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116 Bond Street

PARKING JUSTIFICATION STUDY

Sullnet Holdings Inc.

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1 Introduction

Tatham Engineering Limited was retained by Sullnet Holdings Inc. to conduct a parking justification study in support of the proposed residential development to be located at 116 Bond Street in the City of Orillia. The location of the development site is 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 following:

- the City of Orillia's current parking requirements;
- parking survey results from proxy sites;
- 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 proposed development is to be located at 116 Bond Street in the City of Orillia (as illustrated in Figure 1). The site is bounded by residential properties to the west, north and east, and by Bond Street to the south.

2.2 DEVELOPMENT DETAILS

The proposed development will consist of 18 stacked townhouse units contained in 2 3-storey buildings. It is understood that the units will be 2-bedroom units.

Stacked townhouses are a type of multi-unit building that 'stacks' one or two-storey units on top of each other. Each unit has its own exterior front door and there are no elevators or shared lobbies. In this regard, they can be considered a cross between an apartment or condominium unit (accessed internally via shared hallways with multiple units stacked in one building), and a street townhouse (accessed externally but units are located side-by-side only).

A site plan is provided in Figure 2.

2.3 PARKING SUPPLY

The proposed development will provide 1.25 spaces per unit, or 23 spaces (18 x 1.25 = 22.5, or 23 spaces).

3 Parking Review

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

- *City of Orillia Comprehensive Zoning By-Law 2014-44*[1] parking requirements;
- residential parking standards adopted by other municipalities for similar uses;
- parking demands per the *ITE Parking Generation Manual, 6th Edition*[2]; and
- results of parking surveys conducted at proxy sites.

3.1 MUNICIPAL PARKING STANDARDS

3.1.1 City of Orillia

The *City of Orillia Comprehensive Zoning By-law 2014-44* requires that a residential building containing more than 3 dwelling units must provide 1.5 parking spaces per unit, of which 25% must be designated for visitor parking. This equates to:

- 1.125 spaces per unit for residents; and
- 0.375 spaces per unit for visitors.

It is noted that the City's by-law does not further differentiate between types of residential land use (e.g. apartment building, 4-plex, condo building, stacked townhouse, etc.); rather the noted rate is applicable to all such developments providing more than 3 residential units.

3.1.2 Other Municipalities

As with the City of Orillia, other municipal parking rates do not provide parking requirements specific to a stacked townhouse style development. In this regard, parking requirements associated with an apartment building (or equivalent) have been considered, as summarized in Table 1. Given the similarities of a stacked townhouse building to a traditional small apartment building (e.g. 3 or 4 storey walk-ups), the comparison of apartment rates is considered appropriate to determine typical parking requirements.

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[1] *City of Orillia Comprehensive Zoning By-Law 2014-44*. City of Orillia. June 2, 2014 (Consolidation June 1, 2024).
[2] *Parking Generation Manual, 6th Edition*. Institute of Transportation Engineers. October 2023.

Table 1: Parking Rates by Municipality (Apartment or Equivalent)

MUNICIPALITY	PARKING RATES		
	Base	Visitor	Total
Orillia, City of	**1.125 per unit (75%)**	**0.375 per unit (25%)**	**1.5 per unit**
Barrie, City of	1.5	not specified	1.5
Blue Mountains, Town of	varies by size	0.25	varies
Bradford, Town of	1.5	0.25	1.75
Brockton, Municipality of	1.0	0.25	1.25
Cambridge, City of	1.0	0.25	1.25
Collingwood, Town of	1.0	0.25	1.25
Cornwall, City of	0.75	0.25 (to max of 30)	1.0
East Gwillimbury, Town of	1.0	0.25	1.25
Goderich, Town of	1.5	not specified	1.5
Gravenhurst, Town of	1.0	0.25	1.25
Huntsville, Town of	1.5	not specified	1.5
Innisfil, Town of	1.25 to 1.5	0.25	1.5 to 1.75
Kitchener, City of	1.0	not specified	1.0
Lambton Shores, Municipality of	1.5	not specified	1.5
London, City of	1.0 to 1.25	not specified	1.0 to 1.25
Midland, Town of	1.125 (75%)	0.375 (25%)	1.5
Newmarket, Town of	1.5	0.25	1.75
North Bay, City of	1.2	0.3	1.5
Owen Sound, City of	1.25	not specified	1.25
Parry Sound, Town of	1.25	not specified	1.25
Penetanguishene, Town of	1.5	0.25	1.75
Shelburne, Town of	1.0	not specified	1.0
Stratford, Town of	1.5	not specified	1.5
Whitchurch Stouffville, Town of	1.25	0.25	1.5

