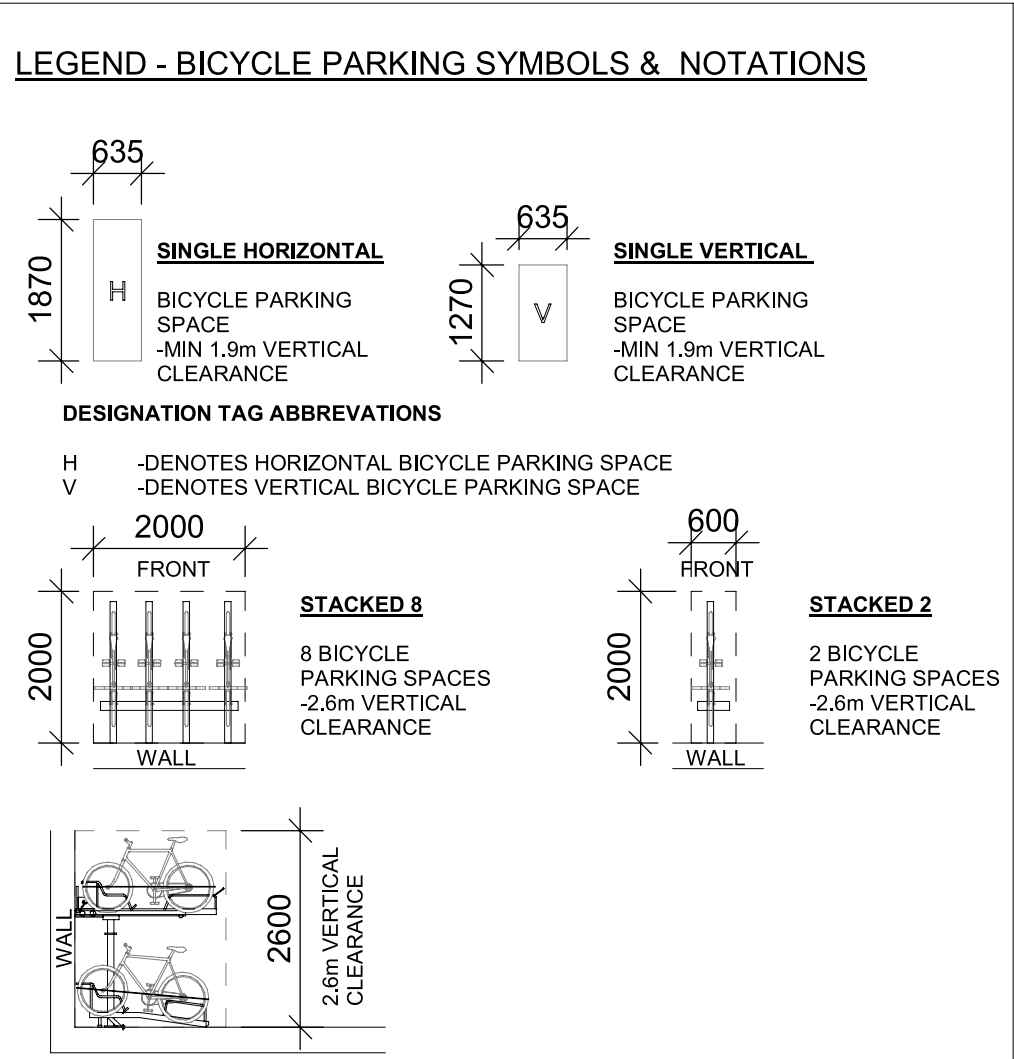
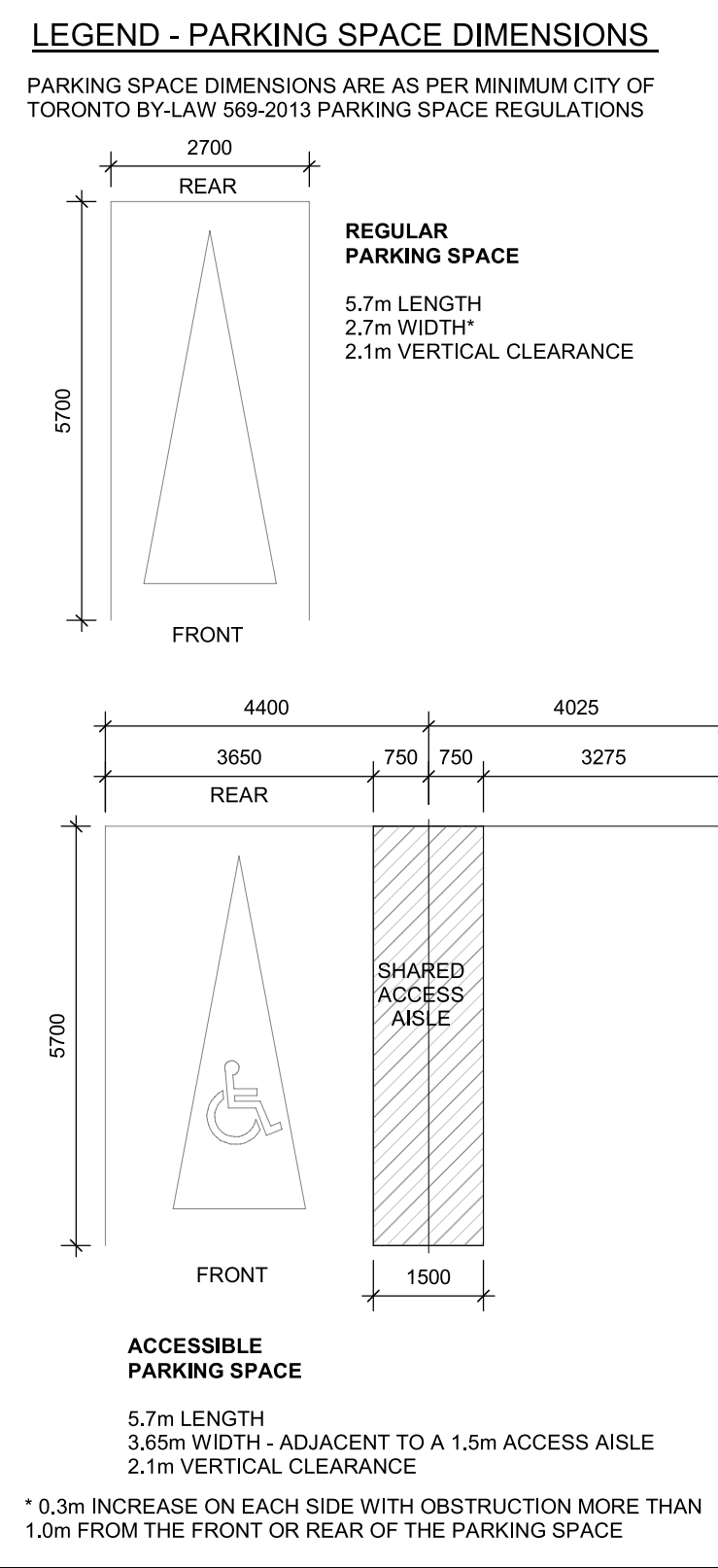
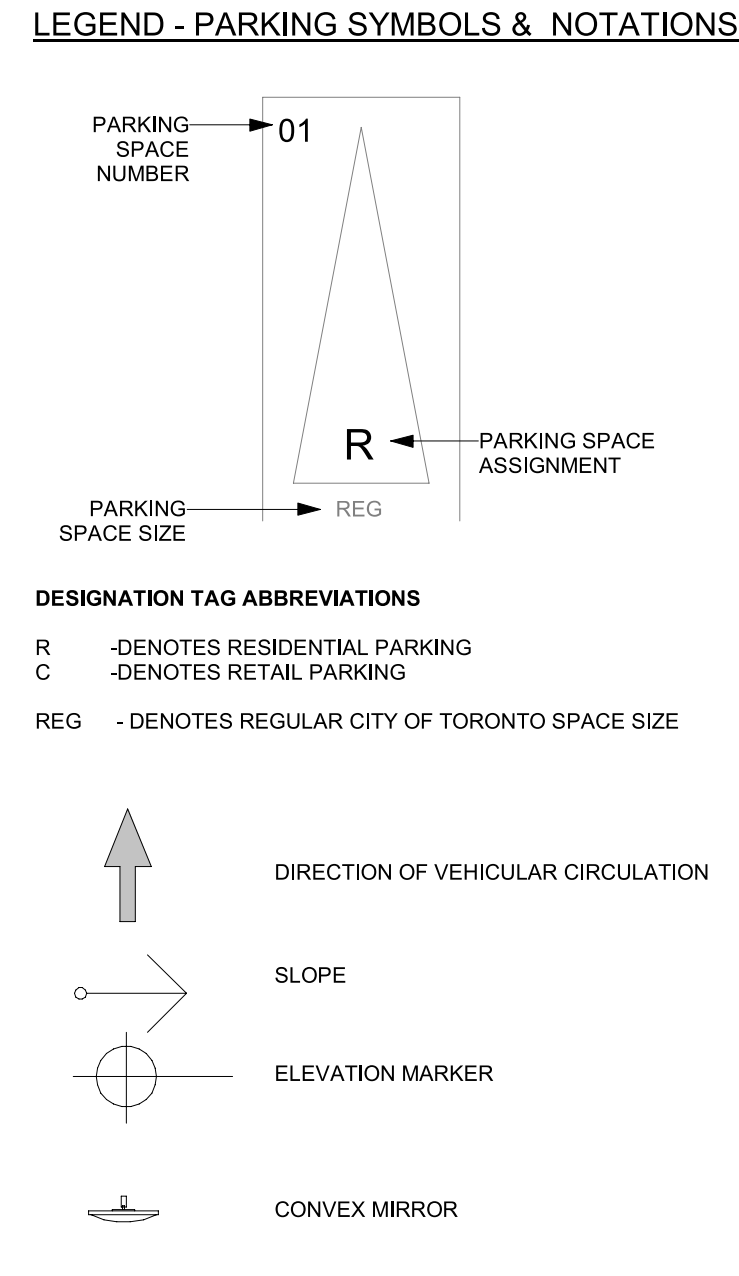


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 - - ○ DENOTES 2 HR. FIRE RATED WALL
 - DENOTES ROOM NUMBER
 - DENOTES WALL TYPES
 - DENOTES WINDOW NUMBER
 - DENOTES FLOOR ELEVATION
 - BUILDING DOOR NUMBER. SEE A-0006 FOR DOOR AND FRAME SCHEDULE
 - INTERIOR SUITE DOOR TYPE. REFER TO DOOR SCHEDULE BELOW
 - INSULATED SOFFIT C4B
 - INSULATED SOFFIT C4K
 - INSULATED CEILING C4F
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		11
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PARKING LEVEL P1	Single Vertical	2
		10
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GROUND FLOOR	Single Horizontal	4
GROUND FLOOR	Single Vertical	13
GROUND FLOOR	Stacked 8	16
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PARKING LEVEL P2	BF 5150x5700	R	1
PARKING LEVEL P2	BF 5150x5700	R	1
Total Parking Spaces:			6



1 OVERALL PARKING LEVEL P2
A-1001 Scale: 1:125

PROJECT

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

ISSUED

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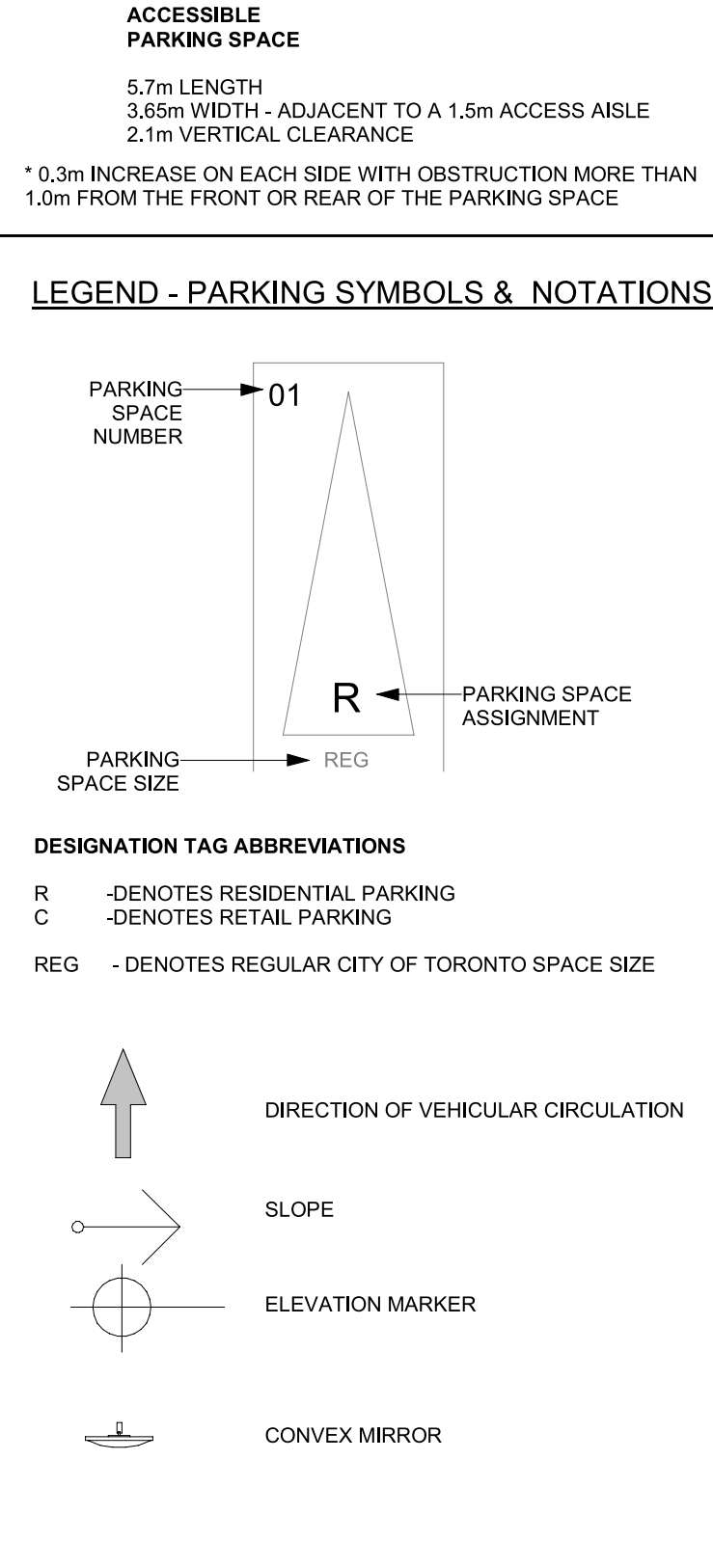
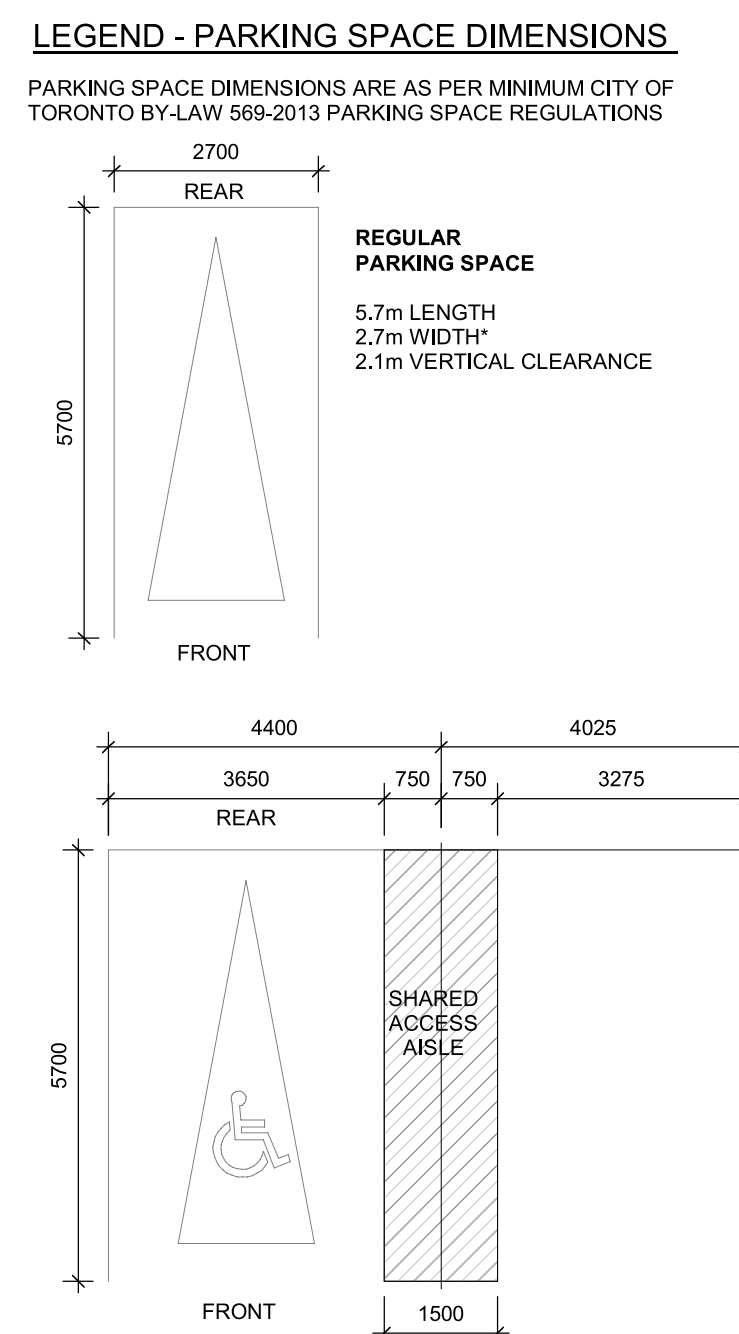
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SHEET TITLE
OVERALL P2 LEVEL

