

Flower City



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after application is deemed complete)

FILE NUMBER: A-2024-0136

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

APPLICATION
Minor Variance or Special Permission
(Please read Instructions)

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

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

1. **Name of Owner(s)** FCA Canada Inc.
Address 1 Riverside Dr. West

Phone # 1-248-613-7152 **Fax #** _____
Email jon.beasley@stellantis.com

2. **Name of Agent** Rachel Stuart
Address 55 St Clair Avenue West
Toronto, ON M4V 2Y7

Phone # 416-596-1930 ext. 61091 **Fax #** _____
Email rachel.stuart@arcadis.com

3. **Nature and extent of relief applied for (variances requested):**
This Minor Variance Application is seeking to ensure both the severed parcel and retained parcel are compliant with the zoning requirements. The proposed variances to the site-specific provisions are required to address setbacks along Torbram Road, and landscape requirements along Torbram Road. The requested variance is to remove/relieve the site-specific zoning provisions listed below from the subject site:
• 305.2(a)(4)
• 305.2(c)(2)
• 305.2(c)(3)

4. **Why is it not possible to comply with the provisions of the by-law?**
The accompanying Consent Application will divide the land, but in order to have a meaningful development proposed on the severed parcel, the site specific provisions need to be remove. This will also permit a development that replaces the intent of the provisions as they are currently applied as mitigation measures between the existing residential uses and the existing manufacturing plant. A future development application will be used as this

5. **Legal Description of the subject land:**
Lot Number PART OF LOTS 8 AND 9
Plan Number/Concession Number CONCESSION 6, EAST OF HURONTARIO
Municipal Address 2000 Williams Parkway West

6. **Dimension of subject land (in metric units)**
Frontage ~ 1322.73 m
Depth ~ 809.98 m
Area ~ 986,400 m²

7. **Access to the subject land is by:**
Provincial Highway Seasonal Road
Municipal Road Maintained All Year Other Public Road
Private Right-of-Way Water

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

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

The site is proposed to be severed, as such there are no existing buildings on the severed parcel. However, the retained parcel currently contains a 1-3 storey manufacturing plant with an approximate GFA of 249,028 m². The building is irregular in shape but generally has a length of 853.78 m and width of 452.41 m.

PROPOSED BUILDINGS/STRUCTURES on the subject land:

This application is not accompanied with a Site Plan Application, therefore there are no proposed buildings or structures.

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

EXISTING

Front yard setback	60.26 m
Rear yard setback	217.98 m
Side yard setback	121.04 m
Side yard setback	347.88 m

PROPOSED

Front yard setback	N/A
Rear yard setback	N/A
Side yard setback	N/A
Side yard setback	N/A

10. Date of Acquisition of subject land: 1988-1989

11. Existing uses of subject property: Employment

12. Proposed uses of subject property: Employment

13. Existing uses of abutting properties: Employment and Residential

14. Date of construction of all buildings & structures on subject land: no construction since date of acquisition

15. Length of time the existing uses of the subject property have been continued: since acquisition

16. (a) What water supply is existing/proposed?

Municipal Other (specify) _____
Well

- (b) What sewage disposal is/will be provided?

Municipal Other (specify) _____
Septic

- (c) What storm drainage system is existing/proposed?

Sewers Other (specify) _____
Ditches
Swales

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

Yes No

If answer is yes, provide details: File # N/A (consent to the application) Status In Review

18. Has a pre-consultation application been filed?

Yes No

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

Yes No Unknown

If answer is yes, provide details:

File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____

J. Beasley
Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Toronto
THIS 19th DAY OF April, 2024.

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

I, Jon Beasley, OF THE City OF Jensen Beach
IN THE State OF Florida SOLEMNLY DECLARE THAT:

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

DECLARED BEFORE ME AT THE
City Windsor OF
IN THE Province OF
Ontario THIS 19th DAY OF
April, 2024.
[Signature]
A Commissioner etc.
Christopher J. Dunn

J. Beasley
Signature of Applicant or Authorized Agent

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Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

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

Zoning Officer

Date

DATE RECEIVED _____
Date Application Deemed Complete by the Municipality _____

APPOINTMENT AND AUTHORIZATION OF AGENT

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

LOCATION OF THE SUBJECT LAND: 2000 Williams Parkway West

I/We, FCA Canada Inc.

please print/type the full name of the owner(s)

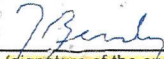
the undersigned, being the registered owner(s) of the subject lands, hereby authorize

Arcadis Professional Services (Canada) inc.

please print/type the full name of the agent(s)

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

Dated this 19th day of April, 2024.



