50 Emma Street Grand Valley Parking Justification Study

Prepared for:

Sheldon Creek Developments

Prepared by:

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Newmarket, ON
L3Y 6V5

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PN: 2024-142

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1 Introduction

CGH Transportation has been retained to provide a Parking Justification Study in support of the proposed parking variance for the development located at 50 Emma Street in Grand Valley. The purpose of this Parking Study is to determine the parking demands of the proposed development and ensure that adequate parking is provided to serve the proposed land uses.

A Terms of Reference to confirm the methodology for the Parking Study was prepared by CGH and provided to the Town for review and comment. The submitted Terms of Reference noted that the justifications to be included in the Parking Study were a zoning by-law comparison, analysis of transportation demand management measures, and review of the ITE Parking Generation Manual 6th Edition. The correspondence with the Town's peer reviewer, RJ Burnside, involved revisions to the scope and methodology of the Parking Study. This included notice of fire department equipment deficiencies, inclusion of site snow storage capabilities, and the addition of parking demand surveys for a minimum of three proxy developments with similar site characteristics.

RJ Burnside specified some additional conditions for the study methodology. For the ITE Parking Generation, it was noted that the analysis should be based on Code 221 (Multifamily Housing, 2+ BR (Mid-Rise)) 85th Percentile demand using the number of bedrooms as the independent variable. For the proxy site comparison, it was agreed that the surveys would include the parking supply, comparison of residential versus visitor demands where possible, building occupancy (to be assumed where unavailable), number of bedrooms, unit composition, whether parking is unbundled in the rental rates, and to examine potential illegal or off-site parking due to full parking utilization on site.

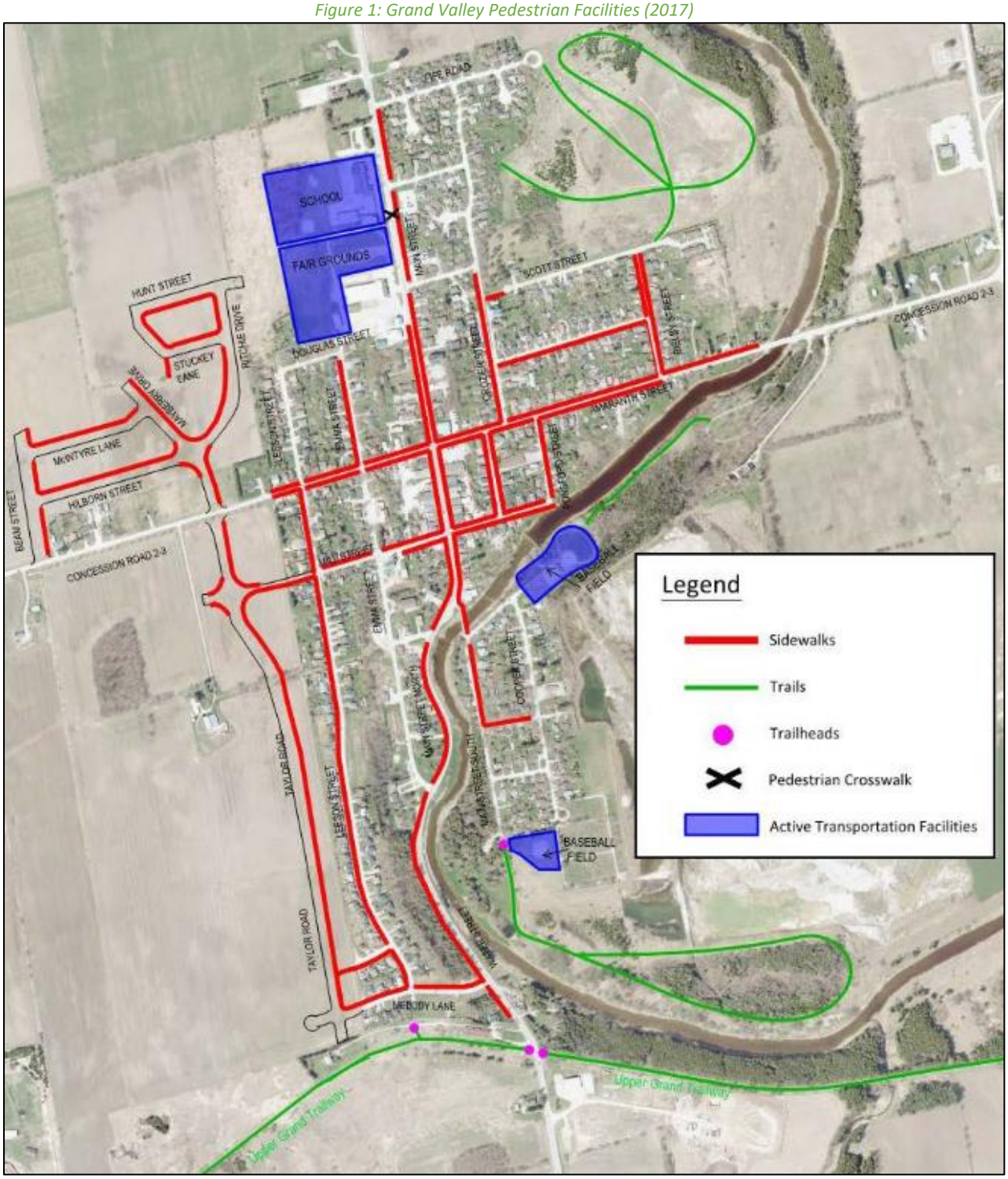
The correspondence with the Town and RJ Burnside confirming the study methodology and the acceptability of the proposed proxy site locations is provided in Appendix A.

1.1 Area Context

1.1.1 Pedestrian Facilities

In Grand Valley, there are existing sidewalks on at least one side of most roads in the urban area. In close proximity of the site, sidewalks are present on all roads other than Emma Street from Amaranth Street to Main Street North, and William Street from Emma Street to Water Street. There is also a trail that connected the Grand Valley Baseball Diamond to the Grand Valley Campground. There is also a trailhead approximately 500 metres southeast of the subject site at Grand Valley Park. The pedestrian facilities in the area are depicted in Figure 1 below. It should be noted that the Figure is based on the 2017 road network, resulting in new roads and road improvements being absent. Of note, there is a new neighbourhood west of Taylor Street, with new roads and improvements on Taylor Street.

Figure 1: Grand Valley Pedestrian Facilities (2017)



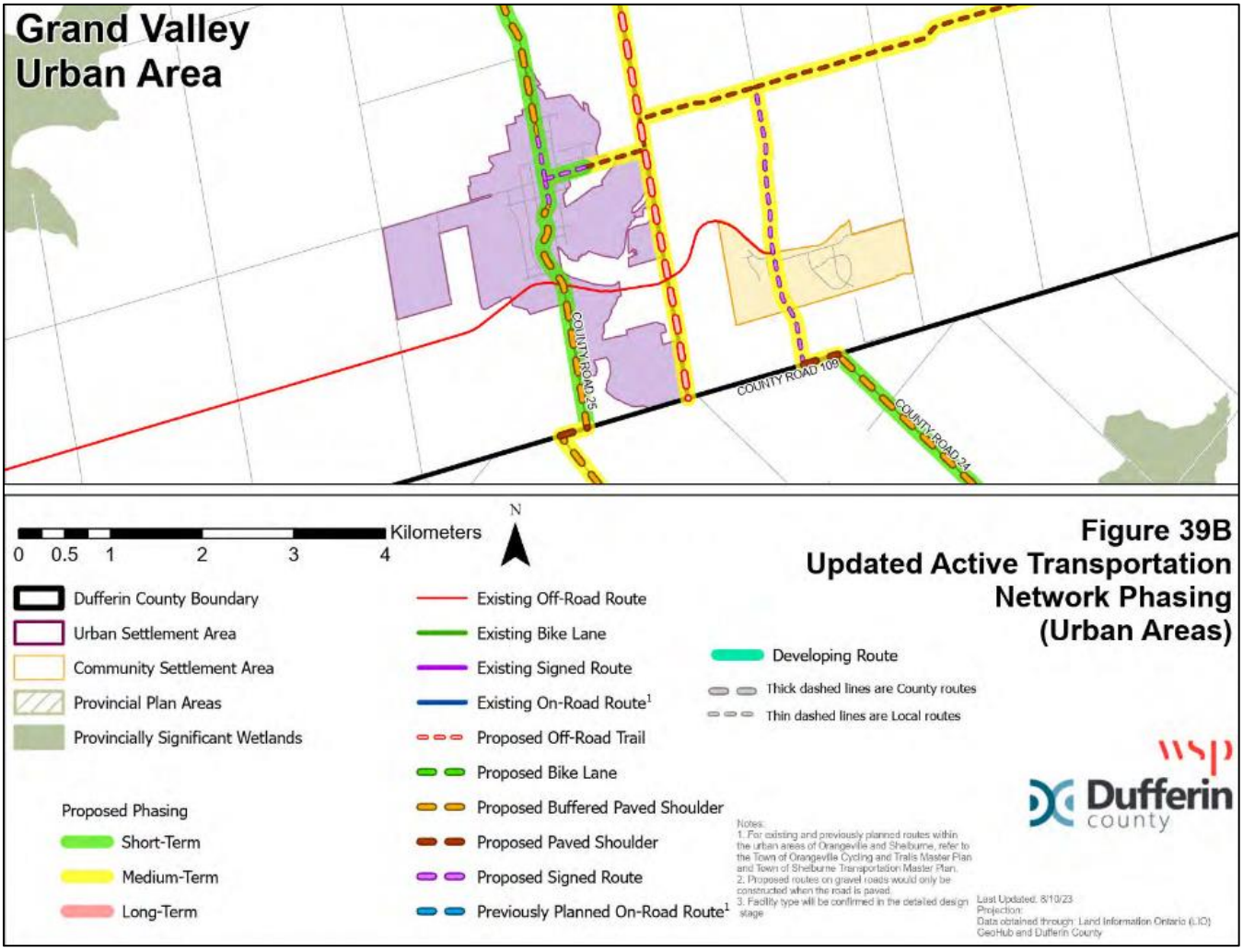
Excerpt from Town of Grand Valley Transportation Master Plan (2017). Retrieved: November 21st, 2024

