

November 2, 2023

Kaneff Group  
8501 Mississauga Road  
Brampton ON L6Y 5G8

**Attention: Kevin Freeman**

**Re: Engineering Service – Parking Justification Study  
2350-2360 Bristol Circle, Town of Oakville  
Our Project No. NT-23-112**

## 1.0 INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Kaneff Group (The 'Client') to undertake a Parking Justification Study in support of a Zoning By-law Amendment Application. The subject site is located at the northwest corner of Bristol Circle and Brighton Road, municipally known as 2350-2360 Bristol Circle, in the Town of Oakville (the 'Town'). The location of the subject site is illustrated in **Figure 1-1** below.

**Figure 1-1 – Subject Site Location**

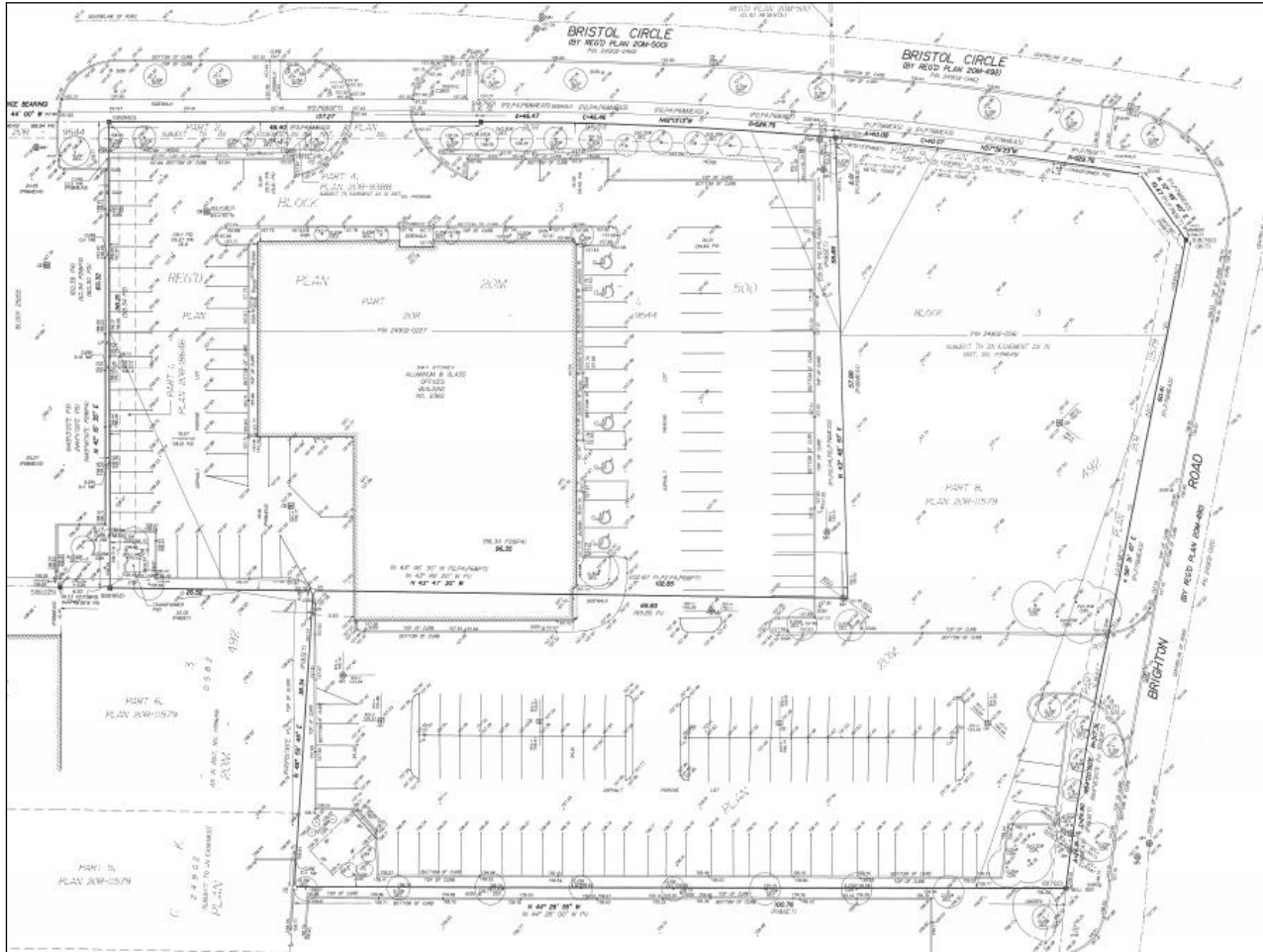


Source: Google Maps

The subject site is currently occupied by an office building with the southeast portion of land being vacant. The existing office building has a net floor area (NFA) of 4,215 m<sup>2</sup> and an occupied NFA of 3,191.7 m<sup>2</sup>. Currently, there are 190 vehicular parking spaces for the existing office building.

The existing office building is illustrated in **Figure 1-2** and provided in full detail in **Appendix A**.

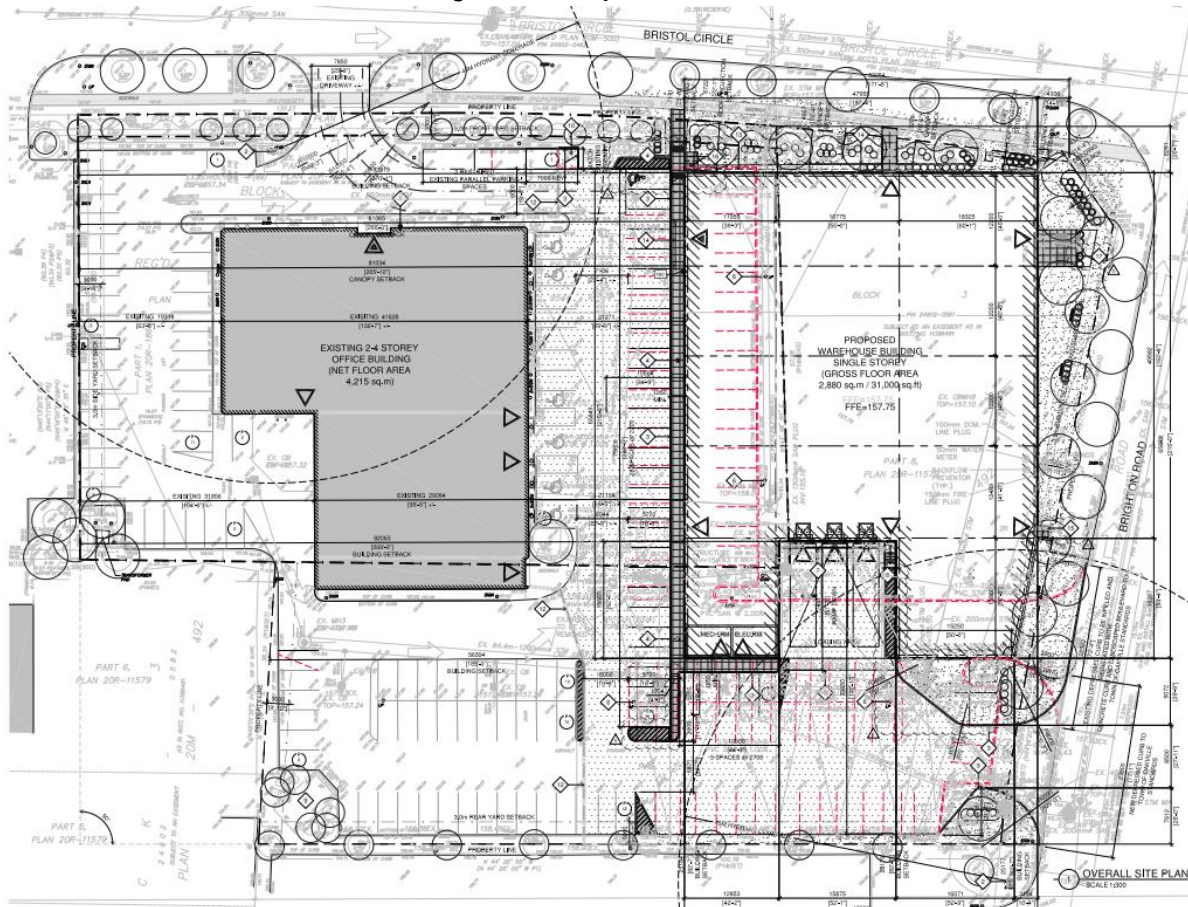
**Figure 1-2 – Existing Office Building Survey**



Based on the site plan prepared by Pearce McCluskey Architects and information received from the Client, the development proposal is to develop the southeast portion of lands into a single storey warehouse building. Currently, there are 190 vehicular parking spaces for the existing office building. The proposed development seeks to remove 85 existing parking spaces and develop a single storey warehouse building with 20 parking spaces. It is noted that the existing office building and the proposed warehouse building will share a total of 125 parking spaces.

The purpose of this parking study is to justify the provision of 125 shared vehicular parking spaces between the existing office building and proposed warehouse building. The site plan which displays the existing office building and the proposed warehouse building is illustrated in **Figure 1-3** and provided in full detail in **Appendix B**.

Figure 1-3 – Proposed Site Plan



## 2.0 PARKING BY-LAW REQUIREMENTS

### 2.1 Town of Oakville Zoning By-law 2014-014

The proposed redevelopment is subject to the parking requirements as provided within the Town of Oakville Zoning By-law 2014-014 is in effect for the subject lands. The vehicle parking requirements for the proposed development are detailed in **Table 2.1**.

Table 2.1 – Town of Oakville Zoning By-law 2014-014

Type	Net Floor Area	Parking Rate	Parking Requirement	Parking Provided	Surplus / Deficit
<b>Existing</b>					
Office	4,215 m <sup>2</sup>	1 space / 35 m <sup>2</sup> of NFA	121 spaces	-	-
<b>Proposed</b>					
Warehousing	2,880.35 m <sup>2</sup>	1 space / 100 m <sup>2</sup> of NFA for the first 7,500 m <sup>2</sup>	29 spaces	-	-
<b>Total</b>		-	<b>150 spaces</b>	<b>125 spaces</b>	<b>-25</b>

In accordance with Zoning By-law 2014-014, the existing office building and the proposed warehouse requires a total of 150 vehicular parking spaces (121 spaces for the existing building and 29 spaces for the proposed warehouse). In comparing the parking requirement with the proposed provision of 125 spaces, there is a technical deficit of 25 parking spaces. The proposed

development seeks to share the existing parking lot with the existing office building, therefore a parking utilization survey for the existing office building was conducted and detailed below.

