PROPOSED CONDOMINIUM
233, 249, 261 COLDWATER ROAD WEST
ORILLIA, ONTARIO

PARKING JUSTIFICATION STUDY

PROJECT NO. n2123

Prepared By:

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June 09, 2026

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Introduction

n Engineering Inc. is pleased to submit this parking justification study in regards to the parking reduction for the proposed condominium building development located at 233, 249, 261 Cold Water Road West, Orillia, Ontario. This study reviews the following main aspects of the development from a transportation engineering perspective:

- The City of Orillia's Zoning By-Law minimum parking requirements for the proposed development;
- Parking study of a Proxy Site with similar nature of development in proximity of the area to compare the actual parking supply and demand;
- Devise options available to manage the parking demand and recommend optimum usage of parking spaces for the proposed development that can be accommodated by the proposed parking supply

A Terms of Reference (TOR) was approved by the City to follow for the study as the guideline criteria. Refer to Appendix A1 for email correspondence.

Site Description and Assessments

As per the site plan provided by n Architecture Inc. (Refer Appendix B1), the proposal includes the development of an 8 storey condominium building with 200 residential units and gross floor area of 21964.36 m^2 within 3.81 acre land. The site is currently vacant and is located at 233, 249 and 261 Coldwater Road, Orillia, Ontario. The site plan proposes one full movement access coming off of Cold Water Road. The site is governed by the City of Orillia's Zoning-By-Law 2014-44 zoned as Residential R5i (H2).

There is a church and commercial plaza on the west side of the proposed site. Majority of the land-use in this area and along the Cold Water Road is low density residential development.

Coldwater Road is the major arterial axis that runs east to west and connects the Orillia's downtown area with Highway 12. Figure 1 and 2 shows the site location and Figure 3 shows the Site Plan.



Figure 1 - Site Location



Figure 2 - Existing Condition Street View of Proposed Site via Google Maps

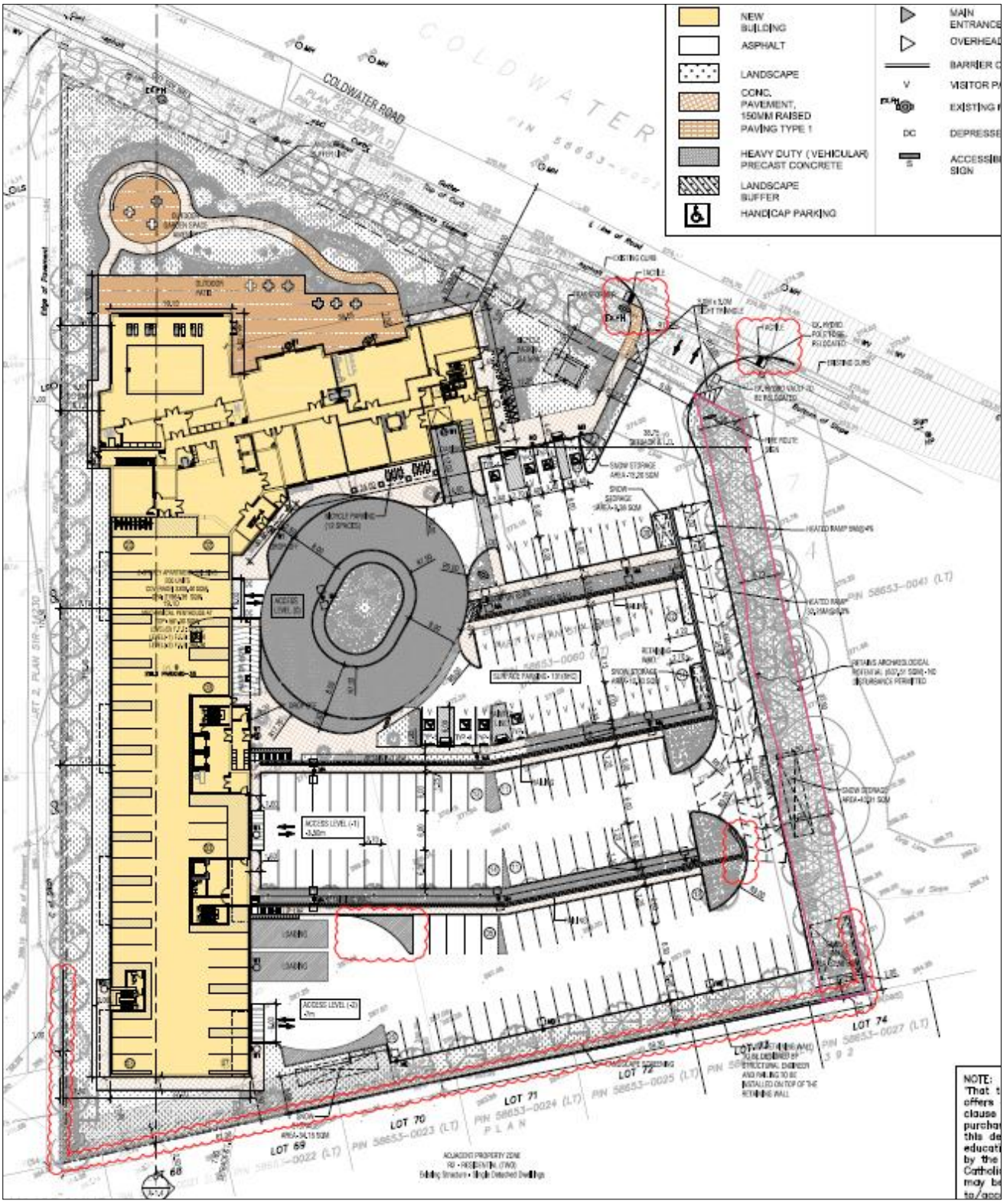


Figure 3- Proposed Site Plan

As per the City's Zoning By-Law provisions (section 6.2-Table 6.1), the parking requirements and proposed parking spaces for the proposed residential development is calculated and summarized in the Table1 below.

Table 1 - Parking Space Calculations

Land-use	Parking Rate Based on ZBL Table 6.1	Required Spaces	Proposed	Deficit
Residential Building - 200 Units	**@ 1.5 spaces / Dwelling unit** including visitor and accessible parking	**300**	**255**	**-45**
Parking Requirement Breakdown				**Difference**
Tenant Parking Spaces	75% of Total	225	214	-11
Visitor Parking Spaces Inc (B.F)	25% of Total	75	41	-34
Accessible Parking Space	2+ 2% of Total Parking Spaces	9	9	0
Total Parking Spaces Inc (B.F)		**300**	**255**	-45
Bicycle Parking	1 space / 10 vehicular parking spaces	30	36	+6

Table 1 show that a minimum 300 parking spaces are required to be provided to meet the ZBL requirements. However, the site plan shows that 255 vehicular parking spaces and 36 bicycle parking spaces are provided which doesn't meet the ZBL minimum requirements for vehicular parking and shows a deficiency.

n Engineering has conducted the parking demand analysis for this building to check if the proposed parking spaces meets the future parking demand and the reduction is justifiable based on the engineering judgment, site condition and Proxy-Site Parking survey.

The following sections in this report will provide detailed explanations based on actual parking survey data of a similar nature of development to justify the number of provided parking spaces will be sufficient to meet the demand for the proposed development. In this respect a Proxy Site parking survey was conducted to determine the actual parking demand.

Parking Survey Methodology

As per the approved Terms of Reference, a parking utilization survey was conducted in a proxy site with similar nature and intensity of development at an existing nearby Condominium building to capture the actual peak parking demand and usage pattern. This proxy site is located 3.3 km away from the proposed development within the City of Orillia and has similar building and site layout. The survey methodology, time and location of proxy site were confirmed by the staff and parking review committee at the City of Orillia. Refer Appendix A1 for the correspondence in this regard. A staff member from n Engineering Inc. conducted a two day parking survey at Panoramic Point - 354 Atherley Rd, Orillia, Ontario.

The details of the parking survey is described below. Refer to Figure 3 for the location of proxy site.



Figure 4- Proximity of Proposed Site and Proxy Site at City of Orillia

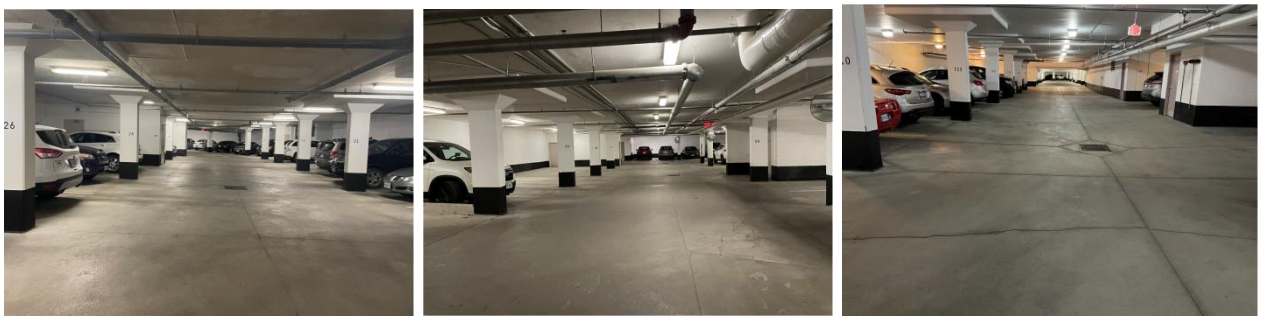
Parking Survey at the Proxy Site: Condominium Building

- **Address** : Panoramic Point - 354 Atherley Road, Orillia, Ontario
- **Type of Building** : 8 storey Condominium building with 98 dwelling units
- **Parking Capacity** : 152 Parking Spaces (120 Tenant spaces & 32 visitor spaces)
- **Survey Date** : Wednesday, September 14th, 2022 (Weekday)and Saturday, September 17th, 2022 (Weekend)
- **Survey Time** : From 6 AM to 11PM for both days. This will ensure the AM, PM and off-peak periods are analyzed. If the peak does not decrease within the specified hours, counts will be taken until the peak drops
- **Data Collection Method** : Cars in parking spots to be counted at every 30 minute interval
  : Observed parking data will be collected that includes Occupied Marked parking spaces, Vehicles Parked on Unmarked Places, Curbside and Employee Parking

Comparing the two sites, the proposed development and proxy site are anticipated to have similar travel behavior due to their close proximity and being located in the same city with residents with same socio economic and demographic characteristics.



