



1 CONTEXT PLAN-CD
A-0002 Scale: 1: 1000

O.B.C.MATRIX

IBI GROUP ARCHITECTS (CANADA) INC.
7th floor - 55 St. Clair Avenue West
Toronto, Ontario
M4V 2Y7

Certificate of Practice Number: 3833

Name of Project: Lakeshore Rd W, Oakville, ON L6L 1H7
Location: Lakeshore Rd W, Oakville, ON L6L 1H7

This Ontario Building Code Matrix applies to drawings listed on this sheet.

Title	Ontario Building Code Data Matrix Part 3	O.B.C. Reference
1	Project Description: New Construction of a Residential Building 6 Storey Mixed Use Building with Mechanical Penthouse and roof access 1 Level of Parking on Ground Floor and 2 Levels of Below Grade Parking	<input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change Of Use
2	Major Occupancy(s): Group C, "Residential" occupancies Group E, "Mercantile" occupancies (on Ground Floor) Group F, "Low Hazard Industrial" occupancies (above and below grade)	3.1.2.1.
3	Building Area (sm) as defined by zoning by-law Total = 2,166 sm	3.2.2.
4	Zoning Gross Floor Area (sq.m.) Overall = 17,202 sm	
5	Number of Storeys: Above Grade: 6 Below Grade: 2	
6	Height of Building: (m) 20.75 m	
7	Number of Streets/Access Routes: 2	
8	Building Classification: Group C - Any Height, Any Area Group F - Div. 3 - Loading Area, P1 to P2 Levels Group E - Mercantile	3.2.2.43, 3.2.2.57, 3.2.2.75 and 3.2.2.15
9	Sprinkler System Proposed: <input checked="" type="checkbox"/> Entire Building <input type="checkbox"/> Basement <input type="checkbox"/> In Lieu of Roof Rating <input type="checkbox"/> Not Required	
10	Standpipe Required: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3.2.9.
11	Fire Alarm Required: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3.2.4.
12	Water Service/Supply is Adequate: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3.2.5.7.
13	High Building: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3.2.6
14	Construction: <input type="checkbox"/> Combustible <input checked="" type="checkbox"/> Non-Combustible	3.2.2.43, 3.2.2.57, 3.2.2.75 and 3.2.2.15
15	Mezzanine(s) Area (s.m.) N/A	3.2.1.1. (3)-16)
16	Occupant Load <input checked="" type="checkbox"/> sq.m./person <input checked="" type="checkbox"/> design of building	3.1.17.
17	Refer to Report by Code Consultant	
18	Barrier Free Design: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Not(explain)	3.8.2.1.
19	Hazardous Substances: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
19	Required: Fire: FRR (Hours) Resistance: Floors: 2 Hr Ratings: Roof: 0 Hr (FRR) Load-bearing walls: 2 Hr Occupied roof: 2 Hr	Horizontal Assemblies: O.B.C. FRR (Hours): Supp. Standard SB-2 Resistance: Floors: 2 Hr Ratings: Roof: 0 Hr (FRR) Load-bearing walls: 2 Hr Occupied roof: 2 Hr
20	Spatial Separation - Construction Of Exterior Walls	3.2.3.

DEVELOPMENT STATISTICS	
<p>m - Denotes Meters min - Denotes Minimum sm - Denotes Square Meters max - Denotes Maximum Gross Lot Area - is lot area without road widening Net Lot Area - is lot area with the deduction of road widening</p>	
PROJECT DATA	
Municipal Address of Subject Lands: 2452-2432 Lakeshore Road West & 87-99 Bronte Road, Oakville, ON	
Zoning:	By-law 2014-014
Site Plan Application No.:	Dec-21
Proposed Use:	MU1 Proposed Use: Commercial Residential MU1
Permitted F.S.I. - Overall:	Proposed F.S.I.:
Permitted F.S.I. - Residential:	Gross FSI 2.93
Permitted F.S.I. - Commercial:	Net FSI 3.01
Permitted GFA Combined:	sm Proposed Floor Area, Net - Overall: 17,202.00 sm Floor Area, Net - Residential: 15,230.00 sm Floor Area, Net - Commercial: 1,972.00 sm
	sm Proposed Floor Area, Gross: 2,126.00 sm Floor Area, Gross - Commercial:
Permitted Lot Coverage:	N/A Proposed Lot Coverage: Gross Lot Coverage: 83.2% Net Lot Coverage: 85.4% LOTS 1, 7, 8, 10 AND 11 AND ALL OF LOTS 1A, 2, 3, 4, 5, AND 9 REGISTERED PLAN M-8
Lot Area - overall:	Gross Lot Area: 5,868.10 sm Net Lot Area: 5,719.00 sm Road Widening Area: 149.10 sm
Lot Frontage:	100.71 No of Frontages: 2
Lot Depth (Average):	Gross Lot Depth: 69.500 m Net Lot Depth: 67.900 m
Established Grade:	82.03 m CDG (Canadian Geodetic Datum)
BUILDING HEIGHT	
PERMITTED	PROPOSED
Height	Height to Top of Residential Floor: 20.75 Height to Top of MPH Roof: 24.75
No. of Storeys Permitted:	6 No. of Storeys Proposed: 6
BUILDING SETBACKS	
PERMITTED	PROPOSED
	Front Yard Setback (West Side) Ground floor - 4th Floor: 1.00 5th - 6th floor: 5.10
Front Yard Setback	Side Yard Setback (South Side) Ground Floor - 4th Floor: 0.30 5th - 6th Floor: 4.00
Side Yard Setback	Side Yard Setback (North Side) Ground floor - 2nd Floor: 5.00 3rd - 4th Floor: 6.00 5th - 6th Floor: 7.50
Rear Yard Setback	Rear Yard Setback (East Side) Ground Floor: 0.00 2nd - 4th Floor: 7.50 5th - 6th Floor: 8.50
PROPOSED AREAS	
Residential Floor Area, Net****	15,230.00 Floor Area, Net as defined by Zoning By-law 2014-014
	At Grade Condition: Ground Floor Area, Net: 2,166.00 Landscaped Open Space: 971.00 Soft Landscaping: 98.00 Hard Landscaping areas: 873.00 Soft Landscaping + Hard Landscaping areas
RESIDENTIAL UNITS	
PROPOSED	Units
Total Number of Residential Units:	203
BREAKDOWN OF PROJECT DATA BY COMPONENTS	
RESIDENTIAL UNIT MIX	
Unit Type:	Unit Count: Typical Unit Size: Percent
Studio	3 1%
1 Bedroom	97 48%
2 Bedroom	103 51%
TOTAL:	203 100%
AMENITY	
REQUIRED	PROVIDED
Total Indoor Residential Amenity	428.00
Total Outdoor Residential Amenity	1346.00
PARKING SPACE	
PROVIDED	Pk. Spaces
Total Parking Spaces:	272
Breakdown of parking space by use allocation:	
Residential	211
Visitor	41
Retail	20
BICYCLE PARKING SPACE	
REQUIRED	PROVIDED
Bicycle Parking:	Spaces: 31
LOADING SPACE	
REQUIRED	PROVIDED
Type of Loading Space Required:	1 Type "G" Type of Loading Space Provided: Shared Type "G"

UNITS											
Floor	Studio	Studio BF	1B	1B+D	1B+D BF	2B	2B BF	2B+S	2B+D	2B+D BF	Total
Level 6			2	22		7			6		37
Level 5			1	22		9			5		37
Level 4	1		5	8	4	8	4		13		43
Level 3		1	4	9	5	8	4		12		43
Level 2			1	4	5	6	11	4	7	4	43
Total	2	1	16	66	15	43	12	1	43	4	203
Total Units	3			97				103			203

Barrier Free Parking Space Count				
Level	Type	Parking Assignment	Space Count	Stall Count
GROUND FLOOR	BF 5150x700	C	1	1
GROUND FLOOR	BF 4200x700 Type B	C	1	1
PARKING LEVEL P1	BF 5150x700	C	1	1
PARKING LEVEL P1	BF 5150x700	C	1	1
PARKING LEVEL P1	BF 5150x700	C	1	1
PARKING LEVEL P2	BF 5150x700	R	1	1
PARKING LEVEL P2	BF 5150x700	R	1	1
Total Parking Spaces: 7				

PROJECT
The Residences at Bronte
Lakeside
85 Bronte Road
Oakville, ON L6L
3B7

ISSUED
No. 1 DATE 2023/09/19 DESCRIPTION ISSUED FOR BUILDING PERMIT

No. DATE DESCRIPTION

REVISIONS
DRAWING STATUS: _____
STATUS APPROVAL: _____
DATE: _____

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CLIENT
Bronte Lakeside Limited
3190 Harvester Road,
Suite 201A
Burlington, ON L7N 3T1



SHEET TITLE
CONTEXT PLAN & STATISTICS

DRAWN BY: CHND BY: DATE: SCALE:
Author: Checker: 04/11/22 1: 1000



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7th Floor - 55 St. Clair Avenue West
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Tel: (416) 593-1200 Fax: (416) 596-5844
ibigroup.com

PROJECT NO: 125341 DWG NO: A-0002

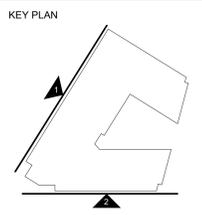
ISSUED	No.	DATE	DESCRIPTION
	1	2023/09/19	ISSUED FOR BUILDING PERMIT
	2	2023/11/10	PRE-TENDER SET



1 OVERALL LAKESHORE SIDE ELEV.
 A-3001 / Scale: 1 : 125

MATERIAL LEGEND

- [1] WINDOW WALL GLAZING - VISION GLASS
- [2] CURTAIN WALL GLAZING - VISION GLASS
- [3] GLASS BALCONY DIVIDERS
- [4] SPANDREL GLASS PANEL
- [5] ALUMINUM LOUVER
- [6] METAL SCREEN
- [7] BRICK
- [8] GLASS CANOPY
- [9] STONE BASE
- [10] STONE CLADDING - Adair Limestone - SEPIA MEDIUM DRESS FINISH
- [11] BALCONY GUARD



2 OVERALL BRONTE SIDE ELEV.
 A-3001 / Scale: 1 : 125

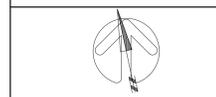
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REVISIONS		

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 STATUS APPROVAL: _____
 DATE: _____

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SHEET TITLE
ELEVATIONS

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Author	Checker	04/12/22	As Indicated



ISSUED	No.	DATE	DESCRIPTION
	1	2023/09/19	ISSUED FOR BUILDING PERMIT
	2	2023/11/10	PRE-TENDER SET



1 OVERALL NORTH ELEV.
 A-3002 / Scale: 1:125

MATERIAL LEGEND

- [1] WINDOW WALL GLAZING - VISION GLASS
- [2] CURTAIN WALL GLAZING - VISION GLASS
- [3] GLASS BALCONY DIVIDERS
- [4] SPANDREL GLASS PANEL
- [5] ALUMINUM LOUVER
- [6] METAL SCREEN
- [7] BRICK
- [8] GLASS CANOPY
- [9] STONE BASE
- [10] STONE CLADDING - Adair Limestone - SEPIA MEDIUM DRESS FINISH
- [11] BALCONY GUARD



2 OVERALL EAST ELEV.
 A-3002 / Scale: 1:125

No.	DATE	DESCRIPTION
REVISIONS		
DRAWING STATUS:		
STATUS APPROVAL:		
DATE:		

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SHEET TITLE
ELEVATIONS

DRAWN BY:	CHECK BY:	DATE:	SCALE:
Author	Checker	04/12/22	As Indicated



Town of Oakville
Planning Services Department
1225 Trafalgar Road
Oakville, ON
L6H 0H3

March 5, 2024
File 9871

Attn: Jasmina Radomirovic, Secretary-Treasurer, Committee of Adjustment

**RE: Application for Minor Variance
85 Bronte Road, Oakville
Related Town File: SP.1729.073/01
Related Town File: CAV A/115/2022**

Weston Consulting is the Planning Consultant for the owner of 85 Bronte Road in the Town of Oakville (the 'subject property' or the 'site'). The enclosed Minor Variance application is seeking relief from the provisions of the Town's Zoning By-law 2014-014 to permit the proposed development. It is our opinion that the proposed variance meets the four tests set out under Section 45(1) of the Planning Act. The rationale contained here seeks to support this recommendation and our planning opinion.

A prior Minor Variance application (Town File CAV A/115/2022) was submitted in 2021 for this development to address zoning comments on the Site Plan application, particularly concerning balcony projection and the percentage of residential use at ground level. This application was approved in August 2022.

Description of the Subject Property

The subject property is bounded by Lakeshore Road West to the north and west, Bronte Road to the south, and existing commercial buildings to the east and south. Bronte Harbour is to the south and southeast, with Riverview Park and the Bronte Creek west of the subject property. The subject property is currently occupied by four commercial buildings and a parking lot and has an approximate area of 0.58 hectares (1.45 acres), with an approximate frontage of 75.6 metres along Bronte Road and 95.11 metres, including the daylight triangle along Lakeshore Road West.

Livable Oakville Plan – the Town of Oakville Official Plan (2021 Consolidation) identifies the subject property as being within a *Growth Area*. The Bronte Village Growth Areas Land Use Schedule P1 designates the subject property as *Main Street 2* which permits the proposed development.

The subject property is zoned as *Main Street 2 (H1-MU2)* in accordance with Map 19 (2a) of the Town of Oakville Zoning By-law 2014-014. Notably, the Holding Provision associated with this site was lifted through By-law Number 2023-114, approved by the Commissioner of Community Planning under Section 34 of the Planning Act.



Figure 1: Subject Property Aerial Image

Concurrent Site Plan Application

A Site Plan application (Town File SP.1729.073/01) was initially submitted for this site to facilitate the development of a six-storey mixed-use building in 2021. Following this, comments were received from various Town departments and external agencies, leading to multiple resubmissions. Ultimately, a Site Plan Agreement for this site was executed in November 2023 between the Town and the owner. The Site Plan, submitted as a part of the Site Plan Agreement provides 272 parking spaces, including the residents, visitors, and retail use.

Description of Proposed Development

The proposed development consists of a 6-storey mixed-use building with a net floor area of 17,202 sq.m with a gross Floor Space Index (FSI) of 2.93. The net floor area of the development consists of 15,230 sq.m of residential area and a gross area of 2,126 sq.m of commercial space on the ground floor. A total of 203 units are proposed, comprising 97 one-bedroom units, 103 two-bedroom units, and 3 studio units. Among these, 160 units are planned to be less than 75 sq.m in size, while 43 units are proposed to be more than 75 sq.m in size. A total of 236 parking spaces are proposed within two levels of underground parking areas and 36 are proposed at grade. In addition, 33 parking spaces are proposed for bicycles. The proposed development also incorporates one loading space.

