

November 13th, 2023

GSAI File: 930-012

City of Brampton
Committee of Adjustment
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Clara Vani,
Secretary-Treasurer of the Committee of Adjustment

Re: Applications for Minor Variance
Owner: PD Commercial Lakelands Inc.
BLOCK 497, PLAN 43M1613, BRAMPTON
Pin: 141430857
City of Brampton

Glen Schnarr & Associates Inc. are the authorized agents and planning consultants for PD Commercial Lakelands Inc., the Owner of above-noted property, located in the City of Brampton (herein referred to as the 'subject lands'). The subject lands are generally located at the southeast intersection of Bovaird Drive East and Southlake Boulevard, which is west of Bovaird Drive and Highway 410.

The subject lands have three frontages, with approximately 53m (173 ft) along Southlake Boulevard, 118m (387ft) along Sea Lion Road, and 93m (298 ft) along Bovaird Drive East. The block has an area of approximately 0.75 ha (7,584 m²) and is currently occupied by the Owner's existing sales centre. This sales centre has functioned for nearly 20 years, however, due to the advent of online sales, the location has become underutilized. The subject lands are designated as "Convenience Retail" in the Flowertown Secondary Plan, which permits retail uses among various other commercial uses, that are intended to serve the surrounding residential areas. The subject lands are zoned "Commercial One – Special Exception 1190 "C1 - 1190", which also permits various commercial and retail uses.

Proposed Development:

The Owner of the subject lands is currently processing a Site Plan Application (City File No.: SPA-2023-0084) with the intention to redevelop the block for a multi-unit, multi-building commercial plaza (herein referred to as the 'proposed development'). The proposed development contemplates the addition of three (3) commercial buildings (shown on the Minor Variance Sketch as Buildings A, B, and C), which will include associated parking, loading, and landscaped areas. The buildings are intended to be used for a variety of uses, including a possible restaurant, medical office, sales offices and a day nursery. The proposed day nursery is intended to be located in Building B, with an outdoor play area located on the rooftop.

Moreover, it should be identified that there is a portion of the subject lands (located in the very northeast corner of the site) that are located within the Ministry of Transportation's (MTO) regulated setback area, in relation to their controlled access (the Highway 410 on-ramp). As shown on the Minor Variance Sketch, enclosed in the submission package, there are 6 parking spaces which are located within this MTO-regulated area. While these parking spaces cannot technically be counted towards the permanent parking count, the MTO has advised, and we agree, that there is a very low likelihood that these spaces will ever be expropriated and used as part of a future highway expansion, as the current configuration of the on-ramp, located along Bovaird Drive is constructed to the modern standard. Therefore, it is our view that while these spaces cannot be counted towards the overall parking count, they should be viewed as permanent parking spaces which will service the proposed development.

Proposed Variance(s):

We acknowledge that the proposal will need to seek relief from a number of zoning regulations in order to facilitate the approval of the proposed development. As a result, we are submitting an application for a Minor Variance on behalf of the Owner for the subject lands.

It is important to note that prior to the Pre-consultation submission, and prior to the formal Site Plan application submission, three meetings were held between the Owner and senior-level Traffic and Planning Staff to discuss and refine the proposal. Through these discussions, substantial consideration was given to City priorities in regard to the proposed development's built form, setbacks, building siting, and traffic operations. These meetings were held on May 10th, June 2nd, and June 27th, 2023.

Formal comments were received from the first Site Plan Application submission, and several anticipated variances were identified. The variances required to facilitate the proposed development are summarized as follows:

- 1. To allow a day nursery whereas a day nursery is not permitted;*
- 2. To allow a minimum front yard depth of 1.5 metres whereas 4.5 metres is required measured from the westerly property line;*

3. *To allow a minimum exterior side yard width of 3.0 metres to bovaired drive whereas 4.5 metres is required;*
4. *To allow a minimum exterior side yard width of 1.5 metres to sea lion road whereas 4.5 metres is required;*
5. *To allow a minimum landscaped open space strip of 3.0 metres abutting the northerly property line whereas 4.5 metres is required;*
6. *To allow a minimum of 1.5 metres abutting the westerly property line and daylight landscaped open space strip triangle (rounding) whereas 4.5 metres is required;*
7. *To allow a minimum landscaped open space strip of 1.5 metres abutting the southerly property line whereas 6.0 metres is required;*
8. *To allow a minimum landscaped open space strip of 3.0 metres abutting the easterly property line whereas 6.0 metres is required;*
9. *To allow a retaining wall within the landscape strip abutting the northerly property line whereas a retaining wall is not permitted within required landscaped open space areas;*
10. *To allow a 1.5 metre setback to a hydro transformer whereas 4.5 metres is required;*
11. *To allow a minimum of 74 parking spaces whereas 82 parking spaces are required; and,*
12. *To allow a maximum building height of 3 storeys whereas a maximum building height of 2 storeys is permitted.*

We would ask that City Zoning please review the variances, and would ask that they advise whether a height variance is required for Building B. We have attached an elevation for review and are available for a discussion if required.

Planning Act Tests:

In our opinion, the proposed variances meet the prescribed criteria to authorize a minor variance under Section 45 of the Planning Act:

1. *Meets the general intent and purpose of the Official Plan*

The “*Convenience Retail*” designation in the Flowertown Secondary Plan permits a range of uses outlined in Section 4.3.5 of the Brampton Official Plan. As understood through Section 4.3.5 of the Official Plan, the “*Local Retail*” designation permits a variety of commercial uses which primarily focus on serving the needs of the surrounding community, preferably in conjunction with public amenity spaces. The proposed day nursery use is appropriate and compatible with commercial uses permitted in this designation as it will service the needs of the surrounding community, within close walking distance, utilize the adjacent City-owned amenity space, and further serve to enhance the livability of the area. We are of the opinion that the requested variances meet the general intent and purpose of the Brampton Official Plan.

2. Meets the general intent and purpose of the Zoning By-Law

Additional Use:

The purpose and intent of use regulations are to ensure an appropriate integration of uses in an area. The proposed variance to allow the day nursery use (and associated rooftop play area) meets the intent of the Zoning By-law, as a day nursery can be appropriately integrated into the proposed retail commercial plaza with little impact on the function of the site and surrounding areas.

Reduced Yard Setbacks:

The purpose and intent of setback regulations are to ensure sufficient spacing and buffering between buildings and appropriate transition and scale to the public realm. As mentioned previously, the owner has worked closely with City Planning staff to determine the proposed development’s layout and design to ensure general conformance to the City-Wide Development Design Guidelines.

