

FILE NUMBER:

A-2025-0029

The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION

Minor Variance or Special Permission

(Please read Instructions)

NOTE:

It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law **270-2004**.

1.

Name of Owner(s)Acumen Brampton Inc.

Address21 Coventry Road

Brampton, ON

L6T 4V7

Phone #647-680-1227

Fax #

Emailterry.zhang@canadaacument.ca

2.

Name of AgentWeston Consulting c/o Darrin Cohen

Address201 Millway Avenue, Suite 19, Vaughan ON, L4K5K8

Phone #905-738-8080 ext.329

Fax #

EmailDCohen@westonconsulting.com

3.

Nature and extent of relief applied for (variances requested):

The development proposal seeks to extend the previously approved permissions, being the Commercial School Use and reduction to a parking supply of 48 spaces, on a permanent basis. The application also requests conditional approval to permit a Day Nursery within the existing building.

4.

Why is it not possible to comply with the provisions of the by-law?

Please see the enclosed justification letter.

5.

Legal Description of the subject land:

Lot NumberPT BLK E PL 977 CHINGUACOUSY PTS 1 & 2,

Plan Number/Concession Number43R12163 ; S/T RO740127; CITY OF BRAMPTON

Municipal Address21 Coventry Road

6.

Dimension of subject land (in metric units)

Frontage58 metres

Depth98 metres

Area0.57 hectares

7.

Access to the subject land is by:

Provincial Highway☐

Municipal Road Maintained All Year☒

Private Right-of-Way☐

Seasonal Road☐

Other Public Road☐

Water☐

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, gazebo, etc.)

A three-storey commercial school currently occupies the site, containing a GFA of 2499 square metres, with a 1-storey portion containing a GFA of 649 square metres. There are two accesses directly off of Coventry Road, and parking located at both the rear and east interior side yards.

PROPOSED BUILDINGS/STRUCTURES on the subject land:

The proposed buildings are unchanged - no changes are proposed to the exterior of the existing building on the subject property.

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback Approx. 10 metres

Rear yard setback Approx. 30 metres

Side yard setback Approx. 7 metres

Side yard setback Approx. 21 metres

PROPOSED

Front yard setback Unchanged

Rear yard setback Unchanged

Side yard setback Unchanged

Side yard setback Unchanged

10. Date of Acquisition of subject land: June 28, 2021
11. Existing uses of subject property: Commercial School
12. Proposed uses of subject property: Commercial School / Day Nursery (Subject to Conditions)
13. Existing uses of abutting properties: Manufacturing & Commercial Uses
14. Date of construction of all buildings & structures on subject land: Unknown
15. Length of time the existing uses of the subject property have been continued: 2022
16. (a) What water supply is existing/proposed?
Municipal ☒ Other (specify) _____
Well ☐
- (b) What sewage disposal is/will be provided?
Municipal ☒ Other (specify) _____
Septic ☐
- (c) What storm drainage system is existing/proposed?
Sewers ☒ Other (specify) _____
Ditches ☐
Swales ☐

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes ☐ No ☒

If answer is yes, provide details: File # _____ Status _____

18. Has a pre-consultation application been filed?

Yes ☐ No ☒

19. Has the subject property ever been the subject of an application for minor variance?

Yes ☒ No ☐ Unknown ☐

If answer is yes, provide details:

File #	A-2022-0168	Decision	Approved Subject to Conditions	Relief	To permit a commercial school and 48 parking spaces
File #	_____	Decision	_____	Relief	_____
File #	_____	Decision	_____	Relief	_____



Signature of Applicant(s) or Authorized Agent

DATED AT THE _____ City _____ OF _____ Vaughan _____

THIS 10th _____ DAY OF _____ February _____, 2025 _____.

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Darrin Cohen _____, OF THE _____ City _____ OF _____ Toronto _____

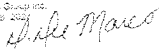
IN THE _____ OF _____ SOLEMNLY DECLARE THAT:

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City _____ OF _____ Vaughan _____
IN THE _____ Region _____ OF _____
York _____ THIS 10th _____ DAY OF _____
February _____, 2025 _____.

Deborah Ann DeMarco
a Commissioner etc.
Province of Ontario
for Western Consulting Group Inc.
Expires January 10, 2022



A Commissioner etc.



Signature of Applicant or Authorized Agent

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist.

Zoning Officer

Date

DATE RECEIVED

March 12, 2025

Date Application Deemed
Complete by the Municipality

Merceryn

APPOINTMENT AND AUTHORIZATION OF AGENT

To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
coa@brampton.ca

LOCATION OF THE SUBJECT LAND: 21 Coventry Road

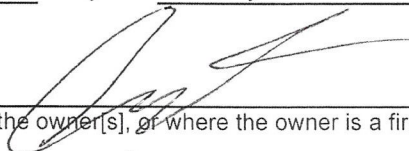
I/We, Acumen Brampton Inc.
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject lands, hereby authorize

Weston Consulting c/o Darrin Cohen
please print/type the full name of the agent(s)

to make application to the **City of Brampton Committee of Adjustment** in the matter of an application for **minor variance** with respect to the subject land.

Dated this 19th day of February, 2025.


(signature of the owner[s], or where the owner is a firm or corporation, the signature of an officer of the owner.)

Amit SAIN
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed hereto.

NOTE: Unit owners within a Peel Standard Condominium Corporation are to secure authorization from the Directors of the Condominium Corporation in a form satisfactory to the City of Brampton, prior to submission of an application. Signatures from all Members of the Board of Directors are required.

PERMISSION TO ENTER

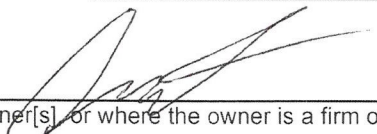
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
coa@brampton.ca

LOCATION OF THE SUBJECT LAND: 21 Coventry Road

I/We, Acumen Brampton Inc.
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject land, hereby authorize the Members of the City of Brampton Committee of Adjustment and City of Brampton staff members, to enter upon the above noted property for the purpose of conducting a site inspection with respect to the attached application for Minor Variance and/or consent.

Dated this 19th day of February, 2025.


(signature of the owner[s] or where the owner is a firm or corporation, the signature of an officer of the owner.)

Amit SAINI
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed hereto.

NO DISCUSSION SHALL TAKE PLACE BETWEEN THE COMMITTEE MEMBERS AND THE APPLICANT DURING THE SITE INSPECTION

8. Committee of Adjustment		
Residential Minor Variance Applications		
Above/Below Grade Variance (Door/Window)	\$11,949	Per Application
Driveway Variance	\$11,949	Per Application
Parking Variance	\$11,949	Per Application
Variances to Section 10.16 (Garden Suites) of the Zoning By-Law	\$11,949	Per Application
All Other Variances	\$2,990	Per Variance
Maximum Fee	\$11,949	Per Application
Institutional, Commercial or Industrial (ICI) Minor Variance Applications		
Minor Variance Application	11,949	Per Application
"After the Fact" Variance (Residential or ICI) Variance application resulting from a registered complaint, construction inspection, building order or enforcement action.	\$11,949	Per Application
Consent Applications		
Consent Application – Lot Creation	\$10,157	Per Application
Consent Application – All Other (in accordance with Planning Act S.57, 50(18), or 53(23))	\$5,078	Per Application
Committee of Adjustment Application Re-Circulated Pursuant to A Request by The Applicant to Defer an Application	\$5,000	Per Notice
Consent Certificate	\$2,127	Per Certificate
Replacement Notice Sign	\$75	Per Sign
Committee of Adjustment Application Refunds: <ul style="list-style-type: none"> \$400 refund if withdrawn prior to internal circulation (By-law 231-2007). \$300 refund if withdrawn prior to circulation of public notice of a hearing (By-law 231-2007). No refund if withdrawn once the circulation of the public notice of a hearing has occurred (By-law 231-2007). 		



WESTON



Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

February 25, 2025
File 7766-2

Attn: Committee of Adjustment, City of Brampton

**RE: Minor Variance Application
21 Coventry Road
City of Brampton**

Weston Consulting is the authorized planning agent for Ace Acumen Academy, the owner of the land municipally identified as 21 Coventry Road, in the City of Brampton (the “**subject property**” or “**site**”). The owner intends to seek a permanent extension to a 2022 Committee of Adjustment approval to permit a Commercial School use on the site. The previous approval was for a period of three years expiring on August 2nd, 2025. In accordance with conditions from the 2022 decision, a Parking Utilization Study has been prepared in support of this application.

We are pleased to submit this letter to the Committee of Adjustment in support of a Minor Variance application to seek relief from Zoning By-law 270-2004 to permit a Commercial School use on a permanent basis and a reduced number of parking spaces on the subject property. The enclosed application also requests conditional approval to permit a Day Nursery within the existing building.

Description of Subject Property

The subject property is located on the southeast side of Coventry Road, between Walker Drive (southwest) and Airport Road (northeast), with approximately 311 metres of frontage and an approximate area of 0.57 hectares (1.40 acres). A three-storey commercial school, which previously operated as a private school, currently occupies the site. There are two accesses directly off Coventry Road, and parking is located at both the rear and east interior side yards of the site.

The site is located within an *Employment Area* according to Schedule 1A (City Structure) of the 2024 Brampton Plan and is designated *Employment* according to Schedule 2 (Designations). According to Schedule 10 (Secondary Plans) the Subject Property is located within the *Airport Intermodal Area* Secondary Plan and designated *General Employment 1 – Special Site Area 13*, which permits a Private School. The site is zoned *Industrial Three A – M3A*, subject to *Special Policy 2544* in the City of Brampton Zoning By-law 270-2004, which permits a Private School and was implemented through By-law 161-2017 on August 1, 2017.



Figure 1: Aerial Photo of the Subject Property

The following uses are located in the vicinity of the subject property:

- North:

The Coventry Road right-of-way (ROW) abuts the subject property to the north, across from which are two large retail buildings including a furniture store and Walmart Supercentre. Further north is a surface parking lot supporting the two buildings, three retail buildings, a pair of food establishments, and a gas station.
- South:

The rear yard of the site is internal to the surrounding block, bordering a meat processing operation, and a cabinet store to the south. These lots, along with adjacent manufacturing and packaging uses, front Chelsea Lane, across from which are industrial uses including a metal manufacturer and a shipping company. Each of these lots are supported by on-site parking.
- East:

A warehouse abuts the subject property directly to the east, which is adjacent to a mixed-use building containing a hotel and Italian restaurant fronting Airport Road. Past the intersection, Coventry Road becomes Nevets Road, and additional industrial uses predominantly front this street, such as a storage facility and truck stop. The Canadian Tire Distribution Centre is located slightly further eastward.
- West:

The site abuts a manufacturing facility to the west, which acts as the corner lot of the block, fronting both Coventry Road and Walker Drive. Across from Walker Drive is an industrial mall and cluster of packaging facilities, with some retail and more sensitive uses present in this general area, including a car dealership, a bank, restaurants, a Service Ontario Facility, and a convention centre.

