

Application for Minor VarianceSection 45 of the *Planning Act*, R.S.O. 1990 c.P.13

Application Number: A-2023-0244
Property Address: 2 BRAMKAY STREET
Legal Description: PART OF BLOCK 1, PLAN 43M-875 PARTS 2 AND 7 PLAN 43R-23993 PART 5 PLAN 43R-26027 PART 1, WARD 8

Agent:
Owner(s): 2 BRAMKAY ST HOLDINGS ULC,
Other applications: nil
under the *Planning Act*

Meeting Date and Time: Tuesday, OCTOBER 24, 2023 at 9:00 am
Meeting Location: Hybrid in-person and virtual meeting – Council Chambers,
4th Floor Brampton City Hall, 2 Wellington Street West

Purpose of the Application:

1. TO PERMIT A FRONT YARD SETBACK OF 18.21 METRES, WHEREAS THE BYLAW REQUIRES A MINIMUM FRONT YARD SETBACK OF 21.0 METRES; AND
2. TO PROVIDE 296 PARKING SPACES, WHEREAS THE BYLAW REQUIRES A MINIMUM OF 404 PARKING SPACES.

Participate in the Meeting:

- Send an email with your written comments to coa@brampton.ca. Written submissions must include your name and mailing address, the application number or property address you are commenting on, and must be received no later than **4:00 pm on Thursday, October 19, 2023**.
- Participate in person by attending the meeting on the date and time noted above. You are encouraged to register for in person attendance by emailing coa@brampton.ca and indicating if you plan to address Committee.
- Participate virtually (computer, tablet or smartphone). To participate virtually via WebEx, you must register in advance, no later than **4:00 pm on Thursday, October 19, 2023**, by emailing coa@brampton.ca, and providing your name, mailing address, phone number and email address. Confirmation of registration and participation instructions will be provided.

Note: Information provided in your correspondence, virtual or in-person delegation will become part of the public meeting record and will be posted on the City's website. If you do not participate in the public meeting, Committee may make a decision in your absence and you will not be entitled to any further notice in the proceedings.

Viewing Application Materials: The application and related materials are available online at www.brampton.ca/en/city-hall/meetings-agendas and may be viewed in person in the City Clerk's Office during regular business hours. More information regarding the Committee of Adjustment is available at www.brampton.ca.

Appeal Process: If you wish to be notified of the decision of Committee, you must submit a written request to coa@brampton.ca. This will also entitle you to be advised of an appeal of the matter to the Ontario Land Tribunal (OLT). Please be advised that only the applicant, municipality, certain public bodies and the Minister can appeal a decision to the OLT. If a decision is appealed, you may request participant status by contacting olt.clo@ontario.ca.

Owners are requested to ensure that their tenant(s) are notified of this application and meeting date. This notice is to be posted by the owner of any land that contains seven or more residential units in a location that is visible to all of the residents.

Dated this 13th day of October 2023

Secretary Treasurer
Committee of Adjustment, City Clerk's Office
2 Wellington Street West, Brampton, L6Y 4R2
P: 905.874.2117
E: coa@brampton.ca

A-2023-0244

September 26, 2023

SEP 27 2023

CITY CLERK'S OFFICE

City of Brampton – Planning & Development Department
2 Wellington Street West
City Hall, 3rd Floor
Brampton, ON L6Y 4R2

Attention: Secretary Treasurer, Committee of Adjustment

RE: Revised Minor Variance Application
2 Bramkay Street, Brampton, ON
TBG Project No. 23971

On behalf of our client, 2 Bramkay St Holdings ULC (owner of 2 Bramkay Street, Brampton), The Biglieri Group Ltd. ("TBG") is pleased to submit a Minor Variance Application to facilitate the proposed site plan application on the lands municipally known as 2 Bramkay Street, Brampton ("Subject Site"), to expand the existing warehouse on the Subject Site and add additional loading docks and surface parking spaces.

SITE DESCRIPTION & PROPOSAL

The Subject Site is located at the southeast corner of the intersection of Corporation Drive and Bramkay Street, and is northwest of Queen Street East. The Subject Site is 103,993 m² in size with an approximate frontage of approximately 508 metres on Bramkay Street and 170 metres onto Corporation Drive. There is an existing industrial building on the Subject Site which is used for warehousing with a gross floor area of 37,462 m². The height of the existing building is 11.7 metres. Additionally, there are a total of 42 existing loading docks along the rear wall of the building. Surface parking is located at the front of the building, adjacent to Bramkay Street, totaling 93 spaces. Of the existing 93 parking spaces, there are a total of 8 accessible spaces, 4 of both Type A and Type B. Outdoor storage is present on the remainder of the Subject Site. The proposed addition will add 22,367m² of building GFA, resulting in an overall total building GFA of approximately 59,829 m². The proposed height of the addition measures a total of 15 metres, to the parapet located at the main entrance of the addition. The height for the majority of the building is 14 metres.

An application for Site Plan Approval was submitted to the City of Brampton on September 9, 2023, with an updated cover letter submitted September 15, 2023. TBG and City of Brampton completed a zoning review and identified that a minor variance application would be required as the proposed parking supply does not meet the minimum parking requirements per Zoning By-law #207-2004 Provision 30.5.

In addition, a second minor variance is required for the front yard depth. Per the Zoning By-law exception 366, the minimum front yard depth for a building with a height less than 12 metres, is 18 metres. The existing building on site conforms to this requirement. The proposed addition has a building height of 15 metres (including the parapet) and therefore, the required front yard depth is 21

PLANNING | DEVELOPMENT | PROJECT MANAGEMENT | URBAN DESIGN

2472 Kingston Road, Toronto, Ontario, M1N 1V3
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tbg@thebiglierigroup.com

metres, for a building with a height over 12 metres. As such, a minor variance is required to approve this condition.

PROPOSED MINOR VARIANCES

The Subject Site is zoned *Industrial – Type M3A-366* in the City of Brampton Zoning By-law #207-2004. The proposed building expansion was designed in a manner to conform to as many zoning provisions as possible while maximizing the permissible building size on the Subject Site; however, the proposed development is deficient in total proposed parking. The existing building meets the legal non-conforming requirements for minimum landscaped open space in all front, rear, and interior/exterior side yards, and parking stall minimum size requirements.

Zoning By-law #207-2004 sets out the following provisions/requirements with respect to parking:

- A parallel parking space shall be a rectangular area measuring not less than 2.70 metres in width and 6.5 metres in length, the long side of which is parallel to an aisle (Provision 6.17.1 (b)); and
- The minimum number of parking spaces required is 403 (Provision 30.5).

The existing building is legal non-conforming for the required dimensions for parking stalls as per Provision 6.17.1 (b); however, all new proposed parking stalls meet the required dimensions. The proposed Site Plan contemplates 296 parking spots for the existing building and expansion; therefore, a variance of 107 parking spaces is required to Provision 30.5.

The applicable zoning exception 366 specifies the following:

- (b) Minimum Front Yard Depth:

(3) for a building 12.0 metres or less in height, but greater than 10.0 metres in height: 18.0 metres

(4) for a building 15.0 metres or less, but greater than 12.0 metres in height: 21.0 metres

The existing and proposed front yard depth is 18.24 metres.

Proposed Minor Variances:

- Variance to Zoning By-law #207-2004 Provision 30.5 to make the minimum parking requirement be 1 space per 202 spaces (rounded from 202.125m²) of building GFA.
- Variance to Zoning By-law #207-2004, exception 366 to permit a front yard setback of 18.24 metre for a building with a height of more than 12 metres.

