



## Erinview Independent Senior's Living Parking Justification

Paradigm Transportation Solutions Limited

March 2018

# Project Summary



## Project Number

170296

March 2018

## Client

**Sifton Properties Limited**  
195 Dufferin Avenue, Suite 800  
London ON N6A 1K7

## Client Contact

Maureen Zunti, MCIP, RPP

## Erinview Independent Senior's Living Parking Justification

## Signatures and Seals

## Consultant Project Team

Stewart Elkins B.E.S., MITE  
Scott Catton, Dipl. T., C.E.T., MITE



Signature

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## Paradigm Transportation Solutions Limited

22 King Street South Suite 300  
Waterloo ON N2J 1N8  
p: 519.896.3163  
www.ptsl.com



# Executive Summary

## Content

**Paradigm Transportation Solutions Limited** (Paradigm) was retained to conduct this Parking Justification report for the proposed redevelopment of the Erinview Retirement Residence (subject site) located at 2132 Dundas Street West in the City of Mississauga.

The report assesses the forecast parking demand for the subject site following the proposed redevelopment.

## Development Concept

The Erinview Retirement Residence (subject site) is located on the southwest corner of Dundas Street West and Fifth Line West in the City of Mississauga.

The existing subject site includes 101 units of which 46 units (86 beds) are long-term care units and 55 units are retirement dwelling units. The existing parking supply is 54 parking spaces (0.53 spaces per unit).

The site plan application proposes to redevelop the site with two buildings containing approximately 138 units of which 61 units will be retirement dwelling units and 77 will be seniors independent living units. No long-term care units will remain on-site. Development is proposed in two phases:

- ▶ **Phase 1** – Construction will result in a new four-storey retirement building along side the existing long-term care building with a three (3) unit increase in the number of retirement dwelling units (58 units). 104 total units will exist with a parking supply of 61 spaces (0.59 spaces per unit). 16 parking spaces will be temporarily located off-site at the adjacent Christ Our King Lutheran Church at 2150 Dundas Street West. Phase 1 is anticipated to be complete by year 2019.
- ▶ **Phase 2** – Construction will result in 61 retirement dwelling units and 77 seniors independent living units. No long-term care units will remain on-site. 138 total units are proposed with a parking supply of 71 spaces (0.51 spaces per unit). Phase 2 is anticipated to be complete by year 2023.

Vehicular access is proposed by a driveway connection to Dundas Street West and a driveway connection to Fifth Line West. The existing Fifth Line West driveway will be shifted towards the site's southern limits.



## Conclusions

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

- ▶ The site plan application proposes to reorganize the existing Erinview Retirement Residence to remove the long-term care units and to redevelop the site to include seniors independent living units. Build-out is anticipated to occur in two phases with completion by Year 2023.
- ▶ Following build-out, the proposed parking supply is 71 spaces for 61 retirement dwelling units and 77 seniors independent living units (138 total units).
- ▶ The forecast parking demand is estimated to be approximately 63-70 spaces. With 71 parking spaces provided, the site's parking demand is forecast to be less than the proposed parking supply.
- ▶ By including several Transportation Demand Management (TDM) measures the site's parking demand can be managed to further reduce the future parking demand. Furthermore, the site's proximity to existing transit service and future BRT can assist in not only lowering the site's transportation impact but also the site's parking demand.

## Recommendations

Based on the findings of this study, it is recommended that:

- ▶ The TDM measures outlined in **Section 4** could be considered for integration into the site plan or implemented by the site's operator post build-out.
- ▶ The underground parking spaces be assigned to residents. The at grade parking supply should be shared between all user groups, with only the accessible parking supply directly assigned.



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## 1 Introduction

The rezoning application for the redevelopment of the site at 2132 Dundas Street West proposes the redevelopment and reorganization of the existing Erinview Retirement Residence (subject site) to include retirement dwelling units and seniors independent living units.

The existing subject site includes 101 units of which 46 units (86 beds) are long-term care units and 55 units are retirement dwelling units. The existing parking supply is 54 parking spaces (0.53 spaces per unit).

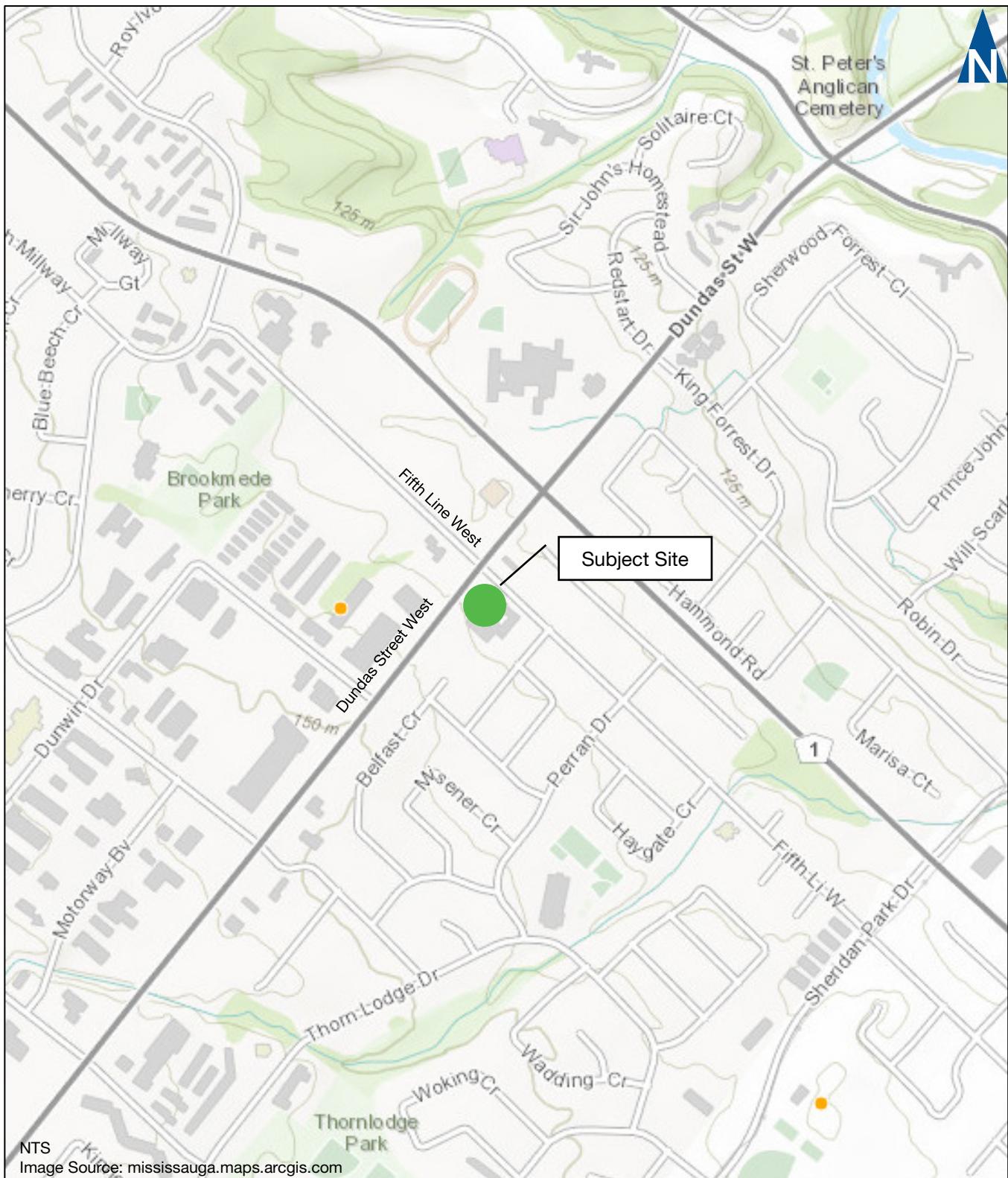
The site plan application proposes to redevelop the site to contain approximately 138 units of which 61 units will be retirement dwelling units and 77 will be seniors independent living units. No long-term care units will remain on-site. **Figure 1.1** details the location of the subject site. Construction is anticipated to occur in two (2) phases with build-out estimated to occur by Year 2023.

This report assesses the future parking demand for the subject site. The proposed parking supply is deficient when compared to the City of Mississauga's zoning by-law<sup>1</sup> requirements.

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<sup>1</sup> Zoning by Law 0225-2007 Part 3 - Parking, Loading and Stacking Lane Regulations Table 3.1.2.1 - Required Number of Parking Spaces for Residential Uses





## Location of Subject Site

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**Figure 1.1**

## 2 Site Context

### 2.1 Site Description

The subject site is located on the southwest corner of Dundas Street West and Fifth Line West in the City of Mississauga at 2132 Dundas Street West.

The subject site includes 101 units of which 46 units (86 beds) are long-term care units and 55 units are retirement dwelling units. The existing parking supply is 54 parking spaces (0.53 spaces per unit). **Figure 2.1** details the proposed site plan. **Table 2.1** details the existing and proposed unit count and parking supply for the subject site for each phase of development.

Development is proposed in two phases:

- ▶ **Phase 1** – Construction will result in a new four-storey retirement building along side the existing long-term care building with a three (3) unit increase in the number of retirement dwelling units (58 units). 104 total units will exist with a parking supply of 61 spaces (0.59 spaces per unit). 16 parking spaces will be temporarily located off-site at the adjacent Christ Our King Lutheran Church at 2150 Dundas Street West. Phase 1 is anticipated to be complete by year 2019.
- ▶ **Phase 2** – Construction will result in 61 retirement dwelling units and 77 seniors independent living units. No long-term care units will remain on-site. 138 total units are proposed with a parking supply of 71 spaces (0.51 spaces per unit). Phase 2 is anticipated to be complete by year 2023.

The seniors independent living tenants will have full access to the retirement home facilities including all amenities/services. The seniors independent living tenants would be required to have a minimum number of meals in the retirement home. There is no maximum number of meals for the seniors independent living tenants. The units would each have a full kitchen. The seniors independent living units are not intended to function as market apartment units and will be promoted exclusively to seniors and retirees.

