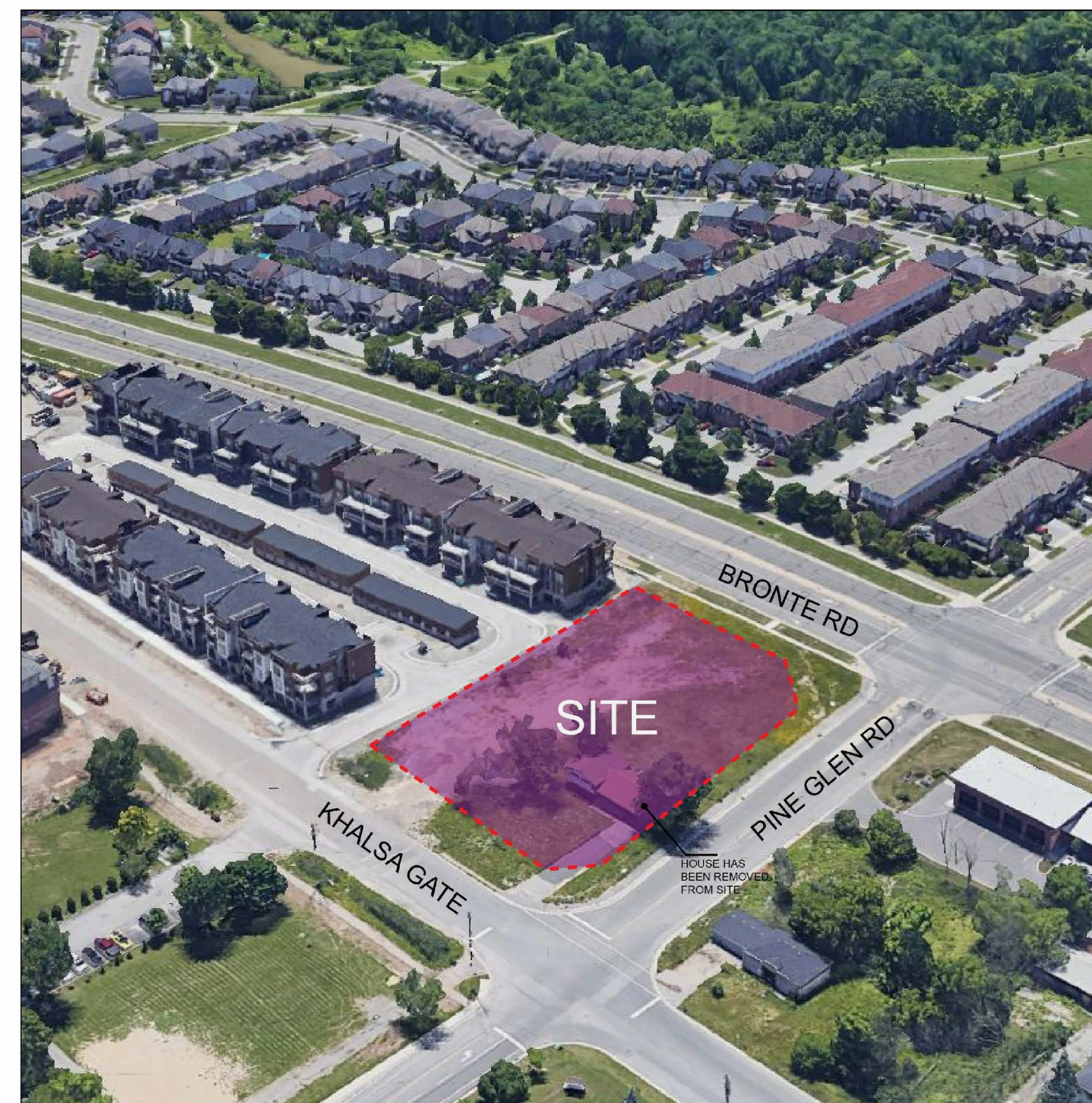


1 CONTEXT PLAN 1
A0.01 SCALE: 1 : 1500

PROJECT SITE



2 CONTEXT PLAN 2
A0.01 SCALE: NTS



3 AERIAL VIEW
A0.01 SCALE: NTS

DEVELOPMENT STATISTICS			
<i>m - Denotes Meters</i>		<i>min - Denotes Minimum</i>	
<i>sm - Denotes Square Meters</i>		<i>max - Denotes Maximum</i>	
PROJECT DATA			
Municipal Address:	3020 Pine Glen Rd (2418 Khalsa Gate), Oakville, Ontario		
Proposed Use :	Residential - 10 Storey Building		
Proposed GCA:	25,114.00 sm		
Proposed Residential Area:	21,791.00 sm	At Grade Condition:	
Proposed Commercial Area:	584.00	Ground Floor Area (GCA)*	2,991.00 sm
Total	22,375.00	* Building Footprint	
Net Floor Area	22,376.00 sm		
FSI	3.99		
Lot:	Lot 31, Concession 1, South of Dundas Street		
Lot Area:	5,522.40 sm		
<i>Note: Part 1 Plan 20R-21552 has not been transferred to the city. If the land is to be transferred in the future, the area is to be revised.</i>			
Lot Frontage at Khalsa Gate:	58.780 m		
Lot Frontage at Khalsa/Pine Glen Daylight Triangle:	9.565 m		
Lot Frontage at Pine Glen Road:	67.531 m		
Lot Frontage at Pine Glen/Bronte Daylight Triangle:	22.396 m		
Lot Frontage at Bronte Road:	43.978 m		
Lot Frontage at adjacent property:	91.700 m		
Established Grade:	150.06 m CDG (Canadian Geodatic Datum)		
Finished Floor Residential Grade:	151.30		
Finished Floor Commercial Grade (along Khalsa):	151.30		
No. of Storeys Proposed:	10		
Building Height:	35.49 m		
<i>Note: The building height is calculated from the established grade to the tallest point of the roof, excluding the mechanical penthouse, as per section 4.6.4 of the Zoning By-Law 2014-014</i>			
BREAKDOWN OF PROJECT DATA BY COMPONENTS			
RESIDENTIAL UNIT MIX		UNITS ABOVE AND BELOW 75 sm	
Unit Type	Unit Count		
1 Bedroom Type (68%)	222	Below 75 sm	321
2 Bedroom Type (32%)	108	Above 75 sm	9
3 Bedroom Type (0%)	0		
	TOTAL:		TOTAL: 330
AMENITY			
PROVIDED	sm		
Indoor Amenity Provided:	911.00		
Ground Level Indoor Amenity	911.00		
Outdoor Amenity Provided:	1146.00		
Ground Floor Outdoor Amenity	933.00		
Level 2 Outdoor Amenity	213.00		
PARKING SPACE			
REQUIRED	Prk.Spaces	PROVIDED	Prk.Spaces
Total Parking Spaces Required:	357	Total Parking Spaces Provided:	360
Residential - 0.80 space per unit (for units under 75sm)	257	Residential	317
Residential - 1.05 space per unit (for units above 75sm)	10	Shared Parking (Visitor / Commercial / Short Term)	43
Visitor - 0.2 per unit	66		
Commercial - 1 per 24sm	24	Shared Parking Breakdown	
		Shared Parking - Total number of spots:	43
Total Parking Spaces Required with Shared Parking:	353	Short-Term Parking	3
Residential - 0.80 space per unit (for units under 75sm)	257	Visitor/Commercial - shared designation	40
Residential - 1.05 space per unit (for units above 75sm)	10		
Shared Parking (Visitor/Commercial) - 322 units / 584sm	86		
Barrier Free Parking Spaces Required:	2	Barrier Free Parking Spaces Provided:	2
Residential	0	Residential	0
Visitor	1	Visitor / Commercial	2
Commercial	1		
<i>Note 1: Parking Spaces will be provided from the lowest Underground Level (P2) to the Ground Floor; where parking will be on the surface</i>			
<i>Note 2: Commercial and Visitor parking spots will have a shared designation. With this rational 86 spots will be provided.</i>			
<i>Note 3: 4 Barrier Free parking spots are provided. These 2 spots are designated for visitor/commercial use.</i>			
<i>Note 4: Number of parking spaces equipped with EVSE is to be determined.</i>			
<i>Note 5: The total number of residential parking spaces proposed is a rate of 1 per unit, based on 330 units.</i>			
BICYCLE PARKING SPACE			
REQUIRED		PROVIDED	
Total Bike Parking Spaces Required:	30	Total Bike Parking Spaces Provided:	31
Residential (Long-Term)	21	Residential (Long-Term)	21
Visitor (Short-Term)	7	Visitor / Commercial (Short-Term)	10
Commercial (Short-Term)	2		
<i>Note 1: Bike Parking Spaces will be provided on the Ground Floor and the first Underground Level (P1)</i>			
<i>Note 2: Visitor / Commercial bike parking will be provided on the Ground Floor (10 spaces) and the Residential spots will be allocated on the first Underground Level (21 spaces)</i>			

CLIENT
MAPLELANDS DEVELOPMENTS



3123 RICHVIEW BLVD.
OAKVILLE, ONTARIO
L6M 0B8

FILE NUMBER
1431.004/02

ISSUED

No.	DATE	DESCRIPTION
1	2016/11/25	ISSUED FOR SPA
2	2017/02/02	ISSUED FOR SPA
3	2017/09/05	ISSUED FOR SPA
4	2021/12/07	ISSUED FOR SPA
5	2023/06/03	ISSUED FOR SPA

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IBI GROUP ARCHITECTS (CANADA) INC.
7TH FLOOR - 55 ST. CLAIR AVE. W.
TORONTO, ONTARIO M4V 2Y7
tel: (416) 595-1500 fax: (416) 595-0544
ibigroup.com

ARROW

SEAL



PROJECT
3020 PINE GLEN
(FORMERLY KNOWN AS
2418 KHALSA GATE)
OAKVILLE, ONTARIO





SHEET TITLE
**CONTEXT PLAN +
AERIAL PHOTO +
SITE STATISTICS**

DRAWN BY: CHKD' BY: DATE: SCALE:
Author Checker 2022/06/03 N/A

PROJECT NO: DWG NO.
135157 A0.01

ISSUED

No.	DATE	DESCRIPTION
1	2016/11/25	ISSUED FOR SPA
2	2017/02/02	ISSUED FOR SPA
3	2017/09/05	ISSUED FOR SPA
4	2021/12/07	ISSUED FOR SPA
5	2023/06/03	ISSUED FOR SPA

- SITE LEGEND**
-  PEDESTRIAN ENTRY ACCESS
 -  PEDESTRIAN EXIT ACCESS
 -  VEHICULAR TRAFFIC
 -  5.0m MAXIMUM FRONT & FLANKAGE YARDS

- ZONING NOTES**
- A 10.5m MINIMUM INTERIOR SIDE YARD SETBACK (ALONG THE SOUTHERN PROPERTY LINE) IS REQUIRED FOR THE PORTION OF THE BUILDING ABOVE GRADE WITHIN 40m FROM THE FRONT LOT LINE (BRONTE ROAD) - THIS PROPOSAL IS IN COMPLIANCE
 - A 12m MINIMUM INTERIOR SIDE YARD SETBACK (ALONG THE SOUTHERN PROPERTY LINE) IS REQUIRED FOR THE PORTION OF THE BUILDING ABOVE GRADE WITHIN 40m FROM THE FRONT LOT LINE (KHALSA GATE) - THIS PROPOSAL IS IN COMPLIANCE
 - THE BUILDING CAN BE SETBACK A MAXIMUM OF 5m ALONG THE FRONT AND FLANKAGE YARDS, APPLIED TO THE FIRST 12m OF THE BUILDING. THIS DOES NOT APPLY TO BRONTE ROAD
 - 37% OF THE FRONTAGE ALONG PINE GLEN IS PERMITTED TO HAVE ANCILLARY RESIDENTIAL USES (common indoor areas located within a building which are accessible, designed for, and intended primarily for access, dining or recreational purposes for the occupants of a building and includes stairs, lobbies, elevators, mechanical facilities, storage, and facilities for a concierge) - THIS PROPOSAL IS IN COMPLIANCE
 -> CURRENTLY SHOWING 18.725m OF FRONTAGE (32% PINE GLEN PROPERTY LINE FRONTAGE)
 - 15% OF THE FRONTAGE ALONG KHALSA GATE IS PERMITTED TO HAVE ANCILLARY RESIDENTIAL USES - THIS PROPOSAL IS IN COMPLIANCE
 -> CURRENTLY SHOWING 0m OF FRONTAGE (0% PINE GLEN PROPERTY LINE FRONTAGE)

- MAIN WALL PROPORTIONS**
- THIS PROPOSAL COMPLIES WITH THE MAIN WALL PROPORTION REQUIREMENTS ON THE SITE. THE MAIN WALLS, MEASURED AT THE GROUND FLOOR, DEMONSTRATE THAT MORE THAN 75% OF THE WALL LENGTH ORIENTED TOWARDS THE FRONT LOT LINE (KHALSA GATE) AND THE FLANKAGE LOT LINE (PINE GLEN) IS WITHIN THE MINIMUM AND MAXIMUM FLANKAGE YARDS.

MAIN WALL PROPORTIONS CALCULATION

LOT LINE	TOTAL WALL AREA FACING LOT LINE	WALL AREA WITHIN SETBACK	PCT (%)
KHALSA GATE (FRONT LOT LINE)	35.09m	32.97m	93.9%
PINE GLEN ROAD	54.95m	54.95m	100%

GENERAL NOTES

DRAWINGS ARE PREPARED BASED ON BOUNDARY PLAN AND TOPOGRAPHICAL SURVEY OF LOT 31 IN THE CITY OF OAKVILLE, AS PREPARED BY A.T. MCLAREN LIMITED AND DATED NOVEMBER 9, 2016 & JULY 12, 2019.

DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' DRAWINGS AND REPORTS.

ESTABLISHED GRADE

THE ESTABLISHED GRADE ACROSS THE SITE IS CALCULATED TO BE 150.06m.

ESTABLISHED GRADE CALCULATION

CENTRE POINT OF EACH LOT LINE ABUTTING A ROAD:
 BRONTE ROAD: 148.70m
 PINE GLEN ROAD: 150.18m
 KHALSA GATE: 151.30m
 $450.18m / 3 = 150.06m$

MAXIMUM HEIGHT

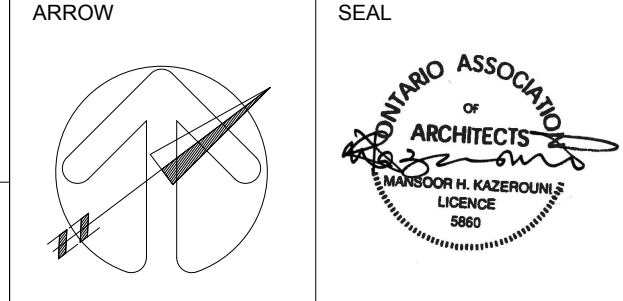
THIS PROPOSAL IS IN COMPLIANCE WITH THE MAXIMUM HEIGHT DESIGNATED FOR THE SITE - 43m.

IN THIS PROPOSAL THE BUILDING HEIGHT IS 35.49m. THIS IS CALCULATED FROM THE ESTABLISHED GRADE TO THE TALLEST POINT OF THE ROOF, EXCLUDING THE MECHANICAL PENTHOUSE (AS PER SECTION 4.6.4. OF ZONING BY-LAW 2014-014).

