

March 8, 2024

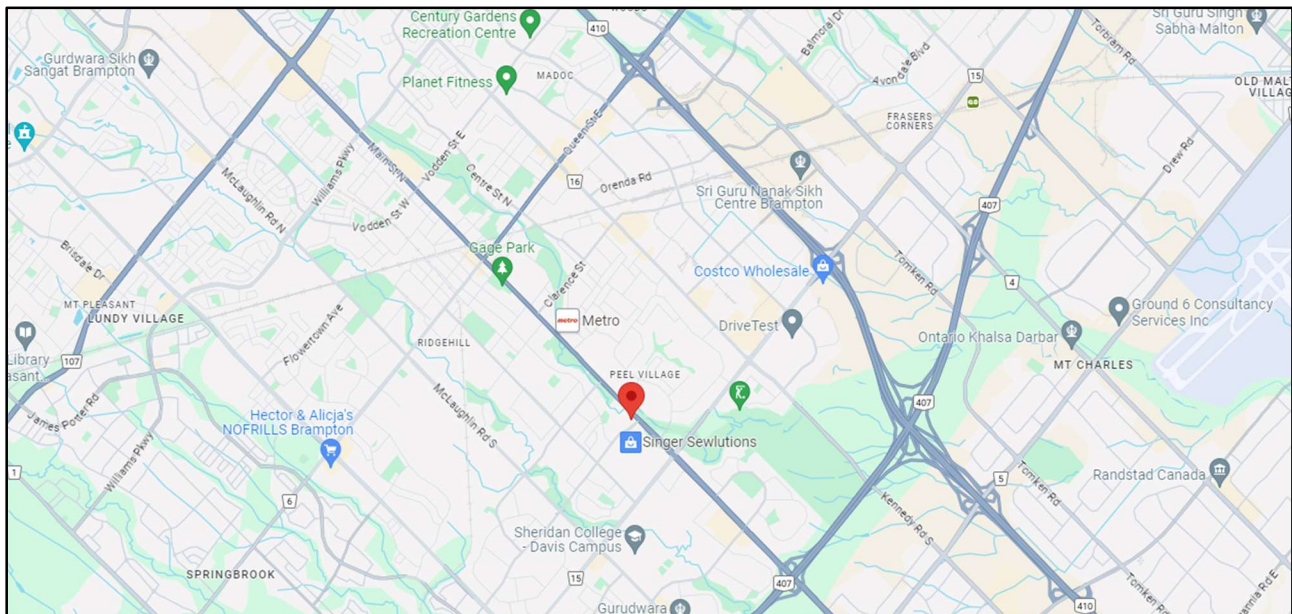
Attention: Wayne Long

Nahid Corp
2-31 Scarsdale Road
Toronto, ON M3B 2R2

**Re: Parking Justification Letter
Proposed Residential Development
227-229 Main Street, City of Brampton
Our Project No. NT-24-034**

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Ivory Tower Housings Inc. (the 'Client') to undertake a Parking Justification Study in support of a proposed residential development. The subject property is located at 227-229 Main Street, north-east corner of the Main Street South/Charolais Boulevard intersection, in the City of Brampton. The proposed development application is illustrated in **Figure 1** below. The proposed development is located within 400 m of the future MTSA at Main/Steeles and only 5-minute walk to the existing Terminal Gate Way at Main Street S/Steeles Avenue intersection. It is located only 2km away from Brampton GO Station (Kitchener GO Line) with future two-way, all-day and 15-minute service. Most importantly, the site will be serviced by the future Main LRT that will connect the residents to GO Stations, Hurontario Corridor and to the City of Mississauga, based on the recent announcement from the Province.

Figure 1 – Proposed Development Location



Source: Google Map

1.0 DEVELOPMENT OVERVIEW

1.1. Proposed Development

The subject site is currently occupied by the existing commercial use (professional offices). The proposed development consists of two 45-storey high-rise buildings with 1,080 residential dwelling units and 13 townhouse units.

1.2. Current Site-Specific Zoning By-law for the Proposed Development

The following site-specific Zoning By-law No. 27-2023 requirements are applicable to the proposed development:

Vehicle Parking

- 0.38 spaces/unit for resident
- 0.20 spaces/unit for visitor

Bicycle Parking

- 0.50 spaces/unit for long-term
- 0.10 spaces/unit for short-term

Site Access

- Proposed site access onto Charolais Boulevard

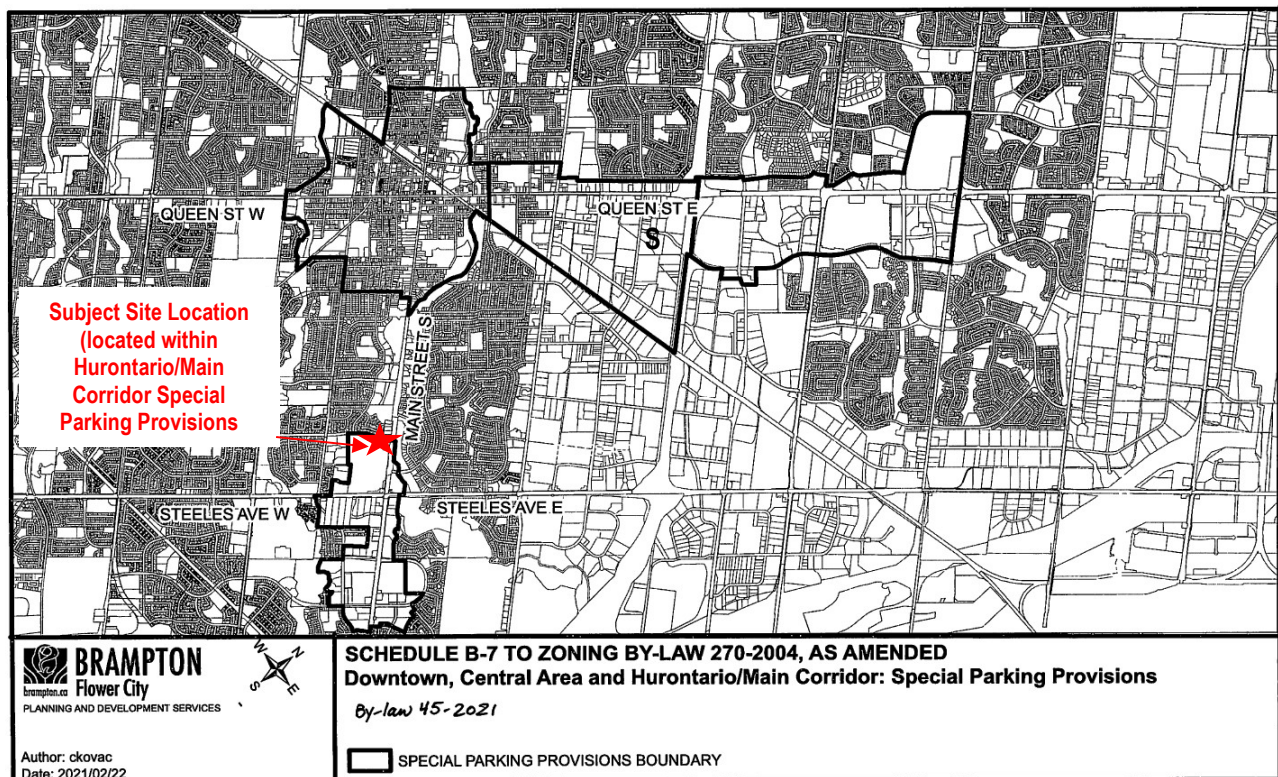
Loading Space

- One on-site loading space

1.3. No Minimum Parking Requirement Provision Area (Hurontario/Main Corridor)

Based on the recent adopted City of Brampton Zoning By-law Amendment 45-2021 to the Zoning By-law 270-2004 for the Downtown, Central Area and Hurontario/Main Street Corridor, notwithstanding any minimum parking requirement prescribed in Sections 10.9.2(a), 10.9.3, 20.3.1 and 30.5 of the Zoning By-law, there shall be no minimum required parking for any use within the boundaries of Schedule B-7, as illustrated in **Figure 2** below. As the proposed development is located just immediately north of these boundaries, no minimum parking requirement should be applied to the proposed development.

Figure 2 – Zoning By-law 45-2021 As Amended with No Minimum Parking Requirement Schedule B-7 Map



1.4. Why A Reduced Vehicle Parking Provision for New Development is Important?

Reduce vehicle parking and appropriate parking demand management is the best and the most important transportation demand management measure because:

- Limited available parking spaces will encourage residents not to own a car
- It encourages residents to take other sustainable modes of transportation available in the area such as walking, cycling and public transit
- It maximizes transit ridership and therefore maximizes the utilization of major transit infrastructure improvements
- It should also be noted that Gen Z will not buying cars due to capital costs and operating costs, they will rather be taking more cost-efficient public transit or uber

1.5. Reduced Vehicle Parking Provision for New Development Supports Alternative Modes of Transportation

Public Transit is an important mode of transportation for both short and longer distance trips to and from the proposed development. Based on NexTrans’ review of the overall transportation network in the area, it is evident that the transportation network will be significantly transformed in the future with the following improvements:

- Hurontario Light-Rail-Transit (LRT)/Main Street LRT
- Future Steeles Bus-Rapid-Transit (BRT);
- Kitchener GO Line Expansion with all day two-way and 15-minute service frequency;
- Complete active transportation network by the City and the Region for the MTSA at Hurontario/Steeles; and
- Transportation Demand Management with the future implementation of the MTSA at Hurontario/Steeles

As indicated, the proposed development is located adjacent to the future Main Street LRT and only a few minutes bike ride or transit ride to the Brampton GO Station, as such, there are many efficient, quick, convenient and sustainable ways to travel instead of owning and driving private vehicles. With the recent gas price increases and capital cost of owning a vehicle (new vehicle shortage due to supply chain problem), more residents will choose to use convenient and effective mode of transportation such as public transit, walking and cycling instead of driving private vehicles.

2.0 RECOMMENDED VEHICLE PARKING REQUIREMENTS FOR PROPOSED DEVELOPMENT

Based on the comprehensive parking justifications provided in this Letter, the proposed development context, the area context, recommended Transportation Demand Management measures for the proposed development, the parking utilization survey results, the future Major Transit Station Area (MTSA) at Hurontario/Steeles and the recent announcement from the Province on the Main Street LRT extension project, NexTrans has recommended the following vehicle parking rates, as illustrated in **Table 1** below:

Table 1 – Recommended Parking Rates for the Proposed Development

Land Use	Unit Type	No. of Unit	Parking Rates (space/unit)	Parking Requirement
Residential Condominium	Visitor	1,080	0.15 spaces/unit	162
	Residential	1,080	0.00 spaces/unit	0
Residential Townhouse	Visitor	13	0.15 spaces/unit	2
	Residential	13	1.00 spaces/unit	13
Total Visitor				164
Total Residential				0

Based on the recommendations noted above, the proposed development will only need to provide a total of 0 vehicle parking spaces for residential and 164 spaces for visitor, for a total of 164 vehicle parking spaces.

Detail justifications are provided in the subsequent sections below.

3.0 ROBUST TDM MEASURES TO SUPPORT PARKING REDUCTION PROVISION

The following TDM measures and programs will be provided by the proposed development to support the recommended vehicle parking rates:

- Transit incentive;
- Meet or exceed Zoning By-law bicycle parking requirements;
- Provide bicycle repair station;
- Provide carshare spaces (one for each building);
- Provide EV parking spaces;
- Information package, community website or information screens in the lobby areas with transit schedule;
- Provide well-lit and direct pedestrian and cycling connections along the frontage of the site along Hurontario and Charolais Blvd; and
- Internal site design and circulation to accommodate pedestrians and cyclists

These TDM measures are explained in more detailed below.

3.1. Transit Incentives

The proposed development is committed to provide pre-loaded PRESTO Cards for the residents that will not purpose a vehicle parking space. The pre-loaded amount is equivalent to about one month transit pass, or approximately \$150 per card. The card can be distributed at the time of purchase as the card will not expire.

With the recent implementation of one-fare integration between transit agencies, the residents can use this pre-loaded PRESTO Cards on Brampton Transit, Mississauga Transit or GO Transit.

3.2. Bicycle Parking Provision

Based on NexTrans' review of the Zoning By-law 82-2012 as amended to Zoning By-law 270-2004 for the developments located along the Hurontario Street Corridor in the City of Brampton, 0.50 bicycle parking spaces are required per dwelling units. Based on the City of Brampton sustainability metrics aspirational targets 0.6 bicycle spaces/unit are recommended for the proposed development.

If these are applied to the proposed development, the proposed development will provide a total of 648 bicycle parking spaces (1,080 units x 0.60 spaces/unit).

This bicycle parking provision will support and encourage residents to own a bicycle and use active modes of transportation to travel to/from work, school or discretionary trips instead of driving private vehicles. These additional bicycle parking spaces also support the recommended vehicle parking rates for the proposed development.

3.3. Bicycle Repair Station

To support the bicycle parking provision noted above, the proposed development will provide two bicycle repair stations, one in each building. The bicycle repair stations will be provided inside the bicycle parking area, at a convenient location where the residents can easily access to. The potential locations will be illustrated in the proposed site plan.

3.4. Carshare Parking Spaces

In order to accommodate the residents' discretionary trips, work trips or any other reasons to travel, two carshare parking spaces will be provided, one for each building. Carshare spaces will be provided at convenient locations.

3.5. Electric Vehicle Parking Spaces

As the world is shifting from internal combustion engines to electric vehicle to combat climate change, the proposed development will accommodate this paradigm shift by providing a minimum of 20% EV charging parking spaces. In addition to car EV charging parking spaces, micromobility transportation technology is also important. On this basis, the proposed development will provide 15% of the bicycle parking spaces with EV charging capability. This is consistent with other jurisdiction such as the City of Toronto Green Standard provisions.

3.5.1. Information Package and Technologies

The proposed development will provide an information package in the form of a letter or electronic letter that will include all of the following information:

- Brampton Transit Schedule
- GO Transit Schedule
- Mississauga Transit Schedule
- Community Maps
- Cycling Maps
- Potential dedicated website for the project or smart phone apps (third party)

In addition, the proposed development will consider providing several screens in the lobbies that display traffic conditions, transit schedule and inclement weather conditions so that the residents can prepare and choose their modes of transportation as appropriate.

3.6. Active Transportation

The proposed development is committed to provide well-lit and direct pedestrian and cycling connections along the frontage of the site along Main Street S and Charolais Blvd. The proposed development will also identify and provide potential multiuse trail connections to the existing trails that currently going through the Elgin Woods Park and Kiwanis Memorial Park in the area.

3.7. Site Design

The interior of the site will be designed in such manner to accommodate pedestrians and cyclists such as:

- Direct pedestrian and cycling connections to Main Street S and Charolais Blvd;
- Provide main entrances that conducive to walking and cycling; and
- Potential style centre court designs to accommodate all modes of transportation in one space

The detailed design will be provided at the subsequent stage of the proposed development that include the above provisions to the satisfaction of the City.

4.0 VEHICLE PARKING JUSTIFICATIONS BASED SURVEYS

It is NexTrans' understanding that the City staff is often required the applicant to provide empirical data from proxy site parking utilization surveys. For the purposes of this assessment, both the City of Brampton and the City of Mississauga sites were selected along the Hurontario Street corridor with similar characteristics.

