



Amico Properties Inc

PARKING STUDY

Proposed Mixed-Use Development
71 Main Street, Town of Georgetown

September 2020
21134

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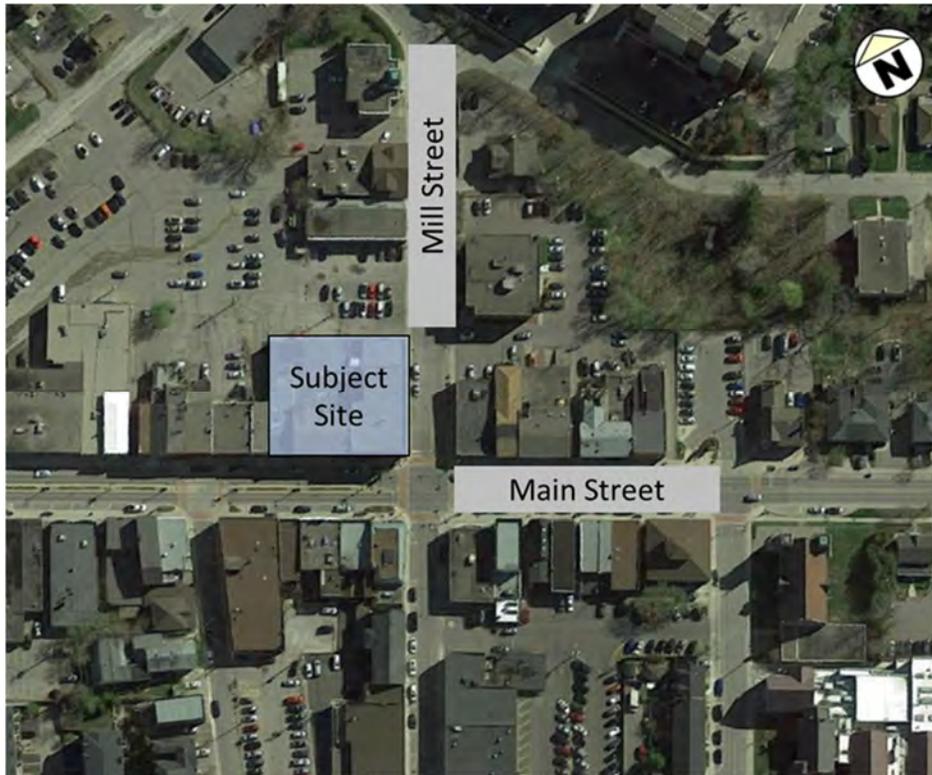
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1 INTRODUCTION

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 Georgetown (herein referred to as “the subject site”). The subject site is currently occupied by three low-rise commercial buildings. As shown in Figure 1-1, the subject site is located on the corner of Main Street and Mill Street.

Figure 1-1: Subject Site Location

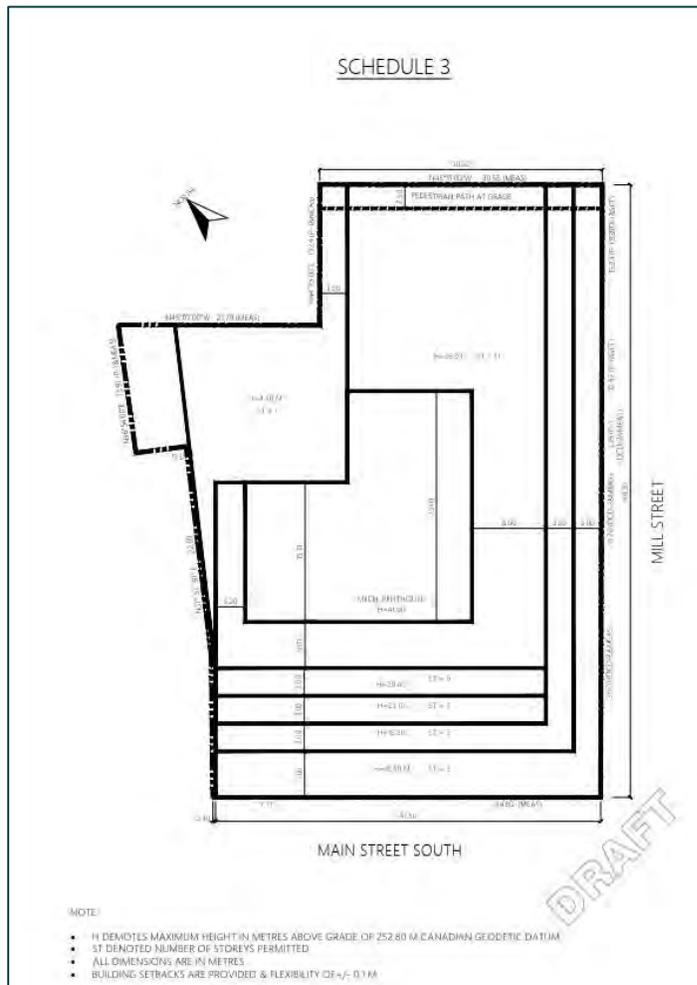


The proposed redevelopment will repurpose the subject site through a historically sensitive replacement of the existing three-storey building, as well as introduce an underground and interior addition to the building giving an overall building height of 10 stories plus a top floor loft. The proposed redevelopment will provide 169 dwelling units, and 233 parking spaces accessible via the rear of the subject site. The proposal will also provide 368m² 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	68
Two Bedroom	94
Three Bedroom	7
TOTAL:	169

Figure 1-2: Proposed Site Plan



Source: IBI Group Architects, June 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. 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 Halton Hills Zoning By-Law 2010-0050 as well as the site specific Zoning By-Law, 2017-0064. A further reduction to the visitor parking requirement, which is 0.15 spaces / unit, was approved through the minor variance process. A summary of the application of these standards for the proposed redevelopment is outlined in Table 2-1.

