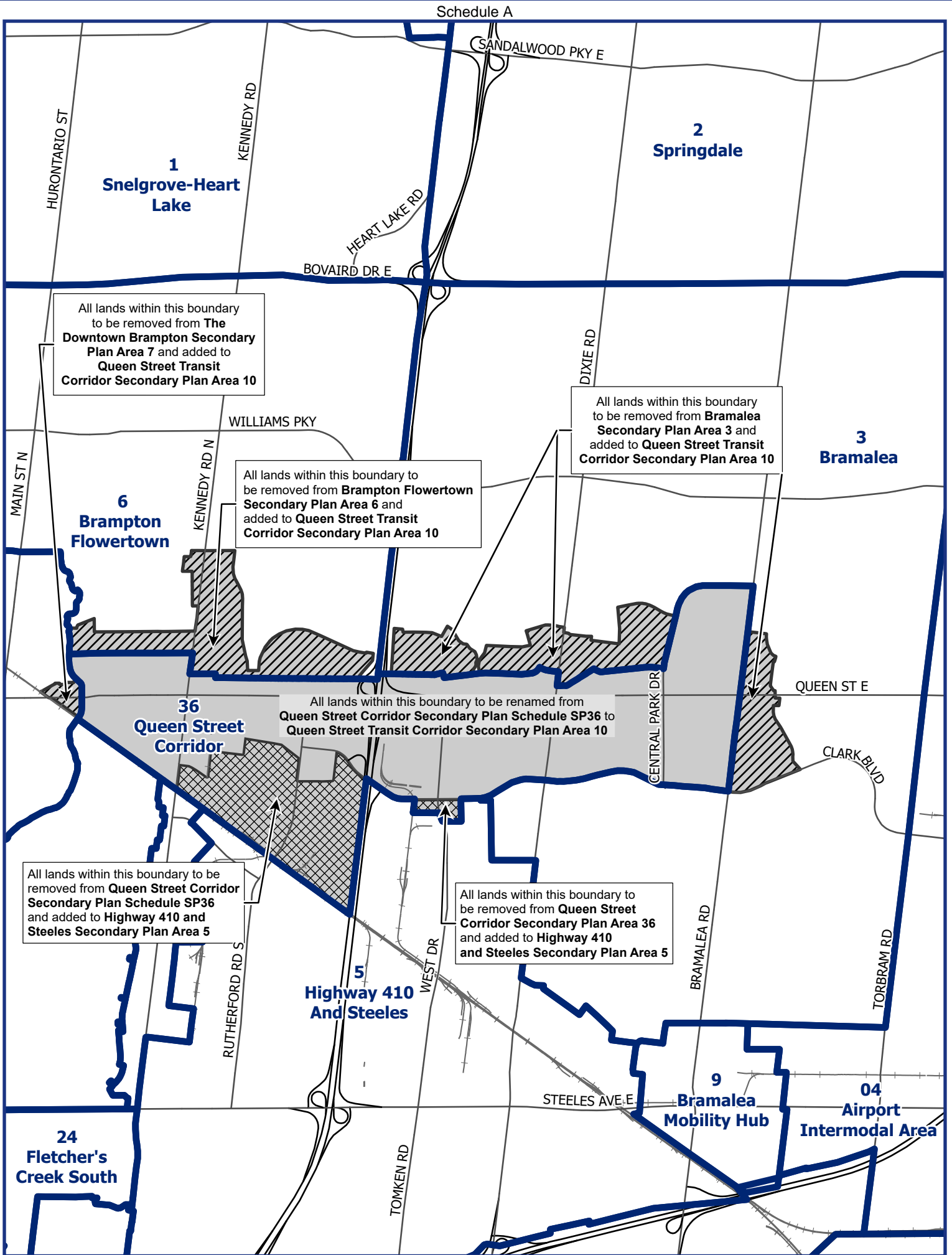
- a) Permit mid to high-rise campus housing associated with a post secondary institution.
- b) Built form will be integrated and well-connected with the surrounding area through public realm continuity and streetscape design, along with the extension of the surrounding pedestrian, cycling and road network.
- c) Public service facilities should be co-located in a community hub to offer neighbourhood residents a variety of services and to promote cost-effectiveness and convenient access.

#### 2.6.4 BUC Residential Sub-Area

The *Residential Sub-Area* is located along the southern and western edges of the BUC and shall be developed in accordance with the following:

- a) Permit predominately high-rise built forms at a lower intensity than the *BUC Corridor Sub-Area*, concentrating the greatest densities and tallest buildings along Dixie Road.

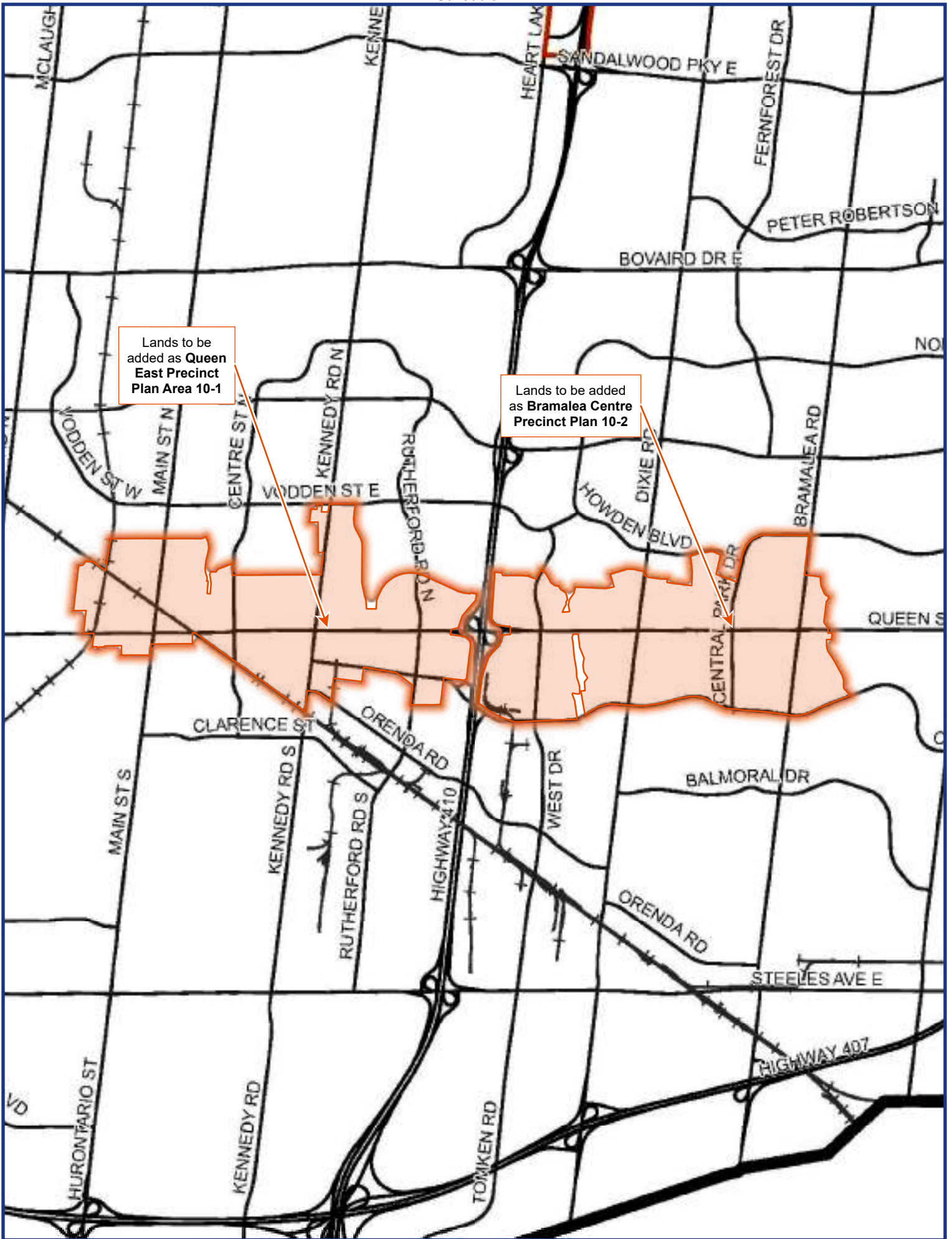
- b) Provide multi-modal connections to the *BUC Retail and Knowledge Hub Sub-Areas* to ensure residents have convenient access to retail, commercial, institutional and recreational amenities.
- c) Provide an appropriate transition to the surrounding residential neighbourhoods.”








EXTRACT FROM 2023 Official Plan Schedule 10 Secondary Plan Areas

- |                     |                            |                |
|---------------------|----------------------------|----------------|
| Lands to be added   | <b>Road Classification</b> | Railway        |
| Lands to be renamed | Highway                    | Secondary Plan |
| Lands to be removed | Arterial Road              | City Boundary  |



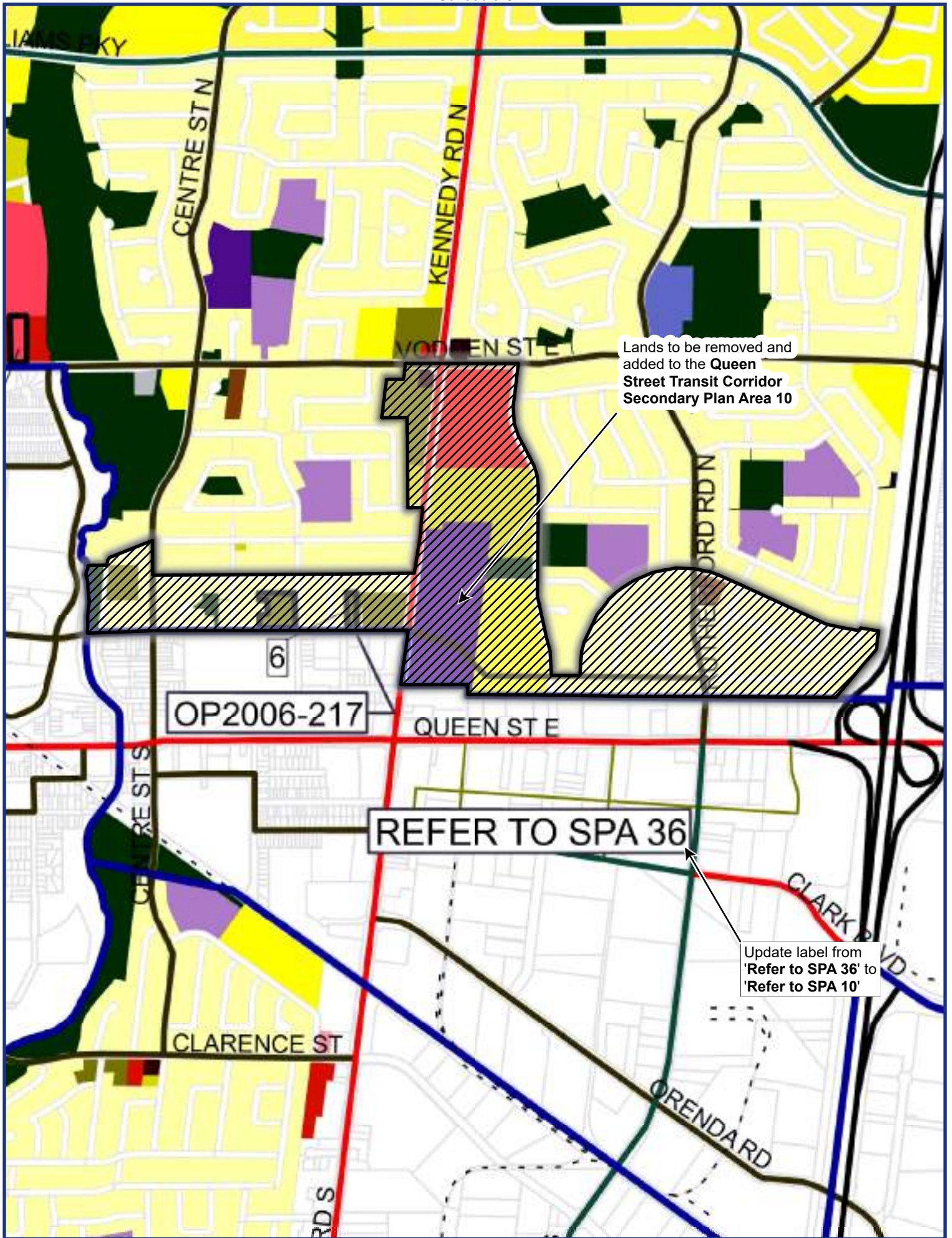


EXTRACT FROM 2023 Official Plan Schedule 11 Precinct Areas

-  Lands added
-  Precinct Plan Area
- Base Map Features**
  -  Railway
  -  Highway
  -  Major Streets





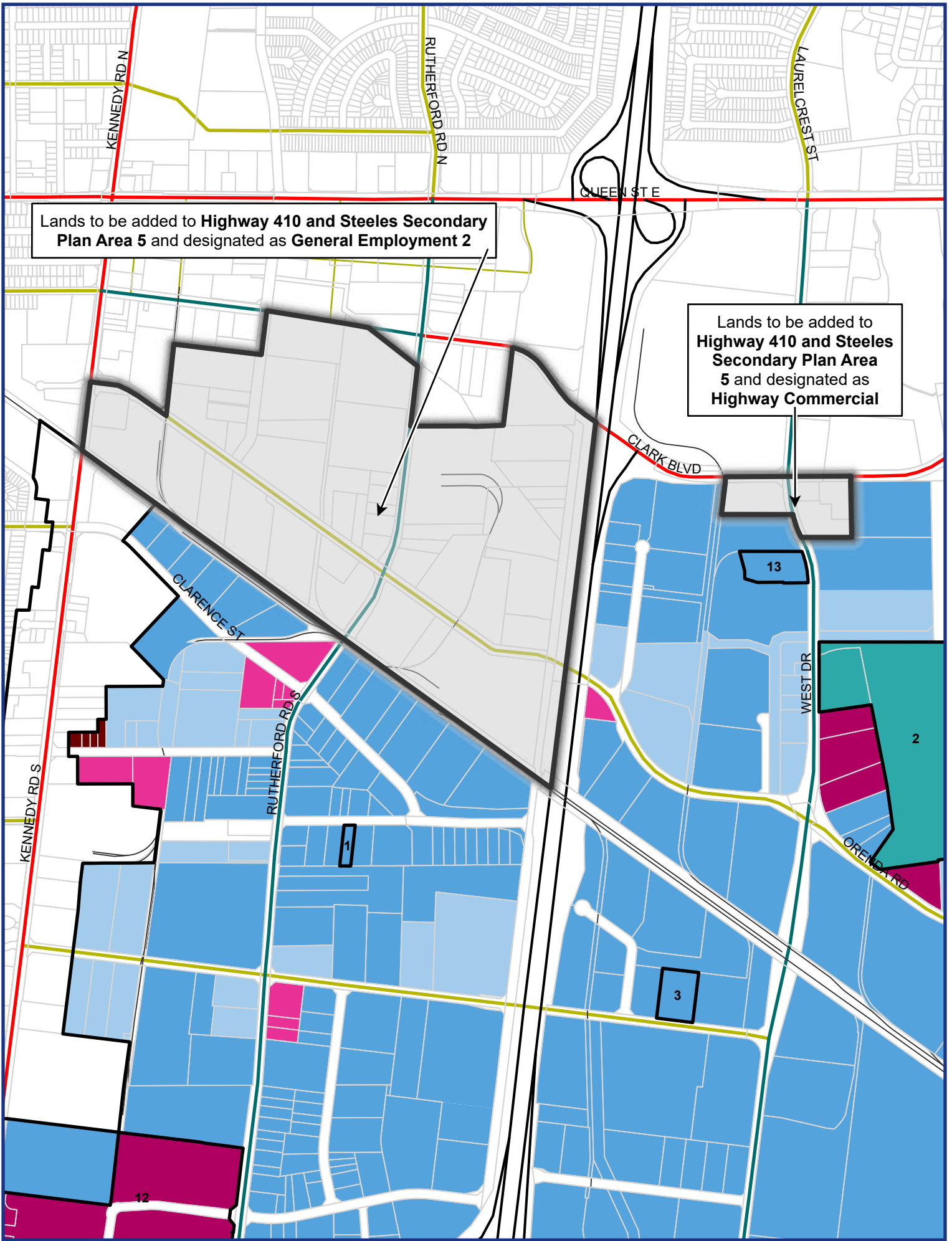


EXTRACT FROM Brampton Flowertown Secondary Plan Area 6 Schedule 6

Subject Lands				
<b>COMMERCIAL</b>	<b>RESIDENTIAL</b>	<b>INSTITUTIONAL</b>	<b>OPEN SPACE</b>	<b>ROADS</b>
<ul style="list-style-type: none"> <li>Neighbourhood Retail</li> <li>District Retail</li> <li>Convenience Retail</li> <li>Highway Commercial</li> <li>Service Commercial</li> <li>Highway and Service Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Low Density Residential</li> <li>Medium Density Residential</li> <li>Medium-High Density Residential</li> <li>High Density Residential</li> </ul>	<ul style="list-style-type: none"> <li>Elementary School</li> <li>Middle School</li> <li>Secondary School</li> <li>General Employment 1</li> <li>Place of Worship</li> <li>Institutional</li> </ul>	<ul style="list-style-type: none"> <li>Natural Heritage System</li> <li>Recreation Open Space</li> <li>Cemetery</li> <li>Railway</li> <li>Special Site Area</li> <li>Special Policy Area</li> <li>Secondary Plan Boundary</li> </ul>	<ul style="list-style-type: none"> <li>Collector Road</li> <li>Minor Arterial Road</li> <li>Major Arterial Road</li> <li>Provincial Highway</li> </ul>
<b>UTILITY</b>	<b>EMPLOYMENT</b>			
<ul style="list-style-type: none"> <li>Utility</li> </ul>	<ul style="list-style-type: none"> <li>General Employment 1</li> </ul>			







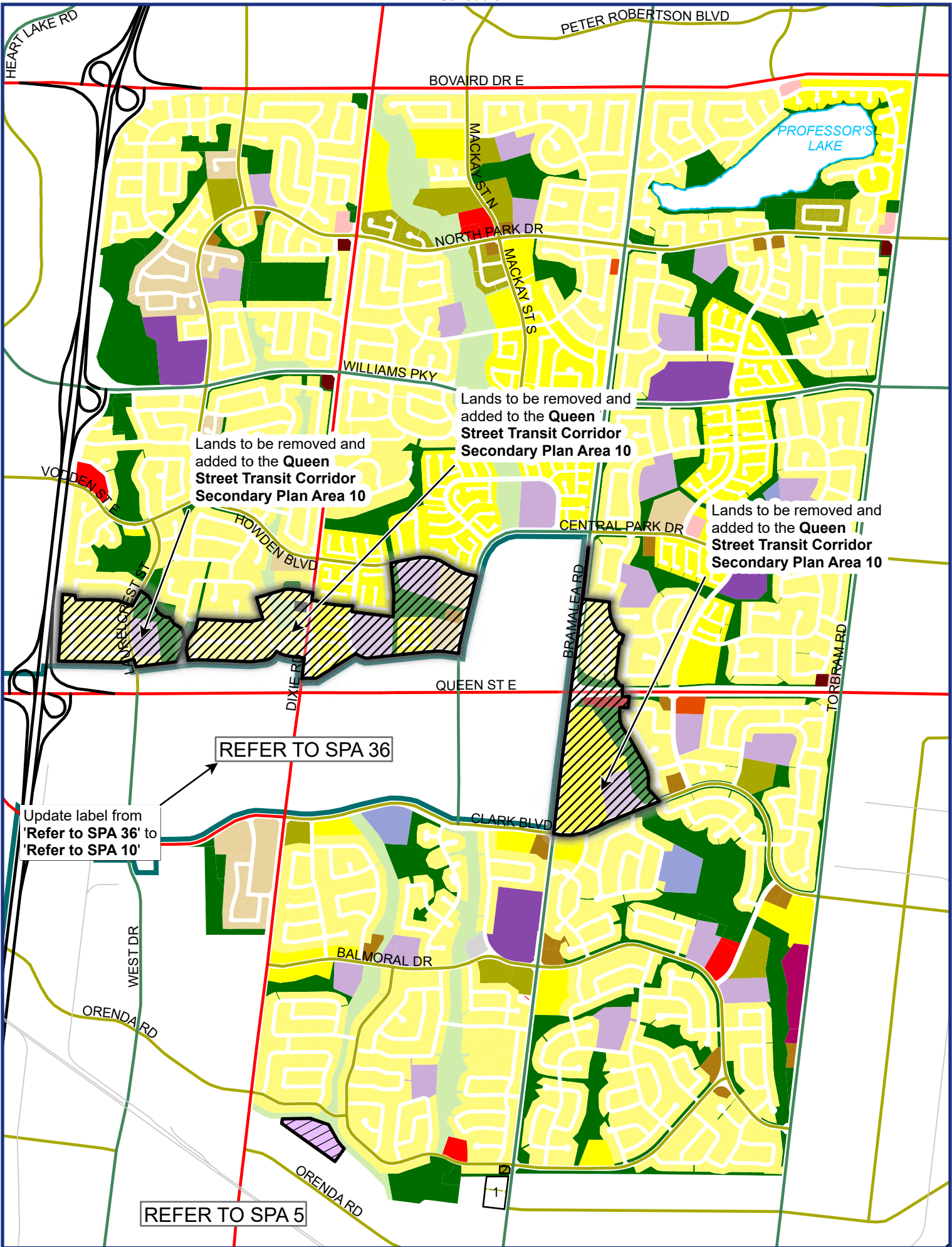
Lands to be added to Highway 410 and Steeles Secondary Plan Area 5 and designated as General Employment 2

Lands to be added to Highway 410 and Steeles Secondary Plan Area 5 and designated as Highway Commercial

EXTRACT FROM Highway 410 and Steeles Secondary Plan Area 5 - Schedule 5

- |                                |                             |                      |                         |
|--------------------------------|-----------------------------|----------------------|-------------------------|
| <b>EMPLOYMENT</b>              |                             | <b>INSTITUTIONAL</b> | <b>OPEN SPACE</b>       |
| GENERAL EMPLOYMENT 1           | GENERAL EMPLOYMENT 2        | SECONDARY SCHOOL     | RECREATIONAL OPEN SPACE |
| PRESTIGE EMPLOYMENT            | MIXED EMPLOYMENT COMMERCIAL |                      | NATURAL HERITAGE SYSTEM |
| <b>COMMERCIAL</b>              |                             | <b>ROADS</b>         |                         |
| HIGHWAY AND SERVICE COMMERCIAL | HIGHWAY COMMERCIAL          | COLLECTOR ROAD       | MINOR ARTERIAL ROAD     |
| SERVICE COMMERCIAL             |                             | MAJOR ARTERIAL ROAD  | PROVINCIAL HIGHWAY      |
|                                |                             | SPECIAL SITE AREA    | SPECIAL POLICY AREA     |
|                                |                             | Lands to be added    |                         |





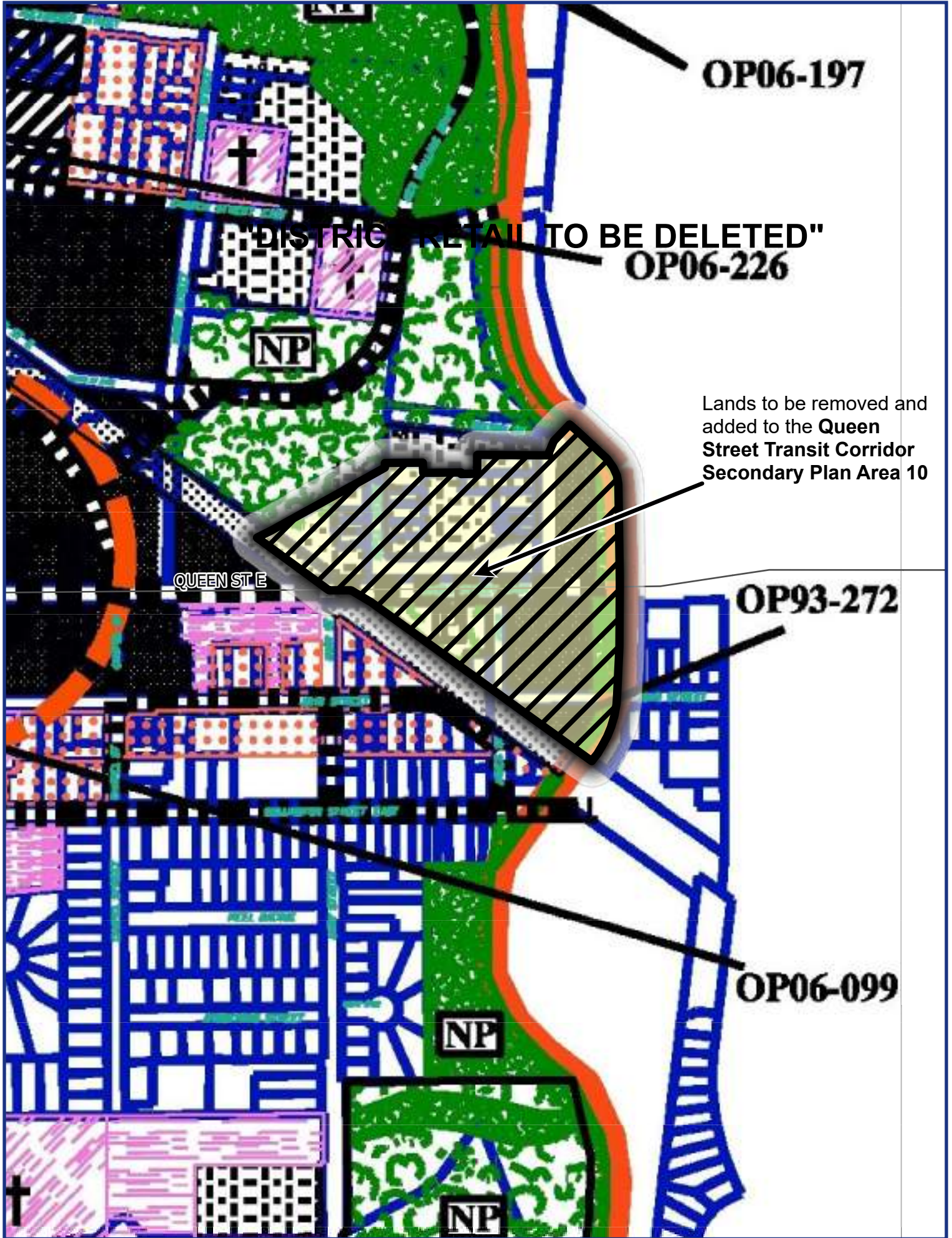
EXTRACT FROM Bramalea Secondary Plan Area 3 Schedule 3

Lands added

<p><b>COMMERCIAL</b></p> <ul style="list-style-type: none"> <li> HIGHWAY COMMERCIAL</li> <li> HIGHWAY SERVICE COMMERCIAL</li> <li> SERVICE COMMERCIAL</li> <li> CONVENIENCE RETAIL</li> <li> NEIGHBOURHOOD RETAIL</li> </ul>	<p><b>INSTITUTIONAL</b></p> <ul style="list-style-type: none"> <li> ELEMENTARY SCHOOL</li> <li> MIDDLE SCHOOL</li> <li> SECONDARY SCHOOL</li> <li> FIRE STATION</li> <li> PLACE OF WORSHIP</li> </ul>	<p><b>OPEN SPACE</b></p> <ul style="list-style-type: none"> <li> RECREATION OPEN SPACE</li> <li> CEMETERY</li> <li> NATURAL HERITAGE SYSTEM</li> </ul> <p><b>UTILITY</b></p> <ul style="list-style-type: none"> <li> UTILITY</li> </ul>	<p><b>RESIDENTIAL</b></p> <ul style="list-style-type: none"> <li> LOW DENSITY 1 RESIDENTIAL</li> <li> MEDIUM DENSITY RESIDENTIAL</li> <li> MEDIUM HIGH DENSITY RESIDENTIAL</li> <li> HIGH DENSITY RESIDENTIAL</li> </ul> <p> SPECIAL SITE AREA</p> <p> SPECIAL POLICY AREA</p>	<p><b>ROADS</b></p> <ul style="list-style-type: none"> <li> COLLECTOR ROAD</li> <li> MAJOR ARTERIAL ROAD</li> <li> MINOR ARTERIAL ROAD</li> <li> PROVINCIAL HIGHWAY</li> </ul> <p><b>EMPLOYMENT</b></p> <ul style="list-style-type: none"> <li> MIXED EMPLOYMENT COMMERCIAL</li> </ul>
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OP06-197

"DISTRICT RETAIL TO BE DELETED"  
OP06-226

Lands to be removed and added to the Queen Street Transit Corridor Secondary Plan Area 10

