



**55 Franklin Street South,
Kitchener ON
Parking Study & Transportation
Demand Management Plan**



Paradigm Transportation Solutions Limited

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Project Summary



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55 Franklin Street South, Kitchener ON Parking Study and Transportation Demand Management Plan

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Executive Summary

Content

Paradigm Transportation Solutions Limited (Paradigm) has been retained to conduct this Parking Study and Transportation Demand Management (TDM) Plan for a proposed affordable housing development located at 55 Franklin Street South in the City of Kitchener, Region of Waterloo.

In October 2020, Paradigm completed a Parking Study and TDM Plan for the subject development. The purpose of the October 2020 study was to determine if the proposed parking supply can accommodate the anticipated parking demand for the proposed development based on off-site parking supply, auto ownership, policies within other Ontario Municipalities and transportation demand management measures.

This report serves as an update to the October 2020 study based on updated site statistics and reflects Minor Variance Application A2021-011.

Development Concept

The subject site is located between Franklin Street South to the west and 8th Avenue to the east. The proposed development includes four buildings, with each building consisting of 60 affordable housing units and 3,423 square feet (318 square metres) of ground floor commercial for a total of 240 units and 13,692 square feet (1,272 square metres) of ground floor commercial.

Vehicle access is proposed via one all-moves driveway onto Franklin Street South and one all moves driveway onto 8th Avenue. A total of 127 parking spaces is proposed for all four buildings (including residential and commercial uses) with 63 surface spaces and 64 spaces within a parking structure.

Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Parking Requirement:** As per Minor Variance Application A2021-011, the development requires a parking supply of 155 spaces between residential and retail uses. With 127 spaces proposed, this results in a potential shortfall of 28 parking spaces.
- ▶ **Forecast Parking Demand**



- **Proxy Sites:** The observed residential proxy site maximum parking demand is between 0.14 and 0.47 spaces per residential unit resulting in a forecast demand of between 34 and 113 spaces for the 240 units proposed at the development.

In addition, Region of Waterloo tenant auto ownership information for affordable housing sites in Kitchener, Waterloo and Cambridge indicates a tenant demand of between 0.18 and 0.68 spaces per unit (43 and 163 spaces).

- **Other Sources:** A review of vehicle ownership provided by the *2016 Transportation Tomorrow Survey* suggests that the site's parking demand is 0.75 spaces per residential unit (180 spaces).

The *ITE Parking Generation Manual* indicates a forecast parking demand is 0.53 spaces per residential unit (127 spaces) and 1.95 spaces per 1,000 square feet GFA for commercial uses (27 spaces), resulting in a total demand of 154 spaces.

- **Other Municipalities:** A review of policies within the Cities of Mississauga, Belleville, and Toronto, indicate a minimum parking demand between 0.01 to 0.90 spaces per residential unit for alternative housing developments.
- **On-Street Parking Supply:** If visitors are unable to find parking on-site or use sustainable modes, on-street parking is available within 200 metres of the subject site.
- ▶ **Estimated Parking Demand:** Given the results of the proxy surveys, auto ownership and ITE rates, the maximum parking demand for the residential portion of the site is between 0.14 and 0.75 spaces per unit (34 and 180 spaces) and 1.95 spaces per 1,000 square feet GFA for the commercial portion (27 spaces) for a total between 61 and 207 spaces. It is noted that the proposed uses on-site are complimentary which means that peak parking demand occurs at different times during the day reducing the need to accommodate the maximum demand for both uses at the same time.
- ▶ **Proposed TDM Measures:** The following TDM measures are proposed at the development or are located nearby:
 - A total of 142 bicycle parking spaces provided on site including 132 Class A and 10 Class B spaces;
 - Internal sidewalks with connections to the existing municipal sidewalk;



- Access to multiple transit routes that provide good connectivity to the broader network; and
 - Parking unbundled from the sale/rent of each unit.
- ▶ **City of Kitchener TDM Checklist:** Under the City of Kitchener PARTS program, the development is potentially eligible for a parking reduction of approximately 14% (21 spaces) based on the provision of unbundled parking and active uses at-grade, resulting in a requirement of 134 spaces.

The addition, of the following TDM measures can further support a reduction in required parking resulting in a 26% reduction resulting in a requirement of 115 spaces:

- Provision of one residential carshare space in a priority location on-site;
- Provision of one non-residential ride share parking space in a priority location on-site; and
- Provision of subsidized transit passes for all occupants.

Additional TDM measures beyond what is included in the TDM checklist are as follows:

- Lighting and weather protection be provided on site at main entrances and other pedestrian accesses;
- Transit and active transportation information be promoted through a welcome package and information posted in common areas on-site;
- Delegating an interested individual, or require the property manager to act as a coordinator for the TDM measures; and
- The surface level parking spaces be shared between commercial customers, visitors, and residents.

Recommendations

Based on the findings of this study, it is recommended that the application be approved with the proposed parking supply. It is further recommended that the owner consider implementing the additional TDM measures listed above to further promote the use of alternative modes.



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1 Introduction

1.1 Overview

Paradigm Transportation Solutions Limited (Paradigm) has been retained to conduct this Parking Study and Transportation Demand Management Plan for a proposed affordable housing development located at 55 Franklin Street South in the City of Kitchener, Region of Waterloo. **Figure 1.1** details the subject development location.

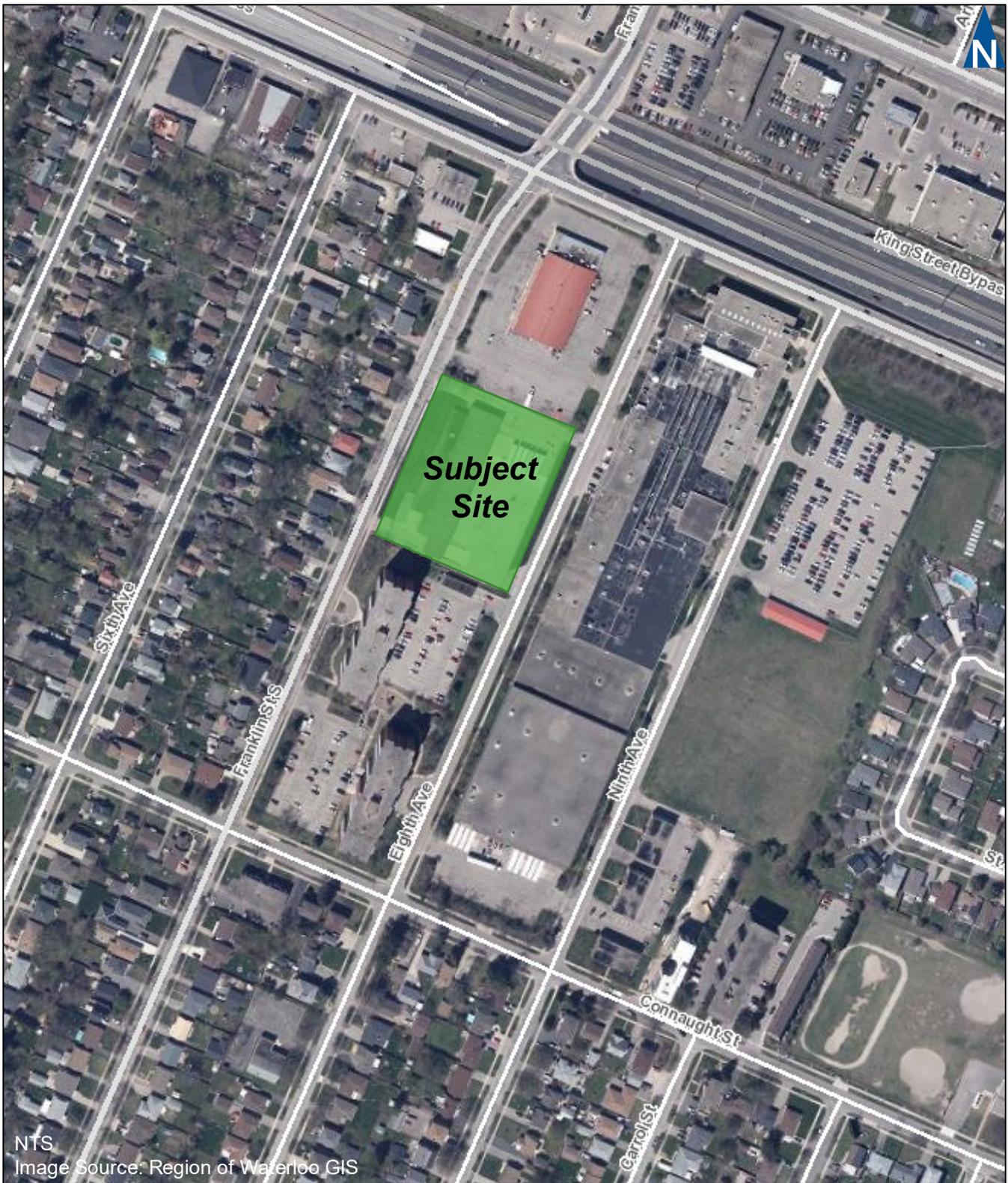
1.2 Purpose and Scope

The purpose of this study is to review the adequacy of the proposed parking supply and to identify Transportation Demand Management (TDM) measures to support the reduced parking supply and further promote the use of alternative modes of travel to and from the site. The scope of the study, developed in consultation with the City of Kitchener staff via e-mail in May 2020, includes:

- ▶ Assessment of the current parking and alternative mode resources within the study area;
- ▶ Review of parking requirements;
- ▶ Estimates of parking demand based on data collected at similar proxy sites, industry publications and vehicle ownership;
- ▶ Availability of nearby on-street parking for short-term needs;
- ▶ Evaluation of proposed Transportation Demand Management measures; and
- ▶ Recommendations on preferred measures to support the reduction in parking supply.

Appendix A contains the pre-study consultation material and responses from the City of Kitchener.