The reduced setbacks being pursued are intended to bring the buildings closer to the lot lines to reinforce the street edge along roads that have wide ROWs. The intent of the proposal is to promote the pedestrian scale of the adjacent streets and public spaces. Further, reduced setbacks also allow for more efficient use of serviced land, which is a priority of the City, Region and Province. As shown on the Minor Variance Sketch, there are existing pedestrian walkways and a landscaped areas within the public ROW, along Bovaird Drive East, Southlake Boulevard, and Sea Lion Road. As a result, the reductions being requested will maintain an appropriate interface between the proposed development and the public realm. Moreover, we are not seeking a variance to reduce the setback which abuts the existing residential lands to the east. This will ensure an adequate buffer from the adjacent residential uses.

It is our opinion that the proposed setback reductions are reflective of an optimal site design that enhances connectivity and provides a more comfortable pedestrian realm and it's not expected to have any adverse impacts on the surrounding lands. The general intent of the Zoning By-law will be maintained.

Reduced Landscaped Open Space Strip:

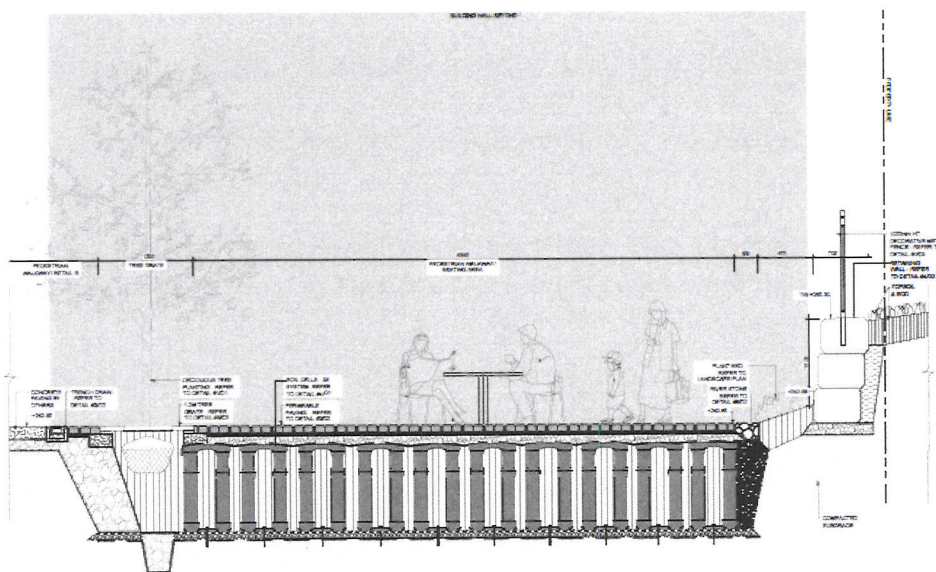
The purpose and intent of landscaped open space strip regulation is to ensure that there will be sufficient soft landscaping for aesthetic purposes, as well as to ensure the landscape open space strip is not visually dominated by hard surfaces.

The requested reductions in the landscape open space strips are the result of bringing the buildings closer to the edge of the street. The proposed building configuration will reinforce the street edges while the existing walkways and landscaping within the ROWs will ensure that hard surfaces do not visually dominate the public views. Moreover, the Owner is proposing to undertake external site works on the City's existing entry feature block (at the Owner's cost), located at the intersection of Bovaird Drive and Southlake Boulevard, with the goal of restoring and enhancing the existing feature. The feature will contain a new sidewalk connection, as well as a number of new trees and shrubs, which create a pathway to the outdoor amenity space located internal to the site. Doing so will create an enhanced site connection and create a visually pleasing treatment that will be in alignment with the massing and architectural treatment of the buildings. Lastly, and for context, the entry feature was constructed 20 years ago as part of the original plan of subdivision by the same Owner making this submission.

For these reasons, we are of the opinion that the requested reductions are in line with the intent of the landscape open strip regulations and meet the intent of the Zoning By-law.

Retaining Wall:

The purpose and intent of a retaining wall not being allowed within a landscape strip regulation is to ensure that the landscape strip is not visually dominated by a retaining wall. In this instance, the proposed retaining wall will not be visible from the Bovaird Drive ROW as the top of the proposed wall will be level with the grade along the Bovaird Drive. Moreover, there will be a decorative metal fence that sits on top of the proposed retaining wall which will add to the visual aesthetics of the Bovaird Drive public view. The retaining wall is a requirement to manage the large 4.5m grade differential across the site, Bovaird Drive East, near the east corner of the site, being the high point. In our view, the proposed retaining wall within the landscape strip reflects an optimal site design and will not have any adverse visual impacts from Bovaird Drive. Therefore, the proposed variance meets the intent of the Zoning By-law. Refer to the cross-section below for details on how the proposed retaining wall will work along Bovaird Drive.



Reduced Hydro Transformer Setback:

The purpose and intent of hydro transformer setback regulations is to ensure that there will not be any negative visual impacts from the transformer and to allow the utility companies adequate room to service the transformer.

The reduced setbacks for the hydro transformer being pursued will not negatively impact the viewscape. The transformer will be adequately screened by landscaping (a combination of trees and shrubs), which will be coordinated through the Site Plan Application. Moreover, the utility company's access requirements have been accommodated/addressed through the Site Plan Application process. On this basis, we are of the opinion that the requested reduction is appropriate and meets the intent of the Zoning By-law.

Reduced Parking Spaces:

The purpose and intent of parking standard regulations is to ensure that adequate parking spaces are provided for a proposed use. Brampton Zoning By-law 270-2004 requires that 1 parking space be required for every 23 sq.m of Shopping Centre Gross Floor Area. Based on these parking standards, the Zoning By-law requires 82 parking spaces for the proposed development whereas the owner in providing 74 parking spaces.

As demonstrated in the Parking Justification Report, prepared by BA Group, contained within the submission material, there are a total of 80 parking spaces being provided on the proposed development, however, as mentioned previously, 6 of those parking spaces are located within the MTO's regulated area. Therefore, the proposal technically provides 74 permanent parking spaces associated with the development. The 74 parking spaces provided represent a 10% reduction to the parking spaces required. However, when you include the parking spaces within the MTO setback, it represents a 3% reduction in the required parking. As noted above, it is unlikely that the MTO will claim the land that the 6 spaces are located within.

The Parking Justification Report, in support of the parking reduction being pursued through this Minor Variance application, concludes: *"it is anticipated that the peak parking demand for the Site will be no greater than 66 occupied parking spaces. The proposed parking provision would acceptably accommodate the parking demands generated by the peak hours."* For these reasons, we are of the opinion that there is sufficient parking being provided to service the proposed development and therefore meets the general intent of the Zoning By-law.