4.1. Potential Issues When Interpreting Survey Results

Through our experience working on many mixed-use development projects in the Greater Toronto and Hamilton Area, it is NexTrans' position that parking utilization surveys for existing proxy sites do not serve as a good mechanism to future developments for the following reasons:

1. Induce parking phenomenon – There have been a number of parking and transportation planning studies that offer robust, conclusive, and definitive evidence through controlled studies that parking minimum do indeed cause more car ownership and more driving while reducing transit usage. In other words, the well-established phenomenon known as “induced demand” applies to parking provisions. For reference, induced demand is the phenomenon where an increase in the supply of road capacity leads to an increase in demand for travel by a car. This means that building more and wider roads will likely not reduce congestion, but may actually attract more drivers who were previously using other modes of transportation.
2. Parking surveys do not reflect future demand – The parking surveys of existing buildings do not account for the new light rail transit along Hurontario Street that is under construction and will be operational before the occupancy of the new buildings. The light rail transit will provide fast and reliable rapid transit to the Cities of Mississauga and Brampton along the Hurontario/Main corridor, linking to GO Train Stations, transit hubs, and key bus routes. The light rail transit will reduce demand for residential and visitor parking by encouraging more people to take transit instead of driving.
3. Parking surveys do not consider the opportunities and benefits of implementing alternative strategies – Parking surveys do not consider alternative strategies such as unbundled parking, reduced parking standards, and carshare. These strategies help optimize land use, reduce parking demand, lower development cost, improve urban design, support environmental and social goals, and contribute to better housing affordability.
4. The costs of providing a parking space have drastically increased over the years, due to several factors such as rising land values, construction costs, maintenance costs, and environmental costs. These costs are often passed on to condo purchasers and renters. This increase in the cost of new parking space inversely affects demand. This will not be reflected in parking surveys of existing buildings which had parking spaces available at much lower rates. Thus, there can be no direct comparison between existing buildings and a new building.
5. Selection Bias – Because of minimum parking standards, there are no buildings in the City of Brampton that have low parking provisions. As a result, this means that the sample of buildings surveyed are not representative of the population in Ontario. For example, if you are purchasing a unit but do not drive and it will cost you \$50,000 to \$120,000 extra for a parking space, whether directly because the parking space is bundled with the purchase of the unit or indirectly because minimum parking standards cause the building to be more expensive, you may choose to live somewhere that does not have a minimum parking standard. Thus, there is selection bias because the people that do buy, buy because they need the parking space.
6. In order to have a comparable site, the existing site must have the same parking rates as the future proposed development. Unfortunately, there are none in the City of Brampton at this time.
7. The existing parking rate is static, it does not based on trend or policy, it is part of the past decision.

For the reasons noted above, NexTrans does not recommend existing proxy site survey parking rate as an indicator and decision for the future. However, given that NexTrans has conducted several parking utilization studies for similar sites in the City of Brampton and the City of Mississauga, these are included in the analysis below.

4.2. Proxy Site Parking Utilization Survey Results

For analysis purposes, NexTrans has utilized the parking utilization percentage from the parking survey results. Based on our experience working on various projects in the City of Brampton and other cities in the Greater Toronto Area, the parking utilization percentage is the best indicator given that it gives a snapshot of how the parking spaces are being utilized by the existing residents for that site. The survey results and detailed calculations are included in **Appendix B**.

4.3. City of Brampton Proxy Site Parking Utilization Survey Results

NexTrans has recently conducted parking utilization survey at two proxy sites in the area with similar land use characteristics. The two surrogate sites are located at 210 Steeles Avenue W and 220 Steeles Avenue W, in the City of Brampton.

The following is a brief description of each site:

- 210 Steeles Avenue W – total of 254 fully occupied units, 15 visitor parking spaces and 362 resident parking spaces, for a total of 379 vehicle parking spaces
- 220 Steeles Avenue W - total of 254 fully occupied units, 22 visitor parking spaces and 352 resident parking spaces, for a total of 374 vehicle parking spaces

The surveys were conducted on three consecutive days:

- Friday June 24, 2022 from 6pm to 12am
- Saturday June 25, 2022 from 6pm to 12am
- Sunday June 26, 2022 from 3pm to 11pm

Table 2 summarizes the survey results, with **Figures 3, 4 and 5** illustrating the graphic representation of the data summary. The detailed survey data is included in **Appendix A**.

Table 2 – Parking Utilization Percentage Based on Proxy Sites

Visitor Average			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	34%	37%	38%
220 Steeles	78%	85%	71%
Visitor Highest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	47%	53%	53%
220 Steeles	94%	94%	88%
Visitor Lowest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	20%	20%	13%
220 Steeles	69%	69%	50%
Resident Average			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	43%	43%	41%
220 Steeles	44%	43%	42%
Resident Highest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	48%	48%	44%
220 Steeles	47%	47%	43%
Resident Lowest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	37%	36%	40%
220 Steeles	40%	39%	40%

Based on the assessment noted above, the average parking utilization percentage for the visitor is ranging from 34% to 78%, with the overall average of 56%. The lowest utilization average is 13% and the highest is 94%.

The average parking utilization percentage for the residential is ranging from 41% to 44%, with the overall average of 42%. The lowest utilization average is 37% and the highest is 40%.

Table 3 summarizes the Zoning By-law parking rate adjustment based on the proxy site parking utilization percentage. It should be noted that the existing surveyed percentage is only based on the existing conventional transit services in the area, including MiWay and GO Transit.

Table 3 – Parking Rate Adjustment to the Zoning By-law Rates

Unit Type	Zoning By-law Rates	Average Rate Adjustment	Lowest Range Adjustment	Highest Range Adjustment
Residential	0.38 spaces/unit	0.16 spaces/unit	0.14 spaces/unit	0.15 spaces/unit
Visitor	0.20 spaces/unit for visitor	0.11 spaces/unit	0.03 spaces/unit	0.19 spaces/unit

Figure 3 – Average Parking Utilization Percentage

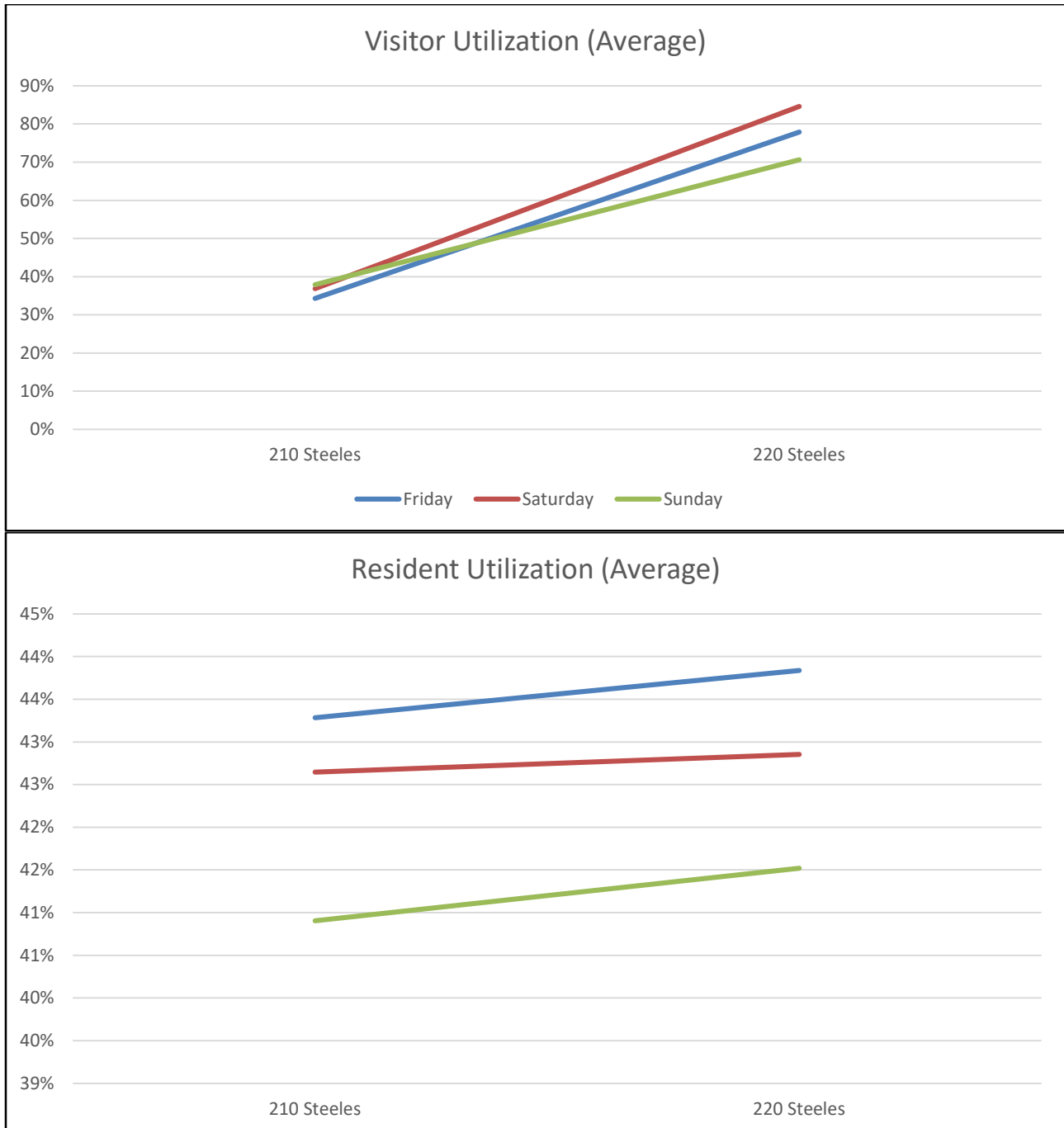


Figure 4 – Highest Parking Utilization Percentage

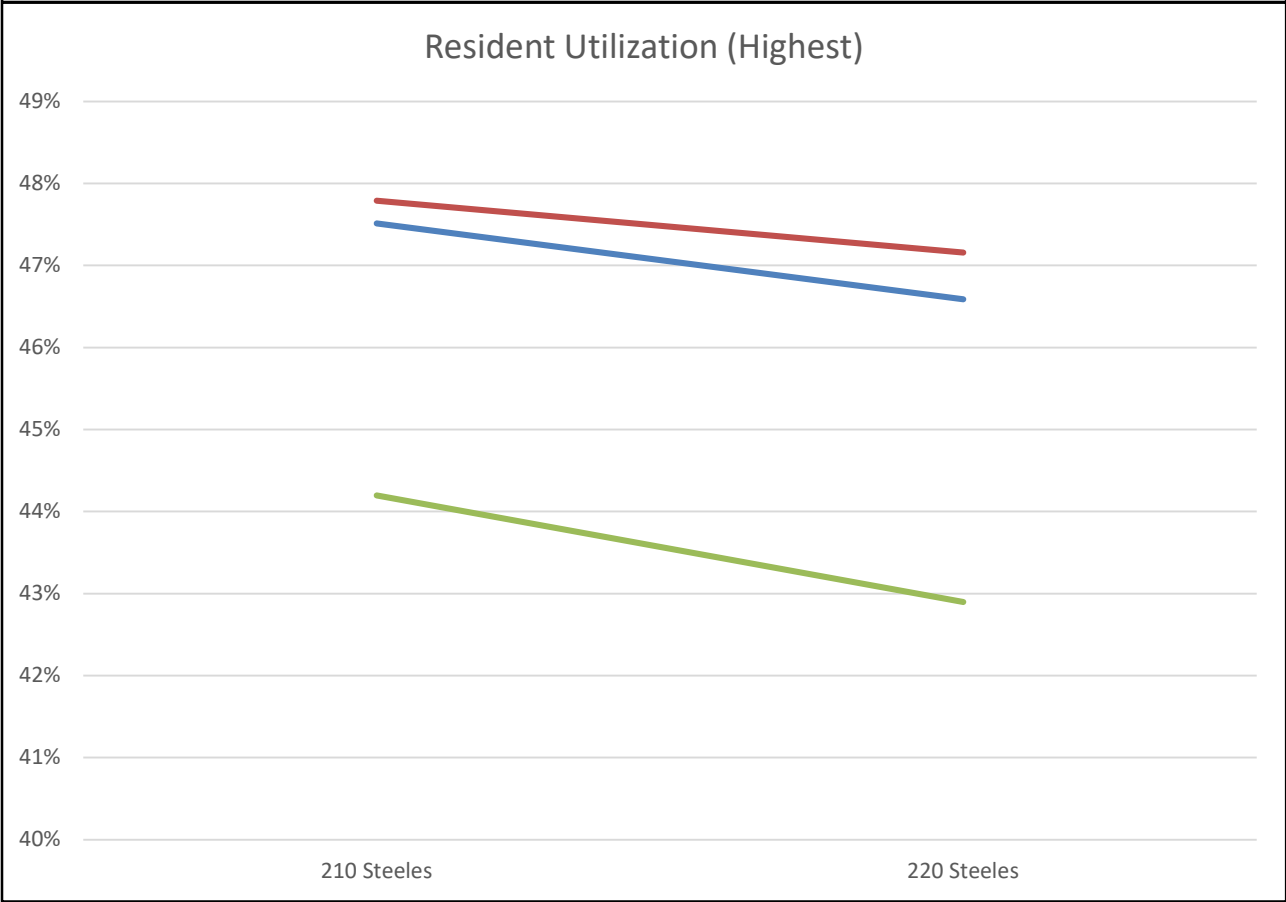
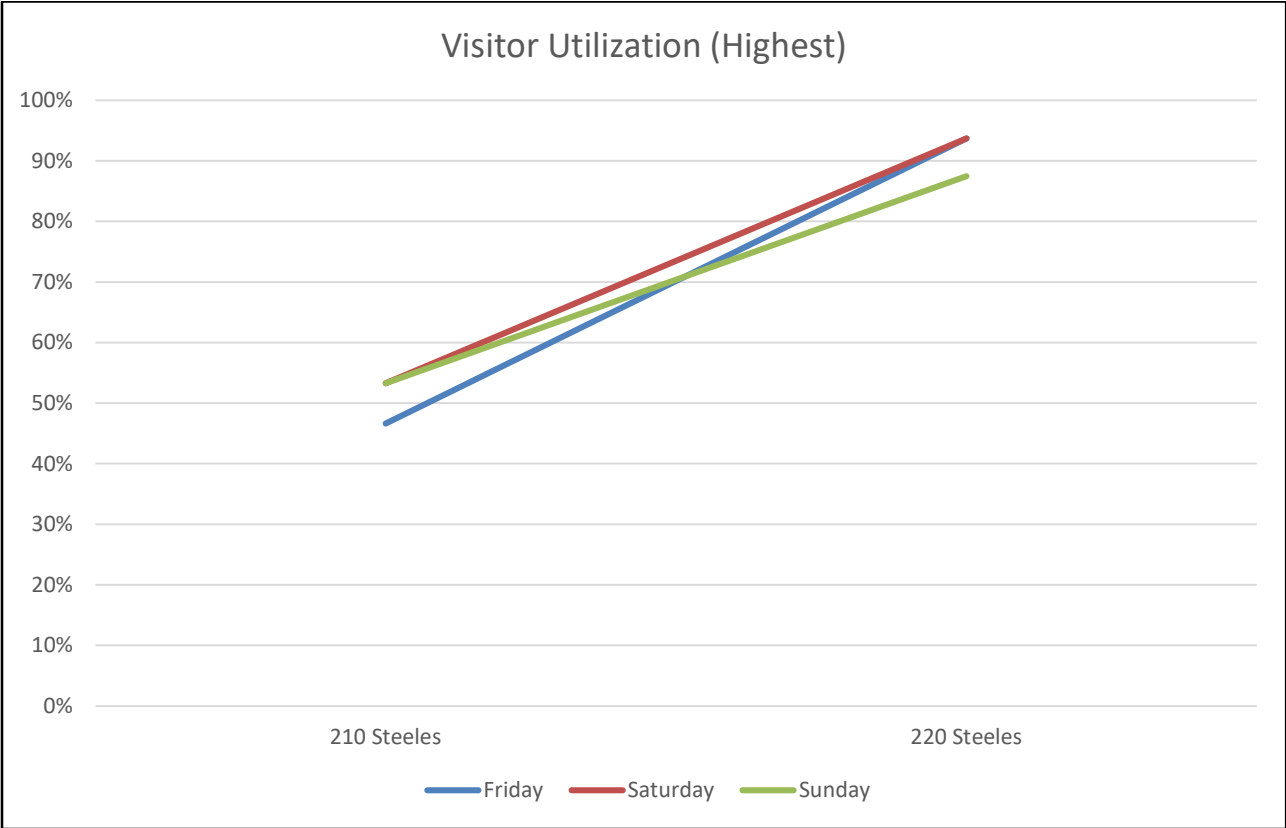
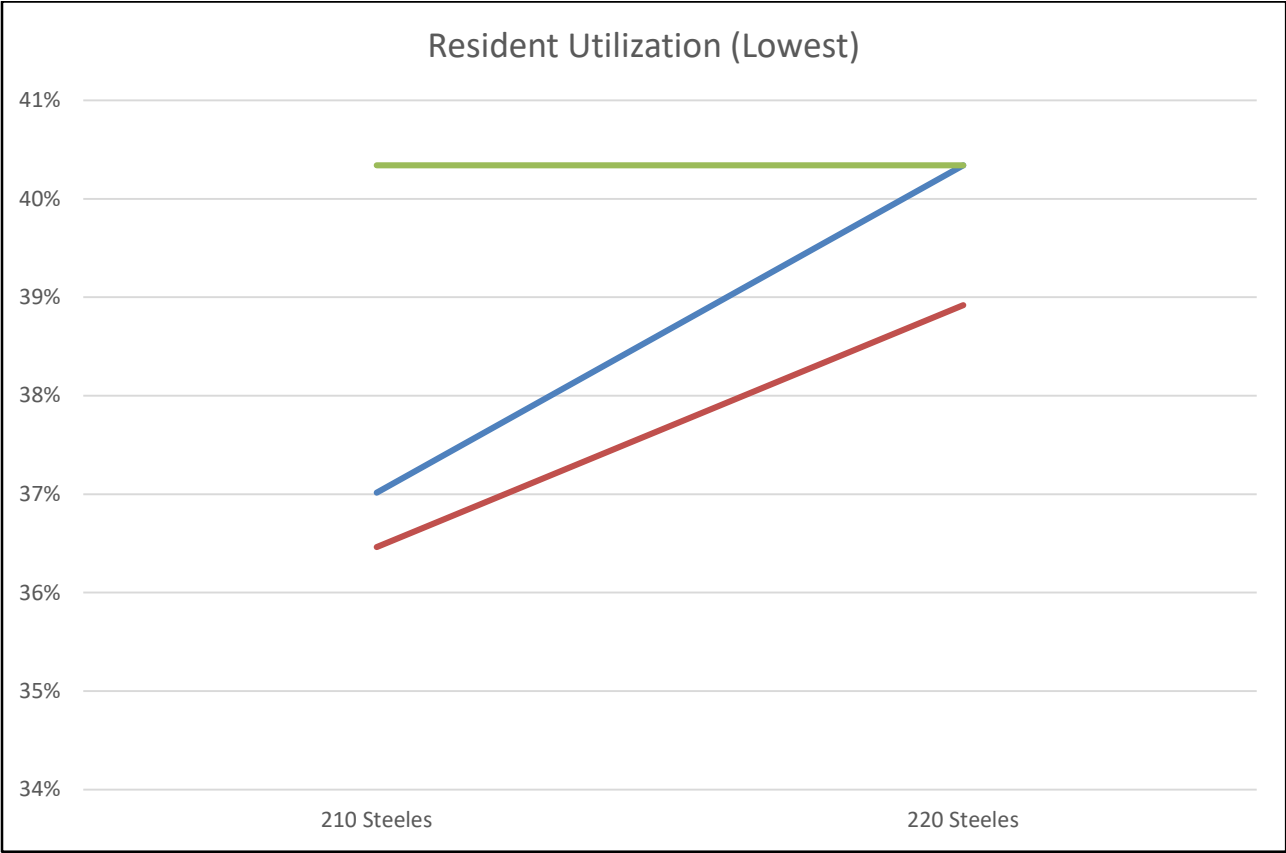


