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Project: 240111

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RE: 80 & 82 BASE LINE ROAD WEST, LONDON – RESIDENTIAL DEVELOPMENT PARKING STUDY

Paradigm Transportation Solutions Limited (Paradigm) has been retained to complete this Parking Study for the proposed Residential Development located at 80 & 82 Base Line Road West in the City of London.

The subject site includes two adjacent properties that are assembled for development and are located on the north side of Base Line Road, approximately 400 metres west of Wharncliffe Road.

Figure 1 (attached) illustrates the site location, the surrounding area, and land uses.

The proposed development includes an Eight-Storey Apartment Building with 77 units, comprising 28 Studio Apartments, 35 One-Bedroom Units, and 14 Two-Bedroom Units.

The ZBL parking requirement for the development is 39 parking spaces at 0.5 spaces per unit. Two barrier-free parking spaces at 4%, and eight visitor parking spaces at 0.1 spaces per unit (under SPC By-law) are identified to be included within the supply of 39 spaces.

The proposed parking supply provides 22 spaces including 19 tenant parking, including two barrier-free spaces, and three visitor parking spaces. In addition, 88 long-term and eight short-term bicycle parking spaces are also proposed.

Vehicular Access is proposed via a single driveway on Base Line Road.

Figure 2 illustrates the proposed Site Plan.

The City's Record of Pre-Application Consultation indicates the requirement for a Parking Justification Report to address the above-noted shortfall in parking supply.

Study Scope

The City of London is now one of the municipalities in Ontario with lower than average ZBL rates for residential parking which leaves little room for general reduction of ZBL requirements. Specific to this development, the ZBL parking requirement of 0.5 spaces per unit is lower than the corresponding requirement in other municipalities.

The proposed supply of 22 spaces is partly the result of the existing site constraints and the accommodation of 77 apartment units in the infill redevelopment of two existing residential properties. At the same time, the site offers specific opportunities for reducing parking demand through a combination of site design and Transportation Demand Management (TDM) measures.

Our approach to providing justification for the proposed parking supply is to assess the adequacy of the supply based on site specific and achievable parking demand reductions.

If the tenant parking supply of 19 spaces is to be adequate for the development, 58 of the 77 apartment units should be occupied by tenants who do not own a car and who will not require a parking space.

At the same time, the development should facilitate and provide appropriate TDM measures for the 58 tenants without a car to meet their travel needs using active and transit modes of transportation.

The potential for accommodating 58 tenants who will not require a parking space and the feasibility of implementing the required TDM measures are based on the following site-specific considerations:

- Site context & Development Features.
- Potential for allocating Affordable Housing.
- Potential for parking reduction through TDM measures specific to the subject development, including:
  - Unbundling Parking from Renting of Units
  - Promoting Active Transportation
  - Promoting Transit Usage
  - Opportunity for Car-Share / Uber alternatives
  - Property Management Role

Site Context & Development Features

The Subject Site is located in a generally residential area in the Southcrest Planning District. It is an assembly of two existing residential properties, 80 and 82 Base Line Road West, on the north side of Base Line Road West, located approximately 400 metres west of Wharncliffe

Road South. Surrounding residential land uses include apartment buildings of varying heights, townhouses, and seniors' residences.

Base Line Road is classified as a Neighborhood Connector in the London Plan[1]. It has a two-lane urban cross-section with bike lanes and sidewalks on both sides. London Transit routes operate on Base Line Road and other roads within walking distance from the development.

The development is consistent with residential intensification and the use of alternative modes in this area and facilitates the reduction of SOV usage and on-site parking requirement.

Transit Service

The site benefits from multiple transit route connections available within walking distances. Two transit stops are located in front of the subject site on either side of Base Line Road. Additional transit stops are located within walking distance on Wharncliffe Road and on Commissioners Road.

> *Transit Route 93 provides a convenient connection to Westen University Heights from the intersection of Base Line Road and Wharncliffe Road.*
>
> *Transit Route 15 provides a direct connection between the subject site and the Carshare location at Elmwood Avenue.*

Figure 1 illustrates the location of bus stops around the site within walking distances.

