PARKING JUSTIFICATION STUDY

441 MAPLE AVENUE
ZONING BY-LAW AMENDMENT
OFFICIAL PLAN AMENDMENT

CITY OF BURLINGTON
HALTON REGION

PREPARED FOR:

BETTER LIFE RETIREMENT RESIDENCE INC.

PREPARED BY:

C.F. CROZIER & ASSOCIATES INC.
2800 HIGH POINT DRIVE, SUITE 100
MILTON, ON L9T 6P4

DECEMBER 2018

CFCA FILE NO. 1609-5022

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CROZIER
CONSULTING ENGINEERS

Revision Number	Date	Comments
Rev.0	December 2018	Issued for First Submission

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1.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Better Life Retirement Residence Inc. in August 2018, to undertake a Parking Utilization Study in support of Zoning By-Law and Local Official Plan Amendments. The purpose of the study is to assess the parking requirements associated with the proposed development, and to determine the sufficiency of the proposed parking supply to meet the demand of the site.

A Terms of Reference (TOR) was sent to City of Burlington and is provided in **Appendix A.** The email chain determined the scope of the parking study and timeframes to be analyzed.

2.0 Existing Conditions

The subject lands cover an area of approximately 0.28 ha and currently consists of 'Maple Villa'- Long Term Care Centre. There are currently two accesses, one ingress and one egress, onto Maple Avenue. The property, located in downtown Burlington, is bounded by Maple Avenue to the west, rental apartment buildings to the north and south, and a municipal parking lot with 74 spots to the east. Refer to **Figure 1** for the site location and **Figure 2** for the Site Plan prepared by Spaziani Architect Inc. in December 2018.

3.0 Development Proposal

The development proposal is for the construction of an 11-storey, 153-unit residential building. A total of 164 parking spaces are proposed on-site. Additionally, 15 leased parking spaces are available within the hydro corridor at a parking lot approximately 70 metres northeast of the proposed development.

One site access to 441 Maple Avenue is proposed. Refer to **Figure 2** for the Site Plan revised November, 2018, prepared by Michael Spaziani Architect Inc.

4.0 Parking Requirements

4.1 Parking Requirements – City of Burlington Zoning By-Law 2020

Section 2.25.4 of the City of Burlington Zoning By-Law 2020 was used to calculate the number of parking spaces required for the proposed 153-unit residential building. The parking requirements for the residential development are outlined in **Table 1**. Relevant Zoning By-Law Excerpts are included in **Appendix B**.

Table 1: Zoning By-Law Parking Requirement

Use	Parking Requirement	# of Units	Total Parking Spaces Required	Surplus/Deficit
Residential Apartment	1.0 resident spaces per unit	153 units	153 spaces	Deficit of 27 spaces
Visitor Parking Spaces	0.25 visitor spaces per unit	153 units	38 spaces	
		Total	**191 spaces**	**Deficit of 27 spaces**

As indicated in **Table 1**, the proposed residential development will require a total parking supply of 191 spaces, consisting of 153 residential parking spaces and 38 visitor parking spaces as per the City of Burlington Zoning By-law.

4.2 ITE Peak Parking Demand

Peak parking demand was calculated based on the ITE 4th Edition Parking Generation manual. Category 222 – High-Rise Apartment was used with an average peak parking demand of 0.45 parking spaces per dwelling unit and 0.25 visitor parking spaces per dwelling unit.

Table 2: ITE Parking Generation 4th Edition Peak Parking Demand

Use	Parking Requirement	# of Units	Total Parking Spaces Required	Surplus/Deficit
High-Rise Apartment LUC (222)	0.45 resident spaces per unit *	153 units	69 spaces	Surplus of 57 spaces
Visitor Parking Spaces (City of Burlington Zoning By-Law 2020)	0.25 visitor spaces per unit		38 spaces	
		Total	**107 spaces**	**Surplus of 57 spaces**

* limited to two sites consisting of 740 and 940 dwelling units

As outlined in **Table 2**, the peak parking demand derived from ITE Parking Generation 4th Edition is 107 spaces during the weekday peak parking period. Therefore, the proposed parking supply of 164 parking spaces results in a parking surplus of 57 spaces: In addition, there are also 15 leased parking spaces provided at a parking lot north of the development, which can provide a parking surplus of 72 parking spaces.

4.3 Other Jurisdiction Parking Requirements

Multiple jurisdictions across the GTHA have lower parking rates in downtown areas due to the transit/cycling and walking facilities in place. The City of Toronto, City of Hamilton and City of Vaughan parking space requirements have been illustrated in **Table 3.**

Table 3: Other Jurisdiction Parking Rates

Jurisdiction	Type	Parking Rate
City of Toronto	Multiple Dwelling Visitor	0.30 - 1.0 resident spaces per unit[1]
		0.10 visitor spaces per unit
City of Vaughan	Multiple Dwelling Visitor	0.70 – 1.7 resident spaces per unit[2]
		0.30 - 1.0 resident spaces per unit
City of Hamilton	Multiple Dwelling Visitor	0.30 - 1.0 resident spaces per unit[3]
		N/A

[1] Range varies dependent on number of bedrooms per units
[2] Range varies dependent on number of bedrooms per unit and is for Vaughan Metro Centre
[3] Range varies dependent on unit size and is for Downtown

Standards for multiple dwelling developments in the assessed GTHA municipalities vary by the number of bedrooms, zones, location and the availability of a private driveway. The parking requirements range from 0.30 spaces per unit (50 square metres or less) in Downtown Toronto and Hamilton to 1.85 spaces per unit for a three-bedroom condominium unit in Vaughan.

4.4 Surrogate Site Parking Demand

In order to forecast the parking demand for the proposed mixed-use development, parking counts undertaken at sites with similar uses as the proposed redevelopment were examined. Based on the surrogate sites' data, peak parking demand rates were determined and utilized for a comparative analysis to determine peak parking demands for the proposed mixed-use redevelopment.

5340 Lakeshore Road, City of Burlington

The 5340 Lakeshore Road development was selected as a surrogate site as it is a high-rise apartment building with surface and underground parking, located across from the proposed development along Lakeshore Road. A total of 42 dwelling units are located within the surrogate site, with a total of 60 tenant parking spaces underground, three tenant parking spaces on the surface and 16 visitor parking spaces on the surface. A parking utilization survey was completed by the facility's own staff on Wednesday March 29th, 2017, from which a parking utilization rate was derived for tenant and visitor parking spaces. The data and calculations are provided in **Appendix C**.

6550 Glen Erin Drive, City of Mississauga

The 6550 Glen Erin Drive development was selected as a surrogate site as it is a high-rise apartment building with surface and underground parking. It is located in an area similar to that of the proposed development, composed of residential and commercial developments. The parking survey was undertaken by Ontario Traffic Inc. between Tuesday, September 6th 2016 and Friday, September 16th, 2016. The dates were selected to survey the peak parking demand at the subject site during peak parking hours for residential and visitor parking. Surveys of residential parking recorded the number of occupied spaces between the hours of 1 a.m. and 5 a.m. Surveys of visitor parking recorded the number of occupied spaces on Friday between 6:00 p.m. and 10:00 p.m., and on Saturday between 12:00 noon and 4:00 p.m. Using the number of cars parked and the number of dwelling units of the surrogate site, the maximum peak parking demand rates were calculated. The parking survey results and rate calculation are provided in **Appendix C**.

Table 4 summarizes the peak parking rates calculated from the residential surrogate sites.

Table 4: Surrogate Site Parking Demand

Use	Surrogate Site	Maximum Peak Parking Demand Rate
Apartment Building	5340 Lakeshore Road	1.07 tenant spaces /unit
		0.10 visitor spaces /unit
	6550 Glen Erin Drive	1.02 tenant spaces /unit
		0.07 visitor spaces /unit

Based on the peak rates for the surrogates presented in **Table 3**, the maximum peak parking rates for tenant parking is 1.07 spaces per unit and visitor parking is 0.10 spaces per unit.

The surrogate site peak rates forecast a total parking demand of 179 parking spaces for the proposed development, resulting in a deficit of 15 parking spaces. With the addition of the leased parking spaces, the proposed parking is sufficient.

5.0 Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to a variety of strategies to reduce traffic congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In summary, TDM works to change how, when, where and why people travel.

TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality
- Decreased traffic congestion to reduce travel time
- Increased travel options for residents and commuters
- Reduced personal transportation costs and energy consumption
- Support Provincial Smart Growth Objectives

The above combined benefits will assist in creating a more active and livable community.

5.1 TDM Strategies Identification

5.1.1 Walking / Cycling

The City of Burlington is a pedestrian and cycling supportive community that embraces the "complete streets" concept by encouraging both commuter and recreational travel by walking, cycling and using public transit through a safe and desirable Municipality-wide network of on-road and off-road pedestrian and cycling facilities.

Currently, there are sidewalks available on all roads in the vicinity of the site. Maple Avenue and Lakeshore Road have marked bike lane in both directions and North Shore Boulevard East has sharrows marked on pavement.

Per the City of Burlington Zoning By-Law No. 2020, bicycle parking spaces are not required for residential uses. However, 24 bicycle parking spaces are provided for residents and visitors as shown in the Site Plan (See **Figure 2**)

5.1.2 TDM Strategies Implementation

TDM programs nationally have experienced a wide range of implementation success. This TDM plan will be site focused to achieve the desired outcome at reduced dependency on single occupant vehicle (SOV) from a holistic perspective.

5.1.3 Transit Incentive

An increase in transit use is fundamental to the overall reduction of automobile use. In general, people associate utilities with each mode of transportation (such as safety, reliability, comfort, accessibility, speed, cost and travel time), their mode choice is based on the relative costs associated with one versus another mode. The two (2) characteristics that will most likely influence mode choice are monetary cost and travel time.

Transit productivity is a measure of return on investment in the transit system. It measures how much travelers use the transit service provided in a region. Local buses with few passengers, suggests that transit systems are not providing transportation benefits consistent with their capital and operating costs. Having more passengers on each bus generates more revenue for transit agencies and can result in better air quality and less congestion. Moreover, transit service level (i.e. network coverage and frequency) have strong positive correlation with transit demand (i.e. ridership).

As an incentive to encourage residents to use the Burlington transit service, the owner may provide and distribute (one (1) time) prepaid and fee-waived complimentary PRESTO cards. This subsidized transit card will provide a financial incentive to encourage the use of public transit, especially for 'first time' users to try local transit services as a primary mode of transportation. The amount and provision of PRESTO cards is subject to the owner's discretion.

5.1.4 Marketing

It is recommended that an information package be made available by the City/Owner to inform new / prospective residents with alternative traveling options. It is recommended that the Owner consult with the City to provide the following materials to promote active transportation:

- Burlington Transit Map
- Burlington Trails Map
- Burlington Cycling Map

In addition to the above noted materials, the information package may also include information on transit schedules (i.e. Burlington Transit) to assist residents in planning their trips (i.e. to / from work / school) utilizing the existing and growing transit network system. A location map will also be prepared to indicate the nearby facilities and points of interest (i.e. retail store, grocery store, school, community center and library) within convenience and comfortable walking distance to further discourage vehicle dependency.

6.0 Conclusions

The subject property is located within the City of Burlington and is zoned as Downtown High Density Residential (DRH). The proposed residential development requires a total of 191 parking spaces according to the City of Burlington Zoning By-Law 2020. The parking requirements exceed the total parking supply of 164 plus the 15 leased spaces proposed for the site.

Based on the ITE 4th Edition Parking Generation Manual, a total peak parking demand of 107 spaces is forecasted to be sufficient for the proposed development and results to a surplus of 57 parking spaces.

Based on the peak parking demand rate determined from the surrogate sites (5340 Lakeshore Road and 6550 Glen Erin Drive), a total peak period demand of 179 parking spaces is forecasted for the proposed development, resulting in a deficit of 15 parking spaces. With the addition of the leased parking spaces, the proposed parking is sufficient as there is no surplus or deficit.

Additionally, the proposed residential development is located in an area serviced by cycling facilities and supplemented by transit service. Proposed bicycle routes as per the City's Preferred Cycling Network Map will further supplement these existing cycling facilities. Furthermore, pedestrian facilities currently exist along Maple Avenue thereby connecting a wider active transportation network. TDM opportunities are available to the site and the development promotes active transportation use.