Figure 5 - Proxy Site Location



Morning Midday Evening



Morning Midday Evening

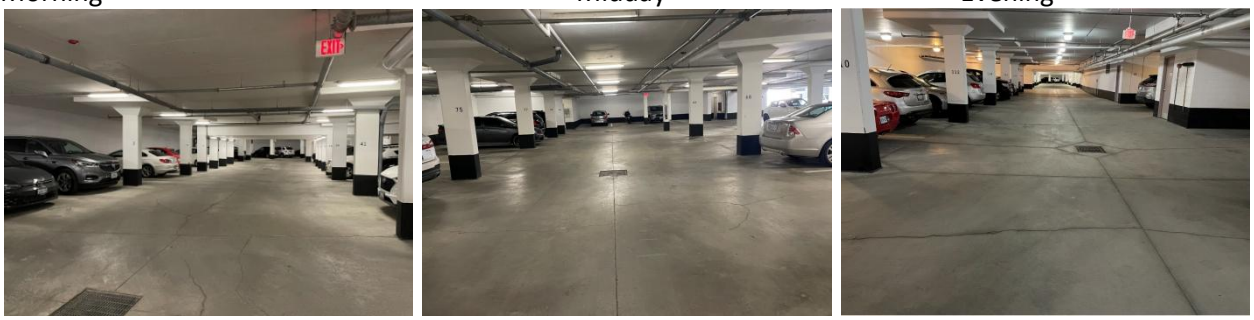


Figure 6- Parking Utilization Pattern of Proxy Site

Parking Survey Results

The Parking survey was conducted at the proxy site for two days. Following are brief results of the survey:

- Survey Date & Time : Wednesday September 14, 2022 from 6:00 AM to 11:00 PM
  Saturday September 17, 2022 from 6:00 AM to 11:00 PM
- Data Collection : Occupied Parking spaces were counted at every 30 min interval
- Parking Supply Rate : The parking supply rate for the proxy building is 1.55 spaces/unit
- Parking Utilization % : Maximum parking utilization rate was observed (64%) as 97 spaces occupied out of 152
- Parking Utilization Rate : The maximum observed parking utilization rate on weekday was 0.99 spaces per unit (this includes visitor and accessible parking)
- Weekday Peak Demand : The observed peak parking utilization rate for weekday was recorded as 97 parking spaces in the early morning multiple intervals occupying 64% of the total parking capacity
- Weekday Off Peak Demand : The observed lowest parking utilization on the weekday was 74 spaces occupied during the mid-day
- Weekend Peak Demand : The observed peak parking utilization rate for weekend was recorded as 93 parking spaces at multiple intervals occupying 61% of the total parking capacity
- Weekday Off Peak Demand : The observed lowest parking utilization on the weekend was 69 spaces occupied during the mid-day

Parking Survey data tabulated for both days is presented in Table 2. Refer Appendix C1 for the parking survey sheets.

Table 2 - Parking Occupancy Survey Summary

Survey Date: 14th September 2022			Survey Date: 17th September 2022	
Time	**Number of Occupied Parking Spaces**	**Parking Utilization Rate (space/unit)**	**Number of Occupied Parking Spaces**	**Parking Utilization Rate (space/unit)**
6:00	97	0.99	91	0.93
6:30	97	0.99	91	0.93
7:00	96	0.98	91	0.93
7:30	94	0.96	91	0.93
8:00	91	0.93	91	0.93
8:30	90	0.92	90	0.92
9:00	85	0.87	90	0.92
9.:30	81	0.83	85	0.87
10:00	79	0.81	84	0.86
10:30	82	0.84	81	0.83
11:00	84	0.86	79	0.81
11:30	87	0.89	79	0.81
12:00	88	0.90	78	0.80
12:30	76	0.78	77	0.79
13:00	69	0.70	74	0.76
16:00	71	0.70	80	0.76
16:30	72	0.70	81	0.76
17:00	74	0.72	80	0.82
17:30	77	0.73	82	0.83
18:00	85	0.76	84	0.82
18:30	80	0.79	85	0.84
19:00	82	0.87	87	0.86
19:30	82	0.82	87	0.87
20:00	82	0.84	88	0.89
20:30	87	0.84	90	0.89
21:00	88	0.84	91	0.90
21:30	90	0.89	91	0.92
22:00	95	0.90	92	0.93
22:30	95	0.92	93	0.93
23:00	95	0.97	93	0.94
Max Utilization %	**64%**	-	**61%**	-

Figure 7 and 8 below shows the parking utilization pattern during the day based on the survey data for the weekday and weekend.

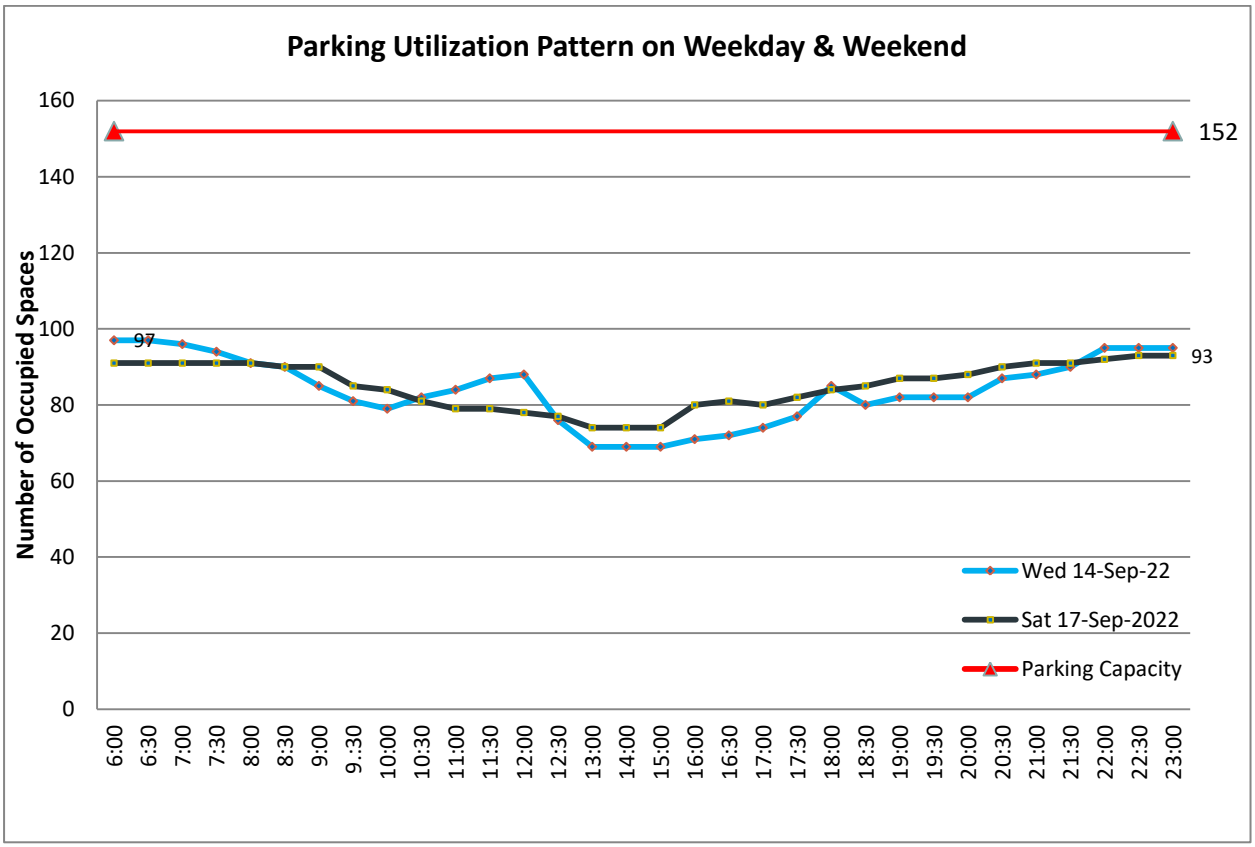


Figure 7 – Parking Utilization Pattern on Weekday and Weekend

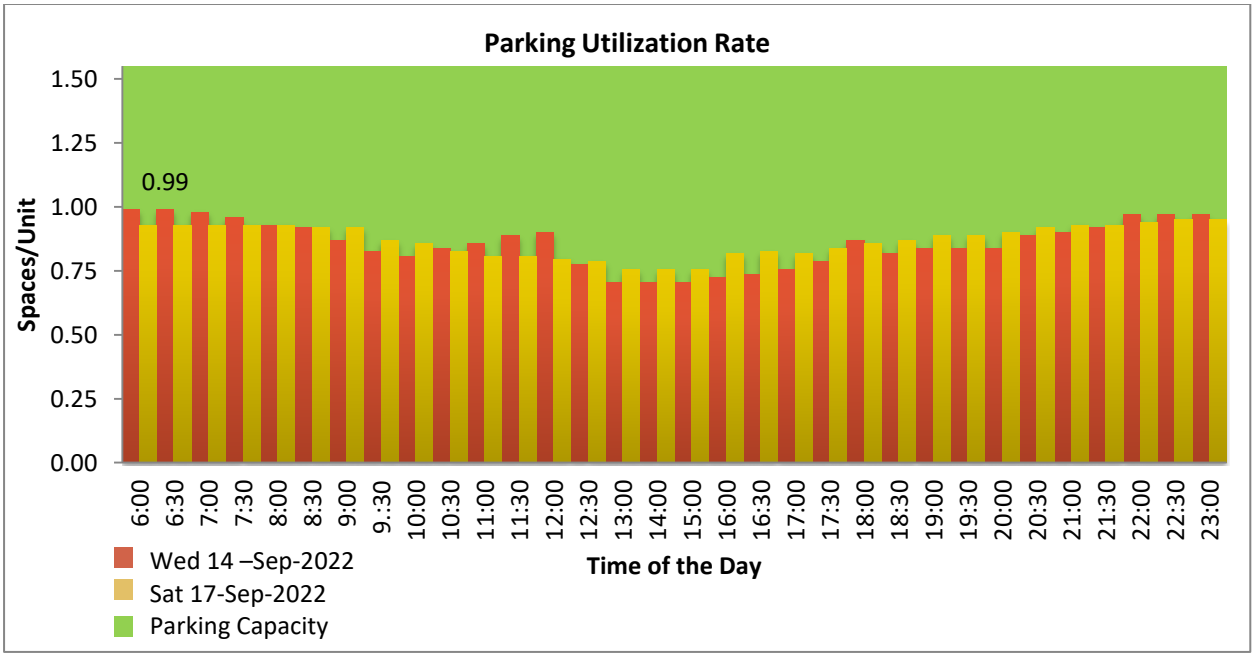


Figure 8-Parking Utilization Rate for Weekday and Weekend

The parking survey results reflect typical diurnal pattern indicating that parking usage is highest early in the morning and late night as most of the residents stay home and gradually decreases during the day with the lowest at mid-day. Tenants were parking their cars on their own designated parking spaces and no curbside, parking on unmarked places was observed as there were enough vacant parking spaces for visitors to park.

However, it is important to note that 97 parking spaces were occupied during the peak hour (late night- to- early morning) utilizing maximum 64% of the total parking's capacity. This results in a parking utilization ratio of 0.99 spaces per unit including visitor and accessible spaces. The survey indicates that actual parking demand is far below the City's By-Law threshold minimum requirement.

Other Municipal Parking Standards & Studies

This section provides a review of City of Orillia and other city's municipal parking standards and parking studies have been discussed.

The city of Orillia has blanket parking standards for citywide residential land use with some specific provisions for some specific zones. The city's By-Law provides minimal parking requirements (0.75 spaces/unit) in downtown area while in some intensification development areas (i.e. R5-11*i*), the parking requirements have been reduced to 1.25 spaces per unit.

Other surrounding cities such as Barrie, New Market, Guelph, and Cambridge parking standards for multi unit residential developments have also been reviewed. Table below shows the parking rates applied by different Municipalities.

Table 3- Parking Standards of Orillia and Surrounding Cities for Residential Land-use

Municipality	Parking Rate
City of Orillia	Citywide Blanket Rate: 1.5 spaces/unit Downtown Area: 0.75 spaces/unit Zone (R5-11*i*): 1.25 spaces/unit
Barrie (Urban Growth Center)	1 space /unit
New Market (Urban Growth Center)	0.8 to 1.4 spaces/unit
Guelph	1.25 spaces/unit
Kitchener (Urban Growth Center)	1 space/unit
Cambridge	1.25 spaces/unit

ITE's Parking Generation Manual also provides recommended values for parking rates for different land-uses. Land-use Code 221 Multifamily Housing (Mid-rise) is applicable to this case as shown in table below. Refer Appendix E1 for ITE Manual Excerpt.