OP93-272

OP06-099

QUEEN ST E

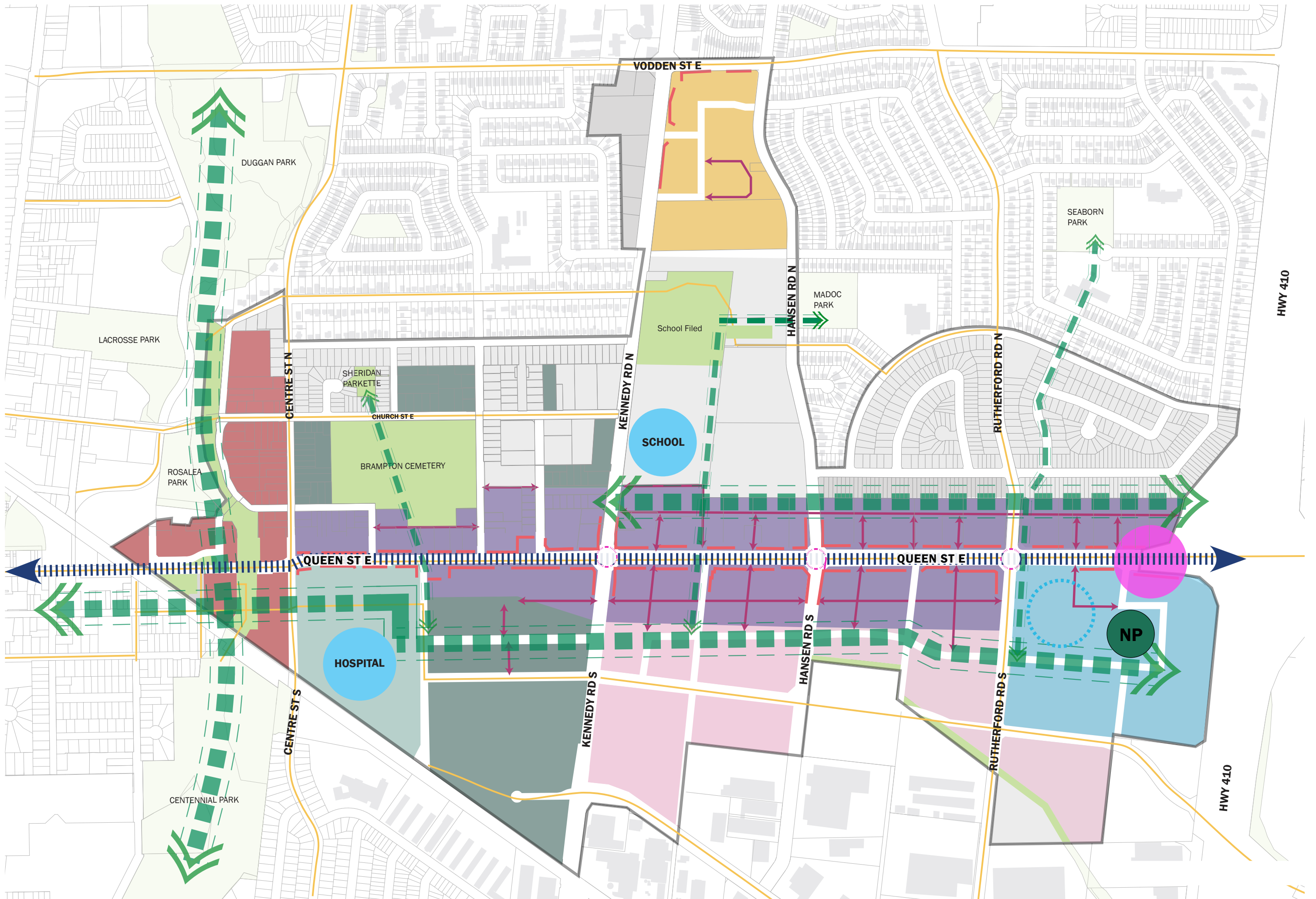
EXTRACT FROM The Downtown Brampton Secondary Plan, Secondary Plan Area 7, Schedule SP7(A)

LAND USE	PUBLIC OPEN SPACE	TRANSPORTATION
<ul style="list-style-type: none"> <li> Subject Lands</li> <li><b>RESIDENTIAL</b></li> <li> Low Density</li> <li> Medium Density</li> <li> Medium High / High Density</li> <li><b>COMMERCIAL</b></li> <li> Central Area Mixed Use</li> <li> Service Commercial</li> <li> Highway Commercial</li> <li> Convenience Commercial</li> <li> Office Mode</li> </ul>	<ul style="list-style-type: none"> <li> Parkette</li> <li> Specialized Park</li> <li> Neighborhood Park</li> <li> Valley Land</li> <li> Private Commercial / Recreation</li> <li><b>INSTITUTIONAL</b></li> <li> Institutional</li> <li> Place of Worship</li> <li> School</li> </ul>	<ul style="list-style-type: none"> <li> Transportation Facilities</li> <li> Minor Arterial Road</li> <li> Collector Road</li> <li> Local Road</li> <li> Grade Separation</li> </ul>
<ul style="list-style-type: none"> <li> PROPOSED DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH DEVELOPMENT PERMIT SYSTEM AREA</li> </ul>	<ul style="list-style-type: none"> <li> Lands removed</li> </ul>	





# Schedule 10(a): Queen East Precinct Plan



# Queen East Precinct Plan

DRAFT FOR DISCUSSION PURPOSES AUG 2024



## Disclaimer

The images, illustrative renderings and potential development scenarios contained in the Queen East Precinct Plan are meant to show examples and are one of many potential development approaches to achieve transit-oriented development. The images do not imply that development will occur or can be approved exactly as shown.



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# Introduction

The Queen East Precinct is a gateway into Brampton's Downtown from the east, it comprises a total area of approximately 216 hectares (534 acres) and generally includes the lands located between Etobicoke Creek and Highway 410 along Queen Street East corridor (Figure 1.1). The study area includes three Primary MTSA: Centre, Kennedy, and Rutherford (Figure 1.2). Through the Precinct Plan, it is intended that the area evolves over time to a high-density, mixed-use, walkable precinct, reducing the reliance on automobiles and supportive of higher-order transit. The Queen East Precinct is a critical destination for future population and employment growth to support transit investment and to create land use patterns that contribute to the City's sustainability and prosperity.

The land use permissions that apply to each MTSA are shown in Figure 1.2. They are intended to support an integrated mix of residential, commercial, institutional, employment and open space. Redevelopment shall seek to accommodate these uses in a form and scale that is complementary to the vision of the Queen East Precinct.



# 1.0





Fig 1.1 Study Area and Context Map

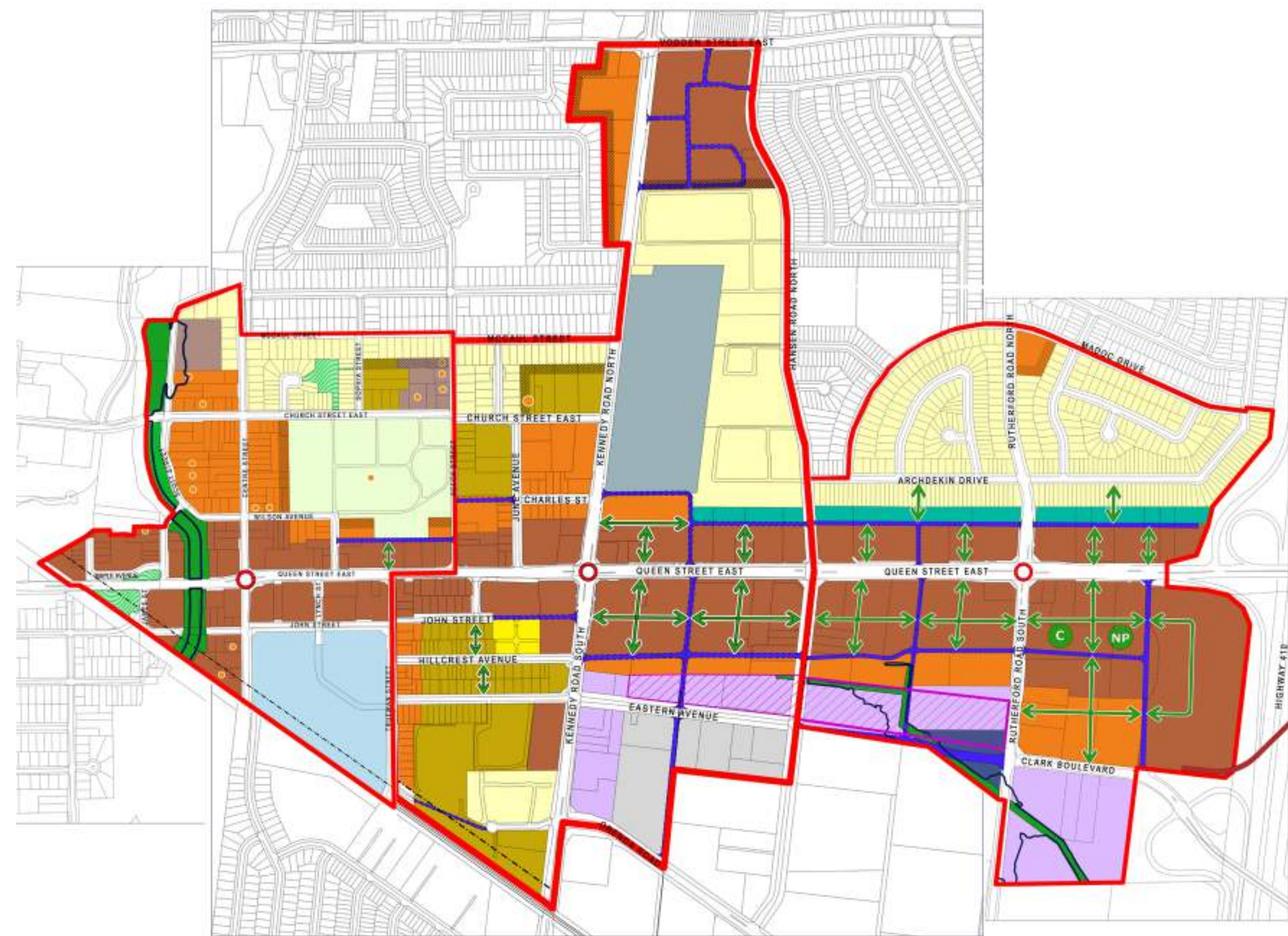


Fig 1.2 Major Transit Station Areas Land Use Schedule





## Existing

The majority of the Queen East Precinct area includes low-rise residential uses, commercial plazas and automotive-related uses, such as auto dealerships, repair facilities, and gas stations. Institutional and public service uses, including the Peel Memorial Hospital, a secondary school, and fire station are located within this Precinct. Employment uses are found along the southern boundaries between Kennedy and Highway 410. The area is underutilized and lacks connectivity, open space and active transportation infrastructure, despite the area's central location within Brampton. (Refer to Fig. 1.1)



# 2.0

## 2.1 Existing Conditions

The existing conditions within each MTSA contributes to the opportunity to intensify and to support transit-oriented development. Development potential is determined based on a number of measurement indicators, such as:

- existing land uses;
- land ownership;
- infrastructure;
- environmental constraints;
- vacant and underutilized land; and
- block area.

The Precinct is characterized by a composition of small low-rise residential lots, large institutional and industrial blocks and an array of commercial blocks. Fig 2.1 illustrates the development potential for the lands within the Queen East Precinct.



Fig 2.2.1 Rutherford and Queen Street looking East



Fig 2.1.2 Residential Neighbourhood



Fig 2.1.3 Residential Condo



Fig 2.1.5 Peel Memorial Hospital



Fig 2.1.4 Kennedy and Queen Street looking Westward



Fig 2.1.6 Office Building Along Centre Street



## 2.2 Existing Lot and Block Pattern

The Queen East Precinct Plan is currently developed with a concentration of small commercial, auto-oriented uses along the north and south sides of Queen Street that are broken up mainly by north-south arterial roads. Larger blocks within this precinct area include condominium townhouses, a secondary school, industrial uses, Peel Memorial Hospital, Centennial Mall and Bramrose Square (retail). Small residential lots are primarily located on the north side of Queen Street between Highway 410 and Downtown to the north of the commercial areas. The existing lot and block pattern is shown on Figures 2.2.1.










-  MTSA Boundary
-  Existing Parcel Fabric
-  Existing Open Space
-  Area < 2,500 m<sup>2</sup>
-  2,500m<sup>2</sup> - 5,000 m<sup>2</sup>
-  5,000 m<sup>2</sup> - 10,000 m<sup>2</sup>
-  10,000 m<sup>2</sup> - 50,000 m<sup>2</sup>
-  50,000 m<sup>2</sup> - 100,000 m<sup>2</sup>
-  Area > 100,000 m<sup>2</sup>



Fig. 2.2.1 Existing Lot Area Analysis



# Precinct Plan

**The Queen Street East Precinct Plan Area is being planned and designed to become:**

- a compact urban form, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm;
- a compilation of complete transit-oriented communities focusing on people and where they can live, work, play; and
- a network of multi-modal streets that connect residents and employees and provide easy access to transit.



# 3.0



# 3.1 Goals and Objectives

## 1. Transform Queen Street East

Transform the Queen Street Corridor into a sustainable transit-oriented community. The Queen Street East corridor will be a high-density, dynamic and vibrant destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region.



Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities

Five key development principles support the vision and provide specific goals:

## 2. A place defined by its high-quality design and public realm

An attractive and distinctive place characterized by its inviting public realm and high-quality design. New buildings will contribute to establishing an urban character defined by a mix of typologies and pedestrian-scaled spaces. Safe, walkable, inviting and interconnected destinations will be provided throughout for all people to enjoy. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active uses at street level, and a variety of building forms and facade articulation, including the integration of public art.



Active Ground Floor Uses = Pleasant, safe streets and supporting local economy

## 3. A place for people to walk, bike and take transit

A pedestrian-oriented corridor with a fine-grained and connected multi-modal transportation network to allow easy access to transit facilities, destinations and amenities in the area. Active transportation and transit use will be prioritized as the preferred mode of travel.



Inviting Public Realm = Creating Places for all People

## 4. A sustainable and healthy transit corridor

Sustainability will be supported through building transit-supportive complete communities to help mitigate and adapt to the impacts of climate change.

## 5. Enhance the economic prosperity

With its central location in the City, and close proximity to key transportation corridors, there are opportunities to enhance Brampton's economic prosperity within the employment areas. Transitions from sensitive land uses to employment areas will focus on compatibility, including appropriate mitigation measures.



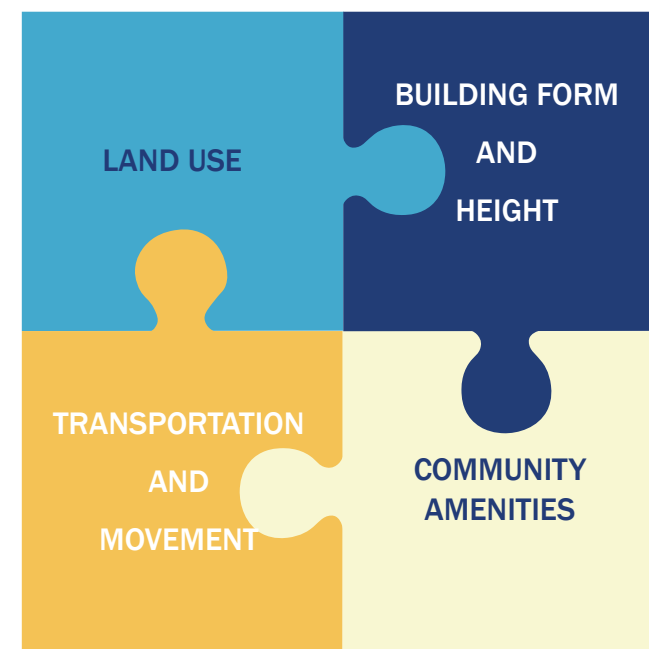
Protect Employment Lands = Enhance Economic Competitiveness and Prosperity



# 3.2 Precinct Plan

This Precinct Plan provides guidance for the transformation of lands located along Queen Street East within the Centre, Kennedy and Rutherford MTSA that considers land use, built form, mobility, community amenities and infrastructure needed to support people, businesses and thriving communities.

The Queen East Precinct Plan is shown on Figure 3.2.1.



- Precinct Plan Boundary
- Existing Open Space
- Potential Neighbourhood Park
- Future BRT Stop
- Future BRT Line
- Potential Community Hub
- Linear Connectors
- Community Facility
- Gateway
- Mid-Block Connection
- Retail Frontage
- Lane
- Stable Neighbourhood
- Queen Transit Corridor
- Mid Rise
- Centennial Node
- Community Node
- Riverwalk
- Peel Memorial Institutional
- Eastern Employment District

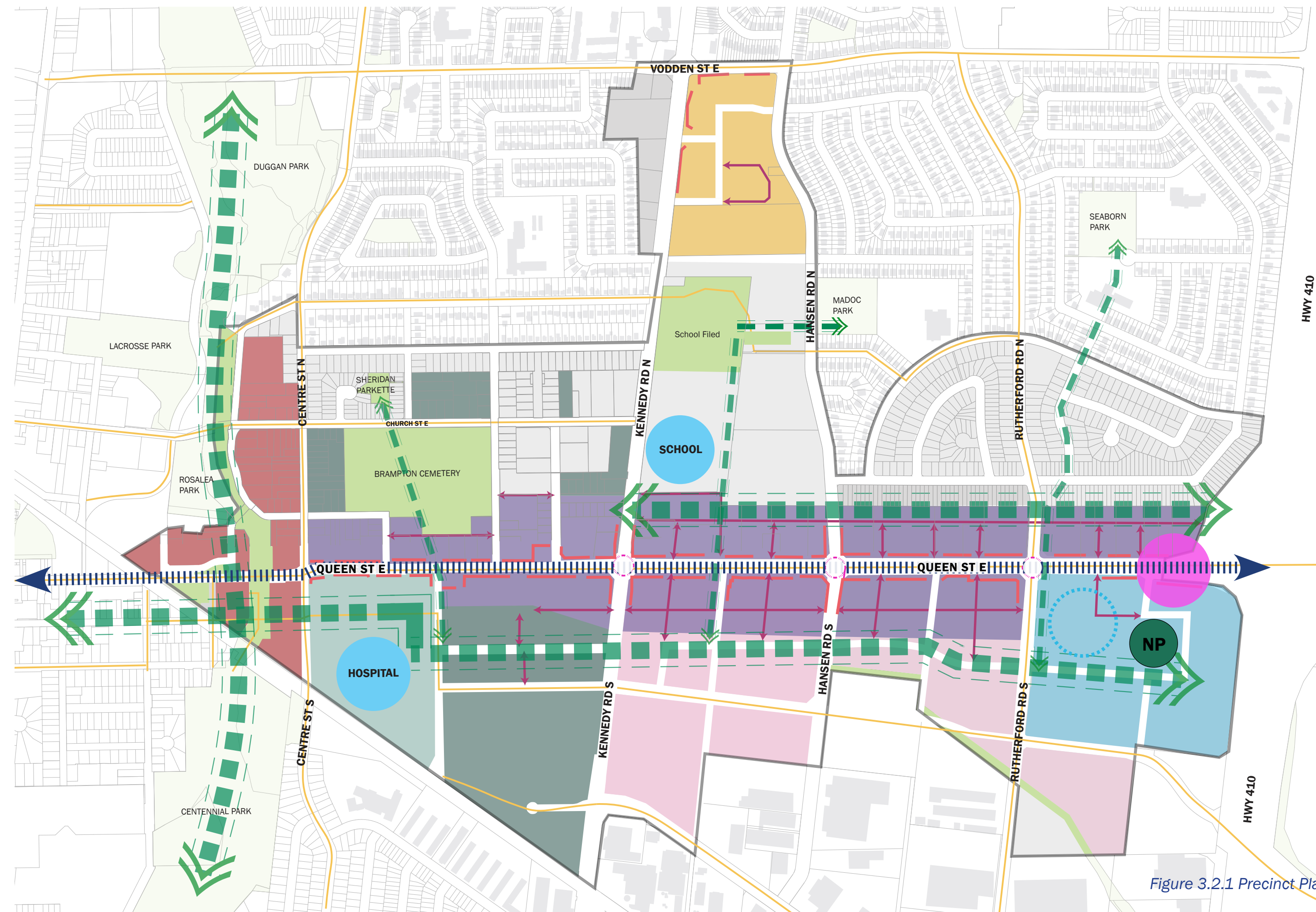


Figure 3.2.1 Precinct Plan



# 3.3 Street Views



Fig 3.3.1 V1 - Queen Street View



Fig 3.3.2 V2 - Mid-rise to High-rise Transition





Fig 3.4.2 V3 - Public Realm Perspective

-  Precinct Plan Boundary
-  Existing Parcel Fabric
-  Existing Open Space
-  Proposed Community Hub and Public Park
-  Urban Park
-  Approved Applications
-  Full Redevelopment Block
-  Existing Block
-  Potential Buildings
-  Retail Frontage
-  Future BRT Line
-  Future BRT Stop

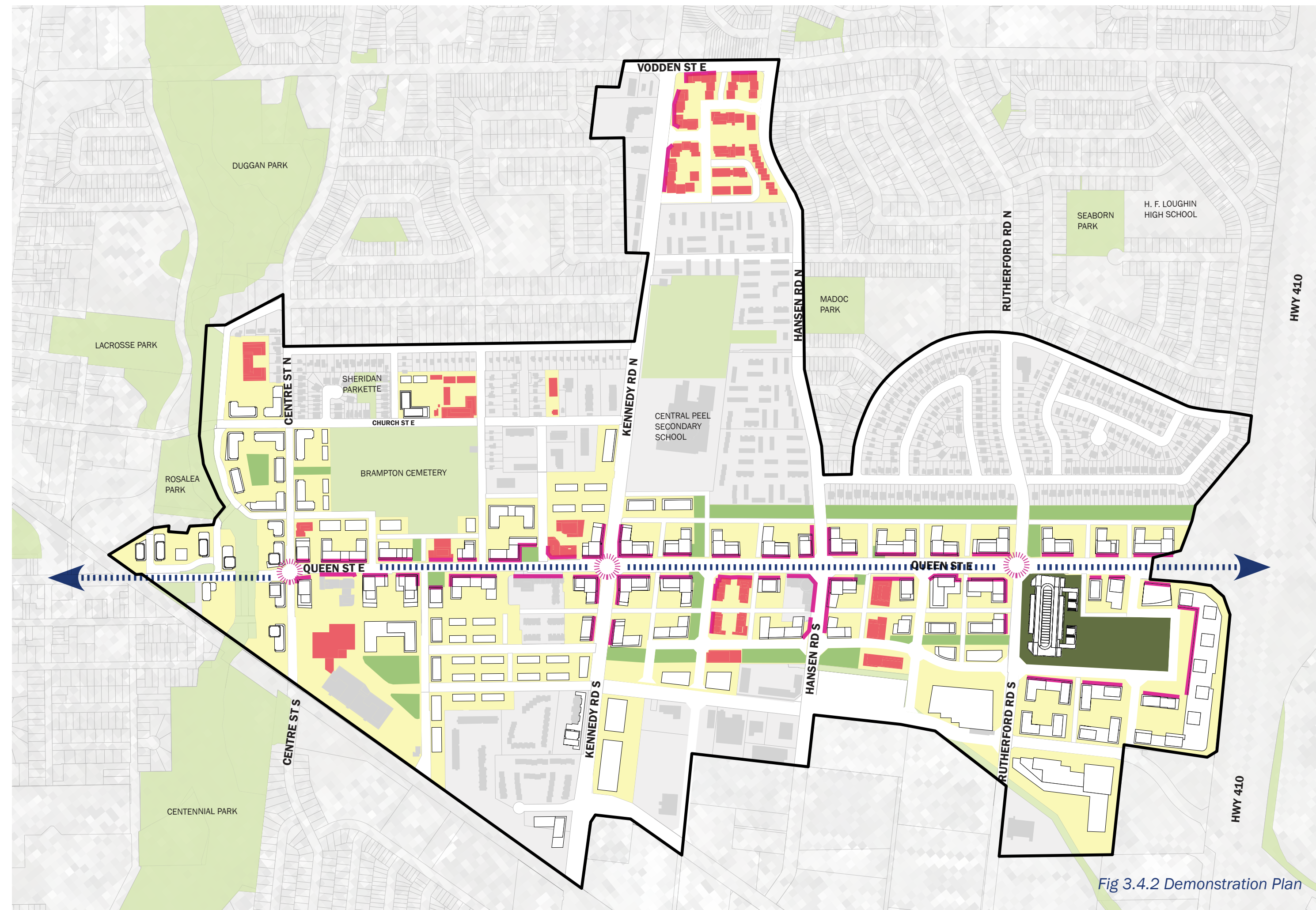
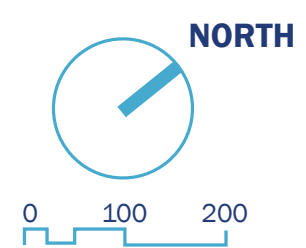


Fig 3.4.2 Demonstration Plan



# 3.4 Aerial Views

The perspective views in Figure 3.4.1 demonstrate a potential massing outcome applying the five development principles.


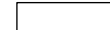








-  M TSA Boundary
-  Existing Permissions
-  Potential Development
-  Approved Applications
-  Existing Open Space
-  Proposed Community Hub and Public Park
-  Urban Park
-  Future BRT Stop
-  New Open Space Linkage
-  Future BRT Line



Fig 3.4.1 Precinct Plan Aerial View





# 3.5 Character Areas

The Queen East Precinct is divided into eight (8) character areas providing a mix of residential, commercial, institutional and employment uses (Figure 3.5.3). The Queen Transit Corridor will be the focus area for the highest densities.

The Community Node and Centennial Node will be developed into vibrant destination hubs for shopping, living and recreational activities with a series of connected and animated neighbourhood-oriented green




spaces. Other key areas within this Precinct Plan include Riverwalk with its abundance of parks and amenities, a health and wellness hub surrounding the Peel Memorial Hospital, and the adaptive reuse and protection of existing employment lands in the Eastern Avenue Employment Character Area. Mid-Rise development will be distributed throughout the precinct to act as a transition to the low-rise Stable Neighborhoods.



Fig 3.5.1 - Queen Transit Corridor



Fig 3.5.2 - Riverwalk

-  MTSA Boundary
-  Stable Neighbourhood
-  Queen Transit Corridor
-  Mid Rise
-  Centennial Node
-  Community Node
-  Riverwalk
-  Eastern Employment District
-  Peel Memorial Institutional
-  Future BRT Stop

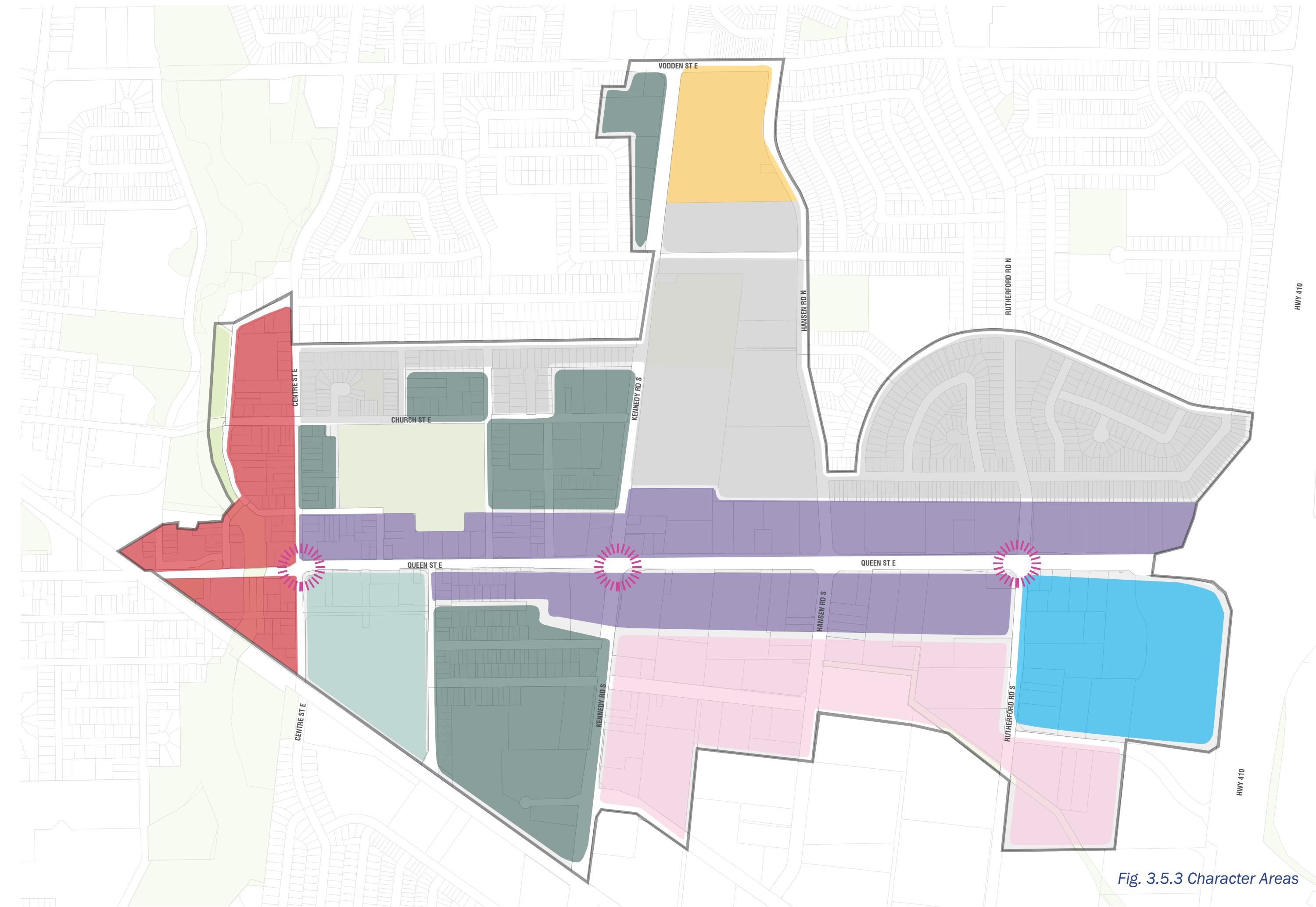
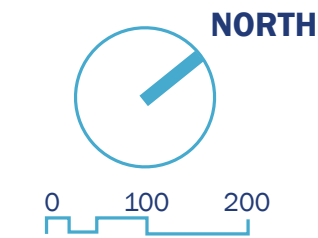


Fig. 3.5.3 Character Areas

## Character Areas

### Stable Neighbourhood

- 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.

