



June 27, 2024

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

Attention: Jasmina Radomirovic,
Heather McCrae
Secretary-Treasurer

Re: 2515 Royal Windsor Drive - Application for Minor Variance

On behalf of Nicola Wealth and First Gulf Corporation, (the "Client") Dillon Consulting Limited ("Dillon") is submitting the Minor Variance application required to support the development of a self-storage facility at 2515 Royal Windsor Drive, Oakville, ON (the "Subject Site").

Preliminary Consultation Meetings were held with staff at the Town of Oakville (the "Town"). Subsequently, a Site Plan Control application was submitted for the proposed project in July 2022, and is currently under review by the Town's staff.

This letter and attached support materials form our submission for an application for a Minor Variance to seek relief from the Oakville Zoning By-law 2014-014 that will enable the proposed development of a self-storage facility at the Subject Site.

Background

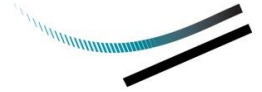
The Subject Site currently sits vacant. The proposed development will intensify the Subject Site with a self-storage building. The proposed development will be subject to a Site Plan Control application which is being reviewed by City Planning (application number SP.1501.032/01).

Town staff have confirmed that the application for the proposed site development would be subject to the Oakville Zoning By-law 2014-014 and that a Minor Variance application could be sought to obtain relief from the applicable zoning requirements.

Subject Site

The Subject Site is municipally known as 2515 Royal Windsor Drive in the Town of Oakville. The Subject Site is legally described as:

235 Yorkland Blvd.
Suite 800
Toronto, Ontario
Canada
M2J 4Y8
Telephone
416.229.4646
Fax
416.229.4692



- PART LOT 1, CONCESSION 2 TRAFALGAR, SOUTH OF DUNDAS STREET, DESIGNATED AS PARTS 6 AND 7 ON 20R21673 SUBJECT TO AN EASEMENT IN GROSS OVER PART 7 20R21673 AS IN HR378592 TOWN OF OAKVILLE
- PART LOT 1, CONCESSION 2 TRAFALGAR, SOUTH OF DUNDAS STREET, PARTS 3 AND 4 PLAN 20R21673 SUBJECT TO AN EASEMENT IN GROSS OVER PART 4 PLAN 20R21673 AS IN HR378592 TOWN OF OAKVILLE

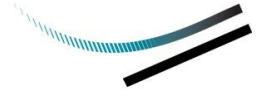
The Subject Site is located along the southeast border of the Town of Oakville. The lot is primarily rectangular in shape save for an area to the southeast and has a total area of 0.41 ha. The Subject Site lies within an Employment Area as designated by the Region of Halton Official Plan and Livable Oakville, the Town of Oakville Official Plan and is zoned E3 Industrial and E4 Business Commercial under the Oakville Zoning By-law 2014-014.

The Subject Site is currently a vacant lot and is surrounded by Industrial and Business Commercial buildings. The Subject Site is bounded by Royal Windsor Drive to the south, a parking lot to the east, a concrete structure to the north, and Winston Churchill Boulevard to the west. The lot is located approximately 2 kilometres south from the QEW and approximately 2 kilometres north from Lakeshore Boulevard West. The Subject Site is serviced by Mississauga's MiWay routes 4, 11, and 12, and is a 5-minute drive or 30-minute walk from Clarkson GO Station in Mississauga.

Proposed Development

The Proposed Development will consist of a new 6-storey building which will be used as a self-storage facility owned by Nicola Wealth and operated by Advanced Self-Storage. The Proposed Development has a footprint of 2,290 square metres, a GFA of 16,686 square metres, and an FFE of 104.35. The proposed building will have a lot coverage of 60.18% and will provide 12.47% of landscape coverage. A total of 11 parking spaces will be provided on site consisting of 7 parking spaces located indoors and 4 parking spaces provided at the exterior of the proposed building at grade. One loading space will be provided inside the building.

The lot will be accessible via Royal Windsor Drive only. The two-way driveway entrance will permit users to enter the site and park either inside the building or externally at grade. Egress from the site is either via Royal Windsor Drive or drive through the building to the exit via Winston Churchill Boulevard. Vehicles that drive into the proposed building will only be permitted to exit the lot via Winston Churchill Boulevard which acts as main exit of this proposed building. The lot is currently vacant, there are no structures to demolish.



Zoning Provisions Applicable to Proposed Land Use

The Subject Site is zoned E3 Industrial and E4 Business Commercial under the Oakville Zoning By-law 2014-014. The northern portion of the Subject Site is zoned E3 while the southern portion of the Subject Site is zoned E4.

To implement the proposed development on the Subject Site, the following variances have been identified:

1. Minimum Interior Side Yard – 1.0 metres is proposed, whereas the by-law requires 3.0 metres
2. Minimum Flankage Yard – 1.84 metres is proposed along Royal Windsor Drive, whereas the by-law requires 3.0 metres
3. Landscape Width to any Road - 1.84 metres is proposed along Royal Windsor Drive, whereas the by-law requires 3.0 metres
4. Landscape Buffer from Parking Area to a Road – 0.44 metres is proposed, whereas the by-law requires 3.0 metres
5. Maximum Height – proposes 24.34 metres, whereas the by-law requires 18.5 metres

Variance 1 is related to setback requirements of the interior side yard. Variance 2 & 3 relates to the flankage yard and landscape buffer to Royal Windsor Drive. Variance 4 relates to building height on the area zoned E4.

Tests for Minor Variance

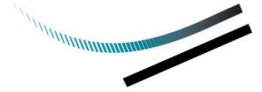
It is our opinion that the requested variance meets the “four tests” set out in subsection 45(1) of the *Planning Act*, as follows:

1. The variance is minor in nature.

As the definition of what constitutes a “minor variance” has not been precisely defined in the *Planning Act*, it is up to the Committee to determine the extent to which a by-law provision may be relaxed, and a variance still classified as minor in nature.¹ Guidance is available in the form of jurisprudence which sees this test as a matter of size, importance and impact.²

¹ See *Toronto (City) v. 621 King Developments Ltd.*, 2011 ONSC 7047 (CanLII), <http://canlii.ca/t/fqjrd> and *Re McNamara Corporation Ltd. et al. and Colekin Investments Ltd.*, 1977 CanLII 1050 (ON SC), <http://canlii.ca/t/g1j9s>.

² See *Vincent v. Degasperis*, 2005 CanLII 24263 (ON SCDC), <http://canlii.ca/t/1l4rd>.



The proposed variances call for site-specific relief from provisions related to the building setbacks, landscape buffer and building height on the Subject Site.

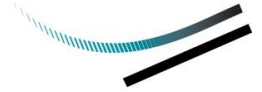
Variance 1 – The Subject Property requires an interior side yard of 3.0 metres whereas the proposal provides a 1.0 metre setback. The abutting property is currently zoned for employment uses with the immediate area providing parking to support the neighbouring employment activities. The proposed variance will not impede the existing employment use of the adjacent property nor disrupt the functionality of this parking area.

Furthermore, there is no proposed activity along the reduced side yard. The proposed development does not have any parking or circulation along the interior side yard. The proposed development will have one way-traffic through the building, with access exclusively provided via Royal Windsor Drive, and the exit situated at the rear of the proposed building with direct egress to Winston Churchill Boulevard. Further, there is no direct access to the proposed building from the neighboring lands which mitigates the impact of the reduced interior side yard.

Variances 2,3 & 4 – The proposed variances related to the reduction of the flanking side yard setback from 3.0 metres to 1.84 metres and associated reduction to the landscape buffer requirement to a road from 3.0 metres to 1.84 metres and reduction in the landscape width between a parking area and a road from 3.0 metres to 0.44 metres. These variances will have little impact to the surrounding employment uses or pedestrian experience in this employment area. Note that the flankage side yard setback of 2.3 metres is maintained along Winston Churchill Boulevard and reduced to 1.8 metres along the southern portion of the lot which accommodate the daylight triangle.

Adequate landscaping and separation distance is still provided despite these variances, which are necessary to accommodate the existing daylight triangle and the future road widening requirement of Winston Churchill Boulevard from the Region of Halton. These site-specific conditions regarding road adjustments are essential for maintaining the functionality and safety of this employment area.

Variance 5 - The requested variance is an increase of the maximum allowed height from 18.5m to 24.34 metres. The Subject Site is located in an industrial neighbourhood away from any residential areas and therefore not impacted by additional shadows which may be cast on adjacent properties and the enjoyment of personal outdoor space. Its location at a corner further serves to mitigate impact on adjacent properties. The abutting properties are large and have vast amounts of surface parking and therefore will not impact any industrial activity or common outdoor space.