1.1.2 Cycling Facilities

The cycling facilities in Grand Valley are currently limited to trails, and there are no paved shoulders or bike lanes. There are proposed cycling facilities that will be implemented on Water Street and Amaranth Street east of Water Street within the Study Area according to the Dufferin County Draft Transportation Master Plan (TMP). These

proposed facilities for the Grand Valley Urban Area are outlined in Figure 2 below. The phasing is also depicted, where the short-term horizon is zero (0) to five (5) years, and medium-term horizon is six (6) to fifteen (15) years. As shown in the Figure below, there will be a short-term horizon buffered paved shoulder added onto Water Street (County Road 25), which will intermittently be a signed route between Mill Street and Webb Street. There will also be a short-term horizon signed route on Amaranth Street from Water Street to Bielby Street and a medium-term horizon paved shoulder on Amaranth Street from Bielby Street to the Amaranth East Luther Townline.

Figure 2: Proposed Grand Valley Urban Area Cycling Facilities (2023)



Excerpt from Dufferin County Draft Transportation Master Plan (2023). Retrieved: November 21st, 2024

1.1.3 Transit Facilities

There are no transit routes operating in Grand Valley, and there are no noted plans for dedicated transit routes in the near future. As an alternative, an on-demand curb-to-curb service was planned to be implemented in 2023 but has yet to be funded according to the Dufferin County Draft TMP. There is no exact timeline for this service, but it will be implemented some time in the future as the need for public transportation increases with population growth in the Town.

1.2 Proposed Development Context

The subject development at 50 Emma Street is currently undeveloped and zoned as Downtown Commercial (CD). The proposed development is a new five-storey residential building. The development includes twenty (20) two-bedroom units and four (4) one-bedroom units, resulting in a total of 24 units and 44 bedrooms. This is a planned increase from the proposed four-storey building with 18 units as shown on the current preliminary site plan.

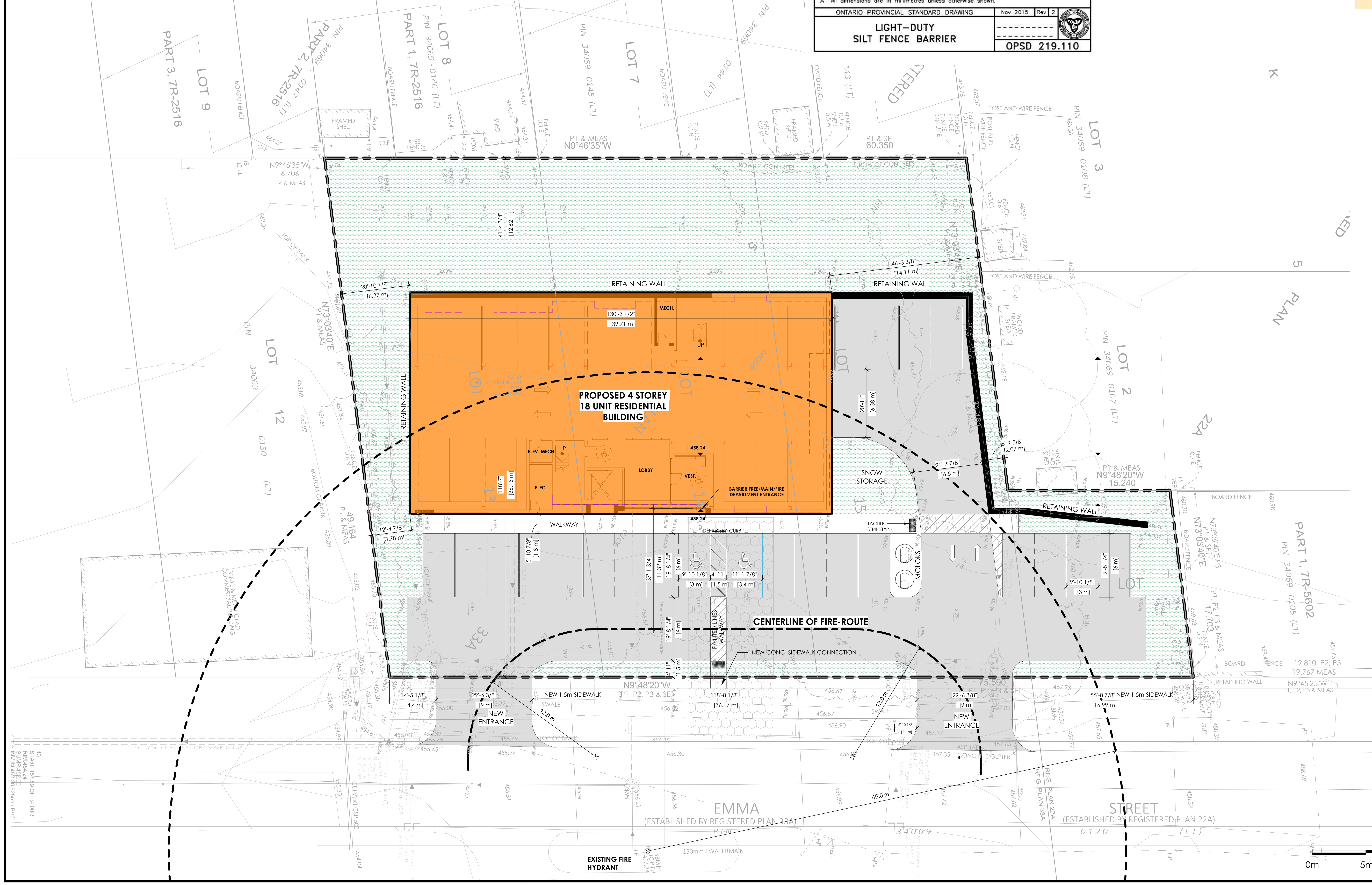
The preliminary site plan provides 38 surface level parking spaces at a rate of 1.58 spaces per unit. There are 22 parking spaces provided outdoors and 16 parking spaces provided in a garage. Snow storage will be provided on-site and is sufficient such that no parking spaces are lost.

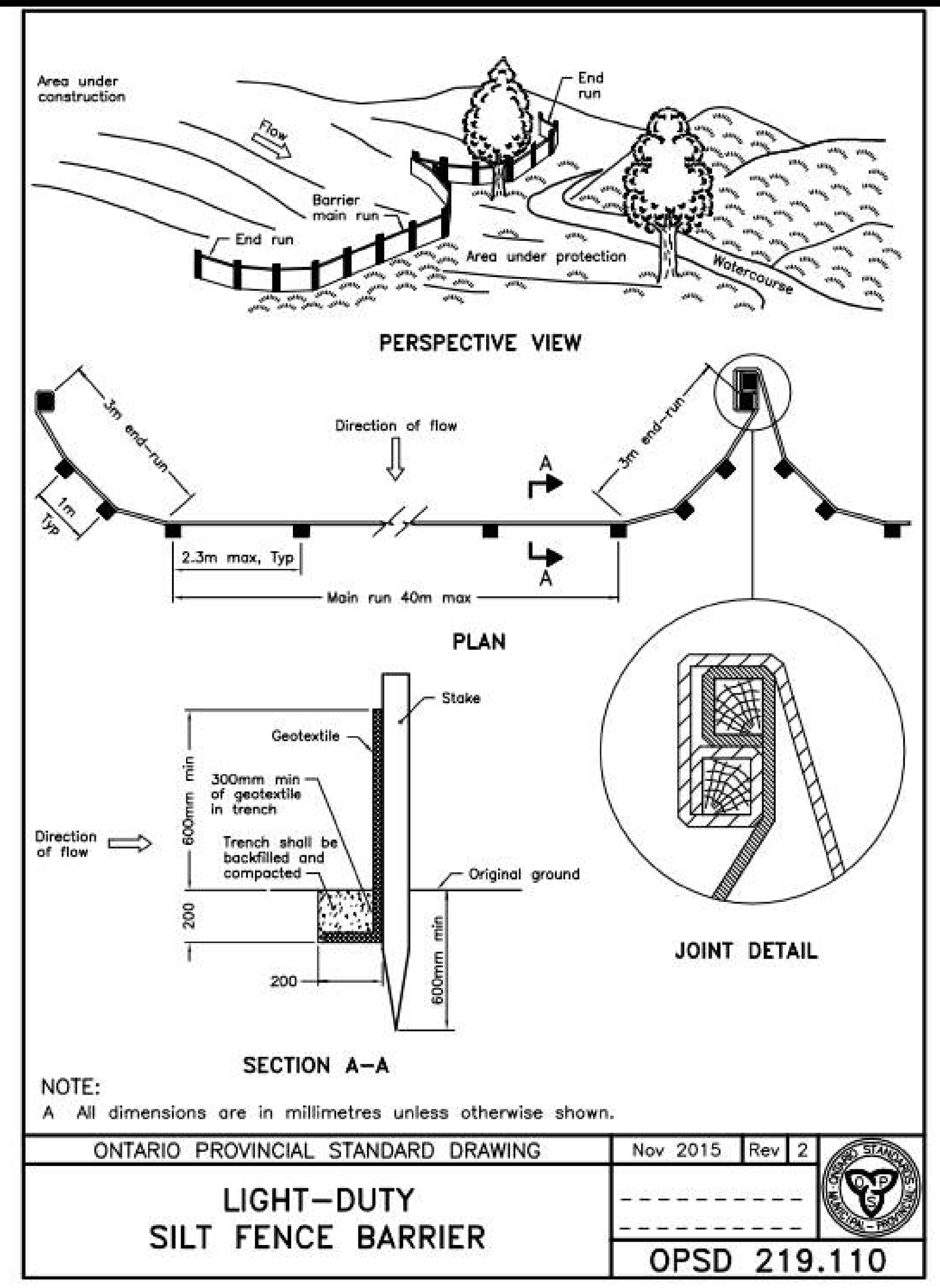
Access to the site will be via two new full-movement accesses onto Emma Street. The fire route of the site utilizes both accesses. The site plan for the proposed development notes that there will be a new sidewalk provided on the site frontage on Emma Street. There is also a painted walkway across the drive aisle to the sidewalk. This will improve active site circulation and provide a direct connection from the site to the existing and future active transportation facilities in Grand Valley.

