



APPLICATION FOR MINOR VARIANCE

WHEREAS an application for minor variance has been made by, **TAKOL CMCC RUTHERFORD GP INC.** under Section 45 of the Planning Act, (R.S.O. 1990 c.P.13) for relief from **By-law 270-2004**;

AND WHEREAS the property involved in this application is described as Part of Lot s1 and 2, Concession 2 EHS, Parts 9 to 16, Plan 43R-795 municipally known as **286 RUTHERFORD ROAD SOUTH**; Brampton;

AND WHEREAS the applicants are requesting the following variance(s):

1. To provide 183 parking spaces on site whereas the by-law requires a minimum of 334 parking spaces.

OTHER PLANNING APPLICATIONS:

The land which is subject of this application is the subject of an application under the Planning Act for:

Plan of Subdivision: NO
Application for Consent: NO

File Number: _____
File Number: _____

The Committee of Adjustment has appointed **TUESDAY, January 26, 2021 at 9:00 A.M. by electronic meeting broadcast from the Council Chambers, 4th Floor, City Hall, 2 Wellington Street West, Brampton**, for the purpose of hearing all parties interested in supporting or opposing these applications.

This notice is sent to you because you are either the applicant, a representative/agent of the applicant, a person having an interest in the property or an owner of a neighbouring property. **OWNERS ARE REQUESTED TO ENSURE THAT THEIR TENANTS ARE NOTIFIED OF THIS APPLICATION. THIS NOTICE IS TO BE POSTED BY THE OWNER OF ANY LAND THAT CONTAINS SEVEN OR MORE RESIDENTIAL UNITS IN A LOCATION THAT IS VISIBLE TO ALL OF THE RESIDENTS.** If you are not the applicant and you do not participate in the hearing, the Committee may proceed in your absence, and you will not be entitled to any further notice in the proceedings. **WRITTEN SUBMISSIONS MAY BE SENT TO THE SECRETARY-TREASURER AT THE ADDRESS OR FAX NUMBER LISTED BELOW.**

IF YOU WISH TO BE NOTIFIED OF THE DECISION OF THE COMMITTEE OF ADJUSTMENT IN RESPECT OF THIS APPLICATION, YOU MUST SUBMIT A WRITTEN REQUEST TO THE COMMITTEE OF ADJUSTMENT. This will also entitle you to be advised of a Local Planning Appeal Tribunal hearing. Even if you are the successful party, you should request a copy of the decision since the Committee of Adjustment decision may be appealed to the Local Planning Appeal Tribunal by the applicant or another member of the public.

RULES OF PROCEDURE OF THIS COMMITTEE REQUIRE REPRESENTATION OF THE APPLICATION AT THE HEARING, OTHERWISE THE APPLICATION SHALL BE DEFERRED.

PLEASE SEE ATTACHED PARTICIPATION PROCEDURES REQUIRED DURING THE COVID-19 PANDEMIC

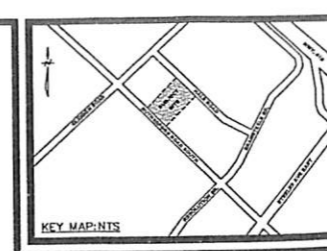
DATED at Brampton Ontario, this 14th day of January, 2021.

Comments may be sent to and more information about this matter may be obtained between 8:30 a.m. to 4:30 p.m. Monday - Friday from:

Jeanie Myers, Secretary-Treasurer
Committee of Adjustment, City Clerk's Office,
Brampton City Hall
2 Wellington Street West,
Brampton, Ontario L6Y 4R2
Phone: (905)874-2117
Fax: (905)874-2119
jeanie.myers@brampton.ca



DO NOT SCALE THESE DRAWINGS. ANY ERROR OR DISCREPANCY IS TO BE REPORTED IMMEDIATELY TO: MAINLINE PLANNING SERVICES INC.



EXISTING ZONING	is (M2) INDUSTRIAL TWO
PROPOSED ZONING	is (M2) INDUSTRIAL TWO
EXISTING USE OF LAND	is INDUSTRIAL
PROPOSED USE OF LAND	is INDUSTRIAL
ADJACENT USE OF LAND	is SEE PLAN

SURVEYOR INC. 180 PARSONS ROAD, UNIT 29 AUSTIN, ONTARIO L6M 3V8

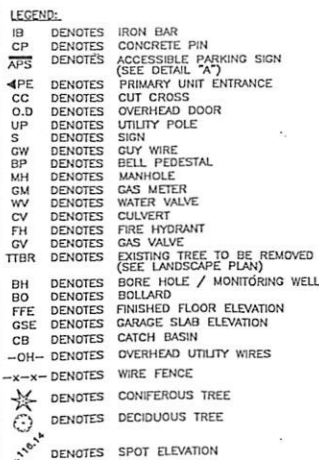
1	DEC-20	ISSUED FOR MUNICIPAL APPROVAL	J.L.O.
NO.	DATE	DESCRIPTION	BY

REVISIONS

PH (905) 893-0046 FAX (888) 370-9474
P.O. BOX 319, KLEINBURG, ONTARIO, L0J 1C0

TAKOL CMCC RUTHERFORD GP INC

DRAWN K.A.R.	CHECKED J.L.O.	SCALE 1 = 400	DWG. NO. MV—
DATE DEC-20	ISSUED J.P.P.	CITY FILE No.	



Under the authority of the *Emergency Management and Civil Protection Act* and the *Municipal Act, 2001*, City Council approved Committee Meetings to be held electronically during the COVID-19 Emergency

Electronic Hearing Procedures
How to get involved in the Virtual Hearing

Brampton City Hall is temporarily closed to help stop the spread of COVID-19. In-person Committee of Adjustment Hearings have been cancelled since mid-March 2020. Brampton City Council and some of its Committees are now meeting electronically during the Emergency. The Committee of Adjustment will conduct its meeting electronically until further notice.

How to Participate in the Hearing:

- All written comments (by mail or email) must be received by the Secretary-Treasurer no later than **4:30 pm, Thursday, January 21, 2021**.
- Advance registration for applicants, agents and other interested persons is required to participate in the electronic hearing using a computer, smartphone or tablet by emailing the Secretary-Treasurer at cityclerksoffice@brampton.ca or jeanie.myers@brampton.ca by **4:30 pm, Friday, January 22, 2021**.
 - Persons without access to a computer, smartphone or tablet can participate in a meeting via telephone. You can register by calling 905-874-2117 and leave a message with your name, phone number and the application you wish to speak to by **Friday, January 22, 2021**. City staff will contact you and provide you with further details.
- All Hearings will be livestreamed on the City of Brampton YouTube account at:
<https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or
<http://video.isilive.ca/brampton/live.html>.

If holding an electronic rather than an oral hearing is likely to cause a party significant prejudice a written request may be made to have the Committee consider holding an oral hearing on an application at some future date. The request must include your name, address, contact information, and the reasons for prejudice and must be received no later than 4:30 pm the Friday prior to the hearing to cityclerksoffice@brampton.ca or jeanie.myers@brampton.ca. If a party does not submit a request and does not participate in the hearing, the Committee may proceed without a party's participation and the party will not be entitled to any further notice regarding the proceeding.

NOTE Personal information as defined in the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, collected and recorded or submitted in writing or electronically as related to this planning application is collected under the authority of the *Planning Act*, and will be used by members of the Committee and City of Brampton staff in their review of this matter. Please be advised that your submissions will be part of the public record and will be made available to the public, including posting on the City's website, www.brampton.ca. By providing your information, you acknowledge that all personal information such as the telephone numbers, email addresses and signatures of individuals will be redacted by the Secretary-Treasurer on the on-line posting only. Questions regarding the collection, use and disclosure of personal information may be directed to the Secretary-Treasurer at 905-874-2117.



January 12, 2021

Jeanie Myers
Legislative Coordinator
Secretary-Treasurer
Committee of Adjustment
City of Brampton, City Clerk's Office

RE: Minor Variance Application Amendment Request [A-2020-0159] – 286 Rutherford Road South

Dear Ms. Myers,

Kindly accept this letter as our formal request to amend application **A-2020-0159**. We are requesting that application **A-2020-0159** be amended to remove the variance request associated with a parking aisle reduction. No other changes are being requested at this time.

We trust this is sufficient for amendment to the application and we look forward to receiving the staff report and recommendations. If you have any other questions, please do not hesitate to contact the undersigned by phone: 519-584-5366 or by email: jormiston@mainlineplanning.com.

Sincerely,

A handwritten signature in black ink, reading "Jennifer Ormiston". The signature is written in a cursive, flowing style.

Jennifer Ormiston, RPP, MCIP
Planner

cc. Amanda Dickie



December 15, 2020

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

A-2020-0159

Attention: Jeanie Myers, Secretary-Treasurer for the Committee of Adjustment

RE: Minor Variance Application. 286 Rutherford Road South.

Dear Ms. Myers,

Mainline Planning Services Inc. is retained by Takol CMCC Rutherford GP Inc. ('owner') to act as their agent for the above referenced matter. Kindly accept this letter containing our planning opinion which is offered in support of the above referenced minor variance application.

As required in the application checklist, the following plans and documents are submitted to support this variance.

- A cheque in the amount of \$2,510.00 payable to the City of Brampton for the full payment of the minor variance application (Industrial Property).
- One (1) copy of the Planning Justification Report.
- One (1) copy of the Minor Variance Application.
- One (1) full-size copy of the Site Plan showing the requested variance, plus one (1) reduction suitable for photocopying.
- One (1) copy of the Owner's Authorization Letter.
- One (1) copy of the Permission to Enter.
- One (1) copy of the Parking Justification Study Prepared by C.F. Crozier & Associates Inc.

Planning Justification Report

Background:

- The subject property is legally described as Part of Lots 1 and 2 Concession 2 E.H.S. and is known municipally as 286 Rutherford Road South. The subject property contains a one-storey building that is demised into 12 units.
- The owner recently submitted applications to create 12 standard condominium units so that tenants may own their respective units. To affect the creation of ownership tenure, the owner submitted a draft plan of condominium application as well as a supporting site plan approval application.
- In reviewing the previously noted development applications, staff advised that the number of parking spaces provided on site is insufficient according to the Bylaw. A variance is required to bring the property into compliance with the Bylaw despite our opinion that this site has 'legal non-conforming' status.

The Requested Variances:

1. A minor variance is requested to support a parking reduction as there are 183 parking spaces provided on site to accommodate existing tenants (including a maximum GFA of 3,933 sq. m. for the purpose of 4 heavy truck repair shops in 4 units) whereas the Bylaw requires 334 parking spaces.
2. A minor variance is requested to permit a 6.0m parking aisle width whereas the Bylaw requires

6.6m (see enclosed Variance Plan).

The Planning Act:

Section 45(1) of the *Planning Act* ("Act") allows the Committee of Adjustment to authorize variances to a zoning by-law where the variance is minor; is desirable for the appropriate development or use of land, building or structure; maintains the general intent and purpose of the Official Plan; and maintains the general intent and purpose of the zoning by-law. The Committee must be satisfied that all four tests are met to authorize the requested variance.

It is our professional planning opinion that the Committee's approval of the subject variances is justified because the four tests are met. We offer that authorizing the proposed variances is good planning as they are minor and will promote the employment policy objectives of the City by promoting the relocation of two new businesses that will bring jobs to Brampton.