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CHECKED BY: Author
DATE: 04/11/22
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Bicycle Parking Count

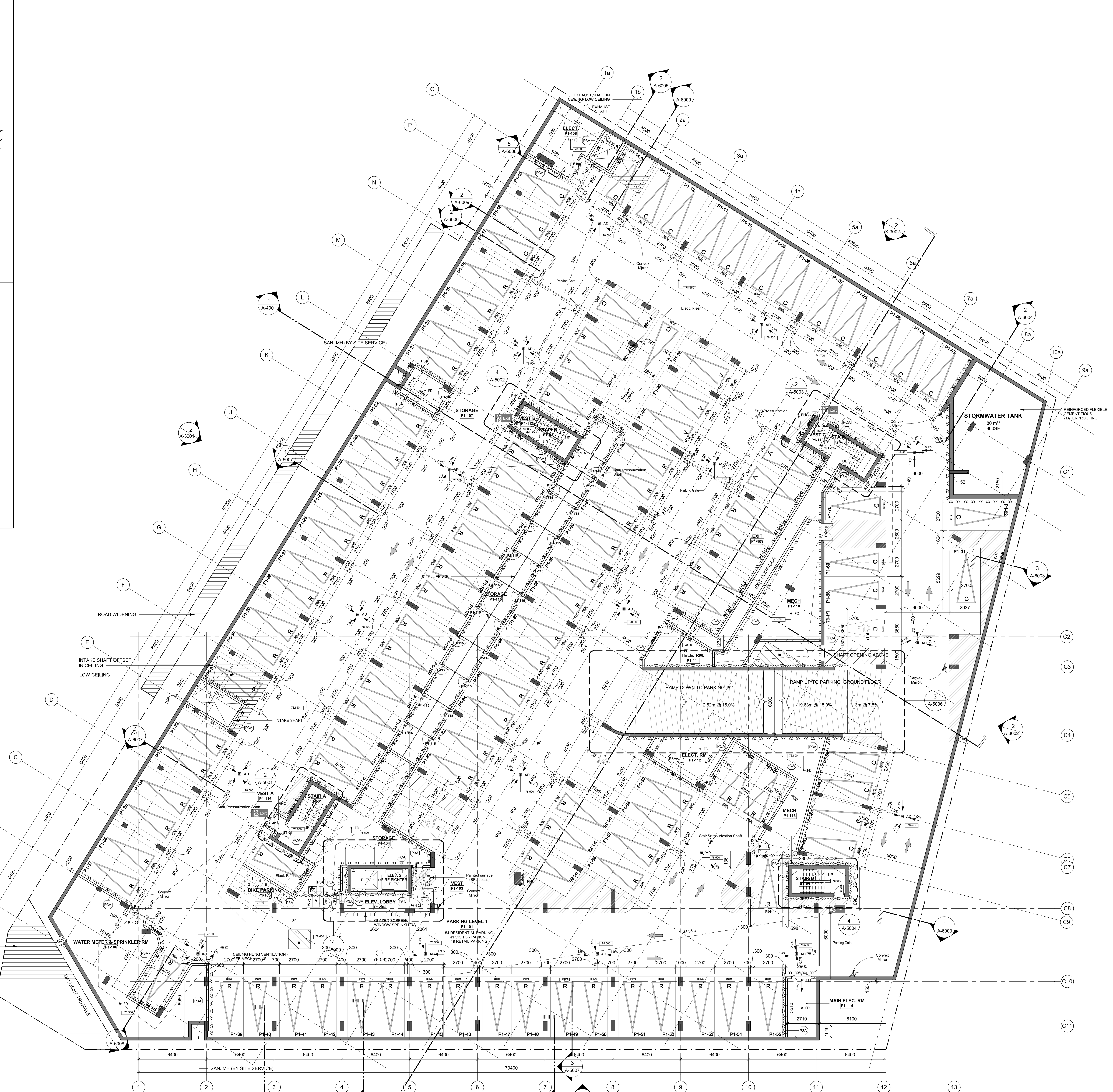
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Barrier Free Parking Space Count

Level	Type	Assignment	Stall Count
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PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
TOTAL PARKING SPACES:			6



1 OVERALL PARKING LEVEL P1
A-1002 Scale: 1:125

PROJECT

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85 Bronte Road
Oakville, ON L6L 3B7

ISSUED

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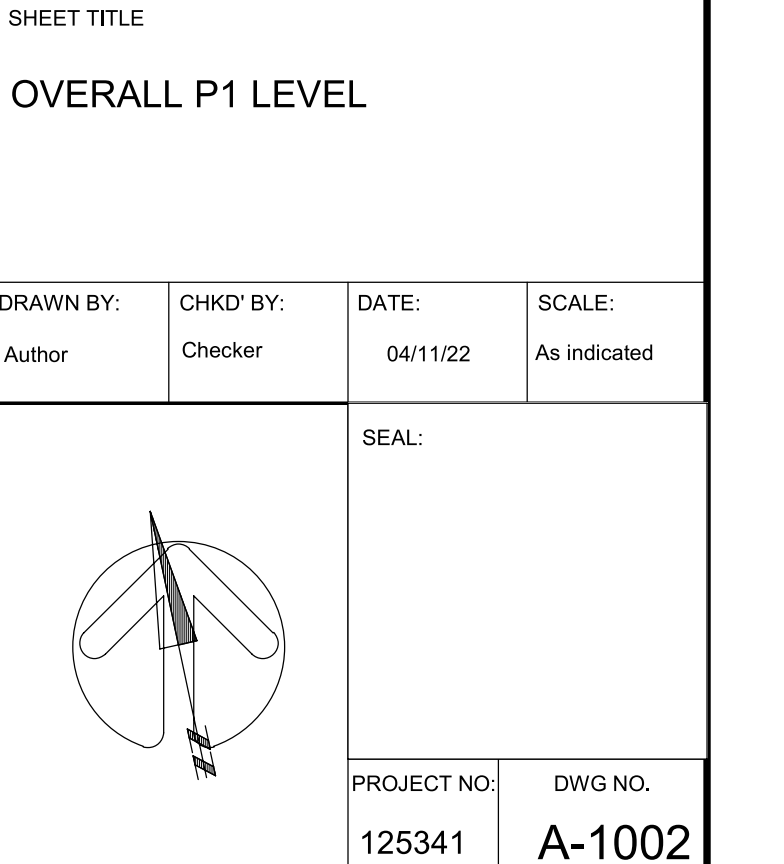
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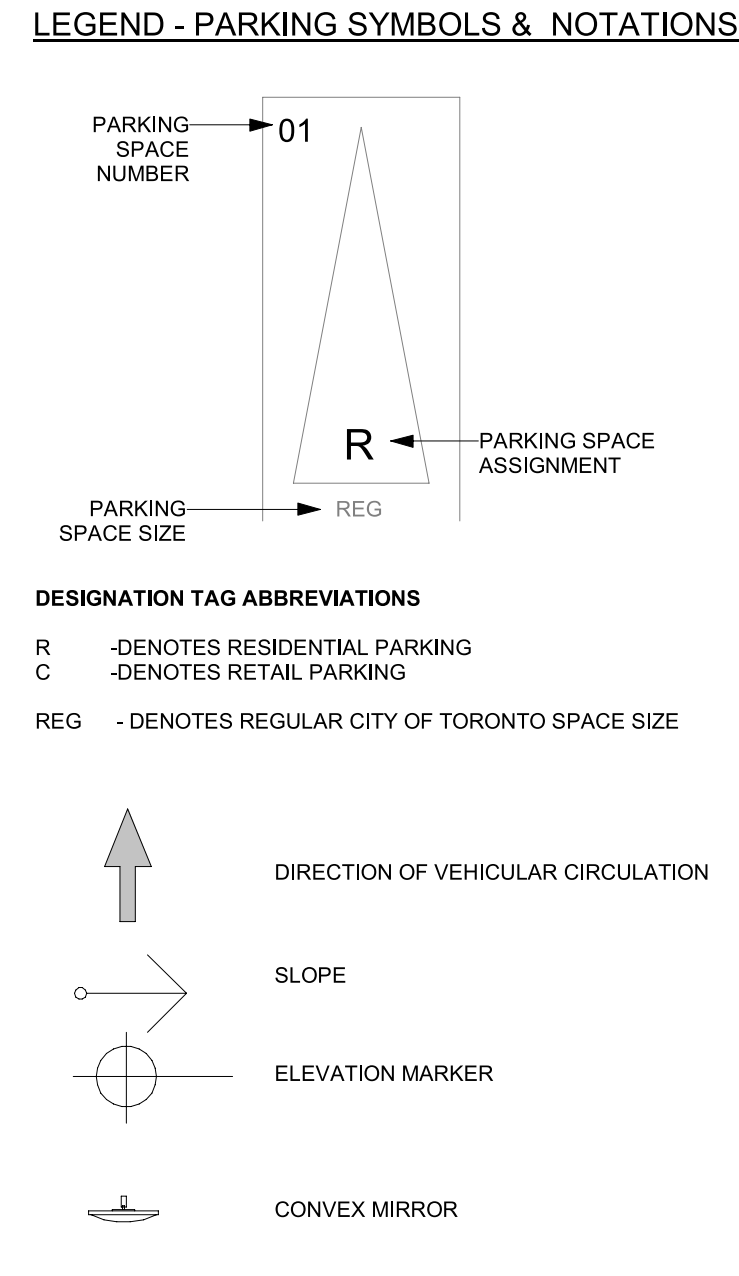
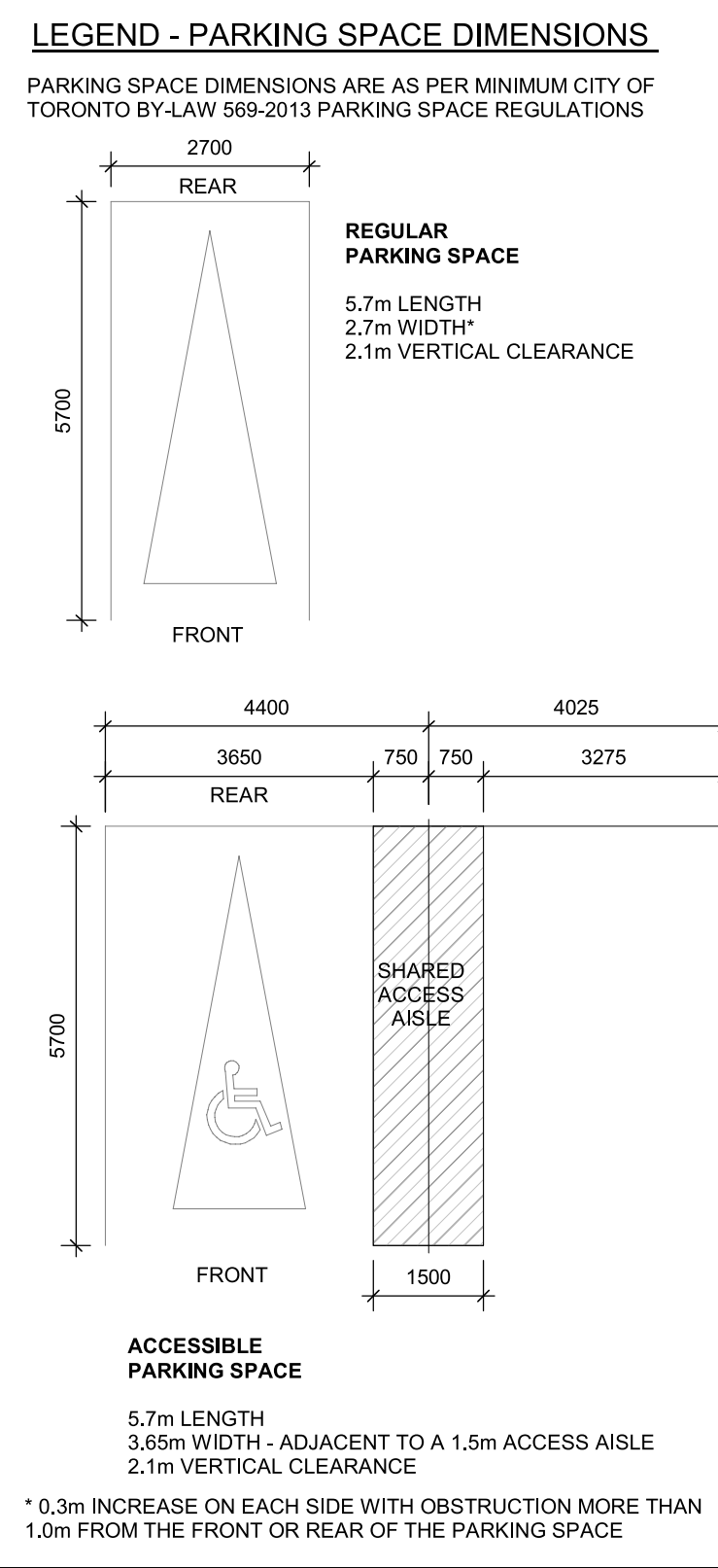
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PROJECT NO: 125341
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1 OVERALL GROUND FLOOR
Scale: 1:125

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tel 416 596 1930
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SHEET TITLE
OVERALL GROUND FLOOR PLAN

DRAWN BY: CHWJ
CHECKED BY: Author
DATE: 04/11/22
SCALE: As Indicated

PROJECT NO: 125341
DWG NO.: A-1003

PARKING JUSTIFICATION STUDY

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

**PREPARED FOR:
BRONTE LAKESIDE LTD.**

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

JULY 2024

CFCA FILE NO. 1473-5864

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Revision Number	Date	Comments
Rev.0	January 2024	Issued for Client Review
Rev.1	April 2024	First Submission
Rev. 2	July 2024	Second Submission

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Project Background	1
1.2	Site Description	1
1.3	Development Proposal	1
1.4	Purpose and Scope	6
2.0	PARKING REQUIREMENTS.....	6
2.1	Auto Parking Review	6
2.1.1	Zoning By-Law Parking Rate Review	6
2.2	Bicycle Parking Spaces	7
3.0	SUITABILITY OF PARKING SUPPLY	7
3.1	Proxy Site Parking Surveys	7
3.2	Bronte Village Context and Existing Modal Split	9
3.3	Paid On-Street Parking	10
3.3.1	Lakeshore Environmental Assessment	10
3.3.2	Bronte Village Parking Activity Study	10
4.0	TRANSPORTATION DEMAND MANAGEMENT	11
4.1	Existing TDM Opportunities.....	11
4.1.1	Existing Public Transit	11
4.1.2	Existing Active Transportation Facilities.....	11
4.2	Proposed TDM Measures.....	11
4.2.1	Pedestrian Facilities	11
4.2.2	Cycling Facilities	12
4.2.3	Transit Incentives.....	12
5.0	CONCLUSIONS AND RECOMMENDATIONS.....	13

List of Appendices

- Appendix A: Relevant Excerpts from the Town of Oakville Zoning By-Law No. 2014-014
- Appendix B: Parking Survey Correspondence with the Town of Oakville
- Appendix C: Proxy Site Parking Survey Data
- Appendix D: Bronte Village Subject Lands
- Appendix E: Bronte Village TTS Modal Split Queries
- Appendix F: Relevant Excerpts from the Lakeshore Road Environmental Assessment
- Appendix G: Bronte Village Parking Activity Study
- Appendix H: Oakville Transit System Map

List of Tables

Table 1: Zoning By-Law Auto Parking Summary	6
Table 2: Proxy Site Parking Surveys	8
Table 3: Proxy Site Peak Parking Demand Forecast	8
Table 4: Mode of Travel for Shopping – Bronte Village.....	9
Table 5: Utilised Public Parking – Bronte Village	10

List of Figures

Figure 1: Site location	2
Figure 2: Ground Floor Plan.....	3
Figure 3: P1 Level Plan	4
Figure 4: P2 Level Plan	5

1.0 Introduction

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

This study was completed in accordance with the procedures set out in the Town of Oakville Zoning By-Law 2014-014 Part 5 "Parking, Loading, & Stacking Lane Provisions" (April 4, 2023).

1.1 Project Background

A Transportation Impact Study (TIS) was previously prepared and submitted in March 2021 based on an older Site Plan, the TIS was updated and issued for resubmission in July 2021, October 2021, April 2022, and a fifth submission was submitted in January 2023. A Parking Justification Study was submitted in April 2024 to assess the adequacy of the parking allocation proposed in the latest Site Plan dated January 16, 2023. This new submission addresses comments on the previous study, notably by analyzing more relevant proxy sites near the development proposal and introducing a TDM plan and implementation strategy.

1.2 Site Description

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

1.3 Development Proposal

There have been minimal changes to the proposed development since the submission of the previous Parking Justification Study. The proposal consists of a 6-storey residential apartment building with 203 residential dwelling units allocated on levels 2 to 6 and 1,972 m² of ground floor retail space. The site is facilitated by 2 levels of underground parking with 235 underground auto parking spaces, 36 at-grade auto parking spaces, and 72 bicycle parking spaces. **Figure 2**, **Figure 3**, and **Figure 4** contain the latest Ground Floor Plan, P1 Level Plan, and P2 Level Plan respectively, prepared by IBI Group.

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

However, this Parking Justification Study aims to support a modified allocation of the proposed 271 parking spaces which reduces the number of retail parking spaces. This results in a deficiency when compared to the By-Law requirements and therefore the application is seeking a minor variance to support the new allocation of parking spaces provided by the proposed development.