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

Jon Beasley

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

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

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

PERMISSION TO ENTER

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

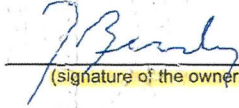
LOCATION OF THE SUBJECT LAND: 2000 Williams Parkway West

I/We, FCA Canada Inc.

please print/type the full name of the owner(s)

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

Dated this 19th day of April, 2024.



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

Jon Beasley

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

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

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

Secretary-Treasurer of the Committee of Adjustment
Planning and Development
City of Brampton
2 Wellington St W
Brampton, ON
L6Y 4R2

Arcadis Professional Services
(Canada) Inc.
55 St. Clair Avenue West 7th Floor
Toronto, Ontario M4V 2Y7
Canada
Phone: 416 596 1930
www.arcadis.com

Date: April 19, 2024

MINOR VARIANCE APPLICATION FOR 2000 WILLIAMS PARKWAY WEST

Dear Secretary-Treasurer of the Committee of Adjustment,

The following letter is to facilitate the Minor Variance Application on the lands municipally known as **2000 Williams Parkway**, City of Brampton, Ontario.

This application is in tandem with an application of Consent to Sever, and as such should be read concurrently with the accompanying letter and supporting memorandums. Combined, these two applications seek to permit the severed parcel to function independently from the retained parcel for an Employment use, as designated in the Brampton Official Plan. The following letter outlines the requested Variances as well as how they relate to Section 45 of the Planning Act.

Introduction

Arcadis Professional Services (Canada) Inc. (Arcadis) is the authorized planning consultant for Stellantis, who are the owners of the property municipally known as 2000 Williams Parkway West, in the City of Brampton, Region of Peel (herein referred to as the “subject site” or “site”). The portion proposed to be severed is approximately 13 hectares (32 acres) and is situated at the west end of the site and the retained parcel is approximately 85 hectares (210 acres).

The subject site is currently designated within the *Urban System* as an *Employment Area* in the Region of Peel Official Plan, *Industrial* through the Brampton Official Plan, and further designated as *General Employment 1* in the Airport Intermodal Secondary Plan. The site is situated within the Lester B. Pearson International Airport Operating Area (LBPIA) and is designated as *General Employment 1* through the Airport Intermodal Secondary Plan. As per the City of Brampton Zoning By-law 270-2004, the site is zoned as *Industrial (M2) exception 305*. The requested variances seek to amend existing site-specific zoning provisions, as described below and demonstrated in **Appendix A**:

- (1) Amend M2-305.2(a)(4), to reduce the setback from Torbram Road from 255.0 m to 9.0 m;
- (2) Amend 305.2(2)(i-iv), to eliminate the 75.0m wide berm requirement and replace it with a 9.0m continuous, uninterrupted landscape buffer that is planted and sodded to the same requirements; and,
- (3) Amend M2-305.2(c)(3), for the minimum distance of the berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road.

It is important to note throughout the review of this application that no development activity on the Severed parcel is being proposed at this time, and it is understood that future development will be subject to planning and development approvals with the City of Brampton. Until such time that a future application is made, no changes to the existing uses or site are proposed.

Subject Lands and Surrounding Context

The site is located in the Woodhill neighbourhood in Ward 8 of the City of Brampton. It is bordered by Williams Parkway to the south, North Park Drive to the north, Torbram Road to the west, and Airport Road to the east. The site currently operates as an assembly plant and consists of industrial uses, with car storage being present on the proposed Severed parcel.

The neighbourhood to the west of Torbram Road is characterized by low-rise residential development, consisting of single detached and semi-detached dwellings. The lands to the north, south and east of the subject site contain a variety of industrial and commercial uses.

The site is directly serviced by the 505 Bus Rapid Transit route to the east, accompanied by Transit Route 14 along Torbram Road to the west, Route 29 and Route 9 along Williams Parkway East to the south, as well as Route 30 and 505A along Airport Road to the east. Figure 1 represents an aerial image of the existing site and surrounding uses.