Accordingly, based on surrogate site parking rates, proximity to major active transportation facilities in the downtown area, and ITE parking rates, the parking supply at proposed development can be supported from a transportation perspective.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.

Sian Younan
Transportation Technologist

C.F. CROZIER & ASSOCIATES INC.

R. Aaron Wignall
Associate, Transportation

\\Milton-DC\Milton-Projects\1600\1609-Better Life Retirement\5022-441 Maple Ave\Reports\Traffic\2018.12.06 441 Maple Avenue Parking Study DRH.docx

APPENDIX A

Correspondence

Kavleen Sachdeva

From: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>
Sent: Monday, August 13, 2018 11:38 AM
To: Kavleen Sachdeva
Cc: Popovich, Bobby
Subject: RE: 441 Maple Avenue Terms of Reference

Hi Kavleen,
I reviewed the Terms of Reference and I am satisfied with your proposal.
I would just like to add that when it comes to on-site parking, please refer to the recommended rates from City's parking study:
https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/City-Wide-Parking-Study/Burlington-Parking-Standards-Final-Consolidated-Report_2017-09-22_Updated.pdf

- Please provide details of any planned roadway/transit improvement in the study area within the next five years Maple Avenue resurfacing is scheduled for 2019/2020. Same number of vehicle lanes will remain.
- Please provide the growth rate to be used for Maple Avenue, Bellview Street, and North Shore Boulevard East Please use 2% for growth rate
- Please provide the signal timing plan for the signalized intersection of Maple Avenue/Lakeshore Road at North Shore Boulevard East My coworker Bobby Popovich will be able to provide you with more info for signal timing plan
- Please provide us with any further background developments that are to be included in the analysis No other background developments.

Thanks,
Dan Ozimkovic, C.E.T
Transportation Planning Technologist
Transportation Services
City of Burlington
(905) 335-7671 ext. 7485
danijel.ozimkovic@burlington.ca

From: Minaji, Rosalind
Sent: Thursday, August 09, 2018 9:56 AM
To: 'Kavleen Sachdeva'
Cc: Edgcumbe, Kaylan; Ozimkovic , Danijel
Subject: RE: 441 Maple Avenue Terms of Reference

Hi Kavleen:
Please follow up with Transportation Services staff copied on this email. I only forwarded your email on Tuesday. I'm sure you can appreciate that in the summer months people are on vacation and it can take a little more time to receive a response.
-Rosalind

Rosalind Minaji MCIP RPP
Coordinator of Development Review

Department of City Building | Planning Section
City of Burlington
426 Brant Street, Burlington L7R 3Z6
Phone: 905-335-7600 Ext. 7809
Fax: 905-335-7880
Email: rosalind.minaji@burlington.ca

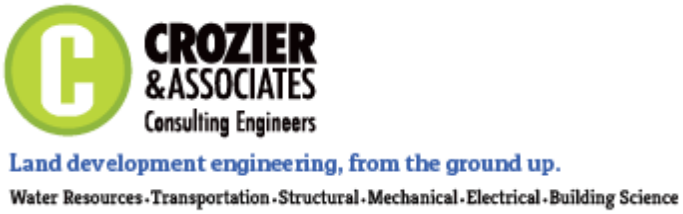
From: Kavleen Sachdeva [mailto:ksachdeva@cfcrozier.ca]
Sent: Thursday, August 09, 2018 9:33 AM
To: Minaji, Rosalind
Subject: RE: 441 Maple Avenue Terms of Reference

Hi Rosalind,

Just wanted to check in and ask when I can expect a reply regarding the workplan sent on Tuesday.

Thanks!

| **KAVLEEN SACHDEVA** | TRANSPORTATION E.I.T. | C.F. CROZIER & ASSOCIATES
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From: Minaji, Rosalind <Rosalind.Minaji@burlington.ca>
Sent: Tuesday, August 7, 2018 12:02 PM
To: Kavleen Sachdeva <ksachdeva@cfcrozier.ca>
Cc: Aaron Wignall <awignall@cfcrozier.ca>
Subject: RE: 441 Maple Avenue Terms of Reference

Thank you Kavleen. John Zunic is no longer with the City.
I have forwarded your email to our current Transportation Services staff for a response.
Please do not proceed with the study until you hear from our staff.
Thank you.
-Rosalind

Rosalind Minaji MCIP RPP
Coordinator of Development Review
Department of City Building | Planning Section
City of Burlington
426 Brant Street, Burlington L7R 3Z6
Phone: 905-335-7600 Ext. 7809
Fax: 905-335-7880

Email: rosalind.minaji@burlington.ca

From: Kavleen Sachdeva [mailto:ksachdeva@cfcrozier.ca]
Sent: Tuesday, August 07, 2018 11:52 AM
To: Minaji, Rosalind; John JZ. Zaloznik
Cc: Aaron Wignall
Subject: 441 Maple Avenue Terms of Reference

Hi all,

We have been retained to complete a **Transportation Impact Study** and **Parking Justification Study** to support Zoning By-Law and Local Official Plan Amendments for the proposed 11-story consisting 163 units residential building at 441 Maple Avenue in the City of Burlington. One full movement access onto Maple Avenue is proposed with three underground parking levels and above ground parking for a total of 163 parking spaces.

We request your feedback regarding our study assumptions. I have attached the working Site Plan for your reference.

Study Methodology for the Transportation Impact Study

Study Area and Intersections to Assess

- The following intersections will be analyzed:
    - Maple Avenue at Bellview Street (Unsignalized),
    - Maple Avenue/Lakeshore Road at North Shore Boulevard East (signalized), and
    - Maple Avenue at Site Access (Unsignalized).

We will collect the traffic counts at existing intersections on a typical weekday during the morning (6:00 AM to 10:00 AM) and evening (3:00 PM to 7:00 PM) peak periods.

Analysis Periods and Scenarios

The weekday AM and PM peak hours for 2018 existing conditions, considering a 5-year horizon (2023) year background and total traffic conditions will be analyzed.

Background Developments

We will include the following development as part of our background development:

- OPA: 505-02/17 (ZBA: 520-08/17): 490 - 492 Brock Ave. and 1298 Ontario St. Ward 2

If any further developments should be included in our analysis, please let us know.

Future Background Traffic Growth Rate

- Please provide the growth rate that can be used for Maple Avenue, Bellview Street, and North Shore Boulevard East. Should this information not be available, an industry standard of two percent will be applied to through movements along the study intersections.

Future background traffic volume will be estimated for the study area to ensure that the analysis includes background traffic growth and growth from other developments in the area.

Trip Generation

Trip generation for the proposed development will be based on Trip Generation Manual, 10th Edition prepared by the Institute of Transportation Engineers (ITE) for Multifamily Housing (High-Rise) (land use code 222). To be more conservative the fitted curve equation will be used.

The information contained in the 2016 Transportation Tomorrow Survey (TTS) for zone 4057(the Subject Zone) has been reviewed. The summary of the non-auto modal split calculation is provided in the attached table.

- The subject zone TTS Zone have an existing non-auto modal split of approximately 10%.
- Trip distribution, assignments, and the modal splits will be based on the latest 2016 Transportation Tomorrow Survey (TTS).

Roadway/Transit Improvements

- Please provide details of any planned roadway/transit improvement in the study area.

Analysis Procedures

- Weekday AM and PM peak hours will be analyzed using the Synchro 10.0 analysis package and Highway Capacity Manual (HCM) procedures.

Transportation Demand Management Plan

- We will also include several transportation demand management measures to support active transportation and transit as an attempt to reduce the number of auto trips to/from the proposed development.

Study Methodology for the Parking Justification Study

The key tasks are involved in this study are:

- Calculate the parking supply required by the City By-Law number 2020 for the site
- Conduct parking utilization surveys of one surrogate site with a residential building that has similar uses and characteristics to the project site between the weekday a.m. and p.m. peak hours (7:00 a.m.-10:00 a.m., 3:00 p.m.-7:00 p.m.)
- Forecast the peak parking demand using the Institute of Transportation Engineers' data.
- Compare the parking space demand with the parking spaces provided and determine whether the parking supply is sufficient to meet the calculated demand.

Could you please provide any comments you may have on the above ToR and provide the following information for inclusion in the study:

- Please provide details of any planned roadway/transit improvement in the study area within the next five years
- Please provide the growth rate to be used for Maple Avenue, Bellview Street, and North Shore Boulevard East
- Please provide the signal timing plan for the signalized intersection of Maple Avenue/Lakeshore Road at North Shore Boulevard East
- Please provide us with any further background developments that are to be included in the analysis

I hope the above is acceptable. Should you have any questions or concerns, please feel free to contact myself or my colleague Aaron Wignall copied on this email.

Regards,

| **KAVLEEN SACHDEVA** | TRANSPORTATION E.I.T. | C.F. CROZIER & ASSOCIATES

| 2800 High Point Drive, Suite 100 | Milton, ON L9T 6P4

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APPENDIX B

Relevant Maps and Zoning By-Law Excerpts

CITY OF Burlington

Select Language ▼

6.0 DRH ZONE REGULATIONS (DOWNTOWN HIGH DENSITY RESIDENTIAL)

6.1 Lot Width, Area, Yards, Density, Height and Amenity Area

Table 6.6.1

Regulation	Apartment Building, Retirement Home
Lot Width	30 m
Lot Area	0.1 ha
Front Yard and Street Side Yard	6 m; 7.5 m abutting a street having a deemed width of 26 m or more
Rear Yard	7.5 m
Side Yard	6 m
Yard abutting R1, R2, R3, DRL Zones	15 m
Density	50 units per hectare minimum, 185 units per hectare maximum
Height	22 m maximum
Amenity Area	20 m2 per unit
Building setback abutting a creek block	7.5 m, 4.5 m if block includes a 3 m buffer
Yard abutting a pipeline easement	7 metres rear yard; 3 metres side yard

6.2 Parking

a) Parking shall be provided in accordance with Part 1, Subsection 2.25 "Off Street Parking and Loading Requirements" except as amended by the following:

- 1.00 occupant spaces per unit
- 0.25 visitor parking spaces per unit

b) Enclosed Occupant Parking: 100% of occupant parking shall be enclosed

c) Parking Lots, Parking Spaces, Driveways

(i) Notwithstanding Part 2, Subsection 6.2, "Landscape Area and Buffer" a parking lot may be setback 1 m from a street line provided a decorative wall or fence having a height of 1m to 1.2 m screens the parking lot from the street.

(ii) Parking spaces and driveways shall be setback 3 m from a wall of a building containing windows of habitable rooms in dwellings units located on the ground floor or basement.

6.3 Landscape Area and Buffer

Landscape Area:

Abutting a street having a deemed width up to 26 m: 3 m
Abutting a street having a deemed width greater than 26 m: 4.5 m
Abutting a creek block or 03 zone: 3 m

Landscape Buffer:

Abutting R1, R2, R3, DRL Residential zones: 6 m
Abutting other Residential zones: 3 m

6.4 Outside Storage

Waste stored outside shall be kept within a solid screened enclosure.

6.5 Fencing

On lands abutting a residential, DRM or DRL zone, fencing shall be installed along the common boundary with the residential zone and shall have a minimum height of 1.8 m, which may be a solid screen fence or a combination of chain link fence and landscape planting to form a dense year-round screen.

