BRAMPTON
Flower City
brampton.ca

Public Notice

Committee of Adjustment

APPLICATION # *A-2020-0079*
WARD #6

APPLICATION FOR MINOR VARIANCE

WHEREAS an application for minor variance has been made by **CRESTPOINT REAL ESTATE (FINANCIAL DRIVE) 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 Block 2, Plan 43M-1597 municipally known as **7525 & 7535 FINANCIAL DRIVE,** Brampton;

AND WHEREAS the applicant is requesting the following variance(s):

1. To permit outside storage of oversized motor vehicles (trucks and trailers) whereas the by-law does not permit outside storage.

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 File Number: _____
Application for Consent: NO File Number: _____

The Committee of Adjustment has appointed **TUESDAY, September 29, 2020 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.

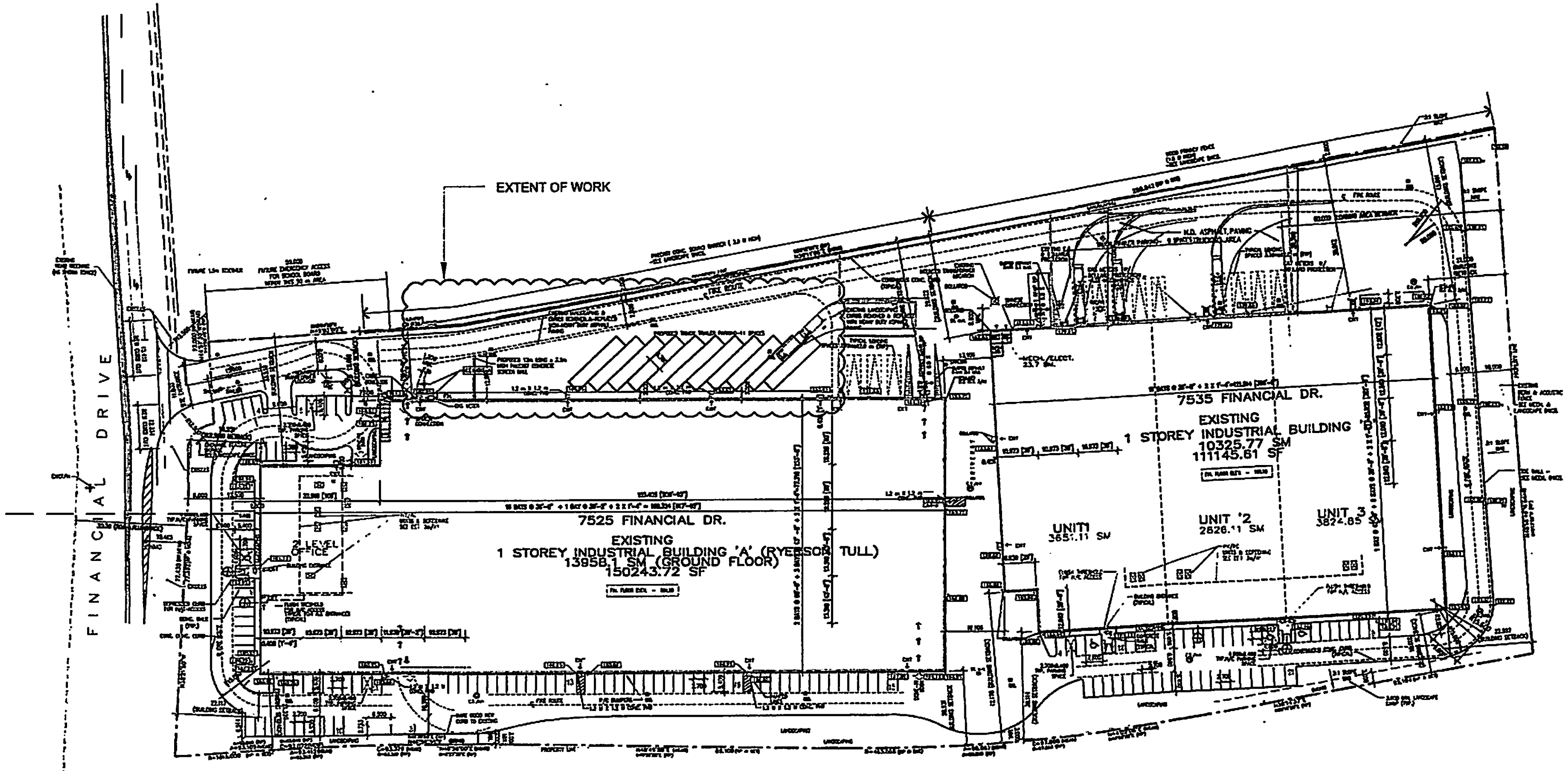
RULES OF PROCEDURE OF THIS COMMITTEE REQUIRE REPRESENTATION OF THE APPLICATION AT THE HEARING, OTHERWISE THE APPLICATION SHALL BE DEFERRED.

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

DATED at Brampton Ontario, this 17th day of September, 2020.

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



GREY SHADE DENOTES EXISTING TO REMAIN

5 / A1 SITE PLAN
SCALE 1:500

GENERAL NOTES

[illegible]

NOTE A:

[illegible]

LEGEND:

[illegible]

BUILDING CLASSIFICATION

[illegible]

LEGAL DESCRIPTION

[illegible]

R. AVIS SURVEYING INC.

SITE STATISTICS

ZONING: [illegible]
LOT AREA: [illegible]

BUILDING AREA:

BUILDING 'A':

BUILDING 'B': WAREHOUSE USE

BUILDING COVERAGE (F.S.I.)

BUILDING HEIGHT:

PARKING REQUIRED:

TOTAL PARKING REQUIRED:

PARKING PROVIDED

LOADING SPACES REQUIRED

LOADING SPACES PROVIDED

LANDSCAPED AREA:

TOTAL EXISTING LANDSCAPED AREA:

TOTAL EXISTING PAVED AREA:

TOTAL PROPOSED LANDSCAPED AREA:

TOTAL PROPSED PAVED AREA:

KEY PLAN

REVISIONS

KEY TO DETAIL LOCATION
DETAIL NOTATION
DRAWING NUMBER

Architects

CITY FILE # SP04-006.0
INDUSTRIAL DEVELOP
7525 & 7535 FINAN
BRAMPTON, ONTARIO

SITE PLAN, DET

SCALE	AS SHOWN
DRAWN	LM
CHECKED	LM
DATE	APRIL 15, 2019
PROJ. NO.	2003-52

BRAMPTON
Flower City
brampton.ca

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 Committee 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, September 24, 2020.**
- 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, September 25, 2020.**
    - 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, **September 25, 2020.** 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.

SG&M
Architects

A-2020-0079

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Toronto, Ontario M5M 2J1
[T] 416.781.6125
[W] www.sgm-arch.com

City of Brampton
Planning & Development Services 2
Wellington Street West Brampton,
ON L6Y 4R2

April 2, 2020

Re: Truck Loading/ Unloading for Ryerson Tull at 7525 and 7535 Financial Dr. Brampton, ON

Re: Committee of Adjustment to Permit Truck Outdoor Storage

In reference to: Section 34.1 Industrial Four- M4-Bylaw 34.1.2.(h),
M4- Section 2757 bylaw 2757.2(k)

To Whom It May Concern,

In regards to the caption, we are informing the committee that the operation of the trucks to load and unload along the north face of the facility are specifically for a relatively short duration of time during business hours and should not pose any disturbance to adjoining properties or to the community. We would like to provide the following factors to substantiate the aforementioned.

For 7525 Financial Dr, the following loading and unloading procedure and description of trucks are as follows:

1. During regular business hours, there are normally three (3) trucks waiting outside to come in and unload;

2. Ryerson Tull has a fleet of five (5) trucks that are 13 feet high x 8.5 feet wide x 58 feet in length that are hooked to trailers and six (6) trucks that are 13 feet high x 8.5 feet wide x 69 feet in length that are hooked to trailers;

3. During after-hours, all eleven (11) trucks are expected to be parked outside with their trailer attached for immediate deployment at the start of he next business day;

4. All trucks are usually back at the facility by 5:00 pm and leave the premises at 7:00 am the next morning.

For 7535 Financial Dr, the following loading and unloading procedure and description of trucks are as follows:

1. During regular business hours, there are typically 2-3 trailers in the lot and upwards of five (5) trucks that come on site to load or unload along the course of the day;

2. Trailers are 53-foot box plus regular truck

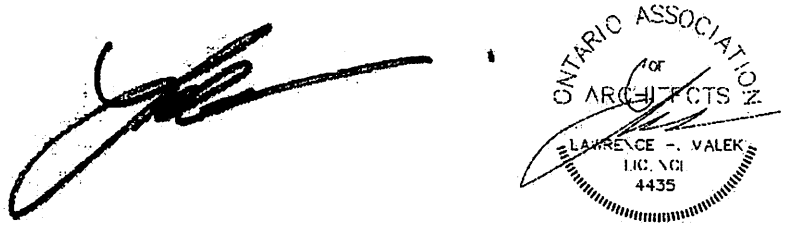
3. After hours, there could be up to three (3) trailers only left on site. No trucks should be in the lot (unless a truck shows up early before the warehouse team gets there)

4. After hours parking would be considered after 5:30pm throughout the night until 07:30 am (that's when the warehouse team starts)

Should you have any questions or concerns pertaining to them above, please do not hesitate to contact our office. Thank you.

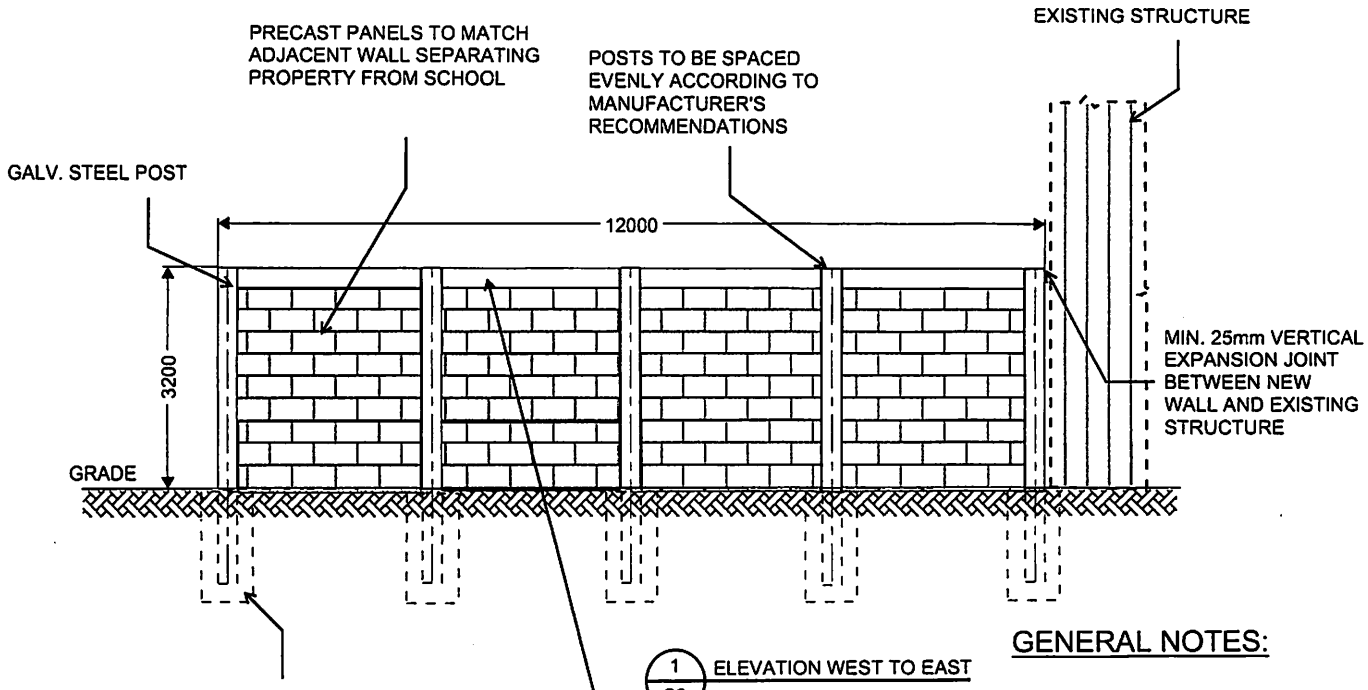
Yours truly,

SG&M Architects



Lawrence Malek, M. Arch., OAA, RAIC, Principal

cc. Sath Nathan- Ehvert



1/S2 ELEVATION WEST TO EAST
SCALE 1:100

GENERAL NOTES:

1. FOR INSTALLATION REFER TO MANUFACTURER'S INSTRUCTIONS.

2. CONTRACTOR TO ENSURE NEW CONSTRUCTION DOES NOT DISTURB EXISTING STRUCTURE. EXISTING STRUCTURAL DRAWINGS WILL BE MADE AVAILABLE.

580 - NOISE BARRIERS OPSS 580

INDEX

580.1	GENERAL
580.1.1	Noise Barrier Design Elements
580.1.1.1	Wind-Load Designs
580.1.1.2	Sound-Absorptive Barriers
580.1.1.3	Noise Barrier Colour, Pattern and Texture
580.1.2	Grading
580.1.3	Noise Barrier Footings
580.1.4	Barriers on Structures
580.1.5	Noise Barrier Fire Hose Access
580.1.6	Traffic Protection
580.1.7	Tender Items
580.1.8	Specifications
580.1.9	Special Provisions
580.1.10	Standards
580.2	COMPUTATION
580.2.1	(Install and Remove) Noise Barriers, Noise Barriers including Precast Noise/Traffic Barrier, Noise Barriers on Structures, Precast Noise/Traffic Barrier, Salvageable Noise Barrier, Salvageable Noise Barrier Including Precast Noise/Traffic Barrier
580.2.1.1	Source of Information
580.2.1.2	Method of Calculation
580.2.2	Noise Barrier Fire Hose Access

580.2.2.1 Source of Information

580.2.2.2 Method of Calculation

580.3 DOCUMENTATION

580.3.1 (Install and Remove) Noise Barriers, Noise Barriers including Precast Noise/Traffic Barrier, Noise Barriers on Structures, Precast Noise/Traffic Barrier, Salvageable Noise Barrier, Salvageable Noise Barrier Including Precast Noise/Traffic Barrier

580.3.2 Noise Barrier Fire Hose Access

580.4 CONTRACT DRAWINGS

580.4.1 Conventional Contracts

580.4.1.1 Plan

580.4.1.2 Profile

580.4.1.3 Typical Sections and Details

580.4.1.4 Quantity Sheets

580.4.2 No-Plans Contract Format

580 - NOISE BARRIERS OPSS 580

580.1 GENERAL

Designs for noise barriers, salvageable noise barriers and precast noise/traffic barriers are developed by the private sector in accordance with the Ontario Highway Bridge Design Code (OHBDC) and the Ministry's acoustical and material requirements. When a manufacturer's design is approved by the Ministry, the manufacturer and his product description are added to the "Designated Sources for Materials" (DSM) Manual.

The tender package should be prepared in a manner so as to permit the Contractor to select the appropriate pre-approved design from the various products in the DSM Manual. Since design drawings are prepared by the manufacturers, standard drawings are not included in contract packages. It is the responsibility of the Contractor to approach the manufacturer to determine the suitability and

details of any particular manufacturer's noise barrier and precast noise/traffic barrier designs. Copies of the approved drawings are available from the Surveys and Design Office, Highway Planning and Design Development Section for MTO design purposes only. These copies must be held in confidence as they detail pro- proprietary designs.

Upon notification from the Construction Office of the noise barrier design selected by the Contractor, Highway Planning and Design Development Section should be requested to forward copies of the approved drawings to the Construction Office for the purpose of supervising the contract. The shop drawings submitted by the Contractor are to be reviewed and signed by the designer, Regional Planning and Design, then returned to the Construction Office. The pre-approved manufacturers' drawings and shop drawings then become part of the contract package.

580.1.1 Noise Barrier Design Elements

For details of design options, refer to the Designated Sources for Materials Manual or contact Surveys and Design Office, Highway Planning and Design Development Section.

580.1.1.1 Wind Load Designs

Noise barrier designs are based on reference wind pressures as described in the OHBDC. Regional Structural Section should be requested to provide the reference wind pressure for a 25 year return for specific project areas.

The appropriate design wind load and its respective area or city must be specified in the standard special provision for noise barriers.

580.1.1.2 Sound-Absorptive Barriers

The sound absorbency of a noise barrier is represented by a Noise Reduction Coefficient (N.R.C.) defined as the fraction of sound energy absorbed by the wall. The N.R.C. for each design is indicated on the pre-approved drawings. Ministry-approved sound-absorptive noise barriers must have a minimum N.R.C. of 0.55.

Acoustical Design Advice Reports for Noise Barriers, prepared by the Central Region, Planning and Design, Environmental Unit, will contain recommendations for reflective barriers or for single or double-sided soundabsorptive barrier material on a project specific basis. These recommendations must be specified in the standard special provision for noise barriers.

580.1.1.3 Noise Barrier Colour, and Texture

The number of colours, texture and their proportions of the overall noise barrier area will be supplied by the Maintenance Operations Office and must be specified in the standard special provision.

580.1.2 Grading

Minor earth grading (cut and fill) of up to 0.3 m in vertical dimension must be included, as part of the noise barrier item. For earth grading requirements greater than 0.3 m in depth, the full depth of grading shall be provided under the earth excavation item.

All grading in rock shall be included under the item for rock excavation.

580.1.3 Noise Barrier Footings

Regional Geotechnical Section will, upon request, evaluate the sub-surface conditions along the barrier alignment and provide bore hole data and soil design parameters to a depth equal to the height of the noise barrier. The bore hole data must be included in the contract drawings. The rock line, based on the summary of bore hole logs, must be shown on the profile drawings. The related soil design parameters must be described in the standard special provision for noise barriers and defined by stations.

i.e.