Legend

 Site Boundary

**Lakeshore Road West
at Bronte Road**

Site Location

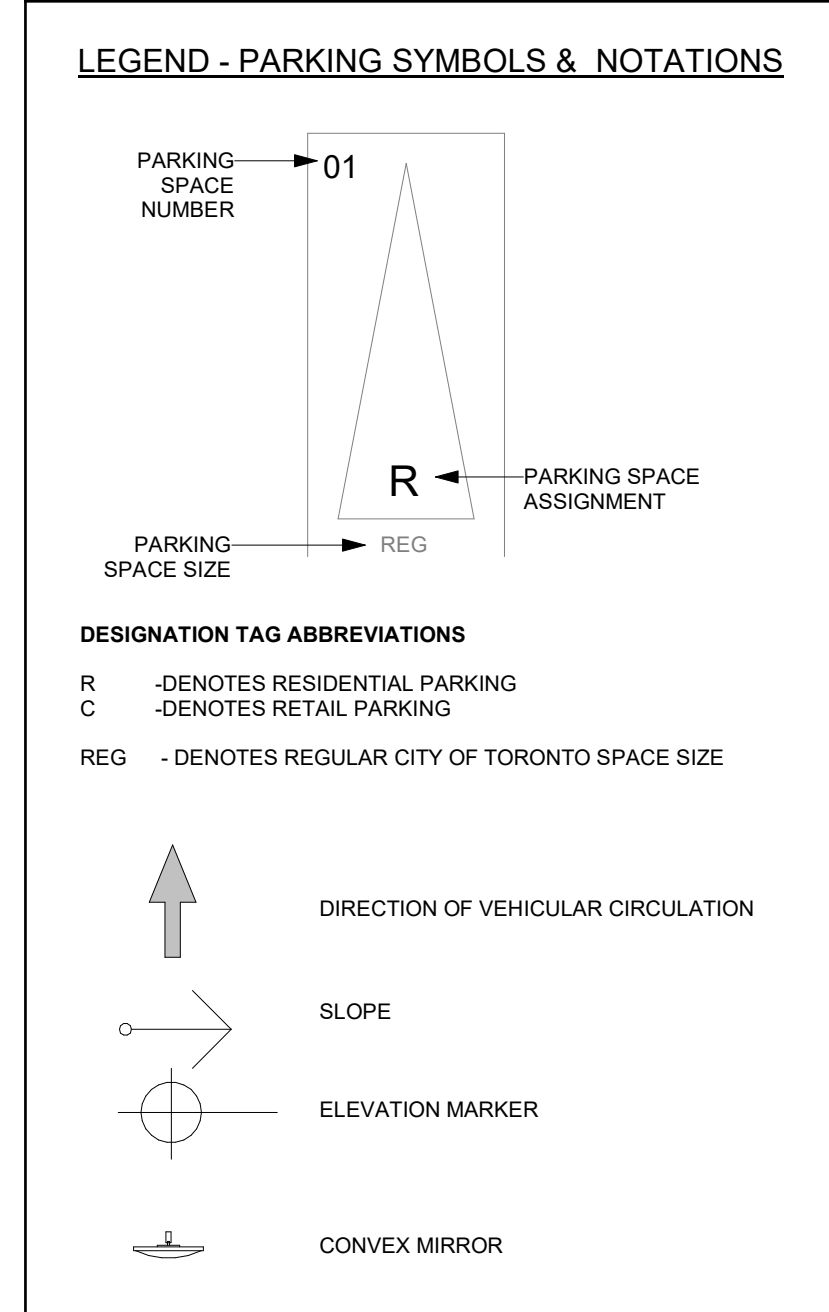
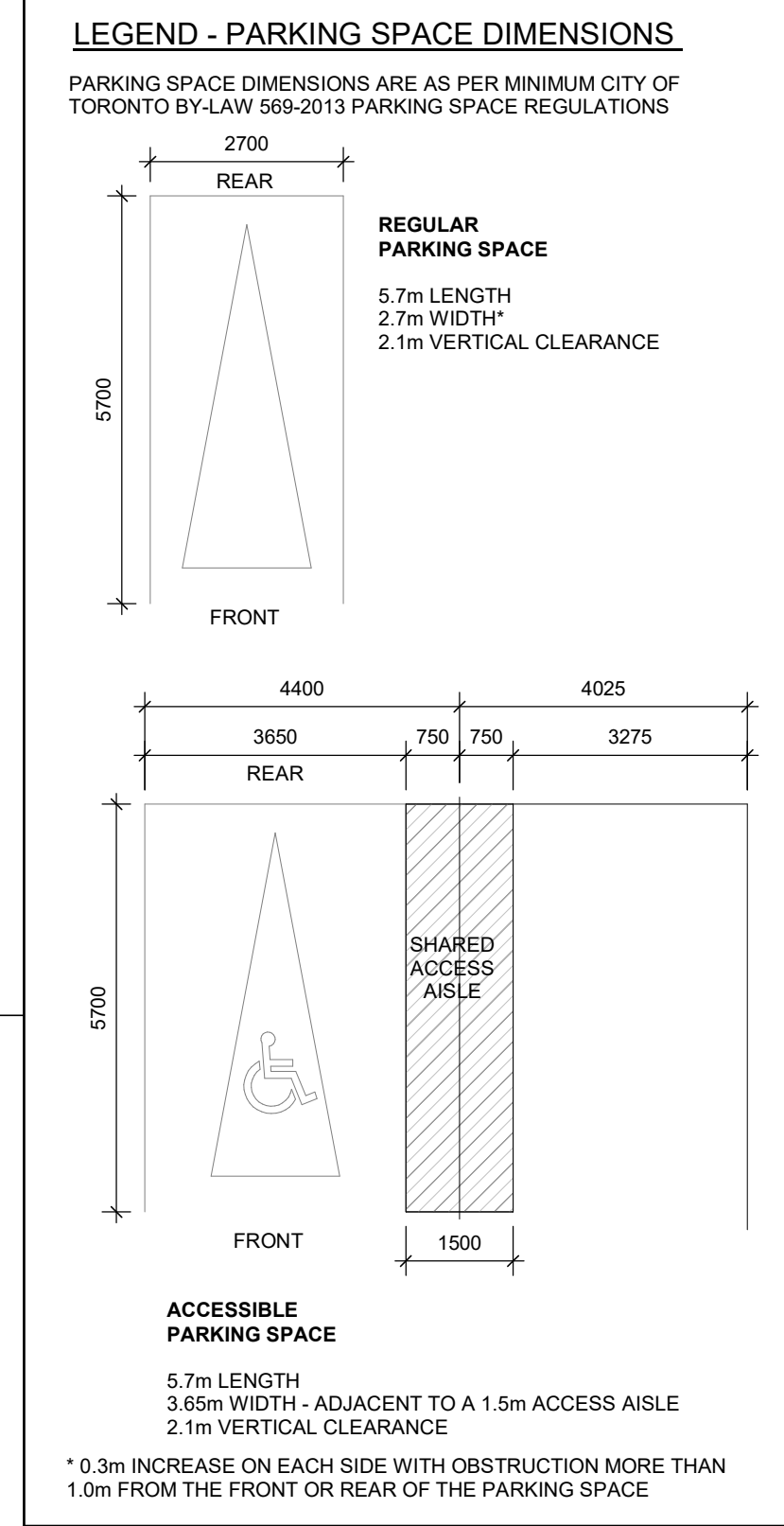


Figure 1

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

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 - XXX DENOTES WINDOW NUMBER
 - XXXXXXX DENOTES FLOOR ELEVATION
 - XXXX DENOTES BUILDING DOOR NUMBER. SEE A-0008 FOR DOOR AND FRAME SCHEDULE
 - ○ ○ ○ DENOTES INTERIOR SUITE DOOR TYPE. REFER TO DOOR SCHEDULE BELOW
 - □ □ □ DENOTES INSULATED SOFFIT C48
 - □ □ □ DENOTES INSULATED SOFFIT C5K
 - □ □ □ DENOTES INSULATED CEILING C4F
 - □ □ □ DENOTES INSULATED CEILING C5B
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 - □ □ □ DENOTES AUTOMATIC DOOR EQUIPPED WITH POWER OPERATOR AND PUSH BUTTON



Bicycle Parking Count

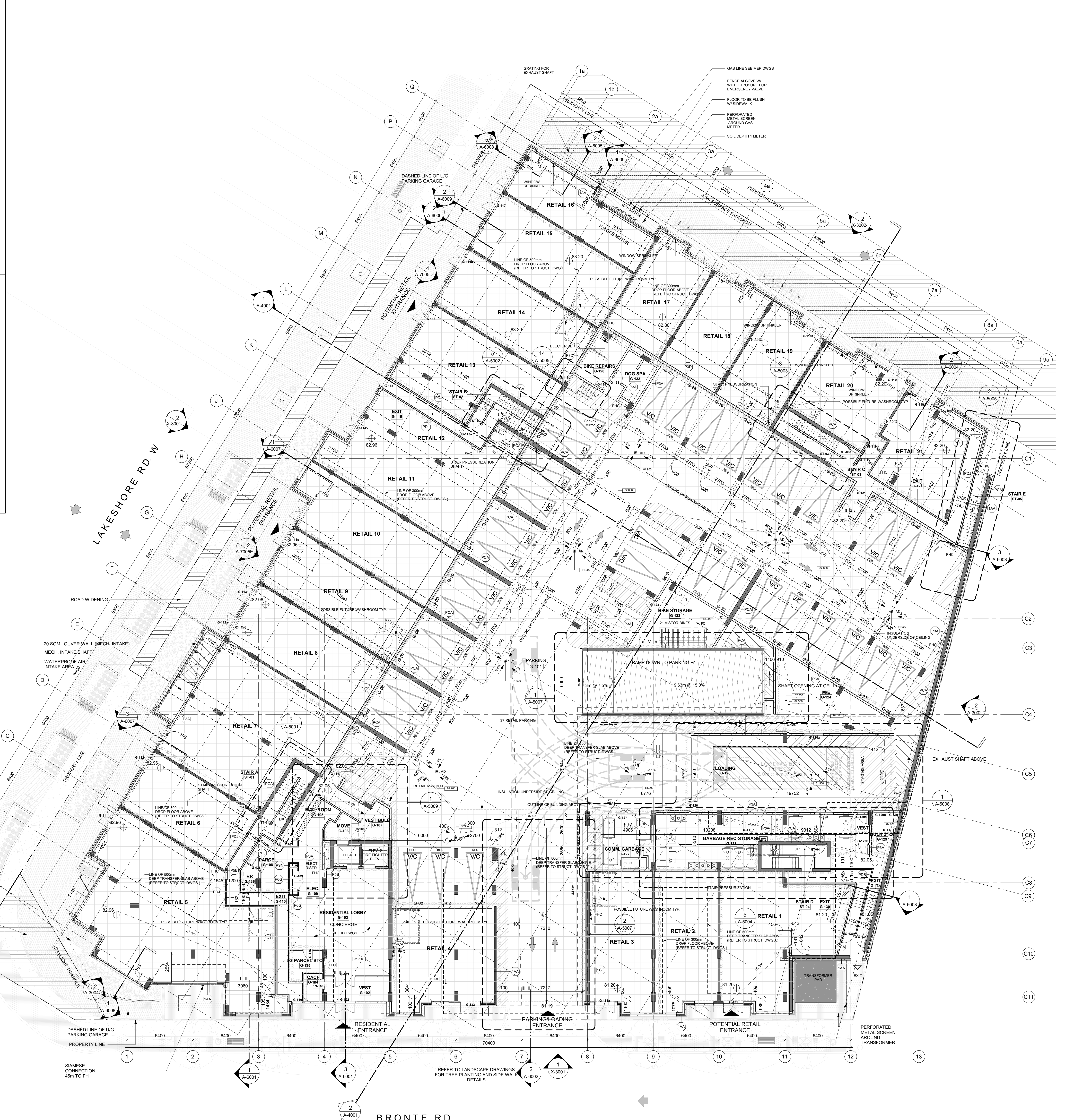
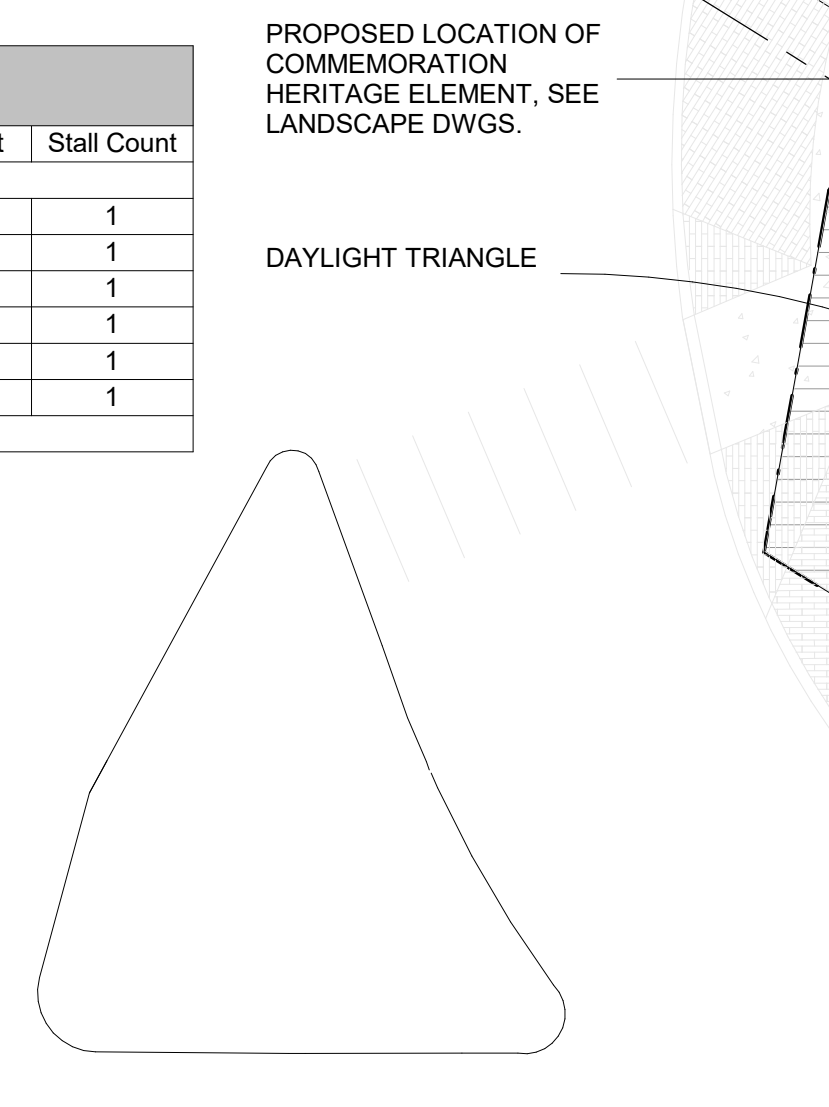
Level	Bike Type	Bike Count
PARKING LEVEL P2	Single Horizontal	8
PARKING LEVEL P2	Single Vertical	3
		11
PARKING LEVEL P1	Single Horizontal	8
PARKING LEVEL P1	Single Vertical	2
		10
GROUND FLOOR	Bike Post	18
GROUND FLOOR	Single Horizontal	4
GROUND FLOOR	Single Vertical	13
GROUND FLOOR	Stacked B	16
		51
		72

Parking Space Count

Level	Assignment	Count
PARKING LEVEL P2	Residential	121
PARKING LEVEL P1	Residential	82
PARKING LEVEL P1	Retail	203
		27
GROUND FLOOR	Shared	36
PARKING LEVEL P1	Visitor	5
		5
		271

Barrier Free Parking Space Count

Level	Type	Assignment	Stall Count
GROUND FLOOR	BF 5150x700	VIC	1
GROUND FLOOR	BF 4200x5700-Type B	VIC	1
PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
			6



1 OVERALL GROUND FLOOR
Scale: 1:125

PROJECT

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

ISSUED

NO.	DATE	DESCRIPTION
1	2022-09-19	ISSUED FOR BUILDING PERMIT
2	2024-08-07	RESUBMISSION FOR BUILDING PERMIT

DRAWING STATUS:

STATUS APPROVAL:

DATE:

