

PARKING JUSTIFICATION STUDY

**11403, 11453 & 11461 HIGHWAY 26
REVERIE TOWNHOUSES
TOWN OF COLLINGWOOD**

PREPARED FOR:

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Rev. 0	August 2025	First Submission
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TABLE OF CONTENTS

1.0 Introduction..... 4

1.1. Existing Conditions 4

1.2. Development Proposal 4

1.3. Purpose and Scope 4

2.0 Zoning By-Law Requirements..... 5

2.1. Vehicle Parking Requirements 5

2.2. Bicycle Parking Requirements 5

3.0 Parking Justification 5

3.1. External Zoning By-Laws 6

3.2. Institute of Transportation Engineers 8

3.3. Surrogate Sites 8

4.0 Transportation Demand Management (TDM)..... 12

4.1. Transit Services..... 12

4.2. Active Transportation 12

5.0 Conclusions 12

LIST OF TABLES

Table 1: Town of Collingwood Zoning By-law 2010-040 Minimum Parking Requirements.....	5
Table 2: City of Barrie Zoning By-law Comparison	6
Table 3: Town of Parry Sound Zoning By-law Comparison.....	7
Table 4: Town of Saugeen Shores Zoning By-law Comparison.....	7
Table 5: Town of Shelburne Zoning By-law Comparison	8
Table 6: ITE Parking Demand	8
Table 7: 417 Peel Street Parking Demand.....	9
Table 8: Peak Demand Forecast per 417 Peel Street Survey Data.....	9
Table 9: 528 Tenth Street Parking Demand.....	10
Table 10: Peak Demand Forecast per 528 Tenth Street Survey Data.....	10
Table 11: 172 Eighth Street Parking Demand	10
Table 12: Peak Demand Forecast per 172 Eighth Street Survey Data	11
Table 13: 4620 Guildwood Way Parking Demand.....	11
Table 14: Peak Demand Forecast per 4620 Guildwood Way Survey Data.....	11

LIST OF APPENDICES

Appendix A: Site Plan (Stantec, March 31, 2026)

Appendix B: Terms of Reference

Appendix C: Parking Survey Data

Appendix D: Collingwood Transit System Map

1.0 INTRODUCTION

C.F. Crozier and Associates (Crozier) has been retained by Sherwood Homes Ltd. to prepare a Parking Justification Study in support of the Zoning By-law Amendment for the Reverie Townhouse Development at 11403, 11453 & 11461 Highway 26 in the Town of Collingwood. A Traffic Impact Study was first completed by Crozier for the site in November 2019. An updated Traffic Impact Study was prepared in July 2020, which reviewed 201 apartment units and 66 townhouse units. Since 2020, the approved apartment buildings are under construction and the existing signal at the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive has been modified and is operational.

1.1. Existing Conditions

The subject lands, east of Waterfall Lane, have an area of 2.35 ha (5.81 ac). The site, which does not include the apartment building currently under construction, is bound by Highway 26 to the north and east, Prince of Wales Drive and the apartment buildings to the west, and Brandy Lane Drive to the south. As previously noted, the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive is signalized.

1.2. Development Proposal

The zoning permissions for the development include single detached units, townhouse units, stacked townhouses and cluster townhomes. The Site Plan prepared by Stantec Consulting Ltd. (dated March 31, 2026) proposes the development of 124 stacked townhouse units on the east side of Prince of Wales Drive.

At the east and west ends of the townhouse development, a total of 20 bicycle parking spaces are provided. The Site Plan proposes 197 vehicle parking spaces including four barrier-free spaces. 25 of the 197 parking spaces are to be designated as visitor parking. A site-specific by-law pertaining to Townhouse units is being sought for the 1.4 spaces (1.2 residential and 0.2 visitor), which equates to 174 parking spaces. The lower parking rate than supply allows for flexibility under detailed design of the site for spaces loss to utility infrastructure. Additionally, surplus parking allows for a small portion of units to provide two spaces from a marketing perspective, while not oversupplying parking on site.

Access to the development remains via Prince of Wales Drive, with an emergency access to Highway 26 proposed at the far east end of the site. Removeable bollards will restrict access to Highway 26. **Appendix A** includes the Site Plan for reference.

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 minimum parking requirements;
- Review of Zoning By-laws from other municipalities;
- Proxy site surveys; and
- Transportation Demand Management (TDM) opportunities for reduced peak parking requirements.

A Terms of Reference was circulated to the Town of Collingwood and their peer review consultant. Peer review comments were provided on the August 2025 submission, which have been addressed in this updated report. The Terms of Reference, peer review comments received from Tatham Engineering and our responses have been included in **Appendix B**.

2.0 ZONING BY-LAW REQUIREMENTS

The following sections review the parking requirements outlined in the Town of Collingwood Zoning By-Law 2010-040 (consolidated March 2025).

2.1. Vehicle Parking Requirements

The Town of Collingwood does not have stacked townhouses as a defined land use within their Zoning By-law. A stacked townhouse functions similar to a standard townhouse as each unit has an independent egress point, but they generally have a smaller floor area and share walls and floors similar to an apartment building. Standard townhouses also generally have dedicated driveways and garages, while stacked townhouses generally have communal shared parking.

As such, the minimum parking requirements for both townhouse and apartment units, as set out in the Zoning By-law 2010-040, were assessed to determine the parking supply requirements for the proposed development. **Table 1** outlines the minimum parking requirement and compares to the proposed parking supply.

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

Stacked Townhouse Units	Parking Proposed	Zoning By-law Defined Use	Zoning By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	174 spaces	Dwelling, apartment	0.5 spaces per unit plus 0.25 spaces per unit for visitor	93 spaces	+81 spaces
		Dwelling, townhouse	2 spaces per unit	248 spaces	-74 spaces

The Town's Zoning By-law requirement for 124 units under the apartment land use is 93 parking spaces on-site. This results in a surplus of 81 proposed parking spaces. For the townhouse land use, the Town's Zoning By-law required 248 parking spaces, which is 74 more than proposed,

2.2. Bicycle Parking Requirements

The Town of Collingwood Zoning By-law 2010-040 outlines the required number of bicycle parking spaces for a number of uses. Table 5.13.1.1 within the By-law states that the number of bicycle spaces required for "any group or cluster dwellings in excess of 5 dwelling units" is "0.5 bicycle spaces per dwelling unit to a total maximum of 20 bicycle parking spaces."

As the Site Plan proposes a total of 20 bicycle parking spaces, the Zoning By-law requirement is met.

3.0 PARKING JUSTIFICATION

To justify the proposed parking supply, the peak parking demand associated with the proposed development was forecasted using a variety of methodologies. It is reiterated that the proposed parking supply on site is higher than the proposed rate of 1.4 spaces per unit, reviewed in this justification.

3.1. External Zoning By-Laws

The following sections review the City of Barrie Zoning By-law (2009-141) which is currently being updated, the Town of Parry Sound Zoning By-law (2004-4653), the Town of Saugeen Shores Zoning By-law (75-2006) and the Town of Shelburn Zoning By-law (38-2007).

3.1.1. City of Barrie

The current City of Barrie Zoning By-law 2009-141 requires a parking rate of 1.5 spaces per dwelling unit for any residential building containing more than 3 dwelling units. Under the current By-law there have been four By-law amendments which reduce the parking requirement for stacked townhouse units. These developments are:

- 700 Mapleview Drive East (1.25 per dwelling unit)
- 101 Kozlov Street (1.15 per dwelling unit)
- 189 Summerset Drive (1.27 per dwelling unit)
- 244 Ardagh Road (1.25 per dwelling unit)

The City of Barrie is currently working on updating their Zoning By-law. The most recent draft (September 2024) proposed both minimum and maximum parking requirements based on districts within the city. The following rates for any dwelling unit are proposed:

- Urban Growth Centre – 0.6 residential spaces per dwelling unit, 0.1 visitor spaces per dwelling unit
- Strategic Growth Areas and Intensification Corridors – 0.7 spaces per dwelling unit, 0.1 visitor spaces per dwelling unit
- All other Lands – 1 parking space per dwelling unit, 0.2 visitor space per dwelling unit

While it is recognized that the location of the Reverie Townhouses is likely not considered an urban growth center for the Town of Collingwood, it is noted that overall lower parking rates are being considered.

Table 2 compares the existing and proposed Zoning By-law requirements against the proposed parking rate for the site.

Table 2: City of Barrie Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	174 spaces	2009-141 (more than 3 units)	1.5 spaces per dwelling unit	186 spaces	-12 spaces
		Draft By-law (Intensification Corridor)	0.8 spaces per dwelling unit	124 spaces	+51 spaces
		Draft By-law (all other lands)	1.2 spaces per dwelling unit	149 spaces	+25 spaces

Based on the current Zoning By-law the proposed rate would have a deficiency of 12 spaces, while the draft By-law requirement would result in a surplus of 51 parking spaces if considered part of an intensification corridor, or a surplus of 25 when considered under 'all other lands.'