A minor adjustment to the parking arrangement has been proposed including reallocating an additional 38 spaces for residential use (from 173 to 211 spaces) and utilizing a shared-use strategy. This strategy recommends sharing the 36 at-grade visitor parking spaces with retail parking users. This approach is based on the understanding that residential visitors and retail uses are unlikely to experience peak demand at the same time. It is important to note that the total number of parking spaces remains consistent with the final Site Plan submitted as part of the Site Plan Agreement.

Purpose of the Application

The purpose of this Minor Variance application is to seek relief from the Town of Oakville Zoning By-law 2014-014, to address the following:

Table 5.2.2 – Ratios of Minimum Number of Parking Spaces for Mixed-Use Zones (Retail use)

The minimum number of required parking spaces for retail use is 53 for this development (1 space per 40 sq. m), whereas 20 spaces are being proposed.

Table 1 of the enclosed Parking Justification Report outlines the required Parking spaces per Zoning By-law:

Table 1: Zoning By-Law Auto Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Required Parking Spaces	Proposed Parking Supply (Surplus / Deficit)
Residential (<75 m ²)	160	0.80 per unit	128	211 (+38)
Residential (≥75 m ²)	43	1.05 per unit	45	
Visitor	203	0.2 per unit	41	41 (+0) ¹
Retail	2,126	1 per 40 m ²	53	20 (-33) ¹
Total			267	272 (+5)

Note 1: 36 of the 41 visitor parking spaces are the Subject Development's at-grade parking spaces, these spaces are proposed to be utilized in a "day parting" parking strategy as visitor spaces to be shared with retail parking since the peak parking demand for these land uses are expected to occur at different times. The feasibility of this shared-use strategy is evaluated in the following sections.

Minor Variance Acceptability and Analysis

Section 45(1) of the Planning Act directs that a minor variance may be granted if the following tests are met:

1. The variance requested maintains the general intent and purpose of the Official Plan;
2. The variance requested maintains the general intent and purpose of the Zoning By-law;
3. The Variance is desirable for the appropriate use of the land; and,
4. The variance is minor in nature.

The following is a summary of how the proposed variance meets the four tests under the Planning Act:

1. The variance requested maintains the General Intent and Purpose of the Official Plan.

The subject property is designated as *Main Street 2* and is within the *Bronte Village Growth Area* in accordance with Schedule P1- Bronte Village Land Use and Schedule F- South West Land Use of the Town of Oakville Official Plan (Livable Oakville Plan), respectively. Section 4.1 of the Livable Oakville Plan describes growth areas as being where the majority of the intensification within the Town should occur. The Bronte Village Growth Area is intended to develop as a mixed-use centre with viable main streets. The Town's intensification target is 14,390 for residential development within the built boundary from 2015 to 2031. The introduction of 203 residential units will contribute to fulfilling these objectives by attracting more residents to the targeted growth area and contributing to the intensification goals set for 2051.

Section 24.2 of the Livable Oakville Plan defines the objectives for developments within Bronte Village. Section 24.2.3 specifies that new developments in the Bronte Village Growth Area should aim to nurture, conserve, and enhance the historic village character; revitalize Bronte Village to maintain a complete community; and preserve and improve waterfront connections. The character of Bronte Village will be preserved through the proposal's focus on pedestrian-oriented development, complemented by the utilization of sympathetic building façade materials that honor the area's heritage. The proposed ground-level retail will bring vibrancy and activity to the streets, creating a dynamic atmosphere in the Town's waterfront area and will allow Bronte Village to thrive as a Growth Area.

Permitted uses within the *Main Street 2* designation are residential uses and a wide range of retail and service commercial uses, including restaurants, commercial schools, offices, places of entertainment, indoor sports facilities, hotels. The proposed development supports and compliments the planned character of the Main Street Two land use designation and proposes a height and density that is supported by the applicable policies of the Official Plan.

The majority of the parking spaces are proposed at the underground level, while the remaining spaces situated at grade are entirely indoor, effectively screened from public view. Additionally, the two underground storeys of parking will result in less demand for on-street parking, thus preserving the visual interest of the waterfront. Further, the requested parking variance aims to optimize parking space utilization by accommodating different uses throughout the day. Residents and retail users will utilize these spaces at varying times, ensuring continuous occupancy without reducing the overall parking rate for the development. This shared-use strategy aligns with Policy 8.15.6 of the Livable Oakville Plan, promoting efficient resource utilization. The objectives of the development within Bronte Village are addressed by this development, and the variance being sought does not hinder the achievement of these objectives.

As outlined above, the proposed variance seeks to implement objectives and policies outlined in the Town of Livable Oakville Plan. It is our opinion that the proposed variance maintains the general intent and purpose of the Town of Oakville Official Plan.

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

Oakville Zoning Bylaw 2014-014 zones the subject property as *Main Street 2* ("MU2") which permits Apartment dwellings and retail stores and restaurants. The proposed development maintains the intent of the Zoning By-law from a land use perspective as it allows the site to be developed with a use permitted in the *MU2* zone. Below is a summary of the requested variance with an explanation as to how they maintain the general intent and purpose of the Zoning By-law:

The Number of Commercial Parking Spaces: According to the Zoning By-law, one retail parking space is required per 40 square meters of commercial area, totaling 53 spaces for 2,126 square meters of commercial floor space. However, this variance seeks to reduce the number of spaces to 20. To compensate for this reduction, the proposal includes 36 parking spaces to be shared between residential visitors and retail users.

A Parking Justification Study was conducted by C.F. Crozier & Associates Inc. in February 2024. The Parking Report studies five surrogate sites with comparable development and transportation contexts to the subject property to estimate actual future parking demand at the proposed mixed-use development. While the surrogate sites are not in the Town of Oakville, they are reflective of comparable mixed-use development and are within

an acceptable distance from the subject property. The findings of the Report indicate that the proposed parking supply of 272 spaces, including the shared-use provision of the 36 at-grade spaces between retail and visitor uses supports the parking demand estimates. The study also concludes that although the individual rate required for retail parking wouldn't technically meet the Zoning By-law requirements, implementing a shared parking provision results in a total surplus of 5 spaces from the overall required parking for the development. Relief is requested to allow for a shared-use parking strategy, where the 36 proposed shared parking spaces could also be counted toward the commercial parking rate in the parking supply.

The 36 visitor parking spaces are proposed to be utilized in a “day parking” or shared-use parking strategy since the peak parking demand for these land uses is not expected to occur simultaneously. This would result in the parking supply being 56 for retail. The requested relief would allow the proposed development to use a shared-use parking strategy where the same at-grade parking spaces are used by both retail users and visitors at different times of the day. The visitor parking demand is generally expected to peak in the evening while commercial parking demand is generally expected to peak in the afternoon. The proposed shared-parking strategy facilitates a development in Oakville that provides sufficient parking for both residential and retail uses while preserving the pedestrian-oriented character of Bronte Village and utilizing land more efficiently.

The shared-parking strategy is aligned with the recent Town's initiatives to manage parking demands including Oakville's Smart Commute Initiative and Parking Management Plan. The shared-parking strategy is aligned with the intent of these initiatives and by using the parking spaces more efficiently.

It is important to note that the subject property is also well-served by public transit, and it is in proximity to two bus stops: routes 14 and 3, which enhance accessibility to the site. In addition, the total parking requirement as per the Zoning By-law has not only been fulfilled but also exceeded by a surplus of 5 spaces, for vehicular parking. Additionally, the proposed development includes 33 bicycle parking spaces, which exceeds the Zoning By-Law requirements with a surplus of 3 bicycle parking spaces proposed to be provided. This means that alternative transportation options are available on-site while ensuring that the total number of parking spaces complies with the Zoning By-law.

It is our opinion that the proposed variance maintains the general intent and purpose of the Town of Oakville Zoning By-law 2014-014.

3. *Desirable and Appropriate*

Whether a minor variance is desirable and appropriate can be addressed by assessing the function of the subject property. With shared-use spaces integrated alongside dedicated spaces through the shared-use strategy, the combined parking supply for both visitors and retail spaces still aligns with the individual parking provisions recommended in the Zoning By-law. Therefore, the requested variance does not impact the functionality of the site and are deemed desirable and appropriate.

The proposed 36 at-grade shared-use parking spaces mitigate excessive parking provision and encourage efficient land use in the area. Situated at grade, the shared parking area ensures accessibility for all users. Considering the intensification targets for *Growth Areas*, lands within these areas should be developed efficiently. Over-provision of parking spaces would be an inefficient use of the site, leading to empty parking lots.

It is our opinion that the proposed variance is desirable and appropriate.

4. *Minor in Nature*

The proposed variance has minimal impacts and aims to introduce new measures that support the development of a high-quality design while adhering to the primary objectives of the Livable Oakville Plan and Zoning By-law 2014-014. Specifically, the requested parking variance aims to achieve a better balance of parking provision for non-residents, preserve the visual appeal of the waterfront, and align with the intensification objectives outlined for Growth Areas in Oakville.

Based on the findings of the Parking Justification Report, it is evident that the requested variance would not compromise the functionality of the site, while not proposing a reduction in overall parking supply. Therefore, this variance can be deemed minor in nature as they effectively cater to the needs of non-residents while maintaining the site's integrity.

It is our opinion that the requested variance is minor in nature.

Conclusion

Based on our evaluation of the proposed development and the requested variance to the Town of Oakville Zoning By-law 2014-014, it is our opinion that the Minor variance application satisfies the four tests of Section 45(1) of the *Planning Act*, has planning merit, and represents good planning. To allow for the appropriate review of the application, the following materials have been provided:

1. One complete Application Form;
2. One copy of the Architectural Package (Including the Survey Plan); and
3. The Parking Justification Study prepared by C.F. Crozier & Associates Inc.

The Minor Variance fee will be paid under a separate cover following this submission. It is our understanding that the above is in order and that staff has all the required materials to facilitate their review and the preparation of a Staff Report for this application. We request that the application be scheduled for the next available Committee of Adjustment Hearing date. Should you have any questions regarding the contents of this letter, please do not hesitate to contact the undersigned at extension 266 or Hanieh Alyassin at extension 337.

Yours truly,

Weston Consulting

Per:



Martin Quarcoopome, BES, MCIP, RPP
Vice President

c. Bronte Lakeside Ltd.

PARKING JUSTIFICATION STUDY

**LAKESHORE ROAD WEST AT BRONTE ROAD
TOWN OF OAKVILLE
REGION OF HALTON**

PREPARED FOR:

JM LAKESHORE-BRONTE INC.

PREPARED BY:

**C.F. CROZIER & ASSOCIATES INC.
211 YONGE STREET, SUITE 600
TORONTO, ON
M5B 1M4**

FEBRUARY 2024

CFCA FILE NO. 1473-5864

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 Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



Revision Number	Date	Comments
Rev.0	January 2024	Issued for Client Review
Rev.1	February 2024	Issued for Submission

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1.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by JM Lakeshore-Bronte Inc. to undertake a Parking Justification Study in support of a Minor Variance in Zoning By-law for a proposed mixed-use residential and commercial development located on the north-east quadrant of Lakeshore Road West and Bronte Road in the Town of Oakville. This Parking Justification Study assesses the parking requirements associated with the proposed development and determines the feasibility of a reduced parking supply than what is required by the Zoning By-Law.

This study was completed in accordance with the procedures set out in the Town of Oakville Zoning By-Law 2014-014 Part 5 "Parking, Loading, & Stacking Lane Provisions" (May 10, 2021).

1.1 Site Description

The subject lands cover a developable area of approximately 0.48 ha (51,721 ft²) and currently consist of four (4) commercial buildings and a parking lot. The site is bounded by Lakeshore Road West to the north, Bronte Road to the south-west, and existing commercial buildings to the east and south. The subject lands are zoned "H1- MU2 – Mixed Use" per the Town of Oakville Zoning By-Law. Relevant zoning map excerpts have been included in **Appendix A**. Refer to **Figure 1** for the site location.

1.2 Project Background

A Transportation Impact Study (TIS) was previously prepared and submitted in March 2021 based on an older Site Plan, the TIS was updated and issued for resubmission in July 2021, October 2021, April 2022, and a fifth submission was submitted in January 2023. This Parking Justification Study has been prepared to assess the adequacy of the parking allocation proposed in the latest Site Plan dated January 16, 2023.

The Site Plan submitted with the January 2023 TIS had proposed a 272 parking spaces allocated so that the respective residential, visitor, and retail land use parking requirements were met for all uses.

However, this Parking Justification Study aims to support a modified allocation of the proposed 272 parking spaces utilizing a shared-use strategy, such that 36 at-grade visitor parking spaces would be shared with the retail parking supply given that both uses are not expected to peak at the same time of day.

This results in a deficiency when compared to the By-law requirements and therefore the application is seeking a minor variance to support the shared-use strategy of the retail/visitor spaces.

1.3 Development Proposal

The proposed development will consist of a 6-storey residential apartment building with 203 residential dwelling units allocated on levels 2 to 6 and 2,126 m² of ground floor retail space. The site is facilitated by 2 levels of underground parking with 236 underground auto parking spaces, 36 at grade auto parking spaces, and 33 bicycle parking spaces. **Figure 2** contains the latest Site Plan, prepared by IBI Group (dated January 16, 2023).



Legend

 Site Boundary

**Lakeshore Road West
at Bronte Road**
Site Location



Figure 1
Project No. 1473-5864
Date: 2023.11.08
Analyst: TDS

2.0 Zoning By-Law Parking Requirements Evaluation

This section presents the parking requirements for the proposed development based on the Town of Oakville Zoning By-Law No. 2014-014.

Appendix A contains the relevant excerpts from the Town of Oakville Zoning By-Law No. 2014-014.

2.1 Auto Parking Review

The Town of Oakville's Zoning By-law 2014-014, Part 5 was reviewed to determine the required number of parking spaces for the proposed development. Table 5.2.2 was determined to be applicable to the site, which describes the minimum number of parking spaces in Mixed Use Zones.

2.1.1 Zoning By-Law Parking Rate Review

In consideration that the subject site is situated in the "Bronte Growth Area" and is classified as a Mixed-Use Zone, Table 5.2.2 of the Zoning By-Law was reviewed, and the auto parking requirements for the proposed residential development is summarized in **Table 1** below. Note that units shown to be less than 75 m² are based on the latest architectural plans provided by IBI Group dated January 16, 2023 (included as **Figure 2**).