Location of Subject Site

55 Franklin Street South, Kitchener PS & TDMP
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Figure 1.1

2 Existing Conditions

2.1 Existing Roadways

The main roadways near the subject site include:

- ▶ **Franklin Street South** is a north-south collector road¹ with a two-lane cross section fronting the subject site. This roadway has a posted speed limit of 40 km/h south of Kingsway Drive and 50 km/h to the north. Designated bike lanes are provided along this roadway just north of Kingsway Drive, on the Highway 8 bridge. No visible cycling facilities are provided elsewhere. Sidewalks are provided on both sides of this roadway.
- ▶ **8th Avenue** is a north-south local road with a two-lane cross section. This roadway has a posted speed limit of 40 km/h. No visible cycling facilities are present along this roadway. Sidewalks are provided on the east side of this roadway.

The surrounding land uses include residential to the south and west, and commercial/industrial to the north and east.

2.2 Transit Service

Grand River Transit (GRT) currently operates two routes within the surrounding area. **Figure 2.1** illustrates the existing transit network within proximity to the subject site. The two routes include the following:

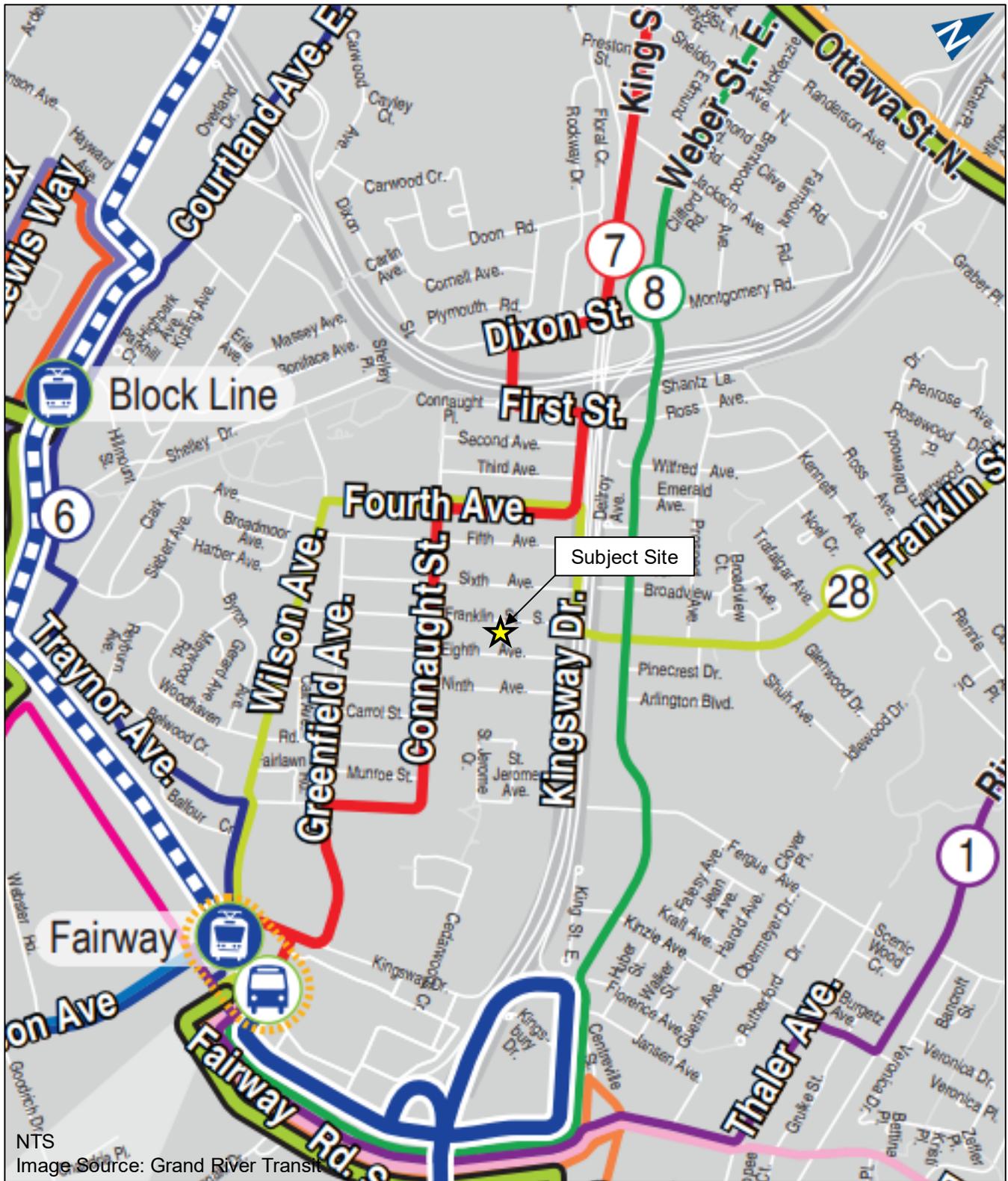
- ▶ **Route 7 King** operates along Connaught Street with major stops at Fairway Station and Conestoga Station. This route operates Monday to Friday with 15-minute headways (5:30AM – 1:00AM), Saturday with 15-minute headways (5:40AM – 12:40AM), Sunday with 15-minute headways and Holiday with 30-minute headways (8:00AM – 12:40AM). The nearest stop is located at the intersection of Franklin Street South and Connaught Street (190 metres from the subject site).
- ▶ **Route 28 Franklin North** operates along Kingsway Drive with major stops at Fairway Station and Stanley Park. This route operates Monday to Friday with 30-minute headways (6:00AM – 12:00AM), Saturday with 30-minute headways (6:30AM – 12:00AM), Sunday with 30-minute headways and Holiday with 60-minute headways (8:00AM – 12:30AM). The nearest stop is

¹ IBI Group, *City of Kitchener Transportation Master Plan*, June 2013.



located on Franklin Street North between Weber Street East and Kingsway Drive (220 metres from the subject site).





Existing Transit Network

55 Franklin Street South, Kitchener PS & TDMP
200175

Figure 2.1

3 Development Concept

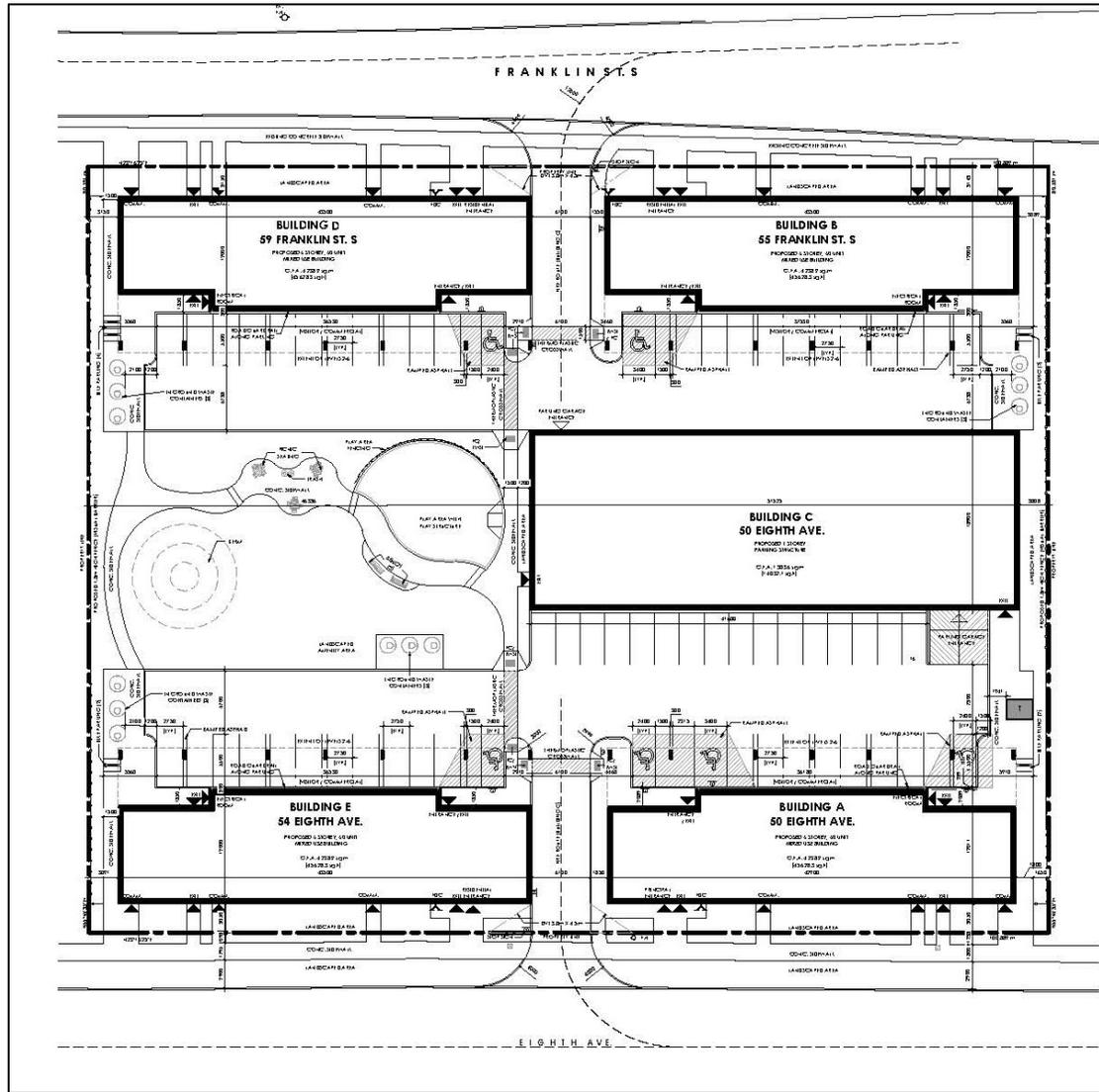
3.1 Development Description

The subject site is located between Franklin Street South to the west and 8th Avenue to the east. The proposed development includes four buildings, with each building consisting of 60 affordable housing units and 3,423 square feet (318.0 square metres) of ground floor commercial for a total of 240 units and 13,692 square feet (1,272 square metres) of ground floor commercial.

