PARKING JUSTIFICATION STUDY

2421 & 2431 NEW STREET
RESIDENTIAL DEVELOPMENT
CITY OF BURLINGTON,
REGIONAL MUNICIPALITY OF HALTON

PREPARED FOR:
TRG (NEW – GUELPH) INC.

PREPARED BY:

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

DECEMBER 2017

CFCA FILE NO. 1473-4780

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

CROZIER
CONSULTING ENGINEERS

Identification	Date	Description of Work
Draft Submission	December 2017	Project Team Circulation
Final Submission	December 2017	Submission to City

1.0 EXECUTIVE SUMMARY

C.F. Crozier & Associates Inc. (Crozier) was retained by TRG (New – Guelph) Inc. to undertake a Parking Justification Study to support the proposed parking supply for the proposed residential development located at 2421 & 2431 New Street in the City of Burlington, Regional Municipality of Halton. The purpose of the study is to forecast the peak parking demand for the proposed development and to support the proposed parking supply.

The Site Plan (prepared by WZMH Architects, dated December 12, 2017) proposes the removal of the existing commercial developments and the construction of a residential condominium with 139 units and senior's residence building with 223 units. The proposed building is a maximum 11-storeys in height. The development proposes a full-moves access to New Street. The development proposes a total of 319 parking spaces; 309 spaces to be located in a two-level underground parking structure, and 10 spaces to be located on ground level.

Per the City of Burlington's Zoning By-Law 2020, the proposed development is required to provide a parking supply of 385 spaces, resulting in a parking supply deficiency of 66 spaces.

The City of Burlington retained IBI Group to conduct a review of City-wide parking standards for various land uses. Per the recommended parking rates in the "Burlington City-Wide Parking Standards Review" prepared by IBI Group, the proposed development is required to provide a parking supply of 354 spaces, resulting in a parking supply deficiency of 35 spaces. However, the recommended retirement housing visitor parking was materially higher than observed during supporting parking surveys in the report.

Parking utilization surveys were commissioned at the senior's retirement community at 3131 New Street in the City of Burlington to derive a peak parking rate for resident and visitor parking for retirement communities. Per the peak parking rates observed, 50 spaces are required for resident and visitor parking for the retirement housing. Combined with the requirements per the City-wide parking standard review for condominium units (179 spaces), a total of 229 spaces are required to support the development – resulting in a parking supply surplus of 90 spaces;

Per the peak parking rates for condominium and senior's residence provided in the Institute of Transportation Engineers (ITE) Parking Generation Handbook, 3rd Edition, the proposed development is required to provide a parking supply of 302 spaces, resulting in a parking supply surplus of 17 spaces.

The proposed parking supply of 319 spaces is therefore supportable based on surrogate site data, ITE data, TTS data and the recommendations per the City-wide parking standards review.

There are existing Transportation Demand Management (TDM) opportunities in the City of Burlington to encourage the use of non-auto transportation to reduce pollution, reduce single-occupancy vehicle (SOV) trips, and improve community health. These TDM opportunities can also lead to a reduction in vehicle ownership for the proposed development, and therefore a reduction in peak parking demand.

The existing modal split in the study area is approximately 65% for auto driver trips and 35% for non-auto trips including transit, cycling, walking and auto passenger. This modal split indicates a willingness to utilize alternate modes of transportation and reduce the necessity for vehicle ownership.

There is existing pedestrian, transit and cycling infrastructure in the study area to provide sufficient mobility to reduce automobile trips. There are also opportunities for the development to promote TDM measures, such as providing transit maps and schedules, trail and cycling route maps, information on Smart Commute, and a loadable PRESTO card. These site specific TDM measures can result in reduced

vehicle ownership for the proposed development and therefore result in a reduced peak parking demand.

In conclusion, the proposed development can be supported from a parking perspective.

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY ii

2.0 INTRODUCTION 1
2.1 Background 1
2.2 Development Proposal 1
2.3 Purpose and Scope 1

3.0 EXISTING CONDITIONS 2
3.1 Development Lands 2
3.2 Boundary Road Network 2
3.3 Transit Operations 3

4.0 PARKING REQUIREMENTS 4
4.1 City of Burlington Zoning By-Law 2020 4
4.2 IBI Group Burlington City-Wide Parking Standards Review 5

5.0 PARKING JUSTIFICATION 7
5.1 Surrogate Site Analysis 7
5.2 ITE Parking Generation 9
5.3 Vehicle Ownership Data 9
5.4 Summary 10

6.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) OPPORTUNITIES 10
6.1 Existing Modal Split 10
6.2 Existing Pedestrian Opportunities 11
6.3 Existing Transit Opportunities 11
6.4 Existing Cycling Opportunities 11
6.5 Future Cycling Opportunities 11
6.6 Site Specific TDM Opportunities 12

7.0 CONCLUSIONS 12

List of Appendices

Appendix A: Site Statistics
Appendix B: Transit Data
Appendix C: Zoning By-Law 2020 Excerpts
Appendix D: Burlington City-Wide Parking Standards Review IBI Group Excerpts
Appendix E: Parking Survey Data
Appendix F: TTS Data

List of Figures

Figure 1: Site Plan
Figure 2: Site Location

List of Tables

Table 1: Proposed Development Statistics
Table 2: Boundary Road Network
Table 3: Existing Transit Services
Table 4: City of Burlington Zoning By-Law 2020 Minimum Parking Requirements
Table 5: Recommended Parking Requirements – IBI Group
Table 6: 3131 New Street Parking Survey Date and Times
Table 7: 3131 New Street Peak Parking Demand – Residents and Visitors
Table 8: 5340 Lakeshore Road Peak Parking Demand – Residents
Table 9: Forecasted Peak Parking Demand – Surrogate Site Analysis
Table 10: Forecasted Peak Parking Demand – ITE Parking Generation
Table 11: Existing Modal Split

2.0 INTRODUCTION

2.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by TRG (New – Guelph) Inc. to undertake a Parking Justification Study to support the proposed parking supply for the proposed residential development located at 2421 & 2431 New Street in the City of Burlington, Regional Municipality of Halton.

2.2 Development Proposal

The Site Plan (prepared by WZMH Architects, dated December 12, 2017) proposes the removal of the existing commercial developments and the construction of a residential condominium and senior's residence building. The proposed building is a maximum 11-storeys in height. **Table 1** below outlines the number of condominium and senior's units proposed.

Table 1
Proposed Development Statistics

Land Use	Breakdown	Number of Units
Condominium	One Bedroom	97
	Two Bedroom	42
	Total	**139**
Retirement Living	One Bedroom	136
	Two Bedroom	28
	Studio	27
	Memory Care	32
	Total	**223**

The development proposes a total of 319 parking spaces; 309 spaces to be located in a two-level underground parking structure, and 10 spaces to be located on ground level.

The development proposes a full-moves access to New Street.

The Site Plan has been included as **Figure 1**. The site statistics have been included as **Appendix A.**

2.3 Purpose and Scope

The purpose of the study is to forecast the peak parking demand for the proposed development and to support the proposed parking supply.

The study reviews the following main aspects of the proposed residential development from a transportation engineering perspective:

- City of Burlington 2020 Zoning By-Law Minimum Parking Requirements;
- Forecasted peak parking demand rates derived from surrogate site studies and other available data;
- Forecasted peak parking demand for the proposed development; and
- Transportation Demand Management opportunities for the proposed development.

3.0 EXISTING CONDITIONS

3.1 Development Lands

The subject property covers an area of approximately 0.70 hectares (ha) and currently consists of two one-storey commercial developments at 2421 New Street (the west portion of the subject property), and a restaurant at 2431 New Street (the east portion of the subject property).

The subject property is located in a mixed-use neighbourhood with commercial and residential developments, and is located approximately 1.5 kilometres east of the Downtown core. The subject property is bounded by existing residential developments to the north and west, New Street to the south, and existing commercial developments to the east. **Figure 2** illustrates the site location.

The subject property is zoned as "Neighbourhood Commercial – CN1" per the City of Burlington Zoning By-Law 2020.

3.2 Boundary Road Network

The boundary road network at the site frontage is described in **Table 2** below. Note that the roadway conditions for New Street are outlined with and without the existing road-diet configuration in place.

Table 2
Boundary Road Network

Roadway	Guelph Line	New Street (road-diet)	New Street (No road-diet)
Direction	Two-way (North-South)	Two-way (East-West)	
Classification	Minor Arterial	Minor Arterial	
Jurisdiction	City of Burlington	City of Burlington	
Speed Limit (km/h)	50	60 (east of Guelph Line) 50 (west of Guelph Line)	
Span	Lakeshore Road to Wellington County (Regional Road 1 north of Fairview Street)	James Street (Downtown Burlington) to Town of Oakville (continues as Rebecca Street)	
Freeway Connections	Highway 403 / Queen Elizabeth Way and Highway 401	None	
Number of lanes	2 (south of New Street) 4 (north of New Street)	2 (150 metres east of Guelph Line) 4 (Guelph Line to Beverley Drive) 2 (west of Beverley Drive)	4 (east of Beverley Drive) 2 (west of Beverley Drive)
Median type	Two-Way Left-Turn Lane (TWLTL)	Two-Way Left-Turn Lane (TWLTL)	None
Pedestrian Facilities	Sidewalks (both sides)	Sidewalks (both sides)	Sidewalks (both sides)
Cycling Facilities	On-street bike lanes (both sides)	Shared (immediately east and west of Guelph Line) On-street bikes lanes (east and west of Guelph Line)	None

3.3 Transit Operations

Burlington Transit operates several bus routes within the study area. **Table 3** below outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 3
Existing Transit Services

Route	Direction	Span	Days of Operation	Peak Hour Headways (min)	Bus Stops in Study Area
3 (Guelph – Downtown)	Two-Way (North-South)	Burlington GO to Coventry Way	Monday to Sunday (incl. Holidays)	30	Guelph Line (north of New Street; both sides)
3A (Guelph – Downtown)	Two-Way (North-South)	Burlington GO to 407 Carpool	Monday to Friday	30	Guelph Line (north of New Street; both sides)
10 (New – Maple)	Two-Way (East-West)	Burlington GO to Appleby GO	Monday to Sunday (incl. Holidays)	20	New Street (south-west and north-east of Guelph Line)
50 (Burlington South)	One-Way (counter-clockwise)	Burlington GO to Burlington GO	Monday to Saturday (Late-Night)	N/A [1]	New Street (west of Guelph Line; south side)
52 (Burlington Northwest)	One-Way (clockwise)	Burlington GO to Burlington GO	Monday to Saturday (Late-Night)	N/A [1]	Guelph Line (north of New Street; west side)
301 (Pinedale; Community Connection)	Two-Way (East-West)	Seniors Centre to Lakeshore Place	Monday to Friday (afternoon)	N/A [1]	N/A [2]
302 (Tansley Woods; Community Connection	Two-Way (North-South)	Seniors Centre to Tansley Woods Community Centre	Monday to Friday (afternoon)	N/A [1]	N/A [2]

Note 1: The route does not operate in the study area during the weekday a.m. or p.m. peak hours.
Note 2: The route does not service any existing bus stops in the study area.

Appendix B contains relevant transit information.

4.0 PARKING REQUIREMENTS

4.1 City of Burlington Zoning By-Law 2020

The City of Burlington Zoning By-Law 2020 minimum parking requirements were assessed in order to determine if the proposed parking supply for the proposed development will result in a parking deficiency compared to Zoning By-Law requirements.

The minimum parking requirements per Zoning By-Law 2020, Section 2.25.4, are outlined below in **Table 4.**

Table 4
City of Burlington Zoning By-Law 2020 Minimum Parking Requirements

Land Use	Number of Units	Parking Rate (spaces per unit)	Parking Requirements	Parking Supply
Apartment Building (1-BD)	97	1.25	121	---
Apartment Building (2-BD)	42	1.5	63	---
Apartment Building (Visitors)	139	0.35	49	---
Apartment Building (Total)	**139**	**---**	**233**	**---**
Retirement Home (Occupant)	191 [1]	0.50	96	---
Retirement Home (Visitor)	223	0.25	56	---
Retirement Home (Total)	**223**	**---**	**152**	**---**
Total	**---**	**---**	**385**	**319 (-66)**

Note 1: Unit count does not include memory care units.

As outlined above, the City's Zoning By-Law 2020 requires that the proposed development provides a parking supply of 385 parking spaces. The development proposes a parking supply of 319 spaces. Therefore, the development proposes a parking supply deficient compared to Zoning By-Law requirements by 66 spaces.

Appendix C contains the Zoning By-Law 2020 minimum parking requirements.