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 ibigroup.com



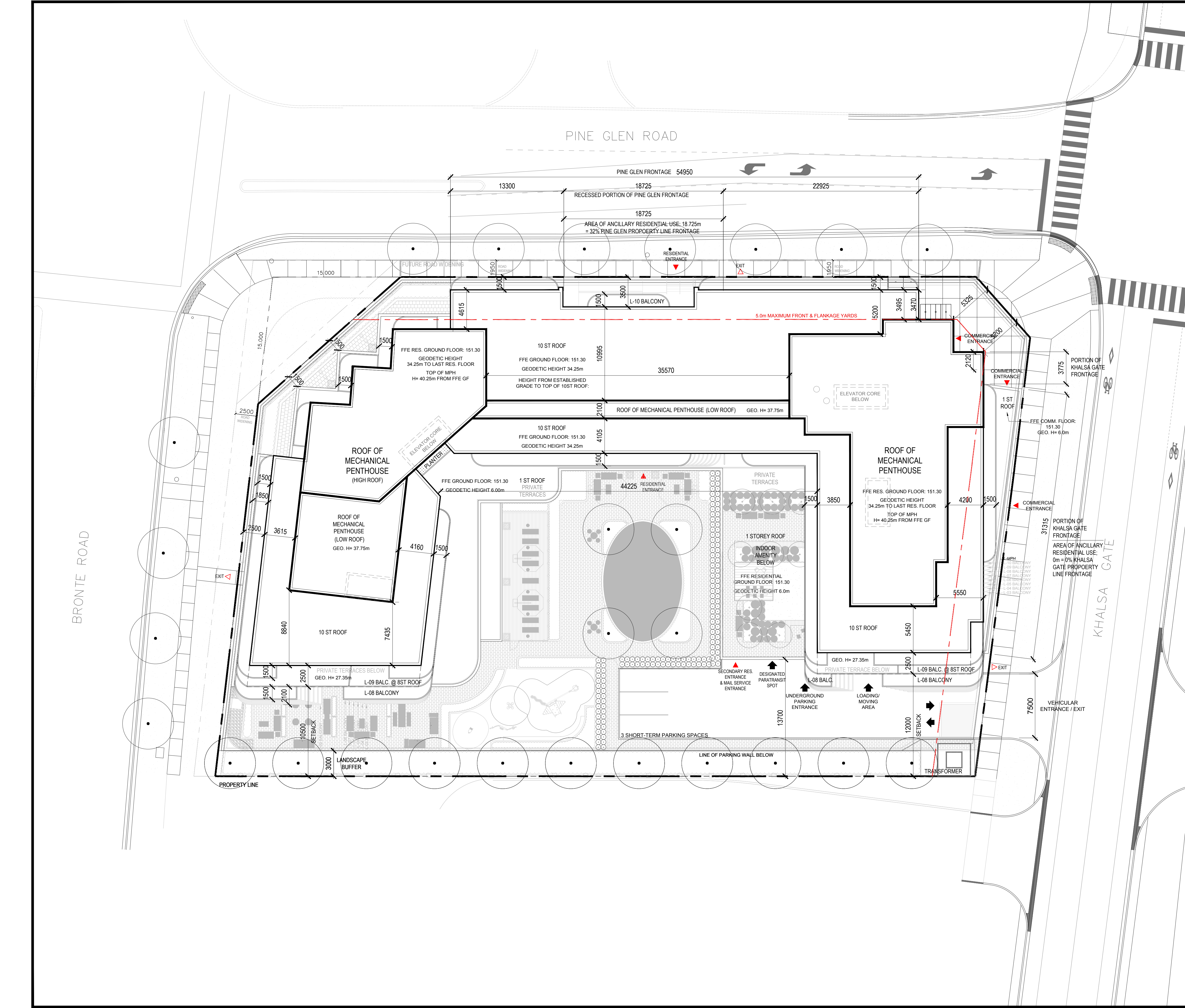
PROJECT

3020 PINE GLEN
 (FORMERLY KNOWN AS
 2418 KHALSA GATE)
 OAKVILLE, ONTARIO

SHEET TITLE

SITE PLAN

DRAWN BY: Author	CHKD' BY: Checker	DATE: 2022/06/03	SCALE: 1:200
PROJECT NO: 135157	DWG NO. A0.04		



CONTRACT NO. 2024-02-28
 PROJECT NO. 2024-02-28
 SHEET NO. A1.02

PROGRESS
 2024/02/28

CONTRACT NO. 2024-02-28
 PROJECT NO. 2024-02-28
 SHEET NO. A1.02

ARCADIS
 7000 Peachtree Dunwoody Rd, Ste. 100
 Atlanta, GA 30328
 404.233.1000
 www.arcadisusa.com

PROJECT
 3020 Pine Glen Road,
 Nashville, TN 37204

SCALE
 1/8" = 1'-0"

PROJECT NO.
 132517

DATE
 11/10/23

DESIGNED BY
 [Name]

CHECKED BY
 [Name]

APPROVED BY
 [Name]

3020 Pine Glen Road,
 Nashville, TN 37204

SCALE
 1/8" = 1'-0"

PROJECT NO.
 132517

DATE
 11/10/23

DESIGNED BY
 [Name]

CHECKED BY
 [Name]

APPROVED BY
 [Name]

PROJECT
 3020 Pine Glen Road,
 Nashville, TN 37204

SCALE
 1/8" = 1'-0"

PROJECT NO.
 132517

DATE
 11/10/23

DESIGNED BY
 [Name]

CHECKED BY
 [Name]

APPROVED BY
 [Name]

PROJECT
 3020 Pine Glen Road,
 Nashville, TN 37204

SCALE
 1/8" = 1'-0"

PROJECT NO.
 132517

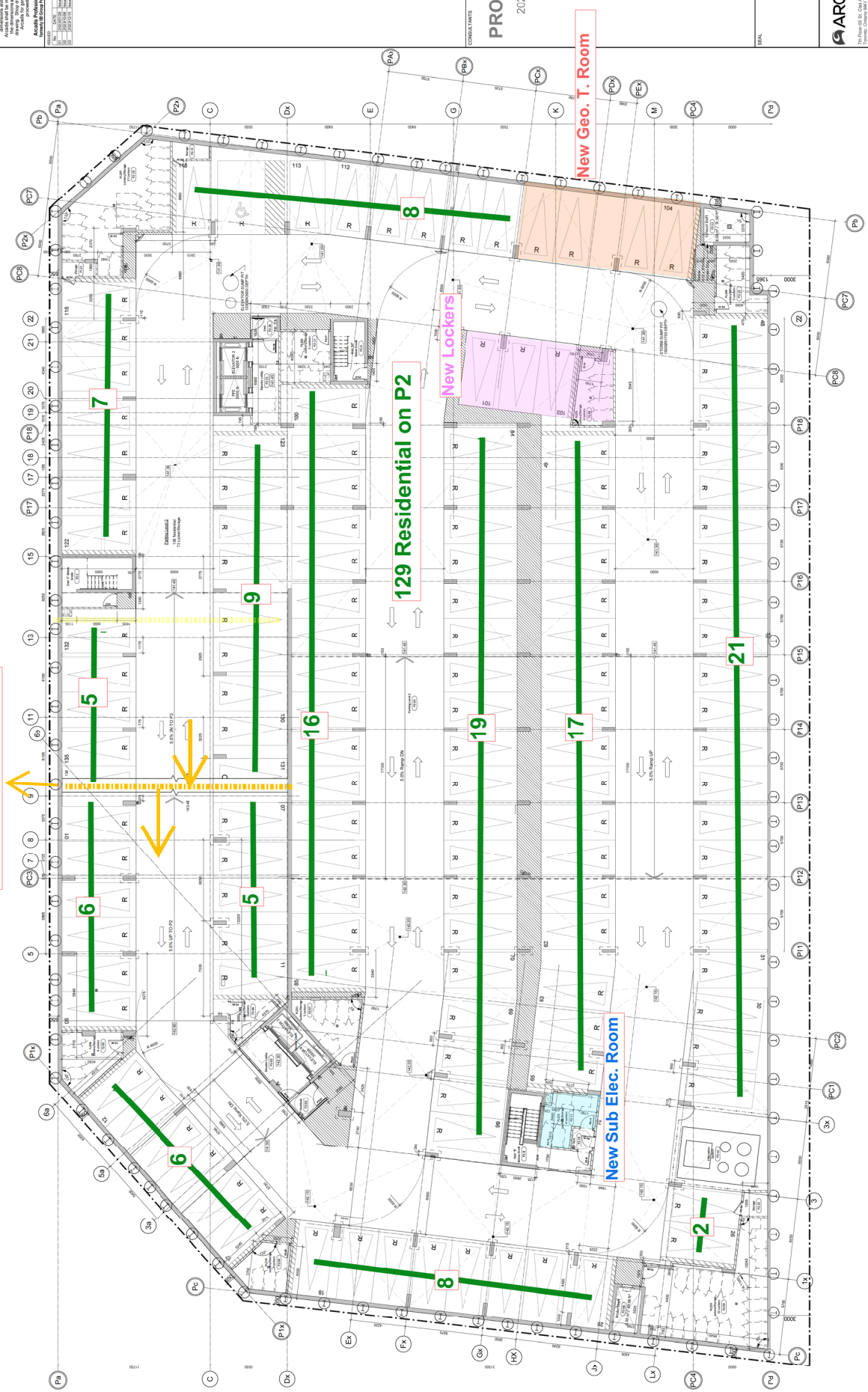
DATE
 11/10/23

DESIGNED BY
 [Name]

CHECKED BY
 [Name]

APPROVED BY
 [Name]

End of Excavation Line



COVERED PLAIN
 FINISH LEVEL 1

PROGRESS
 2024/02/28

COMPLAINTS

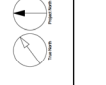
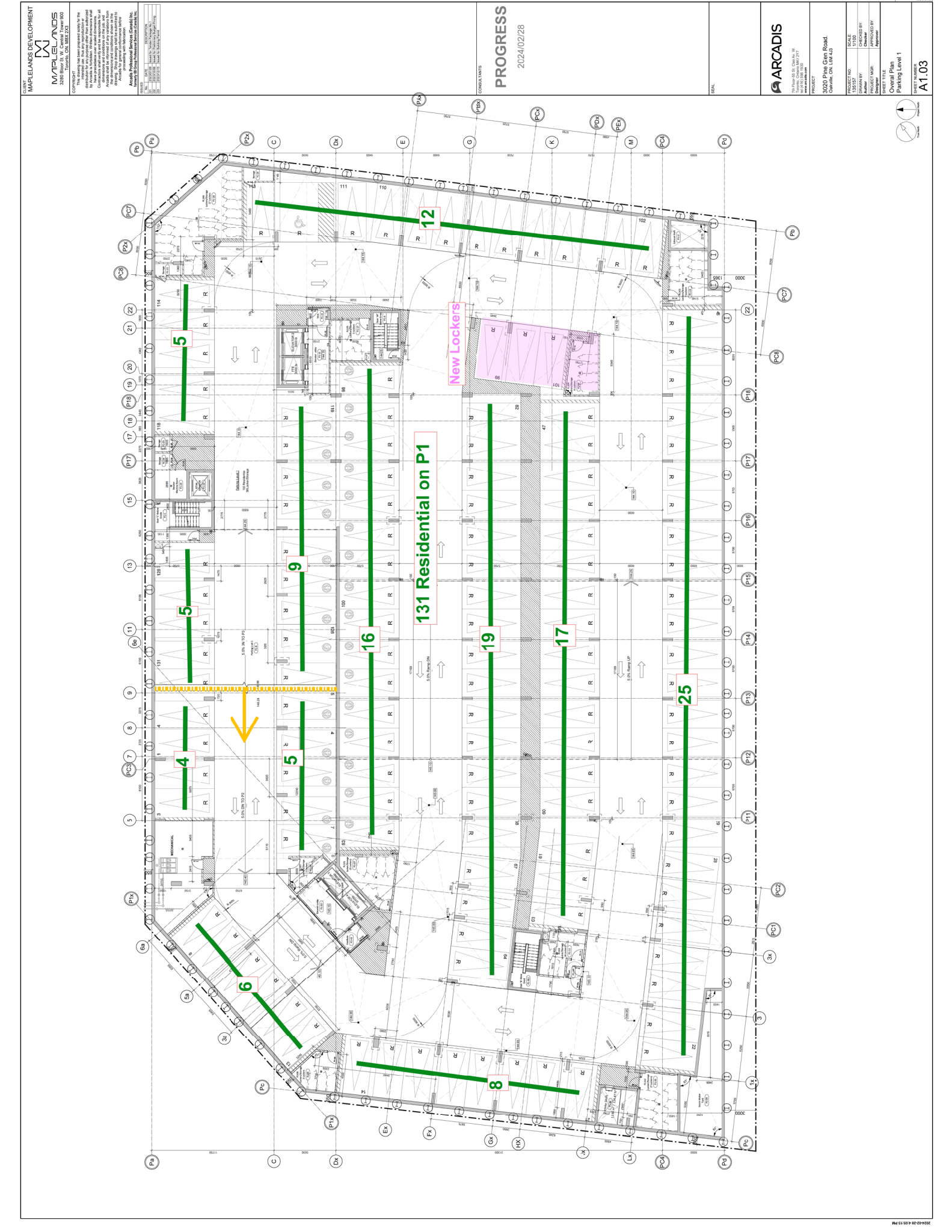
ARCADIS
 1700 N. MICHIGAN ST., SUITE 1600
 CHICAGO, ILLINOIS 60610
 CONTACT: (312) 462-4000
 WWW.ARCADIS.COM

PROJECT
 3020 Pine Glen Road,
 Chicago, IL 60642

PRODUCT NO. 1335 S. PINE
 1/1/2024
 PROJECT NO. 1335 S. PINE
 ARCHITECT: [Name]
 ENGINEER: [Name]
 DESIGNER: [Name]
 APPROVER: [Name]

SHEET TITLE
 Covered Plain
 Finish Level 1

SHEET NUMBER
 A1.03



COVERED PLIN
 PAVING LEVEL 1-UP

CONTRACT NO. 2024-02-28
 PROJECT NO. 2024-02-28
 SHEET NO. A1.04

CONTRACT NO. 2024-02-28
 PROJECT NO. 2024-02-28
 SHEET NO. A1.04

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 SHEET NO. A1.04

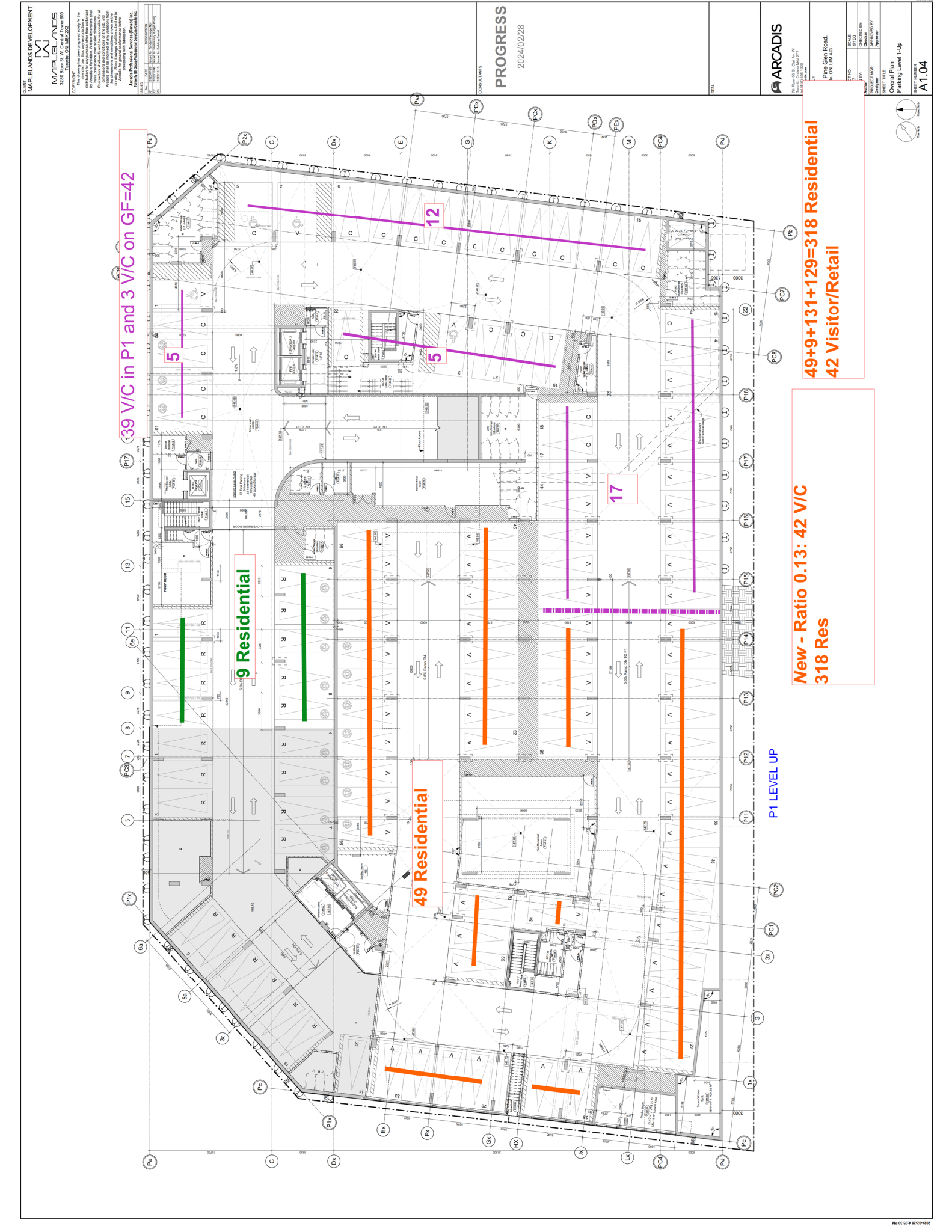
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 PROJECT NO. 2024-02-28
 SHEET NO. A1.04

