



Report Committee of Adjustment

Filing Date: April 19th, 2024

Hearing Date: June 18th, 2024

File: A-2024-0134

**Owner/
Applicant:** **The Gore Plaza Inc.
Noble Prime Solutions**

Address: **19-7956 Torbram Road, Unit 19**

Ward: WARD 7

Contact: Aferdita Dzaferovska, Assistant Development Planner

Recommendations:

That application A-2024-0134 is supportable, subject to the following conditions being imposed:

1. That the extent of the variances be limited to that shown on the sketch attached to the Notice of Decision;
 2. That the applicant obtain a building permit for a change of use;
 3. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.
-

Background:

The Minor Variance application seeks approval to use unit 19 for licensed professional office purposes and to permit a reduction in the required number of parking spaces.

Existing Zoning:

The subject property is currently zoned 'Industrial One' (M1), according to By-law 270-2004, as amended.

Requested Variances:

The applicant is requesting the following variances:

1. To permit an office use (real estate, mortgage broker, accounting, general office) to operate from unit 19, whereas the by-law permits office use excluding offices for licensed professionals.
2. To permit 319 parking spaces, whereas the by-law requires 328 parking spaces.

Current Situation:

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

The subject property is designated 'Business Corridor' in the Official Plan and 'General Employment 1' in the Airport Intermodal Secondary Plan (Area 4). The 'Business Corridor' Official Plan designation permits a broad range of employment and employment-related uses. Certain lands within the Business Corridor designation are planned to accommodate a broad range of business, service, and institutional uses to serve the general public and adjacent employment areas. The subject lands are further designated 'General Employment 1' in the Airport Intermodal Secondary Plan (Area 4). The intent of the 'General Employment 1' designation is to reflect the Business Corridor policies of the Official Plan within the Airport Intermodal area. Permitted uses in the 'General Employment 1' designation include industrial uses such as warehousing, manufacturing, processing, servicing and repair facilities, and outdoor storage areas, ancillary uses, and residential uses.

As per the Council approved City of Brampton Official Plan, the subject lands are designated 'Employment Areas' (Schedule 1A) and 'Employment' (Schedule 2). These designations allow for a wide range of industrial uses, located in areas where they are unlikely to cause negative impacts on adjacent lands. Employment areas cover areas where a large number of people who live in Brampton, or commute from the surrounding region, work. These designations include protecting more industrial areas against conflict and encroachment of other incompatible uses. The goal of these areas is to create productive and desirable places to attract and retain investment. Employment areas will prioritize the accommodation of employment opportunities, in particular office uses. Employment Areas are planned to provide opportunities for designated clusters of business and economic uses such as manufacturing, warehousing, research and development, office uses, logistics and other ancillary commercial uses.

Variance 1 seeks to permit an office use (real estate, mortgage broker, accounting, general office) to operate from unit 19, whereas the by-law permits office uses excluding offices for licensed professionals. Variance 2 seeks to permit 319 parking spaces, whereas the by-law requires 328 parking spaces.

The proposed development is not anticipated to negatively alter the character of the area given the surrounding site context. The subject property abuts industrial, commercial, and office type uses. The proposed development is aligned with the intended vision of the council approved Brampton Plan which is projected to accommodate a range of employment opportunities with a focus on office uses. As a result, the requested

variances are considered to align with the context of the Official Plan, Secondary Plan, and Brampton Plan policies, and maintain the general intent and purpose of the Official Plan.

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

The subject property is currently zoned 'Industrial One' (M1), according to By-law 270-2004, as amended.

Variance 1 seeks to permit an office use (real estate, mortgage broker, accounting, general office) to operate from unit 19, whereas the by-law permits office uses excluding offices for licensed professionals. The intent of the by-law in regulating permitted uses on a property is to ensure complementary uses to the area and appropriate restriction of non-compatible land uses.

As per review of the submitted application and staff conducted site visit, staff are of the opinion that the proposed office use on the property, is an appropriate use within the context of the adjacent industrial, office, and commercial uses located to the north and west of the subject property. As such, staff have no concerns with the proposed use in regard to compatibility of the area. Allowing the expansion of uses to include an office for licensed professionals is not anticipated to generate a nuisance to the surrounding area or adjacent industrial units. Subject to the recommend conditions of approval, the variance maintains the general intent and purpose of the Zoning By-law.