4.2 IBI Group Burlington City-Wide Parking Standards Review

The City of Burlington retained IBI Group to conduct a review of City-wide parking standards for various land uses. The City has recognized that with urban growth and greater land use intensity, parking standards needed to be reviewed. The primary goal of the study was to review the Zoning By-Law parking requirements and provide recommended parking requirements to better reflect transportation and land use realities across the City of Burlington.

The Consolidated Final Report "Burlington City-Wide Parking Standards Review" (herein referred to as the IBI Report) was submitted to the City on July 21, 2017. The City has not officially approved the report at this time.

The recommended parking rates in the IBI Report are based on surrogate site studies of relevant land uses throughout the City of Burlington. The recommended parking requirements in the IBI Report for land uses "Apartment Building" and "Retirement Home" were reviewed and applied to the proposed development to evaluate the proposed parking supply. The subject property is not located in an intensification area. **Appendix D** contains relevant excerpts from the IBI Report.

Table 5 below outlines the IBI Report recommended parking requirements.

Table 5
Recommended Parking Requirements – IBI Group

Land Use	Number of Units	Parking Rate (spaces per unit)	Parking Requirements	Parking Supply
Apartment Building (1-BD)	97	1.00	97	---
Apartment Building (2-BD)	42	1.25	53	---
Apartment Building (Visitors)	139	0.20	28	---
Apartment Building (Service)	139	1 space per every 75 units	1	---
Apartment Building (Total)	**139**	**---**	**179**	**---**
Retirement Home (Occupant)	191 [1]	0.60	115	---
Retirement Home (Visitor)	223	0.25	56	---
Retirement Home (Service)	223	1 space per every 50 units	4	---
Retirement Home (Total)	**223**	**---**	**175**	**---**
Total	**---**	**---**	**354**	**319 (-35)**

Note 1: Unit count does not include memory care units.

As outlined above, the recommended parking requirements per the IBI Report requires that the proposed development provides a parking supply of 354 parking spaces. The development proposes a parking supply of 319 spaces. Therefore, the development proposes a parking supply deficient compared to the recommended parking requirements by 35 spaces.

It is noted that the total number of parking spaces required for the condominium units using the IBI recommended rates (179 spaces) is lower than current Zoning By-Law requirements (233 spaces). However, the total number of parking spaces required for the senior's residential units using the IBI recommended rates (175 spaces) is slightly higher than current Zoning By-Law requirements (152 spaces).

Although the IBI recommended visitor peak parking rate for the retirement home (0.25 spaces per unit) is the same as current Zoning By-Law requirements, IBI reports that the observed peak parking rate for visitors ranged from 0 to 0.06 spaces per unit, indicating that the recommended peak parking rate for visitors is likely an overestimate. These observations correspond with those described in the Section 5.1.

The application of the IBI recommended rates reduces the parking requirements for the condominium units but effectively increases the parking requirements for the senior's residential units compared to the City's Zoning By-law. However, it was noted that the recommended rates for the retirement housing are higher than those observed during the supporting site surveys in the City-wide parking standard review.

5.0 PARKING JUSTIFICATION

5.1 Surrogate Site Analysis

To evaluate the proposed parking supply, the peak parking demand for the senior's residential units was forecasted by commissioning parking utilization surveys at a surrogate site exhibiting similar characteristics to establish peak parking rates for the senior's residences.

Senior's Residence

Chartwell Christopher Terrace Retirement Residence (3131 New Street) was selected as a surrogate site for the senior's residential units. The site is located less than one kilometre away from the subject property and is located in a similar neighbourhood. 3131 New Street consists of 71 senior's units (61 studio units and 10 one-bedroom units) and 27 parking spaces (25 resident spaces and 2 visitor spaces) all located on ground-level behind the building.

Parking utilization surveys were commissioned by Ontario Traffic Inc. to determine the existing peak parking demand for both resident spaces and visitor spaces. Surveys were conducted during peak periods for resident parking (overnight on a typical Saturday) and for visitor parking (evening on a typical weekday and afternoon on a typical weekend day). The resident and visitor parking data were collected in 15-minute intervals during each survey.

Table 6 below outlines the dates and times that the parking surveys were conducted at the existing site.

Table 6
3131 New Street Parking Survey Date and Times

Date	Time
Friday December 1, 2017	2:00 a.m. – 5:00 a.m.
	6:00 p.m. – 10:00 p.m.
Saturday December 2, 2017	2:00 p.m. – 10:00 p.m.

The parking survey data is included in **Appendix E.**

The peak parking demand rate for both resident and visitor parking were determined by applying the peak parking demand for both residents and visitors to the number of existing apartment units (71 units). **Table 7** below outlines the peak parking demand categorized into both resident and visitor parking, as well as the associated peak parking rate. The peak parking demand for each category is highlighted.

Table 7
3131 New Street Peak Parking Demand – Residents and Visitors

Survey Date	Survey Time	Resident Peak Parking Demand	Visitor Peak Parking Demand
Friday October 27, 2017	2:00 a.m. – 5:00 a.m.	4 (0.06 spaces per unit)	1 (0.01 spaces per unit)
	6:00 p.m. – 10:00 p.m.	9 (0.13 spaces per unit)	2 (0.03 spaces per unit)
Saturday October 28, 2017	2:00 p.m. – 10:00 p.m.	15 (0.22 spaces per unit)	2 (0.03 spaces per unit)

As outlined above, the observed peak parking rate at the surrogate site for resident parking is 0.22 spaces per unit, and the peak parking rate for visitor parking is 0.03 spaces per unit. This observed visitor peak parking demand rate falls within the IBI reported observed range of 0 to 0.06 spaces per unit for peak parking demand rates.

However, it is possible that the observed peak parking rate for visitor parking does not take into account latent demand (i.e. visitors parking in resident spaces). In such a case, the observed peak parking rate for visitor parking could be understated, but the observed peak parking rate for resident parking would be overstated. Nonetheless, the combined peak parking rate observed at the site is 0.25 spaces per unit.

Applied to the 191 resident units and 32 memory care units, the resident and visitor parking demand is forecasted to be 43 and 7 spaces, respectively based on surrogate side data.

Condominium Residence

Analysis of a surrogate site for the condominium units was conducted to evaluate the parking requirements for residents. Parking spot counts were previously conducted on Wednesday March 29, 2017 at 5340 Lakeshore Road in the City of Burlington. 5340 Lakeshore Road consists of an apartment building with 42 dwelling units and 60 resident spaces. The peak parking rates derived from the spot counts were used in this analysis to compare to the residential peak parking demand per the IBI recommended rates.

The spot counts were conducted by Ontario Traffic Inc. staff at 11:30 p.m. to capture the peak resident parking demand. The peak parking rate for residential parking was determined by applying the peak parking demand for residents to the number of existing apartment units (42 units). **Table 8** below outlines the peak parking demand for resident parking, as well as the associated peak parking rate.

Table 8
5340 Lakeshore Road Peak Parking Demand - Residents

Survey Date	Survey Time	Resident Peak Parking Demand
Wednesday March 29, 2017	11:30 p.m.	45 (1.07 spaces per unit)

As outlined above, the peak parking demand rate is 1.07 spaces per unit for resident parking. Applying the above rate to the 139 condominium units, 149 spaces are required for condominium residents. As

no visitor data was available for the condominium visitor parking demand, applying the rates as recommended by the IBI Report results in a visitor parking demand of 28 spaces – totalling 177 spaces required.

The parking spot count data is included in **Appendix E.**

Based on surrogate site parking data, 50 parking spaces are required for the senior's residence and 177 spaces are required for the condominium. The Site Plan proposes a parking supply of 319 spaces which is sufficient to support the proposed development.

5.2 ITE Parking Generation

The Institute of Transportation Engineers (ITE) Parking Generation Handbook, 3rd Edition, was used to forecast the peak parking demand for the proposed development. The peak parking rates for Land Use Category 230 (Residential Condominium / Townhouse) were applied to the residential condominium units of the proposed development, and the peak parking rates for Land Use Category 252 (Senior Adult Housing – Attached) were applied to the senior's residential units of the proposed development.

Table 10 below outlines the forecasted peak parking demand for the proposed development using the peak parking rates derived from the ITE Parking Generation Handbook.

Table 10
Forecasted Peak Parking Demand – ITE Parking Generation

Land Use	Average Rate / Fitted Curve Equation	Total Number of Units	Peak Parking Demand	Proposed Parking Spaces
LUC 230 - Residential Condominium / Townhouse	P = 96.8 Ln (x) - 272	139	**206**	**---**
LUC 252 - Senior Adult Housing - Attached	0.50	191	**96**	**---**
Total	**---**	**---**	**302**	**319 (+17)**

As outlined above, the forecasted peak parking demand for the proposed development is 302 spaces, resulting in a parking supply surplus of 17 spaces for the proposed development. Therefore, the proposed parking supply is expected to accommodate the forecasted peak parking demand for the site.

5.3 Vehicle Ownership Data

The Transportation Tomorrow Survey (TTS) is a comprehensive survey of transportation characteristics of households in the Golden Horseshoe, Simcoe County and surrounding areas, and provides information regarding car ownership statistics for dwelling types in cities such as the City of Burlington.

The average number of vehicles per apartment unit was determined using TTS data to justify the resident parking supply for the residential units. The search was contained within the 2006 GTA Zone

that the subject property is located in (Zone 4061). This zone is primary residential in nature and consists of other apartment buildings, and was therefore considered appropriate to use for TTS analysis. **Appendix F** includes the TTS data.

The results indicate an average vehicle ownership rate of 0.89 vehicles per apartment unit. This rate is lower than the recommended rates for condominium units in the IBI Report, lower than the surrogate site peak parking demand rate for condominium resident parking, and lower than the forecasted peak parking demand for condominium resident parking per ITE data. Therefore, the total forecasted peak parking demand for the proposed development would be even lower that the totals outlined in **Tables 9 and 10.**

5.4 Summary

Based on the IBI recommended rate per the City-wide parking standard review, 179 spaces (resident and visitor) are required for the condominium. Similarly, based on surrogate site parking data, 50 parking spaces are required for the senior's residence. The Site Plan proposes a parking supply of 319 spaces which is sufficient to support the proposed development and results in a surplus of 90 spaces. The proposed parking supply is therefore supportable.

The proposed parking supply is also supported by ITE parking demand forecasts, which estimate a parking requirement of 206 and 96 spaces for the condominium and senior's residence, respectively. Based on the parking supply of 319 spaces, ITE parking demand estimates result in a surplus of 17 spaces. The proposed parking supply is therefore supportable.

6.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) OPPORTUNITIES

There are existing Transportation Demand Management (TDM) opportunities in the City of Burlington to encourage the use of non-auto transportation to reduce pollution, reduce single-occupancy vehicle (SOV) trips, and improve community health. These TDM opportunities can also lead to a reduction in vehicle ownership for the proposed development, and therefore a reduction in peak parking demand.

6.1 Existing Modal Split

TTS data was used to determine the existing modal split for trips entering the study area. Results were filtered to trips originating from 2006 GTA zone 4061 during the a.m. peak hour.

The existing modal split is outlined below in **Table 11**.

Table 11
Existing Modal Split

Mode	Percentage
Transit	11%
Cycling	1%
Auto Driver	65%
Auto Passenger	19%
Walking	4%

Approximately 65% of trips originating from the study area in the a.m. peak hour are by auto driver. Therefore, non-auto trips including transit, cycling, walking and auto passenger consist of approximately 35% of trips originating from the study area. This modal split indicates a willingness to utilize alternate modes of transportation and reduce the necessity for vehicle ownership.

Appendix F contains the TTS data.

6.2 Existing Pedestrian Opportunities

As outlined in Section 3.0, there is existing pedestrian connectivity from the subject property to the surrounding area via concrete sidewalks on both sides of New Street and Guelph Line. The subject property is located approximately 200 metres from the commercial plaza at the north-east corner of New Street and Guelph Line, which features many "walkable" destinations such as commercial and retail businesses, and fast-food and sit-down restaurants.

6.3 Existing Transit Opportunities

As outlined in Section 3.0, Burlington Transit provides sufficient transit service at New Street and Guelph Line during peak hours which connect to major transit hubs such as Burlington GO and Appleby GO. The convenient connections to these major transit hubs provide opportunities to access the Greater Toronto-Hamilton Area (GTHA) via transit, thus reducing the dependency on automobile travel.