This page last updated December 15, 2015

Contacts:

Contact Department

Numbers

Links

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Burlington, Ontario L7R 3Z6

Customer Service Button

ROUTE SERVICE TIMES

Route		Peak Only	M-F	Sat	Sun	Hol
1	Plains		●	●	●	●
1x	Plains		●			
2	Brant		●	●	●	●
2A	Brant	●	●			
3	Guelph - Downtown		●	●	●	●
3A	Guelph - Downtown		●			
4	Central		●	●	●	
5	Francis - Downtown		●	●		
6	Headon		●	●	●	●
10	New - Maple		●	●	●	●
11	Sutton - Alton		●	●	●	●
12	Upper Middle		●	●	●	●
15A	Appleby - Walkers	AM	●			
15B	Walkers - Appleby	PM	●			
20	Burloak - Lakeshore		●	●	●	●
21	Fairview		●	●	●	●
25	Walkers		●	●	●	
40A	Pinedale - Hampton Heath	AM	●			
40B	Pinedale - Hampton Heath	PM	●			
48	Millcroft	●	●	September to June		
80	Harvester		●			
81	North Service	●	●			
83	North Service	Midday	●			
87	North Service - Aldershot	●	●			
101	Plains Express		●			
50	Burlington South	Late Night	●	●		
51	Burlington Northeast	Late Night	●	●		
52	Burlington Northwest	Late Night	●	●		
300	Aldershot		●			
301	Pinedale		●			
302	Tansley Woods		●			

MAP LEGEND

Transit

- Regular Service Bus Route
- Peak Service Bus Route[1]
- Limited Service Bus Route
- Late Night Service Bus Route
- GO Station
- HSR Transfer Point
- Oakville Transit Transfer Point
- Community Connection Route

Symbols

- Hospital
- Shopping Centre
- Arena
- City Hall
- Courthouse
- Library
- Recreation Centre
- Community Centre
- Museum / Attraction
- Outdoor Pool
- Indoor Pool
- Information
- Public Secondary School
- Public Elementary School
- Catholic Secondary School
- Catholic Elementary School

[1]Peak hours are weekdays approximately 5 to 9 a.m. and 3 to 7 p.m.

0 0.5 1 Km
0 0.5 1 Mi

No 1 Side Rd
Tremaine Rd
Alton Village
Thomas Alton Bl
Tim Dobbie Dr
Dundas-Walmart Plaza
Dr. Frank J. Hayden
Haber
John William Boich
Appleby-Dundas Plaza
Dundas St
407 ETR
Hwy 407
Headon Forest
Northampton Bl
Berton Av
Berwick Dr
Sarazen Dr
Constable Henshaw Bl
Walkers Line
Charles R. Beaudoin
St. Christopher
Sutton Dr
Orchard Park
Appleby Line
Millcroft Park Dr
Country Club Dr
Sacred Heart Of Jesus
St. Timothy's
Notre Dame
Headon Forest Dr
Cavendish Dr
Coventry Way
Bruce T. Lindley
Brant Hills
Ireland House
C.H. Norton
Florence Meares
Millcroft Centre
St. Elizabeth Seton
Alexander's
Heron Way
Upper Middle Rd
Corpus Christi
Tansley Woods
Itabashi Way
Walker Place
Upper Middle Rd
Burlington Supercentre
Angela Coughlan
M.M. Robinson
Upper Brant Plaza
Paul A. Fisher
St. Mark
Upper Middle Rd
Brant St
Tyandaga Park Dr
Kerns Rd
Rolling Meadows
Augustine Dr
St. Gabriel's
Mountainside
Fisher Av
Mount Forest Dr
Power Centre
Yorkton Plaza
Burlington Heights Centre
Canadian Martyrs
Sir E. Macmillan
Dr. Charles Best
Lester B. Pearson
Headon Rd
Guelph Line
Lansdown Dr
Mainway Plaza
Dillon Rd
Mainway
Corporate Dr
Burloak Dr
Clarksdale
Costco
Mainway Business Centre
Davidson Plaza
Heritage Rd
Queen Elizabeth Way
Bronte Creek Provincial Park
Ontario Court of Justice
Queensway Dr
North Service Rd
Harvester Rd
Wyecroft Rd
Rio-Can Burloak
Appleby Ice Centre
Sherwood Forest
Hwy 403
GO Station Access Rd
Waterdown Rd
Royal Botanical Gardens
Plains Rd W
Plains Rd E
Holy Rosary
Maplehurst
Fortinos Plaza
Glenview
Aldershot
Townsend Av
North Shore Bl W
North Shore Bl E
Lasalle Park Rd
LaSalle Park (Wading)
Shadeland Av
King Rd
King's Road
Francis Rd
Warwick Dr
Surrey La
Sainte-Philippe
Mapleview Mall
Maple Av
Maple Mews
Westgate Plaza
Brant Plaza
Burlington Square
Student Theatre
Tom Thomson
Burlington Mall
Prospect St
Woodview Place
Fairview St
Tecumseh
Assumption
Rotary Youth
Central
St. John's
Brant Plaza
Drury La
Cumberland Av
Rexway Dr
Ryerson
Longmoor Dr
Pauline Johnson
Appleby
Eastway Plaza
Nelson
Pinedale Av
Frontenac
Robert Bateman
Ascension
Appleby Mall
Centennial
New St
St. Paul's
YMCA Burlington Seniors
Music Centre
Central
Roseland Plaza
St. Raphael's
Gary Allan
John T. Tuck
Walkers Line
Guelph Line
Renaissance
Ontario St
City Hall
Burlington Art Centre
John St
Elizabeth St
James St
Pine St
Discovery Landing
The Burlington Performing Art Centre
Visitor
Joseph Brant Museum
Joseph Brant Memorial
North Shore Bl E
Lakeshore
Lakeshore Rd
Pineland
Mohawk Gardens
St. Patrick's
Skyway Arena
Lakeside Plaza
Heath Rd
Hampton
Clive Cr
Burlington Bay
Lake Ontario

Aldershot: 1x 87 VIA 87
Burlington: 1+ 2+ 3+ 5 6 10 12+ 21 25 80 81 87 101 50 51 52
Downtown: 3 4 5 10 50 52 300 11
Appleby: 4 10 11 15A 20 21 40A 80 81 83 14

HAMILTON

Hwy 403
York Bl
Dundurn St N
Main St W
Queen St S
King St W
King St N
Bay
James St N
James St S
John St N
John St S
Catharine St N
Wilson St
Caimon St W
City Hall
Hamilton

MacLean Cartography
Cartography & Design 2017
BURLINGTON TRANSIT

Burlington Transit Fares

For complete details on fare options and fees, please refer to burlingtontransit.ca

Cash Fares

Note: Drivers cannot make change. If paying with cash, you must have the exact amount of fare.

Age	Price
All ages	$3.50
GO Fare integration*	$0.70

Children 5 and under ride for free.

**with valid GO Ticket or Pass*

Tickets and Monthly Passes

Please note that Burlington Transit does not accept Hamilton Street Railway and Oakville Transit tickets or monthly passes.

- Monthly pass is good for unlimited travel within Burlington
- If you load a monthly pass and need to travel to other transit properties you will require additional funds on your card in order to pay the other system's fare using your PRESTO card.

Age	Tickets	PRESTO Monthly Pass
Adult	10 / $27.50	$97.00
Youth (13 - 19)	10 / $19.00	$71.00
Student U-Pass	N/A	$25
Senior (65+)	10 / $19.00	$59.25
Child (6 - 12)	10 / $18.50	$50.00

PRESTO Card

What is Burlington's PRESTO Loyalty program?

With the PRESTO loyalty program, you'll never pay more than a monthly pass within a calendar month. The card tracks your trips and will stop charging a fare for the remainder of that calendar month on Burlington Transit.

Age	PRESTO Price	PRESTO Loyalty Program
Adult	$2.70	Free after 36 full-fare rides/calendar month
Youth	$1.85	Free after 38 full-fare rides/calendar month
Senior	$1.85	Free after 32 full-fare rides/calendar month
Child	$1.85	Free after 38 full-fare rides/calendar month

Fare Categories Defined

Category	Age	Additional information
Adult	20 +	
Youth	13 to 19	
Post-Secondary Student	19+	With post-secondary Student ID showing current transit endorsement from another provider.
Senior	65 +	
Child	6 to 12	Children five and under ride free when accompanied by a parent/guardian.

Veterans Transit Pass

Apply as part of the Veteran Parking Permit and Transit Pass application process. Applications are available at the Transportation Services counter at City Hall, 426 Brant St. For more information, please call 905-335-7816.

Veterans ride free on the following days:

Date	Event
1st Sunday in May	Battle of the Atlantic
June 6	D-Day
Closest Sunday to Aug. 19	Raid of Dieppe
Sept. 17	Battle of Britain
Nov. 11	Remembrance Day

Subsidized Passes for Low-Income Transit (SPLIT)

Funded by Halton Region, the Subsidized Passes for Low-Income Transit (SPLIT) program provides monthly transit passes at a reduced rate for Burlington residents who meet the low income threshold. Individuals receiving assistance from Ontario Works or the Ontario Disability Support Program may also be eligible.

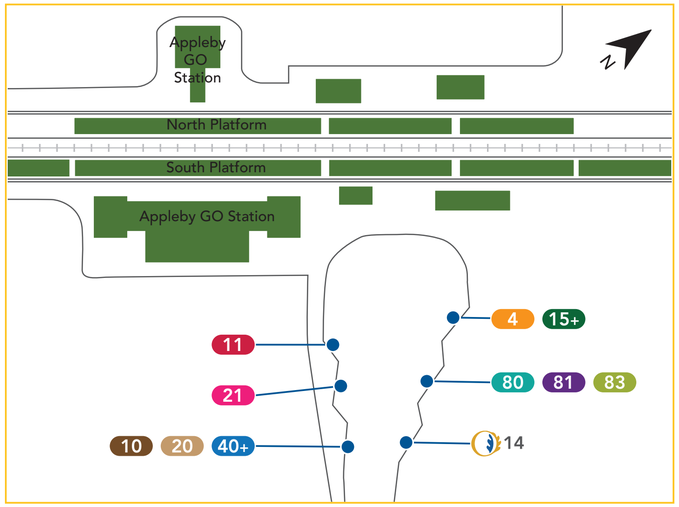
Upon eligibility confirmation, residents can purchase Burlington Transit monthly passes at a discounted rate.

Visit halton.ca/split for more information about eligibility and how to apply or contact Halton Region at 905-825-6000 or dial 311.

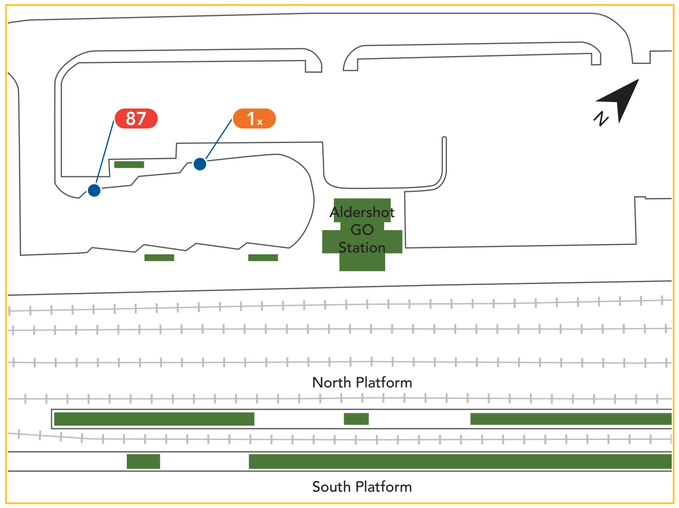
While every effort will be made to keep to the timetables, Burlington Transit will not be responsible for any loss, damage or inconvenience caused by any operating failure or in consequence of any inaccuracies in this timetable. Schedules are subject to change.