Sta to Sta	Soil Design Parameter
East Bound Lane	
17 + 320 to 17 + 790 (shoulder)	Ø= 28°
West Bound Lanes	
17 + 100 to 17 + 600 (ROW)	Ø= 28°
17 + 600 to 17 + 720 (ROW)	Cu = 12 KPa
17 + 700 to 18 + 050 (shoulder)	Ø= 28°

In areas where unsuitable soils, shale, rock, non level ground surface (slopes) or high water table are encountered, Regional Geotechnical Section will provide special instructions for the installation of footings.

In some instances, these conditions may not be detected by standard soils investigations. For these situations, the standard special provision details alternative methods available for the installation of footings under these conditions (Force Accounts).

580.1.4 Noise Barriers on Structures

A separate tender item is required for noise barriers on structures.

When a noise barrier is to be mounted on or within 6 m of a structure (bridge, culvert or retaining wall), Regional Structural Section must be notified and, upon request, will determine the bearing capacity of the structure and specify the maximum barrier height and barrier materials allowed. Drawings showing typical mounting details on the structure will be provided by the Regional Structural Section for inclusion in the contract package.

The Contractor should be provided with all required structure mounting information and special footing treatment through the typical and project specific drawings in the contract, and special provisions prepared by the Regional Structural Section.

580.1.5 Noise Barrier Fire Hose Access

A separate tender item is required for Noise Barrier Fire Hose Access!

Noise barrier contracts shall, when warranted, include the installation of fire hose access openings and associated signs. Regional Planning and Design Section will establish locations for the fire hose access openings in cooperation with the local fire department(s).

The fire hose signs which are supplied by the Ministry, must be mounted on the highway and residential sides of the barrier. All sign numbers must be referenced to the official kilometre posts on the highway.

When fire hose access openings are to be installed a standard special provision must be included in the contract.

580.1.6 Traffic Protection

Noise barriers are considered as roadside obstacles and should be treated as such in accordance with recommendations contained in the "Design Manual for Traffic Barriers, Energy Attenuators, and Light Poles". Any required protection must be detailed under their respective tender items.

In some cases where there is not enough room to install a separate noise barrier and a traffic barrier, it may be desirable to install a noise barrier on top of a traffic barrier. A special Precast Concrete Noise/Traffic Barrier has been developed to meet this need and should be used exclusively when combining the two facilities. No other methods are acceptable. For details of this product's application, contact the Surveys and Design Office, Highway Planning and Design Development Section. The alignment of the approach sections to the noise barrier including precast Noise/Traffic Barriers must be designed in accordance with the requirements contained in the Standard Drawings for Concrete Barrier Shoulder Installation and End Treatment as well as the recommendations in the "Design Manual for Traffic Barriers, Energy Attenuators and Light Poles". These approach units must be of the same design as the ones used for the combined Noise/Traffic Barrier installation.

A separate item is required for Noise Barrier including Precast Noise/Traffic Barrier and Precast Noise/Traffic Barriers.

580.1.7 Tender Items

The tender items associated with Noise Barriers are as follows:

1. ... m Noise Barrier*
2. ... m Noise Barrier including Precast Noise/Traffic Barrier*
3. ... m Noise Barrier on Structures*
4. Precast Noise/Traffic Barrier
5. ... m Salvagable Noise Barrier*
6. ... m Salvagable Noise Barrier including Precast Noise/Traffic Barrier*
7. Noise Barrier Fire Hose Access
8. Remove ... m Noise Barrier*
9. Remove ... m Noise Barrier including Noise/Traffic Barrier*
10. Remove Noise/Traffic Barrier

*Each height of noise barrier requires a separate tender item (e.g. 2 m, 3 m, 4 m, or 5 m). See Tender Items Master File (CPS).

580.1.8 Specifications

Requirements for the above tender items are covered by special provisions. OPSS 580 is not published.

580.1.9 Special Provisions

The designer should refer to Chapter "E" of this Manual to review the applicable standard special provisions.

580.1.10 Standards

1. Noise Barriers, Salvageable Noise Barriers and Precast Noise/Traffic Barriers.

Design drawings are prepared by the various manufacturers of noise barriers, salavageable noise barriers and noise/ traffic barriers and therefore are not included in the contract package prior to award.

2. Noise Barrier Fire Hose Access

Standard drawings are contained in Series 900 of the "Ontario Provincial Standard Drawings" Manual.

580.2 COMPUTATION

Tender items for all Noise Barrier items are Plan Quantity Payment Items.

580.2.1 (Install, Remove and Salvage)
- Noise Barriers,
- Noise Barrier including Precast Noise/Traffic Barrier,
- Noise Barriers on Structures,
- Precast Noise/Traffic Barrier
- Salvageable Noise Barrier
- Salvageable Noise Barrier including Precast Noise/ Traffic Barrier

580.2.1.1 Source of Information

In order to establish the horizontal barrier alignment upon which the computed quantities are based, major sources of information available to the designer include the following.

Central Region, Planning and Design, Environment Unit, provides Acoustical Design Advice Reports for Noise Barriers. The information supplied includes the acoustical recommendations of the barrier material, the recommended height and approximate alignment of the noise barrier which will provide the most cost-effective attenuation of traffic noise. The recommended height of the noise barrier is assumed to be from the original ground line along the barrier alignment unless otherwise specified.

Regional Geotechnical Section provides bore hole data, a description of subsurface conditions and soil design parameters along the barrier alignment.

Regional Structural Section upon request provides existing structure details, design recommendations for noise barriers mounted on or within 6 m of structures and typical mounting and/or footing detail drawings related to these conditions.

Regional Surveys and Plans Section upon request will provide B-plans, ETR plates, "as constructed" plans, and field survey notes as needed.

580.2.1.2 Method of Calculation

The basic unit for the computation of quantities is the metre. Quantities are determined from the plans, along the horizontal barrier alignment.

Stepping of the noise barrier panels at termination points, will be calculated as part of the adjoining barrier as if there were no difference in height. When it is necessary to make a transition from one barrier height to another, the length of barrier involved in accomplishing the transition is calculated as part of the higher barrier.

Quantities for 'Noise Barriers on Structures' are computed along the horizontal barrier alignment between the end posts connected to the structure wall.

Quantities for "Noise Barrier including Precast Noise/ Traffic Barrier" are computed along the horizontal alignment between, but not including the Precast "Noise/ Traffic Barrier" approach treatment and any traffic barrier termination treatment required as well as any areas which may only require the "Precast Noise/Traffic Barrier" without a noise barrier mounted on top of it. A separate item must be included for these traffic barrier treatments.

580.2.2 Noise Barrier Fire Hose Access

580.2.2.1 Source of Information

Regional Planning and Design Section will establish locations for the fire hose access openings in co-operation with the local fire department(s).

580.2.2.2 Method of Calculation

The basic unit for the computation of quantities is "each".

580.3 DOCUMENTATION

580.3.1 (Install, Remove and Salvage)

- Noise Barriers,
- Noise Barrier including Precast Noise/Traffic Barrier, - Noise Barriers on Structures,
- Precast Noise/Traffic Barrier
- Salvageable Noise Barrier
- Salvageable Noise Barrier including Precast Noise/ Traffic Barrier

Quantities are entered on a Quantity Miscellaneous Sheet on a station to station basis by location and offset for each change in the horizontal alignment of the barrier. Stations and calculated quantities are recorded in whole numbers. Offsets, from a well-defined line, such as the centreline, curb, retaining wall, or edge of pavement, are entered to the nearest tenth of a metre.

A separate column is required for each tender item. Each column is totalled and the total transferred to the tender form with the proper item description, unit and specification entry.

580.3.2 Noise Barrier Fire Hose Access

Each fire hose access opening is entered on a Quantity Miscellaneous Sheet by station, location and by the fire hydrant sign number (km). Stations are recorded in whole numbers. Fire hydrant sign numbers, which are based on official highway kilometre posts, are recorded to the nearest 50 metres.

The item is totalled and the total transferred to the tender form along with the proper item description, unit and specification entry.

580.4 CONTRACT DRAWINGS

Noise barrier location and construction details are to be provided in the contract drawings through plans, profiles, typical sections/drawings, details and quantity sheets. Soils information consisting of a summary of bore hole logs, must be included for all ground-mounted noise barriers.

580.4.1 Conventional Contracts

580.4.1.1 Plan

Noise barriers, noise barriers including precast noise/ traffic barriers and salvageable noise barriers are represented on the plan view by a distinctive prominent line for each type of barrier with appropriate labels defining the type and height of the noise barrier.

In order to define the exact location of the barrier, the following information must be shown on the drawings:

- barrier limits, identified by stations, and
- intermediate barrier section ends and changes in the horizontal alignment of the barrier defined by stations and offsets (offsets, in metres, shown from a well defined line such as the centreline, edge of pavement, curb or structure)

580.4.1.2 Profile

Profiles of the top and base of the noise barrier must be shown on the profile view with the barrier limits defined by stations.

A. Ground-Mounted Noise Barriers

For ground-mounted applications, the following information must be shown:

- original ground line,
- rock line (where applicable),
- bottom-of-barrier profile showing the station and elevation at each barrier section end and break point, as well as the percent gradient between break points,
- top-of-barrier profile,
- where applicable, a profile inset for any section of barrier perpendicular to the control line,
- the elevation control line used to regulate the barrier elevation, where applicable (e.g. the edge of pavement, or high elevation of pavement), and
- bore hole data identified by station and offset from a well-defined line such as the centreline, curb, structure, or edge of pavement.

The noise barrier type and height must be indicated. Stepping required to maintain barrier height, horizontal panel position along a gradient transition and end treatments must not be shown on the profile.

B. Noise Barriers on Structures

For noise barriers mounted on a structure (bridge, culvert or retaining wall), the profile view must show the top of the noise barrier and details of the structure. Barrier height must be indicated.

The profile of the structure barrier wall or retaining wall must show the station and elevation at each break point and at each end of the structure. The percent gradient between break points must be indicated.

580.4.1.3 Typical Sections and Details

Typical sections are often necessary in noise barrier contract drawings to provide details on:

- grading details,
- design features of earth berms and the installation of noise barriers along these berms,

- topsoil, seeding/sodding, or paving requirements adjacent to noise barriers,

- drainage details (ditches, culverts, ditch inlets, subdrains),

- the installation requirements for noise barriers in close proximity to utilities, chain link security fences, and traffic barriers.

- installation of traffic barriers.

Special footings, mounting of noise barriers on structures, termination of noise barriers at existing conditions, etc. are shown in typical drawings and details.

Regional Structural Section will, on request, provide typical and project specific drawings, for inclusion in the contract, showing mounting details for noise barriers on structures. Additional instructions will be shown on the drawings for special mounting requirements such as:

- use of non-standard anchorage devices,

- requirements regarding posts and restrictions on post layouts, and

580.4.1.4 Quantity Sheets

The entry of quantities for all noise barrier items on the Miscellaneous Quantity Sheets is described in Chapter F.

580.4.2 No-Plans Contract Format

The use of the no-plans contract format is not recommended for noise barrier projects.

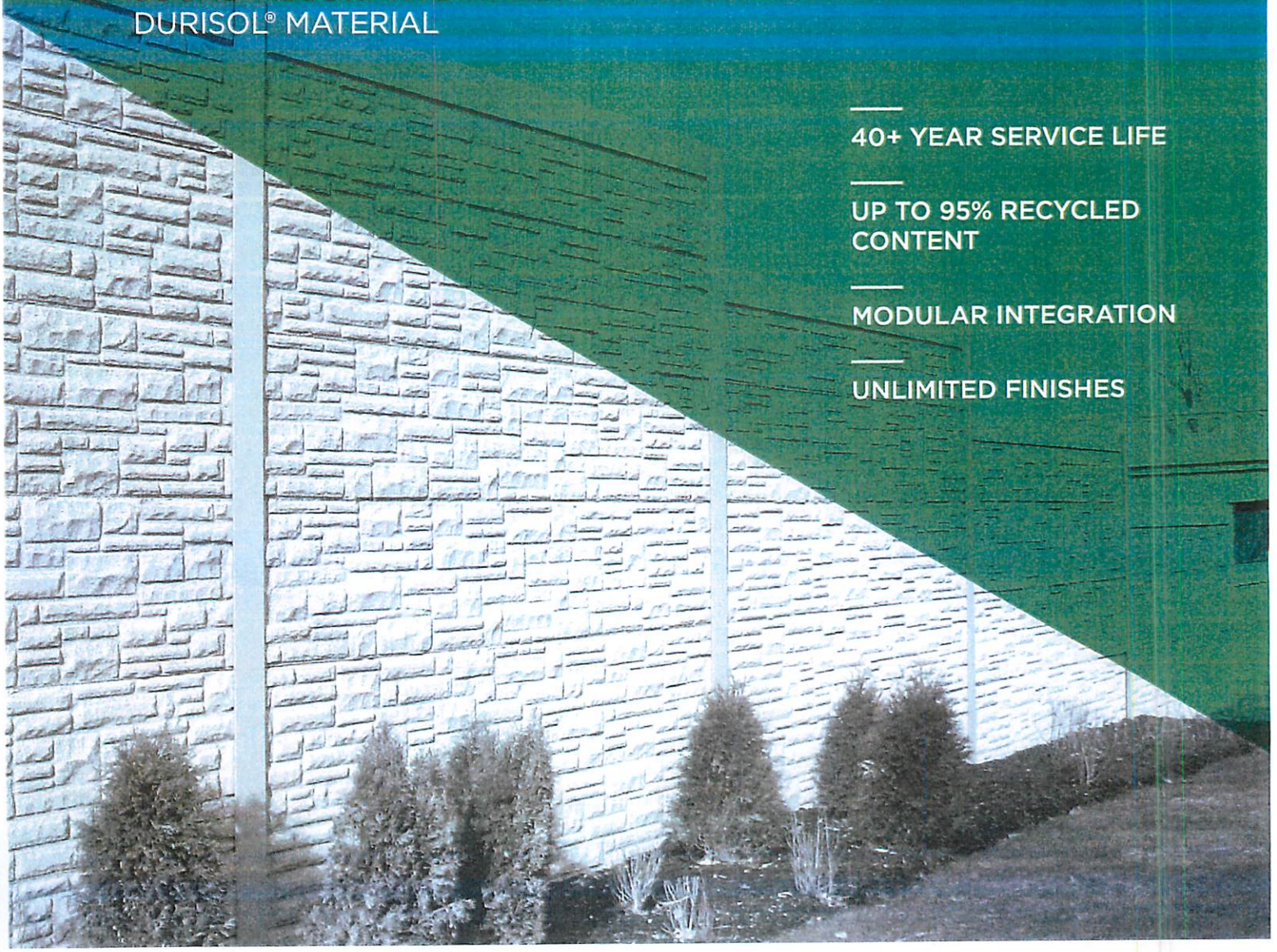
Durisol®

DURISOL.COM

DURISOL® NOISE BARRIERS PRODUCT GUIDE

SOUND-ABSORPTIVE WALLS MADE OF PRECAST DURISOL® MATERIAL

- 40+ YEAR SERVICE LIFE
- UP TO 95% RECYCLED CONTENT
- MODULAR INTEGRATION
- UNLIMITED FINISHES

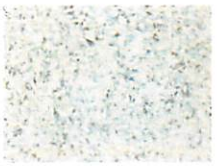


Durisol® is the proprietary name of a durable, lightweight and cementitous composition. It is made of chemically neutralized and mineralized organic softwood shavings which are specially processed to an acoustically engineered size and are bonded together under pressure with Portland cement.

The material is sound-absorbent, noncombustible, vermin and rot proof. Durisol® is self-draining and highly resistant to weather exposure including: freeze-thaw, road de-icing chemicals and fungicides.

All Durisol® noise barrier systems are engineered in house, specifying the size for posts and the depth and diameter of footings. Standard steel posts or optional concrete posts can be accommodated.

STANDARD COLOURS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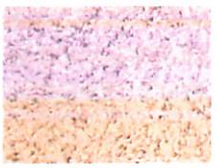
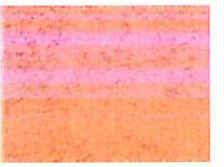
1082D TAN


1538B GREY


02589 TAN


09187 GREY


11988 BROWN

*Use this palette as a guide only. Durisol's absorptive texture will offer a different more three dimensional look. It should also be noted that wall colours will vary during the day as they go from sun to part-sun to shade.