Table 2-1: Parking Summary - The Town of Halton Hills Zoning By-law 2010-0050

Proposed Use	No. of Units/GFA	Town of Halton Hills By-law 2010-0050		Proposed Supply
		Minimum Parking Requirement Rate	Parking Spaces Required	
Residential – Apartment Dwelling Units	169	1.5 spaces/unit	254	207
Visitor	169	0.15 spaces/unit ¹	26	26
Commercial	3,967ft ² (368m ²)	1 space/20m ²	19	
TOTAL:			299	233

Based on the applicable parking requirements, a total of 299 spaces are required for the proposed mixed-use development. The proposed parking supply includes 207 spaces for tenants and 26 spaces for visitors and commercial use. Therefore, the proposal seeks relief in the resident parking requirements as well as provision for sharing visitor parking with commercial parking requirement.

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, transit accessibility, access to the local cycling network, pedestrian networks, changes in travel behaviour, vehicle ownership and observed parking demand have been conducted 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, given the redevelopment, that are reduced from the Town's Zoning By-Law requirements.

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



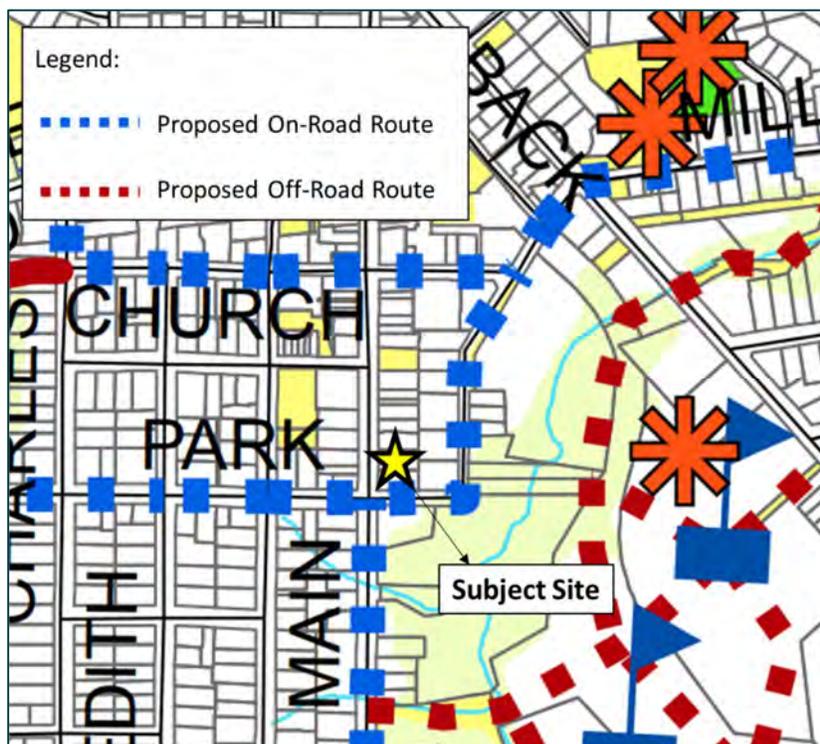
GO Bus Route 31 – Kitchener is a generally east-west bus route that provides service between Union Station and the University of Guelph. This route operates seven (7) days a week with hourly headways.

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

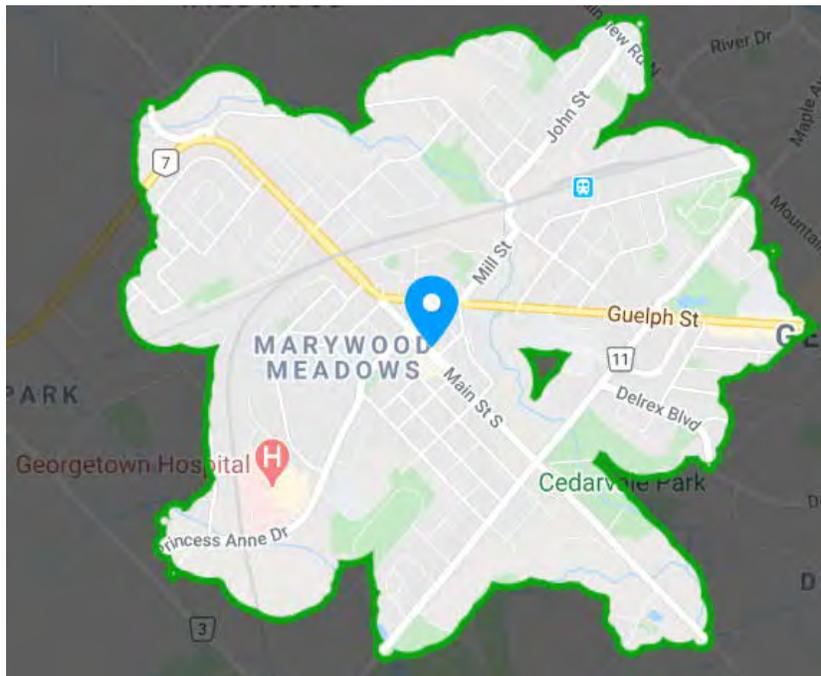


PEDESTRIAN NETWORK

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. 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 TRAVEL BEHAVIOUR