- **Base Line Road Transit Routes** (with transit stops in front of the subject site):
  - **Transit Route 15** (Huron Heights – Westmount Mall) and **Transit Route 56** (Community Bus – Wednesday) operate on Base Line Road with connections to Downtown and the Westmount Shopping Centre.
- **Wharncliffe Road Transit Routes** (within walking distance from the development):
  - **Transit Route 12** (Downtown – Wharncliffe at Wonderland); and
  - **Transit Route 93** (White Oaks Mall – Masonville) including direct connection to Western University Heights.
- **Commissioners Road Transit Routes** (within walking distance from the development):
  - **Transit Route 12** (Downtown – Wharncliffe at Wonderland); and
  - **Transit Route 24** (Talbot Village – Summerside).

Figure 3 illustrates the City of London Transit Route Map indicating the above routes and their connections.

[1] City of London, *The London Plan*, Map 3: Street Classifications, 2016.

Active Transportation

The site is also conveniently located within walking and cycling distances for multiple travel destinations and is supported by a network of active transportation infrastructure including sidewalks, bicycle lanes and trails.

Communauto Carshare

As illustrated in **Figure 1**, one of the seven Carshare facilities operated by Communauto (VRTUCAR) in London is located within 1.5 kilometres, to the northeast of the site, at Elmwood Avenue Presbyterian Church. The carshare location is conveniently accessible by transit or bicycle from the subject development. *Transit Route 15 provides a direct connection between the subject site and the Carshare location at Elmwood Avenue.*

Development Features

The site design provides for the building to be located along the Base Line Road frontage and parking located at the rear of the site. The existing two driveways to the two properties are consolidated into a single 6.5-metre-wide driveway which will connect to the surface parking lot.

The development includes 28 studio apartments and 35 one-bedroom units, with dwelling units provided in seven of the eight floors and each floor accommodating 11 units comprising four studio apartments, five one-bedroom apartments, and two two-bedroom apartments.

The high proportion (82%) of studio apartments and one-bedroom units is generally co-relational with one-person households and lower rates of auto-ownership and lower parking demands. Additionally, the site context is reasonably conducive to implementing a range of TDM measures, as outlined below, which would facilitate the use of active transportation and transit by potential tenants at the building who do not own a car and will not require parking.

Transportation Demand Management

The City of London encourages implementing TDM measures in new developments for reducing single occupancy vehicle (SOV) use and for promoting transit, cycling and walking modes. TDM measures also contribute to reducing parking demand in residential developments.

Although TDM measures are not specifically intended for reducing auto-ownership, the two are complementary in achieving the goals of sustainable transportation and reducing parking demand. Specific to the subject development, a low auto-ownership level is critical to ensuring the adequacy of the proposed parking supply.

Equally, achieving a low auto-ownership level in the development would also require facilitating non-auto mode choices available to the larger number of tenants who will not have access to a private car.

TDM measures appropriate for this development include both Parking Management measures and Alternative Modal Choice measures.

Parking Management

Unbundling parking, allocating affordable housing in the development, and targeting potential tenants using non-auto modes for their travel purposes are appropriate parking management measures for achieving a high level of non-auto-ownership in the development.

Auto-Ownership

The subject development will include 28 studio apartments, 35 one-bedroom units, and 14 two-bedroom units. The proposed unit mix with a high proportion of studio apartments (36%) and one-bedroom units (45%) is generally supportive of accommodating tenants who do not own a car and rely on alternative modes of transportation. This will in turn reduce the demand for onsite parking.

Of the 63 units comprising studio apartments (28) and one-bedroom units (35), 58 could potentially be targeted for accommodating tenants who do not own a car. That will represent a non-auto-ownership level of 75% (58/77) among potential tenants, which is high but is consistent with the proposed parking supply of 25% of the total number units.

Unbundled Parking

The practice of unbundling parking, i.e., separating the renting of units from the provision of parking, is an effective TDM tool to encourage renting by potential tenants who do not own a car, thereby reducing the demand for onsite parking.

In the subject development with a supply of 19 parking spaces, 58 of the 77 units will have to be without parking and are, therefore, automatically unbundled. With 19 parking spaces provided in the development, 58 of the apartments would invariably have to accommodate tenants who will not require parking.

Affordable Housing

Providing affordable housing serves the twin purposes of Social Policy and Sustainable Transportation, and affordable housing generally involves tenants with higher use of non-auto modes of transportation, especially transit, and low demands for parking.