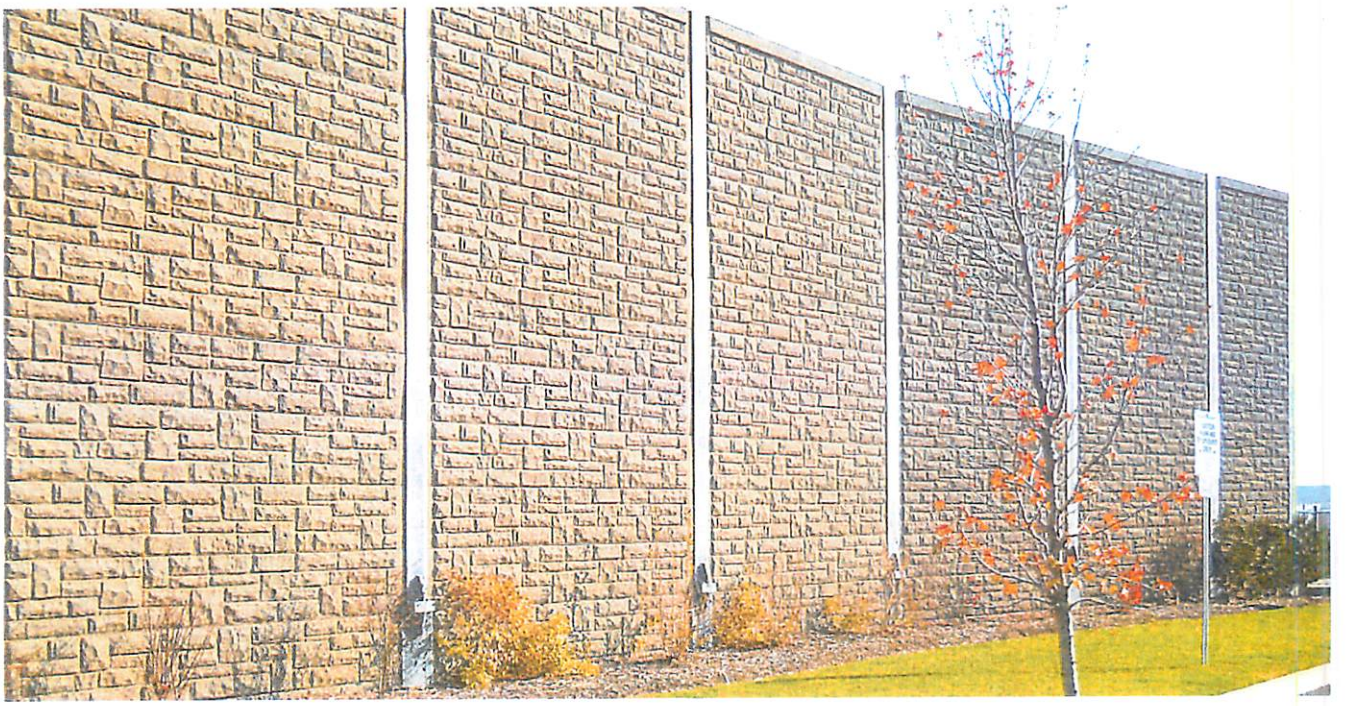
TYPICAL APPLICATIONS

- Roads and highways
- Bridges
- Acoustic enclosures
- Wind farms
- Hydro stations
- Residential developments
- Industrial and Commercial sites

PRODUCT FEATURES

- Lightweight
- Absorptive
- Noncombustible
- Vermin and rot proof
- Thermally insulating
- Freeze-thaw resistant

Search for us on the **How It's Made YouTube channel.**



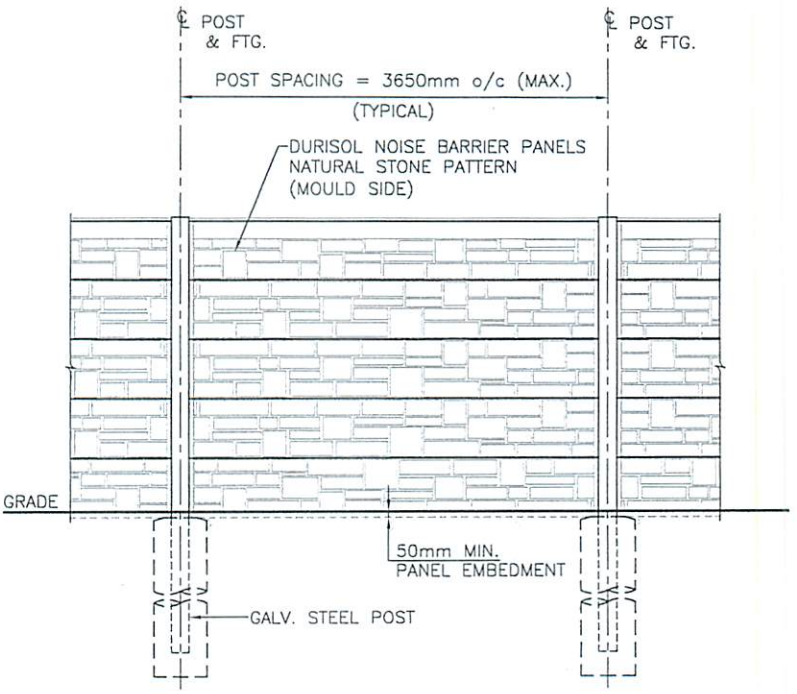
NB12 SYSTEM

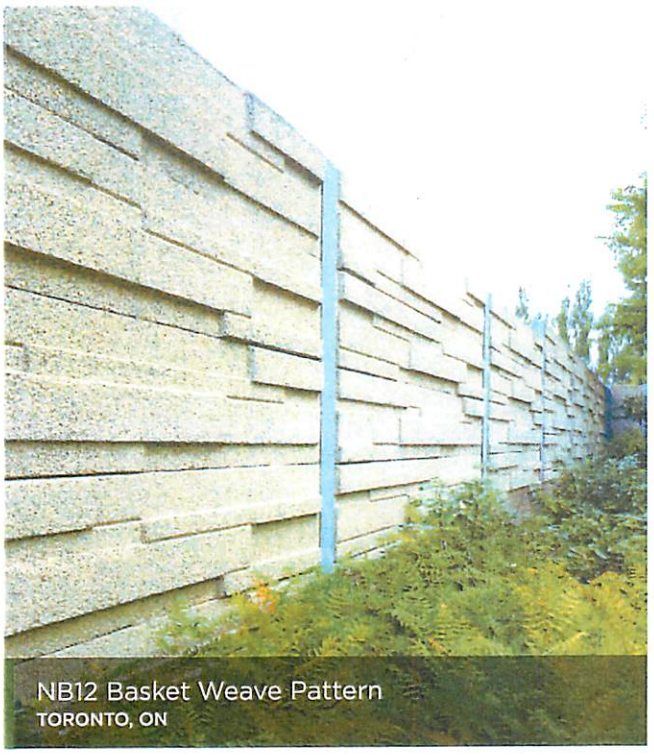
The NB12 is a post and precast panel noise barrier system with standard centre-to-centre post spacing being 12ft (3.65m). The NB12 system can be engineered for wall heights up to 33ft (10m) or more. Panels are a standard 12ft (3.65m) long by 20in (0.5m) high.

The standard NB12 panel system is sound absorptive on both sides with an optional integrated traffic barrier. It can also incorporate single sided absorptive or reflective retaining wall panels or transparent elements.

The NB12 system is flexible in many ways. It is ideal for slope conditions, directional changes, and difficult site access situations. Precast panels can easily be modified for short bays on site.

Simplified Technical Drawing





NB12 Basket Weave Pattern
TORONTO, ON

NB12 Natural Stone Pattern
HAMILTON, ON

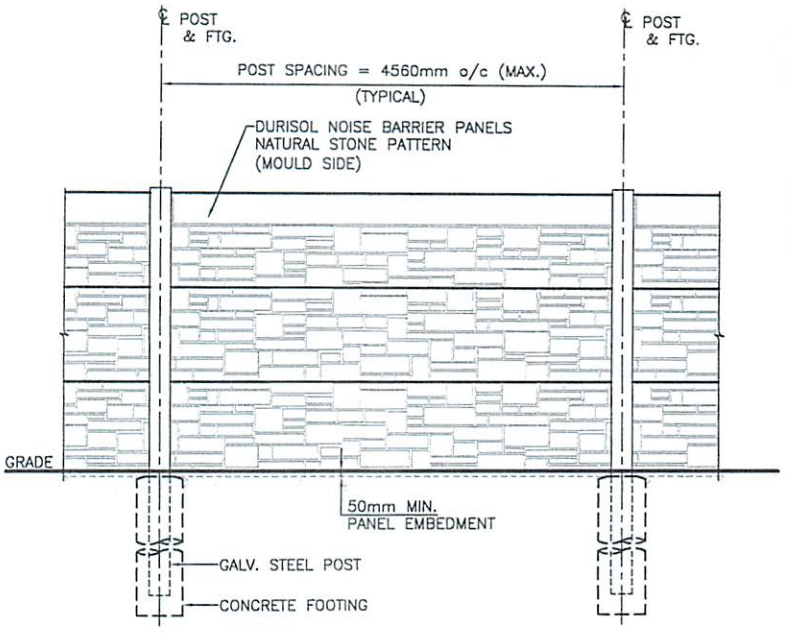
NB15 SYSTEM

The NB15 is a post and precast panel noise barrier system with standard centre-to-centre post spacing being 15ft (4.57m). The NB15 system can be engineered for wall heights up to 43ft (13m) or more. Precast panels are a standard 15ft (4.57m) long by 18-48in (0.46-1.22m) high.

The standard NB15 system is noise absorptive on one or both sides. It can also incorporate transparent elements, and integrated retaining wall panels.

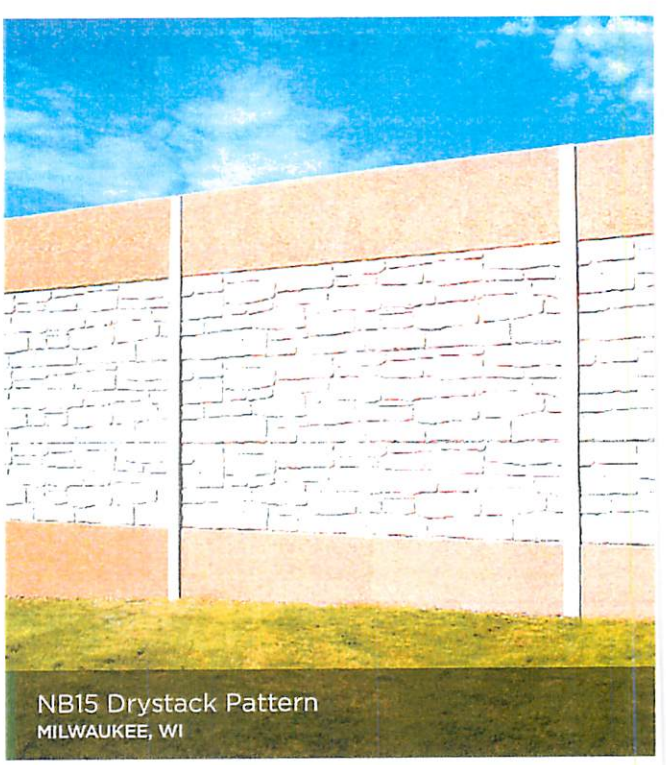
The NB15 system offers 20% fewer posts than the NB12 system, which can result in meaningful cost savings depending on soil conditions and other required wall system elements.

Simplified Technical Drawing



Durisol's NB15 system offers a **Durisol® FireStop System** – for more information, check out our **Utility Enclosures & Fire Rated Barriers Brochure.**


NB15 FireStop System


NB15 Drystack Pattern
MILWAUKEE, WI

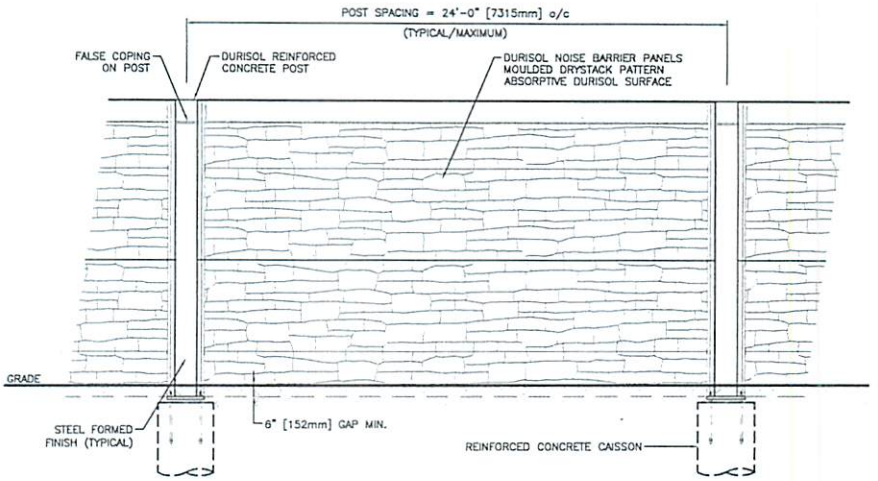
NB24 SYSTEM

The NB24 is a post and precast panel noise barrier system with customized bay spacing allowing for posts to be spaced up to 24ft (7.3m) centre-to-centre. Precast posts are standard option with wide flange HDG steel posts.

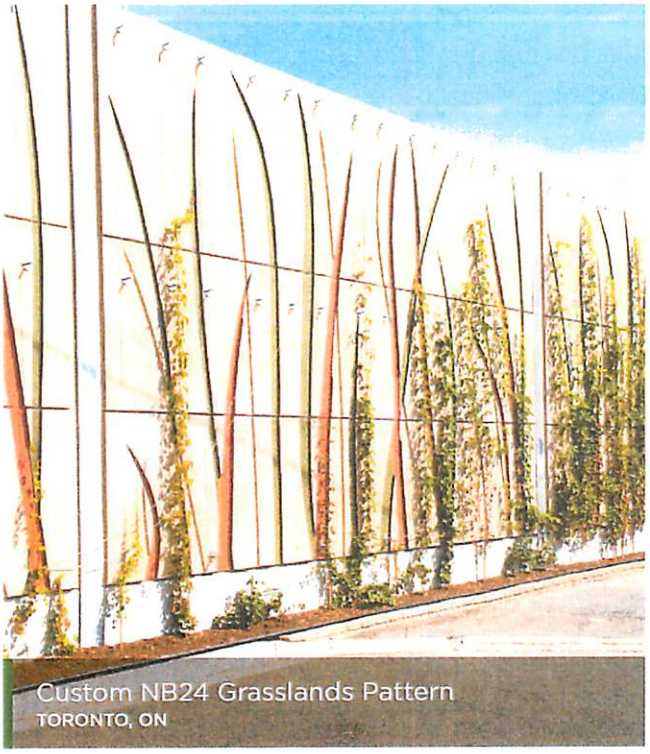
The NB24 system can be engineered for wall heights up to 36ft (11m) or more. Custom precast panels are available up to 24ft (7.3m) long by 84in (2.2m) high.

The NB24 system has noise absorptive on one side. It can also incorporate transparent elements, and integrate retaining wall panels. The NB24 system offers the longest post spacing of Durisol's systems which can result in meaningful cost savings depending on soil conditions and other required wall

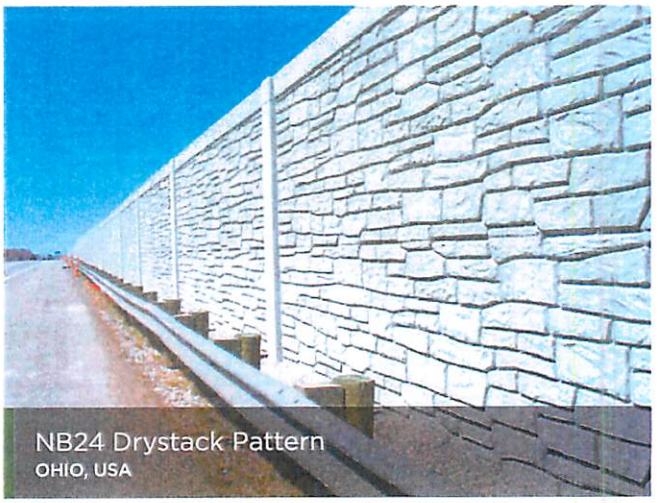
Simplified Technical Drawings



The NB24 system is ideal for long straight runs of wall with minimal sloping grades where noise absorption is not required on one side of the wall.



Custom NB24 Grasslands Pattern
TORONTO, ON



NB24 Drystack Pattern
OHIO, USA

ACCESSORIES

With over 40 years of experience designing and manufacturing highway noise barrier systems, Durisol has developed an impressive range of accessories and custom designs. Designers and owners may select from a wide variety of functional and aesthetic options to enhance the utility and attractiveness of their wall system.

Durisol has a large design and engineering group in-house who can assist in developing a customized design to suit the needs of any project. This includes creating new designs and accessories to meet the requirements of the project. The standard high quality and high definition finishes can be customized to suit unique applications.

POST ACCESSORIES

NOTE:
1. Pier Caps / 2. Piers / 3. End Caps / 4. Post Facings

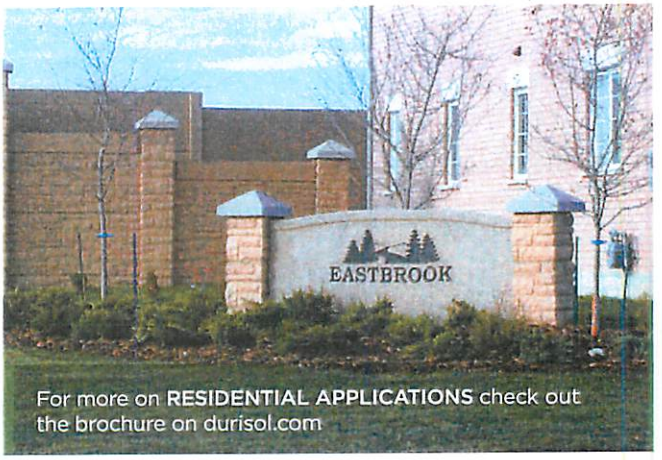
OPTIONAL ACCESSORIES

In addition to Durisol's wide range of standard textures and patterns, custom systems can be developed to suit almost any aesthetic or functional requirement. Durisol's experienced in-house team of engineers and professionals can assist designers, specifiers and owners at the project design stage to develop a custom solution where required.

Some of the most common accessories include:

- Vehicle access gates
- Man doors
- Drainage openings and grates
- Fire hose access openings
- Flood control panels
- Pedestrian walkway entrances
- Custom feature sign
- Painted posts


Vehicle Access Gate



For more on **RESIDENTIAL APPLICATIONS** check out the brochure on durisol.com

*Use this palette as a guide only. Durisol's absorptive texture will offer a different more three dimensional look. It should also be noted that wall colours will vary during the day as they go from sun to part-sun to shade.

