



## Report Committee of Adjustment

**Filing Date:** September 6, 2024  
**Hearing Date:** September 17, 2024

**File:** A-2024-0340

**Owner/  
Applicant:** FCA Canada Inc.  
Arcadis Professional Services (Canada) Inc.

**Address:** 2000 Williams Parkway West

**Ward:** WARD 8

**Contact:** François Hémon-Morneau, Principal Planner/ Supervisor

---

### Recommendations:

That application **A-2024-0340** is supportable, subject to the following conditions being imposed:

1. That the extent of the variances be limited to that generally shown on the sketch attached to the Notice of Decision;
  2. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.
- 

### Background:

The property was previously subject to a Consent application (B-2024-0006) and Minor Variance application (A-2024-0136) to facilitate a severance of the property and a conceptual industrial development of two warehouses. Variances are requested to permit a reduction in the required number of parking spaces and a narrower landscaped buffer. These variances are intended to accommodate the new site conditions following the land severance. The existing parking area will be expanded to provide additional spaces along Williams Parkway, and as a result, portions of the landscaped buffer will be reduced.

- **Zoning By-law:** The subject property is split zoned 'Industrial 2 Special Section 305 (M2-305)', 'Industrial 2 Schedule C Section 305 (M2-305)', according to By-Law 270-2004, as amended.

### Requested Variances:

The applicant is requesting the following variances:

1. To permit a total of 1,533 parking spaces for the existing motor vehicle assembly plant, whereas the by-law requires a minimum 2,562 parking spaces for the existing motor vehicle assembly plant based on a ratio of 1 space for each 93 square meters 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; and
2. To permit the landscaped buffer having a width of 7.9 metres along the lot line abutting Williams Parkway, whereas the by-law requires a landscaped buffer having a minimum width of 30 metres along Williams Parkway.

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

The subject lands are designated as 'Industrial' in the Official Plan and 'General Employment 1' in the Airport Intermodal Secondary Plan (Area 4). The 'Industrial' Official Plan designation permits industrial land uses including manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses. As per section 4.4.2.22 appropriate massing and conceptual design of buildings, a high quality of landscape treatment which reflects the needs of both the site users and passersby, and satisfactory access for vehicles is encouraged.

The subject lands are further designated 'General Employment 1' in the Airport Intermodal Secondary Plan (Area 4). The designation is intended to provide for the continuing operation and appropriate expansion of viable industrial uses in the area. The Secondary Plan specifies that Industrial uses permitted by the General Employment 1 designation shall accommodate a broad range of uses including warehousing and storage of goods, manufacturing, processing, repairing and servicing operations, outdoor storage areas (only as accessory to an industrial use and which shall be screened from public view), ancillary uses directly associated with the principal industrial use, and a residential unit (only for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment).

The Brampton Plan designates the property as 'Employment'. This designation allows for a wide range of industrial uses, located in areas where they are unlikely to cause negative impacts on adjacent lands. Employment areas cover areas where a large number of people who live in Brampton, or commute from the surrounding region, work. The goal of these areas is to create productive and desirable places to attract and retain investment. Employment areas will prioritize the accommodation of employment opportunities. On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan was scheduled to take effect on June 6th, 2024, except for any sections that may be subject to appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved.

Variances are requested to permit a reduction in the required number of parking spaces and a narrower landscaped buffer. These variances are intended to accommodate the new site conditions following the

land severance. The parking area will be expanded to provide additional spaces along Williams Parkway, and as a result, portions of the landscaped buffer will be reduced.

The requested variances will facilitate a parking lot expansion and are considered to maintain the general intent and purpose of the Official Plan.

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

The subject property is split zoned 'Industrial 2 Special Section 305 (M2-305)' and 'Industrial 2 Schedule C Section 305 (M2-305)' according to By-Law 270-2004, as amended.

Variance 1 is requested to permit a total of 1,533 parking spaces for the existing motor vehicle assembly plant, whereas the by-law requires a minimum 2,562 parking spaces for the existing motor vehicle assembly plant based on a ratio of 1 space for each 93 square meters 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. The intent of the by-law in requiring a minimum number of parking spaces to be provided is to ensure that sufficient parking is provided for the industrial use on the site.

The variance seeks to reduce the minimum parking requirement from 2,562 spaces to 1,533 employee spaces, along with additional visitor parking. The required number of parking spaces for this site is based on the gross floor area of the building. As outlined in the submitted revised Parking Assessment memo, the proposed parking rate is adequate to meet the facility's needs based on employment numbers for each work shift. The proposed operation is expected to generate a weekday parking demand of 1,210 spaces. With 1,533 spaces proposed, this results in an operational surplus of 323 spaces, indicating sufficient parking to meet anticipated demand. The plan also allows for a 15% overflow between shifts, and the facility's operational model ensures sufficient time between shift turnovers, minimizing the risk of significant overlap. City Traffic Planning staff have reviewed the Parking Assessment memo prepared by the applicant and find that the proposed parking is sufficient to meet anticipated demand.

Variance 2 is requested to permit the landscaped buffer having a width of 7.9 metres along the lot line abutting Williams Parkway, whereas the by-law requires a landscaped buffer having a minimum width of 30 metres along Williams Parkway. The intent of the by-law in requiring a minimum landscaped buffer width on industrial properties is to ensure sufficient landscaping to separate industrial activities from neighboring properties and to maintain a certain aesthetic streetscape in the area.

The applicant proposes to expand two existing employee parking lots on-site to accommodate anticipated demand, adding 533 new spaces through expansions along Williams Parkway. While the by-law requires a 30-metre landscaped buffer along Williams Parkway, the expansion will reduce the buffer to a minimum width of 7.9 metres. This reduction is generally consistent with the landscape buffers of nearby properties to the south, which are predominantly industrial and commercial. The parking lot expansion is not expected to negatively impact the aesthetics or streetscape of the site. Open Space Development staff have reviewed the requested variance and have no concerns regarding the location of the expanded parking lots and reduced landscaped buffer. Staff noted that a future site plan application will be required to implement the proposed changes, at which point a more detailed and technical open space review will take place.

Subject to the recommended conditions of approval, the requested variances are considered to maintain the general intent and purpose of the Zoning By-law.

3. Desirable for the Appropriate Development of the Land

The proposed development involves expanding two employee parking lots along Williams Parkway. The requested zoning modifications pertain to the minimum parking requirements and the landscaped buffer width. To ensure sufficient parking for employees, the expansion will add 533 new spaces, reducing the landscaped buffer along Williams Parkway to 7.9 metres at its narrowest point. No negative impacts are anticipated on the site's functionality, aesthetics, or adjacent properties.

Traffic Planning staff have reviewed the applicant's Parking Assessment memo and find the justification for the parking reduction satisfactory. Additionally, Open Space Development staff have reviewed the proposal and have no concerns regarding the parking lot expansion or the reduced landscaped buffer. A more detailed review of the parking lot layout and landscaping will be conducted during the future Site Plan approval process.

The requested variances are considered desirable for the appropriate development of the land.

4. Minor in Nature

The variances are requested to support the parking lot expansion and reduce the overall parking requirements for the industrial use on-site. These changes are not expected to interfere with the facility's daily operations or negatively affect the surrounding community, given the surrounding built environment. Subject to the recommended conditions of approval, the requested variances are minor in nature.

Respectfully Submitted,

*François Hémon-Morneau*

François Hémon-Morneau, Principal Planner/ Supervisor