



October 1, 2020

Via: Email (mschnarre@gmail.com)

Monika Schnarre
32 Oak Street Inc.
302 Pine Street
Collingwood, ON L9Y 2P5

Dear Ms. Schnarre:

**Re: Parking Study
32 Oak Street Development
Project No.: 300052194.0000**

This letter provides a study of the parking requirements for a proposed mixed-use development (i.e., commercial on ground floor with residential on upper floors) at 32 Oak Street in Collingwood.

1.0 Proposed Development

The proposed development includes the following land uses:

- 2 commercial units, total combined area of under 200 m².
- 5 residential 1-bedroom apartment units (4 of about 85 m² each and 1 of about 61 m²).
- 10 parking spaces, including 1 barrier-free parking space.

The site plan for the proposed development is attached as Figure A100 to this letter.

2.0 Zoning Requirements

The site is currently zoned Mixed-Use Commercial (C4) in the Collingwood Zoning By-law. The lands to the north, east and west are also zone C4, while the lands to the south are zoned Residential Second Density (R2). Per Provision 5.15 'Parking Space Requirements' of the zoning by-law, the minimum number of parking spaces required for a dwelling unit in a portion of a non-residential building is 1 spaces per unit and the minimum number of parking spaces for a business office is 3 spaces per 100 m² Gross Floor Area (i.e., 'all other non-residential use category'). Therefore, a total of 6 parking spaces are required for the proposed business office commercial use under the zoning by-law, bringing the total site requirement to 11 spaces (i.e., 5 residential + 6 commercial spaces). The Zoning By-Law requires that one of the parking spaces be an 'accessible parking space'.

It is acknowledged that the C4 zoning allows for other types of commercial uses, however the location and other site constraints would generally preclude uses that require higher parking supply, from choosing this location. For example, restaurants or medical offices are allowed in C4 zoning and generally have higher parking requirements. Similarly, Day Care Centres are allowed in a C4 zoning and have a lower parking requirement in the by-law.

The site plan proposes a total of 10 parking spaces (i.e., which includes 1 accessible parking space). Therefore, a variance is being requested to allow for the reduction of 1 parking space from the Zoning By-law requirement.

It is common for zoning by-laws to vary parking requirements based on the site location. For example, the Collingwood Zoning By-law allows for residential parking supply of 0.5 spaces per residential unit in commercially designated buildings in the downtown commercial district (and allows 0.25 spaces per residential unit in heritage buildings in this area). It is acknowledged that the downtown area provides for on-street parking, as well as parking in lots, however these spaces are typically metered and do not generally provide an option for long-term parking for residents. Therefore, these areas may attract a greater number of tenants that do not have parking requirements. The by-law requirement for the subject C4 site is significantly higher than the downtown requirement (i.e., 1 space per unit), despite its proximity to the downtown commercial district and that it also may attract residents with lower, or no, parking requirements.

3.0 Parking Demand

The parking demand for this small site will be set by the arrangements set out in the lease agreements with the commercial users and residents. Therefore, parking demand is considered to be self-regulating, to some extent, by the availability of on-site parking and any restrictions imposed by the landlord. The following Transportation Demand Management considerations apply to the site-specific conditions for this development:

- Parking costs may be unbundled within the overall lease costs, to reduce parking demand by tenants and to allow for greater control and management of on-site parking by the landlord.
- The mixed-uses on this site may allow for parking to be shared, considering that the uses generally have different peak parking demands (i.e., commercial during the day and residential in the evenings and at night). However, it is acknowledged that the small number of overall spaces may limit this option.
- The small size of the residential units (i.e., 1-bedroom) is expected to result in a low parking demand per dwelling, whereas the zoning by-law requirements does not differentiate the supply requirement based on the number of bedrooms.
- The proximity of the site to the commercial areas / downtown in Collingwood (i.e. 0.5 km from the Downtown Commercial Core) allows for residential tenants to use active transportation modes, in lieu of vehicular travel, to / from the site, reducing the residential parking demand requirements. Many municipalities have reduced residential parking supply requirements within commercial core areas, to maintain the residential vibrancy of these areas. However, it is acknowledged that the commercial parking requirement in the Collingwood by-law is similar to that in other municipalities.

