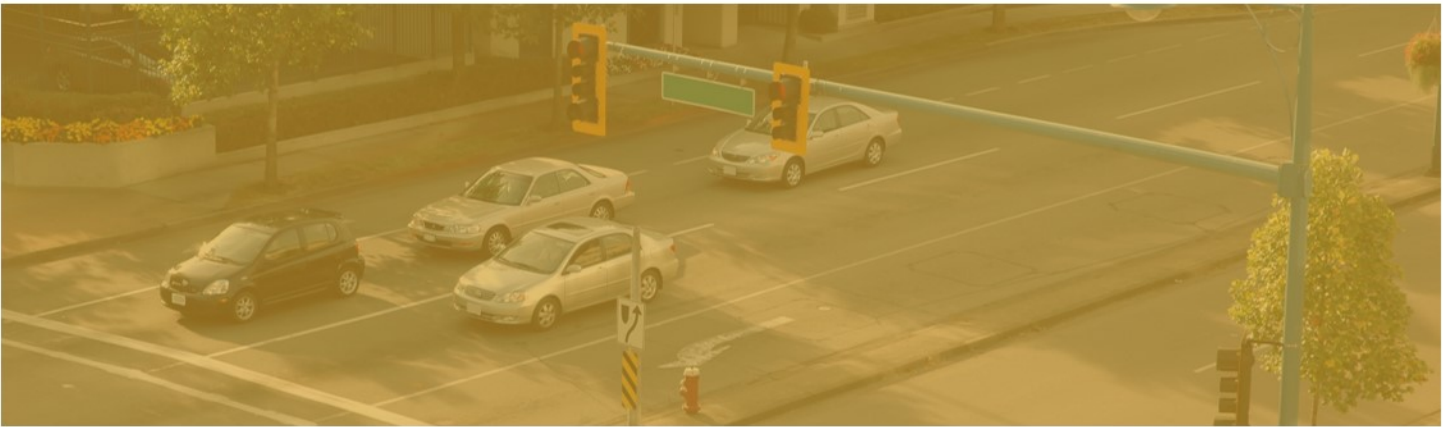




Enhancing our communities



49 Collier Street, Barrie

PARKING STUDY

JDL Development Corporation

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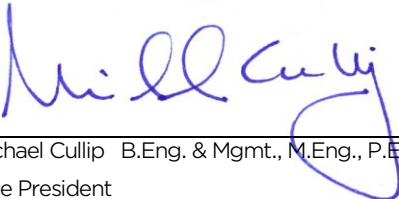
September
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Issue	Date	Description
1	September 23, 2022	First Submission

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1 Introduction

Tatham Engineering Limited was retained by JLD Development Corporation to conduct a parking study in support of the proposed residential development to be located at 49 Collier Street 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 property. In this regard, the study has considered the City of Barrie's current parking requirements, parking survey results from proxy sites within Barrie, parking standards adopted by other municipalities, findings from similar parking studies and methodologies employed in establishing parking demand.



2 Proposed Development

2.1 SITE LOCATION

The subject site is located at 49 Collier Street in the City of Barrie (as per Figure 1). The property is bounded by Collier Street to the north, Owen Street to the west and existing commercial development from the south and east.

2.2 DEVELOPMENT DETAILS

The proposed development is a 32-storey, 253-unit apartment building with 920 m² of ground floor retail space. With respect to the residential unit type, the site will include the following:

- 1- bedroom - 71 units;
- 1-bedroom + den - 63 units;
- 2-bedroom - 81 units; and
- 3-bedroom - 38 units.

A site plan is provided in Figure 2.

2.3 PARKING SUPPLY

The proposed development will provide 234 parking spaces - translating to an overall parking supply rate of 0.92 spaces per unit.

Based on the proposed use 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 existing 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 apartment buildings, 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

The *City of Barrie Comprehensive Zoning By-law 2009-141* requires that a residential building located within the urban growth centre provide 1.0 space per unit. The City's by-law does not indicate a specific provision for visitor parking, although it is expected that visitors would utilize on-street parking or municipal lots in the area. Similarly, there is no parking requirement for commercial uses within the urban growth centre.

3.1.2 Other Municipalities

Parking standards adopted by other municipalities for the apartment building land-use (or equivalent use) are summarized in Table 1.