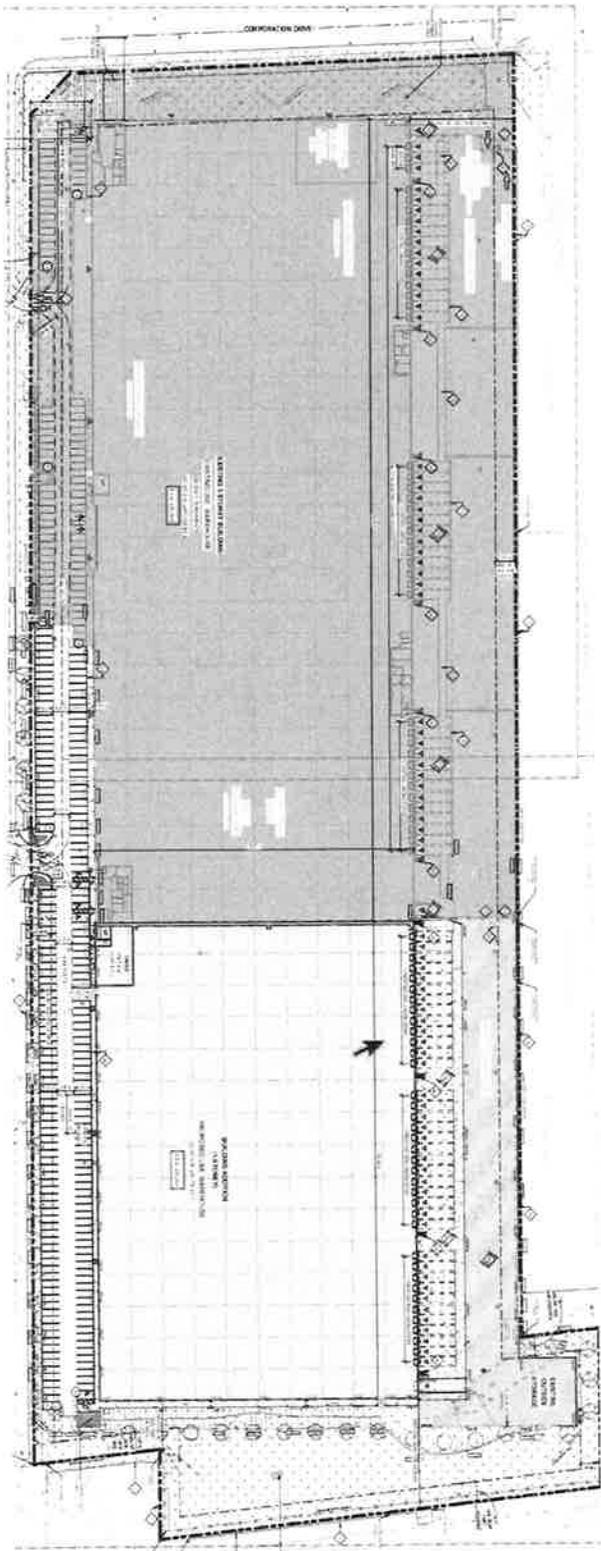


Figure 1 – Site Plan

ANALYSIS

Provincial Policies

Pursuant to section 3(5) of the Planning Act (“the Act”), variances must be consistent with the Provincial Policy Statement, 2020 (“PPS”) and must conform with the Growth Plan for the Greater Golden Horseshoe (2020) (“Growth Plan”). In addition, Section 45(1) of the Act outlines the four tests which must be satisfied in order for a minor variance to be approved. The variances have been reviewed against the relevant Provincial policies and it is TBG’s professional opinion that the variances conform with Provincial policy.

Four Tests

1. Are the variances in keeping with the general intent and purpose of the Official Plan?

The proposed variance is in keeping with the general intent and purpose of the City of Brampton Official Plan (“OP”). The Subject Site is designated as *Industrial* and the proposed building will comply with the policies of this section. The planned function of lands designated *Industrial* is to “provide for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution” (Section 4.4.2). This designation permits a range of industrial, manufacturing, distribution, warehousing and other related uses. Limited office uses are also permitted on lands designated *Industrial* (Policy 4.4.2.1). Furthermore, the Subject Site is designated as *General Employment 2* in the Airport Intermodal Secondary Plan. The *General Employment 2* designation permits a broad range of industrial uses including warehousing and storage of goods, manufacturing, and distribution centers (Policy 1.2.1). The City shall accommodate 70,000 to 90,000 employment land jobs, with some growth occurring through the intensification of existing employment areas (Policy 4.4.2.2). Secondary Plans are intended to refine the *Industrial* designation into sub-categories, with specific policies (Policy 4.4.2.5). The development of industrial facilities that achieve sufficient massing and gross floor area, is encouraged to achieve long-term economies of scale (Policy 4.4.2.10). As it relates to design, development shall promote appropriate massing, provide satisfactory access, provide an attractive and safe built environment, encourage high quality landscape treatment, and minimize the impact of parking areas (Policy 4.4.2.22).

The minor variances requested will facilitate the addition to an existing warehouse building, and the provision of additional loading and vehicular parking spaces on the Subject Site, thereby intensifying the site. The proposed development is an expansion of a permitted use on the Subject Site and will help to accommodate the forecasted employment growth and attain long-term economies of scale in the City of Brampton. As it relates to the design policies, the proposal will be appropriately massed and provide satisfactory access. The proposed variance to reduce the number of required parking spaces is not only supported from an operational perspective, as detailed in the Parking Justification Study, prepared by GHD, but will also help to provide an attractive and safe built environment with a smaller surface parking lot and associated hardscaping. Further, the reduced parking will help to minimize the impact of the surface parking area, which is further minimized by site conditions where the lower grade makes the surface parking less visible from the street. GHD has provided a rationale that relies on existing parking demand within the subject site and data from six proxy sites. The

study concludes that the proposed parking supply of 296 spaces (1 space per 202 m²) is expected to exceed the parking demand of the proposed expansion and is supportable from a transportation planning perspective.

The proposed variance to the front yard depth also has the effect of facilitating an appropriate massing and relationship of the existing employment building to Corporation Drive. In addition, the increased building height related to the addition is located towards to the rear of the lot, away from the lot frontage, therefore, the additional massing from the addition will not be apparent from Corporation Drive.

In our opinion, the proposed variances related to parking and the front yard lot depth meet the general intent and purpose of the Official Plan.

2. Are the proposed variances in keeping with the general intent and purpose of the Zoning Bylaw?

The property is zoned as *Industrial – M3A-366* Zone in the City of Brampton Zoning By-law #207-2004. Warehousing is a permitted use in the *M3A-366* Zone. Furthermore, the general requirements and number of required parking spaces are set out in the Zoning By-law with the intent to ensure that the use of the Subject Site can be supported by ensuring there are enough parking spaces for employees and visitors.

The By-law requires a total of 403 parking spaces for the Subject Site, while the development proposes a total of 296. Of the 296 parking spaces, 93 are already existing. As such, these parking spaces do not meet the general provisions, as set out in 6.17.1. The 203 new parking spaces proposed for the Subject Site will conform with the general provisions set out in Provision 6.17.1 in the Zoning By-law. However, the total of 296 parking spaces, does not meet the minimum requirements set out in Section 30.5, which requires a total of 403. Despite not meeting the general requirements and number of required parking spaces, the proposed variances are in keeping with the general intent and purpose of the By-law. The purpose and intent of the Zoning By-law is to require a minimum parking rate that will ensure that the proposed development is adequately serviced. The Parking Study confirms that the proposed parking supply and dimensions will support the warehouse expansion at the Subject Site. Furthermore, based on the conclusions of the Parking Justification Study prepared by GHD, the proposed parking rate is in keeping with other proxy sites that were reviewed and can adequately service the anticipated futures needs of the Subject Site. The proposed parking supply of 296 spaces (1 space per 202 m²) is expected to exceed the parking demand of the proposed expansion and is supportable from a transportation planning perspective.