The site context is illustrated in Figure 3 below. The preliminary site plan is shown in Figure 4 below.

Figure 3: Site Context

Figure 4: Preliminary Site Plan





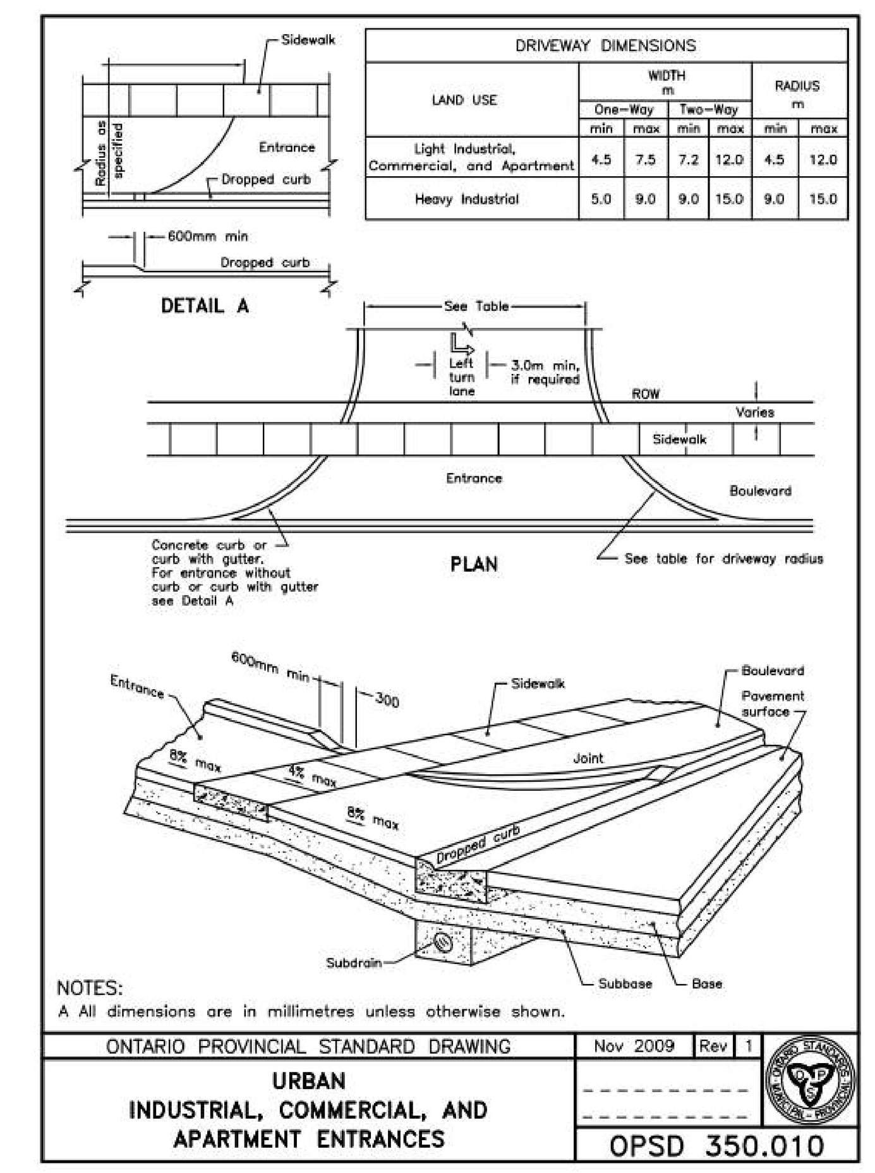
GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
6. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
7. THERE WILL BE NO CURBSIDE WASTE COLLECTION.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE ROOF
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
11. EXCESS SNOW WILL BE REMOVED BY PRIVATE HAULER SUBJECT TO DEMAND FOR PARKING.
12. ALL FIRE ROUTES SHALL BE CONSTRUCTED OF HARD SURFACE MATERIAL SUCH AS ASPHALT OR CONCRETE AND DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363kg PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOTE MORE THAN 1 IN 12.5 OVER A MIN. DISTANCE OF 15M. ACCESS ROUTE SHALL BE A MIN. WIDTH OF 6.0m AND ALL TURNS IN THE ROUTE SHALL HAVE A CENTERLINE RADIUS OF 12.0m
13. FIRE ROUTES SHALL BE DESIGNATED AS PER BY-LAW AS AMENDED PRIOR TO OCCUPANCY OF THE BUILDING.
14. THE TOPS OF ANY CURBS BORDERING DRIVEWAYS WITHIN THE MUNICIPAL BOULEVARDS WILL BE FLUSH WITH THE MUNICIPAL SIDEWALK AND ROAD CURB.
15. AT THE ENTRANCES TO THE SITE, THE MUNICIPAL CURB AND SIDEWALK WILL BE CONTINUOUS THROUGH THE DRIVEWAY AND A CURB DEPRESSION WILL BE PROVIDED FOR EACH ENTRANCE.
16. CONSTRUCTION CHAINLINK HOARDING MUST BE INSTALLED WITH SEDIMENT CONTROL AS PER CITY STANDARDS AND APPROVALS.
17. ROAD OCCUPANCY PERMIT MUST BE OBTAINED 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOWANCE.

SITE PLAN APPLICATION NO.

SP XX-XXX

PART OF LOT 1, BLOCK 5
REGISTERED PLAN 22A AND PARTS OF
LOTS 13, 14 & 15 BLOCK 5 REGISTERED
PLAN 33A
TOWN OF GRAND VALLEY
COUNTY OF DUFFERIN



ZONING TABLE

ZONE - CD(F)-3 (DOWNTOWN COMMERCIAL)

	CD		PROPOSED	
MINUMUM LOT AREA	N/A		34,541.78 ft²	
			3209.03 m²	
MINUMUM LOT FRONTAGE	N/A		75.590 m	
MAXIMUM BUILDING AREA	75%		25.78%	
			[827 m²]	
MINUMUM FRONT YARD	N/A		15.25 m	
MINUMUM EXTERIOR SIDE YARD	N/A		N/A	
MINUMUM SIDE YARD	N/A		3.78 m	
MINUMUM REAR YARD	4.5 m		12.62 m	
MAXIMUM BUILDING HEIGHT	12 m		13.06 m	
PROPOSED BUILDING			827 m²	
TOTAL LOT COVERAGE			827 m²	

PARKING / LOADING CALCULATIONS

	ZONING	REQUIRED	PROVIDED
VEHICLES			38
BARRIER FREE PARKING (included in count)			2
LOADING SPACE			0
TOTAL VEHICLE PRAKING			**38**

PROJECT NAME
50 EMMA ST. GRAND VALLEY, ON - APARTMENTS

PROJECT ADDRESS
50 EMMA ST. GRAND VALLEY, ON

CLIENT
SHELDON CREEK DEVELOPMENTS

ARCHITECT
KHALSA DESIGN INC.
KHALSA
BRAMPTON, ON
T: 647-468-2940

CONSULTANTS:

REGISTRATION

Project number	24022
Date	10/01/2024
Drawn by	ASB
Checked by	KDI
Scale	As indicated

REVISIONS

No.	Description	Date

SITE PLAN

ASP-100

50 EMMA ST. GRAND VALLEY, ON - APARTMENTS

2 Parking Requirements

2.1 Residential Parking Requirements

The proposed development at 50 Emma Street will include 38 total parking spaces, including two accessible parking spaces. The parking requirements for the development have been determined according to the Grand Valley Zoning By-law 2009-10 Section 4.8 Table 3. It should be noted that the Grand Valley Zoning By-law does not specify the type of residential development. Their current parking requirement for residential uses is broad and generally aligns with typical parking rates for detached or semi-detached homes, which do not necessarily have the same parking behaviours as apartment buildings. There are also no existing mid to high rise or apartment buildings in Grand Valley, making this development the first for the town. The parking requirements of the development have been summarized in Table 1 below.

Table 1: Residential Vehicle Parking Requirements – Town of Grand Valley

Land Use	Units	Parking Requirement	Required Spaces	Provided Spaces	Difference
Residential	24	2.00 parking spaces per dwelling unit	48	38	-10

As shown in the table above, the parking requirement is 48 parking spaces as per the Zoning By-law. As a result, there is a parking deficiency of 10 spaces. The proposed parking supply is provided at a rate of about 1.58 parking spaces per dwelling unit. This Parking Study has been conducted to establish an appropriate parking rate for apartment uses, given the ambiguity of the current residential parking rates outlined in the Town's Zoning By-law.

