



The Corporation of the City of Brampton

# By-law

Number 22 - 2026

To Adopt Amendment Number OP2023-019 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 OP2023-019 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. This by-law comes into force upon approval by the Ontario Land Tribunal of *Brampton Plan* MTSA Land Use Plan Schedules 13e and 13f pursuant to the City's motion for approval filed December 19, 2025 (OLT Case No. OLT-24-000688).

Enacted and passed this 4th day of February, 2026.

Approved as to  
form.

2025/01/29

MKR

Approved as to  
content.

2026/01/29

HFZ

Patrick Brown, Mayor

Genevieve Scharback, City Clerk

AMENDMENT NUMBER O2023-019  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2023 - 019  
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 Queen Street Transit Corridor Secondary Plan Area 10 that applies only 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 include a boundary map, and the Queen East and Bramalea Centre Precinct Area Plans. Permitted land uses for the Secondary Plan area will be in accordance with *Brampton Plan* MTSA Land Use Plans (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- 019.

- 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 Corridor” on Schedule 10, Secondary Plan Areas to add lands from “3 Bramalea”, “6 Brampton Flowertown”, and “7 Downtown Brampton” as shown on Schedule “A” to this amendment.
- d) By adding to the list of amendments pertaining to *Brampton Plan*, Amendment Number OP 2023- 019.

2.2 The document known as the 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 “B” to this amendment.

- 2.3 The document known as the Highway 410 and Steeles Secondary Plan Area 5 is hereby further amended:
- a) By adding on Schedule 5 the boundaries of the lands as shown outlined on Schedule “C” to this amendment and designating them “General Employment 2” and “Highway Commercial”.
- 2.4 The document known as the Brampton Flowertown Secondary Plan Area 6 is hereby further amended:
- a) By removing on Schedule 6 the lands and associated land use designations as shown outlined on Schedule “D” to this amendment.
  - b) By deleting Sections 8.6 Special Site Area (OP2006-217 and OP2006-185) in their entirety.
- 2.5 The document known as the Downtown Brampton Secondary Plan Area 7 is hereby further amended:
- a) By removing on Schedule SP7(A) the lands and associated land use designations as shown outlined on Schedule “E” 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 from Part 2, and replacing it with the following text, Schedule 10(a), Schedules 10-1 and 10-2; and Appendices 10-1 and 10-2 as ‘Chapter 10: Queen Street Transit Corridor Secondary Plan Area 10’:

#### “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 2 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 OP2023-01 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, resources should be had to the original documents noted above.

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

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) -including Schedules 10(a), 10-1 and 10-2 attached thereto, and also in accordance with all other relevant policies and schedules of *Brampton Plan*, in particular, Brampton MTSA Land Use Plans (Schedules 13d to 13j).

Accordingly, the Queen Street Transit 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 (Schedules 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 MTSA's along the Queen Street East corridor.

The Secondary Plan is organized into twelve (12) sections, two (2) Chapters and includes three (3) schedules and two (2) appendices:

- Section 1.0: Introduction
- Section 2.0: Vision and Guiding Principles
- Section 3.0: Population and Jobs
- Section 4.0: Land Use Schedule SP10(a): Boundaries of Secondary Plan Area
- Section 5.0: Built Form, Height and Density
- Section 6.0: Public Realm
- Section 7.0: Mobility and Transportation
- Section 8.0: Community Services and Facilities
- Section 9.0: Servicing and Stormwater
- Section 10.0: Healthy Communities and Sustainability
- Section 11.0: Precinct Area Plans
- Section 12.0: Implementation and Monitoring
  
- Chapter 10-1: Queen East Precinct Area Plan – Area 10-1
  - Schedule SP10-1: Queen East Precinct Area Plan
  - Appendix 10-1: Queen East Precinct Area Plan Guidelines
  
- Chapter 10-2: Bramalea Centre Precinct Area Plan – Area 10-2
  - Schedule SP10-2: Bramalea Centre Precinct Area Plan
  - Appendix 10-2: Bramalea Centre Precinct Area Plan Guidelines

### 1.1 Location

The Queen Street Transit Corridor Secondary Plan includes the following:

- covers 7 MTSA's known as Centre, Kennedy, Rutherford, Laurelcrest, Dixie, Central Park and Bramalea;
- comprises a total area of approximately 562 acres (1,389 acres); and
- generally 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), 10-1 and 10-2 is to establish, in accordance with Section 5.5 (Secondary-Level Plans) of *Brampton Plan*, detailed planning policies for the 7 Primary MTSA's 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 development policies to support the principles and objectives needed to transform a section of the Queen Street East corridor from the present auto-oriented single use area, to mixed-use, compact, vibrant, transit-oriented communities, that are sensitive to the presence of existing stable residential neighbourhoods and industrial areas;
- iii) Include the following components for the two Precinct Area Plans that collectively provide further direction and guidance for the creation of complete, vibrant mixed-use districts along Queen Street East:
  - policies that provide planning direction based on Character Areas;
  - two schedules that illustrate the key structural elements of each Precinct Area Plan; and
  - Precinct Area Plan Guidelines.

2.0 **Vision and Guiding Principles**

The Queen Street East corridor is a primary strategic growth area that is planned to accommodate a significant portion of the City's required growth to the year 2051 and beyond. *Brampton Plan's* City Structure directs the highest amount of urban transformation to occur in 'Urban Centres'. The greatest density of people and activities will be located within the Bramalea Urban Centre Character Area. The Bramalea Urban Centre Character Area will feature a compact built form and mix of retail, parks and open space and, public uses and community facilities.

The Queen Street East 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 connects people to, and from, higher order transit stations, through a network of complete streets, parks and open spaces. 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 Area Plans, each one providing the desired development direction, aiming to achieve housing, public realm, economic and sustainable objectives:

- i. provide community services, public service facilities, transportation and servicing infrastructure to support new growth;
- ii. promote well-designed neighbourhoods founded on principles of urban design excellence that enhances livability;
- iii. provide appropriate height transitions that are contextually appropriate;
- iv. accommodate employment uses to support Brampton's economic prosperity, and;
- v. respond to climate change by applying an innovative approach to sustainable design that reduces greenhouse gas emissions in building operations and materials. Potential elements to achieve this may include tree plantings, naturalized stormwater management systems, incorporating low carbon energy sources, and reducing emissions from materials.

### 3.0 Population and Jobs

In accordance with the *Provincial Planning Statement, 2024*, each MTSA is planned to achieve a minimum density target of 160 residents and jobs combined per hectare by 2051.

- a) The target of a minimum of 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 a MTSA boundary. As part of a development application, the applicant shall demonstrate how the proposal contributes to meeting the minimum applicable density targets.
- 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 proximity to their home or place of employment. Not all land within the Secondary Plan area is intended or necessary to be developed at high-rise densities to meet the MTSA density targets or Brampton's housing pledge.

Portions of the Secondary Plan are protected for employment purposes, where a diverse range of jobs and services are to be provided to meet Brampton's employment targets and to help support the long-term economic success of the city. Uses that are associated with the primary employment function may also be permitted in designated employment areas.

- a) The use of land within the Secondary Plan shall be in accordance with the Brampton MTSA Land Use Plans (Schedules 13d-13j) in *Brampton Plan*. These Land Use Plans are found in the Precinct Area Plan Guidelines, included as Appendices A and B to this Plan.
- b) Automobile sales and automobile related uses that existed on the day of the Secondary Plan adoption are permitted to continue, including automobile service stations and drive-through facilities. The expansion and the development of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.
- 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, adverse environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.
- d) Changes to the location or alignment of the street network, mid-block connections, parks and open space shown on Precinct Area Plan Schedules 10-1 and 10-2 will not require an amendment to this Plan provided that its general intent and purpose is maintained.

- e) Any development or site alterations within or adjacent to the designated 'Natural System' shall be consistent with Section 5.2 – Natural Hazards of the Provincial Planning Statement, 2024 and the MTSA Floodplain and Special Policy Areas policies in Chapter 4 of Brampton Plan.

## 5.0 Built Form, Height and Density

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

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.

- a) The greatest heights, scale and intensity will generally be within the Bramalea Urban Centre (BUC) Character Area, adjacent to the bus rapid transit stations, and along the Queen Street frontage at the Highway 410 interchange. A potential range and distribution of building heights and densities are illustrated in the Precinct Area Plan Guidelines found in Appendices 10-1 and 10-2.
- b) The scale of development shall respond appropriately to its planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, availability of supporting infrastructure and community services, and its relationship to the public realm.
- c) Mid and high-rise buildings shall have consideration for the building design principles in Brampton's Development Design Guidelines including minimum lot area, tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others.
- d) Building heights and densities beyond those prescribed in the Zoning By-law may be considered through a development application that satisfies all the following criteria:
  - i. the overall intent, goals, objectives, and policies of the MTSA and *Brampton Plan* are achieved;
  - ii. the developable site area is appropriate to accommodate the proposed height and density;
  - 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. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, parks 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) It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada. As a result of any regulations by these agencies, the range of building heights indicated on the MTSA Height and Density Distribution Figures included in Appendices 10-1 and 10-2 to this Plan, and the maximum building height provisions in the Zoning By-law may not be achievable.
- f) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

## 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 gain access to and from surrounding transit stations and adjacent communities. Key public realm components include parks and open spaces, streets, sidewalks, trails, and urban parks, which will all play a critical role in ensuring the development of healthy, inclusive and attractive places to live, work, play and visit.

Queen Street East is recognized as an important corridor for high-order transit. The goal is to provide development along the corridor that supports future rapid transit investments and improvements.

Public realm guidance is provided in Brampton Plan, Development Design Guidelines and in the Precinct Area Plan Guidelines contained in Appendices 10-1 and 10-2.

- a) New development shall provide public realm improvements that include safe, direct and universally accessible active transportation connections from transit stations for all users. Improvements may include, but are not limited to, wayfinding solutions, new pathways, and weather protected links.
- b) The public realm shall be a defining element contributing to the sense of place reflecting the importance of the Queen Street East corridor as a hub of activity.

### 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 include the following:
  - i. Neighbourhood Parks
  - ii. Landscape Buffers
  - iii. Urban Parks
  - iv. Linear Connector

## 7.0. Mobility and Transportation

The Secondary Plan Area is premised on strategies that 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.

Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton.

### 7.1. Street Network

- a) Development shall support the vision of creating a fine-grained block pattern that allows for greater permeability, movement and connectivity at ground level throughout the Secondary Plan area. Where development occurs near planned Brampton Rapid Transit (BRT) stations, appropriate access for pedestrians, cyclists and transit users shall be provided and be adaptable as transit infrastructure evolves.
- b) Access arrangements, block structure and public realm improvements should be coordinated to help create a supportive environment for transit.
- c) Development proposals shall contribute to the creation of a connected publicly accessible street network as shown on *Brampton Plan* Schedule 3C – Street Network, Brampton Plan MTSA Land Use Schedules, and as conceptually illustrated on the Precinct Area Plan Schedules 10-1 and 10-2.
- d) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally appropriate in terms of functionality, safety, servicing, neighborhood connectivity, supports active transportation and maintains public accessibility to planned transit stations.
- e) All new public local streets will be developed in accordance with Brampton's Complete Street Guidelines to accommodate sidewalks on both sides; bicycle facilities; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. An example of a 25.2 metre right-of-way that implements these measures is found in Appendices 10-1 and 10-2.
- f) The local 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 10-1.
- g) Future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit infrastructure 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.
- h) The street network within and adjacent to Employment Areas shall accommodate efficient goods movement by truck and shall adhere to the Brampton Complete Streets Guide which provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks.
- i) Any public right-of-way identified through the development application process shall be protected and secured through the submission of a Draft Plan of Subdivision Application.

### 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 the Precinct Area Plan Schedules 10-1 and 10-2 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 shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes linking neighbourhoods, parks, transit stops, services and other destinations.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by 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.
- c) 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.

### 7.3 Metrolinx

- a) As per the Federation of Canadian Municipalities and Railway Association of Canada (FCM-RAC) Guidelines for New Development in Proximity to Railway Operations, and the Metrolinx Adjacent Development Guidelines GO Heavy Rail Corridors, any development within 300m of a rail corridor with Metrolinx services and/or operations, shall include the “Metrolinx Noise Warning Clause”; and, the registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands to the satisfaction of Metrolinx. The intent of the Easement is to provide the railway and/or operators with a legal right to create emissions over a development property and to reduce the potential for future land use conflicts.

### 8.0 **Community Services and Public Service 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 is essential to create healthy and complete communities. Within each Precinct Area Plan, a potential multi-service community hub has been identified that will be designed and located to be accessible, and to provide focal points for the community. The need and location of each community hub will be determined through future planning processes, to ensure that they provide access for residents and employees within the Secondary Plan area.

- a) Community services and public service facilities are permitted within any land use designation shown on the Brampton MTSA Land Use Plans (Schedules 13d – 13j) in *Brampton Plan*.
- b) Community Hubs should be planned and designed to:
  - i. be conveniently located where they can fulfill an important role as anchor points or landmarks in the community;
  - ii. function as major trip generators and be prioritized near existing or planned rapid transit to increase accessibility to people and employees;
  - iii. act as joint facilities, either with school boards, the City, a private developer, community services agency/organization, or any combination thereof, for community service purposes; and
  - iv. be connected to the transit and active transportation network.

- c) The Peel District School Board (PDSB) has identified the need for one elementary school site of 1.6 to 2.4 hectares in size (4 to 6 acres) to be provided within the Queen East Precinct Area Plan, between Kennedy Road and Highway 410, to accommodate students based on the anticipated growth in this area. The elementary school site shall 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 the review process of development applications in that area.

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- d) Community services and public service 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 growth.

## 9.0. Servicing and Stormwater

A significant amount of population and employment growth is anticipated in the Queen Street Transit Corridor Secondary Plan Area. Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for city-building. 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 East Corridor it will be planned as a resilient complete community with mixed-uses in a transit-supportive environment by implementing the goals and actions of Brampton's Community Energy and Emissions Reduction Plan (CEERP).

- a) A Functional Servicing Report (FSR) shall be submitted in conjunction with a development application in accordance with the City's and Infrastructure Provider's Terms of Reference. The FSR shall expand on the findings of the MTSA Master Servicing and Transportation Report prepared by ARUP dated March 2025.
- b) If a development proposal includes lands to be dedicated for a public street, 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 to flooding.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

## 10.0 Healthy Communities and Sustainability

- a) Development shall implement the applicable recommendations of the Region of Peel's Healthy Development Framework.
- b) Buildings are encouraged to include universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community needs to support age-friendly healthy built environments, multi-generational households, and core housing needs.
- c) Area Plans, Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.

- d) 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.
- e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

## 11.0 Precinct Area Plans

A Precinct Area Plan includes elements of both a Precinct Plan and an Area Plan, as defined by *Brampton Plan*, to comprehensively guide the long-term intensification and redevelopment of smaller-scale urban areas where the City has an interest in guiding major change. The Queen Street Transit Corridor Secondary Plan is organized into the following 2 Precinct Area Plans:

1. Queen East Precinct Area Plan (includes Centre, Kennedy and Rutherford (MTSAs); and
2. Bramalea Centre Precinct Area Plan (includes Laurelcrest, Dixie, Central Park and Bramalea MTSAs).

Components of a Precinct Area Plan include policies that provide planning direction based on Character Areas; a schedule that illustrates the key structural elements of the Precinct Area Plan; and Precinct Area Plan Guidelines, which collectively provide direction and guidance on the creation of complete, vibrant mixed-use districts within the 7 MTSAs located along the Queen Street East corridor.

- a) The Queen East and Bramalea Centre Precinct Area Plans shown on Schedules 10-1 and 10-2 are informed by the MTSA policies and land use designations (Schedules 13d – 13j) in *Brampton Plan* and the policies in this Plan. The Precinct Area Plans generally illustrate the following:
  - i. a street and block structure that encourages walkability and provides multimodal access to transit stations and other nearby major trip generators;
  - ii. that support the development of transit-oriented communities;
  - iii. boundaries of Character Areas;
  - iv. the active transportation network to provide safe, comfortable travel and continuous linkages to transit stations, adjacent neighbourhoods, and major trip generators;
  - v. locations for potential community hub(s), neighbourhood parks, urban parks and open space; and
  - vi. the location of the natural heritage system.
- b) Development proposals are required to demonstrate how they conform with the applicable Precinct Area Plan Schedule 10-1 or 10-2 and the policies contained in Chapter 10-1 or 10-2 of this Plan, as applicable. Specifically, development proponents shall demonstrate the following for lands within a Precinct Area Plan:
  - i. achieve an appropriate mix of land uses, including retail, commercial, employment, residential and institutional uses that support the higher-order transit along Queen Street East;

- ii. contribute to the creation of complete communities by providing a full range and mix of housing options, unit sizes and tenure, including affordable housing that provides convenient access to services and amenities to meet the daily needs of people of all ages and abilities;
  - iii. appropriately integrated with surrounding planned land uses;
  - iv. contributed towards providing an animated streetscape through the utilization of appropriate height, mixing of uses, massing, setbacks, siting and landscaping, and public spaces;
  - v. provide active transportation linkages to transit stations, public spaces, major trip generators, and active transportation networks; and
  - vi. protect the natural system and/or cultural heritage resources, if applicable.
  - vii. will not compromise the ability of adjacent property(ies) to redevelop in accordance with the objectives and policies of the applicable Precinct Area Plan. The submission of an Area Plan may be required to be submitted as part of a complete application.
- c) Precinct Area Plan Guidelines set out comprehensive vision and guiding principles for the development of transit-oriented communities within each Precinct Area Plan, including considerations for street and block networks, height and density, built form, public realm, active transportation network and open space linkages. Precinct Area Plan Guidelines are found in Appendices 10-1 and 10-2 and are to be read in conjunction with *Brampton Plan*, this Secondary Plan and the City's Development Design Guidelines.

## 12.0 Implementation and Monitoring

- a) Through the application review process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as, but not limited to, licensed childcare or early years centres, parks, recreation centres, affordable housing, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth in the Precinct Area Plan.
- b) The timing and progression of development will be phased in coordination with service and infrastructure providers and plans, and subject to the availability of required infrastructure including transportation, transit, sewage and water, parkland and public service facilities, and, if applicable, the delivery of employment uses in accordance with the policies of this Plan.
- c) The City will monitor the level of development every 5 years to ensure the minimum density targets for each MTSA are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
  - i. the achievement of the City's Provincial housing targets;
  - ii. delivery of higher-order transit;
  - iii. the ratio of jobs to residents;
  - iv. the provision of servicing infrastructure and,
  - v. the identification and need for public service facilities, as applicable.

**Chapter 10-1: Queen East Precinct Area Plan**

## 1.0 Location:

The Queen East Precinct Area Plan includes lands within 3 Primary MTSA's known as Centre, Kennedy and Rutherford, and comprises a total area of approximately 216 hectares (534 acres). It includes land located between Etobicoke Creek and Highway 410 along the Queen Street East corridor. Significant population and employment growth will be directed to this Precinct to support transit investment and to create land use patterns that help to mitigate and adapt to the impacts of a changing climate.

## 2.0 Queen East Precinct Area Plan Policies

The Queen East Precinct Area Plan provides guidance to transform a low-density underutilized commercial area lacking connectivity, open space and active transportation infrastructure, into a transit-oriented complete community. The area is being planned to include compact urban forms, 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 to transit, major trip generators and surrounding neighbourhoods. The retention of employment lands in the Queen East Precinct Area Plan is critical to support the City's economic prosperity.

Schedule 10-1: Queen East Precinct Area Plan identifies the following eight (8) Character Areas, and their respective boundaries within the MTSA's:

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 policies for each Character Area are identified in Sections 2.1 through 2.8. Development proponents shall demonstrate how the applicable Character Area policies have been satisfied as part of a complete development application.

2.1 Queen Transit Corridor

The *Queen Transit Corridor Character Area* generally consists of blocks immediately fronting onto Queen Street East, an important regional transit spine with a distinct identity and role in Brampton. Development adjacent to Queen Street East 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* will:

- a) Concentrate the greatest densities along Queen Street East with the tallest buildings surrounding the Centre, Kennedy and Rutherford rapid transit stations, and at the west interchange of Queen Street East and Highway 410.

- b) Provide multi-modal connections to the Community Node Character Area to ensure residents and employees have convenient access to the future Community Hub and Neighbourhood Park serving the Queen East Precinct Area Plan.
- c) Prohibit stand-alone single use buildings fronting Queen Street East.

## 2.2 Mid-Rise

The *Mid-Rise Character Area* is located throughout this Precinct 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 a higher-order transit station. The design, scale, character, and intensity of development further away from the transit station 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* will:

- a) Be limited to a variety of mid-rise built forms to ensure compatibility and appropriate transition to lower scaled development.
- b) Encourage the design of buildings to integrate commercial and retail uses at-grade to create social gathering places and vibrant street life.
- c) Provide multi-modal connections to the *Community Node Character Area* to ensure residents and employees have convenient access to the future Community Hub and Neighbourhood Park that will serve this Precinct.

## 2.3 Community Node

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

The *Community Node Character Area* will:

- a) Develop a distinct community character by providing public amenities and facilities, including a Community Hub, elementary school and a Neighbourhood Park.
- b) Support the development of this Precinct as a complete community with high-rise building typologies.
- c) Provide a multi-modal network that interconnects with adjacent Character Areas for convenient access to the Community Hub, Neighbourhood Park and commercial uses.
- d) Locate the greatest heights and densities surrounding the Rutherford BRT station and along the Queen Street East frontage at Highway 410.
- e) Locate at-grade non-residential uses along a portion of the north-south public road opposite the publicly accessible open spaces.
- f) Prohibit stand-alone single use buildings fronting Queen Street East.

#### 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. This Character Area shall be developed in accordance with OP2006-256 (By-law 172-2023).

#### 2.5 Riverwalk

The *Riverwalk Character Area* includes lands 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* will:

- a) Locate the greatest densities and building heights along Queen Street East and provide appropriate transition in scale to lower scaled development.
- b) Be developed with both mid-rise and high-rise built form that enhances the natural setting and public spaces to support the public realm experiences along the Etobicoke Creek.
- c) Prohibit stand-alone single use buildings fronting Queen Street East.

#### 2.6 Peel Memorial Institutional

The *Peel Memorial Institutional Character Area* is a health and wellness hub anchored by the hospital and will:

- a) Provide mixed-use high-rise buildings to create lively, vibrant, and people-oriented places.
- b) Locate the greatest density along Queen Street East with the tallest buildings surrounding the Centre BRT station.
- c) Encourage the inclusion of medical office uses, long-term care facilities and seniors housing in mixed-use buildings.
- d) Provide publicly accessible open spaces for community gathering.
- e) Prohibit stand-alone single use buildings fronting Queen Street East.

#### 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 East corridor. Job growth will continue to be a fundamental priority for this employment area of the Precinct.

The *Eastern Employment District Character Area* will:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including accessory 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 and active 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 East. This area consists of established low-rise residential uses where significant changes and intensification are not anticipated.

The *Stable Neighbourhood Character Area* will:

- a) Generally, maintain a lower-scale 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, planned context and scale with the surrounding neighbourhood.
- c) Improve connectivity and access to transit stations, services, and amenities.

## **Chapter 10-2: Bramalea Centre Precinct Area Plan**

### 1.0 Location:

The Bramalea Centre Precinct Area Plan includes lands within 4 Primary MTSA's known as Laurelcrest, Dixie, Central Park (Bramalea Terminal) and Bramalea, and comprises a total area of approximately 346 hectares (855 acres). It generally includes land between Highway 410 and Bramalea Road that is situated along and near Queen Street East.

### 2.0 Bramalea Centre Precinct Area Plan Policies

The Bramalea Centre Precinct Area Plan focuses on transforming one of Brampton's "Urban Centres" (Bramalea) into a vibrant and active regional destination. This Precinct will be a compilation of connected communities and hubs offering varying uses, such as housing, institutional, recreational, and retail, allowing people to live, work and play within their neighbourhood.

One of the key goals in this Precinct involves the long-term transformation of the Bramalea City Centre (BCC) into a central mixed-use community and destination that is lively, sustainable, walkable and transit oriented.

Schedule 10-2: Bramalea Centre Precinct Area Plan identifies the following six (6) Character Areas and four (4) sub-areas within the Bramalea Urban Centre (BUC) Character Area, and their respective boundaries within a MTSA:

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

The policies for each Character Area are identified in Sections 2.1 through 2.6. 6. As part of a complete development application, proponents shall demonstrate how the applicable Precinct Area Plan Character Area policies have been satisfied.

#### 2.1 Queen Transit Corridor Character Area

The *Queen Transit Corridor Character Area* generally consists of blocks immediately adjacent to Queen Street East. This Character Area will focus on providing transit-supportive densities. Development fronting onto Queen Street East 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:

- a) Support the development of the Bramalea Centre Precinct Plan as a complete community with transit-supportive densities and a mix of mid-rise and high-rise built forms to maximize transit ridership.
- b) Concentrate the greatest densities along Queen Street East with the tallest buildings generally adjacent to the Laurelcrest transit station and at the interchanges of Queen Street East and Highway 410.

- c) Provide multi-modal connections to the *Bramalea South Character Area* to ensure residents and employees have convenient access to the Norton Place Park Community Centre and surrounding trail network.
- d) Create an animated, pedestrian-active streetscape by requiring at-grade non-residential uses, such as commercial, retail, office, institutional or recreational uses for buildings at key intersections. Active at-grade uses are encouraged in all buildings fronting Queen Street East.
- e) Prohibit stand-alone single use buildings fronting Queen Street East.

## 2.2 Bramalea South

The *Bramalea South Character Area* is situated south of Queen Street East 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:

- a) Provide densities and heights that are less than those in the *Queen Transit Corridor Character Area* and concentrate the greatest densities and tallest buildings generally along the Highway 410 frontage.
- b) Provide walkable developments by including 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.

## 2.3 Clark Employment District

The *Clark Employment District Character Area* is focused on the southern periphery of the Precinct 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:

- a) Provide uses that support and sustain the long-term prosperity of designated employment lands, including accessory 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, and amenities.

The *Established Apartment Neighbourhood Character Area* will:

- 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*. 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 dispersed throughout the Precinct and consists of established lower-scale residential uses where significant change and intensification are not anticipated. Neighbourhood parks and institutional uses are also located with these stable neighbourhoods providing amenities and services to residents and employees.

The *Stable Neighbourhood Character Area* will generally:

- a) Maintain its lower-scale 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 higher order transit stations.

#### 2.6 Bramalea Urban Centre (BUC)

The *Bramalea Urban Centre Character Area (BUC)* includes the lands bounded by Queen Street East, Central Park Drive, Clark Boulevard and Dixie Road and will function as an “Urban Centre” in accordance with the City Structure in *Brampton Plan*. Most of the BUC is occupied by the Bramalea City Centre (BCC) regional shopping and civic facilities. This area will evolve over the long term into a complete community that offers a full range of housing, retail and commercial uses, amenities, and services. The BUC will be integrated with surrounding communities through the creation of connected and safe 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 East 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 Sub-Area* will:

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

#### 2.6.2 BUC Retail Hub Sub-Area

The *BUC Retail Hub Sub-Area* is a centralized hub that will function as a regional-wide retail and service commercial destination with a 'Main Street' character. This Character Area will:

- a) Provide compact, mixed-use development that achieves vibrant street level activity at a lower intensity than the BUC Corridor Sub-Area.
- b) Contribute to an enhanced streetscape and pedestrian realm by creating a visually stimulating pedestrian experience. At-grade non-residential uses shall be provided for each building fronting the Retail Main Street. Active at-grade uses are encouraged on the first and second floors in all other locations within the Sub-area and may include commercial, retail, office, institutional or recreational uses.
- c) Single-use buildings may be permitted, subject to the minimum building height requirements prescribed in the zoning by-law.

#### 2.6.3 BUC Knowledge Hub Sub-Area

The *BUC 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 benefit from the proximity to the BUC Retail Hub. This Sub-Area will:

- a) Permit a variety of mid and high-rise building typologies, and office uses, including those associated with a post-secondary institution.
- b) Provide built form that is 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) Encourage the co-location of public service facilities in a community hub to offer neighbourhood residents a variety of services and convenient access.

#### 2.6.4 BUC Residential Sub-Area

The *BUC Residential Sub-Area* is located along the southern and western edges of the BUC and will:

- a) Permit high-rise built form 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.

#### 2.6.5 Transition of Bramalea City Centre (BCC)

It is expected that BCC will transition gradually, over the long term, into an intensified, mixed-use complete community. Over the course of this transition, the operations and functions of the centre and its businesses can continue to adapt to changing market conditions over time. The following transition policies apply to the BUC Character Area:

- a) Notwithstanding the BUC character area policies, development of single-storey and low-rise commercial buildings and additions shall be permitted, subject to meeting all the following criteria:
  - i. Shall not be located within 50 metres of the limits of the Queen Street East right-of-way.
  - ii. Consideration of the potential street network identified on Schedule 10-2 to avoid conflicts with future streets.
  - iii. Provide glazing and/or façade articulation for any building façade directly fronting onto a potential street shown on Schedule 10-2.
  - iv. Provide a minimum height of 6 metres.
  - v. Outdoor storage shall not be permitted.
  - vi. Waste collection areas shall be enclosed and not visible from public view.
- b) During the transition of BUC, buildings may be removed or added, which may necessitate a reconfiguration or expansion of surface parking areas. Any reconfiguration or expansion of surface parking areas shall not conflict with the potential street network identified on Schedule 10-2.

#### 2.6.6 Stand Alone Residential Uses

Redevelopment of stand alone residential uses that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that an adequate amount of convenient, easily accessible local-serving retail uses are maintained within the BUC Character Area to meet the needs of both the existing and new population. This analysis is to be included in a Planning Justification Report submitted as part of any development application process and shall be to the satisfaction of the Director, Integrated City Planning.

#### 2.6.7 Implementation

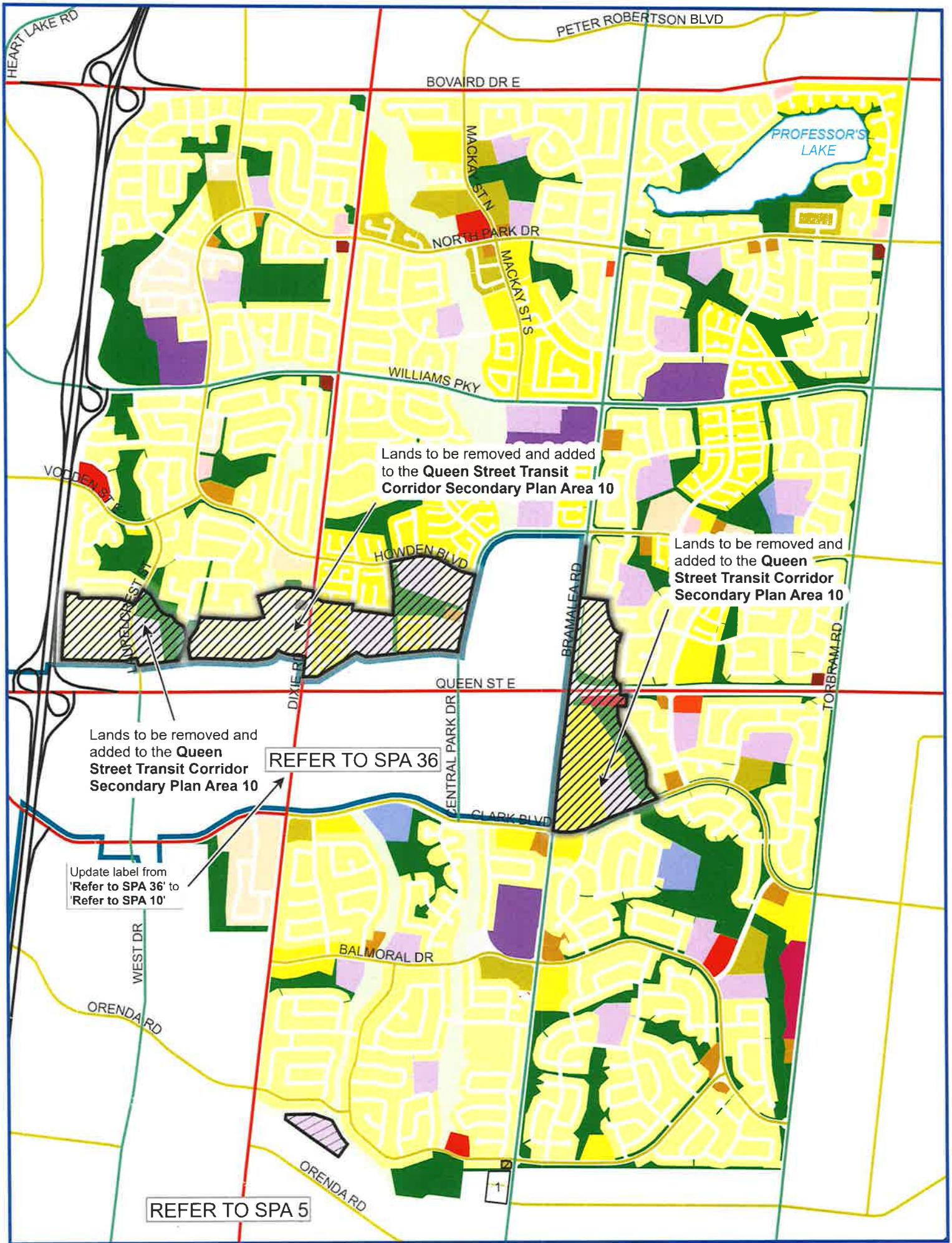
- a) As part of a complete application submission, the applicant shall prepare and submit a Concept Master Plan for each phase of development demonstrating the following:
  - i. Pedestrian Connections and Public/Private Street Network;
  - ii. Delineation of development blocks;
  - iii. Public/Private parkland and community infrastructure;
  - iv. Location of non-residential uses;

- v. Development phasing; and,
- vi. Statistics.