3.1.2. Town of Parry Sound

The Town of Parry Sound Zoning By-law 2004-4653, groups single and semi-detached units alongside duplex and triplex residential units and requires one parking space per dwelling unit. Row and town houses, fourplexes and apartment units require 1.25 spaces per dwelling unit, of which 15% are required to be visitor parking spaces. Unlike Collingwood, Parry Sound does not offer local transit services, resulting in personal vehicles and active transportation to be the required modes of transportation. As the parking requirement is lower than that proposed for the development, it demonstrates that a lower parking rate can support vehicle ownership and visitors **Table 3** compares the proposed parking rate for the site and the Town of Parry Sound's Zoning By-law.

Table 3: Town of Parry Sound Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	174 spaces	Apartments/ Townhouses	1.25 total spaces per dwelling unit	131 (residential)	+19 spaces
			15% of total spaces	24 (visitor)	+1 spaces

Based on the parking requirement for apartments and townhouses, the proposed rate would provide a surplus of 19 residential spaces, and one visitor parking space.

3.1.3. Town of Saugeen Shores

The Town of Saugeen Shores Zoning By-law 75-2006, groups residential buildings, single detached units, semi-detached units and townhouses together within their parking requirements. Where parking is provided at each unit, two parking spaces are required; however, when common visitor parking is provided for a townhouse development then the rate of one space per unit and 0.125 spaces per unit of visitor parking is to be provided. Similar to the Town of Parry Sound, the Town of Saugeen Shores does not provide local public transit, which resident would have access to in Collingwood. **Table 4** compares the proposed parking rate for the site and the Town of Saugeen Shore's Zoning By-law.

Table 4: Town of Saugeen Shores Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	174 spaces	Townhouse	One residential space per unit	124	+25 spaces
			One visitor space per 8 units	16	+9 spaces

Based on the parking requirement for townhouses, the proposed rate would provide a surplus of 25 residential spaces, and 9 visitor parking spaces.

3.1.4. Town of Shelburne

The Town of Shelburne's Zoning By-law was consolidated in May 2012. The By-law requires 1.0 space per unit for a variety of residential uses. **Table 5** compares the apartment and stacked townhouse Zoning By-law requirements for the site based on the Town of New Tecumseth's By-laws.

Table 5: Town of Shelburne Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/Deficiency
124 Units	174 spaces	Single Detached, Townhouse, Accessory, Converted, Semi-Detached, Duplex and Triplex Dwellings	1 space for each dwelling unit	124 spaces	+50 spaces
		Apartment Dwelling Units and Dwelling Units over Commercial Uses	1 space for each dwelling unit	124 spaces	+50s paces

Based on the parking requirements, the proposed rate would provide a surplus of 50 spaces.

3.1.5. Summary

As previously stated, the Town of Collingwood does not currently define stacked townhouses or provide a specific parking rate for them in the Zoning By-law. Stacked townhouses are expected to have parking demands similar to regular townhouse units and apartment units. As the Town's peer reviewer expressed in the 2025 review of the parking justification, the site is expected to see demand between these established uses.

The rate proposed in the updated Zoning By-law for the City of Barrie, for multiple units outside of the intensification corridor, is the same as what is proposed for this site. The proposed parking rate for the site (1.4 per unit; 1.2 residential, 0.2 visitor) provides a surplus of parking when compared to the Town of Parry Sound, Town of Saugeen Shores and Town of Shelburne Zoning By-law rates.

3.2. Institute of Transportation Engineers

In support of the proposed parking rate, the Institute of Transportation (ITE) Parking Generation Manual 6th Edition was reviewed to determine the peak parking demand. Land Use Category 215: Single-Family Attached Housing and 220: Multi Family Housing (2+ Bedroom, Low-Rise, Not Close to Rail Transit) were both reviewed for the proposed unit type. **Table 6** outlines a comparison of between the ITE demand based on dwellings unit and bedrooms and the proposed rate for the development. **Appendix C** includes ITE excerpts for reference.

Table 6: ITE Parking Demand

Land Use Category	X Variable	Rate	Demand	Surplus/Deficiency
215: Single Family Attached	124 units	$P=1.31x+3.62$	166	+8 spaces
	248 bedrooms	$P=0.61x+8.26$	160	+14 spaces
220: Multi-Family Low-Rise (2+ BR)	124 units	$\ln(P)=0.99\ln(x)+0.26$	153	+21 spaces
	248 bedrooms	$\ln(P)=0.99\ln(x)-0.37$	162	+12 spaces

The ITE Parking Generation Manual forecasts a demand for the site under the proposed rate and supply. Therefore, a surplus of parking is expected for the development.

3.3. Surrogate Sites

To assess peak parking demands within the Town of Collingwood, parking surveys conducted in 2023 and 2024 were consulted. Residential apartments located at 417 Peel Street, 538 Tenth Street and 172 Eighth Street were assessed. As stacked townhouses share physical and demographic similarities to apartment units, it was assumed that they are appropriate surrogates

for the proposed development. It is noted that these sites are not part of Collingwood's affordable housing supply.

The Town of Collingwood's peer reviewer recommended that surrogate townhouse sites also be reviewed as the stacked townhouse parking demand may fall between the demand experienced by townhouses and apartments. Townhouses, with independent driveways and garages are not often surveyed as similar proposals generally provide sufficient parking and the use of residential garages can be difficult to confirm. A historic survey conducted by our offices for a stacked townhouse complex in the City of Mississauga (4620 Guildwood Way) was pulled review.

Details relating to the parking surveys and the recorded peak demand are provided in the following sections.

3.3.1. 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 site contains 159 tenant parking spaces and 39 visitor parking spaces. **Table 7** summarizes the observed parking rates per unit.

Table 7: 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 D** 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 417 Peel Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.81	124	101 spaces	149 spaces
Visitor	0.23	124	29 spaces	25 spaces
Total			130 spaces	174 spaces
Surplus/Deficiency			+44 spaces	

The 417 Peel Street proxy site survey data forecasts a parking supply surplus of 44 spaces compared to the peak parking demand for the proposed development.

3.3.2. 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. It is noted that 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 9** summarizes the observed parking rates per unit.

Table 9: 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 D** includes the parking survey data. **Table 10** presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 10: 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	124	100 spaces	149 spaces
Visitor	0.11	124	14 spaces	25 spaces
Total			114 spaces	174 spaces
Surplus/Deficiency			+60 spaces	

The 528 Tenth Street proxy site survey data forecasts a parking supply surplus of 60 spaces during the peak parking demand for the proposed development.

3.3.3. 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. 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 11** summarizes the observed parking rates per unit.

Table 11: 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 D** includes the parking survey data.

Table 12 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 12: 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	124	95 spaces	149 spaces
Visitor	0.13	124	17 spaces	25 spaces
Total			112 spaces	174 spaces
Surplus/Deficiency			+62 spaces	

The 172 Eighth Street proxy site survey data forecasts a parking supply surplus of 62 spaces during the peak parking demand for the proposed development.

3.3.4. 4620 Guildwood Way

Turning movement counts and parking counts were undertaken by Ontario Traffic Inc. on Thursday November 1st and 8th, 2018, and Saturday, November 3rd and 10th, 2018 between 7:00 p.m. and 3:00 a.m. 4620 Guildwood Way have 92 stacked townhouse units across four buildings. On-site residential and visitor parking, on-street parking and illegally parked cars were recorded as part of the survey, though the later may be attributed to other residential properties on the street. **Table 13** summarizes the observed parking rates per unit.

Table 13: 4620 Guildwood Way Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Thursday November 1, 2018	0.97	0.10	1.07
Saturday November 3, 2018	0.88	0.05	0.93
Thursday November 8, 2018	0.99	0.11	1.10
Saturday November 10, 2018	0.85	0.13	0.98
Peak Demand	0.99	0.13	1.12

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 0.99 and 0.13 spaces per unit, respectively. The total peak demand was found to be 1.12 spaces per unit. **Appendix D** includes the parking survey data. **Table 14** presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 14: Peak Demand Forecast per 4620 Guildwood Way Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.99	124	123 spaces	149 spaces
Visitor	0.13	124	17 spaces	25 spaces
Total			140 spaces	174 spaces
Surplus/Deficiency			+34 spaces	

The 4620 Guildwood Way proxy site survey data forecasts a parking supply surplus of 34 spaces during the peak parking demand for the proposed development.

