

APPENDIX 7

DETAILED PLANNING ANALYSIS

City File Number: C03W05.015

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide directions to support land use planning in a logical, well-designed manner that supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

This development proposal has regard to the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

- *the orderly development of safe and healthy communities;*
- *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *the protection of the financial and economic well-being of the Province and its municipalities;*
- *the adequate provision and distribution of education, health, social, cultural and recreational facilities;*
- *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,*
- *the appropriate location of growth and development.*

The proposal conforms to the matters of provincial interests in supporting orderly development and appropriate growth that will rely on the existing/planned transportation, sewage and water facilities, and waste management system in the area. It will also enhance the availability and access to educational and cultural facilities for the community. The proposed development is designed to be sustainable in the sense that it will support the existing/planned public transit on Queen Street West, and will be pedestrian friendly.

Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with the Provincial Policy Statement, specifically the following policies:

Section 1.1.1: Healthy, livable and safe communities are sustained by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over time;*
- *accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs;*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns.*

Section 1.1.3.1: Settlement areas shall be the focus of growth and development.

Section 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- *efficiently use land and resources;*
- *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- *prepare for the impacts of a changing climate;*
- *support active transportation;*
- *are transit-supportive, where transit is planned, exists or may be developed;*
and,
- *are freight-supportive.*

Section 1.3.1: Planning authorities shall promote economic development and competitiveness by:

- *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; and,*
- *ensuring the necessary infrastructure is provided to support current and projected needs.*

The proposed development which is located within the settlement area of Brampton city, is an efficient and appropriate use of the subject lands and the existing/planned infrastructure & public facilities. It will enrich the mix of land uses in the area by adding an institutional (place of worship) use to meet the long term needs of the community. By way of its location at the intersection of two major transit routes (Queen Street West – BRT Corridor, Chinguacousy Road – Primary Transit Corridor), it supports active transportation, and is transit and pedestrian friendly. Its reliance on the existing/planned infrastructure and public services in the area will obviate the need for unnecessary extension of the infrastructure/services.

The proposal is consistent with the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The proposed development conforms to the following policy directions of the Growth Plan:

Section 2.2.1.a): the vast majority of growth will be directed to settlement areas that:

- *have a built boundary;*
- *have existing or planned municipal water and wastewater systems; and,*
- *can support the achievement of complete communities.*

Section 2.2.1.c): Within settlement areas, growth will be focused in:

- *delineated built-up areas;*
- *strategic growth areas;*
- *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- *areas with existing or planned public service facilities.*

The subject lands are located within the 'Designated Greenfield Area' of the Growth Plan. As such, the proposal meets the following policies of the plan:

Section 2.2.7.1: New development taking place in Designated Greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) *supports the achievement of complete communities*
- b) *supports active transportation; and,*
- c) *encourages the integration and sustained viability of transit services.*

The proposed place of worship is located within the settlement area of Brampton, is situated at the intersection of two major transit corridors, relies on the existing/planned public infrastructure and facilities, supports transit, is pedestrian friendly. In conjunction with the adjacent existing/planned residential and commercial development, it will contribute to a complete community, and fulfill the diverse and long term needs of the community.

Section 2.2.7 also states that the Designated Greenfield Areas in the Region of Peel will be planned to achieve, within the horizon of the Growth Plan, a minimum density target that is not less than 50 residents and jobs combined per hectare for the entire Designated Greenfield Areas. The proposed development will help the City meet this target.

The proposed development conforms to the policies of the Growth Plan.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and providing a basis for efficiently managing growth.

The subject lands are located within the ‘*Urban System*’ and ‘*Designated Greenfield Area*’ designations in the Region of Peel Official Plan. The ‘*Urban System*’ is composed of a variety of communities that contain diverse living, working and cultural opportunities. The proposal conforms to the following policies of the ‘*Urban System*’ designation in the Region of Peel Official Plan:

Urban System:

Section 5.3.1.2: To achieve sustainable development within the Urban System.

Section 5.3.1.3: To establish healthy complete urban communities that contain living, working, and recreational activities which respect the natural environment, resources and characteristics of the existing communities.

Section 5.3.1.4: To achieve intensified and compact 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 5.3.1.5: To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

The proposed development will enrich the existing/planned mix of residential, commercial and recreational uses towards making it a complete community where the current and future needs of the community will be fulfilled. It will make an efficient use of the subject lands, and existing infrastructure, and public services while taking into account the characteristics of the existing communities. The proposed development will be transit supportive, pedestrian friendly, and support sustainable development within the Urban System.

Designated Greenfield Area:

The proposal conforms to the following objectives of the Greenfield related policies of the Region of Peel Official Plan.

Section 5.5.4.1.1: to plan and designate Greenfields to contribute to complete communities.

Section 5.5.4.1.2: to achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.

Section 5.5.4.1.3: To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

Section 5.5.4.1.4: To optimize the use of designated greenfield area.

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.

The application conforms to the Regional Official Plan.