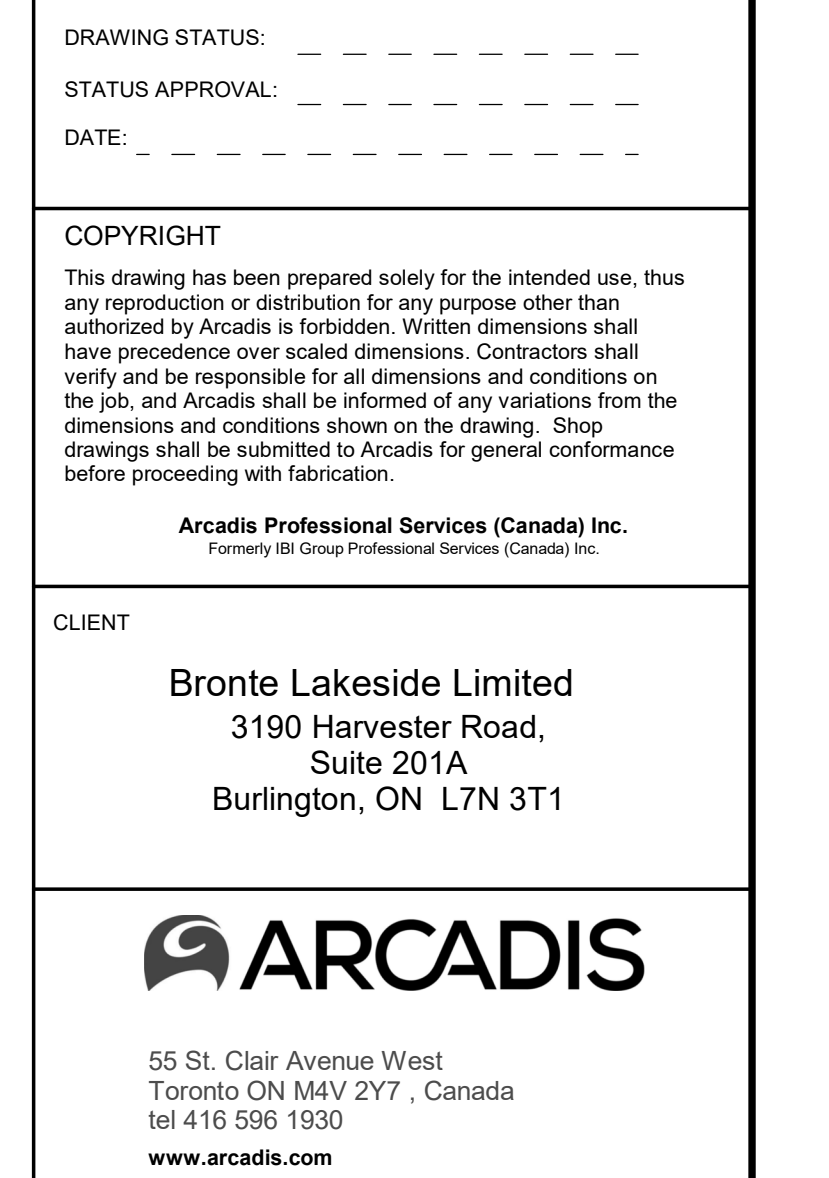
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CLIENT

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3190 Harvester Road,
Suite 201A
Burlington, ON L7N 3T1



SHEET TITLE

OVERALL GROUND FLOOR PLAN

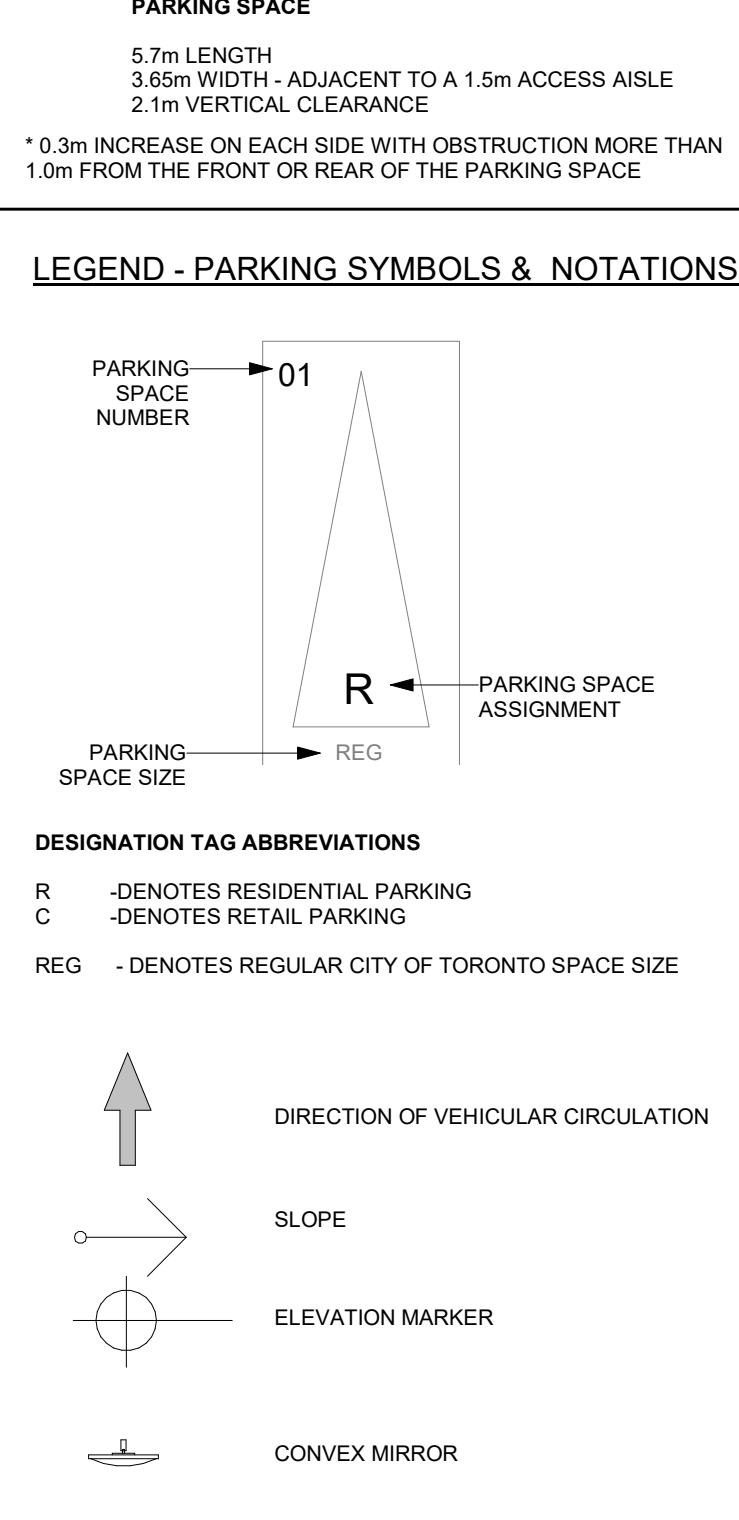
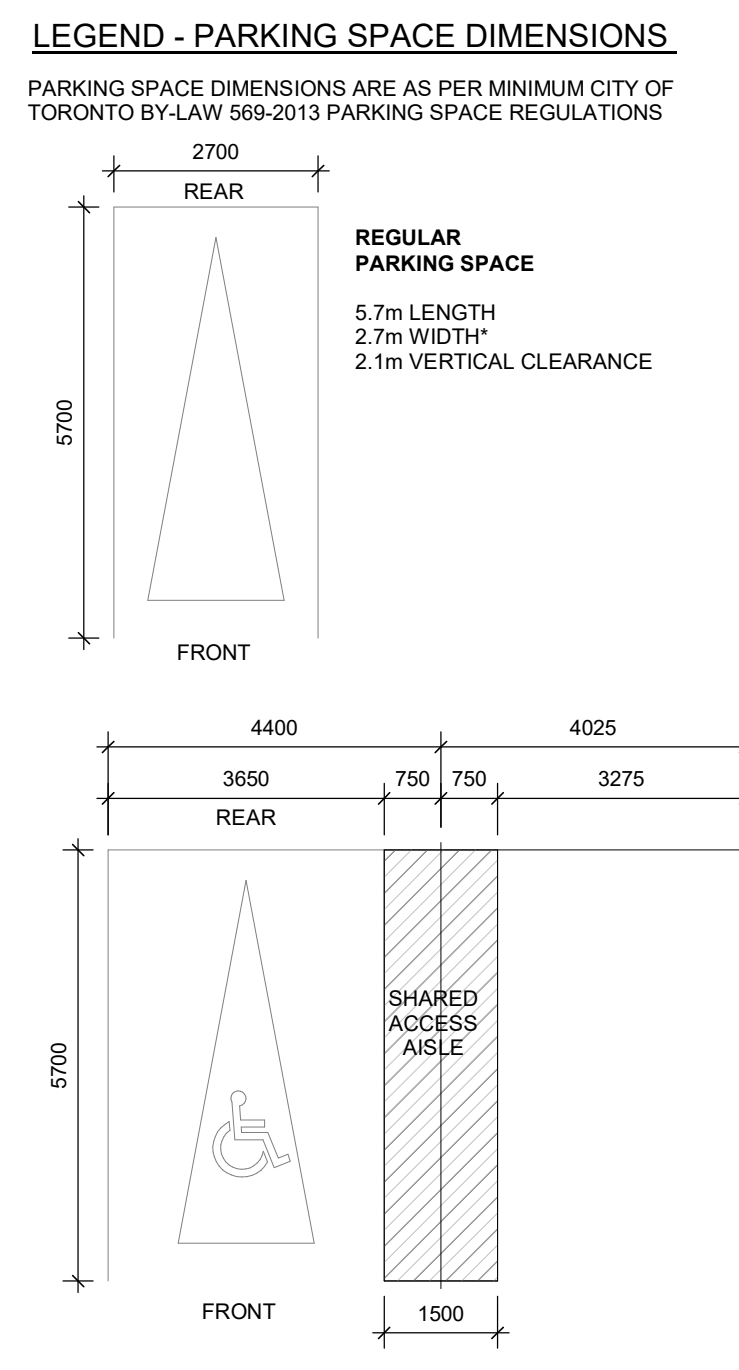
DRAWN BY: CHWJ
CHKD BY: [Blank]
DATE: 04/11/22
SCALE: As Indicated

SEAL:

PROJECT NO: 125341
DWG NO: A-1003

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 - XXXX DENOTES WALL TYPES
 - XXX DENOTES WINDOW NUMBER
 - XXXXXXX DENOTES FLOOR ELEVATION
 - XXXX DENOTES BUILDING DOOR NUMBER. SEE A-0006 FOR DOOR AND FRAME SCHEDULE
 - (X) DENOTES INTERIOR SUITE DOOR TYPE. REFER TO DOOR SCHEDULE FOR MORE DETAIL
 - INSULATED SOFFIT C4B
 - INSULATED SOFFIT C5K
 - INSULATED CEILING C4F
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Bicycle Parking Count

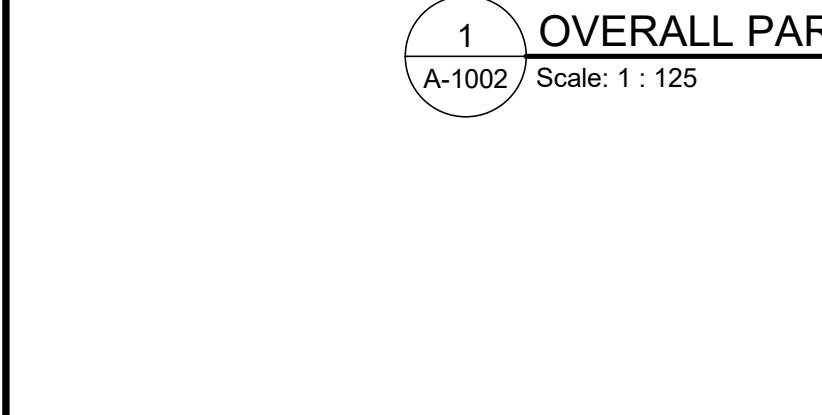
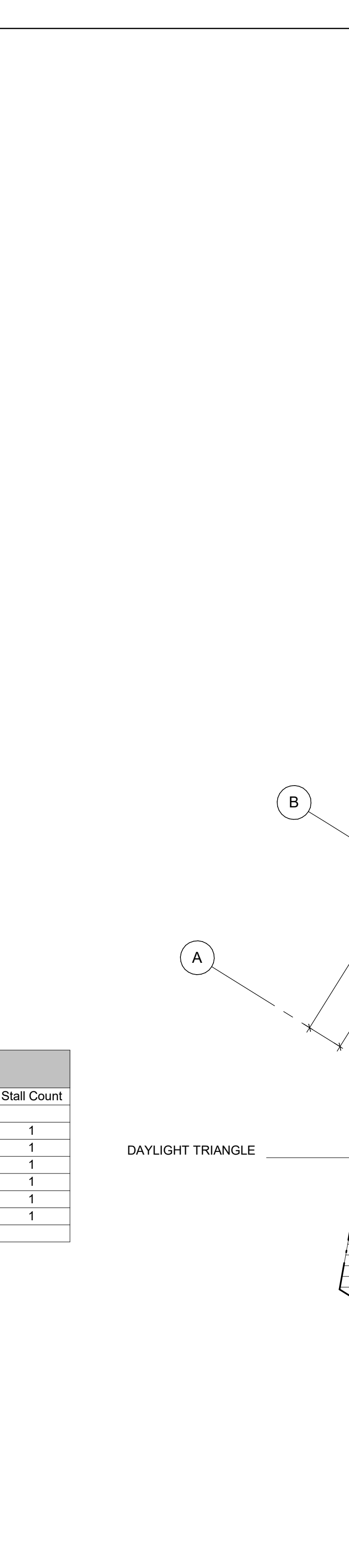
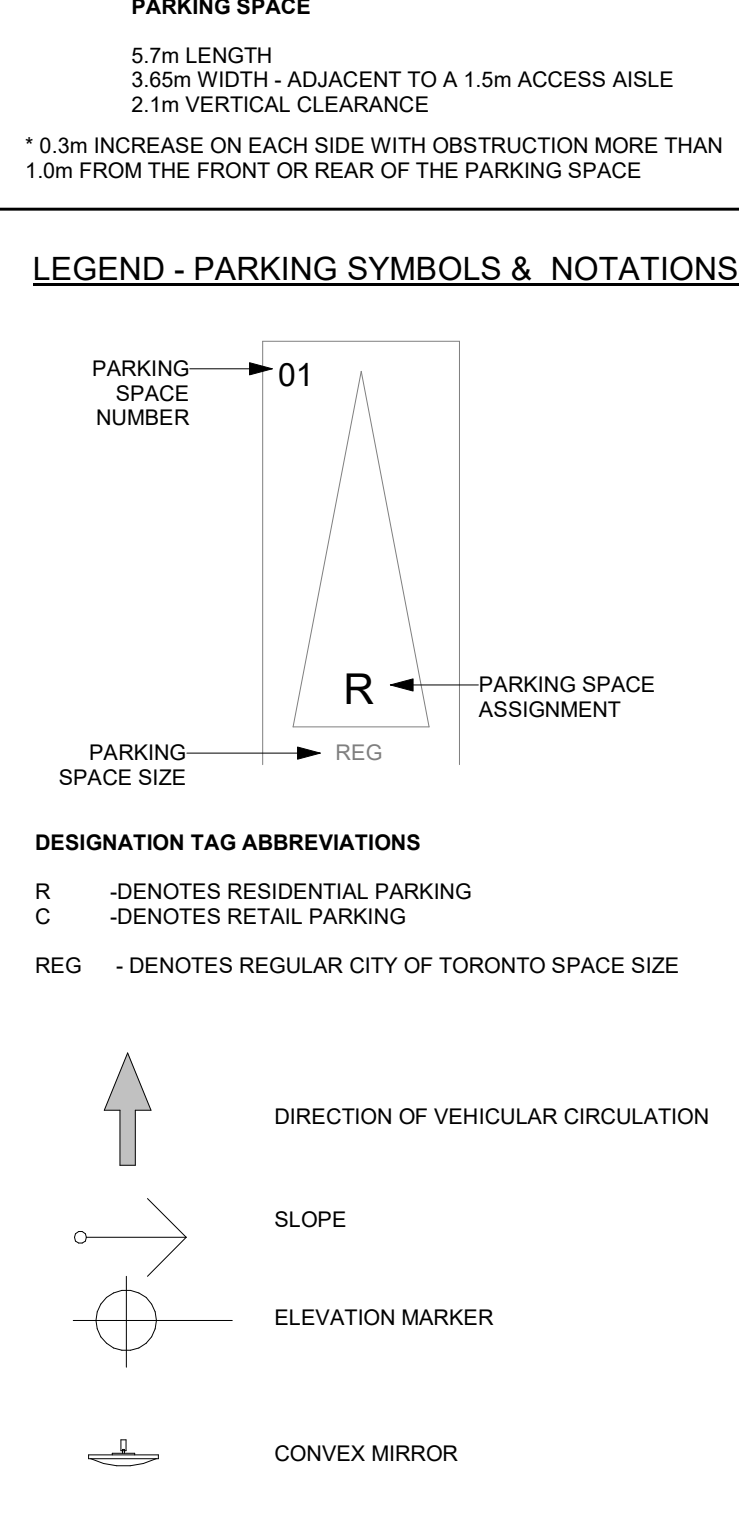
Level	Bike Type	Bike Count
PARKING LEVEL P2		
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PARKING LEVEL P2	Single Vertical	3
		11
PARKING LEVEL P1		
PARKING LEVEL P1	Single Horizontal	8
PARKING LEVEL P1	Single Vertical	2
		10
GROUND FLOOR		
GROUND FLOOR	Bike Post	18
GROUND FLOOR	Single Horizontal	4
GROUND FLOOR	Single Vertical	13
GROUND FLOOR	Stacked B	16
		51
Total Bikes Provided		72

Parking Space Count

Level	Assignment	Count
PARKING LEVEL P2	Residential	121
PARKING LEVEL P1	Residential	82
PARKING LEVEL P1	Retail	203
		27
GROUND FLOOR	Shared	36
PARKING LEVEL P1	Visitor	5
		21
TOTAL PARKING SPACES:		271

Barrier Free Parking Space Count

Level	Type	Assignment	Stall Count
GROUND FLOOR	BF 5150x700	VIC	1
GROUND FLOOR	BF 1200x5700-Type B	VIC	1
PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
Total Parking Spaces:			6



PROJECT

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

ISSUED

NO.	DATE	DESCRIPTION
1	2022-09-19	ISSUED FOR BUILDING PERMIT
2	2024-08-07	RESUBMISSION FOR BUILDING PERMIT

DRAWING STATUS: _____

STATUS APPROVAL: _____

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3190 Harvester Road,
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Burlington, ON L7N 3T1