Burnside has sourced two recent parking utilization studies for small mixed-use sites that have estimated peak parking demands for the commercial component of those sites to be between

0.85 spaces / 100 m² to 1.82 spaces / 100 m². Application of these commercial parking rates to the subject site would result in a parking demand 4 spaces for the commercial use, as opposed to the 6 spaces required by the zoning by-law.

4.0 Off-Site Parking

Parking is currently allowed on Oak Street, adjacent to the site. While it is expected that sufficient parking will be available on-site to meet the expected demand, on-street parking would also be available, if required. It is acknowledged that Oak Street is classified as a Collector Road in the Town's Official Plan, and therefore performs the dual function of providing access to the adjacent lands and maintaining traffic mobility for vehicular travel within the road network. Acceptable traffic operations are able to be maintained on Oak Street, with on-street parking, given the relatively low traffic volumes on this street (i.e., approximately 600 vehicles per day, total two-way traffic) and that the road width is sufficient to accommodate such parking. As an added benefit, on-street parking also provides a degree of traffic calming, reducing traffic speeds in this area.

5.0 Conclusion and Recommendation

This parking study letter has confirmed that the proposed parking for the mixed-use development at 32 Oak Street can adequately accommodate the parking demands for this site. Therefore, it is recommended that a variance be granted for a reduction of one (1) parking space from the Zoning By-law requirement.

Yours truly,

R.J. Burnside & Associates Limited



Henry Centen, P. Eng.
Senior Transportation Engineer
HBC:ba



Enclosure(s) Site Plan Drawing A100

cc: Kristine Loft, Loft Planning Inc. (kristine@loftplanning.com)

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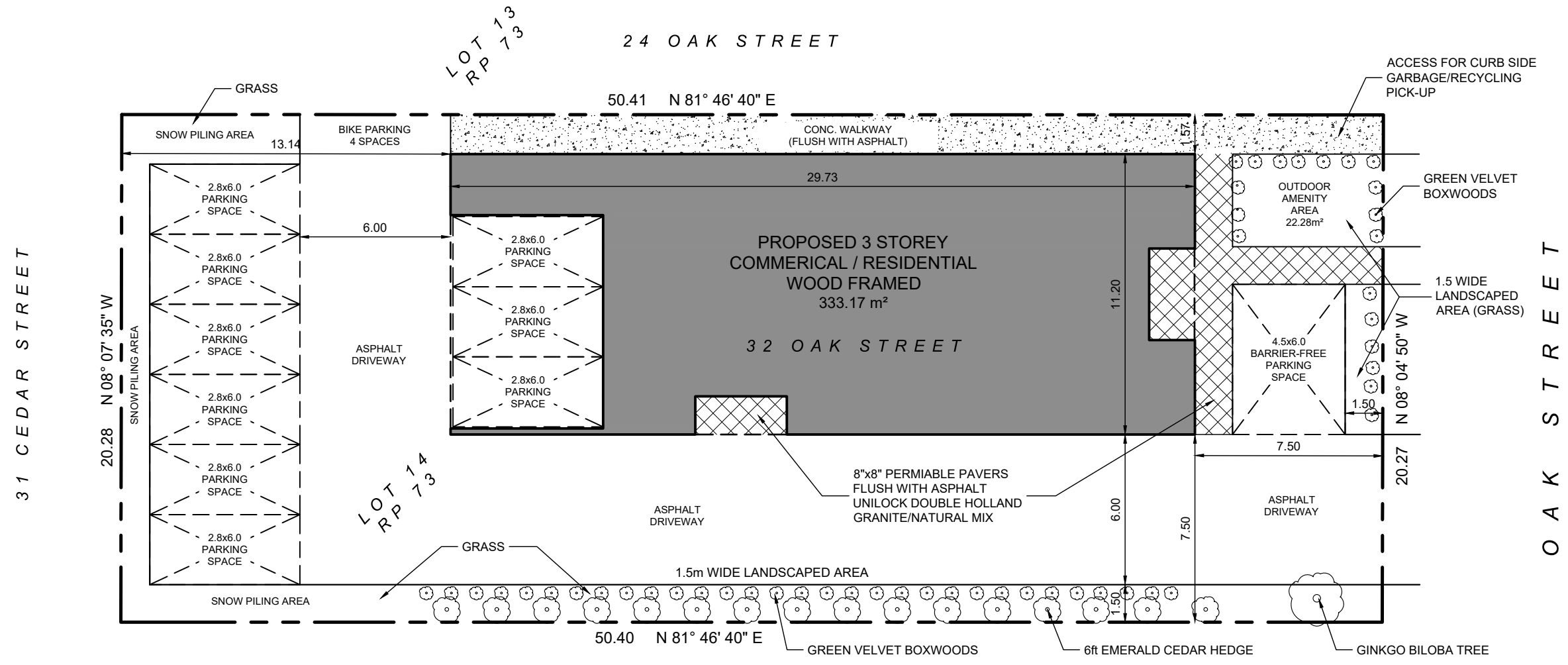
| No. | Issue/Revision | Date |
|-----|----------------------|-----------|
| 1 | ZONING REVIEW | JAN 10 20 |
| 2 | DESIGN REVIEW | MAR 01 20 |
| 3 | DESIGN REVIEW | MAR 20 20 |
| 4 | SITE PLAN CONTROL | APR 27 20 |
| 5 | SPA FINAL SUBMISSION | JUL 15 20 |
| | | |
| | | |
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| | | |

