



Amico Properties Inc

PARKING STUDY UPDATE

Proposed Mixed-Use Development
71 Main Street, Town of Halton Hills

March 2021
21134



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March 31, 2021

Reference Number: 21134

Cindy Prince
Vice President
Amico Affiliates
2199 Blackacre Drive, Unit 100
Oldcastle, ON N0R 1L0

Dear Ms. Prince,

RE: Parking Study Update
Proposed Mixed-Use Development
71 Main Street, Town of Halton Hills

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Parking Study Update for the proposed mixed-use development located at 71 Main Street in the Town of Halton Hills. This study has been prepared on behalf of Amico Affiliates in support of their Zoning By-Law Amendment application. The report concludes that the proposed parking supply is acceptable, based on the parking requirement assessment and implementation of the recommended Transportation Demand Management (TDM) measures.

Should you have any questions regarding this Parking Study Update, please do not hesitate to contact the undersigned at ZGeorgis@lea.ca.

Yours truly,
LEA CONSULTING LTD.

Zara Georgis, B. Eng., EIT
Project Coordinator

Amelia Crichton
Transportation Planner

Encl. Parking Study Update – 71 Main Street, Town of Halton Hills, Proposed Mixed Use Development

Disclaimer

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1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by Amico Properties Inc. to assess an appropriate parking requirement for the proposed residential development located at 71 Main Street, in the Town of Halton Hills (herein referred to as “the subject site”). By way of background, LEA previously submitted a parking study to the Town of Halton Hills in September 2020. This parking study update addresses the comments made by the Town of Halton Hills, dated October 2020. The subject site is currently occupied by three low-rise commercial buildings. As shown in Figure 1-1, the subject site is located at the northwest corner of Main Street and Mill Street.

Figure 1-1: Subject Site Location

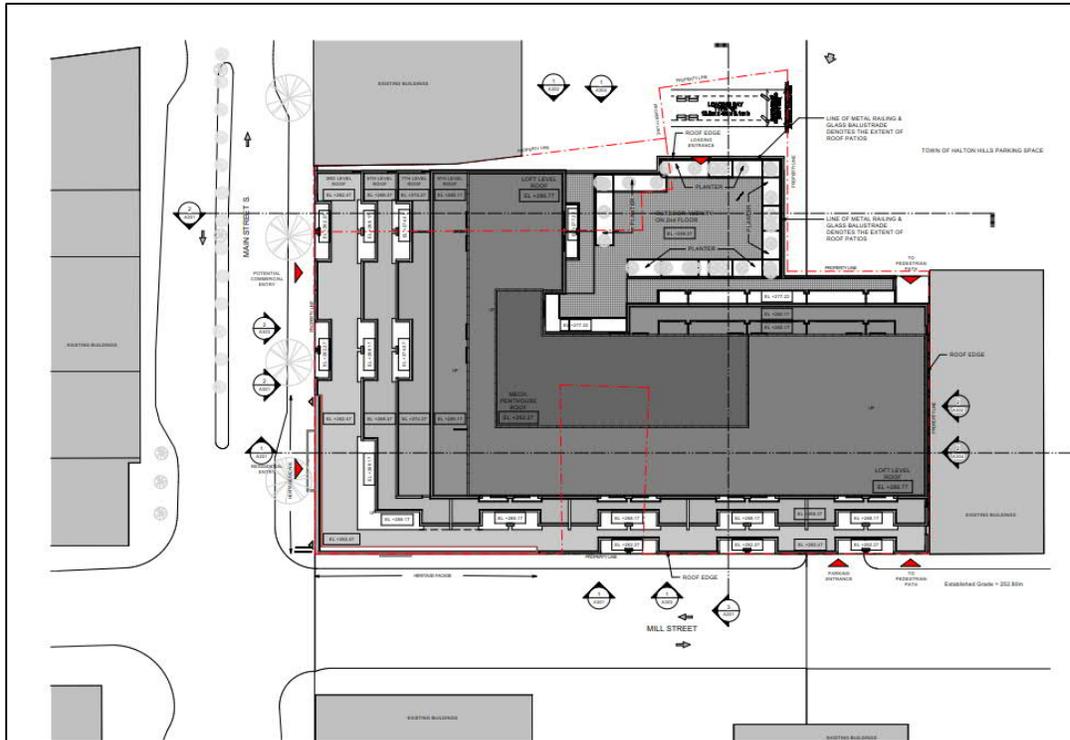


The proposed redevelopment will repurpose the subject site through a historically sensitive replacement of the existing three-storey building, as well as introduce an underground and interior addition to the building providing an overall building height of 10 stories plus a top floor loft. The proposed redevelopment will provide 169 dwelling units, and 229 parking spaces accessible via the rear of the subject site. The proposal will also provide 360m² of retail space. The main entrance to the building will be provided along Main Street. A breakdown of the land uses is outlined in Table 1-1 with the conceptual site plan illustrated in Figure 1-2.

Table 1-1: Proposed Unit Breakdown

Unit Type	Number of Units
One Bedroom	48
Two Bedroom	112
Three Bedroom	9
Total	169

Figure 1-2: Proposed Site Plan



Source: IBI Group Architects, December 2020

The proposed residential development requires a parking provision relief from the applicable zoning by-law. This study assesses the parking demand of the proposed residential development and provides a parking supply recommendation that is appropriate for the forecasted demand. Additionally, this study provides Transportation Demand Management (TDM) measures to encourage alternative modes of travel. The study also reviews the existing multi-modal network of the area, as well as assesses the travel characteristics of the neighbourhood to determine the appropriateness of the proposed parking supply in accommodating the anticipated demand. Furthermore, a review of recently pursued or approved developments in the area seeking reduced parking is also provided to gauge market demand in the neighbourhood.

2 ZONING BY-LAW PARKING REQUIREMENT

The proposed development is subject to the parking requirements set out under the Site-Specific Zoning By-Law 2017-0064. A summary of the application of these standards for the proposed redevelopment is outlined in Table 2-1.

Table 2-1: Parking Summary – Site Specific Zoning By-Law 2017-0064

Proposed Use	No. of Units/GFA	Site Specific ZBL 2017-0064		Proposed Supply
		Minimum Parking Requirement Rate	Parking Spaces Required	
Residential – Apartment Dwelling Units	169	1.5 spaces/unit	254	200 + 3 car share (212 ⁺)
Visitor	169	0.15 spaces/unit	26	26
Commercial	3,875ft ² (360m ²)	Minimum of 20 parking spaces	20	
Total			300	229 (238 ⁺)
+ Effective Parking Supply				

Based on the applicable parking requirements, a total of 300 spaces are required for the proposed mixed-use development. The proposed parking supply of 229 parking spaces includes 203 spaces for tenants (inclusive of 3 car share spaces) and 26 spaces to be shared between visitor and commercial.