### Mid-Rise

- 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.

### Community Node

- 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.

### Centennial Node

- 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,

### Riverwalk

- 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.

### Peel Memorial Institutional

- 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.

### Queen Transit Corridor

- 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.

### Eastern Employment District

- 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.



# Built Form Principles

This section focuses on illustrating typical block and lot typologies within the Queen East Precinct Plan based on the policies prescribed by the Secondary Plan and the principles for each Character Area. Potential redevelopment configuration illustrations show a built form scenario of a redevelopment or development block.

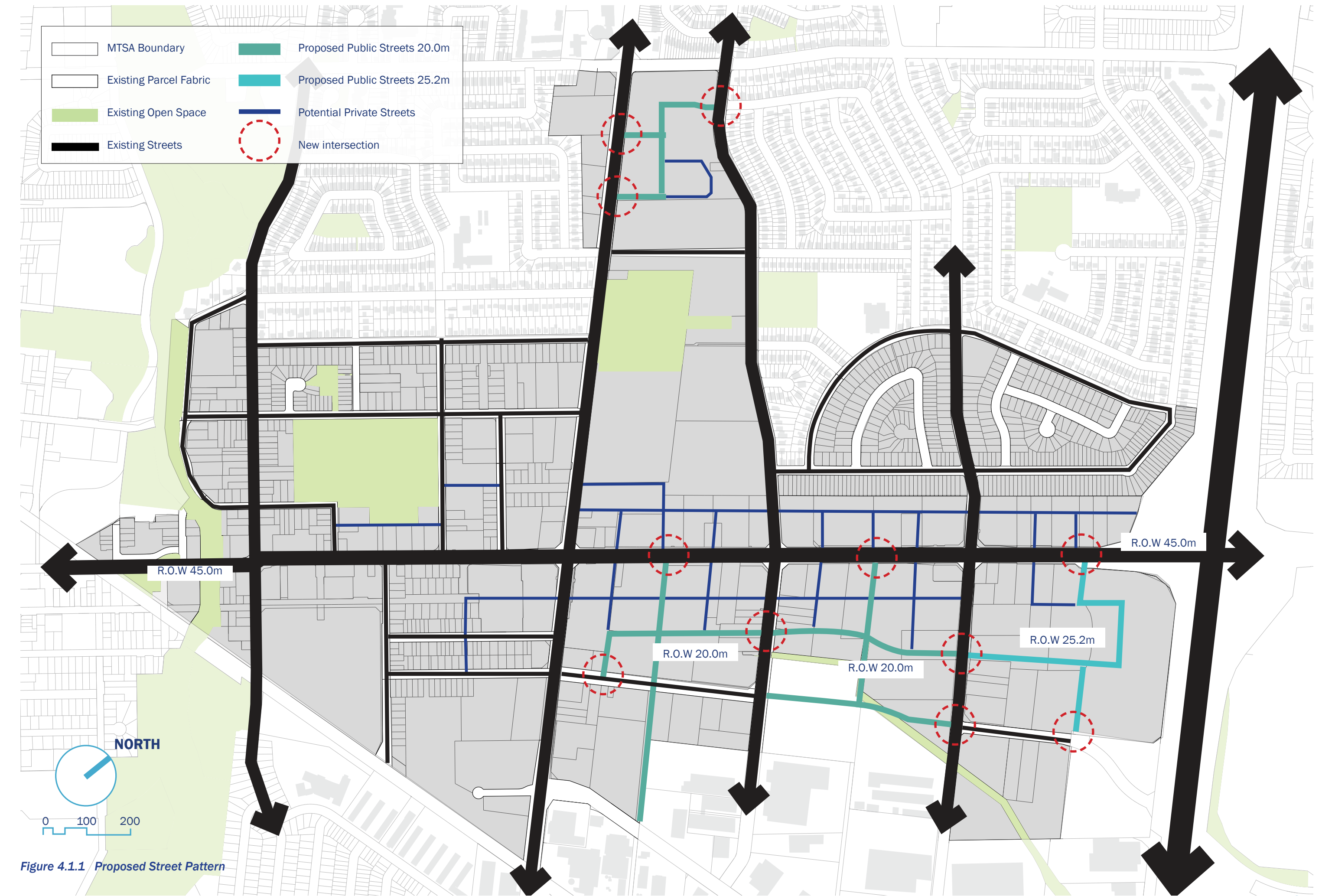


# 4.0



# 4.1 Proposed Street and Block Pattern

The proposed block and street network shown on Figure 4.1.1 and Figure 4.1.2 illustrates redevelopment blocks and infill opportunities utilizing the potential road network shown on the MTSA land use plans. The focus is providing a fine-grained block pattern that breaks up larger blocks into smaller more walkable blocks and to improve connectivity for all transportation modes.





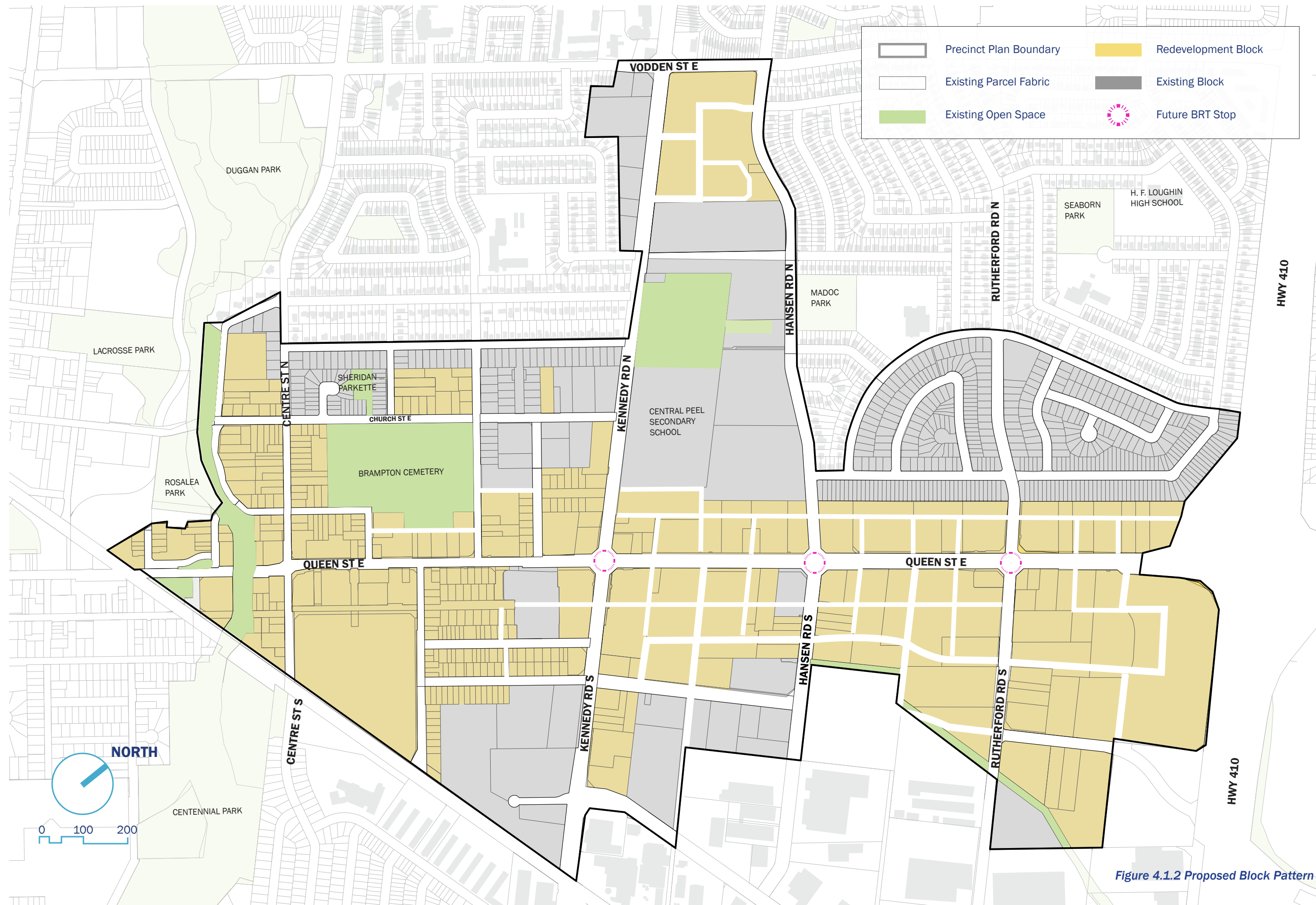


Figure 4.1.2 Proposed Block Pattern

## 4.2 Potential Redevelopment Configuration

The typical block configurations illustrate how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The scenarios demonstrate the maximum built-out utilizing the densities and heights prescribed by the Secondary Plan. The block scenarios also illustrate:

- Block Area
- FSI
- Maximum Gross Floor Area
- Podium Height
- Maximum Building Height Vehicular Access
- Pedestrian Connection
- Active Frontage

The High Rise along Queen Street scenario also address transition in heights and massing to abutting land uses.

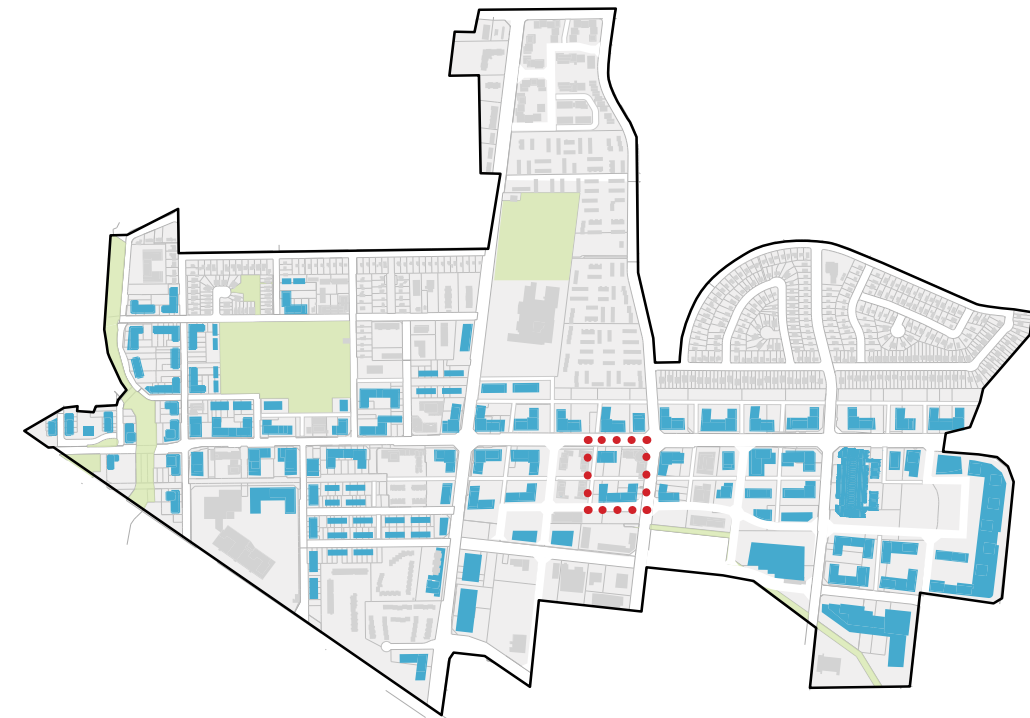
Height and densities permissions may be dependent on land assembly/lot consolidation to achieve minimum lot area and landscaping/open space requirements for mid to high-rise buildings.

The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building step-backs, height, front and side yard setbacks, massing, floor area, roof-line, materials, as appropriate.



## Design Parameter

- Block Area: 17,473 m<sup>2</sup>
- FSI: 7
- Maximum Gross Floor Area: 122,309 m<sup>2</sup>
- Building Coverage: 44%
- Podium Height: Along Queen Street - 11 Storeys, Others - 5 Storeys
- Maximum Building Height: 31



Key Map

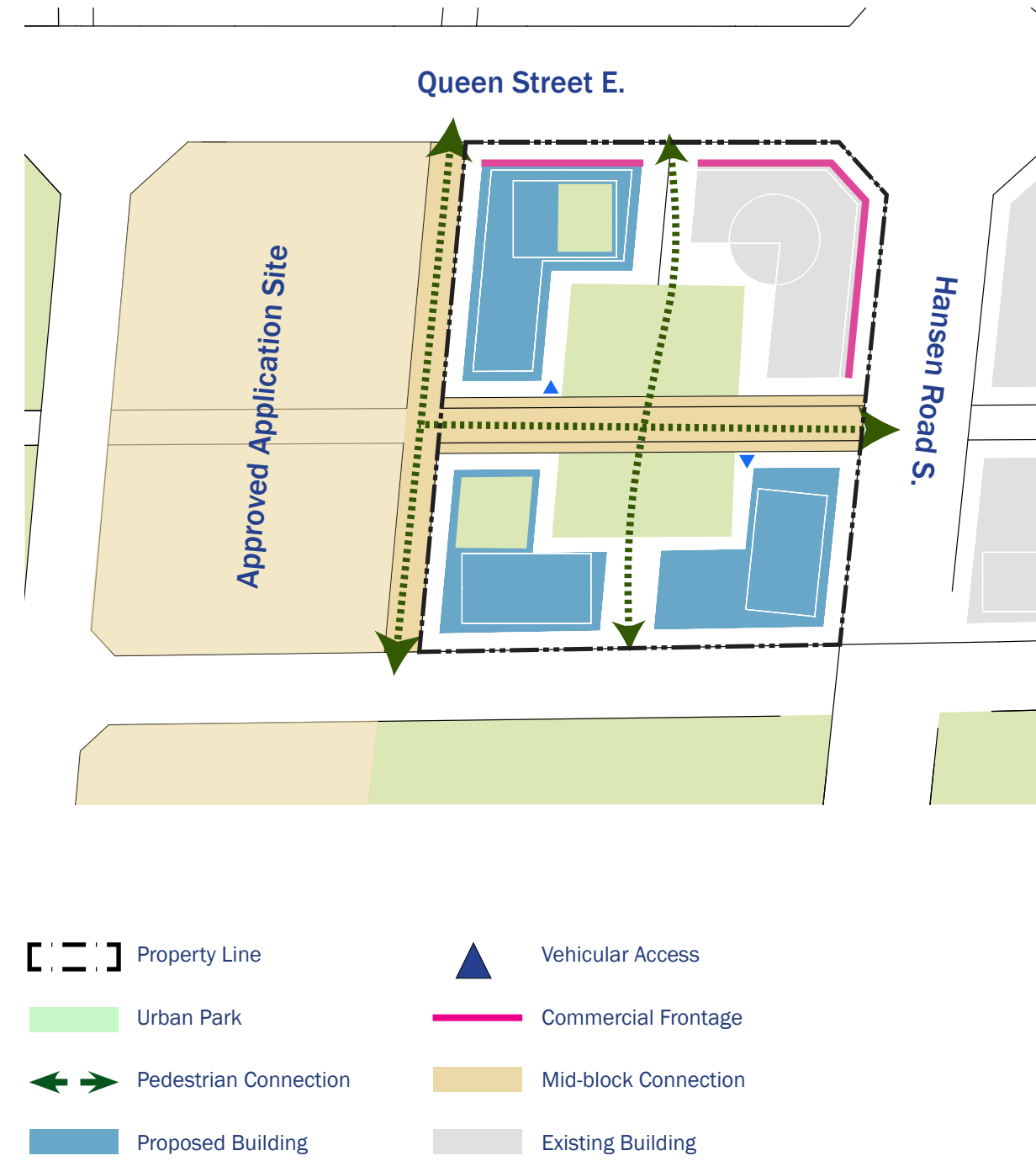


Fig 4.2.1 Block Density Distribution Plan

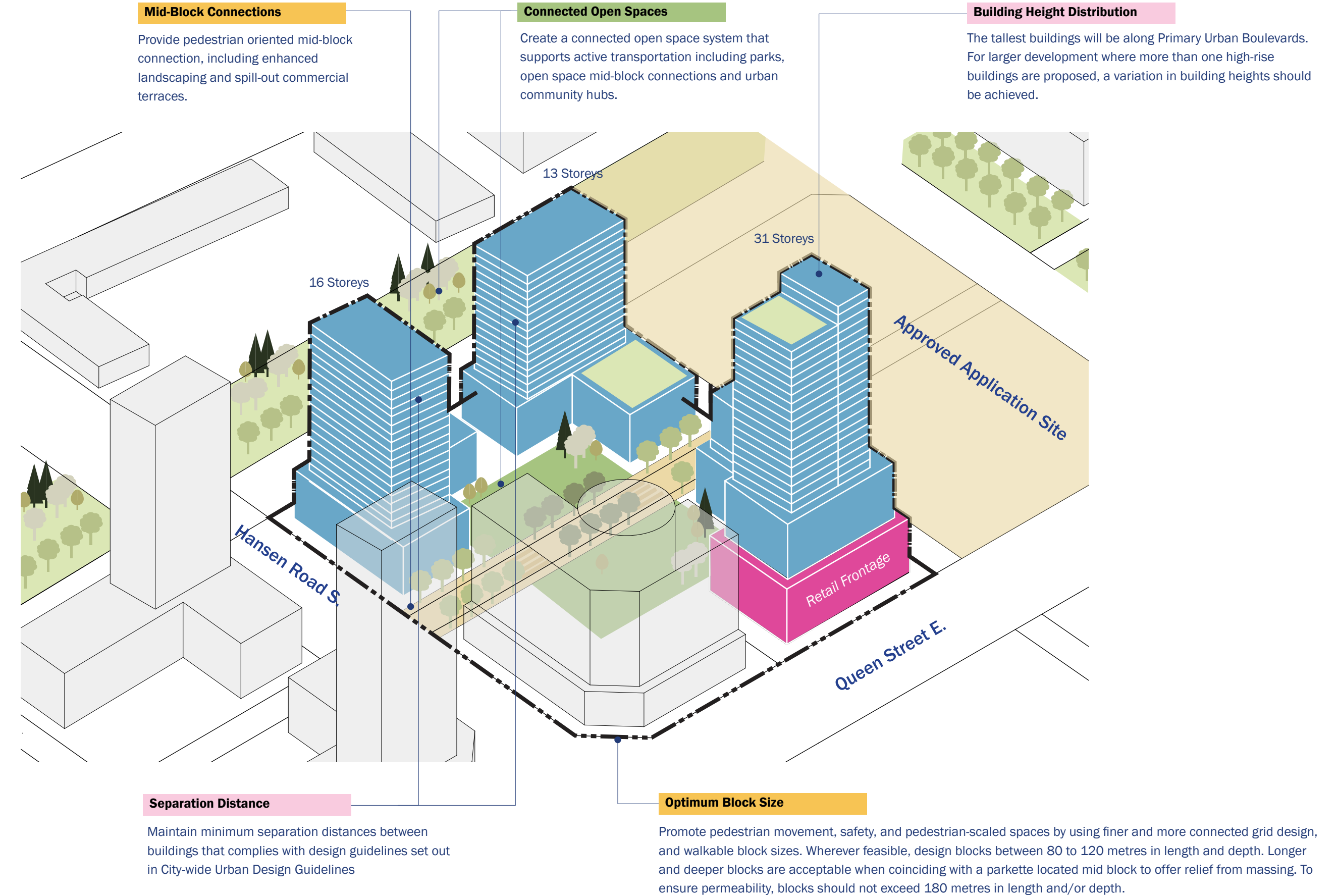


Fig 4.2.2 Block Density Distribution Aerial



## 4.3 Design Parameters (Built Form)

The Brampton Plan MTSA Land Use Schedule (Figure 1.2) identifies locations for low-rise, mid-rise and high-rise building typologies. For complete guidance on built form objectives refer to the following City-wide Guidelines:

- a. Development Design Guidelines
- b. Mid Rise Guidelines
- c. Tall Buildings Guidelines
- d. Urban Design Guidelines



Fig 4.3.1. 190 Clark Boulevard, IBI Group Architects, Brampton

### Mid-rise

- a. Built forms located within the mid-rise designation are typically 5-12 storeys. For details and design guidelines regarding mid-rise development, refer to Brampton Plan 2023 and Brampton Urban Design Guidelines.
- b. Low-rise and low-rise plus townhouses may be permitted within the mid-rise designation. Single detached dwellings are not permitted within the mid-rise designation.



Fig 4.3.2. House No.6, Sara Kalantary + Reza Sayadiyan, Tehran

### High-rise

- a. Built forms located within the high-rise designation are buildings higher than 13 storeys. For details and design guidelines regarding high-rise development, refer to Brampton Plan 2023, Tall Buildings Guideline, and Brampton Urban Design Guidelines.
- b. Mid-rise building typologies may be permitted. Low-rise and low-rise plus buildings are not permitted within the high-rise designation.



Fig 4.3.3. The Hudson, Stantec Architecture Ltd, Vancouver



## Unlimited Height and Density (UHD)

- a. Built forms located within the UHD designation will generally have a height of more than 50 storeys and a Floor Space Index (FSI) greater than 8. All developments within the UHD designation will be mixed-use .
- b. Low-rise, low-rise plus, and mid-rise buildings are not permitted within the UHD designation.



Fig 4.3.4. 6 300 Highway 7, BDP, Vaughan



Fig 4.3.5. PSV + PSV 2, Turner Fleischer, Mississauga

## Retail and Commercial Areas

- a. Retail and Commercial uses will typically be located on the ground level or base of mid- and high-rise mixed-use buildings.
- b. Retail and commercial uses will contribute to the active street wall and the economic growth of the precinct.



Fig 4.3.6. Shoppers World, SvN, Brampton

## Employment (Industrial, Prestige Industrial, and Office)

- a. Buildings should be prominently visible from the street while loading areas should be screened from public view when available.
- b. Offices and Prestige Industrial developments will act as a transition between sensitive land uses and heavy industrial land uses.



Fig 4.3.7. Canon Canada Headquarters, Moriyma & Teshima



# 4.4 Building and Podium Heights

- a. Provide a variety of heights to achieve an interesting street scene and suitable integration with surrounding uses.
- b. Building heights to create human-scaled corridors for the enjoyment of the public realm.
- c. The scale of existing residential development should be acknowledged and respected through a sensitive edge buffer, which may include transitional development standards, landscape buffers, and sensitive architectural design solutions.
- d. Potential minimum and maximum building heights and density ranges are shown on Fig. 4.4.2
- e. The distribution and hierarchy of height and density is important to create a well-balanced community, to generate place-making activity in public spaces and to promote increased transit ridership.
- f. The tallest buildings and highest densities will be located adjacent to the bus rapid transit stops along Queen Street East and at the Highway 410/Queen Street interchange and will transition down in all directions away from the station.
- g. The distribution of height and density within a MTSA is illustrated on Figure 4.4.1.

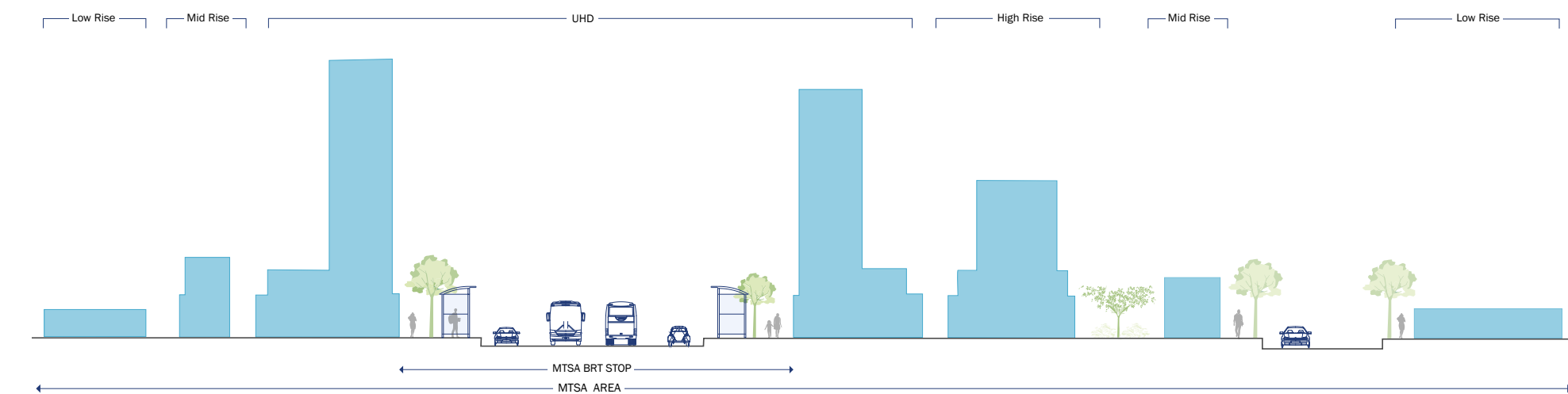


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

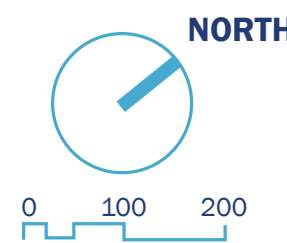
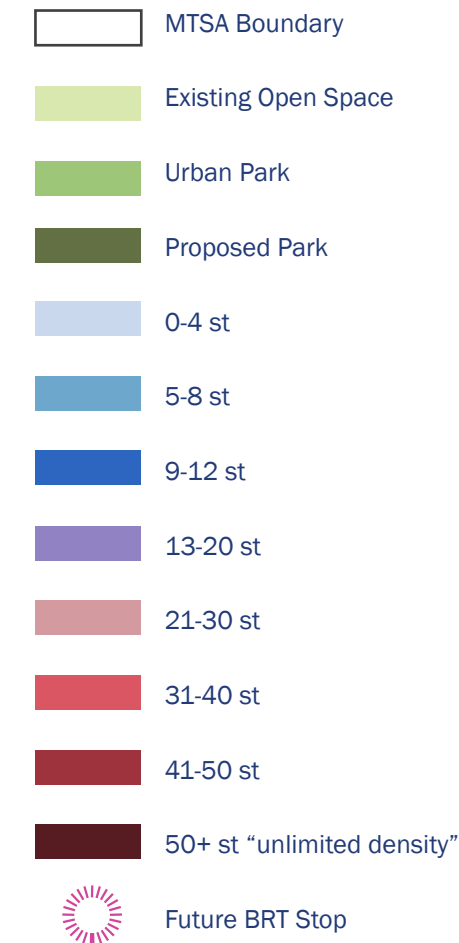


Figure 4.4.2 - Height Distribution

# 4.5 Density Distribution

- a. Focus highest densities around bus rapid transit stations and in community nodes to support a strong demand for transit service.
- b. As distances from bus rapid transit stations on Queen Street increases, buildings shall be scaled down from high rise to mid and low rise residential and employment densities, including height and massing.

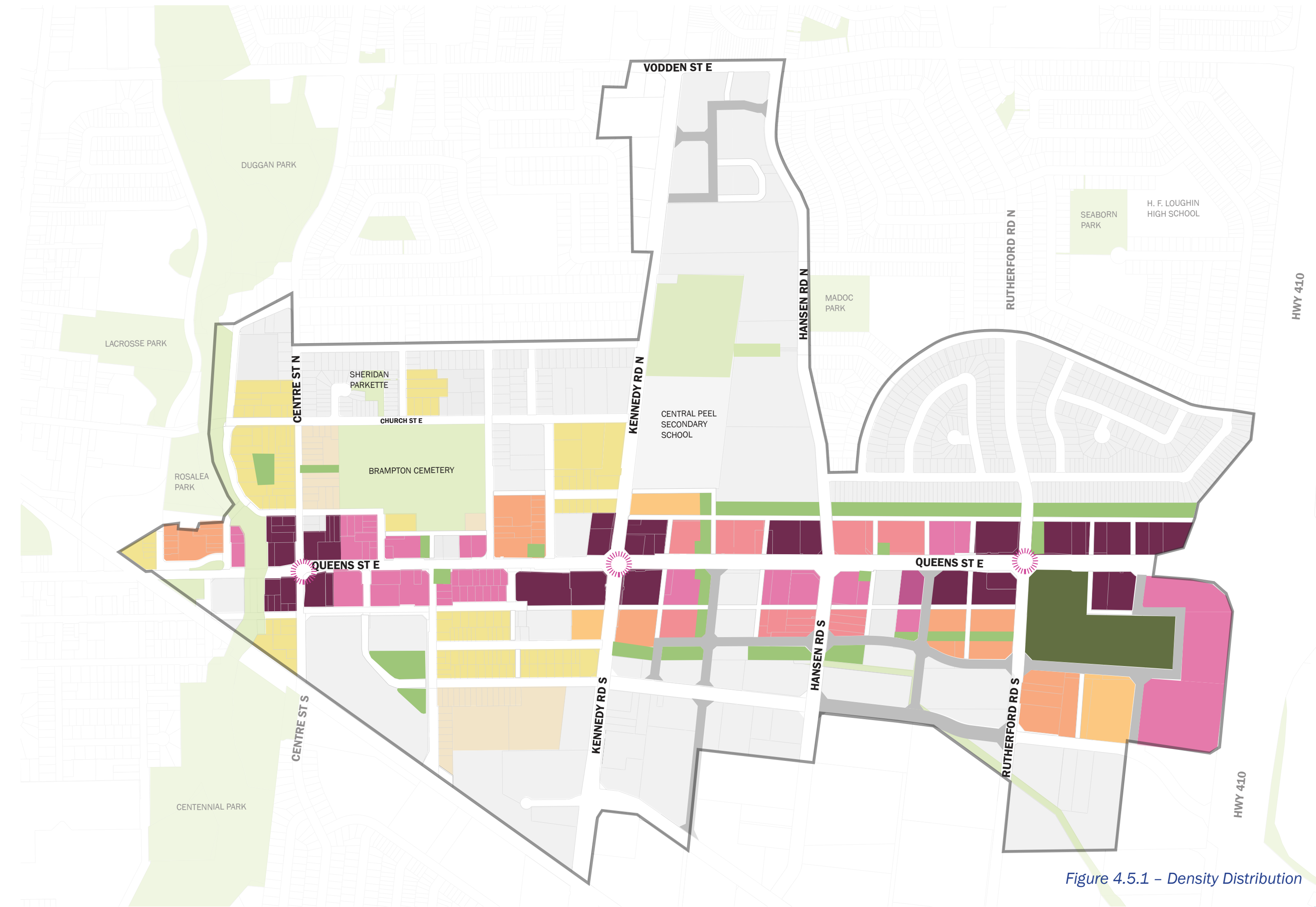
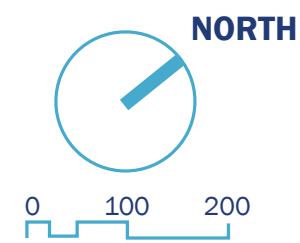


Figure 4.5.1 – Density Distribution



## 4.6 Site Organisation

Refer to Urban Design Guidelines for site organization and built form.



