

FILE NUMBER: A-2025-0015

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) 1000144109 ONTARIO INC.

Address 21 MODESTO CRESCENT

BRAMPTON ON L6P 1N4

Phone # 416-887-1231 Fax #

Email gurjinder@giggexpress.ca

2. Name of Agent RAJ (NILAMRAJ) PATEL (RPD STUDIO)

Address SUITE 203, 7895 TRANMERE DRIVE

MISSISSAUGA ON L5S 1V9

Phone # (647) 556-2596 Fax #

Email project@rpdstudio.ca

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

1. Usage: Additional uses in an Industrial Mall on lands zoned M2-896

(Please refer to Drawing Set Sheet SP-01)

2. Parking spaces: Required minimum is 1356 parking spaces (including 65 tandem

spaces).The proposed is 797 parking spaces (including 65 tandem spaces).

3. Tandem parking spaces: Required 50% of the parking spaces for motor vehicle repair

and/or body shop. Proposed is 65% of the parking spaces.(65 spaces total).

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

The requested variance is required in order to ensure that the subject property can

effectively cater to both its existing and proposed uses.

5. Legal Description of the subject land:

Lot Number LT 9

Plan Number/Concession Number CON. 6 EHS DES PT 3 PL 43R-23087

Municipal Address 2600 NORTH PARK DR, BRAMPTON, ON, L6S 6E2

6. Dimension of subject land (in metric units)

Frontage ~ 235.36 m

Depth ~ 360.82 m

Area 77600.50 sqm

7. Access to the subject land is by:

Provincial Highway ☐

Municipal Road Maintained All Year ☒

Private Right-of-Way ☐

Seasonal Road ☐

Other Public Road ☐

Water ☐

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

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

Ground Floor Area: 29648.22 sqm;
Gross Floor Area: 31576.85 sqm;
Width: 122.65 m;
Length: 317.00 m

PROPOSED BUILDINGS/STRUCTURES on the subject land:

Offices on 2nd floor inside the existing building.

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 setback33.46 m
Rear yard setback08.00 m (from pre fab. shed) and 48.59m (from main building)
Side yard setback45.84 m (East side)
Side yard setback56.09 m (West side)

PROPOSED

Front yard setback33.46 m
Rear yard setback08.00 m
Side yard setback45.84 m
Side yard setback56.43 m

10. Date of Acquisition of subject land:2024-05-06
11. Existing uses of subject property:Mixed use Industrial/Commercial
12. Proposed uses of subject property:Mixed use Industrial/Commercial
13. Existing uses of abutting properties:Mixed Use Industrial/ Commercial (North, South, North-East), Residential TH (West)
14. Date of construction of all buildings & structures on subject land:11/06/2002
15. Length of time the existing uses of the subject property have been continued:~ 20 years

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

Municipal☒
Well☐

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

Municipal☒
Septic☐

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

Sewers☒
Ditches☐
Swales☐

Other (specify)

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 ☐ IT WAS FILED BY PREVIOUS OWNER.

If answer is yes, provide details: File # SPA-2023-0041 Status UNKNOWN

18. Has a pre-consultation application been filed?

Yes ☒ No ☐ IT WAS FILED BY PREVIOUS OWNER (FILE NO.: PRE-2022-0149)

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 # A02-135 Decision UNKNOWN

File # Decision

File # Decision

Relief to allow a waste processing facility with a zero setback to a non-industrial zone (Open Space).

Relief

Relief

NP Patel
Signature of Applicant(s) or Authorized Agent

DATED AT THE CITY OF MISSISSAUGA

THIS 15 DAY OF JANUARY, 2025.

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

I, RAJ (NILAMRAJ) PATEL (RPD STUDIO), OF THE CITY OF BRAMPTON

IN THE REGION OF PEEL SOLEMNLY DECLARE THAT:

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

DECLARED BEFORE ME AT THE

CITY OF MISSISSAUGA

IN THE PROVINCE OF

ONTARIO THIS 15 DAY OF

JANUARY, 2025.

NP Patel
Signature of Applicant or Authorized Agent

[Signature]
A Commissioner etc.

HANANDEE SIMON SHILLON
Barristers, Solicitors & Notary Public
7886 Transmere Dr., Suite 220
Mississauga, ON L4S 1V1
Tel: (905) 673-7272
Fax: (905) 673-7279
Present Zoning By-law Classification:

FOR OFFICE USE ONLY

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

Elizabeth Corazzola
Zoning Officer

January 21, 2025
Date

DATE RECEIVED January 27, 2025

Date Application Deemed Complete by the Municipality

Mercetyn

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

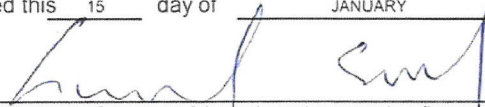
LOCATION OF THE SUBJECT LAND: 2600 NORTH PARK DR, BRAMPTON, ON, L6S 6E2

I/We, 100144109 ONTARIO INC.
please print/type the full name of the owner(s)

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

RAJ (NILAMRAJ) PATEL. RPD STUDIO
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 15 day of JANUARY, 2025.

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

GURJINDER SINGH (100144109 ONTARIO INC.)
(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

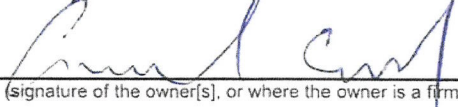
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
coa@brampton.ca

LOCATION OF THE SUBJECT LAND: 2600 NORTH PARK DR, BRAMPTON, ON, L6S 6E2

I/We, 100144109 ONTARIO 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 15 day of JANUARY, 2025.


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

GURJINDER SINGH (100144109 ONTARIO INC.)
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

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

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

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



January 20, 2025
The City of Brampton
Committee of Adjustment
2 Wellington Street West
Brampton, ON L6Y 4R2

ATTN: Clara Vani

Re: Committee of Adjustment

Minor Variance Application package for 2600 North Park Dr Brampton, ON L6S 6E2.

**The Subject Lands are legally described as PT LT 9 CON 6 EHS DES PT 3 PL 43R-23087 T/W
EASEMENT OVER PT BLK 1 PL 43M-874 et al,**

Dear Clara,

On behalf of our client 1000144109 Ontario Inc, we enclose herewith the following documents relating to the above noted Minor Variance Application:

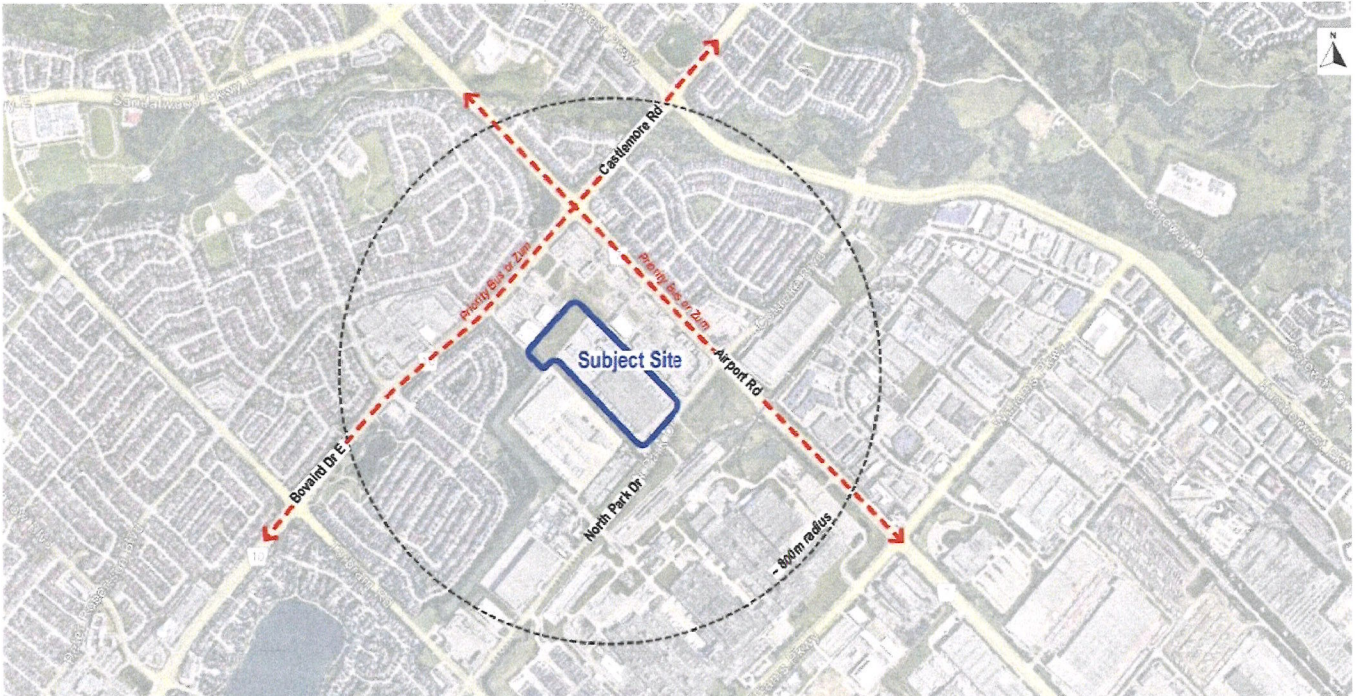
1. Digital copy of the site plan showing additional proposed uses within an Industrial Mall and parking, prepared by RPD Studio, dated January 2025;
2. Digital copy of minor variance application form;
3. Email correspondence from the City of Brampton's Zoning and Development Planning staff. Confirmation of the proposed uses and anticipated parking requirements by Senior Advisor, Elizabeth Corazzola;
4. Parking Justification Study: Please note that BT Engineering Inc. is working on the report and it will be submitted to the City prior to the review cut off date.

Subject Site and Context

The subject property is located on the north side of North Park Drive, west of Airport Road. The subject property occupies an area of approximately 12.14 hectares with approximately 234 metres of frontage along North Park Drive. The subject property is currently in use as a 29,658 square metre industrial warehouse. Additionally, the land at the rear of the property is designated for future development. The subject site is legally described as PT LT 9 CON 6 EHS DES PT 3 PL 43R-23087 T/W EASEMENT OVER PT BLK 1 PL 43M-874 et al, 2600 North Park Drive, Brampton.

Surrounding Context

- North: Commercial uses and residential on North west
- South: Industrial/commercial uses
- East: Commercial uses
- West: Industrial use



Context Map showing the Subject Property and Priority Bus or Zum – Schedule 3B of Brampton Plan

Proposed Development

We are currently in the process of developing a master plan for the site, including the existing building and future development area of site as well as the tertiary plan for the connections to adjacent sites. In the interim, our client intends to lease the existing building to offset holding costs while the master plan is finalized, our client intends to lease the existing building to multiple tenants. We are currently preparing the necessary renovation permits to create flexible shell spaces within the existing warehouse, allowing for adaptable unit sizes that meet the specific needs of future tenants.

The current proposal of the development includes 797 parking spaces, including 65 tandem spaces. This falls short of the minimum 1280 parking spaces (including 50 tandem spaces) required by the Zoning By-law. The following parking requirements for the proposed development were determined in consultation with City's Zoning staff:

- Permitted Industrial Uses: 141.78 spaces required (Ind. Mall GFA over 10,000 = 139 spaces plus 1 parking space per 170 Sq.m GFA for portion that is over 10,000sq.m)
- Permitted Banquet Hall: 274.86 spaces required (2198.86 sq.m @ 1 space/8 sq.m)
- Vehicle Repair/Body Shops: 100.37 spaces required (1806.64 sq.m @ 1 space/18 sq.m with up to 50% tandem)
- Supermarket: 177.23 spaces required (3012.93 sq.m @ 1 space/17 sq.m)
- Commercial Recreation: 389.65 spaces required (8961.95 sq.m @ 1space/23 sq.m)
- Retail: 101.51 spaces required (1928.63 sq.m @ 1 space/19 sq.m)
- Office (excluding medical): 64.29 spaces required (1928.63 sq.m @ 1 space/30 sq.m)
- Existing Office (including medical): 30.09 spaces required (481.54 sq.m @ 1 space/ 16 sq.m)
-

Policy Framework

Official Plan:

The subject site is designated as employment use in Schedule 2 of the Brampton Plan. Furthermore, Bovaird Drive East / Castlemore Road and Airport Road are identified as Priority Bus or Zum route in Schedule 3B, and North Park Drive is designated as a collector road in Schedule 3C of the Brampton Plan.

Secondary Plan - 4 Airport Inter Modal Area:

The subject property is designated as General Employment 1 which supports a broad range of industrial uses including warehousing, storage, manufacturing, processing, repairing/servicing operations etc.

