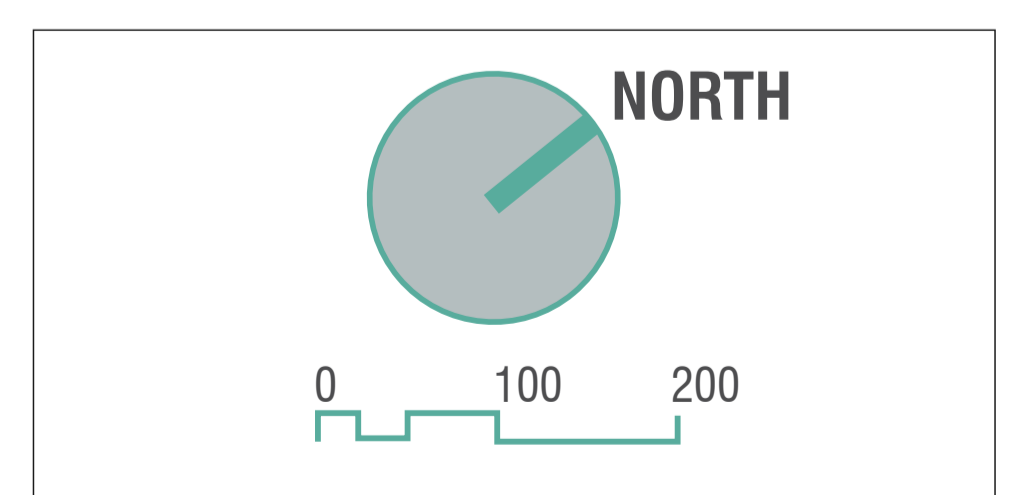
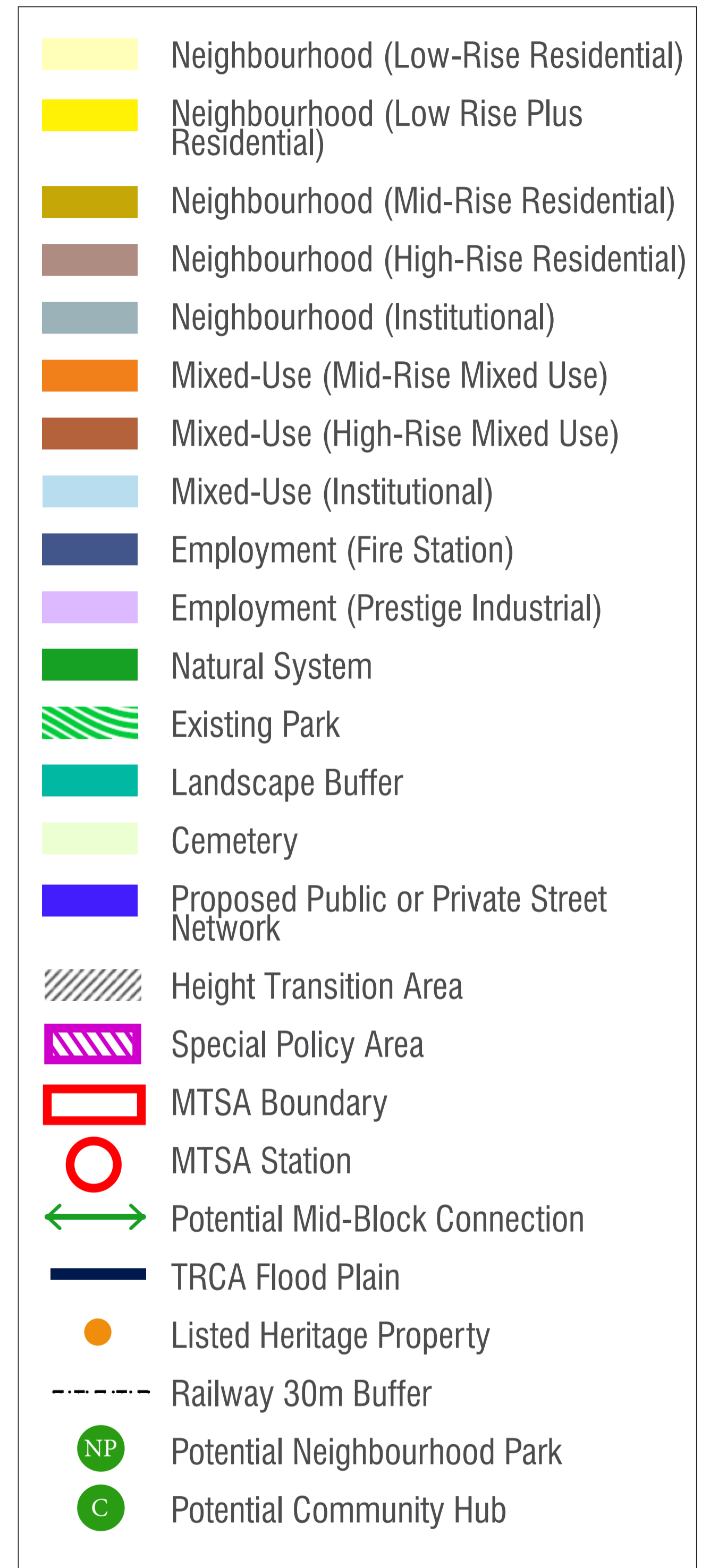