As indicated, the parking rates for apartment building land-uses range between 1.0 and 1.75 spaces per dwelling unit, with a predominant visitor supply rate of 0.25 spaces per unit.

3.2 ITE PARKING GENERATION MANUAL

The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 6th Edition* provides parking supply and demand data for several residential land-uses. In considering the proposed use of the subject development, data provided for the *multifamily housing – 2+ bedroom low-rise* (ITE code 220) land-use was reviewed (the ITE land-use description for the noted land-use is provided in Appendix A). The ITE data is summarized in Table 2. It is noted the ITE data reflects a general urban/suburban location with no nearby rail transit.

Table 2: ITE Parking Generation

PARKING STATISTIC	PARKING RATES
Average Parking Supply	1.70 spaces per unit
Average Parking Demand	1.27
Range of Rates	0.58 to 3.16
95% Confidence Interval	1.22 to 1.32
Parking Demand – Fitted Curve Equation [1,2]	Ln(P) = 0.99Ln(X)+0.26 (R^2 = 0.95)

[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

As noted, the ITE data for *multifamily housing – low-rise* has an average parking demand of 1.27 spaces per unit, whereas the peak demand range is 0.58to 3.16 spaces per unit. The 95% confidence interval, which captures all but 5% of the outlying data, is 1.22 to 1.32 spaces per unit which is considered a more appropriate and applicable dataset.

In addition to parking supply and demand statistics provided in Table 2, the *Parking Generation Manual* also includes a fitted curve equations for the noted land use that have been derived from graphical representations of the parking demand data. This 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 statistical measure that illustrates the relationship between an independent variable (in this case dwelling units) and a 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 land use considered, the R^2

value is 0.95 suggesting that the number of dwelling units is a good indicator of parking demand based on ITE's data set.

3.3 PARKING SURVEYS AT PROXY SITES

Parking surveys at proxy sites are used to establish actual parking demands at comparable developments to that which is being proposed. Given the unique nature of stacked townhouses, similar proxy developments within the local area were not identified. In lieu of this, parking survey data was compiled 4 apartment/condo sites and 2 townhouse sites.

Given the hybrid nature of a stacked townhouse compared to the surveyed proxy sites, parking demand is expected to fall somewhere between the parking demand of a street townhouse (lower density with a higher parking demand per unit) and an apartment or condominium development (higher density with a lower parking demand per unit).

3.3.1 Proxy Sites

The noted proxy sites are detailed below and illustrated in Figure 3.

Atherley Place Apartments, 135 Atherley Road

Atherley Place Apartments is a 4-storey, 48-unit apartment development consisting of 1 and 2-bedroom units. The site provides 60 parking spaces of which 48 are available to residents (1 resident space/unit) with the remaining 12 available to visitors (0.25 visitor spaces/unit).

Bond Street Condos, 107-125 Bond Street

Bond Street Condos is a development consisting of three 3-storey, 24-unit condominium buildings each containing a mix of 1 and 2-bedroom units. The site provides a total of 86 spaces (1.2 per unit) of which 72 spaces are available to residents (1 resident space/unit) and 14 spaces are available to visitors (0.2 visitor spaces/unit).

