



Report Committee of Adjustment

Filing Date: December 22nd, 2022
Hearing Date: February 14th, 2023

File: A-2023-0001
**Owner/
Applicant:** SEVERINO CAPUTO-NEVETS AIRPORT HOLDING INC.

Address: 81 DELTA PARK BOULEVARD

Ward: WARD 8

Contact: Samantha Dela Pena, Assistant Development Planner

Recommendations:

That application A-2023-0001 is supportable subject to the following conditions being imposed:

1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision; and
 2. That the owner finalizes site plan approval under City File SPA-2022-0016, execute a site plan agreement, and post any required financial securities and insurance to the satisfaction of the Director of Development Services; and
 3. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.
-

Background:

Existing Zoning:

The property is zoned 'Industrial 3 – Special Section 1558 (M3-1558)', according to By-law 270-2004, as amended.

A minor variance application (A-2022-0180) was previously submitted to permit reduced side yard setbacks, front yard landscaping, and open space requirements on the subject property. This application was approved by the Committee of Adjustment on June 21st, 2022 (Appendix A).

The required variance for parking reduction was not identified at the time of the first submission of minor variance application A-2022-0180. As a result, the applicant is now proceeding with the following minor variance application to address parking reduction requirements. Furthermore, there is currently an ongoing Site Plan (SPA-2022-0016) (Appendix B) associated with the proposed variance, which is under review.

Requested Variances:

The applicant is requesting the following variances:

1. To permit 50 parking spaces, whereas the by-law requires at least one parking space for each 55 square metres of gross floor area, resulting in a minimum of 76 parking spaces.

Current Situation:

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

The property is designated 'Industrial' in the Official Plan and is further designated 'General Employment 1' in the Airport Intermodal Area Secondary Plan (Area 4). The requested variances are not considered to have significant impacts within the context of the Official Plan policies. Subject to the recommended conditions of approval, the requested variances 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 variance is requested to permit 50 parking spaces, whereas the by-law requires at least one parking space for each 55 square metres of gross floor area, resulting in a minimum of 76 parking spaces. 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 all industrial/commercial units on the site.

A parking study prepared by CGE Transportation Consulting dated February 25th, 2022, was submitted with associated site plan application SPA-2022-0016 (Appendix B). City staff reviewed and found the parking study to be satisfactory. The study concluded that 49 parking stalls adequately accommodate the parking demands of the proposed development (see Appendix C). Therefore, 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 variances are requested to permit proposed site conditions for 50 parking spaces, whereas the by-law requires a minimum of 76 parking spaces for the subject property. Due to the site design and turning radius required to facilitate the movement of trucks to the rear loading dock, parking is located in the front and rear yard of the subject parcel. Moreover, approximately 83% of the building gross floor area (GFA) is a proposed industrial warehouse with the remaining 17% proposed as an ancillary office area. Through the review of the site plan application and aforementioned parking study, staff are of the opinion that vehicle parking for employees and guests can be sufficiently accommodated with the 50 parking stalls shown. A condition of approval is recommended that the owner finalize site

plan approval under City File SPA-2022-0016, execute a site plan agreement, and post any required financial securities and insurance to the satisfaction of the Director of Development Services.

Subject to the recommended conditions of approval, the variance is appropriate for the development of the land.

4. Minor in Nature

The proposed variance is not anticipated to negatively impact the daily function and operation of the subject property or adjacent properties. As confirmed by City traffic staff through their review of the CGE Transportation Consulting parking analysis, sufficient parking will be provided for both staff and visitors of the industrial development.

Subject to the recommended conditions of approval, the variance is considered minor in nature.

Respectfully Submitted,



Samantha Dela Pena, Assistant Development Planner

APPLICATION MADE BY NEVETS-AIRPORT HOLDINGS INC.

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION FOR THE FOLLOWING VARIANCE(S):

1. To permit a westerly side yard setback of 2.54m (8.33 ft.) and an easterly side yard of 6.6m (21.65 ft.);
2. To permit 3.0m (9.84 ft.) landscaped open space in the front yard;
3. To permit 0.0m landscaped open space in the side yard.

(81 DELTA PARK BOULEVARD, PART OF LOT 6, PLAN 43M-773, PARTS 1 AND 2, PLAN 43R-38860)

THE REQUEST IS HEREBY APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED AND DEVELOPMENT CHARGES JUNE BE APPLICABLE)

SEE SCHEDULE "A" ATTACHED

REASONS:

This decision reflects that in the opinion of the Committee:

1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and
2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.

Any and all written submissions relating to this application that were made to the Committee of Adjustment before its decision and any and all oral submissions related to this application that were made at the Committee of Adjustment meeting, held under the *Planning Act*, have been, on balance, taken into consideration by the Committee as part of its deliberations and final decision on this matter.

MOVED BY: R. Power

SECONDED BY: D. Doerfler

CHAIR OF MEETING: RON CHATHA

WE THE COMMITTEE MEMBERS NOTED BELOW HEREBY CONCUR IN THE DECISION

AUTHORIZED BY VOTE HELD AT A MEETING ON JUNE 21, 2022

RON CHATHA, MEMBER

DESIREE DOERFLER, MEMBER

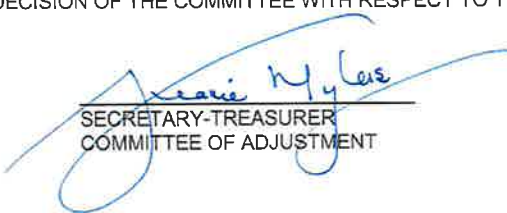
ROD POWER, MEMBER

ANA CRISTINA MARQUES, MEMBER

DATED THIS 21ST DAY OF JUNE, 2022

NOTICE IS HEREBY GIVEN THAT THE LAST DAY FOR APPEALING THIS DECISION TO THE ONTARIO LAND TRIBUNAL WILL BE JULY 11, 2022

I, JEANIE MYERS, SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT CERTIFY THAT THE FOREGOING IS A CORRECT COPY OF THE DECISION OF THE COMMITTEE WITH RESPECT TO THE ABOVE APPLICATION.


SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT

Flower City



brampton.ca

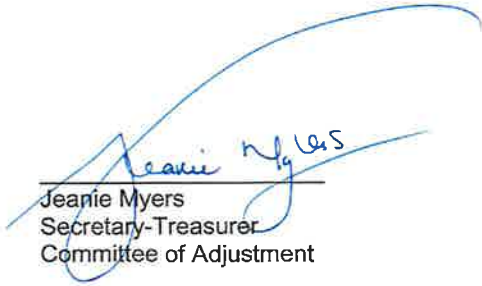
THIS IS SCHEDULE "A" REFERRED TO ON THE NOTICE OF DECISION

APPLICATION NO: **A-2022-0180**

DATED: **June 21, 2022**

Conditions:

1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision;
2. That the owner finalize site plan approval under City File SPA-2022-0016, execute a site plan agreement, and post any required financial securities and insurance to the satisfaction of the Director of Development Services;
3. That failure to comply with and maintain the conditions of Committee shall render the approval null and void.



Jeanie Myers
Secretary-Treasurer
Committee of Adjustment



Report Committee of Adjustment

Filing Date: May 25, 2022
Hearing Date: June 21, 2022

File: A-2022-0180

**Owner/
Applicant:** NEVETS-AIRPORT HOLDINGS INC

Address: 81 Delta Park Boulevard

Ward: Ward 8

Contact: François Hémon-Morneau, Planner I

Recommendations:

That application A-2022-0180 is supportable, subject to the following conditions being imposed:

1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision;
2. That the owner finalize site plan approval under City File SPA-2022-0016, execute a site plan agreement, and posting any required financial securities and insurance to the satisfaction of the Director of Development Services;
3. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.

