

13 March 2024
Project: 230558

Gordon Driedger
2824955 Ontario Inc.
5 Douglas Street
Guelph ON N1H 2S8

**RE: 26-40 CARDEN STREET & 27-39 MACDONELL STREET, GUELPH
PARKING STUDY**

Paradigm Transportation Solutions Limited (Paradigm) has been retained to complete this Parking Study for the proposed mixed-use redevelopment located at 26-40 Carden Street and 27-39 Macdonell Street in the City of Guelph.

The subject property is located in a built-up block in Downtown Guelph, and is bounded by Carden Street to the south, Wyndham Street to the east, Macdonell Street to the north, and Wilson Street to the west.

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

The site is located across from the City Hall between Carden Street to the south and Macdonell Street to the north. The site currently accommodates an existing commercial building with 6,980 square feet GFA, and the proposed redevelopment involves the removal of the existing building and the construction of a new 14 storey mixed-use building including 106 apartment units and 568 square metres of commercial space on the ground floor.

There will be no onsite parking or passenger vehicle driveway for the development.

Figure 2 illustrates the proposed Site Plan.

The City of Guelph has indicated the requirement for a Parking Justification Study; and a Transportation Demand Management Plan based on a detailed and robust identification of TDM measures appropriate to the development:

- ▶ *high-quality bike parking, bike repair station, provision of transit passes to residents, a TDM display board and access to carshare vehicles;*

- ▶ *long term bicycle parking for residents **located** on the building's main floor to ensure convenient and comfortable access for cyclists, with minimal navigation of doors and elevators; and*
- ▶ *ensuring bicycle parking, and the access to it, are suitable for a range of users (i.e., to accommodate a variety different bicycle styles and user needs).*

Parking Assessment

The practice of allowing downtown developments with zero parking, is being adopted in a number of Ontario municipalities. For example, the municipalities of Kitchener, London and Ottawa allow downtown developments with zero parking for residential and non-residential uses.

The proposed development is consistent with this practice and with the City of Guelph's emphasis on sustainable transportation policies and objectives.

In order to permit the proposed parking waiver/exemption, the applicant is proposing a site specific regulation as part of the Zoning By-Law Amendment being advanced for the proposed development.

The purpose of this report is to assess the appropriateness of the proposed parking exemption as part of the proposed Zoning By-Law Amendment, based on the following considerations:

- ▶ The site's downtown location;
- ▶ Downtown Auto-Ownership;
- ▶ Proximity to off-street parking to accommodate auto-dependent tenants; and
- ▶ Commercial Use without onsite parking.

Downtown Location

The subject site is located in Guelph's downtown core and its transit hub, across from City Hall and within 200 metres from the Guelph Central Station.

The site's location in proximity to downtown facilities and the transit hub is conducive to minimizing the dependence on auto-usage and accommodating tenants without requiring onsite vehicle parking. The development is also suitable for implementing a range of TDM measures as well as maximizing the use of active transportation and transit modes.

In addition, off-site parking facilities that offer long-term residential parking permits, as well as parking lots and on-street parking for short-term parking, are located within walking distance from the development.

As well, **Community CarShare (VRTUCAR)** operates a car share program in Guelph with a total of seven locations. Six spaces/vehicles are located within one kilometre from the subject



site with the closest space/vehicle located in the downtown at the Guelph Civic Museum on Cork Street, within two blocks from the development.

Downtown Auto-Ownership

The potential for a downtown residential development to achieve full occupancy without onsite parking is a function of auto-ownership and the opportunities for the use of non-auto modes of transportation.

The auto-ownership levels and non-auto modal shares for existing developments in Downtown Guelph are available in the 2016 Transportation Tomorrow Survey (TTS)¹. The data for existing apartment buildings in the same TTS Traffic Zone as the subject site, indicates the following:

- ▶ 44% of existing apartment dwellers in downtown do not own a vehicle.
- ▶ 27% of daily trips within the subject site traffic zone are undertaken by non-auto modes: 13% transit, 10% walking and 4% cycling.