PATTERNS AND TEXTURES

MOULD SIDE

LID SIDE

Production times may vary based on patterns and availability of moulds. Durisol also offers custom patterns - **please contact us for your custom pattern inquiries.**

NB12

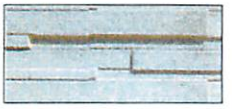

PLAIN FLAT

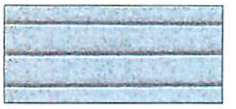

NATURAL STONE


RIB


OTTAWA FLUTE


FLUTE


BASKET WEAVE


TRIPLE SPLIT


SINGLE SPLIT


VERTICAL SPLIT

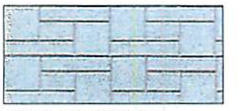
NB12


PLAIN FLAT


VERTICAL SPLIT


TRIPLE SPLIT

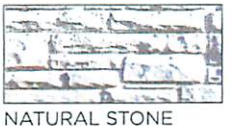

SINGLE SPLIT


ASHLAR BLOCK

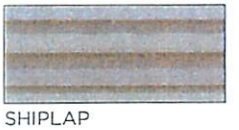

ASHLAR 2 BLOCK

NB15

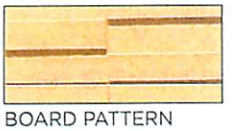

PLAIN FLAT


NATURAL STONE

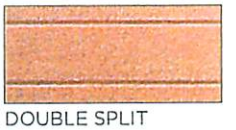

DRYSTACK


SHIPLAP

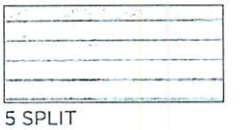

LEDGE STONE


BOARD PATTERN

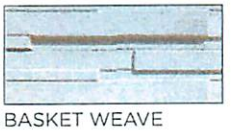

VERTICAL SPLIT


DOUBLE SPLIT


SINGLE SPLIT


5 SPLIT


RIB

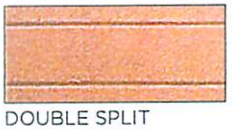

BASKET WEAVE

NB15


PLAIN FLAT


NATURAL STONE


SINGLE SPLIT


DOUBLE SPLIT


5 SPLIT


VERTICAL SPLIT


DRYSTACK

NB24


PLAIN FLAT

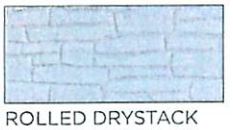

NATURAL STONE


RIB

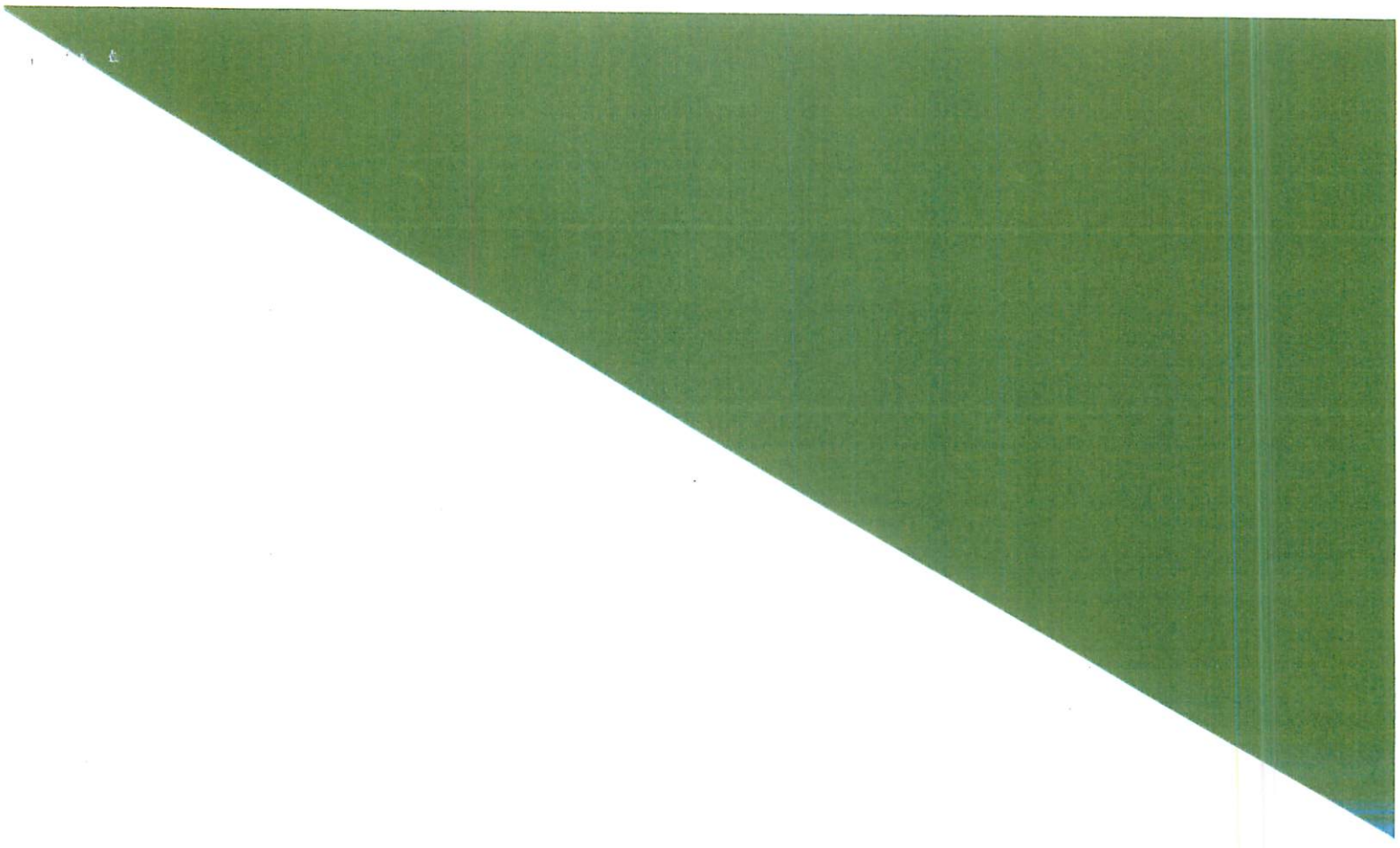

DRYSTACK

NB24


ROLLED ASHLAR


ROLLED DRYSTACK

ROLLED BRICK



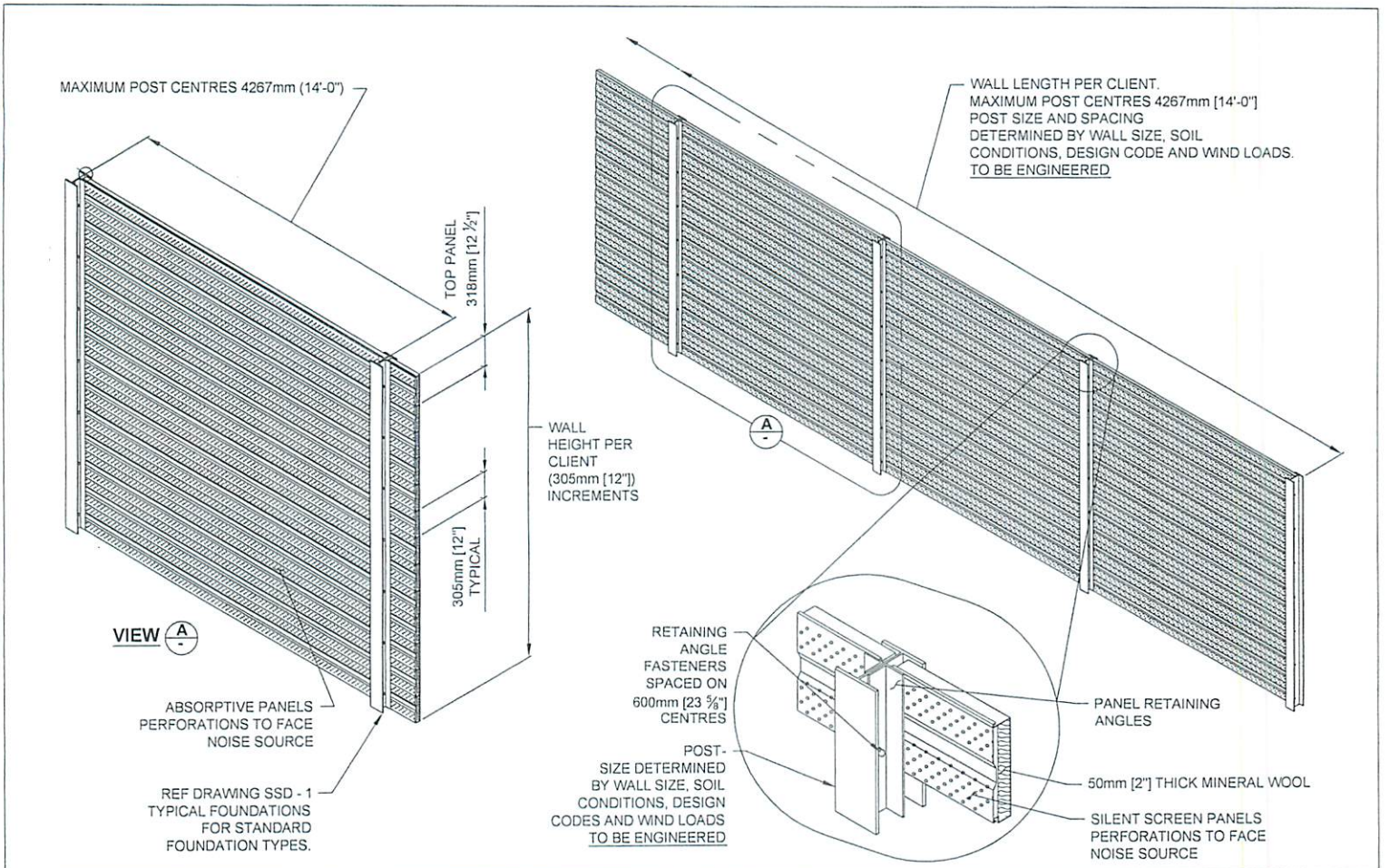
Get our team working on your next noise barrier system today! We have design specialists throughout the US and Canada that can help you realize your vision.

Contact Durisol.

Durisol®

Durisol® is the market leader in the noise barrier wall industry. We manufacture and supply a series of unique panel and post wall systems – including our Durisol® precast sound absorption panels and transparent ACRYLITE® Soundstop sheets, as well as narrow footprint retaining walls and fire-rated barriers. Our first noise barriers were installed in Canada in 1977 and in the US in 1986 and are all still in service today. With over 40+ million square feet of wall installed to date, Durisol® noise barriers stop the noise of industrial warehouses, utility enclosure sites and urban infrastructure of all kinds right across North America.

289-975-4402 | DURISOL.COM



REV.	DESCRIPTION	DATE	BY
A	1ST RELEASE	APR/16/15	BW

SILENTIUM GROUP
100 EAGLE ST N SUITE 402 CAMBRIDGE ONTARIO N3H 5T8
PHONE-866-611-6044 FAX- 866-402-0560
inquires@silentiumgroupco.com www.silentiumgroupco.com

DRAWING NAME: **TYPICAL ABSORPTIVE SOUND BARRIER - 4.267m (14'-0")**

DRN BY: BW | CHK'D BY: BW | SCALE: NTS

DATE: APR/16/15 | REVISION: A

DRAWING NUMBER: SSD - 2

PROJECT NUMBER:

For project planning and assistance call toll-free 1-866-231-7867, or email: info@ailsoundwalls.com

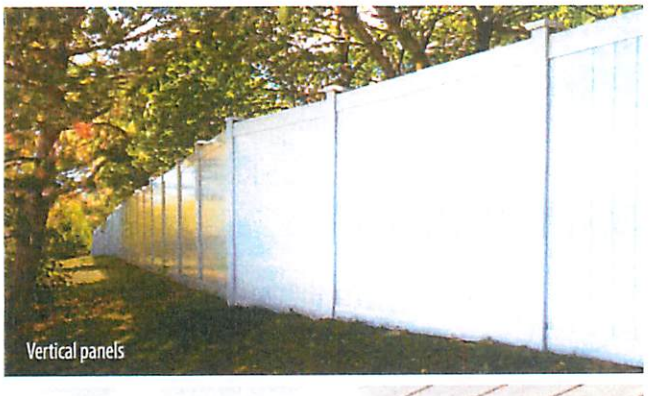
AIL SOUND WALLS

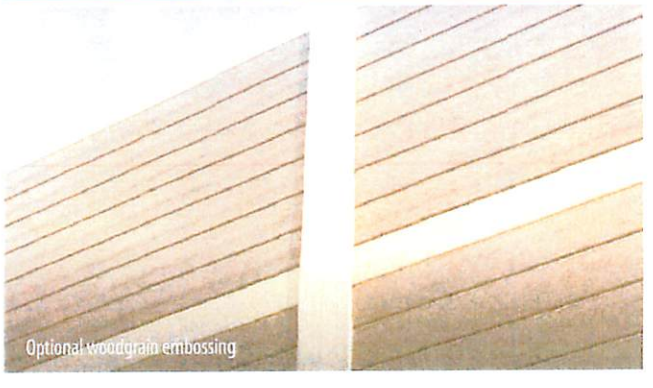
An industry leader in sound mitigation.

- Commercial
- Industrial
- Institutional
- Utilities
- Roof Top Mechanical Systems
- Power Generation
- Municipal
- Highways
- Railways
- Bridges
- Oil & Gas
- Water/Wastewater

AIL Sound Walls is a division of AIL and the manufacturer of the Silent Protector® and Tuf-Barrier® sound barrier wall systems for absorptive or reflective applications.

Lightweight, easy-to-install, durable and cost-effective PVC sound barrier wall systems.


Vertical panels


Optional woodgrain embossing

Lightweight and easy to install, AIL Sound Walls are engineered for maximum sound reduction of environmental or ambient noise such as traffic, manufacturing, industrial or commercial noise.

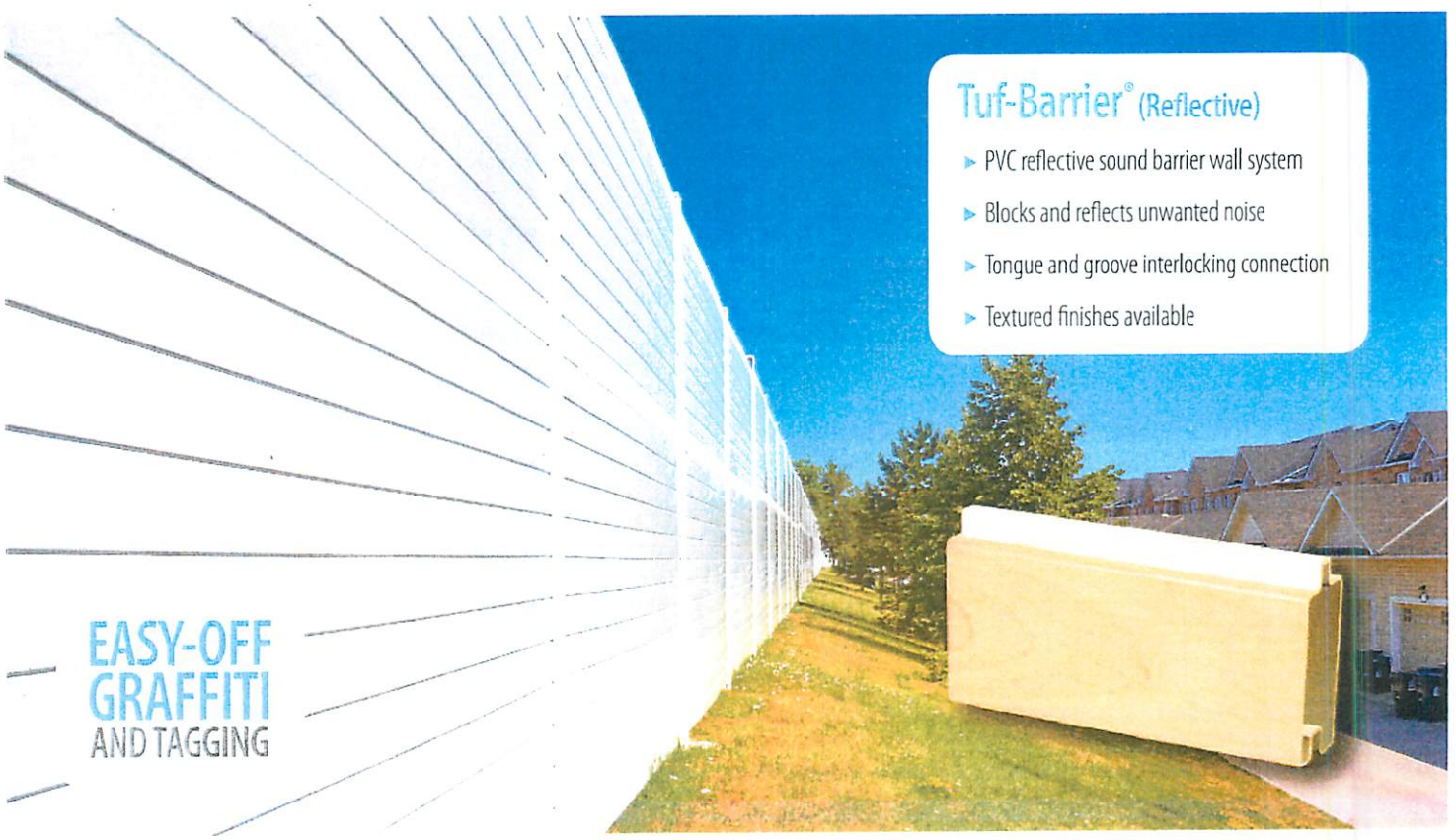
Our turn-key solutions include: engineering, manufacturing, project management and site assistance.

- Meets accelerated test requirements for durability
- Impervious to rain, snow, ice and sleet
- Will not rust, rot or stain
- Maintenance-free
- Designed to meet applicable design codes (AASHTO, IBC, CSA)
- Wind load tested for hurricane-force winds

Silent Protector® (Absorptive)

- PVC absorptive sound barrier wall system with acoustical mineral wool
- Noise Reduction Coefficient (NRC) rating of 0.95
- Absorbs unwanted noise
- Silent Protector Plus® offers STC 39 and NRC 0.90, ask for details

AIL Sound Walls are made from long-lasting, UV-resistant PVC, with the highest percentage of recycled content available.



Tuf-Barrier® (Reflective)

- PVC reflective sound barrier wall system
- Blocks and reflects unwanted noise
- Tongue and groove interlocking connection
- Textured finishes available

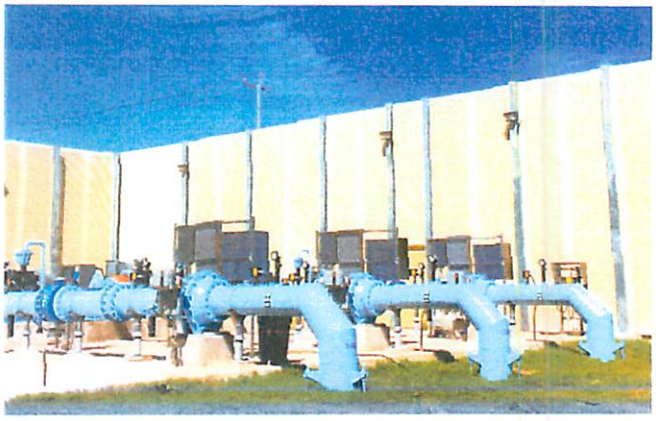
Industrial, Commercial and Institutional

▸ Commercial Developments ▸ Hospitals ▸ Schools and Universities
▸ Loading Docks ▸ Distribution Facilities ▸ Manufacturing Plants

Noise from large commercial or industrial developments and their associated traffic is one of the most contentious environmental problems for surrounding communities.