Table 1: Zoning By-Law Auto Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Required Parking Spaces	Proposed Parking Supply (Surplus / Deficit)
Residential (<75 m ²)	160	0.80 per unit	128	211 (+38)
Residential (>=75 m ²)	43	1.05 per unit	45	
Visitor	203	0.2 per unit	41	41 (+0) ¹
Retail	2,126	1 per 40 m ²	53	20 (-33) ¹
Total			267	272 (+5)

Note 1: 36 of the 41 visitor parking spaces are the Subject Development's at-grade parking spaces, these spaces are proposed to be utilized in a "day parking" parking strategy as visitor spaces to be shared with retail parking since the peak parking demand for these land uses are expected to occur at different times. The feasibility of this shared-use strategy is evaluated in the following sections.

Per the auto parking review summarized above, the development is in surplus of 5 spaces when compared to the By-Law requirement for total parking supply, including a surplus of 38 spaces for the resident parking.

The development intends to use a "day parking" or shared parking provision for the 36 visitor parking spaces located at grade to be shared with the retail parking supply. However, the Town of Oakville's Zoning By-Law does not currently include a shared parking provision for spaces intended for multiple uses on a site, as a result, the retail parking supply is in deficit of 33 spaces when compared to the Zoning By-Law. The feasibility of this shared-use strategy is evaluated in the following sections.

2.1.2 Shared-Use Parking Strategy Review

The Town of Oakville's Zoning By-Law does not include a shared parking provision for spaces intended for multiple uses on a site. However, **Table 2** below outlines the auto parking summary in comparison to the Zoning By-Law requirements if the shared-use strategy were implemented.

Table 2: Day Parting Strategy - Auto Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Required Parking Spaces	Proposed Parking Supply – Single Use	Proposed Parking Supply – Shared Use	Proposed Parking Supply – Total (Surplus / Deficit)
Residential (<75 m ²)	160	0.80 per unit	128	211	0	211 (+38)
Residential (≥75 m ²)	43	1.05 per unit	45			
Visitor	203	0.2 per unit	41	5	36 ¹	41 ¹ (+0)
Retail	2,126	1 per 40 m ²	53	20		56 ¹ (+3)
Total			267	236	36	272 (+5)

Note 1: 36 of the 41 visitor parking spaces are the Subject Development's at-grade parking spaces, these spaces are proposed to be utilized in a "day parting" parking strategy as visitor spaces to be shared with retail parking since the peak parking demand for these land uses are expected to occur at different times.

Per the auto parking review summarized above, the development remains in a surplus of 5 spaces when compared to the By-Law requirement for total parking supply and still meets the By-law requirement for resident parking.

Additionally, while the individual rate required for retail parking would not technically meet the By-law requirements, the use of a shared parking provision to utilise the 36 at grade visitor parking spaces would still allow for the recommended supply in the By-Law to effectively be met as shown in **Table 2**. Further justification is provided in **Section 3.0** to support this shared use provision.

2.2 Bicycle Parking Spaces

Bicycle parking requirements for the Town of Oakville are identified in Section 5.4.1 of the Zoning By-Law. Section 5.4.1.b, states that "In no circumstance shall the number of minimum bicycle parking spaces required on a lot be greater than 30".

As outlined in **Section 1.2**, the proposed development includes 203 apartment dwelling units along with other land uses. The Zoning By-Law requires a minimum of 1.0 bicycle parking space for each apartment dwelling; this preliminary calculation for the residential portion of the proposed development results in a bicycle parking requirement of 203 spaces, which is greater than 30 spaces. Therefore, according to Section 5.4.1.b of the Town's Zoning By-Law, the minimum bicycle parking requirement for the proposed development is 30 bicycle parking spaces.

The proposed development includes 33 bicycle parking spaces, which exceeds the Zoning By-Law requirements with a surplus of 3 bicycle parking spaces proposed to be provided.

3.0 Visitor and Retail Auto Parking Supply Justification

As noted previously, the retail and visitor parking supply proposed for the site does not technically meet the Town of Oakville Zoning By-Law parking requirements.

As such, the following Parking Justification has been prepared to support the shared use of the at-grade visitor parking spaces for visitor and retail use.

3.1 Other Municipal Shared Parking Provisions

It is noted that the Oakville Zoning By-Law does not include a shared parking provision for spaces that are intended to accommodate multiple uses on a site. However, these shared-use provisions are common in other municipalities to allow for a reduction in the total parking supply since the shared-use arrangement allows for flexibility in the parking supply to accommodate the variation in demand for the individual uses. In this case, visitor parking demand is generally expected to peak in the evening while retail parking demand is generally expected to peak in the afternoon.

As a result, these shared-use arrangements are generally acknowledged to allow for a reduction in total parking supply. According to the Ministry of Transportation Ontario (MTO) Transit Supportive Guidelines 2.5.1 Parking Management Strategies, "shared parking and access between (land) uses can help to balance parking fluctuations and the overall need for parking spaces within a development or neighborhood context" and similarly the City of Mississauga allows for mixed-use sites with shared parking to reduce their overall required supply.

Per the City of Mississauga Zoning By-Law Section 3.1.2.1.3 for shared arrangements between residential visitor and non-residential parking, the City allows for a shared parking arrangement calculation between visitor and other non-residential parking. The shared parking supply requirement for both uses is to simply provide the greater of either the residential visitor requirement or the sum of the parking required for the non-residential land uses.

Therefore, it is recommended that a similar provision to the City of Mississauga By-Law for the proposed parking supply at the site be considered since similar time-of-day variations would be expected for the visitor and retail parking demand in the shared spaces proposed at the site.

Section 3.2 further evaluates the expected peak parking demands for the visitor and retail land uses at the Subject Development based on Surrogate Site Parking Surveys to justify the recommended shared-use provision.

3.2 Surrogate Site Parking Surveys

Several surrogate sites with similar land use and transportation contexts to the subject site were reviewed to estimate actual parking demand at the proposed development. This analysis was used to evaluate the proposed parking supply through determining future parking demand at the proposed mixed-use development.

Four previously conducted parking surveys were used to determine a maximum parking demand rate for the resident-visitor portion of the proposed development. For the retail land uses of the development, one parking survey of a commercial plaza was used to determine parking demand.

In order to estimate peak demand for visitor and retail parking at the site, parking utilization data collected for residential and retail proxy sites within 5 kilometers of the subject site or with similar land use characteristics were used. It is noted that while the sites are not in the Town of Oakville, the

visitor and retail parking demand at the site is considered reasonable given their proximity and land use. The proxy survey data can be found **Appendix B**.

Table 3 summarizes the surrogate site parking surveys used in this analysis.

Table 3: Surrogate Site Parking Surveys

Land Use	Surrogate Site	Site Statistics	Survey Date(s) and Hour(s)	Maximum Peak Parking Demand Rate
Visitor	5340 Lakeshore Road, Burlington (5 min drive)	An 8-storey apartment building with 42 dwelling units along with 63 resident and 16 visitor parking spaces.	Wednesday March 29, 2017 11:30 p.m.	0.10 visitor spaces / dwelling unit
	6550 Glen Erin Drive, Mississauga (26 min drive)	A 15-storey apartment building with 110 dwelling units.	Tuesday September 6 to Friday September 16, 2016 Fridays 6:00 – 10:00 p.m. and Saturday 12:00 – 4:00 p.m.	0.07 visitor spaces / dwelling unit
	6719 Glen Erin Drive, Mississauga (26 min drive)	An apartment building with 179 dwelling units along with 235 resident and 34 visitor parking spaces.	Sunday May 24 th to Wednesday May 27 th , 2020 10:00 p.m.-2:00 a.m.	0.15 visitor spaces / dwelling unit
	263 Ontario Street North Milton (26 min drive)	A 5-storey residential building with 63 dwelling units along with 70 resident parking spaces and 5 visitor parking spaces	Wednesday March 29 th , 2017, 12:00 a.m. and 4:00 a.m.	0.07 visitor spaces / dwelling unit
Retail	5353 Lakeshore Road, Burlington (6 min drive)	A ~10,340 m ² GFA commercial plaza with 632 vehicle spaces	Saturday April 1, 2017, and Wednesday April 5, 2017 9:00 a.m. – 9:00 p.m.	1.67 spaces / 100 m ² GFA

Based on the peak rates for the surrogate sites presented in **Table 3**, the maximum peak parking rates include:

- Visitor parking is 0.15 spaces per dwelling unit
- Retail parking is 1.67 spaces per 100 m²

The surrogate site peak parking demand forecast in **Table 4**, uses these surrogate site maximum peak parking demand rates to forecast the total parking supply for the proposed development.

Table 4: Surrogate Site Peak Parking Demand Forecast

Land Use Category	Units/GFA	Peak Parking Demand Rate	Parking Demand	Parking Supply + Shared Parking Supply (Surplus/Deficit)
Residential – Visitor	203	0.15 visitor spaces / dwelling unit	31 spaces	5 visitor spaces + 36 shared spaces = 41 spaces (+10)
Commercial (Retail)	2,126 m ²	1.67 spaces / 100 m ² GFA	36 spaces	20 retail spaces + 36 shared spaces = 56 spaces (+23)
Worst-Case Parking Demand			67 spaces	
Retail + Visitor Parking Total Supply (Surplus/ Deficit)			61 spaces (-6)	

As shown in **Table 4**, the proposed development is expected to be in deficit of 6 spaces compared to the worst case-parking demand if both land uses' peak parking demand occurred simultaneously.

However, the peak demand for these uses would not be expected to occur simultaneously frequently. Therefore, the parking supply is expected to be able to accommodate the maximum parking demand for each of the individual land uses through the flexible shared-use provision.

Additionally, the parking demand in the Bronte Village area is expected to decrease significantly over time as the area develops into a mixed-use neighborhood with necessary amenities within walking distance as discussed in **Section 3.3**, providing additional parking would likely result in an oversupply of parking for these uses.

In the short-term, if there were temporary parking demands above the proposed supply, the amount of the excess would be expected to be small and the paid on-street parking surrounding the site would be able to accommodate the demand as discussed in **Section 3.4**.

3.3 Bronte Village Context and Existing Modal Split

The site is located in the Bronte Village Growth Area, a Mixed-Use zone containing a wide variety of land uses along the Lakeshore Road corridor, ranging from low to mid-rise residential buildings, restaurants, pharmacies, medical offices, supermarkets, banks, religious facilities, schools, as well as other employment and commercial facilities.

It is expected that active transportation and transit trips will generally grow as a percentage of overall trips as Bronte Village continues to develop into a mixed-use neighborhood with all the necessary amenities within walking distance, as well as the planned active transportation improvements as discussed in **Section 3.5**.

This existing wide variety of amenities offered in close proximity to the site enables residents to access both essential and non-essential services without the need of a vehicle, and to walk or cycle for errands instead. As the Village continues to develop and densify, it is expected that more and more amenities will become available, further supporting these shorter, local trips to occur via non-auto modes of transportation, which is expected to reduce retail parking demand within the Village.

The Bronte Village Subject Lands are depicted in **Appendix D**.

3.4 Paid On-Street Parking

It is noted that existing on-street paid parking opportunities are available along Lakeshore Road West in some sections of the road. Additionally, there is free three-hour parking along Nelson Street, which will also support short-medium length trips to the site for both the retail and visitor uses and is located a short walk from the site.

Generally, the Bronte Villa Growth Area is well supplied with on-street parking to accommodate overflow parking demand at the subject site, should it occur.

3.4.1 Lakeshore Environmental Assessment

Increased lay-by parking is envisioned along Lakeshore Road West on both sides of the road following the completion of the Lakeshore improvements per the Lakeshore EA, which will provide short-term parking for both retail and visitor uses along the immediate site frontage.

The proposed pedestrian crossings as part of the Lakeshore Road EA will also encourage parking on both sides of Lakeshore Road West for retail uses. Similarly, paid parking is available on both sides of the street along Bronte Street and Jones Street south of Lakeshore Road West, which is located a short walk from the site.

Relevant excerpts from the Lakeshore Road EA can be found in **Appendix E**.

3.4.2 Bronte Village Parking Activity Study

As discussed in **Section 3.3**, the site is located in the Bronte Village Growth Area. The Bronte Village Parking Activity Study was prepared by D Sorbara Parking & Systems Consulting, dated August 19, 2016. The study surveyed the 537 public parking spaces in the Bronte Village Area to quantify the utilization of these spaces during peak hours, the full Study can be found in **Appendix F**. The findings of the on-street parking utilization are summarized in **Table 5** below.

Table 5: Utilised Public Parking – Bronte Village

Type of Parking	Peak Use – 2011 (excess spaces)	Peak Use – 2015 (excess spaces)
On-Street Parking (118 spaces)	59% (48 spaces)	68% (37 spaces)
Off-Street Parking (419 spaces)	50% (209 spaces)	54% to 56% (184 to 192 spaces)
Total (537 spaces)	50% (268 spaces)	57% to 59% (220 to 230 spaces)

As shown in **Table 5**, a surplus in public-on street parking was observed to be available and therefore would be available to be utilized by the visitors of the Subject Development. As discussed in **Section 3.2**, the proposed development is expected to be in deficit of 6 spaces compared to the worst case-parking demand if both land uses' peak parking demand occurred simultaneously. In this infrequent case, the amount of the excess parking demand would be expected to be sufficiently accommodated by the paid on-street parking surrounding the site.

3.5 Transportation Demand Management

There are a number of existing and planned Transportation Demand Management (TDM) opportunities near the subject site that encourage the use of non-vehicular transportation. Such opportunities are identified in the related Transportation Impact Study for the subject site and are summarized in **Table 6** below. It is expected that the site will be reasonably accessible by transit and active transportation through the surrounding transit and active transportation network.

Table 6: Summary of Existing and Future Background TDM Opportunities

Transportation Mode	Existing and Planned Transportation Opportunities
Active Transportation	<ul style="list-style-type: none"> • Sidewalks are included on both sides of Lakeshore Road West, as well as Bronte Road. • Bike lanes provided on south side of Lakeshore Road West east of Bronte Road. • Per the Lakeshore Road West EA, bike lanes are planned to be provided on both sides of Lakeshore Road east of Bronte Road to Third Line.
Transit	<ul style="list-style-type: none"> • Existing Transit service located approximately steps from the subject development at Lakeshore Road West at Bronte Road. The Bronte GO Station is also located approximately 3 kilometres away. • Transit routes servicing the above noted transit stop include Oakville Transit Routes: 3 14, and 15. These routes provide connectivity to Bronte GO, Appleby GO, and Oakville GO, providing connectivity throughout the Oakville area and the Greater Toronto Area (GTA). • Future transit improvements to service are expected to several of the above noted transit routes, which are expected to promote the transit transportation mode. Improved GO Transit service as part of GO Expansion.

Appendix E contains relevant excerpts from the Lakeshore Road West EA. **Appendix G** contains relevant the Oakville Transit system map.

