

GLAZING AREA SUMMARY													
ITEM	NAMES	GLAZING AREA - SQM			GLAZING PERCENTAGE			GLAZING AREA - SQM			GLAZING PERCENTAGE		
		GLAZING AREA - SQM	PERCENTAGE	GLAZING AREA - SQM	PERCENTAGE	GLAZING AREA - SQM	PERCENTAGE	GLAZING AREA - SQM	PERCENTAGE	GLAZING AREA - SQM	PERCENTAGE		
1B	1A	18.40	3.36	18%	9.56	2.875	30%						
	1B	18.60	5.63	30%	9.17	3.64	40%						
	1C	20.05	3.77	19%	9.93	3.98	42%						
	1D	20.59	3.05	15%	9.60	4.69	49%						
	1E	18.88	6.04	32%	10.01	3.37	34%						
	1F	21.11	6.04	28%	9.96	3.87	39%						
	1G	23.96	6.18	26%	9.60	3.67	38%						
	1H	23.32	3.83	16%	10.48	3.66	35%						
	1I	24.13	3.43	14%	9.60	3.84	41%						
	1K	25.19	3.37	13%	10.67	3.89	36%						
	1L	25.00	3.83	15%	9.48	3.84	41%						
	1M	25.37	6.83	27%	10.71	3.58	33%						
	1N	25.57	5.71	22%	11.04	3.39	31%						
	1P(BF)	22.05	3.78	17%	11.37	4.21	37%						
	1B-D	1A-D	20.97	6.67	32%	9.12	3.03	33%					
		1B-D	22.99	6.4	28%	9.37	3.76	40%					
		1C-D(BF)	23.17	6.32	27%	9.79	3.29	34%					
1D-D		20.76	6.32	30%	9.37	3.76	40%						
1E-D		20.80	6.31	30%	10.44	3.37	32%						
1F-D		25.61	6.41	25%	9.90	3.03	31%						
1G-D(BF)		19.34	6.05	31%	9.21	3.51	38%						
1H-D		20.87	6.34	30%	9.65	3.38	35%						
1I-D		23.66	6.41	27%	9.15	3.26	36%						
1J-D		25.68	6.52	25%	9.79	3.60	37%						
1K-D		20.97	6.52	31%	10.32	3.23	31%						
1M-D		25.40	3.07	12%	11.10	5.53	50%						
1N-D(BF)		18.96	3.77	20%	11.09	4.22	38%						
1P-D(BF)		25.50	3.61	14%	11.50	3.94	34%						
1Q-D		26.56	9.78	37%	9.87	4.17	42%						
1R-D		23.61	10.24	43%	9.24	4.02	44%						
1S-D		27.27	11.51	42%	9.63	4.00	35%						
1T-D		27.07	10.43	39%	12.00	2.78	23%						
1U-D(BF)		30.37	5.61	18%	11.21	1.94	17%						
1V-D		24.38	8.31	34%	10.57	4.05	38%						
1W-D		26.23	7.26	28%	10.51	3.63	35%						
1X-D(BF)		30.75	5.75	19%	10.74	1.93	18%						
1Y-D		30.27	7.54	25%	11.17	1.85	17%						
1Z-D		25.31	8.45	33%	9.29	4.25	46%						
1ZA-D	23.36	7.56	32%	9.22	3.20	35%							
1ZB-D(BF)	26.30	5.82	22%	11.21	2.05	18%							
1ZC-D(BF)	24.68	3.83	16%	10.31	3.32	32%							
2B	2A	21.28	5.68	27%	9.42	3.18	34%	6.83	3.28	48%			
	2B	21.28	5.68	27%	9.42	3.18	34%	6.83	3.28	48%			
	2C	25.47	8.41	33%	10.17	1.93	19%	7.48	4.09	55%			
	2D	25.05	8.33	33%	12.19	4.76	39%	8.26	2.04	25%			
	2E	21.63	7.70	36%	12.18	4.06	33%	8.89	3.62	41%			
	2F	24.80	6.78	27%	10.35	4.29	41%	7.58	1.41	19%			
	2G(BF)	25.38	5.29	21%	11.52	4.92	43%	11.54	3.74	32%			
	2H	21.49	4.52	21%	11.87	4.48	38%	8.56	2.15	25%			
	2I(BF)	27.10	6.36	23%	10.81	3.33	31%	9.19	3.37	37%			
	2J	24.82	5.40	22%	9.79	4.80	49%	9.70	4.12	42%			
	2K	22.23	3.47	16%	11.20	8.70	78%	9.94	4.43	45%			
	2M	24.58	3.65	15%	12.25	3.70	30%	8.97	3.55	40%			
	2N	29.40	4.66	16%	10.79	4.21	39%	10.07	3.55	35%			
	2P	23.41	8.54	36%	10.94	3.62	33%	10.81	3.36	31%			
	2Q	26.86	6.99	26%	9.49	4.17	44%	10.52	3.54	34%			
	2R	25.69	8.4	33%	11.42	4.17	37%	10.61	3.18	30%			
	2T	28.15	11.17	40%	13.33	4.18	31%	10.32	4.06	39%			
	2U	34.45	9.59	28%	11.37	4.72	42%	10.59	3.37	32%			
	2B-D	2A-D	23.45	5.59	24%	14.61	4.72	32%	10.90	3.37	31%		
		2B-D	26.95	4.37	16%	11.68	4.62	40%	10.45	4.73	45%		
		2C-D(BF)	11.45	4.43	39%	12.22	4.54	37%	10.20	4.12	40%		
2D-D		28.65	4.72	16%	18.05	4.59	25%	9.30	3.88	42%			
2E-D		37.38	7.12	19%	11.30	5.67	50%	10.29	3.84	37%			
2F-D		36.79	8.17	44%	11.42	2.84	25%	8.73	3.90	45%			
2G-D		40.80	10.83	27%	11.83	3.01	25%	13.81	6.36	54%			
2H-D		36.77	16.18	44%	13.29	6.70	50%	9.05	3.78	42%			
3B		3A	32.44	6.39	20%	12.04	5.56	46%	9.33	4.56	49%	9.32	4.37
		3B	46.80	8.32	18%	11.22	3.81	34%	11.02	1.92	17%	9.81	4.17
		3C	48.11	14.33	30%	15.89	5.56	35%	9.20	3.95	43%		
		3D											

