

September 12, 2025

**Via Digital Email**

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

Attn: Jennifer Ulcar,  
Secretary-Treasurer to the Committee of Adjustment

**Re: Application for 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

**Context / Background**

An initial submission for the minor variance application was made on February 21, 2025, and was subsequent revisions based on comments from Zoning on April 1<sup>st</sup> and 7<sup>th</sup>, 2025. Committee of Adjustment Hearing was scheduled for May 14<sup>th</sup>, 2025. The comments report was received May 9<sup>th</sup>, 2025. Upon review of the comments report and discussions with Town Planning staff we requested to defer the application to allow time to work with staff to resolve comments and concerns.

A site meeting was conducted with Town Planning and Transportation staff on June 20<sup>th</sup>, 2025, to demonstrate the location of proposed pipe encroachments and other impacted parking spaces. It was agreed at the site visit that the requested variances related to the pipe should be revised to allow relief for an obstruction in a required parking space, rather than requesting relief for reduced aisle widths and column obstructions. It was demonstrated at the site visit that a variety of vehicle types were able to be parked and function in these spaces.

At the site visit, Town staff requested photos of additional parking arrangements in certain spots, the request for notice signs and other notification measures.

Additional site visits with the consultant team were held to obtain the requested additional information and take additional photos with a greater range of vehicles in various configurations. A revised submission addressing staff comments was submitted on July 11, 2025.

After review of the submission package staff requested additional information and photos demonstrating parking configurations with additional vehicles. The consultant team attended another on-site meeting on August 19, 2025, to collect this information using additional vehicle types discussed in advance with staff. A subsequent submission package was provided to staff on August 28, 2025.

On September 10, 2025, Town staff confirmed that they had reviewed the revised materials and it was now appropriate to submit revised application and materials in support of requested variances.

The materials included herein are provided in support of the minor variance application on behalf of MC Oakvillage GP Inc. (Minto Group) and serve to provide additional justification and information addressing the issues raised during the review process.

**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 substantially complete and currently undergoing initial occupancy; the 3 levels of underground parking are complete.



**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. Parking stall relief:

- Unit 14 (Levels A, B & C): 2.8 metre width; whereas 2.9 metres is required
- Unit 48 (Level A): Compact vehicle space, 2.6 metre width: whereas 2.9 metres is required
- V16, V24 (Level A) : 2.6 metre width; whereas 2.9 metres is required
- Units 21 to 49, 88, 89, V1 to V20 (Level A): A pipe obstruction along the perimeter of the parking garage, positioned approximately 1.0 metres to 2.0 metres above the slab grade and projecting approximately 0.3m from the wall, whereas By-law 2009-189 does not permit obstructions within a “parking space”
- Unit 114 (Level B): 2.6 metre width; whereas 2.9 metres is required
- Unit 116 (Level C): 2.6 metre width; whereas 2.9 metres is required

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 documents:

Parking Identification	Level	Comments
Unit 14	A, B & C	Surveyed width of Parking Space being 2.80m.  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 48	A	Compact Vehicle Only. Surveyed width of Parking Space being 2.60m.  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 2.60m.  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.”
Units 21 to 49, inclusive, and 88,89, V1 to V20, inclusive	A	A 0.3m diameter pipe obstruction located along the perimeter of the parking garage wall, positioned approximately 1.0 m to 2.0m above the slab grade and projecting approximately 0.3m from the wall.
Unit 114	B	Surveyed width of Parking Space being 2.60m.  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 2.60m.  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 Variances**

A total of 58 parking spaces within the development require a variance. Of these, 54 spaces are located on Parking Level 1 (Level A), while Parking Levels 2 (Level B) and 3 (Level C) each contain 2 affected spaces. The higher number of variances on Level 1 is primarily the result of structural and mechanical constraints that limit available space. Despite these conditions, the affected stalls remain functional and can accommodate standard passenger vehicles, as confirmed through site review and supporting documentation. It is noted that no space seeking a parking variance has been allocated to residents who have already purchased a unit and a parking space.

**Pipe Clearance**

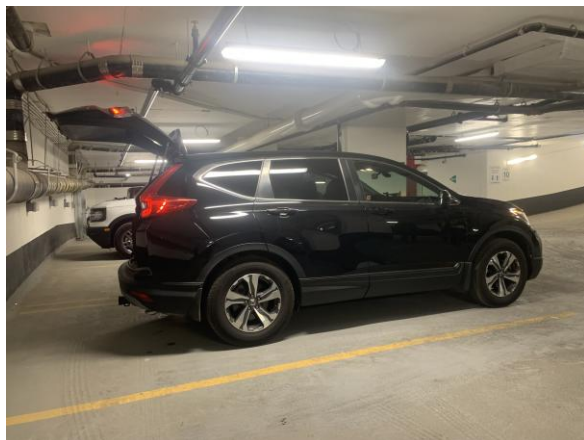
During the site visit, it was observed that the pipe height ranges between 1.2 metres and 2.02 metres from the finished floor elevation. The stalls most impacted by the reduced clearance are Unit 49 and Unit V5, while the least impacted stalls are Unit 21 and Unit V20.



**Parking Level A (P1) – Spaces V2 to V5**

**Photographic Demonstrations – Spaces V4 and V5**

Photographs have also been provided showing a Honda CR-V parked within Space V5 and a Range Rover Sport parked within Space V4. Both vehicles are shown with the trunk fully open and without encroachment into the drive aisle. These photographs confirm that a vehicle can reverse into the space and maintain full access to the trunk without obstruction. While this arrangement is suitable for loading and unloading smaller items that can be managed between adjacent vehicles, it is acknowledged that for larger items, drivers may instead choose to pull forward into the parking space and utilize the drive aisle to access the trunk.



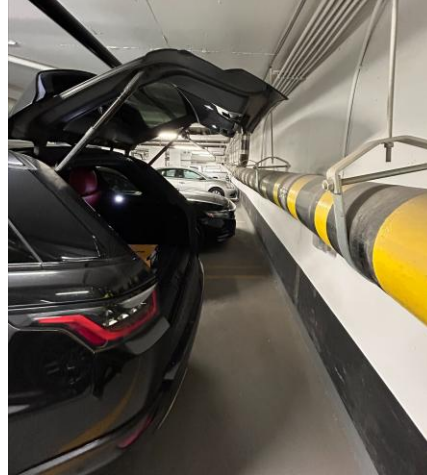
**Parking Level A (P1) – Space V5**



**Parking Level A (P1) – Space V4**



**Parking Level A (P1) – Space V5**



**Parking Level A (P1) – Space V4**

**Photographic Demonstrations – Spaces V23 and V24**

An image has been provided showing a Honda CR-V parked in Visitor Space 24 and a Range Rover Sport parked in Visitor Space 23 on Level P1 (A). Drivers were able to open their doors to enter and exit their vehicles without issue. The vehicles are positioned fronting away from the visitor spaces, as they were reversed into the stalls.



**Parking Level A (P1) Spaces V24 and V23**

**Compact Vehicle Designation – Space 48**

Space 48 on Level A (P1) has been designated as a “Compact Vehicle Space.” The updated Parking Memo from GHD includes the proposed signage to reflect this designation. Space 48 is included in the list of proposed variances seeking relief from Section 5.4.1.3 of the zoning by-law, as well as from the identified pipe obstruction.

**Purchaser Assignments**

A colour-coded plan has been prepared and provided, illustrating the assignment of parking spaces to existing purchasers. This plan confirms that no spaces impacted by the variances have been allocated to existing purchasers. For future sales, additional notice language regarding the affected spaces will be inserted into agreements of purchase and sale to ensure that purchasers are fully informed.

The following language is already included in Section 10 (i) (ii) of all existing and new Agreements of Purchase and Sale (APS):

*"The Purchaser further acknowledges and agrees that:*

*(ii) the relocation of the parking unit (if applicable) and storage unit (if applicable) to an area different from that shown to the Purchaser or shown on any plan; and*

*(ii) a reduction in the area or the existence of bulk heads, wiring, pipes, vents, fans and/or all utilities, services or columns that limit or reduce the size of a parking unit and/or storage unit, provided that the change meets or can in future be granted permission by a Governmental Authority to meet the requirements for a parking unit."*

In discussion with staff, where a future homeowner will be allocated a parking space requiring a variance through this application, future APS' will include the below language, to ensure all purchasers are advised in advance.

*"The purchaser acknowledges that the parking stall number XX allocated to the unit number XX located on XXX includes structural or mechanical components such as bulkheads, electrical wiring, piping, ventilation systems, fans, utility services, and/or structural columns which may impede on the usability and function of the parking space compared to those spaces without such encumbrances. The obstruction may limit spatial movement and may not be suitable for all vehicle types or sizes."*