### 3.0 PARKING UTILIZATION SURVEY & PARKING ASSESSMENT

To quantify peak demand characteristics for the existing office building, NexTrans Consulting Engineers conducted parking utilization surveys at the existing office building at 2350-2360 Bristol Circle. The selected survey methodologies (i.e. date and duration) were selected to reflect the anticipated peak operational parking demand for the existing office use. The parking utilization surveys were conducted on Wednesday May 24, 2023, Thursday, May 25, 2023, Tuesday May 30, 2023, and Thursday June 1, 2023. from 8:00 AM to 6:00 PM. The selected survey days were selected to reflect the anticipated peak parking demand for the existing office use. The utilization rates for on-site parking were calculated based on occupied GFA of the existing office building and all of its existing uses. Therefore, the peak utilization rate surveyed is a blend of the existing building and its hybrid uses and is an assumption based off observation. Detailed information is provided in **Table 3.1, Table 3.2, Table 3.3, and Table 3.4.**

**Table 3.1 – Parking Utilization Survey Results (Wednesday, May 24, 2023)**

Time Period (Starting)	2350-2360 Bristol Circle Parking Demand	Surplus / Deficit	Occupied GFA Utilization Rate (spaces per 100 m <sup>2</sup> )
<b>Supply</b>	<b>190 spaces</b>		
<b>Occupied GFA</b>	<b>3,191.7 m<sup>2</sup></b>		
8:00 AM	9	+181	0.3
8:30 AM	24	+166	0.8
9:00 AM	45	+145	1.4
9:30 AM	57	+133	1.8
10:00 AM	62	+128	1.9
10:30 AM	65	+125	2.0
11:00 AM	63	+127	2.0
11:30 AM	62	+128	1.9
12:00 PM	63	+127	2.0
12:30 PM	60	+130	1.9
1:00 PM	61	+129	1.9
1:30 PM	63	+127	2.0
<b>2:00 PM</b>	<b>67</b>	<b>+123</b>	<b>2.1</b>
2:30 PM	66	+124	2.1
3:00 PM	63	+127	2.0
3:30 PM	57	+133	1.8
4:00 PM	54	+136	1.7
4:30 PM	50	+140	1.6
5:00 PM	31	+159	1.0
5:30 PM	14	+176	0.4
6:00 PM	8	+182	0.3
6:30 PM	9	+181	0.3
7:00 PM	24	+166	0.8
7:30 PM	45	+145	1.4
8:00 PM	57	+133	1.8
<b>Peak</b>	<b>67</b>	<b>+123</b>	<b>2.1 spaces per 100 m<sup>2</sup></b>

Table 3.2 – Parking Utilization Survey Results (Thursday, May 25, 2023)

Time Period (Starting)	2350-2360 Bristol Circle Parking Demand	Surplus / Deficit	Occupied GFA Utilization Rate (spaces per 100 m <sup>2</sup> )
<b>Supply</b>	<b>190 spaces</b>		
<b>Occupied GFA</b>	<b>3,191.7 m<sup>2</sup></b>		
8:00 AM	4	+186	0.1
8:30 AM	13	+177	0.4
9:00 AM	19	+171	0.6
9:30 AM	25	+165	0.8
10:00 AM	36	+154	1.1
10:30 AM	41	+149	1.3
11:00 AM	42	+148	1.3
11:30 AM	46	+144	1.4
12:00 PM	43	+147	1.3
12:30 PM	36	+154	1.1
1:00 PM	32	+158	1.0
1:30 PM	35	+155	1.1
2:00 PM	33	+157	1.0
2:30 PM	34	+156	1.1
3:00 PM	33	+157	1.0
3:30 PM	36	+154	1.1
4:00 PM	37	+153	1.2
4:30 PM	32	+158	1.0
5:00 PM	29	+161	0.9
5:30 PM	15	+175	0.5
6:00 PM	6	+184	0.2
6:30 PM	4	+186	0.1
7:00 PM	13	+177	0.4
7:30 PM	19	+171	0.6
8:00 PM	25	+165	0.8
<b>Peak</b>	<b>46</b>	<b>+144</b>	<b>1.4 spaces per 100 m<sup>2</sup></b>

Table 3.3 – Parking Utilization Survey Results (Tuesday, May 30, 2023)

Time Period (Starting)	2350-2360 Bristol Circle Parking Demand	Surplus / Deficit	Occupied GFA Utilization Rate (spaces per 100 m <sup>2</sup> )
<b>Supply</b>	<b>190 spaces</b>		
<b>Occupied GFA</b>	<b>3,191.7 m<sup>2</sup></b>		
8:00 AM	4	+186	0.1
8:30 AM	12	+178	0.4
9:00 AM	18	+172	0.6
9:30 AM	26	+164	0.8
10:00 AM	31	+159	1.0
<b>10:30 AM</b>	<b>43</b>	<b>+147</b>	<b>1.3</b>
11:00 AM	36	+154	1.1
11:30 AM	36	+154	1.1
12:00 PM	33	+157	1.0
12:30 PM	33	+157	1.0
1:00 PM	29	+161	0.9
1:30 PM	27	+163	0.8
2:00 PM	27	+163	0.8
2:30 PM	29	+161	0.9
3:00 PM	27	+163	0.8
3:30 PM	24	+166	0.8
4:00 PM	23	+167	0.7
4:30 PM	21	+169	0.7
5:00 PM	19	+171	0.6
5:30 PM	11	+179	0.3
6:00 PM	5	+185	0.2
6:30 PM	4	+186	0.1
7:00 PM	12	+178	0.4
7:30 PM	18	+172	0.6
8:00 PM	26	+164	0.8
<b>Peak</b>	<b>43</b>	<b>+147</b>	<b>1.3 spaces per 100 m<sup>2</sup></b>

Table 3.4 – Parking Utilization Survey Results (Thursday, June 1, 2023)

Time Period (Starting)	2350-2360 Bristol Circle Parking Demand	Surplus / Deficit	Occupied GFA Utilization Rate (spaces per 100 m <sup>2</sup> )
<b>Supply</b>	<b>190 spaces</b>		
<b>Occupied GFA</b>	<b>3,191.7 m<sup>2</sup></b>		
8:00 AM	24	+166	0.8
8:30 AM	37	+153	1.2
9:00 AM	48	+142	1.5
9:30 AM	56	+134	1.8
10:00 AM	58	+132	1.8
10:30 AM	63	+127	2.0
<b>11:00 AM</b>	<b>65</b>	<b>+125</b>	<b>2.0</b>
11:30 AM	61	+129	1.9
12:00 PM	64	+126	2.0
12:30 PM	56	+134	1.8
1:00 PM	53	+137	1.7
1:30 PM	53	+137	1.7
2:00 PM	54	+136	1.7
2:30 PM	53	+137	1.7
3:00 PM	54	+136	1.7
3:30 PM	56	+134	1.8
4:00 PM	53	+137	1.7
4:30 PM	47	+143	1.5
5:00 PM	37	+153	1.2
5:30 PM	17	+173	0.5
6:00 PM	11	+179	0.3
6:30 PM	24	+166	0.8
7:00 PM	37	+153	1.2
7:30 PM	48	+142	1.5
8:00 PM	56	+134	1.8
<b>Peak</b>	<b>65</b>	<b>+125</b>	<b>2.0 spaces per 100 m<sup>2</sup></b>

The parking utilization survey results show peak parking demands at the subject site of 67 spaces on Wednesday, May 24, 2023, 46 spaces on Thursday, May 25, 2023, 43 spaces on Tuesday, May 30, 2023, and 65 spaces on Thursday, June 1, 2023. Based on the existing occupied GFA of the existing office building, 3,191.7 m<sup>2</sup>, the peak utilization rates were determined to be 2.1 spaces per 100 m<sup>2</sup> of occupied GFA, 1.4 spaces per 100 m<sup>2</sup> of occupied GFA, 1.3 spaces per 100 m<sup>2</sup> of occupied GFA and 2.0 spaces per 100 m<sup>2</sup> of occupied GFA on Wednesday, May 24, 2023, Thursday, May 25, 2023, Tuesday, May 30, 2023, and Thursday, June 1, 2023, respectively.

### 3.1. Future Parking Demand

The future parking demand of the existing office building was forecasted based on an existing peak utilization rate determined at the subject site. The existing peak utilization rates for on-site parking were calculated based on occupied GFA of the existing office building and all of its existing uses and is representative of the existing building and its hybrid uses. The peak utilization rate was applied to the GFA of the entire building to represent 100% occupancy and to determine the future parking demand.

$$\begin{aligned} \text{office future parking demand} &= 100\% \text{ occupancy GFA} \times \text{peak utilization rate at subject site} \\ &= 4,215 \text{ sq. m} \times 2.1 \text{ spaces per } 100 \text{ sq. m of GFA} \\ &= 88.52 \end{aligned}$$

$$\text{office future parking demand} = 89 \text{ spaces}$$

Based on the observed peak utilization rate, the expected peak future demand with 100% occupancy rate is 89 parking spaces. Therefore, it is our recommendation that By-law parking rate for the existing office building should be reduced from 1 space per 35 m<sup>2</sup> of NFA to the provided 1 space per 44 m<sup>2</sup> of NFA and is shown below.

$$\begin{aligned} \text{Total Demand} &= \text{Recommended Office Rate} + \text{warehouse Bylaw demand} \\ &= \frac{4,215 \text{ sq. m}}{44 \text{ sq. m}} + 29 \text{ spaces} \\ &= 124.7 \end{aligned}$$

$$\text{total future parking demand} = 125$$

The summation of the recommended parking rate for the existing office building at 100% occupancy and the By-law parking requirement of the proposed warehouse is 125 parking spaces. When comparing the calculated parking demand with the proposed parking supply of 125 spaces, there is an adequate amount of parking spaces.

$$\begin{aligned} \text{total future parking demand} &= \text{office future parking demand} + \text{warehouse Bylaw demand} \\ &= 89 \text{ spaces} + 29 \text{ spaces} \\ \text{total future parking demand} &= 118 \text{ spaces} \end{aligned}$$

In comparing the expected peak future demand with 100% occupancy of 89 parking spaces and the By-law requirement of 29 parking spaces, the total expected peak demand of the existing office building and the proposed warehouse building is 118 spaces. **In comparing the future peak demand of the subject site and the proposed parking supply of 125 spaces, there is a surplus of seven (7) parking spaces. Therefore, the proposed provision of 125 parking spaces is adequate to accommodate all existing and proposed uses on-site.**



## 4.0 TRANSPORTATION MODE ASSESSMENT

### 4.1. Transit Mode Assessment

Based on the study prepared by the Ministry of transportation of Ontario (MTO) entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a transit station. The subject site is situated in a transit supportive area with three (3) bus routes located approximately a less than five (5)-minute walk to the subject site, which is within comfortable walking distance. The route services in the immediate area are described below:

- **MiWay 45 Winston Churchill** – The 45 Winston Churchill bus operates between Meadowvale Town Centre Bus Terminal and Clarkson GO Station, generally in a north-south direction. This route operates with headways of approximately 20 minutes during weekday AM and PM peak periods. The closest bus stop is located at the intersection of Winston Churchill Boulevard and Dover Gate / Homelands Drive and is a two (2)-minute walk (approximately 180 m) from the subject site.
- **Oakville Transit 6 Upper Middle** – The 6 Upper Middle bus route operates between the intersection of Laird Road / Ridgeway Drive and Bronte GO Station, generally in an east-west direction. This route operates with headways of approximately 30 minutes during weekday AM and PM peak periods. The closest bus stop is fronting the subject site and is less than a one (1)-minute walk (approximately 20 m) from the subject site.
- **Oakville Transit 12 Winston Park** – The 12 Winston Park bus route operates between the intersection of Laird Road / Ridgeway Drive and Clarkson GO Station, generally in an east-west direction. This route operates with headways of approximately 30 minutes during weekday AM and PM peak periods. The closest bus stop is fronting the subject site and is less than a one (1)-minute walk (approximately 20 m) from the subject site.