Table 4- ITE Parking Generation Manual Land-use Code 221 Parking Rates

Urban Setting	Average Rate (space/unit)	Range (space/unit)
General Urban/ Suburban	1.31	0.75-2.03
Dense Multi-Use Urban	0.9	0.17-2.72

It can be observed from the above tables that most of the municipalities have reduced the minimum parking requirements on the locations to seek potential of reducing tendency on auto dependent trips such as downtown, high density and mixed use developments as well as Intensification Development areas. Similarly the ITE's parking manual indicates lower rates towards urban and higher rates towards suburban developments where auto dependency is high. The proposed site entitled as Planned Intensification Area in the Official Plan and being within 1.5 km radius of downtown area can be considered as dense multi-use urban. Thus the proxy site parking demand also reasonably falls within range of other cities By-Laws.

Analysis

The proxy site is very similar in terms of nature and intensity of development as well as both sites exists in the same city. This means that most of other factors affecting parking demand such as socio economic status, car ownership, demography etc. would be similar for the population residing in the new building. Therefore, the parking demand rate of this building is deemed to be justifiable to use for the proposed building. The following parking rates have been examined for the proposed building:

Table 5- Comparison of Parking Rates

Reference	Parking Rate	Required Parking Spaces
Zoning By-Law Requirements	1.5 space/ unit	300
Other nearby cities By-Laws widely used values & Zone (R5-11$_i$) of City of Orillia's By-Law	1.25 space/ unit	250
Actual Survey Data of Similar Building	0.99 Space/ unit	198
ITE Parking Generation Manual Land-use Code 221 Multifamily Housing (Midrise) /Dense Multi Use Urban Area	0.9 space/ unit	180
Site Plan Proposed	**1.275 space/unit**	**255**

It can be concluded that the parking supply provided in the site plan is within reasonable range of the all above compared parking rates. Thus it is expected that the proposed parking supply will meet the future parking demand.

Zoning Maps of the proxy site location and proposed development location are provided in Appendix D1.

Policy Context

City of Orillia's Transportation Master Plan, recommends Parking-Based Transportation Demand Management Strategies to promote alternative travel options for residents and reduce auto reliance. The document specifically recommends review of the generic blanket parking rate reduction for the areas where there is opportunity of promoting active transportation and transit oriented development. Refer Appendix F1 for the excerpts from Transportation Master Plan.

The proposed site as (Planned Intensification Area) has the potential to support the above TDM strategy as the cold water road being main corridor for the downtown with transit stops, the site nearby downtown and the available bike lanes & sidewalks would provide alternative travel options for residents of this property which will result in reduced parking demand.

Potential Parking Strategies

Additional parking strategies, such as unbundled residential parking may also be implemented to further reduce the required parking supply. By proposing unbundled parking, residents have the options of renting a parking space for an additional fee or renting a parking space if not needed. Rather than providing each unit with a space, unbundled parking ensures that only those residents requiring a space have access to one; whereas residents who do not require a space save on their monthly rental costs.

Unbundled parking is considered a fair approach as only those requiring parking will pay for the space, rather than having the cost of parking shared to all residents regardless of use. This can reduce the total amount of parking required to support the needs of the development.

Furthermore, the Site Plan provides 38 bicycle parking racks which can also promote use of active transportation and reduced parking demand.

Summary & Conclusion

This parking justification study has reviewed the proposed parking supply for the proposed residential development at 233, 249 & 261 Cold Water Road West, City of Orillia. There is a deficit of 45 parking spaces for the proposed development calculated as per the City's Zoning By-law. n Engineering Inc. conducted an investigation on the parking demand using a proxy site survey of a similar site that was within a 3.3 km radius of the proposed development site area.

The proxy site parking survey was completed at Panoramic Point - 354 Atherley Road, Orillia, Ontario. The maximum parking occupancy observed at this condominium building was 64% of the total capacity (97 spaces occupied out of 152 spaces) indicating peak demand rate of 0.99 spaces/

unit which is much lesser than ZBL minimum rate of 1.5 spaces/unit. Furthermore, the other comparable cities parking rates also indicate lesser minimum threshold values as compared to City of Orillia's blanket parking rate.

The site plan proposes 255 parking spaces at the rate of 1.275space/unit. While the proposed site plan parking supply rate does not satisfy the By-Law's minimum requirements, but it is supported by this study and is ultimately within reasonable range as compared to actual demand and other cities parking rates. Thus it is expected that the proposed parking supply will meet the future parking demand.

Furthermore, availability of separate bicycle lanes on Coldwater Rd W, availability of transit route and proximity of the site nearby downtown further helps reduce the auto travel demand and auto dependency and encouraging residents and commuters to use the alternative mode of travel. Additionally, unbundling parking spaces will help manage parking demand internally for those units with higher requirements vs. those who don't need it.

We trust that this study will provide appropriate information regarding parking demand for future development as proposed.

Respectfully Submitted,

n Engineering Inc.

Prepared by:



Sultan Ahmad Azizi
Transportation Analyst

Reviewed by:



Abu. S. Ziauddin M. Eng, P. Eng.
MUNICIPAL ENGINEER / PROJECT MANAGER

APPENDIX A1

Terms of Reference & Email Correspondence with City

From: Steven Murphy
To: Gurminder Jagjait | nEngineering Inc
Cc: "Abu Ziauddin | NEngineering Inc"; "Natalie Gervasio"; Lisa Dobson
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia
Date: September 9, 2022 3:53:06 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Hello Gurminder

Me and my colleague Lisa Dobson would like to see the count spread to a more of a middle week and weekend such as a Wednesday and Saturday

Thanks,

ORILLIA

Steven Murphy, P.Eng, P.M.P | Project Engineer - Transportation
Development Services and Engineering Department
Engineering Division
T: 705-418-3550
orillia.ca

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From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: September 9, 2022 3:33 PM
To: Steven Murphy <smurphy@orillia.ca>
Cc: 'Abu Ziauddin | NEngineering Inc' <az@nengineering.com>; 'Natalie Gervasio' <ng@narchitecture.com>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Steven,

Thank you for the help. I will give them a call.

We are looking to complete the two day parking survey at 354 Atherley Rd on Friday September 16, 2022 and Saturday September 17,2022. Please advise if this it suitable.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Steven Murphy [mailto:smurphy@orillia.ca]
Sent: September 9, 2022 3:26 PM
To: Gurminder Jagjait | nEngineering Inc
Cc: 'Abu Ziauddin | NEngineering Inc'; 'Natalie Gervasio'
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Gurminder,

I spoke with some more people and we do not have a contact for this building. At one point we had a document with a fair amount of contacts but that seems to have been lost in our transition to SharePoint. I would suggest calling the property to find out who is the current Condominium Corporation President and arrange with them your site access.

Thanks,

ORILLIA

Steven Murphy, P.Eng, P.M.P | Project Engineer - Transportation
Development Services and Engineering Department
Engineering Division
T: 705-418-3550
orillia.ca

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From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: September 9, 2022 1:32 PM
To: Steven Murphy <smurphy@orillia.ca>
Cc: 'Abu Ziauddin | NEngineering Inc' <az@nengineering.com>; 'Natalie Gervasio' <ng@narchitecture.com>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Steven,

I hope you are well.

This is just a follow up email. I was hoping you can provide the contact details of 354 Atherley Rd (Panoramic Point Condominium) so that they are aware we will be on-site for the parking study and so that we can access their underground parking without obstruction

Regards,



n Engineering Inc

gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: September 6, 2022 10:50 AM
To: 'Steven Murphy'

Cc: 'Abu Ziauddin | NEngineering Inc'; 'Natalie Gervasio'
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Good Morning Steven,

We have decided to complete the parking study at the proxy site of Panoramic Point Condominium Building at 354 Atherley Rd as it is the most similar to our proposed development.

Would you be able to provide the contact details of 354 Atherley Rd so that they are aware we will be on-site for the parking study and so that we can access their underground parking without obstruction.

I hope to hear from you soon. Thank you.

Regards,



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

*****Office Hours for Summer of 2022 : Mon to Thursday : 8 am to 5:30 pm | Friday : 8am to 12 pm | We will be back to the Regular Office Hours from 6th September 2022. *****

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From: Steven Murphy [mailto:smurphy@orillia.ca]
Sent: August 23, 2022 8:57 AM
To: Gurminder Jagjait | nEngineering Inc
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Gurminder,

I have spoken with our planning group and other transportation engineers. They do not know of any other buildings that could be used other than the ones suggested, however the thought of completing the study on both buildings might be the best way to get a more "average" count.

Thanks,

ORILLIA
Steven Murphy, P.Eng, P.M.P | Project Engineer - Transportation
Development Services and Engineering Department
Engineering Division
T: 705-418-3550
orillia.ca

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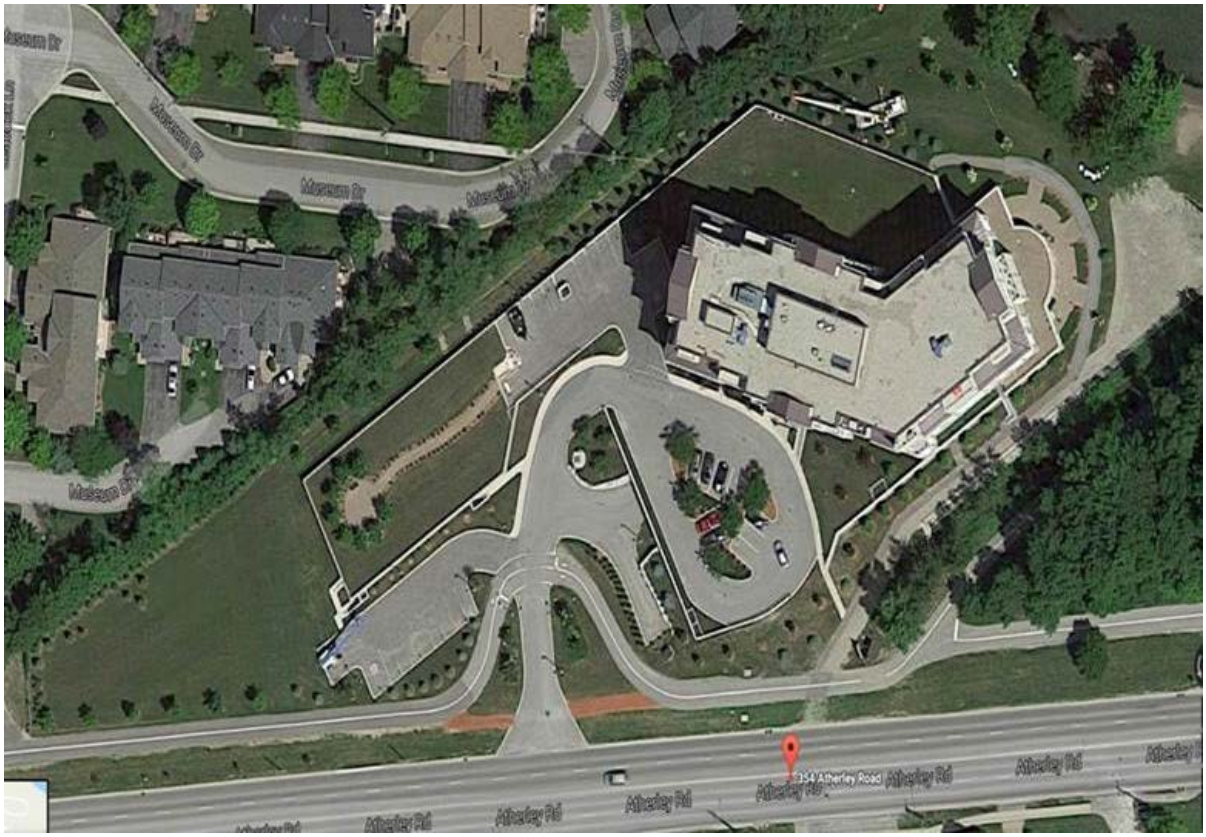
From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>