The following section will review the neighbourhood’s travel related behaviour using Transportation Tomorrow Survey (TTS) data. The purpose of this section is to understand the existing neighbourhood characteristics, as a way to anticipate for future parking demands. The detailed TTS data is provided in Appendix A.

The 2006, 2011, and 2016 TTS surveys were used to calculate the neighbourhood’s modal split. The resulting modal splits for home-based trips during the AM peak period are summarized in Table 3-1.

Table 3-1: Neighbourhood Modal Split Trends

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

The TTS results indicate that the subject site’s neighbourhood currently has a high auto modal split. However, a review of the neighbourhood’s past modal splits reveal that there has been an increase in cycling and walking over a 10-year period. Specifically, the modal split analysis between 2006, 2011, and 2016 indicates the following:

- ▶ Active Transportation has maintained 16% between 2006 and 2016;
- ▶ Transit usage has increased 1% from 2006; and
- ▶ A slight decrease in auto modal split (a 1% decrease from 2006).

These results indicate that more residents are choosing to walk or cycle than they did in 2006. With Halton Hill's efforts in prioritizing active transportation, it is expected that the increasing trend of residents choosing these sustainable modes of travel will continue. By proposing a reduced parking supply, the proposed redevelopment aims to provide for a population that is not car-dependent, which will further support the neighbourhood's modal shift away from automobile usage.

3.3 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 3-2. Detailed TTS calculations can be found in Appendix A.

Table 3-2: Auto-Ownership Summary

Area (TTS Zone 4163, 4164)	Number of Apartment Households		Total Number of Vehicles	Total Number of Households	Vehicles Ownership Rate (Vehicle/Unit)
	Without Vehicle(s)	With Vehicle(s)			
	101	857	1031	958	1.07

Based on the TTS data, the average auto-ownership in the neighbourhood for all apartment households is 1.07 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, it is recommended that the parking requirement be 1.20 spaces per unit, which allows for 10% buffer to the observed auto ownership in the area.

3.4 OBSERVED COMMERCIAL PARKING DEMAND AND SHARE-ABILITY

The Institute of Transportation Engineers (ITE) Parking Generation Handbook, 5th Edition, was used to forecast the peak parking demand for the proposed retail portion of the development. The peak parking rates for Land Use Category 820 (Shopping Centre) were applied. It is important to note that the parking demand plots and analyses are based on the total gross leasable area (GLA) of the center. Table 3-3 below outlines the forecasted peak parking demand. Detailed ITE calculations can be found in Appendix B.

Table 3-3: Forecasted Peak Parking Demand - ITE Parking Generation

Land Use	Day of Week	Average Rate	Total GLA (per 1000ft ²)	Peak Parking Demand	Proposed Parking (shared with Visitors)
Shopping Centre - LUC 820 368m ² (3961ft ²)	Monday – Thursday	1.95	3.961	8	26
	Friday	2.61		10	
	Saturday	2.91		12	
	Sunday	1.89		7	

Based on the above, the peak parking demand of the commercial use would be significantly lower than applicable parking requirements for the commercial use. It is also recognized that the peak parking demand of the commercial use would occur at different times than the visitor peak parking periods. Therefore, it is recommended that the provided parking between commercial use and visitor use be shared. Furthermore, it re-enforces the synergy between different uses on the subject site. As outlined above, the forecasted peak parking demand for the proposed development is 12 spaces, resulting in a parking residual of 14 spaces for the visitors during the peak hour of the retail, which is occurring during lunch time on Saturday. The variation in the parking demand for the retail use is illustrated in Appendix B. Based on the anticipated low parking demand of the retail use, synergy between different uses, and parking demand peaking at different times, the proposed parking sharing between the commercial and visitor parking spaces would be able to accommodate the parking demand.

4 RECOMMENDATIONS

The proposed parking supply of 233 parking spaces, which consist of 207 spaces for tenants and 26 spaces for visitors and commercial use, is acceptable based on the parking assessment. As a reduction in the parking supply is sought after, a Transportation Demand Management Plan is required which is detailed in the following subsection.

4.1 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.

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.

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.

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). As per 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 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 8 more parking spaces.

The two 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.

