

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF HALTON AT 15:45 O'CLOCK ON THE 13TH DAY OF NOVEMBER 2018 AND ENTERED IN THE PARCEL REGISTER(S) FOR PROPERTY IDENTIFIER(S) 24930-0642

AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT NO. HR1565285

Lisa McCreadie
REPRESENTATIVE FOR LAND REGISTRAR

THIS PLAN COMPREHENDS ALL OF P.I.N. 24930-0623 SUBJECT TO AN EASEMENT IN GROSS OVER PART 1, PLAN 20R-20625 AS SET OUT IN INST. NO. HR1422640 (AFFECTS PART OF BLOCKS 8 AND 25 (STREET WIDENING)).

PLAN OF SUBDIVISION OF
PART OF LOT 12
CONCESSION 1
NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON

SCALE 1:1000
RADY-PENTEK & EDWARD SURVEYING LTD., O.L.S.
METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

NOTES

- DENOTES MONUMENT SET
- DENOTES MONUMENT FOUND
- SSB DENOTES SHORT STANDARD IRON BAR
- SB DENOTES STANDARD IRON BAR
- IB DENOTES IRON BAR
- PB DENOTES PLASTIC BAR
- P.I.N. DENOTES PROPERTY IDENTIFIER NUMBER
- PL1 DENOTES PLAN 20R-10660
- PL2 DENOTES PLAN 20R-11325
- PL3 DENOTES PLAN 20M-1185
- (DHO) DENOTES DEPARTMENT OF HIGHWAYS OF ONTARIO, O.L.S.
- (626) DENOTES H.D. SEWELL, O.L.S.
- (650) DENOTES F.G. CUNNINGHAM, O.L.S.
- (1370) DENOTES VLADIMIR KROMAR, O.L.S.
- (N) DENOTES NOT IDENTIFIED
- SCP DENOTES SPECIFIED CONTROL POINT

ALL FOUND MONUMENTS ARE BY RADY-PENTEK & EDWARD SURVEYING LTD., O.L.S. UNLESS OTHERWISE NOTED
ALL SET MONUMENTS ARE SHORT STANDARD IRON BARS UNLESS OTHERWISE NOTED.

BEARING NOTE

BEARINGS ARE GRID, UTM ZONE 17, NAD83 (ORIGINAL), DERIVED FROM:
SCP 0451910058 NORTH 481641.283 EAST 601536.858
SCP 0451910059 NORTH 4816247.361 EAST 602731.721

COORDINATES ARE UTM ZONE 17, NAD83 (ORIGINAL), TO URBAN ACCURACY PER SEC. 14 (2) OF OREG. 216/10, AND CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999707.

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 26th DAY OF JULY, 2018.

DATE JULY 26, 2018.

C. P. EDWARD
C. P. EDWARD
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

- THIS IS TO CERTIFY THAT:
- BLOCKS 1 TO 24, BOTH INCLUSIVE, STREET WIDENING, NAMELY BLOCK 25, STREETS NAMELY, WILLIAM COLTSON AVENUE, THRESHING MILL BOULEVARD AND WHEAT BOOM DRIVE HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.
 - THE STREETS ARE HEREBY DEDICATED AS PUBLIC HIGHWAYS TO THE CORPORATION OF THE TOWN OF OAKVILLE.
 - THE STREET WIDENING, NAMELY, BLOCK 25 IS HEREBY DEDICATED AS A PUBLIC HIGHWAY TO THE REGIONAL MUNICIPALITY OF HALTON.

DATED THE 18th DAY OF Oct., 2018.

DUNDAS-TRAFALGAR INC.