It is noted that the traffic zone area to which the above data applies includes apartment buildings that are not as close to the downtown core as the subject site.

It is, therefore, reasonable to expect the proposed development to achieve full occupancy without providing vehicle parking.

More importantly, the development will provide opportunities for potential tenants without a car to rent apartments without parking in the downtown.

Off-street Parking Facilities

As noted, the development is located close to a number of downtown off-street and on-street parking facilities.

According to City of Guelph's Parking Services, long-term "Residential" parking permits are available in City parking facilities in the downtown area, including the Wilson/Market Parkade which is within convenient walking distance (70 metres from the subject site).

Figure 3 illustrates the location of nearby off-street and on-street parking, including:

- ▶ **Market Parkade** is located at 10 Wilson Street approximately 70 metres from the subject site (1-minute walk). The parkade has approximately 496 vehicle spaces, 40 bicycle parking spaces, and 4 charging stations, and offers hourly and monthly rates.
- ▶ **Macdonell Street Parking Lot** is located opposite Macdonell Street from the subject site. The lot has approximately 59 vehicle parking spaces and offers hourly and monthly daytime rates. No residential permits are offered.

¹ University of Toronto, Transportation Tomorrow Survey, 2016.



Downtown Commercial Use

The existing commercial use at the subject site does not provide for onsite parking. The same arrangement could continue with the proposed commercial use after redevelopment. This would be consistent with the practice of accommodating downtown commercial uses without onsite parking. In addition to the nearby off-site parking facilities noted above, Guelph provides an extensive network of on-street parking, including two-hour free parking. The subject site has on-street parking on the two fronting streets and on Wilson Street, as outlined below.

- ▶ Carden Street: 2-hour free parking is permitted on the north side of this roadway Monday to Saturday from 9:00AM to 9:00PM. More than 40 spaces are available.
- ▶ Macdonell Street: Both 2-hour and 15-minute parking is permitted on both sides of the roadway. Parking is permitted Monday to Saturday from 9:00AM to 9:00PM. Overnight and Sunday parking is permitted. Approximately 63 2-hour parking spaces are available, and 20 15-minute parking spaces are available.
- ▶ Wilson Street: 2-hour free parking is permitted on both sides of this roadway between Macdonell Street and the Market Parkade entrance Monday to Saturday 9:00AM to 9:00PM. Overnight and Sunday parking is permitted. Approximately 17 spaces are available.

Transportation Demand Management Plan

In addition to its locational advantages, and the opportunity for using off-site parking facilities, the proposed development is also well suited for implementing a range of robust TDM measures to enable tenants and patrons to meet their travel needs without using a privately owned car.

Walking

Sidewalks are provided on both sides of Carden Street, Macdonell Street, Wyndham Street North and Wilson Street. The development location within Downtown Guelph provides residents, employees and visitors with safe and convenient pedestrian connections including the woonerf on Carden Street between Wyndham Street North and Wilson Street. A woonerf refers to a living/shared street which encourages pedestrian activity and reduces vehicular traffic/speed.

The sidewalks and pedestrian crossings provide convenient access throughout the Downtown area, including City Hall, Guelph Central Station and other commercial developments. Other attractions located within 500 metres (9-minute walk) of the subject site include Guelph Civic Museum, the Sleeman Centre and River Run Centre.

Cycling

The location of the development provides convenient access to cycling infrastructure including designated bike lanes on both sides of Norfolk Street, both sides of Wyndham Street North



south of Carden Street, and Wilson Street south of Carden Street. These cycling facilities provide connections to other parts of the city including the University of Guelph.

The development will be providing 120 long-term residential bicycle storage lockers distributed between floors two to five, three short-term residential spaces and two short-term commercial spaces in front of the building on Carden Street.

Transit

The development is located near the Downtown core and within walking distance from the Guelph Central Station. The Guelph Central Station provides convenient access to multiple transit routes including 13 Guelph Transit bus routes and GO train and bus service between Toronto and Kitchener. Further, Guelph Transit routes 9, 11 and 99 operate with bus stops within 200 metres from the subject site.