### 4.2. Active Transportation Mode Assessment

#### **Sidewalks**

Currently, concrete sidewalks available as follows:

- On the south side of Brighton Road;
- On the west side of Bristol Circle;
- On the south side Dover Gate; and,
- On both sides of Winston Churchill Boulevard.

In addition, a complete network of sidewalks is available near the subject site, adequately maintained, and no improvements are required at this time.

#### **Cycling**

Currently, there are bike lanes along Bristol Circle, fronting the subject site. It is noted that the proposed development will provide three (3) bicycle parking spaces.

Existing active transportation facilities and transit provisions are illustrated in **Figure 4-1**.

Figure 4-1 – Sidewalk and Transit Provisions in Subject Area



The area surrounding the subject site offers ample transit and active transportation provisions, which can encourage visitors and employees to utilize alternative modes of transportation. Encouraging and promoting alternative modes of transportation results in a reduction in single occupant vehicles, and thus the traffic and parking demands of the proposed development.

## 5.0 VEHICULAR SITE CIRCULATION

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. **Figure 5-1** illustrates that a care-A-van vehicle can maneuver throughout the site and provide pick-up and drop-off service at the main accessible entrance of the existing office building. **Figure 5-2** illustrates that a 5.6 meter passenger vehicle (P TAC-2017) can maneuver along the driveway while a care-A-van vehicle is parked at the main accessible entrance of the existing office building. **Figures 5-3, 5-4** and **5-5** illustrates that 22.7 meter tractor-semitrailer (WB-20 TAC-2017) vehicle can maneuver into the proposed loading spaces.

## 6.0 CONCLUSION

The conclusions and recommendations of our parking justification study are summarized as follows:

- The subject site is currently occupied by an office building with the southeast portion of land being vacant. The existing office building has a net floor area (NFA) of 4,215 m<sup>2</sup> and an occupied NFA of 3,191.7 m<sup>2</sup>. Currently, there are 190 vehicular parking spaces for the existing office building.
- The development proposal is to develop the vacant portion of land into a single storey warehouse building with a NFA of 2,880.35 m<sup>2</sup>. The proposed development seeks to remove 85 existing parking spaces and develop a single storey warehouse building with 20 parking spaces. It is noted that the existing office building and the proposed warehouse building will share a total of 125 parking spaces.
- In accordance with Zoning By-law 2014-014, the existing office building and the proposed warehouse require a total of 150 vehicular parking spaces (121 spaces for the existing building and 29 spaces for the proposed warehouse). In comparing the parking requirement with the proposed provision of 125 spaces, there is a

technical deficit of 25 parking spaces. The proposed development seeks to share the existing parking lot with the existing office building.

- Based on the observed peak utilization rate, the expected peak future demand with 100% occupancy rate is 89 parking spaces. **Therefore, it is our recommendation that By-law parking rate for the existing office building should be reduced from 1 space per 35 m<sup>2</sup> of NFA to 1 space per 44 m<sup>2</sup> of NFA.**
- In comparing the expected peak future demand with 100% occupancy of 89 parking spaces and the By-law requirement of 29 parking spaces, the total expected peak demand of the existing office building and the proposed warehouse building is 118 spaces. **In comparing the future peak demand of the subject site and the proposed parking supply of 125 spaces, there is a surplus of seven (7) parking spaces. Therefore, the proposed provision of 125 parking spaces is adequate to accommodate all existing and proposed uses on-site.**
- AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. **Figure 5-1** illustrates that a care-A-van vehicle can maneuver throughout the site and provide pick-up and drop-off service at the main accessible entrance of the existing office building. **Figure 5-2** illustrates that a 5.6 meter passenger vehicle (P TAC-2017) can maneuver along the driveway while a care-A-van vehicle is parked at the main accessible entrance of the existing office building. **Figures 5-3, 5-4 and 5-5** illustrates that 22.7 meter tractor-semitrailer (WB-20 TAC-2017) vehicle can maneuver into the proposed loading spaces.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

**NEXTRANS CONSULTING ENGINEERS**

A Division of NextEng Consulting Group Inc.

Prepared by:

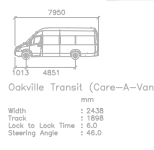
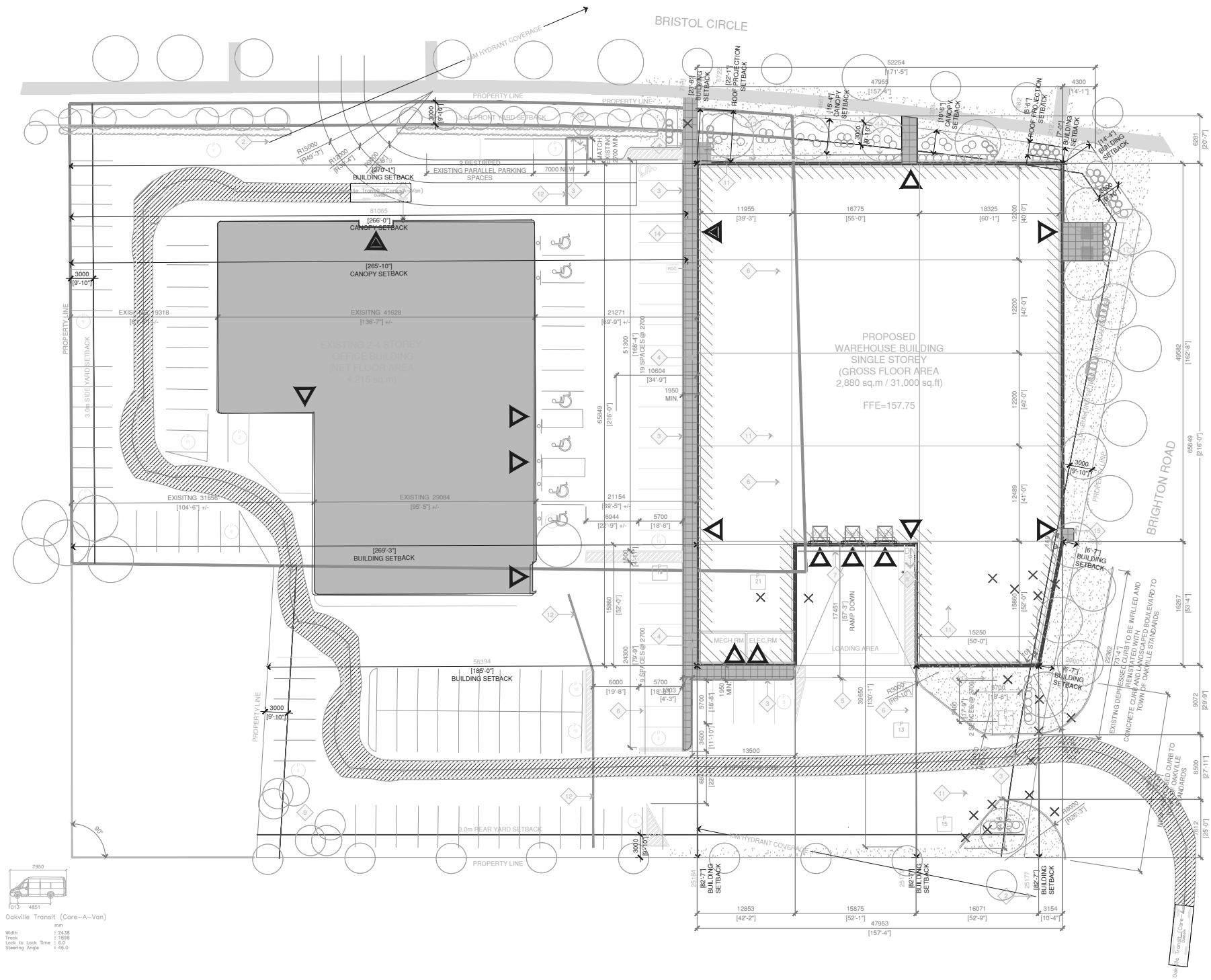


Marc Dimayuga  
Transportation Analyst

Approved By:



Richard Pernicky, MITE  
Principal



KEY PLAN

BENCHMARK

REVISIONS

NO	REVISION	DATE	BY

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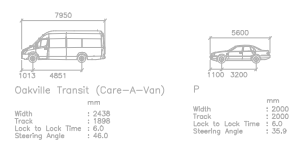
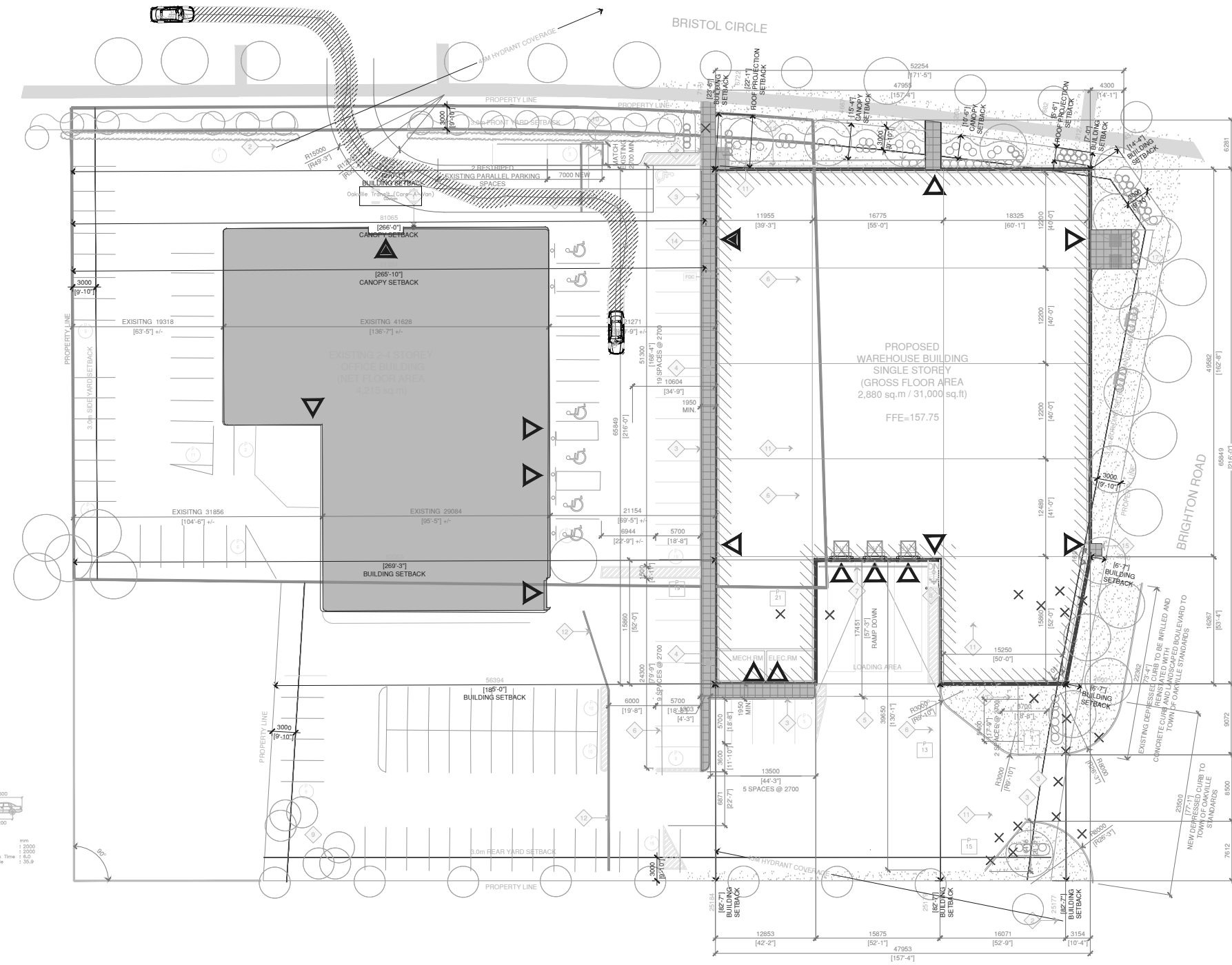


PROJECT NAME:  
 Proposed Warehouse Development  
 2360 Bristol Circle  
 City of Oakville

DRAWING TITLE:  
 AutoTURN Analysis  
 Oakville Transit  
 (Care-A-Van)

DESIGN BY: M.D.	DATE: October 31, 2023
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DRAWN BY: M.D.	DRAWING NO: Figure 5-1
SCALE: NTS	

KEY PLAN



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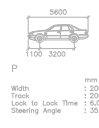
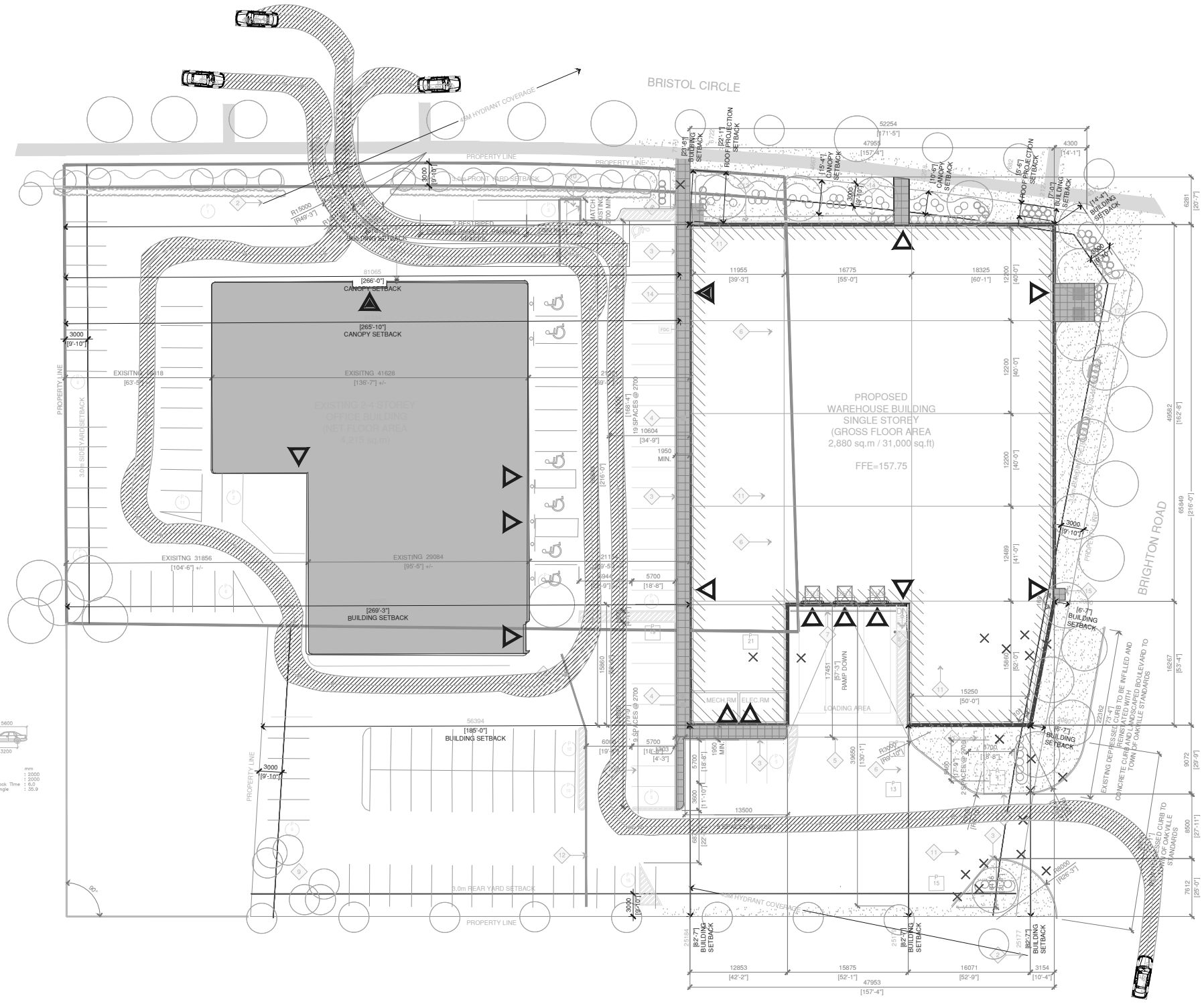
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Tel: 905-503-2563  
Web: www.nextrans.ca

PROJECT NAME:  
Proposed Warehouse Development  
2360 Bristol Circle  
City of Oakville

DRAWING TITLE:  
AutoTURN Analysis  
Oakville Transit  
P TAC-2017

DESIGN BY: M.D.	DATE: October 31, 2023
CHECKED BY: R.P.	PROJECT NO. NT-23-112
DRAWN BY: M.D.	DRAWING NO. Figure 5-2
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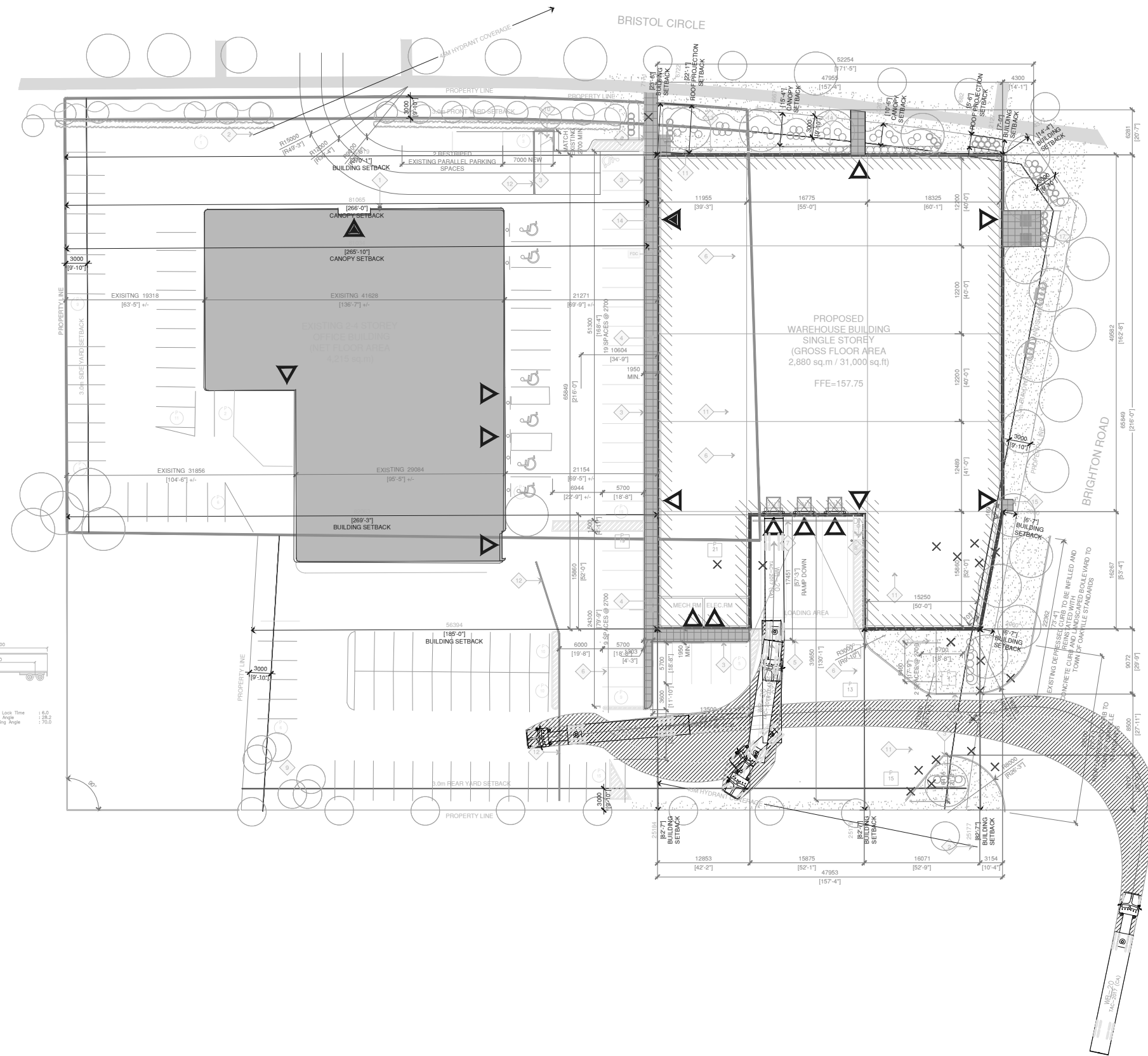
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PROJECT NAME:  
Proposed Warehouse Development  
2360 Bristol Circle  
City of Oakville