The Concept Master Plan will evolve over time as development takes place and shall be updated with each approved phase of development.

- b) The City may identify the need and location for a public park and/or Community Hub within the boundaries of the BUC Character Area when the existing number of residential units shown on the Concept Master Plan reaches 14,300 units.”



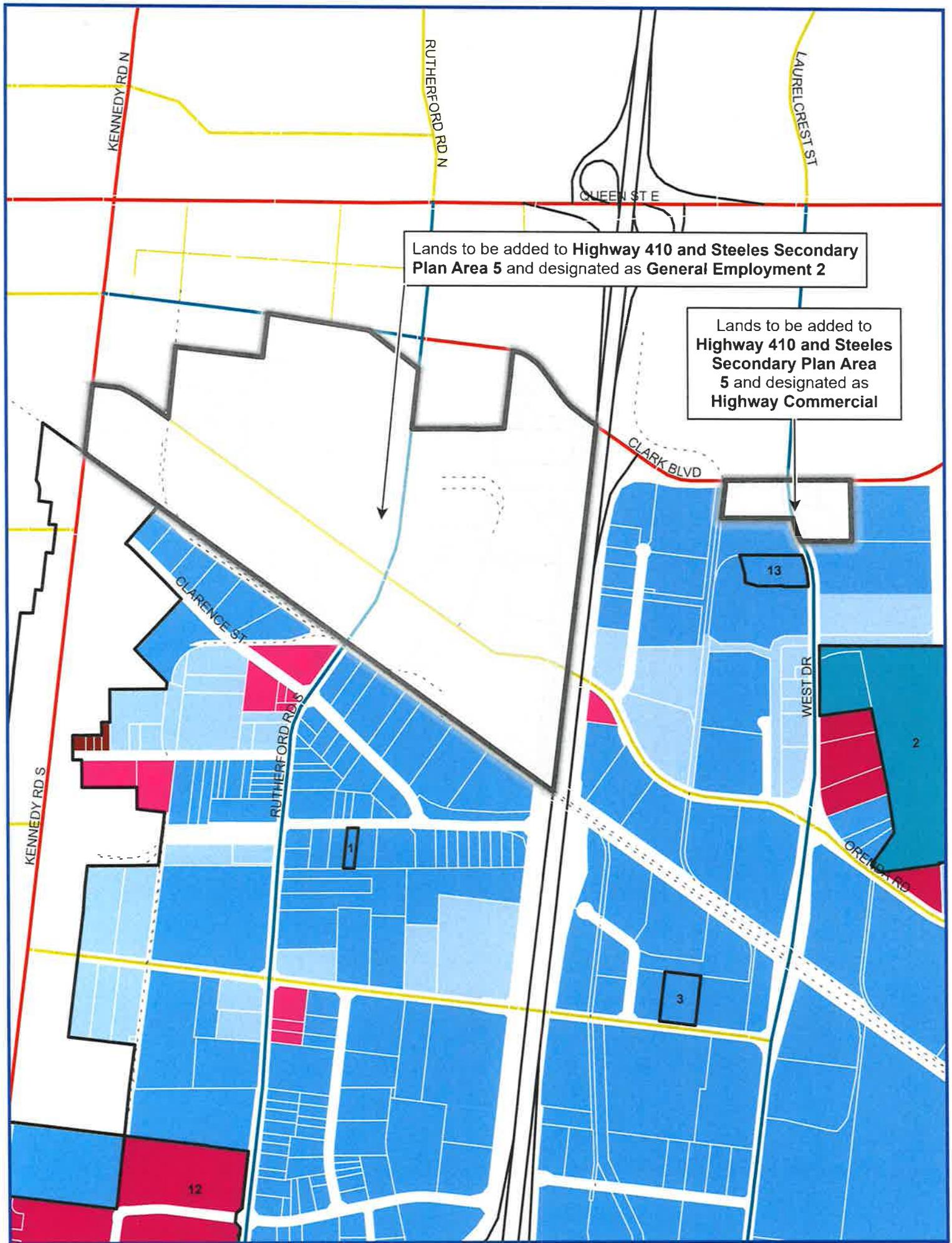


EXTRACT FROM Bramalea Secondary Plan Area 3 Schedule 3

Lands added

|                            |                   |                         |                                 |                          |                             |                    |  |              |  |
|----------------------------|-------------------|-------------------------|---------------------------------|--------------------------|-----------------------------|--------------------|--|--------------|--|
| <b>COMMERCIAL</b>          |                   | <b>INSTITUTIONAL</b>    |                                 | <b>OPEN SPACE</b>        |                             | <b>RESIDENTIAL</b> |  | <b>ROADS</b> |  |
| HIGHWAY COMMERCIAL         | ELEMENTARY SCHOOL | RECREATION OPEN SPACE   | LOW DENSITY 1 RESIDENTIAL       | COLLECTOR ROAD           |                             |                    |  |              |  |
| HIGHWAY SERVICE COMMERCIAL | MIDDLE SCHOOL     | CEMETERY                | MEDIUM DENSITY RESIDENTIAL      | MAJOR ARTERIAL ROAD      |                             |                    |  |              |  |
| SERVICE COMMERCIAL         | SECONDARY SCHOOL  | NATURAL HERITAGE SYSTEM | MEDIUM HIGH DENSITY RESIDENTIAL | MINOR ARTERIAL ROAD      |                             |                    |  |              |  |
| CONVENIENCE RETAIL         | FIRE STATION      | <b>UTILITY</b>          |                                 | HIGH DENSITY RESIDENTIAL | SPECIAL SITE AREA           | <b>EMPLOYMENT</b>  |  |              |  |
| NEIGHBOURHOOD RETAIL       | PLACE OF WORSHIP  | UTILITY                 | SPECIAL POLICY AREA             | SPECIAL POLICY AREA      | MIXED EMPLOYMENT COMMERCIAL |                    |  |              |  |





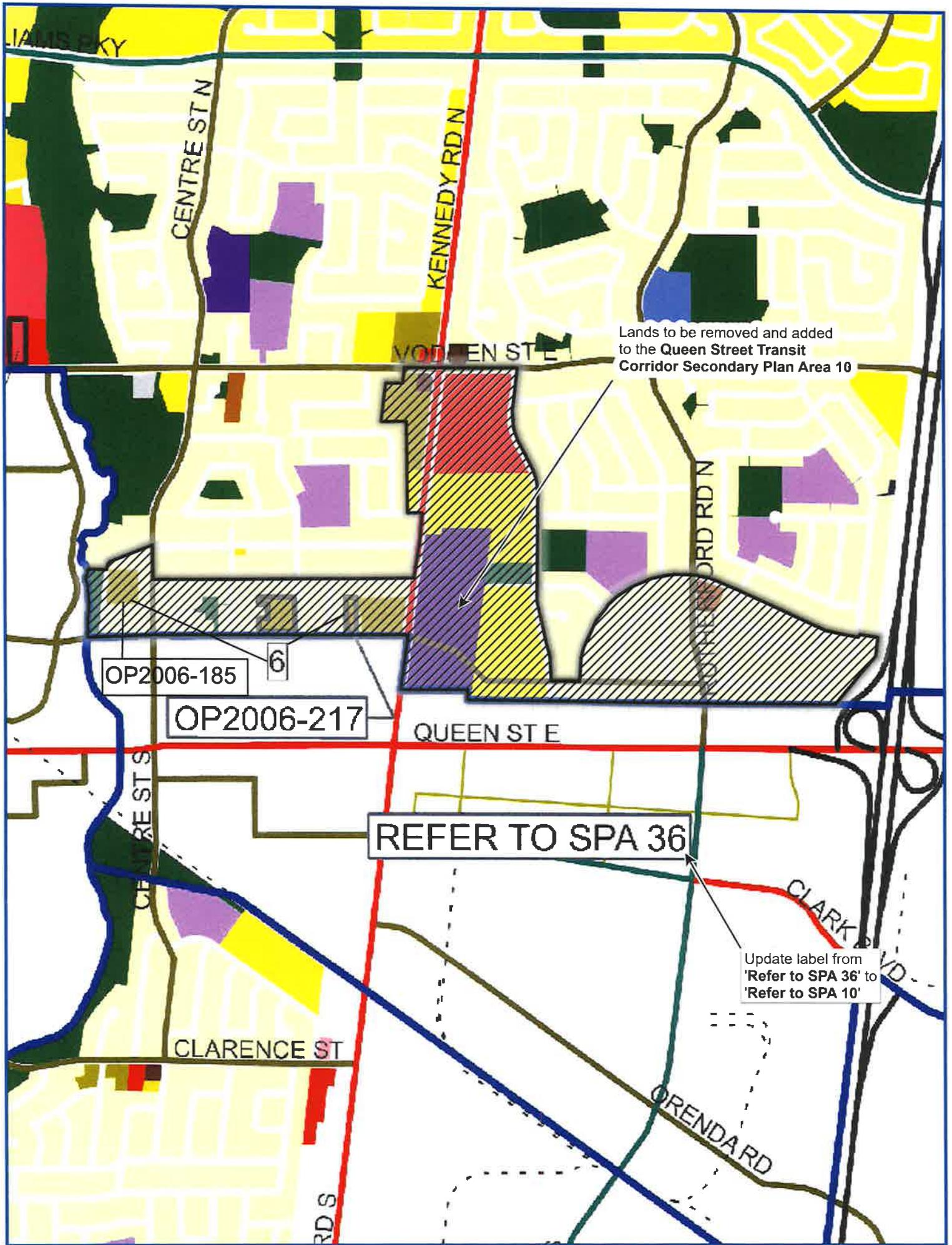
Lands to be added to Highway 410 and Steeles Secondary Plan Area 5 and designated as General Employment 2

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





EXTRACT FROM Brampton Flowertown Secondary Plan Area 6 Schedule 6

Subject Lands

**COMMERCIAL**

- NEIGHBOURHOOD RETAIL
- DISTRICT RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL
- HIGHWAY AND SERVICE COMMERCIAL

**RESIDENTIAL**

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM/HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

**UTILITY**

- UTILITY

**INSTITUTIONAL**

- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- SECONDARY SCHOOL
- GENERAL EMPLOYMENT 1
- PLACE OF WORSHIP

**EMPLOYMENT**

- GENERAL EMPLOYMENT 1

**OPEN SPACE**

- NATURAL HERITAGE SYSTEM
- RECREATION OPEN SPACE
- CEMETERY

RAILWAY

SPECIAL SITE AREA

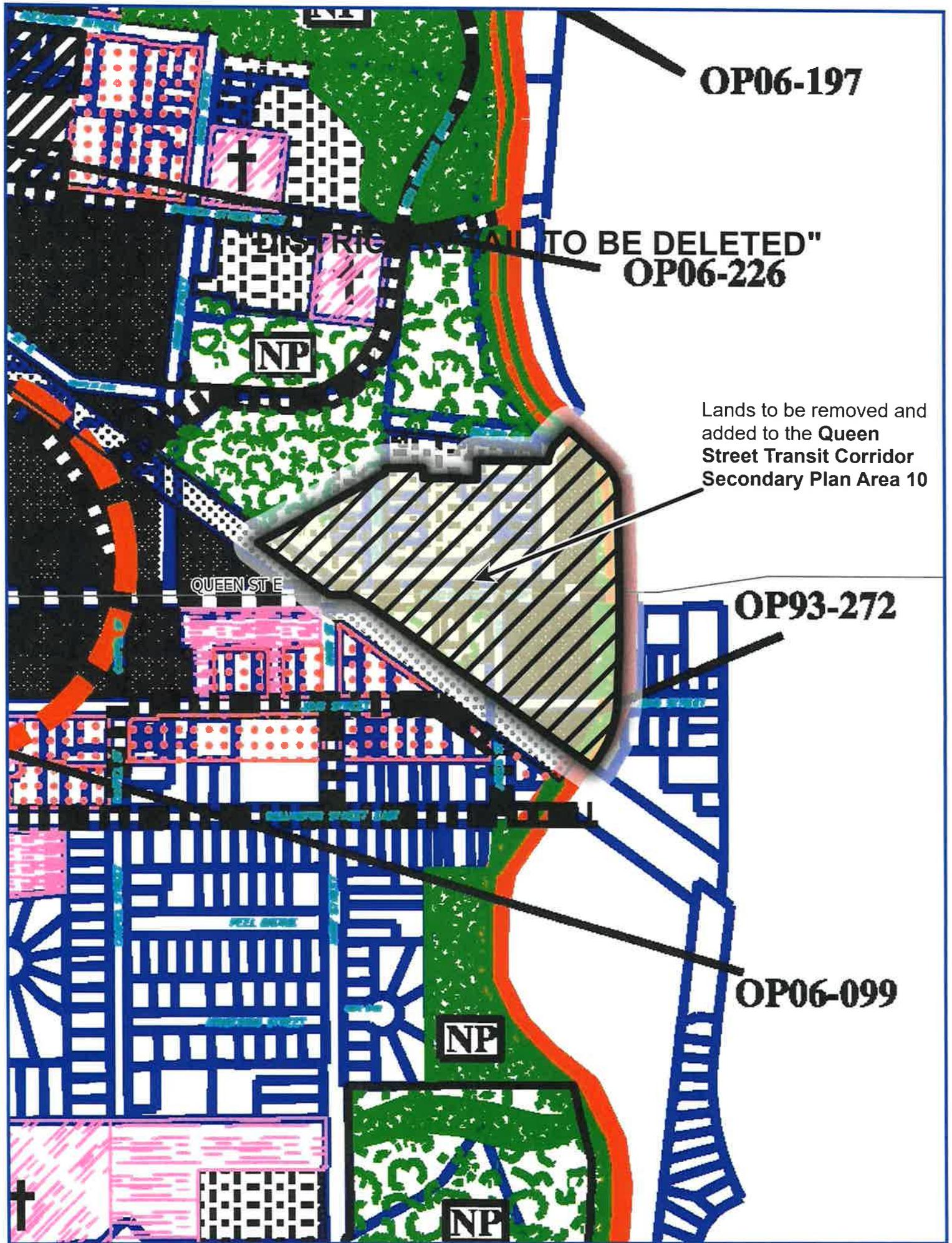
SPECIAL POLICY AREA

SECONDARY PLAN BOUNDARY

**ROADS**

- COLLECTOR ROAD
- MINOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- PROVINCIAL HIGHWAY





OP06-197

"DISTRICTS TO BE DELETED"  
OP06-226

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

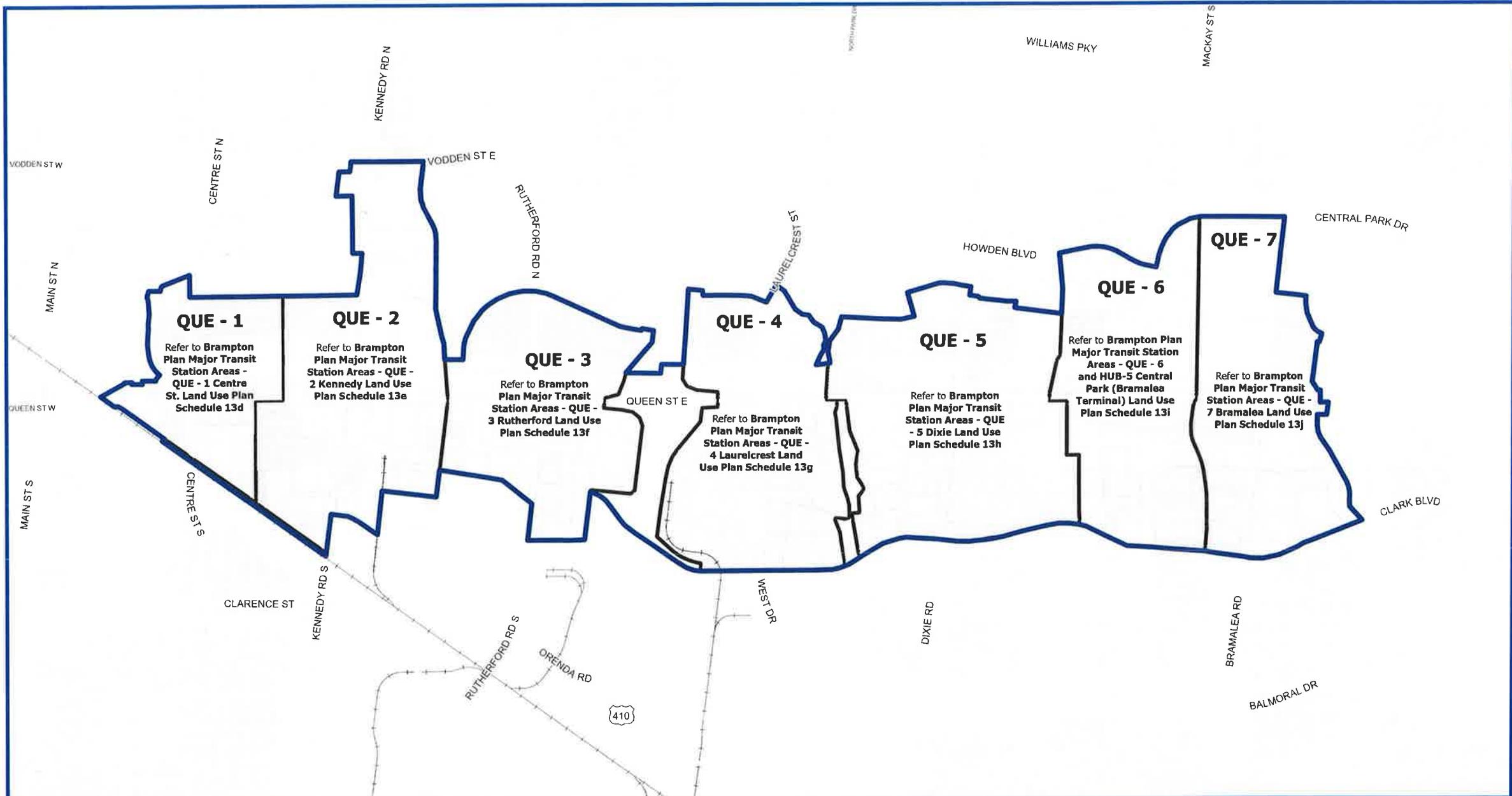
OP93-272

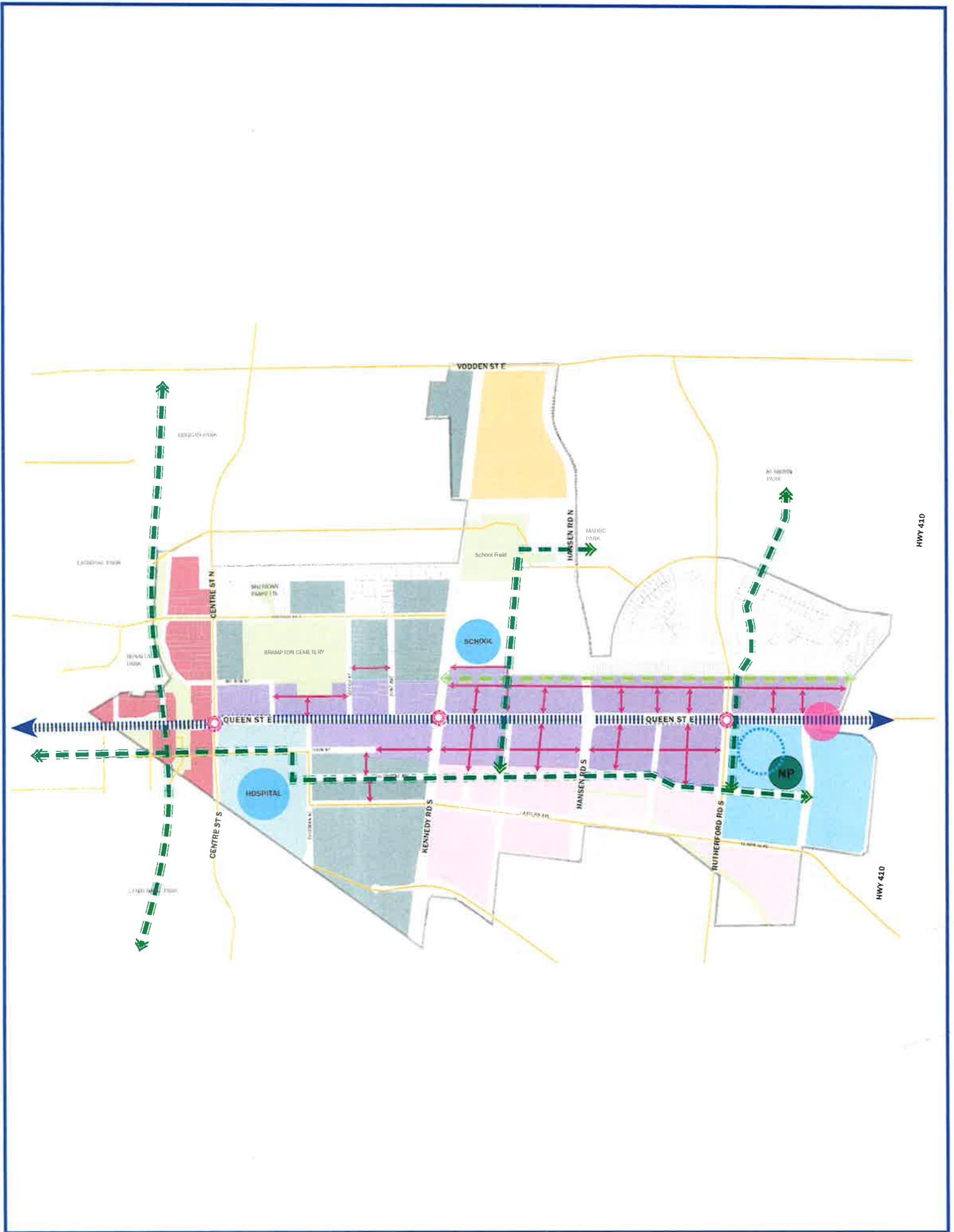
OP06-099

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

|  |                                 |                           |
|--|---------------------------------|---------------------------|
| <b>LAND USE</b>  |                                 |                           |
| Subject Lands  | <b>PUBLIC OPEN SPACE</b>        |                           |
| <b>RESIDENTIAL</b>   | Parkette                        | <b>TRANSPORTATION</b>     |
| Low Density  | Specialized Park                | Transportation Facilities |
| Medium Density   | Neighbourhood Park              | Minor Arterial Road       |
| Medium High / High Density   | Valley Land                     | Collector Road            |
| <b>COMMERCIAL</b>  | Private Commercial / Recreation | Local Road                |
| Central Area Mixed Use   | <b>INSTITUTIONAL</b>            | Grade Separation          |
| Service Commercial   | Institutional                   |                           |
| Highway Commercial   | Place of Worship                |                           |
| Convenience Commercial   | School                          |                           |
| Office Node  |                                 |                           |
| PROPOSED DEVELOPMENT PERMIT SYSTEM AREA:<br>MAIN STREET NORTH DEVELOPMENT PERMIT SYSTEM AREA | Lands removed                   |                           |







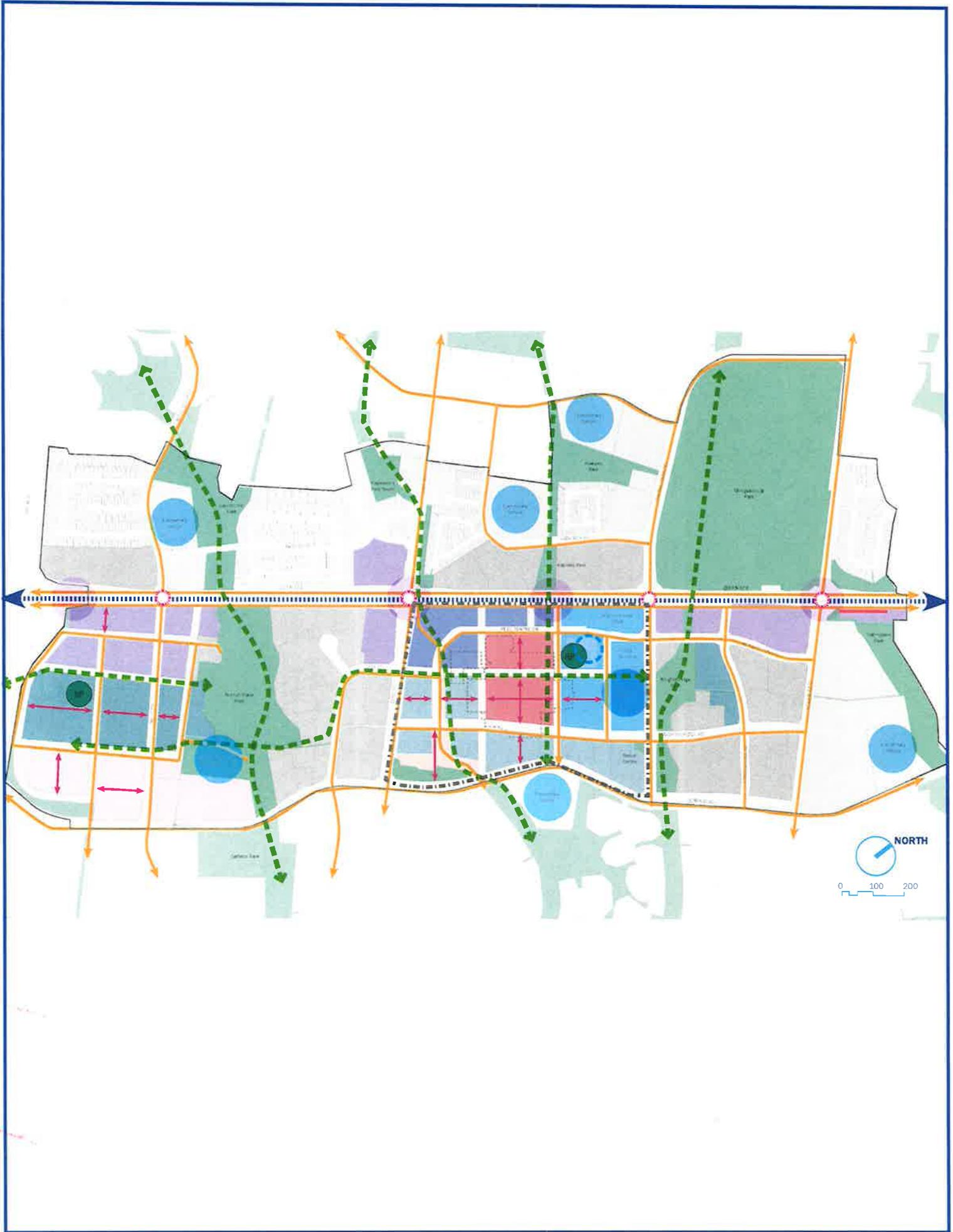
Schedule SP10-1 Queen East Precinct Area Plan

- Precinct Area Plan Boundary
- Natural Heritage System, Parks and Open Space
- Potential Neighbourhood Park
- Future BRT Stop
- Future BRT Line
- Potential Community Hub

- Linear Connectors
- Landscape Buffer
- Community Facility
- Gateway
- Mid-Block Connection
- Existing/Planned Active Transportation

**Character Areas**

- Stable Neighbourhood
- Queen Transit Corridor
- Mid Rise
- Centennial Node
- Community Node
- Riverwalk
- Peel Memorial Institutional
- Eastern Employment District



Schedule SP10-2 Bramalea Centre Precinct Area Plan

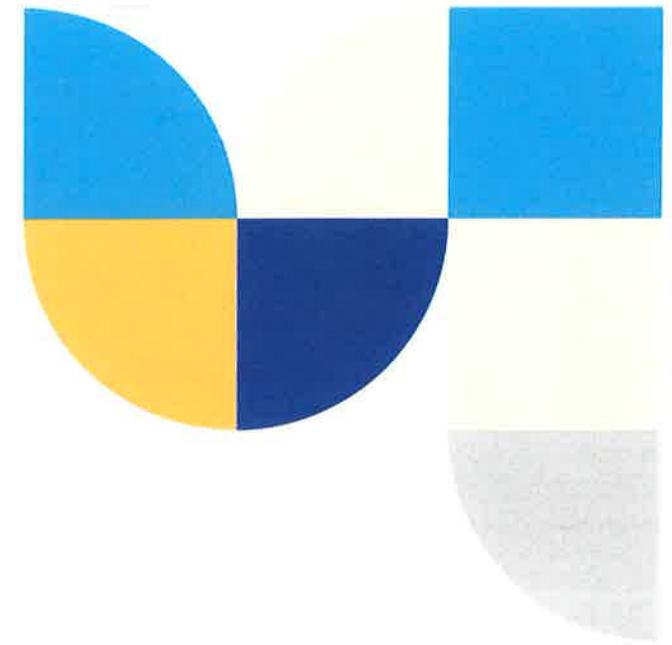
- |  |   |  |  |  |                                     |
|--|---|--|--|--|-------------------------------------|
|  | Precinct Area Plan Boundary                   |  | Proposed Linear Connectors               |  | Bramalea Urban Centre (BUC)         |
|  | Natural Heritage System, Parks and Open Space |  | Community Facility                       |  | BUC- Corridor                       |
|  | Planned Stormwater Infrastructure             |  | Potential Community Hub                  |  | BUC- Residential                    |
|  | Potential Park                                |  | Gateways                                 |  | BUC- Retail Hub                     |
|  | Future BRT Stop                               |  | Existing / Planned Active Transportation |  | BUC- Knowledge Hub                  |
|  | Future BRT Line                               |  | Potential Mid-Block Connection           |  | Queen Transit Corridor              |
|  | Outline of Existing Mall                      |  |  |  | Bramalea South                      |
|  |   |  |  |  | Clark Employment District           |
|  |   |  |  |  | Stable Neighbourhood                |
|  |   |  |  |  | Established Apartment Neighbourhood |

APPENDIX 10-1

# Precinct Area Plan Guidelines Queen East

November 2025





## Disclaimer

**The images, illustrative renderings and potential development scenarios contained in the Queen East Precinct Area 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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## 5.0

### Public Realm and Mobility

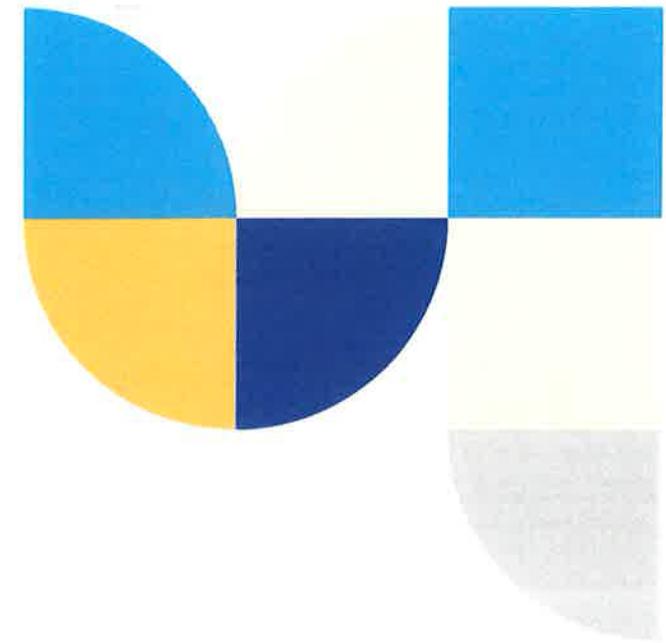
49

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| 5.5 Transit Network                 | 60 |