Zoning By-law: The zoning by law designates the subject lands as an Industrial M2 use (with site specific Section 896) which permits industrial uses including manufacturing, warehousing, storage, and repair. In addition to the primary industrial uses, Section 896 allows accessory business, professional and administrative offices connected to another permitted use on the property. The parent zone M2 also allows for motor vehicle repair shop, a motor vehicle body shop and certain non industrial uses like recreational facilities, retail spaces and offices, as long as the retail outlet space does not exceed 15% of the total industrial area. Furthermore, Zoning By- law 270-2004 defines the Industrial mall as follows:

“INDUSTRIAL MALL shall mean a building or group of buildings upon which a group of at least five separate industrial users have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants.”

As per Section 30 of the zoning by-law, ancillary commercial uses such as a banquet hall and office spaces (excluding medical and professional offices) are permitted within an industrial mall.

Minor Variances Required

The subject property is zoned M2-896, and through this minor variance application we are requesting a relief from the Zoning By-law 270-2004. The following minor variances are required:

1. To permit the following additional uses in an Industrial Mall on lands zoned M2-896:
 - a) A Place of Commercial Recreation;
 - b) A Supermarket;
 - c) A Retail Establishment;
 - d) An Office as a principal use, including medical and professional offices not associated with another permitted purpose;
 - e) A Motor Vehicle Repair and/or Body Shop; and
 - f) A Personal Services Shop.
2. The proposed development includes 797 parking spaces, including 65 tandem spaces, while the applicable by-law requires a minimum parking of 1280 including 50 tandem spaces; and
3. The proposal requests for 65% of the required parking spaces for motor vehicle repair and/or body shop uses to be tandem spaces (totaling 65 spaces), while the by-law permits a maximum of 50% of such parking spaces to be tandem.

Conclusion

We believe the proposal is minor in nature since the proposed additional uses, such as office and retail spaces, are generally compatible with the existing Industrial Mall designation and parent zone. While the Industrial zone allows for office uses excluding medical and professional businesses, our request seeks to permit professional office uses that are not directly associated with other permitted purpose on site.

Furthermore, commercial uses are permissible within an Industrial Mall, and the inclusion of a commercial recreational facility would address a significant community need, aligning with similar proposals in other industrial areas. The proposed supermarket would also provide a valuable amenity for local residents. Our future master plan will integrate the Industrial Mall with neighbouring retail and commercial developments to the north and east, and will explore future connections to the west. We envision active transportation connections, to create seamless connections between properties and enhance the overall experience for shoppers and visitors.

The proposed additional uses will foster a more integrated development within the existing neighbourhood that are in alignment with Brampton Plan. This approach supports key Official Plan objectives, such as creating '15-minute neighbourhoods.' By introducing much-needed commercial recreational amenities and other services, the development will enhance convenience for nearby residents. Furthermore, the proposal exceeds the minimum employment density requirement of 30 jobs per hectare, while promoting a diverse range of development along major street frontages.

The industrial sector is undergoing significant transformation, with warehouses increasingly incorporating automation technologies. This shift is leading to a decline in demand for manual labor positions within traditional warehousing operations. Repurposing an existing warehouse to accommodate a diverse range of industrial uses offers a compelling solution. Not only does it revitalize an underutilized asset, but it also serves as a catalyst for economic growth within the local community. This development has the potential to generate a substantial increase in employment opportunities. Businesses occupying the repurposed space will require a diverse workforce spanning various roles, including operations, maintenance, management, and support services. Compared to traditional warehousing, the proposed mixed-use approach could generate four to five times more jobs, significantly benefiting both the businesses operating within the space and the broader community.

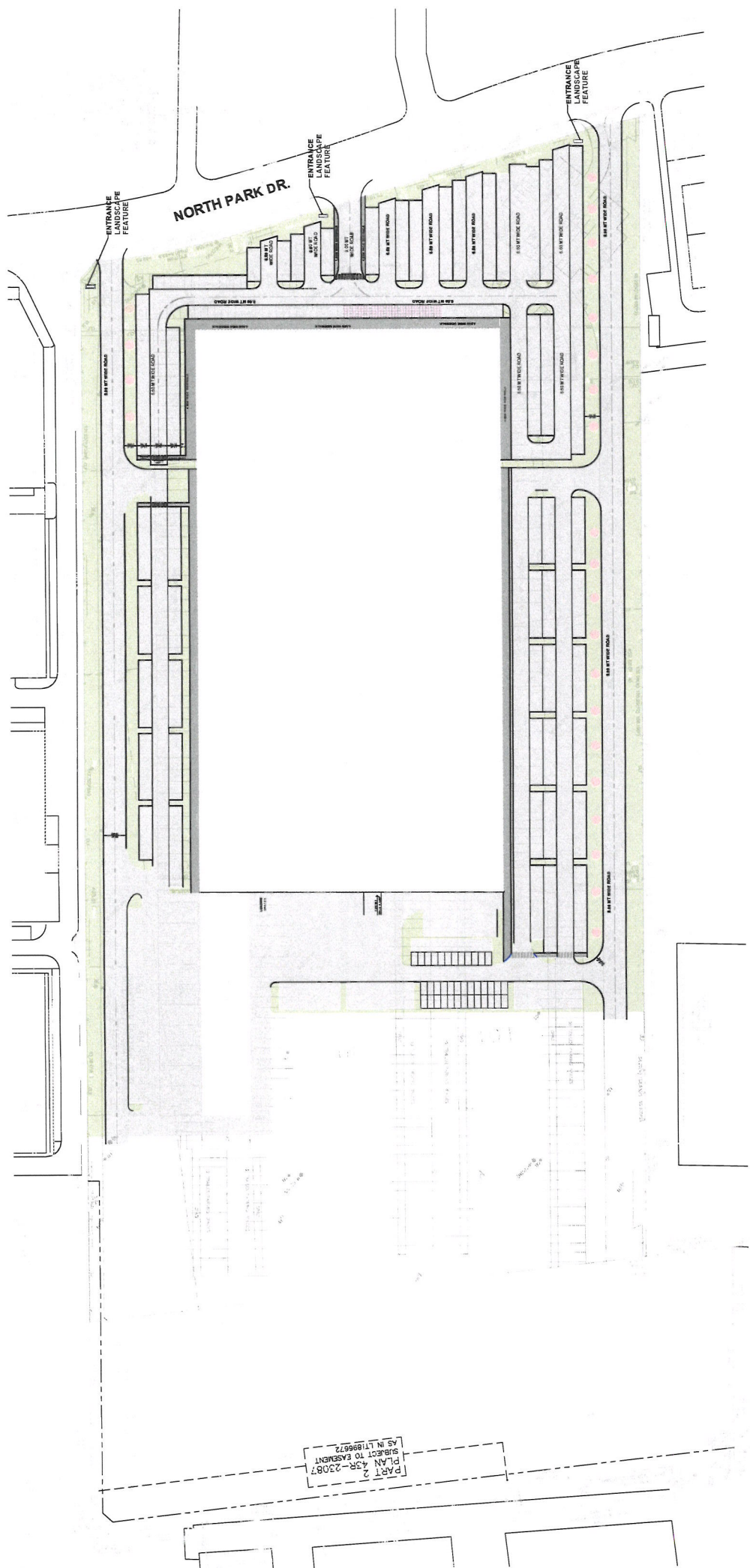
Furthermore, the specific placement of proposed building uses will be adaptable and subject to adjustment as needed. This flexibility allows for future modifications to accommodate evolving operational requirements or other considerations, ensuring that the development can readily adapt to a range of uses and configurations.

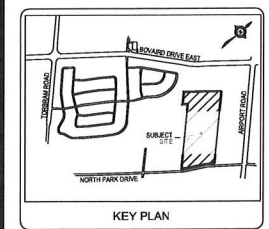
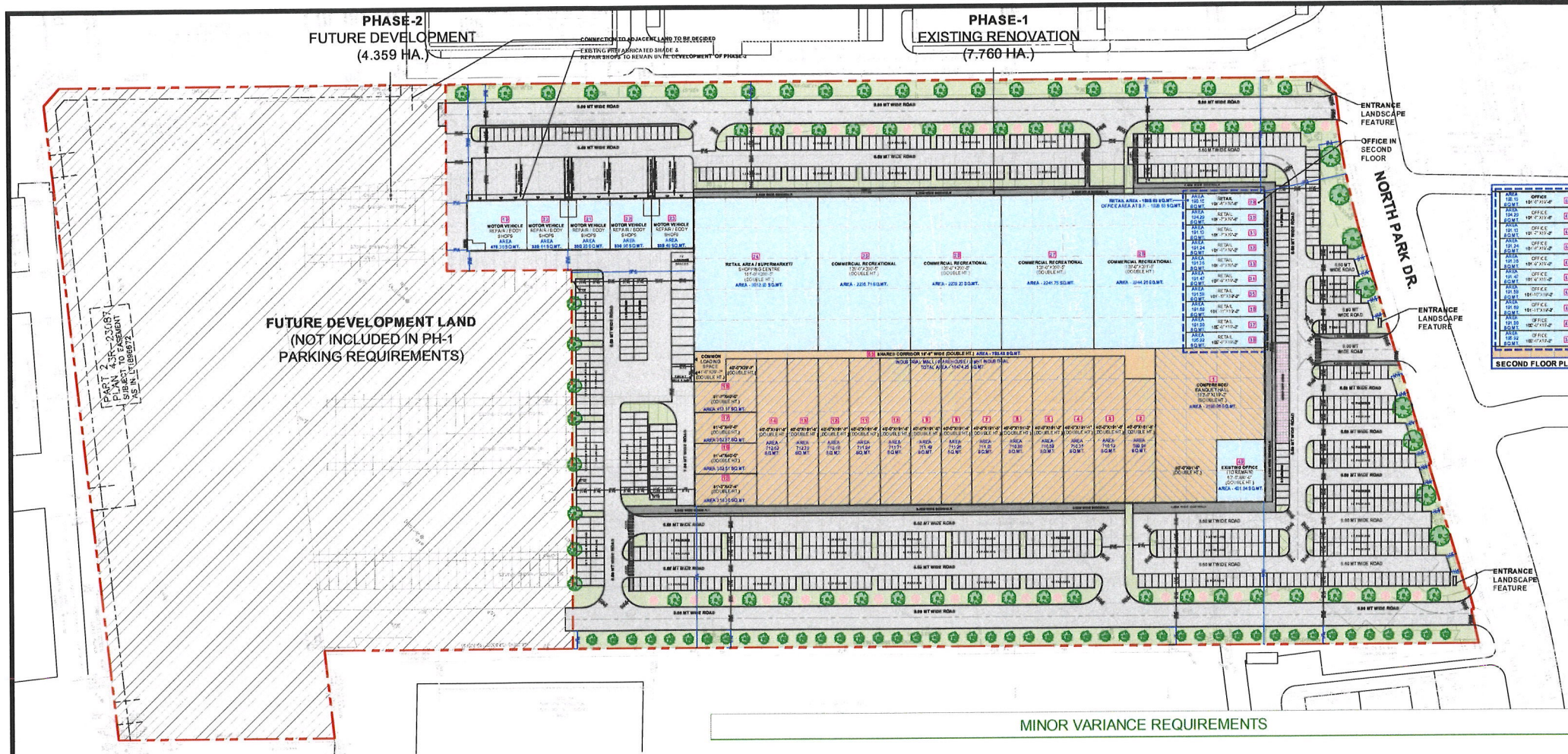
We trust that we have enclosed all the necessary information, however if you have any questions please advise.

Sincerely,

Raj Patel, B.ARCH., MUD, OALA, Int'l Assoc. RAIC
Principal, RPD Studio
GTA Office:
7895 Tranmere Dr, Suite 203, Mississauga ON L5S 1V9

Niagara Falls Office:
5309 Portage Rd Niagara Falls, ON L2E 6B8





NO.	DATE	REVISION
1	2024-12-10	FOR DISCUSSION
2	2025-01-20	ISSUED FOR MINOR VARIANCE

* NOT FOR SITE PLAN APPROVAL

* NOT FOR CONSTRUCTION

* ONLY FOR PRELIMINARY DISCUSSION

MINOR VARIANCE REQUIREMENTS

- [1] To permit the following additional uses in an Industrial Mall on lands zoned M2-896:
- a. A Place of Commercial Recreation
 - b. A Supermarket
 - c. A Retail Establishment
 - d. An Office as a Principal use, including Professional Offices, Physician, Dentist, or Drugless Practitioner's Offices, Medical not associated with another permitted purpose
 - e. A Motor Vehicle Repair and/or Body Shop
 - f. A Personal Services Shop

- [2] To permit 797 parking spaces, including 65 tandem spaces whereas the by-law requires a minimum 1280 parking spaces, including 50 tandem spaces.

