



Report Committee of Adjustment

Filing Date: July 10, 2024
Hearing Date: January 28, 2025

File: A-2024-0268

**Owner/
Applicant:** A.D. CORPORATION c/o Sam Matharu
King Consultants Inc. c/o Gursewak Singh

Address: 153 Rutherford Road South

Ward: WARD 3

Contact: Rajvi Patel, Planner I

Recommendations:

That application A-2024-0268 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 a site plan application shall be submitted within 60 days of the Committee's decision or within an extended period of time as approved by the Director of Development Services;
 3. That the motor vehicle washing establishment use only be permitted in conjunction with the motor vehicle repair shop;
 4. That the motor vehicle sales establishment only be permitted in conjunction with the motor vehicle repair use;
 5. That there be no outside display of motor vehicles for sale within the front yard soft landscaping and within the parking area designated for employees and visitors at the front of the property;
 6. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.
-

Background:

The applicant is proposing two new uses relating to a motor vehicle washing establishment for trucks and a motor vehicle sales establishment use. The proposed uses are intended to operate in conjunction with the existing truck repair and service use and motor vehicle repair use. Two separate tenants will be operating on the subject lands: Tenant A will occupy Units A and B, which will be utilized for motor vehicle repair and the ancillary motor vehicle sales establishment; Tenant B will occupy Units C and D, which will be utilized for truck repair and servicing use, along with the ancillary motor vehicle washing establishment. No construction or building additions are proposed to the existing building.

The minor variance application was previously deferred at the October 15, 2024, Committee of Adjustment hearing.

Existing Zoning:

The property is zoned 'Industrial Two (M2)', according to By-law 270-2004, as amended.

Requested Variances:

The applicant is requesting the following variances:

1. To permit a motor vehicle washing establishment (motor vehicle detailing operation) in conjunction with an existing motor vehicle repair shop, whereas the by-law does not permit a motor vehicle washing establishment;
2. To permit a motor vehicle sales establishment in conjunction with an existing motor vehicle repair shop, whereas the by-law does not permit a motor vehicle sales establishment;
3. To permit 33 parking spaces, whereas the by-law requires a minimum 90 parking spaces for the proposed uses;
4. To permit 0 stacking spaces for a motor vehicle washing establishment, whereas the by-law requires a minimum 10 vehicle stacking spaces; and
5. To permit 5 tandem parking spaces associated with a vehicle sales establishment, whereas the by-law does not permit tandem parking associated with a vehicle sales establishment.

Current Situation:

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

The subject property is designated 'Industrial' in the Official Plan and 'General Employment 1' in the Highway 410 and Steeles Secondary Plan (Area 5). The requested variances are not considered to have significant impacts within the context of the Official Plan and Secondary Plan policies, and maintain the general intent and purpose of the Official Plan.

The general intent of the 'Industrial' Official Plan designation is to provide for a range of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base.

The subject lands are further designated as 'General Employment 1' in the Highway 410 and Steeles Secondary Plan (Area 5). The General Employment 1 designation allows for a broad range of industrial uses including but not limited to motor vehicle repair and body shops, warehousing and storage of goods, and outdoor storage areas, only as accessory to an industrial use.

As per the Regionally-Approved Brampton Plan, the subject property is designated the following:

- Employment Areas - Schedule 1A
- Employment - Schedule 2
- Provincially Significant Employment Zone - Schedule 5

On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan was scheduled to take effect on June 6th, 2024, except for any sections that may be subject to appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved.

The subject lands are recognized to be located within a Provincially Significant Employment Zone (PSEZ). PSEZ's are identified by the Province for the purposes of long-term planning for job creation and economic development.

The general intent of Employment Areas is to provide employment uses such as manufacturing, warehousing, research and development, office uses, logistics and other ancillary commercial uses, while ensuring their long-term protection for the City's economic prosperity as well as diversifying the economic base for existing and future businesses.

Lands designated Employment will be protected and reserved for employment uses including manufacturing, warehousing, logistics, office, and associated commercial, retail and ancillary uses. Brampton Plan provides that compatibility with surrounding uses is a major factor in mitigating any potential adverse impacts. One of the permitted uses within the Employment designation includes vehicle repair and services and vehicle sales and service (Section 2.2.8.5 (a)).

The requested variances relate to permitting a motor vehicle washing establishment (truck detailing operation) within Unit C in conjunction with the existing truck repair shop in Unit D; and a motor vehicle sales establishment within Unit A in conjunction with the existing motor vehicle repair shop in Unit B. The subject lands are located within an industrial area primarily consisting of motor vehicle repair and motor vehicle sales uses, therefore, the requested variance is not anticipated to negatively impact the industrial use and character of the surrounding area. Subject to the recommended conditions of approval, the requested variances are considered to maintain the general intent and purpose of the Official Plan.

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

The subject property is currently zoned 'Industrial Two' (M2), according to By-law 270-2004, as amended.

Variance 1 is requested to permit a motor vehicle washing establishment (motor vehicle detailing operation) in conjunction with the existing motor vehicle repair shop, whereas the by-law does not permit a motor vehicle washing establishment. Variance 2 is requested to permit a motor vehicle sales establishment in conjunction with an existing motor vehicle repair shop, whereas the by-law does not permit a motor vehicle sales establishment. The intent of the by-law in restricting the motor vehicle sales use is to reflect the use of the subject lands as an industrial use.

The subject property is zoned M2 which permits a range of industrial uses including a motor vehicle repair shop use and accessory uses associated with the permitted uses listed in Section 32.1 of the Zoning By-law. The requested variances to permit the motor vehicle sales uses in Unit A and a motor vehicle washing establishment in Unit C are not expected to negatively impact the uses of the lands as the M2 Zone permits motor vehicle repair uses and limited retail and office uses in conjunction with such permitted uses. Limited motor vehicle sale uses and washing establishments may be considered as an extension of, or accessory to the auto repair use. The motor vehicle sales are proposed to be conducted in conjunction with a permitted motor vehicle repair use in Unit B. The motor vehicle washing establishment (truck detailing) is proposed to be conducted in conjunction with the permitted truck repair and servicing use in Unit D. Subject to the recommended conditions of approval, Variances 1 and 2 are considered to maintain the general intent and purpose of the Zoning By-law.

Variance 3 is requested to permit 33 parking spaces, whereas the by-law requires 90 parking spaces for the proposed uses. The intent of regulating minimum parking requirements for industrial properties is to ensure that the site can accommodate the parking demand generated by the permitted uses on the property.

A Parking Justification Study and Swept Path Assessment for the proposed truck detailing and vehicle sales establishment, prepared by Traffic+ Engineering Ltd., dated January 3, 2025, was submitted with the minor variance application (Appendix B). City staff reviewed the parking justification study and found it to be satisfactory. The study concluded that the proposed total site parking supply of 48 parking spaces (46 parking spaces for motor vehicles and 2 parking spaces for tractor trucks) will be sufficient to accommodate the parking demand for all businesses that will operate in the existing building. The 48 parking spaces provided on site includes 15 parking spaces within Unit A which are not considered to contribute to the overall number of parking spaces as per Zoning staff's interpretation, hence the variance being requested is for 33 parking spaces. Additionally, the existing truck repair shop has sufficient space for 5 trucks to parking within the Unit and the existing vehicle repair shop has sufficient space to park 4 vehicles within the unit, which is not anticipated to negatively impact the function of the site. Therefore, subject to the recommended conditions of approval, Variance 3 is considered to maintain the general intent and purpose of the Zoning By-law.

Variance 4 is requested to permit 0 stacking spaces for a motor vehicle washing establishment, whereas the by-law requires 10 car stacking spaces. The intent of the By-law in requiring 10 car stacking spaces is to accommodate the anticipated number of vehicles that would be used for an automated vehicle washing facility without disrupting the site's functionality.

The intended business operation for Unit C is for a truck detailing use that will be accessory to the existing truck repair and servicing use in Unit D. The truck detail use has no automated function which does not require stacking spaces and will operate within the confines of the unit. This is an appointment

based service, meaning that multiple trucks are not anticipated to be waiting on the property to access the service at any time, nor is the service automated. Additionally, two truck waiting stalls are depicted in the sketch to avoid trucks queuing up on the site. Variance 4 is considered to maintain the general intent and purpose of the By-law.

Variance 5 is requested to permit 5 tandem parking spaces associated with a vehicle sales establishment, whereas the by-law does not permit tandem parking associated with a vehicle sales establishment. The intent of the By-law in regulating the number of tandem parking spaces for a vehicle sales establishment is to ensure the functional site operation and storage of vehicles on a site.

To maximize space efficiency, the applicant has proposed five (5) tandem parking spaces at the northeastern limit of the site to generally meet the needs of the proposed motor vehicle establishment. Recognizing that motor vehicle sales establishments have a need for storing vehicles temporarily, Staff are of the opinion that the proposed tandem parking will maintain site functionality. A condition of approval is recommended that a site plan application shall be submitted within 60 days of the Committee's decision or within an extended period of time as approved by the Director of Development Services. Subject to the recommended conditions of approval, Variance 5 is considered to maintain the general intent and purpose of the Zoning By-law.

3. Desirable for the Appropriate Development of the Land

Variances 1 and 4 relate to permitting a motor vehicle washing establishment and stacking spaces. The proposed motor vehicle washing establishment will be accessory to the permitted truck repair use and is compatible with the surrounding area and with the other permitted uses on the property. The intended business operation for Unit C is for a truck detailing/ washing establishment that has no automated function and since it will operate within the confines of the unit, it is not anticipated to affect the site's functionality or inhibit the functionality of neighbouring businesses. Variances 1 and 4 are considered to be desirable for the appropriate development of the land.

Variance 2 is requested to permit a motor vehicle sales establishment in Unit A. The proposed motor vehicle sales establishment will be accessory to the permitted motor vehicle repair use existing in Unit B. The proposed use of Unit A is not anticipated to generate adverse impacts relating to the compatibility of the use and function of the site on-site or off-site as the vehicle sales use is limited in scale and will operate in conjunction with the permitted motor vehicle repair shop in Unit B. Staff recommend that there be no outside display of motor vehicles for sale within the front yard soft landscaping and within the parking area designated for employees and visitors at the front of the property. Subject to the recommended conditions of approval, Variance 2 is considered to be desirable for the appropriate development of the land.

Variances 3 and 5 are requested to permit the proposed site conditions for 33 parking spaces and 5 tandem parking spaces. Through the review of the aforementioned parking study, staff are of the opinion that the vehicle parking for the users of the site (employees and visitors) can be sufficiently accommodated with the 33 parking spaces shown on the provided site plan. Additionally, the tandem parking optimizes space utilization on the site and helps meet parking needs without impacting site accessibility or functionality, as confirmed by City Traffic Services. A condition of approval is recommended that a site plan application shall be submitted within 60 days of the Committee's decision

or within an extended period of time as approved by the Director of Development Services. Subject to the recommended conditions of approval, Variances 3 and 5 are considered to be desirable for the appropriate development of the land.

4. Minor in Nature

Variance 1 is requested to permit a motor vehicle washing use (Unit C) in conjunction with the permitted truck repair shop (Unit D). Variance 2 is requested to permit a motor vehicle sales establishment (Unit A) in conjunction with the permitted motor vehicle repair shop (Unit B). The variances are not considered to significantly impact the use of the site and will continue to maintain the existing Industrial area and employment function of the property. Subject to the recommended conditions of approval, Variances 1 and 2 are considered minor in nature.

Variances 3 and 5 are requested to permit parking reductions to the overall site and tandem parking spaces associated with the motor vehicle sales establishment. The proposed parking reduction of 57 parking spaces is not anticipated to negatively impact the daily function and operation of the subject property or adjacent properties. Through the review of the Parking Justification study submitted by Traffic+ Engineering Ltd., City Traffic Staff find that sufficient parking will be provided for both employee and customers. Additionally, the proposed addition of five (5) tandem parking spaces is not anticipated to create any adverse impact to site functionality. Staff recommend a condition of approval that there be no outside display of motor vehicles for sale within the front yard soft landscaping and within the parking area designated for employees and visitors at the front of the property. Subject to the recommended conditions of approval, Variances 3 and 5 are considered to be minor in nature.