It is noted that based on the “Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards” report prepared by IBI Group in 2009 for the City of Toronto, one (1) car share space can replace the demand of four (4) residential spaces. The development is proposing to provide three (3) car share spaces. Therefore, with the provision of three (3) car-share spaces, the proposed effective parking supply of 238 parking spaces results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use. Therefore, the proposal seeks relief from the Site-Specific Zoning By-Law 2017-0064.

3 PARKING REQUIREMENT ASSESSMENT

This section will evaluate the parking conditions of the proposed development of the subject site. While the subject site will be required to supply parking to the standards of the Town of Halton Hills Zoning By-Law, it is noted that the transit accessibility, access to the local cycling network, pedestrian networks, changes in travel behaviour, vehicle ownership and observed parking demand have been reviewed to understand an appropriate site-specific supply of parking to be provided. Ultimately, the purpose of this parking review is to recommend site-specific minimum parking standards for the subject site.

3.1 EXISTING MULTI-MODAL TRANSPORTATION NETWORK

This section will identify and assess the existing multi-modal transportation conditions present in the study area, inclusive of transit, cycling, and pedestrian networks.

Transit Network

The subject site is serviced by existing bus routes operated by GO Transit. The subject site is conveniently located within walking distance, which is 160m or a 3-minute walk, to the Main Street & Cross Street GO bus stop, providing good accessibility to the GO transit network. Figure 3-1 shows the existing transit in the area of the subject site.

Figure 3-1: Existing Transit Network



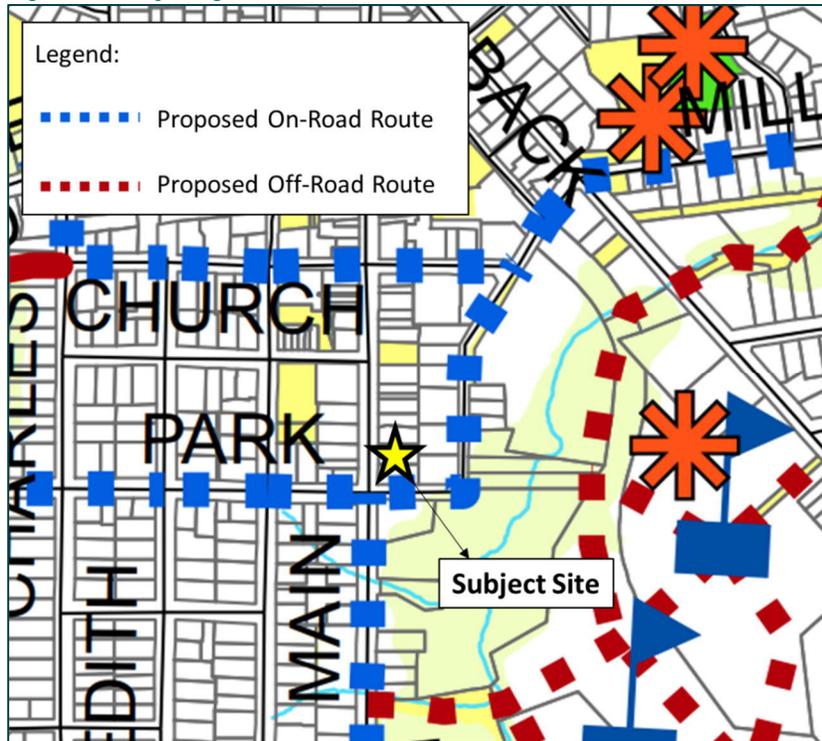
GO Bus Route 31 – Kitchener is a generally east-west bus route that provides service between Union Station and the University of Guelph. This route operates seven (7) days a week with hourly headways.

GO Bus Route 33 – Guelph is a generally east-west bus route that provides service between York Mills Bus Terminal and the University of Guelph. This route operates Monday to Friday with hourly headways.

Cycling Network

Currently, there is no cycling infrastructure present within the vicinity of the subject site. In December 2010, the Town of Halton Hills approved the Cycling Master Plan for Halton Hills to be implemented over the next 10+ years. A number of recommended cycling improvements have been noted in the study area. This includes on-road cycling routes on Main Street and Mill Street. Providing these cycling facilities will create a cycling network in the area and will work to encourage cycling to/from the site. Figure 3-2 illustrates the proposed cycling network.

Figure 3-2: Cycling Network

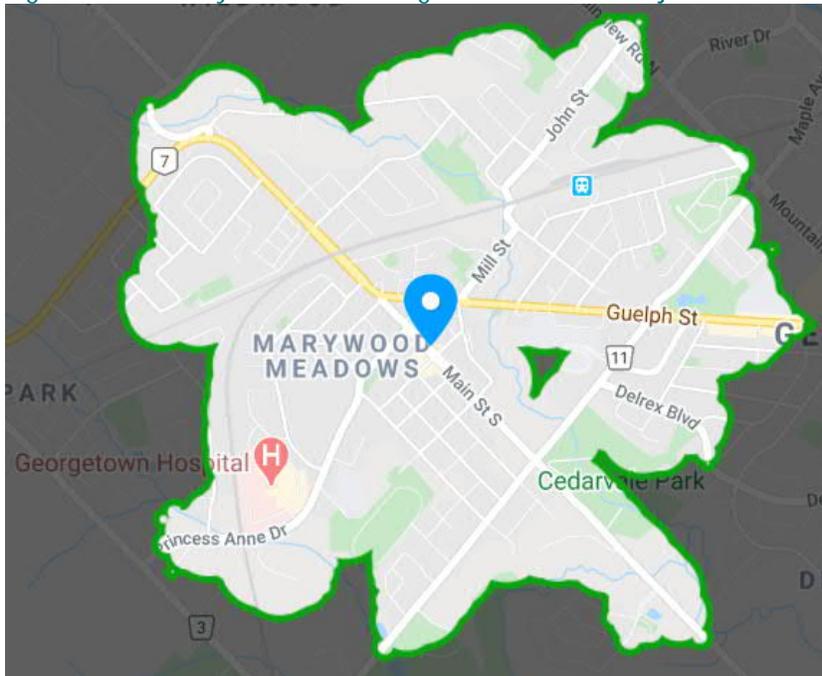


Pedestrian Network

In the area immediately surrounding the subject site, continuous sidewalks are available along both sides of Main Street and Mill Street. Pedestrian crosswalk is also available on all approaches with protected pedestrian phases at Main Street & Mill Street. To verify the land uses that support the area's walkability, the subject site was entered as a testable address in the Walk Score website (www.walkscore.com). Walk Score measures the walkability of any addresses using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The address of the subject site, 71 Main Street, receives a walk score of 50/100 – Somewhat Walkable, which indicates that some errands can be accomplished on foot.

