



November 27th, 2024

JDE Project 24052

Wild Gray Capital Management Group Inc.

75 First St, Unit #14

Orangeville, ON L9W 2E7

**RE: Parking Study and Access Review
49 High Street, City of Barrie**

This Parking Study and Access Review was prepared by **JD Northcote Engineering Inc.** [JD Engineering] for the account of **Wild Gray Capital Management Group Inc.** [Client].

1.0 BACKGROUND

The subject site is municipally known as 49 High Street, located at the northeast corner of the intersection of High Street / Dunlop Street East, in the City of Barrie [City]. The subject site is currently occupied by a 4-storey mixed-use building with ground floor commercial space (964 sq.m.) and three floors of office space (3,041 sq.m.). The existing building does not provide any on-site parking spaces.

The proposed redevelopment includes the following:

- Ground-floor commercial spaces (approximately 300 sq.m.);
- Ground floor parking (13 spaces);
- Second floor office (no change from existing use); and
- Third and fourth floor residential (20 units)

The proposed parking lot is divided into two parts with individual driveway access onto High Street [North Access and South Access].

The proposed building redevelopment would displace three of the existing on-street parking spaces on the east side of High Street. Two on-street parking spaces will remain on the east side of High Street.

The proposed redevelopment is seeking parking reduction from the City's By-Law requirement, as follows:

- Residential spaces – 0.65 spaces / unit (from 1 spaces / unit).



JD Engineering
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2.0 STUDY OBJECTIVE

The purpose of this review is to estimate the parking supply and site access required to adequately service the proposed redevelopment (Site Plan attached in **Appendix A**).

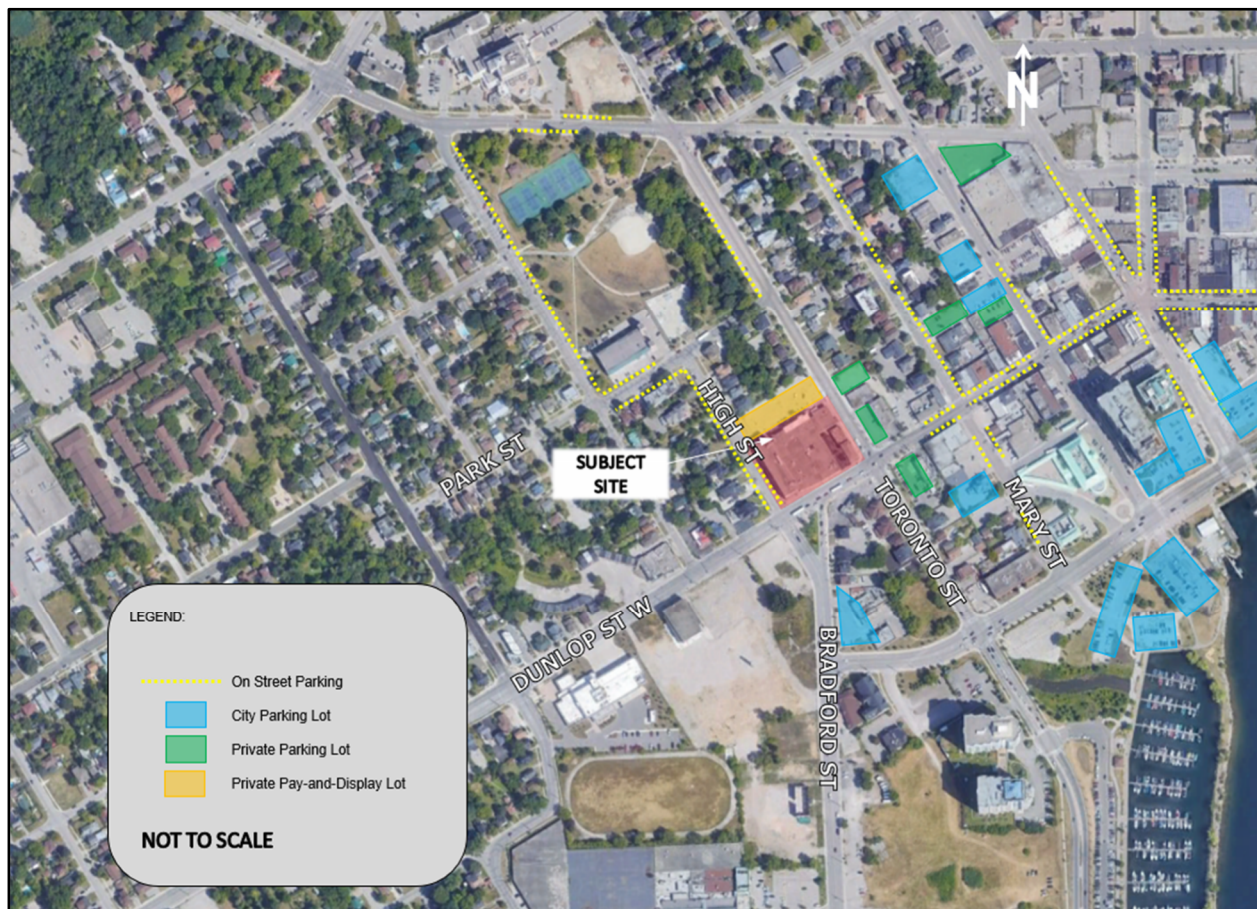
2.1 STUDY AREA PARKING INFRASTRUCTURE

On-street parking is permitted in designated areas within the study area. There are also a number of City parking lots, private parking lots and private pay-and-display parking lots located within the study area.

On-street parking is predominantly pay-and-display on weekdays between 09:00 and 17:00 with maximum time limits ranging from 2-hours to 10-hours. On-street parking is not permitted between 03:00 and 06:00 within the Downtown Business Improvement Area, and on other City streets between 12:01 and 07:00, December 1 through March 31. Outside of this time period, overnight on-street parking is not permitted if a "Winter Maintenance Event" is declared. As per the Traffic By-law, parking is not permitted in any hybrid parking lots (Spirit Catcher, Lakeshore Drive, and North Marina lots) or waterfront parking areas (lots and on-street) from 12:01 to 05:00, December 1 through March 31.

Figure 1 illustrates the location of the above-noted existing parking in the study area.

Figure 1 – Proposed Site Location and Study Area Parking Infrastructure



2.2 CITY OF BARRIE BY-LAW

The City's Zoning By-law 2009-141 [Zoning By-law] provides parking requirements for a variety of building types and land uses. The proposed development is located within the UGC (Urban Growth Centre) and also within the Central Area Commercial (C1) Zone in the Zoning By-law.

The parking requirement for the proposed redevelopment is illustrated in **Table 1**.

Table 1 – City Zoning By-Law Requirement (Urban Growth Centre)

Category	Requirements	Units / GFA (m ²)	Parking Required (spaces)
Resident	1.0 spaces per unit	20 units	20
Commercial*	0 spaces	30 m ²	0
Total			20

*Commercial parking is not required in the C1 Zone (ZBL 4.6.3.1)

2.3 PARKING PROXY SURVEYS

To establish the expected residential visitor parking demand for the proposed development, proxy parking counts were completed at similar residential developments to assist in estimating the parking demand for the proposed development.

The proxy sites selected, as summarized in **Table 2**, all have similar transportation and local amenity characteristics to the proposed development. Four residential developments in the City of Barrie have been selected as the proxy locations.

Table 2 – Residential Visitor Parking Survey Summary

Location	Count Date	Hours Counted	Source
17 Blake Street	Wednesday, June 7 th , 2023	Approx. 01:00	JD Eng.
76 Ardagh Road	Friday, August 25 th , 2023	17:00 – 23:00	JD Eng.*
430 Ferndale Drive	Saturday, August 26 th , 2023	11:00 – 21:00	JD Eng.*
143 Edgehill Drive			

* Parking counts were completed by Ontario Traffic Inc. on behalf of JD Engineering.

Tables 3 and 4 illustrate the parking count data collected for the proxy locations. The peak parking demand for each proxy location is highlighted. It is noted that the parking spaces from the proxy locations were never at capacity, indicating that the parking demand estimated is an accurate representation of the unconstrained peak parking demand.