6.4 Existing Cycling Opportunities

The existing road-diet on New Street provides on-street bike lanes on both sides of the roadway, thus providing opportunities for cycling as an alternate mode of transportation. Road safety for cyclists is improved by the through lane reduction to one lane per direction on New Street. Burlington Mall is located approximately 1.5 kilometres to the north of the subject property, which is a relatively short cycling distance to major shopping destinations. Downtown Burlington is located approximately 1.5 kilometres to the west of the subject property, which is a relatively short cycling distance to major destinations in the Downtown area for employment and leisure (per TTS, approximately 10% of outbound trips from the study area travel to the Downtown area).

6.5 Future Cycling Opportunities

Per the article "Burlington committee votes to end New Street cycling 'road diet' project" posted on InsideHalton.Com, City Council unanimously voted to remove the "road-diet" on New Street. The

roadway will be converted back to it's previous four-lane configuration east of Guelph Line in 2018, which will result in the removal of the existing on-street bike lanes.

However, the City will evaluate an alternative design for off-road cycling infrastructure on New Street. If this infrastructure were to be implemented in the future background horizon, the existing cycling opportunities in the study area would not only remain, but provide increased safety for cyclists. This increased safety may encourage further cycling activity in the study area, and therefore result in a reduced necessity for vehicle ownership.

6.6 Site Specific TDM Opportunities

There are several low impact opportunities for the development to promote TDM measures in support of reduced automobile use.

The provision of trail and cycling route maps within the lobby of the buildings will increase awareness of nearby pedestrian and cycling routes, and provide incentive for residents and visitors to utilize the existing network. Prior to occupancy, future residents can be informed of the active transportation and TDM opportunities of the proposed development.

It is expected that provision of up-to-date transit maps and schedules, and information on Smart Commute Halton within the lobbies will educate residents and visitors on the range of routes available by Burlington Transit and connecting GO Transit services. This increased awareness of convenient transit options has been historically shown to increase transit mode share in similar developments, and may provide similar benefit to the subject development.

Upon occupancy, a TDM information package can be provided to residents and can comprise of active transportation network maps, transit maps and schedules and a loadable PRESTO card. Information on Smart Commute opportunities may also be beneficial to educate residents of alternative transportation modes for their existing and future areas of employment.

These site specific TDM measures can result in reduced vehicle ownership for the proposed development and therefore result in a reduced peak parking demand.

7.0 CONCLUSIONS

The analysis contained within this report has resulted in the following key findings:

- The proposed development will provide a parking supply of 319 spaces;
- Per the City of Burlington's Zoning By-Law 2020, the proposed development is required to provide a parking supply of 385 spaces, resulting in a parking supply deficiency of 66 spaces;
- Per the recommended parking rates in the "Burlington City-Wide Parking Standards Review" prepared by IBI Group, the proposed development is required to provide a parking supply of 354 spaces, resulting in a parking supply deficiency of 35 spaces. The total number of parking spaces required for the condominium and senior's living are 179 and 175 spaces, respectively. However, the recommended retirement housing visitor parking was materially higher than observed during supporting parking surveys in the report.

- Per the peak parking rates observed at surrogate sites for retirement housing, 50 spaces are required for resident and visitor parking in the proposed development. Combined with the requirements per the City-wide parking standard review for condominium units (179 spaces), a total of 229 spaces are required to support the development – resulting in a parking supply surplus of 90 spaces;

- Per the peak parking rates for condominium and senior's residence provided in the ITE Parking Generation Handbook, 3rd Edition, the proposed development is required to provide a parking supply of 302 spaces, resulting in a parking supply surplus of 17 spaces;

- The proposed parking supply of 319 spaces is supportable based on surrogate site data, ITE data, TTS data and recommended rates per the City-wide parking standard review;

- There are existing Transportation Demand Management (TDM) opportunities in the City of Burlington to encourage the use of non-auto transportation to reduce pollution, reduce single-occupancy vehicle (SOV) trips, and improve community health. These TDM opportunities can also lead to a reduction in vehicle ownership for the proposed development, and therefore a reduction in peak parking demand.

- The existing modal split in the study area is approximately 65% for auto driver trips and 35% for non-auto trips including transit, cycling, walking and auto passenger (carpooling). This modal split indicates a willingness to utilize alternate modes of transportation and reduce the necessity for vehicle ownership;

- There is existing pedestrian, transit and cycling infrastructure in the study area to provide sufficient mobility to reduce automobile trips and incentivize reduced vehicle ownership;

- There are other opportunities for the development to promote TDM measures, such as providing transit maps and schedules, trail and cycling route maps, information on Smart Commute, and a loadable PRESTO card. These site specific TDM measures can result in reduced vehicle ownership for the proposed development and therefore result in a reduced peak parking demand.

In conclusion, the proposed development can be supported from a parking supply perspective.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Michael A. Linton, MASc., P. Eng.
Transportation Engineer

C.F. CROZIER & ASSOCIATES INC.



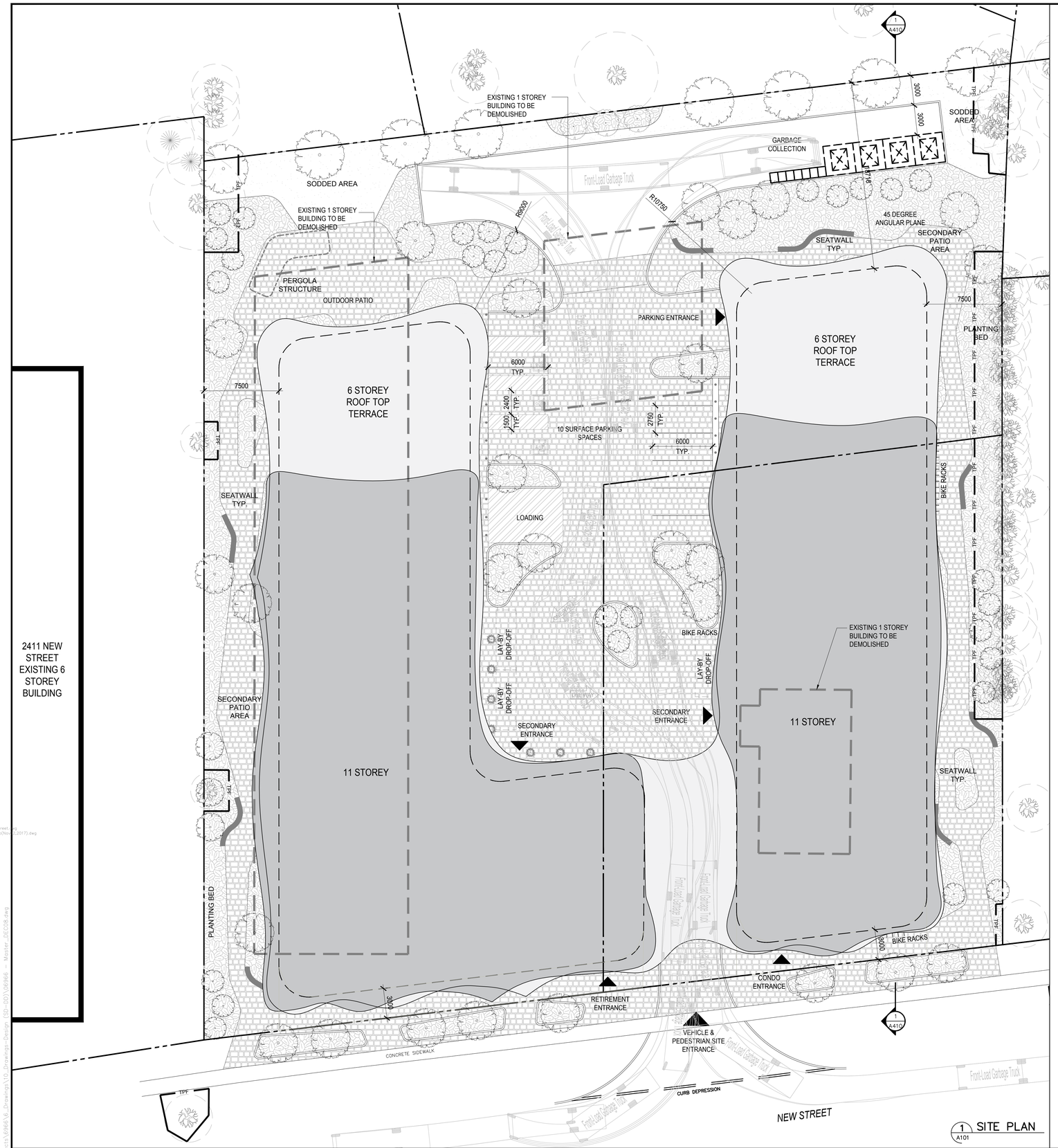
Darren J. Loro
Transportation Technologist

/DL

I:\1400\1473-TRG\4780-2421 & 2431 New St\Reports\4780_2421 & 2431 New Street Parking Study (December 2017) FINAL.docx

APPENDIX A

Site Statistics



1 SITE PLAN
A101

1. SITE AREA:

DESCRIPTION	AREA (m2)
SITE AREA	7,032.1 m2
DENSITY (FAR)	4.05

2. UNIT COUNTS

FLOORS	RETIREMENT					CONDO (RESIDENTIAL)			
	MEMORY	STUDIO	1 BEDROOM	2 BEDROOM	TOTAL RETIREMENT	STUDIO	1 BEDROOM	2 BEDROOM	TOTAL RESIDENTIAL
LEVEL 2		3	16	4	23	-	11	6	17
LEVEL 3		3	16	4	23	-	11	6	17
LEVEL 4		3	16	4	23	-	11	6	17
LEVEL 5		3	16	4	23	-	11	6	17
LEVEL 6		3	16	4	23	-	13	6	19
LEVEL 7 MEMORY CARE	32	-	-	-	32	-	-	-	-
LEVEL 8		3	14	2	19	-	10	3	13
LEVEL 9		3	14	2	19	-	10	3	13
LEVEL 10		3	14	2	19	-	10	3	13
LEVEL 11		3	14	2	19	-	10	3	13
TOTAL UNITS	32	27	136	28	223	-	97	42	139

TOTAL RETIREMENT & RESIDENTIAL UNITS (223 + 139) = 362 UNITS

3. BUILDING AREA (m2)

FLOORS	RETIREMENT	CONDO (RESIDENTIAL)	TOTAL AREA
	m2	m2	m2
LEVEL P2			6,063
LEVEL P1			6,063
SUBTOTAL BELOW GRADE			12,126
GROUND (AMENITY)	1,590	1,250	2,840
LEVEL 2	1,590	1,250	2,840
LEVEL 3	1,590	1,250	2,840
LEVEL 4	1,590	1,250	2,840
LEVEL 5	1,590	1,250	2,840
LEVEL 6	1,590	1,374	2,964
LEVEL 7 (MEMORY CARE)	2,374		2,374
LEVEL 8	1,286	951	2,237
LEVEL 9	1,286	951	2,237
LEVEL 10	1,286	951	2,237
LEVEL 11	1,286	951	2,237
SUBTOTAL ABOVE GRADE	17,058	11,428	28,486
TOTAL ABOVE & BELOW GRADE			40,612

4a. AMENITY REQUIREMENT

AMENITY REQUIREMENT**		AREA (m2)
CONDO (20sm/UNIT)	139 X 20sm	2,780
RETIREMENT HOUSING (20sm/UNIT)	223 X 20sm	4,460
TOTAL AMENITY REQUIRED		7,240

**AS PER THE CITY OF BURLINGTON ZONE REQUIREMENTS FOR CN1 ZONE, AMENITY AREA = 20 sm PER UNIT

4b. AMENITY AREA PROVIDED

AMENITY PROVIDED	INDOOR AREA (sm)	OUTDOOR AREA (sm)
CONDO (RESIDENTIAL)		
GROUND	1,037	1085
LEVEL 7 (Memory Care)	-	298
LEVEL 8	-	136
TOTAL CONDO AMENITY	1,037	1,519
GROUND	1,511	1,230
LEVEL 7 (Memory Care)	917	306
TOTAL RETIREMENT AMENITY	2,428	1,536
TOTAL RETIREMENT & CONDO AMENITY	3,465	3,055

IN PROGRESS

5a. PARKING REQUIREMENTS

	UNIT BREAKDOWN		RATE	TOTAL PARKING REQUIREMENT
CONDO (RESIDENTIAL)	1 BEDROOM	97	1.25/unit	121
	2 BEDROOM	42	1.50/unit	63
	VISITOR	139	0.35/unit	49
TOTAL CONDO REQUIREMENT				233
RETIREMENT HOUSING	OCCUPANT SPACES (studio, 1bedroom & 2 bedroom)	191	0.50/unit	95
	MEMORY CARE	32	0.25/unit	8
	VISITOR	191	0.25/unit	48
TOTAL RETIREMENT REQUIREMENT				151
TOTAL SITE REQUIREMENT (CONDO & RETIREMENT HOUSING)				384

5b. PARKING PROVIDED

FLOORS	
LEVEL P2	158
LEVEL P1	151
SUBTOTAL BELOW GRADE	309
GROUND	10 (INCLUDES 4 ACCESSIBLE SPACES)
SUBTOTAL ABOVE GRADE	10
TOTAL BELOW & ABOVE GRADE	319

2 STATISTICS
A101

ISSUES/REVISIONS		
Item	Description	Date
A	ISSUED FOR REZONING APPLICATION	2017.12.15

Check and verify all dimensions and report any discrepancies to the Consultant whose seal is affixed to this drawing. This drawing is not to be scaled for the purpose of verifying dimensions.