DRAWING TITLE:  
AutoTURN Analysis  
P TAC-2017

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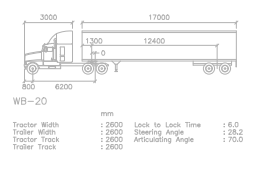
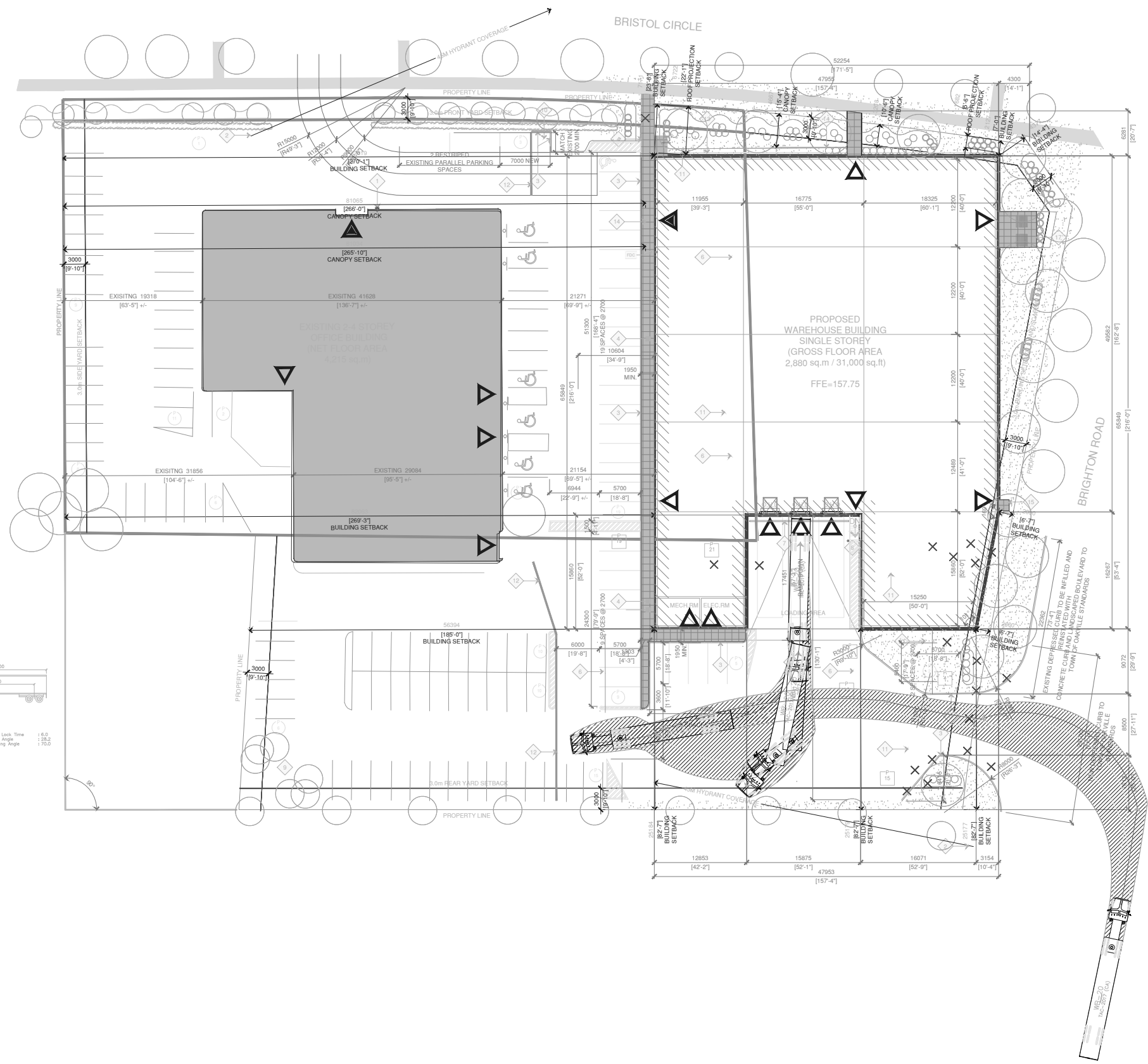
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PROJECT NAME:  
Proposed Warehouse Development  
2360 Bristol Circle  
City of Oakville

DRAWING TITLE:  
AutoTURN Analysis  
WB-20 TAC-2017  
Loading Space 1

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SCALE: NTS	



WB-20			
Tractor Width	3000	Lock to Lock Time	1:5.0
Tractor Wheel	1200	Steering Angle	2:30.2
Tractor Track	2900	Articulation Angle	1:70.0
Trailer Track	12000		

KEY PLAN

BENCHMARK

REVISIONS

NO	REVISION	DATE	BY

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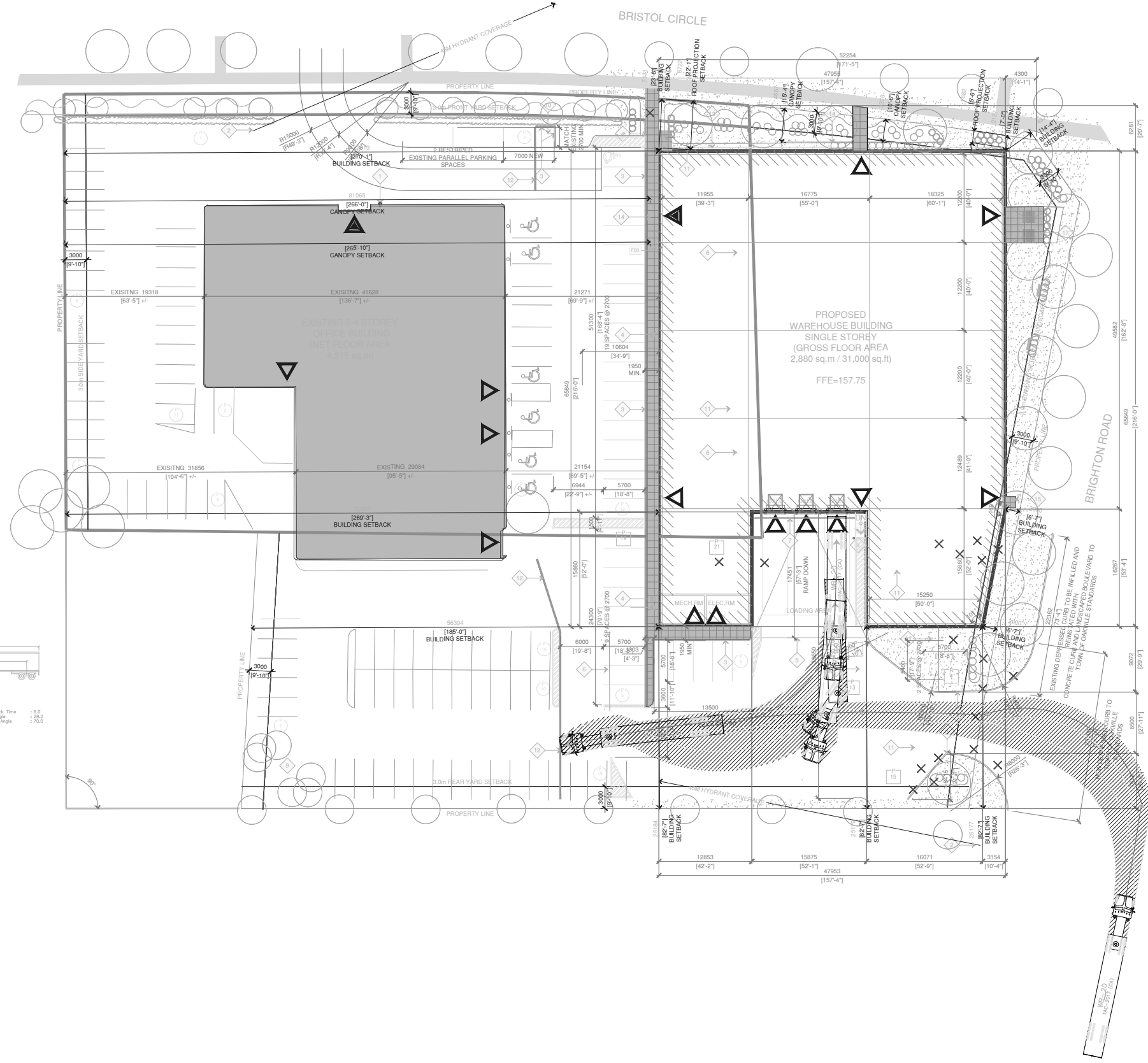


PROJECT NAME:  
Proposed Warehouse Development  
2360 Bristol Circle  
City of Oakville

DRAWING TITLE:  
AutoTURN Analysis  
WB-20 TAC-2017  
Loading Space 2

DESIGN BY: M.D.	DATE: October 31, 2023
CHECKED BY: R.P.	PROJECT NO. NT-23-112
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SCALE: NTS	DRAWING NO. Figure 5-5