**Conclusion**

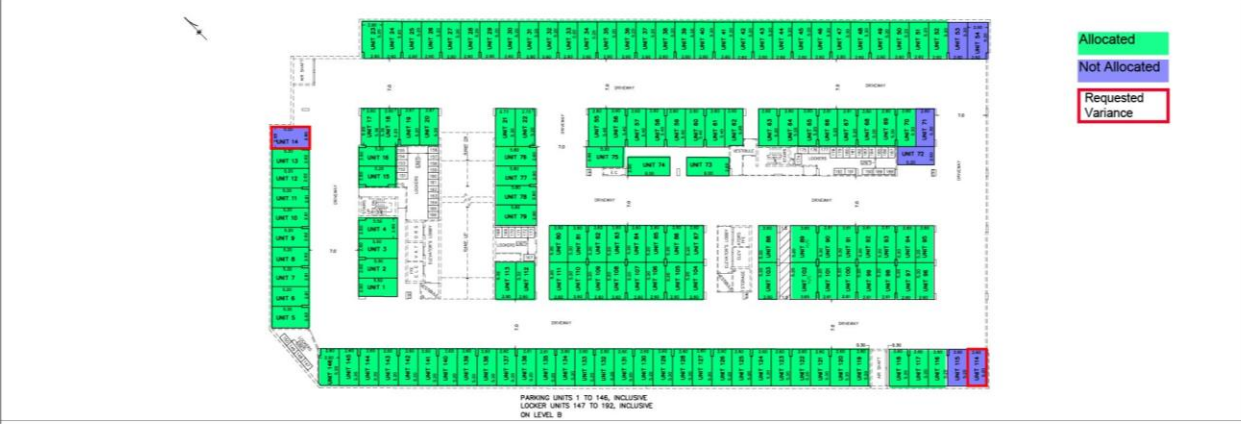
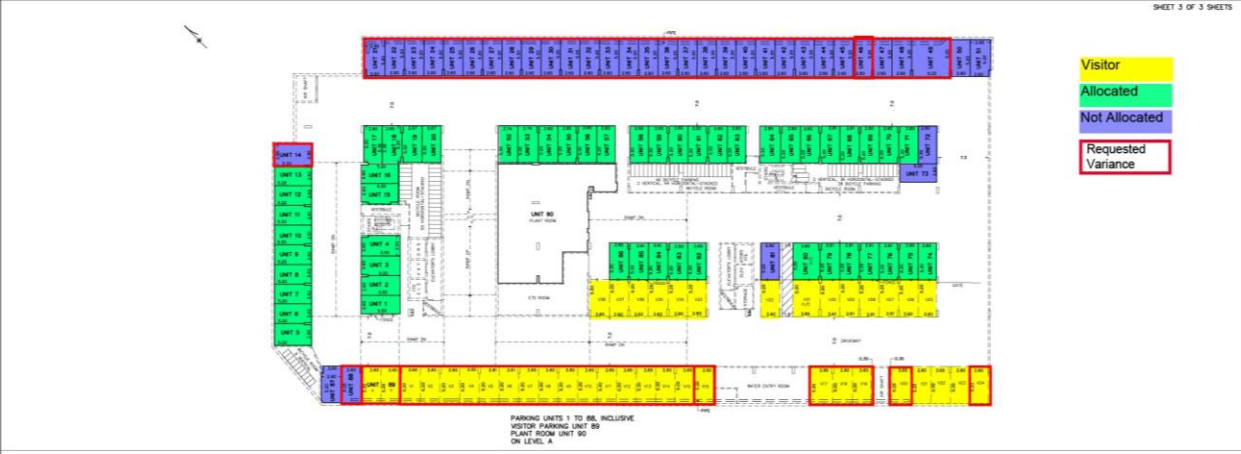
The proposed variances meet the four tests under the Planning act as they satisfy the general intent and purpose of both the Official Plan and the Zoning By-law. The variances are desirable for the appropriate development of the site as they will allow for efficient and practical use of the parking garage without compromising function or safety and are minor in nature as demonstrated through numerous on-site parking scenarios and supported by Traffic Assessment letter prepared by GHD.

Sincerely yours,

**KORSIAK URBAN PLANNING**

Catherine McEwan

SHEET 3 OF 3 SHEETS



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JOB No. 20-316  
CAD FILE No. 20-316-DR-PLAN-3020

12 September 2025

**Martin Chan**  
Transportation Engineer  
Transportation and Engineering  
Town of Oakville

**Re: Updated Assessment Letter in Support of Minor Variance**  
**24CDM-24009/1312 & A/060/2025**  
**Oakvillage Phase 4AB**  
**3079/3071 Trafalgar Road**

## **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. This assessment is intended to complement the minor variance justification letter prepared by Korsiak Urban Planning, dated September 2025.

The development is currently under construction with the underground parking complete. The minor variance is mainly being sought to respond to 0.3-meter diameter servicing pipes located along the exterior walls adjacent to parking spaces on the east and west side of the first level of underground parking, with heights ranging from 1.2 to 2.02 metres from finished floor elevation, projecting approximately 0.3 meters from the wall. In addition, variances are being sought to address the reduced width of a small amount of 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), as well as the corner parking spaces in which the variances are being sought for.

A parking allocation plan has been prepared in support of the Minor Variance Application and is included within the justification letter prepared by Korsiak Urban Planning. The plan delineates visitor spaces, allocated resident spaces, and resident spaces that remain unallocated. Importantly, all parking spaces that are the subject of the requested minor variance have not been assigned to residents who have already purchased a unit and a parking space.

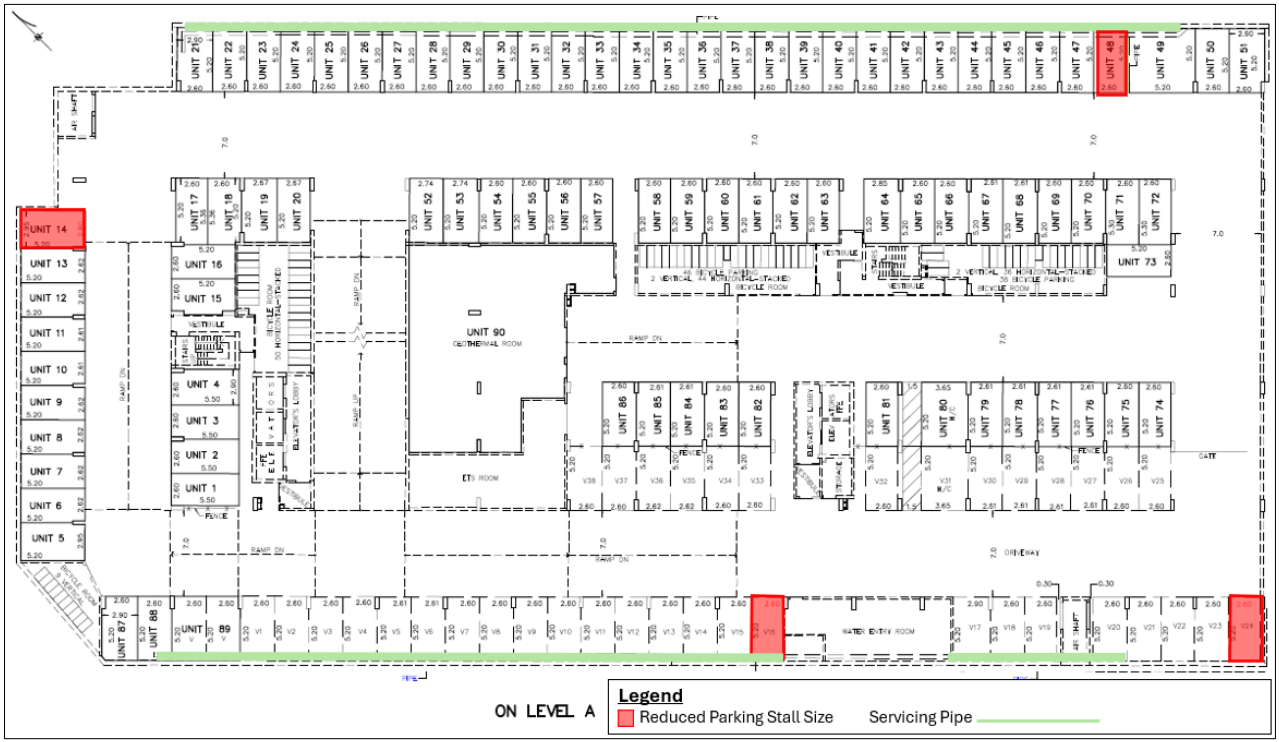


Figure 1 Proposed Site Plan (P1)

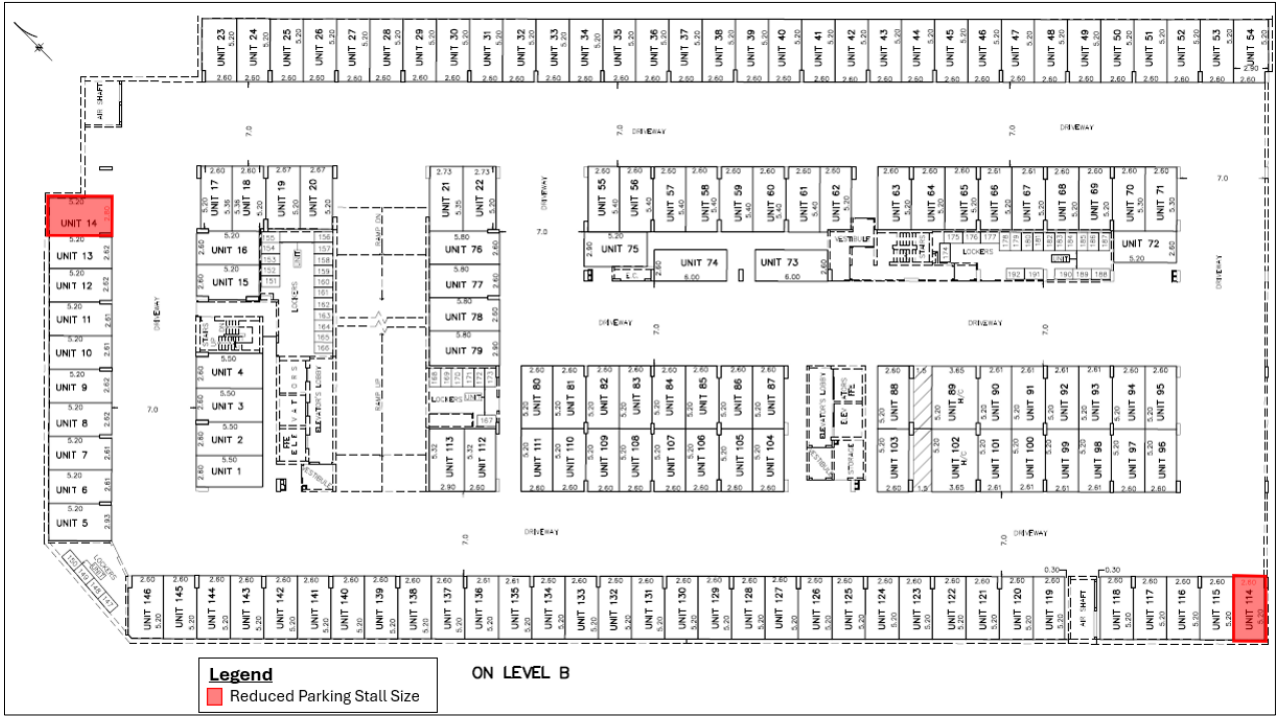


Figure 2 Proposed Site Plan (P2)



- V16, V24 (Level A), 2.6 metre width; whereas 2.9 metres is required
- Units 21 to 49, inclusive, and 88, 89, V1 to V20, inclusive, (Level A), a 0.3 m pipe obstruction along the perimeter of the parking garage, positioned 1 metre to 2.0 metres above the slab grade; whereas By-law 2009-189 does not permit obstructions within a “parking space”.
- Unit 114 (Level B): 2.6 metre width; whereas 2.9 metres is required
- Unit 116 (Level C): 2.6 metre width; whereas 2.9 metres is required

## **SITE VISIT**

Following an on-site meeting with Town staff on June 20, 2025 to review existing conditions subject to the minor variance, as well as initial review of submission material by staff, subsequent site visits were conducted on July 3<sup>rd</sup> and August 19<sup>th</sup> to capture photographs providing visual evidence that the parking spaces subject to the minor variance would remain functional.

## **PROPOSED VARIANCES**

### **Parking Stall Width Relief**

Relief is requested from the Town’s By-law requirement that parking space widths must increase by 0.3 metres if adjacent to a wall or similar obstruction. This variance is being requested to permit a reduced parking space width for a limited number of stalls that are located adjacent to a wall. The spaces have been reviewed and found to remain fully functional and accessible.