The subject development provides the opportunity for allocating some of the dwelling units in the development as affordable housing. Specifically, some of the studio apartments could be allocated for affordable housing without requiring parking.

Non-Auto Mode Usage

The subject site is conveniently located for home-work or recreational travel using either active transportation an/or transit by potential tenants who do not own a car:

- Potential employment destinations accessible by walking/cycling include institutional uses including three schools, and a variety of commercial uses.
- For longer-distance employment destinations, available transit routes within walking distance from the development provide convenient transit connections.
- The development location, within five kilometres from the Western University campus, would also be attractive to Western students given convenient accessibility by cycling or transit, including unlimited use of 'tuition passes' available to students.
- Eateries and recreational uses are also located within convenient walking distances.

Alternative Modes

As noted, parking management measures could be used to potentially accommodate 58 non-auto owning tenants in the development. These measures should be supplemented by specific TDM measures to enhance the range of opportunities for using active transportation and transit alternative modes by potential tenants.

Walking

The pedestrian accessibility of the development is critical to both active transportation and for accessing transit stops within walking distance from the development. Outdoor lighting, ensuring safety, and winter maintenance of internal pathways and sidewalks fronting the building should be given priority by Property Management.

Cycling

The development will provide eight (8) short term bicycle parking spaces and 88 long-term bicycle parking spaces. This would facilitate cycling usage potentially by all tenants for one or more of their trip purposes, as well as by visitors to the development. The supply of bicycle parking should be supplemented by outdoor lighting, ensuring safety, and winter maintenance of internal pathways.

Transit

The use of transit by new tenants could be greatly enhanced by the Property Management providing transit information and facilitating the availability of transit tickets and passes in the Management Office. London Transit operates a Smart Card system and provides Monthly Passes allowing unlimited travel. The Property Management should co-ordinate with London Transit and facilitate the availability of multiple transit fare/pass options to tenants. Western University and Fanshawe College students are entitled to unlimited travel using transit Tuition Passes through student registration.

Alternative Car-Use

The accommodation of tenants in apartments without owning a vehicle is facilitated by the availability of opportunities to obtain either the temporary use of a car for specific travel

purposes, or to access taxi services available in the City. The subject development benefits both from the availability of Carshare service and access to taxi services including Uber.

Car-Share

Carshare services are a convenient and cost-effective arrangement for renting a car for specific travel purposes on an as-needed basis without permanently owning a vehicle. Such services are especially convenient for apartment tenants who do not own a car, or who do not want to own a car and pay for parking on a permanent basis.

The City of London currently has seven carshare locations operated by Communauto (VRTUCAR). One of them is conveniently located at Elmwood Avenue Presbyterian Church, within 1.5 kilometres, and is directly accessible by Transit Route 15.

Uber Service

As in all cities, Uber provides another convenient alternative car-transportation for getting around London without owning a car and paying for parking. Uber adds to the range of travel options available to tenants in the subject development who do not own a car.

Property Management

In apartment developments that do not provide at least one space per rental unit, Property Management should play a key role in assisting tenants to find alternative opportunities and modes of travel to meet their travel needs. For the subject development, the focus should be on implementing the parking management and TDM measures that have been reviewed above. Specific tasks would include:

Parking Management:

- Encouraging, and facilitating the accommodation of tenants who do not own cars and who will not require parking.
- Facilitating the accommodation of tenants whose home-work travel requirements can be conveniently served by active transportation or transit modes.
- Facilitating the accommodation of Western University students as tenants given the convenient transit connection to the campus and the tuition transit pass available to Western students.
- Looking into the potential for allocating apartment units for Assisted Housing.

TDM Measures:

- Provide a welcome package that outlines the available transit routes and active transportation options.
- Posting real-time transit information in common areas.

- Facilitating the procurement of transit tickets and transit passes by tenants in co-ordination with London Transit.
- Posting information on Carshare locations and contact details.
- Providing IT assistance in obtaining and using travel aps for transit, carshare and uber.

Summary and Conclusions

The subject site is an assembled parcel of two existing residential properties that is being redeveloped to accommodate housing intensification. The development will accommodate 77 dwelling units, with a limited surface parking supply of 22 spaces, comprising 19 spaces for apartment tenants and three visitor parking spaces.

The ZBL parking requirement for the development is 39 parking spaces at 0.5 spaces per unit, which will include two barrier-free spaces and eight visitor parking spaces.