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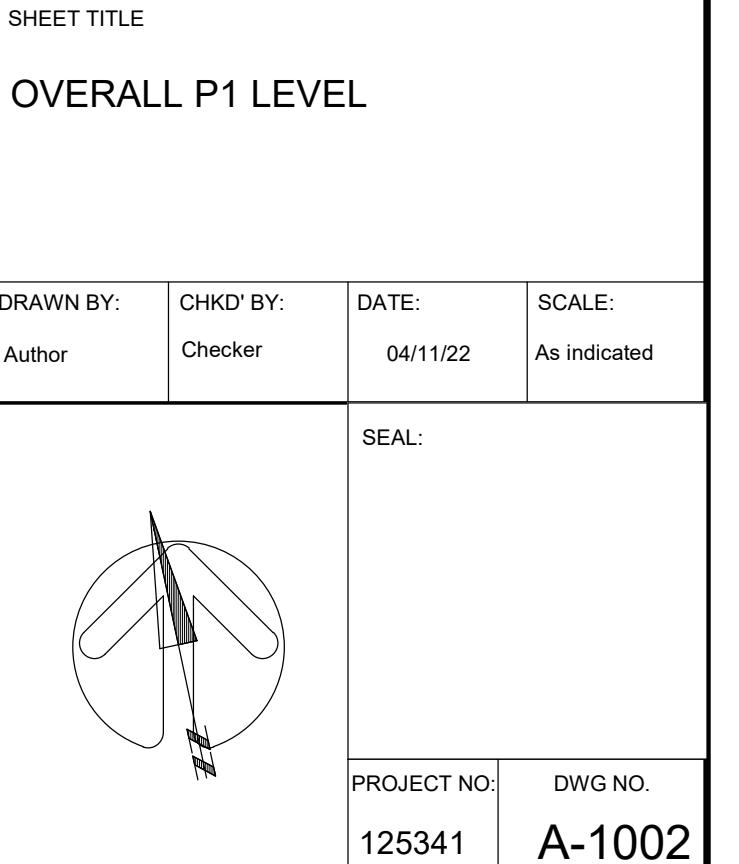
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OVERALL P1 LEVEL

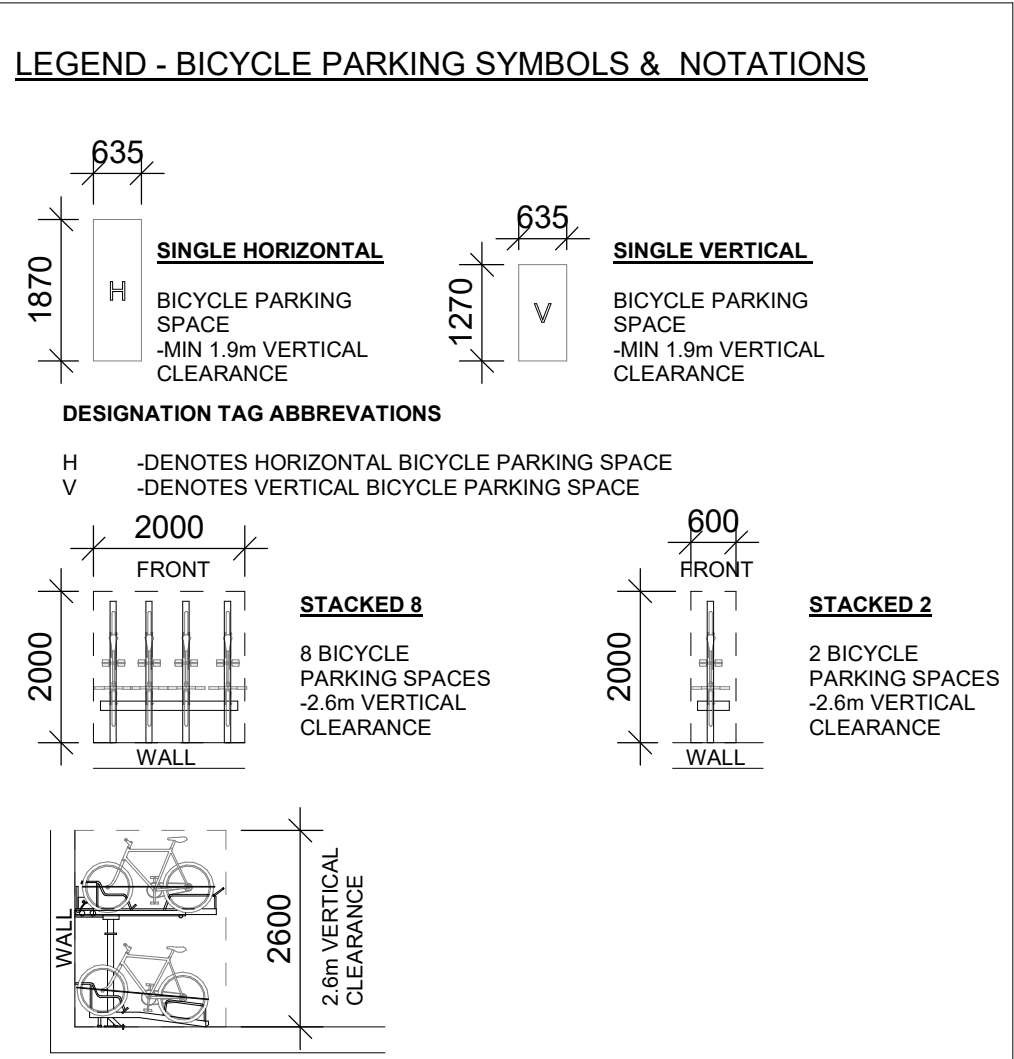
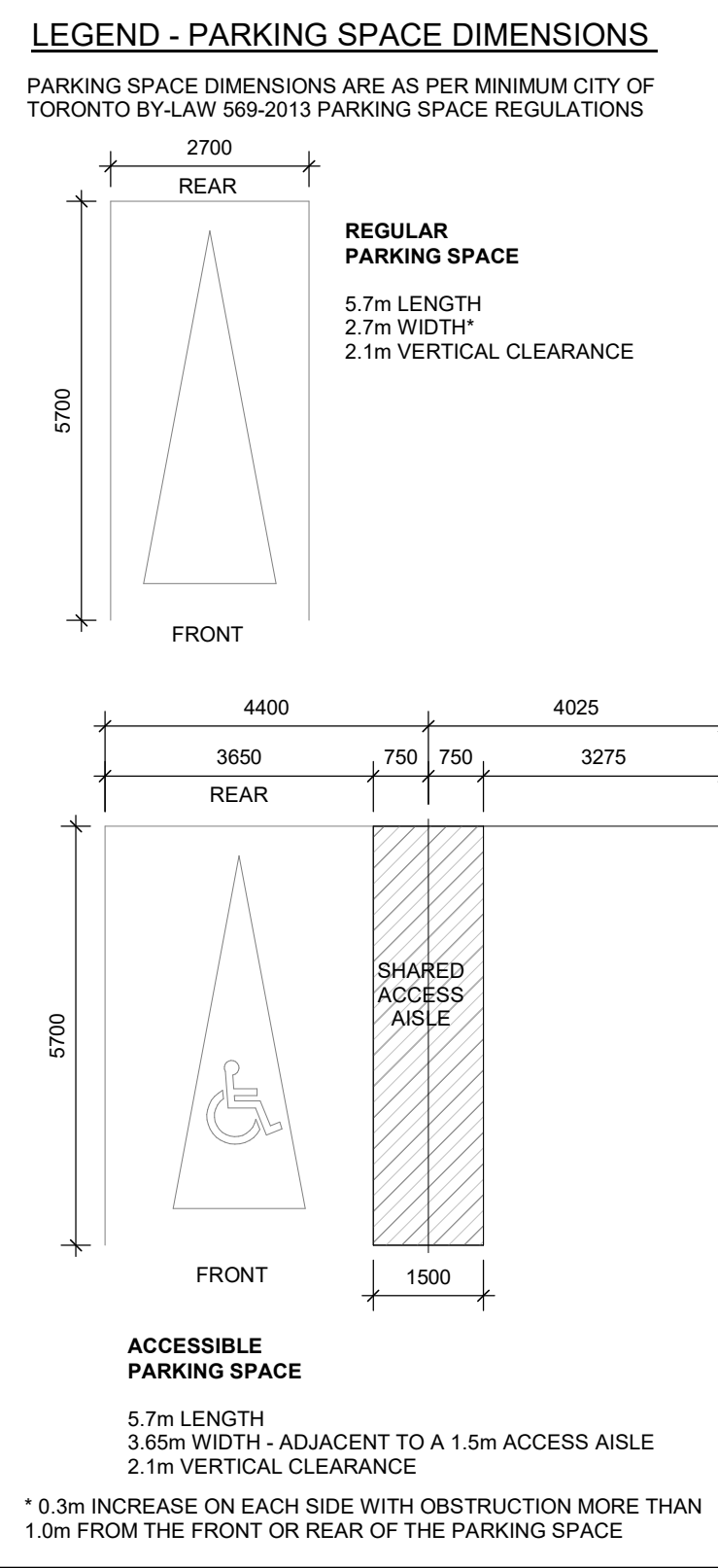
DRAWN BY: CHWJ
CHECKED BY: Author
DATE: 04/11/22
SCALE: As indicated

SEAL: _____

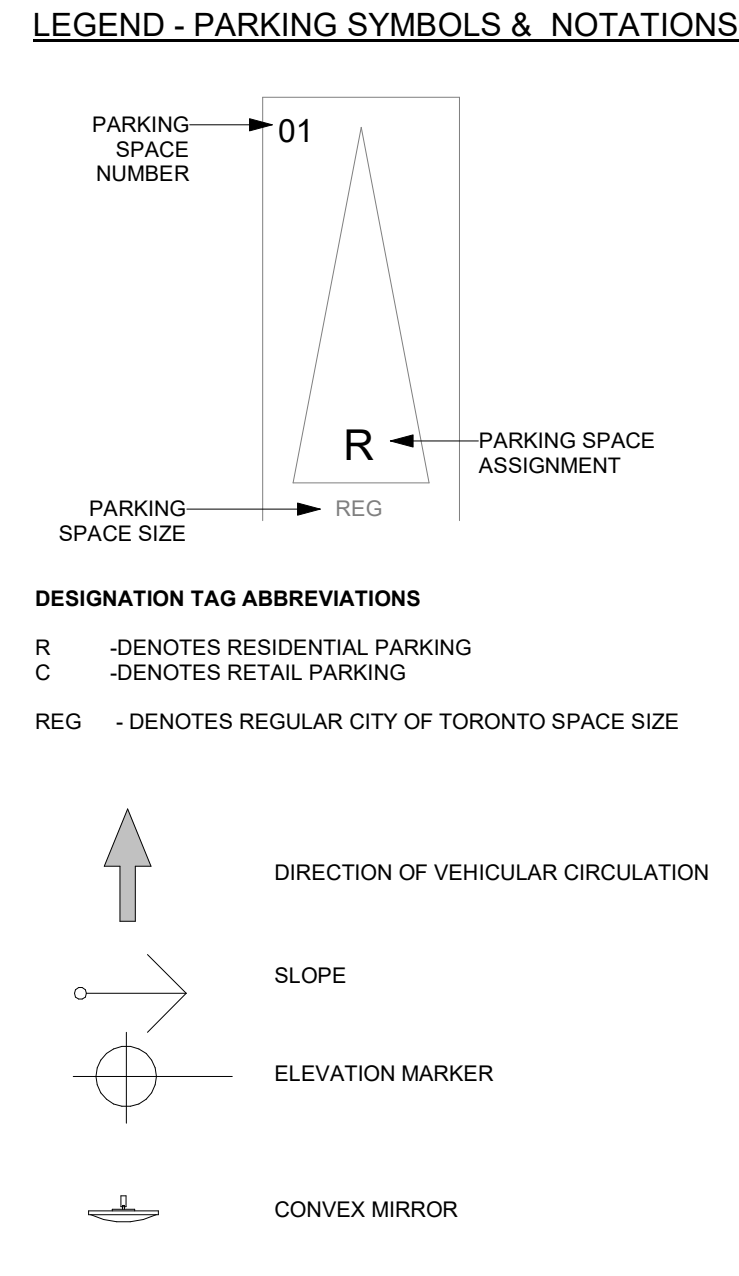
PROJECT NO: 125341
DWG NO: A-1002



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 - XXX DENOTES WALL TYPES
 - XXX DENOTES WINDOW NUMBER
 - XXX-XXX DENOTES FLOOR ELEVATION
 - XXX DENOTES BUILDING DOOR NUMBER. SEE A-0004 FOR DOOR AND FRAME SCHEDULE
 - INTEGRATED SUITE DOOR TYPE. REFER TO DOOR SCHEDULE B-BELOW
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 - INSULATED SOFFIT C4K
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 - INSULATED CEILING C4B
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Bicycle Parking Count

Level	Bike Type	Bike Count
PARKING LEVEL P2	Single Horizontal	8
PARKING LEVEL P2	Single Vertical	3
		11
PARKING LEVEL P1	Single Horizontal	8
PARKING LEVEL P1	Single Vertical	2
		10
GROUND FLOOR	Bike Post	18
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Barrier Free Parking Space Count

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GROUND FLOOR	BF 4200x5700-Type B	VIC	1
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PARKING LEVEL P1	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
PARKING LEVEL P2	BF 5150x700	R	1
Total Parking Spaces:			6



1 OVERALL PARKING LEVEL P2
A-1001 Scale: 1:125

PROJECT

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

ISSUED

NO.	DATE	DESCRIPTION
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STATUS APPROVAL: _____

DATE: _____

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Suite 201A
Burlington, ON L7N 3T1

ARCADIS

55 St. Clair Avenue West
Toronto, ON M5V 2Y7, Canada
tel 416 596 1930
www.arcadis.com

SHEET TITLE

OVERALL P2 LEVEL

DRAWN BY: CHND BY: DATE: SCALE: Author: Checker: 04/11/22 As indicated

SEAL:

PROJECT NO: 125341 **DWG NO:** A-1001

1.4 Purpose and Scope

The purpose of the study is to forecast the peak parking demand for the proposed development to determine the sufficiency of the proposed parking supply to meet the demand.

The study reviews the following aspects of the proposed development from a transportation engineering perspective:

- Town of Oakville Zoning By-Law 2014-014
- Proxy Site Surveys

2.0 Parking Requirements

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

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

2.1 Auto Parking Review

The Town of Oakville's Zoning By-law 2014-014, Part 5 was reviewed to determine the required number of parking spaces for the proposed development.

2.1.1 Zoning By-Law Parking Rate Review

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

Table 1: Zoning By-Law Auto Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Required Parking Spaces	Proposed Parking Supply (Surplus / Deficit)
Residential (<75 m ²)	160	0.80 per unit	128	203 (+30)
Residential (>=75 m ²)	43	1.05 per unit	45	
Visitor	203	0.2 per unit	41	41 (+0)
Retail	1,972	1 per 40 m ²	50	27 (-23)
Total			264	271 (+7)

All 203 residential parking spaces will be provided in the 2-floor underground parking garage. The parking garage will also include the 27 retail parking spaces for retail employees, as well as 5 residential visitor parking spaces at the P1 level. The 36 at-grade parking spaces will be dedicated to residential visitors and can be shared with short-term retail customers.

Per the auto parking review summarized above, the development is in surplus of 7 spaces when compared to the By-Law requirement for total parking supply, including a surplus of 30 spaces for

the resident parking. The development proposal currently proposes a deficit of 23 spaces for the retail parking when compared to the Zoning By-Law.

2.2 Bicycle Parking Spaces

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

As outlined in **Section 1.3**, the proposed development includes 203 apartment dwelling units along with other land uses. The Zoning By-Law requires a minimum of 1.0 bicycle parking space for each apartment dwelling; this preliminary calculation for the residential portion of the proposed development results in a bicycle parking requirement of 203 spaces, which is greater than 30 spaces. Therefore, according to Section 5.4.1.b of the Town's Zoning By-Law, the minimum bicycle parking requirement for the proposed development is 30 bicycle parking spaces.

The proposed development includes 72 bicycle parking spaces, which exceeds the Zoning By-Law requirements with a surplus of 42 bicycle parking spaces proposed to be provided. 51 bicycle parking spaces will be provided at-grade: 45 short-term bicycle parking spaces for residential visitors and retail uses, as well as 6 long-term bicycle parking spaces for residents. 10 and 11 bicycle parking spaces are proposed on the P1 and P2 level respectively to serve retail employees and residents.

3.0 Suitability of Parking Supply

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

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

3.1 Proxy Site Parking Surveys

To determine the future parking demand at the proposed development, the parking demand at other sites with similar land uses and transportation contexts was surveyed. Two multi-use buildings located within 250 metres of the proposed development were selected as proxy sites and approved by the Town. The parking surveys were conducted at 11 Bronte Road and 125-133 Bronte Road in the Town of Oakville, which both have residential units with ground-floor retail. Considering the similar land uses of the proxy sites as well as their location within the Bronte Village Growth Area, these sites provide a sufficient comparison to the proposed development.

C.F. Crozier retained Accu-Traffic Inc. to conduct the parking survey at both sites on Thursday June 27, 2024, and Friday June 28, 2024 between the hours of 5:00 p.m. and 2:00 a.m., as well as Saturday June 29, 2024 between the hours of 11:00 a.m. and 7:30 p.m. in 30 minute intervals. The times were selected to capture the peak periods of visitor and retail parking demand at the sites.

The dates and times of the parking survey were also pre-approved by the Town of Oakville. See **Appendix B** for relevant correspondence with the Town.

The proxy site parking survey data can be found in **Appendix C**.

Table 2 summarizes the surrogate site parking surveys used in this analysis.