- [3] To permit 65% of the parking spaces required for motor vehicle repair and/or body shop uses to be tandem spaces (65 spaces total) whereas the by-law permits up to 50% of the parking spaces required for motor vehicle repair and/or body shop uses to be tandem spaces.

RPDS
INTEGRATED DESIGN FIRM
SUITE 203, 7835 TRANWIRE DR., MISSISSAUGA, ON L5S 1V9
MAIL: PROJECT@RPDSTUDIO.CA, CALL: 647.556.2596
WEBSITE: WWW.RPDSTUDIO.CA

PROJECT & CLIENT
2600 NORTH PARK
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE
DRAFT SITE PLAN STUDY

DRAWING NO.
SP-1.0

N
SCALE: 1:1700

SITE STATISTICS

ADDRESS:

PART 1, PLAN OF SURVEY OF PART OF LOTS 9 AND 10
CONCESSION 6 EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

NOTE: ALL SURVEY INFORMATION FROM
DAVID B. SEARLES SURVEYING LTD.
ONTARIO LAND SURVEYOR.
4255 SHERWOODTOWNE BLVD., SUITE 206, MISSISSAUGA, ONTARIO.
DATED JANUARY 16, 2023.

ZONING:

EXISTING ZONING:
THE PROPERTY IS ZONED "INDUSTRIAL TWO - SPECIAL SECTION 896
(M2-896)" ACCORDING TO CITY OF BRAMPTON PROPERTY REPORT

SITE AREA:

PH-1: 77600.50 SQMT [7.760 HA] EXISTING BUILDING
PH-2: 43587.24 SQMT [4.359 HA] FUTURE DEVELOPMENT
TOTAL AREA: 121187.74 SQMT [12.119 HA]

PH-1 GROSS FLOOR AREA:

TOTAL GROSS FLOOR AREA: ~31576.85 SQMT

PH-1 BUILDING SETBACKS [EXISTING SETBACKS TO REMAIN]:

FRONT YARD - NORTH PARK DRIVE:
9M MINIMUM, 33.46M EXISTING

SIDE YARD - FROM PROPERTY LINE:
4M MINIMUM.
EAST SIDE 45.84M PROVIDED
WEST SIDE 56.09M PROVIDED

REAR YARD - FROM PROPERTY LINE:
7M MINIMUM
FROM PRE. FEB. SHED 8M, FROM MAIN BUILDING 48.59M PROVIDED

PH-1 LANDSCAPE OPEN SPACE:

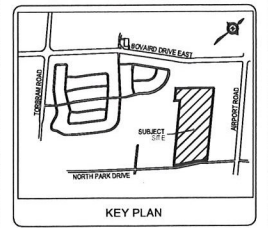
SOFTSCAPE AREA: ~15147.71 SQMT
HARDSCAPE AREA: ~32805.37 SQMT

PH-1 BUILDING COVERAGE:

MAX. LOT COVERAGE: NO DENSITY REQUIREMENT
EXISTING LOT COVERAGE: 38.21%

PH-1 PARKING:

REGULAR PARKING: 732 STALLS
TANDEM PARKING: 65 STALLS
LOADING SPACE: 12 STALLS



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PROJECT & CLIENT

2600 NORTH PARK
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE

STATISTICS

DRAWING NO.	
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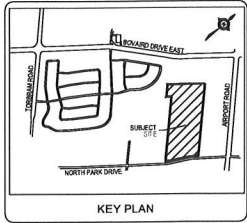
SP-2.0

SCALE :-

GFA SUMMARY				
SR. NO.	UNIT NO.	USES	UNITS	GFA [SQ. MT.]
[1]	1	Exhibition and Conference Halls / Banquet Halls [Section 30.7]	1 Unit	2198.86
[2]	2	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	599.96
[3]	3	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.12
[4]	4	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.35
[5]	5	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.58
[6]	6	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.80
[7]	7	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.03
[8]	8	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.26
[9]	9	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.48
[10]	10	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.71
[11]	11	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.94
[12]	12	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.16
[13]	13	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.39
[14]	14	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.62
[15]	15	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	319.30
[16]	16	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	302.51
[17]	17	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	302.87
[18]	18	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	413.17
[19]	19	Motor Vehicle Repair / Body Shops	1 Unit	476.30
[20]	20	Motor Vehicle Repair / Body Shops	1 Unit	329.61
[21]	21	Motor Vehicle Repair / Body Shops	1 Unit	330.28
[22]	22	Motor Vehicle Repair / Body Shops	1 Unit	330.96
[23]	23	Motor Vehicle Repair / Body Shops	1 Unit	339.49

[24]	24	Retail Area / Supermarket/ Shopping Centre	1 Unit	3012.93
[25]	25	Commercial Recreational	1 Unit	2236.71
[26]	26	Commercial Recreational	1 Unit	2239.23
[27]	27	Commercial Recreational	1 Unit	2241.75
[28]	28	Commercial Recreational	1 Unit	2244.26
[29]	29	Retail Shop [1st Floor at North Park Road Side]	1 Unit	198.15
[30]	30	Retail Shop [1st Floor at North Park Road Side]	1 Unit	194.29
[31]	31	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.13
[32]	32	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.24
[33]	33	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.36
[34]	34	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.47
[35]	35	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.58
[36]	36	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.69
[37]	37	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.80
[38]	38	Retail Shop [1st Floor at North Park Road Side]	1 Unit	195.92
[39]	39	Offices [2nd Floor at North Park Road Side]	1 Unit	195.92
[40]	40	Offices [2nd Floor at North Park Road Side]	1 Unit	191.80
[41]	41	Offices [2nd Floor at North Park Road Side]	1 Unit	191.69
[42]	42	Offices [2nd Floor at North Park Road Side]	1 Unit	191.58
[43]	43	Offices [2nd Floor at North Park Road Side]	1 Unit	191.47
[44]	44	Offices [2nd Floor at North Park Road Side]	1 Unit	191.36
[45]	45	Offices [2nd Floor at North Park Road Side]	1 Unit	191.24
[46]	46	Offices [2nd Floor at North Park Road Side]	1 Unit	191.13
[47]	47	Offices [2nd Floor at North Park Road Side]	1 Unit	194.29

[48]	48	Offices [2nd Floor at North Park Road Side]	1 Unit	198.15
[49]	49	Existing Office [To Remain]	1 Unit	481.54
[50]	50	Shared Corridor	1 Space	783.42
TOTAL GFA AREA [SQ. MT.]			31576.85	



NO.	DATE	REVISION
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2	2025-01-20	ISSUED FOR MINOR VARIANCE

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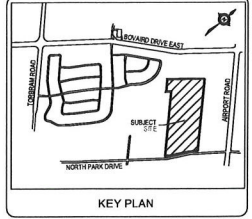
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REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE
STATISTICS

DRAWING NO.
SP-3.0

SCALE :-

PARKING SUMMARY								
SR. NO.	UNIT NO.	USES	UNITS	GFA [SQ. MT.]	SECTION	CALCULATION	REQUIRED PARKING	PROPOSED PARKING
[1]	1	Exhibition and Conference Halls / Banquet Halls [Section 30.7]	1 Unit	2198.86	20	1 parking space for each 8 square metres of gross commercial floor area or portion thereof = $2198.86 / 8 = 274.86$	275	150
[2]	2	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	599.96	30	a. If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area: over 10,000 square metres: 139 parking spaces plus 1 parking space per 170 square metres gross floor area or portion thereof that is over 10,000 square metres = $10474.25 - 10000 = 474.25 / 170 = 2.78 + 139 = 141.78$	142	83
[3]	3	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.12	30			
[4]	4	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.35	30			
[5]	5	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.58	30			
[6]	6	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	710.80	30			
[7]	7	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.03	30			
[8]	8	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.26	30			
[9]	9	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.48	30			
[10]	10	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.71	30			
[11]	11	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	711.94	30			
[12]	12	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.16	30			
[13]	13	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.39	30			
[14]	14	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	712.62	30			
[15]	15	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	319.30	30			
[16]	16	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	302.51	30			
[17]	17	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	302.87	30			
[18]	18	Industrial Mall / Warehouse / Light Industrial Unit	1 Unit	413.17	30			
[19]	19	Motor Vehicle Repair / Body Shops	1 Unit	476.30	20	1 parking space for each 18 square metres of gross floor area or portion thereof but 50 percent of the required parking spaces may be tandem parking spaces = $1806.64 / 18 = 100.37 = 50 \text{ Regular} + 50 \text{ Tandem} = 100$	100 [50 Regular + 50 Tandem]	100 [35 Regular + 65 Tandem]
[20]	20	Motor Vehicle Repair / Body Shops	1 Unit	329.61	20			
[21]	21	Motor Vehicle Repair / Body Shops	1 Unit	330.28	20			
[22]	22	Motor Vehicle Repair / Body Shops	1 Unit	330.96	20			
[23]	23	Motor Vehicle Repair / Body Shops	1 Unit	339.49	20			



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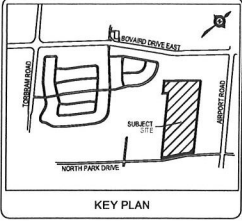
STATISTICS

DRAWING NO.

SP-4.1

SCALE :-

[24]	24	Retail Area / Supermarket/ Shopping Centre	1 Unit	3012.93	20	Conservative Calculation: 1 parking space for each 17 square metres of gross commercial floor area or portion thereof = $3012.93 / 17 = 177.23$	177	124
[25]	25	Commercial Recreational	1 Unit	2236.71	20	Conservative Calculation: All Other Commercial Uses not specifically mentioned: 1 parking space for each 23 square metres of gross commercial floor area or portion thereof = $8961.95 / 23 = 389.65$	390	200
[26]	26	Commercial Recreational	1 Unit	2239.23	20			
[27]	27	Commercial Recreational	1 Unit	2241.75	20			
[28]	28	Commercial Recreational	1 Unit	2244.26	20			
[29]	29	Retail Shop [1st Floor at North Park Road Side]	1 Unit	198.15	20	1 parking space for each 19 square metres of gross commercial floor area or portion thereof = $1928.63 / 19 = 101.51$	102	61
[30]	30	Retail Shop [1st Floor at North Park Road Side]	1 Unit	194.29	20			
[31]	31	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.13	20			
[32]	32	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.24	20			
[33]	33	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.36	20			
[34]	34	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.47	20			
[35]	35	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.58	20			
[36]	36	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.69	20			
[37]	37	Retail Shop [1st Floor at North Park Road Side]	1 Unit	191.80	20			
[38]	38	Retail Shop [1st Floor at North Park Road Side]	1 Unit	195.92	20			
[39]	39	Offices [2nd Floor at North Park Road Side]	1 Unit	195.92	20	1 parking space for each 30 square metres of gross commercial floor area or portion thereof = $1928.63 / 30 = 64.29$	64	61
[40]	40	Offices [2nd Floor at North Park Road Side]	1 Unit	191.80	20			
[41]	41	Offices [2nd Floor at North Park Road Side]	1 Unit	191.69	20			
[42]	42	Offices [2nd Floor at North Park Road Side]	1 Unit	191.58	20			
[43]	43	Offices [2nd Floor at North Park Road Side]	1 Unit	191.47	20			
[44]	44	Offices [2nd Floor at North Park Road Side]	1 Unit	191.36	20			
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[47]	47	Offices [2nd Floor at North Park Road Side]	1 Unit	194.29	20			
[48]	48	Offices [2nd Floor at North Park Road Side]	1 Unit	198.15	20			



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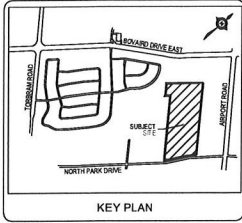
STATISTICS

DRAWING NO.

