

| No. | Revision | Date |
|-----|----------------------|------------|
| 1 | Site Instruction #10 | 08/08/2023 |
| 2 | Site Instruction #10 | 08/16/2023 |

LOT INFORMATION:
 PART OF BLOCK 451 REGISTERED PLAN 20M-1223
 TOWN OF OAKVILLE
 REGIONAL MUNICIPALITY OF HALTON

ESTABLISHED GRADE:
 Definition in by-law: The average of centre points of each lot line abutting a road.
 $(129.60 + 129.30 + 128.60 + 128.52) / 4 = 129.00$

SNOW STORAGE CALCULATION:
 Snow storage is calculated based on Livable by Design Standards which is 15% of the hard surface areas on the site.
 $1340m^2 (\text{hard surface}) \times 15\% = 201m^2$
 Provided: 206m²

***Notes:**
 - FOR LANDSCAPE DETAILS PLEASE REFER TO NAK DESIGN DRAWINGS
 - FOR SITE SERVICING DETAILS PLEASE REFER TO URBANTECH DRAWINGS.
 - FOR SITE LIGHTING DETAILS PLEASE REFER TO SNC DRAWINGS
 - FOR SURVEY INFO PLEASE REFER TO JD BARNES DRAWINGS ON AUG 30, 2021

Authorities Having Jurisdiction

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 Date:

KIRKOR
 ARCHITECTS AND PLANNERS
 20 De Boers Drive Suite 400
 Toronto, ON M3J 0H1

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 No. Revision Date
 1 Site Instruction #10 08/08/2023
 2 Site Instruction #10 08/16/2023

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| 8 | Building Permit Resubmission | April 13, 2023 |
| 7 | Construction | Dec 21, 2022 |
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| 3 | Tender | October 21, 2022 |
| 2 | Building Permit Resubmission | August 12, 2022 |
| 1 | Building Permit | May 20, 2022 |

Site Plan

CAIVAN

THE SAW WHET

2501 Saw Whet Blvd., Oakville, ON
 Proposed Residential Development

Scale: As Indicated

Drawn by: CN
 Checked by: [blank]
 Checker: 20-065
 Date: April 05, 2023
 Drawing No.: A1-01

Site Plan 5
 Scale: 1 : 150 A1-01

Notes and Lot Information 1
 NTS A1-01

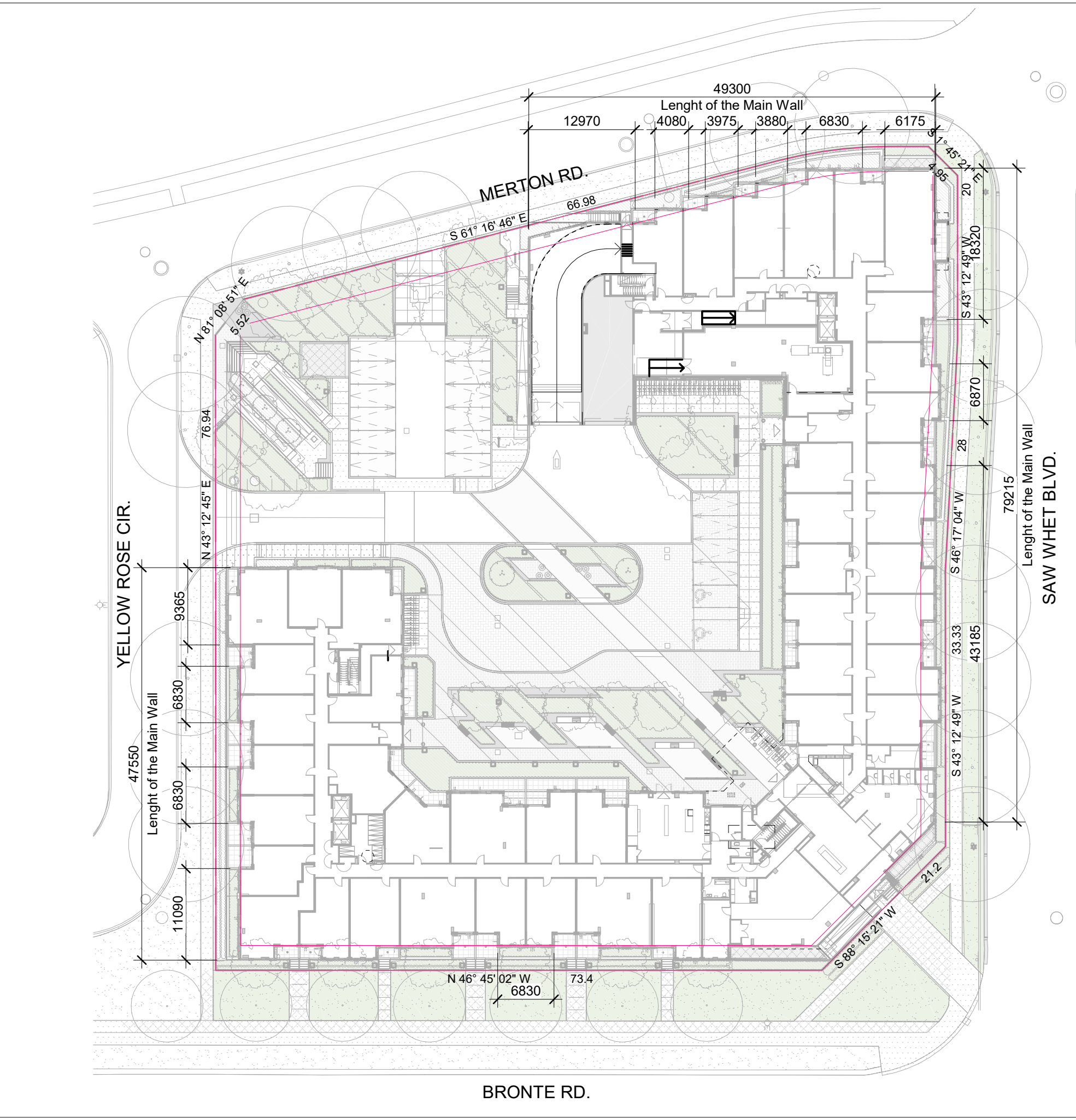
A1-01

KIRKOR
 20 De Boers Dr. # 400
 Toronto, Ontario M3J 2X8
 Tel: 416-665-6502 Fax: 416-665-1234

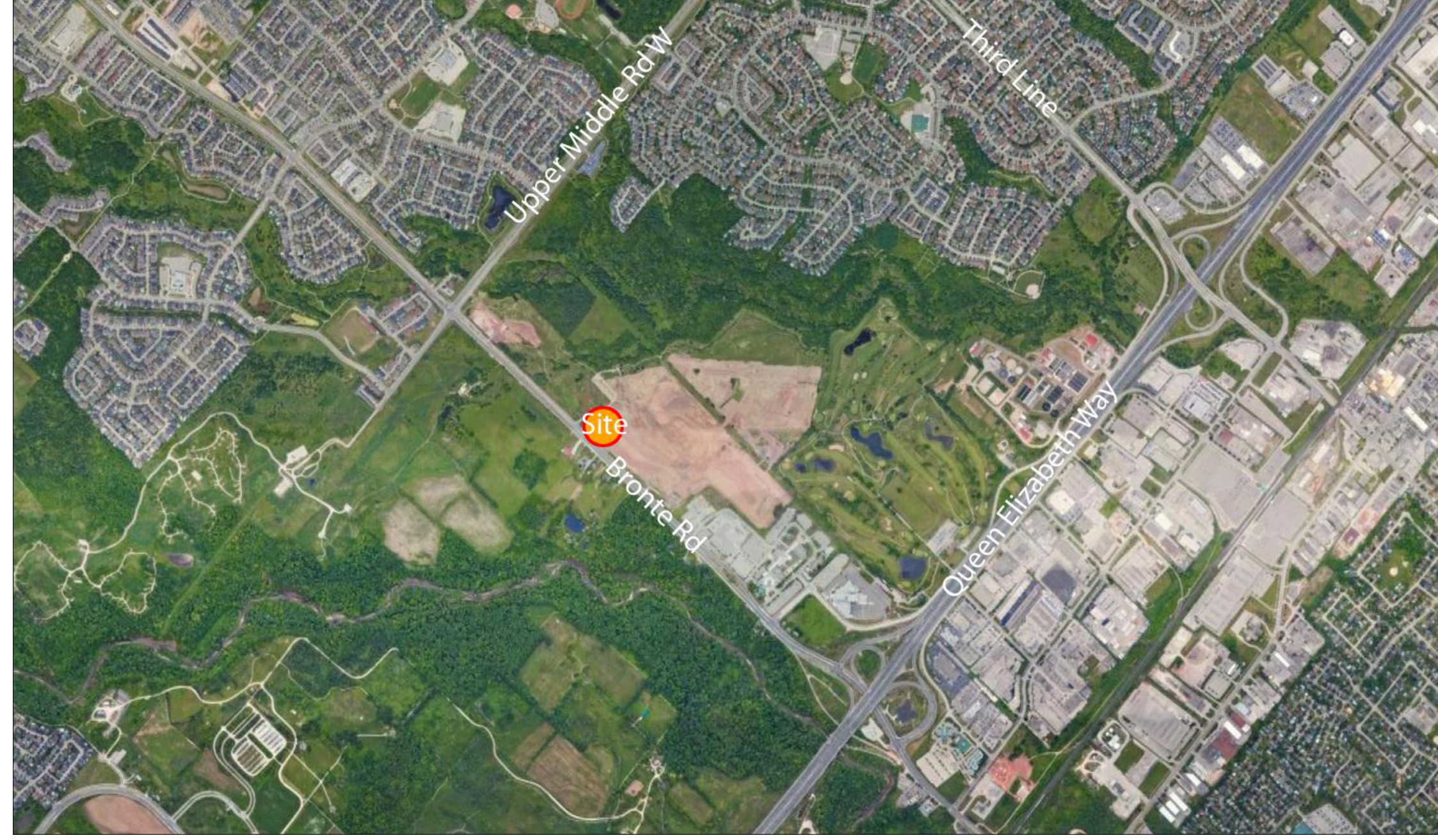
Name of Project: The Saw Whet, Oakville
 Location: 2901 Saw Whet Blvd., Oakville, ON

