

PARKING JUSTIFICATION STUDY

**180 ONTARIO STREET
RESIDENTIAL DEVELOPMENT
TOWN OF COLLINGWOOD
SIMCOE COUNTY**

**PREPARED FOR:
2374515 ONTARIO CORPORATION**

**PREPARED BY:
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APRIL 2024

CFCA FILE NO. 2598-6970

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Revision Number	Date	Comments
Rev. 0	April 2024	First Submission

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1.0 Introduction

1.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by 2374515 Ontario Corp to prepare a Parking Justification Study (PJS) in support of a Zoning By-Law Amendment for a proposed residential development at 180 Ontario Street (Subject Lands) in the Town of Collingwood. **Figure 1** illustrates the site location.

1.2 Development Proposal

The Subject Lands are proposed to consist of a 4-storey market-rate rental apartment building with 60 dwelling units. Access to the site will be provided through an entrance off Ontario Street. The development proposes a total of 60 parking spaces with 3 accessible parking stalls. 54 residential spaces and six visitors spaces are proposed resulting in an effective parking rate 0.9 residential spaces/unit plus 0.1 visitor spaces/unit.

Figure 2 illustrates the Site Plan, prepared by Cusimano Architect Inc. (dated April 4, 2024).

1.3 Purpose and Scope

The purpose of this study is to estimate the peak parking demand of the site and confirm the adequacy of the proposed parking supply. The study reviews the following main aspects from a parking perspective:

- Town of Collingwood Zoning By-Law 2010-040 minimum parking requirements
- Comparable municipal Zoning By-Laws
- Proxy site surveys
- Proximity to existing public parking
- Transportation Demand Management (TDM) opportunities for reduced peak parking requirements

2.0 Existing Conditions

2.1 Development Lands

The site is located at 180 Ontario Street in the Town of Collingwood, County of Simcoe. The property is bound by Ontario Street to the north, residential dwellings to the east, treed area to the south and an existing public trail to the west.

The site is located within a six-minute walk from Hurontario Street in Collingwood's downtown commercial area. Ontario Street and its cross-streets are easily walkable and are in close proximity to public parking areas. The Public Parking Lot B is located within an 8-minute walk of the Subject Site. The area provides connection to the downtown area and the larger residential community through bike lanes, the local transit system and multi-use trails and sidewalks.

2.2 Boundary Road Network

Ontario Street is an east-west collector road with one lane per direction. Ontario Street is under the jurisdiction of the Town of Collingwood and includes 2.0 m sidewalks with 1.5 – 2.5 m green boulevards on both sides of the roadway, as well as dedicated cycling lanes on both sides of the roadway.

3.0 Zoning By-Law Requirements

The Town of Collingwood Zoning By-Law 2010-040 minimum parking requirements were assessed to determine if the parking supply for the proposed development will result in a parking deficiency compared to Zoning By-Law (ZBL) requirements.

Appendix A contains excerpts from the Town of Collingwood Zoning By-Law 2010-040. **Table 1** outlines the minimum parking requirement.

Table 1: Town of Collingwood Zoning By-Law 2010-040 Minimum Parking Requirements

Land Use	Units	Zoning By-Law Requirement	Minimum Parking Required	Proposed Parking Supply
Dwelling, Apartment	60	1.0 per unit plus 0.25 visitor spaces per units	75 spaces	60 spaces
Surplus/Deficiency				-15 spaces

The Town's Zoning By-Law requires that the proposed development provide a total parking supply of 75 parking spaces. The development proposes a parking supply of 60 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 15 spaces.

Section 5 of the Town's By-Law also noted the required dimensions for a parking stall as 2.8 m by 6.0 m for perpendicular parking spaces with a drive aisle of 6 m. The 60 spaces provided on site are proposed to measure 2.8 m by 5.5 m with a 6 m drive aisle. The reduction in size is discussed further in **Section 4.4**. Three accessible parking spaces are proposed, compliant with Section 5.11 of the Zoning By-Law which stipulates that for a total number of parking between 51 to 100 spaces, a minimum of three accessible parking spaces are required.

4.0 Parking Justification

To justify the proposed parking supply, the peak parking demand associated with the proposed development was forecasted using the following methodologies:

- Comparable municipal Zoning By-Laws
- Surrogate site parking demands
- Proximity to existing public parking

4.1 Comparable Zoning By-Laws

Parking requirements in neighbouring municipalities were reviewed and compared to the Zoning By-Law parking requirements of the Town of Collingwood. The Zoning By-Laws for the Town of Orangeville, City of Barrie and the City of Orillia were reviewed as these municipalities are near the Town of Collingwood with established and sizeable urban areas.

Minimum parking requirements for the Town of Orangeville are identified in By-Law 22-90, Section 5.17. The requirement for residential buildings in the Central Business District (downtown) was applied. **Appendix B** contains excerpts from the Town of Orangeville's Zoning By-Law.

Minimum parking requirements for the City of Barrie are identified in By-Law 2009-141, Section 4.6.1. The requirement for residential dwellings in the Urban Growth Centre (downtown and historic Allandale neighbourhood) were applied. **Appendix C** contains excerpts of the City of Barrie Zoning By-Law 2009-141.

Minimum parking requirements for the City of Orillia are identified in Section 6.0 of Zoning By-Law 2014-44 (Revised November 1, 2022). The parking rate for "Residential Building containing more than 3 Dwelling Units" within the Downtown Overlay Zone was applied to this analysis.

Appendix D contains excerpts of City of Orillia Zoning By-Law.

It was identified that the peak parking requirements of the Town of Orangeville, City of Barrie and City of Orillia Zoning By-Laws within their downtown areas are lower than the requirements defined in the Town of Collingwood Zoning By-law.

The lower municipal rates were applied to the proposed development to compare the forecasted peak parking demand. Table 2 outlines the comparison.

Table 2: Municipal Zoning By-Law Parking Requirements Comparison

Municipality	Parking Rate	"X" Variable	Minimum Parking Requirement	Proposed Parking Supply	Surplus or Deficiency
Town of Orangeville	Dwelling, Apartment 0.75 space per unit for residential buildings within the Central Business District (CBD)	60 units	45 spaces	60	+15
City of Barrie	Residential Dwelling(s) 1 space per dwelling unit(s) in the Urban Growth Centre	60 units	60 spaces	60	0
City of Orillia	Residential Building containing more than 3 Dwelling Units 0.75 spaces per Dwelling Unit of which 25% shall be for visitor parking within the Downtown Overlay Zone	60 units	45 spaces	60	+15

The proposed parking supply would result in a surplus of 15 spaces per the parking requirements set out on the Town of Orangeville and City of Orillia requirements and is consistent with the City of Barrie's parking requirement. Therefore, the proposed parking supply is justifiable based on comparable municipal Zoning By-Laws.

4.2 Comparable Surrogate Sites

To assess the peak parking demand, parking surveys at sites with similar uses (proxy sites) were conducted. Residential apartments located at 417 Peel Street, 538 Tenth Street and 172 Eighth Street in the Town of Collingwood were confirmed with Town Staff to be suitable surrogate sites. The sites are not part of Collingwood's affordable housing units and are expected to be similar in demographics to the proposed site. Details relating to the parking surveys and the recorded peak demand are provided in the following sections. **Appendix E** includes communication with the Town of Collingwood and their third party reviewer, R.J. Burnside & Associates Ltd.

4.2.1. 417 Peel Street

Parking counts were undertaken by Ontario Traffic Inc. on Friday, December 1, 2023, and Saturday, December 02, 2023, between 6:00 p.m. and 1:00 a.m. 417 Peel Street is composed of three existing rental apartment buildings with a total of 156 units, of which 148 were occupied at the time of the survey. The apartments are approximately 28 minutes walking distance from Collingwood's downtown commercial area. The site contains 159 tenant parking spaces and 39

visitor parking spaces. **Table 3** summarizes the observed parking rates per unit.

Table 3: 417 Peel Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday December 1, 2023	0.81	0.23	1.04
Saturday December 2, 2023	0.77	0.20	0.97
Peak Demand	0.81	0.23	1.04

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.81 and 0.23 spaces per unit, respectively. The total peak demand was found to be 1.04 spaces per unit. **Appendix F** includes the parking survey data.

Table 4 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 4: Peak Demand Forecast per 417 Peel Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.81	60	49 spaces	-
Visitor	0.23	60	14 spaces	-
Total			63 spaces	60 spaces
Surplus/Deficiency			-3 spaces	

The 417 Peel Street proxy site survey data forecasts a parking supply deficiency of 3 spaces compared to the peak parking demand for 180 Ontario Street. As the tenant parking rate was found to be less than the proposed rate of 0.9 spaces per unit, the three space deficiency is related to visitor parking. Existing public parking is available within walking distance of the site, as outlined in **Section 4.3**. Therefore, any additional visitor demand could be accommodated within the adjacent public parking areas on-street and off-street.

4.2.2. 528 Tenth Street

Parking counts were undertaken by Ontario Traffic Inc. on Friday, March 22, 2024, and Saturday, March 23, 2024, between 6:00 p.m. and 1:00 a.m. 528 Tenth Street is composed of a single existing rental apartment building with 37 units, of which 35 were occupied at the time of the survey. The apartment is an approximate 28 minute walk from the Collingwood downtown commercial area and there is no street parking allowed along the frontage on Tenth Street. The site contains 40 parking spaces, 2 accessible space (assumed visitor) and 6 visitor parking spaces. Table 5 summarizes the observed parking rates per unit.

Table 5: 528 Tenth Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday March 22, 2024	0.74	0.11	0.85
Saturday March 23, 2024	0.80	0.09	0.89
Peak Demand	0.80	0.11	0.91

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.80 and 0.11 spaces per unit, respectively. The total peak demand was found to be 0.91 spaces per unit. **Appendix F** includes the parking survey data.

Table 6 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 6: Peak Demand Forecast per 528 Tenth Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.80	60	48 spaces	-
Visitor	0.11	60	7 spaces	-
Total			55 spaces	60 spaces
Surplus/Deficiency			+5 spaces	

The 528 Tenth Street proxy site survey data forecasts a parking supply surplus of 5 spaces during the peak parking demand for 180 Ontario Street.

4.2.3. 172 Eighth Street

Parking counts were undertaken by Ontario Traffic Inc on Friday, March 22, 2024, and Saturday, March 23, 2024, between 6:00 p.m. and 1:00 a.m. 172 Eighth Street is composed of a single existing condominium apartment building with a total of 90 units, all of which were occupied at the time of the study. The apartment is an approximate 20-minute walk from the Collingwood downtown commercial area and there is no street parking allowed along the frontage on Eighth Street.

The site contains 90 parking spaces, 2 accessible (assumed to be visitor) and 41 visitor parking spaces. **Table 7** summarizes the observed parking rates per unit.

Table 7: 172 Eighth Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday March 22, 2024	0.76	0.13	0.89
Saturday March 23, 2024	0.72	0.09	0.81
Peak Demand	0.76	0.13	0.89

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.76 and 0.13 spaces per unit, respectively. The total peak demand was found to be 0.89 spaces per unit. **Appendix F** includes the parking survey data.

Table 8 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 8: Peak Demand Forecast per 172 Eighth Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.76	60	46 spaces	-
Visitor	0.13	60	8 spaces	-
Total			54 spaces	60 spaces
Surplus/Deficiency			+6 spaces	

The 172 Eighth Street proxy site survey data forecasts a parking supply surplus of 6 spaces during the peak parking demand for 180 Ontario Street.