3.3.5. Summary

It is noted that based on the proxy data collected, the residential demand was found to be less than the proposed residential supply of parking spaces. The visitor parking demand, apart from

Friday December 1st at 417 Peel Street, was found to be equal or less than the proposed visitor supply.

4.0 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 vehicle dependency and create a more sustainable transportation system.

4.1. Transit Services

The Collingwood Crosstown transit route currently operated 7 days a week between 6.30 a.m. and 11 p.m. The route has stops at both Pretty River Academy and Lighthouse Point, in the vicinity of the development. Buses run every hour and provides connection to the main terminal in downtown Collingwood, which connects to four other transit routes. The crosstown route also provides direct connection to the YMCA, Hospital and Georgian College. **Appendix E** includes a map of the transit systems in Collingwood.

4.2. Active Transportation

While no pedestrian and cycling facilities are currently available along the site frontage, the Site Plan illustrates a proposed 3 m wide multi-use trail along the site frontage. Internal to the larger site, trail connections are proposed to the Cranberry Marsh Trail, which provides further connectivity to the wider Collingwood Trail network.

As previously noted, bicycle parking is proposed on site, providing a total of 20 bike parking spaces. Internal to the site 2.0 m sidewalks provide connectivity throughout and connect to the proposed multi-use trail on Highway 26.

5.0 CONCLUSIONS

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

- The site proposes parking at a rate of 1.4 spaces per stacked townhouse unit resulting in a parking supply of 174 parking spaces, 25 of which are designated visitor spaces. The Site Plan proposes 197 parking spaces, exceeding the rate justified in this study.
- The Town of Collingwood By-Law 2010-040 requires standard townhouse units to provide parking at a rate of 2 spaces per units and apartments at a rate of 0.75 spaces per unit. These rates equate to a deficiency of 74 spaces for standard townhouse units and a surplus of 81 spaces for apartment units when applied to the stacked townhouse units.
- The current City of Barrie Zoning By-law (2009-141) requires a parking rate of 1.5 spaces per dwelling unit for any residential building containing more than 3 dwelling units.
 - The most recent draft By-law for the City of Barrie recommends a minimum parking rate of 0.8 parking spaces per unit in intensification corridors and 1.2 spaces per unit for all dwelling types in other areas of the city.
 - The proposed parking rate for the development would provide surplus parking based on the proposed rates in Barrie, but a deficiency of 12 spaces under the current Zoning By-law.

- The Town of Parry Sound Zoning By-Law (2007-4653) reviews apartments and townhouses under the same parking rate.
 - Based on the By-law requirement of 1.25 space per unit, the proposed rate for the development would provide a surplus of 20 spaces.
- The Town of Saugeen Shores Zoning By-Law (75-2006) review townhouses with a shared parking area separately from other residential uses.
 - Based on the By-law requirement of 1.125 space per unit, the proposed rate for the development would provide a surplus of 34 spaces.
- The Town of Shelburne Zoning By-law (38-2007) requires the same parking rate for apartment and townhouse units.
 - Based on the By-law requirement of 1.0 space per unit, the proposed rate for the development would provide a surplus of 50 spaces.
- The Institute of Transportation Parking Generation Manual 6th Edition provides a forecasted parking demand for the proposed based on both the number of units and the overall number of bedrooms within the development. In review of the various categories available, the peak parking demand was found to be 166 spaces. At the peak demand a surplus of 8 spaces would be provided based on the proposed parking rate for the development.
- To forecast the peak parking demand of the proposed residential development, parking survey data at three apartment surrogate sites in Collingwood and one stacked townhouse surrogate site in Mississauga was analyzed:
 - The survey at 417 Peel Street recorded a peak parking demand of 1.04 spaces per unit. Applying this rate to the proposed development, results in a surplus of 44 parking spaces compared to the proposed parking rate.
 - The survey at 528 Tenth Street recorded a peak parking demand of 0.91 spaces per unit. Applying this rate to the proposed development, results in a surplus of 60 parking spaces compared to the proposed parking rate.
 - The survey at 172 Eighth Street recorded a peak parking demand of 0.89 spaces per unit. Applying this rate to the proposed development, results in a surplus of 62 parking spaces compared to the proposed parking rate.
 - The survey at 4620 Guildwood Way recorded a peak parking demand of 1.12 spaces per unit. Applying this rate to the proposed development, results in a surplus of 34 parking spaces compared to the proposed parking rate.
- The site is within walking distance to the Collingwood Crosstown transit route.
- The site will provide 20 bicycle parking spaces and proposes sidewalk connectivity throughout. A multi-use path is proposed for Highway 26 along the site frontage.

The analysis contained within this report was completed using the Site Plan prepared by Stantec (dated March 31, 2026). Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report. In conclusion, the proposed development can be

supported from a parking perspective, with a rate of 1.2 residential spaces and 0.2 visitor spaces per stacked townhouse unit.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.

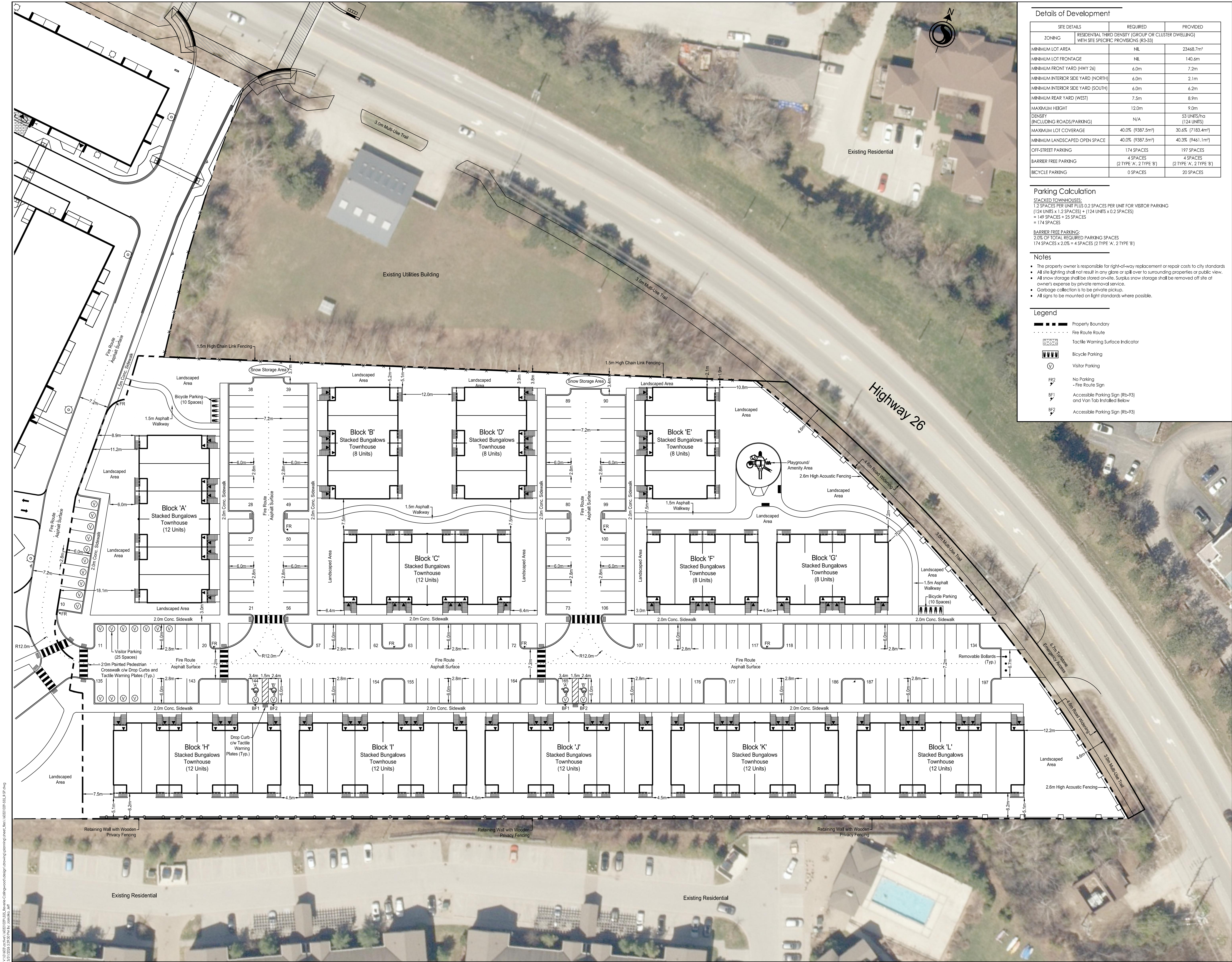
A handwritten signature in black ink, appearing to read 'K Hagan', with a long horizontal flourish extending to the right.