There is limited onsite space for providing additional parking. However, the site offers specific opportunities for reducing parking demand through a combination of site design and Transportation Demand Management (TDM) measures.

Based on the unit count of 77 apartments and 19 tenant parking spaces, 58 of the 77 apartment units should be targeted for tenants who do not own a car and will not require a parking space.

Accommodating 58 tenants who will not require a parking space and implementing the required TDM measures to assist them meet their travel needs, are both feasible and achievable based on site-specific considerations, development features, and opportunities for implementing parking management and TDM measures.

The Property Management is required to play a key role in implementing both the parking management and TDM measures as outlined herein.

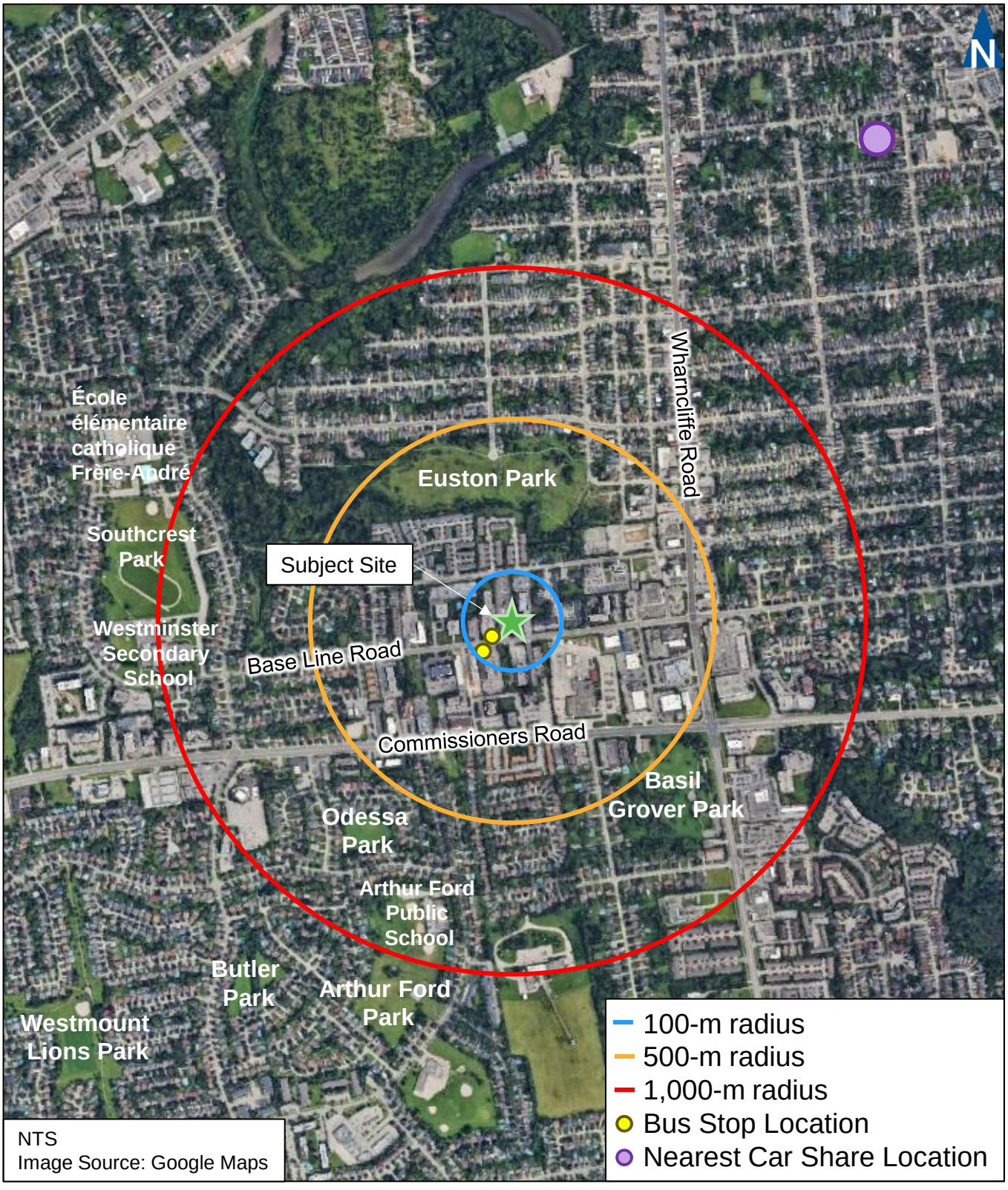
We trust that this fulfills the City's requirements for parking justification for the subject site and the proposed redevelopment. Please do not hesitate to contact us if there are questions or need for clarification.