Vehicle access is proposed via one all-moves driveway onto Franklin Street South and one all moves driveway onto 8th Avenue. A total of 127 parking spaces is proposed for all four buildings (including residential and commercial uses) with 63 surface spaces and 64 spaces within a parking structure.

Figure 3.1 shows the development concept.





SITE STATISTICS

Zoning - Commercial (COM-2)
 Lot Area - 8,125.1 m²
 Building Coverage - 3,286.9 m² (40%)
 Landscaped Area - 1,682.4 m² (21%)
 Asphalt / Hard Surface Area - 3,155.8 m² (39%)
 Committee of Adjustment : Minor Variance Application A2021-011



Parking Provided - 127 Spaces (155 Spaces req'd per A2021-011)
 EV Parking Provided - 0 Spaces (A2021-011)
 EV-Ready Spaces Provided - 25 (31 Spaces req'd per A2021-011)
 Barrier Free Parking Type A - 2 Spaces
 Barrier Free Parking Type B - 4 Spaces
 Parking Space Minimum Dimensions- 2.6 m x 5.5 m

Bicycle parking Provided - 142 Spaces
 Class A - 33 Spaces / Bldg - 132 Spaces
 Class B - 10 Spaces

MULTI-RESIDENTIAL

Number of Units - 240 Units (60 Units / Bldg.)
 Number of Visitor Spaces - 27 Spaces
 Residential Floor Space Ratio - 1.8
 (Residential Building Floor Area / Lot Area)
 (14,970.1 sq. m / 8,125.1 sq. m)

COMMERCIAL / NON RESIDENTIAL

Total Gross Floor Area - 1,272.0 sq. m

NOTE: ALL ASPHALT AREAS TO BE DEFINED WITH 0.15M HIGH
 POURED CONCRETE CURBING
 ALL SNOW TO BE REMOVED FROM SITE
 PER A2021-011, PARKING SPACES SHALL BE SHARED BETWEEN
 RESIDENTIAL AND NON RESIDENTIAL USES, TO THE
 SATISFACTION OF TRANSPORTATION SERVICES.
 PARKING STRUCTURE INTERIOR TO BE PAINTED WHITE.

-  ACCESSIBLE PARKING SIGN R6-93 (30x45) cm
SUPPORT: STEEL
- ①
-  FIRE ROUTE SIGN S-5 (30x45) cm
SUPPORT: STEEL OR WALL
- ②
-  STOP SIGN RA-1 (60x60) cm
SUPPORT: STEEL
- ③



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Proposed Site Plan

Figure 3.1

4 Parking

4.1 Proposed Parking Supply

A total of 127 parking spaces is proposed including 63 surface level parking spaces and 64 spaces within a parking structure.

4.2 Parking Requirements

As per Minor Variance Application A2021-011, the development requires a parking supply of 155 spaces between residential and retail uses. With 127 spaces proposed, this results in a potential shortfall of 28 parking spaces.

4.3 Forecast Parking Demand

4.3.1 Proxy Sites

To better understand the actual parking demand that can be expected for the residential component of this development, parking occupancy data was reviewed at five different affordable housing sites in Kitchener, Cambridge, Ajax and Barrie.

Table 4.1 summarizes the available parking supply and observed demand for each development.

TABLE 4.1: PROXY SITES

Location	Survey Date	Number of Units	Parking Supply		Observed Demand	
			Spaces	Rate (spaces/unit)	Spaces	Rate (spaces/unit)
175 Hespeler Rd, Cambridge	October 2022	34	19	0.56	11	0.32
181 Courtland Ave E, Kitchener	October 2022	43	22	0.51	15	0.35
20 Union Ln, Kitchener	October 2022	30	32	1.07	14	0.47
50 Station St, Ajax	May 2014	84	22	0.26	12	0.14
14 Worsley St, Barrie	February 2018	115	116	1.01	52	0.45
Average				0.68		0.35

The developments have an observed maximum parking demand of between 0.14 to 0.47 spaces per unit, with an average of 0.35 spaces per unit. The above developments, except for the sites in Ajax and Barrie, are Waterloo Region Housing (WRH) properties.

In addition to the above survey data, the Region of Waterloo provided tenant auto ownership data for affordable housing developments in Cambridge, Kitchener and Waterloo. The data indicates a range of between 0.18 and 0.68 spaces per unit, for tenants only.



The parking occupancy and auto ownership data is provided in **Appendix B**.

4.3.2 Area-Specific Auto Ownership

The need for parking is based in part on auto ownership rates. The most recent Transportation Tomorrow Survey (TTS)² (a household travel survey conducted within the Greater Golden Horseshoe by the Data Management Group at the University of Toronto) provides data with respect to the number of vehicles owned by private households within Waterloo Region in 2016.

A review of vehicle ownership provided by the 2016 TTS for zones within the subject site area (GTA 2006 zone 7170, 7172, 7177, 7178, 7180, 7191, 7192 and 7195) suggests that approximately 26% of residents living in apartment units do not own a vehicle. The survey results can conclude that the actual vehicle ownership is 0.95 vehicle per unit for apartment dwellers in the surrounding area.

Applying income constraints (yearly income of less than \$40,000) to the 2016 TTS data for the same area as above, reduces the auto ownership to 0.75 vehicles per unit for apartment dwellers. In addition, approximately 33% of residents do not own a vehicle under these income constraints.

Applying the low-income vehicle ownership data to the proposed development, the potential parking demand is estimated to be 180 spaces, resulting in a deficit of 53 spaces.

Appendix C contains the TTS data.

4.3.3 Area-Specific Mode Share

The use and reliance on non-auto modes is also an important consideration. A review of travel characteristics provided by the 2016 Transportation Tomorrow Survey (TTS) for apartment dwellers living in the area surrounding the site indicates that 16% of travel undertaken is by non-auto means (11% transit, 4% walking and 1% cycling).

² Data Management Group, *Transportation Tomorrow Survey 2016*, University of Toronto, 2016. <http://www.transportationtomorrow.on.ca/>



4.3.4 ITE Parking Demand

The Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition³) provides data on surveys across the USA and Canada of peak parking demand for different land uses.

The parking demand for the subject site has been estimated using the average rates for land use code (LUC) 223 (Affordable Housing) and LUC 820 (Shopping Centre). As the subject site is in an area with access to frequent transit and good pedestrian connectivity, the location/setting of Dense Multi-Use Urban was used for LUC 223.

Table 4.2 summarizes the forecast parking demand based on ITE rates.

TABLE 4.2: ITE PARKING DEMAND ESTIMATE

Land Use	Number of Units	Parking	
		Rate	Demand
LUC 223 - Affordable Housing ¹	240	0.53	127
LUC 820 - Shopping Centre (1000 ft ²)	13.7	1.95	27
Estimated Total Parking Demand			154

¹ Dense Multi-Use Urban

The ITE parking rates are noted to be lower than the parking requirement of 155 parking spaces by one space.

It is noted that the retail rate used in **Table 4.2** reflects nearly complete reliance on auto modes and are for a standalone building mainly attracting residents from surrounding areas. It is anticipated that these rates would be reduced given the surrounding residential uses and likely synergy within a mixed-use site.

³ Institute of Transportation Engineers, *Parking Generation*, 5th ed., (Washington, DC: ITE, 2019).



4.4 Other Municipalities

In recent years, some Canadian municipalities have reviewed and updated their off-street vehicle parking requirements. These updates reflect the growth of sustainable transportation options and their impacts on parking rates. Some notable examples are discussed in this section.

These updates demonstrate that the relaxing of minimum parking requirements for new developments is becoming an increasingly common practice for Canadian municipalities.

4.4.1 City of Mississauga Non-Profit Housing Parking Guidelines

In 2005, the City of Mississauga released the Mississauga Parking Guidelines for Public and Private Non-Profit Housing Report⁴. This study provides information on parking demand for public and private non-profit housing developments. The study concluded that fewer parking stalls were needed for residents and visitors than their Zoning By-law required for certain non-profit housing providers and specific built forms.

Further in 2020, the City initiated a parking regulations study and in 2021 prepared draft parking regulation policies for consultation⁵. Through this review, a reduced parking rate for affordable housing was supported and policy direction was to introduce affordable housing parking requirements within the Zoning By-Law. This included recommendations for parking rates at 50% lower than the conventional housing category in Precinct 1 and 30% less in all other precincts, and a rate of 0.10 spaces per unit for assisted/alternative housing.

Following this study, the City of Mississauga updated the parking requirements within their Zoning By-Law in June 2022⁶ to reduce rates for residential uses including non-profit housing and transitional housing.

Depending on the location of the development within the City, parking is required at 0.60 to 0.90 spaces per non-profit housing unit within an apartment building and 0.25 to 0.35 spaces per non-profit housing unit in a retirement building. Additionally, 0.10 spaces per unit is required for transitional housing.

⁴ City of Mississauga, *Parking Guidelines for Public and Private Non-Profit Housing – Report on Comments*, 11 October 2005.

⁵ City of Mississauga, *Parking Regulations Study*, May 2021.

⁶ City of Mississauga, Zoning By-Law 0225-2007



4.4.2 City of Belleville Parking Requirements for Affordable Housing

The City of Belleville in coordination with Dillon Consulting Ltd. produced the Guidelines for the Reduction of Parking Requirements for Affordable Rental Housing⁷ in January 2020. The purpose of the report was to guidance on granting variances for the reduction of parking spaces for affordable housing. Based on case studies within Peterborough, Belleville, and suburban Ottawa and the city core of Ottawa, suggested parking rates were developed for the City of Belleville based the walkability and transit availability of the surrounding neighbourhood.