The proposed variances will have little impact to the surrounding neighbourhood or the Town as a whole. The proposed development is strategically located at the corner of Royal Windsor Drive and Winston Churchill Boulevard and it will maintain adequate setbacks and enhanced landscaping on site along the street lines. It is also located adjacent to compatible and complementary uses (employment). As such, the proposed development would not be expected to constitute a significant impact relative to the approved and existing uses adjacent to the Subject Site.

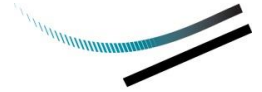
2. *The variance is desirable for the appropriate development or use of the land, building or structure.*

The requested variances would allow for the development of a self-storage facility that will activate an otherwise underutilized lot in the Town of Oakville. The proposed building will provide employment and economic opportunities to the local community.

The development of an employment use on this property represents the logical use of the currently zoned employment property, given the neighbourhood and consideration of the surrounding context. The property is well situated within the Town and its transportation network which supports this employment use. The Subject Site abuts Winston Churchill Boulevard to the northeast, Royal Windsor Drive to the south, and surrounded by other employment uses to the south and east.

Variance 1 – The reduction to the interior side yard provides adequate separation distance and limits adverse effects to the abutting property. Currently, the undeveloped site drains onto the abutting property, while the proposed development not only improves the current condition but prevents runoff onto the abutting property by incorporating a French Drain within this interior side yard. Maintenance of this French Drain can be carried out entirely within the proposed interior side yard, eliminating the need for access from the neighboring property. Thus, the variance not only facilitates development but also promotes responsible land use and mitigates potential environmental impacts. The interior side yard does not contain any windows and entrances, or any industrial activity and therefore the reduced yard is appropriate.

Variance 2, 3 & 4 – The design of the proposal maximizes the use of the property contributing to the local economic base of the City. The reduction to the flanking side yard setback and associated landscape buffer area along Winston Churchill Boulevard are appropriate on the Subject Site given its urban context and surrounding uses. It does not represent over development of the site as adequate separation distances are provided, and these proposed setbacks continue to support its existing functions of providing landscaping while limiting its impact on surrounding uses. The proposed development does not involve the demolition or redevelopment of an existing



structure but rather the creation of a new facility. The current conditions of this vacant site are poor and lack good urban design for such a prominent and busy employment intersection.

Variance 5 - The self-storage facility proposed for the Subject Site will activate an otherwise underutilized vacant lot in Oakville.

The site itself is located at the corner of Royal Windsor Drive and Winston Churchill Boulevard which is a prominent corner in this employment area. From an Urban Design perspective, it is appropriate to add height and density to this important intersection. The height increase is suitable here as it provides intensification to the employment area which is supported in the *Provincial Policy Statement* and the Official Plan. Due to the minimal increase in height identified, it is our opinion that the variance is minor in nature in relation to the general area.

The proposed site development strikes an appropriate balance between the intent of the Zoning By-law, and the desire to employ good urban design by locating the proposed building in a manner that minimizes its impact on the adjacent neighbours in the area. The variances required to implement the proposed site development represent a desirable approach for the appropriate development and use of the Subject Site.

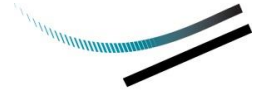
3. The variance maintains the general intent and purpose of the zoning by-law.

The variances will permit a more intensified use on the Subject Site and result in a permitted use which will be able to better serve the community. The proposed commercial self-storage use is located in an Employment zone and will continue to serve its function with the local community.

Variance 1 – The proposal provides adequate buffer with sufficient setback to the abutting Employment zoned lot to its interior side. The proposed use will not have any measureable impact to the employment use, improves the existing drainage condition, and will not impede business activity to the abutting lot.

Variance 2,3 & 4 – Adequate setbacks and landscaping are provided along Winston Churchill Boulevard. The flanking side yard and landscape buffer reduction is required to implement the future road widening of Winston Churchill Boulevard as required by the Region of Halton. Adequate opportunities for landscaping and buffer will be provided through the Site Plan Approval Process. The extent of the variances is accentuated by the interpretation of flankage side yard at the daylight triangle.

Variance 4 – The proposed variance seeks to increase the maximum height of 18.5 metres to 24.34 metres, a difference of 5.84 metres. Note that the property has a split zone and there is no height limit for the northern portion of the site. Given the



by-law is interpreted to apply the most stringent zone on the entire property, the 18.5 metre height limit applies.

Accordingly, the proposed variances will maintain the general intent and purpose of the zoning by-law.

4. The variance maintains the general intent and purpose of the Official Plan.

Halton Regional Official Plan

The Subject Site is designated as an *Urban Area with an Employment Area overlay* in the Halton OP. *Employment Areas* are meant to help the region achieve job growth rates outlined in the *Growth Plan 2020* as stated by policy 77.1. The proposed development is an industrial use and therefore appropriately located in these designated lands. The proposed development will provide economic benefits and job creation. It is our opinion the proposed Minor Variance maintains the intent and purpose of the Halton's Regional Official Plan.

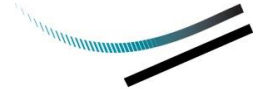
Liveable Oakville

The designated land use for the Subject Site is *Employment* under Liveable Oakville. Section 14 of the Oakville OP state that "*Employment Areas* are intended to provide industrial, business, and office activities, which will be the major source of employment opportunities in the Town". Policies 14.1.1 and 14.1.2 call for a balance of employment and population to create a balanced and *complete community*. Additionally, the subject lands are further identified under policy 14.4 as *Business Commercial* lands. As the Subject Site is considered an employment use, the Proposed Development conforms to the Liveable Oakville OP and generally maintains its intent and purpose.

Accordingly, the proposed variances will maintain the general intent and purpose of the Official Plan.

Application for a Minor Variance

The proposed variances meet the four tests outlined in the Planning Act. The proposal does not have a significant impact on the neighbouring properties and surrounding area and can be considered to be minor in nature. The proposal represents a desirable approach for the appropriate development and use of the Subject Site. The proposal complies with the purpose and intent of the Official Plan and applicable Zoning By-law.



Submission Materials

In support of the application for a Minor Variance, the following materials have been included in the submission package:

Required Material	Dated
Application Form	June 11, 2024
Submission Letter	June 11, 2024
Site Plan – A101	March 12, 2024
Elevation Plan – A200	January 30, 2024
Ground Floor Plan – A112	January 30, 2024
Landscape Plan – L-1	March 24, 2024
Topographic Survey Plan - C100	March 17, 2022
Letter of Acceptance – Mancor	April 25, 2024
Letter of Acceptance – Nicola Wealth	April 24, 2024

Application Fees

We understand that the following fees will apply to the Minor Variance application.

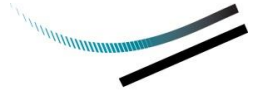
Application for Minor Variance:	\$ 4,050.00
Region of Halton Review fee:	\$39.71

We also understand that the fees will be payable upon the Town's review of the application at the point that it is deemed complete.

We trust that this submission is to the satisfaction of the Town of Oakville.

Should you have any questions or wish to discuss this application, please contact the undersigned at 416-554-1518 or by email (jguzzi@dillon.ca). We request that this application be considered by the Committee of Adjustment at its early possible scheduled meeting.