Figure 5 – Lowest Parking Utilization Percentage



4.4. City of Mississauga Vehicle Parking Utilization Survey Results

NexTrans has also recently conducted parking utilization survey for three proxy sites in the City of Mississauga along the Hurontario Street corridor with some similar characteristics as the subject site. The details for each site are provided below:

1. Site 1: 3515 Kariya Dr, Mississauga – 276 units condominium, 32-storey, no retail
2. Site 2: 3525 Kariya Dr, Mississauga, 328 units condominium, 31-storey, no retail
3. Site 3: Nahani Way, Mississauga – 404 condominium units, 33-storey, no retail

The parking utilization survey study was conducted on:

- Friday July 21, 2023 – from 6:00pm to 1:00am
- Saturday July 22, 2023 – from 2:00pm to 1:00am
- Sunday July 23, 2023 – from 2:00pm to 1:00am
- Monday July 24, 2023 – from 6:00pm to 1:00am
- Tuesday July 25, 2023 – from 6:00pm to 1:00am
- Saturday July 29, 2023 – from 2:00pm to 1:00am
- Sunday July 30, 2023 – from 2:00pm to 1:00am

4.5. Parking Utilization Percentage

For the purposes of this assessment, three percentage categories have been established, average, lowest and highest utilization percentage. **Table 4** summarizes the survey results, with **Figures 6, 7** and **8** illustrating the graphic representation of the data summary.

Table 4 – Parking Utilization Percentage Based on Proxy Sites

Site	Category	Visitor				Resident			
		Friday	Saturday	Sunday	Average	Sunday	Monday	Tuesday	Average
3515 Kariya Drive (week 1)	Average	46%	58%	57%	54%	61%	62%	62%	62%
3515 Kariya Drive (week 2)			93%	71%	82%		64%	61%	63%
3525 Kariya Drive (week 1)		48%	63%	70%	60%	53%	52%	51%	52%
3525 Kariya Drive (week 2)			49%	52%	51%		57%	55%	56%
8 Nahani Way (week 1)		83%	92%	85%	87%	53%	53%	53%	53%
8 Nahani Way (week 2)			85%	79%	82%		49%	52%	51%
3515 Kariya Drive (week 1)	Lowest	24%	37%	46%	36%	54%	53%	51%	53%
3515 Kariya Drive (week 2)			76%	56%	66%		49%	45%	47%
3525 Kariya Drive (week 1)		42%	44%	62%	49%	50%	45%	41%	45%
3525 Kariya Drive (week 2)			46%	46%	46%		47%	43%	45%
8 Nahani Way (week 1)		65%	74%	56%	65%	44%	42%	40%	42%
8 Nahani Way (week 2)			74%	44%	59%		43%	39%	41%
3515 Kariya Drive (week 1)	Highest	54%	73%	76%	68%	69%	72%	74%	72%
3515 Kariya Drive (week 2)			100%	98%	99%		76%	73%	75%
3525 Kariya Drive (week 1)		54%	72%	84%	70%	59%	59%	60%	59%
3525 Kariya Drive (week 2)			52%	58%	55%		64%	63%	64%
8 Nahani Way (week 1)		100%	100%	100%	100%	66%	65%	65%	65%
8 Nahani Way (week 2)			94%	94%	94%		61%	64%	63%

Based on the assessment noted above, the average parking utilization percentage for the visitor is ranging from 51% to 87%, with the overall average of 69%. The lowest utilization average is 36% and the highest is 100%

The average parking utilization percentage for the residential is ranging from 51% to 63%, with the overall average of 56%. The lowest utilization average is 41% and the highest is 72%.

Table 5 summarizes the Zoning By-law parking rate adjustment based on the proxy site parking utilization percentage. It should be noted that the existing surveyed percentage is only based on the existing conventional transit services in the area, including MiWay and GO Transit.

Table 5 – Parking Rate Adjustment to the Zoning By-law Rates

Unit Type	Zoning By-law Rates	Average Rate Adjustment	Lowest Range Adjustment	Highest Range Adjustment
Residential	0.38 spaces/unit	0.21 spaces/unit	0.16 spaces/unit	0.27 spaces/unit
Visitor	0.20 spaces/unit for visitor	0.14 spaces/unit	0.07 spaces/unit	0.20 spaces/unit