Variance 4 is requested to permit 0 stacking spaces for a motor vehicle washing establishment. The truck detail use has no automated function which does not require stacking spaces. The business operation is limited to within the unit which will not impede the ongoing operation of the existing permitted industrial uses on site, nor will it create any adverse impacts to the surrounding area. Variance 4 is considered to be minor in nature.

Respectfully Submitted,

Rajvi Patel

Rajvi Patel, Planner I

Appendix A – Existing Site Conditions



**Appendix B – Parking Justification Study and Swept Path Assessment prepared by Traffic+
Engineering Ltd., dated January 3, 2025**



Parking Justification Study, and Swept Path Assessment, for the Proposed Truck Detailing and Vehicle Sales Establishment

153 Rutherford Road South, Brampton

Prepared by: Traffic+ Engineering Ltd.
Prepared for: King Consultants Inc.

January 03, 2025

Date

January 03, 2025

Our Reference:

20240024

Client Contact Information

Gursewak Singh MSc. Pl., Provisional Member MCIP, RPP
Director, Planner
King Consultants Inc.

Re: Parking Justification Study and Swept Path Assessment Proposed Truck Detailing and Vehicle Sales Establishment Rutherford Road South, City of Brampton

Content

Traffic+ Engineering Ltd. is pleased to submit this Parking Justification Study and AutoTURN Swept Path Assessment in support of a Minor Site Plan Amendment application for the proposed Truck Detailing operation, as well as for the proposed Vehicle Sales Establishment. The two proposed business operations (Truck Detailing and Vehicle Sales Establishment) will operate in the existing single storey building that is currently operating as a truck repair shop and a car repair shop. The subject building where the proposed Truck Detailing operation and Vehicle Sales Establishment will operate is located along Rutherford Road South in the City of Brampton, Ontario.

The subject site is accessed via two full-movement driveways located along Rutherford Road South. The two proposed businesses will operate in the already existing vacant units in the building. The Truck Detailing will operate in an existing two unutilised wash bays, and the Vehicle Sales Establishment will operate in an empty unit located in the same building.

It should be noted that there are no proposed building additions or any construction to the existing building. The total Gross Floor Area (GFA) is approximately 1,888.1 m² (20,323.34 ft²).

Study

The purpose of this study is to provide a parking justification for each proposed business operation, which are the Truck Detailing and Vehicle Sales Establishment, that will reflect the current and proposed business use and the number of employees expected to work at each establishment.

Additionally, swept path assessments are undertaken to demonstrate that the tractor trucks can maneuver around the site without any obstruction.

Conclusions

The findings and conclusions of our study are as follows:

- Based on the site plan prepared by King Consultant Inc. dated September 2024, a truck detailing operation and a vehicle sales establishment are proposed;
- The two businesses will operate in existing units, there are no proposed building additions or any construction to the existing building;
- Site access is accommodated by two full movement driveways, located along Rutherford Road South;

Truck Detailing Operation

- The site layout can easily accommodate the manoeuvring of a typical tractor truck around the site without any issues;
- Parking justification study was undertaken, by performing interview surveys at two proxy sites approved by City's staff. These sites are:
 1. Pro Star Truck Lube & Wash Inc.
307 Clarence St, Brampton, ON L6W 1T6
 2. All Truck Lube and Wash Limited
71 Stafford Dr, Brampton, ON L6W 1L3
 3. Doaba Truck Lube
153 Rutherford Road South, Brampton, ON L6W 3N5
- Parking surveys results concluded that the proposed **18 parking spaces**, will be more than sufficient to accommodate the parking demand for customers, employees, and visitors for the existing truck repair shop and the proposed truck detailing business.

Vehicles Sales Establishment

- Regarding the proposed Vehicles Sales Establishment and the existing motor vehicle repair shop, the proposed parking supply of **30 parking spaces** will be more than sufficient to accommodate the parking demand for employees, and customers.

In summary, the proposed total site parking supply of **48 parking spaces (46 parking spaces for motor vehicles and 2 parking spaces for tractor trucks)** will be more than enough to accommodate the parking demand for all businesses that will operate in the existing building.

It should be noted that the **existing truck repair shop has currently enough space to park 5 trucks inside the building**, and the **existing vehicle repair shop has enough parking space for 4 personal vehicles to park inside the business**.

Finally, based on observation during my site visits and the swept path assessments, using the AutoTURN v.11, the truck tractors and dump trucks can easily maneuver around the site, as they currently do, without any issues.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,



Mr. Nabil Gharani, P.Eng., PTOE, M.S.C.E.
President and CEO



Engineering Ltd.

Table of Contents

1.0 Introduction 6

 1.1 Study Overview 6

 1.2 Study Area and Proposed Site Plan..... 6

2.0 Existing Conditions 8

 2.1 Existing Road Network 8

3.0 Proposed Development 8

4.0 Site Circulation assessments..... 11

 4.1 Type of Truck for the Swept Path Assessments..... 11

 4.2 Swept Path Assessments 11

5.0 Parking Justification Study..... 17

6.0 Scope of Work and Methodology 17

7.0 Proxy Sites Parking Survey 18

 7.1 Pro Star Truck Lube & Wash Inc..... 18

 7.2 All Truck Lube and Wash Limited..... 25

 7.3 Doaba Truck Lube 32

 7.4 Parking Survey Results 33

8.0 Vehicle Sales Establishment 35

 8.1 Operations of the Vehicle Sales Establishment 35

 8.2 Parking Estimation 35

 8.3 Proposed Parking Supply..... 35

 8.4 Conclusion 36

9.0 Findings and Conclusions..... 36

Appendices

Appendix A: Site Plan

Appendix B: Swept Path Assessments – Vehicle Characteristics

Appendix C: Survey Tables for Pro Star Truck Lube & Wash Inc., All Truck Lube and Wash Limited, and Doaba Truck Lube

1.0 Introduction

1.1 Study Overview

Traffic+ Engineering Ltd. was retained by King Consultants Inc. to undertake a parking justification study for the proposed Truck Detailing operation, as well as for the proposed Vehicle Sales Establishment, and the study includes swept path assessments for tractor trucks to demonstrate that these types of vehicles can maneuver around the site and the parking area located in the back of the building without any restrictions.

The subject property is an existing building where currently there are a truck repair shop as well as a car mechanics. However, the truck repair shop is proposing to provide an additional truck service that is a truck detailing business to be operating in the existing two unutilised wash bays that are currently connected to the existing truck repair shop. It should be noted that the operation of the truck detailing business will be considered as ancillary to the truck repair business and will not be operating as a separate business.

In addition to the proposed Truck Detailing operation, a Vehicle Sales Establishment is being proposed to operate in the same building, which will operate in an existing empty unit that will be converted as a showroom for used luxury vehicles only.

The site is currently accessed via two full movement driveways, both located along Rutherford Road South.

1.2 Study Area and Proposed Site Plan

The approximate location of the subject site is illustrated in **Figure 1**. The community surrounding the subject site is comprised of light / medium industrial area, comprising mainly of truck and car repair shops.



Figure 1:
Approximate Site Location

2.0 Existing Conditions

Under existing conditions, the building has currently two businesses that are fully operational, which are the following:

- Truck repair shop; and
- Car repair shop

It should be noted and emphasised that there are no proposed structural additions, or constructions planned in this application.

The subject property is located at 153 Rutherford Road South, in the City of Brampton. The site is currently accessed via two full movement driveways both located along Rutherford Road South.

2.1 Existing Road Network

The existing road network where the site is located is described below:

- **Rutherford Road South:** is a City of Brampton corridor, north-south Minor Arterial in the City of Brampton as per the City of Brampton Road Classification and is comprised of four (4) lanes with a median “Two-way Left Turn Lane”. Continuous pedestrian sidewalk is found on the north side of the corridor and on-street parking is not permitted at all time. The posted speed limit is 60 km/h in the vicinity of the proposed development.

3.0 Proposed Development

Based on the site plan prepared by King Consultant Inc. dated January 2025, **Figure 2** and **Figure 3**, illustrates the location of the two wash bays for truck detailing operation, as well as the unit where the vehicle sales establishment will operate as a “used luxury car showroom”.

Full site plan is found in **Appendix A**.





4.0 Site Circulation Assessments

Based on the proposed site layout that includes parking stalls for employees and customers for both the existing truck repair shop and the proposed truck detailing business, the swept path assessments will focus on tractor truck maneuverability at the driveways, the alleyways and at the parking area, and the truck wash bays located in the back of the subject site.

The assessments will consist of undertaking numerous swept paths to demonstrate that the tractor trucks can easily maneuver and exit the site without any obstructions.

4.1 Type of Truck for the Swept Path Assessments

In consultation with the City of Brampton, it was requested that the type of vehicle that should be used is a tractor truck for the swept path assessment. The tractor truck AutoTURN model used in the assessments was obtained from the City of Brampton staff.

4.2 Swept Path Assessments

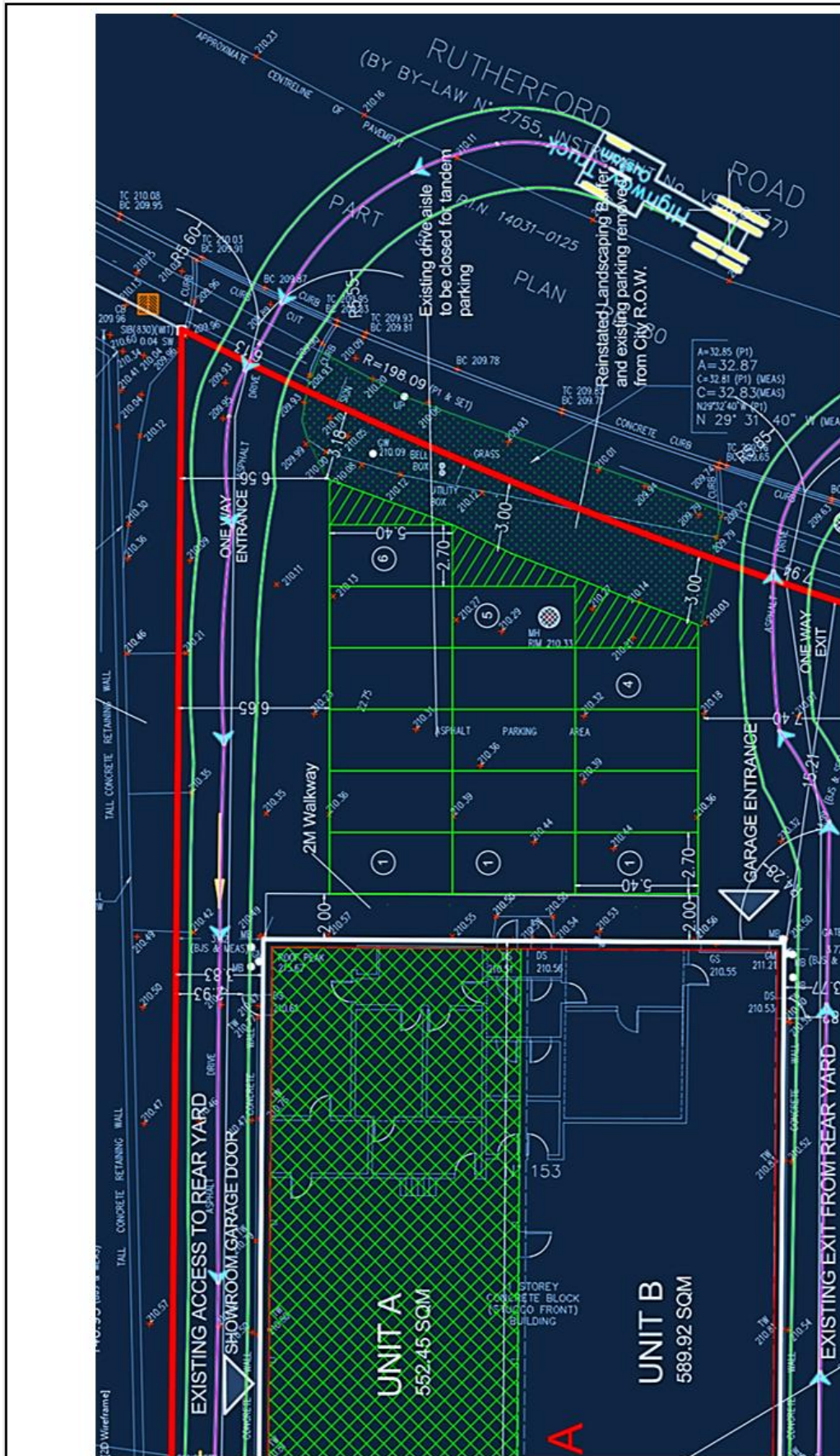
The trucks circulation assessments along the driveway, at the parking area and the truck wash bays located in the back of the building were completed using AutoTurn v.11 software package.

