

**Detailed Planning Analysis
City File Number: OZS-2022-0019**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. The following provides a discussion of these sections.

Section 2:

- (a) The protection of ecological systems, including natural areas, features and functions;*
- c) The conservation and management of natural resources and the mineral resource base;*
- d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (h) The orderly development of safe and healthy communities;*
- (h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;*
- i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- l) The protection of the financial and economic well-being of the Province and its municipalities;*

(o) The protection of public health and safety;

(p) The appropriate location of growth and development

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

i. Is well-designed,

ii. Encourages a sense of place, and

iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Analysis: Planning Act R.S.O 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposal contemplates a Place of Worship with 141 parking spaces and 0.422 hectares of land preserved for woodland preservation. The proposal conforms to the matters of provincial interests in supporting orderly development and appropriate growth that will rely on the existing and planned transportation, sewage and water facilities, and waste management system in the area, in accordance with Sections 2(f), (h), and (p). The proposed development is designed to be sustainable in the sense that it will support the existing transit network on Highway 50 and Clarkway Drive, and will incorporate new sidewalks to ensure a pedestrian friendly development, in accordance with Sections 2(q) and (r).

As part of the EIS, a Woodland Compensation Plan was submitted for the proposed development. Although a portion of the woodland will be removed, a new protective “Open Space” Official Plan designation and Zoning designation which will ensure the long term preservation of 0.422 hectares of “Woodland” on the subject property, in accordance with Section 2(a), (c) and (d).

Based on the above, staff is satisfied the application has regard for matters of Provincial interest under the Planning Act.

Provincial Planning Statement, 2024

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the

environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 2.1 – Planning for People and Homes:

Section 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.3. – Settlement Areas and Settlement Area Boundary Expansions:

2.3.1.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4 – General Policies for Settlement Areas and Settlement Area Boundary Expansions:

2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

2.4.1.3 - Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

3.1 General Policies for Infrastructure and Public Service Facilities

3.1.1 - Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) Are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) Leverage the capacity of development proponents, where appropriate; and*
- c) Are available to meet current and projected needs.*

3.1.2 Before consideration is given to developing new infrastructure and public service facilities:

- a) The use of existing infrastructure and public service facilities should be optimized; and*
- b) Opportunities for adaptive re-use should be considered, wherever feasible.*

3.1.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.

3.1.4 Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

4.1 Natural Heritage

4.1.1 Natural features and areas shall be protected for the long term.

4.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

4.1.5 Development and site alteration shall not be permitted in:

- d) Significant wildlife habitat;*
- e) Significant areas of natural and scientific interest*

4.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Analysis: Provincial Planning Statement, 2024

The proposed Official Plan Amendment and Zoning By-law Amendment application is consistent with Sections 2.3.1.1 and 2.1.6 of the PPS, as the subject lands are located within a Settlement Area and further will contribute to the existing community and provide institutional uses to meet the long-term needs of the community. The Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces a new Place of Worship within the community that contributes to the growing population and demography as outlined in the City of Brampton Official Plan.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. The proposed development is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for a Place of Worship contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses.

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of re-development. The proposed development is also promoting efficient development and land use patterns over the long term by providing institutional intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.3.1.3, 3.1.1 and 3.1.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of institutional intensification that is in close proximity to surrounding transit and active transportation, which allows for accessible pedestrian connections to the proposed Place of Worship. As such, the subject site will support the use of public transit and

provide opportunities for cycling and walking in accordance with Sections 2.1.6 b), and 2.4.1.2 of the PPS.

The proposed development is situated on a woodland feature. In accordance with Sections 4.1.1, 4.1.2, 4.1.5 and 4.1.8, natural heritage features shall be protected for the long term. A portion of this woodland feature would need to be removed for the Place of Worship to be developed. To accommodate the removal of part of the woodland, off site compensation is planned to restore the woodland. The off-site compensation is planned to include a replanting of 0.422 hectares, which will help create a future woodland in a different area within the community.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Planning Statement.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System' in Schedule E-1: Regional Structure.

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

Section 5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Section 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.4.18.4 To intensify development on underutilized lands.