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 SHEET NO. A1.04

CONTRACT NO. 2024-02-28
 PROJECT NO. 2024-02-28
 SHEET NO. A1.04



39 V/C in P1 and 3 V/C on GF=42

9 Residential

49 Residential

12

17

New - Ratio 0.13: 42 V/C
318 Res

49+9+131+129=318 Residential
42 Visitor/Retail

P1 LEVEL UP

ARCADIS

700 North Dearborn Street
 Chicago, Illinois 60610
 Phone: 312.467.1000
 Website: www.arcadis-usa.com

Project Name: Pine Glen Road
 Project No: 2024-02-28

Scale: 1/8" = 1'-0"
 Date: 02/28/24
 Drawing No: 2024-02-28-01
 Drawing Title: Coverd Plin Paving Level 1-up

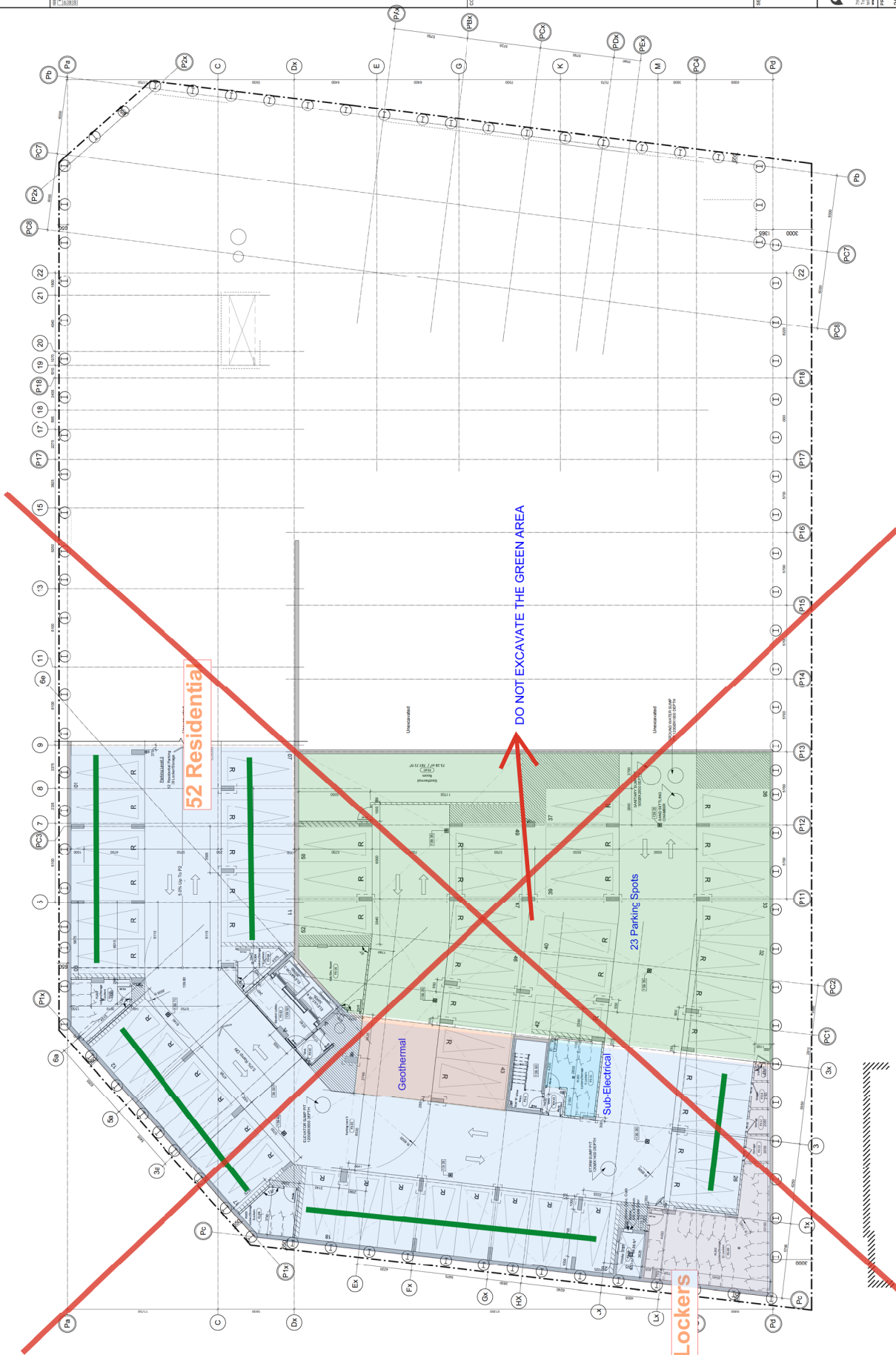
Sheet No: A1.04
 Drawing No: 2024-02-28-01

Sheet Title: Coverd Plin Paving Level 1-up
 Sheet No: A1.04

Scale: 1/8" = 1'-0"
 Date: 02/28/24
 Drawing No: 2024-02-28-01
 Drawing Title: Coverd Plin Paving Level 1-up

Sheet No: A1.04
 Drawing No: 2024-02-28-01





Locker/Storage	P1	P2	P1+Up	Gr	Total
Locker	15	15	15	15	60
Storage	10	10	10	10	40
Total	25	25	25	25	100

Parking	P1	P2	P1+Up	Gr	Total
Parking	15	15	15	15	60
Storage	10	10	10	10	40
Total	25	25	25	25	100



March 12, 2026

GSAI File: 1413-001

By electronic mail ONLY

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

RE: Minor Variance Application
Owner: Innovo (Bronte) GP (formerly Maplelands (Bronte) GP)
3020 Pine Glen Road (Associated Town File No.: SP.1431.004/02)

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants working on behalf of Innovo (Bronte) GP (the 'Owner') of the lands municipally known as 3020 Pine Glen Road (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are pleased to submit this Minor Variance Application to address zoning issues associated with parking rates for the Site. These matters have been raised through the ongoing review and processing of the concurrent site development plan application before the Town (SP.1431.004/02).

The Site is approximately 0.53 hectares (1.3 acres) in size, with approximately 70 metres of frontage along Pine Glen Road and approximately 46 metres of frontage along both Bronte Road and Khalsa Gate. The Site is currently an open/vacant site, relatively flat and with no buildings or structures. The Site is subject to an active Site Plan Application to permit for the development of a residential building with ancillary non-residential gross floor area for grade-related retail/service commercial uses. Generally speaking, the Site will be developed with a 10-storey building providing mostly underground parking and various retail uses at-grade pending approvals from the Town of Oakville.

The area surrounding the Subject Lands is an established residential/mixed use community which has been developed in recent years. To the north of Pine Glen Road, apartment with retail/services at grade and Halton Region Paramedic Services buildings exist, and to the south of the Site, various townhouse developments exist. The area also has some vacant lands (across Khalsa Gate) and a place of religious assembly with ancillary community uses (northeast corner of Old Bronte Road and Pine Glen Road).

The property was subject to a previous Zoning By-law Amendment application (Z.1431.16), in which various technical matters were addressed. This development application resulted in the current site-specific "MU4" zoning. The Site is zoned 'MU4 sp: 379' under the Town's Zoning By-law 2014-014. The MU4 Zone permits a broad range of residential uses, including apartment dwellings as well as various commercial

uses and the special section 379 provides additional regulations from the parent base MU4 zone for yard and landscape provisions, balcony projections, rooftop terraces, and other ancillary matters.

PROPOSAL

Currently, the owner's development plans consist of 330 units in a 10-storey residential building with three levels of underground parking (and one partial underground level) and with approximately 579 m² of at-grade commercial area. Vehicular access to the parking area is proposed from the Khalsa Gate frontage with formal residential pedestrian access from Pine Glen Road, and various other access points internal to the site including from within an interior courtyard. Pedestrian access to the commercial uses is proposed along Pine Glen Road and Khalsa Gate. This building is positioned prominently on the site facing all street frontages providing an urbane streetscape.

Proposed parking supply for the project is as follows:

- 317 spaces for apartment/resident uses;
- 43 spaces shared between apartment/visitor and retail uses;

The owner is currently evaluating the project details before resubmitting the site development plan package for Town review. Part of this internal review is to consider the potential of different tenures and eliminating a level of parking all of which contribute to help with project costs as well as to accelerate advancement of the project. The owner has discussed this process approach with Town staff, and they have agreed with advancing a minor variance application at this time.

The Site Plan file has been through various fulsome review with Town/agency staff and as a result, full comments including a Zoning review was provided which has identified zoning deficiencies. With the support of Town staff, parking matters have been clarified in terms of ensuring adequate parking supply is available for all site users as well as to identify the need to specify new parking rates to be applied for the Site. In support of the new parking rates, sample proxy sites were also used as agreed to by Town staff. A site plan with statistics is included with this submission. The outstanding zoning matters regarding parking requiring Zoning By-law relief are identified below.

REQUIRED VARIANCES

The minor variances before Town staff and Committee are specific to parking. To this end, to help Committee and/or the public understand the requested variances, we provide some further insight into the nature of this request. Through the site development plan comments/review, the Town provided the following comment related to parking:

The property is located in the MU4 sp: 379 zone. The proposal is to permit a shared parking rate for visitor and residential uses at a minimum of 0.13 space per dwelling unit requiring a minimum of 43 parking spaces for the combined uses where the minimum requirement is 91 spaces (67 visitors + 24 non-residential). There are no parking regulations for shared parking. Only the applicable parking rates can be varied. Shared parking between the users can be used as a justification for the proposed parking rate.

This comment is noting that the Town's Zoning By-law does not have permissions/regulations for any shared or what is commonly referred to as 'co-mingled' parking regulations. 'Co-mingled' parking is typically applied in recognition of the ability to share parking supply for residential visitors and commercial users acknowledging that the peak rates for these users of the shared spaces occur at different times throughout the week. The Town acknowledges that justification for the parking rates can consider sharing of spaces, but the actual application before Committee needs to specify parking rates.

Therefore, the enclosed application is for two specific parking rates that will recognize the parking supply and the justification including proxy data, provided. In support of the requested variance for parking, and in accordance with Town comments on this matter (including satisfying specific terms of reference for the parking analysis), GSAI has included a Parking Justification Study prepared by C. F. Crozier & Associates Inc (Crozier) dated February 11, 2026, which supports the proposed parking reduction. This Study builds upon a previous iteration of the Study submitted to the Town in the summer of 2025 and also responds directly to technical transportation comments from Town Planning and Development (Current Planning), Building Services (Zoning), and Transportation & Engineering (Transportation Engineer). The enclosed plans highlight the parking statistics and proposed parking breakdown.

The following minor variances are requested:

- 1. To permit a parking rate of 0.10 visitor parking space per residential unit whereas the Town of Oakville Zoning By-law 2014-014, as amended, requires a parking ratio of 0.20 visitor parking space per residential unit in this case; and,*
- 2. To permit a parking rate of 1.0 parking space per 60 m² net floor area on the first storey whereas the Town of Oakville Zoning By-law 2014-014, as amended, requires a parking ratio of 1.0 parking space per 24 m² net floor area on the first storey in this instance.*

A discussion on the appropriateness of the requested variances is provided below.

FOUR TESTS OF A MINOR VARIANCE

The following is provided related to the appropriateness of the variances requested pursuant to Section 42 of the Planning Act.

- 1. The variance maintains the general intent and purpose of the Official Plan.*

The Site, abutting Bronte Road, is recognized on Map 1H of the Halton Region Urban Structure as part of a Regional Intensification Corridor in the Regional Urban Boundary and part of a Primary Regional Node. The Subject Land is designated 'Growth Area' by the in-effect Town of Oakville Schedule H (West) forming part of Livable Oakville (the applicable Official Plan in the Town for lands south of Dundas Street). Schedule N of Livable Oakville is the Palermo Village Land Use schedule which indicates the lands are designated "Urban Centre". Under policy 12.4 "Urban Centre" in Livable Oakville, it notes use permissions include a wide range of retail/service commercial uses, offices and residential uses and notes mixed use buildings shall include commercial uses on the ground floor where buildings directly front a public street. Stand-alone apartment buildings are also permitted through land use policies under 22.5.1.

Specific to parking, under policy 12.4.3 it notes that underground parking shall be encouraged and that surface parking shall not be permitted in front of or between buildings except for limited surface parking for the purpose of visitor or commercial parking. Policy 8.15.6 of Livable Oakville provides that opportunities for off-peak shared parking will be considered, subject to evaluation by the Town. Under Part E of Livable Oakville, policies specific to Palermo Village under section 22 speak to creating a pedestrian-oriented mixed use community with objectives including ensuring high quality urban design by amongst others, and encouraging travel demand practices meant to support increased utilization of public transit facilities and services. Under Functional Policies detailed in section 22.4, it further notes policies which speak to limiting surface parking and incentives for minimizing this condition as well as restricting driveway access to Bronte Road.

The Subject Lands are proposing development of a mixed use building containing residential uses on upper levels with at-grade retail commercial uses facing Pine Glen Road and Khalsa Gate. The majority of on-site parking is provided underground with no parking between the building and the multiple street frontages. The development meets the general intent of the land use permissions applicable to the Site. Further, the proposed layout which is based on the proposed parking rates being sought through this application to the Committee, satisfies the creation of a pedestrian-oriented mixed use building with no or limited visibility to proposed surface parking on the project lands. Specific to policy 8.15.6 and to broader policies which promote transit and pedestrian usage, the Crozier study has demonstrated through the collected parking data that the observed peak parking demand for the residential visitor and commercial uses at the proxy sites did not occur at the same time. This demonstrates an opportunity for a shared parking strategy, given the unlikelihood as observed of simultaneous peak parking demand. This contributes to both enforcing a pedestrian and transit serving development as well as to broader urban design and streetscape considerations for the site. The proposed parking rates and recommendations on signage for certain parking allow for this shared parking arrangement in keeping with Livable Oakville policies. In conclusion, the variances requested maintain the general intent and purpose of the Official Plan.