Per the Zoning By-law exception 366, the minimum front yard depth for a building with a height less than 12 metres is 18 metres. The existing building on site conforms to this requirement with a setback of 18.24 metres. The required front yard depth is 21 metres for a building with a height over 12 metres. The proposed addition has a building height of 15 metres (including the parapet) and therefore, a minor variance is required to approve the existing front yard condition. The purpose and intent of the zoning, for increasing the front yard depth for a taller building is to provide for a comfortable relationship between the

building and the public realm, and to mitigate the appearance of mass. The increased building height related to the proposed addition is located towards to the rear of the lot, away from the lot frontage, therefore, the additional massing from the building will not be apparent from Corporation Drive. As such, the variance to the permitted front yard depth meets the intent and purpose of the Zoning By-law, as the relationship between the building height and front yard depth is maintained.

In our opinion, the proposed variances related to parking and the front yard lot depth meet the general intent and purpose of the Zoning By-law.

3. Are the proposed variances desirable for the appropriate development or use of the land?

The variances requested are desirable for the appropriate development of the land. The Subject Site is located within an *Employment Area* in the City of Brampton and is surrounded by other industrial uses. The expansion of the warehouse building will intensify the economic activity at the Subject Site, while creating a more attractive built form. The proposed variances will support the expansion of the warehouse and the provision of less parking will support a more attractive built form environment and minimize the visual impact of a surface parking lot. In addition, the variance related to the front yard depth is desirable, as it provides for a compatible and comfortable relationship between the existing building massing and the public realm related to Corporation Drive.

In our opinion, the proposed variances are desirable for the appropriate development of the land.

4. Are the variances minor in nature?

The variances are minor in nature as the dimensions of the existing parking spaces are not significantly different than the requirements of Provision 6.17.1 and have historically and presently supported the existing warehousing use at the Subject Site. Further, the reduction of 107 parking spaces is minor in nature as the Parking Justification Study confirms that the proposed parking rate is sufficient to support the expansion of the warehousing use at the Subject Site. Please see enclosed Parking Assessment for full study. The reduced parking rate will help to minimize the visual impact of surface parking, and as such will benefit the surrounding community and achieve a more attractive built form.

The proposed variance to the minimum required front yard depth is 2.76 metres. The proposed variance is minor in nature, as the required variance is only triggered due to the increase in the building height of the addition, which is located towards the rear of the site, away from the frontage. The relationship between the building mass and public realm is maintained, and the increase in building height is not discernable from the lot frontage along Corporation Drive.

As such, it is our opinion that both variances are minor in nature.

SUPPORTING DOCUMENTS

In support of the current application, please find enclosed the following:

- This revised Planning Rationale and Covering Letter, prepared by TBG and dated September 26th, 2023;
- Revised Application form, prepared by TBG and dated September 26, 2023 (including Agent Authorization and Permission to Enter);
- Site Plan, prepared by Alex Rebanks Architects, dated September 6, 2023; and
- Survey, prepared by R. Avis Surveying Inc., dated October 5, 2018.

We trust that you will find all in order, however if you have any questions or require additional information, please contact us at your earliest convenience.

Respectfully,

THE BIGLIERI GROUP LTD.



Mallory Nievas
Senior Planner

Cc: Christian Nguyen, Project Director, Turner & Townsend Cavalieri
Rawan Khan, Development Manager, Pure Industrial
Michael Duff, Vice President, Development, Pure Industrial

Flower City



brampton.ca

FILE NUMBER:

A-2023-0244

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. Questions about the collection of personal information should be directed to the Freedom of Information and Privacy Coordinator, 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)** 2 Bramkay St Holdings U.I.C.
Address 121 King Street West, Suite 1200, Toronto, ON, M5H 3T9
Phone # 416-524-3644 **Fax #** _____
Email rkhan@pureindustrial.ca; mduff@pureindustrial.ca

2. **Name of Agent** Mallory Nieves, The Biglieri Group Ltd
Address 2472 Kingston Road, Toronto, ON, M1N 1V3
Phone # 647-882-2726 **Fax #** _____
Email mnieves@thebiglierigroup.com

3. **Nature and extent of relief applied for (variances requested):**
Please see enclosed Cover Letter.
Variance to Zoning By-law 207-2004 Provision 30.5 required, in order to permit a minimum parking rate of 1 space per 202.125 square metres. Total number of parking spaces proposed is 296 while 403 is required.
In addition, a variance is required to permit a front yard setback of 18.24 m (which is existing), as the proposed building height has now increased to 15 metres, with the proposed addition. Per the applicable zoning, a 21 metre setback is required for a building over 12 metres in height.

4. **Why is it not possible to comply with the provisions of the by-law?**
Given the current parking requirements, the resulting building GFA due to the proposed building expansion requires more parking spaces than is possible to provide on site. In addition, the front yard setback is already established by the existing building on site.

5. **Legal Description of the subject land:**
Lot Number Part of Lot 6
Plan Number/Concession Number Registered Plan 43M-875, Concession 6
Municipal Address 2 Bramkay Street, Brampton, L6S 6E9

6. **Dimension of subject land (in metric units)**
Frontage 170 m
Depth 508.49 m
Area 10.4 Ha [103,993 S.M.]

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

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

Yes No

If answer is yes, provide details: File # _____ Status _____

18. Has a pre-consultation application been filed?

Yes No

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

Yes No Unknown

If answer is yes, provide details:

File #	Unknown	Decision	200/04	Relief	unknown
File #	_____	Decision	_____	Relief	_____
File #	_____	Decision	_____	Relief	_____

MP

Signature of Applicant(s) or Authorized Agent

DATED AT THE City _____ OF Toronto _____

THIS 26 DAY OF September 20 23

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, Mallory Nieves _____ OF THE City _____ OF Toronto _____

IN THE province _____ OF Ontario _____ 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 Toronto _____

IN THE province _____ OF

Ontario THIS 26 DAY OF

September 20 23

Susan Louise Bighien
A Commissioner etc.

MP

Signature of Applicant or Authorized Agent,
Susan Louise Bighien, a Commissioner,
etc., Province of Ontario, for The
Biglieri Group Ltd. and The Living
Wall An Ecological Sound Barrier
Solution Inc., Expires August 26, 2026.

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

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

Zoning Officer

Date

DATE RECEIVED _____

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: 2 Bramkay Street, Brampton, ON, L6S 6E9

I/We, 2 Bramkay St Holdings ULC
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 26 day of September, 2023.



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

Michael Duff

(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



RECEIVED

SEP 27 2023

CITY CLERK'S OFFICE

Our ref: 12618632

18 September 2023

Christian Nguyen
Cavalieri Associates
2145 Dunwin Avenue
Suite 14
Mississauga, Ontario, L5L 4L9

**Subject: Revised Parking Appraisal
Proposed Minor Parking Variance
2 Bramkay Street
Brampton, ON**

1. Introduction

GHD is pleased to provide this revised Parking Appraisal letter in support of a Minor Variance application for the expansion of the existing industrial development located at 2 Bramkay Street in the City of Brampton. This revised letter addresses comments received from City staff requesting additional proxy sites to be included in the parking demand surveys.

The subject site currently operates as a warehousing facility with 37,462 m² of total GFA and is located in the southeast corner of Bramkay Street and Corporation Drive. The southern portion of the property is currently operating as an intermodal facility.

The warehouse facility consists of a one-storey building with two office units; one located in the northwest corner of the building, and one located in the southwest corner of the building. Vehicular access is provided via three access: a full-moves access along Bramkay Street provided access to the parking lot, an inbound access along Bramkay Street for trucks entering the intermodal facility, and a full-moves access along Corporation Drive used to access the loading docks and by trucks exiting the intermodal facility.

An expansion to the existing warehouse building is proposed for the existing one-storey warehouse facility to be located on the portion of the property currently occupied by the intermodal facility. The expansion is primarily being proposed as-of-right, however, the parking proposed is lower than that required within the existing zoning regulations, and as a result, a minor variance is being requested from the City's Zoning By-law 270-2004.