A 20-minute walk from the subject site could permit an individual to reach Wildwood Road to the north, Mountainview Road to the east, Maple Avenue to the south and Trafalgar Road to the west. Within this area are many amenities and services such as schools, public parks, restaurants, retail stores, pharmacies, and banks. Figure 3-3 shows the possible area an individual could reach in a 20-minute walk from the subject site.

Figure 3-3: Twenty Minute Walking Distance from Subject Site



3.2 NEIGHBOURHOOD VEHICLE OWNERSHIP

In order to further assess the future parking demand of the proposed mixed-use development, 2016 TTS data was used to calculate the auto-ownership rate present in the neighbourhood. The auto ownership data is summarized in Table 3-1. Detailed TTS calculations can be found in Appendix A.

Table 3-1: Auto Ownership Summary

Number of Vehicles	Apartment	Total Number of Vehicles
0	101	0
1	713	713
2	114	228
3	30	90
Total	958	1,031
Vehicle Ownership Rate (Vehicle/Unit)	1.08	

Based on the TTS data, the average auto-ownership in the neighbourhood for all apartment households is 1.08 vehicles per household. In addition to the low auto-ownership rate, for the 857 households with vehicle ownership, the majority of those households (83%) only have one vehicle that is shared amongst residents of the apartment unit. This result indicates that it is highly feasible for residents of the neighbourhood to conduct their daily trips without a car. Therefore, the residential provision of 1.25 spaces per unit (212 effective residential parking spaces / 169 units) is considered acceptable and provides a 17% buffer to the observed auto ownership in the area.

3.3 SHARED COMMERCIAL AND VISITOR PARKING

Shared parking is proposed for the commercial and visitor uses. Shared parking may be possible when land uses have different parking demand patterns that vary throughout the day and utilize the same parking areas with peak demand occurring at differing times of the day. It is recognized that the peak demand for residential visitor parking usually occurs in the evening time periods, while low demand is usually observed during the morning and midday periods. On the contrary, peak demand for commercial parking usually occurs in the midday to afternoon periods during the hours of operation, with demand declining in the evening.

The effective supply of 26 non-residential parking spaces proposed satisfies the individual requirements for both visitor parking (26 parking spaces) and retail parking (20 parking spaces). Moreover, 20 of the proposed commercial parking spaces will be signed for retail use only between the hours of 7:00AM and 7:00PM, to ensure that the retail requirement is being satisfied during the typical hours that retail parking demand will be exhibited. Outside of these hours, these 20 parking spaces will be usable by visitors, satisfying the parking demand to be exhibited by visitors during typical visitor peak demand hours. Furthermore, it is also noted that the scale of the retail component suggests that it will be ancillary to the residential units. It is expected that most trips will be completed by foot traffic. Therefore, the non-residential parking supply is, resultantly, considered acceptable.

3.4 PROXY PARKING SURVEYS

Due to the circumstances surrounding public safety and the COVID-19 outbreak, it is not possible to obtain permission to enter residential buildings to survey parking utilization. Therefore, past parking demand surveys from existing LEA Consulting database were used for a proxy site comparison. Table 3-2 shows comparable proxy sites to the subject site and the peak parking demand observed during the survey period. The surveys were conducted between 2017 and 2020 and are therefore indicative of residential and visitor parking demand over the past three (3) years. A comparison of the selected proxy sites to the subject site is provided in Appendix B, with detailed proxy parking survey data summaries provided in Appendix C.

Table 3-2: Proxy Residential Parking Survey Results

Proxy Site Location	Site Stats	Survey Period	Observed Maximum Parking Demand Rate	
			Res	Vis
21-35 Raylawn Crescent (Georgetown)	43 residential apartment units	Saturday November 28, 2020 Tuesday December 1, 2020	0.98	-
192 Churchill Road South (Acton)	22 residential apartment units		1.14	-
196 Churchill Road South (Acton)	33 residential apartment units		1.12	-
200 Churchill Road South (Acton)	36 residential apartment units		1.17	-
63-65 Sympatica Crescent (Brantford)	168 residential apartment units		0.68	0.07
9 Bonheur Court (Brantford)	144 residential apartment units		0.90	0.09
34 & 45 Bredin Parkway (Orangeville)	93 residential apartment units	Friday April 7, 2017 Saturday April 8, 2017	0.92	0.15
16 4 th Street (Orangeville)	48 residential apartment units		0.83	-
Average			0.97	0.10

Based on the proxy parking survey results, the observed residential and visitor parking demand ranges from 0.68 to 1.17 spaces per unit and 0.07 to 0.15 spaces per unit, respectively. This averages to 0.97 spaces per unit for residential parking and 0.10 spaces per unit for visitor parking. Given the similarity in the transportation context between these sites, it is expected that a similar demand for resident parking would exist at the proposed development. Both the proposed effective residential supply rate of 1.25 spaces/unit and visitor supply rate of 0.15 spaces per unit are comparably higher than observed at the proxy sites. The parking demand rates observed at these sites provide reasonable support for the proposed development's reduced parking supply and indicates that the proposed parking supply for the subject site will be sufficient to meet the anticipated residential parking demand.

3.5 PROPOSED PARKING SUPPLY

Based on the information presented above, it is anticipated that the proposed parking provisions will be sufficient to accommodate the estimated future parking demand. With the provision of three (3) car-share spaces, the proposed parking supply results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use. Table 3-3 summarizes the proposed parking supply with the designated car-share spaces.

Table 3-3: Proposed Parking Supply

Proposed Use	No. of Units/GFA	Proposed Rate	Effective Supply
Residential – Apartment Dwelling Units	169	1.20 spaces / unit	200 + 3 car share (212 ⁺)
Visitor	169	0.15 spaces / unit	26
Commercial	360m ²	To be shared with visitor	
Total			238 ⁺
+ Effective Parking Supply			

4 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable methods of travel. The location of the subject site relative to nearby shops and amenities, provides several opportunities to promote non-auto travel. The recommendations should enhance non-single occupant vehicle trips for the future residents of the proposed development.

As requested by the Town of Halton Hills, the City of Kitchener Transportation Demand Management Initiatives have been reviewed to support the parking reduction. A description of the transportation demand management initiative has been provided.

Pedestrian-Based Recommended Strategies

Building entrances are to be oriented close to the street with direct connections to the pedestrian pathways

The proposed entrances face directly onto the sidewalks of Main Street and Mill Street, providing residents connectivity to the neighbourhood's pedestrian network, as well as the wealth of nearby amenities. Therefore, this provides convenient linkages for pedestrians and cyclists to access the building.

The pedestrian network should be provided with an enhanced landscape that would encourage walking

The pedestrian connection along Main Street and Mill Street should provide a pleasant and safe pedestrian experience through enhanced landscaping. This could be achieved by means of benches, cover, planting, lighting and other landscaping elements. The pedestrian network in the vicinity of the subject site could provide a variety of amenities for a safe and enjoyable pedestrian environment, which will encourage the use of active transportation modes.