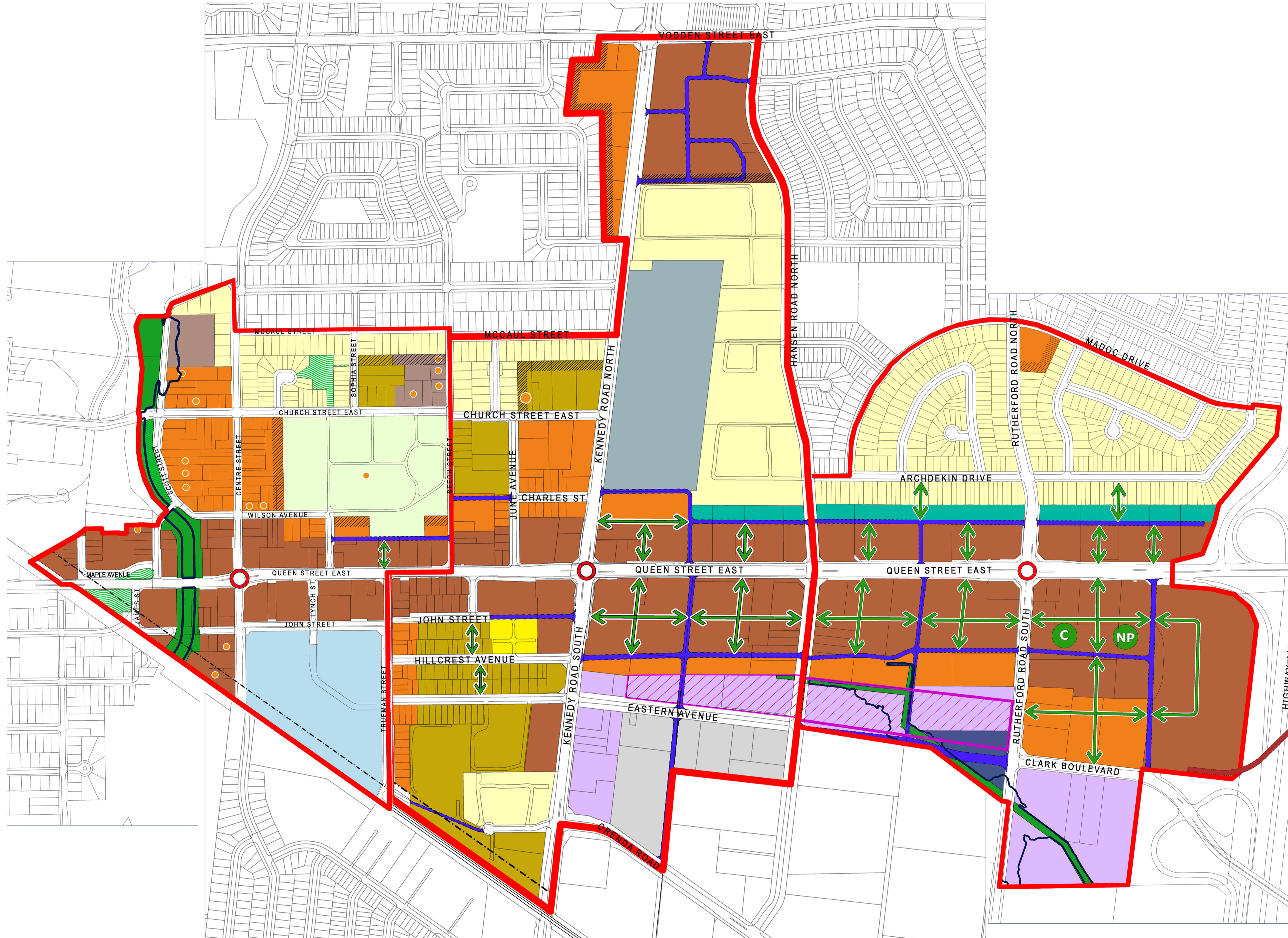