# 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 the Queen Street East corridor (Figure 1.1). The study area includes three Primary MTSA: Centre, Kennedy, and Rutherford (Figure 1.2). These three MTSA are intended to evolve over time into high density, mixed-use, walkable neighborhoods 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 *Brampton Plan* land uses applying 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. Development and 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

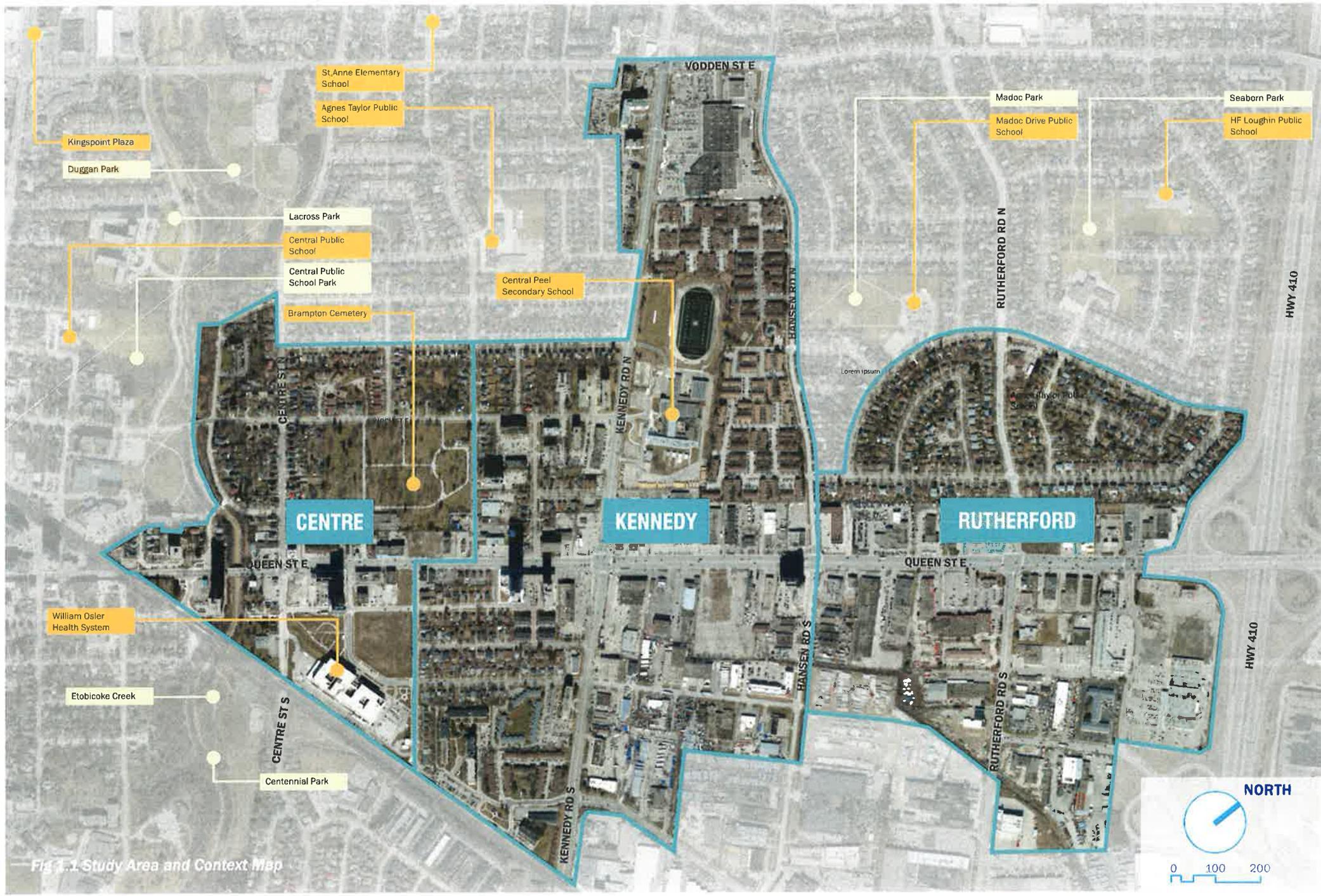
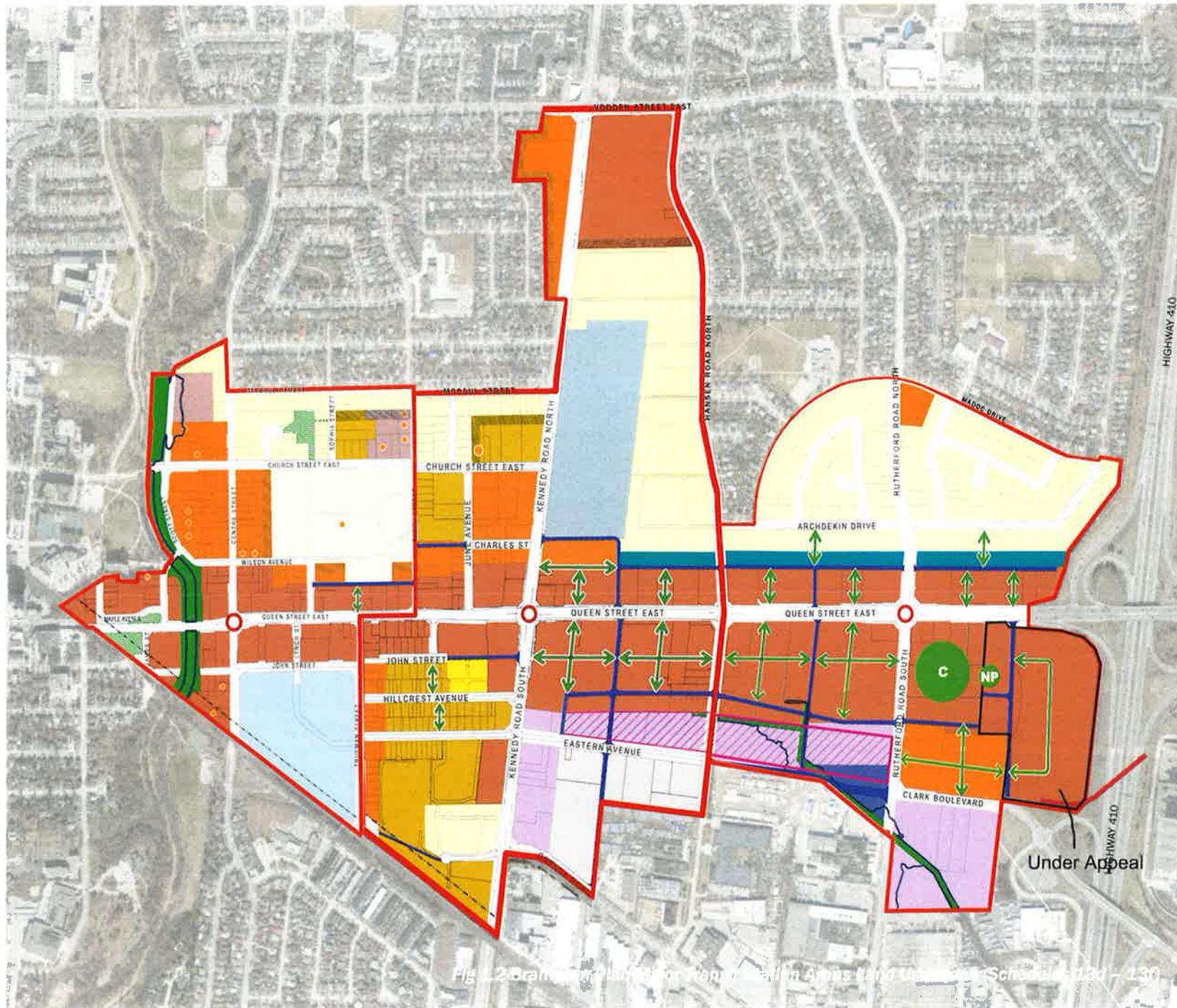


Fig 1.1 Study Area and Context Map



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

Figure 1.2 is provided for reference purposes only. For official land uses, please refer to Schedules 13d, 13e and 13f in Brampton Plan.

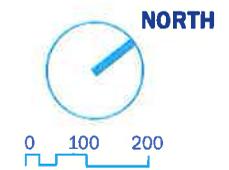
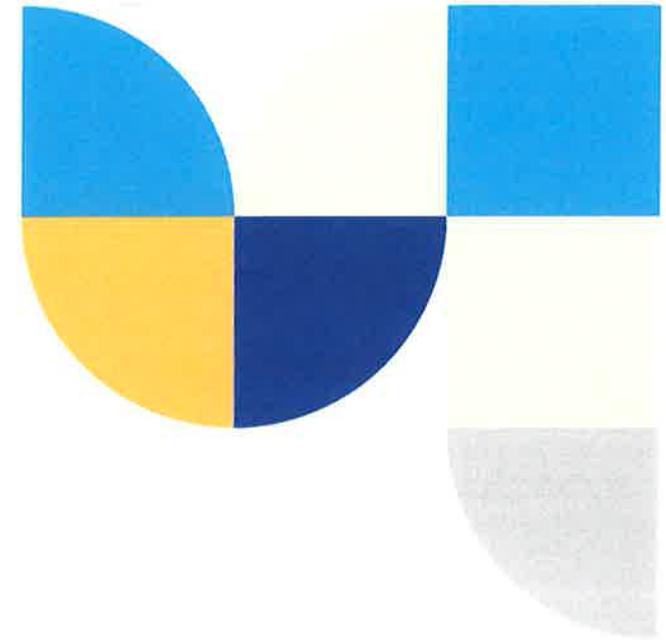


Fig. 1.2 Brampton Urban Structure and Land Use Plan Schedules 13d - 13f

# 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, parks and 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 2.1.1 Rutherford and Queen Street looking East*



*Fig 2.1.2 Residential Neighbourhood*



*Fig 2.1.3 Residential Condo*



*Fig 2.1.4 Industrial Areas*



*Fig 2.1.5 Peel Memorial Hospital*



*Fig 2.1.6 Commercial Area with Offices*

## 2.2 Existing Lot and Block Pattern

The Queen East Precinct Area 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.

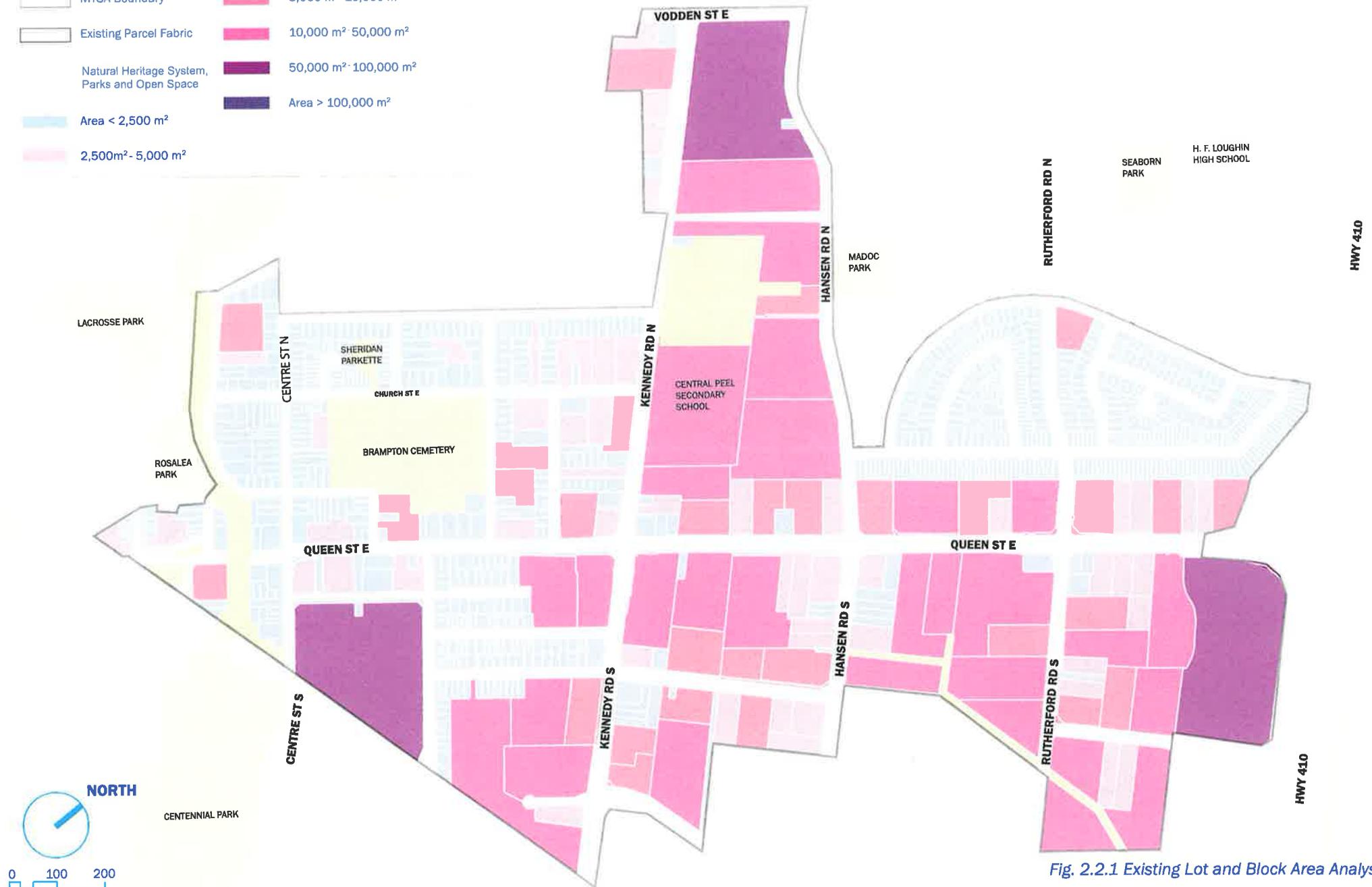
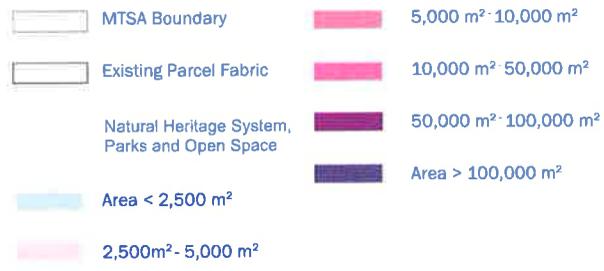
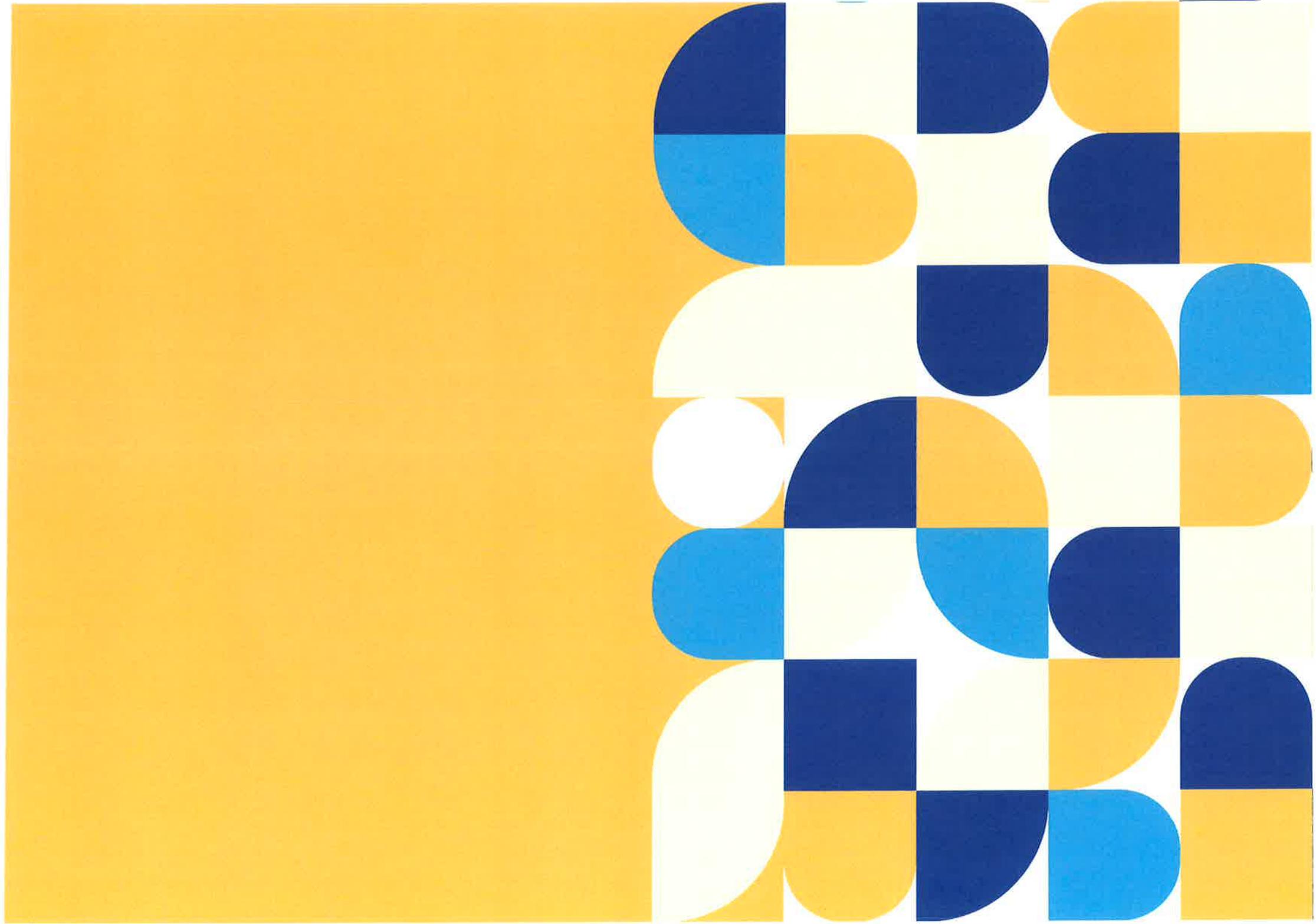


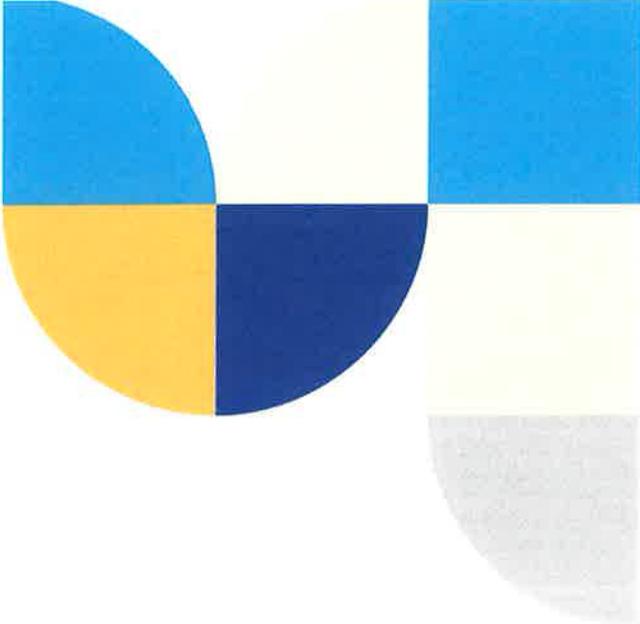
Fig. 2.2.1 Existing Lot and Block Area Analysis



# Precinct Area 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.

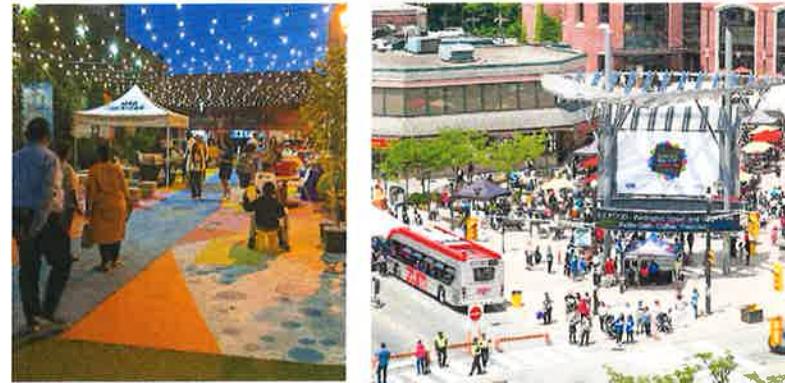


*Connected Network of Streets, Pedestrian and Cycling = Convenient access to transit facilities, destinations and amenities*

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, low-carbon, and resilient complete communities to that mitigate and adapt to the impacts of climate change.



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

### 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. The development of key economic clusters, such as hospitals, medical offices, and post-secondary institutions, will contribute to the City's economic growth and vitality.



*Protect Employment Lands = Enhance Economic Competitiveness and Prosperity*

## 3.2 Character Areas

The Queen East Precinct is divided into eight (8) character areas providing a mix of residential, commercial, institutional and employment uses (Figure 3.2.3). 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 Area 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 Neighbourhoods.



Fig 3.2.1 - Queen Transit Corridor



Fig 3.2.2 - Riverwalk

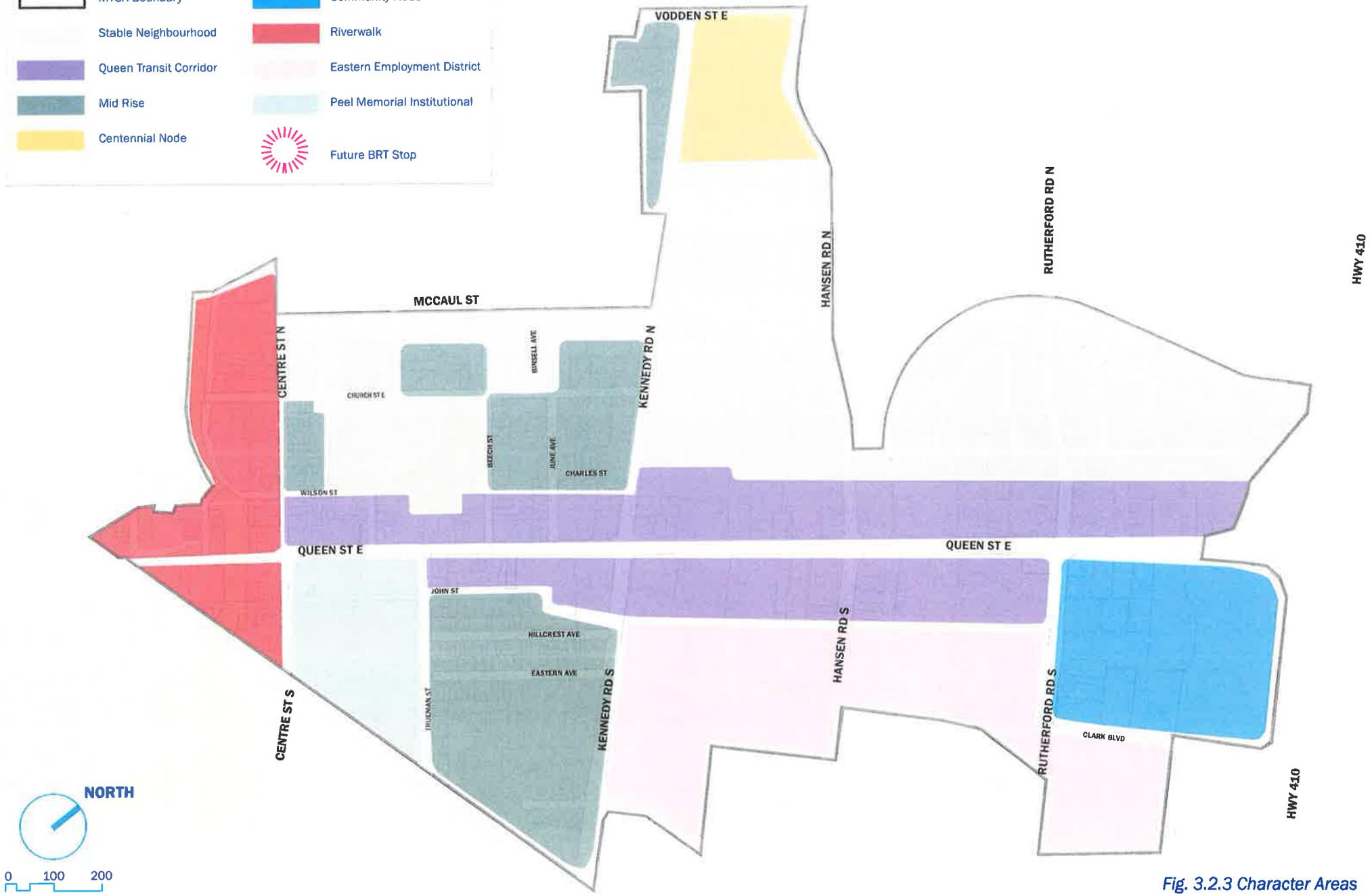


Fig. 3.2.3 Character Areas

## 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 the Centennial Node shall be in accordance with OP2006-256.

### 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 alongside long-term care facilities, seniors housing, and post-secondary partnership opportunities, including potential lab space.
- 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.

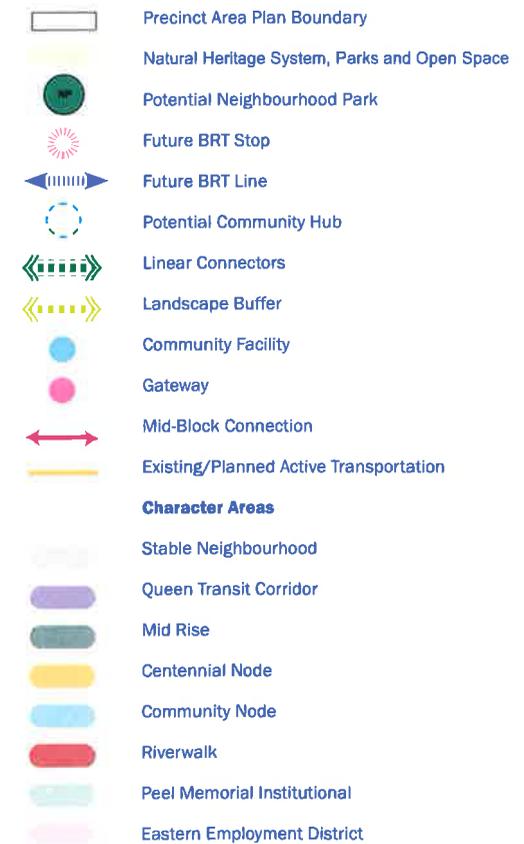
## Eastern Employment District

- 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.

## 3.3 Precinct Area Plan

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

The Queen East Precinct Area Plan is shown on Figure 3.3.1.



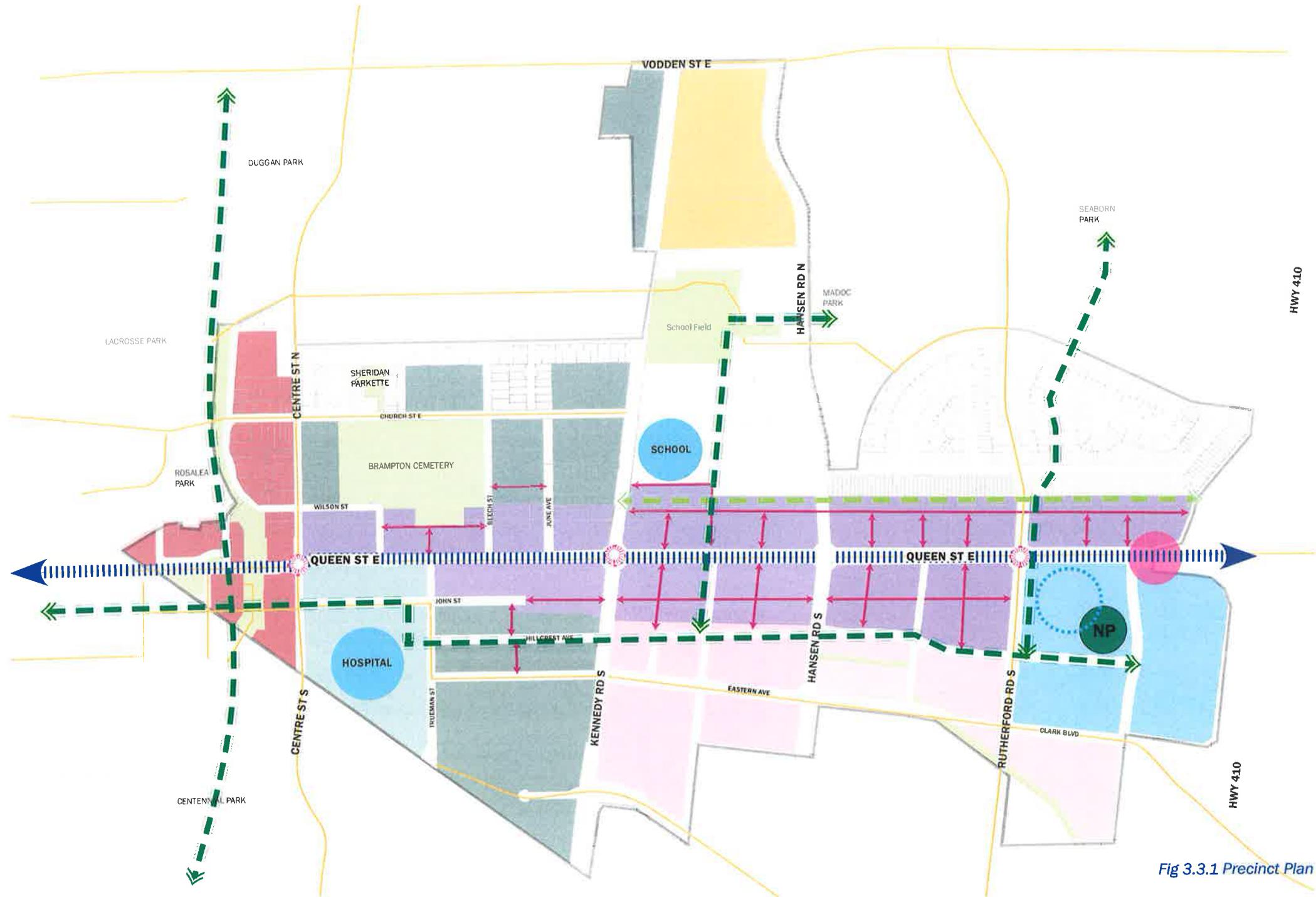


Fig 3.3.1 Precinct Plan

# 3.4 Aerial Views

The perspective views shown on Figure 3.4.1 and the street views shown in Section 3.5 demonstrate a potential massing outcome applying the five development principles outlined in Section 3.0.