The Four Tests:

1. The Variances are Minor

Reduction in Number of Spaces:

- ✓ A parking study was completed by a qualified engineer which offers the following conclusions:
- ✓ The existing 12 industrial tenants (including 2 heavy truck mechanic repair shops) have a 'peak parking' utilization rate of 63 spaces.
- ✓ The study informs that the parking lot is underutilized by 120 parking spaces (183-63).
- ✓ The Bylaw provides a high parking rate for 'automotive repair shops' as they typically demand much more storage for customer vehicles.
- ✓ The Bylaw does not have a parking rate for heavy truck repair shops, the nature of which is not high volume and quick turnaround work that relies on outside storage of vehicles.
- ✓ The owner has a conditional agreement to bring in 2 additional heavy truck repair businesses.
- ✓ The parking study considers 4 units will be used for heavy truck repair including 3,933 sq. m. GFA.
- ✓ The parking study conservatively applies the City's 'automobile repair shop' parking rate to accommodate the 2 new tenants and concludes that there is more than sufficient parking spaces to accommodate present tenants and in addition 2 future heavy truck repair tenants (note: 173 parking spaces required whereas there are 183 available on site – See CROZIER report pp 2, Table 2).

Based on this expert study, it is our considered and professional planning opinion that 183 parking spaces is more than sufficient to accommodate the existing tenancies on this site including 3,933 sq. m. of 'automobile repair shops – heavy truck repair'.

Reduction in Parking Aisle Width:

- ✓ The Bylaw standard width for a 2-way traffic driveway is 6.0m.
- ✓ A 6m parking aisle is proposed in the front yard to permit 2-way traffic while accommodating parking perpendicular to the aisle on **one side only**.
- ✓ A 6.6m parking aisle is the minimum required to access parking spaces on both sides of the aisle.

It is our considered and professional planning opinion that a 0.6m reduction in aisle width to provide a two directional traffic flow is minor in this case. We offer that 6m driveways are permitted by the Bylaw and in this case, allowing the variance will improve traffic flow and provide better access to perpendicular parking spaces on one side of the aisle whereas a 6.6m aisle is intended to accommodate access to parking spaces on both sides.

2. The Proposal is Desirable for the Appropriate Development of Land, Building and Structure

It is our considered and professional planning opinion that:

- ✓ The proposed variances are **desirable to the owner** as the property must be brought into compliance with the Bylaw as a condition of standard condominium approval.

- ✓ The proposed variance is **desirable to the owner and the City of Brampton** as the parking reduction will allow two new heavy truck mechanics to bring their businesses to Brampton, utilize soon to be vacant units at this location and bring new jobs to the community.
- ✓ The proposed variance is **desirable to the surrounding industrial community and all Bramptonians** as thriving employment areas benefit abutting businesses by attracting traffic into the area; new jobs are created; and an enhanced tax base means money to support community services that benefit the city at large.

3. The Proposal maintains the General Intent and Purpose of the Official Plan

We reviewed the City's Official Plan and offer our comment as follows.

- ✓ This property is designated 'Industrial' in the Official Plan ('OP').
- ✓ Motor vehicle repair is a permitted use under Section 4.4.2 of the OP.

It is my considered and professional planning opinion that the Committee's approval of the proposed variances will maintain the general intent and purpose of the OP. To support my opinion I reviewed the industrial policies in the OP and note that policy 4.4.2.7 summarizes the City's objective "**to promote the development of Industrial uses**".

4. The Proposal maintains the General Intent and Purpose of the Zoning Bylaw

- ✓ The subject property is zoned M2 (Industrial Two Zone).
- ✓ Motor Vehicle Repair is a permitted use in the M2 zone.

It is my considered and professional planning opinion that the Committee's approval of the proposed variances will maintain the general intent and purpose of the zoning Bylaw.

Conclusions:

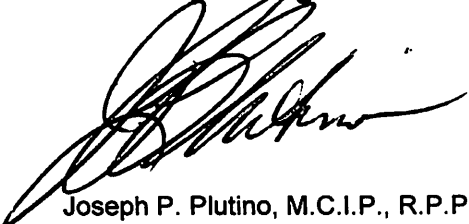
It is our considered and professional planning opinion that the 4 tests noted in Section 45(1) of the *Planning Act* are met, the Committee's decision to authorize the variances is consistent with the Provincial Policy Statement and will not conflict with provincial plans such as the Growth Plan.

As such, we respectfully request that in addition to the parking aisle reduction, the Committee allow the parking space reduction with a note that up to 3,933 sq. m. of GFA may be allocated to heavy truck repair businesses.

We trust that our Planning opinion is supported by the staff and results in a recommendation for Committee approval. If you require anything further, please do not hesitate to contact Jennifer Ormiston or the undersigned at 905-893-0046.

Respectfully submitted,

mainline planning services inc.



Joseph P. Plutino, M.C.I.P., R.P.P.

cc: client

PARKING JUSTIFICATION STUDY

**286 RUTHERFORD ROAD SOUTH
CITY OF BRAMPTON**

**PREPARED FOR:
TAKOL REAL ESTATE INC.**

**PREPARED BY:
C.F. CROZIER & ASSOCIATES INC.
2800 HIGH POINT DRIVE, SUITE 100
MILTON, ON L9T 6P4**

DECEMBER 2020

CFCA FILE NO. 1991-5788

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



CROZIER
CONSULTING ENGINEERS

Revision Number	Date	Comments
Rev.0	November 2020	Issued for Coordination
Rev.1	December 2020	Issued for First Submission

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1.0 INTRODUCTION

C.F. Crozier & Associates Inc. (Crozier) was retained by Takol Real Estate Inc. to undertake a Parking Justification Study in support of a proposed minor variance at the existing industrial development at 286 Rutherford Road South in the City of Brampton. Given the proposed change in use of two of the existing units for commercial vehicle repairs, this study assesses the Zoning By-law parking requirements associated with the entire development and the feasibility of a lower parking supply.

This Parking Justification Study was completed based on a scope that was established through email correspondence between Peter Apasnore (Crozier) and Amanda Dickie (City of Brampton) in November 2020. Relevant correspondence is included in Appendix A.

2.0 EXISTING SITE DESCRIPTION

The subject land is located in an industrial area and covers an area of approximately 2.30 ha. The site currently contains a one-storey industrial building consisting a Gross Floor Area of 11,867.6 m² (127,741.8 ft²). The site is classified as a "M2 Industrial" zone per the City of Brampton Official Plan – Schedule "A" and Zoning By-Law 270-2004. Relevant zoning excerpts are provided in Appendix A.

The subject property is bounded by Rutherford Road to the west, Hale Road to the east, and industrial developments to the north and south. The site location and the surrounding area are illustrated in Figure 1.

3.0 DEVELOPMENT PROPOSAL

The project proposal is to retain the existing one-storey industrial building of 11,867.6 m² (127,741.8 ft²) Gross Floor Area with its 12 units. The development proposes to change the use of two units consisting of a total 1,976 m² (21,269.5 ft²) GFA from warehousing to commercial heavy vehicle (truck/ trailer) repairs. The remaining 10 units will continue to operate under their current uses, thus; a total of 7,886.2 m² (84,886.4 ft²) GFA of warehousing, 1,957 m² (21,065 ft²) GFA for motor vehicle repairs (units 1 and 6) and the 48.4 m² electrical room will remain.

The site will retain the existing two full moves accesses at Rutherford Road, the two full moves accesses at Hale Road and the existing 183 parking spaces to serve the entire development. Refer to Figure 2 for the Site Plan prepared by Mainline Planning Services Inc., dated October 2020 and the unit breakdown.

4.0 PARKING REQUIREMENTS AND DEMAND FORECAST

4.1 Zoning By-Law Parking Requirements

The City of Brampton Zoning By-Law 270-2004 (2004) was used to calculate the parking requirement for the proposed building. Per section 30.5 of the Zoning By-Law and as confirmed by the City of Brampton Zoning staff, the existing industrial units are classified as an Industrial Mall, and the vehicle repair units should be classified as Motor Vehicle Repair. Table 1 summarizes the City of Brampton Zoning By-Law 270-2004 parking requirements for the existing industrial building based on the proposed uses of the building. Relevant Zoning By-Law excerpts are provided in Appendix B.

Table 1: Zoning By-Law Parking Requirements

Portion of Building	Gross Floor Area	Parking Criteria	Parking Required
Industrial Mall	7,886.2 m ² (84,886.4 ft ²)	83 spaces + 1 space per 90 m ² of GFA over 5,000 m ²	115 spaces
Motor Vehicle Repair (existing and proposed)	3,933 m ² (42,334.5 ft ²)	1 space per 18 m ² of GFA	219 spaces
Total			334 spaces

As outlined in Table 1, a total of 334 parking spaces are required for the entire industrial facility according to the Zoning By-Law, which exceeds the site plan proposal of 183 parking spaces by 151 parking spaces. It is noted that the Zoning By-Law parking requirement for the vehicle repairs is based on a traditional passenger car which is expected to have a higher demand volume than the proposed truck repairs herein.

4.2 Existing Site Parking Demand

In order to support the proposed parking provision at the site, a parking counts survey was conducted at the site to determine the existing peak parking demands. The parking surveys at this site were undertaken by Ontario Traffic Inc. on Thursday November 5, 2020, and Saturday November 7, 2020, between the facility operating hours of 10 a.m. to 6 p.m. Counts were taken at 15-minute intervals to determine the peak number of vehicles parked within the subject site. The peak parking demand was found to be 63 parking spaces during the weekday period and 35 parking spaces during the Saturday period. The parking survey results are provided in Appendix C.

Table 2 summarizes the future parking demands for the entire industrial facility including the proposed use of two additional units for vehicle repairs.

Table 2: Peak Parking Demands per Counts at the Existing Site

Portion of Building	Gross Floor Area	Parking Criteria	Peak Parking Demand
Existing Industrial Mall	9,843.2 m ² (105,951.3 ft ²)	Parking Survey Counts at the existing site	63 spaces
Motor Vehicle Repair (Proposed)	1,976 m ² (21,269.5 ft ²)	Zoning By-Law Assumed (1 space per 18 m ² of GFA)	110 spaces
Total			173 spaces

As outlined in Table 2, the peak parking demand for the entire development is 173 parking spaces, resulting in a surplus of 10 spaces compared to the site plan supply of 183 parking spaces. It is noted that this demand estimate is conservative as no reduction was applied to the parking counts undertaken at the site to account for the two units that will be used for the motor vehicle repairs. Additionally, given the existing uses already includes two units of vehicle repairs of similar size to the additional vehicle repair units being proposed, the assumed Zoning By-Law estimate is overstated.

The overstated requirement of the Zoning By-Law is further highlighted by the By-Law's requirement

of 246 parking spaces for the existing site compared to the actual peak demand of 63 parking spaces at the site as established by the counts. Additionally, the new truck repair units will only serve customers based on appointment and vehicles will be serviced within the units, thus no outdoor truck parking attributable to the proposed truck repairs are projected. It is therefore expected that the existing site plan parking supply of 183 spaces and the existing loading docks can accommodate peak car and truck parking demands at the site.