## Queen East Precinct (Kennedy, Centre, and Rutherford MTSA)

- MTSA Land Use Plan
- Proposed Density Distribution
- Proposed Height Distribution
- Character Areas
- Aerial View
- Proposed Maximum Height
  - Kennedy MTSA
  - Centre MTSA
  - Rutherford MTSA



# PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes



**Legend**

- MTSA Boundary
- Existing Open Space
- Proposed Privately Owned Publicly Accessible Open Space
- Proposed Park
- 0-2 FSI
- 3 FSI
- 4 FSI
- 5 FSI
- 6 FSI
- 7 FSI
- 8 FSI
- 8+ FSI "unlimited density"
- Future BRT Stop

**North Arrow**

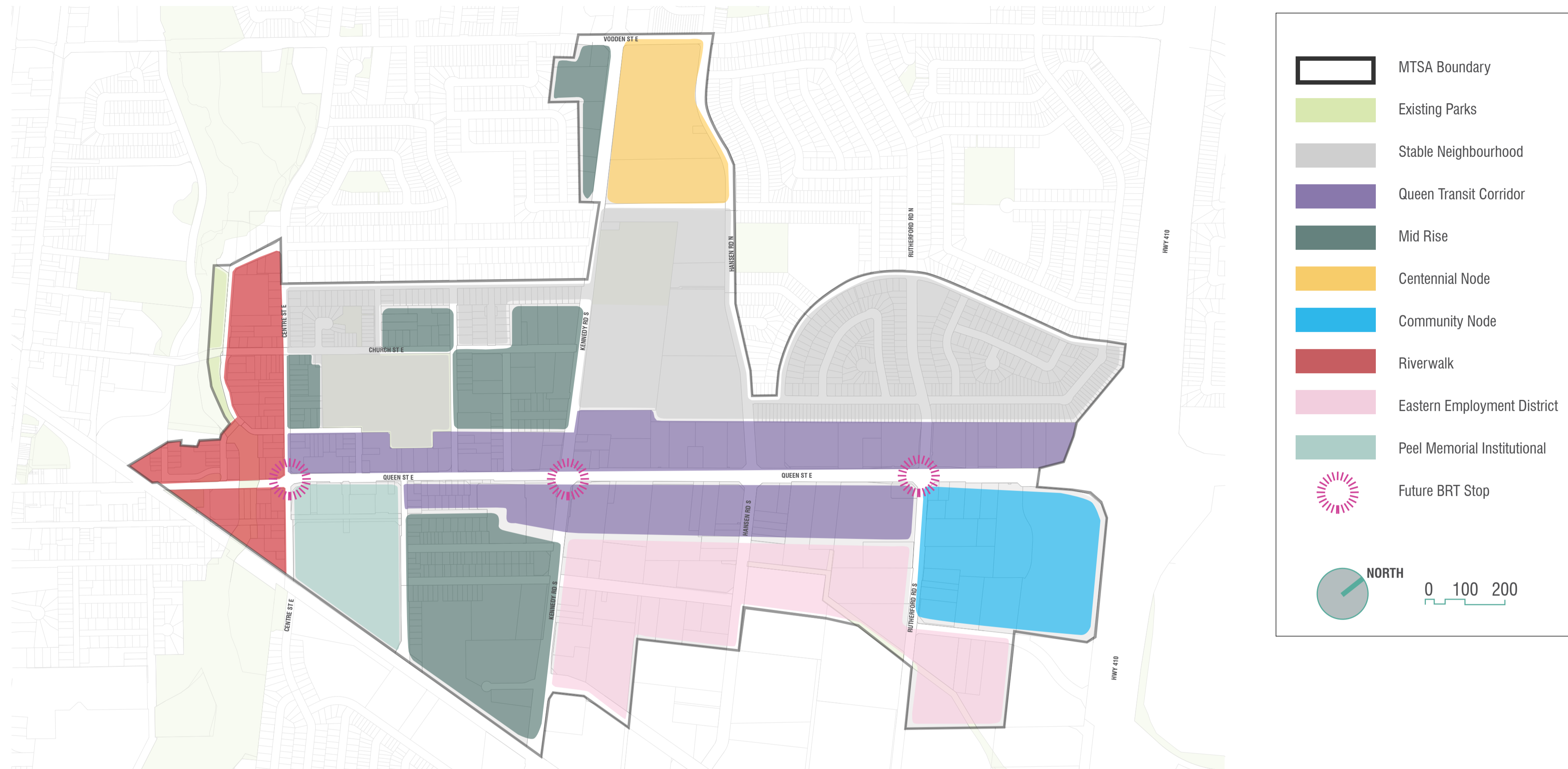
**Scale**

0 100 200

# PROPOSED HEIGHT DISTRIBUTION

Draft for Discussion Purposes



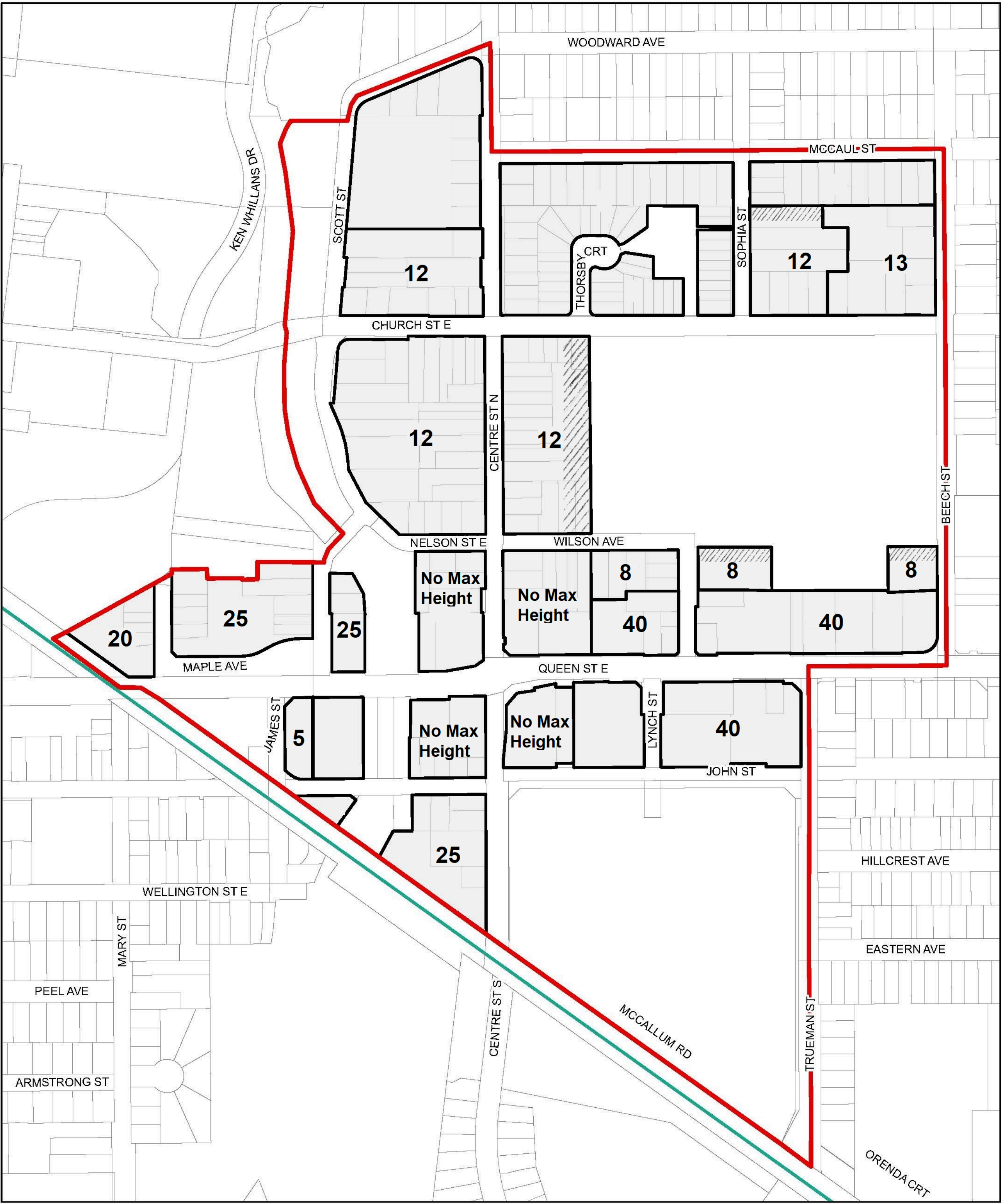







Stable Neighbourhood	Mid-Rise	Centennial Node	Community Node	Riverwalk	Peel Memorial Institutional	Queen Transit Corridor	Eastern Employment District
<ul style="list-style-type: none"> <li>Low-rise residential uses where significant change and intensification are not anticipated.</li> <li>Institutional uses providing support services to the Precinct area.</li> <li>Infill low-rise development (including ARU's) will be permitted that are compatible in design and scale with the surrounding neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>Mid rise residential uses that are encouraged to include commercial, retail and public spaces at grade.</li> <li>Provide for heights and densities that are less than those in the Queen Transit Corridor Character Area.</li> <li>Permit contextually sensitive infill development with an appropriate transition in height.