Increased Building Height:

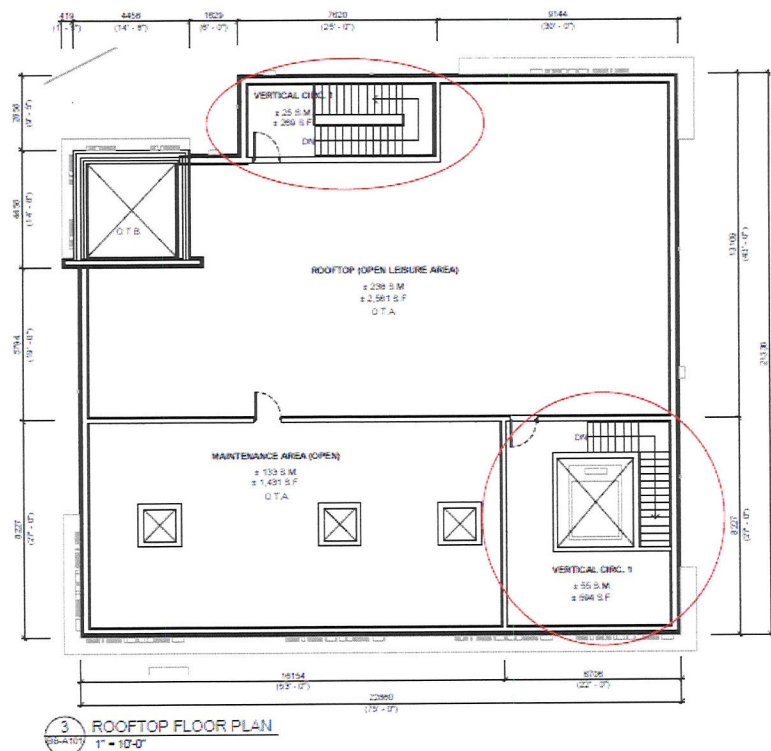
The purpose and intent of the building height regulations are to control massing and architectural form. Building height regulations work hand in hand with other building envelope regulations to ensure an appropriate built form is provided and ensure building heights are compatible with the surrounding areas.

In this instance, the proposed height increase is resulting from the stairwell enclosures located on the rooftop of Building B which are required to allow access to the rooftop play area associated with the proposed day nursery use. The proposed one (1) storey increase in building height represents a modest overall increase that will only be applicable to one (1) building within the

commercial plaza (Building B). Building B is situated at the intersection of Bovaird Drive and Southlake Boulevard which is an ideal location for a slight increase in built form because it will aid in defining the street edge by providing visual prominence at the intersection, while also maintaining appropriate separation from the nearby residential uses.

This variance is required to allow the day nursery use to function appropriately. The proposed increase in building height is generally compatible with the surrounding built form, and it will allow the commercial plaza to provide a use that will service the surrounding community. For these reasons, we are of the opinion that the intent of the Zoning By-law will be maintained.

Below is the roof plan for Building B to demonstrate where the stairwells are not in compliance with the existing height regulations outlined in the Zoning by-law.



3. The Variance is Desirable for the Appropriate Development or Use of the Land

The proposed variances are desirable as they will facilitate a development concept that is consistent with the intent and vision of the Official Plan, Secondary Plan, and Zoning By-law. Approval of the requested variances will allow for the proposed development, as shown on the Minor Variance Sketch. While the subject lands have been operating as a sales centres for over 20 years, the proposal represents the redevelopment of underutilized lands for a higher and better use, which is also desirable for the City and the surrounding neighborhood.

Overall, it is our opinion that the proposed variances have been designed to be in keeping with the existing character of the subject lands and will not negatively affect surrounding uses and represent an efficient, compatible and appropriate development.

4. The Variance is Minor in Nature

It is our opinion the requested variances are minor in nature, as the proposed development remains compatible with the surrounding uses and can be appropriately integrated into the proposed retail commercial plaza. The variances required do not represent an overdevelopment of the subject lands as the proposed buildings will respect and reinforce the existing physical character and functionality of the subject lands and surrounding area. The variances requested will not result in an adverse impact on adjoining properties or the surrounding area.

Overall, the variances will allow for sensitive reinvestment to occur on the subject lands which will contribute to the social and economic vitality of the area. Collectively and individually, it is our opinion that the proposed variances are minor in nature.

Submission Material:

In support of this application, please see below list for a list of materials enclosed with this submission:

- One (1) executed original Application for Minor Variance form including the original Appointment and Authorization and Permission to Enter forms;
- One (1) copy of the Minor Variance Sketch as prepared by Glen Schnarr & Associates Inc. dated November 13th, 2023;
- One (1) copy of the Parking Justification Memorandum prepared by BA Group, dated November 7th, 2023;
- A cheque in the amount of \$2,838.00 payable to the City of Brampton in payment of the Minor Variance Application fee.

We trust this completes the Application for Minor Variance and we look forward to being considered for the December 19th, 2023 hearing date. Please feel free to contact us if you have any questions or require more information.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Patrick Pearson, MCIP, RPP



Associate



MEMORANDUM

TO:

PD Commercial Lakelands Inc.

FROM:

Stuart Anderson, P. Eng,
Senior Associate

PROJECT:

7488-13
885 Bovaird Drive East, Brampton

DATE:

November 7, 2023

RE: 885 BOVAIRD DRIVE EAST, CITY OF BRAMPTON: MINOR VARIANCE APPLICATION FOR VEHICLE PARKING – PROPOSED RETAIL DEVELOPMENT SITE PLAN

1.0 INTRODUCTION

BA Group is retained by PD Commercial Lakelands Inc. to provide transportation consulting services related to a proposed retail development (herein referred to as the “Site” or “Project”) comprising of three buildings totaling approximately 1,900 square metres (20,400 square feet) of gross leasable area (GLA), which includes a proposed fast-food restaurant with a drive-thru facility. The development is proposed to be located on the lands municipally known as 885 Bovaird Drive East in the City of Brampton.

This memorandum documents the parking component of the proposed development as part of a Minor Variance application related to the proposed parking supply.

1.1 Proposed Development

The proposed development seeks to develop the Site to include three retail buildings (referred to as “Building A”, “Building B”, and “Building C”). The uses associated with each retail building are shown in **Table 1** below, while the Site plan is provided in **Appendix A**.

Table 1 Proposed Development Uses

Building	Gross Floor Area	Proposed Uses
Building A	466 square metres (5,014 square feet)	Restaurant Use (McDonald's)
Building B – Ground Floor	393 square metres (4,226 square feet)	Paradise Developments Inc. Sales Office
Building B – Upper Floor	389 square metres (4,187 square feet)	Daycare
Building C	640 square metres (6,888 square feet)	Restaurant Uses Medical Office Space TBD

Notes:

1. Based on site statistics provided by Turner Fleischer Architects Inc., dated October 18, 2023.

It is understood that a McDonald's restaurant will be the fast-food retailer occupying Building A, while a sales office space and daycare space are proposed for the ground and upper floors of Building B, respectively. Building C will comprise of up to five units which is proposed to contain retail and medical office uses.