Based on the comprehensive AutoTurn assessments, tractor truck can maneuver around the site without any obstruction.

Detailed AutoTurn assessments in different locations around the proposed development are illustrated in **Figures 4 – 8**.

Vehicles dimensions and turning movement radii specifications for tractor truck used in the assessments and replicated in AutoTurn software, are found in **Appendix B**.

Figure 4:
Tractor Truck - Swept Path Assessment
(NTS)



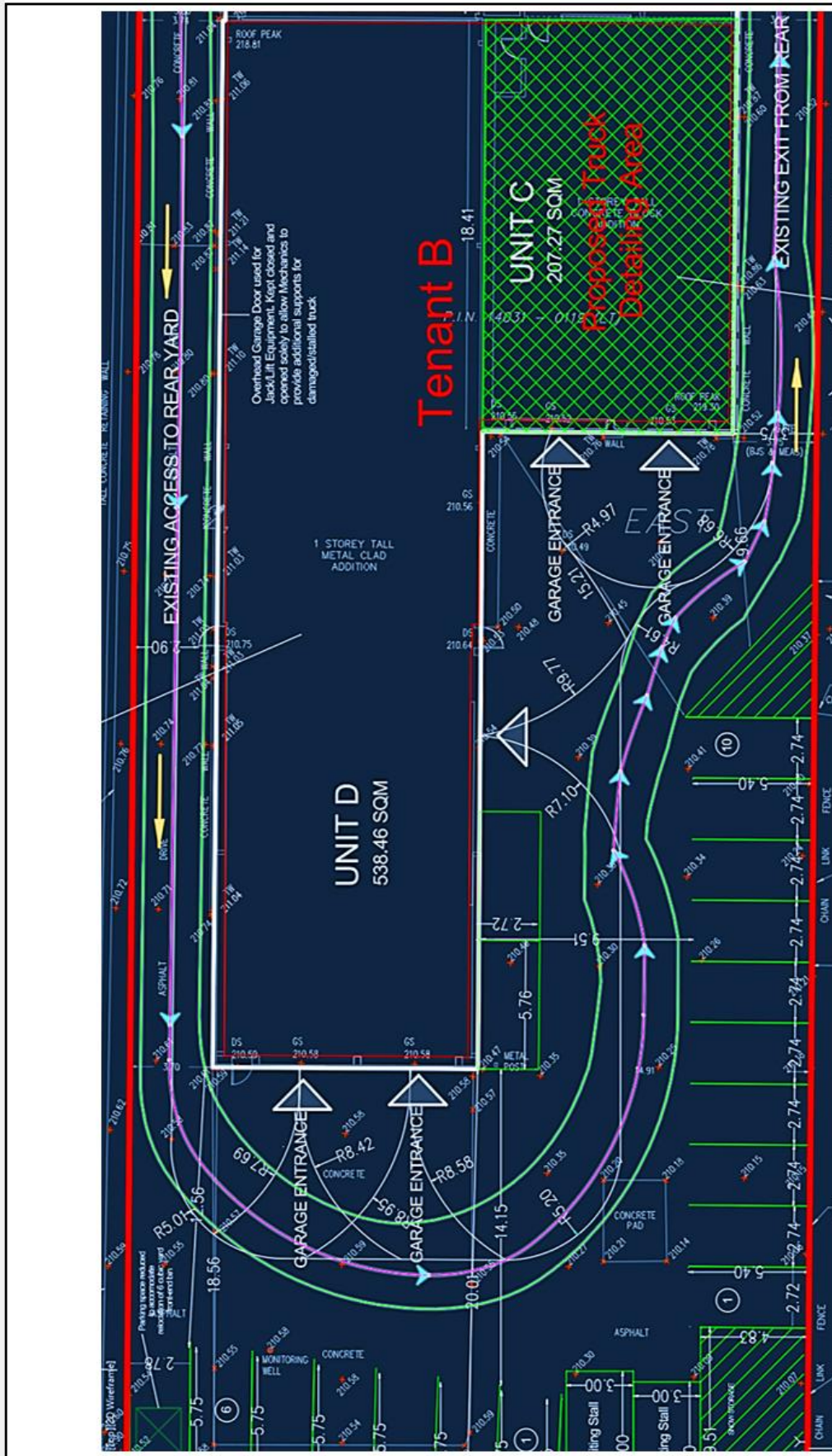


Figure 5:
Tractor Truck - Swept Path Assessment
(NTS)

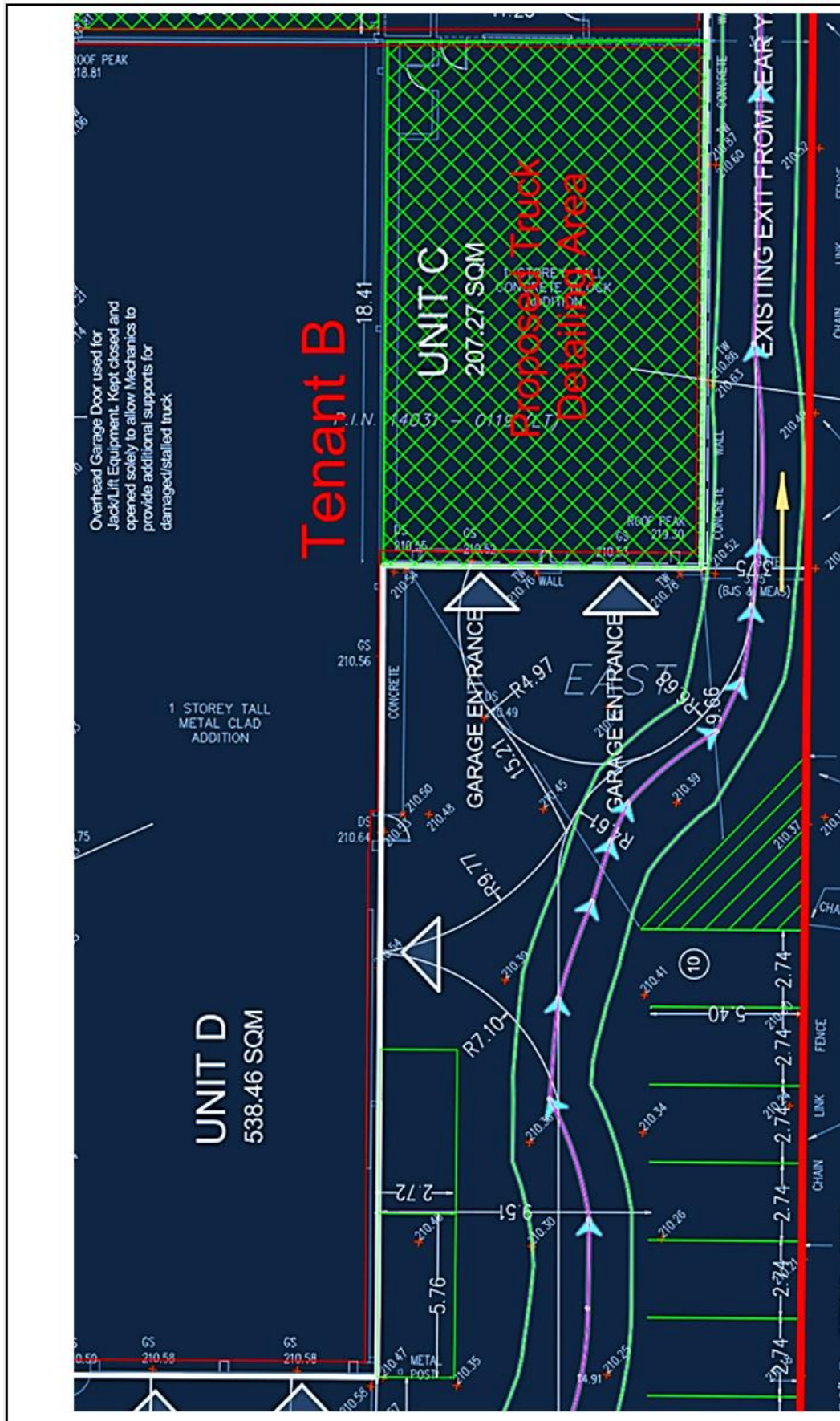


Figure 6:
Tractor Truck - Swept Path Assessment
(NTS)



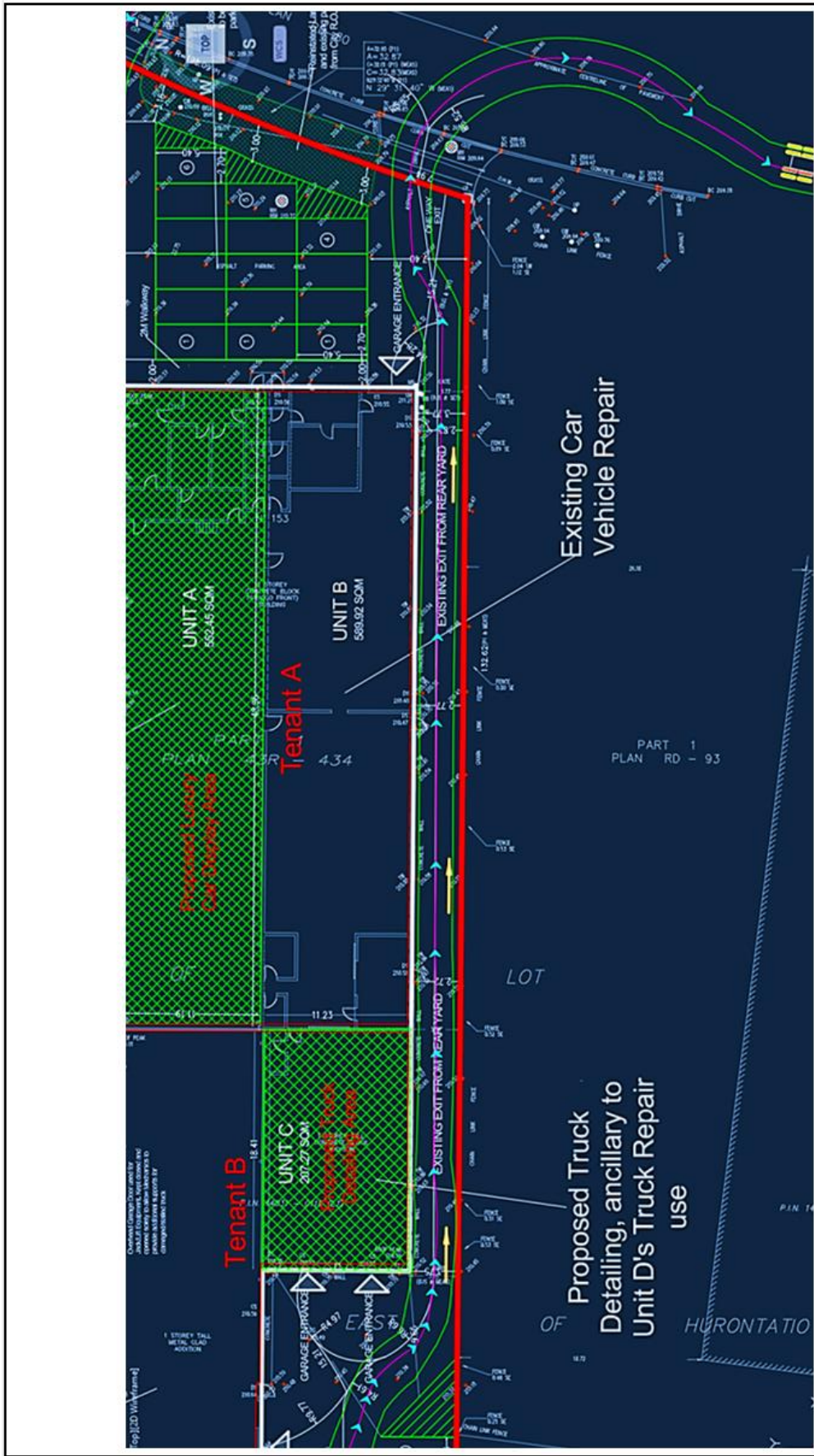


Figure 8:
Tractor Truck - Swept Path Assessment
(NTS)