| Item | The Ontario Building Code 2012 OBC, O.Reg. 332/12 as amended to O.Reg. 762/20 Data Matrix Part 3 Residential Building | OBC Reference |
|------|--|---------------|
|------|--|---------------|

| | | |
|----|---|---|
| 1 | Project Description: New Residential Apartment Bldg and 2 levels of underground parking | 1.1.2 |
| 2 | Major Occupancy(s): Group C - Residential occupancies | 3.1.2.1.(1) |
| 3 | Subsidiary Occupancy(s): Group A2 - Assembly occupancies (Amenity Areas) Group F2 - Medium hazard industrial occupancies (Storage and Service Room) | 3.1.2.1.(1) |
| 4 | Building Area (m ²) | 3988 m ² 14.1.2 |
| 5 | Gross Area (m ²) | 23287 m ² 14.1.2 |
| 6 | Mezzanine Area (m ²) | N/A 3.2.11 |
| 7 | Number of Storeys: Above Grade: 7 Below Grade: 2 | 1.4.1.2 & 3.2.1.1 |
| 8 | Number of streets/Fire Fighter Access: 2 | 3.2.2.10, 3.2.2.5 |
| 9 | Building Classification: Group C - Residential occupancies | 3.2.2.42 |
| 10 | Sprinkler System Proposed: Entire Building | 3.2.2.20-83 |
| 11 | Standpipe required: | Yes 3.2.9 |
| 12 | Fire Alarm required: | Yes 3.2.4 |
| 13 | Water Service/Supply is Adequate: | Yes 3.2.5.7 |
| 14 | High Building: | Yes 3.2.6 |
| 15 | Construction Restrictions: Non-combustible required | 3.2.2.20 - 83 & 3.2.1.4 |
| 16 | Required Fire Resistance Rating (FRR) Horizontal Assemblies FRR (Hours) Floors 2hr Roof 0hr & 2hr for Occupied roof Mezzanine N/A | Listed Design No. or Description (SG-2) Refer to Construction Assembly Schedule |
| | | 3.2.2.20 - 83 & 3.2.1.4 |
| | | FRR of Supporting Members Listed Design No. or Description (SG-2) Floors 2hr Roof 0hr & 2hr for Occupied roof Mezzanine N/A |
| 17 | DESCRIPTION OF FIRE SEPARATIONS | Fire-Resistance Rating |
| | | OBC Reference |
| | | |
| 18 | Spatial Separation Refer to code report prepared by MGA (Code consultant) Construction of Exterior Walls Refer to Construction Schedule | 3.2.3 |
| 19 | Barrier-free Design In a Group C major occupancy apartment building, not less than 15% of all residential suites shall be provided with a barrier-free path of travel to meet the OBC requirements outline in sentences 3.8.2.1 (5) & (6) | 3.8.2.1.(5) & (6) |



Calculation Of The Proportions Of The Main Walls Within The Setback Limits
 NTS dA1.2



Context Plan 1
 NTS dA1.2

BRONTE ROAD RESIDENTIAL DEVELOPMENT - BLOCK C
 Oakville, Ontario

Project Statistics
 March 15, 2023 Project No. 20-065

1.0 **LOT AREA**

1.1 Site Area
 Total Site Area: 1.98 acres, 8,026.63 sq. m, 86,398 sq. ft.

2.0 **Proposed Residential NFA (NET FLOOR AREA)**
 (means the total area of all floors of a building measured from the interior faces of the exterior walls or demising walls, but does not include the area of stair wells, elevators, escalators, ventilating shafts, attics, concourses, washrooms, attached enclosed and covered loading docks and related enclosed corridors used for loading purposes, above and below grade parking structures, storage rooms, rooms for garbage containment, and mechanical rooms.)

| Level | Count | sq. m | sq. ft. |
|------------------------------|-------|------------------|----------------|
| Level P2 | 1 x | 96.58 | 1,040 |
| Level P1 | 1 x | 96.58 | 1,040 |
| Level 1 | 1 x | 3,230.85 | 34,777 |
| Levels 2 to 3 | 2 x | 3,821.57 | 41,188 |
| Level 4 | 1 x | 3,668.09 | 39,483 |
| Level 5 | 1 x | 3,425.69 | 36,874 |
| Level 6 | 1 x | 3,402.56 | 36,625 |
| Level Roof | 1 x | 151.54 | 1,631 |
| Total Condominium NFA | | 21,315.03 | 229,435 |

3.0 **FSI**

3.1 FSI Calculation based on Total Site Area
 NFA / Lot Area: 2.66

5.0 **Unit Count**

| Total Unit | STUDIO | 1BR | 1BR+D | 2BR | 2BR+D | 3BR | Total/Level | Total |
|-------------------|----------|-----------|------------|-----------|-----------|----------|-------------|------------|
| Level 1 | 1 | 15 | 18 | 7 | 2 | 1 | 43 | 43 |
| Levels 2 to 3 | 2 | 1 | 15 | 25 | 12 | 5 | 59 | 118 |
| Level 4 | 1 | 1 | 17 | 26 | 12 | 4 | 61 | 61 |
| Level 5 | 1 | 1 | 16 | 22 | 12 | 3 | 56 | 56 |
| Level 6 | 1 | 1 | 16 | 22 | 12 | 3 | 55 | 55 |
| Total Unit | 4 | 94 | 138 | 67 | 22 | 8 | | 333 |
| | 1.2% | 28.2% | 41.4% | 20.1% | 6.6% | 2.4% | | 100% |

6.0 **Amenity Areas**

6.1 **Indoor Amenity Provided**

| Level | sq. m | sq. ft. |
|-------------------------------|---------------|--------------|
| Level 1 | 360.85 | 3,884 |
| Total Indoor Amenity Provided | 360.85 | 3,884 |

6.2 **Outdoor Amenity Provided**

| Level | sq. m | sq. ft. |
|--------------------------------|---------------|--------------|
| Level 1 | 375.00 | 4,036 |
| Level Roof | 206.24 | 2,220 |
| Total Outdoor Amenity Provided | 581.24 | 6,256 |

7.0 **Vehicular Parking**

7.1 **Parking Required**

| Residential (Units < 75m ²) | ratio | units | Occupant | Vis. (0.25 Total) | spaces |
|---|-------|-------|----------|-------------------|--------|
| Residential (Units > 75m ²) | 1.00 | x 308 | 259 | 87 | 346 |
| Total Parking Required | 1.50 | x 25 | | | |

7.2 **Parking Provided**

| Level | Occupant | Visitor | spaces |
|------------------------|----------|---------|--------|
| P2 | 196 | 186 | 382 |
| P1 | 115 | 69 | 184 |
| L1 | 18 | 18 | 36 |
| Total Parking Provided | 311 | 87 | 398 |
| Total Parking Proposed | 311 | 87 | 398 |

8.0 **Landscape Coverage**

| Landscape Coverage | sq. m | sq. ft. | % |
|--------------------|----------|---------|-------|
| Landscape Coverage | 2,693.60 | 28,994 | 33.56 |