The proposed development also includes site specific measures which are expected to promote non-auto transportation trips to and from the site. The on-site bicycle parking supply of 33 spaces is expected to reduce dependence on vehicle trips, and consequently parking demand at the site as discussed in **Section 2.2**.

As indicated on the site plan in **Figure 2**, sidewalks throughout the development and connection to Bronte Road, as well as Lakeshore Road West are expected to promote active transportation and reduce dependence on vehicle trips, thereby reducing the onsite parking demand, especially as Bronte Village continues to develop into a mixed-use neighbourhood.

4.0 Conclusions and Recommendations

This Parking Justification Study has assessed the parking requirements associated with the proposed mixed-use development located at the southeast corner of Lakeshore Road West and Bronte Road and provides rationale to support the recommended shared-use parking strategy for the at-grade, visitor parking supply to support the requested minor variance.

The total proposed vehicle parking supply of 272 spaces is more than the required 267 parking spaces required in the Town of Oakville Zoning By-Law No. 2014-014 and meets the resident and visitor parking supply requirements in the By-law but does not technically meet the retail parking supply requirements.

A total of 36 at-grade visitor parking spaces are proposed to be utilized in the shared parking strategy, with an additional 5 dedicated visitor spaces and 20 dedicated retail spaces located underground. It is noted that when the shared-use spaces are combined with the dedicated spaces through the shared-use strategy the total parking supply for both the visitor and retail spaces would still allow for the individual parking supplies recommended in the By-law to be met.

While the Oakville Zoning By-Law currently does not include a shared parking provision for spaces that are intended to accommodate multiple uses on a site. It is recommended that a similar provisions to the City of Mississauga By-Law for the proposed parking supply at the site be considered since similar time-of-day variations would be expected for the visitor and retail parking demand in the shared spaces proposed at the site.

Based on the peak rates at several surrogate sites with similar land use and transportation contexts to the subject site, the maximum parking demand at the proposed development expected for visitor and retail land use is 31 and 36 parking spaces respectively. Given that the development proposes 61 total non-residential spaces (5 visitor, 20 retail, and 36 shared), the parking supply is expected to adequately accommodate the parking demand at the subject development since the peak parking demands for these land uses are expected to occur at different times of day.

Furthermore, even during the infrequent case where the peaks occur simultaneously, the total supply would only be in a deficit of 6 spaces, which could be adequately accommodated by the surrounding on-street parking.

In addition, the proposed site specific TDM measures provide viable transportation alternatives to automobile trips, especially when considered within the changing Bronte Village context, thereby reducing dependence on vehicle parking in the future.

Therefore, given that the parking demand estimates support the proposed parking supply, we support the proposed vehicle parking supply of 272 spaces, including the shared-use provision of the 36 at-grade visitor spaces to be shared with retail uses.

The analysis contained within this report was prepared using the information from the most recent architectural plans provided by IBI Group (dated January 16, 2023). Any minor revisions to the site plan are not expected to affect the conclusions contained within this report.

If there are any questions regarding this study, please do not hesitate to reach out to the undersigned.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



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Theshantha De Silva, E.I.T.
Engineering Intern, Transportation

TDS/BB

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Appendix A

Relevant Excerpts from the Town of Oakville Zoning By-Law No. 2014-014

Parking, Loading, & Stacking Lane Provisions

Portions of this by-law not yet in effect are covered with a blue tone. This version consolidates all amendments and orders of the OMB up to the consolidation date shown below. Contact the Building Services or Planning Services departments for more information.

5.1 General Provisions

5.1.1 Applicability

- a) The *parking space*, *barrier-free parking space*, *bicycle parking space*, and *stacking space* requirements of this By-law shall not apply to any legal or legal non-conforming *use* existing on the effective date of this By-law.
- b) Additional *parking spaces*, *barrier-free parking spaces*, *bicycle parking spaces*, or *stacking spaces* shall be provided in accordance with the provisions of this By-law for all *uses* and all additional *net floor area* on a *lot* in the following circumstances: (PL140317)
 - i) Where a new *building* is erected or additional *net floor area* is added to a legal or legal non-conforming *building* existing on the effective date of this By-law.
 - ii) Where a change in *use* occurs that has the effect of requiring the additional spaces identified in subsection (b) above.

For an addition to an existing building, a cumulative minimum number of parking spaces is calculated for the additional floor area only. Contact a zoning officer in the Building Services department for more information.

5.1.2 Exclusive Use

Any minimum *parking space*, *barrier-free parking space*, *bicycle parking space*, *stacking space*, and *loading space* required by this By-law and any *driveway* or *aisle* leading to those spaces shall be unobstructed, available, and exclusively *used* for that purpose at all times, unless otherwise specified by this By-law.

5.1.3 More than One Use on a Lot

The *parking space*, *barrier-free parking space*, *bicycle parking space*, and *stacking space* requirements for more than one *use* on a single *lot* or for a *building* containing more than one *use* shall be the sum total of the requirements for each of the component *uses* or *buildings*, unless otherwise permitted by this By-law.

Examples of where a sum total of individual uses would not be calculated is where a “blended rate” is provided in Section 5.2: namely, on lots with multiple premises meeting specified locational or size criteria. Contact a zoning officer in the Building Services department for more information.

5.1.4 Location of Required Parking

- a) Any *parking space*, *barrier-free parking space*, *bicycle parking space*, and *loading space* required by this By-law shall be located on the same *lot* on which the *use* is located.
- b) Notwithstanding subsection (a) above, on a *lot* in a Mixed Use Zone on Maps 19(19a) and 19(22a), any *parking space* or *barrier-free parking space* required by this By-law can be provided on another *lot* within 300.0 metres if both *lots* are in a Mixed Use Zone.

5.1.5 Rounding Provision

- a) Where the application of any ratio in this Part of the By-law results in a fraction of a *parking space* or *bicycle parking space* being required, the minimum number of spaces required shall be increased to the next highest whole number if the fraction is greater than 0.25.
- b) Where the application of any ratio in this Part of the By-law results in a fraction of a *barrier-free parking space* being required, the minimum number of *barrier-free parking spaces* required shall be increased to the next highest whole number.

Parking, Loading, & Stacking Lane Provisions

5.1.6 Cash-in-Lieu of Parking

Parking spaces and bicycle parking spaces required by this By-law for non-residential uses shall not be required for a lot in any Mixed Use Zone on Maps 19(2a) and 19(7a) if the Town enters into an agreement with the land-owner respecting the payment of cash-in-lieu for some or all of the *parking spaces, bicycle parking spaces, aisles, or driveways* required, in accordance with Section 40 of the Planning Act.

The Town currently only entertains cash-in-lieu of parking requests in Kerr Village and Bronte Village. Contact Planning Services or Legal Services for more information.

5.1.7 Shared Driveways and Access Lanes Recognition

- a) Notwithstanding any other provision of this By-law, a *driveway or aisle* shared across two lots in a Residential Medium (RM) Zone, Residential High (RH) Zone, Commercial Zone, Mixed Use Zone, Employment Zone, Institutional (I) Zone, and Community Use (CU) Zone shall be permitted.
- b) Compliance with any regulations of this By-law for a *driveway or aisle* permitted by subsection (a) above shall be based upon the entire width of the applicable *driveway or aisle*. (2016-013)

5.1.8 Hardscape Surface Treatment

All *parking areas, loading spaces, and stacking spaces* in any Zone other than an Environmental Zone or Other Zone shall be surface treated with asphalt, concrete, interlocking brick, similar hardscaped surface, or other material sufficient to provide stability, prevent erosion, be usable in all seasons, and allow infiltration of surface water.

Gravel is not a permitted surface treatment for driveways outside of the Environmental or Other Zones.

5.1.9 Approved Locations for Visitors Parking (2016-013)

Visitors *parking spaces* may be provided in any combination of an above or below grade *parking structure or surface parking area*.

5.1.10 Tandem and Stacked Parking Spaces (2017-025)

Tandem and stacked parking spaces are permitted for any *dwelling*.

5.2 Motor Vehicle Parking Spaces

5.2.1 Minimum Number of Parking Spaces

The minimum number of *parking spaces* required for *uses* permitted by this By-law are established and calculated in accordance with the ratios set out in Table 5.2.1, below.

Table 5.2.1: Ratios of Minimum Number of Parking Spaces	
Use	Minimum Number of Parking Spaces
Blended Rates for Lots with Multiple Premises	
Where multiple <i>premises</i> are located on a <i>lot</i> in the Neighbourhood Commercial (C1) Zone	1.0 per 22.0 m ² <i>net floor area</i>

Parking, Loading, & Stacking Lane Provisions

3. A minimum of 50% of the minimum *parking spaces* shall be provided within a *private garage*, carport, or *parking structure*.
4.
 - a) Where a *business office* is provided *accessory* to a different main permitted *use* in the Office Employment (E1), Business Employment (E2), and Industrial (E3) *Zones*, the parking rate for the main permitted *use* shall apply to any *floor area* occupied by a *business office* provided the *business office* occupies an area equal to or less than 25% of the total *net floor area* on the *lot*.
 - b) The *business office* ratio shall apply for all *net floor area* occupied by a *business office* where the *business office* occupies greater than 25% of the total *net floor area* on the *lot*.
5. An additional *parking space* is not required when the additional parking can be accommodated in an existing visitor *parking space*.

5.2.2 Minimum Number of Parking Spaces in Mixed Use Zones

The minimum number of *parking spaces* required for *uses* permitted by this By-law in any Mixed Use *Zone* are established and calculated in accordance with the ratios set out in Table 5.2.2, below:

In the Growth Areas, the minimum number of parking spaces required are reduced to support the Town's strategic and policy objectives related to transit, growth management, and design.

Table 5.2.2: Ratios of Minimum Number of Parking Spaces for Mixed Use Zones	
Use	Minimum Number of Parking Spaces
Residential Uses	
<i>Apartment dwelling (2021-068)</i>	a) 1.0 per <i>dwelling</i> where the unit has less than 75.0 square metres <i>net floor area</i> ; b) 1.25 per <i>dwelling</i> for all other units (1)(2a)(3)
<i>Back-to-back townhouse dwelling</i>	1.5 per <i>dwelling</i>
<i>Detached dwelling</i>	2.0 per <i>dwelling</i>
<i>Dormitory</i>	No minimum requirement
<i>Live-work dwelling</i>	a) 2.0 for the residential component; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> for the commercial component (4)
<i>Long term care facility</i>	0.25 per bed
<i>Multiple dwelling</i>	1.25 per <i>dwelling</i> (1)(2)
<i>Retirement home</i>	0.33 per <i>assisted living unit</i> and <i>dwelling unit</i>
<i>Semi-detached dwelling</i>	2.0 per <i>dwelling</i>
<i>Stacked townhouse dwelling</i>	1.25 per <i>dwelling</i> (1)(3)
<i>Townhouse dwelling</i>	1.5 per <i>dwelling</i> (1)(2)
Accessory Residential Uses	
<i>Accessory dwelling</i>	1.0 additional <i>parking space</i>
<i>Bed and breakfast establishment</i>	1.0 additional <i>parking space</i> per <i>lodging unit</i>
<i>Home occupation</i>	No minimum requirement
<i>Private home day care</i>	No minimum requirement
<i>Short-term accommodation</i>	1.0 additional <i>parking space</i> (5)

Parking, Loading, & Stacking Lane Provisions

Table 5.2.2: Ratios of Minimum Number of Parking Spaces for Mixed Use Zones	
Use	Minimum Number of Parking Spaces
Hospitality Uses	
<i>Hotel</i>	a) 1.0 per <i>lodging unit</i> ; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> outside of a <i>lodging unit</i>
<i>Public hall</i>	1.0 per 20.0 m ² <i>net floor area</i>
All Non-Residential Uses	
<ul style="list-style-type: none"> • All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(2a) [Bronte Village] • All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(7a) [Kerr Village] 	1.0 per 40.0 m ² <i>net floor area</i>
All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(8a) [Downtown Oakville]	No minimum requirement
<ul style="list-style-type: none"> • All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(19a) [Palermo Village] • All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(22a) [Uptown Core] 	a) 1.0 per 24.0 m ² <i>net floor area</i> on the <i>first storey</i> ; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> above the <i>first storey</i> occupied by non-residential <i>uses</i> c) Notwithstanding this, where <i>medical offices</i> cumulatively occupy any <i>net floor area</i> on the <i>first storey</i> or greater than 60% of the <i>net floor area</i> of the <i>building</i> , the minimum number of parking spaces shall be 1.0 per 18.0 m ² <i>net floor area</i> occupied by <i>medical offices</i>
All Other Uses	
Any other <i>use</i> not otherwise accommodated by Table 5.2.2	Shall be the ratio provided in Table 5.2.1

Additional Regulations for Growth Area Parking Spaces Table

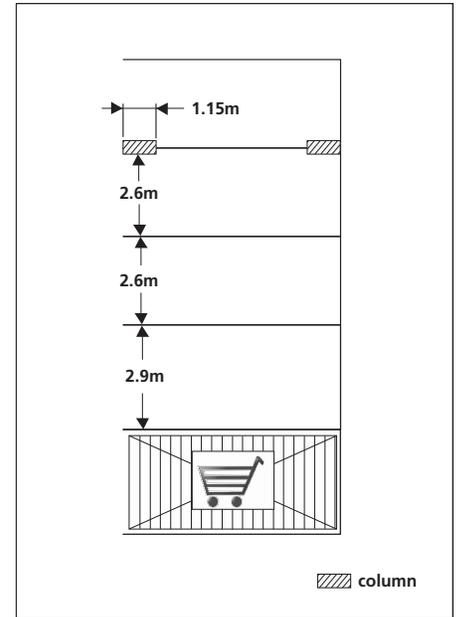
5.2.2 (2017-025)

1. Where a minimum of 5 *parking spaces* are required on a lot of the total number of *parking spaces* required, 0.2 of the *parking spaces* required per *dwelling* shall be designated as *visitors parking spaces*. (2015-018)
2.
 - a) The location of *visitors parking spaces* shall be in accordance with Section 5.1.9 (2017-025)
 - b) The *visitors parking spaces* for a *multiple* or *townhouse dwelling* shall only be required in a *condominium* and shall be located on a parcel of land tied to a *common element condominium*.
3. A minimum of 50% of the minimum *parking spaces* shall be provided within a *private garage*, *carport*, or *parking structure*.
4. A *parking space* is not permitted in a *front* or *side yard*.
5. An additional *parking space* is not required when the additional parking can be accommodated in an existing *visitor parking space*.