Table 2: Proxy Site Parking Surveys

Surrogate Site	Site Statistics	Survey Date(s) and Hour(s)	Land Use	Maximum Peak Parking Demand Rate
11 Bronte Road	A 10-storey apartment building with 211 dwelling units and 9 retail units, approximately 500 m ² GFA of retail ¹	Thursday June 27, 2024 5:00 p.m. – 2:00 a.m.	Visitor	0.11 visitor spaces / dwelling unit
			Retail	0.80 retail spaces / 100 m ²
125-133 Bronte Road	Two apartment buildings, a 14-storey and a 10-storey building, with a shared underground parking structure. The site has a combined 481 residential units along with 786 m ² GFA of retail and a 494 m ² GFA restaurant.	Friday June 28, 2024 5:00 p.m. – 2:00 a.m.	Visitor	0.13 visitor spaces / dwelling unit
			Retail	0.16 retail spaces / 100 m ²
		Saturday June 29, 2024 11:00 a.m. – 7:30 p.m.		

Note 1: The total gross floor area of retail space at 11 Bronte Road is estimated based on the number of residential and retail units in the building, as well as the frontage of the building.

Based on the peak rates for the surrogate sites presented in **Table 2**, the maximum peak parking rates include:

- Visitor parking is 0.13 spaces per dwelling unit
- Retail parking is 0.80 spaces per 100 m²

The peak parking demand forecast for the proposed development in **Table 3** uses the maximum peak parking rates of the proxy sites. The results are then assessed to determine the suitability of the total proposed parking supply for the subject site.

Table 3: Proposed Development Peak Parking Demand Forecast

Land Use Category	Units/GFA	Peak Parking Demand Rate	Parking Demand	Parking Supply + Shared Parking Supply (Surplus/Deficit)
Residential – Visitor	203	0.13 visitor spaces / dwelling unit	27 spaces	41 spaces (+14)
Commercial (Retail)	1,972 m ²	0.80 spaces / 100 m ² GFA	16 spaces	27 spaces (+11)
Retail + Visitor Parking Total Supply (Surplus/ Deficit)			68 spaces (+25)	

As shown in **Table 3**, a higher supply of retail parking spaces is proposed than the expected peak parking demand generated at the site. The similarities in location, land use, and transportation context of the proxy sites with the subject development validates these expectations. As a result, the proposed development's parking supply is expected to be able to accommodate the maximum parking demand.

Additionally, even in the event that the retail parking demand exceeds the provided 27 spaces, the proposed number of residential visitor parking spaces at the site is greater than the expected peak parking demand by over 50%. In the situation where the underground retail parking is overcapacity,

the 36 at-grade parking spaces dedicated to residential visitors can be shared with short-term retail customers.

3.2 Bronte Village Context and Existing Modal Split

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

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

It is expected that active transportation and transit trips will generally grow as a percentage of overall trips as Bronte Village continues to develop into a mixed-use neighborhood with all the necessary amenities within walking distance, as well as the planned active transportation improvements as discussed in **Section 3.3.1**.

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

To support these statements, historical traffic patterns were analyzed using results from the Transportation Tomorrow Survey (TTS). The TTS query was filtered to trips exiting and entering 2006 GTA Zone 4005, which includes Bronte Village, for the primary purpose of Marketing/Shopping. The mode split of these trips across the 2016, 2011 and 2006 TTS surveys were then assessed. The results of the query are shown in **Table 4**.

Table 4: Mode of Travel for Shopping – Bronte Village

Primary Travel Mode of Trip	2006 Transportation Tomorrow Survey	2011 Transportation Tomorrow Survey	2016 Transportation Tomorrow Survey
Number of Auto Drivers	2,597	1,068	948
Number of Auto Passengers	638	246	210
Auto Trips ¹ as a Percentage of Total Trips	99%	95%	84%

Note 1: Includes both auto drivers and auto passengers.

As shown by the query results, the total number of shopping trips in Bronte Village made by automobile has decreased over time. This can be partially attributed to an increase in the share of trips using alternative modes of travel such as transit, walking, and cycling. As expected due to the densification of the Mixed-Use Zone, the percentage of total trips for shopping at the Village taken by non-auto modes increased from approximately 1% in 2006, to 16% in 2016. These trends support continuing reduction in retail parking demand as the Village continues to redevelop, reinforcing the reduced parking rate surveyed at the proxy sites.

Appendix E contains the original results of the TTS query.

3.3 Paid On-Street Parking

In addition to the expectations that the proposed development will be able to accommodate the peak parking demand, it is noted that existing on-street paid parking opportunities are available along Lakeshore Road West in some sections of the road. There is also free three-hour parking along Nelson Street, which can support short-medium length trips to the site for the retail use and is located a short walk from the site.

Additionally, as per the Town, a commercial parking lot with 20 spaces is planned for Bronte Village in the near future.

Generally, the Bronte Village Growth Area is well supplied to provide supplemental parking for retail customers at the subject site as needed.

3.3.1 Lakeshore Environmental Assessment

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

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

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

3.3.2 Bronte Village Parking Activity Study

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

Table 5: Utilised Public Parking – Bronte Village

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

As shown in **Table 5**, a surplus in public-on street parking was observed to be available and therefore would be available to be utilized by retail customers of the Subject Development.

4.0 Transportation Demand Management

Transportation Demand Management (TDM) measures aim to reduce automobile dependence and promote alternate and active modes of transportation at the site to decrease traffic congestion and create a more sustainable transportation system. Specifically for the proposed development, TDM measures can focus on decreasing single occupant vehicle trips for the site's retail uses, ultimately reducing demand for the corresponding parking spaces. Through recommendations of TDM measures, it is intended that retail employees and customers will instead be encouraged to walk, bike, or use transit.

4.1 Existing TDM Opportunities

There are a number of existing and planned TDM opportunities near the subject site that encourage the use of non-vehicular transportation.

4.1.1 Existing Public Transit

The proposed site is located within 200 metres of three transit stops which are serviced by Oakville Transit Routes 3 and 14. These routes provide access to key destinations throughout the Town of Oakville, including Downtown Oakville, Oakville Trafalgar Memorial Hospital, and Kerr Village. The routes also reach regional transit nodes such as Bronte GO, Appelby GO and Oakville GO, connecting the proposed site to the Greater Toronto Area. Future transit service improvements are planned for both Oakville Transit as part of the Oakville Transit Five-Year Business Plan and Go Transit as part of GO Expansion which will further improve the transit transportation mode.

Appendix H contains the Oakville Transit system map.

4.1.2 Existing Active Transportation Facilities

Sidewalks are included on both sides of Lakeshore Road West, as well as Bronte Road. Additionally, bike lanes are provided on the south side of Lakeshore Road West east of Bronte Road. These facilities provide connectivity for pedestrians and cyclists from within the Bronte Village Growth Area and the surrounding neighbourhoods to the site. Additionally, as per the Lakeshore Road West EA, bike lanes are planned to be provided on both sides of Lakeshore Road east of Bronte Road to Third Line, further encouraging the cycling transportation mode.

Appendix F contains relevant excerpts from the Lakeshore Road West EA.

4.2 Proposed TDM Measures

There are also several TDM opportunities integrated into the proposed development's Site Plan that will enhance existing and established TDM measures.

4.2.1 Pedestrian Facilities

To encourage walking as a viable mode of transportation for new residents and visitors, the Site Plan includes sidewalks throughout the development. Connections to Bronte Road and Lakeshore Road West allow pedestrians to access the various retail uses on site, reducing dependence on vehicle trips.

Additionally, pedestrian-friendly design options such as proper lighting and benches may be provided to further promote walking as a safe and attractive mode of transportation. Beautification

efforts such as an attractive storefront for the ground-floor retail with decorations, greenery and other amenities would facilitate a positive image and better define a pedestrian-friendly public space.

4.2.2 Cycling Facilities

The on-site bicycle parking supply of 72 spaces, exceeding the By-law minimum by 140%, encourages retail employees and residential visitors to reduce their dependence on vehicle trips. The Site Plan also includes a bike repair station on the ground floor which promotes the cycling transportation mode.

4.2.3 Transit Incentives

To promote the use of transit, information packages comprising of Oakville Transit and GO Transit maps/schedules can be provided to future residents and retail tenants in the proposed development's sales office prior to occupancy. Additionally transit schedules and active transportation network maps can be provided in the main lobby of the building. The cost of acquiring copies of the maps is currently unknown but can be discussed with Town Staff.

The developer can also consider distributing pre-loaded PRESTO cards to new retail tenants to incentivize employees to use transit. At a price of \$143 per pass, supplying each retail tenant with two PRESTO monthly passes for two months would cost the developer about \$12,000. The transit passes can be provided to the retail tenants at the time of initial occupancy. This strategy can help employees reduce their dependence on the personal vehicle and further decrease parking demand for the retail parking spaces.

Overall, these existing and planned strategies will ultimately reduce single occupancy vehicle trips at the site and decrease the resulting parking demand, particularly for retail employees and customers. This further justifies a lower retail parking rate than the minimum required by the Town's Zoning By-Law for retail parking supply.

5.0 Conclusions and Recommendations

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

The total proposed vehicle parking supply of 271 spaces is more than the required 264 parking spaces required in the Town of Oakville Zoning By-Law No. 2014-014 and meets the resident and visitor parking supply requirements in the By-law. It does not meet the retail parking supply requirements.

A parking survey was conducted at two proxy sites within 250 metres of the proposed development with similar land use and transportation contexts. Based on the peak parking rates for these proxy sites, the maximum parking demand at the proposed development expected for visitor and retail land use is 27 and 16 parking spaces respectively. Given that the development proposes 41 residential visitor spaces and 27 retail spaces, the parking supply is expected to accommodate the parking demand at the subject development. In the event that retail parking demand exceeds the proposed retail parking supply, the surplus of at-grade visitor parking spaces can be shared with short-term retail customers.

The parking rates determined from the proxy sites are further justified based on changing transportation trends in Bronte Village. Since 2006, there has been a decrease in the number of auto trips generated for shopping in the area and an increase in the trip share of alternative transportation modes such as transit, walking, and cycling. This demonstrates a reduction in the dependence on vehicle retail parking as the Growth Area continues to redevelop.

Additionally, the proposed development has adopted several TDM measures to further reduce single-occupancy vehicle trips generated by the site, especially to reduce retail parking demand. To enhance existing opportunities, such as nearby public transit access and active transportation facilities, the proposed development will implement new TDM strategies. This includes the addition of on-site pedestrian connections, a bicycle parking supply exceeding the by-law minimum and a bike repair station. The developer can also consider supplying pre-loaded PRESTO cards for retail tenants and transit information packages. These measures will encourage increased transit ridership, walking, and cycling, decreasing the demand for retail parking.

Therefore, given that the parking demand estimates support the proposed parking supply, we support the proposed vehicle parking supply of 271 spaces, including the reduction in the retail parking supply.

The analysis contained within this report was prepared using the information from the most recent architectural plans provided by IBI Group. Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report.

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

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, M.Eng. CEM, P.Eng.
Project Manager, Transportation

ADR/BB

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Appendix A

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

Parking, Loading, & Stacking Lane Provisions

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

5.1 General Provisions

5.1.1 Applicability

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

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

5.1.2 Exclusive Use

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

5.1.3 More than One Use on a Lot

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

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

5.1.4 Location of Required Parking

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

5.1.5 Rounding Provision

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

Parking, Loading, & Stacking Lane Provisions

5.1.6 Cash-in-Lieu of Parking

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

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

5.1.7 Shared Driveways and Access Lanes Recognition

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

5.1.8 Hardscape Surface Treatment

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

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

5.1.9 Approved Locations for Visitors Parking (2016-013)

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

5.1.10 Tandem and Stacked Parking Spaces (2017-025)

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

5.2 Motor Vehicle Parking Spaces

5.2.1 Minimum Number of Parking Spaces

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

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

Parking, Loading, & Stacking Lane Provisions

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

5.2.2 Minimum Number of Parking Spaces in Mixed Use Zones

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

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

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

Parking, Loading, & Stacking Lane Provisions

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

Additional Regulations for Growth Area Parking Spaces Table

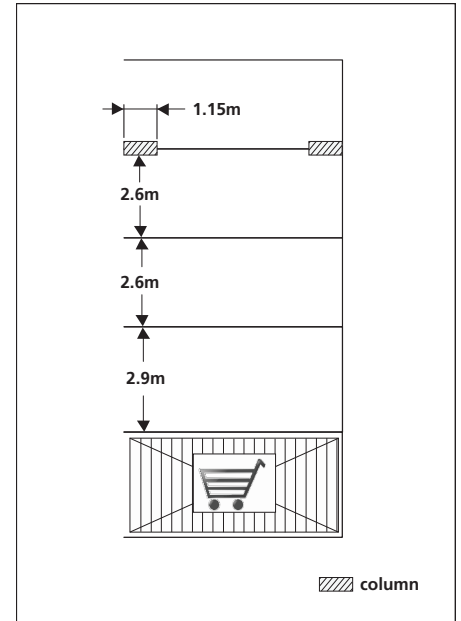
5.2.2 (2017-025)

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

Parking, Loading, & Stacking Lane Provisions

5.2.3 Motor Vehicle Parking Space Dimensions (2017-025)

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



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

5.3 Barrier-free Parking Spaces

5.3.1 Ratios for Minimum Number of Spaces

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

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

Parking, Loading, & Stacking Lane Provisions

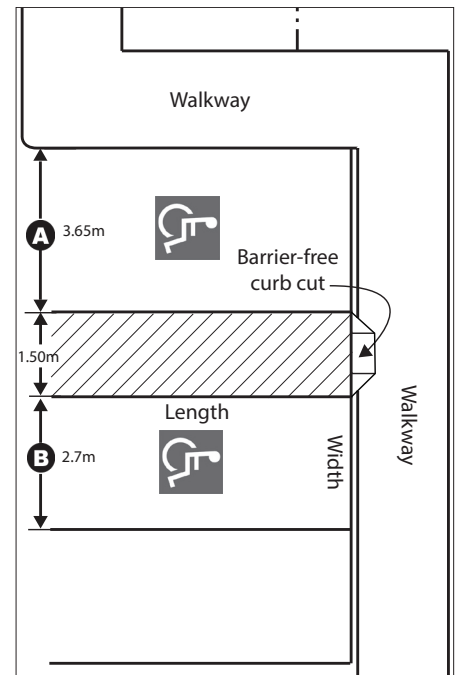
Total Number of Parking Spaces in all Parking Areas on the Lot	Minimum Number of Barrier-free Parking Spaces
101 to 200	1, plus 3% of the total number of <i>parking spaces</i> in the <i>parking area</i>
201 to 1000	2, plus 2% of the total number of <i>parking spaces</i> in the <i>parking area</i>
1,001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

5.3.2 Dimensions and Paths of Travel

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

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

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



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

5.4 Bicycle Parking Spaces

5.4.1 Minimum Number of Bicycle Parking Spaces

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

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

Parking, Loading, & Stacking Lane Provisions

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

Additional Regulations for Minimum Bicycle Parking Ratios

Table 5.4.1

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

Appendix B

Parking Survey Correspondence with the Town of Oakville

Anthony De Rango

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: June 19, 2024 10:44 AM
To: Brandon Bradt
Cc: Anthony De Rango; Colin Westerhof
Subject: RE: Lakeshore and Bronte - Parking Surveys

Hi Brandon,

The proposed days are acceptable.

Thanks,
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Transportation and Engineering
Town of Oakville | 905-845-6601, ext. 3981 | www.oakville.ca

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From: Brandon Bradt <bbradt@cfcrozier.ca>
Sent: Wednesday, June 19, 2024 10:21 AM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Cc: Anthony De Rango <aderango@cfcrozier.ca>; Colin Westerhof <colin.westerhof@oakville.ca>
Subject: RE: Lakeshore and Bronte - Parking Surveys

Hey Syed,

Just following up on the below. We'd like to go out and get counts done Thursday, Friday and Saturday this week if that's agreeable?

Please let me know as soon as possible,
Brandon

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
Office: 416.842.0033
Collingwood | Milton | Toronto | Bradford | Guelph

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From: Brandon Bradt <bbradt@cfcrozier.ca>
Sent: Monday, June 10, 2024 4:25 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Cc: Parth Bhatt <pbhatt@cfcrozier.ca>; Anthony De Rango <aderango@cfcrozier.ca>; Colin Westerhof <colin.westerhof@oakville.ca>
Subject: RE: Lakeshore and Bronte - Parking Surveys

Thanks Syed,

We're still working on getting access to 125 & 133 Bronte, but it's proving difficult.

Can you confirm you'll accept two sites instead of three?

Kind Regards,
Brandon

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
Office: 416.842.0033
Collingwood | Milton | Toronto | Bradford | Guelph

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From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: Monday, June 10, 2024 12:05 PM
To: Brandon Bradt <bbradt@cfcrozier.ca>
Cc: Parth Bhatt <pbhatt@cfcrozier.ca>; Anthony De Rango <aderango@cfcrozier.ca>; Colin Westerhof <colin.westerhof@oakville.ca>
Subject: RE: Lakeshore and Bronte - Parking Surveys

Hi Brandon,

Sorry for the delay in response, 11 Bronte Road is acceptable to consider for the survey.

Please note that as a standard for a parking justification report there should be three proxy sites selected for the survey. since there are other sites available in the vicinity of the subject site such as Bronte Village Mall (BVM), should be another suitable site as well.

Thanks,
Syed

Syed Rizvi, M.Sc., P. Eng

Transportation Engineer
Transportation and Engineering

Town of Oakville | 905-845-6601, ext. 3981 | www.oakville.ca

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From: Brandon Bradt <bbradt@cfcrozier.ca>

Sent: Friday, June 7, 2024 11:13 AM

To: Syed Rizvi <syed.rizvi@oakville.ca>

Cc: Parth Bhatt <pbhatt@cfcrozier.ca>; Anthony De Rango <aderango@cfcrozier.ca>

Subject: RE: Lakeshore and Bronte - Parking Surveys

Hey Syed,

Hope you are keeping well. Just wanted to follow-up on the below.