-  MTSA Boundary
-  Existing Buildings
-  Potential Development
-  Approved Applications
-  Natural Heritage System, Parks, Open Space and Cemetery
-  Potential Community Hub and Public Park
-  Potential Urban Park
-  Future BRT Stop
-  New Open Space Linkage
-  Future BRT Line

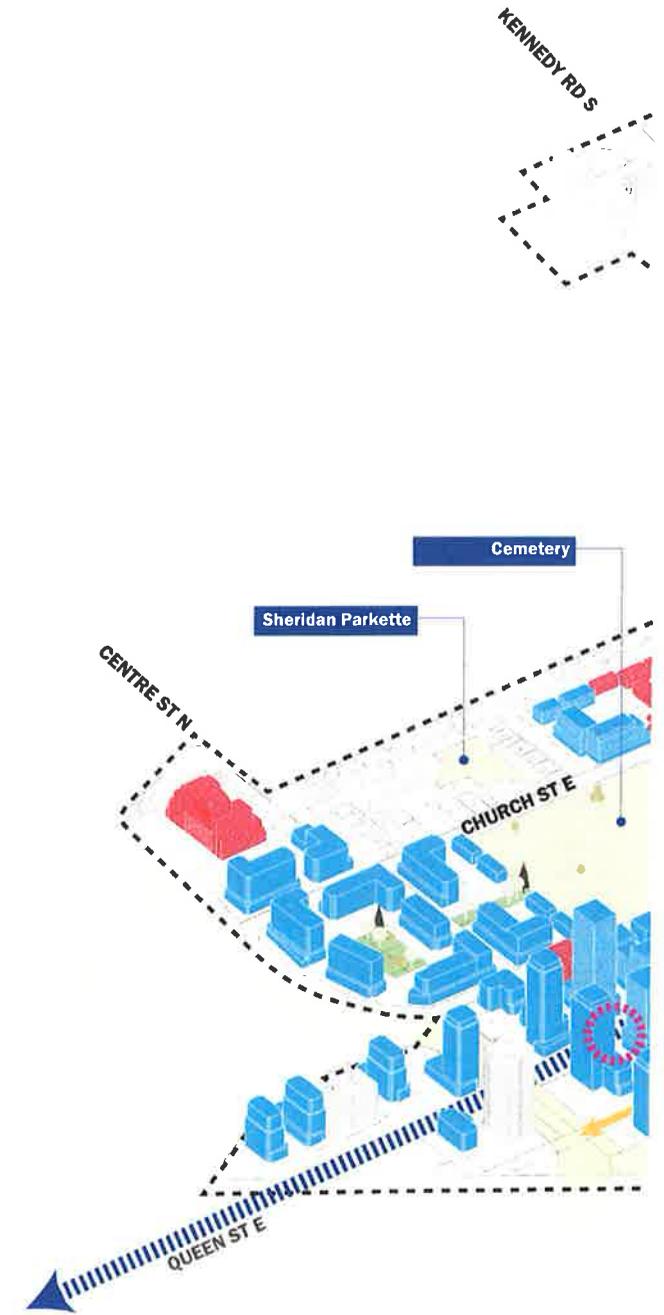


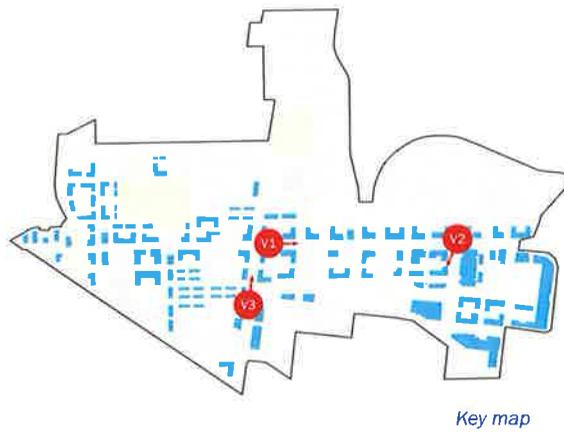


Fig 3.4.1 Demonstration Plan Aerial View

# 3.5 Street Views



Fig 3.5.1 V1 - Queen Street View



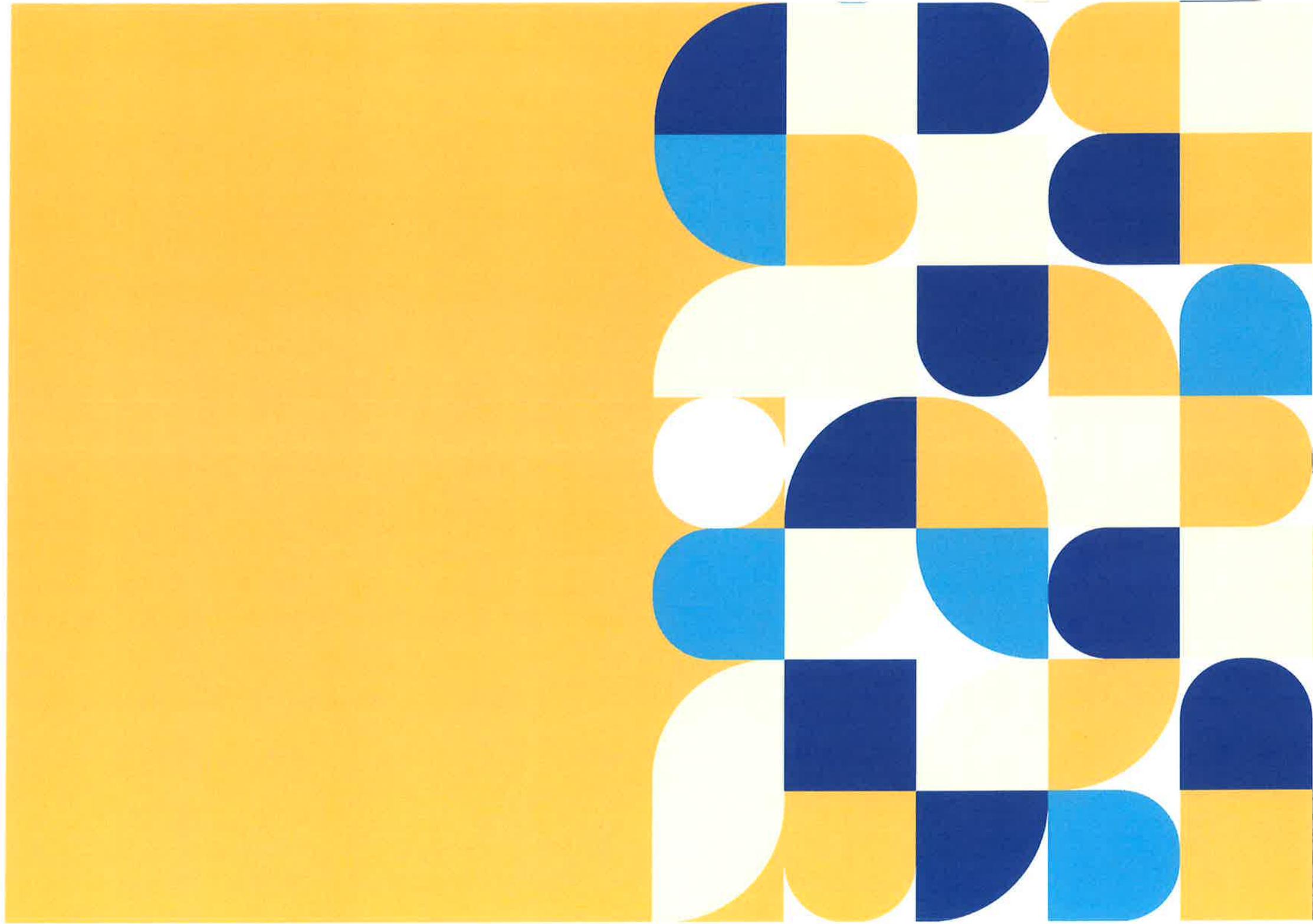
Key map



Fig 3.5.2 V2 - Public Realm Perspective



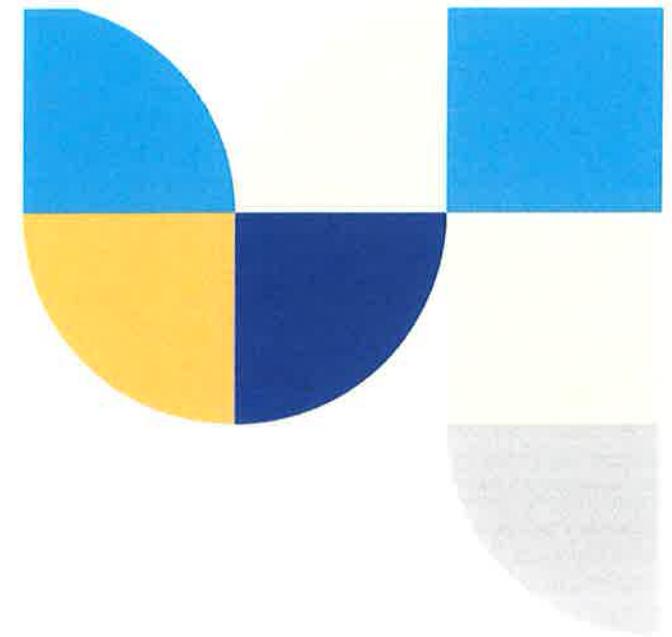
Fig 3.5.3 V3 - Mid-rise to High-rise Transition



# 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.



*Fig 4.1.1 Walkable Block*

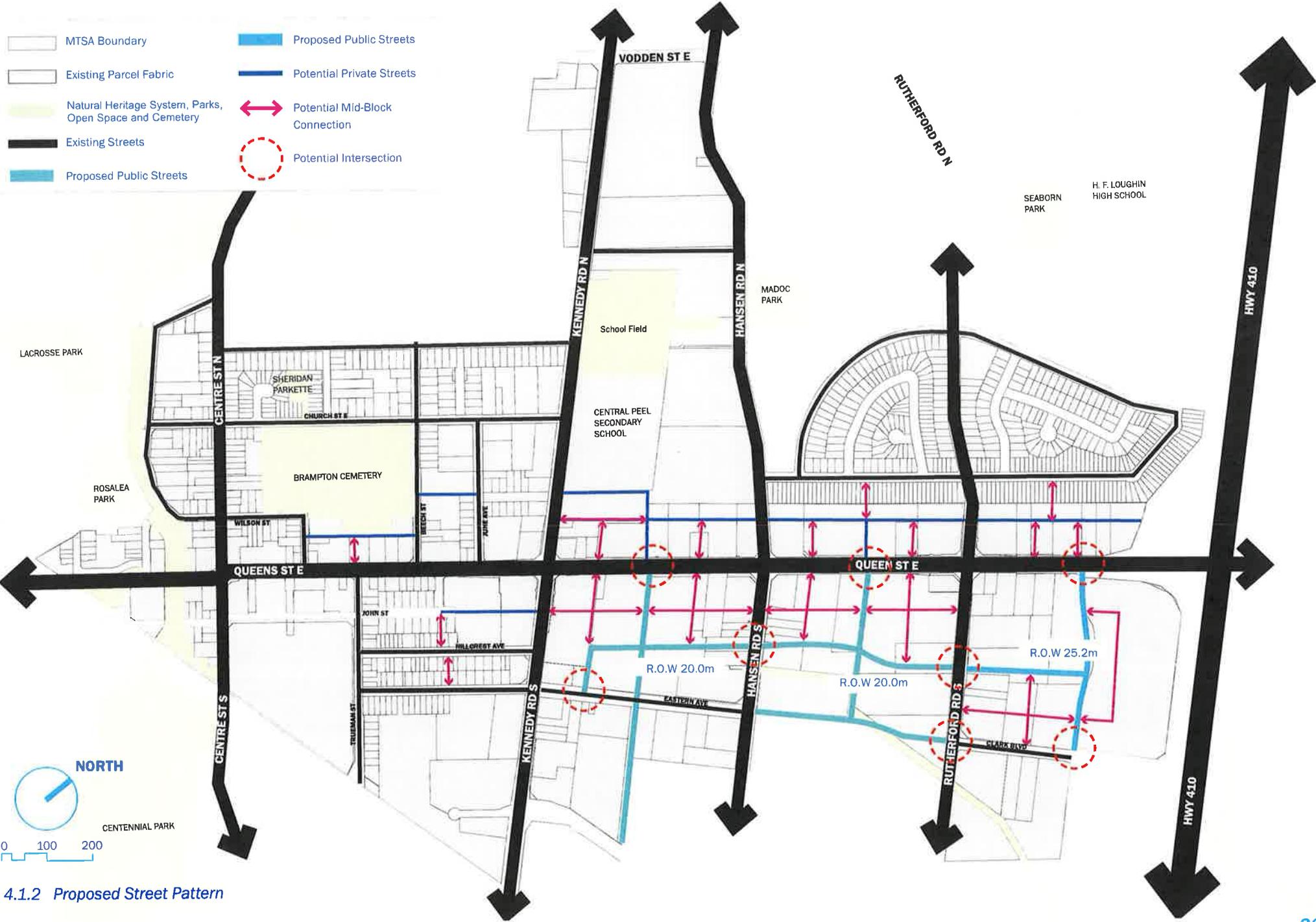


Fig 4.1.2 Proposed Street Pattern

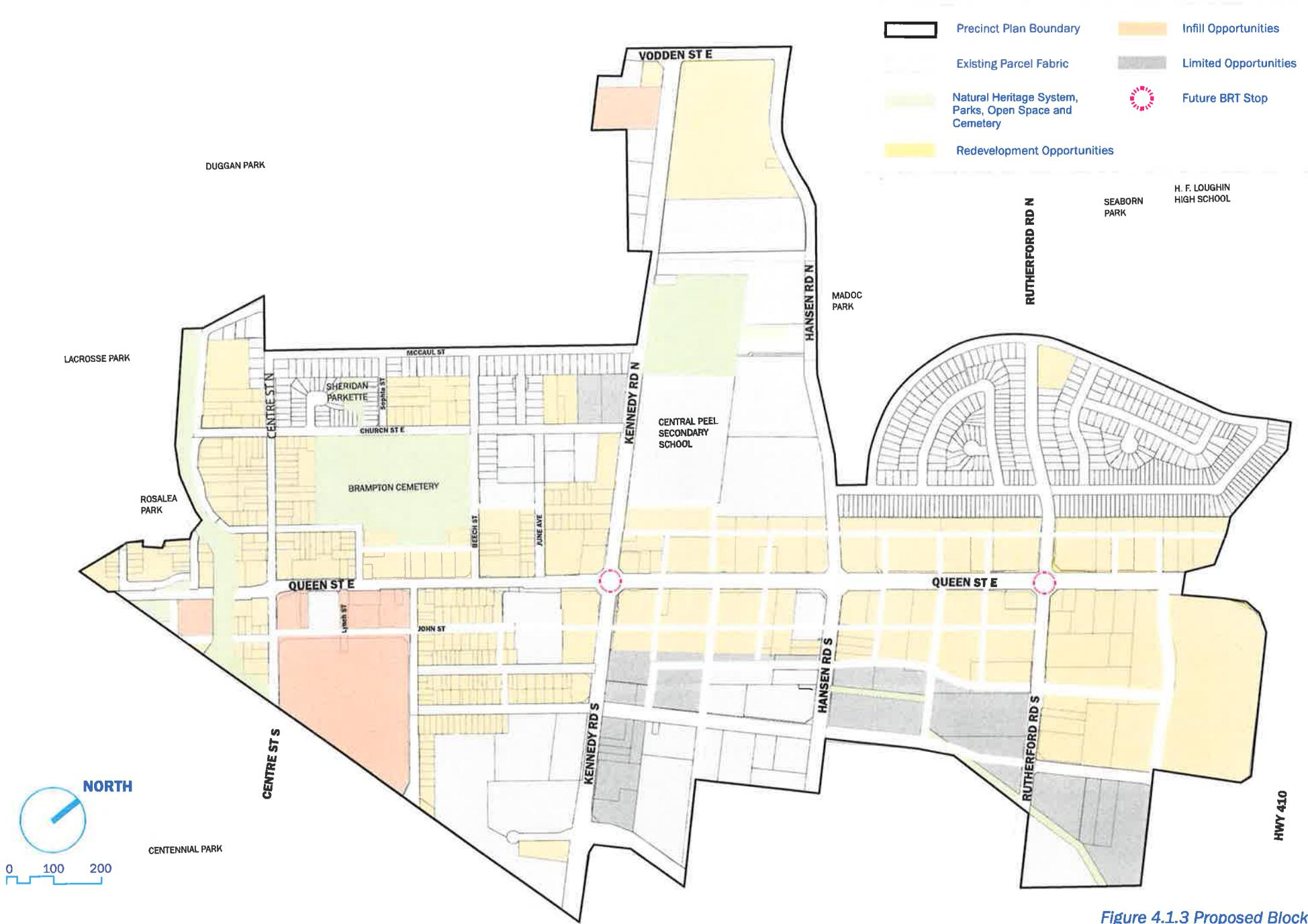


Figure 4.1.3 Proposed Block Pattern

## 4.2 Potential Redevelopment Configuration

The typical block configuration illustrates how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The scenario demonstrates the maximum built-out using the densities shown on Figure 4.5.1. For this scenario, the maximum height for this block is 31 storeys, based on a maximum FSI of 7.0.

The block scenario illustrates the following:

- 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, 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

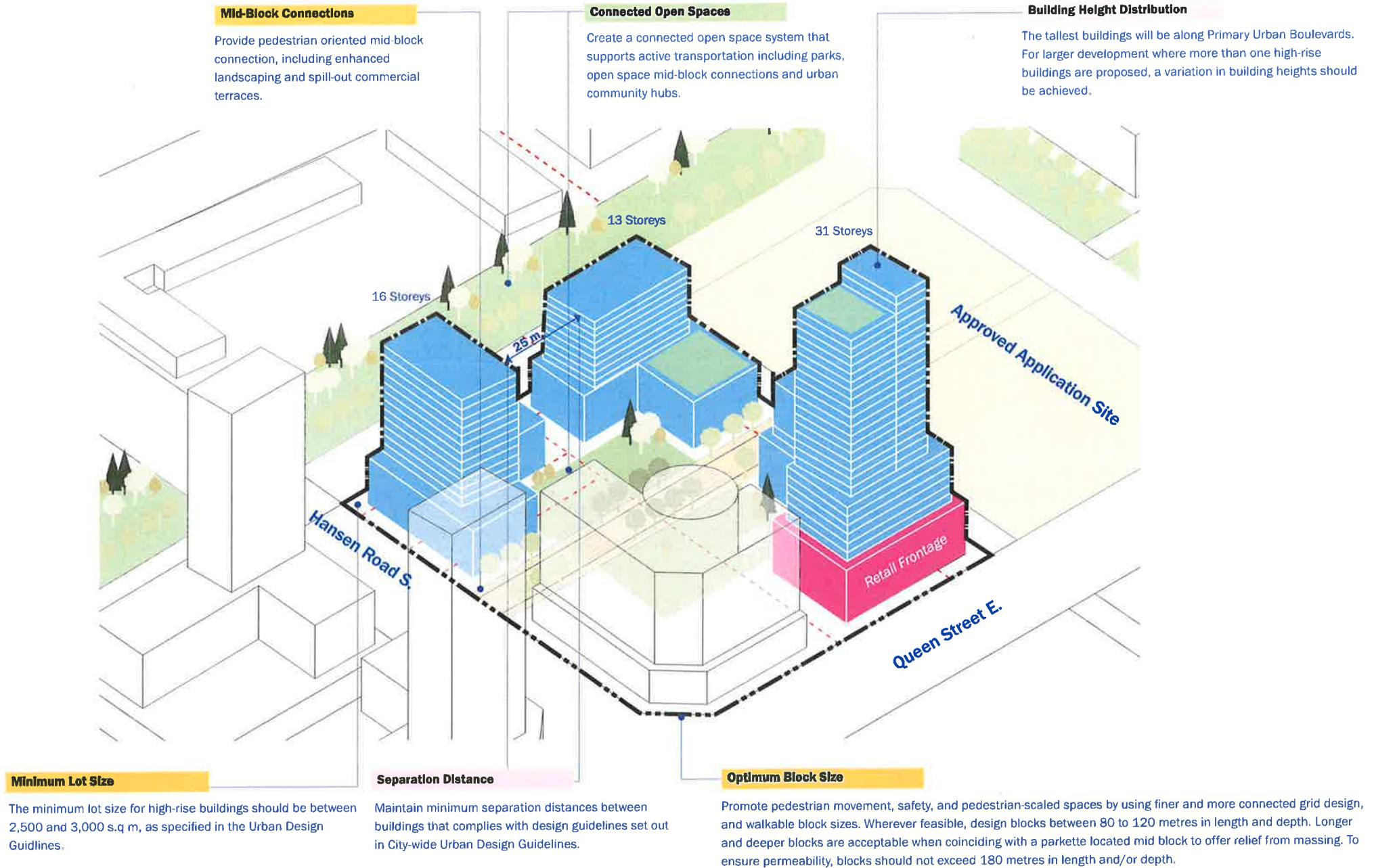


Fig 4.2.2 Block Density Distribution Aerial

## 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 Brampton Plan and Brampton's 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. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All properties that are shown as UH on Figure 4.4.2 shall be mixed-use.
- b. Low-rise, low-rise plus, and mid-rise buildings are not permitted within those properties that have UHD zoning permissions.



*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, Moriyama & Teshima*

## 4.4 Building Heights and Densities

- a. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All properties that are shown as UH on Figure 4.4.2 shall be mixed-use.
- 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
- 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 each station.

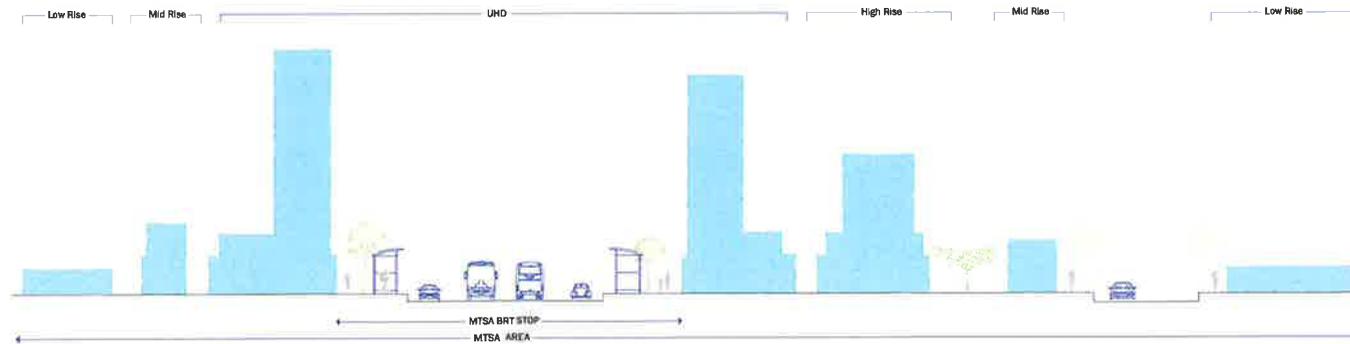


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP



Figure 4.4.2 Density and Height Distribution

## 4.5 Site Organisation

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



Fig 4.5.1 High Rise Accessible Entrance



Fig 4.5.2 Brampton Apparatus and Maintenance Facility Entrance

### Building/Unit Entrances

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



Fig 4.5.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.5.4 City of Santa Monica Parking Structure showcasing parking entrance along the street

### Vehicular Access and Servicing

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

## Parking

- a. 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.
- b. Parking spaces should be strategically located to minimally impact the public realm, refrain from interfering with active street frontages, and reduce pedestrian/ vehicular conflicts.

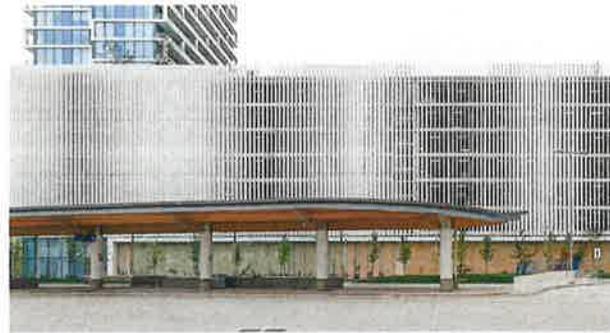


Fig 4.5.5 Vaughan Metropolitan Parking with Screening



Fig 4.5.6 Street Parking

## Street Walls

Facades of buildings fronting onto a street help to form the street wall. Incorporating active uses at the ground level, integrating colours or patterns, or using windows to improve views into the building will help activate the street wall, create visual interaction and provide a sense of safety.



Fig 4.5.7 Downtown Brampton Street Wall



Fig 4.5.8 Downtown Brampton Revitalized Project

## 4.6 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 City's Sustainable New Communities Program, 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 4.6.1):

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

In response to our changing climate, development proposals should also consider principles guiding block organization, such as sunlight exposure, 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.

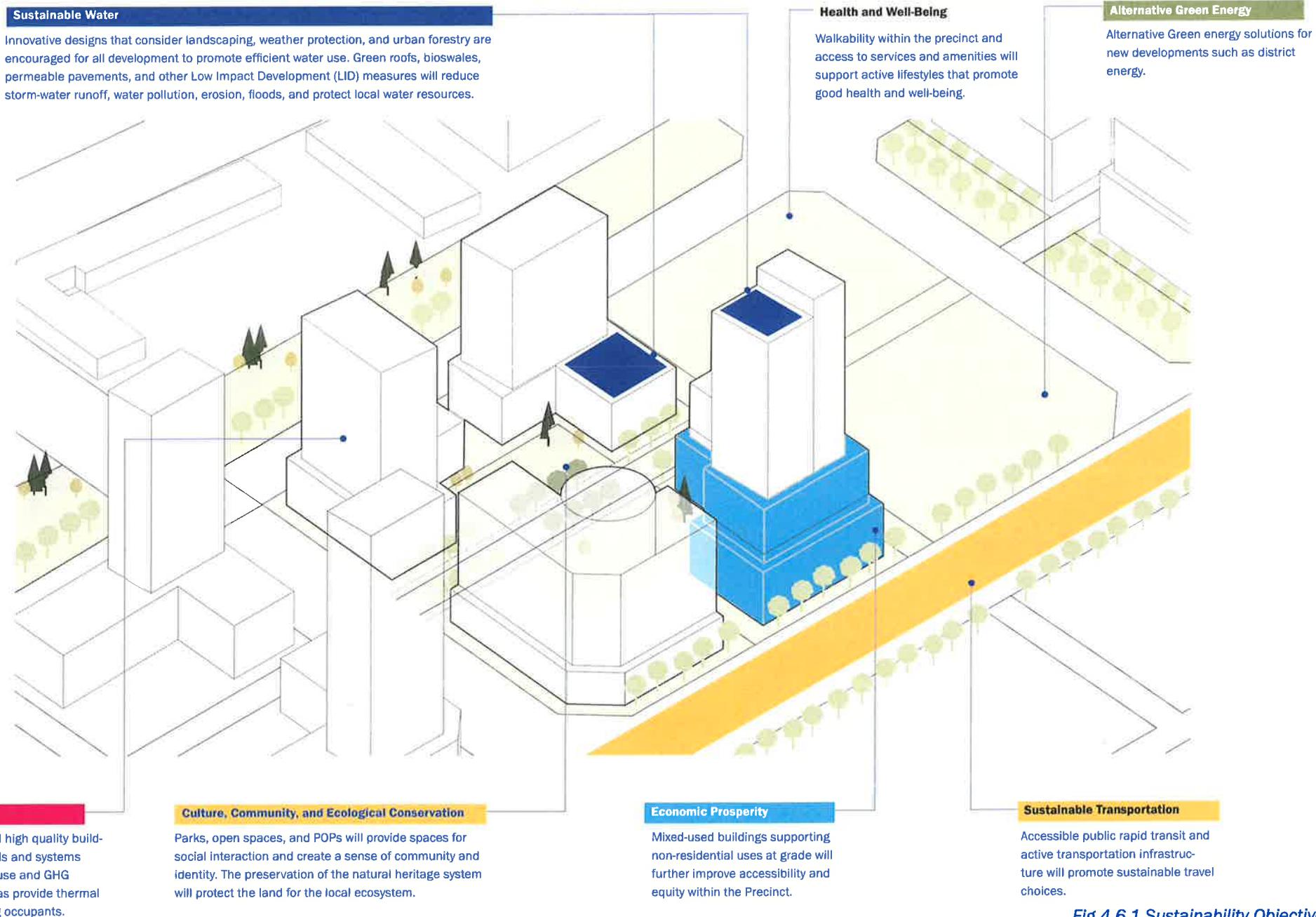
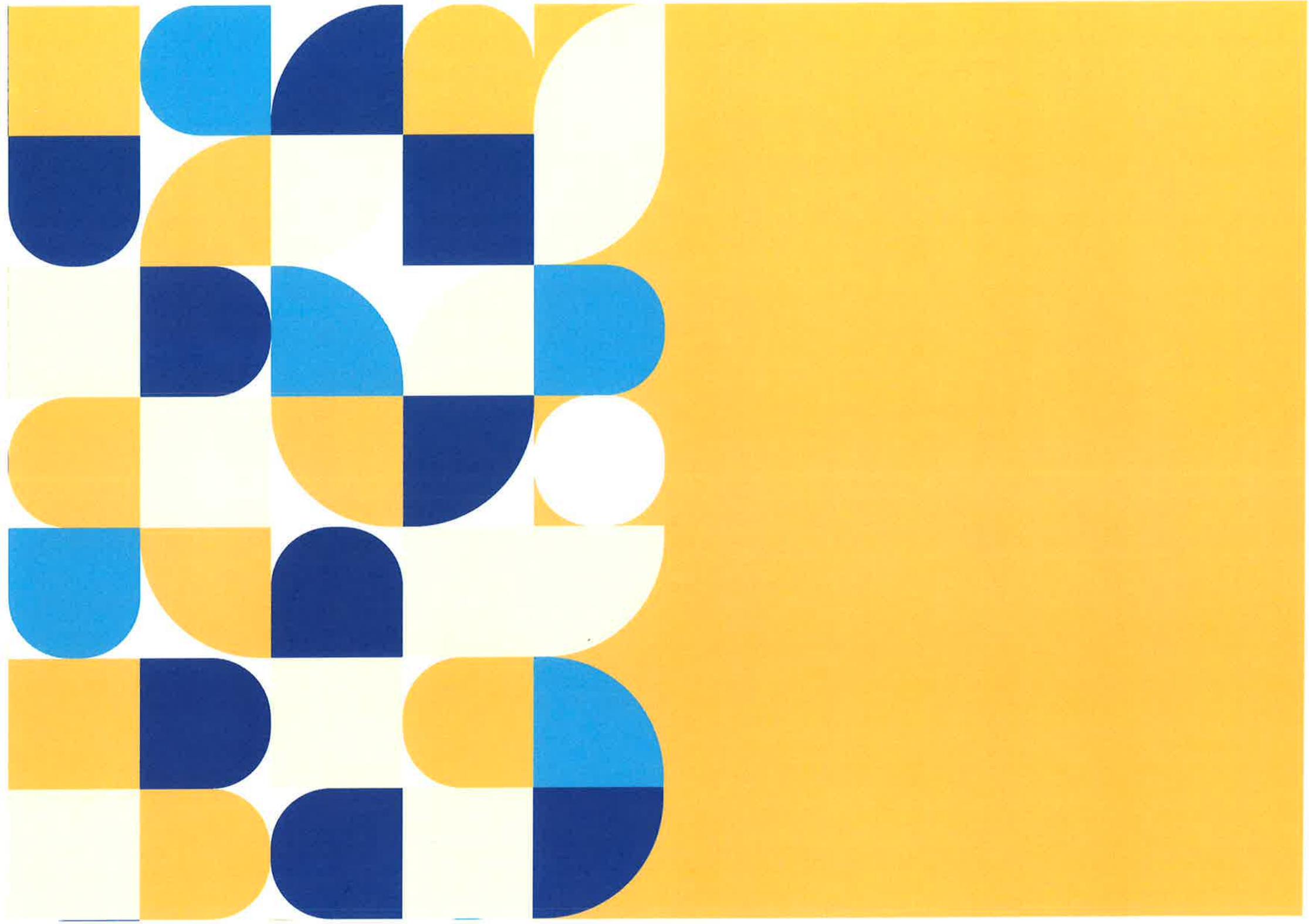


Fig 4.6.1 Sustainability Objectives

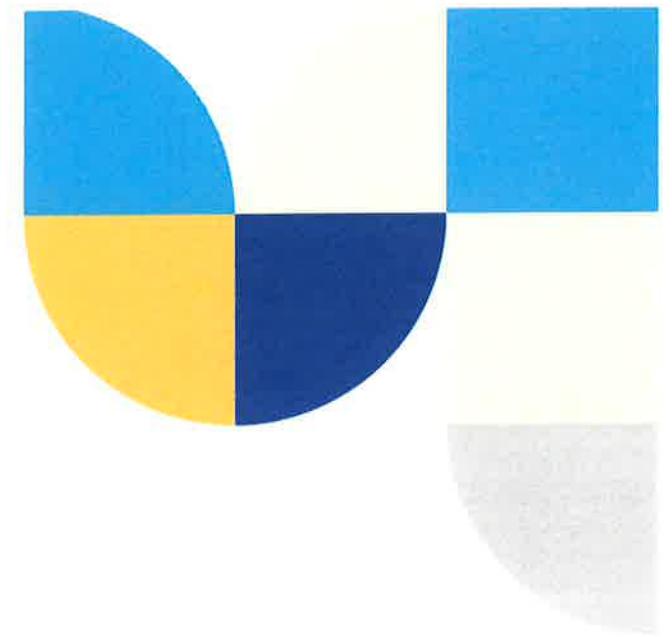


# Public Realm and Mobility

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, 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 Parks and 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 linear connectors are identified in the MTSAs 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

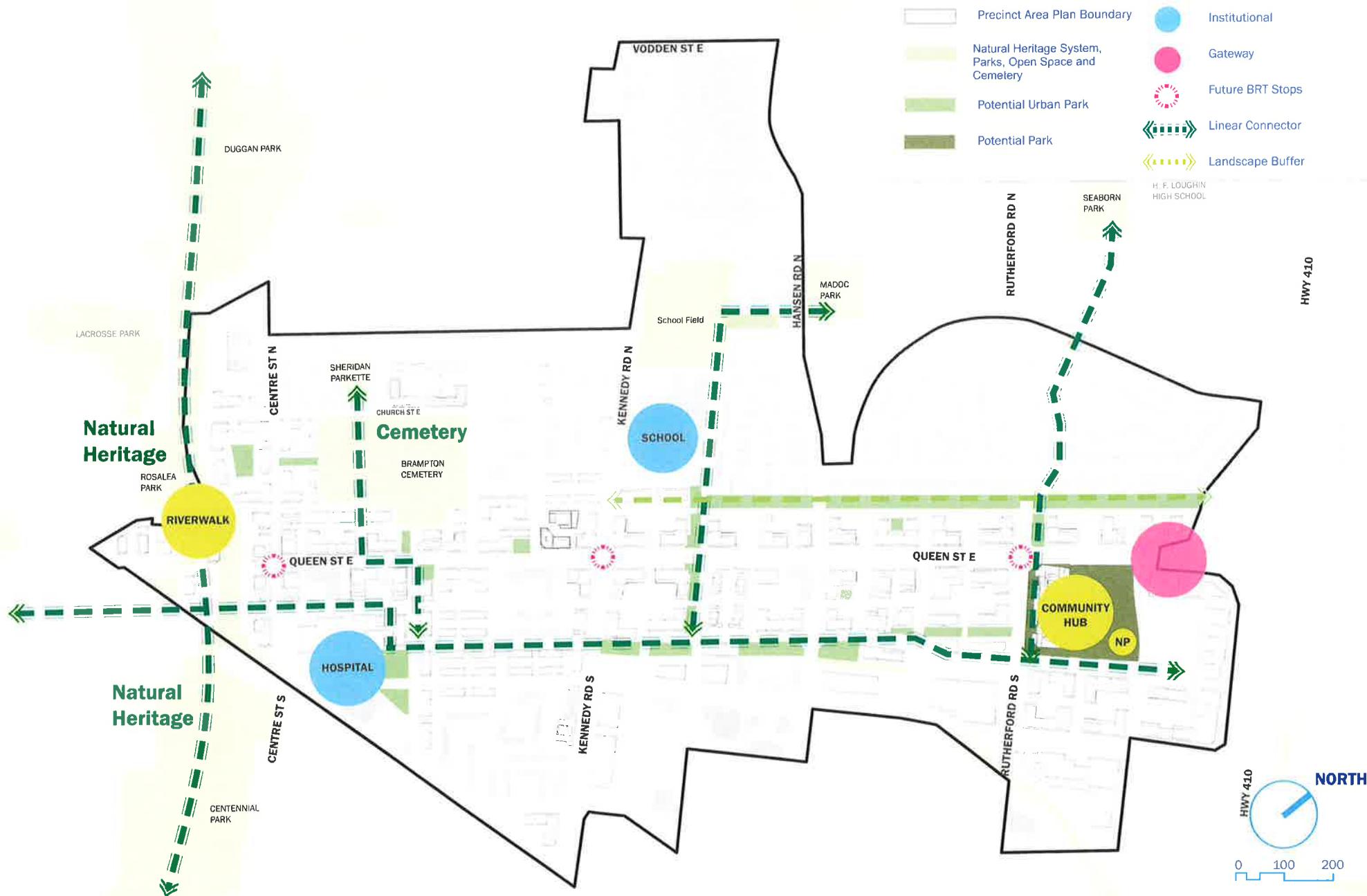


Fig. 5.1.2 Parks and Open Space Framework

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

## 5.2 Place making

Incorporating publicly and privately-owned accessibility 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 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.

