



Principals

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GWD File: 2728

The Corporation of the City of Brampton
2 Wellington Street West
City of Brampton, Ontario
L6Y 4R2

Attention: Members of City of Brampton Council

-AND-

**Jason Schmidt-Shoukri,
Commissioner, Planning, Building & Economic Development**

Subject: City of Brampton Official Plan Conformity Review
Public Input – Draft New City of Brampton Official Plan
227 Vodden Street East, City of Brampton, Ontario
Centennial Mall Brampton Ltd.

Gagnon Walker Domes Ltd. ("GWD") is agent to Centennial Mall Brampton Ltd. ("Davpart"); the registered owner of the property municipally known as 227 Vodden Street East in the City of Brampton ("subject site").



The subject site measures approximately 5.86 hectares (14.50 acres) with street frontages along Kennedy Road North, Vodden Street East and Hansen Road North. The subject site is currently developed as a neighbourhood retail destination; specifically, the "Centennial Mall". The Centennial Mall consists of three (3) separate buildings and includes an expansive perimeter parking lot. The subject site, as developed in its current form, is underutilized.

Surrounding land uses are primarily comprised of low-rise residential dwellings to the north, east and south, however the intersection of Kennedy Road North and Vodden Street East features a cluster of mid-rise and high-rise buildings in addition to the Centennial Mall.

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EXISTING LAND USE DESIGNATIONS OVERVIEW

2006 City of Brampton Official Plan

The current 2006 City of Brampton Official Plan (“BOP”) designates/identifies the subject site as follows:

- ‘Communities’ (Schedule 1 - City Concept);
- ‘Residential’ (Schedule A - General Land Use Designations);
- ‘District Retail’ (Schedule A2 – Retail Structure).

The Residential designation permits predominantly residential land uses; including, a full range of dwelling types; ranging from single detached houses to residential high-rise apartments in appropriate locations.

2019 Brampton Flowertown Secondary Plan

The subject site is also located within the Brampton Flowertown Secondary Plan Area, which designates the subject site ‘Neighbourhood Retail’ on account of the existing Centennial Mall.

DAVPART DEVELOPMENT PROPOSAL/ FORMAL AMENDMENT APPLICATION

Davpart submitted a formal Official Plan, Secondary Plan and Zoning By-law Amendment Application (“Amendment Application”) to the City of Brampton in December 2021 (City File: OZS-2022-0001). The Amendment Application proposes the redevelopment of the subject site in phases. In the ultimate development scenario the Master Plan proposes a mixed use development that will accommodate approximately 2,550 residential units in eight (8) residential and mix-use buildings of up to 33 storeys in height and a series of condominium and street townhouses. The highest intensity of built form has been strategically located along Kennedy Road North which transitions to mid-rise and townhouse units to the east. The demolition of the Centennial Mall will occur incrementally, but is proposed to remain for the medium to long-term.

Leading up to the submission of the formal Amendment Application our Client participated in a number of meetings with City Staff to discuss the development proposal, including Pre-Application Consultation Meetings and involuntary Design Workshops with City Planning Staff.

BRAMPTON OFFICIAL PLAN CONFORMITY REVIEW/ NEW “BRAMPTON PLAN”

The purpose of the City of Brampton Official Plan review is to achieve Official Plan conformity with the new Region of Peel Official Plan (“ROP”) that was recently adopted by Regional Council on April 28, 2022 (pending approval by the Ministry of Municipal Affairs and Housing) and Provincial Plans.

Recently, on April 26, 2022, the City of Brampton released the draft new City of Brampton Official Plan (“Brampton Plan”) for public review and comment. The City has since requested that public comments and concerns on the draft Brampton Plan be provided by June 3, 2022. It is understood that the new Brampton Plan is targeted for final adoption by City Council on July 6, 2022.



In consideration of the extent of the proposed Official Plan policy updates and the impacts that the new proposed policy framework may have on residents, businesses, employees and various landholders, it is our opinion that the short 71 day review period provided to the general public is insufficient and does not represent meaningful and appropriate public consultation. Given that the *Planning Act* does not require that the City of Brampton proceed to final consideration of the draft Brampton Plan in such a truncated fashion, it is only appropriate that stakeholders be provided with additional time to review the draft policy framework and work with City Staff to discuss their questions or concerns in effort to have them addressed, where deemed appropriate, prior to final City of Brampton Council consideration. We do not believe the review, comment and consultation period that has been provided is sufficient.

