

April 7, 2025

Via Digital Email

Jennifer Ulcar, Secretary-Treasurer to the Committee of Adjustment
Town of Oakville
Planning Services Department
1225 Trafalgar Road
Oakville, Ontario, L6H 0H3

**Re: Application for a Minor Variance
MC Oakvillage GP Inc. (Minto Group)
Oakvillage 4AB
3071 & 3079 Trafalgar Road**
Related Files: 24CDM-24009/1312, CAV A/072/2024 (Approved),

Dear Ms. Ulcar,

We are pleased to submit a minor variance application on behalf of MC Oakvillage GP Inc. (Minto Group) for the above noted development.

Existing Official Plan Designation and Zoning

The site is located within the North Oakville East Secondary Plan (NOESP) and are designated 'Trafalgar Urban Core Area', which is meant to accommodate the highest densities in the Planning area.

The property is zoned under By-law 2009-189 as Trafalgar Urban Core, Special Provision 65 (TUC sp:65).

The Subject Site and Surrounding Context

The subject site is located on the east side of Trafalgar Road, south of Wheat Boom Drive and north of Dundas Street East and is municipally known as 3071 & 3079 Trafalgar Road.

Site Plan Approval was granted in June 2023. The development is currently under construction, the 3 levels of underground parking are near completion.



SITE LOCATION

Requested Variances

Through the Review of the Draft Plan of Condominium application the surveyor's certificate identified parking deficiencies within the underground parking garage.

The following variances are being sought through this application:

1. To permit a minimum parking aisle width of 6.3 metres along the east drive aisle and 6.4 along the west drive aisle on Level P1 (A); whereas Section 5.4.1.3 requires that parking spaces in a parking garage shall be accessed with a minimum parking aisle width of 7.0 metres for 90-degree angular parking.
2. To permit an obstruction within 1.70 metres of the stall end on Level P1 (A) for parking space units 21 – 50, 52, 89, 90 and visitor spaces V1 to V24; whereas Section 5.4.1.3 permits obstructions within 1.15 metres of either stall end.
3. To permit reduced parking stall widths of 2.58 metres, 2.6 metres and 2.8 metres; whereas the by-law requires where a wall is located immediately adjacent to a stall, the width shall be increased by 0.3 metres resulting in a required width of 2.9 metres.

Variance 1: Parking Aisle Width

On Level P1 (A) gravity fed servicing pipes are required to drain down to their outfalls. The elevations of the outfalls are set by Halton Region’s Trafalgar Road trunk sanitary sewer along the west wall and the Athabasca Pond outfall along the east wall for the storm pipe. These servicing pipes encroach 0.6 to 0.7 metres into the required parking spaces with heights ranging from 1.2 to 2.02 metres.

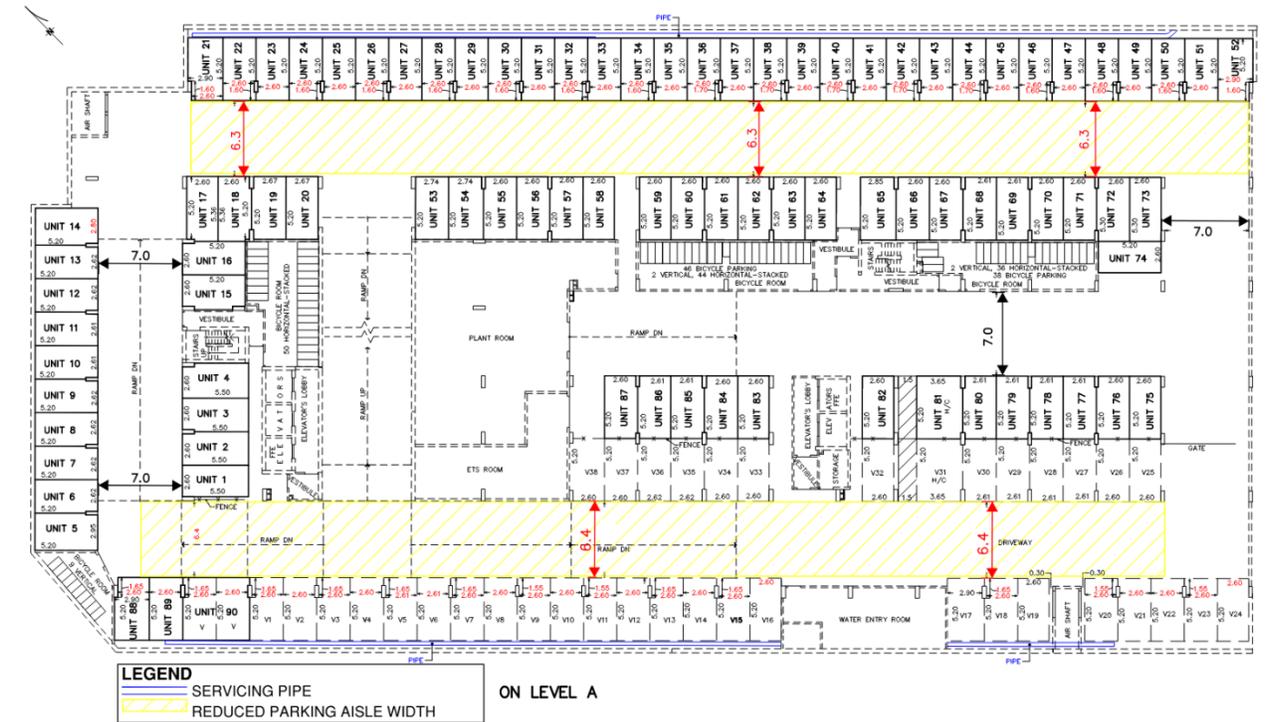
Section 5.4.1.3 of By-law 2009-189 requires that a required *parking space* in a *parking garage* shall have a width of not less than 2.6 metres and a length of not less than 5.2 metres. The By-law also requires that a *parking space* shall be an unobstructed rectangular space.

5.4.1.3 Size of required parking spaces in a parking garage or parking lot and minimum aisle widths

Each required *parking space* in a *parking garage* or *parking lot* shall have a width of not less than 2.6 metres and a length of not less than 5.2 metres. (2022-007)

“**parking space**” means an unobstructed rectangular space that is designed to be used for the parking of a *vehicle*.

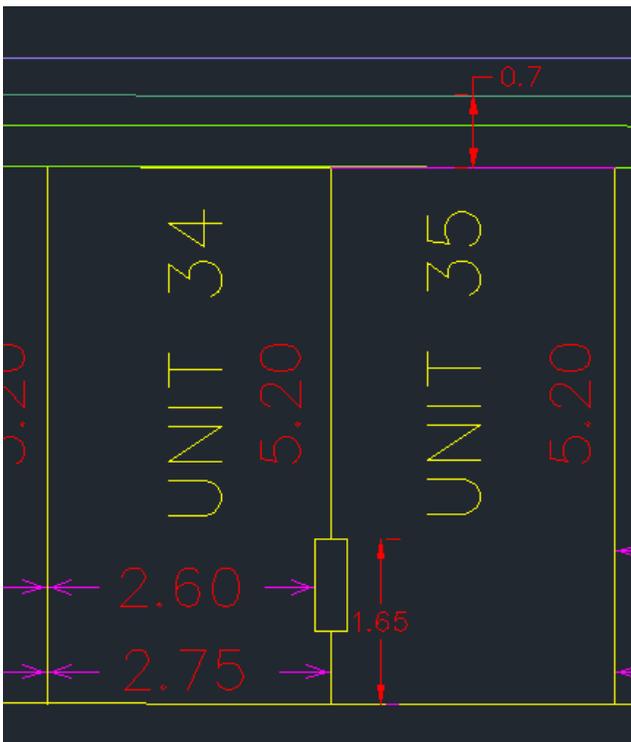
In order to maintain the minimum unobstructed parking space size of 2.6 metres by 5.2 metres we are proposing to reduce the parking aisle width to 6.3 metres along the east parking aisle for parking space units 21 – 50, 52 and a width of 6.4 metres along the west parking aisle for parking space units 89 and 90 as well as visitor spaces V1 to V24. The parking spaces for unit 90 are the future permanent visitor parking stalls for the 348 Wheat Boom Drive community.



GHD have carefully evaluated the reduced aisle width in their swept path analysis and have confirmed that the proposed configuration maintains safe and effective maneuverability. The proposed aisle widths are consistent with aisle width requirements in surrounding municipalities.

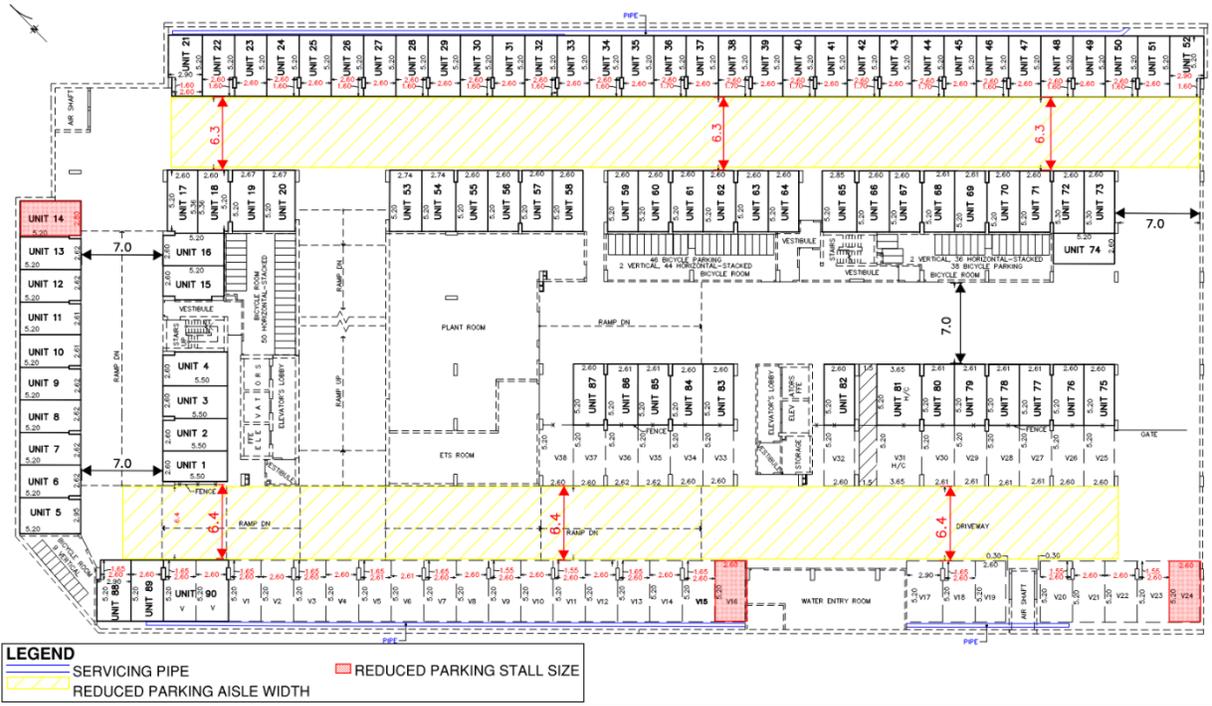
Variance 2: Column Encroachment

The existing columns on P1 (A) of the underground garage were constructed with a maximum encroachment of 1.15 metres of the parking stall ends. As a result of shifting the parking spaces to avoid the obstruction of the servicing pipes the columns now encroach 1.70 metres into the stall end. These pillars are integral to the structural integrity of the parking garage and cannot be relocated or modified. GHD has confirmed in their memo that the proposed configuration maintains the functionality for users.

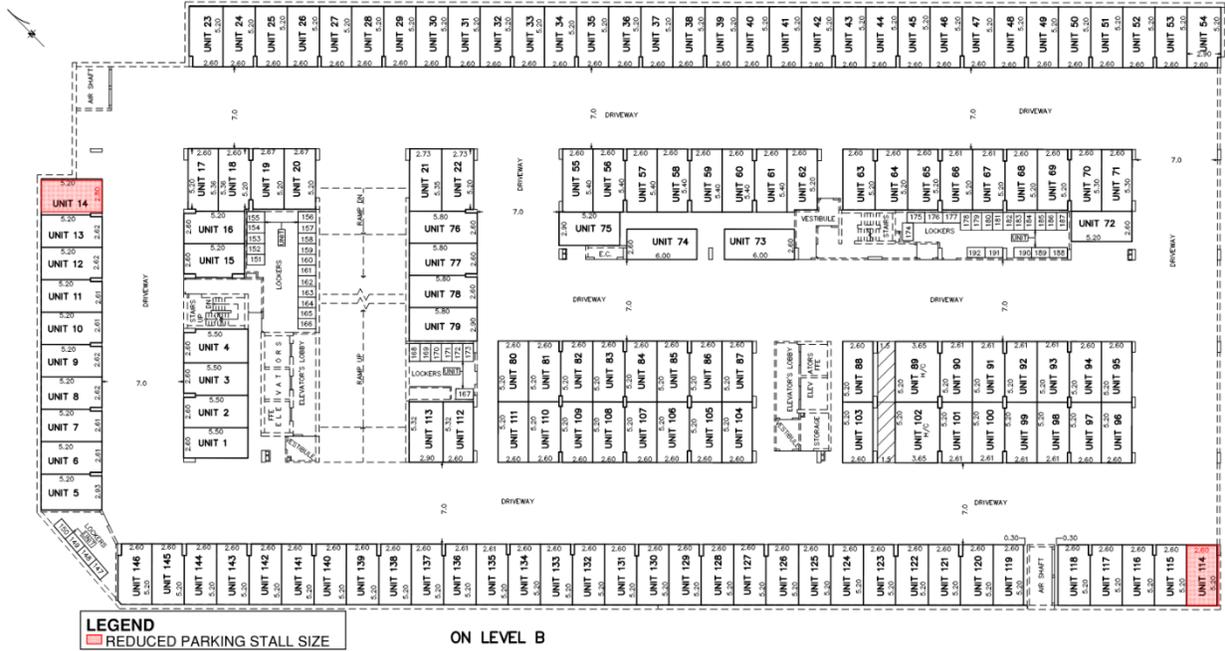


Variance 3: Parking Stall Width Relief

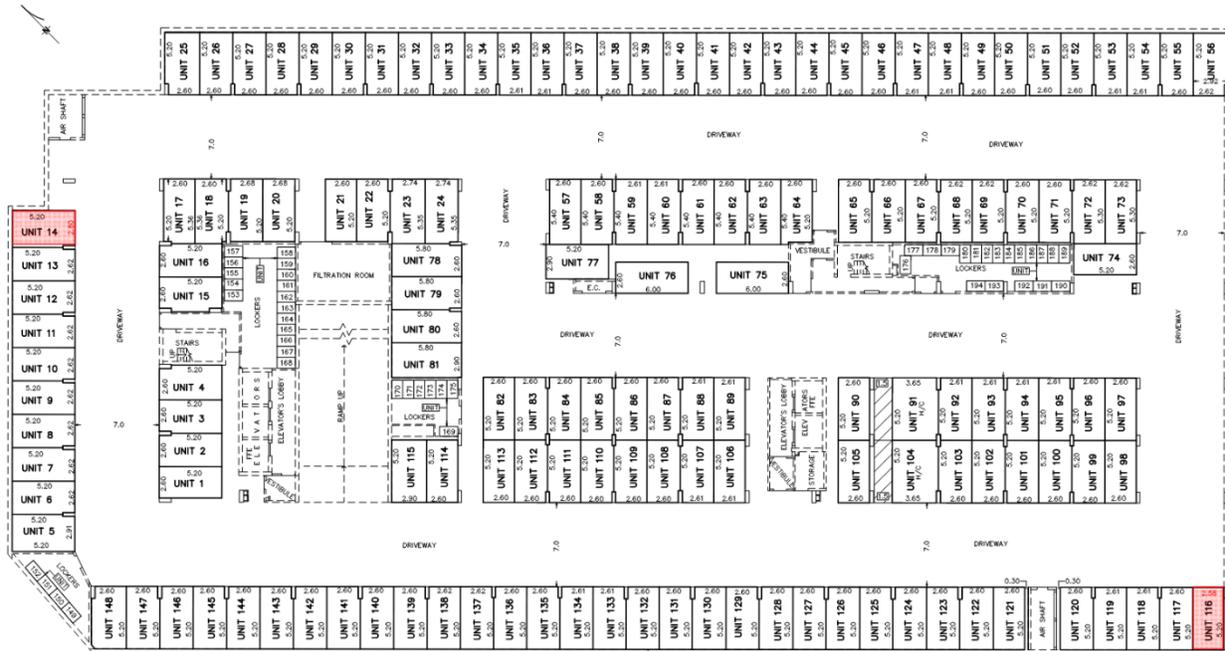
By-law 2009-189 requires that a parking space width must be increased by 0.3 metres for each side that is obstructed. Due to required clearance for servicing infrastructure and minor construction errors we are requesting relief to permit reduced parking space width of 2.58 metres for unit 116 on Level P1 (A); 2.6 metres for V16 and V24 on Level P1 (A) and 114 on Level P2 (B) and 2.8 metres for unit 14 on Levels P1 (A), P2 (B) and P3 (C). GHD has confirmed in their report that the affected stalls have been analysed and have confirmed that they remain functional and that drivers will be able to maneuver their vehicles safely.