5.0 Parking Justification Study

Based on the site plan, the surface areas of truck repair shop and the proposed truck detailing business, which will operate as an ancillary to the truck repair shop are as follows:

- Truck Repair Shop: 538.46 m²
- Truck Detailing Business (Proposed): 207.27 m²
- Car Repair Shop: 589.92 m²
- Used Vehicle Sales Establishment (Proposed): 552.45 m²

The minimum required parking spaces that should be supplied based on the City of Brampton “Zoning By-Law 270 – 2004”, is shown in **Table 1**

Table 1: Minimum Parking Requirement - City of Brampton “Zoning By-Law 270 – 2004”

City of Brampton	Type of Establishment	Parking Requirement (As per By-law)	Surface Area (m ²)	Parking Ratio (per m ²)	Minimum Parking Required (Mathematical)	Minimum Parking Requirement	Total Minimum Parking
Zoning By-Law 270 – 2004	Motor Vehicle Washing Establishment (Truck Wash) - [Future]	5 parking spaces (Parking space rate is NOT function of Surface Area)	207.27	(N/A)	(N/A)	5	92
	Motor Vehicle Repair Shop or Motor Vehicle Body Shop (Truck Repair Shop)	1 parking space for each 18 square metres of gross floor area or portion thereof but 50 percent of the required parking spaces may be tandem parking spaces	538.46	18	538.46 / 18	30	
	Motor Vehicle Repair Shop or Motor Vehicle Body Shop	1 parking space for each 18 square metres of gross floor area or portion thereof but 50 percent of the required parking spaces may be tandem parking spaces	589.92	18	538.46 / 18	33	
	Used Vehicle Sale - [for Future Vehicle Sales Establishment]	1 parking space for each 23 square metres of gross floor area	552.45	23	552.45 / 23	24	

Based on the above **Table 1**, the minimum parking space that should be provided for the entire site is equal to **92 parking spaces**.

However, given the site surface area limitation, the maximum parking spaces that can be supplied are **48 parking spaces**. The 48 parking spaces will be comprised of **46 personal vehicles** and **2 parking spaces for tractor trucks**. Additionally, the 48 parking spaces include 15 parking spaces located inside of the building to be used by the proposed vehicle sales establishment for vehicle display.

There is, therefore, a shortfall of **44 parking spaces**, equivalent to 48%.

Based on this finding, City staff requested to undertake a parking justification study to demonstrate that the proposed parking supply of 48 parking spaces can accommodate the future parking demand.

6.0 Scope of Work and Methodology

This study has as objective to justify that the proposed parking supply for the existing truck repair shop, the proposed truck detailing operation, existing vehicle repair shop, and the proposed used vehicle sales establishment can accommodate the future parking demands.

Parking surveys were conducted at similar businesses that operate both truck repair shops and truck detailing businesses which are located within the area of the subject site. After consultation with City staff, two proxy sites were approved to conduct such parking surveys.

The approved proxy sites that were approved by City staff are as follows:

1. Pro Star Truck Lube & Wash Inc.
307 Clarence St., Brampton, ON L6W 1T6
2. All Truck Lube and Wash Limited
71 Stafford Dr., Brampton, ON L6W 1L3
3. Doaba Truck Lube [Subject site]
153 Rutherford Rd. S., Brampton, L6W 3J6

7.0 Proxy Sites Parking Surveys for Truck Repair Shop and Detailing

The truck repair shops with truck detailing businesses are very specialised types of businesses, where truck drivers drop off their trucks and get a ride back home. Once the trucks are repaired, they will come to pick them up.

This means that the onsite parking is mainly used by employees or trucks parked to get repaired or detailed.

These surveys will provide both, the number of employees using their vehicles to come to work and park on the site, as well as trucks parked waiting to get serviced.

7.1 Pro Star Truck Lube & Wash Inc

“Pro Star Truck Lube & Wash Inc.” is located at 307 Clarence St., City of Brampton. It is mainly comprised of a single one-storey building which can be accessed via a single full movement access driveway located along Rutherford Road S.

Figure 9-1 and **Figure 9-2** illustrates the site location.

It should be noted that this truck repair shop surveyed operates by appointments only, and can only accept drop-off on an exceptional basis (if the business has parking space).

Figure 9-1:
“Pro Star Truck Lube & Wash Inc.” – 307 Clarence St, City of Brampton (NTS)

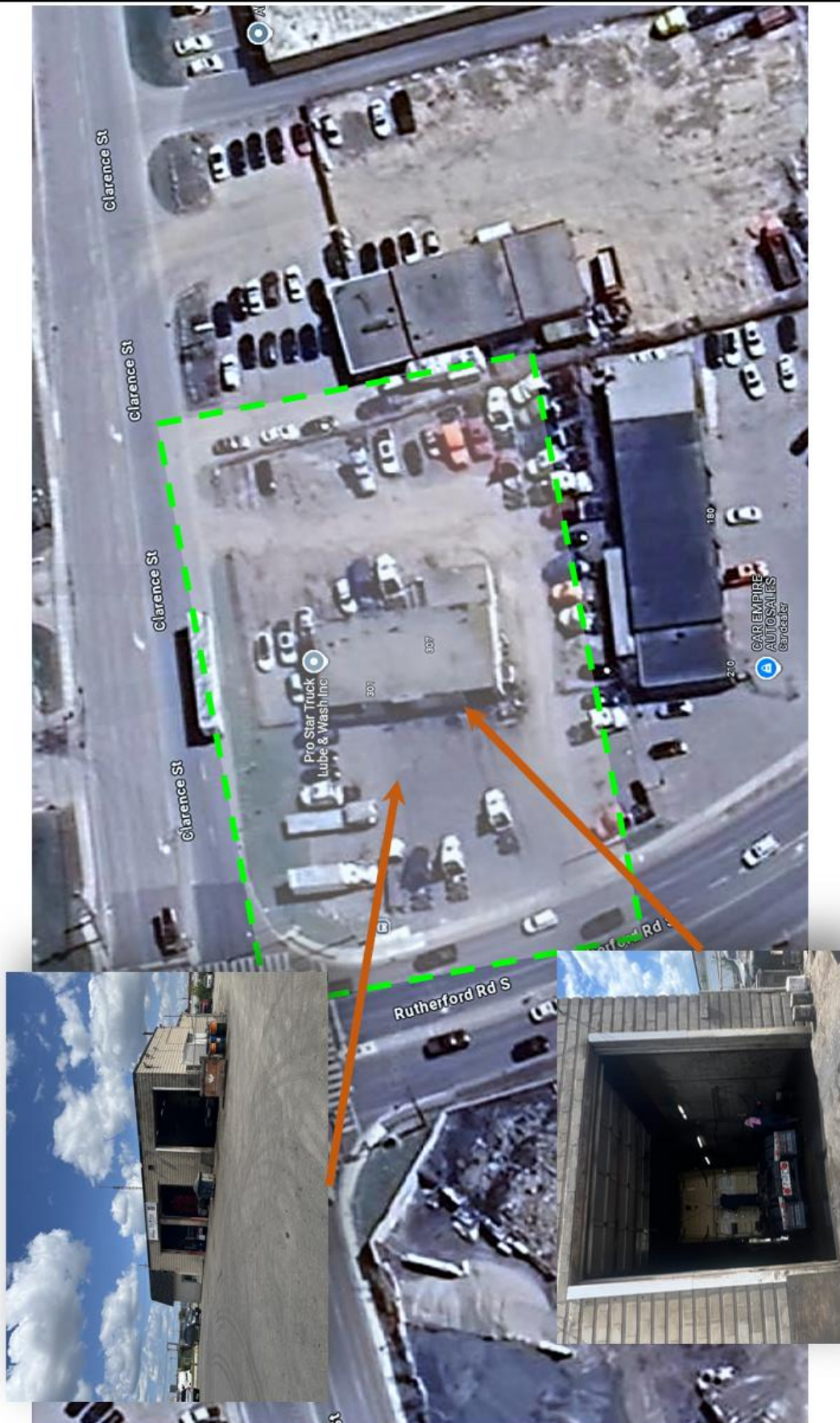




Figure 9-2:
"Pro Star Truck Lube & Wash Inc." – 307 Clarence St, City of Brampton (NTS)

“Pro Star Truck Lube & Wash Inc.” provides three different services which are as follows:

- Truck repair shop;
- Truck wash and detailing; and
- Paid daily and overnight parking for tractor trucks and vehicles

It should be noted that the parking surveys, undertaken during two days, October 23, 2024 and October 24, 2024, focused on the parking utilisation of the entire site, which include employees using their personal vehicles to get to the job site, truck parking utilisation that were scheduled for repair and maintenance, trucks scheduled for wash and detailing, and the trucks parked in the designated paid parking area.

The total parking supply available on the site is equal to 56 parking spaces. These Parking spaces are allocated as follows:

- 6 parking spaces for employees and visitors
- 9 parking spaces for trucks waiting for repair and/or for wash and detailing
- 41 parking spaces for paid truck and vehicle parking spaces

After discussion with the business operation manager on the site, the following information was provided:

The total parking supply for cars is equal to 6 cars

Total number of employees: **5 employees**

5 employees work on the truck repair section

2 employees, from the total of 5 employees, will be dedicated to truck detailing, whenever they are needed.

Out of all 5 employees, there are:

3 employees that come to work either by bus or being dropped-off by family members

2 employees use their personal vehicles to come to work

Regarding trucks parked on the site, a maximum of four (4) tractor trucks were parked on the site.

Chart 1 illustrates the site parking utilisation surveys for personal vehicles only, undertaken in two different days in increments of 30 minutes for personal vehicles only.

Chart 2 illustrates the site parking utilisation surveys for tractor trucks only, undertaken in two different days in increments of 30 minutes for tractor trucks only.

Chart 3 illustrates the entire site parking utilisation surveys that include the truck tractor repair parking spaces, truck wash and detailing, employees and visitors parking, and the paid daily and overnight truck parking spaces.

