



BA Group

GUELPH PARKING STANDARDS REVIEW UPDATE MEMORANDUM

Comprehensive Zoning Bylaw Review

Phase 4 Discussion Paper - Multi-Unit Residential Parking Rates

Prepared For: The City of Guelph

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EXECUTIVE SUMMARY

Study Purpose & Scope

The City of Guelph is undertaking a Comprehensive Zoning Bylaw Review.

In 2019, IBI Group and the City of Guelph published “*Guelph Parking Standards Review: Phase 2 Discussion Paper*” which reviewed regulations related to parking, driveways, and garages in the City of Guelph’s Zoning Bylaw, and included the findings related to the following existing Zoning Bylaw standards, a multi-day off-street parking demand survey, and a detailed summary of best practices observed in comparable municipalities. The 2019 Guelph Parking Standards Discussion Paper provided detailed recommendations based on the findings with the intention of informing updates to the City of Guelph Zoning Bylaw.

Within this report, BA Group has undertaken a follow-up assessment, specifically examining multi-unit residential parking. The purpose of this study is to conduct and document the results of off-street parking demand surveys for specific multi-unit residential buildings located in the Gordon Street Intensification Corridor (as identified in Schedule 1 of the Guelph Official Plan). Other sites are included in this study that are located nearby in the Gordon/Clair Community Mixed-Use Node. It is intended that this work will update and supplement the data collected in 2019 outlined within the 2019 Guelph Parking Standards Discussion Paper.

Further, the results of this follow-up assessment are to inform recommended changes to the residential parking rates included within the Draft Zoning Bylaw that was reviewed as part of a July 2022 statutory public meeting.

Multi-Unit Residential Parking Demand – Gordon Street Intensification Corridor and Gordon/Clair Mixed-Use Community Node

BA Group conducted an off-street parking utilization study from Wednesday, November 16, 2022 to Saturday, November 19, 2022 at 14 sites, including 6 that were previously counted in 2019 for the 2019 Guelph Parking Standards Discussion Paper. Parking utilization was counted Wednesday evening and overnight, Friday evening and overnight, and on Saturday morning.

A summary of peak parking demand results is provided below:

- Peak resident parking demand for townhouses was observed in the 0.85-1.25 spaces per unit range.
- Peak resident parking demand for apartments was observed in the 0.70-0.95 spaces per unit range.
- Parking utilization, for residents, was observed in the 60-90% range; demand was not constrained by supply at any site.

- Peak visitor parking demand for townhouses was observed in the 0.10-0.24 spaces per unit range.
- Peak visitor parking demand for apartments was observed in the 0.00-0.23 spaces per unit range.
- Parking utilization, for residential visitors, was observed at all ranges (i.e. 0-100%).

In comparison to the 2019 study (which included 4 townhouse sites and 2 apartment sites), resident parking demand increased at four of six sites and remained generally similar at two of six sites. The 2022 parking demand study included two overnight studies for each site which is generally expected to yield higher results, as resident parking demand typically peaks overnight. Visitor parking demand decreased at four of six sites (including both apartment sites) and increased at two townhouse sites.

The parking demand results observed in this study are contextualized by the following factors.

The Gordon Street Intensification Corridor and Gordon/Clair Community Mixed-Use Node are well serviced by sustainable transportation options (including public transit and cycling infrastructure) which make it plausible for a resident to live in the area and not own a car. The options include a number of public transit options, including the high frequency Guelph Transit Route 99 Mainline, and on-street cycling lanes on major roads in the area.

Observed resident parking demand in apartments in the 2022 study indicates geographic differentiation in the results for sites located in different areas of the city. Sites located in the Gordon Street Intensification Corridor were observed with average peak resident parking demand of 0.76 spaces per unit, and with average utilization of total supply of 73%, indicating no constraint of demand. For sites located in the Gordon/Clair Community Mixed-Use Node, average peak resident parking demand was observed at 0.85 spaces per unit, and with average utilization of total supply of 75%, indicating no constraint of demand.

Recommendations

A comparison was undertaken of the draft Zoning Bylaw proposed minimum and maximum parking rates, and of the parking utilization data observed as part of this study, in order to determine if alterations to the proposed rates are to be recommended.

A comparison between 2022 draft Zoning Bylaw rates and observed parking demand is included in **Table A**.

TABLE A COMPARISON: 2022 DRAFT ZONING BYLAW (PA SUFFIX ZONES) VS. 2022 PARKING UTILIZATION STUDY PARKING RATES

Use	2022 Draft Zoning Bylaw Proposed Rates	2022 Parking Utilization Study Observed Peak Parking Demand	Commentary
Residents – Townhouses	Minimum: 1.0 space per unit Maximum 1.5 spaces per unit	1.04-1.22 spaces per unit	Within proposed minimum-maximum requirement range
Residential Visitors – Townhouses	Minimum: 0.2 spaces per unit Maximum 0.5 spaces per unit	0.19 spaces per unit (both sites)	Close to proposed minimum parking requirement
Residents – Apartments	Minimum: 1.0 space per unit Maximum 1.25 spaces per unit	0.71-0.89 spaces per unit	All sites below proposed minimum parking requirement
Residential Visitors – Apartments	Minimum: 0.1 spaces per unit Maximum 0.25 spaces per unit	0.00-0.23 spaces per unit	Wide observed range; below minimum and near maximum

Notes:

1. 35 Mountford Drive, 454 Janefield Avenue, and 5 Schroder Crescent omitted from analysis as they are not located in PA suffix zones.

For the following land use / user groupings, observed parking demand profiles do not indicate that alteration should be recommended to the proposed parking rates within the 2022 draft Zoning Bylaw:

- Residents – Townhouses
- Residential Visitors – Townhouses
- Residential Visitors – Apartments

It is, however, recommended – based on the results of the parking utilization study contained herein – to reduce the minimum parking requirement for residents in apartments in PA suffix zones to 0.85 spaces per unit (from 1.0 space per unit). Consideration should also be given to reducing the corresponding maximum parking requirement for residents in apartments in PA suffix zones.

The recommended change would not necessitate a change to the structure of the proposed parking rates and PA suffix zone system; the recommended change is only a reduction of the minimum parking requirement for residents in apartments in PA suffix zones.

1.0 INTRODUCTION

The City of Guelph has retained BA Group to provide consulting services in assistance of advancing the ongoing Comprehensive Zoning Bylaw Review. In particular, BA Group is retained to review existing multi-unit residential parking demand for specific multi-unit residential buildings located in the Gordon Street Intensification Corridor (as identified in Schedule 1 of the Guelph Official Plan) in order to further inform residential parking rates included within the Draft Zoning Bylaw that was reviewed as part of a July 2022 statutory public meeting.

1.1 PREVIOUS PARKING STANDARDS REVIEW

Previously, IBI Group (now Arcadis IBI Group) and the City of Guelph published “*Guelph Parking Standards Review: Phase 2 Discussion Paper*” dated September 11, 2019 (referred to herein as the “2019 Guelph Parking Standards Discussion Paper”) in support of the Comprehensive Zoning Bylaw Review. The Paper reviewed regulations related to parking, driveways, and garages in the City of Guelph’s Zoning Bylaw, and included findings related to the following:

- a thorough review of existing Zoning Bylaw standards and relevant background reports;
- a multi-day off-street parking demand survey;
- and a detailed summary of best practices observed in comparable municipalities

The 2019 Guelph Parking Standards Discussion Paper provided detailed recommendations based on the findings with the intention of informing updates to the City of Guelph Zoning Bylaw. The Paper recommended updates to the following:

- minimum parking rates and the consideration of maximum rates for residential, commercial and other land uses;
- loading space requirements;
- driveway width requirements;
- garage dimension and projection requirements;
- driveway material requirements;
- driveway and parking location requirements;
- parking space dimension requirements;
- drive aisle requirements;
- barrier-free and accessible parking requirements
- electric vehicle parking requirements;
- stackable / hydraulic lift parking;
- location-based parking options; and
- transportation demand management measures.

As it relates to this memorandum, the findings of the 2019 residential parking demand surveys and the recommendations for residential parking rates to be updated in the Zoning Bylaw are outlined in **Section 3.0**.

1.2 COMPREHENSIVE ZONING BYLAW REVIEW UPDATE

The City initiated a comprehensive review of its Zoning Bylaw in 2019 to replace the existing Zoning Bylaw (which was approved in 1995 and went into effect in 1997) and bring the Zoning Bylaw into conformity with the City's Official Plan which was most recently updated in 2022 (comprehensively in 2018).

Since the 2019 Guelph Parking Standards Discussion Paper was published, the City of Guelph has advanced a Draft city-wide Zoning Bylaw reflecting work completed to date as part of the multi-year process. Within this memorandum, all references made to the Zoning Bylaw refer to the second version of the Draft Zoning Bylaw that was reviewed as part of a July 2022 statutory public meeting.

The City's approach to parking regulations in the recent draft of the new Zoning Bylaw (Section 5) are as follows:

- Outlines off-street parking requirements across the city. Topics include location of parking, design standards, rates by use and accessible parking.
- Geographic-based parking system:
 - Parking adjustments are applied to nodes and intensification corridors, whereby reducing minimum parking requirements and applying a maximum parking rate within these areas.

On July 13, 2022, Council directed City staff to conduct an updated off-street parking demand study for multi-unit residential sites (for larger developments) within the Gordon Street Intensification Corridor, as identified in Schedule 1 of the Guelph Official Plan.

1.3 PROJECT SCOPE

This memorandum, as with the 2019 Guelph Parking Standards Discussion Paper, is complimentary to the City's effort to update and replace the existing Zoning Bylaw. The limited scope of this study, however, reflects the July 2022 direction of Council as noted above.

Within this report, BA Group has undertaken a follow-up assessment, specifically examining multi-unit residential parking. The purpose of this study is to conduct and document the results of off-street parking demand surveys for specific multi-unit residential buildings located in the Gordon Street Intensification Corridor (as identified in Schedule 1 of the Guelph Official Plan). Further, the results of this follow-up assessment are to inform recommended changes to the residential parking rates included within the July 2022 Draft Zoning Bylaw.

2.0 CITY OF GUELPH EXISTING ZONING BYLAW REVIEW

City of Guelph Comprehensive Zoning Bylaw 1995-14864 is applicable city-wide and includes minimum parking requirements for multi-unit residential uses. Section 4.13.4.3 outlines requirements for uses relevant to this memorandum (i.e. multi-unit residential uses), which are outlined below:

- Apartment Building: for the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit
 - Section 4.13.4.3.1: Despite Section 4.13.4.3, the minimum required Parking Spaces for an Apartment Building in the R.4C Zone shall be 1 per unit.
 - R.4C is “Central Business District Apartment Zone.”
- Townhouse: 1 per unit

Requirement for visitor parking is further noted in Section 4.13.6:

In a R.3A or R.4 Zone, in addition to the requirements of Section 4.13.4.3, a minimum of 20% of the calculated total required number of Parking Spaces shall be provided for the Use of visitors to a residential Building and such Parking Spaces shall be located above grade and clearly identified as being reserved for the exclusive Use of visitors.

R.3A is “Cluster Townhouse Zone” and R.4 is representative of all residential apartment zones.

In specialized downtown zones, there are unique minimum parking requirements as listed in Section 14.1.5, including a requirement of 1 parking space per unit for the following uses:

- Apartment Building
- Multiple Attached
- Townhouse
- Mixed-Use Building (requirement is in addition to non-residential parking requirements)

In addition, a specific visitor parking requirement is noted, as per Section 14.1.5:

a) Apartment Buildings, Cluster Townhouses or Mixed-Use Buildings in a D.1 or D.2 Zone, with more than 10 Dwelling Units, require a minimum of 0.05 Parking Spaces per Dwelling Unit in addition to the requirements of Table 14.1.5, Rows 1 and 2, for the Use of visitors to the Building and such Parking Spaces shall be clearly identified as being reserved for the exclusive Use of residential visitors.

3.0 2019 GUELPH PARKING STANDARDS DISCUSSION PAPER

As noted in **Section 1.1**, IBI Group (now Arcadis IBI Group) and the City of Guelph previously published “*Guelph Parking Standards Review: Phase 2 Discussion Paper*” dated September 11, 2019 in support of the Comprehensive Zoning Bylaw Review. The 2019 Guelph Parking Standards Discussion Paper reviewed regulations related to parking, driveways, and garages in the City of Guelph’s Zoning Bylaw, and included findings related to a multi-day off-street parking demand survey. The Paper recommended updates to minimum parking rates and the consideration of maximum rates for residential uses (among other uses).

3.1 MULTI-DAY OFF-STREET PARKING DEMAND SURVEY

In 2019, IBI Group conducted a parking utilization survey at 7 residential sites (3 townhouse, 4 apartment) in Guelph, not limited to the Gordon Street Intensification Corridor, consisting of 60 ‘spot’ counts and differentiation between resident and residential visitor parking supply/demand where signage was observed.

Days of the week and times of day were as follows:

- Friday evening between 8:00pm and 11:00pm
- Saturday morning between 8:00am and 10:00am

Complete study results for each site are included in **Appendix A**.

3.1.1 Resident Parking Demand Results

Study results are summarized in **Table 1** for surveyed townhouse complexes and **Table 2** for apartment buildings. Key findings are outlined below:

Townhouses:

- Median resident parking demand for townhouses was observed in the 0.65-1.05 spaces per unit range.
- Median resident parking utilization (i.e. demand divided by supply) was in the 60-70% range for three of four sites.
- Peak resident parking demand for townhouses was observed in the 0.70-1.25 spaces per unit range.
- Peak resident parking utilization was in the 65-85% range at three of four sites.
- 803 Gordon Street was consistently near resident parking capacity.

Apartments:

- Median resident parking demand for apartments was observed in the 0.75-0.80 spaces per unit range.
- Median resident parking utilization was in the 60-75% range for each site.
- Peak resident parking demand for apartments was observed in the 0.80-0.90 spaces per unit range.
- Peak resident parking utilization was in the 65-75% range for each site.

TABLE 1 2019 PARKING DEMAND STUDY RESULTS – RESIDENTS – TOWNHOUSES

Site	Units	Resident Parking Supply		Resident Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
35 Mountford Drive	124 units	136 spaces	1.10 sps/unit	Median:	82 spaces	0.66 sps/unit	60%
				Peak:	88 spaces	0.71 sps/unit	65%
803 Gordon Drive	27 units	26 spaces	0.96 sps/unit	Median:	24 spaces	0.87 sps/unit	90%
				Peak:	25 spaces	0.93 sps/unit	96%
32 Arkell Road	32 units	49 spaces	1.53 sps/unit	Median:	33 spaces	1.03 sps/unit	67%
				Peak:	40 spaces	1.25 sps/unit	82%
454 Janefield Avenue	68 units	75 spaces	1.10 sps/unit	Median:	47 spaces	0.69 sps/unit	63%
				Peak:	52 spaces	0.76 sps/unit	69%

TABLE 2 2019 PARKING DEMAND STUDY RESULTS – RESIDENTS – APARTMENTS

Site	Units	Resident Parking Supply		Resident Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
37-45 Goodwin Drive	251 units	301 spaces	1.20 sps/unit	Median:	193 spaces	0.77 sps/unit	64%
				Peak:	215 spaces	0.86 sps/unit	71%
901 Paisley Road	34 units	38 spaces	1.12 sps/unit	Median:	27 spaces	0.79 sps/unit	71%
				Peak:	28 spaces	0.82 sps/unit	74%
5 Schroder Crescent	66 units	82 spaces	1.24 sps/unit	Median:	50 spaces	0.76 sps/unit	61%
				Peak:	55 spaces	0.83 sps/unit	67%

3.1.2 Residential Visitor Parking Demand Results

Study results are summarized in **Table 3** for surveyed townhouse complexes and **Table 4** for apartment buildings. Key findings are outlined below:

Townhouses:

- Median visitor parking demand for townhouses was observed in the 0.09-0.24 spaces per unit range.
- Median visitor parking utilization (i.e. demand divided by supply) was in the 50-90% range for three of four sites.
- Peak visitor parking demand for townhouses was observed in the 0.11-0.31 spaces per unit range.
- Peak visitor parking utilization was in the 65-85% range at three of four sites.
- 454 Janefield Avenue was near visitor parking capacity throughout the Friday evening.

Apartments:

- Median visitor parking demand for apartments was observed in the 0.06-0.08 spaces per unit range.
- Median visitor parking utilization was in the 15-85% range for each site.
- Peak visitor parking demand for apartments was observed in the 0.06-0.12 spaces per unit range.
- Peak visitor parking utilization was in the 30-95% range for each site.
- Visitor supply was significantly higher than observed demand at 901 Paisley Road.

TABLE 3 2019 PARKING DEMAND STUDY RESULTS – VISITORS – TOWNHOUSES

Site	Units	Visitor Parking Supply		Visitor Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
35 Mountford Drive	124 units	42 spaces	0.34 sps/unit	Median:	30 spaces	0.24 sps/unit	71%
				Peak:	39 spaces	0.31 sps/unit	93%
803 Gordon Drive ¹	27 units	6 spaces	0.22 sps/unit	Median:	3 spaces	0.11 sps/unit	50%
				Peak:	3 spaces	0.11 sps/unit	50%
32 Arkell Road	32 units	5 spaces	0.16 sps/unit	Median:	3 spaces	0.09 sps/unit	60%
				Peak:	4 spaces	0.13 sps/unit	80%
454 Janefield Avenue	68 units	16 spaces	0.24 sps/unit	Median:	14 spaces	0.21 sps/unit	88%
				Peak:	15 spaces	0.22 sps/unit	94%

Notes:

1. 803 Gordon Drive: Visitor parking counts not conducted on the Friday, only the Saturday.

TABLE 4 2019 PARKING DEMAND STUDY RESULTS – VISITORS – APARTMENTS

Site	Units	Visitor Parking Supply		Visitor Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
37-45 Goodwin Drive	251 units	17 spaces	0.07 sps/unit	Median:	14 spaces	0.06 sps/unit	82%
				Peak:	16 spaces	0.06 sps/unit	94%
901 Paisley Road	34 units	12 spaces	0.35 sps/unit	Median:	2 spaces	0.06 sps/unit	17%
				Peak:	4 spaces	0.12 sps/unit	33%
5 Schroder Crescent ¹	66 units	8 spaces	0.12 sps/unit	Median:	5 spaces	0.08 sps/unit	63%
				Peak:	5 spaces	0.08 sps/unit	63%

Notes:

1. 5 Schroder Crescent: Visitor parking counts not conducted on the Friday, only the Saturday.

3.2 2019 RECOMMENDATIONS

The 2019 Guelph Parking Standards Discussion Paper included recommended residential parking rates for the Zoning Bylaw, based on the observed parking demand outlined in **Section 3.1**, a land use policy review, inter-jurisdictional best practices, and consideration of ITE residential parking rates.

A summary is provided in **Table 5** of the recommended multi-unit residential parking rates in the 2019 Guelph Parking Standards Discussion Paper.

TABLE 5 2019 PARKING RATE RECOMMENDATIONS (ALL AREAS)

Land Use	Minimum	Maximum
Cluster Townhouse	1 space per unit (plus 0.2 visitor parking spaces per unit)	2 spaces per unit
Stacked Townhouse		
Apartment Building (Mixed Use Area)	1.0 spaces per unit (plus 0.1 visitor parking spaces per unit)	1.5 spaces per unit (includes visitor parking spaces)
Apartment Building (Other Areas)	If less than 20 units: 1 space per unit (plus 0.25 visitor parking spaces per unit) If 20 units or greater: 1 space per unit (plus 0.15 visitor parking spaces per unit)	No maximum

It is noted that the 2019 Guelph Parking Standards Discussion Paper does not make new recommendations for downtown Guelph, for which distinct parking requirements had recently been implemented and were in place at the time.

4.0 2022 CITY-WIDE DRAFT ZONING BYLAW

Within the latest iteration of the updated draft city-wide Zoning Bylaw, circulated and reviewed by the public as part of a July 2022 statutory public meeting, revised minimum parking requirements for multi-unit residential buildings were included.

A summary is provided in **Table 6** of the minimum and maximum parking requirements that are included in the July 2022 draft Zoning Bylaw. It is noted that the requirements are split based on geographical areas (distinguished by parking adjustment suffix as part of zone for an area) and with completely separate requirements for downtown Guelph matching the pre-existing parking requirements in the Zoning Bylaw.

TABLE 6 JULY 2022 DRAFT ZONING BYLAW PARKING RATES (ALL AREAS)

Land Use	Minimum	Maximum
Lots without parking adjustment (PA) suffix		
Townhouse—back-to-back, cluster, stacked, and stacked back-to-back	1 space per unit (plus 0.2 visitor parking spaces per unit)	No maximum
Apartment Building (Lots without parking adjustment suffix)	If less than 20 units: 1.0 space per unit (plus 0.25 visitor parking spaces per unit) If 20 units or greater: 1.0 space per unit (plus 0.15 visitor parking spaces per unit)	No maximum
Mixed-Use Building	In addition to non-residential parking rate: 1.0 space per unit (plus 0.15 visitor parking spaces per unit)	No maximum
Lots identified with parking adjustment (PA) suffix		
Townhouse—back-to-back, cluster, stacked, and stacked back-to-back	1.0 space per unit (plus 0.2 visitor parking spaces per unit)	1.5 space per unit (plus 0.5 visitor parking spaces per unit)
Apartment Building (Lots identified with parking adjustment suffix)	1.0 spaces per unit (plus 0.1 visitor parking spaces per unit)	1.25 spaces per unit (plus 0.25 visitor parking spaces per unit)
Mixed-Use Building	In addition to non-residential parking rate: 1.0 space per unit (plus 0.1 visitor parking spaces per unit)	In addition to non-residential parking rate: 1.5 space per unit (plus 0.25 visitor parking spaces per unit)
Downtown (D1, D.2, D.3, and D.3a zones)		
Apartment building, townhouse dwelling-rear access on-street	1.0 space per unit (plus 0.05 visitor parking spaces per unit)	No maximum
Mixed-Use Building	In addition to non-residential parking rate: 1.0 space per unit (plus 0.05 visitor parking spaces per unit)	No maximum

Generally, the parking rates included in the Draft Zoning Bylaw are reflective of the recommendations included within the 2019 Guelph Parking Standards Discussion Paper (as outlined in **Section 3.2** and **Table 5**), with minor exceptions including being more prescriptive with residential visitor parking requirements.

5.0 2022 PARKING UTILIZATION STUDY

BA Group has undertaken a follow-up assessment to the parking demand study undertaken for the 2019 Guelph Parking Standards Discussion Paper, specifically examining multi-unit residential parking. The purpose of this study is as follows:

- to conduct and document the results of off-street parking demand surveys for specific multi-unit residential buildings located in the Gordon Street Intensification Corridor (as identified in Schedule 1 of the Guelph Official Plan);
- to conduct and document the results of off-street parking demand surveys for specific multi-unit residential buildings located outside of the Gordon Street Intensification Corridor but that were counted for 2019 Guelph Parking Standards Discussion Paper, to observed changes over time; and
- the results of this follow-up assessment are to inform recommended changes to the residential parking rates included within the July 2022 Draft Zoning Bylaw, if necessary.

5.1 METHODOLOGY & STUDY DETAILS

The methodology of the parking demand study undertaken for the 2019 Guelph Parking Standards Discussion Paper has generally been replicated with some exceptions for this study. The parameters of the update study are outlined below in **Table 7**.

TABLE 7 PARKING UTILIZATION STUDY METHODOLOGY & DETAILS

Element	Description	Differences with 2019 Parking Demand Study (if applicable)
Dates / Times	<ul style="list-style-type: none"> • One Wednesday evening count (i.e. 10pm) • One Wednesday overnight count (i.e. early Thursday morning count at 3:00am) • One Friday evening count (i.e. 10pm) • One Friday overnight count (i.e. early Saturday morning count at 3:00am) • One Saturday morning count (i.e. 9am) 	<ul style="list-style-type: none"> • Middle of the week parking counts included as, for resident parking, “peaks” are not typically observed during weekends. • Two overnight counts included as, for resident parking, this is when peak demand is typically observed.
Differentiation	<ul style="list-style-type: none"> • Resident, accessible, visitor parking demand counted separately • Accessible parking demand analyzed together with resident parking demand 	<ul style="list-style-type: none"> • Same
Sites	<ul style="list-style-type: none"> • 14 sites counted, including a majority in the Gordon Street Intensification • Site information is provided in Table 8 and locations are mapped in Figure 1. 	<ul style="list-style-type: none"> • 6 of 7 sites counted as part of 2019 study were re-counted. Exception was 901 Paisley Road (clearance could not be obtained in time for study)
Date Range	<ul style="list-style-type: none"> • Wednesday, November 16, 2022 – Saturday, November 19, 2022 • Given proximity to University of Guelph, timing of the surveys was intended to capture peak parking demand while Fall 2022 semester was ongoing. 	<ul style="list-style-type: none"> • Dates in 2019 were unspecified in 2019 Guelph Parking Standards Discussion Paper

A summary of the sites that were counted is provided in **Table 8** and locations are mapped in **Figure 1**.

TABLE 8 PARKING UTILIZATION STUDY MULTI-UNIT BUILDINGS – SUMMARY TABLE

No. ¹	Site	Neighbourhood/Area	Building Type	Units	Parking Supply ²		
					Resident & Accessible	Residential Visitor	Total
Re-Counted Sites (originally counted as part of 2019 Guelph Parking Standards Discussion Paper)							
1	37-45 Goodwin Drive	Gordon/Clair Community Mixed-Use Node	Apartment	251 units	298 spaces	13 spaces	311 spaces
2	35 Mountford Drive	Grange Hill East	Townhouse	124 units	131 spaces	40 spaces	171 spaces
3	803 Gordon Street	Gordon Street Intensification Corridor	Townhouse	27 units	31 spaces	5 spaces	36 spaces
4	32 Arkell Road		Townhouse	32 units	50 spaces	6 spaces	56 spaces
5	454 Janefield Avenue	Stone Road Mall	Townhouse	68 units	71 spaces	7 spaces	78 spaces
6	5 Schroder Crescent	Grange Hill East	Apartment	66 units	70 spaces	18 spaces	88 spaces
New Counted Sites (all located in Gordon Street Intensification Corridor or Gordon/Clair Community Mixed-Use Node)							
7	98 Farley Drive	Gordon/Clair Community Mixed-Use Node	Apartment	93 units	95 spaces	25 spaces	120 spaces
8	1440 Gordon Street	Gordon Street Intensification Corridor	Apartment	91 units	100 spaces	15 spaces	115 spaces
9	332 Gosling Gardens	Gordon/Clair Community Mixed-Use Node	Apartment	88 units	109 spaces	22 spaces	131 spaces
10	7-25 Kay Crescent		Apartment	204 units	219 spaces	45 spaces	264 spaces
11	1077 Gordon Street	Gordon Street Intensification Corridor	Apartment	162 units	187 spaces	7 spaces	194 spaces
12	1219 Gordon Street		Apartment	77 units	80 spaces	3 spaces	83 spaces
13	1291 Gordon Street		Apartment	161 units	179 spaces	13 spaces	192 spaces
14	1280-1284 Gordon Street		Apartment	199 units	174 spaces	45 spaces	219 spaces

Notes:

1. Number in this column corresponds to marker in **Figure 1**.
2. Parking supply based upon observed parking supply during parking utilization studies.

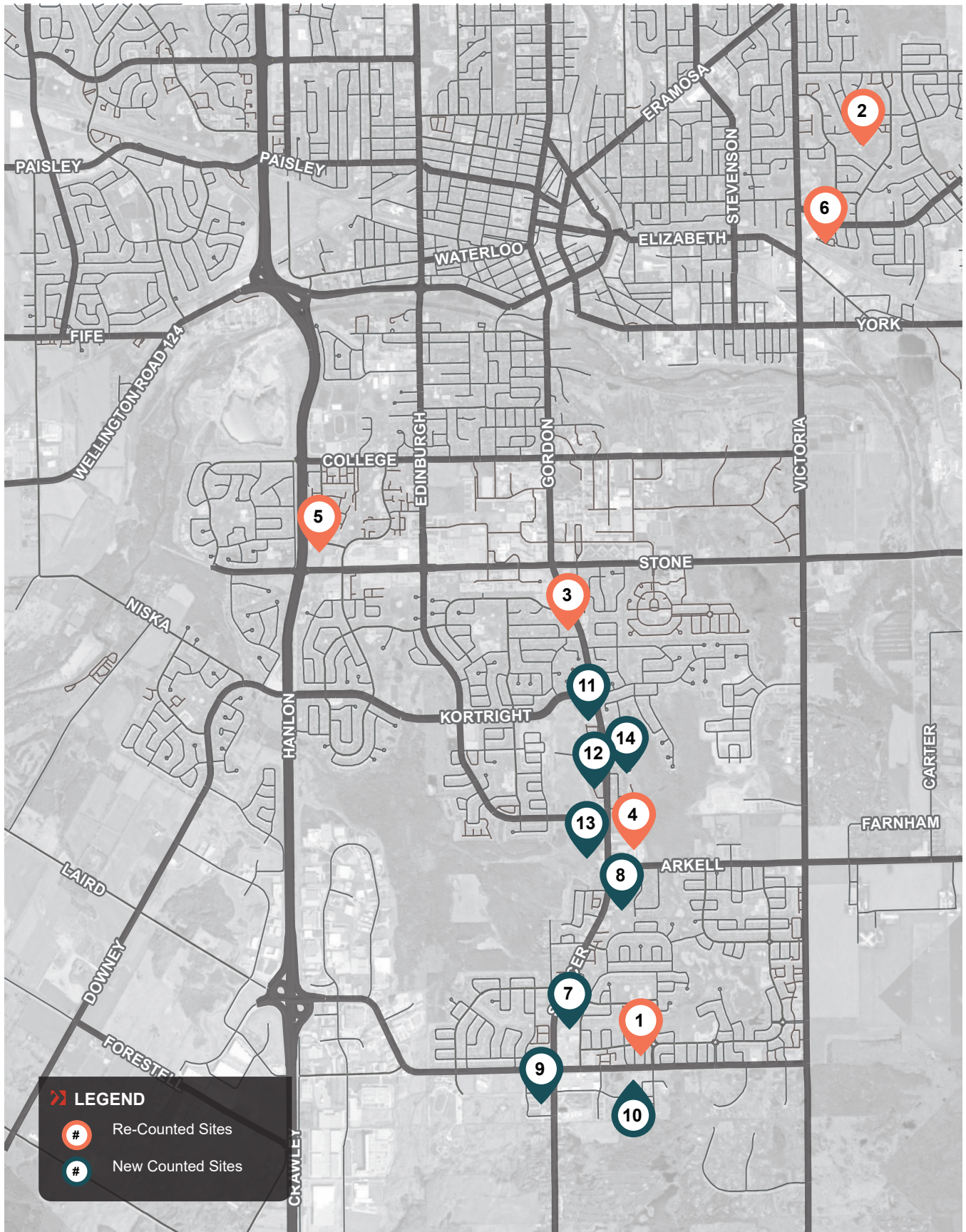


FIGURE 1 PARKING UTILIZATION STUDY LOCATIONS

5.2 PARKING UTILIZATION STUDY RESULTS

Complete study results for each site are included in **Appendix A**.

5.2.1 Resident Parking Demand Results

Study results are summarized in **Table 9** and **Figure 2** for surveyed townhouse complexes and **Table 10** and **Figure 3** for apartment buildings. Key findings are outlined below:

Townhouses:

- Median resident parking demand for townhouses was observed in the 0.65-1.00 spaces per unit range.
- Median resident parking utilization was in the 60-70% range for each site.
- Peak resident parking demand for townhouses was observed in the 0.85-1.25 spaces per unit range.
- Peak resident parking utilization was in the 75-90% range for each site.

Apartments:

- Median resident parking demand for apartments was observed in the 0.55-0.95 spaces per unit range.
- Median resident parking utilization was in the 60-80% range for each site.
- Peak resident parking demand for apartments was observed in the 0.70-0.95 spaces per unit range.
- Peak resident parking utilization was in the 60-90% range for each site.

TABLE 9 2022 PARKING DEMAND STUDY RESULTS – RESIDENTS – TOWNHOUSES

Site	Units	Resident Parking Supply		Resident Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
35 Mountford Drive	124 units	131 spaces	1.06 sps/unit	Median:	90 spaces	0.73 sps/unit	69%
				Peak: (overnight)	107 spaces	0.86 sps/unit	82%
803 Gordon Drive	27 units	31 spaces	1.15 sps/unit	Median:	21 spaces	0.78 sps/unit	68%
				Peak: (evening)	28 spaces	1.04 sps/unit	90%
32 Arkell Road	32 units	50 spaces	1.56 sps/unit	Median:	31 spaces	0.97 sps/unit	62%
				Peak: (evening)	39 spaces	1.22 sps/unit	78%
454 Janefield Avenue	68 units	71 spaces	1.04 sps/unit	Median:	47 spaces	0.69 sps/unit	66%
				Peak: (morning)	59 spaces	0.87 sps/unit	83%

TABLE 10 2022 PARKING DEMAND STUDY RESULTS – RESIDENTS – APARTMENTS

Site	Units	Resident Parking Supply		Resident Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
37-45 Goodwin Drive	251 units	298 spaces	1.19 sps/unit	Median:	198 spaces	0.79 sps/unit	66%
				Peak: <i>(overnight)</i>	214 spaces	0.85 sps/unit	72%
5 Schroder Crescent	66 units	70 spaces	1.06 sps/unit	Median:	56 spaces	0.85 sps/unit	80%
				Peak: <i>(overnight)</i>	53 spaces	0.95 sps/unit	90%
98 Farley Drive	93 units	95 spaces	1.02 sps/unit	Median:	71 spaces	0.76 sps/unit	75%
				Peak: <i>(overnight)</i>	77 spaces	0.83 sps/unit	81%
1440 Gordon Street	91 units	100 spaces	1.10 sps/unit	Median:	78 spaces	0.86 sps/unit	78%
				Peak: <i>(evening)</i>	81 spaces	0.89 sps/unit	81%
332 Gosling Gardens	88 units	109 spaces	1.24 sps/unit	Median:	81 spaces	0.92 sps/unit	74%
				Peak: <i>(overnight)</i>	83 spaces	0.94 sps/unit	76%
7-25 Kay Crescent	204 units	219 spaces	1.07 sps/unit	Median:	154 spaces	0.75 sps/unit	70%
				Peak: <i>(overnight)</i>	169 spaces	0.83 sps/unit	77%
1077 Gordon Street ¹	162 units	187 spaces	1.15 sps/unit	Median:	126 spaces	0.78 sps/unit	67%
				Peak: <i>(overnight)</i>	128 spaces	0.79 sps/unit	68%
1219 Gordon Street	77 units	80 spaces	1.04 sps/unit	Median:	51 spaces	0.66 sps/unit	64%
				Peak: <i>(morning)</i>	58 spaces	0.75 sps/unit	73%
1291 Gordon Street	161 units	179 spaces	1.11 sps/unit	Median:	113 spaces	0.70 sps/unit	63%
				Peak: <i>(overnight)</i>	119 spaces	0.74 sps/unit	66%
1280-1284 Gordon Street	199 units	174 spaces	0.87 sps/unit	Median:	109 spaces	0.55 sps/unit	63%
				Peak: <i>(overnight)</i>	141 spaces	0.71 sps/unit	81%

Notes:

1. 1077 Gordon Street: Resident parking counts not conducted on the Wednesday due to access issue, only the Friday and Saturday.

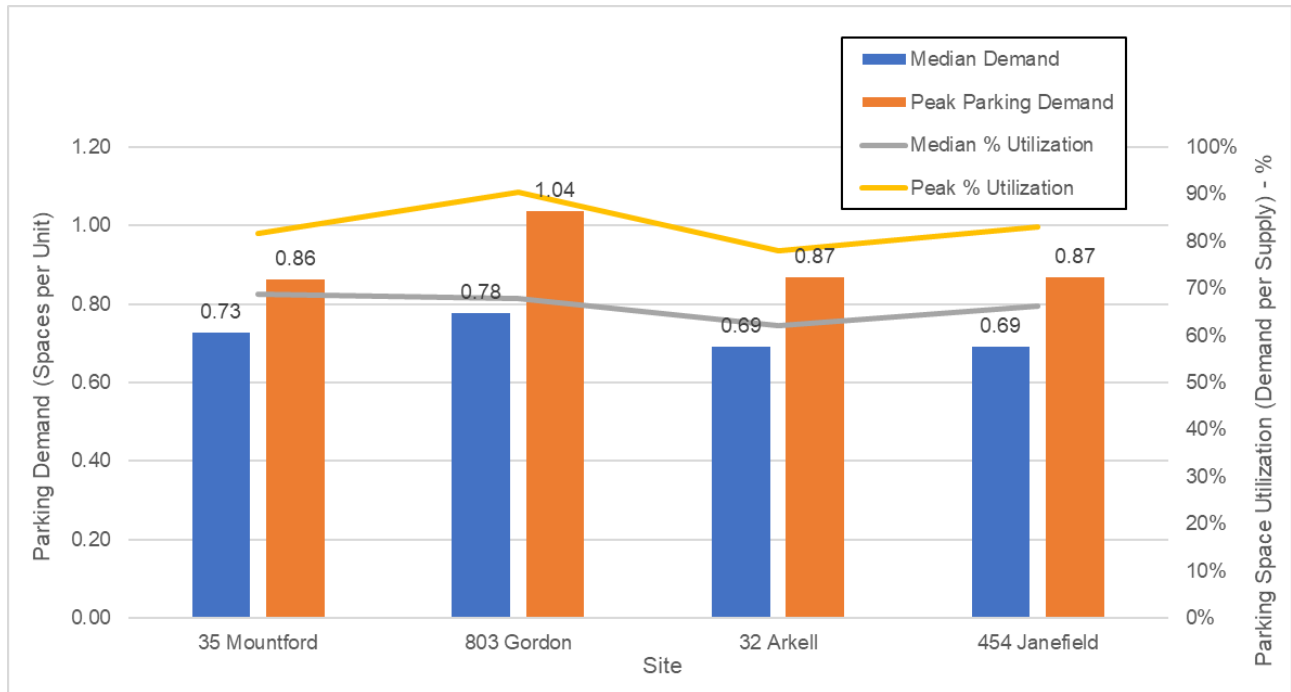


FIGURE 2: 2022 PARKING DEMAND STUDY RESULTS – RESIDENTS – TOWNHOUSES

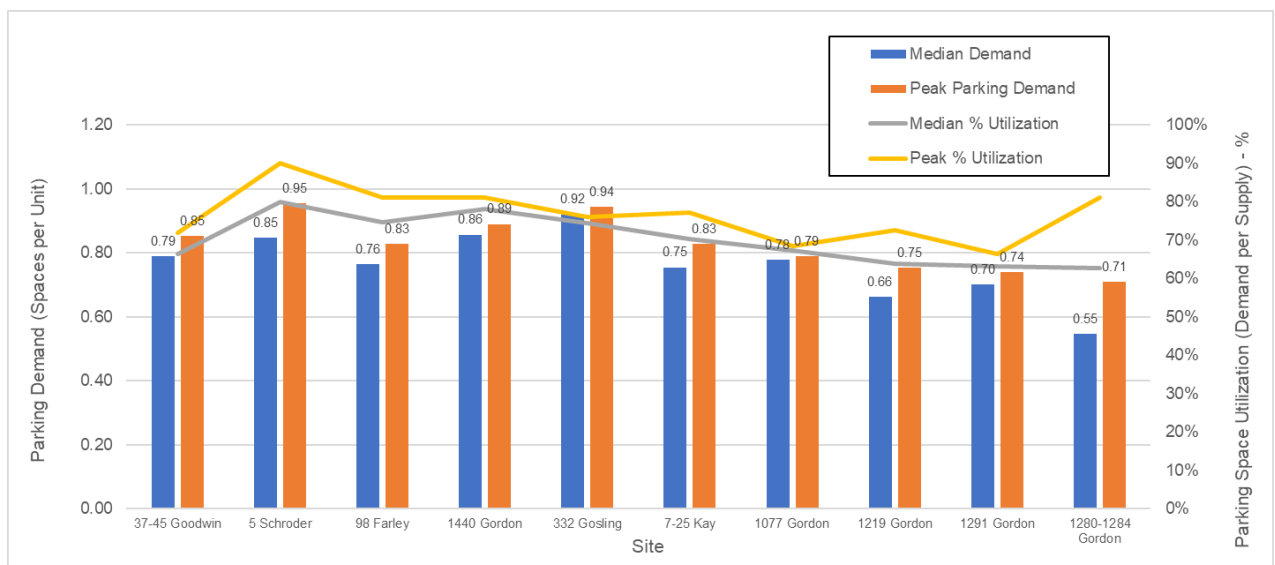


FIGURE 3: 2022 PARKING DEMAND STUDY RESULTS – RESIDENTS – APARTMENTS

5.2.2 Residential Visitor Parking Demand Results

Study results are summarized in **Table 11** and **Figure 4** for surveyed townhouse complexes and **Table 12** and **Figure 5** for apartment buildings. Key findings are outlined below:

Townhouses:

- Median visitor parking demand for townhouses was observed in the 0.10-0.21 spaces per unit range.
- Median visitor parking utilization (i.e. demand divided by supply) was in the 65-100% range for each site.
- Peak visitor parking demand for townhouses was observed in the 0.10-0.24 spaces per unit range.
- Peak visitor parking utilization was in the 75-100% range at three of four sites.
- 454 Janefield Avenue and 803 Gordon Street were near visitor parking capacity throughout the study.

Apartments:

- Median visitor parking demand for apartments was observed in the 0.00-0.18 spaces per unit range.
- Median visitor parking utilization was in the 0-100% range for each site.
- Peak visitor parking demand for apartments was observed in the 0.00-0.23 spaces per unit range.
- Peak visitor parking utilization was in the 0-100% range for each site.
- 1280-1284 Gordon Street was an outlier in the study; the highest peak visitor parking demand aside from that site was 0.11 spaces per unit.

TABLE 11 2022 PARKING DEMAND STUDY RESULTS – RESIDENTIAL VISITORS – TOWNHOUSES

Site	Units	Visitor Parking Supply		Visitor Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
35 Mountford Drive	124 units	40 spaces	0.32 sps/unit	Median:	26 spaces	0.21 sps/unit	65%
				Peak: <i>(overnight)</i>	30 spaces	0.24 sps/unit	75%
803 Gordon Drive	27 units	5 spaces	0.19 sps/unit	Median:	5 spaces	0.19 sps/unit	100%
				Peak: <i>(multiple)</i>	5 spaces	0.19 sps/unit	100%
32 Arkell Road	32 units	6 spaces	0.19 sps/unit	Median:	5 spaces	0.16 sps/unit	83%
				Peak: <i>(evening)</i>	6 spaces	0.19 sps/unit	100%
454 Janefield Avenue	68 units	7 spaces	0.10 sps/unit	Median:	7 spaces	0.10 sps/unit	100%
				Peak: <i>(multiple)</i>	7 spaces	0.10 sps/unit	100%

TABLE 12 2022 PARKING DEMAND STUDY RESULTS – RESIDENTIAL VISITORS – APARTMENTS

Site	Units	Visitor Parking Supply		Visitor Parking Demand			% Utilization
		Supply	Rate	Measure	Demand	Rate	
37-45 Goodwin Drive	251 units	13 spaces	0.05 sps/unit	Median:	3 spaces	0.01 sps/unit	23%
				Peak: <i>(overnight)</i>	7 spaces	0.03 sps/unit	54%
5 Schroder Crescent	66 units	18 spaces	0.27 sps/unit	Median:	0 spaces	0.00 sps/unit	0%
				Peak: <i>(none)</i>	0 spaces	0.00 sps/unit	0%
98 Farley Drive	93 units	25 spaces	0.27 sps/unit	Median:	0 spaces	0.00 sps/unit	0%
				Peak: <i>(none)</i>	0 spaces	0.00 sps/unit	0%
1440 Gordon Street	91 units	15 spaces	0.16 sps/unit	Median:	3 spaces	0.03 sps/unit	20%
				Peak: <i>(evening)</i>	9 spaces	0.10 sps/unit	60%
332 Gosling Gardens	88 units	22 spaces	0.25 sps/unit	Median:	9 spaces	0.10 sps/unit	41%
				Peak: <i>(evening)</i>	10 spaces	0.11 sps/unit	45%
7-25 Kay Crescent	204 units	45 spaces	0.22 sps/unit	Median:	10 spaces	0.05 sps/unit	22%
				Peak: <i>(evening)</i>	13 spaces	0.06 sps/unit	29%
1077 Gordon Street ¹	162 units	7 spaces	0.04 sps/unit	Median:	4 spaces	0.02 sps/unit	57%
				Peak: <i>(multiple)</i>	4 spaces	0.02 sps/unit	57%
1219 Gordon Street	77 units	3 spaces	0.04 sps/unit	Median:	3 spaces	0.04 sps/unit	100%
				Peak: <i>(multiple)</i>	3 spaces	0.04 sps/unit	100%
1291 Gordon Street	161 units	13 spaces	0.08 sps/unit	Median:	12 spaces	0.07 sps/unit	92%
				Peak: <i>(multiple)</i>	13 spaces	0.08 sps/unit	100%
1280-1284 Gordon Street	199 units	45 spaces	0.23 sps/unit	Median:	36 spaces	0.18 sps/unit	80%
				Peak: <i>(multiple)</i>	45 spaces	0.23 sps/unit	100%

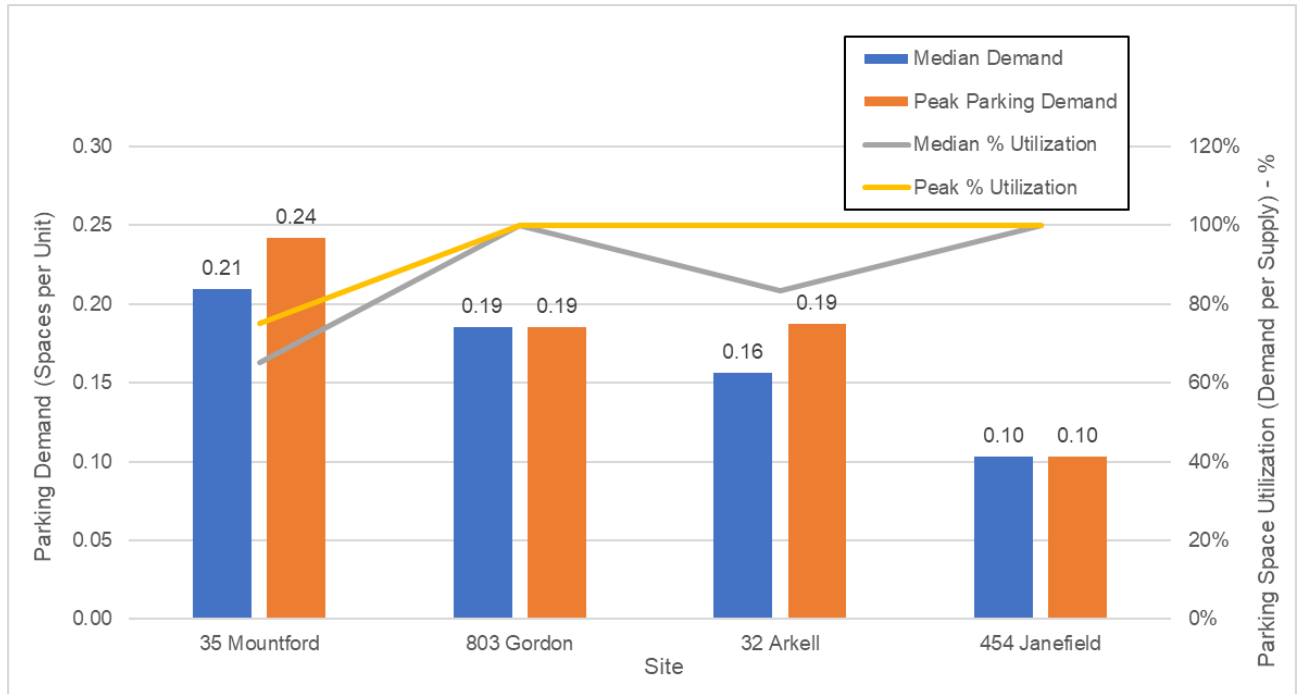


FIGURE 4: 2022 PARKING DEMAND STUDY RESULTS – RESIDENTIAL VISITORS – TOWNHOUSES

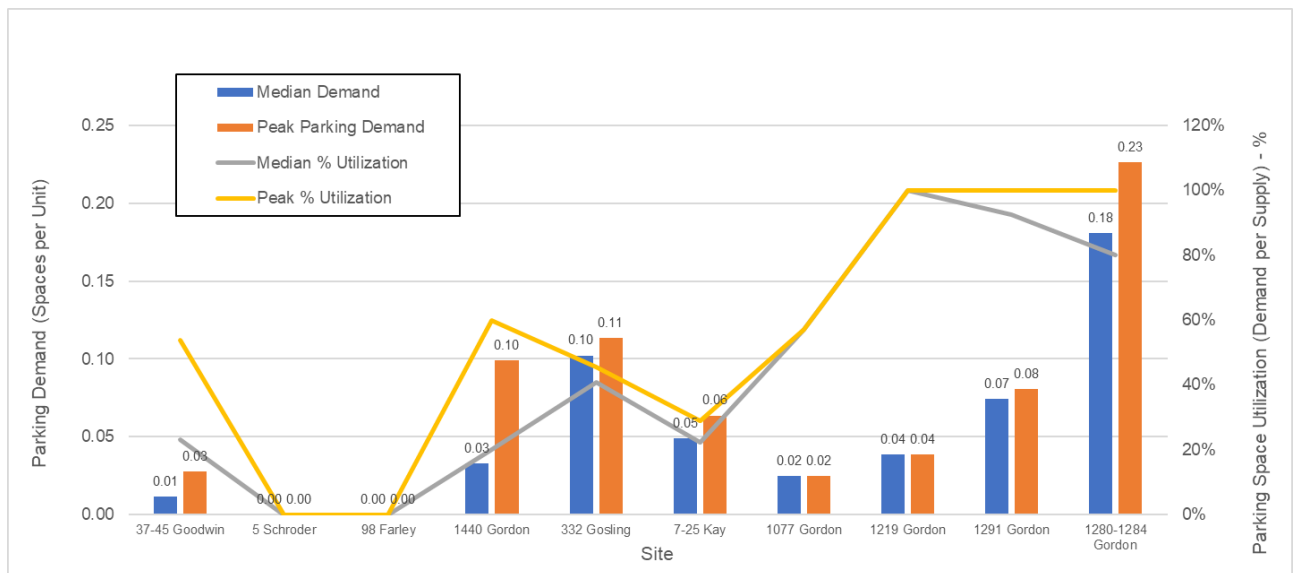


FIGURE 5: 2022 PARKING DEMAND STUDY RESULTS – RESIDENTIAL VISITORS – APARTMENTS

5.3 2019 VS. 2022 STUDY COMPARISON

Six sites that were counted in 2019 for the 2019 Guelph Parking Standards Discussion Paper were again counted in this 2022 study, including four townhouse sites and four apartment sites. Observed parking supply and demand differences are provided, in detail, in **Appendix C** and peak parking demand differences are highlighted in **Table 13** for resident parking and **Table 14** for residential visitor parking.

TABLE 13 2019 vs. 2022 PEAK PARKING DEMAND COMPARISON – RESIDENTS

Site	Observed Peak Parking Demand		
	2019 Parking Study	2022 Parking Study	Difference
Townhouses			
35 Mountford Drive	0.71 spaces per unit	0.86 spaces per unit	+0.15 spaces per unit
803 Gordon Drive	0.93 spaces per unit	1.04 spaces per unit	+0.11 spaces per unit
32 Arkell Road	1.22 spaces per unit	1.22 spaces per unit	0.00 spaces per unit
454 Janefield Avenue	0.76 spaces per unit	0.87 spaces per unit	+0.11 spaces per unit
Apartments			
37-45 Goodwin Drive	0.86 spaces per unit	0.85 spaces per unit	-0.01 spaces per unit
5 Schroder Crescent	0.80 spaces per unit	0.95 spaces per unit	+0.15 spaces per unit

Key findings in comparison of resident parking demand are outlined below:

- Resident parking demand increased at four of six sites by 0.10-0.15 spaces per unit, and remained generally similar at two of six sites.
- 2022 parking demand study included two overnight studies for each site which is generally expected to yield higher results, as resident parking demand typically peaks overnight.

TABLE 14 2019 vs. 2022 PEAK PARKING DEMAND COMPARISON – RESIDENTIAL VISITORS

Site	Observed Peak Parking Demand		
	2019 Parking Study	2022 Parking Study	Difference
Townhouses			
35 Mountford Drive	0.31 spaces per unit	0.24 spaces per unit	-0.07 spaces per unit
803 Gordon Drive	0.15 spaces per unit	0.19 spaces per unit	+0.04 spaces per unit
32 Arkell Road	0.13 spaces per unit	0.19 spaces per unit	+0.06 spaces per unit
454 Janefield Avenue	0.22 spaces per unit	0.10 spaces per unit	-0.12 spaces per unit
Apartments			
37-45 Goodwin Drive	0.06 spaces per unit	0.03 spaces per unit	-0.03 spaces per unit
5 Schroder Crescent	0.08 spaces per unit	0.00 spaces per unit	-0.08 spaces per unit

Key findings in comparison of residential visitor parking demand are outlined below:

- Visitor parking demand decreased at four of six sites (including both apartment sites) by 0.03-0.12 spaces per unit, and increased at two townhouse sites by 0.04-0.06 spaces per unit.

6.0 DISCUSSION

In this section, interpretation and discussion of the data provided herein is included, with aim of determining whether it is appropriate to recommend adjustment to the parking rates included in July 2022 draft Zoning Bylaw (outlined in **Section 4.0** and **Table 6**).

6.1 TRANSPORTATION CONTEXT

The entirety of the Gordon Street Intensification Corridor and Gordon/Clair Community Mixed-Use Node are well serviced by sustainable transportation options (including public transit and cycling infrastructure) which make it plausible for a resident to live in the area and not own a car. This is particularly true for people who make regular trips (e.g. commuting) trips to the University of Guelph or downtown Guelph, both located to the north.

Gordon Street is serviced by Guelph Transit Route 99 Mainline which operates in a north-south direction throughout the city, providing access to University of Guelph and downtown Guelph, among other destinations. Service is provided at the following levels:

- every 10 minutes during weekdays, all day and evenings
- every 15 minutes during weekends, all day and evenings
- every 30 minutes on statutory and civic holidays, all day

Additional routes that service the area (i.e. Gordon Street Intensification Corridor and Gordon/Clair Community Mixed-Use Node) with less frequent service include:

- Guelph Transit Route 1 Edinburgh College
- Guelph Transit Route 2 College Edinburgh
- Guelph Transit Route 5 Goodwin
- Guelph Transit Route 6 Harvard Ironwood
- Guelph Transit Route 7 Kortright Downey
- Guelph Transit Route 16 Southgate
- Guelph Transit Route 17 Woodlawn Watson
- Guelph Transit Route 18 Watson Woodlawn
- Guelph Transit Route 19 Hanlon Creek

In addition, GO Transit Route 29 Guelph/Mississauga utilizes Gordon Street, with stops at University of Guelph and downtown Guelph (a route terminus). The route travels to Mississauga and terminates at Toronto Kipling Station at the other end.

GO Transit Route 48 also utilizes Gordon Street, terminating at University of Guelph. The route travels along Highway 407 terminating at Highway 407 Bus Terminal in Vaughan, which itself is a TTC subway station.

In addition to public transit options, the entirety of Gordon Street, Clair Road, Arkell Road, and Stone Road in the study area include on-street cycling lanes, facilitating cycling activity .

6.2 PARKING SUPPLY AND DEMAND RELATIONSHIP

A key indicator of parking demand is the relationship between parking supply and of observed parking utilization/demand at an individual site. Parking demand cannot be higher than parking supply (foregoing the possibility of off-site parking); if demand is measured close to or at the same total as the parking supply, this is typically an indicator of constrained parking demand. True parking demand at the site may be higher. Conversely, if observed parking demand is substantially lower than available parking supply, this would indicate an oversupply of parking and, in some cases as reflected by the “induced demand” concept, observed parking demand may be higher than true parking demand due to the over-availability (sometimes reflected by cheap cost) of parking. BA Group has observed mature apartment buildings with upwards of 7 parking spaces allocated (e.g. leased) to a single unit in a case where parking supply was abundant compared to demand.

For these reasons, all parking demand data collected as part of this study has been cross-reference to the parking supply at each site, reflected by the “% Utilization” measure.

At townhouses and apartments (reflected in **Table 9** and **Table 10**), resident parking demand does not appear to be constrained by parking supply at any site. At townhouse sites, peak parking demand was observed at 78-90% of available parking supply across surveyed sites, and at apartment sites, peak parking demand was observed at 66-90% of available parking supply across surveyed sites. These measures reflect, generally, minor oversupplies of parking at most surveyed sites. Given that all of the surveyed sites were approved and constructed prior to the current Zoning Bylaw review exercise which proposes to reduce minimum resident parking requirements, the data indicates that the reductions are warranted.

Conversely, at townhouses and apartments (reflected in **Table 11** and **Table 12**), residential visitor parking demand reached capacity at some survey sites and therefore, was likely constrained by parking supply. At other sites, no residential visitor parking demand was observed at all. The wide range of results can likely be partly attributed to the smaller sample sizes studied at each site which inherently lead to greater variation.

However, it may also be the case that at some sites, specific on-site investigation could be helpful in determining the reasons for the observed results, with possible adjustments to follow to more accurately accommodate parking demand. For example, 1280-1284 Gordon Street had relatively low peak resident parking demand (0.71 spaces per unit; 81% parking space utilization) but comparably high peak residential visitor parking demand (0.23 spaces per unit; 100% parking space utilization).

6.3 GEOGRAPHIC ANALYSIS

Observed resident parking demand in apartments in the 2022 study indicates geographic differentiation in the results for sites located in different areas of the city as outlined in **Table 15**. It is noted that there are not enough townhouses surveyed in the study to conduct similar analysis for townhouses.

TABLE 15 RESIDENT PARKING DEMAND GEOGRAPHIC COMPARISON (APARTMENTS ONLY)

Gordon Street Intensification Corridor		Gordon/Clair Community Mixed-Use Node		Other Areas	
Address	Observed Peak Demand	Address	Observed Peak Demand	Address	Observed Peak Demand
1440 Gordon Street	0.89 sps/unit	98 Farley Drive	0.83 sps/unit	5 Schroder Crescent	0.95 sps/unit
1077 Gordon Street	0.79 sps/unit	332 Gosling Gardens	0.94 sps/unit	--	--
1219 Gordon Street	0.75 sps/unit	7-25 Kay Crescent	0.75 sps/unit	--	--
1291 Gordon Street	0.74 sps/unit	37-45 Goodwin Drive	0.85 sps/unit	--	--
1280-1284 Gordon Street	0.71 sps/unit	--	--	--	--
AVERAGE (based upon aggregated number of units and aggregated number of spaces):		AVERAGE (based upon aggregated number of units and aggregated number of spaces):		AVERAGE (based upon aggregated number of units and aggregated number of spaces):	
0.76 spaces / unit		0.85 spaces / unit		0.95 spaces / unit	
AVERAGE (parking demand as percentage of supply):		AVERAGE (parking demand as percentage of supply):		AVERAGE (parking demand as percentage of supply):	
73%		75%		90%	

Sites located in the Gordon Street Intensification Corridor were observed with average peak resident parking demand of 0.76 spaces per unit, and with average utilization of total supply of 73%, indicating no constraint of demand.

For sites located in the Gordon/Clair Community Mixed-Use Node, average peak resident parking demand was observed at 0.85 spaces per unit, and with average utilization of total supply of 75%, indicating no constraint of demand.

For the one apartment located outside of these areas, it was observed with peak at 0.95 spaces per unit and with utilization of total supply of 90%, indicating demand nearing constraint by supply.

The data indicates that proximity to downtown Guelph and/or the University of Guelph is correlated with lower resident parking demand, although not significantly lower.

It is notable that the same pattern was not observed for residential visitors, for which the results had an opposite pattern, albeit based on smaller sample sizes; this data is outlined in **Table 16**.

TABLE 16 RESIDENTIAL VISITOR PARKING DEMAND GEOGRAPHIC COMPARISON (APARTMENTS ONLY)

Gordon Street Intensification Corridor		Gordon/Clair Community Mixed-Use Node		Other Areas	
Address	Observed Peak Demand	Address	Observed Peak Demand	Address	Observed Peak Demand
1440 Gordon Street	0.10 sps/unit	98 Farley Drive	0.10 sps/unit	5 Schroder Crescent	0.00 sps/unit
1077 Gordon Street	0.02 sps/unit	332 Gosling Gardens	0.11 sps/unit	--	--
1219 Gordon Street	0.04 sps/unit	7-25 Kay Crescent	0.06 sps/unit	--	--
1291 Gordon Street	0.08 sps/unit	37-45 Goodwin Drive	0.03 sps/unit	--	--
1280-1284 Gordon Street	0.23 sps/unit	--	--	--	--
AVERAGE (based upon aggregated number of units and aggregated number of spaces):		AVERAGE (based upon aggregated number of units and aggregated number of spaces):		AVERAGE (based upon aggregated number of units and aggregated number of spaces):	
0.11 spaces / unit		0.05 spaces / unit		0.00 spaces / unit	
AVERAGE (parking demand as percentage of supply):		AVERAGE (parking demand as percentage of supply):		AVERAGE (parking demand as percentage of supply):	
73%		29%		0%	

As noted in this report, 1280-1284 Gordon Street was an outlier in the analysis due to its high residential visitor parking demand, particularly considering its relatively low resident parking demand (peak observed at 0.71 spaces per unit).

In summary, the data does not indicate any discernable geographic pattern for residential visitor parking for apartments.

7.0 RECOMMENDATIONS

The final purpose of this parking utilization study is to assess the proposed parking rates contained with the 2022 draft Zoning Bylaw and, if necessary based on parking study results, recommend alterations to the proposed rates or the structure of proposed rates, as summarized in **Section 4.0** and **Table 6**.

Within the draft Zoning Bylaw, notably, most land parcels located adjacent to Gordon Street include the parking adjustment suffix (PA) and therefore, the specific parking rates for sites with PA suffix are applicable. These include minimum and maximum parking requirements.

A comparison between 2022 draft Zoning Bylaw rates and observed parking demand is included in **Table 17**.

TABLE 17 COMPARISON: 2022 DRAFT ZONING BYLAW (PA SUFFIX ZONES) VS. 2022 PARKING UTILIZATION STUDY PARKING RATES

Use	2022 Draft Zoning Bylaw Proposed Rates	2022 Parking Utilization Study Observed Peak Parking Demand	Commentary
Residents – Townhouses	Minimum: 1.0 space per unit Maximum 1.5 spaces per unit	1.04-1.22 spaces per unit	Within proposed minimum-maximum requirement range
Residential Visitors – Townhouses	Minimum: 0.2 spaces per unit Maximum 0.5 spaces per unit	0.19 spaces per unit (both sites)	Close to proposed minimum parking requirement
Residents – Apartments	Minimum: 1.0 space per unit Maximum 1.25 spaces per unit	0.71-0.89 spaces per unit	All sites below proposed minimum parking requirement
Residential Visitors – Apartments	Minimum: 0.1 spaces per unit Maximum 0.25 spaces per unit	0.00-0.23 spaces per unit	Wide observed range; below minimum and near maximum

Notes:

1. 35 Mountford Drive, 454 Jane/field Avenue, and 5 Schroder Crescent omitted from analysis as they are not located in PA suffix zones.

Based upon the analysis in **Table 17**, the observed parking demand profiles do not indicate that alteration should be recommended to the proposed parking rates for the following land use / user groupings within the 2022 draft Zoning Bylaw:

- Residents – Townhouses
- Residential Visitors – Townhouses
- Residential Visitors – Apartments

Conversely, the peak parking demand results indicate that a reduction should be considered to the minimum (and potentially, the maximum) parking requirement proposed for residents in apartment buildings in zones with PA suffix, including the Gordon Street Intensification Corridor and the Gordon/Clair Community Mixed-Use Node.

Further context to this analysis is provided in **Section 6.3** and **Table 15**, where it is illustrated that average peak parking demand in the Gordon Street Intensification corridor is 0.76 spaces per unit for residents in apartments, and in the Gordon/Clair Community Mixed-Use Node is 0.85 spaces per unit for residents in apartments.

Further stratification could be implemented into the Zoning Bylaw by implementing multiple parking adjustment suffix types reflecting observed geographic variations. However, a larger city-wide parking demand study, specifically of apartment buildings, may be required to accurately attribute different parking adjustment suffix types across the entire city.

In lieu of adjusting the structure of the draft Zoning Bylaw, as written, it is therefore recommended – based on the results of the parking utilization study contained herein – to reduce the minimum parking requirement for residents in apartments in PA suffix zones to 0.85 spaces per unit (from 1.0 space per unit). Consideration should also be given to reducing the corresponding maximum parking requirement for residents in apartments in PA suffix zones, although a specific maximum rate is not recommended herein.

**Appendix A:
2019 Guelph Parking Standards Discussion Paper – Multi-Unit
Residential Parking Demand Study Results**



ID	Address	Land Use	Survey	Time	General	Accessible	Visitor	Carpool	Bicycle	Reserved	Mother	EV	Total	Utilization		
8	37, 39, 43 Goodwin Dr	Multiple Residential	Capacity		296	5	17		15				318	-		
			Friday	20:00	181	0	14							181	57%	
				20:36	197	0	15							197	62%	
				21:20	196	1	14							197	62%	
				21:52	204	0	14							204	64%	
			Saturday	22:20	185	0	16								185	58%
				8:00	215	0	16			9					215	68%
				9:00	189	0	11			9					189	59%
9:30	171	0		9			9					171	54%			
9	35 Mountford Dr	Multiple Residential	Capacity		133	3	42						136	-		
			Friday	20:00	72	0	29								72	53%
				20:26	81	0	32								81	60%
				21:05	82	0	39								82	60%
				21:31	85	0	33								85	63%
				22:15	84	0	28								84	62%
			Saturday	22:41	88	0	28								88	65%
				8:30	83	0	28								83	61%
				9:13	78	0	30								78	57%
				10:30	66	2	31								68	50%
Capacity		24		2	6							26	-			
10	803 Gordon St	Multiple Residential	Friday	20:24	23	0							23	88%		
				20:53	24	0								24	92%	
				21:32	24	0								24	92%	
				22:04	25	0								25	96%	
				22:45	24	0								24	92%	
			Saturday	8:30	22	0	3								22	85%
				9:30	21	0	3								21	81%
				10:00	19	0	2								19	73%
11	901 Paisley Rd	Multiple Residential	Capacity		36	2	12			2			40	-		
			Friday	20:00	27	0	2								27	68%
				20:30	27	0	2								27	68%
				21:00	27	0	2								27	68%
				21:30	27	0	2								27	68%
				22:00	28	0	2								28	70%
			Saturday	22:30	28	0	2								28	70%
				8:00	22	0	4			2					24	60%
				8:52	27	0	4			2					29	73%
				9:46	23	0	1			2					25	63%
Capacity		48		1	5							49	-			
12	32 Arkell Rd	Multiple Residential	Friday	20:14	25	1	2						26	53%		
				20:49	29	1	3							30	61%	
				21:27	33	1	3							34	69%	
				22:00	32	1	4							33	67%	
				22:30	32	1	4							33	67%	
			Saturday	8:30	39	1	3								40	82%
				9:00	36	1	3								37	76%
				9:30	30	1	3								31	63%
13	454 Janefield Ave	Multiple Residential	Capacity		75		16						75	-		
			Friday	20:00	42		13								42	56%
				20:30	43		15								43	57%
				21:00	47		14								47	63%
				21:30	49		15								49	65%
				22:00	47		15								47	63%
			Saturday	22:30	50		15								50	67%
				9:00	52		8								52	69%
9:30	52			9								52	69%			
14	5 Schroder Cres	Multiple Residential	Friday	10:00	45		9						45	60%		
				Capacity		78	4	8							82	-
				20:10	45	3									48	59%
				20:35	48	3									51	62%
				21:23	52	3									55	67%
			Saturday	21:42	48	2									50	61%
				22:25	51	2									53	65%
				22:53	53	2									55	67%
Saturday	8:20	44	2	5								46	56%			
	9:07	42	2	5								44	54%			
	10:08	39	2	2								41	50%			

Appendix B: 2022 Multi-Unit Residential Parking Demand Study Results



Project: Guelph Multi-Unit Residential Parking Demand Study
 Project No: 7723-08
 Location: Guelph
 Date: November 2022

Parking Demand Summary

Address		98 Farley			1440 Gordon				5 Schroder			35 Mountford			332 Gosling Gardens				1, 7, 25 Kay				37, 39, 45 Goodwin		
Parking Type		Res	Acc	Vis	Res	Acc	UG	Vis	Res	Acc	Vis	Res	Acc	Vis	Res	Acc	UG	Vis	Res	Acc	UG	Vis	Res	Acc	Vis
Supply		89	6	25	35	2	63	15	66	4	18	129	2	40	19	2	88	22	180	6	33	45	293	5	13
Date	Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wed Nov 16	22:00	75	0	0	32	0	49	0	56	0	0	77	0	24	19	0	62	9	128	0	26	10	149	0	0
Thurs Nov 17	3:00	75	2	0	32	0	48	3	61	2	0	107	0	26	16	0	67	8	130	0	29	8	193	0	0
Fri Nov 18	22:00	66	0	0	20	0	39	9	52	0	0	78	0	28	11	0	56	10	124	0	20	13	198	0	6
	3:00	70	1	0	31	0	47	5	61	1	0	104	0	30	12	0	69	7	143	2	24	10	214	0	7
Sat Nov 19	3:00	70	1	0	31	0	47	5	61	1	0	104	0	30	12	0	69	7	143	2	24	10	214	0	7
	9:00	54	1	0	21	0	40	3	50	1	0	90	0	23	13	0	56	9	118	2	18	6	208	1	3

Parking Demand Summary

Address		803 Gordon			1077 Gordon				1219 Gordon			1291 Gordon			1280-1284 Gordon				32 Arkell			454 Janefield		
Parking Type		Res	Acc	Vis	Res	Acc	UG	Vis	Res	Acc	Vis	Res	Acc	Vis	Res	Acc	UG	Vis	Res	Acc	Vis	Res	Acc	Vis
Supply		29	2	5	72	3	112	7	77	3	3	177	2	13	87	2	85	45	49	1	6	71	0	7
Date	Time	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wed Nov 16	22:00	28	0	5	40	0	-	4	51	0	3	113	0	13	67	0	52	19	27	0	6	39	0	7
Thurs Nov 17	3:00	26	0	5	42	0	-	3	48	0	3	119	0	11	80	0	61	18	31	0	5	45	0	7
Fri Nov 18	22:00	21	0	5	41	0	71	4	49	0	3	91	0	11	61	0	45	36	39	0	5	47	0	7
Sat Nov 19	3:00	20	0	4	46	0	82	4	53	0	3	109	1	12	58	0	50	45	37	0	1	54	0	7
	9:00	20	0	5	46	0	80	3	58	0	3	117	0	13	57	0	52	45	31	0	2	59	0	6

Appendix C: Comparison: 2019 & 2022 Parking Utilization Studies



Sites Comparison

Site	Units	Study	Use	Parking Supply		Time	Peak Parking Demand		Peak % Utilization
				Quantity	Rate		Quantity	Rate	
37, 39, 45 Goodwin	251 units	2019 IBI	Resident	296 spaces	1.20 spaces/unit	8:00 (Sat)	215 spaces	0.86 spaces/unit	71%
			Accessible	5 spaces					
			Visitor	17 spaces					
		2022 BA	Resident	293 spaces	1.19 spaces/unit	3:00 (Sat)	214 spaces	0.85 spaces/unit	72%
			Accessible	5 spaces					
			Visitor	13 spaces					
		Comparison	Resident	-3	-0.01 spaces/unit	--	-1	0.00 spaces/unit	+0%
			Accessible	0					
			Visitor	-4					
35 Mountford Drive	124 units	2019 IBI	Resident	133 spaces	1.10 spaces/unit	22:41 (Fri)	88 spaces	0.71 spaces/unit	65%
			Accessible	3 spaces					
			Visitor	42 spaces					
		2022 BA	Resident	129 spaces	1.06 spaces/unit	3:00 (Thurs)	107 spaces	0.86 spaces/unit	82%
			Accessible	2 spaces					
			Visitor	40 spaces					
		Comparison	Resident	-4	-0.04 spaces/unit	--	+19	0.15 spaces/unit	+17%
			Accessible	-1					
			Visitor	-2					
803 Gordon Street	27 units	2019 IBI	Resident	24 spaces	0.96 spaces/unit	22:04 (Fri)	25 spaces	0.93 spaces/unit	96%
			Accessible	2 spaces					
			Visitor	6 spaces					
		2022 BA	Resident	29 spaces	1.15 spaces/unit	22:00 (Wedn)	28 spaces	1.04 spaces/unit	90%
			Accessible	2 spaces					
			Visitor	5 spaces					
		Comparison	Resident	+5	0.19 spaces/unit	--	+3	0.11 spaces/unit	-6%
			Accessible	0					
			Visitor	-1					
32 Arkell Road	32 units	2019 IBI	Resident	48 spaces	1.53 spaces/unit	8:30 (Sat)	39 spaces	1.22 spaces/unit	80%
			Accessible	1 spaces					
			Visitor	5 spaces					
		2022 BA	Resident	49 spaces	1.56 spaces/unit	22:00 (Fri)	39 spaces	1.22 spaces/unit	78%
			Accessible	1 spaces					
			Visitor	6 spaces					
		Comparison	Resident	+1	0.03 spaces/unit	--	0	0.00 spaces/unit	-2%
			Accessible	0					
			Visitor	+1					
454 Janefield Avenue	68 units	2019 IBI	Resident	75 spaces	1.10 spaces/unit	9:00 (Sat)	52 spaces	0.76 spaces/unit	69%
			Accessible	0 spaces					
			Visitor	16 spaces					
		2022 BA	Resident	71 spaces	1.04 spaces/unit	9:00 (Sat)	59 spaces	0.87 spaces/unit	83%
			Accessible	0 spaces					
			Visitor	7 spaces					
		Comparison	Resident	-4	-0.06 spaces/unit	--	+7	0.10 spaces/unit	+14%
			Accessible	0					
			Visitor	-9					
5 Schroder Cres	66 units	2019 IBI	Resident	78 spaces	1.24 spaces/unit	22:53 (Fri)	53 spaces	0.80 spaces/unit	65%
			Accessible	4 spaces					
			Visitor	8 spaces					
		2022 BA	Resident	66 spaces	1.06 spaces/unit	3:00 (Thurs)	63 spaces	0.95 spaces/unit	90%
			Accessible	4 spaces					
			Visitor	18 spaces					
		Comparison	Resident	-12	-0.18 spaces/unit	--	+10	0.15 spaces/unit	+25%
			Accessible	0					
			Visitor	+10					