Kind Regards,
Brandon

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
Office: 416.842.0033

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From: Brandon Bradt <bbradt@cfcrozier.ca>

Sent: Monday, June 3, 2024 11:38 AM

To: Syed Rizvi <syed.rizvi@oakville.ca>

Cc: Parth Bhatt <pbhatt@cfcrozier.ca>

Subject: Lakeshore and Bronte - Parking Surveys

Good Morning Syed,

Hope you had an enjoyable weekend.

We have been in contact with multiple property owners within Bronte Village and finally received an approval to conduct surveys at the mixed-use site located at 11 Bronte Road just south of the proposed development site.

However, they'd like us to provide some backup from Oakville before we go out and conduct the counts. Could you confirm this site would be acceptable for inclusion within the updated PJS?

Kind Regards,

Brandon Bradt, M.Eng.CEM, P.Eng. | Manager, Transportation Planning
211 Yonge Street, Suite 600 | Toronto, ON M5B 1M4
T: 416.842.0033



Crozier Connections: [f](#) [t](#) [in](#) [i](#)

Read our latest news and announcements [here](#).

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
Office: 416.842.0033
Collingwood | Milton | Toronto | Bradford | Guelph

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Appendix C

Proxy Site Parking Survey Data

Location: **Oakville, ON**

Date: **Thursday, June 27, 2024**

Property		11 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Commercial	Tandem	Illegal
Supply		281	55	0	11	12	
17:00	17:30	138	21	0	2	14	0
17:30	18:00	146	23	0	2	12	0
18:00	18:30	151	24	0	2	14	0
18:30	19:00	159	23	0	1	16	0
19:00	19:30	162	22	0	2	16	0
19:30	20:00	167	22	0	1	16	0
20:00	20:30	172	19	0	1	16	0
20:30	21:00	176	16	0	1	16	0
21:00	21:30	179	13	0	1	16	0
21:30	22:00	182	11	0	1	18	0
22:00	22:30	184	10	0	1	18	0
22:30	23:00	183	10	0	1	18	0
23:00	23:30	184	9	0	1	18	0
23:30	0:00	185	9	0	1	18	0
0:00	0:30	184	8	0	1	18	0
0:30	1:00	184	8	0	1	18	0
1:00	1:30	184	8	0	1	18	0
1:30	2:00	185	8	0	1	18	0

Property		125 & 133 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Electric vehicles	Commercial	Illegal
Supply		466	90	43	18	5	
17:00	17:30	218	42	24	10	1	0
17:30	18:00	224	37	25	11	1	0
18:00	18:30	235	39	27	10	2	0
18:30	19:00	244	41	30	10	2	0
19:00	19:30	249	40	31	10	2	0
19:30	20:00	261	43	31	12	2	0
20:00	20:30	274	46	31	12	1	0
20:30	21:00	282	47	32	12	0	0
21:00	21:30	287	48	33	13	0	0
21:30	22:00	297	46	33	13	0	0
22:00	22:30	306	43	33	13	0	0
22:30	23:00	312	40	33	13	0	0
23:00	23:30	320	36	33	14	0	0
23:30	0:00	329	35	33	14	0	0
0:00	0:30	337	32	33	14	0	0
0:30	1:00	338	31	34	15	0	0
1:00	1:30	339	29	34	15	0	0
1:30	2:00	341	27	34	15	0	0

Location: **Oakville, ON**

Date: **Friday, June 28, 2024**

Property		11 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Commercial	Tandem	Illegal
Supply		281	55	0	11	12	
17:00	17:30	136	15	0	2	12	0
17:30	18:00	142	13	0	2	10	0
18:00	18:30	149	11	0	2	10	0
18:30	19:00	151	11	0	2	12	0
19:00	19:30	156	9	0	1	14	0
19:30	20:00	158	13	0	1	14	0
20:00	20:30	165	12	0	1	15	0
20:30	21:00	171	11	0	1	16	0
21:00	21:30	174	12	0	1	16	0
21:30	22:00	173	11	0	1	17	0
22:00	22:30	176	10	0	1	16	0
22:30	23:00	179	10	0	1	16	0
23:00	23:30	181	10	0	1	16	0
23:30	0:00	182	9	0	1	17	0
0:00	0:30	182	9	0	1	17	0
0:30	1:00	184	9	0	1	17	0
1:00	1:30	183	8	0	1	17	0
1:30	2:00	183	8	0	1	17	0

Property		125 and 133 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Electric vehicles	Commercial	Illegal
Supply		466	90	43	18	5	
17:00	17:30	223	54	18	11	0	0
17:30	18:00	227	59	14	11	0	0
18:00	18:30	231	60	13	13	0	0
18:30	19:00	245	51	24	13	0	0
19:00	19:30	256	44	31	12	0	0
19:30	20:00	258	34	37	11	0	0
20:00	20:30	267	38	37	11	0	0
20:30	21:00	279	43	36	11	0	0
21:00	21:30	288	42	35	12	0	0
21:30	22:00	302	30	35	12	0	0
22:00	22:30	306	37	35	12	0	0
22:30	23:00	312	36	35	12	0	0
23:00	23:30	314	34	35	13	0	0
23:30	0:00	325	35	36	13	0	0
0:00	0:30	331	34	36	13	0	0
0:30	1:00	335	35	36	15	0	0
1:00	1:30	340	31	35	15	0	0
1:30	2:00	340	29	35	15	0	0

Location: **Oakville, ON**

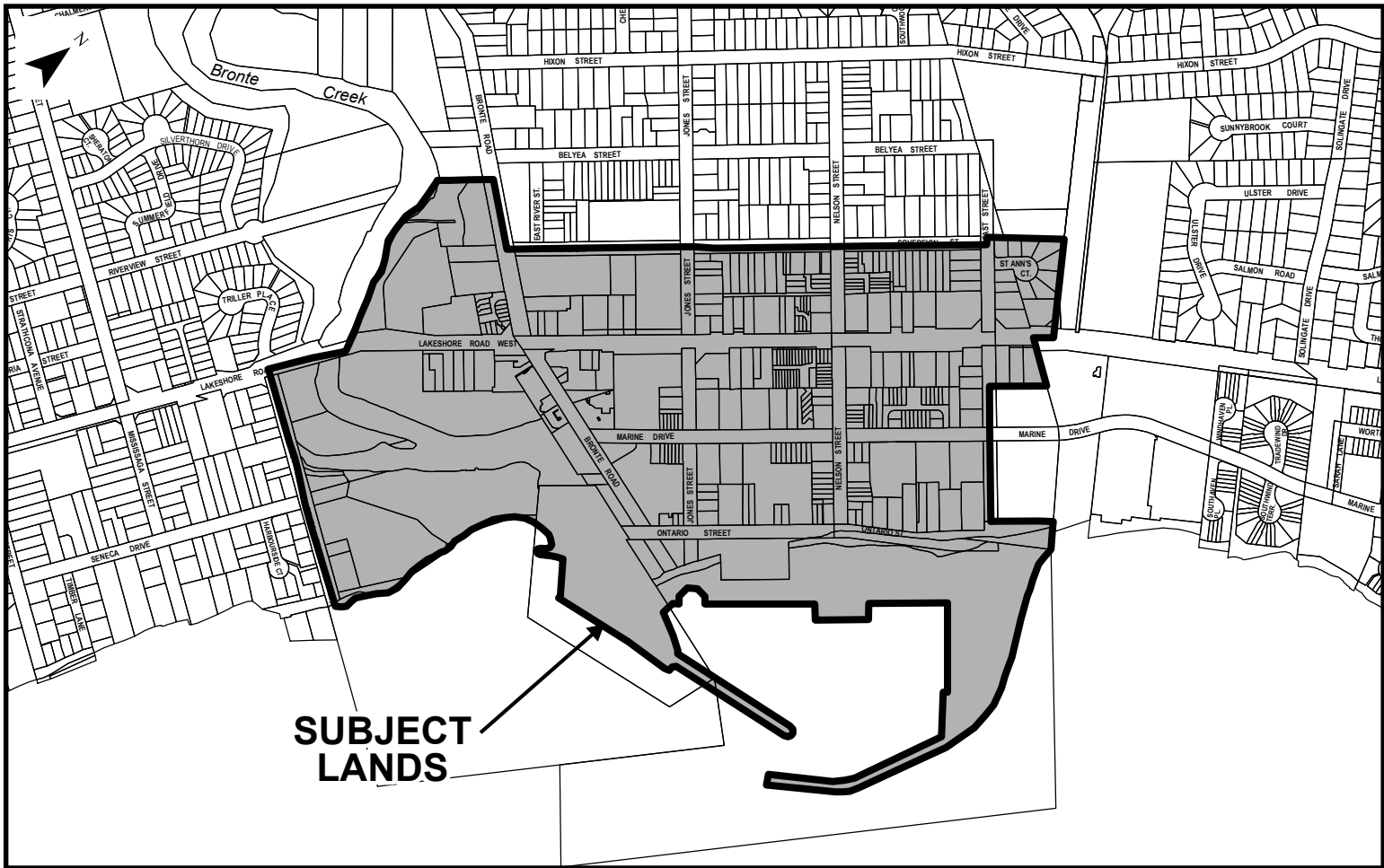
Date: **Saturday, June 29, 2024**

Property		11 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Commercial	Tandem	Illegal
Supply		281	55	0	11	12	
11:00	11:30	165	10	0	2	16	0
11:30	12:00	162	11	0	2	15	0
12:00	12:30	155	13	0	2	14	0
12:30	13:00	149	12	0	3	14	0
13:00	13:30	142	13	0	3	13	0
13:30	14:00	139	16	0	3	13	0
14:00	14:30	136	20	0	3	12	0
14:30	15:00	138	23	0	3	13	0
15:00	15:30	135	21	0	3	12	0
15:30	16:00	146	19	0	4	12	0
16:00	16:30	151	18	0	4	12	0
16:30	17:00	156	20	0	4	12	0
17:00	17:30	153	20	0	3	13	0
17:30	18:00	154	19	0	2	14	0
18:00	18:30	156	19	0	1	14	0
18:30	19:00	162	18	0	1	14	0
19:00	19:30	167	16	0	1	15	0

Property		125 and 133 Bronte Road					
Time		Underground					
Start	End	Residential	Visitor	Reserved	Electric vehicles	Commercial	Illegal
Supply		466	90	43	18	5	
11:00	11:30	267	36	32	12	0	0
11:30	12:00	246	41	29	10	0	0
12:00	12:30	240	54	24	7	0	0
12:30	13:00	239	59	23	6	0	0
13:00	13:30	236	61	26	6	0	0
13:30	14:00	237	57	25	7	0	0
14:00	14:30	233	51	23	9	0	0
14:30	15:00	231	49	25	11	0	0
15:00	15:30	239	50	25	11	0	0
15:30	16:00	245	48	26	10	0	0
16:00	16:30	251	47	25	10	0	0
16:30	17:00	254	47	26	9	0	0
17:00	17:30	259	46	26	9	0	0
17:30	18:00	257	51	27	9	0	0
18:00	18:30	254	54	28	11	0	0
18:30	19:00	261	56	27	12	0	0
19:00	19:30	266	51	26	12	0	0

Appendix D

Bronte Village Subject Lands



Appendix E

Bronte Village TTS Modal Split Queries

Thu Jul 11 2024 10:26:55 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2006

Field: Primary travel mode of trip - mode_prime

Filters:

2006 GTA zone of household - gta06_hhld In 4005
and

Trip purpose of destination - purp_dest In M

Table: Trip 2006

Row:,Count:,Expanded:

Auto driver,106,1718

Other,1,16

Auto passenger,29,470

Total:,136,2205

Thu Jul 11 2024 10:28:15 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2011

Field: Primary travel mode of trip - mode_prime

Filters:

2006 GTA zone of destination - gta06_dest In 4005
and

Trip purpose of destination - purp_dest In M

Table: Trip 2011

Row:,Count:,Expanded:

Transit excluding GO rail,1,14

Auto driver,32,525

GO rail only,1,17

Other,1,11

Auto passenger,7,123

Total:,42,691

Thu Jul 11 2024 10:20:55 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2016

Field: Primary travel mode of trip - mode_prime

Filters:

2006 GTA zone of destination - gta06_dest In 4005

and
Trip purpose of destination - purp_dest In M

Table: Trip 2016
Row:,Count:,Expanded:
Transit excluding GO rail,3,25
Cycle,1,8
Auto driver,31,474
Auto passenger,8,112
Walk,3,70
Total:,46,689

Thu Jul 11 2024 10:40:01 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2006

Field: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of origin - gta06_orig In 4005
and
Trip purpose of origin - purp_orig In M

Table: Trip 2006
Row:,Count:,Expanded:
Auto driver,50,879
Other,1,16
Auto passenger,10,168
Total:,61,1063

Thu Jul 11 2024 10:47:24 GMT-0400 (Eastern Daylight Time)

Frequency Distribution Query Form - Trip - 2011

Field: Primary travel mode of trip - mode_prime

Filters:
2006 GTA zone of origin - gta06_orig In 4005
and
Trip purpose of origin - purp_orig In M

Table: Trip 2011
Row:,Count:,Expanded:
Transit excluding GO rail,1,14
Auto driver,33,543
Other,1,11
Auto passenger,7,123
Total:,42,691

Frequency Distribution Query Form - Trip - 2016

Field: Primary travel mode of trip - mode_prime

Filters:

2006 GTA zone of origin - gta06_orig In 4005

and

Trip purpose of origin - purp_orig In M

Table: Trip 2016

Row:,Count:,Expanded:

Transit excluding GO rail,3,25

Cycle,1,8

Auto driver,31,474

Auto passenger,7,98

Walk,4,84

Total:,46,689

Appendix F

Relevant Excerpts from the Lakeshore Road Environmental Assessment



wood.

Appendix F

Transportation and Traffic Study (2018)