Level P1 (A)



Level P2 (B)



LEGEND
 REDUCED PARKING STALL SIZE

ON LEVEL C

R-PE SURVEYING LTD.
 ONTARIO LAND SURVEYORS
 643 Christie Road, Suite 7
 Woodbridge, Ontario L4L 8A3
 Tel. (416) 635-5000
 Website: www.r-pe.ca
 DRAWN: E.G./B.P.
 JOB No. 20-316
 CAD FILE No. 20-316-DR-PLAN-3(UG)

Level P3 (C)

Conclusion

These requested variances meet the general intent of the Official Plan and Zoning By-law and meet the four tests. Moreover, these variances are minor and technical in nature and will facilitate the efficient use of space while ensuring the continued functionality of the parking layout while accommodating essential infrastructure.

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

- Executed Application for Minor Variance form, prepared by Korsiak Urban Planning, dated February 11, 2025;
- Traffic Assessment Memo; prepared by GHD, dated January 22, 2025;
- Survey (Plan 20M-1211), prepared by Rady-Pentek & Edward, dated November 13, 2018;
- Site Plan, prepared by BDP Quadrangle, dated April 17, 2023;
- Survey Certificate, prepared by R-PE Surveying Ltd., dated September 24, 2024

The Town’s fee in the amount of \$4,182.00 will be electronically submitted to the Town once a reference number is provided. Payment to the Region of Halton will be paid once confirmed. Please contact me directly at 905-580-5687 should you have any questions or require further information.

Sincerely yours,

KORSIAK URBAN PLANNING

A handwritten signature in black ink, appearing to read 'C. McEwan', with a long horizontal flourish extending to the right.

Catherine McEwan
Encl.

Copy: Minto Group, c/o Andrew McLeod (via email)

18 March 2025

Syed Rizvi, P. Eng.,
 Transportation Engineer
 Transportation Planning Services,
 Town of Oakville

Re: Oakvillage Phase 4AB – Underground Parking Aisle Width Minor Variance

INTRODUCTION

GHD Ltd. has prepared the following assessment in support of the Minor Variance Application for the Oakvillage Phase 4AB development in the Town of Oakville.

The development is currently under construction with the underground parking complete. The minor variance is mainly being sought to respond to servicing pipes located along the exterior walls adjacent to parking spaces on the east and west side of the first level of underground parking that encroach 0.6 to 0.7 metres into the parking spaces with heights ranging from 1.2 to 2.02 metres from ground level. In addition, variances are being sought to address the reduced width of corner parking spaces on the three levels of underground parking (P1, P2, and P3).

PROPOSED DEVELOPMENT

The revised Site Plan, provided in **Figure 1** (P1), **Figure 2** (P2), and **Figure 3** (P3), identify the locations of the servicing pipes (in green), the reduced drive aisle widths as a result of the proposed shift of the parking stalls, as well as the corner parking spaces in which the variances are being sought for.

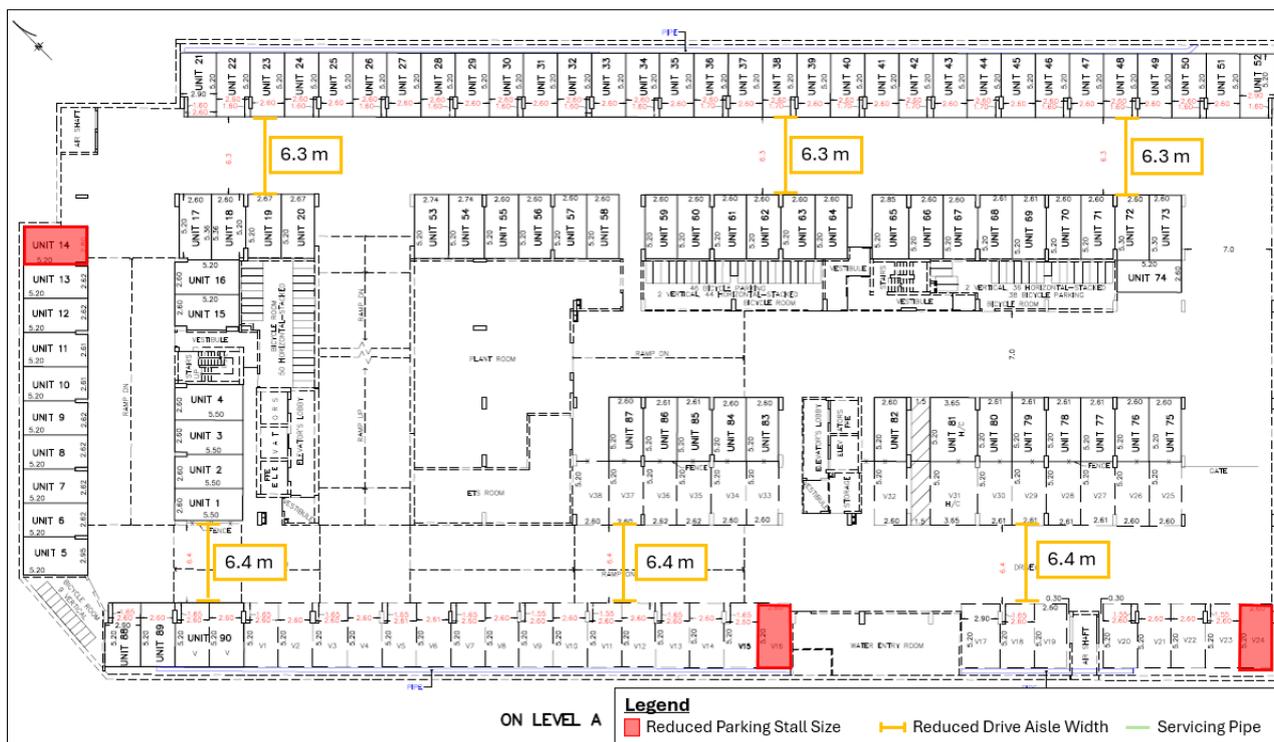


Figure 1 Proposed Site Plan (P1)

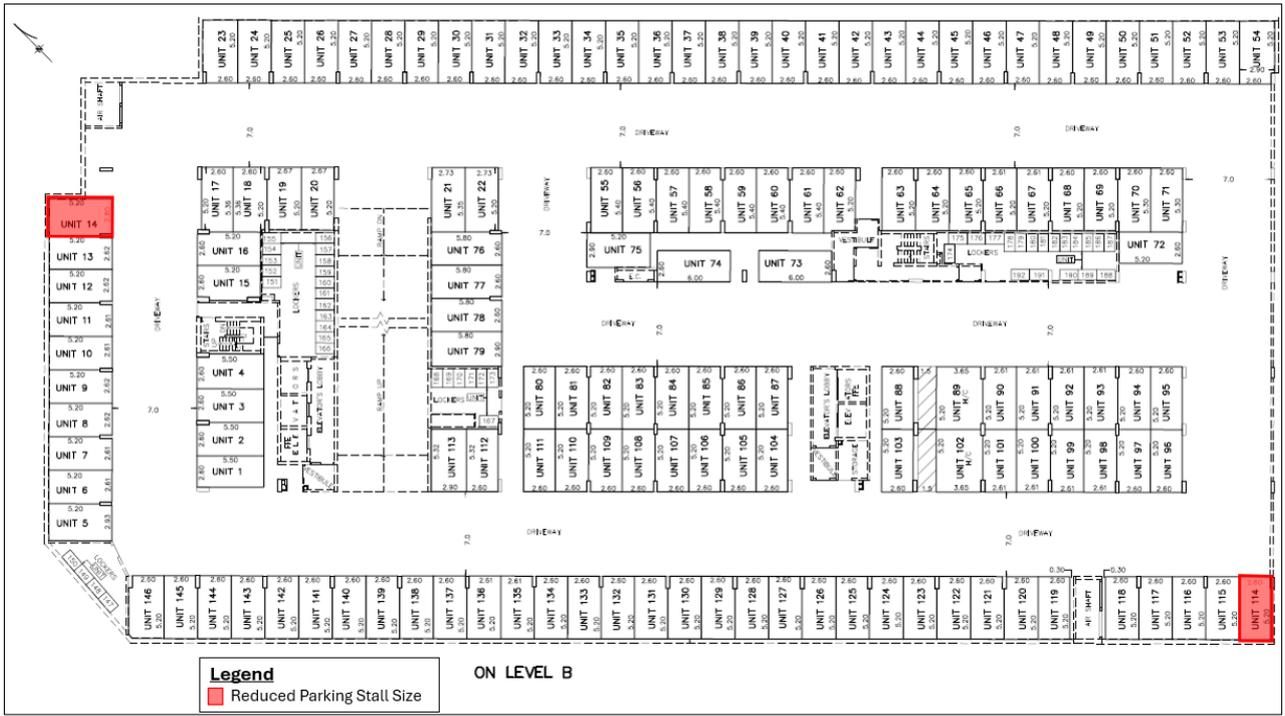


Figure 2 Proposed Site Plan (P2)

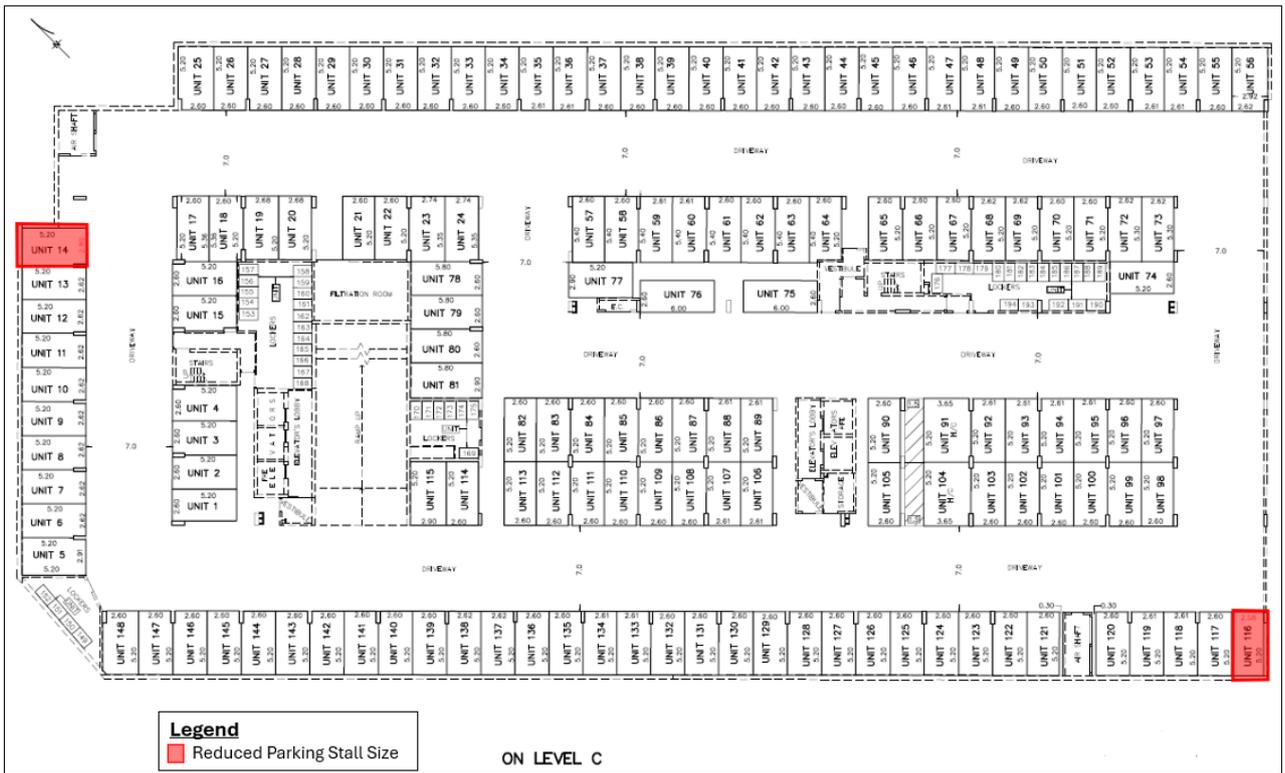


Figure 3 Proposed Site Plan (P3)

REASONS FOR THE MINOR VARIANCE

The minimum parking space dimensions in a parking garage and minimum aisle width requirement are provided in the Town of Oakville’s Zoning By-law 2009-189. Section 5.4.1.3. Parking spaces within a parking garage are required to have a width of not less than 2.6 metres and a length of not less than 5.2 metres. Drive aisles that lead into 90-degree parking spaces are required to have a minimum width of 7.0 metres.

The survey, completed by R-PE Surveying Ltd., identifies the servicing pipe along the east side of the building that generally extends 0.70 metres into the building and the pipe on the east side of the building generally extending 0.60 metres into the building.

PROPOSED VARIANCES BEING SOUGHT

In order to maintain the parking spaces' minimum By-law required length of 5.2 metres, it is proposed to reduce the aisle width to 6.3 metres along the east drive aisle and a width of 6.4 metres along the west drive aisle.

The following variances are being sought through this application:

1. Drive Aisle Width Relief: Relief from the minimum 7.0-metre drive aisle width requirement to maintain the 5.2-metre parking stall length, ensuring proper functionality while terminating in front of the pipe on Level A.
2. Encroachment Relief: Relief from the maximum 1.15-metre encroachment allowance into parking stalls on Level A, to accommodate existing structural pillars that encroach a maximum of 1.70 metres into these spaces.
3. Parking Stall Width Relief: Relief from the minimum parking stall width requirements for the following parking spaces:
 - Unit V16, V24, and 14 on Level A.
 - Unit 14 and 114 on Level B.
 - Unit 14 and 116 on Level C.

These variances are requested to address existing site constraints while maintaining parking functionality and ensuring compliance with operational needs.

SITE VISIT

Following a discussion with Town staff, a site visit was conducted to review the on-site conditions and a vehicle swept assessment was completed to confirm that the parking spaces would remain functional with the reduced driveway aisle width.

The figures below show vehicles with overall lengths of 5.5 metres and 4.9 metres parked adjacent to the servicing pipes. The back and front ends of the 5.5 metre vehicle reversing into the space are shown in **Figure 4** and **Figure 5**. The back and front ends of the 4.9 metre vehicle reversing into the space are shown in **Figure 6** and **Figure 7**, while the front and back ends of the vehicle pulling in forward to the space are shown in **Figure 8** and **Figure 9**.