Kerianne Hagan, P.Eng.
Project Engineer, Transportation

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APPENDIX A

Site Plan (Stantec, March 31, 2026)



Details of Development

SITE DETAILS		REQUIRED	PROVIDED
ZONING	RESIDENTIAL THIRD DENSITY (GROUP OR CLUSTER DWELLING) WITH SITE SPECIFIC PROVISIONS (R3-33)		
MINIMUM LOT AREA		NIL	23468.7m²
MINIMUM LOT FRONTAGE		NIL	140.6m
MINIMUM FRONT YARD (HWY 26)		6.0m	7.2m
MINIMUM INTERIOR SIDE YARD (NORTH)		6.0m	2.1m
MINIMUM INTERIOR SIDE YARD (SOUTH)		6.0m	6.2m
MINIMUM REAR YARD (WEST)		7.5m	8.9m
MAXIMUM HEIGHT		12.0m	9.9m
DENSITY (INCLUDING ROADS/PARKING)		N/A	53 UNITS/ha (124 UNITS)
MAXIMUM LOT COVERAGE		40.0% (9387.5m²)	30.6% (7183.4m²)
MINIMUM LANDSCAPED OPEN SPACE		40.0% (9387.5m²)	40.3% (9461.1m²)
OFF-STREET PARKING		174 SPACES	197 SPACES
BARRIER FREE PARKING		4 SPACES (2 TYPE 'A', 2 TYPE 'B')	4 SPACES (2 TYPE 'A', 2 TYPE 'B')
BICYCLE PARKING		0 SPACES	20 SPACES

Parking Calculation

STACKED TOWNHOUSES:
1.2 SPACES PER UNIT PLUS 0.2 SPACES PER UNIT FOR VISITOR PARKING
(124 UNITS x 1.2 SPACES) + (124 UNITS x 0.2 SPACES)
= 149 SPACES + 25 SPACES
= 174 SPACES

BARRIER FREE PARKING:
2.0% OF TOTAL REQUIRED PARKING SPACES
174 SPACES x 2.0% = 4 SPACES (2 TYPE 'A', 2 TYPE 'B')

Notes

- The property owner is responsible for right-of-way replacement or repair costs to city standards
- All site lighting shall not result in any glare or spill over to surrounding properties or public view.
- All snow storage shall be stored on-site. Surplus snow storage shall be removed off site at owner's expense by private removal service.
- Garbage collection is to be private pickup.
- All signs to be mounted on light standards where possible.

Legend

- Property Boundary
- Fire Route
- Tactile Warning Surface Indicator
- Bicycle Parking
- Visitor Parking
- No Parking - Fire Route Sign
- Accessible Parking Sign (Rb-93) and Van Tab Installed Below
- Accessible Parking Sign (Rb-93)

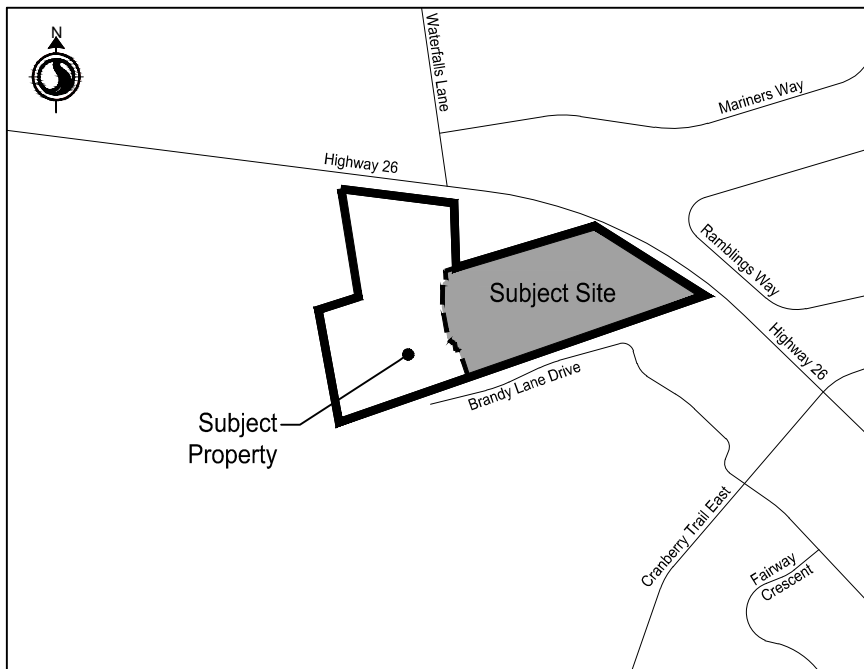


Stantec Consulting Ltd.
100-300 Hagey Boulevard
Waterloo ON N2L 0A4
Tel: (519) 579-4410
www.stantec.com

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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay. The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

Key Map NTS.



ISSUED FOR ZBA AND OPA	JJ	KR	2026.03.31
REVISED AS PER TOWN COMMENTS	JJ	KR	2026.03.11
ISSUED FOR ZBA AND OPA	JJ	KR	2025.08.26
Revision	By	Appd	YYYY.MM.DD
File Name: 160321029-555_R-SP	JJ	JJ	2024.09.30
	Dwn.	Dsgn.	Chkd.

Permit-Seal

Client/Project
REID'S HERITAGE HOMES

REVERIE
11403 HIGHWAY 26
COLLINGWOOD, ON

Title

SITE PLAN

Project No.	Scale
160321029-555	1:400

Revision	Sheet	Drawing No.
1	1 of 2	SP-1

APPENDIX B

Terms of Reference

AUGUST 26, 2025

CFC FILE: 1790-5382

Town of Collingwood
545 Tenth Line North
Collingwood, ON L9Y 0W1

**RE: TERMS OF REFERENCE PEER REVIEW COMMENTS
11403, 11453 & 11461 HIGHWAY 26 WEST
REVERIE TOWNHOUSES, TOWN OF COLLINGWOOD, SIMCOE COUNTY**

The following are the Terms of Reference provided to the Town of Collingwood, followed by the peer review comments provided by Tatham Engineering and our responses.

Traffic Opinion Letter

- A Traffic Impact Study for the development was completed in July 2020, which assessed the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive under signalized conditions in the 2033 horizon. Operations were forecasted to be acceptable, with a LOS 'C', minimal delays and all 95th percentile queueing contained in the available storage.
- The change in trip generation from the 66 townhouses assessed in the 2020 TIS and the proposal for 124 stacked townhouses is 29 two-way a.m. trips and 33 two-way p.m. trips. The TOL will review the change in trip generation and qualitatively discuss the impact to the signalized intersection.

Comment: Review the signalized intersection using Synchro for the 2033 horizon to properly document the impact of the additional units as compared to the previous site plan. The letter should also review the impact to the stop-controlled intersection.

Response: Synchro assessment of the 2033 conditions based on the updated trip generation has been provided. As the 2020 TIS only reviewed the signalized intersection of Highway 26 and Prince of Wales/ Waterfall Lane, our updated assessment has done the same. We are unsure of the stop-controlled intersection this comment refers to.

- The TOL will provide commentary on the changes to the site plan and will review items such as parking stall dimensions, aisle widths, cycling and pedestrian facilities.
- Please advise if vehicle maneuverability drawings will need to be prepared for the site.

Comment: Vehicle swept path assessments will be required, but can be submitted at the SPA stage.

Response: Acknowledged. Swept paths will be provided at the SPA stage.

Parking Justification Study

- The revised site plan proposed 137 parking spaces for the 124 townhouse units, which is a rate of 1.1 spaces per unit, 1 for residential and 0.1 for visitors.
- The Town's Zoning By-law required 2 spaces per single detached, semi-detached and townhouse unit. Stacked townhouses however are not independently defined in the By-law but are similar in function to both townhouses and apartments, as they share both walls and floors but have independent egress points. The Town's By-law requires 0.5 per apartment unit and 0.25 per unit for visitors.
- The PJS will review the By-Law requirements and proposed parking.
- The PJS will review Transportation Tomorrow vehicle ownership data and zoning requirements of comparable municipalities.

Comment: Ensure that rates adopted by other municipalities are reflective of the proposed use as appropriate. Also reference parking demand data provided in ITE Parking Generation Manual, 6th Edition.

Response: Noted.

- The PJS will review proxy site surveys collected by Crozier in 2023 at 417 Peel Street and in 2024 at 528 Tenth Street and 172 Eighth Street in Collingwood. The rate of parking demand of these apartment buildings will be compared against the development to determine an appropriate parking rate.