Town of Oakville, Committee of Adjustment
Page 9
June 27, 2024



Yours sincerely,

DILLON CONSULTING LIMITED

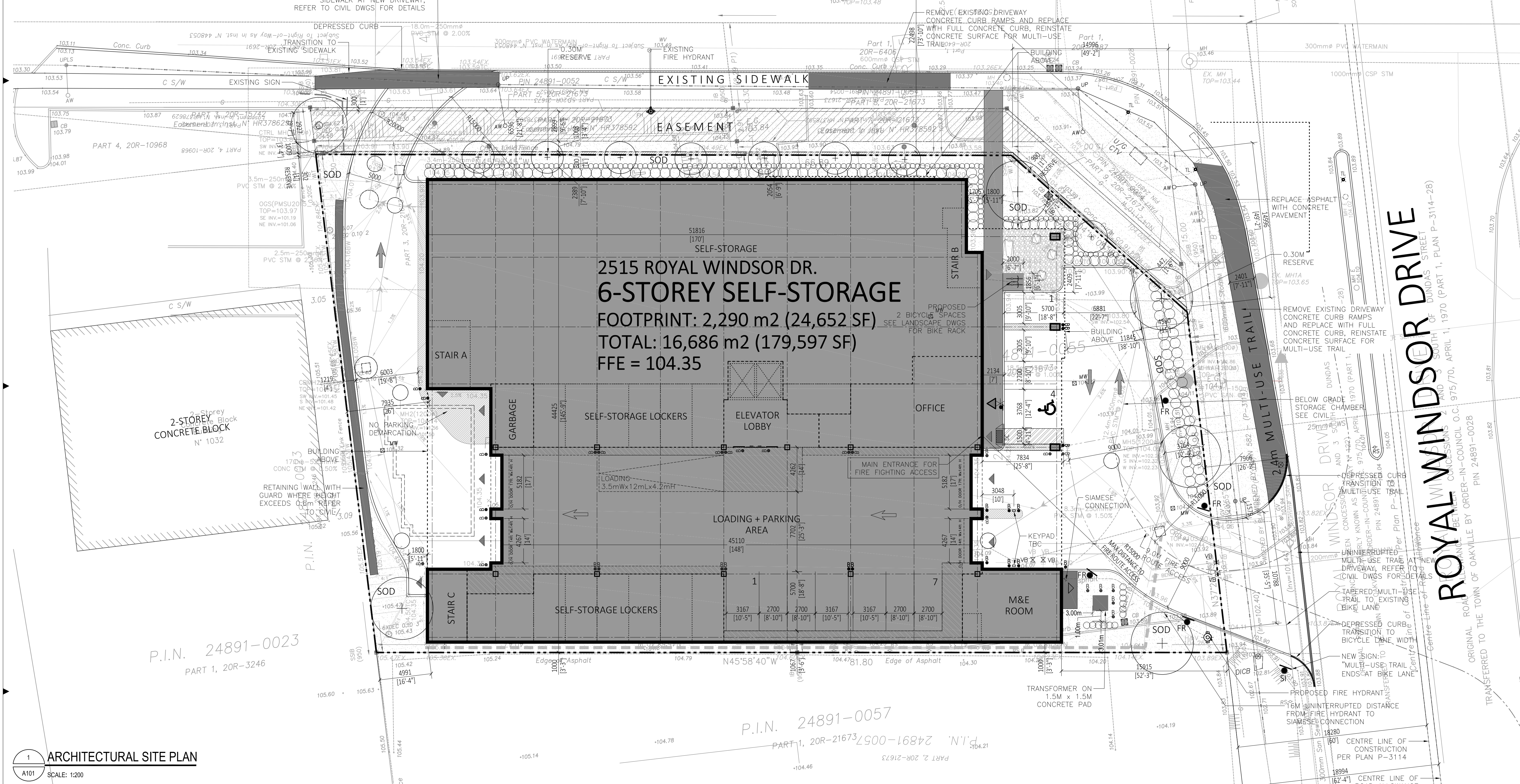
A handwritten signature in black ink, appearing to read "J. Guzzi". The signature is fluid and cursive.

Joseph Guzzi, MCIP, RPP
Associate

Enclosure(s) or Attachment(s)
Our file: 22-3718
Cc: Kevin Somra, First Gulf Corporation