The subject site location and surrounding road network are shown in **Figure 1**.

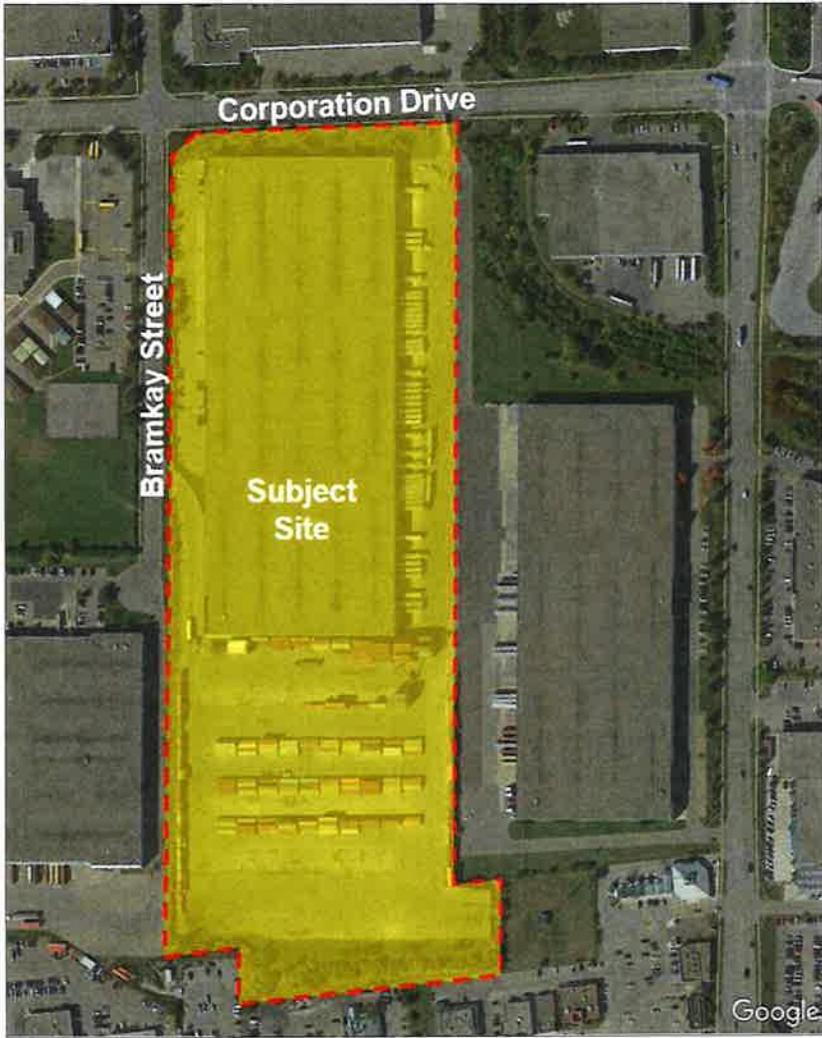


Figure 1 Site Location

2. Site Characteristics

The proposed site plan prepared is dated July 2023 shows the expansion to the existing building which has a total Gross Floor Area (GFA) of 37,462 m², including a 279.5 m² office (Office 1) and a 276.5 m² office (Office 2) and the proposed 1-storey warehouse addition with a total GFA of 22,367 m².

It should be noted that the existing second office (Office 2) has been vacant since August 2022. The site plan is provided in **Figure 2** and **Appendix A**.

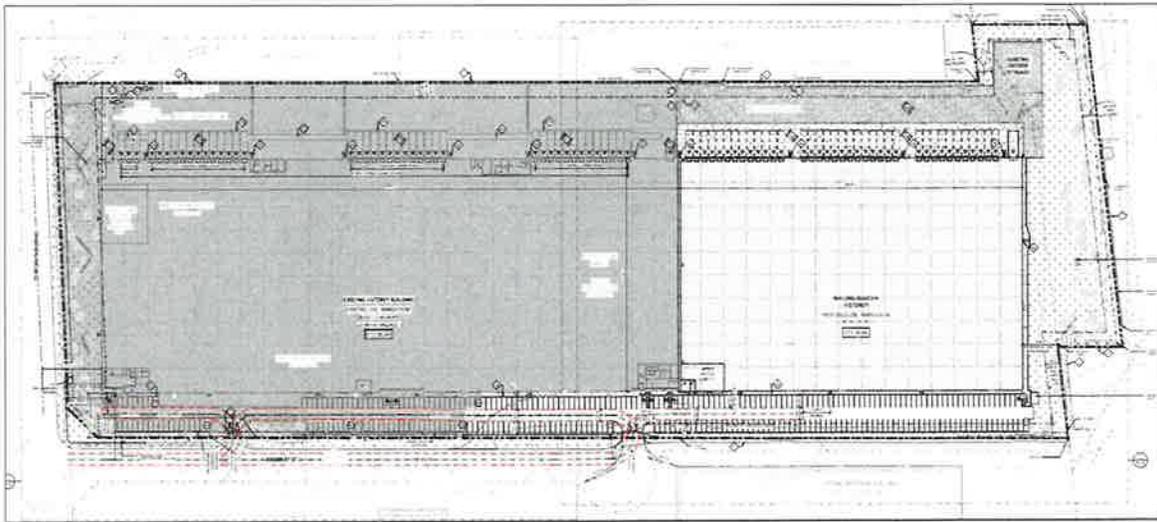


Figure 2 Site Plan

The site currently has a parking supply of 93 parking spaces and proposes an additional 203 parking spaces with expansion for a total of 296 parking spaces.

The existing occupied office GFA has 8-9 employees and operates Monday to Friday 8 a.m. to 4:30 p.m. while the warehouse facility operates 24/7 with two 12-hour shifts with most employees working the shift occurring from 5 a.m. to 6 p.m. We understand that the current highest number of employees that would be on-site at one time within both the office and warehouse is 28 employees.

3. Existing City of Brampton By-Law and Required Variance

The subject site is governed by the City of Brampton's Zoning By-law 270-2004, with the parking requirement found under Section 30.5. As per the existing Zoning By-Law, warehousing facilities with over 20,000 m² of GFA require 168 parking spaces plus 1 parking space per 170 m² of GFA or portion thereof that is over 20,000 m².

Based on the proposed expansion of the existing warehousing facility, the minimum By-law parking requirement rate for the subject site is as follows:

- Industrial Building, 20,000 m² or more:
 - 168 spaces plus 1 parking space per 170 m² of GFA or portion thereof that is over 20,000 m².

With 59,829 m² of total GFA (37,462 m² of existing GFA and the proposed 22,367 m² warehouse expansion), the parking requirement for the subject site is summarized in the following tables.

Table 1 City of Brampton Minimum By-Law Parking Requirements

Component	GFA, m ²	By-law Rate	Required Spaces
Existing Warehouse	37,462	By-law: >20,000 m ² ,168 spaces +1 space per 170 m ²	271
Warehouse Expansion	22,367	By-law: >20,000 m ² ,168 spaces +1 space per 170 m ²	182
Total	59,829	By-law: >20,000 m²,168 spaces +1 space per 170 m²	403

With the addition of proposed warehouse expansion, the subject site is required to provide a total of 403 spaces. The proposed provision of 296 spaces (1 space per 205 m²) represents a shortfall of 107 spaces or 26.6%, from the By-law requirement.

As a result, a minor variance is being requested to provide parking at a rate of 1 parking space per 202 m² of GFA.

4. Proxy Site Parking Demand Surveys

In support of the proposed minor variance GHD conducted a parking demand survey of the subject site and at several proxy sites located in close proximity to the subject site.

The proxy surveys were generally conducted in compliance with the City's Draft Parking Study Terms of Reference and included surveying each proxy site on a weekday over the span of two weeks. Parking surveys were completed at multiple intervals throughout the day during times when the anticipated peak parking demand is expected.