Section 5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

Section 5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

Section 5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Section 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

Section 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet

the needs of those living and working in the Urban System.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) Support the Urban System objectives and policies in this Plan;*
- b) Support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

Section 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.

Section 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

Section 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth

Section 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.17.6 To encourage transit-supportive development in existing and new Designated Greenfield Areas.

Section 5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

Section 5.6.17.9 Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that:

- a) defines the character;*
- b) establishes transit-supportive density targets;*
- c) considers housing needs in accordance with Policy 5.9.7;*
- e) considers land use compatibility, in accordance with the requirements of provincial standards, guidelines and procedures;*
- f) considers the identification and conservation of cultural heritage resources;*

- g) considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management.*

Section 5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

Section 5.6.18.5 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:

- a) provide opportunities for compact built forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in local municipal official plans, and*

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.14.14 Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Urban Area, as shown on Schedule E-1, based on criteria, including, but not limited to, the following:

- a) provide a logical progression of growth and be integrated as extensions of existing communities based on identifiable boundaries having regard for physical and natural features and barriers;*
- c) include the protection and enhancement of a natural heritage system and water resource system informed by subwatershed study recommendations and the integration of water and stormwater management objectives and requirements;*
- f) identify community/ neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;*
- g) identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure. The proposed development provides appropriate institutional land use, which will provide a Place of Worship, with the inclusion of an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. The proposal will contribute to complete communities by providing an essential community service in the area in accordance with through the provision of a mixed-use high-density development with rental apartment building units in close proximity to the Brampton GO Station in accordance with Sections 5.4.10, 5.6.17.10, 5.6.18.5, 5.6.20.12, and 5.6.20.14.14f) and g).

The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in ensuring that its residents of different religious backgrounds have a safe place for worship and community gatherings. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. The proposed development will contribute towards making the neighbourhood a complete community, will be transit supportive and pedestrian friendly, and lead to the efficient use of the greenfield area.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated 'Open Space' on Schedule A – General Land Use Designations of the Official Plan, as well as 'Open Space', and 'Designated Greenfield Area' on Schedule 1 – City Concept. Schedule D of the Official Plan identifies the property as 'Woodland'. Schedule E of the Official Plan designates the property as 'Valleyland/Watercourse corridor'. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.6.6 Natural Heritage System

4.6.6.1 The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.

4.6.6.2 The City will develop environmental strategies, programs and models in conjunction with the conservation agencies with regard to current environmental

planning, conservation and management approaches to support the protection, restoration, and linkage or where possible enhancement of the natural heritage system and ecosystem functions.

4.6.6.3 The extent of the City's natural heritage system will be evaluated and identified through a watershed plan, subwatershed studies (see Section 4.6.1) Environmental Implementation Reports /Studies (see Section 4.6.2) and natural heritage system studies prepared through the City's development approval process and in consultation with the relevant agencies. A review of the adjacent land should also be undertaken as part of these studies. Natural hazards must be adequately addressed in accordance with Provincial natural hazards standards and Regulatory requirements. The results of these studies may refine the extent of natural heritage features designated on Schedule "D". If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan), refinement of boundaries of natural features and concerns for the adjacent lands may be determined on a site by site basis through an Environmental Impact Study subject to the approval of the City in consultation with the relevant Conservation Authority. Any such refinements to the boundaries of features or their buffers will not require an amendment to Schedule D.

4.6.6.4 Further to policy 4.6.6.3, the required comprehensive environmental study will assess the potential impacts of a development proposal within and/or adjacent to the natural heritage system, to define requirements to eliminate, minimize and mitigate impacts and to assess opportunities for restoration and linkages or where possible, enhancement.

4.6.6.5 For development application, including redevelopment and intensification, within the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.

4.6.6.7 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources, Ministry of Environment, or municipality and agency as necessary to identify, inventory, monitor and manage the local natural heritage system.

4.6.6.8 Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.

4.6.6.9 For the purposes of this policy, adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands shall be determined in consultation with the Conservation Authorities having regard for the Province's Natural Heritage Reference Manual.