**TABLE 2.1: UNIT COUNT & PARKING SUPPLY**

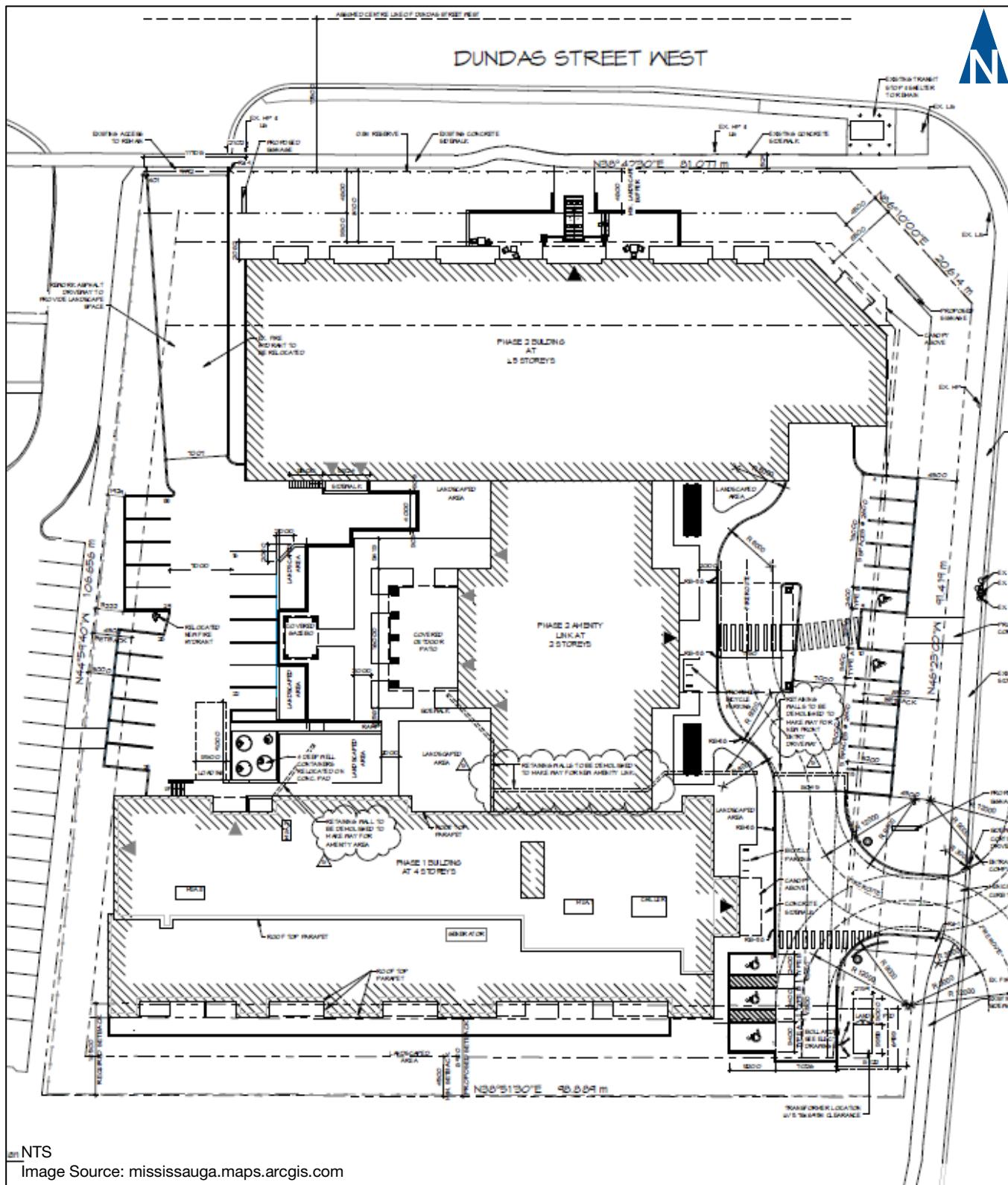
Land Use	Existing	Phase 1	Phase 2
Long-Term Care Dwelling Unit	46	46	0
Retirement Dwelling Unit	55	58	61
Seniors Independent Living Unit	0	0	77
<b>Total Number of Units</b>	<b>101</b>	<b>104</b>	<b>138</b>
<b>Parking Supply (spaces)</b>	<b>54</b>	<b>61</b>	<b>71</b>
<b>Parking Supply Ratio (spaces/unit)</b>	<b>0.53</b>	<b>0.59</b>	<b>0.51</b>



During Phase 1 of the development, the number of retirement dwelling units on-site is expected to remain approximately the same, while the site's parking supply will increase to 61 spaces. With no change in the type of land uses proposed, the existing parking demand patterns will continue for the interim phase of development. With no noticeable change in the number of units and an increased parking supply, the site's parking demand is expected to be about the same as existing conditions for the interim phase of development.

The Phase 2 development scenario will result in the removal and relocation of the long-term care units to other existing sites within Southern Ontario. This will result in the introduction of approximately 77 seniors independent living units.





## Site Plan

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## Figure 2.1

## 2.2 Active Transportation & Transit

### 2.2.1 Transit Service

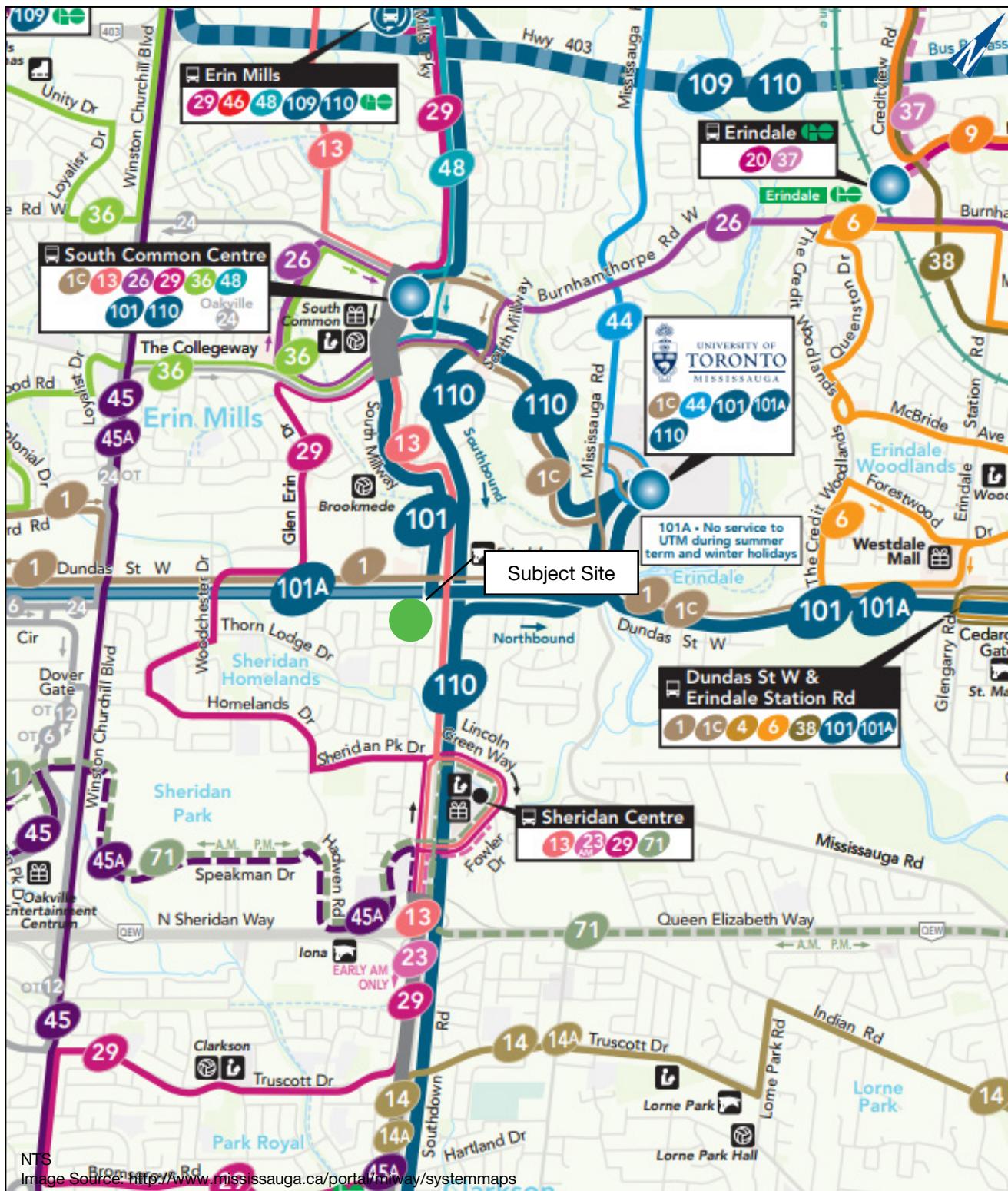
Mississauga Transit (MiWay) operates Route 1 Dundas (Islington Subway – Laird Road) along Dundas Street West immediately adjacent to the subject site. **Figure 2.2** details the existing transit network. The transit routes provide opportunities for users to transfer to and from inter-regional GO Transit service and other inter-city routes at various locations. A transit stop is located at the intersection of Dundas Street West at the Fifth Line West intersection.

Route 1 provides service seven (7) days a week along Dundas Street West between Islington Subway and Laird Road with 20-minute service headways during peak hours.

Route 101 Dundas Express is an express MiWay route. Limited stop service is provided between Mississauga and Etobicoke. A transit stop is located at Dundas Street West and Erin Mills Parkway.

The subject site's proximity to existing transit routes and ultimately Bus Rapid Transit (BRT) on Dundas Street West will provide opportunity for residents, visitors and employees to travel via transit. Transit service and higher-order rapid transit has the ability to reduce vehicle trips and decrease parking demand.





## 2.2.2 Cycling Facilities

Near the subject site, dedicated delineated bike lanes are provided on both sides of Fifth Line West. The City of Mississauga has a Bike & Ride initiative designed to encourage riders to combine two modes of environmentally-friendly transportation: cycling and public transit. The City of Mississauga Cycling Master Plan does not indicate any plans for cycling facilities along Dundas Street West within the study area over the next five (5) years. However, the Dundas Connects Master Plan has identified end-to-end bike lines on Dundas Street.

