Queen East Precinct Plan

DRAFT FOR DISCUSSION PURPOSES AUG 2024

BRAMPTON

Disclaimer

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

Table of Contents

Introduction

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

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

1.0

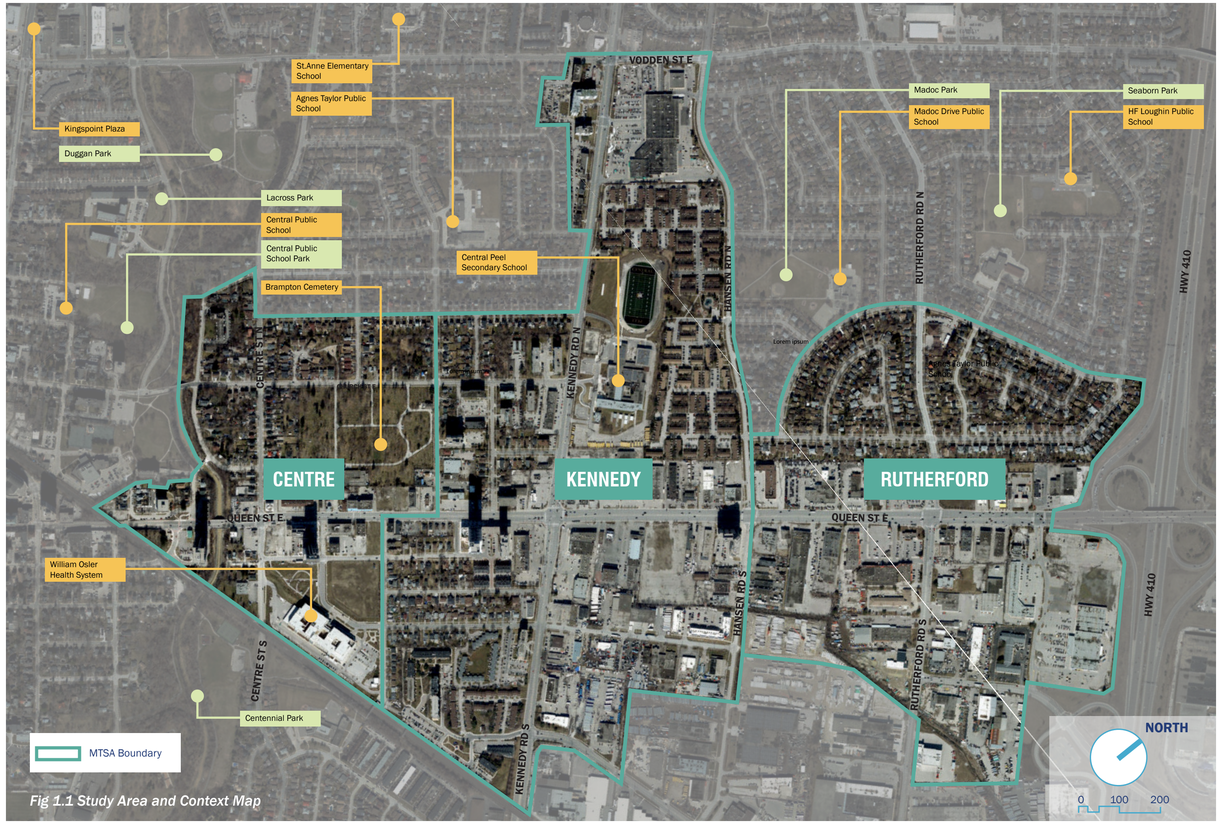
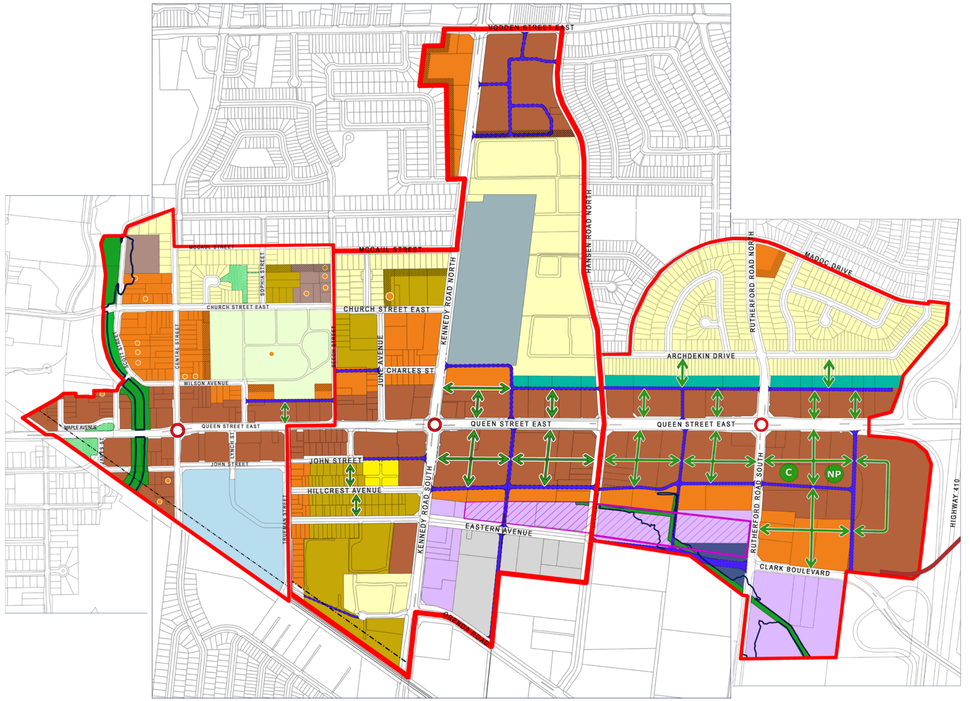