Enhance way finding opportunities and thematically link to the character areas.



Fig 5.2.2 Public Art in the City

## Wayfinding

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.

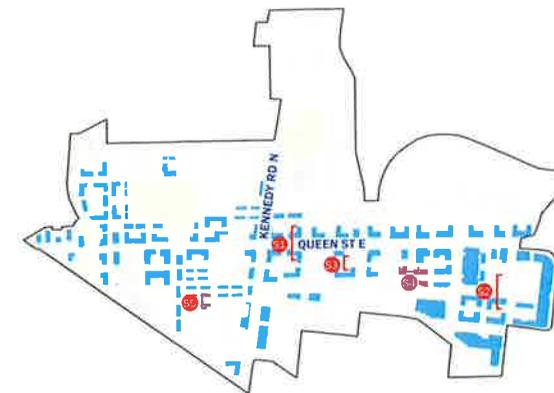
Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the public street network. Improving the street network of the Queen East Precinct is crucial to achieving transit-oriented and complete sustainable communities.

### New Public Streets

A network of new complete public streets will support mobility through out the Precinct for all users and will create new development frontages. Illustrative Figures 5.3.2 and 5.3.4 show cross sections for a 20.0m and 25.2m right-of-ways in the Precinct.' Alternative complete public street right-of-ways utilizing low-impact development standards can also be implemented

### Private Streets

Private streets are encouraged 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

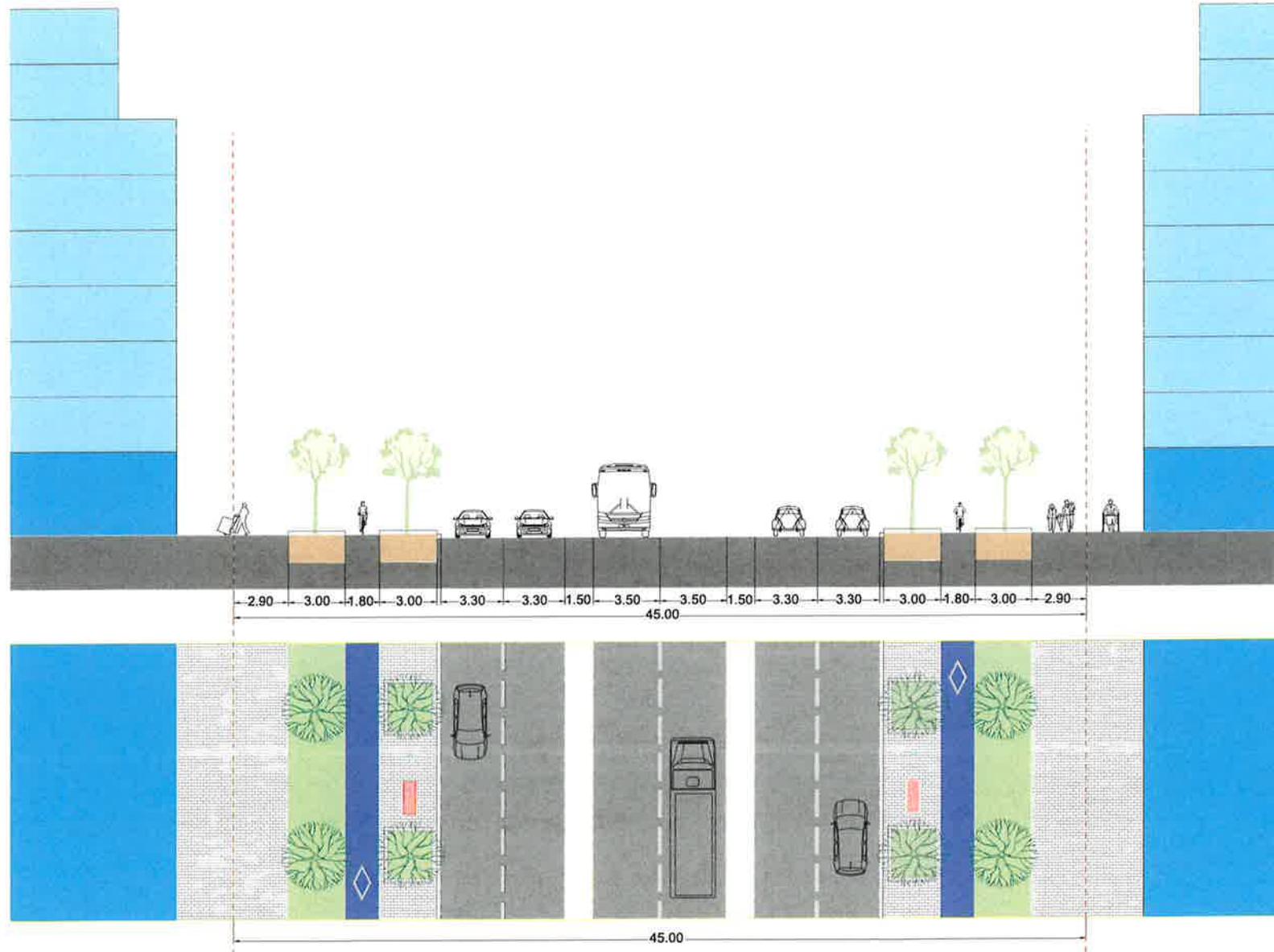


Fig 5.3.1 S1 - Higher Order Transit Street

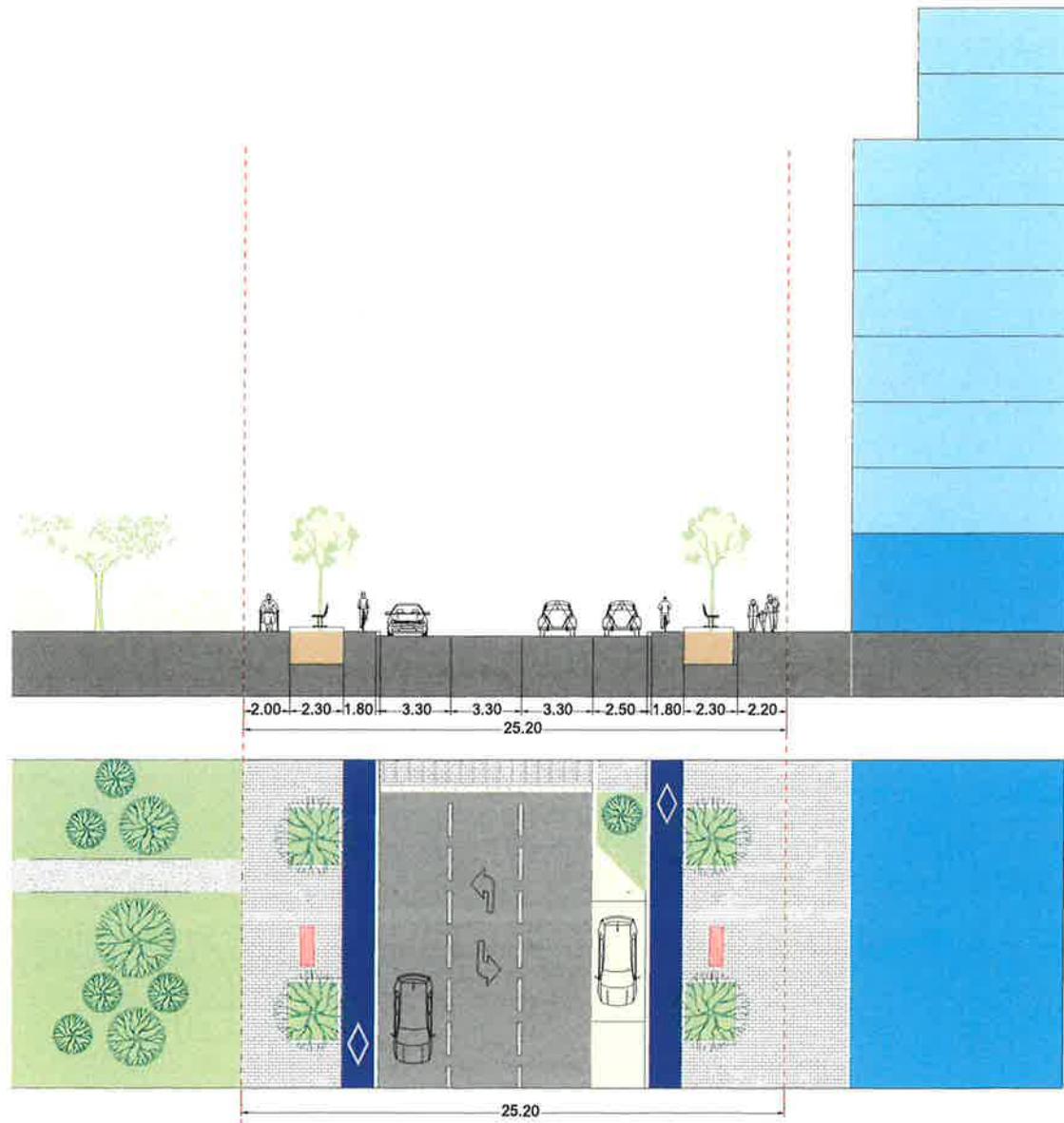


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

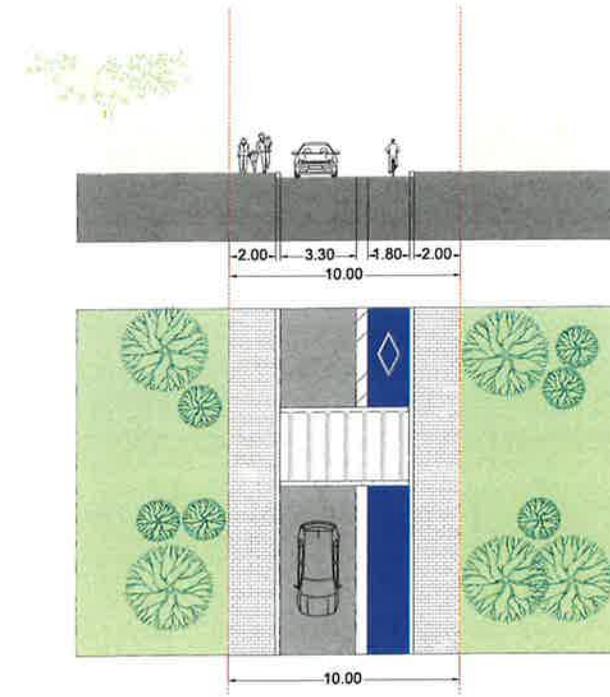


Fig 5.3.3 S3 - Mid-Block Connections

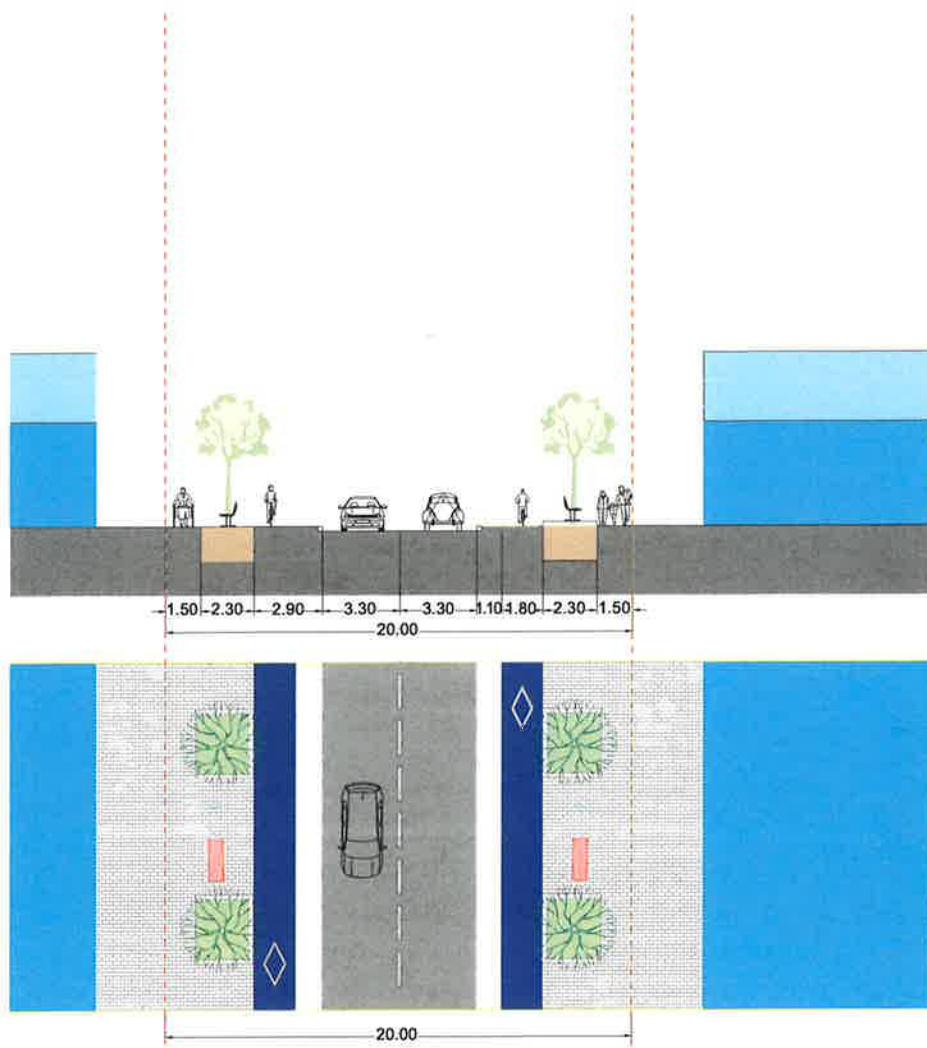


Fig 5.3.4 S4 - 20m R.O.W Boulevards

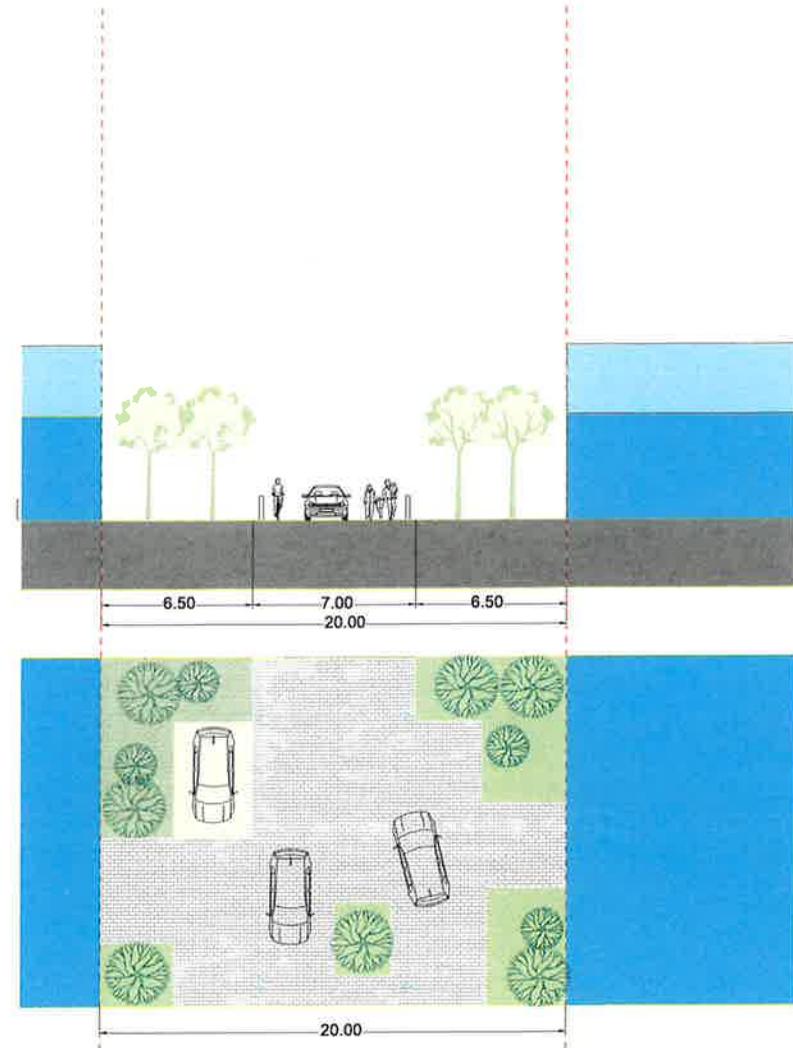


Fig 5.3.5 S5 - Woonerf (Living Street)

# 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 5.4.2) 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

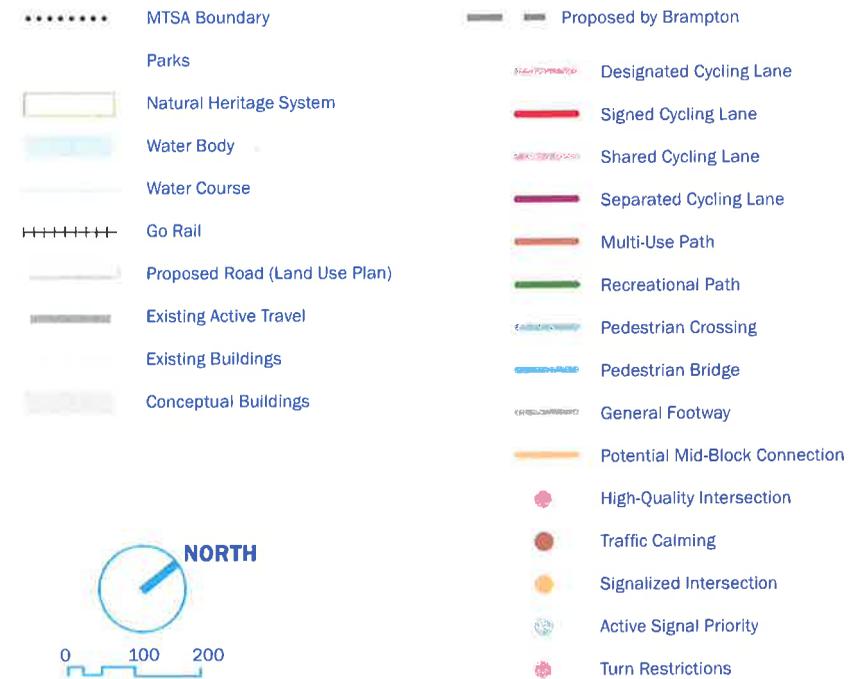


Fig 5.4.2 - Proposed Active Transportation Network (prepared by Arup)



# 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 5.5.2) Extensions of local bus services and new local bus routes may be required to support intensification.



Fig 5.5.1 Zum Bus Transit

- ..... MTSA 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

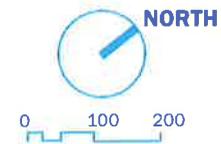




Fig. 5.5.2 Proposed Transit Network (Prepared by Arup)

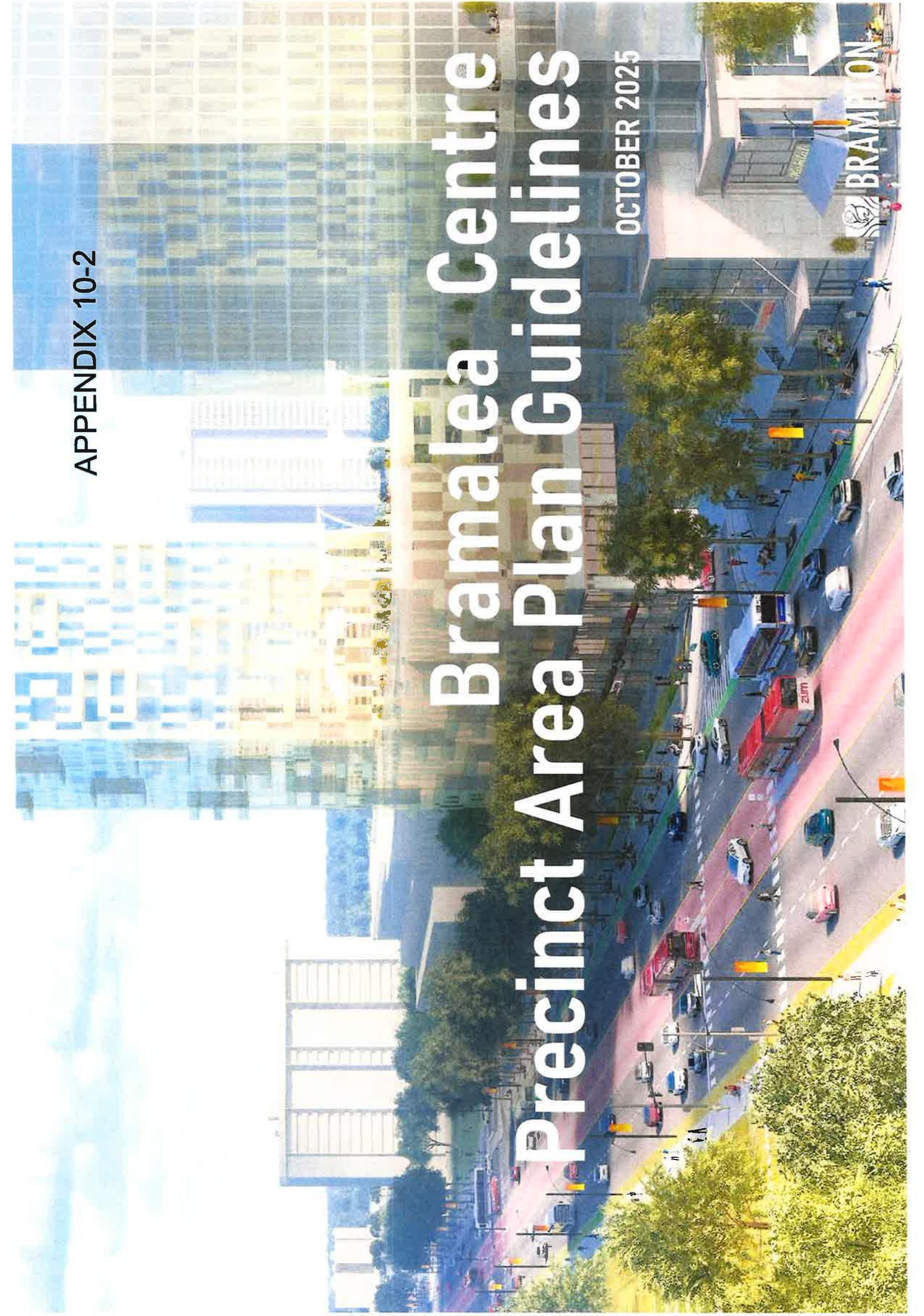


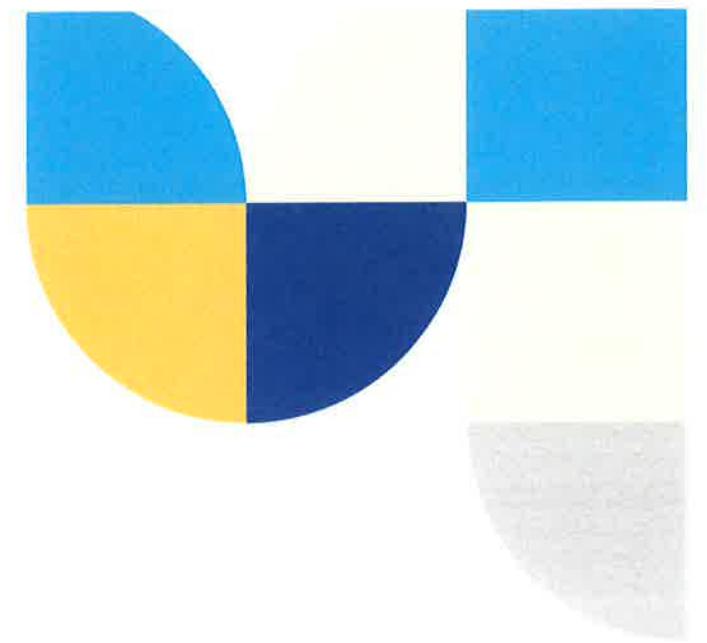
APPENDIX 10-2

# Bramalea Centre Precinct Area Plan Guidelines

OCTOBER 2025

BRAMPTON





## Disclaimer

**The images, illustrative renderings and potential development scenarios contained in the Bramalea Centre Precinct Area 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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# 5.0

## Public Realm and Mobility

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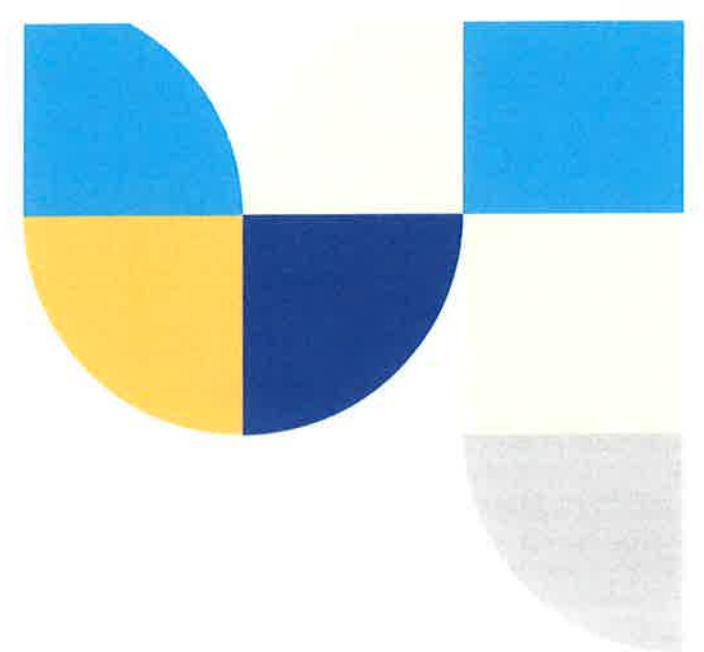
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# Introduction

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 MTSA's known as Laurelcrest, Dixie, Central Park, and Bramalea (Figure 1.2).

The aim of the Bramalea Centre Precinct is to rejuvenate one of Brampton's core urban areas into a dynamic regional hub. By integrating housing, institutional, recreational and retail spaces, the precinct is set to become a vibrant, interconnected community. This precinct emphasizes an importance on economic development by creating diverse opportunities for business innovation, while protecting existing businesses and employment districts. The Bramalea Centre is expected to foster economic resilience, boost regional growth, and evolve into a central place for living, working, and thriving in Brampton.