For walkable and transit accessible neighbourhoods, a variance should be granted for affordable rental housing that achieves a parking rate between 0.5 and 0.75 parking spaces per unit. For neighbourhoods that are less walkable and less transit accessible, parking variances should be granted at a parking rate of between 0.75 and 1.00 spaces per unit.

A neighbourhood is considered walkable if amenities that may meet the daily needs of a tenant are within 5 to 10-minute walking distance (400-800 metre radius) of the proposed development. A neighbourhood is considered transit accessible if transit is offered within a 5 to 10-minute walk (400–800 metre radius) of the proposed development.

As the proposed development is considered to be walkable and transit accessible, a rate of 0.5 to 0.75 parking spaces per unit would be granted a variance under these guidelines.

4.4.3 City of Toronto Zoning By-law

The City of Toronto Zoning By-law 569-2013⁸ provides parking requirements for the Assisted Housing and Alternative Housing land uses. In February 2022, the City of Toronto passed an amendment⁹ to Zoning By-Law 569-2013¹⁰ to update parking requirements. This amendment was based on a recommendation made in November 2021¹¹ to eliminate minimum parking requirements for new developments to discourage auto dependency and prioritize the use of active transportation and transit modes.

⁷ City of Belleville & Dillon Consulting Ltd. *Guidelines for the Reduction of Parking Requirements for Affordable Rental Housing*, January 2020.

⁸ City of Toronto Zoning By-Law 569-2013

⁹ City of Toronto By-Law 89-2022.

¹⁰ City of Toronto Zoning By-Law No. 569-2013.

¹¹ City of Toronto, *Report for Action Recommended Parking Requirements for New Development*, November 2021.



The amendment removed most minimum parking requirements for new developments, except for visitor and accessible parking, and allows for maximum parking requirements instead. The November 2021 recommendation also acknowledges that “housing affordability is a significant challenge” with high costs of constructing and maintaining parking, and “minimum parking requirements limits households’ ability to avoid those costs”.

Depending on the location of the development within the City, the following maximum parking rates apply:

- ▶ **Assisted Housing:**
 - 0.30 - 0.80 spaces per bachelor unit up to 45 sq.m;
 - 0.50 - 0.90 spaces per one-bedroom unit;
 - 0.80 - 1.00 spaces per two-bedroom unit; and
 - 1.00 - 1.20 spaces per three-bedroom unit.
- ▶ **Alternative Housing:** 0.50 spaces per unit.

Visitor parking for the above uses is required at a minimum rate of 2 spaces and between 0.01 and 0.05 spaces per unit, and a maximum rate of 1.00 space per unit for the first five units and 0.10 spaces per unit for subsequent units.

4.5 Shared Parking

Parking usage in mixed-use developments vary by time of day, therefore creating the opportunity for sharing the parking allocation between different uses.

The Urban Land Institute Shared Parking Manual¹² provides a methodology for estimating shared parking supply based on variation of parking demands at different times of the day. In addition to avoiding conflict or encroachment, shared parking avoids an oversupply of parking based on independent assessment of parking demands for complementary uses.

Figure 4.1 shows the combined demand parking profiles for residential and commercial uses in the subject development. The peak parking demands shown for each use are based on the ITE parking demand outlined in **Section 4.3.4**. The anticipated peak demand for the subject

¹² Mary S. Smith, *Shared Parking*, 3rd ed., (Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020).

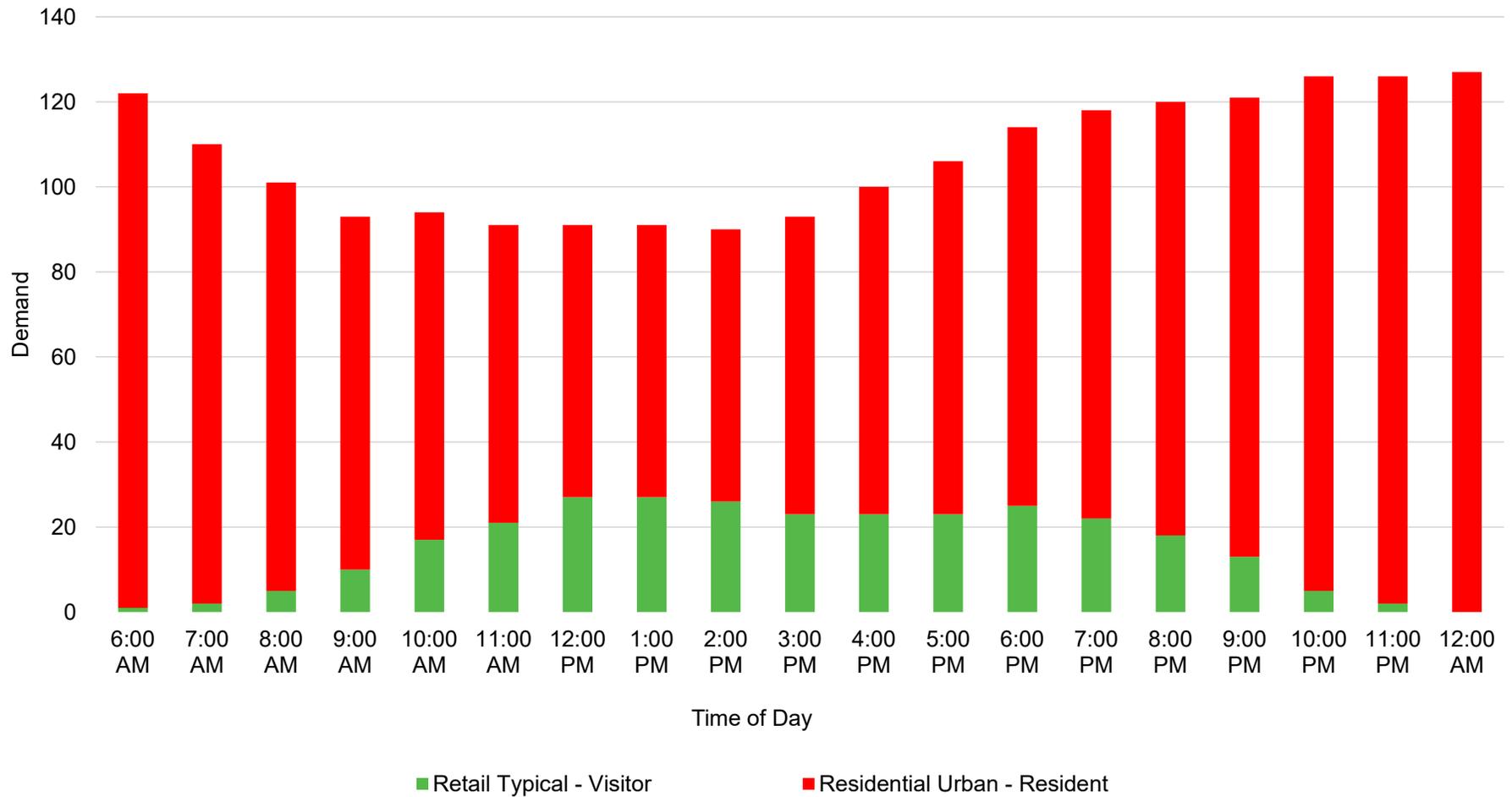


development is 127 spaces overnight and is 27 spaces less than the ITE parking demand of 154 paces.

It should be noted that the shared parking demand variation shown in **Figure 4.1** is based on developments in a suburban context with near total reliance on auto-mode usage.

The surface parking spaces on-site have the potential to serve visitors, commercial parking, and residents as the parking demand between proposed uses are complimentary. The surface parking spaces could serve commercial customers and visitor parking during the daytime and act as overflow resident and visitor parking overnight.





4.6 On-Street Parking Supply

If visitors are unable to find parking on-site or use sustainable modes, approximately 161 on-street parking spaces are available within 200 metres of the subject site.

The on-street spaces within 200 metres of the subject site have no signage present and therefore have a restriction of three hours and overnight parking is permitted from April to November each year¹³.

Figure 4.2 illustrates the parking located within 200 metres from the subject site.

¹³ City of Kitchener Parking Regulations (<https://www.kitchener.ca/en/getting-around/parking-regulations.aspx#>)





On-Street Parking Supply

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Figure 4.2

4.7 Summary

The development at 55 Franklin Street South proposes a parking supply of 127 spaces between surface parking and a parking structure. Based on a requirement of 155 spaces, this is a deficiency of 28 spaces.

Based on the discussion in **Section 4**, the parking demand for the subject site has been estimated using the following methodologies:

- ▶ Proxy site data collected at five separate affordable housing sites in Cambridge, Kitchener, Ajax and Barrie showed maximum parking demand rates between 0.14 and 0.47 spaces per residential unit.
- ▶ Tenant auto ownership data for affordable housing developments in Cambridge, Kitchener and Waterloo indicate a range of between 0.18 and 0.68 spaces per unit, for tenants only.
- ▶ Additional sources such as TTS auto ownership and ITE indicate rates of 0.75 and 0.53 spaces per residential unit, respectively. For the commercial portion of the site, ITE indicates a rate of 1.95 spaces per 1,000 square feet GFA.
- ▶ Based on sources from other municipalities in Ontario including the Cities of Mississauga, Belleville and Toronto, a minimum requirement of between 0.01 and 0.90 spaces per residential unit is noted.
- ▶ Should the site's parking demand exceed the supply, the surrounding roadways can assist in accommodating visitor parking demands.

Given the results of the proxy surveys, auto ownership and ITE rates, the maximum parking demand for the residential portion of the site is between 0.14 and 0.68 spaces per unit (34 and 163 spaces) and 1.95 spaces per 1,000 square feet GFA for the commercial portion (27 spaces) for a total between 61 and 190 spaces. It is noted that the proposed uses on-site are complimentary which means that peak parking demand occurs at different times during the day reducing the need to accommodate the maximum demand for both uses at the same time.



