

TRANSMITTAL

August 6, 2019

File No: 18106

Municipality of South Huron
322 Main Street South
P.O. Box 759
Exeter, ON N0M1S6

Attn: Mayor Finch and Members of Municipal Council

Re: **Pinnacle Quality Homes**
By-law 55-2019, R3-9 Site Specific Zoning
Additional Parking Rate Information

On behalf of our client Pinnacle Quality Homes, and further to the Council meeting held on July 15, 2019; I have prepared this memo to provide some additional information with respect to the proposed parking rate request of 1.25 spaces per dwelling unit.

As previously discussed, the Proposed Development can accommodate up to 40 dwelling units within the proposed stacked townhouse blocks. The site can accommodate up to 50 parking stalls. The Proposed Development will provide (and assign) 1 parking stall per each dwelling unit (40 units / 40 parking spaces). The remaining parking stalls (10 spaces) will be signed and maintained as visitor parking. This approach ensures that 20% of the parking spaces are available for visitor parking.

As the Proposed Development is intended to be registered as a condominium – the condominium declaration and conditions of approval can ensure that the above parking arrangements are enforced and approved.

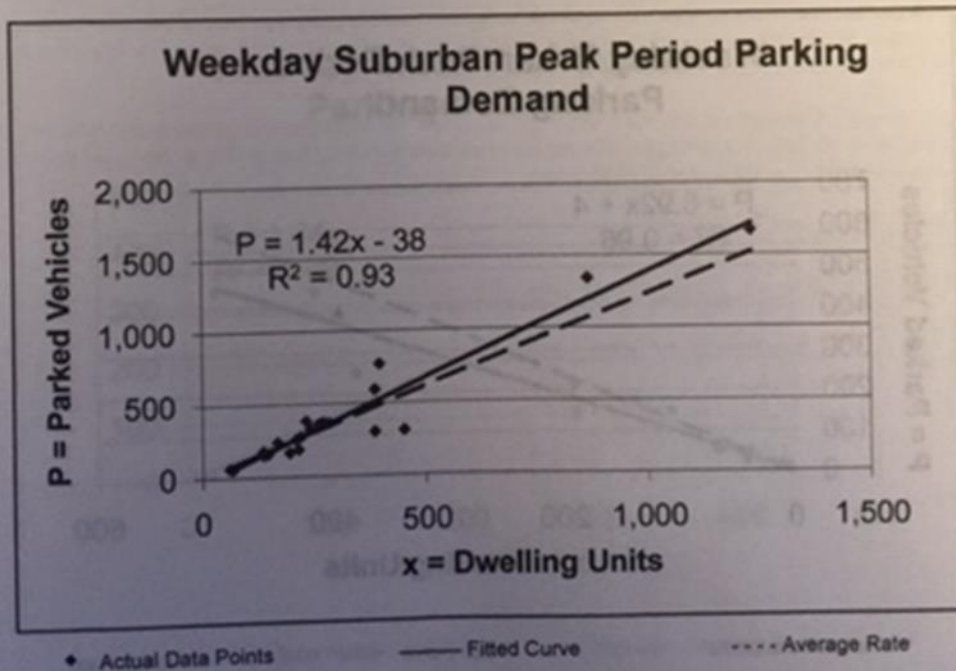
At the Council meeting on July 15, 2019 I referenced other municipalities with equivalent parking rates. I followed up with the noted municipalities and received 2 responses (summarized below and attached in full). I further spoke with a Transportation Engineer with experience in parking studies – Julia Salvini – Salvini Consulting Inc.

Ms. Salvini directed me to the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition – 2019). As shown on the attached Table the ITE found the average parking demand for low/mid-rise apartments in suburban locations to be 1.23 spaces per unit. In discussing the table with Mrs. Salvini, she confirmed her field work has found a similar demand. The data table shows a larger grouping of lower parking demand/lower unit counts with some higher outliers at the top end of the data table. Ms. Salvini also confirmed this table and the suburban context was appropriate for comparison to the Exeter market.

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Suburban

| Statistic | Peak Period Demand |
|------------------------------------|--------------------------------------|
| Peak Period | 12:00–5:00 a.m. |
| Number of Study Sites | 21 |
| Average Size of Study Sites | 311 dwelling units |
| Average Peak Period Parking Demand | 1.23 vehicles per dwelling unit |
| Standard Deviation | 0.32 |
| Coefficient of Variation | 21% |
| 95% Confidence Interval | 1.10–1.37 vehicles per dwelling unit |
| Range | 0.59–1.94 vehicles per dwelling unit |
| 85th Percentile | 1.94 vehicles per dwelling unit |
| 33rd Percentile | 0.68 vehicles per dwelling unit |



Source: ITE Parking Generation, 5th Edition ISBN-10:1-933452-95-1, ISBN-13:978-1-1933452-95-1

The above data sampled 21 individual sites and a total of 311 dwelling units and found the parking demand average was 1.23 spaces per unit. As such, it is my opinion that the above findings are supportive of the requested parking rate of 1.25 spaces per unit.