Background:

The property is the subject of an ongoing Site Plan Application (SPA-2022-0016) to construct a one storey industrial building including warehouse and office space. The Minor Variance application has been submitted to seek relief of the Zoning By-law to permit reduced building setbacks and deficiencies in required landscaped open space on the property.

Existing Zoning:

The property is zoned 'Industrial Three (M3-1558)', according to By-law 270-2004, as amended.

Requested Variances:

The applicant is proposing development of the property with an industrial building and is requesting the following variance(s):

1. To permit a westerly side yard setback of 2.54m (8.33 ft.) and an easterly side yard of 6.6m (21.65 ft.) whereas the by-law requires a minimum side yard setback of 8m (26.25 ft.);
2. To permit 3.0m (9.84 ft.) landscaped open space in the front yard whereas the by-law requires a minimum 50% of the required front yard to be landscaped open space free of parking, driveway and paved area, resulting in a minimum of 9.0m (29.53 ft.) for a building less than 12m (39.37 ft.) but greater than 10m (32.80 ft.) in height above grade;
3. To permit 0.0m landscaped open space in the side yard whereas the by-law requires a minimum 50% of the required side yard to be landscaped open space free of parking, driveway and paved area, resulting in a minimum of 4.0m (13.12 ft.).

Current Situation:

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

The property is designated 'industrial' in the Official Plan and 'General Employment 1' in the Airport Intermodal Secondary Plan (Area 4). The requested variances are not considered to have significant impacts within the context of the Official Plan policies as the overall development is aligned with Official Plan and Secondary Plan policies. Subject to the recommended conditions of approval, the requested variances 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

Variance 1 is requested to permit a westerly side yard setback of 2.54m (8.33 ft.) and an easterly side yard of 6.6m (21.65 ft.) whereas the by-law requires a minimum side yard setback of 8.0m (26.25 ft.). The intent of the by-law in regulating minimum building setback requirements is to control the massing of the building, to ensure that the building footprint is appropriately positioned in a manner that ensures sufficient space is provided for drainage and circulation on the site.

A 5.46m (17.92 ft.) reduction to the westerly side yard setback is requested to facilitate the proposed building siting on the lot. This reduction is not anticipated to generate negative impacts to circulation as there will be shared access easements between the property to the north allowing vehicular movement to the rear of the building. Furthermore, a 1.4m (4.6 ft.) reduction to the easterly side yard setback is also requested to accommodate the proposed building siting and layout. Although this side yard setback reduction is proposed, the remaining 6.6m (21.65 ft.) is not anticipated to impact two-way vehicular movement along the eastern portion of the property. The proposed building setbacks are not anticipated to negatively impact the functionality or limit appropriate

drainage on the site. The variance is considered to maintain the *general intent and purpose* of the Zoning By-law.

Variance 2 is requested to permit 3.0m (9.84 ft.) landscaped open space in the front yard whereas the by-law requires a minimum 50% of the required front yard to be landscaped open space free of parking, driveway and paved area, resulting in a minimum of 9.0m (29.53 ft.) for a building less than 12m (39.37 ft.) but greater than 10m (32.80 ft.) in height above grade. Variance 3 is requested to permit 0.0m landscaped open space in the side yard whereas the by-law requires a minimum 50% of the required side yard to be landscaped open space free of parking, driveway and paved area, resulting in a minimum of 4.0m (13.12 ft.). The intent of the Zoning By-law in requiring a certain minimum percentage of landscaped open space is to ensure that the property has an adequate amount of open/green space at the front and the area has a consistent streetscape to maintain an attractive aesthetic character for the area.

The proposed industrial development will incorporate parking at the front of the lot and building and maintain 3.0m of landscaped open space between the front lot line and the parking lot. Furthermore, the side yard will not incorporate landscaped open space between the building and property line. The subject property is located within an industrial area of the City and the development is subject to an ongoing Site Plan application review. Through the review of the Site Plan application, a more intensified front landscape treatment will be required to compensate for the reduced landscaping. Although reductions to landscaping are requested, staff do not anticipate a decline in the aesthetic character of the property or industrial area as a whole. Variances 2 and 3 are considered to maintain the general intent and purpose of the Zoning By-law.

3. Desirable for the Appropriate Development of the Land

The requested variance for reduced side yard setbacks is not anticipated to significantly alter the functionality of the property given proposed shared access easements facilitating vehicular movement to the rear of the building. The property will function in a manner that is interconnected with the site to the north with no anticipated negative impacts. The site will maintain adequate circulation of vehicles on both sides of the property despite the reduced building setbacks. Planning and Open Space Development staff have reviewed the variances to reduce landscaping on the property and have no objections to the request. An intensified landscape treatment will be implemented through the Site Plan Application stage to compensate for the reductions. A condition of approval is recommended that the owner finalize site plan approval under City File SPA-2022-0016, execute a site plan agreement, and posting any required financial securities and insurance to the satisfaction of the Director of Development Services. Subject to the recommended conditions of approval, the variances are considered to be desirable for the appropriate development of the land.

4. Minor in Nature

The variances will facilitate the construction of a proposed one storey industrial building including warehouse and office space. The variances are not anticipated to generate negative on-site or off-site impacts. Subject to the recommended conditions of approval, the requested variances are considered minor in nature.