4.1 Subject Site Existing Parking Demand Survey

Parking demand at the subject site was observed during two weekend and two weekday days. The surveys were conducted on Saturday, July 8th and 15th, and during the week on Wednesday, July 19th, and Thursday, July 20th, 2023.

The Saturday parking counts occurred between 12 p.m. and 1 p.m. to confirm the peak parking demand when the highest number of employees are typically on site. The weekday survey on Wednesday, July 19th, 2023 was conducted over three four-hour periods, capturing the various shift changes throughout the day. The three periods were 5 a.m. – 9 a.m., 12 p.m. to 4 p.m., and 6 p.m. – 10 p.m. The peak parking demand was observed to be 21 vehicles from 8:00 a.m. to 8:30 a.m.

A second survey was conducted on Thursday, July 21st, 2023 to confirm the peak parking demand occurs during the 5 a.m. – 9 a.m. period, and found the peak parking demand to be 20 vehicles. The peak parking demand from the four survey days are summarized in **Table 1** below and the weekday survey details are provided **Appendix B**.

Table 2 Peak Parking Demand – 2 Bramkay Street

Date	Saturday, July 8 th , 2023	Saturday, July 15 th , 2023	Wednesday, July 19 th , 2023	Thursday, July 20 th , 2023
Number of Occupied Stalls	6	6	21	20

Table 3 Subject Site Existing Parking Demand

Address	GFA (m ²)	Number of Parking Spaces Available	Peak Parking Demand (Week 1)	Peak Parking Demand (Week 2)	Maximum Occupancy	Maximum Observed Parking Rate (1 space per X m ²)
2 Bramkay Street	37,462	93	<u>21</u>	<u>20</u>	23%	1,783.90

As summarized in the table above, the subject site has an observed existing peak parking demand of 1 space per 1,783.90 m² of GFA with a maximum parking space occupancy of 23%.

The current tenant indicated that only the warehouse component is open during the weekend which consistent with the surveys conducted throughout the four survey days.

At the time of the survey, the office in the southeast corner of the building (Office 2) was vacant (276.5 m²).

4.2 Proxy Sites Parking Demand Surveys

GHD also conducted parking demand surveys at six other industrial buildings located near the subject site that share similar characteristics (i.e., similar levels of transit service, similar provisions of active transportation and proximity to residential developments). With the exception of 200 Chrysler Drive, the buildings selected for the proxy surveys are also owned and managed by Pure Industrial, which also manages the site at 2 Bramkay Street.

Pure Industrial has also confirmed that the selected proxy sites are all industrial/warehouse uses that include a small office component and were fully leased and occupied at the time the surveys were completed. The proxy sites consist of various tenants, each representing different types of industrial land uses. This diversity is a benefit considering that information about the future tenant for the proposed expansion is unknown at this time.

The addresses for the six proxy sites are summarized below and their location relative to the subject site illustrated in **Figure 3**:

- 1925 Williams Parkway
- 25 Bramtree Court
- 35 Bramtree Court
- 390 Chrysler Drive
- 400 Chrysler Drive
- 200 Chrysler Drive

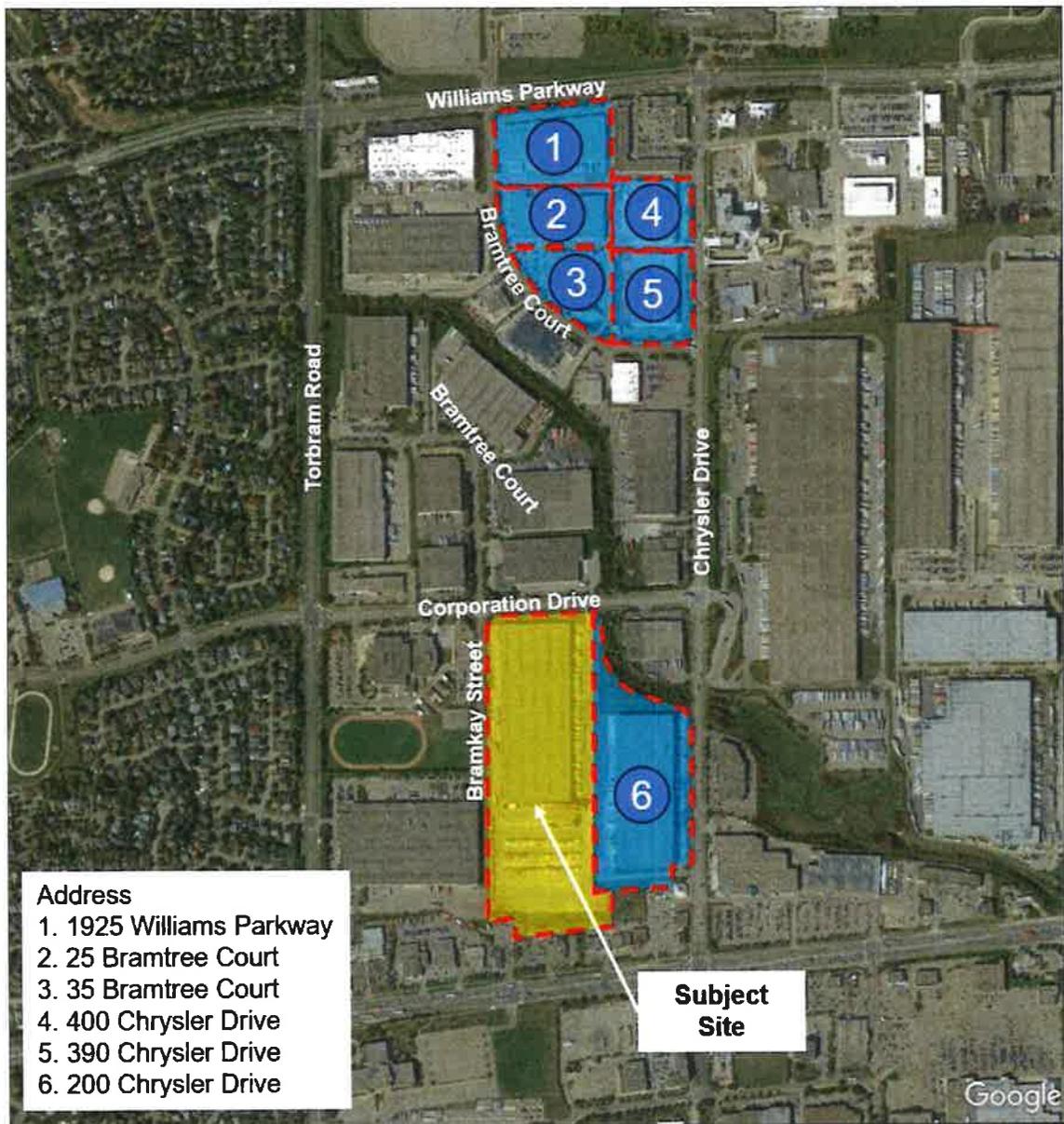


Figure 3 Proxy Site Locations

1925 Williams Parkway is a 142,821 ft² multi-unit industrial building. The tenants are CDMV (veterinarian products distribution), Quality Move Management Inc. (storage and distribution), Oxford University Press (warehouse), Barrett Diversified Corporation -Xplornet Communications Inc (a telecommunications company).

25 Bramtree Court is a 128,419 ft² multi-unit industrial building. The tenants include Wood Stream Canada Corp (Warehousing), Instorage Distribution Ltd. (Logistics), and GBT Logistics and Packaging Inc. (Logistics and Packaging)

35 Bramtree Court is a 63,693 ft² multi-unit industrial building. The tenant includes Sun Rich Foods Canada Inc, a food distribution company.

390 Chrysler Drive is a 103,290 ft² single unit industrial building with Mac Millians being the only tenant and the facility used for warehousing and distribution.