</li> <li>Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.</li> </ul>	<ul style="list-style-type: none"> <li>Redevelopment of Centennial Mall with mid- and high-rise mixed-use buildings that creates appropriate transitions to the surrounding residential neighbourhood.</li> <li>Retaining its role as a neighbourhood retail shopping destination to serve the existing and future residents.</li> <li>Retail and service commercial uses encouraged at grade level to animate Kennedy Road and Vodden Street.</li> <li>Privately-owned public spaces to be integrated and serve as gathering places, focal points and key connections,</li> </ul>	<ul style="list-style-type: none"> <li>A destination hub for shopping, living and recreational activities.</li> <li>Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the Rutherford BRT station and along Highway 410.</li> <li>Provide the greatest proportion of non-residential uses in the Precinct Area.</li> <li>New Collector Road to function as the spine of the node where at-grade non-residential uses will be concentrated.</li> <li>Includes a new community hub and central public park.</li> <li>Provides neighbourhood connections to the community hub and public park.</li> </ul>	<ul style="list-style-type: none"> <li>Key destination within Brampton's growing downtown.</li> <li>Higher density development and taller buildings located adjacent to the Centre BRT stop.</li> <li>Built form to enhance the natural setting, watercourse views and public spaces to provide exceptional public realm experiences.</li> </ul>	<ul style="list-style-type: none"> <li>A health and wellness hub anchored by the Peel Memorial Hospital.