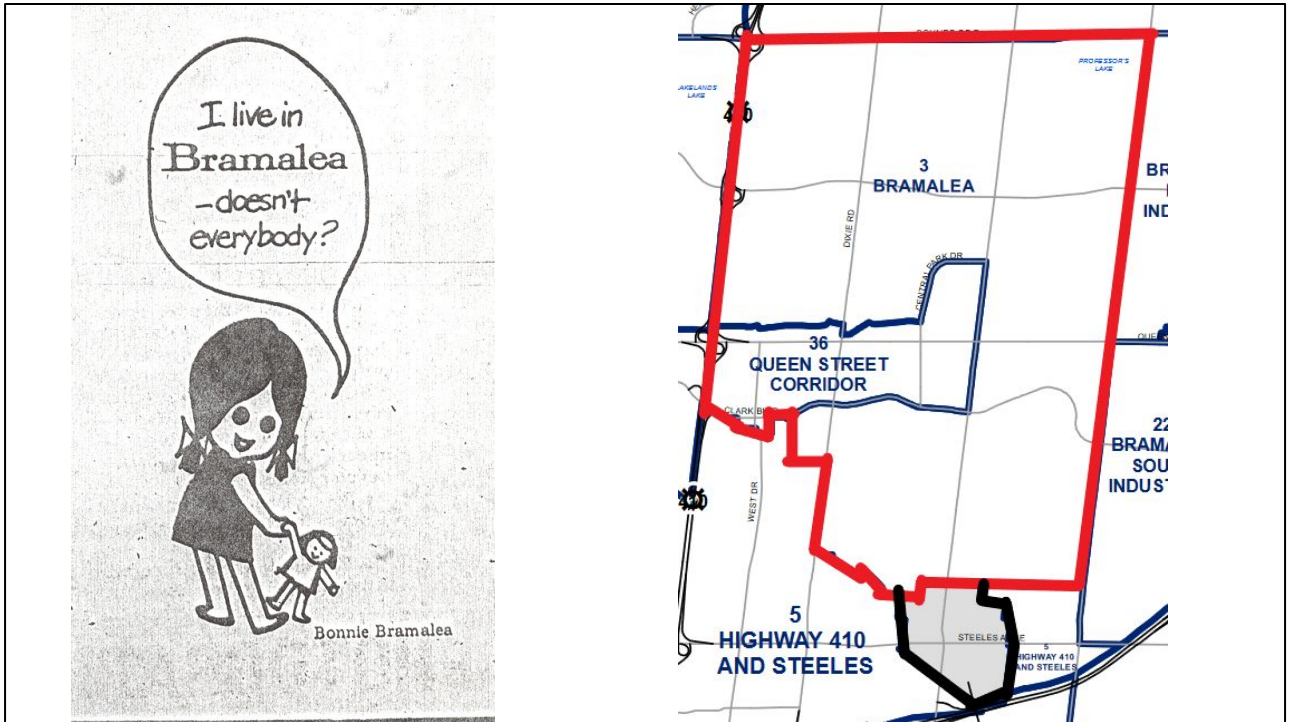


# Bramalea

A character study to guide the future





The proposed areas for the character study would be Secondary Plans #3, and the part of the Queen Street Corridor east of the 410, as Heart Lake Road was the original eastern boundary. Outlined in Black is the “Brampton Mobility Hub”, around Bramalea GO, this area is planned to be redeveloped, and a character study would help plan how to integrate the Bramalea Mobility Hub into Bramalea



## Unique Characteristics of Bramalea

- Complete community
- Diversified land uses
- Diversified population

Bramalea was designed as a satellite city, in such a way that today, we might think of it as a complete community. Unlike other developments in what is now Bramalea, it was designed to be large scale, and significantly complete including residential, commercial, and employment land. The housing typologies exhibit a wide range range of types, from executive housing on Crescent Hill Drive, to the zero lot line homes in the H section intended to be affordable on a limited budget, to townhouses in a variety of sizes and configurations, including the stacked Folkstone, and also unusual for a its time, specifically including high density housing.

The 1969 Bramalea Official Plan outlined the community to be urban, that the planned housing typology would be subject to change, as the needs of the population changed, and that there should be flexibility, as new transportation requirements arose.



## Change is coming

- Bramalea City Centre Redevelopment
- Queen Street BRT
- Bramalea All Day Two Way GO, and Mobility Hub
- Bramalea Zum

Bramalea City Centre originally opened in 1973, and as it approaches its 50th year, the owner is pursuing redevelopment of the site. The Bramalea Official Plan saw Bramalea City Centre as the downtown of the community, and that the success of it was integral to the outcome of Bramalea overall.

The Queen Street BRT has recently completed its IBC, and it shows that there is an excellent case for it, a Bramalea Character Study would assist in ensuring redevelopment associated with it complements Bramalea.

All Day Two Way GO is planned for the mid to late 2020s for Bramalea GO, and the City is planning for the Mobility Hub around it to be redeveloped, while it will serve the whole City of Brampton, it should also be an extension of Bramalea.

With a planned Bramalea Zum, this is likely to result in changing transportation desires for the community, and land uses might need to change.