Variance 2 seeks to permit 319 parking spaces, whereas the by-law requires 328 parking spaces. The intent of the by-law in regulating minimum parking requirements is to ensure that the site can properly accommodate the parking demand generated by the permitted uses on the property as well as to monitor the circulation of traffic on a given site, in an effort to ensure the site remains functional.

The applicant has provided staff with a Parking Brief which supports the reduction. Traffic planning staff are in agreement with the findings and support the proposed reduction. Staff are of the opinion that the proposed parking reduction is suitable for the site and location as it is not anticipated to detract from the industrial functions of the existing plaza. To ensure that there are no technical impacts deriving from the development, a condition of approval is recommended that the applicant submit a Site Plan Application within 120 days of Committee's decision or within an extended period of time as approved by the Director of Development Services. Through the processing of the site plan application, staff will review the proposed parking reduction, to ensure that the property will continue to properly function and will not result in any detrimental impact on the adjoining properties. Subject to the conditions of approval, the variance is considered to maintain the intent of the Zoning By-law.

3. Desirable for the Appropriate Development of the Land

Variance 1 is requested to permit an office use (real estate, mortgage broker, accounting, general office) to operate from unit 19, whereas the by-law permits office uses excluding offices for licensed professionals. The proposed use is considered to be compatible with surrounding uses and is not anticipated to create any adverse impacts. Staff have no concerns regarding negative impacts on the streetscape and/or functionality of the site both on-site and off-site.

Variance 2 is requested to provide 319 parking spaces, whereas the by-law requires a minimum of 328 parking spaces. The reduced parking for this site has been justified through the letter by CGE Transportation Consulting dated May 31, 2024. The letter includes an analysis of the number of employees, expected visitors and operation hours. Through a review of the application and aforementioned parking study, staff are of the opinion that the vehicle parking for the users of the site (employees and guests) can be sufficiently accommodated with the 319 parking spaces requested. As such, the proposed parking reduction is not anticipated to create adverse impacts relating to the function of the site on-site or off-site.

A condition of approval is included that the applicant obtain a building permit for a change of use. Although no construction is proposed, upgrading of one or more internal areas may be required.

Subject to the recommended conditions of approval, the variances are considered desirable for the appropriate development of the land.

4. Minor in Nature

The proposed variances are not anticipated to negatively impact the daily function and operation of the subject property or adjacent properties. The variances are not anticipated to generate significant adverse impacts on-site or off-site or limit the functionality of the site. Through the review of the parking study submitted by CGE Transportation Consulting, City Traffic Staff find that sufficient parking will be provided for both staff and visitors for the commercial development. Subject to the recommended conditions of approval, the variances are minor in nature.

Respectfully Submitted,

Aferdita Dzaferouska

Aferdita Dzaferovska, Assistant Development Planner

APPENDIX A – Site Visit Photos





May 31, 2024

Noble Prime Solutions Ltd
Unit #19, 2131 Williams Parkway
Brampton ON L6S 5Z4

Mr. Jivtesh Singh

**Re: Parking Justification Study
Proposed Real Estate Office
7956 Torbram Road, Unit #19
City of Brampton, Regional Municipality of Peel
Minor Variance File Number (A-2024-0134)**

CGE Consulting is pleased to submit this Parking Justification Study in support of the lease of the vacant unit to become real estate office within the existing commercial property located at 7956 Torbram Road, in the City of Brampton, the Regional Municipality of Peel.

This parking study is provided in support of the minor variance applications for the following purposes:

- a. To permit an office use (real estate, mortgage broker, accounting, general office) to operate from unit 19, whereas the by-law permits office use excluding offices for licensed professionals.; and
- b. To permit 319 parking spaces, whereas the by-law requires 328 parking spaces.

This study concludes that the parking supply of 319 parking spaces was found to be adequate to accommodate the parking demands of the commercial property.

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

Yours truly,

CGE TRANSPORTATION CONSULTING

A handwritten signature in blue ink, appearing to read 'Casey Ge'.