This drawing shall not be used for construction purposes until signed and dated in the space below by the above mentioned Consultant.

Issued For Construction — Date

ONTARIO ASSOCIATION OF ARCHITECTS — NICOLA CASCIATO — LICENCE 6443

WZMH ARCHITECTS
95 St. Clair Av W
Suite 1501
Toronto, Ontario
Canada M4V 1N6
T 416.961.4111
F 416.961.3776

Key Plan

2421&2431 New Street, Burlington, Ontario

Sheet Title: SITE PLAN & STATISTICS
Scale: 1:150
Project Number: 06966.000
Drawing Number: A–101

XRefs:
XAcitTB.DWG
x:\Survey_NewStreet.dwg
17-218TP01-Exp(Nov 2,2017).dwg
NICOLA.dwg

Plot Time: Dec 12, 2017 - 10:14am
Drawing Name: \\wzmh\Projects\06966\6_Drawings\10_Drawings-Design (SD-DD)\06966 - Master_SEC08.dwg

APPENDIX B

Transit Data

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
407 ETR
Alton Village
Thomas Alton Bl
Tim Dobbie Dr
Dundas-Walmart Plaza
Dr. Frank J. Hayden
Haber
Dundas St
John William Boich
Appleby-Dundas Plaza
Sutton Dr
St. Christopher
Orchard Park
Alexander's
Hwy 407
Headon Forest
Northampton Bl
Berton Av
Berwick Dr
Sarazen Dr
Constable Henshaw Bl
Walkers Line
Charles R. Beaudoin
Sacred Heart Of Jesus
Country Club Dr
Millcroft Park Dr
Appleby Line
Millcroft Centre
St. Elizabeth Seton
Florence Meares
C.H. Norton
Notre Dame
St. Timothy's
Cavendish Dr
Coventry Way
Headon Forest Dr
Brant Hills
Bruce T. Lindley
Ireland House
Paul A. Fisher
Upper Brant Plaza
Upper Middle Rd
Tyandaga Park Dr
Kerns Rd
Brant St
Angela Coughlan
M.M. Robinson
Burlington Supercentre
Walker Place
Heron Way
Tansley Woods
Itabashi Way
Corporate Dr
Burloak Dr
Corpus Christi
Rolling Meadows
Augustine Dr
St. Gabriel's
Mountainside
Fisher Av
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
Mainway Business Centre
Davidson Plaza
Clarksdale
Costco
Power Centre
Yorkton Plaza
Mount Forest Dr
Hwy 403
GO Station Access Rd
Waterdown Rd
Aldershot
Royal Botanical Gardens
Plains Rd W
Plains Rd E
King Rd
Holy Rosary
Maplehurst
Fortinos Plaza
Glenview
Townsend Av
North Shore Bl W
North Shore Bl E
Lasalle Park Rd
LaSalle Park (Wading)
Shadeland Av
Surrey La
Warwick Dr
Sainte-Philippe
Mapleview Mall
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
Maple Av
Francis Rd
King's Road
Drury La
Cumberland Av
Rexway Dr
Ryerson
Longmoor Dr
Pauline Johnson
Appleby
Eastway Plaza
Nelson
Frontenac
Robert Bateman
Ascension
Appleby Mall
Centennial
Pinedale Av
New St
St. Paul's
YMCA Burlington Seniors
Music Centre
Roseland Plaza
St. Raphael's
Gary Allan
John T. Tuck
Walkers Line
Guelph Line
Renaissance
Ontario St
James St
Pine St
City Hall
Burlington Art Centre
John St
Elizabeth St
Discovery Landing
The Burlington Performing Art Centre
Visitor
Joseph Brant Museum
Joseph Brant Memorial
Lakeshore
Lakeshore Rd
Burlington Bay
Lake Ontario
Ontario Court of Justice
Queensway Dr
North Service Rd
Queen Elizabeth Way
Harvester Rd
Heritage Rd
Mainway
Appleby Ice Centre
Sherwood Forest
Wyecroft Rd
Rio-Can Burloak
Bronte Creek Provincial Park
Pineland
Mohawk Gardens
St. Patrick's
Skyway Arena
Lakeside Plaza
Heath Rd
Hampton
Clive Cr
Aldershot
Burlington
Downtown
Appleby

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
Caimon St W
Wilson St
City Hall
Hamilton

MacLean Cartography
Cartography & Design 2017

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.

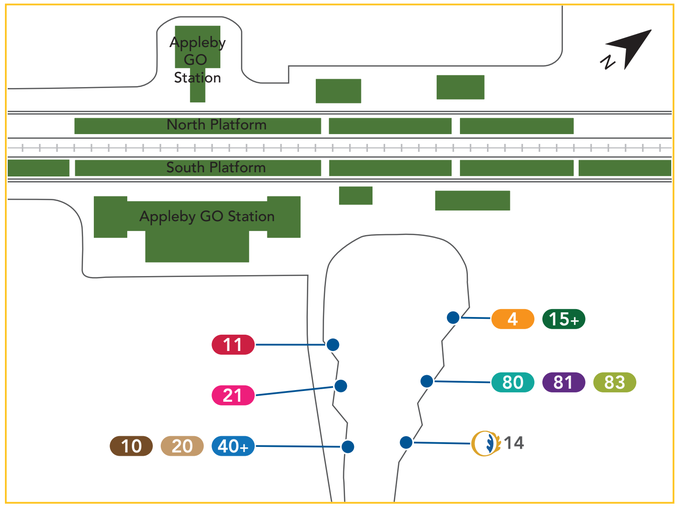
Upon eligibility confirmation, residents can purchase Burlington Transit monthly passes at a discounted rate.

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

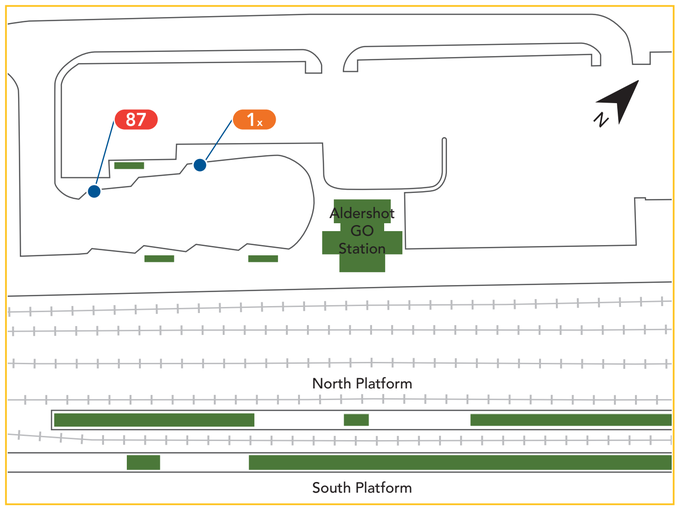
While every effort will be made to keep to the timetables, Burlington Transit will not be responsible for any loss, damage or inconvenience caused by any operating failure or in consequence of any inaccuracies in this timetable. Schedules are subject to change.

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

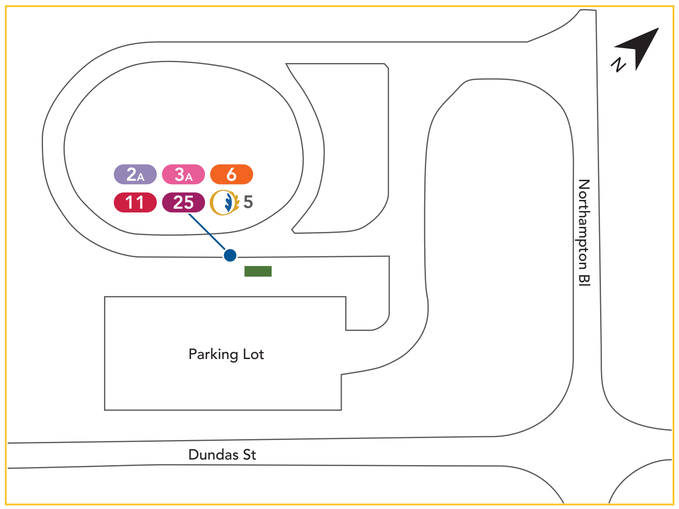
APPLEBY GO



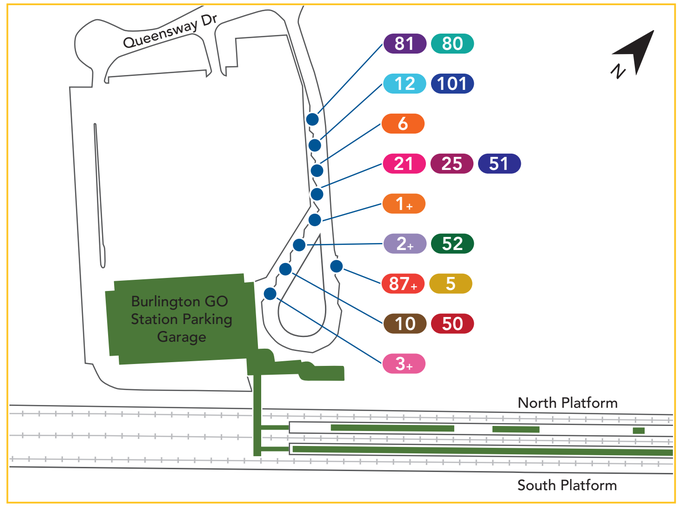
ALDERSHOT GO



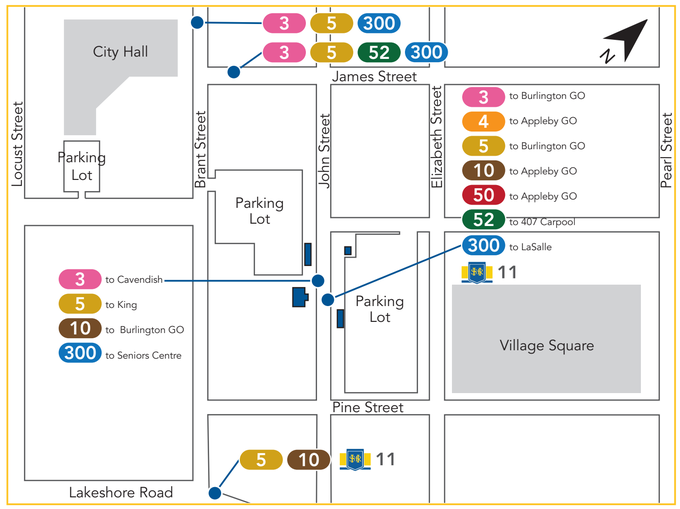
407 CARPOOL GO



BURLINGTON GO



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.

burlingtontransit.ca

CONTACT US

BURLINGTON TRANSIT
3332 Harvester Rd.
Burlington, ON
L7N 3M8

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.

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

4 x 6.5

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.