SP-4.2

SCALE :-

[49]	49	Existing Office [To Remain]	1 Unit	481.54	20	Conservative Calculation: 1 parking space for each 16 square metres of gross commercial floor area or portion thereof = 481.54 / 16 = 30.09	30	18
[50]	50	Shared Corridor	1 Space	783.42				
TOTAL BUILDING AREA				31576.85	TOTAL PARKING		1280 Parking + 7 Loading Space [1230 Regular + 50 Tandem & 7 Loading Space]	797 Parking + 12 Loading Space [732 Regular + 65 Tandem & 12 Loading Space]



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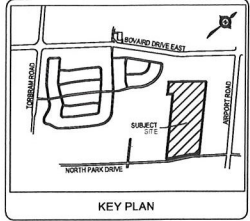
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DRAWING NO.	
SP-4.3	
SCALE :-	

PERMITTED USES & VARIANCE REQUIRED						
NO.	USES	M2 SECTION-896 [SPECIAL PROVISIONS]	SECTION-30.7 COMMERCIAL USES IN INDUSTRIAL ZONES	SECTION-20 [COMMERCIAL ZONE]	COMPLY	VARIANCE REQUIRED
[1]	Motor Vehicle Repair / Body Shops	No		Yes	No	Variance required to permit Motor Vehicle Repair Shop or Motor Vehicle Body Shop, Motor Vehicle Service Station or Gas Bar, Personal Service Shop
[2]	Industrial Mall / Warehouse / Light Industrial Units	Yes			Yes	-
[3]	Exhibition and Conference Halls / Banquet Halls [Section 30.7]	Yes	Yes		Yes	-
[4]	Retail Shops [1st Floor at North Park Road Side]	Accessory Uses - Yes Retail Establishment - No		Accessory Uses - Yes Retail Establishment - Yes	Accessory Uses - Yes Retail Establishment - No	General retail & commercial uses are required but not limited to being classified as accessory units or with any exclusion.
[5]	Offices [2nd Floor at North Park Road Side]	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	Yes	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	General commercial & office uses are required including for Professional & Licensed Offices not associated with another permitted purpose but not limited to being classified as accessory units or with any exclusion.
[6]	Existing Office	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	Yes	Accessory Uses - Yes As Per Section 30.7 (e) - Yes Professional & Licensed - No	General commercial & office uses are required including for Professional & Licensed, Physician, Dentist, or Drugless Practitioner's Offices, Medical not associated with another permitted purpose but not limited to being classified as accessory units or with any exclusion.
[7]	Commercial Recreational Area	No		Yes	No	Mixed uses are required but not limited to those listed under Recreational Uses in Section-20. Additional uses should include facilities for badminton, basketball, laser tag, trampoline parks, gymnasium and any other indoor recreational activities.
[8]	Retail Area / Supermarket/ Shopping Centre	Accessory Uses - Yes Retail Establishment - No		Yes	Accessory Uses - Yes Retail Establishment - No	General retail & commercial uses are required but not limited to being classified as accessory units or with any exclusion.



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DRAWING TITLE

STATISTICS

DRAWING NO.

SP-5.0

SCALE :-

RE: [EXTERNAL]RE: SPA-2023-0041 - 2600 North Park - Updated Siteplan

CE Corazzola, Elizabeth <Elizabeth.Corazzola@brampton.ca>
Fri, 13 Dec 2024 11:55:13 AM -0500
To "raj@rpdstudio.ca" <raj@rpdstudio.ca>
Cc "Campbell, Ross" <Ross.Campbell@brampton.ca>, "Jagtiani, Nitika" <Nitika.Jagtiani@brampton.ca>, "project@rpdstudio.ca" <project@rpdstudio.ca>, "RPD Studio" <design@rpdstudio.ca>, "Dickie, Amanda" <Amanda.Dickie@brampton.ca>, "Hemon-Morneau, Francois" <Francois.HemonMorneau@brampton.ca>

Hi Raj,

Thank you for providing this additional information. Based on a review of the proposed development and site statistics (attached), the following compliance issues will need to be resolved:

1. To permit the following additional uses in an Industrial Mall on lands zoned M2-896:
 - a. A Place of Commercial Recreation
 - b. A Supermarket
 - c. A Retail Establishment
 - d. An Office as a principal use, including professional offices not associated with another permitted purpose (*please confirm whether you are also anticipating medical/dental offices – if so, parking rates will be higher than indicated below*)
 - e. A Motor Vehicle Repair and/or Body Shop
2. To permit 797 parking spaces, including 65 tandem spaces) whereas the by-law requires a minimum 1270 parking spaces.
3. To permit 65% of the parking spaces required for motor vehicle repair and/or body shop uses to be tandem spaces (65 spaces total) whereas the by-law permits up to 50% of the parking spaces required for vehicle repair/body shop uses to be tandem spaces.

I note that “a personal services shop” has been referenced on Drawing No. SP-04 together with the vehicle repair/body shop use. Please note that “a personal service shop” is not a similar use and has not been identified as being a requested use in any of the units shown on the drawing. Examples of a personal service shop include a hair salon/barber shop, a nail salon, a dressmaker, a photo studio, pet grooming, etc. If you wish to add a personal service shop use in any unit of the building, please include this use under Variance 1 above. Parking totals for the proposed development have been calculated as follows:

Permitted Industrial Uses: 146.39 spaces required (Ind. Mall GFA over 10,000 = 139 spaces = 1257.67 sq.m @ 1 space/17sq.m
Permitted Banquet Hall: 273.73 spaces required (2189.86 sq.m @ 1 space/8 sq.m)
Vehicle Repair/Body Shops: 100.36 spaces required (1806.64 sq.m @ 1 space/18 sq.m with up to 50% tandem)
Supermarket: 177.23 spaces required (3012.93 sq.m @ 1 space/17 sq.m)
Commercial Recreation: 389.65 spaces required (8961.95 sq.m @ 1space/17 sq.m)
Retail: 101.50 spaces required (1928.63 sq.m @ 1 space/19 sq.m)
Office (excluding medical): 80.34 spaces required (2410.17 sq.m @ 1 space/30 sq.m)
Sum Total: 1269.20

TOTAL PARKING REQUIRED: 1270

Prior to moving forward with a variance application, you may wish to connect with Francois Hemon-Morneau (copied above). Francois is the Development Planning Supervisor that oversees Committee of Adjustment reviews. He may be able to provide advice/guidance about the approval process for resolving the compliance issues identified and/or advise of additional information that may be required to evaluate this proposal.

I hope this information is of assistance.

Regards,
Elizabeth Corazzola
Sr. Advisor (P/T)
Zoning, Signs & Special Projects
Building Division
City of Brampton



From: Raj Patel <raj@rpdstudio.ca>
Sent: 2024/12/10 10:30 AM
To: Corazzola, Elizabeth <Elizabeth.Corazzola@brampton.ca>
Cc: Campbell, Ross <Ross.Campbell@brampton.ca>; Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>; project@rpdstudio.ca; RPD Studio <design@rpdstudio.ca>
Subject: [EXTERNAL]RE: SPA-2023-0041 - 2600 North Park - Updated Siteplan

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Subject: Updated Site Plan and Statistics

Date: 2024-12-10

Hi Elizabeth,

Thank you for your comments and prompt response.

We are open to a parking study and it could be part of the condition for the Minor Variance approval.

Please review and advise.

Regards,

Raj Patel, B.Arch., MUD, OALA, Int'l Assoc. RAIC

Principal

RPD Studio

GTA Office:

7895 Trammere Dr, Suite 203, Mississauga ON L5S 1V9

Niagara Falls Office:

5309 Portage Rd Niagara Falls, ON L2E 6B8

t: 1-647-285-7635

o: 1-647-556-2596

e: raj@rpdstudio.ca

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--- On Tue, 03 Dec 2024 14:04:35 -0500 Corazzola, Elizabeth <Elizabeth.Corazzola@brampton.ca> wrote ---

Hi Raj,

If you are intending to subdivide the building into 5 or more units and, if all the units are proposed to contain commercial uses (rather than the industrial uses permitted in the zone), then the Zoning By-law will require that parking be provided using the Shopping Centre rate i.e. 1 space for each 23 sq.m of gross commercial floor area for every unit of the building. A "shopping centre" is defined as follows:

SHOPPING CENTRE shall mean the premises upon which a group of at least **five separate commercial uses** have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants.

If the proposed commercial uses are being established as part of an Industrial Mall (with at least 5 separate industrial users) then the parking rate for the commercial uses would be the applicable rate set out in Section 20.3 of the by-law. If the proposed commercial use is not specifically mentioned in Section 20.3, then the rate of 1 space for each 23 sq.m would be applied to the commercial floor area and the Industrial parking rate would be applied to the remainder of the building housing industrial uses.

INDUSTRIAL MALL shall mean a building or group of buildings upon which a group of at least five separate industrial users have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants.

Zoning staff do not have the flexibility or discretion to apply comparable parking rates for other commercial uses that are not mentioned in the table (Section 20.3). The rate of 1 space/23sq.m will be applied. Likewise, if all of the floor area in the building will be devoted to commercial uses (in 5 or more units), then the same 1 space/23sq.m will apply as the site would be developed as a "shopping centre" as defined above.

You can certainly refer to comparable parking rates for other uses as part of your justification for a parking reduction variance. That rationale would be reviewed by the City's Development and Transportation Planning staff who may or may not agree with the rationale. A parking study may also be requested.

If you would like to share your drawings, including information about the unit size and intended use in each unit, I'd be happy to complete a preliminary Zoning review to confirm the number parking spaces required by the Zoning By-law.

Regards,

Elizabeth Corazzola

Plans Examiner (P/T)

Zoning & Sign By-law Services

Building Division

City of Brampton



From: Raj Patel <raj@rpdstudio.ca>

Sent: 2024/12/02 2:10 PM

To: Corazzola, Elizabeth <Elizabeth.Corazzola@brampton.ca>

Cc: Campbell, Ross <Ross.Campbell@brampton.ca>; Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>; project@rpdstudio.ca; RPD Studio <design@rpdstudio.ca>
Subject: [EXTERNAL]RE: SPA-2023-0041 - 2600 North Park - Update

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Good afternoon Elizabeth,

As per my discussion with Nitika we are working on Minor Variance Application and site plan revision to be in compliance with the parking requirement.

Originally we trying to calculate parking based on the "not specific" category in the by-laws, we'd need to count parking at 1 space per 23 square meters, which results in approximately 1,200–1,300 parking spaces—clearly not feasible. So we are trying usage specific parking count.

Could you please provide some guidance for the following parking requirement?

- 1. **Indoor Kids' Play Activities:**
Can we calculate parking as per the **Day Nursery** requirement in Section-20 Commercial: *1 parking space for each employee plus 1 parking space for every 10 children capacity?*
- 2. **Indoor Badminton, Squash, Basketball:**
Section-20 Commercial specifies *4 spaces per court* for Tennis, Squash, or Handball courts. Can we use the same approach for **Badminton Courts [4 spaces]** and **Basketball Courts [12 spaces]**, factoring in players and employees?
- 3. **Laser Tag:**
Should we apply the same parking calculation as **Indoor Kids' Play Activities** [point 1]?
- 4. **Trampoline Park:**
Should this also follow the calculation method for **Indoor Kids' Play Activities** [point 1]?
- 5. **Cash & Carry Wholesale:**
Should we calculate parking as per the **Shopping Centre** category described in Section-20 Commercial?

Please let me know if you have any questions.

Regards,

Raj Patel, B.ARCH., MUD, OALA, Int'l Assoc. RAIC

Principal

RPD Studio

GTA Office:
7895 Tranmere Dr, Suite 203, Mississauga ON L5S 1V9

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----- On Tue, 12 Nov 2024 09:51:33 -0500 Corazzola, Elizabeth <Elizabeth.Corazzola@brampton.ca> wrote -----

Hello Raj,

Youe inquiry about uses permitted at the subject property on lands zoned M2-896 has been forwarded to my attention for reply. A response for each proposed use has been included below in **Red**. Please note that the site specific zone only permits uses listed in Section 896 which does not include all of the use permitted in the parent M2 zone. I will defer to Development Planning staff (Nitika) to confirm whether approval of a minor variance or rezoning would be appropriate to resolve the compliance issues associated with each use that is not permitted.

- 1. Indoor kids play activities (This use would be defined as "a place of commercial recreation" which is not permitted by Section 896).
- 2. Indoor badminton, squash, basketball (This use would be defined as "a recreational facility or structure" which is not permitted by Section 896)

3. Laser tag (This use would be defined as "a place of commercial recreation" which is not permitted by Section 896)
4. Trampoline park. RP: For Usage 1 to 4, 'a recreational facility, structure a community club' are allowed in Parent zone M2, do we need to apply for Minor Variance? (This use would be defined as "a recreational facility or structure" which is not permitted by Section 896)
5. Cash and carry wholesale, (Accessory retail may be permitted provided that the principal use is limited to a use described in Section 896)
6. Retail Shops along frontage on ground floor. RP: For usage 5&6. 'A Retail outlet is allowed with certain conditions in the Parent zone'. Do we need to apply for minor variance? (Accessory retail may be permitted provided that the principal use is limited to a use described in Section 896).
7. Offices along the frontage on the second floor. RP: 'business, professional and administrative offices connected With another permitted use of the land' is allowed as an Accessory use in M2 – SECTION 896. Do we need to apply for Minor Variance? (Offices use that are accessory to (i.e. incidental, subordinate and exclusively devoted) a permitted principal use described in Section 896 would be permitted. In addition, office uses (excluding medical, dental, school board admin. or offices for licenced or accredited professionals) are permitted in an industrial mall (subject to increased parking requirements) under the terms of Section 30.7 of the By-law. See Section 30.7 for commercial uses permitted in an Industrial Mall along with related requirement/restrictions. [SECTION 30 INDUSTRIAL.PDF](#)
8. Conference Hall/Banquet Hall RP: 'exhibition and conference halls' is allowed in M2 – SECTION 896, do we need to apply for Minor Variance for Banquet Hall? A banquet hall would be permitted as an "exhibition/conference hall" under Section 896 and is also listed as a permitted use in an Industrial Mall under Section 30.7 of the By-law. Parking requirements for a banquet hall would be applied to the associated floor area.
9. Approx 5-6 units with 4000 sq.ft size each will be motor repair shop. RP: 'repair or manufacturing of small goods and wares' are allowed in M2 – SECTION 896, and 'a motor vehicle Repair shop and a motor vehicle body shop' in parent zone M2, please confirm that this use in zoning compliance. Motor vehicle repair/body shops are not be permitted in Section 896 and would not be defined as a repair shop for "small goods and wares".