TROY DOSMAN
AUTHORIZED SIGNING OFFICER
I HAVE THE AUTHORITY TO BIND THE CORPORATION

STEVEN STIPITS
AUTHORIZED SIGNING OFFICER

MUNICIPAL APPROVAL

APPROVED UNDER SECTION 51 OF THE PLANNING ACT, R.S.O. 1990, C.F. AS AMENDED, BY THE DIRECTOR OF PLANNING SERVICES OF THE TOWN OF OAKVILLE

THIS 13th DAY OF November, 2018

MARK H. SIMEONI, MCRP
DIRECTOR OF PLANNING SERVICES
TOWN OF OAKVILLE
(AUTHORITY GRANTED BY BY-LAW 1998-272, AS AMENDED)

epc RADY-PENTEK & EDWARD SURVEYING LTD.
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DRAWN: D.F./S.L./A.R. CHECKED: C.P.E.
JOB 15-165 CAD FILE 1516583d

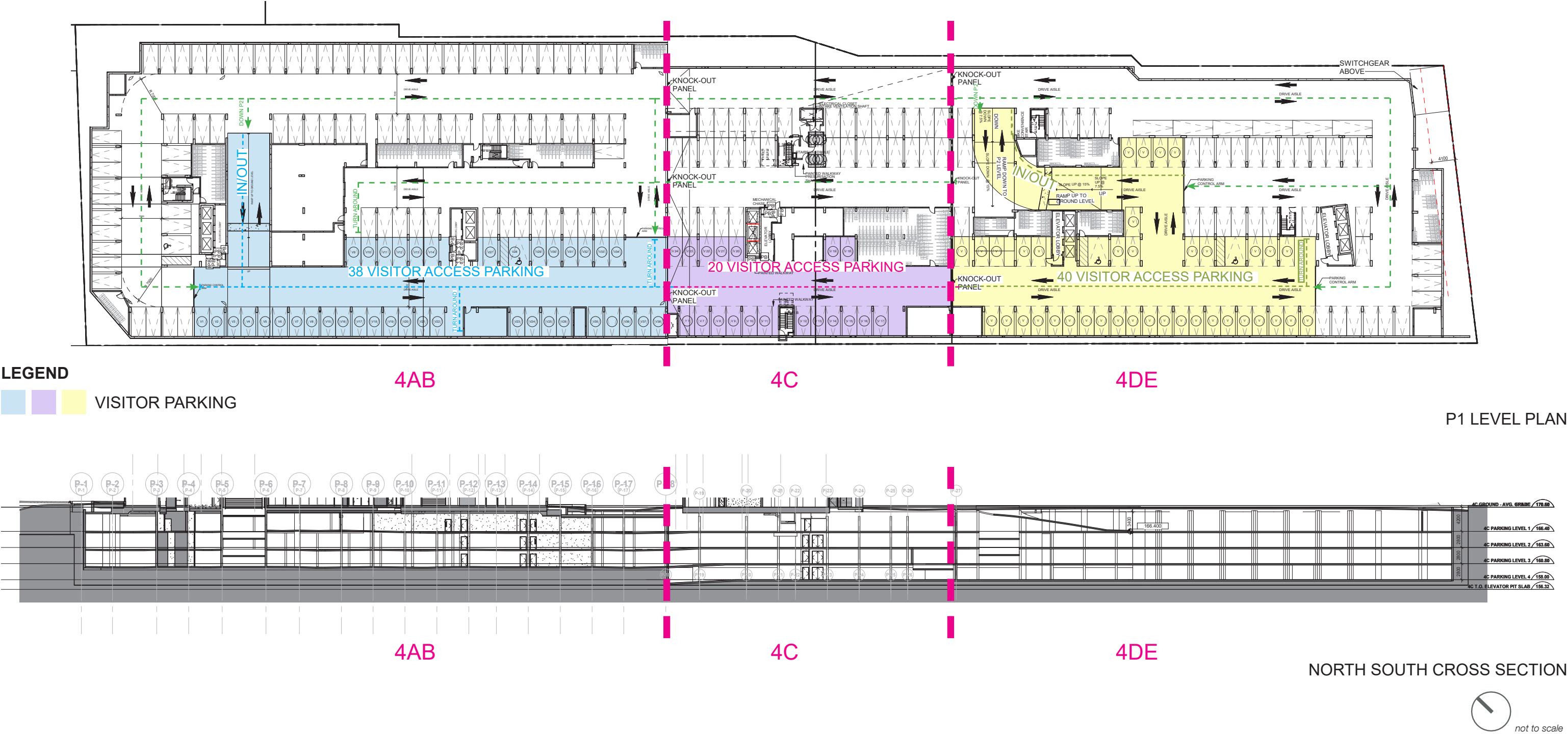
TOTAL AREA OF SUBDIVISION = 13.056 Ha





OV4 Parking Analysis	4AB	4C	4DE	Totals
Res Units	378	239	410	1027
Res Parking Spaces Provided	383	239	328	950
Res Parking Ratio	1.01	1.00	0.8	0.93