As indicated, the parking rates for apartment land-uses range between 0.75 and 1.35 spaces per unit. While some municipalities provide blanket rates for an entire geographical region regardless of development attributes, area demographics or population densities, most of the municipalities considered have adopted rates based on site location (i.e. lower parking rates in the downtown areas and higher rates in areas with lower development density). The lower rates in urban growth centres and downtown cores recognize that sites within these areas are typically better served by transit and are closer in proximity to necessary amenities/services/employment 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.



The City of Kitchener has adopted a maximum parking supply limit within their Urban Growth Centre, which is becoming a more common approach as cities look to reduce parking surplus in downtown cores.

Table 1: Parking Rates by Municipality – Apartment

MUNICIPALITY	PARKING RATES		
	BASE	VISITOR	TOTAL
City of Barrie (Urban Growth Centre)	1.0	not specified	1.0
City of Cambridge	1.0 spaces per unit	0.25 spaces per unit	1.25 spaces per unit
City of Guelph (Central Business District)	1.0	not specified	1.0
City of Kitchener (Urban Growth Centre)	1.0 (maximum)	0	1.0
Town of Newmarket (Urban Centre)	0.7 to 1.2	0.15	0.85 to 1.35
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 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 development, the data provided for the *multifamily housing - high-rise* (ITE code 222) land-use was reviewed.

The ITE data for the *multifamily housing - high-rise* use is summarized in Table 2. It is noted that the ITE data reflects center city core conditions. As noted in Table 2, the ITE *Parking Generation Manual* includes a fitted curve equation that is derived from the parking demand data for the noted land-use. The fitted curve equation can be used to estimate parking demand and can be applied when the Coefficient of Determination (R^2) is greater than 0.50. The R^2 value is a

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



statistical measure that illustrates the relationship between an independent variable (in this case dwelling units) and dependent variable (parked cars). For example, an R^2 value of 0.75 indicates that 75% of the variance in the number of parked cars is accounted for by the variance in the number of dwelling units. With respect to the *multifamily housing - high-rise* land-use, the R^2 value is 0.73, indicating that the number of dwelling units is a good indicator of parking demand based on ITE's data set. When applying the fitted curve equation to the proposed 253-unit apartment development, the estimated parking demand is 114 parked vehicles. When considering the highest observed parking demand (0.67 spaces per unit) the estimated parking demand for the site is 170 parked vehicles.

Table 2: ITE Parking Generation – Multifamily Housing (high-rise)

TYPE OF PARKING RATE	PARKING RATES
Average Parking Supply	0.70 spaces per unit
Average Parking Demand	0.46
Peak Parking Demand Range	0.25 to 0.67
Parking Demand - Fitted Curve Equation ^{1,2}	$\text{Ln}(P) = 0.94\text{Ln}(X) - 0.47$

¹ fitted curve equation where P = number of parked cars and X = number of dwelling units

² reflects peak weekday parking demand (Mon-Fri) between 10:00PM and 5:00AM

3.3 PARKING SURVEYS AT PROXY SITES

3.3.1 Proxy Sites

Empirical parking demand data collected between 2015 and 2022 at various proxy sites within the City of Barrie has been reviewed to establish actual parking demand trends. The locations of the proxy sites are illustrated in Figure 3, whereas a brief description of each proxy site is provided below.

Georgian Towers, 262 Rose Street

Georgian Towers is an 8-storey, 84-unit residential building located on Rose Street, immediately west of Duckworth Street. While not located within the City's downtown, the site is located along one of the City's intensification corridors (Duckworth Street).

Imperial Towers, 37 Johnson Street

Imperial Towers is an 11-storey 188-unit residential building located on Johnson Street, south of Blake Street.



The Junction, 295 & 299 Cundles Road

The Junction consists of two 6-storey 60-unit residential buildings for a total of 120 units. The development is located on Cundles Road, adjacent to the Barrie North Crossing commercial development. The site is not located within the City's downtown but is in close proximity to several key amenities and services.

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. The site is located on the east limit of the downtown area, approximately 1000 metres from the subject site.

Maplewood Place, 101 Kozlov Street

Maplewood Place is a 7-storey, 129-unit residential 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.

Sunnidale Terrace, 10 Coulter Street

Sunnidale Terrace is a 57-unit residential development located Coulter Street, west of Bayfield Street. The site is not within the downtown core but is located in close proximity to necessary services and amenities on Bayfield Street.

Vancouver Terrace, 7 & 15 Vancouver Street

Vancouver Terrace consists of 67 apartment units contained in two buildings (3 and 4 storeys). Located on Vancouver Street, immediately south of Blake Street, the development is located just east of the downtown area.

