

File 422442

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c/o Andrew Shields, OAA
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Re: 49 Collier Street, City of Barrie
Parking Study - Addendum Letter

Dear Andrew:

As per your request, we have prepared the following addendum letter in support of the proposed parking rate reduction for the residential development to be located at 49 Collier Street. The initial *49 Collier Street, Barrie - Parking Study*¹ provided justification for a reduced parking rate of 0.92 spaces per unit. This addendum letter provides additional support for a parking rate of 0.80 spaces per unit.

49 COLLIER STREET PARKING STUDY

The *49 Collier Street Parking Study*, while ultimately providing justification for a parking rate of 0.92 spaces per unit, included parking supply and demand data that supports a parking supply rate lower than 0.92 spaces per unit – as summarized below.

Municipal Parking Rates

Based on a review of parking rates adopted by other municipalities with similar characteristics to the City of Barrie, there is a precedent for reduced residential parking rates in urban centres:

- City of North Bay – 0.50 spaces per unit
- City of Orillia – 0.75 spaces per unit

¹ *49 Collier Street, Barrie - Parking Study*. Tatham Engineering Ltd. September 2022.

ITE Parking Generation Manual, 5th Edition

The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5th Edition*² includes empirical parking supply and demand data for the *multifamily housing - high-rise* (ITE code 222) land-use (comparable to the subject development). The data indicates the following:

- average parking supply - 0.70 spaces per unit
- average parking demand - 0.46 spaces per unit
- peak parking demand range - 0.25 to 0.67 spaces per unit

It is noted that all of the key parking metrics support a parking supply of 0.80 spaces per unit.

Parking Surveys at Proxy Sites

Empirical parking demand data collected between 2015 and 2022 at various proxy sites within the City of Barrie was reviewed as part of the *49 Collier Street Parking Study*. The key findings in terms of observed parking demand are as follows:

- peak parking demand range - weekday: 0.64 to 0.90 spaces per unit
- peak parking demand range - weekend: 0.61 to 0.90 spaces per unit.

As noted, the proposed parking supply of 0.80 spaces per unit is towards the upper threshold of the peak parking demand ranges observed at the proxy sites within the City of Barrie.

Summary

Based on the above, the data provided in the *49 Collier Street Parking Study* readily supports a parking supply rate of 0.80 spaces per unit.

RECENT DEVELOPMENT APPROVALS

Further to the above, it is noted that the City has recently approved similar developments (i.e. high-rise residential within the City's urban growth centre) with proposed parking supply rates of 0.80 spaces per unit. The following developments are noted as receiving support for a reduced parking rate of 0.80 spaces per unit:

- 34-50 Bradford Street (623 residential units)
- 17 Sophia St/3, 5, 7 & 11 McDonald St/58 & 60 Clapperton St (252 units)

Parking justification studies were provided for both of the noted sites and included similar support as that included in the *49 Collier Street Parking Study*. It is noted that the subject site, and those already receiving approval for a reduce parking rate, will employ similar Transportation Demand Management and parking

² *Parking Generation Manual, 5th Edition*. Institute of Transportation Engineers. January 2019



strategies to reduce parking demand. The proposed parking rate of 0.80 per unit, already approved for other similar developments, is reasonable and justifiable for 49 Collier Street.

SUMMARY

The intent of this addendum letter is to identify support for a reduced parking rate of 0.80 spaces per unit for the 49 Collier Street residential development. While the *49 Collier Street Parking Study* ultimately argued for a parking rate of 0.92 spaces per unit, the data provided in the study provides adequate justification for a parking supply rate of 0.80 space per unit, as summarized above. Furthermore, the City's approval of a reduced rate of 0.80 spaces per unit at other similar residential developments provides further support for the noted rate to be approved for 49 Collier Street.

We trust that the above will adequately address the City's requirement with respect to the proposed parking rate for 49 Collier Street. Should you have any questions regarding the above, please do not hesitate to contact us.

Yours truly,

Tatham Engineering Limited



David Perks M.Sc., PTP
Transportation Planner, Group Leader
DP: dp