2.0 ZONING BY-LAW REQUIREMENTS

The prevailing zoning by-law for the Site is the City of Brampton Zoning By-law 270-2004 parking requirements for the 'Commercial' land use category. The minimum vehicle parking requirements are shown in **Table 2**.

Table 2 Zoning By-law 270-2004 Vehicle Parking Requirements

Use	Gross Floor Area	Rate (Minimum)	Requirement (Minimum)
Shopping Centre	1,888 square metres	1 parking space / 23 sq.m. GFA	82 spaces

Notes:

1. Based on site statistics provided by Turner Fleischer Architects Inc., dated October 18, 2023.

Application of Zoning By-law 270-2004 to the subject Site (after the consideration of each proposed land use) would require a minimum provision of 82 vehicle parking spaces.

2.1 Proposed Parking Supply

The development plans indicate that 74 vehicle parking spaces will be provided which does not include parking spaces within the setback requested by the Ontario Ministry of Transportation (MTO).

Six additional parking spaces will be constructed within the MTO setback area. These six spaces cannot technically be considered as required parking spaces as per the City's Zoning By-law, however the total effective parking supply will be 80 parking spaces, which is two parking spaces lower than the 82 parking spaces required under the City's Zoning By-law 270-2004. While the variance requested is for 8 spaces compared to the requirement for 82 spaces (a variance of 10%), the total parking supply, including spaces within the MTO setback, would result in an effective variance of 2.5%. Further, it is noted that two additional spaces (not counted in the site parking supply) are provided at the end of the proposed drive-thru to allow vehicles to pull over and wait if there is a delay in filling the drive-thru order.

Based on the modern design of the Highway 410 interchange at Bovaird Drive East, it is not expected that the MTO will need to reconstruct the interchange, and it is therefore considered unlikely that the MTO setback would be required for the purposes of highway ramp improvements. An additional consideration is that highway ramp improvements requiring widening of the MTO right of way could result in the expropriation of up to 50 residential lots located immediately adjacent to the highway ramp. For these reasons, it is expected that the six parking spaces proposed within the MTO setback area could be used for the foreseeable future.

3.0 ANTICIPATED PARKING DEMANDS

To estimate the likely parking demands at the proposed shopping centre and determine the ability of the site to accommodate the parking demands generated, a review of other shopping centre sites was carried out and findings are described in the below sections.

3.1 Parking Demand Surveys

BA Group has conducted parking demand surveys at comparable commercial sites that are similar in size and accommodate similar land uses proposed for the Site. **Table 3** summarizes the business / land use types located at each proxy site, while **Table 4** shows the overall survey results. Source information is provided in **Appendix B**.

Table 3 Proxy Site Summary

Proxy Site Address	Survey Year	Gross Floor Area	Land Use Types
4099 Erin Mills Parkway, Mississauga	2022	6,692 square metres	<ul style="list-style-type: none"> • Restaurant / Retail Uses • Grocery Store • Pharmacy
545 Steeles Avenue East, Brampton	2018	4,501 square metres	<ul style="list-style-type: none"> • Restaurant / Retail Uses • Fast-Food (with drive-thru window) • Pharmacy
8005 Financial Drive, Brampton	2018	2,462 square metres	<ul style="list-style-type: none"> • Restaurant / Retail Uses • Fast-Food (with drive-thru window) • Medical Centre
1297 Marlborough Court, Oakville	2019	3,323 square metres	<ul style="list-style-type: none"> • Restaurant / Retail Uses • Fast-Food (with drive-thru window) • Grocery Store • Pharmacy • Medical Centre • Daycare

Table 4 Proxy Site Parking Survey Results

Survey Date	Survey Time	Parking Spaces	Maximum Occupancy (%)	Maximum Demand Ratio ¹	Demand Ratio (85 th Percentile) ²	Equivalent Maximum Occupied Spaces at 885 Bovaird ³
4099 Erin Mills Parkway, Mississauga						
Friday, May 27, 2022	12:00 p.m. – 8:00 p.m.	328 spaces	43%	2.12	2.08	40 spaces
Saturday, May 28, 2022	11:00 a.m. – 6:00 p.m.		55%	2.70	2.45	51 spaces
Friday, June 3, 2022	12:00 p.m. – 8:00 p.m.		49%	2.39	2.27	45 spaces
Saturday, June 4, 2022	11:00 a.m. – 6:00 p.m.		52%	2.54	2.51	48 spaces
545 Steeles Avenue East, Brampton						
Friday, January 19, 2018	10:00 a.m. – 6:00 p.m.	180 spaces	74%	2.98	2.83	56 spaces
Saturday, January 20, 2018			87%	3.47	3.25	66 spaces
Saturday, January 27, 2018			81%	3.22	3.16	61 spaces
8005 Financial Drive, Brampton						
Thursday, March 15, 2018	10:00 a.m. – 6:00 p.m.	135 spaces	44%	2.40	2.16	45 spaces
Saturday, March 17, 2018			30%	1.67	1.53	32 spaces
Saturday, March 24, 2018			32%	1.75	1.69	33 spaces
Tuesday, March 27, 2018			33%	1.83	1.75	35 spaces
Continued on next page...						

Survey Date	Survey Time	Parking Spaces	Maximum Occupancy (%)	Maximum Demand Ratio ¹	Demand Ratio (85 th Percentile) ²	Equivalent Maximum Occupied Spaces at 885 Bovaird ³
1297 Marlborough Court, Oakville						
Wednesday, September 25, 2019	2:00 p.m. – 9:00 p.m.	181 spaces	46%	2.53	2.46	48 spaces
Thursday, September 26, 2019			53%	2.89	2.87	55 spaces
Saturday, September 28, 2019			45%	2.44	2.34	46 spaces
Average Demand Ratio (Proxy Sites)				2.50	2.38	47 spaces
Peak Demand Ratio (Proxy Sites)				3.47	3.25	66 spaces

Notes:

1. Demand ratio refers to the number of occupied parking spaces per 100 square metres of retail gross floor area (GFA).
2. The 85th percentile demand ratio refers to 85% of the overall distribution (observed occupancy) equal to or below this number.
3. The number of occupied spaces based on the observed demand ratio in relation to the GFA of the Project (885 Bovaird Drive East).

3.1.1 4099 Erin Mills Parkway, Mississauga

In May 2022 and June 2022, four parking surveys were undertaken at 4099 Erin Mills Parkway in the City of Mississauga. Similar to the Site, the plaza is located approximately 500 metres from a 400-series highway (Highway 403) and along a major arterial road within a largely residential context.