Table 3 – Proxy Parking Count Data – Residential Visitor

Time	17 Blake St		76 Ardagh Rd		430 Ferndale Dr		143 Edgehill Dr	
	Aug 25	Aug 26	Aug 25	Aug 26	Aug 25	Aug 26	Aug 25	Aug 26
11:00	-	1	-	3	-	0	-	0
11:30	-	1	-	3	-	1	-	0
12:00	-	0	-	3	-	1	-	0
12:30	-	0	-	4	-	1	-	1
13:00	-	0	-	6	-	1	-	2
13:30	-	0	-	7	-	1	-	1
14:00	-	0	-	6	-	1	-	1
14:30	-	0	-	6	-	1	-	0
15:00	-	0	-	6	-	2	-	0
15:30	-	0	-	6	-	3	-	0
16:00	-	1	-	5	-	2	-	0
16:30	-	1	-	7	-	1	-	0
17:00	1	0	3	6	1	0	0	0
17:30	1	0	3	6	1	0	0	0
18:00	2	0	4	6	1	0	0	0
18:30	1	1	4	7	1	0	0	0
19:00	1	1	4	6	1	0	0	0
20:00	2	1	4	6	1	0	0	0
20:30	2	1	3	6	1	0	0	0
21:00	2	0	3	6	1	0	0	0
21:30	2	0	3	5	1	0	0	0
22:00	2	0	3	6	1	0	0	0
22:30	2	0	3	5	1	0	0	0

Table 4 summarizes the peak parking demand for visitors parking at the proxy sites. To estimate the residential visitor parking demand for the proposed development, we have applied the average parking rate at the four proxy sites.

Table 4 – Site Specific Parking Supply and Demand – Residential Visitor

Location	Size	Visitor Parking Supply	Peak Parking Demand Observed	Peak Parking Demand Rate
17 Blake Street	22 units	3 spaces	2 spaces	0.091 spaces / unit
76 Ardagh Road	42 units	7 spaces	7 spaces	0.167 spaces / unit
430 Ferndale Drive	64 units	12 spaces	3 spaces	0.047 spaces / unit
143 Edgehill Drive	41 units	6 spaces	2 spaces	0.049 spaces / unit
Average				0.089 spaces / unit

As illustrated in **Table 4**, the average residential visitor parking rate of 0.089 spaces per unit would result in a peak parking demand of around 2 spaces (20 units * 0.089 spaces per unit) for the proposed redevelopment.

3.0 RESIDENTIAL VISITOR PARKING ANALYSIS

3.1 LOCAL AREA

In review of the City's Parking Strategy Update (IBI Group, March 19, 2020), the Lakeshore Drive Lot (which is located within 400 metres of the site) is projected to operate below capacity at 23% through the 2041 horizon year. The on-street parking available on High Street is forecasted to operate below capacity at 82% with minimal demand for the parking around Queen's Park (north of the subject site) through the 2041 horizon year.

As outlined in Section 2.3, the proposed redevelopment is anticipated to require approximately two residential visitor parking spaces. Based on the anticipated excess capacity in the local on-street parking supply and the excess capacity available in the nearby City parking lots, the impact of the residential visitor parking demand from the proposed redevelopment will be negligible and easily accommodated by the existing public parking in the area. Furthermore, the proposed redevelopment will displace existing office space which is currently utilizing the existing local public parking supply.

The residential visitor parking demand generated by the proposed redevelopment will have access to municipal pay-and-display parking (both on-street and within larger lots) within the vicinity of the subject site.

4.0 RESIDENT PARKING ANALYSIS

Allocation of resident parking is different than residential visitor parking. Lowering the resident parking supply, in conjunction with clear communication during sales / rental process and ongoing parking enforcement, can increase development efficiency and provide a form of transportation demand management.

4.1 LOCAL AREA

The subject site is well-suited for a car-free lifestyle. The subject site is located within typical walking distance (500m) of existing commercial and employment land uses and is well serviced by public transit.

The existing overnight parking restrictions for public parking within the study area will prevent residents of the proposed redevelopment from using the existing public parking spaces. City By-law Officers currently patrol the downtown area for parking infractions, consequently, additional enforcement would not be required.

4.2 TRANSPORTATION DEMAND MANAGEMENT

The resident parking spaces for the subject site will be sold separately from the units, which will provide a disincentive to private vehicle ownership and a basic level of Transportation Demand Management.

Perspective residents will be made aware that additional residential parking is not available at this site. The proposed development is not intended to service residents that require or are expected to require multiple parking spaces per unit.

In order to facilitate the reduced dependence on private vehicle travel, the following additional measures are recommended:

- Unbundled parking stalls from unit rentals (as noted above);
- Distribution of information packages to new residents, including transit and cycling maps; and
- Provision of an information display board in the lobby of the building to share updated transportation information. The information board shall display travel information such as bicycle maps, local transit map/schedule, Smart Commute and other relevant information.

In summary, the residential units in the proposed redevelopment are intended to service individuals or families that have one or fewer vehicles.

5.0 DRAFT ZONING BY-LAW

According to the City's Draft Zoning By-Law, the subject site is located within Parking District 1, which require residential parking at a rate of 0.6 parking spaces per dwelling unit, which is slightly lower than the proposed parking rate (0.65 spaces per unit). Additionally, there is no minimum parking requirement for commercial or non-residential uses. Consequently, the proposed redevelopment meets the minimum parking requirement according to the City's Draft Zoning By-Law.

6.0 PARKING ANALYSIS SUMMARY

A summary of the parking review and analysis is provided below:

- The City's Zoning By-law requires a provision of 20 residential parking spaces for the proposed redevelopment.
- The City's Zoning By-law does not require commercial parking within the Central Area Commercial (C1) Zone.
- Based on the proxy parking surveys, the residential visitor parking demand for the proposed redevelopment will be low (two spaces) and can be accommodated by the existing public parking supply in the area with negligible impact on the local parking supply.
- The local area is considered well-suited for a car-free lifestyle.
- Lowering the resident parking supply, in conjunction with clear communication during sales / rental process and ongoing parking enforcement, can increase development efficiency and provide a form of transportation demand management.
- The proposed transportation demand management measures will facilitate the reduced dependence on private vehicle travel.
- The proposed redevelopment meets the minimum parking requirement according to the City's Draft Zoning By-Law.

7.0 PARKING RECOMMENDATIONS

The recommended parking supply for the subject site is illustrated in **Table 5**.

Table 5 – Recommended Parking Summary

Category	Requirements	Units / GFA (m ²)	Recommended Parking Supply (spaces)	Provided Parking Supply (spaces)
Residential	0.65 spaces per unit	20 units	13	13
Commercial	0 space per 30 m ² GFA	300 m ²	0	0
Total			13	13
<i>Accessible</i>	<i>1 space plus 3% of required parking</i>		<i>1</i>	<i>1</i>

8.0 SIGHT DISTANCE ANALYSIS

A review of the available sight distance for the proposed North Access and South Access was completed as part of this analysis. Sight distance was determined based on field measurements, in accordance with the Transportation Association of Canada Design Guide for Canadian Roads (2017) [TAC Guidelines].

The sight distance north of the North Access driveway (95 metres) is greater than the minimum stopping sight distance requirements as identified in the TAC Guidelines for a design speed of 60km/h (85 metres).

The sight distance south of the North Access driveway (108 metres) is greater than the minimum stopping sight distance requirements as identified in the TAC Guidelines for a design speed of 60km/h (85 metres).

The sight distance north of the South Access driveway (110 metres) is greater than the minimum stopping sight distance requirements as identified in the TAC Guidelines for a design speed of 60km/h (85 metres).

The sight distance south of the South Access driveway (110 metres) is greater than the minimum stopping sight distance requirements as identified in the TAC Guidelines for a design speed of 60km/h (85 metres).