Figure 6 – Average Parking Utilization Percentage

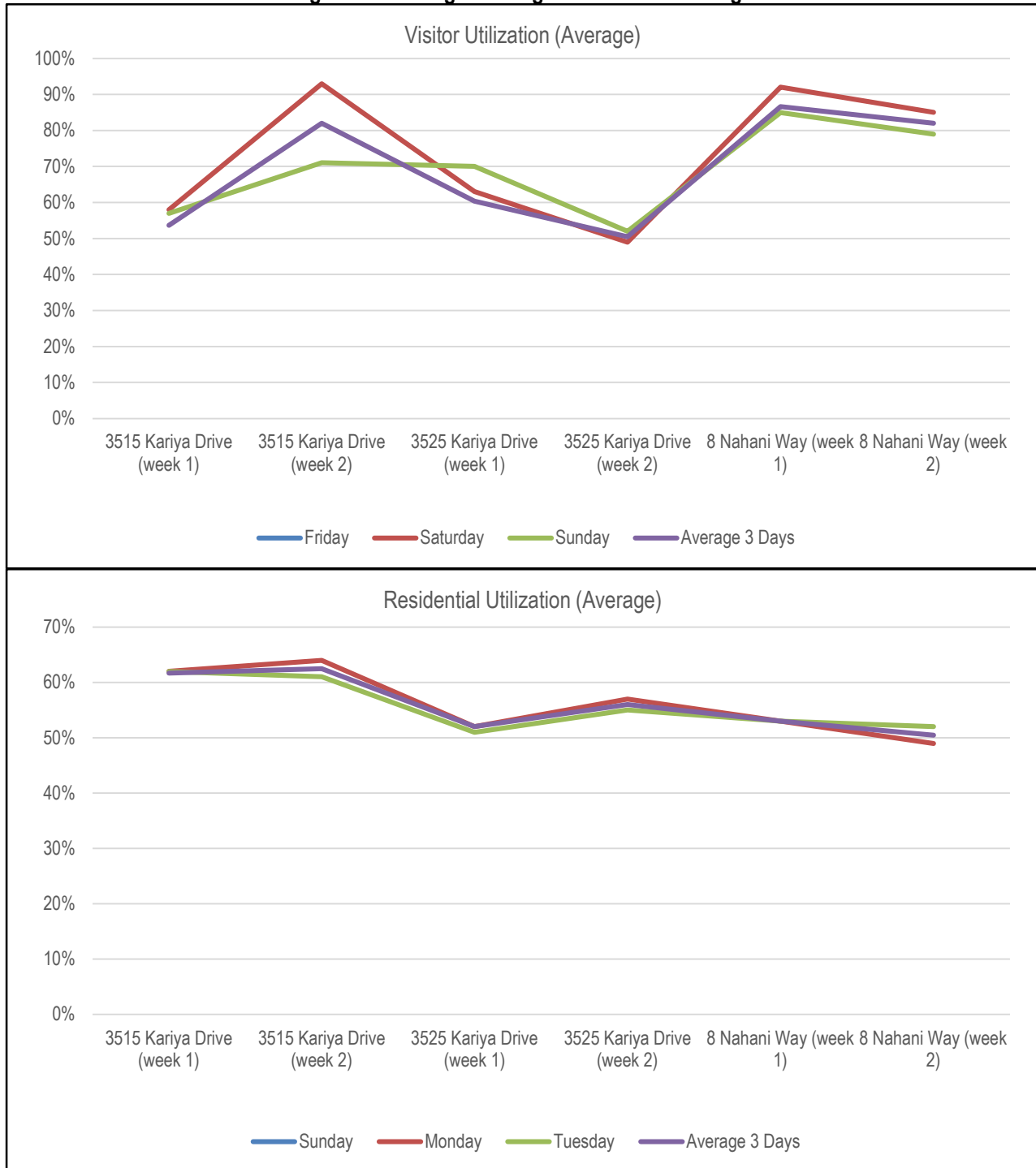


Figure 7 – Lowest Parking Utilization Percentage

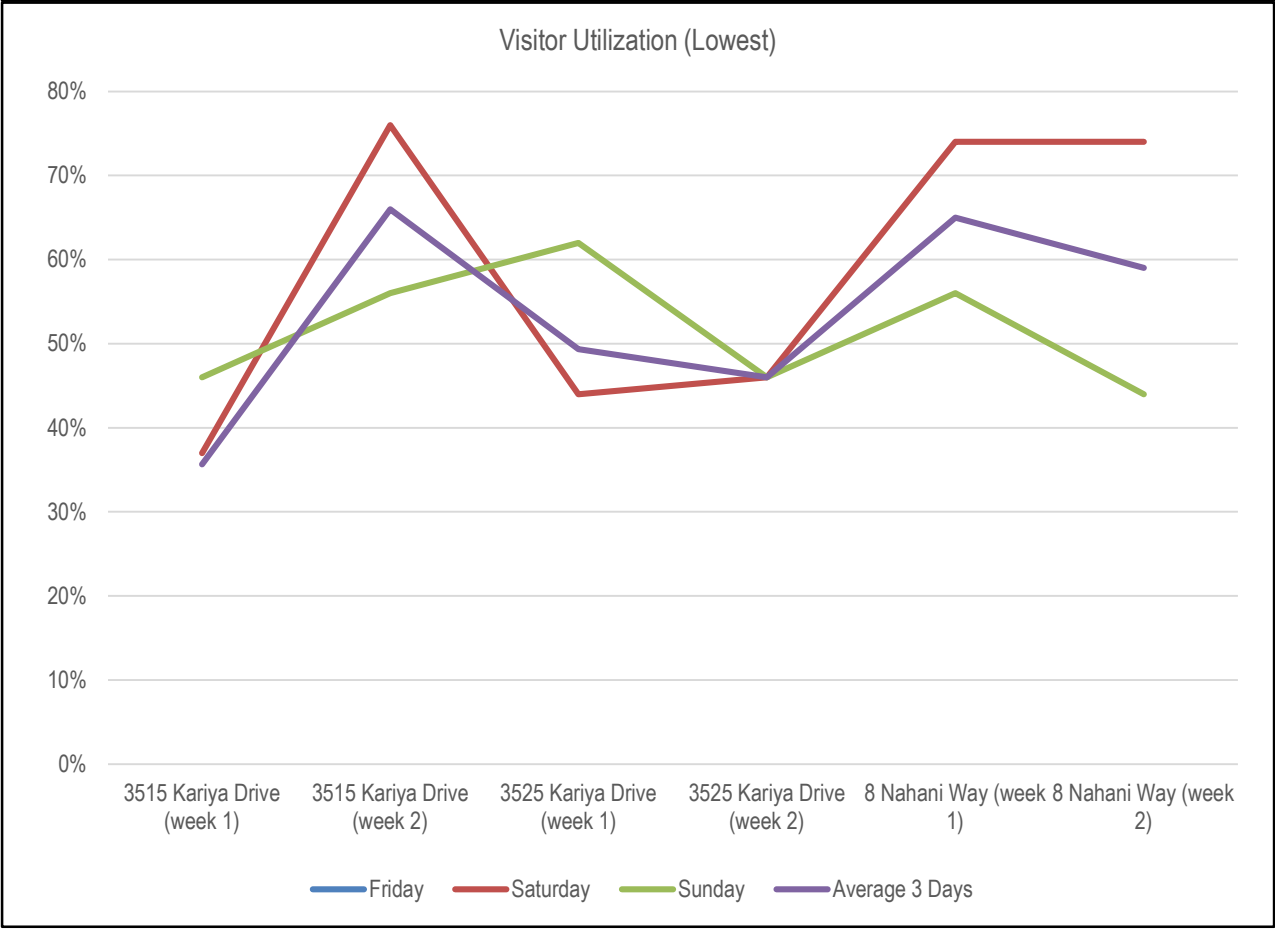
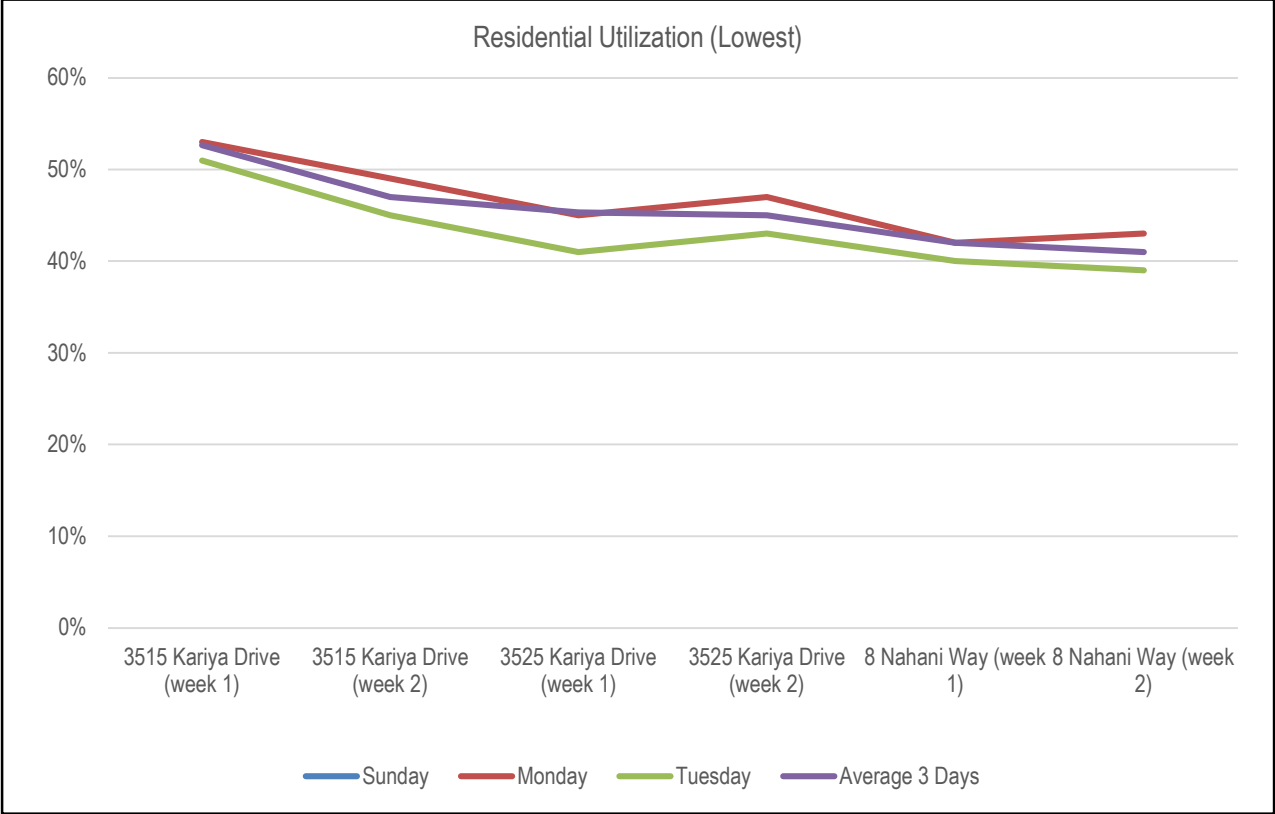
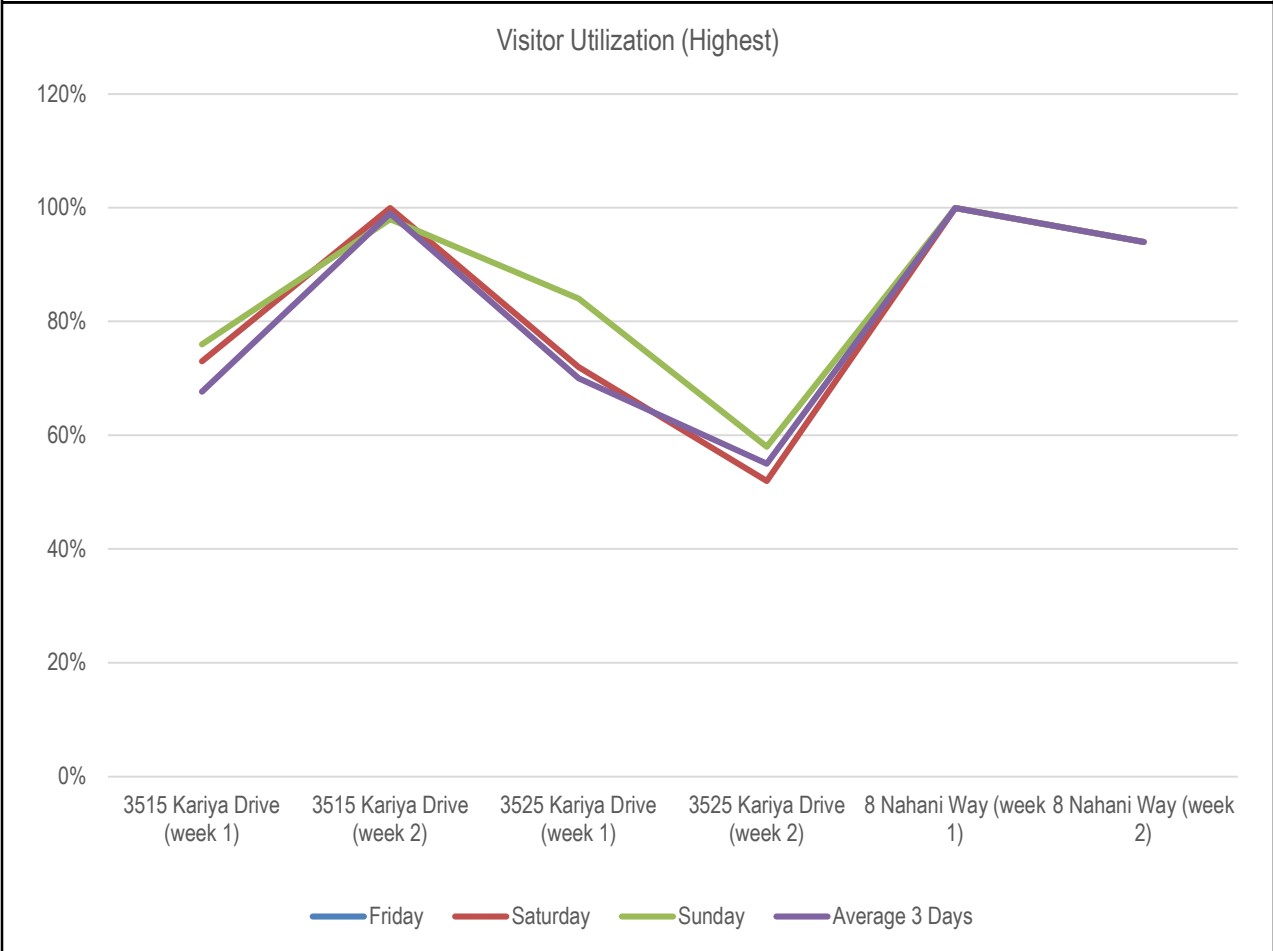
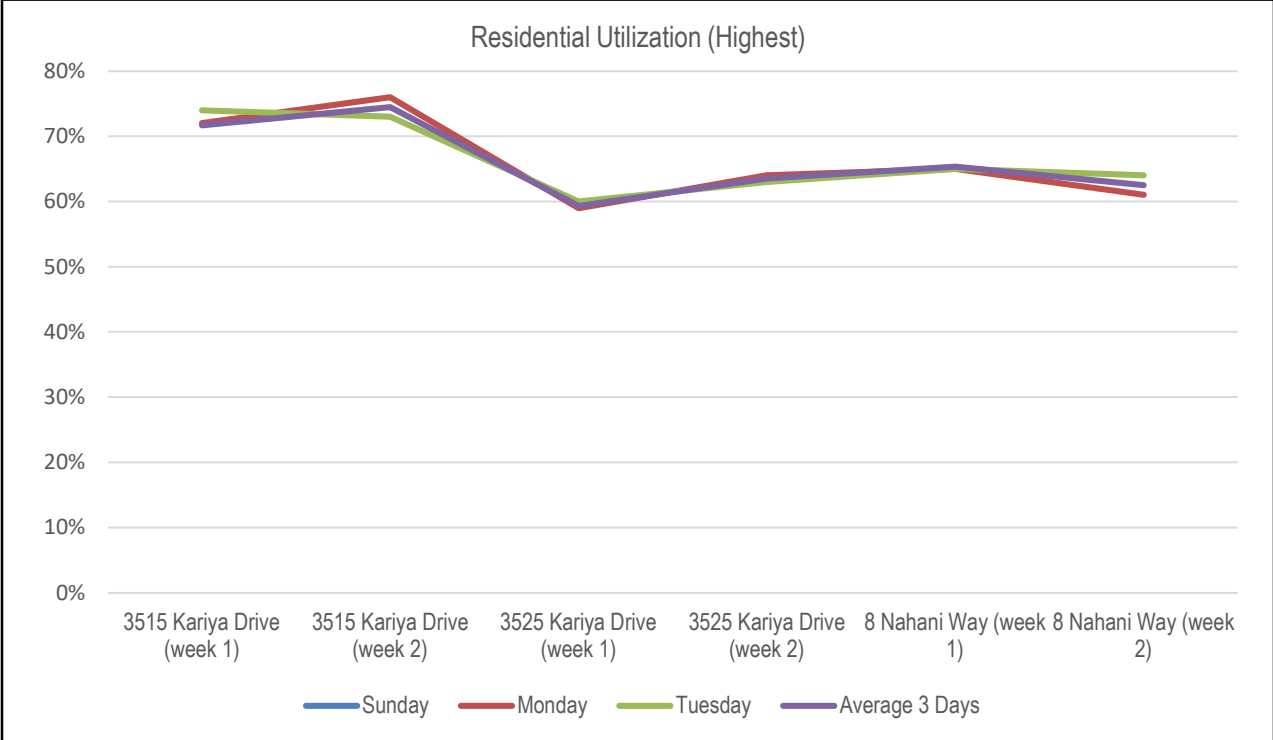


Figure 8 – Highest Parking Utilization Percentage



4.6. Recommendations Based on Parking Utilization Surveys

Based on the comprehensive analysis using the parking utilization survey data for the proxy sites, it is concluded that the recommended vehicle parking rates for the proposed development is reasonable and justified. **Table 6** below summarizes the recommended parking rates.

Table 6 – Recommended Parking Rates for the Proposed Development Based on Parking Utilization Survey Data

Land Use	Unit Type	No. of Unit	Parking Rates (space/unit)	Parking Requirement
Residential Condominium	Visitor	1,080	0.15 spaces/unit	162
	Residential	1,080	0.20 spaces/unit	216
Residential Townhouse	Visitor	13	0.15 spaces/unit	2
	Residential	13	1.00 spaces/unit	13
Total Visitor				164
Total Residential				229

5.0 VEHICLE PARKING JUSTIFICATIONS BASED ON POLICIES AND TREND

5.1. Subject Site Strategic Location

The subject property is located at 227-229 Main Street, north-east corner of the Main Street South/Charolais Boulevard intersection, in the City of Brampton. The proposed development is located within 500 m of the future MTSA at Main/Steeles and only 2km away from Brampton GO Station (Kitchener GO Line) with future two-way, all-day and 15-minute service. Most importantly, the site will be serviced by the future Main LRT that will connect the residents to GO Stations, Hurontario Corridor and to the City of Mississauga, based on the recent announcement from the Province. Therefore, the area will have excellent transit service.

Our review indicates that the area is currently servicing by excellent existing supportive land uses, active transportation network and transit network. This will encourage other modes of transportation such as walking, cycling and public transit. Future residents living in the proposed development will have other ways to travel around, with less dependent on private automobile.

5.2. Future Conditions in the Area

The Region of Peel is planning for more than 500,000 new residents and 250,000 new jobs in the Region by 2041. For this reason, as part of the Region of Peel Official Plan Review (Peel 2051), the Region is conducting Major Transit Station Areas Study along higher order transit corridors such as GO Train line, Light Trail Transit and Bus Rapid Transit.

A potential MTSA is identified at the Hurontario Street/Main Street/Steeles Avenue. MTSA's are lands generally located within 800 metre radius (or about 10-minute walk) of a transit station or stop along higher order transit lines. MTSA's are intended to encourage intensification, transit-oriented development mixed-use development that will utilize the future transit investments and support sustainable objectives in the Region's Official Plan.

In addition to higher order transit along Hurontario Street/Main Street, other active transportation facilities such as complete network of sidewalk and bicycle facilities will be constructed in the area to compliment the MTSA and encourage future residents to walk and cycle to the MTSA.

5.3. Existing Mode Share

Table 7 summarizes the travel mode split information based on the review of the 2016 Transportation Tomorrow Survey data for Traffic Zones 3350, 3352, 3497 and 3515. Detailed analysis is provided in **Appendix B**.

Table 7 – Modal Split based on 2016 TTS Data for Traffic Zones

Time	Trips Made by Traffic Zones				
	Auto Driver	Auto Passenger	Transit	Cycle	Walk
AM Peak Period (6:00AM – 9:00AM)	67%	10%	13%	2%	8%
PM Peak Period (4:00PM – 7:00PM)	68%	16%	12%	1%	3%

Based on the information noted in the table above, the non-auto mode of transportation (transit + walking + carpooling) accounts for near 33% during the morning peak period and 32% during the afternoon peak period. Given that the Hurontario LRT/Main Street LRT is not yet completed, this is a really positive trend for the area. With the completion of the major transit investments in the area, it is expected that the non-auto modal split will be significantly higher as driving a private vehicle is more expensive and drivers are facing significant congestions in the area and in the City of Brampton.

As parking management is the best Transportation Demand Management measure and the best incentive to promote transit usage, less parking shall be provided by new developments in the area in order to increase the mode share targets set out by various policies and objectives in the City and the Region Official Plans, Transportation Master Plans and Provincial Growth Statement.

Given that the majority of the residents will move into the proposed condo development are young professionals, new family or empty nester downsizing their properties will not own a car and accept the life style adjacent to major transit mobility hub. In addition, with no car ownership, it will help keep the housing and cost of living more affordable.

Therefore, parking reduction is justified and must be implemented in order to achieve the sustainable policies and requirements.

5.4. City of Brampton Official Plan (Consolidated 2015)

Based on NexTrans’ review of the City of Brampton Official Plan (Consolidated 2015), the following policies are identified under Section 4.5.3 (Transportation System and Demand Management Measures) and Section 4.5.5 (Parking Management):

- Policy 4.5.3.8 - The City shall develop a reduced parking strategy through secondary plans or zoning by-laws applicable to the office and retail areas to recognize the availability of and encourage the use of transit, carpools and vanpools. Within the Central Area, parking requirements for certain uses may be eliminated or reduced within the implementing Zoning By-law or Development Permit By-law regulations to both encourage appropriate development and recognize the pedestrian-oriented nature of the area.
- Policy 4.5.3.10 - The City shall require that appropriate transportation demand management measures to reduce single occupancy automobile trips are identified in transportation studies, including environmental assessments, traffic impact studies, and in development proposals.
- Policy 4.5.4.22 - The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.
- Policy 5.5.2 - The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.
- Policy 4.5.5.4 - The City shall encourage the efficient use of available parking facilities through the provision of shared parking.

- Policy 4.5.5.7 - The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.

Based on the City's Official Plan policies identified under Sections 4.5.3 and 4.5.5, it is included that the recommendations provided in this Letter related to reduce parking supply for the proposed development to support the existing and future transit investments along Queen Street E are reasonable and consistent with the Official Plan policies. These recommendations include but not limited to:

- Reduce resident parking for studio/bachelor and one-bedroom units since these units are typically purchased by single and young professionals or new families and without parking it will make the unit more affordable; and
- Reduce the resident parking rate from 1.4 spaces/unit to 0.90 space/unit

5.5. City of Brampton 2019 Active Transportation Master Plan

It is NexTrans' understanding that Brampton City Council endorsed the proposed Active Transportation Master Plan that the City has initiated in January 2016. This is the first ever Active Transportation Master Plan created by the City of Brampton. The intents of this document are to develop a more comprehensive active transportation network that accommodates short trips, connection to key destinations, connection to transit (first and last mile) and address the missing gaps.

The analysis indicates that with a complete network of sidewalk and cycling facilities in this area, the future residents can walk and cycling to work for the residents who will be working in the area, or they can walk and cycle to the future MTSA to take higher order transit along Queen Street E to connect to Downtown Brampton or Yonge-Spadina Subway Stations at York University.

Based on the justifications and reasons noted above, it is concluded that parking reduction is justified and must be implemented in order to achieve the sustainable policies and requirements.