The plaza has a parking supply of 328 vehicle parking spaces to service the existing restaurant and retail uses. The maximum observed demand ratio for 4099 Erin Mills Parkway was 2.70 parking spaces per 100 square metres of retail GFA, which is equivalent to 51 occupied parking spaces based on the GFA of the 885 Bovaird Drive East Project.

3.1.2 545 Steeles Avenue East, Brampton

In January 2018, three parking surveys were undertaken at 545 Steeles Avenue East in the City of Brampton. Similar to what is being proposed for the Site, the plaza contains multiple fast-food restaurants with drive-thru facilities and is located along a major arterial road within a largely residential context.

The plaza has a parking supply of 180 vehicle parking spaces to service the existing uses. The maximum observed demand ratio for 545 Steeles Avenue East was 3.47 parking spaces per 100 square metres of retail GFA, which is equivalent to 66 occupied parking spaces based on the GFA of the 885 Bovaird Drive East Project.

3.1.3 8005 Financial Drive, Brampton

In March 2018, four parking surveys were undertaken at 8005 Financial Drive in the City of Brampton. Similar to what is being proposed for the Site, the plaza contains a fast-food restaurant with a drive-thru facility and is located along a major arterial road within a largely residential context.

The plaza has a parking supply of 135 vehicle parking spaces to service the existing uses. The maximum observed demand ratio for 8005 Financial Drive was 2.40 parking spaces per 100 square metres of retail GFA, equivalent to 45 occupied parking spaces compared to the GFA of the 885 Bovaird Drive East Project.

3.1.4 1297 Marlborough Court, Oakville

In September 2019, three parking surveys were undertaken at 1297 Marlborough Court in the Town of Oakville. Similar to what is being proposed for the Site, the plaza contains a daycare and a fast-food restaurant with a drive-thru facility and is located along a major arterial road within a largely residential context.

The plaza has a parking supply of 181 vehicle parking spaces to service the existing uses. The maximum observed demand ratio for 1297 Marlborough Court was 2.89 parking spaces per 100 square metres of retail GFA, equivalent to 55 occupied parking spaces compared to the GFA of the 885 Bovaird Drive East Project.

3.1.5 Parking Survey Results

The maximum observed demand ratio from the proxy sites surveyed was 3.47 parking spaces per 100 square metres of retail GFA, which is equivalent to 66 occupied parking spaces for the GFA of the 885 Bovaird Drive East Project (compared to a proposed parking supply of 74 parking spaces).

A representative 85th percentile demand ratio was also included to account for the fluctuating levels of parking occupancy anticipated throughout the day. The maximum observed 85th percentile demand ratio from the proxy sites surveyed was 3.25 parking spaces per 100 square metres of retail GFA, which is equivalent to 61 occupied parking spaces for the GFA of the 885 Bovaird Drive East Project (compared to a proposed parking supply of 74 parking spaces).

The average observed demand ratio from the proxy sites surveyed was 2.50 parking spaces per 100 square metres of retail GFA, which is equivalent to 47 occupied parking spaces for the GFA of the 885 Bovaird Drive East Project (compared to a proposed parking supply of 74 parking spaces).

The average observed 85th-percentile demand ratio from the proxy sites surveyed was 2.38 parking spaces per 100 square metres of retail GFA, which is equivalent to 45 occupied parking spaces for the GFA of the 885 Bovaird Drive East Project (compared to a proposed parking supply of 74 parking spaces).

Based on the foregoing, the proposed parking supply of 74 parking spaces is expected to appropriately accommodate the parking demands associated with the Project. Furthermore, given that there is no estimated time of removal for the six parking spaces affected by the MTO setback area, those six spaces are expected to also be available for the foreseeable future. An additional two temporary/short-stay spaces (not counted in the site parking supply) are provided at the end of the proposed drive-thru. Overall, the variance to permit a minimum of 74 parking spaces (instead of the required minimum of 82 parking spaces) is not expected to result in off-site parking impacts.

4.0 CONCLUSIONS

BA Group is retained by PD Commercial Lakelands Inc. to provide transportation consulting services related to a proposed retail development with a total gross floor area (GFA) of approximately 1,900 square metres. The development is expected to accommodate a fast-food provider (with a drive-thru facility), a daycare, and other retail businesses.

1. The parking requirements for the Site are governed by City of Brampton Zoning By-law 270-2004.
2. Based on the application of Zoning By-law 270-2004, a minimum provision of 82 vehicle parking spaces is required for the Site.
3. The Site is proposing a parking supply of 74 vehicle parking spaces – which is 8 vehicle parking spaces less than the requirements of the City's Zoning By-law 270-2004. Six additional parking spaces will be constructed within the MTO setback area which will increase the total parking supply to 80 parking spaces, which will be two parking spaces lower than the 82 parking spaces required under the City's Zoning By-law 270-2004. An additional two temporary/short-stay spaces (not counted in the site parking supply) are provided at the end of the proposed drive-thru to allow vehicles to pull over and wait if there is a delay in filling the drive-thru order.
4. Parking demand surveys at comparable sites were conducted on weekdays and Saturdays to understand the number of occupied parking spaces per 100 square metres of GFA for each proxy site.
5. Based on the parking data, it is anticipated that the peak parking demand for the Site will be approximately 66 occupied parking spaces. The proposed parking provision would acceptably accommodate the parking demands generated by the peak hours.
6. It is recognized that the peak observed parking demand is infrequent and is likely not reflective of the parking demand observed throughout the course of a day. For the purpose of the analysis, an 85th percentile parking demand was estimated to represent a moderate to high utilization of the parking lot during the day.
7. Based on the maximum occupancy in the parking data, it is anticipated that the 85th percentile parking demand for the Site will be approximately 45 occupied parking spaces. The proposed parking provision would acceptably accommodate the 85th percentile parking demands generated by the peak hours.
8. Based on the foregoing, it is expected that the proposed parking provision will appropriately accommodate the parking demands associated with the Project.

Sincerely,

BA Consulting Group Ltd.



Stuart Anderson, P.Eng.