Yours very truly,

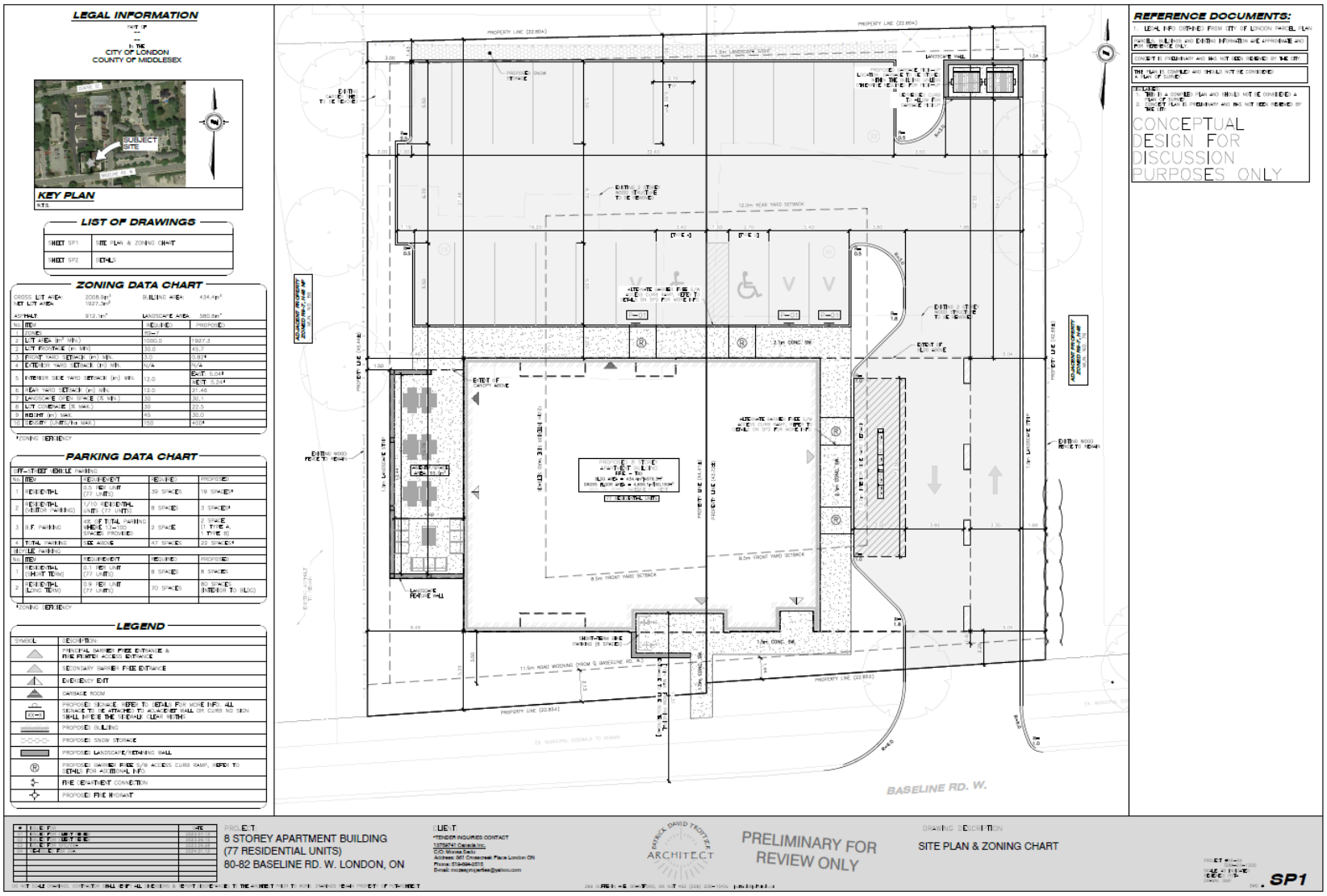
PARADIGM TRANSPORTATION SOLUTIONS LIMITED

Rajan Philips
M.Sc., P.Eng.
Senior Transportation Consultant

Attachments