Casey Ge, P.Eng.
President

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1.0 INTRODUCTION

CGE Consulting was retained by Noble Prime Solutions Ltd. to prepare a Parking Justification Study for an existing commercial building, located at 7956 Torbram Road, in the City of Brampton (“the City”), the Regional Municipality of Peel. The purpose of this study is to undertake a parking survey at the existing site during a typical weekday and Saturday between 10:00 AM and 5:00 PM to capture the highest site parking demand. The parking utilization survey data will be used to justify any on-site parking deficiency.

The subject site as per by the City’s by-law will require a total of 328 parking spaces. As part of the Minor Variance application, the City requested that a parking justification study be submitted for review and approval to support the subject site parking supply. The requested variance application is to permit 319 spaces on-site.

A detailed scope of was submitted by CGE Consulting to the client to inform the general work program for the enclosed parking justification report. The City’s correspondence is provided in **Appendix A**.

The subject site is a multi-tenant one and two storey commercial building with a variety of different businesses including but not limited to restaurants, financial services, real estate offices, etc. There are a total of 42 individual units (31 units at street level and 11 units at second level). The available on-site parking supply is 326 parking spaces including three barrier free parking spaces. The site is bounded by employment buildings to the north and west, Torbram Road to the east and Highway 407 to the south. Photos of the subject site are included in **Appendix B**.

The location of the existing commercial building is illustrated in **Figure 1**.