Comment: Give that 417 Peel Street was fairly new, the occupancy at the time of the surveys should be documented in the report as a low occupancy will skew the parking demand results. If the occupancy at the time of the surveys is not know, we recommend new surveys for 417 Peel Street. For 172 Eighth Street, ensure that the underground parking was included in the parking surveys.

Response: At the time of the parking survey, 417 Peel Street has 148 of 156 units occupied. For 172 Eighth Street, underground parking was included in the parking survey.

- The PJS will review TDM opportunities and assess measures that may further support a reduced parking supply.

Comment: Make sure proposed TDM measures are feasible and appropriate given the location of the site and the characteristics of the transportation network serving the area.

Response: Noted.

J:\1700\1790-Skydevco Inc\5382-11403 11453 & 11461 Hwy 26 W\Reports\Transportation\5382_Traffic Opinion Letter\2025.08.26_Traffic Opinion Letter.doc

Kerianne Hagan

From: Sheldon Hancock <shancock@collingwood.ca>
Sent: March 12, 2025 8:50 AM
To: Kerianne Hagan
Subject: RE: Silver Creek (Reverie) Townhomes - Terms of Reference

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Kerianne,

I have forwarded this to our peer reviewer for review.

Thanks,

Sheldon Hancock C.E.T.
Engineering Technologist, Growth & Development
t: 705-445-1030 Ext. 4218
www.collingwood.ca



From: Kerianne Hagan <khagan@cfcrozier.ca>
Sent: Friday, March 7, 2025 3:51 PM
To: Sheldon Hancock <shancock@collingwood.ca>
Subject: Silver Creek (Reverie) Townhomes - 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.

Good Afternoon Sheldon,

I hope this email finds you well and enjoying some sunshine today.

Crozier has been retained to support the OPA and ZBA applications for the updated development plan for 11403 Highway 26. The plan revises the previous proposal for 66 townhouse units and instead proposes 124 stacked townhouse units. The previously approved apartment buildings are under construction and the stop light at the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive is active. We have prepared the following Terms of Reference for your acceptance regarding the preparation of a Traffic Opinion Letter and Parking Justification Study for the development.

Traffic Opinion Letter

- A Traffic Impact Study for the development was completed in July 2020, which assessed the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive under signalized conditions in the 2033 horizon. Operations were forecasted to be acceptable, with a LOS 'C', minimal delays and all 95th percentile queueing contained in the available storage.
- The change in trip generation from the 66 townhouses assessed in the 2020 TIS and the proposal for 124 stacked townhouses is 29 two-way a.m. trips and 33 two-way p.m. trips. The TOL will review the change in trip generation and qualitatively discuss the impact to the signalized intersection.
- The TOL will provide commentary on the changes to the site plan and will review items such as parking stall dimensions, aisle widths, cycling and pedestrian facilities.
- Please advise if vehicle maneuverability drawings will need to be prepared for the site.

Parking Justification Study

- The revised site plan proposed 137 parking spaces for the 124 townhouse units, which is a rate of 1.1 spaces per unit, 1 for residential and 0.1 for visitors.
- The Town's Zoning By-law required 2 spaces per single detached, semi-detached and townhouse unit. Stacked townhouses however are not independently defined in the By-law but are similar in function to both townhouses and apartments, as they share both walls and floors but have independent egress points. The Town's By-law requires 0.5 per apartment unit and 0.25 per unit for visitors.
- The PJS will review the By-Law requirements and proposed parking.
- The PJS will review Transportation Tomorrow vehicle ownership data and zoning requirements of comparable municipalities.
- The PJS will review proxy site surveys collected by Crozier in 2023 at 417 Peel Street and in 2024 at 528 Tenth Street and 172 Eighth Street in Collingwood. The rate of parking demand of these apartment buildings will be compared against the development to determine an appropriate parking rate.
- The PJS will review TDM opportunities and assess measures that may further support a reduced parking supply.

Please let me know if you have any questions or comments regarding the proposed Term of Reference. We appreciate your review.

Thank you and have a wonderful day,

Kerianne

Kerianne Hagan, EIT

Engineering Intern, Transportation

Office: 705.434.3407

Collingwood | Milton | Toronto | Bradford | Guelph

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APPENDIX C

ITE Parking Generation Excerpts

Land Use: 215 Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less. There are no study sites in the current database for the “close to rail transit” subcategory.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand on a weekday for five study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	100
5:00 a.m.	98
6:00 a.m.	97
7:00 a.m.	85
8:00 a.m.	78
9:00 a.m.	70
10:00 a.m.	70
11:00 a.m.	63
12:00 p.m.	64
1:00 p.m.	64
2:00 p.m.	59
3:00 p.m.	60
4:00 p.m.	66
5:00 p.m.	70
6:00 p.m.	81
7:00 p.m.	84
8:00 p.m.	92
9:00 p.m.	96
10:00 p.m.	97
11:00 p.m.	99

Additional Data

The average parking supply ratio for the seven study sites in a general urban/suburban setting and with parking supply information is 1.7 spaces per dwelling unit. The average peak parking occupancy at these seven sites is 73 percent. None of the seven sites is located close to rail transit service.

The sites were surveyed in the 2010s and the 2020s in Alberta (CAN), California, Maine, Ontario (CAN), and Oregon.

Source Numbers

604, 610, 611, 617, 620, 631

Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

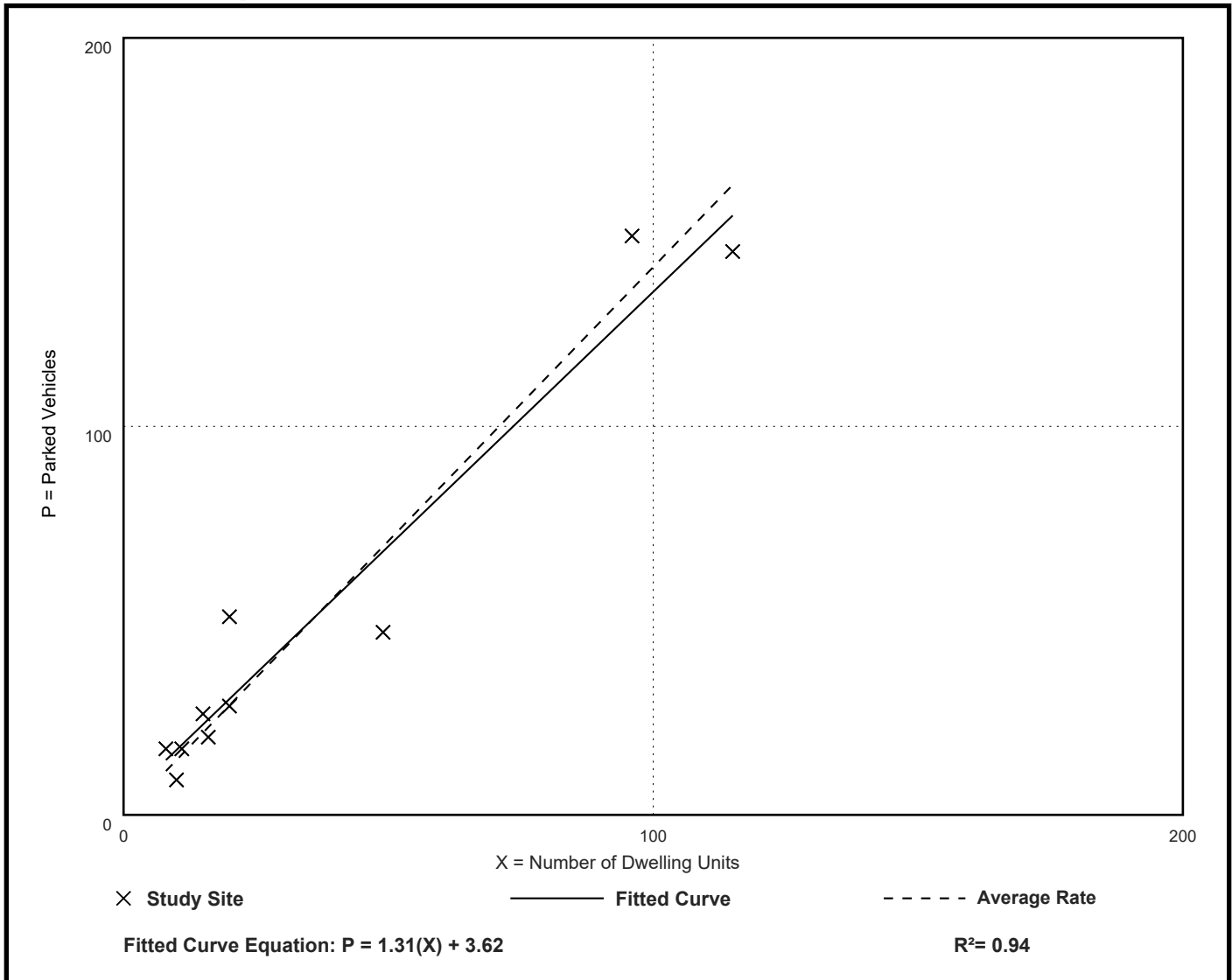
Number of Studies: 10

Avg. Num. of Dwelling Units: 36

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.41	0.90 - 2.55	1.26 / 2.27	***	0.39 (28%)