Figure 1: 3D Aerial Mapping of the Subject Site and Surrounding Context (Google Maps, 2024)



The site has the following specifications and legal descriptions:

Area	98.64 Ha (243.75 Acres)
Frontage	665.79 m
Depth	183.77 m
Legal Description	Part of Lots 8 and 9, Concession 6, East of Hurontario Street Geographic Township of Chinguacousy
PIN	14208 – 0025 (LT) 14208 – 0017 (LT) 14208 – 0014 (LT)

Supporting Materials

Conceptual Site Plan

To assist in providing a visual and demonstrate developability, Arcadis has prepared a Conceptual Site Plan to illustrate future development potential for the Severed parcel. The concept illustrates a two-building warehouse-style development with loading in the rear to the east and vehicular parking fronting Torbram Road. This concept represents a potential development scenario which can be considered once the existing berm and setback requirements are removed. As iterated above, the requested applications are intended to simply sever the lands, confirm ongoing permitted uses on both the Severed and Retained lands, and vary the applicable zoning provisions. No new development is currently proposed on the Severed parcel. Ultimately, the severed parcel is intended to be sold to a new owner and developed at that time. The Conceptual Site Plan, as well as the proposed Severance Plan is provided in **Appendix B**.

Servicing Considerations

The accompanying Servicing Memorandum (**Appendix C**) identifies that the Severed parcel is serviceable from a storm, sanitary, and water perspective.

Storm Servicing & Stormwater Management: Once severed, the Retained parcel will require a cut-off swale to prevent storm flows from crossing the new property lines. New independent stormwater management controls and independent storm servicing connections to Willams Parkway will also be required. The existing internal storm sewer on the retained parcel will be truncated at the severance line.

Sanitary Servicing: A new independent sanitary service connection for the Severed parcel will be required to service the new property. The existing internal sanitary sewer network within the Retained parcel will not require any retrofitting as it is outside the line of severance.

Water Servicing: The existing municipal water supply network is suitable to service the Severed parcel by local municipal watermains adjacent to the severed parcel. No retrofitting will be needed for the Retained lands given that the existing internal water supply network is outside of the line of severance.

All designs for the recommended work are intended to be completed through future applications specific to a proposed development. This memorandum outlines how both the Severed and Retained parcels will be suitable to operate independently from a servicing perspective once appropriate access to existing supplies are made.

Transportation Considerations

The concept contemplates three (3) points of access to the site off Torbram Road, North Park Drive, and Williams Parkway. These accesses are outlined in the Transportation Memorandum which accompanies this application (**Appendix D**) as being the appropriate locations to access surrounding municipal roads. Access locations and design for any future development will be subject to the City of Brampton access management policies, recognized design guidelines for Candain Roads, and operational needs, to be confirmed as part of any appropriate transportation studies. It is recognized that Torbram Road currently has trucking restrictions, and as such, truck movements would be contemplated off of North Park Drive and Williams Parkway. Any access off of Torbram Road would be limited to vehicular traffic.

The accompanying Transportation Memorandum concluded that the Severed and Retained lands are able to function independently from a transportation perspective.

Noise and Air Quality Memorandum

As outlined in the accompanying memorandum prepared by RWDI (**Appendix E**), the requested consent and variances are not anticipated to have any notable impacts to the residential uses on the west side of Torbram Road. The RWDI Memorandum assessed the impacts based on the Conceptual Site Plan, prepared by Arcadis. The study concluded that sound levels from the conceptualized warehousing activities, with the preliminary assumptions made within the Memorandum, meet the applicable MECP NPC-300 exclusion limits from the residential areas to the west. It is also noted within the Memorandum that at this time the existing Stellantis operations also are in compliance with the applicable MECP requirements. Given that there are no changes proposed to these operations, it is understood that future development on the severed parcel would further mitigate any noise or air quality impacts from the existing operations on the retained parcel, serving the role of the current berm.

Proposed Minor Variances

This Minor Variance Application is seeking to ensure both the Severed parcel and Retained parcel are compliant with the Zoning Requirements. The proposed variances to the site-specific provisions are required to address setbacks along Torbram Road, and landscape requirements along Torbram Road.