4.3 Institute of Transportation Engineers (ITE) Parking Forecast

To further assess the parking supply at the proposed development, the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition was used to forecast the peak parking demand. Land Use Category (LUC) 130, "Industrial Park" was used for the industrial GFA of the building. Land Use Category (LUC) 943, "Automobile Parts and Service Center" was used for the Heavy Vehicle Repair GFA of the building. For a conservative analysis, the "General urban/suburban (no nearby rail transit)" setting and the higher demand forecast between the average rates and the fitted curve methodology were used. The weekday forecast is higher and therefore used herein. Table 3 presents the peak parking demand for the proposed development based on the ITE parking rates.

Table 3: Peak Demand Forecast Analysis per ITE Parking Rates

Portion of Building	Gross Floor Area	Peak Parking Demand Rate (GFA)	Peak Parking Demand
Industrial Park - LUC 130 (All uses excluding vehicle repairs)	7,886.2 m ² (84,886.4 ft ²)	1.20 spaces per 1,000 ft ² OR $\ln(P) = 0.84 \ln(X) + 0.93$	106 spaces
Automobile Parts and Service Center - LUC 943 (Existing and proposed)	3,933 m ² (42,334.5 ft ²)	1.69 spaces per 1,000 ft ²	72 spaces
Total			178 spaces

Note: P is the number of parking spaces and X is the GFA ft²/ 1000.

As outlined in Table 3, based on the ITE parking forecast of 178 spaces, the proposed parking supply for the development of 183 spaces can accommodate the forecasted peak parking demands with a surplus of 5 spaces. Similar to the Zoning By-Law, the ITE forecast for the vehicle repairs (Automobile Parts and Service Center) may be overstated as it is based on a traditional passenger car which is expected to have a higher demand volume than the proposed truck repairs.

4.4 Accessible Parking

The City of Brampton By-law 270-2004 does not explicitly state accessible parking requirements. Similarly, the City of Brampton Comprehensive Zoning By-Law Review (December 2018) compared neighboring Zoning By-Law requirements for accessible parking but did not explicitly recommend minimum requirements. Therefore, it is expected that conformance to the City of Brampton's Enforcement and By-Law Service document for Accessible Parking (January 1, 2014); which is the same as the "Accessibility for Ontarians with Disabilities Act (AODA, 2005)" requirements is adequate.

Section 80.36 of the AODA requirements illustrates the required number of parking spaces to be allocated as accessible spaces. As presented in Table 4, given the site's total parking supply of 183

spaces, 6 or 7 accessible parking spaces are required. The site proposes 7 barrier-free accessible parking spaces which satisfy both requirements. Relevant excerpts are provided in Appendix B.

Table 4: Accessible Parking Requirements

Source	Proposed Total Parking	Accessible Parking Criteria	Accessible Parking Required
AODA	183 spaces	1 space, plus 3% of total parking spaces (for total spaces between: 101 and 200)	6 spaces
City of Brampton Enforcement and By-Law Service		Same as AODA, but for total parking between 171 to 200; the requirement is rounded up to 7	7 spaces

4.5 Loading Space Requirements

Section 30.4 of the City's Zoning By-Law 270-2004 outlines that 3 loading spaces are required for industrial developments with GFA between 7,450 m² to 14,000 m²; therefore, the entire site (11,867.6 m² GFA) requires 3 loading spaces. The site plan provides 3 loading spaces, which satisfies the Zoning By-Law requirement. Relevant Zoning By-Law excerpts are provided in Appendix B.

5.0 CONCLUSIONS

This study has reviewed the Zoning By-Law parking requirements and assessed the adequacy of the parking supply for the proposed variance in use of a portion of the industrial building at 286 Rutherford Road in City of Brampton. The detailed analyses contained within this report has resulted in the following key findings:

- The entire site (including the proposed vehicle repairs) requires a total of 334 parking spaces according to the City of Brampton Zoning By-Law 270-2004. The proposed parking supply of 183 spaces at the site is deficient of the Zoning By-Law parking requirement by 151 spaces.
- In order to assess peak parking demands specific to the site, parking counts were undertaken at the subject development. The peak parking demand observed at the site was 63 parking spaces.
- Based on the parking counts and assuming the Zoning By-Law requirement for the proposed vehicle repairs, a peak parking demand of 173 is established. Therefore, the proposed supply of 183 spaces results in a surplus of 10 parking spaces.
- To further assess peak parking demands at the site, the Institute of Transportation Engineers (ITE) Parking Generation Manual 5th Edition was used. Based on the ITE forecast, a maximum peak parking demand of 178 parking spaces is forecast for the entire development.
- The proposed supply of 183 spaces results in a surplus of 5 parking spaces compared to the ITE forecast.
- The proposed supply of 7 accessible parking spaces satisfy both the City of Brampton's Enforcement and By-Law Service document for Accessible Parking (January 1, 2014) and Accessibility for Ontarians with Disabilities Act (AODA) requirements. Additionally, the proposed loading supply is adequate.

Based on the peak parking demand forecast of the parking survey data at the existing site and the ITE parking rates, the proposed development can be supported from a parking justification perspective. We recommend that the City of Brampton permit the proposed variance to allow vehicle repairs as the parking supply of 183 spaces can accommodate the forecasted future peak parking demands at the site.

Submitted by,

C.F. CROZIER & ASSOCIATES INC.



Peter Apasnore M.A.Sc., P.Eng.
Project Engineer

C.F. CROZIER & ASSOCIATES INC.



R. Aaron Wignall
Associate, Transportation

/TDS/PA

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Rutherford_Parking Study.docx

APPENDIX A

Correspondence

Peter Apasnore

From: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Sent: November 2, 2020 2:30 PM
To: Peter Apasnore
Cc: Aaron Wignall; Jennifer Ormiston; Naeem Lakhani
Subject: RE: [EXTERNAL]Terms of Reference - 286 Rutherford Road
Attachments: Section_30_Industrial.pdf

Hi Peter,

Thank you for your email.

Motor Vehicle Repair in a commercial or industrial zone is taken at a 1 parking space for every 18m² rate. This is an Industrial Mall by definition of the By-law. I have attached Section 30-General Provisions for Industrial Zones-for your reference. Please refer to Section 30.5. In the chart it states that the rate for Industrial Malls are to be taken at The same requirements as that of the Industrial – Manufacturing, except for motor vehicle repair or body shop or any non-industrial use which shall provide parking in accordance with applicable standards for that use.

Regards,

Amanda Dickie
Plans Examiner, Zoning Services
Building Division | City of Brampton

8850 McLaughlin Road | Unit 1
Brampton, ON | L6Y 5T1

905-874-3793 (T)



From: Peter Apasnore <papasnore@cfcrozier.ca>
Sent: 2020/10/29 11:30 AM
To: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Jennifer Ormiston <jormiston@mainlineplanning.com>; Naeem Lakhani <NLakhani@mainlineplanning.com>
Subject: [EXTERNAL]Terms of Reference - 286 Rutherford Road

Hi Amanda,

I hope this email finds you well.

We have been retained to prepare a Parking Study for a proposed minor variance to the industrial site located at 286 Rutherford Road in the City of Brampton. The site proposal is to use four of the units for truck/trailer repairs.

Below is an outline of our proposed scope and workplan. Please provide us with your feedback at the earliest possible.

Regards,

Parking Justification Study (PJS)

The project proposal is detailed in the attached site plan. The PJS will include:

- A review of the minimum vehicle, loading and accessible parking requirements for the development per the City of Brampton Zoning By-law 270-2004 and compare with the proposed supply.
 - It is noted that the ZBL motor vehicle rate of 1/18 m² is for commercial vehicle repairs which is expected to have a higher demand than a truck/trailer repair
 - Please advise if the ZBL rate for industrial (as repairs are inclusive) may be used for the proposed truck/trailer repair portion
- Establishing a peak parking demand rate for the existing industrial use based on parking utilization at the existing site.
- Forecasting the peak parking demands based on other criteria such as the ITE Parking Generation Manual (5th edition) and review of neighboring Municipal Zoning By-Laws as applicable.
- Confirming the adequacy or shortfall of the proposed parking supply for the development based on the study findings.

We will summarize all findings and recommendations in a Parking Justification Study for the City's review.

Regards,

Peter Apasnore M.A.Sc., P.Eng. | Project Engineer
211 Yonge Street, Suite 301 | Toronto, ON M5B 1M4
T: 416.477.3392



Crozier Connections:   

Read our latest news and announcements [here](#).

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Naeem Lakhani

From: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Sent: October 1, 2020 3:04 PM
To: Jennifer Ormiston
Cc: Shelby Campbell; Naeem Lakhani; Corazzola, Elizabeth
Subject: RE: [EXTERNAL]SPA-2020-0120 - 286 Rutherford Rd S

Thanks for your email Jennifer.

The architectural drawings are showing 3 units that have Motor Vehicle Repair. Will the uses of the units be changing? If so, the drawings will need to be revised to reflect the uses.

After clarification with my manager this is, by definition of the Zoning By-law, an Industrial Mall.

INDUSTRIAL MALL shall mean a building or group of buildings upon which a group of at least five separate industrial users have been developed and are managed as a unit by a single owner or tenant, or by a group of owners or tenants.

Section 30.5 of the Zoning By-law includes parking requirements for an Industrial Mall. In this case the parking requirement for each Industrial Use (not including Motor Vehicle Repair) would be taken at 1 parking space per 60m² and the Motor Vehicle Repair would be taken at 1/18m².

30.5 Parking Spaces

Use	Minimum Parking Spaces Required
Industrial – Manufacturing, Cleaning, Packaging, Processing, Repairing, Assembling, or Printing	<p>a. If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area:</p> <ul style="list-style-type: none">Up to 5,000 square metres: 1 parking space per 60 square metres gross floor area or portion thereof;5,000 to 10,000 square metres: 83 parking spaces plus 1 parking space per 90 square metres gross floor area or portion thereof that is over 5,000 square metres;over 10,000 square metres: 139 parking spaces plus 1 parking space per 170 square metres gross floor area or portion thereof that is over 10,000 square metres <p>b. If the associated office, retail, and educational gross floor areas are more than 15% of the total gross floor area:</p>

Industrial Mall	The same requirements as that of the Industrial – Manufacturing, except for motor vehicle repair or body shop or any non-industrial use which shall provide parking in accordance with applicable standards for that use.
-----------------	---

The following chart will show the Parking Requirement would be **273 Spaces** if each unit was taken at 1/60m² for Industrial Uses and 1/18m² for Motor Vehicle Repair.

Unit #	Use	GFA	Parking Requirement	Spaces Required
Unit 1	Warehouse/Truck Repair	555.0m ²	1/18m ²	30.8
Unit 1A	Warehouse/Truck Repair	414.0m ²	1/18m ²	23
Unit 2	Warehouse	1006.5m ²	1/60m ²	16.77
Unit 3	Warehouse	1000.2m ²	1/60m ²	16.67
Unit 4	Warehouse	988.0m ²	1/60m ²	16.46
Unit 5	Warehouse	988.0m ²	1/60m ²	16.46
Unit 6	Warehouse/Truck Repair	988.0m ²	1/18m ²	54.8
Unit 7	Warehouse	988.0m ²	1/60m ²	16.46
Unit 8	Warehouse	988.0m ²	1/60m ²	16.46
Unit 9	Warehouse	988.0m ²	1/60m ²	16.46
Unit 10	Warehouse	1348.0m ²	1/60m ²	22.46
Unit 11	Warehouse	1087.3m ²	1/60m ²	18.12
Unit 12	Warehouse	480.2m ²	1/60m ²	8
TOTAL				272.92

After discussing this with my manager, we then calculated the parking requirement by lumping all industrial uses together and applied the Rate of what it would be if it were one big industrial building (again—Motor Vehicle Repair is calculated separately at 1/18m²) to give you a slightly lower parking requirement at **246 spaces required**.