Fig 4.6.1 High Rise Accessible Entrance



Fig 4.6.2 Brampton Apparatus and Maintenance Facility Entrance

### Building/Unit Entrances

- Building/unit entrances should be accessible for all modes of travel, weather protection should be considered where applicable.



Fig 4.6.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.6.4 City of Santa Monica Parking Structure showcasing parking entrance along the street

### Vehicular Access and Servicing

- Vehicular entrance points should be prominent and easily accessible from adjacent road systems.
- Servicing areas should be integrated into the building's architecture or be placed at the side or rear of the building.
- Entry points should be minimized where possible.

### Parking

- Parking should be placed at the rear or side of the building to reduce the visual impact of surface parking. Underground or above-grade parking should be considered when possible.
- Parking spaces should be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/ vehicular conflicts.



Fig 4.6.5 Vaughan Metropolitan Parking with Screening



Fig 4.6.6 Street Parking in Brampton

### Street Walls

Facades of buildings fronting onto a street help to form the street wall. Having active uses, heights, colours or patterns, increasing the number of units at ground level, or using more windows to increase views into the building will activate the street wall and increase visual interaction and the sense of safety.



Fig 4.6.7 Downtown Brampton Street Wall



Fig 4.6.8 Downtown Brampton Revitalized Project



# 4.7 Sustainable Design Elements

The four pillars of sustainability in Brampton Plan: Environmental; Social; Economic & Financial; and Cultural Sustainability, shall be integrated in all aspects of development to build complete urban communities that promote 15 minute-neighbourhoods, mobility and accessibility, green infrastructure, economic growth, and celebrate the diverse cultures of the City.

The Sustainability and Climate Change Building Block in Brampton Plan, and all other applicable policies shall guide the design of the built form, building materials, and energy use and conservation of new development, which will assist the City in achieving its sustainability goals. In addition, the Leadership in Energy and Environmental Design (LEED) green building rating system should be used as a reference for sustainable practices in development.

Sustainable living within the Precinct may be implemented through smart growth strategies and the following objectives (also shown in Figure 4.7.1):

- Sustainable Transportation
- Health and Well-Being
- Economic Prosperity
- Culture, Community, and Ecological Conservation
- Sustainable Water

In response to our changing climate, development proposals should also consider principles guiding block organization, such as access to sunlight, protection from wind, rain, snow and other elements, and storm water management. These tools will help to mitigate flooding, urban heat island effect, and pollution, and create more resilient communities for the future.

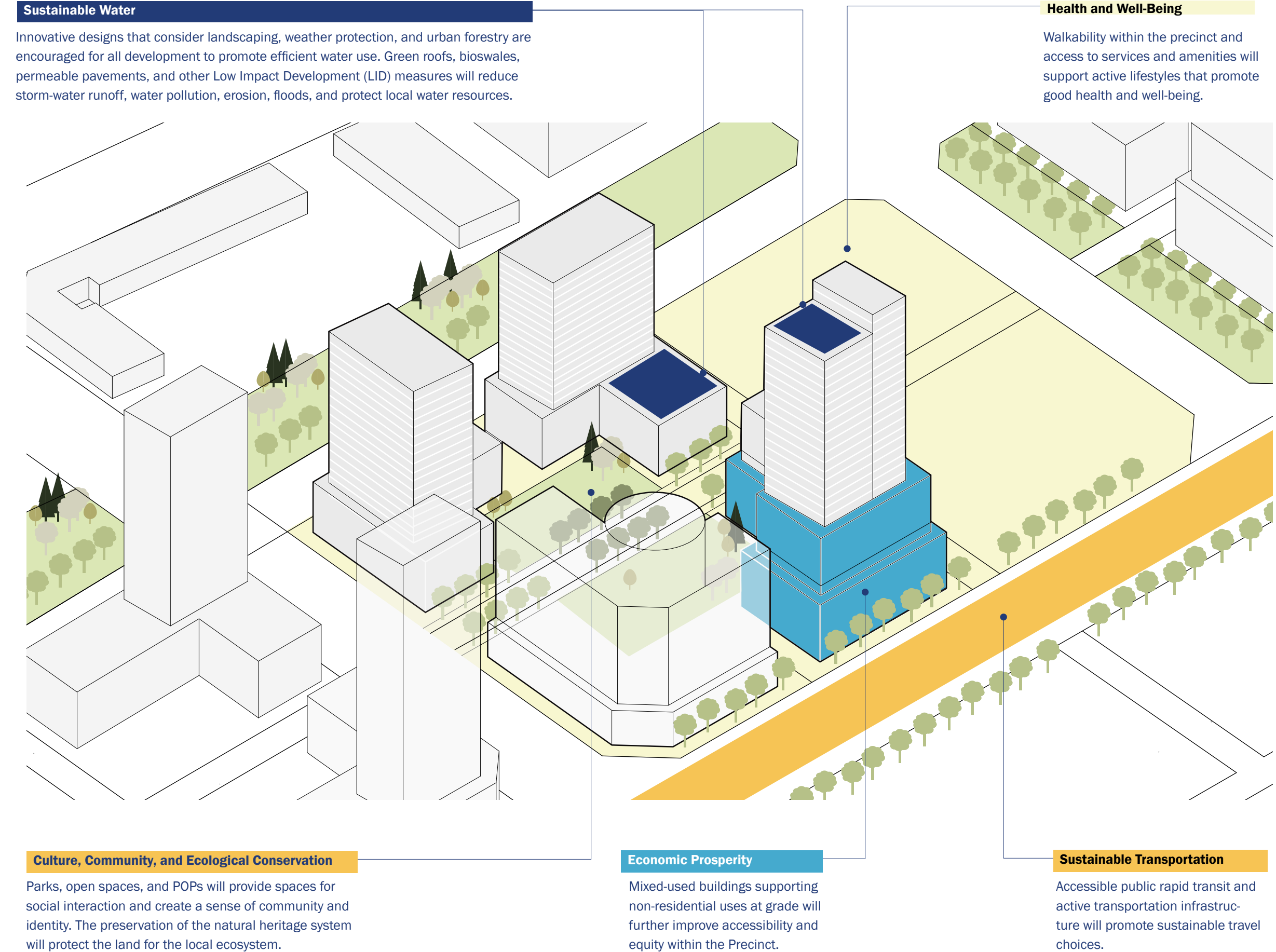


Fig 4.7.1 Sustainability Objectives



# Public Realm and Mobility

The public realm refers to how people interact with space, it is an opportunity to articulate the interface between mobility and land use, and addresses matters such as the arrangement of streets and blocks, streetscapes, and landmarks, views, and skylines. The successful design of streets and open spaces relies on creating diverse, comfortable, welcoming, safe, and accessible spaces.

Mobility is the ability and level of ease of moving people, goods, and services. Fine-grained, multi-modal, pedestrian friendly networks are used to improve travel, circulation and access. All roads are to be designed as complete streets.



# 5.0



# 5.1 Open Space Framework

The public realm shapes our relationship with our surroundings and helps to define community character, and a sense of place.

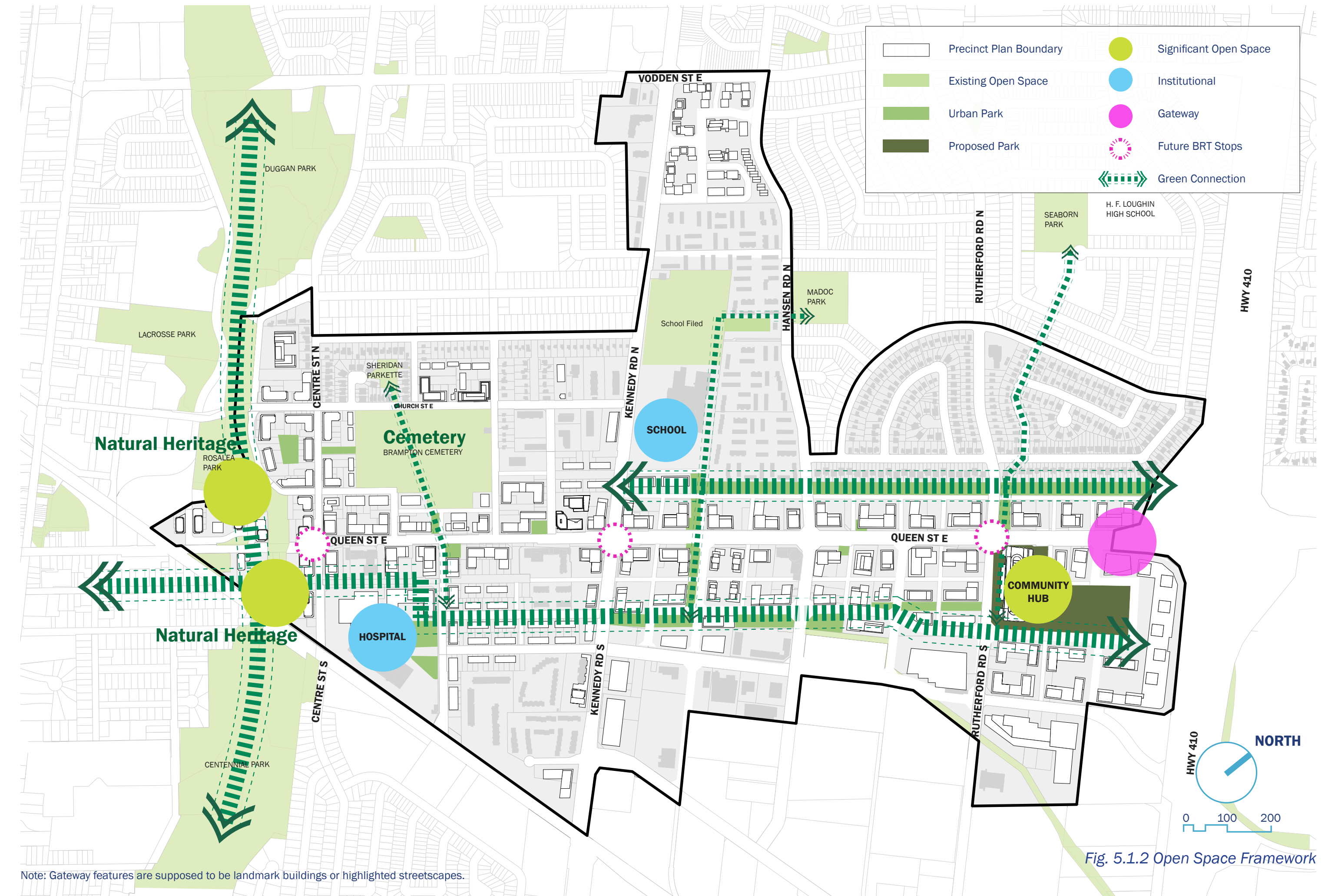
An interconnected network of open spaces and parks play a fundamental role in creating a vibrant community and easy access to transit (see Figure 5.1.2)

Key east-west existing and new open space linkages, both north and south of Queen Street are identified near the MTSA stations to facilitate direct connections to destinations.

Institutional uses, open spaces and public/private parks are identified along these open space linkages to grant access and pedestrian circulation through a ring road design, connecting key locations such as the Peel Memorial Institutional Hospital, the Community Hub, and a secondary school. The north-south open space linkage connecting the (Etobicoke Creek trail system) in the Riverwalk Character Area connects with Centennial Park and Duggan Park, will be a focal point within the Precinct, offering amenities and interaction with the natural environment for residents and visitors.



Fig 5.1.1 Peel Memorial Hospital



Note: Gateway features are supposed to be landmark buildings or highlighted streetscapes.

Fig 5.1.2 Open Space Framework



## 5.2 Place making

**Incorporating publicly and privately-owned accessible features into an interconnected network of open and inviting spaces where all users can have an enjoyable experience.**

### Landscape Buffers

Landscape buffers are Linear Connectors between parkland or major community destinations and form part of the broader Active Transportation Network. Provide a buffer between different land uses.

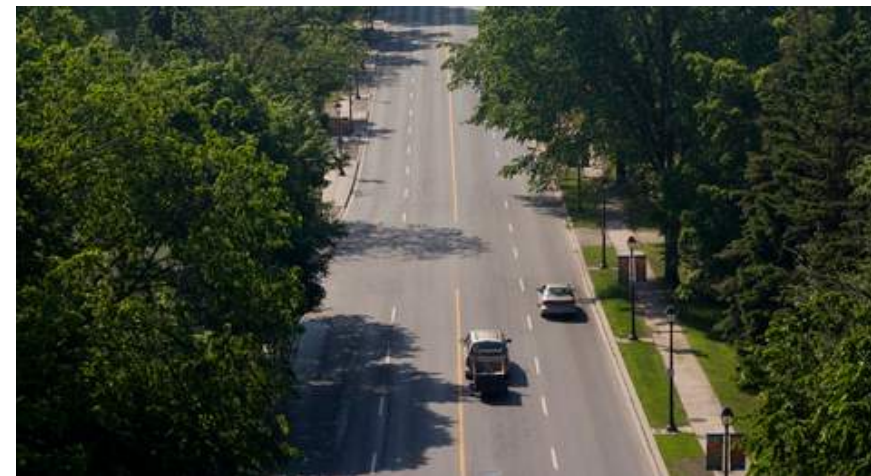


Fig 5.2.1 Brampton Neighbourhood Road, showcasing green landscape buffers

### Public Art

Improve, expand, or create new public realm and open space areas that can be enhanced by art and interactive opportunities. Enhance way finding opportunities and thematically link to the character areas.



Fig 5.2.2 Vivian Lane showcasing public art picked by the city

### Way-finding

Way-finding is a system of information and design elements that supports the movement of everybody through signage, tactile and audio way-finding, railings and ramps, or even lighting and architecture. Way-finding aids pedestrians and cyclists with navigating to station and transit facilities. Effective way-finding will improve the accessibility and livability within the precinct.



Fig 5.2.3 Way-finding Map installed by the city to support pedestrian navigation around the city

### Gateways

Gateway intersections will be designed as integral components of the public realm to identify a sense of entrance, arrival and movement and should be reinforced by the surrounding built form and site planning. Gateways can be built form, open space, or take on other forms. Refer to Fig 5.1.2 for locations of Gateways.



Fig 5.2.4 Brampton Garden Square showcasing downtown gateway using architectural and site planning features

# 5.3 Street Hierarchy and Typologies

Mobility network is designed to encourage and facilitate different modes of travel and provides a foundation for the built environment. A well-connected public street network will break up large blocks using mid-block connections and complete streets to improve the walkability of an area.

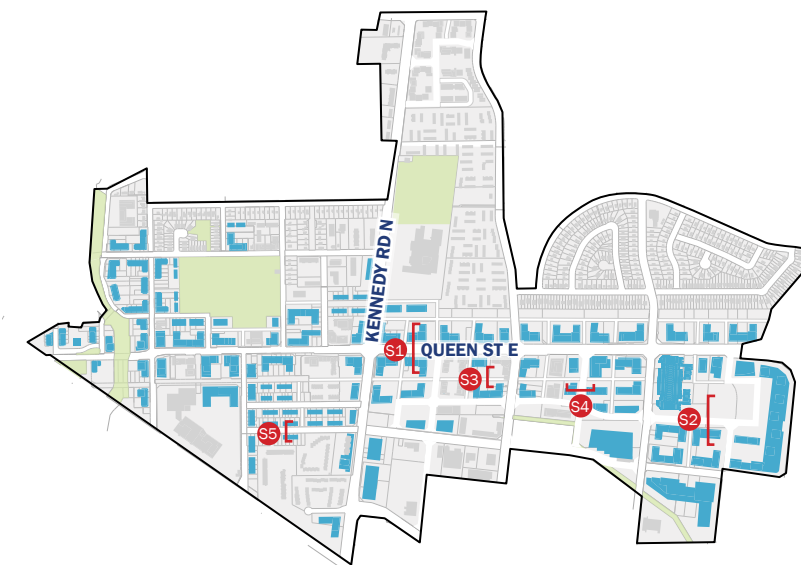
Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the public street network. Improving the street network of the Bramalea Precinct is crucial to achieving transit-oriented and complete sustainable communities.

## New Public Streets

A series of new public streets will provide greater circulation through out the Character Areas and create new development frontages. Illustrative Figures 5.3.2 and 5.3.4 show the recommended 20.0m and 25.2m public streets in the Precinct.

## Private Streets

Private streets are to provide the same public realm and streetscape experience as public streets and use similar treatments to ensure a uniform streetscape is maintained across the Precinct.