City of Brampton Official Plan

The subject lands are designated as “Residential” on Schedule A – General Land Use in the Official Plan.

Residential Designation

Section 4.2.1.1: The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

Places of Worship shall be permitted on lands designated Residential on Schedule A, with the exception of those lands designated “Estate Residential” on Schedule A1 of this Plan.

A Place of Worship shall be located on a site of sufficient size to accommodate the required performance standards such as parking, landscaping, pedestrian

connections and setbacks that will result in land use compatibility with the host area.

The proposed place of worship is one of the permitted uses in the 'Residential' designation, and will be located on a site of sufficient size (0.27 hectares/0.67 acres) that can accommodate the required performance standards including parking, landscaping, pedestrian connections and setbacks to make it compatible with the adjacent residential neighbourhood.

Places of Worship

Section 4.9.8: 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.

Places of Worship may be located in a full range of land use designations to meet the diverse needs of the various faith groups, subject to the specific policies of the land use designation of the Official Plan in which they are proposed. Land use compatibility, traffic impacts, community integration and performance standards, which shall 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.

Section 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 adjacent uses.*
- iii) Places of worship that include a sensitive land use, as defined by the 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.*

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/commercial uses. The proposed place of worship, which is located in 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.

The development proposal satisfies the direction of policy 4.9.8.1; as such an amendment to the Official Plan is not required.

Credit Valley Secondary Plan

The site is designated as "Low Density Residential 2" in the Credit Valley Secondary Plan (Area 45).

Section 5.2.1.1: The various residential designations shown on Schedule SP45(a) are categories in which the predominant use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, except in the Executive Residential designation, where only complementary uses as set out in Section 5.2.5.4 (ii) of this Chapter shall be permitted, provided that they are integrated in an appropriate manner with adjacent residential uses.

The "Low Density Residential 2" designation recognizes residential uses but does not make a specific reference to place of worship uses. Notwithstanding the Secondary Plan

policies, as noted above, the general policies of the Official Plan recognize permissions for a place of worship in residential designations provided that specific criteria identified in Policy 4.9.8.1 can be satisfied. Through the technical review of this development proposal, City staff have determined that a place of worship is appropriate for this site. This development proposal has been tested against the performance standards set out in Policy 4.9.8.1 of the Official Plan and found satisfactory.

Based on this analysis, an amendment to the Secondary Plan is not required.

Zoning By-law 270-2004

The subject lands are zoned “Agricultural” by Zoning By-law 270-2004, as amended, which does not permit a place of worship. The proposed zoning by-law amendment envisages to rezone the property from the existing “Agricultural (A)” zone to “Institutional One (I1)” zone to permit a place of worship and accessory uses including a cultural & educational facility and a caretaker’s residence. It also sets out the required minimum landscape and yard setbacks, maximum worship area, and minimum parking spaces to facilitate site functionality.

In order to ensure that the existing dwellings on 1061 & 1071 Queen Street West, that are currently being used as place of worship/accessory use without the City’s Planning permission/building permit and is subject to ongoing prosecution proceedings, is demolished prior to a place of worship use being permitted for the development of a new temple, the draft zoning by-law includes a Holding (H) symbol to be attached to the property. The Holding (H) symbol will be lifted from the property after the existing dwellings have been demolished and removed from the property.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent and vision of the Official Plan policy and will facilitate the development of the subject property with an institutional use that is transit supportive, pedestrian friendly and contributes towards making the neighbourhood a complete community.

Land Use

The property has a total area of 3,343.67 square metres out of which approximately 630.02 square metres will be dedicated to the Region of Peel for Queen Street West widening, leaving a net developable area of 2,713.65 square metres. The proposal includes the development of the property with a two storey place of worship with a gross floor area of 688.80 square metres, including a worship area of approximately 465.71 square metres. The proposed place of worship will also include an accessory cultural/education facility and a caretaker’s residence. The development will be supported with a total of 50 surface parking spaces, including barrier free spaces. The proposed place of worship will have a right-in right-out access on Queen Street West. A connection to the westerly properties (located at the south-west corner) will also be provided to facilitate redevelopment on those properties in an integrative manner. The subject lands

are currently occupied by two single detached dwellings which are to be demolished and removed to accommodate the proposed place of worship.

The proposed place of worship is a permitted use in the 'Residential' designation of the Official Plan. The Official Plan policies governing the places of worship require that a place of worship be located on an arterial or collector road, provide sufficient on-site parking, and ensure that the size, height, massing and scale of a place of worship be integrated into the community. The proposed development satisfies this policy direction by being located on a major arterial road (Queen Street West), close to the intersection of two major arterial roads (Queen Street West/Chinguacousy Road), providing adequate amount of parking, and the integration of the size/height/massing/scale of the place of worship into the surrounding community.

Urban Design

The applicant has submitted an Urban Design Brief dated June 14, 2021, prepared by n Architecture Inc. in support of their place of worship development proposal which describes the urban design principles and objectives that support the proposed building and open space in the context of the City's relevant urban design policies.

