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Mapleview Essa Development

PARKING STUDY

Maxx Group of Companies

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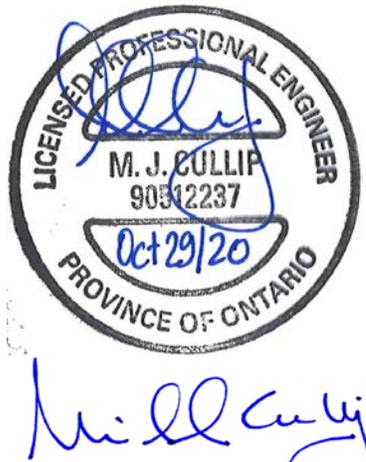
October
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1 Introduction

Tatham Engineering Limited was retained by Maxx Group of Companies to conduct a parking study in support of the proposed Mapleview Essa mixed-use development, located on the northeast quadrant of the intersection Mapleview Drive West with Essa Road within the City of Barrie. The location of the subject site and the immediate area road network are illustrated in Figure 1.

The purpose of this study is to establish the parking needs of the subject development. In this regard, the study has considered the following:

- City of Barrie's current parking requirements
- parking survey results from proxy sites within Barrie;
- parking standards adopted by other municipalities for similar land uses;
- findings from comparable parking studies; and
- methodologies employed in establishing parking demand.



2 Proposed Development

2.1 SITE LOCATION

The subject site is located on the northeast quadrant of the intersection of Mapleview Drive West with Essa Road (as per Figure 1). The property is bounded by Essa Road to the west, Mapleview Drive West to the south, and institutional development to the north and east.

2.2 DEVELOPMENT DETAILS

The proposed development is a large mixed-use development consisting of the following:

- 2,027 apartment/condominium residential units;
 - 1685 studio/1-bedroom units
 - 286 2-bedroom units
 - 56 3-bedroom units
- 68 townhouse units;
- 170 senior's independent/active living units;
- 102 assisted living units;
- 202 long term care units;
- 90 hotel rooms;
- 11,923 m² of retail gross floor area (GFA);
- 4,832 m² of office GFA;
- 2,022 m² conference centre; and
- 4,756 m² of community space.

A site plan is provided in Figure 2.

2.3 PARKING SUPPLY

It is understood that parking for the non-residential units (including the assisted living units, long term care units, hotel use, retail space, office space, conference centre and community space) will be provided as per the City's parking requirements noted in the *City of Barrie Comprehensive Zoning By-law 2009-141*. In this respect, parking justification for the proposed parking supply to support these uses is not required (recognizing that the parking will be supplied as per City standards).



With respect to the parking supply for the residential uses (2,027 apartment/condo units + 68 townhouse units + 170 senior's independent/active living units), 2,454 parking spaces are proposed. Given the 2,265 planned residential units, this translates to approximately 1.08 spaces per unit. Based on the proposed residential uses and the associated parking requirements noted in the *City of Barrie Comprehensive Zoning By-law 2009-141*, the proposed parking supply does not satisfy the parking requirements of the City of Barrie. It is the intent of this parking study to review the proposed parking supply in context of available parking data for similar residential uses, establish the parking needs for the site and recommend an appropriate parking requirement.



3 Parking Review

To establish an appropriate parking supply for the site, a review was conducted to consider the following:

- *City of Barrie Comprehensive Zoning By-law 2009-141* parking requirements;
- residential parking standards adopted by other municipalities;
- parking demands as per the *ITE Parking Generation Manual, 5th Edition*;
- key findings from other parking studies; and
- results of proxy site parking surveys.

3.1 MUNICIPAL PARKING STANDARDS

3.1.1 City of Barrie

Zoning By-Law

The *City of Barrie Comprehensive Zoning By-law 2009-141* requires that a residential building containing more than 3 dwelling units provide 1.5 spaces per unit. The City's by-law does not indicate a specific provision for visitor parking.

Proposed Intensification Standards

In 2009, the City of Barrie completed an intensification study to consider growth targets for the City as identified in the Province's growth plan, and the ability for the City to meet said targets. The study recommended new Official Plan policies and zoning standards, including the establishment of intensification nodes and corridors. Included in the draft zoning standards was the recommendation to reduce parking requirements within the intensification areas to 1.0 space per dwelling unit. While the proposed parking reductions have not yet been adopted in the City's by-law for the intensification areas, the reduced rates have been adopted for residential developments located within the City's *Urban Growth Centre*.

3.1.2 Other Municipalities

Parking standards adopted by other municipalities for multi-unit residential developments (or equivalent use) are summarized in Table 1.

As indicated, the parking rates for multi-unit residential uses range between 0.75 and 1.40 spaces per unit. While some municipalities provide blanket rates for an entire geographical region regardless of development attributes, area demographics or population densities, the



municipalities of Kitchener, Newmarket, North Bay, Orillia and Peterborough have adopted rates based on site location (i.e. lower parking rates in the downtown areas or along transit and intensification corridors and higher rates in areas with lower development density). The lower rates in urban growth centres, downtown cores and along intensification corridors recognize that sites within these areas are typically better served by transit and are closer in proximity to necessary amenities/services and thus have a lesser reliance on the private automobile. As previously noted, the City of Barrie has employed a similar approach for sites within the City's urban growth centre (rates have been reduced from 1.5 spaces per unit to 1.0 space per unit) and is further considering the same for its intensification nodes and corridors.