5 Transportation Demand Management

Transportation Demand Management (TDM) refers to ways of making the capacity of our roads more efficient by reducing vehicle demand. TDM approaches consider how people's choices of travel mode are affected by land use patterns, development design, parking availability, parking cost, and the relative cost, convenience, and availability of alternative modes of travel. Various TDM strategies are used to influence those factors so that the alternatives are more competitive with driving alone and potentially reduce reliance on motor vehicles.

TDM strategies at a development can be divided into two basic categories:

- ▶ **Pre-occupancy:** things that need to be done while a development is being designed and built; and
- ▶ **Post-occupancy:** things that can be done once people are using the development.

The pre-occupancy actions are critical as they are most likely to determine how attractive, convenient, and safe alternative travel will be once the site is occupied. Before a site is occupied, it can be designed to be convenient and safe for pedestrians and cyclists, and vehicle parking can be provided to meet but not exceed demand.

After the development is built, incentives can be offered, but those incentives will not work as well if the site and its surroundings are oriented to cars. The incentives generally include subsidies to use transit, access to rideshare programs, and information about where and how to use alternatives.

5.1 Existing Strategies

The following strategies and tools already exist in the surrounding area, including existing pedestrian and transit facilities, or can be implemented into the site design to support the reduced parking supply and encourage the use of alternative modes of transportation.

5.1.1 Cycling

The development is proposing 142 bicycle parking spaces on-site including 132 Class A spaces and 10 Class B spaces.

As per Minor Variance Application A2021-011, the site requires 132 Class A spaces between residential and retail uses on-site. Zoning By-law 2019-051 requires 10 Class B spaces (4 retail and 6 residential).



The Zoning By-law defines Class A bicycle parking as “a bicycle locker or an enclosed, secure area with controlled access in which a bicycle may be parked and secured for the long term in a stable position with at least one point of contact with the frame of the bicycle” and Class B bicycle parking as “an area in which a bicycle may be parked and secured for the short term in a table position with two points of contact with the frame of the bicycle”.

A total of 142 bicycle parking spaces is required on-site, meeting the proposed supply.

5.1.2 Walking

The pedestrian accessibility of a development is essential in helping to ensure that those that can walk, have access to accessible pedestrian connections.

The site plan includes internal sidewalk connections to the existing municipal sidewalk along Franklin Street South and connections to a new sidewalk on the west side of Eighth Avenue fronting the subject site.

The subject site is within one kilometre of many retail establishments such as grocery stores, restaurants, pharmacies, etc. located along Weber Street East, north of the site.

To further enhance the attractiveness of walking, property lighting should be provided on site and near all building entrances and exits. Weather protection at the buildings main entrances should also be provided by an overhang or stand along structure.

5.1.3 Transit

The availability of convenient and desirable transit options can reduce the number of person automobile trips. As discussed in **Section 2.2**, public transportation is provided via Route 7 and 28:

The nearest Route 7 stop is located at the intersection of Franklin Street South and Connaught Street (190 metres from the subject site). A bus shelter/seating is available for the stop on the south side of Connaught Street. No shelter or seating is available for the stop on the north side of Connaught Street.

The nearest Route 28 stop is located on Franklin Street North between Weber Street East and Kingsway Drive (220 metres from the subject site). No shelter or seating is available for either stop.



These routes are easily accessible as the existing sidewalks along Franklin Street South provide connections from the subject site to the nearby bus stops.

These routes provide good connectivity to the broader network and key destinations within the Region including malls, downtown areas, and universities/colleges. Both routes provide connections to Fairview Park Mall/Fairway Station which provides access to the Light Rail Transit (LRT) network. The Fairway Station is approximately 1.8 kilometres from the subject site, and approximately 22-minute walk or 5-minute transit ride on Route 7.

5.1.4 Parking Management

The owner will be providing parking at the development unbundled from the units. Most apartment buildings and condominium complexes include the price of parking in the rent or purchase price of the unit, a practice known as bundled parking. This practice assumes that all residents have the same demand for parking, and they all bear the cost through their rent or purchase. This practice fails to reward those who do not own a car and who provide social benefits by their non-auto travel choice. When parking is unbundled, the price of the parking space(s) is separated from the rent or purchase price and allows residents to pay only for parking that they need. Unbundling means that parking is rented or sold separately, rather than automatically included with building space. Parking can be unbundled in several ways:

- ▶ Property managers can unbundle parking when renting building space;
- ▶ Developers can make some or all parking optional when selling buildings;
- ▶ In some cases, it may be easier to offer a discount to renters who use fewer than average parking spaces, rather than charging an additional fee;
- ▶ Parking costs can be itemized in lease agreements to help renters understand the parking costs they bear, and to help them negotiate reductions; and
- ▶ Informal unbundling can be encouraged by helping to create a secondary market for available spaces.

If it is found that not all parking spaces are utilized, then the vacant spaces can be converted to bicycle storage or carshare spaces.



5.2 Alternative Strategies

The following sections include additional measures that the owner/developer could provide to further support TDM measures and a reduction in parking on the site.

5.2.1 On-Site Transit and Active Transportation Support

Increasing awareness of sustainable transportation opportunities for residents and visitors of the development should be considered by the developer.

The owner could investigate the feasibility of providing residents with a welcome package that outlines the available transit routes and active transportation options within proximity to the subject site. In addition, transit and active transportation information could be provided in common areas within each of the four buildings.

5.2.2 TDM Coordinator

Delegating an interested individual or the property manager to act as a coordinator for the TDM measures can support the continuity of the programs. The TDM coordinator can provide information for the Car Share program and administer access to the secured bicycle parking. It is expected that a representative of the City of Kitchener will be available to assist the TDM coordinator to help get the programs started during the early stages of operations.

5.2.3 Car Share Program

Car sharing refers to automobile rental services intended to substitute for private vehicle ownership. It makes occasional use of a vehicle affordable, even for low-income households, while providing an incentive to minimize driving and rely on alternative travel options as much as possible.

Where car sharing services are available, some households reduce their vehicle ownership, either shifting from two to one vehicle, or from one to zero vehicles. The use of car share benefits employees, residents, and visitors.

By providing this type of mode share on site, lower automobile ownership rates and parking requirements can be further obtained. Residents of the buildings could choose to use walking, transit or cycling as their primary mode of travel and utilize the car share as secondary mode of travel.



The availability of a car share space in a premium location on-site allows residents who normally would not need a vehicle for their daily activities to be comfortable with the decision to not own a vehicle.

5.3 TDM Checklist Assessment

The City of Kitchener has developed a “TDM Checklist” as part of their “Planning around Rapid Transit” (PARTS) program. PARTS was created to assist in assessing whether developments are planned in such a manner to support the overall objectives of the City to increase transit use and to reduce single occupant vehicle (SOV) travel¹⁴.

It is noted that the program does not account for a reduction due to affordable housing.

Figure 5.1 displays the PARTS study area and the development’s respective location.

Under the PARTS program, the development is eligible for a parking reduction of approximately 3% (6 spaces) based on the mixed-use nature of the site. This reduction is only applicable if all parking spaces are to be shared with no reservations between user groups.

Additionally, the development is eligible for a parking reduction of approximately 11% based upon TDM initiatives such as provision of active uses at-grade along street frontages (1 space) and unbundled parking (14 spaces).

Overall, the subject site is eligible for an approximate 14% reduction resulting in a requirement of 134 parking spaces from the requirement of 155 spaces.

Appendix D contains the City of Kitchener PARTS TDM Checklist.

The following features in the checklist are unknown at this time, if these features can be confirmed by the developer, additional reductions could be achieved:

- ▶ Provision of one residential carshare space in a priority location on-site (4 space reduction);
- ▶ Provision of one non-residential ride share parking space in a priority location on-site (1 space reduction); and