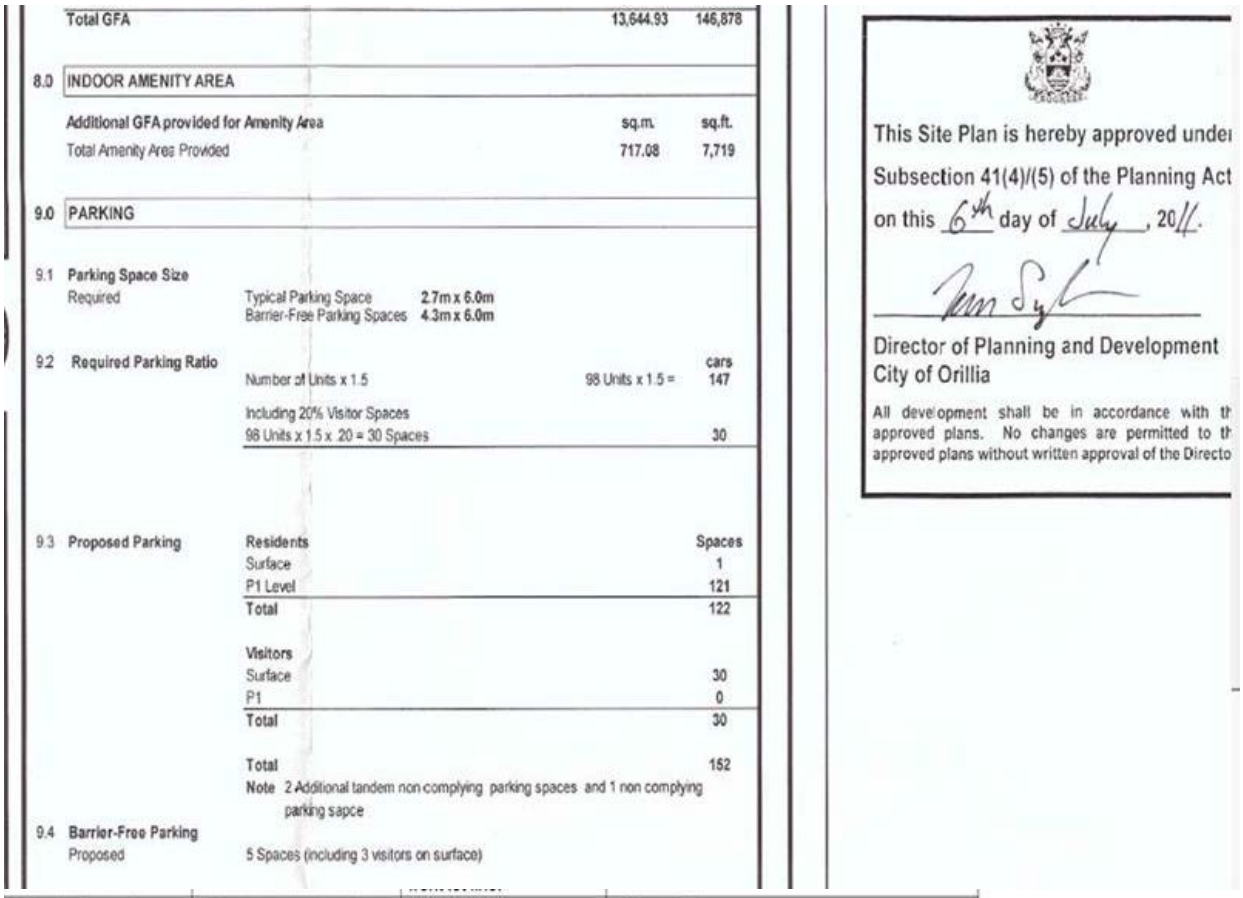
From: Steven Murphy
To: Gurminder Jagjait | nEngineering Inc
Cc: "Abu Ziauddin | nEngineering Inc."
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia
Date: August 15, 2022 10:48:29 AM
Attachments: image004.png
image006.png
image007.png
image008.png
image009.png

Hello Gurminder,

Please see the comments below from our planning group

Phase 1 of Panoramic Point building has currently been constructed with 8 storeys and 98 dwelling unit. The property currently has 152 parking spaces, which have been designed and allocated for the primary use of the existing building.





	Total GFA	13,644.93	146,878
8.0	INDOOR AMENITY AREA		
	Additional GFA provided for Amenity Area	sq.m.	sq.ft.
	Total Amenity Area Provided	717.08	7,719
9.0	PARKING		
9.1	Parking Space Size Required	Typical Parking Space 2.7m x 6.0m Barrier-Free Parking Spaces 4.3m x 6.0m	
9.2	Required Parking Ratio		cars
	Number of Units x 1.5	98 Units x 1.5 =	147
	Including 20% Visitor Spaces 98 Units x 1.5 x .20 = 30 Spaces		30
9.3	Proposed Parking	Residents	Spaces
		Surface	1
		P1 Level	121
		Total	122
		Visitors	
		Surface	30
		P1	0
		Total	30
		Total	152
		Note 2 Additional tandem non-complying parking spaces and 1 non complying parking sapce	
9.4	Barrier-Free Parking Proposed	5 Spaces (including 3 visitors on surface)	

This Site Plan is hereby approved under Subsection 41(4)/(5) of the Planning Act on this 6th day of July, 2011.

Director of Planning and Development
City of Orillia

All development shall be in accordance with the approved plans. No changes are permitted to the approved plans without written approval of the Director

S.3.16.1.2 - # of parking spaces (total)	1.5 spaces per dwelling unit of which 20% shall be for visitor parking Phase 1: 147 of which 30 visitor of which 2 disabled	152 spaces	* Meets ZBL * 98 units * 121 spaces proposed under P1 of Phase 1 (all for residents) plus 3 non-compliant parking spaces * 31 surface parking space (of which 1 space is for a resident) = 30 surface visitor parking spaces
S. 3.16.1.1 - # of disabled parking spaces	1% of required parking = 2 disabled spaces	5 disabled spaces	* Meets ZBL * The spaces are required to be sized, signed and reserved for the disabled * 2 disabled spaces underground (for residents) plus 3 disabled parking spaces on

H:\D11 Site Plan Control\2007\D11-129 Panoramic Point_354 Atherley Road\Site Plan Amendment_Received June 18 2010_Revised Site Works & Underground Parking\Zoning Compliance Check_Site Plan Amendment_October 2010.doc

36 Parking Spaces will be required to be constructed as per Zoning Exception R5-3i, for the Development of Phase 2 as an Apartment Dwelling with a proposed 24 units of those 36 parking spaces 20% will have to be devoted to visitor parking (8 Parking Spaces). – Phase 2 has not been constructed and the lands to which it was to be developed were sold, so its likely this design will change.

From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: August 15, 2022 8:31 AM
To: Steven Murphy <smurphy@orillia.ca>
Cc: 'Abu Ziauddin | nEngineering Inc.' <az@nengineering.com>

Subject: FW: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Steven,

This is a follow-up on the email sent by me last week. I hope to hear from you soon.

Regards,

n Engineering Inc



gurminder jagjait |EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: August 11, 2022 10:19 AM
To: 'Steven Murphy'
Cc: 'Abu Ziauddin | nEngineering Inc.'; 'Wesley Cyr'; 'Lisa Dobson'
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Steven,

The previous proxy site chosen for a parking study for the proposed development at 233 Coldwater Rd, Orillia (8-storey, 225 units) was the apartment Noble Towers at 391 Barrie Rd, Orillia. This site has 84 parking spots and 82 units.

I believe a more suitable proxy site would be the condominium Panoramic Point at 354 Atherley Rd, Orillia which is an 8-storey, 98 unit condo.

Would you be able to help me obtain more information about the new possible proxy site including the number of parking spaces and confirming the number of units.

I hope to hear from you soon. Thank you.

Regards,

n Engineering Inc



gurminder jagjait |EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Steven Murphy [mailto:smurphy@orillia.ca]
Sent: August 2, 2022 4:13 PM
To: Gurminder Jagjait | nEngineering Inc
Cc: 'Abu Ziauddin | nEngineering Inc.'; Wesley Cyr; Lisa Dobson
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Thank you for the updates.

From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: August 2, 2022 9:01 AM
To: Steven Murphy <smurphy@orillia.ca>
Cc: 'Abu Ziauddin | nEngineering Inc.' <az@nengineering.com>; Wesley Cyr <WCyr@orillia.ca>; Lisa Dobson <LDobson@orillia.ca>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Good Morning Steven,

I hope you enjoyed the long weekend. The comments to your questions are provided below in red.

If you any other questions, please do not hesitate to contact me. Thank you.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Steven Murphy [mailto:smurphy@orillia.ca]
Sent: July 29, 2022 2:16 PM
To: Gurminder Jagjait | nEngineering Inc
Cc: 'Abu Ziauddin | nEngineering Inc.'; Wesley Cyr; Lisa Dobson
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Thank you for the response.

- To summarize you will be completing two counts, one weekday and one weekend.
  - Are there specific days of the week you suggest?

[n Eng] – There will be two counts completed, the days will be Friday and Saturday to ensure weekday and weekends are accounted for.

- The count will start at 6am
  - Weekday or Weekend?
    - If the weekend count starts and ends differently what are the suggested hours?
    - Will the weekend count be equal duration to the weekday?

[n Eng] – The weekday and weekend count timings will be the same.

- With the expected peak being around 9pm to 11pm, the 13hr window originally planned for will not include those hours

- Maybe a split day count 6am to 1pm and 4pm to 11pm or 12am?

[n Eng] – A split day count for both the weekday and weekend will be completed. The timings from 6am to 1pm and 4 pm to 11pm are agreed upon. (14 hrs of parking survey data for each day).

Thanks and have a good weekend.

ORILLIA

Steven Murphy, P.Eng, P.M.P | Project Engineer - Transportation
Development Services and Engineering Department
Engineering Division
T: 705-418-3550
orillia.ca

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From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: July 28, 2022 8:52 AM
To: Steven Murphy <smurphy@orillia.ca>
Cc: 'Abu Ziauddin | nEngineering Inc.' <az@nengineering.com>; Wesley Cyr <WCyr@orillia.ca>; Lisa Dobson <LDobson@orillia.ca>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Steven,

The response to your questions are provided in red below.

If you require any more information. Please do not hesitate to contact. Thank you.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Steven Murphy [mailto:smurphy@orillia.ca]
Sent: July 26, 2022 4:31 PM
To: Lisa Dobson; Gurminder Jagjait | nEngineering Inc
Cc: 'Abu Ziauddin | nEngineering Inc.'; Wesley Cyr
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Gurminder,

I have few questions for you regarding the parking survey.

Do you predict there will be a difference in parking volume/activity from weekday to weekend?

[n Eng] – We do predict there will be a difference in parking activity from the weekday to weekend. That being said, we will also include Saturday Midday for the parking survey.

Do you believe an 8 AM survey start time accounts for "morning parkers" or will the volume be reduced by people already leaving for work?

[n Eng] – We believe 8 AM may be too late for a start time. This will be changed to 6 AM to account for the early morning parkers.

Within the 13hr survey widow do you predict the peak to be around 5-6pm?

[n Eng] – 5-6pm will not be the peak time during the parking survey as residents may still be at work or away from home. We predict the later hours around 9 to 11 PM will be the peak occupancy hours as residents will return home.