VIA Rail also provides service between Toronto and Southern Ontario including London, Windsor and Sarnia.

The Greyhound intercity bus service is also accommodated at the Central Station.

Car Share

Community CarShare (CRTUCAR) runs a car share program in Guelph and has six locations in the downtown area. The closest vehicle/space is located at the Guelph Civic Museum on Cork Street (200 metres from the subject site).

The availability of a carshare vehicle in the area enables residents who normally do not need a vehicle for their daily travel activities, to forego owning a vehicle while having access to a vehicle for occasional use.

On-Site TDM Measures

In addition to the above TDM measures located nearby, the following strategies **will be** implemented on-site to further encourage the use of sustainable modes:

- ▶ Providing a welcome package to residents that outlines the available transit routes and active transportation options encourages new residents to educate themselves on the support for alternative modes near the subject site; and
- ▶ Installing wayfinding signage, including transit and active transportation information, in common areas within the building can further support this package.

Summary and Conclusions

In summary, minor variance for the proposed development is justifiable based on the following conclusions:



- ▶ The subject site and adjacent properties currently have no vehicular access or onsite parking. The proposed redevelopment is based on the same arrangement.
- ▶ Downtown apartments generally accommodate significant proportions of tenants who do not own cars or require parking. The subject development is designed to take advantage of its downtown location and accommodate tenants who do not own cars or require parking.
- ▶ The development can accommodate tenants with vehicles by offering them long term residential parking permits for the Market Parkade through arrangement with the City's Parking Services.
- ▶ The development provides opportunities for implementing a range of robust TDM measures and for using non-auto modes of travel that will support tenants without a car and not requiring parking.

We trust that this letter fulfills the requirements for supporting the minor parking variance for the subject development. Please contact us if there are questions or need for clarification arising from this report.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Rajan Philips

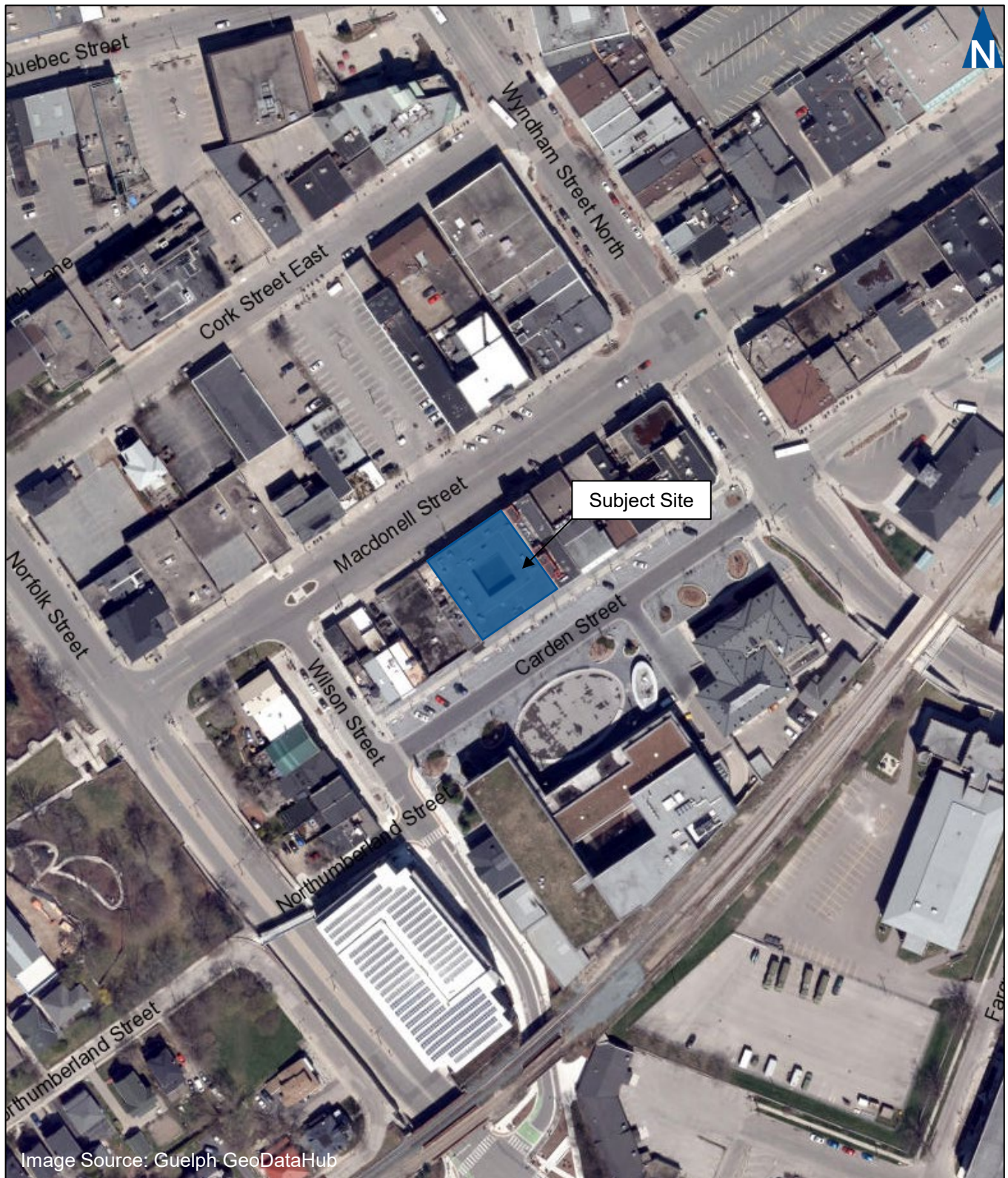
M.SC, P.Eng.