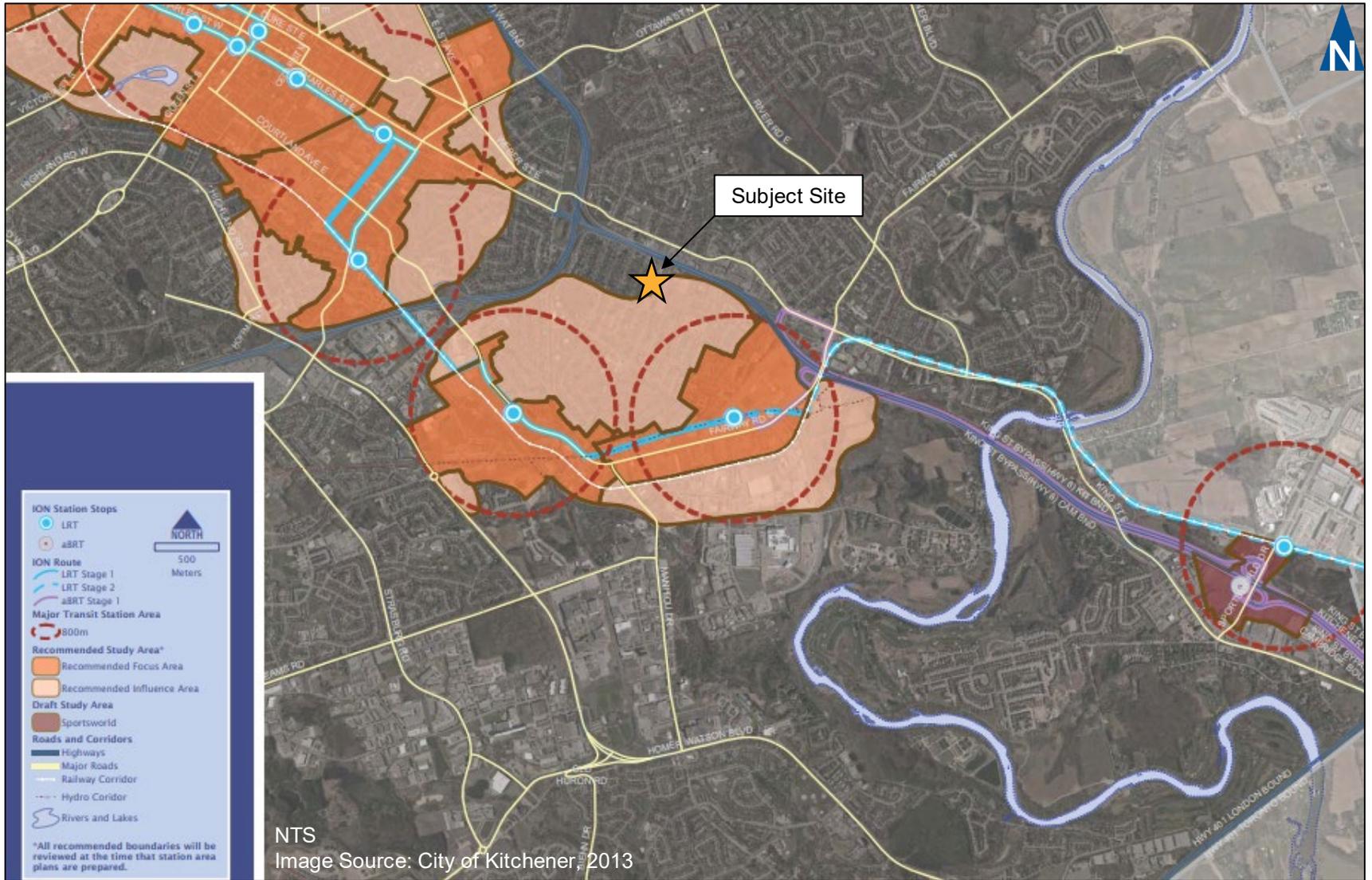
¹⁴ City of Kitchener, *Planning Around Rapid Transit Stations (PARTS), Transportation Demand Management Strategy Phase 2*, August 2014.



- ▶ Provision of subsidized transit passes for all occupants (14 space reduction).

If the above measures are incorporated into the development plan, a 26% reduction would be achieved resulting in a requirement of 115 spaces.





PARTS Study Area

55 Franklin Street South, Kitchener PS & TDMP
200175

Figure 5.1

5.4 TDM Summary

Based on the details outlined above the following strategies will help support the use of alternative modes of transportation and reduce the parking demand on site:

- ▶ Providing 132 Class A bicycle parking spaces will be located in a secure location and 10 Class B bicycle parking spaces will be located in an accessible location surrounding the buildings;
- ▶ Lighting be provided near entrances/exits and along pedestrian routes throughout the site to support pedestrian activity;
- ▶ Weather protection installed at main entrances;
- ▶ Grand River Transit should continue to monitor ridership levels on Routes 7 and 28 to ensure appropriate amenities are in place including weather protected waiting areas;
- ▶ Providing unbundled parking spaces to support tenants who choose not to own a vehicle;
- ▶ Consideration given to offering transit, car share, and active transportation information in a welcome package to new tenants and posting the information in a central location to further support all alternative modes;
- ▶ Delegating a TDM coordinator, either an interested individual or property manager, to support all on-site TDM programs;
- ▶ Consideration given to offering a car share space in a premium location on site to support those who choose not to own a car; and
- ▶ Surface parking spaces be shared between commercial customers, visitors, and residents.



6 Conclusions and Recommendations

6.1 Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Parking Requirement:** As per Minor Variance Application A2021-011, the development requires a parking supply of 155 spaces between residential and retail uses. With 127 spaces proposed, this results in a potential shortfall of 28 parking spaces.
- ▶ **Forecast Parking Demand**
 - **Proxy Sites:** The observed residential proxy site maximum parking demand is between 0.14 and 0.47 spaces per residential unit resulting in a forecast demand of between 34 and 113 spaces for the 240 units proposed at the development.

In addition, Region of Waterloo tenant auto ownership information for affordable housing sites in Kitchener, Waterloo and Cambridge indicates a tenant demand of between 0.18 and 0.68 spaces per unit (43 and 163 spaces).

- **Other Sources:** A review of vehicle ownership provided by the *2016 Transportation Tomorrow Survey* suggests that the site's parking demand is 0.75 spaces per residential unit (180 spaces).

The *ITE Parking Generation Manual* indicates a forecast parking demand is 0.53 spaces per residential unit (127 spaces) and 1.95 spaces per 1,000 square feet GFA for commercial uses (27 spaces), resulting in a total demand of 154 spaces.

- **Other Municipalities:** A review of policies within the Cities of Mississauga, Belleville, and Toronto, indicate a minimum parking demand between 0.01 to 0.90 spaces per residential unit for alternative housing developments.
- **On-Street Parking Supply:** If visitors are unable to find parking on-site or use sustainable modes, on-street parking is available within 200 metres of the subject site.
- ▶ **Estimated Parking Demand:** Given the results of the proxy surveys, auto ownership and ITE rates, the maximum parking demand for the residential portion of the site is between 0.14 and 0.75 spaces per unit (34 and 180 spaces) and 1.95 spaces per 1,000 square feet GFA for the commercial portion (27 spaces) for a total between 61 and 207 spaces. It is noted that



the proposed uses on-site are complimentary which means that peak parking demand occurs at different times during the day reducing the need to accommodate the maximum demand for both uses at the same time.

- ▶ **Proposed TDM Measures:** The following TDM measures are proposed at the development or are located nearby:
 - A total of 142 bicycle parking spaces provided on site including 132 Class A and 10 Class B spaces;
 - Internal sidewalks with connections to the existing municipal sidewalk;
 - Access to multiple transit routes that provide good connectivity to the broader network; and
 - Parking unbundled from the sale/rent of each unit.
- ▶ **City of Kitchener TDM Checklist:** Under the City of Kitchener PARTS program, the development is potentially eligible for a parking reduction of approximately 14% (21 spaces) based on the provision of unbundled parking and active uses at-grade, resulting in a requirement of 134 spaces.

The addition, of the following TDM measures can further support a reduction in required parking resulting in a 26% reduction resulting in a requirement of 115 spaces:

- Provision of one residential carshare space in a priority location on-site;
- Provision of one non-residential ride share parking space in a priority location on-site; and
- Provision of subsidized transit passes for all occupants.

Additional TDM measures beyond what is included in the TDM checklist are as follows:

- Lighting and weather protection be provided on site at main entrances and other pedestrian accesses;
- Transit and active transportation information be promoted through a welcome package and information posted in common areas on-site;
- Delegating an interested individual, or require the property manager to act as a coordinator for the TDM measures; and
- The surface level parking spaces be shared between commercial customers, visitors, and residents.



6.2 Recommendations

Based on the findings of this study, it is recommended that the application be approved with the proposed parking supply. It is further recommended that the owner consider implementing the additional TDM measures listed above to further promote the use of alternative modes.



Appendix A

Pre-Study Consultation



Maddison Murch

From: Steven Ryder <Steven.Ryder@kitchener.ca>
Sent: June 3, 2020 2:28 PM
To: Maddison Murch
Cc: Erica Bayley
Subject: RE: 200175: 55 Franklin St S, Kitchener Pre-Study Consultation

Hi Maddison,

I do not have any other concerns with the zoning by-law info, I wanted to confirm if Planning was requiring this site plan to meet the existing zoning by-law, but Katie Anderl informed me that the plan is to wait until the new by-law has kicked in.

Let me know if there is anything else I can do.

Thanks,

Steven Ryder

Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext 7152 | TTY. 1-866-969-9994 | Steven.Ryder@kitchener.ca



 Please consider the environment before printing this e-mail.

From: Steven Ryder
Sent: Tuesday, June 02, 2020 4:45 PM
To: 'Maddison Murch' <mmurch@ptsl.com>
Cc: Erica Bayley <ebayley@ptsl.com>
Subject: RE: 200175: 55 Franklin St S, Kitchener Pre-Study Consultation

Good afternoon Maddison,

My apologies for the delay as I was out of the office last week.

I am just trying to confirm one item regarding the zoning by-law points, but other than that I do not have any other issues with the bullets you listed. I will follow up with you once I confirm.

If you have any other questions or concerns, please let me know.

Thanks,

Steven Ryder

Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext 7152 | TTY. 1-866-969-9994 | Steven.Ryder@kitchener.ca



 Please consider the environment before printing this e-mail.

From: Maddison Murch <mmurch@ptsl.com>
Sent: Tuesday, June 02, 2020 10:22 AM
To: Steven Ryder <Steven.Ryder@kitchener.ca>
Cc: Erica Bayley <ebayley@ptsl.com>
Subject: RE: 200175: 55 Franklin St S, Kitchener Pre-Study Consultation

Hi Steven,

I am just following up regarding the scope of work that Dave copied you on below. Please let us know if you have any comments or questions.

Regards,

Maddison Murch, EIT
Transportation Consultant



Paradigm Transportation Solutions Limited

p: 519.896.3163 x205
e: mmurch@ptsl.com

Since 1998, our unique “work at home” business model has enabled us to harness technology, offer high quality service and strong communication with our clients and now allows us to carry on our work for you during COVID-19.

Let's stay safe and look out for each other. We will get through this together.

From: Dave Seller <Dave.Seller@kitchener.ca>
Sent: May 27, 2020 9:20 AM
To: Maddison Murch <mmurch@ptsl.com>
Cc: Erica Bayley <ebayley@ptsl.com>; Steven Ryder <Steven.Ryder@kitchener.ca>
Subject: RE: 200175: 55 Franklin St S, Kitchener Pre-Study Consultation

Hi Maddison,

Can you please following up with Steven from our office as he had provided the comments for this application. Thanks.