Walking distance to nearby amenities

The subject development is conveniently located from a pedestrian perspective. The area provides excellent access to schools, public parks, restaurants, retail stores, pharmacies, and banks. All of these uses can be accessed within a twenty-minute walking distance.

Cycling-Based Recommended Strategies

Provide bicycle parking

The proposed development is providing a total of 97 bicycle parking spaces, consisting of 25 single-vertical spaces, and 9 stacked 8 racks corresponding to 72 bicycle spaces. The spaces are provided on the ground floor in a bicycle storage room. The 25 single-vertical spaces are provided for visitor use, while the 72 stacked spaces are provided as long-term residential spaces. Example of the bicycle storage system are provided in Appendix D.

Promote and increase cycling awareness and multi-modal transport

Information packages should be provided to residents to encourage active transportation and different travel demand management programs. This should include educating residents on the health and environmental benefits of cycling, as well as providing pedestrian and cycling and transit maps of the available infrastructure in the surrounding area.

Transit-Based Recommended Strategies

Connection to transit network

As noted, the proposed development will provide excellent connections to the GO transit system. The Main Street & Cross Street GO stop is a 2-minute walk north of the subject site, where residents will have access to various GO system routes. Therefore, the proposed development is ideally placed from a transit access perspective.

Communication strategy & transit incentive program

In order for residents to take advantage of the transit services surrounding the subject site, it is recommended that the owners provide information packages and communications to increase transit awareness and multi-modal transport by encouraging active transportations and different travel demand management programs. The information packages should contain public transit information such as route maps and schedule timetables.

Provision of pre-loaded PRESTO cards to all new residents

PRESTO is a contactless smart card used on participating public transit systems within the GTA and Ottawa. To further incentivize unit purchasers to make more transit-based trips, pre-loaded PRESTO cards (amount to be determined) will be provided with the sale of each unit. As requested by the City, the development will provide the equivalent to a year's supply of daily commuting.

Parking Demand Management Strategy

Provide reduced parking provision on the subject site

The proposed development will provide a reduced parking supply on the subject site. Given the subject site's convenient location within a well-connected transit system and walkable neighbourhood surrounded by restaurants, shops and institution facilities, most daily activities are not expected to require driving from the proposed redevelopment. By providing a reduced parking supply on site, the proposed redevelopment will deter residents from driving and promote the use of public transit and active transportation.

A car share program will be provided to reduce the need for automobile ownership

Car share programs are proposed to encourage car sharing activities and reduce the need of automobile ownership. The provision of car share spaces will allow residents without a vehicle to have access to a supply of car share vehicles when needed. The car share spaces should be clearly signed for residents and should be located near the main entrances to provide more incentive for car sharing.

In increasing the usage of car-share services, management should negotiate with the service provider (ex. Enterprise and/or Zipcar) to offer a discount rate for a trial period or a limited number of usage. Also, pamphlets regarding the benefits of car-sharing can be provided to occupants. A car-sharing vehicle is a 24-hour accessible service that eliminates financing, insurance, and maintenance responsibilities of personal auto ownership. CAPCOA reports between a 1% and 15% commute trip VMT reduction depending on surrounding land uses.

There has been a recent increase in the provision of car share spaces with new residential developments within the Greater Toronto Area (GTA). Based on the "Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards" report prepared by IBI Group in 2009 for the City of Toronto, one car share space can replace the demand of four residential spaces. The report also suggests providing car share spaces at the rate of one (1) space per 60 residential units. As a result, given that the proposed development will feature 169 units, application of this rate would result in two (2) car share spaces providing a benefit similar to eight (8) more parking spaces.

Although the report suggests to provide two (2) car share spaces, the development is proposing to provide three (3) spaces. The three (3) car-share spaces proposed act as a way to encourage car sharing activities and reduce the need of automobile ownership for the residents. The provision of car share spaces will allow residents without a vehicle to have access to a supply of car share vehicles when needed, rendering personal car ownership as unnecessary otherwise. This service would encourage shared ownership, where less parking spaces are required to accommodate for the lower anticipated number of cars.

Shared Parking

Shared parking ratios can be used as an efficiency tool, which recognizes that a single parking space can be shared between different land use types. There are temporal shifts in the demand for parking spaces between various land uses. The City of Kitchener recognizes the benefits of shared parking reductions in non-residential parking requirements for mixed use developments. It is recommended that 20 of the proposed commercial parking spaces be signed for retail use only between the hours of 7:00AM and 7:00PM, to ensure that the retail requirement is being satisfied during the typical hours that retail parking demand will be exhibited.