The sight distance for each driveway is illustrated in drawing 24052 – SD in **Appendix B**. Consequently, there are no issues with the sight distance available for the proposed North Access driveway or South Access driveway.

9.0 DRIVEWAY SPACING REVIEW

The proposed spacing (measured edge of driveway to edge of road) between the South Access and Dunlop Street West (approximately 18 meters) meets the suggested minimum corner clearance requirements for a driveway as identified in the TAC Guidelines – Figure 8.8.2 (Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections) – 15 metres for signalized condition on a local road.

The proposed spacing (measured edge of driveway to edge of road) between the North Access and Dunlop Street West (greater than 100 meters) meets the suggested minimum corner clearance requirements for a driveway as identified in the TAC Guidelines – Figure 8.8.2 (Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections) – 15 metres for unsignalized condition on a local road.

The proposed spacing (measured edge of radius to edge of radius) between the North Access and the South Access (approximately 22 metres) meets the suggested minimum driveway spacing requirements for two driveways as identified in the TAC Guidelines – Figure 8.9.2 (Driveway Spacing Guidelines – Locals and Collectors) – 3 metres for commercial driveways.

The width of the proposed North Access and South Access driveways (6.0 metres) meets the minimum driveway requirements identified in the City's Standard R319 and the requirements identified in Table 7 of the City's Urban Design Guidelines.

The proposed radius at the North Access and South Access driveways (2.0 metres) is less than the minimum driveway requirements identified in the City's Standard R319 and the requirements identified in Table 7 of the City's Urban Design Guidelines (5.0 metres); however, as illustrated in the swept path analysis in Section 10.0, the proposed driveway radius allows for the necessary movements on the TAC Passenger Vehicle. Consequently, the configuration of the North Access and South Access is acceptable for the intended use.

10.0 VEHICLE SWEEP PATH ANALYSIS

A swept path analysis has been provided in **Appendix B** to illustrate that the following vehicles can access the site as intended without any operational issues:

- TAC Passenger Vehicle; and
- Compact Vehicle.

The TAC Passenger Vehicle can access 12 of the 13 parking spaces as illustrated in **Appendix B**. One parking space at the northeast corner of the southern parking lot will be limited to compact vehicles.

CONCLUSIONS

Based on this Parking Study and Access Review, the following conclusions have been reached:

- 1) A total of 13 resident parking spaces will provide sufficient capacity to accommodate the anticipated parking demand for the proposed redevelopment at 49 High Street.
- 2) Residential visitor and commercial parking demand will be accommodated by the existing public parking in the study area.
- 3) The recommended parking supply is provided in **Table 5**; and
- 4) The proposed parking lot can accommodate the passenger vehicles as required for the proposed redevelopment.

49 High Street
City of Barrie

Parking Study and
Access Review

Date: 11/27/24
Project No.: 19114

We trust that you find this letter satisfies your requirements.

Yours truly,
JD Northcote Engineering Inc.



John Northcote, P.Eng.
President

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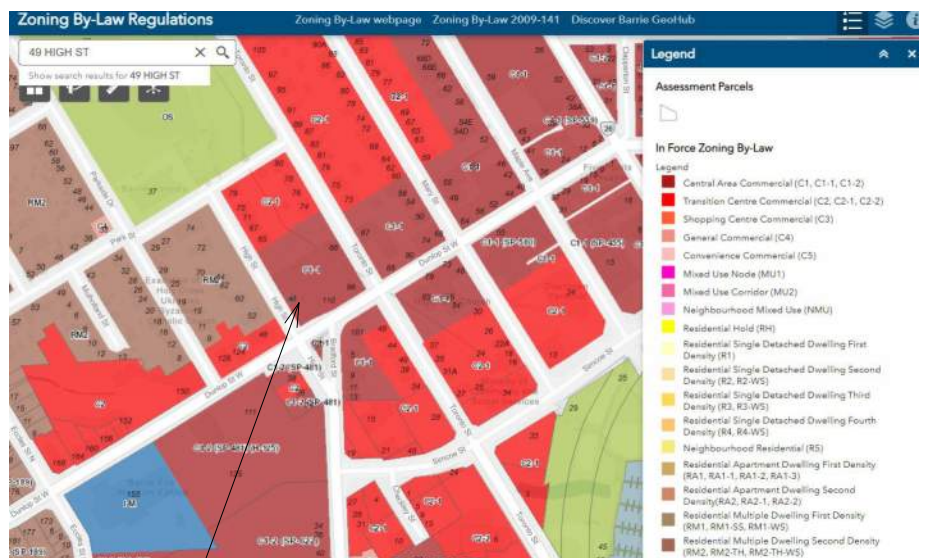
Appendix A

BUILDING AREA SUMMARY		
Name	Area	Area (Metric)
GROUND FLOOR AREA	964 m²	964 m²
2ND FLOOR	1016 m²	1016 m²
3RD FLOOR	1013 m²	1013 m²
4TH FLOOR	1013 m²	1013 m²
Grand total	4005 m²	4005 m²

**NOTE:
EXISTING 4 STORY
BUILDING FOOTPRINT TO
REMAIN**

SITE PLAN APPLICATION NO.

PART OF LOT 33
NORTH SIDE OF ELIZABETH STREET &
PART OF LOT 13 EAST SIDE OF HIGH
STREET
REGISTERED PLAN 129
CITY OF BARRIE
COUNTY OF SIMCOE



SUBJECT PROPERTY

ZONING TABLE			
ZONE - C-1-1 CENTRA AREA COMMERCIAL			
	C-1-A	C-1-I	PROPOSED
MINIMUM LOT AREA	-	-	104.5 m ²
MINIMUM LOT FRONTAGE	-	-	42.50 m
LOT COVERAGE	-	-	72.2 %
		Minimum Coverage for Commercial Uses (% of lot area) 50%	21.5 %
MINIMUM FRONT YARD	-	-	0.12 m
MINIMUM EXTERIOR SIDE YARD	-	-	0.61 m
MINIMUM SIDE YARD	-	-	0 m
MINIMUM REAR YARD	-	-	0.73 m
MAXIMUM BUILDING HEIGHT	15 m	10m within 5m of the front lot line and the lot frontage, 10m beyond 5m of the front lot line and the lot frontage.	14.63 m
PERMEABLE PAVERS AREA			4 stories 98.9 m ² 9.3%

PARKING / LOADING CALCULATIONS			
	EXISTING	ZONING	PROVIDED
VEHICLES	0	20	13
BARRIER FREE PARKING (included in count)			1
LOADING SPACE		0	
TOTAL VEHICLE PARKING			13

PROJECT NAME

49 HIGH STREET APARTMENTS

PROJECT ADDRESS

49 HIGH STREET BARRIE, ON L4N
5J4

CLIENT

**WILD GRAY CAPITAL
MANAGEMENT
GROUP INC.**

ARCHITECT

KHALSA DESIGN INC.



KHALSA

BRAMPTON, ON

TELEPHONE: 647-468-2940

CONSULTANTS:

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ARCHITECT SEAL:

Project number	23035
Date	11/06/2024
Drawn by	ASE
Checked by	KD
Scale	As indicated