The variance applies to the following specific parking spaces:

- **Level A:** Units 14 and 48, V16 and V24
- **Level B:** Units 14 and 114
- **Level C:** Units 14 and 116

GHD has reviewed the impacted stalls and, based on available space and access conditions, confirms that the affected stalls remain fully functional. Photos are provided in **Appendix A** to demonstrate that drivers and passengers are able to comfortably enter and exit vehicles without restriction, even with the adjacent wall and/or pipes present. The spatial relationship between the parked vehicle and wall does not pose a safety concern or operational barrier.

Furthermore, GHD prepared swept path diagrams, provided in Appendix B, illustrating the vehicle movements associated with the parking spaces subject to the requested parking stall width relief. These diagrams support the analysis discussed in the following section.

### **Vehicle Swept Path Analysis**

GHD had previously completed a swept path assessment assuming a reduced drive aisle width using the TAC Passenger Vehicle (PTAC) in order to demonstrate that the reduced drive aisle width previously being sought would continue to function properly. This assessment is no longer required as a reduced parking aisle width is not being sought in the Minor Variance Application and the development will continue to maintain the required 7.0 metre drive aisle width throughout the garage.

Similarly, Town staff had previously requested that confirmation be provided to demonstrate that drivers have adequate sight to safely maneuver when entering and exiting the ramp. This requirement was also driven by the previously requested variance to reduce the drive aisle width and is therefore no longer applicable as the ramp configuration and drive aisle widths remain consistent with the Site Plan that was originally submitted with the SPA and approved by Town staff. However, as requested by Town staff to ensure additional safety, convex mirrors have been installed at the entrance of the P1 ramp within the completed parking garage.

The Passenger Vehicle (PTAC) 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.

“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.

While there are some larger full-size vehicles currently on the market that exceed the standard PTAC design vehicle length, they represent a small subset of the overall vehicle fleet and while popular in rural areas, still comprise a minority relative to the dominant mid-size SUV and crossover segment common in urban areas.

In practice, maneuvering paths for these larger vehicles may require additional reversing, larger turning radii, or minor encroachment into adjacent drive aisles, particularly however not limited to only constrained parking garage environments. Such movements are common not only in structured parking facilities but also in private residential garages and driveways, where spatial constraints often limit ideal turning geometry. However, these maneuvers are considered operationally acceptable given their infrequency, the low-speed environment in which they occur, and the driver's general familiarity with maneuvering larger vehicles. Most owners of extended SUVs or pickup trucks are accustomed to performing multi-point turns or aligning more deliberately within tighter spaces, and as such, these conditions are not expected to result in operational inefficiencies or safety concerns.

As demonstrated by the swept path drawings, the maneuvering of a PTAC vehicle into and out of each of the affected parking spaces using both forward and reverse movements can be completed without issue. The analysis confirms that no circulation constraints are anticipated, and the subject spaces are expected to function safely and efficiently within the existing layout.

As such, the requested variance is limited in scope and supported by both site observations and practical experience. These conditions are commonly encountered in structured parking environments and do not materially impact the usability of the spaces.

At present, none of the spaces requiring a minor variance have been allocated to residents who have already purchased a unit and parking space. All prospective tenants will be advised of their assigned space in advance.

### **Obstruction Relief**

Relief is requested from the Town's By-law requirement that parking spaces must be free of obstructions within their minimum required dimensions. While the By-law does not explicitly require a stall width increase due to a servicing pipe, the pipe technically encroaches into the parking space, prompting the need for relief from the minimum required clear dimensions.

Importantly, no changes have been made to shift the parking spaces away from the wall, and the structural columns remain in their original, fully compliant location, situated outside of the parking stall envelope. The presence of the servicing pipe while technically within the stall does not materially impact the usability or maneuverability of the space.

The variance applies to the following specific parking spaces:

- **Level A:** Units 21 to 49, 88, 89, V1 to V20

In GHD's professional opinion, the proposed parking spaces remain fully functional and practical for users. As discussed during the June 20 site meeting with Town staff and in response to comments received, subsequent site visits were conducted on July 3<sup>rd</sup> and August 19<sup>th</sup> to collect photographic evidence confirming that the servicing pipes do not interfere with vehicle clearance or door operation. These photos are provided in Appendix C. It should be noted that the overall parking space dimensions continue to

comply with the Town's zoning standards, and the minor variance is being sought solely as a precaution due to the technical encroachment of the pipe into the parking space envelope.

In consultation with staff, it should be noted that the pipes will be covered with cushioning material and high-visibility yellow stripping as shown in the following figure.



**Figure 4 Proposed High Visibility Yellow Stripping**

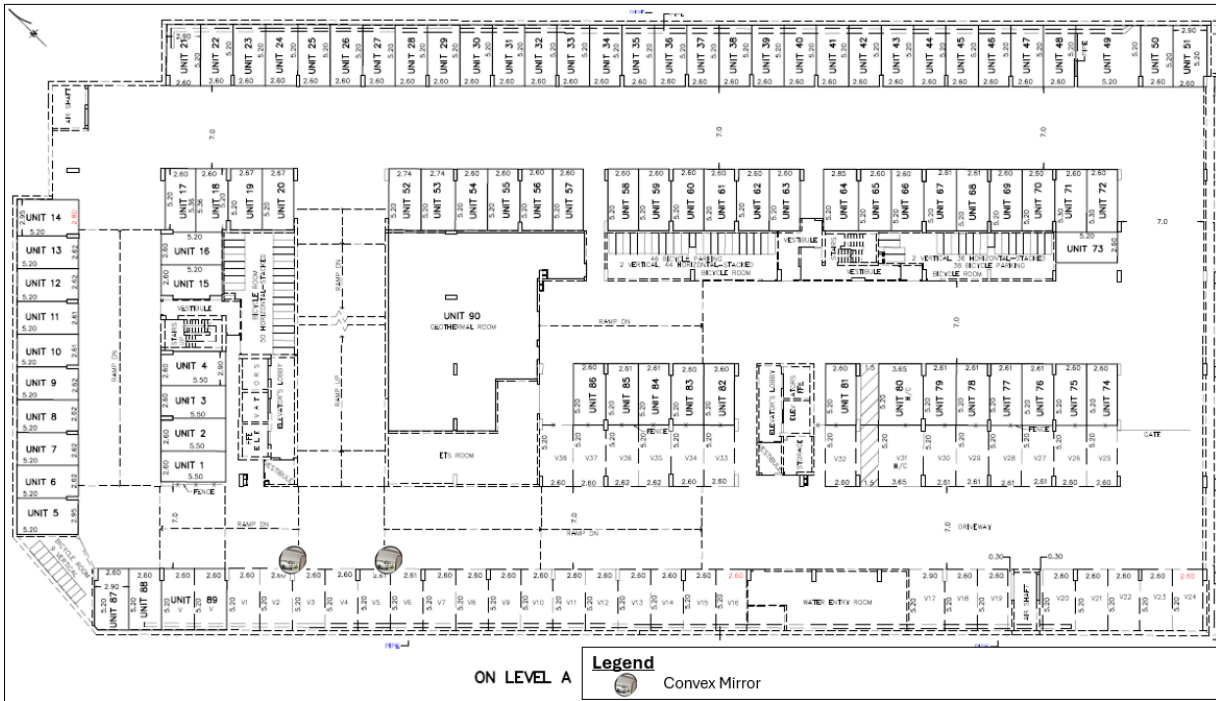
The design of these parking spaces have been reviewed on-site to ensure functional usability. Considering that the parking aisles adjacent to these spaces has been maintained at 7 metres, a swept path analysis demonstrating the number of turn required to enter or exit these parking spaces is not required as they conform to the Town's Zoning-Bylaw requirement and the maneuverability in and out of these spaces is not impacted by the requested variances.

As such, the variance is minor, reasonable and does not impact the safety, efficiency, or accessibility of the parking area. The proposed condition reflects a common and manageable design scenario in structured parking facilities.

It should be noted that none of the spaces requiring a minor variance have been allocated to residents who have already purchased a unit and parking space. All prospective tenants will be advised of their assigned space in advance.

#### **CONVEX MIRROR LOCATION**

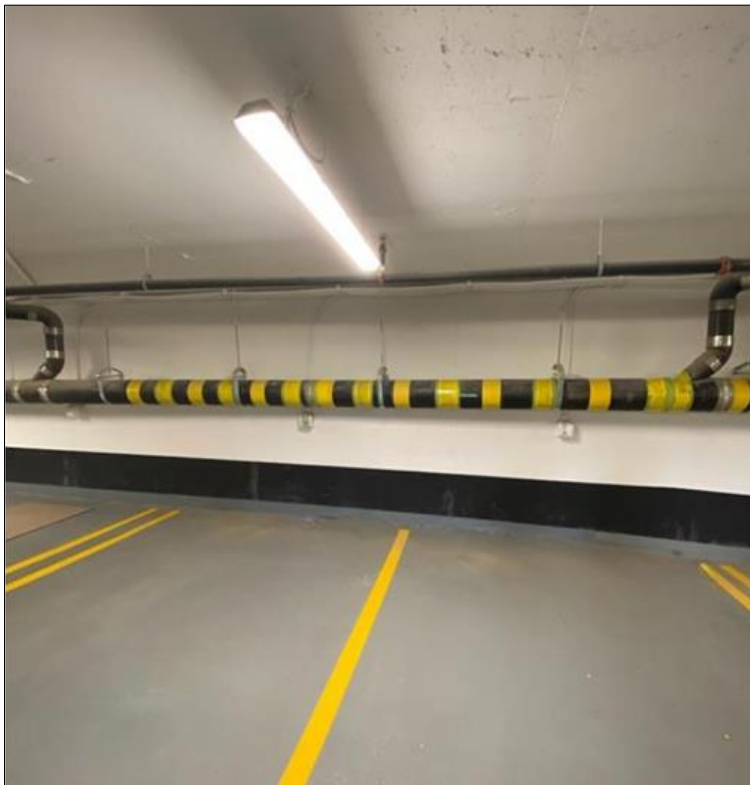
In response to the staff comment to provide plans showing the location of convex mirrors, we acknowledge that this is no longer a requirement for the associated variance as a variance is no longer being sought to reduce the drive aisle width. However, at staff's request convex mirrors will be installed as shown on the following figure for Parking Levels A, B and C at the bottom of the ramps to reduce the risk of conflict of vehicles turning in and out of the ramps. While Parking Level A is shown below, both Parking Levels B and C are similar with the convex mirrors located in the same location.



