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June 6, 2014

Via: Email

Alicia Kuntz
Vice President of Development and Acquisitions
First Capital Asset Management LC
85 Hanna Avenue, Suite 400
Toronto, Ontario M6K 3S3

Dear Alicia:

Re: Appleby Village Parking Study
Burlington ON
Project No.: 300034551.0001

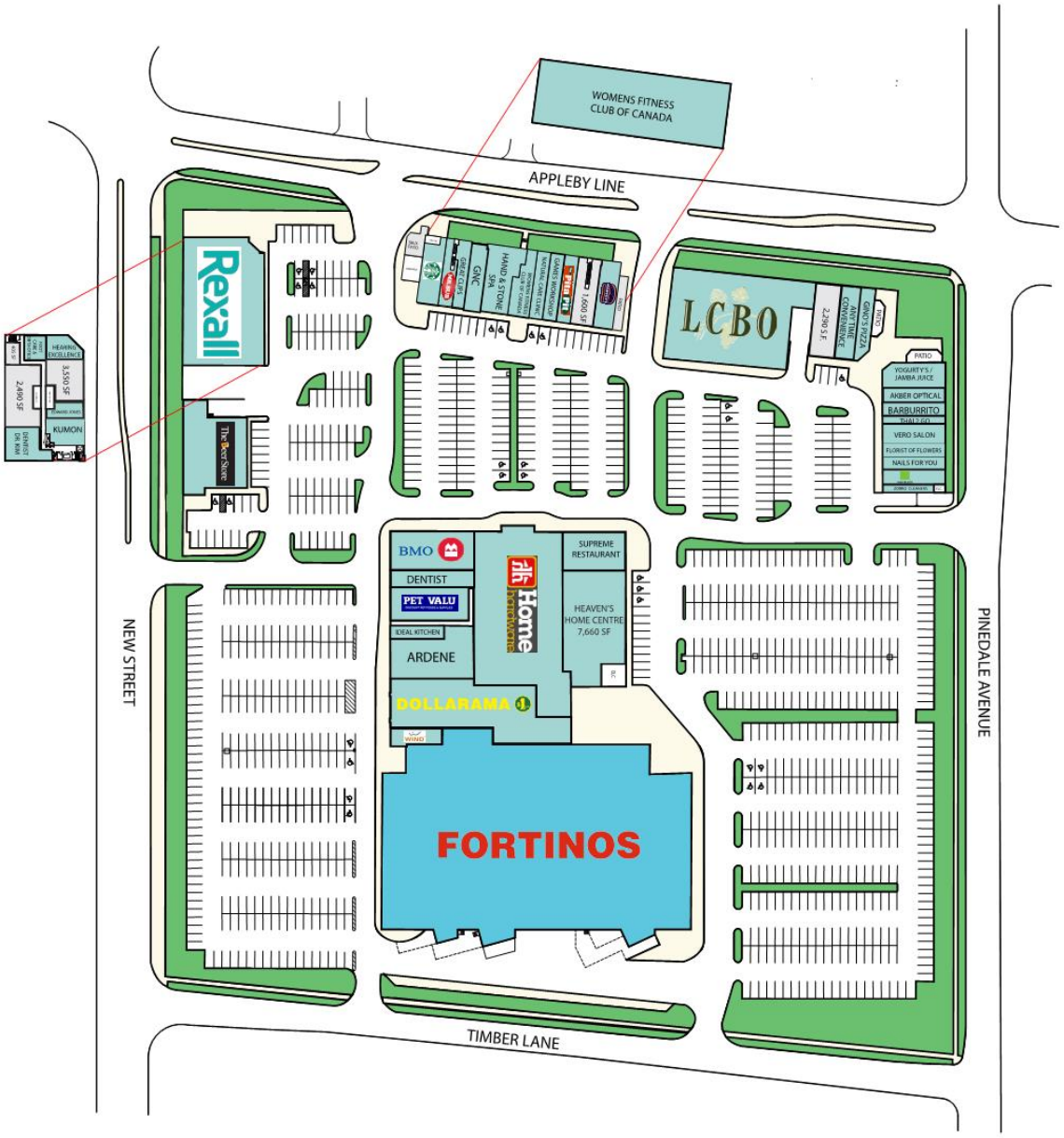
R.J. Burnside & Associates (Burnside) was retained by First Capital Asset Management LC (First Capital) to undertake a parking study for Appleby Village (the site) located at 5111 New Street, in Burlington, Ontario. The site is located on the east side of Appleby Line, between New Street and Pinedale Avenue.