Key Map

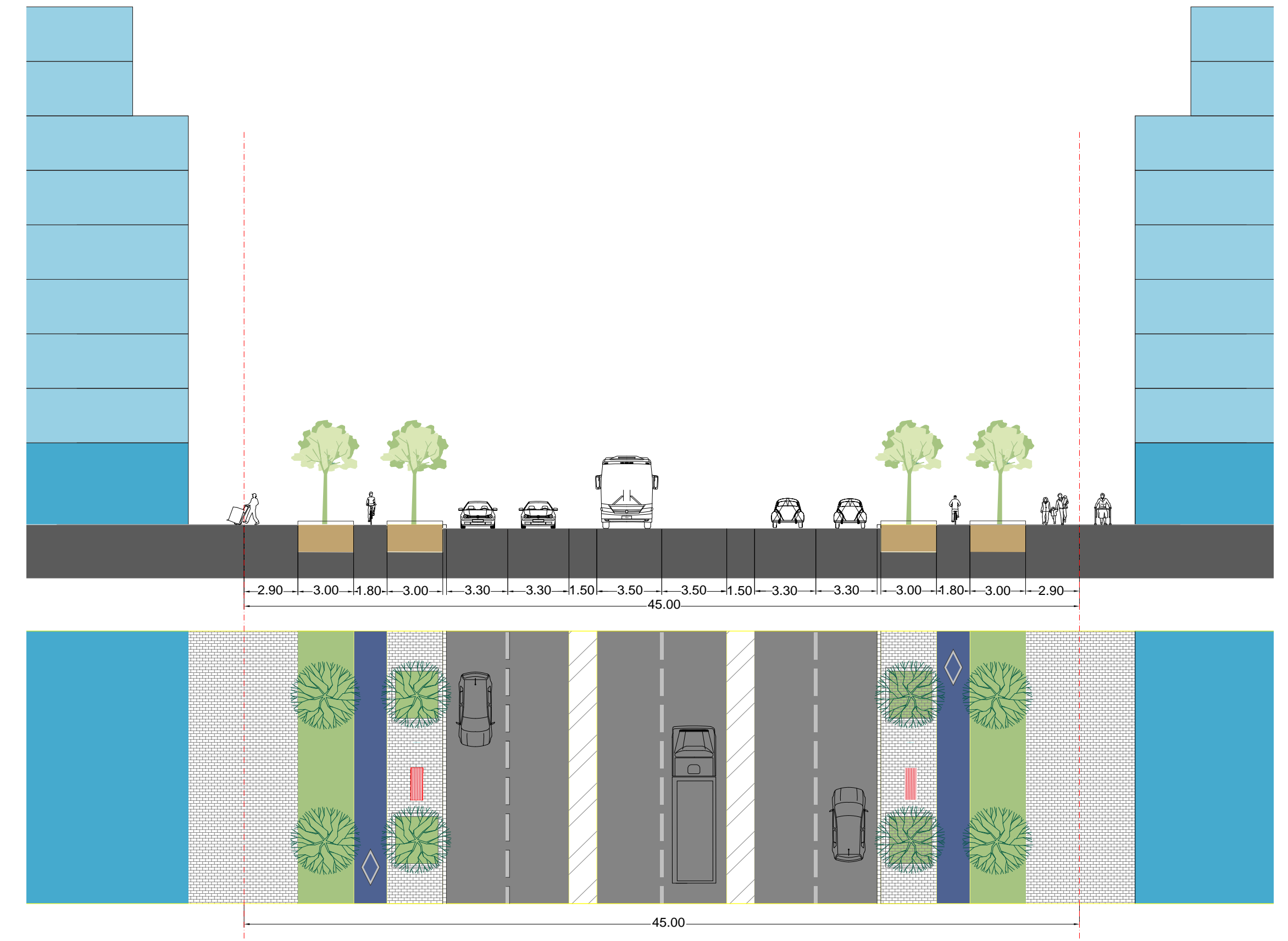


Fig 5.3.1 S1 - Higher Order Transit Street



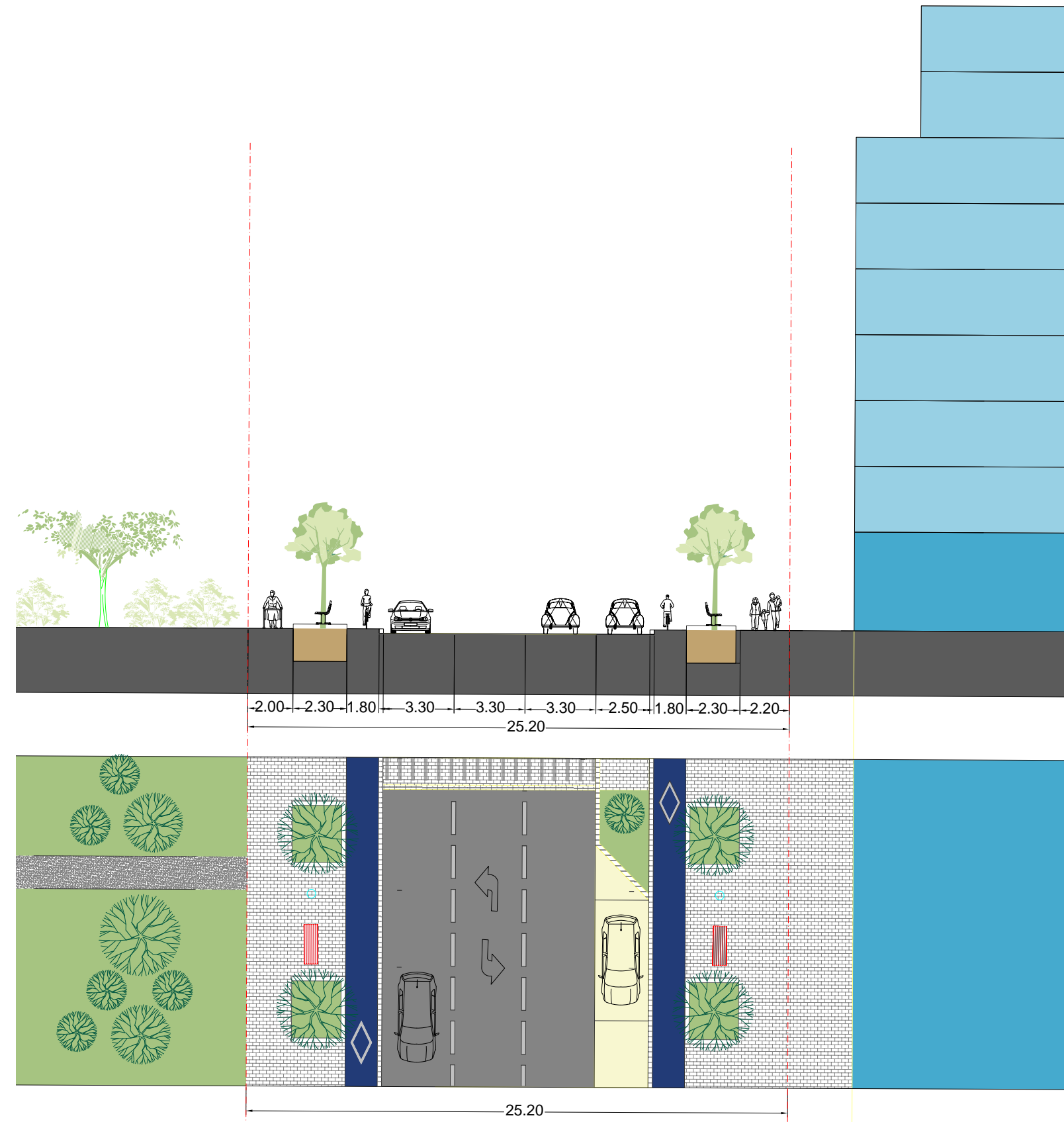


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

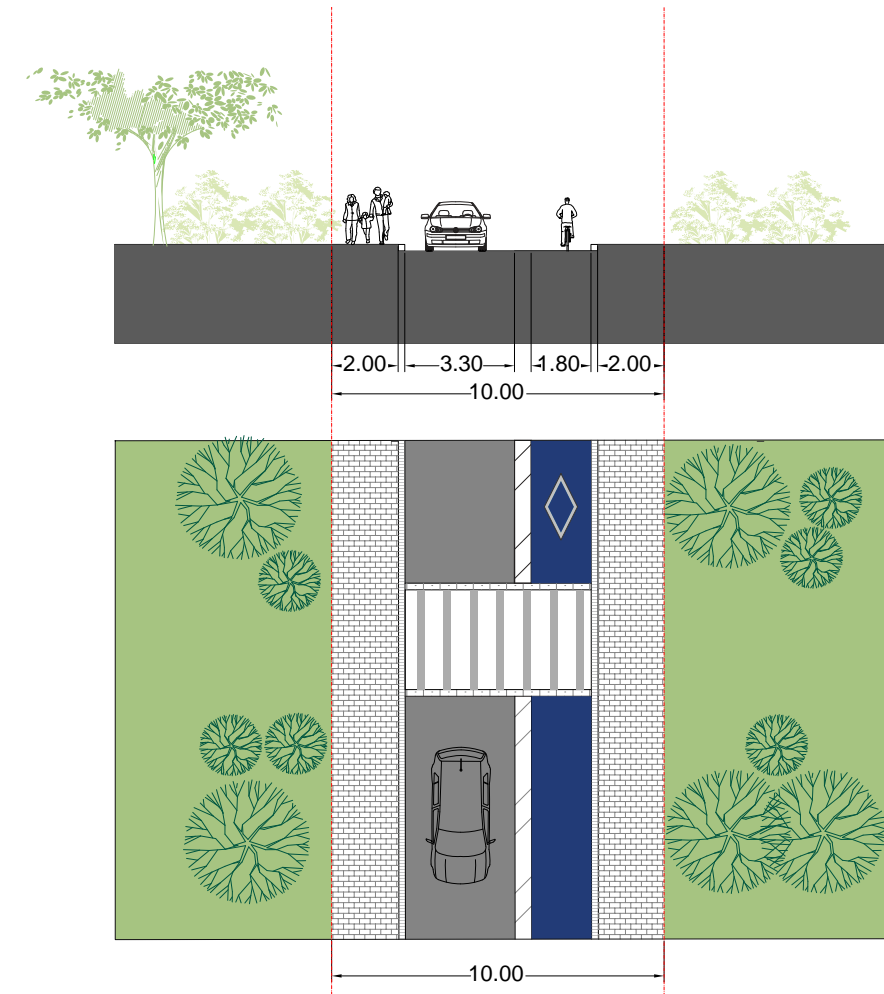


Fig 5.3.3 S3 - Mid-Block Connections

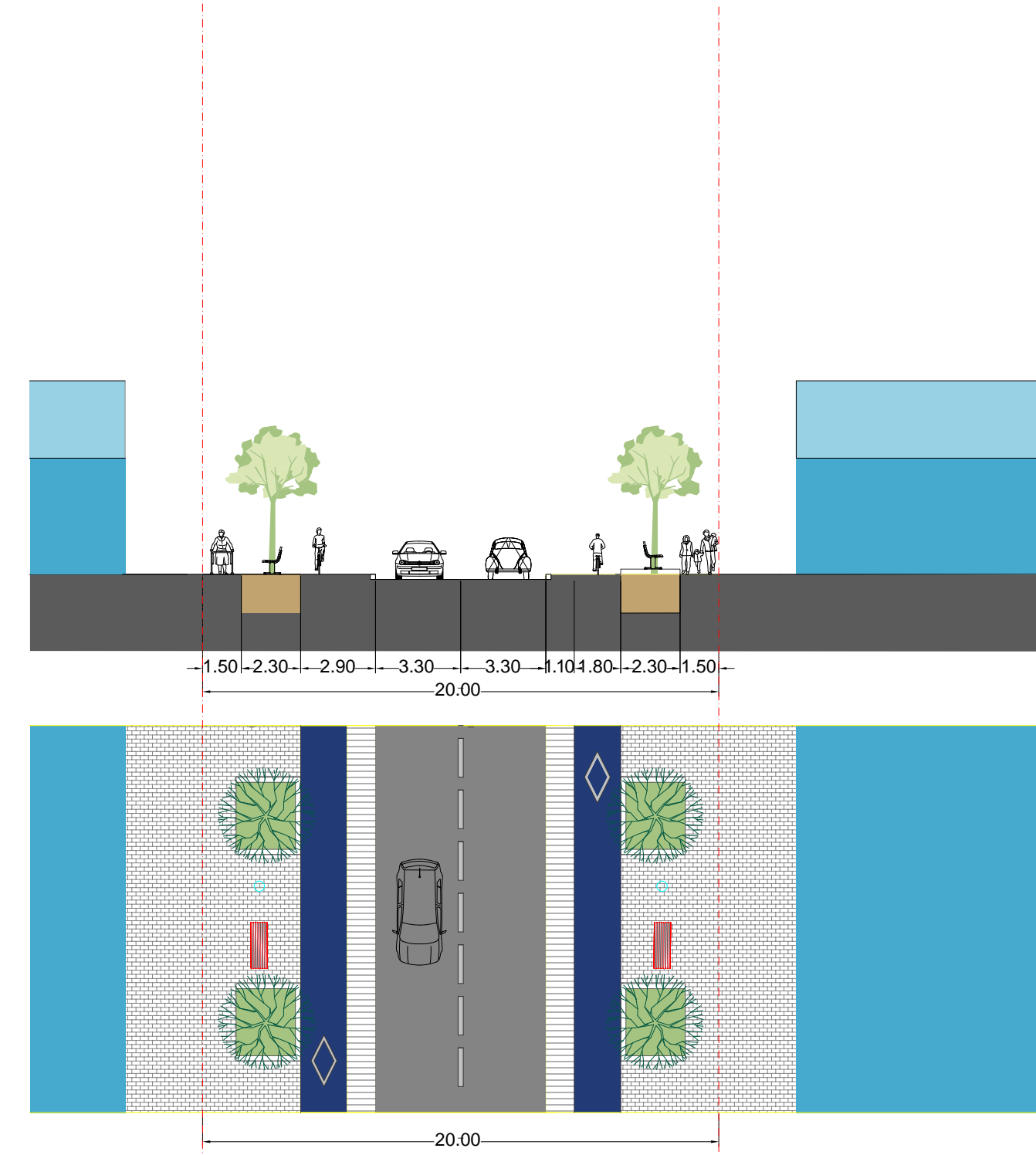


Fig 5.3.4 S4 - 20m R.O.W Boulevards

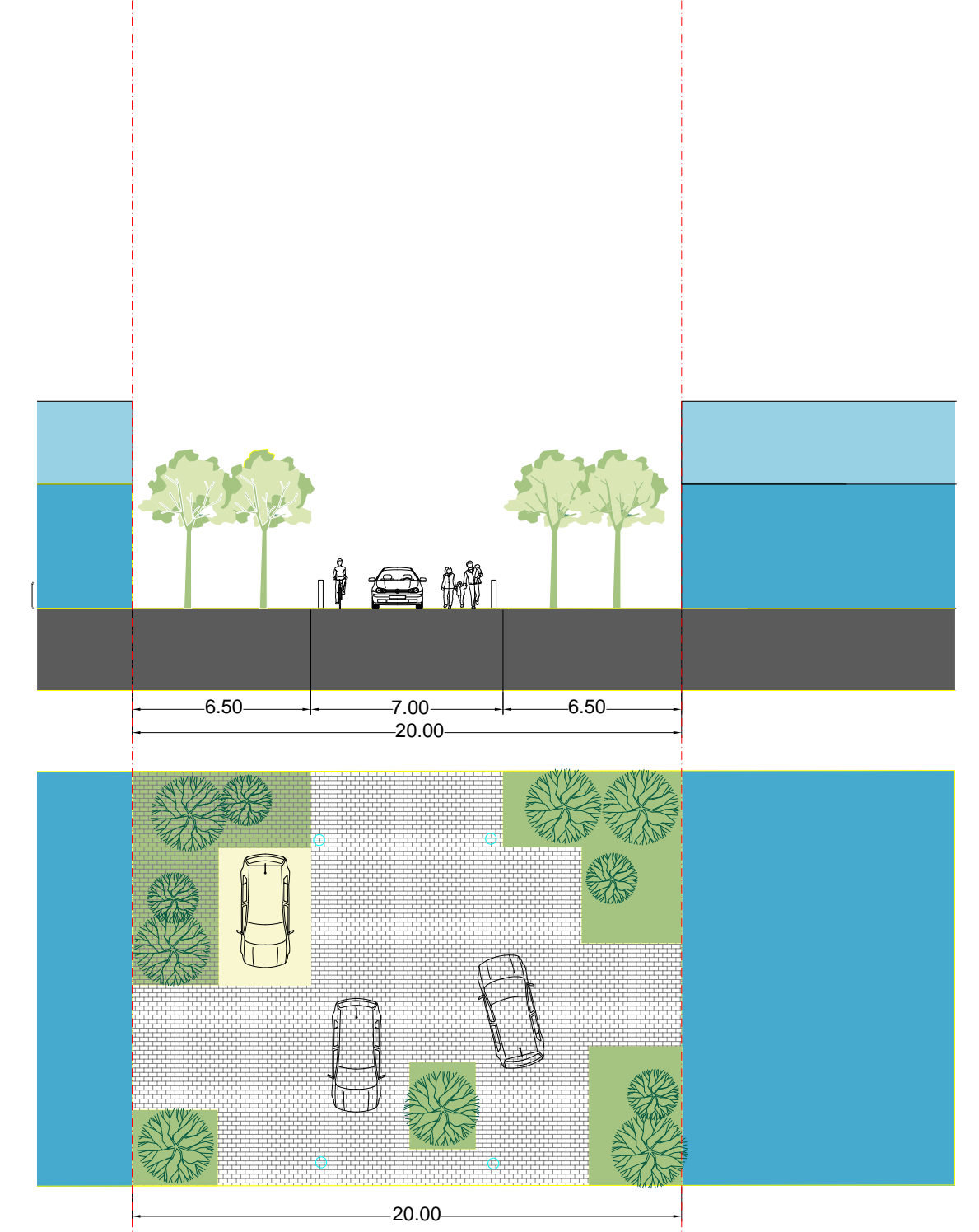


Fig 5.3.5 S5 - Woonerf (Living Street)



# 5.4 Active Transportation

Active transportation includes walking, biking, and rolling that is low-cost, zero or low-carbon, healthy and efficient. The proposed Active Transportation Network (Fig 5.4.1) will improve the mobility and safety of non-motorized modes of transportation, reduce the reliance on automobiles, supplement the transit network, and promote healthy and sustainable living.



Fig 5.4.1 Park Pedestrian Trail

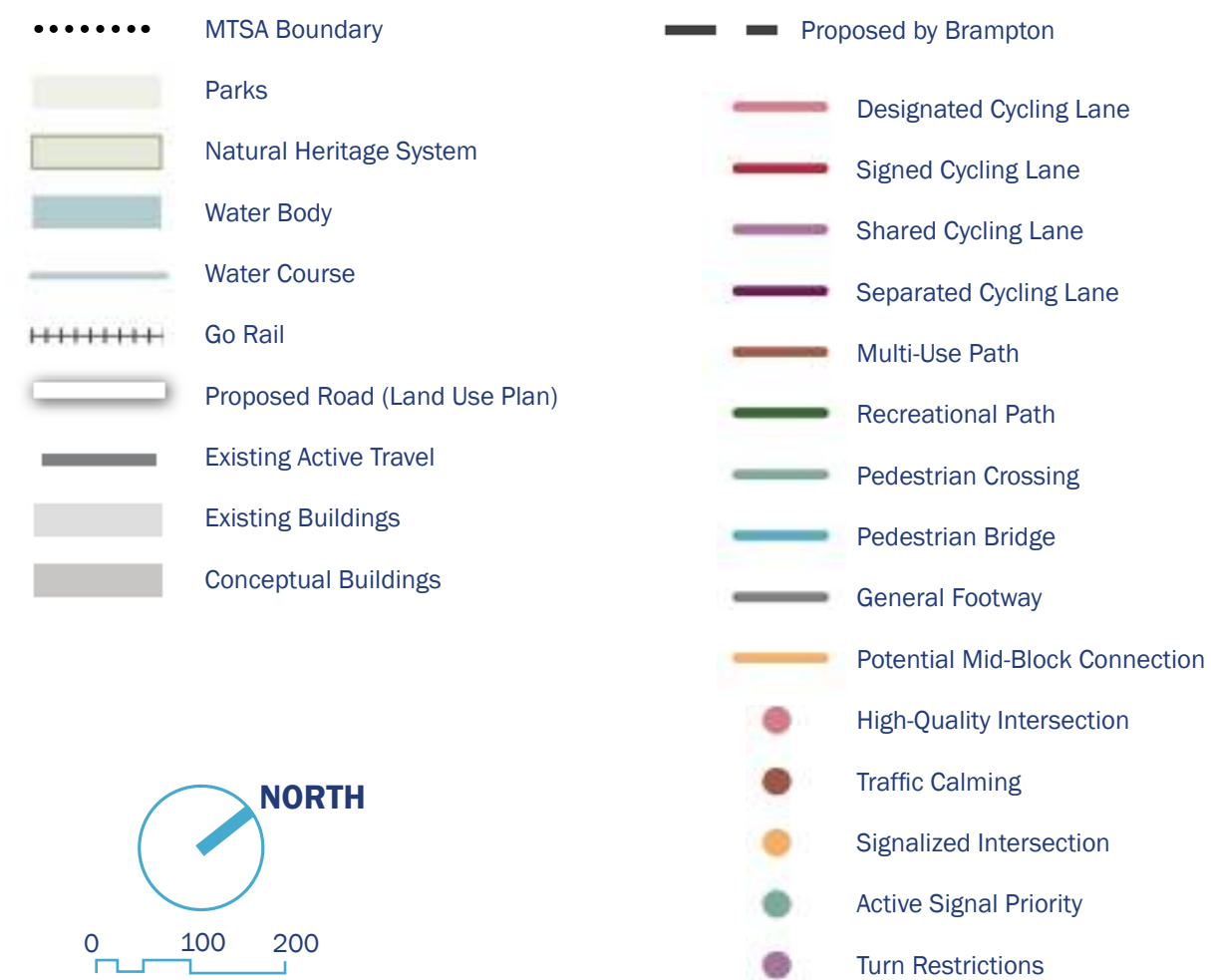


Fig 5.4.2 - Proposed Active Transportation Network



# 5.5 Transit Network

The transit network goes hand in hand with the concept of walkability because every transit trip begins and ends with the pedestrian. By coordinating land use and transportation, the expansion of the transit network can promote walkability and reduce the reliance on automobiles. Improving the walkability to and from transit stations can encourage the use of public transit. This reciprocating cycle will help lead to a more transit-oriented future for the Queen East Precinct.

Queen Street East is an important transit corridor with both existing and planned transit routes, including a future bus rapid transit (BRT) route.

Local transit routes provide connections to the higher-order transit along Queen Street. (Fig 5.5.3) Extensions of local bus services and new local bus routes may be required to support intensification.



Fig 5.5.1 Zum Bus Transit



Fig 5.5.2 Pedestrian Crosswalk in Downtown Brampton

- ..... M TSA Boundary
- ZUM Network
- ZUM Stop
- Local Bus Network
- Local Bus Stop
- LRT/BRT Network
- Future BRT Stop
- Priority Bus Support Corridor
- Regional Express Bus
- Potential Frequent Regional Express Bus
- Potential Rapid Transit (Priority or Zum)
- GO Rail
- GO Rail Stop
- Existing Buildings
- Conceptual Buildings

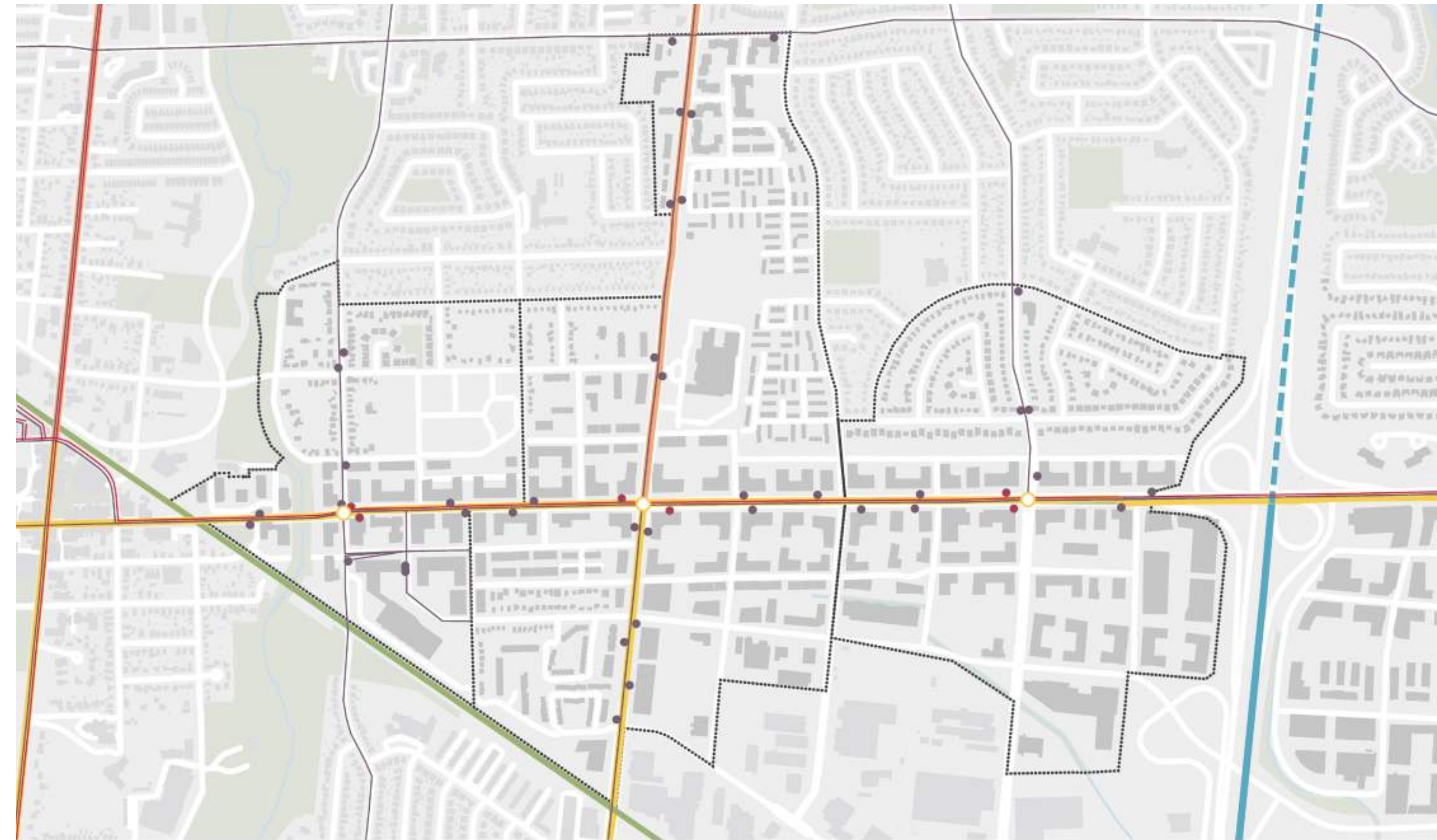
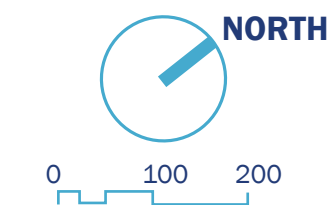


Fig. 5.5.3 Proposed Transit Network





# Schedule 10(b): Bramalea Centre Precinct Plan





# Bramalea Centre Precinct Plan

DRAFT FOR DISCUSSION PURPOSES AUG 2024





### Disclaimer

The images, illustrative renderings and potential development scenarios contained in the Bramalea Centre Precinct Plan are meant to show examples and are one of many potential development approaches to achieve transit-oriented development. The images do not imply that development will occur or can be approved exactly as shown.

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# Introduction

The Bramalea Centre Precinct comprises a total area of approximately 346 hectares (885 acres) and generally includes the lands located between Highway 410 and Bramalea Road that are situated along Queen Street East (Figure 1.1). The Bramalea Centre Precinct includes four Primary MTSAs known as Laurelcrest, Dixie, Central Park, and Bramalea (Figure 1.2).

Bramalea Centre Precinct focuses on rejuvenating one of Brampton's 'Urban Centres' into a vibrant and active regional destination. This Precinct will be a compilation of interconnected transit-oriented communities and hubs offering varying uses, such as housing, institutional, recreational and retail. The goal is for the Bramalea Centre Precinct to evolve as a central place in Brampton to do business, innovate, discover, captivate, and live.

The land use permissions that apply to each MTA are shown on Figure 1.2. These uses are intended to support an integrated mix of uses. Redevelopment shall seek to accommodate these uses in a form and scale that is complementary to the vision of the Bramalea Centre Precinct. The land use permissions that apply to each MTA are shown on Figure 1.2. These uses are intended to support an integrated mix of uses. Redevelopment shall seek to accommodate these uses in a form and scale that is complementary to the vision of the Bramalea Centre Precinct.



# 1.0



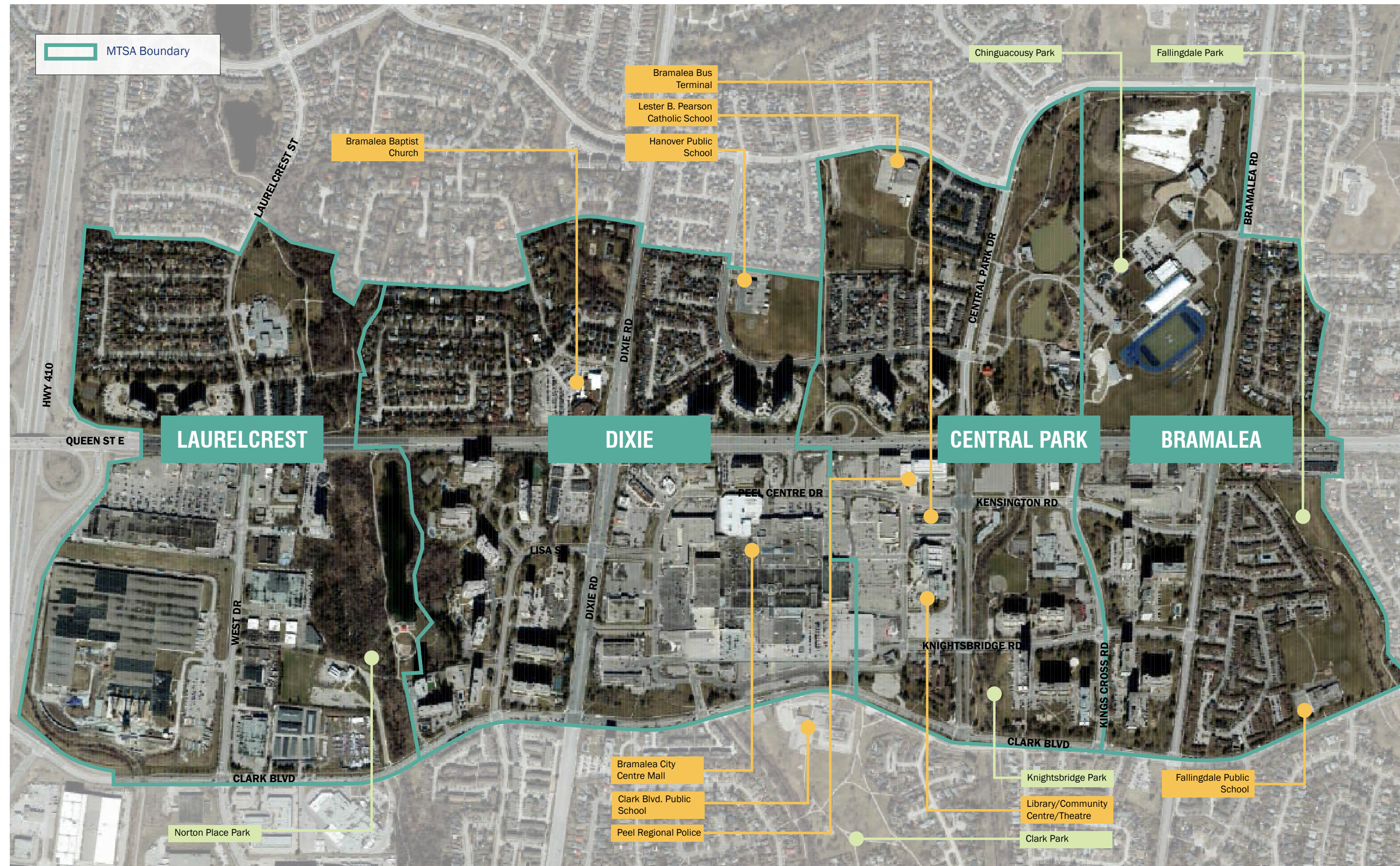


Fig 1.1 - Study Area and Context Map

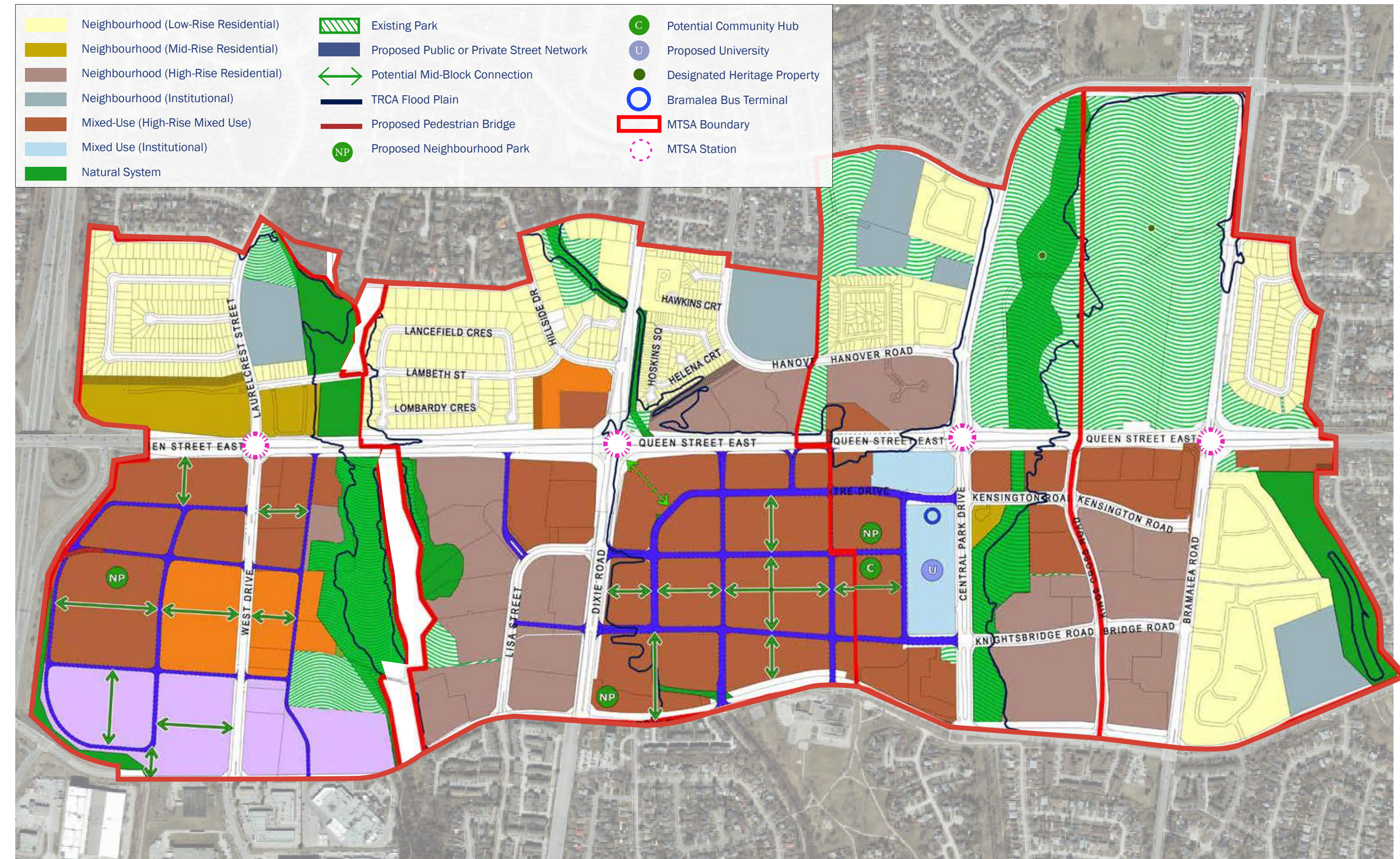


Fig. 1.2 Major Transit Station Areas Land Use Schedule







## MTSA Context

The Bramalea Centre Precinct includes the Bramalea City Centre, low to high-rise residential uses, and important open space, including Chinguacousy Park and Norton Place Park. Key regional uses, such as the Region of Peel offices, a proposed post-secondary institution, and a police station are located within this Precinct. Pockets of high-rise apartment buildings are scattered through-out the Precinct. Established low-rise residential uses are focused on the north side of Queen Street. Employment uses are located along the southern periphery of the Precinct area, north of Clark Boulevard between Highway 410 and Norton Place Park. Existing conditions are illustrated in the pictures contained in Section 2.1 and Fig 1.1



# 2.0



## 2.1 Existing Conditions

The existing conditions within each MTSA contributes to the opportunity to intensify and to support transit-oriented development. Development potential is determined based on a number of measurement indicators, such as:

- existing land uses;
- land ownership;
- infrastructure;
- environmental constraints;
- vacant and underutilized land; and
- block area.

The precinct is characterized by large mixed-use commercial and industrial blocks that enable redevelopment. There are potential compatible infill opportunities within the established apartment neighbourhoods.

Limited change is expected to occur within the low-rise neighbourhoods and some apartment areas. Figure 2.2.1 illustrates the development potential for the Bramalea Centre Precinct.



Fig 2.1.1 Established Apartments



Fig 2.1.2 Stable Low Rise



Fig 2.2.3 Bramalea City Centre



Fig 2.2.5 Chinguacousy Park



Fig 2.2.4 Retail Plaza



Fig 2.2.6 Employment



## 2.2 Existing Lot and Block Pattern

The Bramalea Centre Precinct currently includes mid to large parcels, such as Bramalea City Centre, Chinguacousy Park, condominium townhouses, institutional uses, civic facilities, apartment buildings and industrial uses. Small residential lots are primarily located on the north side of Queen Street. An abundance of north-south open space linkages is provided dividing the precinct into distinct neighbourhoods.

The main redevelopment within the Precinct will occur within development blocks that have an excess lot area of XXX, where lot assembly is The existing lot area analysis is shown on Figure 2.2.1.

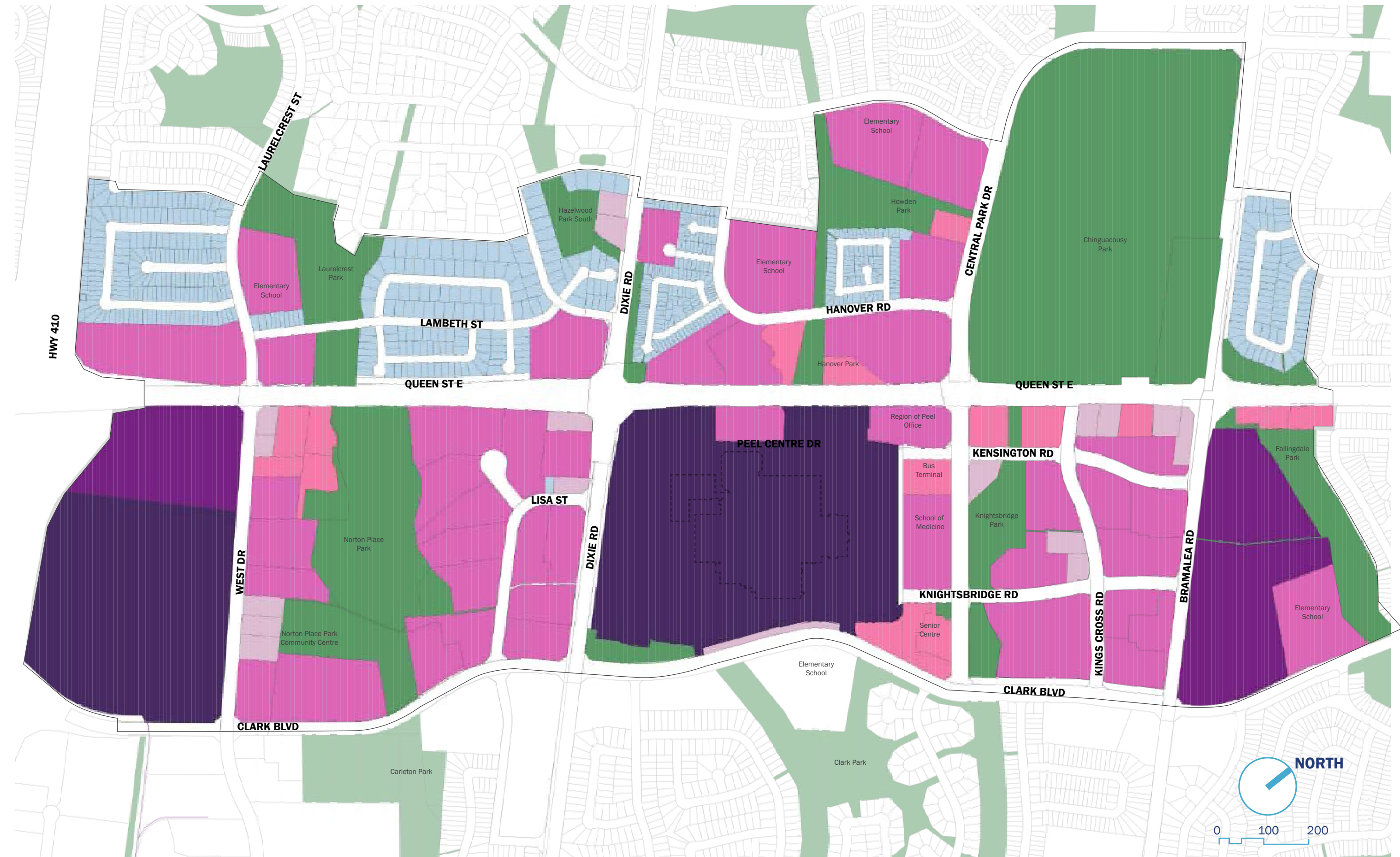


Fig. 2.2.1 - Existing Lot Area Analysis



# Precinct Plan

**The Bramalea Centre Precinct is being planned and designed to become:**

- a vibrant regional destination, complete with mid-rise and high-rise mixed-use buildings framing a pedestrian-oriented public realm;
- a compilation of interconnected transit-oriented communities and hubs offering varying uses, such as housing, institutional, recreational and retail, allowing people to live, work and play within their neighbourhood; and
- a network of new multi-modal streets that provide direct, safe and inviting connections to transit and public services for all users.