## 2.2.3 Dundas Connects Master Plan

*Dundas Connects is led by City Council, and supported by City staff. Staff teams include Planning & Building, Transportation & Works, Community Services, and Corporate Services<sup>2</sup>.*

The Phase 3 Consultation Report<sup>3</sup> identifies several recommendations for the Dundas Connects Master Plan including:

- ▶ Land Use and Building Form
  - A mix of building heights, types, and uses,
  - Parks and open space
  - Smaller blocks and local connectivity
- ▶ Transportation
  - BRT across the whole corridor
  - Two lanes of cars in each direction
- ▶ Corridor Design
  - Protected, dedicated bike lanes, end-to-end
  - Wider sidewalks, end-to-end
  - Street trees

The future implementing of the Dundas Street BRT and the wider Dundas Connects Master Plan will be supportive to non-automotive forms of travel for residents and employees of the subject site and other local area residents. In general, BRT can assist in achieving the following goals<sup>4</sup>:

- ▶ Reduces traffic.
- ▶ Reduces peak period traffic.

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<sup>2</sup> <http://www.dundasconnects.ca/about>

<sup>3</sup> Dundas Connects Phase 3 Refining Draft Plan Consultation Summary Report January to May 2017

<sup>4</sup> Victoria Transport Policy Institute



- ▶ Shifts automobile travel to alternative modes.
- ▶ Improves access, reduces the need for travel.
- ▶ Increased public transit.
- ▶ Increased cycling.
- ▶ Increased walking.

## 2.3 Zoning By-law Parking

Parking minimums have long been criticized for encouraging excess driving and harming the environment by encouraging urban sprawl<sup>5</sup>. Supporters of minimum parking requirements contend that they reduce the possibility of parking spilling over into surrounding sites and streets.

The seniors independent living units are not intended to function as market apartment units and will be promoted to seniors. The Zoning-by-law parking requirements have been assessed assuming the units function as a senior oriented land use (as intended) and as market apartment units.

### 2.3.1 Zoning By-law Parking – Senior Oriented Land Use

This parking requirement assumes the seniors independent living units function as seniors oriented land use. **Table 2.2** details the parking supply required according to the general provision of the Zoning-by-law.

The parking requirement suggests a total of 70 parking spaces (0.50 spaces per unit) is required to support the development following the completion of Phase 2.

The site's final parking supply (71 spaces) is considered sufficient when compared to the general provision of the Zoning-by-law.

**TABLE 2.2: ZONING BY-LAW MINIMUM OFF-STREET PARKING REGULATIONS – SENIOR ORIENTED LAND USE**

Unit Type	ZBL Ratio	Units			Parking Regulations		
		Existing	Phase 1	Phase 2	Existing	Phase 1	Phase 2
Long-Term Care Dwelling Unit	0.33	46	46	0	15	15	0
Retirement Dwelling Unit	0.50	55	58	61	28	29	31
Seniors Independent Living	0.50	0	0	77	0	0	39
<b>Total</b>		<b>101</b>	<b>104</b>	<b>138</b>	<b>43</b>	<b>44</b>	<b>70</b>

<sup>5</sup> Parking Matters: Best Practices Overview Mississauga Parking Master Plan and Implementation Strategy (PMPIS) May 2017



### 2.3.2 Zoning By-law Parking – Market Apartment Land Use

This parking requirement assumes the seniors independent living units function as market apartment units. It should be noted that the seniors independent living units are not intended to function as market apartment units. **Table 2.3** details the parking supply required according to the general provision of the Zoning-by-law.

The parking requirement suggests a total of 139 parking spaces (1.01 spaces per unit) is required to support the development.

**TABLE 2.3: ZONING BY-LAW MINIMUM OFF-STREET PARKING REGULATIONS – APARTMENT UNIT LAND USE**

Unit Type	Units	Parking Regulation		Parking Supply			Total
		Tenant	Visitor	Tenant	Visitor		
Retirement Dwelling Unit	61	0.50	0.00	31	0	<b>31</b>	
Rental Apartment	Bachelor Units	1	1.00	0.20	1	0	<b>1</b>
	One-Bedroom	64	1.18	0.20	76	13	<b>89</b>
	Two-Bedroom	12	1.36	0.20	16	2	<b>18</b>
<b>Total</b>		<b>138</b>			<b>124</b>	<b>15</b>	<b>139</b>

The site's final parking supply (71 spaces) is considered deficient by 68 parking spaces or by 49 percent of the total parking requirement. From a functional perspective, the seniors independent living units are not expected to operate as typical market apartments as the average age for tenants will be much higher. Typical travel patterns and driving habits associated with the senior's population and the resultant parking demand will be more inline with a retirement home land use.



## 3 Forecast Parking Demand

### 3.1 Parking Survey Utilization

To understand the parking demands associated with the existing and proposed land use, Paradigm collected parking demand data for an existing retirement home and seniors independent living site operated by the subject site's operator.

The proxy site selected is the Richmond Woods Retirement Village at 200 North Centre Road in the City of London, Ontario. The site is noted to consist of 102 seniors independent living units and 130 retirement dwelling units. The parking utilization surveys were conducted for four (4) days over two (2) weeks from 12:00 Noon to 21:00 on the following dates:

- ▶ Wednesday, 13 December 2017;
- ▶ Thursday, 14 December 2017;
- ▶ Wednesday, 20 December 2017; and
- ▶ Thursday, 21 December 2017.

**Table 3.1A-D** details the hourly parking demand and utilization percentages observed for the four days of data collection. **Figure 3.1A-D** details the temporal distribution of weekday parking demand observed for the four days of data collection. The data suggests the following parking rates:

- ▶ Resident parking demand – 0.32 spaces per unit;
- ▶ Visitor parking demand – 0.06 spaces per unit; and
- ▶ Employee parking demand – 0.08 spaces per unit.

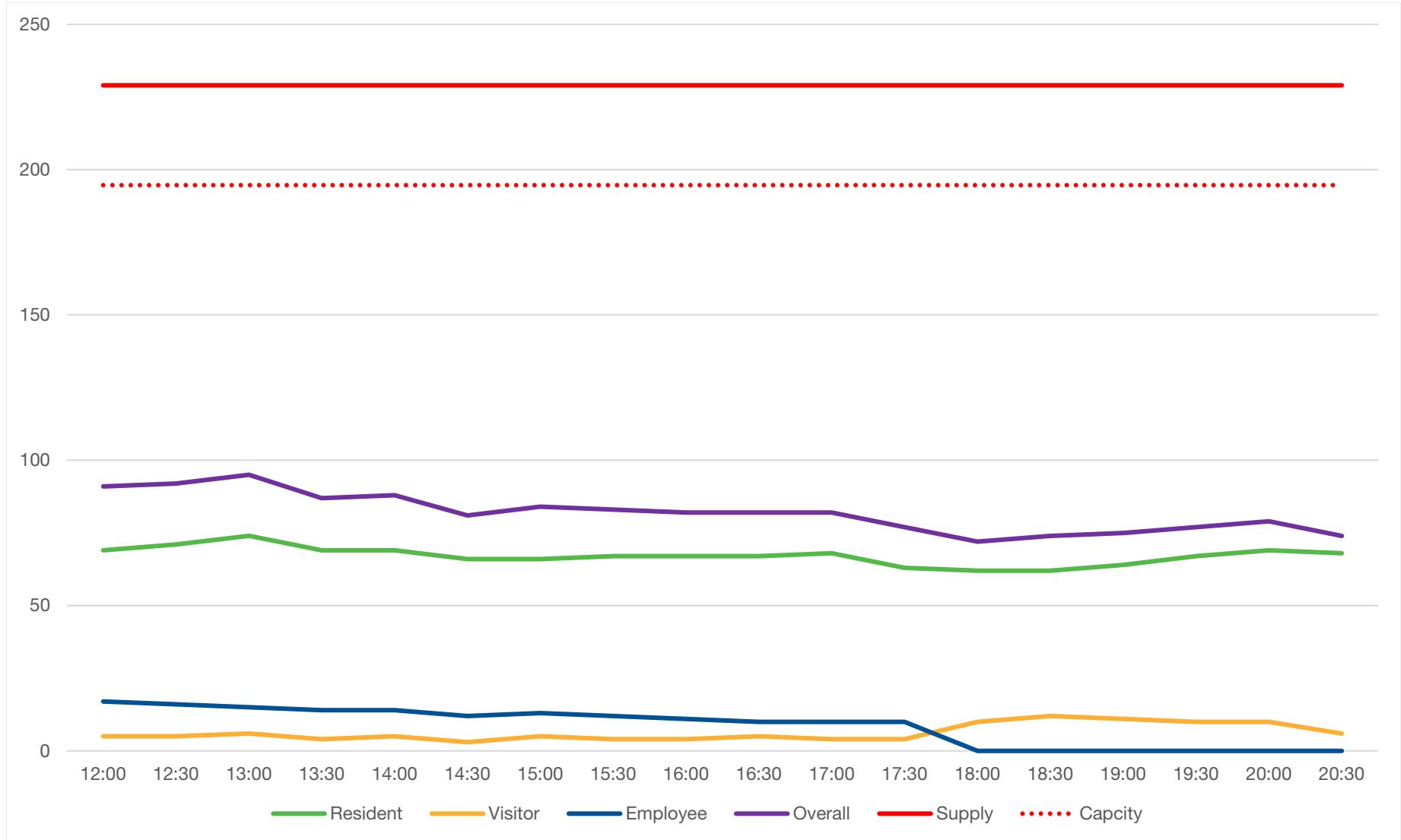
**Appendix A** contains the parking survey data.