Thanks,

ORILLIA

Steven Murphy, P.Eng, P.M.P | Project Engineer - Transportation
Development Services and Engineering Department
Engineering Division
T: 705-418-3550
orillia.ca

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From: Lisa Dobson <LDobson@orillia.ca>
Sent: July 26, 2022 8:39 AM
To: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Cc: 'Abu Ziauddin | nEngineering Inc.' <az@nengineering.com>; Wesley Cyr <WCyr@orillia.ca>; Steven Murphy <smurphy@orillia.ca>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Good morning Gurminder,
This project is now being managed by our Project Engineer – Transportation, Steven Murphy, copied on this email.
Thank you,
Lisa

From: Gurminder Jagjait | nEngineering Inc <gj@nengineering.com>
Sent: 2022/07/25 5:04 PM
To: Lisa Dobson <LDobson@orillia.ca>
Cc: 'Abu Ziauddin | nEngineering Inc.' <az@nengineering.com>; Wesley Cyr <WCyr@orillia.ca>
Subject: RE: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Good afternoon Lisa,

This is a follow-up email for the Terms of Reference (ToR) to be reviewed for the Parking Justification Study for the proposed development at 233, 249, 261 Condo Coldwater Rd, Orillia.

Regards,

n Engineering Inc



gurminder jagjait |EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: July 18, 2022 3:00 PM
To: 'Lisa Dobson'
Cc: 'Abu Ziauddin | nEngineering Inc.'; 'Wesley Cyr'
Subject: n2123 | 233, 249, 261 Condo Coldwater Rd, Orillia

Hello Lisa,

I hope you had a great weekend. I will be working on a Parking Justification Study for the proposed development at 233, 249, 261 Condo Coldwater Rd, Orillia.

I have attached a Terms of Reference (ToR) and site plan for review and approval for the parking study.

Would you please be able to have this TOR reviewed and provide recommendations for us to move forward with the study. Thank you.

Regards,

n Engineering Inc



gurminder jagjait |EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From:	Lisa Johnston
To:	Gurminder Jagjait | nEngineering Inc
Cc:	panoramicpoint@hotmail.com; "Abu Ziauddin | NEngineering Inc"
Subject:	RE: n2123 | Permission to Access Panoramic Point Parking
Date:	September 12, 2022 11:36:58 AM
Attachments:	image001.png image002.png

You may proceed. You can visit the concierge desk after 8 a.m. who can provide a set of keys to access the building. Unfortunately no one is available until 8 a.m. on Wednesday but you will have unfettered access on Thursday. Once you're finished with the keys they can be left at the concierge desk. Angela, the onsite admin will give you further direction.

Thank you,
Lisa

From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: Monday, September 12, 2022 11:13 AM
To: Lisa Johnston
Cc: panoramicpoint@hotmail.com; 'Abu Ziauddin | NEngineering Inc'
Subject: RE: n2123 | Permission to Access Panoramic Point Parking

Hello Lisa,

With your permission, we will be on site for Wednesday September 14, 2022 and Saturday September 17, 2022. On both days the times will be from 6am to 1pm and 4 pm to 11pm (14 hrs of parking survey data for each day).

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Lisa Johnston [mailto:ljohnston@bpmgmt.ca]
Sent: September 12, 2022 11:03 AM
To: Gurminder Jagjait | nEngineering Inc
Cc: panoramicpoint@hotmail.com; 'Abu Ziauddin | NEngineering Inc'
Subject: RE: n2123 | Permission to Access Panoramic Point Parking

Hi Gurminder,
What time and for how long will you be onsite?

From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: Monday, September 12, 2022 9:47 AM
To: Lisa Johnston
Cc: panoramicpoint@hotmail.com; 'Abu Ziauddin | NEngineering Inc'
Subject: RE: n2123 | Permission to Access Panoramic Point Parking

Hello,

This is for a developer, the City of Orillia is aware and approve of the parking study. However, I require permission and access from you.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Lisa Johnston [mailto:ljohnston@bpmgmt.ca]
Sent: September 12, 2022 9:42 AM
To: Gurminder Jagjait | nEngineering Inc

Cc: panoramicpoint@hotmail.com; 'Abu Ziauddin | NEngineering Inc'
Subject: RE: n2123 | Permission to Access Panoramic Point Parking

Gurminder,
Is this for the City of Orillia or a developer?

From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: Monday, September 12, 2022 9:36 AM
To: Lisa Johnston
Cc: panoramicpoint@hotmail.com; 'Abu Ziauddin | NEngineering Inc'
Subject: RE: n2123 | Permission to Access Panoramic Point Parking

Good Morning,

The parking study includes counting cars parked at surface and underground parking at every 30 minute interval . to compare the parking rates with the zoning by law.

Would a personnel from n Engineering Inc be able to access underground parking at 354 Atherley Rd to count cars parked.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
http://nengineering.com/ | https://www.facebook.com/nArchitectureInc

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From: Lisa Johnston [mailto:ljohnston@bpmgmt.ca]
Sent: September 12, 2022 9:29 AM
To: gj@nengineering.com
Cc: panoramicpoint@hotmail.com
Subject: FW: n2123 | Permission to Access Panoramic Point Parking
Importance: High

Good morning,
Any new development has no access to the underground or surface parking at 354 Atherley Road so access would not be required. To complete the parking study you can access the 354 Atherley property for the purpose of accessing the Phase 2 property.

Kind regards,
Lisa

From: Gurminder Jagjait | nEngineering Inc [mailto:gj@nengineering.com]
Sent: Monday, September 12, 2022 9:09 AM
To: Admin
Cc: 'Abu Ziauddin | NEngineering Inc'; 'Lekh Upadhyaya'
Subject: n2123 | Permission to Access Panoramic Point Parking
Importance: High

Hello,

We are looking to complete a parking study at 354 Atherley Rd, (Panoramic Point) for similar development.

We would require access to you underground parking and surface parking for counts.

I am asking for permission from the building owner to allow us to complete the parking study on site on Wed Sept 14 and Sat Sept 17.

If you have any questions, please do not hesitate to contact me. Thank you.

Regards,

n Engineering Inc



gurminder jagjait | EIT Transportation Analyst
9120 Leslie Street, Suite-208, Richmond Hill, Ontario. L4B3J9 T: 905-597-5937
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n Engineering Inc

Terms of Reference-TIS

9120 Leslie Street, Suite 208, Richmond Hill, Ontario. L4B 3J9 I T: 416.303.4821 I F: 1.866.340.5265 I E: info@nengineering.com

Date: April 1st, 2022

RE: n2123|233, 249, 261 Coldwater Road, Orillia, ON.

Subject: Terms of Reference for Traffic Impact Study

n Engineering Inc. was retained by the owner to provide a Traffic Impact Study Report in support of the proposed additions to the existing commercial development. The subject site is at 233, 249, and 261 Coldwater Road, Orillia, Ontario. The TIS is to comply with MTO TIS Guidelines, the Terms of Reference are listed below. Please review and recommend.

Proposed Development

As per conceptual site plan, the proposed development consists of the following:

- 8 –Storey Apartment with GFA 21754.14 m^2,
- 294 Parking spaces, 9 Parking spaces for barrier free,
- Proposed Full Movement Site Entrance at Coldwater Road.

As per Zoning By-law 2014-44, the proposed Zoning is Residential Five (R5) for the development. n Architecture Inc. is proposing 294 parking spaces (including 9 barrier free parking).

Terms Requiring Approval

1. The following intersections in the study area illustrated in Figure 1 will be analyzed for the TIS:

   A. Collegiate Drive & Coldwater Road W (Signalized)
   B. Coldwater Road W & Emily Street (Unsignalized)
   C. Site Access to Subject Development & Coldwater Road (Unsignalized)

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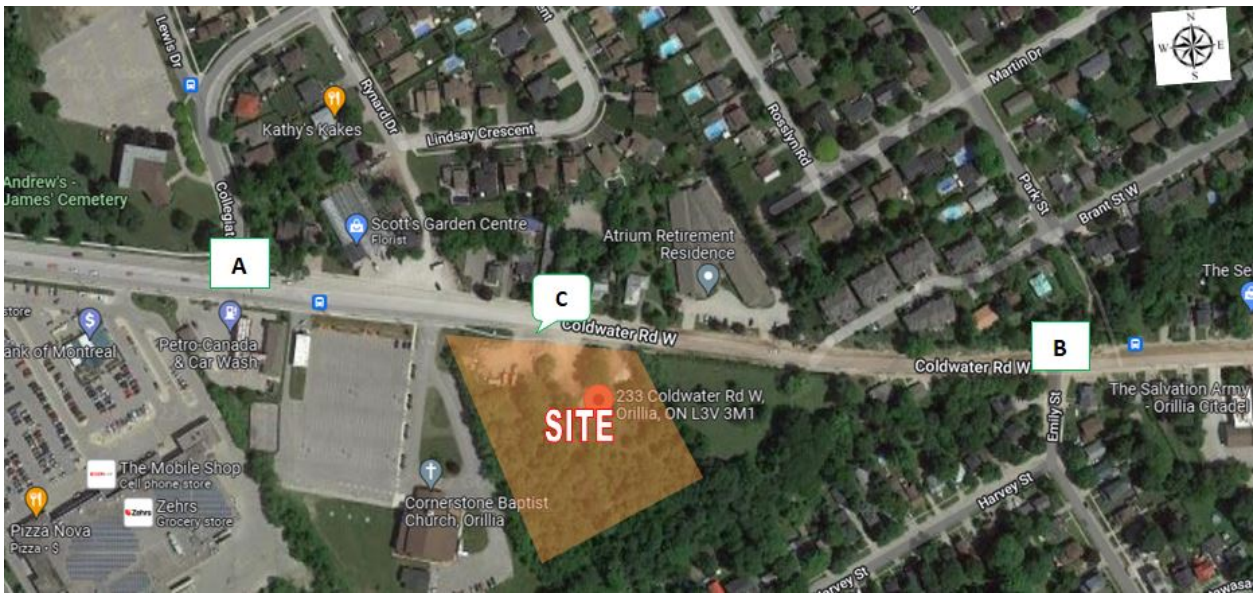


Figure 1 - Study Area

2. The Time Periods of Weekday AM Peak Hour & Weekday PM Peak will be analyzed for traffic impacts.

3. Horizon Year of **2027** & **2032** (Opening Year and 5 years from the date of the TIS).

4. Is the Growth Rate Factor of **2%** okay to use for calculating future volumes?

Data Request

5. Are there any future proposed developments in the vicinity that we should include in our TIS, if so please provide the TIS reports for them!

6. I require the Signal timing plan for the intersection of Coldwater Rd & Collegiate Dr?

7. Do you have any traffic counts that are not older than two years for the intersections selected in the site area?

Trip Generation and Distribution

ITE Trip Generation 10th Edition will be used to estimated Trip generated by proposed development.

- Land Use Code for the property will be Multifamily Housing (Mid-Rise) (LUC 221).

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Trip distribution assumptions will be applied the following:

- Existing/anticipated travel patterns,
- Transportation Tomorrow Survey 2016, or
- Output from the city's Travel Demand Forecasting Model

Modal Split

Please advise if model split or auto occupancy objectives are necessary for this report.