The Table below identifies the site-specific zoning permissions for both the Severed and Retained lands. All variances are visually shown in Schedule A, attached as **Appendix A**.

M2-305 Zone Permissions	Proposed Relief Requested for the Severed Portion	Proposed Relief Requested for the Retained Portion
305.1 shall only be used for the following purposes: (a) Industrial: (1) the manufacturing, assembly, storage and distribution of semifinished and finished products, including the assembly of motor vehicles.	No Variance Required	No Variance Required
(b) Non-Industrial: (1) exhibition and conference halls	No Variance Required	No Variance Required
(c) Accessory:	No Variance Required	No Variance Required

(1) business, professional and administrative offices connected with another permitted use of the land, bank, trust company and financial institution; and, (2) purposes accessory to the other permitted purposes.		
305.2 shall be subject to the requirements and restrictions:	No Variance Required	No Variance Required
(a) Minimum Street Line Setback: (1) from North Park Drive: 25.0 metres. (2) from Airport Road: 50.0 metres. (3) from Williams Parkway: 30.0 metres. (4) from Torbram Road: 255.0 metres.	¹ (4) from Torbram Road: 255.0 9.0 metres.	No Variance Required
(b) Minimum Side Yard Width: 30.0 metres	No Variance Required	No Variance Required
(c) Landscaped Buffer Area: a landscaped buffer area shall be provided and maintained along the adjacent streets as follows: (1) a minimum width of 30.0 metres along Williams Parkway; (2) a minimum width of 75.0 metres along Torbram Road as a continuous, uninterrupted bermed strip and shall: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii) be sodded and planted with vegetation to maintain stability; (iii) be planted with coniferous plantings to provide a visual screen; and, (iv) provide screened site lines from the west side of Torbram Road. (3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not less than 150.0 metres, and not more than 240.0 metres east of Torbram Road, and 15.0 metres for the remaining distance; (4) a minimum width of 15.0 metres along Airport Road.	No Variance Required (2) a minimum width of 75.0 9.0 metres along Torbram Road as a continuous, uninterrupted bermed planted strip and shall save and except for where vehicular access(es) is provided: (i) be continuous and of a uniform height of not less than 3.0 metres; (ii) be sodded and planted with vegetation to maintain stability; (iii) be planted with coniferous plantings to provide a visual screen; and, (iv) provide screened site lines from the west side of Torbram Road.	(3) a minimum width of 60.0 metres along the North Park Drive for a minimum distance of not more or less than 150 45.0 metres, and not more than 240.0 145.0 metres east of Torbram Road, and 15.0 metres for the remaining distance;
(d) Outside Storage: (1) outside storage of goods and materials likely to be disturbed by wind, shall not be permitted. (2) outside storage of good, materials and equipment is permitted, provided that such storage areas are located no closer than: (i) 150.0 metres to Williams Parkway; (ii) 90.0 metres to Torbram Road; (iii) 25.0 metres to North Park Drive; and, (iv) 180.0 metres to Airport Road. (3) outside storage areas shall be provided with a berm not less than 2.4 metres in height which is effective in screening the storage area from North Park Drive, Williams Parkway and from Airport Road, except in the case where a grade separation facility requires that Airport Road shall be elevated, and in the case of North Park Drive, outside storage shall be screened by a fence 2.4 metres in height;	No Variance required	No Variance required

(e) no building, exclusive of mechanical and elevator penthouses and conveyor housings and no structure exclusive of ventilators, chimneys, stacks, vents, electrical supply facilities, television or radio antenna shall exceed a height of 10.8 metres, except on lands outlined on Schedule C – Section 305 where no building shall exceed a height of 30.48 metres.	No Variance required	No Variance required
(f) the gross commercial floor area of the purposes permitted by section 305.1(c)(1) shall not exceed the gross industrial floor area of the main industrial building on the site.	No Variance required	No Variance required
(g) Parking shall be provided and maintained in accordance with the requirements set out in General Provisions of Commercial Zones and General Provisions for Industrial Zones to this by-law, and the following: <ul style="list-style-type: none"> • Exhibition, conference hall or auditorium: 1 parking space for every 6 fixed seats or 3 metres of open bench space, or portion thereof • Motor Vehicle Assembly Plant: 1 parking space for each 93 square metres of gross floor area, plus 1 parking space for each 31 square metres of gross floor area devoted to accessory office, retail, or educational uses. 	No Variance required	No Variance required

(1) Proposed 9.0m is in alignment with M2 zoning provisions.