4.2 RECOMMENDED PARKING REQUIREMENTS

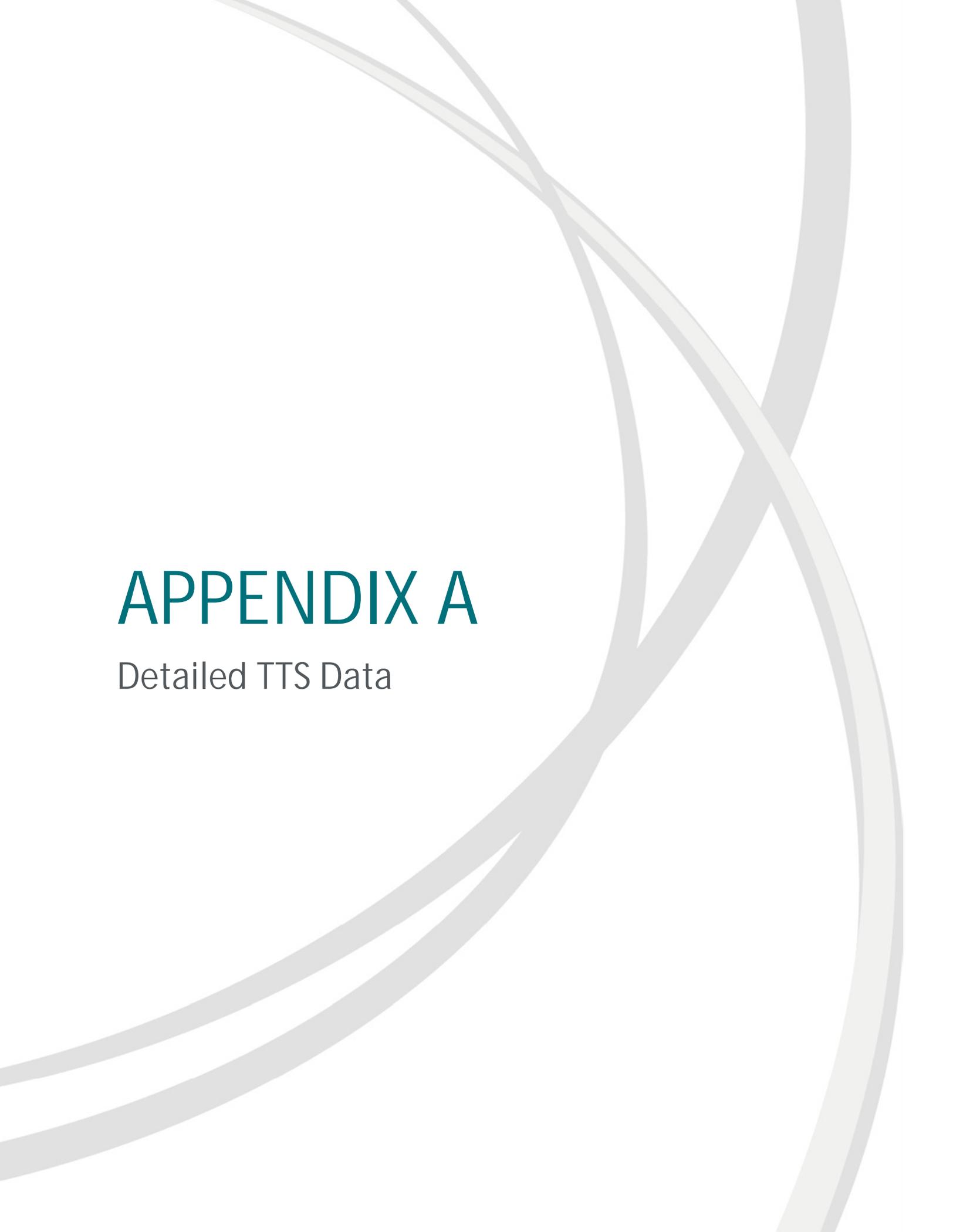
With the car-share spaces, the currently proposed resident parking supply rate results in 1.27 spaces per unit. Although lower than the required parking rate for apartment dwellings, the parking provisions still allow for every household to accommodate one vehicle. Table 4-1 summarizes the parking supply with the designated car-share spaces.

Table 4-1: Recommended Parking Supply

Proposed Use	No. of Units/GFA	Recommended Rate (Required Spaces)	Proposed Supply
Residential – Apartment Dwelling Units	169	1.20 spaces / unit (203)	207 (215 ⁺)
Visitor	169	0.15 spaces / unit (26)	26
Commercial	3,967ft ² (368m ²)	To be shared with visitor	
TOTAL:			241
+ Adjusted parking supply to reflect 2 car share spaces			

5 CONCLUSION

- ▶ The proposed mixed-use development will repurpose the subject site through a historically sensitive replacement of the existing three-storey building as well as introduce an addition to the building giving an overall building height of 10 storeys plus a top floor loft. The proposal will also provide 368m² 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 Town of Halton Hills Zoning By-Law 2010-0050 as amended.
- ▶ 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 1.07 vehicles per unit. This rate is significantly lower than the residential parking rate of 1.5 spaces per unit required by Zoning By-Law 2010-0050 and indicates that the proposed parking rate of 1.20 is more reflective of the neighbourhood's context.
- ▶ Per the peak parking rates for commercial uses provided in the ITE Parking Generation Handbook, 5th Edition, the proposed development is required to provide a parking supply of 12 spaces for commercial use, resulting in a surplus of 14 spaces available for visitor use during the day.
- ▶ 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, the proposed reduced parking supply in combination with the recommended TDM measures is considered to be adequate in meeting the needs of the proposed redevelopment.