Description of Proposed Variances

The purpose of the Minor Variance application is to permit a Commercial School use on a permanent basis with 48 parking spaces. The proposed variance will maintain existing site conditions that were previously reviewed by staff through the 2017 Zoning By-law amendment application and a Committee of Adjustment application that was approved on August 2nd, 2022. No internal or external changes are proposed to the building, parking areas or associated landscaped area. The 2022 Committee of Adjustment approval permits the Commercial School use for a period of three years subject to the following of conditions:

1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision;
2. That the variance be approved for a temporary period of three (3) years;
3. That the owner shall submit a parking utilization study to justify the reduction in the number of parking spaces prior to a future extension of the Commercial School use;
4. That the maximum combined gross floor area for the commercial school and private school shall not exceed 1,400 square metres for classrooms and the maximum building occupancy of 480 persons in association with private school and commercial school;
5. That failure to comply with and maintain the conditions of Committee shall render the approval null and void.

The enclosed Minor Variance Application seeks relief from Zoning By-law 270-2004 to permit a Commercial School on the subject property and a reduction in the required number of parking spaces to 48 (from a rate of 1 space per 20m² of GFA to 0.3 spaces per 20m² of GFA). Site specific Zoning By-law 161-2017 permits a Private School use on the site. The definitions of the Private School and Commercial School are as follows:

School, Private shall mean a school that is not a public school that provides the same services as a public school.

School, Commercial, Technical, or Recreational shall mean a building or place where training in language skills, secretarial skills or other trade skills, or training in sports, dance or other recreational skills, is provided for compensation.

Both definitions describe unconventional educational services, outside the scope of the public education system. The applicable regulations such as classroom GFA and Building Occupancy will be complied with through the continued operation of the Commercial School.

Pursuant to the conditions of the 2022 Minor Variance approval, an updated Parking Utilization Study Letter has been prepared by Paradigm Transportation Solutions Ltd., and finds that the 48 spaces currently on-site, are appropriate in supporting the continued operation of the Commercial School use. The updated Parking Utilization Study Letter was submitted to City of Brampton staff for review on August 27th, 2024. In response to comments and feedback from the initial review, a revised study was submitted on October 1st, 2024. The updated parking utilization study is enclosed.

A Minor Variance is also being requested to permit a Day Nursey within the existing building. The proposed Day Nursery would support the Commercial and Private school operations as part of a complete educational offering. Details of the of Day Nursey related to size, location, and other requirements have not yet been determined. The enclosed application seeks approval of the Day Nursery use subject to conditions that would require the owner to provide detailed information and compliance with all application legislation and regulations.

The specific provisions and requested variances are identified in Table 1 below:

Table 1: Requested Variances

Policy	By-law Section 2.1.17	By-law Requirements	Requested Variance
2544.1	The lands designated M3A – 2544 on Schedule A to this by-law:	shall only be used for the purposes permitted by Section 2544.1 (1) or purposes permitted by Section 2544.1(2) but not both sections and not any combination of both sections:	To permit a Commercial School on permanent basis.
		Either: 1) a. A private school	To permit a Day Nursery subject to conditions including compliance with all

		b. Purposes accessory to other permitted purposes Or: 2) a. Purposes permitted by the M3A – 156 zone b. Purposes accessory to other permitted purposes	applicable legislation and regulations.
20.3.1	Minimum parking spaces are required in accordance with the following requirements:	Commercial, Technical, or Recreational School: 4 spaces for each classroom or 1 parking space for each 20 square metres of gross commercial floor area or portion thereof; whichever is greater 124 Parking Spaces	4 spaces for each classroom or 0.3 parking space for each 20 square metres of gross commercial floor area or portion thereof. 48 Parking Spaces (existing condition)

Planning Justification

The *Planning Act*, 1990 sets out the legal framework that governs the consideration for Minor Variance applications and Section 45 of the *Planning Act* authorizes the Committee of Adjustment to make decisions regarding minor variances applications. Pursuant to Section 45(1) of the *Planning Act*, a Minor Variance must satisfy the following tests:

- The variances requested maintain the general intent and purpose of the Official Plan;
- The variances requested maintain the general intent and purpose of the Zoning By-law;
- The variances are desirable for the appropriate development or use of the land; and
- The variances are minor in nature.

The section below demonstrates how the proposed variance meets the four tests under Section 45(1) of the *Planning Act*.

1. Maintains the General Intent and Purpose of the Official Plan

The in City of Brampton Official Plan, 2006 designates the subject property *Industrial* according to Schedule A (General Land Use Designations) and according to Schedule G (Secondary Plan Areas) the site is subject to the policies of the *Airport Intermodal Secondary Plan (Area 4)* which designates it *General Employment 1 – Special Site Area 13* which is subject to the following policy:

8.13 Special Site Area 13 located at 21 Coventry Road shall permit a private school in addition to the other permitted uses under the General Employment 1 designation, and accessory uses thereto. To limit the size of the school, the zoning by-law shall establish a restriction on the gross floor area for classrooms.

The proposed Commercial School is similar in nature to a Private School and represents a minor variation from this permitted use, while conforming with the other provisions of the Secondary Plan, including site specific direction for zoning restrictions on class sizes. No physical changes are proposed from what was previously approved and currently exists. The Commercial School use represents and equally sensitive uses as a Private School, which is permitted.

The proposed variance promotes multi-modal transportation use through encouraging transit use through a reduced parking rate, in alignment with direction contained within Section 4.5 of the Official Plan. More specifically, Section 4.5.5 identified the restriction of parking supply ‘to support transit, transportation demand management measures’ as an objective, which the proposed variance is in direct alignment with.

Although parking is generally regulated by the Zoning By-law, Policy 3.1.1.57 of the Official Plan states that *“Recognizing the role that commercial, institutional and employment lands can provide in contributing to a sense of place, the design of nonresidential development will conform with all of the applicable and relevant policies of this Plan, with particular focus on all of the Urban Design and Land Use Compatibility policies of this Plan, and will:*

a. Minimize surface parking in Employment Areas

The current supply of parking supports the proposed use.

According to the 2024 City of Brampton Official Plan, which is not yet in force and effect, the site is designated *Employment* (Schedule 2) and is within the *Airport Intermodal Area Secondary Plan* (Schedule 10). Policy 3.4.2.47 of the 2024 Brampton Official Plan states that *“The Brampton Parking Plan will identify recommendations and solutions to manage parking efficiently while promoting non-automobile modes of transportation.”* In our opinion, the proposed variance has regard for this policy.

The proposed Day Nursery also represents a use that is similar to a Private School use. The intention of the Day Nursery is to provide childcare services for students of the Private and Commercial School. The precise location and size of the Day Nursery within the existing buildings has yet to be determined and it is understood that a Day Nursery would also be subject to additional legislative and requirements. However, it is our opinion that a Day Nursery is appropriate for the site and can be provided as part of a comprehensive and holistic educational facility. We are requesting the Day Nursery use be conditionally approved.

Based on the analysis contained herein, it is our opinion that the requested variances maintain the general intent and purpose of the Official Plan.

2. Maintains the General Intent and Purpose of the Zoning By-law

City of Brampton Zoning By-law 270-2004 zones the subject property *Industrial Three A – M3A*, subject to *Special Policy 2544* as amended by By-law 161-2017. The M3A zone permits a range of industrial uses including manufacturing and warehousing, along with a few non-industrial and accessory uses. The site-specific By-law exception permits a Private School. The requested variance will not impact the building envelope and/or site layout and will extend a use that has been operating for the past three years. With respect to the Day Nursery, any required changes to the building envelope would be reviewed through a detailed design process to confirm compliance with applicable zoning requirements.

The permitted private school use, which is similar in its sensitivity to other non-residential uses in the M3A zone, has similar characteristics and operational requirements of a commercial school, such as hours of operation, number of staff and students, noise level, parking requirements, and infrastructure needs. This has been demonstrated over the past three years as the Commercial School has been operating since receiving approval from the Committee of Adjustment in 2022.

Relief from the Zoning By-law with respect to parking is required due to the Zoning By-law parking requirement for Commercial School being higher than a Private School. A reduction in parking is requested to permit 48 spaces whereas 124 spaces are required. It should be noted that the enclosed variance maintains the existing condition of the site. As described in the Parking Utilization Study prepared by Paradigm, a low proportion of motorists and automobile users access the site, resulting in a low rate of demand for parking. This is a result of



the student body, which is predominantly made up of international students who are unlikely to have a driver's license and therefore require the use of parking.

Based on the analysis contained herein, it is our opinion that the requested variances maintains the general intent and purpose of the Zoning By-law.

3. Desirable for the Appropriate Development or Use of the Land

The enclosed Minor Variance application seeks to make the Commercial School use permanent. This use has operated on the subject property over the past three years without negative impacts to the surrounding neighbourhood.

A Commercial School is similar to a Private School, which is a permitted use, with respect to hours of operating, number of staff, and students. As shown in the updated Parking Utilization Study prepared by Paradigm, the school predominantly serves international students, who are more likely to be non-motorists, which is reflected through the observed parking occupancy rate of 52%, with the site only briefly reaching capacity during a typical school day. The parking rate has also been in effect since the 2022 Committee of Adjustment approval which demonstrates that 48 parking spaces is sufficient to support the proposed use. Furthermore, the site contains an existing bus lane to support alternative modes of transportation and reduced parking demand.

The Day Nursery represents a similar type of educational use and will support students of the Commercial and Private School. Details related to size, location, and other legislation requirements will be determined later, however it is our opinion that a Day Nursery is appropriate as part of a comprehensive educational facility.

Based on the analysis contained herein, it is our opinion that the proposed variance is appropriate and desirable for the use of the lands.

4. Minor in Nature

The Proposed Variance will not change the Private School use, which is already permitted, or the previously approved Commercial School use that has been operational for the past three years. A Commercial School is similar to Private School with respect to operation and function. The proposal seeks to make the Commercial School use permanent. No physical changes to the building are required to implement the use.