5.6. Housing Affordability and Crisis

The Greater Toronto Area, including the City of Brampton, is currently facing a housing shortage and affordability crisis. Demand for new housing is high; especially during the COVID-19 pandemic. Once the pandemic is over, housing availability and affordability are expected to further decline. One component that increases the cost of new units in multi-storey buildings, is the requirement to provide a minimum rate of parking; even in areas well serviced by transit with historically low vehicle ownership and use rates. The cost of providing one underground parking space is in the range of \$48,000 to \$160,000 per space due to the aggregate impact of land costs, constructability, site constraints and other factors leading to high construction costs (*Source: City of Toronto Presentation: Review of Parking Requirements for New Development - Sept 2021*).

Furthermore, the more residential or visitor parking spaces that a proposed development has to provide, the more expensive the maintenance costs will be for the owners. Monthly maintenance cost for a parking space could be up to \$100 per month, on top of the capital costs of a parking space. The provision of less parking can reduce overall maintenance costs and result in lower housing costs/greater housing affordability.

5.7. Covid-19 Pandemic and Working from Home

As the COVID-19 pandemic is still impacting globally, in Canada, the Province of Ontario, and particularly, the City of Brampton and Peel Region, this pandemic will permanently alter the way people work and travel in the future. For example, since the lockdown in March, 2020, the City experienced a significant decrease in peak hour travel on both private vehicles and other trips in general. This is due to the fact that many office employees and employers elected to work from home. This trend has continued into November 2022; at the time of the preparation of this Study.

Based on various reporting from media, this working from home trend for office workers may continue even when the pandemic is over as both employees and employers have invested significantly in remote working equipment and infrastructures, as well as faster internet and online meeting platforms such as Zoom, Microsoft Teams and Skype for business.

5.8. A Reduction to the Minimum Vehicle Parking Requirements is Consistent with Provincial and Regional Direction

The Provincial Policy Statement, 2020 provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies which encourage land use patterns that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The Growth Plan (2019) contains policies related to reducing dependence on the automobile and promoting and supporting active transportation and transit. Discouraging auto-dependence requires that there are reasonable alternatives to cars available. All levels of government are making large investments to improve the transit system in Mississauga and the broader region which includes the future Hurontario LRT. The Region is working with the Province to ensure that areas near new stations develop in a transit-supportive way. Widely available automobile parking, mandated by parking minimums, supports continued widespread automobile use and puts the financial viability of the transit investments at risk. This is also addressed by the Growth Plan (2019) Policy 2.2.4.9 which says that "within all major transit station areas, development will be supported, where appropriate, by: c) providing alternative development standards, such as reduced parking standards."

This higher-level provincial policy direction is consistent with the Region of Peel's comments on the development proposal, where they explicitly note that a parking reduction should be considered. They advised:

"In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize impact on the environment: - Consider a reduction in parking ratio due to the proximity of Hurontario LRT."

5.9. High Residential Vehicle Parking Rates Result in More Car Ownership and More Driving While Reducing Transit Usage

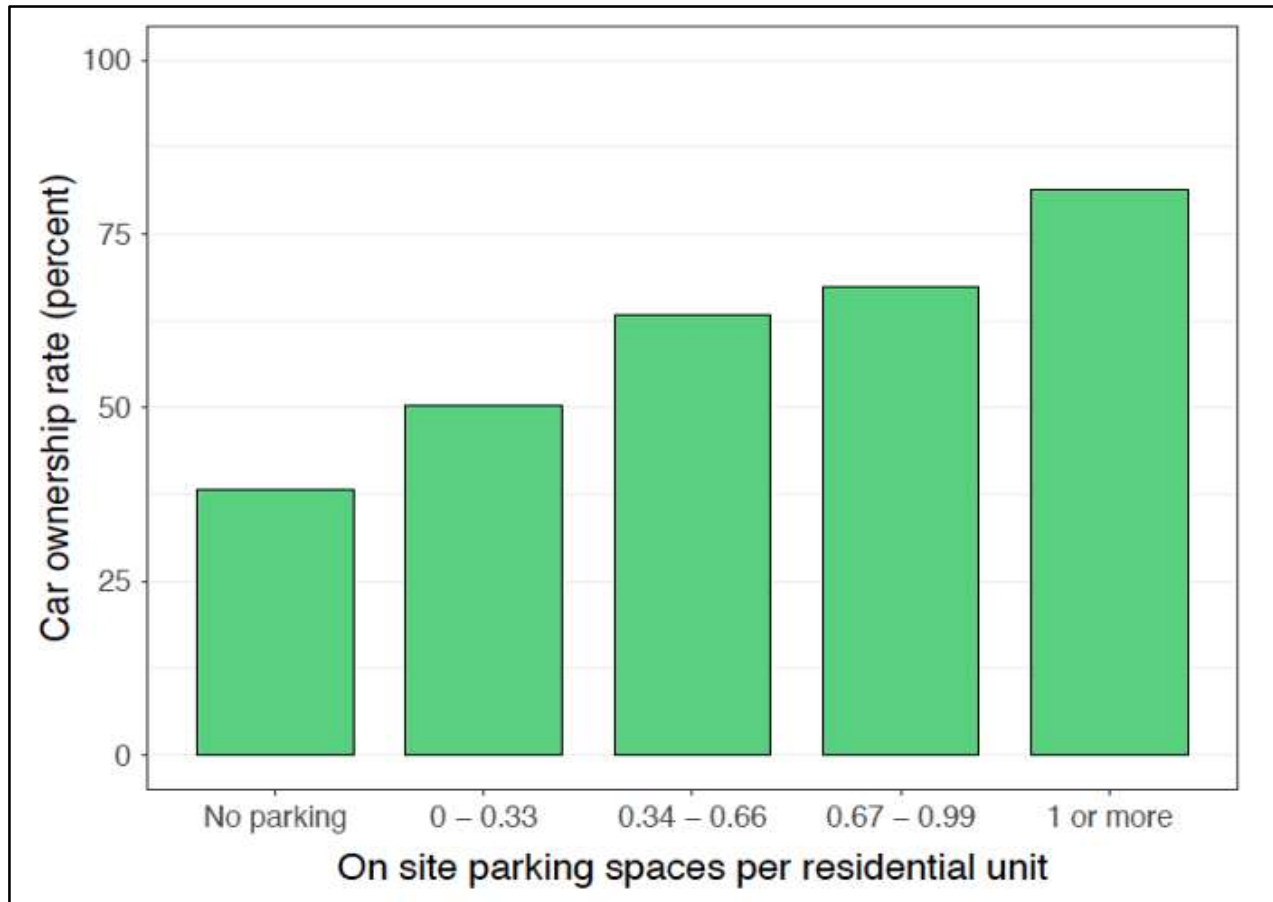
Many municipalities have historically required new development projects to include parking, out of fear that if new residents are not provided with parking they will park around the local community and this will cause issues. The assumption here, behind both the policy and the pushback on reductions, is that people will always choose to drive, and the urban environment should be designed to accommodate that inevitable choice. But new research shows how that assumption is often backwards — offering the strongest evidence yet that parking doesn't just follow driving in cities, but can actually cause it. The new work comes from a group of urban planning scholars at UCLA and UC-Santa Cruz, led by Adam Millard-Ball, and has been published in an issue of the journal *Urban Studies*. Using an innovative and elegant study method, the researchers show clearly that "increased parking causes more car ownership and more driving while reducing transit use." They continue: "In summary, the evidence from our study robustly supports that urban residents' transportation behavior — but not their employment — is affected by local features of the built environment, and particularly so by parking." The conclusion underscores the importance of urban design in shaping behavior.

This new study distinguishes itself by finding a way to effectively (and ethically) randomize a population: San Francisco's housing lottery. In San Francisco, inclusionary zoning regulations typically require new developments with 10 or more residential units to provide affordable housing, which is offered to income-eligible households through a lottery. This is the gold standard for showing causation through a randomized trial.

In spring 2019 — pre-pandemic — the researchers mailed a travel behavior survey to housing lottery winners in 197 development projects across San Francisco. The short questionnaire, provided in four different languages, asked about typical travel mode (car, transit, bike, walking), car-ownership status, and employment status. Roughly 780 households responded.

When the researchers matched travel behavior to parking requirements, they found “a clear and substantive trend.” as parking supply rose, so did car-ownership. In buildings without any parking, only 38 percent of respondents owned a car. Car-ownership climbed as parking requirements increased, reaching 81 percent of respondents in buildings that required one parking space per housing unit. **Figure 9** illustrates the survey responses for car ownership by residential parking ratio.

Figure 9 – Survey Responses for Car Ownership by Residential Parking Ratio



Owning a car isn’t the same as using it, but further analysis found a statistically significant relationship between parking supply and driving, too. Generally speaking, households that lived near public transit, or that had good walking or cycling access, tended to use those options more often than households that did not. But when it came to using transit, in particular, the effect of a building’s parking ratio was “more than twice as large” as that of its transit access.

In other words, even in buildings with transit access, parking supply was the stronger pull — increasing driving behavior by the same amount it reduced transit use. When buildings provide ample parking, residents buy a car and drive. But when buildings have transit access without easy parking, residents use other ways to get around.

“Where streets are relatively walkable and transit service is frequent,” writes the research team, “parking emerges as the key factor shaping household travel behavior.”

One final, critical result: the researchers found no connection at all between parking supply and full-time employment status. That’s very important, because it suggests that reducing or eliminating parking spaces won’t negatively impact a household’s ability to keep a job, as is often feared.

The study represents a significant step forward for urban mobility policy and offers robust, conclusive and definitive evidence through a controlled study that parking minimums do indeed cause more driving. In alignment with this study, San Francisco eliminated parking minimums. And likewise, supported by this study, San Jose; Cambridge, Massachusetts;

Culver City, California; Lexington, Kentucky; and Anchorage, Alaska have all eliminated parking minimums as of October of this year.

The results of this “gold standard” study were published after the preparation of the parking background study, Parking Master Plan and Implementation Strategy, May 2019, prepared by WSP which was used to inform the current Mississauga parking rates implemented December 6, 2021. Had this study proving the direct causation between providing a 0.8 spaces/unit and driving been available before the preparation of their report, it is expected that WSP would have recommended a much lower minimum parking rate nearing 0.3 to 0.4 spaces/unit and / or recommended a complete elimination of minimum rates in areas well-served by transit.

(Source: https://people.ucsc.edu/~jwest1/articles/MillardBall_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf).

5.10. A Reduction to the Minimum Vehicle Parking Requirements Increases the Supply of Affordable Housing

Increasing the supply of affordable housing is a Provincial, Region of Peel and City of Mississauga priority. Parking minimums increase the cost of housing, by adding to construction costs which may in turn be passed on to residents. Typical underground parking costs in the GTA Complex conditions can add up to \$200/ft² more (Source: *AltusGroup - 2021 Canadian Cost Guide*). This translates to a \$48,000 - \$160,000 increase in the cost of housing. There are also short term and long-term maintenance/condo fees related to this parking. The ability to avoid the cost of parking by choosing housing without parking is limited by the existence of minimum parking requirements. Many municipalities in Ontario, Canada and abroad have acknowledged that current automobile parking standards represent a barrier to the City achieving its housing vision and have recently made decisions to severely reduce and / or eliminate parking minimums in areas well-served by transit:

5.10.1. City of Toronto

The City of Toronto has recognized that the requirement of excessive parking is a barrier to achieving the City’s housing needs and objectives, auto-independence and promoting other modes of transportation such as public transit, walking and cycling. In March, 2022, the City of Toronto Council has adopted Zoning By-Law Amendments that removed the minimum parking requirement for residential component, instead, the Zoning By-law only speaks to the maximum parking rates that can be applied to a proposed residential development (By-law 89-2022 - removal of minimum residential parking space requirements and the establishment of residential parking maximums provided in Provision 18).

5.10.2. City of Edmonton

In June of 2020, the City of Edmonton Council voted unanimously to change the Zoning By-law with no minimum vehicle parking requirements. Maximum parking requirements will remain in effect downtown and are being expanded in transit-oriented developments and main street areas.

5.10.3. Other Cities in the United States

A number of American cities have eliminated minimum parking requirements on new developments:

- City of Buffalo, 2017
- City of Minneapolis, 2021
- City of San Diego, 2021
- City of San Jose, 2022
- City of San Francisco, 2018
- City of Portland,
- City of Berkeley, 2021
- City of Sacramento, 2021
- City of South Bend, 2021
- City of Alameda, 2021

- City of Richmond, 2021
- City of St. Paul, 2021
- City of Emeryville, 2019
- City of Raleigh, 2022
- City of Ann Arbor, 2022
- City of Canandaigua, 2020
- City of Jackson, 2021
- Culvert City, 2022
- City of Dunwoody, 2019
- City of Lexington, 2022
- City of Albemarle, 2021
- City of Hudson, 2019

5.10.4. City of Vaughan

The City of Vaughan Council passed Zoning By-law 001-2021 in October of 2021 (part of the By-law is being appealed to the LPAT), that includes a reduction in the minimum number of parking spaces required. Under the previous Zoning By-law No. 1-88, a minimum of 1.5 parking spaces per dwelling unit was required. The City's new Zoning By-law No. 001-2021 will include a notable reduction in parking rates in the Vaughan Metropolitan Centre (VMC) area, with a rate of only 0.55 spaces/unit (0.40 spaces/unit for residents and 0.15 spaces/unit for visitors). While the Zoning By-law rates have been set, we do know that lower rates than the new by-law rates have been approved in the VMC. It should be noted that the VMC shares similar characteristics with the subject site's area with significant transit investments by all levels of government. The subject site is currently well-served by the existing Mississauga City Transit Terminal, and it will be well-served by the future Hurontario LRT Line, which provides connection to the Cooksville GO Train Station, future Dundas BRT and future Lakeshore BRT.

5.10.5. City of Ottawa

The City of Ottawa Zoning By-Law parking requirements were revised to eliminate minimum parking requirements for developments within 600 metres of an LRT station, and similar to the City of Toronto, it adopts a maximum allowable parking rates for new development. This is to support the new major transit investment of the Confederation Line which opened in December 2019 and services through the downtown area. New residential developments near LRT stations are not required to provide any resident parking and only require to provide visitor parking at a rate of 0.10 spaces per unit.

5.10.6. North Oakville (Town of Oakville)

The Town of Oakville Council passed Zoning By-Law No. 2009-189 for the area of North Oakville. The Zoning By-law No. 2009-198 provides maximum allowable parking rates for new residential developments, such as apartment buildings with more than 4-storey (up to 1.25 spaces per dwelling unit for residents plus 0.20 for visitors). This Zoning By-Law is in line with the North Oakville Parking Strategy study, prepared in November, 2009, which provided the Town with a strategy to create a pedestrian friendly and a more transit-oriented suburb by encouraging a more efficient use of private and public parking resources and provide a reduced parking requirement to reflect transit planning goals.

5.10.7. City of Brampton

The City of Brampton has adopted Zoning By-law Amendment No. 45-2021 to the Zoning By-law No. 270-2004 for the Downtown, Central Area and Hurontario/Main Street Corridor. The By-law states that, notwithstanding any minimum parking requirement prescribed in Sections 10.9.2(a), 10.9.3, 20.3.1 and 30.5, there shall be no minimum required parking for any use within the boundaries of Schedule B-7.

This is a very encouraging provision to support and address housing affordability and shortage in the City of Brampton. This is also in-line with other jurisdictions in the GTA such as the City of Toronto as indicated above. Given that the proposed development is located adjacent to three rapid transit lines (Hurontario LRT, Milton GO Line and Dundas BRT

further to the south). We recommend the proposed development have a much lower rate, or no minimum, similar to the City of Brampton and the City of Toronto, as presented in this Study.

The municipalities that have severely reduced and / or remove parking minimums have not re-imposed them, noting that they have been successful. They have found that the reduction to the minimum automobile parking requirements does not remove or prohibit parking in new developments but rather recognizes that parking minimums embedded in their prevailing zoning by-laws may not be nuanced enough or be updated frequently enough to be applicable in all situations and equitable access, such as for accessible parking, can still maintain. Specifically, the City of Toronto cited:

“.. the amount of parking that is required sorts itself out through market mechanisms. If someone wants a parking spot, they can get one through renting or purchasing a property that includes a parking spot. If developers realize they are unable to sell units without parking, parking will be provided.”