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

4.6.6.13 On lands subject to a development application where any natural feature or area designated on Schedule "D" is damaged, destroyed or removed, there will be no adjustment to the boundary or redesignation of these features or areas in the Official Plan. The applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.

4.6.6.19 The City shall strive to achieve no net loss and if possible, a net gain, in natural heritage features and areas. In some instances where studies demonstrate that development and site alteration will have no net loss on a natural heritage feature and/or area, and removal is permitted by this Plan, the compensation for the feature and/or area that is no longer retained as part of the natural heritage system may be requested and subject to approval, compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system.

4.6.6.23 The City will promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity, community aesthetics and community objectives.

4.6.6.28 The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features:

v) The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;

4.6.6.30 Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule "D".

4.6.7.4 Through the development approval process, valleylands and watercourse corridors including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

Recreation Open Space

4.7.1.2 The Open Space designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial

significance, as described in Section 4.6 Natural Heritage and Environmental Management.

4.7.1.4 Development is generally prohibited within recreational open space areas identified on Schedule “E” with the exception of recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities.

4.7.1.13 In instances where recreational open space (as designated on Schedule “E”) abuts natural heritage features (as designated on Schedule “D”), the exact boundaries of each designation will be determined based on watershed, subwatershed or environmental studies, if available, on a site specific basis, based on site visits and input from the City and the appropriate Conservation Authority.

4.11.4.1 Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of high quality public realm.

4.9.8 Places of Worship

Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. In addition, many Places of Worship provide social and community related functions and services, and often serve as the focal point of the community.

Accessory uses which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or daycare facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, recreation facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. Accessory uses shall be permitted, unless specifically prohibited by the Lester B. Pearson International Airport Area policies of this Plan, or result in land use compatibility concerns.

4.9.8.1 Places of Worship shall be generally permitted within the Residential, Central Area, Regional Retail, District Retail, Convenience Retail, Business Corridor, Industrial and Major Institutional designations of this Plan subject to the criteria specified in the land use designation, except where it is expressly prohibited in the applicable Secondary Plan.

In order to protect the designated employment lands within the City, Places of Worship shall be permitted in areas designated for employment purposes only in accordance with the criteria outlined in this Plan. The relevant Official Plan land use designation and implementing Zoning By-law will set out provisions and performance standards with respect to location and size.

4.9.8.1 Places of Worship shall be subject to the following general functional and land use compatibility criteria, as well as the specific criteria of the land use designation in which they are located:

- (i) on-site parking shall be provided to accommodate regular worship attendance and other regular events in accordance with the City's Zoning By-Law standards, which are based on the worship area/person capacity of the Place of Worship. Sufficient parking shall be provided to meet typical peak demand, unless reduced standards or alternative arrangements, including shared parking or on-street parking are approved by the City.*
- (ii) Places of Worship shall be properly integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building shall be compatible with the character of the adjacent uses.*
- (iii) Places of Worship that include a sensitive land use, as defined by Provincial Policy Statement (such as residences and day care centres), shall not be permitted in areas where they are likely to experience an adverse effect from contaminant discharges generated by a major facility, or within the Lester B. Pearson International Airport (LBPIA) Operating Area.*
- (iv) Places of Worship shall generally be located on arterial and collector roads, and not on local residential roads.*
- (v) Applications for a Place of Worship submitted under the Planning Act shall be subject to a planning review that takes into consideration the criteria set out in Section 4.9.8 and other relevant policies of the Official Plan, and shall demonstrate the ability to physically integrate the Place of Worship with the host neighbourhood in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria shall only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding neighbourhood can support the use.*

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Open Space' designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

Although the 'Open Space' designation generally prohibits development, S.4.7.1.4 states that exceptions can be made for recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities. The proposal not only include a Place of Worship, but it also includes an evening school for religious teaching, a gymnasium, a fitness room, multi-purpose rooms, and communal eating rooms. The proposed development will act as a Place of Worship and a cultural community centre for the Islamic community within the City.