Unbundled Parking

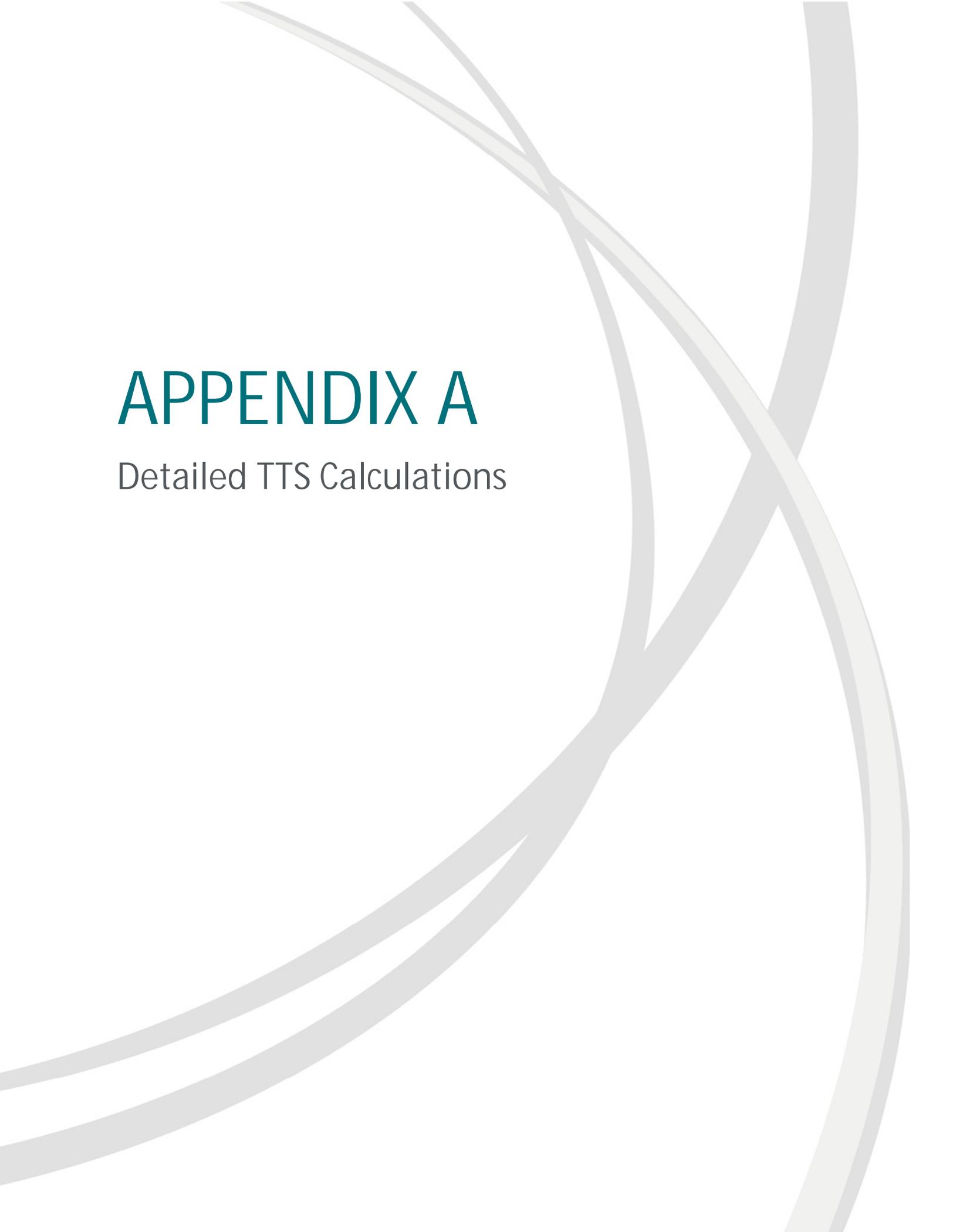
The costs of residential or commercial parking are often indirectly passed on to occupants when bundled into their purchase or lease cost. Unbundled parking, renting or selling spaces exclusive from a property can help to reduce the total amount of parking required for a building while promoting a “user pays” approach to parking. In addition, unbundled parking promotes housing affordability as parking spaces are not tied to any particular residential unit or commercial space. It is anticipated that parking spaces will be offered at a price point determined based on market conditions. This will facilitate residents to shift to other travel alternatives and reduce auto-dependency.

Parking Location

Surface parking provided on ground level consumes large quantities of land and therefore is not the most efficient use of land. Further, surface parking lots leave gaps in the built form of an area, disengage pedestrians by removing opportunities for lively streets and pedestrian realm, and do not fully utilize land value potential. Parking structures can integrate good design elements and building materials to blend in with the urban form, or can provide active uses on the ground floor at street level. Underground parking integrates well into an urban setting. Underground parking allows for necessary parking and loading areas that are integral to urban life, while preserving the streetscape for active uses that appeal to pedestrians and cyclists. By providing parking in an underground garage, the development is ensuring that active uses on the primary frontage of the building are incorporated.

5 CONCLUSION

- ▶ The proposed redevelopment will repurpose the subject site through a historically sensitive replacement of the existing three-storey building, as well as introduce an underground and interior addition to the building providing an overall building height of 10 stories plus a top floor loft. The proposed redevelopment will provide 169 dwelling units, and 229 parking spaces accessible via the rear of the subject site. The proposal will also provide 360m² of retail space.
- ▶ The proposed mixed-use development would require parking requirement relief as the parking supply is deficient from the requirements set out by the Site-Specific Zoning By-Law 2017-0064.
- ▶ The subject site is conveniently located within a multi-modal transportation network including great accessibility to the GO Bus System. Daily activities are expected to be achievable from the subject site by active transportation modes.
- ▶ The average auto ownership rate for apartment households in the area is 1.08 vehicles per unit. This rate is significantly lower than the residential parking rate of 1.50 spaces per unit required by the Site-Specific Zoning By-Law and indicates that the proposed residential parking rate of 1.25 is more reflective of the neighbourhood's context.
- ▶ It is proposed that shared parking may be possible for the commercial and visitor uses. Shared parking may be possible when land uses have different parking demand patterns that vary throughout the day, utilize the same parking areas with peak demand occurring at differing times of the day.
- ▶ A review of proxy parking utilization surveys further demonstrates comparable developments where the observed residential parking demand is lower than both the proposed supply and the required supply based on the Zoning By-Law.
- ▶ By providing a reduced parking supply, the proposed redevelopment aims to provide for a population that is not car-dependent and will rely on alternative modes of travel for their daily needs. The recommended TDM measures along with the parking reduction would promote and reinforce the vision of encouraging individuals to seek more sustainable methods of travel.
- ▶ Therefore, it is anticipated that the proposed parking provisions will be sufficient to accommodate the estimated future parking demand. With the provision of three (3) car-share spaces, the proposed parking supply results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use.



APPENDIX A

Detailed TTS Calculations

Tue Aug 18 2020 10:23:37 GMT-0400 (Eastern Daylight Time) - Run Time: 2879ms

Cross Tab 2011 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
 Column: Primary travel mode of trip - mode_prime

Filters:
 2006 GTA zone of origin - gta06_orig In 4163
 and
 Start time of trip - start_time In 600-900

Trip 2006

Table:

	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Taxi passenger	Walk	
4163	2234	54	18	217	163	37	313	3036
	74%	2%	1%	7%	5%	1%	10%	

Trip 2011

Table:

	Transit excluding GO rail	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Taxi passenger	Walk
4163	15	21	1831	126	49	289	104	15	254
	1%	1%	68%	5%	2%	11%	4%	1%	9%

Trip 2016

Table:

	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Taxi passenger	Walk	
4163	15	2320	69	18	225	220	25	270	3162
	0%	73%	2%	1%	7%	7%	1%	9%	

	Active	Transit	Auto
2006	16%	2%	82%
2011	14%	7%	79%
2016	16%	3%	81%

Cross Tabulation Query Form - Household - 2016 v1.1

Row: No. of vehicles in household - n_vehicle

Column: Type of dwelling unit - dwell_type

Filters:

Type of dwelling unit - dwell_type In 2

and

2006 GTA zone of household - gta06_hhld In 4163

4164

Household 2016

Table:

Apartment

0	101
1	713
2	114
3	30

Total number of apartments

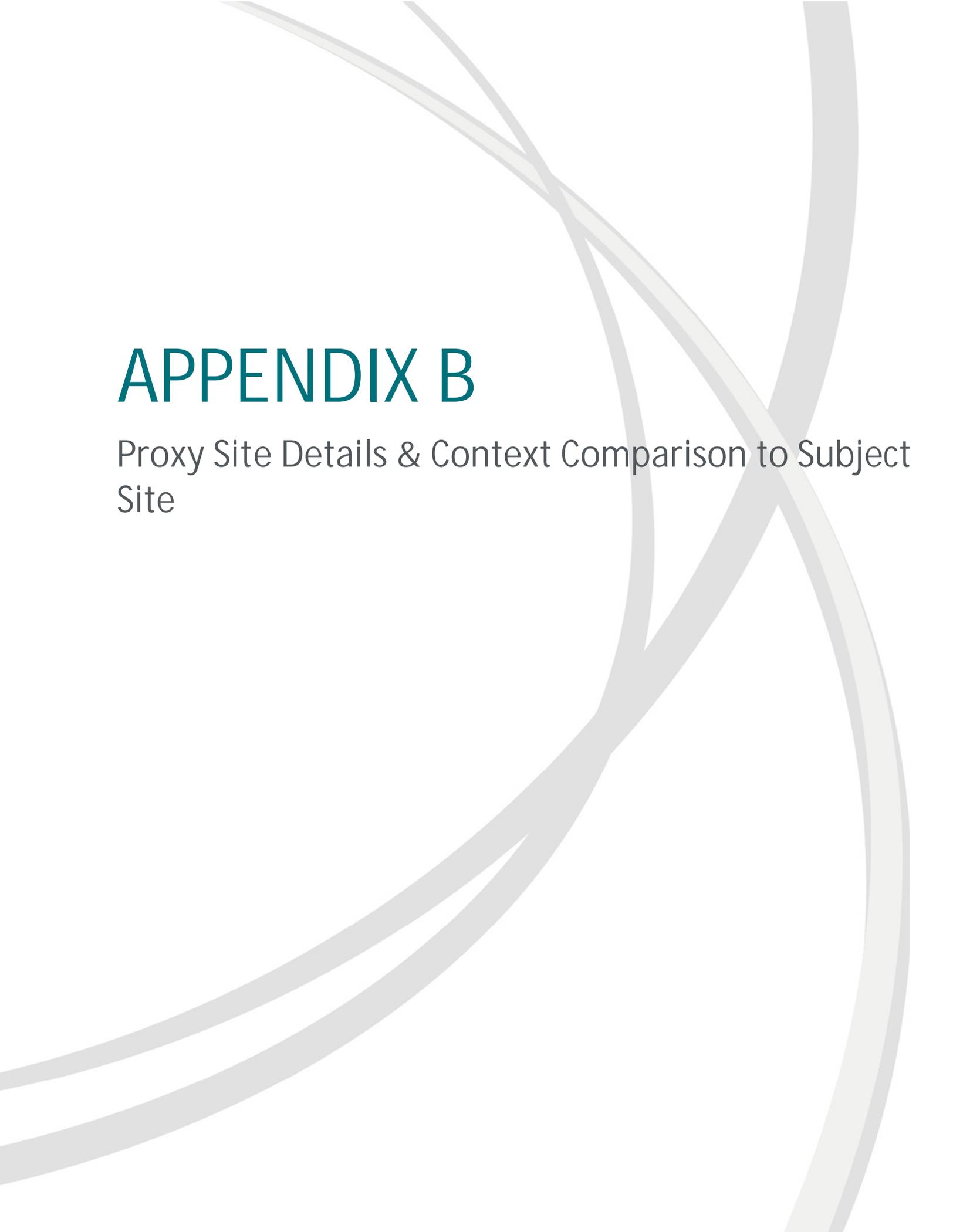
958

Total number of vehicles

1031

Vehicles per apartment

1.076200418

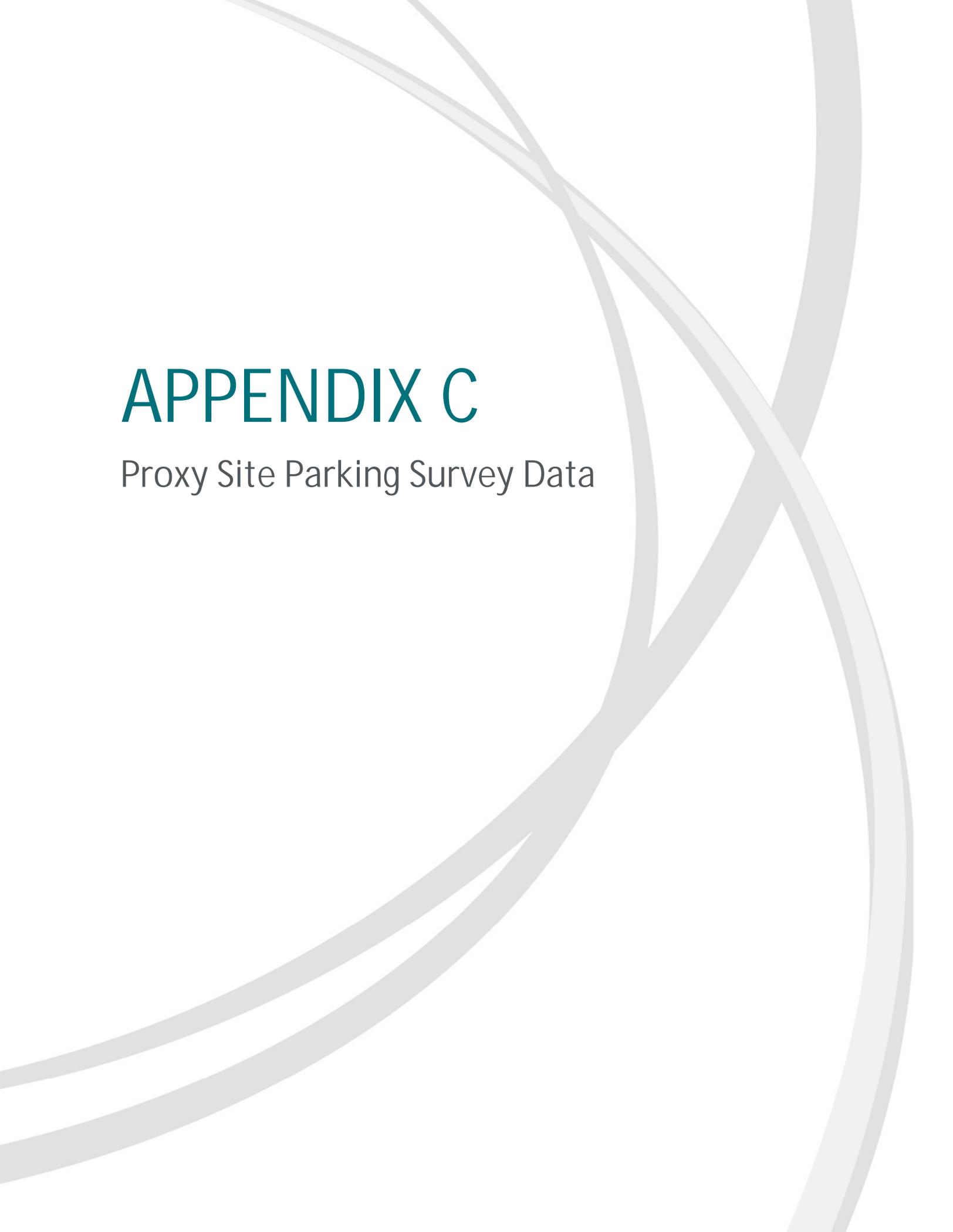


APPENDIX B

Proxy Site Details & Context Comparison to Subject Site

Comparison of Proxy Sites and Subject Site

Proxy Site Location	Site Statistics	Transit and Neighbourhood Context
21-35 Raylawn Crescent (Georgetown)	43 units	<p>Transit Access: 7-minute walk to bus routes along Guelph Street; 20-minute bus ride to GO and VIA rail service via Georgetown GO Station.</p> <p>Walkability: located in a predominately residential neighbourhood, 5-minute walk to retail and commercial uses along Guelph Street.</p>
192 Churchill Road South (Acton)	22 units	<p>Transit Access: 10-minute walk to bus routes along Queen Street; 15-minute bus ride to GO rail service via Acton GO Station.</p> <p>Walkability: located in a predominately residential neighbourhood, 10-minute walk to retail and commercial uses along Queen Street.</p>
196 Churchill Road South (Acton)	33 units	
200 Churchill Road South (Acton)	36 units	
63-65 Sympatica Crescent (Brantford)	168 units	<p>Transit Access: Transit stops located directly in front of the building; 6-minute walk to bus routes along Lynden Road; 30-minute bus ride to VIA Rail service via Brantford Train Station.</p> <p>Walkability: located in a predominately residential neighbourhood, adjacent to retail and commercial uses along Lynden Road.</p>
9 Bonheur Court (Brantford)	144 units	
35 & 45 Bredin Parkway (Orangeville)	93 units	<p>Transit Access: within a 5-minute walk to bus routes along First Street and 5th Avenue.</p> <p>Walkability: located in a predominately residential neighbourhood; adjacent to retail and commercial uses along First Street.</p>
16 4 th Street (Orangeville)	48 units	<p>Transit Access: within a 2-minute walk to bus routes along 2nd Avenue and Broadway.</p> <p>Walkability: located in a predominately residential neighbourhood; adjacent to retail and commercial uses along Broadway.</p>