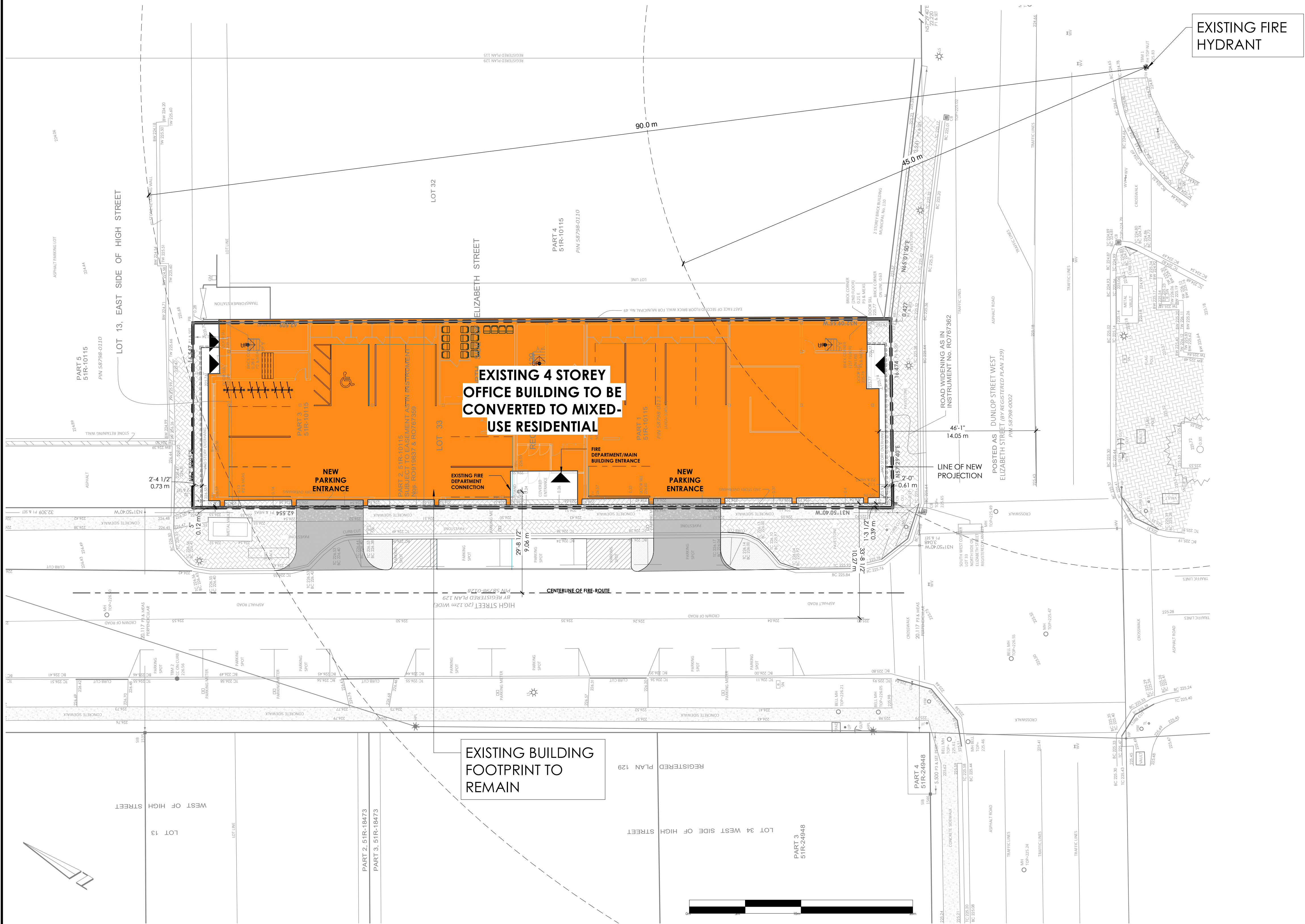
REVISIONS

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