Table 1: Parking Rates by Municipality - Multi-unit Residential

MUNICIPALITY	PARKING RATES		
	BASE	VISITOR	TOTAL
City of Barrie (Urban Growth Centre)	1.0 spaces per unit	not specified	1.0 spaces per unit
City of Cambridge	1.0	0.25	1.25
City of Guelph	1.0	0.25	1.25
City of Kitchener (Urban Growth Centre)	1.0	0	1.0
Town of Newmarket (Urban Centre)	0.7 to 1.2	0.15	0.85 to 1.40
City of North Bay (Commercial Core)	0.50	not specified	0.50
City of Orillia (Downtown Zone)	0.75	not specified	0.75
City of Owen Sound	1.25	not specified	1.25
City of Peterborough (Regional Centre/CBD)	1.0	not specified	1.0

3.2 ITE PARKING GENERATION MANUAL, 5TH EDITION

The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5th Edition*¹, provides parking supply and demand data for several residential land-uses. In considering the subject

¹ *Parking Generation Manual, 5th Edition*. Institute of Transportation Engineers. January 2019



development, the data provided for the *multifamily housing - mid-rise* (ITE code 221) was reviewed. The ITE data is summarized in Table 2. It is noted that the ITE data reflects a dense multi-use urban location (given the site's location along an intensification corridor, proximity to amenities, available pedestrian facilities and planned enhancement of transit service, the dense multi-use urban location is considered more appropriate than the general suburban setting).

Table 2: ITE Parking Generation – Residential Condominium/Apartment

TYPE OF PARKING RATE	PARKING RATES
Average Parking Supply	1.20 spaces per unit
Average Parking Demand	0.90
Peak Parking Demand Range	0.17 to 2.72

As noted, the peak parking demand range varies widely (0.17 to 2.72 spaces per unit). This is an indication that other characteristics specific to individual sites and not otherwise recorded in the ITE data provided, have influence on the parking demand (i.e. location, transit service, demographics, etc.).

3.3 PARKING SURVEYS

3.3.1 Proxy Sites

Available parking data from parking surveys conducted at several townhouse and apartment developments within the City of Barrie was reviewed to establish parking demand at multi-unit residential developments in the City. The locations of the survey sites are illustrated in Figure 3. A brief description of each proxy site is provided below.

Southwoods Development

The Southwoods development is located on the southwest corner of Veterans Drive with Harvie Road. The Southwoods development includes a combination of 56 conventional condominium street townhouse units (i.e. with dedicated driveway space) and 32 stacked townhouse units, each with a single assigned parking space located in a common parking area. The stacked townhouse units are contained in four 8-unit blocks. Notwithstanding the driveway spaces associated with the street townhouse units, there are a total of 76 common area parking spaces located throughout the development, 32 of which are assigned to the stacked townhouse units. The remaining 44 common area parking spaces consist of 22 visitor parking spaces, 17 rental spaces and 5 barrier free spaces. The visitor spaces are available for visitors to the entire



development, whereas the rental units are available to any unit that wishes to rent an additional parking space (these essentially become a dedicated space for the unit that is renting them). Overall, the Southwoods development provides 132 spaces (1.5 spaces per unit) consisting of 56 driveway spaces (for street townhouses) and 76 common area parking spaces.

235-245 Ferndale Drive South

235-245 Ferndale Drive South is located on Ferndale Drive South between Ardagh Road and Essa Road. The Ferndale development consists of 78 condominium stacked townhouse units, contained in 6 multi-unit blocks with 117 parking spaces (1.5 spaces per unit).

Georgian Towers, 262 Rose Street

Georgian Towers is an 8-storey, 84-unit apartment building located on Rose Street, immediately west of Duckworth Street. The site is located along one of the City's intensification corridors (Duckworth Street). The site has a parking supply of 104 spaces, translating to 1.24 spaces per unit.

Maplewood Place, 101 Kozlov Street

Maplewood Place is a 7-storey, 129-unit apartment building located on Kozlov Street, west of Bayfield Street. This site is located in close proximity to several amenities and services along Bayfield Street. The Bayfield Street corridor also has regular transit service, connecting the area to the downtown core. The site provides 202 parking spaces, or 1.57 spaces per unit.

Wellington Place Apartments, 135/139 Wellington Street

Wellington Place consists of a 6-storey, 65-unit building (135 Wellington Street) and a 2-storey 20-unit building (139 Wellington Street). The site is located adjacent to several amenities (bank, medical centre, grocery store, pharmacy, strip mall, etc.). The site also has a transit stop in front of the building and is within 600 metres of the Dunlop Street corridor. In terms of parking supply, the site has 76 spaces or 0.89 spaces per unit.