4.3 Existing Off-site Public Parking Supply

The Municipal on-street and off-street parking supply was reviewed within an estimated ten-minute walk of the site. **Appendix G** contains a diagram of available public parking and proximity to the site. **Table 9** shows the off-street municipal parking lots available within a ten-minute walk of the subject property.

Table 9: Municipal Parking Lots

Public Parking	Walk time	Parking Supply	Street Access	Enforcement	Cost
Tremont Parking Lot	6 minutes	24 spaces	Ontario Street, St Paul Street and Simcoe Street	Monday to Friday from 8 a.m. to 6 p.m.	\$0.75/hr Permit \$52/month or \$520/year
Municipal Lot B	8 minutes	75 spaces	Ontario Street, Ste Marie Street and Hurontario Street		
Ste Marie Street Parking Lot	9 minutes	30 spaces	Ste Marie Street, Simcoe Street and Huron Street		

Parking is free of charge weekday evenings, Saturday, Sunday, and Statutory Holidays. On-street parking is available along the east side of Elgin Street, north and south side of Simcoe Street, and east and west side of Ste Marie Street, Hurontario Street and Pine Street. Free street parking is also available on Minnesota Street and St. Paul Street. Parking on a street or in a municipal lot is restricted between the hours of 1:00 a.m. and 7:00 am from December 1st to March 31st to allow for snow clearing operations.

It is evident that there is ample public parking supply available to visitors in the surrounding area, therefore no parking concerns are anticipated and the proposed rate of 0.9 for tenant and 0.1 for visitor parking is supported.

4.4 Parking Stall Dimensions

The proposed parking stall dimensions of 2.8 m by 5.5 m are shorter than the dimensions stated in the By-Law by 0.5 m in length (the required width is provided). Surrounding municipalities of Wasaga Beach, Barrie, New Tecumseth, Orangeville, Newmarket and Shelburn all require 5.5 m as the minimum length for parking stalls. The typical vehicle types and sizes in these communities is expected to be similar to that of Collingwood.

In addition, the curb abutting the parking stalls is approximately 0.2 m, providing parking stalls with an effective length of 5.7 m. The sidewalk abutting the building will be 2.0 m, accordingly, vehicle overhang should not impact the 1.5 m of clear space require by the Accessibility of

Ontarians with Disabilities Act (AODA). Accordingly, the proposed parking stall length of 5.5 m is supportable given the additional overhang provided by the curb and adjacent sidewalk/grass boulevard.

5.0 Transportation Demand Management (TDM)

Transportation Demand Management (TDM) measures aim to reduce automobile dependence and promote alternate and active modes of transportation at the site to overall decrease traffic congestion and create a more sustainable transportation system.

5.1 Multi-Modal Transportation

Table 10 describes the existing active transportation facilities and transit routes on the boundary road network.

Table 10: Active and Public Transportation Network

Road	Pedestrian Facilities	Cycling Facilities	Transit Routes	Typical Headways
Ontario Street	1.5 metres sidewalk with 1.5 – 2.5 metres grass boulevards on both sides of the roadway. - Train Trail which stems from Collingwood Harbour to Stayner and connects to River trail, Siding trail Pilkington trail and Bay loop trail within the Town.	2.0 m dedicated cycling lane on both sides of the roadway. - Train Trail which stems from Collingwood Harbour to Stayner and connects to River trail, Siding trail Pilkington trail and Bay loop trail within the Town.	Collingwood Crosstown Route	60 mins

Appendix H includes the South Georgian Bay Regional Transit Map for reference. The Crosstown Route bus stops along Ontario Street to the west of the Subject Property (located approximately 20 metres east of the site access). The Town began a phased approach to offering On-Demand Transit (ODT) services in June of 2023. An on-demand system will allow greater access to transit services within Town, as services will not be tied to specific routes or schedules. The multi-use Train Trail is located to the west of the Subject Lands and spans from the Town of Collingwood to the community of Stayner. **Appendix I** contains a Collingwood Trails map.

As illustrated on the Site Plan, sidewalks are proposed along the east and south sides of the building connecting to the Ontario Street sidewalk to the north, amenity area to the south and Train Trail to the west.

5.2 Unbundled Parking

It is recommended that the proponent consider implementing unbundled parking. Parking spaces can be sold or leased separately from the residential unit itself, allowing only residents who require a parking space to have one. Furthermore, the unbundling of parking can encourage the use of active transportation and public transit, thereby lowering vehicle ownership, resulting in a more efficient use as unused spaces would be available to all site users.

6.0 Conclusions

The analysis contained within this report has resulted in the following key findings:

- The Town of Collingwood By-Law 2010-040 requires that the proposed development provides a minimum parking supply of 75 parking spaces. The development proposes a parking supply of 60 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 15 spaces.
- The proposed parking supply of 60 spaces is supportable based on the By-Laws of comparable municipalities.
 - 60 spaces would result in a surplus of 15 spaces when compared to the Zoning By-Law parking requirements set out in the Town of Orangeville and City of Orillia for their downtown areas.
 - 60 spaces would result in no surplus or deficiency when compared to the Zoning By-Law parking requirement for the downtown area of the City of Barrie.
- To forecast the peak parking demand of the proposed residential development, parking survey data at three surrogate sites in Collingwood was analyzed:
 - The survey at 417 Peel Street recorded a peak parking demand of 1.04 spaces per unit. Using the same rate on the proposed development, it results in a deficiency of 3 visitor parking spaces compared to the proposed parking supply.
 - The survey at 528 Tenth Street recorded a peak parking demand of 0.91 spaces per unit. Using the same rate on the proposed development, it results in a surplus of 5 parking spaces compared to the proposed parking supply.
 - The survey at 172 Eighth Street recorded a peak parking demand of 0.89 spaces per unit. Using the same rate on the proposed development, it results in a surplus of 6 parking spaces compared to the proposed parking supply.
- The parking stall dimensions of 2.8 m by 5.5 m is supportable based on comparable municipal By-Law dimensions and the curb and portion of the adjacent walkway or grass boulevard will allow for vehicle overhang if required without impacting minimum AODA requirements.
- The site is located on the Collingwood Crosstown transit route and is a six-minute walk from Hurontario Street and Collingwood's downtown commercial area.
- Multiple public parking lots, paid on-street parking and free on-street parking is available within a 10-minute walk of the site which can support any additional demand in visitor parking.
- The proposed parking rate of 0.9 residential and 0.1 visitor spaces per unit is supportable for the site.

The analysis contained within this report was prepared using the Site Plan prepared by Cusimano Architects Inc. (dated April 4, 2024). Any minor revisions to the Site Plan are not expected to affect the conclusions contained with this report.

In conclusion, the proposed development can be supported from a parking perspective.

Respectfully submitted by,

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APPENDIX A

Town of Collinwood Zoning By-Law 2010-040 Excerpts

Table 5.14.8.1 Commercial Vehicle Location

Vehicle Size	Required Location
A length of up to 6.7 m	Permitted in any yard provided that it is located on a driveway only
A height of up to 2.2 m	
A length or height greater than the above	In the rear yard only and no closer than 1.0 m to any lot line and on a driveway only; or alternatively fully enclosed in a building.

5.15 Parking Space Requirements

- 5.15.1 Unless provided elsewhere in this Zoning By-law, the minimum number of required parking spaces for uses, other than those on lands in a C1 zone classification, shall be in accordance with Table 5.15.1.1, entitled Required Parking Spaces.

Table 5.15.1.1 Required Parking Spaces

Type of Use	Parking Space Ratio
Accessory apartment/second unit	1 space
Adult Entertainment Establishment	8 spaces per 100 m ² GFA
Arena	1 space per 4 seats of fixed seating
Ambulance service	1 space per staff on duty, with no less than 2 spaces
Assembly hall, theatre	1 space per 4 seats of fixed seating, or 1 space per 4 persons of building occupancy where fixed seating is not provided
Dwelling unit in a portion of a non-residential building	1 space per unit
Boarding Home	3 spaces
Community centre	1 space per every 4 person of building occupancy
Composting facility	1 space per 100 m ² GFA
Dwelling, apartment	1 space per unit, plus an additional 0.25 spaces per unit for visitor parking
Day care centre	2 spaces per 100 m ² GFA
Dwelling, single detached Dwelling, semi-detached Dwelling, duplex Dwelling, townhouse	2 spaces per unit

Type of Use	Parking Space Ratio
Dwelling, group or cluster	As required per dwelling unit type, plus an additional 0.25 spaces per unit for visitor parking for those dwelling unit types that are not otherwise required to provide visitor parking.
Funeral home	5 spaces per 100 m ² GFA
Freight depot	1 space per 100 m ² GFA
Golf course	8 spaces per hole
Home for the aged, hospice, rest home, retirement home, and nursing facility	0.5 spaces per bed or suite
Home occupation	1 space in addition to spaces required for the main dwelling unit or 1 space per guest room in addition to the spaces required for the main dwelling unit in the case of a bed and breakfast
Hospital	3 spaces per bed
Hotel or motel	1 space per guest room; plus 1.5 spaces per lock-off suite, plus 2 spaces per 100 m ² GFA for those areas open for use by the public or guests
Laundromat	1 space for every 2 machines
Library	3 spaces per 100 m ² GFA open or used by the public
Marina	0.75 spaces per boat slip
Museum	3 spaces per 100 m ² GFA open or used by the public
Manufacturing, processing, assembly or fabrication plant	1 space per 100 m ² GFA
Medical building Medical clinic Medical office	5 spaces per 100 m ² GFA
Mini-golf course	1 space per hole
Mini-storage warehouse	2 spaces per 100 m ² GFA for the accessory office space, if any
Motor vehicle wash	1 space per wash bay
Pet day care centre	2 spaces per 100 m ² GFA
Place of worship	1 space per every 4 persons of building occupancy

Type of Use	Parking Space Ratio
Restaurant	8 spaces per 100 m ² GFA
School	3 spaces per classroom (elementary school), or 4 spaces per classroom (secondary school)
School, commercial	2 spaces per 100 m ² GFA
Shopping centre	4 spaces per 100 m ² GLA
Warehouse	1 space per 100 m ² GFA
All other non-residential uses not specified above	3 spaces per 100 m ² GFA

5.16 Downtown Core Commercial Parking

5.16.1 Unless provided elsewhere in this Zoning By-law, the following required parking space provisions shall apply to all lands in a C1 zone classification.

5.16.2 Parking Ratios

Significant Heritage Building

5.16.2.1 The parking space ratio for any residential use in a significant heritage building or any additional dwelling unit thereto, shall be 0.25 spaces per unit. This parking space ratio shall include a home for the aged, a rest home, a retirement home or a nursing facility.

5.16.2.2 The parking space ratio for all non-residential uses in a significant heritage building, or an addition thereto, shall be 1.5 spaces per 100 m² GFA.

All Other Buildings

5.16.2.3 The parking space ratio for all non-residential uses for any other existing building, a converted building or a new building, or an addition thereto, shall be 3 spaces per 100 m² GFA.

5.16.2.4 The parking space ratio for any residential use for any other existing building, a converted building or a new building, or any additional dwelling unit thereto, shall be 0.5 spaces per unit. This parking space ratio includes a home for the aged, a rest home, a retirement home or a nursing facility.

5.16.3 No Additional Parking Required

5.16.3.1 No additional parking is required for any change in a main use, or for any additional dwelling unit, where an existing building was used for commercial purposes prior to the passing of the Zoning By-law, and where there is no increase to the gross floor area of the building.