Data Plot and Equation



Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

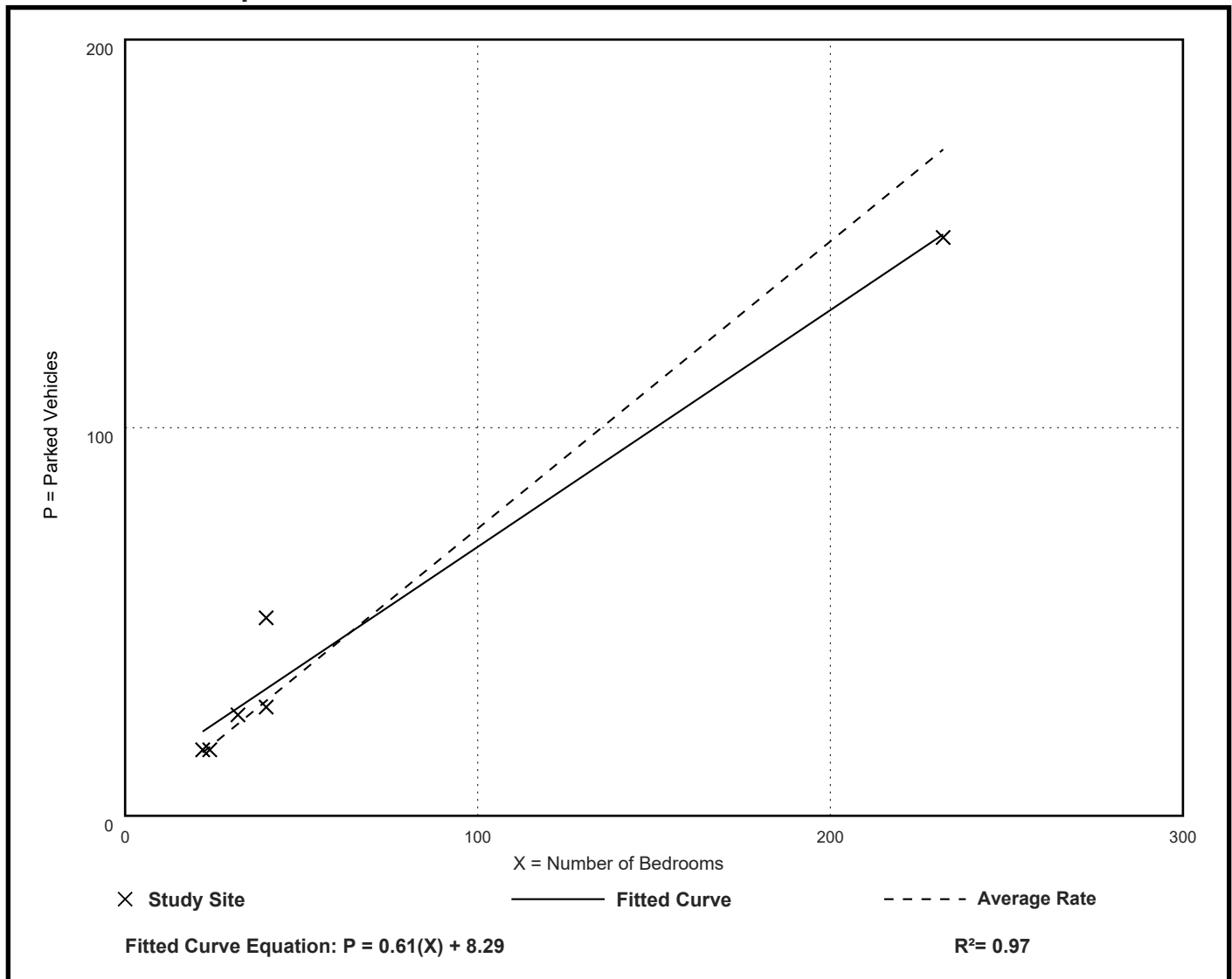
Number of Studies: 6

Avg. Num. of Bedrooms: 65

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.64 - 1.28	0.70 / 1.25	***	0.21 (28%)

Data Plot and Equation



Land Use: 220 Multifamily Housing— 2+ BR (Low-Rise)

Description

Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

Land Use Subcategory

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

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand (1) on a weekday (13 study sites) and a Saturday (eight study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	97	92	89	100
5:00 a.m.	100	100	100	92
6:00 a.m.	96	99	97	92
7:00 a.m.	85	97	84	84
8:00 a.m.	67	92	58	76
9:00 a.m.	54	83	55	81
10:00 a.m.	48	79	47	78
11:00 a.m.	45	71	55	86
12:00 p.m.	45	68	55	81
1:00 p.m.	42	65	55	73
2:00 p.m.	42	62	42	70
3:00 p.m.	47	66	45	49
4:00 p.m.	49	66	47	51
5:00 p.m.	56	67	50	46
6:00 p.m.	64	70	68	43
7:00 p.m.	72	78	58	49
8:00 p.m.	77	77	58	59
9:00 p.m.	85	80	61	62
10:00 p.m.	92	82	74	76
11:00 p.m.	95	88	84	86

Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (21 sites)	73%
	Not within ½ mile of rail transit	1.3 (18 sites)	70%
General Urban/Suburban	Within ½ mile of rail transit	1.6 (31 sites)	72%
	Not within ½ mile of rail transit	1.7 (114 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, California, Colorado, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, Ontario (CAN), Oregon, Pennsylvania, Tennessee, Virginia, Washington, and Wisconsin.

Source Numbers

209, 218, 219, 247, 255, 277, 314, 402, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 538, 544, 545, 577, 578, 579, 580, 584, 585, 587, 603, 604, 610, 611, 617, 620, 631

Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

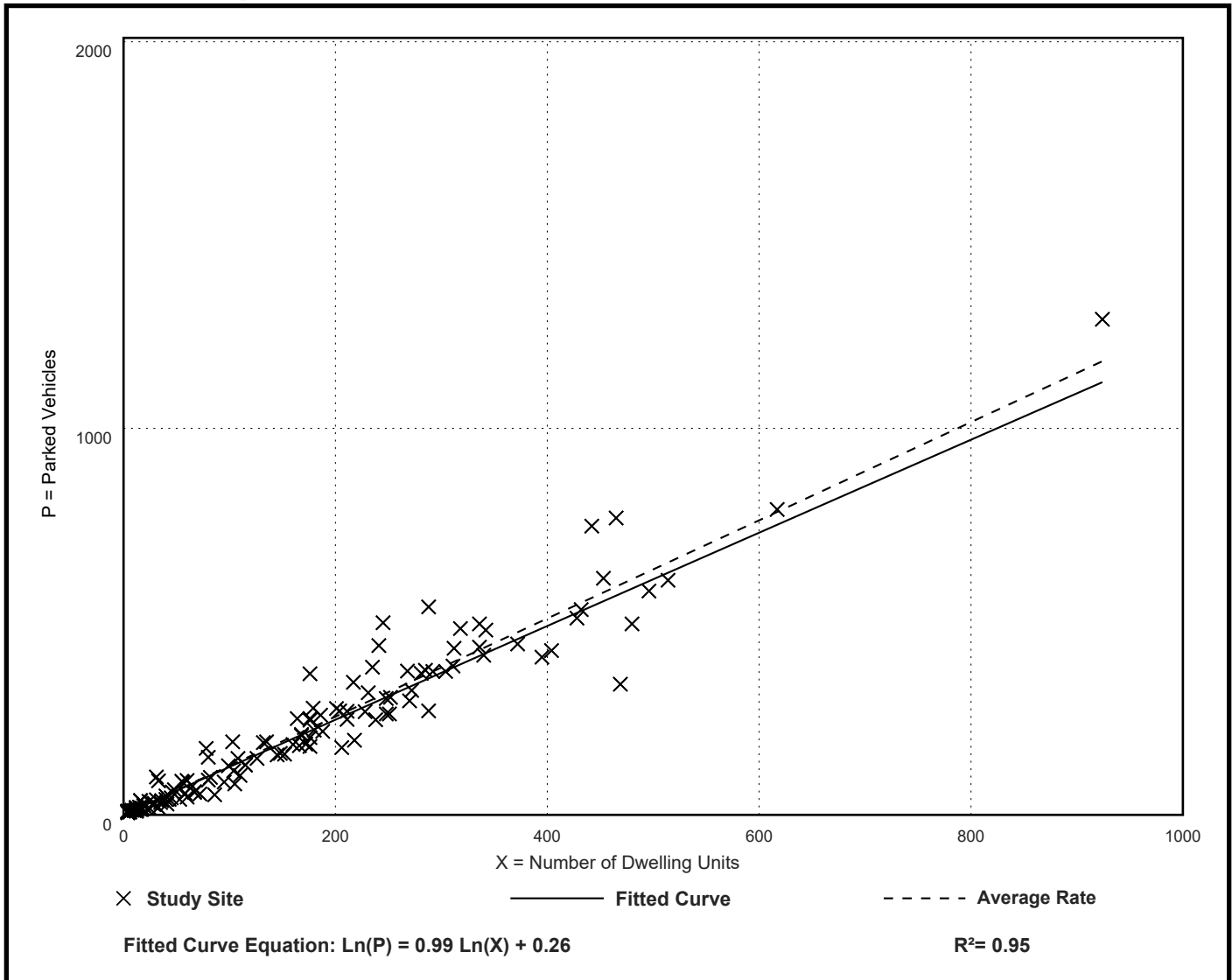
Number of Studies: 143

Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

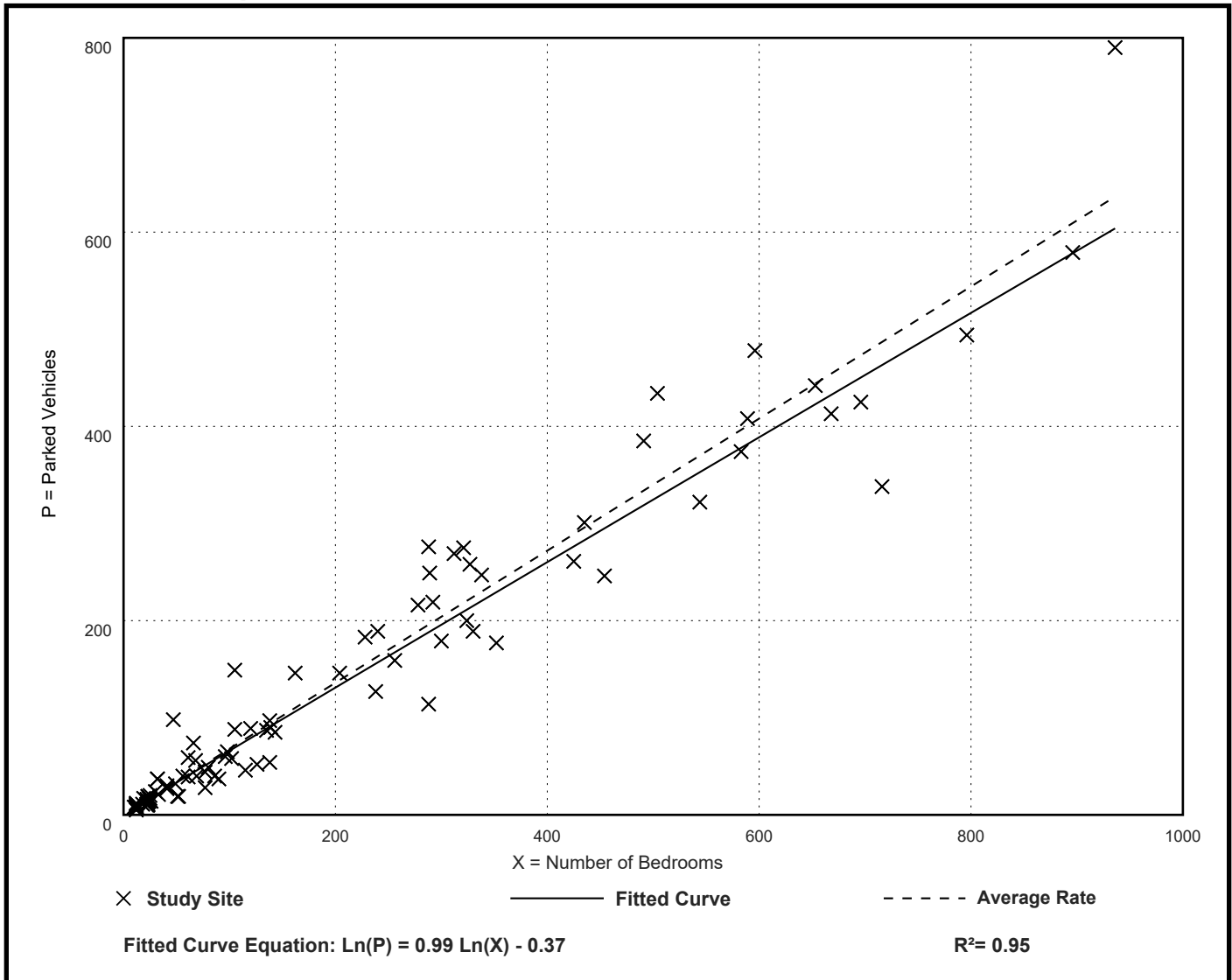
Number of Studies: 97

Avg. Num. of Bedrooms: 192

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.36 - 2.09	0.61 / 0.86	0.65 - 0.71	0.16 (24%)

Data Plot and Equation



APPENDIX D

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		
			B - 172 Eighth St (Galleries)			B - 172 Eighth St (Galleries)		
			Visitor - Surface		Tenant - Underground	Visitor - Surface		Tenant - Underground
			General	Accessible		General	Accessible	
18:00	to	18:30	9	0	59	8	0	62
18:30	to	19:00	10	0	61	7	0	60
19:00	to	19:30	10	0	61	7	0	61
19:30	to	20:00	11	0	62	7	0	63
20:00	to	20:30	12	0	62	7	0	64
20:30	to	21:00	11	0	63	8	0	64
21:00	to	21:30	10	0	64	8	0	64
21:30	to	22:00	10	0	64	7	0	65
22:00	to	22:30	9	0	65	7	0	65
22:30	to	23:00	9	0	65	6	0	65
23:00	to	23:30	8	0	67	6	0	65
23:30	to	00:00	8	0	68	7	0	65
00:00	to	00:30	8	0	68	7	0	65
00:30	to	01:00	8	0	68	7	0	65
Parking Spaces =			41	2	90	41	2	90

Rooms 90
 Occupancy 90
 Residential 90
 Accessible 2
 Visitor 41

					Rates	Units
Friday Peak	11:30-1	8-8:30	Maximum	Residential		0.76
Residentail	68 Visitor		12	80 Visitor		0.13
Saturday Peak	9:30-1	multiple	Maximum			
Residentail	65 Visitor		8	73	Rates	Units
				Residential		0.72
				Visitor		0.09



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



ONTARIO TRAFFIC INC - PARKING SURVEY

Location: 4620 Guildwood Way, Mississauga

Time			Thursday, November 01, 2018					Saturday, November 03, 2018					Thursday, November 08, 2018					Saturday, November 10, 2018				
			Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4	Area 1 19		Area 2	Area 3	Area 4
			Parked	Available				Parked	Available				Parked	Available				Parked	Available			
19:00	to	19:30	3	16	0	0	0	10	9	1	0	0	3	16	0	0	1	6	13	3	1	0
19:30	to	20:00	5	14	0	0	0	10	9	2	0	1	4	15	0	0	1	6	13	2	1	0
20:00	to	20:30	6	13	1	0	0	10	9	2	0	1	4	15	0	0	1	10	9	3	1	0
20:30	to	21:00	6	13	1	0	0	8	11	1	0	1	5	14	0	0	1	11	8	3	1	0
21:00	to	21:30	6	13	1	0	0	7	12	1	0	1	5	14	1	0	2	11	8	2	1	0
21:30	to	22:00	6	13	0	0	0	6	13	1	0	1	5	14	1	0	1	10	9	2	0	0
22:00	to	22:30	6	13	0	0	0	5	14	1	0	1	4	15	1	0	1	12	7	1	0	0
22:30	to	23:00	6	13	0	0	0	6	13	1	0	1	5	14	2	0	1	11	8	1	0	0
23:00	to	23:30	6	13	1	0	0	6	13	1	0	1	5	14	2	0	1	12	7	1	0	0
23:30	to	00:00	5	14	1	0	0	4	15	1	0	1	5	14	2	0	1	11	8	1	0	0
00:00	to	00:30	5	14	1	0	0	4	15	1	0	1	5	14	2	0	1	9	10	0	1	0
00:30	to	01:00	9	10	1	0	0	4	15	1	0	1	5	14	2	0	1	8	11	0	0	0
01:00	to	01:30	7	12	1	0	0	4	15	1	0	1	5	14	2	0	1	7	12	0	0	0
01:30	to	02:00	6	13	1	0	0	4	15	1	0	1	4	15	1	0	1	8	11	0	0	0
02:00	to	02:30	6	13	1	0	0	4	15	1	0	1	5	14	1	0	1	8	11	0	0	0
02:30	to	03:00	6	13	1	0	0	4	15	1	0	1	4	15	1	0	1	8	11	0	0	0