Kempfenfelt View Apartments, 35 Blake Street

Kempfenfelt View Apartments is a 4-storey, 52-unit apartment located on Blake Street, immediately east of Collier Street and Dunlop Street (Dunlop Street becomes Blake Street at its intersection with Collier Street). The site is located on the east limit of the downtown area. The development has 22 private garage spaces and 33 surface/covered spaces for a total of 55 parking spaces, or 1.06 spaces per unit.



3.3.2 Parking Surveys

The parking surveys were conducted by Tatham Engineering staff as follows:

- Southwoods Development - Saturday March 23, 2019 (10:30 PM to 12:00 AM)
- 235-245 Ferndale Drive Development - Saturday January 12, 2019 (10:00 PM to 12:00 AM)
- all other sites - Saturday September 5, 2020 (10:00PM to 1:00AM) and Tuesday September 8, 2020 (7:00 PM to 10:00 PM).

The surveys were conducted on a weekday and/or weekend evening to ensure peak parking demand was captured (i.e. when most residents would be home). Each site was visited a minimum of 3 times over the survey period. The parking survey data and resulting parking demands are provided in Table 3 through Table 8. With respect to the Kempenfelt View Apartments, it could not be determined as to whether the private garages were occupied by a vehicle. As such, the survey data has assumed that each of the private garages was occupied.

Table 3: Parking Survey - Southwoods

PARKING STATISTICS	PARKING DEMAND			
	COUNT 1	COUNT 2	COUNT 3	COUNT 4
Number of units	88 condominium townhouse units			
Parking Demand	97	94	98	98
Parking Supply	132	132	132	132
Parking Occupancy	73%	71%	84%	84%
Parking Demand per Unit	1.10	1.07	1.11	1.11



Table 4: Parking Survey - 235-245 Ferndale Drive

PARKING STATISTICS	PARKING DEMAND			
	COUNT 1	COUNT 2	COUNT 3	COUNT 4
Number of units	78 condominium townhouse units			
Parking Demand	74	76	81	81
Parking Supply	117	117	117	117
Parking Occupancy	63%	65%	69%	70%
Parking Demand per Unit	0.95	0.97	1.04	1.04

Table 5: Parking Survey - Georgian Towers

PARKING STATISTICS	WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
	COUNT 1	COUNT 2	COUNT 3	COUNT 1	COUNT 2	COUNT 3
Number of units	84 apartment units					
Parking Supply	104 spaces (1.24 spaces/unit)					
Parking Demand	72	75	76	76	76	74
Parking Demand per Unit	0.86	0.89	0.90	0.90	0.90	0.88

Table 6: Parking Survey - Maplewood Place

PARKING STATISTICS	WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
	COUNT 1	COUNT 2	COUNT 3	COUNT 1	COUNT 2	COUNT 3
Number of units	129 apartment units					
Parking Supply	202 spaces (1.57 spaces/unit)					
Parking Demand	83	75	80	82	76	75
Parking Demand per Unit	0.64	0.58	0.62	0.64	0.59	0.58



Table 7: Parking Survey - Wellington Place Apartments

PARKING STATISTICS	WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
	COUNT 1	COUNT 2	COUNT 3	COUNT 1	COUNT 2	COUNT 3
Number of units	85 apartment units					
Parking Supply	76 spaces (0.89 spaces/unit)					
Parking Demand	65	59	57	27	59	59
Parking Demand per Unit	0.76	0.69	0.67	0.67	0.69	0.69

Table 8: Parking Survey - Kempenfelt View Apartments

PARKING STATISTICS	WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
	COUNT 1	COUNT 2	COUNT 3	COUNT 1	COUNT 2	COUNT 3
Number of units	52 apartment units					
Parking Supply	55 spaces (1.06 spaces/unit)					
Parking Demand	44	44	44	45	47	47
Parking Demand per Unit	0.85	0.85	0.85	0.87	0.90	0.90

As indicated, the observed parking demand ranges between 0.95 to 1.04 at the townhouse development sites and between 0.58 and 0.90 spaces per unit at the apartment development sites. The observed demand is comparable to the ITE demand data.

3.4 CITY OF VAUGHAN PARKING STUDY

In 2010, the City of Vaughan commissioned a review of the City's parking standards. The review was documented in the *Review of Parking Standards contained within the City of Vaughan's Comprehensive Zoning By-Law: Draft Parking Standards Report*². While the report remained in draft, the recommendations were endorsed in the *City of Vaughan Transportation Master Plan*. While it is recognized that the review was specific to Vaughan's parking standards, the draft

² Review of Parking Standards contained within the City of Vaughan's Comprehensive Zoning By-law: Draft Parking Standards Report. IBI Group. March 2010.



report is comprehensive in its review of parking standards for multiple land-uses and contains valuable insights with respect to establishing parking rates.

The report identified that parking rates must balance competing objectives – such as ensuring sufficient parking supply while encouraging non-auto modes of transportation. Recognizing that development characteristics and transit provision can vary based on location, the report established a set of “urban structure categories”. The following categories were recommended:

- high order transit hubs;
- primary centres/primary intensification corridors;
- local centres; and
- rest of the City.

In addition to establishing parking requirements by location, the report also recommended that rates vary by the size of dwelling unit as determined by the number of bedrooms. The parking rates recommended for a multiple family dwelling (which includes high rise family housing) are summarized in Table 9.