HURCHILL BOULEVARD
BETWEEN TOWNSHIPS OF TORONTO AND TRAFALGAR
P.I.N. 24891-0027

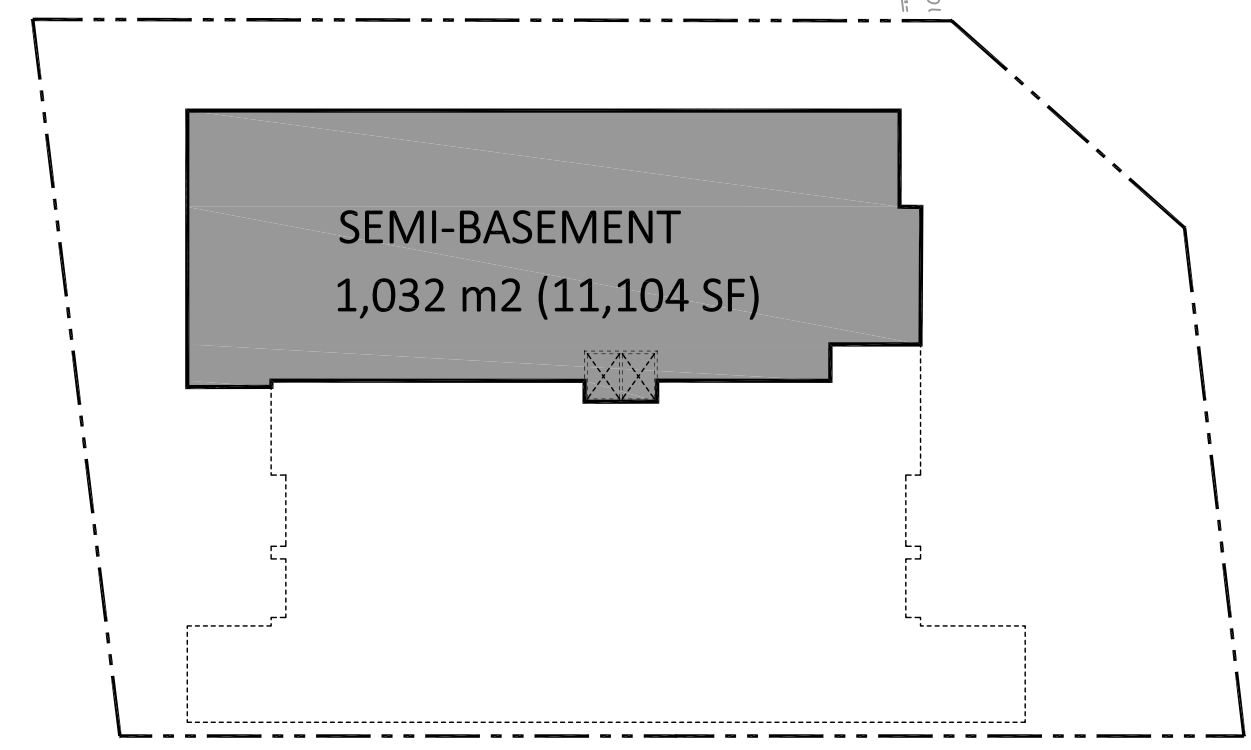
WINSTON CHURCHILL BOULEVARD



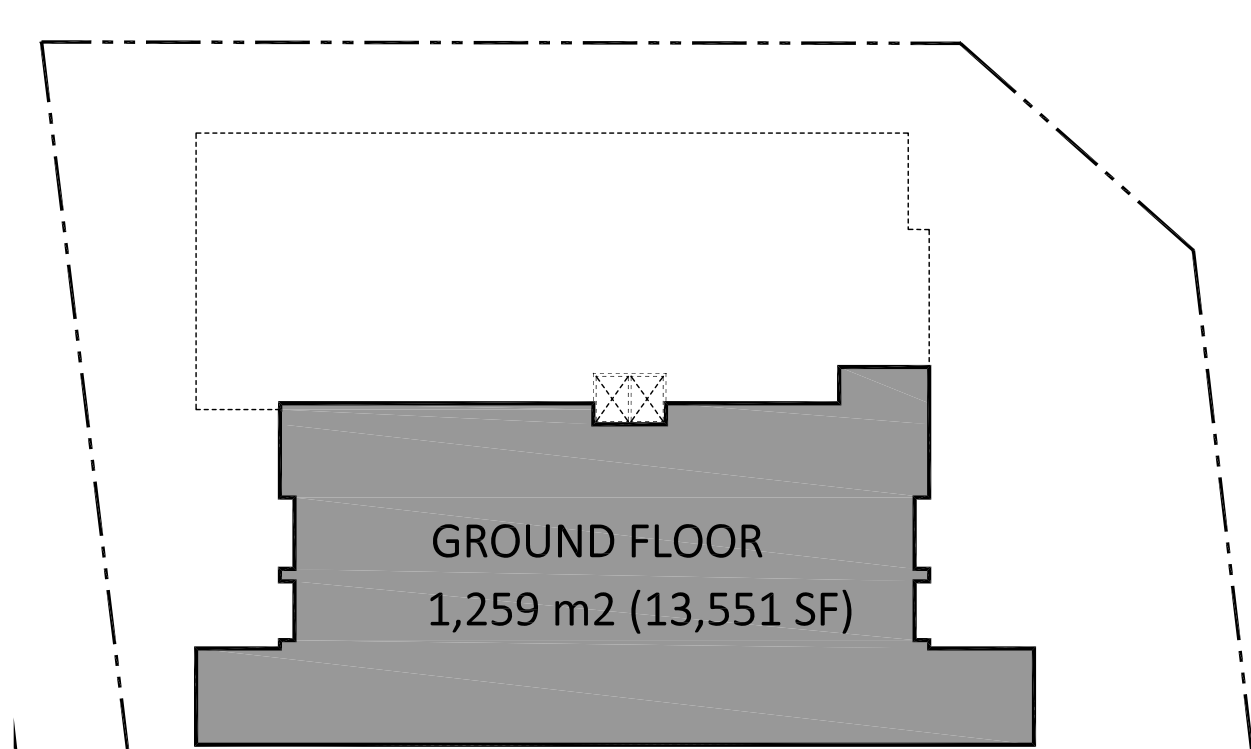
P.I.N. 24891-0023
PART 1, 20R-3246

P.I.N. 24891-0057
PART 1, 20R-21673

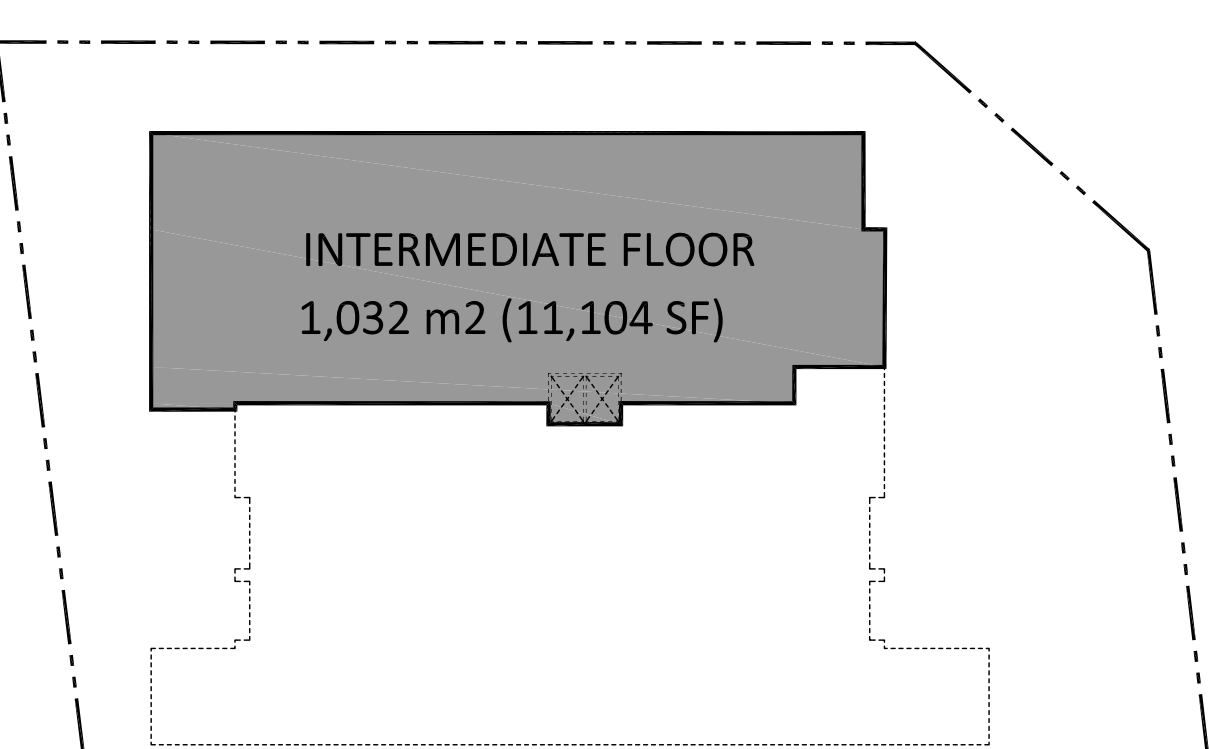
1 ARCHITECTURAL SITE PLAN
SCALE: 1:200



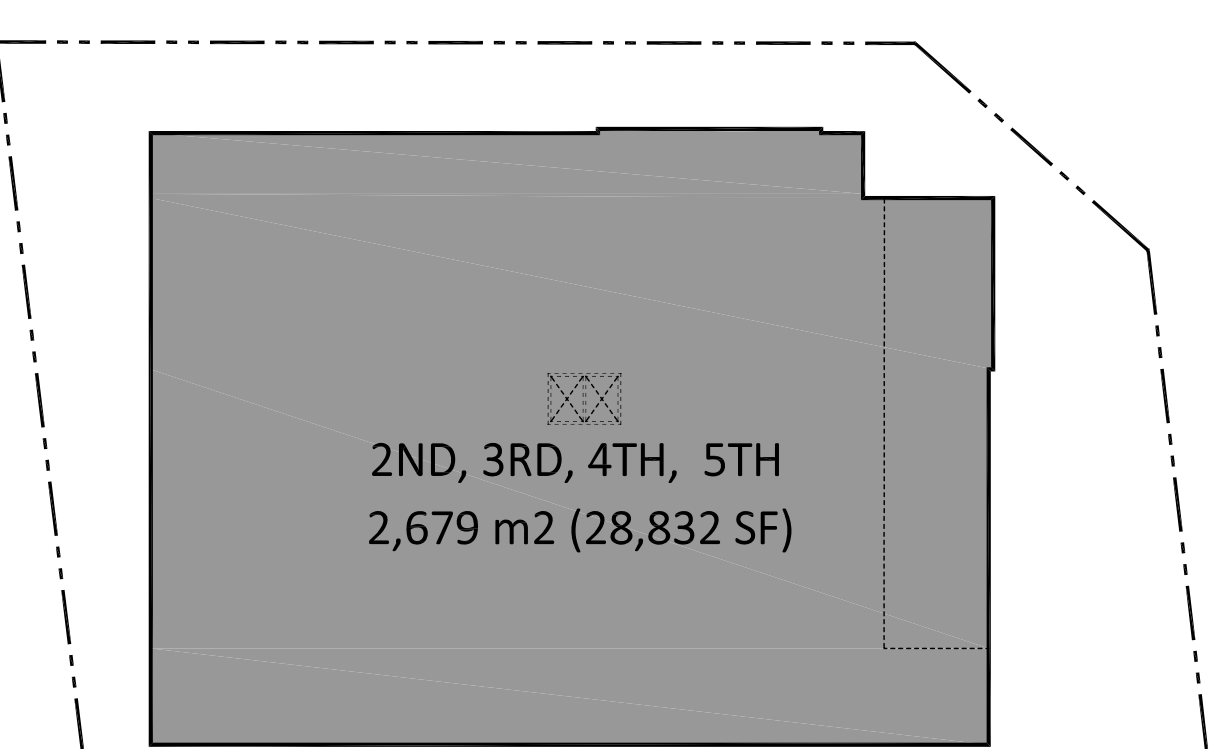
2 SEMI-BASEMENT
A101 N.T.S.



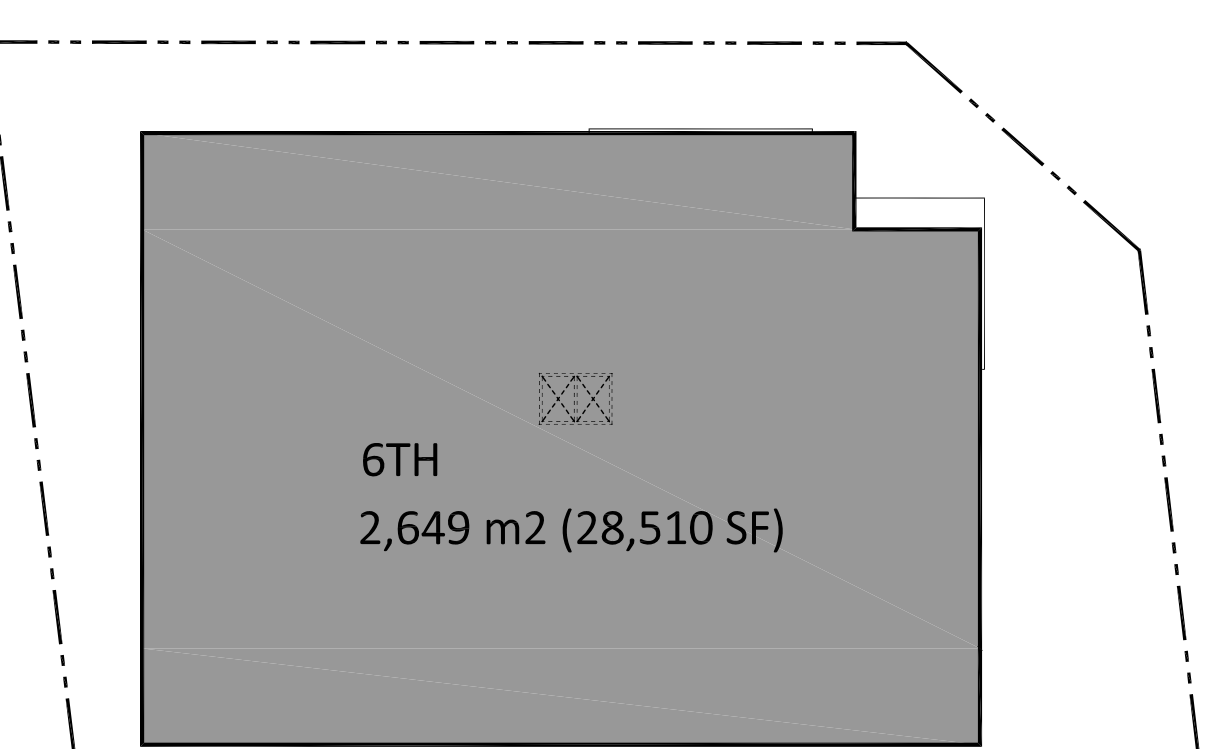
3 GROUND FLOOR PLATE
A101 N.T.S.