Burlington Transit is a service of the City of Burlington. www.burlington.ca

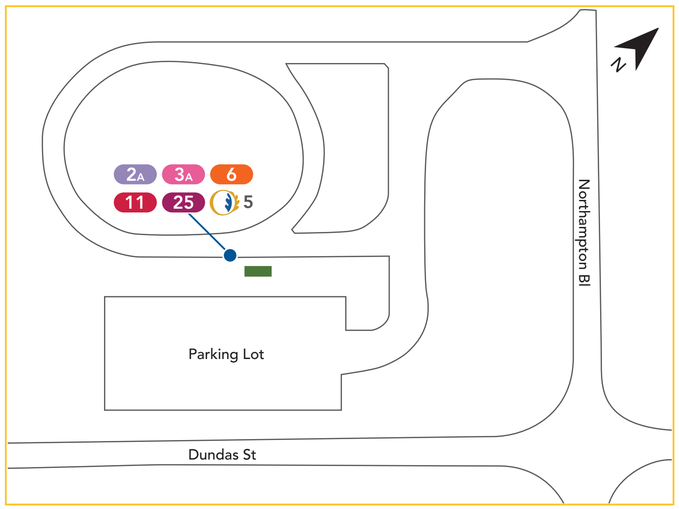
APPLEBY



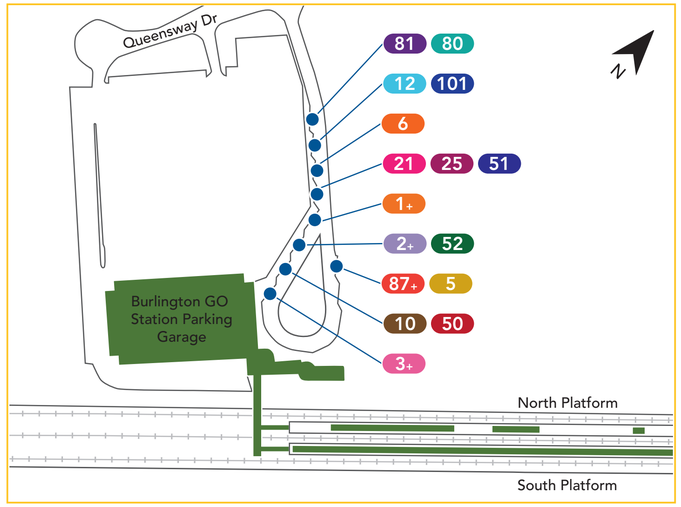
ALDERSHOT



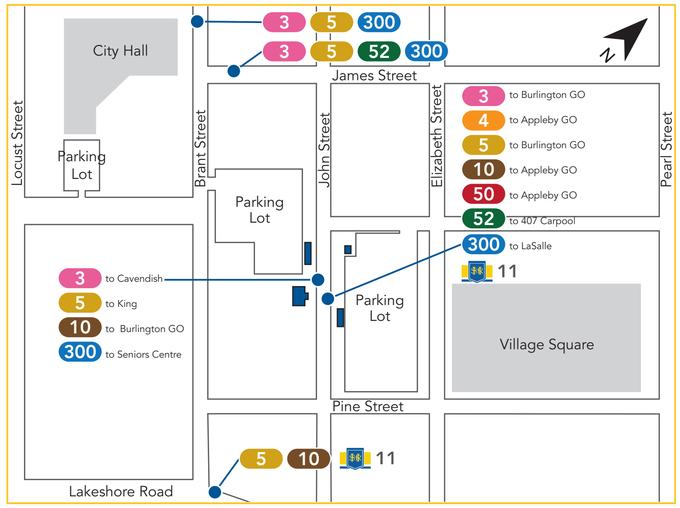
407 CARPOOL



BURLINGTON



DOWNTOWN



Rider Tips and Safety

Our Rider Guidelines include onboard and travel safety tips that ensure all passengers can move around the city in safety and comfort.

Need to bring a pet onboard?

Please note:
Service animals are permitted on board Burlington Transit buses but all other pets must be in an enclosed, secure container/pet carrier and not inconvenience other passengers. Passengers bringing pets onboard are responsible for their pets.

Safety Tips

- Stand back from the curb when waiting for a bus, especially when a bus is approaching the stop.
- Never run for a bus. You may slip and fall or be hit by a vehicle.
- Leave the bus by the rear doors whenever possible (except when you ask for a Request Stop at night).
- Never walk directly in front of or behind a stopped bus, where drivers may not be able to see you. Wait until the bus moves away before you step into the street so that you can clearly see other traffic.
- Always obey traffic signals and cross the street at corners.
- Take your headphones off when crossing the street or getting off the bus to be sure you can hear the traffic around you.
- Keep knapsacks and large bags in front of you when getting on or off the bus. Knapsacks and bags have big, long straps that can easily get caught in doors and railings.
- Keep your arms, legs and head inside all transit vehicles.

Request Stop

Request Stop allows you to exit between bus stops after dusk and during poor weather. Please notify the driver in advance to allow sufficient time for a safe stop.

General Information

Priority Seating

Priority seating is for the use of passengers with a disability. These seats are located close to the front of the vehicle. Customers are expected to respect and obey the purpose of the designated seating area, which means: if you are sitting in one of these designated seats, you MUST vacate the seat for a passenger with a disability.

Please note:

- A person with a disability occupying a Priority seat is not required to move for another customer with a disability. Use of these seats is on a first come-first served basis.
- You are not required or expected to leave a transit vehicle in order to make room for a customer with a disability.
- Bus drivers/operators will not intervene to enforce the requirement. We ask, however, that you show consideration for those whose need is greater than your own.



Courtesy Seating

Courtesy seating is intended to provide additional seating for people who will benefit from having a seat near the front of the vehicle including:

- seniors
- expectant mothers
- adults traveling with infants or small children
- any other passenger who may benefit from a seat

If you are sitting in one of these designated seats, please respect its purpose and give up your seat to those who need it.



Accessibility

All of our buses are fully accessible and have no stairs to climb at boarding. They are also low floor and can be lowered to curb level to make them fully accessible to all passengers. The driver will even extend a ramp upon request or if there is a visible need.
Great features that will assist passengers who may have difficulty boarding because of their use of a mobility aid, an injury, or even if they have a child in a stroller.

Lost & Found



If you've lost or found an item on Burlington Transit, please email contactbt@burlington.ca or call us at 905-639-0550 during hours of operation (see back cover) to speak with one of our staff (you cannot leave a message on this phone line, so if needed, please call back or email). If you're trying to locate a lost item please include the date, approximate time of travel and the route you travelled on. If you are reporting an item found, please contact us for further details.

All items are held at the downtown Transit Terminal (430 John St.) for a period of 30 days. Any item left unclaimed for longer than 30 days will be donated to a local charity.

Holiday Service

Burlington Transit operates a Holiday Service schedule on select statutory holidays throughout the calendar year. Holiday service is offered on routes 1, 2, 3, 6, 10, 11, 12, 20 & 21 on the following holidays:

- Family Day
- Victoria Day
- Civic Holiday
- Thanksgiving Day
- Good Friday
- Canada Day
- Labour Day

Christmas scheduling varies – watch for our Christmas break schedule in November.

CONTACT US

BURLINGTON TRANSIT
3332 Harvester Rd.
Burlington, ON
L7N 3W8

Phone: 905-639-0550
E-mail: contactbt@burlington.ca
Toll-free: 1-877-213-3609, ext. 7154
Handi-Van: 905-639-5158

In Person:
430 John St. during hours of operation:
Monday to Friday 7 a.m. to 7 p.m.
Saturdays 9 a.m. to 5 p.m. and 2 to 6 p.m.