Table 9: Vaughan Parking Study – Recommended Parking Rates (Multi Family Dwelling)

POLICY AREA	RESIDENT PARKING RATES (PER UNIT)		
	1 BEDROOM	2 BEDROOM	3+ BEDROOM
Rest of City (base rate)	0.90	1.10	1.20
High Order Transit Hubs	0.70	0.90	1.00
Local Centres	0.80	1.00	1.10
Primary Centres/ Primary Intensification Areas	0.85	0.95	1.15

As indicated, the recommended parking rates range from 0.70 to 1.20 spaces per unit, depending on location of site and size of dwelling unit.

3.5 PARKING REDUCTIONS – RESIDENTIAL LAND-USE

The *Review of Parking Standards* contained within the *City of Vaughan’s Comprehensive Zoning By-Law: Draft Parking Standards Report* notes that reducing the minimum parking requirement for residential uses is typically low risk, recognizing that parking availability is usually a key decision for a prospective purchaser or renter. Developers are not inclined to reduce parking supply to the extent that it compromises the marketability of the development. It is further noted



that providing surplus parking increases the cost of a development. Thus, minimizing the parking requirement to the extent possible reduces development costs, in turn making dwelling units more affordable.

3.6 ACTIVE TRANSPORTATION IMPROVEMENTS

As per *The City of Barrie Transportation Master Plan*³, Mapleview Drive West, Essa Road, Reid Drive and Veteran's Drive have been identified for active transportation improvements by 2041. An in-boulevard pathway is proposed for Mapleview Drive West and Essa Road, whereas bicycle lanes are proposed for Reid Drive. The existing bicycle lanes on Veteran's Drive are to be replaced with buffered bicycle lanes. In general, active transportation initiatives seek to improve accessibility for a wider range of road users while reducing reliance on the private automobile.

3.7 ON-SITE AMENITIES

As previously noted, the proposed development is mixed-use and will include several amenities that complement the proposed residential uses, such as community space, retail space and a grocery store. The site will also provide employment opportunities. The mixed-use element can promote reduced reliance on the automobile.

3.8 SUMMARY

The key findings of the parking review are summarized below.

- The proposed parking supply for the residential uses is 2,454 spaces, or 1.08 spaces per unit.
- Based on the City of Barrie parking requirements and the proposed development plan, the site is required to supply 3,398 residential parking spaces, or 1.5 space per unit.
- Parking rates adopted by other local municipalities range from 0.75 to 1.40 spaces per unit (inclusive of visitor parking).
- ITE Parking Generation data for the *multifamily housing - mid-rise* land-use indicates an average parking supply of 1.20 spaces per unit and peak parking demand rates ranging from 0.17 to 2.72 spaces per unit, with an average peak parking demand of 0.90 spaces per unit.
- Parking surveys conducted at various sites within the City in 2019 and 2020 indicate peak parking demands in the order of 0.95 to 1.04 spaces per unit for townhouse developments and 0.58 to 0.90 spaces per unit for apartment developments.
- Reduced parking minimums for residential uses are typically low risk, recognizing that parking availability is usually a priority for purchasers (i.e. prospective renters will not rent

³ *The City of Barrie Transportation Master Plan - Final Report*. WSP. June 2019.



units in developments that cannot meet their vehicle parking needs) – thus, developments with reduced parking will only attract renters with one or no vehicles, rather than multi-vehicle owners.

- Planned active transportation improvements to the study area will improve connectivity of the site while reducing reliance on the private automobile.
- On-site amenities will reduce reliance on the private automobile for residents of the site.



4 Parking Needs Assessment

As previously noted, the site plan indicates a residential parking supply of 2,454 spaces, whereas the City of Barrie's parking requirements for the residential uses is 3,398 spaces. Based on the parking review detailed in Chapter 3, the following justification is provided in support of the proposed parking supply for the proposed apartment development.

4.1 PARKING JUSTIFICATION

4.1.1 Proxy Site Parking Surveys

The proposed parking supply is supported in part by the results of the parking surveys conducted at the various proxy sites, where the observed peak parking demand was in the order of 0.58 to 1.11 spaces per unit.

Based on the results of the proxy site parking surveys, the proposed residential parking supply (1.08 spaces per unit) is considered reasonable and supportable.

4.1.2 Parking Standards in Local Municipalities

A review of parking standards adopted by surrounding municipalities reveals a consistent approach with respect to parking rates for the residential use, with 1.25 spaces per unit as the most common requirement. However, many municipalities are also adopting lower parking requirements for development within urban growth centres, downtown cores and intensification corridors. The cities of North Bay (0.50 spaces per unit) and Orillia (0.75 spaces per unit) have adopted rates considerably lower than those proposed. The Town of Newmarket has also adopted rates as low as 0.85 spaces per unit (depending on unit size and location).

While the City of Barrie currently requires a residential parking supply of 1.5 spaces per unit, it is noted that the City has proposed to reduce parking standards to 1.0 space per unit for residential developments located within designated intensification areas. The subject site is located on Essa Road (a City designated intensification corridor), is well served by transit and within close proximity to several amenities (along with amenities that will be constructed on site). These characteristics will continue to develop along Essa Road as intensification continues. Based on the parking practices currently in place in other municipalities, and further to the intensification efforts within the City of Barrie, it is not unreasonable to expect that a reduced residential parking rate could be supported for the site.