**Figure 5** Proposed Convex Mirror Locations on P1, P2 & P3

**EV CHARGING STATIONS**

As requested, the location of the proposed energized outlets has been reviewed with respect to existing overhead infrastructure and the feasibility of installing future wall-mounted electric vehicle (EV) charging units. The attached photo illustrates the presence of a horizontal pipe running along the rear wall of the parking space, situated above the outlets.



**Figure 6** Location of Energized Outlets Relative to the Pipe

The energized outlets are mounted beneath the pipe, and the pipe will be clearly marked with high-visibility yellow stripping to alert users to its presence. The outlets themselves are installed flush to the wall at an

accessible height suitable for Level 2 EV charger connections and are positioned to minimize any protrusion into the parking envelope or interference with parking maneuvers.

For reference, a comparable application can be found at the nearby OV3 site at 335, 345 & 349 Wheat Boom Drive. As seen in **Figure 7**, a Leviton Level 2 wall-mounted chargers have been installed using a similar configuration. These units are compact, low-profile, and specifically designed for space-efficient deployment in structured parking facilities. Each Level 2 charger includes an integrated control module, cable management system, and a standard plug, which connects directly to the energized outlet.



**Figure 7** Installed Leviton Level 2 Wall Mounted Charger

The EV charging unit is mounted flush to the wall, and the charging cable is stored neatly using the built-in holster, avoiding loose cords or obstructions. Importantly, the horizontal pipe located above the outlet does not impede the installation of the charger. There is ample vertical clearance between the top of the charger and the underside of the pipe, allowing full operation and maintenance access without conflict.

The placement of the energized outlet, combined with the compact nature of modern charging equipment, ensures that motorists will be able to access, plug in, and remove the charger safely and efficiently. The pipe above does not obstruct user access to the plug, the cable, or the charger body.

### **Response to Staff Comments – Signage and Mitigation Measures**

In response to staff's request to show design details for signage and mitigation measures within the parking facility, the following items are confirmed:

#### **1. Warning signage to alert drivers of reduced parking space**

Warning signage will be installed at the entry to affected stalls to notify motorists of potential clearance constraints due to the pipe and/or reduced width. Signage will use high-contrast visuals (e.g., black-on-yellow or equivalent) and clear messaging such as "Caution: Watch Overhead Clearance" for spaces that have an obstruction and "Caution: Reduced Side Clearance" for spaces with reduced width as shown in the following figure. In addition, a sign for space 48 will be provided ("Caution: Compact Vehicle Space") identifying it as a parking space for compact vehicles. This sign is provided in **Figure 10**.



Figure 8 Example Warning Sign for Pipe



Figure 9 Example Warning Sign for Narrow Stalls



Figure 10 Example Warning Sign for Parking Space 48

## 2. Restricting signage for specific vehicles

Restricting signage for certain vehicle types is not proposed with the exception of space 48. Given the variety of vehicle sizes in the general passenger fleet and the infrequency of clearance issues in practice, applying formal restrictions would be impractical and potentially confusing to users.

Moreover, the stalls have been designed to accommodate the PTAC design vehicle, which already reflects the upper range of typical passenger vehicles which was validated by the site visit and photos.

## 3. Physical protection guards, yellow stripping, or barriers for exposed pipes

All exposed horizontal piping in proximity to vehicle manoeuvring areas will be wrapped with high-visibility yellow stripping, as previously illustrated in **Figure 6**, with additional protective covering proposed on select pipes as discussed with Town Staff for additional safety.

Additionally, select exposed pipes located adjacent to parking spaces 48 and 49 will be fitted with a protective covering with high-visibility yellow stripping designed to prevent vehicle damage and reduce the risk of potential personal injury in the event of incidental contact.

#### **4. Protective wraps for structural columns**

No longer applicable as there is no longer a variance being sought for reduced drive aisles which would have required columns encroaching into the parking space and the need for protective covering. There are no structural columns adjacent to the subject stalls that present a conflict. This item is therefore not proposed as part of the mitigation strategy.

#### **5. Wheel stops under servicing pipes**

The installation of wheel stops within the parking stalls is not recommended. While intended to prevent vehicle encroachment, wheel stops are vehicle specific depending on individual vehicle overhang lengths and therefore can significantly reduce the effective stall length and compromise the usability of the parking space for a wide range of vehicles. In structured parking facilities, wheel stops can often result in constrained turning movements and increased difficulty for drivers when entering or exiting stalls.

Moreover, wheel stops pose maintenance and operational challenges, including trip hazards for pedestrians, obstruction to cleaning equipment, and potential damage to vehicle undercarriages.

#### **6. Familiarity with parking spaces**

In addition to the physical mitigation measures, each tenant will be assigned a designated parking space. This ensures tenants become familiar with their specific space and the manoeuvres required to access it, including any limitations or constraints associated with that location.

At present, none of the spaces requiring a minor variance have been allocated to residents who have already purchased a unit and parking space. All prospective tenants will be advised of their assigned space in advance by inserting the below warning clause into all future Agreements of Purchase and sale:

“The purchaser acknowledges that the parking stall number XX allocated to the unit number XX located on level XXX includes structural or mechanical components such as bulkheads, electrical wiring, piping, ventilation systems, fans, utility services, and/or structural columns which may impede on the usability and function of the parking space compared to those spaces without such encumbrances. The obstruction may limit spatial movement and may not be suitable for all vehicle types or sizes.”

#### **7. Neighbourhood information map**

Before this condominium can be registered, Draft Plan of Condominium Condition #7 requires that a Neighbourhood Information Map be prepared to the satisfaction of the Town’s Director of Planning and Development. This plan will be distributed to all prospective purchasers and will illustrate:

- the location and type of nearby parks, open space/valley lands, and walkways,
- a general description of the proposed recreational facilities,
- surrounding existing and planned development,
- the public transit system, and
- the active transportation network.

The Neighbourhood Information Map will also include the following warning clause:

“Not all vehicle types can be accommodated within the underground parking garage. Prospective purchasers are advised to confirm with the builder whether the unit and parking space they intend to purchase is suitable for their particular vehicle. Purchasers acknowledge that some parking spaces may be affected by structural or mechanical elements, such as bulkheads, electrical wiring, piping, ventilation systems, fans, utility services, and/or structural columns. These features may encroach into the parking space, thereby reducing its functionality compared to spaces without such encumbrances. Such obstructions may limit maneuverability and may render certain parking spaces unsuitable for larger or certain types of vehicles. Any affected parking spaces will be identified at the time of purchase.”

In cases where offers of purchase and sale have already been executed, the owner is required to provide a letter to purchasers including the above statements. At this time, no parking spaces affected by structural or mechanical encumbrances have been sold; therefore, this condition will apply on a go-forward basis to all future sales.

## 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.

To respond to Staff requests and to aid in enhancing vehicle safety, visibility and minimize potential conflicts, convex mirrors will be installed at the bottom of the ramps to assist vehicles exiting and entering the underground ramps.

To further protect the servicing pipes from potential vehicle contact, it is recommended that high-visibility yellow stripping be applied along the length of the pipe to act as a clear visual deterrent. In addition, warning signage should be installed above the pipe to alert drivers to its presence. Signage should also be provided at each reduced width parking space to advise drivers to use caution when maneuvering and exiting their vehicles.

Regards



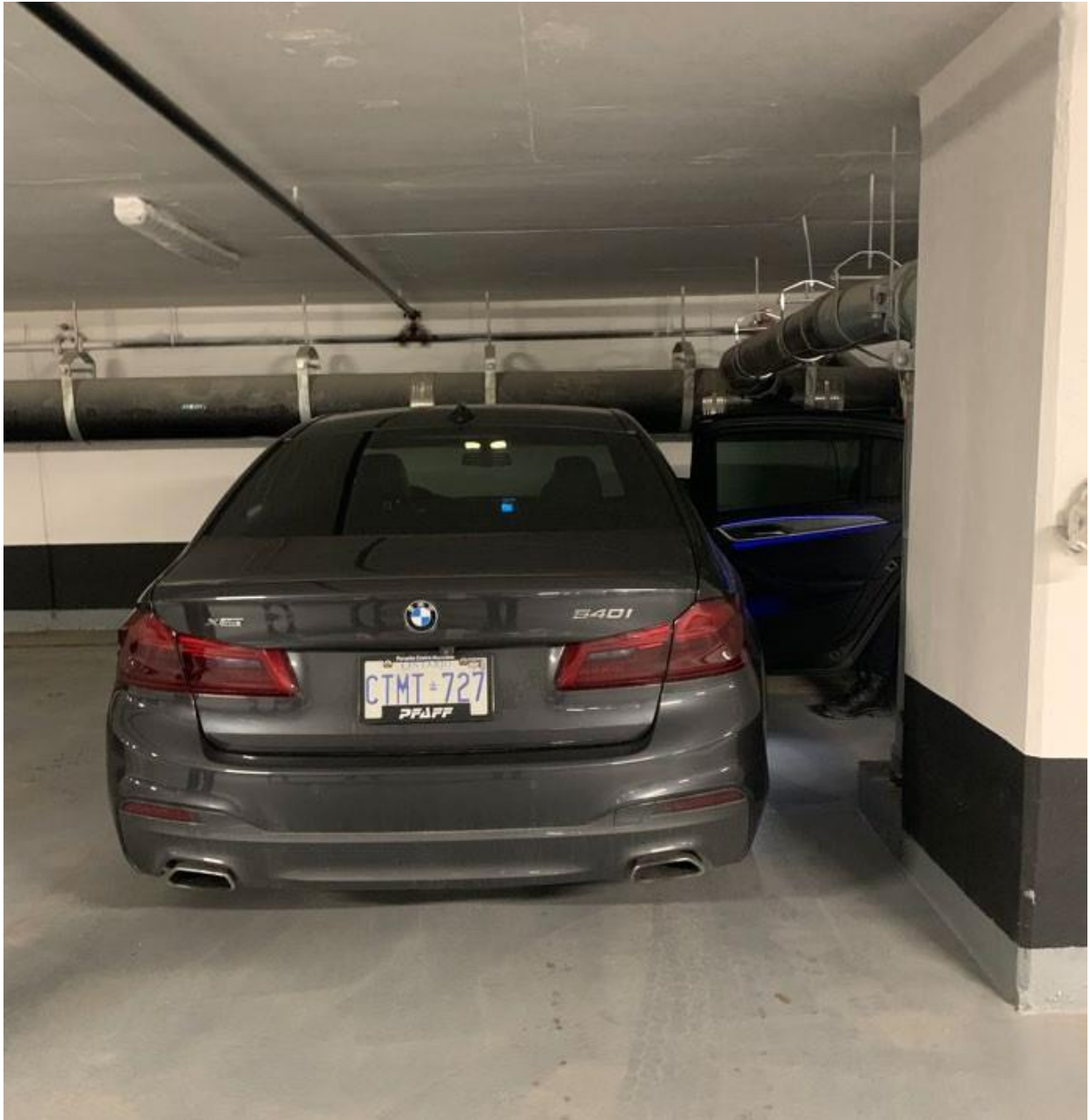
**Rafael Andrenacci, B. Eng,**  
Transportation Planner