Thee proposed reduction parking is required due to the parking requirement for Commercial School being higher than a Private School. The Parking Utilization Study prepared by Paradigm has determined that the reduction is appropriate and the existing 48 spaces are sufficient to support both uses. Furthermore, both uses have been operational since the 2022 Committee of Adjustment approval without significant traffic impacts.

With respect to the Day Nursery, details related to location and size will be determined at a later date. The enclosed Minor Variance application seeks conditional approval of the use as part of a comprehensive educational facility that will provide additional services for current and future students.

Based on the analysis contained herein, it is our opinion that the proposed variance is minor in nature.

Conclusion

Based on our analysis and the information provided above, we are of the opinion that the proposed application for Minor Variance meets the general intent and purpose of the Official Plan and Zoning By-law, is desirable and appropriate for the development of the Subject Lands and is minor in nature. In our opinion, the criteria prescribed by Section 45(1) of the Planning Act are satisfied.



WESTON
CONSULTING



We are of the opinion that the proposed application has merit and represents good planning and should be approved. We request that the enclosed application be considered and approved by the Committee of Adjustment.

In addition to this letter, the following materials have been submitted in support of the Minor Variance application:

- Signed Application Form;
- Parking Utilization Study prepared by Paradigm, dated June, 2022;
- Parking Utilization Study Addendum prepared by Paradigm, dated September 30, 2024;
- 2022 Committee of Adjustment Notice of Decision (A-2022-0168) dated August 2, 2022;
- Site Plan Prepared by MJ Consultants Inc., dated September 25, 2021

A cheque of \$2,920.00 for the application fee will be provided to the City upon review and confirmation as the applications are submitted.

We trust that this information is in order. Should there be any questions or additional information that is required, please do not hesitate to contact the undersigned.

Yours truly

Weston Consulting

Per:



Darrin Cohen, RPP, MCIP
Senior Planner

cc Ace Acumen Academy



5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684

www.ptsl.com

2024-09-30
Project: (240240)

Darrin Cohen, MCIP, RPP
Senior Planner
Weston Consulting
201 Millway Avenue, Suite 19
Vaughan, ON L4K 5K8

Dear Mr. Cohen:

**RE: 21 COVENTRY ROAD, BRAMPTON
COMMERCIAL SCHOOL PARKING UTILIZATION STUDY UPDATE LETTER**

1 Introduction

1.1 Study Purpose and Background

Acumen Brampton Inc. retained Paradigm Transportation Solutions Limited (Paradigm) to prepare this Parking Utilization Study Update Letter for the proposed permanent approval of a commercial school at 21 Coventry Road in the City of Brampton.

Error! Reference source not found. illustrates the location of the site.

The site was previously used as an international school. In 2022, a Minor Variance application was approved by the City of Brampton Committee of Adjustment to permit a commercial school use on the site along with 48 parking spaces. The City of Brampton zoning by-law indicates that 44-158 parking spaces are required for the site. Refer to Section 3.3 for details. The application was approved subject to a number of conditions including, but not limited to the following:

- ▶ That the variance be approved for a temporary period of three (3) years;
- ▶ That the owner shall submit a Parking Utilization Study to justify the reduction in the number of parking spaces prior to a future extension of the Commercial School use;

The property owner is now submitting an application to maintain this land use on a permanent basis.

The purpose of this Update Letter is to confirm that the current parking supply at the site is adequate. This Letter includes the review of the original 21 Coventry Parking Study conducted

by Paradigm in 2022¹. The scope of this study, as determined with City of Brampton staff in May 2024, includes:

- ▶ Reviewing current site conditions and operations;
- ▶ Determining the required parking supply based on the current use of the site; and
- ▶ Reviewing the 2022 Parking Study to assess any changes or needs that should be addressed.

Appendix A contains the pre-study correspondence and comments with the City of Brampton. **1.2 Terminology and Definitions**

The following parking-related terms are used in this report:

- ▶ **Supply** is defined as the total number of parking spaces provided and legally available at a location or within a specific district.
- ▶ **Demand** is defined as the total number of vehicles seeking a parking space at a location or within a specific district over a specified period. Demand is typically determined by counting the number of vehicles parked at a given time.
- ▶ **Utilization** refers to the proportionate number of spaces that are occupied by parked vehicles at any given time, expressed as a percentage of spaces occupied (e.g., demand divided by capacity). Utilization rates greater than 100% suggest that the number of vehicles within the parking area exceeds the actual number of spaces, which would infer illegal or inappropriate parking behaviour.

¹ 21 Coventry Street Parking Study. Prepared by Paradigm Transportation Solutions Limited. 2022.





2 Existing Conditions

2.1 Site Description

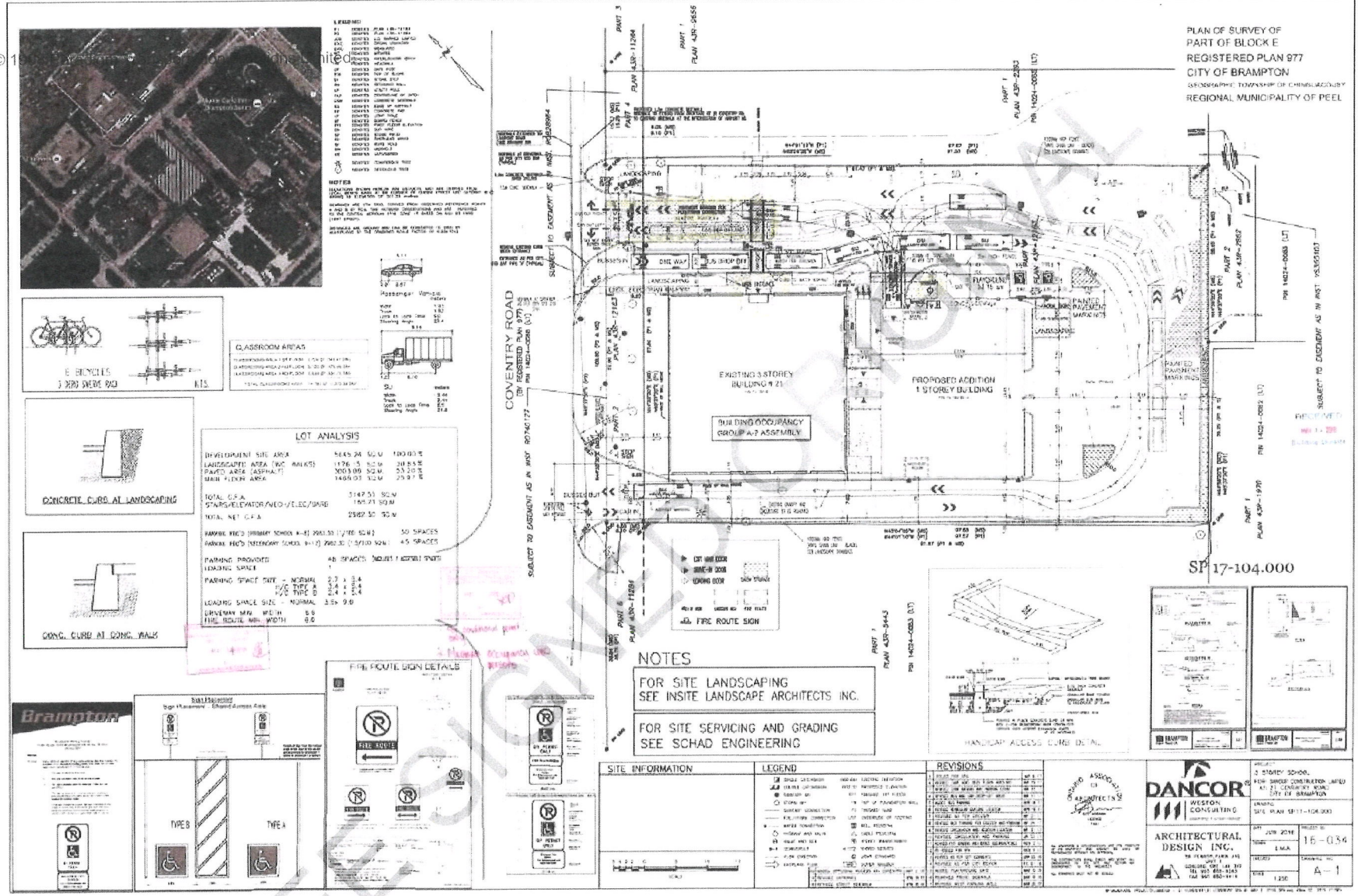
The site is located at 21 Coventry Road, on the south side of Coventry Road, west of Airport Road. It is occupied by a three-storey building and a one-storey ancillary structure (gymnasium) at the rear of the site. Vehicle access is provided via one entrance driveway and one exit driveway at Coventry Road. The site operates with a counterclockwise circulation and contains 48 parking spaces. The area designated for bus circulation is restricted and is not being used at this time. The school may choose to use this space to operate buses in the future.

The school currently includes 11 classrooms, which represents a reduction of one classroom compared to the planned number of classrooms recorded in the 2022 Parking Study. The building's ancillary use areas (e.g., offices, study space, gymnasium, etc.) have not changed since the previous study. The total number of students enrolled in the school, along with staff, is 1,243 and 39, respectively. The total number of enrolled students do not all attend the site at the same time. Typically, 364 students attend the school on an average day, with start and end times staggered for varying groups of students.

It is understood that the school is intended for post-secondary international students to gain an education in service sector industries such as business and technology. Given their status, these students may be able to use a valid licence from another country during the first 60 days of their residency in Ontario. However, students may or may not be eligible to exchange their out-of-country drivers licence dependent on whether their country of origin has a driver's license exchange agreement in place with Ontario. Therefore, students are much less likely to drive to the site and contribute to on site parking demands. A survey of students indicates that only two percent of students drive to school, while 98% walk or use transit. With carpooling percentages typically consisting of a minor share of the total vehicle trip rate, it is likely that the number of students carpooling to the site is very low.

Error! Reference source not found. illustrates the current site plan.





Site Plan
Figure 2.1

2.2 Transit Conditions

Brampton Transit is the local public transit operator for this community and operates several routes near the subject site.

Table 0.1 summarizes the current transit routes within 500 metres of the subject site.

Error! Reference source not found. illustrates the transit routes in the City of Brampton, as well as those within the vicinity of the subject site.

