

MEMO



TO: John Farley
FROM: Mike Walters
DATE: November 27, 2024
SUBJECT: 280 Clair Road West
High-Level Parking Review
OUR FILE: 24-7484

1.0 Introduction

Dillon Consulting Limited (Dillon) has been retained by Home Opportunities Non-Profit Corporation (Home Opportunities) to prepare a high-level parking review for a proposed affordable housing development at 280 Clair Road West in the city of Guelph, Ontario. The proposed development includes construction of 314 townhouse units as well as 642 apartment units in two separate 14- and 16-storey buildings, with a total on-site parking supply of 1,079 spaces.

2.0 Parking Requirements

According to the City of Guelph's Zoning By-Law (ZBL) requirements for apartment buildings and townhouses (back-to-back, cluster, stacked, and stacked back-to-back), the development would require 1,185 spaces, calculated as follows:

- 808 spaces for the 642 apartment units (for the first 20 dwelling units: 1.5 spaces per dwelling unit, for each dwelling unit in excess of 20: 1.25 spaces per dwelling unit – a minimum of 20% of the required parking spaces shall be for the use of visitor parking)
- 377 spaces for the 314 townhouse units (1 space per dwelling unit, plus 0.2 visitor spaces per dwelling unit)

It should be noted that these rates do not take into consideration the fact that the proposed apartment and townhouse units will be part of an affordable housing development. The next section outlines potential adjustments that should be considered.

3.0 Potential Adjustments

3.1 Transit and Active Transportation

Three bus routes operate near the site:

- 16 Southgate and 19 Hanlon Creek pass directly by the site on Clair Road West, with the nearest stop located on Clair Road West at Laird Road.
- 99 Mainline runs along Gordon Street and Gosling Gardens, with the closest stop located on Gosling Gardens at Clair Road West.

Routes 16 and 19 connect to the Hanlon Industrial Park and Stone Road Mall, respectively. 99 Mainline provides connection through the downtown core to SmartCentres Guelph at the north end of the city.

The City of Guelph cycling spine network includes Laird Road, Clair Road West, and Gordon Street. Bicycle lanes exist on these roads and provide connectivity to the rest of the network.

Sidewalks exist on both sides of the road east of the site, providing connections to the nearby grocery stores, restaurants, and other commercial buildings.

3.2 Car-share Opportunities

A car-share program will be offered to residents on site, providing three car-share vehicles using Kite Mobility. In Mississauga and Toronto (where car-share services are prevalent), a reduction of four parking spaces for every car-share parking space is generally recommended.

3.3 Car Ownership and Industry Experience

According to the 2016 *Transportation Tomorrow Survey* (TTS), approximately 10% of households in Guelph do not own a vehicle. Within the study area of the site, approximately 4% of households do not own a vehicle. This number is expected to be even higher in the context of affordable communities.

From Home Opportunities' experience in developing affordable communities, it is commonplace for bachelor unit purchasers to not own a vehicle. As well, a minimum of 25% of 1-bedroom unit purchasers typically do not purchase parking spaces. This projection is on the conservative side, as the unit purchasers not requiring parking spaces typically ends up exceeding these estimates. Since purchasers of affordable housing units tend to have less disposable income, they do not typically own vehicles and use alternative methods of transportation (i.e., transit, active transportation, car-share, or taxi/ride-share services).

3.4 Draft Housing Affordability Strategy

The City of Guelph's Draft Housing Affordability Strategy contains draft actions to accelerate the pace of affordable housing development in Guelph. Action 1.1.4, "Reduce or remove parking requirements on affordable housing developments," would apply to this proposed development.

4.0 Summary

The parking supply at the proposed development at 280 Clair Road West is 1,079 spaces, corresponding to a general parking rate of 1.13 spaces per dwelling unit. The ZBL's parking requirement of 1,185 spaces should be reduced due to the following considerations:

- The local transit and active transportation network;
- Car-share services provided on-site;
- Lower rates of car ownership in the context of affordable housing developments; and
- The Draft Housing Affordability Strategy's goals to reduce or remove parking requirements on affordable housing developments.

Within the study area, TTS data suggests that 4% of households do not own a vehicle. That number reflects the ability of current area residents to use public transit, active transportation and taxis/ride-sharing opportunities to get around. That means that an adjustment factor of 0.96 could realistically be applied to the parking requirements of any residential development in the study area. Applying that factor to the zoning by-law requirement of 1,185, yields a reduced demand of 1,138 spaces.

If industry experience is applied to this affordable housing development, there is no need to provide parking for the bachelor units. That equates to a reduction of 84 parking spaces. Additionally, if 25% of one-bedroom purchasers do not own a vehicle, a further reduction of 39 parking spaces could be achieved on the site. That further reduces the parking demand to 1,015 spaces ($1,138 - 84 - 39 = 1,015$). As each unit is purchased, an accounting of the car ownership and parking space demands can be done. As a result, there is the potential that this number may ultimately be reduced as the development builds out.

Car-sharing opportunities on-site can also impact the need for parking spaces. In other municipalities, a credit of 4 spaces per car-share space are typically granted. Since three car share spaces are proposed, a further reduction of 12 parking spaces could be applied. Applying this reduction yields an updated demand for 1,003 parking spaces.

Some municipalities have differing parking rates for social housing (i.e., rent-geared-to-income). While affordable housing is not quite social housing, there are some similarities between them. The one being a reduced level of disposable income which one needs to afford a vehicle. As such, it is not unreasonable to suggest that affordable housing units would require less parking than “regular” residential units, but not at a rate that is similar to social housing units. Typically, social housing parking rates have been known to be reduced by at least 30% or more of what is required for “regular” housing.

This updated parking demand corresponds to a parking rate of 1.05 spaces / unit. In turn, this equates to a 15% reduction in the overall parking demand on site. A 15% reduction for affordable housing seems appropriate given the strategic direction in the Housing Affordability Strategy to reduce or remove parking requirements on affordable housing developments.

As such, the proposed parking supply of 1,079 is deemed reasonable for the site given the affordable housing nature of the development.