The site is currently occupied by Fortinos, Home Hardware, LCBO, The Beer Store, Dollarama, and several other smaller tenants. The site's gross floor area is 211,988 sq ft. (19,694.33 m^2) with a parking supply of 960 spaces. The site plan for the existing site is shown in Figure 1.

First Capital intends to redevelop the northeast corner of the existing site with the addition of 2 residential condo apartments, which will be adjacent to Pinedale Avenue and near Fortinos. The eastern building will be 12 storeys tall and have 132 units, while the western building will be 17 storeys tall and have 192 units, for a total of 324 units in both buildings. The 2 buildings will share an underground parking garage with 504 spaces as well as a surface lot with 20 spaces designated for visitors, for a total of 524 spaces. They will also both contain a combined 10,318 sq ft. (958.57 m^2) of retail on their respective ground floors, for a site total of 222,306 sq ft. (20,652.90 m^2). The existing site's surface parking supply, available for employees and shoppers, will be reduced to 804 spaces. The site plan for the proposed residential buildings is shown in Figure 2.

The City of Burlington's (City's) Zoning By-Law parking requirements for the future site is 1,652 spaces for all uses.

Figure 1: Existing Site Plan



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APPLEBY VILLAGE
BURLINGTON, ONTARIO

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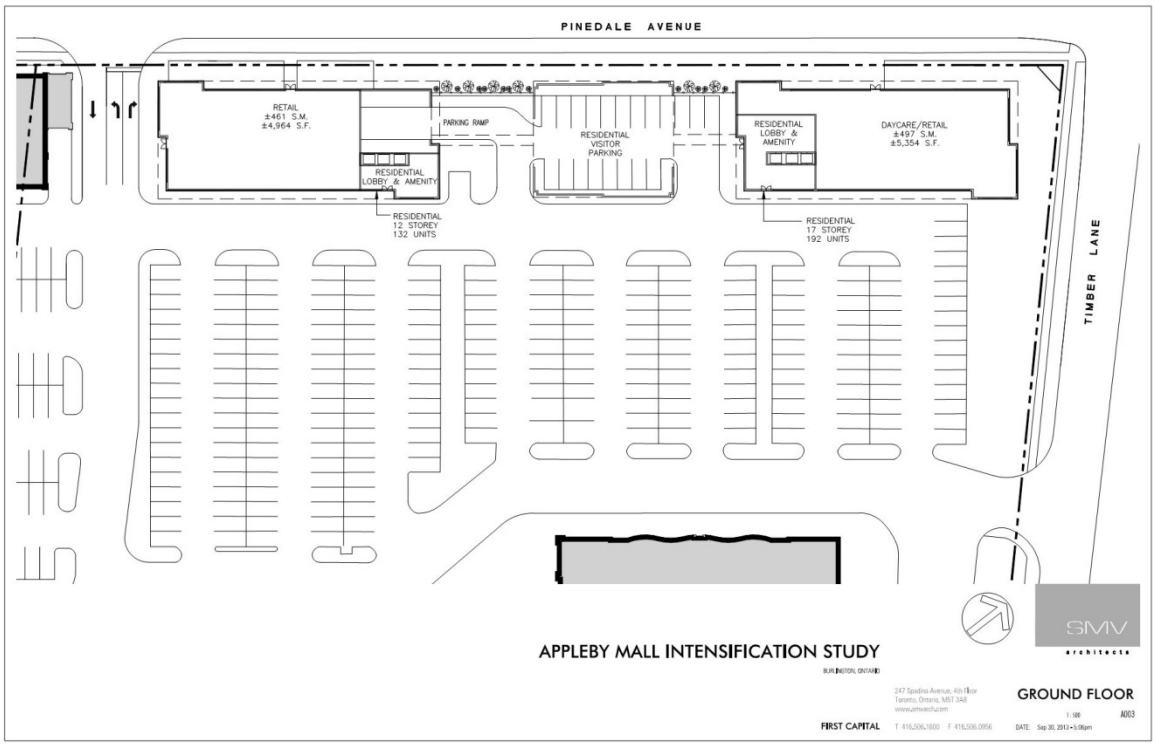
Figure 2: Proposed Residential Buildings Site Plan