Fig 1.1 Study Area and Context Map



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

NORTH

0 100 200

Fig 1.2 Major Transit Station Areas Land Use Schedule

Existing

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

2.0

2.1 Existing Conditions

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

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

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

Fig 2.2.1 Rutherford and Queen Street looking East

Fig 2.1.2 Residential Neighbourhood

Fig 2.1.3 Residential Condo

Fig 2.1.5 Peel Memorial Hospital

Fig 2.1.4 Kennedy and Queen Street looking Westward

Fig 2.1.6 Office Building Along Centre Street

2.2 Existing Lot and Block Pattern

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

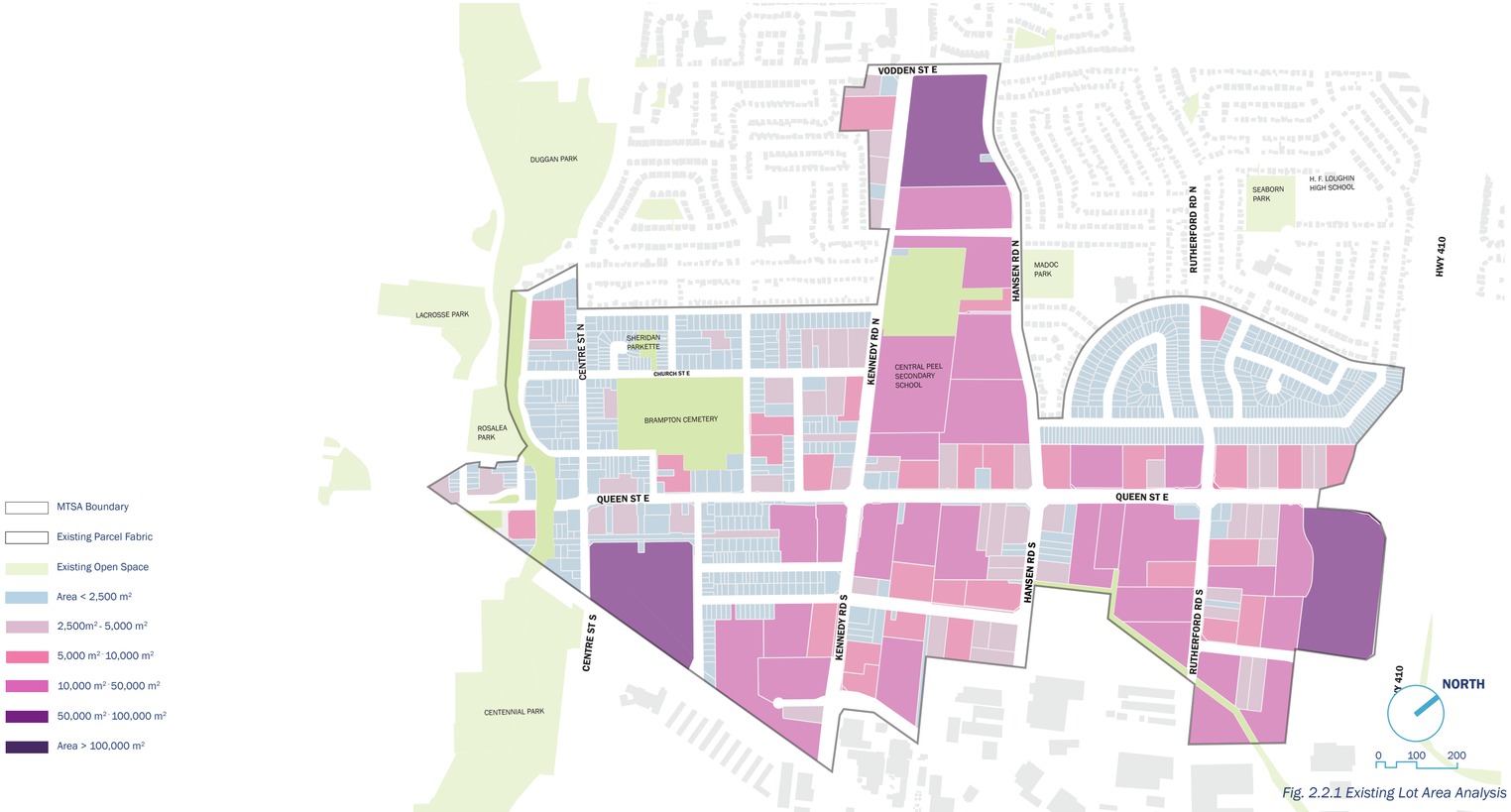


Fig. 2.2.1 Existing Lot Area Analysis

Precinct Plan

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

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

3.0

3.1 Goals and Objectives

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

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

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

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

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

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

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

Inviting Public Realm = Creating Places for all People

4. A sustainable and healthy transit corridor

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

5. Enhance the economic prosperity

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

Protect Employment Lands = Enhance Economic Competitiveness and Prosperity

3.2 Precinct Plan

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

The Queen East Precinct Plan is shown on Figure 3.2.1.