Section 45 of the Planning Act

It is Arcadis’s opinion that the requested variances meet the four (4) tests under Section 45 of the Planning Act, as described below:

1. The variance maintains the intent and purpose of the Official Plan:

Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted on April 28, 2022. The ROP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051. The ROP designates the subject site as *Employment Area* on Schedule E-4 and within the *Pearson Airport Hub (Zone 14) Provincially Significant Employment Zone (PSEZ)* on Figure 12 of the ROP.

The PSEZ is a designation outlined by the Growth Plan for the Greater Golden Horseshoe (Growth Plan) which provides protection over employment lands. This designation ensures that lands with access to good movements and corridors are protected for employment uses by the Minister of Municipal Affairs and Housing. Lands designated within a PSEZ are to be further protected for employment uses.

The *Employment Area* designation of the subject site within the ROP seeks to protect and support existing and future *Employment Areas* in the vicinity of the Pearson International Airport and major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office, and ancillary facilities, as directed by policy 5.8.28 of the ROP. Policy 5.8.30 of the ROP directs municipalities to provide an appropriate interface between *Employment Areas* and adjacent non-employment areas to maintain land use compatibility.

As iterated above, both the Severed and Retained lands are proposed to continue to be designated and used as an Employment use, and as such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the ROP.

City of Brampton Official Plan

On November 1, 2023, City of Brampton Council passed By-law 195-2023 to adopt the Brampton Plan – a new Official Plan for the City of Brampton, pursuant to Section 17(22) and 17(23) of the Planning Act, R.S.O. 1990, c. P.13, as amended and is subject to approval by the Region of Peel in accordance with sections 17(2), 17(13) and 17(31) of the Planning Act.

The subject site is designated as *Industrial* through the City of Brampton Official Plan (OP) and is situated within an *Employment Area* and the *Lester B. Pearson International Airport (LBPIA) Operating Area*. Industrial developments permit industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processes and related uses, limited office uses, limited services and retail uses, open space, and public and institutional uses. *Employment Areas* are appropriately situated near transportation infrastructure and the site's proximity to Lester B. Pearson International Airport, and the CP and CN Intermodal Terminals, which are identified as major transportation hubs, supports the movements of goods, and maintains the overall intent and purpose of the OP.

Policy 4.4.2.6 of the OP requires the City to provide land use opportunities of sufficient size to ensure adequate supply, range, and choice. The proposed Severance line was prepared in conjunction with a conceptual site plan to ensure adequate sizing of the parcel, and a range of employment uses

Policy 4.4.2.7 of the OP directs the City to promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial, and national transportation system, including airport, road, and rail facilities. This Policy illustrates the desire for industrial uses to be located in proximity to supporting infrastructure, which these Applications continue to support.

In summary, the proposed Severance and Minor Variance requests allow for the continued use of these lands as an Industrial use, abutting existing infrastructure and servicing that can support such uses in an area designated as such. Furthermore, as noted in the Transportation and Servicing Memorandums accompanying this Application, both the Severed and Retain Parcels will be able to function independently from one another. As such, the proposed Minor Variances and Consent to Sever maintain the intent and purpose of the Brampton OP.

Airport Intermodal Secondary Plan

The Airport Intermodal Secondary Plan boundaries are North Park Drive and Cottrelle Boulevard to the north, the municipal boundary to the south, Finch Avenue, Goreway Drive and Humberwest Parkway to the east, and Torbram Road to the west. The subject site is situated at the northern tip of the Secondary Plan and designated as *General Employment 1*.

A broad range of industrial uses are permitted within this designation including but not limited to: warehousing and storage of goods, manufacturing, processing, repair and service operations (excluding motor vehicle body shops), and outdoor storage areas as accessory to an industrial use. There are no other detailed permissions within the Secondary Plan which pertain to this designation or the subject site.

The requested variance does not interfere with the requirements within this designation nor the Secondary Plan. The relief requested pertains to the setback requirements within the Site Specific Zoning By-law which are not replicated or contained within the Official Plan or Secondary Plan, and as such, the general intent and purposes of the Airport Intermodal Secondary Plan is maintained.