**William Maria, P. Eng.**  
Transportation Planning Lead

# **APPENDIX A**

**PHOTOS OF PARKING SPACES SUBJECT TO MINOR  
VARIANCE FOR PARKING STALL WIDTH RELIEF**



Parking Level A – Space 48  
Vehicle parked with passenger side rear door open on  
side with pipe obstruction



Parking Level A – Space 48 and 49  
Vehicle backed into Space 48 with driver side door  
open to side with pipe obstruction



Parking Level A – Space 48

Vehicle backed into space with drivers side door open  
to side with pipe obstruction



Parking Level A - Space V23 and V24  
Vehicles parked in both spaces with driver side access  
shown for both vehicles

# **APPENDIX B**

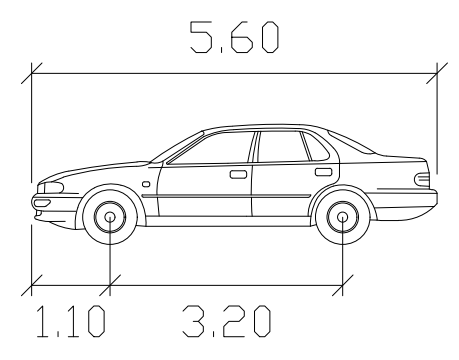
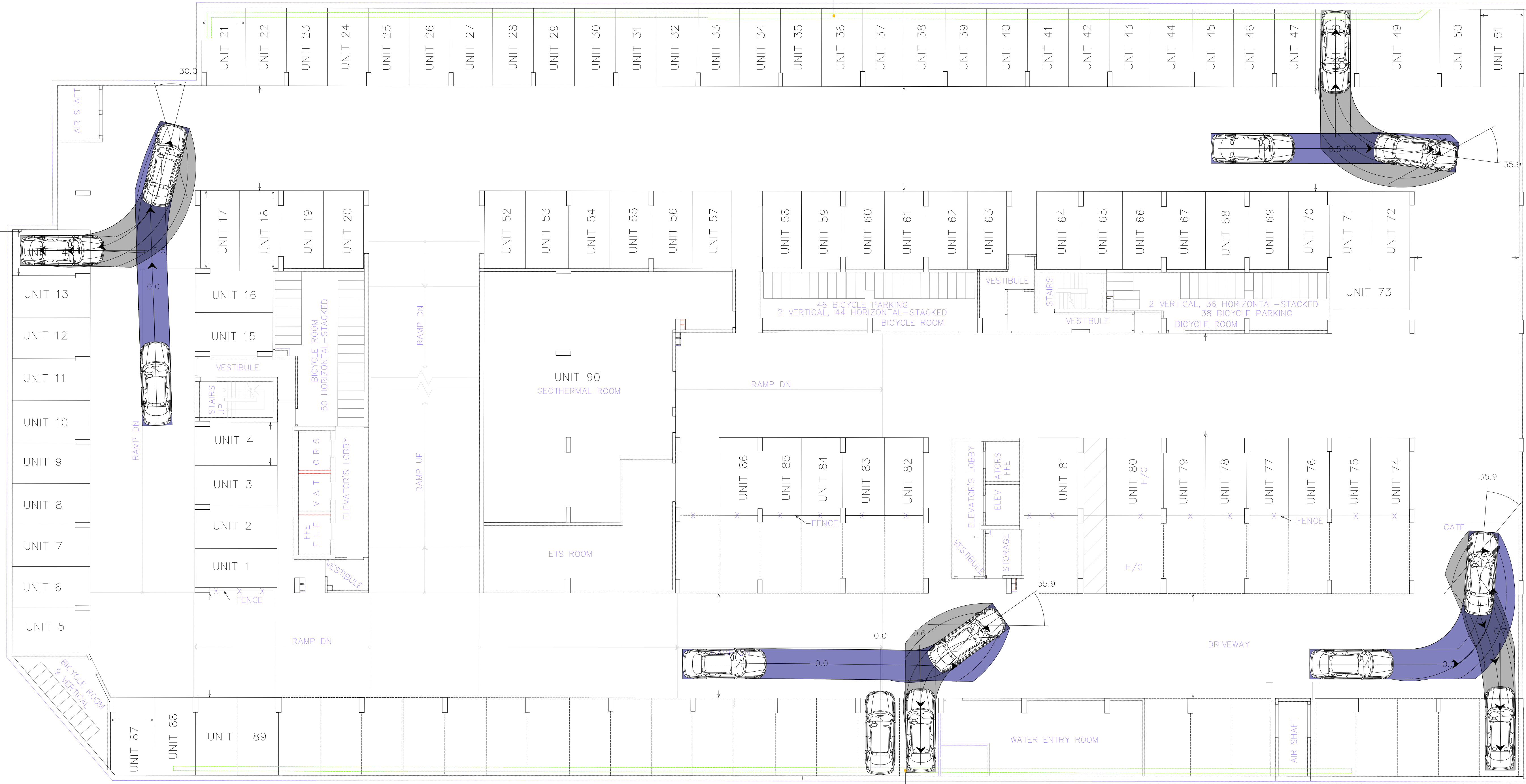
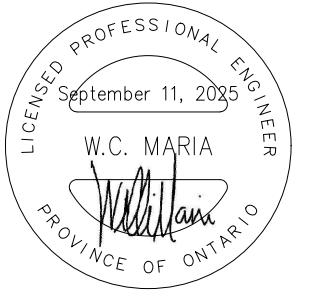
**SWEPT PATH DRAWINGS OF PARKING SPACES  
SUBJECT TO MINOR VARIANCE FOR PARKING STALL  
WIDTH RELIEF**



www.ghd.com

GHD Ltd.  
100 Milverton Drive, Suite 404  
Mississauga, Ontario L5R 4H1 Canada  
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Width : 5.60 meters  
Track : 1.10 meters  
Lock to Lock Time : 3.20 seconds  
Steering Angle : 35.9 degrees

No.	Issue	Checked	Approved	Date
3	Third Submission	W.M	W.M	9/11/25
2	Second Submission	W.M	W.M	7/10/25
1	First Submission	W.M	W.M	1/22/25

Author	V.C	Designer	V.C
Drafting Check	W.M	Design Check	W.M
Project Manager	W.M	Project Director	W.M

Client: Minto Group

Project: Oakville Phase 4AB

Date: July 10, 2025 Scale: NTS

Project No.:

Title: VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (REVERSE - INBOUND) Size: ANSI D Status Code:

Sheet No. AT-101 of

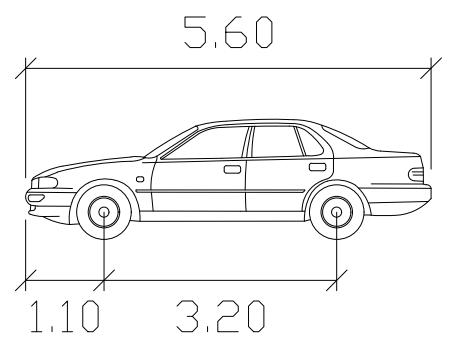
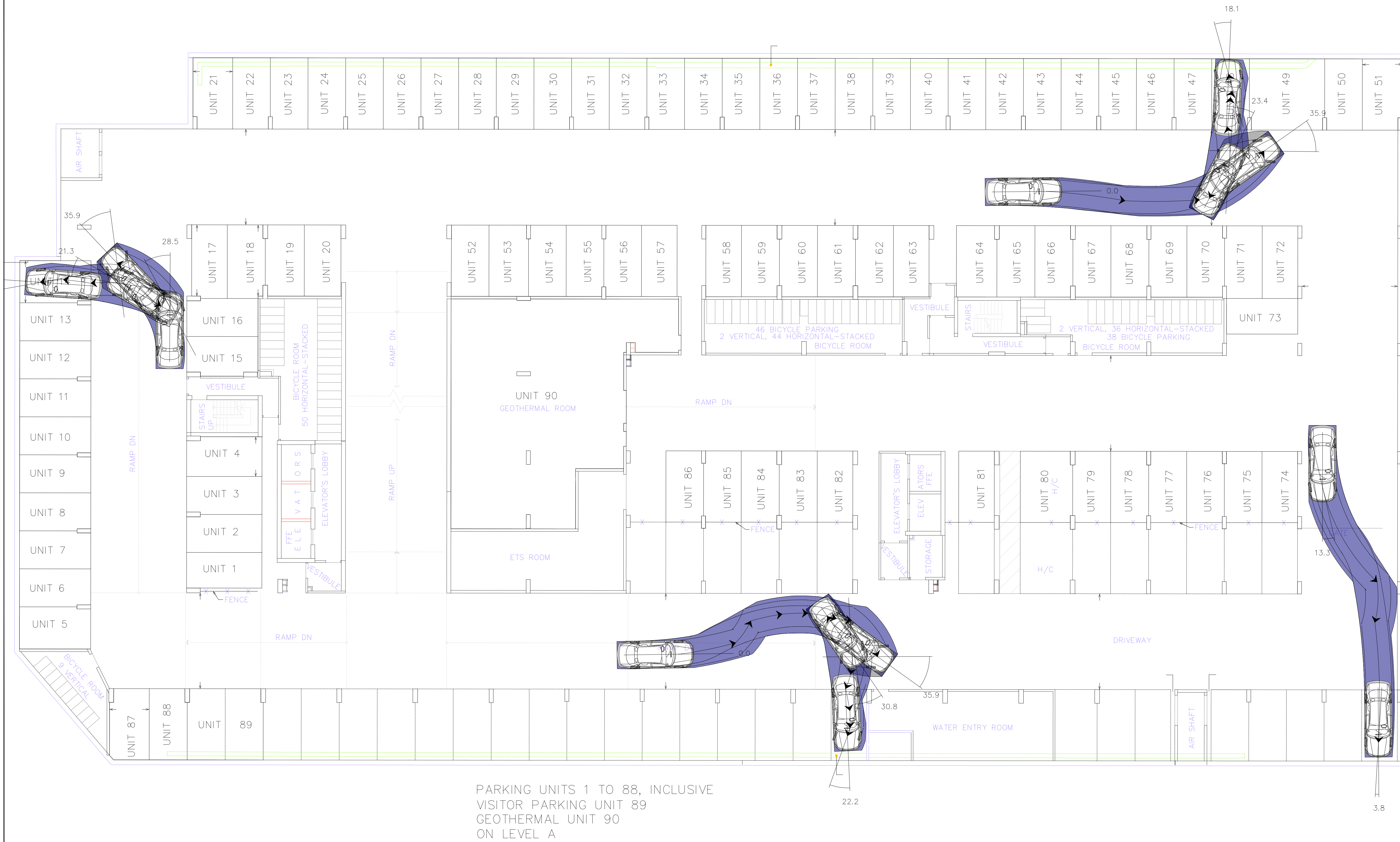
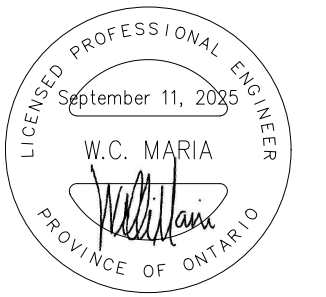
PARKING UNITS 1 TO 88, INCLUSIVE  
VISITOR PARKING UNIT 89  
GEOTHERMAL UNIT 90  
ON LEVEL A



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

3	Third Submission	W.M	W.M	9/11/25
2	Second Submission	W.M	W.M	7/10/25
1	First Submission	W.M	W.M	1/22/25
No.	Issue	Checked	Approved	Date

Author	V.C	Designer	V.C
Drafting	W.M	Design	W.M
Check	W.M	Check	W.M
Project Manager	W.M	Project Director	W.M

Client  
**Minto Group**

Project  
**Oakville Phase 4AB**

Date July 10, 2025 Scale NTS

Project No. .