400 Chrysler Drive is an 87,206 ft² industrial building used with Cheng Shin Rubber Canada Inc. and Maxxis Tire the current tenants (tire manufacturing and distribution)

200 Chrysler Drive is a 290,291 ft² industrial building with NLS (National Logistics Services) as its current tenant, a logistics company.

A review of the operating hours of the subject site and the proxy sites confirmed that the developments typically are closed or operate at reduced capacity during the weekend, as a result, the peak parking demand is not expected to occur on the weekend. Therefore, the parking surveys of the proxy sites were all conducted during a typical weekday.

During each survey, all passenger vehicles parked on the premises were recorded, including those that were not parked within a standard parking stall. The parking surveys were completed separately for each site with the exception of 25 and 35 Bramtree Court which share parking areas making the distinction between vehicles parked for one address or the other difficult. For this site, the total parking for both sites was surveyed as one property and the GFA of both building used in the calculation of peak parking demand.

The results of the parking demand surveys completed at the six proxy sites were reviewed and the results of the parking survey are provided in the table below. The maximum observed parking rate only considered the highest peak parking demand out of the two survey days.

Table 4 Proxy Site Parking Demand

Address	GFA (m2)	Number of Parking Spaces Available	Peak Parking Demand (Week 1)	Peak Parking Demand (Week 2)	Maximum Occupancy	Maximum Observed Parking Rate (1 space per X m2)
1 1925 Williams Parkway	13,268.51	133	26	<u>27</u>	20%	491.43
2, 3 25 and 35 Bramtree Court (Two Buildings)	17,885.14	189	65	<u>75</u>	40%	<u>238.47</u>
4 400 Chrysler Drive	8,101.70	64	<u>11</u>	7	11%	736.52
5 390 Chrysler Drive	9,595.96	127	3	<u>16</u>	13%	599.75
6 200 Chrysler Drive	26,968.92	130	<u>59</u>	55	42%	457.10
Total	75,820.21	643	188		29%	403.30

As summarized in the table above, the highest observed parking demand rate occurred at 25 and 35 Bramtree which resulted in a demand of 1 parking space per 238.47 m² of GFA. The average observed parking rate, which considered the total GFA of all buildings and the sum of all the peak parking demands resulted in an average demand of 1 parking space per 403.30 m².

Additionally, the maximum reported parking occupancy of any parking lot was 42% at 200 Chrysler Drive, resulting in less than half of the parking spaces being occupied.

5. Parking Assessment

The existing site at 2 Bramkay is currently generating a parking rate of 1 space per 1,783.90 m² of GFA.

The six surveyed proxy sites were observed to generate a demand ranging from 1 space per 238.47 m² to 1 space per 736.52 m² of GFA, with all the sites averaging a parking demand at a rate of 1 space per 403.30 m². Based on the survey data, the site would be required to provide parking ranging from a low of 81 spaces up to 251 spaces with the average demand resulting in a requirement of 148 spaces.

The subject site proposes to provide parking at a rate of 1 space per 202 m² (296 spaces), exceeding the required parking based on the range of lowest to highest demand and the average demand of the proxy sites.

Therefore, the proposed parking supply of 296 spaces (1 space per 202 m²) is expected to exceed the parking demand of the proposed expansion and is supportable from a transportation planning perspective.

Additionally, the proposed parking supply is capable of providing sufficient parking so that the site can meet the current demand of the tenant in the front, in addition to providing the minimum By-law requirement for the vacant office and proposed warehouse expansion.

The existing parking demand of the subject site was assessed based on the survey of the parking demand and assumptions for the currently empty office component. To conservatively estimate the number of parking spaces that would be used by the vacant office space, the By-law requirement for offices was applied to vacant office's GFA. With a minimum By-law requirement of 1 space per 30 m², the 276.5 m² office was assumed to generate a demand of 9 parking spaces.

Table 5 *Parking Demand and Requirements*

Component	m ²		Spaces
Existing Warehouse	37,462	Existing Peak Parking Demand Survey	21
Vacant Office	276.5	By-law Rate: 1 space per 30 m ² of GFA	9
Expansion Warehouse	22,367	By-law: >20,000 m ² , 168 spaces + 1 space per 170 m ²	182
		Required	212
		Provided	296
		Surplus	84

Table 5 above summarizes the existing peak parking demand for the warehouse facility (21 spaces), the projected parking needs for the vacant office based on the By-law requirement (9 spaces), and the By-law requirement for the warehouse expansion (182 spaces). The warehouse facility with the proposed expansion is anticipated to require a minimum of 212 spaces. The proposed provision of 296 spaces results in a surplus of 84 spaces.

6. Parking Recommendations

A reduction in the number of parking spaces required for the subject site is proposed and the reduced rate is expected to adequately meet the anticipated future needs of the subject site.

The existing site generates a demand for 21 parking spaces (1 space per 1,783.90 m² of GFA) while the proxy sites surveyed generate a parking demand ranging from 1 space per 238.47 m² to 1 space per 736.52 m² of GFA, with all the sites combined averaging a parking demand at a rate of 1 space per 403.30 m².

Based on the surveyed data captured at the existing warehouse facility and six industrial/warehouse proxy sites, the proposed parking supply of 296 parking spaces (1 space per 202 m² of GFA) is expected to exceed the expected demand of the existing tenant, vacant office, and the required parking for the proposed warehouse expansion and adequately serve the existing and future needs of the subject site.

In our opinion the requested parking variance to provide a total of 1 space per 205 m² of GFA should not cause any negative impacts and is supported based on the data provided in this report.

We trust the enclosed is sufficient for your needs, but please do not hesitate to contact the undersigned should you require additional assistance.

Sincerely,
GHD



Rafael Andrenacci, B.Eng.
Transportation Planner



William Maria, P.Eng.
Transportation Planning Lead

Appendix A

Site Plan

Appendix B

Parking Survey Data

Ontario Traffic Inc - Parking Occupancy Count

Location: 2 Bramkay Street, Brampton

Date: Wednesday, July 19, 2023

Time			Parked Vehicles	
			Area	
			Site	
Regular	Accessible			
05:00	to	05:30	9	0
05:30	to	06:00	9	0
06:00	to	06:30	9	0
06:30	to	07:00	10	0
07:00	to	07:30	10	0
07:30	to	08:00	17	0
08:00	to	08:30	21	0
08:30	to	09:00	16	0
12:00	to	12:30	16	0
12:30	to	13:00	15	0
13:00	to	13:30	14	0
13:30	to	14:00	13	0
14:00	to	14:30	15	0
14:30	to	15:00	14	0
15:00	to	15:30	14	0
15:30	to	16:00	15	0
18:00	to	18:30	9	0
18:30	to	19:00	9	0
19:00	to	19:30	8	0
19:30	to	20:00	7	0
20:00	to	20:30	6	0
20:30	to	21:00	5	0
21:00	to	21:30	5	0
21:30	to	22:00	5	0
Available Spaces =			89	3



Ontario Traffic Inc - Parking Occupancy Counts

Location: 25, 35 Bramtree Ct, & 390, 400 Chrysler Dr & 1925 Williams Pkwy (Brampton)

Date: Wednesday, September 06, 2023

Time			Parked Vehicles							
			Area							
			1		2		3		4	
			Regular	Accessible	Regular	Accessible	Regular	Accessible	Regular	Accessible
09:00	to	10:00	23	0	59	0	7	0	8	0
10:00	to	11:00	27	0	69	0	6	0	16	0
12:00	to	13:00	26	0	75	0	6	0	10	0
13:00	to	14:00	26	0	62	0	6	0	10	0
16:00	to	17:00	15	0	53	0	0	0	15	0
17:00	to	18:00	13	0	32	0	0	0	11	0
18:00	to	19:00	11	0	30	0	1	0	10	0
Available Spaces =			128	5	186	3	61	3	124	3

Ontario Traffic Inc - Parking Occupancy Counts

Location: 25, 35 Bramtree Ct, & 390, 400 Chrysler Dr & 1925 Williams Pkwy (Brampton)