5.11. A Reduction to the Minimum Vehicle Parking Requirements Will Help Supporting Local Businesses

A lower parking rate can help to support local businesses and improve the overall vibrancy of the community. When tenants are encouraged to use alternative forms of transportation, they are more likely to walk or bike to local shops, restaurants, and other businesses. This can help to support the local economy and create a more vibrant and dynamic community. A study from London England found that implementing policies aimed at reducing auto-dependence and encouraging transportation alternatives to automobiles, increased retail spend by 30% in local town centres and on main streets. And over a month, people who walk to the main street spend up to 40% more than people who drive there.

(Source: <https://content.tfl.gov.uk/town-centres-report-13.pdf>).

This is consistent with other policy and design interventions implemented in other cities like the City of Toronto, New York City and Seattle. For example, the introduction of bike lanes, and the recent removal of parking minimums, on Vanderbilt Avenue, in New York City, led to a 102% increase in retail sales and, similarly, on Latona Avenue and 65 Street, in Seattle, a similar intervention increased retail sales by 400%.

(Source: <https://www.toronto.ca/wp-content/uploads/2019/11/8fd3-Bloor-Bike-Lane-Economic-Impact-Research-Summary-2019.pdf>).

5.12. A Reduction to the Minimum Vehicle Parking Requirements has a Number of General Benefits

A reduction in the minimum parking requirements which decreases vehicle trips and increases transit usage (as proven via the UCLA study above) also provides the following benefits:

- Reduced traffic congestion in the area. Refer to Section 3.2 (2016 TTS Mode Share) of this report which demonstrates that a reduction in vehicle parking reduces the number single-occupancy trips.
- Reduced GHG emissions. The grams of CO₂ per person kilometer traveled for a car is 243.8 grams, 20 grams for a streetcar, and zero grams for walking and biking.

(Source: <https://sensibletransport.org.au/project/transport-and-climate-change/>)

- Safer streets for all road users, other drivers, bicyclists, pedestrians. A new controlled study from the Department of Safety and the Environment Institute of Transport Economics in Oslo, Norway showed that the more bikes there were, the more drivers saw bikes and were able to coexist safely with riders. The number of accidents between cars and bicycles decreased substantially as the number of people riding bicycles increased.

5.13. Region of Peel Sustainable Transportation Strategy

It is NexTrans' understanding that in February 2018, the Regional Council approved the goal of a 50% modal split by 2041. The Sustainable Transportation Strategy Report (February 2018) provides the following framework for the Region to meet its goals by:

- increase the current 37% share of trips by walking, cycling, transit, carpooling and telework in Peel Region, to achieve a 50% sustainable mode share by 2041,
- accommodate growth in a way that prioritizes environmental, societal and economic sustainability, and
- contribute to a Regional transportation system that is safe, convenient, efficient, multi-modal, well-integrated and sustainable.

The Strategy focused on building complete street to provide sidewalks and cycling facilities, expand carpool lot and promote more carpooling, telework and parking management.

Therefore, parking management is the best measure to support this Strategy given that reduce parking in new development will encourage new residents to consider other sustainable modes of transportation such as walking, cycling and public transit.

5.14. Conclusion on Why Vehicle Parking Rate Reduction is Justified

Based on the comprehensive justifications provided above, it is concluded that reduction to the residential parking rate is justified, desirable and would support the City of Brampton Official Plan Policies:

- The proxy parking utilization survey indicates that 0.20 spaces/unit for resident and 0.15 spaces/unit for visitor can be achieved.
- The proposed parking rate reductions would be consistent with the PPS, the Growth Plan, the Region's comments on this specific development proposal and the approaches followed by many municipalities in the GTA. In particular, the experience in these other cited municipalities demonstrates that automobile parking minimums can be eliminated and still achieve Official Plan policies which require adequate or sufficient parking off-street or on-site.
- Given these considerations, and in the context of the future Hurontario LRT, Main Street LRT and the newly available controlled study that definitively ties minimum parking standards to increased automobile usage, the proposed reduction to the minimum automobile parking requirements is justified, desirable and would better support the Official Plan's vision to:
 - create compact complete communities
 - encourage transportation alternatives to automobiles
 - be consistent with policies aimed at reducing auto-dependence
 - support and encourage land- and cost-efficient forms
 - provide for efficient use of land next to planned transit

6.0 TDM MEASURES SUMMARY TO BE PROVIDED BY THE PROPOSED DEVELOPMENT TO SUPPORT NO MINIMUM PARKING PROVISION

Transportation Demand Management (TDM) is a co-ordinated series of actions aimed at maximizing the people moving capability of the transportation system. It is intended to help reduce single-occupant auto use. Potential TDM measures may include but are not limited to: TDM supportive land use, bicycle and pedestrian programs and facilities, public transit improvements, preferential treatments for buses and high occupancy vehicles (if applicable), ridesharing, and employee incentives.

As indicated, the proposed development is located adjacent to the future Main Street LRT and only a few minutes bike ride or transit ride to the Brampton GO Station, as such, there are many efficient, quick, convenient and sustainable ways to travel instead of owning and driving private vehicles. With the recent gas price increases and capital cost of owning a vehicle (new vehicle shortage due to supply chain problem), more residents will choose to use convenient and effective mode of transportation such as public transit, walking and cycling instead of driving private vehicles.

Based on the comprehensive analysis provided in this Letter, the following TDM measures and incentives are recommended for the proposed development and summarized in **Table 8** below to support the TDM measures to support “no minimum parking requirement provision” for the proposed development.

Table 8 – TDM Measures to Support “No Minimum Parking Requirement Provision”

TDM Measures	Description	Responsibility
Secure bicycle parking space	A provision of 648 bicycle parking spaces	Owner
Bicycle repair station	A bicycle repair station will be provided within a secure area of the subject site where residents and visitors can easily access the repair station to compliment the on-site bicycle parking provision	Owner
Car-share vehicle and parking space provision	A car-share vehicle program and at least 1 car-share parking space for private residential use will be provided and will support TDM	Owner
Transit incentives	Provide pre-load PRESTO Card of one month equipment transit pass on demand basis	Owner
Create a TDM monitoring program	The applicant will undertake a TDM Monitoring Follow-up Survey with residents two years after the Initial Surveys and report back to the city staff.	City and Owner
Outreach program	Reach out to residents to help them plan their trips. This could be done through online meeting appointment (e.g., Zoom), interactive websites, video, etc.	City and Owner
Transit/active transportation information package	An information package can be provided to residents through a physical sales office and/or as a notice to residents via online or email that provides recommendations to websites and transit mobile apps for real-time transit schedules and routes.	Owner
EV parking spaces	Provide EV parking spaces for both cars and scooters, as well as bicycle where appropriate. Details will be provided at the site plan stage.	Owner
Pedestrian amenities	Provide well-lid and direct pedestrian and cycling connections along the frontage of the site along Hurontario and Charolais Blvd	Owner
Site Design	Internal site design and circulation to accommodate pedestrians and cyclists	Owner

7.0 CONCLUSION AND RECOMMENDATION

Based on the information provided in this preliminary parking assessment Letter, the proposed development must reduce the parking supply to meet the MTSA requirements and the City/Region’s Official Plan sustainable objectives and policies.

Our comprehensive analysis and justifications provided in this Letter, it is concluded that the “no minimum parking provision” can be supported and recommended for the proposed development.

Given that the proposed development can provide approximately 0.20 parking spaces/unit for residential and 0.15 spaces/unit for visitor, the recommended parking rates for the proposed development are:

- Minimum of 0.00 space/unit to maximum of 0.20 spaces/unit for residential
- Maximum of 0.15 spaces/unit for visitor

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Nextrans Consulting Engineers

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Appendix A

Parking Utilization Survey Results

210 Steeles Avenue Parking Utilization Survey (Friday June 24 to Sunday June 26)

Description	Total Parking Spaces	Parking Rate
Visitor	15	0.06 spaces/unit
Resident (265 spaces underground + 97 surface)	362	1.43 spaces/unit
Total Residential Units	254	

Friday June 24, 2022							
Time	Visitor Demand	Visitor Utilization %	Resident Underground	Resident Surface	Resident Utilization %	Visitor Rate	Resident Rate
18:00	6	40%	119	15	37%	0.02	0.53
18:30	7	47%	127	17	40%	0.03	0.57
19:00	5	33%	125	19	40%	0.02	0.57
19:30	6	40%	134	16	41%	0.02	0.59
20:00	4	27%	139	14	42%	0.02	0.60
20:30	7	47%	140	15	43%	0.03	0.61
21:00	8	53%	145	12	43%	0.03	0.62
21:30	4	27%	142	17	44%	0.02	0.63
22:00	5	33%	149	19	46%	0.02	0.66
22:30	3	20%	145	20	46%	0.01	0.65
23:00	5	33%	146	20	46%	0.02	0.65
23:30	4	27%	150	20	47%	0.02	0.67
0:00	3	20%	152	20	48%	0.01	0.68
Average Parking Utilization		34%			43%	0.02	0.62

Saturday June 25, 2022							
Time	Visitor Demand	Visitor Utilization %	Tenant Underground	Tenant Onground	Resident Utilization %	Visitor Rate	Resident Rate
18:00	5	33%	112	20	36%	0.02	0.52
18:30	4	27%	120	20	39%	0.02	0.55
19:00	5	33%	127	21	41%	0.02	0.58
19:30	6	40%	130	19	41%	0.02	0.59
20:00	7	47%	131	16	41%	0.03	0.58
20:30	7	47%	140	15	43%	0.03	0.61
21:00	7	47%	141	13	43%	0.03	0.61
21:30	8	53%	143	16	44%	0.03	0.63
22:00	7	47%	142	15	43%	0.03	0.62
22:30	5	33%	142	18	44%	0.02	0.63
23:00	4	27%	145	19	45%	0.02	0.65
23:30	4	27%	150	19	47%	0.02	0.67
0:00	3	20%	154	19	48%	0.01	0.68
Average Parking Utilization		37%			43%	0.02	0.61

Sunday June 26, 2022							
Time	Visitor Demand	Visitor Utilization %	Tenant Underground	Tenant Onground	Resident Utilization %	Visitor Rate	Resident Rate
15:00	8	53%	131	14	40%	0.03	0.57
15:30	8	53%	130	11	39%	0.03	0.56
16:00	8	53%	127	11	38%	0.03	0.54
16:30	8	53%	125	12	38%	0.03	0.54
17:00	7	47%	129	12	39%	0.03	0.56
17:30	6	40%	130	11	39%	0.02	0.56
18:00	7	47%	133	14	41%	0.03	0.58
18:30	8	53%	136	14	41%	0.03	0.59
19:00	4	27%	135	16	42%	0.02	0.59
19:30	2	13%	139	17	43%	0.01	0.61
20:00	2	13%	139	19	44%	0.01	0.62
20:30	3	20%	140	20	44%	0.01	0.63
21:00	3	20%	140	20	44%	0.01	0.63
Average Parking Utilization		38%			41%	0.02	0.58

Visitor Average			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	34%	37%	38%
220 Steeles	78%	85%	71%
Visitor Highest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	47%	53%	53%
220 Steeles	94%	94%	88%
Visitor Lowest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	20%	20%	13%
220 Steeles	69%	69%	50%
Resident Average			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	43%	43%	41%
220 Steeles	44%	43%	42%
Resident Highest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	48%	48%	44%
220 Steeles	47%	47%	43%
Resident Lowest			
Survey Dates	Friday	Saturday	Sunday
210 Steeles	37%	36%	40%
220 Steeles	40%	39%	40%

220 Steeles Avenue Parking Utilization Survey (Friday June 24 to Sunday June 26)

Description	Total Parking Spaces	Parking Rate
Visitor	22	0.09 spaces/unit
Resident (257 spaces underground + 95 onground)	352	1.39 spaces/unit
Total Residential Units	254	

Friday June 24, 2022							
Time	Visitor Demand	Visitor Utilization %	Resident Underground	Resident Surface	Resident Utilization %	Visitor Rate	Resident Rate
18:00	11	69%	130	14	41%	0.04	0.57
18:30	13	81%	129	13	40%	0.05	0.56
19:00	12	75%	125	15	40%	0.05	0.55
19:30	14	88%	124	17	40%	0.06	0.56
20:00	13	81%	141	19	45%	0.05	0.63
20:30	15	94%	143	13	44%	0.06	0.61
21:00	11	69%	142	15	45%	0.04	0.62
21:30	10	63%	141	12	43%	0.04	0.6
22:00	13	81%	145	16	46%	0.05	0.63
22:30	12	75%	143	18	46%	0.05	0.63
23:00	15	94%	145	19	47%	0.06	0.65
23:30	12	75%	143	21	47%	0.05	0.65
0:00	11	69%	142	21	46%	0.04	0.64
Average Parking Utilization Rates		78%			44%	0.05	0.61

Saturday June 25, 2022							
Time	Visitor Demand	Visitor Utilization %	Resident Underground	Resident Surface	Resident Utilization %	Visitor Rate	Resident Rate
18:00	14	88%	129	14	41%	0.06	0.56
18:30	15	94%	127	15	40%	0.06	0.56
19:00	15	94%	125	17	40%	0.06	0.56
19:30	14	88%	120	17	39%	0.06	0.54
20:00	12	75%	125	18	41%	0.05	0.56
20:30	12	75%	128	20	42%	0.05	0.58
21:00	11	69%	129	21	43%	0.04	0.59
21:30	13	81%	131	21	43%	0.05	0.6
22:00	13	81%	135	21	44%	0.05	0.61
22:30	15	94%	138	21	45%	0.06	0.63
23:00	14	88%	140	21	46%	0.06	0.63
23:30	14	88%	141	21	46%	0.06	0.64
0:00	14	88%	145	21	47%	0.06	0.65
Average Parking Utilization Rates		85%			43%	0.06	0.59

Sunday June 26, 2022							
Time	Visitor Demand	Visitor Utilization %	Resident Underground	Resident Surface	Resident Utilization %	Visitor Rate	Resident Rate
15:00	8	50%	133	16	42%	0.03	0.59
15:30	9	56%	130	18	42%	0.04	0.58
16:00	9	56%	127	19	41%	0.04	0.57
16:30	9	56%	127	20	42%	0.04	0.58
17:00	10	63%	125	19	41%	0.04	0.57
17:30	11	69%	122	20	40%	0.04	0.56
18:00	10	63%	122	21	41%	0.04	0.56
18:30	12	75%	124	21	41%	0.05	0.57
19:00	14	88%	125	21	41%	0.06	0.57
19:30	13	81%	122	21	41%	0.05	0.56
20:00	14	88%	126	21	42%	0.06	0.58
20:30	14	88%	128	21	42%	0.06	0.59
21:00	14	88%	130	21	43%	0.06	0.59
Average Parking Utilization Rates		71%			42%	0.05	0.57

PARKING SURVEY SHEET

ADDRESS: 3515 Kariya

DATE: Friday, July 21, 2023

TOTAL PARKING :

Visitor Spaces 41
Number of Units 276

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
18:00	18	0	44%	0.07
18:30	18	0	44%	0.07
19:00	18	0	44%	0.07
19:30	22	0	54%	0.08
20:00	21	0	51%	0.08
20:30	21	0	51%	0.08
21:00	20	0	49%	0.07
21:30	21	0	51%	0.08
22:00	20	0	49%	0.07
22:30	20	0	49%	0.07
23:00	20	0	49%	0.07
23:30	20	0	49%	0.07
0:00	10	0	24%	0.04
0:30	15	0	37%	0.05
1:00	16	0	39%	0.06
Average			46%	0.07
Lowest			24%	0.04
Highest			54%	0.08