Respectfully Submitted,

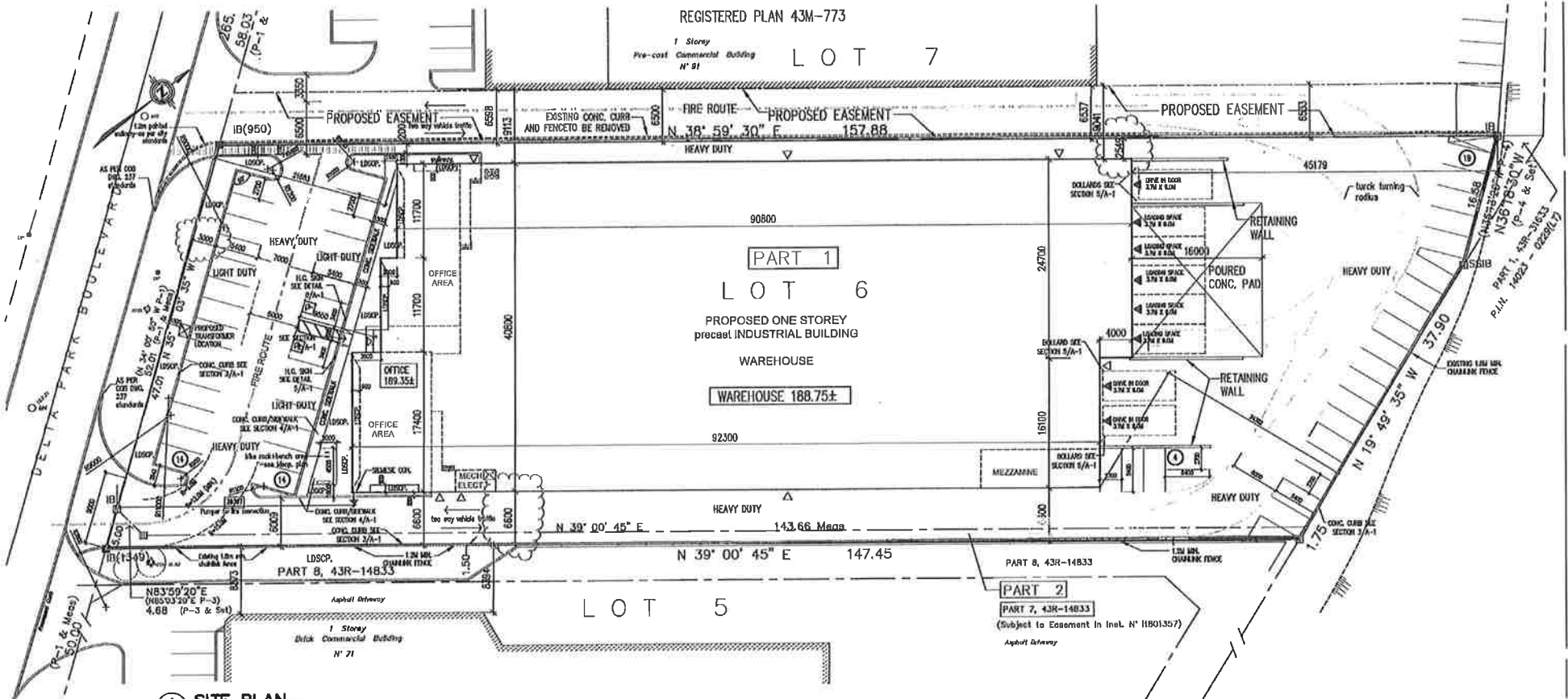
François Hémon-Morneau

François Hémon-Morneau, Planner I

REGISTERED PLAN 43M-773

1 Storey
Pre-cast Commercial Building
N° 21

LOT 7



PART 1

LOT 6

PROPOSED ONE STOREY
precast INDUSTRIAL BUILDING

WAREHOUSE

WAREHOUSE 188.75±

92300

N 39° 00' 45" E 147.45

LOT 5

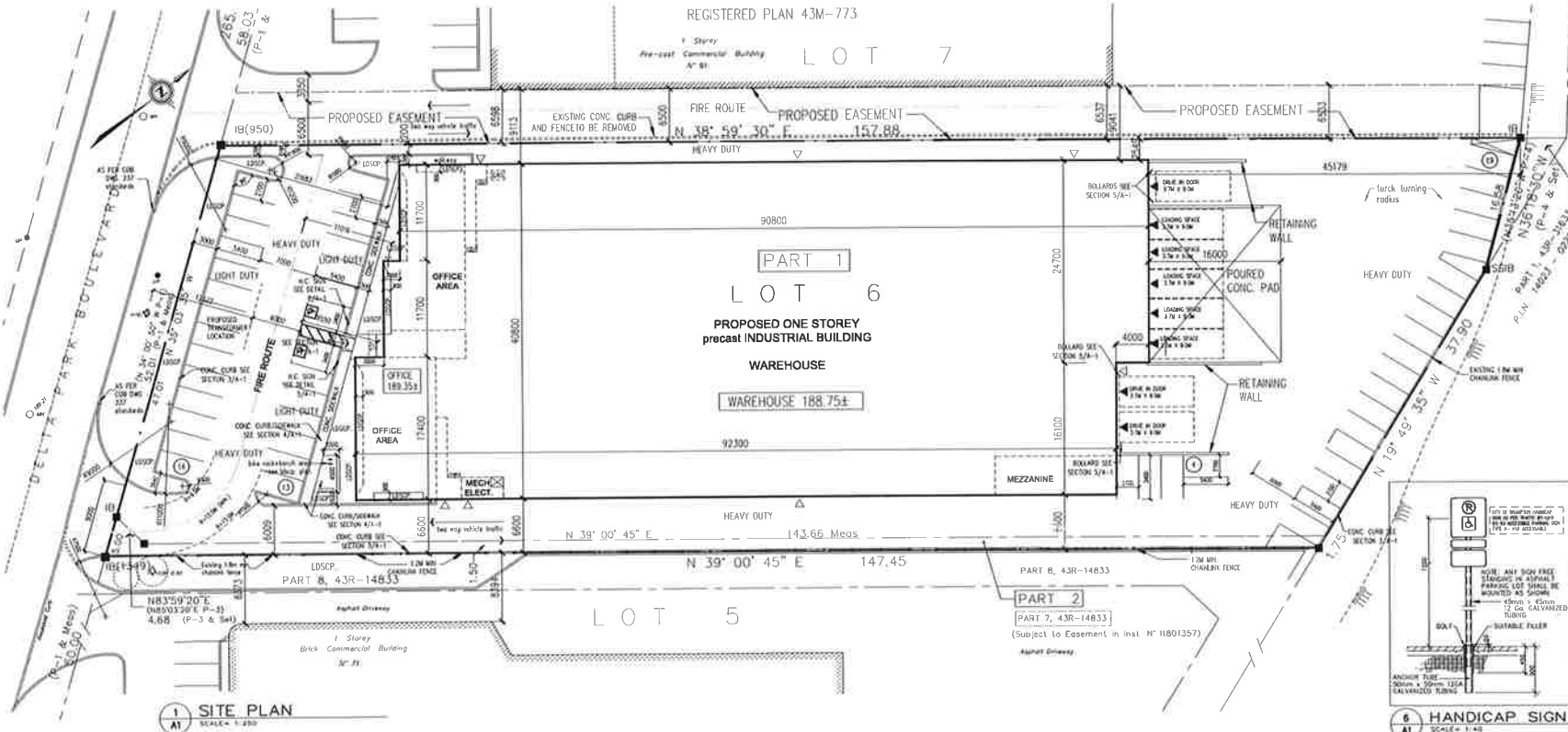
PART 8, 43R-14833

PART 7, 43R-14833

(Subject to Easement in Incl. N° 11801357)

Aphalt Driveway

1 SITE PLAN



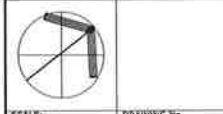
GENERAL NOTE:
This drawing, as an instrument of service, is provided by and is the property of the DESIGNER. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify the DESIGNER of any variations from the supplied information. The Designer is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of authorities having jurisdiction. This drawing is not to be scaled.

KEY PLAN (N.T.S.)

No.	ISSUED FOR	DATE
1	FOR PLANNING OF ALL SECTIONS	03/06/19
2	DATE PLAN APPROVAL	11/01/22
3	AS PER 5.0 COMMENTS	7/03/22
4	AS PER CLIENT/GRADING COMMENTS	05/09/21
5	AS PER CLIENT/GRADING COMMENTS	05/09/21
6	AS PER CLIENTS REQUEST ENLARGED	03/07/19
7	AS PER CLIENTS REQUEST DUCKS PER	04/07/19
8	AS PER CLIENTS REQUEST	06/01/19
No.	REVISIONS	DATE