</li> <li>Encourage the development of medical office uses and complementary uses, such as long-term care facilities and seniors housing.</li> <li>Mixed-use buildings throughout the precinct contribute towards the creation of lively, vibrant and people-oriented places.</li> <li>A privately open public space area to provide areas for relaxation and community gathering.</li> </ul>	<ul style="list-style-type: none"> <li>Mixed-use developments with active frontages along Queen Street providing publicly accessible shops, services and amenities.</li> <li>Concentrate the most dense and tallest buildings along the BRT corridor with the tallest buildings surrounding the BRT stations.</li> <li>Transformation into a walkable, pedestrian-oriented area by providing a network of new complete streets and mid-block connections.</li> <li>Privately-owned public spaces to be integrated and serve as gateways, entrance features, gathering places, focal points and key connections.</li> <li>Existing retail developments shall transform into transit-oriented communities over the long-term.</li> </ul>	<ul style="list-style-type: none"> <li>Providing an interface between sensitive uses and heavy industrial areas.</li> <li>Protecting lands for employment uses to meet future needs over the long term.</li> <li>Support employment intensification by permitting a broad range of uses to foster the growing innovation economy.</li> <li>Ancillary amenities and services for local employees.</li> <li>Heavy industrial uses south of Eastern Avenue/Clark Avenue to remain.</li> </ul>