- **Proposed Process Modification:** City Council defer its consideration of a final Recommendation Report on July 6, 2022 to Q3/Q4 2022 to provide additional time and opportunity for stakeholders with an identified interest to discuss identified policy concerns with City/Regional Staff and have revised draft policy issued, where appropriate, prior to final Council consideration of the Brampton Plan.

DRAFT NEW “BRAMPTON PLAN” LAND USE DESIGNATION OVERVIEW

The following are some of the key designations and overlays of the draft Brampton Plan that are proposed to apply to the subject site:

- ‘*Neighbourhoods*’ (Schedule 1 - City Structure);
- ‘*Primary Major Transit Station Areas*’ (Schedule 2 - City-Wide Growth Management);
- ‘*Mixed-Use Districts*’ (Schedule 5 – Designations).

DAVPART CONCERNS WITH DRAFT NEW “BRAMPTON PLAN”

Based on our preliminary review of the draft Brampton Plan, the following are Davpart’s comments and concerns. Recommended policy redlines are included in Appendix 1.

A. General Concerns

Applicability of Brampton Plan:

- Policy 1.1.7.b) reads, “*Land uses and designations approved prior to the implementation of Brampton Plan, as well as uses legally in existence prior to the implementation of this Plan, will be permitted to be established and continue without an amendment to the Brampton Plan.*”

Policy 3.1.91 states, “*Planning and development applications filed after the adoption of Brampton Plan by Council and prior to the approval of this Plan by the Region will be encouraged to work with the City to consider the implications of the policies of Brampton Plan as they relate to the proposed application.*”

The subject site should be identified in the new draft Brampton Plan as being an appropriate location for high density mixed use development in the City Structure as identified in the Davpart Amendment Application and Master Plan.



The City should consider a transition clause(s) for those in-process development applications submitted prior to the final enactment of the Brampton Plan.

- **Required Policy Clarification:** Please provide clarification on the above noted policies including an explanation of how the City intends on addressing development applications that have been submitted to the City in advance of City Council approval of the new draft Brampton Plan and/or in advance of Region of Peel approval.

Additional and/or revised comments may be provided depending on the municipal response to the above.

B. City Structure

Part 2.1 of the Brampton Plan outlines the proposed City Structure which consists of the City-Wide Growth Management Framework and Mobility Framework. The City-Wide Growth Management Framework, as identified on Schedule 2, is comprised of 'Centres', 'Boulevards', 'Corridors', 'Neighbourhoods', 'Employment Areas', and the 'Natural Heritage System'.

Neighbourhoods:

- Policy 2.1.2.d reads, "*Neighbourhoods reflect new and existing lower-scale residential, commercial and institutional areas of Brampton...*".

Policy 2.1.6 reads, "*Neighbourhoods will be planned at a lower-scale than Centres, Boulevards and Corridors, and will accommodate the lowest density and building heights while providing a full range and mix of housing options.*"

Policy 2.1.21 reads, "*Intensification in Brampton will be accommodated, subject to the policies of this Plan by...Promoting gentle intensification in Neighbourhoods...*"

The above noted policies are contrary to the Brampton Plan's intended Growth Management Framework. More specifically, the City's various Major Transit Station Areas ("MTSAs") are delineated in the new Brampton Plan, within which the underlying Growth Management Hierarchy is substantially comprised of the City's Neighbourhoods. As a result, many of the Centres and MTSAs, where some of the tallest buildings in the City are to be directed, are also identified as being within the City's Neighbourhoods where "lower-scale" uses are to be reflected.

- **Proposed Schedule Modification:** Schedules 1 and 2 be modified to remove Neighbourhoods from the delineated limits of the Urban Growth Centre, Urban Centres and MTSAs to remove this built form conflict within the City Structure and City-wide Growth Management Framework, and to clearly distinguish these areas based on their position as high intensity growth areas within the City Structure.

Centres, Boulevards and Corridors

- Policy 2.1.2.a) reads, "*Centres are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential*



and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. Centres are comprised of Urban Centres and Town Centres.”