DRAWING TITLE: **SITE PLAN NOTES DETAILS**

PROJECT: **PROPOSED INDUSTRIAL BLDG. WAREHOUSE**
8 DELTA PARK BLVD., BRAMPTON, ONT.
PRJ-2019-0015

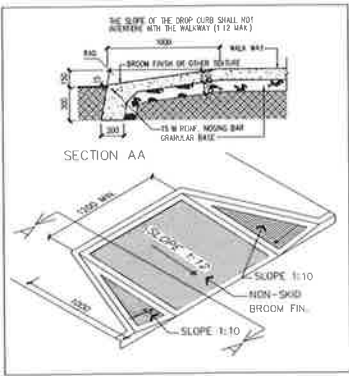


SCALE: AS NOTED
DRAWN: F.B.
CHECKED BY: F.B.
FILE NO.:
DATE: NOV. 2018

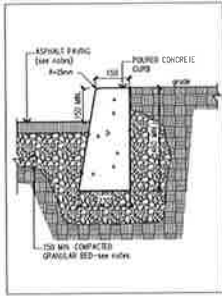
A-1

1 SITE PLAN SCALE = 1:250

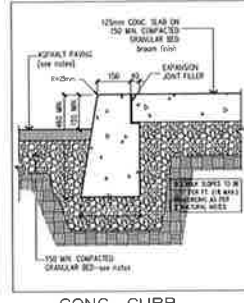
6 HANDICAP SIGN SCALE = 1:40



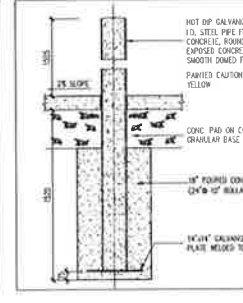
2 DROP CURB DETAIL SCALE = 1:20



3 CONCRETE CURB SCALE = 1:10



4 CONC. CURB W/ SIDEWALK SCALE = 1:10



5 METAL BOLLARD SCALE = 1:20

SITE NOTES

- PERFORM ALL CONSTRUCTION IN ACCORDANCE WITH THE DIVISION BUILDING CODE LATEST EDITION.
- ASPHALT PAVING WILL CONSIST OF THE FOLLOWING: LIGHT DUTY PAVEMENT: 40mm OF HLB ASPHALT - 95% MOD WITH LS-264 65mm OF HLB ASPHALT 150mm OF 50mm CRUSHED RUN LIMESTONE (OPQS 310) 100mm SPEED COMPACTATION REQUIREMENTS-ASTM-D698
- THE PORTIONS OF THE DRIVEWAYS WITHIN THE MUNICIPAL BOUNDARIES FROM BASE COURSE OF CURB TO PROPERTY LINE AND ALL HEAVY DUTY WILL BE PAVED AS FOLLOWS: 75mm OF HLB ASPHALT - 95% MOD WITH LS-264 150mm OF 50mm CRUSHED RUN LIMESTONE (OPQS 310) 100mm SPEED COMPACTATION REQUIREMENTS-ASTM-D698
- THE PORTIONS OF THE LOADING DOCK AREA 250mm 32 MPA POUNDED CONCRETE 0.45 MAX WATER/CEMENT RATIO - 4% AIR ENTRAINMENT 10M BARS AT 400MM O.C. 250mm OF 50mm CRUSHED LIMESTONE (OPQS 310)

SITE PLAN NOTES

- BUILDING SHALL BE PROVIDED WITH BARRIER FREE ACCESS TO THE REQUIREMENTS OF O.C. 2.8.2.
- BUILDINGS SHALL BE FULLY SPRINKLERED.
- HYDRANTS SHALL BE LOCATED WITHIN 90 METERS OF ANY PORTION OF A BUILDING PERIMETER WHICH IS REQUIRED TO FACE A STREET IN CONFORMANCE WITH O.C. 2.3.2.
- THE FIRE DEPARTMENT SHALL MAKE CONNECTIONS FOR SPRINKLER AND STANDPIPE AND HOSE SYSTEMS SHALL BE LOCATED SO THAT THE DISTANCE FROM THE CONNECTION TO THE HYDRANT DOES NOT EXCEED 45 METERS AND IS UNRESTRICTED.
- FIRE RESISTIVE SHALL COMPLY TO CITY OR TOWN REQUIREMENTS AND SPENCER DRAWINGS SHALL BE SUBMITTED TO THE FIRE DEPARTMENT PRIOR TO OCCUPANCY.
- BUILDING SHALL COMPLY WITH ALL APPLICABLE REQUIREMENTS OF ONTARIO UNDER THE FIRE MARSHAL ACT ON SITE WASTE COLLECTION WILL BE PROVIDED THROUGH A PRIVATE WASTE HAULER GARAGE AREAS TO LOCATED INSIDE OF THE BUILDING.
- AUTOMATIC BATTERY OPERATED EMERGENCY LIGHTING SHALL BE PROVIDED.
- ALL SECONDARY HEAVY DUTY FORKS SHALL BE EQUIPPED WITH APPROVED EXIT LIGHTS AND SELF CLOSERS.
- PORTABLE FIRE EXTINGUISHERS SHALL COMPLY WITH ONTARIO REG. 403/97, SEC. 2.3.1.1.
- SIGNS SHALL CONFORM TO O.C. REG. 333/12 AND CITY OF BRAMPTON SIGN BY LAW 799 2002.

SYMBOL LEGEND

- MAN DOOR LOCATIONS
- LOADING DOOR LOCATIONS
- DRIVE-IN OVERHEAD DOOR
- HYDRANT & VALVE
- CATCH BASIN
- SEWAGE CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- TOP OF CURB
- TOP OF WALL
- DIRECTION OF TRAFFIC FLOW
- EXISTING ELEVATIONS
- PROPOSED ELEVATIONS
- DIRECTION OF DRAINAGE FLOW
- SIGNAL CONNECTION
- UTILITY POST
- LIGHT STANDARD
- INVERT BENEATH INVERT TO FACE
- WALL PACK LIGHTING
- PROPOSED ELEVATION (FROM M.F.S.S. DRAWING)

SITE STATISTICS

SITE AREA:	7729.00 SQ M
BUILDING AREA:	
GROUND FLOOR AREA	3878.00 SQ M
OFFICE	548.17 SQ M
WAREHOUSE	3727.17 SQ M
TOTAL	4375.17 SQ M
SECOND FLOOR AREA	
OFFICE/STORAGE/MEZZANINE	338.14 SQ M
WAREHOUSE/STORAGE	66.80 SQ M
TOTAL	404.94 SQ M
TOTAL GFA	2128.53 SQ M

PROPOSED BUILDING HEIGHT TO LIS OF DECK: 8.2 M

PARKING REQUIREMENTS:
1 PER 15 SQ M (OFFICE/WAREHOUSE) 39
TOTAL CARS REQUIRED 39
CARS PROVIDED 39
LOADING SPACE REQUIRED 1
12 LOADING SPACES REQUIRED 1

SITE COVERAGE: (48.17%) 3721.17 SQ M
LANDSCAPED AREA: (4.9%) 361.42 SQ M
PAVED AREA: (46.88%) 3621.21 SQ M
ZONING: M3 INDUSTRIAL -15-15
BUILDING CLASSIFICATION, 3.2.2.708
INDUSTRIAL - GROUP F2
FACING 2 STREETS
SPRINKLER AS PER N.F.P.A. 13

SURVEY INFORMATION:
LEGAL SURVEY INFORMATION TAKEN FROM PLAN OF SUBDIVISION PART OF THE PART OF LOT 6, PLAN 43M-773, CITY OF BRAMPTON, ORIGINAL MUNICIPALITY OF PREL DATED MAY 28, 1988 BY CUNNINGHAM MC CONNELL LIMITED ONTARIO LAND SURVEYORS

BENCHMARK INFORMATION:
GEOIDIC BENCHMARK: MTD BENCHMARK NO. 1
GEOIDIC ELEVATION OF METRES

February 25, 2022

Mr. John Manita

Castleridge Homes
91 Delta Park Blvd., Suite 4
Brampton, ON, L6T 5E7

**Re: Parking Study
81 Delta Park Boulevard
Proposed Industrial Development
City of Brampton**

CGE Transportation Consulting is pleased to submit this Parking Justification Report in support of the proposed industrial development located at 81 Delta Park Boulevard, in the City of Brampton.

This report concludes that the proposed parking supply of 49 spaces was found to be adequate to accommodate the parking demands of the proposed development.

Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING



Casey Ge, P.Eng.
President

TABLE OF CONTENTS

	Page
1.0 Introduction.....	3
2.0 PARKING ASSESSMENT	6
2.1 City of Brampton Zoning By-Law	6
2.2 Parking Utilization Surveys.....	7
3.0 Traffic Demand Management.....	12
3.1 Public Transit Facilities	12
3.2 Pedestrian Facilities	13
3.3 Cycling Facilities	13
3.4 On-site TDM Implementation	15
4.0 Conclusions	15

LIST OF TABLES

		Page
Table 1	Site Statistics	4
Table 2	Minimum Parking Requirements – Zoning By-Law Section 30	6
Table 3	Parking Utilization - 70 Delta Park Boulevard (February 22, 2022)	7
Table 4	Parking Utilization - 91 Delta Park Boulevard (February 22, 2022)	8
Table 5	Parking Utilization - 70 Delta Park Boulevard (February 24, 2022)	9
Table 6	Parking Utilization - 91 Delta Park Boulevard (February 24, 2022)	9

LIST OF FIGURES

		Page
Figure 1	Project Location	3
Figure 2	Proposed Site Plan.....	Error! Bookmark not defined.
Figure 3	Existing Transit.....	131
Figure 4	Existing Cycling Facilities	12

LIST OF APPENDICES

Appendix A	Pre-Consultation Correspondence
Appendix B	Photos of the Subject Site
Appendix C	Consolidated Comment Report

1.0 INTRODUCTION

CGE Consulting was retained by Castleridge Homes to prepare a Parking Justification Study for a proposed one storey industrial building, located at 81 Delta Park Boulevard, in the City of Brampton (“the City”). The purpose of this study is to undertake a parking survey at two proxy sites located at 70 Delta Park Boulevard and 91 Delts Park Boulevard, which they have similar type business and parking characteristics. The parking utilization survey data will be used to justify for on-site parking deficiency.