KEY PLAN

BENCHMARK

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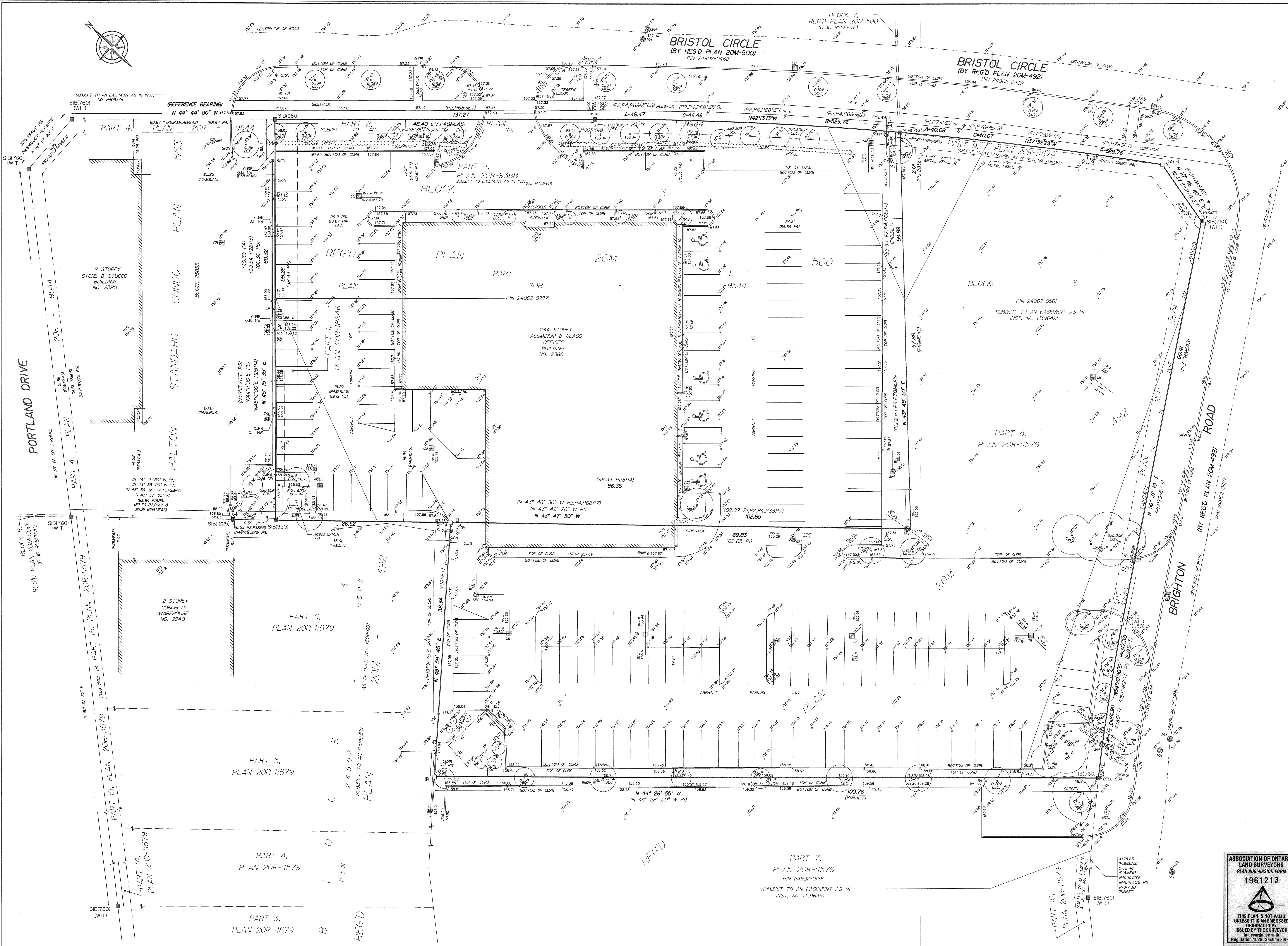


PROJECT NAME:  
Proposed Warehouse Development  
2360 Bristol Circle  
City of Oakville

DRAWING TITLE:  
AutoTURN Analysis  
WB-20 TAC-2017  
Loading Space 3

DESIGN BY: M.D.	DATE: October 31, 2023
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DRAWN BY: M.D.	DRAWING NO. Figure 5-6
SCALE: NTS	

## **Appendix A - Survey of Existing Office Building**



**SURVEYOR'S REAL PROPERTY REPORT - PART 1**  
 PART OF SURVEY AND TOPOGRAPHY OF  
**PART OF BLOCK 3**  
**REGISTERED PLAN 20M-500**  
**AND PART OF BLOCK 3**  
**REGISTERED PLAN 20M-492**  
 TOWN OF OAKVILLE  
 REGIONAL MUNICIPALITY OF HALTON

SCALE 1 : 250  
 J. H. Gelbloom Surveying Limited  
 Ontario Land Surveyor 2016

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**SURVEYOR'S REAL PROPERTY REPORT - PART 2**  
 REGISTERED EASEMENTS AND/OR RIGHT-OF-WAY  
 Subject to an Easement as in Inst. No. H396491, H395923, H409346 & H409349

**NOTABLES**  
 Note the Location of the Curb along Northwestern limit of the Subject Property.  
 Note the Location of the Curb along the Southwestern limit of PIN 24902-0227.

- LEGEND**
- Survey Monument Found
  - Survey Monument Set
  - SIB Standard Iron Bar
  - IB Iron Bar
  - SSIB Short Standard Iron Bar
  - (OU) Origin Unknown
  - (760) McConnell Maughan Ltd., O.L.S.
  - (950) F.G. Cunningham Inc., O.L.S.
  - (WIT) Witness
  - P1 Plan 20R-11579
  - P2 Plan 20R-9544
  - P3 Plan of Topography by Tarasick, McMillan Ltd., O.L.S., dated February 15, 2007
  - P4 Plan of Survey by J.D. Barnes Ltd., O.L.S., dated January 24, 1997
  - P5 Halton Standard Condominium Plan No. 553
  - P6 Reg'd Plan 20M-500
  - P7 Reg'd Plan 20M-492
  - MH Maintenance Hole
  - CB Catch Basin
  - FF Finished Floor
  - HYD. Hydrant
  - TOC Top of Curb
  - LP Light Pole
  - DEC. Deciduous
  - TP Traffic Pole
  - N Denotes North
  - S Denotes South
  - E Denotes East
  - CON Coniferous
  - BF Board Fence
  - CB Catch Basin
  - LP Light Pole
  - HH Hand Hole

**BENCHMARK**  
 Elevations are Referred to the Town of Oakville Benchmark No. 66, having an Elevation of 157.6903 m.

**NOTE**  
 This REPORT can be updated by this office, however NO ADDITIONAL PRINTS of this ORIGINAL REPORT will be issued, subsequent to the DATE OF CERTIFICATION.  
 All building lines are perpendicular to property lines unless otherwise noted.

This REPORT was prepared for Maffamy Homes and the undersigned accepts no responsibility for use by other parties.

**NOTE**  
 Distances shown on this plan are in metres and can be converted to feet by dividing by 0.3048.

**BEARING NOTE**  
 Bearings are Astronomic, and are related to the Southwesterly limit of Bristol Circle as shown on Plan 20R-9544, having a Bearing of N 44° 44' 00" W.

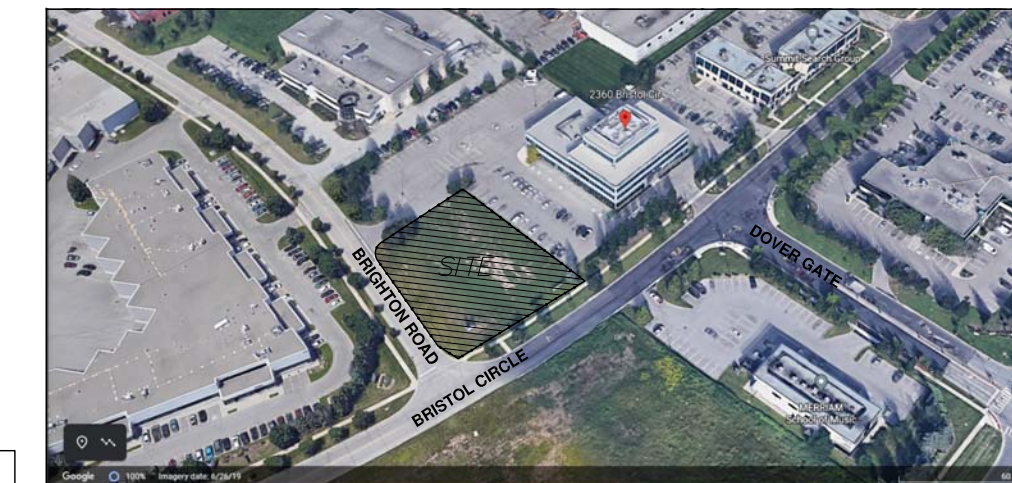
**SURVEYOR'S CERTIFICATE**  
 I certify that:  
 1. This survey and plan are correct and in accordance with the Surveyors Act, the Surveyors Regulations and the Regulations made under them.  
 2. The survey was completed on the 19th day of February, 2016.

**ASSOCIATION OF ONTARIO LAND SURVEYORS**  
 PLAN SUBMISSION FORM  
 1961213

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with Regulation 1026, Section 2(3).

DATE FEBRUARY 29, 2016  
 Date  
 Surveyor: *A. Rizk*  
 Party Chk: [ ] Drawn By: [ ] Checked By: [ ] Project: [ ]  
 D.L. M.K. A.R.  
 J. H. Gelbloom Surveying Limited  
 Ontario Land Surveyor  
 476 Morden Road, Unit 102, Oakville, Ont, L6K 3W4  
 office@jhgssurveying.ca  
 Phone: (905) 338-6210 Fax: (905) 338-9446

## **Appendix B - Proposed Site Plan**



**Pearce McCluskey Architects**  
2203 Durwin Drive • Mississauga, Ontario • L5L 1X2  
www.pmaarchitects.ca 1.905.607.2444



This drawing is not to be used for construction unless signed by partner in charge.

Contractors must verify all dimensions and be responsible for same, report any discrepancies to the architect before commencing the work.

Prints are not to be scaled.