* Visitor stalls @ 0.1 ratio are not included above





March 7, 2024

Reference No: 11213209

Town of Oakville
1225 Trafalgar Road
Oakville, ON
L6H 0H3

Attention: Aquisha Khan, P.Eng.

Re: Parking Assessment
Proposed Oakvillage Phases 4 A-E Residential Development
Trafalgar Road and Dundas Street West
Town of Oakville

Introduction

GHD is pleased to provide the following parking assessment in support of a proposed reduction to the existing resident parking rate requirement within the existing site-specific Zoning By-law for the proposed Oakvillage Phase 4 residential condominium development. The subject site is located east of Trafalgar Road (Regional Road #3) south of Wheat Boom Drive in the Town of Oakville within the North Oakville Trafalgar Road Urban Core Area (TRUCA) and is shown in **Figure 1**. The proposed development consists of five buildings with a total of 1,027 dwelling units.



Figure 1 Site Location

Parking Assessment

Site Specific Zoning By-Law

The subject site is governed by the site specific By-law 2019-045, an amendment to the North Oakville Zoning By-law 2009-189. Under the site specific By-law, the subject site is required to provide a minimum of 1 parking space per dwelling unit for residents and a minimum of 0.10 parking spaces per dwelling unit for visitors.

The parking requirement for the subject site is summarized in the table below:

Table 1 Zoning By-law 2019-045 Minimum Parking Rate

Phase	Parameter	Existing Site specific By-law 2019-045
Resident	Dwelling Units	Minimum 1.00 parking spaces per dwelling unit
Visitor	Dwelling Units	Minimum 0.10 parking spaces per dwelling unit

Proposed Site Parking

The proposed reduction in the resident parking ratio provides flexibility in the parking provision for each phase of development based on market conditions which is showing a downward trend of parking demand within North Oakville and allows the subject site to provide parking at a rate that is consistent with other high density residential developments proposed nearby which do not have minimum resident parking requirements.

The proposed parking rate for the subject site is seeking to reduction only the resident parking rate as summarized in the table below:

Table 2 Proposed Parking Rate

Phase	Parameter	Proposed New Site specific By-law 2019-045
Resident	Dwelling Units	Minimum 0.90 parking spaces per dwelling unit
Visitor	Dwelling Units	Minimum 0.10 parking spaces per dwelling unit

Phase 4 A and B of the development are currently under construction under the approved resident parking ratio and provide a total of 1.01 spaces per residential unit. Phase 4 C is currently showing a reduced parking ratio of 0.90 spaces per residential unit, indicating a trend towards lower vehicle ownership and higher transit use in the future. Lastly, Phase 4 D and E are being planned with an even lower parking ratio of 0.80 spaces per unit, illustrating a continued shift towards reduced parking requirements. As a result of the proposed resident parking supply, Minto is pursuing a reduction to the minimum resident parking requirement within the site-specific By-law, which applies to Phases mutually to 4 A through E. The proposed ratio 0.90 resident spaces per unit aims to encourage a more sustainable approach to transportation for future residents of the subject site and the Town.

The proposed revision to the site-specific zoning By-law is as follows:

Table 3 Proposed Parking Provision by Phase

Phase	Units	Minimum Parking Rate
Resident Parking		
Phase 4 A and B	378 Units	Approved at 1.01 parking spaces per unit (382 spaces)
Phase 4 C	239 Units	Proposed at 0.90 parking spaces per unit (216 spaces)
Phase 4 D and E	410 Units	Proposed at 0.80 parking spaces per unit (328 spaces)
Visitor Parking		
All Phases	1,027 Units	Minimum 0.10 parking spaces (103 spaces)

Justification for Reduced Resident Parking Ratio for Phases 4 C, D and E

Providing off-street residential parking influences a commuter choice on whether to drive or choose alternate forms of transportation. Providing more parking in general leads to a higher percentage of auto ownership and auto usage as well. Changing travel behaviour is best done when a prospective buyer is looking to purchase a unit and providing the opportunity for a prospective buyer to easily purchase a parking space either through making it affordable, at no additional cost, or having an excess in number of spaces available to purchase can introduce travel behaviour into an area that once established is hard to change.