Further, as noted I also received a response from the Township of Strathroy-Caradoc and the Town of St. Marys with respect to their zoning by-laws and the current parking rate of 1.25 spaces per unit.

Strathroy-Caradoc – Jennifer Huff, Planner, County of Middlesex

Generally, were it is used for an apartment style development, I have not seen associated parking issued. However, when it is applied to multi-unit developments that are ground oriented, i.e. townhouses - is where I see parking issues. In my opinion, in our municipality, any ground-oriented developments, whether single-detached, towns, duplex, or small scale multi-unit, continue to be associated with 2 - 3 cars per unit and having ample visitor parking space is important. It is something I am look at tweaking in our zoning by-law.

The above summary supports the parking rate for apartment style units. The comments about “ground oriented, i.e. townhouses” is based on the traditional format of townhouse units and not the proposed stacked townhouse units as proposed. We acknowledge, the Proposed Development is different then both traditional townhouse units and traditional apartment units. However, the apartment comparison more closely represents the form of development and anticipated occupancy levels for each unit.

Town of St. Marys – Consulting Township Planner – Mark Stone

Brandon - as a general comment based on my work in various municipalities, I think 1.25 is supportable for apartments/multiples but there are a few factors that must be considered with any site-specific request for reduction in parking and the potential for off-site parking issues. A key question is what is the potential that residents will not have the ability or need for vehicle parking (i.e. Will the development provide affordable units and/or units for seniors, persons with disabilities, etc.? Is the property within walking distance of a downtown core or commercial areas and services?). In addition, parking requirements in Zoning By-laws often do not take into account that parking spaces are not necessarily included (bundled) with the rental of unit. With many rental housing projects, a parking space is not automatically included/bundled with each rental unit and is only provided based on the needs of tenants.

For St Marys, my sense is that there have not been 'major' issues with this parking standard but this may be due to the nature of development and how much parking has been provided on higher density sites (i.e. the developer actually provided more parking than the minimum required). The parking standard may be an issue going forward as we see more intense development in the Town. I think Grant can provide a better indication of any historic issues with this parking rate in St. Marys.

Again, I find the above comments reasonable and generally supportive of the requested parking rate of 1.25 spaces per unit. As noted in both responses above, in my comments at the public meeting and in the report from County Planners Sarah Smith and Denise Van Amersfoort there are numerous factors that impact parking requirements.

Pinnacle Quality Homes is seeking to provide a unique housing opportunity to the residents of Exeter, Pinnacle is supportive of letting the market confirm if 1 parking space per each unit is salable and supportable. However, to ensure off-site parking issues don't become a problem they are also supportive of ensuring 20% of the on-site parking is assigned and utilized as visitor parking (10 total spaces). As discussed, the Site has the ability to accommodate up to 40 residential dwelling units in a form and function that has been supported by County Planning Staff in terms of setbacks and site design. The reduced parking ratio simply allows more units within the same building footprint.

This increase in density offers more units at the lower end of the housing market affordability range. While the units may not meet the definition of affordable, they certainly offer a new choice to the Exeter market place at a price point lower than traditional townhouse units or single detached units.

I trust the above letter provides the additional information that Council sought following the July 15, 2019 meeting. I will attend the August 12 meeting and will be available to answer any further questions that Council may have. Should you require any further information please do not hesitate to contact me.

Yours truly,

GSP GROUP INC.

A handwritten signature in blue ink, appearing to read "Brandon Flewwelling", written over the printed name.

Brandon Flewwelling, MCIP, RPP

cc. John Meinen – Pinnacle Quality Homes
Dan Best – CAO, Municipality of South Huron
Don Giberson - Director of Operations and Infrastructure, Municipality of South Huron

Brandon Flewwelling

From: Jennifer Huff <jhuff@strathroy-caradoc.ca>
Sent: July 29, 2019 2:45 PM
To: Brandon Flewwelling
Subject: RE: General Parking Regulations

Hi Brandon,

Generally, were it is used for an apartment style development, I have not seen associated parking issued. However, when it is applied to multi-unit developments that are ground oriented, i.e. townhouses - is where I see parking issues. In my opinion, in our municipality, any ground-oriented developments, whether single-detached, towns, duplex, or small scale multi-unit, continue to be associated with 2 - 3 cars per unit and having ample visitor parking space is important. It is something I am look at tweaking in our zoning by-law.