Glazing Area Calculation 5 NTS A1-03

THE GREENWICH: UNIT MATRIX

Names	LEVEL 01	LEVEL 02	LEVEL 03	LEVEL 04	LEVEL 05	LEVEL 06	LEVEL 07	LEVEL 08	LEVEL 09	LEVEL 10	LEVEL 11	LEVEL 12	LEVEL 13	LEVEL 14	LEVEL 15	LEVEL 16	LEVEL 17	LEVEL 18	LEVEL 19	LEVEL 20	Total Count	Total # of Units	
1B	1A	1	1	1	1																	4	0
1B	1B	1	1	1	1																	4	0
1C	1C	1	1	1	1																	4	0
1D	1D					2	2	2	2	1												7	0
1E	1E													1	1	1	1	1	1	1	1	14	0
1F	1F	1																				1	0
1G	1G			1	1																	2	0
1H	1H			1	1																	2	0
1I	1I			1	1																	2	0
1J	1J			1	1																	2	0
1K	1K			1	1																	2	0
1L	1L			1	1																	2	0
1M	1M			1	1									1	1	1	1	1	1	1	1	1	0
1N	1N			1	1																	2	0
1P(BF)	1P(BF)			1	1																	2	0
1B-D Total	1A-D	4	4	7	7	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	4	4
1B-D	1B-D					2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	0
1C-D(BF)	1C-D(BF)													1	1	1	1	1	1	1	1	4	0
1D-D	1D-D													1	1	1	1	1	1	1	1	3	0
1E-D	1E-D													1	1	1	1	1	1	1	1	4	0
1F-D	1F-D			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	0
1G-D(BF)	1G-D(BF)					1	1															2	0
1H-D	1H-D			1	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	20	0
1I-D	1I-D													1	1	1	1	1	1	1	1	4	0
1J-D	1J-D																					1	0
1K-D	1K-D			2	2	6	7	6	6	6	5											46	0
1M-D	1M-D			5	5	4	4															18	0
1N-D(BF)	1N-D(BF)													1	1	1	1	1	1	1	1	4	0
1P-D(BF)	1P-D(BF)			2	2																		

