

Amico Properties Inc

PARKING STUDY UPDATE

Proposed Mixed-Use Development 71 Main Street, Town of Halton Hilk

March 2021 21134



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Reference Number: 21134

March 31, 2021

Cindy Prince Vice President Amico Affiliates 2199 Blackacre Drive, Unit 100 Oldcastle, ON NOR 1L0

Dear Ms. Prince,

RE: Parking Study Update Proposed Mixed-Use Development 71 Main Street, Town of Halton Hills

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Parking Study Update for the proposed mixed-use development located at 71 Main Street in the Town of Halton Hills. This study has been prepared on behalf of Amico Affiliates in support of their Zoning By-Law Amendment application. The report concludes that the proposed parking supply is acceptable, based on the parking requirement assessment and implementation of the recommended Transportation Demand Management (TDM) measures.

Should you have any questions regarding this Parking Study Update, please do not hesitate to contact the undersigned at <u>ZGeorgis@lea.ca</u>.

Yours truly, LEA CONSULTING LTD.

MaraHeorgis

Zara Georgis, B. Eng., EIT Project Coordinator

Amelia Crichton Transportation Planner

Encl. Parking Study Update – 71 Main Street, Town of Halton Hills, Proposed Mixed Use Development



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1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by Amico Properties Inc. to assess an appropriate parking requirement for the proposed residential development located at 71 Main Street, in the Town of Halton Hills (herein referred to as "the subject site"). By way of background, LEA previously submitted a parking study to the Town of Halton Hills in September 2020. This parking study update addresses the comments made by the Town of Halton Hills, dated October 2020. The subject site is currently occupied by three low-rise commercial buildings. As shown in Figure 1-1, the subject site is located at the northwest corner of Main Street and Mill Street.

Figure 1-1: Subject Site Location



The proposed redevelopment will repurpose the subject site through a historically sensitive replacement of the existing three-storey building, as well as introduce an underground and interior addition to the building providing an overall building height of 10 stories plus a top floor loft. The proposed redevelopment will provide 169 dwelling units, and 229 parking spaces accessible via the rear of the subject site. The proposal will also provide 360m² of retail space. The main entrance to the building will be provided along Main Street. A breakdown of the land uses is outlined in Table 1-1 with the conceptual site plan illustrated in Figure 1-2.

Table 1-1: Proposed Unit Breakdown

Unit Type	Number of Units
One Bedroom	48
Two Bedroom	112
Three Bedroom	9
Total	169



Figure 1-2: Proposed Site Plan



Source: IBI Group Architects, December 2020

The proposed residential development requires a parking provision relief from the applicable zoning by-law. This study assesses the parking demand of the proposed residential development and provides a parking supply recommendation that is appropriate for the forecasted demand. Additionally, this study provides Transportation Demand Management (TDM) measures to encourage alternative modes of travel. The study also reviews the existing multi-modal network of the area, as well as assesses the travel characteristics of the neighbourhood to determine the appropriateness of the proposed parking supply in accommodating the anticipated demand. Furthermore, a review of recently pursued or approved developments in the area seeking reduced parking is also provided to gauge market demand in the neighbourhood.



2 ZONING BY-LAW PARKING REQUIREMENT

The proposed development is subject to the parking requirements set out under the Site-Specific Zoning By-Law 2017-0064. A summary of the application of these standards for the proposed redevelopment is outlined in Table 2-1.

	No of	Site Specific ZBL			
Proposed Use	Units/GFA	Minimum Parking Requirement Rate	Parking Spaces Required	Proposed Supply	
Residential – Apartment Dwelling 169 1.5 spaces/unit Units		254	200 + 3 car share (212 ⁺)		
Visitor	169	0.15 spaces/unit	26	24	
Commercial	3,875ft ² (360m ²)	Minimum of 20 parking spaces	20	26	
		Total	300	229 (238+)	
+ Effective Parking Supply					

Table 2-1: Parking Summary – Site Specific Zoning By-Law 2017-0064

Based on the applicable parking requirements, a total of 300 spaces are required for the proposed mixed-use development. The proposed parking supply of 229 parking spaces includes 203 spaces for tenants (inclusive of 3 car share spaces) and 26 spaces to be shared between visitor and commercial.

It is noted that based on the "Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards" report prepared by IBI Group in 2009 for the City of Toronto, one (1) car share space can replace the demand of four (4) residential spaces. The development is proposing to provide three (3) car share spaces. Therefore, with the provision of three (3) car-share spaces, the proposed effective parking supply of 238 parking spaces results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use. Therefore, the proposal seeks relief from the Site-Specific Zoning By-Law 2017-0064.



3 PARKING REQUIREMENT ASSESSMENT

This section will evaluate the parking conditions of the proposed development of the subject site. While the subject site will be required to supply parking to the standards of the Town of Halton Hills Zoning By-Law, it is noted that the transit accessibility, access to the local cycling network, pedestrian networks, changes in travel behaviour, vehicle ownership and observed parking demand have been reviewed to understand an appropriate site-specific supply of parking to be provided. Ultimately, the purpose of this parking review is to recommend site-specific minimum parking standards for the subject site.

3.1 EXISTING MULTI-MODAL TRANSPORTATION NETWORK

This section will identify and assess the existing multi-modal transportation conditions present in the study area, inclusive of transit, cycling, and pedestrian networks.

Transit Network

The subject site is serviced by existing bus routes operated by GO Transit. The subject site is conveniently located within walking distance, which is 160m or a 3-minute walk, to the Main Street & Cross Street GO bus stop, providing good accessibility to the GO transit network. Figure 3-1 shows the existing transit in the area of the subject site.



Figure 3-1: Existing Transit Network

GO Bus Route 31 – Kitchener is a generally east-west bus route that provides service between Union Station and the University of Guelph. This route operates seven (7) days a week with hourly headways.

GO Bus Route 33 – Guelph is a generally east-west bus route that provides service between York Mills Bus Terminal and the University of Guelph. This route operates Monday to Friday with hourly headways.



Cycling Network

Currently, there is no cycling infrastructure present within the vicinity of the subject site. In December 2010, the Town of Halton Hills approved the Cycling Master Plan for Halton Hills to be implemented over the next 10+ years. A number of recommended cycling improvements have been noted in the study area. This includes on-road cycling routes on Main Street and Mill Street. Providing these cycling facilities will create a cycling network in the area and will work to encourage cycling to/from the site. Figure 3-2 illustrates the proposed cycling network.

Figure 3-2: Cycling Network



Pedestrian Network

In the area immediately surrounding the subject site, continuous sidewalks are available along both sides of Main Street and Mill Street. Pedestrian crosswalk is also available on all approaches with protected pedestrian phases at Main Street & Mill Street. To verify the land uses that support the area's walkability, the subject site was entered as a testable address in the Walk Score website (www.walkscore.com). Walk Score measures the walkability of any addresses using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The address of the subject site, 71 Main Street, receives a walk score of 50/100 – Somewhat Walkable, which indicates that some errands can be accomplished on foot.

A 20-minute walk from the subject site could permit an individual to reach Wildwood Road to the north, Mountainview Road to the east, Maple Avenue to the south and Trafalgar Road to the west. Within this area are many amenities and services such as schools, public parks, restaurants, retail stores, pharmacies, and banks. Figure 3-3 shows the possible area an individual could reach in a 20-minute walk from the subject site.





Figure 3-3: Twenty Minute Walking Distance from Subject Site

3.2 NEIGHBOURHOOD VEHICLE OWNERSHIP

In order to further assess the future parking demand of the proposed mixed-use development, 2016 TTS data was used to calculate the auto-ownership rate present in the neighbourhood. The auto ownership data is summarized in Table 3-1. Detailed TTS calculations can be found in Appendix A.