Mariposa Place Apartments, 125 Fittons Road West

Mariposa Place is a 6 storey 88-unit apartment development located on the south side of Fittons Road West, west of Park Street. The site consists of 1, 2 and 3-bedroom apartments. Mariposa Place provides 110 parking spaces, or 1.25 spaces per unit.

Noble Towers Apartments, 391 Barrie Road

Noble Towers is a 7 storey 84-unit apartment building located on Barrie Road. The site consists of 1 and 2-bedroom apartments. In terms of parking supply, the site provides 84 parking spaces translating to 1 space per unit.

Coventry Townhomes, 337 West Street North

Coventry Townhomes is a 50-unit street townhouse development consisting of a mix of 2, 3, and 4-bedroom townhouse units. The site provides a total of 95 parking spaces (1.9 spaces per unit) of which 81 spaces are available to residents (1.62 spaces per unit) and 14 spaces are available to visitors (0.28 spaces per unit).

Village West Townhomes, 451 West Street North

Village West Townhomes is a 50-unit street townhouse development consisting entirely of 3-bedroom townhouse units. The site provides a total of 100 parking spaces (2 spaces per unit). No signage/pavement markings and/or segregated parking was identified on-site to distinguish visitor parking from resident parking.

3.3.2 Proxy Surveys - Apartments

Atherley Place & Bond Street Condos

The parking surveys at the Atherley Place and Bond Street Condos were conducted by Tatham Engineering staff on Wednesday, May 25, 2022, and Saturday, May 28, 2022, from 8:00 PM to 11:00 PM on each day. The weekday evening surveys ensure peak resident parking demand was captured (i.e. when most residents would be home), whereas weekend evening surveys ensure peak visitor parking rates were captured (i.e. when residents are most likely to have guests). The site was visited 3 times over the 3-hour period. The parking survey data and resulting peak parking demands for the site are summarized in Table 3 and Table 4.

Mariposa Place & Noble Towers

The parking surveys at Mariposa Place and Noble Towers were conducted by Tatham Engineering staff on Monday, April 26, 2020 (7:00 PM to 10:00 PM). It is further noted that the surveys were conducted during the COVID related provincial shutdown. In this respect, the observed parking demand may be more conservative than typical conditions. Regardless, the parking surveys are considered to have captured the peak parking demand at each site. The parking survey data and resulting peak parking demands for each site are summarized in Table 5 and Table 6.

Table 3: Proxy Parking Survey – Atherley 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		48 apartment units					
Resident Parking (48 spaces)	Demand	34	32	33	24	26	32
	Per Unit	0.71	0.67	0.69	0.50	0.54	0.67
Visitor Parking (12 spaces)	Demand	2	3	3	4	5	4
	Per Unit	0.04	0.06	0.06	0.08	0.10	0.08
Total Parking (60 spaces)	Demand	36	35	36	28	31	36
	Per Unit	**0.75**	0.73	**0.75**	0.58	0.65	**0.75**

Table 4: Proxy Parking Survey – Bond Street Condos

PARKING STATISTICS		WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
		Count 1	Count 2	Count 3	Count 1	Count 2	Count 3
Number of Units		72 apartment units					
Resident Parking (74 spaces)	Demand	46	46	49	36	40	40
	Per Unit	0.64	0.64	0.68	0.50	0.56	0.56
Visitor Parking (12 spaces)	Demand	2	4	4	4	4	4
	Per Unit	0.03	0.06	0.06	0.06	0.06	0.06
Total Parking (86 spaces)	Demand	48	50	53	40	44	44
	Per Unit	0.67	0.69	**0.74**	0.56	0.61	0.61

Table 5: Proxy Parking Survey – Mariposa Place

PARKING STATISTICS		WEEKDAY PARKING DEMAND Count 1	Count 2	Count 3
Number of Units		88 apartment units		
Total Parking (110 spaces)	Demand	73	79	81
	Per Unit	0.83	0.90	**0.92**

Table 6: Proxy Parking Survey – Noble Towers

PARKING STATISTICS		WEEKDAY PARKING DEMAND Count 1	Count 2	Count 3
Number of Units		84 apartment units		
Total Parking (84 spaces)	Demand	58	64	68
	Per Unit	0.69	0.76	**0.81**

Survey Results - Apartments

As indicated, the peak parking demands for the apartment sites ranged from 0.74 to 0.92 spaces per unit. Peak visitor parking demand, at sites where visitor parking was marked, was between 0.06 and 0.10 spaces per unit.