4.1.3 City of Vaughan

The City of Vaughan parking review study recommended parking rates ranging from 0.70 to 1.20 spaces per unit, depending on location of site and size of dwelling unit. The parking requirements for the subject site based on the previously noted unit mix and the recommended parking rates contained in the Vaughan Parking Study have been summarized in Table 10. The parking rates for the Primary Centre/Intensification Area have been considered in the summary.

Table 10: Mapleview Essa Parking Supply - Vaughan Parking Rates (Draft)

UNIT TYPE	# OF UNITS	PARKING RATES AND REQUIREMENTS (PRIMARY CENTRE/INTENSIFICATION AREAS)	
		RATE	REQUIREMENT
Bachelor	529	0.85	450
1-Bedroom ¹	1,326	0.85	1,127
2-Bedroom	286	0.95	272
3-Bedroom ²	124	1.15	143
Total	2,265	0.88	1,991

¹ Includes senior independent/active living units (170 units)

² Includes townhouses (68 units)

In applying the recommended parking rates for the Primary Centre/Intensification Area, the resulting parking supply (as per the Vaughan Parking Study) would be in the order of 0.88 spaces per unit (or 1,991 spaces). These rates are considerably lower than the proposed parking rate of 1.08 spaces per unit.

4.1.4 ITE Parking Rates

The proposed parking supply rate for the site (1.08 spaces per unit) is within the range of peak parking demand rates noted in the ITE Parking Generation manual for similar land uses (0.17 to 2.72 spaces per unit), and greater than the average peak parking demand (0.90 spaces per unit). In this respect, the proposed parking rate for the site is consistent with the ITE parking generation data and not otherwise considered artificially low or unreasonable.

4.1.5 Active Transportation Improvements & Transit Service

The proposed active transportation improvements within the area will improve connectivity of the site for a wider range of road users and reduce reliance on the private automobile - thus providing support to the proposed parking rate reduction. In consideration of future bicycle



lanes, additional supportive measures on site, such as bicycle parking, could be introduced to further support the proposed parking rate.

4.1.6 Potential Parking Strategies

Additional parking strategies, such as unbundled parking, may also be implemented to further reduce the required parking supply. By offering unbundled parking, residents have the option of renting a space for an additional fee or forgoing a parking space if not needed. Rather than providing each unit with a space, unbundled parking ensures that only those residents requiring a space have access to one; whereas residents who do not require a space save on their monthly rental costs. Unbundled parking is considered an equitable approach (i.e. only those requiring parking pay for the space, rather than having the cost of parking shared across all residents regardless of use) and can reduce the total amount of parking required to support the needs of the development.

Given the mixed-use nature of the site, shared parking strategies may also be explored to take advantage of offset peak park demand characteristics. For example, peak parking demand for the retail and office uses occurs during the daytime, whereas peak parking demand for the residential uses occurs in the evenings and on weekends. In this respect, there may be opportunities to provide shared parking between uses.

4.2 RECOMMENDATION

In consideration of the above, the proposed residential parking supply of 2,454 spaces, or 1.08 spaces per unit, is considered reasonable. Provision of on-site bicycle parking and implementation of unbundled parking and shared parking strategies could also be considered as additional measures to support the parking reduction.