Please also note that parking for an industrial mall would be calculated based on the requirements set out in Section 30.5 of the By-law. Parking rates for commercial uses, including motor vehicle repair/body shops are found in Section 20.3 and can be reviewed at the following link

[Section 20 Commercial](#)

I hope this information is of assistance. If you have any further questions about compliance with the Zoning By-law, please email ZoningInquiries@Brampton.ca.

Regards,
Elizabeth Corazzola
Plans Examiner (P/T)
Zoning & Sign By-law Services
Building Division
City of Brampton



From: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Sent: 2024/11/06 3:37 PM
To: Campbell, Ross <Ross.Campbell@brampton.ca>
Subject: re: SPA-2023-0041 - 2600 North Park - Update

Good Afternoon Ross,

Hope you are doing well. With respect to the above-noted application, the subject lands have a new owner and applicant. We have received a letter of authorization. We have requested the applicant to proceed with a pre-consultation meeting further. The applicant has now come back requesting more clarification on some proposed uses they could implement to the existing dwelling.

I request you to please review the applicant's email below. Thank you so much!

Should you have any questions, please do let me know.

Kind regards,

Nitika.

From: Raj Patel <raj@rpdstudio.ca>
Sent: 2024/10/28 12:04 PM
To: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Cc: project@rpdstudio.ca; RPD Studio <design@rpdstudio.ca>
Subject: [EXTERNAL]2600 North Park - Update

Parking Study

**Proposed Mixed-Use Commercial/Industrial Redevelopment
2600 North Park Drive, Brampton, Ontario**

BTE Project 25-002

January 2025

Submitted by:

BT Engineering Inc.
9040 Leslie Street, Unit 218,
Richmond Hill, ON L4B 3M4
905-709-4554



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Appendix A Site Plan

1.0 INTRODUCTION

1.1 Study Purpose and Overview

BT Engineering Inc. (BTE) has been retained by GIGG Express Inc. (c/o RPD Studio) to conduct a Parking Demand Study. The purpose of this study is to assess the parking requirements and supply rates for a proposed mixed-use commercial/industrial redevelopment located at 2600 North Park Drive, in the City of Brampton, Peel Region.

The City of Brampton’s Planning Department requested this Parking Study to ensure that the proposed development provides an adequate number of parking spaces in compliance with zoning by-law requirements.

This Parking Demand Study has been prepared to support the minor variance application to the City of Brampton. It includes an evaluation of parking demands, considering peak parking generation rates, time-of-day variations, and transportation demand management measures. The objective is to confirm if the proposed site plan would supply an appropriate amount of parking in alignment with the City’s parking policies and best practices.

1.2 Study Conformity and Consultation

The study follows City of Brampton parking regulations, the Comprehensive Zoning By-law Review, and incorporates current planning and transportation management principles to provide a thorough and concise assessment.

The Parking Study Terms of Reference (ToR) were provided to Transportation Engineering staff at the City of Brampton for review. The feedback received indicated that while this submitted Parking Study desktop review will be evaluated, it does not exempt the applicant from potentially needing to complete a more detailed parking justification report if deemed necessary. Additionally, the city will require a Traffic Impact Study (TIS), including a ToR to be submitted with the Application.

2.0 STUDY AREA

The proposed development is located within a commercial and industrial area in the City of Brampton. The site is located on North Park Drive approximately 200 m west of the intersection with Airport Road, as shown in **Figure 1**. The surrounding area includes a mix of industrial and commercial uses, with nearby properties primarily serving as warehouses, manufacturing facilities, and commercial establishments. The site itself is currently occupied by a warehouse building slated for redevelopment into a mixed-use commercial and industrial facility.

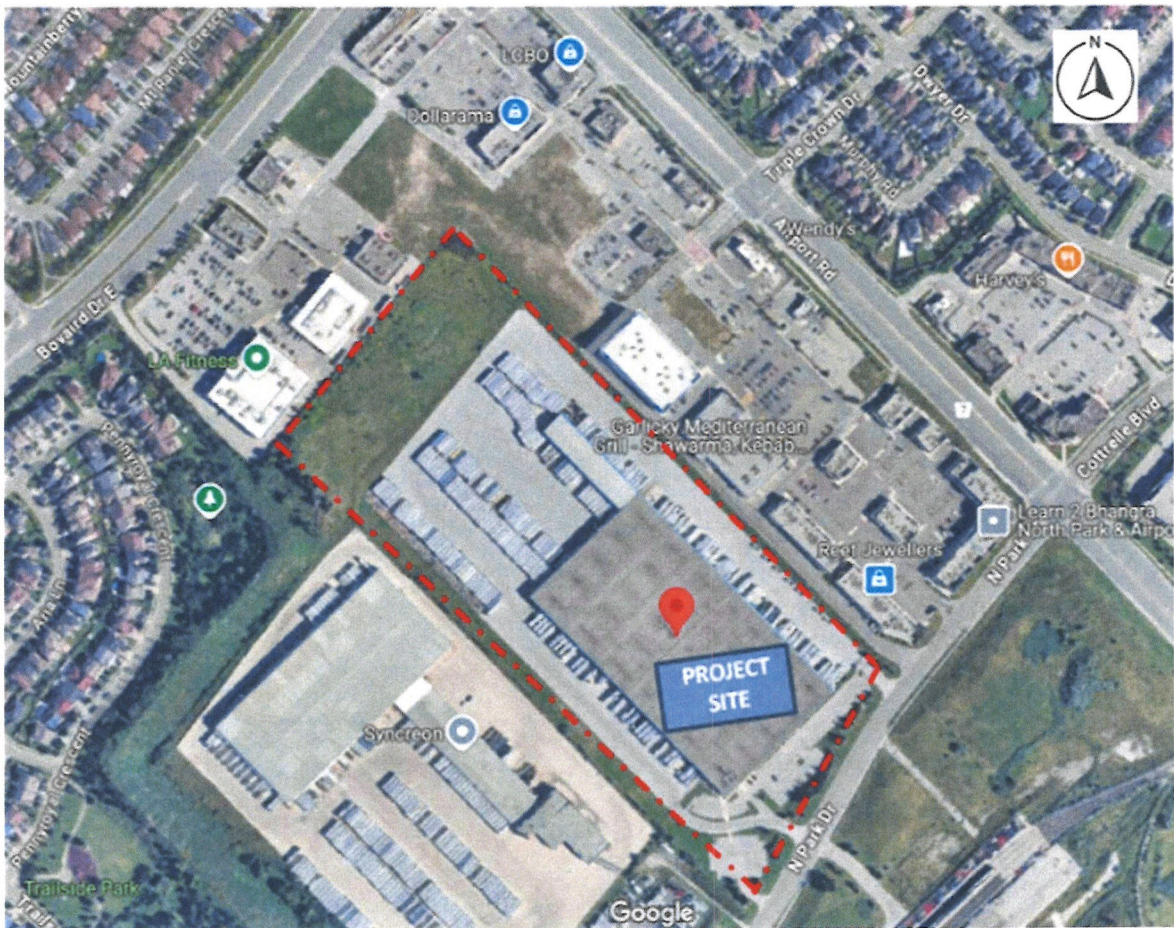


Figure 1: Site Location

3.0 PROPOSED DEVELOPMENT

The site plan is shown as **Figure 2**, and a copy of the full version is provided in **Appendix A**. The development proposes a mixed-use commercial and industrial facility consisting of multiple units to accommodate a variety of uses. The existing warehouse and office building on the site will be repurposed to house these units as part of the redevelopment. Proposed land uses include a conference/banquet hall, industrial mall/warehouse/light industrial, motor vehicle repair/auto body shops, retail/supermarket/shopping centre, commercial recreational spaces, retail shops, and offices on the second floor. The existing offices on the first floor are planned to be converted into medical offices.

A parking supply of 797 spaces for passenger vehicles and 12 loading spaces is provided on the site plan. This supply is intended to serve the needs of the various land uses within the development. Drive aisles and internal circulation routes are strategically designed to facilitate efficient vehicle movement throughout the site. Access to the development is provided via multiple driveways, with the primary access located on North Park Drive, ensuring connectivity and ease of access and egress.

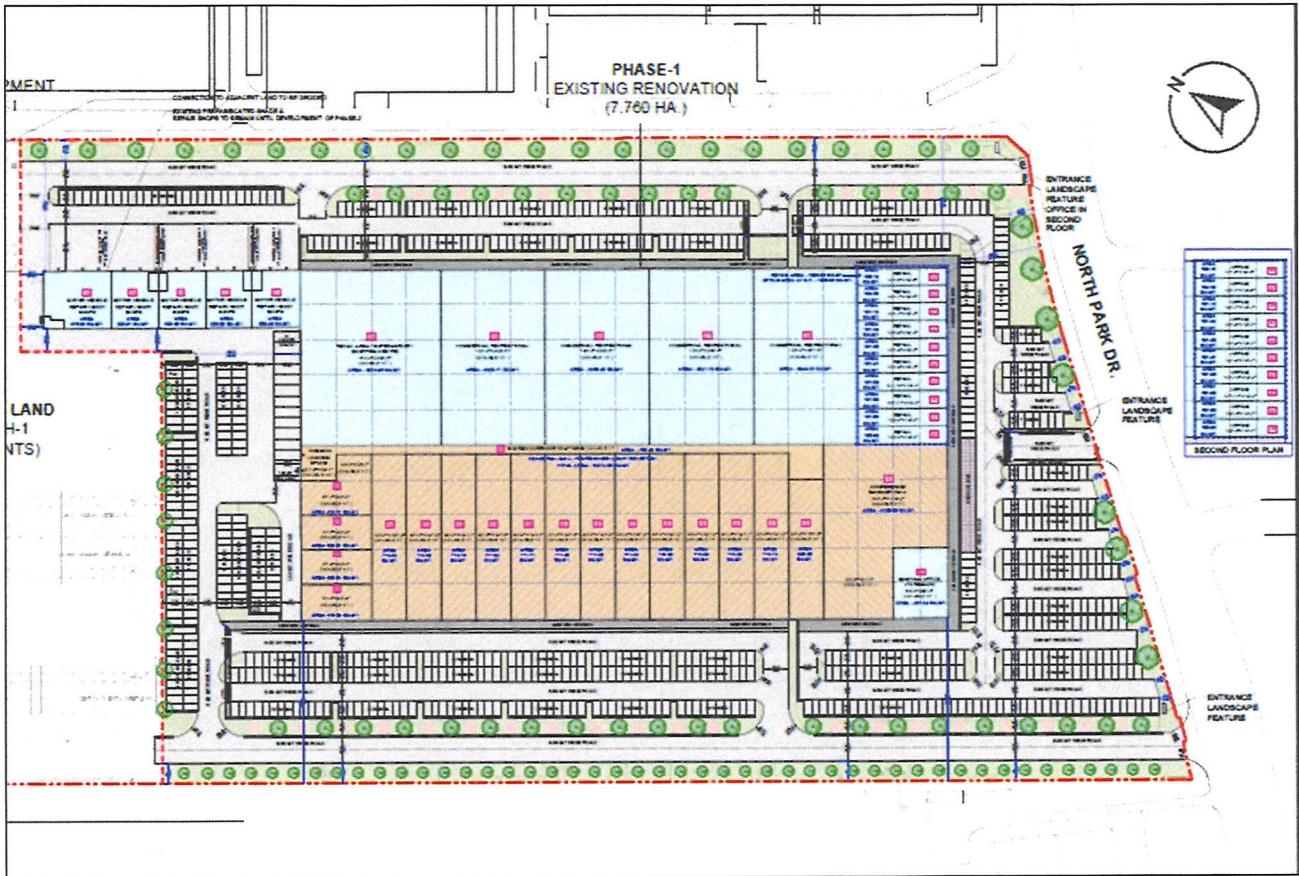


Figure 2: Site Plan

4.0 TRANSIT REVIEW

The proposed development at 2600 North Park Drive is serviced by Brampton Transit, which provides public transportation within the City of Brampton and connections to neighbouring municipalities. The transit network offers accessibility for employees, customers, and visitors to the site, supporting sustainable transportation options.