The Brampton Plan land uses applying to each MTSA are shown on Figure 1.2. Development and 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

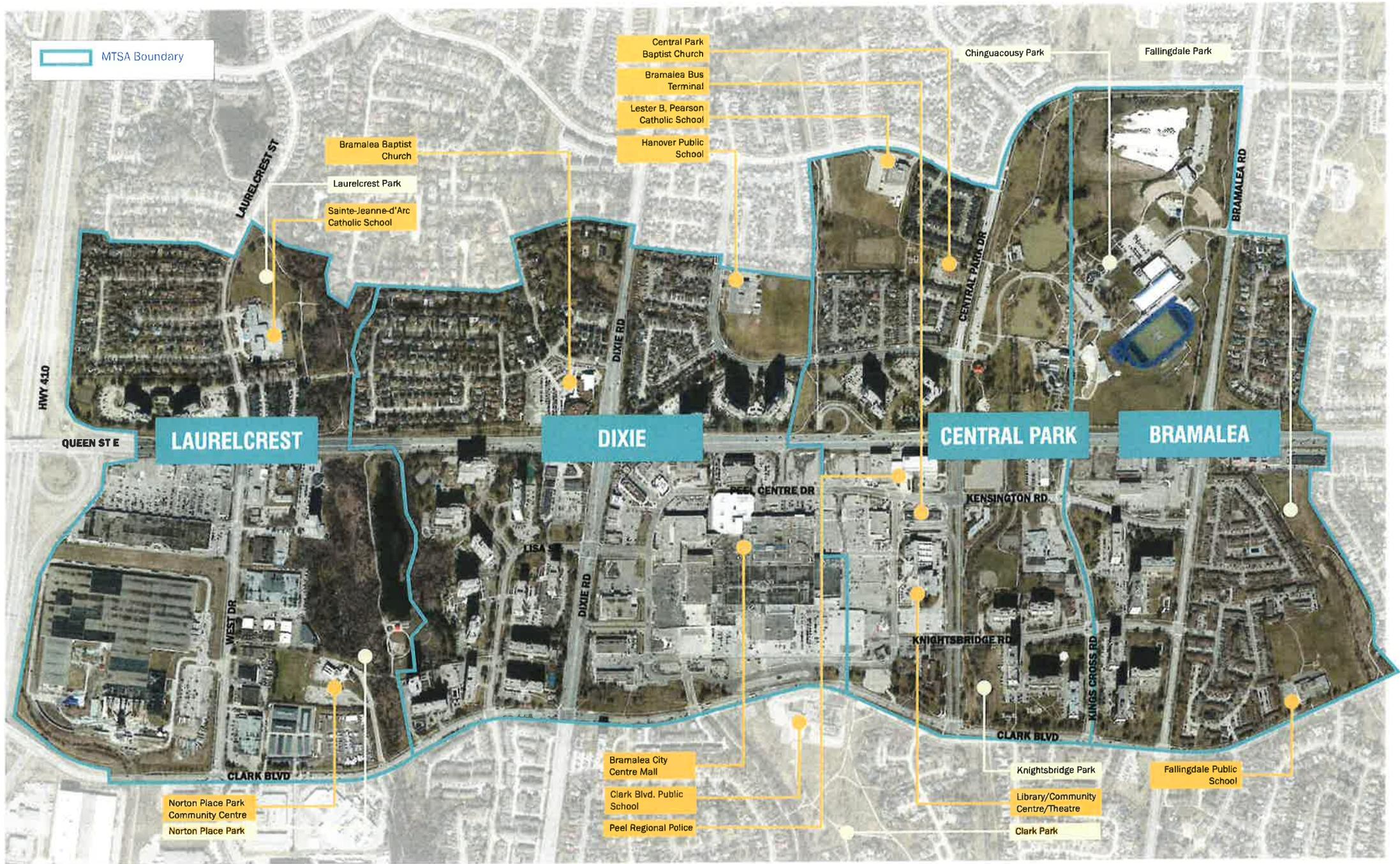


Fig 1.1 - Study Area and Context Map

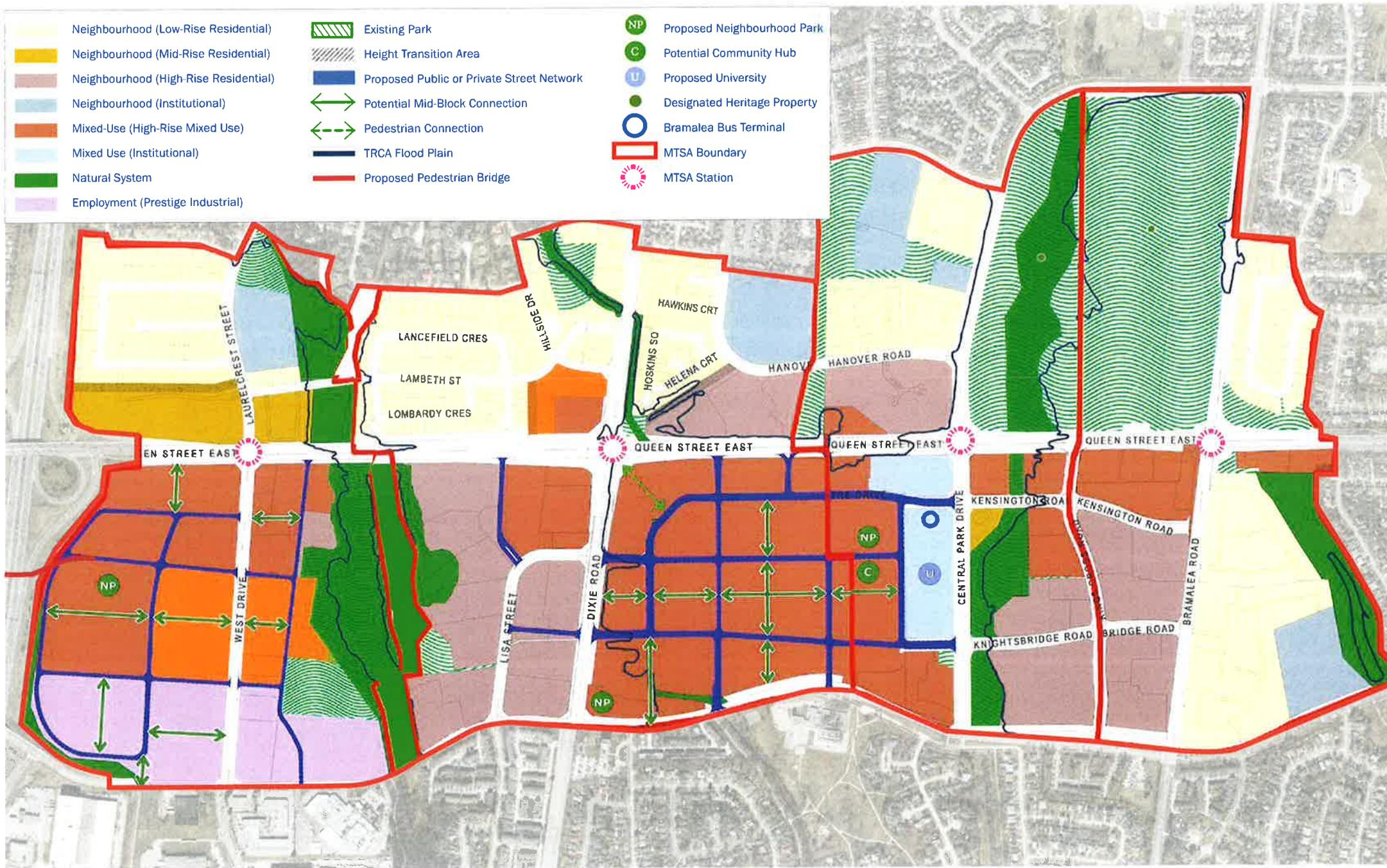


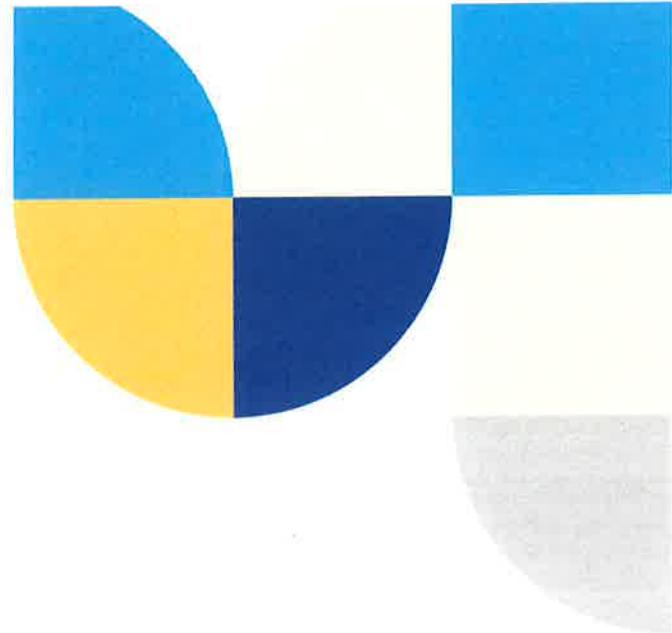
Fig. 1.2 Brampton Plan Major Transit Station Areas Land Use Plans (Schedules 13g - 13j)

Figure 1.2 is provided for reference purposes only. For official land uses, refer to Schedules 13g, 13h, 13i and 13j in Brampton Plan.



# MTSA Context

The Bramalea Centre Precinct includes the Bramalea City Centre, low to high-rise residential uses, and an abundant of parks and 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 contribute 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 4.1.2 illustrates the development potential for the Bramalea Centre Precinct.



*Fig 2.1.1 Established Apartments*



*Fig 2.1.2 Stable Low Rise*



Fig 2.1.3 Bramalea City Centre



Fig 2.1.4 Retail Plaza



Fig 2.1.5 Chinguacousy Park



Fig 2.1.6 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 are provided dividing the precinct into distinct neighbourhoods.

The existing lot area analysis for the Bramalea Centre precinct is shown on Figure 2.2.1. The main redevelopment within the Precinct will occur within development blocks that have an excess lot area of 5,000 square metres, where lot assembly may not be necessary.

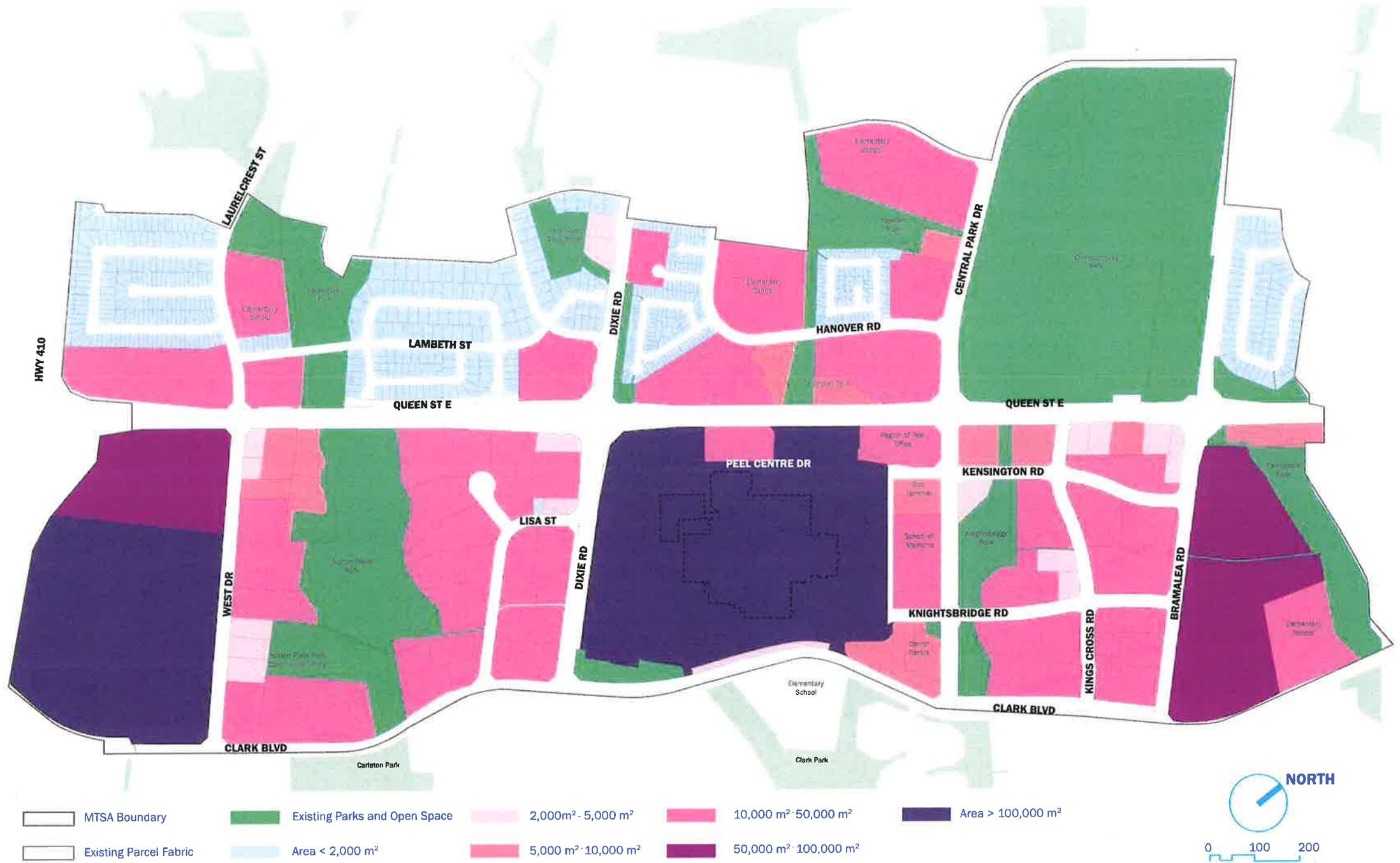
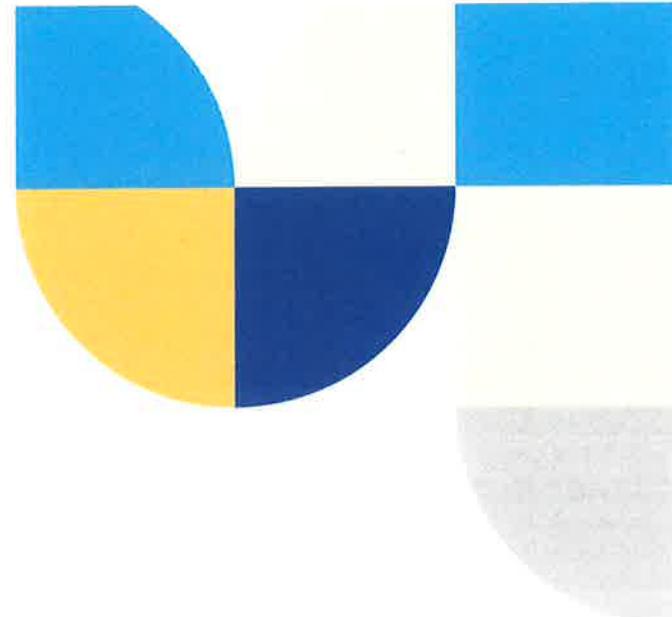


Fig. 2.2.1 - Existing Lot Area Analysis

# Precinct Area 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.



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

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. A retail "Main Street" 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, low-carbon and resilient complete communities that 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.



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

### 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 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.

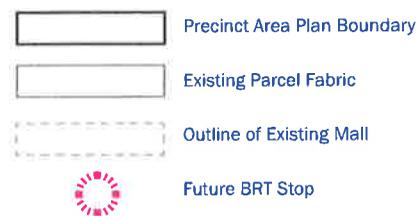
The *BUC Corridor* Sub-area is situated along the south side of Queen Street East

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 3.2.1 and the following page.



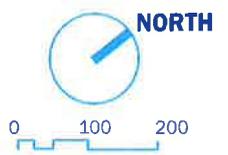
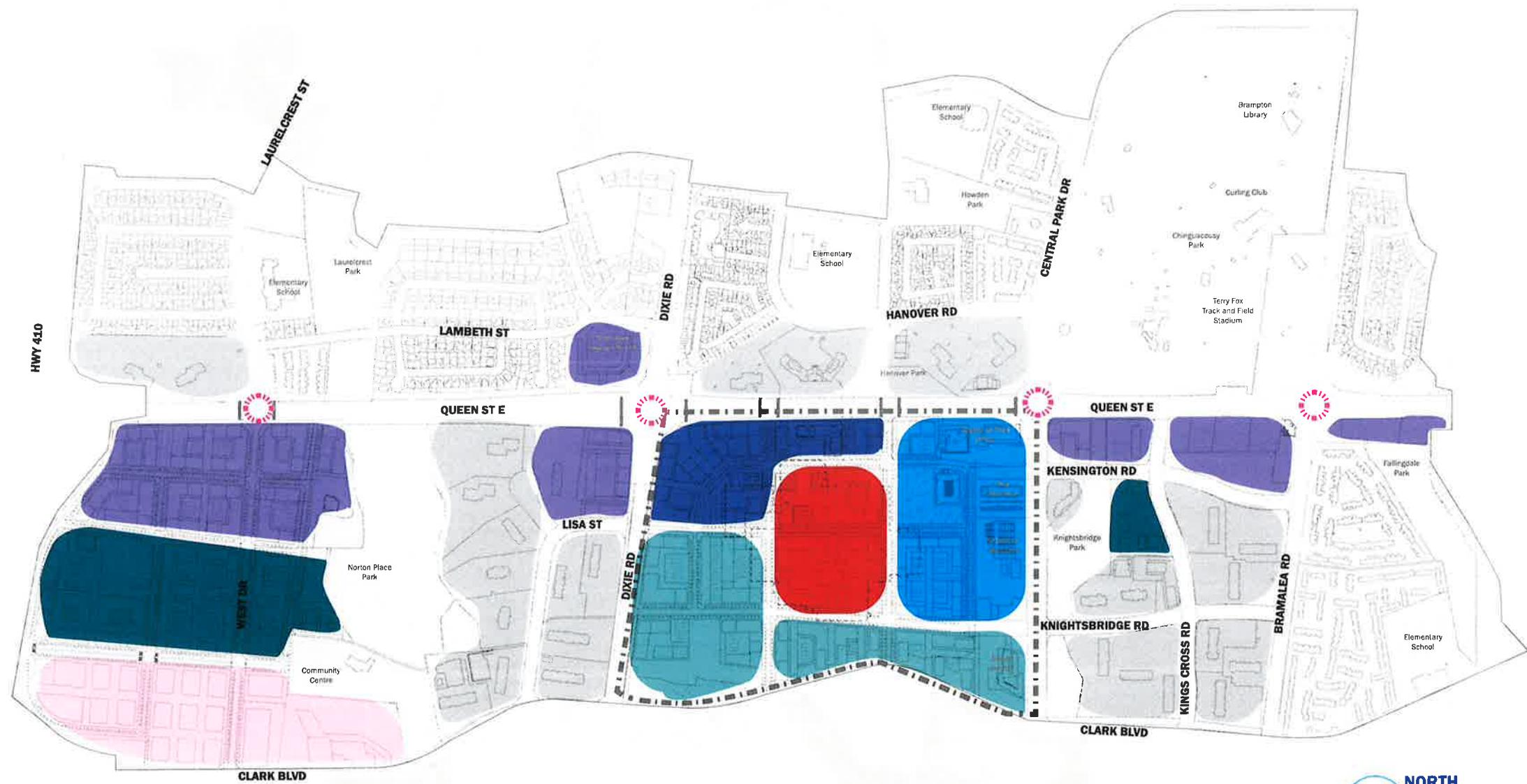


Fig. 3.2.1 Character Areas

# Character Areas

## Stable Neighbourhood

- Low-rise residential uses where significant change and intensification are not anticipated.
- Parks, open space, recreational and institutional uses providing amenities and support services to the entire 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.

# 3.3 Precinct Area Plan

This Precinct Area 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 and public services needed to create an environment that supports people, businesses and thriving communities

The Bramalea Centre Precinct Area Plan is shown on Figure 3.3.1.



- Precinct Area Plan Boundary
- Natural Heritage System, Parks and Open Space
- Planned Stormwater Infrastructure
- Potential Park
- Future BRT Stop
- Future BRT Line
- Outline of Existing Mall
- Proposed Linear Connectors
- Community Facility
- Potential Community Hub
- Gateways
- Existing / Planned Active Transportation
- Potential Mid-Block Connection
  
- Bramalea Urban Centre (BUC)
  - BUC- Corridor
  - BUC- Residential
  - BUC- Retail Hub
  - BUC- Knowledge Hub
- Queen Transit Corridor
- Bramalea South
- Clark Employment District
- Stable Neighbourhood
- Established Apartment Neighbourhood

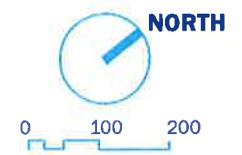
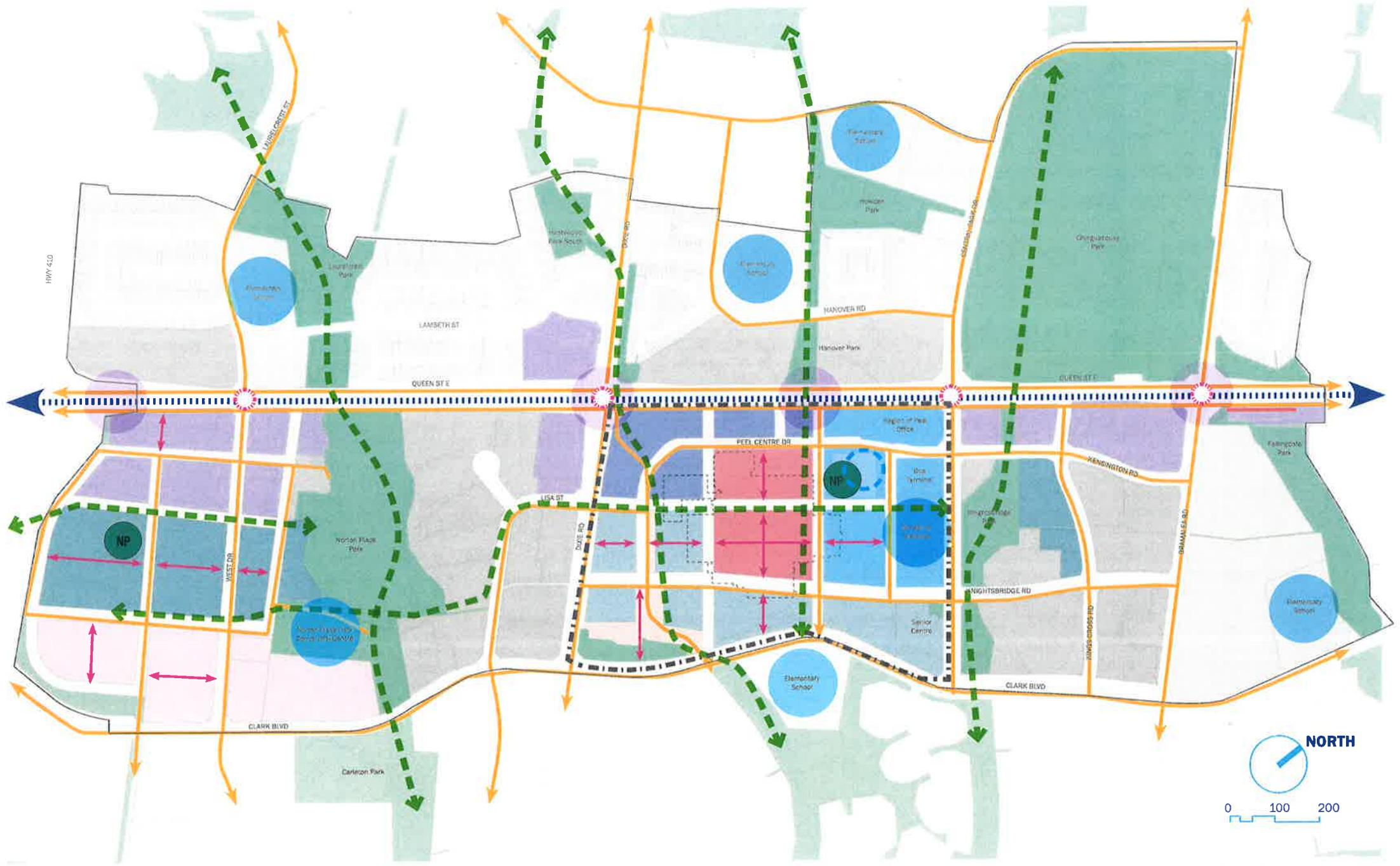
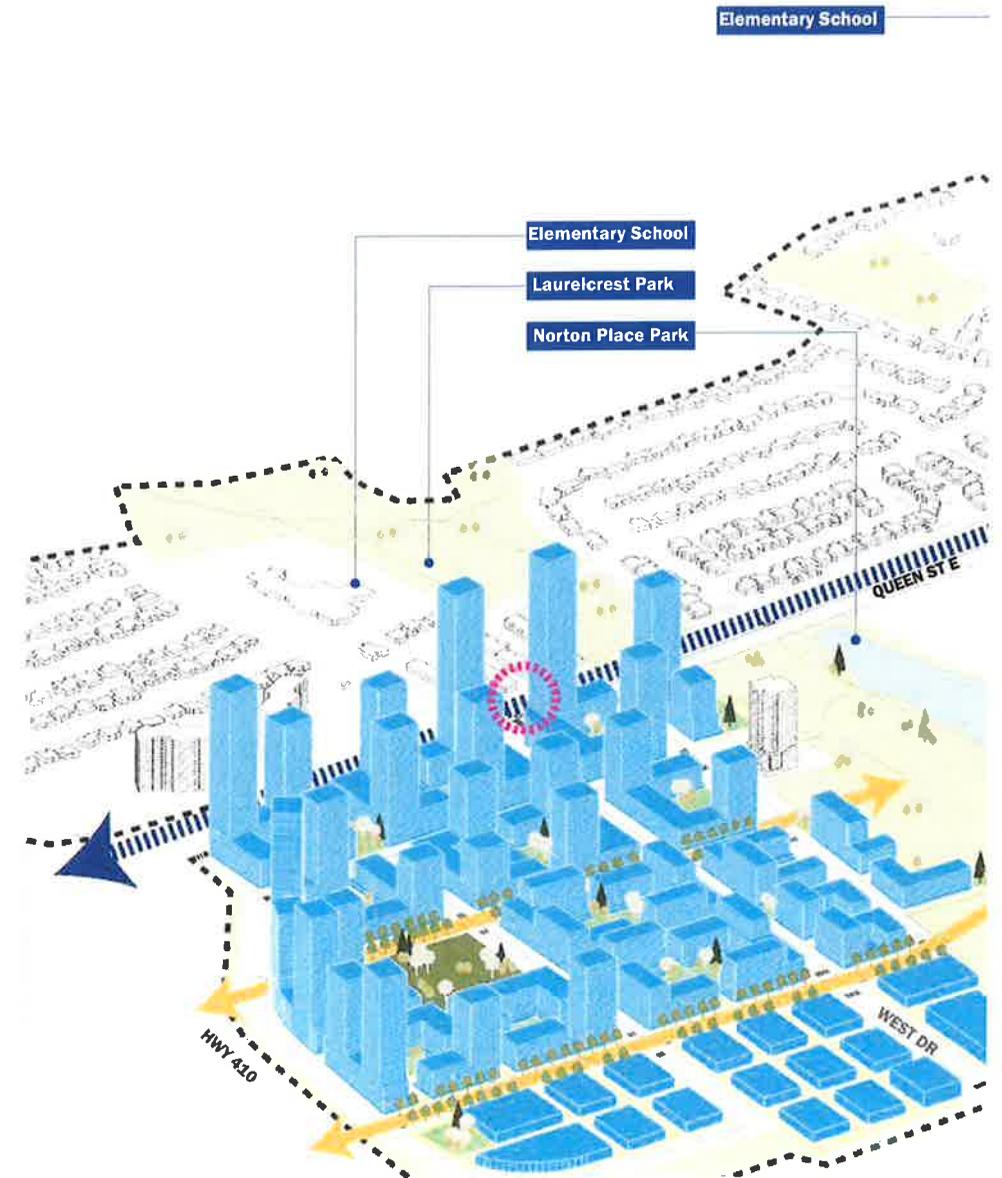


Fig 3.3.1 Precinct Plan

# 3.4 Aerial Views

The perspective aerial view in Figure 3.4.1 and street views shown in Section 3.5 demonstrate a potential massing outcome applying the five key development principles outlined in Section 3.0.

-  Precinct Area Plan Boundary
-  Existing Parcel Fabric
-  Natural Heritage System, Parks and Open Space
-  Potential Neighbourhood Park
-  Potential Urban Park
-  Proposed Linear Connector
-  Approved Applications
-  Full Redevelopment Block
-  Potential Buildings
-  Future BRT Line
-  New Main Street
-  Future BRT Stop