APPENDIX A

Detailed TTS Data

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%
2011	14%		7%
2016	16%		3%
			82%
			79%
			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

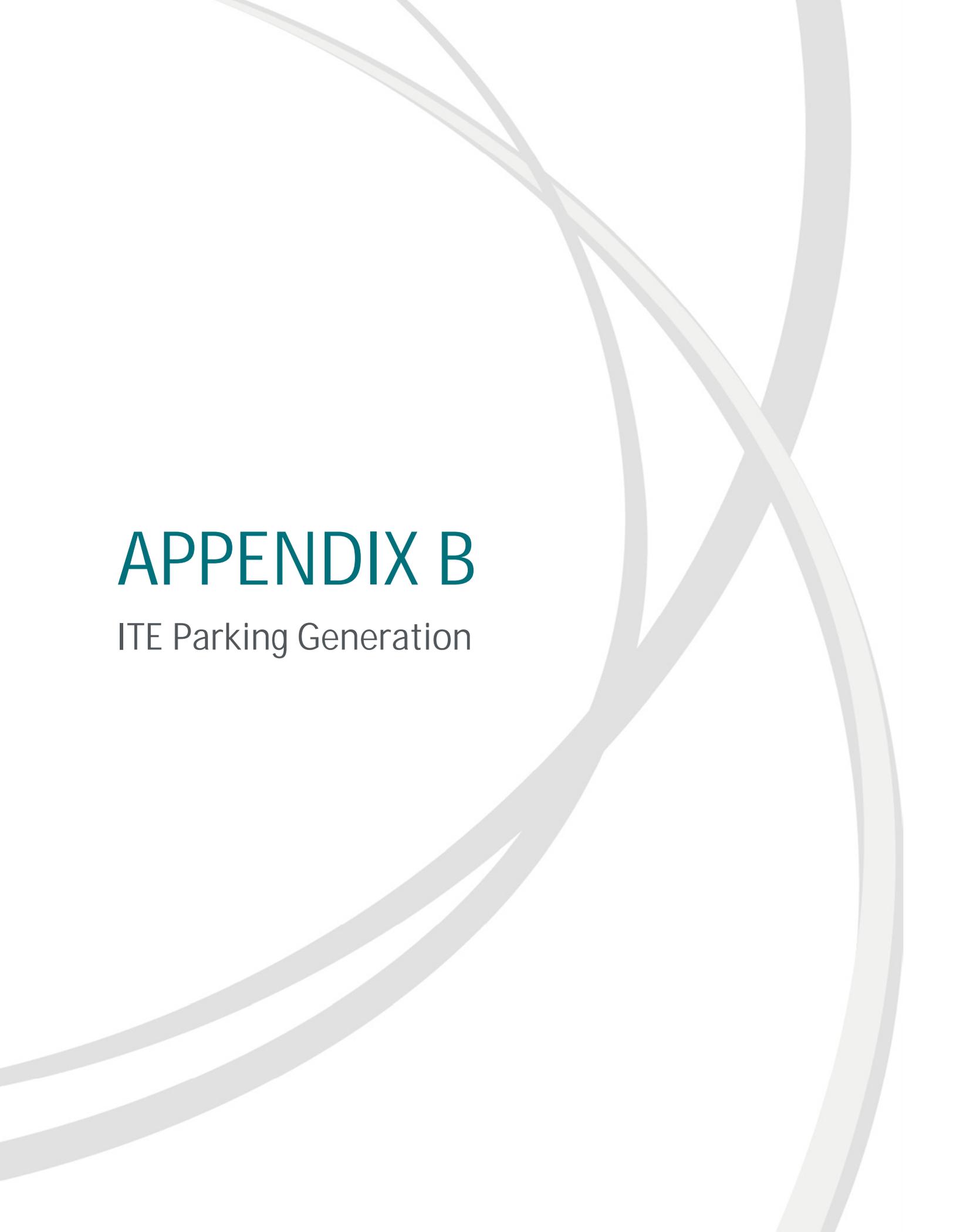
958

Total number of vehicles

1031

Vehicles per apartment

1.076200418



APPENDIX B

ITE Parking Generation

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Hour Beginning	Percent of Non-December Peak Parking Demand		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	–	51
10:00 p.m.	15	–	38
11:00 p.m.	–	–	–

Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

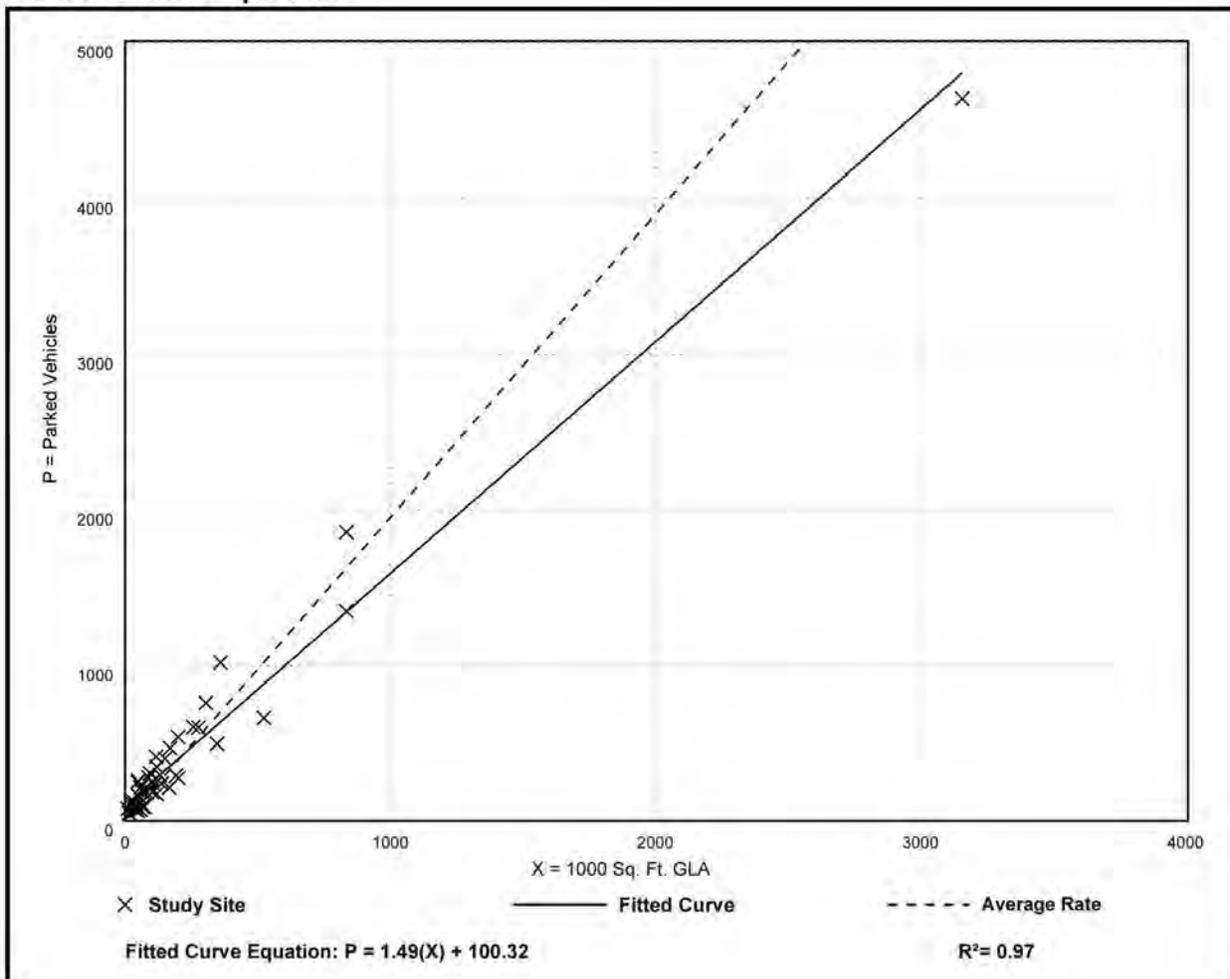
Number of Studies: 46

Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 6:00 p.m.