Municipalities, including the Town of Oakville, have begun to assist developers in helping to change travel behaviour by reducing or eliminating minimum parking, and replacing them with maximum requirements altogether for areas adjacent to existing or planned high order transit corridors. This approach is supportive of the Town of Oakville's policies to replace the minimum parking requirement with a maximum requirement given future envisioned built form and anticipating that those who choose to live in the North Oakville area be encouraged to use the existing GO Transit and Oakville Transit bus routes, the future routes along the Dundas and Trafalgar BRT corridor, and the existing and proposed pedestrian/cycling facilities identified on the North Oakville Trails Map instead of a personal vehicle.

The proposed development will be marketed to prospective purchasers who are looking to live in a walkable transit-oriented community where a vehicle is not required for commuting or discretionary trips and the limited number of parking spaces will be explicitly noted in any promotional material. Consequently, the subject site provides an excellent opportunity to introduce a significant population to North Oakville, envisioned as a pedestrian friendly and a more transit-oriented suburb that encourages a more efficient use of private and public parking resources and provides a reduced parking requirement to reflect transit planning goals.

The North Oakville East Secondary plan seeks to promote transit opportunities, and as stated in the Secondary Plan as including a "transit first" policy to ensure that development, including the phasing of development, proceeds in a manner which will be supportive of the early provision of transit services. The secondary plan also indicates that development within North Oakville explore all modes of transportation, including HOV and BRT lanes, on the existing and future road network and to plan residential developments so that residents are located within 400 metres walking distance of transit services.

TTS Data for Vehicle Ownership Trend and Modal Split

The Region of Halton's Transportation Master Plan, dated September 2011, has a planned Transit Mode Split of 20% for 2031. A review of the 2016 TTS Data for apartment buildings along Dundas Street and Trafalgar Road in proximity to the subject site has revealed that the transit mode split for the surrounding area was 12% in 2016 for both the am and pm peak periods. A summary of the TTS data is provided in **Table 3**.

Table 4 2016 TTS Modal Split

Transportation Mode	Percentage Split (2016)	
	AM Outbound	PM Inbound
Auto driver	70%	70%
Transit	12%	12%
Auto passenger	4%	8%
Active Transportation	14%	9%
TOTAL	100%	100%

With the addition of the planned BRT routes along Dundas Street and Trafalgar Road, the transit mode split is expected to increase as more frequent transit service is available along both transit corridors.

In addition to the 2016 TTS data for the modal split in the area, the 2016 TTS data also provides vehicle ownership data for the surrounding zones along Dundas Street and Trafalgar Road. The data indicates that in 2016, approximately 19% of apartment households did not own a vehicle, 61% of household owned a one vehicle, and 20% of apartment households own two or more vehicles. As public transit corridors in the area are constructed and connect to the rest of the transit networks located within the Greater Toronto and Hamilton Area, it is expected that more residents will shift travel habits and reduce their dependency on vehicular trips. This should result in the number of apartment households with no vehicles to increase and reducing the number of households which currently own a vehicle. **Table 4** below summarizes the 2016 TTS Vehicle Ownership Data.

Table 5 2016 TTS Vehicle Ownership Data

No. vehicles per household	Percentage Split (2016)
0	19%
1	61%
2+	20%
TOTAL	100%

Multi-Modal Availability

The subject site is located less than 500 metres from the intersection of Dundas Street and Trafalgar Road. The proximity to the intersection provides easy access to local amenities located on the south side of Dundas Street along with the existing and future proposed transit networks along the two arterial roads.

The following existing and planned transit corridors are found in the surrounding area.