2. The variance maintains the general intent and purpose of the Zoning By-law.

The Town Zoning By-law in effect for these lands is By-law 2014-014. Part of the Town's Zoning By-law is required parking ratios. Parking ratios are provided specific to certain uses in order to regulate and for proposed buildings and uses to provide a certain amount of parking which is typically informed by evidence-based parking requirements. More generally speaking, parking standards should require an amount of parking for a given land use that will ensure the adequate functioning of the site within the limits of the site.

The Site is zoned 'MU4 sp: 379'. Under part 8.1 applicable for 'MU4' zones (Mixed Use – Urban Core zones) of the By-law, there is no specificity or unique parking rates applicable. This is also the case for the site-specific 'MU4 sp: 379' zone. Therefore, the rates applicable under the parent Zoning By-law apply. As the Subject Lands are classified as a Mixed-Use Zone, Table 5.2.2 of the Zoning By-Law has the applicable parking rates. Table 5.2.2 also includes footnotes which indicate where a minimum of five parking spaces is required on a lot of the total number of parking spaces required, 0.2 of the parking spaces required per dwelling shall be designated as visitors parking spaces. As this would apply for the Subject Lands, the parking rates specific to apartments is broken down as follows:

- 0.8 per dwelling where the unit has less than 75.0 square metres net floor area and 0.2 per dwelling unit for visitor;
- 1.05 per dwelling for all other units and 0.2 per dwelling unit for visitor.

For the commercial space which is at-grade, the applicable rate from Table 5.2.2 is the following:

- 1.0 per 24.0 m² net floor area on the first storey.

The purpose of this “test” of a Minor Variance within the Planning Act is to ensure that the intent and purpose of the Zoning By-law is met. Generally speaking, to meet the intent of the Zoning By-law, one needs to provide adequate parking which will satisfy demand and will fulfill all the technical requirements of the parking areas. For example, the parking space dimensions and drive aisles proposed throughout the site meet the Zoning By-law definitions and both Town bicycle and accessible parking requirements are proposed to be exceeded. To ensure the appropriate parking standard is applied for residential visitor and commercial users, it is appropriate in this instance to rely on the evidence-based Parking Justification Study which measures travel demand appropriate for the Site and in turn, uses proxy parking data/information for comparable sites.

As noted previously, the Town does not have any shared parking arrangement provisions in the applicable Zoning By-law for this area. However, the Crozier study assessed parking requirements considering a shared residential visitor and commercial parking supply scenario. As a result of ensuring a reliable parking demand estimate was established, proxy site data in the vicinity of the Site was used. The Crozier study noted:

Given the selected mixed-use surrogate sites are located within close proximity of the proposed development and thus have similar transportation contexts, it is expected that the proxy survey data provides a strong basis to estimate the future parking behaviour at the proposed development.

The Crozier study notes a parking survey was conducted at two mixed-use proxy sites within 300 metres of the proposed development that have similar land use and transportation contexts. Based on the maximum observed peak parking rates (including weekdays and weekend times) for these proxy sites, the maximum parking demand expected for the visitor and commercial land uses at the proposed development is 43 parking spaces. Given that a total non-resident parking supply of 43 parking spaces is proposed, it is expected that the proposed parking supply will accommodate the peak parking demand for residential visitors and commercial users at the subject development. Based on the Crozier study findings, it is appropriate to amend the Zoning By-law rates to the requested parking standards as proposed. In conclusion, the variances requested maintain the general intent and purpose of the Zoning By-law.

3. The variance is desirable for the appropriate development or use of the land.

The proposed parking ratios will allow for the site to be developed with a use that is currently permitted under the Town’s Zoning and is suitable for the lands while providing sufficient parking for the residents, visitors, and patrons of the commercial units. The reduced parking will allow for the site to be both designed efficiently underground and to maintain acceptable at-grade streetscape conditions.

To reinforce the proposed parking standards, the Crozier study notes that the owner is proposing unbundling of parking from the actual residential unit. This effort ensures that fixed parking provided with units will

not artificially inflate parking demand from residential unit sales/rentals. The owner is also proposing to include TDM measures (funding local transit stop, PRESTO cards, bicycle parking in excess of standards, various site improvements for pedestrian circulation) all of which further help to reduce parking dependency as well as help to reduce single occupancy vehicle trips generated by the Site. These matters are to be addressed through finalizing the concurrent site development plan application. The proposed parking rates combined with these measures ultimately reduce total parking demand which supports the proposed visitor and commercial parking supply rates proposed. As the reduced rates and the accompanying TDM measures will influence travel demand practices meant to support increased utilization of public transit facilities and services, the proposed variances are desirable for the appropriate development of the land.

4. The variance is Minor in Nature

Typically, a zoning by-law that regulates parking would evaluate the underlying drivers of parking supply and demand, in particular where there are sharing opportunities. That is not the case in this instance as there is no Town formula for this sharing opportunity. While we do not refute the application and enforcement of 'minimum parking requirements' to require a minimum amount of parking on every site, this determination should depend on appropriate evidence-based parking information which considers a similar existing and planned context.

The proposed parking rates before the Town and Committee are taking the proposed parking supply and redistributing it based on the Parking Report amongst the three main users of the development: residents, residential visitors, and commercial users. Therefore, approving these rates will result in no changes to the building as perceived by the public. The proposed underground layout will match the Crozier study findings thus ensuring a functional underground parking supply/area. The residential visitor rate proposed is a small deviation from the typical Town standards and the commercial rate, while lowered, is based on recent proxy data from nearby and similar existing project types. Co-sharing parking as the Crozier Study is noting in establishing the parking rates is typical for other approval authorities and is not untested or a new concept. We are of the opinion that the variances are minor in nature.

MATERIALS INCLUDED

The following items are enclosed with this minor variance application:

1. Application form;
2. Site development plan (ground floor/site plan with parking statistics);
3. A Parking Justification Report prepared by C. F. Crozier & Associates Ltd. dated February 11, 2026;
4. The necessary fee will be provided once Town staff have cleared pre-screening.

In conclusion, we are seeking Town staffs' and Committee's support of our requested variances and believe they meet the four tests and are appropriate for the development of the subject site which in turn will allow this project to move forward.

Should you require any further information or clarification on this matter, please contact the undersigned at (905)568-8888 x267 or by email at mauricel@gsai.ca.

Thank you in advance for your attention to this matter.



Maurice Luchich, MCIP RPP
Senior Associate

Enclosure (As noted above)

c: Ibrahim Salib, Innovo Group (by e-mail only)
Shawn Mirani, Innovo Group (by e-mail only)

FEBRUARY 11, 2026

PROJECT NO: 2882-7439

**SENT VIA: EMAIL
SHAWN.MIRANI@INNOVOGROUP.COM**

Innovo (Bronte) LP
3280 Bloor Street. W, Center Tower 900
Toronto, ON M8X 2X3

**Attention: Shawn Mirani
Director of Construction and Development**

**RE: TRANSPORTATION COMMENT RESPONSE LETTER
3020 Pine Glen Road
TOWN OF OAKVILLE**

Dear Shawn,

C.F. Crozier & Associates Inc. (Crozier) has been retained by Innovo (Bronte) LP (the "Applicant") to provide transportation engineering services in support of the proposed mixed-use residential and commercial development located at 3020 Pine Glen Road in the Town of Oakville.

A Parking Justification Study, prepared by Crozier and dated August 2025, was previously submitted to the Town of Oakville for review. The purpose of the Study was to assess the parking requirements associated with the proposed development and determine the feasibility of a reduced parking supply compared to the requirements of the Town's Zoning By-Law. Since the submission of the original Study, preliminary comments were received from the Town. The following letter addresses the Town of Oakville comments received in response to the August 2025 submission. It is noted that this letter addresses only the transportation-related comments. All other comments will be addressed by others.

The original Parking Justification Study has been updated based on the comments from Town Staff. The updated Study has been attached to this letter.

Town of Oakville Comments (Transportation Only)

Planning & Development, Current Planning

1. *The TDM strategy requires updates:*

- a. *Unbundling of parking – this section needs to be updated. A rental building is proposed not a condo. Parking is typically not tied to a specific unit in a rental building and could be unbundled from the rent of a unit. Also, no means to require or implement this approach is provided.*

As noted in Section 4.2.1 of the Parking Justification Study Update, all resident parking spaces will be unbundled. For condominiums, parking will be sold separately from unit sales. For rentals, parking will be assigned by property management and will be leased independently of the unit.

- b. *Transit facilities – is a transit shelter being funded or not, a hypothetical measure should not form part of a strategy.*

As noted in Section 4.2.4 of the Parking Justification Study Update, the Applicant will provide a financial contribution of \$8,000 to the Town for the purpose of funding the design and construction of a transit shelter in the proximity of the subject site.

- c. *Transit incentives – same as above, is an incentive being proposed or not, a hypothetical measure should not form part of a strategy.*

As noted in Section 4.2.6 of the Parking Justification Study Update, the Applicant will provide one pre-loaded PRESTO card with a value of \$75 to each residential and commercial unit during the first year of occupancy.

- d. *A more developed TDM plan is necessary.*

As per Section 4.2 of the Parking Justification Study Update, the TDM plan includes the following site-specific measures: unbundled resident parking, internal pedestrian connections, the construction of a sidewalk on the west side of Khalsa Gate along the site frontage, an on-site bicycle parking supply exceeding the by-law minimum, a financial contribution of \$8,000 to fund the design and construction of a transit shelter in the proximity of the subject site, the distribution of travel information packages, and the provision of a pre-loaded PRESTO card for each residential and commercial unit during the first year of occupancy. The site-specific TDM plan is expected to complement the existing as well as future transit and active transportation facilities in the vicinity of the study area.

Overall, the extensive TDM plan will reduce single occupancy vehicle trips generated by the subject site, ultimately reducing the parking demand and supporting the proposed visitor and commercial parking rates.

2. *Policy 8.15.6 of Livable Oakville provides that opportunities for off-peak shared parking will be considered, subject to evaluation by the Town.*

Noted. As per the parking survey data collected as part of the Parking Justification Study, the observed peak parking demand for the visitor uses and the commercial uses at the proxy sites did not occur at the same time. This demonstrates that there is a reasonable opportunity for a shared parking strategy, given it is unlikely that the visitor parking demand and the commercial parking demand at the subject site will peak simultaneously.

3. *It is noted that the proxy site of the 'Mint' buildings was built based on a visitor parking rate of 0.15, in accordance with minor variance CAV A/181/2014 (appended to these comments). Visitors of the building are permitted to use the commercial parking spaces. This should be noted in the report and proxy survey results and taken into consideration in the report.*

The minimum visitor parking rate of 0.15 parking spaces per residential unit at 2486 and 2490 Old Bronte Road required as part of minor variance CAV A/181/2014 has been noted in Section 3.1 of the Parking Justification Study Update. The peak visitor parking demand of 0.11 parking spaces per residential unit observed at the proxy site is notably below the required parking supply, demonstrating that a reduced minimum parking rate at a similar development nearby is supportable.

Additionally, it is noted that the proxy site currently operates with a shared parking strategy between the visitor and commercial uses. This further supports the proposed shared parking strategy at the subject site, as explained in Comment Response #5.

4. *Based on the proxy site survey results (not reflecting the above comment), the proposal reflects a deficiency of one (1) visitor/retail parking space and an oversupply of 21 residential parking spaces.*

As per Table 4 in the Parking Justification Study Update, the subject site is now proposed to include 317 residential parking spaces and 43 non-resident parking spaces. This represents a surplus of 20 residential parking spaces and a surplus of 0 visitor/retail parking spaces compared to the results of the proxy site parking surveys.

5. *It is noted that there is no discussion in the report on how the visitor and commercial parking spaces would be shared / implemented. For example, for other projects often the commercial units are sold and tied to commercial parking spaces for exclusive use, which would not allow visitor parking. The report should cover how will this approach be implemented, such as signage, clauses in site plan agreement, notices in leases, conditions of C of A application, etc..*

As discussed in Section 2.1.1 of the Parking Justification Study Update, six of the non-resident parking spaces will have signage that states: "Reserved for Commercial Units – 9:00 a.m. – 6:00 p.m.". Therefore, between 9:00 a.m. and 6:00 p.m., these parking spaces will be dedicated for use by the commercial tenants only. Unauthorized vehicles parking in these spaces may be tagged or towed at the owner's expense. Outside of the reserved hours, the signed spaces will be shared by both visitor and commercial uses. The remaining 37 non-resident parking spaces will be shared between visitor and commercial uses.

6. Furthermore, it is noted that the zoning of the subject property permits a wide range of retail and commercial uses, including limited medical office. The implication of the foregoing is that the parking demand of commercial uses may not be the same as the proxy site(s). Accordingly, it is recommended to shift surplus spaces to the visitor residential / commercial / retail pool of parking from the residential. This would result in no change to the overall number of parking spaces provided on the site and be more in line with the zoning requirements for this site (which already provide for a reduced commercial parking rate).

Some of the surplus residential parking spaces were shifted to the visitor / commercial parking uses. As outlined in Section 2.1.1 of the Parking Justification Study Update, 43 parking spaces are now allocated to the non-resident parking supply.

Building Services, Zoning Examiner

7. The property is located in the MU4 sp:379 zone. The proposal is to permit a shared parking rate for visitor and residential uses at a minimum of 0.13 space per dwelling unit requiring a minimum of 43 parking spaces for the combined uses where the minimum requirement is 91 spaces (67 visitors + 24 non-residential). There are no parking regulations for shared parking. Only the applicable parking rates can be varied. Shared parking between the users can be used as a justification for the proposed parking rate.

As per Section 3.0 in the Parking Justification Study Update, a reduced visitor parking rate of 0.10 parking spaces per residential unit and a reduced commercial parking rate of 1 parking space per 60 m² of commercial GFA are proposed.

Transportation & Engineering, Transportation Engineer

8. See Planning Comments.

Noted.

We trust that this satisfies any transportation related concerns associated with the proposed development. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

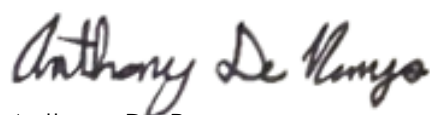
Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



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

C.F. CROZIER & ASSOCIATES INC.



Anthony De Rango
Engineering Intern, Transportation

ADR

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PARKING JUSTIFICATION STUDY UPDATE

**3020 PINE GLEN ROAD
TOWN OF OAKVILLE
REGION OF HALTON**

**PREPARED FOR:
INNOVO (BRONTE) LP**

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

FEBRUARY 2026

CFCA FILE NO. 2882-7439

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



Revision Number	Date	Comments
Rev.0	August 2025	Original Study Issued for Submission
Rev.1	February 2026	Updated Study Issued for Submission

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1.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Innovo (Bronte) LP (the "Applicant") to undertake a Parking Justification Study in support of a Minor Variance Application for a proposed mixed-use residential and commercial development in the Town of Oakville. The site is located at 3020 Pine Glen Road.

A Parking Justification Study, prepared by Crozier and dated August 2025, was previously submitted to the Town of Oakville for review. The purpose of the Study was to assess the parking requirements associated with the proposed development and determine the feasibility of a reduced parking supply compared to the requirements of the Town's Zoning By-Law. Since the submission of the original Study, preliminary comments were received from the Town. This Parking Justification Study Update serves to address the comments from Town Staff.

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

1.1 Site Description

The subject lands are located on the southeast corner of the Bronte Road and Pine Glen Road intersection and currently consists of vacant lands. The site is bound by Pine Glen Road to the north, an existing residential townhouse development to the south, Khalsa Gate to the east, and Bronte Road to the west. **Figure 1** illustrates the location of the subject site.

The subject lands are zoned "MU4- Mixed Use Zone" per the Town of Oakville Zoning By-Law.

1.2 Development Proposal

The development proposal includes a 10-storey mixed-use building with 330 residential units and approximately 579 m² of retail space. For reference, **Figure 2** illustrates the latest Ground Floor Plan for the proposed development.