4 INTERMEDIATE FLOOR PLATE
A101 N.T.S.

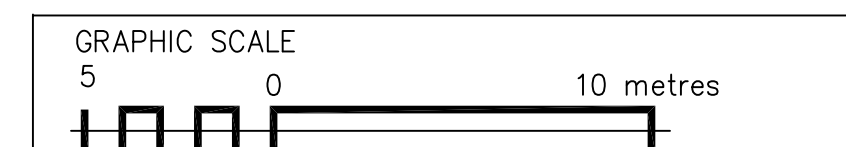


5 TYPICAL SECOND, THIRD, FOURTH & FIFTH FLOOR PLATE
A101 N.T.S.



6 SIXTH FLOOR PLATE
A101 N.T.S.

NOTE: BOULEVARD WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE RESTORED TO THE SATISFACTION OF CITY'S TRANSPORTATION AND ENGINEERING



SITE PLAN BASED ON SURVEY BY CUNNINGHAM MCCONNELL LIMITED ONTARIO LAND SURVEYORS - DRAFT R-PLAN PLAN 3-19-4, DATED MAY 4, 2023, AND PLAN 3-19-3 RECEIVED MAY 4, 2023

LEGEND

- PROPOSED BUILDING
- EXISTING BUILDINGS ON SITE
- LANDSCAPED AREA
- CONCRETE/SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- BARRIER FREE PARKING
- BARRIER FREE PARKING
- EXISTING CONCRETE/SIDEWALK
- SIAMESE CONNECTION
- ENTRANCE AND/OR EXIT DOOR
- FIRE HYDRANT
- MANHOLE COVER
- FIRE ROUTE ACCESS SIGN MOUNTED ON POLE



7 KEY PLAN
A101 N.T.S.

2515 Royal Windsor Drive, Oakville, ON			
Zoning By-law 2014-014	E3	E4	Proposed
Minimum Lot Area	0.2 ha	6 ha	0.38 ha
Minimum Lot Frontage	30	30 m	32.98 m
Minimum Front Yard	3.0 m	3.0 m	11.84 m
Minimum Flankage Yard	3.0 m	3.0 m	1.84 m
Minimum Interior Side Yard	3.0 m	3.0 m	1.00 m
Minimum Interior Side Yard abutting a lot in any Residential Zone, Institutional (I) Zone, or Community Use (CU) Zone	15.0 m	15.0 m	n/a
Minimum Interior Side Yard abutting any railway corridor	7.5 m	7.5 m	n/a
Minimum Rear Yard	3.0 m	3.0 m	4.9 m
Minimum Rear Yard abutting a lot in any Residential Zone, Institutional (I) Zone, or Community Use (CU) Zone	15.0 m	15.0 m	n/a
Minimum Rear Yard abutting any railway corridor	7.5 m	7.5 m	n/a
Maximum Height	n/a	18.5 m	24.34 m*
Minimum Landscaping Coverage	10%	10%	12.47%
Minimum Landscaping for Surface Parking / For any employment zone to any road	3.0 m	3.0 m	0.4 m
Surface Parking Area Setbacks from Building	1.8 m	1.8 m	2.13 m

Minimum Parking Spaces	Commercial Self-storage: 1.0 per 100.0 m ² net floor area, to a maximum minimum requirement of 8 parking spaces GFA = 16,686 m ² Minimum Parking Required = 8	Commercial Self-storage: 1.0 per 100.0 m ² net floor area, to a maximum minimum requirement of 8 parking spaces GFA = 16,686 m ² Minimum Parking Required = 8	11
Minimum Drive Aisle Width (Two way)	6 m	6 m	6.9 m
Minimum Drive Aisle Width (One way angle to a parking space is greater than or equal to 60 degrees)	5.5 m	5.5 m	6.0 m
Minimum Drive Aisle Width (One way angle to a parking space is greater than or equal to 40 degrees)	4 m	4 m	n/a
Minimum Loading Spaces	n/a	n/a	1
Loading Space Minimum Width (m)	3.5 m	3.5 m	3.5 m
Loading Space Minimum Length (m)	12 m	12 m	12 m
Loading Space Minimum Height (m)	4.2 m	4.2 m	4.2 m

DESIGNER:
CIVIL:
ELECTRICAL:
MECHANICAL:
STRUCTURAL:
PLANNER AND LANDSCAPE:
CLIENT LOGO:
CLIENT: FIRST GULF
351 KING ST. E. 13TH FLOOR
TORONTO, ON, M5A 0L6
TEL: 416 491 7778
PROJECT NORTH: ARCHITECT'S SEAL: ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL G. GAGANIS
LICENCE 5067
TRUE NORTH: ARCHITECT: WPT ARCHITECTURE INC.
wpt@wptarchitecture.ca



CLIENT: FIRST GULF
351 KING ST. E. 13TH FLOOR
TORONTO, ON, M5A 0L6
TEL: 416 491 7778

2481 & 2529 ROYAL WINDSOR DRIVE			
LOT AREA	SF	SM	Acre
LOT AREA AFTER ROW ON WINSTON CHURCHILL BLVD.	41,254	3,833	0.95
FLOOR AREAS			
SEMI-BASEMENT	11,104	1,032	
GROUND	13,551	1,259	
INTERMEDIATE FLOOR	11,104	1,032	
SECOND	28,832	2,679	
THIRD	28,832	2,679	
FOURTH	28,832	2,679	
FIFTH	28,832	2,679	
SIXTH	28,510	2,649	
TOTAL FLOOR AREA	179,597	16,686	
PARKING TOTAL	11 SPACES (4 @ grade)		
LOADING	1 SPACE (interior)		
LOT COVERAGE	60.18 %		
LANDSCAPE COVERAGE	12.47 %		
FAR	4.38		

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FAR	4.38		

GENERAL NOTES TYPICAL:
CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DRAWINGS, DIMENSIONS, DETAILS, SPECIFICATIONS AND DOCUMENTS, AND VERIFY SITE CONDITIONS, AND REPORT ALL ERRORS, OMISSIONS AND DISCREPANCIES TO THE ARCHITECT IN WRITING PRIOR TO PROCEEDING WITH THE WORK.
DOCUMENTS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS' DOCUMENTATION.
DO NOT SCALE DRAWINGS. DO NOT USE DOCUMENTS FOR CONSTRUCTION UNLESS INDICATED AS "FOR CONSTRUCTION" AND STAMPED AND SIGNED BY THE ARCHITECT AND CONSULTANTS.
CONTRACTOR AND CONSTRUCTION MUST COMPLY WITH PERTINENT CODES, BY-LAWS, PROVINCIAL AND FEDERAL REGULATORY REQUIREMENTS.
ALL DOCUMENTS REMAIN THE PROPERTY OF THE CONSULTANTS AND MAY NOT BE USED OR REPRODUCED WITHOUT WRITTEN PERMISSION.