- Oakville Transit bus routes 1, 5/5A, 20, and 24
- GO Bus route 56
- Proposed BRT routes along Dundas Street and Trafalgar Road

- Expansion of the existing North Oakville sidewalk and cycling network, as outlined in the North Oakville Trails Plan.

Oakville Transit currently provides bus routes in close proximity to the subject site that operate in all directions. Bus route 1 operates in the north-south direction along Trafalgar Road, between the Trafalgar & 407 GO Carpool Lot and the Oakville GO Station. Bus Route 20 also operates in the north-south direction along a series of municipal roads between the Uptown Core and the Oakville GO Station. Bus route 5/5A operate in the east-west direction along Dundas Street/Wheat Boom Drive and the north-south direction along Trafalgar Road and provides service between the Dundas & Walkers 407 GO Carpool lot in the City of Burlington and the Oakville GO Station. Bus route 24 also operates along Dundas Street and Trafalgar Road, although it operates along Dundas Street towards the City of Mississauga and also terminates at the Oakville GO Station.

Metrolinx currently provides bus service along the Trafalgar Road within the study area through Bus Route 56, which operates between the Oakville GO Station and the Oshawa GO Station via Highway 407/7. The nearest stop to the proposed development can be found at the intersection of Dundas Street and Trafalgar Road.

The Dundas Street BRT is a planned 48 kilometre transit corridor that would connect the City of Hamilton to the City of Toronto through Burlington, Oakville and Mississauga, with approximately 20 kilometres of bus lanes or dedicated right-of-way, separating them from other traffic. Having buses separated from other traffic would allow for faster and more efficient service, with the service frequency being proposed at 5 minutes or less during peak periods.

The Trafalgar Road BRT is a proposed transit corridor that has been recommended in both the Region of Halton and Metrolinx's Master Plans and, similarly to the Dundas Street BRT, would provide separated bus lanes that would allow for faster and more efficient service. The transit corridor along Trafalgar Road is currently proposed to run between midtown Oakville and Highway 407.

The Town's existing and proposed pedestrian and cycling amenities can be found under the North Oakville Trails Plan. Currently, only a multi-use path is provided along Dundas Street from Ernest Appelbe Boulevard in the west to Ninth Line in the east. A series of roads have been identified as proposed routes, which includes signed bike routes along Wheat Boom Drive and Threshing Mill Boulevard, regional bicycle facility along Trafalgar Road, and the extension of the existing multi-use path towards Neyagawa Boulevard as a regional bicycle facility as well. The expansion of the North Oakville trail network will further encourage residents to walk in order to complete shorter trips.

To promote the multi-modal options available to residents, the subject site is proposing to provide several Travel Demand Management (TDM) measures incorporated into the planning and design which include walking and cycling, transit, parking reductions, trip planning resources, education and promotion and car share that can be adopted to make alternatives more competitive to driving, reducing the dependency on auto trips, and the need to provide an excessive supply of parking.

Travel Demand Management (TDM)

Travel Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

1. Reduced auto-related emissions to improve air quality;
2. Decreased traffic congestion to reduce travel time;
3. Increased travel options for businesses and commuters;
4. Reduced personal transportation costs and energy consumptions; and
5. Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and livable community through improvements to overall active transportation standards for the local businesses and surrounding community.

Existing TDM Opportunities

Walking

Sidewalks are currently only provided along both sides of Wheat Boom Drive to the east of Athabasca Common. There are currently no sidewalk provisions along Trafalgar Road within the vicinity of the subject site.

Transit

The nearest transit stop to the subject site is located approximately 300 metres south of the subject site at Trafalgar Road and Dundas Street East. The routes that service the transit stops at the intersection include Oakville Transit bus routes 1, 20, and 24 and GO Transit bus route 56A. There are currently no transit stops operating at the nearest intersection of Wheat Boom Drive and Trafalgar Road.

Future TDM Opportunities

The subject site will provide very good pedestrian connectivity to pedestrian network nearby. The proposed development will provide an entrance on the west side of the building that will provide connection to the future sidewalk/multi-use trail that will be included within the future widening of Trafalgar Road. The building's main entrance will also provide direct pedestrian access to Street A, which will connect to the existing and future sidewalk provisions along Wheat Boom Drive.