The subject property is designated as 'Woodland' as per Schedule D of the Official Plan. In accordance with S.4.6.6.2, S.4.6.6.3, and S.4.6.6.19, the City of Brampton aims to conserve natural heritage features and strives to achieve no net loss and if possible, a net gain, in natural heritage features and areas. An Environmental Impact Study (EIS) was submitted for the application which notes that a portion of the woodland must be removed in order to develop the Place of Worship. The EIS indicates that tree compensation will happen on the site and off-site compensation will occur to create a future woodland in the community. Although the proposal contemplates a net loss to the natural heritage feature, S.4.6.6.19 states that compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system. The EIS indicates that tableland tree compensation will happen on the site and 0.422 hectares of off-site compensation will be provided at another location within Brampton.

The proposed Place of Worship will be designed to provide sufficient parking to fulfill the needs of the regular worship attendance and other regular events generally in accordance with the City's Zoning By-law. Through the approval of an Urban Design Brief, it has been ensured that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed place of worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.4.9.8.1.

An amendment to the Official Plan is required for the proposed development as the property is designated 'Open Space' and a Place of Worship is not permitted. In order to conserve the longevity of the woodland feature on the site, the proposed Official Plan Amendment will not redesignate the lands, but it will instead include a Special Policy Area to permit the Place of Worship use. By not redesignating the site, the City will ensure that minimal site alteration will occur on the site and the natural heritage feature is preserved.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, 2023

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The subject property is designated 'Natural Heritage System' as per Schedule 1A: City Structure, 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan, and 'Woodland' as per Schedule 6B: Natural System Features and Areas.

The Official Plan policies that are applicable to this application include but are not limited to:

2.1.1.1 The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:

- d) Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
- e) Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable citybuilding and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.*
- f) Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.*

2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:

- c) Major Transit Station Areas, as shown on Schedules 1A and 1B, are planned to transition over time into vibrant high density walkable places that include open spaces, services and amenities, employment uses, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and jobs that will be able to enjoy the features of a 15-minute neighbourhood.*
- d) Corridors represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities.*
- e) Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.*

2.1.2.7 All planning and development applications will conform with the City-Wide Growth Management Framework and Mobility Framework, including such activities as investing in public facilities and Civic infrastructure, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets.

2.1.2.41 The City will work with public agencies and residents to support the protection, enhancement, and restoration of linkages within the Natural Heritage System by:

- a) Restoring, creating, and protecting a variety of Natural System features, areas, and linkages;*

- b) *Improving public access and enjoyment of lands under public ownership, where suitable for passive recreational purposes; and,*
- c) *Establishing co-operative partnerships in stewardship.*

2.1.3.3 Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of Brampton Plan's intensification goals and objectives.

2.1.3.4 Throughout Brampton, people who walk, cycle, and use transit will be given priority for safety and movement. The goal is to manage and improve the Mobility Framework to support healthy, 15-minute neighbourhoods, and allow more residents to reduce their reliance on single-occupancy vehicles.

2.2.4.5 The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Natural System, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.

2.2.4.10 The Zoning By-Law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for maximum lot coverage, minimum landscaped area, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, as appropriate, having regard for:

- a) *Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan;*
- b) *Appropriate interfaces with the Public Realm, including features that occupy both public and private land such as trees;*
- c) *Active frontages and ground related non-residential uses to encourage walkability and street life; and*
- d) *The intended density to be accommodated within the permitted building envelope.*

Place of Worship

Brampton Plan recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. Places of Worship are religious institutions used for faith-based, spiritual purposes including religious worship, fellowship, religious teaching and charitable community outreach, and all associated activities that support these objectives. In addition, many Places of Worship provide social and community related functions and services, and often serve as the focal point of the community.

Accessory uses which are integral to the primary religious use include but are not limited to: classrooms for religious instructions, small-scale nursery or child care facilities, assembly areas related to faith-based activities, kitchens and eating areas, fellowship halls, recreation facilities and administrative offices related to the place of worship, and one habitable living unit with up to 5 guest rooms. Accessory uses will be permitted, unless specifically prohibited by the Lester B. Pearson International Airport Area policies of this Plan or result in land use compatibility concerns.