However, a parking demand survey conducted for First Capital in 2012 found that the seasonally adjusted parking demand rate was 2.79 spaces / 100 m^2 or 494 spaces for the existing commercial uses. Taking into account the vacant space at the time of the survey and the proposed additional commercial space, the peak demand is projected to be 576 spaces, resulting in a surplus of 228 spaces, for an average month. This is after the residential buildings are built. In addition, the Fortinos Grocery Store has a seasonal garden centre that occupies 53 spaces during the summer months. It would reduce the surplus to 175 spaces for two to three months of the year.

It is our opinion that the parking supply for the existing and proposed commercial uses is more than adequate and will exceed demand.

The proposed parking supply of 504 spaces within the 2-level garage for residents will exceed the Zoning By-law requirements by 50 spaces. However, the Zoning By-law requires 113 spaces for visitors, at a rate of 0.35 parking spaces per unit. Visitor parking can be supplied by the 20 designated surface spaces as well as the 50 surplus spaces in the garage for a total of 70 spaces. This leaves a difference of 43 spaces less the Zoning By-law requires.

A review of other municipalities' requirements found a typical rate of 0.25 visitor parking spaces per unit. This reduces the visitor requirement to 81 spaces or 11 more than the supply. It is our opinion that this difference and any potential overflow can be more than adequately accommodated by the projected 228 space surplus on the site.

Sharing a parking supply between commercial patrons and high density residential visitors is becoming more common in the GTA. It acknowledges that the 2 types of users usually have different peaking characteristics. Commercial patrons typically peak well before 9:00PM when most stores close on any day, whereas residential visitors typically peak after 9:00PM.

It is therefore recommended, that the visitor parking supply be capped at 70 spaces (0.21 spaces / unit) due to this shared use.

1.0 Existing Parking Supply

The parking supply for the existing site was inventoried. For the purposes of this study, the parking lot was divided into six sections as shown in Appendix A. The parking supply for each section, and overall, is summarized in Table 1.

Table 1: Appleby Village Parking Supply Summary

Type of Space	Section						Total
	1	2	3	4	5	6	
Regular	243	197	147	68	111	91	857
Accessible	7	6	2	7	8	9	39
Expectant Mothers	4	4	0	1	2	0	11
20 Minute Limit	0	0	1	3	8	0	12
Reserved "CH"	0	0	0	0	0	7	7
Temporarily Fouled 1	0	8	26	0	0	0	34
Total	254	215	176	79	129	107	960

Notes: 1. Temporarily Fouled refers to spaces that were occupied by refuse bins, tractor trailers, etc. and could not be used to park a vehicle. Spaces occupied by cart corrals near the Fortinos were not included in the parking supply.
2. The 2 residential buildings will be located in Sections 2 and 3.

2.0 Zoning By-law Requirements

The City Zoning By-law 2020's parking requirements were reviewed and are summarized below for vehicles and bicycles. The requirements for loading spaces are also discussed. Relevant excerpts are contained in the Appendix.

2.1 Vehicular Parking

The City Zoning By-law's parking requirements for vehicles is summarized in Table 2.