Additionally, this report is to identify appropriate travel demand management measures such as bicycle parking, carpool programs between employees, dedicate on-site car share spaces.

A detailed scope of was submitted by CGE Consulting to the City staff for review and comments. Comments were received and have informed the general work program for the enclosed parking justification report and have been included in **Appendix A**.

The subject site is currently empty, and it is used as a parking area for passenger vehicles and large trucks. The site is bounded by employment buildings to the north and south, CN Brampton Yard to the east and Delta Park Boulevard and employment buildings to the west. Photos of the subject site are included in **Appendix B**.

The location of the proposed development is in illustrated in Error! Reference source not found. and is currently zoned as *M3 (Industrial)*.

Figure 1 Project Location



The proposed industrial building is located at 81 Delta Park Boulevard, and it is proposed to provide 49 parking spaces. Based on the site plan provided, the proposed industrial building will be one storey with mainly warehouse space, and an ancillary office in the front. The proposed development details are summarized in **Table 1**

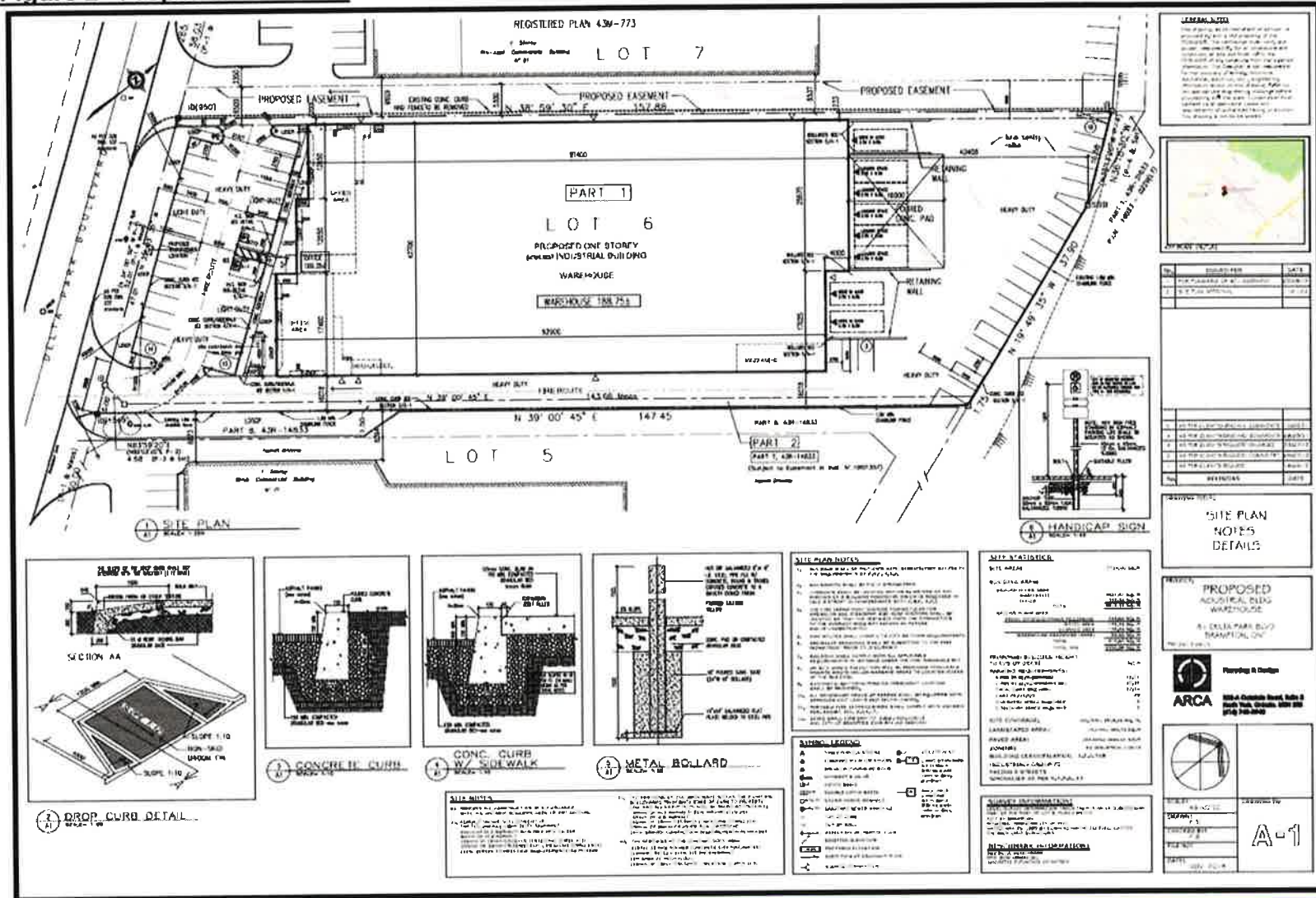
Table 1 – Site Statistics

Area	Building Type	GFA (m²)	Total (m²)
Ground Floor	Warehouse	3561.41	3916.25
	Office	354.84	
Second Floor	Office Area	148.00	348.64
	Storage Area	176.48	
Rear	Warehouse Mezzanine	66.00	66.00
Total GFA			4330.89

The site plan shows the provision of a total of 49 parking spaces including two (2) barrier free spaces, five (5) loading spaces and three (3) delivery spaces. Access to the site is via a full-access connection to Delta Park Boulevard. **Figure 2** shows the most recent site plan.

Parking Study – 81 Delta Park Boulevard, City of Brampton

Figure 2 Proposed Site Plan



2.0 PARKING ASSESSMENT

2.1 City of Brampton Zoning By-Law

The City Zoning By-Law, "SECTION 30.0 GENERAL PROVISIONS FOR INDUSTRIAL ZONES" minimum parking standards for a Warehouse requirement:

- If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area:
 - *Up to 7,000 square metres: 1 parking space per 90 square metres gross floor area or portion thereof;*
- For office use, 1 parking space per 20 square metres.

Table 2 summarizes the minimum parking requirement calculations for the proposed development under The City's Zoning By-Law Section 30.

Table 2: Minimum Parking Requirements – Zoning By-Law Section 30

Type of Use	Total GFA (SQ.M)	Zoning By-Law Section 30.0		Proposed Parking Supply
		Rate	Minimum Parking Supply Required	
Warehouse	3,822.05	1.0 space / 90 m ²	43	49
Office	508.84	1.0 space / 20 m ²	26	
Total			69	

Based on the City Zoning By-law, the combined number of parking spaces required for the office and warehouse uses is 69 spaces, which results in a parking deficiency of 20 spaces. Furthermore, the City in their September 24, 2019, Consolidated Comment Report, notified that the number of parking spaces required for this proposed site is 81 spaces, which results in a parking deficiency of 32 spaces. We are actually not clear as to how the 81 spaces are calculated. The September 24, 2019, Consolidated Comment Report is included in **Appendix C**.