MOTOR VEHICLE REPAIR

Unit 1	Warehouse/Truck Repair	555	
Unit 1A	Warehouse/Truck Repair	414	
Unit 6	Warehouse/Truck Repair	988	
		1957 1/18m ²	108.72 spaces

INDUSTRIAL USES

Unit 2	Warehouse	1006.5	
Unit 3	Warehouse	1000.2	
Unit 4	Warehouse	988	
Unit 5	Warehouse	988	
Unit 7	Warehouse	988	
Unit 8	Warehouse	988	
Unit 9	Warehouse	988	
Unit 10	Warehouse	1348	
Unit 11	Warehouse	1087.3	
Unit 12	Warehouse	480.2	
TOTAL		9862.2	Buildings with a GFA between 5000m ² and 10,000m ² : 83 parking spaces plus 1 parking space per 90m ² of GFA or portion thereof that is over 5000m ² 9862.2-5000=4862.2 4862.2/90=54.02 spaces 54.02 + 83 = 137.02 spaces

TOTAL WAREHOUSE + MOTOR VEHICLE REPAIR =

137.02 + 108.72 = 245.74 SPACES REQUIRED

Please Note: These calculations were done having 3 Motor Vehicle Repair Units as per the submitted Drawings. If you are Planning to change those units, please revise the drawings and another parking calculation can be done using the revised numbers.

I apologize for the previous confusion.

Thank you,

Regards,

Amanda Dickie
Plans Examiner, Zoning Services
Building Division | City of Brampton

8850 McLaughlin Road | Unit 1
Brampton, ON | L6Y 5T1

905-874-3793 (T)



From: Jennifer Ormiston <jormiston@mainlineplanning.com>
Sent: 2020/09/30 11:07 AM
To: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Cc: Shelby Campbell <scampbell@mainlineplanning.com>; Naeem Lakhani <NLakhani@mainlineplanning.com>
Subject: RE: [EXTERNAL]SPA-2020-0120 - 286 Rutherford Rd S

Hi Amanda,

I think my explanation below is not as clear as I could have been. I have made my corrections in red. The parking calculation for over 7000 sq.m. is $78 + 1/145$ for area over 7000 sq.m. My numbers are still the same and the requirement would be 160 spaces total.

Kind regards,

Jennifer Ormiston, RPP, MCIP
Planner
Mainline planning services inc.

Office tel: 905-893-0046 x223
Cell phone: 519-584-5366

From: Jennifer Ormiston
Sent: Tuesday, September 29, 2020 1:49 PM
To: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Cc: Shelby Campbell <scampbell@mainlineplanning.com>; Naeem Lakhani <NLakhani@mainlineplanning.com>
Subject: RE: [EXTERNAL]SPA-2020-0120 - 286 Rutherford Rd S

Hi Amanda,

I just wanted to clarify if we calculated the parking correct. If we have 11 units that are warehouse and 1 unit that was motor vehicle repair and we used the parking rate for the total GFA of that use in the building we would have the following parking requirement:

Warehouse Use (between 7,000 sq.m. and 20,000 sq.m.) = $78 + 1/145$ sq.m.
= $78 + ((1/145) * 3,832.4 \text{ sq.m.})$ [10,892.4 – 7000 sq.m.]
= 105 spaces

Motor Vehicle Repair = $1/18$ sq.m.
= $(1/18) * 975.2$
= 55 spaces

The total site requirement would be 160 spaces. If you could kindly confirm the above is accurate, that would be greatly appreciated. We understand there is still a shortfall in parking, however, we would like to be sure our calculation is correct.

Kind regards,

Jennifer Ormiston, RPP, MCIP
Planner
Mainline planning services inc.

Office tel: 905-893-0046 x223
Cell phone: 519-584-5366

From: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Sent: Friday, September 18, 2020 2:28 PM
To: Jennifer Ormiston <jormiston@mainlineplanning.com>
Cc: Shelby Campbell <scampbell@mainlineplanning.com>
Subject: RE: [EXTERNAL]SPA-2020-0120 - 286 Rutherford Rd S

Hi Jennifer,

Parking for Warehouse Use is calculated at 1 parking space per 90m² of GFA.
Parking for motor vehicle repair is taken at 1 parking space per 18m² of GFA.

This property was the subject of a minor variance in 2015 for a parking variance that they deferred indefinitely to have a parking utilization study done.

I hope this helps.

Regards,

Amanda Dickie
Plans Examiner, Zoning Services
Building Division | City of Brampton

8850 McLaughlin Road | Unit 1
Brampton, ON | L6Y 5T1

905-874-3793 (T)



From: Jennifer Ormiston <jormiston@mainlineplanning.com>
Sent: 2020/09/18 1:36 PM
To: Dickie, Amanda <Amanda.Dickie@brampton.ca>
Cc: Shelby Campbell <scampbell@mainlineplanning.com>
Subject: [EXTERNAL]SPA-2020-0120 - 286 Rutherford Rd S
Importance: High

Good afternoon Amanda,

We just received your zoning comments for the abovementioned file. Your comment reads "*Minimum parking requirements are not met. Please get approval of a Minor Variance.*" Can you kindly provide us with a details explanation as to why we do not meet the minimum parking requirements, that would be greatly appreciated. A breakdown of how parking was calculated by the zoning department would be helpful for us to understand the site's shortfall.

Kind regards,

Jennifer Ormiston, RPP, MCIP
Planner
mainline planning services inc.
P.O. Box 319 Kleinburg, Ontario L0J 1C0

APPENDIX B

Municipal Excerpts



Brampton

Zoning By-Law Office Consolidation

SECTION 30.0 GENERAL PROVISIONS FOR INDUSTRIAL ZONES

30.1 The following provisions shall apply to all industrial zones as shown on Schedule A to this by-law, in addition to the General Provisions for All Zones included in this by-law.

30.2 Environmental Concerns

Obnoxious industrial uses shall not be permitted.

30.3 Accessory Buildings

- (a) Accessory buildings or structures used for a purpose other than an office are permitted in any industrial zone, subject to the requirements and restrictions of this by-law for the particular zone in which said buildings or structures are located, but shall:
 - (1) not be used for human habitation;
 - (2) not exceed 4.5 metres in height;
 - (3) not have a gross floor area in excess of 100 square metres;
 - (4) be at least 3 metres from any lot line, and,
 - (5) except for a gatehouse, not be constructed in a minimum required front yard or minimum required exterior side yard.
- (b) Accessory buildings used for the purpose of an office are permitted in any industrial zone, subject to the requirements and restrictions of this by-law for the particular zone in which said buildings or structures are located, but the gross commercial floor area of any accessory building or buildings on a lot shall not exceed the gross industrial floor area of the main building.

30.4 Loading Spaces

Loading spaces are required to be provided and maintained on a lot in accordance with the following provisions:

(a) Gross Industrial Floor Area

of building in square metres Number of loading spaces

280 or less 1 loading space
over 280 up to 7,450 2 loading spaces
over 7,450 up to 14,000 3 loading spaces
over 14,000 3 loading spaces, plus 1 additional loading
space for each 9,300 square metres of gross
industrial floor area or part thereof in excess
of 14,000 square metres

(b) Each loading spaces shall:

- (i) be a rectangular area measuring not less than 3.7 metres in width and 9 metres in length;
- (ii) have a minimum vertical clearance of 4.25 metres; and,
- (iii) have an unobstructed ingress and egress of not less than 6 metres in width to and from a street by means of driveways, aisles, manoeuvring or similar areas, no part of which shall be used for the parking or temporary storage of motor vehicles.

30.5 Parking Spaces

Use	Minimum Parking Spaces Required
Industrial – Manufacturing, Cleaning, Packaging, Processing, Repairing, Assembling, or Printing	<p>a. If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area:</p> <ul style="list-style-type: none">• Up to 5,000 square metres: 1 parking space per 60 square metres gross floor area or portion thereof;• 5,000 to 10,000 square metres: 83 parking spaces plus 1 parking space per 90 square metres gross floor area or portion thereof that is over 5,000 square metres;• over 10,000 square metres: 139 parking spaces plus 1 parking space per 170 square metres gross floor area or portion thereof that is over 10,000 square metres <p>b. If the associated office, retail, and educational gross floor areas are more than 15% of the total gross floor area:</p>

	In addition to the above, the applicable gross floor areas exceeding 15% shall be subject to the applicable office, retail, or educational parking requirements.
Warehouse	<p>a. If the associated office, retail, and educational gross floor areas are 15% or less of the total gross floor area:</p> <ul style="list-style-type: none"> • Up to 7,000 square metres: 1 parking space per 90 square metres gross floor area or portion thereof; • 7,000 to 20,000 square metres: 78 parking spaces plus 1 parking space per 145 square metres gross floor area or portion thereof that is over 7,000 square metres; • over 20,000 square metres: 168 parking spaces plus 1 parking space per 170 square metres gross floor area or portion thereof that is over 20,000 square metres <p>b. If the associated office, retail, and educational gross floor areas are more than 15% of the total gross floor area</p> <p>In addition to the above, the applicable gross floor areas exceeding 15% shall be subject to the applicable office, retail, or educational parking requirements.</p>
Industrial Mall	The same requirements as that of the Industrial – Manufacturing, except for motor vehicle repair or body shop or any non-industrial use which shall provide parking in accordance with applicable standards for that use.
Non-industrial uses	Parking requirements in accordance with that outlined in the General Provisions for Commercial and Residential Zones.

30.6 Fences

No fences shall be permitted in the front yard of any lot in an industrial zone.

30.7 Commercial Uses in Industrial Zones

Types of accessible parking spaces

80.34 Off-street parking facilities must provide the following two types of parking spaces for the use of persons with disabilities:

1. Type A, a wider parking space which has a minimum width of 3,400 mm and signage that identifies the space as “van accessible”.
2. Type B, a standard parking space which has a minimum width of 2,400 mm.

Access aisles

80.35 (1) Access aisles, that is the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities.

(2) Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements:

1. They must have a minimum width of 1,500 mm.
2. They must extend the full length of the parking space.
3. They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.

Minimum number and type of accessible parking spaces

80.36 (1) Off-street parking facilities must have a minimum number of parking spaces for the use of persons with disabilities, in accordance with the following requirements:

1. One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer.
2. Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
 - i. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided.
 - ii. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space.
3. One parking space for the use of persons with disabilities and an additional three per cent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with ratios set out in subparagraphs 2 i and ii, rounding up to the nearest whole number.
4. Two parking spaces for the use of persons with disabilities and an additional two per cent of

parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs 2 i and ii, rounding up to the nearest whole number.

5. Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs 2 i and ii, rounding up to the nearest whole number.

(2) If an obligated organization provides more than one off-street parking facility at a site, the obligated organization shall calculate the number and type of parking spaces for the use of persons with disabilities according to the number and type of parking spaces required for each off-street parking facility.

(3) In determining the location of parking spaces for the use of persons with disabilities that must be provided where there is more than one off-street parking facility at a site, an obligated organization may distribute them among the off-street parking facilities in a manner that provides substantially equivalent or greater accessibility in terms of distance from an accessible entrance or user convenience.