All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: September 3, 2017

ROUTES 2A Brant

407 Carpool

A is an extension of the route

Branch	Burlington GO Station (Depart)	Mount Royal Plaza	Brant St. & Cavendish Dr.	Guelph Line & Coventry Way	407 Carpool (Arrive)
	A	B	C	D	E
Monday to Friday					
A	5:00	5:07	5:13	5:17	5:24
A	5:30	5:37	5:43	5:47	5:54
A	6:00	6:07	6:13	6:17	6:24
A	6:30	6:37	6:43	6:47	6:54
A	7:00	7:07	7:13	7:17	7:24
A	7:30	7:37	7:43	7:47	7:54
A	8:00	8:07	8:13	8:17	8:24
A	8:30	8:37	8:43	8:47	8:54
A	9:00	9:07	9:13	9:17	9:24
A	9:30	9:37	9:43	9:47	9:54
A	10:00	10:07	10:13	10:17	10:24
A	10:30	10:37	10:43	10:47	10:54
A	11:00	11:07	11:13	11:17	11:24
A	11:30	11:37	11:43	11:47	11:54
A	**12:00**	**12:07**	**12:13**	**12:17**	**12:24**
A	**12:30**	**12:37**	**12:43**	**12:47**	**12:54**
A	**1:00**	**1:07**	**1:13**	**1:17**	**1:24**
A	**1:30**	**1:37**	**1:43**	**1:47**	**1:54**
A	**2:00**	**2:07**	**2:13**	**2:17**	**2:24**
A	**2:30**	**2:37**	**2:43**	**2:47**	**2:54**
A	**3:00**	**3:07**	**3:13**	**3:17**	**3:24**
A	**3:30**	**3:37**	**3:43**	**3:47**	**3:54**
A	**4:00**	**4:07**	**4:13**	**4:17**	**4:24**
A	**4:30**	**4:37**	**4:43**	**4:47**	**4:54**
A	**5:00**	**5:07**	**5:13**	**5:17**	**5:24**
A	**5:30**	**5:37**	**5:43**	**5:47**	**5:54**
A	**6:00**	**6:07**	**6:13**	**6:17**	**6:24**
A	**6:30**	**6:37**	**6:43**	**6:47**	**6:54**
A	**7:00**	**7:07**	**7:13**	**7:17**	**7:24**
A	**7:30**	**7:37**	**7:43**	**7:47**	**7:54**
A	**8:00**	**8:07**	**8:13**	**8:17**	**8:24**
A	**8:30**	**8:37**	**8:43**	**8:47**	**8:54**
A	**9:00**	**9:07**	**9:13**	**9:17**	**9:24**
A	**10:00**	**10:07**	**10:13**	**10:17**	**10:24**

At the end of Rt. 2 / 2A bus changes to Rt. 3 / 3A

ROUTES 3A Guelph - Downtown

to Burlington GO via Downtown

A is an extension of the route

Branch	407 Carpool (Depart)	Guelph Line & Coventry Way	Upper Middle & Cavendish Dr.	Upper Middle & Guelph Line	Guelph Line & Fairview St.	Guelph Line & New St.	Downtown Burlington	Burlington GO Station (Arrive)
	E	D	J	I	H	G	F	A
Monday to Friday								
A					4:26	4:29	4:39	4:50
A					4:56	4:59	5:09	5:20
A					5:26	5:29	5:39	5:50
A	5:34	5:41	5:46	5:48	5:56	5:59	6:09	6:20
A	6:04	6:11	6:16	6:18	6:26	6:29	6:39	6:50
A	6:34	6:41	6:46	6:48	6:56	6:59	7:09	7:20
A	7:04	7:11	7:16	7:18	7:26	7:29	7:39	7:50
A	7:34	7:41	7:46	7:48	7:56	7:59	8:09	8:20
A	8:04	8:11	8:16	8:18	8:26	8:29	8:39	8:50
A	8:34	8:41	8:46	8:48	8:56	8:59	9:09	9:20
A	9:04	9:11	9:16	9:18	9:26	9:29	9:39	9:50
A	9:34	9:41	9:46	9:48	9:56	9:59	10:09	10:20
A	10:04	10:11	10:16	10:18	10:26	10:29	10:39	10:50
A	10:34	10:41	10:46	10:48	10:56	10:59	11:09	11:20
A	11:04	11:11	11:16	11:18	11:26	11:29	11:39	11:50
A	11:34	11:41	11:46	11:48	11:56	11:59	**12:09**	**12:20**
A	**12:04**	**12:11**	**12:16**	**12:18**	**12:26**	**12:29**	**12:39**	**12:50**
A	**12:34**	**12:41**	**12:46**	**12:48**	**12:56**	**12:59**	**1:09**	**1:20**
A	**1:04**	**1:11**	**1:16**	**1:18**	**1:26**	**1:29**	**1:39**	**1:50**
A	**1:34**	**1:41**	**1:46**	**1:48**	**1:56**	**1:59**	**2:09**	**2:20**
A	**2:04**	**2:11**	**2:16**	**2:18**	**2:26**	**2:29**	**2:39**	**2:50**
A	**2:34**	**2:41**	**2:46**	**2:48**	**2:56**	**2:59**	**3:09**	**3:20**
A	**3:04**	**3:11**	**3:16**	**3:18**	**3:26**	**3:29**	**3:39**	**3:50**
A	**3:34**	**3:41**	**3:46**	**3:48**	**3:56**	**3:59**	**4:09**	**4:20**
A	**4:04**	**4:11**	**4:16**	**4:18**	**4:26**	**4:29**	**4:39**	**4:50**
A	**4:34**	**4:41**	**4:46**	**4:48**	**4:56**	**4:59**	**5:09**	**5:20**
A	**5:04**	**5:11**	**5:16**	**5:18**	**5:26**	**5:29**	**5:39**	**5:50**
A	**5:34**	**5:41**	**5:46**	**5:48**	**5:56**	**5:59**	**6:09**	**6:20**
A	**6:04**	**6:11**	**6:16**	**6:18**	**6:26**	**6:29**	**6:39**	**6:50**
A	**6:34**	**6:41**	**6:46**	**6:48**	**6:56**	**6:59**	**7:09**	**7:20**
A	**7:04**	**7:11**	**7:16**	**7:18**	**7:26**	**7:29**	**7:39**	**7:50**
A	**7:34**	**7:41**	**7:46**	**7:48**	**7:56**	**7:59**	**8:09**	**8:20**
A	**8:04**	**8:11**	**8:16**	**8:18**	**8:26**	**8:29**	**8:39**	**8:50**
	-	-	-	-	-	-	-	-
A	**9:04**	**9:11**	**9:16**	**9:18**	**9:26**	**9:29**	**9:39**	**9:50**

All times are approximate and depend on traffic and other conditions. Please arrive at your stop at last 5 minutes prior.

Effective: September 3, 2017

ROUTES **3A** **Guelph- Downtown**

to Cavendish via Downtown

A is an extension of the route

Branch	Burlington GO Station (Depart)	Downtown Burlington	Guelph Line & New St.	Guelph Line & Fairview St.	Upper Middle & Guelph Line	Upper Middle & Cavendish Dr.	Guelph Line & Coventry Way	407 Carpool (Arrive)
	A	F	G	H	I	J	D	E
Monday to Friday								
A	5:30	5:42	5:54	5:57	6:04	6:06	6:10	6:17
A	6:00	6:12	6:24	6:27	6:34	6:36	6:40	6:47
A	6:30	6:42	6:54	6:57	7:04	7:06	7:10	7:17
A	7:00	7:12	7:24	7:27	7:34	7:36	7:40	7:47
A	7:30	7:42	7:54	7:57	8:04	8:06	8:10	8:17
A	8:00	8:12	8:24	8:27	8:34	8:36	8:40	8:47
A	8:30	8:42	8:54	8:57	9:04	9:06	9:10	9:17
A	9:00	9:12	9:24	9:27	9:34	9:36	9:40	9:47
A	9:30	9:42	9:54	9:57	10:04	10:06	10:10	10:17
A	10:00	10:12	10:24	10:27	10:34	10:36	10:40	10:47
A	10:30	10:42	10:54	10:57	11:04	11:06	11:10	11:17
A	11:00	11:12	11:24	11:27	11:34	11:36	11:40	11:47
A	11:30	11:42	11:54	11:57	12:04	12:06	12:10	12:17
A	12:00	12:12	12:24	12:27	12:34	12:36	12:40	12:47
A	12:30	12:42	12:54	12:57	1:04	1:06	1:10	1:17
A	**1:00**	**1:12**	**1:24**	**1:27**	**1:34**	**1:36**	**1:40**	**1:47**
A	**1:30**	**1:42**	**1:54**	**1:57**	**2:04**	**2:06**	**2:10**	**2:17**
A	**2:00**	**2:12**	**2:24**	**2:27**	**2:34**	**2:36**	**2:40**	**2:47**
A	**2:30**	**2:42**	**2:54**	**2:57**	**3:04**	**3:06**	**3:10**	**3:17**
A	**3:00**	**3:12**	**3:24**	**3:27**	**3:34**	**3:36**	**3:40**	**3:47**
A	**3:30**	**3:42**	**3:54**	**3:57**	**4:04**	**4:06**	**4:10**	**4:17**
A	**4:00**	**4:12**	**4:24**	**4:27**	**4:34**	**4:36**	**4:40**	**4:47**
A	**4:30**	**4:42**	**4:54**	**4:57**	**5:04**	**5:06**	**5:10**	**5:17**
A	**5:00**	**5:12**	**5:24**	**5:27**	**5:34**	**5:36**	**5:40**	**5:47**
A	**5:30**	**5:42**	**5:54**	**5:57**	**6:04**	**6:06**	**6:10**	**6:17**
A	**6:00**	**6:12**	**6:24**	**6:27**	**6:34**	**6:36**	**6:40**	**6:47**
A	**6:30**	**6:42**	**6:54**	**6:57**	**7:04**	**7:06**	**7:10**	**7:17**
A	**7:00**	**7:12**	**7:24**	**7:27**	**7:34**	**7:36**	**7:40**	**7:47**
A	**7:30**	**7:42**	**7:54**	**7:57**	**8:04**	**8:06**	**8:10**	**8:17**
A	**8:00**	**8:12**	**8:24**	**8:27**	**8:34**	**8:36**	**8:40**	**8:47**
A	**8:30**	**8:42**	**8:54**	**8:57**	**9:04**	**9:06**	**9:10**	**9:17**
A	**9:00**	**9:12**	**9:24**	**9:27**	**9:34**	**9:36**	**9:40**	**9:47**
A	**10:00**	**10:12**	**10:24**	**10:27**	**10:34**	**10:36**	**10:40**	**10:47**

At the end of Rt.3 / 3A bus changes to Rt. 2 / 2A

ROUTES **2A** **Brant**

to Burlington GO

A is an extension of the route

Branch	407 Carpool (Depart)	Guelph Line & Coventry Way	Brant St. & Cavendish Dr.	Mount Royal Plaza	Burlington GO Station (Arrive)
	E	D	C	B	A
Monday to Friday					
A		4:44	4:48	4:54	5:00
A		5:04	5:08	5:14	5:20
A		5:34	5:38	5:44	5:50
A		6:04	6:08	6:14	6:20
A	6:27	6:34	6:38	6:44	6:50
A	6:57	7:04	7:08	7:14	7:20
A	7:27	7:34	7:38	7:44	7:50
A	7:57	8:04	8:08	8:14	8:20
A	8:27	8:34	8:38	8:44	8:50
A	8:57	9:04	9:08	9:14	9:20
A	9:27	9:34	9:38	9:44	9:50
A	9:57	10:04	10:08	10:14	10:20
A	10:27	10:34	10:38	10:44	10:50
A	10:57	11:04	11:08	11:14	11:20
A	11:27	11:34	11:38	11:44	11:50
A	11:57	12:04	12:08	12:14	12:20
A	12:27	12:34	12:38	12:44	12:50
A	12:57	1:04	1:08	1:14	1:20
A	**1:27**	**1:34**	**1:38**	**1:44**	**1:50**
A	**1:57**	**2:04**	**2:08**	**2:14**	**2:20**
A	**2:27**	**2:34**	**2:38**	**2:44**	**2:50**
A	**2:57**	**3:04**	**3:08**	**3:14**	**3:20**
A	**3:27**	**3:34**	**3:38**	**3:44**	**3:50**
A	**3:57**	**4:04**	**4:08**	**4:14**	**4:20**
A	**4:27**	**4:34**	**4:38**	**4:44**	**4:50**
A	**4:57**	**5:04**	**5:08**	**5:14**	**5:20**
A	**5:27**	**5:34**	**5:38**	**5:44**	**5:50**
A	**5:57**	**6:04**	**6:08**	**6:14**	**6:20**
A	**6:27**	**6:34**	**6:38**	**6:44**	**6:50**
A	**6:57**	**7:04**	**7:08**	**7:14**	**7:20**
A	**7:27**	**7:34**	**7:38**	**7:44**	**7:50**
A	**7:57**	**8:04**	**8:08**	**8:14**	**8:20**
A	**8:27**	**8:34**	**8:38**	**8:44**	**8:50**
	-	-	-	-	-
A	**9:27**	**9:34**	**9:38**	**9:44**	**9:50**