**TABLE 3.1A: PARKING DEMAND & PERCENT UTILIZATION – DAY 1**

Time	Parking Demand				Percent Utilization			
	Resident	Visitor	Employee	Overall	Resident	Visitor	Employee	Overall
12:00	69	5	17	91	45%	10%	74%	40%
12:30	71	5	16	92	46%	10%	70%	40%
<b>13:00</b>	<b>74</b>	<b>6</b>	<b>15</b>	<b>95</b>	<b>48%</b>	<b>12%</b>	<b>65%</b>	<b>41%</b>
13:30	69	4	14	87	45%	8%	61%	38%
14:00	69	5	14	88	45%	10%	61%	38%
14:30	66	3	12	81	43%	6%	52%	35%
15:00	66	5	13	84	43%	10%	57%	37%
15:30	67	4	12	83	44%	8%	52%	36%
16:00	67	4	11	82	44%	8%	48%	36%
16:30	67	5	10	82	44%	10%	43%	36%
17:00	68	4	10	82	44%	8%	43%	36%
17:30	63	4	10	77	41%	8%	43%	34%
18:00	62	10	0	72	40%	19%	0%	31%
18:30	62	12	0	74	40%	23%	0%	32%
19:00	64	11	0	75	42%	21%	0%	33%
19:30	67	10	0	77	44%	19%	0%	34%
20:00	69	10	0	79	45%	19%	0%	34%
20:30	68	6	0	74	44%	12%	0%	32%
<b>Peak</b>	<b>74</b>	<b>12</b>	<b>17</b>	<b>95</b>	<b>48%</b>	<b>23%</b>	<b>74%</b>	<b>41%</b>
<b>Supply</b>	<b>154</b>	<b>52</b>	<b>23</b>	<b>229</b>				





## Parking Demand – Temporal Distribution Day 1

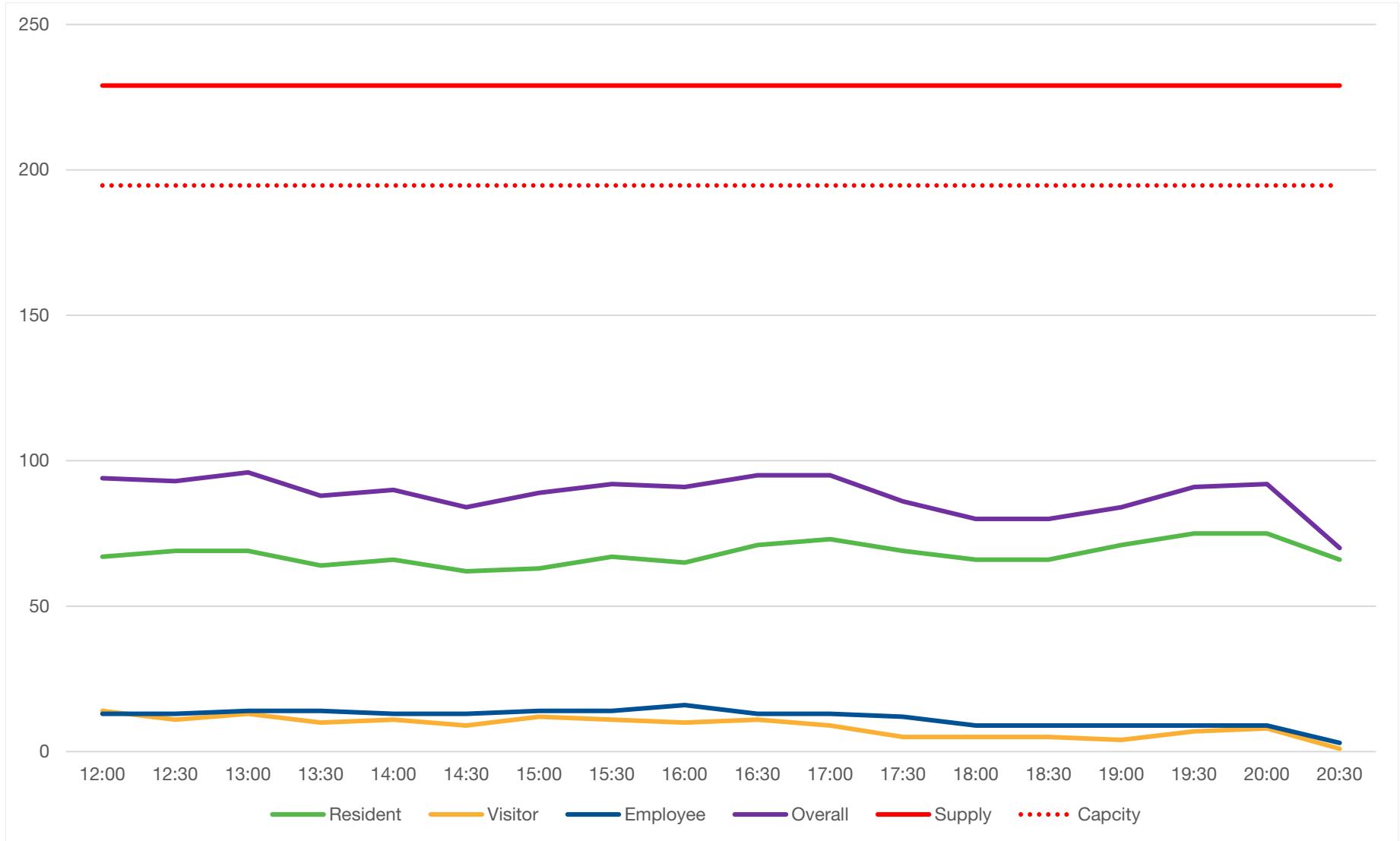
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Figure 3.1A

**TABLE 3.1B: PARKING DEMAND & PERCENT UTILIZATION – DAY 2**

Time	Parking Demand				Percent Utilization			
	Resident	Visitor	Employee	Overall	Resident	Visitor	Employee	Overall
12:00	67	14	13	94	44%	27%	57%	41%
12:30	69	11	13	93	45%	21%	57%	41%
<b>13:00</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>96</b>	<b>45%</b>	<b>25%</b>	<b>61%</b>	<b>42%</b>
13:30	64	10	14	88	42%	19%	61%	38%
14:00	66	11	13	90	43%	21%	57%	39%
14:30	62	9	13	84	40%	17%	57%	37%
15:00	63	12	14	89	41%	23%	61%	39%
15:30	67	11	14	92	44%	21%	61%	40%
16:00	65	10	16	91	42%	19%	70%	40%
16:30	71	11	13	95	46%	21%	57%	41%
17:00	73	9	13	95	47%	17%	57%	41%
17:30	69	5	12	86	45%	10%	52%	38%
18:00	66	5	9	80	43%	10%	39%	35%
18:30	66	5	9	80	43%	10%	39%	35%
19:00	71	4	9	84	46%	8%	39%	37%
19:30	75	7	9	91	49%	13%	39%	40%
20:00	75	8	9	92	49%	15%	39%	40%
20:30	66	1	3	70	43%	2%	13%	31%
<b>Peak</b>	<b>75</b>	<b>14</b>	<b>16</b>	<b>96</b>	<b>49%</b>	<b>27%</b>	<b>70%</b>	<b>42%</b>
<b>Supply</b>	<b>154</b>	<b>52</b>	<b>23</b>	<b>229</b>				





## Parking Demand – Temporal Distribution Day 2

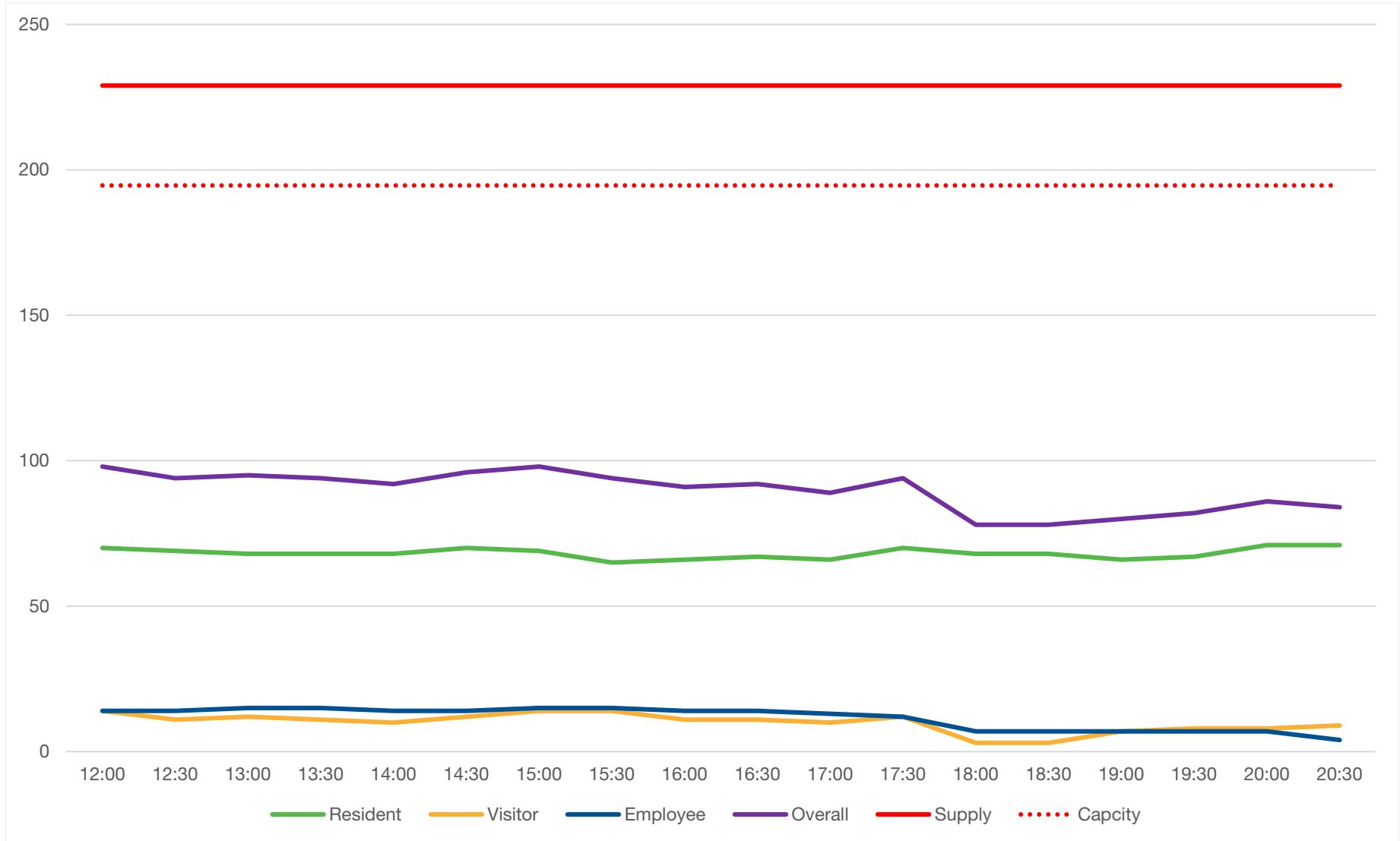
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Figure 3.1B