(4) For the purposes of subsection (3), the following factors may be considered in determining user convenience:

1. Protection from the weather.
2. Security.
3. Lighting.
4. Comparative maintenance.

Signage

80.37 Obligated organizations shall ensure that parking spaces for the use of persons with disabilities as required under section 80.36 are distinctly indicated by erecting an accessible permit parking sign in accordance with section 11 of Regulation 581 of the Revised Regulations of Ontario, 1990 (Accessible Parking for Persons with Disabilities) made under the *Highway Traffic Act*.

Exception

80.38 (1) An exception to the required minimum number of parking spaces for the use of persons with disabilities is permitted where an obligated organization can demonstrate that it is not practicable to comply with the requirement because existing physical or site constraints prevent it from meeting the required ratio, such as where the minimum width for parking spaces for persons with disabilities or access aisles cannot be met because of existing pay and display parking meters, surrounding curb edges, walkways, landscaping or the need to maintain a minimum drive aisle width.

(2) Where an obligated organization claims an exception to the minimum number of parking spaces for the use of persons with disabilities, it shall provide as close to as many parking spaces for the use of persons with disabilities that meet the requirements of this Part, as would otherwise be

(January 1, 2014)

Accessible Parking in the City of Brampton

The City of Brampton is committed to ensuring that people of all ages and abilities enjoy the same opportunities as they live, work, play and visit in our City. This commitment includes ensuring access to appropriately marked, signed and maintained accessible parking spaces. Access to accessible parking is very important for people with disabilities to be able to enjoy services and facilities just as others are able to do. As our population ages and the number of people with disabilities increases, the need for accessible parking spaces will be even greater.

Requirements for accessible parking spaces in the City of Brampton are regulated by the following:

- Highway Traffic Act, *Ontario Regulation 581*
 - Specific sign requirements
- Integrated Accessibility Standards Regulation, Design of Public Spaces *Ontario Regulation 413-12*
 - Type of parking spaces
 - Number of accessible spaces to be provided
- City of Brampton, Traffic By-law 93-93
 - Owners/operators obligations
 - Surface, size and configuration of parking spaces and access aisles
 - Curb cuts
 - Specific sign requirements
- City of Brampton, Zoning By-law 270-2004, as amended
 - Number of total parking spaces required (including accessible and regular spaces)
- Approved site plans
 - Specific requirements regarding number and location of accessible parking spaces and access

The following pages provide an overview of the requirements of accessible parking spaces in Brampton and some helpful hints to assist you with compliance with these requirements.

Accessible Parking Spaces

Owners and Operators Obligations:

The following outlines the obligations for parking lot owners and operators with respect to public parking areas and provides information regarding requirements for accessible parking spaces as identified in the Traffic By-law 93-93, Section 48.

As an owner/operator you are obligated to:

- Provide accessible parking spaces for the exclusive use of vehicles that are displaying an accessible parking permit
- Comply with any approved Site Plan requirements with respect to the number and location of accessible parking spaces
- Provide a minimum number of parking accessible parking spaces based on the total number of parking spaces provided. The following is an approximation of the number of accessible parking spaces to be provided:

# of Parking Spaces Provided	# of Accessible Parking Spaces	# of Type A Van Accessible	# of Type B
0-12	1	1	0
Requirement for 13 to 100 parking spaces – 4% of total			
13 – 25	1	1	0
26 – 50	2	1	1
51 – 75	3	1	2
76 – 100	4	2	2
Requirement for 101 to 200 parking spaces is 1 plus 3% of total			
101 – 140	5	2	3
141 – 170	6	3	3
171 – 200	7	3	4
Requirement 201 to 1000 parking spaces is 2 plus 2% of total			
201 – 250	7	3	4
251 – 300	8	4	4
301 – 350	9	4	5
351 – 400	10	5	5
401 – 450	11	5	6
451 – 500	12	6	6
501 – 550	13	6	7
551 – 600	14	7	7
601 – 650	15	7	8

651 – 700	16	8	8
701 – 750	17	8	9
751 – 800	18	9	9
801 – 850	19	9	10
851 – 900	20	10	10
901 – 950	21	10	11
951 – 1000	22	11	11
Requirement for more than 1000 parking spaces provided is 11 plus 1% of total			
1001 – 1100	22	11	11
1101 – 1200	23	11	12
1201 – 1300	24	12	12
1301 – 1400	25	12	13
1401 – 1500	26	13	13
1501 – 1600	27	13	14
1601 – 1700	28	14	14
1701 – 1800	29	14	15
1801 – 1900	30	15	15
1901 – 2000	31	15	16
For each 100 parking spaces provided, add 1 additional parking space to the running total.			

- Ensure the accessible parking spaces are kept free of any obstructions, snow, ice and slush and are maintained to the same standards as the other parking spaces provided in that public parking area.
- Maintained in good repair so pavement markings are easily identified by the public.

Each accessible parking space must comply with the following:

Surface:

- Be located on a hard, level surface
- Be located in an area where people with disabilities can easily access a building or facility via curb ramps, depressed curbs or other means

Physical Dimensions:

- Type A – Van Accessible
 - Be a minimum of 3.4 metres wide and as long as the other parking spaces in the same public parking area
 - Have an access aisle that is a minimum of 1.5 metres wide, as long as the parking space and be marked with high tonal contrast diagonal lines to indicate that parking is prohibited in this space

APPENDIX C

Parking Data

ONTARIO TRAFFIC INC - PARKING COUNTS

Location: 286 Rutherford Rd S

Date: Thursday, November 05, 2020

(available parking in Areas B, C & D is an approximation)

Time	Area A				Area B				Area C						Area D			
	Cars		Trucks		Cars		Trucks		Cars		Trucks in docks		Trucks elsewhere		Cars		Trucks	
	57		0		14		7		45		19		10		14		7	
	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available
10:00 to 10:15	12	45	0	0	4	10	2	5	3	42	9	10	5	5	1	13	1	
10:15 to 10:30	15	42	0	0	5	9	1	6	7	38	7	12	6	4	3	11	1	
10:30 to 10:45	21	36	1	-1	3	11	2	5	7	38	5	14	3	7	2	12	2	
10:45 to 11:00	27	30	1	-1	4	10	1	6	9	36	7	12	5	5	3	11	0	
11:00 to 11:15	25	32	1	-1	4	10	1	6	5	40	5	14	4	6	2	12	1	
11:15 to 11:30	21	36	1	-1	4	10	1	6	5	40	8	11	5	5	3	11	1	
11:30 to 11:45	23	34	1	-1	5	9	1	6	5	40	6	13	4	6	2	12	3	
11:45 to 12:00	25	32	1	-1	4	10	2	5	3	42	7	12	3	7	4	10	3	
12:00 to 12:15	24	33	1	-1	5	9	1	6	3	42	9	10	4	6	3	11	2	
12:15 to 12:30	20	37	1	-1	3	11	2	5	5	40	8	11	3	7	2	12	1	
12:30 to 12:45	26	31	0	0	4	10	2	5	6	39	5	14	5	5	4	10	1	
12:45 to 13:00	24	33	0	0	4	10	2	5	4	41	7	12	6	4	4	10	2	
13:00 to 13:15	24	33	0	0	4	10	2	5	4	41	10	9	4	6	3	11	2	
13:15 to 13:30	27	30	0	0	6	8	2	5	6	39	8	11	5	5	2	12	2	
13:30 to 13:45	23	34	0	0	5	9	1	6	5	40	7	12	4	6	2	12	1	
13:45 to 14:00	27	30	0	0	7	7	1	6	3	42	6	13	4	6	3	11	3	
14:00 to 14:15	24	33	0	0	5	9	1	6	3	42	7	12	4	6	2	12	4	
14:15 to 14:30	29	28	0	0	6	8	1	6	4	41	7	12	5	5	4	10	3	
14:30 to 14:45	32	25	0	0	4	10	1	6	5	40	10	9	5	5	3	11	3	
14:45 to 15:00	28	29	0	0	4	10	1	6	5	40	9	10	5	5	2	12	3	
15:00 to 15:15	27	30	1	-1	4	10	1	6	6	39	11	8	5	5	3	11	2	
15:15 to 15:30	25	32	1	-1	5	9	1	6	6	39	8	11	4	6	5	9	2	
15:30 to 15:45	22	35	1	-1	5	9	1	6	4	41	6	13	6	4	4	10	3	
15:45 to 16:00	23	34	1	-1	5	9	1	6	5	40	5	14	5	5	2	12	3	
16:00 to 16:15	21	36	1	-1	3	11	2	5	5	40	5	14	4	6	2	12	2	
16:15 to 16:30	23	34	1	-1	4	10	2	5	3	42	6	13	5	5	3	11	2	
16:30 to 16:45	20	37	1	-1	4	10	1	6	3	42	7	12	4	6	2	12	1	
16:45 to 17:00	22	35	1	-1	3	11	1	6	3	42	7	12	4	6	2	12	1	
17:00 to 17:15	19	38	1	-1	3	11	1	6	3	42	7	12	4	6	3	11	1	
17:15 to 17:30	15	42	1	-1	2	12	1	6	2	43	8	11	5	5	2	12	0	
17:30 to 17:45	13	44	0	0	2	12	1	6	2	43	7	12	4	6	1	13	0	
17:45 to 18:00	11	46	0	0	1	13	1	6	2	43	7	12	4	6	0	14	1	

ONTARIO TRAFFIC INC. - PARKING COUNTS

Location: 286 Rutherford Rd S

Date: Saturday, November 07, 2020

(available parking in Areas B, C & D is an approximation)