Table 2: Zoning By-Law 2020 Parking Requirements

	Use	Parking Requirements	# Units / Size	# Spaces Required	Spaces Provided	Deficit/ Surplus
Residential	One bedroom	1.25 spaces / unit	130	163	504	+50
	Two bedroom	1.50 spaces / unit	194	291		
	Total for Residents		324	454 [1]		
	Visitor Parking	0.35 spaces / unit	324	113	20	-93
	Total		324	567 [2]	524	-43
Commercial	Retail Centre	5.25 / 100 m^2	18,927 m^2	994	804	-281
	Proposed Retail Centre	5.25 / 100 m^2	959 m^2	50		
	Office	3.5 / 100 m^2	195 m^2	7		
	Medical Office	6.0 / 100 m^2	572 m^2	34		
	Total Future Commercial		19,694.33 m^2	1,085		
Total				**1,652**	**1,328**	**-324**

Notes: **1. Results in a supply rate of 1.40 spaces / unit**
2. Results in a supply rate of 1.75 spaces / unit

The Zoning By-law suggests that the parking supply will be deficient by 324 spaces (43 less spaces for the proposed residential and 281 less spaces for the future commercial).

A parking demand survey of the existing Site was conducted to determine if there is a parking supply deficiency for the commercial uses. See discussion in Section 3.0.

Further investigation of the future residential parking demand was conducted by reviewing other nearby municipal requirements. See discussion in Section 4.0.

2.2 Accessible Space Designation

The Zoning By-law requires an accessible space designation for 3% of the total required parking, for lots with a required supply exceeding 90 spaces. The By-law also requires 10% of the total required parking for medical offices providing outpatient services, to be designated. This would result in a requirement of 49 designated accessible spaces for the 1,618 spaces required for the residential and commercial, not including the medical office. An additional 3 spaces will be required for the medical office. The site currently has 39 of these types of spaces. A minimum of 13 more spaces are required.

2.3 Bicycle Parking

The Zoning By-law does not require bicycle spaces for residential uses. However, it does require bicycle spaces for retail uses at 3 spaces per 1,000 m^2 of GFA. This would result in a requirement of 3 spaces for the proposed combined 958.57 m^2 of ground floor retail for both condo buildings.

2.4 Loading Spaces

The Zoning By-law requires a minimum of one loading space for all uses including residential buildings with 4 or more storeys.

3.0 Existing and Projected Commercial Parking Demand

Parking demand surveys of the existing site were undertaken by Pyramid Traffic Inc. during the dates and times shown in Table 3. Fridays and Saturdays were selected as this is when peak utilization is expected to occur for commercial developments of this type. The survey data is contained in the Appendix.

Table 3: Survey Dates and Times

Date	Time Period
Friday November 16 & 30, 2012	10:00 AM to 8:00 PM
Saturday December 1 & 8, 2012	10:00 AM to 6:00 PM

The peak parking demand for each section is shown in Table 4 with the overall parking demand hourly variation illustrated in Graph 1. Parking demand was documented in 30 minute intervals.