Residents are demanding better noise abatement solutions from facilities like shopping centers, manufacturing plants, distribution hubs and utility stations.

AIL Sound Walls provide superior performance for all noise sensitive projects.



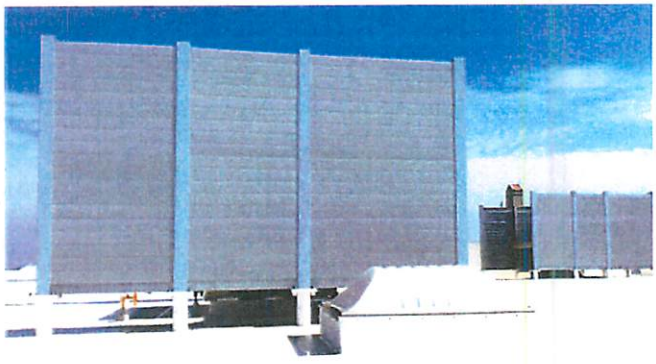
Lightweight AIL Sound Walls are perfect for roof top applications. Man-doors and gates are easily integrated.

Roof Top, Equipment and Machinery Enclosures

▸ HVAC Units ▸ Generators ▸ Chillers ▸ Cooling Towers
▸ Oil & Gas ▸ Hydro ▸ Compressors ▸ Petro Chemical
▸ Sub Stations ▸ Water/Wastewater

The lighter weight of AIL Sound Walls makes them ideal for roof top applications where sound mitigation is needed. The enclosure support system integrates easily with roof structures of both existing and new buildings to deliver effective sound mitigation.

Excessive noise is one of the most common occupational health hazards in today's heavy industrial or manufacturing environments. AIL Sound Walls are often used to mitigate unwanted noise caused by equipment in these types of applications. Transparent panels, utility ports and man-doors can also be integrated to allow access for routine maintenance or emergency repairs with reduced exposure to noise.

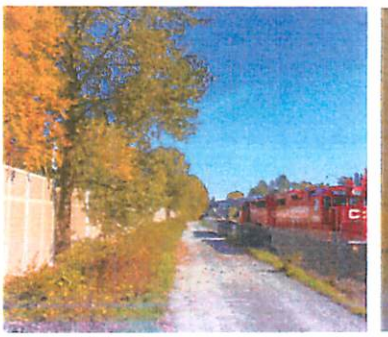


Transportation

▸ Highways ▸ Bridges ▸ Rail ▸ LRT
▸ Airports ▸ Bus Terminals ▸ Residential

With their lighter weight, lower installed costs and long-term durability, AIL Sound Walls are a perfect choice to keep the peace in neighborhoods along busy transportation corridors.

In addition to their excellent sound mitigation properties, AIL Sound Walls can be installed easily on narrow road or rail jobsites and are an efficient land use solution in urban areas. They are also available in a variety of attractive colors and configurations to satisfy important aesthetic considerations.



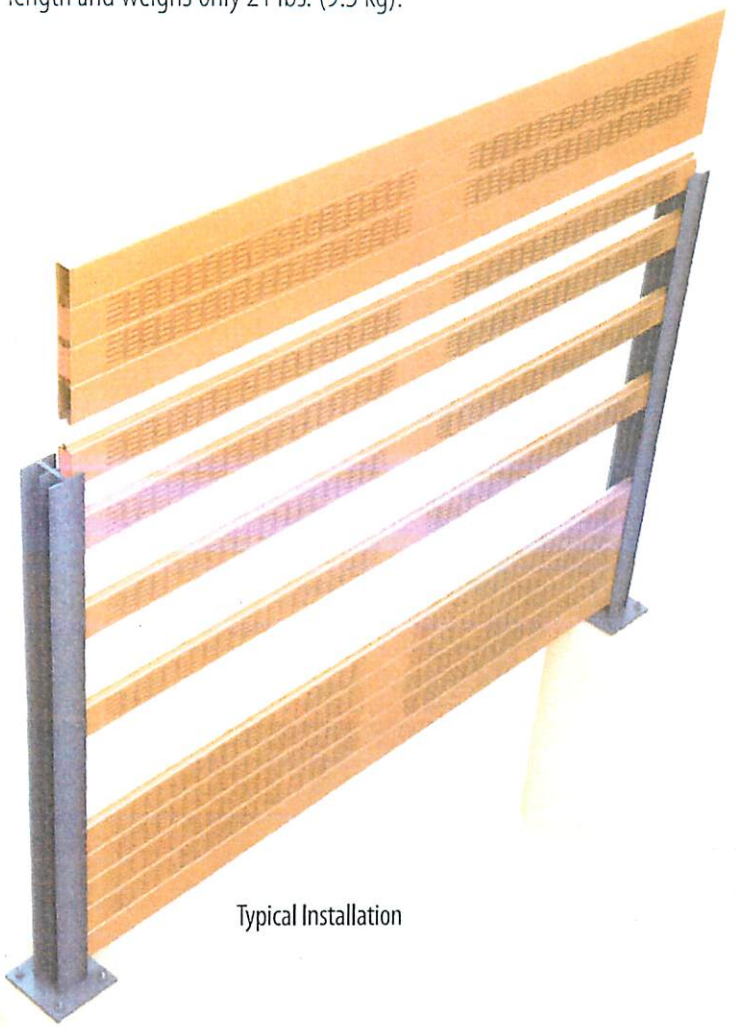
Maintenance-free AIL Sound Walls are impervious to rain, snow and ice. Plus, they will not rust, rot or stain.

Structure-Mounted Solutions

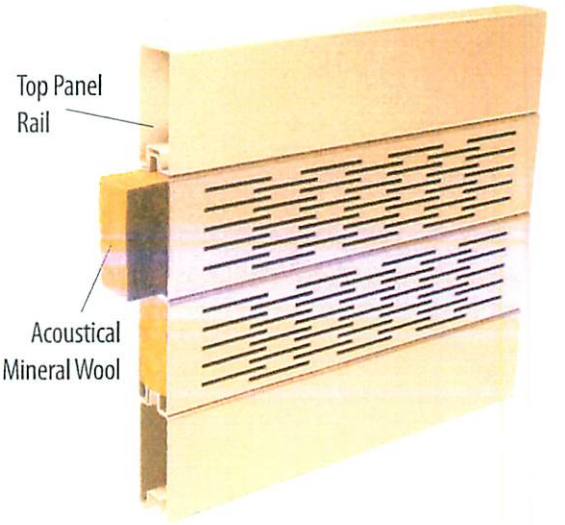
AIL Sound Walls are most often ground-mounted on concrete piers, but their light weight makes them ideal to mount to various types of structures such as concrete traffic barriers, bridge rail systems or MSE wall systems, including AIL Vist-A-Walls™. Our in-house engineering capability with multiple systems ensures project success.

Easy to install with local crews and reduced need for lifting equipment.

AIL Sound Walls are constructed with tongue and groove PVC panels. Panels are stacked and placed within standard steel posts to the required height and capped with a top panel. A standard panel is 10 ft. (3.0 m) in length and weighs only 21 lbs. (9.5 kg).



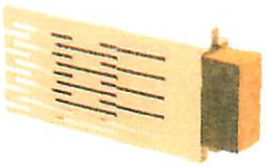
Typical Installation



Flange Mounted Footing

Direct Bury Footing

AIL SOUND WALLS



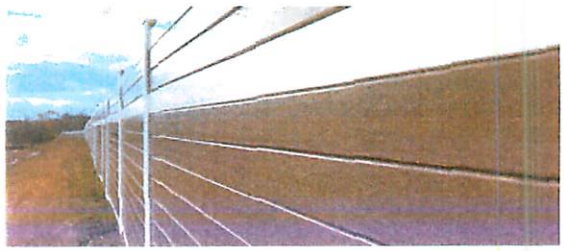
Product Specifications	Silent Protector® (Absorptive)	Tuf Barrier® (Reflective)
Span[1]	8 ft -12 ft (2.44 m - 3.66 m)	8 ft -14 ft (2.44 m - 4.27 m)
Panel Width	2.70 in (68.58 mm)	2.70 in (68.58 mm)
Panel Height	5.96 in ± .10 in (151.38 mm ± 0.25 mm)	5.96 in ± .10 in (151.38 mm ± 0.25 mm)
Weight	4.30 lbs/ft² (21 kg/m²)[4]	Min. 4.10 lbs/ft² (20 kg/m²)
Wall Height	Greater than 30'/ 9 m	Greater than 30'/ 9 m
STC Rating	up to 39[2]	up to 31
NRC Rating	0.95[3]	n/a

For product technical specifications visit ailsoundwalls.com

1. Span is governed by wind loads and varies on code requirements. Contact AIL Sound Walls for recommended panel spans for your project.
2. Standard Silent Protector has an STC rating of 32. Silent Protector Plus can achieve STC of 39.
3. Standard Silent Protector NRC 0.95. Silent Protector Plus NRC is 0.90.
4. Weight of Silent Protector Plus is 7.30 lbs/ft² (36kg/m²)

AIL Sound Walls are available in a variety of attractive colors and textured finishes. Custom colors are also available.

Add an optional embossed woodgrain texture to any flat color.



Color reproduction in this brochure is subject to limitations of the printing process. Please ask for actual PVC color samples.

Sound Transmission Loss ASTM E90 / E413

Octave Band Number	2	3	4	5	6	7	STC
Center Frequency (Hz)	125	250	500	1000	2000	4000	–
Silent Protector®	23	21	28	42	48	49	
Silent Protector® Plus	30	28	34	43	45	49	
Tuf-Barrier®	23	19	30	45	45	54	

SOUND TRANSMISSION CLASS RATINGS UP TO STC 39 WITH SILENT PROTECTOR PLUS

Sound Absorption Coefficients ASTM C423/E795

Octave Band Number	2	3	4	5	6	7	NRC
Center Frequency (Hz)	125	250	500	1000	2000	4000	–
Silent Protector®	0.29	0.80	1.13	1.00	0.96	0.72	0.95
Silent Protector® Plus	0.28	0.71	1.06	0.97	0.94	0.78	0.90

STC – Sound Transmission Class

STC is an integer rating used to measure the decibel reduction through a partition. It states the number of decibels lost through that partition in a laboratory environment.

NRC – Noise Reduction Coefficient

NRC is a rating between 0 and 1 to index how absorptive a material is. An NRC of 0 means no sound waves are absorbed whereas a rating of 1 means all of the sound waves are absorbed.

NRC	Qualitative
0.4 or less	Poor
0.5 to 0.6	Mediocre
0.6 to 0.7	Good
0.7 to 0.85	Very Good
> 0.85	Excellent
0.95	AIL Silent Protector®

ailsoundwalls.com

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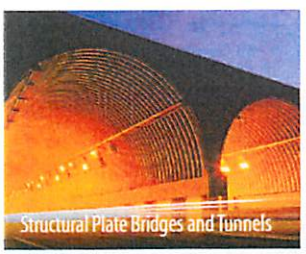
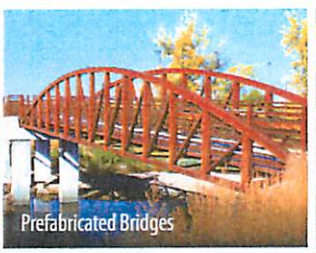
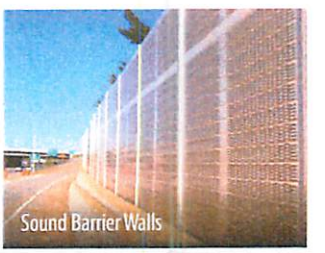
PRINTED IN CANADA AIL-943 12/2019







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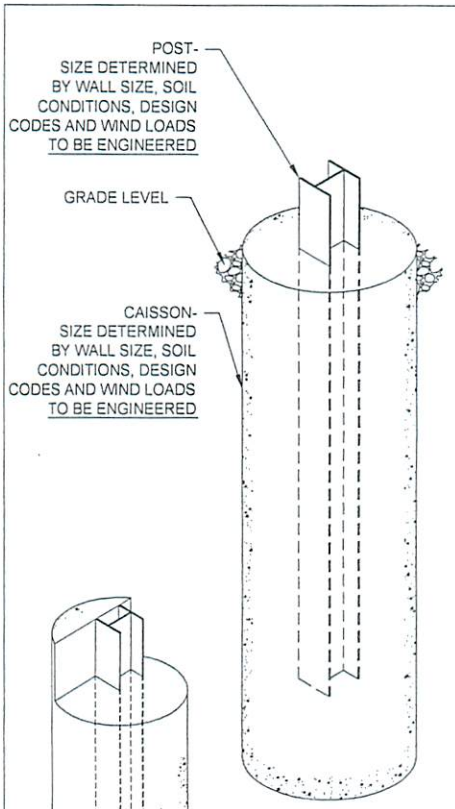
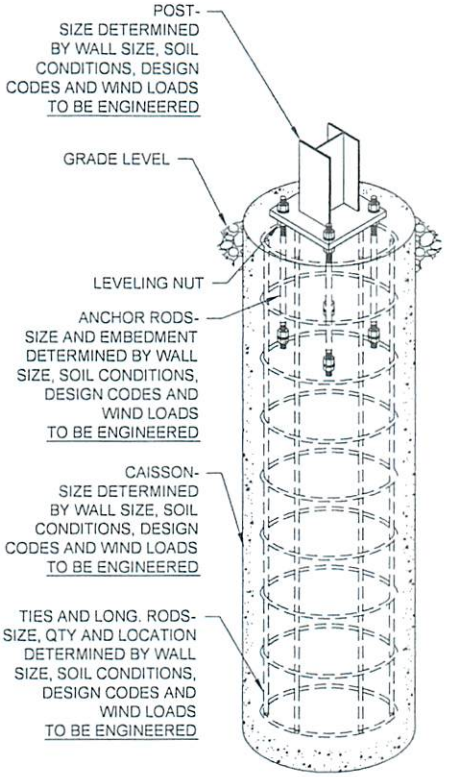
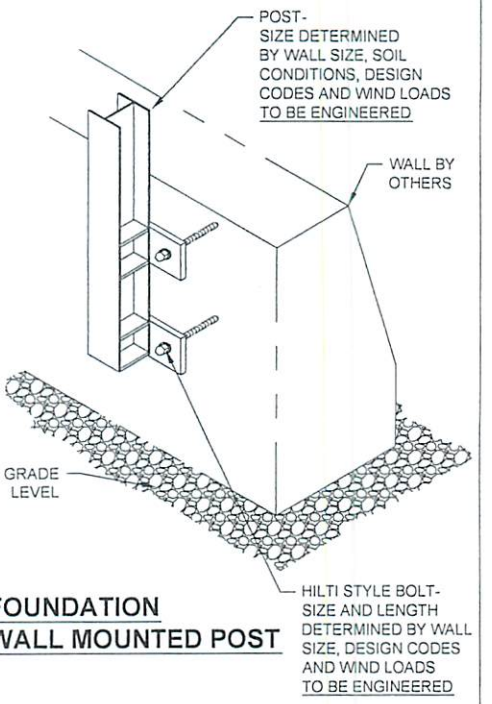


FOUNDATIONS EMBEDDED POST

STEPPED CAISSON W/ EMBEDDED POST TO ACCOMMODATE SLOPED GRADE



FOUNDATION BASE PLATE POST



FOUNDATION WALL MOUNTED POST

DRAWINGS ARE REPRESENTATIONS OF TYPICAL CONSTRUCTION AND ARE NOT TO BE USED WITHOUT CONSULTATION WITH SILENTIUM GROUP.

REV.	DESCRIPTION	DATE	BY
A	1ST RELEASE	APR/16/15	BW

SILENTIUM GROUP
100 EAGLE ST N SUITE 402 PHONE-866-611-6044
CAMBRIDGE ONTARIO N3H 5T8 FAX- 866-402-0560
inquires@silentiumgroupco.com www.silentiumgroupco.com

DRAWING NAME: **TYPICAL FOUNDATIONS**

DRAWING NUMBER: SSD - 1

DRN BY: BW | CHK'D BY: BW | SCALE: NTS

DATE: APR/16/15 | REVISION: A

PROJECT NUMBER:

LEA Consulting Ltd.
425 University Ave, Suite 400
Toronto, ON, M5G 1T6 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

April 9th, 2020

Reference Number: [20384.200]

Sath Nathan
Ehvert Mission Critical
200 Adelaide Street West, Suite 500
Toronto, ON M5H 1W7

Dear Mr. Nathan,

RE: Parking Survey – 7525 & 7535 Financial Drive, City of Brampton

1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Ehvert Mission Critical (Ehvert) to conduct a Parking Utilization Survey for the proposed parking lot reconfiguration at 7525 & 7535 Financial Drive (the "subject site") in the City of Brampton, ON. In the following sections, the City of Brampton zoning by-law requirement for parking spaces is reviewed and compared to the proposed parking supply. An analysis of the existing parking utilization on the subject site is conducted to determine the appropriate parking.

The subject site is located on the north side of ON Highway 407 on Financial Drive, as shown in **Figure 1**. The subject site is currently occupied by an industrial building on the 7525 Financial Drive lot and an industrial warehouse on the 7535 Financial Drive lot, which are to be maintained. **Figure 2** shows the proposed site plan reconfiguration to accommodate truck and trailer parking, which involves no changes to the building footprints, shown in the site plan.

