

19 May 2022
Project: 220050

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**RE: ANDOVER TRAILS DEVELOPMENT, 3480 MORGAN AVENUE, LONDON
PARKING STUDY**

Paradigm Transportation Solutions Limited (Paradigm) has been retained to complete the Parking Study for Phase 1 and Phase 2 of the proposed Andover Trails Development located at 3480 Morgan Avenue in the City of London.

A Transportation Impact Assessment (TIA) is being completed concurrently (May 2022 TIA) and it includes Transportation Demand Management (TDM) measures appropriate to the subject development.

The subject site is the triangular parcel of land bounded by Wharncliffe Road, Bradley Avenue and Morgan Avenue. **Figure 1** (attached) illustrates the location of the subject development.

The overall development proposal includes approximately 300 stacked townhouse units and 700 apartment units for a total of up to 1,000 units, and 600 m² (6,458 ft²) GFA of commercial uses.

The development is to be completed in two stages involving five phases. Stage 1 will include Phase 1 and Phase 2 accommodating 240 stacked townhouses, and Phase 3 accommodating 164 apartment units, to be completed by 2027. Stage 2 will include Phase 4 and Phase 5 comprising 60 stacked townhouses, 536 apartments and 600 m² (6,458 ft²) GFA of commercial uses, to be completed by 2030.

Figure 2 (attached) illustrates the development concept and **Figure 3** (attached) illustrates the phasing plan.

Phase 1 and Phase 2, comprising 240 stacked townhouses, are being developed in advance of the rest of the site. A total of 294 parking spaces are provided for the 240 townhouses in Phase 1 and Phase 2 (at 1.23 spaces per unit), 190 parking spaces for Phase 1 and 104 parking spaces for Phase 2.

Although 294 parking spaces are currently proposed for Phase 1 and Phase 2 at 1.23 spaces per unit, the overall objective for the development is to have a uniform parking rate of 1.00 space per unit for both townhouses and apartments. A uniform parking rate of 1.00 space per unit is consistent with the new Zoning By-Law parking rates that are being considered by the City. It is also an appropriate TDM measure to help promote a reduction in vehicular usage and increase overall affordability of the development by unbundling parking from the dwelling unit. A reduction in parking supply will also provide greater flexibility for landscaping and creating open spaces, if needed.

Study Scope

Under the City's Zoning By-Law, the 240 stacked townhouse units will require a total of 360 parking spaces at a rate of 1.5 spaces per unit.

The purpose of this review is to assess the adequacy of supplying 294 parking spaces, 66 spaces fewer than the Zoning By-Law requirement. The parking assessment is based on the following considerations:

- ▶ Review of parking requirements in the City of London;
- ▶ Assessment of parking demand based on industry usage;
- ▶ Parking requirements in other Ontario municipalities; and
- ▶ TDM measures specific to the subject development.

London Zoning By-Law Review

The off-street parking requirements in the City's Zoning By-Law Z.-1 are currently under review. The Parking Standards Review Information Report¹, that has been prepared for this purpose, considers future parking regulations for two alternatives: (1) implement open city-wide rates, and (2) introduce reduced rates for two new parking standard areas.

Under both options, the city is recommending reducing parking requirements in the area where the subject development is located, from 1.50 spaces to 1.00 space per townhouse unit, and from 1.25 spaces to 0.5 spaces per apartment unit.

A uniform rate of 1.00 space per unit is, therefore, appropriate for the subject development, including Phase 1 and Phase 2.

Parking Assessment

This section provides alternative parking demand assessments for Phase 1 and Phase 2 of the development based on parking rates developed by the Institute of Transportation Engineers (ITE) and parking requirements in other Ontario municipalities.

¹ City of London Parking Standards Review Information Report, April 2022.



ITE Rates

The ITE Parking Generation manual² provides data on surveys across the USA and Canada of peak parking demand for different land uses.

The applicable ITE parking rate of 1.21 spaces per unit for the subject site corresponds to land use code (LUC) 220 Multifamily Housing (Low-Rise). The ITE rate of 1.21 spaces per unit matches the proposed rate of 1.23 spaces per unit. The proposed parking supply of 294 spaces exceeds the forecast parking demand of 290 spaces based on the ITE rate of 1.21 spaces. The Zoning By-Law parking requirement of 360 spaces is 70 spaces more than the ITE requirement, which suggests that parking supply based on the Zoning By-Law requirement would likely result in nearly 25% oversupply.