APPENDIX B

Town of Orangeville Zoning By-Law 22-90 Excerpts



ZONING BY-LAW

OFFICE CONSOLIDATION

FEBRUARY 1, 1996
Updated DECEMBER 31, 2022

**TOWN OF ORANGEVILLE
COMPREHENSIVE ZONING BY-LAW**

BY-LAW 22-90, AS AMENDED

**OFFICE CONSOLIDATION
FEBRUARY 1, 1996
UPDATED DECEMBER 31, 2022**

This Office Consolidation of By-law 22-90 is prepared for the purpose of convenience only, and for accurate reference, recourse should be had to the original By-law and its amending by-laws.

5.15 **Lane as a Yard**

Where the *rear lot line* of a *lot* adjoins any portion of a *lane*, one-half of the width of that portion of such *lane* may be considered part of the *lot* for the purpose of computing the area of the *lot* or the depth of any *rear yard* required under this By-law.

5.16 **Loading Spaces**

When a *building* is constructed in a CBD, C1, C2, C3 or M1 Zone or when an existing *building* in these zones is enlarged by more than 30 percent of its present *ground floor area* or 300 square metres, whichever is less, off-street *loading space(s)* shall be provided in a *side* or *rear yard* on the same *lot* in accordance with the following:

- (a) each *loading space* having minimum dimensions of 9 metres long by 3.5 metres wide;
- (b) access and egress to and from the *loading space(s)* being provided by means of driveway(s) to a *street* or *lane* having a minimum width of 6 metres;
- (c) the provision of 1 *loading space* for a total new or additional *floor area* of between 300 square metres to 2,300 square metres;
- (d) the provision of 2 *loading spaces* for a total new or additional *floor area* of between 2,300 square metres to 7,500 square metres; and,
- (e) the provision of 1 additional *loading space* for each new or additional *floor area* increment of 9,000 square metres or part thereof over 7,500 square metres.

By-law 16-2006

5.17 **Parking Area Regulations**

Parking spaces and areas are required under this By-law in accordance with the following provisions:

1) (a) **Parking Space Requirements**

The owner of every *building* or other *structure*, except in the Central Business District (CBD) Zone, erected or used for any of the uses hereinafter set forth shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of such *building* or other *structure*, the following parking spaces and areas. When calculating the required number of parking spaces, the numbers are rounded down to the nearest whole number.

By-laws 43-99; 2020-047

TYPE OF BUILDING

Art Gallery
By-law 005-2015

Bed and Breakfast Establishment
By-law 102-96

MINIMUM PARKING REQUIRED

1 parking space for each 50 square metres of *floor area*

1 parking space for each guest bedroom

<i>Building containing one dwelling unit</i>	2 parking spaces
<i>Building containing two or more dwelling units (excepting “multiple dwellings”)</i>	2 parking spaces per <i>dwelling unit</i>
<i>Multiple Dwelling</i>	1 ½ parking spaces per <i>dwelling unit</i>
<i>Religious institution, funeral home, auditorium, banquet hall, theatre, arena, private club or other place of assembly</i> By-laws 44-2006; 32-2011	Where there are fixed seats, 1 parking space for every 5 seats or 3 metres of bench space and where there are no fixed seats, 1 parking space for each 9 square metres of <i>floor area</i> .
<i>Restaurant</i> By-law 32-2011	1 parking space for each 9 square metres of net <i>floor area</i> , where the <i>floor area</i> of washrooms and 50% of any kitchen areas will be excluded from the definition of <i>floor area</i> found in Section 2.55 for the purposes of this calculation.
<i>Home Occupation</i> (other than a <i>bed and breakfast establishment</i>) By-laws 97-96; 102-96	1 parking space for each 20 square metres of <i>home occupation</i> area, or portion thereof, plus 1 parking space for a non-resident employee.
<i>Hotel, Motel</i>	1 parking space for each suite or <i>guest room</i> and 1 parking space for each 9 square metres of <i>floor area</i> devoted to public use.
<i>Medical Centre, Medical Laboratory</i> By-law 12-99	1 parking space for each 20 square metres of <i>floor area</i> .
<i>Hospital</i> By-law 2020-047	1 parking space for each 50 square metres of gross <i>floor area</i> .
<i>Long-term care facility, Retirement Home</i> By-law 95-2003	1 parking space for each 3 beds.
<i>Variety Store</i>	1 parking space for each 14 square metres of <i>floor area</i> .
Retail, <i>office</i> and other service establishments	1 parking space for each 20 square metres of <i>floor area</i> .
<i>Recreational Establishment</i> By-law 122-2001	1 parking space for each 20 square metres of <i>floor area</i> .
Elementary <i>schools</i>	1 parking space for each teaching area.

Secondary *schools*

2 ½ parking spaces for each teaching area and 1 bus loading area for each 2 teaching areas.

Crisis care facility
By-law 95-2003

1 parking space for each 30 square metres of *floor area*.

An *industrial use* and any use permitted in the M1 Zone that is not otherwise mentioned in this subsection.
By-law 122-2001

1 parking space for each 95 square metres of *floor area* to 1,800 square metres and 1 parking space for each 460 square metres of *floor area* in excess of 1,800 square metres including any *basement* area if used for *industrial use*.

Any use not included in this subsection.

1 parking space for each 9 square metres of *floor area*.

(b) Within that area identified on Schedule A to this By-law as the Central Business District (CBD) Zone, parking shall be required at a level of one half of that required in all other areas for all uses, except that additional *dwelling units* shall require 1 parking space for each new unit.

(c) The above parking standard in Section 1)(b) for the Central Business District (CBD) Zone, shall only apply to new *floor area* and new additional *dwelling units*.

By-law 43-99

(d) Bicycle Parking Requirements

Bicycle parking spaces are required for the uses listed below in addition to any required parking spaces for motor vehicles:

Commercial, institutional
(excluding schools)

2 parking spaces plus 1 parking space per 1,000 square metres of floor area

Industrial

2 parking spaces plus 0.25 parking spaces per 1,000 square metres of floor area

Elementary and secondary schools

1 per 10 students plus 1 per 35 employees

Post secondary school

1 per 20 students

Each bicycle parking space shall have a minimum length of 1.8 metres and a minimum width of 0.6 metres. A bicycle parking area shall be located on the ground and have direct access and egress to the ground level adjacent to the bicycle parking area.

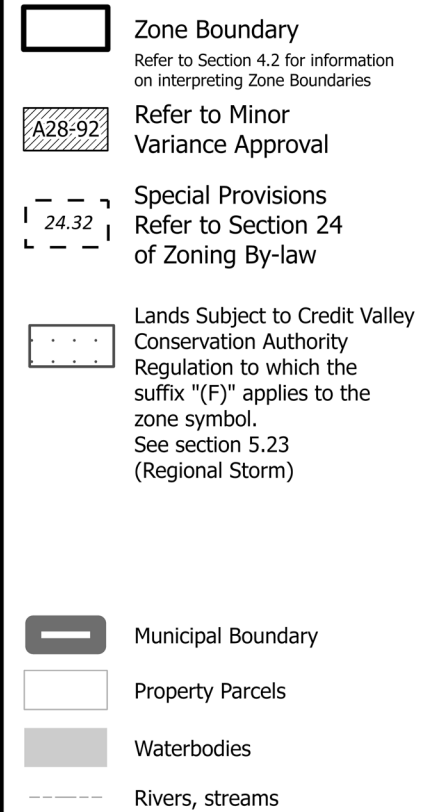
By-law 57-2009

2) Parking Area Requirements

Parking areas shall conform with the following requirements,

Zoning Map

SCALE 1:3,100



APPENDIX C

City of Barrie Zoning By-Law 2009-141 Excerpts

CITY OF BARRIE

COMPREHENSIVE ZONING BY-LAW 2009-141



August 2009
Office Consolidation January 2024

4.5.6 Acquisition of Land By Authority Possessing Power of Expropriation

Notwithstanding any other provisions of this By-law, where a *lot* is created which has less than the minimum standard for frontage and/or yard and/or area, as a result of the acquisition of land by an authority possessing the power of expropriation, such *lot* shall be deemed to conform to such minimum standard.

4.5.7 Lot Area, Lot Frontage and Open Space

No person, except a *public authority* by either engaging in the implementation of a public work, or by requiring a dedication of land for public purposes, shall reduce in area or frontage any *lot* already built upon, either by conveyance or alteration of any portion thereof or otherwise, so that the *lot coverage* of the *building* exceeds the maximum permitted by this By-law, or so that the area or frontage of the *lot* will be less than the minimum permitted by this By-law for the *zone* in which such *lot* is located.

4.5.8 Minimum Setback from Rail Lines

Appendix “B” Active Rail Lines attached constitutes an information schedule identifying the active rail lines and rail spurs within the City of Barrie that are subject to regulation by Transport Canada.

Notwithstanding any other provision of this By-law, the principal use shall not be permitted:

- within 30m of the Newmarket and Meaford subdivisions (identified on Appendix “B”).
- within 15m of the Beeton Subdivision and all BCRY rail spurs (identified on Appendix “B”).

4.5.9 Prohibited Development in a Floodway

Notwithstanding anything in this By-law, new habitable dwellings shall be prohibited in the *floodway*.

4.5.10 Minimum Setback from TransCanada Pipeline

No permanent building or structure shall be located within 7 metres of the pipeline right of way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right of way unless otherwise provided for in this By-law. (By-law 2014-007)

4.6 PARKING STANDARDS**4.6.1** The following standards shall apply to all *zones* throughout the City unless otherwise specified in subsequent sections of this By-law.

Table 4.6	
Uses	Parking Standards
<i>Residential building containing not more than 3 dwelling units</i>	1.5 space per <i>dwelling unit</i> . Tandem parking will be permitted. (By-law 2019-115)
<i>Residential building containing more than 3 dwelling units</i>	1.5 spaces per <i>dwelling unit</i>
<i>Residential dwelling(s) in the Urban Growth Centre (see Appendix "C").</i>	1 space per dwelling unit(s) (By-law 2014-110)
<i>Residential uses located within a Mixed Use zone</i>	1 space per dwelling unit (By-law 2015-097)
<i>Restaurant</i>	1 space per 4 persons
<i>Retail Store</i>	1 space per 30m ² of <i>gross floor area</i> min. 2 spaces
<i>Secondary School</i>	1 space per classroom and per office plus 1 space per 10 students
<i>Self Storage</i>	1 space per 500m ² of <i>gross floor area</i>
<i>Service Store</i>	1 space per 50m ² of <i>gross floor area</i>
<i>Shopping Centre</i>	1 space per 18.6m ² of <i>gross leasable floor area</i>
<i>Social Services Facility</i>	1 space per 30m ² of <i>gross floor area</i> min. 2 spaces. No parking is required in the Urban Growth Centre. (By-law 2016-057)
<i>Theatre</i>	1 space for every 4 persons
<i>Training and Rehabilitation Centre</i>	1 space per 50m ² of <i>gross floor area</i>
<i>Truck Terminal</i>	1 space per 1,000m ² of <i>gross floor area</i>
<i>University</i>	1 space per classroom and per office plus 1 space per 10 students
<i>Veterinary Clinic</i>	1 space per 50m ² of <i>gross floor area</i> min. 2 spaces
<i>Warehousing excluding Self Storage</i>	1 space per 1,000m ² of <i>gross floor area</i>
<i>Wholesale Establishment</i>	1 space per 50m ² of <i>gross floor area</i>

4.6.2 Parking

4.6.2.1 *Parking spaces* shall be provided and maintained in accordance with the following requirements and shall be provided on the same *lot* as the *building* or *use* for which they are required.