4 x 6.5

CONNECTING SERVICES

GO TRANSIT
1-888-GET-ON-GO (438-6646)
gotransit.com

HAMILTON STREET RAILWAY
905-527-4441
hamilton.ca/hsr

OAKVILLE TRANSIT
905-815-2020
oakvilletransit.com

burlingtontransit.ca

BURLINGTON TRANSIT

Burlington Transit

System Map



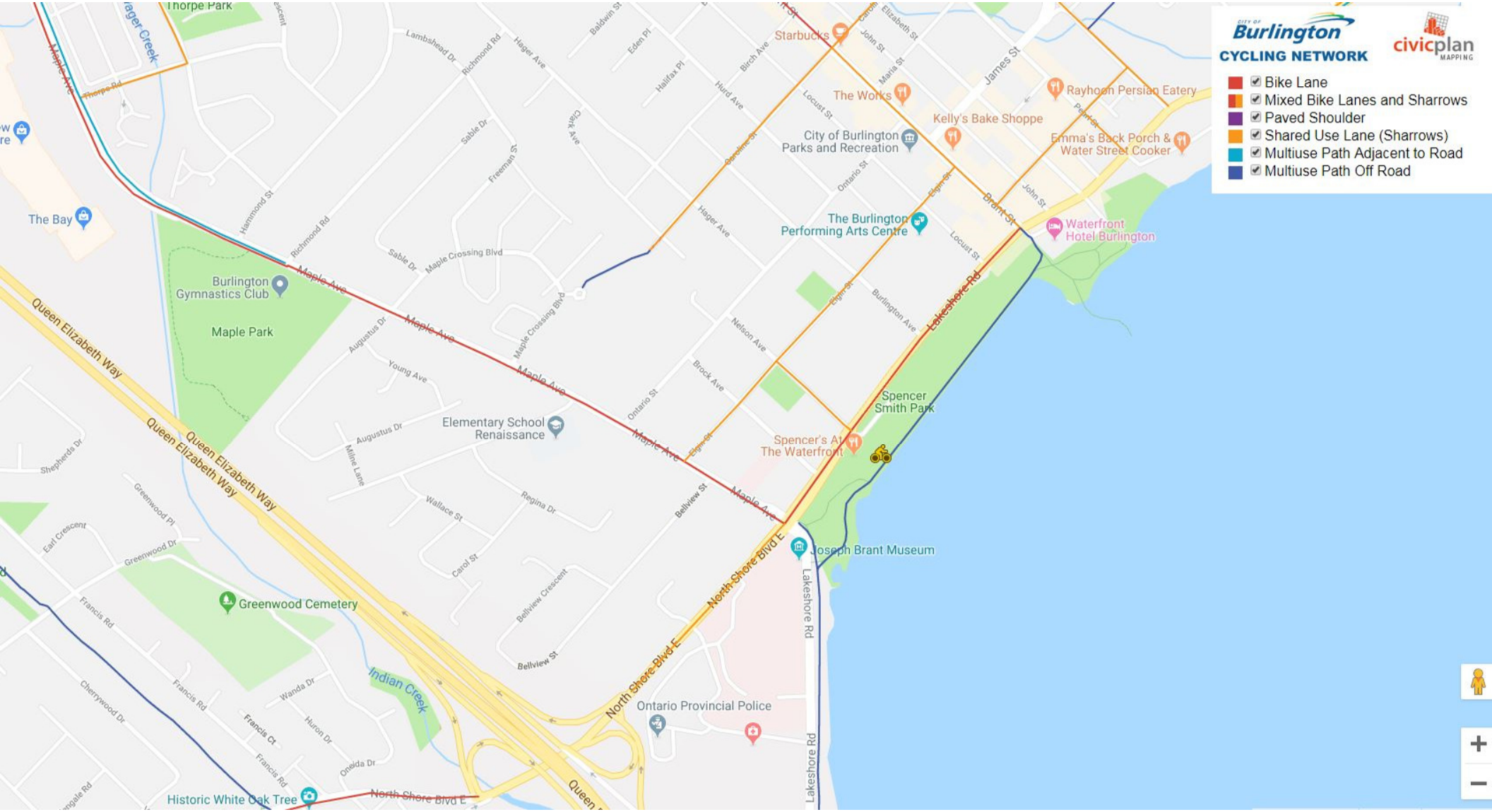
Effective: September 2017

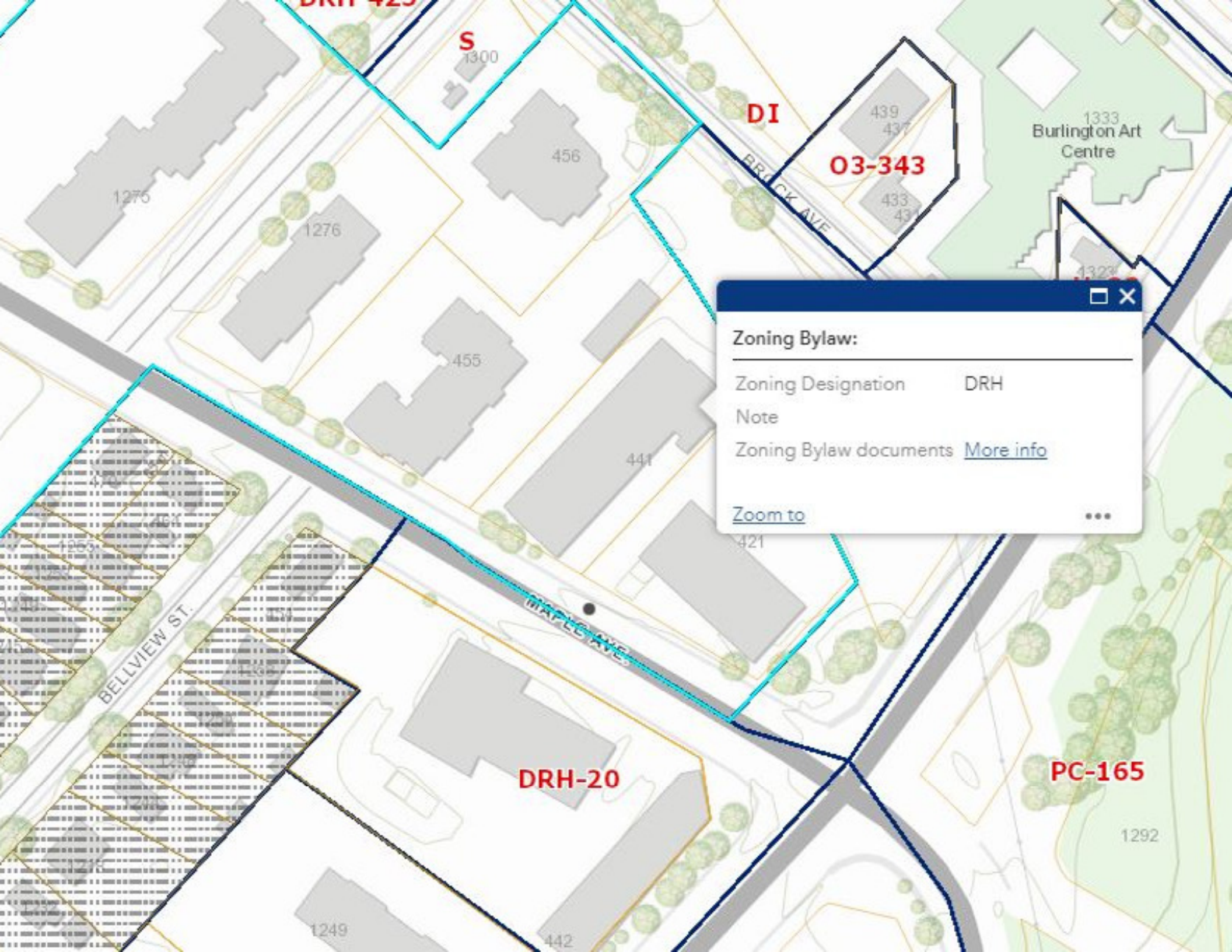
BURLINGTON TRANSIT

Need to plan a trip or find out when the next bus is?

Get it in real-time by using tripplanner.burlington.ca or calling 905-639-0550 whenever you travel.




Burlington
CYCLING NETWORK
civicplan
MAPPING
Bike Lane
Mixed Bike Lanes and Sharrows
Paved Shoulder
Shared Use Lane (Sharrows)
Multiuse Path Adjacent to Road
Multiuse Path Off Road
Thorpe Park
Starbucks
The Works
Kelly's Bake Shoppe
Rayhoon Persian Eatery
Emma's Back Porch & Water Street Cooker
City of Burlington Parks and Recreation
The Bay
The Burlington Performing Arts Centre
Waterfront Hotel Burlington
Burlington Gymnastics Club
Maple Park
Maple Ave
Queen Elizabeth Way
Elementary School Renaissance
Spencer Smith Park
Spencer's At The Waterfront
Joseph Brant Museum
Greenwood Cemetery
Indian Creek
Ontario Provincial Police
Lakeshore Rd
North Shore Blvd E
Historic White Oak Tree
James St
Brant St
John St
Ontario St
Locust St
Hager Ave
Maple Crossing Blvd
Sable Dr
Augustus Dr
Young Ave
Brock Ave
Nelson Ave
Burlington Ave
Bellview St
Bellview Crescent
Wallace St
Regina Dr
Carol St
Milne Lane
Greenwood Dr
Greenwood Pl
Earl Crescent
Shepherds Dr
Francis Rd
Francis Ct
Wanda Dr
Huron Dr
Oneida Dr
Cherrywood Dr
Richmond Rd
Hammond St
Freeman St
Lambshead Dr
Hurd Ave
Halifax Pl
Eden Pl
Baldwin St
Birch Ave
Oak Ave
Elizabeth St
Maria St
Pearl St
Elgin St
Queen St
Hager Creek
Thorpe Rd


DRH-425
S
1300
DI
439
437
O3-343
1333
Burlington Art
Centre
456
1276
1276
433
431
1323
Zoning Bylaw:
Zoning Designation DRH
Note
Zoning Bylaw documents More info
Zoom to
455
441
421
MAPLE AVE
BELLVIEW ST.
DRH-20
PC-165
1292
1249
442

APPENDIX C

Surrogate Site Data

Parking Survey

Location: 5340 Lakeshore Road, Burlington

Survey Time: March 29th, 2017, 11:30 p.m.

Total Underground Residential Parking Supply:	60	spaces
Total Surface Residential Parking Supply:	3	spaces
Overall Residential Parking Supply:	63	spaces
Total number of Residential spaces occupied:	**45**	**spaces**
Total Visitor Parking Supply:	16	spaces
Total number of visitor spaces occupied:	**4**	**spaces**
Total number of dweling units occupied:	**42**	**units**
Residential Parking Rate:	1.07	residential spaces/dwelling unit
Visitor Parking Rate:	0.10	visitor spaces/dwelling unit

ONTARIO TRAFFIC INC - PARKING STUDY

6550 Glen Erin Dr Residential Building (southwest corner of Glen Erin Dr & Battleford Rd)

Location: Residential Parking

Reading #1 at 1:00 a.m.
Reading #2 at 3:00 a.m.

	Parked Vehicles			
	Weekday 1	Weekday 2	Weekday 3	Sunday
Reading #	6-Sep-16	8-Sep-16	13-Sep-16	11-Sep-16
1	86	98	111	109
2	87	94	112	108

Maximum residential use:	112	spaces
Number of occupied residential units:	110	units
Residential parking rate:	1.02	residential spaces/dwelling unit

Location: Visitor Parking
Date: Saturday, September 10, 2016

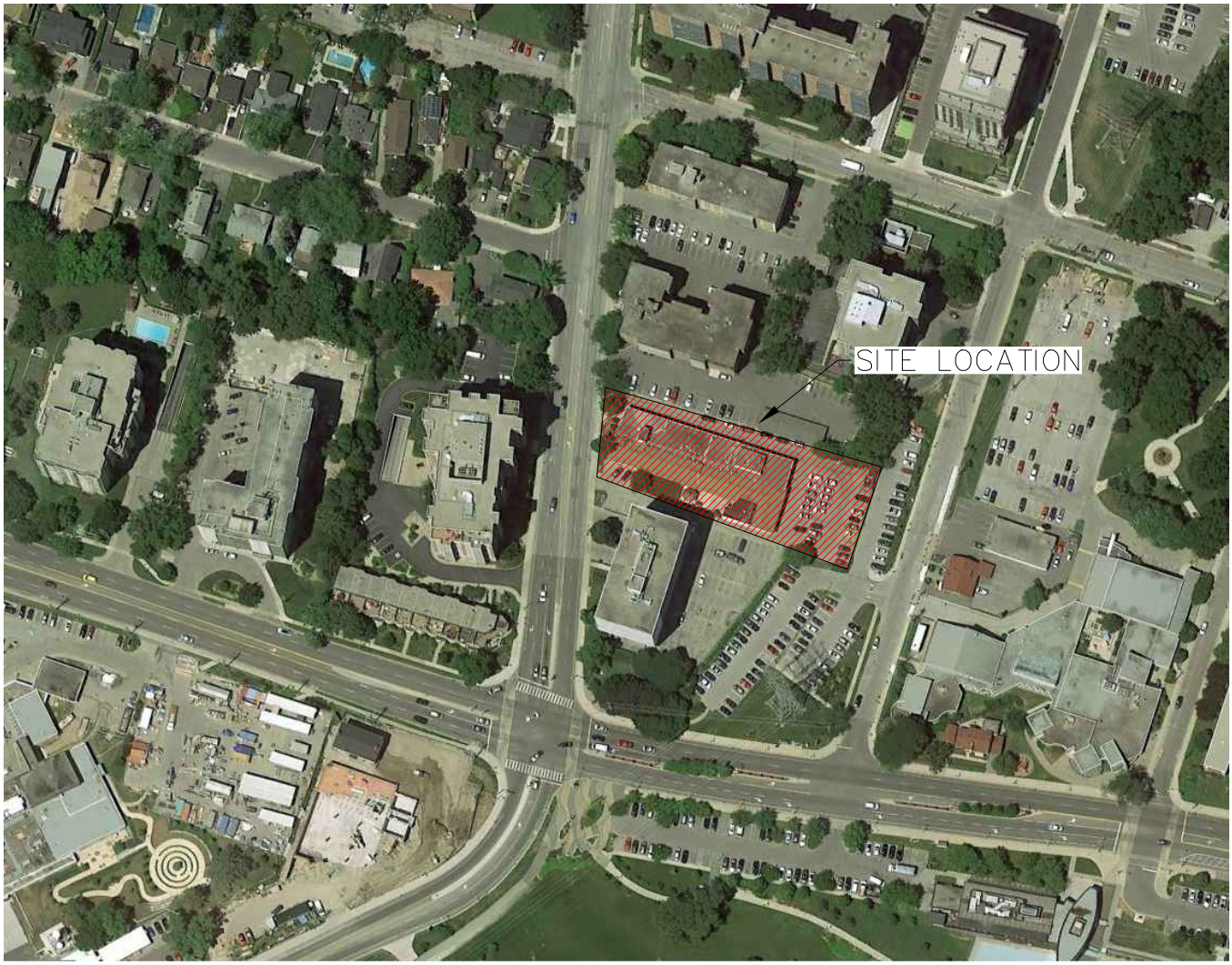
Time			Parked Vehicles
12:00	to	12:30	6
12:30	to	13:00	7
13:00	to	13:30	7
13:30	to	14:00	6
14:00	to	14:30	8
14:30	to	15:00	6
15:00	to	15:30	7
15:30	to	16:00	6

Maximum visitor use:	8	spaces
Number of occupied residential units:	110	units
Visitor parking rate:	0.07	vistor spaces/dwelling unit

Location: Visitor Parking
Date: Friday, September 16, 2016

Time			Parked Vehicles
18:00	to	18:30	5
18:30	to	19:00	4
19:00	to	19:30	3
19:30	to	20:00	4
20:00	to	20:30	4
20:30	to	21:00	3
21:00	to	21:30	2
21:30	to	22:00	2