1.3 Purpose and Scope

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

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

- Town of Oakville Zoning By-Law 2014-014
- Proxy Site Survey Data
- Transportation Demand Management Measures



Legend  Approx. Site Boundary	3020 Pine Glen Road	 CROZIER CONSULTING ENGINEERS	Figure 1 Project No: 2882-7439 Date: 2025.06.27 Analyst: ADR
	Site Location		

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Arcadis Professional Services (Canada) Inc.
formerly IBI Group Professional Services (Canada) Inc.

ISSUED	No.	DATE	DESCRIPTION
01	2023/07/28	Issued for Tender Package No. 1	
02	2023/10/06	Issued for Preliminary Budget Pricing	
03	2023/12/15	Issued for Building Permit	

CONSULTANTS
PROGRESS
2024/02/28

SEAL

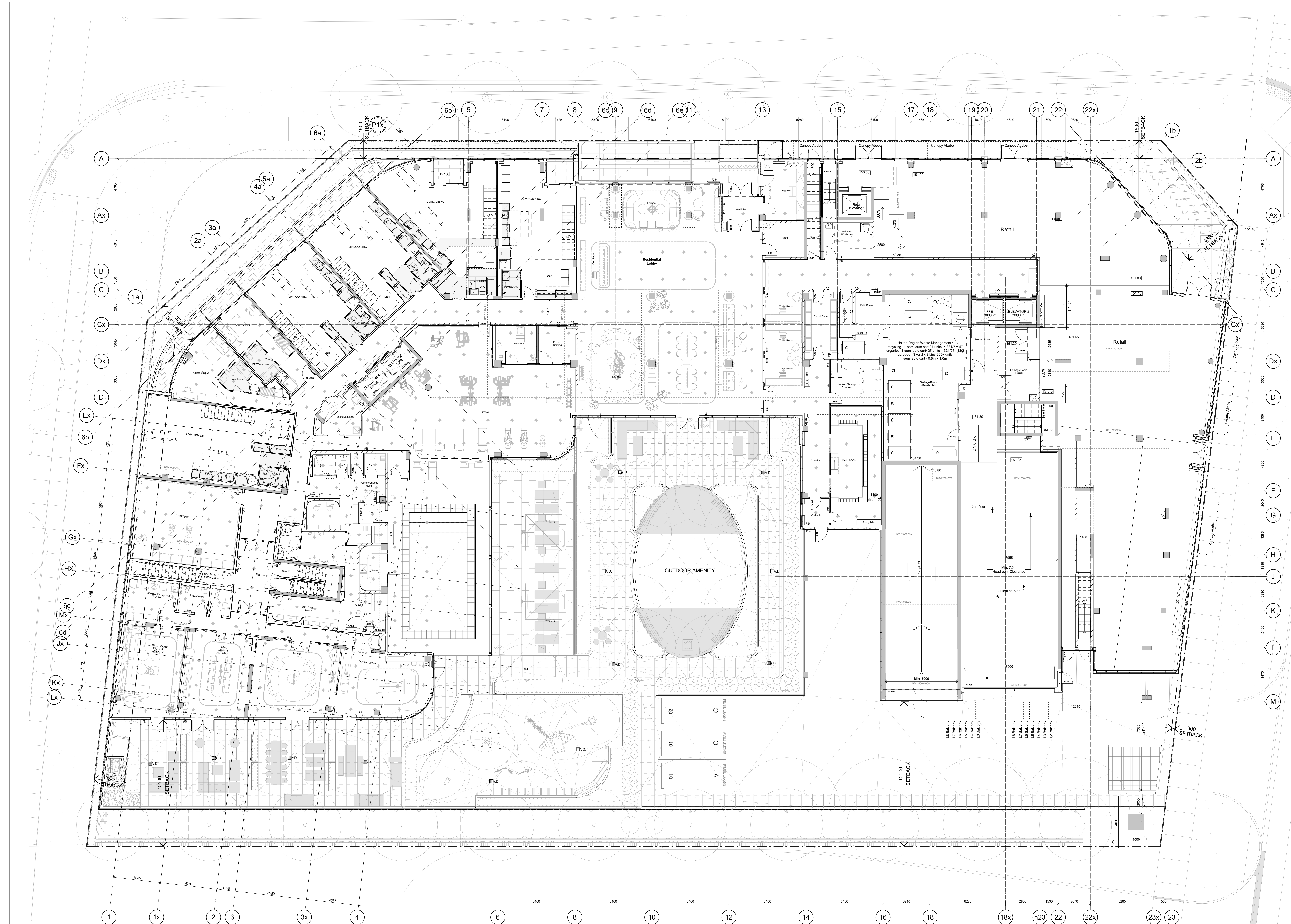
ARCADIS
7th Floor-55 St. Clair Av. W.
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PROJECT
3020 Pine Glen Road.
Oakville, ON, L6M 4J3

PROJECT NO: 135157
SCALE: 1/100
DRAWN BY: CHECKED BY:
Author: Checker
PROJECT MGR: APPROVED BY:
Designer: Approver

SHEET TITLE
Overall Plan
Ground Floor

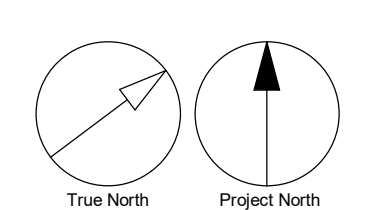
SHEET NUMBER
A1.05



Parking	P2		P1		P1-Up		Gr.	Total		Total	
	Reg	EV	Reg	EV	Reg	EV		Reg	EV		
Visitor/Retail	-	-	-	-	33	7	3	-	36	7	43
Tenant	129	-	102	29	52	5	-	-	283	34	317
Total	129	102	29	85	12	3	3	319	41	360	

Locker/Storage	P2		P1		P1-Up		Gr.	Mz.	L2	L3-8	L9	L10	Total
	Locker	Storage	Locker	Storage	Locker	Storage							
Locker	70	54	39	5	19	11	6x11=66	11	11	11	11	320	
Storage	3	4	1	-	-	-	-	-	-	-	-	13	
Total	73	58	40	5	19	11	66	11	11	11	11	335	

Add vapor barrier behind the electrical panel where panel is located adjacent to wet spaces.



2.0 Parking Requirements

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

Appendix A contains relevant excerpts from the Town of Oakville Zoning By-Law.

2.1 Auto Parking Review

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

2.1.1 Zoning By-Law Parking Rate Review

As the subject site is situated in the "Palermo Village Growth Area" and is classified as a Mixed-Use Zone, Table 5.2.2 of the Zoning By-Law was reviewed. The vehicle parking requirements for the proposed mixed-use development is summarized in **Table 1**.

Table 1: Zoning By-Law Auto Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Required Parking Spaces	Proposed Parking Supply (Surplus / Deficit)
Residential (<75 m ²)	321	0.80 per unit	257	317 (+50)
Residential (≥75 m ²)	9	1.05 per unit	10	
Visitor	330	0.2 per unit	66	43 (-47)
Retail	579 m ²	1 per 24 m ²	24	
Total			357	360 (+3)

All residential parking spaces will be provided in the two-floor underground parking garage.

Six non-resident parking spaces will be dedicated for the commercial use during peak hours. Each of these dedicated parking spaces are proposed to have a sign that reads: "Reserved for Commercial Units – 9:00 a.m. – 6:00 p.m.". During these stated hours, the signed parking spaces will be dedicated for use by commercial tenants only. Unauthorized vehicles parked in these spaces may be tagged or towed at the owner's expense. Outside of the reserved hours, these signed spaces will serve both commercial and visitor parking demand. An additional 37 non-resident parking spaces will be dedicated for visitor parking and surplus commercial parking. The 43 total visitor and commercial parking spaces are proposed in the surface parking lot and underground parking garage of the proposed development.

As shown in **Table 1**, the subject development has a surplus of 3 spaces when compared to the By-Law requirement for total parking supply. However, the subject site currently proposes a deficit of 47 spaces for visitor and retail parking when compared to the Zoning By-Law.

2.1.2 Zoning By-Law Accessible Parking Rate Review

Section 5.3 of the Town's Zoning By-Law was reviewed to determine the proposed development's accessible parking space requirements. Based on the By-Law, barrier-free parking space requirements apply to all non-residential uses, as well as for visitor parking spaces for apartment dwellings.

Table 2 summarizes the calculation for the required number of accessible parking spaces at the subject site.

Table 2: Zoning By-Law Accessible Parking Summary

Type of Parking	Number of Parking Spaces Provided	Parking Rate	Required Parking Spaces	Proposed Accessible Parking Supply (Surplus / Deficit)
Visitor and Commercial	43	4% of the total number of parking spaces in the parking area	2	4 (+2)

As per **Table 2**, the proposed development is required to provide 2 accessible parking spaces for the visitor and commercial uses of the site. The proposed development will provide 4 accessible parking spaces, exceeding the accessible parking requirements of the Town's Zoning By-Law.

2.2 Bicycle Parking Spaces

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

As outlined in Table 5.4.1 in the Town's By-Law, 1.0 bicycle parking space is required per apartment dwelling unit. Given the subject development proposes 330 residential units, the bicycle parking requirement at the site for the residential land uses would be 330. However, as per Clause 5.4.1 b) of the Town's Zoning By-Law, the minimum bicycle parking requirement for the proposed development is only 30 bicycle parking spaces.

The subject site proposes 32 bicycle parking spaces, which exceeds the Zoning By-Law requirements. 10 short-term visitor and commercial bicycle parking spaces as well as 22 long-term residential bicycle parking spaces will be provided.

3.0 Suitability of Parking Supply

As noted previously, the shared visitor and commercial vehicle parking supply proposed for the site does not meet the Town of Oakville Zoning By-Law requirements. Accordingly, it is proposed to reduce the required visitor parking rate to 0.10 parking spaces per residential unit as well as decrease the required commercial parking rate to 1 parking space per 60 m² of commercial GFA. The following Parking Justification has been prepared to support these proposed parking rates.

A Terms of Reference encompassing the scope of the Parking Justification Study was circulated to the Town of Oakville on May 12, 2025. Comments were received on May 13, 2025. **Appendix B** includes the Terms of Reference correspondence with Town staff.

It is recognized that within the Terms of Reference, it states the Institute of Transportation Engineers Parking Generation Manual 6th Edition would be used to estimate the parking demand at the subject development. However, the Parking Generation Manual contains insufficient data regarding visitor and commercial parking in mixed-use developments. Therefore, the parking demand at the proposed development was estimated based on proxy site data in the vicinity of the subject site. Given the selected mixed-use surrogate sites are located within close proximity of the proposed development and thus have similar transportation contexts, it is expected that the proxy survey data provides a strong basis to estimate the future parking behaviour at the proposed development.

3.1 Proxy Site Parking Surveys

To determine the future parking demand at the proposed development, the parking demand at other sites with similar land uses and transportation contexts were surveyed. Two mixed-use condominiums located within 300 metres of the proposed development were selected as proxy sites and approved by the Town. The parking surveys were conducted at 2430 Old Bronte Road as well as 2486 and 2490 Old Bronte Road in the Town of Oakville, which both have residential units with ground-floor retail. Considering the proxy sites are also mid-rise, mixed-use developments and are located within the Palermo Village Growth Area, these sites provide a sufficient comparison to the proposed development.

Crozier retained Accu-Traffic Inc. to conduct the parking survey at both sites on Thursday, June 12, 2025, and Friday June 13, 2025, between the hours of 5:00 p.m. and 2:00 a.m., as well as Saturday June 14, 2025, between the hours of 10:00 a.m. and 2:00 a.m. in 30-minute intervals. The times were selected to capture the peak periods of visitor and retail parking demand at the proxy sites.

The selected times of the parking survey were pre-approved by the Town of Oakville. See **Appendix B** for relevant correspondence with the Town. The proxy site parking survey data can be found in **Appendix C**.

Table 3 summarizes the data collected during the proxy site parking surveys.

Table 3: Proxy Site Parking Surveys

Surrogate Site	Site Statistics	Survey Date(s) and Hour(s)	Land Use	Peak Hour	Maximum Peak Parking Demand Rate
2430 Old Bronte Road	An 8-storey condo building with 129 residential units and 2 retail units. ¹	Thursday June 12, 2025 5:00 p.m. – 2:00 a.m.	Residential	Friday, June 13, 2025 1:30 a.m. – 2:00 a.m. ³	0.66 residential spaces / dwelling unit
			Visitor + Retail	Saturday, June 14, 2025 1:00 p.m. – 1:30 p.m.	21 total spaces (14 visitor, 7 retail) 0.11 visitor spaces / dwelling unit + 7 retail spaces
		Friday June 13, 2025 5:00 p.m. – 2:00 a.m.			
2486 and 2490 Old Bronte Road	Two 8-storey condo buildings. The site has a combined 411 residential units and 11 retail units. ²	Saturday June 14, 2025 10:00 a.m. – 2:00 a.m.	Residential	Friday, June 13, 2025 1:30 a.m. – 2:00 a.m. ³	0.90 residential spaces / dwelling unit
			Visitor + Retail	Saturday, June 14, 2025 12:30 p.m. – 1:00 p.m.	41 total spaces (41 visitor, 0 retail) 0.10 visitor spaces / dwelling unit + 0 retail spaces

Note 1: According to building management, 124 residential units and 1 retail unit were occupied at the time of the survey. Peak parking rates are calculated based on the number of occupied units.

Note 2: 2486 and 2490 Old Bronte Road have separate underground parking structures for residential and commercial parking but share a surface parking lot for visitor parking.

Note 3: The peak residential parking demands for both proxy sites were observed during the survey dated Thursday, June 12, 2025, but occurred early in the morning of Friday, June 13, 2025.

Based on site observations prior to the parking survey dates, it appeared that renovations to the unoccupied retail unit at 2430 Old Bronte Road were being conducted in June 2025. Therefore, it is possible that some of the parking demand recorded in the retail parking spaces at the proxy site during the parking surveys was generated by the workers completing the renovations. Since this parking demand would be temporary, the retail parking demand results at 2430 Old Bronte Road are likely conservative.

It is also noted that the commercial parking spaces located in the underground parking garage of 2486 and 2490 Old Bronte Road were not utilized throughout the duration of the parking survey. It is assumed that retail employees and customers parked in the visitor parking spaces provided in the site's surface parking lot due to availability and convenience.

As per the Town of Oakville's minor variance CAV A/181/2014, the proxy site at 2486 and 2490 Old Bronte Road is required to supply a visitor parking rate of 0.15 parking spaces per residential unit. However, the peak visitor parking demand observed at the proxy site was notably lower than the required parking supply, demonstrating that a reduced minimum parking rate at a similar development nearby is supportable. Additionally, as included in the minor variance decision, the on-site commercial parking at the proxy site is permitted to be shared with the on-site residential visitor parking through appropriate signage. This minor variance decision further supports the

proposed parking strategy at the subject site, which includes the sharing of non-resident parking spaces.

Based on the peak rates for the proxy sites presented in **Table 3**, the maximum peak parking rates are:

- Residential parking: 0.90 spaces per dwelling unit
- Visitor parking: 0.11 spaces per dwelling unit
- Retail parking: 7 spaces

The peak parking rates were applied to the proposed development's site statistics to forecast the peak parking rate expected at the subject site. **Table 4** compares the expected parking demand at the proposed development to the proposed parking supply.

Table 4: Proposed Development Peak Parking Demand Forecast

Land Use Category	Units	Peak Parking Demand Rate	Parking Demand	Parking Supply + Shared Parking Supply (Surplus/Deficit)
Residential – Residential Parking	330	0.90 visitor spaces / dwelling unit	297 spaces	317 Residential Parking Spaces (+20)
Residential – Visitor Parking	330	0.11 visitor spaces / dwelling unit	36 spaces	43 Visitor and Commercial Parking Spaces (+0)
Commercial (Retail)	N/A	7 spaces	7 spaces	

As shown in **Table 4**, the proposed parking supply meets the expected parking demand for the residential and retail uses. As a result, the proposed development's parking supply is expected to be able to accommodate the maximum parking demand at the site.