Places of Worship may be located in a range of designations to meet the diverse needs of the various faith groups, subject to the specific policies of the designation of the Brampton Plan in which they are proposed. Land use compatibility, traffic impacts, community integration and performance standards, which will be implemented in the Zoning By-law must be taken into consideration to ensure the site is able to accommodate the functional demands of Places of Worship.

2.2.7.56 Places of Worship will only be permitted on lands designated Mixed-Use and Neighbourhoods on Schedule 2, except in lands shown as “Established Rural Estate Residential” on Schedule 12 and set out in Chapter 4, and where it is expressly prohibited in the applicable Secondary Plan or Precinct Plan.

2.2.7.57 Places of Worship will be compatible with the adjacent land uses. The scale, access and parking areas associated with a Place of Worship will be designed to be compatible with adjacent and nearby existing and planned land uses.

2.2.7.58 Places of Worship will be subject to the following general functional and land use compatibility criteria, as well as the specific criteria of the land use designation in which they are located:

- a) Places of Worship will be properly integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses.*
- c) Places of Worship that include a sensitive land use, such as residences, schools and child care centres, will not be permitted in areas where they are likely to experience an adverse effect from contaminant discharges generated by a major facility, or within the Lester B. Pearson International Airport (LBPIA) Operating Area or Provincially Significant Employment Zones.*
- d) Applications for a Place of Worship submitted under the Planning Act will be subject to a planning review that takes into consideration the criteria set out in this section and other relevant policies of Brampton Plan and will demonstrate the ability to physically integrate the Place of Worship with the host neighbourhood in an appropriate manner, including but not limited to scale, access and parking. Exceptions to the criteria will only be accommodated if it can be clearly demonstrated to the satisfaction of the City that the built form and site characteristics of the proposed Place of Worship and the surrounding neighbourhood can support the use.*

2.2.9.114 Proposals for development and site alteration within the Natural System will require establishment of a minimum buffer which:

- a) Is of sufficient width to protect the natural feature or hydrologic feature and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function;*
- b) Is established to achieve and be maintained as natural self-sustaining vegetation;*

- c) *Considers the need for additional setbacks in conjunction with buffers to support grading, infrastructure, trails, and water balance mitigation measures, as necessary; and,*
- d) *Meets or exceeds the minimum buffer requirements of the Greenbelt Plan, as applicable.*

2.2.9.115 *Minimum buffers will be in accordance with Table 7.*

Natural Feature or Hydrologic Feature	Minimum Buffer	Measured From
Valleylands	10 metres	The greater of the long-term stable top of slope/bank, stable toe of slope, Regulatory flood plain, meander belt, and any contiguous natural features or areas.
Woodlands	10 metres	The drip line contiguous with woody vegetation (i.e., trees and shrubs).
Provincially Significant Wetlands	30 metres	Any part of the feature.
Wetlands	15 metres	Any part of the feature.
Areas of Natural and Scientific Interest	10 metres	Any part of the feature.
Environmentally Significant Area	10 metres	Any part of the feature.
Significant Wildlife Habitat	As determined through an Environmental Implementation Report	Any part of the feature.
Permanent or Intermittent Stream	10 metres	From the meander belt.
Lakes	10 metres	Any part of the feature.
Regulatory Flood Plain	10 metres	From the Regional Storm Flood plain Elevation. Determined in consultation with the applicable Conservation Authority.

2.2.9.118 *Development and site alteration on lands identified and delineated as a buffer will be prohibited, with the exception of trails where the trail location and design has been evaluated through technical study and determined to have no negative impacts on adjacent natural features and areas or their ecological function and the identified buffer has been increased from the minimum to accommodate.*

2.2.9.121 *Extensive fill or grading within the buffers will not be supported. Grading impacts in the environmental buffer should ensure no net loss to the function or area of the Natural System.*

2.2.9.122 *Lands within the buffer will be gratuitously conveyed to the City through the development approvals process at no cost to the City.*

2.2.9.126 *Restoration and enhancement opportunities will be identified as conditions of development and site plan approval and through the conservation, restoration, and land securement programs of public agencies and through private land stewardship.*

2.2.9.127 Restoration and enhancement opportunities will be identified for valleylands, wetlands, woodlands, grassland and meadow habitats.