All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: September 3, 2017

ROUTE 2 Brant

to Cavendish

Burlington GO Station (Depart)	Mount Royal Plaza	Brant St. & Cavendish Dr.	Guelph Line & Coventry Way (Arrive)	
A	B	C	D	
Saturday				
6:56	7:01	7:07	7:13	→
7:55	8:00	8:06	8:12	→
8:55	9:00	9:06	9:12	→
-	-	-	-	
9:56	10:01	10:07	10:13	→
10:26	10:31	10:37	10:43	→
10:56	11:01	11:07	11:13	→
11:26	11:31	11:37	11:43	→
11:55	**12:00**	**12:06**	**12:12**	→
12:25	**12:31**	**12:37**	**12:43**	→
12:56	**1:01**	**1:07**	**1:13**	→
1:26	**1:31**	**1:37**	**1:43**	→
1:56	**2:01**	**2:07**	**2:13**	→
2:26	**2:31**	**2:37**	**2:43**	→
2:56	**3:01**	**3:07**	**3:13**	→
3:26	**3:31**	**3:37**	**3:43**	→
3:56	**4:01**	**4:07**	**4:13**	→
4:26	**4:31**	**4:37**	**4:43**	→
4:56	**5:01**	**5:07**	**5:13**	→
5:26	**5:31**	**5:37**	**5:43**	→
5:56	**6:01**	**6:07**	**6:13**	→
6:26	**6:31**	**6:37**	**6:43**	→
6:56	**7:01**	**7:07**	**7:13**	→
7:25	**7:30**	**7:36**	**7:42**	→
7:55	**8:00**	**8:06**	**8:12**	→
8:25	**8:30**	**8:36**	**8:42**	→
8:55	**9:00**	**9:06**	**9:12**	→
9:25	**9:30**	**9:36**	**9:42**	→
9:55	**10:00**	**10:06**	**10:12**	→
Sunday				
7:55	8:00	8:06	8:12	→
8:55	9:00	9:06	9:12	→
-	-	-	-	
9:56	10:01	10:07	10:13	→
10:26	10:31	10:37	10:43	→
10:56	11:01	11:07	11:13	→
11:26	11:31	11:37	11:43	→
11:56	**12:01**	**12:07**	**12:13**	→
12:26	**12:31**	**12:37**	**12:43**	→
And every 30 minutes until				
4:56	**5:01**	**5:07**	**5:13**	→
5:26	**5:31**	**5:37**	**5:43**	→
5:56	**6:01**	**6:07**	**6:13**	→
6:26	**6:31**	**6:37**	**6:43**	→
6:56	**7:01**	**7:07**	**7:13**	→
7:25	**7:30**	**7:36**	**7:42**	//
7:55	**8:00**	**8:06**	**8:12**	//

At Guelph Line & Coventry Way, Rt. 2 bus changes to Rt. 3

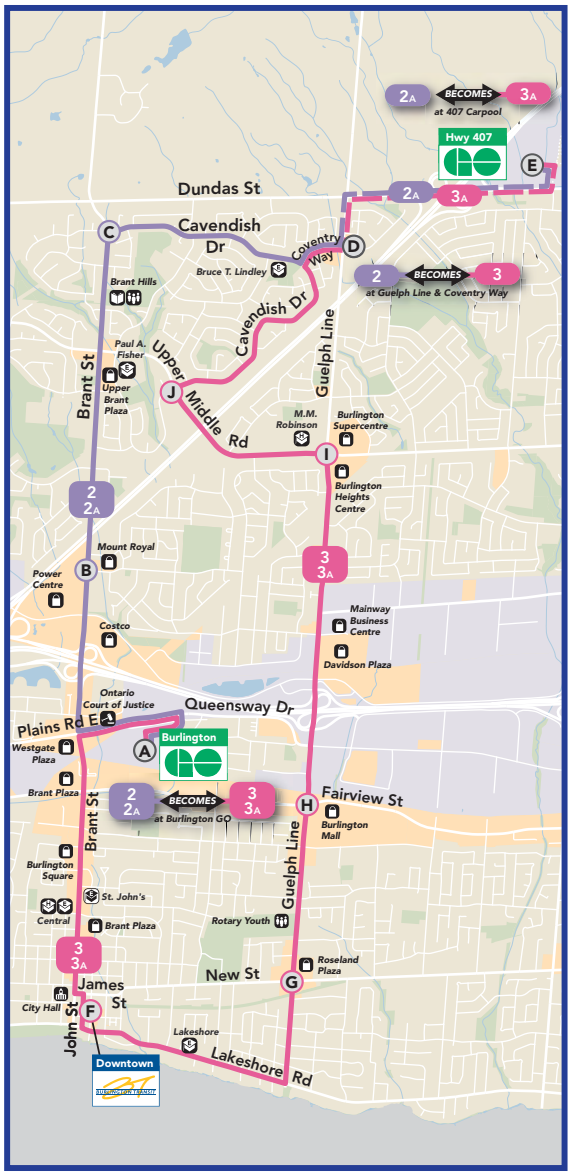
ROUTE 3 Guelph - Downtown

to Burlington GO via Downtown

Guelph Line & Coventry Way (Depart)	Upper Middle & Cavendish Dr.	Upper Middle & Guelph Line	Guelph Line & Fairview St.	Guelph Line & New St.	Downtown Burlington	Burlington GO Station (Arrive)
D	J	I	H	G	F	A
Saturday						
			6:33	6:37	6:44	6:55
7:15	7:18	7:20	7:28	7:32	7:39	7:50
8:15	8:18	8:20	8:28	8:32	8:39	8:50
9:15	9:18	9:20	9:28	9:32	9:39	9:51
9:45	9:48	9:50	9:58	10:02	10:09	10:21
10:15	10:18	10:20	10:28	10:32	10:39	10:51
10:45	10:48	10:50	10:58	11:02	11:09	11:21
11:15	11:18	11:20	11:28	11:32	11:39	11:51
11:45	11:48	11:50	11:58	**12:02**	**12:09**	**12:21**
12:15	**12:18**	**12:20**	**12:28**	**12:32**	**12:39**	**12:51**
12:45	**12:48**	**12:50**	**12:58**	**1:02**	**1:09**	**1:21**
1:15	**1:18**	**1:20**	**1:28**	**1:32**	**1:39**	**1:51**
1:45	**1:48**	**1:50**	**1:58**	**2:02**	**2:09**	**2:21**
2:15	**2:18**	**2:20**	**2:28**	**2:32**	**2:39**	**2:51**
2:45	**2:48**	**2:50**	**2:58**	**3:02**	**3:09**	**3:21**
3:15	**3:18**	**3:20**	**3:28**	**3:32**	**3:39**	**3:51**
3:45	**3:48**	**3:50**	**3:58**	**4:02**	**4:09**	**4:21**
4:15	**4:18**	**4:20**	**4:28**	**4:32**	**4:39**	**4:51**
4:45	**4:48**	**4:50**	**4:58**	**5:02**	**5:09**	**5:21**
5:15	**5:18**	**5:20**	**5:28**	**5:32**	**5:39**	**5:51**
5:45	**5:48**	**5:50**	**5:58**	**6:02**	**6:09**	**6:21**
6:15	**6:18**	**6:20**	**6:28**	**6:32**	**6:39**	**6:51**
6:45	**6:48**	**6:50**	**6:58**	**7:02**	**7:09**	**7:21**
7:15	**7:18**	**7:20**	**7:28**	**7:32**	**7:39**	**7:51**
7:44	**7:47**	**7:49**	**7:56**	**8:00**	**8:07**	**8:18**
8:14	**8:17**	**8:19**	**8:26**	**8:30**	**8:37**	**8:48**
8:44	**8:47**	**8:49**	**8:56**	**9:00**	**9:07**	**9:18**
9:14	**9:17**	**9:19**	**9:26**	**9:30**	**9:37**	**9:48**
9:44	**9:47**	**9:49**	**9:56**	**10:00**	**10:07**	**10:18**
10:14	**10:17**	**10:19**	**10:26**	**10:30**	**10:37**	**10:48**
Sunday						
7:15	7:18	7:20	7:28	7:32	7:39	7:50
8:15	8:18	8:20	8:28	8:32	8:39	8:51
9:15	9:18	9:20	9:28	9:32	9:39	9:51
9:45	9:48	9:50	9:58	10:02	10:09	10:21
10:15	10:18	10:20	10:28	10:32	10:39	10:51
10:45	10:48	10:50	10:58	11:02	11:09	11:21
11:15	11:18	11:20	11:28	11:32	11:39	11:51
11:45	11:48	11:50	11:58	**12:02**	**12:09**	**12:21**
12:15	**12:18**	**12:20**	**12:28**	**12:32**	**12:39**	**12:51**
12:45	**12:48**	**12:50**	**12:58**	**1:02**	**1:09**	**1:21**
And every 30 minutes until						
5:15	**5:18**	**5:20**	**5:28**	**5:32**	**5:39**	**5:51**
5:45	**5:48**	**5:50**	**5:58**	**6:02**	**6:09**	**6:21**
6:15	**6:18**	**6:20**	**6:28**	**6:32**	**6:39**	**6:51**
6:45	**6:48**	**6:50**	**6:58**	**7:02**	**7:09**	**7:21**
7:15	**7:18**	**7:20**	**7:28**	**7:32**	**7:39**	**7:51**

All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: September 3, 2017



ROUTE 3 Guelph - Downtown

to Cavendish via Downtown

Burlington GO Station (Depart)	Downtown Burlington	Guelph Line & New St.	Guelph Line & Fairview St.	Upper Middle & Guelph Line	Upper Middle & Cavendish Dr.	Guelph Line & Coventry Way (Arrive)	
A	F	G	H	I	J	D	
Saturday							
6:55	7:05	7:12	7:16	7:24	7:26	7:33	→
7:55	8:05	8:12	8:16	8:24	8:26	8:33	→
8:55	9:05	9:12	9:16	9:24	9:26	9:33	→
9:25	9:35	9:42	9:46	9:54	9:56	10:03	→
9:55	10:05	10:12	10:16	10:24	10:26	10:33	→
10:25	10:35	10:42	10:46	10:54	10:56	11:03	→
10:55	11:05	11:12	11:16	11:24	11:26	11:33	→
11:25	11:35	11:42	11:46	11:54	11:56	**12:03**	→
11:55	**12:05**	**12:12**	**12:16**	**12:24**	**12:26**	**12:33**	→
12:25	**12:35**	**12:42**	**12:46**	**12:54**	**12:56**	**1:03**	→
12:55	**1:05**	**1:12**	**1:16**	**1:24**	**1:26**	**1:33**	→
1:25	**1:35**	**1:42**	**1:46**	**1:54**	**1:56**	**2:03**	→
1:55	**2:05**	**2:12**	**2:16**	**2:24**	**2:26**	**2:33**	→
2:25	**2:35**	**2:42**	**2:46**	**2:54**	**2:56**	**3:03**	→
2:55	**3:05**	**3:12**	**3:16**	**3:24**	**3:26**	**3:33**	→
3:25	**3:35**	**3:42**	**3:46**	**3:54**	**3:56**	**4:03**	→
3:55	**4:05**	**4:12**	**4:16**	**4:24**	**4:26**	**4:33**	→
4:25	**4:35**	**4:42**	**4:46**	**4:54**	**4:56**	**5:03**	→
4:55	**5:05**	**5:12**	**5:16**	**5:24**	**5:26**	**5:33**	→
5:25	**5:35**	**5:42**	**5:46**	**5:54**	**5:56**	**6:03**	→
5:55	**6:05**	**6:12**	**6:16**	**6:24**	**6:26**	**6:33**	→
6:25	**6:35**	**6:42**	**6:46**	**6:54**	**6:56**	**7:03**	→
6:55	**7:05**	**7:12**	**7:16**	**7:23**	**7:25**	**7:31**	→
7:25	**7:35**	**7:42**	**7:46**	**7:53**	**7:55**	**8:01**	→
7:55	**8:05**	**8:12**	**8:16**	**8:23**	**8:25**	**8:31**	→
8:25	**8:35**	**8:42**	**8:46**	**8:53**	**8:55**	**9:01**	→
8:55	**9:05**	**9:12**	**9:16**	**9:23**	**9:25**	**9:31**	→
9:25	**9:35**	**9:42**	**9:46**	**9:53**	**9:55**	**10:01**	\\
9:55	**10:05**	**10:12**	**10:16**	**10:23**	**10:25**	**10:31**	→
Sunday							
7:55	8:05	8:12	8:16	8:24	8:26	8:33	→
8:55	9:05	9:12	9:16	9:24	9:26	9:33	→
9:25	9:35	9:42	9:46	9:54	9:56	10:03	→
9:55	10:05	10:12	10:16	10:24	10:26	10:33	→
10:25	10:35	10:42	10:46	10:54	10:56	11:03	→
10:55	11:05	11:12	11:16	11:24	11:26	11:33	→
11:25	11:35	11:42	11:46	11:54	11:56	**12:03**	→
And every 30 minutes until							
5:55	**6:05**	**6:12**	**6:16**	**6:24**	**6:26**	**6:33**	→
6:25	**6:35**	**6:42**	**6:46**	**6:54**	**6:56**	**7:03**	→
6:55	**7:05**	**7:12**	**7:16**	**7:23**	**7:25**	**7:31**	→
7:25	**7:35**	**7:42**	**7:46**	**7:53**	**7:55**	**8:01**	\\
7:55	**8:05**	**8:12**	**8:16**	**8:23**	**8:25**	**8:31**	\\