Figure 1 Project Location

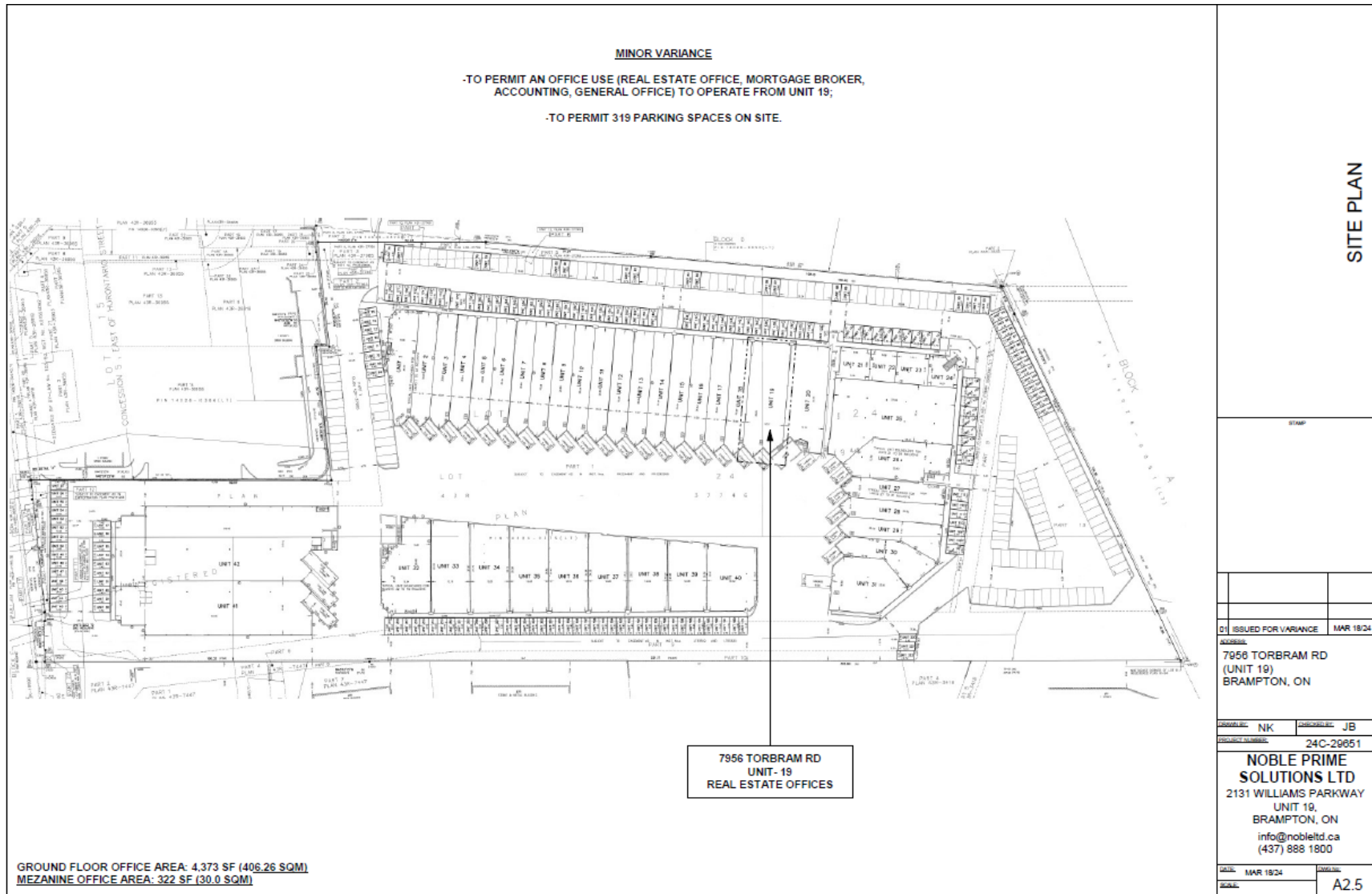


Source: City of Brampton Interactive Map

The site can be accessed through two full-movement driveways to Torbram Road and Steeles Avenue East.

Figure 2 shows the site plan.

Figure 2 Proposed Site Plan



2.0 DESCRIPTION OF THE STUDY AREA

2.1 Existing Road Network

The surrounding area within 200 metres from the proposed site is shown in **Figure 3** below. For this study, a 200-metre radius is used to define the primary study area as this represents a reasonable walking distance (5 minutes or less) to and from the subject site for vehicle parking purposes.

The surrounding area consists primarily of commercial/retail uses.

Figure 3 Subject Site Surrounding Area



Source: City of Brampton Interactive Map

- **Torbram Road** is a north-south four lane collector roadway under the jurisdiction of the City. The road has a 15.0 metre pavement width, posted speed of 60 km/h

in the vicinity of the site. On-Street parking is prohibited at any time on both sides of Torbram Road. There are no sidewalks nor cycling facilities.

- **Steels Avenue East Regional Road 15)** is an east-west industrial roadway under the authority of the Regional Municipality of Peel. The road has a four-lane cross section (2 per direction) and a posted speed limit of 70 km/h in the vicinity of the site. There are sidewalks on both sides of the road. On-street parking is prohibited on both sides of the street in the vicinity of the site.
- The intersection of **Steels Avenue East and Torbram Road** is signalized with auxiliary left and right turn lanes are provided on each intersection approach.

3.0 PARKING ASSESSMENT

3.1 City of Brampton Zoning By-Law

Based on the City Zoning By-Law, “**Section 20.0 General Provisions for Commercial Zones**” minimum parking standards for the existing commercial uses vary based on type of commercial business.

Table 1 summarizes the site’s overall existing number of parking spaces as per the City’s Zoning By-Law.

Table 1 Existing Number of Parking Spaces

Building/Unit	Type of Business	Area of Unit (m²)	Area of Unit (S²)
UNIT 1	Chat Hut (Restaurant)	2,828.21	262.75
UNIT 2	Kitchen Cabinet (Retail)	2,256.54	209.64
UNIT 3	"	2,235.63	207.70
UNIT 4	Kitchen Countertops (Retail)	2,225.15	206.72
UNIT 5	"	2,270.46	210.93
UNIT 6	"	2,246.09	208.67
UNIT 7	Building Supplies	2,249.58	208.99
UNIT 8	"	2,253.06	209.32
UNIT 9	"	2,246.09	208.67
UNIT 10	"	2,242.60	208.34
UNIT 11	Mortgage Office	2,256.54	209.64
UNIT 12	Forklift Training	2,253.06	209.32
UNIT 13	Transport Company (Office)	2,235.63	207.70
UNIT 14	"	2,179.63	202.49
UNIT 15	Building Supplies (Electrical)	2,305.16	214.16
UNIT 16	"	2,242.60	208.34
UNIT 17	"	2,246.09	208.67
UNIT 18	"	2,176.12	202.17
UNIT 19	Vacant	4,416.95	410.35
UNIT 20	Mortgage Office	4,001.46	371.75
UNIT 21	Real Estate Office	995.92	92.52
UNIT 22	"	841.19	78.15
UNIT 23	Immigration Office	1,051.20	97.66
UNIT 24	"	819.03	76.09
UNIT 25	Vacant	8,020.10	745.09
UNIT 26	Vacant	3,706.37	344.33
UNIT 27	Tire/ Rims (Retail)	2,139.60	198.78
UNIT 28	Meat Plant	2,034.77	189.04
UNIT 29	Planet Finance (Office)	2,445.69	227.21
UNIT 30	Transport Company (Office)	2,418.22	224.66
UNIT 31	"	3,447.56	320.29
UNIT 32	Mortgage Office	4,307.69	400.20
UNIT 33	Kitchen Cabinet (Retail)	3,703.47	344.06
UNIT 34	Kitchen Cabinet (Retail)	3,610.62	335.44
UNIT 35	Sign Outlet (Retail)	3,429.29	318.59
UNIT 36	Real Estate Office	3,258.42	302.72
UNIT 37	Flower Shop (Retail)	3,144.50	292.13
UNIT 38	Vacant	2,993.70	278.12
UNIT 39	Manufacturing Gear and Machines	2,782.20	258.47
UNIT 40	Gurdwara (Place of Worship)	3,375.77	313.62
UNIT 41	Delight Food (Manufacturing)	10,218.70	949.35
UNIT 42	"	15,903.23	1,477.46
Total		134,013.89	12,450.30