All drawings and related documents are the sole copyright property of the architect and must be returned upon request, any reproduction of drawings and related documents in part or in whole is forbidden without the architect's written permission.

detail number key to details  
sheet number



**OWNER:**  
KANEFF GROUP OF COMPANIES  
8501 Mississauga Road  
Brampton | Ontario | L6Y 5G8

**APPLICANT:**

- △ ISSUED FOR SITE PLAN APPROVAL 08 09 23
- △ ISSUED FOR SITE PLAN APPROVAL 22 08 23
- △ ISSUED FOR SITE PLAN APPROVAL 15 06 23
- △ ISSUED FOR COORDINATION 05 MAY 23
- △ ISSUED FOR REVIEW 19 APR 23
- △ ISSUED FOR REVIEW 15 MAR 23

### New 1-Storey Warehouse Building

2360 Bristol Circle  
Oakville, Ontario

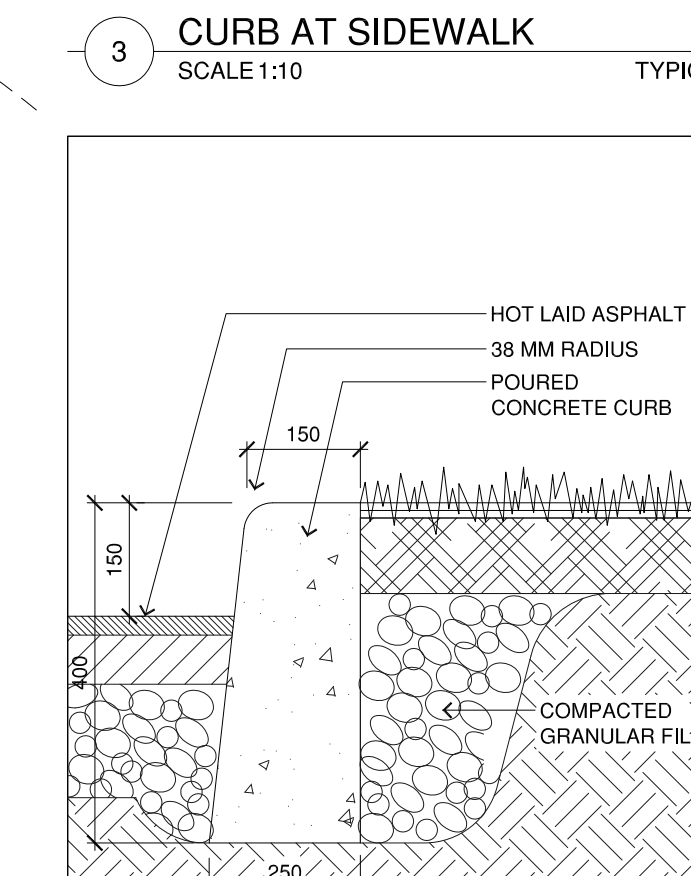
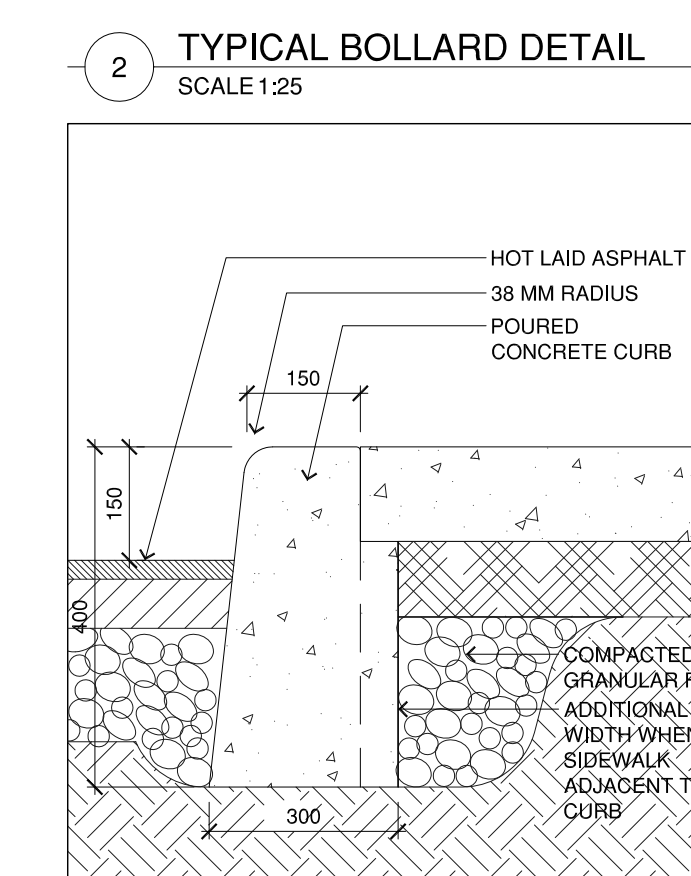
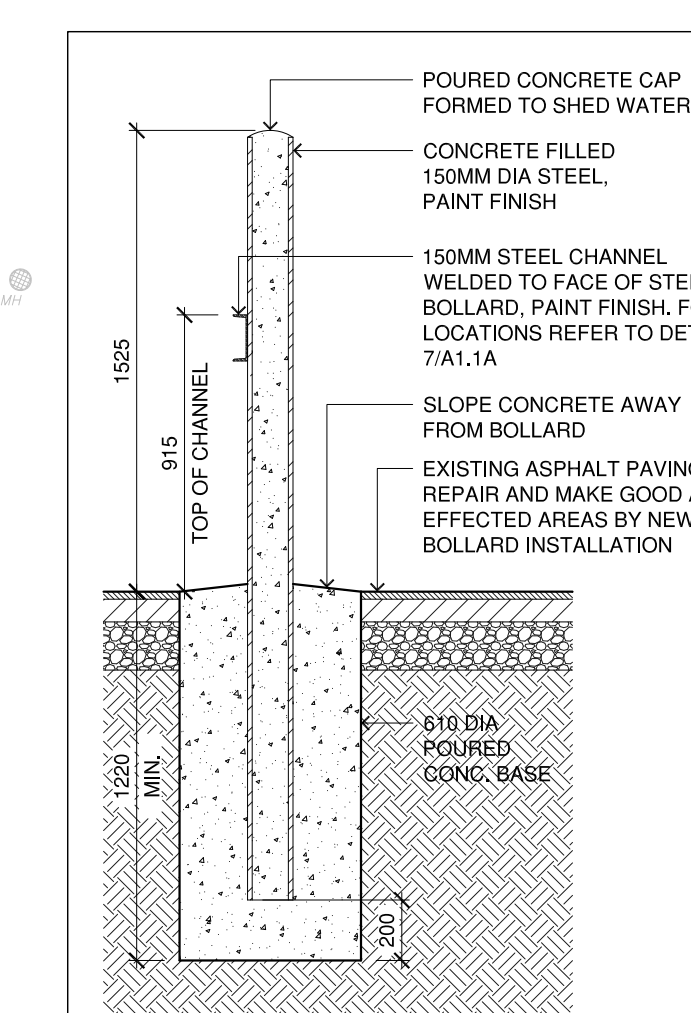
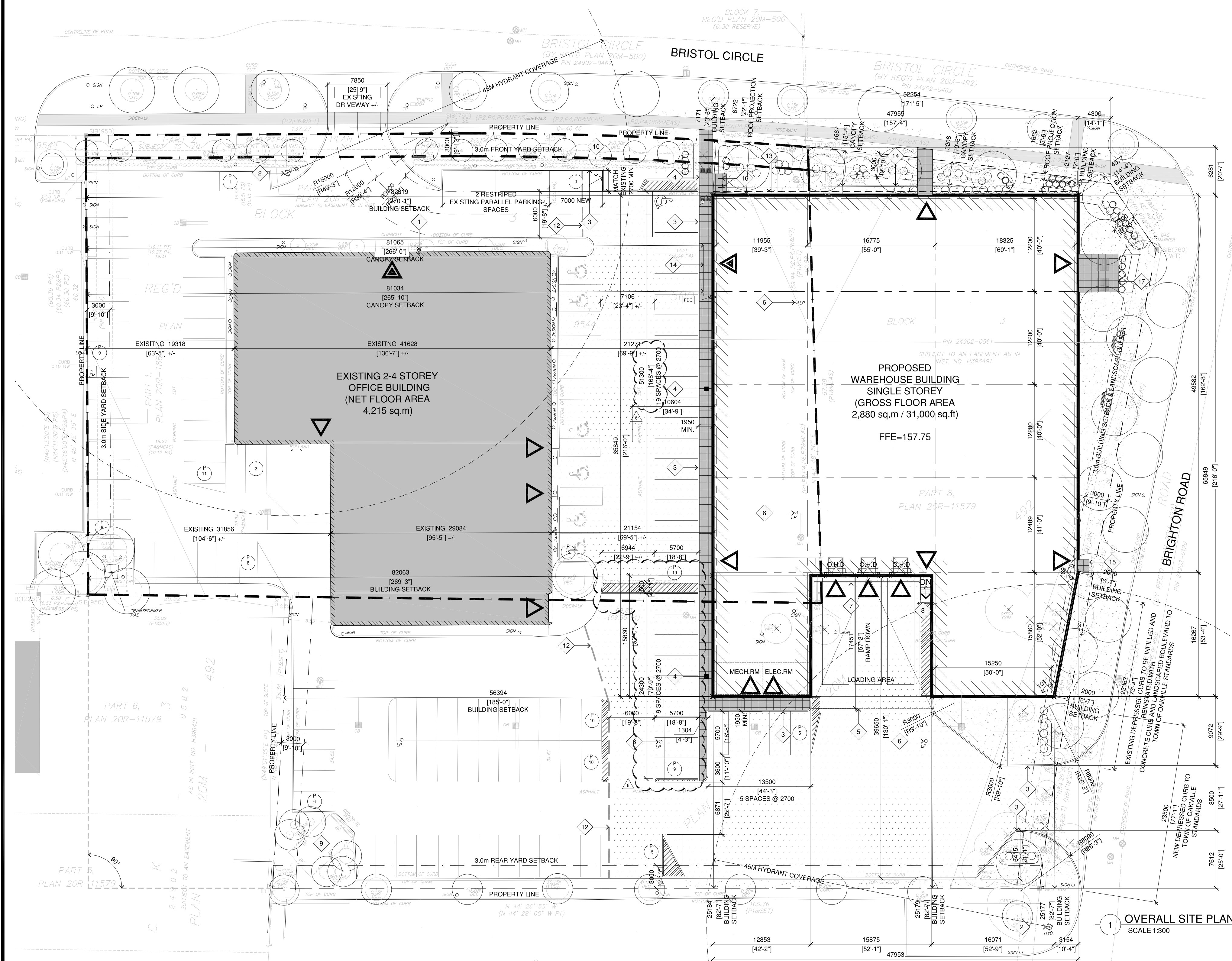
## SITE DEVELOPMENT PLAN

Project Number:

22029

Drawn By: MS  
Checked By: JP  
Date: May 2023  
Scale: rts  
Sheet Number:

# A1.01



### 1 context plan

SCALE: n.t.s.