Parked Vehicles Prior to 19:00				
	01-Nov-18	03-Nov-18	08-Nov-18	10-Nov-18
Resident =	55	51	53	61
Visitor =	3	10	3	6

10/24/2018

4620 Guildwood Way - Google Maps

Go -gle Maps 4620 Guildwood Way



Imagery ©2018 Google, Map data ©2018 Google 20 m

- From 3am
- 1 count @ beginning the total # of parked cars
 - Every 30 minutes, count # of visitors parked
 - observe & count (if required) # of on-street visitor parked

File: **1**
Site: **1838100001** **SOUTH APPROACH**
Facing: **NORTH**

***** Recording started at:23:58:23

File: 1
Site: 1838100001 WEST APPROACH
Facing: NORTH

***** Recording started at:23:58:23

File: 1
Site: 1838100002 NORTH APPROACH
Facing: WEST

[illegible]

File: 1
Site: 1838100002 EAST APPROACH
Facing: WEST

[illegible]

File: **1**
Site: **1838100001** **SOUTH APPROACH**
Facing: **NORTH**

[illegible]

File: 1
Site: 1838100001 WEST APPROACH
Facing: NORTH

```
*****Recording started at:23:58:23
2018-11-04 0:00:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 0:15:00 1 0 0 0 0 0 0 0 0 0
2018-11-04 0:30:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 0:45:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 1:00:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 1:15:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 1:30:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 1:45:00 0 0 1 0 0 0 0 0 0 0
2018-11-04 2:00:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 2:15:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 2:30:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 2:45:00 1 0 0 0 0 0 0 0 0 0
2018-11-04 3:00:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 3:15:00 0 0 0 0 0 0 0 0 0 0
2018-11-04 3:17:20 0 0 0 0 0 0 0 0 0 0
```


File: 1
Site: 1838100002 SOUTH APPROACH
Facing: WEST

***** Recording started at:18:57:29

File: 1
Site: 1838100002 WEST APPROACH
Facing: WEST

***** Recording started at:18:57:29

File: 1
Site: 1838100006
Facing: WEST

SOUTH APPROACH

[illegible]

File: 1
Site: 1838100006
Facing: WEST

WEST APPROACH

[illegible]

File: 1
Site: 1838100007 NORTH APPROACH
Facing: NORTH

[illegible]

File: 1
Site: 1838100007 EAST APPROACH
Facing: NORTH

[illegible]

File: 1
Site: 1838100007 SOUTH APPROACH
Facing: NORTH

[illegible]

File: 1
Site: 1838100007 WEST APPROACH
Facing: NORTH

[illegible]

File: 1
Site: 1838100008
Facing: WEST

SOUTH APPROACH

[illegible]

File: 1
Site: 1838100008
Facing: WEST

WEST APPROACH

[illegible]

APPENDIX E

Collingwood Transit System Map



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	Lions 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													
Lions Court	St. Noel Elementary School	Real Canadian Superstore (Transfer)	Meadowbank Boulevard	Sumidale Road	Mac's Milk (Mosley 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

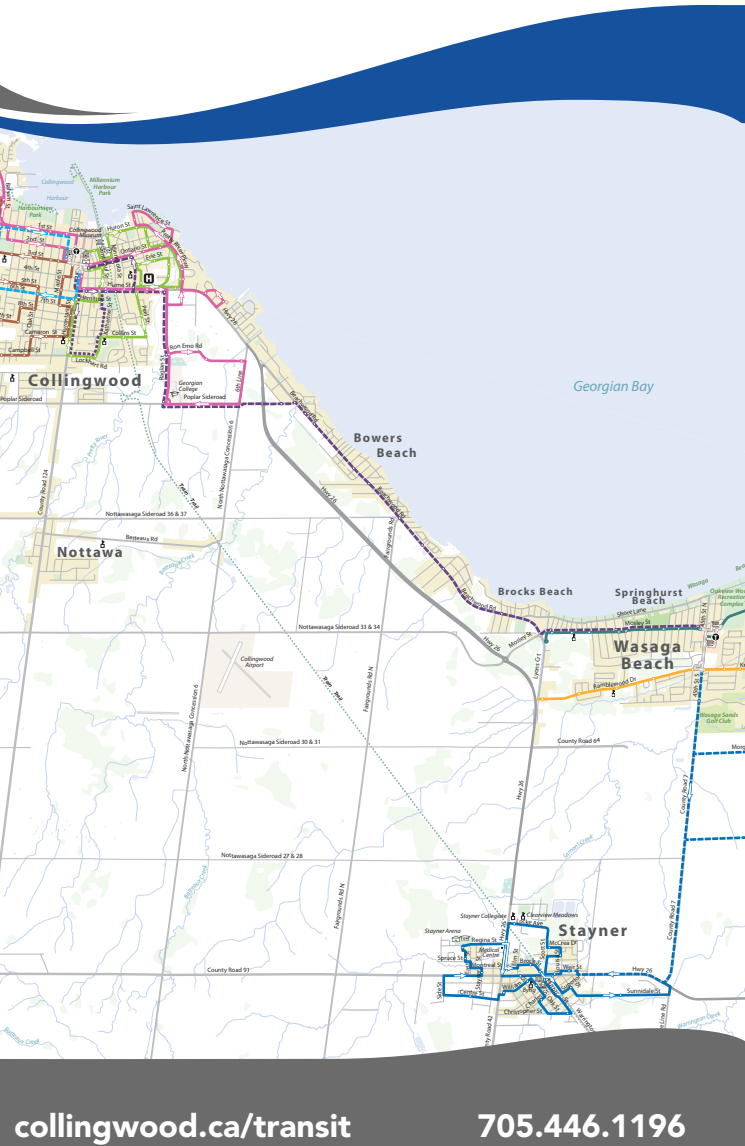
Icons:

- Transit Hub
- Bus Stops
- Arena
- Community Centre
- Hospital
- Library
- Municipal Building
- Museum
- Point of Interest
- School
- Shopping Centre

SOUTH GEORGIAN BAY REGIONAL TRANSIT

RIDERS GUIDE

Effective January 2019
Blue Mountain - Clearview - Collingwood - Wasaga Beach



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	11:08	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	5th 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	Wai-Mart	Eighth & Oak	Tenth & High	Oak & Cameron	Collingwood Collegiate	Terminal		
MONDAY - FRIDAY									
6:30	6:36	6:38	6:41	6:44	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	9:06	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		

Collingwood East Route									
Terminal	Bay Haven	Sunset Manor	Hospital	Jean Vanier	Collingwood Collegiate	YMCA	Ontario & St. Marie	Terminal	
MONDAY - FRIDAY									
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55	
7:00	7:06	7:08	7:11	7:14	7:17	7:20	7:22	7:25	
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55	
8:00	8:06	8:08	8:11	8:14	8:17	8:20	8:22	8:25	
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55	
9:30	9:36	9:38	9:41	9:44	9:47	9:50	9:52	9:55	
10:30	10:36	10:38	10:41	10:44	10:47	10:50	10:52	10:55	
11:30	11:36	11:38	11:41	11:44	11:47	11:50	11:52	11:55	
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55	
1:30	1:36	1:38	1:41	1:44	1:47	1:50	1:52	1:55	
2:30	2:36	2:38	2:41	2:44	2:47	2:50	2:52	2:55	
3:00	3:06	3:08	3:11	3:14	3:17	3:20	3:22	3:25	
...and every 30 minutes to...									
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55	
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55	
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55	
SATURDAY									
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55	
7:00	7:06	7:08	7:11	7:14	7:17	7:20	7:22	7:25	
...and every 30 minutes to...									
11:30	11:36	11:38	11:41	11:44	11:47	11:50	11:52	11:55	
12:00	12:06	12:08	12:11	12:14	12:17	12:20	12:22	12:25	
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55	
1:00	1:06	1:08	1:11	1:14	1:17	1:20	1:22	1:25	
...and every 30 minutes to...									
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55	
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55	
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55	
SUNDAY									
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55	
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55	
...and every 60 minutes to...									
12:30	12:36	12:38	12:41	12:44	12:47	12:50	12:52	12:55	
1:30	1:36	1:38	1:41	1:44	1:47	1:50	1:52	1:55	
...and every 60 minutes to...									
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55	
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55	