The subject site currently has a total of 328 parking spaces including three barrier free parking spaces. While the parking supply is intended to remain the same, therefore the City has requested that a parking justification study be completed to verify that the proposed real estate office parking needs can be accommodated within the site parking supply. A parking justification study was undertaken by CGE Consulting to validate that the site parking supply meets the parking needs. The following methodologies were analyzed:

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

3.2 Parking Utilization Surveys

To determine if the site parking supply of 328 parking spaces is adequate, parking utilization surveys were undertaken at the subject site. The parking surveys were conducted on Thursday May 9, 2024, and Saturday May 11, 2024, between the hours 10:00 AM – 5:00 PM at 30-minute intervals. Due to the size of the site the parking area was divided into three (3) zones. Parking survey raw data is provided in **Appendix C**.

Figure 4 highlights the parking zones, while the detailed counts are provided in **Table 2** and **Table 3**.

Figure 4 Parking Area Zones



Parking Justification Study – 7956 Torbram Road, City of Brampton

Table 2 7956 Torbram Road – May 9, 2024

Parking Spaces	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
in total	33	127	101	41	24

Zone Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Total	Utilization	Residual Spaces
10:00 AM	4	43	30	8	12	97	30%	229
10:30 AM	5	44	32	15	9	105	32%	221
11:00 AM	4	52	39	14	9	118	36%	208
11:30 AM	3	56	41	14	9	123	38%	203
12 NOON	4	61	41	15	9	130	40%	196
12:30 PM	4	68	40	15	9	136	42%	190
1:00 PM	3	66	41	14	8	132	40%	194
1:30 PM	4	62	43	12	8	129	40%	197
2:00 PM	3	54	43	14	9	123	38%	203
2:30 PM	3	57	42	14	9	125	38%	201
3:00 PM	3	55	43	15	8	124	38%	202
3:30 PM	2	54	43	13	9	121	37%	205
4:00 PM	2	52	43	13	8	118	36%	208
4:30 PM	1	52	40	12	8	113	35%	213
5:00 PM	1	50	40	12	8	111	34%	215

Based on the survey results shown in **Table 2**, there was a peak demand of 136 parking spaces (190 available spaces) at 12:30 PM, which only represents 42% parking utilization of the available on-site parking spaces.

Table 3 7956 Torbram Road May 11, 2024

Parking Spaces	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
in total	33	127	101	41	24

Zone Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Total	Utilization	Residual Spaces
10:00 AM	3	32	13	7	9	64	20%	262
10:30 AM	2	38	20	11	8	79	24%	247
11:00 AM	2	47	25	15	8	97	30%	229
11:30 AM	2	48	21	11	8	90	28%	236
12 NOON	2	48	20	11	9	90	28%	236
12:30 PM	3	50	20	9	9	91	28%	235
1:00 PM	3	51	21	9	8	92	28%	234
1:30 PM	3	46	16	9	8	82	25%	244
2:00 PM	2	43	12	10	10	77	24%	249
2:30 PM	3	41	11	10	10	75	23%	251
3:00 PM	3	42	11	9	9	74	23%	252

Based on the survey results shown in **Table 3**, there was a peak demand of 97 parking spaces (229 available spaces) at 11:00 AM, which only represents 30% parking utilization of the available on-site parking spaces.