Senior Transportation Consultant



Attachments

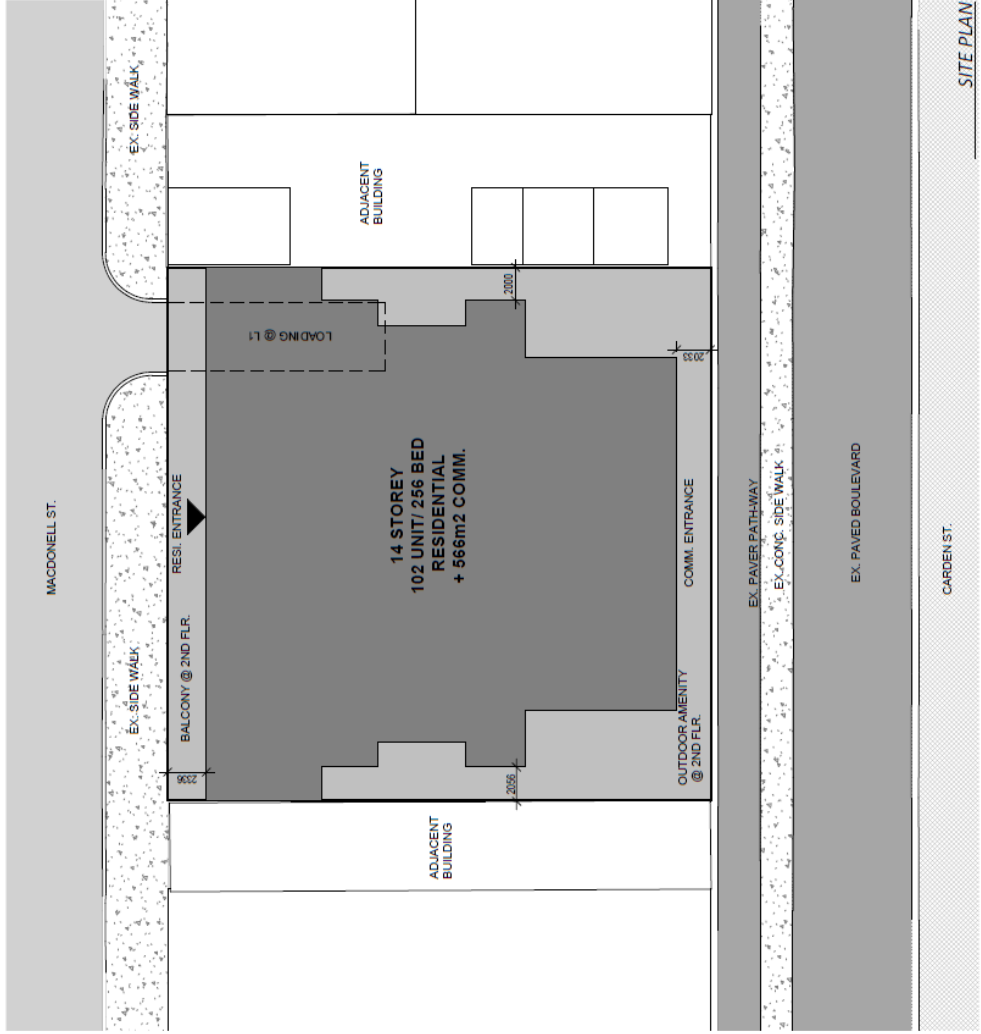




Location of Subject Site

26-40 Carden St & 27-39 Macdonell St, Guelph PS
230558

Figure 1



SITE DATA
26-40 Carden St., Guelph

DATA	REQUIRED	PROVIDED
ZONING	ZONING - D-1-1	
LOT AREA (m ²)	-- (m ²)	1064.8 (m ²)
FRONT YARD (m)	0 (m)	0 (m)
INTERIOR SIDE YARD (m)	0 (m)	0 (m)
EXTERIOR SIDE YARD (m)	NA	NA
REAR YARD (m)	0 (m)	0 (m)
FRONT YARD (m)	8.0 (m)	2.0 (m)
INTERIOR SIDE YARD (m)	8.0 (m)	0 (m)
EXTERIOR SIDE YARD (m)	NA	NA
REAR YARD (m)	8.0 (m)	2.3 (m)

BUILDING DATA

DATA	REQUIRED	PROVIDED
TOTAL DENSITY (# of units)	NA (units)	106 (units)
TOTAL # of units BEDS	NA (beds)	270 (units)
BUILDING AREA (m ²)	NA (m ²)	1054 (m ²)
GROSS FLOOR AREA (m ²)	NA (m ²)	11045 (m ²)
NUMBER OF STOREYS	NA	14
BUILDING HEIGHT (m)	NA (m) MAX.	47 (m)