3.1.1.39 Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.

3.1.1.41 Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, waste storage, storage areas, and utilities to minimize their negative visual impact from the street or detract from pedestrian connection and improve the safety and attractiveness of the public realm, the site and its surrounding context.

3.1.1.43 Parking should be coordinated with surrounding sites to accommodate opportunities for shared parking facilities and to minimize the amount of surface parking.

3.1.1.44 Main building entrances, where possible will be located on the prominent building facades so that they front onto a public street, park or open spaces, and will be clearly visible and directly accessible from a public street.

Analysis: Brampton Plan, 2023

The subject property is designated 'Natural Heritage System' as per Schedule 1A: City Structure, 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan, and 'Woodland' as per Schedule 6B: Natural System Features and Areas. This designation is intended to support the natural heritage features within the City and permit only limited development and site alteration on these features.

The City of Brampton recognizes the important role faith groups play and the contribution Places of Worship make to the objective of building sustainable, complete communities. A Place of worship is an integral aspect of creating a complete community. As per S.2.2.7.56 a Place of Worship is permitted on lands designated Mixed Use or Neighbourhoods, as such, a Place of Worship is not permitted on the subject lands.

The proposed Place of Worship will be designed in a manner that will not adversely impact adjacent land uses. The size, height, massing and scale of the building will be compatible with the character of adjacent uses. Through the approval of an Urban Design Brief, it has been ensured that the size, height, massing and scale of the proposed building is compatible with the character of the adjacent residential uses. The proposed place of worship, which is located within a residential area, is not located within the Lester B. Pearson International Airport (LBPIA) Operating Area, or within an area subject to adverse effects from contaminant discharges generated by a major facility. As such, the development proposal is in accordance with S.2.2.7.58.

An amendment to the Official Plan is required for the proposed development as the property is designated 'Natural Heritage System' and a Place of Worship is not permitted. In order to conserve the longevity of the woodland feature on the site, the

proposed Official Plan Amendment will not redesignate the lands, but it will instead include a Special Policy Area to permit the Place of Worship use. By not redesignating the site, the City will ensure that minimal site alteration will occur on the site and the natural heritage feature is preserved.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the City of Brampton Official Plan.

Bram East Secondary Plan (Area 41):

The subject property is designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan. An amendment to the Bram East Secondary Plan is required to facilitate the proposed development.

The following policies are relevant to the proposed development:

- iv) Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan, the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.*

3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan. Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m² (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.

3.4.10 Place of Worship reserve sites will generally possess arterial road exposure but gain access to the collector or local road network. Developers may be required to illustrate at the draft plan of subdivision stage how reserve worship sites can be redeveloped for suitable alternate uses should any particular Place of Worship reserve site not be acquired for such purposes.

Analysis: Bram East Secondary Plan (Area 41)

The subject lands are designated 'Mixed Commercial/Industrial' within the Bram East Secondary Plan. The 'Mixed Commercial/Industrial' designation is intended to permit the Business Industrial policies of Part 1, section 4.2 and other applicable policies of the 2006 Official Plan. The Mixed Commercial/Industrial designation permits a broad mix of industrial and large scale commercial uses; including but not limited to motels, restaurants, retail warehousing, prestige industrial uses. The designation also permits "community services uses" which is consistent with the definition of a Place of Worship or community centre. Section 4.9.8 of the OP describes Places of Worship as a place that provides "social and community related functions and services, and often serve as the focal point of the community". S.4.9.8.1 of the Official Plan notes that Places of Worship shall generally be permitted within Residential, Central Area, Business

Corridor, Industrial, Major Institutional as well as the different Retail designations (Regional, District and Convenience).

The Secondary Plan designation and the Official Plan designation conflict. As per Section vi) in the Bram East Secondary Plan, where there is a conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan, the current Official Plan shall prevail. As such, the Official Plan 'Open Space' designation and policies take precedence.

An amendment to the Secondary Plan is required for proposed development. The Secondary Plan amendment will redesignate the lands from Mixed Commercial/Industrial to Place of Worship.