While the proposed parking supply of 49 spaces does not meet the Zoning By-Law requirements, a parking reduction justification was undertaken by CGE Consulting to validate that the proposed parking supply. The following methodologies were analyzed:

- Parking Utilization Surveys.
- Assessment of non-auto/ Transportation Demand Management (TDM) opportunities within and in the vicinity of the site.

2.2 Parking Utilization Surveys

To determine if the proposed parking supply of 49 spaces is adequate, parking utilization surveys were undertaken at two proxy sites, as these buildings have similar business type and parking characteristics:

- 70 Delta Park Boulevard
 - 78 parking spaces, including:
 - 2 barrier free spaces
 - 58 reserved parking spaces
 - 18 visitor parking spaces
- 91 Delta Park Boulevard
 - 63 parking spaces, including:
 - 0 visible barrier free spaces)
 - 7 spaces occupied by snow
 - 16 reserved parking spaces
 - 40 spaces not reserved

The proxy sites were selected in agreement with the City staff as both are aligning with the business nature of the proposed development. Both proxy sites have a variety of different business tenants, including, plumbing, cabinet makers, packaging, food supplier etc. Photos of the business tenant names are included in **Appendix D**.

The parking surveys were conducted on Tuesday February 22, 2022, and Thursday February 24, 2022, between 9:00am – 5:00pm at 30-minute intervals. Detailed counts are provided in **Table 3, Table 4, Table 5, and Table 6**.

Table 3 – 70 Delta Park Boulevard (February 22, 2022)

Time of Day	# of Vehicles	Total Parking Supply	Utilization	Residual Spaces
9:00 AM	32	78	41%	46
9:30 AM	15		19%	63
10:00 AM	27		35%	51
10:30 AM	34		44%	44
11:00 AM	35		45%	43
11:30 AM	36		46%	42
12:00 PM	36		46%	42
12:30 PM	35		45%	43
1:00 PM	35		45%	43
1:30 PM	37		47%	41
2:00 PM	37		47%	41
2:30 PM	38		49%	40
3:00 PM	37		47%	41
3:30 PM	38		49%	40
4:00 PM	36		46%	42
4:30 PM	33		42%	45
5:00 PM	30		38%	48

Based on the survey results shown in **Table 3**, there was a peak demand of 38 parking spaces (40 available spaces) at 2:30pm and 3:30pm, which only represent 49% parking utilization.

Table 4 – 91 Delta Park Boulevard (February 22, 2022)

Time of Day	# of Vehicles	Total Parking Supply	Utilization	Residual Spaces
9:00 AM	30	63	48%	33
9:30 AM	31		49%	32
10:00 AM	31		49%	32
10:30 AM	32		51%	31
11:00 AM	27		43%	36
11:30 AM	30		48%	33
12:00 PM	32		51%	31
12:30 PM	33		52%	30
1:00 PM	30		48%	33
1:30 PM	31		49%	32
2:00 PM	37		59%	26
2:30 PM	36		57%	27
3:00 PM	34		54%	29
3:30 PM	33		52%	30
4:00 PM	31		49%	32
4:30 PM	21		33%	42
5:00 PM	14	22%	49	

Based on the survey results shown in **Table 4**, there was a peak demand of 37 parking spaces (26 available spaces) at 2:00pm, which only represents 59% parking utilization.

Table 5 – 70 Delta Park Boulevard (February 24, 2022)

Time of Day	# of Vehicles	Total Parking Supply	Utilization	Residual Spaces
9:00 AM	32	78	41%	46
9:30 AM	32		41%	46
10:00 AM	34		44%	44
10:30 AM	34		44%	44
11:00 AM	32		41%	46
11:30 AM	33		42%	45
12:00 PM	32		41%	46
12:30 PM	34		44%	44
1:00 PM	35		45%	43
1:30 PM	35		45%	43
2:00 PM	37		47%	41
2:30 PM	35		45%	43
3:00 PM	35		45%	43
3:30 PM	33		42%	45
4:00 PM	30		38%	48
4:30 PM	29		37%	49
5:00 PM	27	35%	51	

Based on the survey results shown in **Table 5**, there was a peak demand of 37 parking spaces (41 available spaces) at 2:00pm, which only represents 47% parking utilization.

Table 6 – 91 Delta Park Boulevard (February 24, 2022)

Time of Day	# of Vehicles	Total Parking Supply	Utilization	Residual Spaces
9:00 AM	26	63	41%	37
9:30 AM	26		41%	37
10:00 AM	32		51%	31
10:30 AM	33		52%	30
11:00 AM	33		52%	30
11:30 AM	30		48%	33
12:00 PM	31		49%	32
12:30 PM	34		54%	29
1:00 PM	29		46%	34
1:30 PM	30		48%	33
2:00 PM	36		57%	27
2:30 PM	30		48%	33
3:00 PM	36		57%	27
3:30 PM	33		52%	30
4:00 PM	33		52%	30
4:30 PM	27		43%	36
5:00 PM	15		24%	48

Based on the survey results shown in **Table 6**, there was a peak demand of 36 parking spaces (26 available spaces) at 2:00pm and 3:00pm, which only represent 57% parking utilization.

The highest parking utilization of 59% was recorded during the survey at both proxy sites. Based on the City Zoning Bylaw requirements of 81 parking spaces, this will equate to 48 parking spaces. Therefore, the proposed parking supply of 49 spaces will be sufficient to meet the City Zoning Bylaw parking requirements.

3.0 TRAFFIC DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

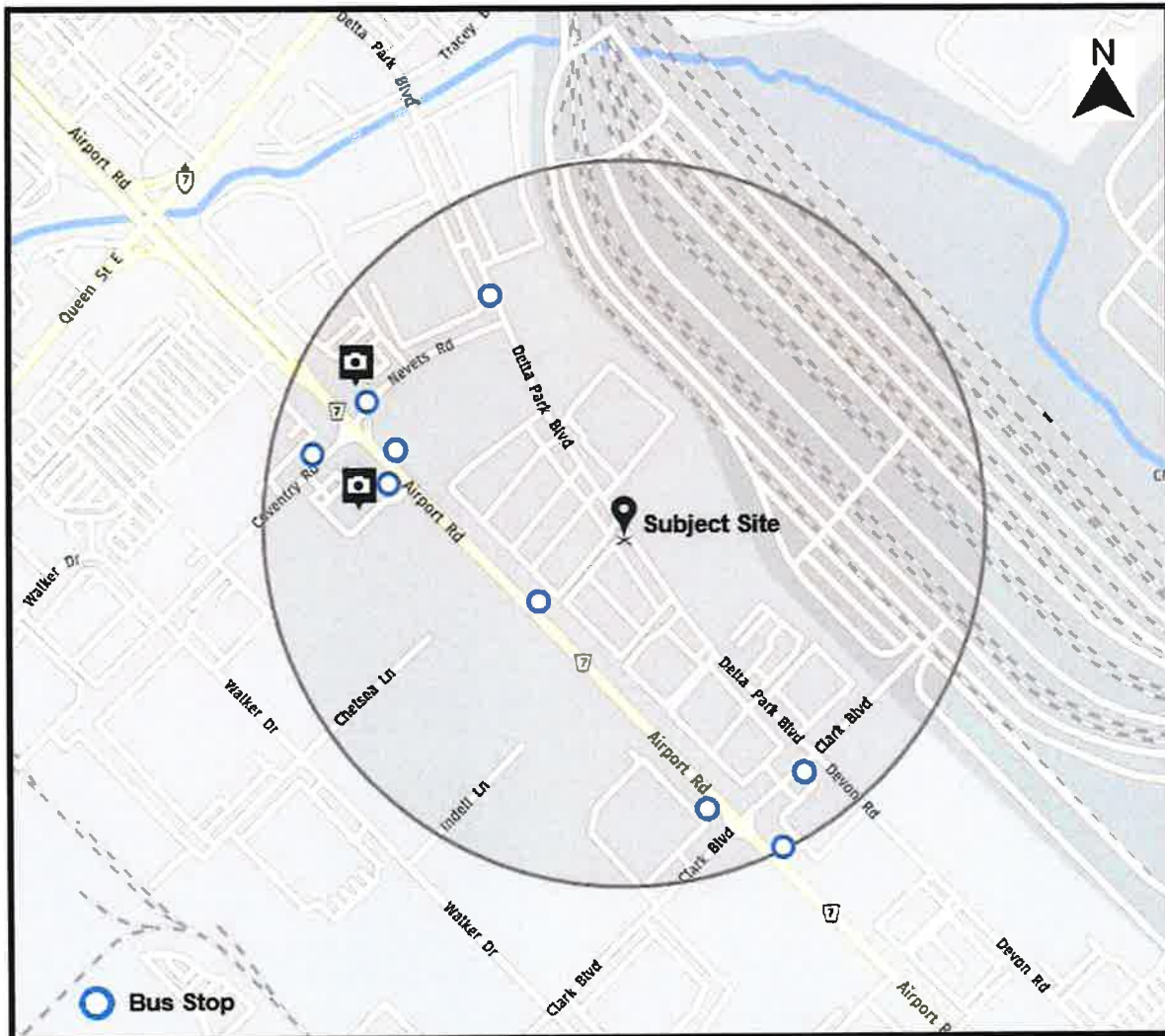
- Reduced auto-related emissions to improve air quality
- Decreased traffic congestion to reduce travel time
- Increased travel options for businesses and commuters
- Reduced personal transportation costs and energy consumptions