Figure 1: Site Location

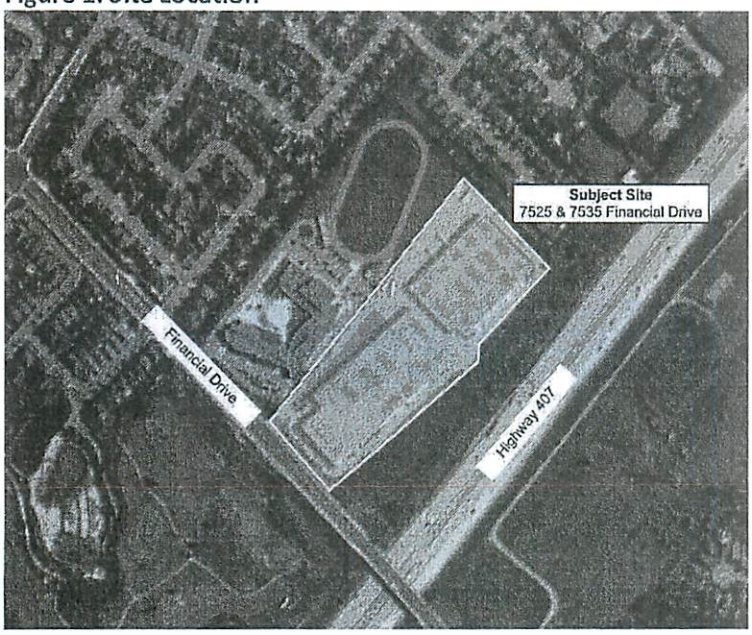
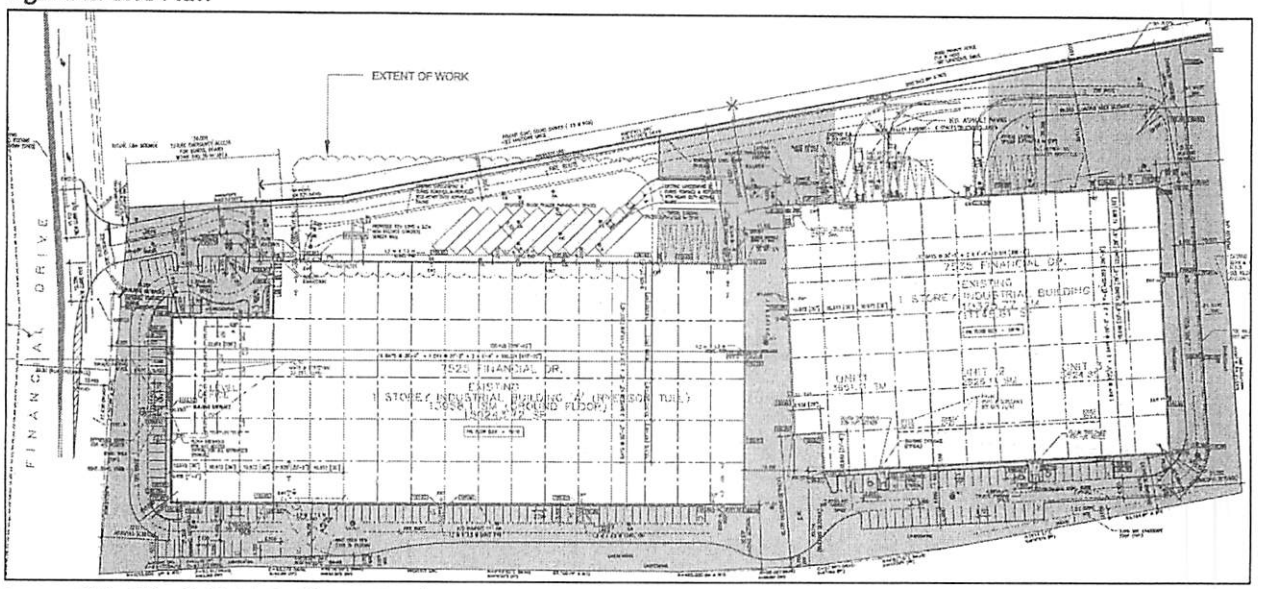


Figure 2: Site Plan



Source: Sirlin Giller & Malek Architects, March 26, 2020

2 BY-LAW PARKING REQUIREMENT

The subject site is governed by the City of Brampton By-law 270-2004. **Table** 1 below, summarizes the parking By-law requirements for the land uses on the subject site.

Table 1: By-law Requirement

Subject Properties	Land Use	GFA	Min. Rate	Required Spaces	Proposed Spaces
Building A	Manufacturing	14795.5 m^2	139 + 1/170m^2 excessive of the first 10,000m^2	167	**147**
Building B	Warehouse	10325.77 m^2	78 + 1/145m^2 excessive of the first 7,000m^2	101	
			Total	**268**	

The City of Brampton By-law 270-2004 requires the subject site have 268 parking spaces. 147 parking spaces have been proposed for the parking lot reconfiguration. The proposed parking supply is 121 parking spaces deficient from the minimum By-law requirement.

3 PARKING UTILIZATION SURVEY

To understand the parking demand of the subject site, LEA conducted a parking utilization survey over four days, on Thursday February 27, Tuesday March 3, Wednesday March 4 and Tuesday March 10, 2020. The

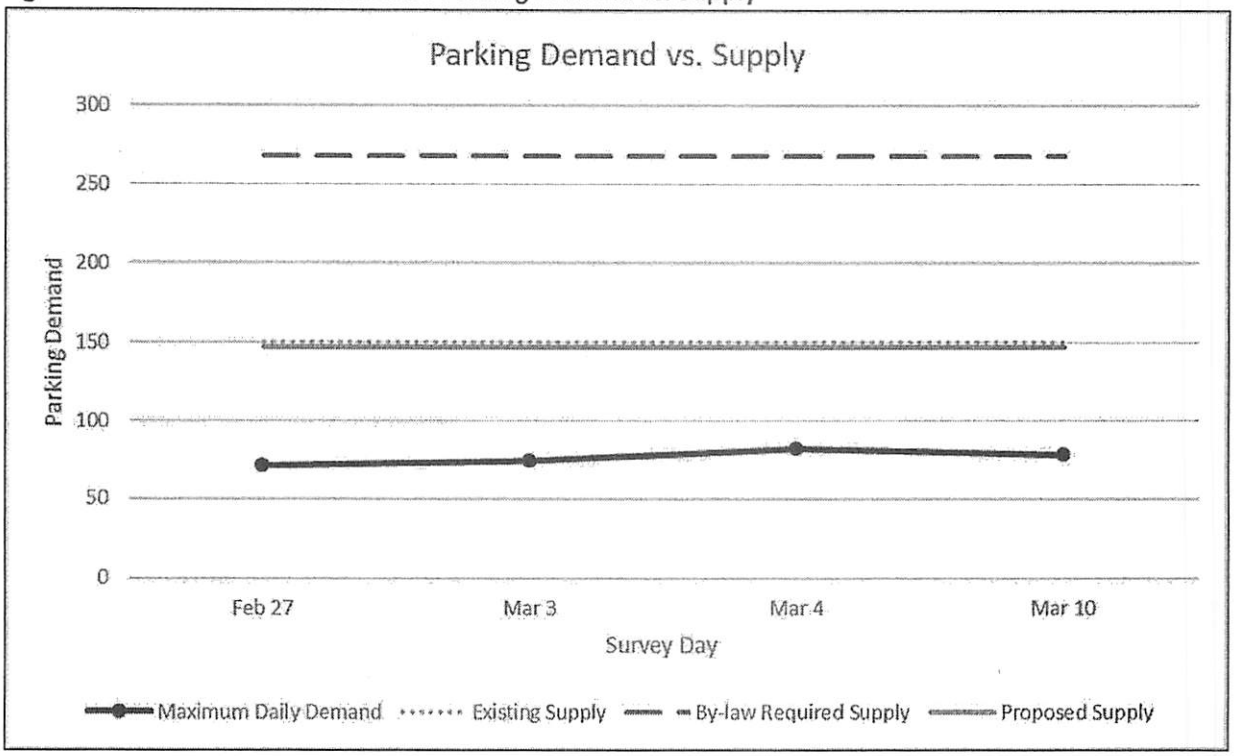
surveys were conducted between 7:00 am and 6:00 pm on all four days. Original survey data is provided in **Attachment A**.

In order to understand the relationship between the parking supply and demand, the existing parking supply, By-law required parking supply and proposed parking supply are summarized below in **Table** 2. The three supply rates are then plotted against the parking demand experienced at the subject site for comparison in **Figure 3**.

Table 2: Parking Supply

	Existing	By-law Requirement	Max. Demand	Proposed
Parking Supply	150	272	82	147
GFA	24,283.87 m^2			
Blended Rate Spaces / 100 m^2	0.62	1.12	0.34	0.61

Figure 3: 7525 & 7535 Financial Drive Parking Demand vs. Supply



The maximum parking demand on the existing properties located on the subject site is 82 spaces observed on the third survey day on March 4th, 2020 at 2:30 pm. The average of the maximum parking demand over the four survey days was 76.25 spaces. The parking utilization observed on each survey day was found relatively constant throughout the surveyed four days; therefore, the observed maximum utilization provides a good representation of the expected peak parking demand level at the subject site.

The parking supply required by City of Brampton By-law 270-2004 is approximately 3.3 times the observed maximum parking demand on the subject site, while the existing parking supply at the subject site is approximately two times the observed parking demand. The proposed parking supply is approximately 1.8 times the observed maximum parking demand at the subject site. Based on the survey observations, the proposed parking supply of 147 spaces is sufficient to meet the expected parking demand on the subject site.

We trust that the information provided in this letter is sufficient for your use at this time. Should you have any questions with regards to this letter, please do not hesitate to contact the undersigned at 416-572-1791 or at csidlar@lea.ca.

Yours truly,

LEA CONSULTING LTD.

Christopher Sidlar, M.Sc.Pl., MCIP, RPP
Manager, Transportation Planning

Miranda (Shuang) Liu, B.A.Sc., EIT
Transportation Analyst

Flower City

brampton.ca

FILE NUMBER: A-2020-0079

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)** Crestpoint Real Estate (Financial Drive) Inc.
   Address 1400 -130 King St. W. P.O. Box 240,
   Toronto, ON. M5X 1C8
   Phone # 416-360-2326 **Fax #** 416-363-2089
   Email aflynn@cclgroup.com

2. **Name of Agent** Ehvert Engineering Inc.
   Address 200 Adelaide Street West , Suite 500,
   Toronto, ON. M5H 1W7
   Phone # 647-966-2517 **Fax #** 416-868-6001
   Email snathan@ehvert.com

3. **Nature and extent of relief applied for (variances requested):**
   A minor variance is requested to be exempted from by-law Section 34.1 Industrial Four- M4-Bylaw 34.1.2.(h), M4- Section 2757 bylaw 2757.2(k). This exemption will facilitate the tenant day to day operations by allowing for trucks/trailers to stage on site while in queue to unload or load as well as permit the tenants to park their trucks/trailers overnight until the next business day.

   Based on the above noted by-law sections, outdoor storage is not permitted at 7525/7535 Financial Drive, Brampton ON. The City of Brampton's definition of outdoor storage includes for trucks and trailers that are not actively involved in the process of unloading or loading.

4. **Why is it not possible to comply with the provisions of the by-law?**
   Based on the day to day operations of 7525 and 7535 Financial Drive, truck and trailers do line up to either unload or load at each of the facilities over the course of the day (refer to the explanatory letter for further details). The tenants of the above noted facilities own their trucks and trailers and as such have to park them on site over night until the next business day. The proposed site plan outlines the locations where the trucks/trailers will be parked without any impact to abutting properties, fire route or traffic flow. A parking utilization study along with functional reviews were conducted to support our request and have been included in our application.

5. **Legal Description of the subject land:**
   Lot Number LOT #s: 13/10 BLOCK 2
   Plan Number/Concession Number Plan Numbers: 43M-1597/ 43R-28607/ Concession 4 - West of Hurontario St.
   Municipal Address 7525 Financial Drive, Brampton, ON. L6Y 5L1
   7535 Financial Drive, Brampton, ON. L6Y 5S1

6. **Dimension of subject land (in metric units)**
   Frontage 77.53 meters
   Depth 638.41 meters
   Area 49,432.7 sq.m.

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

Provincial Highway	☐	**Seasonal Road**	☐
Municipal Road Maintained All Year	☒	**Other Public Road**	☐
Private Right-of-Way	☐	**Water**	☐

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.)

Building A- 7525 Financial Drive; Ground floor area: 13,958 sq.m.; Gross Floor Area: 13,958 sq.m.
Number of Storeys: 1
Width 77.31 meters; Length: 186.32 meters; Height: 10.41 meters
Building B- 7535 Financial Drive; Ground Floor Area: 10,325.77 sq.m.; Gross Floor Area: 10,325.77 sq.m.
Number of Storeys: 1
Width: 85.5 meters; Length: 121.5 meters; Height: 8.84 meters

PROPOSED BUILDINGS/STRUCTURES on the subject land:

Not applicable. No new buildings or structures are being proposed.

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	22.1 meters
Rear yard setback	22.5 meters
Side yard setback	Interior: 16.60 meters
Side yard setback	Exterior: 19.42 meters

PROPOSED

Front yard setback	Not applicable.
Rear yard setback	Not applicable.
Side yard setback	Not applicable.
Side yard setback	Not applicable.

10. **Date of Acquisition of subject land:** June 26, 2017

11. **Existing uses of subject property:** Manufacturing; Warehouse

12. **Proposed uses of subject property:** Manufacturing; Warehouse

13. **Existing uses of abutting properties:** Accessory (Educational Use) / Residential

14. **Date of construction of all buildings & structures on subject land:** August 2004

15. **Length of time the existing uses of the subject property have been continued:** 15-17 years

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

Municipal [X] **Other (specify)** Existing
Well [ ]

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

Municipal [X] **Other (specify)** Existing
Septic [ ]

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

Sewers [X]
Ditches [ ] **Other (specify)** Existing
Swales [ ]

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

Yes ☐ No ☒

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

18. Has a pre-consultation application been filed?

Yes ☐ No ☒

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

Yes ☐ No ☐ Unknown ☒

If answer is yes, provide details:

File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____

Sath Nathan
Signature of Applicant(s) or Authorized Agent

DATED AT THE CLERK'S OFFICE OF CITY OF BRAMPTON

THIS 31ST DAY OF AUGUST, 2020.

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, Sath Nathan, OF THE CITY OF OSHAWA

IN THE REGION OF DURHAM 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 BRAMPTON

IN THE REGION OF

PEEL THIS 31 DAY OF

AUGUST, 2020.

Jeanie Myers
A Commissioner etc.

Jeanie Cecilia Myers,
a Commissioner, etc.,
Province of Ontario,
for the Corporation of the
City of Brampton.
Expires April 8, 2021.

Sath Nathan
Signature of Applicant or Authorized Agent

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: M4 - 2757

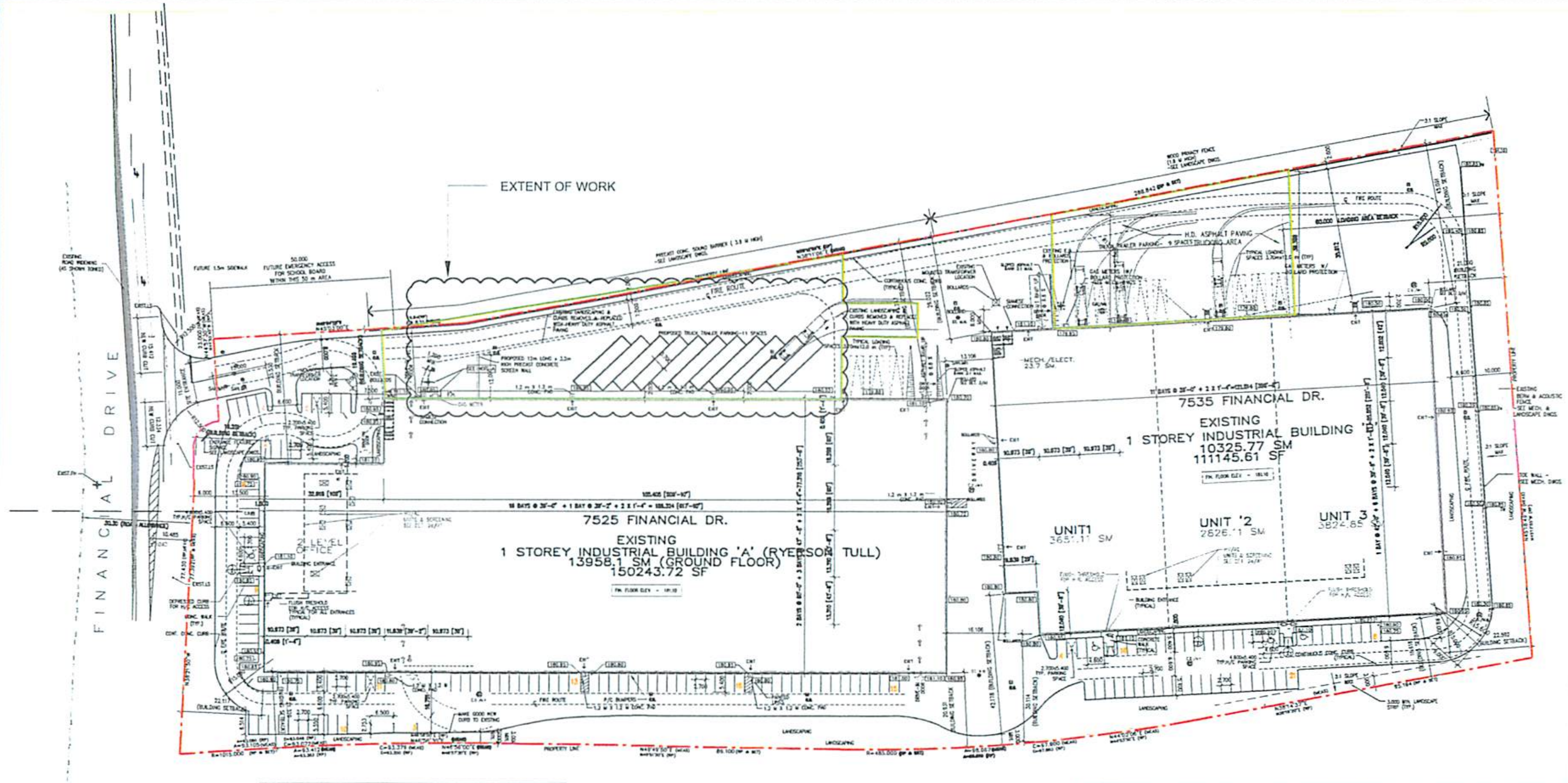
This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist.