Number of Vehicles	Apartment	Total Number of Vehicles
0	101	0
1	713	713
2	114	228
3	30	90
Total	958	1,031
Vehicle Ownership Rate (Vehicle/Unit)		1.08

Table 3-1: Auto Ownership Summary

Based on the TTS data, the average auto-ownership in the neighbourhood for all apartment households is 1.08 vehicles per household. In addition to the low auto-ownership rate, for the 857 households with vehicle ownership, the majority of those households (83%) only have one vehicle that is shared amongst residents of the apartment unit. This result indicates that it is highly feasible for residents of the neighbourhood to conduct their daily trips without a car. Therefore, the residential provision of 1.25 spaces per unit (212 effective residential parking spaces / 169 units) is considered acceptable and provides a 17% buffer to the observed auto ownership in the area.



3.3 SHARED COMMERICIAL AND VISITOR PARKING

Shared parking is proposed for the commercial and visitor uses. Shared parking may be possible when land uses have different parking demand patterns that vary throughout the day and utilize the same parking areas with peak demand occurring at differing times of the day. It is recognized that the peak demand for residential visitor parking usually occurs in the evening time periods, while low demand is usually observed during the morning and midday periods. On the contrary, peak demand for commercial parking usually occurs in the midday to afternoon periods during the hours of operation, with demand declining in the evening.

The effective supply of 26 non-residential parking spaces proposed satisfies the individual requirements for both visitor parking (26 parking spaces) and retail parking (20 parking spaces). Moreover, 20 of the proposed commercial parking spaces will be signed for retail use only between the hours of 7:00AM and 7:00PM, to ensure that the retail requirement is being satisfied during the typical hours that retail parking demand will be exhibited. Outside of these hours, these 20 parking spaces will be usable by visitors, satisfying the parking demand to be exhibited by visitors during typical visitor peak demand hours. Furthermore, it is also noted that the scale of the retail component suggests that it will be ancillary to the residential units. It is expected that most trips will be completed by foot traffic. Therefore, the non-residential parking supply is, resultantly, considered acceptable.



3.4 PROXY PARKING SURVEYS

Due to the circumstances surrounding public safety and the COVID-19 outbreak, it is not possible to obtain permission to enter residential buildings to survey parking utilization. Therefore, past parking demand surveys from existing LEA Consulting database were used for a proxy site comparison. Table 3-2 shows comparable proxy sites to the subject site and the peak parking demand observed during the survey period. The surveys were conducted between 2017 and 2020 and are therefore indicative of residential and visitor parking demand over the past three (3) years. A comparison of the selected proxy sites to the subject site is provided in Appendix B, with detailed proxy parking survey data summaries provided in Appendix C.

Proxy Site Location	Site Stats	Survey Period	Observed Maximum Parking Demand Rate		
,		,	Res	Vis	
21-35 Raylawn Crescent	43 residential		0.08	_	
(Georgetown)	apartment units		0.90	-	
192 Churchill Road South	22 residential		1 1 /		
(Acton)	apartment units		1.14	-	
196 Churchill Road South	33 residential		1 1 2		
(Acton)	apartment units	Saturday November 28, 2020	1.12	-	
200 Churchill Road South	36 residential	Tuesday December 1, 2020	1 1 7		
(Acton)	apartment units		1.17	_	
63-65 Sympatica Crescent	168 residential		0.68	0.07	
(Brantford)	apartment units		0.00	0.07	
9 Bonheur Court	144 residential		0.90	0.00	
(Brantford)	apartment units		0.90	0.09	
34 & 45 Bredin Parkway	93 residential		0.02	0.15	
(Orangeville)	apartment units	Friday April 7, 2017	0.72	0.15	
16 4 th Street	48 residential	Saturday April 8, 2017	0.02		
(Orangeville)	apartment units		0.05	-	
Average 0.97 0.10					

Table 3-2: Proxy	Residential	Parking	Survey	/ Results

Based on the proxy parking survey results, the observed residential and visitor parking demand ranges from 0.68 to 1.17 spaces per unit and 0.07 to 0.15 spaces per unit, respectively. This averages to 0.97 spaces per unit for residential parking and 0.10 spaces per unit for visitor parking. Given the similarity in the transportation context between these sites, it is expected that a similar demand for resident parking would exist at the proposed development. Both the proposed effective residential supply rate of 1.25 spaces/unit and visitor supply rate of 0.15 spaces per unit are comparably higher than observed at the proxy sites. The parking demand rates observed at these sites provide reasonable support for the proposed development's reduced parking supply and indicates that the proposed parking supply for the subject site will be sufficient to meet the anticipated residential parking demand.



3.5 PROPOSED PARKING SUPPLY

Based on the information presented above, it is anticipated that the proposed parking provisions will be sufficient to accommodate the estimated future parking demand. With the provision of three (3) car-share spaces, the proposed parking supply results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use. Table 3-3 summarizes the proposed parking supply with the designated car-share spaces.

Table 3-3: Proposed Parking Supply

Proposed Use	No. of Units/GFA	Proposed Rate	Effective Supply		
Residential – Apartment Dwelling Units	169	1.20 spaces / unit	200 + 3 car share (212 ⁺)		
Visitor	169	0.15 spaces / unit	24		
Commercial	360m ²	To be shared with visitor	26		
		Total	238+		
+ Effective Parking Supply					



4 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable methods of travel. The location of the subject site relative to nearby shops and amenities, provides several opportunities to promote non-auto travel. The recommendations should enhance non-single occupant vehicle trips for the future residents of the proposed development.

As requested by the Town of Halton Hills, the City of Kitchener Transportation Demand Management Initiatives have been reviewed to support the parking reduction. A description of the transportation demand management initiative has been provided.

Pedestrian-Based Recommended Strategies

Building entrances are to be oriented close to the street with direct connections to the pedestrian pathways

The proposed entrances face directly onto the sidewalks of Main Street and Mill Street, providing residents connectivity to the neighbourhood's pedestrian network, as well as the wealth of nearby amenities. Therefore, this provides convenient linkages for pedestrians and cyclists to access the building.

The pedestrian network should be provided with an enhanced landscape that would encourage walkin

The pedestrian connection along Main Street and Mill Street should provide a pleasant and safe pedestrian experience through enhanced landscaping. This could be achieved by means of benches, cover, planting, lighting and other landscaping elements. The pedestrian network in the vicinity of the subject site could provide a variety of amenities for a safe and enjoyable pedestrian environment, which will encourage the use of active transportation modes.

Walking distance to nearby amenities

The subject development is conveniently located from a pedestrian perspective. The area provides excellent access to schools, public parks, restaurants, retail stores, pharmacies, and banks. All of these uses can be accessed within a twenty-minute walking distance.

Cycling-Based Recommended Strategies

Provide bicycle parking

The proposed development is providing a total of 97 bicycle parking spaces, consisting of 25 single-vertical spaces, and 9 stacked 8 racks corresponding to 72 bicycle spaces. The spaces are provided on the ground floor in a bicycle storage room. The 25 single-vertical spaces are provided for visitor use, while the 72 stacked spaces are provided as long-term residential spaces. Example of the bicycle storage system are provided in Appendix D.

Promote and increase cycling awareness and multi-modal transport

Information packages should be provided to residents to encourage active transportation and different travel demand management programs. This should include educating residents on the health and environmental benefits of cycling, as well as providing pedestrian and cycling and transit maps of the available infrastructure in the surrounding area.



Transit-Based Recommended Strategies

Connection to transit network

As noted, the proposed development will provide excellent connections to the GO transit system. The Main Street & Cross Street GO stop is a 2-minute walk north of the subject site, where residents will have access to various GO system routes. Therefore, the proposed development is ideally placed from a transit access perspective.