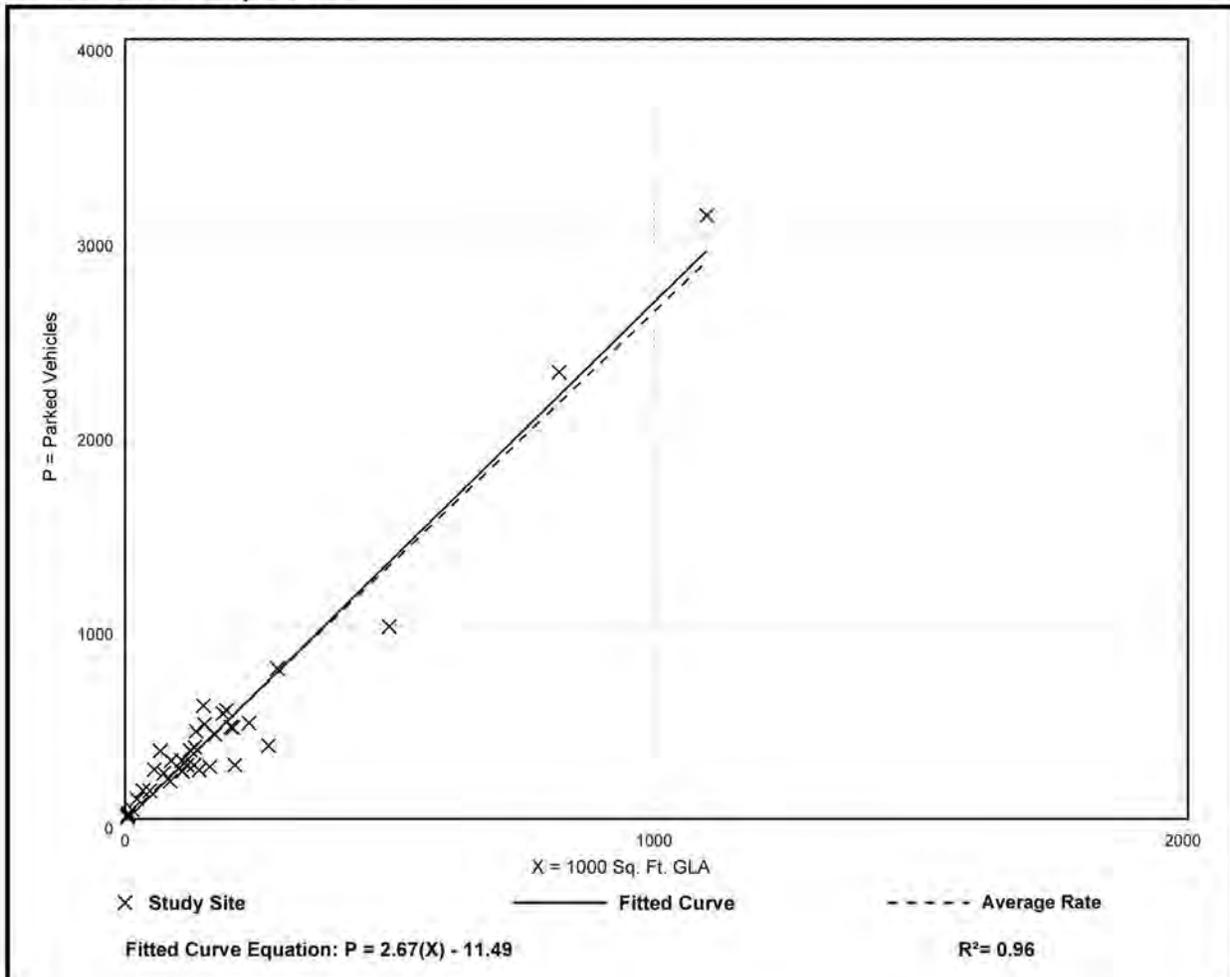
Number of Studies: 37

Avg. 1000 Sq. Ft. GLA: 174

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.61	1.34 - 5.25	2.37 / 3.78	2.39 - 2.83	0.67 (26%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

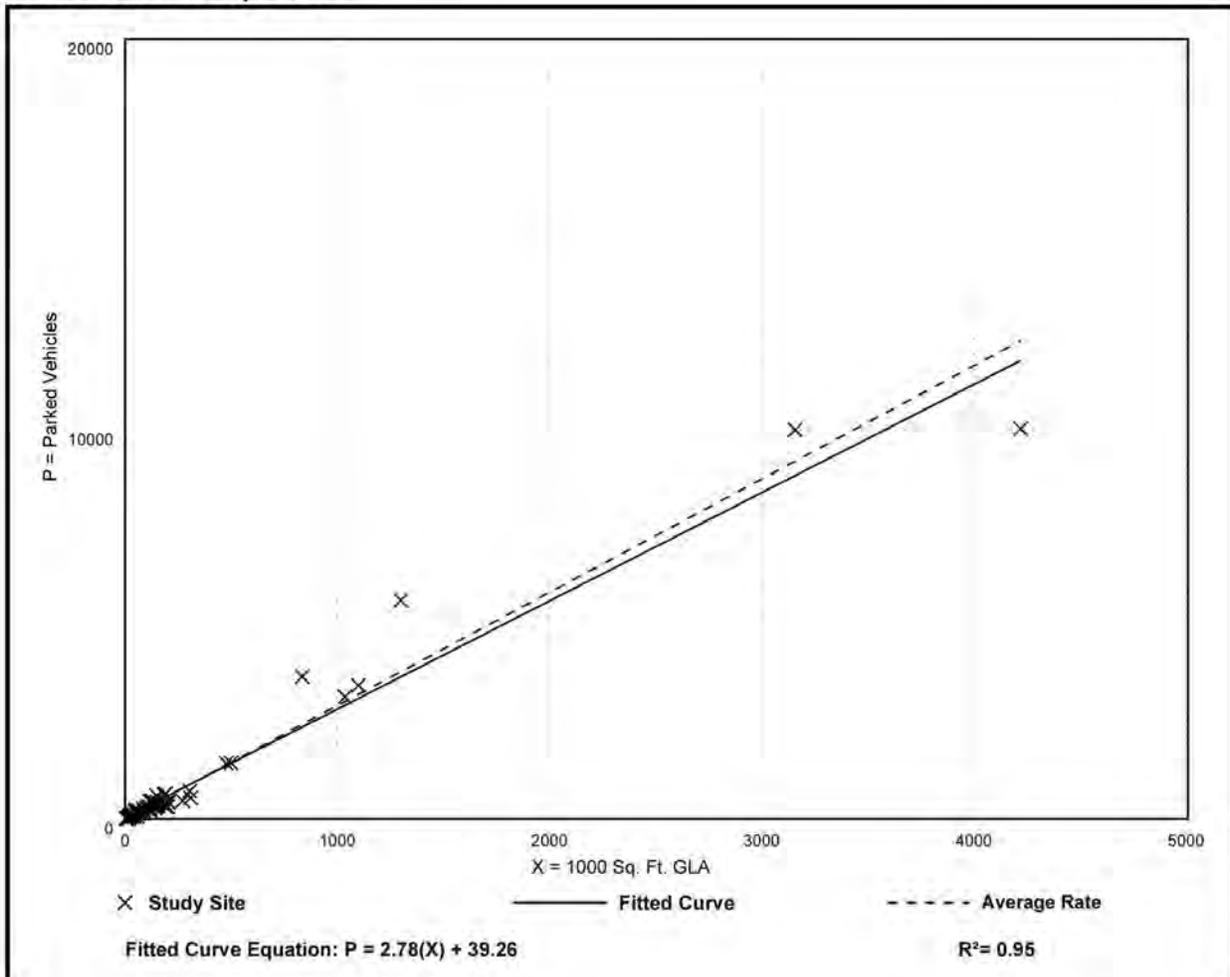
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 (25%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Sunday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 3:00 p.m.

