

# OPERATIONS STUDY

**420 South Service Road East**  
**Town of Oakville, Region of Halton**

Date: February 15<sup>th</sup> 2024

## INTRODUCTION

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An Operations Study was requested by Town of Oakville Transportation Planning as part of the Applicant's Temporary Use By-law application for the site. Since the proposed use is not complex and the work is minimal, the Applicant has drafted this study consolidating content from the BA Group Transportation Considerations Memorandum, the MHBC Planning Justification Report (both reports are included as part of this submission) and plans and procedures outlined by the management company who will be operating the proposed temporary outdoor storage use located at 420 South Service Road East in Oakville (the "Subject Lands"). It is contextually significant to understand that prior to this application, the Subject Lands were used for a similar use spanning several years.

## SITE WORK

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As discussed in the Planning Justification Report, only minimal site work is proposed for the Subject Site. The Applicant will "tidy-up" and trim back much of the low brush and weeds which have grown over and alongside the paved areas. The treed areas will be avoided.

The piles of clean fill in areas of the site will be graded as part of the site preparation. This work will be done by small machines over the course of a few days. Once that is complete, new gates will be installed at two entrances along South Service Road, and lighting will be installed to improve security and safety. An emergency exit to Davis Road will be prepared but will not be used for normal operations and will remain locked.

Once the site is tidy and secure, shipping containers will be delivered and installed in container storage area. This process will take 1-2 days. These containers will be rented to customers on a monthly basis for storage purposes and they will remain stationary for the duration of the temporary use. The large and small vehicle and trailer areas are generally already flat areas that can be used for the temporary uses in their existing condition with only minor grading and smoothing, as necessary. See Appendices A and B which depict these areas. Additional site work relating to landscaping, screening and signage are outlined in the Planning Justification Report.

The reoccurring theme for this proposed temporary use is to keep the work as minimal as possible since the use will only be temporary. Since outdoor storage requires essentially no new infrastructure or groundwork, we expect all work to be completed inside of 2 months.

## SITE CONFIGURATION & OPERATION

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The Applicant proposes to adopt a temporary use condition that incorporates an outdoor storage use. The **Concept Plan** prepared by MHBC is illustrated in **Appendix A**. This outdoor storage would be segregated into three basic areas as highlights in **Drawing SP-01**, in **Appendix B**:

1. An area dedicated to the deployment of **prefabricated metal shipping containers** (2.5 m wide by 6.1 m long) placed side-by-side and back-to-back **to form individual storage units**, forming double sided rows.
  - These shipping containers would be individually accessed from the front of the container.
  - Each "row" of containers would be accessed via a 9.0 m drive aisle.
  - This storage container area is situated within the central-northern area of the Site.
  - There would be 487 storage containers placed on the site and they would remain there for the duration of the temporary use.
2. An area that would accommodate the outdoor storage of passenger-sized vehicles.
  - These would be configured within parking spaces with dimensions of 2.6 m (W) x 5.2 m (L) with a drive aisle of 7.0 m (W).

- These dimensions meet the Town of Oakville’s parking module width requirement (i.e., 17.4m) and reflect a slightly narrower parking stall width (2.6m vs. the Zoning Bylaw requirement of 2.7m in width).
  - The slightly narrower stall width reflects the use of the parking space as a “storage” area as opposed to a typical parking space which would be regularly used daily. Vehicles would be parked in these spaces for extended periods of time. The proposed parking space dimensions still provide a very manageable dimension and are commonly found in parking spaces across the Greater Toronto Area (GTA).
  - A total of 278 parking spaces are configured within this area of the Site.
3. An area that would accommodate the outdoor storage of larger vehicles such as Recreational Vehicles (RV’s), single unit trucks, personal trailers such as boats trailers or general-purpose trailers.
- These parking spots would be configured with dimensions of 3.7 m (W) x 12.2 m (L) with a drive aisle of 9.0 m (W).
  - The dimensions of these spaces slightly exceed the Town of Oakville’s loading space standard dimensions, principally to facilitate the entry and exiting manoeuvres associated with the anticipated vehicles when accessed via a 9.0 m drive aisle.
  - Vehicles stored in these parking spaces would typically be stored for an extended period (winter months for boat storage, for example).
  - A total of 312 parking spaces are configured within this area of the Site.