Figure 4 5.5 metre Vehicle (Back End)



Figure 5 5.5 metre Vehicle (Front End)

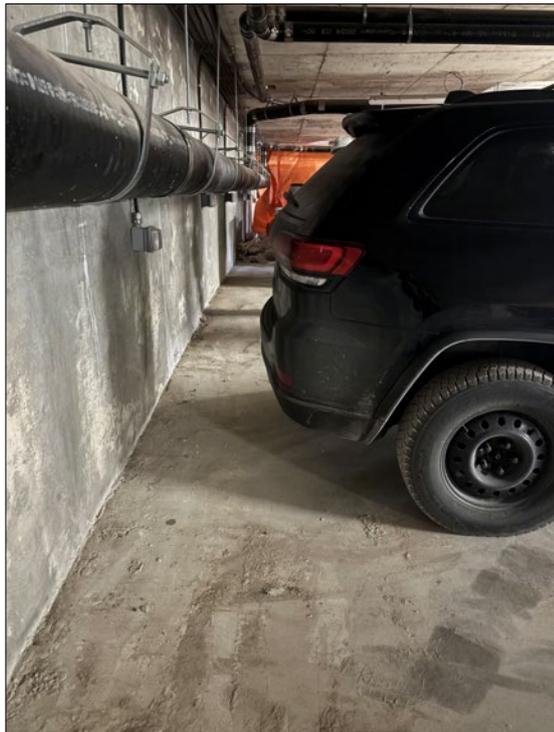


Figure 6 4.9 metre Vehicle, Back-in (Back End)

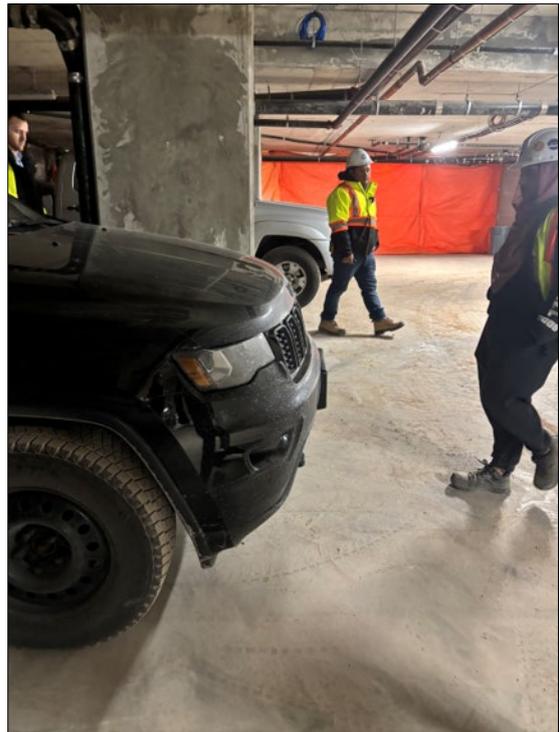


Figure 7 4.9 metre Vehicle, Back-in (Front End)



Figure 8 4.9 metre Vehicle, Front-in (Front-End)

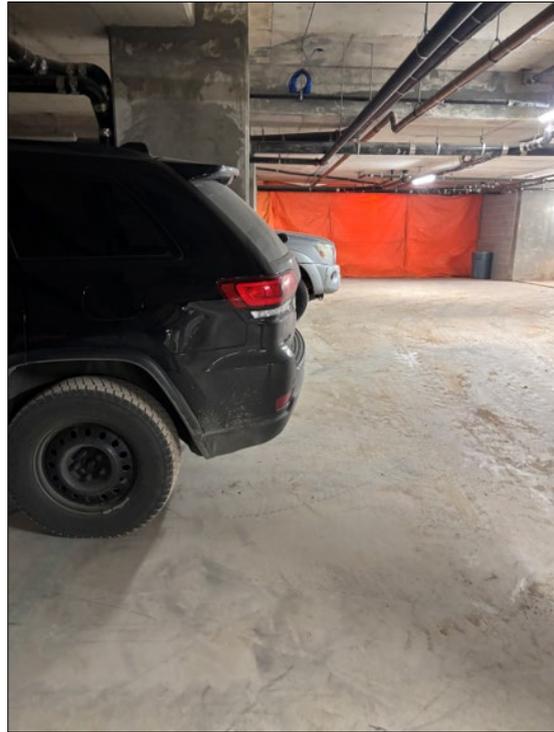


Figure 9 4.9 metre Vehicle, Front-in (Back End)

VEHICLE SWEEP PATH ASSESSMENT

GHD completed a swept path assessment for the reduced drive aisle width using the TAC Passenger Vehicle (P TAC) in order to demonstrate that the reduced drive aisle width being sought in the first variance continues to function properly.

The results of the analysis are provided in **Appendix A** and illustrate that the site can sufficiently accommodate the P TAC design vehicle with no issues.

PTAC Vehicle

The passenger vehicle circulating around the first level of underground parking (P1), including the ingress and egress movements at the ramp is provided in drawing AT-101. A small overlap occurs within the vicinity of the bottom of the ramp, however a convex mirror can be provided to ensure vehicles do not turn onto the ramp when an oncoming vehicle is traveling down the ramp.

The passenger vehicle entering and exiting the parking spaces adjacent to the reduced drive aisles are provided in drawing AT-102 and AT-103 for inbound and outbound maneuvers. No concerns have been identified with the assessment.

Typical Passenger Vehicle

The Passenger Vehicle (P TAC) is a standard design vehicle used for AutoTurn analysis for parking facilities. While the PTAC vehicle is referred to as a “Passenger Car” by TAC, this can be misleading as the general public typically associates “Passenger Cars” with sedans. However, this is not the case. As per TAC, “*The passenger car class includes compacts and subcompacts, all light vehicles, and all light delivery trucks (e.g., vans and pickups).*” (TAC, p.34). Therefore, this PTAC design vehicle represents SUVs, pickups, and large sedans such as Buicks.

“The dimensions used to represent design vehicles are not averages or maxima, nor are they limiting dimensions. They are characteristic of those vehicles on the roads that form the bulk of the fleet that are approaching maximum permissible dimensions” (TAC, p.23).

However, as TAC notes, the PTAC design does not represent an average vehicle size, but rather “*bulk of the fleet that are approaching maximum permissible dimensions*”. Therefore, the expectation is that most

vehicles are sufficiently represented by the PTAC design vehicle, with only a small number of “over-sized” vehicles potentially exceeding these design dimensions.

For comparative reference, some of the best-selling vehicles in Canada for 2024, with their respective lengths, include the following:

- Toyota RAV4 (4.6 metres)
- Honda CR-V (4.7 metres)
- Nissan Rogue (4.6 metres)
- Honda Civic (4.7 metres)
- Ford Escape (4.6 metres)
- Hyundai Kona (4.4 metres)

For comparison purposes, a Vehicle Swept Path Analysis was conducted using a passenger vehicle with an overall width of 5.05 metres, representing a more typical vehicle, to provide a realistic assessment of the operational feasibility of the proposed reduced aisle widths under normal traffic conditions. This analysis evaluates whether the reduced aisle widths can comfortably accommodate everyday vehicle movements without conflict or operational concerns.

The appended Drawing AT-104 illustrates the swept path of a typical passenger vehicle circulating around the first level of underground parking (P1), including the ingress and egress movements at the ramp. No concerns have been identified with the assessment.

Drawing AT-105 and AT-106 illustrate a typical passenger vehicle entering and exiting the parking spaces adjacent to the reduced drive aisles. No concerns have been identified with the assessment.

The results confirm that the proposed reduced aisle width design supports smooth and safe manoeuvrability for typical passenger vehicles, complementing the findings of the analysis conducted for larger design vehicles.

PROPOSED VARIANCES

The proposed variances for the Oakvillage Phase 4AB development are required to address site-specific issues encountered during the construction of the parking garage, which has now been completed. Structural elements and servicing infrastructure have impacted the dimensions of parking stalls, making it impractical to fully conform to the zoning by-law. As the garage has already been constructed, modifications to address these issues are not feasible. Despite these constraints, the proposed variances ensure that the parking facility remains functional, safe, and accessible to users.

The following sections outline each specific variance requested, explaining the underlying reasons for the non-conformance, the design constraints encountered, and why it is not possible to modify the garage to meet by-law requirements.

Drive Aisle Width Relief

Relief is requested from the minimum 7.0-metre drive aisle width requirement to maintain the 5.2-metre parking stall length. This variance is required due to a design adjustment that shifted the row of parking spaces away from the wall to provide sufficient clearance for the servicing pipe. As a result of this adjustment, the parking aisle widths have been reduced adjacent to the relocated parking stalls. This adjustment ensures proper functionality of the parking stalls while accommodating the necessary termination in front of the servicing pipe on Level A. The reduced aisle widths were carefully evaluated, and the accompanying swept path analysis confirms that the proposed configuration maintains safe and effective vehicle maneuverability.

Encroachment Relief

Relief is requested from the Town’s By-law requirement that parking space widths must increase by 0.3 metres for each side adjacent to a wall, column, or other obstruction when the obstruction is located more than 1.15 metres from either end of the parking stall. This variance is required due to the design adjustment that shifted the row of parking spaces away from the wall to provide sufficient clearance for the servicing

pipe causing the existing structural pillars to encroach a maximum of 1.70 metres into these spaces. These pillars, integral to the structural integrity of the garage, cannot be relocated or modified. As a result of this adjustment, the structural columns now encroach into the parking stalls and are situated more than 1.15 metres from the ends of the parking spaces, creating a technical non-compliance with the By-law.

In GHD's professional opinion, the proposed configuration remains functional and practical for users. If an obstruction prevents the full opening of a vehicle door, the driver can adopt alternative approaches, such as allowing passengers to exit the vehicle before parking or passengers exiting through an unobstructed door on the opposite side of the vehicle. These scenarios are common and manageable arrangements, particularly where the columns do not significantly obstruct the majority of the parking stall.

Despite the encroachment, functionality of the parking spaces has been maintained as demonstrated in the appended vehicle maneuvering diagrams.

Parking Stall Width Relief

Relief is requested from the Town's By-law requirement that parking space widths must increase by 0.3 metres for each side adjacent to a wall for the following specific parking spaces:

- **Level A:** Units V16, V24 and 14
- **Level B:** Units 14 and 114
- **Level C:** Units 14 and 116

These adjustments are necessitated by the aforementioned realignment of parking stalls to provide clearance for critical servicing infrastructure. The affected stalls have been analyzed to ensure they remain functional, with drivers retaining the ability to park and maneuver their vehicles safely. Additionally, practical solutions are available to mitigate minor constraints caused by adjacent obstructions.

Similar to the previously requested variance, drivers have the option to allow passengers to exit the vehicle before parking in spaces adjacent to any obstruction. This practical approach ensures that passengers can comfortably and safely exit the vehicle, even when one side of the vehicle may have limited clearance due to adjacent walls or columns. Additionally, as demonstrated in drawings AT-102 (specifically Unit V24 on Level A, Unit 114 on Level B, and Unit 116 on Level C), passenger vehicles can enter and exit these parking spaces without difficulty or operational concerns.

The design of these parking spaces has been carefully evaluated to ensure functional usability in the appended vehicle maneuvering diagrams. The turning radii and aisle width allow for manoeuvrability into and out of the stalls, and the encroachments from columns or walls are minimal and do not impede the vehicle's ability to park.

CONCLUSION

Based on the analysis prepared by GHD, the proposed variances being sought will continue to accommodate both the PTAC design vehicle and typical passenger vehicle as demonstrated by the vehicle swept path assessment. The analysis confirms that vehicles can safely and efficiently manoeuvre within the underground parking area, including ingress and egress movements at the ramp and parking spaces.

To enhance visibility and minimize potential conflicts, a convex mirror is recommended at the bottom of the ramp to assist vehicles exiting and entering the underground ramp.

Additionally, to safeguard the servicing pipes from potential vehicle contact, it is recommended to install physical barriers that extend out from the wall beneath the pipes. These barriers would act as a protective buffer, ensuring vehicles do not inadvertently encroach into the pipe area. Positioned at an appropriate height to block vehicle bumpers while allowing free vehicle manoeuvrability, these barriers should be painted with high-visibility colours, such as yellow or reflective striping, to serve as a visual deterrent. Implementing these physical barriers will enhance the safety and longevity of the servicing infrastructure while maintaining the functionality and usability of the parking spaces. Signs can also be provided above the pipe to advise drivers about the servicing pipe.

The proposed reduced aisle widths, combined with these protective measures, will ensure a safe and efficient parking facility design.

Regards



Rafael Andrenacci, B. Eng,
Transportation Planner



William Maria, P. Eng.
Transportation Planning Lead

Appendix A

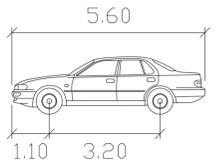
Vehicle Swept Path Assessment



www.ghd.com

GHD Ltd.
111 Brunel Road, Suite 200
Mississauga, Ontario L4Z 1X3 Canada
T 1 905 712 0510 F 1 905 712 0515

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Width : 2.00 meters
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client: Minto Group
Project: Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
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Project No. .

Title: VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (CIRCULATION)
ANSI D
Status Code

Sheet No. AT-101
of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

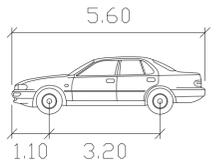




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1	First Submission		W.M	W.M	1/22/25	

Author RA Designer RA
 Drafting Check W.M Design Check W.M
 Project Manager W.M Project Director W.M

Client Minto Group

Project Oakville Phase 4AB

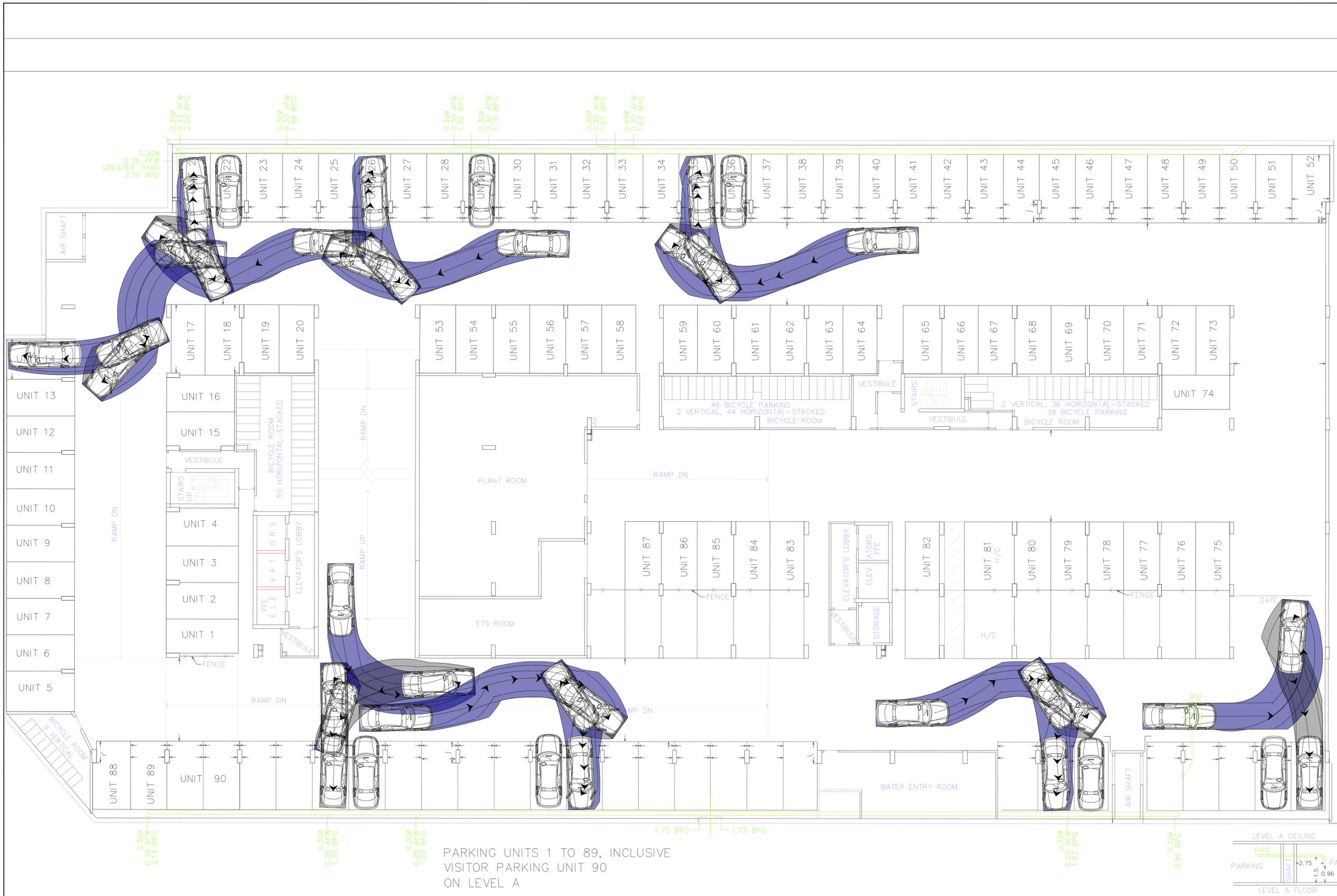
Date January 22, 2025 Scale NTS

Project No.