Staff have reviewed the proposed Official Plan and Zoning By-Law Amendment from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Bram East Block Plan (41-1)

The proposed development is located within the Block Plan for Sub-Area 41-1 of the Bram East Secondary Plan. The property is identified as 'Commercial' in the Bram East Block Plan (Area 41-1). The Block Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

7.2.1 Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;

7.2.2 Streets and buildings will be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit use and safety;

7.2.3 The layout of the streets, configuration of lots and siting of buildings shall ensure that:

- i. there are a variety of frontage arrangements adjacent to primary public streets;*
- ii. unobstructed road frontage adjacent to public open spaces will be encouraged;*
- iii. streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;*
- iv. service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;*
- v. pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,*
- vi. the safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, and parking areas to provide visibility and opportunities for formal surveillance.*

7.2.4 Development will reinforce the importance of public and institutional buildings in the community and enhance the role of these buildings through design, location and orientation; and,

7.2.5 Development will be compatible with adjacent and neighbouring development.

Analysis: Bram East Block Plan (41-1)

An Urban Design Brief was submitted to City Staff as part of the application and reviewed against the City's Community Design Guidelines. The proposed development was also reviewed against the City's Urban Design Guidelines to ensure the compatibility of the development with the adjacent neighborhood and meets the sustainable development principles established for the block area. The design of the Place of Worship will be further evaluated at the Site Plan Approval stage. Based on the above, staff is satisfied that the proposed development confirms and is consistent with the policies of the Block Plan.

Zoning By-law

The property is zoned 'Agricultural' as per City of Brampton Zoning Bylaw 270-2004, as amended. The 'Agricultural' zone permits agricultural uses, as well as non-agricultural uses such as a single detached dwelling and a supportive housing residence. An amendment to the Zoning By-law is required in order to facilitate the proposal.

Analysis: Zoning By-law

The proposed development will rezone the lands to a split zone of Institutional One with a special section and Open Space. The zoning will also be subject to a Holding (H) provision. The zoning designation does not permit the proposed institutional uses. The Institutional One zone includes site-specific provisions to regulate building setbacks, building height, and the parking rate. A protection zone (Open Space) will be implemented into the Zoning By-law to limit development on that specific portion of the land.

City Staff are recommending that a Holding (H) provision be included within the by-law as well to ensure:

- An Environmental Easement Agreement on the remnant woodland feature is registered to allow City access to the lands and monitor natural heritage features on the site; and
- Provision of off-site compensation planting on lands within the Humber Watershed in Brampton to create 0.422 hectares of woodland.

Staff is satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Technical Requirements:

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

Planning Justification Report

The planning justification report prepared by G-Force Urban Planners & Consultants was submitted to provide the policy context and planning rationale to support the proposed development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Bram East Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Urban Design Brief

An Urban Design Brief was prepared by G-Force Urban Planners & Consultants in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives and built form principles as per the City's Urban Design Guidelines.

The Urban Design Brief established principles for the proposed development, which include:

- Active building facades
- Pedestrian friendly streetscapes
- Active transportation and pedestrian circulation

The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Ram Engineering Inc. in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. The report details that there is adequate stormwater management to meet the City and Region of Peel standards and guidelines, discharging to an existing ditch outlet at Highway 50 at controlled levels. The ditch conveys flows to a 900mm culvert across Hwy 50 to the east side and wastewater management (sanitary) will discharge to an existing 750mm sanitary sewer on Highway 50. City staff and the Region of Peel have reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Heritage Impact Assessment & Cultural Heritage Evaluation Report

A Stage 1 and Stage 2 Archeological Assessment was prepared by Archeological Services Inc. The report indicates that no further field investigation is needed. The report recommends that the site be cleared of any further archaeological concerns, with the Ministry Letter confirming the report has been entered into the Ontario Public Register of Archaeological Reports. City Heritage Staff have reviewed the Archeological Assessments and found it satisfactory.

Traffic Impact Study

Two separate Traffic Impact Study's (TIS) prepared by GHD Limited were completed as part of the review of this development application. The original Traffic Study, was prepared for the first submission and dated May 19, 2022 . At the public meeting, staff received concerns from members of the public that the Traffic Study was completed during COVID, when traffic counts may have been considerably lower given pandemic related restrictions.