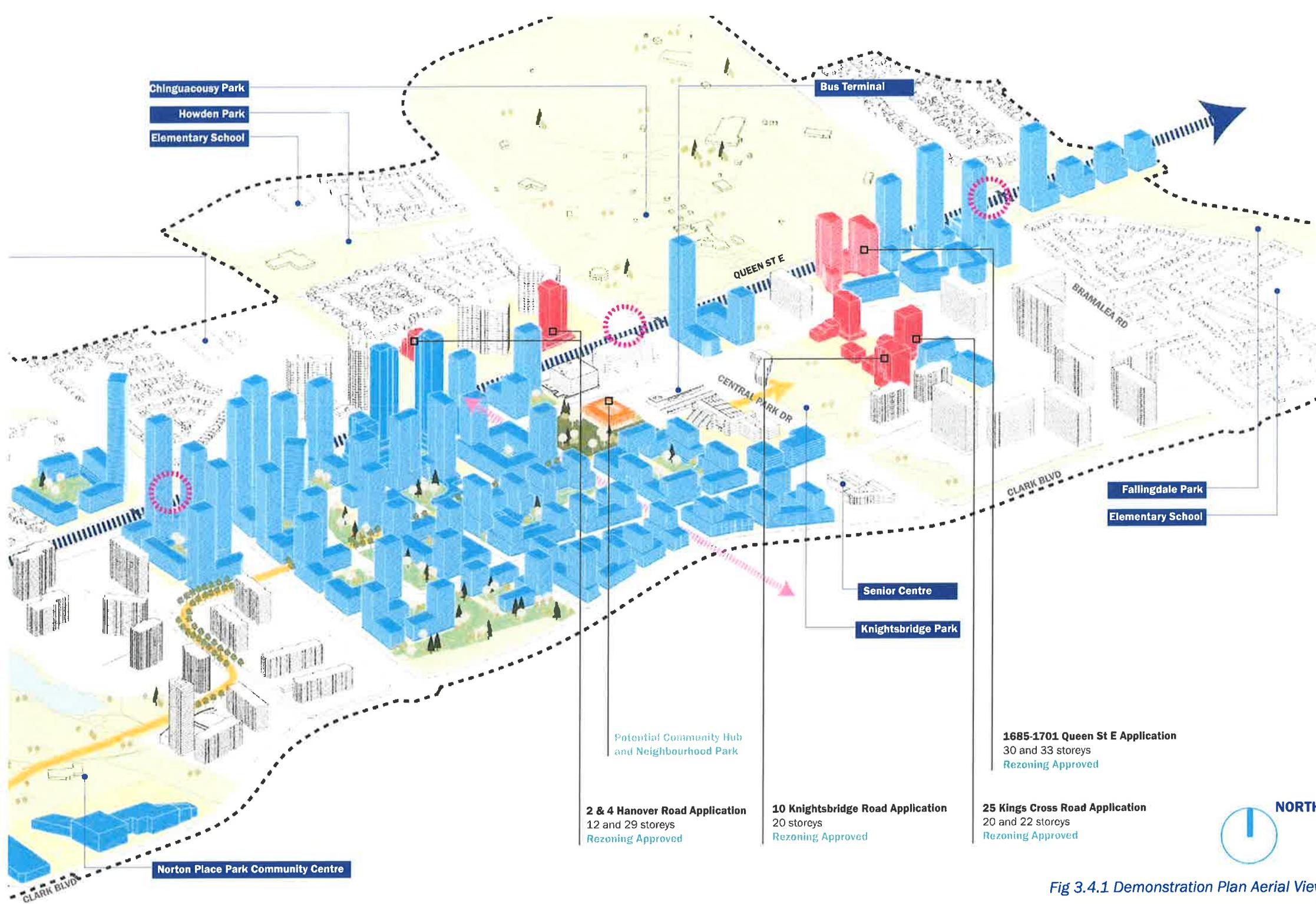


Fig 3.4.1 Demonstration Plan Aerial View

# 3.5 Street Views



Fig 3.5.1 V1 - Queen St Aerial



Fig 3.5.2 V2 - Public Realm and Proposed Park

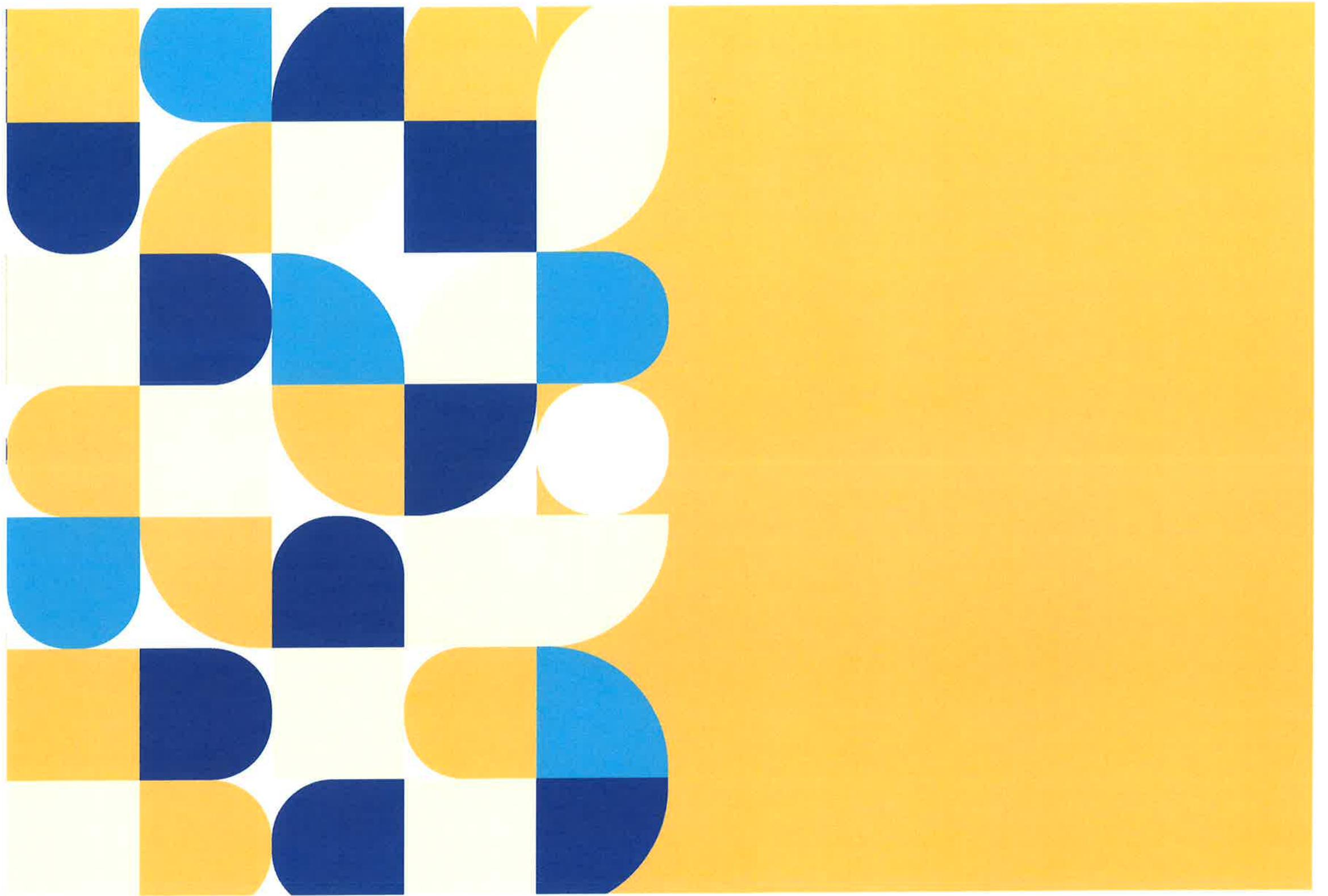


Fig 3.5.3 V3 - Central Park Drive



Fig. 3.5.4 V4 - Vibrant and Active Streets

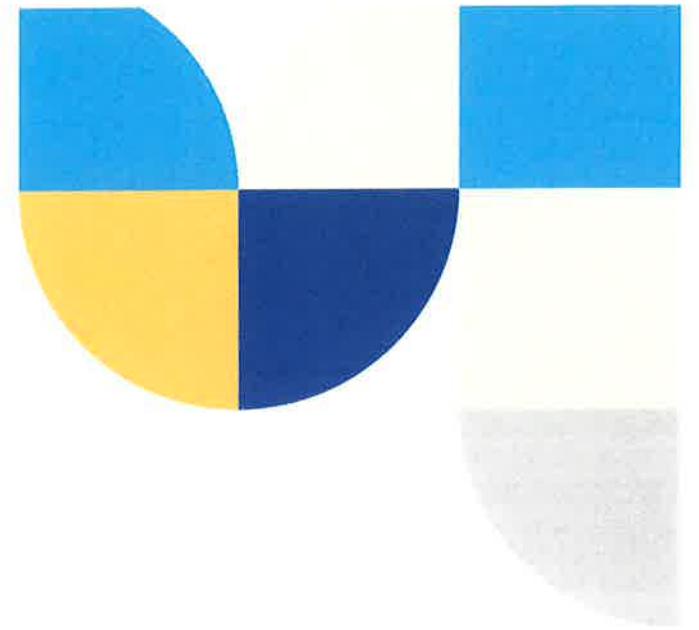




# Built Form Principles

This section focuses on illustrating typical block and lot typologies within the Bramalea Centre Precinct Area 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

The proposed street network as shown on Figure 4.1.1 is intended 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 as shown on Figure 4.1.2 to improve connectivity for all transportation modes. The 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.



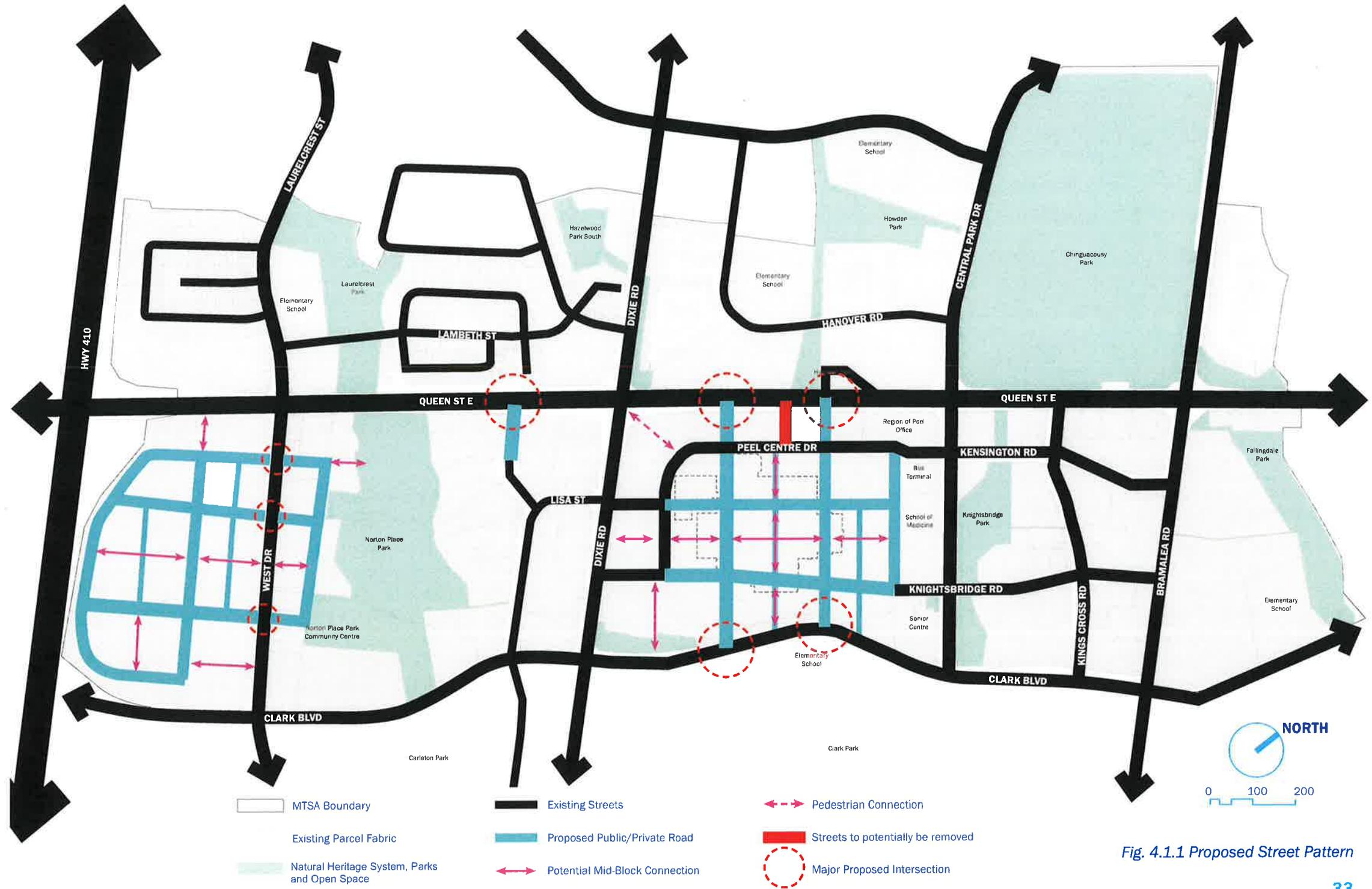


Fig. 4.1.1 Proposed Street Pattern

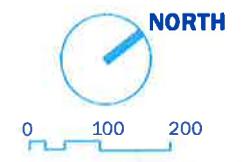
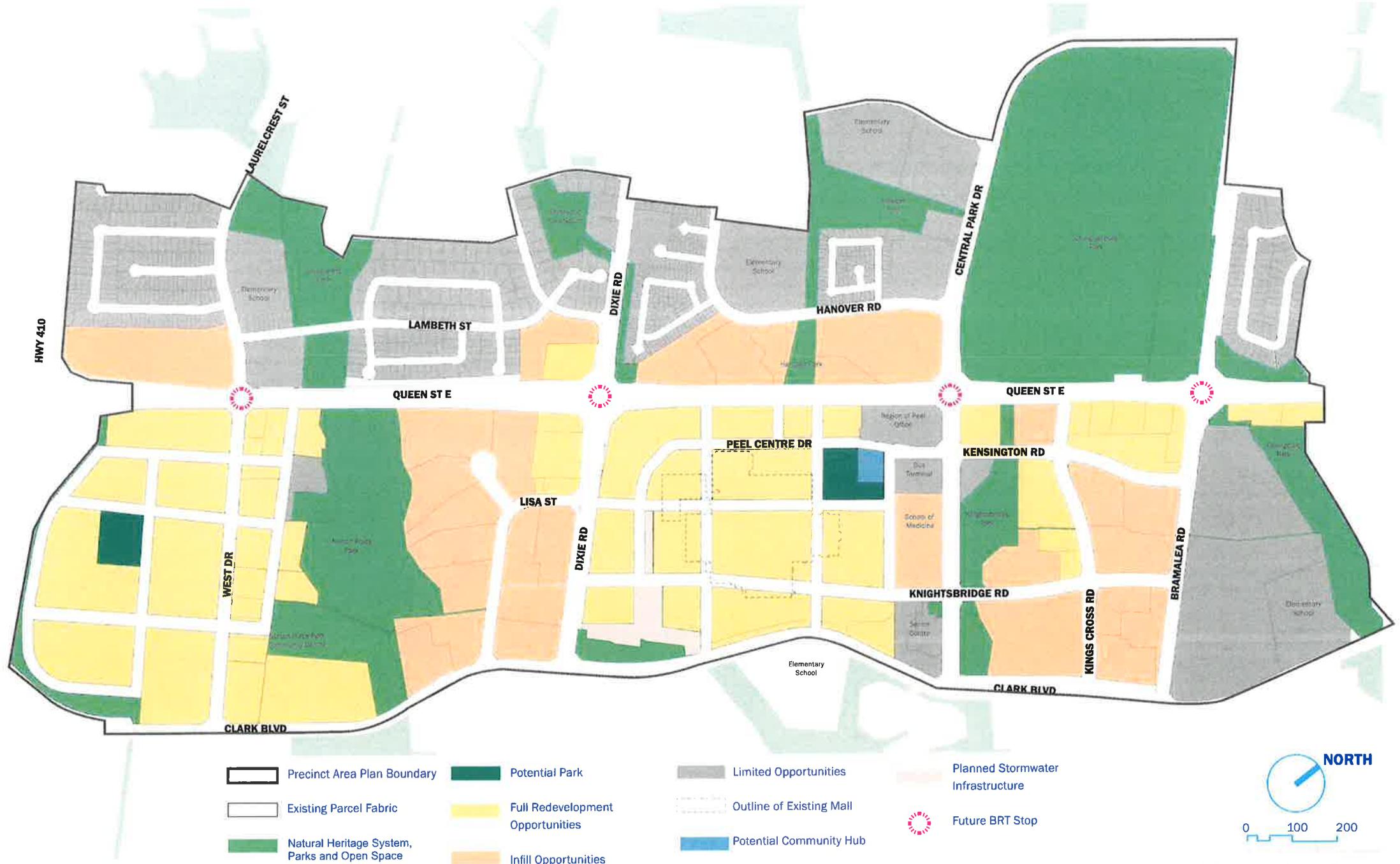


Fig. 4.1.2 Proposed Block Pattern

## 4.2 Potential Redevelopment Configuration

The typical block configurations in Figures 4.2.1 and 4.2.3 illustrate how the built form of the Character Areas might evolve based on the Secondary Plan policies and transit-oriented design principles. The block configurations demonstrate a potential built-out scenario (maximum gross floor area) based on the height and density distributions proposed for these specific blocks.

For the scenario in Figure 4.2.1, based on a maximum height of 25 storeys and a maximum FSI of 6.0, the maximum gross floor area for this block would be 105,240 m<sup>2</sup>. For the scenario in Figure 4.2.4, based on a maximum height of 30 storeys and a maximum FSI of 6.0, the maximum gross floor area would be 76,122 m<sup>2</sup>.

The block configurations provide minimum lot area, open space requirements, building setbacks and 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:

- a. create a transition in height that complies with design guidelines set out in City-wide Urban Design Guidelines;

- b. maintain minimum separation distances between buildings that complies with design guidelines set out in City-wide Urban Design Guidelines;
- c. add visual interest by varying the massing and heights of buildings; and
- d. 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, as appropriate.

## Design Parameters

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

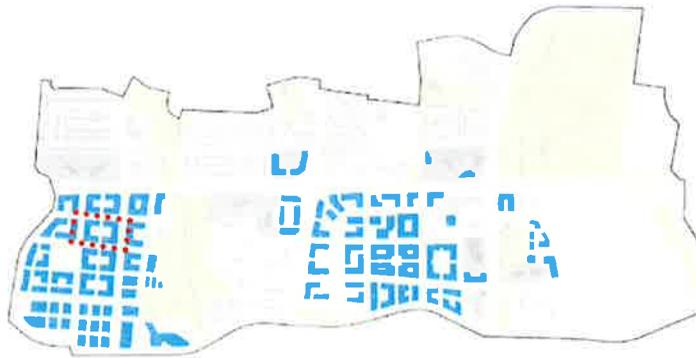
FSI: 6

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

Building Coverage: 62%

Podium Height: 4-6 storeys

Max. Building Height: 25 storeys



Key Map

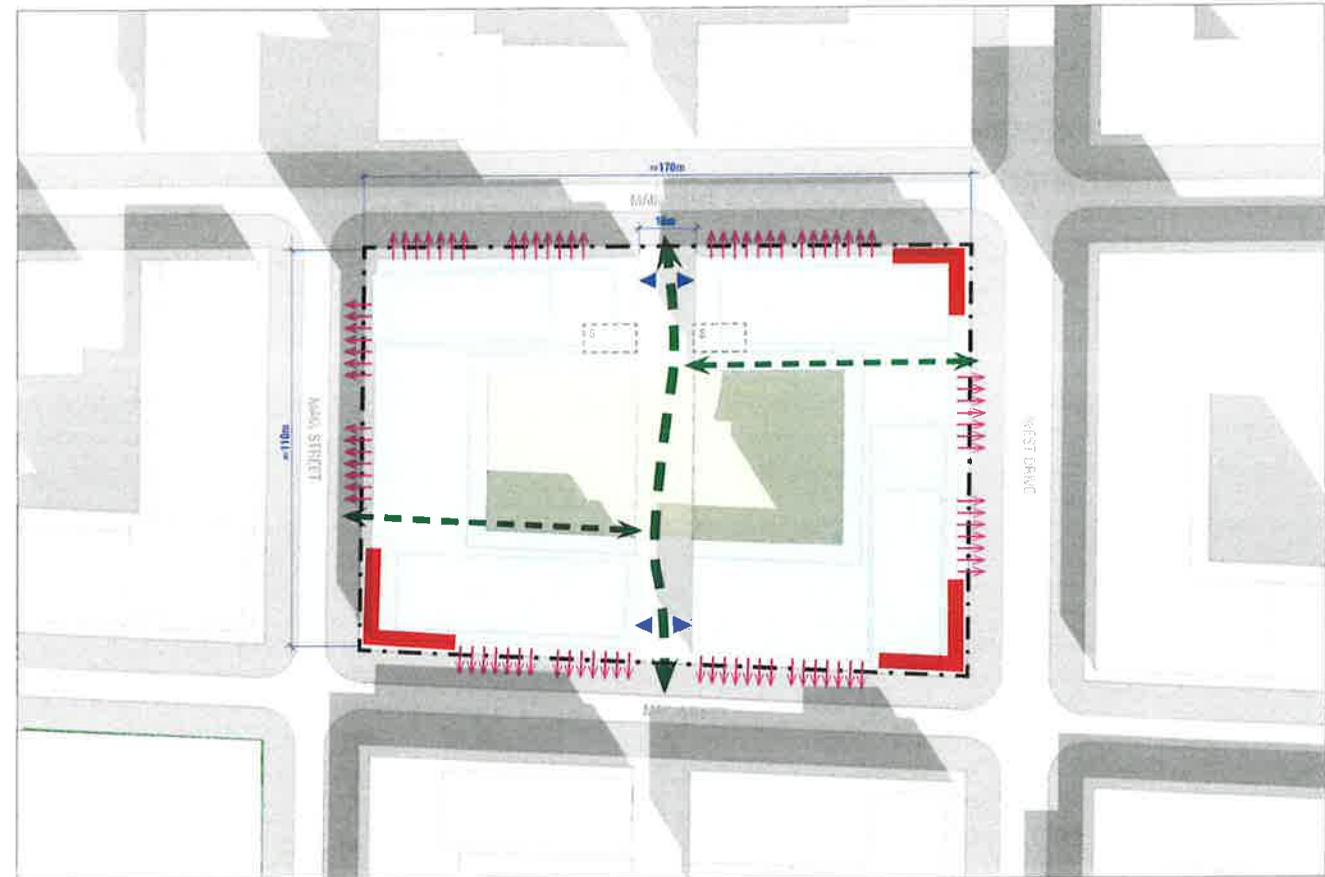


Fig 4.2.1 Block Density Distribution Plan

**Active Frontage**

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

**Connected Open Spaces**

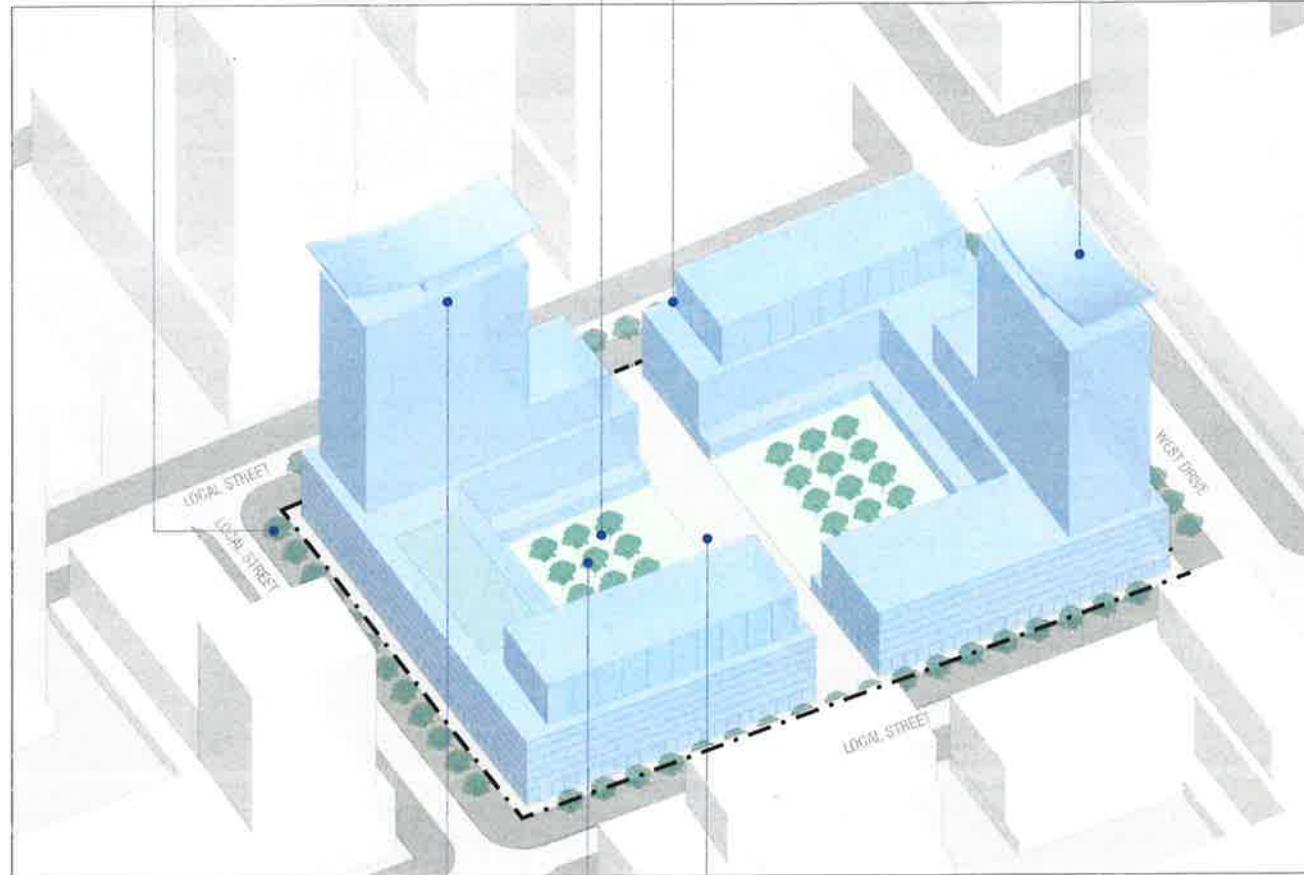
Create a connected open space system that supports active transportation including parks, urban parks and open space mid-block connections.

**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 m<sup>2</sup> (approx. 108m x 117m)

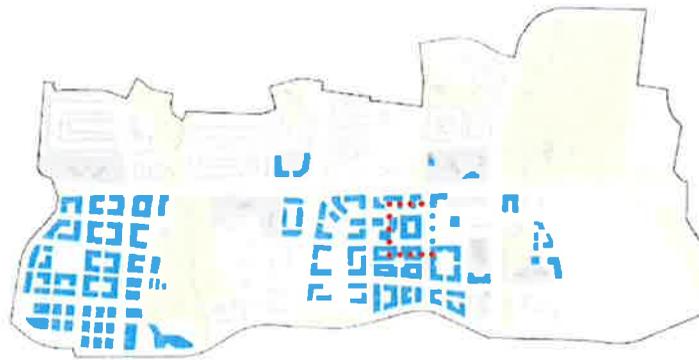
FSI: 6

Max. GFA: 76,122 m<sup>2</sup>

Building Coverage: 58%

Podium Height: 6-8 storeys

Max. Building Height: 30 storeys



Key Map

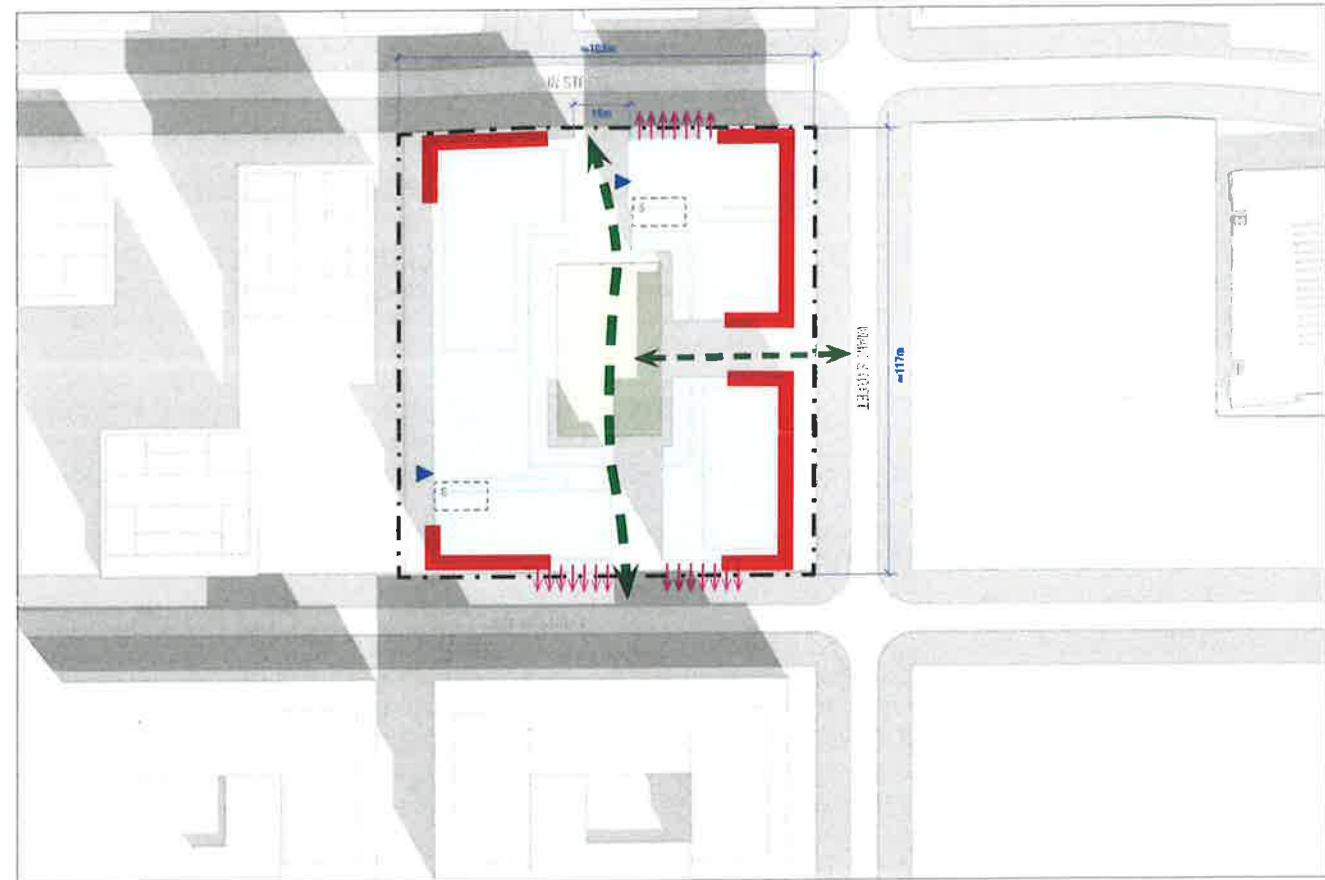


Fig 4.2.3 Block Density Distribution Plan

**Mechanical Servicing**

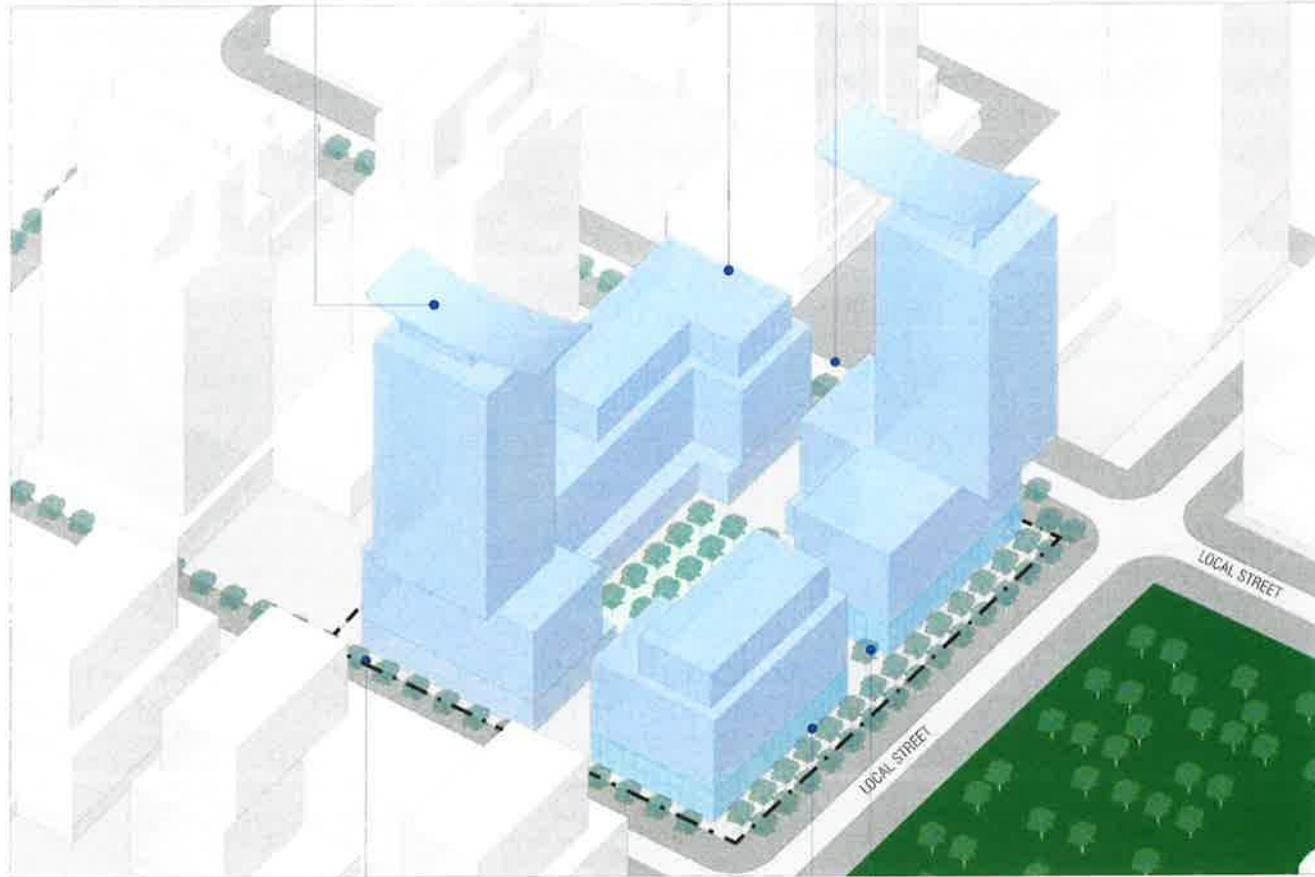
Tower tops and mechanical penthouses should be integrated as part of the building architectural design and provide for an engaging skyline

**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 4.2.4 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 Brampton Plan and Brampton's Urban Design Guidelines.



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. Subject to the specific criteria in the Secondary Plan, the appropriate height and density will be determined through the development approval process. All developments within the UHD designation will be mixed-use.
- b. All properties shown as UH on Figure 4.4.2 shall be mixed-use.



*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, North America

## 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 Employment Area, North America

## 4.4 Building Heights and Densities

- a. The distribution and hierarchy of heights and densities as shown on Figures 4.4.1 and 4.4.2 are 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. 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.
- d. Provide a variety of heights to achieve an attractive streetscape and suitable integration with surrounding uses.
- e. Building heights to create human-scaled corridors for the enjoyment of the public realm.
- f. 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.
- g. The distribution of height and density within a MTSA is illustrated on Figure 4.4.1 and 4.4.2.