Time	Area A				Area B				Area C						Area D			
	Cars		Trucks		Cars		Trucks		Cars		Trucks in docks		Trucks elsewhere		Cars		Trucks	
	57		0		14		7		45		19		10		14		7	
	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available
10:00 to 10:15	12	45	0	0	2	12	2	5	3	42	7	12	2	8	3	11	2	
10:15 to 10:30	13	44	0	0	2	12	2	5	3	42	6	13	2	8	3	11	3	
10:30 to 10:45	17	40	0	0	2	12	2	5	2	43	5	14	2	8	2	12	3	
10:45 to 11:00	15	42	0	0	1	13	2	5	2	43	3	16	3	7	2	12	3	
11:00 to 11:15	15	42	0	0	1	13	2	5	3	42	3	16	3	7	2	12	3	
11:15 to 11:30	17	40	0	0	2	12	2	5	2	43	3	16	3	7	2	12	2	
11:30 to 11:45	17	40	0	0	1	13	2	5	3	42	5	14	3	7	2	12	2	
11:45 to 12:00	17	40	0	0	1	13	3	4	4	41	3	16	3	7	1	13	2	
12:00 to 12:15	16	41	0	0	1	13	3	4	4	41	4	15	2	8	1	13	2	
12:15 to 12:30	16	41	0	0	1	13	3	4	2	43	4	15	2	8	1	13	2	
12:30 to 12:45	15	42	1	-1	1	13	2	5	2	43	4	15	2	8	1	13	2	
12:45 to 13:00	13	44	1	-1	2	12	2	5	2	43	4	15	2	8	1	13	2	
13:00 to 13:15	13	44	0	0	3	11	2	5	1	44	3	16	2	8	2	12	2	
13:15 to 13:30	17	40	0	0	3	11	2	5	1	44	4	15	2	8	2	12	3	
13:30 to 13:45	16	41	0	0	2	12	2	5	1	44	4	15	2	8	2	12	3	
13:45 to 14:00	16	41	0	0	2	12	2	5	2	43	5	14	2	8	2	12	3	
14:00 to 14:15	15	42	0	0	2	12	2	5	1	44	5	14	2	8	2	12	3	
14:15 to 14:30	12	45	0	0	2	12	2	5	0	45	5	14	2	8	1	13	3	
14:30 to 14:45	13	44	0	0	2	12	2	5	0	45	5	14	2	8	1	13	2	
14:45 to 15:00	12	45	0	0	2	12	2	5	0	45	5	14	2	8	1	13	2	
15:00 to 15:15	12	45	0	0	1	13	2	5	0	45	5	14	2	8	1	13	2	
15:15 to 15:30	13	44	1	-1	1	13	2	5	0	45	5	14	2	8	1	13	2	
15:30 to 15:45	12	45	0	0	1	13	2	5	0	45	5	14	2	8	1	13	2	
15:45 to 16:00	12	45	0	0	1	13	2	5	0	45	5	14	2	8	1	13	2	
16:00 to 16:15	12	45	0	0	1	13	2	5	0	45	5	14	2	8	1	13	3	
16:15 to 16:30	15	42	0	0	1	13	2	5	0	45	6	13	2	8	1	13	3	
16:30 to 16:45	14	43	0	0	1	13	2	5	0	45	6	13	2	8	1	13	3	
16:45 to 17:00	13	44	0	0	1	13	2	5	0	45	6	13	2	8	1	13	3	
17:00 to 17:15	13	44	0	0	1	13	2	5	0	45	7	12	2	8	1	13	4	
17:15 to 17:30	14	43	0	0	1	13	2	5	0	45	7	12	2	8	1	13	4	
17:30 to 17:45	14	43	0	0	1	13	2	5	0	45	7	12	2	8	1	13	4	
17:45 to 18:00	14	43	0	0	1	13	2	5	0	45	6	13	2	8	1	13	4	



Land Use: 130 Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly-diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at two general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	–
5:00 a.m.	–
6:00 a.m.	–
7:00 a.m.	59
8:00 a.m.	89
9:00 a.m.	99
10:00 a.m.	99
11:00 a.m.	99
12:00 p.m.	95
1:00 p.m.	98
2:00 p.m.	100
3:00 p.m.	94
4:00 p.m.	66
5:00 p.m.	47
6:00 p.m.	–
7:00 p.m.	–
8:00 p.m.	–
9:00 p.m.	–
10:00 p.m.	–
11:00 p.m.	–

Additional Data

The average parking supply ratio for study sites with parking supply information is 1.6 spaces per 1,000 square feet GFA (11 sites) and 1.2 spaces per employee (eight sites).

The sites were surveyed in the 1980s and the 1990s in Arizona, California, Oregon, and Washington.

Source Numbers

36, 122, 275, 401, 435

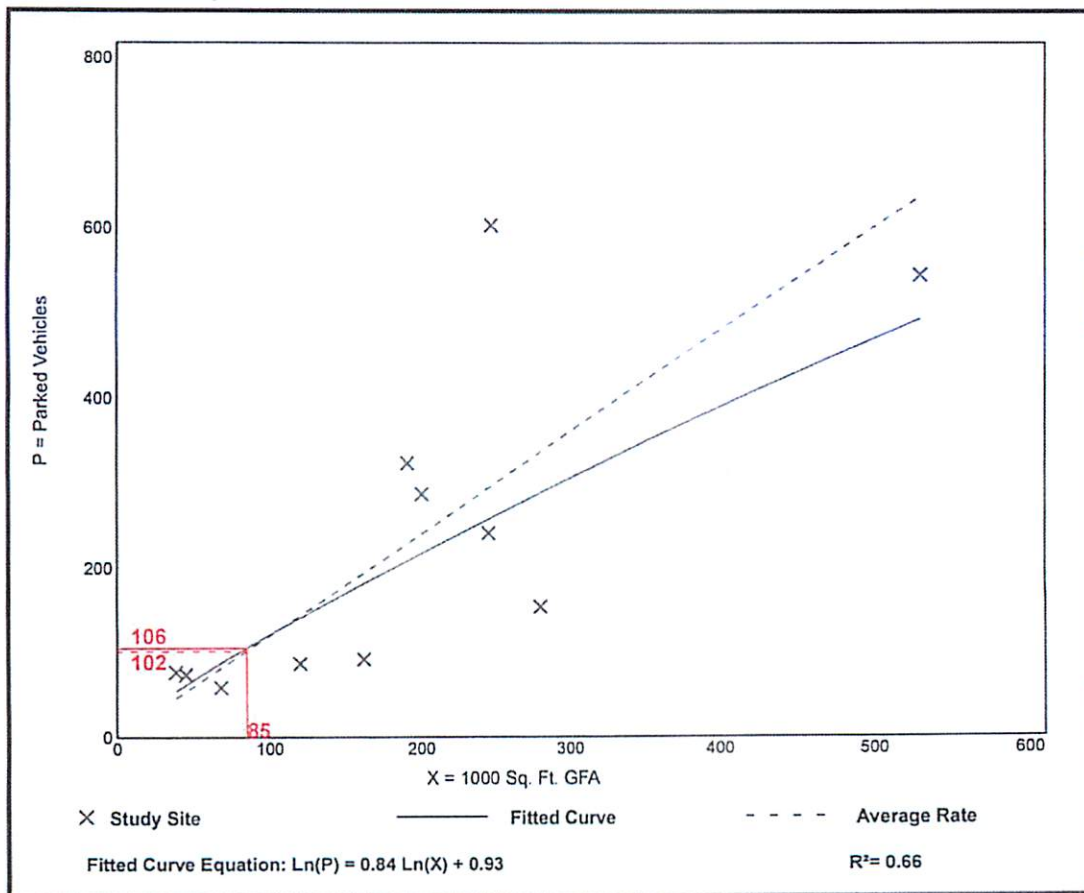
Industrial Park (130)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban
 Peak Period of Parking Demand: 8:00 a.m. - 3:00 p.m.
 Number of Studies: 11
 Avg. 1000 Sq. Ft. GFA: 193

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.20	0.55 - 2.44	0.86 / 2.09	***	0.61 (51%)

Data Plot and Equation



Land Use: 943 Automobile Parts and Service Center

Description

An automobile parts and service center sells automobile parts for do-it-yourself maintenance and repair including tires, batteries, oil, and spark plugs. The stores may also sell automobile parts to retailers and repair facilities. Automobile parts and service centers provide a full array of onsite services for various automobiles. These facilities provide centralized cashiering and maintain long hours 7 days a week. Automobile parts and service centers are sometimes found as separate parcels within a retail complex. Automobile parts sales (Land Use 843), tire store (Land Use 848), tire superstore (Land Use 849), and quick lubrication vehicle shop (Land Use 941) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 25 study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	—
8:00 a.m.	45
9:00 a.m.	84
10:00 a.m.	97
11:00 a.m.	100
12:00 p.m.	87
1:00 p.m.	81
2:00 p.m.	87
3:00 p.m.	91
4:00 p.m.	86
5:00 p.m.	71
6:00 p.m.	23
7:00 p.m.	6
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

The sites were surveyed in the 2010s in Texas.

Source Numbers

568, 569, 570

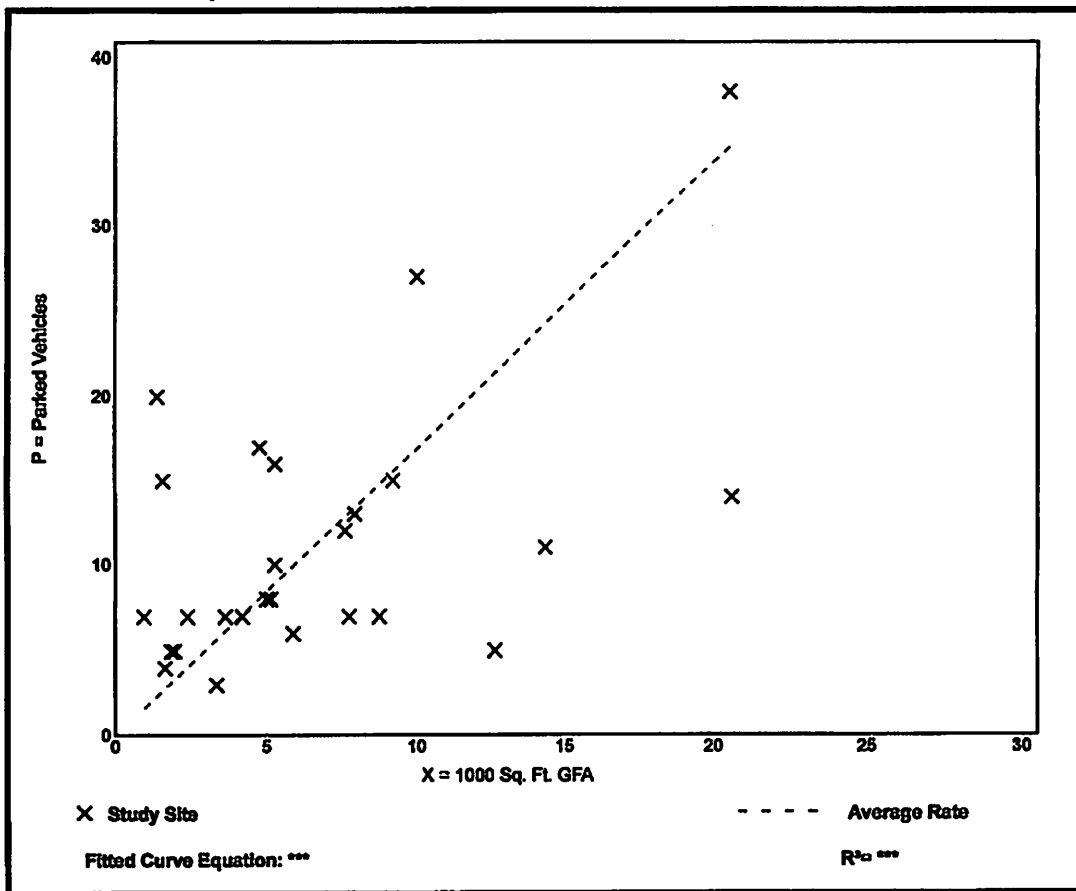
Automobile Parts and Service Center (943)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 a.m. - 4:00 p.m
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 6.6

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.69	0.40 - 14.37	1.58 / 3.54	1.05 - 2.33	1.67 (99%)

Data Plot and Equation



FIGURES



Glidden Rd

Rutherford Rd S

Hare Rd

SITE LOCATION

286 RUTHERFORD ROAD SOUTH
CITY OF BRAMPTON

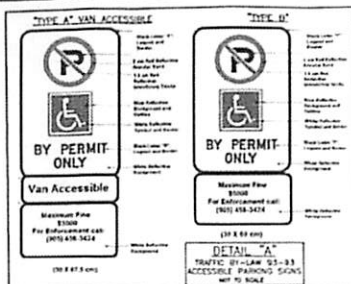
SITE LOCATION



**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

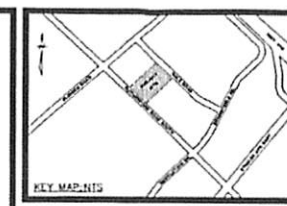
Drawn	T.D.S.	Project No.	1991-5788
Check	P.A.	Scale	N.T.S.
		Dwg.	FIG. 01



GENERAL NOTE:

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DO NOT SCALE THESE DRAWINGS. ANY ERROR OR DISCREPANCY IS TO BE REPORTED IMMEDIATELY TO: MAINLINE PLANNING SERVICES INC.