The proposed pedestrian connectivity will also provide pedestrian access to the future public transit stops located on Wheat Boom Drive, which has been identified in the North Oakville East Secondary Plan as a Secondary Transit Corridor. The future widening of Trafalgar Road will include an HOV/BRT lane, with transit stops planned at the intersection of Trafalgar Road with Dundas Street and Wheat Boom Drive.

The subject site will also provide cycling connectivity to the proposed regional bicycle facility along Trafalgar Road and the proposed signed bike route along Wheat Boom Drive as identified on the North Oakville Trails Plan. These routes will provide good connectivity to the rest of the existing and proposed routes found on the North Oakville Trails Plan, such as the multi-use path found on Dundas Street East south of the subject site.

Figure 2 below illustrates the planned nearby transit stops adjacent to the subject site and the pedestrian paths from each tower.

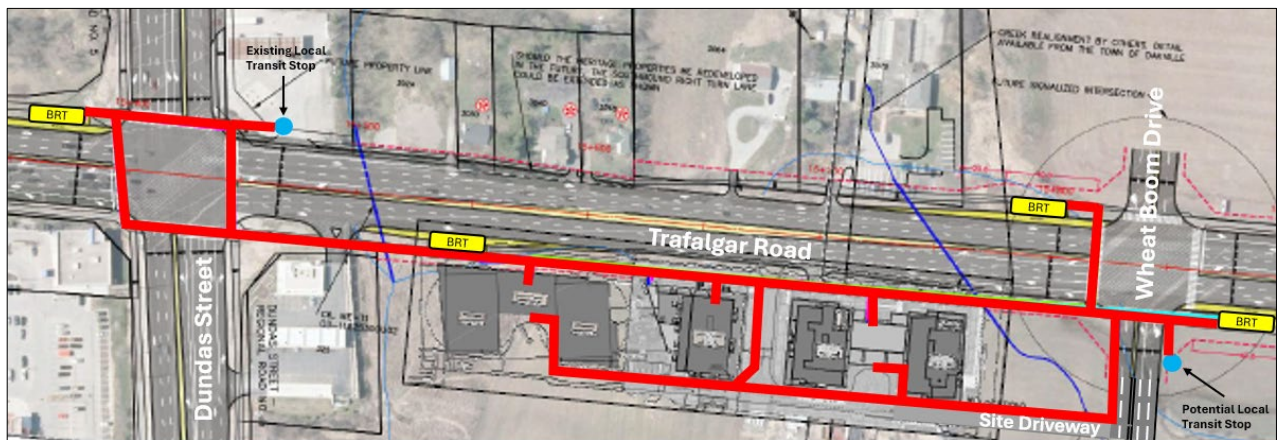


Figure 2 Nearby Transit and Pedestrian Facilities

The planned MUP paths along Trafalgar Road are located immediately adjacent to the lobby of all five buildings providing a direct connection for pedestrians to the planned walking and cycle facilities.

Walking distances to the nearby planned BRT and potential location of local transit stops are:

Buildings A and B

Southbound Dundas Street BRT Stop approximately 375 metres

Northbound Dundas Street BRT Stop approximately 200 metres

Southbound Wheat Boom Drive BRT Stop approximately 150 metres

Northbound Wheat Boom Drive BRT Stop approximately 170 metres

Potential Wheat Boom Drive Transit Stop approximately 160 metres

Existing Southbound Trafalgar Road at Dundas Street approximately 325 metres

Building C

Southbound Dundas Street BRT Stop approximately 300 metres

Northbound Dundas Street BRT Stop approximately 140 metres

Southbound Wheat Boom Drive BRT Stop approximately 220 metres

Northbound Wheat Boom Drive BRT Stop approximately 245 metres

Potential Wheat Boom Drive Transit Stop approximately 235 metres

Existing Southbound Trafalgar Road at Dundas Street approximately 250 metres

Buildings D and E

Southbound Dundas Street BRT Stop approximately 250 metres

Northbound Dundas Street BRT Stop approximately 50 metres

Southbound Wheat Boom Drive BRT Stop approximately 285 metres

Northbound Wheat Boom Drive BRT Stop approximately 310 metres

Potential Wheat Boom Drive Transit Stop approximately 300 metres

Existing Southbound Trafalgar Road at Dundas Street approximately 200 metres

Carshare

Carshare programs allow members to have access to various vehicles provided by the company without the financial and maintenance responsibilities that comes with car-ownership. Carshare companies offer their services at various rates (i.e., hourly, daily, etc.). These programs are seen as an alternative to car ownership or the need to purchase a second car and can be a benefit to the residents of the building and for the surrounding community as well.