Parking Requirements in Other Ontario Municipalities

The current City of London Zoning By-Law parking requirements (at 1.5 spaces per unit) applicable to the subject development are higher than requirements in the Cities of Kitchener, Ottawa and Guelph, as summarized in **Table 1**. It is noted that the proposed parking rate of 1.23 spaces per townhouse unit is higher than the requirement in the three comparable municipalities.

TABLE 1: PARKING REQUIREMENTS IN OTHER MUNICIPALITIES

Municipality	Land Use	Rate
Kitchener ¹	Cluster Townhouse Dwelling (81+ units)	1.1 spaces per dwelling unit
Ottawa ²	Dwelling, Stacked	1.2 spaces per dwelling unit
Guelph ³	Townhouse	1.2 spaces per dwelling unit

¹ City of Kitchener Zoning By-Law 2019-051 "All other zones"

² City of Ottawa Zoning By-Law 2008-250

³ City of Guelph Zoning By-Law 1995-14864

Transportation Demand Management

The following TDM measures, as outlined in the May 2022 TIA, can be implemented to achieve reductions in the actual demand for on-site parking:

- ▶ Internal sidewalks with connections to the existing municipal sidewalk network, and cycle track/bike lanes nearby.
- ▶ Bicycle parking in accordance with the City's Zoning By-Law requirements for both residential and non-residential developments.
- ▶ Access to frequent transit that provides good connectivity to the broader network and major destinations.

² Institute of Transportation Engineers Parking Generation Manual, 5th Edition, January 2019.



- ▶ Carshare space/vehicle(s) in a premium location.
- ▶ Transit, carshare and active transportation information provided in a welcome package to new residents and/or posted in central locations on-site.

Development Phasing

The development will be completed in five phases with Phase 1 to be completed by 2024 and Phase 2 completed by 2025. Based on the parking justification above, the proposed parking supply for Phase 1 and Phase 2 is sufficient to accommodate the forecast demand. Parking utilization within the development can be assessed when Phase 1 and Phase 2 units are fully occupied. Requirements for the remaining phases can be confirmed based on observed Phase 1 and Phase 2 utilization levels. It is anticipated that the actual parking utilization in Phase 1 and Phase 2 will be at or lower than 1.00 space per townhouse unit. This would be consistent with the parking rate that is being considered in the City's current parking review, and the parking utilization observed in multi-residential developments in Ontario municipalities.

Conclusions

The parking justification review undertaken in this letter has assessed the adequacy of the proposed parking supply for Phase 1 and Phase 2 of the subject development, and considered the applicability of a uniform parking rate of 1.00 space per dwelling unit for the whole development.

Although the proposed parking supply is lower than the parking requirement under the City's current Zoning By-Law, the proposed supply is higher than ITE parking rates, and parking requirements in other Ontario municipalities. Based on the City's parking standards review, a rate of 1.00 space per townhouse unit is recommended and can be justified for the subject development.

The same rate of 1.00 space per unit, which is higher than the 0.5 spaces per unit that is being considered in the City's current parking review, can also be applied to apartments in the development.

The development has access to frequent transit and is located within close proximity to a variety of commercial uses along Wharncliffe Road and Wonderland Road. To further reduce parking demand on-site, the development should consider implementing several feasible TDM measures including pedestrian facilities with connections to the municipal network, bike parking, carshare, and active transportation and transit promotion.

Parking utilization in Phase 1 and Phase 2 can be observed to determine actual parking utilization and demand, to determine if any modifications are required for future phases.

Based on these considerations, it is reasonable to conclude that the proposed parking supply for Phase 1 and Phase 2 of the subject development would be sufficient to meet its actual parking requirements. It is also appropriate to consider a uniform rate of 1.00 space per unit for both townhouses and apartments in the development.



We trust that this letter fulfills the City's requirements for parking justification for the subject development. Please contact us if there are questions or need for clarification arising from this report.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

A handwritten signature in black ink, appearing to read "Rajan Philips". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rajan Philips

M.Sc, P.Eng.

Senior Transportation Consultant



Attachments





Location of Subject Lands