Error! Reference source not found. illustrates major transit stops within the vicinity of the site.

TABLE 0.1: BRAMPTON TRANSIT ROUTES NEAR SUBJECT SITE

Route	Service Days	Service Hours
1/1A	Monday to Friday	4:11 AM to 3:02 AM
	Saturday ¹	5:27 AM to 2:22 AM
	Sunday ¹	5:20 AM to 1:01 AM
5A	Monday to Friday	7:08 AM to 8:14 PM
20/20A	Monday to Friday	5:16 AM to 7:55 PM
30	Monday to Friday	4:56 AM to 1:09 AM
	Saturday	5:41 AM to 12:30 AM
	Sunday	6:35 AM to 12:21 AM
501/501C	Monday to Friday	4:30 AM to 12:57 AM
	Saturday	5:30 AM to 12:39 AM
	Sunday	7:14 AM to 12:26 AM
505/505A	Monday to Friday	5:20 AM to 9:21 PM
	Saturday ¹	8:27 AM to 7:56 PM
	Sunday ¹	9:35 AM to 7:19 PM

Notes:
1. No Route A service





Existing Transit Stops

Figure 2.3

2.3 Active Transportation Conditions

Sidewalks are provided on the north side of Coventry Road between Airport Road and Walker Drive. Sidewalks are also provided on the south side of Coventry Road between Airport Road and the east driveway of 21 Coventry Road. The sidewalk connects directly from the site to the bus stops at Airport Road.

Dedicated cycling facilities are not present on Coventry Road. The City of Brampton *Active Transportation Master Plan*² identifies facility type and phasing of cycling infrastructure throughout the City. The Plan identifies a designated bike lane or buffered bike lane on Coventry Road between Walker Drive and Airport Road. These improvements are considered long-term in the City Plan.

3 Parking Review

3.1 Parking Supply

The site comprises 48 parking spaces including two accessible parking spaces on the east side of the gymnasium. There is no fee for parking and access to the lot is not controlled. Parking and stopping is also permitted on Coventry Road, although the City of Brampton general traffic by-law prohibits on-street parking between the hours of 2:00 AM and 6:00 AM and for more than three hours at a time. Although a small number of trips from other sites were found to stop on Coventry Road, no trips from the subject site were observed to park or stop on the road.

The current parking supply for the site equals 0.38 spaces per 20 m² gross floor area (GFA) (without the gymnasium) or 0.31 spaces per 20 m² GFA (with the gymnasium).

3.2 Parking Demand

To estimate parking demand for the site, the Update Letter reviews the parking demand at the site, as it is currently fully operational. This Letter also revisits the 2022 Parking Study to consider and address and changes since that time.

Observed Site Parking Demand

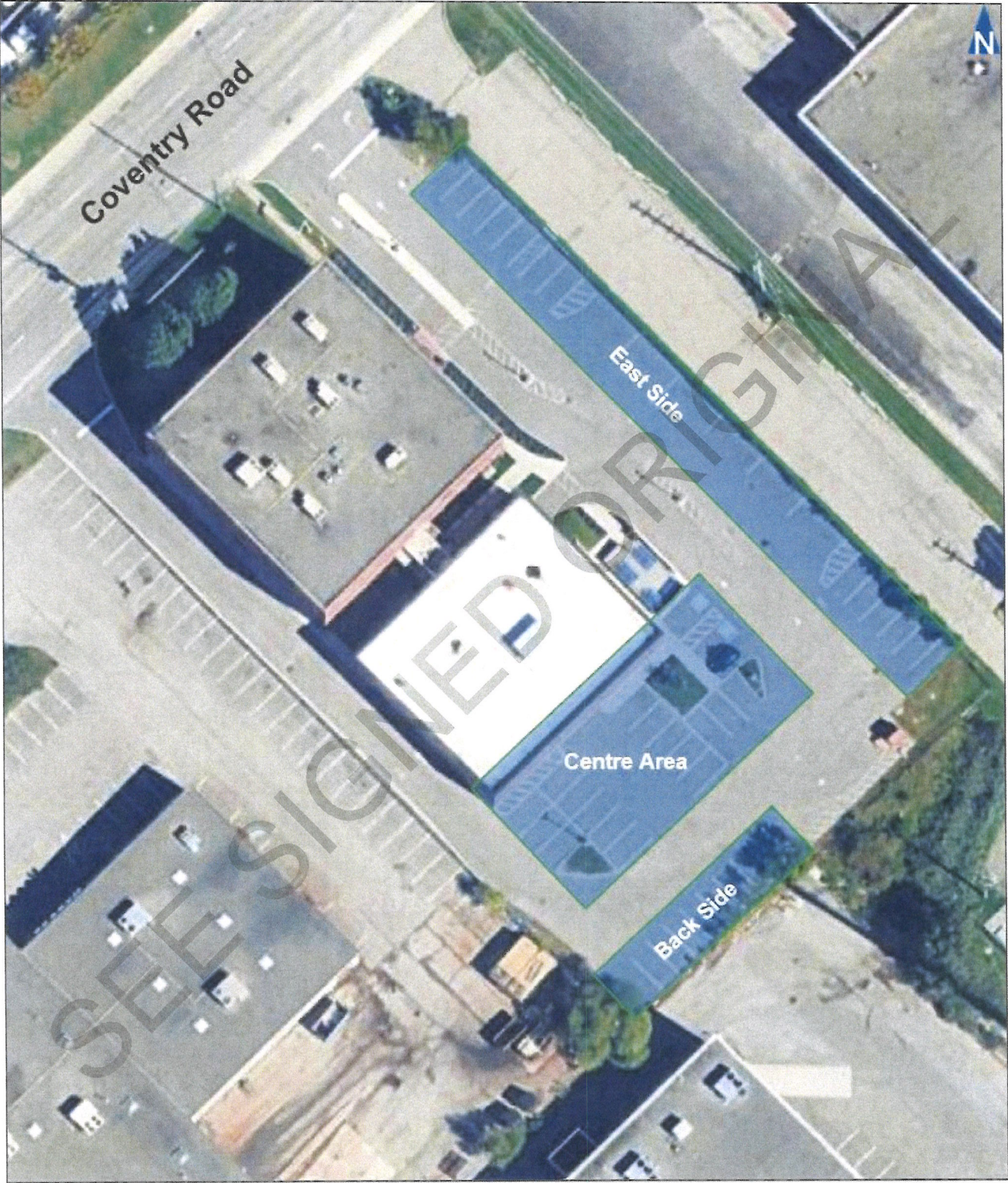
On Wednesday, 19 June 2024, at approximately 11:00 AM, Paradigm conducted a site visit to assess the current parking demand of the site. The lot was divided into 3 sections: the east side, the back side, and the centre area.

Figure 3.1 illustrates the 3 parking lot sections.

Table 3.1 summarizes the parking demands for each section of the parking lot as well as the overall usage.

² City of Brampton. *Active Transportation Master Plan*, Figure 4.17: Cycling Network Phasing Plan. 2019.





Parking Lot Sections

TABLE 0.1: CURRENT ESTIMATED PARKING DEMAND

Parking Lot Section	Observed Demand	Parking Supply	Occupancy Percentage
East Side	13	20	65%
Back Side	6	9	67%
Centre Area	6	19	32%
Total	25	48	52%

Results indicate that the lot was currently operating at 52% capacity, with the back section having the highest occupancy at 67%. Despite the moderate demand for parking during school hours, there remains ample available capacity to accommodate additional vehicles if necessary.

During the site visit, it was observed that a significant number of students were walking to and from the bus stops located at the intersection of Coventry Road and Airport Road, approximately 185 metres east of the site, and the bus stops on Queen Street East, about 400 metres northwest of the site. This high volume of pedestrian traffic suggests that many students rely on public transportation, thereby reducing vehicle and parking demand for the site. Information provided by Ace Acumen Academy indicates that the vast majority of students (98%) either walk or use public transit to travel to and from the site.

Recorded Site Parking Demand

Paradigm staff recorded both site driveways for a 24-hour period starting at 6:00 AM on Thursday, 20 June 2024, until 6:00 AM on Friday, 21 June 2024. An analysis was conducted using 15-minute intervals to determine the approximate parking demand at the site throughout the day on Thursday, 20 June 2024.

Assuming an empty parking lot at the start of the recording period, highest demand for the lot occurs between 12:30 PM and 3:45 PM. The peak parking demand of 57 vehicles was found between 1:30 PM and 1:45 PM. However, the recordings showed several vehicles per hour picking up and dropping off students at both driveway accesses for the site, and within the parking lot. These vehicles were counted in the parking demand analysis and resulted in an increase in parking demand, although these vehicles never occupied any parking spaces and were only stopped briefly to pick-up and drop-off passengers.

Considering the pick-up and drop-off vehicles in the analysis, the parking lot is considered to briefly reach capacity in this early afternoon period, but not realize demand over capacity. It is found that the parking lot is below capacity from 6:00 AM to 12:30 PM, between 12:30 PM and 3:45 PM the lot reaches capacity briefly for this time period, and from 3:45 PM to the end of the day the lot is again below capacity. This data highlights the adequacy of the parking lot to meet parking demand throughout the day. Notably, the absence of vehicle parking over supply does not encourage the transit and active transportation users to switch to the auto mode of travel.



Appendix B contains the parking demand analysis details based on the vehicle volumes from the recordings of both driveway accesses.

Institute of Transportation Engineers Parking Generation Demand Analysis

The previous 2022 Parking Study uses the Institute of Transportation Engineers (ITE) *Parking Generation Manual (5th Edition)*³ to estimate parking demand. Since the time of this study, an updated 6th Edition has been published. As such, a revised ITE parking generation analysis is provided below. To estimate demand, land use code (LUC) 540 is considered as the appropriate land use.

Table 0. summarizes the respective coefficients of determination (R^2) for each independent variable, and the average parking rate.

TABLE 0.2: COEFFICIENT OF DETERMINATION FOR LUC 540 INDEPENDENT VARIABLES

Independent Variable	R^2	Average Parking Rate
1,000 sq. ft. GFA	0.57	3.57 per 1,000 sq. ft. GFA
Employees	0.79	2.52 per employee
School Population	0.89	0.17 per person
Students	0.66	0.20 per student

Several coefficients of determination and average parking rates have changed from the *Parking Generation Manual 5th Edition*. The data suggests that school population (students and employees) or employee population typically provide a more accurate estimate of parking demand as opposed to the size of the school or student population.