# 3.0



# 3.1 Goals and Objectives

## 1. Rejuvenating an Urban Centre

Transform one of Brampton's urban centres into vibrant and sustainable transit-oriented communities. The Queen Street corridor will be a high-density and dynamic central destination featuring a mix of housing, commercial, employment and community uses that attract people and jobs from across the Region.



*Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities*

### Five key development principles:

## 2. A place defined by its high-quality design and public realm

An attractive and distinctive place characterized by its inviting public realm and high-quality design. New buildings will contribute to establishing an urban character defined by a mix of typologies and pedestrian-scaled spaces. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active uses at street level, and a variety of building forms and facade articulation and the integration of public art. Retail "Main Streets" will contribute to a vibrant street life and provide space for pedestrians to enjoy shopping and leisure.



*Mix of Uses = Vibrant Complete 15-minute Neighbourhoods*

## 3. A place for people to walk, bike and take transit

The street network will be designed using a complete street philosophy. A pedestrian-oriented corridor with a fine-grained and connected multi-modal transportation network will allow safe and easy access to transit facilities, destinations and amenities in the area. Active transportation and transit use will be prioritized as the preferred mode of travel.



*Inviting Public Realm = Creating Places for all People*

## 4. A sustainable and healthy transit corridor

Sustainability will be supported through building transit-supportive complete communities to help mitigate and adapt to the impacts of climate change. Building and site design of both publicly- and privately initiated projects will utilize low impact development strategies.

## 5. Enhance the economic prosperity

With its central location in the City, and close proximity to key transportation corridors, there are opportunities to improve Brampton's economic prosperity within designated employment areas. Transitions from sensitive land uses to employment areas will focus on compatibility, including appropriate mitigation measures.



*Protect Employment Lands = Enhance Economic Competitiveness and Prosperity*



# 3.2 Precinct Plan

This Precinct Plan provides guidance for the transformation of lands located along Queen Street East within the Laurelcrest, Dixie, Central Park, and Bramalea MTSAs that considers land use, built form, mobility, public services and infrastructure needed to create an environment that supports people, businesses and thriving communities

The Bramalea Centre Precinct Plan is shown on Figure 3.2.1.



- Precinct Plan Boundary
- Existing Open Space
- Proposed Park
- Future BRT Stop
- Future BRT Line
- Outline of Existing Mall
- Key Open Space Linkages
- Community Facility
- Potential Community Hub
- Gateways
- Existing / Planned AT
- Mid-Block Connection
- Retail Frontage
- Bramalea Urban Centre
- Corridor
- Residential
- Retail Hub
- Knowledge Hub
- Queen Transit Corridor
- Bramalea South
- Clark Employment District
- Stable Neighbourhood
- Established Apartment

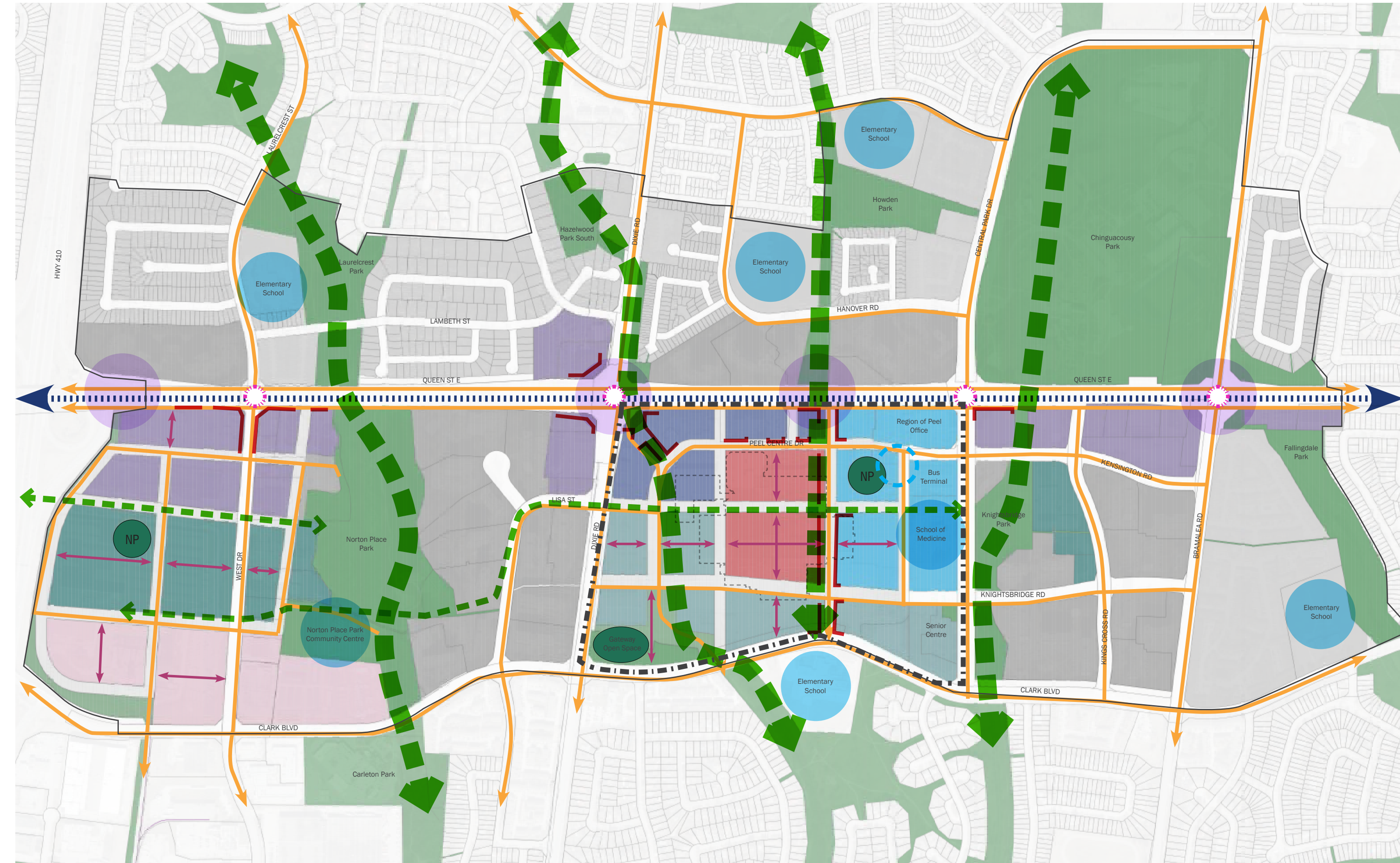
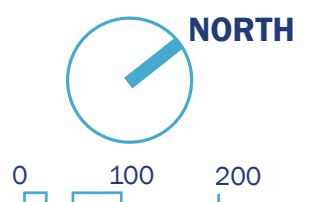


Fig 3.2.1 Precinct Plan



# 3.3 Street Views



Fig 3.3.1 V1 - Queen St



Fig 3.3.2 V2 - Queen St Aerial



Fig 3.3.3 V3 - Public Realm and Proposed Park


















Fig 3.3.4 V4 - Vibrant and Active Streets





Fig 3.3.5 V5 - Central Park Drive

-  Precinct Plan Boundary
-  Existing Parcel Fabric
-  Existing Open Space
-  Proposed Park
-  Urban Park
-  Stormwater Buffer
-  Approved Applications
-  Full Redevelopment Block
-  Existing Block
-  New Buildings
-  Outline of Existing Mall
-  Retail Frontage
-  New Main Street
-  Future BRT Line
-  Future BRT Stop

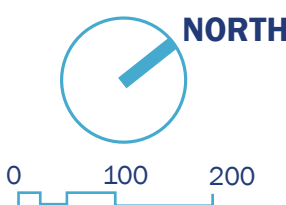


Fig 3.3.6 Demonstration Plan



# 3.4 Aerial Views

The perspective views in Figure 3.4.1 and Section 3.3 demonstrate a potential massing outcome applying the five key development principles.

-  Precinct Plan Boundary
-  Existing Parcel Fabric
-  Existing Parks
-  New Neighbourhood Park
-  Urban Park
-  Stormwater Buffer
-  New Open Space Linkage
-  Approved Applications
-  Full Redevelopment Block
-  Infill Opportunities
-  New Buildings
-  Future BRT Line
-  Future BRT Stop

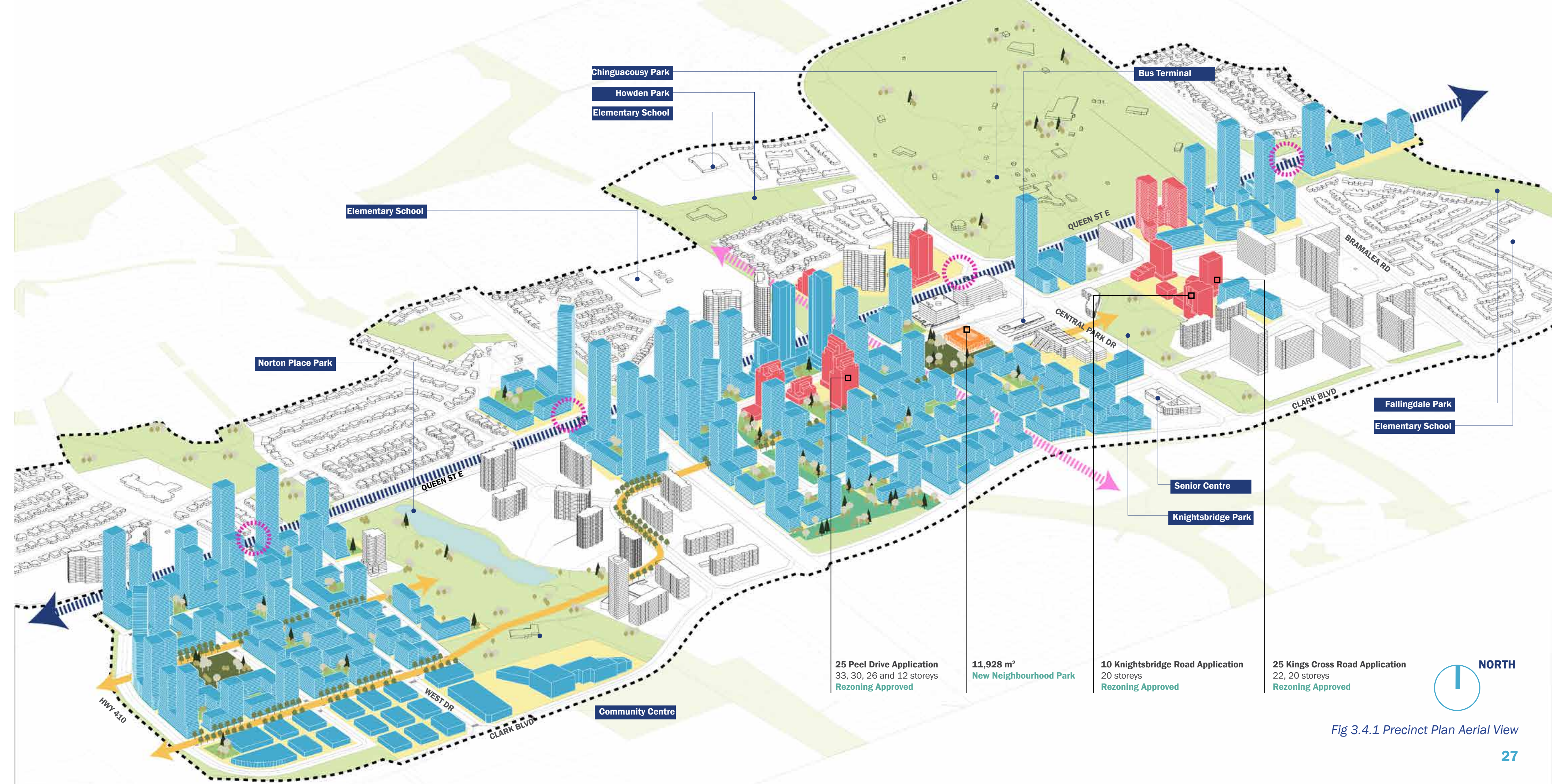


Fig 3.4.1 Precinct Plan Aerial View



# 3.5 Character Areas

The Bramalea Centre Precinct involves the long-term transformation of the Bramalea City Centre (BCC) into an urban mixed-use community and destination that is lively, sustainable, walkable and transit oriented. The BCC is one of Brampton's designated "urban centres" and will be recognized as the Bramalea Urban Centre Character Area (BUC) within this Precinct. Four (4) sub-areas are located within the boundaries of the BUC each have different uses, density and built form objectives to guide the transformation of the BCC into a vibrant urban centre.

The BUC Corridor Sub-area is situated along the south side of Queen Street East

and where high-rise mixed-use buildings will frame the bus rapid transit corridor. The BUC Retail Hub is a centralized hub retaining the function of BCC as a regional-wide retail and service commercial destination with a 'Main Street' character. The BUC Knowledge Hub will be the heart of the BUC for civic facilities and amenities. Mixed-use high-rise residential buildings connected by an accessible network of complete streets and mid-block connections will be provided in the BUC Residential Character Area.

Five (5) character areas are proposed for the areas outside of the BUC, including the redevelopment of lower-order commercial

properties located in the Queen Transit Corridor and Bramalea South into mid to high-rise transit-oriented developments, and the transformation of heavy industrial uses to prestige employment in the Clark Employment Character Area. There will also be opportunities for compatible infill development within the Established Apartment Neighbourhoods and the retention of low-rise residential uses in Stable Neighbourhoods. Each Character Area contributes to the community in different ways and has its own unique qualities; together, they will transform the Bramalea Centre Precinct into a vibrant and diverse place.

For the location and description of each Character Area, refer to Figures 3.5.1 and the following page.

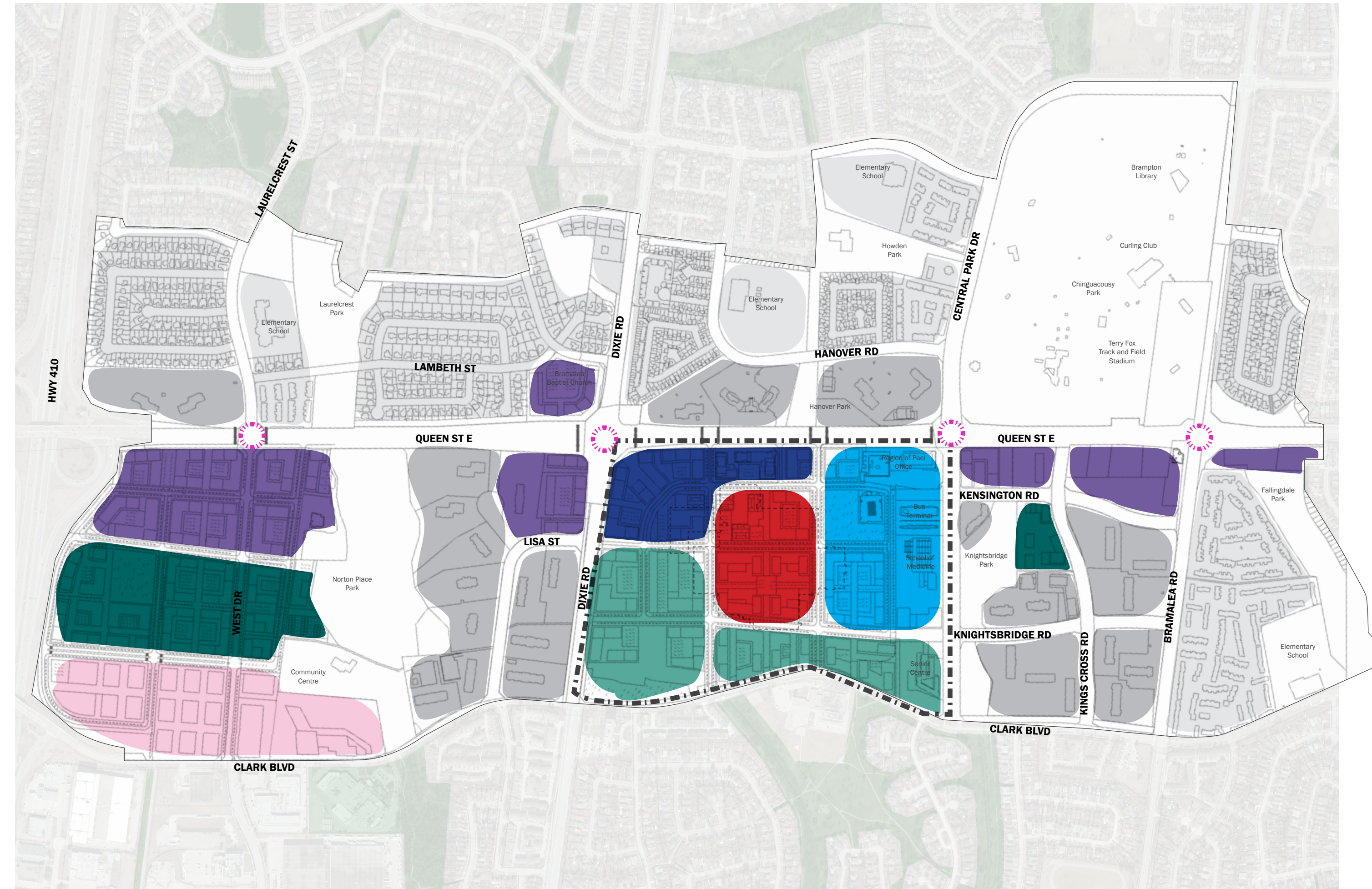


Fig. 3.5.1 Character Areas



## Character Areas

### Stable Neighbourhood

- 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.

### Established Apartment Neighbourhood

- A collection of 'tower in the park' apartment buildings that are mainly surrounded by open space areas with connections to trails.
- Not areas of significant growth.
- Opportunities for limited compatible infill development.
- Infill development will be expected to enhance the street-level experience for pedestrians and improve access to transit and active transportation.

### Clark Employment District

- Located on the periphery of the Precinct Area providing an interface and buffer 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.
- Existing heavy industrial uses to transition over time to prestige employment.

### Queen Transit Corridor

- The tallest buildings will surround the bus rapid transit stations and at the Highway 410/Queen Street interchange.
- Development fronting Queen Street will support its transformation into a walkable, pedestrian-oriented area activated by providing non-residential uses at grade.
- A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.
- Existing major retail developments will transform into transit-oriented communities over the long-term.

### Bramalea South

- Primarily mid to high rise residential uses that are encouraged to include commercial, retail and public spaces at grade.
- Provide heights and densities that are less than those in the Queen Transit Corridor Character Area.
- A network of new complete streets will transform this Character Area into a walkable, pedestrian-oriented neighbourhood.
- A new Neighbourhood Park to provide recreational amenity space for new residents.

### Bramalea Urban Centre (BUC)

#### - Corridor

- Primarily high-rise residential uses that are pedestrian-oriented and transit-supportive.
- Tallest buildings to be located adjacent to the Dixie bus rapid transit stop.
- Buildings to provide a vibrant street character and include direct connections to transit infrastructure.
- Be encouraged to include a mix of uses including retail or service uses at grade.

### Bramalea Urban Centre (BUC)

#### - Residential

- Predominately high-rise built forms at a lower intensity than BUC Corridor.
- Be encouraged to include a mix of uses including retail or service uses at grade with residential above.
- Buildings to frame and activate the boundaries of the BUC.
- Provide an appropriate transition to the surrounding existing residential neighbourhoods.

### Bramalea Urban Centre (BUC)

#### - Retail Hub

- A regional-wide retail and service commercial hub with a "main street" character.
- 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.
- A network of complete streets and mid-block connections will transform this area into a walkable, pedestrian-oriented neighbourhood.
- Include the greatest proportion of non-residential uses in the Precinct Area.

### Bramalea Urban Centre (BUC) – Knowledge Hub

- Heart of the BUC for civic facilities and open spaces that will attract people to this regional destination.
- A new post secondary institutional facility supported by public service uses, campus housing and transit facilities.
- Recreational activities and community gatherings will be the focus in the community hub and public park.
- Mixed-use buildings contribute towards the creation of lively, vibrant and people-oriented places.





## Built Form Principles

This section focuses on illustrating typical block and lot typologies within the Bramalea Centre Precinct Plan is based on the policies prescribed by the Secondary Plan and the principles for each Character Area. Potential redevelopment configuration illustrations show a built form scenario of a redevelopment or development block.

# 4.0



# 4.1 Proposed Street and Block Pattern

Street network will be created to be highly permeable, with shorter blocks and frequent crossings to improve connectivity into the existing street network. New local streets will break up larger blocks into smaller more walkable blocks and to improve connectivity for all transportation modes. Street network will connect seamlessly to parks and trails to provide opportunities for safe, efficient and flexible pedestrian travel options. Mid-block connections will allow the pedestrian realm to have access within blocks and provide alternative routes and shortcuts for travel throughout the district.

- MTSA Boundary
- Existing Parcel Fabric
- Existing Open Space
- Existing Streets
- Proposed Public Streets
- Service Private Streets
- Streets to potentially be removed
- New intersection

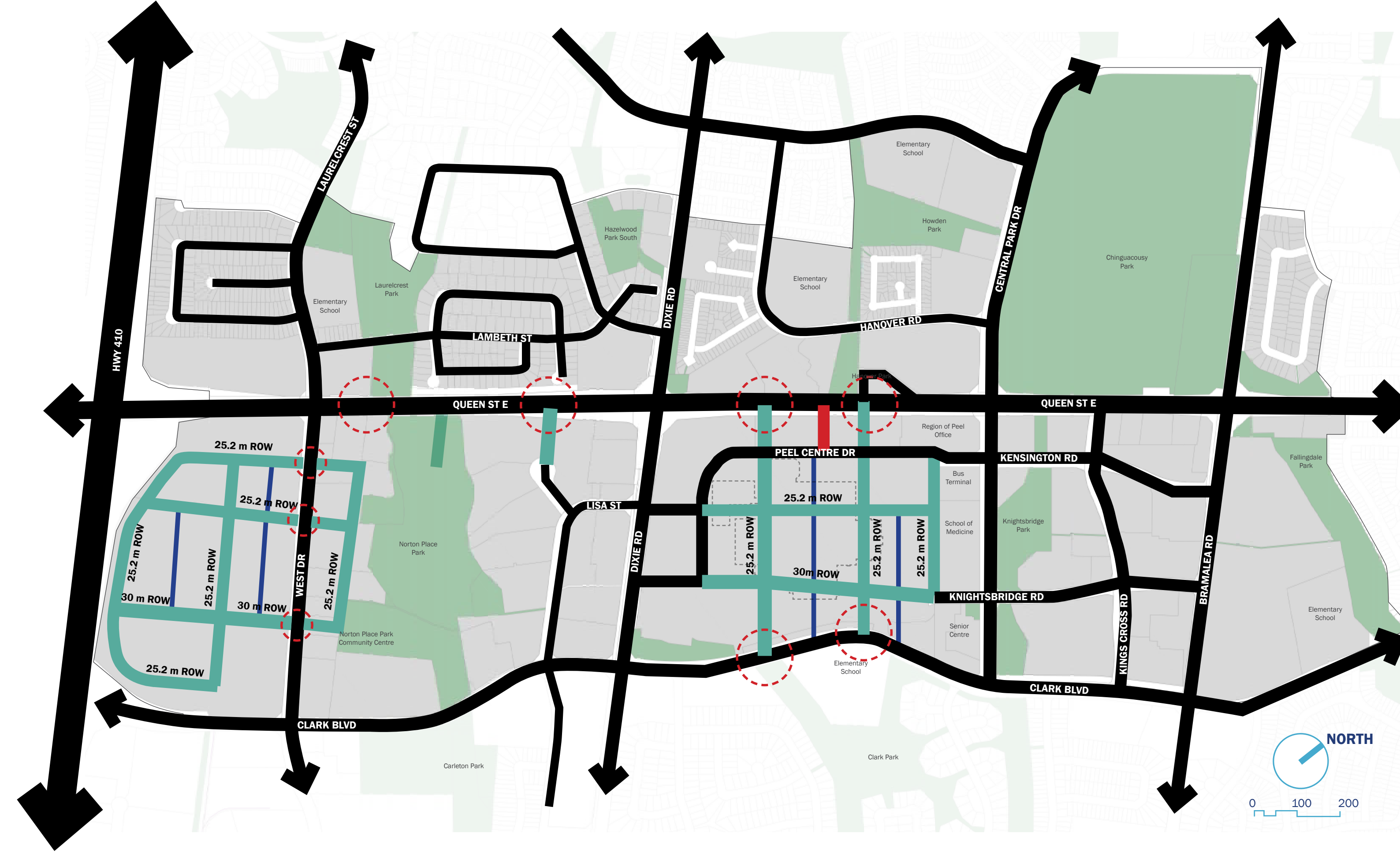


Fig. 4.1.1 Proposed Street Pattern

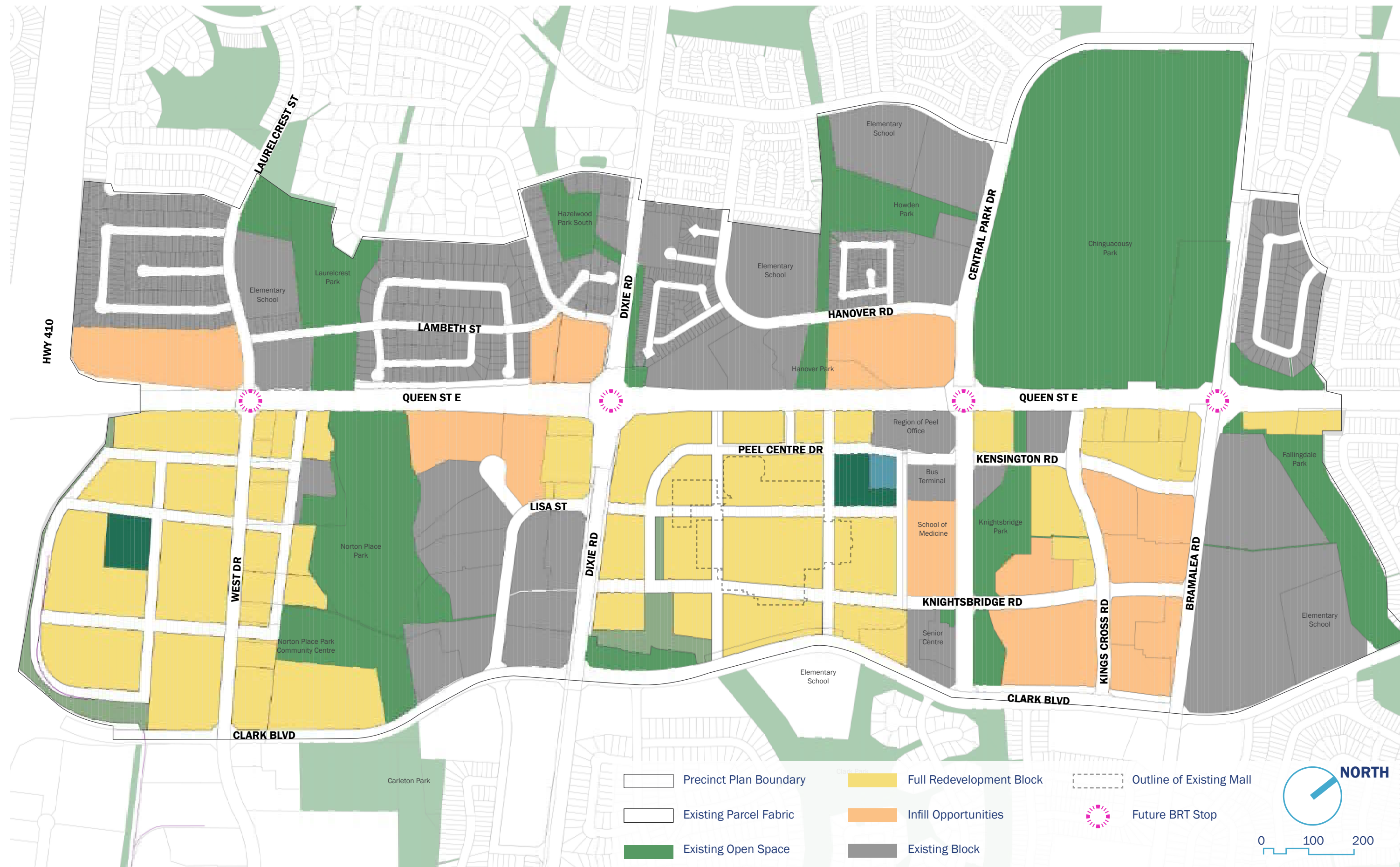


Fig. 4.1.2 Proposed Block Pattern

## 4.2 Potential Redevelopment Configuration

The typical block configurations illustrate how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The scenarios provide minimum lot area and open space requirements, building setbacks and follow the height and density prescribed by the Secondary Plan. The scenarios also address transition in heights and massing to abutting land uses.