2. The variance maintains the intent and purpose of the Zoning By-law:

Through the City of Brampton Zoning By-law 270-2004 (ZBL), the entirety of the lands are zoned as *M2-305 (Industrial)*. Within this zone, manufacturing, cleaning, packaging, processing, repairing, assembly of goods, foods or materials including a motor vehicle repair shop, and a motor vehicle body shop are permitted. Exception 305 relates mainly to setback requirements to provide buffer and mitigation measures from surrounding areas and the existing manufacturing plant on the subject site.

This Minor Variance Application seeks to relieve the entirety of the Severed and the Retained parcel of the large setback requirements on the west side, to permit a future redevelopment of the Severed parcel for employment purposes, while ensuring appropriate setbacks, buffer zones, and mitigation measures are provided and/or maintained. It should be noted that any future proposed development on the Severed parcel, as well as requisite landscape buffers and plantings proposed in the by-law refinements above would largely serve as a replacement of the western-facing berm, creating the same buffer requirements which exist today in a different form.

The following section identifies all of the specific provisions that this Application seeks to obtain Minor Variance for, as well as a description of how removing these provisions will continue to comply with the general intent of the Zoning By-law:

305.2(a)(4)

In lieu of provision **305.2(a)(4)**, it is proposed that the setback from Torbram Road be reduced from 255.0 m to 9.0 m.

It is our understanding that this provision was included to mitigate noise and air quality impacts to the residential uses to the west from the existing Stellantis manufacturing use. It should be noted that no changes are proposed to Stellantis manufacturing plant at this time. Any proposed reduction to the 255.0 m, accompanied and approved in tandem with a Consent to Sever Application does not change anything on the Stellantis manufacturing use in its current location and form, and as mentioned in the RWDI Memorandum, all applicable MECP limits for this use continue to be met. The removal of the 255.0 m setback would form part of the new development envelope for the Severed parcel, and any future building will provide the same, if not improved mitigation from a distance perspective given the anticipated height of any future building. The proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, creating a visual screen to any new proposed buildings, and the trucking prohibitions along Torbram largely drive the Torbram frontage to be the vehicular parking lot for any future development, mandating that all loading occurs on the eastern limits of the Severed parcel. As such, the proposed variance to reduce the existing 255.0 m setback fronting Torbram continues to meet the intent and purpose of the Zoning By-law, as the mitigation measures currently in place will largely be replicated by any future development of the Severed parcel.

305.2(c)(2)

In lieu of provision **305.2(2)(i-iv)**, it is proposed that the minimum width of 75.0 m be reduced to 9.0 m, and that the requirement for a continuous, uninterrupted bermed strip be removed and replaced with a landscape buffer.

Similar to above, it is our understanding that this provision was included in an effort to mitigate noise and visual impacts to the residential uses to the west. As mentioned above, the 75.0 m wide berm currently existing comprises a part of the 255.0 m setback identified in 305.2(a)(4). Any proposed redevelopment of the Severed parcel would necessitate the removal of the 75.0 m wide berm, as the form and function of the berm would effectively be replaced by a warehouse-style building use. Furthermore, it is understood that visual screening from Torbram Road to any new proposed development of the Severed parcel is paramount, and as such, a 9.0 m landscape buffer is proposed to be provided, which would be sodded and planted with vegetation; be planted with coniferous plantings to provide

a visual screen; and, provide screened site lines from the west side of Torbram Road. Similar to the justification provided above, the proposed 9.0 m setback fronting Torbram Road would permit double-row of planting for trees, and current City of Brampton trucking prohibitions along Torbram Road necessitate loading to occur on the eastern limits of the Severed parcel, internal to the site and away from the residential uses to the west. As such, the proposed variance to remove the requirement for the existing 75.0 m berm fronting Torbram Road and replace it with a 9.0 m landscape buffer with similar planting conditions as exists today, continues to meet the intent and purpose of the Zoning By-law.

305.2(c)(3)

In lieu of provision **305.2(c)(3)**, it is proposed that the minimum distance for the berm fronting the intersection of Torbram Road and North Park Drive be not more or less than 145.0 m east of Torbram Road to accommodate for an independent access off of North Park Drive, and maintain the intent of the berm at this corner of the site. There are no changes proposed to the width of the berm, or the remaining distances as specified in Provision 305.2(c)(3).