Senior Associate

Appendix A: Site Plan

2023-10-16 11:39:22 AM

BOVAIRD DRIVE E

2023-10-16 11:39:22 AM

EXISTING
SIGNALIZED
INTERSECTION

SOUTLAKE BOULEVARD

SEA LION ROAD

TURNER FLEISCHER

Turner Fleischer Architects Inc.
87 Laurel Road
Toronto, ON M6B 2T8
416-463-2322
turnerfleischer.com

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STATISTICS & ZONING

SITE AREA	41.87 ACRES	1450 S.M.
BUILDING A AREA	45214 S.F.	1450 S.M.
BUILDING B AREA	41310 S.F.	1450 S.M.
PAVED DRIVEWAY AREA	41310 S.F.	1450 S.M.
SECOND FLOOR OFFICE AREA	41310 S.F.	1450 S.M.
MECHANICAL AREA	41310 S.F.	1450 S.M.
BUILDING C AREA	47480 S.F.	1450 S.M.
RETAIL AREA	41310 S.F.	1450 S.M.
CARPORT AREA	41310 S.F.	1450 S.M.
NET FLOOR	41310 S.F.	1450 S.M.
TOTAL LEASABLE AREA	420315 S.F.	1450 S.M.
TOTAL BUILDING AREA	45214 S.F.	1450 S.M.
TOTAL PARKING REQUIRED	84 CARS	
TOTAL PARKING PROVIDED	13 CARS	
TIME OUT RESTAURANT (120 S.M.)	13 CARS	
RETAIL (100 S.M.)	13 CARS	
OFFICE (100 S.M.)	13 CARS	
PARKING WITHOUT MTO	13 CARS	
PARKING WITH MTO	13 CARS	
LOADING REQUIRED	1 SPACE	
STANDING SPACES REQUIRED	13 SPACES	
STANDING SPACES PROVIDED	13 SPACES	
BIKE PARKING SPACES REQUIRED	10 SPACES	
BIKE PARKING SPACES PROVIDED	10 SPACES	
COVERAGE	31.4%	
SOILS SECTION	C-14100	
FRONT YARD	REQUIRED	PROPOSED
REAR YARD	REQUIRED	PROPOSED
EXTENSION YARD	REQUIRED	PROPOSED
LANDSCAPE	REQUIRED	PROPOSED
FRONT YARD (20% OF MIN. REQUIRED YARD)	10%	
EXTENSION YARD (20% OF MIN. REQUIRED YARD)	10%	

LEGEND

PROPOSED ENTRANCE ARROW	
PROPOSED EXIT ARROW	
PROPOSED FIRE HYDRANT	
PROPOSED BIAMBE CONNECTION	
PROPOSED SIGN	
PROPOSED FIRE & TRUCK ROUTE (HEAVY DUTY ASPHALT)	
PROPOSED LANDSCAPE	
PROPOSED SIDEWALK	
LOADING SPACE	
LOADING SPACE L: 9m, W: 3.5m	

NO.	DESCRIPTION	STATUS
1	100-10-10	REQUIRED FOR COORDINATION
2	100-10-10	REQUIRED FOR COORDINATION
3	100-10-10	REQUIRED FOR COORDINATION
4	100-10-10	REQUIRED FOR COORDINATION
5	100-10-10	REQUIRED FOR COORDINATION
6	100-10-10	REQUIRED FOR COORDINATION
7	100-10-10	REQUIRED FOR COORDINATION
8	100-10-10	REQUIRED FOR COORDINATION
9	100-10-10	REQUIRED FOR COORDINATION
10	100-10-10	REQUIRED FOR COORDINATION
11	100-10-10	REQUIRED FOR COORDINATION
12	100-10-10	REQUIRED FOR COORDINATION
13	100-10-10	REQUIRED FOR COORDINATION
14	100-10-10	REQUIRED FOR COORDINATION
15	100-10-10	REQUIRED FOR COORDINATION
16	100-10-10	REQUIRED FOR COORDINATION
17	100-10-10	REQUIRED FOR COORDINATION
18	100-10-10	REQUIRED FOR COORDINATION
19	100-10-10	REQUIRED FOR COORDINATION
20	100-10-10	REQUIRED FOR COORDINATION

PARADISE DEVELOPMENTS

COMMERCIAL PLAZZA

BOVAIRD DR E & SOUTLAKE BOULEVARD
BRAMPTON, ON
PRE-2023-0044

SPA SITE PLAN

PROJECT NO.	17-018
PROJECT DATE	2023-07-07
DRAWN BY	MLA
CHECKED BY	JAZ
SCALE	As Indicated
DRAWING NO.	A001

SPA SITE PLAN
1:200

SECOND FLOOR
1:300

RETAIL B

SECOND FLOOR:

OFFICE (14,100 S.F.)

STAIR/LOBBY (4,800 S.F.)

STAIR/LOBBY (4,800 S.F.)

STAIR/LOBBY (4,800 S.F.)

STAIR/LOBBY (4,800 S.F.)

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STAIR/LOBBY (4,800 S.F.)

STAIR/LOBBY (4,800 S.F.)

Appendix B: Parking Survey Results

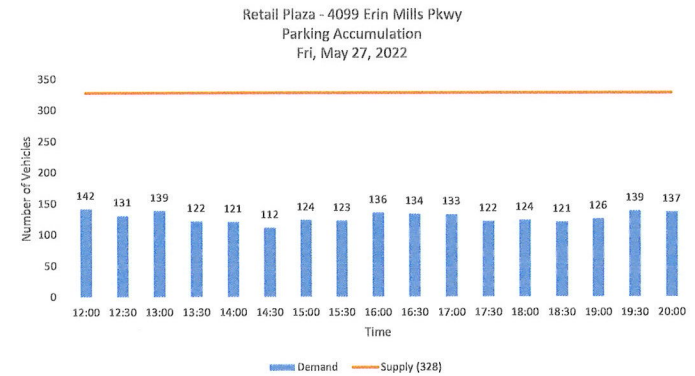
Project No: 8143.01
 Project: 4099 Erin Mills Pkwy
 Study Location: Retail Plaza, 4099 Erin Mills Pkwy
 Municipality: Mississauga

Parking Accumulation Study

Friday, May 27, 2022

Area Supply	A 175	B 84	C 50	D 19	Total 328	Occupancy %	Number of Available Spaces	Demand Ratio 4.90
Time								
12:00	68	56	13	5	142	43%	186	2.12
12:30	61	49	15	6	131	40%	197	1.96
13:00	66	51	15	7	139	42%	189	2.08
13:30	59	39	17	7	122	37%	206	1.82
14:00	57	44	14	6	121	37%	207	1.81
14:30	45	47	16	4	112	34%	216	1.67
15:00	53	50	16	5	124	38%	204	1.85
15:30	58	44	15	6	123	38%	205	1.84
16:00	62	47	22	5	136	41%	192	2.03
16:30	61	49	17	7	134	41%	194	2.00
17:00	64	44	16	9	133	41%	195	1.99
17:30	66	34	14	8	122	37%	206	1.82
18:00	62	41	14	7	124	38%	204	1.85
18:30	72	32	12	5	121	37%	207	1.81
19:00	77	33	11	5	126	38%	202	1.88
19:30	84	37	13	5	139	42%	189	2.08
20:00	77	44	11	5	137	42%	191	2.05