Title VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (PARKING - INBOUND)

Status Code

Sheet No. AT-102 of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

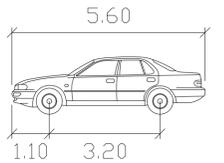
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Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9

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1	First Submission					

Author	RA	Designer	RA
Drafting	W.M	Design	W.M
Check		Check	
Project Manager	W.M	Project Director	W.M

Client: Minto Group
Project: Oakville Phase 4AB

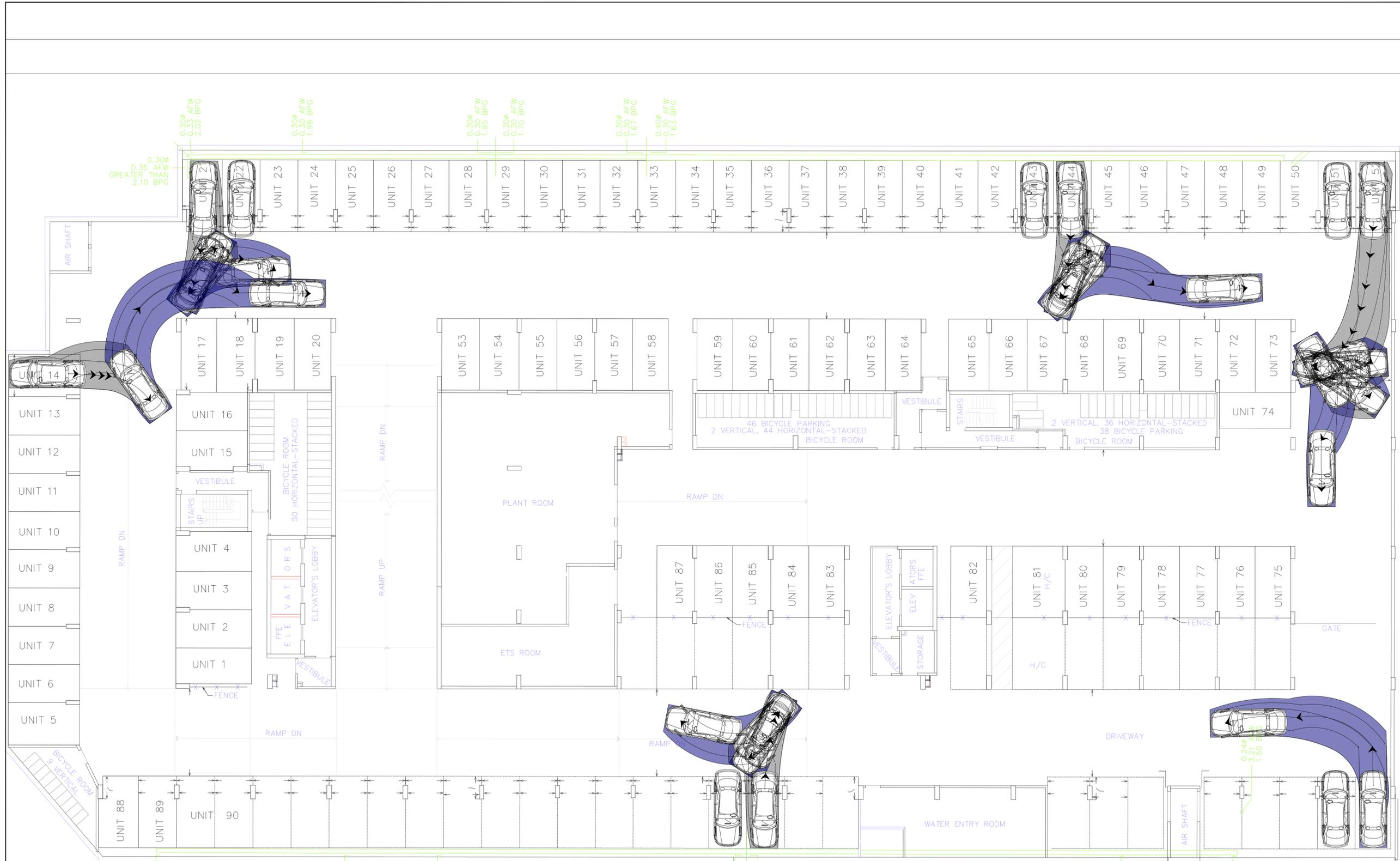
Date: January 22, 2025 Scale: NTS

Project No.:

Title: VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (PARKING - OUTBOUND)

Size: ANSI D
Status Code:

Sheet No. AT-103 of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

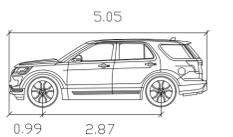
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Ford Explorer 2019
Width : 2.00 meters
Track : 1.96
Lock to Lock Time : 6.0
Steering Angle : 33.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

Minto Group

Project
Oakville Phase 4AB

Date January 22, 2025 Scale NTS

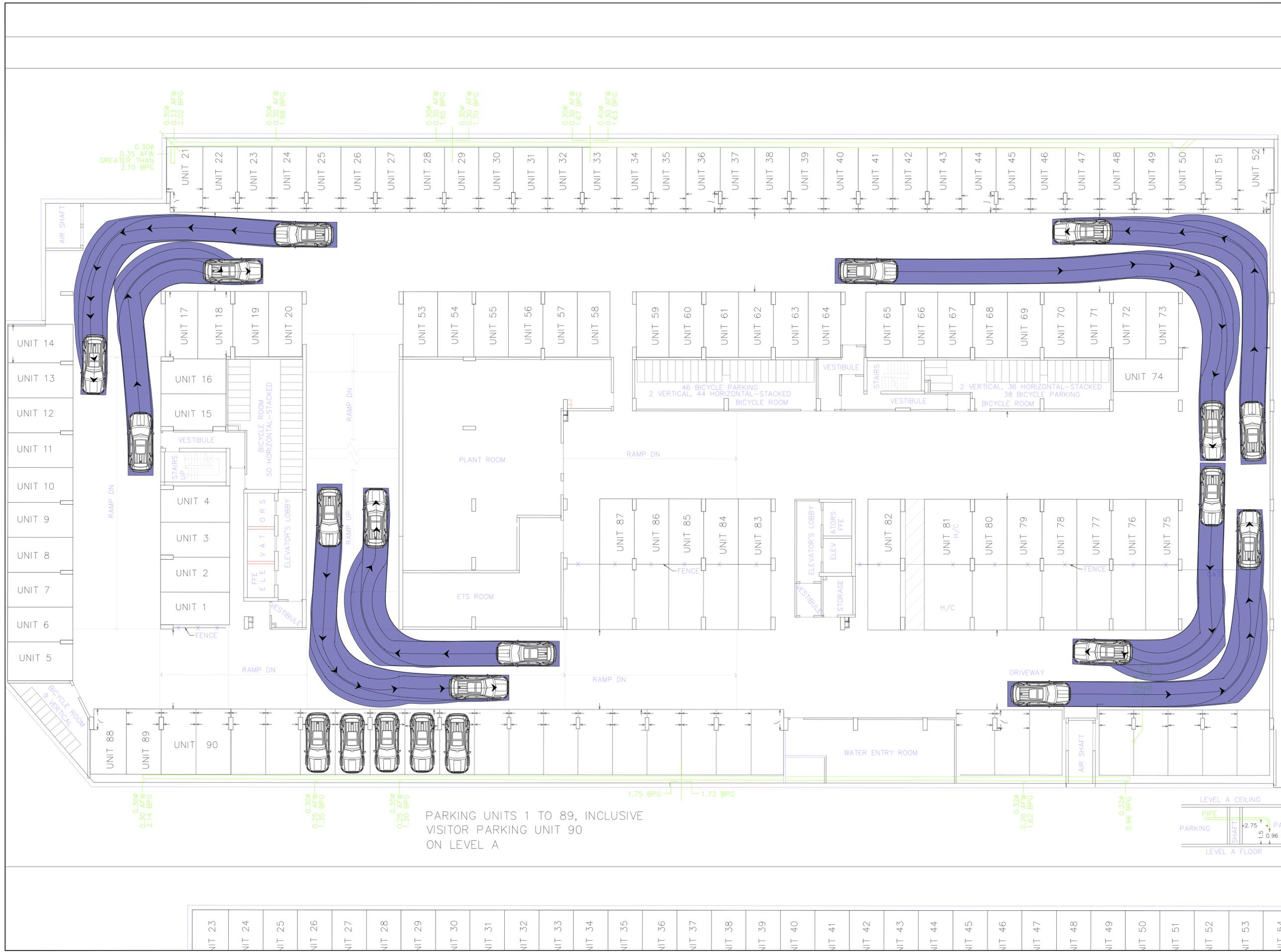
Project No.

Title
VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (CIRCULATION)

Size
ANSI D

Status Code

Sheet No. AT-104
of

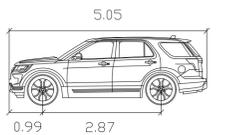




www.ghd.com

GHD Ltd.
111 Brunel Road, Suite 200
Mississauga, Ontario L4Z 1X3 Canada
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Ford Explorer 2019
Width : 2.00 meters
Track : 1.96
Lock to Lock Time : 6.0
Steering Angle : 33.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client: Minto Group

Project: Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
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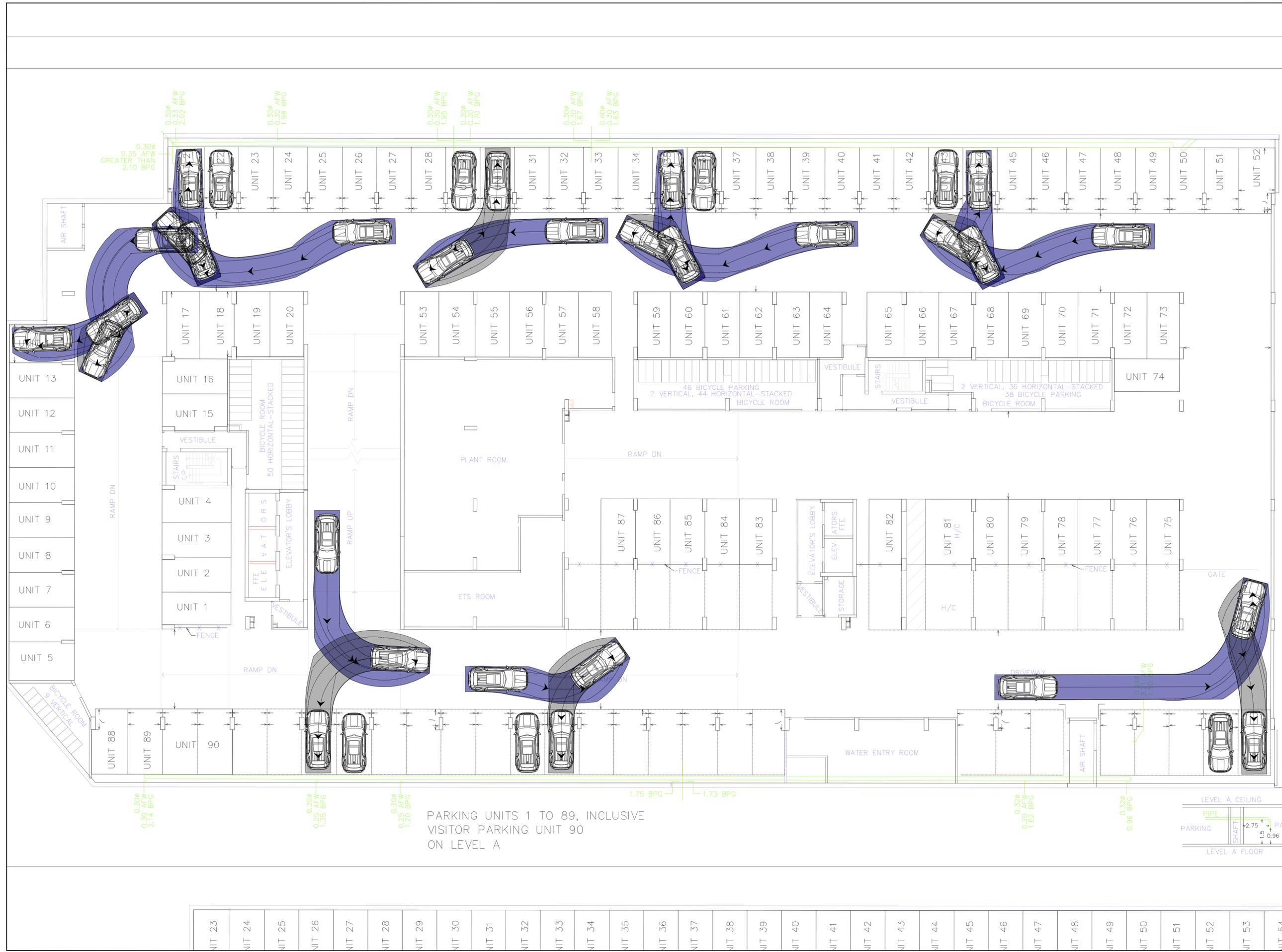
Project No.:

Title: VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (PARKING - INBOUND)

Size: ANSI D

Status Code: AT-105

Sheet No. of

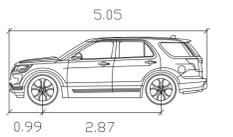




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Check		Check	
Project Manager	W.M	Project Director	W.M

Client
Minto Group
Project
Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
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Project No. -

Title
VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (PARKING - OUTBOUND)

Size
ANSI D

Status Code

Sheet No. of
AT-106



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

UNIT 23	UNIT 24	UNIT 25	UNIT 26	UNIT 27	UNIT 28	UNIT 29	UNIT 30	UNIT 31	UNIT 32	UNIT 33	UNIT 34	UNIT 35	UNIT 36	UNIT 37	UNIT 38	UNIT 39	UNIT 40	UNIT 41	UNIT 42	UNIT 43	UNIT 44	UNIT 45	UNIT 46	UNIT 47	UNIT 48	UNIT 49	UNIT 50	UNIT 51	UNIT 52	UNIT 53	UNIT 54
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I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF HALTON AT 15:45 O'CLOCK ON THE 13th DAY OF NOVEMBER 2018 AND ENTERED IN THE PARCEL REGISTER(S) FOR PROPERTY IDENTIFIER(S) 24930-0642

AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT NO. HR1565295

Lisa McCreadie
REPRESENTATIVE FOR LAND REGISTRAR

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

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

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

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

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

BEARING NOTE

BEARINGS ARE GRID, UTM ZONE 17, NAD83 (ORIGINAL), DERIVED FROM:
SCP 0451910059 NORTH 4815641.263 EAST 601536.858
SCP 0451910059 NORTH 4818247.361 EAST 602731.721

COORDINATES ARE UTM ZONE 17, NAD83 (ORIGINAL), TO URBAN ACCURACY PER SEC. 14 (2) OF OREG. 216(7), AND CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999707.

SURVEYOR'S CERTIFICATE

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

DATE JULY 26 2018.

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

OWNER'S CERTIFICATE

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

DATED THE 18th DAY OF Oct. 2018.

DUNDAS-TRAFALGAR INC.