Chart 1: Parking Utilisation Results during a Two-Day Survey for Personal Vehicles ONLY

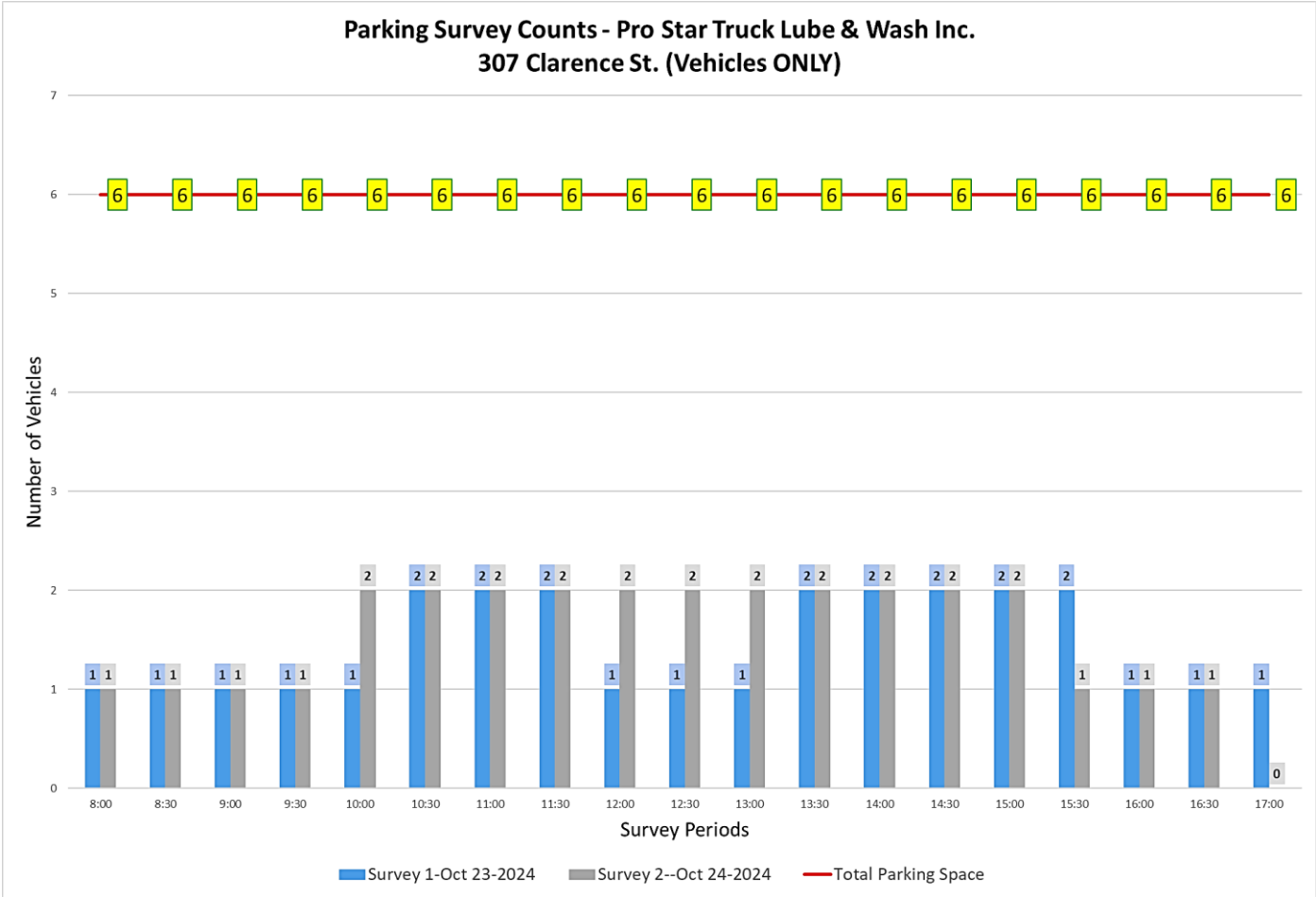


Chart 2: Parking Utilisation Results during a Two-Day Survey for Tractor Trucks ONLY

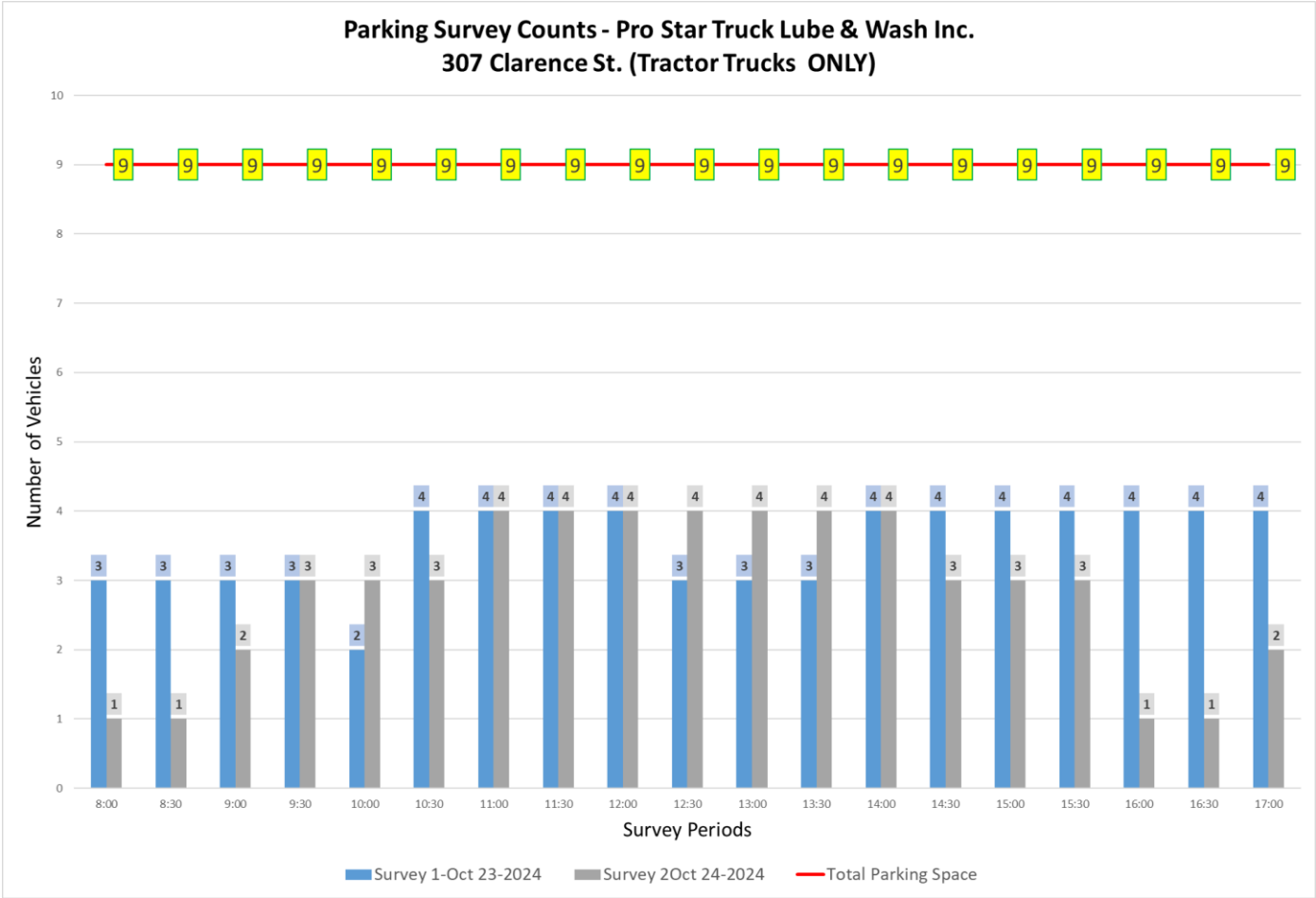
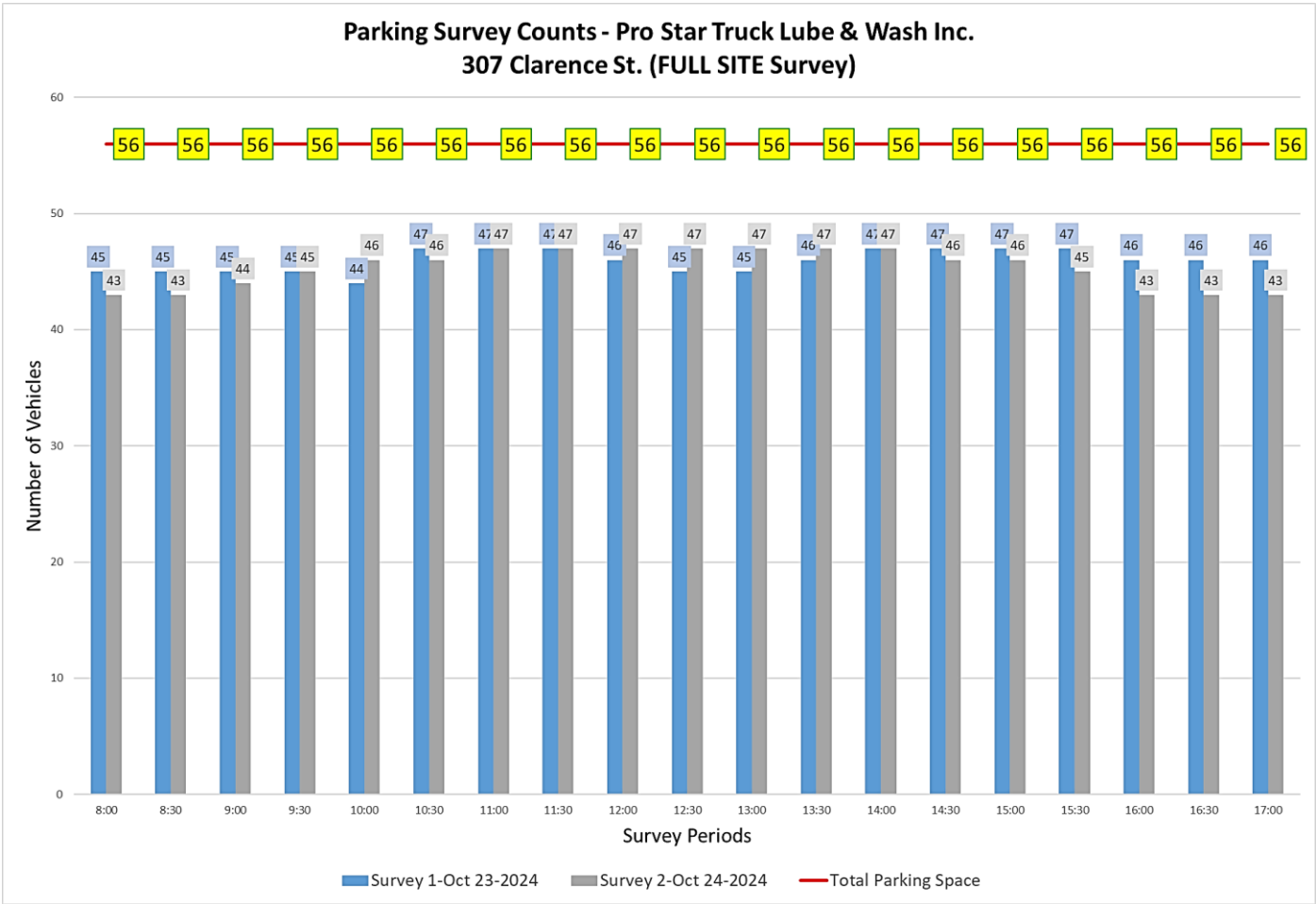


Chart 3: Parking Utilisation Results during a Two-Day Survey for the Entire Site



Appendix C includes the detailed table surveys for both days

Findings:

Based on the survey, there were ONLY two parking spaces that were occupied by two employees' cars.

Additionally, there were 4 tractor trucks parked on the site waiting to be serviced. No other trucks were expected for the day.

7.2 All Truck Lube and Wash Limited

“All Truck Lube and Wash Limited” is located at 71 Stafford Drive, Brampton. It is comprised of a single building which can be accessed via a single full movement access driveway located off Stafford Drive.

Figure 10-1 and **Figure 10-2** illustrates the site location.