Communication strategy & transit incentive program

In order for residents to take advantage of the transit services surrounding the subject site, it is recommended that the owners provide information packages and communications to increase transit awareness and multimodal transport by encouraging active transportations and different travel demand management programs. The information packages should contain public transit information such as route maps and schedule timetables.

Provision of pre-loaded PRESTO cards to all new residents

PRESTO is a contactless smart card used on participating public transit systems within the GTA and Ottawa. To further incentivize unit purchasers to make more transit-based trips, pre-loaded PRESTO cards (amount to be determined) will be provided with the sale of each unit. As requested by the City, the development will provide the equivalent to a year's supply of daily commuting.

Parking Demand Management Strategy

Provide reduced parking provision on the subject site

The proposed development will provide a reduced parking supply on the subject site. Given the subject site's convenient location within a well-connected transit system and walkable neighbourhood surrounded by restaurants, shops and institution facilities, most daily activities are not expected to require driving from the proposed redevelopment. By providing a reduced parking supply on site, the proposed redevelopment will deter residents from driving and promote the use of public transit and active transportation.

A car share program will be provided to reduce the need for automobile ownership

Car share programs are proposed to encourage car sharing activities and reduce the need of automobile ownership. The provision of car share spaces will allow residents without a vehicle to have access to a supply of car share vehicles when needed. The car share spaces should be clearly signed for residents and should be located near the main entrances to provide more incentive for car sharing.

In increasing the usage of car-share services, management should negotiate with the service provider (ex. Enterprise and/or Zipcar) to offer a discount rate for a trial period or a limited number of usage. Also, pamphlets regarding the benefits of car-sharing can be provided to occupants. A car-sharing vehicle is a 24-hour accessible service that eliminates financing, insurance, and maintenance responsibilities of personal auto ownership. CAPCOA reports between a 1% and 15% commute trip VMT reduction depending on surrounding land uses.

There has been a recent increase in the provision of car share spaces with new residential developments within the Greater Toronto Area (GTA). Based on the "Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards" report prepared by IBI Group in 2009 for the City of Toronto, one car share space can replace the demand of four residential spaces. The report also suggests providing car share spaces at the rate of one (1) space per 60 residential units. As a result, given that the proposed development will feature 169 units, application of this rate would result in two (2) car share spaces providing a benefit similar to eight (8) more parking spaces.



Although the report suggests to provide two (2) car share spaces, the development is proposing to provide three (3) spaces. The three (3) car-share spaces proposed act as a way to encourage car sharing activities and reduce the need of automobile ownership for the residents. The provision of car share spaces will allow residents without a vehicle to have access to a supply of car share vehicles when needed, rendering personal car ownership as unnecessary otherwise. This service would encourage shared ownership, where less parking spaces are required to accommodate for the lower anticipated number of cars.

Shared Parking

Shared parking ratios can be used as an efficiency tool, which recognizes that a single parking space can be shared between different land use types. There are temporal shifts in the demand for parking spaces between various land uses. The City of Kitchener recognizes the benefits of shared parking reductions in non-residential parking requirements for mixed use developments. It is recommended that 20 of the proposed commercial parking spaces be signed for retail use only between the hours of 7:00AM and 7:00PM, to ensure that the retail requirement is being satisfied during the typical hours that retail parking demand will be exhibited.

Unbundled Parking

The costs of residential or commercial parking are often indirectly passed on to occupants when bundled into their purchase or lease cost. Unbundled parking, renting or selling spaces exclusive from a property can help to reduce the total amount of parking required for a building while promoting a "user pays" approach to parking. In addition, unbundled parking promotes housing affordability as parking spaces are not tied to any particular residential unit or commercial space. It is anticipated that parking spaces will be offered at a price point determined based on market conditions. This will facilitate residents to shift to other travel alternatives and reduce auto-dependency.

Parking Location

Surface parking provided on ground level consumes large quantities of land and therefore is not the most efficient use of land. Further, surface parking lots leave gaps in the built form of an area, disengage pedestrians by removing opportunities for lively streets and pedestrian realm, and do not fully utilize land value potential. Parking structures can integrate good design elements and building materials to blend in with the urban form, or can provide active uses on the ground floor at street level. Underground parking integrates well into an urban setting. Underground parking allows for necessary parking and loading areas that are integral to urban life, while preserving the streetscape for active uses that appeal to pedestrians and cyclists. By providing parking in an underground garage, the development is ensuring that active uses on the primary frontage of the building are incorporated.



5 CONCLUSION

- ► The proposed redevelopment will repurpose the subject site through a historically sensitive replacement of the existing three-storey building, as well as introduce an underground and interior addition to the building providing an overall building height of 10 stories plus a top floor loft. The proposed redevelopment will provide 169 dwelling units, and 229 parking spaces accessible via the rear of the subject site. The proposal will also provide 360m² of retail space.
- ► The proposed mixed-use development would require parking requirement relief as the parking supply is deficient from the requirements set out by the Site-Specific Zoning By-Law 2017-0064.
- The subject site is conveniently located within a multi-modal transportation network including great accessibility to the GO Bus System. Daily activities are expected to be achievable from the subject site by active transportation modes.
- The average auto ownership rate for apartment households in the area is 1.08 vehicles per unit. This rate is significantly lower than the residential parking rate of 1.50 spaces per unit required by the Site-Specific Zoning By-Law and indicates that the proposed residential parking rate of 1.25 is more reflective of the neighbourhood's context.
- It is proposed that shared parking may be possible for the commercial and visitor uses. Shared parking may be possible when land uses have different parking demand patterns that vary throughout the day, utilize the same parking areas with peak demand occurring at differing times of the day.
- A review of proxy parking utilization surveys further demonstrates comparable developments where the observed residential parking demand is lower than both the proposed supply and the required supply based on the Zoning By-Law.
- By providing a reduced parking supply, the proposed redevelopment aims to provide for a population that is not car-dependent and will rely on alternative modes of travel for their daily needs. The recommended TDM measures along with the parking reduction would promote and reinforce the vision of encouraging individuals to seek more sustainable methods of travel.
- Therefore, it is anticipated that the proposed parking provisions will be sufficient to accommodate the estimated future parking demand. With the provision of three (3) car-share spaces, the proposed parking supply results in an overall blended rate of 1.40 spaces per unit to accommodate resident, visitor and commercial use.



APPENDIX A

Detailed TTS Calculations

Tue Aug 18 2020 10:23:37 GMT-0400 (Eastern Daylight Time) - Run Time: 2879ms

Cross Tat 2011 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig Column: Primary travel mode of trip - mode_prime

Filters:

2006 GTA zone of origin - gta06_orig In 4163 and Start time of trip - start_time In 600-900

Trip 2006

Table:

A 4163	uto driver 223 74	GO rail oi 34 %	nly Joint GO rail and local tran 54 2%	sit Auto passenger 18 1%	School bus 217 7%	Taxi passenç 163 5%	ger Walk 37 1%	313 10%	3036	
Trip 2011 Table:										
Т	ransit excluding GO rail	Cvcle	Auto driver	GO rail only	Joint GO rail and local trans	sit Auto passen	aer School bus	Taxi passe	enger Walk	
4163	1	5	21	1831	126	49	289	104	15	254
	1	%	1%	68%	5%	2%	11%	4%	1%	9%
Trip 2016 Table:										
С	cycle	Auto driv	er GO rail only	Joint GO rail and local tran	sit Auto passenger	School bus	Taxi passer	nger Walk		
4163	1	5 2	320	69	18	225	220	25	270	3162
	0	% 7	13%	2%	1%	7%	7%	1%	9%	
	200 201 201	Active 06 1 11 1 16 1	Transit 16% 4% 6%	Auto 2% 7% 3%	82% 79% 81%					