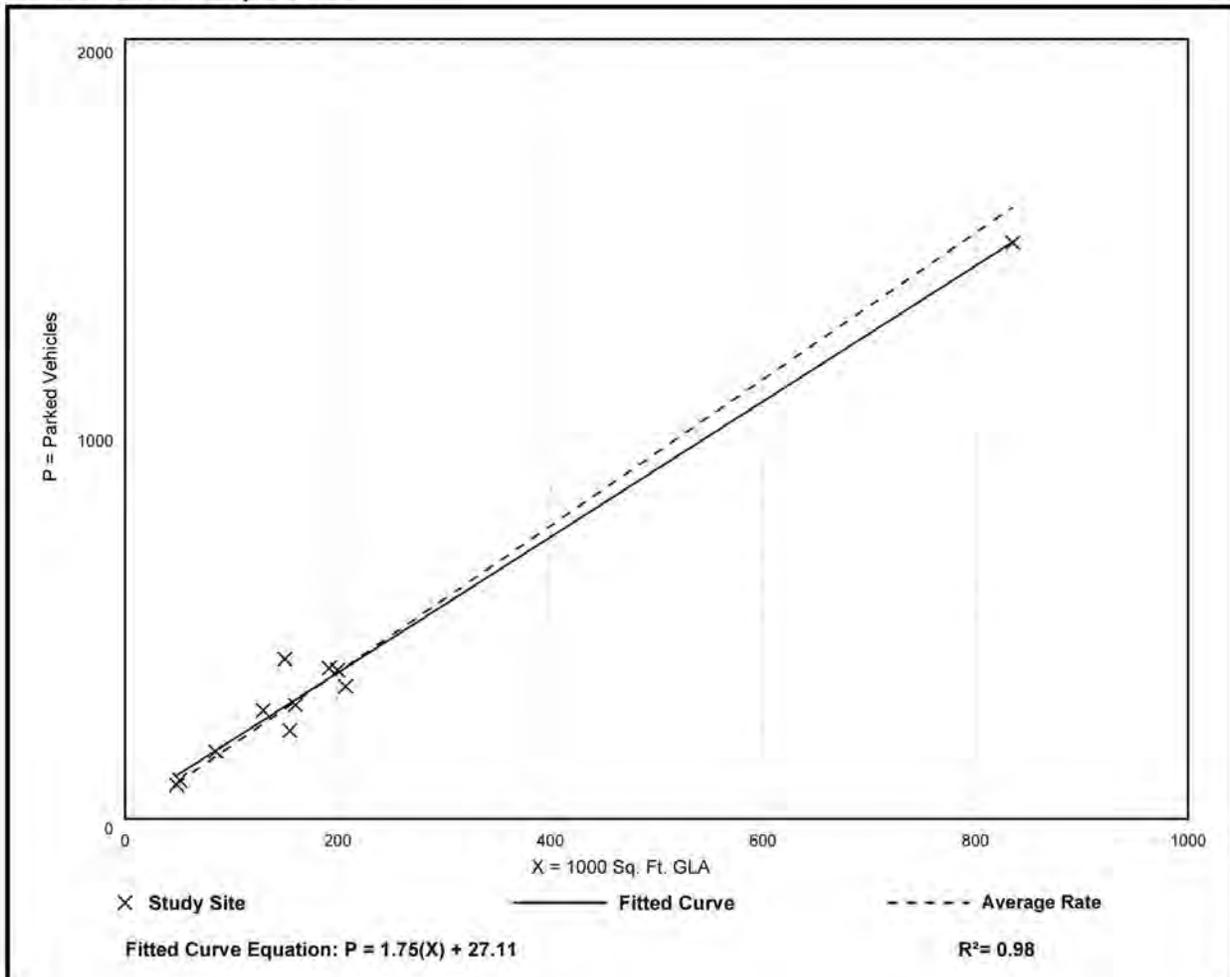
Number of Studies: 11

Avg. 1000 Sq. Ft. GLA: 201

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.89	1.47 - 2.75	1.81 / 2.27	***	0.30 (16%)

Data Plot and Equation



Retail GFA	Day	Average Rate	GLA	Peak Demand
3961	Monday - Thursday	1.95		8
3.961	Friday	2.61	3.961	10
	Saturday	2.91		12
	Sunday	1.89		7