Table 4: Peak Parking Demand by Section

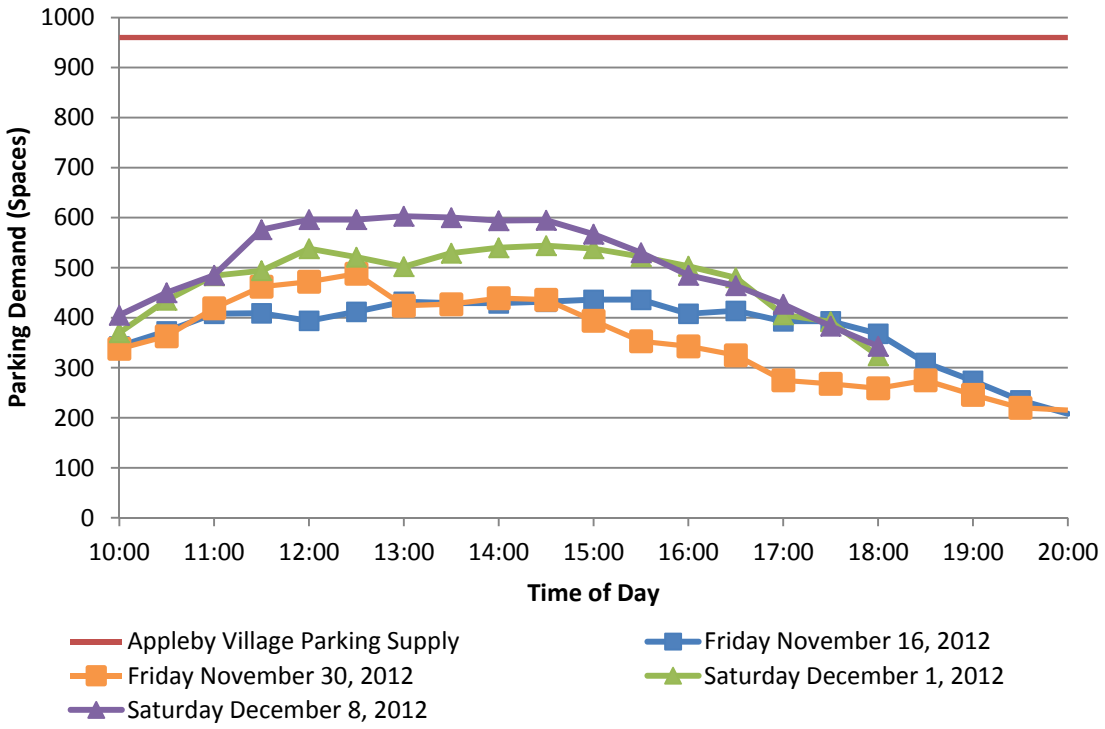
		Number of Spaces (Percentage of Total) [1]						Peak Total [2]
Section		**1**	**2**	**3**	**4**	**5**	**6**	
Parking Supply		**254**	**215**	**176**	**79**	**129**	**107**	**960**
Day	Friday November 16th	128 (50%)	77 (36%)	57 (32%)	67 (85%)	106 (82%)	58 (54%)	436 (45%)
	Friday November 30th	146 (57%)	104 (48%)	53 (30%)	59 (75%)	105 (81%)	50 (47%)	488 (51%)
	Saturday December 1st	169 (67%)	96 (45%)	78 (44%)	64 (81%)	110 (85%)	63 (59%)	544 (57%)
	Saturday December 8th	191 (75%)	96 (45%)	88 (50%)	75 (95%)	114 (88%)	68 (64%)	603 (63%)
Minimum Surplus		**63**	**111**	**88**	**4**	**15**	**39**	**357**

Notes: 1. Peak parking demand for each individual section did not necessarily occur at the same time on the same day. For a more conservative analysis, the peak demands shown above are peak demands observed for each individual section, for each survey day.
2. The Peak Total is the overall peak demand at the peak hour on that day.

Overall, on the peak day and hour (Saturday, December 8, 2012 at 1:00PM) only 63% (or 603 spaces) of the parking supply was being utilized. Also, during the survey, there was

21,135 sq ft. (1,963.5 m^2) of vacant floor area, resulting in an occupied floor area of 190,853 sq ft. (17,730.8 m^2). This results in an existing parking demand rate of 3.40 spaces / 100 m^2. Based on this rate, the vacant space plus the proposed space (2,922.07 m^2) is projected to have a demand of 99 spaces. A fully occupied site is therefore projected to have a demand of 702 spaces. This is 258 spaces less than the existing supply and 102 spaces less than the future supply after the residential is built.

Graph 1: Parking Demand Hourly Variation



It is important to note that the survey was conducted in one of the highest parking demand seasons in late November and early December (close to Christmas). It is generally accepted that parking supply should not be based upon peak shopping seasons for predominantly retail uses. In this regard, the results of the parking survey should be considered conservative. Seasonal differences were reviewed and are further discussed in the following section.