The highest parking utilization of 42% and 30% were recorded during the survey during the weekday and Saturday observation, respectively. Based on the 326 parking spaces supply of the site, the proposed land use change of Unit #19 to a real estate office will not impact the site parking supply.

4.0 TRAFFIC DEMAND MANAGEMENT

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

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

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

Typical TDM measures include:

- Carpool/vanpool ride sharing, with emergency ride home;
- High-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis, and cars with three or more occupants;
- Bicycle and pedestrian programs;
- Promotion of public transit, including employer transit fare incentives;
- Parking supply and management strategies;
- Use of “smart card” technology and other advances in the pricing and marketing of transportation services;
- Establishment of Transportation Management Associations (TMAs) in employment areas and car-sharing organizations in residential areas;
- Programs to promote flexible working hours and telecommuting; and,
- Application of incident management systems and Intelligent Transportation System (ITS) innovations.

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

4.1 Public Transit Facilities

The subject site is located in a transit well supportive area with bus stops located within 100 – 200 metres, which is within comfortable walking distance, approximately less than 5 minutes. to the subject site. Brampton Transit provides multiple transit routes:

- **Transit Route 14 (Torbram North)** this route operates between Westwood Mall Terminal and ending at Torbram Road south of Father Tobin Road. The bus stops are conveniently located within a short walking distance from the subject site. This route operates seven days a week.

Other routes serving and provide connections are:

- **Route 11 (Steels Westbound)** – runs in the east-west direction along Steels Avenue East.
- **Route 511 (ZUM)** – runs along Steels Avenue East
- There are additional routes that run in the north-south direction along Airport Road and provides connections to the bus routes along Steels Avenue East for transit users to transfer to different destinations.

Figure 5 shows the existing transit routes and bus stops location.