While it is noted that the peak parking demand observed at the proxy sites is greater than the proposed minimum visitor parking rate at the subject site, the overall parking strategy for the proposed development is still supportable. This is because, as noted in **Section 2.1.1**, 37 non-resident parking spaces are proposed to be shared between the visitor and commercial parking demand. As a result, the proposed shared parking supply can accommodate the forecasted peak parking demand for the non-resident uses.

Overall, based on proxy survey data, the proposed visitor parking rate of 0.10 parking spaces per residential unit and the proposed commercial parking rate of 1 parking space per 60 m² of commercial GFA are supportable at the subject site.

The proposed development could provide lay-by parking on Khalsa Gate to further accommodate the residential visitor and commercial parking demand expected at the site. These short-term parking spaces could serve "in and out" retail customers or food delivery vehicles. Similar lay-by parking spaces exist near the subject site at 2490 Old Bronte Road and 2524 Old Bronte Road. The lay-by parking area would further support the proposed parking rate by providing additional parking capacity for short-term parking demand.

4.0 Transportation Demand Management

Transportation Demand Management (TDM) measures aim to reduce automobile dependence and promote alternative modes of transportation to decrease traffic congestion and create a more sustainable transportation system.

Several external and site-specific TDM opportunities are available to the subject site that can incentivize the future tenants, visitors, and retail users of the proposed mixed-use building to choose alternative modes of transportation. An increase in the use of active transportation and transit facilities at the proposed development is expected to reduce dependence on single occupant vehicle trips. It is anticipated that these measures will therefore reduce parking demand at the subject site, further justifying the reduced parking rate.

4.1 External TDM Measures

4.1.1 Existing Transit Opportunities

The proposed site is located within 900 metres of five transit routes operated by Oakville Transit. The transit headways and route destinations provided by these transit routes are summarized in **Table 5**.

Table 5: Existing Transit Service

Route	Key Destinations	Days of Operation	Peak Hour Headways	Nearest Transit Stop
5 Dundas	Oakville Trafalgar Memorial Hospital, Oakville Uptown Core, Laird and Ridgeway Commercial Area, Dundas Street @ Hwy. 407 Park & Ride	7 Days a Week	15 minutes (A.M.) 15 minutes (P.M.) 30 minutes (SAT)	Dundas St. W. and Bronte Rd. 450 metres (6 minute walk)
13 Westoak Trails	Bronte GO, Oakville GO, Garth Webb Secondary School, White Oaks Secondary School	7 Days a Week	30 minutes (A.M.) 30 minutes (P.M.) 60 minutes (SAT)	Westoak Trails Blvd. East of Bronte Rd. 900 metres (11 minute walk)
34 Pine Glen	Bronte GO	Weekdays Only ¹	30 minutes (A.M.) 30 minutes (P.M.)	Pine Glen Rd. and Old Bronte Rd. 50 metres (1 minute walk)
81A / 81N / 82 Abbey Park / Loyola (North)	Abbey Park High School, St. Ignatius of Loyola Catholic Secondary School	Weekdays Only	One trip scheduled each weekday morning, and two trips scheduled each weekday afternoon. ²	Bronte Rd. and Highvalley Rd. 75 metres (1 minute walk)
86 Garth Webb S.S.	Garth Webb Secondary School	Weekdays Only	One trip scheduled each weekday morning, and two trips scheduled each weekday afternoon. ³	Pine Glen Rd. and Old Bronte Rd. 50 metres (1 minute walk)

Note 1: Route 34 Pine Glen is a rush hour service, with three trips scheduled in the weekday morning peak hour and seven trips scheduled in the weekday afternoon peak hour.

Note 2: The scheduled trips for Route 81A / 81N / 82 – Abbey Park / Loyola (North) align with the class start and end times at Abbey Park High School and St. Ignatius of Loyola Catholic Secondary School.

Note 3: The scheduled trips for Route 86 – Garth Webb S.S. align with the class start and end times at Garth Webb Secondary School.

As shown in **Table 5**, the transit routes available in the vicinity of the subject site provide access to key destinations across the Town of Oakville and the City of Burlington by transit. These destinations include major transit hubs, commercial centres, public institutions, and hospitals. The routes also reach regional transit nodes such as Bronte GO and Oakville GO, connecting the proposed site to the Greater Toronto Area. The accessibility of transit provided at the proposed development can incentivize future residents and visitors of the mixed-use building to take transit instead of using a personal vehicle.

Appendix D includes relevant transit data from the Town of Oakville.

4.1.2 Future Transit Opportunities

On Tuesday, December 7, 2021, the Town of Oakville's Planning and Development Council endorsed seven projects as the Town's priority transit initiatives.

One of these initiatives is the Metrolinx Dundas Bus Rapid Transit (BRT) project. The planned rapid transit system on Dundas Street would operate between Highway 6 in Hamilton to the Kipling Transit Hub in the City of Toronto, providing peak hour headways of 5 minutes or less. Dundas Street West is currently undergoing a detailed design study to implement the bus rapid transit lanes. Considering the subject site is located only 450 metres away from the nearest transit stop on Dundas Street, the implementation of the Dundas BRT project would incentivize residents and visitors of the subject site to use transit for regional trips across the Greater Toronto Area.

The Town also endorsed the Palermo Transit Terminal as a priority transit initiative. The Palermo Transit Terminal is a proposed transit facility located near the intersection of Dundas Street and Bronte Road. It is envisioned to serve the new residential land uses in the Palermo area as well as provide a convenient interface point between transit services. The Transit Terminal is expected to connect with future North Oakville bus routes and the new employment area being developed near Highway 407, while also being serviced by future higher-order transit service to Bronte GO. Overall, the construction of the future Transit Terminal would greatly improve transit access at the subject site, considering the proposed development is located only 400 metres from the intersection of Dundas Street and Bronte Road. The hub would ultimately reduce the dependence of residents and visitors at the subject site on personal vehicles.

4.1.3 Existing Active Transportation Opportunities

A sidewalk is provided on both sides of Bronte Road. Additionally, a multi-use path is built on the west side of the roadway. Continuous segments of sidewalks and multi-use paths are available on the south side of Pine Glen Road. Sidewalks are developed on the west side of Khalsa Gate north and south of the subject development. These active transportation facilities make it accessible for residents and visitors of the subject site to access amenities in the vicinity of the site by walking, including restaurants, convenience stores, and a professional office.

Multi-use paths are provided on both sides of the roadway on Dundas Street east of Bronte Road. As a result, the commercial plazas at the intersections of Dundas Street and Postmaster Drive as well as Dundas Street and Third Line are accessible to the subject site by walking or cycling. These commercial plazas include a grocery store, banks, pharmacies, and retail stores.

As a result of the active transportation facilities on Dundas Street, Bronte Road, and Pine Glen Road, a personal vehicle is generally not required at the subject site to have access to essential services and amenities.

4.1.4 Future Active Transportation Opportunities

As part of the Dundas Street Class EA Study, Halton Region proposed to widen Dundas Street between Brant Street and Bronte Road. The road improvements are planned to include on-street bike lanes and buffered 3.00-metre multi-use paths on both sides of the roadway between Appleby Line and Bronte Road.

These active transportation improvements will make the retail plazas at Dundas Street and Appleby Line, which include grocery stores, gyms, fast-food restaurants and retail stores, accessible to the subject site by cycling. Construction of the road improvements on Dundas Street between Appleby Line and Bronte Road is expected to be completed by 2027.

4.2 **Proposed TDM Measures**

The Applicant proposes several site-specific TDM strategies to further incentivize alternative modes of transportation and reduce parking demand at the proposed development.

4.2.1 Unbundled Resident Parking

All residential parking spaces at the proposed development will be unbundled. For condominium units, parking will be sold separately from unit sales. For rental units, parking will be assigned by property management and will be leased independently of unit rental agreements. This strategy allows for prospective residents to choose whether they wish to incur the added cost of buying a parking space, particularly if parking is not desired due to vehicle ownership choices. This is expected to make residents aware of the hidden costs of driving and encourage residents to make more effective use of active transportation and transit facilities.

4.2.2 Pedestrian Connections

To encourage walking as a viable mode of transportation for new residents and visitors, the Ground Floor Plan includes sidewalks within the development. The Applicant should connect these facilities to the existing active transportation infrastructure on Bronte Road and Pine Glen Road. Additionally, the Applicant will construct the sidewalk on the west side of Khalsa Gate along the site frontage. These pedestrian connections will incentivize residents of the subject site to walk and cycle to their destinations. It will also provide pedestrian access for customers of the proposed ground-floor commercial space within the subject development.

Pedestrian-friendly design options such as benches and greenery are illustrated on the Ground Floor Plan, which further promotes walking as a safe and attractive mode of transportation. Beautification efforts such as an attractive storefront for the ground-floor retail would facilitate a positive image and better define a pedestrian-friendly public space.

4.2.3 Cycling Facilities

The proposed development includes an on-site bicycle parking supply of 32 spaces, which exceeds the requirements of the Town's Zoning By-Law. These parking spaces will encourage residents, visitors, and retail employees to reduce their dependence on vehicle trips and will decrease parking demand at the proposed development.

4.2.4 Transit Facilities

The Applicant will provide a financial contribution of \$8,000 to the Town for the purpose of funding the design and construction of a transit shelter in the proximity of the subject site. The transit shelter could be constructed at the existing bus stop on Bronte Road along the site frontage. The shelter would increase safety and comfort while using transit to access the site, ultimately leading to an increase in transit use. The facility would also be highly beneficial if higher-order transit service to Bronte GO along the Bronte Road corridor is implemented in the future, as discussed in **Section 4.1.2**.

4.2.5 Travel Information Packages

To further promote the use of active transportation and transit, travel information packages comprising of Oakville Transit, GO Transit maps/schedules, as well as bike and trail maps can be provided to future residents and retail tenants in the proposed development at initial occupancy. Additionally, transit schedules and active transportation network maps can be provided in the main lobby of the building.

4.2.6 Transit Incentives

The Applicant will provide pre-loaded PRESTO cards to incentivize residents as well as commercial employees to use transit. One PRESTO card, at a value of \$75, will be supplied to each residential and commercial unit during the first year of occupancy. This strategy can help residents and commercial employees reduce their dependence on personal vehicles and further decrease the parking demand at the subject site.

Overall, these existing and planned strategies will ultimately reduce single occupancy vehicle trips at the site and decrease the resulting visitor and commercial parking demand. This further justifies the proposed visitor parking requirements of 0.10 parking spaces per residential unit and the commercial parking requirements of 1 parking space per 60 m² of commercial GFA.

5.0 Conclusions and Recommendations

The Parking Justification Study Update has assessed the parking requirements associated with the proposed mixed-use development located at 3020 Pine Glen Road in the Town of Oakville as well as provided rationale to support the reduced rate of the shared visitor and retail parking supply recommended for the requested minor variance.

The proposed development will provide a total of 43 non-resident parking spaces, which is deficient compared to the Town of Oakville Zoning By-Law No. 2014-014 requirements. A reduced visitor parking rate of 0.10 parking spaces per residential unit and a reduced commercial parking rate of 1 parking space per 60 m² of commercial GFA are proposed for the subject site.

A parking survey was conducted at two mixed-use proxy sites within 300 metres of the proposed development that have similar land use and transportation contexts. Based on the peak parking rates for these proxy sites, the maximum parking demand expected for the visitor and commercial land uses at the proposed development is 43 parking spaces. Given that a total non-resident parking supply of 43 parking spaces is proposed, it is expected that the proposed parking supply will accommodate the peak parking demand at the subject development. The Applicant can also consider providing lay-by parking on Khalsa Gate to further support short-term visitor and commercial parking.

The proposed development has adopted several TDM measures to reduce single-occupant vehicle trips generated by the site. To enhance external TDM opportunities near the site, such as existing or planned public transit and active transportation infrastructure, the proposed development will implement site-specific TDM strategies. These measures include on-site pedestrian connections, a bicycle parking supply exceeding the by-law minimum, and an \$8,000 financial contribution to fund the design and construction of a nearby transit shelter. The Applicant will also provide transit and active transportation information packages, as well as supply a pre-loaded PRESTO card for each residential and retail unit during the first year of occupancy. These measures will encourage increased transit ridership, walking, and cycling at the site, decreasing the demand for visitor and commercial parking.

Overall, based on the proxy survey data and the proposed TDM measures, the proposed visitor and commercial parking rates for the subject site are supportable.

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

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

Respectfully submitted by,

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Appendix A

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

Parking, Loading, & Stacking Lane Provisions

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

5.2.2 Minimum Number of Parking Spaces in Mixed Use Zones

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

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

Table 5.2.2: Ratios of Minimum Number of Parking Spaces for Mixed Use Zones	
Use	Minimum Number of Parking Spaces
Residential Uses	
<i>Apartment dwelling (2021-068)</i>	a) 1.0 per <i>dwelling</i> where the unit has less than 75.0 square metres <i>net floor area</i> ; b) 1.25 per <i>dwelling</i> for all other units (1)(2a)(3)
<i>Back-to-back townhouse dwelling</i>	1.5 per <i>dwelling</i>
<i>Detached dwelling</i>	2.0 per <i>dwelling</i>
<i>Dormitory</i>	No minimum requirement
<i>Live-work dwelling</i>	a) 2.0 for the residential component; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> for the commercial component (4)
<i>Long term care facility</i>	0.25 per bed
<i>Multiple dwelling</i>	1.25 per <i>dwelling</i> (1)(2)
<i>Retirement home</i>	0.33 per <i>assisted living unit</i> and <i>dwelling unit</i>
<i>Semi-detached dwelling</i>	2.0 per <i>dwelling</i>
<i>Stacked townhouse dwelling</i>	1.25 per <i>dwelling</i> (1)(3)
<i>Townhouse dwelling</i>	1.5 per <i>dwelling</i> (1)(2)
Accessory Residential Uses	
<i>Attached or detached additional residential unit (2023-024) (2024-111)</i>	1.0 additional <i>parking space</i>
<i>Bed and breakfast establishment</i>	1.0 additional <i>parking space</i> per <i>lodging unit</i>
<i>Home occupation</i>	No minimum requirement
<i>Private home day care</i>	No minimum requirement

Parking, Loading, & Stacking Lane Provisions

Table 5.2.2: Ratios of Minimum Number of Parking Spaces for Mixed Use Zones	
Use	Minimum Number of Parking Spaces
<i>Short-term accommodation</i>	1.0 additional <i>parking space</i> (5)
Hospitality Uses	
<i>Hotel</i>	a) 1.0 per <i>lodging unit</i> ; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> outside of a <i>lodging unit</i>
<i>Public hall</i>	1.0 per 20.0 m ² <i>net floor area</i>
All Non-Residential Uses	
<ul style="list-style-type: none"> All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(2a) [Bronte Village] All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(7a) [Kerr Village] 	1.0 per 40.0 m ² <i>net floor area</i>
All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(8a) [Downtown Oakville]	No minimum requirement
<ul style="list-style-type: none"> All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(19a) [Palermo Village] All other permitted non-residential <i>uses</i> in a Mixed Use Zone on Map 19(22a) [Uptown Core] 	a) 1.0 per 24.0 m ² <i>net floor area</i> on the <i>first storey</i> ; plus, b) 1.0 per 40.0 m ² <i>net floor area</i> above the <i>first storey</i> occupied by non-residential <i>uses</i> c) Notwithstanding this, where <i>medical offices</i> cumulatively occupy any <i>net floor area</i> on the <i>first storey</i> or greater than 60% of the <i>net floor area</i> of the <i>building</i> , the minimum number of parking spaces shall be 1.0 per 18.0 m ² <i>net floor area</i> occupied by <i>medical offices</i>
All Other Uses	
Any other <i>use</i> not otherwise accommodated by Table 5.2.2	Shall be the ratio provided in Table 5.2.1