“All Truck Lube and Wash Limited” provides three different services similar to “Pro Star Truck Lube & Wash Inc.”, which are as follows:

- Truck repair shop;
- Truck wash and detailing; and
- Paid daily and overnight parking for tractor trucks and vehicles

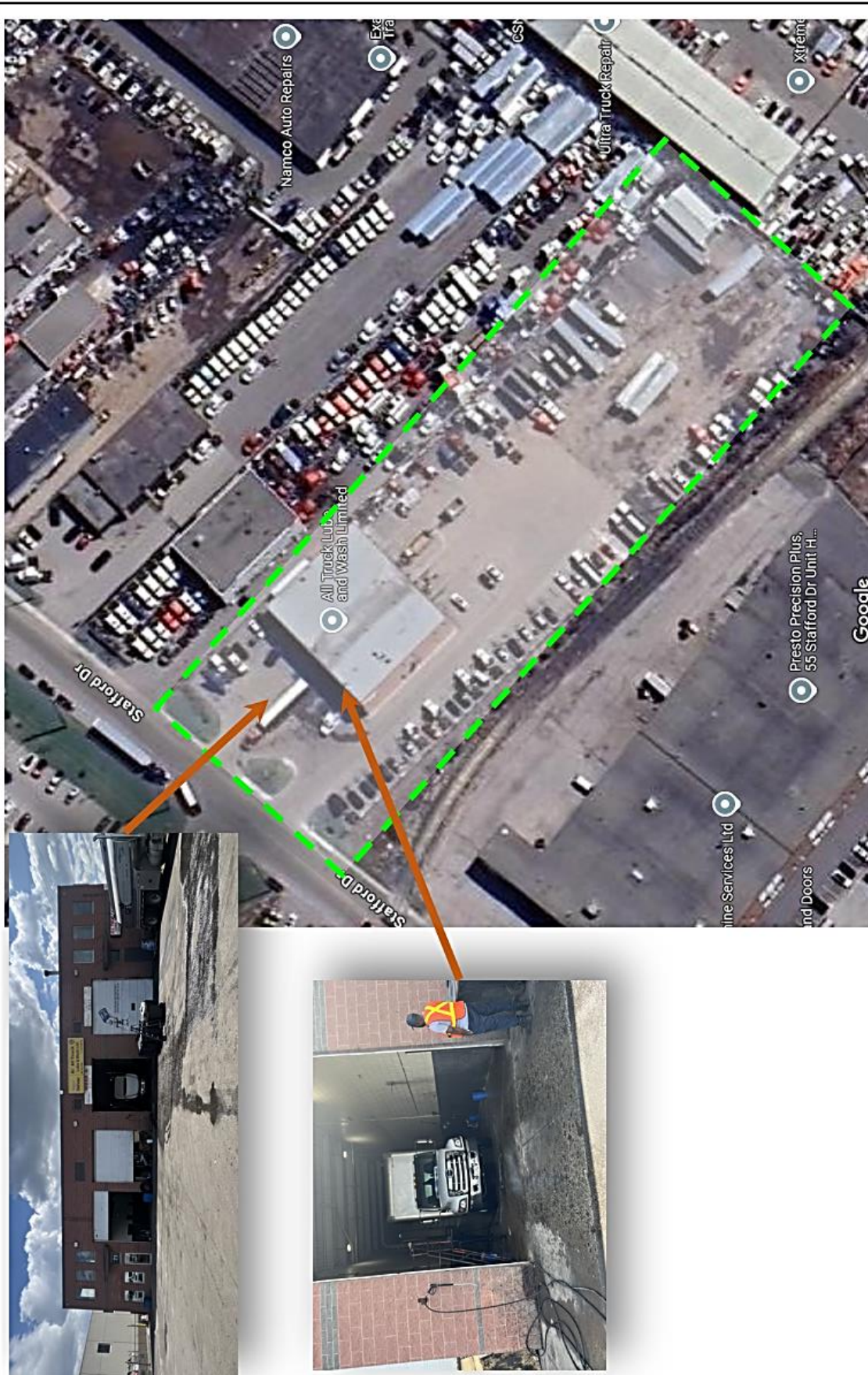


Figure 10-1:
"All Truck Lube and Wash Limited" - 71 Stafford Dr., City of Brampton (NTS)



Figure 10-2:
"All Truck Lube and Wash Limited" - 71 Stafford Dr., City of Brampton (NTS)

It should be noted that the parking surveys undertaken during two days, October 23, 2024 and October 24, 2024, focused on the parking utilisation of the entire site, which include employees using their personal vehicles to get to the job site, truck parking utilisation that were scheduled to for repair and maintenance, trucks scheduled for wash and detailing, and the trucks parked in the designated paid parking area.

The total parking supply available on the site is equal to 105 parking spaces. These Parking spaces are allocated as follows:

- 5 parking spaces for employees and visitors
- 4 parking spaces for trucks waiting for repair and/or for wash and detailing
- 96 parking spaces for paid truck and vehicle parking spaces

During the site visit, it was observed that the back of the site is filled with damaged and rusted tractor trucks, and the on the east side of the site, there were trailers parked without any tractor trucks connected to them.

After discussion with the business operation manager on the site, the following information was provided:

The total parking supply for cars is equal to 5 cars

Total number of employees: **10 employees**

10 employees work on the truck repair section

2 employees, from the total of 10 employees, will be dedicated to truck detailing if they are needed.

Out of 10 employees there are:

7 employees that come to work either by bus or being dropped-off by family members

3 employees use their personal vehicles to come to work and park their vehicles on site

Regarding trucks parked on the site, a maximum of three (3) tractor trucks were parked on the site.

Graph 3 illustrates the site parking utilisation surveys undertaken in two different days in increments of 30 minutes for personal vehicles only.

Chart 4 illustrates the site parking utilisation surveys for tractor trucks only, undertaken in two different days in increments of 30 minutes for tractor trucks only.

Chart 5 illustrates the entire site parking utilisation surveys that include the truck tractor repair parking spaces, truck wash and detailing, employees and visitors parking, and the paid daily and overnight truck parking spaces.

Graph 3: Parking Utilisation Results for Two Days Surveys for Personal Vehicles ONLY

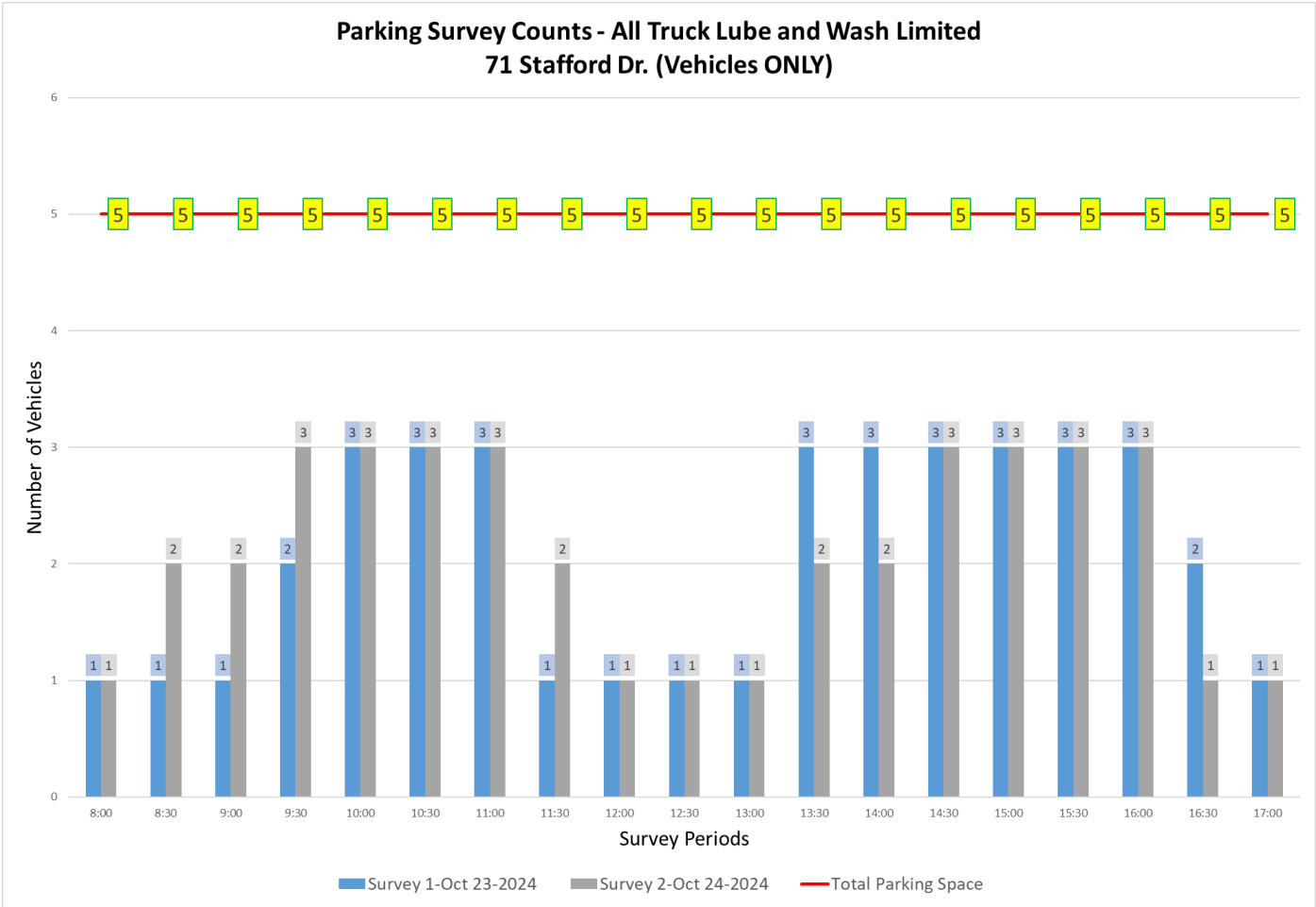


Chart 4: Parking Utilisation Results for a Two-Day Survey for Tractor Trucks ONLY