Capacity Analysis

Capacity analysis will comply with the document named *County of Simcoe TIS Study Guidelines*

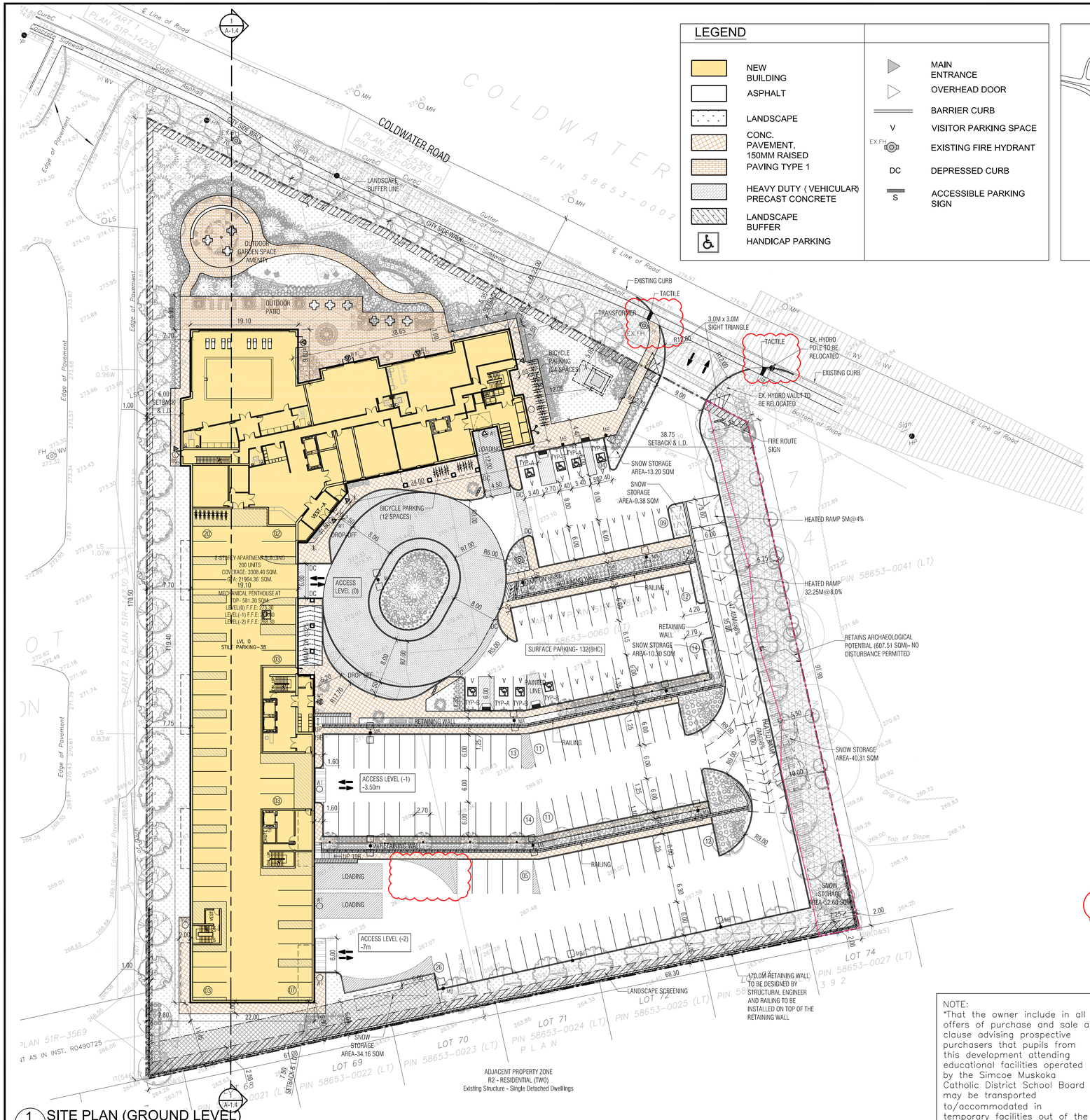
For Synchro analysis, the City's Guidelines for Using Synchro 11.0 will be followed. Synchro 11.0 utilized with HCM 6th Edition will be used. SimTraffic will be used to achieve 95th percentile queue length.

Safety Concerns

The site entrance access will be analyzed in Synchro simulation and with sight line guidelines according to TAC to ensure any safety concerns are addressed.

APPENDIX B1

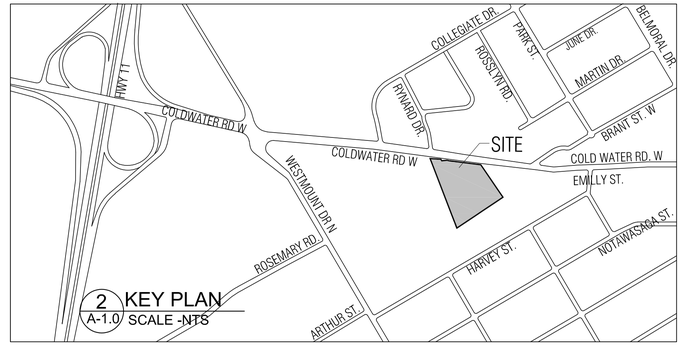
Site Plan



1 SITE PLAN (GROUND LEVEL)
A-1.0 SCALE -1:350

LEGEND

- NEW BUILDING
- ASPHALT
- LANDSCAPE
- CONC. PAVEMENT, 150MM RAISED PAVING TYPE 1
- HEAVY DUTY (VEHICULAR) PRECAST CONCRETE
- LANDSCAPE BUFFER
- HANDICAP PARKING
- MAIN ENTRANCE
- OVERHEAD DOOR
- BARRIER CURB
- V — VISITOR PARKING SPACE
- EX.FH — EXISTING FIRE HYDRANT
- DC — DEPRESSED CURB
- S — ACCESSIBLE PARKING SIGN



2 KEY PLAN
A-1.0 SCALE -NTS

PROJECT STATISTICS–

ADDRESS: 233, 249, 261 COLDWATER ROAD WEST, ORILLIA, ON.

ZONING : R5i (H2)

	REQUIRED	PROVIDED
LOT(SITE) AREA (m^2)	1000 SQM.	15426.96 (3.81 ACRE)
ROAD WIDENING	N/A	350.78 SQM.
NET LOT AREA	N/A	15076.18 SQM.(3.72 ACRE)
LOT FRONTAGE MIN.	30.0 M.	118.35 M.
LOT DEPTH MIN.	N/A	93.80 M.
GROUND FLOOR AREA (m^2)	N/A	3308.40 SQM
GROSS FLOOR AREA (m^2)	300.00 SQM.	21964.36 SQM.
BLDG. COVERAGE	60.0%	3432.59 SQM.(22.76%)
BUILDING HT.	12.5 M. (MAX)	28.20 M.
PAVED AREA	N/A	7695.64 SQM (51.04%)
SOFTSCAPE (MIN.)	40.0%	4072.14 SQM (27.01%)
TOTAL NUMBER OF UNITS	N/A	200
SNOW STORAGE AREA	153.82 SQM. (MIN. 2%)	159.95 SQM.(2.07%)

BUILDING SETBACKS

	REQUIRED	PROVIDED
FRONT SETBACK (NORTH) (COLDWATER ROAD)	5.0 M.	5.35 M.
REAR SETBACK (SOUTH)	7.5 M.	7.50 M.
INT. SIDE SETBACK (WEST)	6.0 M.	6.00 M.
INT. SIDE SETBACK (EAST)	6.0 M.	38.75 M.

PARKING CALCULATION

	REQUIRED	PROVIDED
*TOTAL PARKING SPACES RESIDENTIAL UNITS – 200 UNITS 1.5 SPACES PER UNIT (2.7 M. X 6.0 M.)	300 (INCL. 9 B/F)	255 (INCL. 9 B/F) (RATIO OF 1.275 SPACES PER UNIT)
ACCESSIBLE PARKING SPACE (TYPE A – 3.4 M X 6.0 M)	4	4
ACCESSIBLE PARKING SPACE (TYPE B – 2.4 M X 6.0 M)	5	5
VISITOR PARKING (25% OF PARKING SPACES)	75	38
BICYCLE PARKING 1/10 PARKING SPACES	30	36
*124 UNDERGROUND PARKING SPACES AND 131 SURFACE PARKING SPACES		

LOADING PROVISIONS

	REQUIRED	PROPOSED
LOADING SPACE (12.0 M X 4.5 M)	0	3

NOTE:
"That the owner include in all offers of purchase and sale a clause advising prospective purchasers that pupils from this development attending educational facilities operated by the Simcoe Muskoka Catholic District School Board may be transported to/accommodated in temporary facilities out of the neighborhood school's area."

MUNICIPAL ADDRESS AND LEGAL DESCRIPTION
233, 249, 261 COLDWATER ROAD WEST, ONTARIO
PART OF LOT 7, CONCESSION 4, CITY OF ORILLIA, COUNTY OF SIMCOE

SURVEY
YOUNG & YOUNG SURVEYING INC.
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E: info@youngsurveying.ca
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APPLICANT
n Architecture Inc
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OWNER:
Sagar Aurora
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n Architecture Inc
PRINCIPAL: NITIN MALHOTRA, ARCHITECT.
9120 Leslie Street, Suite-208
Richmond Hill, Ontario. L4B 3J9
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www.narchitecture.com

ONTARIO ASSOCIATION OF ARCHITECTS
NITIN MALHOTRA
LICENCE
6211

N
GEODETIC NORTH
PROJECT NORTH

09 JUNE 2026

9th JUNE 2026
ISSUED FOR SPA 5

No.	Date	Version	Dwn.
4.	2026-06-09	ISSUED FOR SPA 5	MG
	NOT PART OF 4TH SUBMISSION PACKAGE		
3.	2024-12-18	ISSUED FOR SPA 3	MG
2.	2024-05-14	ISSUED FOR SPA 2	MG
1.	2022-05-13	ISSUED FOR SPA 1	NG

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PROJECT:

CONDOMINIUM 233,249,261 COLDWATER ROAD WEST, ORILLIA

DRAWING TITLE:

SITE PLAN (GROUND LEVEL)

DRAWN BY: NG	DATE: 15 FEBRUARY 2021
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.: **21-23**	DRAWING NO.: **A-1.0**

APPENDIX C1

Parking Utilization Survey Sheets

Project: n2123 Condominium 233,249, 261 Cold Water Road, West Orillia, ON
Parking Study
Data Collector: Lekhnath Upadhyaya
Date: 14th September 2022
Proxy Site : 354 Atherley Rd, Orillia, ON

Available Parking Sports:	152	
Panoramic Point Condominium, Parking		
Time	Number of Parking Sports Occupied	Illegal Parked Cars
6:00	97	—
6:30	97	—
7:00	96	—
7:30	94	—
8:00	91	—
8:30	90	—
9:00	85	—
9.:30	81	—
10:00	79	—
10:30	82	—
11:00	84	—
11:30	87	—
12:00	88	—
12:30	76	—
13:00	69	—
13:30	—	—
14:00	—	—
14:30	—	—
15:00	—	—
15:30	—	—
16:00	71	—
16:30	72	—
17:00	74	—
17:30	77	—
18:00	85	—
18:30	80	—
19:00	82	—
19:30	82	—
20:00	82	—
20:30	87	—
21:00	88	—
22:30	90	—
22:00	95	—
22:30	95	—
23:00	95	—

Signature:

Date: 14/09/2022

Project: n2123 Condominium 233,249, 261 Cold Water Road, West Orillia, ON

Parking Study

Data Collector: Lekhnath Upadhyaya

Date: 17th september 2022

Proxy Site : 354 Atherley Rd, Orillia, ON

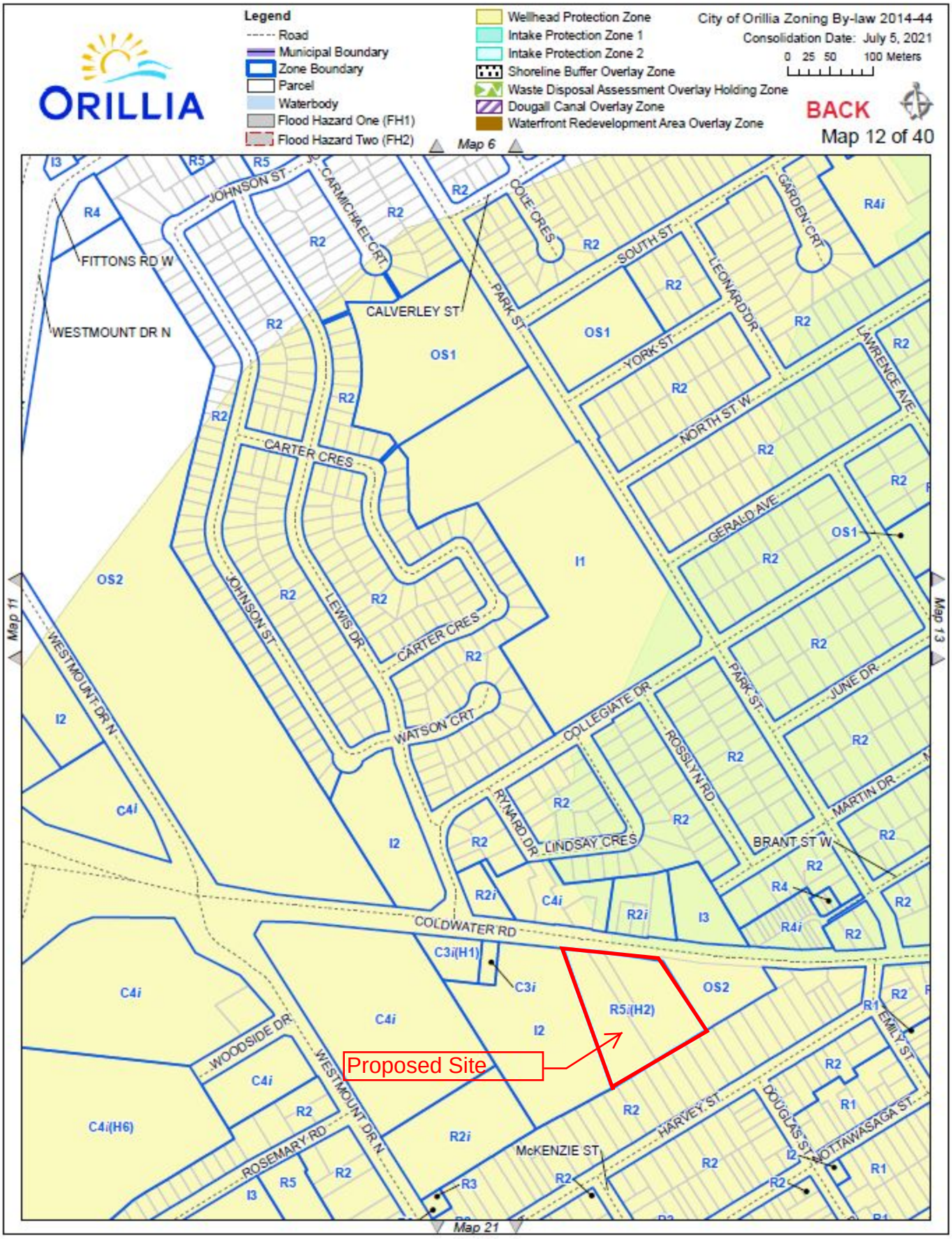
Available Parking Sports:	152	
Panoramic Point Condominium, Parking		
Time	Number of Parking Sports Occupied	Illegal Parked Cars
6:00	91	
6:30	91	
7:00	91	
7:30	91	
8:00	91	
8:30	90	
9:00	90	
9.:30	85	
10:00	84	
10:30	81	
11:00	79	
11:30	79	
12:00	78	
12:30	77	
13:00	74	
13:30	-	
14:00	-	
14:30	-	
15:00	-	
15:30	-	
16:00	80	
16:30	81	
17:00	80	
17:30	82	
18:00	84	
18:30	85	
19:00	87	
19:30	87	
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20:30	90	
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21:30	91	
22:00	92	
22:30	93	
23:00	93	

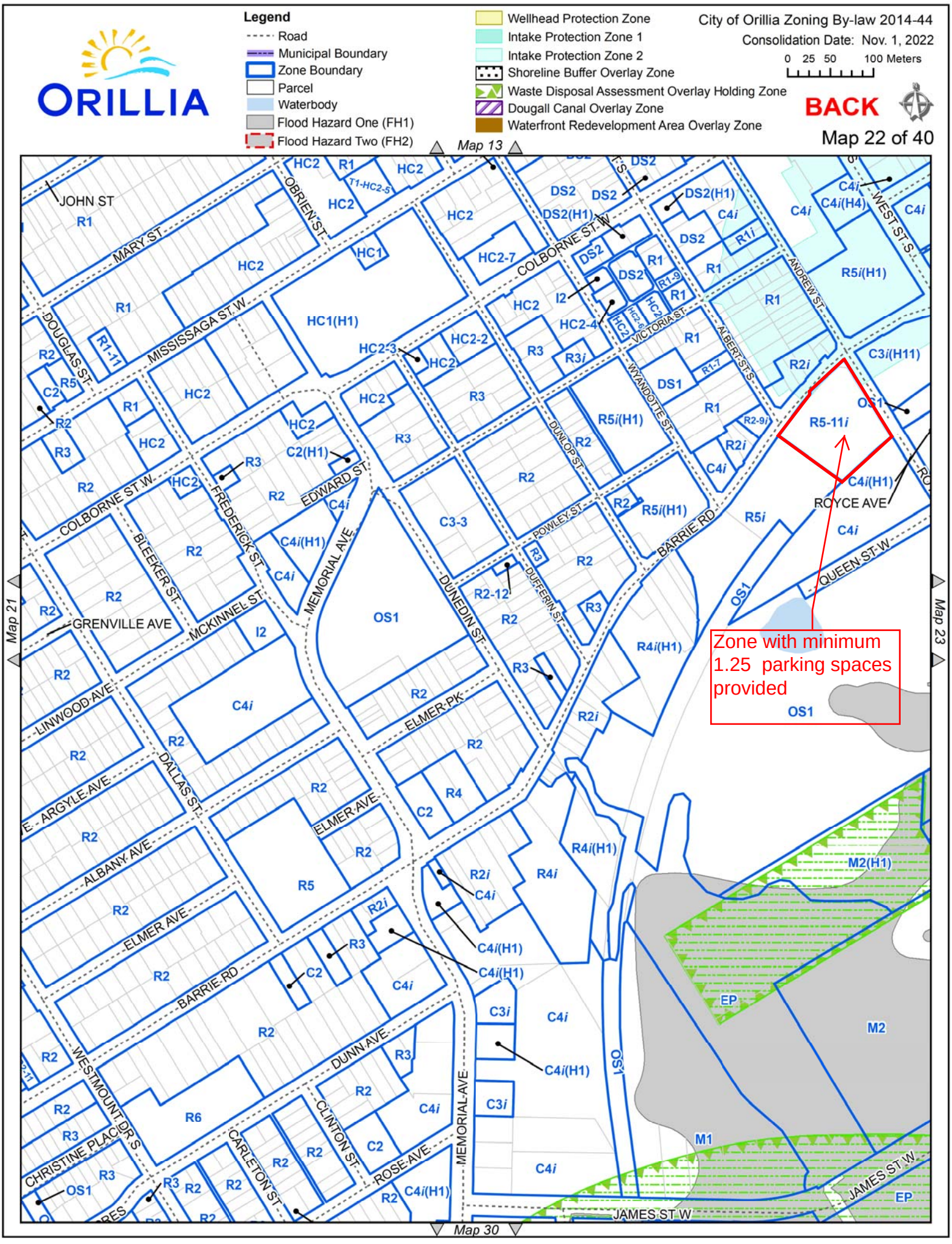
Signature:

Date: 17th sep 2022

APPENDIX D1

City of Orillia Zoning Map


ORILLIA
Legend
Road
Municipal Boundary
Zone Boundary
Parcel
Waterbody
Flood Hazard One (FH1)
Flood Hazard Two (FH2)
Wellhead Protection Zone
Intake Protection Zone 1
Intake Protection Zone 2
Shoreline Buffer Overlay Zone
Waste Disposal Assessment Overlay Holding Zone
Dougall Canal Overlay Zone
Waterfront Redevelopment Area Overlay Zone
City of Orillia Zoning By-law 2014-44
Consolidation Date: July 5, 2021
0 25 50 100 Meters
BACK
Map 12 of 40
Map 6
Map 11
Map 13
Map 21
JOHNSON ST
CARMICHAEL CRT
COLE CRES
SOUTH ST
GARDEN CRT
FITTONS RD W
WESTMOUNT DR N
CALVERLEY ST
PARK ST
LEONARD DR
YORK ST
LAWRENCE AVE
NORTH ST W
CARTER CRES
GERALD AVE
LEWIS DR
WATSON CRT
COLLEGIATE DR
ROSSLYN RD
JUNE DR
MARTIN DR
RAYNARD DR
LINDSAY CRES
BRANT ST W
COLDWATER RD
WOODSIDE DR
ROSEMARY RD
McKENZIE ST
HARVEY ST
DOUGLAS ST
EMILY ST
OTTAWASAGA ST
Proposed Site
R4
R4i
R2
R2i
R5
I3
OS1
OS2
I1
I2
C4i
C4i(H6)
C3i(H1)
C3i
R5i(H2)
R1
R3


ORILLIA
Legend
Road
Municipal Boundary
Zone Boundary
Parcel
Waterbody
Flood Hazard One (FH1)
Flood Hazard Two (FH2)
Wellhead Protection Zone
Intake Protection Zone 1
Intake Protection Zone 2
Shoreline Buffer Overlay Zone
Waste Disposal Assessment Overlay Holding Zone
Dougall Canal Overlay Zone
Waterfront Redevelopment Area Overlay Zone
City of Orillia Zoning By-law 2014-44
Consolidation Date: Nov. 1, 2022
0 25 50 100 Meters
BACK
Map 22 of 40
Map 13
Map 21
Map 23
Map 30
Zone with minimum 1.25 parking spaces provided
R5-11i
JOHN ST
MARY ST
OBRIEN ST
COLBORNE ST W
MISSISSAGA ST W
DOUGLAS ST
EDWARD ST
FREDERICK ST
BLEEKER ST
MCKINNEL ST
GRENVILLE AVE
LINWOOD AVE
ARGYLE AVE
ALBANY AVE
DALLAS ST
ELMER AVE
BARRIE RD
WESTMOUNT DR S
CHRISTINE PLACE
DUNN AVE
CLINTON ST
CARLETON ST
ROSE AVE
MEMORIAL AVE
DUNEDIN ST
ELMER PK
POWLEY ST
DUFFERIN ST
COLBORNE ST W
DUNLOP ST
WYANDOTTE ST
VICTORIA ST
ALBERT ST S
ANDREW ST
WEST ST S
ROYCE AVE
QUEEN ST W
JAMES ST W
HC1
HC1(H1)
HC2
HC2-2
HC2-3
HC2-4
HC2-7
T1-HC2-5
HC2-6
R1
R1-7
R1-9
R1-11
R1i
R2
R2i
R2-9i
R2-12
R3
R3i
R4
R4i(H1)
R5
R5i
R5i(H1)
R6
C2
C2(H1)
C3-3
C3i
C3i(H11)
C4i
C4i(H1)
C4i(H4)
DS1
DS2
DS2(H1)
I2
OS1
EP
M1
M2
M2(H1)