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 not located within the downtown core, but 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.



3.3.2 Parking Surveys

The parking demand data reflects both historical (2015 and 2020) and current (2022) parking surveys conducted by Tatham Engineering and by others. The surveys were conducted on weekday and weekend evenings to ensure peak parking demand was captured (i.e. when most residents would be home). The observed weekday and weekend peak parking demand for each site is provided in Table 3 and Table 4, respectively.

Table 3: Parking Survey Results – Weekday

PROXY SITE	UNITS	SURVEY DATE	TIME OF DAY	PEAK PARKING DEMAND	
				Spaces	Spaces/Unit
Georgian Towers ¹	84	Thurs. June 18/15	3:00AM	68	0.81
Georgian Towers ²	84	Tues. Sept. 8/20	10:00PM	76	0.90
Imperial Towers ¹	188	Wed. June 10/15	3:00AM	139	0.74
The Junction ²	120	Fri. Sept 22/22	12:30AM	108	0.90
Kempfenfelt View ²	52	Tues. Sept 8/20	9:30PM	44	0.85
Maplewood Place ²	129	Tues. Sept 8/20	8:00PM	83	0.64
Sunnidale Terrace ²	57	Fri. Sept 22/22	12:00AM	51	0.89
Vancouver Terrace ¹	67	Tues. June 2/15	3:00AM	53	0.79
Wellington Place ¹	85	Tues. Sept. 8/20	7:00PM	65	0.76

¹ Survey conducted by BA Group, as presented in *303 Cundles Road East Proposed Residential Development TIS & Parking Study*².

² Survey conducted by Tatham Engineering Ltd.



Table 4: Parking Survey Results – Weekend

PROXY SITE	UNITS	SURVEY DATE	TIME OF DAY	PEAK PARKING DEMAND	
				Spaces	Spaces/Unit
Georgian Towers ¹	84	Sat. July 11/15	3 to 11PM	64	0.76
Georgian Towers ²	84	Sat. Sept 5/20	11:00PM	76	0.90
Imperial Towers ¹	188	Sat. July 11/15	3 to 11PM	115	0.61
The Junction ²	120	Sat. Sept 17/22	11:00PM	106	0.88
Kempfenfelt View ²	52	Sun. Sept 6/20	12:00AM	47	0.90
Maplewood Place ²	129	Sat. Sept 5/20	10:00PM	82	0.64
Sunnidale Terrace ²	57	Sat. Sept 17/22	12:00AM	50	0.88
Vancouver Terrace ¹	67	Sat. July 11/15	3 to 11PM	51	0.76
Wellington Place ¹	85	Sat. Sept 5/20	11:30PM	59	0.69

¹ Survey conducted by BA Group, as presented in *303 Cundles Road East Proposed Residential Development TIS & Parking Study*.

² Survey conducted by Tatham Engineering Ltd.

As indicated, the peak parking demand at the proxy sites ranges between 0.61 and 0.90 spaces per unit. It is noted that the demand is fairly consistent between the weekday and weekend peak periods for each site, although the weekday demand is slightly greater. The observed demand is slightly higher than the ITE demand data, although this is not unexpected given that the proxy sites are not located in the city centre.

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*³. 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

³ *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 5.

Table 5: 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*⁴, Collier Street has been identified for active transportation improvements by 2041. Bicycle lanes are proposed for Collier Street between Bayfield Street and Blake Street. 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 SUMMARY

The key findings of the parking review are summarized below.

- The proposed parking supply for the site is 234 spaces, or approximately 0.92 spaces per unit.
- Based on the City of Barrie parking requirements and the proposed development plan, the site is required to supply 253 parking spaces, or 1.0 space per unit.
- Parking rates adopted by other local municipalities range from 0.75 to 1.35 spaces per unit (inclusive of visitor parking).
- ITE Parking Generation data for the *multifamily housing - high-rise* land-use indicates an average parking supply of 0.70 spaces per unit, and peak parking demand rates ranging from 0.25 to 0.67 spaces per unit, with an average peak parking demand of 0.46 spaces per unit.
- As per the ITE fitted curve equation for peak parking demand (weekdays, 10:00PM to 5:00AM) for the *multifamily housing - high-rise* land-use, the peak parking demand for the subject 253-unit development is estimated at 114 parked vehicles (or 0.45 spaces per unit).
- Empirical parking survey data conducted at proxy sites between 2015 and 2022 indicate peak parking demands in the order of 0.61 to 0.90 spaces per unit.
- 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 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.