Policy 2.1.3 reads, *“The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted subject to the applicable built form, design and implementation policies of this Plan.”*

Policy 2.1.21.a) reads, *“Intensification in Brampton will be accommodated, subject to the policies of this Plan, by: .a Directing intensification and highest densities and heights primarily within Urban Centres, which includes the Downtown Brampton Urban Growth Centre, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas...”*

Policy 2.1.30 reads, *“To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the city’s Urban Growth Centre, and other nodes and corridors identified in the Region of Peel Official Plan.”*

Policy 2.2.3.a) reads, *“The Urban Centre and Town Centre are conceptual overlays which indicate the City’s principal locations for growth, accommodate important regional amenities, and provide for the greatest intensity, form, and scale in Brampton.”*

Policy 2.2.3.b) reads, *“The Primary Urban Boulevard and Secondary Urban Boulevard overlays provide for greater intensity, form, and scale along key Corridors, but at lesser scale than Centres. Boulevards function as both destinations and connections and provide for a mix of uses, moderate intensification and a vibrant street life.”*

The Davpart Amendment Application is suitable located within an MTSA and within 800 metres of the Queen Street ‘Primary Urban Boulevard’ and City of Brampton ‘Urban Growth Centre’. The Centennial Mall lands have historically functioned as a local centre within the community. The subject site’s community function as a neighbourhood centre is proposed to be maintained as the built form and land use composition is updated and transformed. In this regard, the Brampton Plan should be prepared to accommodate the subject site’s proposed evolution as envisaged in the Davpart Amendment Application. While the subject site is located within the Kennedy Road Major Transit Station Area (“MTSA”), a Strategic Growth Area planned to accommodate higher density developments, this should also include the extension of the ‘Secondary Urban Boulevard’ north of Queen Street East to Vodden Street East and a consideration for the intersection of Vodden street East and Kennedy Road as a ‘Town Centre’.

- **Proposed Schedule Modification:** Schedules 1 and 2 be modified to extend the Secondary Urban Boulevard along Kennedy Road to terminate at Vodden Street East.
- **Proposed Schedule Modification:** Schedules 1 and 2 be modified to identify the intersection of Vodden Street East and Kennedy Road North as a Town Centre.



- Table 2 identifies the City's Centres and Corridors, including their individual minimum density target and additional policy area considerations. The subject site should be located along Secondary Boulevard and located within a new Vodden/Kennedy Town Centre.
 - **Proposed Policy Modification:** Table 2 be modified to include a new Vodden/Kennedy Town Centre.
- Table 3 identifies the City's Primary MTSA's, including their individual minimum density target and additional policy area considerations. However, the Kennedy MTSA does not include reference to the additional policies of a new Vodden/Kennedy Town Centre and Kennedy Road North Secondary Urban Boulevard. The subject site should be located along a Secondary Urban Boulevard and located within a new Vodden/Kennedy Town Centre.
 - **Proposed Policy Modification:** Table 3 be modified to provide reference to the additional policy direction pertaining to the proposed Vodden/Kennedy Town Centre and Kennedy Road North Secondary Urban Boulevard for the Kennedy MTSA.
- Policy 2.2.7.c) directs that new surface accessory parking lots and surface commercial parking lots are not permitted on lands within Town Centres. In the case of the subject site it will contain surface parking in the interim and potentially long term development scenario, particularly if a grocery store is ultimately maintained on the lands.
 - **Proposed Policy Modification:** Policy 2.2.7.c) be modified to permit new surface parking areas on a case-by-case basis when screened from a Corridor or Boulevard.

C. Secondary Plan, Precinct Plan, MTSA Plan and Area Plan:

Planning Process Prior to Implementation

- Policy 2.1.33.c) identifies that *"Where a City-initiated study of a Major Transit Station Area has not been initiated or approved by way of an amendment to Brampton Plan, the City may require the coordination of development applications between applicants, by way of a Secondary Plan and/or Precinct Plan at the cost of the applicant. The Secondary Plan and/or Precinct Plan will be subject to the applicable policies of the overlapping Centre or Boulevard, or other similar approaches to ensure an orderly, coordinated, and phased approach to the provision of Civic Infrastructure prior to or coincident with development."*

Policy 2.1.49 reads, *"Where a Secondary Plan does not yet identify the location of Precincts, Precinct Plans will be required with the submission of any Draft Plan of Subdivision and/or significant Zoning By-law Amendment application within Centres, Boulevards, and with frontage onto Corridors to the satisfaction of the City and Region of Peel before approval of the application, in accordance with the policies of Part 2.2 and Chapter 3."*



Policy 2.3.37 directs that Tall Plus buildings (buildings over 25 storeys) will only be permitted where they are identified in a City-initiated Secondary Plan and/or Precinct Plan.