Similar to above, it is our understanding that this berm was included to provide mitigation and site line screening measures for land uses to the north and west. It is intended to continue to exist, albeit altered slightly, to permit for a trucking access off North Park Drive while continuing to provide mitigation and site line screening measures for the Severed parcel loading area, and current activities on the Retained parcel. As such, the proposed variance to alter the length of the berm fronting the northwest corner of the site continues to meet the intent and purpose of the Zoning By-law.

3. The variance is desirable and appropriate:

The variances seek to facilitate a future redevelopment of the requested Severed parcel. Should Committee approve this application, the severed parcel can be better utilized for additional employment uses that will have access to existing infrastructure, services, as well as continue to provide a buffer between the existing manufacturing uses and the surrounding neighbourhoods. Through the Growth Plan, the Provincial Government seeks *Employment Areas* to be protected and best utilized for employment uses, permitting this will increase the density of existing employment uses as desired by the Provincial Government, Region of Peel, and the City of Brampton.

The Severance and accompanying Minor Variance Applications will also facilitate the redevelopment of the Severed parcel in the future. Currently the lands are an otherwise underutilized parking lot and buffer, and the requested variances will facilitate the creation of a new lot for new future industrial / employment related uses. A preliminary Conceptual Site Plan was developed to illustrate the feasibility of development, demonstrating significant new Employment use space. In addition, accompanying Memorandums demonstrate how the site could be serviced and accessed independently, and how its development would not create negative impacts from a noise or air quality perspective.

Relieving the Retained parcel of the identified site-specific zone requirements and severing the site will allow for a fulsome redevelopment of the western portion of the site, allowing the Torbram frontage to have a more active frontage and be incorporated into the streetscape while continuing to respect the existing Stellantis plant. This will provide the City and surrounding neighbourhood a fulsome design fronting Torbram Road acting as an impactful buffer to the existing manufacturing plant.

The zoning requirements that are being requested to be modified were in place to provide a buffer between sensitive land uses and the facilitation of these applications will still yield the same result, however, one that improves

utilization of existing land, infrastructure and servicing providing additional employment opportunities within the City of Brampton. As such, the proposed variances are appropriate and desirable, and reflective of good planning.

4. The variance is minor in nature:

This Minor Variance Application continues to support the current OP designation being an Employment Area and Industrial land use, and does not alter any of the roles and or functions of the M2 zone, while creating a new zoning compliant lot for permitted employment related uses. Minor modifications are proposed to site specific requirements that are largely associated with mitigation measures from the activities on the Retained parcel, which, as demonstrated in the accompanying Memorandums, will continue to be provided for once the Severed parcel is redeveloped. Furthermore, any future development on the Severed parcel will be subject to planning and development approvals with the City of Brampton at which time site specific matters could be addressed.

As such, the requested variances being sought to (1) reduce the Torbram Road setback from 255.0m to 9.0m; (2) remove the requirement for the Torbram Road berm and replace it with a 9.0m with a landscape buffer; and (3) reduce the minimum distance for a berm fronting the intersection of Torbram Road and North Park Drive to be not more or less than 145.0 m east of Torbram Road; continue to serve both the purposes and intents of the OP and the Zoning By-law, are appropriate and desirable, and are minor in nature.

Summary and Conclusion

It is Arcadis' opinion that the requested variances are consistent with the overall direction of the Provincial Policy Statement (2020), and conform to the Regional Official Plan, and the Brampton Official Plan. In addition, the proposed variances meet the four (4) tests of Section 45(1) of the Planning Act both individually and collectively, as they:

- Maintain the general intent and purpose of the Official Plan;
- Maintain the general intent and purpose of the Zoning By-law;
- Are desirable for the appropriate development and use of the land; and,
- Are minor in nature.

Should you have any questions or require any additional information please do not hesitate to contact the undersigned.

Sincerely,
Arcadis Professional Services (Canada) Inc.