9.0 **Building Height**

6 Storey Height
 Height (m): 21.80

9.1 **Accessible Parking Required (according to Oakville Zoning By-Law 2014-014)**
 2+ 2% of total visitor parking spaces: 4 spaces

9.2 **Accessible Parking Provided**

| Level | spaces |
|------------------------|--------|
| P2 | 3 |
| P1 | 2 |
| L1 | 2 |
| Total Parking Provided | 7 |

10.0 **Bicycle Parking**

| Residential | ratio | units | Occupant | Vis. (0.25 Total) | spaces |
|------------------------|-------|-------|----------|-------------------|--------|
| Residential | 1.00 | x 333 | 250 | 83 | 333 |
| Total Parking Provided | | | 250 | 83 | 333 |

10.1 **Bicycle Parking Provided**

| Level | Occupant | Visitor | spaces |
|-----------------------------|----------|---------|--------|
| P2 | 127 | 35 | 162 |
| P1 | 129 | 35 | 164 |
| L1 | 48 | 48 | 96 |
| Total Bike Parking Provided | 256 | 83 | 339 |

Project Statistics 2
 NTS dA1.2

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Date:

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 Toronto, ON M3J 0H1

Revisions:

| No. | Revision: | Date: |
|-----|-------------------|--------------|
| 07 | SPA Re-submission | Mar 10, 2023 |
| 06 | SPA Re-submission | Feb 24, 2023 |
| 05 | SPA Re-submission | Sep 15, 2022 |
| 04 | SPA Re-submission | Aug 03, 2022 |
| 03 | SPA Re-submission | May 26, 2022 |
| 02 | SPA Re-submission | Feb 16, 2022 |
| 01 | SPA | Oct 01, 2021 |

No.: Issued For: Date:

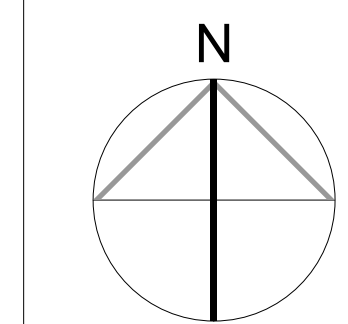
CAIVAN

Client:

Site Plan File # 1530.015/01
 2501 Saw Whet Blvd., Oakville, ON
 Proposed Residential Development

**Context Plan & Project
 Statistic & OBC Matrix**

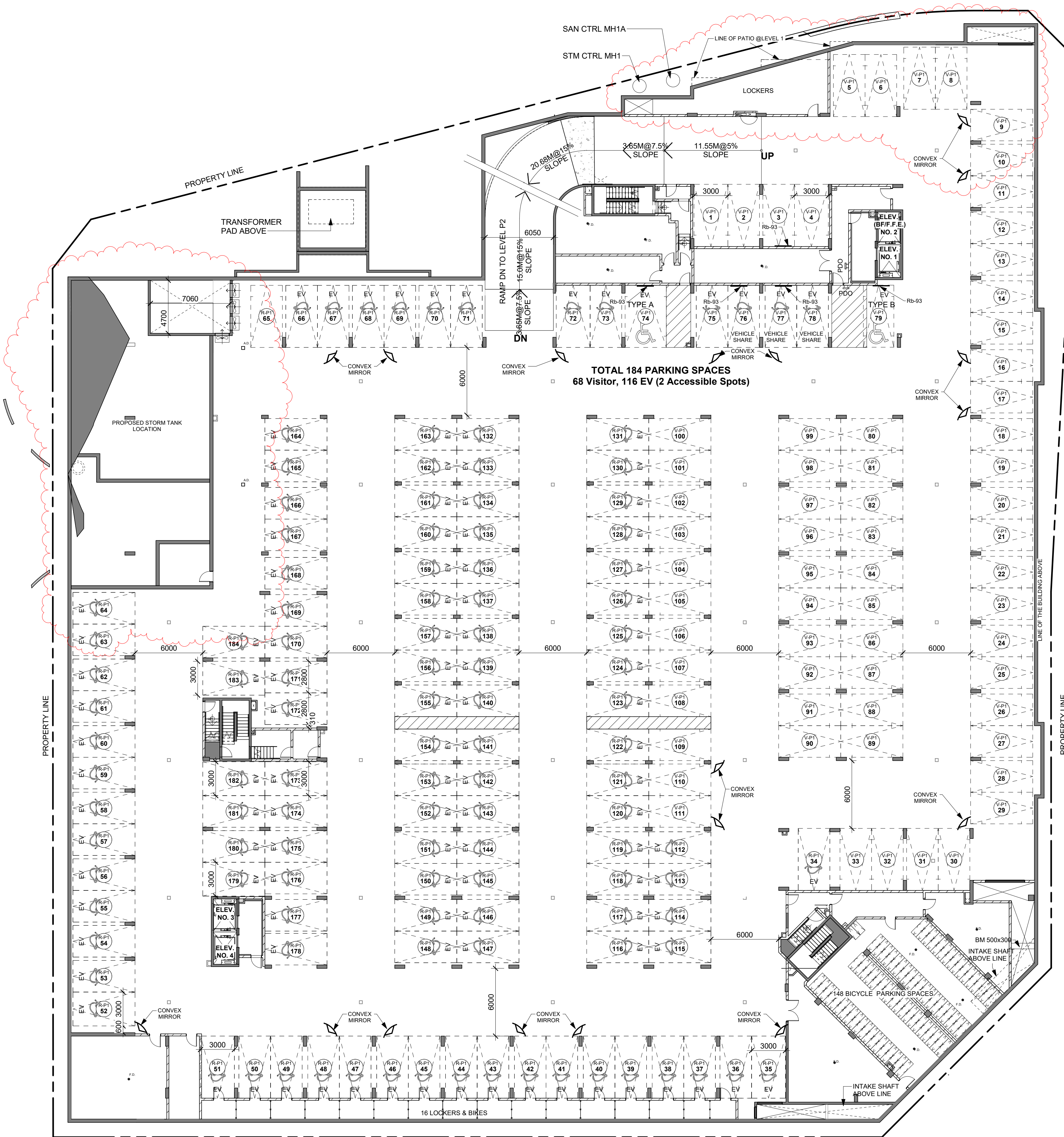
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 Drawn by:
 Author
 Checked by:
 Checker
 Project No.:
 20-065
 Date:
 Mar 10, 2023
 Drawing No.:



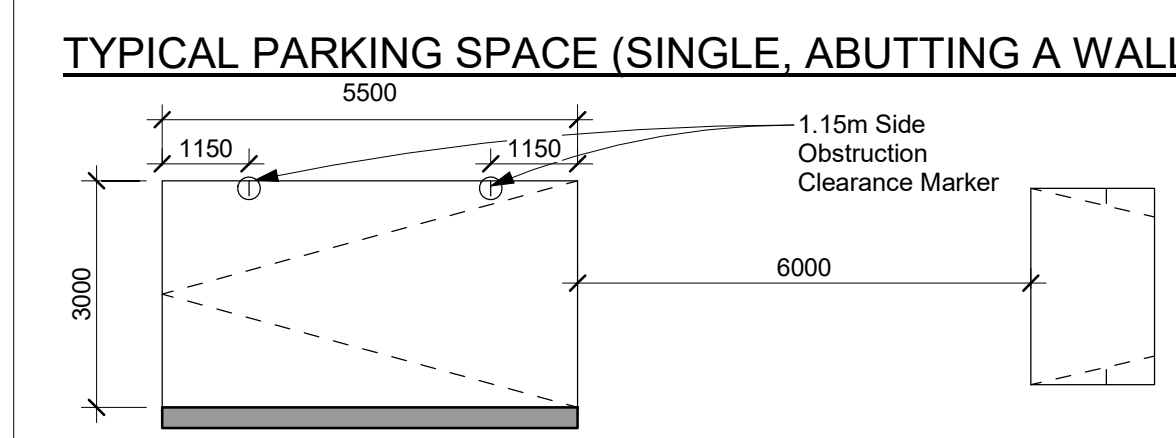
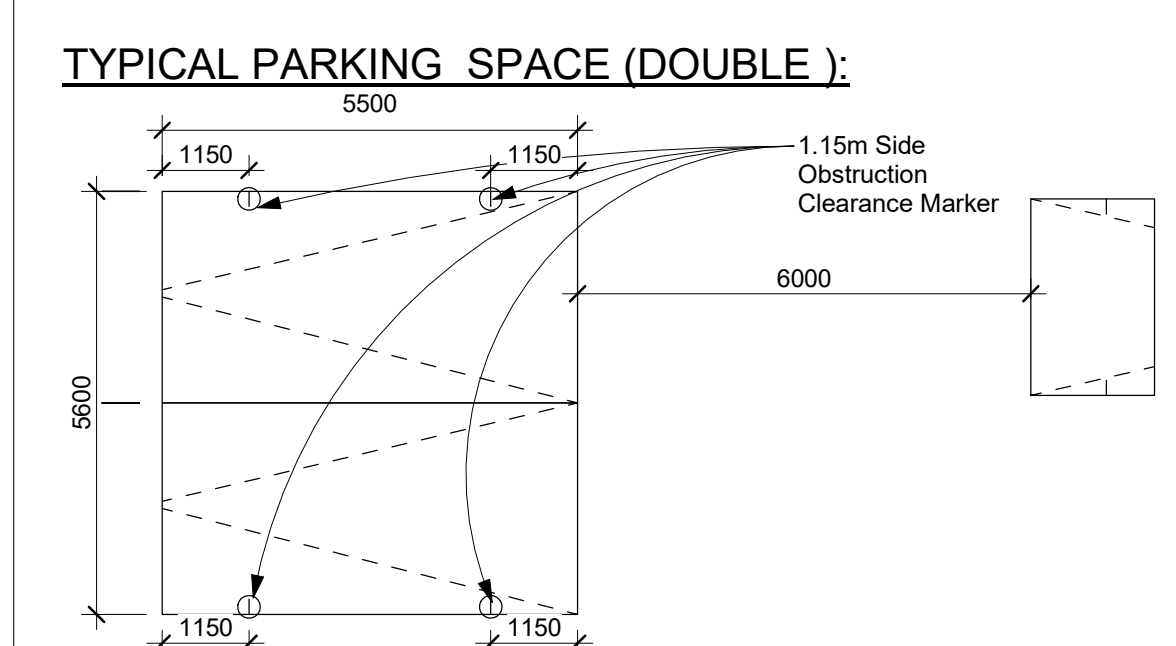
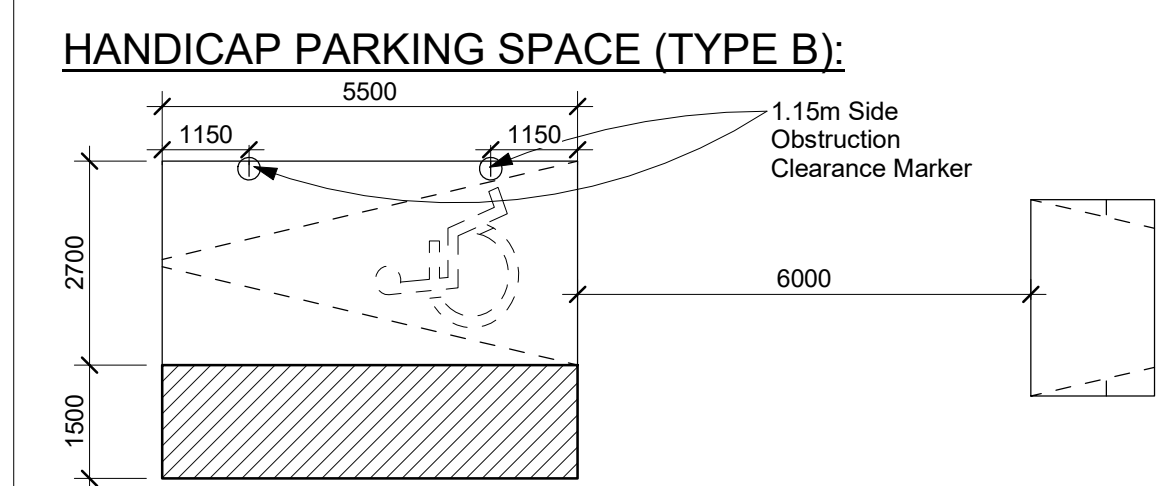
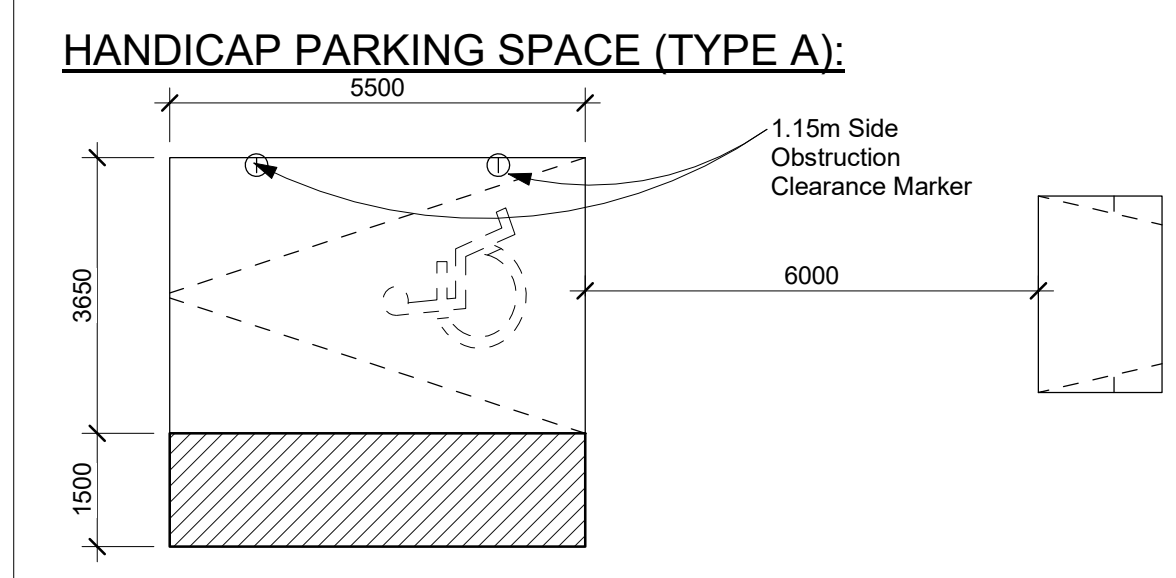
dA1.2

OBC Matrix 5
 NTS dA1.2

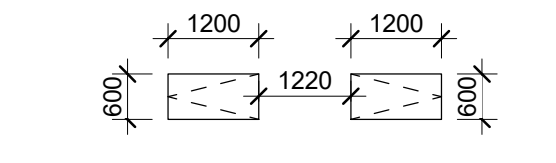
RESERVED 4
 NTS dA1.2



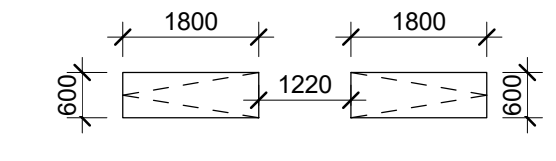
Traffic Signs **2**
NTS dA2.2



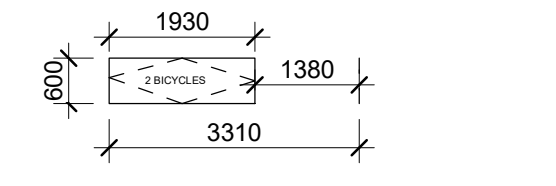
BIKE PARKING SPACE - VERTICAL:



BIKE PARKING SPACE - HORIZONTAL:



BIKE PARKING SPACE - STACKED:



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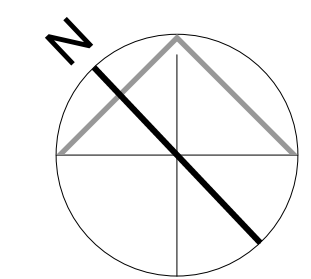
CAIVAN

Client:

Site Plan File # 1530.015/01
2501 Saw Whet Blvd., Oakville, ON
Proposed Residential Development