2.2 Accessible Parking Requirements

As part of the vehicle parking requirements, there is a minimum number of parking spaces to be designated as accessible parking spaces for persons with disabilities. The required number of accessible parking spaces according to the Grand Valley Zoning By-law 2009-10 Section 4.2.3 have been outlined in Table 2 below.

Table 2: Accessible Vehicle Parking Requirements – Town of Grand Valley

Required Spaces	Range	Parking Requirement	Required Accessible Spaces	Provided Accessible Spaces	Difference
48	13-100	4% of required parking spaces	2	2	0

As shown in the Table above, based on the required accessible parking rate there is a requirement of 2 accessible parking spaces, which is met by the proposed development as part of the 38 total parking spaces provided. As there are an even number of required accessible parking spaces, there will be an equal amount of “Type A” and “Type B” spaces provided. This has been provided for the proposed development according to the site plan.

3 Zoning By-Law Comparison

As previously mentioned in Section 2.1, there is a general residential land use parking requirement and no dedicated apartment parking rate in the Town of Grand Valley Zoning By-law 2009-10. The residential apartment parking requirement of the Town of Grand Valley Zoning By-law will be compared to other municipalities’ respective Zoning By-laws which have apartment rates available. The chosen municipalities have comparable context to the proposed development, including low population, limited transit access, lack of active transportation infrastructure, and limited amenities. The required parking rate for the apartment land use in different municipalities is summarized in Table 3 below.

Table 3: Zoning By-law Comparison

Municipality/Jurisdiction	By-Law	Specified Land Use	Parking Requirement
Town of Grand Valley	2009-10	Residential	2.0 spaces per dwelling unit
Town of Erin	07-67	Apartment	1.5 spaces per dwelling unit
Town of Mono	78-1	Accessory Apartments	1.0 space per dwelling unit
Town of Shelburne	38-2007	Apartment Dwelling	1.0 space for each dwelling unit
Township of Wellington North	66-01	Apartment Dwelling	1.5 spaces per unit
Township of Centre Wellington ***(Includes Fergus and Elora)***	2009-045	Apartment Dwelling	1.0 space per dwelling unit plus 0.5 spaces per unit for the first 20 units, and 0.25 spaces for each additional unit
Township of Woolwich ***(Includes Elmira)***	26-2024	Residential Building - Apartment	1.0 space per dwelling unit plus 0.5 spaces per unit for the first 20 units, and 0.25 spaces for each additional unit

As shown in the table above, across multiple municipalities the parking requirement for an apartment land use is lower by comparison with the current general residential rate of the Grand Valley Zoning By-law. Two of these municipalities, the Town of Mono and the Town of Shelburne, are a part of Dufferin County like Grand Valley. Relative to other municipalities, the Town of Grand Valley's general residential parking requirement is overly conservative. There is an opportunity to refine these requirements to better align with the parking needs and behaviors of various residential use types such as an apartment land use.

The average parking rate for apartment land uses, based on the municipalities observed, is approximately 1.32 spaces per dwelling unit. The proposed parking supply is provided at a rate of 1.58 spaces per dwelling unit. This rate is well within and above the average rate of other municipalities' by-laws and would be in line with the required rates of these municipalities.

4 ITE Parking Generation Manual 6th Edition

The Institute of Transportation Engineers (ITE) Parking Generation Manual 6th Edition was reviewed to assess the average parking demand for comparable developments. Using the number of bedrooms or number of units as the independent variable for Land Use Code (LUC) 221, "Multifamily Housing 2+ BR (Mid-Rise)", the parking demand based on the 85th Percentile was projected for the subject site. The ITE Parking Generation LUC description is provided in Appendix B. The projected parking demand for the subject site using ITE Parking Generation is summarized in Table 4 below.

Table 4: ITE Parking Generation Analysis (All Years)

Land Use	LUC	Independent Variable Type	Independent Variable Value	85th Percentile Rate	Generated Parking Demand	Parking Supply	Difference
Multifamily Housing 2+ BR (Mid-Rise)	221	# of bedrooms	44 bedrooms	0.88	39 spaces	38 spaces	-1 space
		# of units	24 units	1.45	35 spaces		+3 spaces

As shown in the table above, the peak generated parking demand based on ITE Parking Generation is 39 spaces based on the number of bedrooms, and 35 spaces based on the number of units. The parking demand based on bedrooms results in a minor deficiency of one space for the proposed parking supply.

Upon closer examination of the ITE Parking Generation dataset, between 1990 and 2023 there are 23 data points for the bedroom independent variable and 44 data points for the unit independent variable. For a better understanding of the parking demand trends, the data from 2013 and earlier was excluded to isolate the data from the past decade. This results in a remainder of 18 data points for the bedroom independent variable and 30 data points for the unit independent variable. The projected parking demand based on data from the last 10 years for the subject site using ITE Parking Generation is summarized in Table 5 below.

Table 5: ITE Parking Generation Analysis (2014-2023)

Land Use	LUC	Independent Variable Type	Independent Variable Value	85th Percentile Rate	Generated Parking Demand	Parking Supply	Difference
Multifamily Housing 2+ BR (Mid-Rise)	221	# of bedrooms	44 bedrooms	0.86	38 spaces	38 spaces	0 spaces
		# of units	24 units	1.42	35 spaces		+3 spaces

As shown in the table above, the exclusion of older data resulted in a decrease in projected parking demand when using either the number of bedrooms or the number of units as the independent variable. This trend indicates a slight decrease in auto parking demand, likely due to the growing acceptance of alternative modes of travel in recent times.

Overall, using either independent variable results in the site providing sufficient parking to meet the projected demand. However, the dataset primarily consists of sites in the United States, so it is recommended that local and recent Canadian data, gathered through proxy site parking surveys, be relied upon, as it would likely result in similar parking behaviours to be expected for the subject site.

5 Proxy Site Parking Comparison

Parking counts were undertaken at multiple proxy sites with similar site characteristics and transportation conditions to the proposed development. This was done to determine the expected parking demand for the proposed site based on the observed parking requirements of similar developments.

5.1 Parking Survey Methodology

The parking surveys recorded the parking supply, and parking occupancy (separated into residential, accessible, and illegal). The surveys also attempted to determine, if possible; the unit count, unit composition (number of bedrooms), total building occupancy, and whether parking is unbundled in the rental fees. If information was unavailable from the parking survey, they were acquired from other sources from the property management.

The parking occupancy of each location was collected from 5:00 PM to 1:00 AM in one-hour increments. This timeframe was selected to maximize the occupancy, as residents return home from work and increase the number of potential visitors. The scope and methodology of the proxy site parking surveys were confirmed with the Town prior to the commencement of the surveys. The correspondence with the Town and RJ Burnside is provided in Appendix A.

5.2 Proxy Site Selection

The proxy locations were selected to have similar characteristics and transportation conditions to the proposed development. This included factors such as being located in a smaller municipality, no access to transit, similar local amenities, similar number of storeys, similar number of dwelling units, and similar unit types (one or two bedrooms). The selected proxy sites were confirmed with the Town prior to the commencement of the surveys. The correspondence with the Town and RJ Burnside is provided in Appendix A.

The first location chosen was a composite proxy site of 275, 325, and 345 Belsyde Avenue East in Fergus, Ontario. While these sites have different buildings and parking lots they were considered as one proxy site as they are in close proximity to one another and are therefore impacted by similar area characteristics. The second proxy location chosen was 110 Oriole Parkway West in Elmira, Ontario. The third proxy location chosen was 120 and 122 David Street East in Elora, Ontario. This location has two separate buildings but shares a single parking lot and access, it will herein be referred to as just 120 David Street East. The site context of the proxy sites is depicted in Figure 5, Figure 6, and Figure 7 below, respectively.

Figure 5: 275, 325, and 345 Belsyde Avenue East Site Context

Figure 6: 110 Oriole Parkway West Site Context

Figure 7: 120 David Street East Site Context

A comparison of the site characteristics between the subject site and the selected proxy sites is provided in Table 6 below. Based on the similarity in site context with the proposed development, the selected proxy sites were found to be appropriate to be carried forward in the analysis for the parking study.

Table 6: Proxy Site Comparison

Characteristic	50 Emma St	275 Belsyde Ave	325 Belsyde Ave	345 Belsyde Ave	110 Oriole Pkwy	120 David St
Site Description	Four-storey residential building with no transit access	Three-storey residential building with no transit access	Three-storey residential building with no transit access	Three-storey residential building with no transit access	Three-storey residential building with no transit access	Three-storey residential buildings with no transit access
Municipality and Jurisdiction	Town of Grand Valley, Dufferin County	Fergus, Township of Centre Wellington	Fergus, Township of Centre Wellington	Fergus, Township of Centre Wellington	Elmira, Township of Woolwich	Elora, Township of Centre Wellington
Unit Count	24 units	36 units	36 units	36 units	24 units	50 units
Unit Composition	1/2 bedroom	1/2 bedroom	1/2 bedroom	1/2 bedroom	1/2 bedroom	1/2 bedroom
Bedroom Count	4 one-bedroom (17%) 20 two-bedroom (83%)	12 one-bedroom (33%)* 24 two-bedroom (67%)*	12 one-bedroom (33%)* 24 two-bedroom (67%)*	12 one-bedroom (33%)* 24 two-bedroom (67%)*	8 one-bedroom (33%)* 16 two-bedroom (67%)*	Unknown
Land Use	Residential	Residential	Residential	Residential	Residential	Residential
Nearby Land Uses	Residential, Commercial, Institutional	Residential, Institutional, Open Space	Residential, Institutional, Open Space	Residential, Institutional, Open Space	Residential, Commercial, Institutional	Residential, Open Space
Residential Parking Spaces	36 spaces	46 spaces	44 spaces	44 spaces	32 spaces	48 spaces
Visitor Parking Spaces	N/A, Unseparated	N/A, Unseparated	N/A, Unseparated	N/A, Unseparated	N/A, Unseparated	N/A, Unseparated
Accessible Parking Spaces	2 spaces	4 spaces	4 spaces	4 spaces	1 space	7 spaces
Total Parking Supply	38 spaces	50 spaces	48 spaces	48 spaces	33 spaces	55 spaces
Parking Supply Rate	1.58 per unit	1.39 per unit	1.33 per unit	1.33 per unit	1.38 per unit	1.10 per unit
Parking Costs**	TBD	Unbundled with Rental Rates	Unbundled with Rental Rates	Unbundled with Rental Rates	Unbundled with Rental Rates	Bundled with Rental Rates

** Unit Composition Information from Skyline Living REIT Memorandum*

*** Parking Cost Information from calls with property management team*

5.3 Parking Survey Results

The parking surveys were completed on weekdays and no locations were found to be over capacity. There was also no illegal parking observed at any locations. The raw data for the proxy site parking surveys is included in Appendix C.