## ACCESS

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Access to the Site for the Temporary uses would occur via three driveways:

- Two (2) driveways would be situated along South Service Road at existing driveway locations to the Site, generally located at the west and east sides of the planned Temporary uses to occur on the Site.
  - The driveway spacing along South Service Road is approximately 210 metres.
  - Both driveways would provide for two-way flow into and out of the Site and would both accommodate all movements at T-intersections.
  - Both driveways would be “gated” with the gates situated approximately 15 m from the end of the curb return with South Service Road. This would conform to the Suggested Clear Throat Lengths for Major Driveways as set out in the Transportation Association of Canada (TAC) Manual Table 8.9.3 (for Light Industrial land uses where accessed occur from Collector Streets (notwithstanding that South Service Road is considered a Local Road now and into the future).
  - The “gates” would be controlled using a keypad access arrangement to afford security within the temporary use condition.
  - An Emergency Access driveway – that would be gated shut during everyday conditions – is also proposed at the east end of Davis Road, where Davis Road terminates at the western Site boundary limits.

There would also be a small passenger vehicle parking area (a total of 12 spots) available upon entry via the western Site access driveway on South Service Road that a visitor could enter within having to pass through the gated control area. This would provide an opportunity for someone to arrive and clear the driveway should there be a delay in opening the gates to the controlled area. A second set of gates at the east end of the “customer parking” area would permit entry into the controlled area without the need to reorient the customer’s vehicle on the driveway leading into the Site from South Service Road.

## **MANEUVERABILITY**

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Several “design vehicles” have been tested to ensure that vehicular circulation is appropriate in all areas of the Temporary Use Site Plan. These include:

- Ontario Building Code (OBC) Fire Route dimensions throughout the area of the Site
- TAC HSU Heavy Single Unit vehicle
- TAC SU Single Unit Truck
- F-150 “SuperCrew” with 39’ Boat Trailer

These design vehicles represent a range of vehicles that are anticipated to utilize the Site in various ways. Together they represent or reflect large single unit trucks, medium sized single unit trucks, large and small Recreational vehicles configured as a single unit vehicle, large and small Recreational vehicles configured as either 5<sup>th</sup> Wheel units or standard trailer hitch units, and personal trailers for such things as boat or car trailers and personal storage trailers.

These design vehicles were assessed in various locations across the Site and in various combinations (different design vehicles parked adjacent to each other) to ensure that each type of design vehicle could enter and exit the storage parking positions appropriately and navigate the entire Site.

A series of Vehicle Manoeuvring Diagrams (VMD’s) are contained in Appendix C to demonstrate that these design vehicles can appropriately enter, exit, and manoeuvre within the proposed Temporary Use Site Plan. Drawings VMD-01 through VMD-06 illustrate the vehicle manoeuvring characteristics of the noted design vehicles.

In addition, Drawing FR-01, in Appendix D, illustrates the Fire Route options provided across the Temporary Use Site Plan. These options permit a Fire Vehicle to traverse the site and place themselves adjacent to any Storage Container unit to ensure proximity as well as circulate within and around the parking areas. Entry and exit conditions associated with each of the three (3) driveways (2 daily use driveways and 1 Emergency Access driveway) will ensure appropriate options are available to enter and circulate and exit the Site in a forward motion.

## **USER FUNCTIONALITY**

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From a practical perspective, the Storage Container Area will function in a manner that will have the customer who has rented an individual unit key in an access code at one of the gates. Then they will drive up to the specific container unit, park adjacent to it, either load or unload materials/items from the container and when finished, will exit the Site.

Similarly, a customer arriving to store a vehicle in the outdoor parking spaces would arrive, park, or collect their vehicle in/from the outdoor space and depart the Site. These trips are generally short in duration and may involve a second vehicle associated with the trip to facilitate the pick-up or drop-off activity.

There will be no permanent staff on site, however the gates will be secured, and the site entrances will have video surveillance. There will also be a customer service posted visibly as is typical with unmanned storage facilities.