**site statistics**

ZONING	EMPLOYMENT ZONE E1 sp43 - (INDUSTRIAL)
BY-LAW	No. 2014-14 (The Corporation of the Town of Oakville)
TOTAL SITE AREA	1.20 hectares (2.97 acres) (12,011.42 sm)

**building net floor area**

EXISTING NFA	4,215.00 sm	45,369.88 sf
Existing Office (NFA)		
NEW NFA	2,880.35 sm	31,003.83 sf
Warehouse (NFA)		
TOTAL NET FLOOR AREA (NFA)	7,095.35 sm	76,373.71 sf

**building gross floor area**

EXISTING GFA	5,560.86 sm	59,856.60 sf
Existing Office (GFA)		
TOTAL EXISTING (GFA)	5,560.86 sm	59,856.60 sf
NEW GFA	2,880.35 sm	31,003.83 sf
Ground Floor Warehouse Addition (GFA)		
TOTAL FLOOR AREA (GFA)	8,441.21 sm	90,860.43 sf

**coverage calculations**

BUILDING AREA / SITE AREA	4,616.75 s.m. / 12,011.42 s.m.	38.44%
building coverage		
PAVED AREA / SITE AREA	5,515.64 s.m. / 12,011.42 s.m.	45.92%
paved coverage		
LANDSCAPED AREA / SITE AREA	1,879.03 s.m. / 12,011.42 s.m.	15.64%
landscaped coverage		
TOTAL COVERAGE		100.00%

**parking calculations - required**

STANDARD PARKING REQUIREMENTS	EXISTING OFFICE	EXISTING OFFICE
minimum spaces required	minimum spaces required	minimum spaces required
(Table 5.2.1 of By-Law 2014-014)	(Table 5.2.1 of By-Law 2014-014)	(Table 5.2.1 of By-Law 2014-014)
	WAREHOUSE USE	WAREHOUSE USE
	= 1.0 per 100 sm net floor area	= 1.0 per 100 sm net floor area
	to 7,500 sm NFA plus 1.0 per 200 sm	to 7,500 sm NFA plus 1.0 per 200 sm
	NFA additional	NFA additional
	= 149 spaces	= 149 spaces
TOTAL STANDARD SPACES REQUIRED		
BARRIER-FREE PARKING REQUIREMENTS		
minimum barrier-free spaces required		
(Table 5.3.1 of By-Law 2014-014)		
	= 1 + 3% of total parking spaces	= 1 + 3% of total parking spaces
	= 1 + (3% of 150 spaces)	= 1 + (3% of 150 spaces)
	= 1 + (150 X 0.03) = 5.5 spaces	= 1 + (150 X 0.03) = 5.5 spaces
	= 6 spaces	= 6 spaces
TOTAL BARRIER-FREE SPACES REQUIRED		

**parking calculations - provided**

EXISTING PARKING SPACES	= 190
REMOVED PARKING SPACES	= -85
	= 105 spaces
NEW PARKING SPACES	= 20
TOTAL PARKING ON SITE	= 125 spaces
PARKING BREAKDOWN:	
STANDARD PARKING SPACES PROVIDED	= 118 spaces
BARRIER FREE SPACES PROVIDED	= 7 spaces

**bicycle parking - required / provided**

BICYCLE PARKING REQUIREMENTS	EMPLOYMENT USE
minimum spaces required	= 2 plus 0.25 per 1,000sm net floor area
(Table 5.4.1 of By-Law 2014-014)	= 2 + 0.25 x 9,154.1 / 1000
	= 2.7
TOTAL BICYCLE SPACES REQUIRED	= 3 spaces
TOTAL BICYCLE SPACES PROVIDED	= 3 spaces

**setbacks - required**

MINIMUM SETBACKS - EMPLOYMENT ZONE (E1)		
(Section 5.10 along with Tables 10.3 and 4.1.1.2 of By-Law 2014-014)		
LOT (m)	REQUIRED	PROVIDED
Area	0.2ha min.	0.2239 hectares
Frontage	30.0m min.	39.11 m
YARD (m)	REQUIRED	PROVIDED
Front	3.0m	3.0m
Interior Side	3.0m	3.0m
Flanking (JCD)	3.0m	3.0m
Rear	3.0m	3.0m
MIN LANDSCAPE COVERAGE	REQUIRED	PROVIDED
	10%	1,879.03 sm = 15.64%
SP 43.2(i):		
MIN LANDSCAPE COVERAGE OF	REQUIRED	PROVIDED
REQUIRED FRONT YARD	25%	402.38 sm = 93%
SP 43.2(i):		
MIN LANDSCAPE COVERAGE OF	REQUIRED	PROVIDED
REQUIRED FLANKAGE YARD	25%	209.48 sm = 82%

### survey information

TOPOGRAPHIC SKETCH OF PART OF BLOCK 3 REGISTERED PLAN 20M-492 TOWN OF OAKVILLE  
BOUNDARY NOTE  
ALL BOUNDARY DATA SHOWN HEREON WAS COMPILED FROM THE REGISTRY OFFICE RECORDS AND WAS VERIFIED IN THE FIELD.  
ELEVATION NOTE  
ALL ELEVATIONS SHOWN HEREON ARE GEODETIC AND WERE DERIVED FROM THE CITY OF MISSISSAUGA BENCHMARK N° 823 HAVING AN ELEVATION OF 167.25m (CGVD-1928), 1978 Re-adjustment.  
TREE NOTE  
ONLY TREES OF A DIAMETER GREATER THAN 0.15 m WERE LOCATED FOR THIS PLAN.  
METRIC NOTE  
ALL DISTANCES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED INTO FEET BY DIVIDING BY 0.3048.  
UNDERGROUND SERVICES NOTE  
ONLY UNDERGROUND SERVICES VISIBLE ON THE GROUND WERE LOCATED FOR THIS PLAN. THE USER OF THIS PLAN SHALL CONTACT THE LOCAL UTILITY COMPANIES FOR LOCATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS.  
**CUNNINGHAM MCCONNELL LIMITED**  
ONTARIO LAND SURVEYORS

- drawing notes**
- 1 FIRE DEPARTMENT CONNECTION (EXISTING BUILDING)
  - 2 FIRE HYDRANT (EXISTING) - REFER TO CIVIL
  - 3 NEW POURED CONCRETE CURB
  - 4 NEW CONCRETE SIDEWALK - REFER TO STRUCTURAL / CIVIL
  - 5 NEW SLOPED CONCRETE TRUCK APRON - REFER TO STRUCTURAL / CIVIL
  - 6 EXISTING LIGHT STANDARD TO BE REMOVED
  - 7 NEW TRENCH DRAIN - REFER TO CIVIL
  - 8 STEEL STAIR AND LANDING WITH STEEL PIPE BOLLARD
  - 9 EXISTING GARBAGE ENCLOSURE
  - 10 EXISTING YARD HYDRANT TO BE RELOCATED
  - 11 EXISTING POURED CONCRETE CURB TO BE REMOVED AND DISCARDED
  - 12 EXTENTS OF NEW ASPHALT PAVING - REFER TO STRUCTURAL / CIVIL
  - 13 LINE OF ROOF ABOVE
  - 14 LINE OF CANOPY ABOVE
  - 15 POURED CONCRETE PAD AT MANDOUR
  - 16 BIKE PARKING RACKS
  - 17 AMENITY SPACE
  - 18 RESERVED
  - 19 RESERVED

- drawing legend**
- LANDSCAPE AREA
  - HEAVY DUTY PAVING
  - CONCRETE SIDEWALK
  - PAINTED STRIPPING
  - PRINCIPAL ENTRANCE
  - SECONDARY ACCESS / EXIT
  - EXISTING BARRIER FREE ENTRANCE
  - TYPICAL PARKING STALL 2.7 m x 5.70 m
  - TYPICAL PARALLEL PARKING STALL (4) @ 2.7 m x 7.0 m
  - PARKING COUNT
  - RETAINING WALL
  - PROPOSED GRADES
  - WALL LIGHT
  - NEW CONCRETE PAD
  - EXISTING OFFICE BUILDING ON SITE
  - REMOVED PARKING SPACE COUNT
  - FIRE DEPARTMENT CONNECTION

- general notes**
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE
  - REFER TO DRAWINGS AND REPORTS PREPARED BY: SITE SERVICES AND GRADING BY: HUSSON ENGINEERING + MANAGEMENT - TRAFFIC BY: BAKER TURNER INC. - LANDSCAPING BY: BAKER TURNER INC.
  - ALL WASTE AND RECYCLING CONTAINERS SHALL BE STORED EXTERNALLY COLLECTED UNDER PRIVATE CONTRACT.
  - WASTE AND RECYCLING CONTAINERS SHALL BE PROVIDED AT ALL BUILDING ENTRANCES.
  - LAND OWNER SHALL ARRANGE SNOW REMOVAL UNDER PRIVATE CONTACT.
  - THERE SHALL BE NO OUTDOOR STORAGE.
  - FIRE ROUTE SHALL BE A MINIMUM OF 6.0M CLEAR WIDTH WITH A CENTERLINE TURNING RADIUS NO LESS THAN 12.0M.
  - FIRE ROUTE SHALL BE DESIGNED TO SUPPORT FIRE FIGHTING EQUIPMENT.
  - PAVEMENT SHALL BE LIGHT DUTY ASPHALT UNLESS NOTED OTHERWISE.
  - PAVEMENT MARKINGS SHALL BE "WHITE" FOR VEHICULAR STALLS AND STRIPED AREAS.
  - SNOW STORAGE OF 15% OF PAVED AREA IS NOT OBTAINABLE ON SITE. SNOW IS TO BE SHIPPED OFF SITE BY PRIVATE CONTRACTOR.
  - TRAFFIC CONTROL SIGNAGE & PAVEMENT MARKINGS SHALL MEET TOWN OF OAKVILLE STANDARDS.
  - ALL LIGHTING DEVICES SHALL BE FULL CUT OFF AND NIGHT SKY FRIENDLY AND SHALL BE MITIGATED AT THE SOURCE SO THAT NO LIGHT (0.0 FC) WILL BE DIRECTLY PROJECTED ONTO ADJACENT PROPERTIES.
  - SIGNAGE INDICATED SHALL BE USED FOR SITE PLAN PURPOSES ONLY AND IS NOT INTENDED TO INDICATE CONFORMANCE WITH THE SIGN BY-LAW.
  - EXPOSED CONCRETE WALLS AND FOUNDATIONS SHALL BE FREE OF DEFECTS AND PROVIDED WITH A SMOOTH SANDBLAST FINISH.
  - BUILDING PERMIT ISSUANCE SHALL BE SUBJECT TO THE BUILDING PERMIT DRAWINGS NOT BEING IN CONTRAVENTION WITH THESE APPROVED PLANS AND DRAWINGS INCLUDING, BUT NOT LIMITED TO THE EXTERIOR DESIGN OF THE BUILDING AND EXTERIOR BUILDING MATERIALS.