Drawing Title:
Parking Level 1 Floor Plan

Scale:
As indicated
Drawn by:
Author
Checked by:
Checker
Project No.:
20-065
Date:
Mar 10, 2023
Drawing No.:



dA2.2

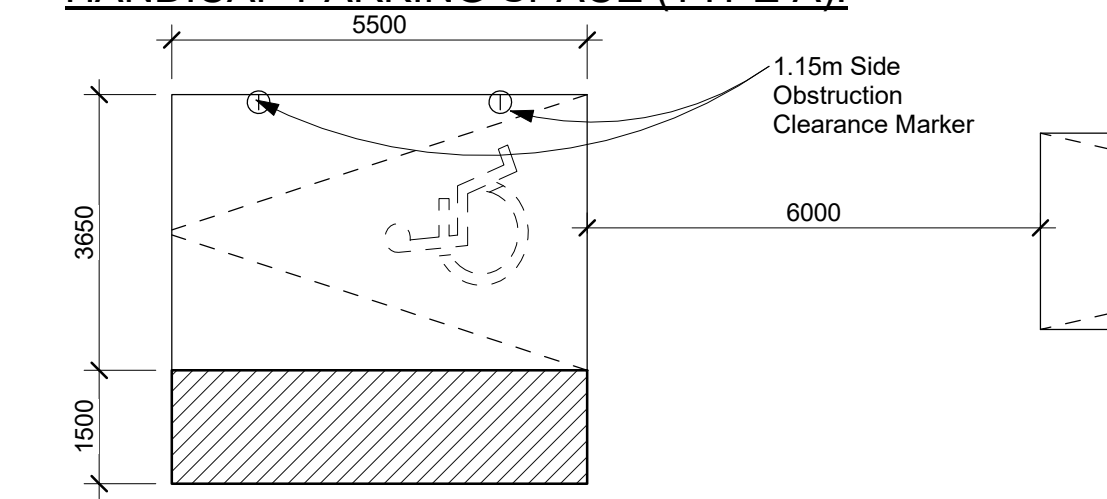
Floor Plan Level P1 **3**
Scale: 1 : 200 dA2.2

Typical Parking Space Legend **1**
NTS dA2.2

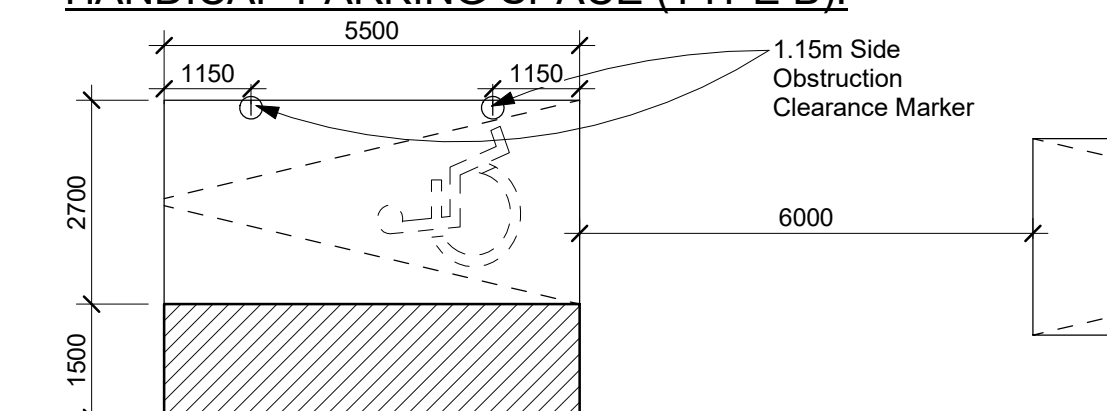


Traffic Signs **2**
NTS **dA2.1**

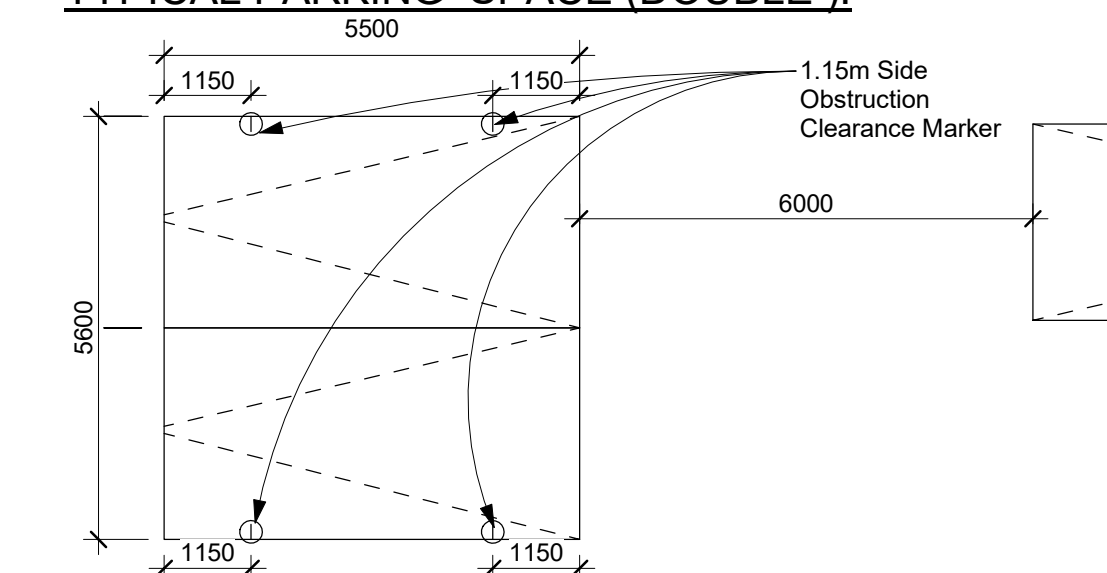
HANDICAP PARKING SPACE (TYPE A):



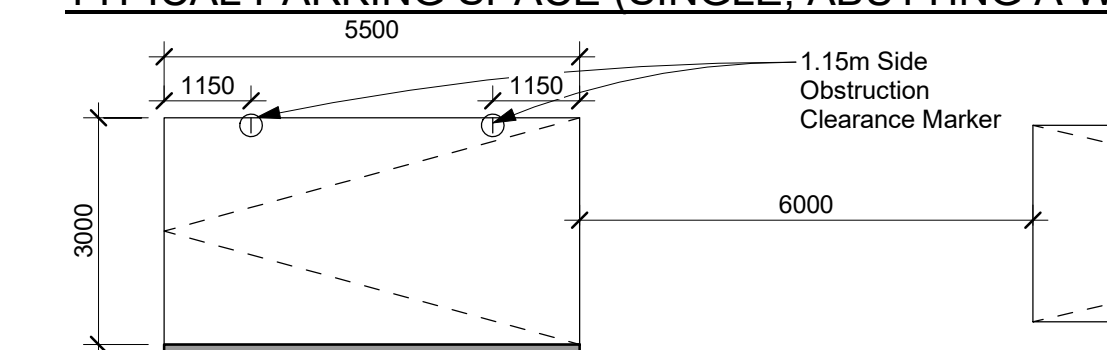
HANDICAP PARKING SPACE (TYPE B):



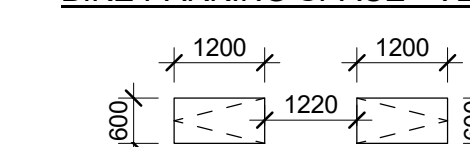
TYPICAL PARKING SPACE (DOUBLE):



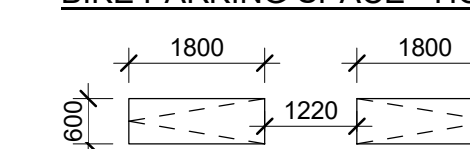
TYPICAL PARKING SPACE (SINGLE, ABUTTING A WALL):



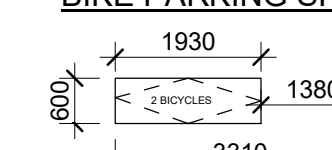
BIKE PARKING SPACE - VERTICAL:



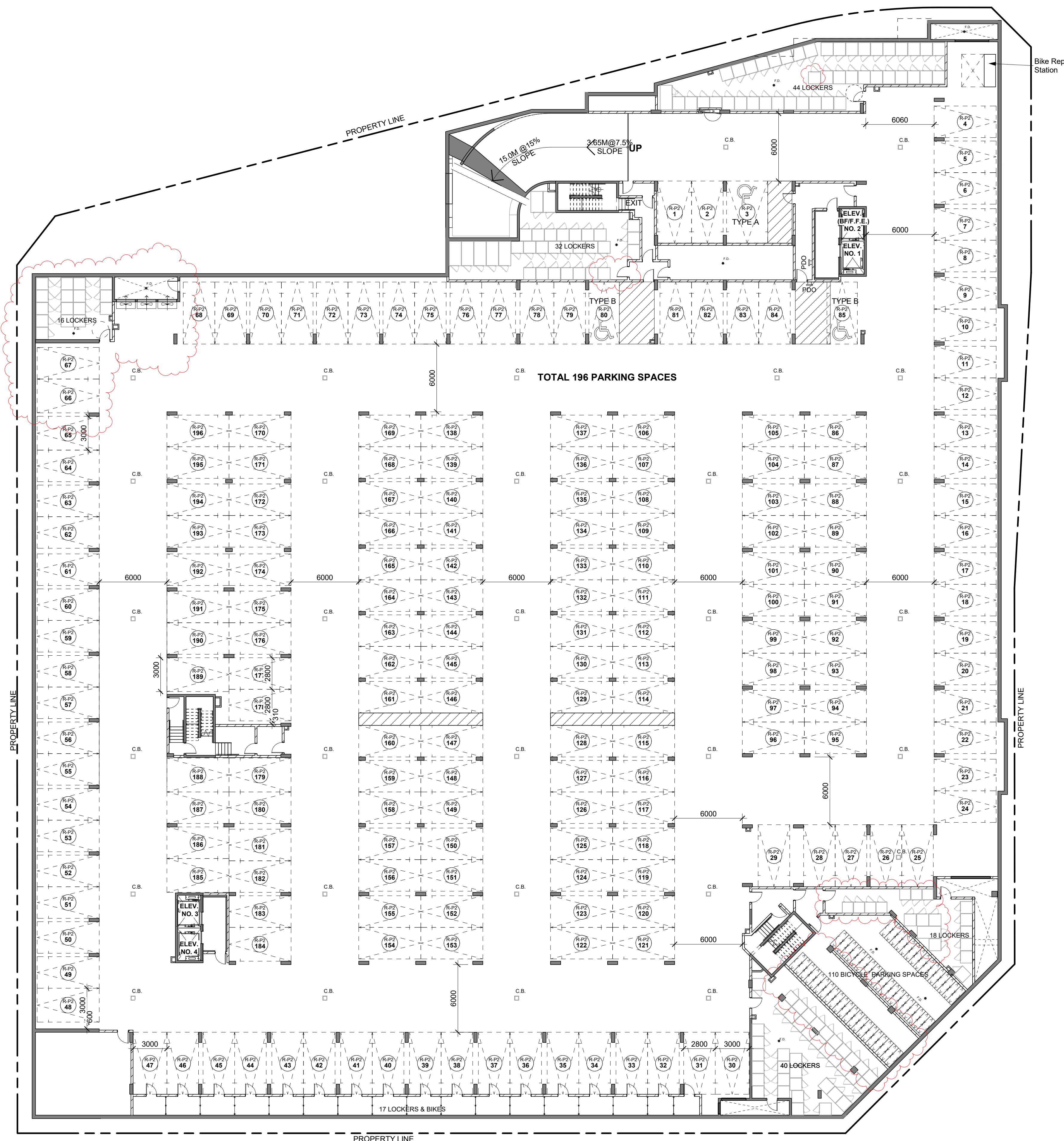
BIKE PARKING SPACE - HORIZONTAL:



BIKE PARKING SPACE - STACKED:



Typical Parking Space Legend **1**
NTS **dA2.1**



Floor Plan - LEVEL P2 **3**
Scale: 1 : 200 **dA2.1**

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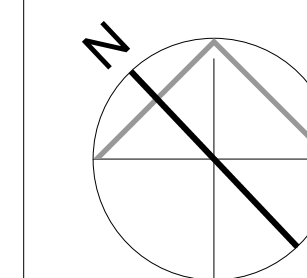
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CAIVAN

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Site Plan File # 1530.015/01
2501 Saw Whet Blvd., Oakville, ON
Proposed Residential Development

Drawing Title:
Parking Level 2 Floor Plan

Scale:
As indicated
Drawn by:
Author
Checked by:
Checker
Project No.:
20-065
Date:
Mar 10, 2023
Drawing No.:



dA2.1

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| 2 | Site Instruction #10 | 06/08/2023 |
| 3 | Site Instruction #11 | 06/13/2023 |
| 4 | Site Instruction #14 | 08/02/2023 |
| 5 | Site Instruction #15 | 08/16/2023 |

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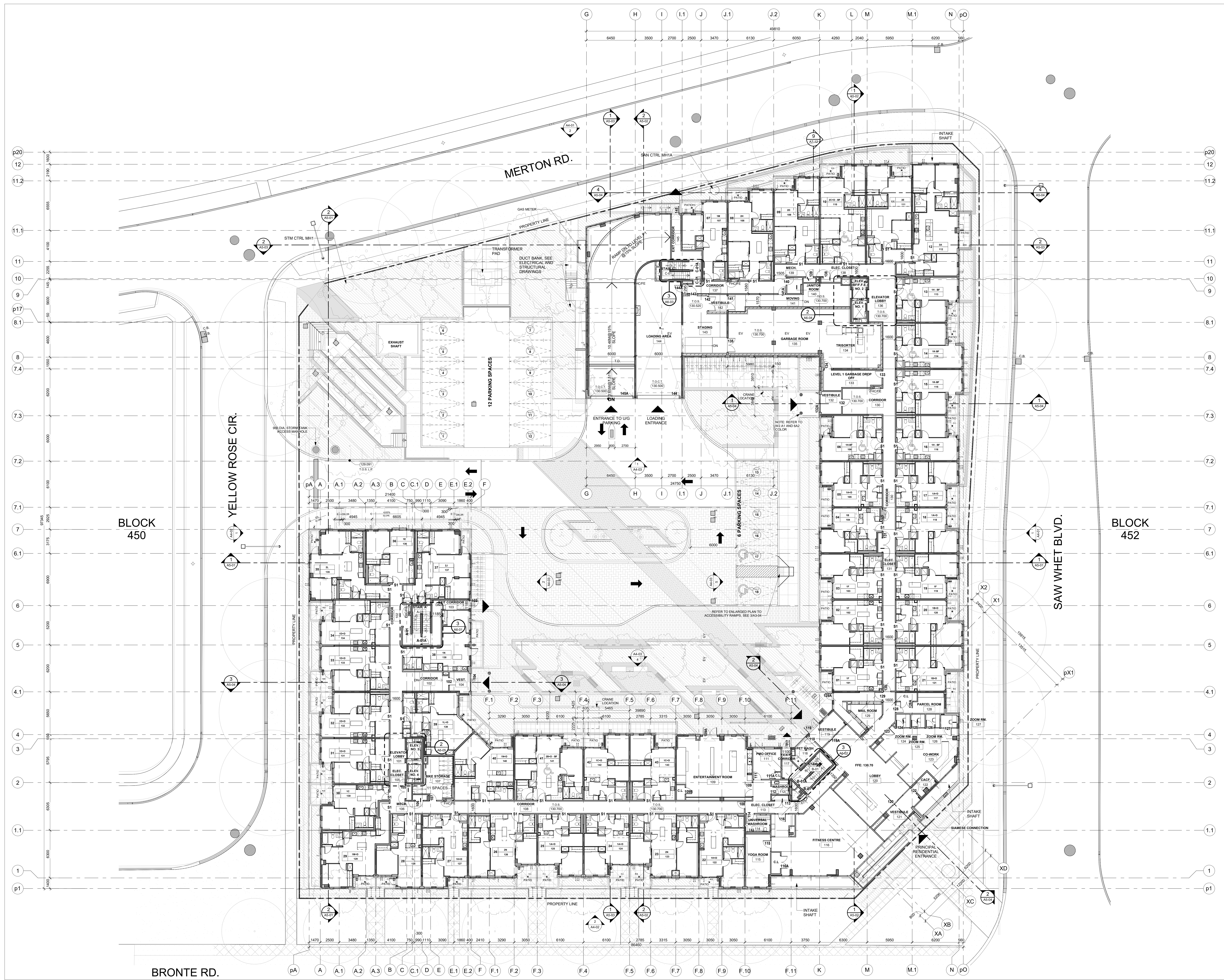
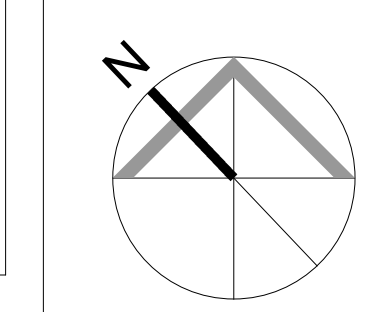
Overall Floor Plan Level 1

Client
CAIVAN

Project
THE SAW WHET

2501 Saw Whet Blvd., Oakville, ON
Proposed Residential Development

Scale: 1 : 150
 Drawn by: CN
 Checked by: JB
 Project No.: 20-065
 Date: April 05, 2023
 Drawing No.: A2-07



Overall Floor Plan Level 1
Scale: 1 : 150

1
A2-07

January 12, 2024

Via Digital Submission

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

Attention: Secretary-Treasurer to the Committee of Adjustment

Re: **Application for Minor Variance
Caivan Communities (Bronte) Limited
2501 Saw Whet Boulevard
Part of Lot 30, Concession 2. SDS
Town of Oakville**

We are pleased to submit this Minor Variance application for the above noted lands located northeast of the intersection of Bronte Road and Saw Whet Boulevard. The requested variance asks for relief to permit the conversion of proposed visitor parking spaces to proposed residential parking spaces.