Troy Doshan TROY DOSHAN
AUTHORIZED SIGNING OFFICER

Steven Stipits STEVEN STIPITS
AUTHORIZED SIGNING OFFICER

I HAVE THE AUTHORITY TO BIND THE CORPORATION

MUNICIPAL APPROVAL

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

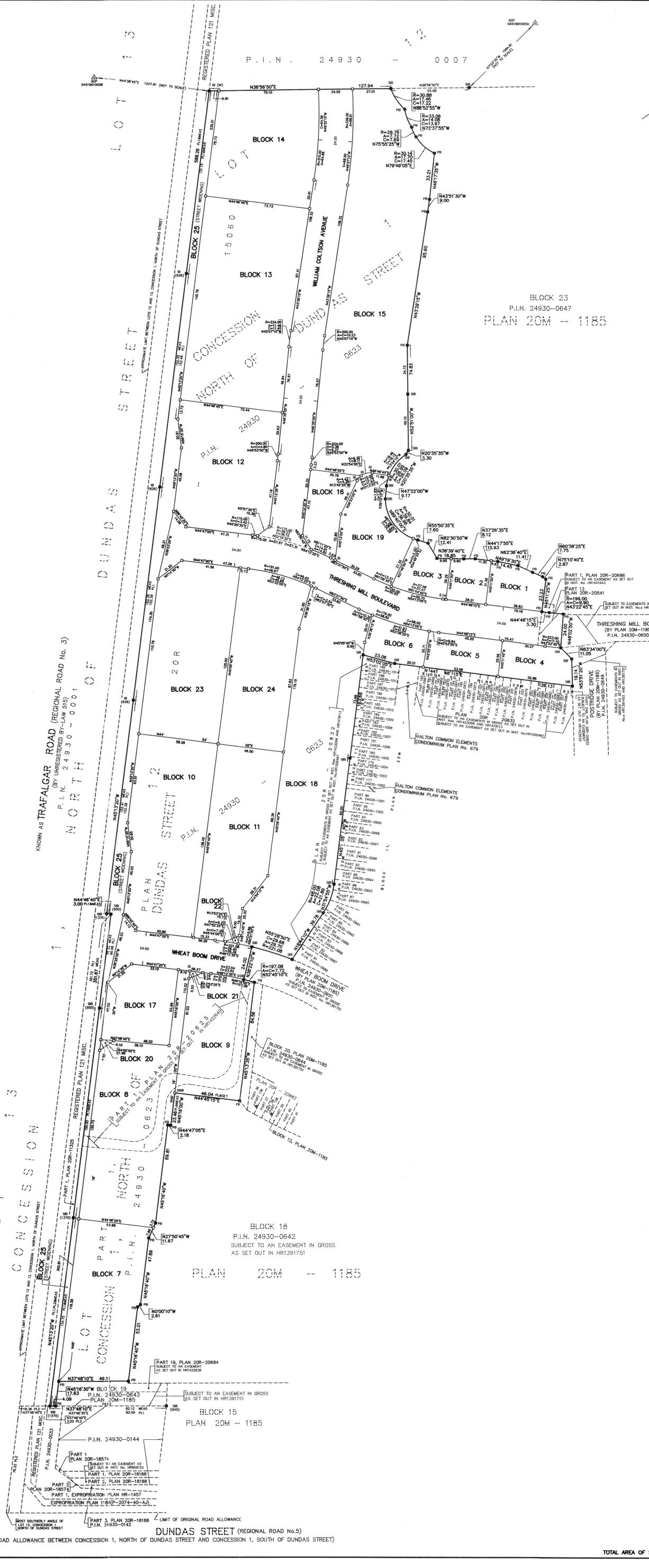
THIS 13th DAY OF November, 2018

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

TOTAL AREA OF SUBDIVISION = 13.056 Ha

Phase 2

epc RADY-PENTEK & EDWARD SURVEYING LTD.
ONTARIO LAND SURVEYORS
643 Christie Road, Suite 7
Woodbridge, Ontario L4L 8A3
Tel. (416) 635-5000 Fax (416) 635-5001
Tel. (905) 264-0881 Fax (905) 264-2099
Website: www.rpe.ca
DRAWN: D.F./S.L./A.R. CHECKED: C.P.E.
JOB 15-165 CAD FILE 15165a3d



March 18th, 2025

Town of Oakville
Planning Department
1225 Trafalgar Road, Box 310
Oakville, Ontario
L6J 5A6

**Re: MC Oakvillage GP Inc. as general Partner and on behalf of MC Oakvillage LP
Proposed Condominium
3071 & 3079 Trafalgar Road
Part of Blocks 8
Plan 20M-1211
Town of Oakville
Regional Municipality of Halton
(Our Job No. 20-316)**

The undersigned hereby certifies the following:

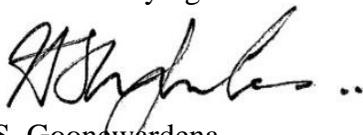
1. R-PE Surveying Ltd., O.L.S. are the surveyors for the Declarant, and we have been retained to assist the Declarant in the development and registration of the Condominium on the Real Property.
2. All parking spaces have been delineated as per the approved drawings and that all parking spaces comply with the minimum parking stall width and length requirements as per Section 5.4.1.3 of By-Law 2009-189, save and except, the parking spaces detailed in the table below and further referenced to on the attached whiteprint:

Parking Identification	Level	Comments
Unit 14	A, B & C	Surveyed width of Parking Space being 2.80. Minimum width per Section 5.4.1.3 is 2.90m, "Where a wall, column or other obstruction is located immediately adjacent to a stall, the width of the stall shall be increased by 0.3 metres for each side that is obstructed."
V16 and V24	A	Surveyed width of Parking Space being 2.60. Minimum width per Section 5.4.1.3 is 2.90m, "Where a wall, column or other obstruction is located immediately adjacent to a stall, the width of the stall shall be increased by 0.3 metres for each side that is obstructed."

Parking Identification	Level	Comments
	A	Minimum width per Section 5.4.1.3 is 2.90m due obstruction at a maximum of 1.70 metres into stall end., “Where a wall, column or other obstruction is located immediately adjacent to a stall, the width of the stall 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 the stall width.”
	A	Surveyed aisle width is 6.3 metres at its least. Minimum width per Section 5.4.1.3 is 7.0m. “Parking spaces shall be accessed with a minimum parking aisle width of 7 metres for 90-degree angle parking.”
Unit 114	B	Surveyed width of Parking Space being 2.60. Minimum width per Section 5.4.1.3 is 2.90m, “Where a wall, column or other obstruction is located immediately adjacent to a stall, the width of the stall shall be increased by 0.3 metres for each side that is obstructed.”
Unit 116	C	Surveyed width of Parking Space being 2.58. Minimum width per Section 5.4.1.3 is 2.90m, “Where a wall, column or other obstruction is located immediately adjacent to a stall, the width of the stall shall be increased by 0.3 metres for each side that is obstructed.”

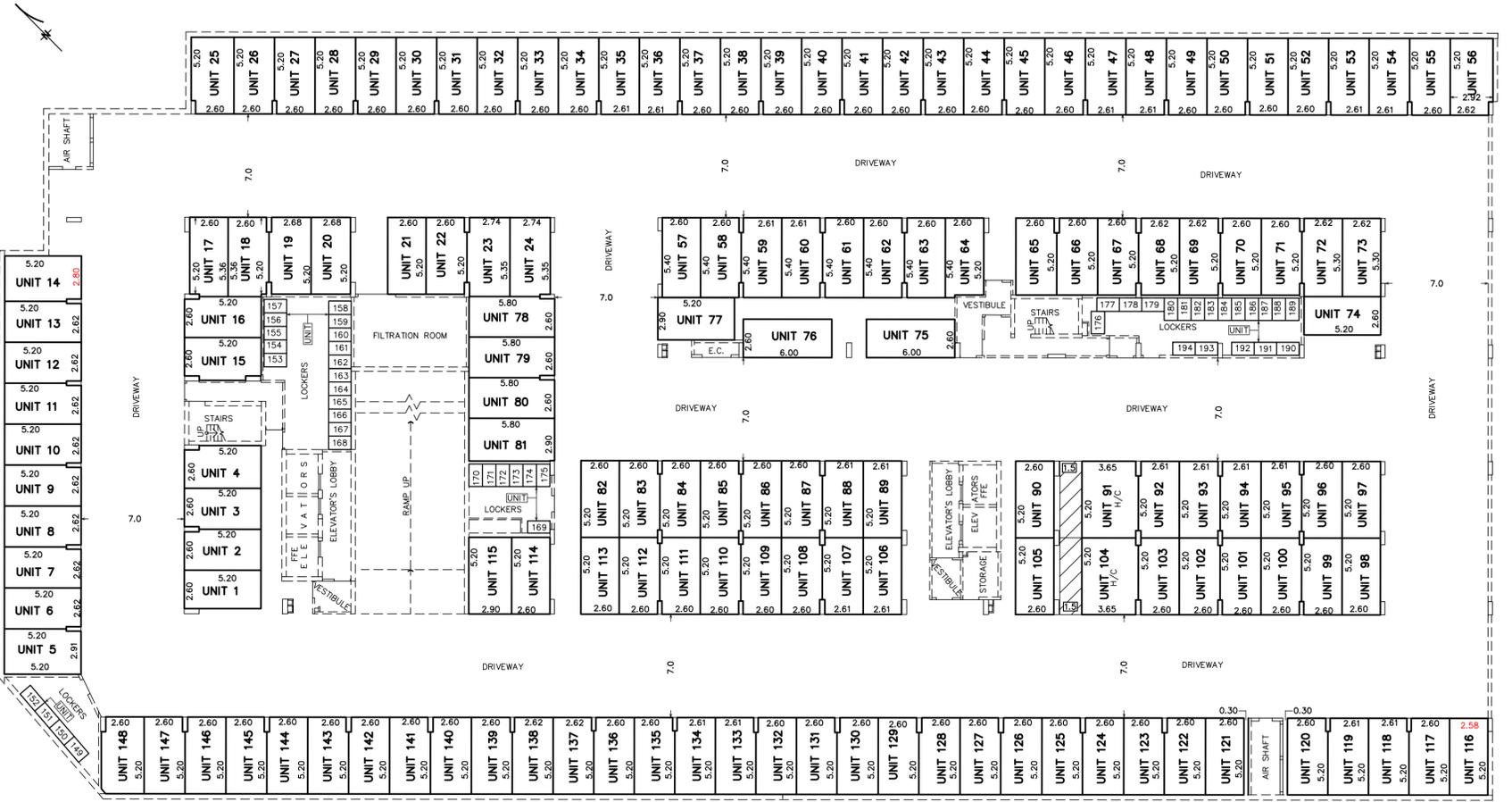
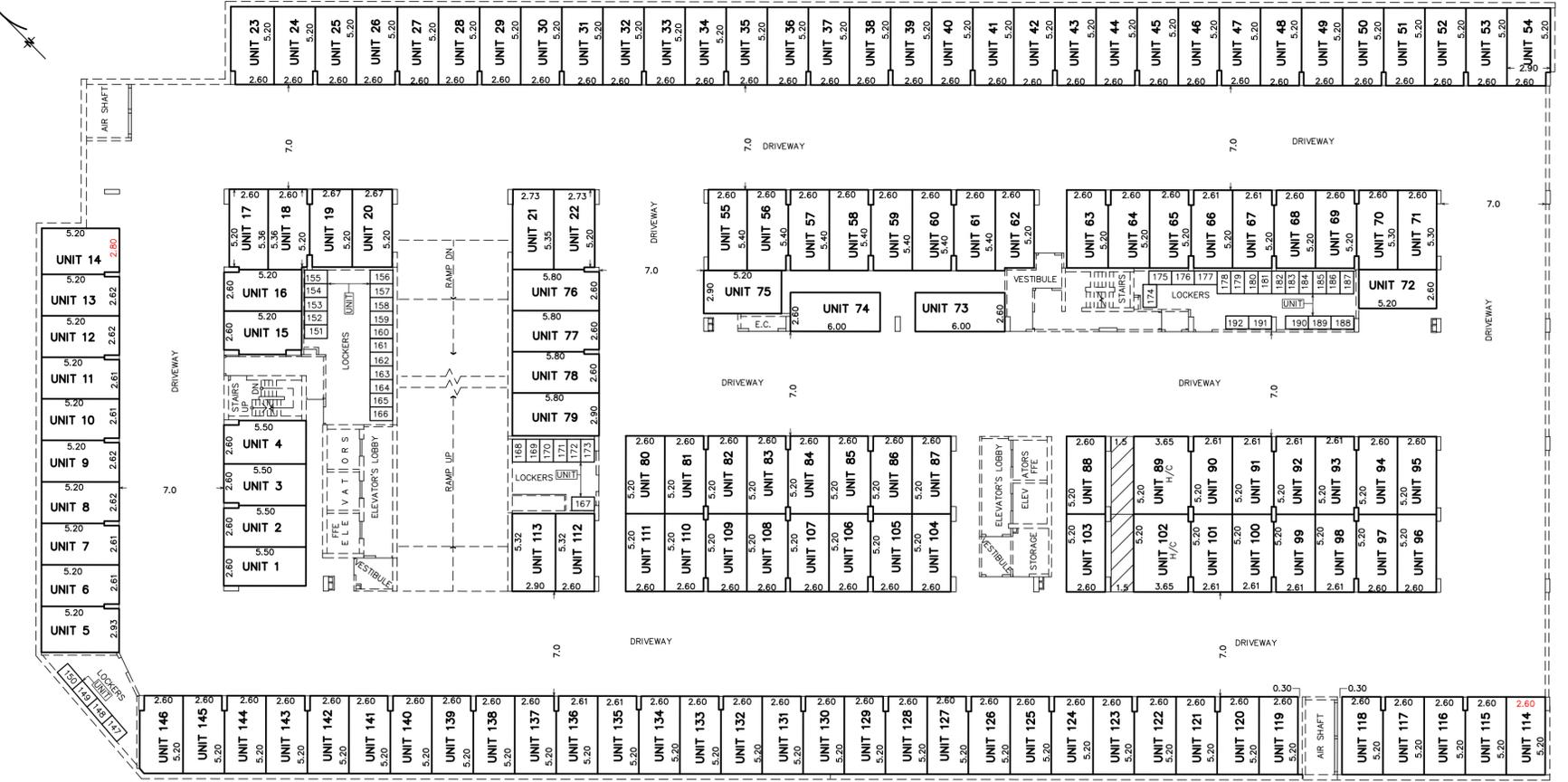
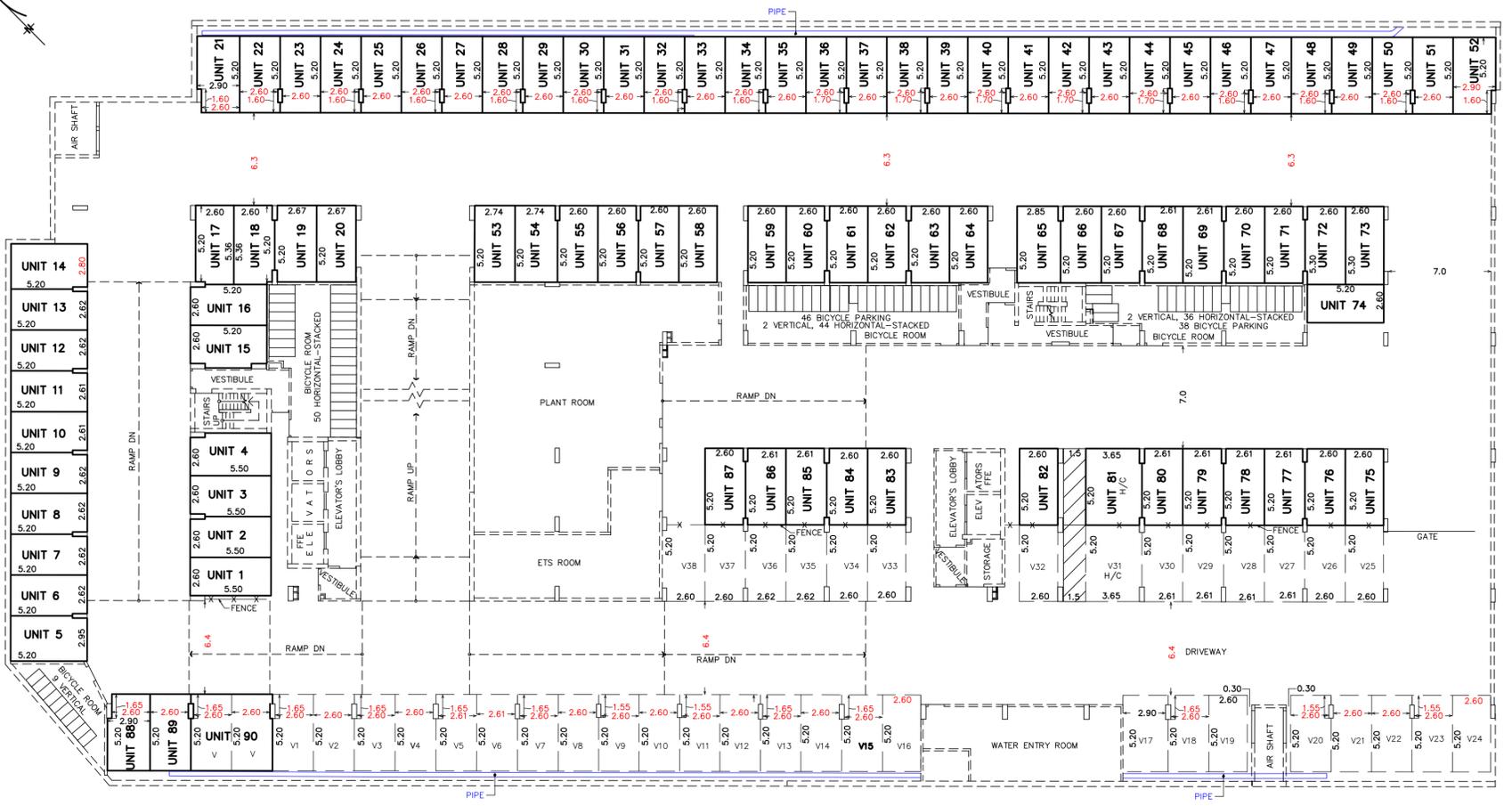
DATED AT City of Vaughan, this 18th day of March, 2025.