Date: Thursday, September 14, 2023

Time			Parked Vehicles							
			Area							
			1		2		3		4	
			Regular	Accessible	Regular	Accessible	Regular	Accessible	Regular	Accessible
09:00	to	10:00	23	0	59	0	7	0	8	0
10:00	to	11:00	27	0	69	0	6	0	16	0
12:00	to	13:00	26	0	75	0	6	0	10	0
13:00	to	14:00	26	0	62	0	6	0	10	0
16:00	to	17:00	15	0	53	0	0	0	15	0
17:00	to	18:00	13	0	32	0	0	0	11	0
18:00	to	19:00	11	0	30	0	1	0	10	0
Available Spaces =			128	5	186	3	61	3	124	3

Ontario Traffic Inc - Parking Occupancy Count

Location: 200 Chrysler Drive

Date: Wednesday, September 06, 2023

Time		Parked Vehicles			
		Area 1			
		Regular	Accessible	Visitor	
09:00	to 10:00	45	0	0	
10:00	to 11:00	48	0	0	
12:00	to 13:00	47	0	0	
13:00	to 14:00	57	1	1	
16:00	to 17:00	23	0	0	
17:00	to 18:00	24	0	0	
18:00	to 19:00	23	0	0	
Available Spaces =		122	5	3	



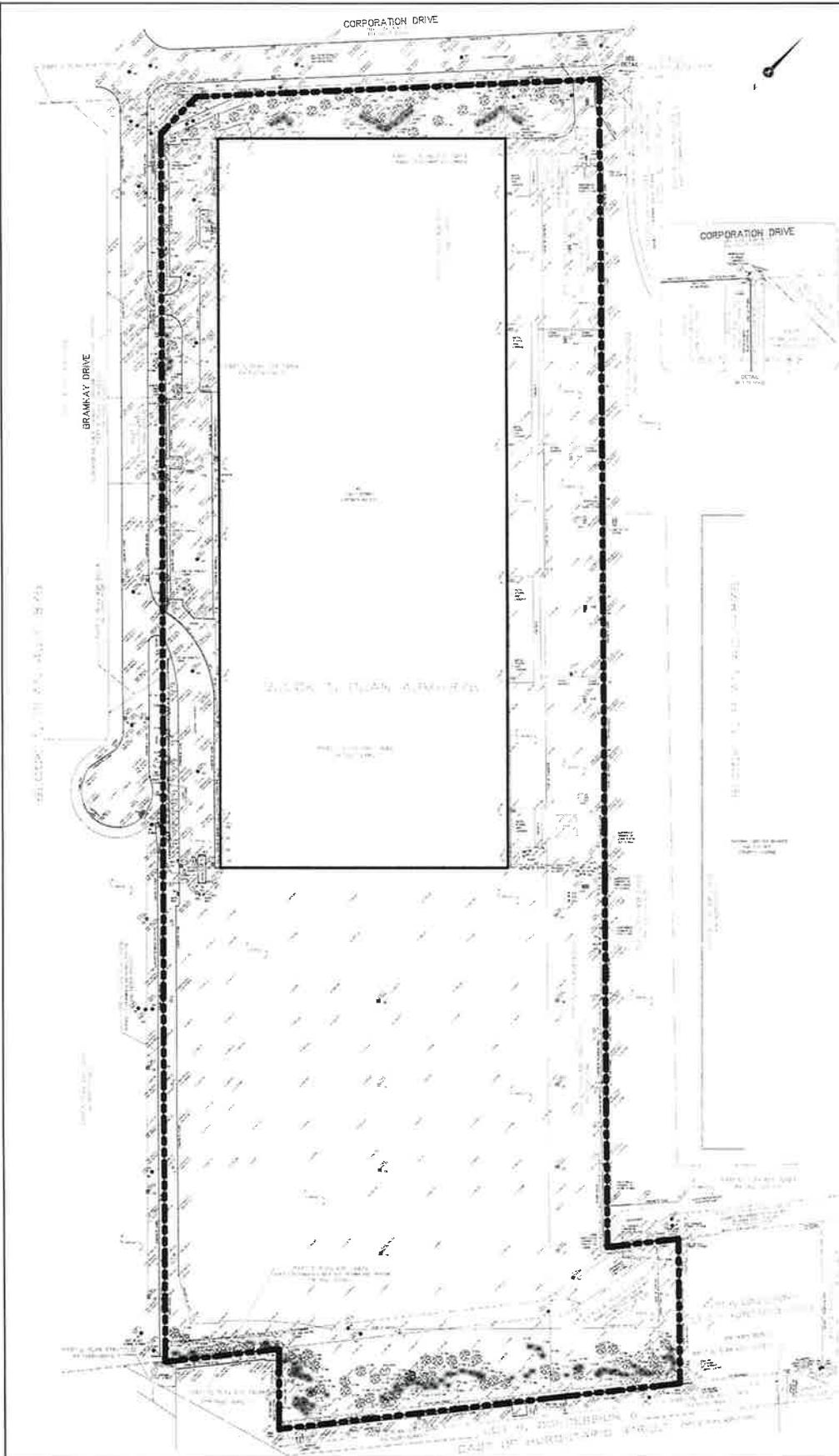
Ontario Traffic Inc - Parking Occupancy Count

Location: 200 Chrysler Drive

Date: Thursday, September 14, 2023

Time		Parked Vehicles			
		Area			
		1			
		Regular	Accessible	Visitor	
09:00	to	10:00	42	1	0
10:00	to	11:00	49	0	0
12:00	to	13:00	43	1	0
13:00	to	14:00	55	1	0
16:00	to	17:00	20	0	0
17:00	to	18:00	22	0	0
18:00	to	19:00	20	0	0
Available Spaces =			122	5	3





PLAN OF SURVEY
 FOR THE PARTIAL EXCAVATION OF
PART OF BLOCK 1
PLAN 43M-575
CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF YONGE
 COUNTY

BLANK

THIS PLAN IS A PARTIAL EXCAVATION OF THE SURVEYED AREA AND DOES NOT REPRESENT THE ENTIRE SURVEYED AREA. THE SURVEYED AREA IS SHOWN IN THE ATTACHED PLAN 43M-575.

EXCAVATION

1. EXCAVATION OF THE SURVEYED AREA TO A DEPTH OF 1.0 METRE BELOW FINISHED GRADE.

2. EXCAVATION OF THE SURVEYED AREA TO A DEPTH OF 2.0 METRES BELOW FINISHED GRADE.

3. EXCAVATION OF THE SURVEYED AREA TO A DEPTH OF 3.0 METRES BELOW FINISHED GRADE.

4. EXCAVATION OF THE SURVEYED AREA TO A DEPTH OF 4.0 METRES BELOW FINISHED GRADE.

5. EXCAVATION OF THE SURVEYED AREA TO A DEPTH OF 5.0 METRES BELOW FINISHED GRADE.

PROPERTY

1. THE SURVEYED AREA IS THE PROPERTY OF THE CITY OF BRAMPTON.

2. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF YONGE COUNTY.

3. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF YORK.

4. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF HALTON.

5. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF DUFFERIN.

PROPERTY NOTES

1. THE SURVEYED AREA IS THE PROPERTY OF THE CITY OF BRAMPTON.

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3. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF YORK.

4. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF HALTON.

5. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF DUFFERIN.

TOTAL SITE AREA = 10,500 sq. m.

SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly qualified and licensed Surveyor, do hereby certify that the above is a true and correct copy of the original plan as filed in my office.

Dated this 1st day of 2011.