4.6.2.2 Parking Based on Occupancy

Where parking provisions in Table 4.6 relate to spaces per person or student, this shall be calculated based on the maximum number of persons which can be accommodated within the *use* according to the Ontario Building Code, as amended, unless otherwise specified.

4.6.2.3 Parking - Multiple Uses

That notwithstanding the parking requirements set out in Table 4.6, where there are 2 or more permitted uses in any *building* or on any *lot*, the following parking requirements shall apply:

APPENDIX D

City of Orillia Zoning By-Law 2014-44 Excerpts



ORILLIA

City of Orillia Zoning By-law 2014-44

Passed by Orillia City Council
on June 2, 2014

Consolidation – November 1, 2022
Updated to Amendment #110
(excepting Amendment #104)



SECTION 6 PARKING AND LOADING STANDARDS

6.1 APPLICABILITY OF THIS SECTION

No Person shall use any land, Building or Structure in any Zone for any purpose permitted by this By-law, unless Parking Spaces are provided in accordance with the provisions of this Section of the By-law.

6.2 PARKING

6.2.1 Restriction on the Use of Land, Buildings and Structures

The Parking and Loading Space requirements of this Section of the By-law shall not apply to any Building in Existence at the date of passing of this By-law so long as the floor area, as it Existed at such date, is not increased nor the Building or Structure is used for a purpose that requires more Parking Spaces.

Regardless of the amount of parking and Loading Spaces in Existence, if an addition is made to the Building that increases the floor area, additional parking and Loading Spaces shall be provided for the additional floor area only as Required by the regulations of this By-law unless otherwise specified in this By-law.

If the Use of a Building changes, the net increase in the number of parking or Loading Spaces Required shall be provided in addition to the Existing supply of parking or Loading Spaces. This provision shall not apply within the "Main Street Commercial"(C1) Zone.

Subsection 5.20 of this By-law applies to Developed Sites.

6.2.2 Residential Parking Requirements

6.2.2.1 Motor Vehicle Parking Requirements

The number of Parking Spaces Required for Residential Uses shall be calculated in accordance with the standards set out in Table 6.1 (Special regulations are listed in the Footnotes below Table 6.1):

Table 6.1 – Parking Requirements for Residential Uses

Column 1	Column 2
Type or Nature of Use	Minimum Off-Street Parking Requirements (2)
Residential Building containing not more than 3 Dwelling Units	2 spaces for the first Dwelling Unit, plus 1 space for each additional Dwelling Unit including an Additional Dwelling Unit.

Column 1	Column 2
Type or Nature of Use	Minimum Off-Street Parking Requirements (2)
Residential Building containing more than 3 Dwelling Units (1)	1.5 spaces per Dwelling Unit of which 25% shall be for visitor parking
Dwelling Units in a non-Residential Building	1 space per Dwelling Unit
Boarding, Lodging, or Rooming House	1 space per room
Dormitory	0.25 Parking Space per bed
Group Home (Type 1 or Type 2)	1 Parking Space per three (3) supervised residents plus two (2) Parking Spaces per Dwelling Unit

Footnotes for Table 6.1:

- 1) For Townhouse Dwelling Units developed as Private complexes and/or Condominium Developments, a separate designated visitor Parking Area shall be provided containing 25% of the required Parking Spaces.
- 2) No additional Parking Spaces shall be required for Established Converted Dwellings or Retrofit Multiple Dwellings.
- 3) Two (2) Parking Spaces shall be provided for a Semi-Detached Dwelling.

6.2.2.2 Bicycle Parking Requirements

Where more than 10 Parking Spaces are Required by this By-law, for a Residential Use, one Bicycle Parking Space shall be provided for every ten (10) Parking Spaces.

6.2.2.3 Reductions in Parking Requirements for Residential Uses

The parking requirements for Residential Uses in this Section shall be reduced in accordance with the following provisions:

- i) A reduction of 50% shall apply in the Downtown Area Overlay Zone as shown on Schedule 'C'; and
- ii) Residential properties located on Grape Island shall not Require any Parking Spaces.

6.2.3 Non-Residential Parking Requirements

The number of Parking Spaces Required for non-Residential Uses shall be calculated in accordance with the standards set out in Table 6.2:

APPENDIX E

Communications

Kerianne Hagan

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: March 15, 2024 3:02 PM
To: Kerianne Hagan; Stefanie Thorne
Subject: RE: 180 Ontario Street - TIS Terms of Reference

Categories: Filed to Sharepoint

Hi Kerianne,

The two sites noted in your email are acceptable as proxy sites, along with your previously suggested 417 Peel Street site.

Please ensure that any offsite street parking adjacent to the developments is captured as well in your study.

Thanks

Henry Centen, P. Eng.

R.J. Burnside & Associates Limited

519-340-2003

From: Kerianne Hagan <khagan@cfcrozier.ca>
Sent: Friday, March 08, 2024 8:53 AM
To: Stefanie Thorne <sthorne@collingwood.ca>
Cc: Henry Centen <Henry.Centen@rjburnside.com>
Subject: RE: 180 Ontario Street - TIS Terms of Reference

Good morning Stefanie,

We reached out to several apartment building in Collingwood and received approval from 172 Eighth Street – The Galleries and 528 Tenth Street – L’Alpin Apartments. These units are not age restrictive and are not part of an affordable housing program as other apartments in town are.

We would like to engage our data collection agency to collect counts the week of the 18th to avoid March Break. If you could let us know if there are any comments next week it would be appreciated.

Thank you,
Keri

Kerianne Hagan, EIT
Engineering Intern, Transportation
Office: 705.434.3407

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From: Stefanie Thorne <sthorne@collingwood.ca>
Sent: Thursday, March 7, 2024 1:55 PM
To: Kerianne Hagan <khagan@cfcrozier.ca>
Cc: henry.centen@rjburnside.com
Subject: RE: 180 Ontario Street - TIS Terms of Reference

Good Afternoon Keri,

Please provide further information with regards to the two proposed locations and the consultant will provide comments.

If you have any further questions, please do not hesitate to contact me.

Sincerely,

Stefanie Thorne, C.Tech.
Engineering Technologist, Engineering Services
705-445-1030 Ext. 4214



Town of Collingwood
545 Tenth Line North, P.O. Box 157
Collingwood ON L9Y 3Z5

sthorne@collingwood.ca | www.collingwood.ca

From: Kerianne Hagan <khagan@cfcrozier.ca>
Sent: Tuesday, March 5, 2024 1:33 PM
To: Stefanie Thorne <sthorne@collingwood.ca>
Subject: RE: 180 Ontario Street - TIS Terms of Reference

EXTERNAL EMAIL: This email originated outside of the Town's email system. Do not click any links or open any attachments unless you trust the sender and know the content is safe. If in doubt, please contact the helpdesk at x4357.

Hi Stefanie,

Just following up on the voicemail I left you. I am looking to obtain the contact information for the person at Burnside who provided comment on our TOR. We have gained permission for data to be collected at two locations in Town and I would like to confirm them with the reviewer prior to moving forward with the counts.

Your assistance is greatly appreciated,
Keri

Kerianne Hagan, EIT

Engineering Intern, Transportation

Office: 705.434.3407

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From: Stefanie Thorne <sthorne@collingwood.ca>

Sent: Wednesday, February 7, 2024 11:05 AM

To: Diego Bustamante <dbustamante@cfcrozier.ca>; Madeleine Ferguson <mferguson@cfcrozier.ca>

Cc: Stuart West <swest@collingwood.ca>; Lindsay Ayers <layers@collingwood.ca>

Subject: 180 Ontario Street - TIS Terms of Reference

Good Morning Diego,

The peer review of the Terms of Reference (TOR) has been completed by R.J. Burnside, for the completion of a Traffic Impact Study (TIS) and Parking Justification Study (PJS). The TOR have been found acceptable, unless identified below (in red) with modifications/clarifications noted in red below:

TRAFFIC IMPACT STUDY (TIS)

- The TIS will be scoped to assess the operations of the existing site access on Ontario Street, which is proposed to remain. **Please confirm the basis for completing a scoped TIS (i.e., access review only), rather than expanding the study to include nearby public road intersections. We note that the site plan proposes that the existing site access is to be shifted, rather than to remain in its current location. Relocation of an existing pole may be required to accommodate this relocation.** The TIS will assess the weekday a.m. and p.m. peak hours.
 - Traffic data collection will occur in January 2024, given the upcoming holiday season.
- We will analyze opening year (assumed 2028), as well as five (2033) years beyond.
- A growth rate of 1.5% will be used. **Please confirm the basis for the assumed growth rate.**
- We kindly request the Town to identify and provide us with any additional nearby developments to be accounted for in the background traffic volume forecasts, if applicable. **Burnside is not aware of any nearby developments and no active developments are shown on the Town's Development map. We defer to the Town to confirm if there are any nearby developments that may increase traffic on Ontario Street or if there are any active construction projects that may impact traffic counts in this area.**
- The trip generation characteristics of the development will be forecast using ITE Trip Generation Manual, 11th Edition.
 - Trips will be applied to the boundary road network based on Transportation Tomorrow Survey (TTS) data.

- Review the proposed development roadway connections from a geometrics and safety perspective, including turn-lane and signal requirements based on TAC and OTM Book 12 guidelines, as applicable. **Traffic operations (capacity, delay) are to be reviewed using Synchro.**
- Summarize the existing and future active transportation opportunities in the area including sidewalk connectivity, bicycle routes, trail connections to surrounding developments and transit routes. **Also include road crossing requirements and traffic speed/traffic calming requirements on Ontario Street.**
- Prepare a plan that will illustrate active transportation facilities within the Site and any proposed connections to the boundary road network.
- Incorporate vehicle manoeuvring diagrams into the report and summarize findings. **Include AutoTURN swept path analysis for the access and internal to the site for fire trucks, delivery trucks, waste trucks and cars.**

PARKING JUSTIFICATION STUDY (PJS)

In addition to the TIS, we are also seeking confirmation on a proposed scope of work for a parking study to support a reduced parking supply at the site. The Parking Justification Study will review the following items:

By-Law Requirements

A review of the Town of Collingwood Zoning By-Law and Urban Design Manual to determine the required number of vehicle and bicycle parking requirements in relation to the number to be provided on site.

ITE Parking Generation

ITE Parking Generation 5th Edition will be used to calculate the expected parking demand for the development. **Please use ITE Parking Generation 6th Edition, with comparison to the 85th percentile demands.**

Transportation Tomorrow Survey

A review of the TTS data from the Town of Collingwood will determine the expected vehicle ownership rates for the proposed development. **The TTS data that is used for comparison should reflect the type of development (purpose built rental units?, affordable housing?).**

Comparable Municipal Rates

A review of the minimum parking rate requirements of similar municipalities will be undertaken to determine nearby supportable rates.