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

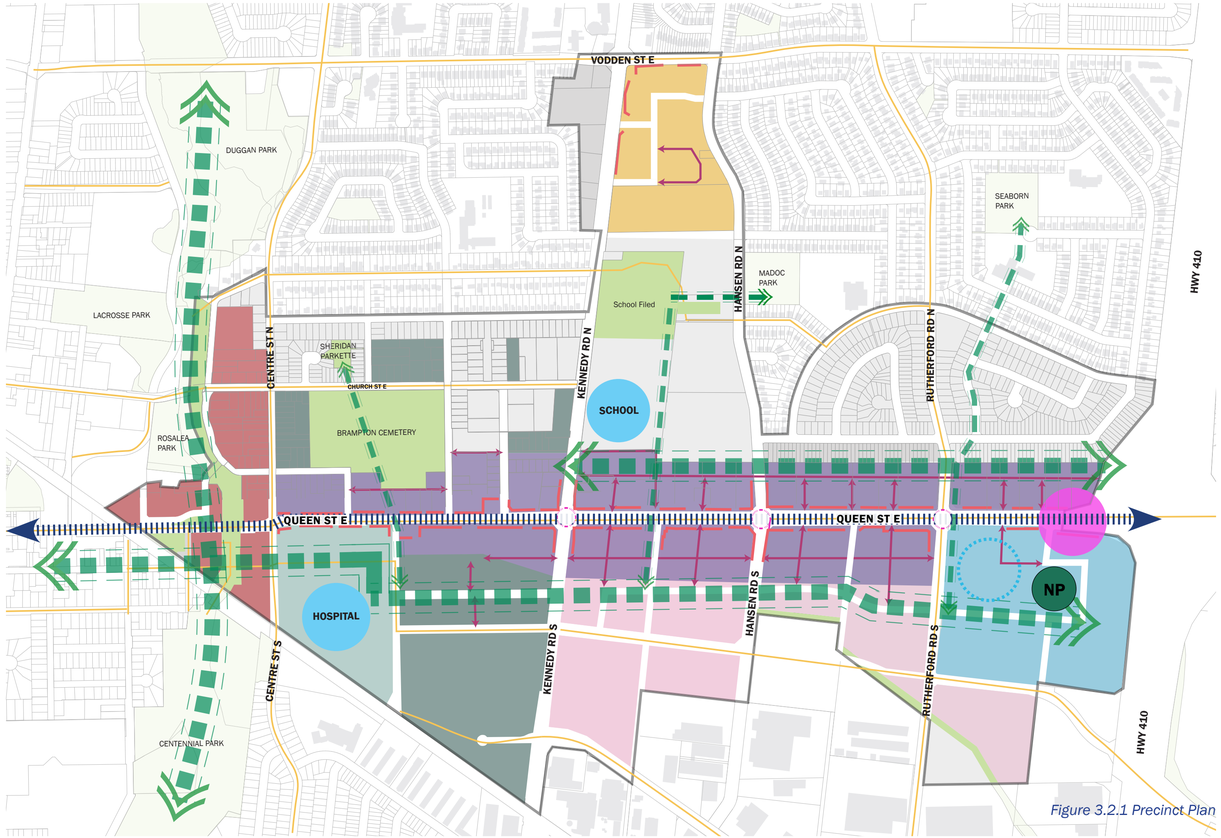


Figure 3.2.1 Precinct Plan

3.3 Street Views

Key map

Fig 3.3.1 V1 - Queen Street View

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

Fig 3.4.2 V3 - Public Realm Perspective

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

NORTH

0 100 200

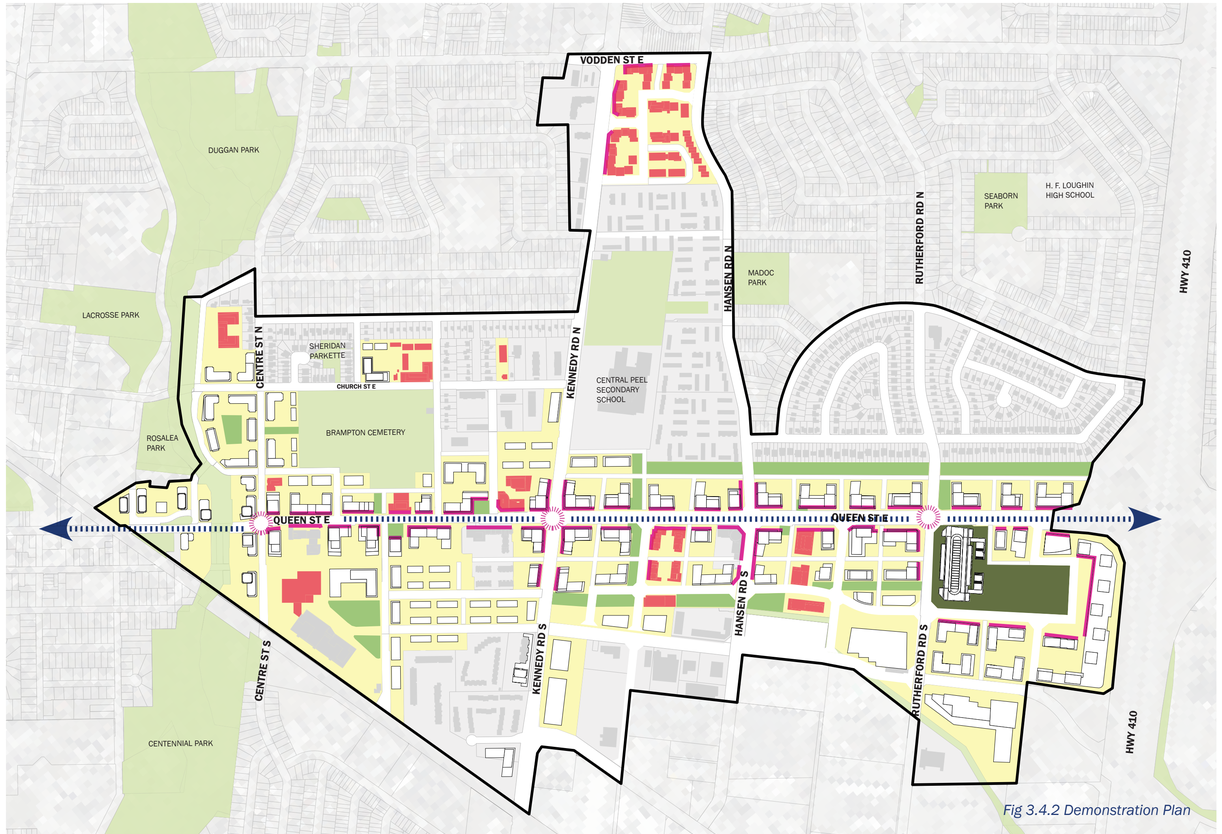


Fig 3.4.2 Demonstration Plan

3.4 Aerial Views

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

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

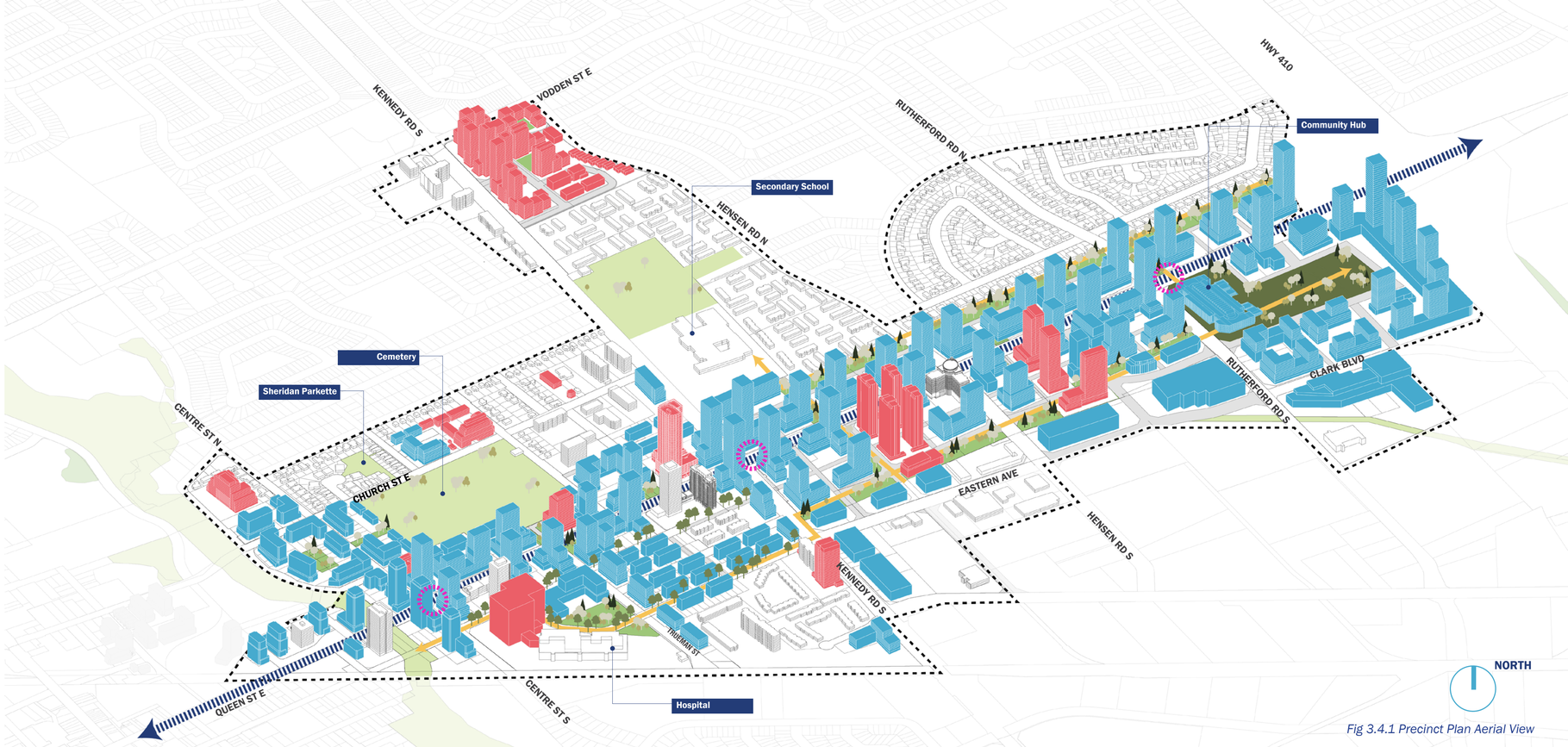


Fig 3.4.1 Precinct Plan Aerial View

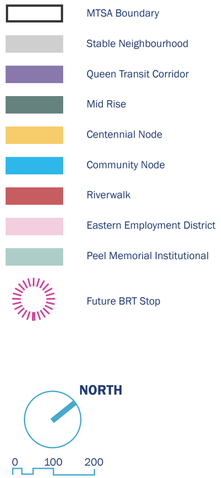
3.5 Character Areas

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

The Community Node and Centennial Node will be developed into vibrant destination hubs for shopping, living and recreational activities with a series of connected and animated neighbourhood-oriented green spaces. Other key areas within this Precinct Plan include Riverwalk with its abundance of parks and amenities, a health and wellness hub surrounding the Peel Memorial Hospital, and the adaptive reuse and protection of existing employment lands in the Eastern Avenue Employment Character Area. Mid-Rise development will be distributed throughout the precinct to act as a transition to the low-rise Stable Neighborhoods.