Wed Aug 19 2020 08:48:20 GMT-0400 (Eastern Daylight Time) - Run Time: 418ms

Cross Tabulation Query Form - Household - 2016 v1.1

Row: No. of vehicles in household - n_vehicle Column: Type of dwelling unit - dwell_type

Filters:

Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of household - gta06_hhld In 4163

4164

Household 2016 Table:

	А	partment
	0	101
	1	713
	2	114
	3	30
Total number of apartments		958
Total number of vehicles		1031
Vehicles per apartment		1.076200418

APPENDIX B

Proxy Site Details & Context Comparison to Subject Site

Comparison of Proxy Sites and Subject Site

Proxy Site Location	Site Statistics	Transit and Neighbourhood Context
21-35 Raylawn Crescent (Georgetown)	43 units	Transit Access: 7-minute walk to bus routes along Guelph Street; 20-minute bus ride to GO and VIA rail service via Georgetown GO Station. Walkability: located in a predominately residential neighbourhood, 5-minute walk to retail and commercial uses along Guelph Street.
192 Churchill Road South (Acton)	22 units	Transit Access: 10-minute walk to bus routes along Queen Street: 15-minute bus ride to GQ
196 Churchill Road South (Acton)	33 units	rail service via Acton GO Station. Walkability: located in a predominately residential neighbourhood, 10-minute walk to
200 Churchill Road South (Acton)	36 units	street.
63-65 Sympatica Crescent (Brantford)	168 units	Transit Access: Transit stops located directly in front of the building; 6-minute walk to bus routes along Lynden Road; 30-minute bus ride to VIA Rail service via Brantford Train Station
9 Bonheur Court (Brantford)	144 units	Walkability: located in a predominately residential neighbourhood, adjacent to retail and commercial uses along Lynden Road.
35 & 45 Bredin Parkway (Orangeville)	93 units	Transit Access: within a 5-minute walk to bus routes along First Street and 5 th Avenue. Walkability: located in a predominately residential neighbourhood; adjacent to retail and commercial uses along First Street.
16 4 th Street (Orangeville)	48 units	Transit Access: within a 2-minute walk to bus routes along 2 nd Avenue and Broadway. Walkability: located in a predominately residential neighbourhood; adjacent to retail and commercial uses along Broadway.