APPENDIX E1

ITE Parking Generation Manual Excerpt

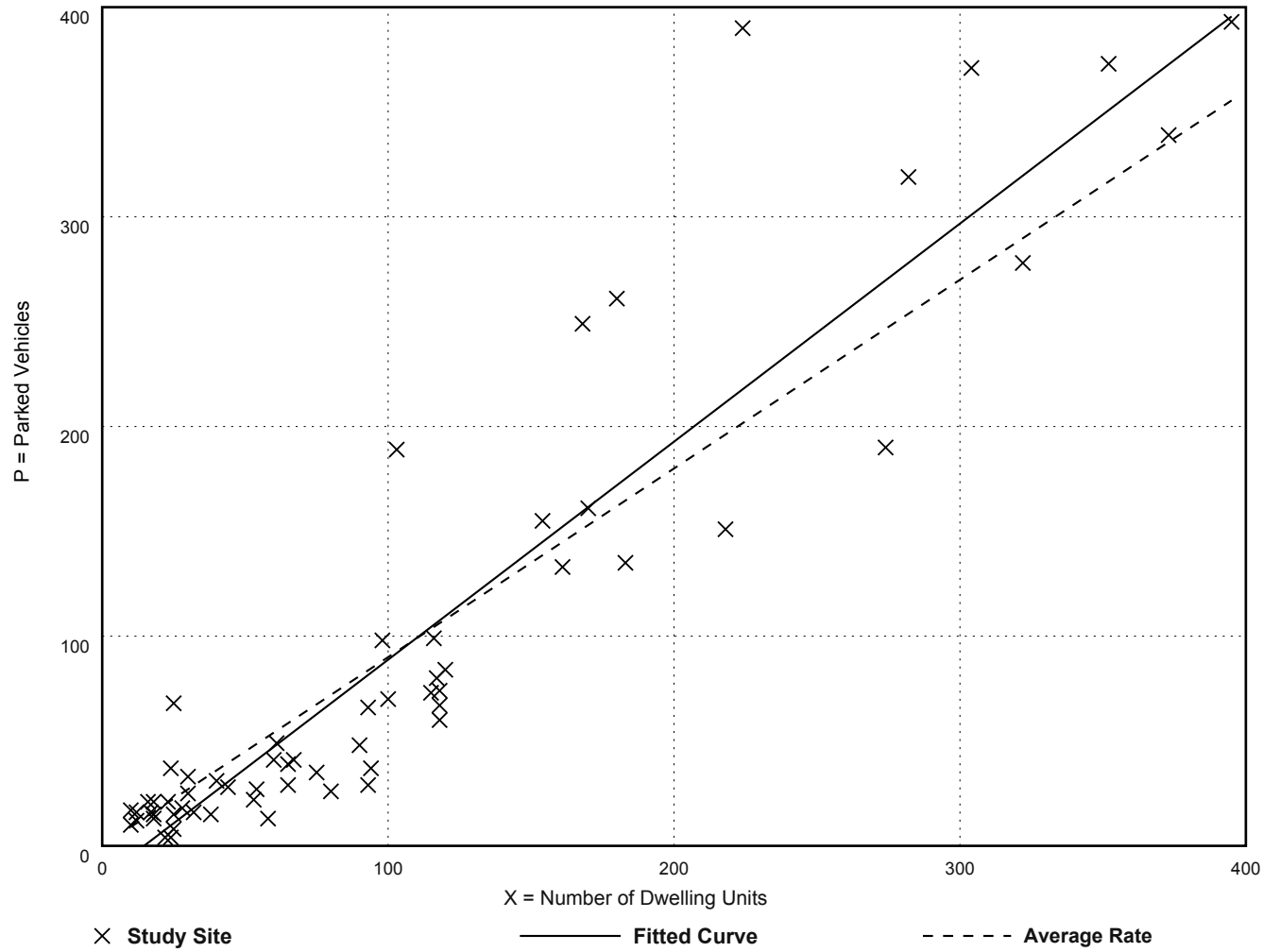
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: Dense Multi-Use Urban (no nearby rail transit)
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
Number of Studies: 62
Avg. Num. of Dwelling Units: 104

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.90	0.17 - 2.72	0.63 / 1.27	0.81 - 0.99	0.37 (41%)

Data Plot and Equation



Fitted Curve Equation: P = 1.04(X) - 15.22

R^2= 0.86

APPENDIX F1

City of Orillia Transportation Master Plan Excerpts
(Parking Based TDM Strategies)

inspiration during development site plan, or secondary planning applications to encourage development to consider integrating multi-modal transportation into their designs to enhance and leverage available or planned transportation improvements.

5.3.1.3 Parking-Based Measures

Parking is a key component of transportation demand management that has a direct correlation with automobile use. Historically, parking rates were developed to satisfy forecasted future parking demand, itself extrapolated from historical parking trends. This tends to create a self-fulfilling prophecy, since parking supply increases vehicle use and urban sprawl, causing parking demand and parking supply to ratchet further upward as illustrated in **Figure 5.22**.

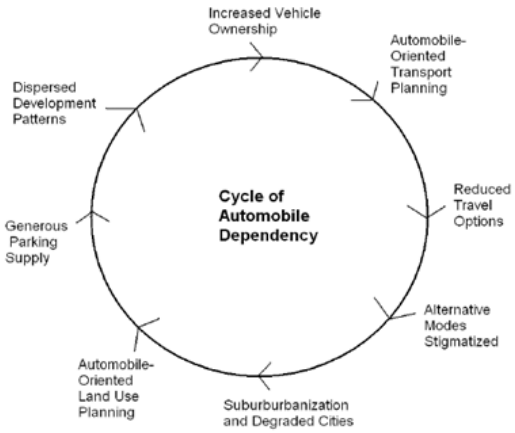


Figure 5.22 Cycle of Automobile Dependancy

This brings to light the question of the optimal parking supply for a given development. Conventional planning determines how much parking to provide at a particular site based on recommended minimum parking standards published by professional organizations and codified in municipal zoning by-laws. These standards are often excessive and can usually be significantly reduced. Most parking standards have historically erred toward oversupply as a way of mitigating externalities – reducing on-street parking. Applying such historical parking rates provides far more parking supply than is usually needed, reinforcing automobile dependency. This is particularly the case at mixed-use destinations, serviced with good travel options, and where parking can be efficiently priced or managed.

Oversupply of on-site parking has additional externalities: the high costs of the parking structures themselves, along with the societal costs of the upkeep and maintenance of underutilised structures, and high water and energy usage.

Contextual Parking By-Laws

Currently, the City of Orillia applies blanket parking rates across most of the municipality based on land use. The one exception is within the Downtown where Commercially zoned properties can reduce their parking requirements by 50%. There are opportunities to expand upon this and create specific zones where reduced parking requirements are applicable for residential, and other land uses to encourage higher-density housing and transit-oriented development.

Many municipalities create specific zones or secondary plan areas where parking rates are adjusted to reflect the local context. For instance, a high-density development adjacent to transit or active transportation may require less parking by the nature of having additional mobility options. The average underground parking space costs approximately $50,000 per space to construct underground.

Reducing parking requirements in areas that are capable of shifting drivers onto alternative modes of transportation can enhance not only the built form, but also support transit and active transportation to make those modes viable.

Parking Maximums

Traditionally, the supply of parking is regulated through zoning codes that prescribe minimum parking requirements calculated as a ratio of the number of parking spaces required per square foot, dwelling area or other measure of intensity. The methodology often results in oversupply of parking leading to vast expanses of parking which in turn separate land uses, reduce densities, impair walkability, and create obstacles to providing transit and pedestrian friendly communities.

Maximum parking requirements on the other hand limit the number of parking spaces that may be built and prevent the developer from building additional spaces than required. This will guide developers toward developments that are more transit-oriented in nature.

Shared Parking

Best-practices for parking utilize shared parking strategies to minimize a building's parking footprint while simultaneously maximizing parking utilization. Shared parking serves multiple land uses that have different peak demand periods with one set of parking spaces that are shared as visualized in **Figure 5.23**.

Considering the City's Official Plan, Community Improvement Plan, and this MTMP's objectives, it is important that development parking requirements do not result in an oversupply of spaces. An oversupply of parking represents underutilized infrastructure that will continually need to be maintained and paid for with little operational benefit and can even work against other municipal investments in transit and active transportation.

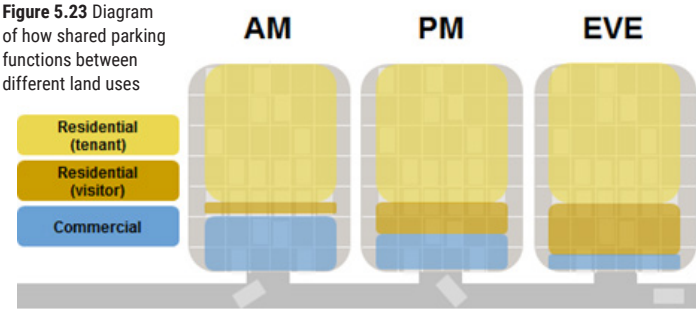


Figure 5.23 Diagram of how shared parking functions between different land uses



Carpool Spaces

Carpooling is the sharing of car journeys so that more than one-person travels in a car and prevents the need for others to have to drive to a location themselves. In addition to alleviating the demand for driving, carpooling reduces personal travel costs such as fuel, tolls, maintenance and driving stress.

Municipalities and transit agencies could provide an interface for people to share their trips and available spaces helping to connect potential commuters travelling in the same direction.

Carshare Spaces

Car share programs provide access to short-term car rentals and are operated by private transportation network companies. Language can be included into the zoning bylaws which encourage or require developers to provided dedicated carshare spaces and partnerships with private companies. In turn, developers could be provided incentives for providing car share vehicle spaces through reduced parking requirements.

Priced Parking- Increased Parking Fees

Setting the price of parking involves much more than just revenue generation because it can address a number of transportation objectives. It can be implemented as a Transportation Demand Management (TDM) strategy to reduce vehicle traffic in an area by encouraging use of alternative modes of travel. The price of parking also forms part of a parking management strategy to reduce parking problems in a particular location such as a downtown. Also, to make transit a financially competitive option compared to driving, tying the pricing of monthly parking passes to monthly adult transit passes is strongly advised.

Increased parking revenue could be invested back into the neighborhoods where it originated in smarter ways rather than going into the City's general fund.

Additional revenue could be used to pay for services such as: additional street patrols, transit, streetscaping, advanced parking management systems, additional parking lots/ garages, etc

Priced Parking - Demand-priced Parking

A system could be developed whereby the city compares the actual parking occupancy with the desired parking occupancy and every few weeks nudge prices up or down accordingly based on demand. Prices can be set by block and time of day to produce one or two open spaces on every block and thus reduce demand.

Cash-in-Lieu of Parking

Cash-in-lieu (also called fee-in-lieu or payment-in-lieu) parking programs allow developers to provide fewer on-site parking stalls in exchange for contributing money to the cash-in-lieu fund. Typically, these funds are then used to facilitate construction of offsite shared parking facilities. Most often, cash-in-lieu is intended to allow commercial development to occur, especially the redevelopment of existing buildings on lots that are too small to accommodate on-site parking, without providing the full amount of parking that is required under the Bylaw. The funds could also be used to develop active transportation facilities and streetscaping to motivate a mode change.

5.3.1.4 School Travel Planning (STP)

A study by York University and the Hospital for Sick Children in 2016 found that the most dangerous part of a kid's day may be during the morning school drop-off. Researchers observed at least two instances of dangerous driving during the morning rush at 88% of the Toronto public elementary schools that were monitored as part of the study. In relation to this, they also observed that each dangerous driving behaviour during school drop-off periods were associated with 45% times greater risk of collisions.

The study looked at collisions, injury rates as well as parents' driving habits during a typical day. Some of the observed issues included parents doing U-turns in front of a school during rush hour, blocking wheelchair loading zones, not stopping or putting their car in the park while their children exit. Over a 12-year period this study identified that 411 children in Toronto were hit by car within 200 metres of a school.

Schools have become hot spots for vehicle/pedestrian conflicts as fewer students walk or bike to school which has led to the increase in parents driving their children to

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