Policies 3.1.52 through 3.1.58 deal with the requirement and context of Precinct Plans as part of submitted Draft Plan of Subdivision, Official Plan Amendment and/or Zoning By-law Amendment Applications.

Policies 3.1.59 through 3.1.65 deal with the requirement and context of Area Plans as part of complete planning applications.

Policy 3.1.66 deals with the requirement and context of a Primary Major Transit Station Study.

Secondary Plans, Block Plans and/or MTSA Plans, where required by the City of Brampton, should not be at the cost of development proponents. The scope of these exercises within the urban Built-up Area, which may involve many landowners, should be borne by the City of Brampton, unless these pre-existing plans are being amended on a site specific basis through individual Amendment Applications.

The majority of the lands located within the City's Primary and Planned MTSA's, Centres and the Urban Growth Centre do not currently have Precinct Plans.

Further, it is our opinion that the proposed multi-faceted approval process for the redevelopment of sites within the City's Strategic Growth Areas, which may include upwards of four (4) additional studies/plans to be approved through a public consultation process prior to Site Plan Approval, is excessive and unnecessary and will severely delay the facilitation of residential uses in the midst of an identified Housing Crisis as well as postpone the delivery of new jobs.

- **Proposed Policy Modification:** Chapter 4 be modified to include a new Site and Area Specific Policy to exempt the subject site from additional Secondary Plan review and the approval of a Precinct Plan, MTSA Plan and Area Plan. Alternatively, Policies 2.1.33.c), 2.1.49, 2.3.37, 3.1.52, 3.1.54, 3.1.57, 3.1.63, 3.1.64, be deleted or amended as set out in Appendix 1 of this letter.

D. Land Use Designations

Mixed-Use District Designation:

- The subject site is proposed to be designated 'Mixed-Use Districts' on Schedule 5 of the draft Brampton Plan. Lands designated Mixed-Use Districts are associated with those lands identified as Primary MTSA's on Schedule 2 of the Brampton Plan. The Mixed-Use Districts designation is intended to accommodate a diversity of functions, a higher density of development, a greater degree of mixed uses, and higher level of transit connectivity than those areas outside Mixed-Use Districts.

Table 4 identifies the built form typologies permitted within the Mixed-Use District designation. More specifically, according to draft Table 4 lands designated Mixed-Use Districts are restricted to "Low-rise" buildings no higher than 3 storeys, unless a MTSA



Study is conducted which identifies the permission for up to Tall Buildings (buildings no higher than 25 storeys).

It is our position that this building height restriction is not consistent with the Provincial Policy Statement and does not conform to the Growth Plan, which generally direct high intensity redevelopment and intensification to MTSA's. Further Table 4 is not consistent with the Davpart development proposal, which contemplates building heights up to 33 storeys in height. The determination of building heights for lands located within the Mixed-Use Districts designation should be determined on a case by case basis through the review of site specific development applications.

- **Proposed Policy Modification:** Table 4 be modified to permit the full range of building typologies for the Mixed-Use District designation.

E. Urban Design Review Panel

- Policy 2.3.48 directs that the "Review for all Design Priority Areas and Tall Building developments by the Urban Design Review Panel is required for compliance with the Brampton Plan and City-Wide Urban Design Guidelines..."

The City's Urban Design Review Panel are neither the approval authority, elected municipal officials or City employees. The role of the Urban Design Review Panel, and its members, is to provide design opinion and guidance to municipal Staff in review of development applications. Compliance of a tall building proposal with the Brampton Plan and/or City-wide Urban Design Guidelines is not to be determined by the City's Urban Design Review Panel, but rather is the role and responsibility of City Staff and ultimately City Council.

- **Proposed Policy Modification:** Delete Policy 2.3.48.

F. Housing

Housing:

- Policies 2.3.257 and 3.1.85 direct that development applications will be required to submit a Housing Assessment Report/Housing Analysis, to be approved prior to approval of any Secondary Plan, and any Secondary Plan amendment, Precinct Plan or Phasing Plan.

A Housing Assessment Report was not requested by the City or Region in the Pre-Application Consultation checklist provided by the City of Brampton. The submission of a Housing Assessment Report shall not apply to the 2556830 Ontario Inc. Amendment Application.