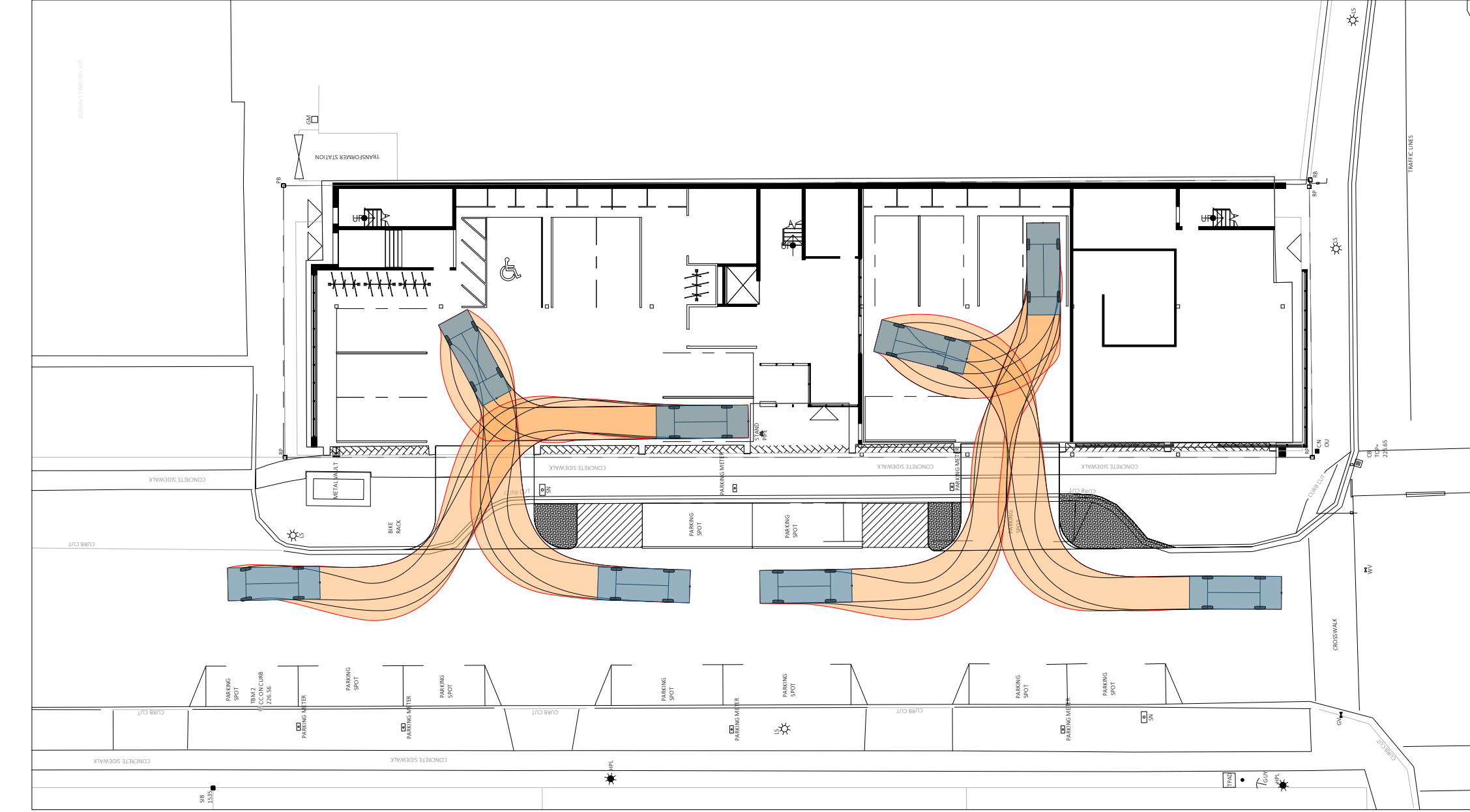
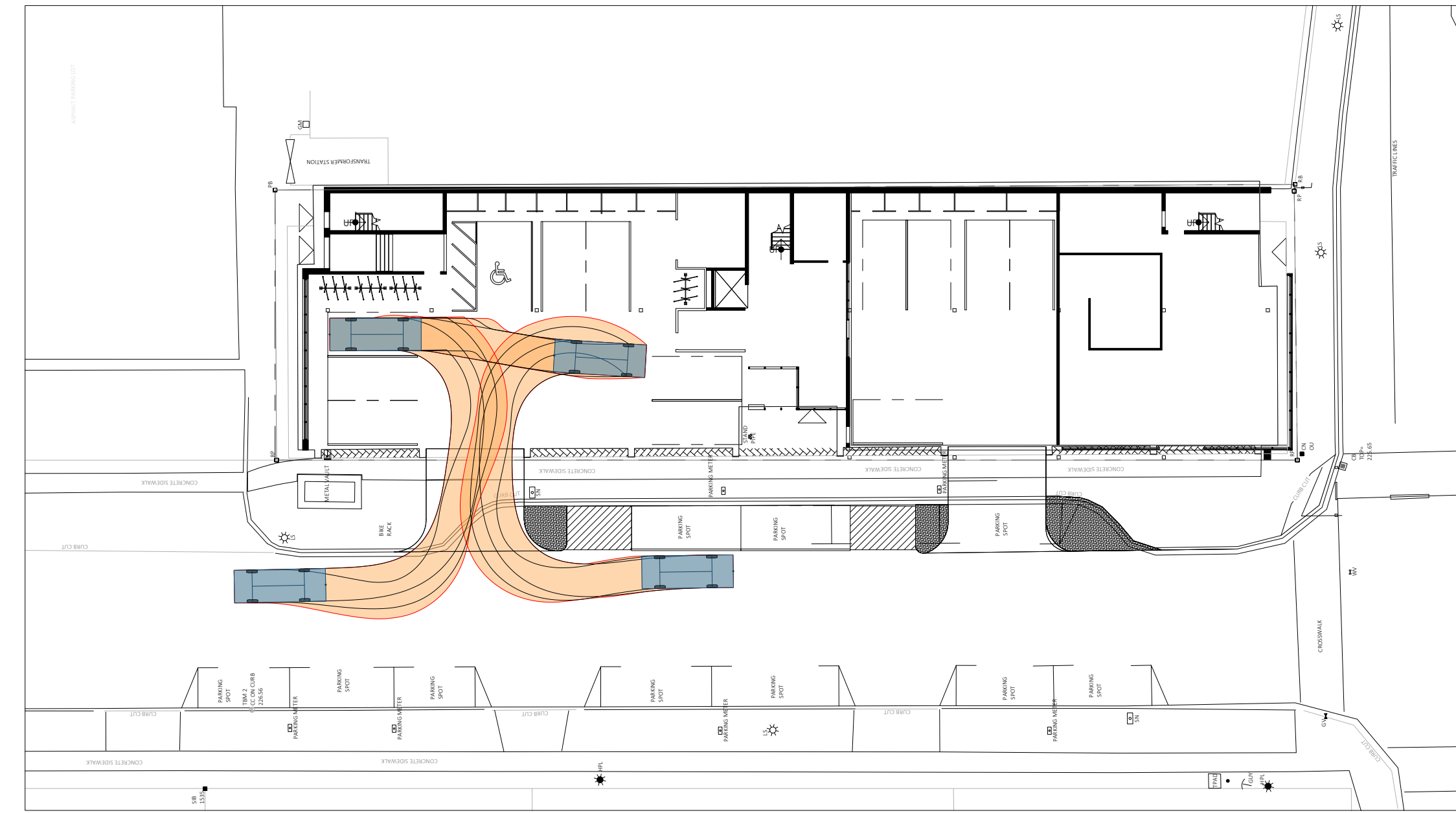
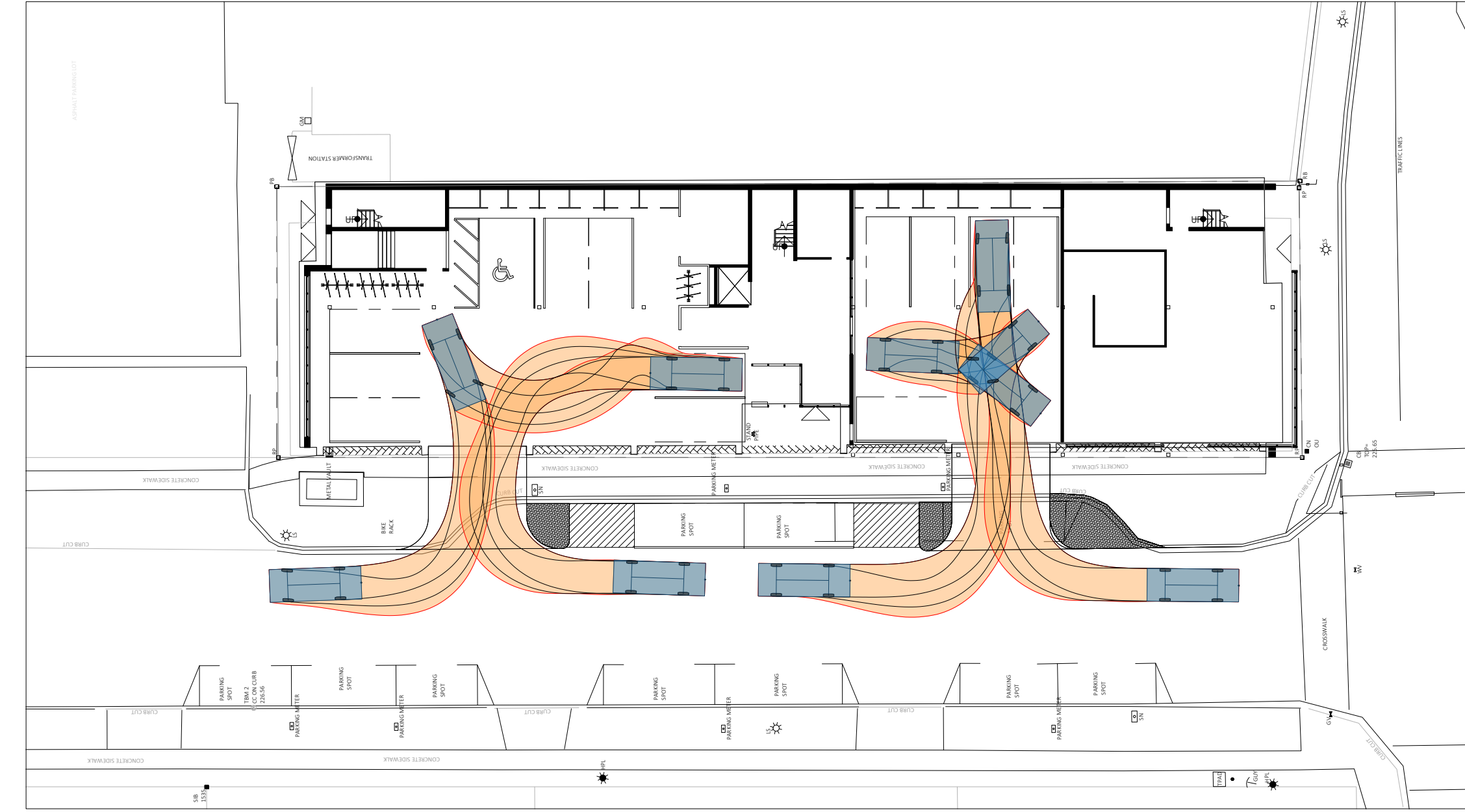