Jenn

-----Original Message-----

From: noreply@strathroy-caradoc.ca [mailto:noreply@strathroy-caradoc.ca] On Behalf Of Brandon Flewwelling
Sent: July 24, 2019 5:33 PM
To: Jennifer Huff <jhuff@strathroy-caradoc.ca>
Subject: General Parking Regulations

Hi Jennifer,

I am asking communities like Strathroy-Caradoc for their general sense of how parking requirements are working. Specifically, I am interested in your parking rate for apartments and multiple unit dwellings at 1.25 spaces per unit.

Do you have a sense if this rate is appropriate and seems to work? Have you found that it has lead to off-site parking issues or other problems?

Any commentary you can provide would be greatly appreciated.

Thanks,
Brandon

Origin: <https://www.strathroy-caradoc.ca/en/city-hall/Planning.aspx>

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Brandon Flewwelling

From: Mark Stone <mark@mlsplanning.ca>
Sent: July 31, 2019 12:15 PM
To: Brandon Flewwelling
Cc: Grant Brouwer
Subject: Re: St. Marys Parking Regulations

Brandon - as a general comment based on my work in various municipalities, I think 1.25 is supportable for apartments/multiples but there are a few factors that must be considered with any site-specific request for reduction in parking and the potential for off-site parking issues. A key question is what is the potential that residents will not have the ability or need for vehicle parking (i.e. Will the development provide affordable units and/or units for seniors, persons with disabilities, etc.? Is the property within walking distance of a downtown core or commercial areas and services?). In addition, parking requirements in Zoning By-laws often do not take into account that parking spaces are not necessarily included (bundled) with the rental of unit. With many rental housing projects, a parking space is not automatically included/bundled with each rental unit and is only provided based on the needs of tenants.

For St Marys, my sense is that there have not been 'major' issues with this parking standard but this may be due to the nature of development and how much parking has been provided on higher density sites (i.e. the developer actually provided more parking than the minimum required). The parking standard may be an issue going forward as we see more intense development in the Town. I think Grant can provide a better indication of any historic issues with this parking rate in St. Marys.

On Wed, Jul 31, 2019 at 8:24 AM Brandon Flewwelling <brandonf@gspgroup.ca> wrote:

Hi Mark and Grant,
Have you had an opportunity to discuss this question about general parking?
Thanks,

Brandon Flewwelling
Associate, Senior Planner
GSP Group Inc.

On Jul 25, 2019 10:27 AM, Brandon Flewwelling <brandonf@gspgroup.ca> wrote:

Thanks Mark.

I am looking at the zoning requirements of a number of communities without public transit trying to get a sense if lower parking rates have caused off site parking issues. I have a current zoning application in the Municipality of South Huron (Exeter) where their by-law requires 1.5 spaces per unit. We are looking to provide 1 space per unit with an additional 0.25 spaces per unit assigned to visitor parking (ultimately achieving 40 units / 50 parking spaces). I had provided examples of by-laws like St. Marys where they have a lower rate as the standard. The Municipality has asked me to seek any anecdotal comments I could from the various municipalities either in support or opposition to the parking rate based on experience.

As for 275 James St. the full engineering submission has been provided to the Township. This includes hydro design. We are awaiting comments.

Thanks,

Brandon Flewwelling, MCIP, RPP

Associate, Senior Planner

GSP Group Inc.

Planning | Urban Design | Landscape Architecture

201-72 Victoria Street South

Kitchener, ON N2G 4Y9

P 519 569 8883

C 226 220 5463



From: Mark Stone <mark@mlsplanning.ca>

Sent: July 25, 2019 9:55 AM

To: Brandon Flewwelling <brandonf@gspgroup.ca>

Cc: Grant Brouwer <gbrouwer@town.stmarys.on.ca>

Subject: Re: St. Marys Parking Regulations

Hi Brandon - glad to provide some feedback - I'll consult with Grant and get back to you. What is this for?

Also, what is the latest with 275 James/Paola?

On Wed, Jul 24, 2019 at 5:22 PM Brandon Flewwelling <brandonf@gspgroup.ca> wrote:

Hi Grant and Mark,

I am asking communities like St. Marys for their general sense of how parking requirements are working. Specifically, I am interested in your parking rate for apartments and multiple unit dwellings at 1.25 spaces per unit.

Do you have a sense if this rate is appropriate and seems to work? Have you found that it has lead to off-site parking issues or other problems?

Any commentary you can provide would be greatly appreciated.

Thanks,
Brandon

Brandon Flewwelling, MCIP, RPP

Associate, Senior Planner

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