LAND USE SCHEDULE

TOTAL SITE AREA = 22,863.5 sq.m. (100.00)

TOTAL BUILDING ENVELOPE = 11,883.6 sq.m. (51.74)

TOTAL LANDSCAPED AREA = 2,710.3 sq.m. (11.85)

TOTAL ASPHALT AREA = 8,382.6 sq.m. (36.55)

TOTAL PROVIDED CONC. UNITS = 12

UNIT NUMBER	UNIT AREA
UNIT 1	949.0 sq.m.
UNIT 2	1,006.0 sq.m.
UNIT 3	1,000.2 sq.m.
UNIT 4	950.0 sq.m.
UNIT 5	950.0 sq.m.
UNIT 6	950.0 sq.m.
UNIT 7	950.0 sq.m.
UNIT 8	950.0 sq.m.
UNIT 9	950.0 sq.m.
UNIT 10	1,348.0 sq.m.
UNIT 11	1,087.3 sq.m.
UNIT 12	480.2 sq.m.

COMMON AREAS

ELECTRICAL ROOMS 48.4 sq.m.

BUILDING HEIGHT = 8.0 m (ONE STOREY)

BASELAGE = STONE ROOFS

REQUIRED PARKING = 244 TOTAL (INC. 6 ACCESSIBLE SPACES)

PROVIDED PARKING = 183 TOTAL (INC. 7 ACCESSIBLE SPACES)

REQUIRED LOADING SPACE = 3

PROVIDED LOADING SPACE = 3

EXISTING ZONING = (M2) INDUSTRIAL TWO

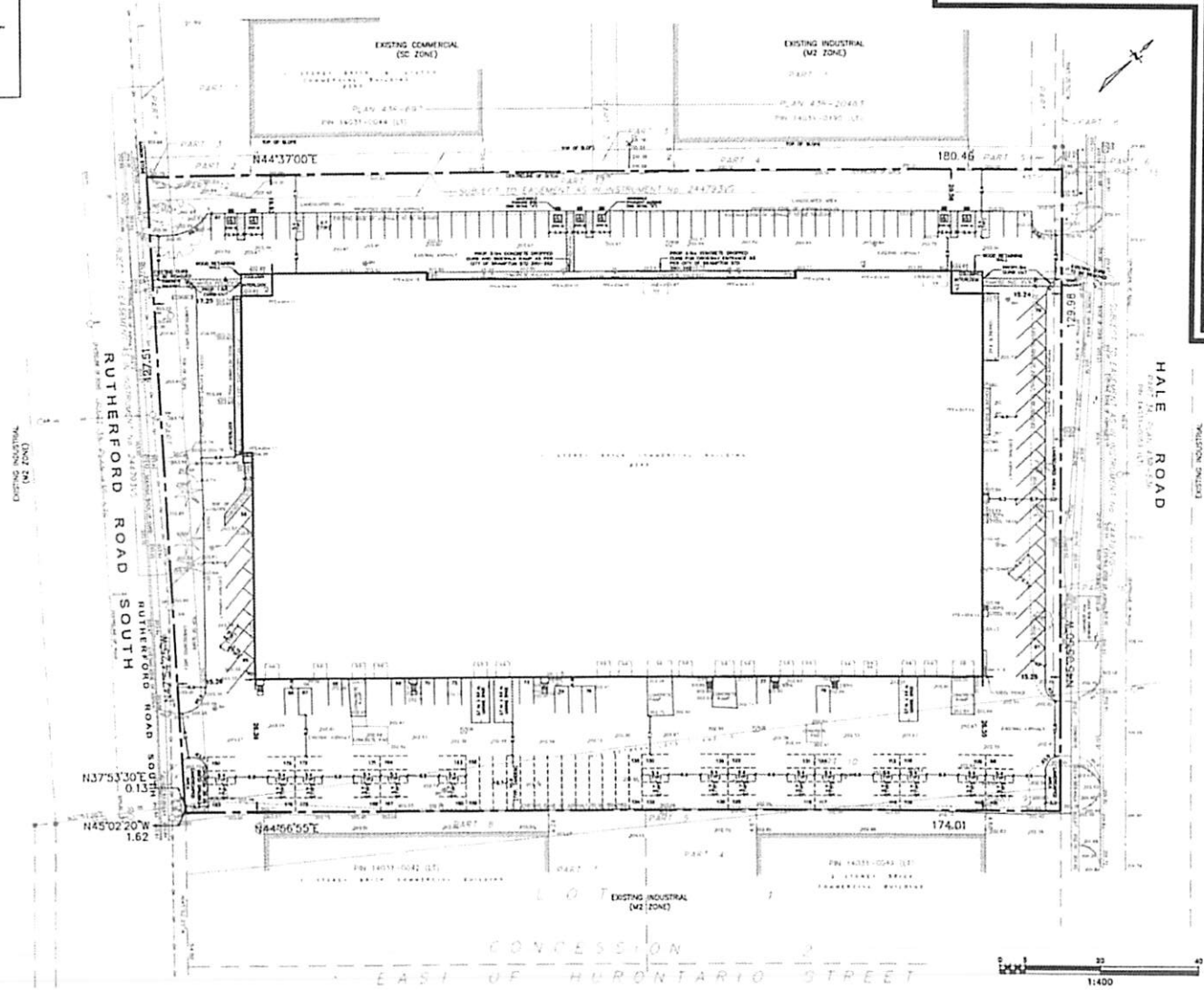
PROPOSED ZONING = (M2) INDUSTRIAL TWO

EXISTING USE OF LAND = INDUSTRIAL

PROPOSED USE OF LAND = INDUSTRIAL

ADJACENT USE OF LAND = SEE PLAN

- LEGEND:**
- IB DENOTES IRON BAR
 - CP DENOTES CONCRETE PIN
 - AP DENOTES ACCESSIBLE PARKING SIGN (SEE DETAIL "A")
 - CC DENOTES CUT CROSS
 - OD DENOTES OVERHEAD DOOR
 - UP DENOTES UTILITY POLE
 - S DENOTES SIGN
 - GW DENOTES GUY WIRE
 - BP DENOTES BELL PEDESTAL
 - MH DENOTES MANHOLE
 - GM DENOTES GAS METER
 - WV DENOTES WATER VALVE
 - CV DENOTES CULVERT
 - PH DENOTES FIRE HYDRANT
 - GV DENOTES GAS VALVE
 - TDOR DENOTES EXISTING TREE TO BE REMOVED (SEE LANDSCAPE PLAN)
 - BH DENOTES BORE HOLE / MONITORING WELL
 - BO DENOTES BOLLARD
 - FFE DENOTES FINISHED FLOOR ELEVATION
 - GSE DENOTES GARAGE SLAB ELEVATION
 - CB DENOTES CATCH BASIN
 - OH DENOTES OVERHEAD UTILITY WIRES
 - W DENOTES WIRE FENCE
 - CT DENOTES CONIFEROUS TREE
 - DT DENOTES DECIDUOUS TREE
 - SP DENOTES SPOT ELEVATION



LEGAL DESCRIPTION

PLAN OF SURVEY OF PART OF LOTS 1 AND 2, CONCESSION 2 EAST OF HURONTARIO STREET (FORMERLY THE TOWNSHIP OF CHINGWAGOUS) CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEELE

FOR MORE INFORMATION PROVIDED BY MAINLINE PLANNING SERVICES INC. (ONTARIO LAND SURVEYOR REG. NO. 180) PARTIAL PLOT, UNIT 12, BRAMPTON, ONTARIO L6Y 1C0

NO.	DATE	DESCRIPTION	BY
3	10/1/19	REVISED FOR CITY COMMENTS	J.L.D.
2	09/1/19	ISSUED FOR MUNICIPAL APPROVAL	J.L.D.
1	10/1/19	ISSUED FOR PRE-CONSULTATION	J.L.D.

mainline
planning services inc.

PH (905) 833-0045 FAX (888) 370-9474
P.O. BOX 319, KILGUS, ONTARIO, L0T 1C0

DRAWING TITLE

SITE PLAN

PROJECT

286 RUTHERFORD ROAD SOUTH
BRAMPTON

DEVELOPER/OWNER

TAKOL CMCC RUTHERFORD GP INC.

DRAWN

K.A.R.

CHECKED

J.L.D.

SCALE

1 = 400

DWG. NO.

SP1

DATE

NOV-19

ISSUED

J.P.P.

QTY FILE NO.

SPA-2020-0120



The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION

Minor Variance or Special Permission

(Please read Instructions)

NOTE: It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law 270-2004.

1. **Name of Owner(s)** Takol CMCC Rutherford GP Inc. c/o Daniel Kolber
Address 2300 Yonge Street, Suite 712, P.O. Box 2310, Toronto, Ontario M4P 1E4

Phone # See Agent
Email daniel@takolrealestate.com

Fax # _____

2. **Name of Agent** Jennifer Ormiston
Address P.O. Box 319, Kleinburg, Ontario L0J 1C0

Phone # (905) 893 - 0046
Email jormiston@mainlineplanning.com

Fax # 888-370-9474

3. **Nature and extent of relief applied for (variances requested):**

1) To permit 183 parking spaces whereas the By-law requires a minimum of 334 parking spaces. The parking reduction will support existing tenancies including 4 units occupied by 2 existing heavy truck repair shops and 2 new heavy truck repair businesses. A parking study is included that concludes 183 parking spaces are sufficient to accommodate the current tenancy including 3,933 sq m of GFA occupied by these heavy truck repair businesses.

2) To permit a 6m parking aisle whereas the Bylaw requires 6.6m.

4. **Why is it not possible to comply with the provisions of the by-law?**

The property was developed circa 1974. The parking lot cannot be expanded. The parking aisle is presently sufficient for 'one way' traffic; however, there is space for a 6.0 meter aisle without affecting further variances.

Please refer to the Planning Justification Report for additional information.

5. **Legal Description of the subject land:**

Lot Number Part of Lots 1 and 2

Plan Number/Concession Number Registered Plan 43R795 (Parts 9 to 16) Concession 2 EHS

Municipal Address 286 Rutherford Road South, Brampton, Ontario

6. **Dimension of subject land (in metric units)**

Frontage 129.13

Depth 174.14 (irregular)

Area 2.29605 ha

7. **Access to the subject land is by:**

Provincial Highway ☐
 Municipal Road Maintained All Year ☒
 Private Right-of-Way ☐

Seasonal Road ☐
 Other Public Road ☐
 Water ☐

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, gazebo, etc.)