The subject site is envisioned to create a visually attractive, transit-supportive and pedestrian friendly development, which will be integrated into the fabric of the existing community. The proposed building will be located close to the street, thereby enhancing its street presence, accessibility and visibility, and making a positive impact on the urban streetscape. The building location and design will create a focal point for the intersection, and appealing to the street and pedestrian realm. A continuous landscape frontage has been provided along the perimeter of the site maintaining most of the existing trees as well as new trees and plantings. The materials, height and architectural style will mirror and complement the traditional style of the Hindu architecture of the proposed building. Some of the parking areas that are located along the front are screened with landscape plantings. Down site lighting has been proposed throughout the development to provide appropriate illumination for the pedestrian walkways and driveways for safety. The site is complemented with convenient active connections to the adjacent transit stops. The Brief provides guidance on the following matters:

- Development Vision
- Public & Private Realm
- Built Form
- Sustainability

Staff have reviewed the Urban Design Brief and are generally satisfied that the proposal will result into landmark development designed to fit within the context of the Credit Valley community. The site layout and detailed architectural and landscape design will be revised at the site plan application stage in accordance with staff's comments.

Transportation

A Transportation Impact Study (TIS) dated February 05, 2020 prepared by CGE Transportation Consulting was submitted in support of the proposed application for the following purposes:

- Assess the existing traffic conditions;
- Forecast future traffic volumes and parking associated with the proposed development;
- Assess future traffic operations at the boundary road intersection and proposed site entrance; and,
- Identify operational and safety concerns and required mitigation measures such as road and/or intersection improvements, if any.

The study concludes that the incremental site traffic generated by the proposed development can be accommodated by the existing transportation network, and no roadway improvements are required. The proposed restricted site access on Queen Street West can adequately support the forecasted traffic operations. For safety reasons, a center median will be required along Queen Street to prohibit inbound and outbound left turning vehicles. Based on a comprehensive review, the proposed parking supply is adequate to support the expected parking demand generated by the development proposal.

The City and the Region of Peel staff have reviewed the TIS and the functional design for the right-in right-out access, and are satisfied with it. Detailed design of the access will be approved through the engineering review at the site plan approval stage.

Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) dated March 01, 2019 prepared by OHE Consultants was submitted in support of the application to identify potential areas of contamination and environmental concerns due to on-site/off-site property uses past or current. The scope of work included a review of the available historical information, a property visit to examine the presence of the potential areas and contaminants of environmental concerns, and interviews with the personnel associated with the property. Based on the findings of the Phase 1 ESA, no further investigation (Phase 2 ESA) with respect to soil and ground water is warranted at the property.

City staff have reviewed the study and found it to be satisfactory to support the proposed development. A Record of Site Condition will be reviewed by staff prior to issuance of a building permit.

Arborist Report

An Arborist Report dated April 21, 2021, prepared by Jack Radecki Consulting Arborist was submitted by the applicant in support of the application to provide a tree inventory

and recommend a tree preservation/protection strategy. According to the Report, the site contains seven trees of different species, age and height which are currently in a fair condition. The Report recommend removal of one of the trees in view of its conflict with the site plan, and its replacement with four trees or payment of cash-in-lieu. It recommends protection of the other six trees with the help of hoardings during construction. Permeable pavement within the dripline of 7.5 metres is recommended for one of the trees.

Staff have reviewed the Arborist Report and found it to be satisfactory.

Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment dated April 22, 2020, prepared by AS & G Archaeological Consulting was submitted in support of the application to identify any archaeological concerns. The report concluded that the subject lands were free of any further archaeological concerns.

Staff have reviewed the report and confirmed that the Archaeological Assessment requirement for the subject lands has been satisfied.

Servicing

The Functional Servicing Report (FSR) prepared by Kamo Consulting Inc. dated September 23, 2021 has been submitted to the City's Environmental Engineering Division, and the Region of Peel for their review and approval.

The submitted Functional Servicing recommends the following with respect to servicing:

Sanitary Servicing

There is an existing 254 mm (10 inch) sanitary sewer located along Allegro Drive on the south side of the property. The Study recommends 152.4 mm (6 inch) sanitary service for the proposed building to be connected to this existing sanitary sewer.

Water Distribution

There is an existing 200 mm (7.87 inch) diameter water main located on Allegro Drive, just on the south side of the property. The site is recommended to be connected to this existing water main through a 75 mm (3 inch) water supply line.

Stormwater Management

There is an existing 375 mm (14.76 inch) diameter concrete storm drain on Allegro Drive, just south of the property. This storm drain has a manhole (M.H #3) where in storm drainage from the subject site is recommended to be connected.

The City, and Region of Peel staff have reviewed the updated FSR, and are satisfied that the proposed development can be properly serviced.

Sustainability Score and Summary

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, low impact development engineering practices).

The applicant has completed the Sustainability Metrics and has achieved a preliminary sustainability score of 73 for the proposed development, which achieves the City's gold threshold performance. The sustainability score will be further reviewed and improved through the site plan approval process when design details for the proposed development are determined and finalized.