Hothi S
Zoning Officer

AUGUST 31 2020
Date

DATE RECEIVED August 31, 2020

Revised 2020/01/07



GREY SHADE DENOTES EXISTING TO REMAIN

5 / A1 SITE PLAN
SCALE 1:500

GENERAL NOTES

1. ALL DIMENSIONS ARE TAKEN TO THE OUTSIDE FACE OF EXTERIOR WALLS UNLESS NOTED.
2. CONTRACTOR SHALL PERFORM LOCATES TO IDENTIFY ANY BURIED SERVICES AND SHALL TAKE ALL NECESSARY PRECAUTIONS WHEN EXCAVATING ON THE SITE TO DETERMINE ALL LOCATIONS OF UNDERGROUND SERVICES.
3. THE CONTRACTOR SHALL CHECK AND VERIFY ALL GRADES AND DRAINAGE SYSTEMS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. DO NOT SCALE THE DRAWINGS. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT PRIOR TO PROCEEDING WITH THE CONSTRUCTION.
5. GRADES OF SLOPES AT PERIMETER OF DEVELOPMENT AREA TO BE MET WITHIN 3:1.
6. ALL FIRE ACCESS ROUTES SHALL BE CONSTRUCTED OF HARD SURFACE MATERIAL AND SHALL BE DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363 kg. PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 m. OVER A MINIMUM DISTANCE OF 15 m.
7. ALL ACCESSES WITHIN MUNICIPAL ROAD ALLOWANCES TO BE ASPHALT PAVED. IF PORTION OF A DRIVEWAY IS WITHIN A MUNICIPAL BOULEVARD, IT SHALL BE PAVED BY THE CONTRACTOR.
8. WHERE MUNICIPAL SIDEWALK AND CURBS OCCUR AT ENTRANCES THEY SHALL BE CONTINUOUS THROUGH THE DRIVEWAYS. THE SIDEWALK SHALL REMAIN AT ITS ORIGINAL GRADE, AND A CURB DEPRESSION WILL BE PROVIDED AT EACH ENTRANCE. ELEVATIONS OF DRIVEWAYS SHALL BE COMPATIBLE WITH EXISTING AND FUTURE SIDEWALK GRADES.
9. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH MECHANICAL, ELECTRICAL AND LANDSCAPE SITE DRAWINGS. THE ADJACENT PROPERTIES.
10. THE SPREAD PATTERN OF EXTERIOR LIGHTING SHALL NOT INFRINGE ON
11. ALL CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION.
12. TRAFFIC SIGNS BY OWNER AS REQUIRED BY CITY INCLUDING "NO TRUCK ACCESS", "TRUCK LOADING", AND "NO PARKING".
13. GARBAGE TO BE PICKED UP BY PRIVATE CONTRACTOR. GARBAGE TO BE STORED INSIDE BUILDING.
14. CONTINUOUS CONCRETE CURBS PROVIDED ALONG LIMITS OF PARKING AREAS AND DRIVEWAYS
15. FOR STORM WATER MANAGEMENT, SITE DRAINAGE AND GRADING-REFER TO MECHANICAL DWGS
16. FOR EXTERIOR LIGHTING SPECIFICATION AND DETAILS C/W CERTIFICATION STATEMENT, REFER TO ELECTRICAL DWGS

NOTE A:

NEW PAINTED STEEL 6"D PIPE BOLLARDS FOR FIRE HYDRANT AND GAS METER PROTECTION

LEGEND:

- HYDRANT
- MH MANHOLE
- CB CATCH BASIN
- PAINTED MARKINGS TO DENOTE PEDESTRIAN ACCESS/ EGRESS ROUTING & NO PARKING AREA FOR TRAILER TRUCKS

BUILDING CLSSIFICATION

BUILDING 'A' – 13958.1 SM
BUILDING 'B' – 10325.77 SM
BUILDINGS 'A' AND 'B' CLASSIFIED UNDER O.B.C. 1997
3.2.2.69 – GROUP 'F', DIVISION 2, UP TO 4 STOREYS, INCREASED AREA, SPRINKLERED
1 STOREY, MAX AREA 18,000 SM. (194,000 S.F)
– NON-COMBUSTIBLE
– MEZZANINES & SUPPORTING ASSEMBLY –MIN.1 HR/F.R.R.

LEGAL DESCRIPTION

SURVEY INFORMATION TAKEN FROM :
TOPOGRAPHICAL SURVEY OF
BLOCK 2
REGISTERED PLAN 43M-1587
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
PREPARED BY

R. AVIS SURVEYING INC.

DATED DEC. 01, 2003

SITE STATISTICS

ZONING:	M4 – SECTION 757	
LOT AREA	49432.7 SM (4.943 HA) 12.215 ACRES	
BY-LAW No 139-84		
BUILDING AREA:		
BUILDING 'A' :		
GROUND FLOOR (INCL. OFFICE)	13958.1 SM (150243.72 SF)	
MEZZANINE FLOOR OFFICES/STORAGE	801.4 SM (8628.5 SF)	
TOTAL GR.FLOOR AREA	14759.5 SM (158870.22 SF)	
BUILDING 'B' : WAREHOUSE USE		
GROUND FLOOR	10325.77 SM (111145.61 SF)	
TOTAL BUILDING AREA ('A' + 'B') : (GFA)	25085.27 SM (270015.83 SF)	
BUILDING COVERAGE (F.S.I.)	25085.27 SM – 50.75%	
BUILDING HEIGHT:		
BUILDING 'A'	– 10.41 M	
BUILDING 'B'	– 8.84 M	
PARKING REQUIRED:		
BUILDING 'A' – AS MANUFACTURING		
FOR 10000 SM	139 CARS	
(4759.5 SM @ 1/170 S.M.)	28 CARS	
TOTAL BUILDING 'A' REQUIRED	167 CARS	
BUILDING 'B' – AS WAREHOUSE		
FOR 7000 SM	78 CARS	
(3326 SM @ 1/145 S.M.)	23 CARS	
	101 CARS	
TOTAL PARKING REQUIRED:	268 CARS	
PARKING PROVIDED	272 CARS(INCL. 4 H/C)	
LOADING SPACES REQUIRED		
BUILDING 'A'	3 SPACES	
BUILDING 'B'	3 SPACES	
LOADING SPACES PROVIDED		
BUILDING 'A'	3 SPACES	
BUILDING B'	9 SPACES	
LANDSCAPED AREA:		
REQUIRED FRONT YARD LANDSCAPING –30% OF 1087.4 SM (9m SETBACK) (FRONT YARD – WEST– AT FINANCIAL DR.)	– 326.2 SM	
FRONT YARD LANDSCAPING PROVIDED	– 784.5 SM	
REQUIRED INTERIOR SIDE YARD LANDSCAPING (NORTH)		
–30% OF 1398.7 SM (4m SETBACK)	– 419.6 SM	
INTERIOR SIDE YARD LANDSCAPING PROVIDED	– 898.5 SM	
REQUIRED EXTERIOR SIDE YARD LANDSCAPING (SOUTH)		
–30% OF 2196.2 SM (6m SETBACK)	– 658.9 SM	
EXTERIOR SIDE YARD LANDSCAPING PROVIDED	– 2343.5 SM	
EXISTING REAR YARD & REMAINING INTERIOR LANDSCAPING	– 4719.0 SM	
TOTAL EXISTING LANDSCAPED AREA:	– 8533.5 SM	17.2 %
TOTAL EXISTING PAVED AREA:	– 15818.4 M	32.0 %
PROPOSED NORTH PAVED AREA + REDUCED LADSCAPE	– 2274.0 SM	
TOTAL PROPOSED LANDSCAPED AREA:	– 6249.5 SM	12.65 %
TOTAL PROPSED PAVED AREA:	– 15818.4 M	36.6 %

KEY PLAN N.T.S.
SITE PLAN AS SHOWN HEREIN TO BE REFERENCED TO CITY FILE No SP04-006.001, BY-LAW No 139-84

DATE	NO.	DESCRIPTION	BY
	4	ISSUED FOR COA	LM
	3	SPA RESUBMISSION	LM
	2	SPA RESUBMISSION	LM
	1	ISSUED FOR REVIEW	LM

FINAL DATE ABOVE SUPERSEDES ALL PREVIOUS ISSUES

REVISIONS

KEY TO DETAIL LOCATION
DETAIL NOTATION
DRAWING NUMBER

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ARCHITECTS BEFORE PROCEEDING WITH THE WORK

DRAWINGS ARE NOT TO BE SCALED.

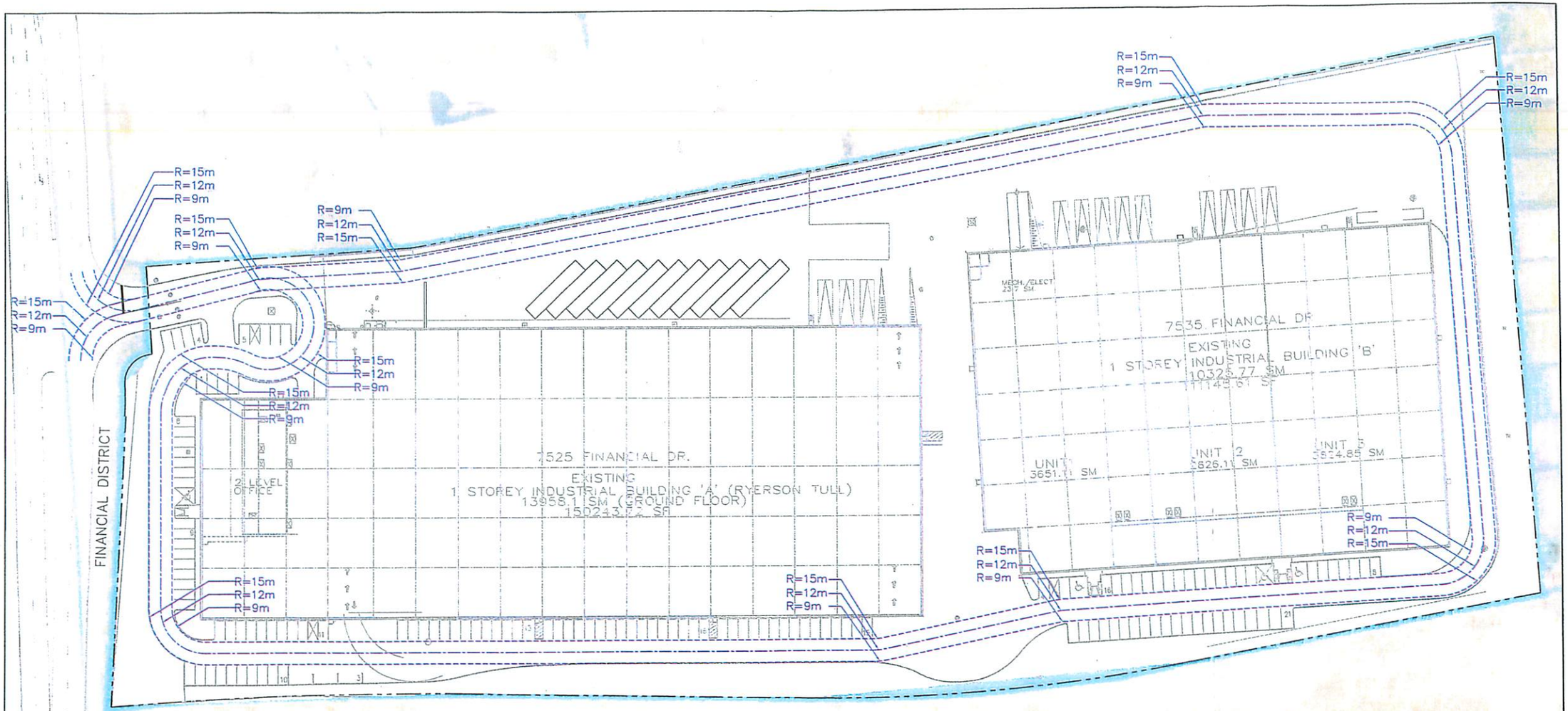
SG&RM Architects

ONTARIO ASSOCIATION OF ARCHITECTS
LAWRENCE H. MALEK
LICENCE 4438

CITY FILE # SP04-006.001
INDUSTRIAL DEVELOPMENT
7525 & 7535 FINANCIAL DR.
BRAMPTON, ONTARIO

SITE PLAN, DETAILS

SCALE	AS SHOWN
DRAWN	LM
CHECKED	LM
DATE	APRIL 15, 2019
PROJ. NO.	2003-52
DRAWING NO.	A-1



DRAWN BY: D.C. PLOT DATE: March 27, 2020

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

N

Project No. 20384

Date MAR. 27, 2020

DRAFT
FOR DISCUSSION

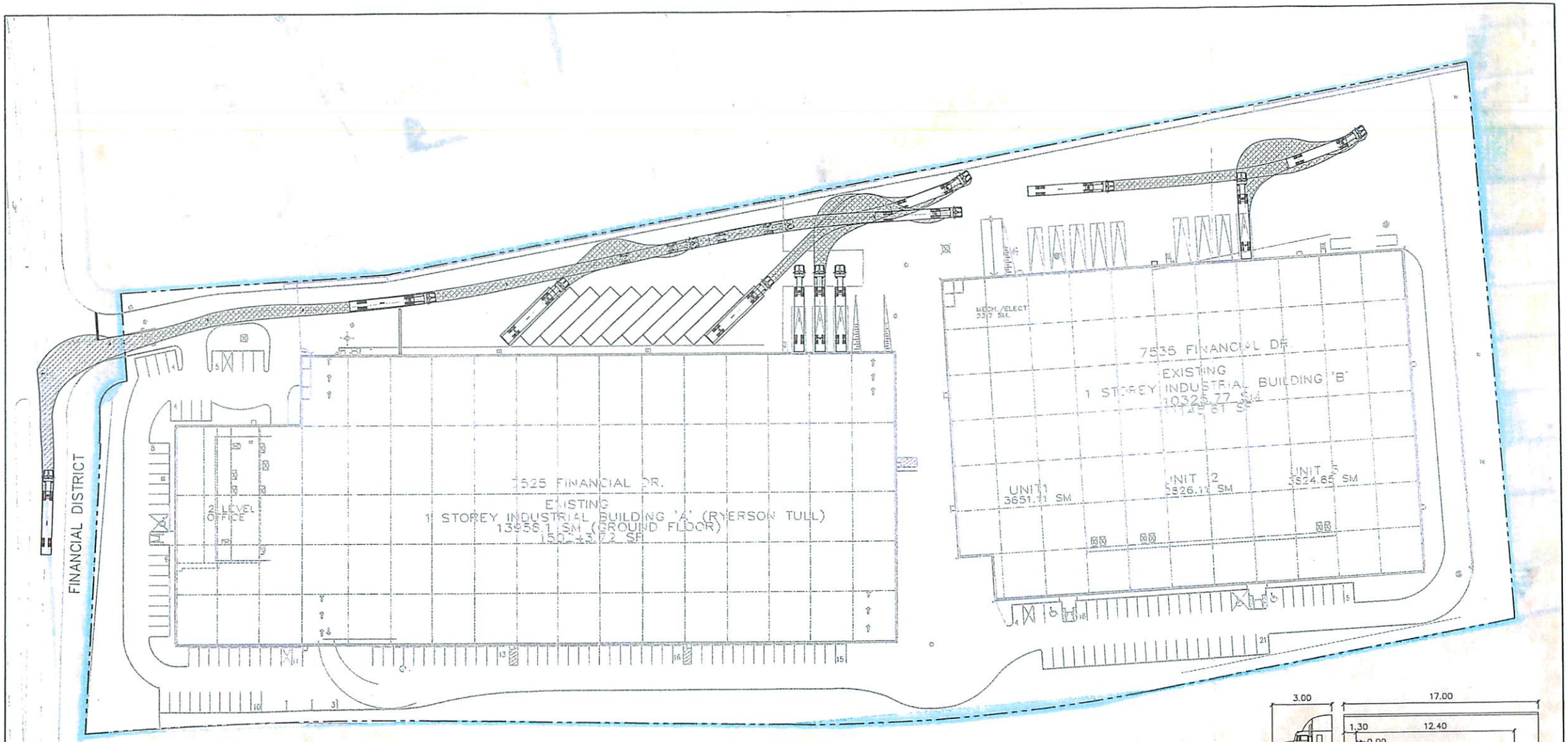
7525 & 7535 FINANCIAL DRIVE
BRAMPTON ONTARIO

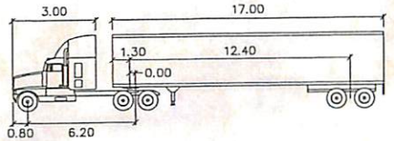
10 0 10 20 30m
1:1000

INDUSTRIAL DEVELOPMENT
SITE PLAN (SP04-006.001)
FIRE ROUTE

Drawing No. 001

DRAWING NAME: C:\Users\DChan\OneDrive - LEA Consulting Ltd (1)\Project Files\20384\Drafting\20384 WF003.dwg





WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

DRAWN BY: D.C. PLOT DATE: March 27, 2020

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Project No. 20384

Date MAR. 27, 2020

DRAFT
FOR DISCUSSION

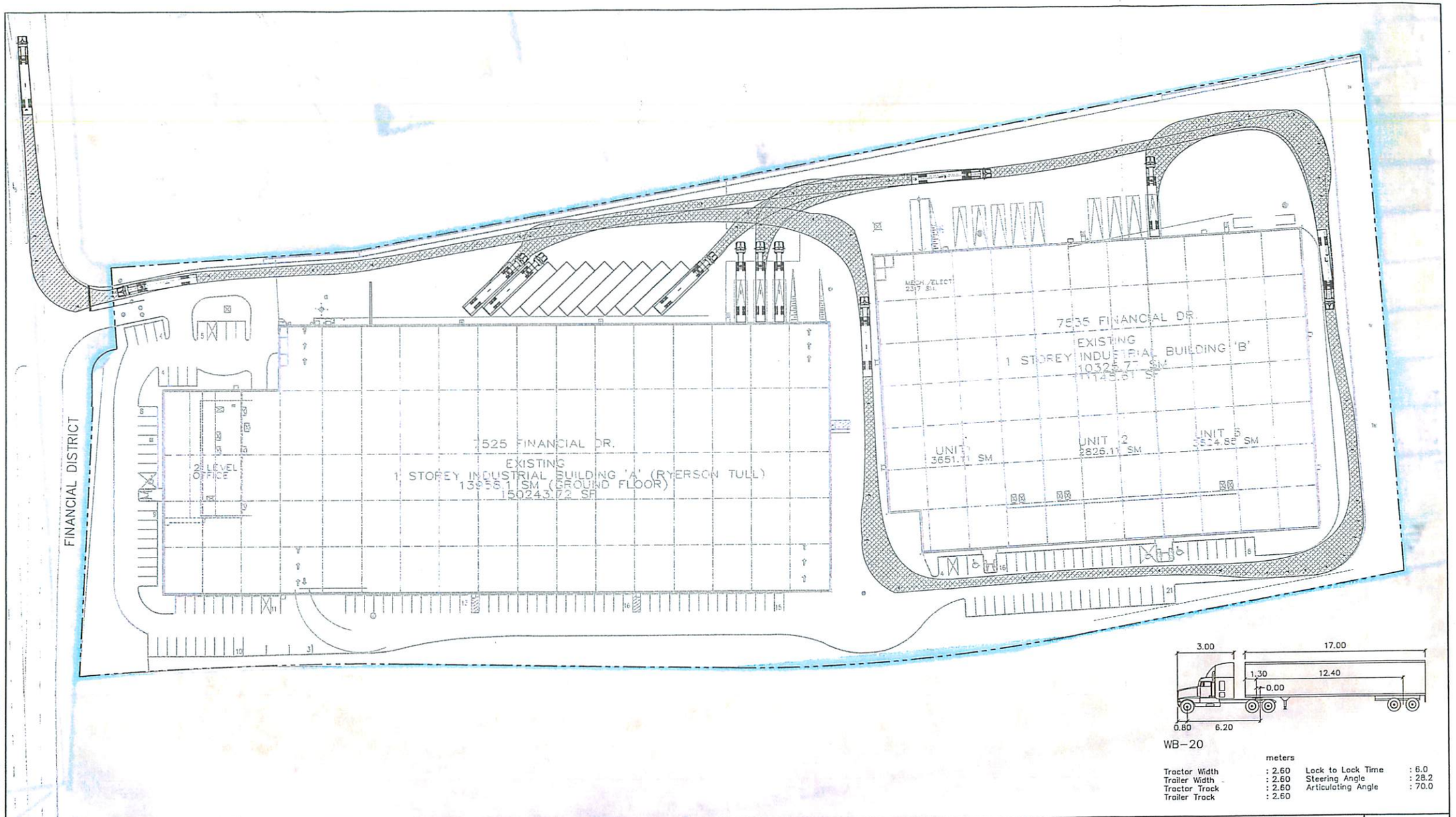
7525 & 7535 FINANCIAL DRIVE
BRAMPTON ONTARIO

10 0 10 20 30m
1:1000

INDUSTRIAL DEVELOPMENT
SITE PLAN (SP04–006.001)
TRAILER TRUCK ENTRY PATHS

Drawing No. 002

DRAWING NAME: C:\Users\DChan\OneDrive – LEA Consulting Ltd (1)\Project Files\20384\Drafting\20384 WF003.dwg



WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

DRAWN BY: D.C. PLOT DATE: March 27, 2020

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Project No. 20384

Date MAR. 27, 2020

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FOR DISCUSSION

7525 & 7535 FINANCIAL DRIVE
BRAMPTON ONTARIO

10 0 10 20 30m
1:1000

INDUSTRIAL DEVELOPMENT
SITE PLAN (SP04–006.001)
TRAILER TRUCK EXIT PATHS

Drawing No. 003

DRAWING NAME: C:\Users\DChan\OneDrive – LEA Consulting Ltd (1)\Project Files\20384\Drafting\20384 WF003.dwg

LEGEND:

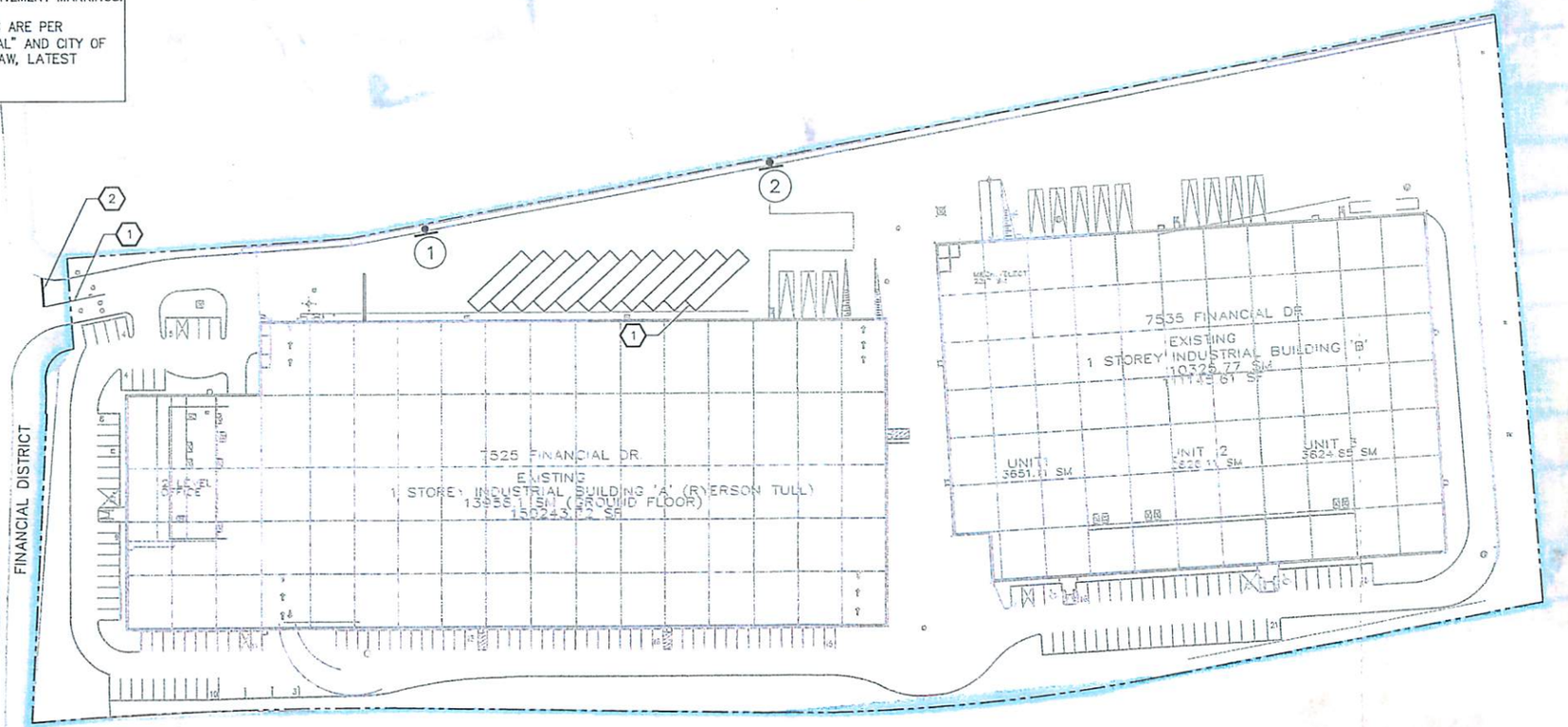
- POST–MOUNTED SIGN
- (1) SIGN LOCATION
- ⟨1⟩ 10cm SOLID YELLOW LINE
- ⟨2⟩ 50cm SOLID WHITE LINE

- ALL PARKING STALLS ARE TO HAVE 100mm WIDE YELLOW PAINTED PAVEMENT MARKINGS.
- ALL PAVEMENT MARKINGS ARE PER "ONTARIO TRAFFIC MANUAL" AND CITY OF BRAMPTON ZONING BY–LAW, LATEST EDITION.

TRAFFIC SIGNS

SIGN	LOCATION	NEW QUANTITY REQUIRED	COLOURS
	1–2	2	Rb–51 MOD. (300x450) RED REFL. INTERDICTORY SYMBOL, BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.

- ALL SIGNS ARE STEEL POST–MOUNTED, UNLESS OTHERWISE INDICATED.
- ALL SIGNS ARE PER "ONTARIO TRAFFIC MANUAL", LATEST EDITION.



DRAWN BY: D.C. PLOT DATE: March 27, 2020

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Project No. 20384

Date MAR. 27, 2020

DRAFT
FOR DISCUSSION

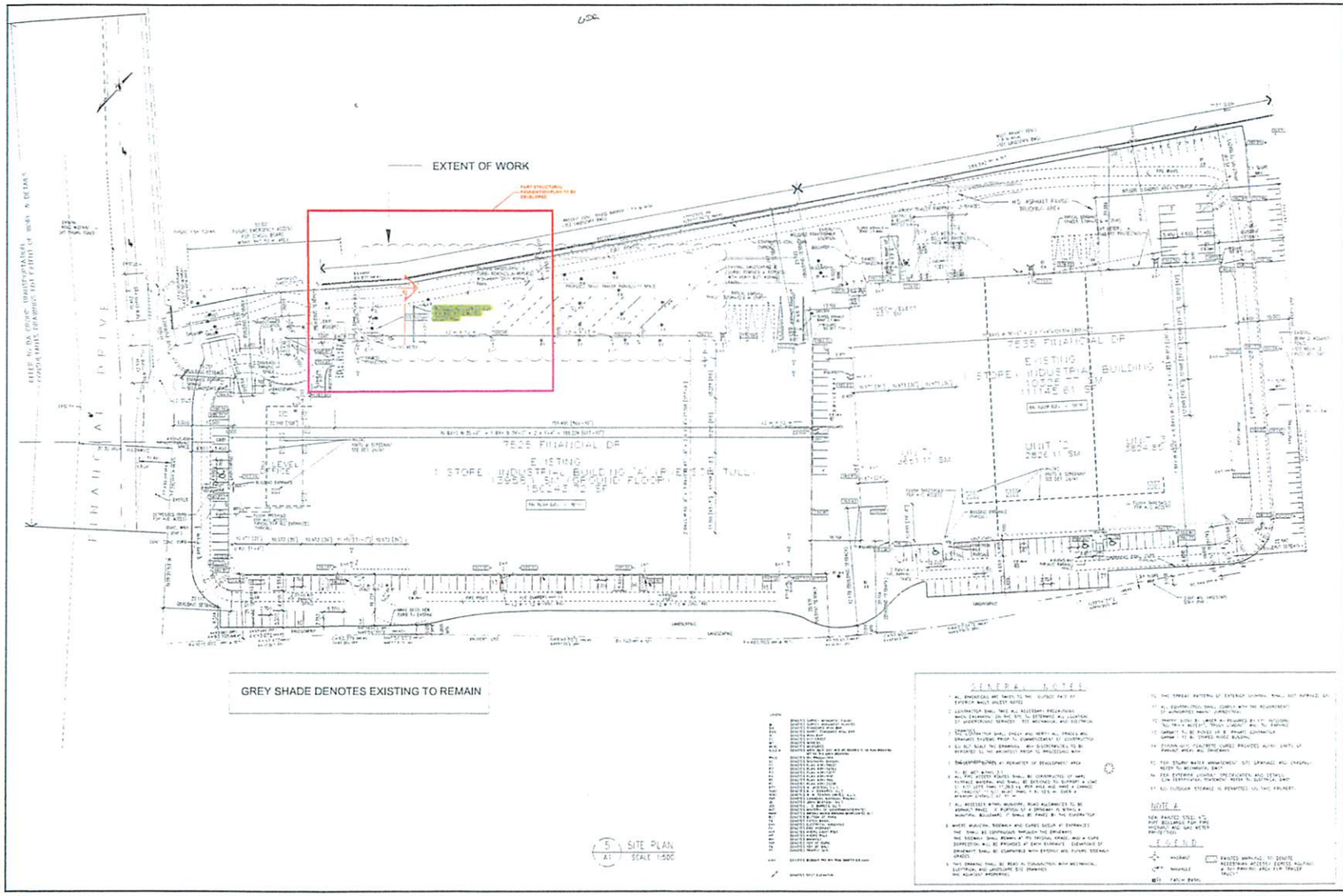
7525 & 7535 FINANCIAL DRIVE
BRAMPTON ONTARIO

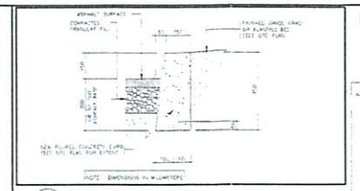
12.5 0 12.5 25 37.5m
1:1250

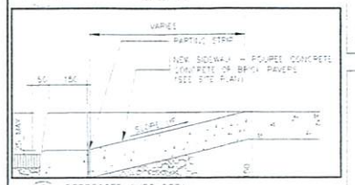
INDUSTRIAL DEVELOPMENT
SITE PLAN (SP04–006.001)
PAVEMENT MARKINGS & SIGNAGE PLAN

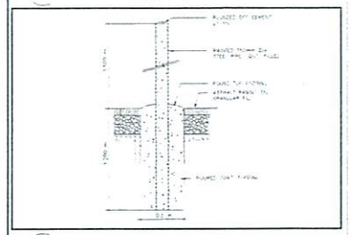
Drawing No. 004

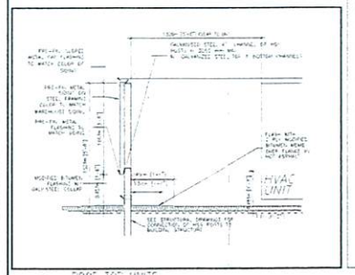
DRAWING NAME: C:\Users\DChan\OneDrive – LEA Consulting Ltd (1)\Project Files\20384\Drafting\20384 WF003.dwg











Sirlin Giller & Malek Architects

CITY FILE # SP04-006.001

INDUSTRIAL DEVELOPMENT

7525 & 7535 FINANCIAL DR.

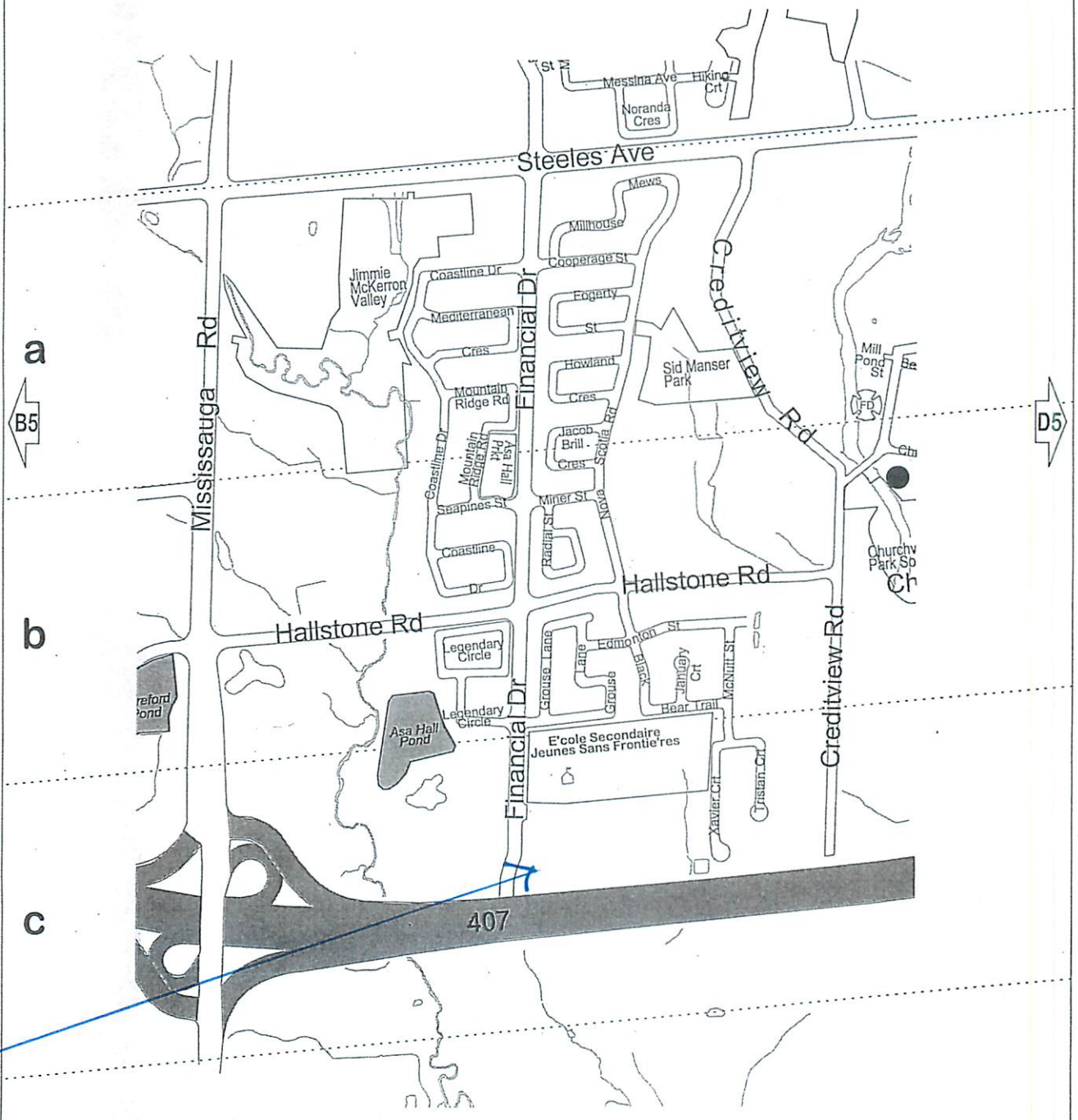
BRAMPTON, ONTARIO

SITE PLAN, DETAILS

SCALE	AS SHOWN
DRAWN	LM
CHECKED	LM
DATE	APRIL 15, 2019
PROJ. No.	2003-02

A-1

C4



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