FIGURES



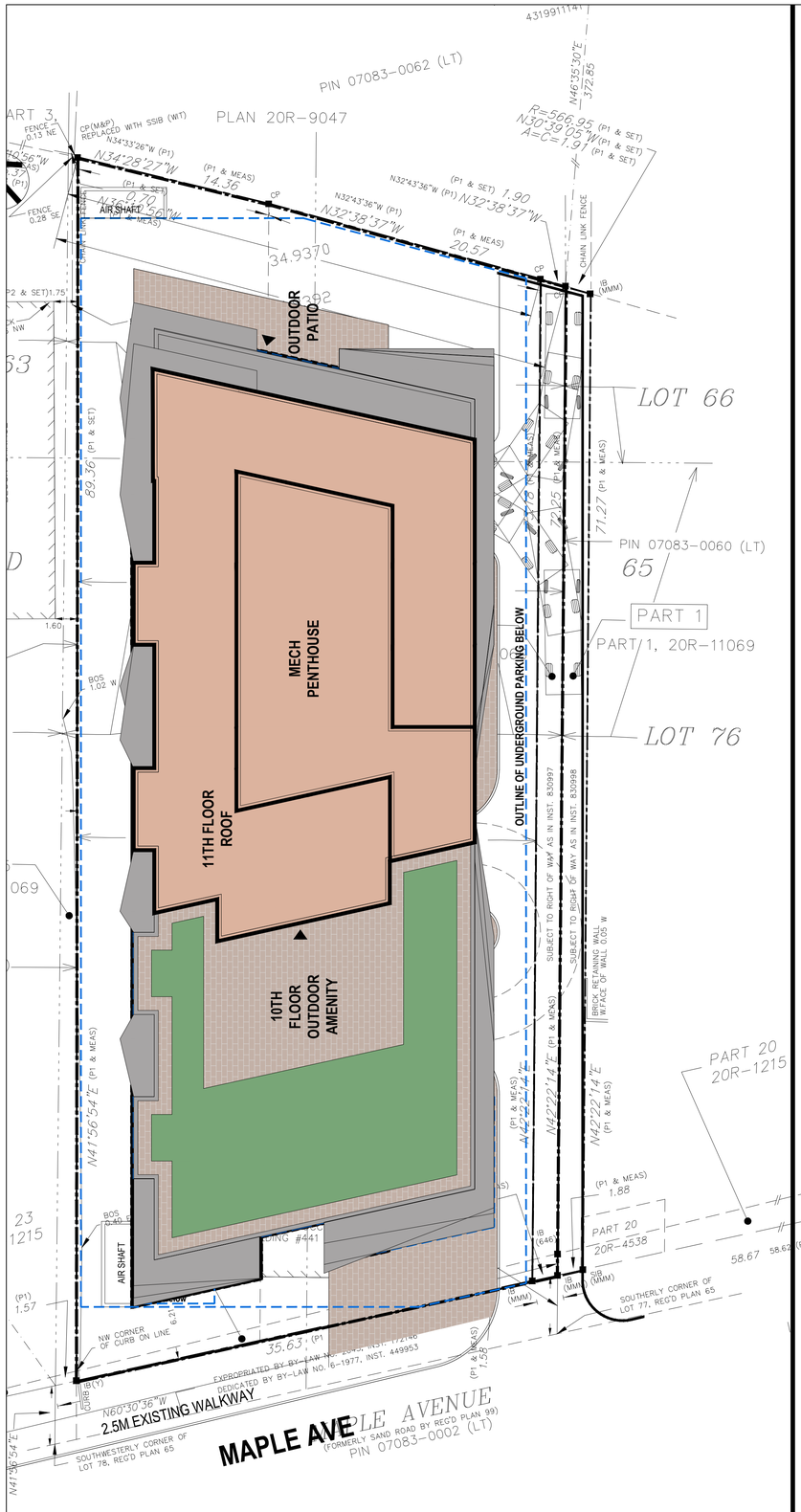
TRAFFIC IMPACT STUDY
441 MAPLE AVENUE
CITY OF BURLINGTON

SITE LOCATION

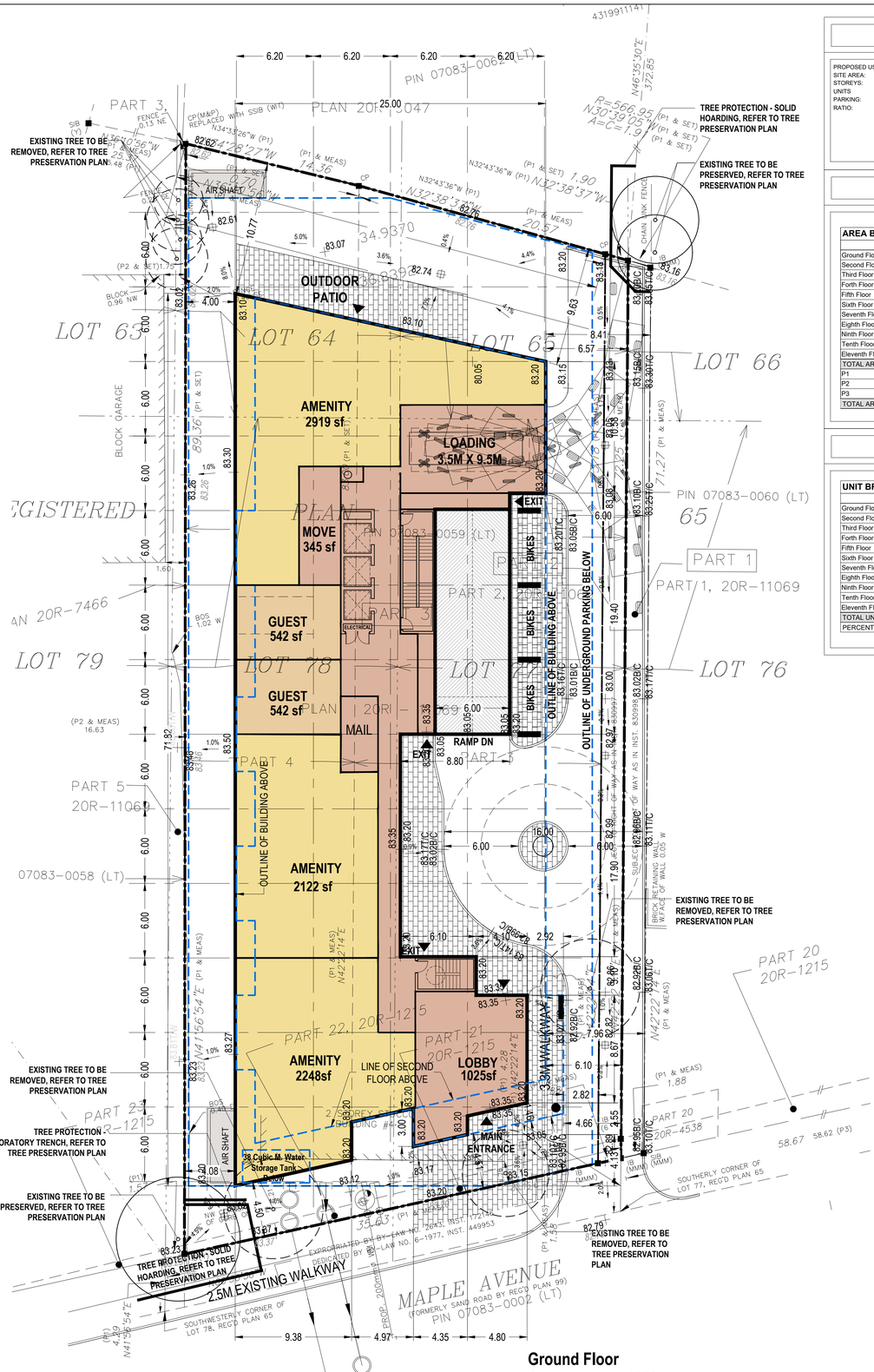
CROZIER & ASSOCIATES
Consulting Engineers

2800 High Point Drive
Suite 100
Milton, ON L9T 6P4
905 875-0026 T
905 875-4915 F
www.cfcrozier.ca

Drawn	Design	Project No.	
K.S.		1609–5022	
Check	Check	Scale	Dwg.
A.W.		N.T.S	FIG. 01



ROOF PLAN - 1:200



Ground Floor
Area: 1230 sm

SITE PLAN SHOWING GROUND FLOOR - 1:200

SITE STATISTICS

PROPOSED USE:	Multi - Residential
SITE AREA:	0.28 HA (2,863.19 sm)
STOREYS:	11 Storeys
UNITS	153 Units
PARKING:	164 Cars
RATIO:	1.17

AREA CALCULATION

AREA BREAK DOWN PER FLOOR

	AREA (SQ.M)	AREA (SQ.FT)
Ground Floor	1,230	13,240
Second Floor	1,507	16,220
Third Floor	1,507	16,220
Forth Floor	1,507	16,220
Fifth Floor	1,507	16,220
Sixth Floor	1,507	16,220
Seventh Floor	1,507	16,220
Eighth Floor	1,507	16,220
Ninth Floor	1,507	16,220
Tenth Floor	866	9,322
Eleventh Floor	866	9,322
TOTAL AREA ABOVE GRADE:	15,018	161,644
P1	2,540	27,287
P2	2,540	27,287
P3	2,540	27,287
TOTAL AREA BELOW GRADE:	7,620	81,861

UNIT COUNT

UNIT BREAK DOWN PER FLOOR

	1 BED	1 BED + D	2 BED	3 BED	TOTAL
Ground Floor	-	-	-	-	-
Second Floor	3	7	4	3	17
Third Floor	3	7	4	3	17
Forth Floor	3	7	4	3	17
Fifth Floor	3	7	4	3	17
Sixth Floor	3	7	4	3	17
Seventh Floor	3	7	4	3	17
Eighth Floor	3	7	4	3	17
Ninth Floor	3	7	4	3	17
Tenth Floor	3	-	4	1	8
Eleventh Floor	3	-	4	2	9
TOTAL UNITS:	30	56	40	27	153
PERCENTAGE:	20%	37%	26%	17%	100%

MSAi
MICHAEL SPAZIANI ARCHITECT INC
8 Hebene Street N, Suite 100
Port Credit, Mississauga ON L5G 3B2
T 905 891 0691 F 905 891 0514

Planning | Urban Design | Development | Architecture

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL SPAZIANI
LICENCE 3631

NO:	REVISIONS:	ISSUED:
6		
5		
4		
3		
2		
1	Issued for OPA / ZBA	Dec 07, '18

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CLIENT:
Better Life Retirement Residence Inc.