Proxy Sites

Collection of proxy site data will be used to support the proposed rate. A parking survey will be commissioned at the existing daycare facility to understand existing peak parking and pick-up/drop-off operations. **Please clarify how this data is to be used in the analysis, since it is assumed that the daycare will be replaced by the development.**

In addition, we have reviewed data Crozier has collected in the past and are asking for confirmation of the following sites to be used:

1. 417 Peel Street – Town of Collingwood (Three 4-storey buildings) **Please confirm occupancies, affordable units, number of resident and visitor parking spaces available etc., for comparison to the proposed development. Parking demand data should be separated between resident parking and visitor parking. Please confirm the costs for parking and that it is unbundled from rental rates.**
2. 35-45 Bredin Parkway – Town of Orangeville (One 4-storey building and one 6-storey building) **We don't recommend the use of this site as a proxy site. The development is in close proximity to offsite commercial parking lots and the buildings have a combination of surface and underground parking; these conditions are different than the proposed development.**

A minimum of 3 proxy sites should be reviewed. Please provide two other representative sites, in addition to the 417 Peel Street site. We note that the site plan proposes a parking deficit of 56% from the bylaw requirement; therefore the extent of the PJS should reflect this significant shortfall.

Transportation Demand Management

A review of TDM opportunities for the development, such as transit routes, pedestrian facilities, and proximity to downtown public parking areas, will be undertaken.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Stefanie Thorne, C.Tech.
Engineering Technologist, Engineering Services
705-445-1030 Ext. 4214



Town of Collingwood
545 Tenth Line North, P.O. Box 157
Collingwood ON L9Y 3Z5

sthorne@collingwood.ca | www.collingwood.ca

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APPENDIX F

Parking Survey Data

Ontario Traffic Inc - Parking Occupancy Counts

Location: 417 Peel Street, Collingwood

Time	Parked Vehicles							
	Friday, December 01, 2023				Saturday, December 02, 2023			
	Tenant	Visitor	Accessible	Reserved	Tenant	Visitor	Accessible	Reserved
18:00 to 18:30	77	25	0	1	79	26	1	1
18:30 to 19:00	80	26	0	1	84	27	1	1
19:00 to 19:30	86	25	0	1	89	25	1	1
19:30 to 20:00	91	24	0	1	92	25	1	1
20:00 to 20:30	92	28	0	1	95	27	1	1
20:30 to 21:00	92	30	1	1	96	27	1	1
21:00 to 21:30	101	31	1	1	97	27	1	1
21:30 to 22:00	106	34	1	1	99	28	1	1
22:00 to 22:30	107	33	1	1	99	27	1	0
22:30 to 23:00	111	33	1	1	103	29	1	0
23:00 to 23:30	114	32	1	1	108	29	1	0
23:30 to 24:00	115	28	1	1	108	29	1	0
00:00 to 00:30	116	26	1	1	109	29	1	0
00:30 to 01:00	118	24	1	1	112	28	1	0
Available Parking Spaces =	159	39	6	2	159	39	6	2

118 34 1 1

154

148 Occupied

1.04 Total rate with visitor parking

112 29 1 1

143

0.97 Total rate with visitor parking



Ontario Traffic Inc - Parking Occupancy Counts

Time			Friday, March 22, 2024			Saturday, March 23, 2024		
			A - 528 Tenth St (L'Alpin Apartments)			A - 528 Tenth St (L'Alpin Apartments)		
			Tenant		Visitor	Tenant		Visitor
			General	Accessible		General	Accessible	
18:00	to	18:30	22	1	1	20	1	1
18:30	to	19:00	23	1	2	17	1	1
19:00	to	19:30	24	2	2	19	1	1
19:30	to	20:00	24	2	1	22	1	1
20:00	to	20:30	25	2	1	24	1	1
20:30	to	21:00	25	2	1	24	2	1
21:00	to	21:30	25	2	1	24	2	0
21:30	to	22:00	25	2	1	26	2	0
22:00	to	22:30	26	2	1	27	2	0
22:30	to	23:00	26	2	1	27	2	1
23:00	to	23:30	26	2	1	28	2	1
23:30	to	00:00	26	2	1	28	2	1
00:00	to	00:30	26	2	1	27	2	1
00:30	to	01:00	26	2	1	27	2	1
Parking Spaces			40	2	6	40	2	6

Rooms 37
 Occupancy 35
 Residential 40
 Accessible 2
 Visitor 6

					Rates	Units	Requirement	
Friday Peak	10pm-1am	7:00-7:30	Maximum	Residential		0.74	60	45
Residentail	26 Visitor		4	30 Visitor		0.11	60	7
								52
Saturday Peak	11pm-12	multiple	Maximum					
Residentail	28 Visitor		3	31	Rates	Units	Requirement	
				Residential		0.80	60	48
				Visitor		0.09	60	6
								54



Ontario Traffic Inc - Parking Occupancy Counts

Time			Friday, March 22, 2024			Saturday, March 23, 2024		
			A - 528 Tenth St (L'Alpin Apartments)			A - 528 Tenth St (L'Alpin Apartments)		
			Tenant		Visitor	Tenant		Visitor
			General	Accessible		General	Accessible	
18:00	to	18:30	22	1	1	20	1	1
18:30	to	19:00	23	1	2	17	1	1
19:00	to	19:30	24	2	2	19	1	1
19:30	to	20:00	24	2	1	22	1	1
20:00	to	20:30	25	2	1	24	1	1
20:30	to	21:00	25	2	1	24	2	1
21:00	to	21:30	25	2	1	24	2	0
21:30	to	22:00	25	2	1	26	2	0
22:00	to	22:30	26	2	1	27	2	0
22:30	to	23:00	26	2	1	27	2	1
23:00	to	23:30	26	2	1	28	2	1
23:30	to	00:00	26	2	1	28	2	1
00:00	to	00:30	26	2	1	27	2	1
00:30	to	01:00	26	2	1	27	2	1
Parking Spaces			40	2	6	40	2	6

Rooms 37
 Occupancy 35
 Residential 40
 Accessible 2
 Visitor 6

					Rates	Units	Requirement	
Friday Peak	10pm-1am	7:00-7:30	Maximum	Residential		0.74	60	45
Residentail	26 Visitor		4	30 Visitor		0.11	60	7
								52
Saturday Peak	11pm-12	multiple	Maximum					
Residentail	28 Visitor		3	31	Rates	Units	Requirement	
				Residential		0.80	60	48
				Visitor		0.09	60	6
								54



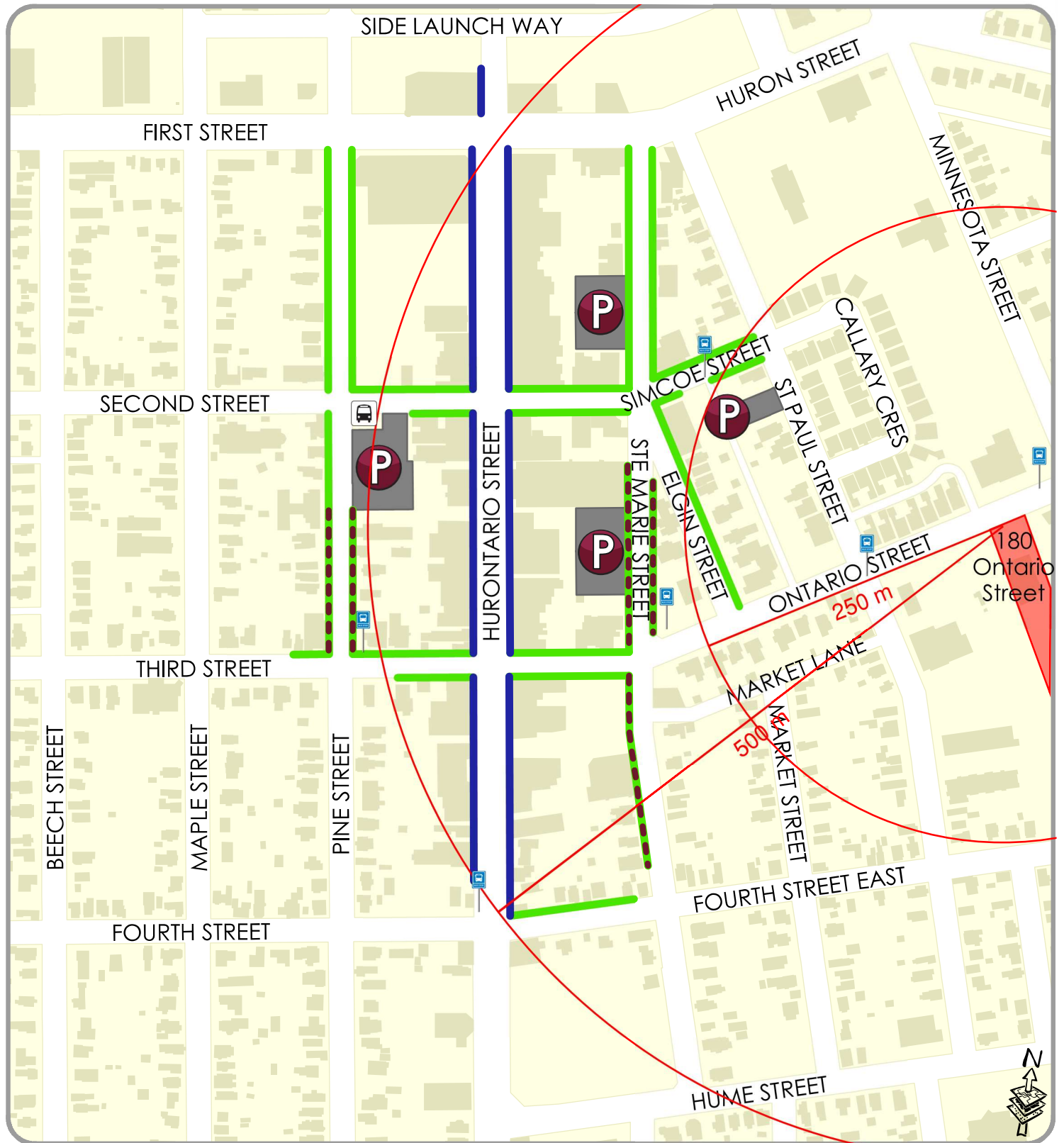
APPENDIX G

Public Parking Proximity

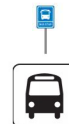
Municipal Parking

Parking is enforced Monday - Friday, 8:00am-6:00pm
(Saturday, Sunday, and Statutory Holidays are free)

**Parking Permits are valid in any of the four Municipal Parking Lots.*



-  **Municipal Parking Lots** \$0.75/hr or Permit (no max. time)
-  **Side Street Parking** \$0.75/hr (no max. time)
-  **Side Street Parking** \$0.75/hr or Permit (no max. time)
-  **Hurontario Street Parking** \$1.00/hr (3 hour max.)