2.08



Saturday, May 28, 2022

Area Supply	A 175	B 84	C 50	D 19	Total 328	Occupancy %	Number of Available Spaces	Demand Ratio 4.90
Time								
11:00	65	44	11	3	123	38%	205	1.84
11:30	70	46	12	3	131	40%	197	1.96
12:00	79	52	15	4	150	46%	178	2.24
12:30	83	50	15	3	151	46%	177	2.26
13:00	88	51	16	4	159	48%	169	2.38
13:30	90	52	16	7	165	50%	163	2.47
14:00	104	53	17	7	181	55%	147	2.70
14:30	94	44	16	6	160	49%	168	2.39
15:00	87	42	16	5	150	46%	178	2.24
15:30	85	42	15	4	146	45%	182	2.18
16:00	91	36	14	5	146	45%	182	2.18
16:30	90	35	13	6	144	44%	184	2.15
17:00	106	37	13	7	163	50%	165	2.44
17:30	86	43	10	7	146	45%	182	2.18
18:00	81	36	12	6	135	41%	193	2.02

Existing GFA (sm) 6692

K=60

60 x .95 = 57

2.45



Project No: 8143.01
 Project: 4099 Erin Mills Pkwy
 Study Location: Retail Plaza, 4099 Erin Mills Pkwy
 Municipality: Mississauga

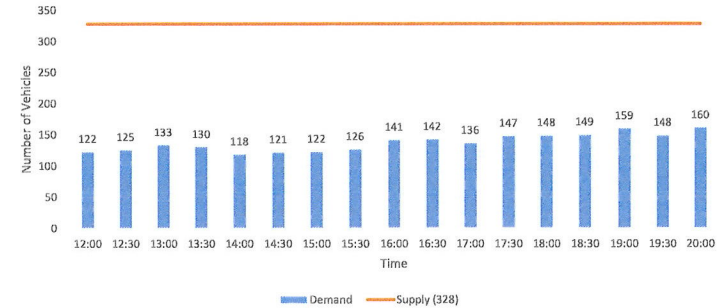
Parking Accumulation Study

Friday, June 3, 2022

Area Supply	A 175	B 84	C 50	D 19	Total 328	Occupancy %	Number of Available Spaces	Demand Ratio 4.90
Time								
12:00	68	36	10	8	122	37%	206	1.82
12:30	67	38	12	8	125	38%	203	1.87
13:00	73	40	12	8	133	41%	195	1.99
13:30	74	37	11	8	130	40%	198	1.94
14:00	62	36	12	8	118	36%	210	1.76
14:30	68	36	10	7	121	37%	207	1.81
15:00	65	39	11	7	122	37%	206	1.82
15:30	73	36	11	6	126	38%	202	1.88
16:00	67	55	12	7	141	43%	187	2.11
16:30	65	53	14	10	142	43%	186	2.12
17:00	63	51	14	8	136	41%	192	2.03
17:30	80	39	18	10	147	45%	181	2.20
18:00	76	50	14	8	148	45%	180	2.21
18:30	86	44	13	6	149	45%	179	2.23
19:00	104	35	15	5	159	48%	169	2.38
19:30	97	35	12	4	148	45%	180	2.21
20:00	101	42	13	4	160	49%	168	2.39

2.27

Retail Plaza - Erin Mills Pkwy
 Parking Accumulation
 Fri, June 3, 2022

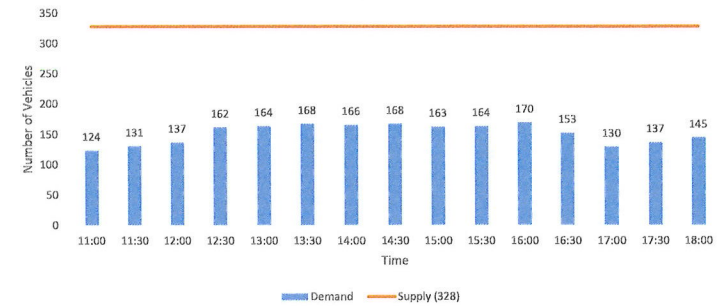


Saturday, June 4, 2022

Area Supply	A 175	B 84	C 50	D 19	Total 328	Occupancy %	Number of Available Spaces	Demand Ratio 4.90
Time								
11:00	80	38	4	2	124	38%	204	1.85
11:30	81	41	6	3	131	40%	197	1.96
12:00	85	41	8	3	137	42%	191	2.05
12:30	100	47	12	3	162	49%	166	2.42
13:00	98	50	14	2	164	50%	164	2.45
13:30	102	49	15	2	168	51%	160	2.51
14:00	97	49	15	5	166	51%	162	2.48
14:30	106	44	15	3	168	51%	160	2.51
15:00	98	47	15	3	163	50%	165	2.44
15:30	96	47	15	6	164	50%	164	2.45
16:00	111	39	15	5	170	52%	158	2.54
16:30	101	32	15	5	153	47%	175	2.29
17:00	74	35	14	7	130	40%	198	1.94
17:30	81	30	18	8	137	42%	191	2.05
18:00	82	38	17	8	145	44%	183	2.17

2.51

Retail Plaza - 4099 Erin Mills Pkwy
 Parking Accumulation
 Sat, June 4, 2022



Existing GFA (sm) 6692

Project No: 7894.01
Project: Zero Steeles
Study Location: College Plaza (505, 515, 545 Steeles Ave W)
Municipality: Brampton
Study Time: 10:00-18:00

Parking Demand Study

Friday, January 19, 2018

Area Supply	College Plaza					Occupancy Rate
	A - Wendy's 21	B - Tim Horton's 53	C - Rexall / TD 80	D - Pizza Pizza / Rear 26	Total 180	
Time						
10:00	4	29	27	16	76	42%
10:30	5	32	40	13	90	50%
11:00	5	37	42	14	98	54%
11:30	10	47	45	20	122	68%
12:00	12	44	53	17	126	70%
12:30	16	47	50	21	134	74%
13:00	15	47	48	14	124	69%
13:30	18	42	52	19	131	73%
14:00	13	48	44	16	121	67%
14:30	8	40	51	18	117	65%
15:00	9	38	42	20	109	61%
15:30	11	47	43	21	122	68%
16:00	7	38	35	19	99	55%
16:30	6	36	40	18	100	56%
17:00	12	42	32	28	114	63%
17:30	13	44	30	22	109	61%
18:00	11	36	41	23	111	62%

Saturday, January 20, 2018

Area Supply	College Plaza					Occupancy Rate
	A - Wendy's 21	B - Tim Horton's 53	C - Rexall / TD 80	D - Pizza Pizza / Rear 26	Total 180	
Time						
10:00	4	28	44	13	89	49%
10:30	8	32	50	13	103	57%
11:00	10	20	54	16	100	56%
11:30	7	32	56	18	113	63%
12:00	12	35	61	18	126	70%
12:30	16	48	63	19	146	81%
13:00	13	42	58	18	131	73%
13:30	12	51	74	19	156	87%
14:00	13	48	69	17	147	82%
14:30	15	45	68	17	145	81%
15:00	14	42	54	19	129	72%
15:30	10	46	60	20	136	76%
16:00	11	46	61	19	137	76%
16:30	12	41	26	20	99	55%
17:00	11	43	25	18	97	54%
17:30	11	39	24	17	91	51%
18:00	8	41	21	18	88	49%