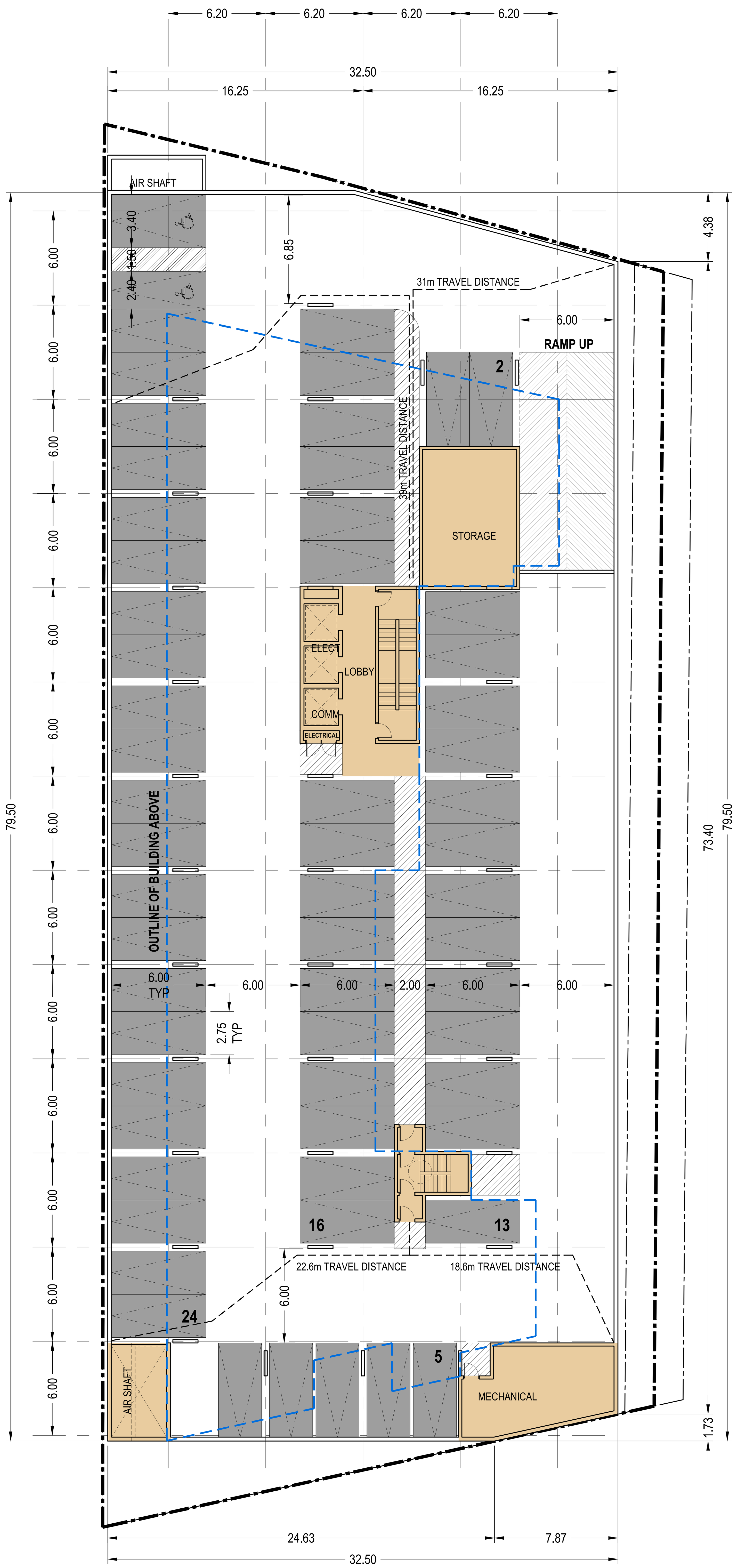
PROJECT:
441 Maple Street

Burlington, ON

SHEET TITLE:
Proposed Site Plan

PROJECT NO.
C6075

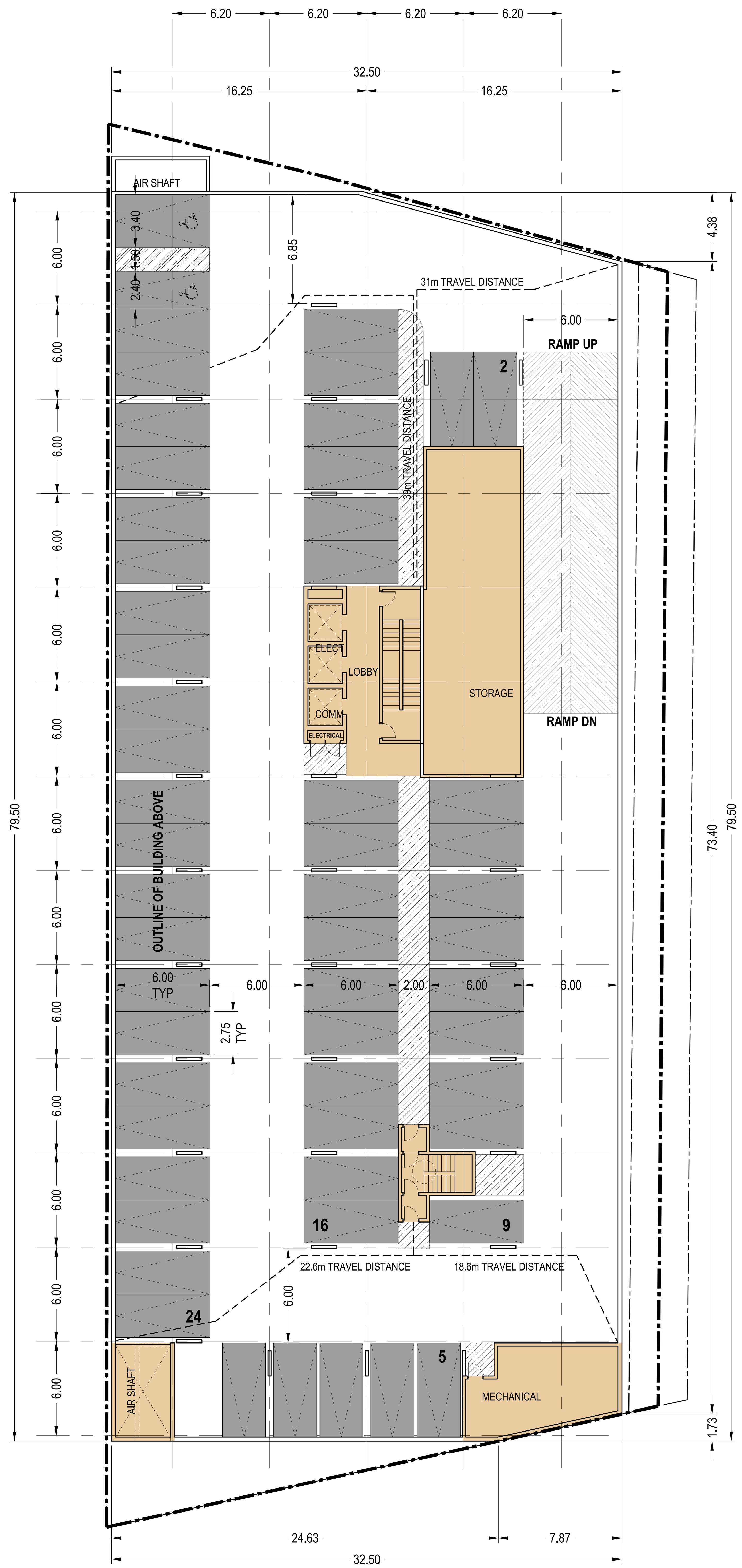
SCALE:	DATE:
1:200	Nov, '18
DRAWN: msai	SHEET NO: SP1
CHECKED: ms	
FILE NO.	



P3 (Lower) - Underground Parking

Area: 2540 sm

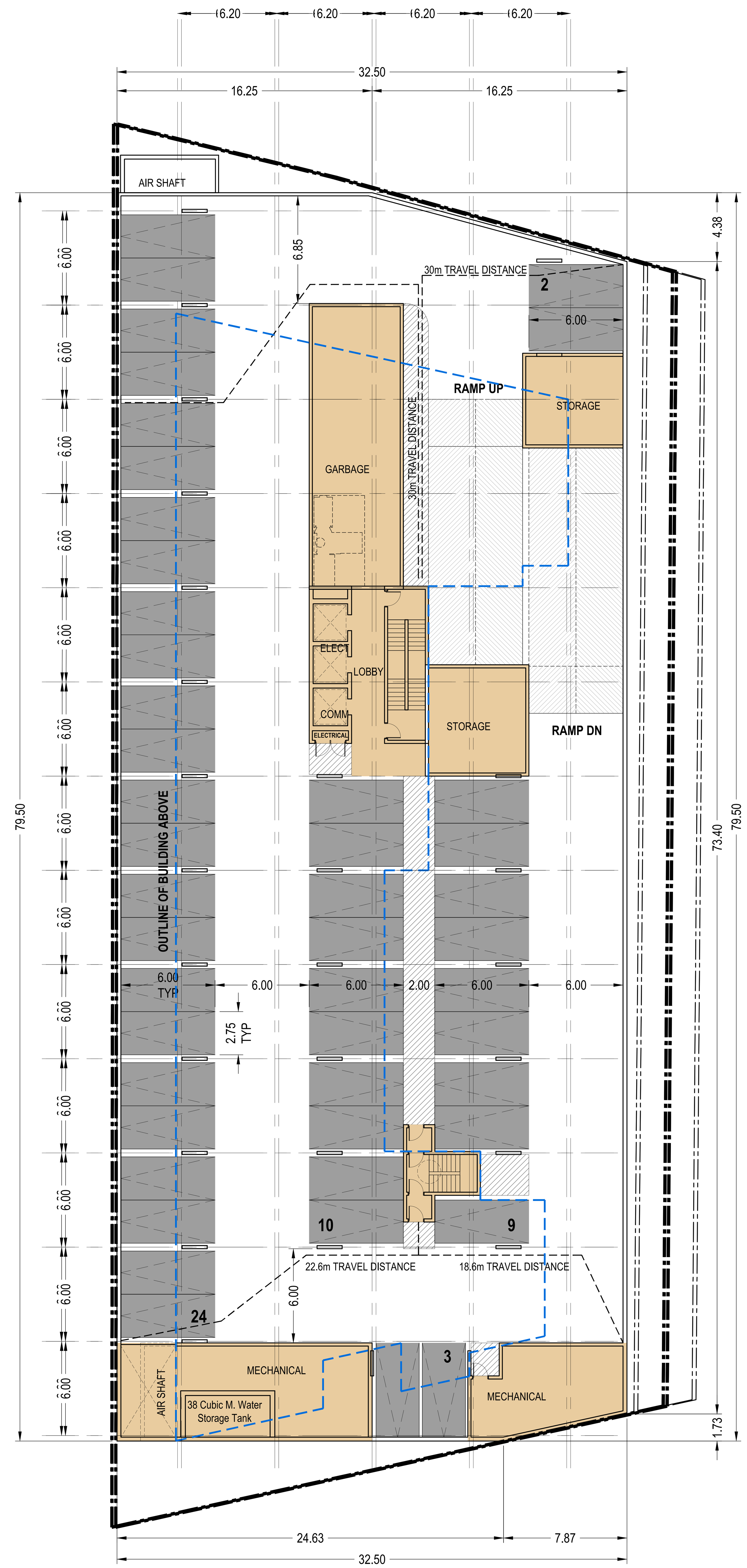
Parking: 60 Cars



P2 (Lower) - Underground Parking

Area: 2540 sm

Parking: 56 Cars



P1 (Typical) - Underground Parking

Area: 2540 sm

Parking: 48 Cars

MSAi
MICHAEL SPAZIANI ARCHITECT INC
6 Helene Street N, Suite 100
Port Credit, Mississauga ON L5G 3B2
T 905 891 0691 F 905 891 0514

Planning Development Urban Design Architecture

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL SPAZIANI
LICENCE
3631

NO:	REVISIONS:	ISSUED:
6		
5		
4		
3		
2		
1	Issued for OPA / ZBA	Dec 07, '18

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CLIENT:
Better Life Retirement Residence Inc.