23	2024-06-20	ISSUED FOR SPA + MVA
22	2024-05-20	ISSUED FOR SPA + MVA
21	2024-03-02	ISSUED FOR SPA + MVA
20	2024-02-06	ISSUED FOR SPA + MVA
19	2023-11-24	FOR COORDINATION
18	2023-09-15	ISSUED FOR SPA
17	2023-09-15	ISSUED FOR SPA
16	2023-08-23	FOR COORDINATION
15	2023-07-18	FOR COORDINATION
14	2023-06-20	REVISIONS

2515 Royal Windsor Drive, Oakville, ON			
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TEL: 416 491 7778
PROJECT NORTH: ARCHITECT'S SEAL: ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL G. GAGANIS
LICENCE 5067
TRUE NORTH: ARCHITECT: WPT ARCHITECTURE INC.
wpt@wptarchitecture.ca

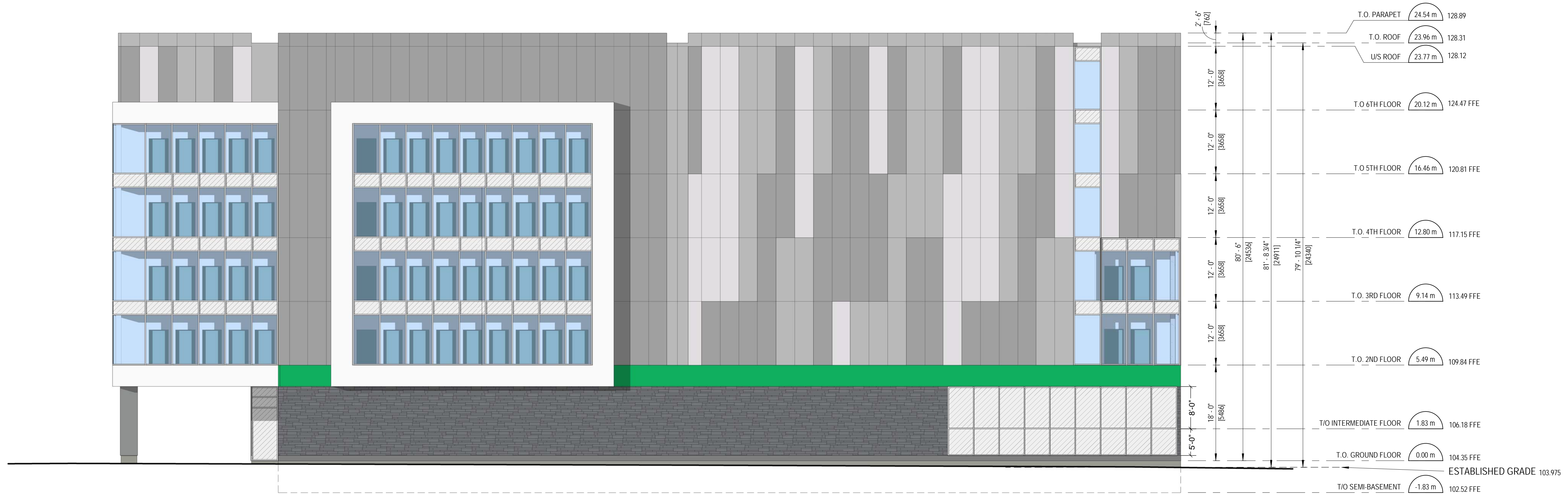
Minimum Parking Spaces	Commercial Self-storage: 1.0 per 100.0 m ² net floor area, to a maximum minimum requirement of 8 parking spaces GFA = 16,686 m ² Minimum Parking Required = 8	Commercial Self-storage: 1.0 per 100.0 m ² net floor area, to a maximum minimum requirement of 8 parking spaces GFA = 16,686 m ² Minimum Parking Required = 8	11
Minimum Drive Aisle Width (Two way)	6 m	6 m	6.9 m
Minimum Drive Aisle Width (One way angle to a parking space is greater than or equal to 60 degrees)	5.5 m	5.5 m	6.0 m
Minimum Drive Aisle Width (One way angle to a parking space is greater than or equal to 40 degrees)	4 m	4 m	n/a
Minimum Loading Spaces	n/a	n/a	1
Loading Space Minimum Width (m)	3.5 m	3.5 m	3.5 m
Loading Space Minimum Length (m)	12 m	12 m	12 m
Loading Space Minimum Height (m)	4.2 m	4.2 m	4.2 m



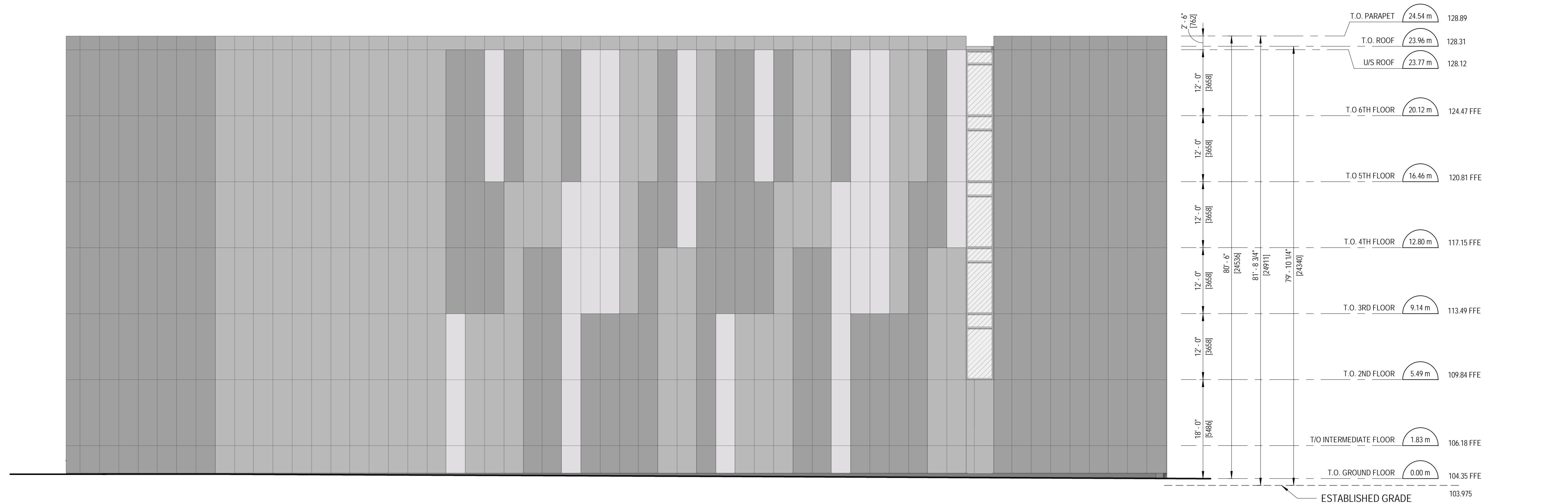
CLIENT: FIRST GULF
351 KING ST. E. 13TH FLOOR
TORONTO, ON, M5A 0L6
TEL: 416 491 7778

2481 & 2529 ROYAL WINDSOR DRIVE			
LOT AREA	SF	SM	Acre
LOT AREA AFTER ROW ON WINSTON CHURCHILL BLVD.	41,254	3,833	0.95
FLOOR AREAS			
SEMI-BASEMENT	11,104	1,032	
GROUND	13,551	1,259	
INTERMEDIATE FLOOR	11,104	1,032	
SECOND	28,832	2,679	
THIRD	28,832	2,679	
FOURTH	28,832	2,679	
FIFTH	28,832	2,679	
SIXTH	28,510	2,649	
TOTAL FLOOR AREA	179,597	16,686	
PARKING TOTAL	11 SPACES (4 @ grade)		
LOADING	1 SPACE (interior)		
LOT COVERAGE	60.18 %		
LANDSCAPE COVERAGE	12.47 %		
FAR	4.38		

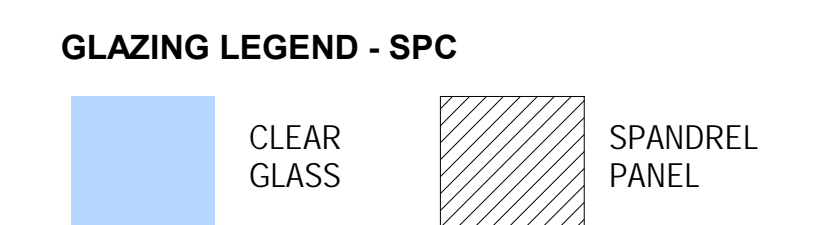
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2 NORTH
A 200 3/32" = 1'-0"



1 SOUTH
A 200 3/32" = 1'-0"



ISSUED FOR SPA

- GENERAL NOTES TYPICAL:**
- CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DRAWINGS, DIMENSIONS, DETAILS, SPECIFICATIONS AND DOCUMENTS, AND VERIFY SITE CONDITIONS, AND REPORT ALL ERRORS, OMISSIONS AND DISCREPANCIES TO THE ARCHITECT IN WRITING PRIOR TO PROCEEDING WITH THE WORK.
 - DOCUMENTS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS' DOCUMENTATION.
 - DO NOT SCALE DRAWINGS. DO NOT USE DOCUMENTS FOR CONSTRUCTION UNLESS INDICATED AS "FOR CONSTRUCTION" AND STAMPED AND SIGNED BY THE ARCHITECT AND CONSULTANTS.
 - CONTRACTOR AND CONSTRUCTION MUST COMPLY WITH PERTINENT CODES, BYLAWS, PROVINCIAL AND FEDERAL REGULATORY REQUIREMENTS.
 - ALL DOCUMENTS REMAIN THE PROPERTY OF THE CONSULTANTS AND MAY NOT BE USED OR REPRODUCED WITHOUT WRITTEN PERMISSION.