Notwithstanding, it is recommended that these policies provide flexibility to exempt development proposals from the requirement of a Housing Assessment Report/Housing Analysis, where deemed appropriate in the consideration of the location, scale and type of application being filed and where sufficient information is available to inform its purpose.



- **Proposed Policy Modification:** Replace the word “will” with “may” in reference to the preparation of a Housing Assessment Report/Housing analysis to provide flexibility to only require it to be provided when necessary and appropriate.
- Policy 3.1.77 directs that new developments with a minimum of ten residential units may be required to satisfy the inclusionary zoning policies of the Brampton Plan.

This policy is not sufficiently clear to identify that it will only apply to those developments of ten residential units or more where stipulated through a future inclusionary zoning amendment and By-law. Clarification should be provided in the policy.

- **Proposed Policy Modification:** Policy 3.1.77 be modified to clarify that the policy is only applicable to new developments required to provide inclusionary zoning pursuant to the *Planning Act*.

FINAL COMMENTS AND RECOMMENDATION

We request that City Staff meet with Davpart and its core consulting team at its earliest opportunity to discuss the concerns as outlined herein, including but not limited to the Brampton Plan's conflicts within the Davpart Amendment Application, inclusion of a new Kennedy/Vodden Town Centre and/or extension of the Kennedy Road Secondary Urban Boulevard to Vodden Street East.

As noted above, we believe additional consultation is required and that a final Recommendation Report should not be prepared or considered by City Council on July 6, 2022 in order for City Staff to properly consider and further discuss Davpart's concerns.

Davpart reserves the right to provide additional/revised comments based on the City of Brampton and/or Region of Peel response to the concerns identified herein and any further reports/studies or draft Official Plan Amendments produced in connection with the draft Brampton Plan. By way of this correspondence, we also respectfully request to be notified in writing of any and all future informal Open House and Statutory Public Meetings, as well as the tabling of Information and/or Recommendation Reports to Planning Committee/Council related to draft Brampton Plan/ Official Plan Review exercise; including all Notices of Decision.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Richard Domes, B.A., C.P.T
Principal Planner

cc: Centennial Mall Brampton Ltd.
J. Baker, Region of Peel
A. Smith, Region of Peel
A. Parsons, City of Brampton
A. McNeill, City of Brampton



APPENDIX A

Policy/Schedule	Proposed Policy/Schedule Modification
Schedule 1-City Structure 'Neighbourhoods'	<p>Remove subject site and area within 'Urban Growth Centre', 'Urban Centres' and 'MTSAs' from 'Neighbourhoods'</p> <p><u>Add a new 'Town Centre' located at Kennedy Road North and Vodden Street East</u></p> <p><u>Extend the limit of the Kennedy Road 'Secondary Urban Boulevard' to Vodden Street East.</u></p>
Schedule 2-City-Wide Growth Management 'Neighbourhoods'	<p>Remove subject site and area within 'Urban Growth Centre', 'Urban Centres' and 'MTSAs' from 'Neighbourhoods'</p> <p><u>Add a new 'Town Centre' located at Kennedy Road North and Vodden Street East</u></p> <p><u>Extend the limit of the Kennedy Road 'Secondary Urban Boulevard' to Vodden Street East.</u></p>
Table 2	<p>Add to Table 2 the following:</p> <p><u>Location (Schedule 2): Vodden/Kennedy</u></p> <p><u>Classification: Town Centre</u></p> <p><u>Minimum Density Target (Persons and Jobs Per Hectare): 160</u></p> <p><u>Additional Policy Area (Schedule 4): Primary Major Transit Station Area</u></p>
Table 3	Table 3
Primary Major Transit Station Area (Schedule 2): Kennedy	Primary Major Transit Station Area (Schedule 2): Kennedy
Rapid Transit Corridor: Queen St. BRT	Rapid Transit Corridor: Queen St. BRT
Minimum Density Target (Persons and Jobs Per Hectare): 160	Minimum Density Target (Persons and Jobs Per Hectare): 160
Additional Policy Area: Primary Urban Boulevard	Additional Policy Area: <u>Town Centre</u> , Primary Urban Boulevard, <u>Secondary Urban Boulevard</u>
2.1.33 - Each Major Transit Station Area is unique with its own growth potential. The City will study Major Transit Station Areas in accordance with the implementation policies of Chapter 3 of this Plan based on local	2.1.33 - Each Major Transit Station Area is unique with its own growth potential. The City will study Major Transit Station Areas in accordance with the implementation policies of Chapter 3 of this Plan based on local