3.1 Seasonally Adjusted Parking Demand

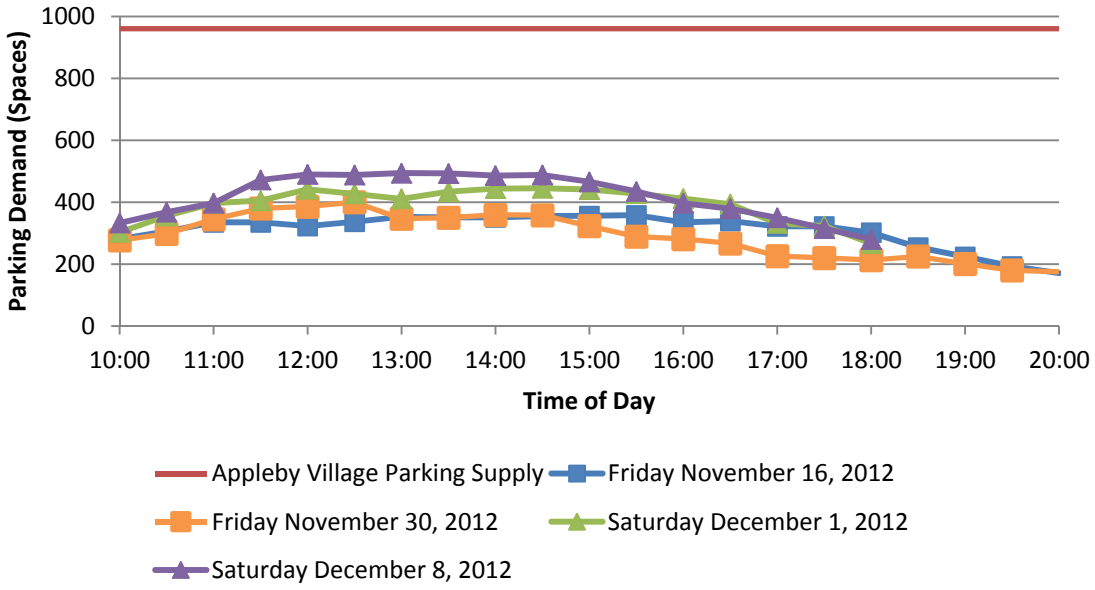
According to the publication **Parking Generation, 4th edition**, by the Institute of Transportation Engineers, the months of November and December, respectively experience 18% and 73% higher sales volumes than the average month. The parking survey data was therefore revisited and a seasonal factor applied. For a more conservative analysis the December data was ignored. The survey results were adjusted based on the November data by applying a reduction of18% to project an average month. The seasonally adjusted overall parking demand is shown in Table 5 and hourly variation illustrated in Graph 2.

Table 5: Seasonally Adjusted Peak Parking Demand

Day	Number of Spaces (Percentage of Total – 960 spaces)
Friday November 16, 2012	358 (37%)
Friday November 30, 2012	400 (42%)
Saturday December 1, 2012	445 (46%)
Saturday December 8, 2012	494 (51%)
Minimum Surplus	**466**

Overall, only 51% (or 494 spaces) of the parking supply is projected to be utilized in an average month. This results in a seasonally adjusted parking demand rate of 2.79 spaces / 100 m^2. Taking into account the projected parking demand from the vacant and proposed space (2,922.07 m^2) of 82 spaces, the projected demand would be 576 spaces. This is 228 spaces less than the future supply after the residential is built.

Graph 2: Seasonally Adjusted Peak Parking Demand Hourly Variation



3.2 Commercial Parking Demand During Condo Construction

During the construction of the 2 residential buildings, a portion of Sections 2 and 3 of the parking lot will be inaccessible while the garage is under construction. This assumes that the garage serving the two buildings is built in 1 phase. Utilizing the garage outline shown in Figure 2, we have assumed that, out of the 391 existing spaces, only 36 spaces will be accessible during construction. This assumes that all construction materials, construction equipment and construction employee parking would be contained within the remainder of these

2 sections. This effectively reduces the site parking supply to 605 spaces while the garage is under construction (960 less 391, plus 36).

A fully occupied site is expected to have a peak parking demand of 550 spaces (not including the future commercial) assuming a peak demand of 55 spaces for the vacant commercial space. This would result in a parking surplus of 55 spaces during the garage construction phase.

3.3 Seasonal Garden Centre

The Fortinos Grocery Store has a seasonal garden centre that occupies 53 spaces during the summer months. It would reduce the surplus to 175 spaces for 2-3 months of the year. During construction, the surplus may be reduced to as much as 2 spaces.

4.0 Future Residential Parking Demand

The proposed parking supply will consist of 504 spaces in a 2 level garage and 20 surface spaces reserved for visitors. The proposed parking supply for residents will exceed the requirements of the City's Zoning By-law (see summary in Table 2) by 50 spaces. However, the proposed visitor parking supply of 20 spaces will not meet the requirement of 113 visitor spaces. It is recommended that 454 spaces in the garage be dedicated for residents and the remaining 50 spaces be dedicated for visitors. This would result in a total of 70 dedicated spaces for visitors or 0.21 spaces / unit, which is 43 spaces less than what the Zoning By-law requires.

Regardless, it is our opinion that the Zoning By-law visitor requirement of 0.35 spaces / unit is excessive based upon historical and current experience of residential visitor demand. Most other municipalities within the GTA have much lower requirements as shown in Table 6.

Table 6: Requirements for Visitor Parking of Other Municipalities

Municipality	# of Spaces Required
City of Mississauga	0.20 / unit
City of Toronto [1]	0.20 / unit
City of Markham	0.25 / unit
City of Hamilton [2]	0.25 / unit
Town of Oakville	0.25 / unit
City of St. Catharines	0.25 / unit
City of Brampton	0.25 / unit
Town of Milton	0.25 / unit
City of Vaughan	0.25 / unit

Notes: 1. The City of Toronto's visitor parking requirements shown are for the suburban areas of the city.
2. The City of Hamilton's visitor parking requirements varies between 0.16 and 0.20 per unit within the downtown to 0.25 outside of the downtown.

The majority of other municipalities require 0.25 visitor spaces / unit. Based on this rate 81 spaces would be required, which is 11 more than what will be designated. However, due to

the potential shared use of the site parking lot and the projected surplus of 228 spaces after the residential is built and occupied, it is recommended that the visitor parking supply by capped at 70 spaces (0.21 spaces / unit). The surplus site parking can more than adequately accommodate any overflow from residential visitor related demand.

Sharing a parking supply between commercial patrons and high density residential visitors is becoming more common in the GTA. It acknowledges that the two types of users usually have different peaking characteristics. Commercial patrons typically peak well before 9:00PM when most stores close on any day, whereas residential visitors typically peak after 9:00PM.

5.0 Synergy between Uses on Site

The location of the residential development within an existing commercial site allows residents the opportunity to shop and eat without having the need to leave the site. The existing uses within walking distance of the 2 residential buildings are a grocery store, hardware store, liquor and beer stores, pharmacy, fitness clubs, restaurants and several medical/health services. This will result in many residents not having to utilize the local road system to access many shopping and service needs and therefore less need for a personal vehicle.

6.0 Transit Services

Burlington Transit operates 2 routes in the vicinity of the site. Transit stops are located at all 4 intersections of study roadways surrounding the site. Route 4 (Central) operates between 6:30 am and 7:30 pm, Monday to Friday, and 7:30 am to 6:30 pm on weekends. During the week headways are approximately 30 minutes, while weekend headways are hourly. Route 10 (New-Maple) operates between 5:30 am and 11:30 pm, Monday to Friday, and roughly 8:00 am to 9:00 pm on weekends. During the week headways range between 15 minutes to 30 minutes, while weekend headways are 30 minutes.

Appleby GO Station is also located less than 1.5 kilometres to the north along Appleby Line. Burlington Transit Route 4 and Route 10 generally run east-west, but both provide connectivity to Appleby GO station to the north, and therefore to other bus routes.

7.0 Conclusions and Recommendations

The results of the analysis found that there will be a surplus of 228 parking spaces when the site is fully occupied and after the two proposed residential buildings are built.

It is our opinion that the parking supply for the existing and proposed commercial uses is more than adequate and will exceed demand.

The proposed resident parking supply will exceed the Zoning By-law, but the proposed visitor parking supply will be 43 spaces less than what is required by the Zoning By-law. Research of other municipalities in the GTA found visitor parking rate requirements of 0.25 spaces per unit

compared to the 0.35 spaces / unit required by the City. In addition, it is or opinion that the projected surplus parking will more than adequately serve projected visitor demand.

It is recommended that the visitor parking supply for the proposed residential development be reduced to 70 spaces (0.21 spaces / unit). This will recognize that the parking supply can be shared, since commercial patrons and residential visitor parking demand peaks at different times of the day.

Should you have any questions please contact the undersigned.

Yours truly,

R.J. Burnside & Associates Limited

Dave Angelakis
Senior Project Manager, Transportation
DA:cv

David Argue, P.Eng. PTOE
Vice President - Transportation

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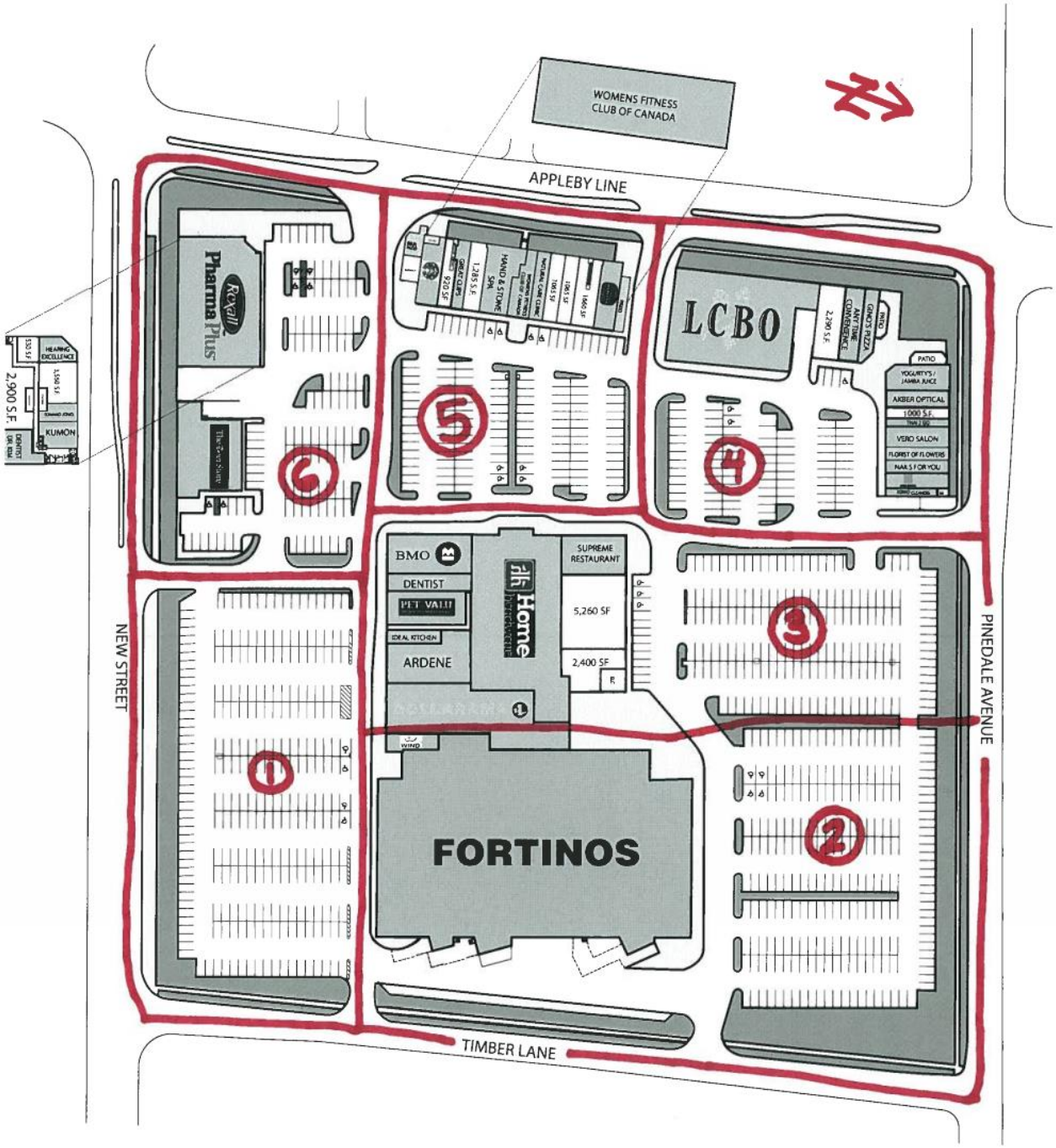
Appendix A
Site Plan Parking Zones



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