The ITE *Parking Generation Manual* does not specify whether ancillary non-academic land uses are included within the gross floor area calculations. Therefore, the estimated parking demands using gross floor area have been calculated with and without the gymnasium.

³ Institute of Transportation Engineers. *Parking Generation Manual (5th ed.)*. 2023. Washington, DC



Table 0.3 summarizes the estimated parking demands based on gross floor area and school population for land use code 540.

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TABLE 0.3: ESTIMATED PARKING DEMAND – ITE LUC 540

Variable	Estimated Parking Demand Rate	GFA or Persons	Estimated Parking Demand
Gross Floor Area (with gymnasium)	3.57 spaces per 1,000 sq. ft. GFA	33,880 sq. ft.	121 spaces
Gross Floor Area (without gymnasium)	3.57 spaces per 1,000 sq. ft. GFA	26,898 sq. ft.	97 spaces
School Population	0.17 spaces per person	1,527 persons	260 spaces

In 2022, based on gross floor area and total school population, the site was estimated to have a peak hour parking demand of 82 and 126 spaces, respectively. This indicates a deficit ranging from 34 to 78 parking spaces. Using the *Parking Generation Manual 6th Edition* and updated enrollment estimates, the estimated peak parking demand ranges between 97 to 260 spaces based on gross floor area and total school population. This represents a deficiency of between 49 and 212 parking spaces. As previously noted, all students do not attend the school at the same time, so using the school population as the basis for the parking supply is not the most accurate approach for this site context.

Three of the four ITE parking rates are based on less than 10 studies, which therefore does not adequately capture the parking demands for the site and could overpredict the required parking spaces. In these cases, the actual demand at the site is a more accurate representation of the site demand.

Proxy Sites Demand Analysis

In 2022, Paradigm retained Traffic Survey Analysis Inc. to conduct parking surveys at 121 Brunel Road and 131 Brunel Road in the City of Mississauga and additionally reviewed parking demand characteristics at two suburban college campuses in the Region of Durham: Trent University in Oshawa and Durham College in Whitby. All proxy studies and their subsequent results were approved by the City of Brampton. This section is recapping the results for the proxy sites found in the 2022 Parking Study.

Similar to the land uses at 21 Coventry Road, all proxy sites contain standalone college facilities, and none rely on off-site parking agreements to accommodate additional parking demands. Further, the facility at 131 Brunel Road is operated by Acumen.

The parking surveys in the City of Mississauga were completed on Thursday, 26 May 2022 from 7:00 AM to 7:00 PM at 30-minute intervals to compare the observed parking demands to the available surplus and total parking supply at both sites. The analysis suggests a peak



parking demand between 0.55 and 0.62 spaces per 20 m² GFA, or 2.56 to 2.87 spaces per 1,000 sq. ft. GFA. These rates are both less than required in the City of Brampton Zoning By-law (one space per 20 m² GFA) and as published in the *ITE Parking Generation Manual (6th Edition)* (3.57 spaces per 1,000 sq. ft. GFA).

When a parking rate of 0.62 spaces per 20 m² GFA is applied to the subject site, a peak parking demand of 78 spaces is expected. Compared to the current supply of 48 spaces, this represents a deficit of 30 spaces. These calculations omit the gross floor area of the gymnasium because both proxy sites included academic-only uses and the gymnasium is considered ancillary to the academic land uses. Trips for the gymnasium are not expected to generate parking demand independent of those parking on site for the school. With the gross floor area of the site remaining unchanged, these findings are in alignment with those from the 2022 Parking Study.

In the Region of Durham, the Oshawa and Whitby parking demands were based on campus parking studies completed by Paradigm in 2018⁴ and 2019⁵, respectively. Parking surveys were completed at the Trent University (Oshawa) campus on Tuesday, 13 February 2018 and Wednesday, 14 February 2018 from 8:00 AM to 8:00 PM, where a peak parking demand of 0.22 spaces per student was observed. Parking surveys were completed at the Durham College (Whitby) campus on Wednesday, 11 September 2019 and Thursday, 12 September 2019 from 7:00 AM to 7:00 PM, where a peak demand of 2.11 spaces per 100 m² gross floor area was observed. Based on the rates at both campuses, the data suggests a peak parking demand of between 53 and 328 spaces and represents a deficiency of between 5 and 280 spaces.

It is acknowledged the Region of Durham surveys were completed prior to the COVID-19 pandemic and the onset of virtual learning infrastructure. There are likely virtual learning opportunities that will reduce parking demands in the post-COVID-19 era. Additionally, the Trent University and Durham College campuses are near much less transit services and attended by a larger portion of domestic students with access to vehicles. The 21 Coventry Road site is near several more bus stops and welcomes a significant population of international students without access to vehicles, reducing the overall parking demands at the site.

Site Specific Context

As noted in **Section** Error! Reference source not found., it is expected school staff are most likely to contribute to on-site parking demands because the students are not likely to possess driver's licenses. During the site visit conducted on Wednesday, 19 June 2024, large amounts of students were observed to be walking to and from the school to the nearby bus stops along

⁴ Trent University Durham Campus Parking Study. Prepared by Paradigm Transportation Solutions Limited. 2018.

⁵ Durham College Whitby Campus Parking Study. Prepared by Paradigm Transportation Solutions Limited. 2019.



Airport Road. Additionally, a parking occupancy of 52% was recorded at 11:00 AM during the site visit.

A total staff complement of approximately 39 persons are expected for the school, 14 persons more than the 25 recorded in the 2022 Parking Study. However, not all of these staff attend the school at the same time. Even still, based on the current parking supply of 48 spaces and assuming all staff are on-site at the same time, nine spaces would remain unoccupied if all staff attended the site via single-occupant vehicles. This additional capacity, still allows for visitor parking along with any students, however unlikely, that may be able to drive to the school.

It is on the basis of the persons intended for the site that the existing parking supply of 48 spaces is adequate. An existing site, to be updated for use by predominantly non-motorist occupants, conceivably should not increase demand for parking.

3.3 City of Brampton Zoning By-law

Off-site vehicle parking requirements are defined in Section 20.3 of the City of Brampton *Zoning By-law 270-2004* whereby a commercial school requires “...four spaces for each classroom or one parking space for each 20 square metres of gross commercial floor area or portion thereof, whichever is greater.”

Error! Reference source not found. summarizes the parking requirements.

TABLE 0.4: CITY OF BRAMPTON PARKING REQUIREMENTS

Parking Rate	Land Use Criteria	Required Parking
four spaces per classroom	11 classrooms	44 spaces
one space per 20 m ² (not including gymnasium)	2498.9 m ² GFA	125 spaces
one space per 20 m ² (including gymnasium)	3,147.5 m ² GFA	158 spaces

Based on number of classrooms, there is a need of 44 spaces, which represents four spaces fewer than that of the 2022 parking study given the reduction in one classroom. Based on gross floor area, there is a need for 158 spaces. If the gymnasium is considered ancillary to the site (i.e., parking demand is independent of the gymnasium land uses) the academic-specific GFA would require 125 spaces. Both parking requirements from gross floor area remain unchanged from 2022.



4 Conclusions and Recommendations

4.1 Conclusions

The conclusions of the study are as follows:

- ▶ Paradigm staff conducted a site visit Wednesday, 19 June, 2024 at 11:00 AM. Site observations indicate that a significant number of students walk between the site and the bus stops along Airport Road and Queen Street. A parking occupancy rate of 52% was observed on site. The site observations highlight the high usage of public transit by students and the moderate parking demand for the site compared to its supply.
- ▶ Paradigm conducted 24-hour data collection at both site driveway accesses on Thursday 20 June 2024 to capture the number of vehicles entering and exiting the lot. Through the analysis of this data, it was identified that the parking demand remains below capacity for a large portion of a typical school day and briefly reaches capacity from approximately 12:30 PM to 3:45 PM. At no point in time, was vehicle parking demand above capacity. Additionally, a small amount of vehicle pick-up and drop-off demand was observed. This data confirmed that the site is not oversupplying vehicle parking and encouraging otherwise active transportation and transit trips to use vehicles.
- ▶ The ITE *Parking Generation Manual (6th Edition)* suggests a parking supply of 97 to 260 parking spaces would be sufficient for the site. Based on the proposed supply of 48 spaces, this is a deficit of 49 to 212 spaces, however this ITE parking demand database does not contain a full set of studies that are comparable to the subject site. This rate is also based on all staff and students attending the site at the same time, which is not the case for this specific site.
- ▶ Parking demand surveys conducted at two proxy sites in the City of Mississauga suggest a peak parking demand of 0.62 spaces per 20 m² GFA (2.87 spaces per 1,000 sq. ft. GFA). This indicates a supply of 78 spaces and a total deficit of 30 spaces, assuming the gymnasium is not included in the total gross floor area. Parking demand surveys were also conducted at two proxy sites in the Region of Durham suggesting a parking demand of 0.22 spaces per student or 2.11 spaces per 100 m² GFA. This indicates a potential demand of 53 to 280 spaces, with a deficit ranging from five to 232 spaces, respectively.
- ▶ The school caters to international students, who may use a valid foreign license for the first 60 days in Ontario. However, eligibility to exchange their license depends on their country's agreement with Ontario, making them less likely to drive to school regularly or long-term.
- ▶ The City of Brampton Zoning By-law requires the greater of four spaces per classroom or one space per 20 m² gross floor area (GFA).
 - Based on the site plan's gross floor area, the site requires 44 parking spaces based on the number of classrooms. A supply of 158 parking spaces (including the



gymnasium) or 125 parking spaces (excluding the gymnasium) is needed based on all staff and students attending the site at the same time.

- The proposed parking supply of 48 spaces as compared to the zoning by-law parking requirements represents a deficiency between 0 and 110 spaces. The parking supply meets the zoning by-law requirements when the number of classrooms is used in the calculation rather than the gross floor area.