PROJECT:
441 Maple Street

Burlington, ON

SHEET TITLE:
Proposed Floor Plans

PROJECT NO.
C6075

SCALE:
1:200

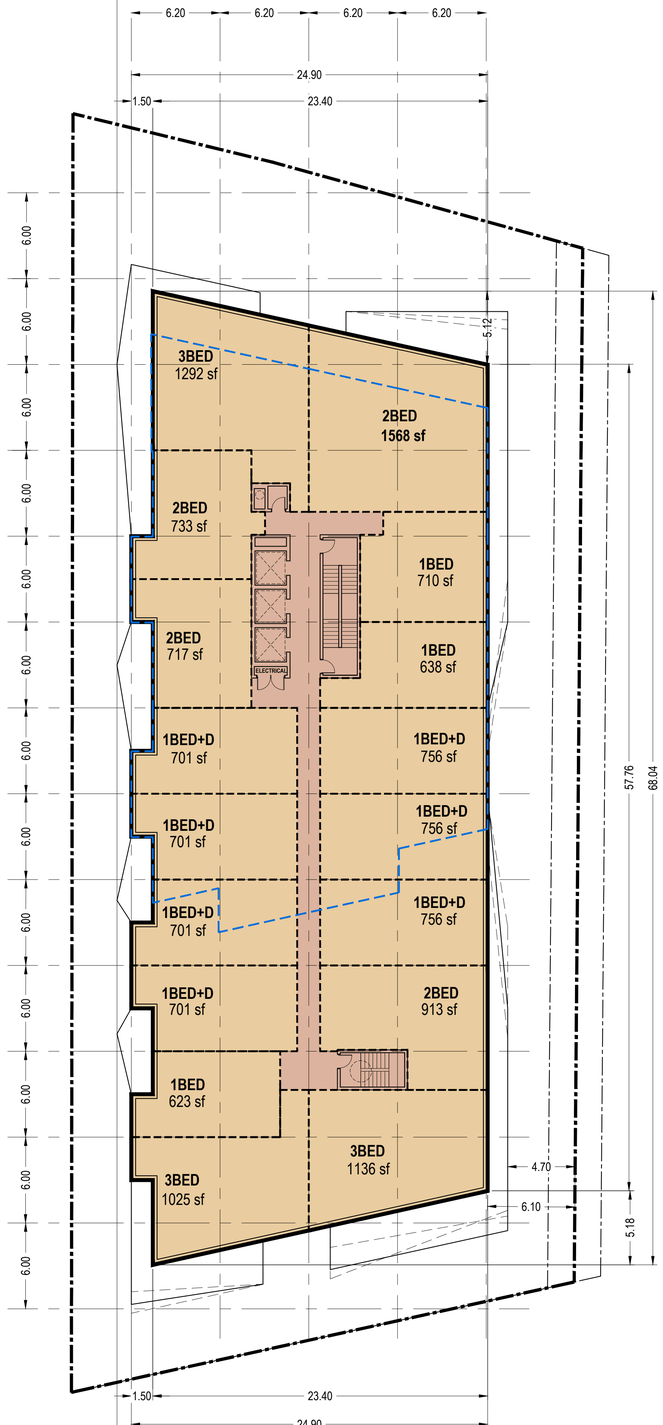
DATE:
Nov, '18

DRAWN:
msai

CHECKED:
ms

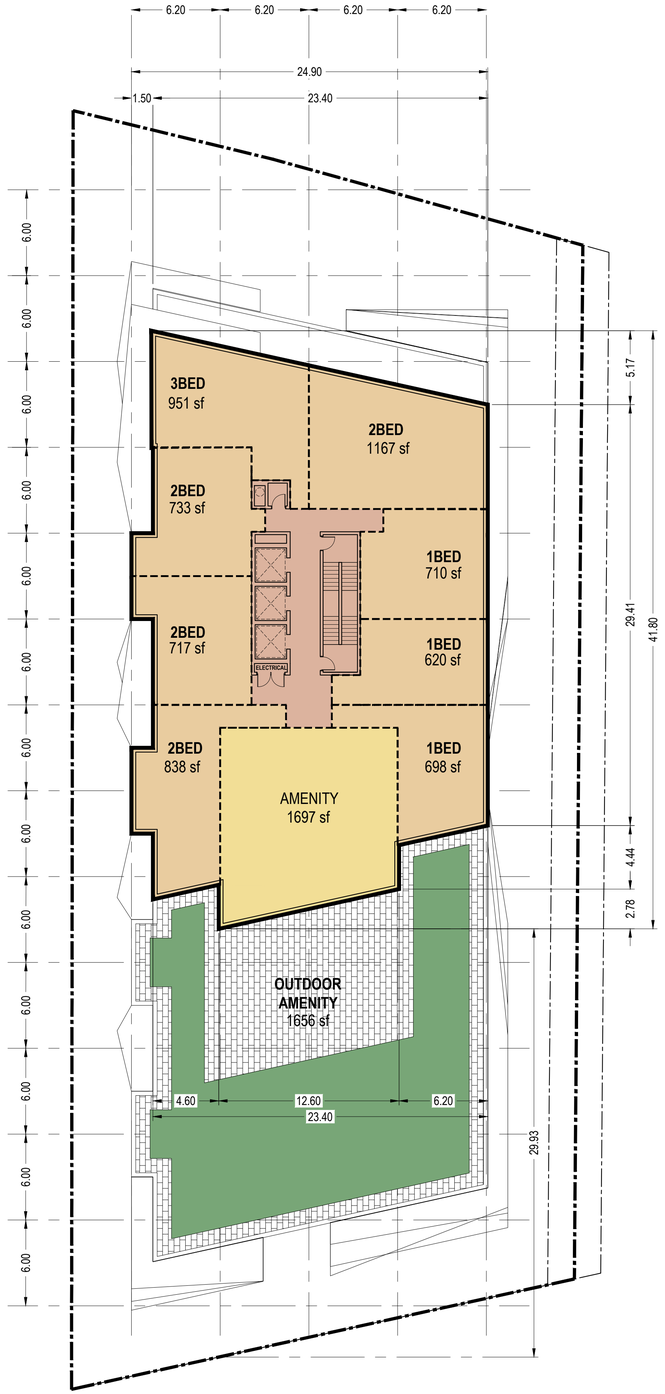
FILE NO.

SHEET NO:
A01



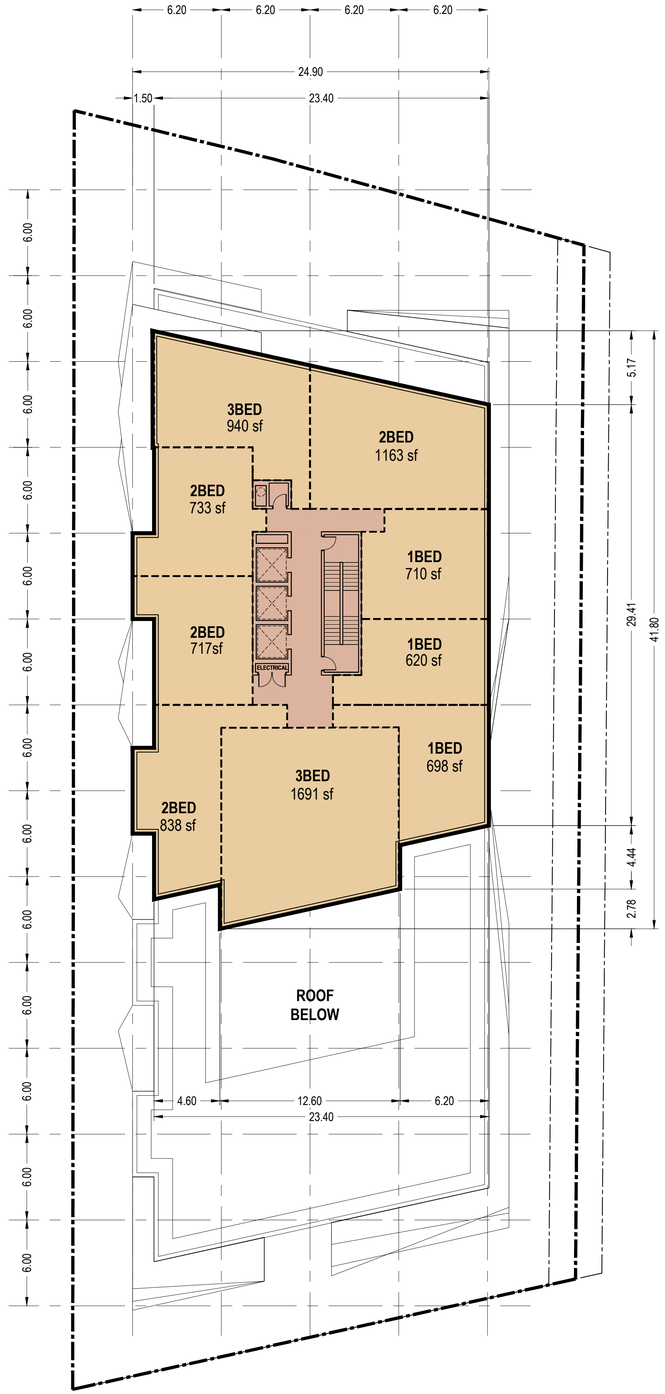
Typical Floor - 2nd-9th Floor

Area:	1507 sm	x 8 = 129,760 sm
Units:	17 Units	x 8 = 136 Units



10th Floor

Area:	866 sm	
Units:	8 Units	



11th Floor

Area:	866 sm	
Units:	9 Units	

MSAi

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MICHAEL SPAZIANI
LICENCE
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CLIENT:
Better Life Retirement Residence Inc.

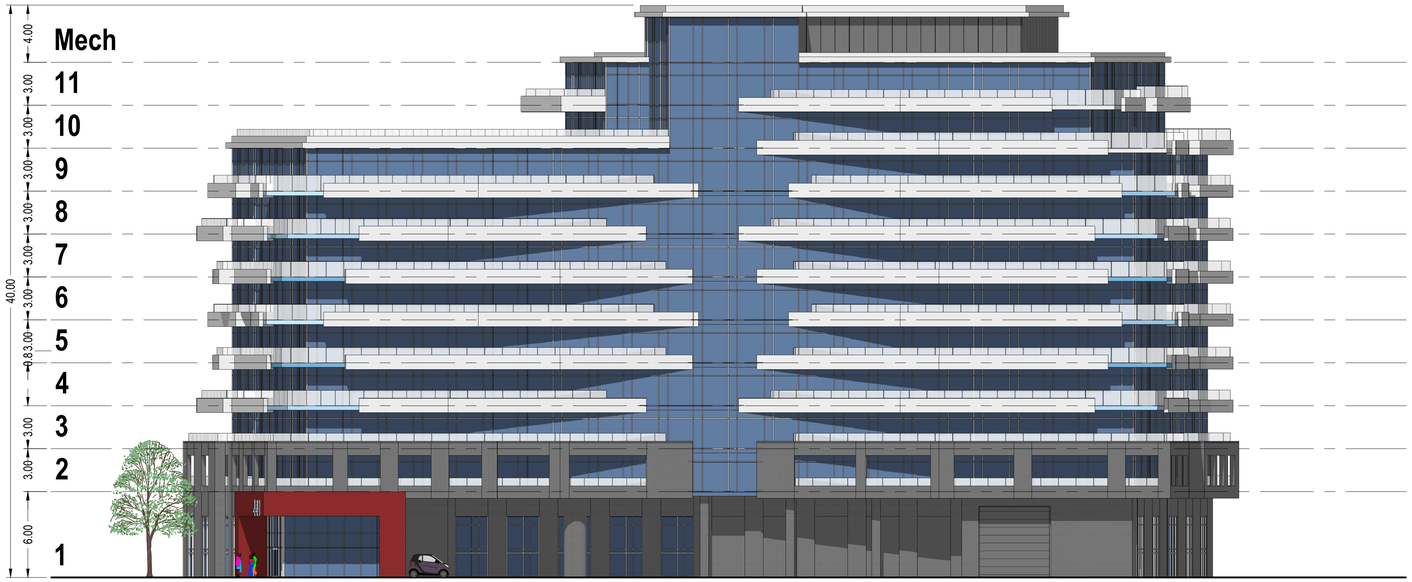
PROJECT:
441 Maple Street

Burlington, ON

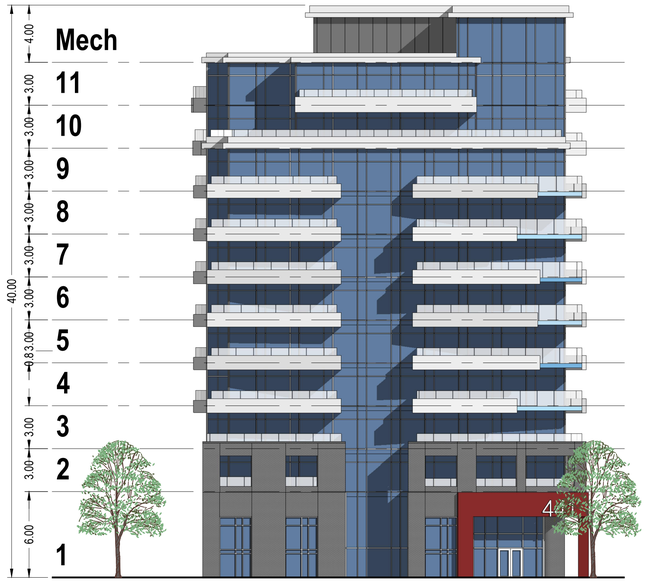
SHEET TITLE:
Proposed Floor Plans

PROJECT NO.
C6075

SCALE: 1:200	DATE: Nov, '18
DRAWN: msai	SHEET NO: A02
CHECKED: ms	
FILE NO.	



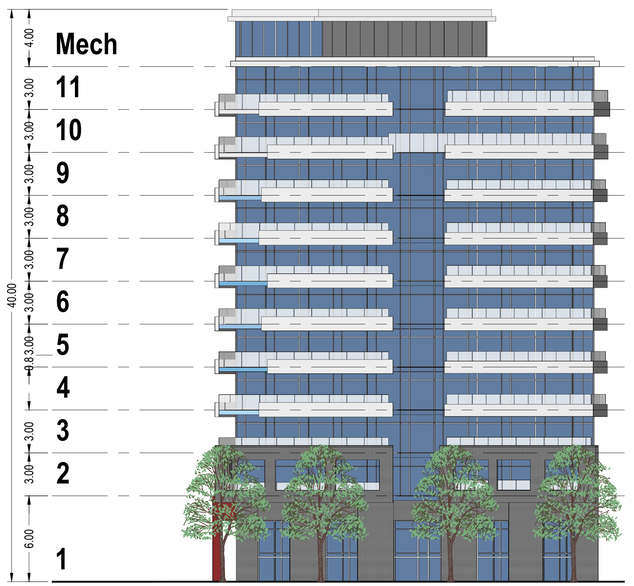
South Elevation



West Elevation



North Elevation



East Elevation

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CLIENT:
Better Life Retirement Residence Inc.

PROJECT:
441 Maple Street

Burlington, ON

SHEET TITLE:
Proposed Elevations

PROJECT NO.
C6075

SCALE:	DATE:
1:200	Nov, '18
DRAWN: msai	SHEET NO: A03
CHECKED: ms	
FILE NO.	