It is noted that the parking provision at each site is lower than that required by the City of Orillia's corresponding zoning by-laws (1.5 spaces per unit).

3.3.3 Proxy Surveys - Townhouses

Coventry & Village West Townhomes

The parking surveys at the noted townhome sites were also completed by Tatham Engineering staff on Wednesday, May 25, 2022, and Saturday, May 28, 2022, from 8:00 PM to 11:00 PM on each day. The parking data and resulting peak parking demands are noted in Table 7 and Table 8.

Table 7: Parking Survey – Coventry Townhomes

PARKING STATISTICS		WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
		Count 1	Count 2	Count 3	Count 1	Count 2	Count 3
Number of Units		50 townhouse units					
Resident Parking (81 spaces)	Demand	59	59	60	42	48	51
	Per Unit	1.18	1.18	1.20	0.84	0.96	1.02
Visitor Parking (14 spaces)	Demand	3	3	5	3	4	5
	Per Unit	0.06	0.06	0.10	0.06	0.08	0.10
Total Parking (95 spaces)	Demand	62	62	65	45	52	56
	Demand per Unit	1.24	1.24	**1.30**	0.90	1.04	1.12

Table 8: Parking Survey – Village West Townhomes

PARKING STATISTICS		WEEKDAY PARKING DEMAND			WEEKEND PARKING DEMAND		
		Count 1	Count 2	Count 3	Count 1	Count 2	Count 3
Number of Units		50 townhouse units					
Total Parking[1] (100 spaces)	Demand	54	62	62	59	62	69
	Per Unit	1.08	1.24	1.24	1.18	1.24	**1.38**

[1] There was no distinction between resident and visitor parking

Survey Results – Townhouses

The peak parking demand observed at the townhouse survey sites was between 1.30 to 1.38 spaces unit. Peak visitor parking demand, at sites where visitor parking was marked, was 0.10 spaces per unit.

3.4 SUMMARY

The key findings of the parking review are summarized below:

- The proposed parking supply for the residential development is 1.25 spaces per unit, or 23 spaces.

- Based on the City of Orillia's parking requirements, the proposed development is required to supply 27 spaces or 1.5 spaces per unit.
- Parking rates adopted by other local municipalities range from 1.0 to 1.75 spaces per unit (including visitor parking) for a multi-unit dwelling.
- ITE Parking Generation data for the *multifamily housing – 2+bedroom low-rise* land-use indicates an average peak parking demand of 1.27 spaces per unit and a 95% confidence interval of 1.22 to 1.32 spaces per unit.
- Parking surveys conducted at proxy sites indicate peak parking demands in the order of 0.74 to 0.92 spaces per unit for an apartment/condominium development and 1.30 to 1.38 spaces per unit for a street townhouse development.

4 Parking Needs Assessment

As previously noted, the site plan indicates a parking supply of 23 spaces for the development, representing a shortfall of 4 spaces when considering the City of Orillia's parking requirements for the proposed use (27 spaces). Based on the parking review conducted in Chapter 3, the following justification is provided in support of the proposed parking supply for the proposed development.

4.1 PARKING JUSTIFICATION

4.1.1 Municipal Parking Standards

A review of parking standards adopted by other surrounding and/or comparable municipalities for multi-unit residential developments reveals a consistent approach concerning parking rates, with 1.25 and 1.5 spaces per unit as the most common requirements (8 of the 23 noted municipalities require 1.25 spaces; 9 require 1.5 spaces, 3 require 1.0 and 3 require 1.75). Most municipalities require a visitor parking supply rate of 0.25 spaces per unit.