R-PE Surveying Ltd.



S. Goonewardena
Ontario Land Surveyor





Committee of Adjustment Decision for: CAV A/072/2024

Owner/Applicant	Agent	Location of Land
MC Oakvillage GP Inc c/o Andrew McLeod	N/A	PLAN M1211 BLK 7 & 8 3065, 3071, 3075, 3079 Trafalgar Rd Town of Oakville

This notice is to inform you that the request for variance made under Section 45(1) of the *Planning Act* has been **Approved** to authorize a minor variance to permit the construction of apartment buildings on the subject property proposing the following variance to Zoning By-law 2009-189:

No.	Current	Proposed
1	<i>Section 8.65.2 a)</i> The minimum number of parking spaces required for residential uses shall be 1 parking space per dwelling unit.	To reduce the minimum number of parking spaces required for residential uses to 0.90 parking spaces per dwelling unit.

The Committee of Adjustment considered the written submissions in opposition to the application in coming to this decision. Notwithstanding, the Committee is of the opinion that the variance is considered minor in nature, desirable for the use of the land and in keeping with the general intent of the town's official plan – Livable Oakville Plan and the zoning by-law, subject to:

- That the reduced residential parking rate be permitted in general accordance with the final approved Site Plan applications, to the satisfaction of the Director of Planning Services.
- That the Owner agrees to place a notification in all offers of purchase and sale (or an equivalent) advising prospective purchasers that there is very limited public on-street parking in the area and they should not rely on obtaining on-street parking permits to accommodate their parking needs.

M. Telawski DocuSigned by: Michael Telawski
Chairperson, Committee of Adjustment

DocuSigned by: John Hardcastle J. Hardcastle

S. Mikhail Absent

DocuSigned by: Lynsey You L. You

S. Dickie DocuSigned by: Stuart Dickie

DocuSigned by: Heather McCrae H. McCrae
Secretary Treasurer, Committee of Adjustment

Dated at the meeting held on May 1, 2024.

Last date of appeal of decision is May 21, 2024.

NOTE: It is important that the sign(s) remain on the property until a **FINAL** decision has been rendered regarding your Application. **The sign shall be removed the day following the last date of appeal.** This is a certified copy of the Committee of Adjustment final decision whereby no appeals filed.

Heather McCrae
Heather McCrae, ACST
Secretary-Treasurer

20 February 2025

Aquisha Khan, P. Eng.,
 Transportation Engineer, East Oakville
 Transportation Planning Services,
 Town of Oakville

Re: Oakvillage Phase 4AB – Underground Parking Aisle Width Minor Variance

INTRODUCTION

GHD Ltd. has prepared the following assessment in support of the Minor Variance Application for the Oakvillage Phase 4AB development in the Town of Oakville.

The development is currently under construction with the underground parking nearing completion. The minor variance is mainly being sought to address concerns relating to servicing pipes located along the exterior walls adjacent to parking spaces on the east and west side of the first level of underground parking that encroach 0.6 to 0.7 metres into the parking spaces with heights ranging from 1.2 to 2.02 metres from ground level. In addition, variances are being sought to address the reduced width of corner parking spaces on the three levels of underground parking (P1, P2, and P3).

PROPOSED DEVELOPMENT

The revised Site Plan, provided in **Figure 1** (P1), **Figure 2** (P2), and **Figure 3** (P3), identify the locations of the servicing pipes (in green), the reduced drive aisle widths as a result of the proposed shift of the parking stalls, as well as the corner parking spaces in which the variances are being sought for.

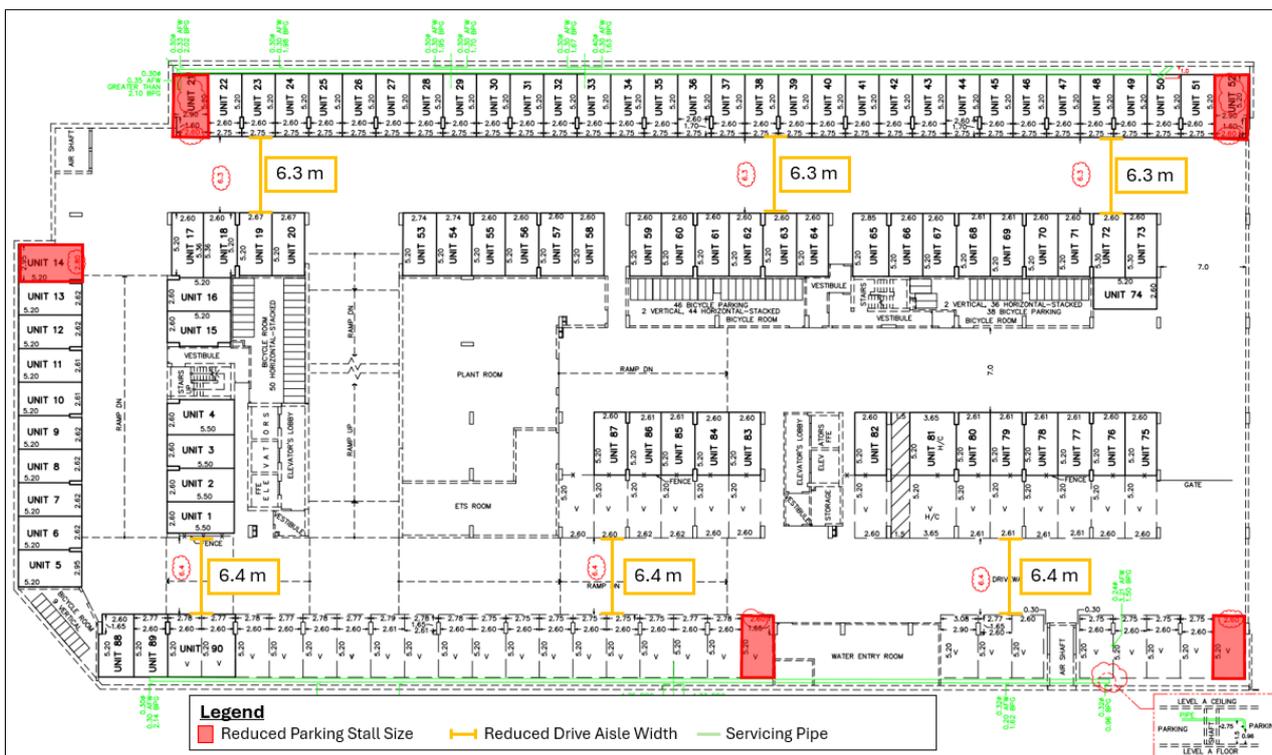


Figure 1 Proposed Site Plan (P1)

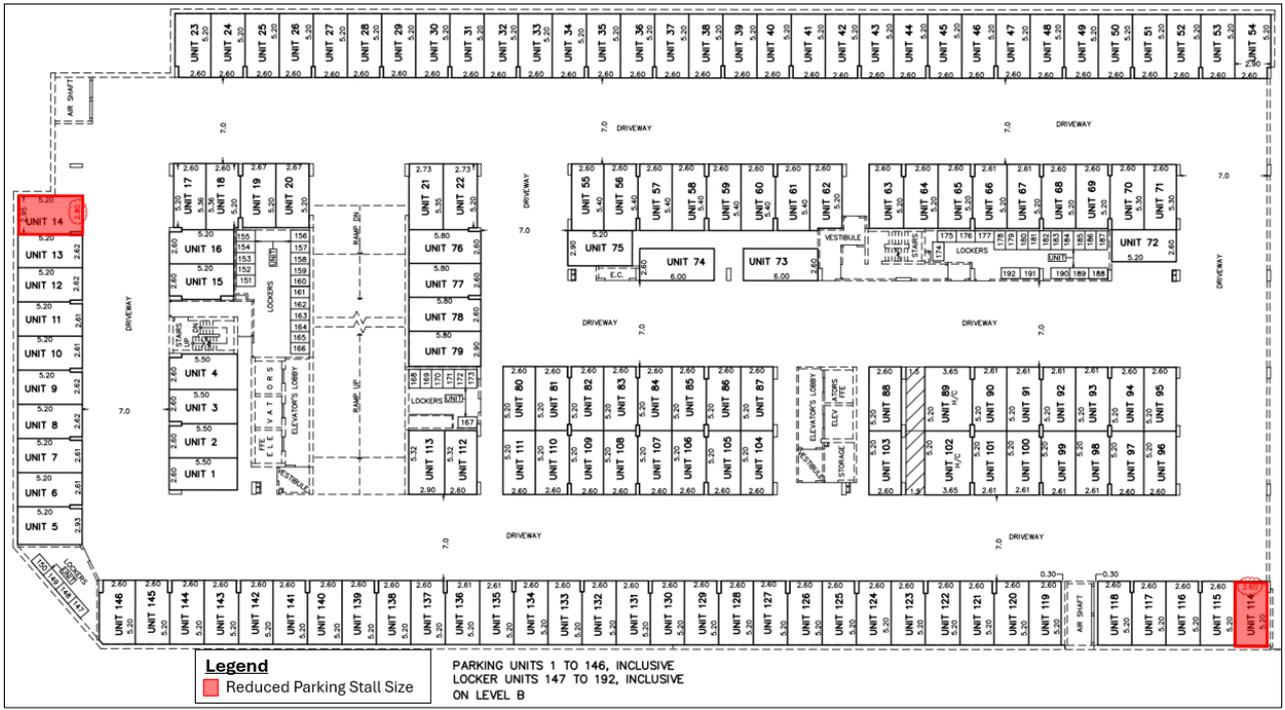


Figure 2 Proposed Site Plan (P2)

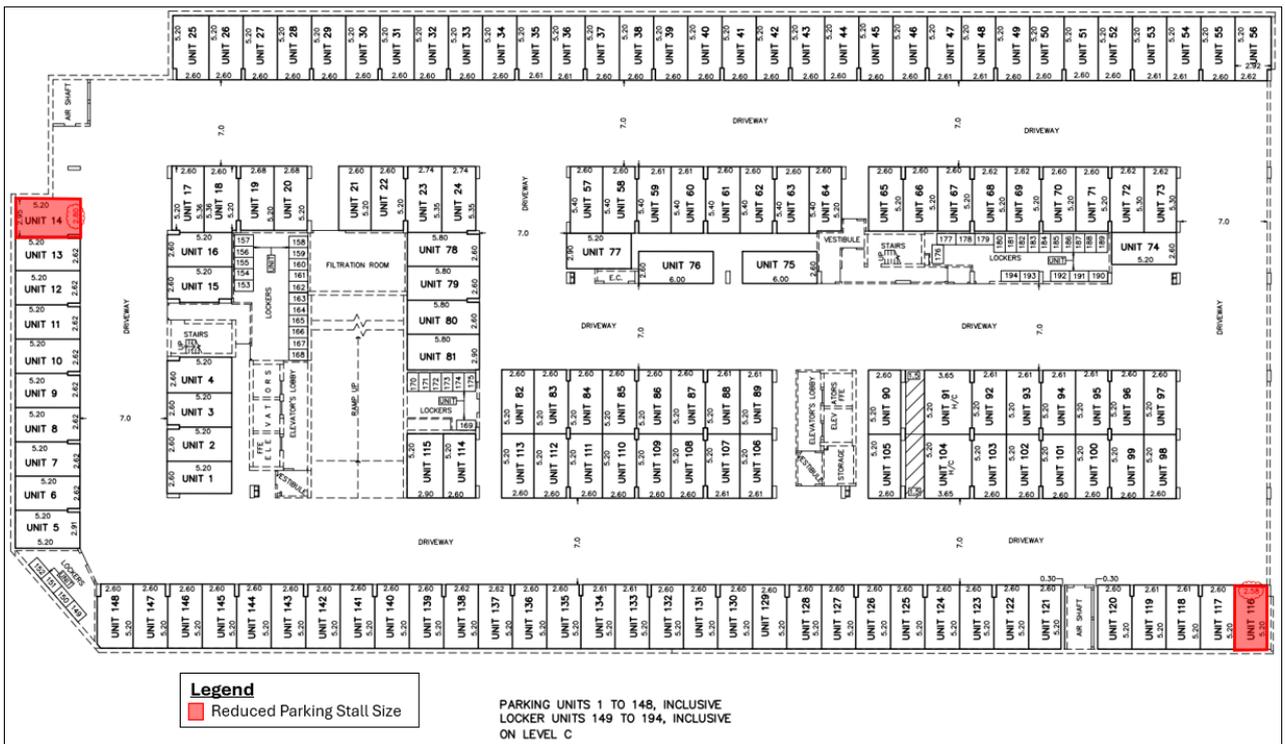


Figure 3 Proposed Site Plan (P3)

REASONS FOR THE MINOR VARIANCE

The minimum parking space dimensions in a parking garage and minimum aisle width requirement are provided in the Town of Oakville's Zoning By-law 2009-189. Section 5.4.1.3. Parking spaces within a parking garage are required to have a width of not less than 2.6 metres and a length of not less than 5.2 metres. Drive aisles that lead into 90-degree parking spaces are required to have a minimum width of 7.0 metres.

The survey, completed by R-PE Surveying Ltd., identifies the servicing pipe along the east side of the building that generally extends 0.70 metres into the building and the pipe on the east side of the building generally extending 0.60 metres into the building.

PROPOSED VARIANCES BEING SOUGHT

In order to maintain the parking spaces' minimum By-law required length of 5.2 metres, it is proposed to reduce the aisle width to 6.3 metres along the east drive aisle and a width of 6.4 metres along the west drive aisle.