Bus Stop
Bus Terminal

APPENDIX H

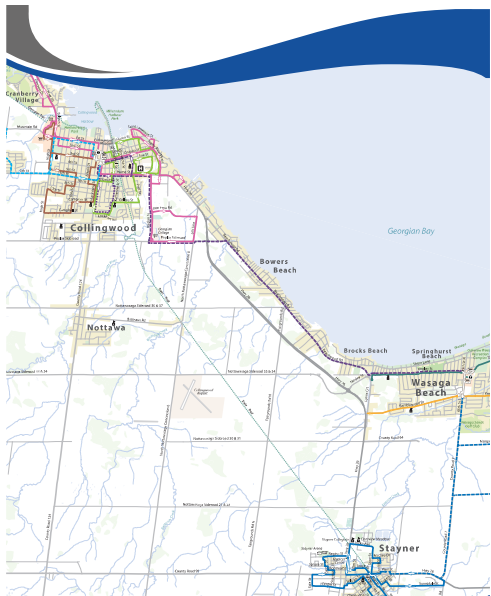
Collingwood Transit Map

SOUTH GEORGIAN BAY REGIONAL TRANSIT

RIDERS GUIDE

Effective January 2019

Blue Mountain - Clearview - Collingwood - Wasaga Beach



Wasaga Beach Route 1 West													
Archer Road	Deerbrook Drive	Wally Drive	Walmart Supercentre (Transfer)	Nancy Island Welcome Centre	18th Street	Riverbend Plaza	Macs Convenience Store	Knox Road West	Meadowbank Boulevard	Real Canadian Superstore (Transfer)	St. Noel Elementary School	Lyns Court	
MONDAY - SUNDAY													
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00	
8:45	8:50	8:55	9:00	9:05	9:08	9:10	9:11	9:12	9:14	9:15	9:23	9:30	
10:15	10:20	10:25	10:30	10:35	10:38	10:40	10:41	10:42	10:44	10:45	10:53	11:00	
11:45	11:50	11:55	12:00	12:05	12:08	12:10	12:11	12:12	12:14	12:15	12:23	12:30	
1:15	1:20	1:25	1:30	1:35	1:38	1:40	1:41	1:42	1:44	1:45	1:53	2:00	
2:45	2:50	2:55	3:00	3:05	3:08	3:10	3:11	3:12	3:14	3:15	3:23	3:30	
4:15	4:20	4:25	4:30	4:35	4:38	4:40	4:41	4:42	4:44	4:45	4:53	5:00	
5:45	5:50	5:55	6:00	6:05	6:08	6:10	6:11	6:12	6:14	6:15	6:23	6:30	
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00	

Wasaga Beach Route 1 East													
Lyns Court	St. Noel Elementary School	Real Canadian Superstore (Transfer)	Meadowbank Boulevard	Sunnyside Road	Mac's Mall (Wasaga Street)	Riverbend Plaza	18th Street	Nancy Island Welcome Centre	Walmart Supercentre (Transfer)	Mary Street	Archer Road		
MONDAY - SUNDAY													
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45		
9:30	9:32	9:35	9:37	9:40	9:41	9:45	9:48	9:50	9:55	10:04	10:15		
11:00	11:02	11:05	11:07	11:10	11:11	11:15	11:18	11:20	11:25	11:34	11:45		
12:30	12:32	12:35	12:37	12:40	12:41	12:45	12:48	12:50	12:55	1:04	1:15		
2:00	2:02	2:05	2:07	2:10	2:11	2:15	2:18	2:20	2:25	2:34	2:45		
3:30	3:32	3:35	3:37	3:40	3:41	3:45	3:48	3:50	3:55	4:04	4:15		
5:00	5:02	5:05	5:07	5:10	5:11	5:15	5:18	5:20	5:25	5:34	5:45		
6:30	6:32	6:35	6:37	6:40	6:41	6:45	6:48	6:50	6:55	7:04	7:15		
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45		

Legend

- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Collingwood Wasaga Beach Link
- Collingwood Wasaga Beach Link 5-6pm
- Blue Mountain Transit Link
- Wasaga Beach Route 1
- Wasaga Beach Route 2
- Clearview Stayner Route
- Clearview Wasaga Beach Link
- Multiple Routes

Transit Hub

Bus Stops

Arena

Community Centre

Hospital

Library

Municipal Building

Museum

Point of Interest

School

Shopping Centre

Transit Hub

Bus Stops

Arena

Community Centre

Hospital

Library

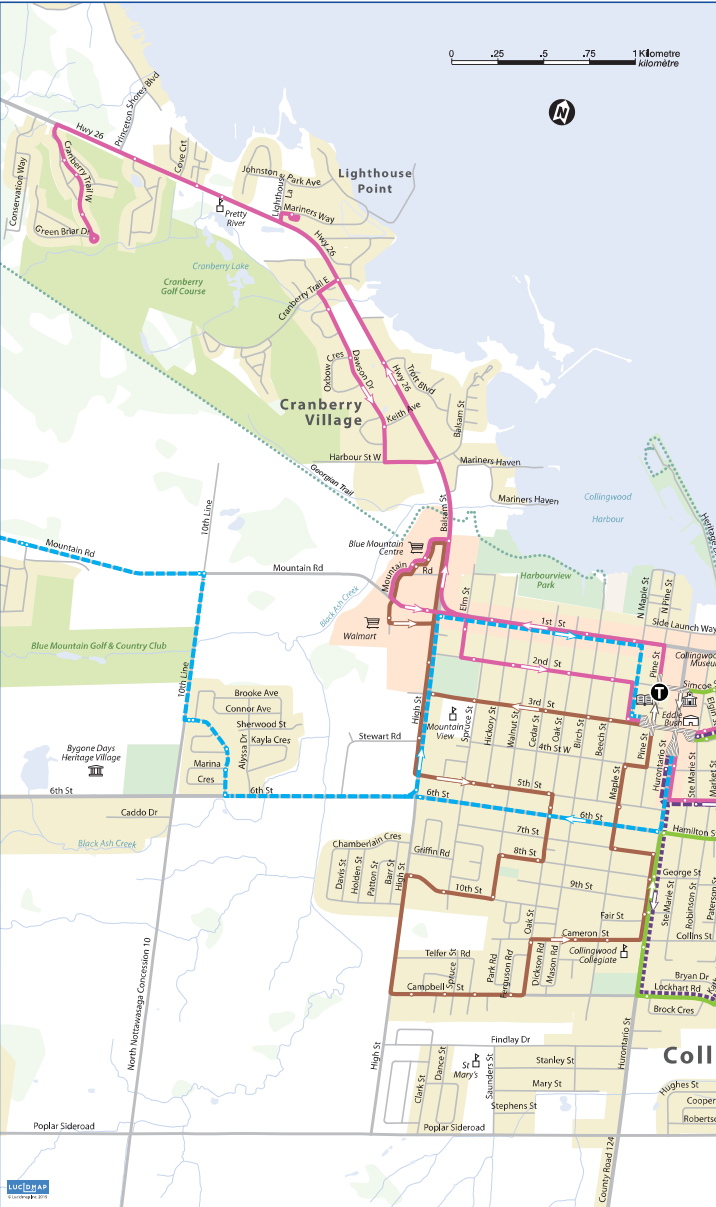
Municipal Building

Museum

Point of Interest

School

Shopping Centre

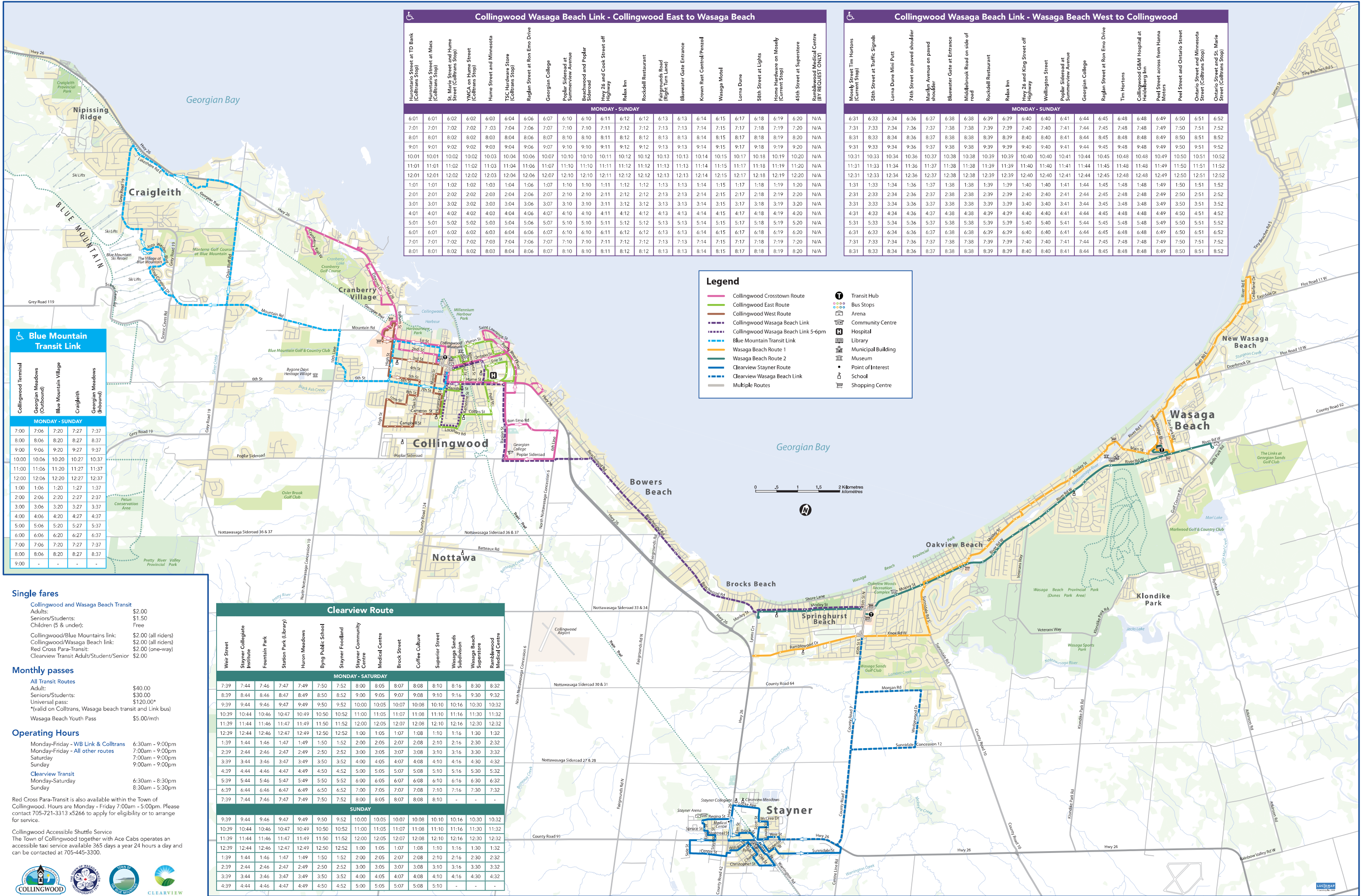


Collingwood Crosstown Route													
Terminal	YMCA	Hospital	Elliot & St. Clair	Sunset Point	Terminal	Bellam St. @ Blue Mountain Centre	Lighthouse Point	Cranberry Links	Georgian Bay Conference Centre	Pretty River Academy	Dawson & Osborn	Blue Mountain Centre	Oak & Second
MONDAY - SUNDAY													
--	--	--	--	--	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50
9:00	9:02	9:03	9:06	9:12	9:25	9:34	9:36	9:38	9:41	9:42	9:45	9:47	9:50
10:00	10:02	10:03	10:06	10:12	10:25	10:34	10:36	10:38	10:41	10:42	10:45	10:47	10:50
11:00	11:02	11:03	11:06	11:12	11:25	11:34	11:36	11:38	11:41	11:42	11:45	11:47	11:50
12:00	12:02	12:03	12:06	12:12	12:25	12:34	12:36	12:38	12:41	12:42	12:45	12:47	12:50
1:00	1:02	1:03	1:06	1:12	1:25	1:34	1:36	1:38	1:41	1:42	1:45	1:47	1:50
2:00	2:02	2:03	2:06	2:12	2:25	2:34	2:36	2:38	2:41	2:42	2:45	2:47	2:50
3:00	3:02	3:03	3:06	3:12	3:25	3:34	3:36	3:38	3:41	3:42	3:45	3:47	3:50
4:00	4:02	4:03	4:06	4:12	4:25	4:34	4:36	4:38	4:41	4:42	4:45	4:47	4:50
5:00	5:02	5:03	5:06	5:12	5:25	5:34	5:36	5:38	5:41	5:42	5:45	5:47	5:50
6:00	6:02	6:03	6:06	6:12	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50
YELLOW TIMES ARE NOT IN SERVICE ON WEEKENDS													