The requested variance is being sought to provide additional parking spaces for residents of the proposed residential apartment building. Through the pre-sale of units, Caivan Communities has found greater demand for residential parking spaces that originally planned for. Therefore, the request seeks to reduce the visitor parking rate from 0.25 spaces to 0.18 spaces per unit.

Under the current parking requirements, as per By-law 2014-014, the proposed development requires 259 resident and 87 visitor parking spaces, totalling 346 spaces. Caivan Communities is proposing to reduce the visitor parking space rate from 0.25 to 0.18 spaces per unit, resulting in a proposal with 60 visitor spaces and 338 resident parking spaces. This would result in 27 visitor parking spaces being re-allocated to resident parking spaces.

CGH Transportation has completed a parking study in support of the requested variance. This study compared the visitor parking rates for comparable municipalities and found that the proposed parking supply would provide adequate visitor parking to meet the needs of the site using a visitor parking supply ratio of 0.18 spaces per unit. This rate is also aligned with the visitor parking rate for North Oakville. The study also lists comparable visitor parking reductions approved through by-law amendments or committee of adjustment decisions, all of which requested greater reductions in visitor parking rates.

The requested variance meets the intent of By-law 2014-014 by providing adequate parking to support the needs of both residents and visitors. The findings of the parking study support this finding and provide justification for the request variance.

In support of the application, we are pleased to enclose the following:

- 1 digital copy of the executed Minor Variance application form;
- 1 digital copy of the Site Plan, prepared by Kirkor Architects, dated March 10, 2023.

Once the application has been deemed complete and fee payment options are provided, fee payment will be arranged. Please feel free to contact me directly should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING



Catherine McEwan

Copy: Bailey Russell, Caivan Communities (Bronte) Limited



Technical Memorandum

To: Bailey Russell, Caivan; Kevin Beaudette, Caivan Date: 2024-04-22
 Cc: Viktoriya Zaytseva, CGH
 From: Mark Crockford, CGH Project Number: 2022-150

Re: The Saw Whet Visitor Draft Parking Reduction Justification Study

Dear Bailey,

This Parking Justification Study has been prepared to address the proposed minor variance to the parking requirements at 2501 Saw Whet Boulevard in Oakville. Construction of the subject development is currently underway. The parking requirements and proposed parking availability will be discussed to ensure that adequate parking is provided for the development.

Context

The subject development, located at 2501 Saw Whet Boulevard, is a new 6-storey residential mid-rise apartment building that has two levels of underground parking. The total parking requirement, as per Oakville By-law 2014-014, is 1.0 total parking spaces per unit for residential apartment units less than 75 m², 1.5 total parking spaces per unit for units equal to or greater than 75 m². Additionally, the Town of Oakville By-Law States that of the total number of parking spaces required, 0.25 of the parking spaces per dwelling shall be designated as visitor parking spaces. The current parking provisions under construction meet the Oakville By-law requirements, however, through the pre-sale of units, it has been determined that occupant parking demand is higher than initial expectations and exceed the initial provisions at the site. To accommodate this additional demand, a visitor parking rate of 0.18 visitor parking spaces of the total required parking spaces is proposed.

The development has 308 units that are under 75 m² and 25 units that are over 75 m², resulting in a total parking requirement of 346 spaces. The By-law would then require 87 of those parking spaces to be designated as visitor parking, with the remaining 259 parking spaces dedicated as resident parking spaces. The proposed plan for this development provides a total of 398 parking spaces, with 335 spaces dedicated as resident parking stalls and 63 visitor parking stalls, as shown in Table 1.

Table 1: Vehicle Parking Requirements – Town of Oakville

| Parking Requirement | Units | Description | Req. Rate | Req. Spaces | Prov. Spaces | Prop. Rate | Prop. Spaces | Diff. |
|--|-------|--------------------------|-----------|-------------|--------------|------------|--------------|-------|
| Apartment Building Dwelling Unit < 75 m ² | 308 | Total | 1.00 | 308 | - | - | - | - |
| Apartment Building Dwelling Unit > 75 m ² | 25 | Total | 1.50 | 38 | - | - | - | - |
| Site | 333 | Grand Total | - | 346 | 398 | - | 398 | |
| | | Visitor (0.25*Tot Req.) | 25.00% | 87 | 87 | 18% | 63 | -24 |
| | | Resident (Tot – Visitor) | - | 259 | 311 | - | 335 | +24 |

Study Area Transportation Context

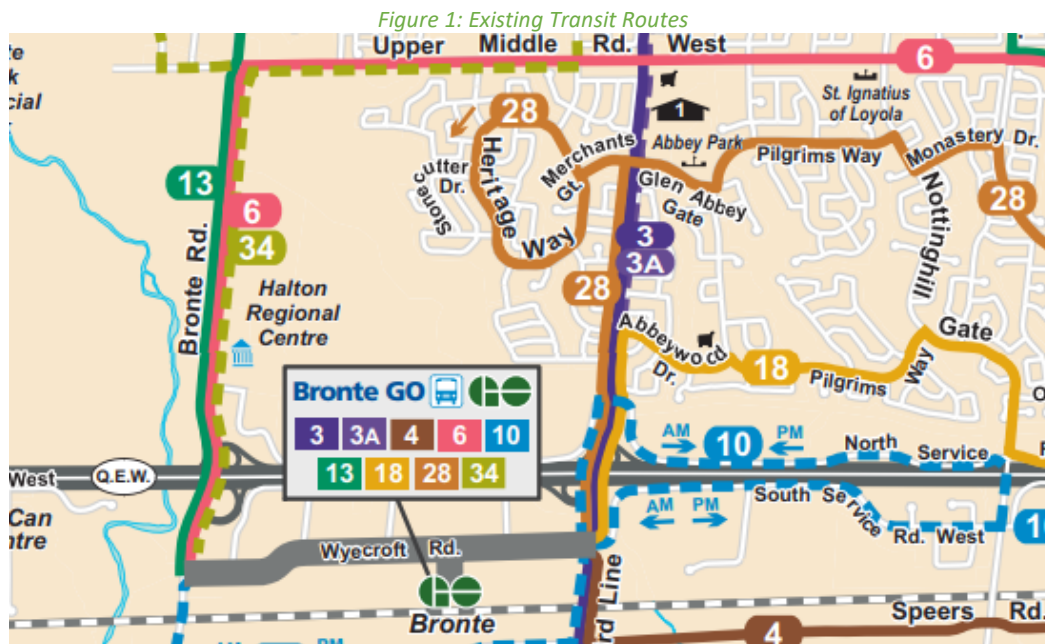
Bronte Road

Bronte Road is a Halton Region arterial road with a four-lane, divided, urban cross-section, with a C4 classification in the Halton Region Transportation Master Plan (TMP). The TMP protects a 47-metre right-of-way for class C4 arterial roads. Boulevard-separated sidewalks are provided at both sides of the road and a multi-use trail is provided on the west side of the road. Left-turn lanes are included at major intersections. A 60 km/h posted speed limit applies. The Region's TMP includes the widening of Bronte Road to six lanes in the future from Speers Road to Highway 407 starting in 2025. Bronte Road will be designated as a transit corridor with two of the lanes utilized as HOV lanes. Bike lanes and a boulevard multi-use trail on the east side are also planned to be added to Bronte Road as part of the Halton Region ATMP.

Saw Whet Boulevard

Saw Whet Boulevard is a minor collector road with a two-lane urban cross-section. Upon the build-out of the proposed development, a sidewalk will be provided on the north side of Saw Whet Boulevard. A 50km/h unposted speed is assumed.

Figure 1 shows the existing transit routes near the proposed development. Oakville Transit routes #6, #13, and #34 provide service along Bronte Road. Route #6, an east-west route which runs from Bronte GO to Laird and Ridgeway, has a headway of 30 minutes during weekday peak hours and one hour during weekends. Route #13, which runs from Bronte GO to Oakville GO, has a headway of 30 minutes on weekdays and one hour on weekends. Route #34 is a loop route running to and from Bronte GO along Bronte Road, Pine Glen Road, and Upper Middle Road West. This route is only serviced during weekday mornings and afternoons with a headway of 30 minutes. The nearest bus stops are located at Bronte Road and Charles Cornwall Road intersection to the south and the intersection of Bronte Road and Upper Middle Road West to the north, however, it is expected that with the planned growth along Saw Whet Boulevard, bus stops will also be proposed near the frontage of the subject site.



Source: <https://www.oakvilletransit.ca/getmedia/84a8e5ee-7891-446e-8f7f-6037fbdf081/transit-system-map.pdf>

Accessed November 27, 2023

Approved Visitor Parking Variance in Recent Developments

In Oakville, there have been approvals for a reduced visitor parking ratio for similar developments within the past two years. These reductions in Oakville were municipally approved through By-law amendments or Committee of Adjustment (CoA) decisions. The study development and examples of approved reductions to visitor parking for other Oakville developments along with the site context of each development are presented in Table 3.

Table 3: Oakville Developments with Approved Visitor Parking Reduction

| Address | Permission Granted From | Reduced Visitor Parking Rate | Site Context |
|-----------------------------------|--------------------------------|---|---|
| 70 Old Mill Road (Block 2) | Site-Specific By-law; 2022-047 | 0.15 spaces per dwelling unit | 12 storey residential building; 12,892 m ² GFA with 154 suites; located within 300 meters of Oakville GO station |
| 315 Glenashton Drive | Site-Specific By-law; 2021-021 | 0.15 spaces per dwelling unit | 9 storey residential building; 13,465 m ² GFA with 149 units; located along Trafalgar Road, 950 meters south of Uptown Core Transit Terminal |
| 2500 Saw Whet Boulevard* | CoA Decision; CAV A/144/2023 | 0.18 spaces per dwelling unit or 0.1871 of total required parking | 6-storey residential building with 374 units; located at the intersection of Bronte Road and Saw Whet Boulevard, 2.4 kilometers north-west of Bronte GO Station |

*Source: Paradigm, 2500 Saw Whet Boulevard Parking Study (2023)

The study development is noted as a 6-storey residential apartment with 346 units, a comparable site context to the Oakville developments described in Table 3 which are also considered multi-storey residential apartment buildings. All developments have access to either Oakville GO Station, or Bronte GO Station by transit and have similar cycling facilities with available routes and trails.

2500 Saw Whet Boulevard is adjacent to the study development, making it a strong proxy site for comparison due to the identical study area context. The same existing and proposed transit and cycling routes, as well as road and neighbourhood characteristics apply to both developments. Both 2500 Saw Whet Boulevard and the subject development also share the same number of storeys and similar number of units. The approved reduced visitor parking rate for 2500 Saw Whet Boulevard is 0.1871 visitor spaces out of total parking spaces required.

The range of approved reduced visitor parking rates for the Oakville developments range from 0.15 – 0.19. Therefore, the proposed reduction falls within the lower range of approved variances accepted for recent developments in Oakville with a similar site context.

Proxy Parking Surveys

Three proxy parking surveys were conducted to support the parking variance at 2500 Saw Whet Boulevard. The parking surveys were conducted on weekdays between 10 PM and 1 AM, and the resulting parking demand is summarized in Table 4 below.

Table 4: Proxy Site Parking Rates

| Address | Survey Date | Observed Rate | Site Context |
|--|-------------------|-------------------------------|--|
| 30 Hamilton Street, Waterdown* | Tue, Aug 1, 2023 | 0.18 spaces per dwelling unit | 9-storey residential building with 99 units; there are no transit terminals in Waterdown and the site is serviced by Hamilton Transit Route 18 |
| 1260 Marlborough Court, Oakville* | Wed, Jan 10, 2018 | 0.12 spaces per dwelling unit | 14-storey residential building with 222 units; located along Trafalgar Road, 1.8 kilometers north of Oakville GO Station |
| 100 Millside Drive, Milton* | Tue, Oct 31, 2017 | 0.14 spaces per dwelling unit | 16-storey residential building with 154 units; located 800 meters west of Milton Mall bus stop |
| 551 Maple Avenue, Burlington* | Tue, Nov 1, 2016 | 0.19 spaces per dwelling unit | 21-storey residential building with 186 units; located 900 meters west of John Street Transit Terminal |
| Average Rate | - | 0.16 spaces per dwelling unit | - |

*Source: Paradigm, 2500 Saw Whet Boulevard Parking Study (2023)

As shown in Table 4 above, the proxy sites have an average visitor parking demand rate of 0.16 spaces per unit. In terms of study area context and size, the proxy site at 1260 Marlborough Court shares similar characteristics to the development under construction at 2501 Saw Whet Boulevard. This site is located on an arterial road which is well serviced by transit and is located within a similar radius from a transit station located at the Lakeshore GO Rail Line. The proxy site is also located in a similar surrounding land use context and has equal distance to the QEW as the proposed development. The parking demand observed at 1260 Marlborough Court is 0.12 spaces per unit, which is less than the proposed visitor parking provisions at 2501 Saw Whet Boulevard.

A total of 63 visitor parking spaces are proposed at the subject site, which is equivalent to a rate of 0.19 spaces per unit or an equivalent of 0.18 visitor spaces out of total required parking spaces on site and is 18% higher than the average observed proxy site parking demand and 58% higher than the demand at 1260 Marlborough Court in Oakville.

Transportation Demand Management Measures for the Study Development

Transportation demand management (TDM) measures are available for this site, including cycling, walking, and transit to reduce the demand for visitor parking on site. This includes sidewalks on both sides along Bronte Road, on Saw Whet Boulevard and on Yellow Rose Circle within the vicinity of the site, and a site interior sidewalk. These pedestrian facilities provide site circulation and a direct connection with the Bronte Road corridor.

There is cycling infrastructure near the site, where there is a multi-use trail provided on the east side Bronte Road and planned on the west side of Bronte Road, a signed bike route on North Service Road West to the south, and a bike lane on Upper Middle Road West to the north. The required number of bicycle parking for the study development is 1.0 per dwelling with 0.25 of the total designated for visitors according to the Oakville 2014-014 By-law, resulting in a requirement of 250 resident spaces and 83 visitor spaces. By providing 83 visitor bike parking stalls, meeting the zoning requirement, the site will support visitors to the site through non-single-occupant vehicle modes of travel.

Table 4: Bicycle Parking Requirements – Town of Oakville

| Parking Requirement | Description | Rate | Units | Required Spaces | Provided |
|---------------------|-------------|------|-------|-----------------|----------|
| Apartment Building | Resident | 0.75 | 333 | 250 | 335 |
| | Visitor | 0.25 | | 83 | |
| | Total | - | | 333 | |

Transit stops have been assumed at the intersection of Saw Whet Boulevard and Bronte Road, along the frontage of this site, providing easy and convenient access for visitors and residents. These stops would be served by three existing transit routes on Bronte Road, which are Routes #6, #13, and #34. These routes would provide access to the Bronte GO Station, Oakville GO Station, Sheridan College, and a MiWay connection at Laird & Ridgeway. The future expansion of Bronte Road will include an HOV/Transit Lane. Upon completion of the widening of Bronte Road, and as this community evolves, additional transit routes and service will be provided as demand increases. Given the location of this development, visitors and residents to the site will be well served by existing and future transit.

Additional minor TDM measures are anticipated to be provided for the study development:

- Provide a multimodal travel option information package to new residents
- Provide visitor and resident bicycle parking in accordance with the Town of Oakville By-law 2014-014
- Provide bike repair station accessible to all residents and their visitors
- Recommendation to the Condominiums Corporation to form a contract with a provider to install on-site bikeshare or carshare facilities and promote their use (subject to the provider agreement/willingness)

These proposed TDM measures would reduce the vehicular trip rate for both residents and visitors, while still providing adequate access to the site using travel alternatives. The reduction in demand while promoting non-auto modes of travel will reduce the demand for visitor parking which supports the proposed parking variance for this development.

Accommodating Excess Parking Demand

The justification for a visitor parking reduction outlined in previous sections is believed to be sufficient to accommodate visitor parking demand. However, in the case of on-site parking for visitors being insufficient there is streetside parking available to accommodate any parking overflow from the site. There are 87 available streetside parking spaces that are shared between the site, 30 detached dwellings, and 27 townhouse units, a rate of approximately 1.5 visitor parking stalls per residential unit. By having an excess of on-street parking, should the occasional visitor to the subject site utilize the on-street parking adjacent to the site, there is an abundance of parking on-street, and this is will not impact the availability of visitor/on-street parking for residents of the low-rise residential units and is unlikely to generate resident complaints regarding availability of on street parking in this area.

Conclusion

The subject development has an increased demand for resident parking which can be met through proposed changes to the visitor parking ratio, a reduction from 25 percent of total required parking spaces on site to a rate of 18 percent of total required parking spaces. This parking variance is appropriate based on the visitor parking rates of other By-laws in nearby municipalities, the recently approved parking ratio reductions for an adjacent site and other similar developments in Oakville, proxy site visitor parking demand surveys, the application of TDM

measures to promote non-auto modes of travel, and the consideration of streetside parking as a suitable countermeasure to parking overflow.

If you have any comments or questions regarding the findings of this parking justification memo, please to do not hesitate to contact the undersigned.

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