Fig 3.5.1 - Queen Transit Corridor

Fig 3.5.2 - Riverwalk



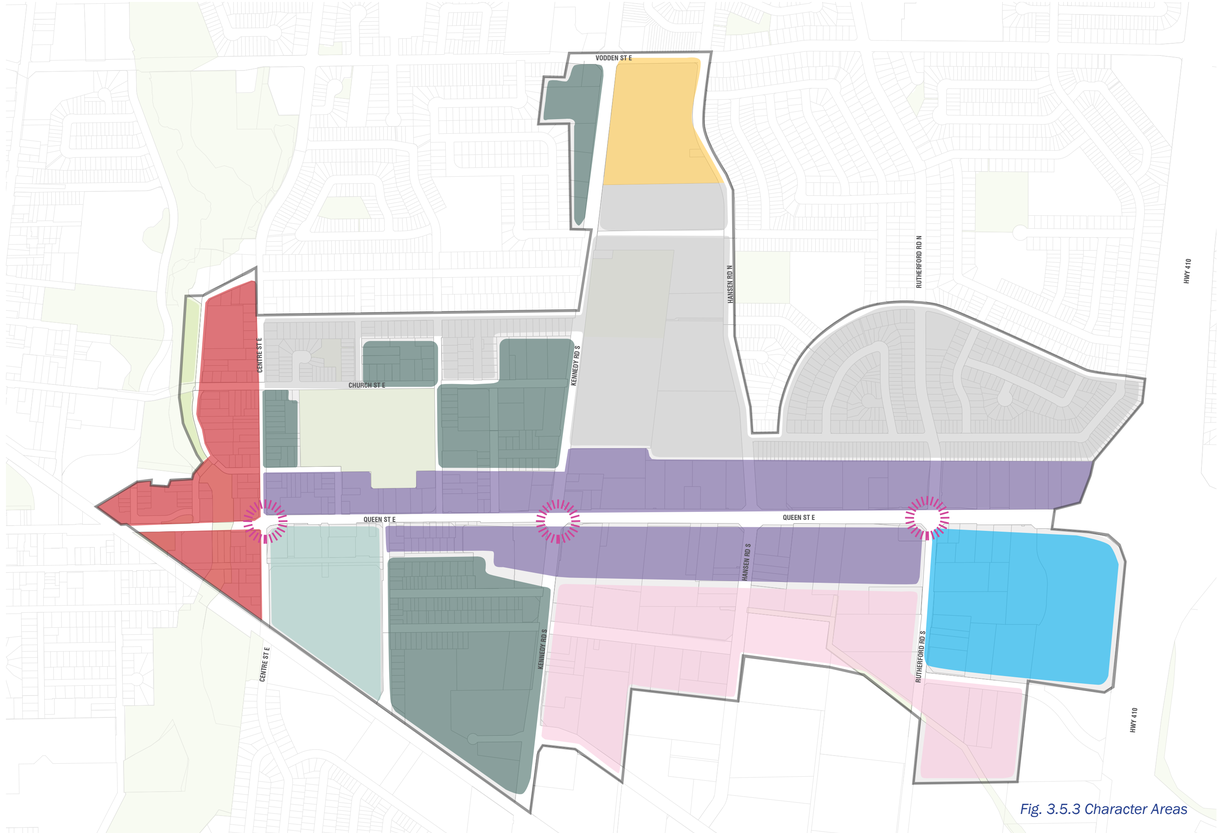


Fig. 3.5.3 Character Areas

Character Areas

Stable Neighbourhood

- Low-rise residential uses where significant change and intensification are not anticipated.
- Institutional uses providing support services to the Precinct area.
- Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood.

Mid-Rise

- Mid rise residential uses that are encouraged to include commercial, retail and public spaces at grade.
- Provide for heights and densities that are less than those in the Queen Transit Corridor Character Area.
- Permit contextually sensitive infill development with an appropriate transition in height.
- Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.

Community Node

- A destination hub for shopping, living and recreational activities.
- Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the Rutherford BRT station and along Highway 410.
- Provide the greatest proportion of non-residential uses in the Precinct Area.
- New Collector Road to function as the spine of the node where at-grade non-residential uses will be concentrated.
- Includes a new community hub and central public park.
- Provides neighbourhood connections to the community hub and public park.

Centennial Node

- Redevelopment of Centennial Mall with mid- and high-rise mixed-use buildings that creates appropriate transitions to the surrounding residential neighbourhood.
- Retaining its role as a neighbourhood retail shopping destination to serve the existing and future residents.
- Retail and service commercial uses encouraged at grade level to animate Kennedy Road and Vodden Street.
- Privately-owned public spaces to be integrated and serve as gathering places, focal points and key connections,

Riverwalk

- Key destination within Brampton's growing downtown.
- Higher density development and taller buildings located adjacent to the Centre BRT stop.
- Built form to enhance the natural setting, watercourse views and public spaces to provide exceptional public realm experiences.

Peel Memorial Institutional

- A health and wellness hub anchored by the Peel Memorial Hospital.
- Encourage the development of medical office uses and complementary uses, such as long-term care facilities and seniors housing.
- Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places.
- A privately open public space area to provide areas for relaxation and community gathering.

Queen Transit Corridor

- Mixed-use developments with active frontages along Queen Street providing publicly accessible shops, services and amenities.
- Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the BRT stations.
- Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.
- Privately-owned public spaces to be integrated and serve as gateways, entrance features, gathering places, focal points and key connections.
- Existing retail developments shall transform into transit-oriented communities over the long-term.

Eastern Employment District

- Providing an interface between sensitive uses and heavy industrial areas.
- Protecting lands for employment uses to meet future needs over the long term.
- Support employment intensification by permitting a broad range of uses to foster the growing innovation economy.
- Ancillary amenities and services for local employees.
- Heavy industrial uses south of Eastern Avenue/Clark Avenue to remain.