Wasaga Beach Route 2 West									
Wasaga Stars Arena	Walmart Supercentre	Blueberry Trail	Lauderdale Boulevard	Riverbend Plaza	Rec Plex	Real Canadian Superstore (Transfer)	57th Street	Lorna Dune	
MONDAY - SUNDAY									
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25	
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25	
8:55	9:05	9:08	9:11	9:14	9:18	9:20	9:22	9:25	
9:55	10:05	10:08	10:11	10:14	10:18	10:20	10:22	10:25	
10:55	11:05	11:11	11:14	11:18	11:20	11:22	11:25		
11:55	12:05	12:08	12:11	12:14	12:18	12:20	12:22	12:25	
12:55	1:05	1:08	1:11	1:14	1:18	1:20	1:22	1:25	
1:55	2:05	2:08	2:11	2:14	2:18	2:20	2:22	2:25	
2:55	3:05	3:08	3:11	3:14	3:18	3:20	3:22	3:25	
3:55	4:05	4:08	4:11	4:14	4:18	4:20	4:22	4:25	
4:55	5:05	5:08	5:11	5:14	5:18	5:20	5:22	5:25	
5:55	6:05	6:08	6:11	6:14	6:18	6:20	6:22	6:25	
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25	
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25	

Wasaga Beach Route 2 East									
Lorna Dune	54th Street	Real Canadian Superstore (Transfer)	Rec Plex	Riverbend Plaza	Lauderdale Boulevard	Blueberry Trail	Foodland	Pioneer Gas Station	
MONDAY - SUNDAY									
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55	
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55	
9:30	9:32	9:35	9:38	9:40	9:43	9:46	9:49	9:55	
10:30	10:32	10:35	10:38	10:40	10:43	10:46	10:49	10:55	
11:30	11:32	11:35	11:38	11:40	11:43	11:46	11:49	11:55	
12:30	12:32	12:35	12:38	12:40	12:43	12:46	12:49	12:55	
1:30	1:32	1:35	1:38	1:40	1:43	1:46	1:49	1:55	
2:30	2:32	2:35	2:38	2:40	2:43	2:46	2:49	2:55	
3:30	3:32	3:35	3:38	3:40	3:43	3:46	3:49	3:55	
4:30	4:32	4:35	4:38	4:40	4:43	4:46	4:49	4:55	
5:30	5:32	5:35	5:38	5:40	5:43	5:46	5:49	5:55	
6:30	6:32	6:35	6:38	6:40	6:43	6:46	6:49	6:55	
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55	
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55	

Collingwood West Route								
Terminal	Blue Mountain Centre	Wal-Mart	Eight & Oak	Tenth & High	Oak & Cameron	Collingwood Collegiate	Terminal	
MONDAY - FRIDAY								
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55	
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
7:30	7:36	7:38	7:43	7:45	7:49	7:51	7:55	
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25	
8:30	8:36	8:38	8:43	8:45	8:49	8:51	8:55	
9:00	9:36	9:08	9:13	9:15	9:19	9:21	9:25	
10:00	10:06	10:08	10:13	10:15	10:19	10:21	10:25	
11:00	11:06	11:08	11:13	11:15	11:19	11:21	11:25	
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25	
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25	
2:00	2:06	2:08	2:13	2:15	2:19	2:21	2:25	
2:30	2:36	2:38	2:43	2:45	2:49	2:51	2:55	
3:00	3:06	3:08	3:13	3:15	3:19	3:21	3:25	
...and every 30 minutes to...								
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25	
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25	
SATURDAY								
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55	
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
...and every 30 minutes to...								
11:30	11:36	11:38	11:43	11:45	11:49	11:51	11:55	
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25	
12:30	12:36	12:38	12:43	12:45	12:49	12:51	12:55	
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25	
...and every 30 minutes to...								
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25	
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25	
SUNDAY								
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25	
...and every 60 minutes to...								
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25	
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25	
...and every 60 minutes to...								
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25	
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25	

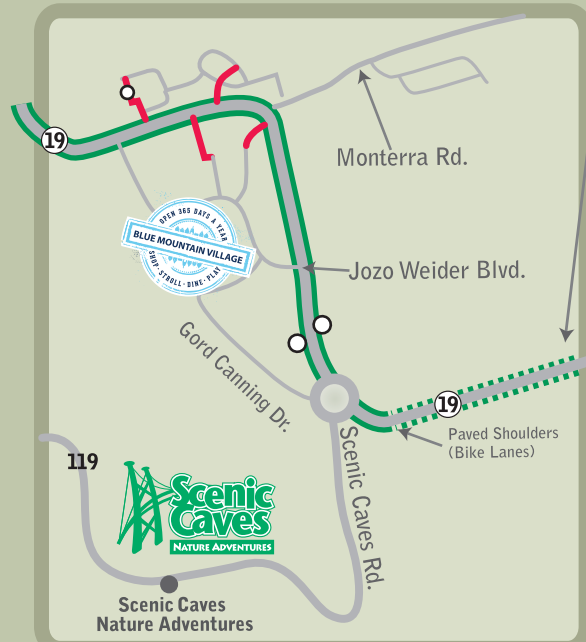


APPENDIX I

Collingwood Trails Map

Interpretive Signs

- 1 Keith Family Dairy
- 2 Collingwood Meat Company
- 3 Manufacturing History
- 4 North-West Ward School
- 5 Collingwood Milling Company
- 6 Smart Bros. Ltd.
- 7 Wetlands
- 8 Birds
- 9 Water/Fish
- 10 Historic Swim
- 11 Walk of History
- 12 Shipbuilder's Park
- 13 North West Mounted Police
- 14 Area History
- 15 Earlier Residents
- 16 Railway Freight Yards
- 17 Sewer & Water History
- 18 Central Park
- 19 Glory Whalen Parkette
- 20 Shannon's Bridge
- 21 Fish Hatchery
- 22 Harbour Plaque
- 23 Bryan Manufacturing
- 24 D.G. Cooper Company Ltd.
- 25 Story of Collingwood 'The Setting'
- 26 Story of Collingwood 1858 to 1908
- 27 Story of Collingwood 1908 to 1958
- 28 Story of Collingwood 1958 to 2008
- 29 Lady Elgin Locomotive
- 30 Cranberry Golf Clubhouse



collingwood.ca/trails

Great care has been taken in design and production to make this map as complete and convenient as possible for users, however we cannot guarantee its complete accuracy.
Please use these recreational trails at your own risk.
Trails are not maintained from November 1 – April 30.

Know Where You Are

Watch for these Safety Signs

Distance scale

Distance scale 0 1km

Collingwood



The logo for Trails, featuring the word "Trails" in a green script font, followed by a stylized graphic of three overlapping leaf-like shapes in green, blue, and brown.

Connect *2* the Lifestyle

HARBOUR / HARBOURVIEW PARK AREA

COLLINGWOOD DOWNTOWN

Legend

- Legend:

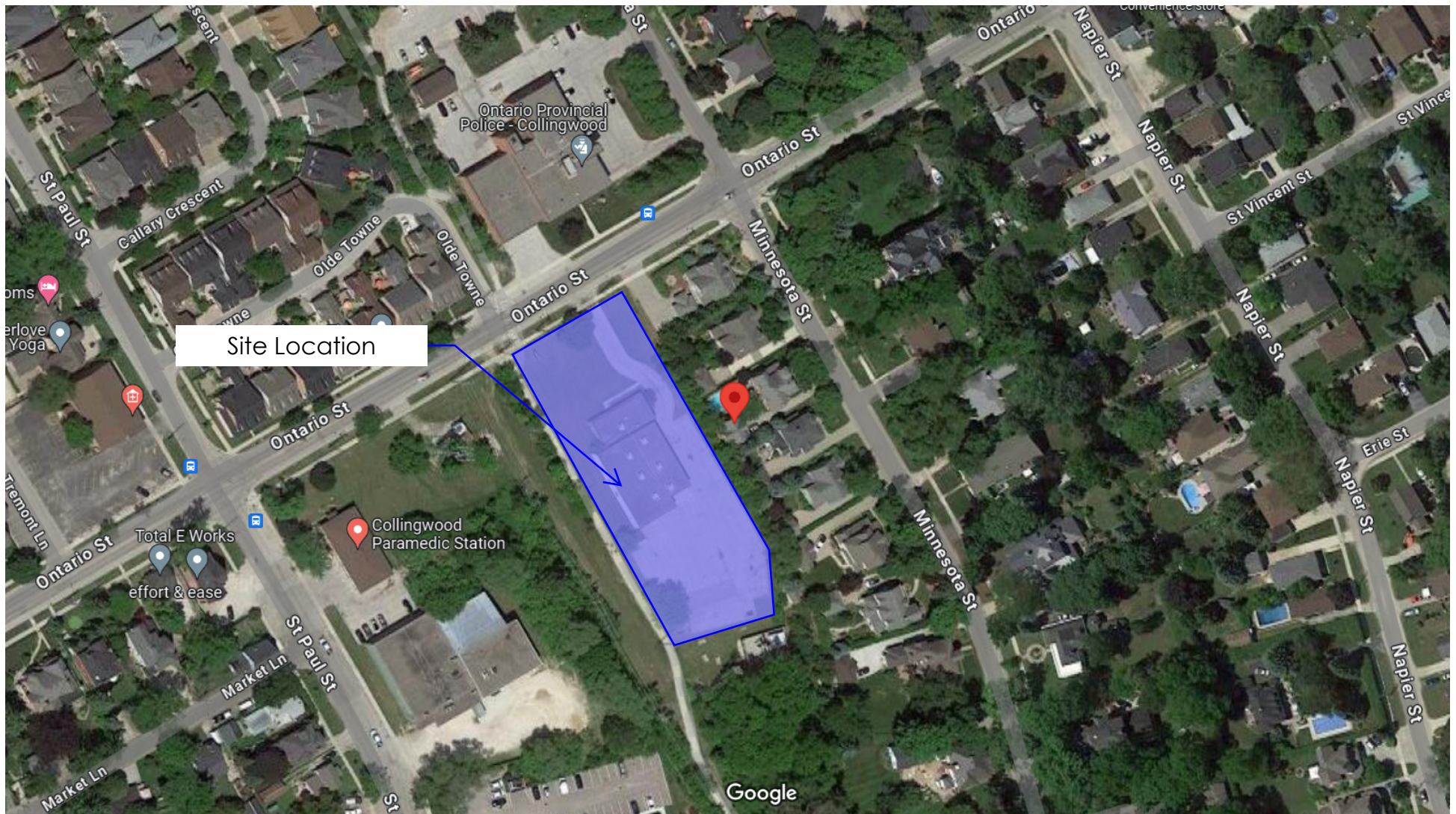
 - Stone-dusted trail
 - Hard-surface trail
 - Nature trail
 - On-road bike route
 - Designated bicycle lane
 - Heather Pathway
 - East circle route
 - West circle route
 - Harbour circle route
 - Groomed Snowmobile trail
 - Birding
 - Playground
 - Parking
 - Fishing
 - Cross country skiing
 - Labyrinth
 - GPS marker
 - Arena
 - Centennial Aquatic Centre
 - Tim Hortons
 - Scenic lookout
 - Park
 - Picnic tables
 - Snowshoeing
 - Amphitheatre
 - Fire Station
 - Public Washroom
 - Off-leash Dog Park