BRANTHAVEN

DEVELOPMENT

July 9, 2024

Town of Oakville
1225 Trafalgar Road
Oakville Ontario
L6H 0H3

Attention: Committee of Adjustment

**Re: Minor Variance Application
3240 William Coltson Avenue
Block 14, Plan 20M-1211 (Block A of Oakvillage Masterplan)
BC Trafalgar Limited Partnership**

BC Trafalgar Limited Partnership is applying for a minor variance for its project located at 3240 William Coltson Boulevard, legally known as Block 14, Plan 20M-1211. The development proposes a 20-storey residential building with 349 units and three levels of underground parking.

A storm sewer pipe has been installed on the parking wall behind parking stalls R95 to R101 on Level P1. To accommodate this pipe, the clearance between the parking wall and the back of the parking space needs to increase by 0.2 meters (from 0.35 meters to 0.55 meters). Adjustments were made to shift the parking spaces towards the parking aisle, resulting in a reduced parking aisle width between parking stalls R95 and R23; R96 and R22; R97 and R21; and R101 and R111.

According to Section 5.4.1.3, paragraph one of Oakville Zoning Bylaw 2009-189 (Lands north of Dundas and South of Highway 407), parking spaces in a garage must have a width of at least 2.6 meters and a length of at least 5.2 meters. Additionally, paragraph three stipulates that parking aisles for 90-degree angle parking must be a minimum of 7 meters wide. To accommodate the storm drainage pipe and maintain the required minimum length for the subject parking stalls the spaces have shifted towards the parking aisle by 0.2 meters. Consequently, the parking aisle width between spaces R95 and R23; R96 and R22; R97 and R21; and R101 and R111 has been reduced to 6.8 meters. Since paragraph three of the By-law requires a 7 meter width for parking aisles, a minor variance is required to permit the reduced aisle width.

Section 5.4.1.3 paragraph four of the Oakville Zoning Bylaw 2009-189 stipulates that if an obstruction is immediately adjacent to one end of a parking stall, that end must be widened by 0.3 meters, unless the obstruction is within 1.15 meters from either end of the stall. Due to the modifications required to accommodate the storm drainage pipe, the columns adjacent to parking spaces R95 and R96 are now within 1.20 meters of the parking stall end. Because the two spaces are located between already constructed structural columns it is not possible to

widen the obstructed sides by 0.3-meters. That said a minor variance is required to permit no widening on the obstructed side of parking stall R95 and R96.

Similarly, as a result of the modifications to accommodate the storm drainage pipe, parking stall R99 has a column within 1.185 m of the parking stall end. A widening on the obstructed side of the space cannot be accommodated due to the adjacent parking stall, R100, which too is obstructed by a curb mounted to the back of parking wall protecting the incoming domestic water pipe. That said, a minor variance is required for stall R99 and R100 to permit no widening on the obstructed sides.

Appendix A identifies all the affected parking spaces note above, details the nature of the modification(s) and stipulates the minor variance requested under this application under this application.

Enclosed with this application are the following supporting materials for the minor variance:

1. Application Form
2. Revised Architectural Drawings prepared by Kirkor Architects and Planners:
 - a. A1-03 – Project Statistics, OBC Matrix & Unit Matrix
 - b. A2-04 – Floor Plan Level P1
3. P1 Pipe Clearance Letter, prepared by The HIDI Group, dated June 27th, 2024.