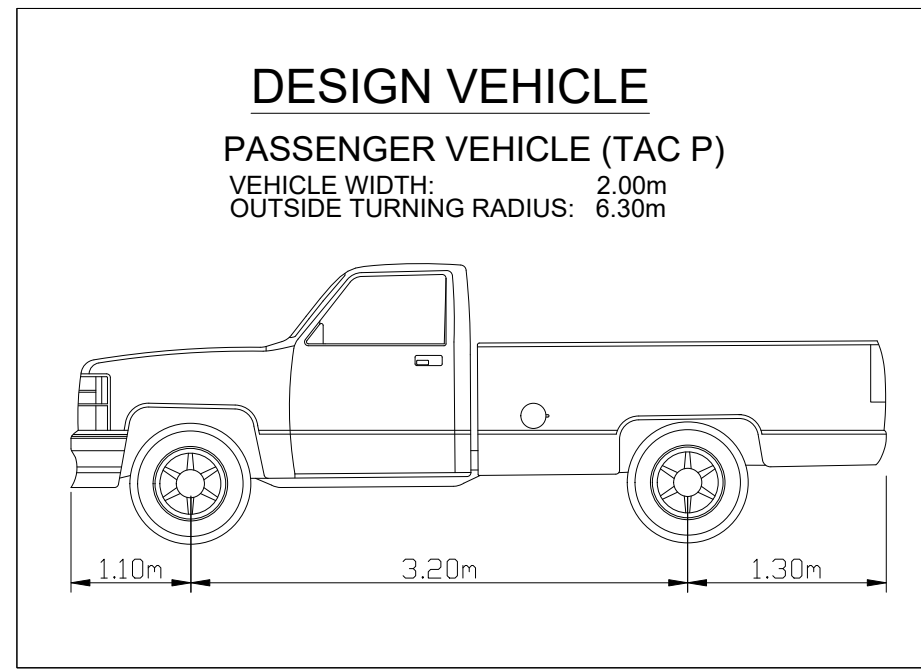
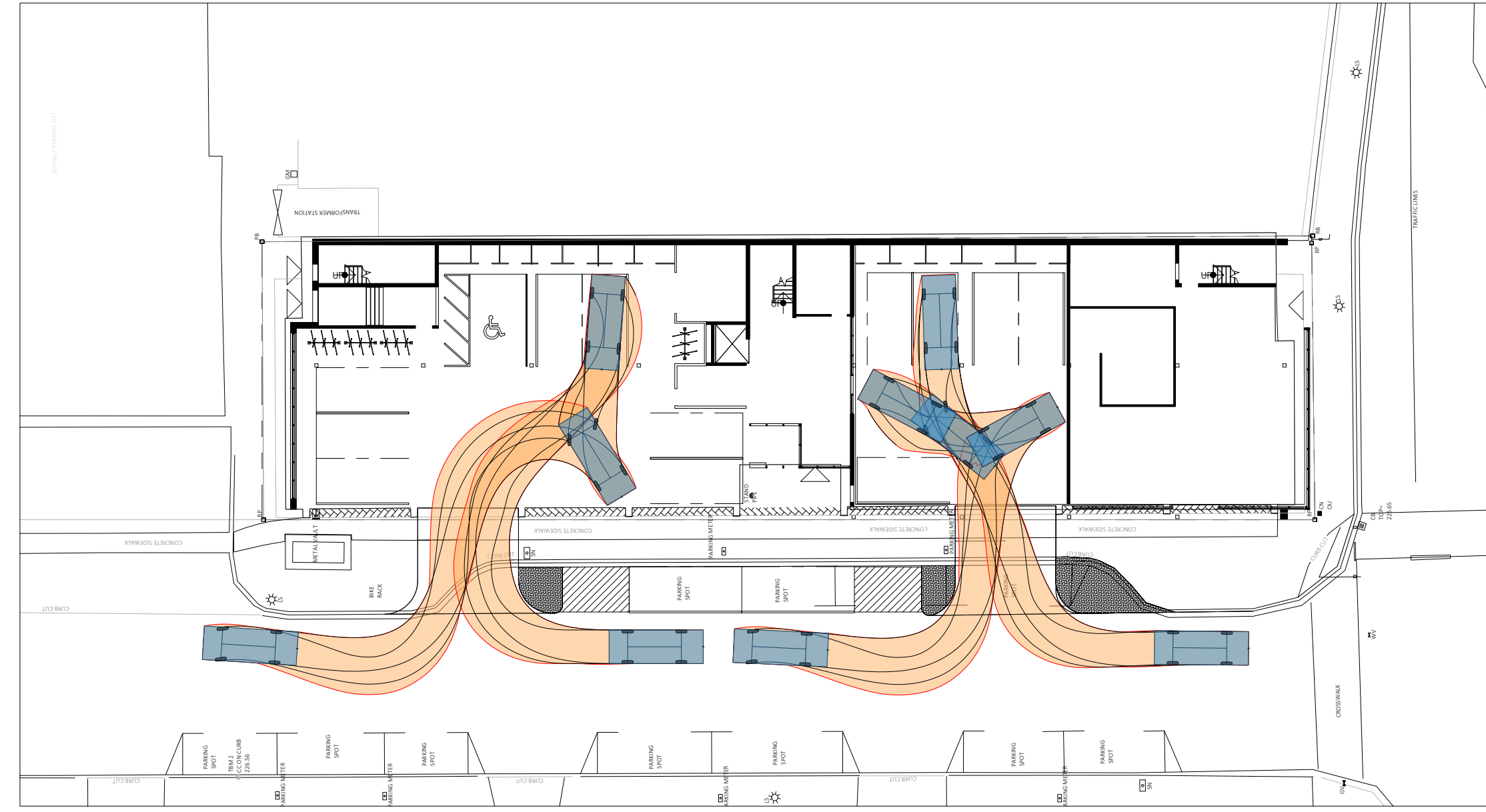
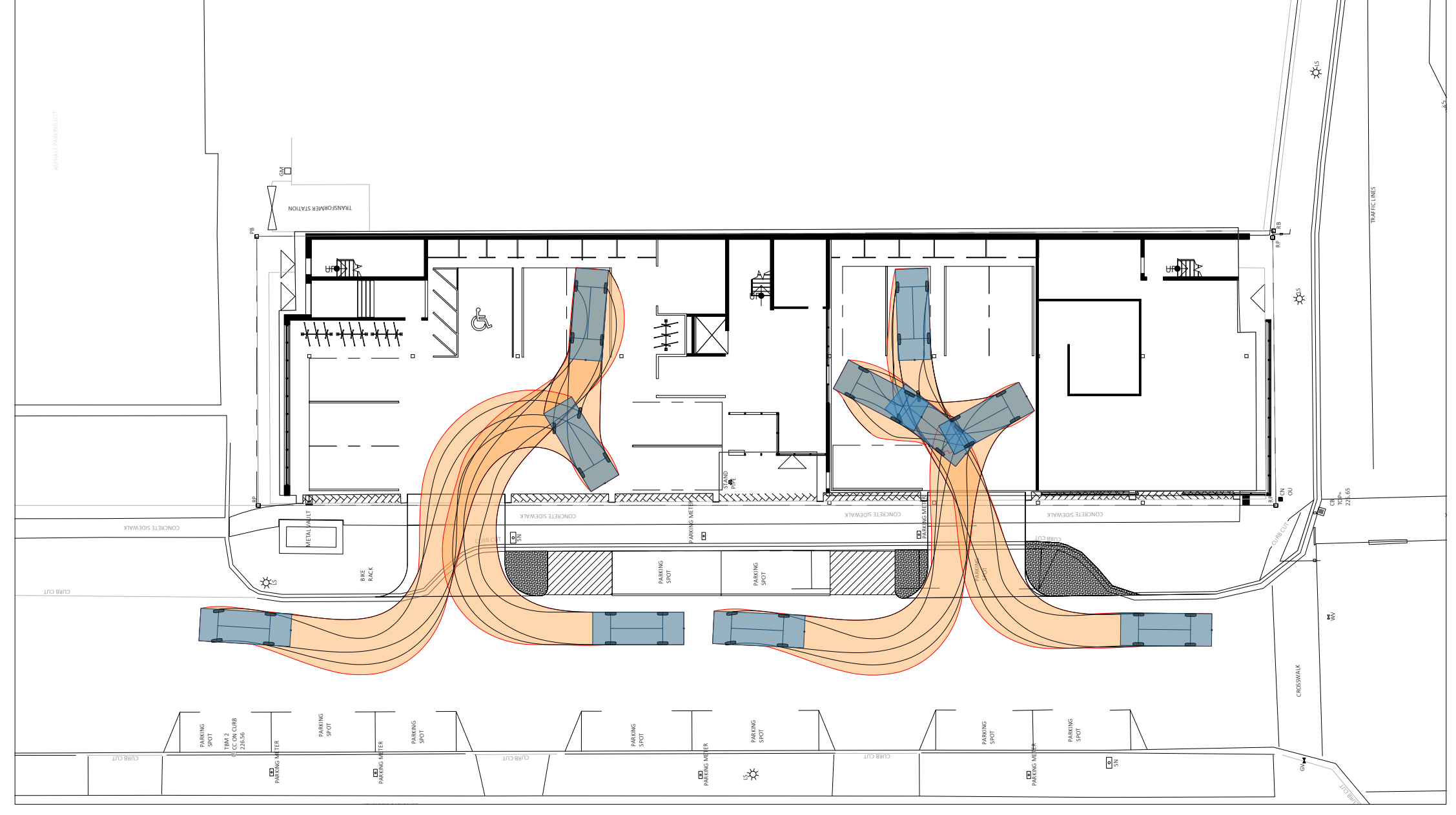