4.1 Local and Regional Transit Routes

The site is located near a bus rapid transit route:

- Züm 505 and 505A (Bovaird Drive) are express bus routes operated by Brampton Transit, providing rapid transit services along Bovaird Drive and Airport Road.
- Züm 505 connects Mount Pleasant GO Station to Malton GO Station, traveling east-west along Bovaird Drive and then south on Airport Road.
- Züm 505A operates between Trinity Common Terminal and Viscount Station (serving Pearson Airport), primarily along Bovaird Drive and Airport Road.

Table 1 summarizes the transit service details for the two key routes serving the site, including frequency, service hours, and proximity:

Table 1: City of Brampton Transit Service Provisions for the Site

Route No.	Day of Week	Approximate Service Frequency	Start Time	End Time	Distance from Nearest Bus Stop to Site
ZÜM 505 Bovaird Drive	Weekdays	Every 16-20 minutes	5:20 AM	7:49 PM	~200 metres
	Saturdays	Every 16 minutes	8:50 AM	6:31 PM	
	Sundays	Every 16 minutes	10:05 AM	6:12 PM	
ZÜM 505A Bovaird Drive	Weekdays	Every 41-54 minutes	6:40 AM	8:18 PM	
	Weekends	No service			

Transit stops for Züm 505 and 505A are conveniently located within walking distance of the site at the intersection of Airport Road and North Park Drive, on the north leg of the intersection for both the east and west routes. These stops provide access to the Brampton Transit network, facilitating non-vehicular travel to and from the development.

Brampton Transit’s integration with the broader Züm Bus Rapid Transit (BRT) network enhances regional connectivity. Nearby Züm routes provide expedited service to major destinations such as Brampton Gateway Terminal, Mount Pleasant GO Station, Malton GO Station, and Pearson Airport’s Viscount Station. These routes offer seamless connections to downtown Toronto, regional transit networks, and international air travel.

4.2 Encouragement of Transit Use

The site’s location and accessibility to Brampton Transit including Brampton’s Bus Rapid Transit System (Züm) align with the city’s goals of reducing dependency on private vehicles and promoting public transportation as a viable alternative. The proximity to transit stops and routes encourages employees, customers, and visitors to consider sustainable commuting/access options, contributing to reduced parking demands and a lower carbon footprint.

5.0 ACTIVE TRANSPORTATION REVIEW

The proposed development at 2600 North Park Drive is well-positioned to benefit from both existing and planned active transportation infrastructure in the area, as outlined in the City of Brampton’s Active Transportation Master Plan (ATMP), endorsed by City Council on September 25, 2019. This document provides a strategic framework for improving pedestrian and cycling networks across the city.

5.1 North Park Drive, Active Transportation

Existing Infrastructure: North Park Drive has an existing concrete sidewalk on the south side of the roadway, providing pedestrian connectivity. However, there are currently no dedicated cycling facilities, requiring cyclists to share the road with vehicular traffic.

Planned Improvements: The ATMP include plans for a Multi-Use Pathway (MUP) along North Park Drive, west of Airport Road, extending west to Jameson Crescent. This decision considers the area's high truck volume (12%) and traffic speed (85th percentile speed of 68 km/h), which indicates the need for separation for active transportation users. The project is designated as a short-term improvement, with an estimated length of 1.91 km. These improvements aim to enhance safety and convenience for pedestrians and cyclists.

Regarding the specific placement of the MUP, the city's standard for a Major Collector with a 14.0 m pavement width on a 30 m right-of-way (R.O.W.) includes a multi-use pathway on one side of the road. The exact side of the road (north or south) on North Park Drive is not confirmed. The MUP is ideally proposed for the north side of the roadway to address sidewalk gaps (but is noted to be challenging due to utility and grading impacts). Alternatively, the sidewalk on the south side could potentially be replaced with a multi-use path.

5.2 Airport Road, Active Transportation

Existing Infrastructure: Airport Road features sidewalks on both sides of the road between approximately 150 m north of North Park Drive and Bovaird Drive East. South of this point, at the north limit of the plaza at the northwest corner (the Airport Boulevard Commercial Plaza at 2700-2750 North Park Drive), the sidewalk on the west side terminates.

Similar to the active transportation facilities on North Park Drive, there are no dedicated cycling lanes on Airport Road, and cyclists must share the roadway with vehicles.

Planned Improvements: While specific cycling infrastructure improvements along Airport Road in the immediate vicinity of the site are not detailed, the ATMP prioritizes the expansion of cycling networks on key corridors like Airport Road to improve connectivity and safety.

Active transportation for both North Park Drive and Airport Road are summarized in **Table 2**.

Table 2: Active Transportation Infrastructure Near the Site

Roadway	Mode	Existing Infrastructure	Planned Improvements
North Park Drive	Walking (Pedestrians)	Sidewalk provided on the south side of the road	Multi-use path from Airport Road, extending west to Jameson Crescent
	Cycling / non-motorized modes	No dedicated cycling lanes; cyclists share the road	
Airport Road	Walking (Pedestrians)	Sidewalks on both sides of the road ~150m north of North Park Drive. South of this point, sidewalks are provided on the east side only.	No new pedestrian improvements planned
	Cycling / non-motorized modes	No dedicated cycling lanes; cyclists share the road	Potential future cycling infrastructure improvements as part of citywide ATMP priorities

6.0 PARKING REQUIREMENTS

6.1 City of Brampton General Provisions

Table 3 outlines the calculated parking requirements for various land uses within the proposed development, based on the gross floor area (GFA) and specified parking rates stipulated in City of Brampton By-law 270-2004, as Amended, Section 20.0 General Provisions for Commercial Zones and Section 30.0 General Provisions for Industrial Zones.

Table 3: Parking Requirements for Proposed Land Uses

Land Use	Use (Defined in By-law)	Total GFA (sq.m.)	Parking Rate	Required Parking Spaces
Exhibition and Conference Halls / Banquet Halls	Place of Assembly, Community Club, Dance Hall, Banquet Hal	2,198.86	1 space per 8 sq.m. of GFA	275
Industrial Mall / Warehouse / Light Industrial	Industrial – Manufacturing, Cleaning, Packaging, Processing	10,474.25	139 for first 10,000 sq.m. of GFA + 1 space per 170 sq.m. of additional GFA	142
Motor Vehicle Repair / Auto Body Shops	Same as described	1,806.64	1 space per 18 sq.m. of GFA*	100*

Land Use	Use (Defined in By-law)	Total GFA (sq.m.)	Parking Rate	Required Parking Spaces
Retail / Supermarket / Shopping Centre	Supermarket	3,012.93	1 space per 17 sq.m. of GFA	177
Commercial Recreational	All Other Commercial Uses not specifically mentioned	8,961.95	1 space per 23 sq.m. of GFA	390
Retail Shops	Retail Establishment not specifically mentioned	1,928.63	1 space per 19 sq.m. of GFA	102
Offices (Second Floor)	Same as described	1,928.63	1 space per 30 sq.m. of GFA	64
Existing Offices (to be converted to Medical Offices)	Medical Office (Physician, Dentist, or Practitioner’s Office)	481.54	1 space per 16 sq.m. of GFA	30
Total				1,280

Note (*) 50% of the parking requirement for automotive uses can be provided by tandem parking

The parking requirements for the proposed development total 1,280 spaces. In comparison, the proposed parking supply on the site plan includes 797 spaces, which results in a shortfall of 483 spaces (however the difference is 141 spaces when compared to the City of Brampton Draft Zoning By-law, to be discussed in **Section 6.2**).

The parking requirements in the current zoning bylaw may not reflect the benefits that have already been achieved by the investment in Higher Order Transit and may also be more reasonable for single-purpose sites. Multi-purpose developments such as this proposed site, have variations in the temporal distribution of parking demand. This allows for shared parking opportunities between land uses and reduces overall parking demand due to multi-purpose trips. Given the varying land uses and specific characteristics of the site, parking demands and supporting measures are further explored in the following sections of this study.

6.2 City of Brampton Preliminary Draft Zoning By-law

The City of Brampton’s Preliminary Draft By-law, dated November 1, 2023, was reviewed to assess parking requirements applicable to the development. As a working draft prepared for discussion purposes, this document represents the City’s latest proposed updates to parking standards, although it remains subject to further review and approval.

Despite its preliminary status, this document provides valuable insight into the City’s intended parking policies. It is a useful reference for aligning projects with proposed updates and minimizing future adjustments once the By-law is finalized.

From the By-law for parking requirements, the minimum parking rates would become:

- Exhibition and Conference Halls / Banquet Halls: *10 spaces per 100 m² of gross floor area*
- Industrial Mall / Warehouse / Light Industrial: *0.5 spaces per 100 m² of gross floor area*
- Motor Vehicle Repair / Auto Body Shops: *1 space per 100 m² of gross floor area*
- Retail / Supermarket / Shopping Centre and Offices (Professional and Medical): *3 spaces per 100 m² of gross floor area*

The parking rates in the draft By-law do not account for the reduction in parking demand resulting from proximity to higher order transit service or shared parking. Shared parking could reduce the parking requirements by approximately 35% as discussed in **Section 7.0**. Proximity to higher order transit is also expected to reduce parking demand.as discussed in the subsequent sections.

7.0 SHARED PARKING ANALYSIS

Shared parking allows different land uses within a development to share parking spaces by leveraging their varying peak demand times. This approach reduces the parking footprint, lowers costs, and supports efficient space utilization, particularly in mixed-use developments.

For the proposed development, **Table 4** outlines typical operations, peak times, and shared parking opportunities, demonstrating how different land uses can share parking efficiently.

Table 4: Land Use Operations and Peak Times

Land Use	Typical Operations and Activities	Typical Peak Times	Shared Parking Opportunities
Conference / Banquet Hall	Events primarily on Friday evenings and weekends, including weddings and receptions	Friday evening, Saturday evening	Can share parking with daytime uses like offices or industrial facilities
Industrial Mall / Warehouse / Light Industrial	Daytime operations (9 AM - 5 PM) on weekdays for business and goods storage	Weekday daytime	
Motor Vehicle Repair / Auto Body Shops	Mainly weekday operations with some weekend service demands	Weekday daytime	
Retail / Supermarket / Shopping Centre	Cash and carry wholesale store; demand highest after work hours and weekends	Weekday late afternoons, evenings and weekends	

Commercial Recreational	Entertainment activities such as mini-golf or laser tag; peaks during weekends and Friday evenings	Friday evening, Saturday afternoon/evening	Can share parking with daytime uses like offices or industrial facilities
Offices	Daytime office operations on weekdays	Weekday daytime	

The Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition, was utilized to evaluate shared parking for the development, providing data-driven insights into peak demand variations across the different land uses. The weekday (Friday 8:00 AM to 8:00 PM) is considered to be the critical day of the week, given that the majority of uses would be in operation on that day). The following ITE land use codes were applied:

- 931 Fine Dining Restaurant (Banquet Hall)
- 110 General Light Industrial
- 943 Automobile Parts and Service Center
- 850 Supermarket
- 437 Bowling Alley (Recreational Use)
- 822 Strip Retail Plaza (<40k)
- 710 Office Building

Table 5 summarizes parking requirements, peak demand, and occupancy patterns by land use, highlighting shared parking opportunities and daily demand fluctuations.