Additional Regulations for Growth Area Parking Spaces Table

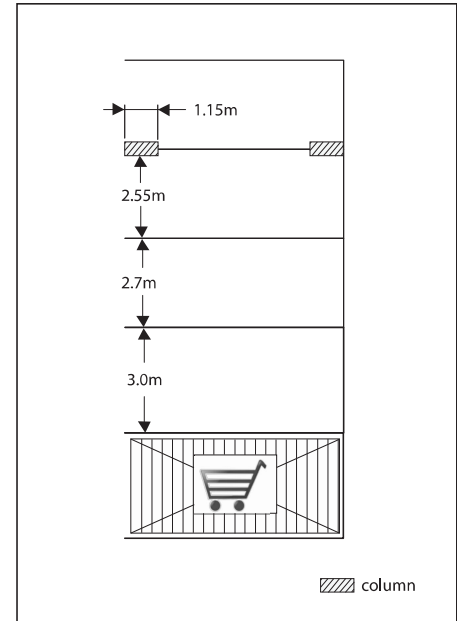
5.2.2 (2017-025)

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

Parking, Loading, & Stacking Lane Provisions

5.2.3 Motor Vehicle Parking Space Dimensions (2017-025)

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



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

5.3 Barrier-free Parking Spaces

5.3.1 Ratios for Minimum Number of Spaces

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

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

Parking, Loading, & Stacking Lane Provisions

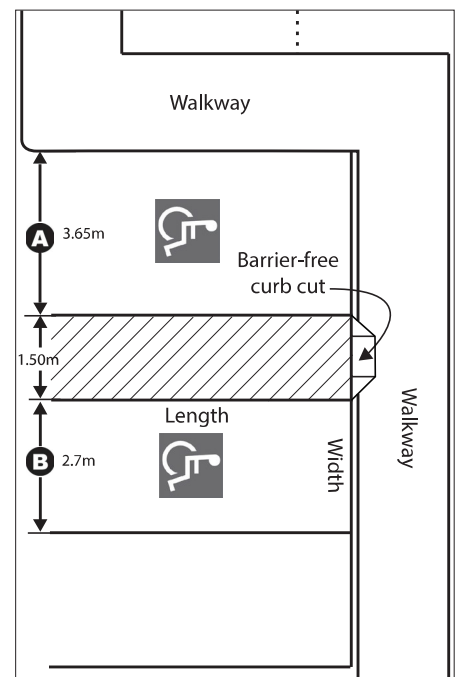
Total Number of Parking Spaces in all Parking Areas on the Lot	Minimum Number of Barrier-free Parking Spaces
101 to 200	1, plus 3% of the total number of <i>parking spaces</i> in the <i>parking area</i>
201 to 1000	2, plus 2% of the total number of <i>parking spaces</i> in the <i>parking area</i>
1,001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

5.3.2 Dimensions and Paths of Travel

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

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

- b) Where the minimum number of *barrier-free parking spaces* required is even, an equal number of Type A and Type B *barrier-free parking spaces* shall be required.
- c) Where the minimum number of *barrier-free parking spaces* required is odd, the additional *barrier-free parking space* remaining shall be a Type B *barrier-free parking space*. Where the minimum number of *barrier-free parking spaces* is one, the *barrier-free parking space* shall be a Type A *barrier-free parking space*. (2023-024)
- d) A *barrier-free path of travel* 1.5 metres in width is required abutting the entire length of the longest side of a *barrier-free parking space*. A path of travel can be shared by two *barrier-free parking spaces*. (2015-018)



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

5.4 Bicycle Parking Spaces

5.4.1 Minimum Number of Bicycle Parking Spaces

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

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

Parking, Loading, & Stacking Lane Provisions

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

Additional Regulations for Minimum Bicycle Parking Ratios

Table 5.4.1

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

Appendix B

Terms of Reference Correspondence

Anthony De Rango

From: Syed Rizvi <syed.rizvi@oakville.ca>
Sent: May 13, 2025 11:52 PM
To: Anthony De Rango
Cc: Brandon Bradt; Khalil Barakzai
Subject: RE: [EXTERNAL] Terms of Reference - Parking Justification Study 3020 Pine Glen Road

Hi Anthony,

Further to the attached email, please note that the parking survey timing for Saturday should be extended to 2:00 a.m. to better capture weekend peak overnight demand. The remaining survey timings are acceptable as proposed.

Thank you,
Syed

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

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From: Anthony De Rango <aderango@cfcrozier.ca>
Sent: Tuesday, May 13, 2025 5:06 PM
To: Syed Rizvi <syed.rizvi@oakville.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Khalil Barakzai <Khalil.Barakzai@oakville.ca>
Subject: RE: [EXTERNAL] Terms of Reference - Parking Justification Study 3020 Pine Glen Road

Hi Syed,

Thank you for your response and confirmation.

Both listed proxy sites contain a mix of residential units and ground-floor commercial space.

For the parking survey, the following days and times are proposed:

Thursday 5:00 p.m. – 2:00 a.m.
Friday 5:00 p.m. – 2:00 a.m.
Saturday 10:00 a.m. – 6:30 p.m.

Would these be acceptable? We will confirm exact dates when we receive permission to conduct the surveys from the respective proxy sites.

Thank you,
Anthony

Anthony De Rango

Engineering Intern, Transportation

Office: 289.212.3450

Collingwood | Milton | Toronto | Bradford | Guelph

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

Sent: May 13, 2025 6:34 AM

To: Anthony De Rango <aderango@cfcrozier.ca>

Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Khalil Barakzai <Khalil.Barakzai@oakville.ca>

Subject: RE: [EXTERNAL] Terms of Reference - Parking Justification Study 3020 Pine Glen Road

Hi Anthony,

The proxy sites selected for the potential survey and Parking Justification Study are acceptable, given their close proximity to the proposed development site. However this is subject to confirmation that both proxy sites include a mix of residential and commercial land use components, consistent with the proposed development.

Additionally, please ensure that the scale, built form, and parking characteristics of the proxy sites are comparable to the proposed development, to support a valid and defensible parking analysis.

Please feel free to contact if you have any questions.

Thanks,
Syed

Syed Rizvi, M.Sc., P. Eng
Transportation Engineer
Transportation and Engineering

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

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From: Anthony De Rango <aderango@cfcrozier.ca>

Sent: Monday, May 12, 2025 9:17 AM

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

Cc: Brandon Bradt <bbradt@cfcrozier.ca>

Subject: [EXTERNAL] Terms of Reference - Parking Justification Study 3020 Pine Glen Road

Hi Syed,

C.F. Crozier & Associates Inc. (Crozier) has been retained to undertake a Parking Justification Study (PJS) in support of a Minor Variance Application for a proposed mixed use residential building located at 3020 Pine Glen Road in the Town of Oakville.

We are uncertain which staff member at the Town of Oakville is reviewing this development application. If another Transportation and Engineering staff member is already assigned to the proposed development, could you please connect us. We apologize for the inconvenience.

The current development proposal includes a 10-storey mixed-use building with 330 residential units and approximately 579 m² of retail space.

The Town of Oakville’s Zoning By-law 2014-014, Part 5 was reviewed to determine the required number of parking spaces for the proposed development. Considering the subject site is situated in the “Palermo Village Growth Area” and is classified as a Mixed-Use Zone, Table 5.2.2 of the Zoning By-Law was reviewed, and the auto parking requirements for the proposed development are summarized in the table below.

It is proposed to reduce the visitor and retail parking rates at 3020 Pine Glen Road. A shared parking provision between the two land uses at a rate of 0.10 shared visitor/retail parking spaces per residential unit is sought.

Table 1: Vehicle Parking Summary

Type of Parking	Units/ GFA (m ²)	Parking Rate	Proposed Parking Rate	Required Minimum Parking Spaces	Proposed Minimum Parking Spaces with Shared Parking Strategy
Residential (<75 m2)	321 units	0.80 per unit	0.80 per unit	257	257
Residential (≥75 m2)	9 units	1.05 per unit	1.05 per unit	10	10
Visitor	330 units	0.2 per unit	0.10 per unit	66	33 (-33 visitor spaces) (+8 retail spaces)
Retail	579 m ²	1 per 24 m ²		25	
Total				358	300 (-58)

As shown in the table above, it is proposed to reduce the total minimum parking spaces for the proposed development by 58 parking spaces. This represents a 16% reduction from the total By-Law requirements at the subject site. As the proposed parking rate does not meet the requirements of the Town of Oakville’s Zoning By-Law, it is our understanding that a Parking Justification Study (PJS) is required.

We have prepared the following terms of reference for your review and approval prior to undertaking the PJS:

1. Review the Town’s minimum Zoning By-Law parking requirements and compare with the proposed parking rate. As previously stated, the proposed rate is deficient of the minimum Zoning By-Law parking requirements.
2. Estimate the parking demand expected at the subject development using the Institute of Transportation Engineers Parking Generation Manual 6th Edition.
3. Compare the peak parking demand observed at existing mixed-use developments in the Town of Oakville. Parking survey data from two proxy sites with similar transportation contexts to the subject development will be surveyed. The proxy sites will be confirmed with Town Staff prior to data collection. Potential survey locations include the condominium buildings at 2490 Old Bronte Road and 2430 Old Bronte Road.

Considering these proxy sites are located within 300 metres of the proposed development, they are expected to provide an accurate representation of the parking demand at the subject site.

4. Propose several Transportation Demand Management measures to decrease retail and visitor parking demand.
5. Based on the reviews and forecasts, confirm the adequacy or shortfall of the proposed parking supply and provide recommendations.

Please let us know if you have any comments regarding the above scope of work and feel free to contact us if you wish to discuss further.

Best regards,
Anthony

Anthony De Rango

Engineering Intern, Transportation

Office: 289.212.3450

Collingwood | Milton | Toronto | Bradford | Guelph

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Appendix C

Proxy Site Parking Survey Data

Location: **Oakville , ON**

Date: **Thursday, June 12, 2025**

Property		2430 Old Bronte Road						
Time		Zone						
Zone		Underground Parking			Surface Parking			
Start	End	P1	Retail P1	P2	Visitor	Visitor Handicap	Retail Handicap	Retail
Supply		48	4	58	20	2	1	9
17:00	17:30	24	0	25	8	1	1	5
17:30	18:00	25	1	27	7	1	1	5
18:00	18:30	24	2	30	10	1	1	5
18:30	19:00	25	1	29	8	0	0	4
19:00	19:30	29	1	27	7	0	0	4
19:30	20:00	29	2	30	8	0	0	2
20:00	20:30	29	2	33	7	0	0	1
20:30	21:00	28	2	38	3	0	0	2
21:00	21:30	29	2	39	3	0	0	2
21:30	22:00	30	2	44	3	0	0	2
22:00	22:30	30	2	44	3	0	0	3
22:30	23:00	31	2	45	3	0	0	3
23:00	23:30	33	2	46	3	1	1	3
23:30	0:00	34	2	46	3	1	1	3
0:00	0:30	35	2	46	3	1	1	3
0:30	1:00	35	2	45	4	1	1	4
1:00	1:30	36	2	45	3	1	1	4
1:30	2:00	36	2	45	3	1	1	4

Location: **Oakville , ON**

Date: **Friday, June 13, 2025**

Property		2430 Old Bronte Road						
Time		Zone						
Zone		Underground Parking			Surface Parking			
Start	End	P1	Retail P1	P2	Visitor	Visitor Handicap	Retail Handicap	Retail
Supply		48	4	58	20	2	1	9
17:00	17:30	29	1	20	5	0	0	4
17:30	18:00	30	1	22	5	0	0	4
18:00	18:30	25	2	25	4	0	0	3
18:30	19:00	20	2	27	3	0	0	3
19:00	19:30	19	1	27	6	1	0	4
19:30	20:00	19	1	27	6	1	0	4
20:00	20:30	19	1	28	8	1	0	3
20:30	21:00	19	1	30	7	1	0	2
21:00	21:30	20	2	30	7	0	0	3
21:30	22:00	22	2	31	6	0	0	3
22:00	22:30	24	2	31	6	0	0	4
22:30	23:00	28	3	34	6	0	0	3
23:00	23:30	29	3	35	6	0	0	3
23:30	0:00	30	3	36	5	0	0	4
0:00	0:30	31	3	38	5	1	0	4
0:30	1:00	33	3	39	5	0	0	4
1:00	1:30	33	3	40	5	0	0	4
1:30	2:00	33	3	40	5	0	0	4

Location: **Oakville , ON**

Date: **Saturday, June 14, 2025**

Property		2430 Old Bronte Road						
Time		Zone						
Zone		Underground Parking			Surface Parking			
Start	End	P1	Retail P1	P2	Visitor	Visitor Handicap	Retail Handicap	Retail
Supply		48	4	58	20	2	1	9
10:00	10:30	27	2	38	9	1	1	6
10:30	11:00	28	2	35	9	1	1	6
11:00	11:30	29	2	29	10	1	1	5
11:30	12:00	31	2	23	10	1	1	5
12:00	12:30	22	1	25	11	1	1	4
12:30	13:00	19	1	29	12	1	1	4
13:00	13:30	17	1	23	14	0	1	5
13:30	14:00	17	2	25	12	0	1	5
14:00	14:30	18	2	29	11	0	1	5
14:30	15:00	19	0	28	11	0	0	5
15:00	15:30	19	0	28	10	0	0	5
15:30	16:00	19	0	27	10	0	0	4
16:00	16:30	20	1	27	9	0	0	4
16:30	17:00	20	1	27	10	0	0	4
17:00	17:30	20	1	26	11	0	0	3
17:30	18:00	20	1	26	10	0	0	3
18:00	18:30	20	1	27	10	0	0	3

Location: **Oakville , ON**

Date: **Saturday, June 14, 2025**

Property		2430 Old Bronte Road						
Time		Zone						
Zone		Underground Parking			Surface Parking			
Start	End	P1	Retail P1	P2	Visitor	Visitor Handicap	Retail Handicap	Retail
Supply		48	4	58	20	2	1	9
18:30	19:00	21	1	29	9	0	0	2
18:00	18:30	21	1	30	10	0	0	2
18:30	19:00	22	1	30	11	0	0	2
19:00	19:30	20	1	30	12	1	0	2
19:30	20:00	20	1	30	11	1	0	2
20:00	20:30	20	0	31	10	0	0	3
20:30	21:00	21	0	33	9	0	0	3
21:00	21:30	22	0	34	9	0	0	3
21:30	22:00	25	1	35	9	0	0	4
22:00	22:30	28	1	36	9	0	0	4
22:30	23:00	30	1	37	8	0	0	4
23:00	23:30	32	1	38	7	0	0	4
23:30	0:00	31	1	38	7	0	0	4
0:00	0:30	33	1	39	7	0	0	4
0:30	1:00	33	1	39	7	0	0	4
1:00	1:30	33	1	39	6	0	0	4
1:30	2:00	33	1	39	6	0	0	4

Location: **Oakville , ON**

Date: **Thursday, June 12, 2025**

Property		2486 and 2490 Old Bronte Road							
Time		Zone							
Zone		2490 Old Bronte Road Underground Parking				2486 Old Bronte Road Underground Parking		Surface Parking for	
Start	End	Commercial	Unassigned spots Residential	Visitor	Residential (A133+B120)	BGH1+BGH2 (large parking spaces) Residential	Residential (A108+B109)	Visitor	Hadicap
Supply		12	2	1	253	2	217	76	6
17:00	17:30	0	0	0	98	0	94	32	0
17:30	18:00	0	0	0	111	0	96	30	0
18:00	18:30	0	0	0	123	0	100	27	0
18:30	19:00	0	0	0	134	0	111	21	0
19:00	19:30	0	0	0	140	0	112	19	0
19:30	20:00	0	0	0	152	0	114	19	0
20:00	20:30	0	0	0	166	0	118	20	0
20:30	21:00	0	0	0	186	0	122	20	0
21:00	21:30	0	0	0	190	0	123	21	0
21:30	22:00	0	0	0	195	0	130	21	0
22:00	22:30	0	0	0	196	0	142	21	0
22:30	23:00	0	0	0	198	0	151	20	0
23:00	23:30	0	0	0	200	0	151	20	0
23:30	0:00	0	0	0	205	0	152	20	0
0:00	0:30	0	0	0	208	0	155	21	0
0:30	1:00	0	0	0	210	0	156	20	0
1:00	1:30	0	0	0	211	0	156	20	0
1:30	2:00	0	0	0	212	0	156	20	0