New development shall achieve a high-quality urban design and built form, and will be designed and located to:

- create a transition in height that complies with design guidelines set out in City-wide Urban Design Guidelines;
- maintain minimum separation distances between buildings that complies with design guidelines set out in City-wide Urban Design Guidelines;
- add visual interest by varying the massing and heights of buildings; and
- promote visibility and interest from the street through the use of high-quality materials and architectural detailing in the design of the podium.

Height and densities permissions may be dependent on land assembly/lot consolidation to achieve minimum lot area and landscaping/open space requirements for mid to high-rise buildings.

The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building step-backs, height, front and side yard setbacks, massing, floor area, roofline, materials, as appropriate.



## Design Parameters

Block Area: 17,540 m<sup>2</sup> (approx. 170mx100m)

FSI: 6

Max. GFA: 105,240 m<sup>2</sup>

Building Coverage: 62%

Podium Height: 4-6 storeys

Max. Building Height: 25 storeys



Key Map

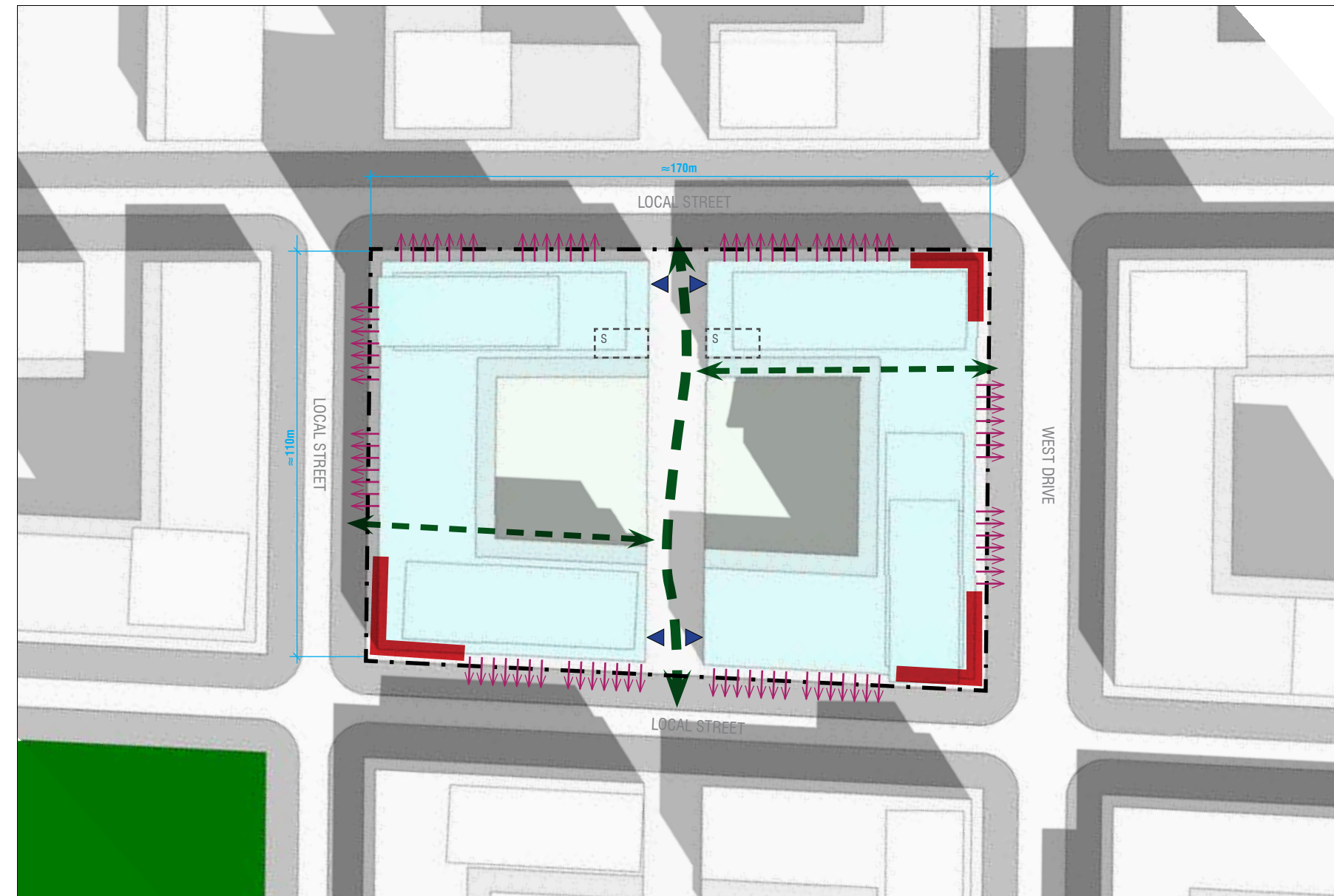


Fig 4.2.1 Block Density Distribution Plan

### Active Frontage

Provide active frontages and non-residential uses to encourage walkability and street life.

### Connected Open Spaces

Create a connected open space system that supports active transportation including parks, POP's and open space mid-block connections.

### Step-backs

Step-backs reduce casting shadows and wind speed into the inner block

### Building Height Distribution

The tallest buildings will along Primary Urban Boulevards.



### Building Height Distribution

For larger development where more than one high-rise buildings are proposed, a variation in building heights should be achieved.

### Optimum Block Size

Promote pedestrian movement, safety, and pedestrian-scaled spaces by using finer and more connected grid design, and walkable block sizes. Wherever feasible, design blocks between 80 to 120 metres in length and depth. Longer and deeper blocks are acceptable when coinciding with a parkette located mid block to offer relief from massing. To ensure permeability, blocks should not exceed 180 metres in length and/or depth.

Fig 4.2.2 Block Density Distribution Aerial



## Design Parameters

Block Area: 12,687 m2 (approx. 108mx117m)

FSI: 6

Max. GFA: 76,122 m2

Building Coverage: 58%

Podium Height: 6-8 storeys

Max. Building Height: 30 storeys



Key Map

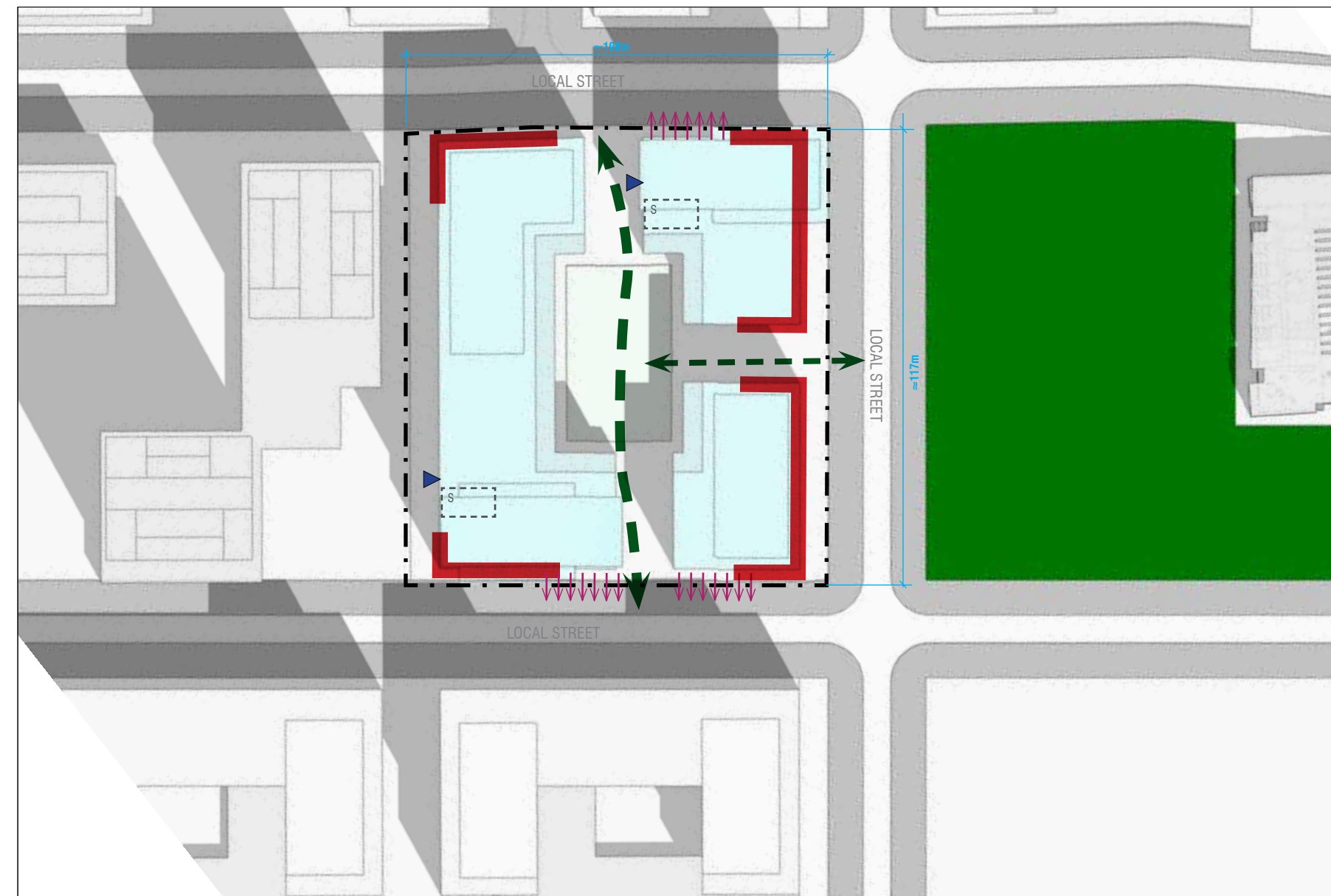


Fig 4.2.4 Block Density Distribution Plan

### Mechanical Servicing

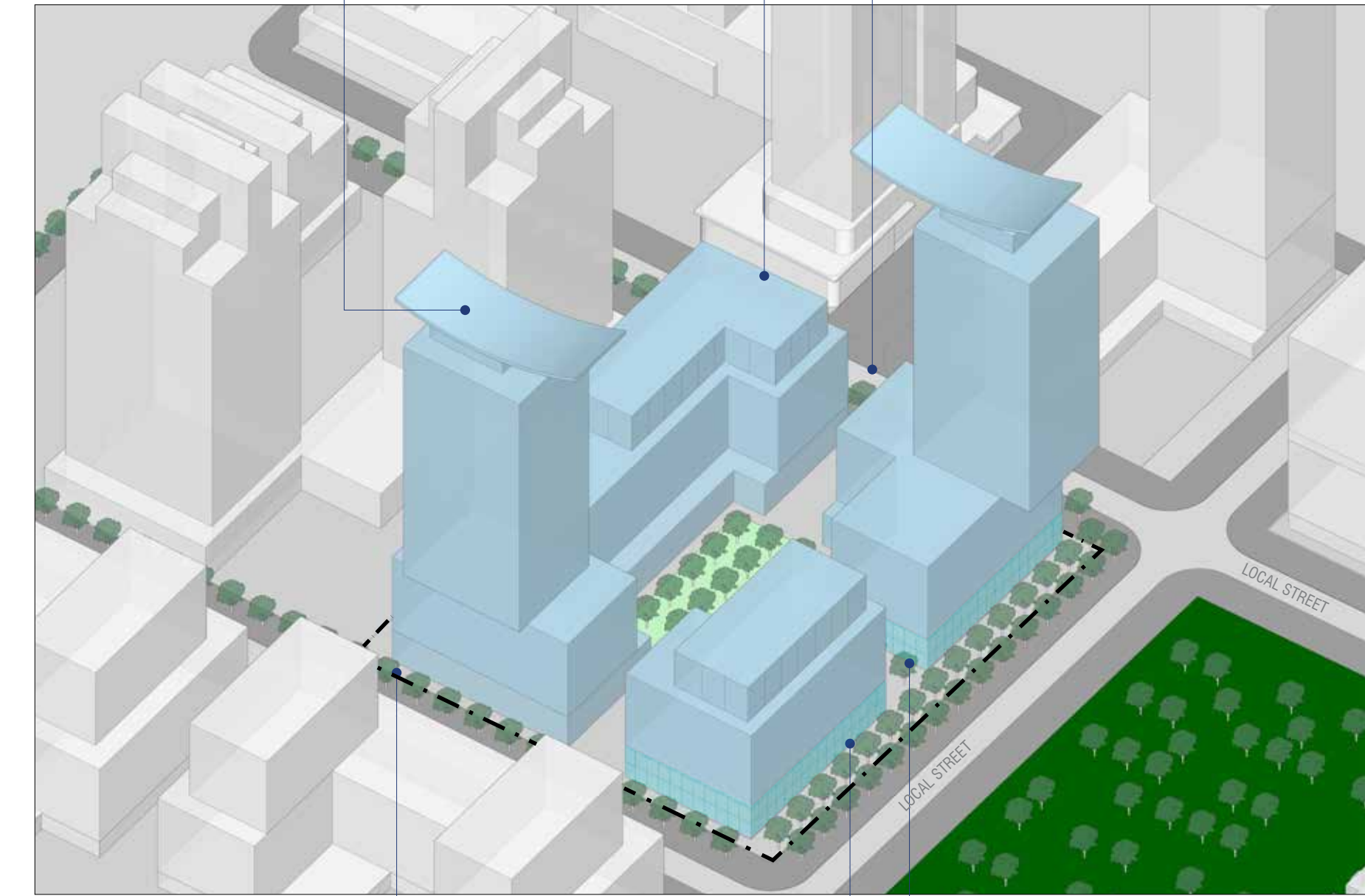
Tower tops and mechanical pent-houses should be integrated as part of the building architectural design and provide for an engaging skyline

### Material Selection

Use cool roofing materials, shading structures and green roof solutions to mitigate for heat island effect and stormwater runoff

### Separation Distance

Maintain minimum separation distances between buildings that complies with design guidelines set out in City-wide Urban Design Guidelines



### Material Selection

Promote visibility and interest from the street through the use of high-quality materials and architectural detailing in the design of the podium

### Streetscape and Ground Level Activation

Provide double row of trees and an enhanced streetscape treatment.  
Provide double height retail space provision including canopies, spill-out patios, landscaping and seating areas.

### Mid-Block Connections

Provide pedestrian oriented mid-block connection, including enhanced landscaping and spill-out commercial terraces.

Fig 4.2.5 Block Density Distribution Aerial



## 4.3 Design Parameters (Built Form)

The Brampton Plan MTSA Land Use Plans (Figure 1.2) identifies locations for low-rise, mid-rise and high-rise building typologies. For complete guidance on built form objectives refer to the following City-wide Guidelines:

- a. Development Design Guidelines
- b. Mid Rise
- c. Tall Buildings



Fig 4.3.1 MO\*Town Track 8 High Rise, Amsterdam, De Zwarte Hond

### Mid-rise

- a. Built forms located within the mid-rise designation are typically 5-12 storeys. For details and design guidelines regarding mid-rise development, refer to Brampton Plan 2023 and Brampton Urban Design Guidelines.
- b. Low-rise and low-rise plus townhouses may be permitted within the mid-rise designation. Single detached dwellings are not permitted within the mid-rise designation.



Fig 4.3.2 Junction House, Toronto, Superkül

### High-rise

- a. Built forms located within the high-rise designation are buildings higher than 13 storeys. For details and design guidelines regarding high-rise development, refer to Brampton Plan 2023, Tall Buildings Guideline, and Brampton Urban Design Guidelines.
- b. Mid-rise building typologies may be permitted. Low-rise and low-rise plus buildings are not permitted within the high-rise designation.



Fig 4.3.3 Hathaway House Redevelopment, London, Stiff + Trevillion



## Unlimited Height and Density (UHD)

- a. Built forms located within the UHD designation will generally have a height of more than 50 storeys and a Floor Space Index (FSI) greater than 8. All developments within the UHD designation will be mixed-use.
- b. Low-rise, low-rise plus, and mid-rise buildings are not permitted within the UHD designation.



Fig 4.3.4 Salesforce Tower, Chicago, Goettsch Partners



Fig 4.3.5 La Marseillaise Tower, Marseille, Ateliers Jean Nouvel

## Retail and Commercial Areas

- a. Retail and Commercial uses will typically be located on the ground level or at the base of mid- and high-rise mixed-use buildings.
- b. Retail and commercial uses will contribute to the active street wall and the economic growth of the precinct and should primarily happen through architectural features: generous ground floor heights, sufficient glazing, public uses located close to the façade, exciting building entrances, bold signage, etc.



Fig 4.3.6 Retail Area Example

## Employment

- a. Buildings should be prominently visible from the street while loading areas should be screened from public view when available. Offices and prestige industrial developments will act as a transition between sensitive land uses and heavy industrial land uses.
- b. Mitigation measures to be utilized abutting non-employment areas, such as landscaped buffers and architectural design.



Fig 4.3.7 Brampton Fire and Emergency Services HQ



# 4.4 Building and Podium Heights

- a. The distribution and hierarchy of height and density is important to create a well-balanced community, to generate place-making activity in public spaces and to promote increased transit ridership.
- b. The tallest buildings and highest densities will be located adjacent to the bus rapid transit stops along Queen Street East and at

the Highway 410/Queen Street interchange and will transition down in all directions away from the station.

c. The distribution of height and density within a MTSA is illustrated on Figure 4.4.1 and 4.4.2.

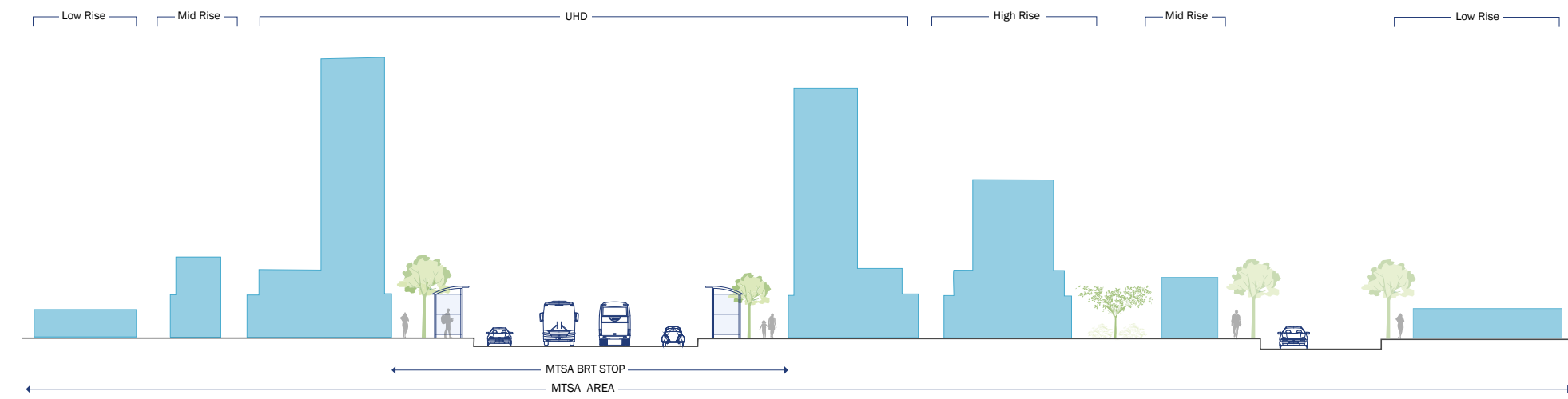


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

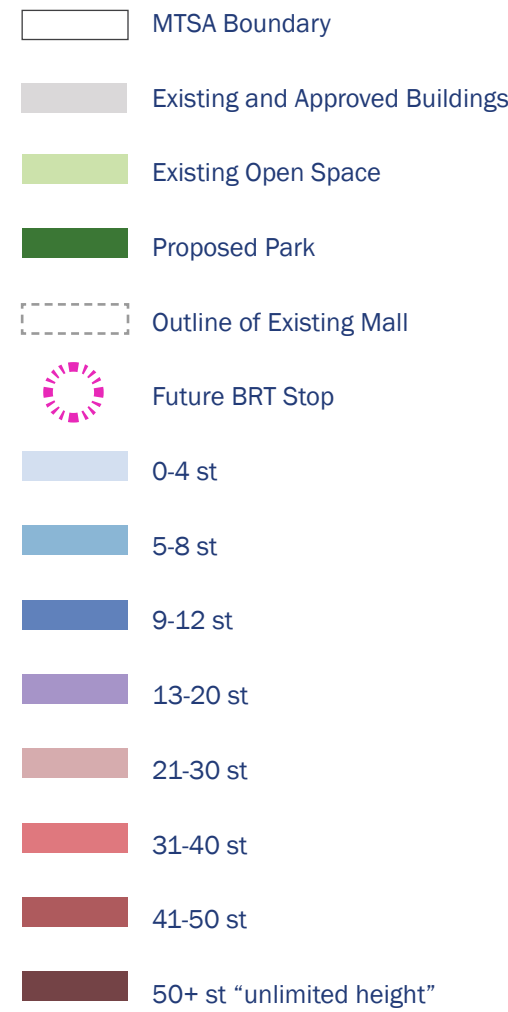


Figure 4.4.2 Building Heights



# 4.5 Density Distribution

- a. Focus tallest buildings and highest densities around bus rapid transit stations to support a strong demand for transit service.
- b. As distances from bus rapid transit stations on Queen Street increases, buildings shall be scaled down from high rise to mid and low rise residential and employment densities, including height and massing.
- c. Provide a variety of heights to achieve an attractive streetscape and suitable integration with surrounding uses.
- d. Building heights to create human-scaled corridors for the enjoyment of the public realm.
- e. The scale of existing residential development should be acknowledged and respected through a sensitive edge buffer, which may include transitional development standards, landscape buffers, and sensitive architectural design solutions.
- f. Minimum and maximum building heights and density ranges are shown on Fig 4.5.1.

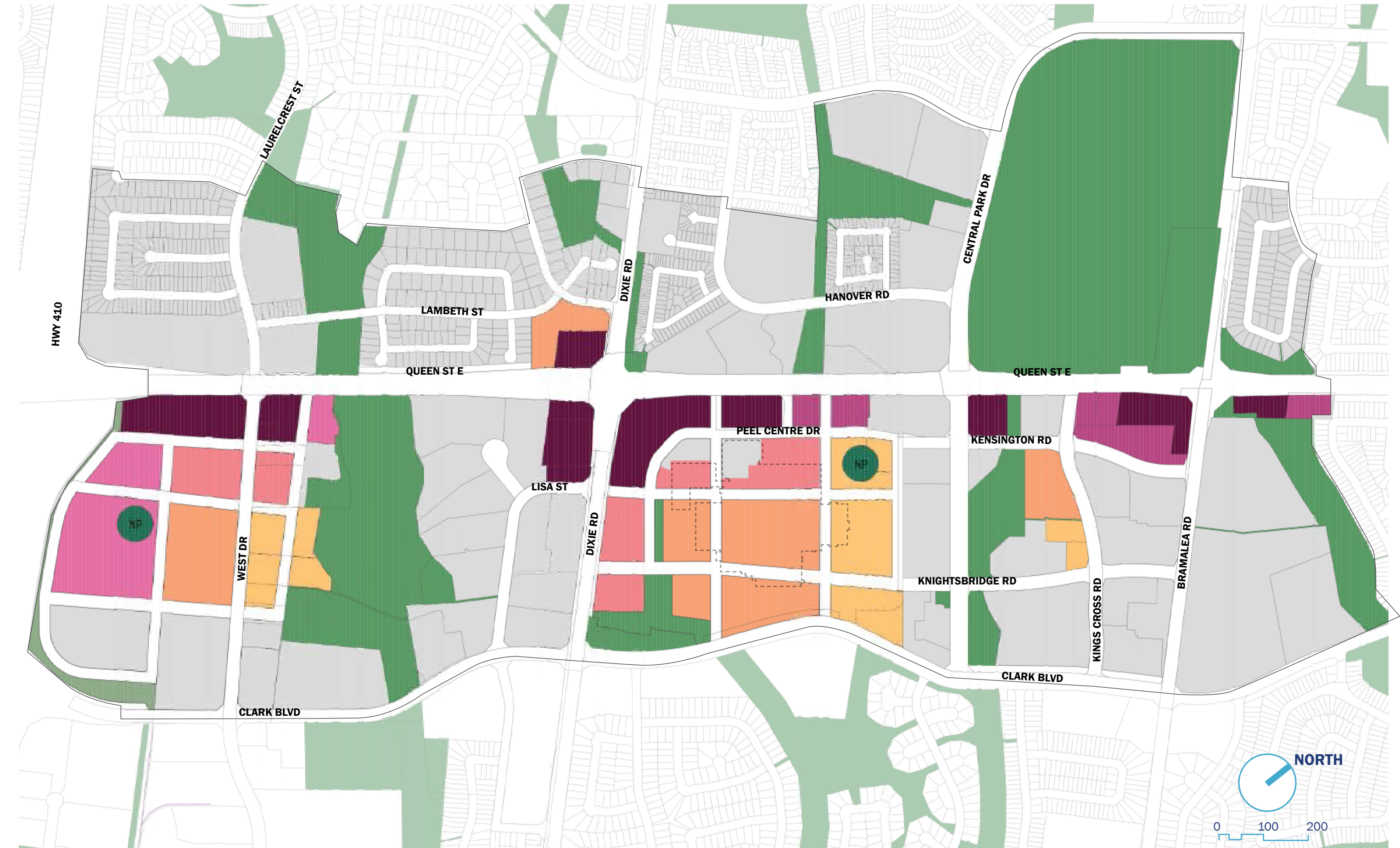
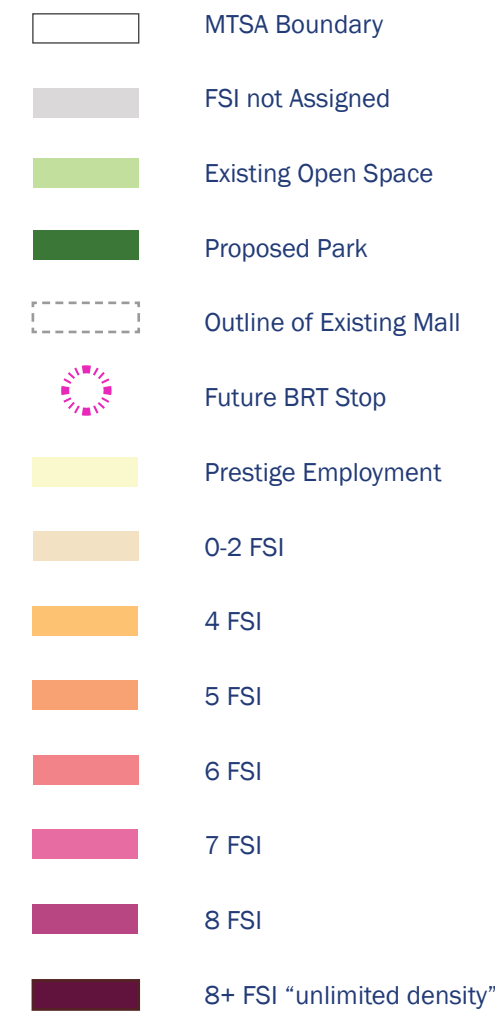


Figure 4.5.1 Density Distribution



## 4.6 Site Organisation



Fig 4.6.1 Brampton Soccer Centre Entrance



Fig 4.6.2 Building Entrance - Trailcon

### Building/Unit Entrances

- Building/unit entrances should be accessible for all modes of travel, weather protection should be considered where applicable.



Fig 4.6.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.6.4 Pick Up Drop-off Point, Erinokkids Centre

### Vehicular Access and Servicing

- Vehicular entrance points should be prominent and easily accessible from adjacent road systems.
- Servicing areas should be integrated into the building's architecture or be placed at the side or rear of the building.
- Entry points should be minimized where possible.

### Parking

- Parking should be placed at the rear or side of the building to reduce the visual impact of surface parking. Underground or above-grade parking should be considered when possible.
- Parking spaces should be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/vehicular conflicts.



Fig 4.6.5 Street Side Parking Lay-by, Brampton



Fig 4.6.6 Aboveground Parking Garage, Bramalea City Centre

### Street Walls

Facades of buildings fronting onto a street help to form the street wall. Having active uses, heights, colours or patterns, increasing the number of units at ground level, or using more windows to increase views into the building will activate the street wall and increase visual interaction and the sense of safety. In order to reduce the vehicular character of the major arterial roads in this Precinct, buildings should have a strong presence at the street, with strategic setbacks and colonnades to offer shelter to pedestrians.



Fig 4.6.7 Shoppers World Street View



Fig 4.6.8 Downtown Brampton Revitalized Project



## 4.7 Sustainable Design Elements

The four pillars of sustainability in Brampton Plan: Environmental; Social; Economic & Financial; and Cultural Sustainability, shall be integrated in all aspects of development to build complete urban communities that promote 15 minute-neighbourhoods, mobility and accessibility, green infrastructure, economic growth, and celebrate the diverse cultures of the City.

The Sustainability and Climate Change Building Block in Brampton Plan, and all other applicable policies shall guide the design of the built form, building materials, and energy use and conservation of new development, which will assist the City in achieving its sustainability goals. In addition, the Leadership in Energy and Environmental Design (LEED) green building rating system should be used as a reference for sustainable practices in development.