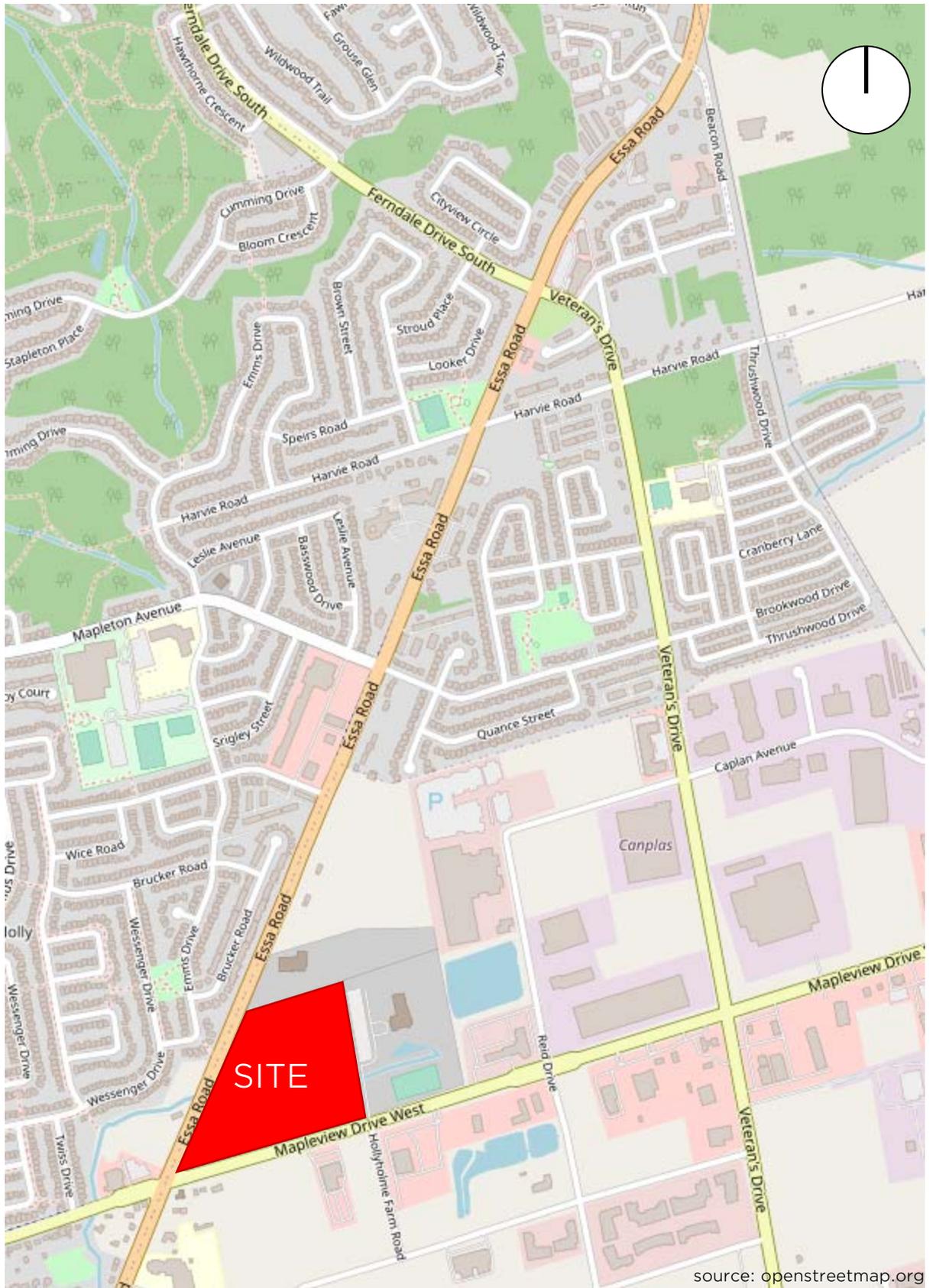
5 Summary

This parking justification study has reviewed the proposed parking supply for the proposed mixed-use residential/commercial development to be located at on the northeast corner of Mapleview Drive West and Essa Road in the City of Barrie. The development will satisfy the City's parking requirements for all non-residential uses. With respect to the residential uses (a total of 2,265 units are proposed), a parking supply of 2,454 spaces, or 1.08 spaces per unit, is proposed. The existing parking standard for the City of Barrie (1.5 spaces per unit) requires a residential parking supply of 3,398 spaces. The study has reviewed the proposed parking supply in consideration of parking survey data conducted at proxy sites, parking standards adopted by adjacent municipalities, published ITE parking generation data and the findings of other parking study research.

While the proposed parking supply does not satisfy the minimum parking requirements as per the City's zoning by-law, it is ultimately supported by the parking demand survey data collected from the proxy sites. Furthermore, the proposed parking rate is comparable to parking supply standards in adjacent municipalities and parking demand rates for similar uses as published by ITE.