Table 5: Shared Parking Analysis

Land Use	Banquet Hall	Industrial Mall / Warehouse / Light Industrial	Auto Body / Motor Vehicle Repair	Retail / Supermarket / Shopping Centre	Commercial Recreational	Retail Shops	Offices	Total
Building GFA (sq. m.)	2,198.86	10,474.25	1,806.64	3,012.93	8,961.95	1,928.63	2,410.17	30,793.43
Parking Rate (spaces per 100 sq.m. of GFA)	10 per 100	0.5 per 100	3 per 100	3 per 100	From Bylaw (1 space per 23 sq.m.)	3 per 100	3 per 100	
Parking Requirement (spaces)	220	53	55	90	390	58	72	938



Land Use	Banquet Hall	Industrial Mall / Warehouse / Light Industrial	Auto Body / Motor Vehicle Repair	Retail / Supermarket / Shopping Centre	Commercial Recreational	Retail Shops	Offices	Total
Parking Occupancy (%)								Peak Demand (spaces)
8:00 AM	0%	83%	45%	0%	0%	19%	47%	114
9:00 AM	0%	100%	84%	0%	0%	40%	87%	185
10:00 AM	0%	99%	97%	56%	0%	44%	99%	253
11:00 AM	13%	98%	100%	67%	0%	52%	100%	298
12:00 PM	38%	94%	87%	86%	0%	96%	86%	376
1:00 PM	43%	90%	81%	87%	0%	96%	84%	381
2:00 PM	39%	94%	87%	93%	0%	84%	93%	383
3:00 PM	32%	88%	91%	95%	0%	52%	93%	350
4:00 PM	33%	69%	86%	92%	0%	50%	85%	329
5:00 PM	41%	49%	71%	95%	47%	63%	57%	502
6:00 PM	78%	9%	23%	100%	87%	49%	21%	662
7:00 PM	95%	3%	0%	78%	99%	100%	0%	725
8:00 PM	100%	3%	0%	0%	100%	94%	0%	666

The total parking requirement for the development, as previously noted based on draft By-law rates, is 938 spaces, an approximate 27% reduction in the existing zoning bylaw’s parking requirements. The shared parking analysis of peak parking demand throughout the day reveals that the highest demand should be expected to occur at 7:00 PM on a weekday (Friday), with 725 spaces required, which is lower than the parking requirement and is lower than the on-site parking supply of 797 spaces. This demonstrates the potential opportunity for shared parking among the various land uses, as their peak demand times differ.

However, given that the site plan is to be further developed and that the exact building tenants are not confirmed, it would be prudent to incorporate Transportation Demand Management measures for the site (as part of the site plan agreement), as discussed in the following report section.

8.0 TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management (TDM) strategies play a critical role in reducing vehicular traffic and encouraging sustainable travel modes for mixed-use developments. For the proposed development at 2600 North Park Drive in Brampton, TDM measures are designed in alignment with the City of Brampton's draft Zoning By-law and based on our experience with similar development applications. These measures aim to promote active transportation, transit use, and efficient parking

management, creating a more sustainable and connected community. The following potential measures could be applicable to the site:

Sidewalks, Bike Lanes or Multi-Use Paths: The planned multi-use path on North Park Road, between Airport Road and Jameson Crescent, will further enhance connectivity to the site and promote active transportation options. Extending the existing sidewalk on the west side of Airport Road southerly to North Park Drive (that currently terminates approximately 150 m north of the intersection) would be beneficial.

Pre-loaded PRESTO Passes for New Employees: All new employees at the site will receive pre-loaded PRESTO cards as part of their onboarding, providing financial incentives to choose public transit for their daily commutes. The Züm transit stops for North Park have weather-protected shelters with transit route mapping information.

Priority Parking for Carpools: Designated parking spaces for carpool and rideshare vehicles will encourage shared vehicle use, reducing single-occupancy trips.

Bicycle Parking: Locate bicycle racks (short-term spaces) at a convenient location near building entrances and provide bicycle lockers (long-term spaces) that offer protection from theft, vandalism and inclement weather to encourage cycling as transportation.

EV Parking Spaces: Dedicated parking spaces with electric vehicle (EV) charging stations will be provided to promote the use of zero-emission vehicles. These spaces will be strategically located near building entrances for convenience and visibility, supporting the City's sustainability goals.

Table 6 provides a summary of the TDM measures proposed.

Table 6: Summary of Proposed TDM Measures

TDM Category	Proposed TDM Measures
Active Transportation	<ul style="list-style-type: none">Measures include enhanced sidewalk connectivity, secure bicycle parking, wayfinding and signage, and walking and cycling connections.A multi-use path is proposed in the ATMP on North Park Drive (either on the north side or replacing the sidewalk on the south side).The sidewalk on the west side of Airport Road could be extended southerly to North Park Drive and to the Züm transit bus stop at the northwest corner (mainly to support the recent plaza development at 2700-2750 North Park Drive, Brampton).
Public Transit	Provide pre-loaded PRESTO passes for new employees.
Parking Management	Provide shared parking (not designated to a specific tenant), priority carpool spaces and EV parking spaces with charging stations.

By incorporating these TDM measures, including enhanced bicycle parking facilities, public transit incentives, and EV parking spaces, the proposed development at 2600 North Park Drive will support the City's goals of reducing vehicular dependency, encouraging sustainable travel options, and enhancing mobility for all users.

9.0 CONCLUSIONS

The proposed development at 2600 North Park Drive demonstrates a comprehensive approach to balancing parking requirements, shared parking opportunities, and Transportation Demand Management (TDM) measures.

As per the City of Brampton’s current zoning by-law, the parking requirement for the site is calculated at 1,280 spaces. Under the draft by-law, which proposes updated parking standards to align with modern urban planning principles, the parking requirement is reduced to 938 spaces.

The proximity of the site to higher order transit service (ZÜM BRT) will induce the use of transit to access the site and further reduce the anticipated parking demands. For example, in Jan 2023, the City of Brampton’s year-to-date ridership grew approximately 30 per cent higher than pre-COVID levels, largely due to a new express route to Pearson Airport, improved service on base grid routes and the introduction of Züm routes.

The shared parking analysis, using ITE parking generation time-of-day distribution for parking demand shows that the proposed parking supply of 797 spaces is sufficient to meet peak shared parking demands, which is estimated as a maximum of 725 spaces during the busiest period. This indicates that the mixed-use nature of the development allows for efficient utilization of parking spaces through staggered peak demand periods among various land uses. Given the scale of the parking reduction being sought and that the parking demand analysis results may vary depending on the confirmed tenants for each proposed land use and as the site plan is further developed; TDM measures should be included.

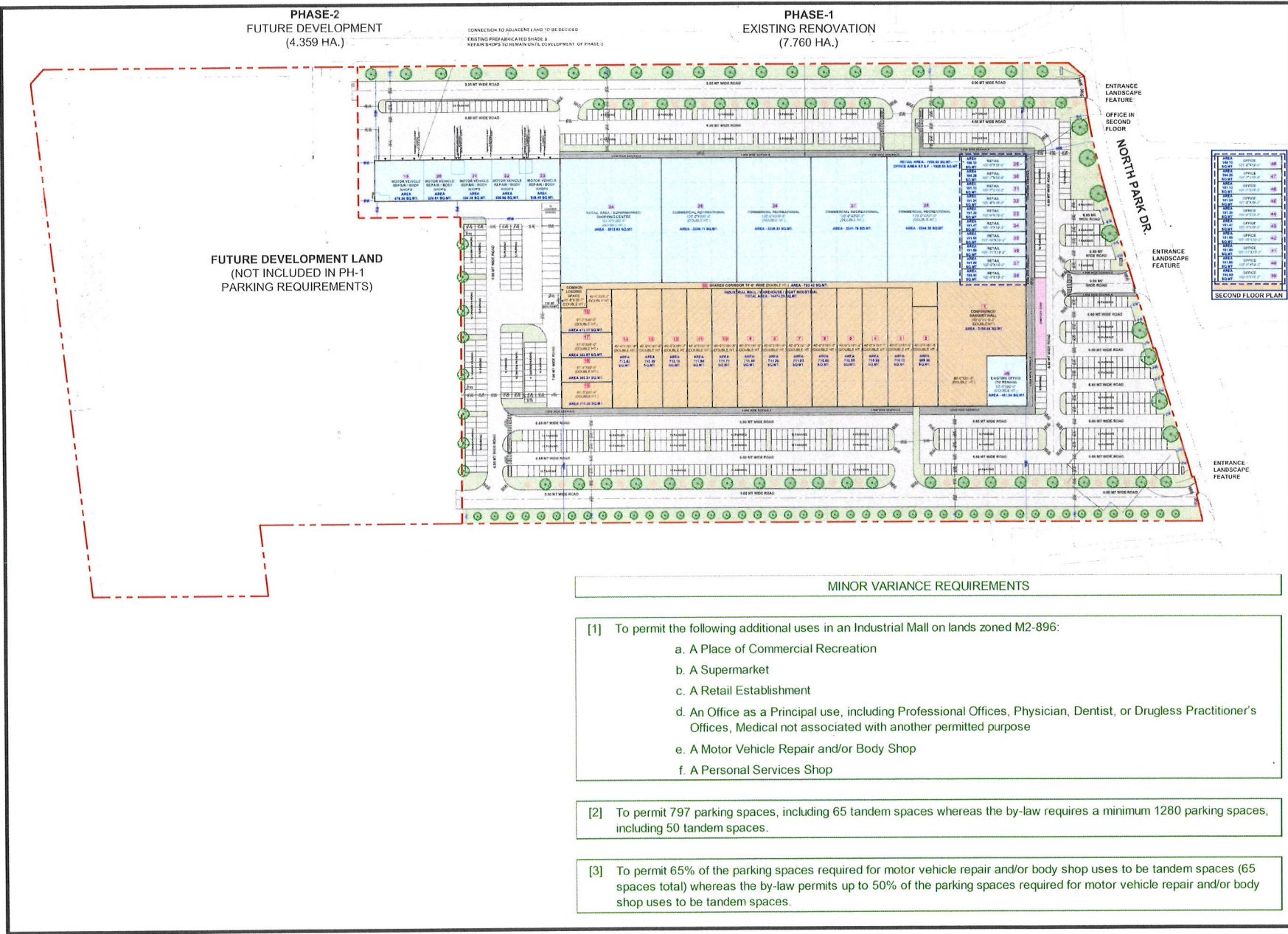
The integration of TDM strategies, including active transportation improvements, pre-loaded PRESTO passes for employees, priority carpool spaces, secure bike parking, and EV parking, ensures alignment with the City of Brampton’s goals for sustainable and efficient urban development. The provision of a sidewalk, on the north side of North Park Drive, between the site and Airport Road would further improve access to transit. These measures combine to not only optimize parking but also promote alternative modes of transportation, reducing reliance on private vehicles.

The development aligns with the City of Brampton's planning objectives and provides a model for sustainable and efficient mixed-use developments. It is recommended that these findings, along with the proposed TDM measures, be incorporated into the site plan agreement to ensure long-term functionality and compliance with the City’s planning policies.

Appendix A

Site Plan





NO.	DATE	REVISION
1	2024-12-10	FOR DISCUSSION
2	2025-01-20	ISSUED FOR MINOR VARIANCE

* NOT FOR SITE PLAN APPROVAL

* NOT FOR CONSTRUCTION

* ONLY FOR PRELIMINARY DISCUSSION

RPDS
INTEGRATED DESIGN FIRM
SUITE 205, 7895 TRANSMISSION DR. MISSISSAUGA, ONTARIO
MAIL: PROJECT@RPDSTUDIO.CA CALL: 647.556.2506
WEBSITE: WWW.RPDSSTUDIO.CA

PROJECT & CLIENT
2600 NORTH PARK
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE
DRAFT SITE PLAN STUDY

DRAWING NO.
SP-1.0

SCALE: 1:1700

Zoning Non-compliance Checklist

File No.
A-2025-0015

Applicant: 100144109 Ontario Inc.
Address: 2600 North Park Drive
Zoning: M2-896
By-law 270-2004, as amended