Parking, Loading, & Stacking Lane Provisions

5.2.3 Motor Vehicle Parking Space Dimensions (2017-025)

- a) The minimum dimensions of a *parking space* not located in a *private garage* shall be 2.7 metres in width and 5.7 metres in length.
- b) The minimum dimensions of a *parking space* located in a *private garage* shall be 5.7 metres in length and:
 - i) Where one *parking space* is provided, 3.0 m in width;
 - ii) Where two *parking spaces* are provided side-by-side, 2.8 m in width per *parking space*, or 5.6 m in total combined width;
 - iii) Where *tandem parking spaces* are provided, 3.0 m in width per *parking space*; and,
 - iv) Where *stacked parking spaces* are provided, 3.0 m in width for either the *parking space* on or below the vehicle elevating device
- c) The minimum dimensions of a *parking space* provided with the length parallel to the *aisle* or *driveway* shall be 2.7 metres in width and 7.0 metres in length.
- d) Where a wall, column, or other obstruction is located abutting or within any *parking space*, the minimum width of the *parking space* shall be increased by 0.3 metres for each side that is obstructed. Obstructions within 1.15 metres of either stall end do not require an increase in *parking space* width, provided the obstruction projects no more than 0.15 metres into the *parking space*. (2015-018)
- e) Where two *parking spaces* are provided in tandem, the minimum cumulative dimensions of the *parking spaces* shall be 2.7 metres in width and 11.7 metres in length.



Where a wall, column, or other obstruction is next to a parking space, this By-law may require the parking space to be wider.

5.3 Barrier-free Parking Spaces

5.3.1 Ratios for Minimum Number of Spaces

- a) *Barrier-free parking spaces* shall be required for all non-residential uses.
- b) *Barrier-free parking spaces* shall additionally be required for visitor *parking spaces* for the following residential uses. The total number of *parking spaces* in the left column of Table 5.3.1 shall be calculated using only the total number of visitor *parking spaces* on the lot: (2015-018)
 - i) *Apartment dwelling*;
 - ii) *Dormitory*; and,
 - iii) *Stacked townhouse dwelling*.
- c) The minimum number of *barrier-free parking spaces* required shall be calculated in accordance with the ratios set out in Table 5.3.1, below.

Total Number of Parking Spaces in all Parking Areas on the Lot	Minimum Number of Barrier-free Parking Spaces
3 to 25 (2015-018)	1
26 to 100 (2015-018)	4% of the total number of <i>parking spaces</i> in the <i>parking area</i>

Parking, Loading, & Stacking Lane Provisions

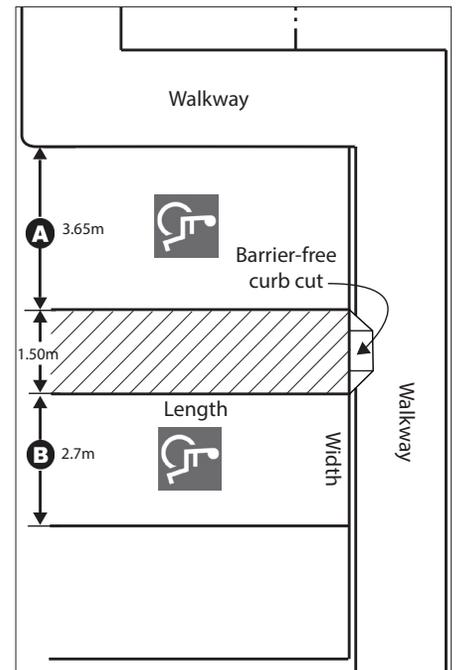
Total Number of Parking Spaces in all Parking Areas on the Lot	Minimum Number of Barrier-free Parking Spaces
101 to 200	1, plus 3% of the total number of <i>parking spaces</i> in the <i>parking area</i>
201 to 1000	2, plus 2% of the total number of <i>parking spaces</i> in the <i>parking area</i>
1,001 or greater	11, plus 1% of the total number of <i>parking spaces</i> in the <i>parking area</i>

5.3.2 Dimensions and Paths of Travel

- a) The minimum dimensions for a *barrier-free parking space* shall be in accordance with the dimensions of Table 5.3.2, below.

Type	Width	Length
Type A	3.65 m	5.7 m
Type B	2.7 m	5.7 m

- b) Where the minimum number of *barrier-free parking spaces* required is even, an equal number of Type A and Type B *barrier-free parking spaces* shall be required.
- c) Where the minimum number of *barrier-free parking spaces* required is odd, the additional *barrier-free parking space* remaining shall be a Type B *barrier-free parking space*.
- d) A *barrier-free path of travel* 1.5 metres in width is required abutting the entire length of the longest side of a *barrier-free parking space*. A path of travel can be shared by two *barrier-free parking spaces*. (2015-018)



Two barrier-free parking spaces, regardless of width, can share a barrier-free path of travel.

5.4 Bicycle Parking Spaces

5.4.1 Minimum Number of Bicycle Parking Spaces

- a) The minimum number of *bicycle parking spaces* required for *uses* permitted by this By-law are established and calculated in accordance with the ratios set out in Table 5.4.1, below.
- b) In no circumstance shall the number of minimum *bicycle parking spaces* required on a *lot* be greater than 30.

Use	Minimum Number of Bicycle Parking Spaces
Blended Rates for Lots with Multiple Premises	
Where multiple <i>premises</i> are located on a <i>lot</i> in any non-residential <i>zone</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i> , plus the minimum number of <i>bicycle parking spaces</i> for the <i>dwellings</i>
Residential Uses	
<i>Apartment dwelling</i>	1.0 per <i>dwelling</i> (1)(2)
<i>Dormitory</i>	1.0 per <i>lodging unit</i> (1)(2)

Parking, Loading, & Stacking Lane Provisions

Table 5.4.1: Ratios of Minimum Number Bicycle Parking Spaces	
Use	Minimum Number of Bicycle Parking Spaces
<i>Long term care facility</i>	The lesser of 5 or 0.25 per <i>assisted living unit</i> or <i>dwelling unit</i> (1)
<i>Stacked townhouse dwelling</i>	1.0 per <i>dwelling</i> (1)(2)
Retail Uses	
<i>Retail store</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i>
Service Commercial Uses	
<i>Adult entertainment establishment</i>	No minimum requirement
<i>Commercial self-storage</i>	No minimum requirement
<i>Funeral home</i>	No minimum requirement
All other <i>uses</i> permitted in a <i>zone</i> under the heading <i>Service Commercial Uses</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i>
Office Uses	
<i>Business office</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i> (3)
<i>Medical office</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i>
Employment Uses	
All <i>uses</i> permitted in a <i>zone</i> under the heading <i>Employment Uses</i>	2, plus 0.25 per 1,000.0 square metres of <i>net floor area</i>
Institutional and Community Uses	
<i>Art gallery</i>	The greater of 2 or 1.0 per 1,000.0 m ² <i>net floor area</i>
<i>Marina</i>	No minimum requirement
<i>School, post-secondary</i>	The greater of 3 or 2.0 per 100.0 m ² of <i>net floor area</i>
<i>School, private</i> and <i>school, public</i>	a) For elementary schools, 0.25 per classroom, not including any portables. b) For secondary schools, 0.5 per classroom, not including any portables.
All other <i>uses</i> permitted in a <i>zone</i> under the heading <i>Institutional and Community Uses</i>	The greater of 2 or 1.0 per 500.0 m ² of <i>net floor area</i>

Additional Regulations for Minimum Bicycle Parking Ratios

Table 5.4.1

1. In a *building* having fewer than 20 *assisted living units* or *dwelling units*, the minimum number of *bicycle parking spaces* required shall be zero.
2. Of the total number of *bicycle parking spaces* required, 0.25 of the *bicycle parking spaces* required per *dwelling* shall be designated as visitors *bicycle parking spaces*
3. In the Industrial E3 *Zone*, the parking rate for the main permitted *use* shall apply to any *floor area* occupied by a *business office* provided the *business office* occupies an area equal to or less than 25% of the total *net floor area* on the *lot*. The *business office* ratio shall apply for all *net floor area* used for a *business office* where the *business office* occupies greater than 25% of the total *net floor area* on the *lot*.

Appendix B

Surrogate Site Parking Surveys Data

Parking Survey

Location: 5340 Lakeshore Road, Burlington

Survey Time: March 29th, 2017, 11:30 p.m.

Total Underground Residential Parking Supply: 60 spaces

Total Surface Residential Parking Supply: 3 spaces

Overall Residential Parking Supply: 63 spaces

Total number of Residential spaces occupied: 45 spaces

Total Visitor Parking Supply: 16 spaces

Total number of visitor spaces occupied: 4 spaces

Total number of dwelling units occupied: 42 units

Residential Parking Rate: 1.07 residential spaces/dwelling unit

Visitor Parking Rate: 0.10 visitor spaces/dwelling unit

ONTARIO TRAFFIC INC - PARKING COUNTS

Location: 5353 Lakeshore Rd, Burlington

Total Available Spaces = 632

Time		Saturday April 1st, 2017	Wednesday April 5th, 2017
		Parked Vehicles	Parked Vehicles
9:00	to 9:15	77	90
9:15	to 9:30	88	95
9:30	to 9:45	111	111
9:45	to 10:00	133	116
10:00	to 10:15	144	128
10:15	to 10:30	147	137
10:30	to 10:45	150	145
10:45	to 11:00	153	149
11:00	to 11:15	149	156
11:15	to 11:30	145	159
11:30	to 11:45	147	152
11:45	to 12:00	143	155
12:00	to 12:15	139	152
12:15	to 12:30	136	158
12:30	to 12:45	131	155
12:45	to 13:00	128	155
13:00	to 13:15	125	157
13:15	to 13:30	123	160
13:30	to 13:45	125	159
13:45	to 14:00	121	163
14:00	to 14:15	119	167
14:15	to 14:30	117	166
14:30	to 14:45	118	169
14:45	to 15:00	115	170
15:00	to 15:15	116	173
15:15	to 15:30	114	171
15:30	to 15:45	113	167
15:45	to 16:00	113	163
16:00	to 16:15	112	158
16:15	to 16:30	113	155
16:30	to 16:45	112	153
16:45	to 17:00	109	152
17:00	to 17:15	101	134
17:15	to 17:30	93	121
17:30	to 17:45	85	112
17:45	to 18:00	74	104
18:00	to 18:15	68	91
18:15	to 18:30	65	86
18:30	to 18:45	63	81
18:45	to 19:00	60	77
19:00	to 19:15	57	72
19:15	to 19:30	51	67
19:30	to 19:45	47	61
19:45	to 20:00	42	60
20:00	to 20:15	37	54
20:15	to 20:30	35	50
20:30	to 20:45	30	46
20:45	to 21:00	33	41

MAX:

153

173

Area of the existing development: 10340 square metres

Saturday parking rate: 1.48 parking spaces per 100 square metres

Weekday parking rate: 1.67 parking spaces per 100 square metres

ONTARIO TRAFFIC INC - PARKING STUDY

6550 Glen Erin Dr Residential Building (southwest corner of Glen Erin Dr & Battleford Rd)

Location: Residential Parking

Reading #1 at 1:00 a.m.
Reading #2 at 3:00 a.m.

Reading #	Parked Vehicles			
	Weekday 1	Weekday 2	Weekday 3	Sunday
	6-Sep-16	8-Sep-16	13-Sep-16	11-Sep-16
1	86	98	111	109
2	87	94	112	108

Maximum residential use: 112 spaces

Number of occupied residential units: 110 units

Residential parking rate: 1.02 residential spaces/dwelling unit

Location: Visitor Parking

Date: Saturday, September 10, 2016

Time	Parked Vehicles
12:00 to 12:30	6
12:30 to 13:00	7
13:00 to 13:30	7
13:30 to 14:00	6
14:00 to 14:30	8
14:30 to 15:00	6
15:00 to 15:30	7
15:30 to 16:00	6

Maximum visitor use: 8 spaces

Number of occupied residential units: 110 units

Visitor parking rate: 0.07 visitor spaces/dwelling unit

Location: Visitor Parking

Date: Friday, September 16, 2016

Time	Parked Vehicles
18:00 to 18:30	5
18:30 to 19:00	4
19:00 to 19:30	3
19:30 to 20:00	4
20:00 to 20:30	4
20:30 to 21:00	3
21:00 to 21:30	2
21:30 to 22:00	2

ONTARIO TRAFFIC INC - PARKING SURVEY

Location: 6719 Glen Erin Dr, Mississauga

Time	Sunday, May 24, 2020										Wednesday, May 27, 2020							
	Area 1					Area 2					Area 1				Area 2			
	Tenant		Visitor		Disabled		Tenant		Tenant		Visitor		Disabled		Tenant			
	10		32		2		225		10		32		2		225			
	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available	Occupied	Available		
22:00 to 22:15	8	2	26	6	1	1	120	105	8	2	24	8	1	1	125	100		
22:15 to 22:30	8	2	25	7	1	1	123	102	8	2	23	9	1	1	127	98		
22:30 to 22:45	9	1	24	8	1	1	125	100	8	2	20	12	1	1	130	95		
22:45 to 23:00	9	1	23	9	1	1	127	98	8	2	19	13	1	1	132	93		
23:00 to 23:15	9	1	22	10	1	1	128	97	8	2	21	11	1	1	133	92		
23:15 to 23:30	10	0	25	7	1	1	127	98	8	2	20	12	1	1	135	90		
23:30 to 23:45	10	0	24	8	1	1	129	96	8	2	20	12	1	1	136	89		
23:45 to 00:00	10	0	23	9	1	1	130	95	8	2	19	13	1	1	137	88		
00:00 to 00:15	10	0	22	10	1	1	131	94	8	2	20	12	1	1	137	88		
00:15 to 00:30	10	0	23	9	1	1	133	92	8	2	19	13	1	1	139	86		
00:30 to 00:45	10	0	23	9	1	1	135	90	8	2	20	12	1	1	139	86		
00:45 to 01:00	10	0	22	10	1	1	136	89	8	2	21	11	1	1	138	87		
01:00 to 01:15	10	0	22	10	1	1	137	88	8	2	21	11	1	1	138	87		
01:15 to 01:30	10	0	22	10	1	1	135	90	8	2	21	11	1	1	138	87		
01:30 to 01:45	10	0	22	10	1	1	136	89	8	2	20	12	1	1	139	86		
01:45 to 02:00	10	0	22	10	1	1	136	89	8	2	20	12	1	1	139	86		

Day	Maximum Demand	
	Tenant	Visitor
Sunday	148	26
Rate	0.83	0.15
Wednesday	148	24
Rate	0.83	0.13

Use	Units	Rate	Parking Req.
Tenant Townhouse	33	2	66
Tenant Apartment	363	0.85	309
Visitors	396	0.15	60
Total			435