APPENDIX C

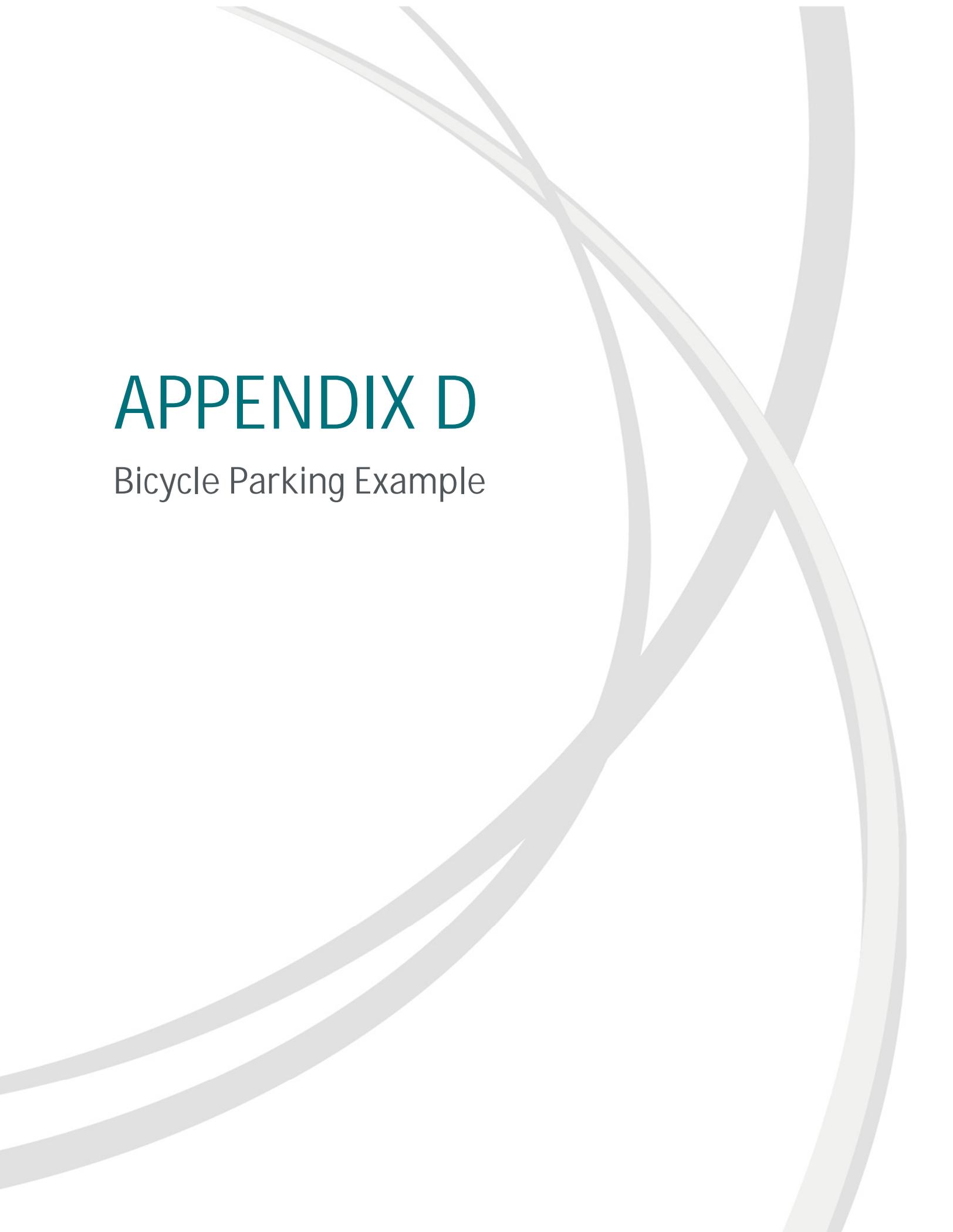
Proxy Site Parking Survey Data

Survey Date	City	Address	Name	Type	Designation	Supply	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	Observed Maximum	Observed Time	Units	Maximum Observed Demand	
Saturday, November 28, 2020	Brantford	63-65 Sympatica Crescent	Lyden Park Towers	Apartment	Resident / Tenant	232	74	77	78	79	85	94	100	101	104	106	107	107	2:00	168	0.64	
					Visitor	20	7	8	8	7	7	9	10	11	10	10	10	10	10	0:00		0.07
					Total	252	81	85	86	86	92	101	109	111	115	116	117	117	117			0.70
		Resident / Tenant	175	112	117	122	121	124	123	126	127	128	128	128	128	128	128	0:00	144	0.89		
		Visitor	27	9	8	8	10	11	13	11	11	8	7	7	7	7	7	21:00		0.09		
		Total	202	121	125	130	131	135	136	137	138	136	135	135	135	135	135			0.98		
	Acton	192 Churchill Road South	The Winston	Apartment	Resident / Tenant	40	16	17	17	21	22	24	25	24	24	24	24	24	22:00	22	1.14	
					Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1.00
					Total	40	16	17	17	21	22	24	25	24	24	24	24	24	24			1.14
		Resident / Tenant	38	25	33	28	29	27	29	32	33	33	33	33	33	33	33	23:00	33	1.00		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1.00		
		Total	38	25	33	28	29	27	29	32	33	33	33	33	33	33	33			1.00		
		Resident / Tenant	50	30	41	33	38	25	40	42	40	40	40	40	40	40	40	22:00	36	1.17		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	50	30	41	33	38	25	40	42	40	40	40	40	40	40	40			1.17		
		Resident / Tenant	46	32	32	40	37	33	36	37	40	36	39	39	39	39	39	23:00	43	0.93		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	46	32	32	40	37	33	36	37	40	36	39	39	39	39	39			0.93		

Survey Date	City	Address	Name	Type	Designation	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	0:00	0:30	1:00	Observed Maximum	Observed Time	Units	Maximum Observed Demand			
Saturday April 8, 2017	Orangeville	35 & 45 Bredin Parkway	N/A	Apartment	Resident / Tenant	94	70	74	75	77	77	79	81	84	85	85	85	85	85	86	85	85	86	0:00	93	0.92		
					Visitor	31	14	10	10	10	10	9	8	7	6	6	6	6	6	6	6	6	7	7	14	18:00		0.15
					Total	125	84	84	85	87	87	88	90	92	92	91	91	91	91	91	91	92	92	92	100			1.08
		Resident / Tenant	72	40	40	38	39	40	39	38	40	39	38	39	40	40	40	40	40	40	40	40	40	0:00	48	0.83		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	72	40	40	38	39	40	39	38	40	39	38	39	40	40	40	40	40	40	40	40	40			0.83		
	Orangeville	16 4th Street	N/A	Apartment	Resident / Tenant	94	70	74	75	77	77	79	81	84	85	85	85	85	85	85	86	85	85	86	0:00	93	0.92	
					Visitor	31	14	10	10	10	10	9	8	7	6	6	6	6	6	6	6	6	7	7	14	18:00		0.15
					Total	125	84	84	85	87	87	88	90	92	92	91	91	91	91	91	91	92	92	92	100			1.08
		Resident / Tenant	72	40	40	38	39	40	39	38	40	39	38	39	40	40	40	40	40	40	40	40	40	0:00	48	0.83		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	72	40	40	38	39	40	39	38	40	39	38	39	40	40	40	40	40	40	40	40	40			0.83		

