

File 119180

September 18, 2019

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Re: 2 Mountain Road Parking Study, Town of Collingwood (Town File No. D111219)  
Peer Review of Parking Study

Dear Lindsay:

Further to your request, we have reviewed the *Collingwood Commercial Parking Study Blue Mountain Centre Plaza (2 Mountain Road, 6 Mountain Road and 15 Balsam Street)*, as prepared by R.J. Burnside and Associates, dated July 31, 2019. Our comments are provided below.

REFERENCE	COMMENT
1 Page 1 2 <sup>nd</sup> paragraph	With respect to the existing site access, the report notes "(two on Mountain Road....)" - this should be Old Mountain Road.
2 Table1 Table 3	In Table 1, the size of Building C (1945.9 m <sup>2</sup> ) and Building E (1385.5 m <sup>2</sup> ) totals 3331.4 m <sup>2</sup> . In Table 3, the size of the Restaurant (806.2 m <sup>2</sup> ) and Other Non-Residential (2523.2 m <sup>2</sup> ) totals 3329.4 m <sup>2</sup> . It is acknowledged however, that this will have no bearing on the results.

In reviewing the data, it is noted that:

- the maximum parking demand on the Tuesdays is approximately 10% greater than the Saturdays, which is likely a result of the reduced cinema admission prices on Tuesdays;
- the maximum parking demands realized through the July parking count are 7% less to 8% more than the May counts on the respective days with the most significant increase on the Tuesday night, which is likely a result of summer conditions;
- the maximum parking demand was 54% of the parking supply (220 of 405 spaces occupied); and
- peak parking demands were on Tuesday and Saturday nights around 7:00 to 8:00 PM, during which time the area retail uses would have been closed (Staples closed at 6:00 or 7:00 PM, Little Ed's closed at 6:00 PM, Georgian AV closed at 5:00 or 6:00 PM, and Brubacher closed at 4:00 PM).

In consideration of the parking survey results, and the nature and hours of operation of the existing uses, there are varying peak parking periods across uses. The retail uses are expected to peak in the

afternoon/early evening, the restaurant in the early evening (eg. before 7:00 PM) and the cinemas in the late evening (eg. after 7:00 PM). In this regard, the majority of the site parking will be available for the cinema uses, which is the most significant parking generator.

To consider the proposed commercial addition (464.6 m<sup>2</sup>) and occupancy of the currently vacant unit (250.4 m<sup>2</sup>), the study applied the actual peak parking demand of 4 spaces per 100 m<sup>2</sup>, which amounts to an additional 29 parking spaces (thus the peak parking demand was increased from 220 to 249 spaces). This is considered conservative in that we would not expect this demand to be applicable to the expected retail uses (understanding that the new use is for a mattress store), and further that the peaks of these uses is not likely to coincide with the peak of the cinema.

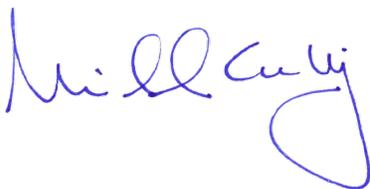
The study notes a projected peak parking demand of 249 spaces vs a parking supply of 369 spaces vs a parking requirement of 480 spaces (as per Town standards). In considering the peak parking demand, it equates to 68% of the parking supply. In this regard, the parking demand can increase approximately 40% (which amounts to 100 vehicles) and still be accommodated (allowing for some parking inefficiencies).

Overall, we agree with the study methodology, findings and recommendations as premised on the data collected. However, it must be acknowledged that the parking for the cinemas will be dictated by attendance, which in turn is dictated by the movies playing, occurrence of blockbuster premieres, and scheduling of start and end times (particularly the overlap between the early and late evening movies when parking for both must be accommodated), all of which can vary week by week. If the parking counts completed are considered reflective of typical cinema operations, then we support the study conclusions recognizing that the resulting parking capacity will continue to exceed the parking demand by over 40%. If however, cinema attendance was exceptionally low for the count periods, an increase of 100 additional vehicles is quite reasonable to expect (if not more). Confirmation of the attendance levels and typical operations would be appropriate to resolve this.

If you have any questions on the above, please do not hesitate to contact us.

Yours truly,

**Tatham Engineering Limited**



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MJC: mjc