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6	2024-01-30	ISSUED FOR SPA
5	2023-08-30	ISSUED FOR SPA
4	2022-11-30	ISSUED FOR SPA
3	2022-07-15	ISSUED FOR SPA
2	2022-06-10	ISSUED FOR DISCUSSION
1	2022-05-19	ISSUED FOR DISCUSSION PURPOSES

CIVIL: **HUSSON**
200 CACHET WOODS CT SUITE 204
MARKHAM ONTARIO
L6C 0Z8

ELECTRICAL: **MJA**
556 EDWARD AVE
RICHMOND HILL, ONTARIO
L4C9Y5

MECHANICAL: **TBD**
TBD
TBD

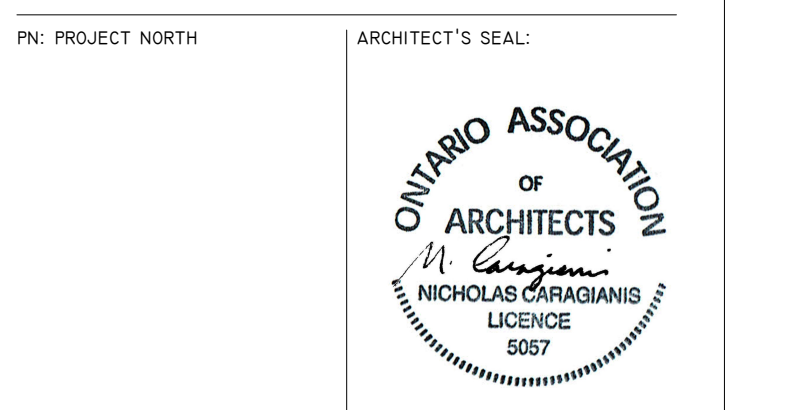
STRUCTURAL: **TBD**
TBD
TBD

PLANNING: **DILLON**
235 YORKLAND BLVD, SUITE 800
TORONTO, ON
M2J 4Y8

LANDSCAPING: **INSITE**
5 FIELD AVE
TORONTO, ON
M4G 1Y4



CLIENT: **FIRST GULF**
636 BRONTE RD
OAKVILLE, ON, L6L 6S1
TEL: 905 469 9001



TN: TRUE NORTH
ARCHITECT:



WPT PROJECT #: MUNICIPAL #:
CLIENT PROJECT #: CLIENT CONTRACT #:

PROJECT NAME AND LOCATION:
ADVANCED SELF STORAGE
2515 ROYAL WINDSOR DR.
OAKVILLE, ON

SHEET NAME:
ELEVATIONS

SCALE: SHEET #:
N.T.S. **A 200**
DRAWN BY: A.F.

ISSUED FOR SPA

- GENERAL NOTES TYPICAL:**
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ELECTRICAL: **MJA**
556 EDWARD AVE
RICHMOND HILL, ONTARIO
L4C9Y5

MECHANICAL: **TBD**
TBD
TBD
TBD

STRUCTURAL: **TBD**
TBD
TBD
TBD

PLANNING: **DILLON**
235 YORKLAND BLVD, SUITE 800
TORONTO, ON
M2J 4Y8

LANDSCAPING: **INSITE**
5 FIELD AVE
TORONTO, ON
M4G 1Y4

CLIENT LOGO: **FIRST GULF**

CLIENT: **FIRST GULF**
636 BRONTE RD
OAKVILLE, ON, L6L 6S1
TEL: 905 469 9001

PH: PROJECT NORTH ARCHITECT'S SEAL:
ONTARIO ASSOCIATION OF ARCHITECTS
NICHOLAS GRAMAKIAN
LICENCE 8007

TN: TRUE NORTH
ARCHITECT: **WPT ARCHITECTURE INC**
wpt@wptarchitecture.ca

WPT PROJECT #: MUNICIPAL #:
CLIENT PROJECT #: CLIENT CONTRACT #:
PROJECT NAME AND LOCATION:
ADVANCED SELF STORAGE
2515 ROYAL WINDSOR DR.
OAKVILLE, ON

SHEET NAME: **ELEVATIONS**

SCALE: SHEET #:
N.T.S. **A 201**
DRAWN BY: A.F.

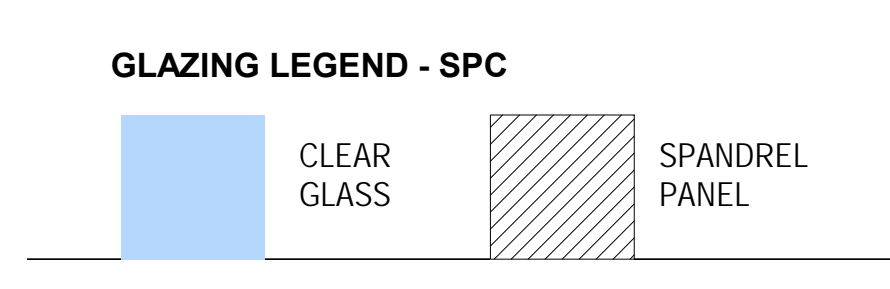
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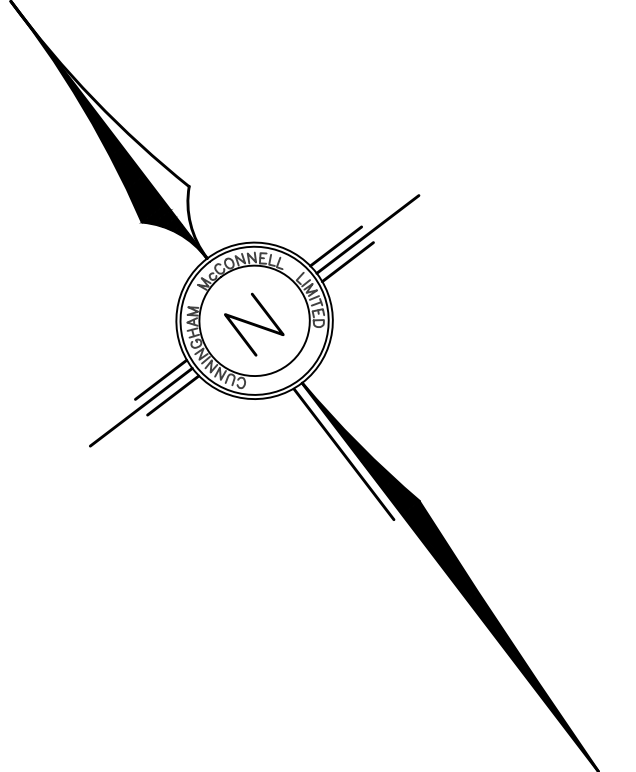
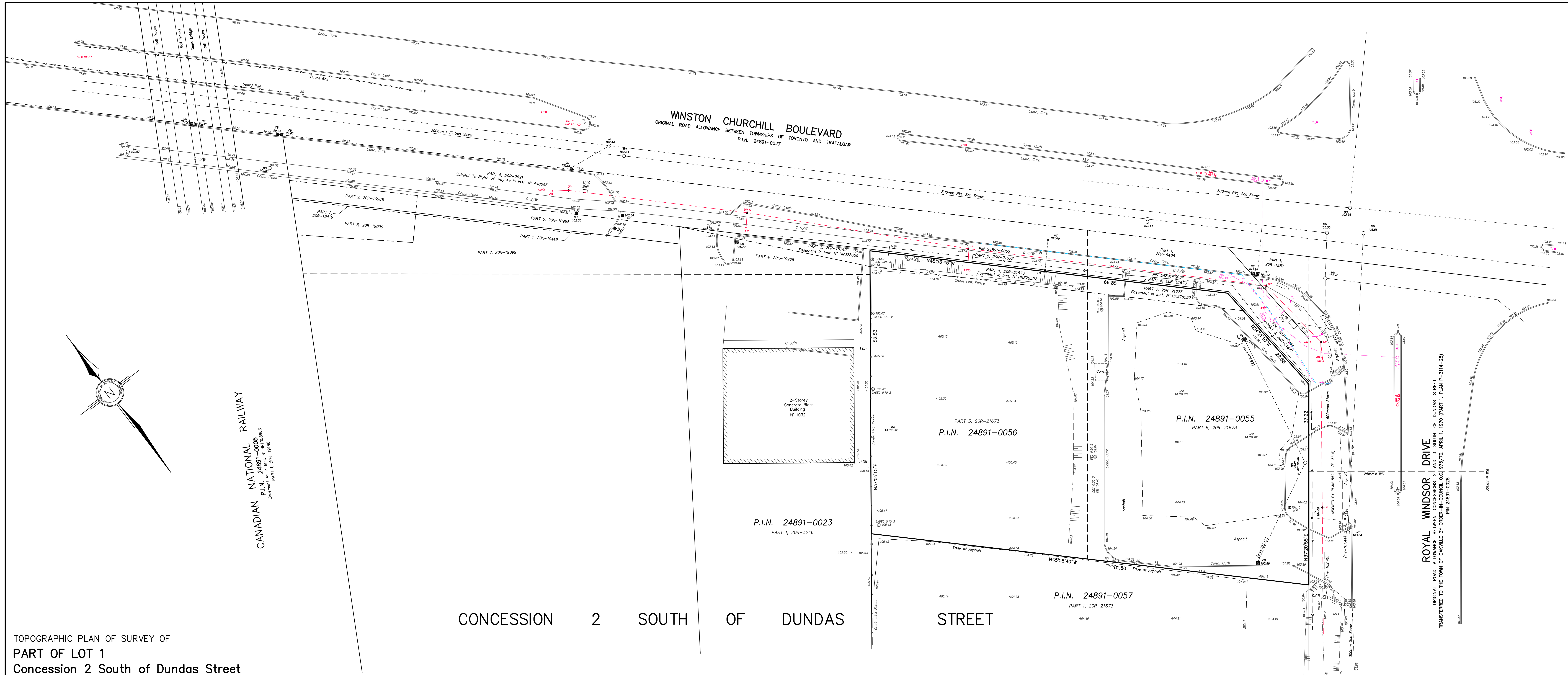
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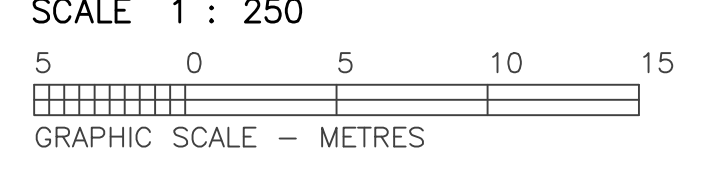