The following variances are being sought through this application:

1. Drive Aisle Width Relief: Relief from the minimum 7.0-metre drive aisle width requirement to maintain the 5.2-metre parking stall length, ensuring proper functionality while terminating in front of the pipe on Level A.
2. Encroachment Relief: Relief from the maximum 1.15-metre encroachment allowance into parking stalls on Level A, to accommodate existing structural pillars that encroach a maximum of 1.65 metres into these spaces.
3. Parking Stall Width Relief: Relief from the minimum parking stall width requirements for the following parking spaces:
 - Unit V16, V24, 14, 21, and 52 on Level A.
 - Unit 14 and 114 on Level B.
 - Unit 14 and 116 on Level C.

These variances are requested to address existing site constraints while maintaining parking functionality and ensuring compliance with operational needs.

SITE VISIT

Following a discussion with Town staff, a site visit was conducted to review the on-site conditions and a vehicle swept assessment was completed to confirm that the parking spaces would remain functional with the reduced driveway aisle width.

The figures below show vehicles with overall lengths of 5.5 metres and 4.9 metres parked adjacent to the servicing pipes. The back and front ends of the 5.5 metre vehicle reversing into the space are shown in **Figure 4** and **Figure 5**. The back and front ends of the 4.9 metre vehicle reversing into the space are shown in **Figure 6** and **Figure 7**, while the front and back ends of the vehicle pulling in forward to the space are shown in **Figure 8** and **Figure 9**.



Figure 4 5.5 metre Vehicle (Back End)



Figure 5 5.5 metre Vehicle (Front End)



Figure 6 4.9 metre Vehicle, Back-in (Back End)

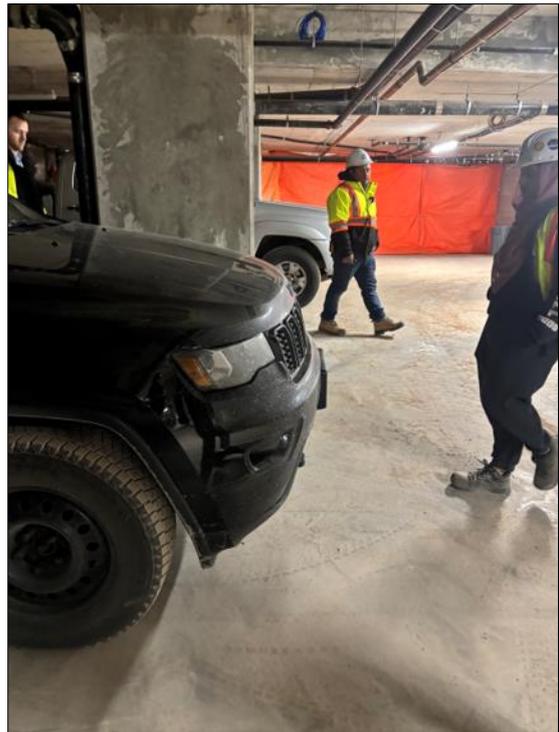


Figure 7 4.9 metre Vehicle, Back-in (Front End)



Figure 8 4.9 metre Vehicle, Front-in (Front-End)

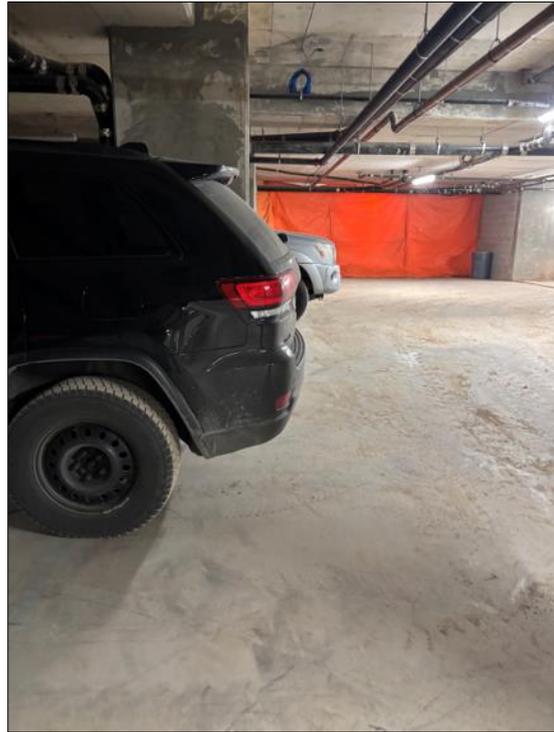


Figure 9 4.9 metre Vehicle, Front-in (Back End)

VEHICLE SWEEPED PATH ASSESSMENT

GHD completed a swept path assessment for the reduced drive aisle width using the TAC Passenger Vehicle (P TAC) in order to demonstrate that the reduced drive aisle width being sought in the first variance continues to function properly.

The results of the analysis are provided in **Appendix A** and illustrate that the site can sufficiently accommodate the P TAC design vehicle with no issues.

PTAC Vehicle

The passenger vehicle circulating around the first level of underground parking (P1), including the ingress and egress movements at the ramp is provided in drawing AT-101. A small overlap occurs within the vicinity of the bottom of the ramp, however a convex mirror can be provided to ensure vehicles do not turn onto the ramp when an oncoming vehicle is traveling down the ramp.

The passenger vehicle entering and exiting the parking spaces adjacent to the reduced drive aisles are provided in drawing AT-102 and AT-103 for inbound and outbound maneuvers. No concerns have been identified with the assessment.

Typical Passenger Vehicle

The Passenger Vehicle (P TAC) is a standard design vehicle used for AutoTurn analysis for parking facilities. While the PTAC vehicle is referred to as a “Passenger Car” by TAC, this can be misleading as the general public typically associates “Passenger Cars” with sedans. However, this is not the case. As per TAC, “*The passenger car class includes compacts and subcompacts, all light vehicles, and all light delivery trucks (e.g., vans and pickups).*” (TAC, p.34). Therefore, this PTAC design vehicle represents SUVs, pickups, and large sedans such as Buicks.

“The dimensions used to represent design vehicles are not averages or maxima, nor are they limiting dimensions. They are characteristic of those vehicles on the roads that form the bulk of the fleet that are approaching maximum permissible dimensions” (TAC, p.23).

However, as TAC notes, the PTAC design does not represent an average vehicle size, but rather “*bulk of the fleet that are approaching maximum permissible dimensions*”. Therefore, the expectation is that most

vehicles are sufficiently represented by the PTAC design vehicle, with only a small number of “over-sized” vehicles potentially exceeding these design dimensions.

For comparative reference, some of the best-selling vehicles in Canada for 2024, with their respective lengths, include the following:

- Toyota RAV4 (4.6 metres)
- Honda CR-V (4.7 metres)
- Nissan Rogue (4.6 metres)
- Honda Civic (4.7 metres)
- Ford Escape (4.6 metres)
- Hyundai Kona (4.4 metres)

For comparison purposes, a Vehicle Swept Path Analysis was conducted using a passenger vehicle with an overall width of 5.05 metres, representing a more typical vehicle, to provide a realistic assessment of the operational feasibility of the proposed reduced aisle widths under normal traffic conditions. This analysis evaluates whether the reduced aisle widths can comfortably accommodate everyday vehicle movements without conflict or operational concerns.

The appended Drawing AT-104 illustrates the swept path of a typical passenger vehicle circulating around the first level of underground parking (P1), including the ingress and egress movements at the ramp. No concerns have been identified with the assessment.

Drawing AT-105 and AT-106 illustrate a typical passenger vehicle entering and exiting the parking spaces adjacent to the reduced drive aisles. No concerns have been identified with the assessment.

The results confirm that the proposed reduced aisle width design supports smooth and safe manoeuvrability for typical passenger vehicles, complementing the findings of the analysis conducted for larger design vehicles.

PROPOSED VARIANCES

The proposed variances for the Oakvillage Phase 4AB development are required to address site-specific issues encountered during the construction of the parking garage, which has now been completed. Structural elements and servicing infrastructure have impacted the dimensions of parking stalls, making it impractical to fully conform to the zoning by-law. As the garage has already been constructed, modifications to address these issues are not feasible. Despite these constraints, the proposed variances ensure that the parking facility remains functional, safe, and accessible to users.

The following sections outline each specific variance requested, explaining the underlying reasons for the non-conformance, the design constraints encountered, and why it is not possible to modify the garage to meet by-law requirements.

Drive Aisle Width Relief

Relief is requested from the minimum 7.0-metre drive aisle width requirement to maintain the 5.2-metre parking stall length. This variance is required due to a design adjustment that shifted the row of parking spaces away from the wall to provide sufficient clearance for the servicing pipe. As a result of this adjustment, the parking aisle widths have been reduced adjacent to the relocated parking stalls. This adjustment ensures proper functionality of the parking stalls while accommodating the necessary termination in front of the servicing pipe on Level A. The reduced aisle widths were carefully evaluated, and the accompanying swept path analysis confirms that the proposed configuration maintains safe and effective vehicle maneuverability.

Encroachment Relief

Relief is requested from the Town's By-law requirement that parking space widths must increase by 0.3 metres for each side adjacent to a wall, column, or other obstruction when the obstruction is located more than 1.15 metres from either end of the parking stall. This variance is required due to the design adjustment that shifted the row of parking spaces away from the wall to provide sufficient clearance for the servicing

pipe causing the existing structural pillars to encroach a maximum of 1.65 metres into these spaces. These pillars, integral to the structural integrity of the garage, cannot be relocated or modified. As a result of this adjustment, the structural columns now encroach into the parking stalls and are situated more than 1.15 metres from the ends of the parking spaces, creating a technical non-compliance with the By-law.

In GHD's professional opinion, the proposed configuration remains functional and practical for users. If an obstruction prevents the full opening of a vehicle door, the driver can adopt alternative approaches, such as allowing passengers to exit the vehicle before parking or passengers exiting through an unobstructed door on the opposite side of the vehicle. These scenarios are common and manageable arrangements, particularly where the columns do not significantly obstruct the majority of the parking stall.

Despite the encroachment, functionality of the parking spaces has been maintained as demonstrated in the appended vehicle maneuvering diagrams.

Parking Stall Width Relief

Relief is requested from the Town's By-law requirement that parking space widths must increase by 0.3 metres for each side adjacent to a wall for the following specific parking spaces:

- **Level A:** Units V16, V24, 14, 21, and 52
- **Level B:** Units 14 and 114
- **Level C:** Units 14 and 116

These adjustments are necessitated by the aforementioned realignment of parking stalls to provide clearance for critical servicing infrastructure. The affected stalls have been analyzed to ensure they remain functional, with drivers retaining the ability to park and maneuver their vehicles safely. Additionally, practical solutions are available to mitigate minor constraints caused by adjacent obstructions.

Similar to the previously requested variance, drivers have the option to allow passengers to exit the vehicle before parking in spaces adjacent to any obstruction. This practical approach ensures that passengers can comfortably and safely exit the vehicle, even when one side of the vehicle may have limited clearance due to adjacent walls or columns. Additionally, as demonstrated in drawings AT-102 (specifically Unit V24 on Level A, Unit 114 on Level B, and Unit 116 on Level C), passenger vehicles can enter and exit these parking spaces without difficulty or operational concerns.

The design of these parking spaces has been carefully evaluated to ensure functional usability in the appended vehicle maneuvering diagrams. The turning radii and aisle width allow for manoeuvrability into and out of the stalls, and the encroachments from columns or walls are minimal and do not impede the vehicle's ability to park.

CONCLUSION

Based on the analysis prepared by GHD, the proposed variances being sought will continue to accommodate both the PTAC design vehicle and typical passenger vehicle as demonstrated by the vehicle swept path assessment. The analysis confirms that vehicles can safely and efficiently manoeuvre within the underground parking area, including ingress and egress movements at the ramp and parking spaces.

To enhance visibility and minimize potential conflicts, a convex mirror is recommended at the bottom of the ramp to assist vehicles exiting and entering the underground ramp.

Additionally, to safeguard the servicing pipes from potential vehicle contact, it is recommended to install physical barriers that extend out from the wall beneath the pipes. These barriers would act as a protective buffer, ensuring vehicles do not inadvertently encroach into the pipe area. Positioned at an appropriate height to block vehicle bumpers while allowing free vehicle manoeuvrability, these barriers should be painted with high-visibility colours, such as yellow or reflective striping, to serve as a visual deterrent. Implementing these physical barriers will enhance the safety and longevity of the servicing infrastructure while maintaining the functionality and usability of the parking spaces. Signs can also be provided above the pipe to advise drivers about the servicing pipe.

The proposed reduced aisle widths, combined with these protective measures, will ensure a safe and efficient parking facility design.

Regards



Rafael Andrenacci, B. Eng.
Transportation Planner



William Maria, P. Eng.
Transportation Planning Lead

Appendix A

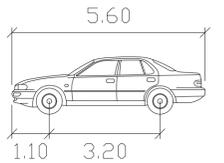
Vehicle Swept Path Assessment



www.ghd.com

GHD Ltd.
111 Brunel Road, Suite 200
Mississauga, Ontario L4Z 1X3 Canada
T 1 905 712 0510 F 1 905 712 0515

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Width : 2.00 meters
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 35.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client: Minto Group

Project: Oakville Phase 4AB

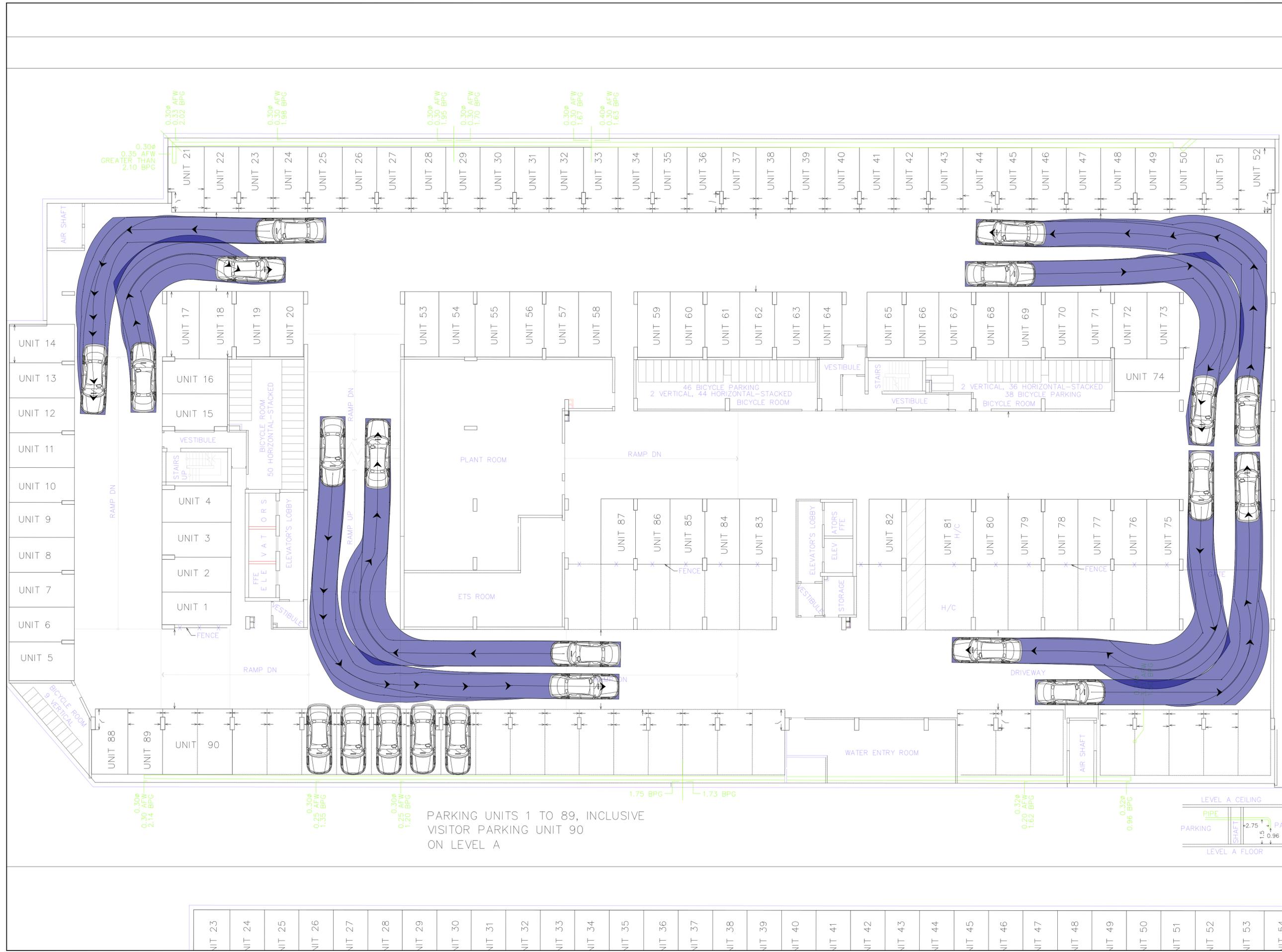
Date	January 22, 2025	Scale	NTS
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Project No.:

Title: VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (CIRCULATION)

Size: ANSI D

Status Code: AT-101



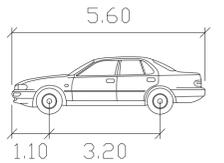
PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A



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1	First Submission		W.M	W.M	1/22/25	

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client
Minto Group

Project
Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
Project No.			