3.2 Transit and Active Transportation Network

3.2.1 Transit Network

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

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

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

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

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

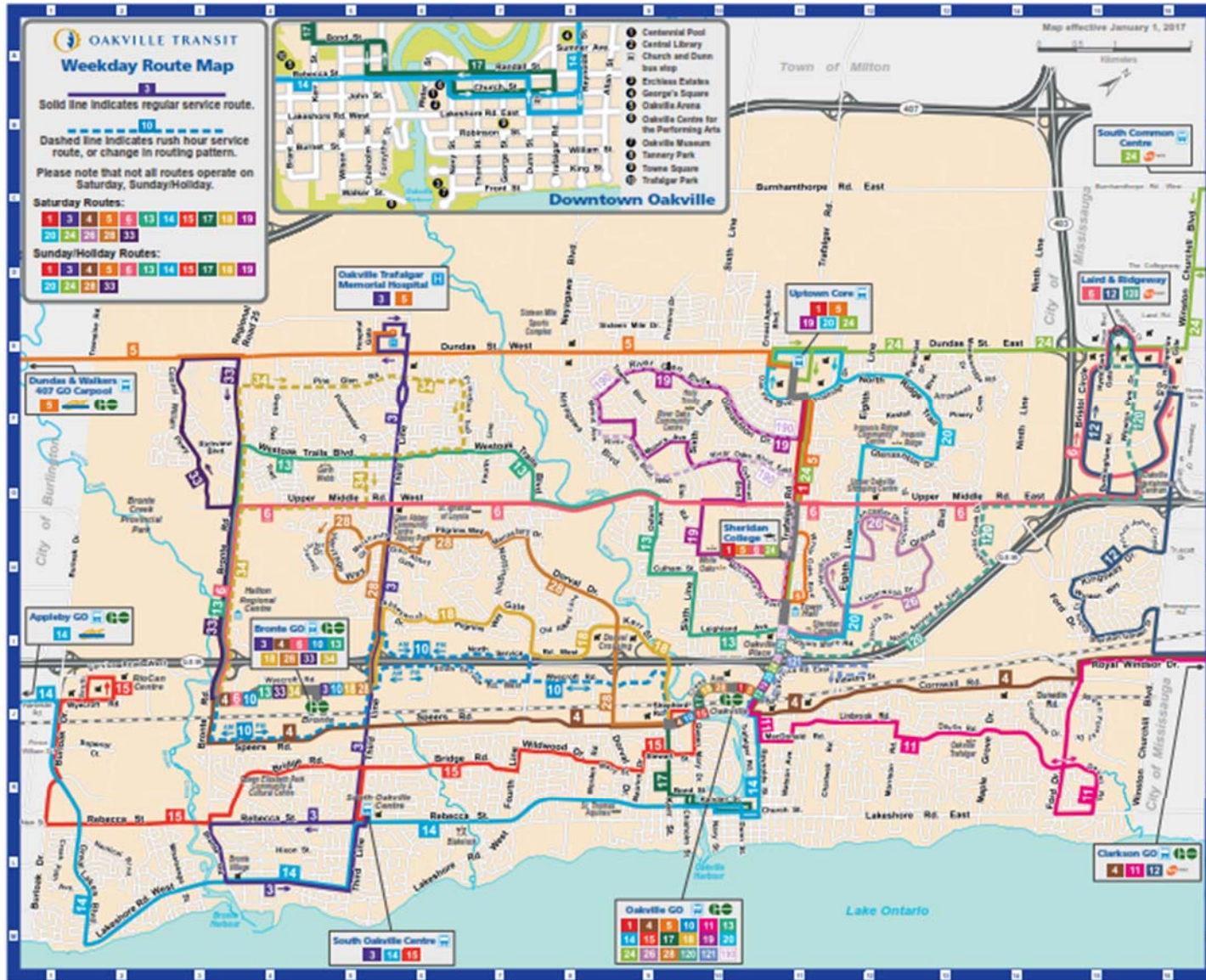


Figure 3.2. Oakville Transit Network

3.2.2 Active Transportation Network

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

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

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



Figure 3.3. Undesignated Paved Shoulder Acting as a Cycle Lane

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

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

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

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

* Undesignated paved shoulder

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

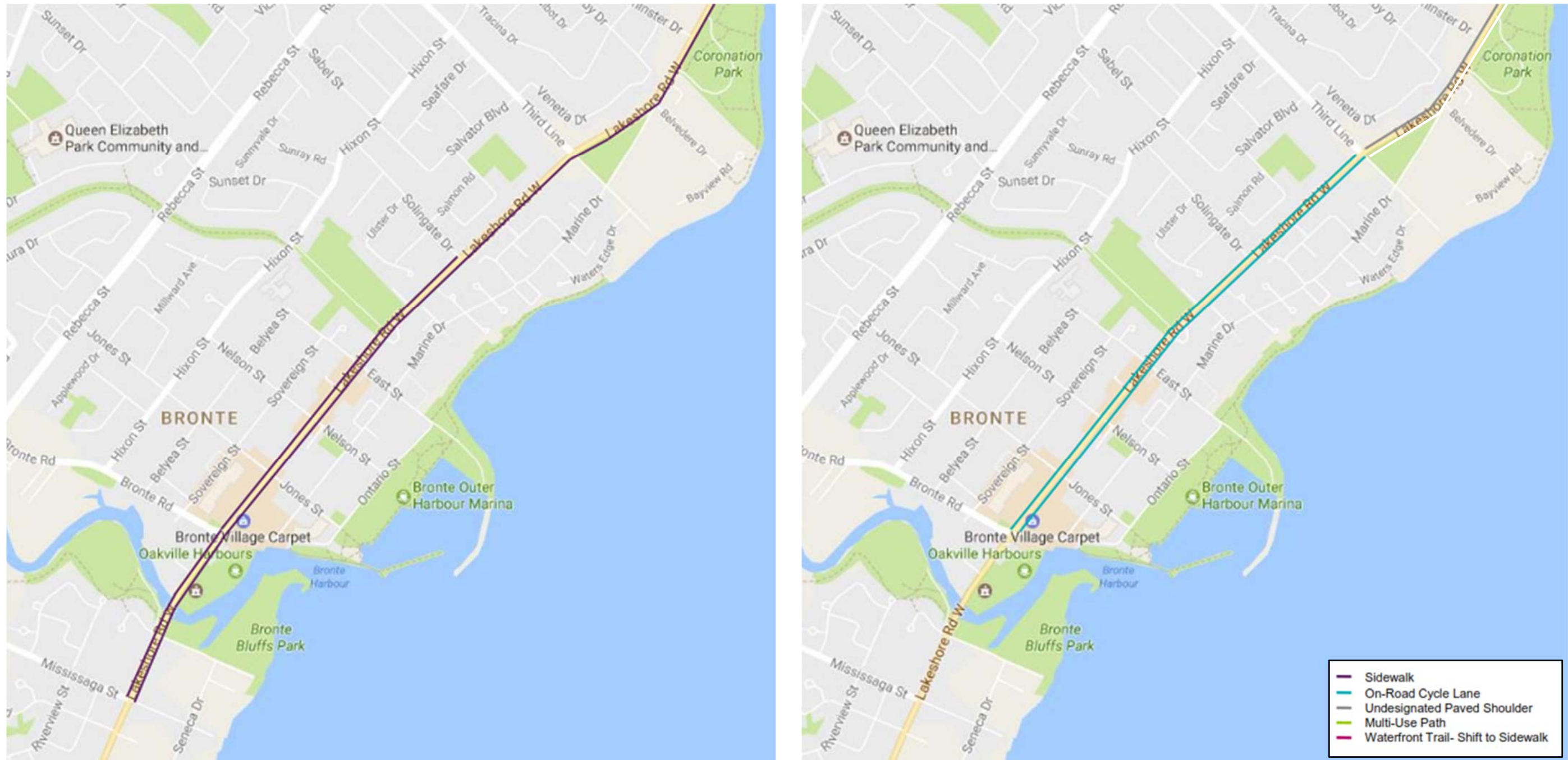


Figure 3.4. Active Transportation Facilities, Mississaga Street to Third Line

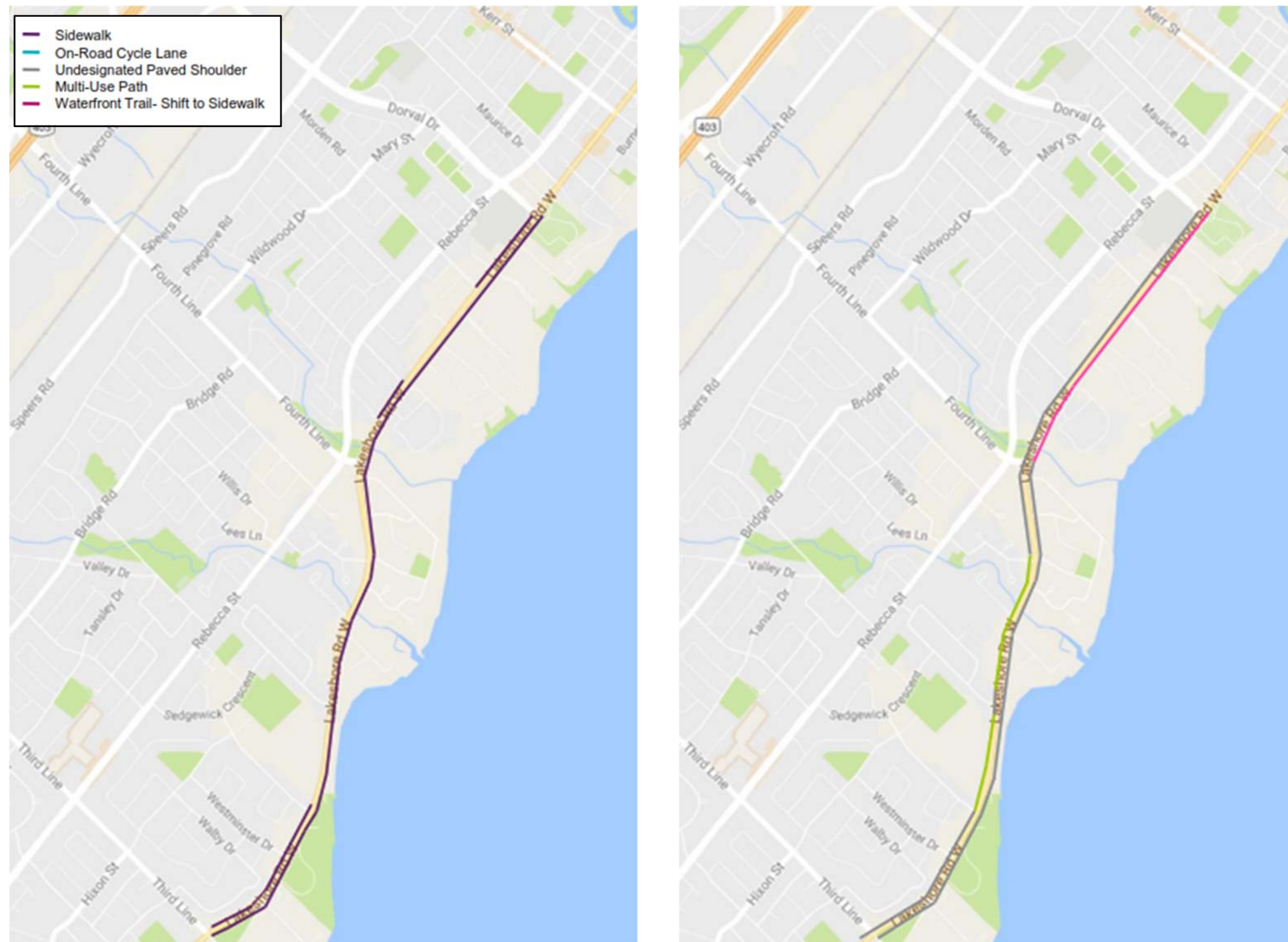


Figure 3.5. Active Transportation Facilities, Third Line to Dorval Drive

Appendix G

Bronte Village Parking Activity Study

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

Town of Oakville Ontario

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



Contents

Executive Summary..... 3

Results of Parking Supply Response Surveys 3

Comparison to Previous Study..... 8



Executive Summary

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

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

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

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



Results of Parking Supply Response Surveys

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

1. The Parking Supply Service Line

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

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

2. Parking Space Activity Metric: Volume

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

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

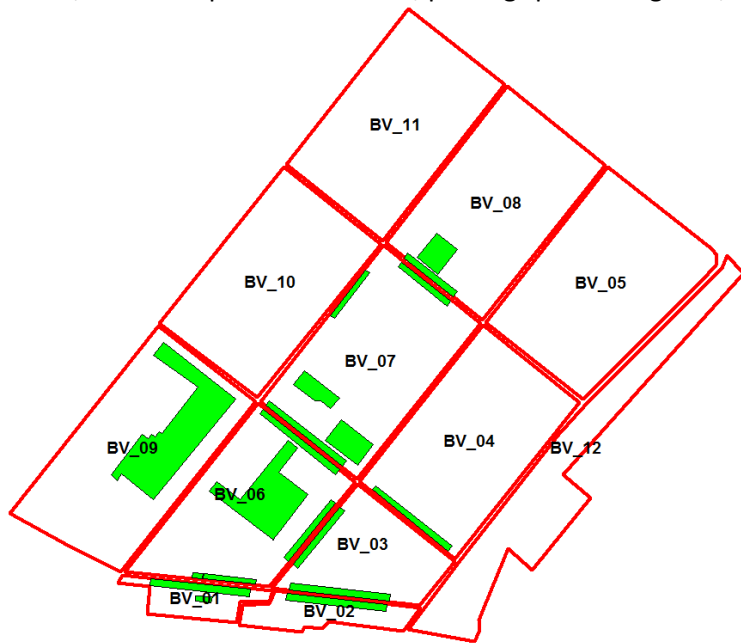
- At the same time, the surveys found that off-street space typically peaks with 56 percent of supply (454 spaces). When on- and off-street inventory is combined the **overall peak hour use is 60 percent of the supply**.
- There is variation between Fridays and Saturdays as the former attracted about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

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

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

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

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



3. Parking Space Activity Metric: Effective Turnover

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

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

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

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

4. Parking Space Activity Metric: Duration of Stay

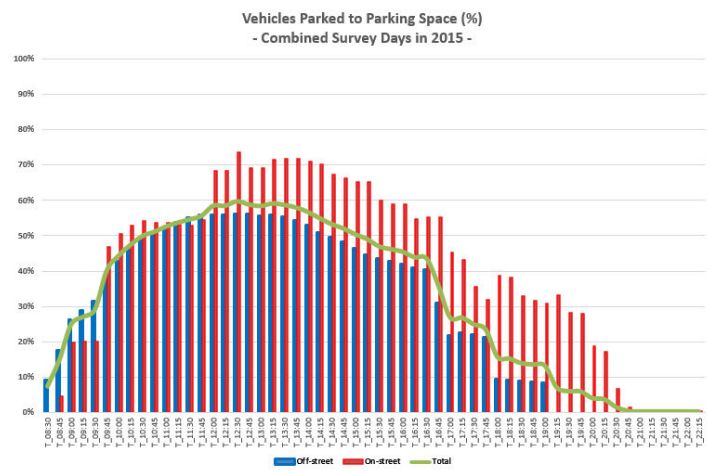
- The range of duration 1:40 hrs to 2:10 hrs is indicative of the type of commercial activity here – appointment driven, restaurants and general retail shopping activity. Keep in mind that although the parking space on the street is free of charge there is a three-hour customer limit posted.
- Twenty-nine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

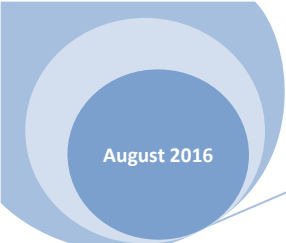
5. Parking Space Activity Metric: Occupancy of Space

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

Key findings:

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





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

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

6. Parking Space Occupancy Pattern – Periods of Intensity

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

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

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

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

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

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

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



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

7. Measure of Optimal Use of Parking Space - KPI

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

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

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

Key findings:

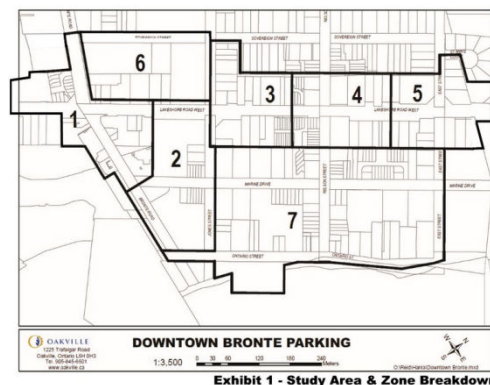
- The results presented in the detailed report show us that the overall performance is between 60 and 68 percent. This is relatively good when compared to other study areas. Of note is the high performance of areas along Bronte Rd. While it is satisfying to see the parking service responding well to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

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

Comparison to Previous Study

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

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





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

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

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

6. CONCLUSIONS

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

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

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

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

Appendix H

Oakville Transit System Map

OAKVILLE TRANSIT

Weekday Route Map

Solid line indicates regular service route.

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

Not all routes operate on Saturday, Sunday/Holidays.

Saturday Routes:

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

Sunday/Holidays Routes:

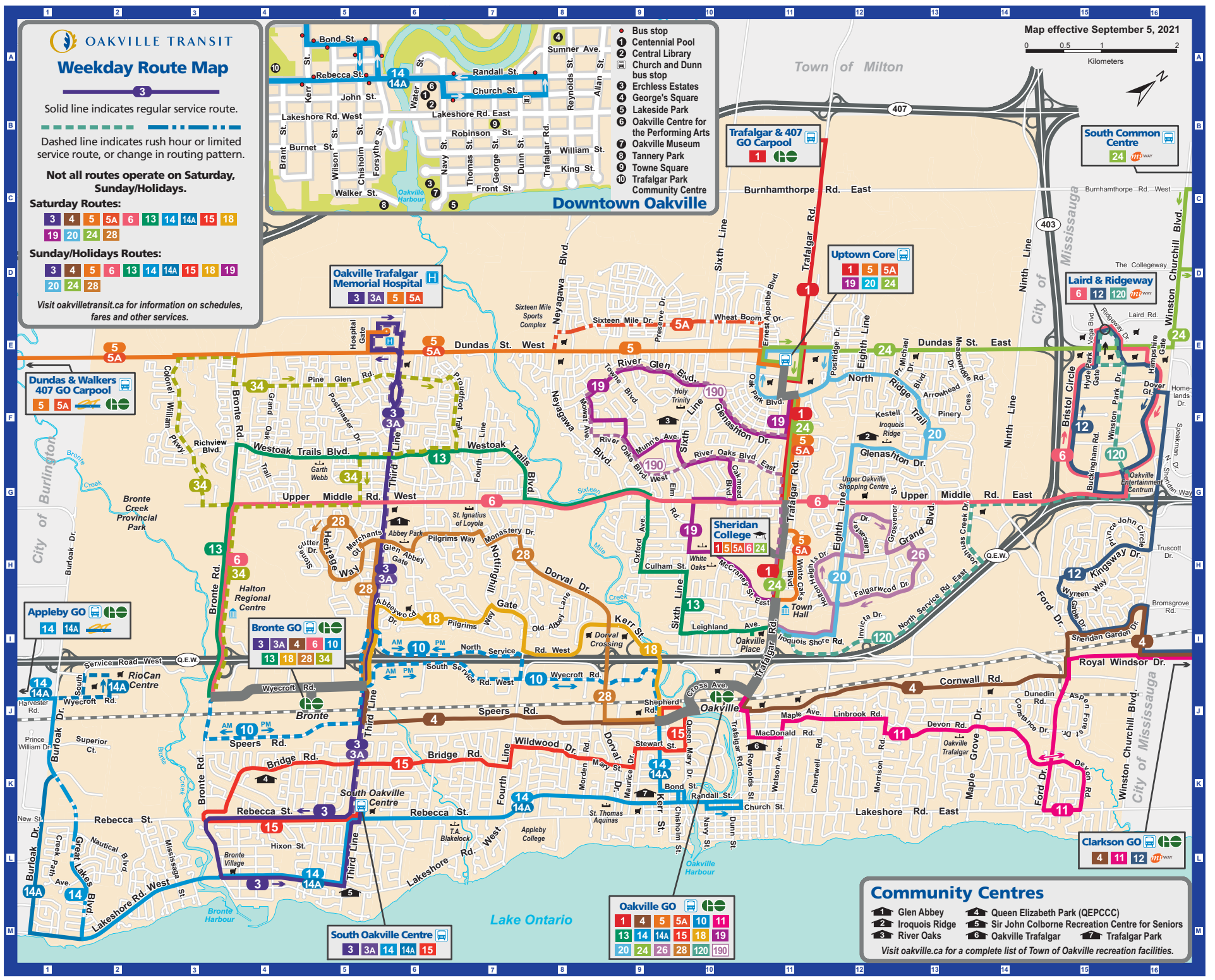
3 4 5 6 13 14 14A 15 18 19
20 24 28

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

Downtown Oakville

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

Map effective September 5, 2021



Dundas & Walkers 407 GO Carpool

5 5A

Appley GO

14 14A

Bronte GO

3 3A 4 6 10
13 18 28 34

South Oakville Centre

3 3A 14 14A 15

Oakville GO

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

Community Centres

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

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