[Signature]

KRCMAB

Alex Rebanks Architects

1000 SHEPPARD AVENUE EAST, SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T5
 TEL: (416) 291-1111
 FAX: (416) 291-1112
 WWW.ALEXREBANKS.COM

CAPELLERI

1000 SHEPPARD AVENUE EAST, SUITE 100
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 FAX: (416) 291-1112
 WWW.CAPPELLERI.COM

PURE INDUSTRIAL

1000 SHEPPARD AVENUE EAST, SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T5
 TEL: (416) 291-1111
 FAX: (416) 291-1112
 WWW.PUREINDUSTRIAL.COM

GENERAL NOTES

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5. THE SURVEYED AREA IS THE PROPERTY OF THE REGIONAL MUNICIPALITY OF DUFFERIN.



SURVEY

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 CHECKED BY: [Name]
 SCALE: A0.1

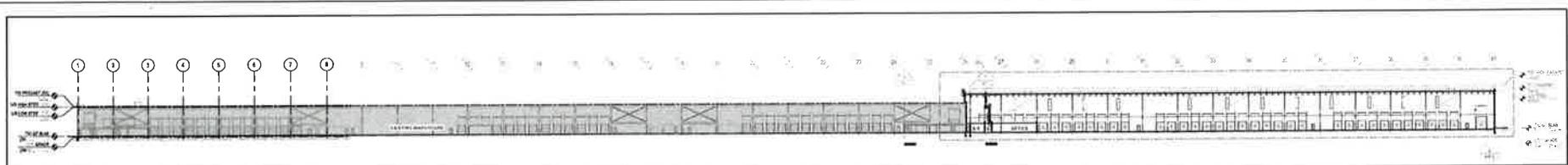
QUALITY CONTROL

NO.	REVISION	DATE

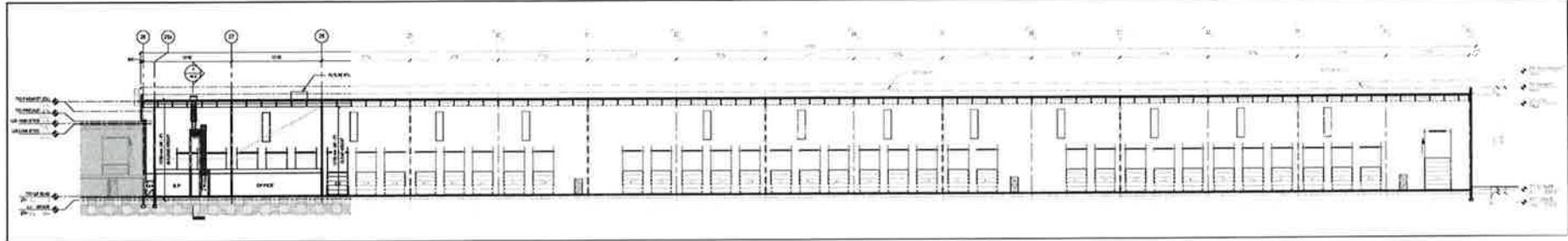
PLANNING DEPT.

SURVEY

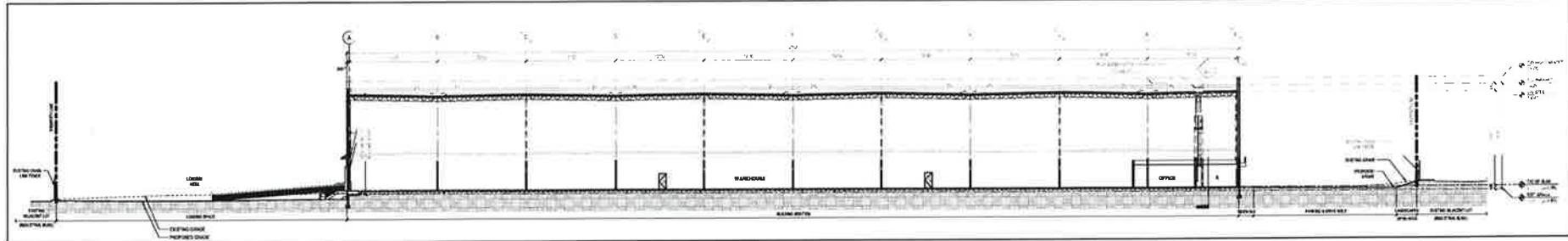
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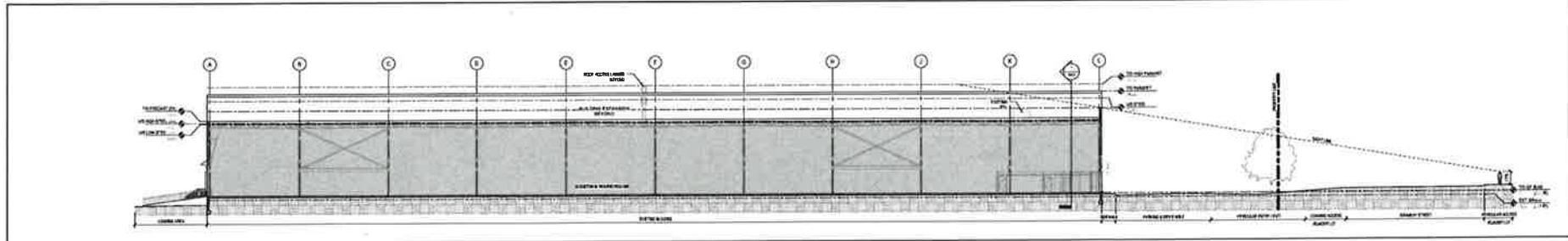
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2 ENLARGED BUILDING SECTION 1
1:30



3 BUILDING SECTION 2
1:100



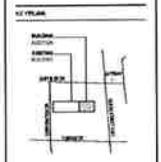
4 LINE OF SIGHT - BRAMMWAY STREET
1:100



PROJECT PARTNER
CAVALIERI
 ENGINEERING & ARCHITECTURE



1 BRAMMWAY ST
 BUNNING, WA



GENERAL NOTES

1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NATIONAL BUILDING REGULATIONS 2011 AND THE NATIONAL CONSTRUCTION GENERAL REGULATIONS 2012.
2. ALL WORK TO BE DONE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NATIONAL ELECTRICAL REGULATIONS 2017 AND THE NATIONAL ELECTRICAL SAFETY REGULATIONS 2010.
3. ALL WORK TO BE DONE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NATIONAL PLUMBING REGULATIONS 2017 AND THE NATIONAL PLUMBING SAFETY REGULATIONS 2010.
4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NATIONAL MECHANICAL REGULATIONS 2017 AND THE NATIONAL MECHANICAL SAFETY REGULATIONS 2010.

REVISION RECORD

NO.	DESCRIPTION	DATE

SCALE COMPARISON

DRAWING TITLE
BUILDING SECTIONS

DATE	REV 02.20	DRAWING NO.	A4.0
SCALE	AS SHOWN		
DRAWN	FR		
CHECKED	MP		
DATE	02.20		

Zoning Non-compliance Checklist

File No.
A-2023-0244

Applicant: 2 Bramkay St. Holdings ULC

Address: 2 Bramkay

Zoning: M3A-366

By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE			
LOT DIMENSIONS AREA / DEPTH / WIDTH			
BUILDING SETBACKS FRONT / SIDE / REAR	To permit a front yard setback of 18.21m	Whereas the By-law requires a minimum front yard setback of 21.0m	366.2.b) 4)
BUILDING SIZE			
BUILDING HEIGHT			
COVERAGE			
BELOW GRADE ENTRANCE			
ACCESSORY STRUCTURE SETBACKS			
ACCESSORY STRUCTURE SIZE / HEIGHT			
MULTIPLE ACCESSORY STRUCTURES			
DRIVEWAY WIDTH			
LANDSCAPED OPEN SPACE			
ENCROACHMENTS			
PARKING	To provide 296 parking spaces	Whereas the By-law requires a minimum of 404 parking spaces	30.5
SCHEDULE "C"			
OTHER – DECK			



Reviewed by Zoning

OCT.4, 2023
Date