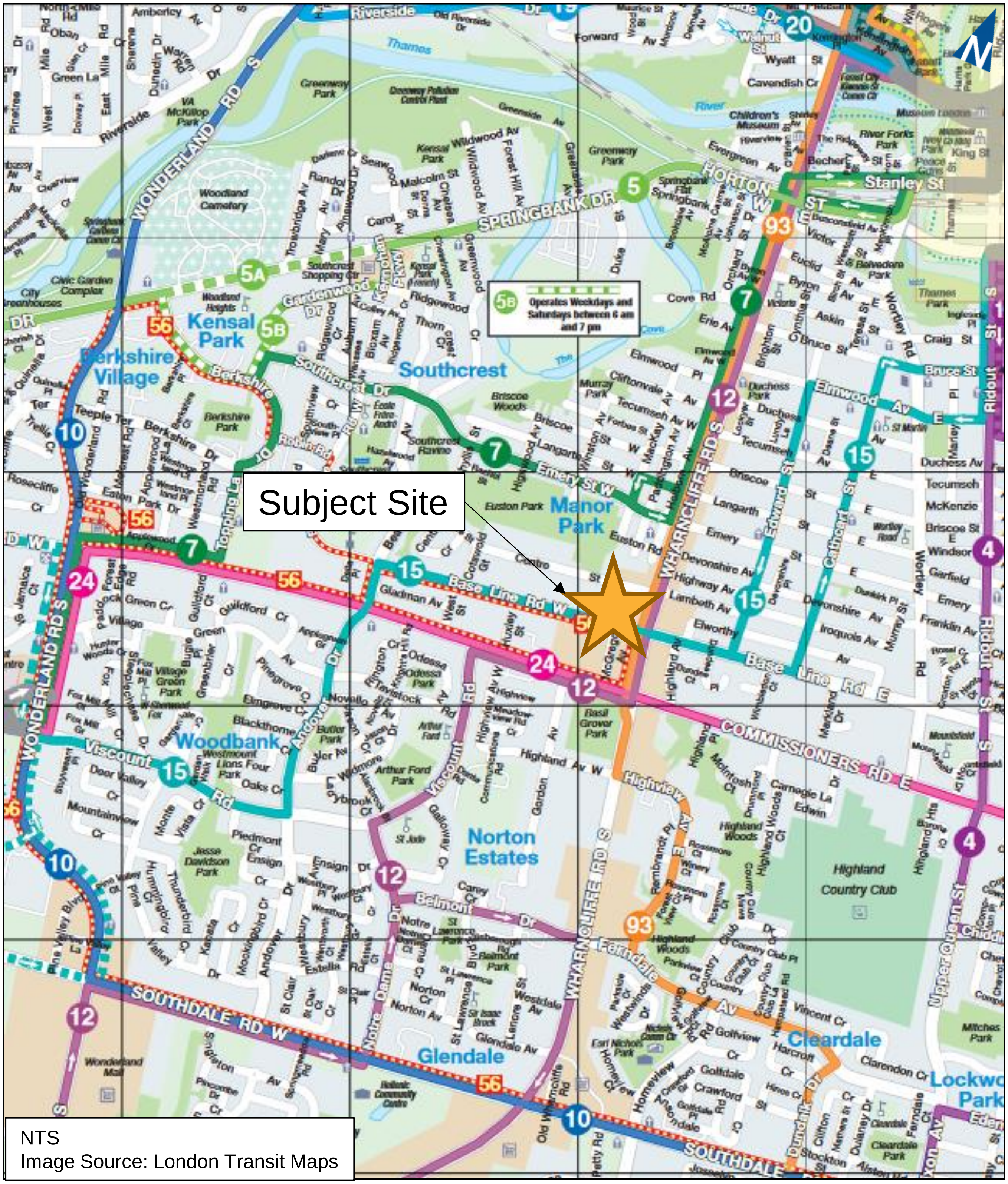
Location of Subject Site



Preliminary Site Plan

80 & 82 Base Line Road West, London Parking Study
240111

Figure 2



Existing Transit Network

Figure 3