At Guelph Line & Coventry Way, Rt. 3 bus changes to Rt. 2

ROUTE 2 Brant

to Burlington GO

Branch	Guelph Line & Coventry Way (Depart)	Brant St. & Cavendish Dr.	Mount Royal Plaza	Burlington GO Station (Arrive)
	D	C	B	A
Saturday				
	6:35	6:39	6:44	6:50
	7:35	7:39	7:44	7:50
	8:35	8:39	8:44	8:50
	9:35	9:38	9:43	9:49
	10:05	10:08	10:13	10:19
	10:35	10:38	10:43	10:49
	11:05	11:08	11:13	11:19
	11:35	11:38	11:43	11:49
	12:05	**12:08**	**12:13**	**12:19**
	12:35	**12:38**	**12:43**	**12:49**
	1:05	**1:08**	**1:13**	**1:19**
	1:35	**1:38**	**1:43**	**1:49**
	2:05	**2:08**	**2:13**	**2:19**
	2:35	**2:39**	**2:45**	**2:53**
	3:05	**3:09**	**3:15**	**3:23**
	3:35	**3:39**	**3:45**	**3:53**
	4:05	**4:09**	**4:15**	**4:23**
	4:35	**4:39**	**4:45**	**4:53**
	5:05	**5:09**	**5:15**	**5:23**
	5:35	**5:39**	**5:45**	**5:53**
	6:05	**6:09**	**6:15**	**6:23**
	6:35	**6:39**	**6:45**	**6:53**
	7:05	**7:08**	**7:13**	**7:19**
	7:35	**7:38**	**7:43**	**7:49**
	8:03	**8:06**	**8:11**	**8:17**
	8:33	**8:36**	**8:41**	**8:47**
	9:03	**9:06**	**9:11**	**9:17**
	9:33	**9:36**	**9:41**	**9:47**
	-	-	-	-
	10:33	**10:36**	**10:41**	**10:47**
Sunday				
	7:35	7:39	7:44	7:50
	8:35	8:39	8:44	8:50
	9:35	9:38	9:43	9:49
	10:05	10:08	10:13	10:19
	10:35	10:38	10:43	10:49
	11:05	11:08	11:13	11:19
	11:35	11:38	11:43	11:49
	12:05	**12:08**	**12:13**	**12:19**
	And every 30 minutes until			
	6:35	**6:39**	**6:45**	**6:53**
	7:05	**7:08**	**7:13**	**7:19**
	7:35	**7:38**	**7:43**	**7:49**

All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: March 5, 2017

ROUTE 10 New - Maple

to Appleby GO

Burlington GO Station (Depart)	Downtown Burlington	New St. & Guelph Line	New St. & Walkers Line	New St. & Appleby Line	Appleby GO Station (Arrive)
A	B	C	D	E	F
Monday to Friday					
5:05	5:19	5:23	5:28	5:33	5:37
5:25	5:39	5:43	5:48	5:53	5:57
5:45	5:59	6:03	6:08	6:13	6:17
6:05	6:19	6:23	6:28	6:33	6:37
6:25	6:39	6:43	6:48	6:53	6:57
6:45	6:59	7:03	7:08	7:13	7:17
7:05	7:19	7:23	7:28	7:33	7:37
7:25	7:39	7:43	7:48	7:53	7:57
7:45	7:59	8:03	8:08	8:13	8:17
8:05	8:19	8:23	8:28	8:33	8:37
8:25	8:39	8:43	8:48	8:53	8:57
8:45	8:59	9:03	9:08	9:13	9:17
9:05	9:19	9:23	9:28	9:33	9:37
9:25	9:39	9:43	9:48	9:53	9:57
9:45	9:59	10:03	10:08	10:13	10:17
10:05	10:19	10:23	10:28	10:33	10:37
10:25	10:39	10:43	10:48	10:53	10:57
10:45	10:59	11:03	11:08	11:13	11:17
11:05	11:19	11:23	11:28	11:33	11:37
11:25	11:39	11:43	11:48	11:53	11:57
11:45	11:59	**12:03**	**12:08**	**12:13**	**12:17**
12:05	**12:19**	**12:23**	**12:28**	**12:33**	**12:37**
12:25	**12:39**	**12:43**	**12:48**	**12:53**	**12:57**
12:45	**12:59**	**1:03**	**1:08**	**1:13**	**1:17**
1:05	**1:19**	**1:23**	**1:28**	**1:33**	**1:37**
1:25	**1:39**	**1:43**	**1:48**	**1:53**	**1:57**
1:45	**1:59**	**2:03**	**2:08**	**2:13**	**2:17**
2:05	**2:19**	**2:23**	**2:28**	**2:33**	**2:37**
2:25	**2:39**	**2:43**	**2:48**	**2:53**	**2:57**
2:45	**2:59**	**3:03**	**3:08**	**3:13**	**3:17**
3:05	**3:19**	**3:23**	**3:28**	**3:33**	**3:37**
3:25	**3:39**	**3:43**	**3:48**	**3:53**	**3:57**
3:45	**3:59**	**4:03**	**4:08**	**4:13**	**4:17**
4:05	**4:19**	**4:23**	**4:28**	**4:33**	**4:37**
4:25	**4:39**	**4:43**	**4:48**	**4:53**	**4:57**
4:45	**4:59**	**5:03**	**5:08**	**5:13**	**5:17**
5:05	**5:19**	**5:23**	**5:28**	**5:33**	**5:37**
5:25	**5:39**	**5:43**	**5:48**	**5:53**	**5:57**
5:45	**5:59**	**6:03**	**6:08**	**6:13**	**6:17**
6:05	**6:19**	**6:23**	**6:28**	**6:33**	**6:37**
6:25	**6:39**	**6:43**	**6:48**	**6:53**	**6:57**
6:45	**6:59**	**7:03**	**7:08**	**7:13**	**7:17**
7:05	**7:19**	**7:23**	**7:28**	**7:33**	**7:37**
7:25	**7:37**	**7:41**	**7:46**	**7:51**	**7:55**
7:55	**8:07**	**8:11**	**8:16**	**8:21**	**8:25**
8:25	**8:37**	**8:41**	**8:46**	**8:51**	**8:55**
8:55	**9:07**	**9:11**	**9:16**	**9:21**	**9:25**
9:25	**9:37**	**9:41**	**9:46**	**9:51**	**9:55**
9:55	**10:07**	**10:11**	**10:16**	**10:21**	**10:25**
10:25	**10:37**	**10:41**	**10:46**	**10:51**	**10:55**

to Burlington GO

Appleby GO Station (Depart)	New St. & Appleby Line	New St. & Walkers Line	New St. & Guelph Line	Downtown Burlington	Burlington GO Station (Arrive)
F	E	D	C	B	A
			4:47	4:51	5:05
			5:07	5:11	5:25
			5:27	5:31	5:45
5:28	5:32	5:37	5:42	5:46	6:00
5:48	5:52	5:57	6:02	6:06	6:20
6:08	6:12	6:17	6:22	6:26	6:40
6:28	6:32	6:37	6:42	6:46	7:00
6:48	6:52	6:57	7:02	7:06	7:20
7:08	7:12	7:17	7:22	7:26	7:40
7:28	7:32	7:37	7:42	7:46	8:00
7:48	7:52	7:57	8:02	8:06	8:20
8:08	8:12	8:17	8:22	8:26	8:40
8:28	8:32	8:37	8:42	8:46	9:00
8:48	8:52	8:57	9:02	9:06	9:20
9:08	9:12	9:17	9:22	9:26	9:40
9:28	9:32	9:37	9:42	9:46	10:00
9:48	9:52	9:57	10:02	10:06	10:20
10:08	10:12	10:17	10:22	10:26	10:40
10:28	10:32	10:37	10:42	10:46	11:00
10:48	10:52	10:57	11:02	11:06	11:20
11:08	11:12	11:17	11:22	11:26	11:40
11:28	11:32	11:37	11:42	11:46	**12:00**
11:48	11:52	11:57	12:02	**12:06**	**12:20**
12:08	**12:12**	**12:17**	**12:22**	**12:26**	**12:40**
12:28	**12:32**	**12:37**	**12:42**	**12:46**	**1:00**
12:48	**12:52**	**12:57**	**1:02**	**1:06**	**1:20**
1:08	**1:12**	**1:17**	**1:22**	**1:26**	**1:40**
1:28	**1:32**	**1:37**	**1:42**	**1:46**	**2:00**
1:48	**1:52**	**1:57**	**2:02**	**2:06**	**2:20**
2:08	**2:12**	**2:17**	**2:22**	**2:26**	**2:40**
2:28	**2:32**	**2:37**	**2:42**	**2:46**	**3:00**
2:48	**2:52**	**2:57**	**3:02**	**3:06**	**3:20**
3:08	**3:12**	**3:17**	**3:22**	**3:26**	**3:40**
3:28	**3:32**	**3:37**	**3:42**	**3:46**	**4:00**
3:48	**3:52**	**3:57**	**4:02**	**4:06**	**4:20**
4:08	**4:12**	**4:17**	**4:22**	**4:26**	**4:40**
4:28	**4:32**	**4:37**	**4:42**	**4:46**	**5:00**
4:48	**4:52**	**4:57**	**5:02**	**5:06**	**5:20**
5:08	**5:12**	**5:17**	**5:22**	**5:26**	**5:40**
5:28	**5:32**	**5:37**	**5:42**	**5:46**	**6:00**
5:48	**5:52**	**5:57**	**6:02**	**6:06**	**6:20**
6:08	**6:12**	**6:17**	**6:22**	**6:26**	**6:40**
6:28	**6:32**	**6:37**	**6:42**	**6:46**	**7:00**
6:48	**6:52**	**6:57**	**7:02**	**7:06**	**7:20**
7:08	**7:12**	**7:17**	**7:22**	**7:26**	**7:40**
7:28	**7:32**	**7:37**	**7:42**	**7:46**	**8:00**
7:55	**7:59**	**8:04**	**8:09**	**8:13**	**8:25**
8:25	**8:29**	**8:34**	**8:39**	**8:43**	**8:55**
8:55	**8:59**	**9:04**	**9:09**	**9:13**	**9:25**
9:25	**9:29**	**9:34**	**9:39**	**9:43**	**9:55**
9:55	**9:59**	**10:04**	**10:09**	**10:13**	**10:25**
10:25	**10:29**	**10:34**	**10:39**	**10:43**	**10:55**