Dave Seller, C.E.T.
Traffic Planning Analyst | Transportation Services | City of Kitchener
519-741-2200 ext. 7369 | TTY 1-866-969-9994 | dave.seller@kitchener.ca



From: Maddison Murch <mmurch@ptsl.com>
Sent: Monday, May 25, 2020 9:43 AM
To: Dave Seller <Dave.Seller@kitchener.ca>
Cc: Erica Bayley <ebayley@ptsl.com>
Subject: 200175: 55 Franklin St S, Kitchener Pre-Study Consultation

Hi Dave,

Paradigm has been retained to complete a Parking Study and Transportation Demand Management Plan for the proposed mixed-use development located at 55 Franklin Street South in Kitchener. The proposed development consists of 256 affordable housing units and 17,421 square feet of ground floor commercial between four buildings. Vehicle access is proposed via one driveway to Franklin Street South and one driveway to 8th Avenue. A total parking supply of 184 spaces is proposed within a three storey parking structure and surface parking (0.72 spaces per unit). See preliminary site plan attached.

We will prepare our report based on the following assumptions and references, and would ask for these to be reviewed/confirmed:

- The Zoning By-law minimum requirement within the 2019 by-law for non UGC/MIX zones:
 - Multiple Dwelling: minimum 1 space per dwelling unit (256 spaces).
 - Retail: minimum 1 space per 33 square metres GFA (48 spaces).
- Inventory of parking regulations and legal on-street and off-street parking located within 200 metres of the subject site.
- Proxy site data for other developments in the Region:
 - 175 Hespeler Road, Cambridge – 34 affordable housing units.
 - 50 Station Street, Ajax – 84 affordable housing units.
- ITE Parking Generation Manual (LUC 223 – Affordable Housing and 820 – Shopping Centre).
- Urban Land Institute Shared Parking Manual.
- TTS Auto Ownership and mode split for the surrounding area.
- Existing and proposed TDM measures.
- City of Kitchener TDM checklist.

Please let us know if you have any comments or questions.

Regards,

Maddison Murch, EIT
Transportation Consultant



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 519.896.3163 x205
e: mmurch@ptsl.com
w: www.ptsl.com

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Appendix B

Proxy Site Parking Data





Parking Utilization Survey

Time	Number of Vehicles Parked		Half Hour Notes
	Visitor	Tenant	
8:00 AM - 8:30 AM	3	5	
8:30 AM - 9:00 AM	3	5	
9:00 AM - 9:30 AM	4	5	
9:30 AM - 10:00 AM	2	4	
10:00 AM - 10:30 AM	4	5	
10:30 AM - 11:00 AM	8	4	
11:00 AM - 11:30 AM	8	3	
11:30 AM - 12:00 PM	5	4	
12:00 PM - 12:30 PM	4	4	
12:30 PM - 1:00 PM	5	4	
1:00 PM - 1:30 PM	3	4	
1:30 PM - 2:00 PM	2	4	
2:00 PM - 2:30 PM	1	4	
2:30 PM - 3:00 PM	2	4	
3:00 PM - 3:30 PM	2	4	
3:30 PM - 4:00 PM	2	2	
4:00 PM - 4:30 PM	4	4	
4:30 PM - 5:00 PM	4	4	
5:00 PM - 5:30 PM	3	6	
5:30 PM - 6:00 PM	3	6	
6:00 PM - 6:30 PM	4	6	

Location: 50 Station Street, Ajax

Date: April 30th 2014

Surveyor: AG

Weather: Fair

Overall Notes: _____



170257 - 113 Bayfield Street TIS & PJS
Proxy Site Survey - February 1, 2018
14 Worsley Street
115 units

Time	P1	P2	Visitor	Total	Comments
9:00 AM	3	31	4	38	P1 – 60 Spaces / 5 Accessible Spaces P2 – 56 Spaces / 7 Accessible Spaces Visitor – 22 Spaces / 1 Accessible Space 1 in Accessible without permit
10:00 AM	5	26	5	36	1 in Accessible without permit
11:00 AM	5	24	4	33	1 in Accessible without permit
12:00 PM	5	24	3	32	2 in Accessible without permit
1:00 PM	6	26	2	34	2 in Accessible without permit
2:00 PM	6	28	2	36	2 in Accessible without permit
3:00 PM	4	26	2	32	2 in Accessible without permit
4:00 PM	5	28	3	36	2 in Accessible without permit
5:00 PM	5	36	3	44	3 in Accessible without permit
6:00 PM	4	37	5	46	3 in Accessible without permit
7:00 PM	4	37	7	48	3 in Accessible without permit
8:00 PM	4	34	7	45	3 in Accessible without permit
12:00 AM	5	36	7	48	3 in Accessible without permit
1:00 AM	6	39	7	52	3 in Accessible without permit

Paradigm Data Sources

Address	Date	AM Period		Mid-Day Period		PM Period	
		Demand	Time	Demand	Time	Demand	Time
181 Courtland Ave E, Kitchener	12-Oct-22	15	6:42 AM	10	1:23 PM	1	7:34 PM
20 Union Lane, Kitchener	12-Oct-22	6	7:35 AM	14	2:00 PM	6	8:25 PM
175 Hespeler Rd, Cambridge	11-Oct-22	7	7:51 AM	6	2:10 PM	11	8:50 PM

Region of Waterloo Sources

Location	Number of Units	Total Parking Spaces Provided	Parking Spaces Used by Tenants	Parking Space Use per Unit
26 Ainslie St S, Cambridge	66	34	14	0.21
1103-1109 King St E, Cambridge	20	28	7	0.35
175 Hespeler Rd, Cambridge	34	19	10	0.29
25 Linnwood Ave, Cambridge	31	27	21	0.68
365 Linden Dr, Kitchener	24	24	10	0.42
108 Sydney St S, Kitchener	22	17	4	0.18
430 Connaught St, Kitchener	16	19	6	0.38
544 Bridgeport Rd, Kitchener	48	57	22	0.46
18 Guelph St, Kitchener	13	9	4	0.31
184 Erb St E, Waterloo	28	26	7	0.25

Appendix C

TTS Data



Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig

Column: Primary travel mode of trip - mode_prime

Filters:

Type of dwelling unit - dwell_type In 2

and

Primary travel mode of trip - mode_prime In B, C, D, J, P, T, W

and

2006 GTA zone of origin - gta06_orig In 7177, 7170, 7172, 7180, 7195

Trip 2016

ROW : gta06_orig

COLUMN : mode_prime

gta06_orig	mode_prime	total
7170	B	163
7170	D	237
7170	P	123
7172	B	103
7172	D	284
7172	P	106
7177	B	111
7177	C	24
7177	D	1010
7177	P	125
7177	W	144
7178	B	51
7178	D	631
7178	P	150
7178	W	115
7180	B	224
7180	D	1623
7180	P	317
7180	W	15
7191	B	39
7191	D	179
7191	P	48
7192	B	149
7192	D	854
7192	P	326
7195	B	89
7195	C	51
7195	D	1037
7195	P	187
7195	W	97

Tue Jun 09 2020 08:04:42 GMT-0400 (Eastern Daylight Time) - Run Time: 1712ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest

Column: Primary travel mode of trip - mode_prime

Filters:

Type of dwelling unit - dwell_type In 2

and

Primary travel mode of trip - mode_prime In B, C, D, J, P, T, W

and

2006 GTA zone of destination - gta06_dest In 7177, 7170, 7172, 7180, 7195

Trip 2016

ROW : gta06_dest

COLUMN : mode_prime

gta06_dest	mode_prime	total
7170	B	163
7170	D	192
7170	P	123
7172	B	84
7172	D	284
7172	P	85
7177	B	140
7177	C	24
7177	D	954
7177	P	193
7177	W	115
7178	B	22
7178	D	630
7178	P	150
7178	W	115
7180	B	282
7180	D	1627
7180	P	317
7191	B	15
7191	D	179
7191	P	48
7191	W	24
7192	B	214
7192	D	838
7192	P	261
7195	B	89
7195	C	51
7195	D	1037
7195	P	217
7195	W	68

Fri Jun 12 2020 07:49:42 GMT-0400 (Eastern Daylight Time) - Run Time: 524ms

Cross Tabulation Query Form - Household - 2016 v1.1

Row: Type of dwelling unit - dwell_type

Column: No. of vehicles in household - n_vehicle

Filters:

Income range of household - income In 1, 2,

and

2006 GTA zone of household - gta06_hhld In 7177, 7170, 7172, 7180, 7195, 7191, 7178, 7192

Household 2016

ROW : dwell_type

COLUMN : n_vehicle

dwell_type	n_vehicle	total
1	0	13
1	1	206
1	2	32
1	3	55
1	4	11
2	0	613
2	1	1117
2	2	141
3	0	57
3	1	96
3	2	53

Fri Jun 12 2020 08:12:24 GMT-0400 (Eastern Daylight Time) - Run Time: 690ms

Cross Tabulation Query Form - Household - 2016 v1.1

Row: Type of dwelling unit - dwell_type

Column: No. of vehicles in household - n_vehicle

Filters:

2006 GTA zone of household - gta06_hhld In 7177, 7170, 7172, 7180, 7195, 7191, 7178, 7192

Household 2016

ROW : dwell_type

COLUMN : n_vehicle

dwell_type	n_vehicle	total
1	0	43
1	1	940
1	2	1300
1	3	442
1	4	45
1	5	26
2	0	1053
2	1	2255
2	2	668
2	3	94
2	99	14
3	0	129
3	1	362
3	2	333
3	3	80

Appendix D

TDM Worksheet





PARTS TDM: City of Kitchener TDM Checklist

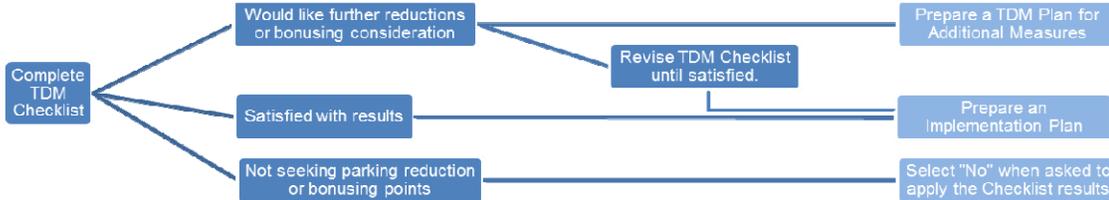
Applicant Name: GSP Group **Date of Application (YY-MM-DD):** October 2023
Site Location: 55 Franklin St S **Landowner / Developer Name:** 55 Franklin GP Inc.
Zone: COM-2 **TDM Checklist No. (filled by staff):** _____

Using the TDM Report Checklist

The TDM Checklist is one component of submitting a TDM Report, and a tool intended for Developers' use when determining potential parking reductions in exchange for certain TDM measures. Derived from the Region of Waterloo's TDM Checklist and Parking Management Worksheet, this City of Kitchener TDM Checklist applies to all developments within Station Areas with the exception of residential developments with 6 units or less. Currently, this Checklist applies to the downtown area and the lands located within the Station Study Areas identified in PARTS Phase 1, and supersedes the Region's Checklist and Parking Management Worksheet for any developments within those defined areas.