APPENDIX C

Proxy Site Parking Survey Data

Survey Date	City	Address	Name	Type	Designation	Supply	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00	1				Observed Maximum	Observed Time	Units	Maximum Observed Demand
			Lyden Park Towers	Apartment	Resident / Tenant	232	74	77	78	79	85	94	100	101	104	106	107					107	2:00	168	0.64
		63-65 Sympatica Crescent			Visitor	20	7	8	8	7	7	7	9	10	11	10	10]				11	0:00		0.07
	Brantford				Total	252	81	85	86	86	92	101	109	111	115	116	117					118			0.70
			Lynden Manor	Condo	Resident / Tenant	175	112	117	122	121	124	123	126	127	128	128	128					128	0:00	144	0.89
		9 Bonheur Court			Visitor	27	9	8	8	10	11	13	11	11	8	7	7					13	21:00		0.09
					Total	202	121	125	130	131	135	136	137	138	136	135	135					141			0.98
		400 Ch	The Winston	Apartment	Resident / Lenant	40	16	1/	1/	21	22	24	25	24	24	24	24					25	22:00	22	1.14
		192 Churchill Road South			Visitor	0	0	0	0	0	22	0	0	0	0		0					0			0.00
Saturday, November 28, 2020					I Otal Resident / Tenant	40	16	22	1/	21	22	24	25	24	24	24	24					25	22:00	22	1.14
	Acton	196 Churchill Road South	Churchill Court	Anartment	Vicitor			35	20	2.5	- 27	25	0			0							23.00	22	0.00
		150 churchin houd South	charchineoure	reparamente	Total	38	25	33	28	29	27	29	32	33	33	33	33					33			1.00
					Resident / Tenant	50	30	41	33	38	25	40	42	40	40	40	40					42	22:00	36	1.17
		200 Churchill Road South	The Valleyview	Apartment	Visitor	0	0	0	0	0	0	0	0	0	0	0	0					0			0.00
					Total	50	30	41	33	38	25	40	42	40	40	40	40	-				42			1.17
					Resident / Tenant	46	32	32	40	37	33	36	37	40	36	39	39					40	23:00	43	0.93
	Georgetown	21-35 Raylawn Crescent	21 & 35 Raylawn	Apartment	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	1				0			0.00
					Total	46	32	32	40	37	33	36	37	40	36	39	39]				40			0.93
Survey Date	City	Address	Name	Туре	Designation	Supply	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	0:00	0:30	1:00	Observed Maximum	Observed Time	Units	Maximum Observed Demand
					Resident / Tenant	94	70	74	75	77	77	79	81	84	85	85	85	85	86	85	85	86	0:00	93	0.92
		35 & 45 Bredin Parkway	N/A	Apartment	Visitor	31	14	10	10	10	10	9	9	8	/	6	6	6	6	/	/	14	18:00		0.15
Saturday April 8, 2017	Orangeville				I Otal	125	84	84	85	8/	8/	88	90	92	92	91	91	91	92	92	92	100	0.00	40	1.08
		16 4th Stroot	h Street N/A	Apartment	Vicitor	12	40	40	30	59	40	59	0	40	0	0	59	40	40	40	40	40	0.00	48	0.83
		10 401 50 660			Total	72	40	40	38	39	40	39	38	40	39	38	39	40	40	40	40	40			0.83
					Total	/2	40	40	50		40 ;		: 50	: 40	. 35	. 50	. 55	10	. 40	. 40	40	40			0.05
Survey Date	City	Address	Name	Түре	Designation	Supply	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	1:00	2:00]				Observed Maximum	Observed Time	Units	Maximum Observed Demand
Survey Date	City	Address	Name	Түре	Designation Resident / Tenant	Supply 232	16:00 67	17:00 80	18:00 86	19:00 96	20:00 103	21:00 108	22:00 111	23:00 110	0:00 114	1:00 114	2:00 114]				Observed Maximum 114	Observed Time 0:00	Units	Maximum Observed Demand 0.68
Survey Date	City	Address 63-65 Sympatica Crescent	Name Lyden Park Towers	Type Apartment	Designation Resident / Tenant Visitor	Supply 232 20	16:00 67 4	17:00 80 5	18:00 86 5	19:00 96 6	20:00 103 9	21:00 108 10	22:00 111 6	23:00 110 6	0:00 114 6	1:00 114 6	2:00 114 6					Observed Maximum 114 10	Observed Time 0:00 21:00	Units 168	Maximum Observed Demand 0.68 0.06
Survey Date	City Brantford	Address 63-65 Sympatica Crescent	Name Lyden Park Towers	Type Apartment	Designation Resident / Tenant Visitor Total	Supply 232 20 252	16:00 67 4 71	17:00 80 5 85	18:00 86 5 91	19:00 96 6 102	20:00 103 9 112	21:00 108 10 118	22:00 111 6 117	23:00 110 6 116	0:00 114 6 120	1:00 114 6 120	2:00 114 6 120					Observed Maximum 114 10 120 120	Observed Time 0:00 21:00	Units 168	Maximum Observed Demand 0.68 0.06 0.71
Survey Date	City Brantford	Address 63-65 Sympatica Crescent	Name	Type Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175	16:00 67 4 71 105	17:00 80 5 85 113	18:00 86 5 91 115	19:00 96 6 102 121	20:00 103 9 112 126	21:00 108 10 118 125	22:00 111 6 117 127	23:00 110 6 116 128	0:00 114 6 120 129	1:00 114 6 120 129	2:00 114 6 120 129					Observed Maximum 114 10 120 129 7	Observed Time 0:00 21:00 0:00	Units 168	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.07
Survey Date	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court	Name Lyden Park Towers Lynden Manor	Type Apartment Condo	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202	16:00 67 4 71 105 7	17:00 80 5 85 113 5	18:00 86 5 91 115 6	19:00 96 6 102 121 5	20:00 103 9 112 126 6	21:00 108 10 118 125 7 122	22:00 111 6 117 127 6	23:00 110 6 116 128 5	0:00 114 6 120 129 5	1:00 114 6 120 129 5	2:00 114 6 120 129 5					Observed Maximum 114 10 120 129 7 124	Observed Time 0:00 21:00 0:00 21:00	Units 168 144	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.92
Survey Date	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court	Name Lyden Park Towers Lynden Manor	Type Apartment Condo	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175 27 202 40	16:00 67 4 71 105 7 112	17:00 80 5 85 113 5 118	18:00 86 5 91 115 6 121	19:00 96 6 102 121 5 126	20:00 103 9 112 126 6 132 23	21:00 108 10 118 125 7 132 21	22:00 111 6 117 127 6 133 22	23:00 110 6 116 128 5 133 22	0:00 114 6 120 129 5 134 72	1:00 114 6 120 129 5 134 22	2:00 114 6 120 129 5 134 22					Observed Maximum 114 10 120 129 7 134 22	Observed Time 0:00 21:00 0:00 21:00 21:00 23:00	Units 168 144	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05
Survey Date	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston	Type Apartment Condo Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0	16:00 67 4 71 105 7 112 15 0	17:00 80 5 85 113 5 118 19 0	18:00 86 5 91 115 6 121 22 0	19:00 96 6 102 121 5 126 22 0	20:00 103 9 112 126 6 132 23 0	21:00 108 10 118 125 7 132 21 0	22:00 111 6 117 127 6 133 23 0	23:00 110 6 116 128 5 133 23 0	0:00 114 6 120 129 5 134 23 0	1:00 114 6 120 129 5 134 23 0	2:00 114 6 120 129 5 134 23 0					Observed Maximum 114 10 120 129 7 134 23 0	Observed Time 0:00 21:00 0:00 21:00 22:00	Units 168 144	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 0.09
Survey Date	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston	Type Apartment Condo Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total	Supply 232 20 252 175 27 202 40 0 40	16:00 67 4 71 105 7 112 15 0 15	17:00 80 5 85 113 5 118 19 0 19	18:00 86 5 91 115 6 121 22 0 22	19:00 96 6 102 121 5 126 22 0 22	20:00 103 9 112 126 6 132 23 0 23	21:00 108 10 118 125 7 132 21 0 21	22:00 111 6 117 127 6 133 23 0 23	23:00 110 6 116 128 5 133 23 0 23	0:00 114 6 120 129 5 134 23 0 23	1:00 114 6 120 129 5 134 23 0 23	2:00 114 6 120 129 5 134 23 0 23					Observed Maximum 114 10 120 129 7 134 23 0 23	Observed Time 0:00 21:00 0:00 21:00 22:00	Units 168 144 22	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 0.00 1.05
Survey Date	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston	Type Apartment Condo Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175 27 202 40 0 40 38	16:00 67 4 71 105 7 112 15 0 15 28	17:00 80 5 85 113 5 118 19 0 19 25	18:00 86 5 91 115 6 121 22 0 22 32	19:00 96 6 102 121 5 126 22 0 22 0 22 32	20:00 103 9 112 126 6 132 23 0 23 0 23 36	21:00 108 10 118 125 7 132 21 0 21 36	22:00 111 6 117 127 6 133 23 0 23 37	23:00 110 6 116 128 5 133 23 0 23 37	0:00 114 6 120 129 5 134 23 0 23 37	1:00 114 6 120 129 5 134 23 0 23 37	2:00 114 6 120 129 5 134 23 0 23 37					Observed Maximum 114 10 120 129 7 134 23 0 23 37	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00	Units 168 144 22	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 0.00 1.05 1.12
Survey Date Tuesday, December 1, 2020	City Brantford	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court	Type Apartment Condo Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 38 0	16:00 67 4 71 105 7 112 15 0 15 28 0	17:00 80 5 85 113 5 118 19 0 19 25 0	18:00 86 5 91 115 6 121 22 0 22 32 0	19:00 96 6 102 121 5 126 22 0 0 22 32 0	20:00 103 9 112 126 6 132 23 23 0 23 23 36 0	21:00 108 10 118 125 7 132 21 0 21 36 0	22:00 111 6 117 127 6 133 23 0 23 37 0	23:00 110 6 116 128 5 133 23 0 23 37 0	0:00 114 6 120 129 5 134 23 0 23 37 0	1:00 114 6 120 129 5 134 23 0 23 37 0	2:00 114 6 120 129 5 134 23 0 23 37 0					Observed Maximum 114 10 120 127 7 134 23 37 0	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00	Units 168 144 22 33	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 0.00 1.05 1.12 0.00
Survey Date	City Brantford Acton	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court	Type Apartment Condo Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 38 0 38	16:00 67 4 71 105 7 112 15 0 15 28 0 28	17:00 80 5 85 113 5 118 19 0 19 25 0 25	18:00 86 5 91 115 6 121 22 0 22 22 32 0 32 0	19:00 96 6 102 121 5 126 22 0 22 22 32 0 32 0 32	20:00 103 9 112 126 6 132 23 0 23 36 0 36 0 36	21:00 108 10 118 125 7 132 21 0 0 21 36 0 36	22:00 111 6 117 127 6 133 23 0 23 37 0 37	23:00 110 6 116 128 5 133 23 0 23 37 0 37	0:00 114 6 120 129 5 134 23 0 0 23 37 0 37	1:00 114 6 120 129 5 134 23 0 23 37 0 37	2:00 114 6 120 129 5 134 23 0 23 37 0 37					Observed Maximum 114 10 120 129 7 134 23 0 23 37 0 37	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 22:00	Units 168 144 22 33	Maximum Observed Demand 0.68 0.71 0.99 0.05 0.93 1.05 0.00 1.05 1.12 0.00 1.12
Survey Date	City Brantford Acton	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court	Type Apartment Condo Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175 27 202 40 0 40 38 0 38 50	16:00 67 4 71 105 7 115 15 0 115 28 0 15 28 0 28 28 25	17:00 80 5 113 5 118 19 0 19 25 0 25 25	18:00 86 5 91 115 6 121 22 0 22 32 30 0 32 36	19:00 96 6 102 121 121 5 126 22 0 22 32 0 32 0 32 40	20:00 103 9 112 126 6 132 23 0 23 36 0 36 38	21:00 108 10 118 125 7 132 21 0 21 36 0 0 36 40	22:00 111 6 117 6 133 23 0 23 37 0 37 41	23:00 110 6 116 128 5 133 23 0 23 23 37 0 37 0 37 41	0:00 114 6 120 129 5 134 23 0 23 37 0 0 37 41	1:00 114 6 120 5 134 23 0 23 37 0 0 37 42	2:00 114 6 120 129 5 134 23 0 23 37 0 0 37 42					Observed Maximum 114 10 120 134 23 0 23 37 0 37 0 37 42	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 1:00	Units 168 144 22 33	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.03 1.05 1.05 1.12 0.00 1.12 1.17
Survey Date Tuesday, December 1, 2020	City Brantford Acton	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview	Type Apartment Condo Apartment Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 38 0 38 50 0	16:00 67 4 71 105 7 112 15 0 15 28 0 15 28 0 28 0 28 0 28 0 28	17:00 80 5 85 113 5 118 19 0 19 25 0 19 25 0 25 0 0	18:00 86 5 91 115 6 121 22 0 22 32 0 22 32 0 32 0 32 0 32 0	19:00 96 96 6 102 121 5 126 22 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0 32 0	20:00 103 9 112 126 6 132 23 0 23 36 0 23 36 0 36 36 38 0	21:00 108 10 118 125 7 132 21 0 21 36 0 36 40 0	22:00 111 127 6 133 23 0 23 37 0 23 37 0 37 41	23:00 110 6 116 128 5 133 0 23 0 23 37 0 37 41 0	0:00 114 6 120 129 5 134 23 0 23 37 0 37 0 37 41 0	1:00 114 6 120 129 5 134 23 0 0 23 37 0 0 37 42 0	2:00 114 6 120 129 5 134 23 0 23 37 0 23 37 0 37 0 37 0 23 37 0 0 37					Observed Maximum 114 10 120 7 134 23 0 23 37 37 42 0 37 0 0 0	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 1:00	Units 168 144 22 33 36	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.05 0.05 1.05 0.00 1.05 1.05 1.05 1.12 1.12 1.17 0.00
Survey Date	City Brantford Acton	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview	Type Apartment Condo Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 38 0 38 50 50	16:00 67 4 71 105 7 112 15 0 15 28 0 28 0 28 0 28 0 25	17:00 80 5 85 113 5 118 19 0 19 25 0 25 0 25 0 0 25 0 25	18:00 86 5 91 115 6 121 22 0 22 32 0 32 32 36	19:00 96 96 102 121 5 126 22 0 22 32 0 32 0 0 0 40 0	20:00 103 9 112 126 6 132 23 0 23 36 0 23 36 0 38 38 0 38	21:00 108 10 118 125 7 132 21 36 0 21 36 0 36 40 0 40	22:00 111 6 117 127 6 133 23 0 23 37 0 37 0 37 41 0 41	23:00 110 6 116 128 5 133 23 0 23 23 0 23 37 0 37 0 37 0 37 0 41	0:00 114 6 120 129 5 134 23 0 23 37 0 37 0 37 41 0 41	1:00 114 6 120 129 5 134 23 0 23 37 0 37 42 0 42	2:00 114 6 120 129 5 134 23 0 23 37 0 37 0 37 42 0 42					Observed Maximum 114 10 120 129 7 134 23 37 0 37 42 0	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 1:00	Units 168 144 22 33 36	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 1.05 1.05 1.12 0.00 1.12 1.12 1.12 1.17
Survey Date	City Brantford Acton	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview	Type Apartment Condo Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 38 50 0 50 46	16:00 67 4 71 105 7 112 15 0 15 28 0 28 25 0 28 25 0 25 25 26	17:00 80 5 85 113 5 113 9 0 19 0 19 25 0 25 25 0 25 26	18:00 86 5 91 115 6 121 22 0 22 32 0 32 0 32 36 0 36 0 36 26	19:00 96 6 102 121 5 22 0 22 0 22 0 32 0 32 0 32 40 0 0 32 40 0 0 32	20:00 103 9 112 126 6 132 23 0 23 36 0 23 36 0 36 38 36 0 38 38 36	21:00 108 10 118 125 7 132 21 36 0 21 36 0 36 40 0 38	22:00 111 6 117 127 6 133 23 0 23 0 23 37 0 37 0 37 41 0 41 41	23:00 110 6 116 128 5 133 23 0 23 23 0 23 37 0 37 0 37 41 0 41 40	0:00 114 6 120 129 5 134 23 0 23 37 0 37 0 37 41 0 41 42	1:00 114 6 120 129 5 134 23 0 23 37 0 37 0 37 42 0 0 42 42	2:00 114 6 120 129 5 4 23 0 23 37 0 37 0 37 42 0 37 42 42					Observed Maximum 114 120 120 123 0 23 37 0 37 42 0 42	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 1:00 0:00	Units 168 144 22 33 36	Maximum Observed Demand 0.68 0.06 0.71 0.30 0.05 0.33 1.05 0.00 1.12 0.00 1.12 0.00 1.12 0.00 1.12 1.17 0.00 1.17 0.08
Survey Date	City Brantford Acton Georgetown	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn	Type Apartment Condo Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 0 38 50 0 50 46 0	16:00 67 4 71 105 7 112 15 28 0 15 28 0 28 25 0 0 25 26 0 0	17:00 80 5 85 113 5 118 19 0 19 25 0 19 25 25 0 25 25 0 25 26 0 0	18:00 86 5 91 115 6 121 22 0 22 32 36 0 36 0 36 0 36 0 36 0 36 0	19:00 96 6 102 121 5 126 22 0 22 32 32 0 32 32 40 0 0 40 0 32 0 0	20:00 103 9 1112 126 6 132 23 0 23 36 0 36 38 36 38 38 36 0 0	21:00 108 10 118 125 7 7 21 21 0 21 21 0 21 36 0 36 40 0 38 40 0	22:00 1111 6 117 6 133 23 0 23 37 0 23 37 0 37 41 0 41 41 0	23:00 110 6 116 5 133 23 0 23 37 0 37 41 0 41 0 0 41 40 0	0:00 114 6 120 129 5 134 23 0 23 37 0 37 41 0 41 42 0	1:00 114 6 120 129 5 134 23 37 0 23 37 0 37 42 0 42 0 0	2:00 114 6 120 129 5 134 23 0 23 23 37 0 37 42 0 42 0 42 0 0					Observed Maximum 114 130 120 129 7 134 23 0 23 0 37 42 0 42 42 0 0	0bserved Time 0:00 21:00 0:00 22:00 22:00 22:00 1:00 0:00	Units 168 144 22 33 36 43	Maximum Observed Demand 0.68 0.071 0.90 0.05 0.93 1.05 0.00 1.05 1.12 0.00 1.12 0.12 1.12 0.17 0.08
Survey Date	City Brantford Acton Georgetown	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn	Type Apartment Condo Apartment Apartment Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175 27 202 40 40 38 0 38 50 0 50 46 0 46	16:00 67 4 71 105 7 112 15 28 0 28 0 28 0 28 0 0 25 0 0 25 0 0 25 0 0 25 0 0 26 0	17:00 80 5 85 113 5 118 19 0 19 25 0 25 25 0 25 25 0 0 25 26 0 0 26	18:00 86 5 91 115 6 121 22 0 22 32 32 36 0 32 36 0 0 32 36 0 0 36 0 26	19:00 96 6 102 121 5 126 22 0 22 32 0 32 32 40 0 0 40 0 0 32 32	20:00 103 9 1112 126 6 132 23 36 36 38 36 38 0 38 36 38 0 38 36 36 38 36 36 38 36 36 38	21:00 108 10 118 125 7 21 21 0 21 21 0 21 36 0 0 36 40 0 0 38 8 0 38	22:00 1111 6 117 127 6 133 23 0 23 37 0 23 37 0 37 41 0 41 0 41	23:00 110 6 116 5 133 23 37 0 23 37 0 37 41 0 0 41 40 0 0 40	0:00 114 6 120 129 5 134 23 37 0 23 37 0 37 41 0 41 42 0 0 42	1:00 114 6 120 5 134 23 0 23 37 0 37 42 0 42 42 0 0 42	2:00 114 6 120 5 5 134 23 0 23 37 0 37 42 0 42 0 42 0 42					Observed Maximum 114 120 127 134 23 0 23 37 0 37 42 0 42 0 42 42	0bserved Time 0:00 21:00 21:00 21:00 22:00 22:00 1:00 0:00	Units 168 144 22 33 36 43	Maximum Observed Demand 0.68 0.071 0.30 0.33 1.05 0.00 1.05 1.05 1.00 1.12 0.00 1.12 0.00 1.12 0.00 1.12 0.00 1.17 0.08 0.98
Survey Date	City Brantford Acton Georgetown	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn	Type Apartment Condo Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant	Supply 232 20 252 175 27 202 40 40 40 38 0 38 0 38 0 38 0 0 38 0 0 46 50 0 0 46	16:00 67 4 71 112 15 0 15 28 0 28 25 0 0 25 26 0 0 26	17:00 80 5 85 113 5 118 19 0 19 25 0 0 25 25 0 0 25 26 0 26	18:00 86 5 91 115 6 121 22 0 22 32 0 32 36 0 36 0 36 26 0 26	19:00 96 6 102 121 5 126 22 0 22 32 0 32 0 32 40 0 9 40 32 32 19:20	20:00 103 9 1126 6 132 23 0 23 36 0 36 36 38 36 0 38 36 0 36 36 38 36 0 36 36 36 36 38 36 36 36 38 36 36 36 38 36 36 36 38 36 36 36 36 36 36 36 36 36 36	21:00 108 10 118 125 7 7 132 21 36 0 21 36 0 0 21 36 0 0 36 40 0 0 38 38	22:00 111 6 117 127 6 133 23 0 23 37 41 41 41 41 0 41 21:00	23:00 110 6 116 128 5 133 23 0 23 37 0 37 41 40 0 40 21:20	0:00 114 6 120 129 5 134 23 0 23 37 41 42 0 0 41 42 0 0	1:00 114 6 129 5 134 23 0 23 37 42 0 0 42 42 0 0 42 129 134 134 134 134 134 134 134 134	2:00 114 6 129 5 134 23 0 23 37 42 0 42 42 42 0 0 42 23:00	22:20	0.00	0.20	1:00	Observed Maximum 114 10 120 129 7 134 23 37 0 37 42 0 42 0 42 0 42 0 42 0 42 0 42	Observed Time 0:00 21:00 0:00 22:00 22:00 0:00 0:00	Units 168 144 22 33 36 43	Maximum Observed Demand 0.68 0.06 0.71 0.30 0.05 0.05 0.05 0.03 1.05 0.00 1.05 0.00 1.05 1.12 1.12 1.17 0.00 1.12 1.17 0.00 0.98 0.98
Survey Date	City Brantford Acton Georgetown City	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent Address	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn Name	Type Apartment Condo Apartment Apartment Apartment Apartment Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Besident / Tenant Visitor Total Besident / Tenant	Supply 232 20 252 175 27 202 40 38 50 6 0 46 0 465 94	16:00 67 4 71 105 7 7 112 5 0 0 15 28 0 0 28 0 0 28 0 0 25 0 0 25 0 0 25 26 0 0 26 0 7 3	17:00 80 5 85 113 5 118 19 0 19 25 25 25 25 25 26 0 25 26 0 25 26 0 25 27 77	18:00 86 5 91 115 6 121 22 0 22 32 36 0 32 36 0 36 26 0 26 0 19:00 78	19:00 96 6 102 121 5 126 22 0 22 32 0 32 40 0 32 40 0 32 2 0 19:30 78	20:00 103 9 112 6 6 132 23 36 0 23 36 0 36 38 36 0 38 36 0 79	21:00 108 10 118 125 7 7 132 21 36 0 221 36 40 0 36 40 0 38 0 0 38 20:30 79	22:00 111 6 117 127 6 133 23 0 23 37 41 0 37 41 41 0 141 41 0 121 21:00 80	23:00 110 6 116 128 5 133 23 0 23 37 0 37 0 37 41 40 0 40 40 21:30 84	0:00 114 6 120 129 5 134 23 37 41 0 37 41 42 0 41 42 0 83	1:00 114 6 120 129 5 134 23 37 42 0 37 42 42 42 0 42 42 0 22:30 83	2:00 114 6 120 129 5 134 23 0 23 37 42 0 37 42 42 42 0 42 42 0 83	23:30	0:00	0:30	1:00	Observed Maximum 114 120 127 134 23 0 23 37 42 42 42 0 42 86	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 1:00 0:00 Observed Time 0:00	Units 168 144 22 33 36 43 Units 93	Maximum Observed Demand 0.68 0.071 0.90 0.05 0.93 1.05 1.05 1.12 0.00 1.17 0.00 0.98 0.09 0.98 0.98 0.98 0.99 0.91 0.98 0.92
Survey Date Tuesday, December 1, 2020 Survey Date	City Brantford Acton Georgetown City	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent Address 35 & 45 Bredin Parkway	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn Name N/A	Type Apartment Condo Apartment Apartment Apartment Apartment Type Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 38 50 0 50 0 50 0 50 0 50 60 60 46 Supply 94 31	16:00 67 4 71 105 7 7 112 8 0 28 0 28 0 28 0 28 0 25 0 25 0 26 0 26 18:00 73 11	17:00 80 5 85 1113 5 113 9 0 0 25 0 0 25 0 0 25 0 0 25 26 0 26 0 2	18:00 86 5 91 115 6 121 22 0 22 32 36 0 36 26 0 26 19:00 78 12	19:00 96 6 102 121 5 126 22 0 0 22 0 32 40 0 0 32 40 0 32 32 32 32 32 32 32 32 32 32 32 32 32	20:00 103 9 112 6 6 132 23 0 23 36 0 36 38 38 0 36 0 36 36 0 36 37 36 36 0 36 36 37 36 36 38 38 38 38 36 12 12 12 12 12 12 12 12 12 12	21:00 108 10 118 125 7 132 21 0 21 36 0 221 36 0 0 21 36 40 0 0 38 40 0 38 20:30 79 9	22:00 111 6 117 127 6 133 23 0 23 0 23 7 0 37 0 37 0 37 0 37 0 41 0 41 0 41 0 41 21 0 9 9	23:00 110 6 116 128 5 133 23 0 23 37 0 37 0 37 0 37 41 0 40 40 40 21:30 8 8	0:00 114 6 120 129 5 134 23 0 23 0 23 37 0 37 0 37 0 37 0 37 0 41 0 41 0 42 0 23 37 0 37 37 0 37 37 0 37 37 0 37 37 0 37 37 37 37 37 0 37 37 37 37 0 37 37 37 37 37 37 37 37 37 37	1:00 114 6 120 5 134 23 0 23 0 23 7 0 37 0 37 0 37 0 37 0 37 0 42 0 42 0 42 0 23 7 7 7 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8	2:00 114 6 120 5 134 23 0 23 0 37 0 37 0 37 0 37 0 37 0 37 0 42 0 42 0 42 0 42 0 37 7 7 7 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8	23:30 84 6	0:00	0:30 86 5	1:00 86	Observed Maximum 114 10 120 127 134 23 0 23 37 0 42 0 42 0 42 0 42 0 42 13	Observed Time 0:00 21:00 0:00 21:00 22:00 22:00 0:00 0:00 0:00 0:00 0:00 0:00	Units 168 144 22 33 36 43 Units 93	Maximum Observed Demand 0.68 0.06 0.71 0.30 0.05 0.33 1.05 0.00 1.05 1.12 0.000 1.12 0.00 1.12 0.00 1.17 0.00 0.03 1.05 0.00 1.12 0.00 0.03 0.03 0.04 0.00
Survey Date	City Brantford Acton Georgetown City	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent Address 35 & 45 Bredin Parkway	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn Name N/A	Type Apartment Condo Apartment Apartment Apartment Type Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total	Supply 232 20 252 175 27 202 40 0 40 38 50 60 0 46 Supply 94 31 25	16:00 67 4 71 105 7 7 112 15 28 0 28 25 26 0 25 26 0 25 26 0 26 7 3 11 18:00 73 11	17:00 80 5 85 113 5 118 19 0 19 25 0 25 25 26 0 25 26 0 26 18:30 77 12 89	18:00 86 5 91 115 6 121 22 0 22 0 32 0 32 0 32 0 32 36 0 0 26 0 26	19:00 96 6 102 121 5 126 22 0 22 32 32 40 0 32 40 0 0 32 40 0 32 40 78 19:30 78 13 91	20:00 103 9 112 126 6 132 23 36 0 36 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 79 12 21 23 36 0 79 12 23 23 23 23 23 23 23 23 23 2	21:00 108 10 118 125 7 7 132 21 0 21 36 30 0 36 40 0 0 38 0 38 20:30 79 11 90	22:00 111 6 117 127 6 133 23 0 23 37 41 41 41 41 41 21:00 80 9 89	23:00 110 6 116 128 5 133 23 0 23 37 0 23 37 41 40 0 41 40 0 21:30 84 8 92	0:00 114 6 120 129 5 134 23 0 23 37 0 37 41 0 41 42 0 42 22:00 83 7 90	1:00 114 6 120 129 5 134 23 0 23 37 0 37 42 42 42 42 42 42 42 42 42 230 83 7 90	2:00 114 6 120 129 5 134 23 0 23 37 0 37 42 0 42 42 42 42 42 42 0 83 7 90	23:30 84 6 90	0:00 86 6 92	0:30 86 6 92	1:00 86 6 92	Observed Maximum 114 114 120 120 129 7 134 23 0 23 37 42 0 42 42 42 0 0 5 5 Contend Maximum 86 13 99	Observed Time 0:00 0:00 21:00 22:00 22:00 0:00 0:00 0:00 0:00 0:01	Units 168 144 22 33 36 43 Units 93	Maximum Observed Demand 0.68 0.071 0.90 0.05 0.93 1.05 0.00 1.05 0.00 1.05 0.00 1.12 0.00 1.12 0.01 1.17 0.02 0.98 Maximum Observed Demand 0.92 0.14
Survey Date Tuesday, December 1, 2020 Survey Date Friday, April 7, 2017	City Brantford Acton Georgetown City Orangeville	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent Address 35 & 45 Bredin Parkway	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn N/A	Type Apartment Condo Apartment Apartment Apartment Type Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor	Supply 232 20 252 175 27 202 40 0 40 0 38 50 51	16:00 67 4 71 105 7 112 15 28 0 28 25 26 0 26 73 112 15	17:00 80 5 85 5 113 19 0 9 25 0 25 25 25 25 26 0 25 25 26 0 6 25 25 26 0 77 12 89 34	18:00 86 5 91 115 6 121 22 0 22 32 0 22 32 36 0 32 36 0 6 26 0 6 26 0 78 12 900 78 12 900 36	19:00 96 6 102 121 5 126 22 0 22 0 22 32 0 32 0 32 40 0 32 40 0 32 0 32	20:00 103 9 112 126 6 132 23 0 23 36 0 38 36 0 38 36 0 38 36 0 79 12 9 11 23 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 38 38 36 38 38 38 36 38 38 38 38 36 38 38 38 38 38 36 38 38 36 38 38 38 36 38 38 38 36 38 38 38 36 38 38 38 36 38 38 36 38 38 36 38 36 38 36 38 36 38 36 36 38 36 38 36 36 38 36 36 38 36 38 36 36 38 36 36 36 36 36 36 36 36 36 36	21:00 108 10 125 7 7 221 0 221 36 0 221 36 0 0 36 40 0 38 0 38 20:30 79 11 90 38	22:00 111 6 117 127 6 133 23 0 23 23 37 0 37 41 0 41 41 0 41 41 0 80 9 89 89 88	23:00 110 6 128 5 133 23 37 23 37 41 0 37 41 0 0 40 0 40 0 40 84 8 92 39	0:00 114 6 129 5 134 23 0 23 37 0 23 37 0 37 41 0 41 42 0 42 22:00 83 7 90 39	1:00 114 6 120 5 134 23 0 23 37 0 23 37 0 37 42 0 42 42 42 0 22:30 83 7 7 90 339	2:00 114 6 120 129 5 134 23 0 23 37 0 23 37 0 37 42 0 42 42 42 0 42 42 0 83 7 90 38	23:30 84 6 90 38	0:00 86 6 92 39	0:30 86 6 92 39	1:00 86 6 92 39	Observed Maximum 114 120 120 120 7 134 23 0 23 37 0 42 0 42 0 42 0 42 0 42 0 42 0 42 0 33 93	Observed Time 0:00 21:00 21:00 22:00 22:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00	Units 168 144 22 33 36 43 Units 93 48	Maximum Observed Demand 0.68 0.071 0.90 0.05 0.93 1.05 0.00 1.05 0.00 1.12 0.00 1.12 0.00 1.17 0.00 1.17 0.98 0.98 Maximum Observed Demand 0.92 0.14 1.06 0.81
Survey Date Tuesday, December 1, 2020 Survey Date Friday, April 7, 2017	City Brantford Acton Georgetown City Orangeville	Address 63-65 Sympatica Crescent 9 Bonheur Court 192 Churchill Road South 196 Churchill Road South 200 Churchill Road South 21-35 Raylawn Crescent Address 35 & 45 Bredin Parkway 16 4th Street	Name Lyden Park Towers Lynden Manor The Winston Churchill Court The Valleyview 21 & 35 Raylawn NAme N/A N/A	Type Apartment Condo Apartment Apartment Apartment Apartment Apartment	Designation Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Resident / Tenant Visitor Total Designation Resident / Tenant Visitor Total Designation	Supply 232 20 252 175 27 202 40 0 38 38 0 38 50 46 50 46 6 50 46 50 46 50 46 50 46 0 250 46 0 0 250 50 46 0 0 252 27 27 20 20 252 27 20 20 252 20 252 20 252 20 252 20 252 20 252 20 252 20 252 20 252 20 252 20 252 20 20 20 20 20 20 20 20 20 20 20 20 20	16:00 67 4 71 105 7 112 15 0 15 28 25 26 0 25 26 0 26 18:00 73 11 84 34 34	17:00 80 5 85 113 5 118 19 0 19 19 25 25 25 25 26 0 25 26 0 26 18:30 77 12 89 34	18:00 86 5 91 115 6 121 22 22 22 32 36 0 36 26 0 19:00 78 12:00 36	19:00 96 6 102 121 5 126 22 0 22 2 2 32 0 32 40 32 0 32 0 32 19:30 78 37 91 37 37	20:00 103 9 112 126 6 132 23 36 0 23 36 36 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 36 0 38 38 36 0 12 132 132 132 132 132 132 132	21:00 108 10 118 125 7 7 132 21 0 21 36 0 36 40 0 36 40 0 38 0 38 0 38 20:30 79 11 90 38	22:00 111 6 117 127 6 133 23 0 23 37 41 41 41 41 0 41 41 21:00 80 9 89 38	23:00 110 6 128 5 133 23 0 23 37 41 40 0 40 40 21:30 8 92 39	0:00 114 6 120 129 5 134 23 0 23 37 41 41 42 0 42 22:00 83 7 90 39	1:00 114 6 120 129 5 134 23 0 23 23 23 37 42 23 37 42 42 42 0 42 42 2 30 42 42 90 39 90 39	2:00 114 6 120 129 5 134 23 0 23 37 42 42 42 42 0 42 42 0 42 42 0 42 37 90 38	23:30 84 6 90 38	0:00 86 6 92 39	0:30 86 6 92 39	1:00 86 6 92 39	Observed Maximum 114 130 120 129 7 134 23 0 23 37 0 0 42 0 42 42 42 0 0 0 0 66 13 3 13 39 0 0	Observed Time 0:00 0:00 0:00 0:00 22:00 22:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:00	Units 168 144 22 33 36 43 Units 93 48	Maximum Observed Demand 0.68 0.06 0.71 0.90 0.05 0.93 1.05 0.00 1.05 1.105 0.00 1.12 1.12 1.12 0.10 0.11 0.00 0.12 1.17 0.08 0.98 Maximum Observed Demand 0.92 0.14 1.06 0.81

APPENDIX D

Bicycle Parking Example