Built Form Principles

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

4.0

4.1 Proposed Street and Block Pattern

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

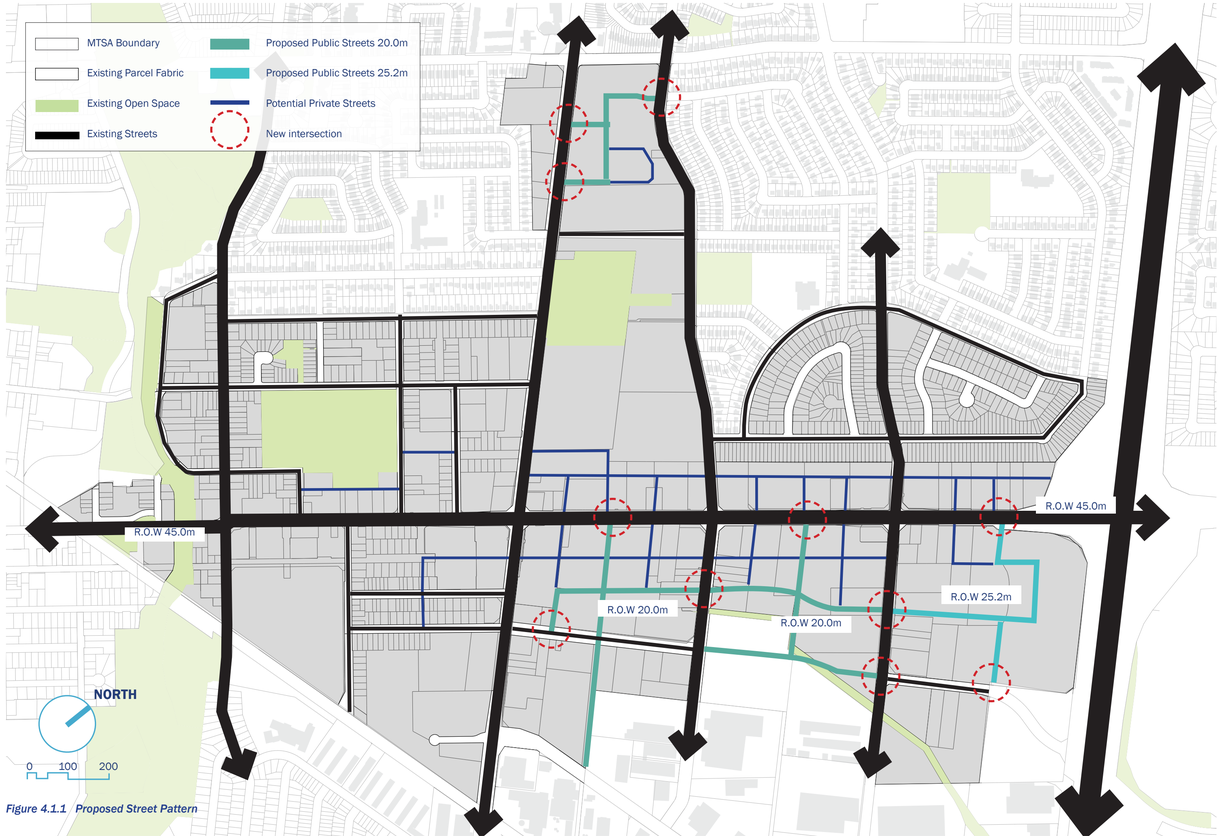


Figure 4.1.1 Proposed Street Pattern

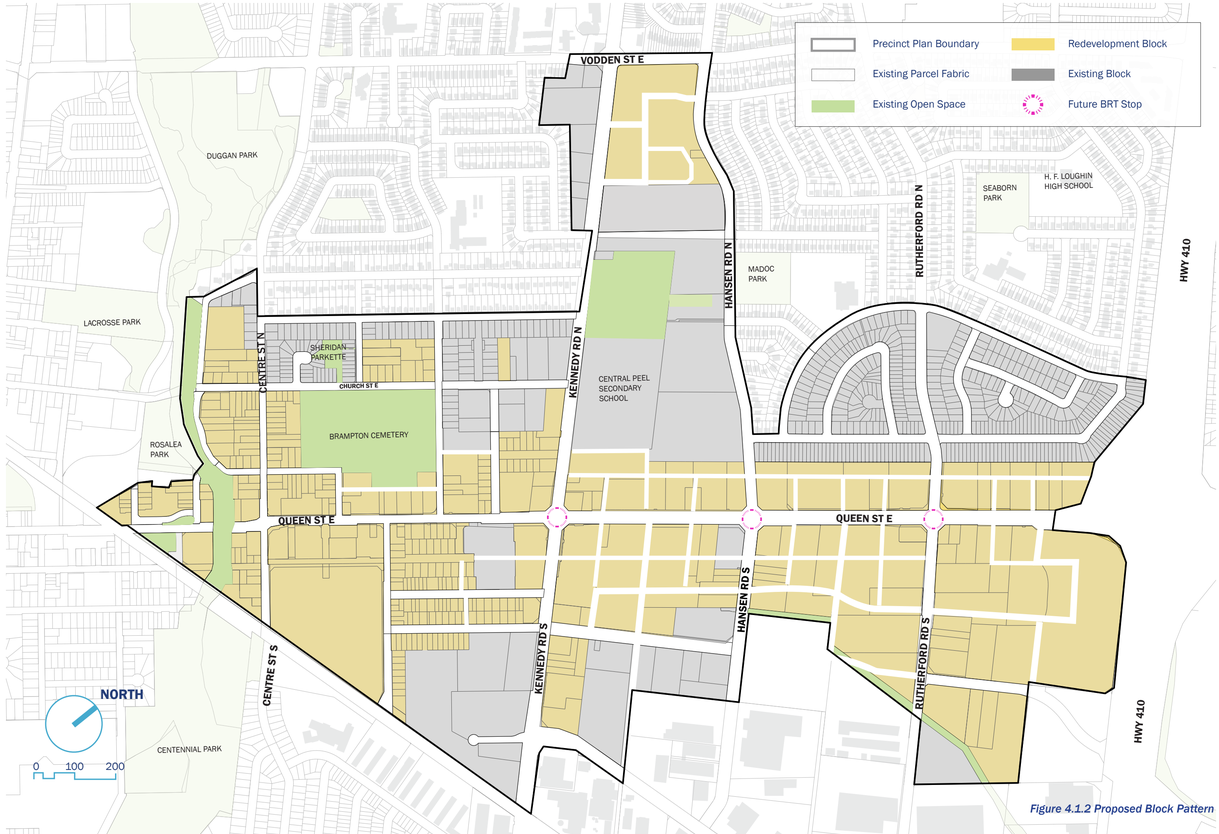


Figure 4.1.2 Proposed Block Pattern

4.2 Potential Redevelopment Configuration

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

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

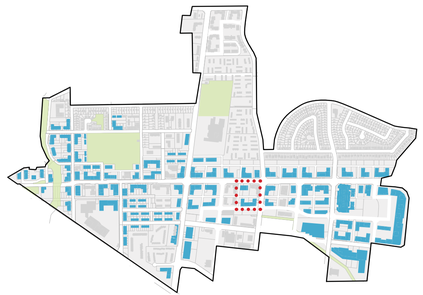
The High Rise along Queen Street scenario also address transition in heights and massing to abutting land uses.

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

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

Design Parameter

- Block Area: 17,473 m2
- FSI: 7
- Maximum Gross Floor Area: 122,309 m2
- Building Coverage: 44%
- Podium Height: Along Queen Street - 11 Storyes, Others - 5 Storyes
- Maximum Building Height: 31



Key Map

Fig 4.2.1 Block Density Distribution Plan

Mid-Block Connections

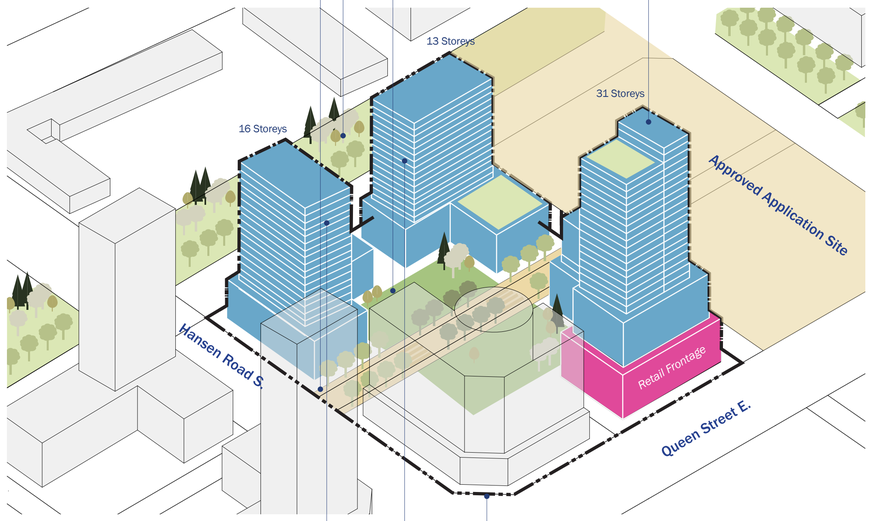
Provide pedestrian oriented mid-block connection, including enhanced landscaping and spill-out commercial terraces.

Connected Open Spaces

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

Building Height Distribution

The tallest buildings will be along Primary Urban Boulevards. For larger development where more than one high-rise buildings are proposed, a variation in building heights should be achieved.



Separation Distance

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

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

4.3 Design Parameters (Built Form)

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

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

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

Mid-rise

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

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

High-rise

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

Fig 4.3.3. The Hudson, Stantec Architecture Ltd, Vancouver

Unlimited Height and Density (UHD)

a. Built forms located within the UHD designation will generally have a height of more than 50 storeys and a Floor Space Index (FSI) greater than 8. All developments within the UHD designation will be mixed-use .

b. Low-rise, low-rise plus, and mid-rise buildings are not permitted within the UHD designation.

Fig 4.3.4. 6 300 Highway 7, BDP, Vaughan

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

Retail and Commercial Areas

a. Retail and Commercial uses will typically be located on the ground level or base of mid- and high-rise mixed-use buildings.

b. Retail and commercial uses will contribute to the active street wall and the economic growth of the precinct.