**TABLE 3.1C: PARKING DEMAND & PERCENT UTILIZATION – DAY 3**

Time	Parking Demand				Percent Utilization			
	Resident	Visitor	Employee	Overall	Resident	Visitor	Employee	Overall
12:00	70	14	14	<b>98</b>	45%	27%	61%	<b>43%</b>
12:30	69	11	14	<b>94</b>	45%	21%	61%	<b>41%</b>
13:00	68	12	15	<b>95</b>	44%	23%	65%	<b>41%</b>
13:30	68	11	15	<b>94</b>	44%	21%	65%	<b>41%</b>
14:00	68	10	14	<b>92</b>	44%	19%	61%	<b>40%</b>
14:30	70	12	14	<b>96</b>	45%	23%	61%	<b>42%</b>
<b>15:00</b>	<b>69</b>	<b>14</b>	<b>15</b>	<b>98</b>	<b>45%</b>	<b>27%</b>	<b>65%</b>	<b>43%</b>
15:30	65	14	15	<b>94</b>	42%	27%	65%	<b>41%</b>
16:00	66	11	14	<b>91</b>	43%	21%	61%	<b>40%</b>
16:30	67	11	14	<b>92</b>	44%	21%	61%	<b>40%</b>
17:00	66	10	13	<b>89</b>	43%	19%	57%	<b>39%</b>
17:30	70	12	12	<b>94</b>	45%	23%	52%	<b>41%</b>
18:00	68	3	7	<b>78</b>	44%	6%	30%	<b>34%</b>
18:30	68	3	7	<b>78</b>	44%	6%	30%	<b>34%</b>
19:00	66	7	7	<b>80</b>	43%	13%	30%	<b>35%</b>
19:30	67	8	7	<b>82</b>	44%	15%	30%	<b>36%</b>
20:00	71	8	7	<b>86</b>	46%	15%	30%	<b>38%</b>
20:30	71	9	4	<b>84</b>	46%	17%	17%	<b>37%</b>
<b>Peak</b>	<b>71</b>	<b>14</b>	<b>15</b>	<b>98</b>	<b>46%</b>	<b>27%</b>	<b>65%</b>	<b>43%</b>
<b>Supply</b>	<b>154</b>	<b>52</b>	<b>23</b>	<b>229</b>				





## Parking Demand – Temporal Distribution Day 3

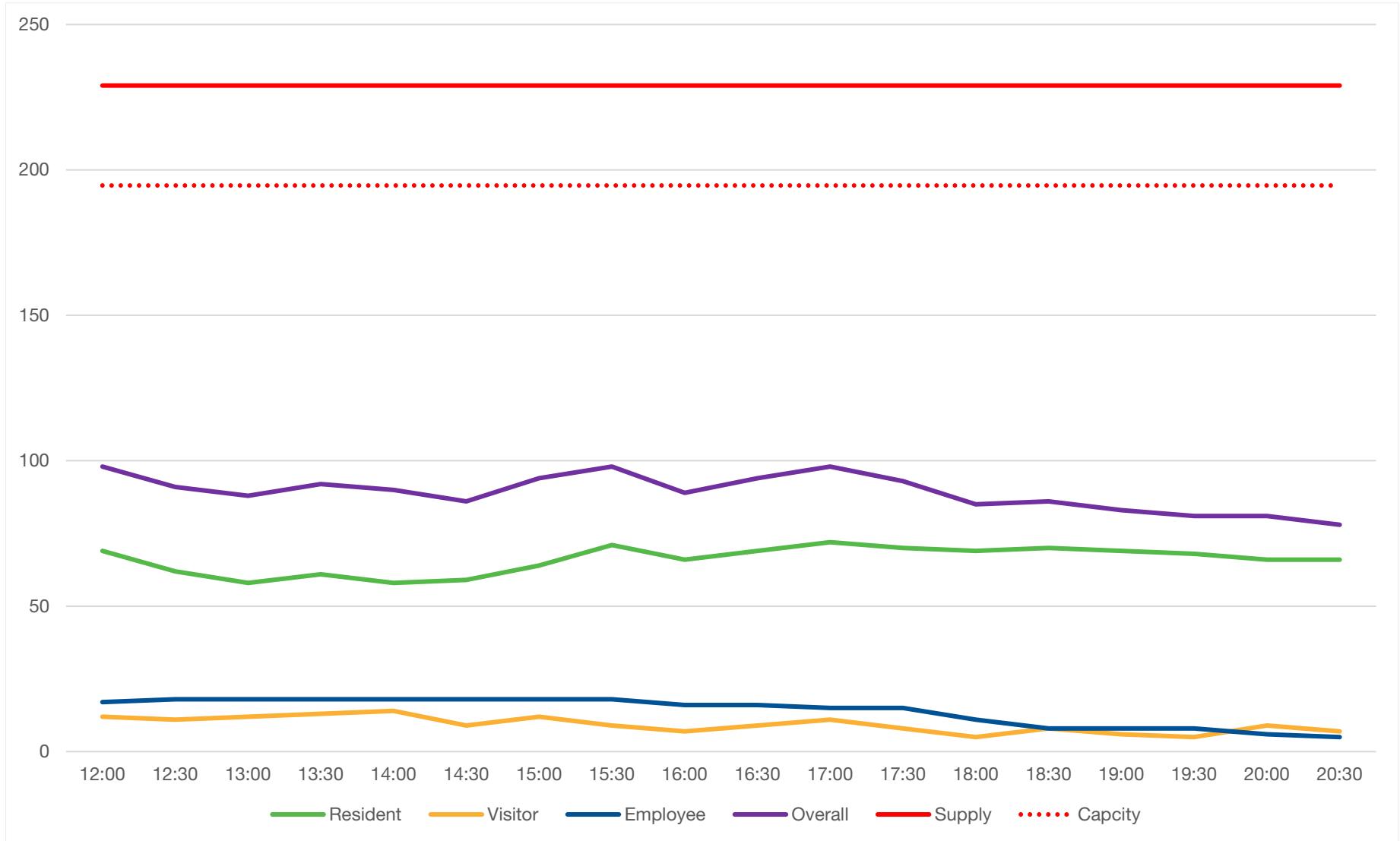
Erinview Independent Senior's Living Parking Justification  
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Figure 3.1C

**TABLE 3.1D: PARKING DEMAND & PERCENT UTILIZATION – DAY 4**

Time	Parking Demand				Percent Utilization			
	Resident	Visitor	Employee	Overall	Resident	Visitor	Employee	Overall
12:00	69	12	17	98	45%	23%	74%	43%
12:30	62	11	18	91	40%	21%	78%	40%
13:00	58	12	18	88	38%	23%	78%	38%
13:30	61	13	18	92	40%	25%	78%	40%
14:00	58	14	18	90	38%	27%	78%	39%
14:30	59	9	18	86	38%	17%	78%	38%
15:00	64	12	18	94	42%	23%	78%	41%
<b>15:30</b>	<b>71</b>	<b>9</b>	<b>18</b>	<b>98</b>	<b>46%</b>	<b>17%</b>	<b>78%</b>	<b>43%</b>
16:00	66	7	16	89	43%	13%	70%	39%
16:30	69	9	16	94	45%	17%	70%	41%
17:00	72	11	15	98	47%	21%	65%	43%
17:30	70	8	15	93	45%	15%	65%	41%
18:00	69	5	11	85	45%	10%	48%	37%
18:30	70	8	8	86	45%	15%	35%	38%
19:00	69	6	8	83	45%	12%	35%	36%
19:30	68	5	8	81	44%	10%	35%	35%
20:00	66	9	6	81	43%	17%	26%	35%
20:30	66	7	5	78	43%	13%	22%	34%
<b>Peak</b>	<b>72</b>	<b>14</b>	<b>18</b>	<b>98</b>	<b>47%</b>	<b>27%</b>	<b>78%</b>	<b>43%</b>
<b>Supply</b>	<b>154</b>	<b>52</b>	<b>23</b>	<b>229</b>				





## Parking Demand – Temporal Distribution Day 4

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Figure 3.1D

## 3.2 Forecast Parking Demand

This section addresses the vehicle parking needs of the development.

### 3.2.1 Proxy Site Survey Data

Applying the observed parking demand ratios to the site's future parking demand is estimated to be approximately 63 spaces. **Table 3.2** details the parking demand for the subject site under the Phase 2 build-out conditions.

With 71 parking spaces provided, the site's parking demand is forecast to be less than the proposed parking supply by eight (8) spaces.

The subject site's proximity to transit and ultimately BRT higher order transit on Dundas Street will provide opportunities for residents, visitors and employees to travel via transit which could further reduce parking demands.

**TABLE 3.2: FORECAST PARKING DEMAND – PHASE 2**

	Rate	Phase 2
Units		138
Resident	0.32	44
Visitor	0.06	8
Employee	0.08	11
<b>Total</b>	<b>0.46</b>	<b>63</b>

To further manage the site's parking demand, the Transportation Demand Management (TDM) measures outlined in **Section 4.1.2** could be considered for integration into the site plan or implemented by the site's operator post build-out.

### 3.2.2 ITE Parking Generation

The Institute of Transportation Engineers (ITE) Parking Generation (4th Edition<sup>6</sup>) 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 land use code (LUC) 252 (Senior Adult Housing – Attached) and 254 (Assisted Living). The land uses are described as follows:

- ▶ 252 – Senior Adult Housing consists of attached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and on-site medical facilities.

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<sup>6</sup> Institute of Transportation Engineers – Parking Generation, 4th Edition  
ISBN-1 3: 978-1 -933452-SS-s



Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired.

- ▶ 254 – Assisted Living complexes are residential settings that provide either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. They commonly have separate living quarters for residents, and services include dining, housekeeping, social and physical activities, medication administration and transportation. Alzheimer's and amyotrophic lateral sclerosis (ALS) care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hour a day, but skilled medical care—which is limited in nature—is not required.

As outlined in **Table 3.3** the estimated parking demand is estimated to be 70 spaces. With a parking supply of 71 spaces, the subject site is considered over-supplied by one (1) space.