Current Parking Spaces: 183

Gross Floor Area/ Ground Floor Area: 11,867.6 square metres

Number of storeys: 1 Storey (+/- 6.0 metres)

Number of Units: 12

Building Coverage: 51.7%

Floor Space Index: 0.517

PROPOSED BUILDINGS/STRUCTURES on the subject land:

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback 15.26 Metres

Rear yard setback 15.24 Metres

Side yard setback 19.93 Metres

Side yard setback 26.39 Metres

PROPOSED

Front yard setback

Rear yard setback

Side yard setback

Side yard setback

10. Date of Acquisition of subject land: January 2020
11. Existing uses of subject property: Employment - Warehouse and Motor Vehicle Repair
12. Proposed uses of subject property: As existing
Employment, including: Construction Company, Appliance Store, HVAC Contractor, Machine Shop, Truck Repair and Maintenance
13. Existing uses of abutting properties:
14. Date of construction of all buildings & structures on subject land: Circa 1974
15. Length of time the existing uses of the subject property have been continued: Approximately 50 years

16. (a) What water supply is existing/proposed?

Municipal ☒
Well ☐

Other (specify) _____

- (b) What sewage disposal is/will be provided?

Municipal ☒
Septic ☐

Other (specify) _____

- (c) What storm drainage system is existing/proposed?

Sewers ☒
Ditches ☐
Swales ☐

Other (specify) _____

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

Yes ☒ No ☐

If answer is yes, provide details: File # DPC-2020-0004 Status Under Review

18. Has a pre-consultation application been filed?

Yes ☒ No ☐ File # PRE-2019-0058

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

Yes ☒ No ☐ Unknown ☐

If answer is yes, provide details:

File # <u>A15-166</u>	Decision <u>No Action Taken</u>	Relief <u>Parking Reduction</u>
File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____


Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Brampton

THIS 11th DAY OF December, 20 20

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Jennifer Orniston, OF THE Town OF Whitchurch-Stouffville

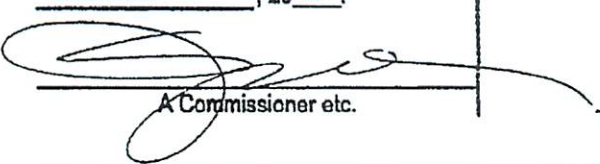
IN THE Region OF York SOLEMNLY DECLARE THAT:

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City OF Toronto
IN THE Province OF
Ontario THIS 11th DAY OF
December, 20 20


Signature of Applicant or Authorized Agent



A Commissioner etc.

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: M2

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


Zoning Officer

Dec. 16, 2020
Date

DATE RECEIVED DECEMBER 15, 2020

TYPE A VAN ACCESSIBLE

BY PERMIT ONLY

Van Accessible

Maximum Fine \$5000
For Enforcement call: (905) 458-3424

(30 X 67.5 cm)

TYPE B

BY PERMIT ONLY

Maximum Fine \$5000
For Enforcement call: (905) 458-3424

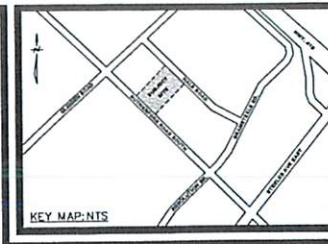
(30 X 60 cm)

DETAIL "A" ACCESSIBLE PARKING SIGNS NOT TO SCALE

DETAIL "B" TRAFFIC BY-LAW 93-93 ACCESSIBLE PAVEMENT MARKING NOT TO SCALE

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LAND USE SCHEDULE

TOTAL SITE AREA	= 22,960.5 sq.m. (100.0%)
TOTAL BUILDING ENVELOPE	= 11,867.6 sq.m. (51.7%)
TOTAL LANDSCAPED AREA	= 2,710.3 sq.m. (11.8%)
TOTAL ASPHALT AREA	= 8,382.6 sq.m. (36.5%)

TOTAL PROPOSED CONDO UNITS = 12

UNIT NUMBER	UNIT GEA
UNIT 1	989.0 sq.m.
UNIT 2	1,006.5 sq.m.
UNIT 3	1,000.2 sq.m.
UNIT 4	988.0 sq.m.
UNIT 5	988.0 sq.m.
UNIT 6	988.0 sq.m.
UNIT 7	988.0 sq.m.
UNIT 8	988.0 sq.m.
UNIT 9	988.0 sq.m.
UNIT 10	1,348.0 sq.m.
UNIT 11	1,087.3 sq.m.
UNIT 12	480.2 sq.m.

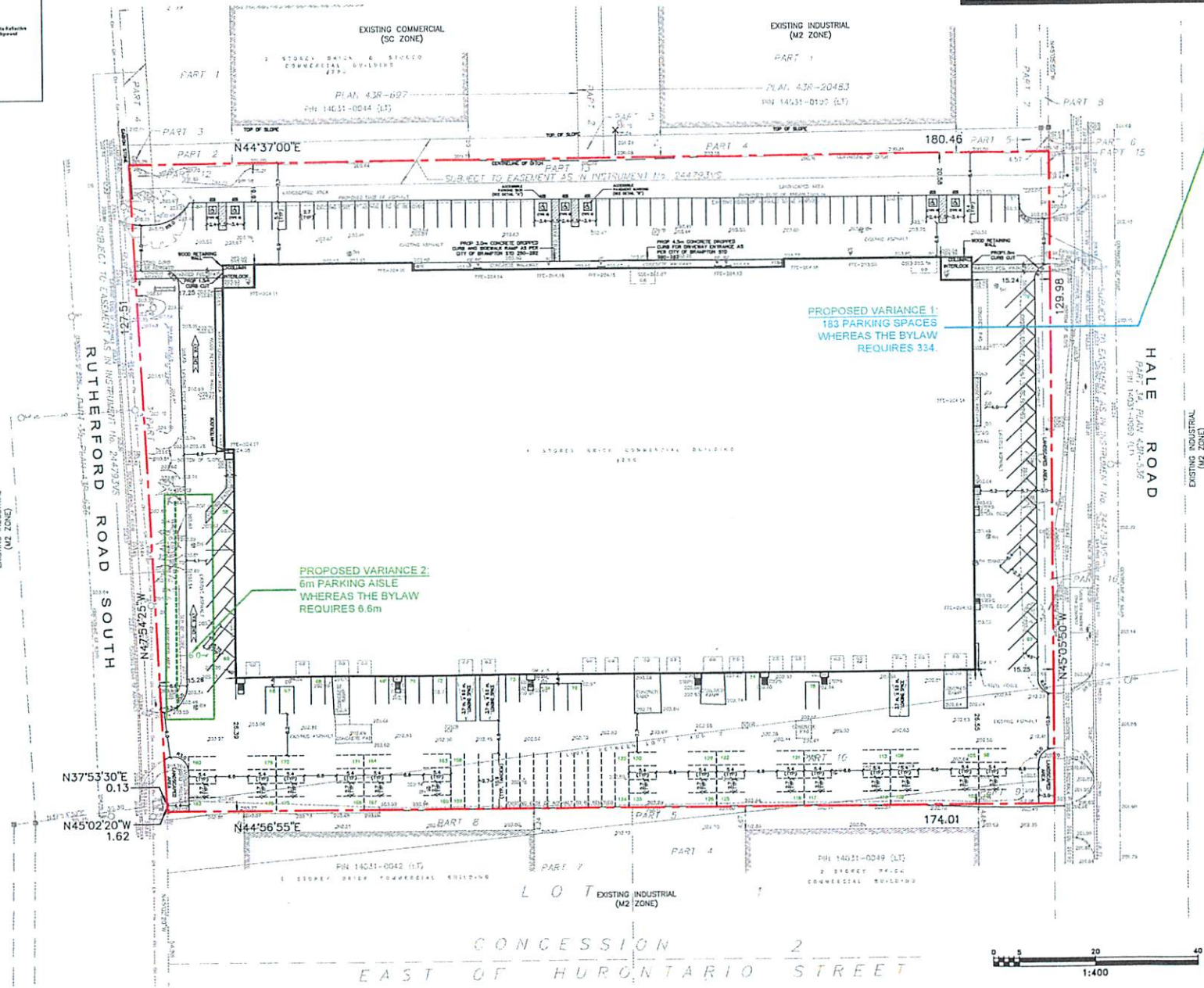
COMMON AREAS
ELECTRICAL ROOMS 48.4 sq.m.

BUILDING HEIGHT = 16.0 m (ONE STOREY)
GARAGE = STORED INDOORS

REQUIRED PARKING = 334 TOTAL (INC. 9 ACCESSIBLE SPACES)
PROVIDED PARKING = 183 TOTAL (INC. 7 ACC. SP. + 26 TANDEM SP.)
REQUIRED LOADING SPACE = 3
PROVIDED LOADING SPACE = 3

EXISTING ZONING = (M2) INDUSTRIAL TWO
PROPOSED ZONING = (M2) INDUSTRIAL TWO
EXISTING USE OF LAND = INDUSTRIAL
PROPOSED USE OF LAND = INDUSTRIAL
ADJACENT USE OF LAND = SEE PLAN

- LEGEND:
- IB DENOTES IRON BAR
 - CP DENOTES CONCRETE PIN
 - APS DENOTES ACCESSIBLE PARKING SIGN (SEE DETAIL "A")
 - PE DENOTES PRIMARY UNIT ENTRANCE
 - CC DENOTES CUT CROSS
 - O.D DENOTES OVERHEAD DOOR
 - UP DENOTES UTILITY POLE
 - S DENOTES SIGN
 - GW DENOTES GUY WIRE
 - BP DENOTES BELL PEDESTAL
 - MH DENOTES MANHOLE
 - GM DENOTES GAS METER
 - WV DENOTES WATER VALVE
 - CV DENOTES CULVERT
 - FH DENOTES FIRE HYDRANT
 - GV DENOTES GAS VALVE
 - TTBR DENOTES EXISTING TREE TO BE REMOVED (SEE LANDSCAPE PLAN)
 - BH DENOTES BORE HOLE / MONITORING WELL
 - BO DENOTES BOLLARD
 - FTE DENOTES FINISHED FLOOR ELEVATION
 - GSE DENOTES GARAGE SLAB ELEVATION
 - CB DENOTES CATCH BASIN
 - OH DENOTES OVERHEAD UTILITY WIRES
 - X-X- DENOTES WIRE FENCE
 - ★ DENOTES CONIFEROUS TREE
 - DENOTES DECIDUOUS TREE
 - 118.4 DENOTES SPOT ELEVATION



LEGAL DESCRIPTION

PLAN OF SURVEY OF
PART OF LOTS 1 AND 2, CONCESSION 2
EAST OF HURONTARIO STREET
(FORMERLY THE TOWNSHIP OF CHINGWAGOUS)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

NOTE:
THE SURVEY INFORMATION PROVIDED BY ROONEY GUYER ONTARIO LAND
SURVEYOR INC. 180 PARSONS ROAD, UNIT 29 ALLSTON, ONTARIO L3R 9Y5

NO.	DATE	DESCRIPTION	BY
1	DEC-20	ISSUED FOR MUNICIPAL APPROVAL	J.L.O.
REVISIONS			

PH (905) 893-0046 FAX (888) 370-9474
P.O. BOX 319, KLEINBURG, ONTARIO, L0J 1C0

DRAWING TITLE			
APPLICATION FOR MINOR VARIANCE			
PROJECT			
286 RUTHERFORD ROAD SOUTH BRAMPTON			
DEVELOPER/OWNER			
TAKOL CMCC RUTHERFORD GP INC.			
DRAWN	CHECKED	SCALE	DWG. NO.
K.A.R.	J.L.O.	1 = 400	MV-1
DATE	ISSUED	CITY FILE NO.	
DEC-20	J.P.P.		