ONTARIO TRAFFIC INC - PARKING COUNT

Location: 263 Ontario Street North, Milton

Date: Wednesday, March 29, 2017

Time (A.M.)	Reading
0:00	53
04:00	54

Total Available Spaces =	75
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Total occupied dwelling units =	62
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Maximum vehicles per dwelling unit:	0.870968
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Appendix C

TTS Modal Split Data

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of household - gta06_hhld

Column: Primary travel mode of trip - mode_prime

Household Zone	Transit excluding GO rail	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Other	Auto passenger	Paid rideshare	Walk	Total
4005	144	42	5431	352	44	22	764	12	251	7062
Total	144	42	5431	352	44	22	764	12	251	7062
	2%	1%	77%	5%	1%	0%	11%	0%	4%	

Modal split	12%
-------------	-----

Filters:

2006 GTA zone of household - gta06_hhld In 4005

and

Start time of trip - start_time In 700-900,1500-1900

and

Age of person - age In 18-99

Trip 2016

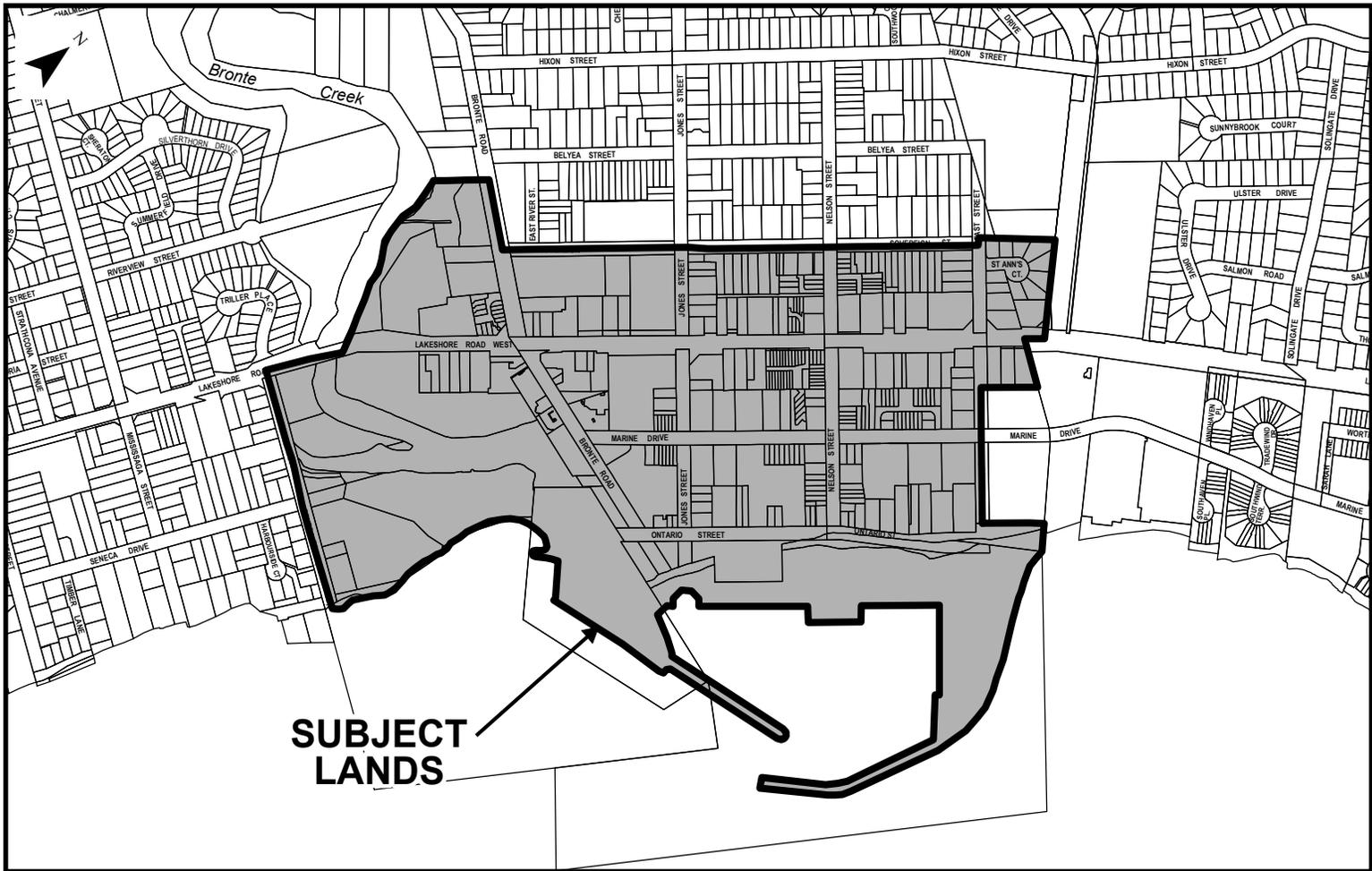
Table:

,Transit excluding GO rail,Cycle,Auto driver,GO rail only,Joint GO rail and local transit,Other,Auto passenger,Paid rideshare,Walk

4005,144,42,5431,352,44,22,764,12,251

Appendix D

Relevant Excerpts from the Lakeshore Road Environmental Assessment



Appendix E

Relevant Excerpts from the Lakeshore Road Environmental Assessment

The logo for the company 'wood.' is displayed in a bold, lowercase, sans-serif font. The text is black and positioned in the upper right quadrant of the page. The background features large, light gray curved shapes that sweep across the page from the top left and bottom left towards the right side.

wood.

Appendix F

Transportation and Traffic Study (2018)

3.2 Transit and Active Transportation Network

3.2.1 Transit Network

Oakville Transit currently operates two bus routes within the study area, Route 3 - Third Line and Route 14 - Lakeshore West. Route 3 - Third Line provides service along Third Line from Lakeshore Road West to Dundas Street West, where buses stop and turn around at Oakville Trafalgar Memorial Hospital. A short section of the route travels west on Rebecca Street, south on Bronte Road, east on Lakeshore Road West, and north on Third Line, creating a small loop which passes through the study area. The route also services the Bronte Go Station. Service is provided seven days per week as follows:

- ▶ Weekday service operates from approximately 6:00 AM to 11:30 PM with headways of 15 minutes during peak commuter flow and 30 minutes during off peak flow;
- ▶ Saturday service operates from approximately 7:00 AM to 11:00 PM with headways of 30 minutes through much of the day and 60 minutes after 8:00 PM; and
- ▶ Sunday and holiday service operates from approximately 8:00 AM to 8:00 PM with headways of 30 minutes.

Route 14 - Lakeshore West provides service between Appleby GO Station in the west and Bronte GO Station in the east. It travels through the study area from Mississauga Street to Third Line and travels primarily along Great Lakes Boulevard in the west and Rebecca Street in the east. Service is provided seven days per week as follows:

- ▶ Weekday service operates from approximately 5:30 AM to 12:30 AM with headways of 15 minutes during peak commuter flow and 30 minutes during off peak flow;
- ▶ Saturday service operates from approximately 6:30 AM to 11:30 PM with headways of 30 minutes through much of the day and 60 mins after 8:15 PM; and
- ▶ Sunday and holiday service operates from approximately 8:00 AM to 8:00 PM with headways of 30 mins.

The entire Town of Oakville transit network may be viewed below in **Figure 3.2**, while Route 3 and Route 14 information can be found in Appendix A – Transit Routes 3 and 4 Information.

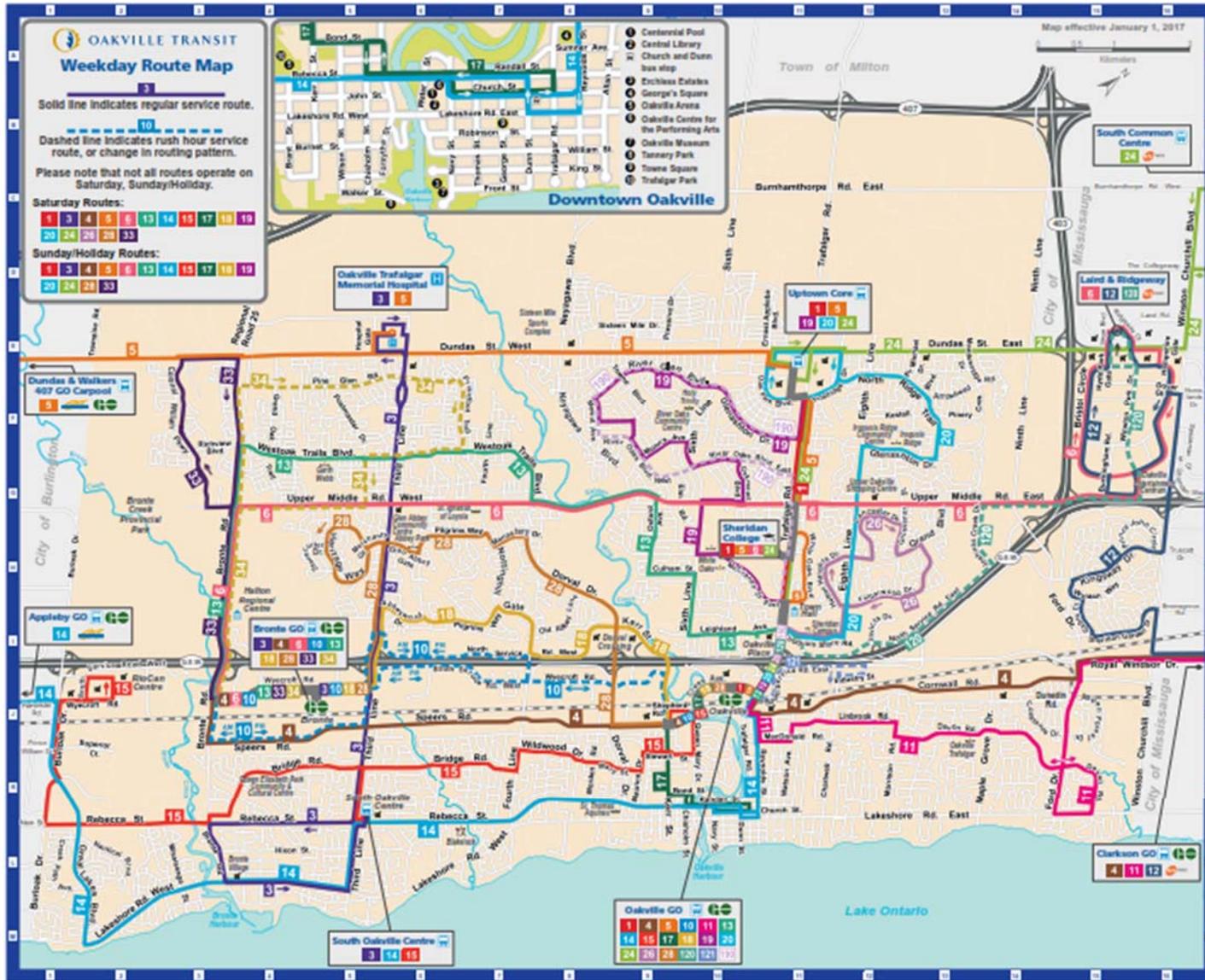


Figure 3.2. Oakville Transit Network

3.2.2 Active Transportation Network

Active transportation infrastructure facilities within the study area were reviewed and it was found the study area is comprised of many different cycling facilities. Connectivity through the study limit was restricted with sections housing no facility.

Sidewalks within the study area vary in width and quality and extend along the entire southern boulevard of Lakeshore West Road with a varying buffer width between the curb and the sidewalk. Sidewalks also exist on the north side of the road, but are not continuous.

While the Town of Oakville does not identify any section of Lakeshore Road West within the study area to contain paved shoulders, all shoulders within the study area are paved and appear to act as de facto cycle lanes, as seen below in **Figure 3.3**. There is only one small section of Lakeshore Road West within the study area that contains officially signed cycle lanes and this falls between Bronte Road and Third Line.



Figure 3.3. Undesignated Paved Shoulder Acting as a Cycle Lane

A section of the Great Lakes Waterfront Trail (Waterfront Trail) extends along Lakeshore Road West within the study area, including on-road sections between West River Street and Bronte Road and between Fourth Line and Dorval Drive, as well as an off-road section, which extends along a multi-use path within the north side boulevard, from Third Line to Fourth Line.

A summary of the active transportation infrastructure found along both sides of Lakeshore Road West is provided below in **Table 3.1** and **Table 3.2** and in **Figure 3.4** and **Figure 3.5**.