**TABLE 3.3: ITE PARKING DEMAND ESTIMATES**

Land Use	Units	Average Rate	Average Demand
252 - Senior Adult Housing - Attached (Units)	77	0.59	45
254 - Assisted Living (Units)	61	0.41	25
<b>Total</b>	<b>138</b>	<b>0.51</b>	<b>70</b>

### 3.3 Summary of Parking Demand Estimates

The parking demand for the subject site has been estimated using four methodologies and are discussed in detail above. The proposed development is estimated to have weekday parking demands in the order of 63 spaces to 139 spaces, depending upon the methodology used. **Table 3.4** details the estimated parking demand summary of the four methodologies used

Relying on the City of Mississauga Zoning by-law for senior land uses, the proxy site data and the ITE Parking Generation data, the site's parking demand is forecast to be less than the proposed parking supply.

The site's proposed parking supply of 71 spaces is anticipated to accommodate the site's parking demand. The parking demand can be managed with an effective Transportation Demand Management (TDM) program.



**TABLE 3.4: SUMMARY OF PARKING ESTIMATES**

<b>Methodology</b>	<b>Estimated Demand</b>	<b>Rate per unit</b>	<b>Surplus/Deficit</b>
City of Mississauga Zoning By-law (Seniors Land Use)	70	0.51	1
City of Mississauga Zoning By-law (Market Apartment Land Use)	139	1.01	-68
Proxy Site Survey Data	63	0.46	8
ITE Parking Generation Rates	70	0.51	1



## 4 Transportation Demand Management

Transportation Demand Management (TDM) refers to ways of making the capacity of our roads more efficient by reducing vehicle demands. 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 the reliance on automobiles.

### 4.1 TDM Measures

#### 4.1.1 TDM Measures Provided/Proposed

The site plan currently includes several TDM strategies, including:

- ▶ Pedestrian connections to Dundas Street West and Fifth Line West. On-site sidewalks link building entrances directly with the existing public sidewalks. All on-site sidewalks will conform to the City's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) design standards.
- ▶ The landscaping plan includes a number of common amenity spaces across the site with covered gazebo, patio areas and terraces. The landscaping plan will include pedestrian amenities such as benches, seating areas and/or pedestrian scale lighting.
- ▶ Short-term bicycle parking is proposed at grade near the Fifth Line West entrance.
- ▶ By providing the proposed parking supply which is designed to meet but not exceed parking demands, residents, visitors and employees will be encouraged to use transit or active transportation.

#### 4.1.2 TDM Measures for Consideration

Additional TDM measures that could be considered for use at the subject site include the following:

- ▶ Carshare – Vehicle rental services that substitute for private vehicle ownership<sup>7</sup> for tenants.
- ▶ Shuttle Services – Shuttle Services include a variety of paratransit services that use small buses or vans to provide public mobility<sup>6</sup>.
- ▶ Unbundling Parking – Unpriced parking is often “bundled” with building costs, which means that a certain number of spaces are automatically included with purchases or leases. Parking spaces are

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<sup>7</sup> Victoria Transport Policy Institute



- not included in the base rent/monthly fee/purchase cost, and are rented separately<sup>6</sup>.
- ▶ Managed parking supply, the underground parking spaces be assigned to residents and all other parking spaces be shared between all users (resident/visitor /employee).
  - ▶ Discounted transit pass for employees – provide an incentive for employees to travel to/from work via Transit and can assist in lowering the employee parking demand.
  - ▶ Membership in Smart Commute – Smart Commute is a program of Metrolinx and the municipalities in the Greater Toronto and Hamilton Area<sup>8</sup> with a goal to ease gridlock while helping save time and money. The Smart Commute program offers Emergency Ride Home (ERH) for Smart Commute workplaces for unforeseen emergency scenarios on any day when employees use a sustainable method to commute to work.
  - ▶ Long-term bicycle parking for residents and changing facilities for employees could be considered.
  - ▶ Reduced minimum parking requirements based on proximity to transit.
  - ▶ Travel planning resources for residents (individualized marketing, active transportation maps, community resources) be provided to residents.
  - ▶ Wayfinding signage be considered in the Lobby or near main entrances
  - ▶ Adaptive real-time transit arrival signage should be considered within the lobby area<sup>9</sup>.
  - ▶ Contribute to building a strong TDM brand in marketing material.

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<sup>8</sup> <http://smartcommute.ca/about-us/what-is-smart-commute/>

<sup>9</sup> <https://transitscreen.com/about/>



## 4.2 TDM Parking Reductions

The Region of Waterloo has developed a TDM checklist which is a tool intended for developers' when determining potential parking reductions in exchange for certain TDM measures.

The parking reduction calculations by the worksheet are context-dependent and are applied to the zoning by-law parking requirements. For instance, a development in an urban growth centre would generate a larger potential parking reduction than a similar development in a suburban location because there are more high frequency transportation services and amenities available. TDM-related parking management options are also consistent with the best practices of other municipalities and serve to reduce the costs of higher density developments. **Appendix B contains the TDM worksheet.**

**Table 4.1 details** the Region of Waterloo TDM worksheet and indicates the proposed development could potentially qualify for a 15 percent reduction to the zoning by-law parking supply. By incorporating the TDM measures in **Section 4.1.2** further reductions can be achieved through the incentives.

The TDM worksheet illustrates the potential benefits of providing a parking management plan in which the development addresses the transportation needs of all road users rather than relying solely on automobiles.

The proposed parking supply can be supported with the effective Transportation Demand Management measures outlined in **Section 4.1**. The design and scale of the measures will be finalized for approval during the Site Plan Application stage of development.

**TABLE 4.1: POTENTIAL PARKING REDUCTIONS WITH TDM MEASURES**

Category	Reduction Achieved
Pedestrian & Cyclist Orientation	<b>2%</b>
Public Transit Access	<b>12%</b>
Parking	<b>1%</b>
Trip Reduction Incentives	<b>0%</b>
<b>Total</b>	<b>15%</b>



## 5 Conclusions & Recommendations

### 5.1 Conclusions

The main findings and conclusions of this study are as follows:

- ▶ The site plan application proposes to reorganize the existing Erinview Retirement Residence to remove the long-term care units and to redevelop the site to include seniors independent living units. Build-out is anticipated to occur in two phases with completion by Year 2023.
- ▶ Following build-out, the proposed parking supply is 71 spaces for 61 retirement dwelling units and 77 seniors independent living units (138 total units).
- ▶ The forecast parking demand is estimated to be approximately 63-70 spaces. With 71 parking spaces provided, the site's parking demand is forecast to be less than the proposed parking supply.
- ▶ By including several Transportation Demand Management (TDM) measures the site's parking demand can be managed to further reduce the future parking demand. Furthermore, the site's proximity to existing transit service and future BRT can assist in not only lowering the site's transportation impact but also the site's parking demand.

### 5.2 Recommendations

Based on the findings of this study, the following is recommended:

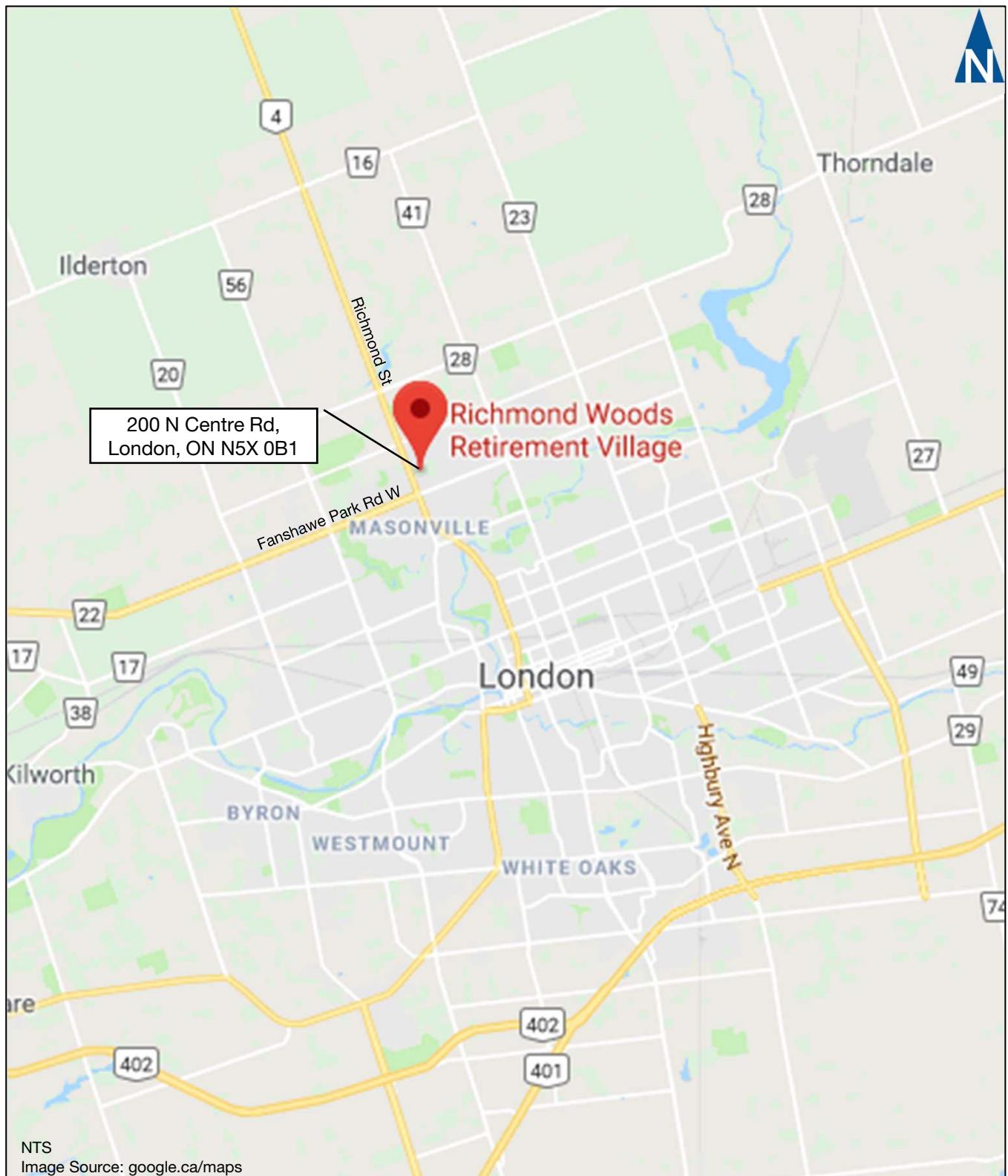
- ▶ The TDM measures outlined in **Section 4** could be considered for integration into the site plan or implemented by the site's operator post build-out.
- ▶ The underground parking spaces be assigned to residents. The at grade parking supply should be shared between all user groups, with only the accessible parking supply directly assigned.