TDM Report Reference Guide

A Reference Guide has been prepared for submission of a TDM Report, and can be found appended to the PARTS Phase 2: TDM Strategy. The general process behind completing a TDM Report is depicted by the diagram below.



* Specific requirements for an Implementation Plan or TDM Plan are included within the Reference Guide.

Instructions to Complete the TDM Checklist

To complete the TDM Checklist, fill out Table A and Table B. Once completed, review the Summary Results in Table C and Table D.

Table A is broken down into two sections. Please complete Table A1 with any applicable parking and bicycle parking requirements from Schedule 6 of the Zoning By-law for your site. Mixed-use developments may also be eligible for shared parking space reductions where the development will use unassigned parking spaces; if in Table A1 you specify parking requirements for multiple land uses, Table A2 will automatically calculate shared parking rates and a percent parking reduction.

Table B indicates optional TDM measures that can included by the developer in exchange for potential parking reductions. Complete Table B for a potential parking reduction.

TABLE A1. Zoning By-law Requirements		TABLE A2. Shared Parking Rate Breakdown									
Land Use	Parking	Class A Bike Parking	Morning		Noon		Afternoon		Evening		
			Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	
Office	0	0	0	0	0	0	0	0	0	0	
Medical	0	0	0	0	0	0	0	0	0	0	
Real Estate	0	0	0	0	0	0	0	0	0	0	
Financial Institution	0	0	0	0	0	0	0	0	0	0	
Retail	27	1	14	14	14	21	19	27	21	3	
Personal Services	0	0									
Art Gallery	0	0									
Museum	0	0									
Repair Establishment	0	0									
Restaurant/Take-out Restaurant	0	0	0	0	0	0	0	0	0	0	
Hotel (rooms)	0	0	0	0	0	0	0	0	0	0	
Hotel (Function Space)	0	0	0	0	0	0	0	0	0	0	
Residential - Resident	128	131	116	116	84	84	116	116	128	128	
Residential - Visitor	0	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	
Total Required Parking	155	132	130	130	98	105	135	143	149	131	
Shared / Unassigned Required Parking	149		Parking Reduction (Individual Uses)		6	% Reduction Over Unshared Parking (Individual Uses)		3.9			
Plaza Complex or Mixed-Office-Residential ^T	0	0	Parking Reduction (Plaza / Mixed^{TT})		0	% Reduction Over Unshared Parking (Plaza / Mixed^{TT})		#DIV/0!			

^T Note: See Zoning By-Law S.6 to calculate parking requirement for Plaza / Mixed uses. | ^{TT} Note: For further potential reductions, apply individual use rates in Table A1.

Shared Parking Summary	Yes or No ?	Resultant Parking Required
Would you like to apply Table A shared rates for a parking reduction?	yes	149.0 Spaces

Note: to apply these rates, 100% of parking must be shared between uses and unassigned. If you would like to use shared parking rates for only a portion of the required parking spaces, you must provide the proposed shared parking rates and applicable reductions in an Implementation Plan or TDM Plan within the TDM Report.



PARTS TDM: City of Kitchener TDM Checklist

OPTIONAL TDM MEASURES								
Certain TDM measures are required by the Zoning By-Law. Exceeding these minimum requirements is optional and can lead to parking reductions based on the discretion of the City of Kitchener. To complete this form, please fill out the yellow boxes in the table below with details about your development proposal. Please refer to the Urban Design Manual for feature design standards.								
Measure	Features	Parking Reduction Available	To a Maximum Reduction of		Developer Proposes Provision of		Maximum Reduction Allowable	Bonusing Points (TBD)
			Amount	Unit	Amount	Unit		
B1	Provision of indoor secure bicycle parking spaces beyond the minimum amount required by the Zoning By-law.	1 car space reduction per 5 bicycle spaces beyond minimum Zoning By-law requirement.	10%	of total parking required	0	Bicycle Spaces beyond minimum required	0	
B2	Non-residential uses: provision of shower and change facilities at an amount of not less than 13sqm in equal proportion of male and female facilities (Note: maximum reduction amount calculated based on required bicycle parking).	2 car space reduction for each additional shower facility provided at (13sqm).	0	parking space(s)	0	sqm of shower / change facilities	0	
B3*	Non-residential (office) uses: Provision of 1 car share vehicle and dedicated parking space in a priority location that is publicly accessible for a development with at least 25 required parking spaces, and 1 additional car share vehicle and dedicated parking space for every 50 additional required parking spaces. (Note: maximum reduction amount calculated based on required parking).	4 car space reduction for each car share vehicle and dedicated parking space provided	0	parking space(s)	0	Non-residential car share vehicle(s) and Space(s)	0	
	Residential uses: Provision of 1 car share vehicle and dedicated parking space in a priority location that is publicly accessible unless it is a private shared vehicle for every 75 dwelling units. (Note: maximum reduction amount calculated based on required parking).	4 car space reduction for each car share vehicle and dedicated parking space provided	4	parking space(s)	0	Residential car share vehicle(s) and Space(s)	0	
B4	Non-residential uses: Provision of ride share parking spaces in a priority location.	3 car space reduction for each ride share space provided	5%	of total parking required	0	Priority Car Pool Spaces	0	
B5	Provision of active uses at-grade along street frontages.	1% car space reduction	1%	of total parking required	<input checked="" type="checkbox"/> Yes	Check "Yes" (left) if you will provide	1	
B6*	The building owner/occupant will provide fully subsidized transit passes for all occupants for a period of two years.	10% car space reduction	10%	of total parking required	<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B7	Building owner/occupant agrees to charge for parking as a separate cost to occupants.	10% car space reduction	10%	of total parking required	<input checked="" type="checkbox"/> Yes	Check "Yes" (left) if you will provide	14	
B8*	Employment Uses: Building owner/occupant agrees to join Travelwise (TMA) that provides ride matching services for car/vanpooling and emergency ride home options.	10% car space reduction	10%	of total parking required	<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B9	Enhanced bus shelters with seating are provided at the transit stop immediately adjacent to the development in consultation with the City of Kitchener and the Region of Waterloo.	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B10	Provide television monitors in visible and accessible locations on site and in adjacent transit stops to allow to City of Kitchener and the Region of Waterloo to display information regarding public transportation.	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B11	Provision of bicycle self-service station equipped with tools necessary to perform basic repairs and maintenance	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B12	25% to 49% of required parking is located underground or in a structure	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
	50% - 74% of required parking is located underground or in a structure				<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
	A minimum of 75% of required parking is located underground or in a structure				<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0	
B13	Non-residential use: Implements paid parking system, where price is set greater than the cost of a monthly transit pass, on all or part of the site (e.g. parking permits, paid parking near main entrances, enabled by gate and transponder access, or Pay & Display stations).	1% car space reduction for every 10% of parking spaces under a paid parking system	10%	of total parking required	0%	% of total parking spaces under paid parking system	0	

* If you have selected Measures B3, B6 or B8 for a parking reduction, you must demonstrate to the satisfaction of the Director of Transportation Services that you will be able to achieve the proposed TDM measure, including any ongoing programming or management that may be required for program success.

TABLE C POTENTIAL PARKING REDUCTION SUMMARY		
Displayed below are the potential reductions to required parking spaces available based on the amounts entered into Table A and Table B above.		
Original # Parking Spaces Required:	155	0
Shared Parking Reduction ^P :	6	0
Parking Reduction for TDM Measures B1-B12:	15	0
Total Parking Reduction:	21	0
Resultant Parking Requirement:	134	0
PERCENT REDUCTION	14	#DIV/0!

^P Note: If applicable, Parking Reductions for Plaza / Mixed-Use are noted in brown

TABLE D BONUSING POINT SCORE SUMMARY *	
If you achieved a Bonusing Points score greater than X, you may be eligible for bonusing. Please contact City of Kitchener staff for more details.	
Total Bonusing Points Achieved	0
Eligible for Bonusing Consideration?	No

*Approach to bonusing to be determined by City staff

NEXT STEPS

Thank you for completing the TDM Checklist. Please select whether you would like to apply for a potential parking reduction at the bottom of this page. Refer to the TDM Report Reference Guide for submission requirements to City of Kitchener Staff. If you would like to achieve a greater parking reduction than may be considered through the TDM Checklist, you may develop a TDM Plan as set out in the TDM Report Reference Guide.

Would you like to apply Table C rates for a parking reduction?

Select an Option

Yes

If you selected No, please submit your completed Checklist to City staff for review.

If you selected Yes, please refer to the TDM Report Reference Guide for submission requirements of an Implementation Plan or TDM Plan.