In the context of the range of rates adopted in other municipalities, the proposed parking supply of 1.25 spaces per unit is not considered low or unreasonable.

4.1.2 Proxy Site Parking Surveys

The proposed parking supply is supported by the results of the parking surveys conducted at 6 proxy sites. The observed peak parking demand was in the order of 0.74 to 0.92 spaces per apartment/condominium unit (combined resident + visitor parking demand) and 1.30 to 1.38 spaces per townhouse unit.

As previously noted, the proxy sites represent the extremes of the proposed development. Whereas the proposed development is of a stacked townhouse type, the surveyed sites were of an apartment/condominium type (higher density, lower per-unit parking demand) and street townhouse type (lower density, higher per-unit parking demand). In this regard, the proposed development is expected to have a parking demand somewhere between that of the two types of proxy sites – somewhat higher than the apartments and condominiums but somewhat lower than the street townhouses.

In addition, it is noted that the street townhouse proxy sites contained large numbers of 3-bedroom and some 4-bedroom units. These larger units are expected to have higher parking demands per unit due to their attractiveness to larger and/or higher-income families with multiple vehicles. Therefore, demand at the proposed development is expected to be more in line with the demand observed at the apartment and condominium sites rather than the townhouse sites.

Based on the results of the proxy site surveys, the proposed parking supply of 1.25 spaces per unit is supported.

4.1.3 ITE Parking Rates

The ITE parking rates have been applied to the subject development, considering 18 residential units, the results of which are presented in Table 9.

Table 9: Parking Requirements – ITE Parking Rates

PARKING STATISTIC	PARKING RATES	PARKING REQUIRED
Average Parking Demand	1.27 spaces/unit	23 spaces
95% Confidence Interval	1.22 to 1.32	22 to 24
Parking Demand – Fitted Curve Equation	Ln(P) = 0.99Ln(X)+0.26 (R^2 = 0.95)	23

In context of the above, the proposed parking supply of 23 spaces is consistent with the findings of the *ITE Parking Generation* manual for the *multifamily housing – 2+ bedroom low-rise* land use. In this respect, the proposed parking rate is supported by the empirical ITE parking generation data and is not otherwise considered low or unreasonable.

4.1.4 Other Considerations

Unbundled Parking

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 parking 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 while residents who do not require a space save money each billing period. Unbundled parking is considered an equitable approach (i.e. only those requiring parking pay for the parking space, instead of 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.

Reduced Parking Minimums

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 the extent that it compromises marketability however, providing surplus parking increases the cost of development. Thus, minimizing the parking requirement to the extent possible reduces development costs (in turn making the dwelling units more affordable) while still remaining appealing to prospective residents.

4.2 RECOMMENDATION

In consideration of the above, the proposed parking supply of 1.25 spaces per unit, or 23 spaces, is considered reasonable and acceptable.

5 Summary

This parking study has reviewed the proposed parking supply for the proposed residential stacked-townhouse development located at 116 Bond Street in the City of Orillia. The proposed parking supply is 1.25 spaces per unit, or 23 spaces. The existing parking standards of the City of Orillia (1.5 spaces per unit) require a parking supply of 27 spaces to support the development. This study reviewed the proposed parking supply in consideration of parking survey data gathered at proxy sites within the City, parking standards adopted by other municipalities, and published ITE parking generation data.

While the proposed parking supply does not satisfy the minimum parking requirements per the City's zoning by-law, it is ultimately supported by the parking demand survey data collected from proxy sites, along with empirical ITE data and parking rates adopted by other nearby municipalities.

In consideration of this review, the proposed parking supply for the 116 Bond Street development is considered appropriate.