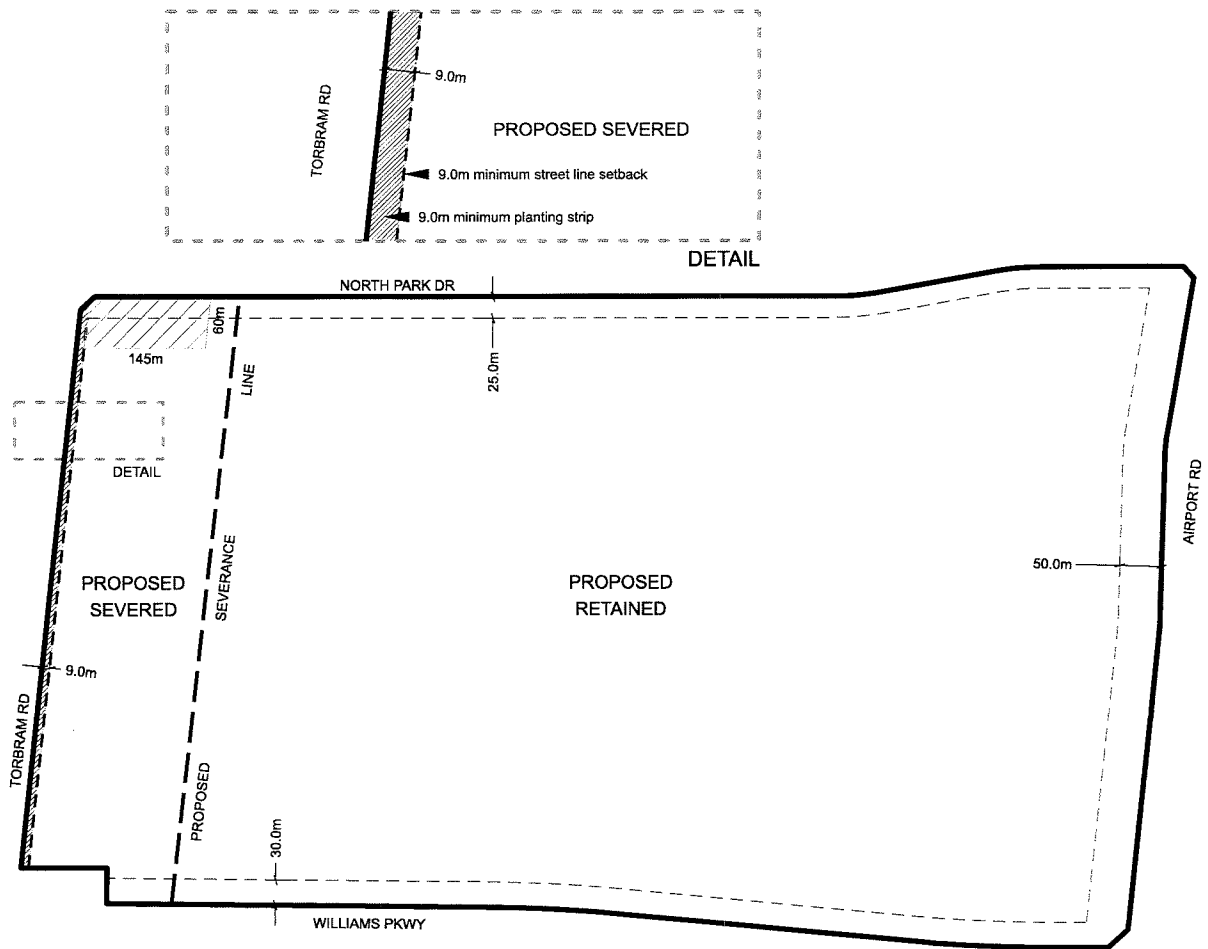
Stephen Albanese MCIP RPP
Associate Principal – Studio Lead
Email: stephen.albanese@arcadis.com

Committee of Adjustment
City of Brampton
April 19, 2024

Appendix A

Schedule of Requested Variances



SCHEDULE 'A'



———— Subject Lands



Proposed Relief Requested:

- Minor Variance to M2-305.2(a)(4) to permit a minimum 9.0m street line setback from Torbram Rd
-  Minor Variance to M2-305.2(c)(2) to permit a minimum width of 9.0m along Tobram Rd as a continuous, uninterrupted planting strip save and except for where vehicular access(es) is provided
-  Minor Variance to M2-305.2(c)(3) to permit a landscape buffer at a minimum width of 60.0m along North Park Dr for a minimum distance of not more or less than 145m east of Torbram Rd