⁴ *The City of Barrie Transportation Master Plan - Final Report*. WSP. June 2019.



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



4 Parking Needs Assessment

As previously noted, the site plan indicates a parking supply of 234 spaces, whereas the City of Barrie's parking requirements for the proposed use is 253 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 0.61 to 0.90 spaces per unit. It is noted that the subject site is located within the downtown core; whereas the proxy sites are located outside the core and may be more reliant on the private automobile. Thus, it is reasonable to assume that the parking demand for the proposed development will be somewhat lower by comparison.

Based on the results of the proxy site parking surveys, the proposed parking supply (0.92 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 an equivalent residential use. Many municipalities are also adopting lower parking requirements for development within urban growth centres and downtown cores. 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); whereas the City of Kitchener has adopted a maximum limit of 1 space per unit in the urban growth centre.

As previously noted, the subject site is located within the City's downtown core, which is well served by transit (existing transit routes on Collier Street include routes 8A, 8B, 100A, 100B, 100C and 100D) and surrounded by various services, amenities and employment opportunities. In this respect, residents will not be as dependent on the private automobile when compared to development outside of the city core (including some of the proxy sites surveyed). Thus, it is not unreasonable to expect that a reduced parking rate could be supported for the site.



4.1.3 79 Collier Street

The proposed residential development at 79 Collier Street was approved for a reduced parking rate of 0.86 spaces per unit. While the development included a mix of affordable and for-market units, the parking rate approved for the for-market units was 0.88 spaces per unit. The approved rate for 79 Collier Street is comparable to the proposed parking rate for the subject development at 49 Collier Street.

4.1.4 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 6. The parking rates for the Local Centre and Primary Centre (both of which may be considered reflective of the City's downtown area) have been considered in the summary.

In applying the recommended parking rates for the Local Centre and Primary Intensification Area, the resulting parking supply (as per the Vaughan Parking Study) would be in the order of 0.91 to 0.93 spaces per unit (or 231 to 235 spaces). These rates are comparable to the proposed parking rate of 0.92 spaces per unit.

Table 6: 49 Collier St. Parking Supply - Vaughan Parking Rates (Draft)

UNIT TYPE	# OF UNITS	PARKING RATES AND REQUIREMENTS			
		Local Centre		Primary Centre	
		Rate	Requirement	Rate	Requirement
1-Bedroom ¹	134	0.80	108	0.85	114
2-Bedroom	81	1.00	81	0.95	77
3-Bedroom	38	1.10	42	1.15	44
Total	253	0.91	231	0.93	235

¹ include 1-BR units and 1-BR units with den.

4.1.5 ITE Parking Rates

The proposed overall parking supply rate for the site (0.92 spaces per unit) is above the range of peak parking demand rates noted in the ITE Parking Generation manual for similar land uses (0.25 to 0.67 spaces per unit). Furthermore, in considering the peak parking demand fitted curve equation for the *multifamily housing - high-rise* land-use, the estimated peak parking demand for



the subject site is 114 vehicles, or 0.45 spaces per unit. In this respect, the proposed parking rate for the site is supported by the empirical ITE parking generation data and thus considered reasonable.

4.1.6 Active Transportation Improvements & Transit Service

The proposed bicycle lanes for Collier Street 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 internal bicycle parking, will be provided to further support the proposed parking rate.

The site is also located such that ready access to Barrie Transit will be provided, to offer alternative modes of travel to the automobile (and hence reducing reliance on the automobile).

4.1.7 Other Supportive Measures

While the available parking data suggests that the proposed parking supply can be supported, additional measures can be considered to further support the proposed variance. The following measures are being considered for the site:

Unbundled Parking

By offering unbundled parking, residents have the option of renting a space for an additional fee or forgoing a parking space if unneeded. 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.

In addition to unbundled parking, consideration may also be given to limiting parking spaces available to the various unit types (i.e. by number of bedrooms). This approach may not be necessary depending on the results of an unbundled parking program.

Bicycle Storage

As previously noted, bicycle lanes and active transportation improvements are recommended for the area. To further encourage and support active transportation among residents, internal and secure bicycle storage will be provided within the building (115 spaces). This allows residents to own and store a bicycle in a dedicated bicycle storage area rather than store their bicycle within the residential unit. Removing the encumbrance of carrying a bicycle up and down



the elevator and storing it in the apartment unit will increase the likelihood of bicycle ownership among residents.