32 OAK STREET
COLLINGWOOD ON L9Y 1B2

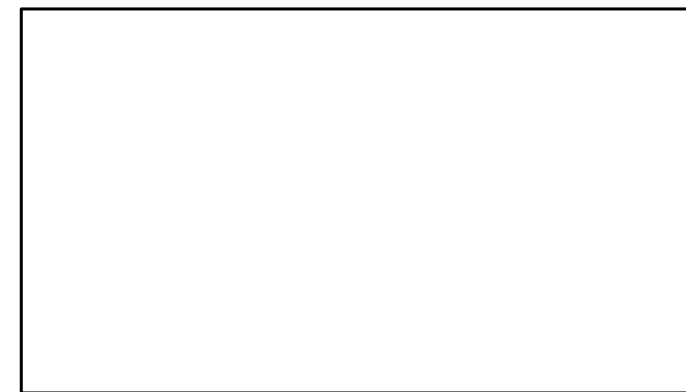
LOT 14
WEST OF OAK STREET
REGISTERED PLAN 73
TOWN OF COLLINGWOOD
COUNTY OF SIMCOE

LOT AREA = 1021.90 m² = 0.102 ha

SITE PLAN DRAWN WITH
INFORMATION FROM SURVEY BY
ZUBEK, EMO, PATTEN & THOMSEN LTD. OLS
2020



APPROVAL STAMP



**WESTSMITH
DESIGN**

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REGISTERED BCIN 106658

[Signature]
SIGNATURE
JUL 15 20
DATE

DRAWINGS MUST BE SIGNED AND DATED IN ORDER TO BE ISSUED FOR BUILDING PERMIT, ROOF TRUSS DESIGN OR CONSTRUCTION

Project Name
OAKWOOD BUILDING
32 OAK STREET
COLLINGWOOD ON
L9Y 2X6

Project Number
1927

Drawing Title
SITE PLAN

Drawn By
DES
Designed By
DES

Scale
1:200 metric
Date
DEC 13 2019

Drawing Number

A100