Title **VEHICLE MANEUVERING DIAGRAM - PASSENGER VEHICLE (FORWARD - INBOUND)** Size ANSI D

Status Code

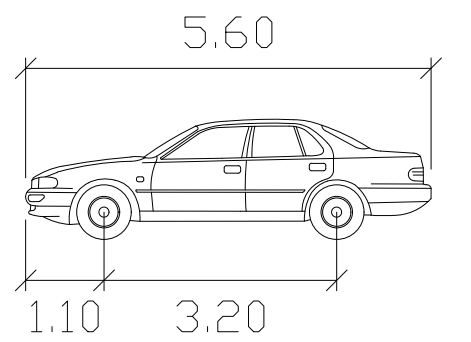
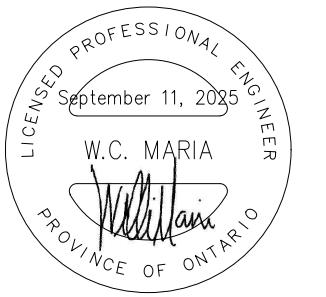
Sheet No. **AT-102** Sheet of



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

3	Third Submission	W.M	W.M	9/11/25
2	Second Submission	W.M	W.M	7/10/25
1	First Submission	W.M	W.M	1/22/25
No.	Issue	Checked	Approved	Date

Author	V.C	Designer	V.C
Drafting	W.M	Design	W.M
Check	W.M	Check	W.M
Project Manager	W.M	Project Director	W.M

Client: Minto Group  
Project: Oakville Phase 4AB

Date: July 10, 2025 Scale: NTS

Project No.:

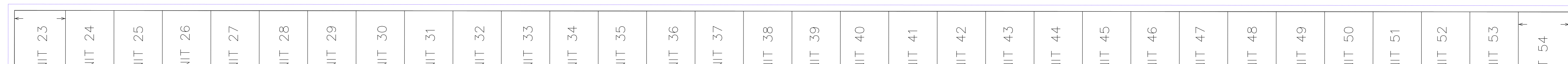
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Size: ANSI D  
Status Code:

Sheet No. AT-103 of



PARKING UNITS 1 TO 88, INCLUSIVE  
VISITOR PARKING UNIT 89  
GEOTHERMAL UNIT 90  
ON LEVEL A

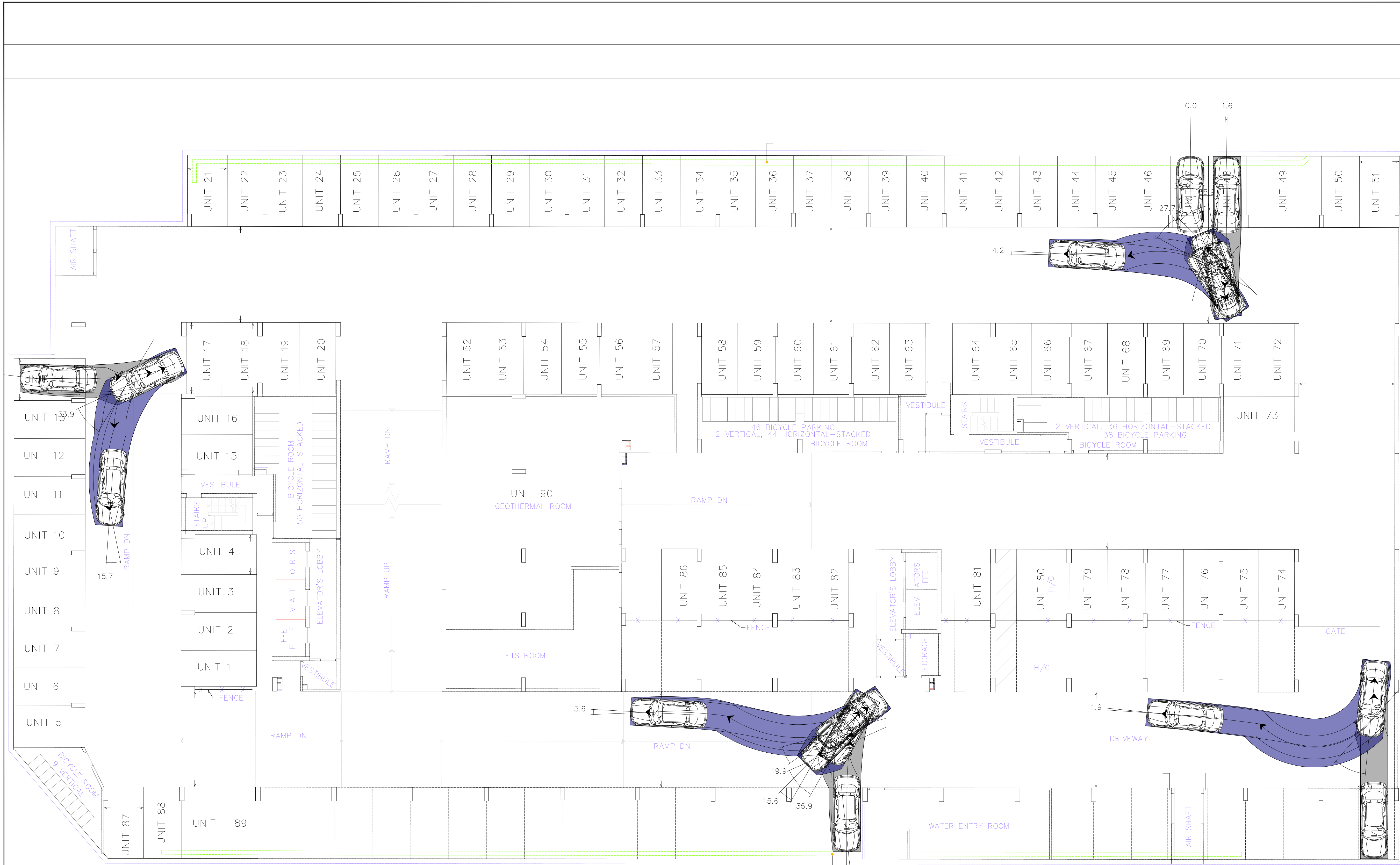
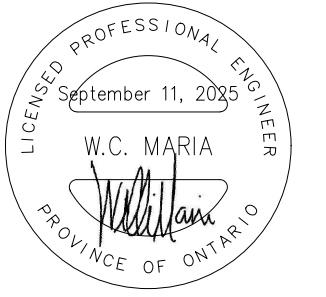




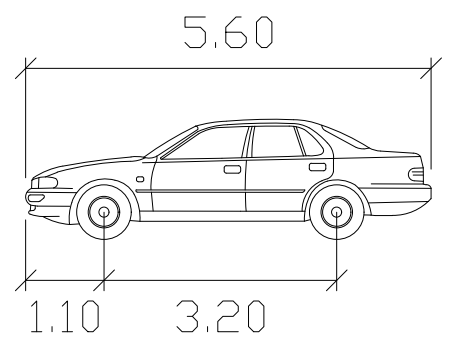
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PARKING UNITS 1 TO 88, INCLUSIVE  
VISITOR PARKING UNIT 89  
GEOTHERMAL UNIT 90  
ON LEVEL A



Width : 5.60 meters  
Track : 1.10  
Lock to Lock Time : 3.20  
Steering Angle : 35.9

3	Third Submission	W.M	W.M	9/11/25
2	Second Submission	W.M	W.M	7/10/25
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No.	Issue	Checked	Approved	Date

Author	V.C	Designer	V.C
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Project Manager	W.M	Project Director	W.M

Client: Minto Group  
Project: Oakville Phase 4AB

Date: July 10, 2025 | Scale: NTS

Project No.:

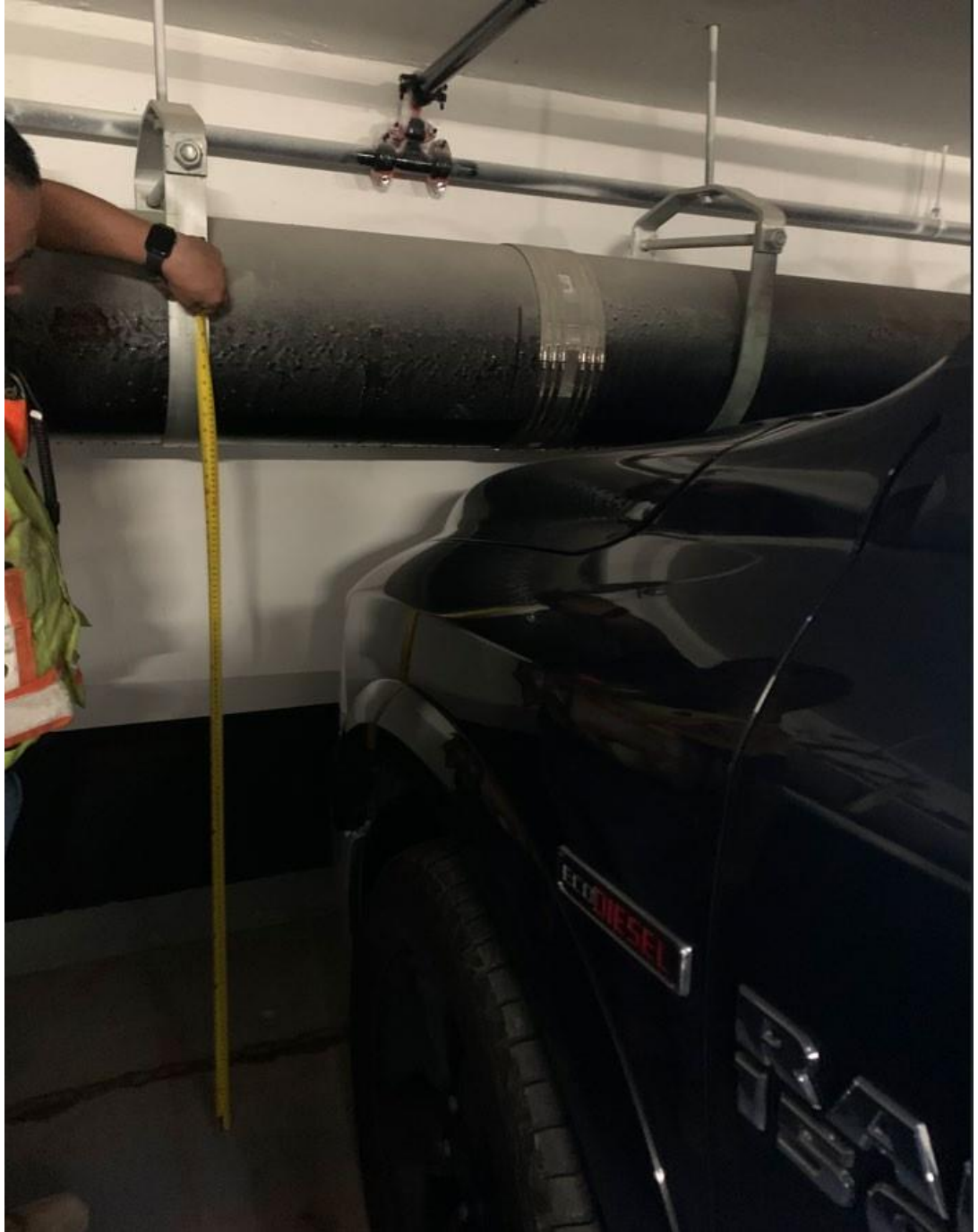
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Size: ANSI D  
Status Code:

Sheet No. AT-104 of

# **APPENDIX C**

**PHOTOS OF PARKING SPACES SUBJECT TO  
OBSTRUCTION RELIEF**



Parking Level A – Space 49

Ram 1500 parked in space against the wall under the  
pipe



Parking Level A – Space 47 and 48  
Vehicles parked in spaces clear of pipe including Ram  
1500



Parking Level A – Space 47 and 48

Sedan and Jeep parked with front side clearance to the  
pipe



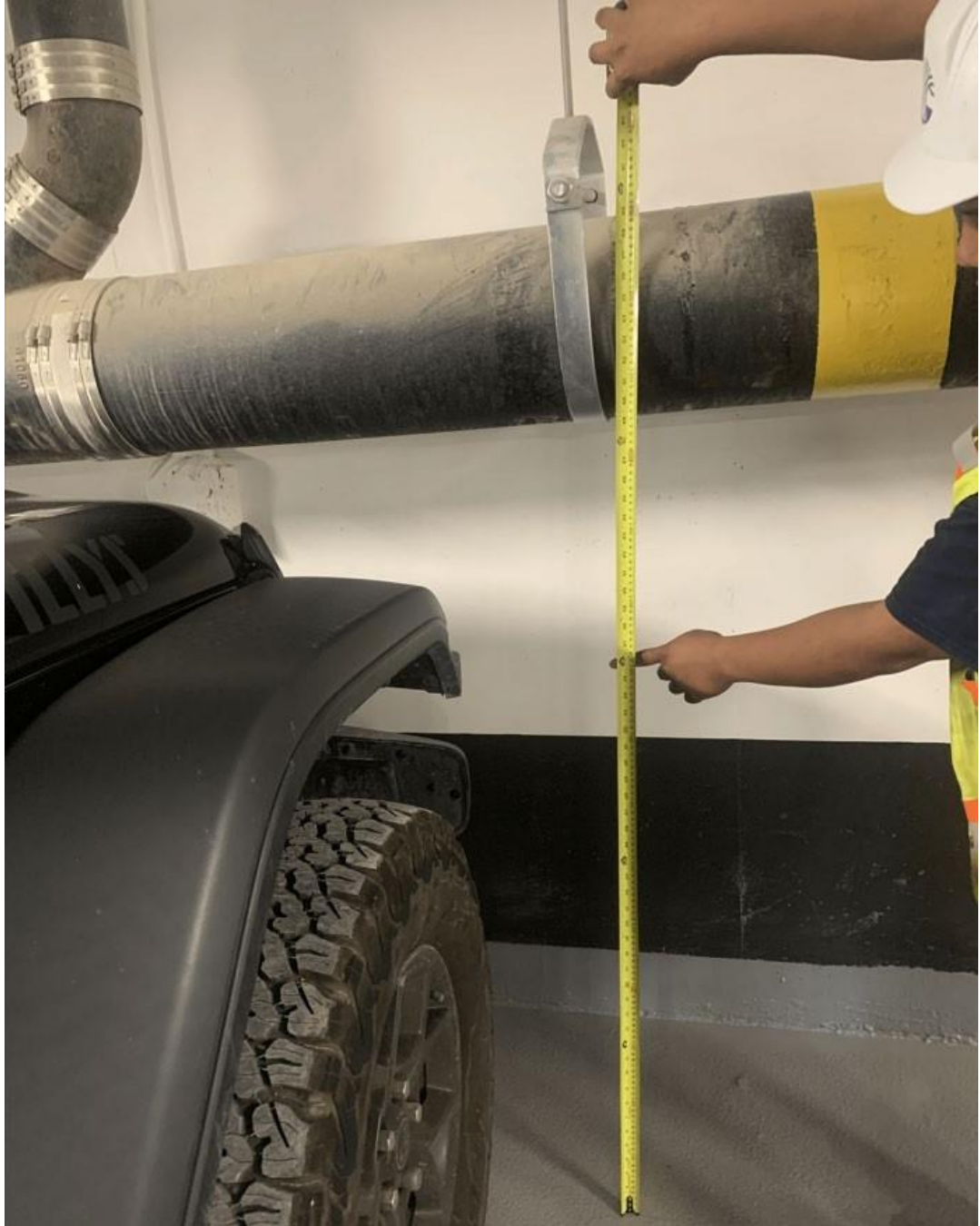
Parking Level A – Space 49

Jeep parked with front side clearance to the pipe



Parking Level A – Space 48

Vehicle backed into parking space with trunk open



Parking Level A – V5

Jeep parked in space showing clearance to pipe with pipe height of 1.24 metre from ground



Parking Level A – Between V4 and V5  
Jeep and sedan parked in space showing clearance to  
pipe with pipe height at its lowest of 1.24 metre from  
ground



Parking Level A – V4

Vehicle clearance to pipe with pipe height at its lowest  
of 1.24 metre from ground



Parking Level A – V4

Vehicle backed into space showing clearance to pipe with pipe height at its lowest of 1.24 metre from ground with trunk able to open and close unencumbered



Parking Level A – V5

Showing clearance to pipe for a Jeep with pipe height  
at its lowest of 1.24 metre from ground



Parking Level A – V5

Showing clearance to pipe for a Jeep with pipe height  
at its lowest of 1.24 metre from ground



## Parking Level A – V5

Honda CRV reversing into parking space with trunk open and pip height at its lowest of 1.24 metre from ground



Parking Level A – Space 30

Sedan reversed into parking space showing clearance  
from the pipe with trunk open



Parking Level A – Space 30

Sedan reversed into parking space showing clearance  
from the pipe with truck open and driver side doors  
open



Parking Level A – V5

CRV reversed into parking space showing clearance  
from the pipe with truck open



## Parking Level A – V6

Sedan parked in space showing clearance from the top of hood to pipe



## Parking Level A – V4

Range Rover parked in space showing trunk open  
and clearance from the pipe



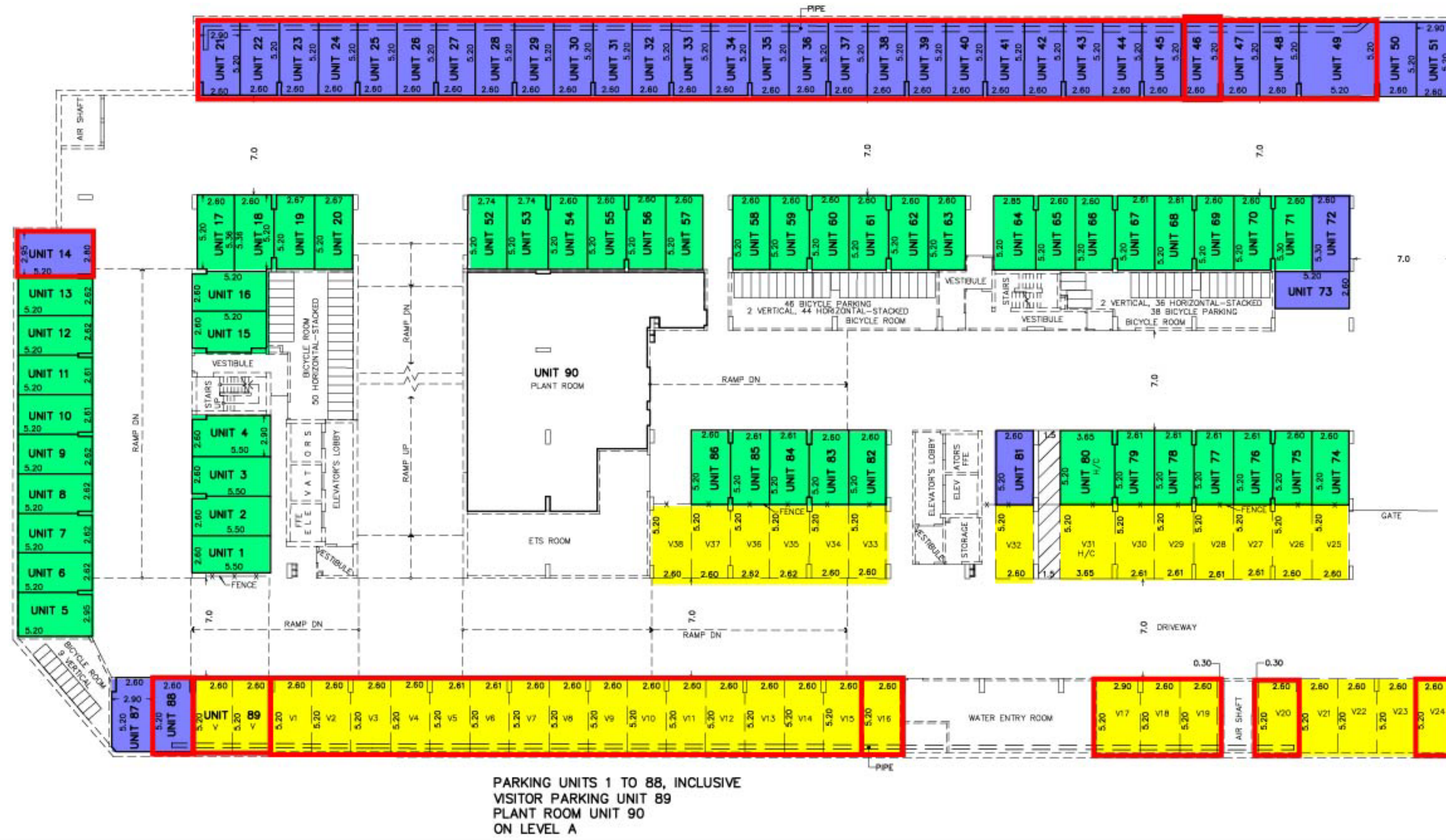
## Parking Level A – Space 33

Dodge Ram 1500 Pick-up parked in space showing clearance from the top of hood to pipe