Fig 4.3.6. Shoppers World, SvN, Brampton

Employment (Industrial, Prestige Industrial, and Office)

a. Buildings should be prominently visible from the street while loading areas should be screened from public view when available.

b. Offices and Prestige Industrial developments will act as a transition between sensitive land uses and heavy industrial land uses.

Fig 4.3.7. Canon Canada Headquarters, Moriyama & Teshima

4.4 Building and Podium Heights

a. Provide a variety of heights to achieve an interesting street scape and suitable integration with surrounding uses.

b. Building heights to create human-scaled corridors for the enjoyment of the public realm.

c. The scale of existing residential development should be acknowledged and respected through a sensitive edge buffer, which may include transitional development standards, landscape buffers, and sensitive architectural design solutions.

d. Potential minimum and maximum building heights and density ranges are shown on Fig. 4.4.2

e. The distribution and hierarchy of height and density is important to create a well-balanced community, to generate place-making activity in public spaces and to promote increased transit ridership.

f. The tallest buildings and highest densities will be located adjacent to the bus rapid transit stops along Queen Street East and at the Highway 410/Queen Street interchange and will transition down in all directions away from the station.

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

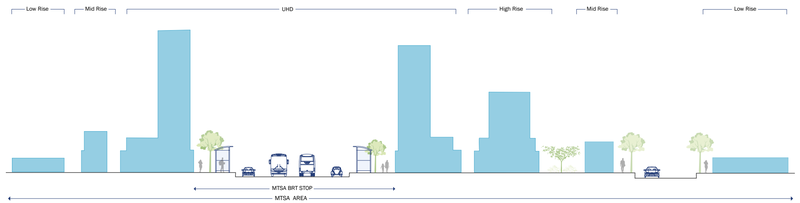


Fig. 4.4.1 - Transition Heights from MTSA BRT STOP

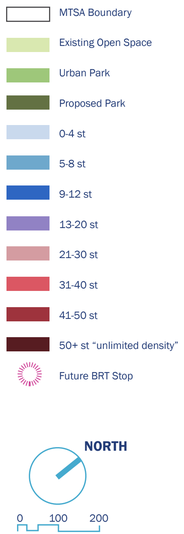


Figure 4.4.2 – Height Distribution

4.5 Density Distribution

a. Focus highest densities around bus rapid transit stations and in community nodes to support a strong demand for transit service.

b. As distances from bus rapid transit stations on Queen Street increases,buildings shall be scaled down from high rise to mid and low rise residential and employment densities, including height and massing.

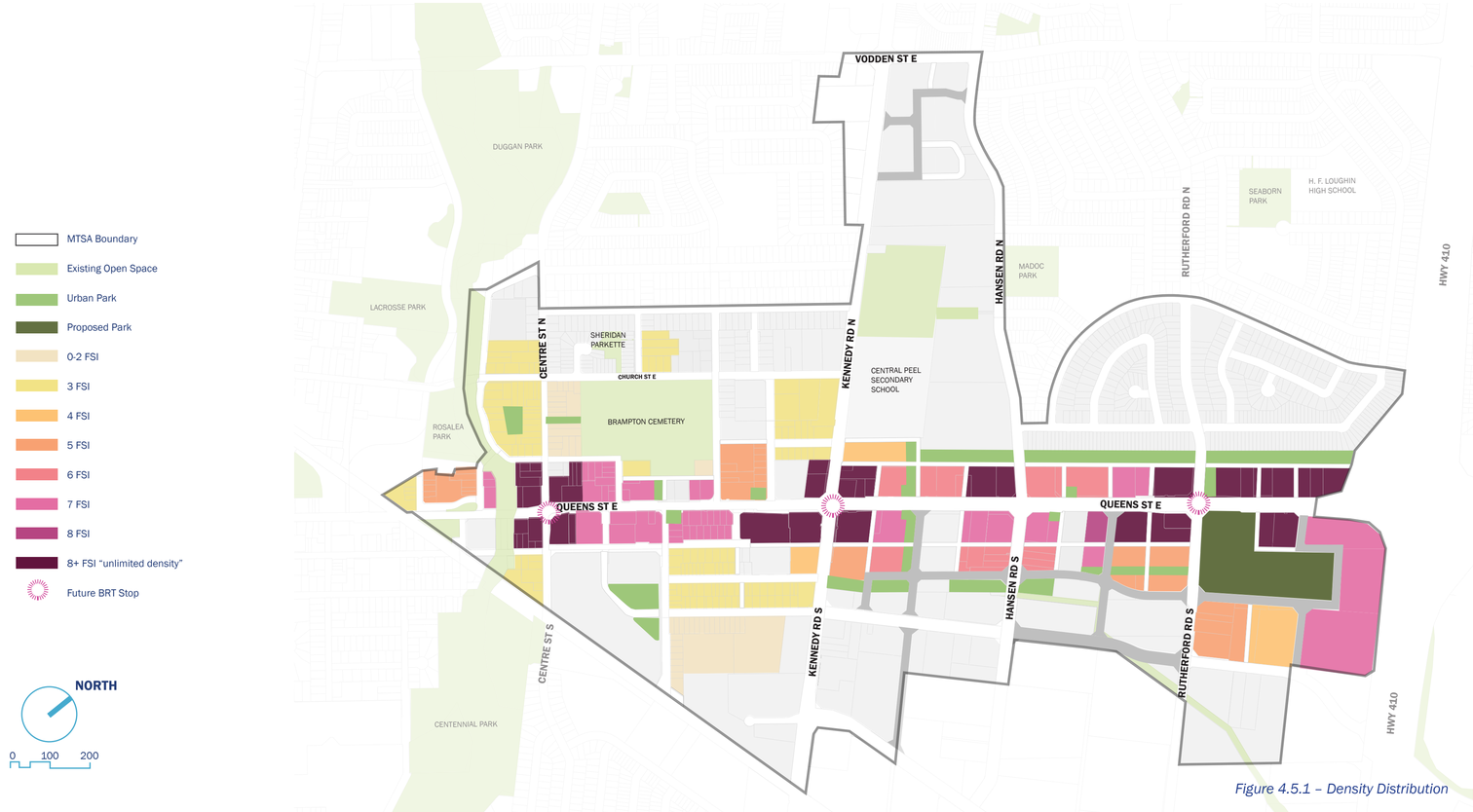


Figure 4.5.1 – Density Distribution

4.6 Site Organisation

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

Fig 4.6.1 High Rise Accessible Entrance

Fig 4.6.2 Brampton Apparatus and Maintenance Facility Entrance

Building/Unit Entrances

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

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

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

Vehicular Access and Servicing

a. Vehicular entrance points should be prominent and easily accessible from adjacent road systems.

b. Servicing areas should be integrated into the building's architecture or be placed at the side or rear of the building.

c. Entry points should be minimized where possible.