Sustainable living within the Precinct may be implemented through smart growth strategies and the following objectives (also shown in Figure 4.7.1):

- Sustainable Transportation
- Health and Well-Being
- Economic Prosperity
- Culture, Community, and Ecological Conservation
- Sustainable Water

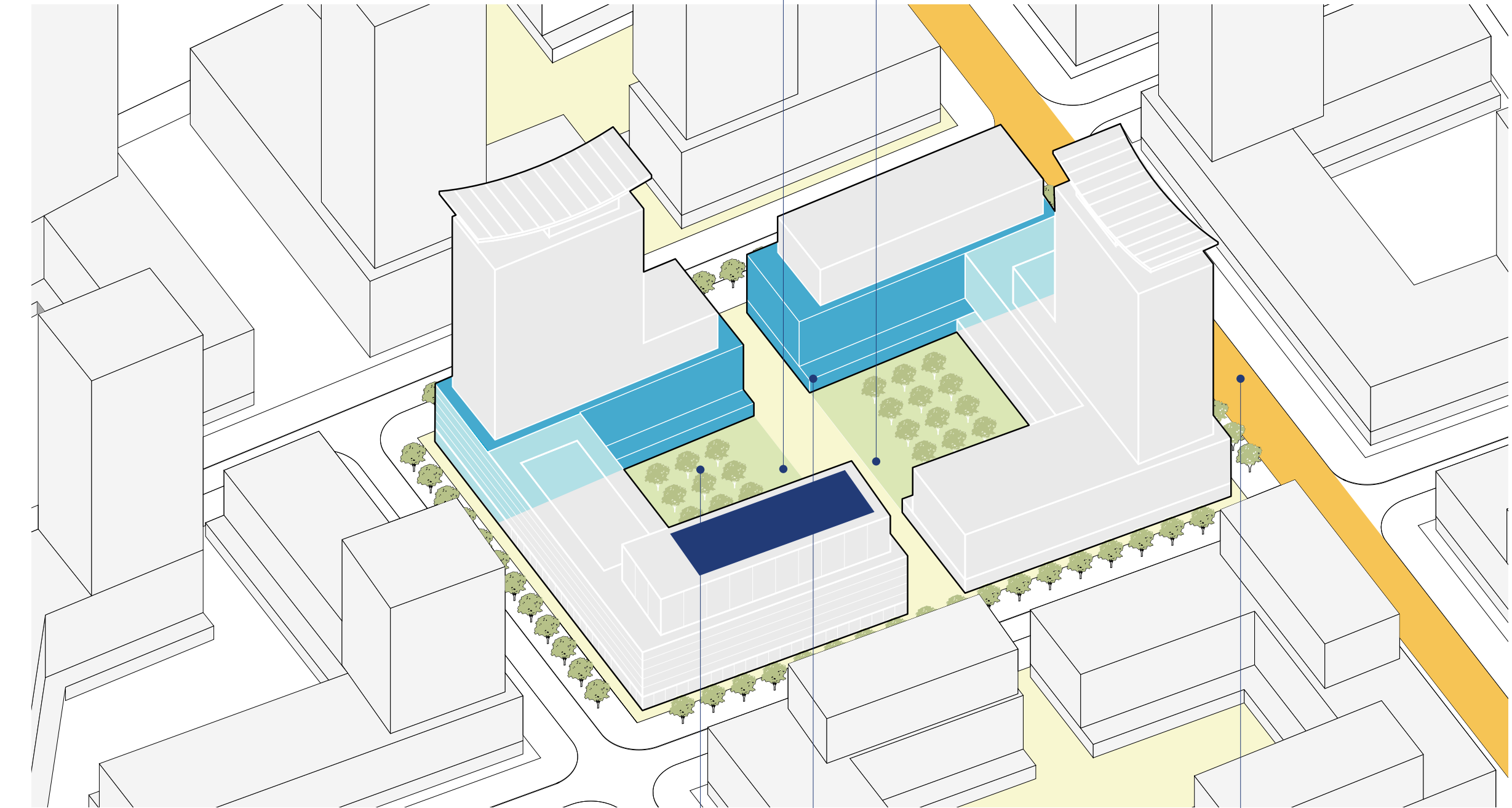
In response to our changing climate, development proposals should also consider principles guiding block organization, such as access to sunlight, protection from wind, rain, snow and other elements, and storm water management. These tools will help to mitigate flooding, urban heat island effect, and pollution, and create more resilient communities for the future.

### Sustainable Water

Innovative designs that consider landscaping, weather protection, and urban forestry are encouraged for all development to promote efficient water use. Green roofs, bioswales, permeable pavements, and other Low Impact Development (LID) measures will reduce stormwater runoff, water pollution, erosion, floods, and protect local water resources.

### Health and Well-Being

Walkability within the precinct and access to services and amenities will support active lifestyles that promote good health and well-being.



### Culture, Community, and Ecological Conservation

Parks, open spaces, and POPs will provide spaces for social interaction and create a sense of community and identity. The preservation of the natural heritage system will protect the land for the local ecosystem.

### Economic Prosperity

Mixed-used buildings supporting non-residential uses at grade will further improve accessibility and equity within the Precinct.

### Sustainable Transportation

Accessible public rapid transit and active transportation infrastructure will promote sustainable travel choices.

Fig 4.7.1 Sustainability Objectives





# Public Realm & Mobility

The public realm refers to how people interact with space, it is an opportunity to articulate the interface between mobility and land use, and addresses matters such as the arrangement of streets and blocks, streetscapes, and landmarks, views, and skylines. The successful design of streets and open spaces relies on creating diverse, comfortable, welcoming, safe, and accessible spaces.

Mobility is the ability and level of ease of moving people, goods, and services. Fine-grained, multi-modal, pedestrian friendly networks will be created to improve travel, circulation, and access. Improving mobility can contribute to promoting equity and creating sustainable complete communities. The focus is providing universally accessible choices that allow the community to conveniently connect to opportunities without the need to rely on a car.



# 5.0



# 5.1 Open Space Framework

The public realm shapes our relationship with our surroundings and helps to define community character, and a sense of place.

An interconnected network of open spaces and parks play a fundamental role in creating a vibrant community and providing convenient access to transit (see Figure 5.1.2).

Key north-south existing and new open space linkages are identified near the MTSA stations along Queen Street to facilitate connections to destinations.

A community facility between Central Park Drive and



Fig 5.1.1 Norton Place Park

Team Canada Drive is identified as a major destination for a new North-South open space movement. Along with a proposed neighbourhood park, this area is expected to frame a new Main Street that extends to Clark Blvd. and leverages the proximity to the School of Medicine.

The existing open space movements that articulate circulation north-south from Laurelcrest Park to Hanover Park and further south to Clark Blvd., will benefit from the proposed east-west connections. Likewise, the existing North-south connection to Chinguacousy Park will be maintained and likely benefit from increase pedestrian traffic given its significance to the precinct plan's public realm.

- Precinct Plan Boundary
- Existing Parcel Fabric
- Existing Open Space
- New Development Block
- Key Existing Open Spaces
- Key Open Space Move
- New Open Space Linkage
- Proposed Park
- Existing Community Facility
- New Community Facility
- Potential Community Use
- Gateway
- Existing Underpass
- New Planned Connection
- Proposed Connection
- Trail Access
- Future BRT Stop

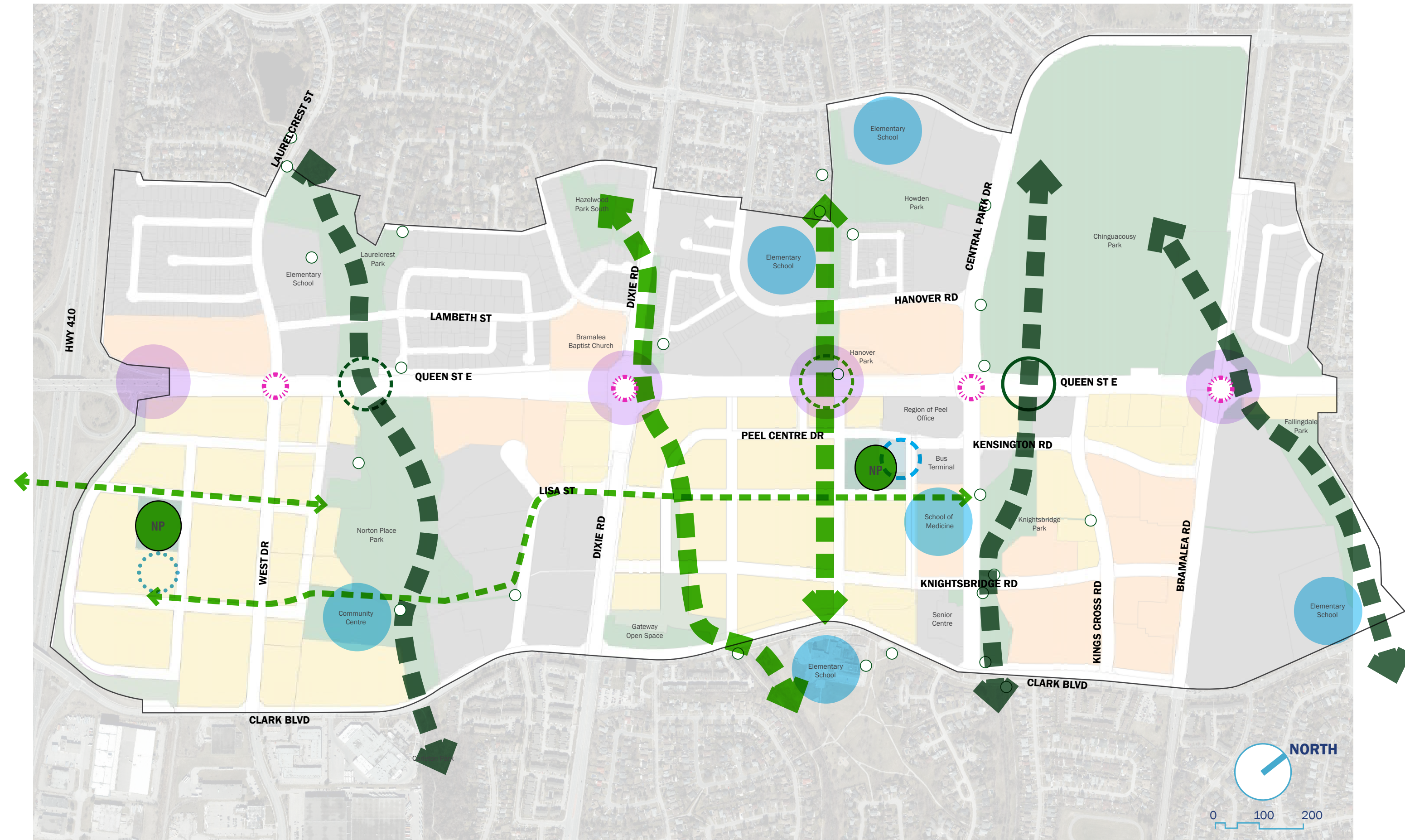


Fig. 5.1.2 Open Space Framework



# 5.2 Place making

**Incorporating publicly and privately-owned accessible features into an interconnected network of open and inviting spaces where all users can have an enjoyable experience.**

## Linear Connectors

Providing access and linkages to publicly accessible parks and open spaces. These are a key component in advancing the City's mobility system.



Fig 5.2.1 Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities

## Landscape Buffers

Landscape buffers are Linear Connectors between park-land or major community destinations and form part of the broader Active Transportation Network. Provides buffer between different land uses.



Fig 5.2.2 Landscape Buffer Along High Line Park, New York

## Public Art

Improve, expand, or create new public realm and open space areas that can be enhanced by art and interactive opportunities.

To enhance way finding opportunities and thematically link to the character areas.



Fig 5.2.3 Statue Located at City Hall

## Wayfinding

Wayfinding is a system of information and design elements that supports the movement of everybody through signage, tactile and audio wayfinding, railings and ramps, or even lighting and architecture. Wayfinding aids pedestrians and cyclists with navigating to station and transit facilities. Effective wayfinding will improve the accessibility and livability within the precinct.



Fig 5.2.4 Rainbow Road Located at Chinguacousy Park

## Gateways

Gateway intersections will be designed as integral components of the public realm to identify a sense of entrance, arrival and movement and should be reinforced by the surrounding built form and site planning. Gateways can be built form, open space, or other forms. Refer to Fig 5.1.2 for locations of Gateways.



Fig 5.2.5 Railings to Guide Movement Located at Chinguacousy Park



Fig 5.2.6 Way-finding Map installed by the city to support pedestrian navigation around the city



# 5.3 Street Hierarchy and Typologies

Street network is to encourage and facilitate different modes of travel and provides a foundation for the built environment. The variety of buildings along the different street hierarchies contribute to the character of those streets. A well-connected street network will break up large blocks using mid-block connections and complete streets to improve the walkability of an area. Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the street network. Improving the street network of the Bramalea Centre Precinct is crucial to achieving transit-oriented and complete sustainable communities.

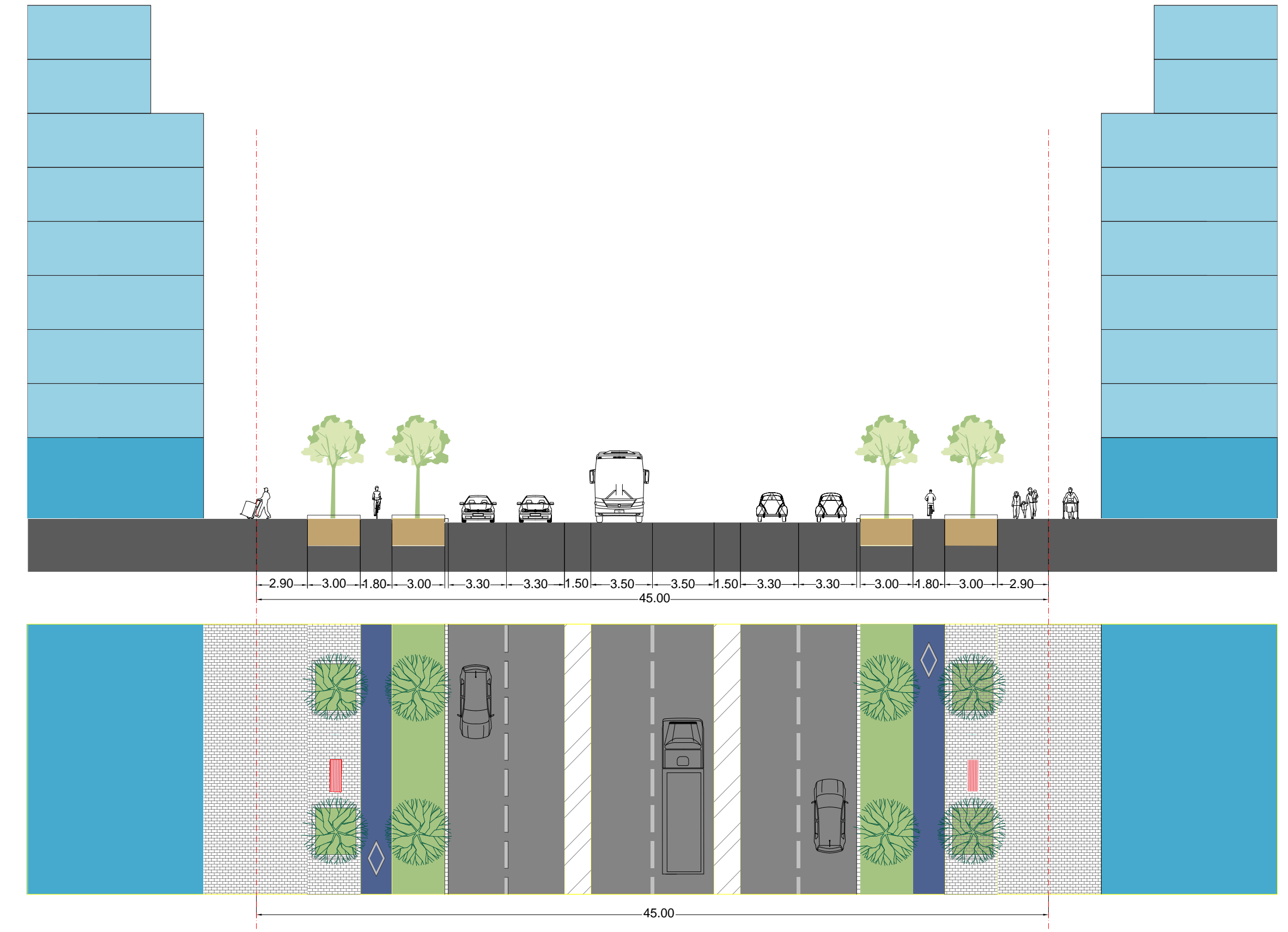


Fig 5.3.1 S1 - Higher Order Transit Street



### New Public Streets

A series of new public streets will provide greater circulation through out the Character Areas and create new development frontages. Illustrative Figure 5.3.2 shows the cross section for the 25.2 metre public street right-of-way.

### Private Streets

Private streets are to provide the same public realm and streetscape experience as public streets and use similar treatments to ensure a uniform streetscape is maintained across the Precinct.



Key Map

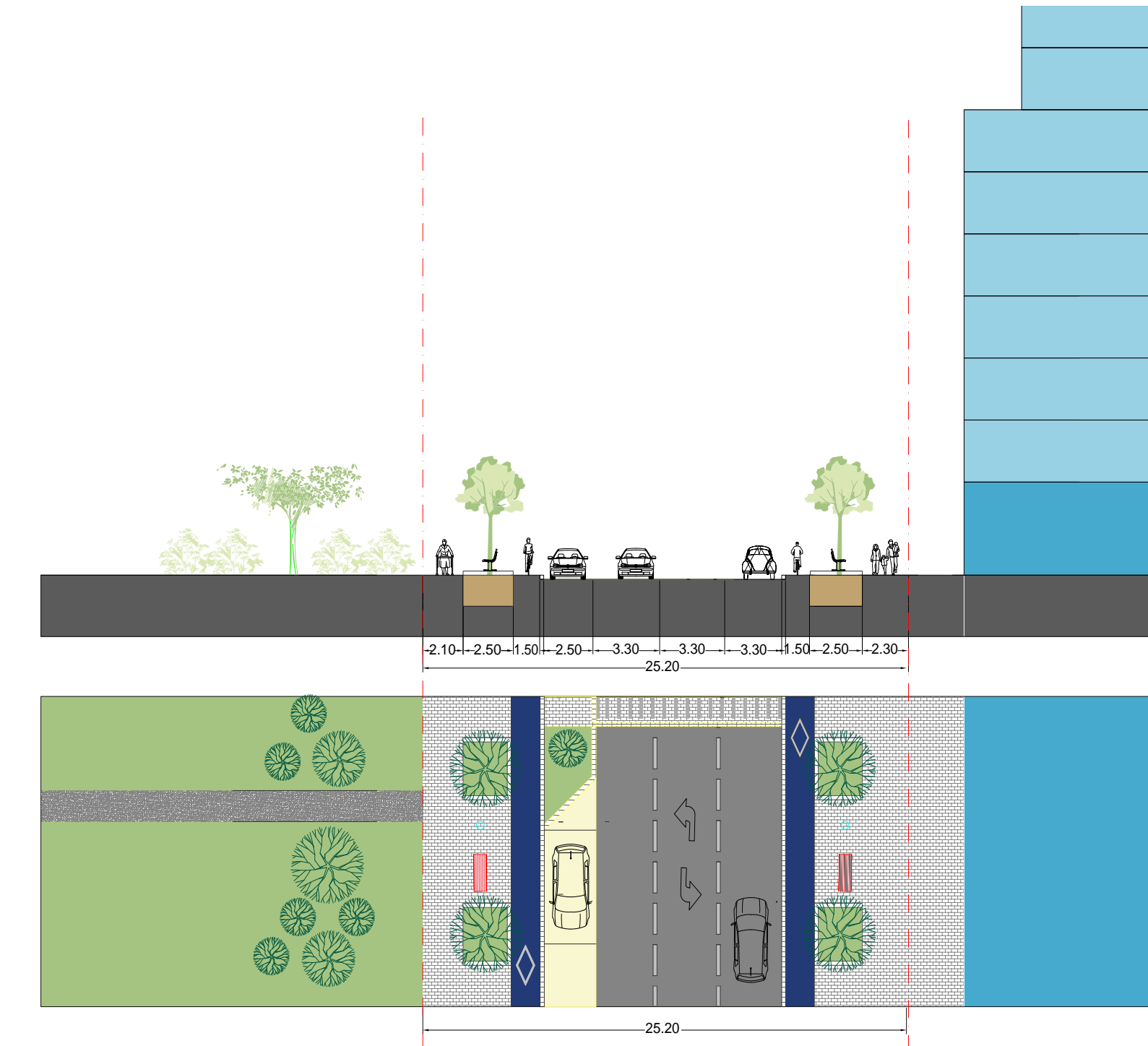


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards



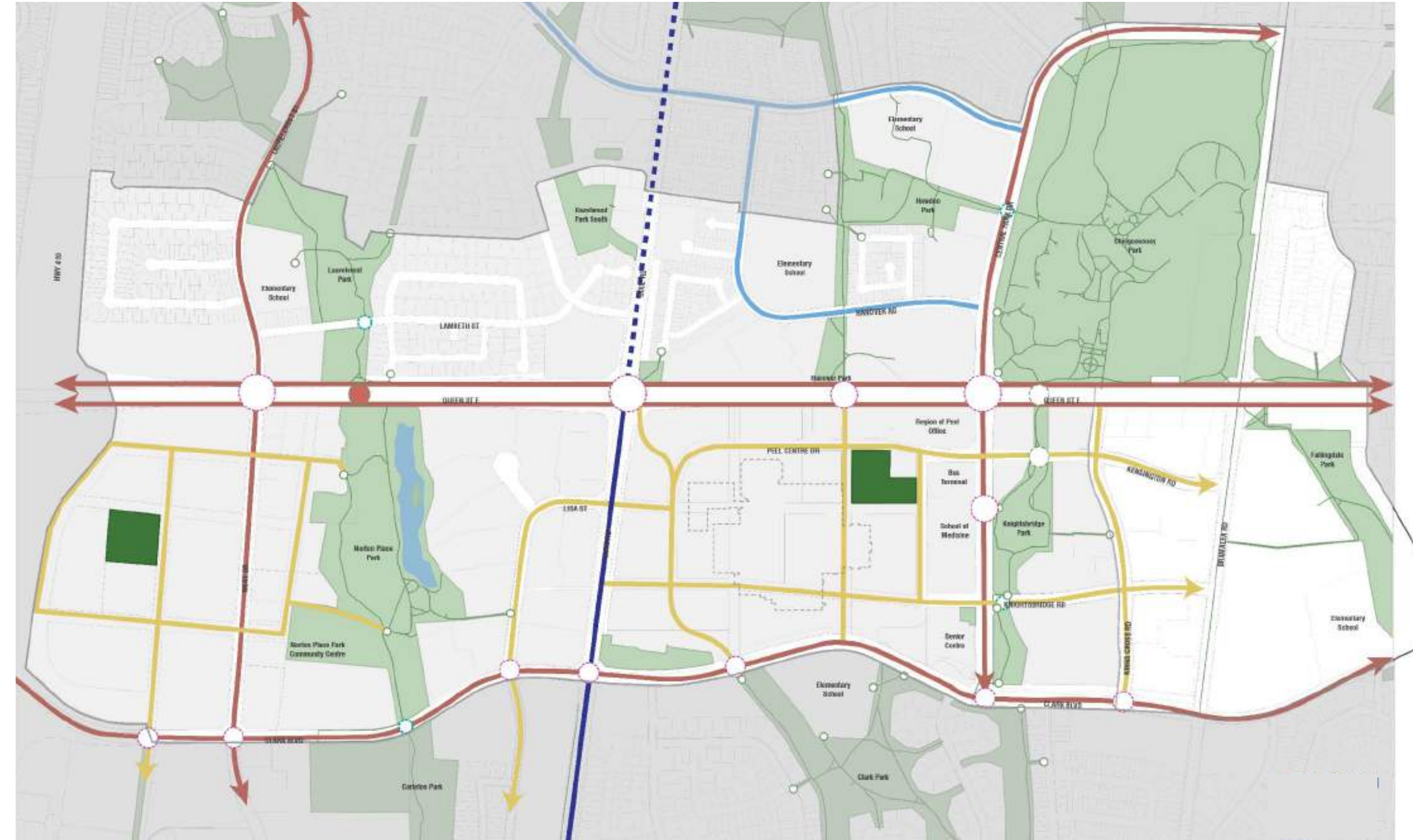
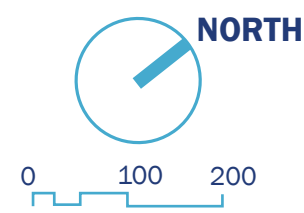
# 5.4 Active Transportation

Active transportation includes walking, biking, and rolling that is low-cost, zero or low-carbon, healthy and efficient. The proposed Active Transportation Network will improve the mobility and safety of non-motorized modes of transportation, reduce the reliance on automobiles, supplement the transit network, and promote healthy and sustainable living.



Fig 5.4.1 Cyclists biking along Brampton Creek

- M TSA Boundary
- Existing Open Space
- New Park
- Existing Trails
- Existing Bike Lanes
- Existing MUP
- New Proposed MUP
- Planned cycle track
- New proposed cycle track
- Protected Intersection
- Potential Trail Crossing
- Existing Trail access
- Existing Trail Underpass
- Planned Trail Underpass



Produced by ARUP for City of Brampton

Fig. 5.4.2 Proposed Active Transportation Network



# 5.5 Transit Network

Queen Street East is an important transit corridor, including a future bus rapid transit (BRT) route. Local transit routes provide connections to the higher-order transit along Queen.

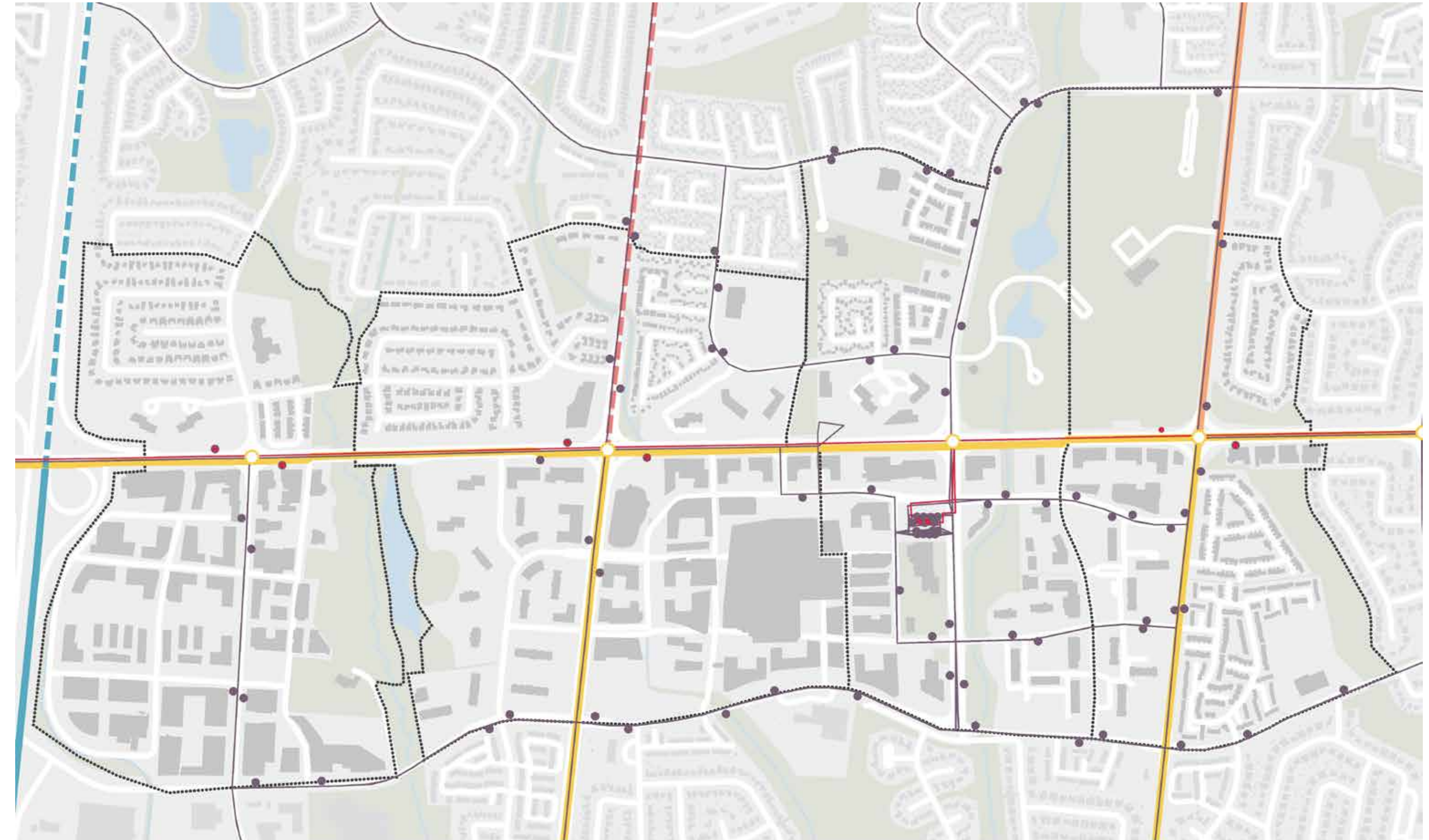
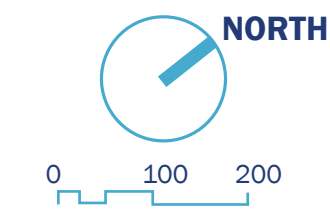


Fig 5.5.1 Zum Bus, Downtown Brampton



Fig 5.5.2 Zum Bus

- ..... M TSA Boundary
- ZUM Network
- ZUM Stop
- Local Bus Network
- Local Bus Stop
- LRT/BRT Network
- Future BRT Stop
- Priority Bus Support Corridor
- Regional Express Bus
- Potential Frequent Regional Express Bus
- Potential Rapid Transit (Priority or Zum)
- GO Rail
- GO Rail Stop
- Existing Buildings
- Conceptual Buildings



Produced by ARUP for City of Brampton

Fig. 5.5.3 Proposed Transit Network