PARKING SURVEY SHEET

ADDRESS: 3515 Kariya

DATE: Saturday July 21, 2023

TOTAL PARKING : Visitor Spaces 41
Number of Units 276

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	21	0	51%	0.08
2:30:00 PM	21	0	51%	0.08
3:00:00 PM	20	0	49%	0.07
3:30:00 PM	24	0	59%	0.09
4:00:00 PM	25	0	61%	0.09
4:30:00 PM	24	0	59%	0.09
5:00:00 PM	26	0	63%	0.09
5:30:00 PM	30	0	73%	0.11
6:00:00 PM	30	0	73%	0.11
6:30:00 PM	27	0	66%	0.10
7:00:00 PM	24	0	59%	0.09
7:30:00 PM	26	0	63%	0.09
8:00:00 PM	27	0	66%	0.10
8:30:00 PM	31	0	76%	0.11
9:00:00 PM	29	0	71%	0.11
9:30:00 PM	26	0	63%	0.09
10:00:00 PM	28	0	68%	0.10
10:30:00 PM	22	0	54%	0.08
11:00:00 PM	20	0	49%	0.07
11:30:00 PM	18	0	44%	0.07
12:00:00 AM	15	0	37%	0.05
12:30:00 AM	17	0	41%	0.06
1:00:00 AM	18	0	44%	0.07
Average			58%	0.09
Lowest			37%	0.05
Highest			73%	0.11

PARKING SURVEY SHEET

ADDRESS: 3515 Kariya

DATE: Sunday July 23, 2023

TOTAL PARKING :

Visitor Spaces 41
Number of Units 276

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	22	0	54%	0.08
2:30:00 PM	20	0	49%	0.07
3:00:00 PM	23	0	56%	0.08
3:30:00 PM	23	0	56%	0.08
4:00:00 PM	22	0	54%	0.08
4:30:00 PM	30	0	73%	0.11
5:00:00 PM	31	0	76%	0.11
5:30:00 PM	27	0	66%	0.10
6:00:00 PM	24	0	59%	0.09
6:30:00 PM	24	0	59%	0.09
7:00:00 PM	19	0	46%	0.07
7:30:00 PM	21	0	51%	0.08
8:00:00 PM	23	0	56%	0.08
8:30:00 PM	21	0	51%	0.08
9:00:00 PM	22	0	54%	0.08
9:30:00 PM	25	0	61%	0.09
10:00:00 PM	24	0	59%	0.09
10:30:00 PM	21	0	51%	0.08
11:00:00 PM	23	0	56%	0.08
11:30:00 PM	23	0	56%	0.08
12:00:00 AM	23	0	56%	0.08
12:30:00 AM	26	0	63%	0.09
1:00:00 AM	25	0	61%	0.09
Average			57%	0.09
Lowest			46%	0.07
Highest			76%	0.11

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS: 3515 Kariya

DATE: Sunday July 23, 2023

TOTAL PARKING : 304 spaces

Parking Spaces 304

Number of Units 276

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	163	54%	0.59
6:30:00 PM	168	55%	0.61
7:00:00 PM	164	54%	0.59
7:30:00 PM	169	56%	0.61
8:00:00 PM	173	57%	0.63
8:30:00 PM	176	58%	0.64
9:00:00 PM	180	59%	0.65
9:30:00 PM	184	61%	0.67
10:00:00 PM	187	62%	0.68
10:30:00 PM	191	63%	0.69
11:00:00 PM	201	66%	0.73
11:30:00 PM	206	68%	0.75
12:00:00 AM	208	68%	0.75
12:30:00 AM	210	69%	0.76
1:00:00 AM	211	69%	0.76
Average		61%	0.67
Lowest		54%	0.59
Highest		69%	0.76

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 24 , 2023

TOTAL PARKING : Parking Spaces 304
Number of Units 276

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	165	54%	0.60
6:30:00 PM	162	53%	0.59
7:00:00 PM	164	54%	0.59
7:30:00 PM	164	54%	0.59
8:00:00 PM	167	55%	0.61
8:30:00 PM	174	57%	0.63
9:00:00 PM	184	61%	0.67
9:30:00 PM	189	62%	0.68
10:00:00 PM	195	64%	0.71
10:30:00 PM	204	67%	0.74
11:00:00 PM	208	68%	0.75
11:30:00 PM	214	70%	0.78
12:00:00 AM	214	70%	0.78
12:30:00 AM	215	71%	0.78
1:00:00 AM	220	72%	0.80
Average		62%	0.69
Lowest		53%	0.59
Highest		72%	0.80

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS: 3515 Kariya

DATE: Tuesday July 25 , 2023

TOTAL PARKING : 304

Parking Spaces 304
Number of Units 276

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	156	51%	0.57
6:30:00 PM	158	52%	0.57
7:00:00 PM	165	54%	0.60
7:30:00 PM	169	56%	0.61
8:00:00 PM	167	55%	0.61
8:30:00 PM	176	58%	0.64
9:00:00 PM	189	62%	0.68
9:30:00 PM	191	63%	0.69
10:00:00 PM	196	64%	0.71
10:30:00 PM	205	67%	0.74
11:00:00 PM	208	68%	0.75
11:30:00 PM	208	68%	0.75
12:00:00 AM	215	71%	0.78
12:30:00 AM	220	72%	0.80
1:00:00 AM	224	74%	0.81
Average		62%	0.69
Lowest		51%	0.57
Highest		74%	0.81

PARKING SURVEY SHEET

ADDRESS: 3515 Kariya

DATE: Saturday July 29, 2023

TOTAL PARKING : Visitor Spaces 41
Number of Units 276

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	41	0	100%	0.15
2:30:00 PM	41	0	100%	0.15
3:00:00 PM	41	0	100%	0.15
3:30:00 PM	41	0	100%	0.15
4:00:00 PM	41	0	100%	0.15
4:30:00 PM	40	0	98%	0.14
5:00:00 PM	40	0	98%	0.14
5:30:00 PM	41	0	100%	0.15
6:00:00 PM	40	0	98%	0.14
6:30:00 PM	40	0	98%	0.14
7:00:00 PM	41	0	100%	0.15
7:30:00 PM	41	0	100%	0.15
8:00:00 PM	41	0	100%	0.15
8:30:00 PM	34	0	83%	0.12
9:00:00 PM	35	0	85%	0.13
9:30:00 PM	41	0	100%	0.15
10:00:00 PM	40	0	98%	0.14
10:30:00 PM	31	0	76%	0.11
11:00:00 PM	33	0	80%	0.12
11:30:00 PM	31	0	76%	0.11
12:00:00 AM	33	0	80%	0.12
12:30:00 AM	35	0	85%	0.13
1:00:00 AM	32	0	78%	0.12
Average			93%	0.14
Lowest			76%	0.11
Highest			100%	0.15

PARKING SURVEY SHEET

ADDRESS: 3515 Kariya

DATE: Sunday July 30, 2023

TOTAL PARKING : Visitor Spaces 41
Number of Units 276

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	37	0	90%	0.13
2:30:00 PM	38	0	93%	0.14
3:00:00 PM	40	0	98%	0.14
3:30:00 PM	39	0	95%	0.14
4:00:00 PM	32	0	78%	0.12
4:30:00 PM	33	0	80%	0.12
5:00:00 PM	33	0	80%	0.12
5:30:00 PM	31	0	76%	0.11
6:00:00 PM	28	0	68%	0.10
6:30:00 PM	26	0	63%	0.09
7:00:00 PM	24	0	59%	0.09
7:30:00 PM	24	0	59%	0.09
8:00:00 PM	27	0	66%	0.10
8:30:00 PM	27	0	66%	0.10
9:00:00 PM	27	0	66%	0.10
9:30:00 PM	28	0	68%	0.10
10:00:00 PM	27	0	66%	0.10
10:30:00 PM	27	0	66%	0.10
11:00:00 PM	25	0	61%	0.09
11:30:00 PM	25	0	61%	0.09
12:00:00 AM	24	0	59%	0.09
12:30:00 AM	24	0	59%	0.09
1:00:00 AM	23	0	56%	0.08
Average			71%	0.11
Lowest			56%	0.08
Highest			98%	0.14

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 31 , 2023

TOTAL PARKING : Parking Spaces 304
Number of Units 276

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	150	49%	0.54
6:30:00 PM	151	50%	0.55
7:00:00 PM	158	52%	0.57
7:30:00 PM	160	53%	0.58
8:00:00 PM	171	56%	0.62
8:30:00 PM	178	59%	0.64
9:00:00 PM	189	62%	0.68
9:30:00 PM	193	63%	0.70
10:00:00 PM	204	67%	0.74
10:30:00 PM	212	70%	0.77
11:00:00 PM	223	73%	0.81
11:30:00 PM	226	74%	0.82
12:00:00 AM	229	75%	0.83
12:30:00 AM	230	76%	0.83
1:00:00 AM	230	76%	0.83
Average		64%	0.70
Lowest		49%	0.54
Highest		76%	0.83

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS: 3515 Kariya

DATE: Tuesday Aug 1 , 2023

TOTAL PARKING : 304

Parking Spaces 304
Number of Units 276

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	137	45%	0.50
6:30:00 PM	140	46%	0.51
7:00:00 PM	145	48%	0.53
7:30:00 PM	159	52%	0.58
8:00:00 PM	169	56%	0.61
8:30:00 PM	175	58%	0.63
9:00:00 PM	185	61%	0.67
9:30:00 PM	193	63%	0.70
10:00:00 PM	202	66%	0.73
10:30:00 PM	206	68%	0.75
11:00:00 PM	212	70%	0.77
11:30:00 PM	217	71%	0.79
12:00:00 AM	220	72%	0.80
12:30:00 AM	221	73%	0.80
1:00:00 AM	223	73%	0.81
Average		61%	0.68
Lowest		45%	0.50
Highest		73%	0.81

PARKING SURVEY SHEET

ADDRESS: 3525 Kariya

DATE: Friday, July 21, 2023

Note:

TOTAL PARKING :

Parking Spaces 50
Number of Units 328

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
18:00	21	0	42%	0.06
18:30	22	0	44%	0.07
19:00	23	0	46%	0.07
19:30	23	0	46%	0.07
20:00	24	0	48%	0.07
20:30	22	0	44%	0.07
21:00	24	0	48%	0.07
21:30	25	0	50%	0.08
22:00	26	0	52%	0.08
22:30	26	0	52%	0.08
23:00	25	0	50%	0.08
23:30	25	0	50%	0.08
0:00	27	0	54%	0.08
0:30	26	0	52%	0.08
1:00	24	0	48%	0.07
Average			48%	0.07
Lowest			42%	0.06
Highest			54%	0.08

PARKING SURVEY SHEET

ADDRESS:

DATE: Saturday July 21, 2023

Note:

TOTAL PARKING : Parking Spaces 50
Number of Units 328

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	22	0	0.44	0.07
2:30:00 PM	28	0	0.56	0.09
3:00:00 PM	26	0	0.52	0.08
3:30:00 PM	24	0	0.48	0.07
4:00:00 PM	25	0	0.50	0.08
4:30:00 PM	24	0	0.48	0.07
5:00:00 PM	28	0	0.56	0.09
5:30:00 PM	28	0	0.56	0.09
6:00:00 PM	32	0	0.64	0.10
6:30:00 PM	33	0	0.66	0.10
7:00:00 PM	33	0	0.66	0.10
7:30:00 PM	34	0	0.68	0.10
8:00:00 PM	35	0	0.7	0.11
8:30:00 PM	35	0	0.7	0.11
9:00:00 PM	36	0	0.72	0.11
9:30:00 PM	36	0	0.72	0.11
10:00:00 PM	35	0	0.7	0.11
10:30:00 PM	35	0	0.7	0.11
11:00:00 PM	34	0	0.68	0.10
11:30:00 PM	34	0	0.68	0.10
12:00:00 AM	33	0	0.66	0.10
12:30:00 AM	34	0	0.68	0.10
1:00:00 AM	36	0	0.72	0.11
Average			63%	0.10
Lowest			44%	0.07
Highest			72%	0.11

PARKING SURVEY SHEET

ADDRESS:

DATE: Sunday July 23, 2023

Note: 50 spaces but 8 spaces are blocked by construction

TOTAL PARKING : Parking Spaces 50
Number of Units 328

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	31	0	62%	0.09
2:30:00 PM	32	0	64%	0.10
3:00:00 PM	32	0	64%	0.10
3:30:00 PM	35	0	70%	0.11
4:00:00 PM	35	0	70%	0.11
4:30:00 PM	31	0	62%	0.09
5:00:00 PM	34	0	68%	0.10
5:30:00 PM	32	0	64%	0.10
6:00:00 PM	30	0	60%	0.09
6:30:00 PM	31	0	62%	0.09
7:00:00 PM	33	0	66%	0.10
7:30:00 PM	34	0	68%	0.10
8:00:00 PM	34	0	68%	0.10
8:30:00 PM	42	0	84%	0.13
9:00:00 PM	36	0	72%	0.11
9:30:00 PM	39	0	78%	0.12
10:00:00 PM	40	0	80%	0.12
10:30:00 PM	36	0	72%	0.11
11:00:00 PM	35	0	70%	0.11
11:30:00 PM	33	0	66%	0.10
12:00:00 AM	38	0	76%	0.12
12:30:00 AM	40	0	80%	0.12
1:00:00 AM	40	0	80%	0.12
Average			70%	0.11
Lowest			62%	0.09
Highest			84%	0.13

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Sunday July 23, 2023

TOTAL PARKING : 378 parking spaces

Parking Spaces 378

Number of Units 328

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	189	50%	0.58
6:30:00 PM	192	51%	0.59
7:00:00 PM	187	49%	0.57
7:30:00 PM	189	50%	0.58
8:00:00 PM	190	50%	0.58
8:30:00 PM	192	51%	0.59
9:00:00 PM	196	52%	0.60
9:30:00 PM	199	53%	0.61
10:00:00 PM	201	53%	0.61
10:30:00 PM	205	54%	0.63
11:00:00 PM	208	55%	0.63
11:30:00 PM	215	57%	0.66
12:00:00 AM	219	58%	0.67
12:30:00 AM	221	58%	0.67
1:00:00 AM	222	59%	0.68
Average		53%	0.61
Lowest		50%	0.58
Highest		59%	0.68

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 24 , 2023

TOTAL PARKING : Parking Spaces 378
Number of Units 328

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	170	45%	0.52
6:30:00 PM	173	46%	0.53
7:00:00 PM	177	47%	0.54
7:30:00 PM	175	46%	0.53
8:00:00 PM	176	47%	0.54
8:30:00 PM	182	48%	0.55
9:00:00 PM	191	51%	0.58
9:30:00 PM	196	52%	0.60
10:00:00 PM	205	54%	0.63
10:30:00 PM	210	56%	0.64
11:00:00 PM	214	57%	0.65
11:30:00 PM	217	57%	0.66
12:00:00 AM	218	58%	0.66
12:30:00 AM	220	58%	0.67
1:00:00 AM	222	59%	0.68
Average		52%	0.60
Lowest		45%	0.52
Highest		59%	0.68

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Tuesday July 25 , 2023

TOTAL PARKING : Parking Spaces 378
Number of Units 328

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	154	41%	0.47
6:30:00 PM	158	42%	0.48
7:00:00 PM	163	43%	0.50
7:30:00 PM	164	43%	0.50
8:00:00 PM	170	45%	0.52
8:30:00 PM	180	48%	0.55
9:00:00 PM	185	49%	0.56
9:30:00 PM	194	51%	0.59
10:00:00 PM	200	53%	0.61
10:30:00 PM	211	56%	0.64
11:00:00 PM	215	57%	0.66
11:30:00 PM	221	58%	0.67
12:00:00 AM	221	58%	0.67
12:30:00 AM	225	60%	0.69
1:00:00 AM	226	60%	0.69
Average		51%	0.59
Lowest		41%	0.47
Highest		60%	0.69

PARKING SURVEY SHEET

ADDRESS:

DATE: Saturday July 29, 2023

Note

TOTAL PARKING : Visitor Spaces 50
Number of Units 328

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	23	0	46%	0.07
2:30:00 PM	23	0	46%	0.07
3:00:00 PM	23	0	46%	0.07
3:30:00 PM	23	0	46%	0.07
4:00:00 PM	23	0	46%	0.07
4:30:00 PM	23	0	46%	0.07
5:00:00 PM	23	0	46%	0.07
5:30:00 PM	23	0	46%	0.07
6:00:00 PM	23	0	46%	0.07
6:30:00 PM	24	0	48%	0.07
7:00:00 PM	23	0	46%	0.07
7:30:00 PM	25	0	50%	0.08
8:00:00 PM	25	0	50%	0.08
8:30:00 PM	25	0	50%	0.08
9:00:00 PM	25	0	50%	0.08
9:30:00 PM	25	0	50%	0.08
10:00:00 PM	26	0	52%	0.08
10:30:00 PM	25	0	50%	0.08
11:00:00 PM	25	0	50%	0.08
11:30:00 PM	26	0	52%	0.08
12:00:00 AM	26	0	52%	0.08
12:30:00 AM	26	0	52%	0.08
1:00:00 AM	25	0	50%	0.08
Average			49%	0.07
Lowest			46%	0.07
Highest			52%	0.08

PARKING SURVEY SHEET

ADDRESS:

DATE: Sunday July 30, 2023

Note

TOTAL PARKING :

Visitor Spaces 50
Number of Units 328

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	26	0	52%	0.08
2:30:00 PM	27	0	54%	0.08
3:00:00 PM	26	0	52%	0.08
3:30:00 PM	27	0	54%	0.08
4:00:00 PM	29	0	58%	0.09
4:30:00 PM	29	0	58%	0.09
5:00:00 PM	28	0	56%	0.09
5:30:00 PM	27	0	54%	0.08
6:00:00 PM	26	0	52%	0.08
6:30:00 PM	28	0	56%	0.09
7:00:00 PM	27	0	54%	0.08
7:30:00 PM	28	0	56%	0.09
8:00:00 PM	25	0	50%	0.08
8:30:00 PM	25	0	50%	0.08
9:00:00 PM	26	0	52%	0.08
9:30:00 PM	28	0	56%	0.09
10:00:00 PM	27	0	54%	0.08
10:30:00 PM	24	0	48%	0.07
11:00:00 PM	25	0	50%	0.08
11:30:00 PM	23	0	46%	0.07
12:00:00 AM	25	0	50%	0.08
12:30:00 AM	23	0	46%	0.07
1:00:00 AM	23	0	46%	0.07
Average			52%	0.08
Lowest			46%	0.07
Highest			58%	0.08

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 31 , 2023

TOTAL PARKING : 378 spaces

Parking Spaces 378

Number of Units 328

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	179	47%	0.55
6:30:00 PM	182	48%	0.55
7:00:00 PM	187	49%	0.57
7:30:00 PM	193	51%	0.59
8:00:00 PM	191	51%	0.58
8:30:00 PM	183	48%	0.56
9:00:00 PM	211	56%	0.64
9:30:00 PM	224	59%	0.68
10:00:00 PM	229	61%	0.70
10:30:00 PM	234	62%	0.71
11:00:00 PM	238	63%	0.73
11:30:00 PM	240	63%	0.73
12:00:00 AM	240	63%	0.73
12:30:00 AM	241	64%	0.73
1:00:00 AM	243	64%	0.74
Average		57%	0.65
Lowest		47%	0.55
Highest		64%	0.74

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Tuesday august 1 , 2023

TOTAL PARKING : Parking Spaces 378
Number of Units 328

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	161	43%	0.49
6:30:00 PM	163	43%	0.50
7:00:00 PM	166	44%	0.51
7:30:00 PM	176	47%	0.54
8:00:00 PM	189	50%	0.58
8:30:00 PM	196	52%	0.60
9:00:00 PM	206	54%	0.63
9:30:00 PM	217	57%	0.66
10:00:00 PM	224	59%	0.68
10:30:00 PM	228	60%	0.70
11:00:00 PM	234	62%	0.71
11:30:00 PM	233	62%	0.71
12:00:00 AM	235	62%	0.72
12:30:00 AM	235	62%	0.72
1:00:00 AM	237	63%	0.72
Average		55%	0.63
Lowest		43%	0.49
Highest		63%	0.72

PARKING SURVEY SHEET

ADDRESS: 8 Nahani

DATE: Friday, July 21, 2023

TOTAL PARKING : Visitor Spaces 34
Number of Units 404

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
18:00	34	0	100%	0.08
18:30	31	0	91%	0.08
19:00	32	0	94%	0.08
19:30	34	0	100%	0.08
20:00	33	0	97%	0.08
20:30	30	0	88%	0.07
21:00	29	0	85%	0.07
21:30	30	0	88%	0.07
22:00	27	0	79%	0.07
22:30	23	0	68%	0.06
23:00	25	0	74%	0.06
23:30	25	0	74%	0.06
0:00	23	0	68%	0.06
0:30	23	0	68%	0.06
1:00	22	0	65%	0.05
Average			83%	0.07
Lowest			65%	0.05
Highest			100%	0.08

PARKING SURVEY SHEET

ADDRESS:

DATE: Saturday July 21, 2023

Visitor Spaces 34
Number of Units 404

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	32	0	94%	0.08
2:30:00 PM	34	0	100%	0.08
3:00:00 PM	30	0	88%	0.07
3:30:00 PM	34	0	100%	0.08
4:00:00 PM	34	0	100%	0.08
4:30:00 PM	34	0	100%	0.08
5:00:00 PM	30	0	88%	0.07
5:30:00 PM	34	0	100%	0.08
6:00:00 PM	29	0	85%	0.07
6:30:00 PM	34	0	100%	0.08
7:00:00 PM	33	0	97%	0.08
7:30:00 PM	34	0	100%	0.08
8:00:00 PM	34	0	100%	0.08
8:30:00 PM	34	0	100%	0.08
9:00:00 PM	33	0	97%	0.08
9:30:00 PM	34	0	100%	0.08
10:00:00 PM	31	0	91%	0.08
10:30:00 PM	26	0	76%	0.06
11:00:00 PM	29	0	85%	0.07
11:30:00 PM	25	0	74%	0.06
12:00:00 AM	30	0	88%	0.07
12:30:00 AM	28	0	82%	0.07
1:00:00 AM	27	0	79%	0.07
Average			92%	0.08
Lowest			74%	0.06
Highest			100%	0.08

PARKING SURVEY SHEET

ADDRESS:

DATE: Sunday July 23, 2023

TOTAL PARKING : Visitor Spaces 34
Number of Units 404

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	34	0	100%	0.08
2:30:00 PM	31	0	91%	0.08
3:00:00 PM	34	0	100%	0.08
3:30:00 PM	34	0	100%	0.08
4:00:00 PM	32	0	94%	0.08
4:30:00 PM	30	0	88%	0.07
5:00:00 PM	24	0	71%	0.06
5:30:00 PM	25	0	74%	0.06
6:00:00 PM	30	0	88%	0.07
6:30:00 PM	28	0	82%	0.07
7:00:00 PM	29	0	85%	0.07
7:30:00 PM	30	0	88%	0.07
8:00:00 PM	32	0	94%	0.08
8:30:00 PM	34	0	100%	0.08
9:00:00 PM	34	0	100%	0.08
9:30:00 PM	32	0	94%	0.08
10:00:00 PM	32	0	94%	0.08
10:30:00 PM	27	0	79%	0.07
11:00:00 PM	31	0	91%	0.08
11:30:00 PM	28	0	82%	0.07
12:00:00 AM	19	0	56%	0.05
12:30:00 AM	19	0	56%	0.05
1:00:00 AM	19	0	56%	0.05
Average			85%	0.07
Lowest			56%	0.05
Highest			100%	0.08

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Sunday July 23, 2023

Note:

TOTAL PARKING :428 spaces

Parking Spaces 428

Number of Units 404

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	188	44%	0.47
6:30:00 PM	190	44%	0.47
7:00:00 PM	192	45%	0.48
7:30:00 PM	194	45%	0.48
8:00:00 PM	190	44%	0.47
8:30:00 PM	200	47%	0.50
9:00:00 PM	220	51%	0.54
9:30:00 PM	218	51%	0.54
10:00:00 PM	226	53%	0.56
10:30:00 PM	237	55%	0.59
11:00:00 PM	254	59%	0.63
11:30:00 PM	269	63%	0.67
12:00:00 AM	273	64%	0.68
12:30:00 AM	278	65%	0.69
1:00:00 AM	281	66%	0.70
Average		53%	0.56
Lowest		44%	0.47
Highest		66%	0.70

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 24 , 2023

TOTAL PARKING : Parking Spaces 428
Number of Units 404

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	182	43%	0.45
6:30:00 PM	181	42%	0.45
7:00:00 PM	179	42%	0.44
7:30:00 PM	185	43%	0.46
8:00:00 PM	191	45%	0.47
8:30:00 PM	200	47%	0.50
9:00:00 PM	207	48%	0.51
9:30:00 PM	226	53%	0.56
10:00:00 PM	235	55%	0.58
10:30:00 PM	245	57%	0.61
11:00:00 PM	253	59%	0.63
11:30:00 PM	265	62%	0.66
12:00:00 AM	271	63%	0.67
12:30:00 AM	280	65%	0.69
1:00:00 AM	280	65%	0.69
Average		53%	0.56
Lowest		42%	0.45
Highest		65%	0.69

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Tuesday July 25 , 2023

TOTAL PARKING : Parking Spaces 428
Number of Units 404

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	170	40%	0.42
6:30:00 PM	179	42%	0.44
7:00:00 PM	185	43%	0.46
7:30:00 PM	191	45%	0.47
8:00:00 PM	190	44%	0.47
8:30:00 PM	202	47%	0.50
9:00:00 PM	214	50%	0.53
9:30:00 PM	226	53%	0.56
10:00:00 PM	232	54%	0.57
10:30:00 PM	240	56%	0.59
11:00:00 PM	255	60%	0.63
11:30:00 PM	270	63%	0.67
12:00:00 AM	275	64%	0.68
12:30:00 AM	276	64%	0.68
1:00:00 AM	278	65%	0.69
Average		53%	0.56
Lowest		40%	0.42
Highest		65%	0.69

PARKING SURVEY SHEET

ADDRESS:

DATE: Saturday July 29, 2023

Note

TOTAL PARKING : Visitor Spaces 34
Number of Units 404

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	30	0	88%	0.07
2:30:00 PM	29	0	85%	0.07
3:00:00 PM	26	0	76%	0.06
3:30:00 PM	30	0	88%	0.07
4:00:00 PM	32	0	94%	0.08
4:30:00 PM	29	0	85%	0.07
5:00:00 PM	31	0	91%	0.08
5:30:00 PM	32	0	94%	0.08
6:00:00 PM	31	0	91%	0.08
6:30:00 PM	30	0	88%	0.07
7:00:00 PM	27	0	79%	0.07
7:30:00 PM	31	0	91%	0.08
8:00:00 PM	28	0	82%	0.07
8:30:00 PM	31	0	91%	0.08
9:00:00 PM	32	0	94%	0.08
9:30:00 PM	29	0	85%	0.07
10:00:00 PM	26	0	76%	0.06
10:30:00 PM	21	0	62%	0.05
11:00:00 PM	25	0	74%	0.06
11:30:00 PM	26	0	76%	0.06
12:00:00 AM	28	0	82%	0.07
12:30:00 AM	29	0	85%	0.07
1:00:00 AM	28	0	82%	0.07
Average			85%	0.07
Lowest			74%	0.05
Highest			94%	0.08

PARKING SURVEY SHEET

ADDRESS:

DATE: Sunday July 23, 2023

Note:

TOTAL PARKING : Visitor Spaces 34
Number of Units 404

TIME	Visitor	Illegal	Parking Utilization	Parking Ratio
2:00:00 PM	29	0	85%	0.07
2:30:00 PM	29	0	85%	0.07
3:00:00 PM	28	0	82%	0.07
3:30:00 PM	30	0	88%	0.07
4:00:00 PM	32	0	94%	0.08
4:30:00 PM	29	0	85%	0.07
5:00:00 PM	33	0	97%	0.08
5:30:00 PM	32	0	94%	0.08
6:00:00 PM	30	0	88%	0.07
6:30:00 PM	31	0	91%	0.08
7:00:00 PM	29	0	85%	0.07
7:30:00 PM	32	0	94%	0.08
8:00:00 PM	31	0	91%	0.08
8:30:00 PM	32	0	94%	0.08
9:00:00 PM	31	0	91%	0.08
9:30:00 PM	23	0	68%	0.06
10:00:00 PM	24	0	71%	0.06
10:30:00 PM	22	0	65%	0.05
11:00:00 PM	23	0	68%	0.06
11:30:00 PM	24	0	71%	0.06
12:00:00 AM	16	0	47%	0.04
12:30:00 AM	15	0	44%	0.04
1:00:00 AM	16	0	47%	0.04
Average			79%	0.07
Lowest			44%	0.04
Highest			94%	0.08

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Sunday July 30, 2023

Note:

TOTAL PARKING :428 spaces

Parking Spaces 428

Number of Units 404

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	185	43%	0.43
6:30:00 PM	193	45%	0.45
7:00:00 PM	196	46%	0.46
7:30:00 PM	194	45%	0.45
8:00:00 PM	191	45%	0.45
8:30:00 PM	196	46%	0.46
9:00:00 PM	199	46%	0.46
9:30:00 PM	206	48%	0.48
10:00:00 PM	124	29%	0.29
10:30:00 PM	226	53%	0.53
11:00:00 PM	234	55%	0.55
11:30:00 PM	242	57%	0.57
12:00:00 AM	250	58%	0.58
12:30:00 AM	256	60%	0.60
1:00:00 AM	259	61%	0.61
Average		49%	0.49
Lowest		43%	0.29
Highest		61%	0.61

PARKING SURVEY SHEET FOR RESIDENT

ADDRESS:

DATE: Monday July 31 , 2023

TOTAL PARKING : Parking Spaces 428
Number of Units 404

TIME	Resident	Parking Utilization	Parking Ratio
6:00:00 PM	169	39%	0.42
6:30:00 PM	177	41%	0.44
7:00:00 PM	183	43%	0.45
7:30:00 PM	192	45%	0.48
8:00:00 PM	199	46%	0.49
8:30:00 PM	194	45%	0.48
9:00:00 PM	210	49%	0.52
9:30:00 PM	212	50%	0.52
10:00:00 PM	221	52%	0.55
10:30:00 PM	241	56%	0.60
11:00:00 PM	249	58%	0.62
11:30:00 PM	266	62%	0.66
12:00:00 AM	271	63%	0.67
12:30:00 AM	270	63%	0.67
1:00:00 AM	273	64%	0.68
Average		52%	0.55
Lowest		39%	0.42
Highest		64%	0.68

Appendix B

2016 Transportation Tomorrow Survey (TTS)

Data Analysis

Mode of Transportation - AM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B

C D G J M P T U W

and

2006 GTA zone of household - gta06_hhld In 3325

3326 3367 3368

and

Start time of trip - start_time In 600-900

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3325	3326	3367	3368	Total	Percentage
Transit excluding GO rail	428	0	686	239	1353	12%
Cycle	0	0	55	139	194	2%
Auto driver	1404	226	2707	3273	7610	67%
GO rail only	25	14	46	41	126	1%
Joint GO rail and local transit	20	0	19	0	39	0%
Motorcycle	0	0	21	0	21	0%
Auto passenger	108	0	701	349	1158	10%
Taxi passenger	5	0	0	31	36	0%
Paid rideshare	9	0	0	0	9	0%
Walk	435	0	124	320	879	8%
Total	2434	240	4359	4392	11425	100%

Mode of Transportation - PM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B

C D G J M P T U W

and

2006 GTA zone of household - gta06_hhld In 3325

3326 3367 3368

and

Start time of trip - start_time In 1600-1900

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3325	3326	3367	3368	Total	Percentage
Transit excluding GO rail	368	0	832	96	1296	10%
Cycle	0	0	55	89	144	1%
Auto driver	1921	273	2717	3904	8815	68%
GO rail only	0	14	38	35	87	1%
Joint GO rail and local transit	28	0	19	0	47	0%
Motorcycle	0	0	41	0	41	0%
Auto passenger	349	68	556	994	1967	15%
Taxi passenger	5	0	0	134	139	1%
Paid rideshare	13	0	0	0	13	0%
Walk	152	0	175	54	381	3%
Total	2836	355	4433	5306	12930	100%