CANADIAN NATIONAL RAILWAY
 P.I.N. 24891-0008
 Es. in Inst. N° HR102686
 PART 1, 20R-1918B

CONCESSION 2 SOUTH OF DUNDAS STREET

TOPOGRAPHIC PLAN OF SURVEY OF
 PART OF LOT 1
 Concession 2 South of Dundas Street
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)

TOWN OF OAKVILLE
 REGIONAL MUNICIPALITY OF HALTON



INTEGRATION DATA
 BEARINGS ARE UTM GRID, DERIVED FROM THE OBSERVED REFERENCE POINTS "A" AND "B" BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS-2010.0) AS SHOWN ON PLAN 20R-21673. REFER TO PLAN 20R-21673 FOR LOCATION OF CORP. A & B.
 OBSERVED REFERENCE POINTS (ORP): UTM ZONE 17, NAD-83 (CSRS-2010.0).
 CO-ORDINATES TO URBAN ACCURACY PER SEC. 14(2) OF O.R.G. 215/10.

POINT N°	NORTHING	EASTING
"A"	4,812,505.44	607,487.69
"B"	4,812,447.87	607,444.22

 CO-ORDINATES CAN NOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

DISTANCE NOTE
 DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED INTO GRID DISTANCES BY MULTIPLYING BY A SCALE FACTOR OF 0.99974273.
METRIC NOTE
 ALL DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED INTO FEET BY DIVIDING BY 0.3048.
ELEVATION NOTE
 ALL ELEVATIONS SHOWN HEREON ARE GEODETIC AND WERE DERIVED FROM THE CITY OF MISSISSAUGA BENCHMARK 774 HAVING AN ELEVATION OF 101.356m (CGVD-1928:PRE-1978).

TOPOGRAPHIC LEGEND
 A/W DENOTES ANCHOR WIRE(S)
 BB DENOTES BELL BOX
 C DENOTES CABLE
 CON-0.20 DENOTES CONIFEROUS TREE 0.20 DIA
 DEC-0.20 DENOTES DECIDUOUS TREE 0.20 DIA
 CH DENOTES CHAIN
 FH DENOTES FIRE HYDRANT
 GVS DENOTES GAS VALVE
 GVS DENOTES GAS VALVE
 H DENOTES HYDRO CABLE
 LS DENOTES LIGHT STANDARD (LAMP)
 MH DENOTES MANHOLE
 OHW DENOTES OVERHEAD WIRE(S)
 SAN DENOTES SANITARY SEWER
 STW DENOTES STORM SEWER
 UP DENOTES UTILITY POLE
 WLS DENOTES WATER VALVE (KEY)
 W DENOTES W/C WATER MAIN

UNDERGROUND SERVICES NOTE
 ONLY UNDERGROUND SERVICES VISIBLE ON THE GROUND WERE LOCATED FOR THIS PLAN.
 THE USER OF THIS PLAN SHALL CONTACT THE LOCAL UTILITY COMPANIES FOR LOCATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS.
SURVEYOR'S CERTIFICATE
 I CERTIFY THAT:
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
 2. THE SURVEY WAS COMPLETED ON MARCH 16, 2022.
 DATE: MARCH 17, 2022

CUNNINGHAM MCCONNELL LIMITED
 ONTARIO LAND SURVEYORS
 1200 SPEERS ROAD, UNIT 28
 OAKVILLE, ONTARIO L6L 2K4
 PHONE (905) 845-3497
 FAX (905) 845-3519
 info@cunmcc.com
 205 MAIN STREET
 MILTON, ONTARIO L7T 1N7
 PHONE (905) 878-7810
 FAX (905) 878-8672
 mlt@office.cunmcc.com

DATE	ISSUED FOR DESIGN	REVISIONS	INITIAL
2022/03/17			

ROYAL WINDSOR DRIVE
 ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3 SOUTH OF DUNDAS STREET
 TRANSFERRED TO THE TOWN OF OAKVILLE BY ORDER-IN-COUNCIL O.C. 975/10, APRIL 1, 1970 (PART 1, PLAN P-3114-28)
 P.I.N. 24891-0028



Mancor Industries, Inc.
2485 Speers Road, Oakville, ON L6L 2X9

Tel: (905) 827-3737
Fax: (905) 469-8901

April 25, 2024

Planning and Development
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Re: 2515 Royal Windsor Drive, Oakville, Lot 1 Con 2, Plan 20R-21673
Town of Oakville Site Plan File No. 1501.032/01
6-Storey Commercial Self Storage Facility
Letter of Acceptance concerning proposed Minor Variances

To whom it may concern,

We, Mancor Industries, currently operate our business at 2481 Royal Windsor Drive, Oakville. We are located directly west of the property where the commercial self-storage facility is located. We have reviewed the proposed variances required to implement the proposed development of a 6 storey storage facility on the adjacent property. We understand several variances are required which we believe appear to be very minor.

We also understand that the most relevant variance, which is noticeable from our property, where we operate our business, is the reduced side yard of 1.0 metres.

We also understand that the reduced side yard will benefit our property as the regrading of the property and the proposed French Drain along the west yard (closest to our property) will mean there will no longer be surface drainage onto our parking area. This is very desirable for our staff which park in this area.

We have no objection to the proposed variances as they will not negatively impact our business operations at 2481 Royal Windsor Drive.

Thank you for your cooperation.

Respectfully,

A handwritten signature in black ink, appearing to be "D. H. H. CEO", written over a horizontal line.

Mancor Industries



April 25, 2024

Planning and Development
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3

Re: 2515 Royal Windsor Drive, Oakville, Lot 1 Con 2, Plan 20R-21673
Town of Oakville Site Plan File No. 1501.032/01
6-Storey Commercial Self Storage Facility
Letter of Acceptance concerning proposed Minor Variances

To whom it may concern,

We are the registered owner of the property municipally recognized as 2481 Royal Windsor Drive, Oakville. This letter is to confirm our support and acceptance of the below-noted variances to facilitate the proposed development of a 6-storey commercial self storage facility at 2515 Royal Windsor Drive, Oakville.

To implement the proposed development on the Subject Site, we understand that the following variances have been identified:

1. Minimum Interior Side Yard – 1.0 metres is proposed, whereas the by-law requires 3.0 metres
2. Minimum Flankage Yard – 1.8 metres is proposed along Royal Windsor Drive, whereas the by-law requires 3.0 metres
3. Landscape Buffer to Road – 1.8 metres is proposed, whereas the by-law requires 3.0 metres
4. Landscape Buffer from a Parking Area to a Road – 0.44 metres is proposed, whereas the by-law requires 3.0 metres
5. Maximum Height – proposes 24.6 metres, whereas the by-law requires 18.5 metres

We express no objection to the proposed variances as they will not negatively impact our property at 2481 Royal Windsor Drive. The property is currently leased and operated as a manufacturing facility. The portion of the property located adjacent to the proposed development is used for surface parking and will not be impacted.

Thank you for your cooperation.

Respectfully,

A handwritten signature in black ink, appearing to read 'Josh Anderson', is written over a horizontal line.

Josh Anderson
Nicola Wealth Real Estate