Saturday, January 27, 2018

Area Supply	College Plaza					Occupancy Rate
	A - Wendy's 21	B - Tim Horton's 53	C - Rexall / TD 80	D - Pizza Pizza / Rear 26	Total 180	
Time						
10:00	1	29	36	8	74	41%
10:30	2	34	48	10	94	52%
11:00	1	47	57	18	123	68%
11:30	8	42	51	18	119	66%
12:00	6	45	63	17	131	73%
12:30	11	45	72	17	145	81%
13:00	9	48	65	18	140	78%
13:30	11	45	57	27	140	78%
14:00	9	47	58	27	141	78%
14:30	8	48	62	27	145	81%
15:00	9	49	45	23	126	70%
15:30	11	47	59	23	140	78%
16:00	10	42	44	22	118	66%
16:30	7	40	36	21	104	58%
17:00	7	39	30	21	97	54%
17:30	5	32	20	23	80	44%
18:00	7	34	17	21	79	44%

Major Tenants:

Wendy's
Tim Hortons
Pizza Pizza
The Indian Sweet House & Restaurant
TD Canada Trust
Rexall Pharma Plus
Appletree Medical Centre
Veterinary Hospital

Project No: 7894.01
Project: Zero Steeles
Study Location: Retail Plaza, 8005 Financial Dr
Municipality: Brampton

Parking Demand Study

Thursday, March 15, 2018

Area	Regular	Accessible	Childcare Ctr Reserved	Illegal	Total	Occupancy
Supply	129	3	3	0	135	Ratio
Time						
10:00	32	0	0	0	32	24%
10:30	36	0	0	0	36	27%
11:00	43	0	0	0	43	32%
11:30	42	0	1	0	43	32%
12:00	41	0	0	0	41	30%
12:30	46	0	0	0	46	34%
13:00	42	0	0	0	42	31%
13:30	47	0	0	0	47	35%
14:00	39	0	1	0	40	30%
14:30	35	0	0	0	35	26%
15:00	41	0	0	0	41	30%
15:30	42	0	0	0	42	31%
16:00	50	0	3	0	53	39%
16:30	54	0	0	0	54	40%
17:00	58	0	0	1	59	44%
17:30	46	0	1	1	48	36%
18:00	48	0	1	1	50	37%

Demand Ratio Tuesday, March 27, 2018

Area	Regular	Accessible	Childcare Ctr Reserved	Illegal	Total	Occupancy
Supply	129	3	3	0	135	Ratio
Time						
10:00	28	0	0	0	28	21%
10:30	23	0	1	0	24	18%
11:00	29	0	0	0	29	21%
11:30	34	0	0	0	34	25%
12:00	41	0	0	0	41	30%
12:30	42	0	1	0	43	32%
13:00	38	1	0	1	40	30%
13:30	41	0	0	0	41	30%
14:00	36	0	0	0	36	27%
14:30	29	0	0	0	29	21%
15:00	35	0	0	0	35	26%
15:30	40	0	0	0	40	30%
16:00	37	0	1	1	39	29%
16:30	41	0	1	1	43	32%
17:00	43	0	0	0	43	32%
17:30	41	0	2	2	45	33%
18:00	39	0	1	1	41	30%

Demand Ratio

Saturday, March 17, 2018

Area	Regular	Accessible	Childcare Ctr Reserved	Illegal	Total	Occupancy
Supply	129	3	3	0	135	Ratio
Time						
10:00	27	1	0	0	28	21%
10:30	33	1	0	2	36	27%
11:00	32	1	0	0	33	24%
11:30	37	1	1	0	39	29%
12:00	39	1	1	0	41	30%
12:30	37	0	0	0	37	27%
13:00	33	0	1	0	34	25%
13:30	30	0	0	0	30	22%
14:00	35	0	0	0	35	26%
14:30	32	0	0	0	32	24%
15:00	32	0	0	0	32	24%
15:30	28	0	1	0	29	21%
16:00	32	0	1	0	33	24%
16:30	31	0	1	0	32	24%
17:00	30	0	0	0	30	22%
17:30	19	0	0	0	19	14%
18:00	21	0	0	0	21	16%

Demand Ratio Saturday, March 24, 2018

Area	Regular	Accessible	Childcare Ctr Reserved	Illegal	Total	Occupancy
Supply	129	3	3	0	135	Ratio
Time						
10:00	24	0	0	0	24	18%
10:30	32	0	0	0	32	24%
11:00	35	1	0	0	36	27%
11:30	40	1	0	0	41	30%
12:00	42	1	0	0	43	32%
12:30	43	0	0	0	43	32%
13:00	36	0	0	0	36	27%
13:30	34	0	0	0	34	25%
14:00	31	0	0	1	32	24%
14:30	30	0	0	0	30	22%
15:00	25	0	0	0	25	19%
15:30	29	0	0	0	29	21%
16:00	23	0	0	0	23	17%
16:30	26	0	0	0	26	19%
17:00	28	0	0	0	28	21%
17:30	35	0	0	0	35	26%
18:00	41	0	0	0	41	30%

Demand Ratio

Note: There were two vacant units in the plaza during the study.

Current Tenants:

Popeyes
Subway
Domino's Pizza
The UPS Store #506
A+ Math Learning Centre
Clear Optical
Dental Office
Physiotherapy
Spa
Medical Clinic
IDA Pharmacy
Lullaboo Nursery and Childcare Centre - closed on Saturdays.

1297 Marlborough Crt Commercial Lot						
Date Available Supply	Wed, Sept 25 181	Occupancy Ratio	Thu, Sept 26 181	Occupancy Ratio	Sat, Sept 28 181	Occupancy Ratio
Time						
14:00	70	39%	67	37%	68	38%
15:00	84	46%	73	40%	81	45%
16:00	78	43%	96	53%	72	40%
17:00	71	39%	94	52%	60	33%
18:00	69	38%	87	48%	70	39%
19:00	67	37%	81	45%	58	32%
20:00	78	43%	61	34%	44	24%
21:00	58	32%	57	31%	45	25%

Commercial

Peak Demand 96
Existing GFA 3,323
Demand Ratio 2.89

Demand Ratio			
	2.11	2.02	2.05
	2.53	2.20	2.44
	2.35	2.89	2.17
	2.14	2.83	1.81
	2.08	2.62	2.11
	2.02	2.44	1.75
	2.35	1.84	1.32
	1.75	1.72	1.35
	2.46	2.87	2.34