# PRECINCT PLAN A AERIAL VIEW

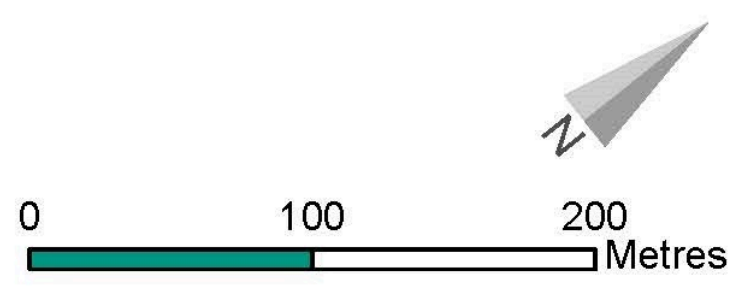
Draft for Discussion Purposes

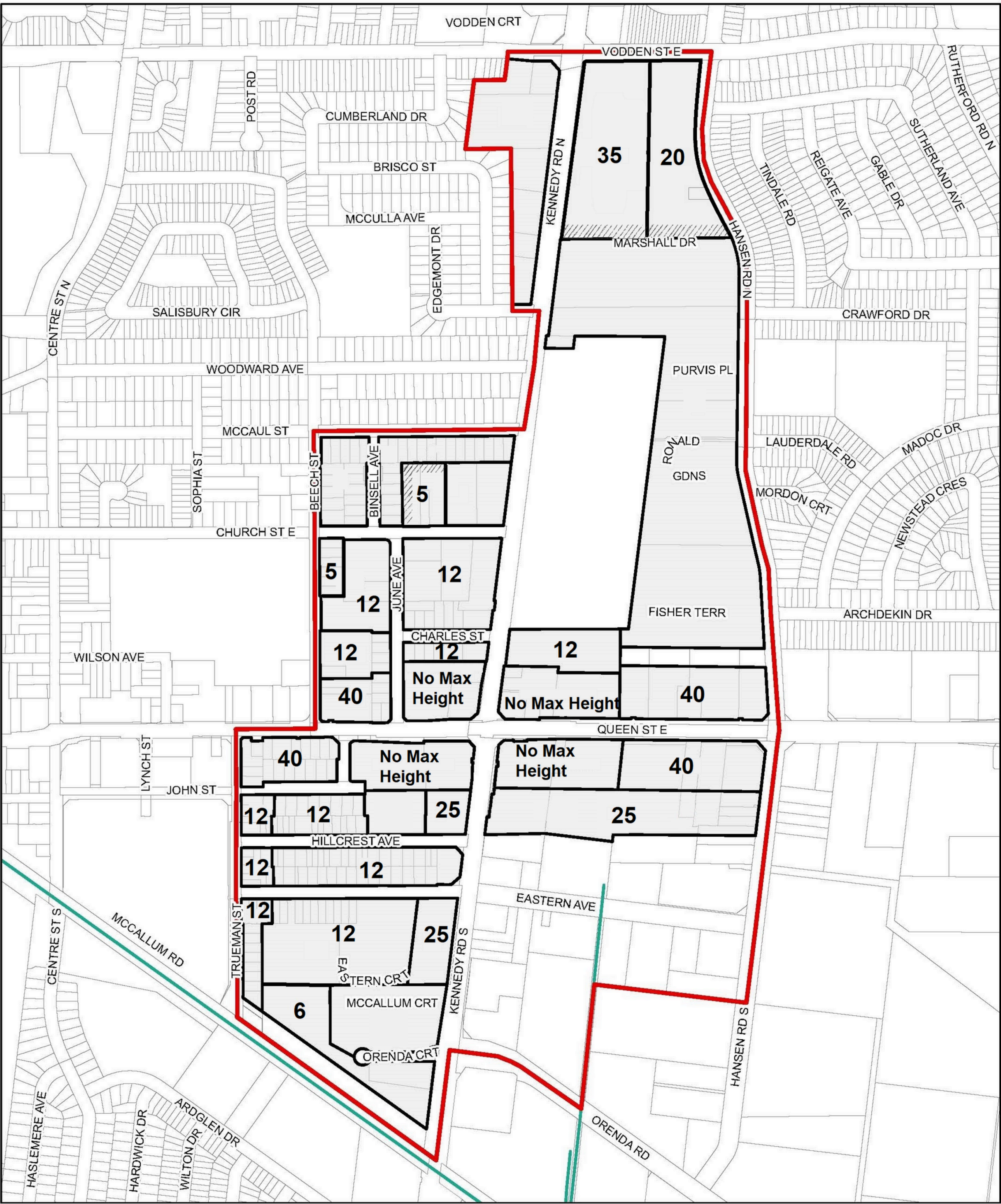




-  MTSA Boundary
-  Maximum Height (# of storeys)
-  Parcel Fabric
-  Railway
-  Height Transition

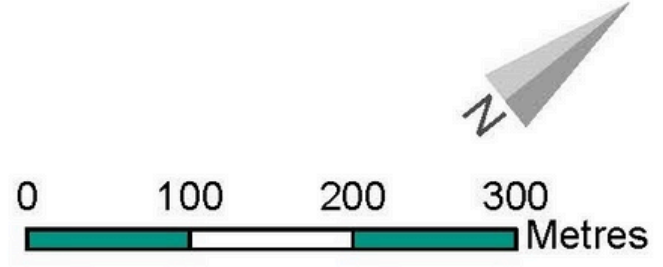
**Draft for Discussion Purposes**  
**Proposed Maximum Height (# of Storeys)**  
**Centre MTSA**





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

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

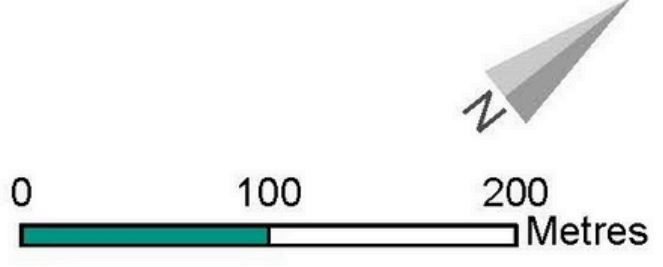






- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

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



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