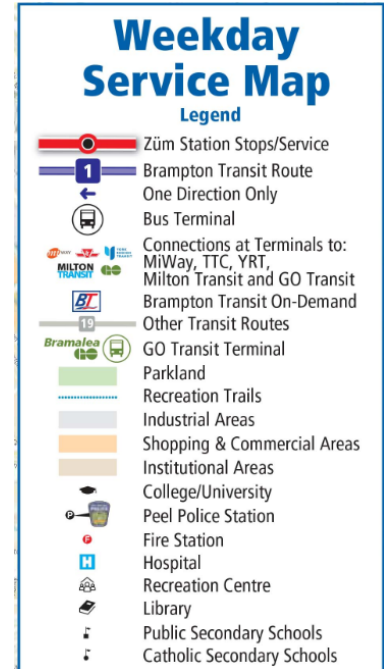


Figure 5 Existing Transit



Source: Brampton Transit Maps

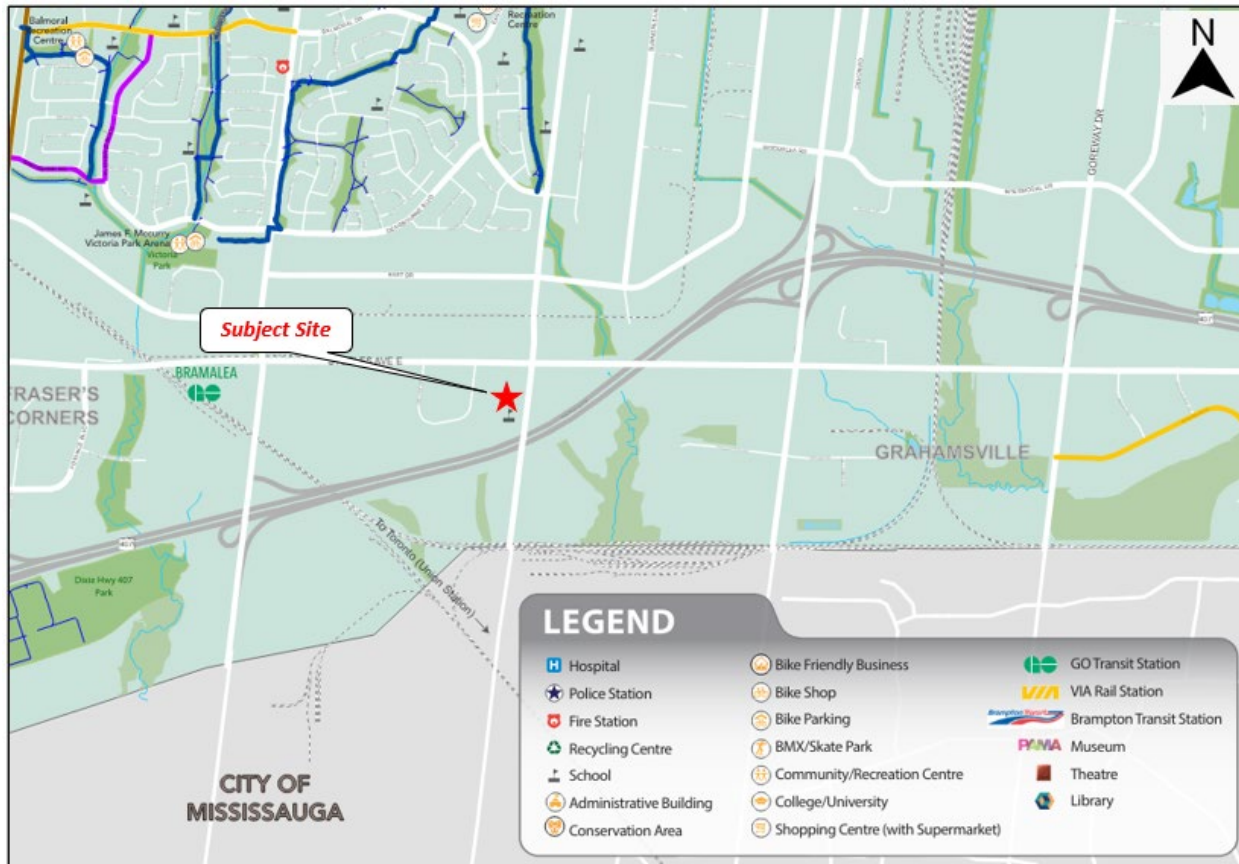
4.2 Pedestrian Facilities

Continuous pedestrian sidewalks are provided along both sides of Steels Avenue East in the vicinity of the site that provide access to the businesses and amenities in the area. Additionally, the walk phases incorporated into the signal timing plan for the Steels Avenue East and Torbram Road intersection are push button actuated for pedestrians to cross all legs of the intersection. Overall, the pedestrian network is well connected and provides convenient access to pedestrians.

4.3 Cycling Facilities

At present, there are no biking facilities on Torbram Road and Steels Avenue East; however, both roads are wide enough to accommodate cyclist should they choose to cycle to work. Cyclists were observed during the site visit. While the City’s parking By-law does not require bicycling parking spaces for the proposed use, it is recommended where feasible that bicycle parking facilities be provided. **Figure 6** shows the existing cycling facilities and trail/multi-use path network.

Figure 6 Existing Cycling and Trail Facilities



Source: Brampton 2022 Cycling Maps

4.4 On-site TDM Implementation

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

5.0 CONCLUSIONS

The subject site is a multi-tenant one and two storey commercial building with a variety of different businesses. There are thirty-one units at the ground level and eleven units on the second level for a total of forty-two units. The site is bounded by employment/commercial buildings to the north and west. Torbram Road to the east and Highway 407 to the south.

The subject site has a parking supply of 328 parking spaces including three barrier free parking spaces that serve all the units. This parking justification study provides a parking surveys summary at the subject site for a weekday and Saturday.

The key findings are summarized below:

- The maximum parking utilization at the surveyed proxy sites was 42% during the weekday and 30% during Saturday which represents 136 and 97 parking spaces usage of the total parking spaces supply.
- The proposed real estate office use will not impact on the parking supply as there is ample of residual parking spaces on-site.
- The many Transportations Demand Management measures that have been identified in the report will serve to encourage travel options by transit, walking and cycling for employees.
- Although the City's By-Law does not require bicycling parking spaces for the proposed site, it is recommended where feasible that bicycle parking be provided.
- Employers are encouraged to take advantage of the alternative modes of travelling available within the area. The Brampton/Caledon Smart Commute provides carpool options to employers to reduce the reliance on single occupancy vehicles.