Table 3.1. Active Transportation Facilities along North Side of Lakeshore Road West			
Intersecting Roadway / Nearest Civic Address		Pedestrian Facilities	Designated Cycling Facilities
Beginning	End		
Mississauga St	Bronte Road	Sidewalk	None
Bronte Road	Solinger Road	Sidewalk	On-road cycle lane
Solinger Road	Third Line	None	On-road cycle lane
Third Line	Woodhaven Park Drive	Sidewalk	None*
Woodhaven Park Drive	1287-1369 Lakeshore Rd West	None	Multi-use path
1287-1369 Lakeshore Rd West	1257 Lakeshore Rd West	None	None*
1257 Lakeshore Rd West	Spring Garden Road	None	Multi-use path
Spring Garden Road	Fourth Line	None	None*
Fourth Line	Whittington Place	None	None
Whittington Place	Suffolk Ave	Sidewalk	None*
Suffolk Ave	Morden Road	None	None*
Morden Road	Dorval Drive	Sidewalk	None*

Table 3.2. Active Transportation Facilities along South Side of Lakeshore Road West			
Intersecting Roadway		Pedestrian Facilities	Designated Cycling Facilities
Beginning	End		
Mississauga St	Bronte Road	Sidewalk	None
Bronte Road	Solinger Drive	Sidewalk	On-road cycle lane
Solinger Drive	Third Line	Sidewalk	On-road cycle lane
Third Line	Fourth Line	Sidewalk	None*
Fourth Line	Dorval Drive	Sidewalk	None**

* Undesignated paved shoulder

** Waterfront Trail Map shows trail shifting to sidewalk along south side of the road, in-field review shows south side sidewalks in the described area, no cycling facility

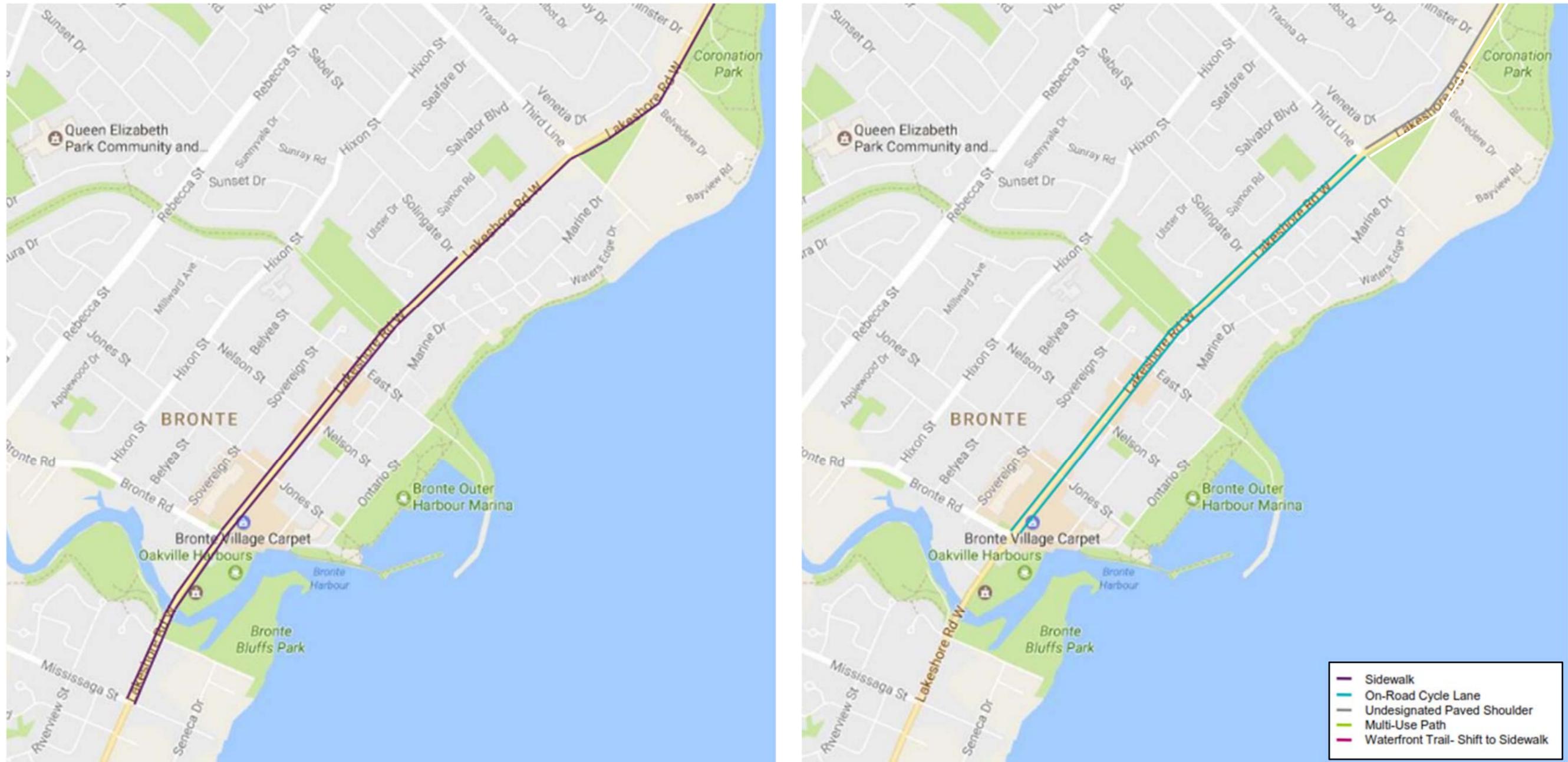


Figure 3.4. Active Transportation Facilities, Mississaga Street to Third Line

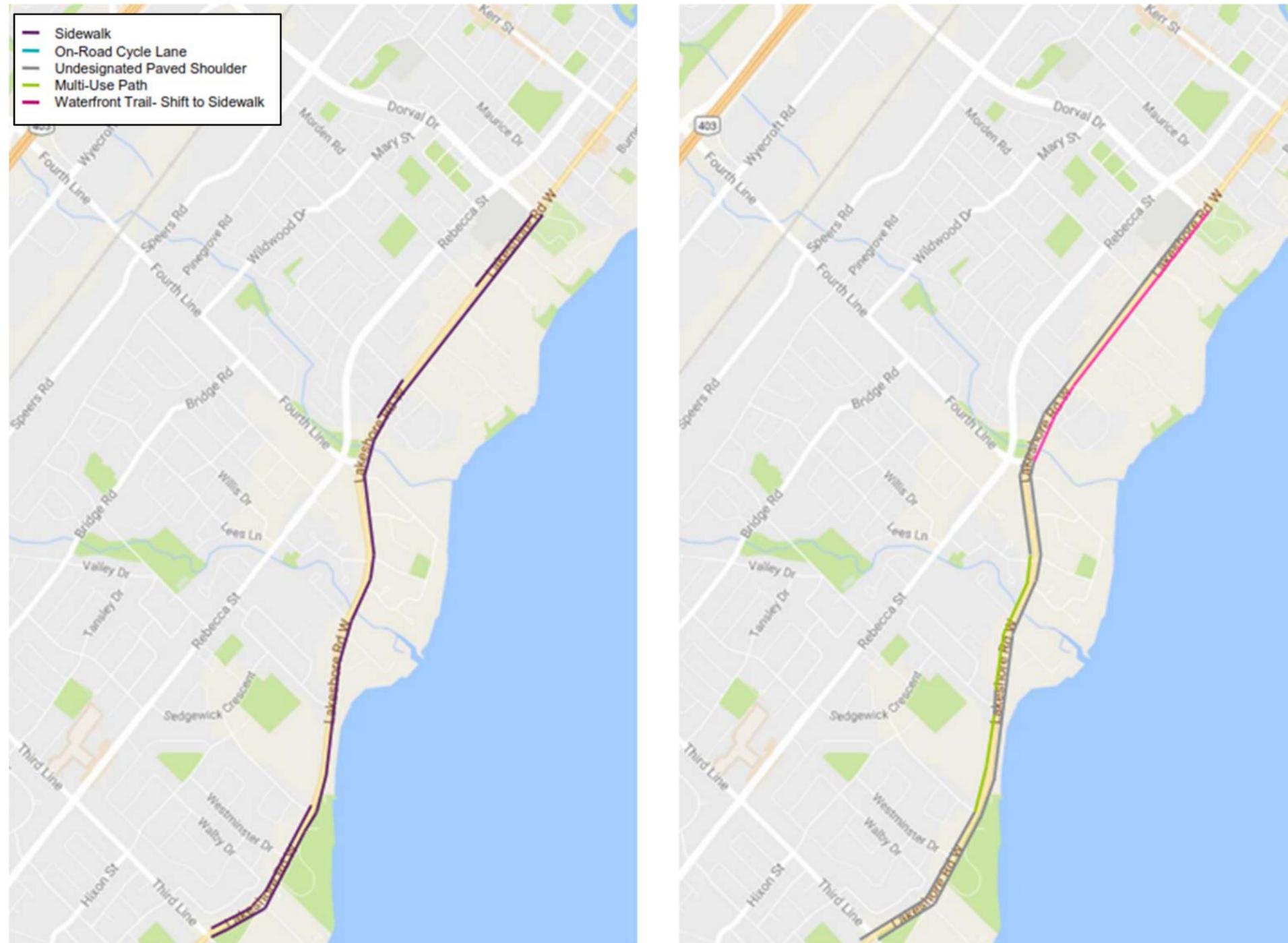
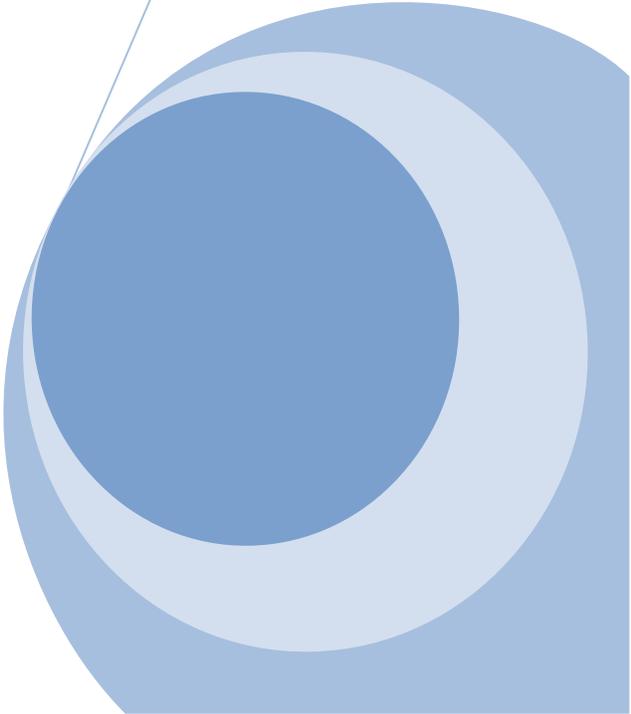


Figure 3.5. Active Transportation Facilities, Third Line to Dorval Drive

Appendix F

Bronte Village Parking Activity Study



Executive Summary - Bronte Village Parking Activity Study October & December 2015

Town of Oakville Ontario

**D Sorbara Parking & Systems Consulting
8/19/2016**



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Executive Summary

As a direct result of the continuing process of monitoring the use of public parking space in the town's major commercial districts, D Sorbara Parking & Systems undertook a series of parking space investigations.

Through turnover/duration of stay surveys conducted on Friday and a Saturday in October 2015 and December 2015 from 9:00 hrs to 20:00 hrs provide the study with observations of current parking activity. Targets or indices of how well the supply is responding to the demand inform our analysis of how well supply services its demand.

Field workers experienced in the process provided this study with consistent, validated, and reliable raw data that was directly synthesized into information about the parking activity in a timely matter. Through post processing application software, the field data provides arrival time, departure time, and length of stay and location of each vehicle.

The study provides a range of parking space use statistics – volume, turnover, maximum occupancy, and of customer mix as in duration of stay. In the end, statistically valid ranges of parking activity parameters provide this study with a set of valid and reliable survey responses that support the analysis and a consistent framework for follow-up parking studies.



Results of Parking Supply Response Surveys

Here is a recap of the salient findings of the parking use investigations:

1. The Parking Supply Service Line

- We inventoried some 573 public parking spaces in the Bronte Village as shown on **Table 1** in the more detailed report.

- The facilities' parking space capacity ranged from one space (normally a space restricted to customers that require accessibility) to a customer parking facility on Sobeyes in the west end of Lakeshore at Jones St.
- The 118 (plus 1 accessible stall) on-street spaces that were intensely surveyed include those on Bronte, Marine Dr, Jones, Nelson and east end of Lakeshore (south side). These on-street spaces are free of charge with a time restriction of three hours.
- The free aspect of the operation here eliminates cost as a factor that would affect volume of visitors to the study area.

2. Parking Space Activity Metric: Volume

- The study found 1,554 vehicles over the four-survey period in the Bronte Village. The 95th confidence range based on the survey days yielded **daily** volumes of between 286 and 491 vehicles¹. The sample variation over the course of the four survey days was plus/minus 105 vehicles or plus/minus 27 percent.
- Pulling in the on-street parking supply surveyed (119 – including the accessible stall on Bronte Rd) and the accumulation of vehicles over the course of the day (see note on Table 3 in the full report), the **peak** use occurs at 12:30 typically when 74 percent of the on-street space is utilized.

Block	Volume	Pct Share
Grand Total	1554	
BV_06	382	25%
BV_02	377	24%
BV_07	275	18%
BV_03	268	17%
BV_01	153	10%
BV_04	72	5%
BV_08	27	2%

- At the same time, the surveys found that off-street space typically peaks with 56 percent of supply (454 spaces). When on- and off-street inventory is combined the **overall peak hour use is 60 percent of the supply**.
- There is variation between Fridays and Saturdays as the former attracted about 52 percent more volume². As well, there is a 23 percent variation between the volumes attracted in December versus the volume attracted in October.
- The on-street parking space is functioning at optimal levels of efficiency here with room to attract even more volume without risking a supply deficiency.
- Some insight into how the various **corridors** respond to parking demands can be inferred by the variation in that demand over the course of the four survey days. As shown on Table 3 in the detailed report, the Marine Dr corridor that runs perpendicular to Bronte Rd has a high variation factor.
- Fifty-five (55) percent of the typical volume attracted to the area finds parking space along the Bronte Rd corridor and 20 percent of the total daily volume finds space along the Jones corridor. Lakeshore corridor contains storefronts on both sides of the street and one would expect that it is a major draw. However, in terms of parking supply, there are only 11 spaces on Lakeshore and

¹ A confidence range means that if we were to perform the survey of parking space activity again, the peak number of vehicles observed would fall within this range 95 times out of 100.

² The 2011 HDR | iTRANS report found Saturdays in June to be the more active day.

a number of site-specific customer off-street parking along the corridor. These customer spaces tend to serve specific site demands.

- Core block BV_06 - features restaurants, retail and personal services; parking space along east, south and west block face (no parking along Lakeshore).
- Core block BV_03 (south of BV_06) - drew 17% of the on-street volume;
- Block BV_03 contains restaurants and personal services; field crew did make a note of owners who parked in front of their businesses for the better part of the day thus displacing shorter stay customers; parking space is on the west (Bronte Rd) and north (Marine Dr) block faces.
- Core block BV_02 - represents the long line of on-street parking along the west side of Bronte from about mid-block (south of Lakeshore and Bronte) to Ontario. This parking drew as much volume as BV_06 although its parking is in front of largely a boardwalk. The parking supply then services demand attracted by not only some of the retail along its pathway but also commercial activities on the east side of Bronte.



3. Parking Space Activity Metric: Effective Turnover

Turnover of parking space expresses the intensity of use. Turnover is the result of dividing the total volume of parkers by the peak number of parking stalls. *Turnover is the diagnostic tool that synthesizes the individual and cumulative effects of demand (volume of parkers), available space (capacity), and the nature of that demand (duration of stay).*

- As expected the Bronte Rd's west side is key to the attraction of volume relative the number of parking spaces available. The magnitude of the turnover value when compared to other parking studies reflects an area of high demand that would appear to be short stay in duration. Shorter stays provide greater opportunities to service customers. Duration of stay and turnover statistics show that the relationship holds somewhat true, with higher turnover facilities attracting shorter stay customers. The examination of the exceptions such as Bronte east side from Ontario to Marine Dr provide areas of opportunity.

Block	Effective Turnover
BV_01	4.9
BV_02	4.2
BV_06	3.9
BV_07	3.1
BV_03	2.8
BV_04	2.8
BV_08	2.3
Grand Total	3.5

- Field crew could easily identify business owners or staff parked on the space along here throughout the better part of the day. If you consider that the turnover of space across the street was 4.9 vehicles per space versus 2.6 on this particular block face, then it becomes clear that the behaviour of those customers who park beyond the time limit on space affects this attraction rate.
- The number of vehicles attracted to the parking space divided by the peak occupancy ranges from 2.9 to 4.1 per parking space and reflect an area that is active and draws a sizable number of short stay visitors but when compared to a number of other commercial areas studied by the consultant was found to be **mid- to moderately busy**.

