

Attachment-11 Parking Peer Review Memo

Figure 1: Parking Peer Review Memo, page 1 of 3



October 23, 2024

Lindsay Sulatycki
Senior Development Planner
The City of Guelph
City Hall, 59 Carden Street
Guelph, Ontario
N1H 3A1

RE: 601 SCOTTSDALE DRIVE STUDENT HOUSING PROPOSAL – PARKING SUPPLY REVIEW

Dear Ms. Sulatycki,

This letter has been prepared to briefly summarize our review of the proposed parking supply reduction for the captioned development as described in the "ALMA Guelph Phase 2, 601 Scottsdale Drive, Guelph, Transportation Impact Study and Parking Study dated September 2023 and the subsequent Update dated April 22, 2024 prepared by Paradigm Transportation Solutions Limited. We have also reviewed the Planning Justification report and addendum prepared by MHBC Planning as well as the April 2024 plans prepared by Sweeny & Co Architects.

As we understand it, the proposed apartment project will be constructed on University of Guelph owned land by Forum Developments, a private student housing provider, in accordance with an agreement with the University that precludes the units being occupied by persons who are not attending the University. Phase 2 would consist of 489 units (587 beds) and be located in the existing surface parking lot to the west of the existing Phase 1 building. The existing Phase 1 building includes 164 units (177 beds). Together, Phases 1 and 2 would include 653 units with 764 beds. The proposed parking supply would be 191 spaces including visitor parking (i.e. 0.29 spaces per unit or 0.25 spaces per bed).

The proposed student residences will be located approximately 2.5 kilometres from the centre of the Guelph University campus (i.e. a 30 minute walk). They will also be located within short walking distance of nine bus routes including three that link to the University of Guelph campus. Students all have a transit pass that is provided as part of their tuition fees. There is a wide variety of shopping, eating and service facilities within walking and cycling distance.

In support of the proposed reduction, the Paradigm parking studies mentioned above noted that:

- The zoning by-law requirement for lodging houses, which are more similar to off-campus student housing than traditional apartment units require the provision of parking at a rate of approximately one third of the total unit count, which would be 219 spaces¹;
- The City of Waterloo, which contains both the University of Waterloo and Wilfrid Laurier University, requires parking in the neighbourhood closest to both universities at a rate of 0.25 spaces per bedroom, including visitors;

¹ There is also a 0.20 spaces per bed rate for a University Residence in an Institutional Zone that is found in Section 8.3.2.1.2.4 of Part 12 of By-law 1995-14864 for Specialized Institutional Zones.

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- A one day survey of the existing Phase 1 building indicated a parking occupancy rate of 0.18 spaces per unit (0.16 per bed);
- For 2024, the university has leased parking for the existing building at a rate of 0.21 permits per unit (0.20 per bed) excluding visitor parking demand²;
- Based on the above, Paradigm estimated the demand for parking at 118 to 219 spaces compared to the 191 spaces proposed;
- If the recommended TDM measures are implemented, Paradigm concluded the proposed supply of 191 spaces is appropriate³.

BA Group captured a picture of student housing parking demand in Guelph when it surveyed multiple apartment units along the Gordon Street corridor in 2022 for the City of Guelph to inform the City's assessment of parking requirements for the new comprehensive zoning by-law. Two of the buildings (Solstice I and II) are predominantly marketed to students in the form of shared 3 and 4 bedroom units with common kitchens. The observed *resident* demand rate was approximately 0.22 spaces *per bedroom*.

BA Group conducted a study of multi-unit residential parking demand for the City of Kingston in 2020. Many of the smaller units surveyed were oriented to Queens University students. The average *leased* parking rate for bachelor units was approximately 0.25 spaces per bed.

BA Group prepared a Campus Parking Strategy for Queens University in 2015. An analysis of parking permit sales for University Community Housing indicated permit demand rates ranging from 0.27 to 0.33 spaces per bed⁴. The City of Kingston had approved buildings close to the campus with supply rates ranging from 0.13 to 0.18 spaces per bed.

Based on the above information, the demand for *residents* in the subject development is likely to be approximately 150 spaces (i.e. approx. 0.20 spaces per bed), compared to the 191 spaces proposed, leaving 41 spaces for visitors.

As mentioned above, Paradigm recommended several TDM measures including :

- The provision of a car share vehicle on site in order to provide students with the opportunity to rent a vehicle for short term use if required, thereby reducing the need use an owned vehicle;
- The continued use of unbundled parking pricing for resident parking spaces;
- The provision of real time transit information at the site.

The implementation of these TDM measures will help to reduce parking demand on the site. It would also be beneficial to increase the supply of bicycle parking on site where feasible in order to provide as many students as possible with an alternative mode of transport for short trips. This could include additional secure bike parking and or the provision of a bike share service.

² Leased does not necessarily mean that a parking space will be occupied on a given survey date due to vacations or other trips away from the residence.

³ The TDM measures include the provision of one car share vehicle, continuing the practice of unbundled parking pricing, implementing real time transit info for the residents, and the provision of 342 secure bicycle spaces for residents (0.45 per bed) and 40 outdoor bicycle spaces for visitors (0.05 per bed).

⁴ There was some concern that the demand rates were inflated because some resident students might be reselling the parking permits to off-campus students.

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Based on the above review, we concur with Paradigm that the proposed parking supply of 191 parking spaces is reasonable, subject to the implementation of the TDM measures described above.

We stand ready to discuss our review should you so desire.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink, appearing to read 'R Bond', written in a cursive style.

Ralph Bond
Principal