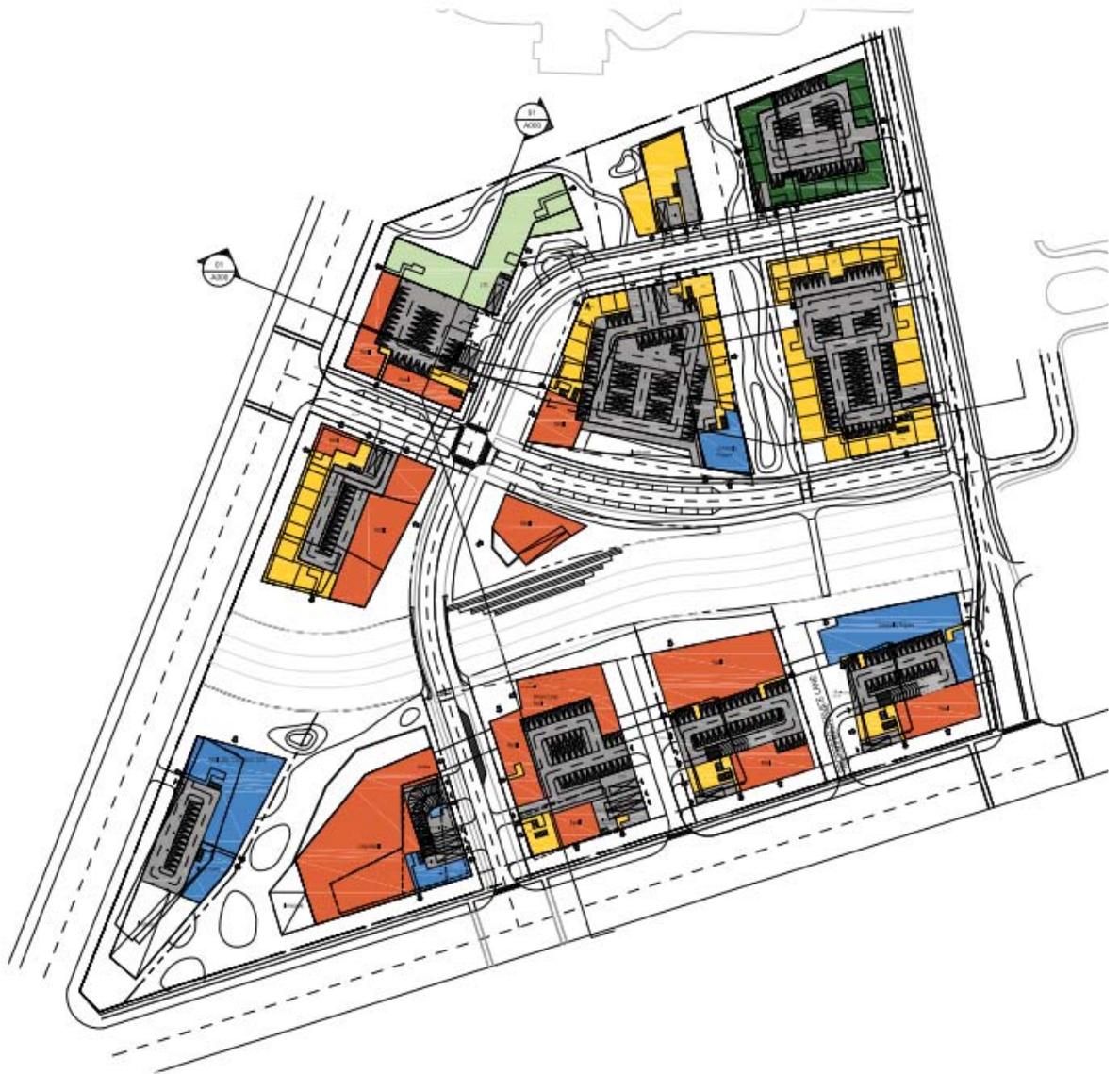
In consideration of this review, the proposed parking supply for the development is considered reasonable.