4. Parking Space Activity Metric: Duration of Stay

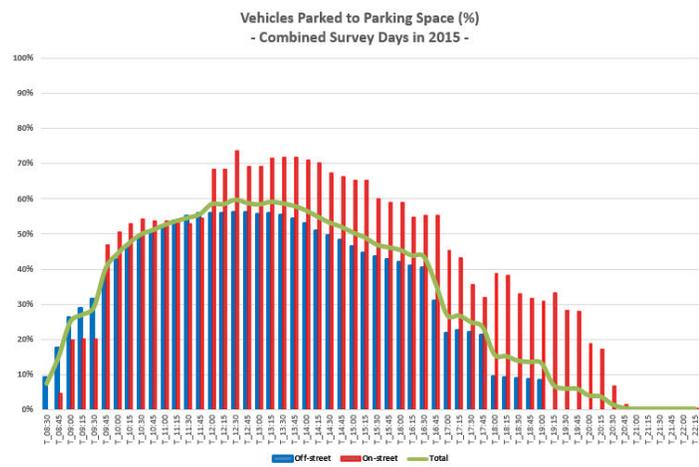
- The range of duration 1:40 hrs to 2:10 hrs is indicative of the type of commercial activity here – appointment driven, restaurants and general retail shopping activity. Keep in mind that although the parking space on the street is free of charge there is a three-hour customer limit posted.
- Twenty-nine percent of the typical volume had durations of over one hour up to and including two hours. The one-hour and less customer type is a very close second with 27 percent of the total.
- The STD (Standard deviation or variation in the data) for these two key customer types is very indicative of high volatility in this segment where the range of the one to two hours can range plus/minus 49 percent and the less than one hour can vary plus/minus 73 percent.
- At peak hour of the day the profile of those customers, suggest that typically 20 percent have durations of greater than four hours by that time. It is atypical to have commercial shopping trips that long so this is an indication that highly accessible, convenient, and well located on-street parking space serves local commuters, employers, and employees. When parking space is not deficient this is fine, but when parking demand for high turnover, short stay parking space intensifies, customers must circulate the study area looking for alternatives.

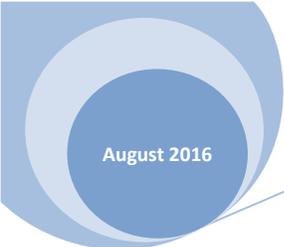
5. Parking Space Activity Metric: Occupancy of Space

The diagnostic measure - **occupancy** - is the relationship between the number of parked vehicles (demand) and the supply of parking. While the computation of this measure is straight forward, its interpretation is complex.

Key findings:

- **Table 8** in the detailed report summarizes the occupancy metric derived over the course of the survey days for the Bronte Village. From a statistical point of view the range within which we can be confident to find the average peak occupancy 95 out of 100 sample surveys is within the





range **55 percent and 58 percent for off street public spaces and 62 percent to 89 percent for on street spaces**

- Overall, the combined October and December results show a range from 57 percent to 64 percent of inventory occupied at peak hour of the day (13:30).
- **The comparable metric in the August 2011 study is 50 percent of inventory.**
- The customer off street facility that primarily serves the demand from Centriller Square is the most well utilized facility in the study area.
- Demand sources in Centriller Square generate demand over the full course of the day – from daytime attractions such as Denninger's food store to noon and evening demands attracted by restaurants.
- The survey indicates that over the course of the survey on Wednesday 5 to 8 consecutive fifteen minute periods of the afternoon period, the occupancy of space was over 85 percent.
- Initial impression is that this intense use of parking space likely gives the impression that supply is deficient; that people are likely cruising around the Bronte Village looking for available parking space
- This of course leads to frustration on part of the customer and impacts traffic congestion and pedestrian environment in general

6. Parking Space Occupancy Pattern – Periods of Intensity

Reaching 100 percent capacity only once during the day points to a different response in terms of operations and planning.

On-street - Intensity	Sat_Dec	Fri_Dec	Sat_Oct	Fri_Oct
Intensity AM	11	17	9	16
Intensity NOON	27	51	40	28
Intensity AFT	18	35	12	17
Intensity EVE	0	17	0	17

Conversely, an observed sustained period of high occupancy through a number of consecutive periods indicates

unsatisfied demand; possible overstaying on parking space; and/or a perception that parking space is at a premium resulting perhaps that potential customers turn away from the area altogether.

We are able to count the number of **consecutive** 15-minute intervals when the ratio between number of vehicles parked and parking supply is at or above 85 percent.

Based on the parking activity data captured for the survey facilities:

- Periods of intensity (consecutive 15 minute time segment where occupancy is over 85 percent of capacity) start in the morning period; some of this intensity in the morning at least would be driven by longer stay parkers
- Primary parking areas that drive this metric are:
 - Nelson – east side to Marine Dr (many longer stay customers)
 - Bronte Rd – east side from Marine Dr to Ontario (high turnover with 2 to 3 stalls occupied all day)
 - Centriller Square parking lot – reaches this condition during noon day period as it attracts a significant customer demand for its restaurants. The lot does well in the evenings however, we found vacant spaces throughout our October and December survey periods.
 - Sobeys Customer Lot – although intensity condition was reached during the survey days, the turnover and expanse of the lot conceals the vacant space that is available. (It "looks full" but technically it isn't)
- The area's facilities are well used but not saturated; when number of facilities (13 on street) are taken into account then this period of intensity is more like one hour of the day on average



- There is a significant difference between October and December survey data.

7. Measure of Optimal Use of Parking Space - KPI

This metric is one that indicates the overall efficiency of parking space utilization. The metric - key performance index (KPI)- integrates these parking activity statistics:

- Duration of stay;
- Average occupancy of space;
- Turnover of space which synthesizes duration of stay and volume of demand; and
- Length of survey period.

The KPI is expressed as a percent and a high value indicates that the parking space is currently attracting parking demand at its maximum level given current duration of stay and turnover characteristics. The KPI for every on street and off-street parking facility serves to point to areas of the study area where a high optimal value points to some form of remedial strategy to better serve the demand.

Key findings:

- The results presented in the detailed report show us that the overall performance is between 60 and 68 percent. This is relatively good when compared to other study areas. Of note is the high performance of areas along Bronte Rd. While it is satisfying to see the parking service responding well to its demand, there is little room for new opportunity to expand its market;
- In the December sample, there is some change in the ranking but Bronte Rd continues to be optimally responding to demand in terms of expected turnover, expected duration of stay; and
- During the Friday surveys in October, only Bronte Rd parking space was performing above 75 percent, which is optimal.

Bronte Parking Facilities - KPI				
Fall & Christmas 2015				
Fri_Oct	Fri_Dec	Sat_Oct	Sat_dec	Facility Description
49%	58%	44%	70%	JonesESNorthMarine
67%	57%	65%	52%	JonesWSNorthMarine
71%	48%	49%	24%	MarineNStoJones
89%	74%	103%	73%	BronteESNorthMarine
80%	125%	99%	86%	BronteWStoParkade
77%	69%	75%	72%	BronteWStoOntario
76%	77%	59%	62%	BronteEStoMarine
57%	43%	37%	37%	MarineSStoJones
32%	50%	48%	46%	JonesESSouthMarine
72%	66%	63%	67%	LakeshoreSStoNelson
54%	57%	62%	59%	NelsonWStoMarine
75%	82%	63%	66%	NelsonEStoMarine
61%	61%	56%	59%	BronteWSAccessible
68%	66%	64%	60%	OVERALL

Comparison to Previous Study

The August 2011 parking study by HDR | iTRANS was used as a reference. There is a major difference in study methodology between that study and this one. The 2011 study counted parked vehicles within the same study area as this study did but only that - no volume, turnover, duration of stay metrics were within their scope.

The only metric that we can compare is overall accumulation of vehicles parked on street and off-





street parking space Please note that when off-street parking spaces were inventoried and their usage counted it was not clear if those spaces were in fact operating as public parking space - customer space.

In any case, the crux of our comparison is limited to occupancy of space at identified peak hours of the day.

The following shows comparable parking utilization gathered from this 2015 investigation. For both types of parking the peak hour use has increased overall by about 14 percent with on-street space driving that increase by about 15 percent and off-street by 8 to 12 percent.

6. CONCLUSIONS

The on-street, off-street, and overall parking utilization all peaked on Saturday with utilization of 59%, 50%, and 50%, respectively. Over all three surveyed days, peak parking utilization was observed to occur during the following time periods:

- On-street parking utilization peaked between 1:30 PM and 3:30 PM
- Off-street parking utilization peaked between 12:30 PM and 1:30 PM
- Overall parking utilization peaked between 12:30 PM to 1:30 PM

It appears that parking utilization peaked around lunch time on all three survey days and lasted generally between 1 and 2 hours.

Parking Space Type	Peak Use (%) - 2011 -	Peak Use (%) - OCT & DEC 2015 -
On-street (13:30 to 15:30)	59 %	68 %
Off-street (12:30 to 13:30)	50 %	54 to 56 %
Total (12:30 to 13:30)	50 %	57 to 59 %

Appendix G

Oakville Transit System Map

OAKVILLE TRANSIT

Weekday Route Map

Solid line indicates regular service route.

Dashed line indicates rush hour or limited service route, or change in routing pattern.

Not all routes operate on Saturday, Sunday/Holidays.

Saturday Routes:

3 4 5 5A 6 13 14 14A 15 18
19 20 24 28

Sunday/Holidays Routes:

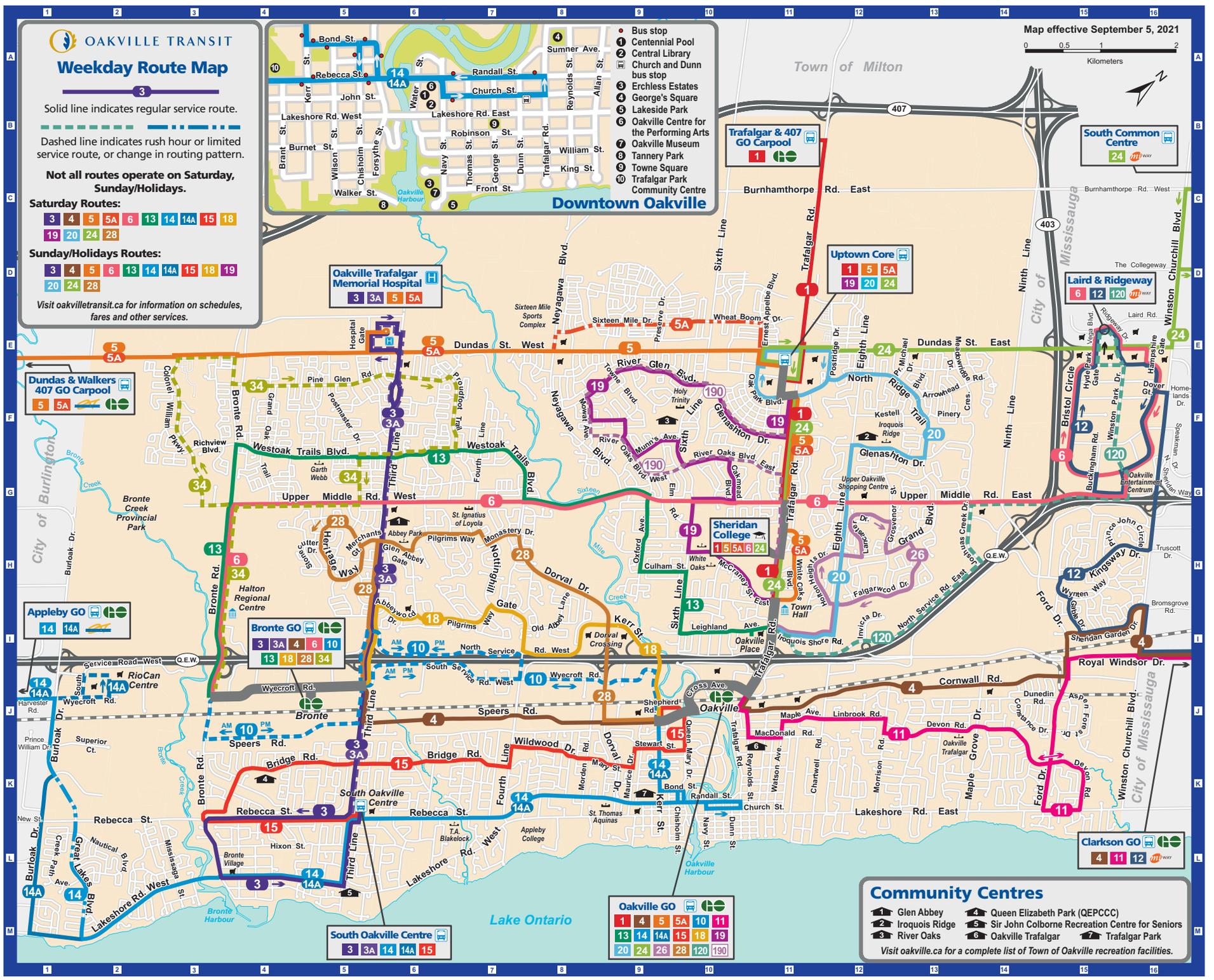
3 4 5 6 13 14 14A 15 18 19
20 24 28

Visit oakvilletransit.ca for information on schedules, fares and other services.

Downtown Oakville

- 1 Bus stop
- 2 Centennial Pool
- 3 Central Library
- 4 Church and Dunn bus stop
- 5 Erchless Estates
- 6 George's Square
- 7 Lakeside Park
- 8 Oakville Centre for the Performing Arts
- 9 Oakville Museum
- 10 Tannery Park
- 11 Towne Square
- 12 Trafalgar Park Community Centre

Map effective September 5, 2021



Dundas & Walkers 407 GO Carpool

5 5A

Appley GO

14 14A

Bronte GO

3 3A 4 6 10
13 18 28 34

South Oakville Centre

3 3A 14 14A 15

Oakville GO

1 4 5 5A 10 11
13 14 14A 15 18 19
20 24 26 28 120 190

Community Centres

1 Glen Abbey	4 Queen Elizabeth Park (QEPCCC)
2 Iroquois Ridge	5 Sir John Colborne Recreation Centre for Seniors
3 River Oaks	6 Oakville Trafalgar
	7 Trafalgar Park

Visit oakville.ca for a complete list of Town of Oakville recreation facilities.