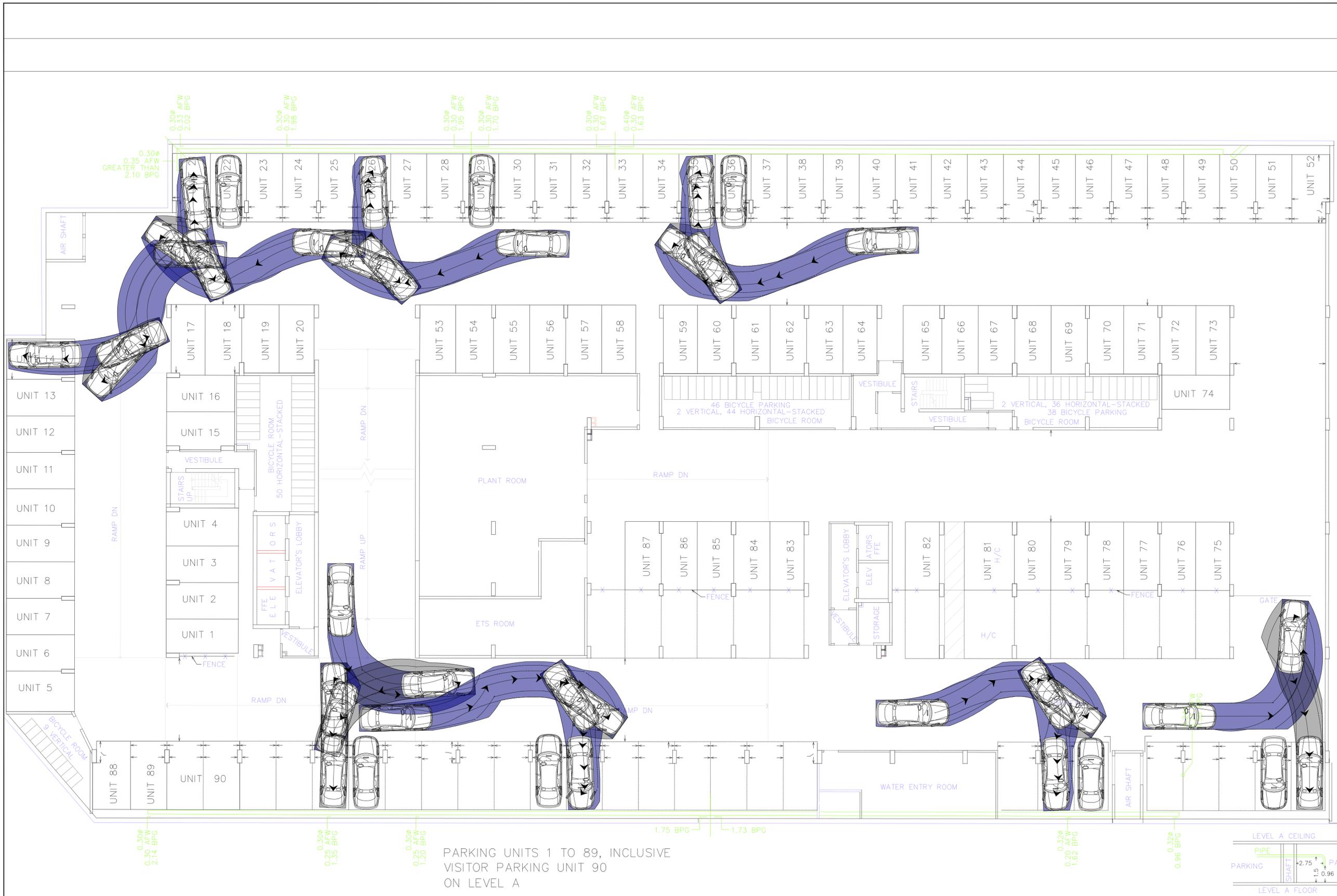
Title
VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (PARKING - INBOUND)

Size
ANSI D

Status Code

Sheet No.
AT-102

Sheet of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

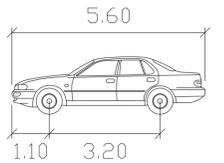
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Steering Angle : 35.9

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1	First Submission					

Author	RA	Designer	RA
Drafting	W.M	Design	W.M
Check		Check	
Project Manager	W.M	Project Director	W.M

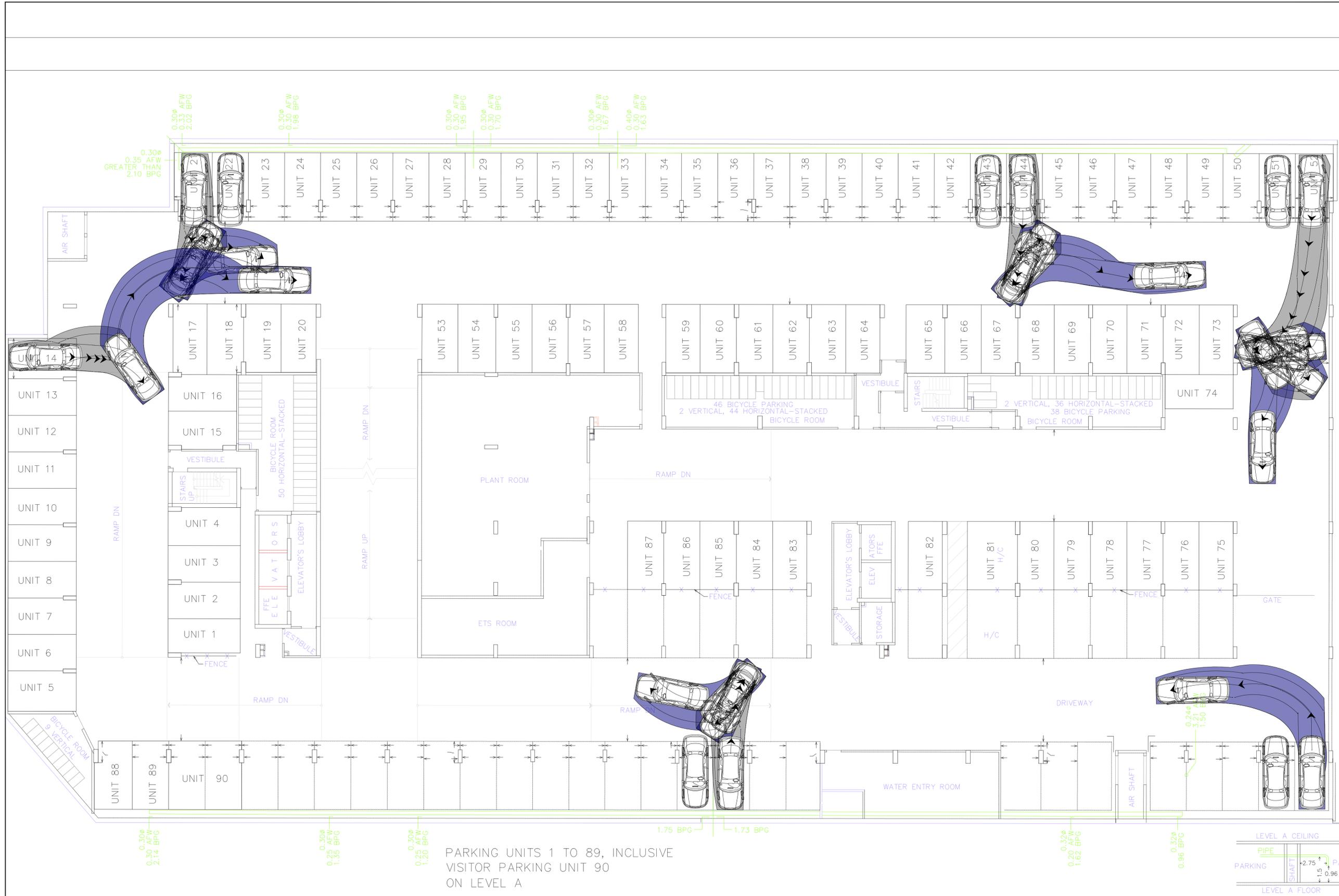
Client: Minto Group
Project: Oakville Phase 4AB

Date: January 22, 2025 Scale: NTS

Project No.:

Title: VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (PARKING - OUTBOUND)
Size: ANSI D
Status Code:

Sheet No. AT-103 of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

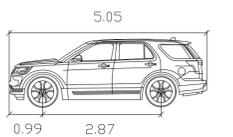
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Ford Explorer 2019
Width : 2.00 meters
Track : 1.96
Lock to Lock Time : 6.0
Steering Angle : 33.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client

Minto Group

Project

Oakville Phase 4AB

Date January 22, 2025 Scale NTS

Project No.

Title
VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (CIRCULATION)

Size ANSI D

Status Code

Sheet No. AT-104 of

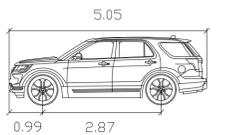




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Ford Explorer 2019
Width : 2.00 meters
Track : 1.96
Lock to Lock Time : 6.0
Steering Angle : 33.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client
Minto Group

Project
Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
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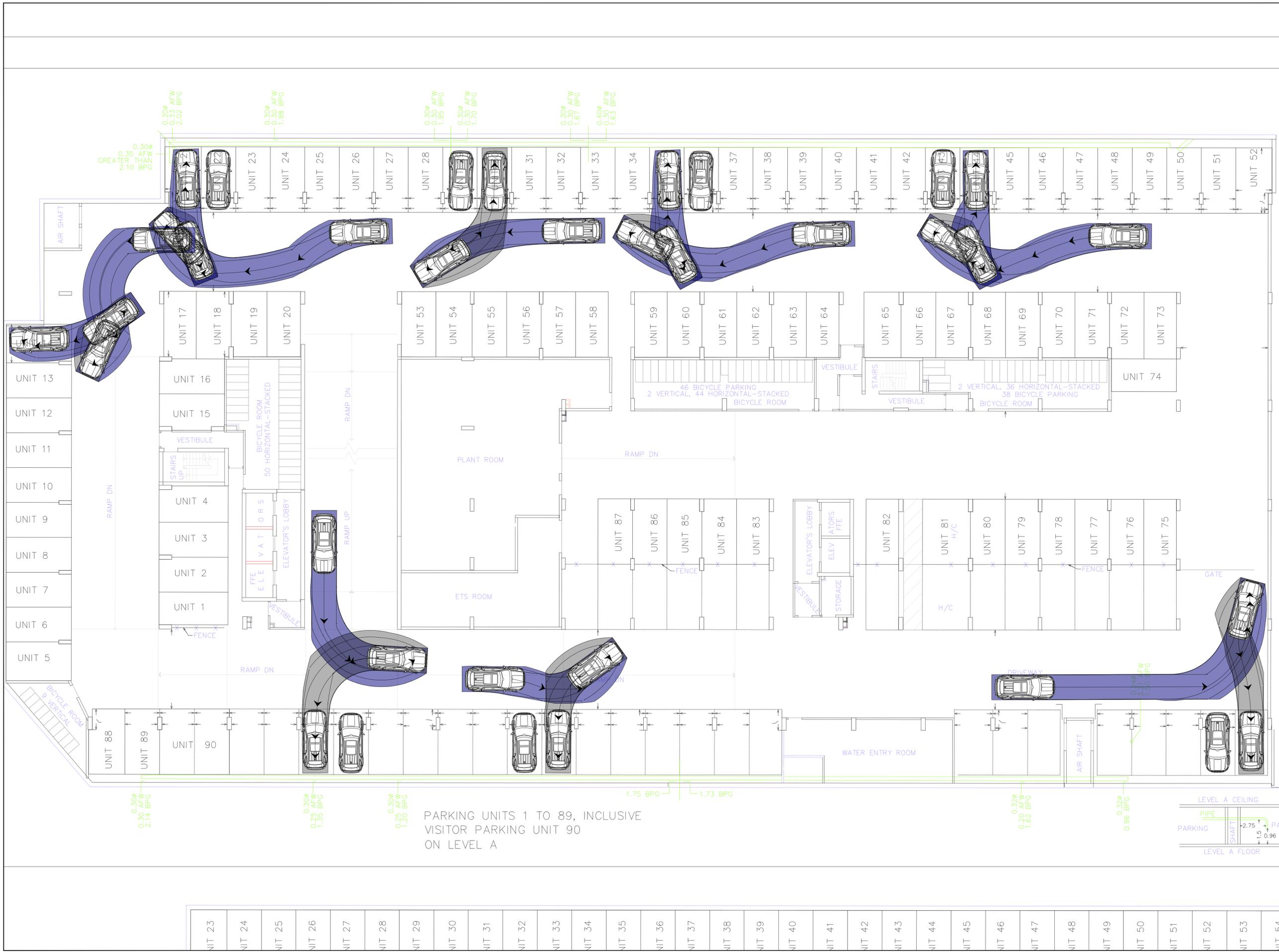
Project No. -

Title
VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (PARKING - INBOUND)

Size
ANSI D

Status Code

Sheet No. AT-105 of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A

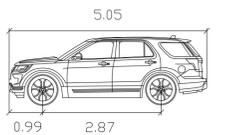
UNIT 23	UNIT 24	UNIT 25	UNIT 26	UNIT 27	UNIT 28	UNIT 29	UNIT 30	UNIT 31	UNIT 32	UNIT 33	UNIT 34	UNIT 35	UNIT 36	UNIT 37	UNIT 38	UNIT 39	UNIT 40	UNIT 41	UNIT 42	UNIT 43	UNIT 44	UNIT 45	UNIT 46	UNIT 47	UNIT 48	UNIT 49	UNIT 50	UNIT 51	UNIT 52	UNIT 53	UNIT 54
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Ford Explorer 2019
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Lock to Lock Time : 6.0
Steering Angle : 33.9

No.	Issue	Checked	W.M	W.M	1/22/25	Date
1	First Submission					

Author	RA	Designer	RA
Drafting	W.M	Design	W.M
Check		Check	
Project Manager	W.M	Project Director	W.M

Client
Minto Group
Project
Oakville Phase 4AB

Date	January 22, 2025	Scale	NTS
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Project No. -

Title
VEHICLE MANEUVERING DIAGRAM - 5m PASSENGER VEHICLE (PARKING - OUTBOUND)

Size
ANSI D

Status Code

Sheet No. AT-106
of



PARKING UNITS 1 TO 89, INCLUSIVE
VISITOR PARKING UNIT 90
ON LEVEL A



UNIT 23	UNIT 24	UNIT 25	UNIT 26	UNIT 27	UNIT 28	UNIT 29	UNIT 30	UNIT 31	UNIT 32	UNIT 33	UNIT 34	UNIT 35	UNIT 36	UNIT 37	UNIT 38	UNIT 39	UNIT 40	UNIT 41	UNIT 42	UNIT 43	UNIT 44	UNIT 45	UNIT 46	UNIT 47	UNIT 48	UNIT 49	UNIT 50	UNIT 51	UNIT 52	UNIT 53	UNIT 54
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