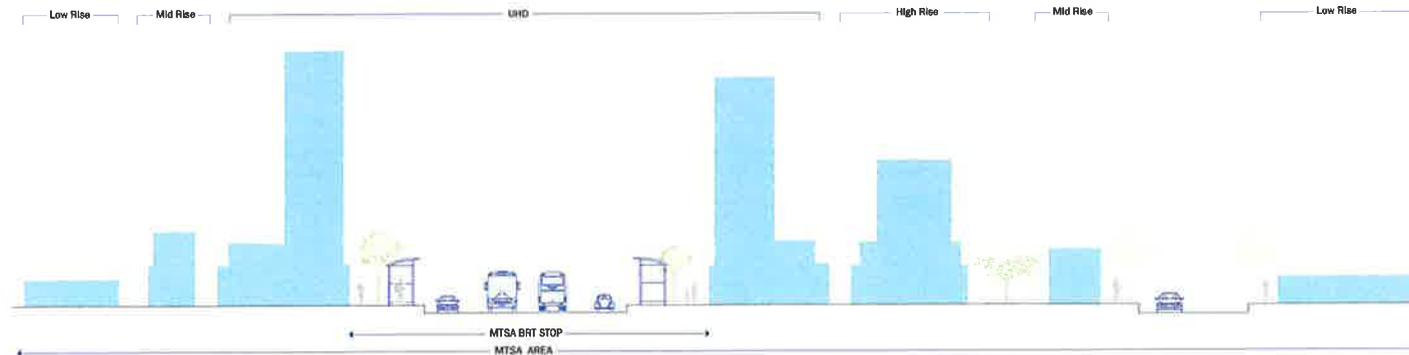


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

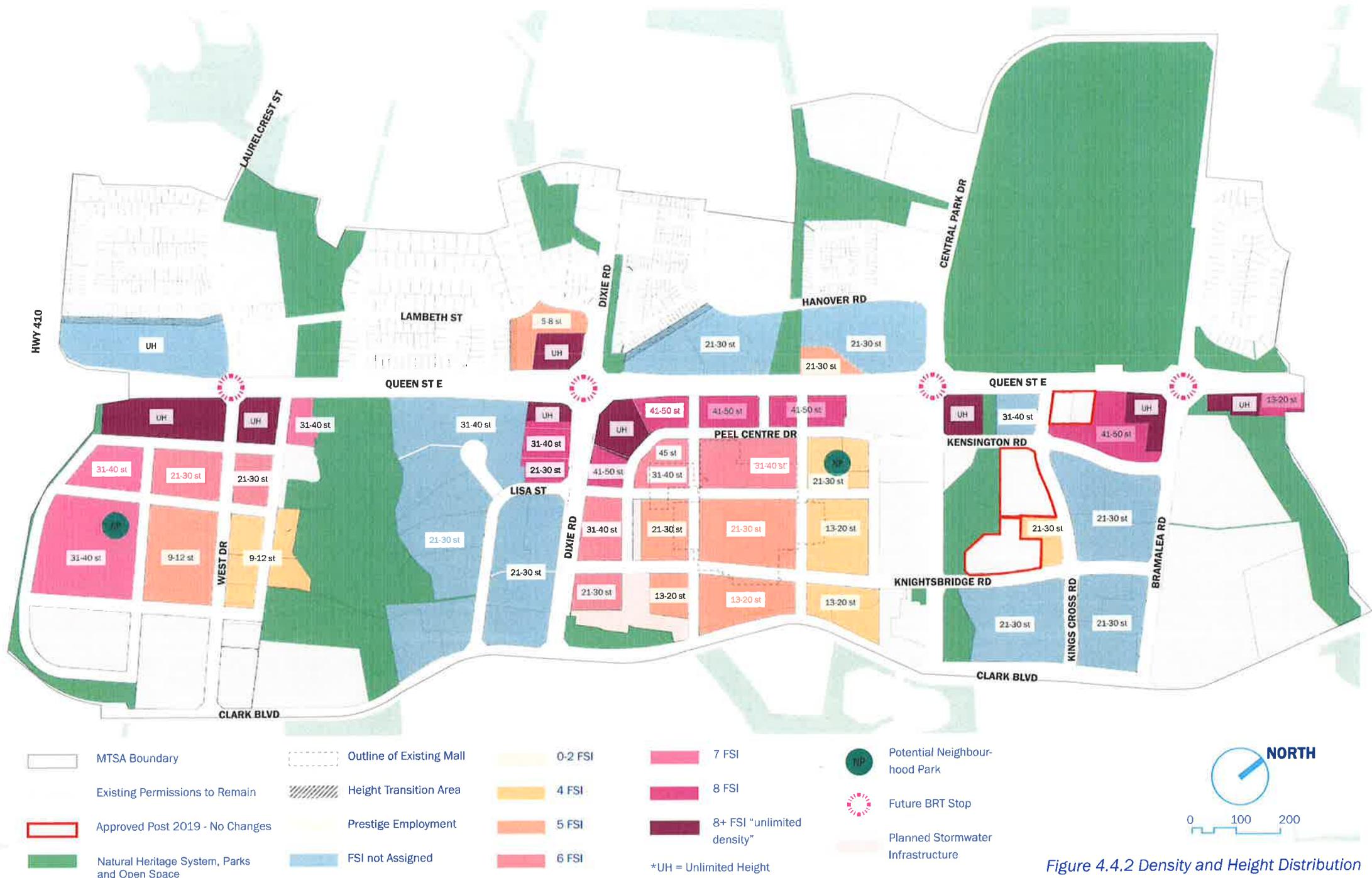


Figure 4.4.2 Density and Height Distribution

## 4.5 Site Organisation



Fig 4.5.1 Brampton Soccer Centre Entrance



Fig 4.5.2 Building Entrance



Fig 4.5.3 4090 Living Arts Drive showcasing drive way entrance between podium



Fig 4.5.4 Pick Up Drop-off Point, Erinokkids Centre

### Building/Unit Entrances

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

### Vehicular Access and Servicing

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

## Parking

- a. 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.
- b. 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 4.5.5 Street Side Parking Lay-by, Brampton*



*Fig 4.5.6 Aboveground Parking Garage, Bramalea City Centre*

## Street Walls

Facades of buildings fronting onto a street help to form the street wall. Incorporating active uses at the ground level, integrating colours or patterns, or using windows to improve views into the building will help activate the street wall, create visual interaction and provide a 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 4.5.7 Shoppers World Street View*



*Fig 4.5.8 V5 - Queen Street*

## 4.6 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 City's Sustainable New Communities Program, 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
- Energy Conservation and GHG Reduction
- Culture, Community, and Ecological Conservation
- Sustainable Water

In response to our changing climate, development proposals should also consider principles guiding block organization, such as sunlight exposure, 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. The Bramalea Centre Precinct has been identified as a potential district energy area in Brampton Plan. Buildings are encouraged to be designed as district energy ready.

**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.

**Alternative Green Energy**

Alternative Green energy solutions for new developments such as district energy.

**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.

**Building Design**

Use of sensible and high quality building design, materials and systems will reduce energy use and GHG emissions, as well as provide thermal comfort for building occupants.

**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.

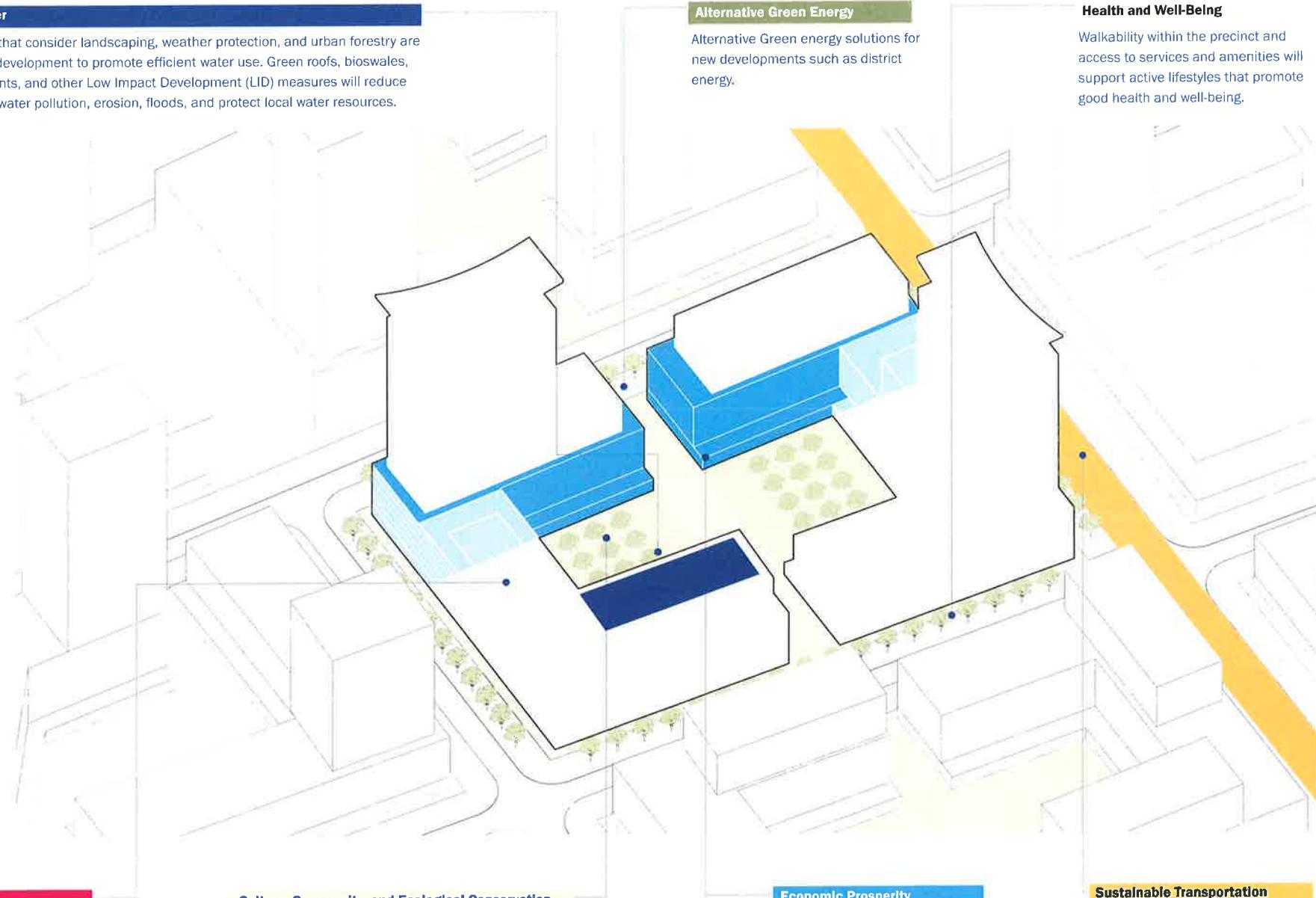
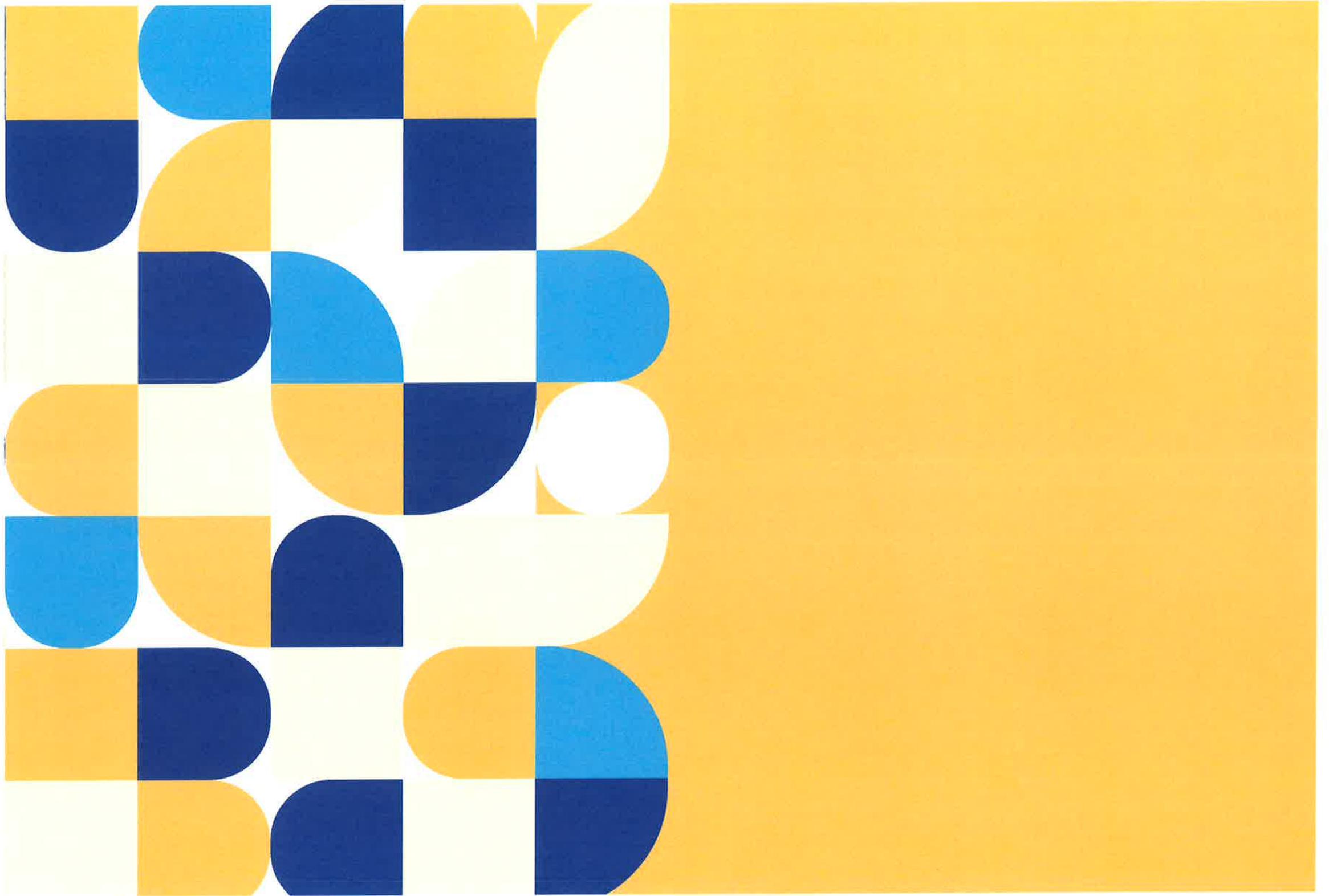


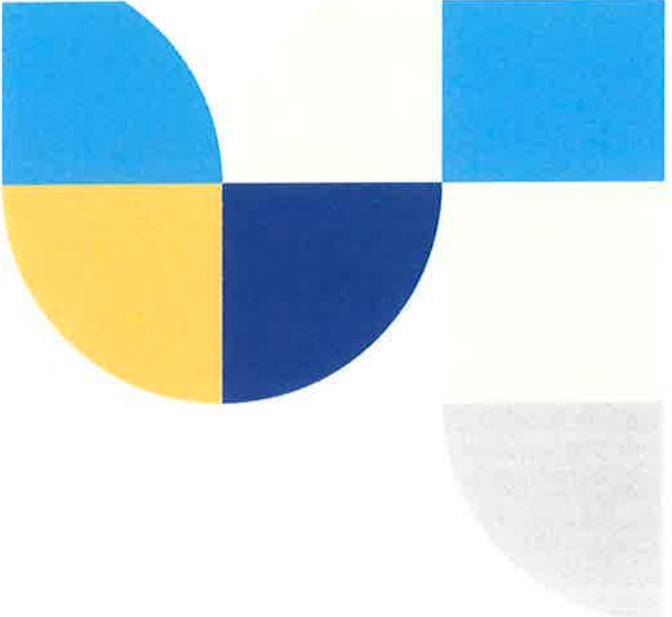
Fig 4.6.1 Sustainability Objectives



# 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 Parks and 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).



*Fig 5.1.1 Norton Place Park*

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 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 Area Plan's public realm.

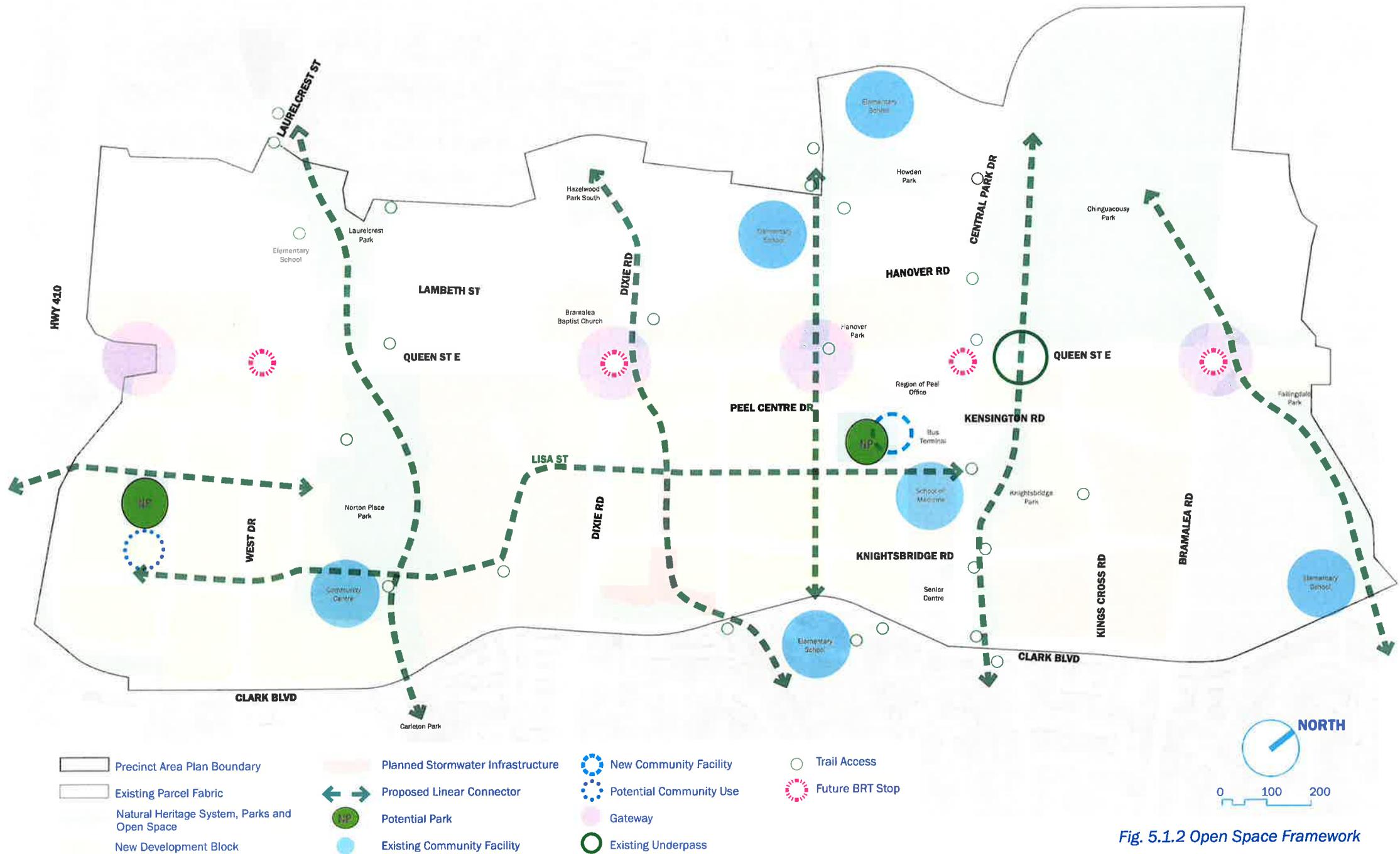


Fig. 5.1.2 Open Space Framework

## 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.

### Landscape Buffers

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



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



*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.

## 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.

## 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 5.2.3 Young Canada Statue: Ken Whillans Square, Brampton



Fig 5.2.4 Franceschini Drive Bridge



Fig 5.2.5 Brampton Gateway Terminal



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.



Key Map

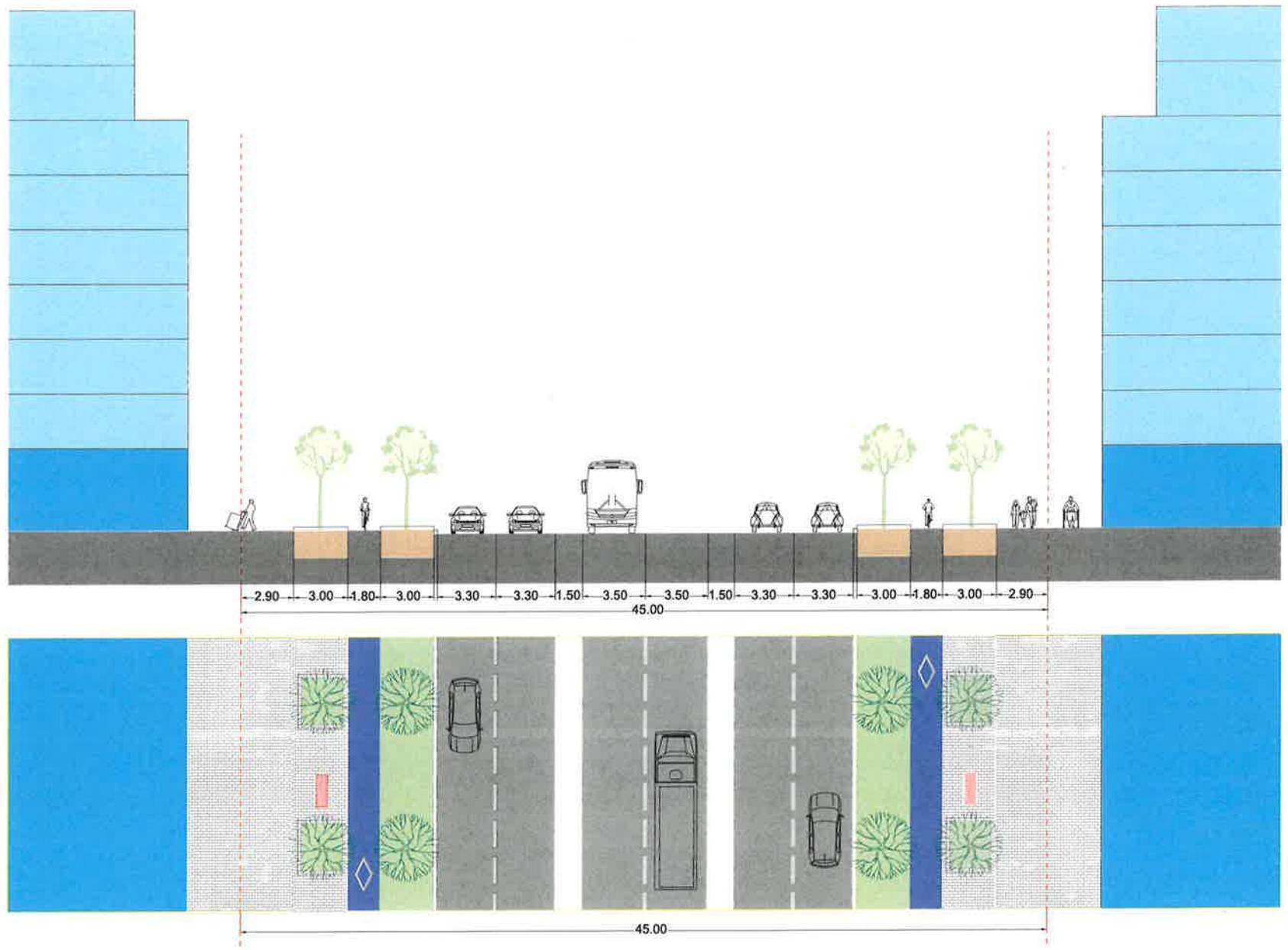


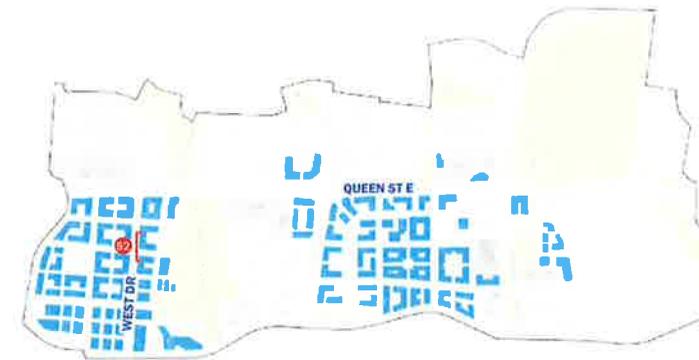
Fig 5.3.1 S1 - Higher Order Transit Street

### New Public Streets

A network of new complete public streets will support mobility through out the Precinct for all users and will create new development frontages. Figure 5.3.2 shows a complete street within a 25.2m right-of-way. Alternative public street right-of-ways utilizing low-impact development standards and complete street elements can also be implemented

### Private Streets

Private streets are encouraged 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*

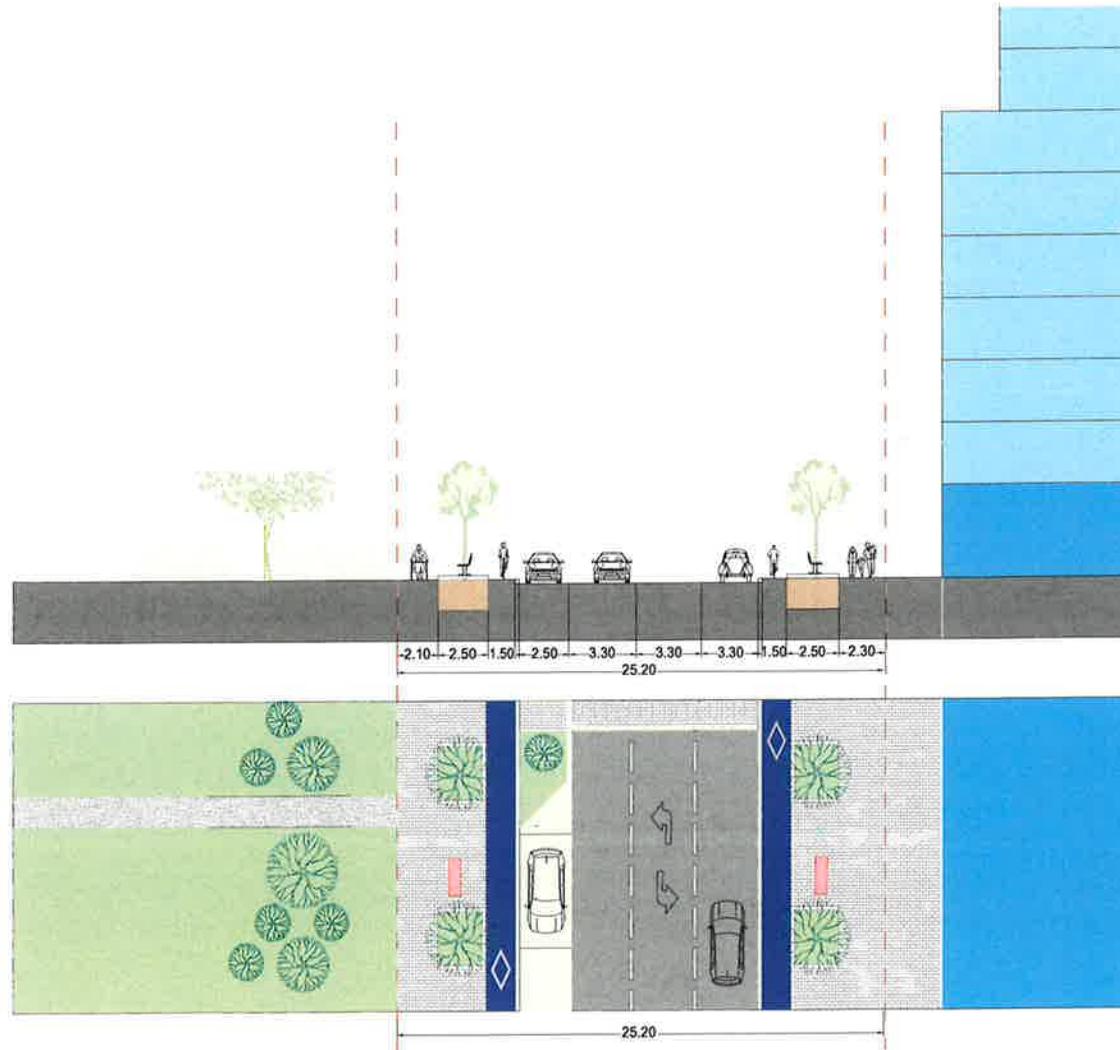


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

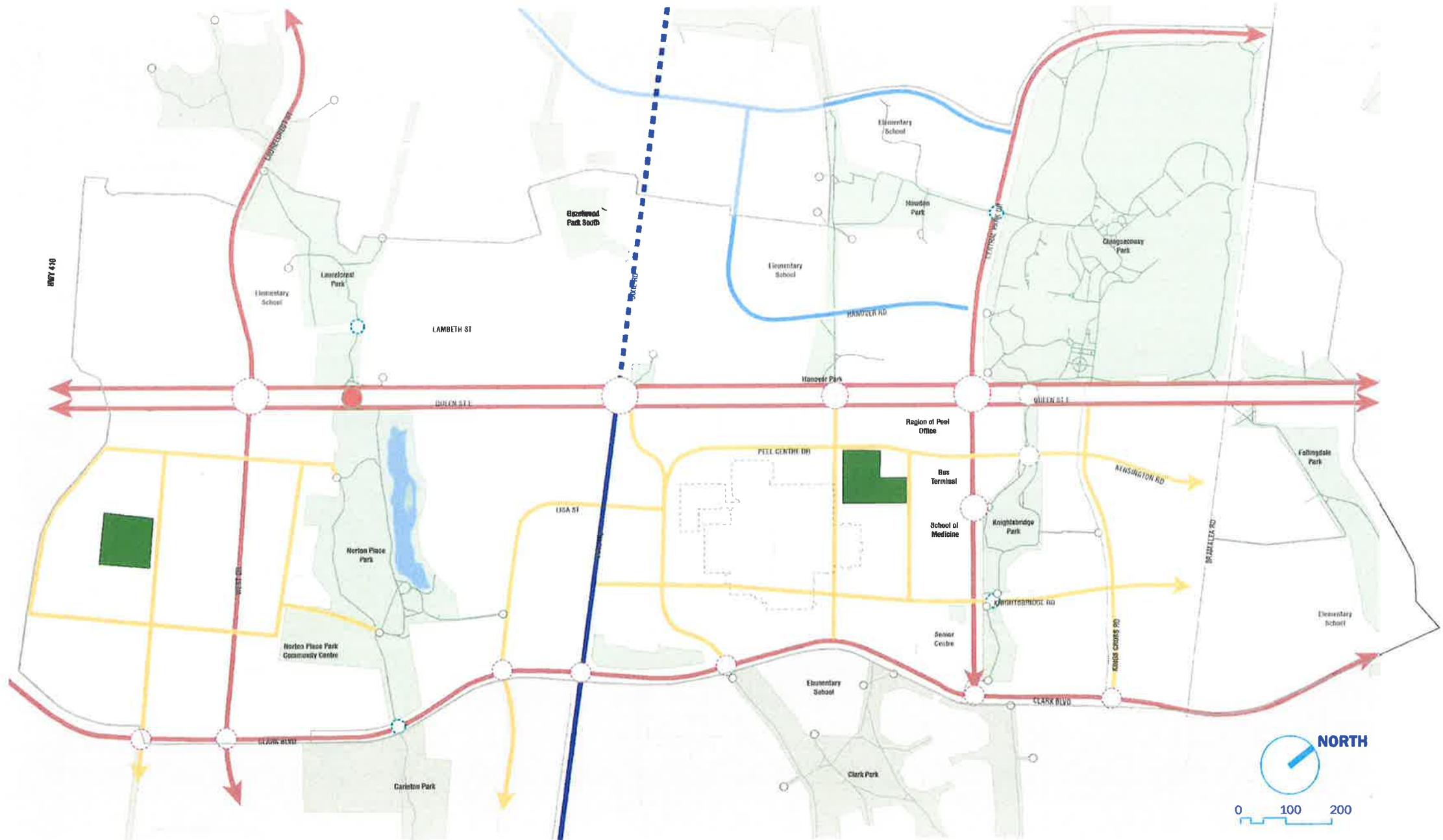
# 5.4 Active Transportation

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

- MTSA Boundary
- Natural Heritage System, Parks and Open Space
- Potential Park
- Existing Trails
- Existing Bike Lanes
- Existing Multi-Use Path
- New Proposed Multi-Use Path
- 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



Fig 5.5.2 Light Rail, Sydney

- ..... MTSA 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