The combined benefits listed above will assist in creating a more active and livable community through improvements to overall active transportation facilities for the residents, businesses, and the surrounding community.

3.1 Public Transit Facilities

The proposed site is located in a transit well supportive area with nine (9) bus stops located within 500 metres, which is within comfortable walking distance, approximately 5-7 minutes. to the site. Brampton Transit provides multiple transit routes (Route 1, 1A, 20, 30 and ZUM 505) within the vicinity of the proposed site. **Figure 3** shows the existing transit routes and bus stops location.

Figure 3 Existing Transit



Source: Brampton Transit Maps

3.2 Pedestrian Facilities

Continuous pedestrian sidewalks are provided along the west side of Delta Park Boulevard connecting Queen Street East to the north/west and Clark Boulevard to the south. Additionally, pedestrians may utilize existing parking lot accessing transit stops along Airport Road.

3.3 Cycling Facilities

Presently, there are no biking facilities on Delta Park Boulevard; however, the road is wide enough to accommodate cyclist should they choose to cycle to work. The closest cycling facilities to the subject site are the multi-use paths along both sides of Queen Street East. While the City's By-law does not require bicycling parking spaces for the

proposed use and GFA size, it is recommended where feasible that bicycle parking facilities be provided.

Figure 4 Existing Cycling Facilities



Source: Brampton 2019 Cycling Maps

3.4 On-site TDM Implementation

The owner is committed to promote sustainable transportation systems. It actively encourages to explore and take advantage of the alternative modes of travelling available within their neighborhood. The Brampton/Caledon Smart Commute can provide a comprehensive list of items including materials, e-resources, links and PDF brochures on the following categories: Public Transit, Smart Commute, Cycling Information, and Active Transportation.

4.0 CONCLUSIONS

The subject site is currently vacant, and it is used as a parking area for passenger vehicles and large transport trucks. The site is bounded by employment buildings to the north and south, CN Brampton Yard to the east and Delta Park Boulevard and employment buildings to the west. The proposal is to construct a one storey industrial building mainly warehouse space, and an ancillary office in the front.

In accordance with the City's parking provisions outlined in the Zoning Bylaw the site requires 81 vehicular parking spaces. This parking justification report provides a parking surveys summary for two proxy sites that have similar type use and parking characteristics.

The key findings are summarized below:

- The maximum parking utilization at the surveyed proxy sites was 59%, which equates to 48 parking spaces of the 81 parking spaces required by the City's Zoning Bylaw. Therefore, the proposed 49 parking spaces meet the City's parking requirements.
- The many Transportations Demand Management measures that have been identified in the report will serve to encourage travel options by transit, walking and cycling for employees.
- Although the City's By-Law does not require bicycling parking spaces for the proposed site, it is recommended where feasible that bicycle parking facilities be provided.
- Employers are encouraged to take advantage of the alternative modes of travelling available within the area. The Brampton/Caledon Smart Commute provides carpool options to employers to reduce the reliance on single occupancy vehicles.

***Appendix A:
Pre-consultation Correspondence***

Casey Ge

From: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Sent: February 18, 2022 11:34 AM
To: Casey Ge
Subject: 81 Delta Park Blvd Industrial Development
Attachments: delta park blvd_81Site Plan_3_A1.pdf; comments PRE2019-0015 (2) (1).pdf

Casey,

If the operations at the adjacent buildings are (or will be) similar to the pre-existing buildings under the same ownership, then yes, an analysis of the existing buildings would be sufficient. But, please ensure the operations are similar and indicate as such in the study that will be submitted to our office.

And, as always, include this correspondence in the appendices of the study being submitted.

Regards,

Scott McIntyre

Transportation Planning Technologist | Engineering Division / Public Works & Engineering Department | City of Brampton

T: 905.874.2540 | F: 905-874-2599 | C: 437-213-8608 | 1975 Williams Parkway | ON L6S 6E5

Please note I am currently working remotely due to building occupancy limits during COVID-19. For information on safety, closures and reopening, please visit www.brampton.ca/reopening
Please reach out to me between the business hours of 8:30 AM until 4:30 PM on weekdays.

From: Casey Ge <casey@cgeconsulting.ca>
Sent: 2022/02/17 2:58 PM
To: McIntyre, Scott <Scott.McIntyre@brampton.ca>
Subject: [EXTERNAL]81 Delta Park Blvd Industrial Development

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon Scott, I received a proposal request for the industrial development project located at 81 Delta Park Blvd. (site plan attached). It looks like there's a parking deficiency (81 needed and 48 spaces provided) so a parking report is to be required. The client also owns two other industrial buildings next to this one on the same street and I can survey those buildings for parking utilizations. Would that be sufficient to address the parking deficiency issue? Is there anything additional or in particular that you would require for the parking study?

Look forward to hear from you.

Thank you

Casey Ge, P.Eng.
President

CGE Consulting
e: casey@cgeconsulting.ca
p: 416-602-1885

From: Frank Bellini <arcadesign@rogers.com>
Sent: February 17, 2022 2:14 PM
To: Casey Ge <casey@cgeconsulting.ca>
Subject: Fw: Contact

hi Casey
see attached site as discussed and the Pre-con comments
please note that we made a change in required building
which reduced the amount of parking
let me know if you have any questions
frank
416-745-2940

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

***Appendix B:
Photos of the Subject Site***



***Appendix C:
Consolidated Comment Report***



Planning & Development Services

Development Services

Consolidated Comment Report

Date: September 24, 2019

File: PRE-2019-0015

Applicant/Owner: Chung, Colin / NEVETS-AIRPORT ROAD HOLDINGS INC

Location: 81 DELTA PARK BLVD, BRAMPTON, ON

Proposal: Site Plan proposal for one-storey industrial warehouse with an accessory office.

This report contains comments from the technical group who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings/reports/etc. The applicant/owner must address all of the comments by creating a "Comment Response Table" identifying how all comments have been addressed. If you have any questions or concerns, please contact the planner assigned to your file: Yinzhou Xiao, 905-874-2867 Yinzhou.Xiao@brampton.ca

Accessibility Review

Final Comments

A1/5 HANDICAP SIGN - The mounting height of the sign is incorrect. Height of sign from the bottom edge of the sign to the top of grade/surface is 1 to 1.5 m maximum.
Sign detail - all signs must include the wording "Maximum Fine \$5000" and "For Enforcement call 905-458-3424"; in addition Type A signs include the wording "Van Accessible" .
Details are required for pavement markings (wheelchair symbol)
:Show the locations of accessible parking signs.
A curb cut/ramp is required at the top of the access aisle.