COMMERCIAL/RETAIL AREA (m ²)	NA (m ²)	666 (m ²)
AMENITY AREA (m ²)	NA (m ²)	TBD

AREA CALCULATION

DATA	AREA
CONSTRUCTION AREA (m ²)	11,940
COMM. RENTABLE AREA (m ²)	666
RESI. RENTABLE AREA (m ²)	8,343

UNIT & BEDROOM BREAKDOWN

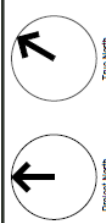
FLOOR	4 BED UNIT	2 BED UNIT	1 BED +DEN UNIT	TOTAL UNITS	TOTAL BEDS (INCLUDED BEDS)
LEVEL 1	--	--	--	--	--
LEVEL 2	2	--	4	6	16
LEVEL 3 - 14 (TYPICAL)	2 (x12)	2 (x12)	4 (x12)	8 (x12)	20 (x12)
TOTAL	26	24	52	102	266

23061

SKYLINE

SRM⁷ architects+urban+designers

PRELIMINARY



SITE PLAN
23061_26-40 Carden St., Guelph



Site Plan

Figure 2



Image Source: Downtown Guelph Parking Map



Off-Site Parking Supply

26-40 Carden St & 27-39 Macdonell St, Guelph PS
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Figure 3