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 4.6.5 Vaughan Metropolitan Parking with Screening

Fig 4.6.6 Street Parking in Brampton

Street Walls

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

Fig 4.6.7 Downtown Brampton Street Wall

Fig 4.6.8 Downtown Brampton Revitalized Project

4.7 Sustainable Design Elements

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

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

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

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

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

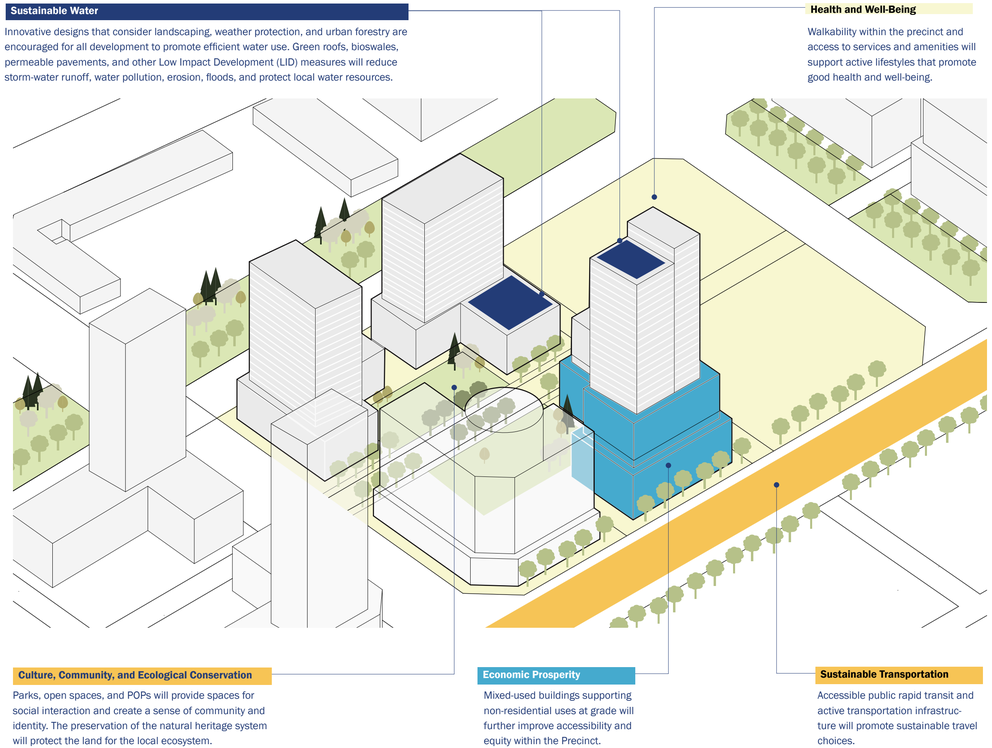


Fig 4.7.1 Sustainability Objectives

Public Realm and Mobility

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

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

5.0

5.1 Open Space Framework

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

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

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

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

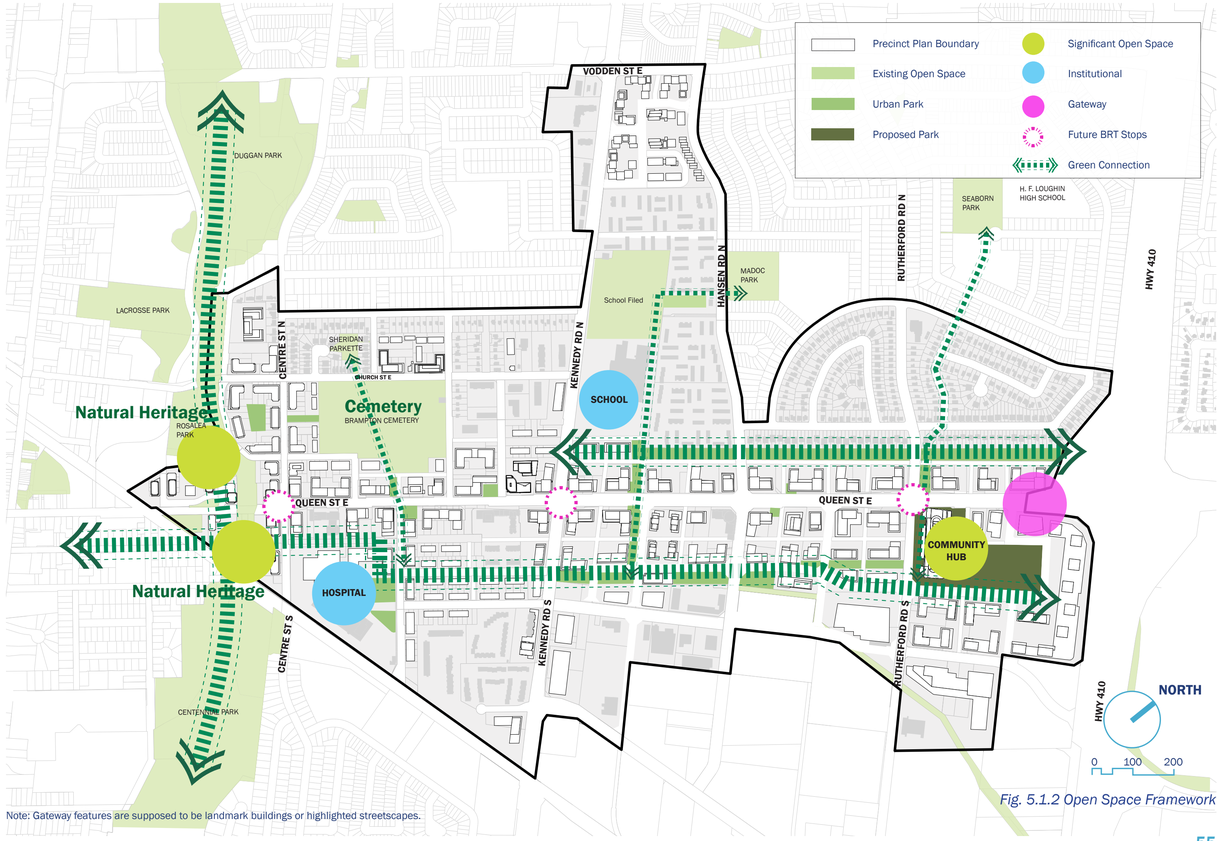


Fig. 5.1.2 Open Space Framework

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

5.2 Place making

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

Landscape Buffers

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

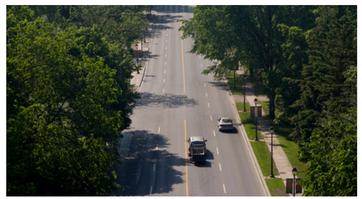


Fig 5.2.1 Brampton Neighbourhood Road, showcasing green landscape buffers

Public Art

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

Fig 5.2.2 Vivian Lane showcasing public art picked by the city

Way-finding

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

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

Gateways

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

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

5.3 Street Hierarchy and Typologies

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

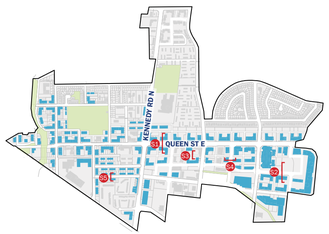
Low impact development techniques such as bioswales, permeable pavements, etc. may be incorporate into the public street network. Improving the street network of the Bramalea Precinct is crucial to achieving transit-oriented and complete sustainable communities.