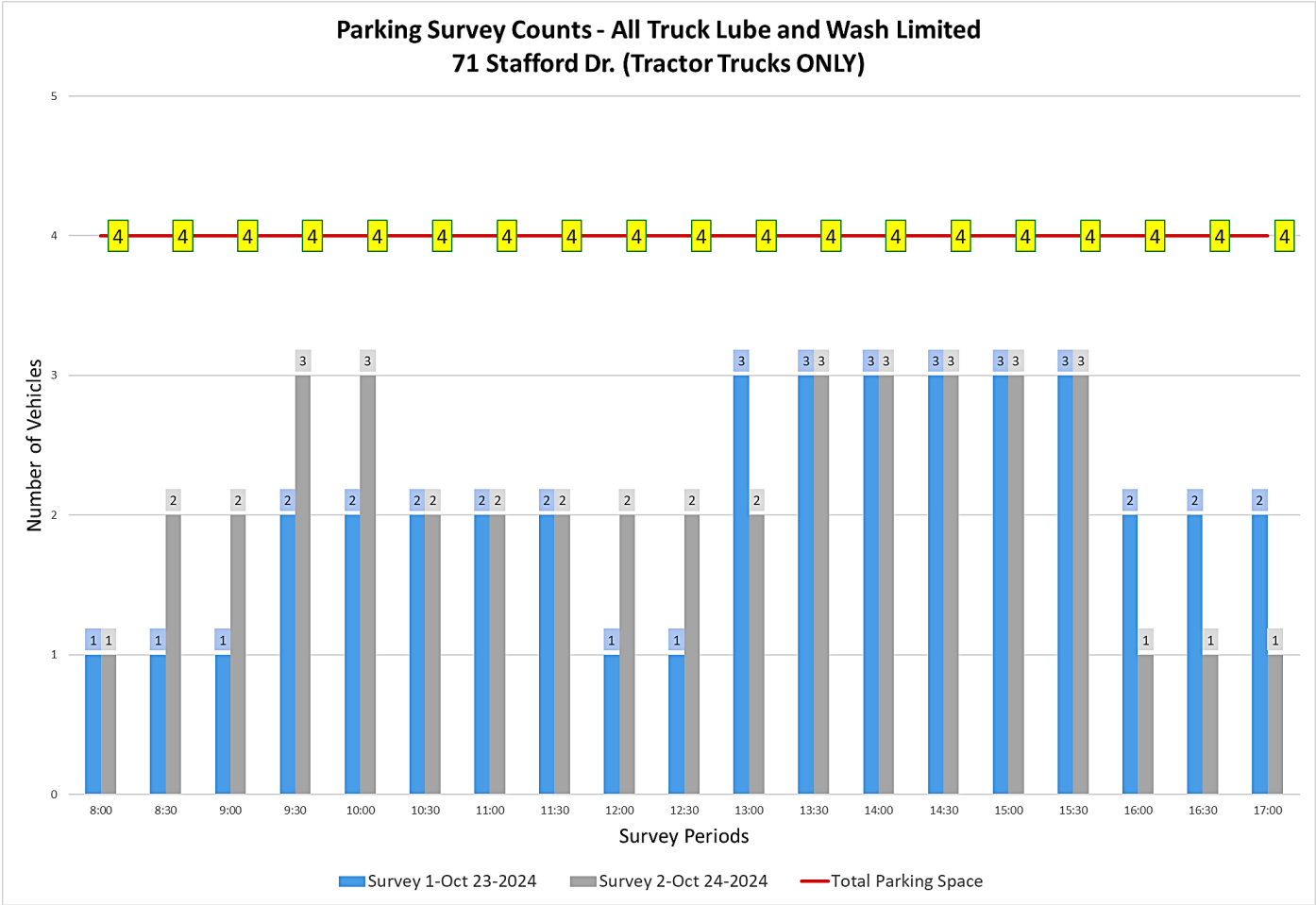
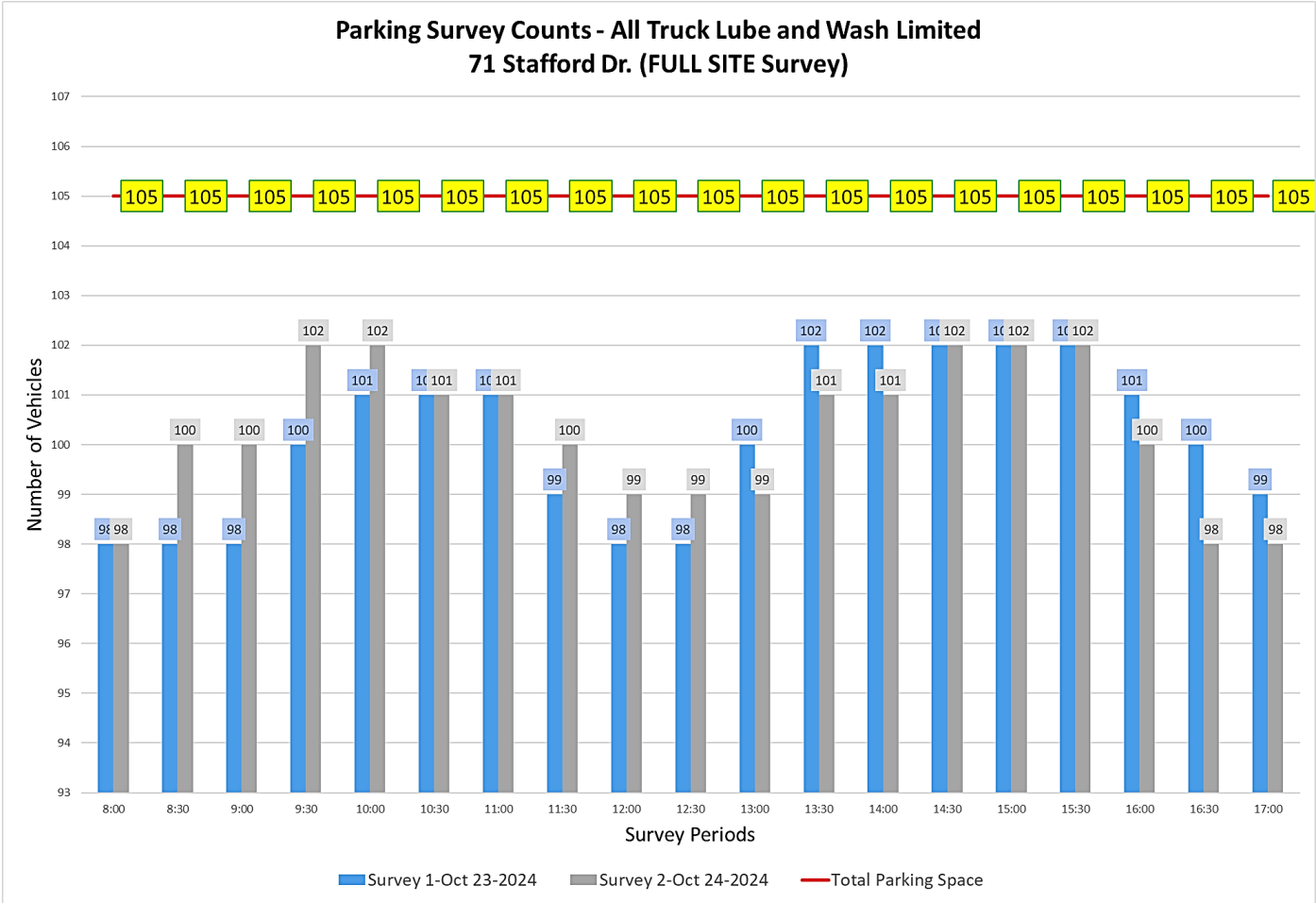


Chart 5: Parking Utilisation Results during a Two-Day Survey for the Entire Site



Appendix C includes the detailed table surveys for both days

Findings:

Based on the survey, there were 3 parking spaces that were occupied by employees' cars.

Additionally, there were 3 tractor trucks parked on the site waiting to be serviced. No other trucks were expected for the day.

7.3 Doaba Truck Lube

“Doaba Truck Lube”, which is the subject site, is located at 153 Rutherford Road South, Brampton. It is comprised of a single building which can be accessed via two full movement access driveways located off Rutherford Road South.

Figure 6 illustrates the site location.

“Doaba Truck Lube” provides two different services which are as follows:

- Truck repair shop; and
- Car repair shop

Unlike the above two proxy sites, “Doaba Truck Lube” does NOT offer Paid daily and overnight parking service for tractor trucks and vehicles.

It should be noted that the parking surveys, undertaken on October 23, 2024, focused on the parking utilisation of the entire site, which include employees using their personal vehicles to get to the job site, truck parking utilisation that were scheduled for repair and maintenance, and vehicles parked for repairs.

The total existing parking supply available on the site is equal to **37 parking spaces**. These Parking spaces are allocated as follows:

- 15 parking spaces for employees and visitors;
- 3 parking spaces for trucks waiting for repair and/or for wash and detailing;
- 14 parking spaces for vehicle repair shop; and
- 5 parking spaces not allocated to any existing business, but used as an additional supply for any existing business to use

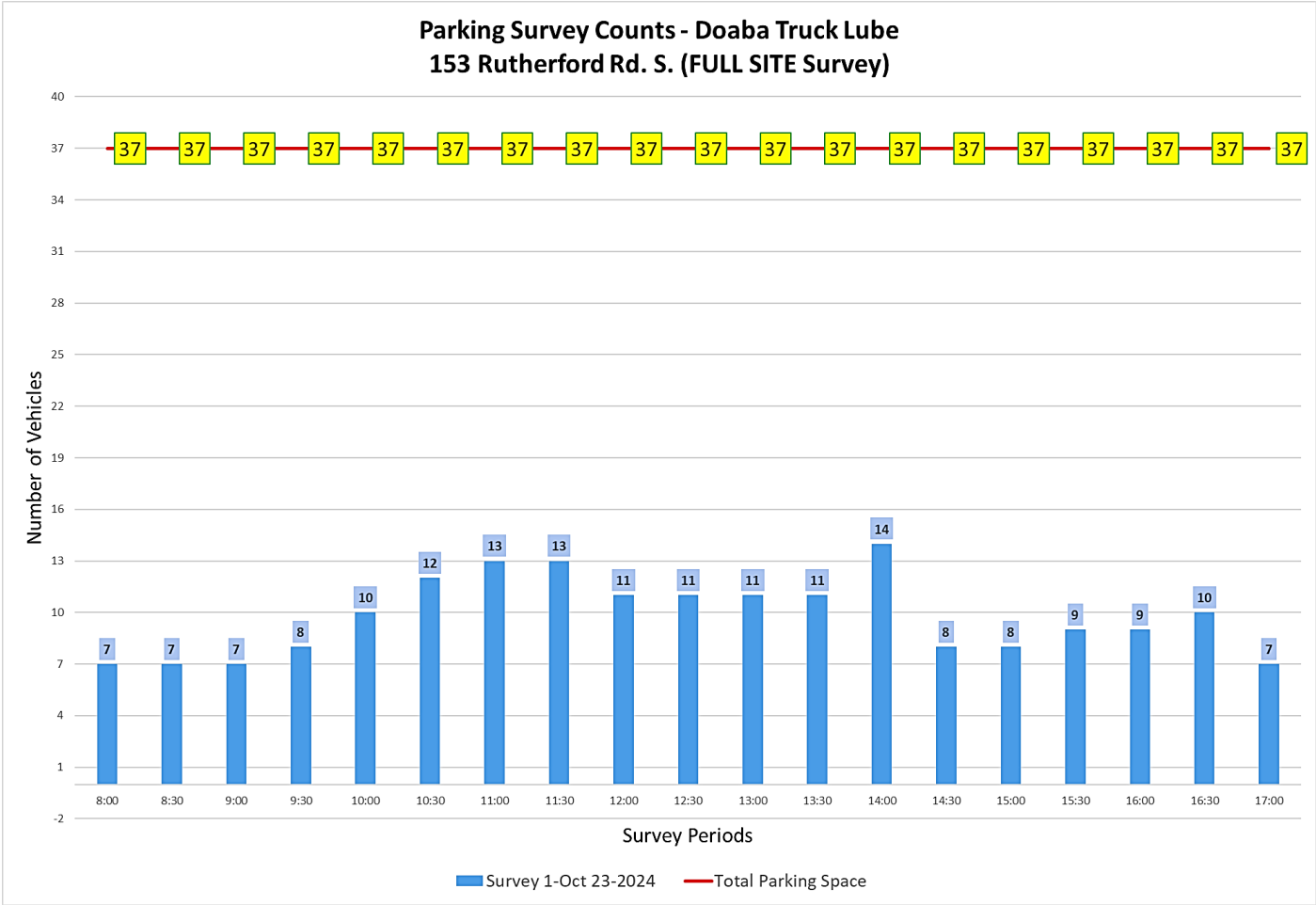
There are currently two businesses that operate on the site, which are a truck repair shop and a personal vehicle repair shop. These two businesses are owned and operated under two different owners.

The truck repair shop operates in the back of the building and currently has a total parking supply of **3 parking tractor truck spaces**. It should be noted that trucks owners have to make an appointment to get their tractor trucks repaired or maintained. Therefore, based on my observations during my survey, there were only 2 trucks (at the most) parked on the site at a given time.

The personal vehicle repair shop operates in the front of the building and has a total of **14 parking spaces**.

Graph 6 illustrates the site parking utilisation surveys for the entire site undertaken in one day in increments of 30 minutes.

Chart 6: Parking Utilisation Results in a One Day for the Entire Site



7.4 Parking Survey Results

In summary, the following **Table 2** and **Table 3** show the survey results at each proxy site.

Table 2: Summary Survey Results – For Vehicles and Trucks

Proxy Sites	Maximum Total Personal Vehicles Parked	Maximum Total Tractor Trucks Parked
"Pro Star Truck Lube & Wash Inc." - 307 Clarence St.	2	4
"All Truck Lube and Wash Limited" - 71 Stafford Dr.	3	3
"DoabaTruck Lube" - 153 Rutherford Rd. S.	13	1

Table 3: Summary Survey Results at Each Proxy Site – Full Site Surveys

Proxy Sites	Maximum Total Vehicles Parked	Percentage Maximum Parking Spaces Used	
"Pro Star Truck Lube & Wash Inc." - 307 Clarence St.	47	84%	These two businesses offer long term parking for trucks and personal vehicle parking. This results to high parking occupancy.
"All Truck Lube and Wash Limited" - 71 Stafford Dr.	102	97%	
"DoabaTruck Lube" - 153 Rutherford Rd. S.	13	31%	

Based on the survey results, it can be concluded that the proposed parking spaces of **18 parking** for vehicles and **2 parking** spaces for tractor trucks will be more than sufficient to accommodate the future parking demand for a truck repair shop with a truck detailing business, and it may be even considered as oversupplying in parking supply.

It should also be noted that the subject site currently has a total of **9 employees**, where:

6 employees that come to work either by bus or being dropped-off by family members
3 employees use their personal vehicles to come to work

Finally, given that the current site is already operating as a truck repair shop, the site has never experienced shortage in parking spaces for customers, employees, and visitors, as well as for tractor trucks.