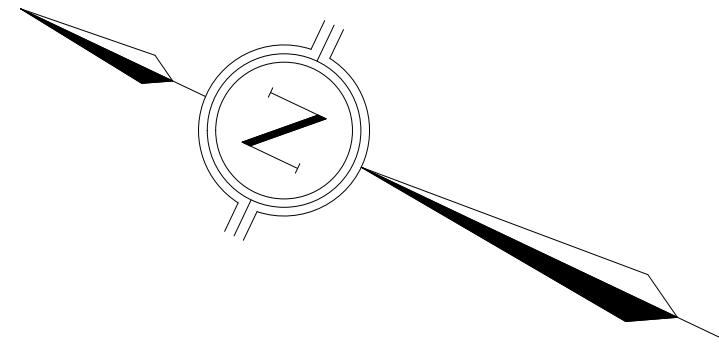
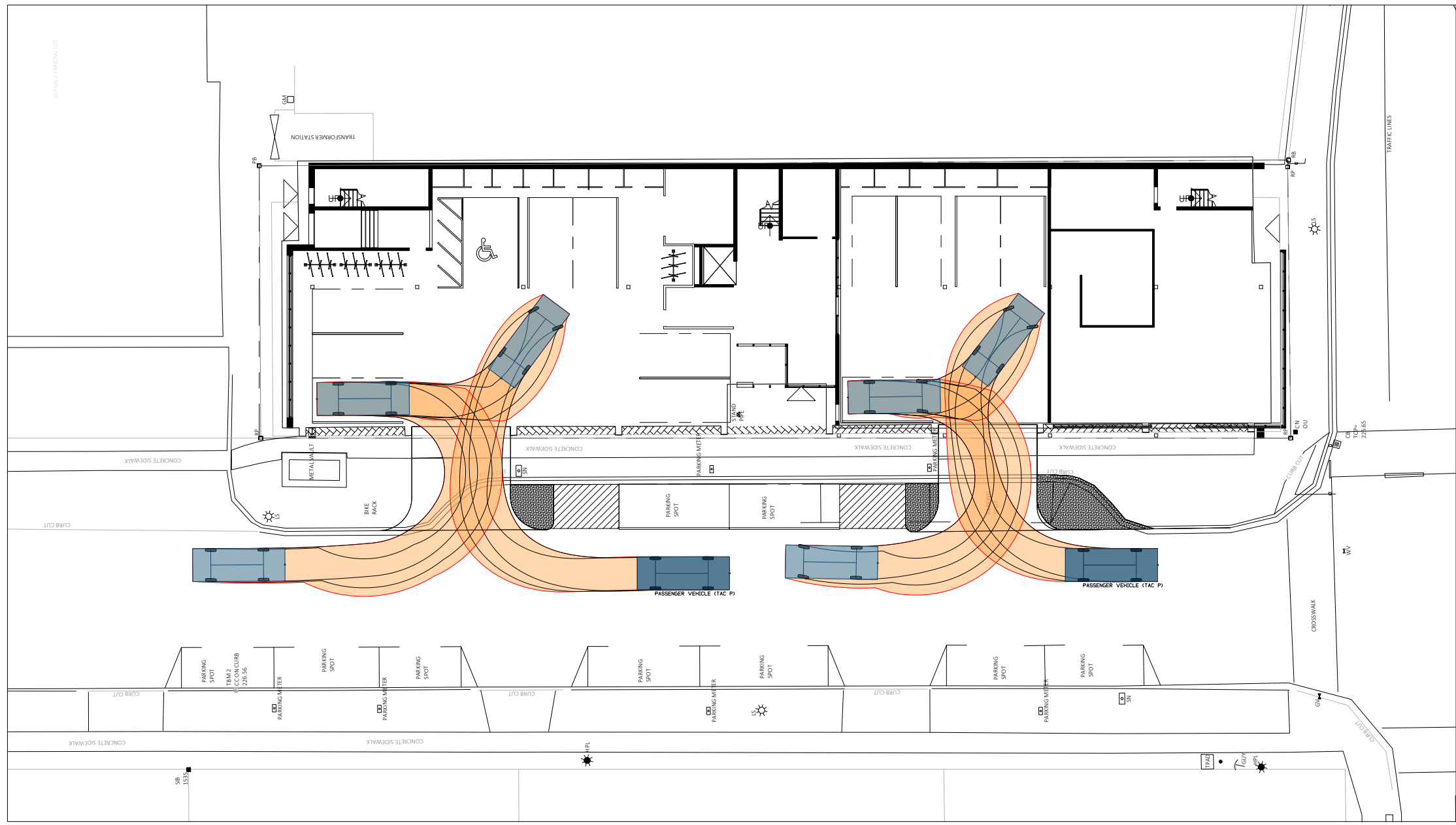
SITE PLAN