Mapleview Essa Development
Figure 1: Site Location

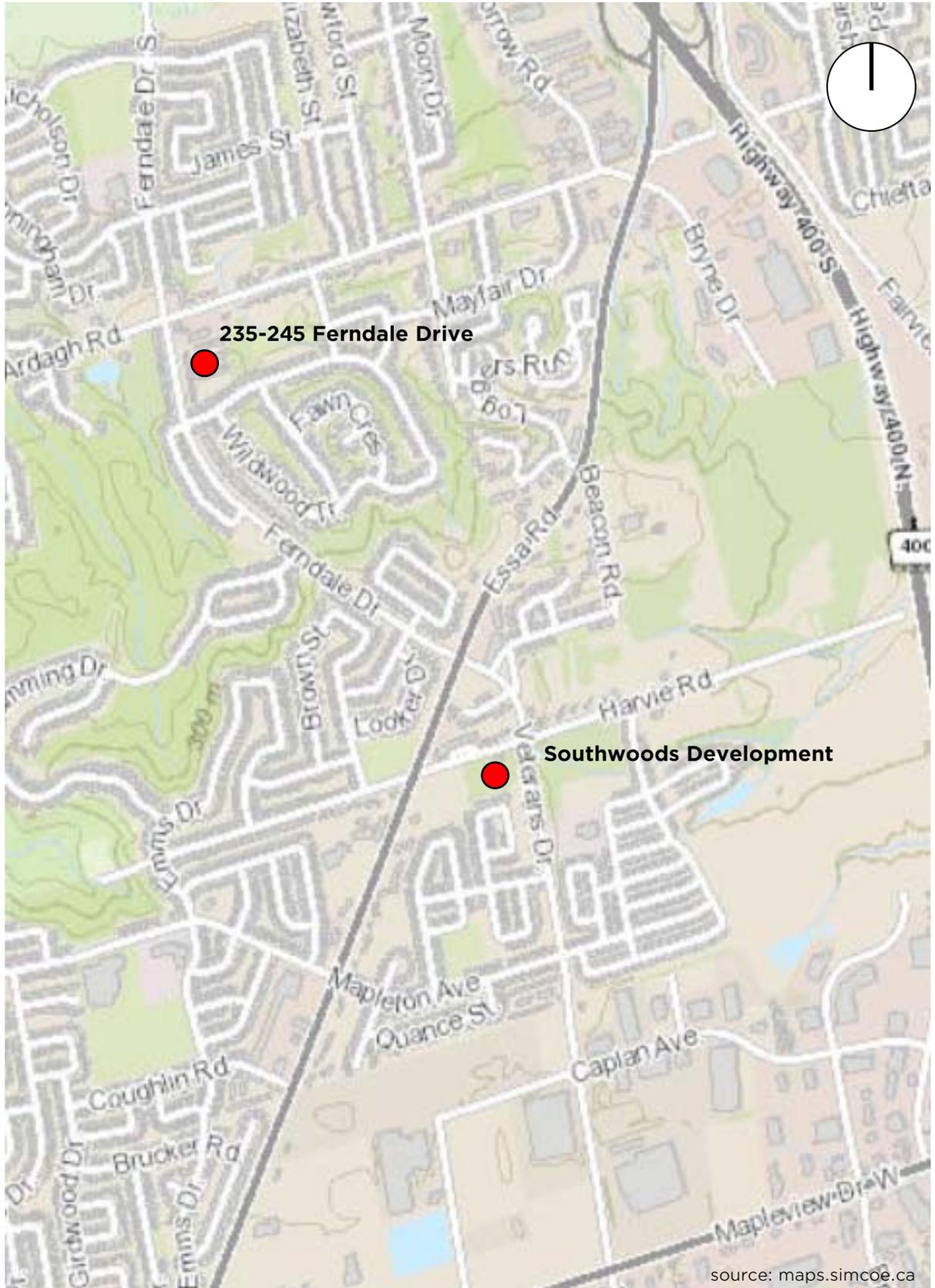




2 Ground Floor Plan
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Mapleview Essa Development
Figure 2: Site Plan

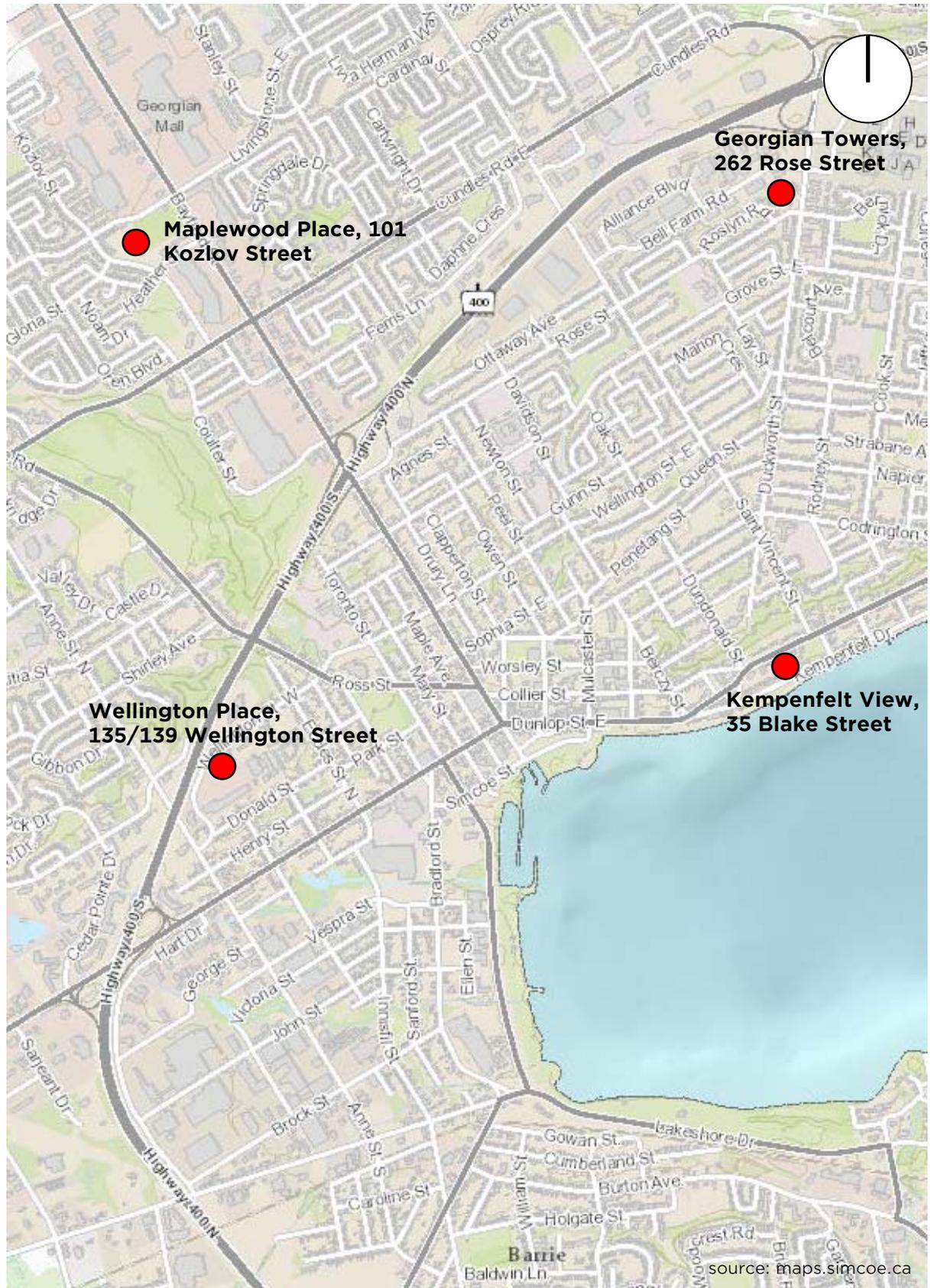




Maplevue Essa Development

Figure 3A: Proxy Site Locations





Maplevue Essa Development

Figure 3B: Proxy Site Locations