8.0 Vehicle Sales Establishment

In addition to the Truck Detailing business, a Vehicle Sales Establishment for used cars is also being proposed in the subject site, at 153 Rutherford Road South.

8.1 Operations of the Vehicle Sales Establishment

The proposed Vehicle Sales Establishment will operate in one of the current empty units. The inside of the unit will be a showroom for vehicles to be sold as well as the sales office. The total surface area of the unit is equal to 552.45 m².

Regarding parking for customers and employees, there are proposed parking stalls located in front of the building, abutting Rutherford Road South.

8.2 Parking Estimation

Based on the City of Brampton “Zoning By-Law 270 – 2004”, it does not provide any parking rate for Vehicle Sales Establishment.

After discussions with City staff, it was requested to use “warehouse” parking rates to estimate the minimum parking requirement.

The minimum parking requirement based on “Zoning By-Law 270 – 2004” for warehouse is summarized in **Table 3**.

Table 3: Minimum Required Parking Supply – Vehicles Sales Establishment

City of Brampton	Type of Establishment	Parking Requirement (As per By-law)	Surface Area (m ²)	Parking Ratio (per m ²)	Minimum Parking Required (Mathematical)	Minimum Parking Requirement
Zoning By-Law 270 – 2004	Used Vehicle Sale - [for Future Vehicle Sales Establishment]	1 parking space for each 23 square metres of gross floor area	552.45	23	552.45 / 23	24

Based on the calculations, the minimum required parking spaces for the Vehicle Sales Establishment is equal to **24 parking spaces**.

8.3 Conclusion

The Vehicles Sales Establishment will supply **15 parking spaces** located inside the building for display the vehicles for sale. Moreover, there will be an **additional 15 parking spaces** located outside the building fronting Rutherford Road South, with a **total parking supply equal to 30 parking spaces to be shared with employees, and customers**.

The proposed 30 parking spaces that are located in front of the building are for both the existing vehicle repair shop and the proposed vehicle sales establishment. The remaining 18 parking spaces located in the back of the building are for the existing truck repair shop and the proposed truck detailing business.

9.0 Findings and Conclusions

The findings and conclusions of our study are as follows:

- Based on the site plan prepared by King Consultant Inc. dated September 2024, a truck detailing operation and a vehicle sales establishment are proposed;
- The two businesses will operate in existing units, there are no proposed building additions or any construction to the existing building;
- Site access is accommodated by two full movement driveways, located along Rutherford Road South;

Truck Detailing Operation

- The site layout can easily accommodate the manoeuvring of a typical tractor truck around the site without any issues;
- Parking justification study was undertaken, by performing interview surveys at two proxy sites approved by City's staff. These sites are:
 4. Pro Star Truck Lube & Wash Inc.
307 Clarence St, Brampton, ON L6W 1T6
 5. All Truck Lube and Wash Limited
71 Stafford Dr, Brampton, ON L6W 1L3
 6. Doaba Truck Lube
153 Rutherford Road South, Brampton, ON L6W 3N5
- Parking surveys results concluded that the proposed **18 parking spaces**, will be more than sufficient to accommodate the parking demand for customers, employees, and visitors for the existing truck repair shop and the proposed truck detailing business.

Vehicles Sales Establishment

- Regarding the proposed Vehicles Sales Establishment and the existing motor vehicle repair shop, the proposed parking supply of **30 parking spaces** will be more than sufficient to accommodate the parking demand for employees, and customers.

In summary, the proposed total site parking supply of **48 parking spaces (46 parking spaces for motor vehicles and 2 parking spaces for tractor trucks)** will be more than enough to accommodate the parking demand for all businesses that will operate in the existing building.

It should be noted that the **existing truck repair shop has currently enough space to park 5 trucks inside the building**, and the **existing vehicle repair shop has enough parking space for 4 personal vehicles to park inside the business**.

Finally, based on observation during my site visits and the swept path assessments, using the AutoTURN v.11, the truck tractors and dump trucks can easily maneuver around the site, as they currently do, without any issues.

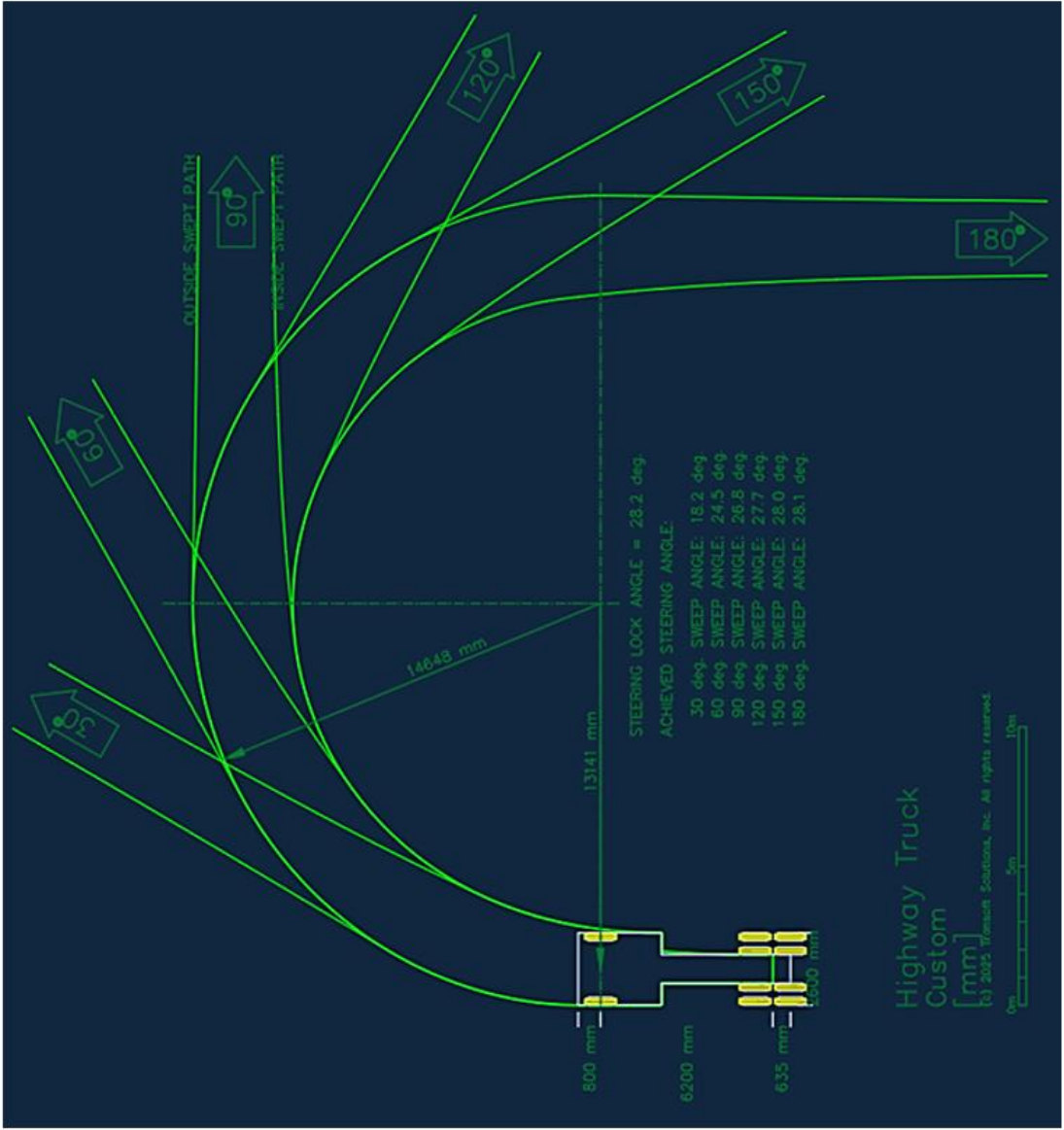
We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

APPENDIX A

Site Plan

APPENDIX B

Swept Path Assessments: Vehicle Characteristics



Tractor Truck – vehicle Dimensions and Turning Radii (NTS)

APPENDIX C

Survey Tables for:

- Pro Star Truck Lube & Wash Inc.
307 Clarence St., Brampton
- All Truck Lube and Wash Limited
71 Stafford Dr., Brampton
- Doaba Truck Lube
153 Rutherford Road South St., Brampton

Pro Star Truck Lube & Wash Inc.
307 Clarence St., Brampton

Survey Results for Vehicles

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply
8:00	1	1	5
8:30	1	2	5
9:00	1	2	5
9:30	2	3	5
10:00	3	3	5
10:30	3	3	5
11:00	3	3	5
11:30	1	2	5
12:00	1	1	5
12:30	1	1	5
13:00	1	1	5
13:30	3	2	5
14:00	3	2	5
14:30	3	3	5
15:00	3	3	5
15:30	3	3	5
16:00	3	3	5
16:30	2	1	5
17:00	1	1	5

Survey Results for Trucks

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply
8:00	3	1	9
8:30	3	1	9
9:00	3	2	9
9:30	3	3	9
10:00	2	3	9
10:30	4	3	9
11:00	4	4	9
11:30	4	4	9
12:00	4	4	9
12:30	3	4	9
13:00	3	4	9
13:30	3	4	9
14:00	4	4	9
14:30	4	3	9
15:00	4	3	9
15:30	4	3	9
16:00	4	1	9
16:30	4	1	9
17:00	4	2	9

Survey Results for the Entire Site

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply	Available Parking
8:00	45	43	56	11
8:30	45	43	56	11
9:00	45	44	56	11
9:30	45	45	56	11
10:00	44	46	56	12
10:30	47	46	56	9
11:00	47	47	56	9
11:30	47	47	56	9
12:00	46	47	56	10
12:30	45	47	56	11
13:00	45	47	56	11
13:30	46	47	56	10
14:00	47	47	56	9
14:30	47	46	56	9
15:00	47	46	56	9
15:30	47	45	56	9
16:00	46	43	56	10
16:30	46	43	56	10
17:00	46	43	56	10

All Truck Lube and Wash Limited
71 Stafford Dr., Brampton

Survey Results for Vehicles

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply
8:00	1	1	5
8:30	1	2	5
9:00	1	2	5
9:30	2	3	5
10:00	3	3	5
10:30	3	3	5
11:00	3	3	5
11:30	1	2	5
12:00	1	1	5
12:30	1	1	5
13:00	1	1	5
13:30	3	2	5
14:00	3	2	5
14:30	3	3	5
15:00	3	3	5
15:30	3	3	5
16:00	3	3	5
16:30	2	1	5
17:00	1	1	5

Survey Results for Trucks

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply
8:00	1	1	4
8:30	1	2	4
9:00	1	2	4
9:30	2	3	4
10:00	2	3	4
10:30	2	2	4
11:00	2	2	4
11:30	2	2	4
12:00	1	2	4
12:30	1	2	4
13:00	3	2	4
13:30	3	3	4
14:00	3	3	4
14:30	3	3	4
15:00	3	3	4
15:30	3	3	4
16:00	2	1	4
16:30	2	1	4
17:00	2	1	4

Survey Results for the Entire Site

Time	Survey Parking 1	Survey Parking 2	Total Parking Supply
8:00	98	98	105
8:30	98	100	105
9:00	98	100	105
9:30	100	102	105
10:00	101	102	105
10:30	101	101	105
11:00	101	101	105
11:30	99	100	105
12:00	98	99	105
12:30	98	99	105
13:00	100	99	105
13:30	102	101	105
14:00	102	101	105
14:30	102	102	105
15:00	102	102	105
15:30	102	102	105
16:00	101	100	105
16:30	100	98	105
17:00	99	98	105

Doaba Truck Lube
153 Rutherford Road South St., Brampton

Survey Results for the Entire Site

Time	Survey Parking 1	Total Parking Supply
8:00	7	37
8:30	7	37
9:00	7	37
9:30	8	37
10:00	10	37
10:30	12	37
11:00	13	37
11:30	13	37
12:00	11	37
12:30	11	37
13:00	11	37
13:30	11	37
14:00	14	37
14:30	8	37
15:00	8	37
15:30	9	37
16:00	9	37
16:30	10	37
17:00	7	37