ASP-1

49 HIGH STREET APARTMENTS



Appendix B



GENERAL NOTES
1. THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION.
2. DO NOT SCALE DRAWINGS.
3. THE DRAWINGS ARE THE PROPERTY OF JD ENGINEERING AND MUST BE RETURNED ON COMPLETION OF THE PROJECT.
4. BASE DRAWING PROVIDED BY KHALSA DESIGN INC. ON NOVEMBER 18TH, 2024.

NO.	DATE	APPROVED	REVISIONS
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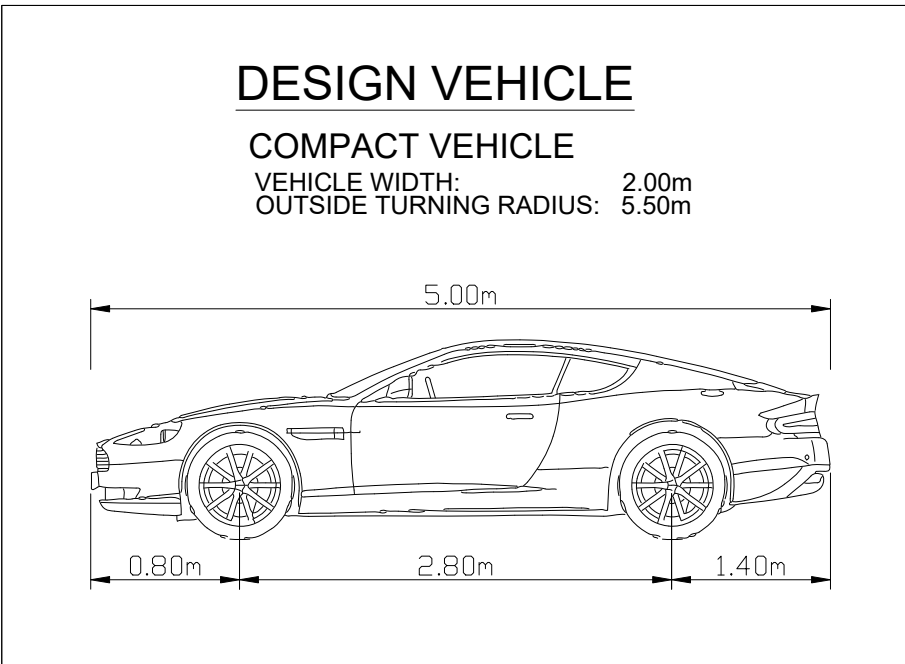
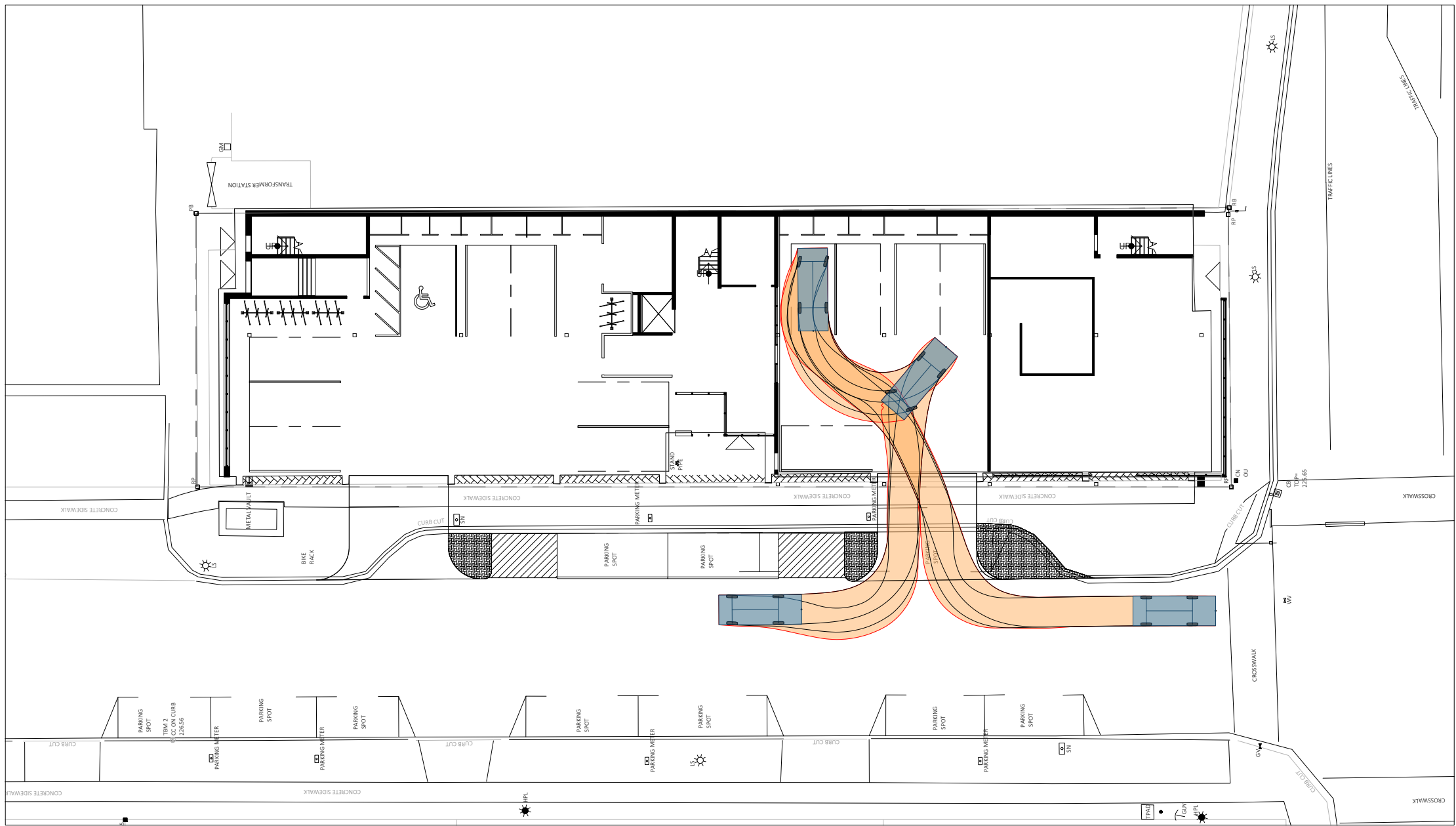
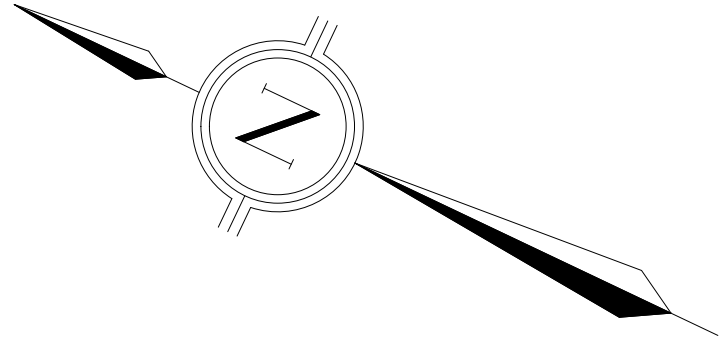


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PROJECT
49 HIGH STREET
MUNICIPALITY
CITY OF BARRIE

DRAWING TITLE
**PASSENGER VEHICLE
TAC P (PASSENGER VEHICLE)**
SUBTITLE
VEHICLE TURNING MOVEMENT ANALYSIS

DESIGN: RH	DATE: 10/24
DRAWN: RH	DATE: 10/24
REVIEWED: JN	DATE: 10/24
SCALE HOR. 1:300	SCALE VERT. N/A
SHEET NO. 24052 - TURN-1	



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1.	NOV 2024	JN	FIRST SUBMISSION
NO.	DATE	APPROVED	REVISIONS



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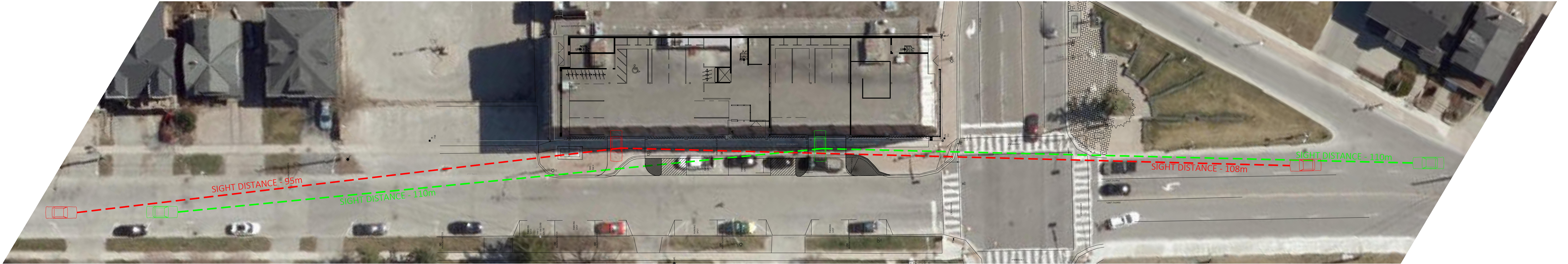
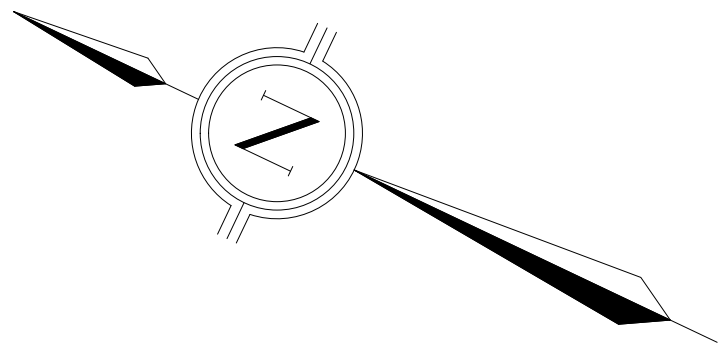
PROJECT
49 HIGH STREET

MUNICIPALITY
CITY OF BARRIE

DRAWING TITLE
**PASSENGER VEHICLE
COMPACT VEHICLE**

SUBTITLE
VEHICLE TURNING MOVEMENT ANALYSIS

DESIGN: RH	DATE: 10/24
DRAWN: RH	DATE: 10/24
REVIEWED: JN	DATE: 10/24
SCALE HOR. 1:300	SCALE VERT. N/A
SHEET NO. 24052 - TURN-2	



LEGEND	
-----	SIGHTLINE (WEST ACCESS)
-----	SIGHTLINE (EAST ACCESS)

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1.	NOV 2024	JN	FIRST SUBMISSION
NO.	DATE	APPROVED	REVISIONS



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PROJECT	49 HIGH STREET
MUNICIPALITY	CITY OF BARRIE

DRAWING TITLE		DESIGN: RH	DATE: 10/24
		DRAWN: RH	DATE: 10/24
		REVIEWED: JN	DATE: 10/24
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SHEET NO.		24052 - SD	