## **Appendix A**

## **Parking Survey Data**





## Location of Richmond Woods Retirement Village

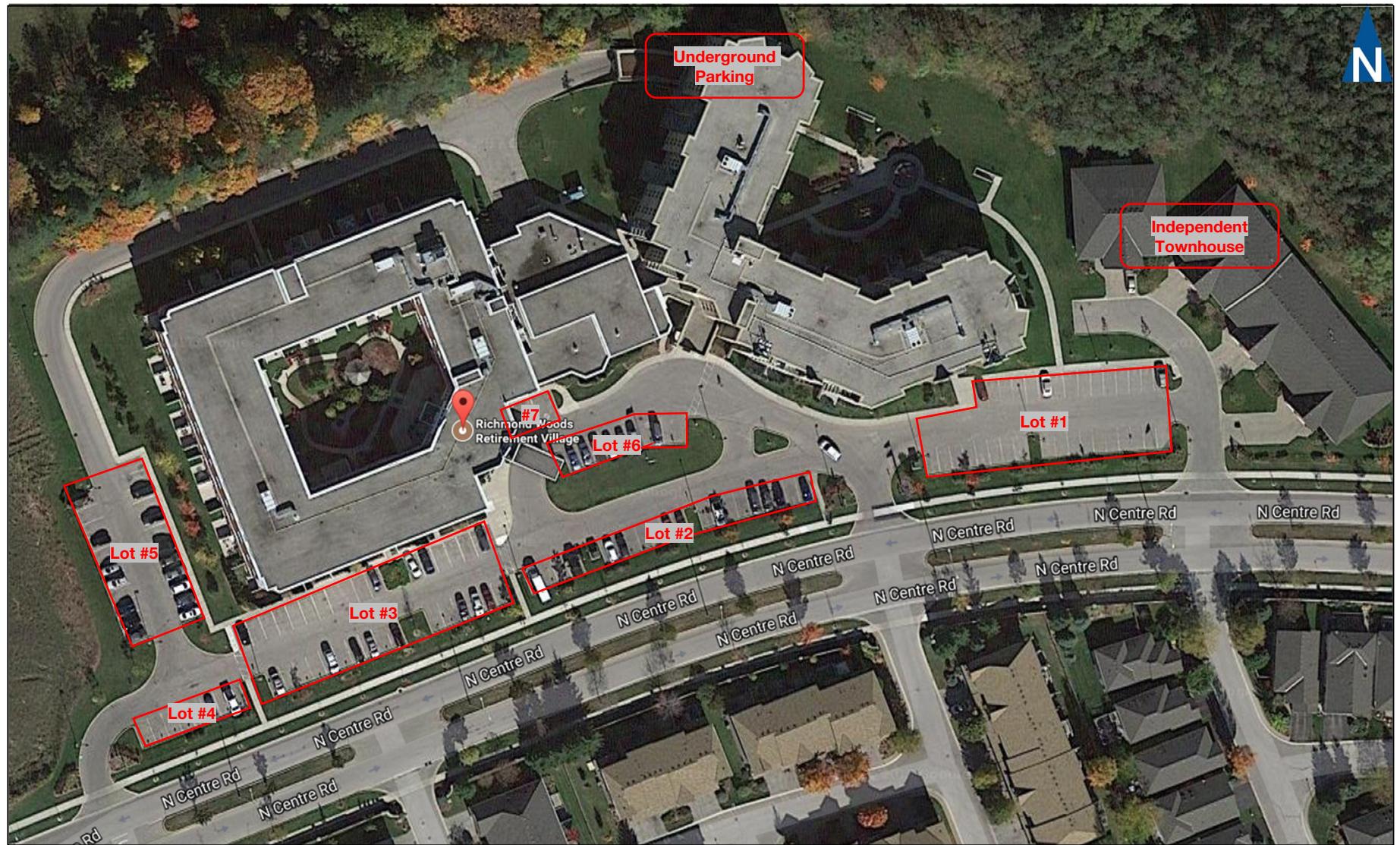
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**Location:** 200 N Centre Rd, London, Ontario  
Richmond Woods

Type	Units
In. Living	102
RR	130
Employees	45
<b>Total</b>	<b>232</b>

Occupancy Full at Survey

Lot	Resident	Visitor	Employee	Total
Underground	102			<b>102</b>
Lot 1		34		<b>34</b>
Lot 2	20			<b>20</b>
Lot 3	32			<b>32</b>
Lot 4		8		<b>8</b>
Lot 5			23	<b>23</b>
Lot 6		8		<b>8</b>
Lot 7		2		<b>2</b>
<b>Total</b>	<b>154</b>	<b>52</b>	<b>23</b>	<b>229</b>
<b>Spaces/Unit</b>	<b>0.66</b>	<b>0.22</b>	<b>0.10</b>	<b>0.99</b>



## Richmond Woods Retirement Village Parking Lot Layout

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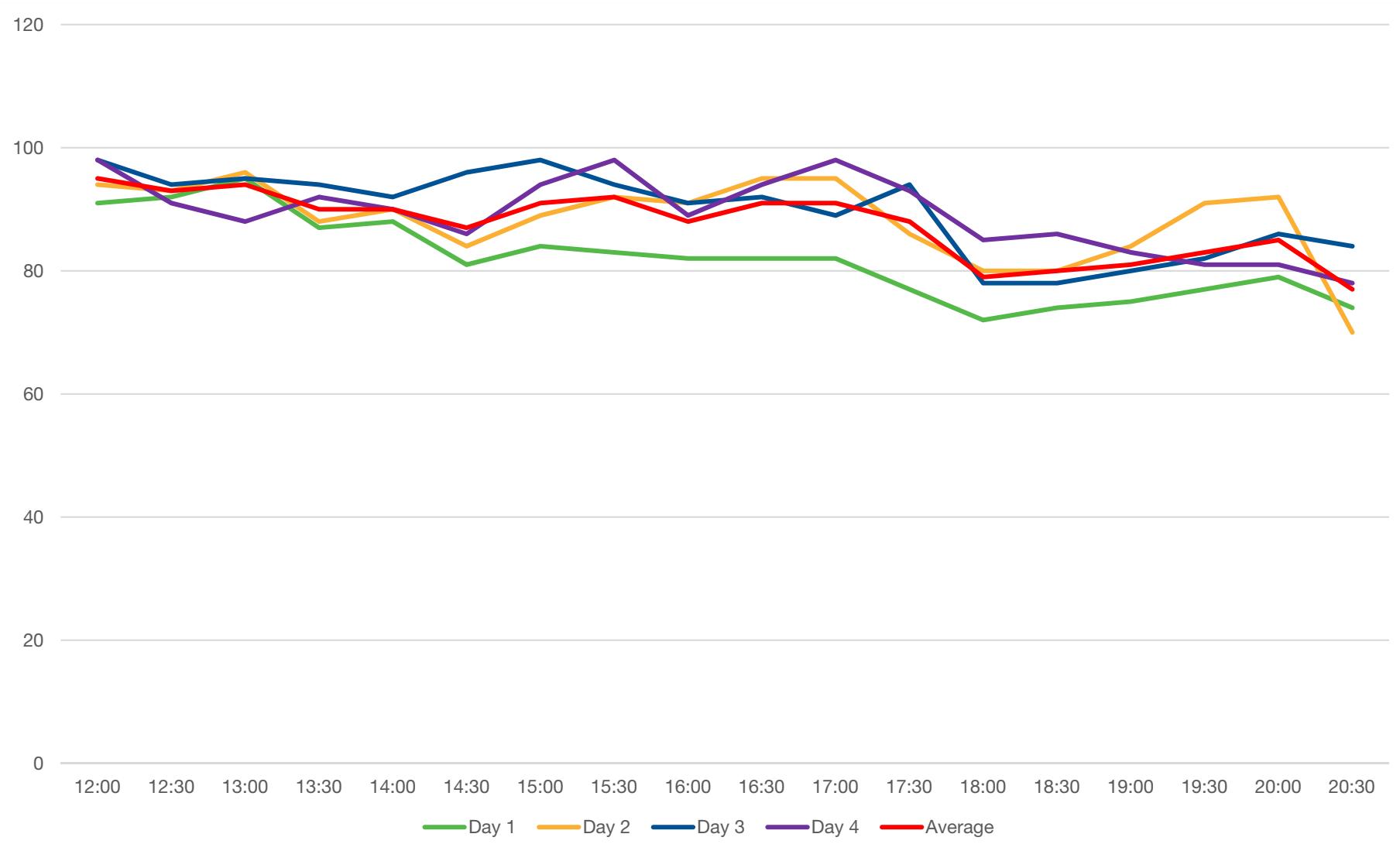
**Wednesday, 13 December 2017**