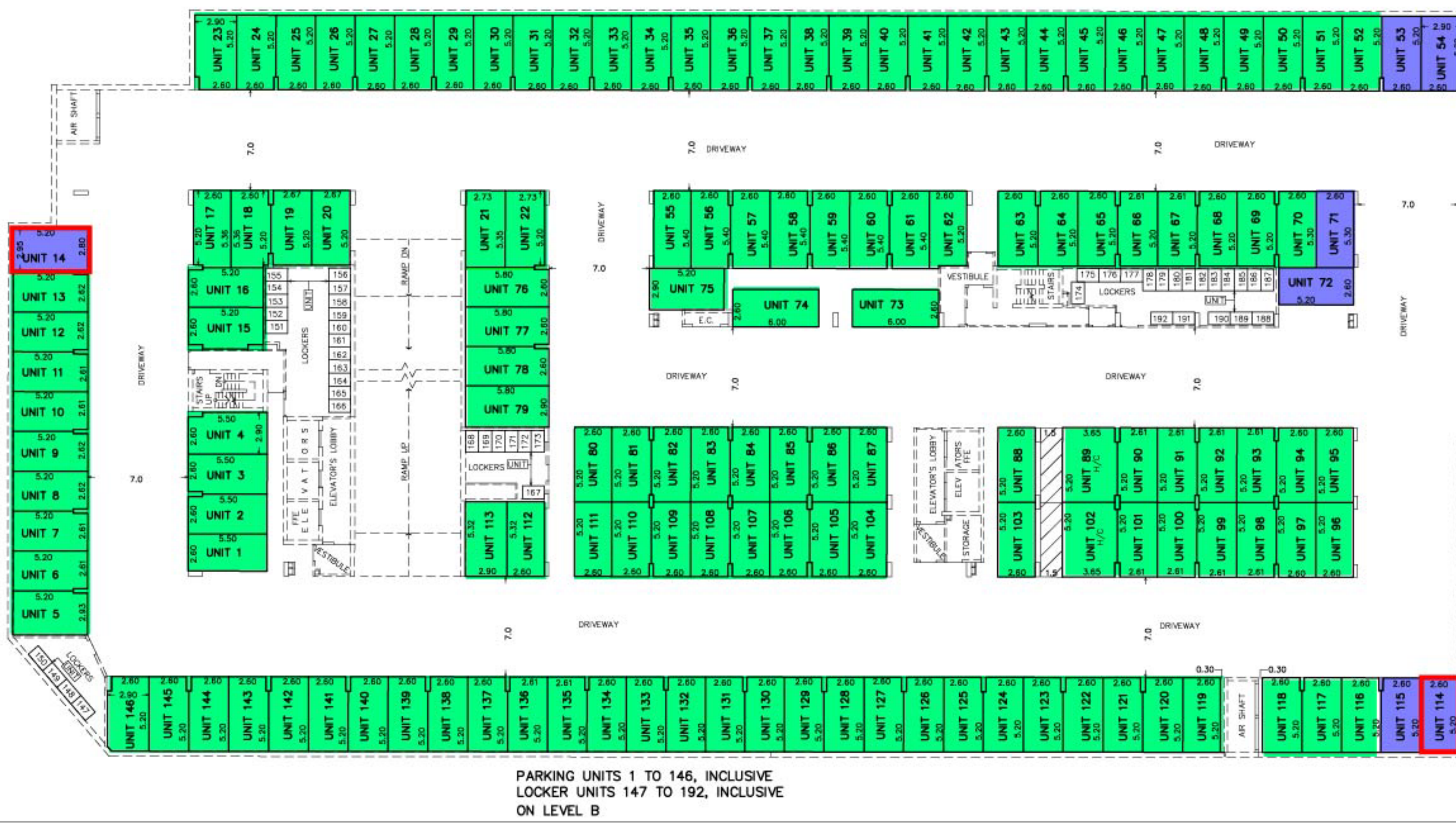


Parking Level A – Space 33

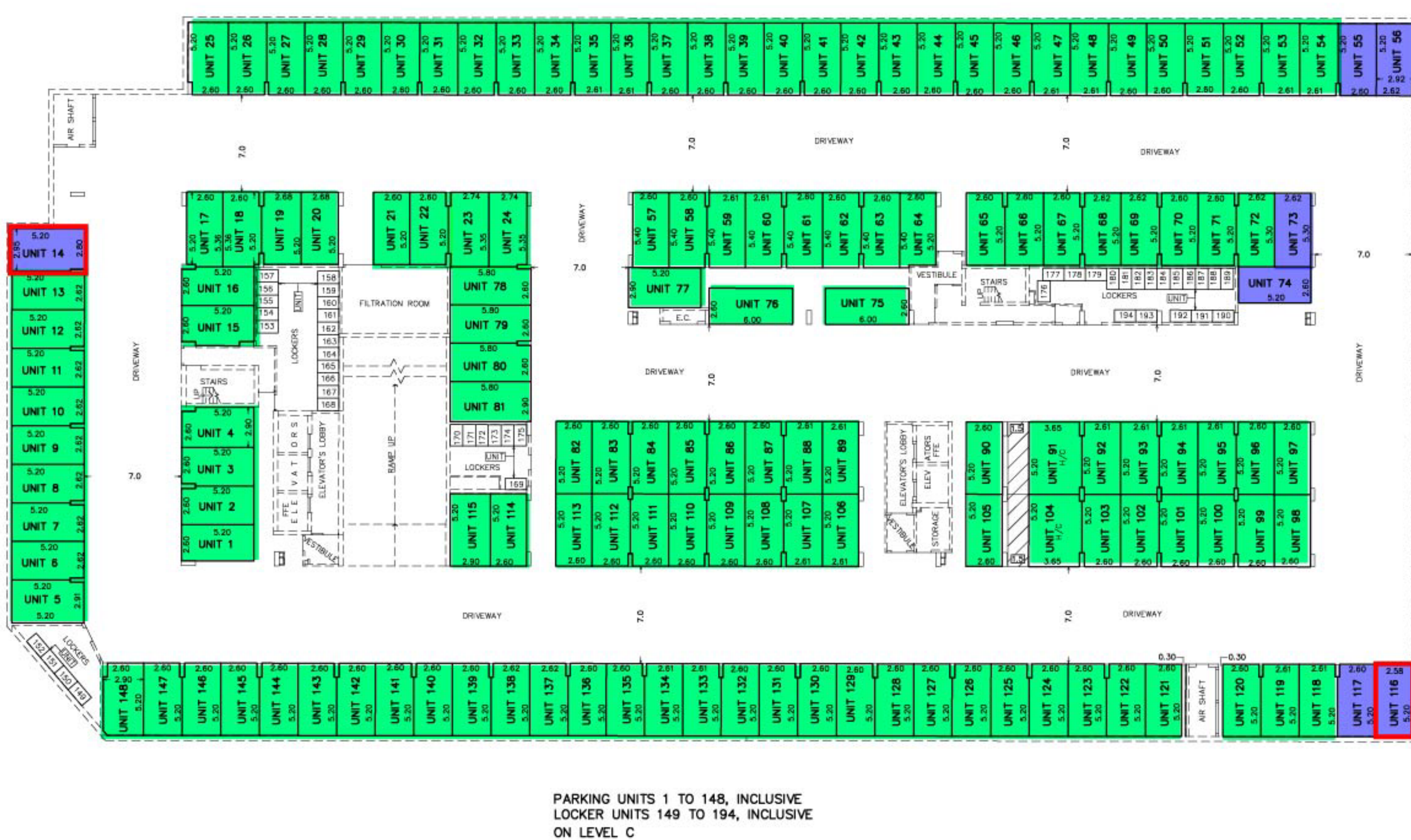
Dodge Ram 1500 Pick-up reversed into space showing clearance from the top truck bed to pipe



- Visitor
- Allocated
- Not Allocated
- Requested Variance



- Allocated
- Not Allocated
- Requested Variance



- Allocated
- Not Allocated
- Requested Variance

September 10th, 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:

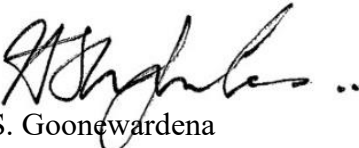
1. R-PE Surveying Ltd., O.L.S. are the surveyors for the Declarant, and we have been retained to assist the Declarant in the development and registration of the Condominium on the Real Property.
2. All parking spaces have been delineated as per the approved drawings and that all parking spaces comply 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 2.80m.  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 48	A	Compact Vehicle Only. Surveyed width of Parking Space being 2.60m.  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
V16 and V24	A	<p>Surveyed width of Parking Space being 2.60m.</p> <p>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.”</p>
Units 21 to 49, inclusive, and 88,89, V1 to V20, inclusive	A	<p>A 0.3m diameter pipe obstruction located along the perimeter of the parking garage wall, positioned approximately 1.0m to 2.0m above the slab grade and projecting approximately 0.3m from the wall.</p>
Unit 114	B	<p>Surveyed width of Parking Space being 2.60m.</p> <p>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.”</p>
Unit 116	C	<p>Surveyed width of Parking Space being 2.60m.</p> <p>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.”</p>

DATED AT City of Vaughan, this 10<sup>th</sup> day of September, 2025.

R-PE Surveying Ltd.



S. Goonewardena  
Ontario Land Surveyor