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Figure 1: Site Location

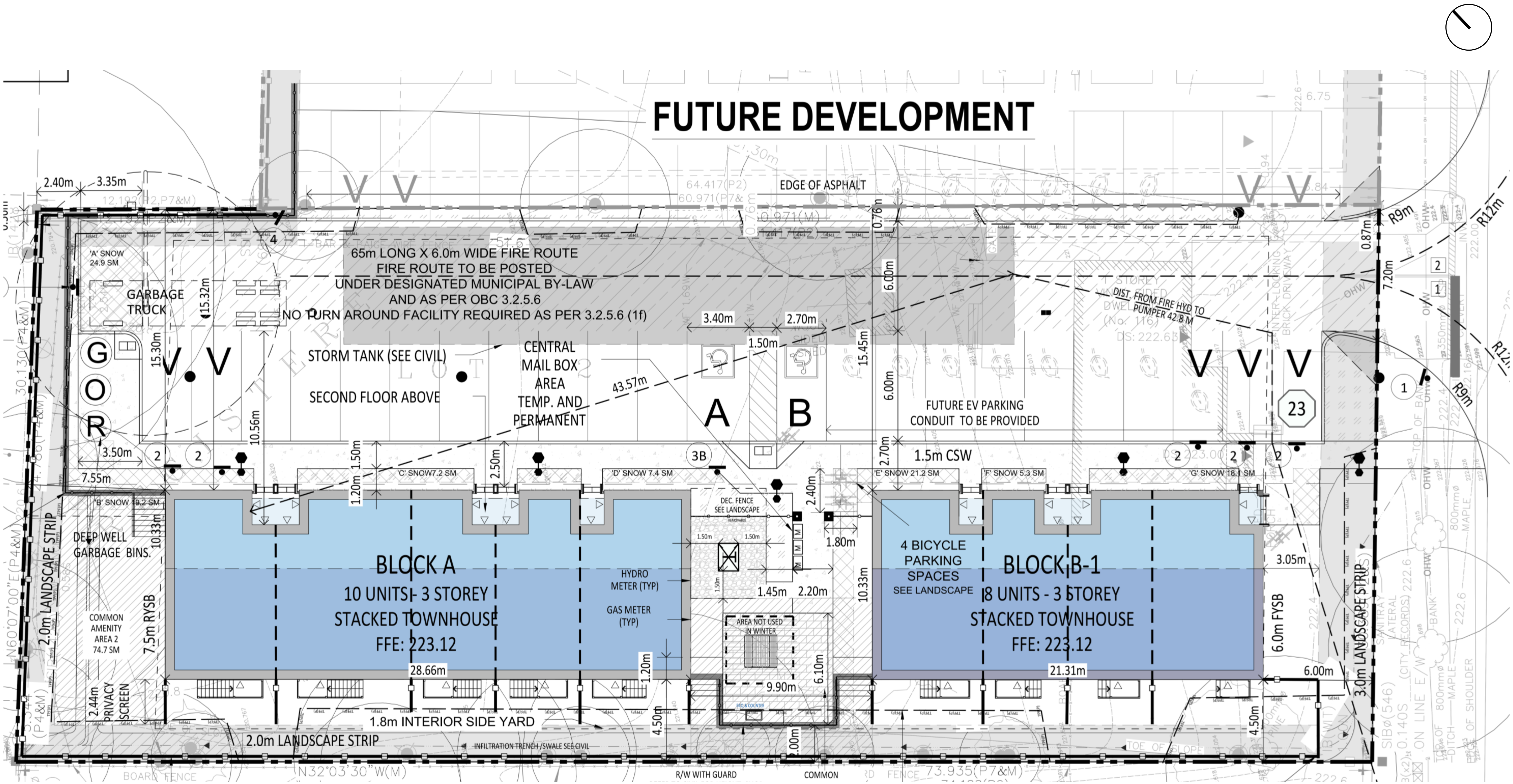
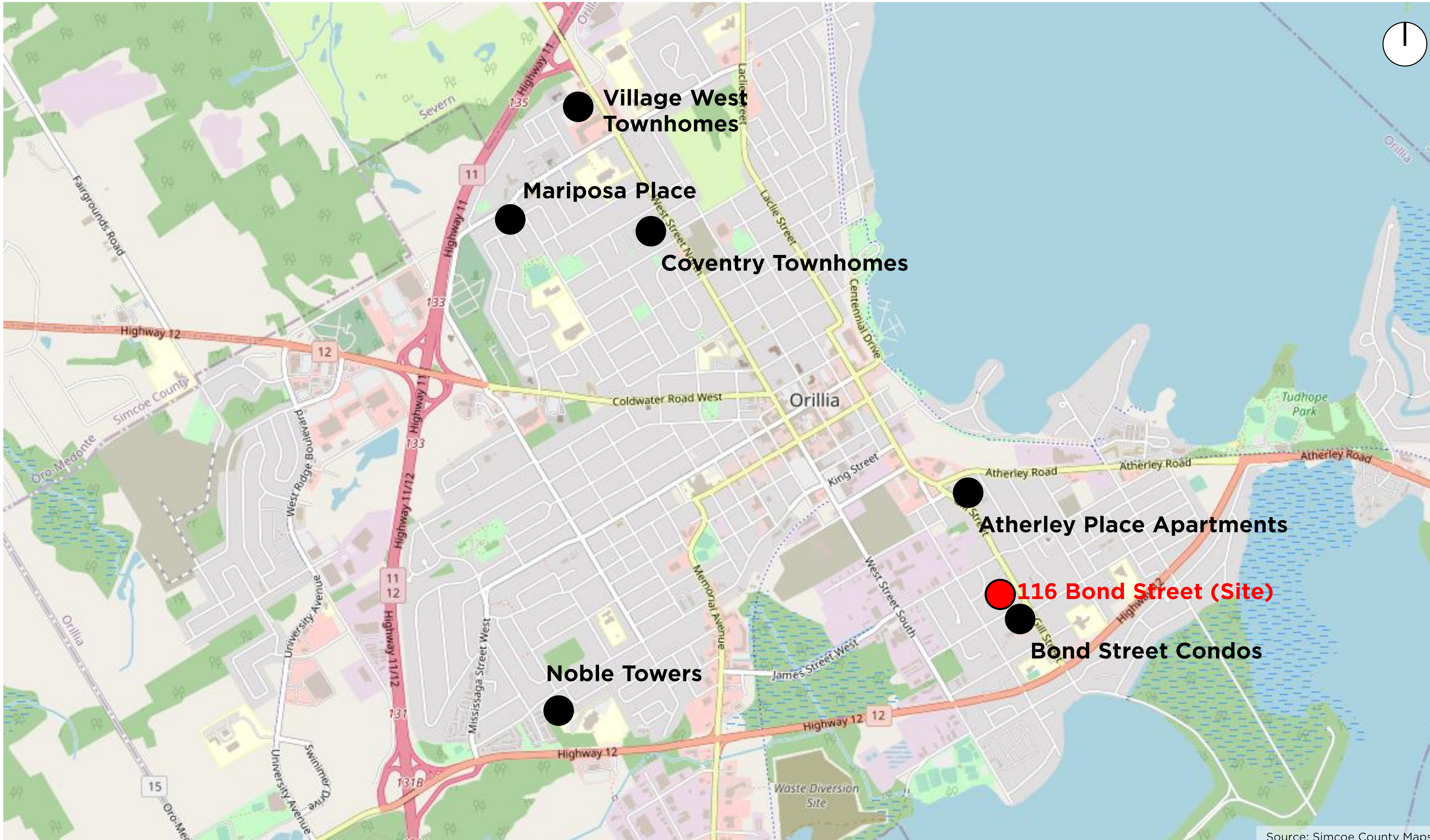


Figure 2: Site Plan – Phase 1



116 BOND STREET, PARKING JUSTIFICATION STUDY

Figure 3: Proxy Site Locations

Appendix A:
ITE Land Use Description

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip