WATT Consulting Group

THE MARIN MULTI-FAMILY DEVELOPMENT

Parking Study

Author: Sophie Eckard, BCom

Reviewer: Tim Shah, MCIP, RPP

Date: May 6, 2021
File No.: 3016.B01

TABLE OF CONTENTS

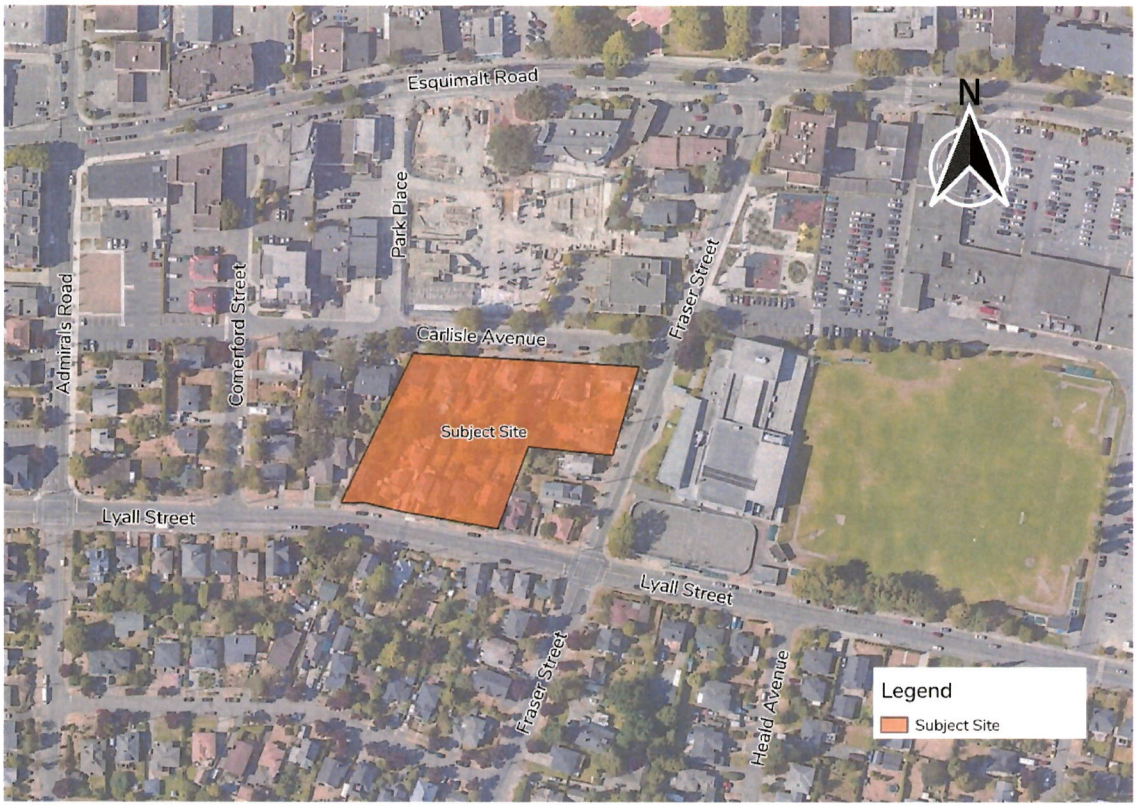
1. INTRODUCTION

Watt Consulting Group Ltd. was retained by Boardwalk Rental Communities c/o dHKarchitects to conduct a parking study for the proposed multi-family development, "The Marin", in Esquimalt's Town Centre area. The purpose of this study is to determine the expected parking demand for the development and whether the proposed supply is sufficient to meet demand.

1.1. SUBJECT SITE

The proposed development is located at Carlisle Avenue/Lyall Street/Fraser Street in the Township of Esquimalt, BC (See **Figure 1**).

FIGURE 1. SUBJECT SITE



1.2. SITE CHARACTERISTICS AND POLICY CONTEXT

The following provides a discussion of the services and transportation options in proximity to the subject site. In addition, the Township of Esquimalt's Official Community Plan (OCP) and other community policies pertaining to sustainable transportation and parking management are summarized.

COMMUNITY POLICIES

The Esquimalt Official Community Plan (OCP) contains policies that provide direction on future planning and land use management within the Township. Per Schedule B of the OCP (Proposed Land Use Designations), the subject site is designated as 'Medium Density Residential.' According to Section 5.3 of the OCP (Medium/High Density Residential Development), the Township supports compact, efficient medium density residential development that integrates with existing and proposed adjacent land uses. Additionally, section 5.3 states that the Township will "prioritize medium density and high density residential development in proposed land use designated areas that:

1. Reduce single occupancy vehicle use;
2. Support transit service;
3. Are located in proximity to employment centres; and
4. Accommodate young families."

Section 11 of the OCP (Transportation) and Section 13.3 (Reduction of Greenhouse Gas Emissions) contain a series of policies focused on promoting multi-modal and low-carbon transportation. The most relevant policies for the subject site are as follows:

- Prioritize walking, cycling and public transit as preferred modes of transportation in infrastructure improvements.
- Consider prioritizing transit along frequent and regional transit corridors.
- Where feasible, improve the continuity of the bike network by linking existing and future bikeways and trails.

SERVICES

Located in Esquimalt's Town Centre area, the subject site is within 400 m (~2-minute walk) of multiple amenities including the Esquimalt Municipal Hall, Esquimalt Recreation Centre, Bullen Park, Archie Browning Sports Centre, and Esquimalt Plaza, which contains a grocery store, a liquor store, financial services, a pharmacy, and several small-scale restaurants. A range of other amenities, including additional grocery stores, restaurants, and a Shoppers Drug Mart/Canada Post, are available within a 15-minute walk.

Additionally, the site is adjacent to the Esquimalt Town Square development, which will house an expanded public library branch, offices, and commercial space. It will also feature a public square and through-block art walk. According to the Township of Esquimalt, the project will "create a lively and sustainable Esquimalt town centre, which incorporates a mix of uses and community recreation needs" and "enhance community economic development, while providing residents with a wider range of amenities and services."

The subject site is also in proximity to several schools, including École Macaulay Elementary School (~11-minute walk), Lampson School (~13-minute walk), Rockheights Middle School (~16-minute walk), and École Victor-Brodeur (~17-minute walk). Several parks are within walking distance, including Bullen Park (~2-minute walk), Memorial Park (~4-minute walk), Nelson St Cove (~8-minute walk), Phil Ross Park (~10-minute walk), Saxe Point Park (~10-minute walk), and Highrock Park (~18-minute walk). The Canadian Forces Base Esquimalt, a major employment centre, is also within about a 17-minute walk.

TRANSIT

The site has access to transit within walking distance. There are stops along Lyall Street (servicing Route 25) and Esquimalt Road (servicing Route 15 and 26) that are within 200 m walking distance from site.

Route 25 I Maplewood/Admirals Walk travels north to Admirals Walk Shopping Centre (with limited service to Shoreline Middle School on weekdays) and east to Downtown Victoria, then north to Saanich Centre and Reynolds Secondary School. Weekday service runs from about 6:30am to 10pm with frequency of approximately 30 to 60 minutes.

Route 15 I Esquimalt/UVic travels west to HMC Dockyard and east to Downtown Victoria and Oak Bay Junction, then north to the University of Victoria (UVic). This route is classified as a Regional Transit Route. Weekday service starts at about 5:45am and continues until midnight, except on Fridays when the service runs later. Service runs at a 10- to 15-minute frequency between 6am and 10pm, after which it runs at a 20-minute frequency. It should be noted that the Route 15 is one of the most frequent and popular routes in Greater Victoria; during the weekday peak hour it has approximately 8,276 daily boardings and 53.3 riders per service hours.

Route 26 I Dockyard/UVic is a Frequent Transit Route that connects Esquimalt to UVic via Uptown. It includes stops at key destinations such as Tillicum Mall, Saanich Centre, University Heights Shopping Centre, and several schools. Weekday service starts at 6am and ends slightly past midnight. This route runs at a 15-minute frequency most of the day except early mornings and late nights when frequency is reduced to 20 minutes.

BC Transit's Transit Future Plan indicates that Frequent Transit Corridors will provide frequent service (15 minutes or better between 7am and 10pm, 7 days/ week). Another goal of Frequent Transit Corridors is to enhance bus stop infrastructure. Thus, the subject site will eventually benefit from frequent, reliable, and convenient transit service.

WALKING

The development has a Walk Score of 64, suggesting that it is somewhat walkable. However, the site's Walk Score does not accurately reflect its walkability as several amenities can be reached within a 2- to 15-minute walk (as outlined in the Services section). Therefore, the Walk Score for this location does not accurately account for the amenities that are in proximity to the subject site. The streets immediately adjacent to the site each have sidewalks on both sides, allowing good walking access to the local neighbourhood and nearby services.

Additionally, the development will include a Public Art Path between the two buildings and connecting with Esquimalt Town Square, enhancing walkability. This aligns with Esquimalt's policy to "Encourage the inclusion of pathways and laneways that promote safe pedestrian travel, in new private developments and in the public realm" (Section 11.2 of the OCP). Pedestrian comfort is also prioritized in the Township's policy to "Improve existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer and more enjoyable choice for people of all ages and abilities."

Furthermore, the adjacent Esquimalt Town Square is planned to include bicycle and pedestrian-friendly spaces, with easy access to transit. These features, as well as the additional amenities that the Town Square will provide, are anticipated to improve the overall walkability—and Walk Score—of the site.

CYCLING

The site has a Bike Score of 81, indicating that biking is convenient for most trips. While the streets immediately surrounding the site do not have bike lanes, bike lanes are available 250 m away on both Esquimalt Road and Admirals Road (as per Schedule I of the OCP). These roads connect with the E&N Rail Trail, which provides further connections to downtown Victoria and the Galloping Goose Regional Trail. The Township also has 12.5 kilometres of streets designated as shared use lanes, including Lyall Street adjacent to the site.

Furthermore, the Township is in the process of undertaking its active transportation network plan and undertook a comprehensive study of its transportation system in 2018 with the goal of improving comfort and safety for all travel modes along the Lyall Street and Lampson Street corridors. The study proposed traffic calming measures and several other infrastructure improvements, including new bike lanes separated from vehicles.

CARSHARING

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of transportation. The Modo Car Cooperative (Modo) is a popular carsharing service in Greater Victoria. In 2015, there were 23 cars and 800 members; as of December 2019, there were 87 Modo vehicles and 3,040 members across the Greater Victoria region, suggesting that Modo is growing in popularity. There is a Modo vehicle about 1 km from the site (~13-minute walk) at Esquimalt Road and Carlton Terrace. Additionally, a 2016 parking study for the Esquimalt Town Centre recommended that the development provide residents with access to two carshare vehicles, which would directly benefit future residents of The Marin.

2. PROPOSED DEVELOPMENT

2.1. LAND USE

The proposed development will include two multi-family residential buildings with a total of 213 market rental units. The unit breakdown is summarized in Table 1.

TABLE 1. UNIT BREAKDOWN OF PROPOSED DEVELOPMENT

	Studio	1-Bedroom	2-Bedroom	3-Bedroom	Total
Units	2	113	82	16	213

2.2. PROPOSED PARKING SUPPLY

2.2.1. VEHICLE PARKING

The development proposes two levels of underground parking with 215 spaces (including four accessible parking spaces), resulting in a parking rate of 1.01 spaces per unit. The parkade entry will be on Fraser Street.

2.2.2. BICYCLE PARKING

A long-term bicycle storage room will be accessible through the underground parkade, providing one long-term bicycle space per unit (213 total). At least one 6-space bicycle rack is recommended for the entrance of each building (12 short-term spaces total).

Section 13.5 of the Parking Bylaw allows for a parking supply reduction of two spaces in commercial and industrial buildings that provide two or more secure bicycle parking spaces, shower and change rooms, and six visitor bicycle parking spaces, and are located within 200 m of a regional bus route. The subject site meets these criteria and is likely to experience decreased parking demand consistent with the intent of this regulation, although the regulation is specific to commercial or industrial land uses only.

3. PARKING REQUIREMENT

Based on Part 5 – Table 1 of the Esquimalt Parking Bylaw, a RM-4 and RM-5 class building (Medium and High-Density Apartment) is required to provide 1.3 parking spaces per dwelling unit. In addition to this, 1 of every 4 required parking spaces must be designated as a visitor space and 1 of every 50 required parking spaces must be provided for persons with disabilities. By applying this rate to the proposed development, the required parking supply is 277 spaces (201 resident spaces, 70 visitor spaces, and 6 spaces for persons with disabilities). This means that the development is 62 spaces short of the Township's parking requirement.

The Parking Bylaw does not include requirements for bicycle parking. However, the Township's Official Community Plan (OCP) includes policy (11.3.2) to encourage the inclusion of bicycle facilities in new developments, including bike lockers in multi-unit residential and commercial/commercial mixed-use developments. The proposed development meets this policy by providing a long-term bicycle storage room.

4. EXPECTED PARKING DEMAND

Expected parking demand for this site was estimated, as described in the following sections, to determine if the proposed supply will adequately accommodate the parking demand. Expected demand is based on parking observations collected from representative sites in the Township of Esquimalt and is informed by research and information from previous parking studies.

4.1. METRO VANCOUVER PARKING STUDY

The 2018 Regional Parking Study is the second regional-scale apartment parking study that was undertaken in the Metro Vancouver region. It included a parking facility survey of parking supply and utilization at over 70 apartment sites across the region including more urban locations (e.g., Vancouver, Burnaby) and more suburban locations (e.g., Delta, Surrey, Langley).

The Metro Vancouver Parking Study has been used throughout this analysis to calculate expected parking demand by unit size, as well as visitor parking demand. The ratios applied are consistent with several key findings from the Metro Vancouver Parking Study, including:

- **For both rental and strata buildings, apartment parking supply exceeds use across the region.** For market rental apartment buildings, parking supply exceeds utilization by 35 percent. Additionally, parking supply appears to be declining for newer strata and market rental apartment buildings. Small strata or market rental units (0 or 1 bedroom units, or units less than 800 sq. ft.) tend to have at most 1 parked vehicle per unit.
- **Apartment parking supply and use is lower for buildings closer to frequent transit.** For market rental sites, parking utilization near transit (bus or SkyTrain) ranges 0.35 – 0.72, compared to 0.99 for sites further away from the FTN.[1]

4.2. RESIDENTIAL PARKING

Observations of parked vehicles were completed at 15 market rental buildings in the Township of Esquimalt representing a total of 598 units. A summary of the representative sites is outlined in **Table 2**. Each location was chosen based on the following criteria:

[1] Metro Vancouver. (2018). Regional Parking Study – Technical Report, pg. 16. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf

- Proximity of Frequent Transit Network (FTN). The proposed location of this development is in proximity to the FTN on Esquimalt Road. The BC Transit Future Plan describes the FTN as receiving reliable and frequent service (every 15 minutes or better) between 7:00am and 10:00pm seven days a week. Representative sites were selected based on the criteria that they were either on the FTN or within 400m.
- Walk Score. This is a tool that ranks the walkability of a location based on its proximity to seven types of amenities: Dining and drinking, groceries, shopping, errands, parks, schools/education, and culture and entertainment. It is a useful tool for determining if a trip will require a vehicle and may inform parking needs. The Walk Score of this development is **64**, and the average Walk Score of the chosen representative sites is **60.5**. Sites with a Walk Score of 50-69 are considered 'somewhat walkable', which means that some errands can be accomplished on foot.[2]
- Countable Parking Spaces. To accurately collect observational data, parking lots must be accessible to a data collector. Sites with gated or underground parking were ruled out as they prohibited data collection.

[2] More information about Walk Score's methodology is available online at: https://www.walkscore.com/methodology.shtml

TABLE 2. SUMMARY OF REPRESENTATIVE SITES

Address	Units	Walk Score	Proximity to FTN
899 Craigflower Road	49	61	On FTN
827 Selkirk Avenue	23	63	240m
843 Craigflower Road	48	59	On FTN
830 Craigflower Road	31	55	On FTN
820 Craigflower Road	58	55	On FTN
831 Ellery Street	31	61	350m
837 Ellery Street	36	61	395m
734 Lampson Street	35	58	On FTN
801 Esquimalt Road	32	67	On FTN
885 Dunsmuir Road	77	56	210m
404 Dundas Street	19	70	65m
630 Head Street	30	63	145m
628 Head Street	22	63	125m
980 Wordsley Street	65	60	210m
464 Lampson Street	42	55	350m

4.2.1. OBSERVATIONS

Observations were conducted during the following periods:

- Tuesday, January 26, 2021 after 10:30pm
- Wednesday, January 27, 2021 after 10:30pm

Observations of parking utilisation were conducted at representative sites during peak period for residential land uses (typically weekday evenings). The peak observation for each site over the two observation periods was selected to calculate parking demand (see **Table 3**). Average parking demand ranged from 0.50 vehicles per unit to 1.14 vehicles per unit. The average across the 15 sites was 0.79 vehicles per unit.

TABLE 3. OBSERVATIONS AT REPRESENTATIVE SITES

Address	Units	Peak Observed Vehicles	Parking Demand (Vehicles/Unit)
899 Craigflower Road	49	32	0.65
827 Selkirk Avenue	23	19	0.83
843 Craigflower Road	48	25	0.52
830 Craigflower Road	31	34	1.10
820 Craigflower Road	58	42	0.72
831 Ellery Street	31	21	0.67
837 Ellery Street	36	31	0.79
734 Lampson Street	35	22	0.63
801 Esquimalt Road	32	16	0.50
885 Dunsmuir Road	77	68	0.88
404 Dundas Street	19	15	0.79
630 Head Street	30	26	0.87
628 Head Street	22	25	1.14
980 Wordsley Street	65	63	0.97
464 Lampson Street	42	36	0.86
		Average	**0.79**

4.2.2. ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations to this method. The main limitation is that resident vehicles may not be present at the time of observation. To mitigate this factor, observations were conducted after 10:30pm to maximise likelihood of residents being home. It is also important to note that observations were conducted during the global pandemic of COVID-19 and subsequent social and physical distancing orders from the Provincial Health Officer. [3] There is still a chance that residents' vehicles may not be present for a multitude of other factors.

To address this potential discrepancy, a 5% adjustment has been applied to the observational data in accordance with the Metro Vancouver Apartment Parking Study. [4] The Metro Vancouver Apartment Parking Study recommends a 5% parking occupancy adjustment factor if observations are conducted after 10:30pm. This resulted in an adjusted parking demand ranging from 0.53 vehicles per unit to 1.19 vehicles per unit, with an average parking demand of 0.83 vehicles per unit as shown in **Table 4**.

[3] BC CDC. (2020). COVID-19 – Common Questions: Physical Distancing, Available online at: http://www.bccdc.ca/health-info/diseases-conditions/covid-19/common-questions

[4] Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

TABLE 4. ADJUSTED PARKING DEMAND, OBSERVED REPRESENTATIVE SITES

Address	Units	Parking Demand (Vehicles/Unit)	Adjusted Parking Demand (Vehicles/Unit)*1.05
899 Craigflower Road	49	0.65	0.69
827 Selkirk Avenue	23	0.83	0.87
843 Craigflower Road	48	0.52	0.55
830 Craigflower Road	31	1.10	1.15
820 Craigflower Road	58	0.72	0.76
831 Ellery Street	31	0.67	0.70
837 Ellery Street	36	0.79	0.83
734 Lampson Street	35	0.63	0.66
801 Esquimalt Road	32	0.50	0.53
885 Dunsmuir Road	77	0.88	0.93
404 Dundas Street	19	0.79	0.83
630 Head Street	30	0.87	0.91
628 Head Street	22	1.14	1.19
980 Wordsley Street	65	0.97	1.02
464 Lampson Street	42	0.86	0.90
	Average	**0.79**	**0.83**

4.2.3. PARKING DEMAND BY UNIT TYPE

Unit size type refers to the number of bedrooms provided within a residential unit. Research has shown that larger units will generally have more occupants or a family, therefore increasing the likelihood that additional vehicles will be owned by occupants and growing the parking demand.[5] Parking data collected for this study was assessed to reflect unit type using the following steps:

- Parking demand was calculated and adjusted by 5%;
- Parking demand by unit type was calculated based on the demand ratios of bedrooms per unit at each site acquired from the 2018 Metro Vancouver Parking Study; and
- The assumed "ratio differences" (from 2018 Metro Vancouver Parking Study) for parking demand between each site was applied to unit data and vehicle observations. These "ratio differences" are as follows.[6]
    - 1-Bedroom units' parking demand rates will be 117% higher than studio unit rates;
    - 2-Bedroom units' parking demand rates will be 26% higher than 1-Bedroom unit rates; and
    - 3-Bedroom units' parking demand rates will be 23% higher than 2-Bedroom unit rates.

Table 5 illustrates the adjusted average parking demand by unit type.

TABLE 5. ADJUSTED PARKING DEMAND BY UNIT SIZE

Site / Address	Studio	1-Bedroom	2-Bedroom	3-Bedroom
899 Craigflower Road		0.59	0.75	
827 Selkirk Avenue		0.87		
843 Craigflower Road	0.24	0.52	0.66	
830 Craigflower Road	0.47	1.02	1.29	
820 Craigflower Road	0.35	0.76	0.95	

[5] Potoglou, D., & Kanaroglou, P.S. (2008). Modelling car ownership in urban areas: a case study of Hamilton, Canada. *Journal of Transport Geography, 16*(1): 42–54.

[6] Metro Vancouver. (2018). Regional Parking Study – Technical Report, pg. 18. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf

Site / Address	Studio	1-Bedroom	2-Bedroom	3-Bedroom
899 Craigflower Road		0.59	0.75	
827 Selkirk Avenue		0.87		
843 Craigflower Road	0.24	0.52	0.66	
830 Craigflower Road	0.47	1.02	1.29	
831 Ellery Street			0.70	
837 Ellery Street	0.35	0.75	0.94	
734 Lampson Street		0.66		
801 Esquimalt Road	0.26	0.57	0.72	
885 Dunsmuir Road		0.88	1.10	1.36
404 Dundas Street		0.83		
630 Head Street		0.84	1.06	
628 Head Street	0.54	1.18	1.49	
980 Wordsley Street		0.95	1.20	
464 Lampson Street		0.77	0.97	
Average	**0.37**	**0.80**	**0.99**	**1.22***

*Due to the limited number of observed 3-bedroom units the assumed ratio difference has been applied to the findings of the 2-bedroom rate.

Results show that the average parking demand when factored for number of bedrooms and applied to the proposed development, are as follows:

- **Studio Units I** 0.37 spaces per unit * 2 units = **1 space** (0.74, rounded)
- **1-Bedroom Units I** 0.80 spaces per unit * 113 units = **91 spaces** (90.4, rounded)
- **2-Bedroom Units I** 0.99 spaces per unit * 82 units = **82 spaces** (81.18, rounded)
- **3-Bedroom Units I** 1.22 spaces per unit * 16 units = **20 spaces** (19.52, rounded)

Total Market Rental Parking Demand = 194 spaces

4.3. VISITOR PARKING DEMAND

Observational visitor parking data was collected at six of the representative sites, showing a demand rate of 0.07 vehicles per unit (see **Table 6**). These observations are similar to the results the from Metro Vancouver Parking Study, which concluded visitor parking demand is typically less than 0.1 vehicles per unit. [7] Findings from similar studies conducted by WATT Consulting Group have reported visitor parking in the range of 0.05 to 0.10 across difference geographical regions including Greater Victoria and Nanaimo.

TABLE 6. VISITOR PARKING DEMAND AT REPRESENTATIVE SITES

Address	Units	Peak Observed Visitor Vehicles	Visitor Parking Demand (Vehicles/ Unit)
899 Craigflower Road	49	4	0.08
801 Esquimalt Road	32	4	0.12
885 Dunsmuir Road	77	1	0.03
630 Head Street	30	3	0.13
980 Wordsley Street	65	2	0.03
464 Lampson Street	42	2	0.05
		Average	**0.07**

Based on the available research and observational data, a conservative rate of 0.1 is recommended for the subject site. With 213 units and applying a visitor demand rate of 0.1, the recommended visitor parking is 22 spaces.

4.4. SUMMARY OF EXPECTED PARKING DEMAND

The expected parking demand for this building is 194 residential spaces and 22 visitor spaces, bringing the total demand to 216 parking spaces—one more than the proposed supply (see **Table 7**).

[7] Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx

TABLE 7. SUMMARY OF TOTAL EXPECTED PARKING DEMAND

Parking Type	Unit Type	Units	Demand Rate	Rounded Totals
Residential Parking	Studio	2	0.37	1
	1-Bedroom	113	0.80	91
	2-Bedroom	82	0.99	82
	3-Bedroom	16	1.22	20
Visitor Parking			0.10	22
		Total Parking Demand (Spaces)		**216**

5. ON-STREET PARKING ASSESSMENT

An on-street parking analysis was conducted in the area surrounding the subject site. A total of 58 on-street spaces were observed. Two counts were completed after 9:30pm on Tuesday, March 23 and Wednesday, March 24, 2021. Counts were completed on the following street segments:

- **Fraser Street** – Lyall Street to Carlisle Avenue
- **Carlisle Avenue** – Fraser Street to Comerford Street
- **Comerford Street** – Carlisle Avenue to Lyall Street
- **Lyall Street** – Comerford Street to Fraser Street

The on-street counts were intended to capture the peak parking conditions for residential and visitor parking conditions when residents are most likely to be home.

The peak parking demand was 32 vehicles with a parking utilisation of 55%. See **Table 8**. These data indicate that the surrounding on-street parking conditions are generally not busy during the peak time.

TABLE 8. SUMMARY OF ON-STREET PARKING DEMAND

Street	Segment	Side	Restrictions	Available Spaces	Observed	% Occupied
Fraser Street	Lyall Street – Carlisle Avenue	E	No Parking	0	0	0%
		W	No Parking	0	0	0%
Carlisle Avenue	Fraser Street – Park Place	N	Residential Only	3	2	67%
		S	Residential Only	12	8	67%
	Park Place – Comerford	N	No Parking	0	0	0%
		S	Residential Only	2	1	50%
Comerford Street	Carlisle Avenue – Lyall Street	E	Residential Only	6	2	33%
		W	Residential Only	7	1	14%
Lyall Street	Comerford Street – Fraser Street	N	Residential Only	10	7	70%
		S	Residential Only	18	11	61%
			Total	**58**	**32**	**55%**

6. CONCLUSIONS

The Marin will include two multi-family residential buildings with a total of 213 market rental units. A total of 215 parking spaces are proposed (1.01 spaces per unit), in addition to 213 long-term bicycle parking spaces.

Expected parking demand for this development was estimated based on observational data collected from representative sites in Esquimalt and was informed by previously conducted studies. Based on these observations the peak parking demand was determined to be 216 parking spaces (194 residential and 22 visitor), which is one more than the proposed supply. This means that during the peak time of 6-10pm, one visitor may have to park on-street. However, as indicated in the on-street parking assessment, the surrounding on-street parking conditions are generally not busy during the peak time.

7. RECOMMENDATION

The proposal to provide 215 off-street parking stalls (inclusive of four accessible parking spaces[8]) is supported.

[8] Calculated by dividing the expected residential parking demand (194) by 50 as per the Township's requirement for accessible parking spaces.