City staff requested an updated Traffic Impact Study (TIS), prepared by GHD Limited on August 22, 2023 to assess the transportation related aspects of the proposed development in a post COVID traffic scenario. The updated Traffic Study also included a specific Place of Worship Parking Study, in accordance with the City's Terms of Reference, which assessed parking demand through 'proxy sites' for similar Places of Worship in Brampton.

The report includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. Vehicular access to the Place of Worship includes a restricted right-in/right-out driveway located on Clarkway Drive south of the intersection with Bellchase Trail and the second, a full moves driveway located on the Clarkway Drive cul-de-sac that is accessed from Highway 50. The proposed place of worship is expected to generate its peak number of site trip during the Friday prayer service where a maximum total of 135 inbound vehicle trips and 135 outbound vehicle trips are expected before and after the Friday prayer service. The Traffic Study concluded that the existing road network is capable of supporting the expected traffic flows for the new Place of Worship.

It is also important to note that pedestrian sidewalks are currently planned to be provided on "Old Clarkway Drive" through the Site Plan approval process for the development applications directly south of the subject property (9416 Highway 50 and 9379 Clarkway Drive). The subject site is also in close proximity to transit systems. Brampton Transit Bus Route 35 (Clarkway), Brampton Transit Bus Route 50 (Gore Road), and GO Transit Route 38 (Bolton/Malton) are all in close proximity to the subject site. As such, there are many active modes of transportation in proximity to the subject site which will help mitigate the traffic congestion.

Parking Study

A Parking Study was completed in accordance with the City's Terms of Reference for Places of Worship. The parking study prepared by GHD Limited included an analysis of 'proxy sites' for similar Places of Worship in Brampton. The Study concluded that 135 parking spaces were required to support the Place of Worship. A total of 141 parking

spaces are provided to accommodate the proposed development, which is supported by Traffic staff.

The City of Brampton Zoning By-law requires 1 parking space for every 4 seats or for each 2 metres of bench space in the Place of Worship – main worship area, or 1 parking space for each 5 square metres of Place of Worship – net worship area when there is open floor seating. Under the City's Zoning By-law, using the 1 parking space for each 5 square metres calculation, a minimum of 99 parking spaces would be required based on the size of the proposed development. When the application was originally submitted, 94 parking spaces were proposed for the development. The development proposal was then revised to include 47 additional parking spaces based on the findings of the Parking Study. The revised proposal now provides a total of 141 parking spaces, including 91 surface parking spaces and 50 additional underground parking spaces. The Zoning By-law for this application will include minimum parking requirement of 141 parking spaces.

Environmental Impact Study

An Environmental Impact Study (EIS) was prepared by Kuntz Forestry Consulting Inc. to assess the potential impact to wildlife habitats and the woodland on site. Based on the report, the removal of a portion of the woodland is required to facilitate the development. A total of 0.422 hectares (20% of the wooded area) is proposed to be removed.

A Woodland Management Plan has been incorporated into the EIS report, and is intended to restore and increase the ecological integrity of existing woodland areas to remain. The Plan will restore 0.056 hectares of the subject property using native species plantings to increase the ecological integrity of the area by providing increased habitat potential, native plant species abundance and diversity, and decreasing invasive species. The report notes 0.422 hectares of off-site woodland compensation will be provided at another location within Brampton.

Tree Inventory and Preservation Plan Report

A Tree Inventory and Preservation Plan Report was prepared by Kuntz Forestry Consulting Inc. in support of the development application. The report documents that a total of fifty-four (54) trees and two (2) tree polygons outside of the proposed limit of disturbance with the potential to be impacted by the proposed development, and one hundred and three (103) trees growing within the proposed limit of disturbance. The removal of thirty-one (31) trees outside of the limit of disturbance, along with all one hundred and three (103) trees growing within the limit of disturbance, will be required to accommodate the proposed development. Mitigation measures are recommended in the report to minimize impacts to trees identified for preservation. Details of the new plantings and the tree removal compensation will be addressed during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 10)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 49 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.