Survey Date	City	Address	Name	Type	Designation	Supply	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	Observed Maximum	Observed Time	Units	Maximum Observed Demand			
Tuesday, December 1, 2020	Brantford	63-65 Sympatica Crescent	Lyden Park Towers	Apartment	Resident / Tenant	232	67	80	86	96	103	108	111	110	114	114	114	114	114	0:00	168	0.68		
					Visitor	20	4	5	5	6	9	10	6	6	6	6	6	6	6	6	6	21:00		0.06
					Total	252	71	85	91	102	112	118	117	116	120	120	120	120	120	120	120			0.71
		Resident / Tenant	175	105	113	115	121	126	125	127	128	129	129	129	129	129	129	129	129	0:00	144	0.90		
		Visitor	27	7	5	6	5	6	7	6	5	5	5	5	5	5	5	5	5	21:00		0.05		
		Total	202	112	118	121	126	132	133	133	133	134	134	134	134	134	134	134	134			0.93		
	Acton	192 Churchill Road South	The Winston	Apartment	Resident / Tenant	40	15	19	22	22	23	23	23	23	23	23	23	23	23	23	22:00	22	1.05	
					Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00
					Total	40	15	19	22	22	23	23	23	23	23	23	23	23	23	23	23	23		
		Resident / Tenant	38	28	25	32	32	36	36	37	37	37	37	37	37	37	37	37	37	22:00	33	1.12		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	38	28	25	32	32	36	36	37	37	37	37	37	37	37	37	37	37			1.12		
		Resident / Tenant	50	25	25	36	40	38	40	41	41	41	41	41	41	41	41	41	41	1:00	36	1.17		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	50	25	25	36	40	38	40	41	41	41	41	41	41	41	41	41	41			1.17		
		Resident / Tenant	46	26	26	26	32	36	38	41	40	42	42	42	42	42	42	42	42	0:00	43	0.98		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	46	26	26	26	32	36	38	41	40	42	42	42	42	42	42	42	42			0.98		

Survey Date	City	Address	Name	Type	Designation	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	0:00	0:30	1:00	Observed Maximum	Observed Time	Units	Maximum Observed Demand			
Friday, April 7, 2017	Orangeville	35 & 45 Bredin Parkway	N/A	Apartment	Resident / Tenant	94	73	77	78	78	79	79	80	84	83	83	83	84	86	86	86	86	86	0:00	93	0.92		
					Visitor	31	11	12	12	13	12	11	9	8	7	7	7	7	7	6	6	6	6	6	13	19:30		0.14
					Total	125	84	89	90	91	91	90	89	92	90	90	90	90	90	90	90	92	92	92	99			1.06
		Resident / Tenant	72	34	34	36	37	39	38	38	38	39	39	38	38	38	38	38	38	39	39	39	39	0:00	48	0.81		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	72	34	34	36	37	39	38	38	38	39	39	39	38	38	38	38	38	39	39	39	39			0.81		
	Orangeville	16 4th Street	N/A	Apartment	Resident / Tenant	94	73	77	78	78	79	79	80	84	83	83	83	84	86	86	86	86	86	86	0:00	93	0.92	
					Visitor	31	11	12	12	13	12	11	9	8	7	7	7	7	7	6	6	6	6	6	13	19:30		0.14
					Total	125	84	89	90	91	91	90	89	92	90	90	90	90	90	90	90	92	92	92	99			1.06
		Resident / Tenant	72	34	34	36	37	39	38	38	38	39	39	38	38	38	38	38	38	39	39	39	39	0:00	48	0.81		
		Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0.00		
		Total	72	34	34	36	37	39	38	38	38	39	39	39	38	38	38	38	38	39	39	39	39			0.81		



APPENDIX D

Bicycle Parking Example