Additional TDM strategies are proposed to further support the use of non-auto modes of travel. **Table 5** below provides recommended TDM strategies in context with the proposed development.

Table 6 Recommended TDM Strategies

TDM Measure	Responsibility	Cost	Note
Hard Measures			
Pedestrian/Cycling connections	Applicant	Integrated into the overall development cost	Site plan includes a walkway system providing a connection to future municipal sidewalk/multi-use trail
Bicycle Parking	Applicant	Bike repair station estimated cost of \$1,500.00	One bicycle repair station is recommended to be located within a long-term bicycle room.
Car Share	Applicant	To be determined	One car share space is proposed to be located in the shared underground parking garage between all buildings.
Soft Measures			
Monitoring program/report	Applicant	To be determined	To measure success and effectiveness of programs.
Information packages (Oakville Transit, GO schedules, cycling maps, local trail networks)	Applicant and Town of Oakville	To be determined.	To be provided in the building's main lobby
Outreach Events	Town of Oakville	To be determined.	Developer to provide an opportunity to the Town of Oakville to

			have a staff member on site for a day to hand out information and provide information for the Smart Commute Initiative within Halton Region.
Unbundled vehicle parking sales	Applicant	Integrated into the overall development cost	Proposed to unbundle the sales of the parking space and unit to provide residents with the true cost of the parking space.
Transit Information	Applicant	To be determined	Developer to consider providing screens in the main lobby that will display real-time data for local bus routes.

Implementation

The hard measures proposed in the TDM plan outlined in this plan will be incorporated into the development design and are illustrated on the site plan.

It is understood that the “soft” measures of the TDM plan apart from the unbundled parking will be implemented by the Town of Oakville and the applicant. It will be the responsibility of the applicant to notify the Town of Oakville upon occupation of the proposed development to coordinate for the distribution of information packages and outreach events to discuss the Smart Commute Initiative within Halton Region.

Monitoring

A three-year monitoring program is recommended for the TDM plan which may include one or all of the following performance measures, which will be discussed with the Town prior to the implementation of the monitoring plan:

1. A baseline travel survey conducted within one year of occupation with a follow-up survey conducted in Year 3. The surveys will be developed with input from Town of Oakville staff. The applicant will distribute the surveys to residents and will provide the Town with the survey results.
2. A turning movement count conducted at the site access to compare the actual peak hour inbound and outbound movements for the subject site to compare to the estimated site trips from the Traffic Impact Study.
3. A survey of the on-site resident parking to confirm the resident parking demand.

The TDM plan will be reviewed with Town staff following the surveys and data collection to determine overall progress, evaluation, challenges and determine if any changes to the TDM measures are justified.

Conclusions

Based on the above parking assessment, it is our opinion that the proposed minimum reduction in the resident parking rate to 0.90 spaces per unit for site specific By-law 2019-045 is appropriate and consistent with the current market conditions which is showing a downward trend in parking demand within North Oakville. The proposed change would allow the subject site to provide parking at a rate of 1.01 spaces per unit for Phase 4 A and B, 0.90 spaces per unit for Phase 4 C and 0.80 spaces per unit for Phase 4 D and E and provides an overall parking supply that is more consistent with other high density residential developments proposed nearby and with the North Oakville Secondary Plan Zoning By-law which currently does not have minimum resident parking requirement.

To promote alternative modes of transportation and further improve the capacity within the study area it is recommended that the owner develops and implements the TDM plan measures identified herein.

We trust that we have addressed the pertinent transportation matters for this proposed development and please do not hesitate to contact us for further clarification of any point.

Sincerely,

GHD

William Maria, P. Eng.
Transportation Planning Lead