Location: **Oakville , ON**

Date: **Friday June 13, 2025**

Property		2486 and 2490 Old Bronte Road							
Time		Zone							
Zone		2490 Old Bronte Road Underground Parking				2486 Old Bronte Road Underground Parking		Surface Parking for	
Start	End	Commercial	Unassigned spots Residential	Visitor	Residential (A133+B120)	BGH1+BGH2 (large parking spaces) Residential	Residential (A108+B109)	Visitor	Hadicap
Supply		12	2	1	253	2	217	76	6
17:00	17:30	0	0	0	119	0	100	40	0
17:30	18:00	0	0	0	122	0	109	39	0
18:00	18:30	0	0	0	126	0	112	40	0
18:30	19:00	0	0	0	125	0	110	33	0
19:00	19:30	0	0	0	124	0	107	29	0
19:30	20:00	0	0	0	130	0	110	32	0
20:00	20:30	0	0	0	134	0	117	33	0
20:30	21:00	0	0	0	154	0	120	34	0
21:00	21:30	0	0	0	156	0	128	34	0
21:30	22:00	0	0	0	161	0	130	32	0
22:00	22:30	0	0	0	170	0	135	32	0
22:30	23:00	0	0	0	185	0	144	31	0
23:00	23:30	0	0	0	190	0	145	31	0
23:30	0:00	0	0	0	192	0	146	31	0
0:00	0:30	0	0	0	197	0	147	31	0
0:30	1:00	0	0	0	201	0	148	30	0
1:00	1:30	0	0	0	202	0	150	29	0
1:30	2:00	0	0	0	204	0	153	29	0

Location: **Oakville , ON**

Date: **Saturday, June 14, 2025**

Property		2486 and 2490 Old Bronte Road							
Time		Zone							
Zone		2490 Old Bronte Road Underground Parking				2486 Old Bronte Road Underground Parking		Surface Parking for 2486 and 2490 Old Bronte Road	
Start	End	Commercial	Unassigned spots Residential	Visitor	Residential (A133+B120)	BGH1+BGH2 (large parking spaces) Residential	Residential (A108+B109)	Visitor	Hadicap
Supply		12	2	1	253	2	217	76	6
10:00	10:30	0	0	0	148	0	120	39	0
10:30	11:00	0	0	0	140	0	111	39	0
11:00	11:30	0	0	0	138	0	104	40	0
11:30	12:00	0	0	0	130	0	105	40	0
12:00	12:30	0	0	0	125	0	106	41	0
12:30	13:00	0	0	0	125	0	105	40	1
13:00	13:30	0	0	0	126	0	102	38	1
13:30	14:00	0	0	0	127	0	101	37	1
14:00	14:30	0	0	0	125	0	102	34	1
14:30	15:00	0	0	0	123	0	107	36	1
15:00	15:30	0	0	0	122	0	108	36	1
15:30	16:00	0	0	0	125	0	110	36	0
16:00	16:30	0	0	0	129	0	116	35	0
16:30	17:00	0	0	0	123	0	111	40	0
17:00	17:30	0	0	0	124	0	111	40	0
17:30	18:00	0	0	0	124	0	113	38	0
18:00	18:30	0	0	0	125	0	113	36	0
18:30	19:00	0	0	0	129	0	114	35	0
18:00	18:30	0	0	0	130	0	115	35	0
18:30	19:00	0	0	0	140	0	116	35	0
19:00	19:30	0	0	0	142	0	118	35	0
19:30	20:00	0	0	0	143	0	119	35	0
20:00	20:30	0	0	0	148	0	119	35	0
20:30	21:00	0	0	0	154	0	123	35	0
21:00	21:30	0	0	0	159	0	124	34	0
21:30	22:00	0	0	0	164	0	129	34	0
22:00	22:30	0	0	0	175	0	134	35	0
22:30	23:00	0	0	0	178	0	143	35	0
23:00	23:30	0	0	0	181	0	144	35	0
23:30	0:00	0	0	0	185	0	145	35	0
0:00	0:30	0	0	0	186	0	146	35	0
0:30	1:00	0	0	0	187	0	147	35	0
1:00	1:30	0	0	0	188	0	148	35	0
1:30	2:00	0	0	0	188	0	148	35	0

Appendix D

Transit Data

Bus Routes

- Solid lines indicate regular service
- Wider lines indicate more frequent service
- - - Dashed lines indicate rush hour or limited service

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

During the mid-day, a bus comes every...

- 20 minutes: 1, 5
- 30 minutes (15-20 min rush hour): 4, 14
- 30 minutes: 3, 12, 13, 15, 18, 19, 20, 28
- 45-60 minutes: 6, 11
- Rush hour only: 10, 26, 34, 37, 120, 190



Trafalgar @ Hwy 407 Park & Ride
 1 Bus

Uptown Core
 1 5 19
 20 37

Laird & Ridgeway
 5 6 12 120
 WAY

Route 5 continues to Dundas @ Hwy 407 Park & Ride
 Connections:
 Bus

Route 14 continues to Appleby GO
 Connections:
 Bus
 Train

Bronte GO
 3 4 6
 10 13 18
 28 34
 Train
 Bus

South Oakville Centre
 3 14/14A 15

Sheridan College
 1 6
 Bus

Routes 4, 11, 12 continue to Clarkson GO
 Connections:
 WAY
 Train
 Bus

Oakville GO
 1 4 10 11 13
 14/14A 15 18 19 20
 26 28 120 190
 Train
 Bus

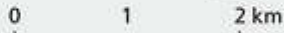
Lake Ontario





Route 5 Dundas

During the mid-day,
a bus comes every 20 minutes



Dundas @ Hwy 407
Park & Ride



Uptown Core



Laird & Ridgeway

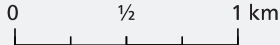


Lake Ontario



Route 13 Westoak Trails

During the mid-day,
a bus comes every 30 minutes

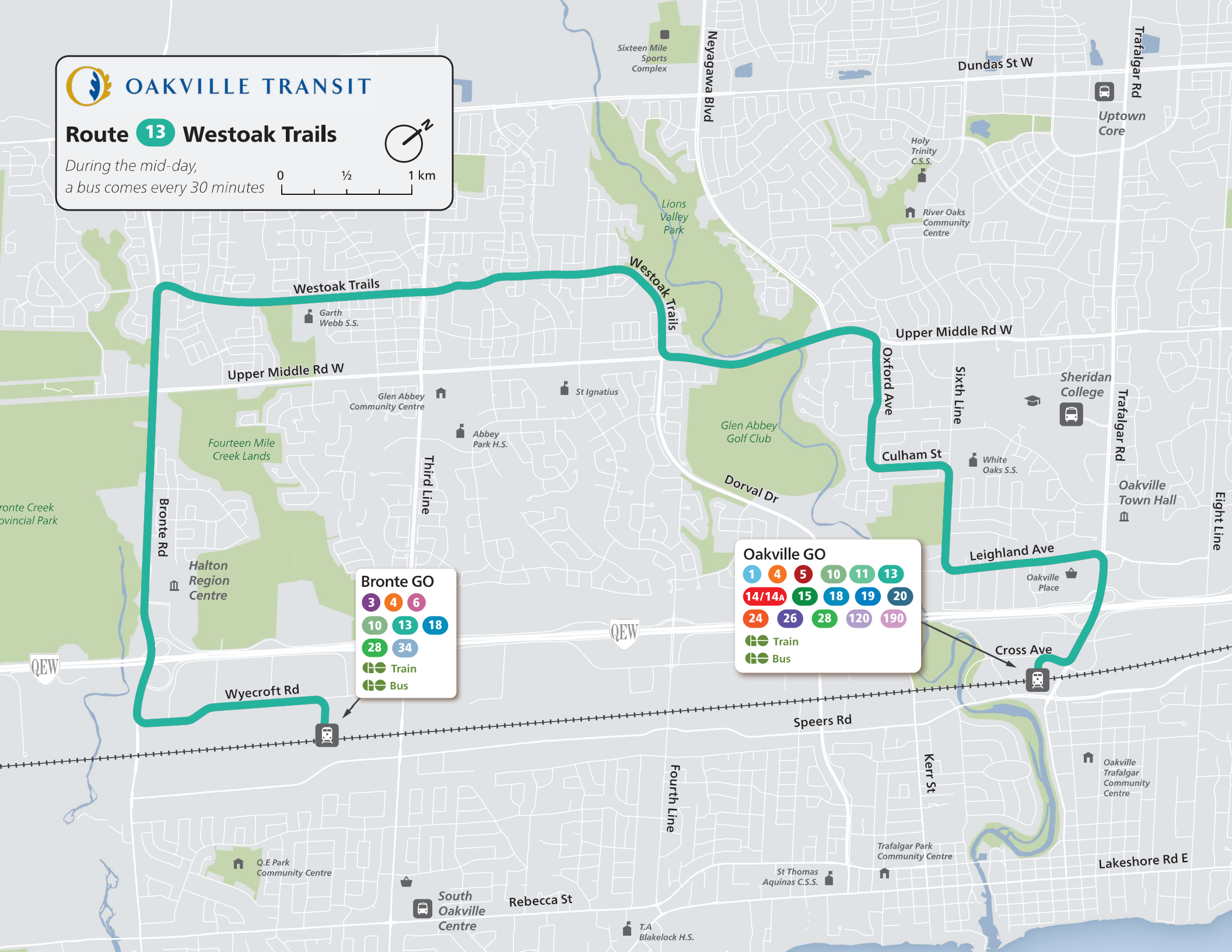


Bronte GO

- 3, 4, 6
- 10, 13, 18
- 28, 34
- Train
- Bus

Oakville GO

- 1, 4, 5, 10, 11, 13
- 14/14A, 15, 18, 19, 20
- 24, 26, 28, 120, 190
- Train
- Bus

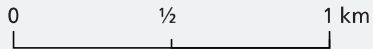




OAKVILLE TRANSIT

Route 34 Pine Glen

Buses only run during rush hours



Oakville Trafalgar Memorial Hospital



Dundas St W

Dundas St W

Bronte Rd

Pine Glen Rd

Proudfoot Trail

Colonel William Pkwy

Westoak Trails Blvd

Third Line

Garth Webb S.S.

Upper Middle Rd W

Glen Abbey Community Centre

St Ignatius

Abbey Park H.S.

Fourteen Mile Creek Lands

Bronte Creek Provincial Park

Bronte Rd

Halton Region Centre



Wycroft Rd



Bronte GO

- 3 4 6
- 10 13 18
- 28 34
- Train
- Bus



OAKVILLE TRANSIT

Route **81A** **81B**

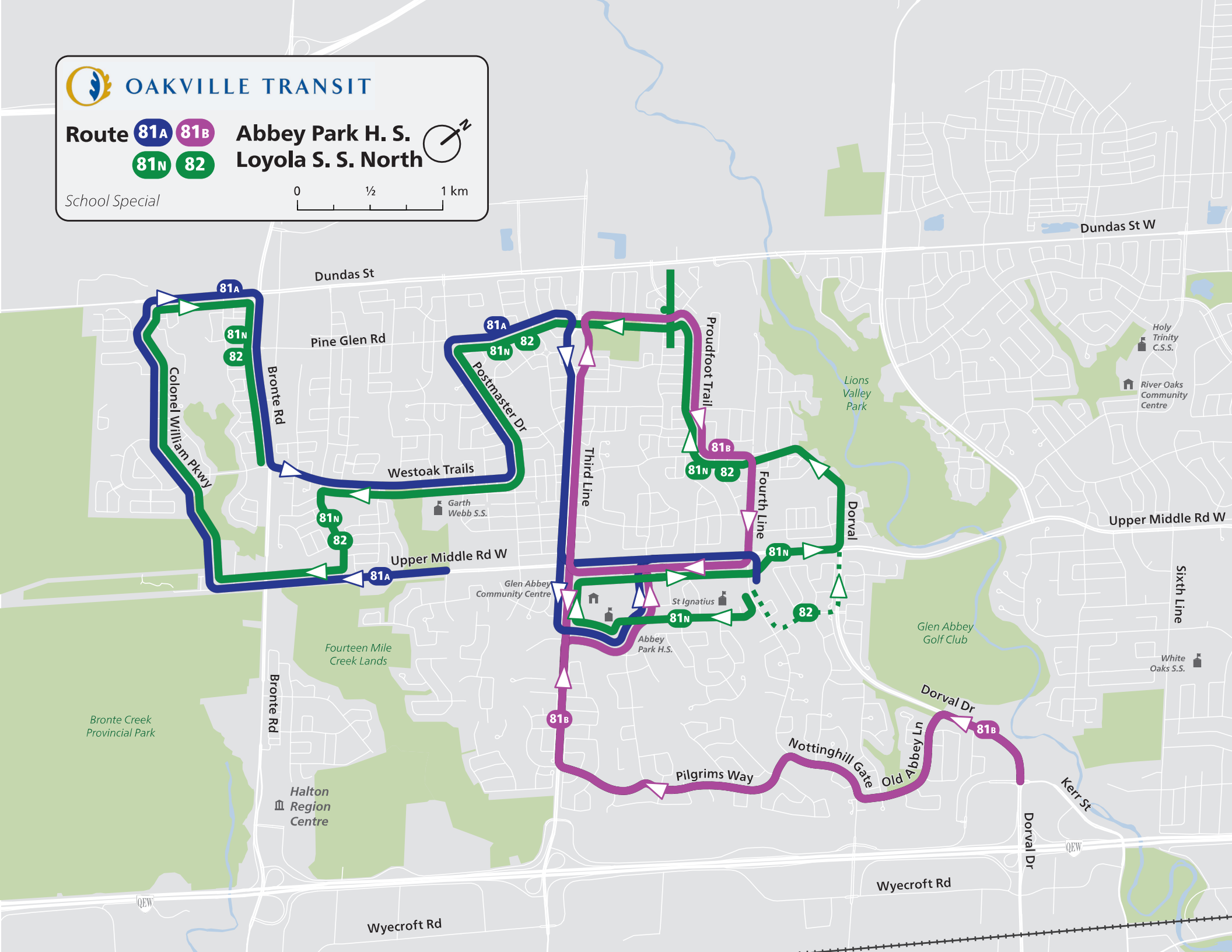
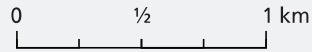
Abbey Park H. S.

81N **82**

Loyola S. S. North



School Special



Dundas St

Pine Glen Rd

81A

81N

82

Bronte Rd

Colonel William Pkwy

Westoak Trails

81A

81N

82

Postmaster Dr

Garth Webb S.S.

81N

82

Upper Middle Rd W

81A

Third Line

81B

81N

82

Proudfoot Trail

Fourth Line

81N

Dorval

Upper Middle Rd W

Sixth Line

Fourteen Mile Creek Lands

Bronte Rd

Bronte Creek Provincial Park

Halton Region Centre

Glen Abbey Community Centre

St Ignatius

Abbey Park H.S.

Glen Abbey Golf Club

White Oaks S.S.

81B

Pilgrims Way

Nottingham Gate

Dorval Dr

81B

Dorval Dr

Kerr St

Wycroft Rd

Wycroft Rd

Dundas St W

Holy Trinity C.S.S.

River Oaks Community Centre

Lions Valley Park



AM Routes 86A 86B **Garth Webb S. S.**

PM Routes 86A 86B

School Special