<p>context and conditions to facilitate intensification.</p> <p>.a Where a Major Transit Station Area is also within a Centre, the density and height policies governing Centres will prevail.</p> <p>.b Where Employment Areas are within or overlap with a Major Transit Station Area, the City will initiate a study, in accordance with the Region of Peel Official Plan and Part 2.2 of Brampton Plan, to support the integration of specific portions Employment Areas with non-employment uses to develop vibrant, mixed-use areas, and innovation hubs.</p> <p>.c Where a City-initiated study of a Major Transit Station Area has not been initiated or approved by way of an amendment to Brampton Plan, the City may require the coordination of development applications between applicants, by way of a Secondary Plan and/or Precinct Plan at the cost of the applicant. The Secondary Plan and/or Precinct Plan will be subject to the applicable policies of the overlapping Centre or Boulevard, or other similar approaches to ensure an orderly, coordinated, and phased approach to the provision of Civic Infrastructure prior to or coincident with development.</p>	<p>context and conditions to facilitate intensification.</p> <p>.a Where a Major Transit Station Area is also within a Centre, the density and height policies governing Centres will prevail.</p> <p>.b Where Employment Areas are within or overlap with a Major Transit Station Area, the City will initiate a study, in accordance with the Region of Peel Official Plan and Part 2.2 of Brampton Plan, to support the integration of specific portions Employment Areas with non-employment uses to develop vibrant, mixed-use areas, and innovation hubs.</p> <p>.c Where a City-initiated study of a Major Transit Station Area has not been initiated or approved by way of an amendment to Brampton Plan, the City may require <u>encourages</u> the coordination of development applications between applicants, by way of a Secondary Plan and/or Precinct Plan at the cost of the applicant. The Secondary Plan and/or Precinct Plan will be subject to the applicable policies of the overlapping Centre or Boulevard, or other similar approaches to ensure an orderly, coordinated, and phased approach to the provision of Civic Infrastructure prior to or coincident with development.</p>
<p>2.1.49 - Where a Secondary Plan does not yet identify the location of Precincts, Precinct Plans will be required with the submission of any Draft Plan of Subdivision and/or significant Zoning By-law Amendment application within Centres, Boulevards, and with frontage onto Corridors to the satisfaction of the City and Region of Peel before approval of the application, in accordance with the policies of Part 2.2 and Chapter 3.</p>	<p>2.1.49 - Where a Secondary Plan does not yet identify the location of Precincts, Precinct Plans will be required with the submission of any Draft Plan of Subdivision and/or significant Zoning By-law Amendment application within Centres, Boulevards, and with frontage onto Corridors to the satisfaction of the City and Region of Peel before approval of the application, in accordance with the policies of Part 2.2 and Chapter 3.</p>
<p>Table 4 Designation: Mixed Use District</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise • Additional Permissions: Major Transit Station Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise and Tall buildings 	<p>Table 4 Designation: Mixed Use District</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise, <u>Low-Rise Plus, Mid-Rise, Tall buildings, and Tall Plus buildings.</u> • Additional Permissions: Major Transit Station Studies may identify appropriate locations for