Transit Supportive Measures

To support the use of public transit, prepaid transit passes will be distributed to new residents at time of occupancy (value to be determined through discussion with City staff). Furthermore, in-lobby transit boards will be provided to inform residents of the transit schedule for nearby routes.

4.2 RECOMMENDATION

In consideration of the above, the proposed parking supply of 234 spaces, or 0.92 spaces per unit, is considered reasonable.



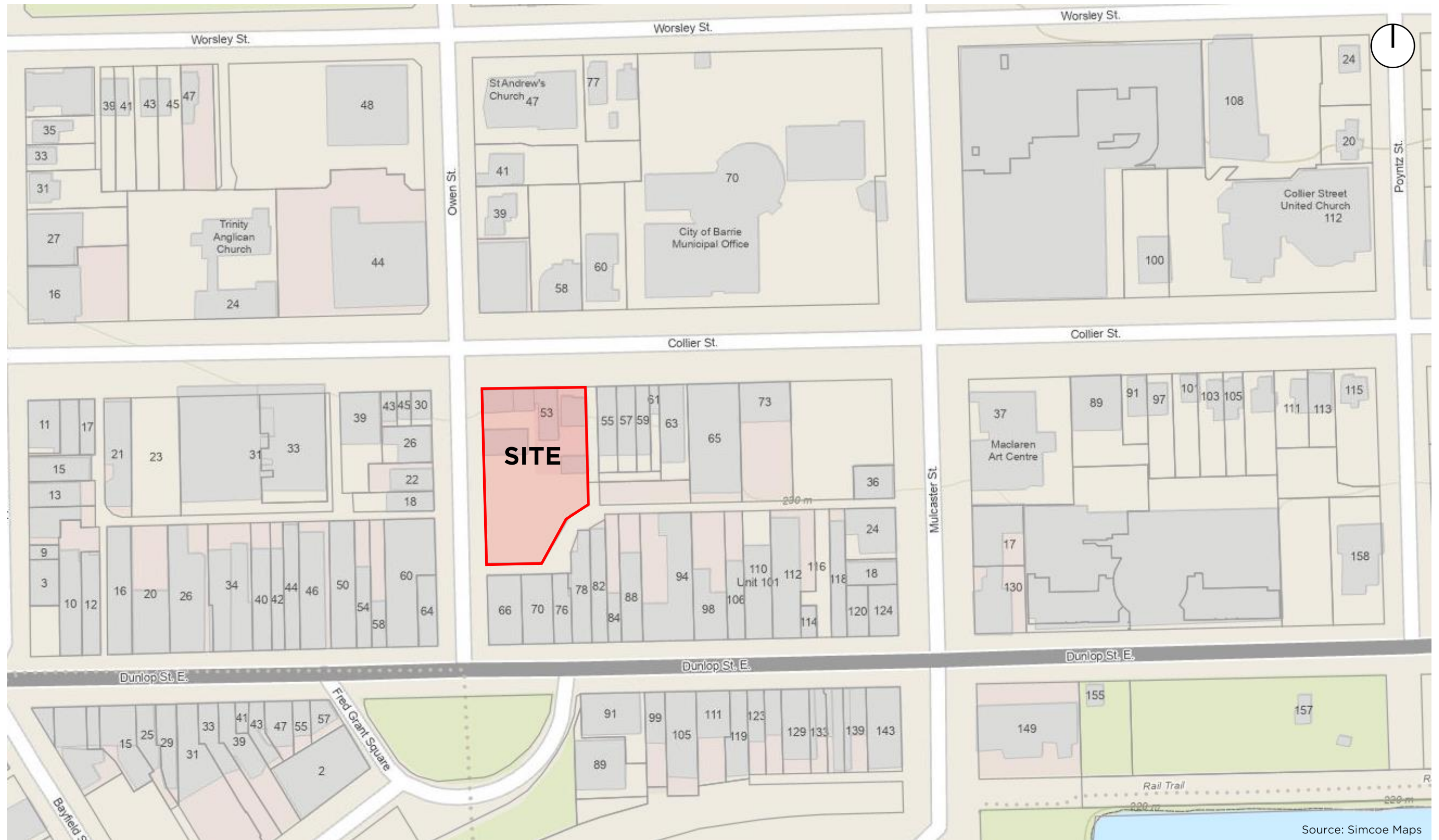
5 Summary

This parking justification study has reviewed the proposed parking supply for the proposed 253-unit apartment development to be located at 49 Collier Street in the City of Barrie. The proposed parking supply for the site is 234 spaces, or 0.92 spaces per unit.

