

May 19, 2021

Ben Jones  
Land Acquisition & Development Manager  
Fusion Homes  
500 Hanlon Creek Blvd.  
Guelph, Ontario  
N1C 0A1

**RE: Parking Supply Study, Metalworks Phase 4, Residential Development**

Dear Mr. Jones:

## 1.0 INTRODUCTION

BA Consulting Group has been retained by Fusion Homes to undertake a parking study for the fourth phase of the Metalworks residential development located at 93 Arthur Street South. Phases 1 and 2 of Metalworks are complete and Phase 3 is under construction.

The current development plans for Phase 4 (the site) of the Metalworks project contemplate 194 residential units<sup>1</sup> in a 14-storey building and 162 m<sup>2</sup> commercial-retail space. Parking is proposed to be accommodated within the Phase 4 building as well as off-site in a surface parking lot at 92 Arthur Street South.

The Phase 4 building is located in downtown Guelph and is subject to the prevailing Zoning Bylaw (1995) – 14864 (Specialized Zone R.4B-15) parking requirements. Amendments to the Zoning By-Law are required to permit the development of the proposed Phase 4 building, including:

- To permit a resident parking supply of 183 spaces (0.95 spaces per unit).
- To permit a visitor parking supply of 10 spaces (0.05 spaces per unit) and a retail parking supply of 2 spaces (1 space per 100 m<sup>2</sup>) in conformity with the recent Zoning By-Law requirements provided elsewhere within downtown Guelph.
- To permit off-site parking for Phase 4 residents and visitors to occur in the proposed 92 Arthur Street commercial surface parking lot.

The 92 and 93 Arthur Street site plans are provided in **Attachment A**.

The proposed amendment to parking is 10 resident spaces less than the in-force by-law and 22 residential visitor/retail spaces less than the in-force by-law for the site.

## 1.1 THIS STUDY

The purpose of this study is to assess the appropriateness of the Site's proposed parking supply and zoning bylaw amendment for residential and visitor/retail parking.

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<sup>1</sup> 194 units includes one (1) guest suite. Residential parking calculations are based on 193 units.

## 2.0 ZONING BY-LAW PARKING REQUIREMENTS

### 2.1 PREVAILING ZONING BY-LAW REQUIREMENTS

The prevailing Zoning By-Law requirement for the Phase 4 building is Zoning Bylaw (1995) – 14864 (Specialized Zone R.4B-15). The minimum parking requirements for apartment uses in R.4B-15 zones are:

- 1.0 resident spaces per unit
- 0.15 resident visitor spaces per unit
- 1.0 space per 33 m<sup>2</sup> GFA non-residential uses

Application of the prevailing bylaw to the site statistics results in an overall parking requirement of 227 parking spaces, including 193 resident spaces, 29 residential visitor spaces, and 5 non-residential spaces.

### 2.2 DOWNTOWN ZONING BY-LAW

The Phase 4 Metalworks building is located within the downtown area and, while currently subject to the prevailing R.4B-15 requirements described above, is located within 100 metres of D1 and D2 designated zones in Zoning By-Law (2017)-20187.

Zoning By-Law (2017)-20187 parking requirements for nearby Downtown (“D”) zones have the following parking requirements for apartment uses:

- 1.0 resident spaces per unit
- 0.05 resident visitor spaces per unit (D1 and D2 zones only)
- 1.0 space per 100 m<sup>2</sup> GFA retail uses

Application of the rates typically applied to D1 / D2 designated zones for the site statistics results in 205 parking spaces, including 193 resident spaces, 10 residential visitor spaces, and 2 non-residential spaces.

## 3.0 PROPOSED PARKING SUPPLY

Parking for the Site is proposed to be provided within the Phase 4 building parking garage as well as off-site in a surface parking lot at 92 Arthur Street South.

The parking supply proposed for Phase 4 is 195 spaces, which will be allocated in the following manner:

- **Phase 4 Parking Garage:** 127 spaces allocated for Phase 4 resident parking use
- **92 Arthur Street Off-Site Surface Parking:**
  - 56 spaces allocated for Phase 4 resident use; and,
  - 12 spaces allocated for Phase 4 visitor/retail use.

An additional 26 spaces are provided in the commercial lot at 92 Arthur Street, above the 195 supplied for the Site, for overflow parking for the commercial-visitor needs of the rest of the Metalworks project as well as the overflow needs of the Phase 4 residential building.



## 4.0 PROPOSED PARKING AMENDMENT

Amendments to the Zoning By-Law are required to permit the development of the proposed Phase 4 building, including:

- To permit a resident parking supply of 183 spaces (0.95 spaces per unit).
- To permit a visitor parking supply of 10 spaces (0.05 spaces per unit) and a retail parking supply of 2 spaces (1 space per 100 m<sup>2</sup>) in conformity with the recent Zoning By-Law requirements provided elsewhere within downtown Guelph.
- To permit off-site parking for Phase 4 residents and visitors to occur in the proposed 92 Arthur Street commercial surface parking lot.

## 5.0 PARKING RATIONALE

The Phase 4 Metalworks parking considerations have been reviewed in the context of:

- Location: active transportation and transit-supportive site context;
- Transportation Demand Management (TDM) initiatives;
- observed parking at comparable sites/contexts and approvals near GO stations;
- Guelph's downtown parking requirements and parking standards review; and,
- area on-street / off-street parking availability.

### 5.1 SITE LOCATION AND CONTEXT

The proposed residential building will be situated on a development parcel that constitutes Phase 4 of the Metalworks project at 93 Arthur Street South in Guelph, ON. Phase 4 is the final and southernmost phase of the Metalworks project and is located northwest of the intersection of Cross Street / Arthur Street and east of the Speed River.

The Phase 4 building is within a 600 metre walking distance (8-10 minute walk) to the Guelph Central GO Station and Guelph Central Transit Station that is served by Via Rail, Kitchener GO commuter rail service, and Guelph Transit.

The Phase 4 building is also a short walking distance to the recreational trails, restaurants, amenities, and services provided throughout downtown. An enhanced pedestrian connection to the River Walk through the Site will improve walkability within and to/from the site.

### 5.2 TRANSPORTATION DEMAND MANAGEMENT (TDM)

The proposed Phase 4 development will also be providing to the following Transportation Demand Management (TDM) measures:

#### 5.2.1 Residential TDM

- **Reduced Vehicular Parking Supply:** The reduction of parking supply (compared to the applicable requirements) is itself a TDM measure as it will force residents/visitors to consider alternative travel modes
- **Unbundled Parking:** This measure is also inherent to the reduced parking supply. Purchasers will be given the option of purchasing a parking space.



- **Visible Transit Information:** The lobby of the building should have access to local and regional transit information to assist residents in taking transit.
- **Bicycle Parking:** The proposed development will provide 132 bike lockers (0.68 per unit). Tenant lockers are also provided above and beyond the provision of long-term bike lockers.
- **Community Marketing Outreach:** It is recommended that an event should be held around the time of building launch focused on disseminating information about sustainable travel options (i.e. Travel Mode Information Packages, local car share membership information, etc.).
- **Enhanced Pedestrian Facilities:** the provision of continuous walkways, including an enhanced pedestrian connection to the River Walk, will improve walkability within and to/from the site.

### 5.2.2 Non-Residential TDM

- **Shared Parking Provisions:** permits the efficient sharing between land uses and reduce the total number of parking spaces required.
- **Bicycle Parking:** The proposed development will provide 132 bike lockers (0.68 per unit) and will provide 16 short-term bicycle parking in highly visible locations in close proximity to the entrance for visitors.
- **Visible Transit Information:** The lobby of the building should have access to local and regional transit information to assist visitors in taking transit.
- **Visible Parking Information:** The lobby of the building should have access to local information to assist guests in identifying options for parking in the area.
- **Enhanced Pedestrian Facilities:** the provision of continuous walkways, including an enhanced pedestrian connection to the River Walk, will improve walkability within and to/from the site.

## 5.3 OBSERVED PARKING AT COMPARABLE SITES

The ongoing COVID-19 pandemic (March 2020 onwards) currently prevents new parking data from being collected. As a result, every effort was made to obtain the most up-to-date parking data for comparable transit-oriented or downtown/urban growth centre sites in Ontario.

### 5.3.1 Proxy Site - Parking Demand Observations

BA Group has reviewed a number of parking demands studies at residential developments in Kingston and one site in Guelph with similar transit mode split to downtown Guelph. The proxy sites are provided in **Attachment B** and range in auto driver mode share between 64% to 84%. A Transportation Tomorrow Survey (TTS) query of downtown Guelph (provided in Attachment C) indicates an auto driver mode share of approximately 65%.

The proxy site resident parking demands reviewed range from 0.81 per unit to 1.02 per unit. Resident visitor parking demands range from 0.05 per unit to 0.14 per unit.

### 5.3.2 Approvals Near GO Stations in Ontario

BA Group has reviewed a number of parking approvals and approved local zoning by-laws around GO Station mobility hubs in Ontario (outside of Toronto) for approved residential apartment and resident visitor parking requirements. The approved site and local by-laws parking rates are reference in **Attachment B**.



The approved parking requirements range from 0.8 spaces per unit to 1.2 per unit and some vary by unit type, exceeding 1.0 per unit only for three-bedroom units. The Metalworks Phase 4 building does not include three-bedroom units.

Resident visitor parking requirements vary from 0.05 spaces per unit (Downtown Guelph) to 0.20 spaces per unit. Visitor parking requirements of 0.10 to 0.20 are typical across Ontario municipalities near downtown centres and GO stations. Parking rates approved below this are typically a function of high transit mode share or the ability of resident visitors to share common off-site parking supply (i.e. nearby commercial lots, public lots, and on-street parking) recognizing that different land uses experience peak parking demands at various times through the day and that shared parking is an accepted practice that encourages efficient sharing between land uses and reduces that total number of parking spaces required.

## 5.4 GUELPH DOWNTOWN PARKING

BA Group has reviewed the following documentation for Downtown Guelph as it relates to residential and retail parking requirements:

- Zoning By-Law (2017)-20187 parking requirements for nearby Downtown (“D”) zones; and,
- Background material contained within the *Guelph Parking Standard Review, Phase 2 Discussion Paper*, prepared for the City of Guelph by IBI Group, dated September 11, 2019.

### 5.4.1 Review of Downtown Zoning By-Law

Zoning By-Law (2017)-20187 parking requirements for nearby Downtown (“D”) zones have the following parking requirements for apartment uses:

- 1.0 resident spaces per unit
- 0.05 resident visitor spaces per unit (D1 and D2 zones only)
- 1.0 space per 100 m<sup>2</sup> GFA retail uses

The Phase 4 building is located within the downtown area and is located within 100 metres of D1 and D2 designated zones.

### 5.4.2 Review of Discussion Paper

The discussion paper prepared by IBI as part of the Guelph Parking Standards Review outlines the following recommended rates as they relate to:

- Apartment Parking Rates:  
IBI recommends 1.0 space per unit plus 0.1 spaces per unit for visitor parking in Mixed Use Areas. Median parking demand rates for apartment uses observed by IBI in Guelph were approximately 0.80 spaces per unit.
- Transportation Demand Management Measures:  
IBI recommends considering the following TDM measures that are commonly used by municipalities to influence travel behaviour: Bicycle Parking, Preferential Car-pool Parking, Carshare, Peer-to-Peer Shared Parking, Unbundled Parking, Shared Parking, Off-Site Parking, and Community Energy Initiative Update Targets.



## 5.5 AREA ON-STREET AND OFF-STREET AREA PARKING LOTS

The Phase 4 Metalworks building is located in the vicinity of the following existing or proposed public parking facilities:

- On-street parking along the west side of Arthur Street and north side of Cross Street
- Off-street parking proposed at 92 Arthur Street Commercial Surface Parking Lot: 38 publicly available spaces
- Off-street public parking operated by the City of Guelph at:
  - o Neeve Street Parking Lot (141 Fountain Street East), approximately 300 metres walking distance: 102 spaces

Off-street parking at 92 Arthur Street can accommodate up to 0.20 visitors per unit (38 spaces / 193 units) for overnight use when area retail, office, and restaurant uses are not active.

During evenings and weekends, when there is an overlap of visitor and overflow retail/restaurant demands, there is also public parking available on-street or within 300 metres of the Phase 4 building at the Neeve Street Lot until 11pm that appears to primarily serve commercial offices uses (that primarily peak weekday daytime).

While the ongoing COVID-19 pandemic (March 2020 onwards) currently prevents new parking data from being collected to assess demands on-street and in off-street commercial lots, there appears to also be a number of off-site options for Phase 4 resident visitor and retail parking to use, and the provision of 38 spaces at 92 Arthur Street also allows for a supply of parking that can meet the overnight needs of the site while providing efficient sharing of parking between resident visitor and commercial needs based on time of day.

## 6.0 CONCLUSIONS

1. A parking strategy for the project has been developed that seeks to provide resident parking supply to accommodate current demands consistent with downtown Guelph and the site's transit proximity, while providing resident visitor and retail parking in a shared commercial-use lot at 92 Arthur Street.
2. The proposed resident parking rate of 0.95 spaces per unit is within the observed demands counted by BA Group and IBI (as part of the Guelph Parking Standards Review). The proposed resident parking rate is also within the range of approved resident parking rates for sites and by-laws for mixed-use sites located in close proximity to a GO station.
3. The proposed resident parking requirement is appropriate given the site's transit and downtown proximity to several amenities and services that are within walking distance, improved pedestrian connectivity within the site, unbundled parking, bicycle parking, and TDM programs that will all contribute to encouraging reduced auto-ownership for residents.
4. The proposed resident parking requirement is comparable to observed sites with a similar auto-drive mode split and approved sites and bylaws within a comparable distance to GO transit services.
5. Shared parking at 92 Arthur Street will permit efficient parking between land uses and visitors to the Metalworks project and reduce the overall number of parking spaces required. Off-street parking at 141 Fountain Street (102 spaces) and on-street parking along Cross Street and Arthur Street provide additional options for parking to Phase 4 visitors above and beyond the 38 commercial spaces provided at 92 Arthur Street.
6. The proposed resident visitor and retail parking requirement of 12 spaces is appropriate given the additional commercial spaces being provided at 92 Arthur surface parking lot and a number of options for parking within a reasonable walking distance for visitors to Phase 4 that will make efficient use of varying land use demands in a shared facility, without oversupplying parking.

**Based on the foregoing, the proposed parking requirements and proposed parking provisions are appropriate for the site.**

Sincerely,

**BA Consulting Group Ltd.**



Emily J. Ecker, P.Eng.

Associate

Douglas J. Hall, C.E.T. – Principal, BA Group

**Attachment A:**

Site Plan and Statistics for 92 Arthur Street and 93 Arthur Street  
(Kirkor Architects + Planners, March 19, 2021)



**Attachment B:**  
Parking Demand and By-Law Comparison Summary