<p>Overlay: Town Centre</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise Plus, Mid-Rise • Additional Permissions: Tall buildings may be permitted subject to a Precinct Plan and other applicable policies in this Plan, and where located in an MTSA <p>Overlay: Secondary Urban Boulevard</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise Plus, Mid-Rise • Additional Permissions: In limited areas, there may be opportunities for Tall buildings subject to a City-initiated Secondary Plan. 	<p>Low-Rise Plus, Mid-Rise and Tall buildings</p> <p>Overlay: Town Centre</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise Plus, Mid-Rise, <u>Mid-Rise, Tall buildings, and Tall Plus buildings.</u> • Additional Permissions: Tall buildings may be permitted subject to a Precinct Plan and other applicable policies in this Plan, and where located in an MTSA <p>Overlay: Primary Urban Boulevard</p> <ul style="list-style-type: none"> • Building Typology: Low-Rise Plus, Mid-Rise, <u>Mid-Rise Plus Tall buildings, and Tall Plus buildings.</u> • Additional Permissions: In limited areas, there may be opportunities for Tall buildings subject to a City-initiated Secondary Plan.
<p>2.2.7.c - The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 2:</p> <p>.c New surface accessory parking lots and surface commercial parking lots are not permitted.</p>	<p>2.2.7.c - The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 2:</p> <p>.c New surface accessory parking lots and surface commercial parking lots are <u>may be permitted in limited circumstances when screened from view from a Corridor or Boulevard.</u> not permitted.</p>
<p>2.2.30 - New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent Neighbourhoods and provide transition in accordance with the design policies of this Plan.</p>	<p>2.2.30 - New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent Neighbourhoods, <u>where they are located outside of the Urban Growth Centre, Centres and Major Transit Station Areas,</u> and provide transition in accordance with the design policies of this Plan.</p>
<p>2.3.37 - Tall Buildings Plus will only be permitted where they are identified in a City-initiated Secondary Plan and/or Precinct Plan.</p>	<p>2.3.37 - Tall Buildings Plus will only be permitted where they are identified in a City-initiated Secondary Plan and/or Precinct Plan.</p>
<p>2.3.48 - Review for all Design Priority Areas and Tall Building developments by the Urban Design Review Panel is required for compliance with the Brampton Plan and City-Wide Urban Design Guidelines. Creativity and design excellence will be promoted through programs such as urban design awards.</p>	<p>2.3.48 - Review for all Design Priority Areas and Tall Building developments by the Urban Design Review Panel is required for compliance with the Brampton Plan and City-Wide Urban Design Guidelines. Creativity and design excellence will be promoted through programs such as urban design awards.</p>
<p>2.3.257 - Development applications will be required to submit a Housing Assessment</p>	<p>2.3.257 - Development applications will <u>may</u> be required to submit a Housing Assessment</p>



<p>Report, to be approved prior to approval of any Secondary Plan, and any Secondary Plan amendment, Precinct Plan or Phasing Plan, which: ...</p>	<p>Report, to be approved prior to approval of any Secondary Plan, and any Secondary Plan amendment, Precinct Plan or Phasing Plan, which: ...</p>
<p>3.1.57 - The City may enact Zoning By-laws and approve Site Plan Applications without a Precinct Plan process for uses that the City deems are in the City and the Region's interest, such as a Provincial facilities, Civic Infrastructure, or transit facilities, provided that such proposals meet all applicable policies and legislation, and provided the proposed development:</p> <p>.a Can be supported by existing servicing infrastructure;</p> <p>.b Protects, preserves, enhances and restores natural heritage features;</p> <p>.c Protects, preserves, enhances and conserves places and/or landscapes of cultural heritage value;</p> <p>.d Protects for the future right-of-way of Centres and Boulevards and any planned Transit Network facilities;</p> <p>.e Meets the intent and purpose of the Urban Design Guidelines; and,</p> <p>.f Implements the policies and directions of the Secondary Plan.</p>	<p>3.1.57 - The City may enact Zoning By-laws and approve Site Plan Applications without a Precinct Plan process for uses that the City deems are in the City and the Region's interest, such as a Provincial facilities, Civic Infrastructure, or transit facilities, <u>and significant private development proposals</u>, provided that such proposals meet all applicable policies and legislation, and provided the proposed development:...</p>
<p>3.1.85 - Planning and development applications will be required to submit a Housing Analysis as a complete application requirement for all rezoning, subdivision and site plan applications to demonstrate implementation of the results of a related Housing Assessment Report; unless such a Housing Assessment Report is not established, in which case a Housing Assessment Report will be required to be included within the proposed development application in lieu of a Housing Analysis.</p>	<p>3.1.85 - Planning and development applications will <u>may</u> be required to submit a Housing Analysis as a complete application requirement for all rezoning, subdivision and site plan applications to demonstrate implementation of the results of a related Housing Assessment Report; unless such a Housing Assessment Report is not established, in which case a Housing Assessment Report will be required to be included within the proposed development application in lieu of a Housing Analysis.</p>
<p>Chapter 4 – Site and Area Specific Policies</p>	<p>New Site and Area Specific Policy Area be included, as follows:</p> <p><u>X.1 - Notwithstanding the policies of this Plan, the redevelopment of the lands municipally known in 2022 as 227 Vodden Street East, for residential and non-residential uses, may be</u></p>



	<u>approved through a site specific amendment to the Brampton Flowertown Secondary Plan and Zoning By-law in advance of any additional Secondary Plan review, and Precinct Plan, Major Transit Station Area Plan and Area Plan.</u>
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