- # Interpretive sign
- A Arena (Town Hall)
- ★ Library

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FIGURES



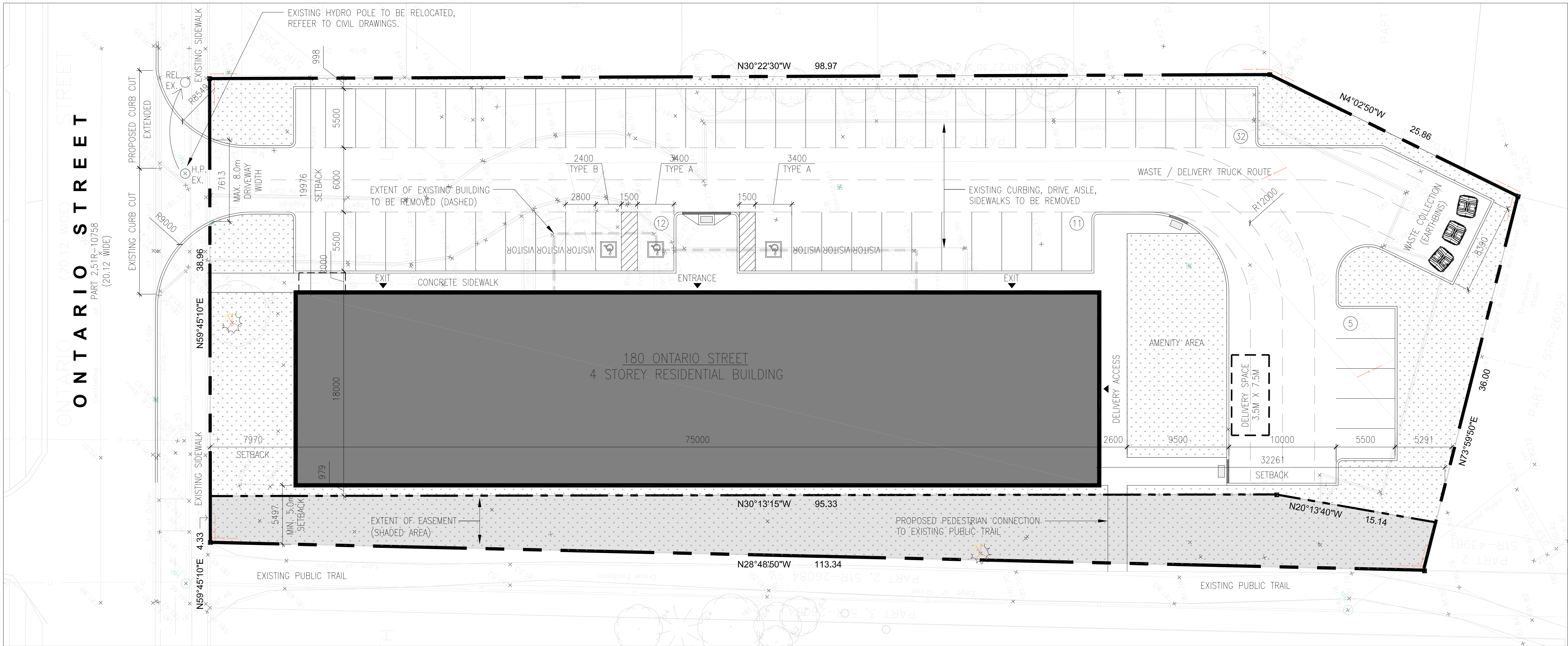
Project	180 ONTARIO STREET	
Drawing	SITE LOCATION PLAN	



CROZIER
CONSULTING ENGINEERS

ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON L9Y 1A1
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA

Drawn By	D.B.	Design By	D.B.	Project	2598-6970
Scale	N.T.S.	Date	JAN. 17, 2023	Check By	
					Drawing
					FIG. 1

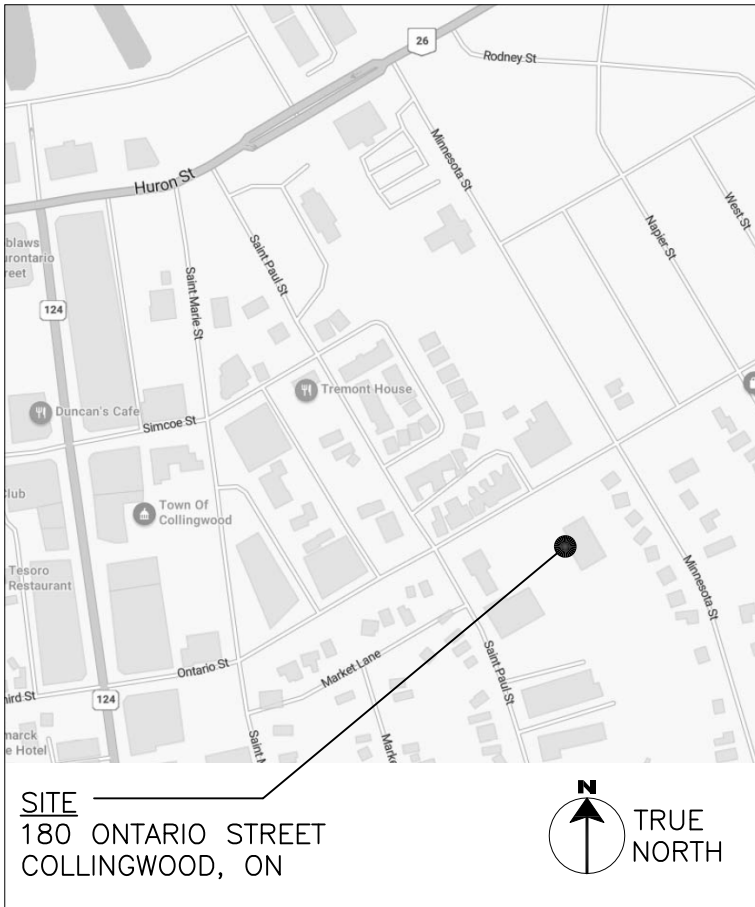


1
A100
PROPOSED SITE PLAN
SCALE: 1:200

ZONING REQUIREMENTS		
ZONING CATEGORY: RESIDENTIAL FOURTH DENSITY (R4) ZONE		
LOT REGULATIONS	REQUIRED	PROVIDED
MINIMUM LOT AREA	NIL	5,193 sqm
MINIMUM LOT FRONTAGE	30.0 m	43.29 m
MINIMUM FRONT YARD	7.5 m	7.97 m
MINIMUM INTERIOR SIDE YARD (WEST)	7.5 m	5.49 m
MINIMUM INTERIOR SIDE YARD (EAST)	7.5 m	19.97 m
MINIMUM REAR YARD	7.5 m	32.26 m
MAXIMUM HEIGHT	18.0 m	18.00 m
MAXIMUM LOT COVERAGE	40 %	26.00 %
MINIMUM LANDSCAPED OPEN SPACE	40 %	(1,529 sqm) 29.44 %
GROSS FLOOR AREA		
TYPICAL FLOOR AREA	1,350 sqm	14,531 sqft
TOTAL GFA (4 FLOORS)	5,400 sqm	58,124 sqft
UNIT COUNT		
	15± UNITS PER FLOOR	60± UNITS TOTAL
PARKING REGULATIONS		
RESIDENTIAL USE: 1.00 SPACES PER DWELLING UNIT	60 UNITS 60 X 1.00 = 60 SPACES	60 UNITS 60 X 0.90 = 54 SPACES
RESIDENTIAL USE: VISITOR PARKING 0.25 PER UNIT	60 UNITS 60 X 0.25 = 15 SPACES	60 UNITS 60 X 0.10 = 6 SPACES
TOTAL PARKING SPACES	75 SPACES	60 SPACES
MINIMUM DRIVE ENTRANCE WIDTH		
	7.50 m	7.61 m
MINIMUM DRIVE AISLE WIDTH		
	6.00 m	6.00 m
PARKING STALL SIZE (W X L)		
	2.80 m X 6.00 m	2.80 m X 5.50 m
ACCESSIBLE STALL SIZE (W X L)		
	4.50 m X 6.00 m	4.50 m X 5.50 m
DELIVERY SPACE SIZE (W X L)		
	3.50 m X 6.00 m	3.50 m X 6.00 m

LEGEND	
	PROPERTY LINE
	PROPOSED EASEMENT
	PROPOSED BUILDING
	LANDSCAPED AREA MINIMUM LANDSCAPE OPEN SPACE 25%

SITE PLAN INFORMATION IS TAKEN FROM PLAN OF SURVEY
PREPARED BY ZUBEK, EMO PATTEN & THOMSEN LTD.
DATED: DECEMBER 12, 2022
PLAN 51R-43961
PART OF NORTH HALF OF LOT 43
CONCESSION B
(FORMERLY TOWNSHIP OF NOTTAWASAGA)
TOWN OF COLLINGWOOD
COUNTY OF SIMCOE



This drawing, as an instrument of service, is provided by and is the property of DANIEL L. CUSIMANO, ARCHITECT.

The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify DANIEL L. CUSIMANO, ARCHITECT, of any variations from the supplied information.

This drawing is not to be scaled.

The architect is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., information shown on this drawing. Refer to the appropriate consultant's drawings before proceeding with the work.

Construction must conform to all applicable codes and requirements of authorities having jurisdiction.

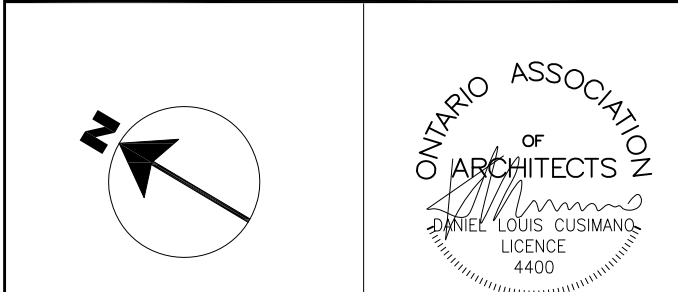
The contractor working from drawings not specifically marked 'For Construction' must assume full responsibility and bear costs for any corrections or damages resulting from his work.

PRINT DATE:

2024-04-04

No.	DESCRIPTION	DATE
REVISIONS		

2	ISSUED FOR 1ST ZONING BY-LAW AMENDMENT REVIEW	2024-04-04
1	ISSUED FOR CLIENT REVIEW	2023-08-18
No.	DESCRIPTION	DATE
ISSUED FOR		



PROJECT:
**PROPOSED RESIDENTIAL
BUILDING DEVELOPMENT**
180 ONTARIO STREET
COLLINGWOOD, ON L9Y 3S5

DATE: AUGUST 2023	DWN. BY: MR	CH'D. BY: DLC
----------------------	----------------	------------------

DRAWING TITLE:
PROPOSED SITE PLAN & SITE STATISTICS

SCALE: AS NOTED	DRAWING No.: A100
PROJ. NO.: 2024-02	