[link to Accessible Parking Manual](#)

Capital Works Review

Parking Study – 81 Delta Park Boulevard, City of Brampton

<i>Final Comments</i>	<p>Capital Works requires the following drawings for detailed review: Site Plan (A1dwg), Legal Plan, Servicing Plan, Grading Plan</p> <p>Refer to COB DWG. 237 for standard vehicular access into industrial, commercial or institutional site.</p>
Development Engineering Review	
<i>Final Comments</i>	<p>Grading and servicing plans and a stormwater management report shall be approved by the City of Brampton, Development Engineering Services Section. All plans and stormwater management reports shall be stamped by a professional engineer (PEO).</p>
Development Review	
<i>Final Comments</i>	<p>ACTN_PLAN_Cover Letter All re-submissions are to be accompanied by a detailed cover letter that responds to all comments identified within this report. Responses such as 'Noted' or 'Done' do not constitute sufficient detail. Please provide this written response to each of the individuals that have provided comments on this application.</p> <p>ACTN_PLAN_Street Address and File Number The municipal address and the assigned City file number, as noted above, shall be clearly identified in the title block on all drawings, on the cover of all reports and referenced in all correspondence associated with this application. Details of the physical address that is proposed to be affixed to the applicable building is to be depicted on the architectural elevation drawings.</p> <p>ACTN_PLAN_Submission Materials Formal submission should include Plans and Studies identified in the enclosed checklist. Number of hard copies are identified on P. 4 of the Site Plan application package. The digital format and the number of hard copies should be prepared in accordance with the Site Plan Review Information and Application Form.</p> <p>Before submitting the site plan application, please forward a copy of the cover letter (which should list submission materials) to Yinzhou.xiao@brampton.ca for review. If the cover letter is satisfactory, an appointment will be scheduled for the formal submission.</p> <p>ACTN_PLAN_Layout Changes to site layout may be required. Please review Urban Design comments for details.</p> <p>ACTN_PLAN_Other The proposed site plan contains multiple zoning deficiencies. Please revise the plan. Otherwise, a successful minor variance application is required prior to the issuance of site plan approval.</p> <p>ACTN_PLAN_Outstanding comments Please note that the following comments are outstanding: Building, Peel</p>

Parking Study – 81 Delta Park Boulevard, City of Brampton

	Region. Further comments will be provided once received.
Heritage Review	
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the site plan may require further review.
Initial GIS Update	
<i>Final Comments</i>	Polygon created
Landscape Review	
<i>Final Comments</i>	<p>Provide a complete set of landscape drawings signed and stamped by a landscape architect (OALA member). Drawing package must include a landscape plan, grading plan and show all applicable detail drawings as per City of Brampton standards.</p> <p>The applicant shall conform to all Zoning requirements with respect to landscaped areas and buffers.</p> <p>Provide an itemized cost estimate of landscape works for the purpose of establishing landscape securities. The cost estimate must be stamped by a landscape architect (OALA member).</p> <p>In the landscape buffer along Delta Park Blvd., provide a soft surface landscape treatment comprised of deciduous and coniferous trees and intermittent shrub beds. Planting must conform to City of Brampton landscape guidelines. Note that there is excessive parking shown along the landscape buffer. Reduce the number of parking spaces to 50 percent to provide more landscape frontage.</p> <p>Provide a minimum 1.2 meter high chain link fence along all property lines except road frontage.</p> <p>Detail comments will be provided during the full site plan review.</p>
Noise Review	
<i>Final Comments</i>	No Noise Requirements
Plumbing Review	
<i>Final Comments</i>	I am unable to comment due to the fact that site service drawings were not submitted.
Policy Review	
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the site plan may require further review.
Sign Review	
<i>Final Comments</i>	<p>All proposed signs shall conform to the City of Brampton Sign By-law 399-2002, as amended, noting:</p> <ul style="list-style-type: none"> - Signs shall conform to the Ontario Building Code O. Reg. 332/12, as amended. - Signs shall be fully secured to a structural member beyond the cladding of the building, please provide confirmation of the wall structure

Parking Study – 81 Delta Park Boulevard, City of Brampton

	<p>including support for signage. Plywood backing is recommended.</p> <ul style="list-style-type: none"> • Permits are required prior to the installation of signs. <p>There are no issues to comment on at this time. Any changes to the proposal may require further review.</p>
Traffic Control Review	
<i>Final Comments</i>	<p>ACTN_WTS_ 1) Proposed access width and radii must be 9.0m.</p> <p>ACTN_WTS_ 2) Site Plan is to include full right-of-way width of Delta Park including location and width of lane configurations, sidewalks, and utilities such as street lighting, hydro poles and fire hydrants. Include all existing and proposed subject site driveways as well as existing access and driveways of adjacent and opposing properties.</p> <p>ACTN_WTS_ 3) Prior to site plan approval, the applicant will provide proof that an easement with the neighboring property to the North West is registered on title in perpetuity. The mutual access and driveway easement to/from Delta Park Blvd. will be to the satisfaction of the City's Corporate Services and PW&E departments. The Owner hereby waives and releases the City from any claim for compensation, injurious affection or other damages, claims, demands, losses, costs, suits or other proceedings by anyone arising or which may arise as a result of such access arrangements.</p> <p>ACTN_WTS_ 4) Provide Auto-Turn analysis for truck maneuvers at proposed accesses and rear of building. Will the truck circulation around the property be one-way only?</p> <p>ACTN_WTS_ 5) A parking study is required as the proposed 48 parking spaces does not meet the required 81 parking spaces.</p>
Transit Review	
<i>Final Comments</i>	Brampton Transit has reviewed the referenced application and we have no comments from a transit planning perspective.
Urban Design Review	
<i>Final Comments</i>	<ol style="list-style-type: none"> 1. The application shall conform to Part 6.2 of the City-Wide Development Design Guidelines. 2. Office and entrance elements should be oriented towards the streetscape. 3. The office portion of the building should have a prominent built-form with architectural features to address the public realm. 4. The main entrance should be emphasized and visible from the street.

	<p>5. Exterior building materials shall be of a high life-cycle and aesthetic quality.</p> <p>6. Site planning shall minimize the impact of parking areas as much as possible through their configuration, the use of landscaping, and grading. At least 40% of the building frontage should be free of parking.</p> <p>7. Distinctive paving patterns and materials are encouraged in key locations to promote pedestrian safety and assist in orientation.</p> <p>8. A generous landscaped area should be provided in order to reflect a park-like campus environment.</p> <p>9. The development of open space / landscaped areas within industrial and employment areas is encouraged to foster high-quality exterior spaces for relaxation and interaction within areas designed for the working environment.</p> <p>10. Garbage and storage areas should be located inside buildings.</p> <p>11. The impact of mechanical equipment at rooftops should be minimized. The screening of the rooftop mechanical equipment should be integrated into the overall architectural design of the building.</p> <p>12. Please refer to attached UD file - "PRE-2019-0015_UD Sketch & Comments"</p>
Zoning Review	
<i>Final Comments</i>	<p>There is a parking shortage. 81 spaces required, 48 provided.</p> <p>50% of the required front yard (7.5 metres) shall be landscaped open space free of parking, driveway and paved area. Only 3 metres has been provided.</p> <p>The minimum side yard setback is 8 metres. Only 1.2m and 6m have been provided.</p>

***Appendix D:
Photos of the Business Tenant Names
at 70 and 91 Delta Park Boulevard***



70 Delta Park Boulevard