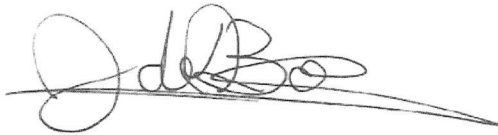
4.2 Recommendations

Based on the findings of this study, it is recommended:

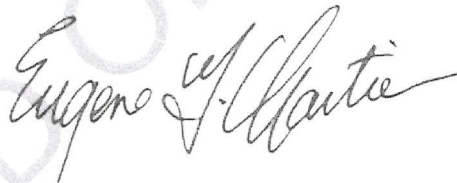
- ▶ The City acknowledge the context of the site and the appropriateness of the proposed parking supply based on the total number of classrooms as opposed to the gross floor area.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Joshua de Boer
M. Eng., P. Eng., PTOE
Senior Project Manager, Associate



Gene Chartier
M.A.Sc., P. Eng., FITE
Vice President and Chief Development Officer



Appendix A

Pre-Study Consultation Notes

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From: Bains, Amandeep
To: Josh de Boer
Cc: Neshon Missaghian; Hemon-Morneau, Francois
Subject: RE: [EXTERNAL](240240) 21 Coventry Road Parking Study - Terms of Reference
Date: June 20, 2024 10:18:37 AM
Attachments: image001.png

Hi Josh

I have reviewed the terms of reference and provided the following comments.

1. The parking study is to justify the approximate 70% proposed parking reduction.
2. A minimum of three (3) proxy sites, preferably within the City of Brampton, are required.
3. An analysis of the onsite parking demand since the temporary approval was granted is to be included in the parking study.

Kind Regards,

Amandeep Bains, B.Eng., EIT

Traffic Planning Technologist

Public Works & Engineering | City of Brampton

From: Josh de Boer <jdeboer@ptsl.com>

Sent: Thursday, May 16, 2024 10:24 AM

To: Bains, Amandeep <Amandeep.Bains@brampton.ca>

Cc: Neshon Missaghian <nmissaghian@ptsl.com>

Subject: [EXTERNAL](240240) 21 Coventry Road Parking Study - Terms of Reference

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good morning Mr. Bains,

Hope all is well at Brampton.

Paradigm Transportation Solutions Limited has been retained by Acumen Brampton Inc., to prepare a Parking Study for the commercial school at 21 Coventry Road in the City of Brampton. A commercial school is a school that acts as a paid school for foreign post-secondary students to gain an education in the service sector industries (i.e. business, tech, etc.). For more information, visit: <https://canadaacumen.ca/view-programs/>.

The site was previously occupied by an international school. In 2022, the property owner proposed repurposing the site into a commercial school through a City of Brampton Committee of Adjustment Minor Variance Application. A Parking Study in support of the application recommended that the City of Brampton acknowledge the context of the site and the appropriateness of the proposed parking supply based on the total number of classrooms as opposed to the gross floor area. The application was temporarily approved for a three-year period and the building has now been operational for approximately one year. The property owner is seeking permanent approval through another Committee of Adjustment Minor Variance Application.

The subject property contains an approximate lot area of 0.57 hectares with an approximate frontage of 58 metres onto Coventry Road. The commercial school is a three-story building with 11 classrooms, a variety of ancillary uses (e.g., study rooms, offices), and a one-story gymnasium at the south portion of the site. A total vehicle parking supply of 48 spaces will continue to be provided at the site. The weekday hours of operation of the school are 8:00 AM-10:00 PM. The school also operates through reduced hours on Saturdays.

A draft concept plan is attached for your reference.

In completing our study, we intend to:

- Review the transportation network context near the site and the changes, if any, from the previous parking study, including:
 - Transit routes and stops
 - Land use context
 - Sidewalk and cycling network connectivity
- Review parking requirements for commercial schools as outlined in the City of Brampton *Zoning By-law 270-2004*.
- Estimate vehicle parking demand using:
 - *ITE Parking Generation Manual (6th Edition)*
- Prepare an updated Parking Management Strategy, with applicable TDM measures, if deemed necessary.

Regards,

Joshua de Boer, M.Eng., P.Eng., PTOE

Senior Project Manager, Associate
(He/Him)



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Appendix B
Parking Demand Analysis Data

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Start Time	West Driveway		East Driveway		Total		Estimated Parking Demand (assuming empty lot at 6AM)	Estimated Parking Demand (assuming empty lot at 6AM & 1 PUDO vehicles/15 minutes during peak hours)
	Enter	Exit	Enter	Exit	Enter	Exit		
6:00 AM	1	0	0	0	1	0	1	1
6:15 AM	0	1	0	0	0	1	0	0
6:30 AM	3	0	0	0	3	0	3	3
6:45 AM	2	0	0	0	2	0	5	5
7:00 AM	2	0	0	0	2	0	7	7
7:15 AM	3	0	0	0	3	0	10	10
7:30 AM	4	0	2	3	6	3	13	13
7:45 AM	2	0	1	1	3	1	15	15
8:00 AM	5	0	4	3	9	3	21	21
8:15 AM	2	0	3	1	5	1	25	25
8:30 AM	3	0	3	4	6	4	27	27
8:45 AM	3	0	1	0	4	0	31	31
9:00 AM	4	0	1	0	5	0	36	36
9:15 AM	3	1	0	1	3	2	37	37
9:30 AM	1	0	1	1	2	1	38	38
9:45 AM	5	1	0	1	5	2	41	41
10:00 AM	2	0	0	0	2	0	43	43
10:15 AM	0	0	2	1	2	1	44	44
10:30 AM	1	0	1	1	2	1	45	45
10:45 AM	0	0	0	3	0	3	42	42
11:00 AM	1	3	2	1	3	4	41	41
11:15 AM	1	2	4	2	5	4	42	42
11:30 AM	3	2	3	3	6	5	43	43
11:45 AM	3	0	3	4	6	4	45	45
12:00 PM	4	5	2	5	6	10	41	41
12:15 PM	5	1	3	2	8	3	46	46
12:30 PM	3	0	1	1	4	1	49	48
12:45 PM	1	0	1	2	2	2	49	47
1:00 PM	2	3	1	2	3	5	47	44
1:15 PM	4	0	0	2	4	2	49	45
1:30 PM	2	1	3	5	5	6	48	43
1:45 PM	6	0	6	3	12	3	57	51
2:00 PM	1	1	4	6	5	7	55	48
2:15 PM	1	0	2	2	3	2	56	48
2:30 PM	3	2	1	8	4	10	50	41
2:45 PM	5	3	5	11	10	14	46	36
3:00 PM	4	0	4	4	8	4	50	39
3:15 PM	5	1	3	9	8	10	48	36
3:30 PM	3	0	1	4	4	4	48	35
3:45 PM	3	0	1	2	4	2	50	36
4:00 PM	0	5	2	10	2	15	37	23
4:15 PM	1	2	4	4	5	6	36	22
4:30 PM	1	4	3	4	4	8	32	18
4:45 PM	1	2	0	3	1	5	28	14
5:00 PM	3	3	1	4	4	7	25	11
5:15 PM	3	2	4	7	7	9	23	9
5:30 PM	3	3	2	5	5	8	20	6
5:45 PM	5	1	1	6	6	7	19	5
6:00 PM	5	3	3	11	8	14	13	-1
6:15 PM	5	1	4	8	9	9	13	-1
6:30 PM	2	0	5	4	7	4	16	2
6:45 PM	3	0	1	7	4	7	13	-1
7:00 PM	1	0	2	3	3	3	13	-1
7:15 PM	1	0	1	2	2	2	13	-1
7:30 PM	5	2	4	6	9	8	14	0
7:45 PM	2	0	0	2	2	2	14	0
8:00 PM	0	0	0	0	0	0	14	0
8:15 PM	1	0	0	3	1	3	12	-2
8:30 PM	2	0	0	2	2	2	12	-2
8:45 PM	5	0	0	3	5	3	14	0
9:00 PM	1	0	0	7	1	7	8	-6
9:15 PM	2	0	3	3	5	3	10	-4
9:30 PM	0	0	3	3	3	3	10	-4
9:45 PM	4	2	5	17	9	19	0	-14
10:00 PM	1	0	2	4	3	4	-1	-15
10:15 PM	0	0	0	1	0	1	-2	-16
10:30 PM	0	0	0	0	0	0	-2	-16
10:45 PM	0	0	0	0	0	0	-2	-16
11:00 PM	0	0	0	0	0	0	-2	-16
11:15 PM	0	0	0	0	0	0	-2	-16
11:30 PM	0	0	0	0	0	0	-2	-16
11:45 PM	0	0	0	0	0	0	-2	-16
12:00 AM	1	0	0	1	1	1	-2	-16
12:15 AM	0	0	0	0	0	0	-2	-16
12:30 AM	0	0	0	1	0	1	-3	-17
12:45 AM	0	0	0	0	0	0	-3	-17
1:00 AM	0	0	0	0	0	0	-3	-17
1:15 AM	0	0	0	0	0	0	-3	-17
1:30 AM	0	0	0	0	0	0	-3	-17
1:45 AM	0	0	0	0	0	0	-3	-17
2:00 AM	0	0	0	0	0	0	-3	-17
2:15 AM	0	0	0	0	0	0	-3	-17
2:30 AM	0	0	0	0	0	0	-3	-17
2:45 AM	0	0	0	0	0	0	-3	-17
3:00 AM	0	0	0	0	0	0	-3	-17
3:15 AM	0	0	0	0	0	0	-3	-17
3:30 AM	0	0	0	0	0	0	-3	-17
3:45 AM	0	0	0	0	0	0	-3	-17
4:00 AM	0	0	0	0	0	0	-3	-17
4:15 AM	0	0	0	0	0	0	-3	-17
4:30 AM	0	0	0	0	0	0	-3	-17
4:45 AM	2	0	0	0	2	0	-1	-15
5:00 AM	1	0	0	0	1	0	0	-14
5:15 AM	0	0	0	0	0	0	0	-14
5:30 AM	0	0	0	0	0	0	0	-14
5:45 AM	0	0	0	0	0	0	0	-14

FILE NUMBER A-2022-0168

HEARING DATE AUGUST 2, 2022

APPLICATION MADE BY ACUMEN BRAMPTON INC.

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION FOR THE FOLLOWING VARIANCE(S):

1. To permit a commercial school;
2. To provide 48 parking spaces.

(21 COVENTRY ROAD, PART OF BLOCK E, PLAN 977, PARTS 1, 2, PLAN 43R-12163)

THE REQUEST IS HEREBY APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED AND DEVELOPMENT CHARGES AUGUST BE APPLICABLE)

SEE SCHEDULE "A" ATTACHED

REASONS:

This decision reflects that in the opinion of the Committee:

1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and
2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.

Any and all written submissions relating to this application that were made to the Committee of Adjustment before its decision and any and all oral submissions related to this application that were made at the Committee of Adjustment meeting, held under the *Planning Act*, have been, on balance, taken into consideration by the Committee as part of its deliberations and final decision on this matter.