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 use as published by ITE.

In consideration of this review, the proposed parking supply for the 49 Collier Street development is considered reasonable.



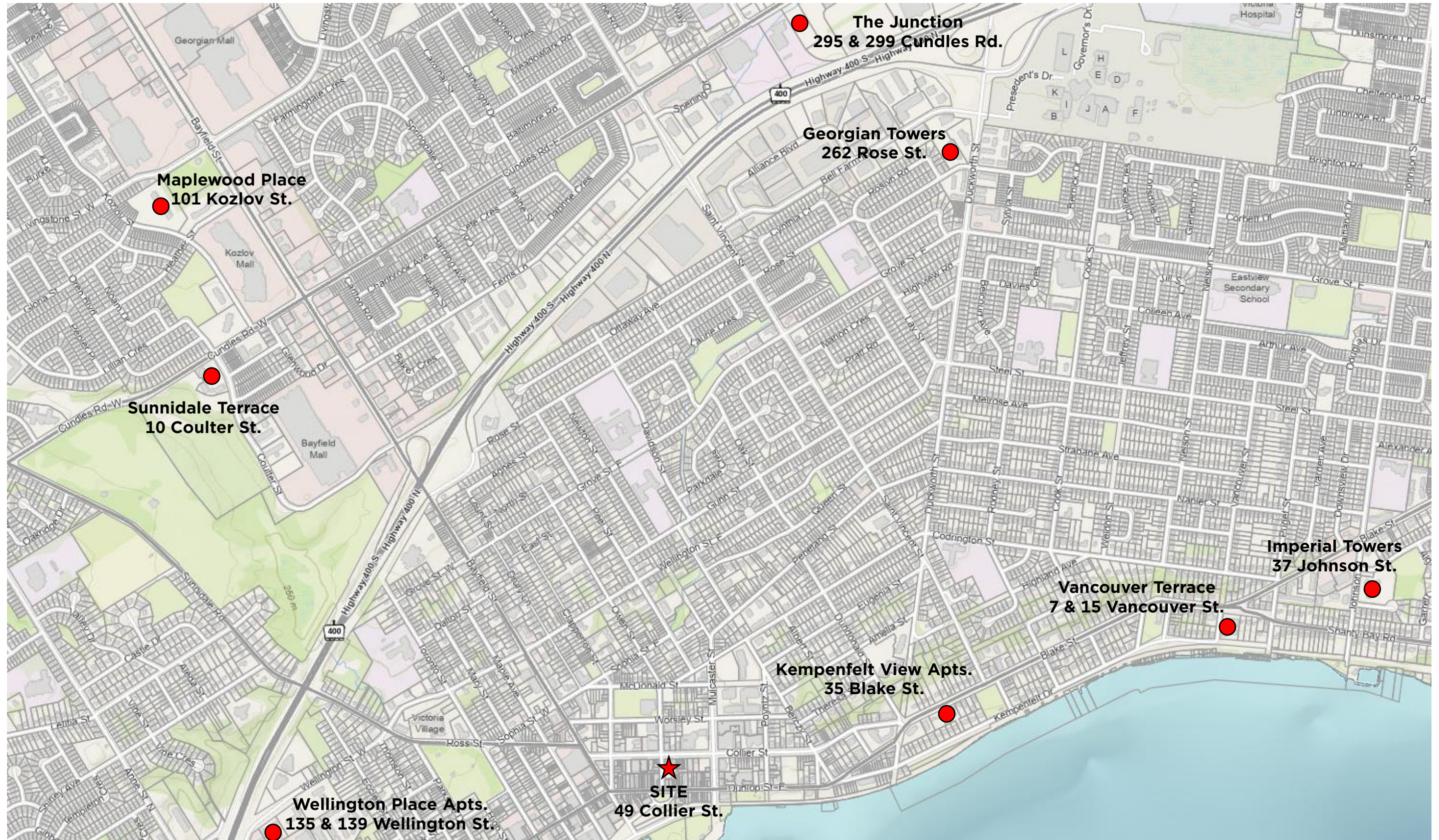


Source: Simcoe Maps

49 COLLIER STREET, BARRIE

Figure 1: Site Location





49 COLLIER STREET, BARRIE

Figure 3: Proxy Site Locations