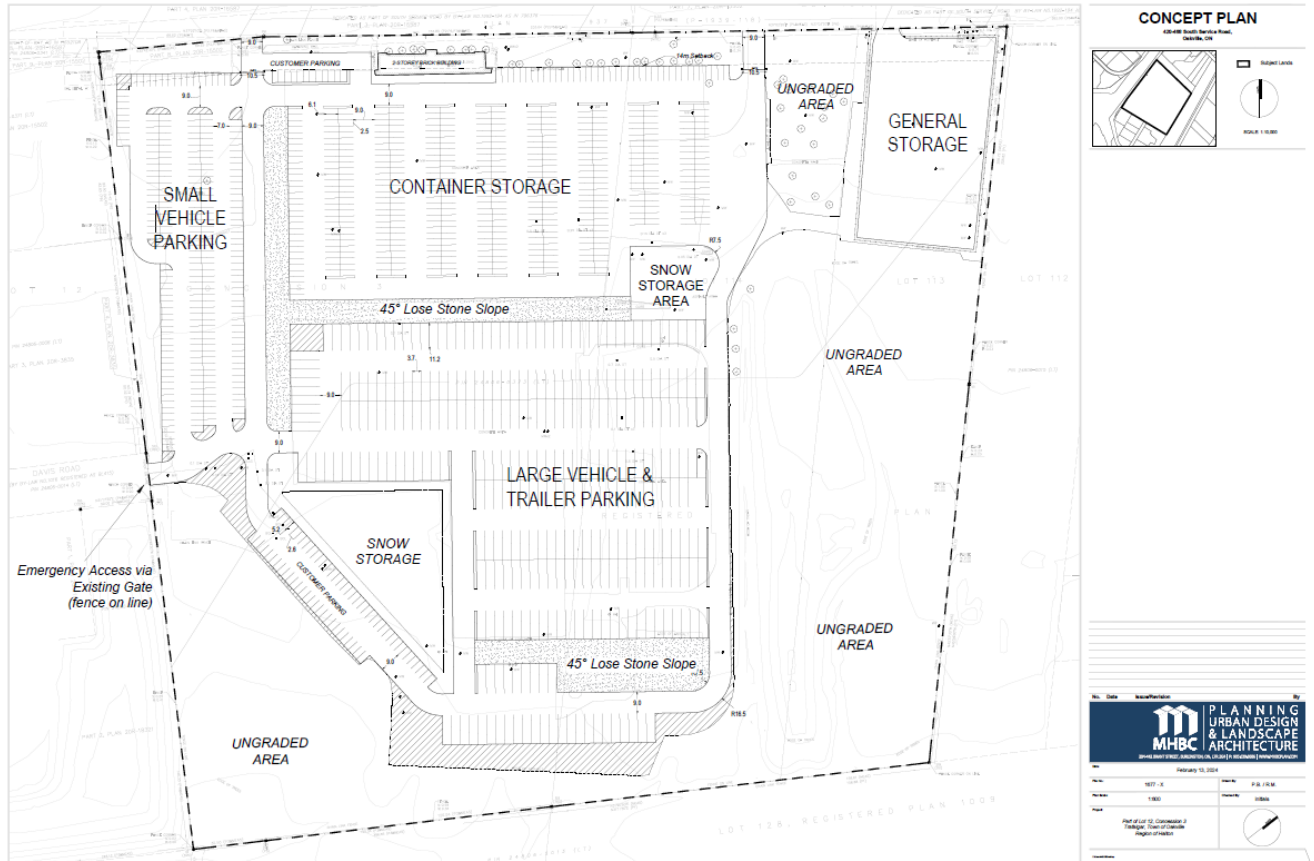
If there are any additional questions, please contact the Applicant.

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# APPENDIX A

## MHBC: Temporary Use Site Plan

February 13, 2024



**APPENDIX B:**

BA Group: Drawing SP-01 - Temporary Use Site Plan – Land Use Areas,

February 6, 2024



GENERAL NOTES

- 1. SEE PLAN
- 2. SEE SPEC

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	02/06/2024



Interim Use Areas

Date: February 6, 2024  
Project No.: 0801-03  
Scale: 1:500

SP-01