***Appendix A:
City of Brampton Correspondence***

----- Forwarded message -----

From: **Dzaferovska, Aferdita (Dita)** <Aferdita.Dzaferovska@brampton.ca>

Date: Mon, Apr 29, 2024 at 2:50 PM

Subject: RE: Minor Variance application A-2024-0134 19-7956 Torbram Rd

To: APPLICATIONS@NOBLELTD.CA <APPLICATIONS@nobleltd.ca>

Cc: TSDHUGGA@gmail.com <TSDHUGGA@gmail.com>

Good afternoon,

Further to the below, please note that traffic staff require that you submit a parking justification letter, including the number of employees, expected visitors and operation hours, for review and approval to support the parking reduction.

Kindly provide the requested information/documentation no later than Friday May 3rd.

Regards,

Aferdita Dzaferovska

Planning Technician

Planning, Building and Growth Management

City of Brampton

2 Wellington Street West | Brampton, ON | L6Y 4R2

From: Dzaferovska, Aferdita (Dita)

Sent: Friday, April 26, 2024 1:32 PM

To: APPLICATIONS@NOBLELTD.CA

Cc: TSDHUGGA@gmail.com

Subject: Minor Variance application A-2024-0134 19-7956 Torbram Rd

Good afternoon Pavneet,

Upon review of Minor Variance application A-2024-0134 for 19-7956 Torbram Rd staff would like to verify if there is a registered condominium on the property.

If yes, the unit owner within the Standard Condominium Corporation will be required to obtain authorization from the directors of the Condominium Corporation prior to proceeding with the application— a letter providing authorization and signatures from the members of the board of directors will be required.

Regards,

Aferdita Dzaferovska

Planning Technician
Planning, Building and Growth Management
City of Brampton
2 Wellington Street West | Brampton, ON | L6Y 4R2

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

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Thank you kindly

Warm Regards
Noble Prime Solutions Ltd
applications@nobleltd.ca
437-888-1800
Unit #19, 2131 Williams Parkway,
Brampton, ON L6S 5Z4
[Download all attachments as a zip file](#)

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

**7956 Torbram Road Site Visit
Thursday May 9, 2024**



Main entrance



7956 Second floor entrance



Route 14 - Bus stop located at Main Access



Different type of businesses are located on site



Looking north



Looking south

***Appendix A:
Parking Survey Raw Data***

7956 Torbram Road, Brampton_2024_05_09 (Thursday)

Parking Spaces

Parking Spaces	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>TOTAL</u>
in total	33	127	101	41	24	326

Zone Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Total
10:00 AM	4	43	30	8	12	97
10:30 AM	5	44	32	15	9	105
11:00 AM	4	52	39	14	9	118
11:30 AM	3	56	41	14	9	123
12 NOON	4	61	41	15	9	130
12:30 PM	4	68	40	15	9	136
1:00 PM	3	66	41	14	8	132
1:30 PM	4	62	43	12	8	129
2:00 PM	3	54	43	14	9	123
2:30 PM	3	57	42	14	9	125
3:00 PM	3	55	43	15	8	124
3:30 PM	2	54	43	13	9	121
4:00 PM	2	52	43	13	8	118
4:30 PM	1	52	40	12	8	113
5:00 PM	1	50	40	12	8	111

7956 Torbram Road, Brampton_2024_05_11 (Saturday)

Parking Spaces						
Parking Spaces	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	TOTAL
in total	33	127	101	41	24	326

Zone Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Total
10:00 AM	3	32	13	7	9	64
10:30 AM	2	38	20	11	8	79
11:00 AM	2	47	25	15	8	97
11:30 AM	2	48	21	11	8	90
12 NOON	2	48	20	11	9	90
12:30 PM	3	50	20	9	9	91
1:00 PM	3	51	21	9	8	92
1:30 PM	3	46	16	9	8	82
2:00 PM	2	43	12	10	10	77
2:30 PM	3	41	11	10	10	75
3:00 PM	3	42	11	9	9	74