Thank you,



Samantha Marjanovic

Development Coordinator Land Development
720 Oval Court, Burlington, ON L7L 6A9
T 905.333.8364 ext. 327
M 647.463.5259
E smarjanovic@branthaven.com

cc Enzo Bertucci, Director, Land Development

Appendix A: Summary of Modifications and Minor Variances Required

Effected Parking Stall	Modification	Minor Variance Required?	Relevant Zoning By-Law 2009-189 Section	Reason for Variance
R21	Parking aisle width reduced due to parking stall R97 shift towards aisle by 0.2m.	Yes	Section 5.4.1.3, Para. 3	(1) 6.8-meter parking aisle width
R22	Parking aisle width reduced due to parking stall R96 shift towards aisle by 0.2m.	Yes	Section 5.4.1.3, Para. 3	(1) 6.8-meter parking aisle width
R23	Parking aisle width reduced due to parking stall R95 shift towards aisle by 0.2m.	Yes	Section 5.4.1.3, Para. 3	(1) 6.8-meter parking aisle width
R95	Stall to shift towards parking aisle by 0.2m resulting in width reduction of 6.8m. As a result, the adjacent obstruction is located within 1.20m of parking stall end and a widening cannot be accommodated.	Yes	Section 5.4.1.3, Para. 2 and 3	(1) No widening to obstructed parking stall side; and (2) 6.8-meter parking aisle width.
R96	Stall to shift towards parking aisle by 0.2m resulting in width reduction of 6.8m. As a result, the adjacent obstruction is located within 1.20m of parking stall end and a widening cannot be accommodated.	Yes	Section 5.4.1.3, Para.2 and 3	(1) No widening to obstructed parking stall side; and (2) 6.8-meter parking aisle width.
R97	To be shifted into the 7m drive aisle by 0.2m.	Yes	Section 5.4.1.3, Para. 3	(1) 6.8-meter parking aisle width
R98	Stall to be shifted by 0.2m. Due to location of parking stall the 7m parking aisle clearance is maintained.	No		
R99	Stall to be shifted by 0.2m. Due to the location of the parking stall the 7m parking aisle width is maintained. However, an obstruction is located within 1.185 m of the parking stall end and a widening cannot be accommodated.	Yes	Section 5.4.1.3, Para. 2	(1) No widening to obstructed parking stall side.
R100	Stall to be shifted by 0.2m. Due to the location of the parking stall, 7m width is maintained. However, an obstruction is located within 1.20 m of the parking stall end and a 0.3m widening is not feasible due to constructed curb protecting the incoming domestic water pipe.	Yes	Section 5.4.1.3, Para.2	(1) No widening to obstructed parking stall side
R101	Stall to shift towards parking aisle by 0.2m resulting in width reduction of 6.8m	Yes	Section 5.4.1.3, Para. 3	(1) 6.8-meter parking aisle width
R102	Parking stall to be removed. Parking count is still within required parking space count.	No		



June 27, 2024

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

**Re: Greenwich / P1 Pipe Clearance Variance
Our Project No. 2021-0366**

Dear Sir or Madam:

Please be advised that due to the location of the leaving storm drainage service for the building and conditions realized on site, the storm drainage pipe along the East wall, due to pipe diameter, impedes across several parking spots prior to entering the service room. Reducing the drive aisle width and shifting the parking spots to avoid the storm pipe impedance will result in the loss of only one (1) parking spot instead of eight (8) spots.

We support the approach of reducing the drive aisle width to save seven (7) parking spots.

Please let us know if you have any questions.

Regards,

Yours truly,

The HIDI Group

A handwritten signature in black ink, appearing to read 'Raymond Tse'.

Raymond Tse, P.Eng, CEng, LEED®AP
Principal, Mechanical



c.c. Conor Kealey – The HIDI Group

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