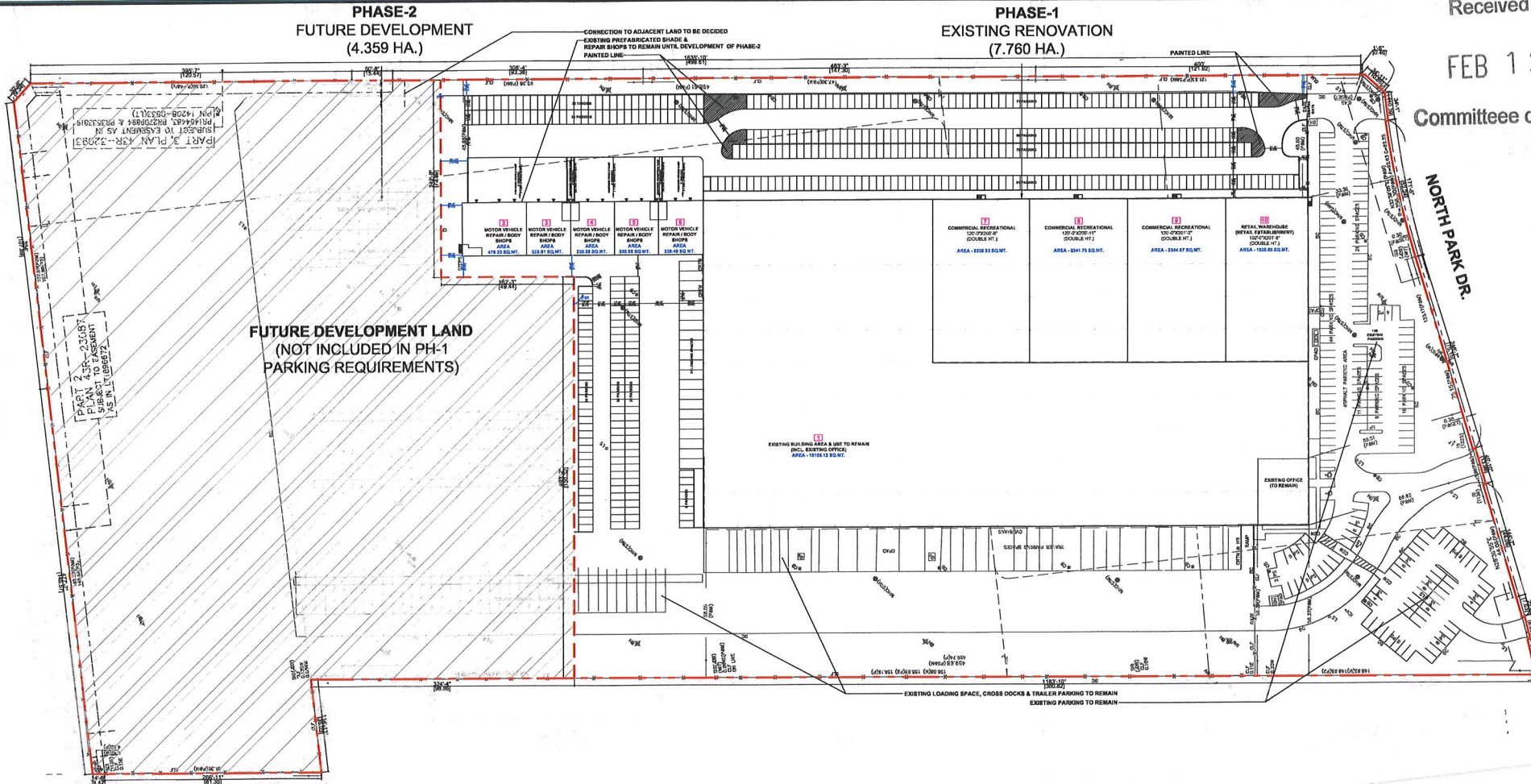
Category	Proposal	By-law Requirement	Section #
USE	To permit the following additional uses in an Industrial Mall: a) a place of commercial recreation; b) a supermarket; c) a retail establishment; d) an office, including medical, dental and professional offices not associated with another permitted purpose; e) a motor vehicle repair shop; f) a motor vehicle body shop; g) a personal service shop.	Whereas the by-law does not permit the proposed uses.	896.1
PARKING	To permit 797 To permit 65% of the parking spaces required for motor vehicle repair and/or body shop uses to be tandem spaces (total 65 spaces).	Whereas the by-law required 1280 parking spaces for all uses combined. Whereas the by-law permits a maximum 50% of the parking spaces for vehicle repair and body shops to be tandem spaces.	30.5 and 20.3
BUILDING SETBACKS FRONT / SIDE / REAR			
BUILDING SIZE			
BUILDING HEIGHT			
COVERAGE			
BELOW GRADE ENTRANCE			
OTHER – DECK			

Elizabeth Corazzola

Reviewed by Zoning

January 21, 2025

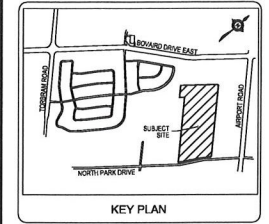
Date



Received / Revised

FEB 13 2025

Committee of Adjustment



NO.	DATE	REVISION
1	2024-12-10	FOR DISCUSSION
2	2025-01-20	ISSUED FOR MINOR VARIANCE
3	2025-02-13	RE-ISSUED FOR MINOR VARIANCE

* NOT FOR SITE PLAN APPROVAL

* NOT FOR CONSTRUCTION

* ONLY FOR PRELIMINARY DISCUSSION

RPDS
INTEGRATED DESIGN FIRM
SUITE 203, 7895 TRANMERE DR., MISSISSAUGA, ON L5S 1Y9
MAIL: PROJECT@RPOSTUDIO.CA, CALL: 647-556-2586
WEBSITE: WWW.RPOSTUDIO.CA

PROJECT & CLIENT
2600 NORTH PARK
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE
DRAFT SITE PLAN STUDY

DRAWING NO.
SP-1.0

N

SCALE: 1:1700

MINOR VARIANCE REQUIREMENTS

- [1] To permit the following additional uses in an Industrial Mall on lands zoned M2-896:
- a. A Place of Commercial Recreation
 - b. A Retail Warehouse [Retail Establishment]
 - c. A Motor Vehicle Repair and/or Body Shop

SITE STATISTICS

ADDRESS:

PART 1, PLAN OF SURVEY OF PART OF LOTS 9 AND 10
CONCESSION 6 EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

NOTE: ALL SURVEY INFORMATION FROM
DAVID B. SEARLES SURVEYING LTD.
ONTARIO LAND SURVEYOR.
4255 SHERWOODTOWNE BLVD., SUITE 206, MISSISSAUGA, ONTARIO.
DATED JANUARY 16, 2023.

ZONING:

EXISTING ZONING:
THE PROPERTY IS ZONED "INDUSTRIAL TWO - SPECIAL SECTION 896
(M2-896)" ACCORDING TO CITY OF BRAMPTON PROPERTY REPORT

SITE AREA:

PH-1: 77600.50 SQMT [7.760 HA] EXISTING BUILDING
PH-2: 43587.24 SQMT [4.359 HA] FUTURE DEVELOPMENT
TOTAL AREA: 121187.74 SQMT [12.119 HA]

PH-1 GROSS FLOOR AREA:

TOTAL GROSS FLOOR AREA: 29684.64 SQMT

PH-1 BUILDING SETBACKS [EXISTING SETBACKS TO REMAIN]:

FRONT YARD - NORTH PARK DRIVE:
9M MINIMUM, 33.46M EXISTING

SIDE YARD - FROM PROPERTY LINE:
4M MINIMUM.
EAST SIDE 45.84M PROVIDED
WEST SIDE 56.09M PROVIDED

REAR YARD - FROM PROPERTY LINE:
7M MINIMUM
FROM PRE. FEB. SHED 8M, FROM MAIN BUILDING 48.59M PROVIDED

PH-1 LANDSCAPE OPEN SPACE:

SOFTSCAPE AREA: ~13605.87 SQMT
HARDSCAPE AREA: ~34345.99 SQMT

PH-1 BUILDING COVERAGE:

MAX. LOT COVERAGE: NO DENSITY REQUIREMENT
EXISTING LOT COVERAGE: 38.25%

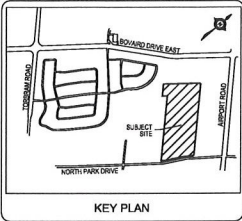
PH-1 PARKING:

REGULAR PARKING: 625 STALLS
TANDEM PARKING: 33 STALLS
LOADING SPACE: 21 STALLS

Received / Revised

FEB 13 2025

Committee of Adjustment



NO.	DATE	REVISION
1	2024-12-10	FOR DISCUSSION
2	2025-01-20	ISSUED FOR MINOR VARIANCE
3	2025-02-13	RE-ISSUED FOR MINOR VARIANCE

* NOT FOR SITE PLAN
APPROVAL

* NOT FOR CONSTRUCTION

* ONLY FOR PRELIMINARY
DISCUSSION

RPDS
INTEGRATED DESIGN FIRM
SUITE 203, 7895 TRANMERE DR., MISSISSAUGA, ON L5S 1V9
MAIL: PROJECT@RPDSTUDIO.CA, CALL: 647.556.2596
WEBSITE: WWW.RPDSTUDIO.CA

PROJECT & CLIENT

2600 NORTH PARK
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

DRAWING TITLE

STATISTICS

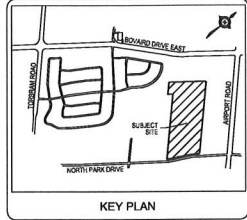
DRAWING NO.

SP-2.0

SCALE :-

GFA & PARKING SUMMARY								
SR. NO.	UNIT NO.	USES	UNITS	GFA [SQ. MT.]	SECTION	CALCULATION	REQUIRED PARKING	PROPOSED PARKING
[1]	1	Existing Building Area & Use To Remain [Inculding existing office]	1 Unit	19188.12	30	a. If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area: 7,000 to 20,000 square metres: 78 parking spaces plus 1 parking space per 145 square metres gross floor area or portion thereof that is over 7,000 square metres = $19188.12 - 7000 = 12188.12 / 145 = 84.06 + 78 = 162.06$	163	163
[2]	2	Motor Vehicle Repair / Body Shops	1 Unit	476.30	20	1 parking space for each 18 square metres of gross floor area or portion thereof but 50 percent of the required parking spaces may be tandem parking spaces $= 1806.64 / 18 = 100.37 = 100$ [Including 33 Tandem]	100 [Including 33 Tandem]	100 [Including 33 Tandem]
[3]	3	Motor Vehicle Repair / Body Shops	1 Unit	329.61	20			
[4]	4	Motor Vehicle Repair / Body Shops	1 Unit	330.28	20			
[5]	5	Motor Vehicle Repair / Body Shops	1 Unit	330.96	20			
[6]	6	Motor Vehicle Repair / Body Shops	1 Unit	339.49	20			
[7]	7	Commercial Recreational	1 Unit	2239.23	20	All Other Commercial Uses not specifically mentioned: 1 parking space for each 23 square metres of gross commercial floor area or portion thereof = $6725.25 / 23 = 292.40$	293	293
[8]	8	Commercial Recreational	1 Unit	2241.75	20			
[9]	9	Commercial Recreational	1 Unit	2244.27	20			
[10]	10	Retail Warehouse [Retail Establishment]	1 Unit	1928.63	20	1 parking space for each 19 square metres of gross commercial floor area or portion thereof = $1928.63 / 19 = 101.51$	102	102
TOTALGFA				29648.64	TOTAL PARKING		658 Parking + 5 Loading Space [Including 33 Tandem Parking]	658 Parking + 21 Loading Space [Including 33 Tandem Parking]

Received **Revised**
FEB 13 2025
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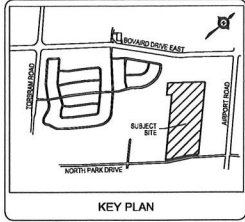
DRAWING NO.
SP-3.0
SCALE :-

PERMITTED USES & VARIANCE REQUIRED						
NO.	USES	M2 SECTION-896 [SPECIAL PROVISIONS]	SECTION-30.7 COMMERCIAL USES IN INDUSTRIAL ZONES	SECTION-20 [COMMERCIAL ZONE]	COMPLY	VARIANCE REQUIRED
[1]	Existing Building Area & Use To Remain [Including existing office]	Yes			Yes	
[2]	Motor Vehicle Repair / Body Shops	No		Yes	No	Variance required to permit Motor Vehicle Repair Shop or Motor Vehicle Body Shop, Motor Vehicle Service Station or Gas Bar
[3]	Commercial Recreational	No		Yes	No	Mixed uses are required but not limited to those listed under Recreational Uses in Section-20. Additional uses should include facilities for badminton, basketball, laser tag, trampoline parks, gymnasium and any other indoor recreational activities.
[4]	Retail Warehouse [Retail Establishment]	Accessory Uses - Yes Retail Establishment - No		Yes	Accessory Uses - Yes Retail Establishment - No	General retail & commercial uses are required but not limited to being classified as accessory units or with any exclusion.

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DRAWING TITLE

STATISTICS

DRAWING NO.

SP-4.0

SCALE :-

FEB 13 2025

Committee of Adjustment

Zoning Non-compliance Checklist

File No.
A-2025-0015

Applicant: 100144109 Ontario Inc.
Address: 2600 North Park Drive
Zoning: M2-896
By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE	To permit the following uses: a) a place of commercial recreation; b) a retail warehouse (retail establishment); and c) a motor vehicle repair and/or body shop;	Whereas the by-law does not permit the proposed uses.	896.1
PARKING			
BUILDING SETBACKS FRONT / SIDE / REAR			
BUILDING SIZE			
BUILDING HEIGHT			
COVERAGE			
BELOW GRADE ENTRANCE			
OTHER – DECK			

Elizabeth Corazzola

Reviewed by Zoning

February 13, 2025

Date