New Public Streets

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

Private Streets

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



Key Map

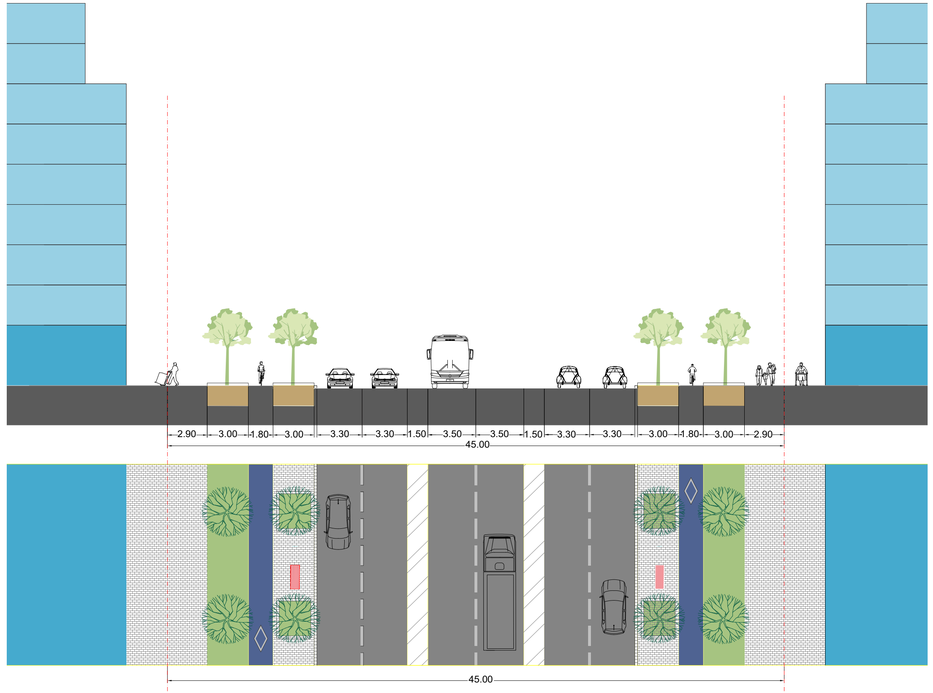


Fig 5.3.1 S1 - Higher Order Transit Street

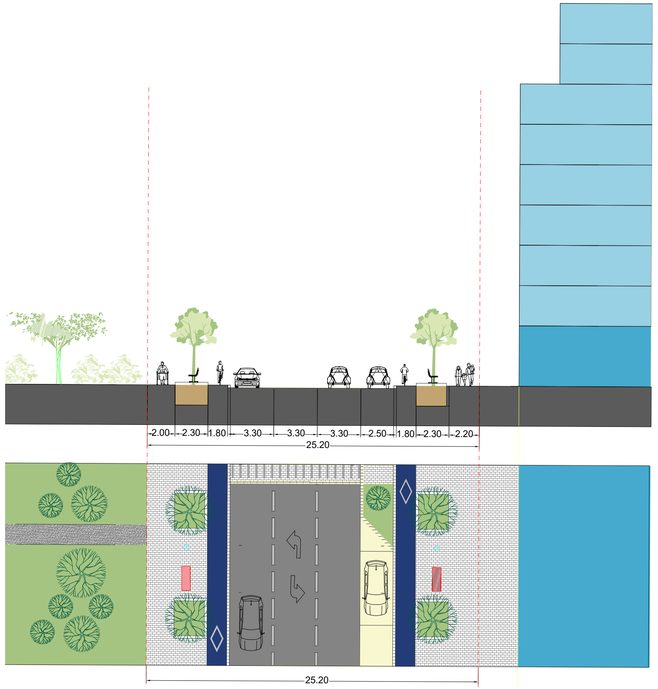


Fig 5.3.2 S2 - 25.2m R.O.W Boulevards

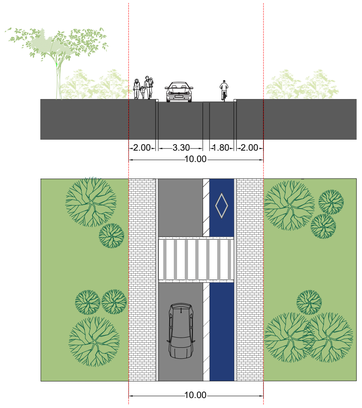


Fig 5.3.3 S3 - Mid-Block Connections

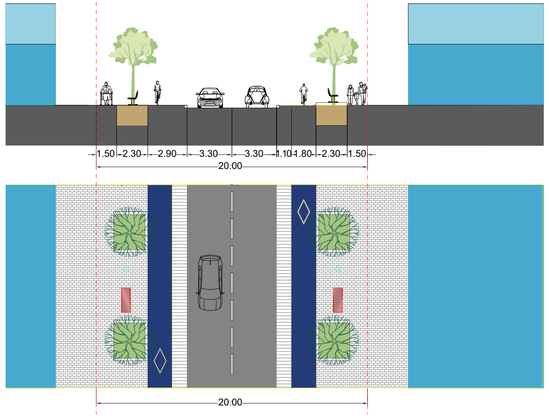


Fig 5.3.4 S4 - 20m R.O.W Boulevards

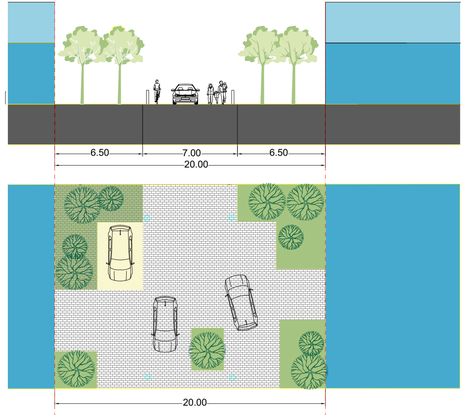


Fig 5.3.5 S5 - Woonerf (Living Street)

5.4 Active Transportation

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

Fig 5.4.1 Park Pedestrian Trail

Fig 5.4.2 - Proposed Active Transportation Network

5.5 Transit Network

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

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

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

Fig 5.5.1 Zum Bus Transit

Fig 5.5.2 Pedestrian Crosswalk in Downtown Brampton

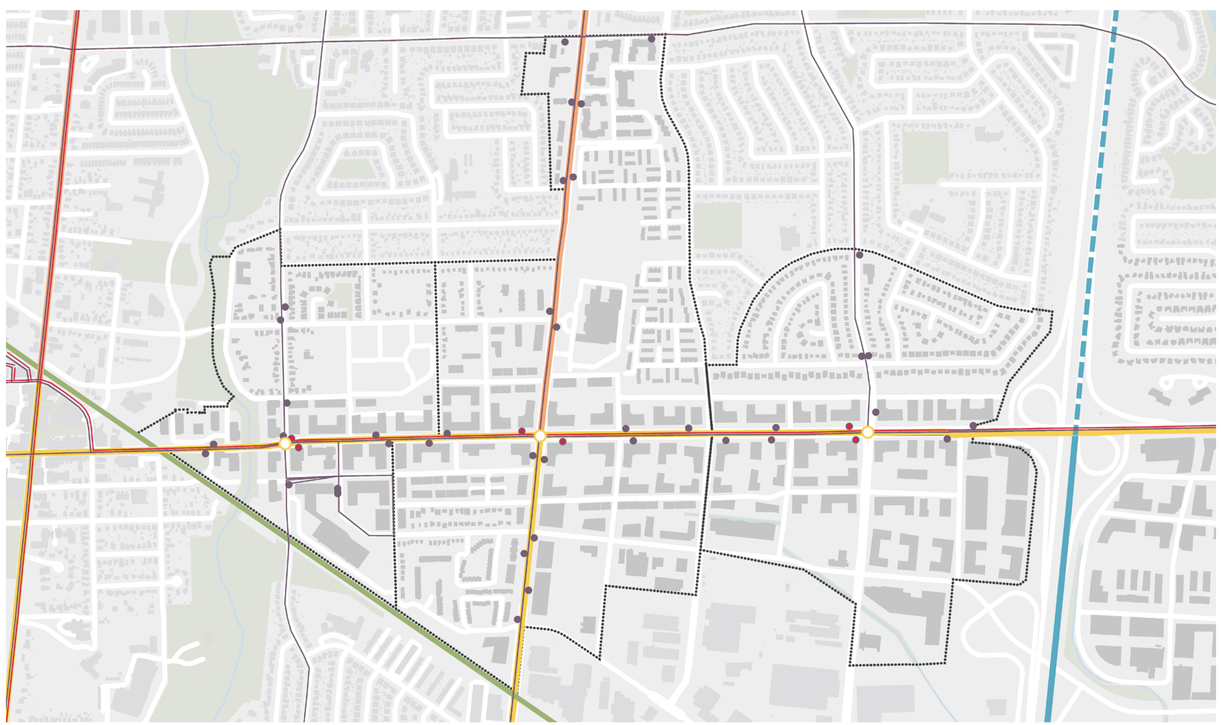


Fig. 5.5.3 Proposed Transit Network

BRAMPTON