An adjustment is made to the results based on the potential occupancy in each building for a conservative analysis. The October 2023 Rental Market Survey by the Canada Mortgage and Housing Corporation (CMHC) notes a 1.7% vacancy rate in Ontario with an “excellent” grade for the reliability of the estimates. This will be incorporated in the analysis as an assumed vacancy of 2.0%, as a conservative estimate. The results of the CMHC rental market survey are provided in Appendix D. A detailed summary of all the parking survey results with the adjustments is provided in Table 7 below.

Table 7: Summary of Proxy Site Parking Survey Results

Characteristic	275 Belsyde Ave	325 Belsyde Ave	345 Belsyde Ave	110 Oriole Pkwy	120 David St
Number of Units	36	36	36	24	50
Number of Bedrooms	60	60	60	40	Unknown
Parking Supply	50 spaces	48 spaces	48 spaces	33 spaces	55 spaces
Parking Supply Rate	1.39 / unit 0.83 / bedroom	1.34 / unit 0.80 / bedroom	1.34 / unit 0.80 / bedroom	1.38 / unit 0.83 / bedroom	1.10 / unit
Maximum Surveyed Parking Demand	38 spaces	32 spaces	37 spaces	22 spaces	45 spaces
Maximum Surveyed Parking Utilization	76%	67%	77%	69%	82%
Calculated Surveyed Parking Demand Rate	1.06 / unit 0.64 / bedroom	0.89 / unit 0.54 / bedroom	1.03 / unit 0.62 / bedroom	0.92 / unit 0.55 / bedroom	0.90 / unit
Peak Parking Demand Period(s)	11 PM – 12 AM 12 AM – 1 AM	11 PM – 12 AM 12 AM – 1 AM	12 AM – 1 AM	12 AM – 1 AM	12 AM – 1 AM
Adjusted Maximum Parking Demand	39 spaces	33 spaces	38 spaces	23 spaces	46 spaces
Adjusted Maximum Parking Utilization	78%	69%	79%	70%	84%
Adjusted Calculated Parking Demand Rate	1.08 / unit 0.65 / bedroom	0.92 / unit 0.55 / bedroom	1.06 / unit 0.64 / bedroom	0.96 / unit 0.58 / bedroom	0.92 / unit

As shown in the table above, the parking demand did not exceed the parking capacity at any of the proxy sites during any surveyed period. Following the projected vacancy adjustment, the largest parking demand rate was found to be 1.08 spaces per unit or 0.65 spaces per bedroom, observed at 275 Belsyde Avenue East, which is less than the parking supply rate of 1.39 spaces per unit or 0.83 spaces per bedroom for that same location. The parking supply was also underutilized at each location, with available parking spaces of at least 16% up to a high of 31% during peak periods. All proxy sites had the peak parking demand observed during the 11:00 PM – 12:00 AM or 12:00 AM – 1:00 AM time period, when there are typically minimal visitors and mainly residents parking in the lot.

The average parking rate of the surveyed locations was 0.99 spaces per unit or 0.61 spaces per bedroom. It should be noted that this is a blended rate of both residential and visitor parking, as there was no separated visitor parking delineated by signage or painted markings. The unit compositions of each location had two-bedroom units as the majority of the unit composition, however the average parking rate suggests that for apartment buildings of this size and similar site characteristics, a single vehicle is utilized regardless of the number of bedrooms.

As the proposed development is proposing a parking supply of 1.58 spaces per dwelling unit, it is expected that the variance will provide parking in excess. If the proposed development were to provide parking based on the highest demand observed at the surveyed locations, then only 26 parking spaces would be required based on a rate of 1.08 spaces per unit or 29 parking spaces based on a rate of 0.65 per bedroom. This demonstrates that at the proposed parking supply rate, the site would likely be able to accommodate the future parking demands observed from the proxy sites with a similar site context as the subject site.

6 Recommended Parking Rate

Based on the findings of this Parking Study, a recommended parking rate for apartment developments of similar characteristics in Grand Valley is proposed for consideration. The current residential parking requirements of the Town of Grand Valley's Zoning By-law 2009-10 may be too generalized as there is only one rate for all residential uses. The current rate of 2.0 spaces per dwelling unit may reflect the parking demand of detached and semi-detached uses but is overly conservative for an apartment use.

Other municipalities of similar size which did have specified apartment parking rates in their by-laws noted parking requirements for apartment uses that were lower than the generalized residential parking rate in Grand Valley. This supports the claim that the parking behaviour of apartments are generally lower than detached housing. Similarly, ITE Parking Generation has parking demands that are lower in their apartment datasets compared to the detached housing datasets.

By utilizing recent local data collected through the proxy site parking surveys, on average the parking demand was found to be representative of a calculated parking demand rate of 0.99 spaces per unit regardless of the bedroom breakdown between 1 or 2 bedrooms. This is notable as while the sites average about 1 space per unit, it is acknowledged that there is difficulty in determining the difference between parking demands of one-bedroom units compared to two-bedroom units. Given the peak parking demand observed in the surveys occurred past midnight, it can be assumed that majority of the demands were mainly residents and with minimal visitors. Therefore, a parking rate of 1.25 spaces per unit allocated specifically to only residential uses for an apartment development would be a sufficient buffer to account for the differing parking behaviour and vehicle ownership between one and two-bedroom units.

The collected proxy data was unable to make the distinction between residential and visitor parking due to the lack of signage or pavement markings to designate the spaces. As a result, the parking demands represented were blended and would result in a blended parking rate. We recognize that, in larger municipalities, apartment land uses typically have separate parking requirements for residential and visitor parking, with visitor parking commonly provided at a rate ranging from 0.15 to 0.25 spaces per unit, depending on the municipality. It is recommended that a visitor parking rate be applied along with the proposed residential parking rate previously mentioned.

Given the results observed for apartment land uses in this study, it is recommended that a parking variance be applied for the subject property. The variance would have a parking rate of 1.25 spaces per unit for the residential uses plus 0.25 spaces per unit allocated for visitor uses. This would result in a combined total of 1.50 spaces per unit, which is met by the proposed parking supply of 1.58 spaces per unit of the proposed development.

7 Conclusions

This Parking Justification Study technical memorandum has examined the parking requirements of the proposed development at 50 Emma Street based on the Town of Grand Valley Zoning By-law 2009-10. In support of a parking variance, the zoning by-laws of similar municipalities, the ITE Parking Generation Manual 6th Edition, and proxy site parking surveys have been analyzed. The Parking Study concludes the following:

A. The proposed development is a new four-storey residential building consisting of four (4) one-bedroom units and 20 two-bedroom units for a total of 24 dwelling units.
B. The proposed development provides 38 parking spaces, including two accessible parking spaces.
C. Based on the Town of Grand Valley Zoning By-law 2009-10, the residential parking requirement of 2.0 spaces per dwelling unit requires 48 parking spaces resulting in a deficiency of 10 spaces, but the accessible parking requirement is met.
D. To address the parking deficiency, a parking variance was proposed via a Parking Justification Study to determine the proposed development's parking demand.
    a. The parking requirements of the Grand Valley Zoning By-law are representative of a general residential parking rate and is overly conservative for apartment uses.
    b. The parking supply of the proposed development would meet the requirements of the Zoning By-laws of other municipalities.
    c. Based on the ITE Parking Generation Manual 6th Edition, the subject site approximately meets the projected demand with a minimal deficiency of one parking space. More recent data from the last 10 years suggests that the subject site would meet the projected demand.
    d. Based on the proxy parking surveys, the parking at similar residential developments only requires a rate of up to 1.08 spaces per dwelling unit or 0.65 spaces per bedroom. At a rate of 1.08 per unit 26 parking spaces are required and at a rate of 0.65 spaces per bedroom 29 spaces are required, whereas 38 are provided for the proposed development.
    e. The average parking demand rate at the proxy sites is 0.99 spaces per unit or 0.61 spaces per bedroom.

The results of the parking analysis provide justification that a parking variance from the Town's Zoning By-law requirements can be supported at the proposed development. Therefore, it is recommended that a minimum parking rate of 1.25 residential parking spaces per dwelling unit and 0.25 visitor parking spaces per dwelling unit be provided for this site.

Prepared By:

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Reviewed By:

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Appendix A

Correspondence With Town

Technical Memorandum

To:	Mark Kluge – Town of Grand Valley	Date:	2024-11-21
Cc:	Tyrone Dollano – CGH Transportation		
From:	Johnson Ly – CGH Transportation	Project Number:	2024-142

Re: 50 Emma Street Parking Study Terms of Reference

CGH Transportation has been retained to undertake a Parking Study to support a four-storey residential development located at 50 Emma Street in the Town of Grand Valley. The current proposal includes 24 units, along with 38 vehicle parking spaces. Access to the site will be provided via two accesses onto Emma Street. The preliminary site plan is shown in Attachment 1.

The Town has indicated the possibility of adding an additional storey to the development, which would increase the total unit count to 24. In accordance with the Town of Grand Valley *Comprehensive Zoning By-law 2009-10*, the minimum parking requirement for residential land uses is 2 parking spaces per unit. However, to accommodate the additional units while maintaining the existing parking provision of 38 spaces, a Parking Study is proposed to justify reducing the parking rate to 1.58 spaces per unit.

The client has been made aware that buildings with four or more storeys are not supported by the Fire Department due to equipment limitations. To address this, the client has discussed with the Fire Department and has come to an agreement to utilise development charges to pay for improvements to fire department services. This would include improved equipment including a truck ladder that would accommodate taller developments.

We have prepared the following Parking Study scope of work for review. Please let us know if you have any comments or additions.

<u>Site Description and Zoning By-Law Requirements:</u>

- An overview of the site location and development details will be outlined.
- The applicable parking by-law requirements for the site will be summarized.
- The availability of active transportation facilities within proximity of the site will be summarized.

<u>Parking Study Methodology:</u>

- **Zoning By-law Comparison:** The Town of Grand Valley Zoning By-law will be reviewed, focusing on the minimum parking requirements for residential apartment land uses. These parking rates will be compared to the standards outlined in the by-laws from similarly sized towns with comparable availability of transit and active transportation infrastructure. The following municipalities support a minimum parking rate of 1.5 or fewer spaces per unit for residential apartment land uses, and will be used to justify a reduced provided parking rate for the subject site:
    - Town of Erin: 1.5 spaces per dwelling unit
    - Township of Wellington North: 1.5 spaces per dwelling unit.
    - Town of Mono: 1 space per dwelling unit.
    - Town of Shelburne: 1 space per dwelling unit.

- Township of Centre Wellington: 1 space per dwelling unit, plus 0.5 spaces per unit for the first 20 units and 0.25 spaces per each additional unit; 50% of the additional parking is exclusively devoted to visitor parking.

- **Transportation Demand Management (TDM):** TDM measures will be assessed to justify a decrease in demand for on-site parking by promoting alternative modes to private vehicle use. TDM measures, such as transit and active transportation, will be evaluated for their potential to reduce parking demand at the subject site.
- **ITE Parking Generation Manual:** The ITE Parking Generation Manual 6th Edition will be reviewed to assess parking demand for comparable developments. The ITE Parking Generation provides data on parking rates for multi-family mid-rise residential land uses and indicates an average rate of less than 1.5 spaces per dwelling unit for general urban/suburban sites. This analysis will be used to further support the justification for applying a reduced parking rate at the subject development.
- **Proxy Site Comparison**: There will be three (3) parking demand surveys undertaken at apartment buildings with similar site characteristics and transportation conditions to the proposed developed (e.g. small township, no transit, comparable development size, unit type, etc.). The survey will record the parking supply, parking occupancy, and unit count. The data collection will take place on a single weekday from 5:00 PM to 1:00 AM in one-hour increments. This timeframe is chosen to capture the peak parking occupancy of residential developments, whereby the majority of occupants return home from work and would likely see an increase in visitors at this timeframe.
    - The chosen proxy sites are located at 275, 325, and 345 Belsyde Avenue East in Fergus, Ontario. These sites were chosen for the following reasons:
        - Located in smaller municipality;
        - Located in no transit areas;
        - Similar local amenities;
        - Similar number of storeys (three storeys);
        - Have approximately 36 dwelling units;
        - Units are one or two bedrooms and one bathroom.
    - The proxy sites are depicted in Figure 1 below.

Figure 1: 275, 325, and 345 Belsyde Avenue East Proxy Site Context

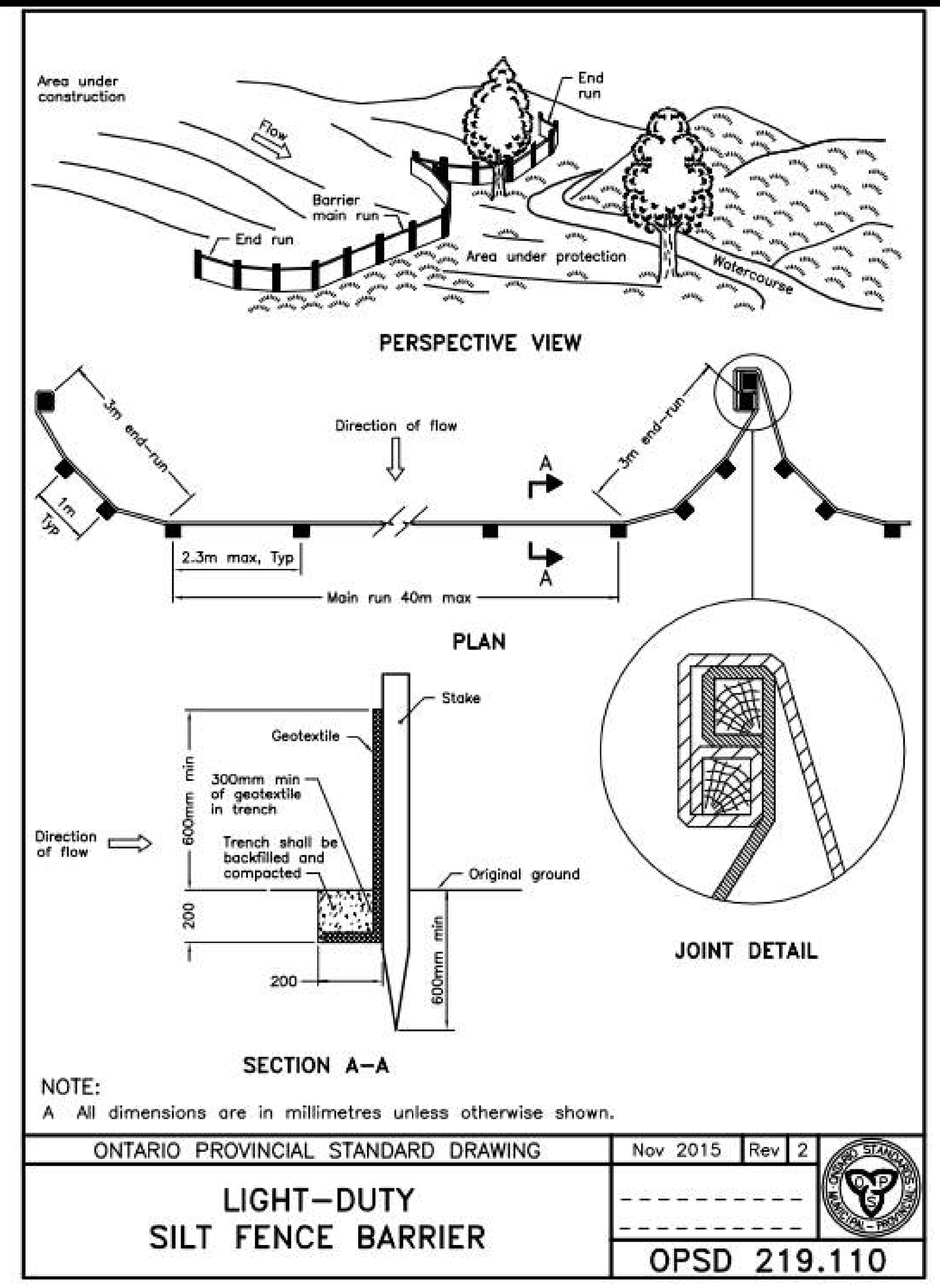
Attachment 1

Site Plan

SITE PLAN APPLICATION NO.

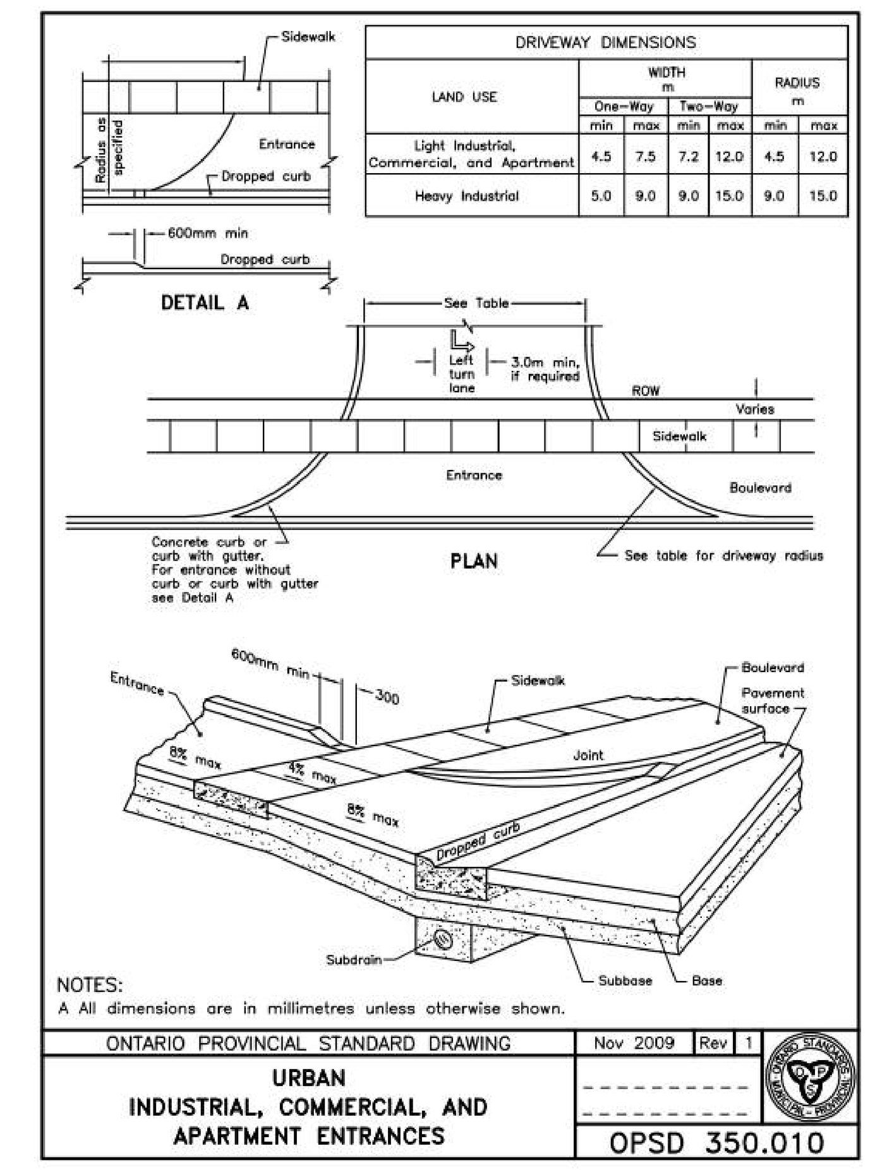
SP XX-XXX

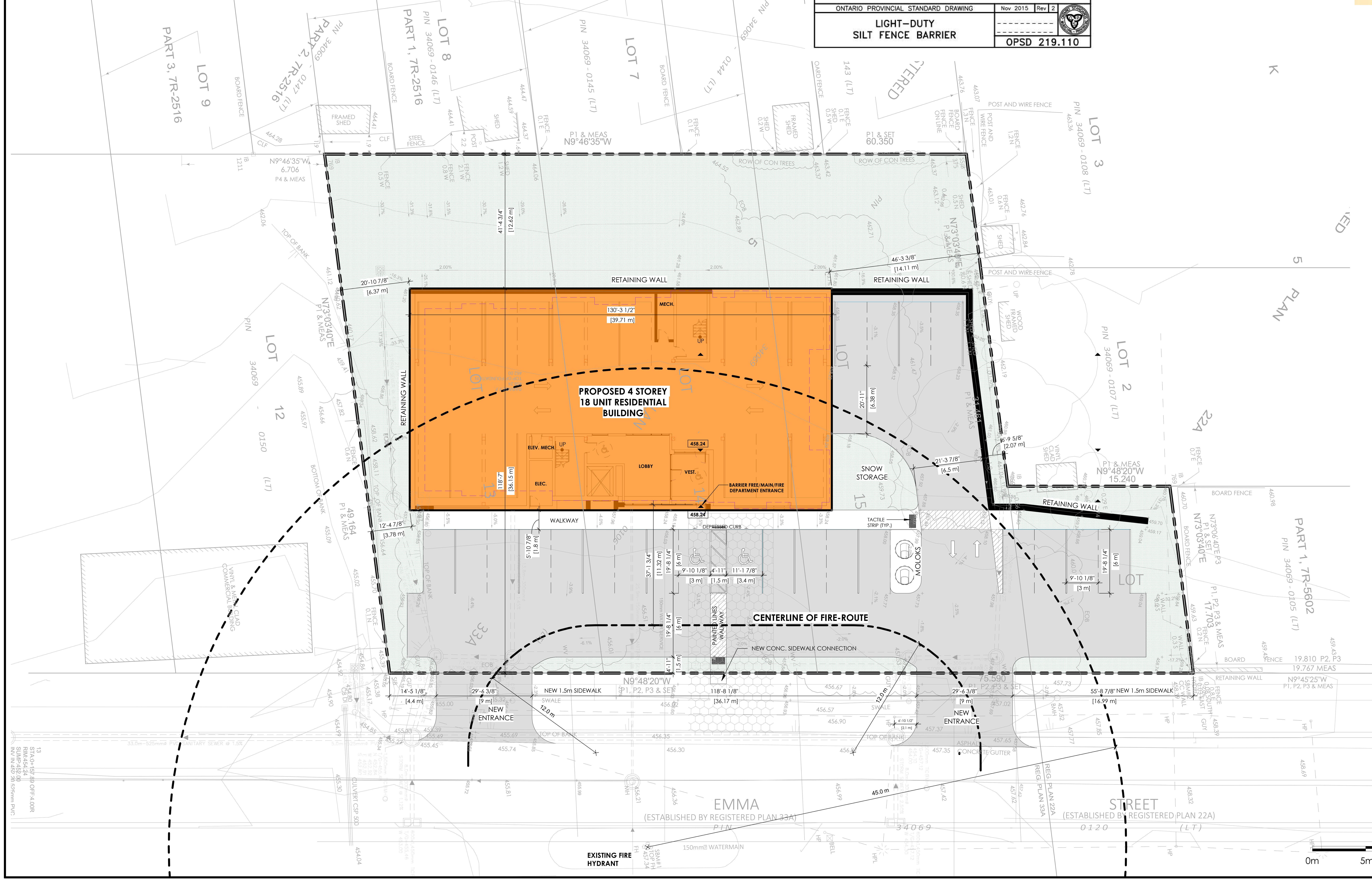
PART OF LOT 1, BLOCK 5
REGISTERED PLAN 22A AND PARTS OF
LOTS 13, 14 & 15 BLOCK 5 REGISTERED
PLAN 33A
TOWN OF GRAND VALLEY
COUNTY OF DUFFERIN



GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
6. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
7. THERE WILL BE NO CURBSIDE WASTE COLLECTION.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE ROOF
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
11. EXCESS SNOW WILL BE REMOVED BY PRIVATE HAULER SUBJECT TO DEMAND FOR PARKING.
12. ALL FIRE ROUTES SHALL BE CONSTRUCTED OF HARD SURFACE MATERIAL SUCH AS ASPHALT OR CONCRETE AND DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363kg PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOTE MORE THAN 1 IN 12.5 OVER A MIN. DISTANCE OF 15M. ACCESS ROUTE SHALL BE A MIN. WIDTH OF 6.0m AND ALL TURNS IN THE ROUTE SHALL HAVE A CENTERLINE RADIUS OF 12.0m
13. FIRE ROUTES SHALL BE DESIGNATED AS PER BY-LAW AS AMENDED PRIOR TO OCCUPANCY OF THE BUILDING.
14. THE TOPS OF ANY CURBS BORDERING DRIVEWAYS WITHIN THE MUNICIPAL BOULEVARDS WILL BE FLUSH WITH THE MUNICIPAL SIDEWALK AND ROAD CURB.
15. AT THE ENTRANCES TO THE SITE, THE MUNICIPAL CURB AND SIDEWALK WILL BE CONTINUOUS THROUGH THE DRIVEWAY AND A CURB DEPRESSION WILL BE PROVIDED FOR EACH ENTRANCE.
16. CONSTRUCTION CHAINLINK HOARDING MUST BE INSTALLED WITH SEDIMENT CONTROL AS PER CITY STANDARDS AND APPROVALS.
17. ROAD OCCUPANCY PERMIT MUST BE OBTAINED 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOWANCE.





ZONING TABLE				
ZONE - CD(F)-3 (DOWNTOWN COMMERCIAL)				
	CD		PROPOSED	
MINUMUM LOT AREA	N/A		34,541.78 ft²	
			3209.03 m²	
MINUMUM LOT FRONTAGE	N/A		75.590 m	
MAXIMUM BUILDING AREA	75%		25.78%	
			[827 m²]	
MINUMUM FRONT YARD	N/A		15.25 m	
MINUMUM EXTERIOR SIDE YARD	N/A		N/A	
MINUMUM SIDE YARD	N/A		3.78 m	
MINUMUM REAR YARD	4.5 m		12.62 m	
MAXIMUM BUILDING HEIGHT	12 m		13.06 m	
PROPOSED BUILDING			827 m²	
TOTAL LOT COVERAGE			827 m²	

PARKING / LOADING CALCULATIONS			
	ZONING	REQUIRED	PROVIDED
VEHICLES			38
BARRIER FREE PARKING (included in count)			2
LOADING SPACE			0
TOTAL VEHICLE PRAKING			**38**

1 Site Plan
ASP-100 1/16" = 1'-0"

PROJECT NAME
50 EMMA ST. GRAND VALLEY, ON - APARTMENTS

PROJECT ADDRESS
50 EMMA ST. GRAND VALLEY, ON

CLIENT
SHELDON CREEK DEVELOPMENTS

ARCHITECT
KHALSA DESIGN INC.
KHALSA
BRAMPTON, ON
T: 647-468-2940

CONSULTANTS:

REGISTRATION

Project number	24022
Date	10/01/2024
Drawn by	ASB
Checked by	KDI
Scale	As indicated

REVISIONS

No.	Description	Date

SITE PLAN

ASP-100

50 EMMA ST. GRAND VALLEY, ON - APARTMENTS

Appendix B

ITE Parking Generation LUC Description

Land Use: 221 Multifamily Housing—2+ BR (Mid-Rise)

Description

Mid-rise multifamily housing with two or more bedrooms is a residential building with between four and 10 floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a composite (weekday and Saturday) Time-of-Day distribution of parking demand for three general urban/suburban study sites.

Hour Beginning	Percent of Peak Parking Demand
	Weekday/Saturday Composite
12:00-4:00 a.m.	100
5:00 a.m.	96
6:00 a.m.	86
7:00 a.m.	77
8:00 a.m.	66
9:00 a.m.	60
10:00 a.m.	57
11:00 a.m.	55
12:00 p.m.	52
1:00 p.m.	50
2:00 p.m.	52
3:00 p.m.	51
4:00 p.m.	57
5:00 p.m.	62
6:00 p.m.	65
7:00 p.m.	68
8:00 p.m.	75
9:00 p.m.	82
10:00 p.m.	87
11:00 p.m.	91

Additional Data

The average parking supply ratios and average peak parking occupancy for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit	Average Peak Parking Occupancy
Center City Core	Within ½ mile of rail transit	0.73 (8 sites)	69%
Dense Multi-Use Urban	Within ½ mile of rail transit	0.88 (31 sites)	81%
	Not within ½ mile of rail transit	1.1 (35 sites)	76%
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (6 sites)	74%
	Not within ½ mile of rail transit	1.7 (38 sites)	72%

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Connecticut, District of Columbia, Maine, Maryland, Massachusetts, North Carolina, Ontario (CAN), Oregon, Tennessee, Virginia, Washington, and Wisconsin.

Source Numbers

209, 255, 277, 402, 419, 505, 512, 533, 535, 536, 537, 545, 546, 547, 575, 576, 577, 579, 581, 583, 584, 585, 587. 602, 603, 604, 620, 631

Appendix C

Parking Survey Data

Ontario Traffic Inc - Parking Counts

Location: 275, 325, 345 Belsyde Avenue, Fergus **Date:** Tuesday, December 03, 2024

Time			Location					
			275 Belsyde Ave		325 Belsyde Ave		345 Belsyde Ave	
			Demand	Illegal	Demand	Illegal	Demand	Illegal
17:00	to	18:00	27	0	24	0	27	0
18:00	to	19:00	28	0	23	0	29	0
19:00	to	20:00	29	0	26	0	26	0
20:00	to	21:00	31	0	27	0	30	0
21:00	to	22:00	34	0	28	0	34	0
22:00	to	23:00	28	0	31	0	35	0
23:00	to	24:00	38	0	32	0	36	0
24:00	to	01:00	38	0	32	0	37	0
Available Spaces =			**50**		**48**		**48**	

Ontario Traffic Inc - Parking Counts

Location: 110 Oriole Parkway West

Date: Tuesday, December 03, 2024

Time			Location	
			110 Oriole Pkwy W	
			Demand	Illegal
17:00	to	18:00	12	0
18:00	to	19:00	14	0
19:00	to	20:00	13	0
20:00	to	21:00	15	0
21:00	to	22:00	16	0
22:00	to	23:00	17	0
23:00	to	24:00	19	0
24:00	to	01:00	22	0
Available Spaces =			33	

Ontario Traffic Inc - Parking Counts

Location: 120 David Street East, Elora

Date: Tuesday, December 03, 2024

Time			Parked Vehicles	
			Demand	Illegal
17:00	to	18:00	36	0
18:00	to	19:00	38	0
19:00	to	20:00	37	0
20:00	to	21:00	36	0
21:00	to	22:00	41	0
22:00	to	23:00	43	0
23:00	to	24:00	42	0
24:00	to	01:00	45	0
Available Spaces =			**55**	

Appendix D

CMHC Rental Markey Survey Results

Ontario — Rental Market Statistics Summary by Metropolitan Areas, Census Agglomerations and Cities

October 2023 | Row / Apartment | Bedroom Type - Total

	Vacancy Rate (%)	Availability Rate (%)	Average Rent ($)	Median Rent ($)	% Change	Units
Barrie	2.7 a	**	1,550 a	1,504 a	5.1 b	4,021
Belleville - Quinte West	3.1 c	**	1,287 a	1,200 a	6.7 c	6,079
Bracebridge T	1.0 d	**	1,262 b	1,250 b	5.2 d	319
Brantford	1.9 b	**	1,350 a	1,298 b	5.4 d	5,863
Brighton MU	1.3 a	**	1,184 a	1,150 a	**	187
Brock TP	0.0 d	**	1,203 b	1,200 c	**	102
Brockville	4.4 b	**	1,139 b	1,059 b	++	2,059
Centre Wellington	2.0 b	**	1,364 a	1,337 b	5.8 c	766
Chatham-Kent	3.2 b	**	1,099 a	1,028 a	**	5,249
Cobourg	1.7 c	**	1,447 c	1,325 b	++	1,215
Collingwood	2.5 c	**	1,371 a	1,300 b	6.9 b	562
Cornwall	2.8 b	**	1,030 a	1,000 a	7.0 c	4,041
Elliot Lake	2.0 a	**	890 a	875 a	16.9 a	1,435
Erin T	**	**	**	**	**	15
Gravenhurst T	5.4 a	**	1,202 b	1,169 c	8.0 c	272
Greater Napanee T	**	**	1,199 a	1,200 c	++	602
Greater Sudbury / Grand Sudbury	1.1 a	**	1,251 a	1,200 a	7.4 b	13,006
Grey Highlands MU	**	**	**	**	**	71
Guelph	1.3 a	**	1,624 a	1,595 a	7.9 b	8,493
Haldimand County CY	0.6 b	**	1,246 a	1,255 b	41.0 a	460
Hamilton	2.1 a	**	1,501 a	1,450 a	12.6 a	47,095
Hawkesbury	**	**	827 b	766 b	13.7 c	729
Huntsville T	0.0 d	**	1,299 a	1,300 b	11.3 d	372
Ingersoll	1.3 a	**	1,302 a	1,375 b	10.1 d	257
Ontario	1.7 a	**	1,609 a	1,500 a	8.1 a	717,887

	Vacancy Rate (%)	Availability Rate (%)	Average Rent ($)	Median Rent ($)	% Change	Units
Kawartha Lakes	1.5 c	**	1,431 a	1,400 b	**	1,495
Kenora	**	**	901 c	900 c	**	363
Kincardine MU	**	**	1,307 b	1,399 b	**	232
Kingston	0.8 a	**	1,525 a	1,460 a	7.4 b	15,068
Kitchener - Cambridge - Waterloo	2.1 a	**	1,561 a	1,500 a	8.8 b	38,582
Lambton Shores MU	3.3 d	**	1,455 a	1,450 a	**	140
London	1.7 a	**	1,366 a	1,300 a	6.0 a	51,092
Meaford MU	4.4 d	**	1,007 b	990 b	6.1 b	260
Midland	2.1 c	**	1,278 d	1,166 d	**	1,167
Norfolk	0.2 a	**	1,058 c	950 c	++	958
North Bay	2.4 c	**	1,184 a	1,100 a	12.8 d	3,588
North Perth MU	2.3 a	**	1,124 a	1,000 a	++	712
Orillia	3.1 d	**	1,297 a	1,226 a	9.0 c	1,763
Oshawa	1.5 a	**	1,623 a	1,550 a	6.7 c	13,197
Ottawa	2.2 a	**	1,553 a	1,481 a	4.3 b	79,463
Owen Sound	3.5 c	**	1,100 a	1,000 a	7.6 c	1,904
Pembroke	3.3 d	**	1,043 b	950 a	9.6 c	1,054
Petawawa	0.3 b	**	1,141 a	1,040 b	**	398
Peterborough	1.0 a	**	1,318 a	1,233 a	3.9 d	6,710
Port Hope	1.0 d	**	1,573 a	1,494 c	++	599
Prince Edward County CY	**	**	1,123 a	1,109 b	4.2 d	526
Sarnia	2.7 a	**	1,242 a	1,195 a	8.0 b	6,227
Saugeen Shores T	3.0 b	**	1,450 a	1,672 a	5.2 c	642
Sault Ste. Marie	1.8 b	**	1,104 a	1,060 a	5.7 c	5,024
Scugog TP	0.0 d	**	1,314 a	1,375 b	++	147
South Dundas MU	0.0 d	**	754 b	**	5.8 d	326
South Huron MU	0.0 d	**	1,138 a	900 a	-7.4 c	450
St. Catharines - Niagara	2.7 a	**	1,329 a	1,300 a	8.9 b	16,128
Stratford	2.2 a	**	1,508 a	1,504 a	9.2 b	2,459
The Nation / La Nation M	**	**	**	**	**	99
Thunder Bay	2.9 a	**	1,237 a	1,200 a	7.6 c	6,150
Tillsonburg	2.2 b	**	1,049 a	969 a	4.0 d	899
Ontario	1.7 a	**	1,609 a	1,500 a	8.1 a	717,887

	Vacancy Rate (%)	Availability Rate (%)	Average Rent ($)	Median Rent ($)	% Change	Units
Timmins	2.5 c	**	1,167 a	1,150 b	++	1,861
Toronto	1.4 a	**	1,830 a	1,750 a	9.1 a	333,087
Trent Hills MU	**	**	**	**	**	23
Wasaga Beach	**	**	**	**	**	5
West Grey MU	**	**	**	**	**	154
West Nipissing / Nipissing Ouest M	0.0 c	**	894 a	825 b	**	412
Windsor	2.1 a	**	1,130 a	1,070 a	4.9 c	18,199
Woodstock	0.6 a	**	1,398 a	1,384 a	**	3,054
Ontario	1.7 a	**	1,609 a	1,500 a	8.1 a	717,887

Notes:

- The following letter codes are used to indicate the reliability of the estimates: a — Excellent, b — Very good, c — Good, d — Poor (Use with Caution))
- ** — Data suppressed to protect confidentiality or data not statistically reliable
- ++ — Change in rent is not statistically significant. This means that the change in rent is not statistically different than zero (0). (Applies only to % Change of Average Rent Tables).

CMHC Rental Market Survey