MOVED BY: D.Colp

SECONDED BY: D. Doerfler

CHAIR OF MEETING: RON CHATHA

WE THE COMMITTEE MEMBERS NOTED BELOW HEREBY CONCUR IN THE DECISION

AUTHORIZED BY VOTE HELD AT A MEETING ON AUGUST 2, 2022

RON CHATHA, MEMBER

DAVID COLP, MEMBER

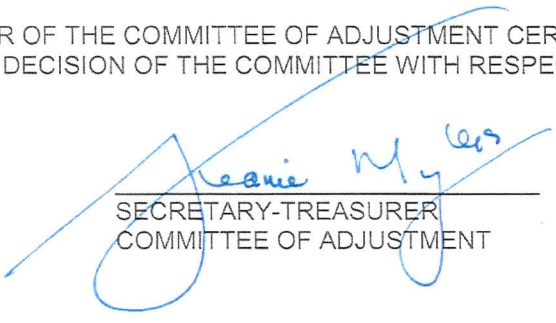
DESIREE DOERFLER, MEMBER

ANA CRISTINA MARQUES, MEMBER

DATED THIS 2ND DAY OF AUGUST, 2022

NOTICE IS HEREBY GIVEN THAT THE LAST DAY FOR APPEALING THIS DECISION TO THE ONTARIO LAND TRIBUNAL WILL BE AUGUST 22, 2022

I, JEANIE MYERS, SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT CERTIFY THAT THE FOREGOING IS A CORRECT COPY OF THE DECISION OF THE COMMITTEE WITH RESPECT TO THE ABOVE APPLICATION.



SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT

Flower City



brampton.ca

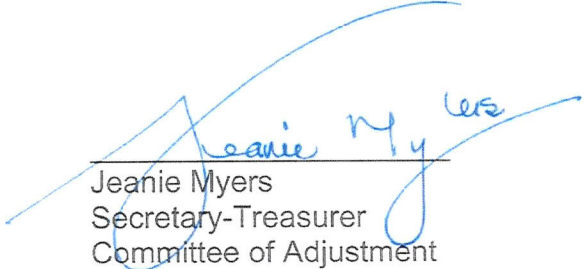
THIS IS SCHEDULE "A" REFERRED TO ON THE NOTICE OF DECISION

APPLICATION NO: **A-2022-0168**

DATED: **August 2, 2022**

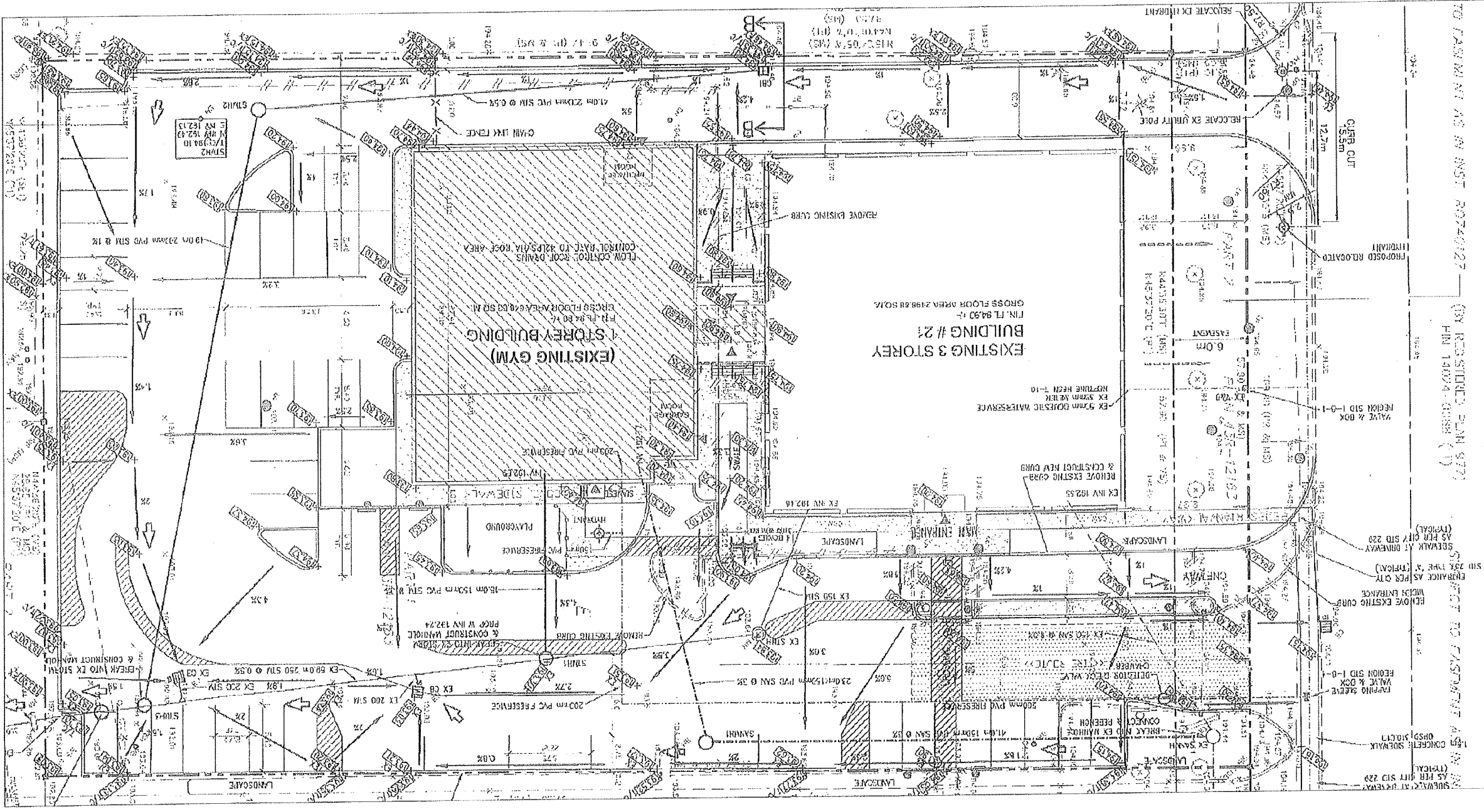
Conditions:

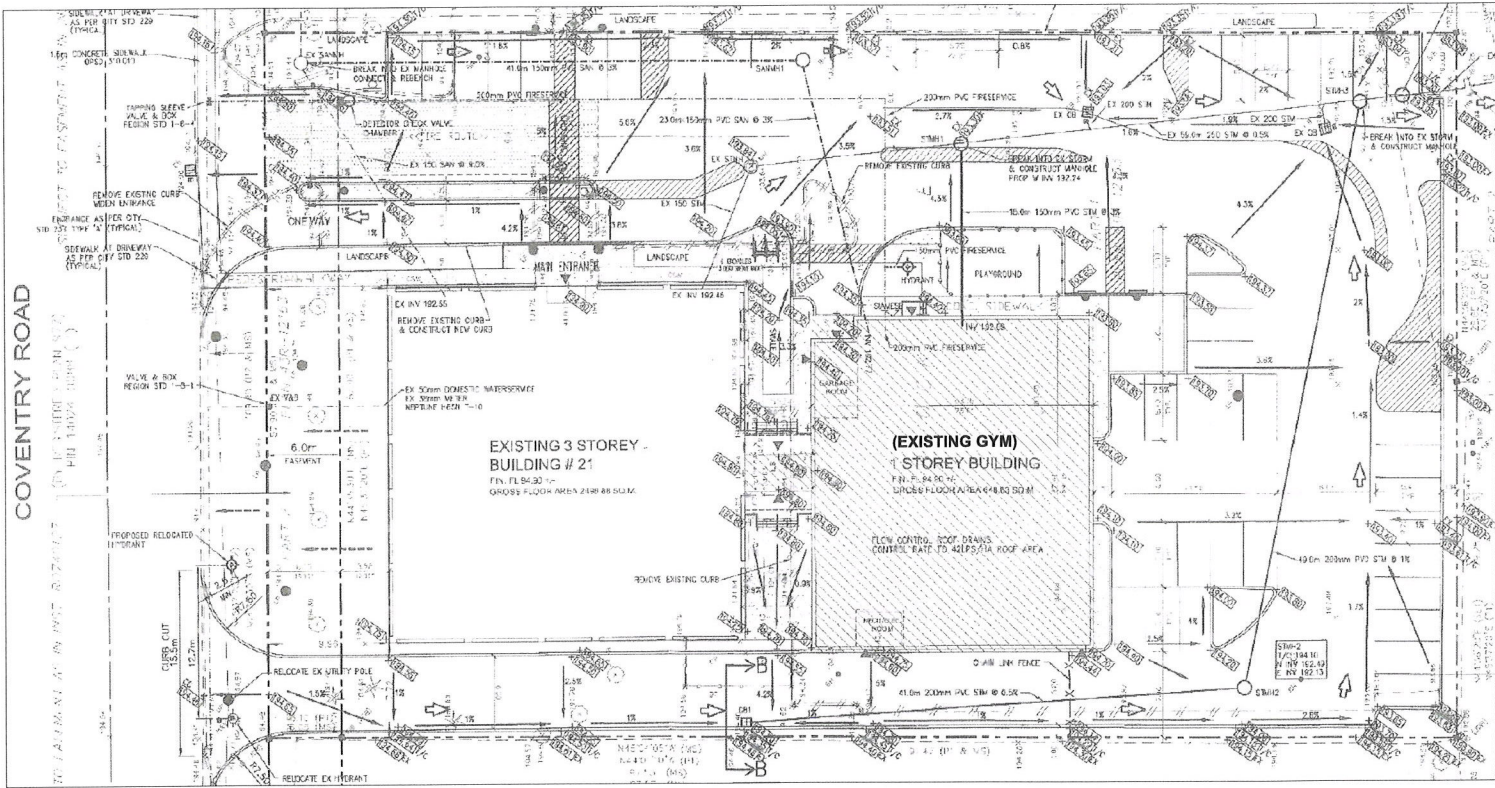
1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision;
2. That the variance be approved for a temporary period of three (3) years;
3. That the owner shall submit a parking utilization study to justify the reduction in the number of parking spaces prior to a future extension of the Commercial School use;
4. That the maximum combined gross floor area for the commercial school and private school shall not exceed 1,400 square metres for classrooms and the maximum building occupancy of 480 persons in association with private school and commercial school;
5. That failure to comply with and maintain the conditions of Committee shall render the approval null and void.