Thursday, 14 December 2017

**Wednesday, 20 December 2017**

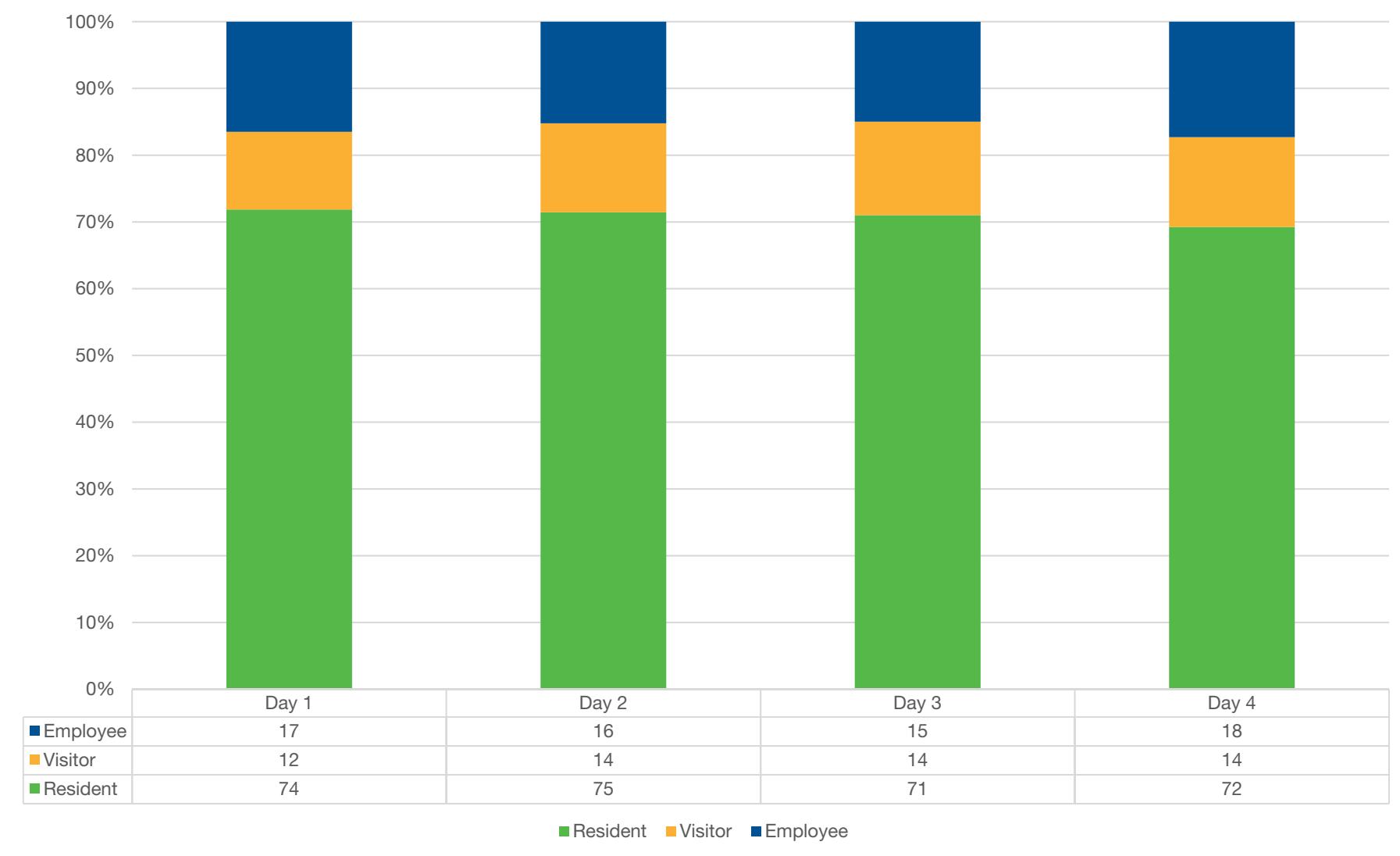
Thursday, 21 December 2017

Time	Parking Demand					Percent Peak Utilization				
	Day 1	Day 2	Day 3	Day 4	Average	Day 1	Day 2	Day 3	Day 4	Average
12:00	91	94	98	98	95	96%	98%	100%	100%	100%
12:30	92	93	94	91	93	97%	97%	96%	93%	97%
13:00	95	96	95	88	94	100%	100%	97%	90%	98%
13:30	87	88	94	92	90	92%	92%	96%	94%	95%
14:00	88	90	92	90	90	93%	94%	94%	92%	94%
14:30	81	84	96	86	87	85%	88%	98%	88%	91%
15:00	84	89	98	94	91	88%	93%	100%	96%	96%
15:30	83	92	94	98	92	87%	96%	96%	100%	96%
16:00	82	91	91	89	88	86%	95%	93%	91%	93%
16:30	82	95	92	94	91	86%	99%	94%	96%	95%
17:00	82	95	89	98	91	86%	99%	91%	100%	96%
17:30	77	86	94	93	88	81%	90%	96%	95%	92%
18:00	72	80	78	85	79	76%	83%	80%	87%	83%
18:30	74	80	78	86	80	78%	83%	80%	88%	83%
19:00	75	84	80	83	81	79%	88%	82%	85%	85%
19:30	77	91	82	81	83	81%	95%	84%	83%	87%
20:00	79	92	86	81	85	83%	96%	88%	83%	89%
20:30	74	70	84	78	77	78%	73%	86%	80%	80%
<b>Peak</b>	<b>95</b>	<b>96</b>	<b>98</b>	<b>98</b>	<b>95</b>					



## Parking Demand - Overall

Erinview Independent Senior's Living Parking Justification  
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## Peak Parking Demand by User Group

Erinview Independent Senior's Living Parking Justification  
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## Appendix B

# Region of Waterloo TDM Worksheet





## Parking Management Worksheet

Version 9/18/2013

Case Study:	170296	Site Context:	Site Plan
Date:	January 2018	Reduction Worksheet No:	1

"Urban Growth Centres - (UGC) area classification includes the Downtown / Uptown and RT Station Areas of Kitchener, Waterloo and Cambridge.

"Intensification Corridor" (IC) classification is applied to sites within 800 metres of the future CTC line

"Other" classification applies to all other sites

Please highlight the cell percentages applicable to your development under the appropriate classification. Please note that the Parking Management Worksheet and the Transportation Demand Management (TDM) Checklist are not designed for residential properties, but can be used for mixed-use developments. Local municipalities are the decision-making bodies with respect to consideration of parking reductions below Zoning By-law requirements.

TABLE A Pedestrian and Cyclist Orientation				
In creating an environment that supports pedestrian and cycling activity, the public realm must be accessible, safe, and comfortable to encourage movement on the street and in the surrounding area(s). These facilities and features should encourage walking and cycling.				
	Features	UGC	IC	Other
A1	Development incorporates functional building entrances that are oriented to public space or to locations where pedestrians and transit users arrive from such as a street, square, park or plaza.	1%	1%	1%
A2	Continuous sidewalks (1.5m min. width) are provided along both sides of all adjacent public streets and pedestrian walkways (1.5m min width) are provided through large parking areas to link the building with the public street sidewalk system	0%	0%	1%
A3	Non-Residential: Development provides secure bike storage for 4% of the building occupants	2%	2%	1%
A4	Shower and change facilities provided on-site consistent with LEED requirements.	1%	1%	1%
A5	Provision of active uses at-grade along street frontages.	1%	1%	1%
<b>Category Maximum</b>		4%	4%	4%
<b>Available Parking Reduction</b>			2%	

TABLE B Public Transportation Access				
The availability and proximity of convenient public transit service with direct pedestrian linkages to the building will provide viable travel options for employees, visitors and residents.				
	Features	UGC	IC	Other
B1	Bus shelters with seating are provided at the transit stop immediately adjacent to the development, in consultation with Transportation Planning at the Region of Waterloo	0%	0%	1%
B2	Information regarding public transit routes, schedules and fares are provided in an accessible and visible location on site and in adjacent bus stops	0%	0%	1%
B3a	Located in an UGC or within 800 m of a future Rapid Transit Station	24%	12%	0%
B3b	Located within 600m a transit route with 15 minute headways (or less) or is located in a designated mixed use corridor or node. <b>Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.</b>	-	-	3%
B3c	Located within 400 metres of a bus service with headways of 15 min to 30 min. <b>Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.</b>	-	-	1%
<b>Category Maximum</b>		24%	12%	5%
<b>Available Parking Reduction</b>			12%	

TABLE C Parking				
Vehicle parking facilities can affect the character, travel mode and cost of a development. Reducing parking supply to match expected demand can have a positive influence on the selection of alternative travel modes.				
Features	UGC	IC	Other	

<b>C1</b>	Provides priority parking for carpooling/vanpooling participants equivalent to 5% of employee spaces	0%	0%	5%
<b>C2</b>	Commercial Uses: Provide car-share spaces equivalent to 2% of building occupants	2%	2%	0%
<b>C3</b>	Implements paid parking system on all or part of the site (e.g. parking permits, paid parking zones near main entrances)	2%	2%	1%
<b>C4</b>	Parking is not located on major street frontage.	0%	<b>0%</b>	1%
<b>C5</b>	25% to 50% of parking is located underground or in a structure	2%	<b>1%</b>	0%
<b>C6</b>	50% to 75% of parking is located underground or in a structure	4%	2%	0%
<b>C7</b>	75% of parking or more is located underground or in a structure	5%	3%	0%
<b>Category Maximum</b>		<b>6%</b>	<b>4%</b>	<b>6%</b>
<b>Available Parking Reduction</b>			<b>1%</b>	



### Sample Parking Reduction Worksheet

**FORM-2**

<b>Case Study:</b>	170296	<b>Site Context:</b>	
<b>Date:</b>	January 2018	<b>Worksheet No:</b>	1

TABLE D Trip Reduction Incentives				
A formal TDM plan will identify specific initiatives that will be initiated in order to encourage reduced single occupant vehicle travel.				
	<b>Features</b>	<b>UGC</b>	<b>IC</b>	<b>Other</b>
<b>D1</b>	The building owner/occupant will provide a ride matching service for car/vanpooling	0%	0%	1%
<b>D2</b>	The building owner/occupant will provide emergency ride home options	3%	2%	1%
<b>D3</b>	The building owner/occupant will provide subsidized transit passes for all occupants for a period of two years	10%	4%	2%
<b>D4</b>	The building owner/occupant agrees to charge for parking as a separate cost to occupants	10%	5%	2%
<b>D5</b>	The building owner/occupant agrees to provide reduced cost for users of car/van pool, bicycle, moped/motorcycle spaces	0%	0%	1%
<b>D6</b>	The development agrees to join Travelwise (TMA) that provides the same services outlined under items D1 and D2	9%	6%	4%
	<b>Category Maximum</b>	<b>23%</b>	<b>11%</b>	<b>7%</b>
	<b>Available Parking Reduction</b>		<b>0%</b>	

TABLE E Parking Reduction Summary					
<b>Category</b>	<b>Reduction Achieved</b>	<b>Maximum Achievable Reduction</b>			<b>Comments</b>
		<b>UGC</b>	<b>IC</b>	<b>Other</b>	
Pedestrian & Cyclist Orientation	<b>2%</b>	4%	4%	4%	
Public Transit Access	<b>12%</b>	24%	12%	5%	
Parking	<b>1%</b>	6%	4%	6%	
Trip Reduction Incentives	<b>0%</b>	23%	11%	7%	
<b>TOTAL</b>	<b>15%</b>	<b>57%</b>	<b>31%</b>	<b>22%</b>	

TABLE F TOTAL REDUCTION ACHIEVED	
	<b>15%</b>

Comments:

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