Jeanie Myers
Secretary-Treasurer
Committee of Adjustment

COVENTRY ROAD

RECORDED - PLAN 977
HM 14074-0088 (1)





SITE PLAN
NTS



LOCATION PLAN
NTS

21 COVENTRY ROAD, BRAMPTON, ON

Ontario Building Code Data Matrix Part 3										OBC Reference		
1	Project Description		<input type="checkbox"/> New <input type="checkbox"/> Change of Use		<input type="checkbox"/> Addition <input checked="" type="checkbox"/> Alteration					<input checked="" type="checkbox"/> Part 3 1.1.2 (A)		
2	Major Occupancy		Group A, Division 2								3.1.2.1 (f)	
3	Building Area (m2)		Existing	3147.5	New	0	Total	3147.5 (unchanged)				1.1.3.2
4	Gross Area for This Permit (m2)		Existing	2335.1	New	0	Total	2335.1				1.1.3.2
5	Number of Storeys		Above grade		3	Below grade		0				3.2.1.1 (1) & 1.1.3.2
6	Number of Streets/Access Routes		1								3.2.2.10 & 3.2.2.5	
7	Building Classification		Group A2 - Assembly								3.2.2.24	
8	Sprinkler System Proposed		<input checked="" type="checkbox"/> entire building								3.2.2.20-83	
			<input type="checkbox"/> basement only								3.2.1.5	
			<input type="checkbox"/> in lieu of roof rating								3.2.2.17	
			<input type="checkbox"/> not required									
9	Standpipe required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No								3.2.9	
10	Fire Alarm required		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								3.2.4	
11	Water Service/Supply is Adequate		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								3.2.5.7	
12	High Building		<input type="checkbox"/> Combustible <input checked="" type="checkbox"/> Non-Combustible								3.2.8	
13	Actual Construction		<input type="checkbox"/> Combustible <input checked="" type="checkbox"/> Non-Combustible					<input type="checkbox"/> Both <input type="checkbox"/> Both				3.2.2.24
14	Mezzanine(s) Area m2		N/A								3.2.1.1 (3)-(6)	
15	Occupant load based on		<input type="checkbox"/> m2/person <input checked="" type="checkbox"/> Design of building								3.1.17	
16	Barrier-free Design		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Explain)								3.8	
17	Hazardous Substances		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No								3.3.1.2 & 3.3.1.19	
18	Required Fire Resistance Rating (F.R.R.)		Horizontal Assemblies			Listed design No. or Description (BC-2)			3.2.2.20-83 & 3.2.1.4			
			Floors			Existing to remain						
			Roof			Existing to remain						
			Mezzanine			N/A						
			Supporting Members			Listed design No. or Description (BC-2)						
			Floors			Existing to remain						
			Roof			Existing to remain						
19	Spatial Separation - Construction Of Exterior Walls		Mezzanine			N/A			N/A (Existing to remain)			
	Wall	Area of EBF (m2)	L.D. (m)	U.H. or H/L	Permitted Max. % of Openings	Proposed % of Openings	F.R.R. (hrs)	Listed Design or Description	Comb. Constr.	Comb. Constr. Non-Comb. Constr.	3.2.3	
	North	N/A										
	South	N/A										
	East	N/A										
	West	N/A										
20	Travel Distance					45 meters						3.4.2.6
21	Other											

DRAWING LIST

SHEET #	SHEET NAME	DATE
A1.1	SITE PLAN, OBC MATRIX, GENERAL NOTES	21/01/22
A2.1	GROUND FLOOR DEMOLITION PLAN	21/01/22
A2.2	SECOND FLOOR DEMOLITION PLAN	21/01/22
A2.3	THIRD FLOOR DEMOLITION PLAN	21/01/22
A3.1	PROPOSED GROUND FLOOR PLAN	21/01/22
A3.2	PROPOSED SECOND FLOOR PLAN	21/01/22
A3.3	PROPOSED THIRD FLOOR PLAN	21/01/22
A4.1	GROUND FLOOR CEILING PLAN	21/01/22
A4.2	SECOND AND THIRD FLOOR CEILING PLAN	21/01/22
A5.1	GROUND FLOOR EXIT PLAN	21/01/22
A5.2	SECOND AND THIRD FLOOR EXIT PLAN	21/01/22

GENERAL NOTES

- PERFORM ALL WORK IN ACCORDANCE WITH THE ONTARIO BUILDING CODE AND OTHER RELEVANT CODES.
- COMPLY WITH THE PROVISIONS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS AND APPLICABLE REGULATIONS.
- COMPLY WITH ALL LOCAL BYLAWS, REGULATIONS AND STANDARDS. PAY FOR AND OBTAIN ALL NECESSARY PERMITS REQUIRED BY THE CITY, LOCAL UTILITIES AND ALL OTHER AUTHORITIES.
- CONTRACTOR AND ALL SUB-TRADES SHALL BE RESPONSIBLE FOR VISITING THE SITE TO BECOME FAMILIAR WITH ALL FEATURES AND CHARACTERISTICS AFFECTING THE WORK OF THE CONTRACT.
- THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL PHASES OF THE CONTRACT AND SHALL SECURE APPROVALS PRIOR TO COMMENCING THE WORK.
- AT ALL TIMES, THE SITE SHALL BE KEPT FREE OF ACCUMULATED WASTE MATERIALS AND RUBBISH. EACH TRADE SHALL BE RESPONSIBLE FOR THE REMOVAL OF THEIR OWN WASTE MATERIALS AND RUBBISH.
- GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND SITE CONDITION ON SITE AND REPORT IMMEDIATELY ANY DISCREPANCIES TO THE ENGINEER/OWNER BEFORE PROCEEDING WITH THE WORK.
- WRITTEN DIMENSIONS OF THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY BRACING AND PROTECTING ALL WORK DURING CONSTRUCTION AGAINST DAMAGES, BREAKAGE, COLLAPSE, DISTORTIONS AND OFF-ALIGNMENT ACCORDING TO APPLICABLE CODES, STANDARDS, AND GOOD PRACTICE.
- ALL NOTES HEREIN MENTIONED WITH THOSE ON THE VARIOUS DRAWINGS SHALL APPLY TO ALL DRAWINGS AND FORM PART OF THE CONTRACT.
- THE STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE PROTECTION DRAWINGS ARE OF EQUAL IMPORTANCE WITH THE ARCHITECTURAL DRAWINGS IN DEFINING THE WORK OF THE CONTRACT DOCUMENTS. ANY WORK INSTALLED IN CONFLICT WITH THE ARCHITECTURAL DRAWINGS SHALL BE CORRECTED BY THE CONTRACTOR AT HIS EXPENSE AND AT NO ADDITIONAL COST TO THE OWNER.
- GENERAL CONTRACTOR SHALL PROTECT ALL EXISTING FINISHES THAT ARE NOT DESIGNATED TO BE DEMOLISHED FROM DAMAGE DURING CONSTRUCTION. MAKE GOOD ALL DAMAGE RESULTING FROM THE WORK CARRIED OUT UNDER THIS CONTRACT AT NO EXTRA CHARGE.
- STUD PARTITION FRAMING TO BE MINIMUM 20 GAGE UNLESS OTHERWISE NOTED.
- ALL FINISHES ARE TO MEET OBC AND LOCAL BYLAW REQUIREMENTS.
- ALL PENETRATIONS THROUGH FIRE RATED ASSEMBLIES ARE TO BE FIRE STOPPED.
- ALL CABLES AND WIRES SHALL COMPLY WITH OBC 3.1.5.18 REQUIREMENTS.
- ALL BARRIER FREE SIGNS SHALL COMPLY WITH OBC 3.8.3.1.
- FURNITURE SHOWN ON THE DRAWINGS IS FOR REFERENCE ONLY AND NOT INCLUDED IN THE SCOPE OF THIS CONTRACT.

KEY NOTES:

- THE PROJECT INVOLVES INTERIOR RENOVATION AND ALTERATION FOR THE PROPOSED PRIVATE SCHOOL. REFER TO THE DEMOLITION DRAWINGS, PROPOSED FLOOR PLANS AND CEILING PLANS FOR THE EXTENT OF SCOPE OF WORK.
- ALL EXISTING EXTERIOR WALLS, WINDOWS, FLOORS, STRUCTURAL ELEMENTS, AND ROOF TO REMAIN UNCHANGED.
- ALL EXISTING EXIT STAIRS, EXIT DOORS, VESTIBULES, ENTRANCE DOORS TO REMAIN UNCHANGED.
- ALL EXISTING WASHROOMS AND UNIVERSAL WASHROOM TO REMAIN.
- ALL EXISTING PULL STATION AND FIRE ALARM DEVICES TO REMAIN UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- EXCEPT OTHERWISE NOTED ON THE DRAWINGS, ALL EXISTING INTERIOR PARTITION WALLS TO REMAIN.
- EXISTING PARKING SPACES, FIRE ROUTE, AND DRIVEWAY TO REMAIN UNCHANGED.
- REFER TO MECHANICAL AND ELECTRICAL DRAWINGS FOR THE EXTENT OF WORK.

Project:

ACE ACUMEN BRAMPTON

21 COVENTRY ROAD
BRAMPTON, ONTARIO

Drawing Name:

SITE PLAN, OBC MATRIX AND
GENERAL NOTES

Drawn By:

K.J.

Project No.:

2108

Checked By:

D.J.

Date:

18/01/2022

Scale:

As Shown

Drawing No.:

A-1.1

Zoning Non-compliance Checklist

File No.
A-2025-6029

Applicant: Ace Acumen Academy
Address: 21 Coventry
Zoning: M3A-2544
By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE	To permit a commercial school	Whereas the By-law doesn't permit a commercial school	2544
LOT DIMENSIONS AREA / DEPTH / WIDTH			
BUILDING SETBACKS FRONT / SIDE / REAR			
BUILDING SIZE			
BUILDING HEIGHT			
COVERAGE			
BELOW GRADE ENTRANCE			
ACCESSORY STRUCTURE SETBACKS			
ACCESSORY STRUCTURE SIZE / HEIGHT			
MULTIPLE ACCESSORY STRUCTURES			
DRIVEWAY WIDTH			
LANDSCAPED OPEN SPACE			
ENCROACHMENTS			
PARKING	To provide 47 parking spaces	Whereas the By-law requires 158 parking spaces	20.3
SCHEDULE "C"			

Reviewed by Zoning

Date