All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: March 5, 2017

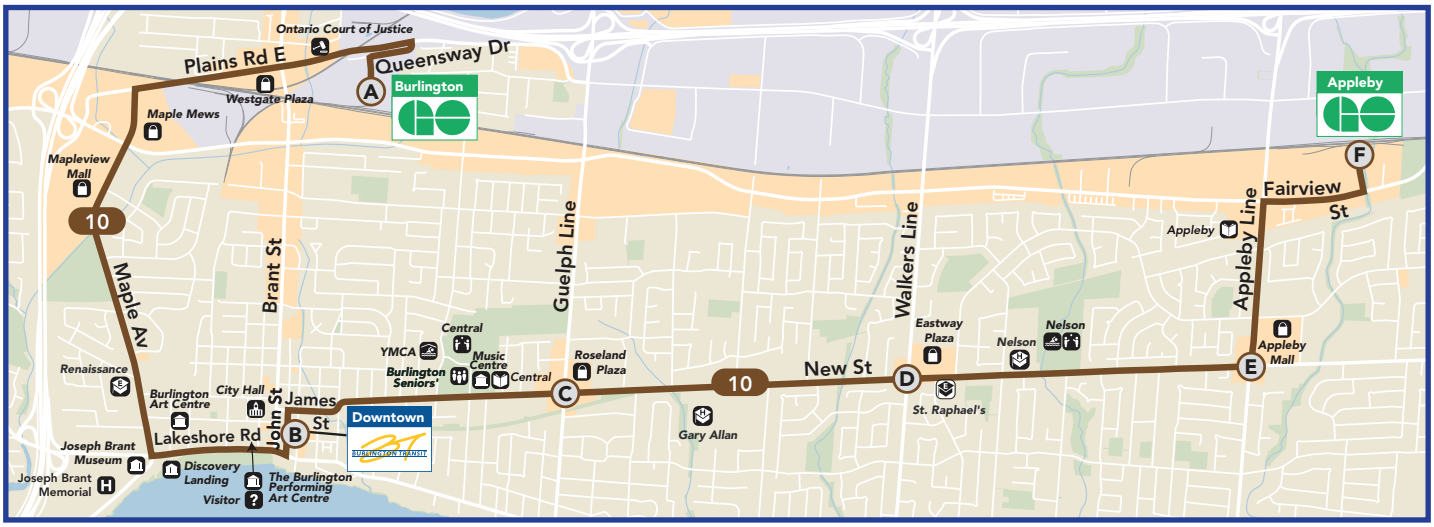
ROUTE 10 New - Maple

to Appleby GO

Burlington GO Station (Depart) A	Downtown Burlington B	New St. & Guelph Line C	New St. & Walkers Line D	New St. & Appleby Line E	Appleby GO Station (Arrive) F
Saturday					
6:55	7:08	7:12	7:15	7:19	7:22
7:25	7:38	7:42	7:45	7:49	7:52
7:55	8:08	8:12	8:15	8:19	8:22
8:25	8:38	8:42	8:45	8:49	8:52
8:55	9:08	9:12	9:15	9:19	9:22
9:25	9:38	9:42	9:45	9:49	9:52
9:55	10:08	10:12	10:15	10:19	10:22
10:25	10:38	10:42	10:45	10:49	10:52
10:55	11:08	11:12	11:15	11:19	11:22
11:25	11:38	11:42	11:45	11:49	**11:52**
11:55	**12:08**	**12:12**	**12:15**	**12:19**	**12:22**
12:25	**12:38**	**12:42**	**12:45**	**12:49**	**12:52**
12:55	**1:08**	**1:12**	**1:15**	**1:19**	**1:22**
1:25	**1:38**	**1:42**	**1:45**	**1:49**	**1:52**
1:55	**2:08**	**2:12**	**2:15**	**2:19**	**2:22**
	And every 30 minutes until				
6:55	**7:08**	**7:12**	**7:15**	**7:19**	**7:22**
7:25	**7:38**	**7:42**	**7:45**	**7:49**	**7:52**
7:55	**8:08**	**8:12**	**8:15**	**8:19**	**8:22**
8:25	**8:38**	**8:42**	**8:45**	**8:49**	**8:52**
8:55	**9:08**	**9:12**	**9:15**	**9:19**	**9:22**
9:25	**9:38**	**9:42**	**9:45**	**9:49**	**9:52**
9:55	**10:08**	**10:12**	**10:15**	**10:19**	**10:22**
10:25	**10:38**	**10:42**	**10:45**	**10:49**	**10:52**
Sunday					
7:55	8:08	8:12	8:15	8:19	8:22
8:25	8:38	8:42	8:45	8:49	8:52
8:55	9:08	9:12	9:15	9:19	9:22
9:25	9:38	9:42	9:45	9:49	9:52
	And every 30 minutes until				
7:25	**7:38**	**7:42**	**7:45**	**7:49**	**7:52**
7:55	**8:08**	**8:12**	**8:15**	**8:19**	**8:22**
8:25	**8:38**	**8:42**	**8:45**	**8:49**	**8:52**
8:55	**9:08**	**9:12**	**9:15**	**9:19**	**9:22**

to Burlington GO

Appleby GO Station (Depart) F	New St. & Appleby Line E	New St. & Walkers Line D	New St. & Guelph Line C	Downtown Burlington B	Burlington GO Station (Arrive) A
Saturday					
7:52	7:55	7:59	8:02	8:06	8:20
8:22	8:25	8:29	8:32	8:36	8:50
8:52	8:55	8:59	9:02	9:06	9:20
9:22	9:25	9:29	9:32	9:36	9:50
9:52	9:55	9:59	10:02	10:06	10:20
10:22	10:25	10:29	10:32	10:36	10:50
10:52	10:55	10:59	11:02	11:06	11:20
11:22	11:25	11:29	11:32	11:36	11:50
11:52	11:55	11:59	12:02	12:06	12:20
12:22	12:25	12:29	12:32	12:36	12:50
12:52	12:55	12:59	1:02	**1:06**	**1:20**
1:22	**1:25**	**1:29**	**1:32**	**1:36**	**1:50**
1:52	**1:55**	**1:59**	**2:02**	**2:06**	**2:20**
2:22	**2:25**	**2:29**	**2:32**	**2:36**	**2:50**
2:52	**2:55**	**2:59**	**3:02**	**3:06**	**3:20**
	And every 30 minutes until				
6:22	**6:25**	**6:29**	**6:32**	**6:36**	**6:50**
6:52	**6:55**	**6:59**	**7:02**	**7:06**	**7:20**
7:22	**7:25**	**7:29**	**7:32**	**7:36**	**7:50**
7:52	**7:55**	**7:59**	**8:02**	**8:06**	**8:20**
8:22	**8:25**	**8:29**	**8:32**	**8:36**	**8:50**
8:52	**8:55**	**8:59**	**9:02**	**9:06**	**9:20**
9:22	**9:25**	**9:29**	**9:32**	**9:36**	**9:50**
9:52	**9:55**	**9:59**	**10:02**	**10:06**	**10:20**
Sunday					
8:52	8:55	8:59	9:02	9:06	9:20
9:22	9:25	9:29	9:32	9:36	9:50
9:52	9:55	9:59	10:02	10:06	10:20
10:22	10:25	10:29	10:32	10:36	10:50
	And every 30 minutes until				
8:22	**8:25**	**8:29**	**8:32**	**8:36**	**8:50**
8:52	**8:55**	**8:59**	**9:02**	**9:06**	**9:20**
9:22	**9:25**	**9:29**	**9:32**	**9:36**	**9:50**
9:52	**9:55**	**9:59**	**10:02**	**10:06**	**10:20**



All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

ROUTE 50 Burlington South

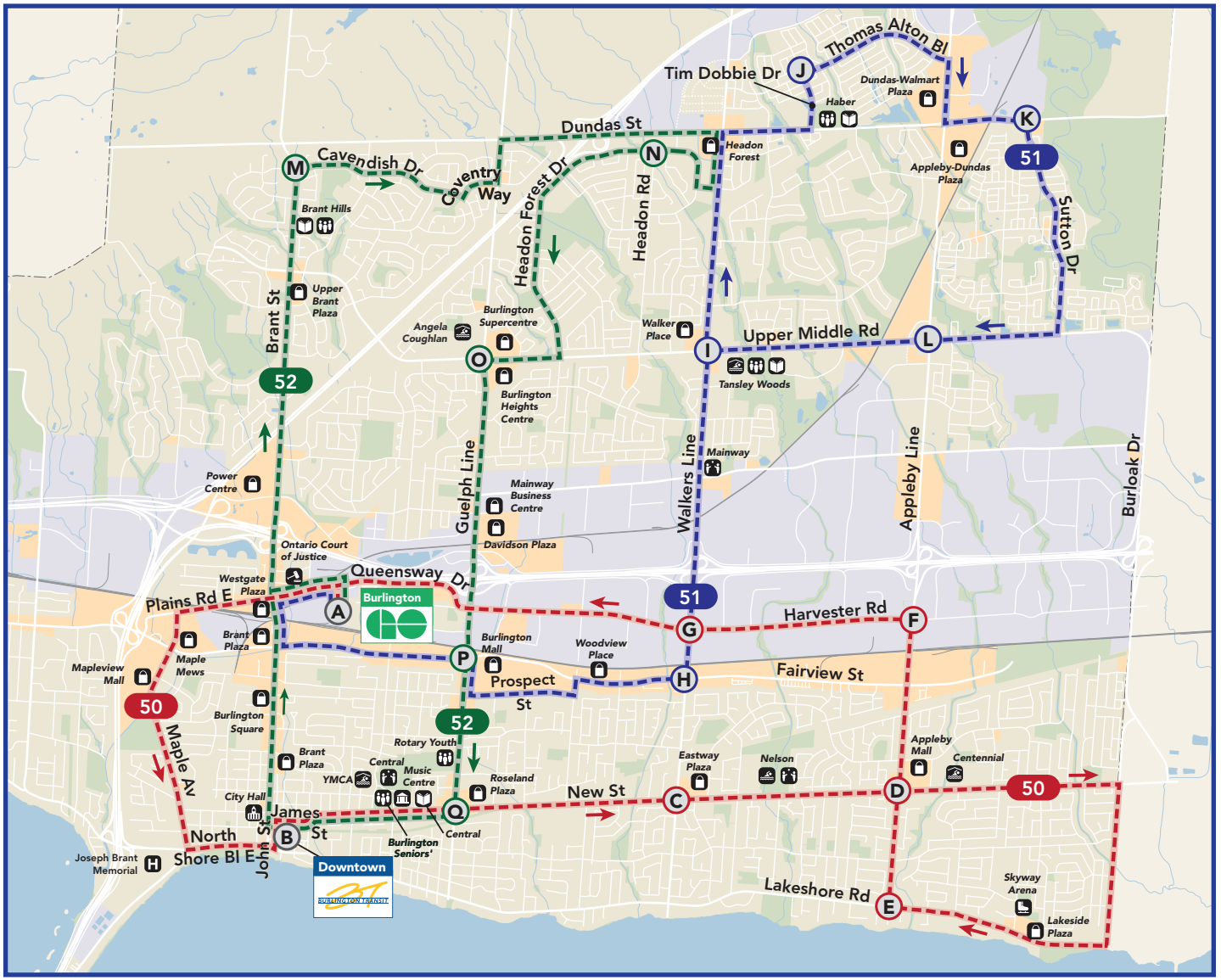
Burlington GO Station (Depart)	Downtown Burlington	Walkers Line & New St.	Appleby Line & New St.	Burloak Dr. & Lakeshore Rd.	Appleby Line & Harvester Rd.	Walkers Line & Harvester Rd.	Burlington GO Station (Arrive)
A	B	C	D	E	F	G	A
Monday to Saturday - Late Night Service							
10:55	**11:07**	**11:12**	**11:16**	**11:24**	**11:32**	**11:37**	**11:46**
11:55	12:07	12:12	12:16	12:24	12:32	12:37	12:46
12:55	1:07	1:12	1:16				

ROUTE 51 Burlington Northeast

Burlington GO Station (Depart)	Walkers Line & Fairview St.	Walkers Line & Upper Middle Rd.	Thomas Alton Bl. & Tim Dobbie	Dundas St. & Sutton Dr.	Appleby Line & Upper Middle	Walkers Line & Upper Middle	Burlington GO Station (Arrive)
A	H	I	J	K	L	I	A
Monday to Saturday - Late Night Service							
10:55	**11:01**	**11:09**	**11:14**	**11:19**	**11:24**	**11:30**	**11:45**
11:55	12:01	12:09	12:14	12:19	12:24	12:30	12:45
12:55	1:01	1:09	1:14	1:19	1:24	1:30	

ROUTE 52 Burlington Northwest

Burlington GO Station (Depart)	Brant St. & Cavendish Rd.	Headon Rd. & Headon Forest	Upper Middle & Guelph Line	Guelph Line & Fairview St.	Guelph Line & New St.	Downtown Burlington	Burlington GO Station (Arrive)
A	M	N	O	P	Q	B	A
Monday to Saturday - Late Night Service							
10:55	**11:05**	**11:15**	**11:22**	**11:30**	**11:34**	**11:37**	**11:45**
11:55	12:05	12:15	12:22	12:30	12:34	12:37	12:45
12:55	1:05	1:15	1:22				



All times are approximate and depend on traffic and other conditions. Please arrive at your stop at least 5 minutes prior.

Effective: March 5, 2017

ROUTE 300 Aldershot

to LaSalle Towers						to Seniors Centre					
Seniors Centre	Downtown Burlington	Joseph Brant Hospital	Mapleview Mall	Plains Rd. E & King Rd.	North Shore Blvd. & Lasalle Park Rd.	North Shore Blvd. & Lasalle Park Rd.	Plains Rd. E & King Rd.	Mapleview Mall	Joseph Brant Hospital	Downtown Burlington	Seniors Centre
A	B	C	D	E	F	F	E	D	C	B	A
Monday to Friday											
11:00	11:04	11:08	11:14	11:20	11:29	10:29	10:37	10:43	10:49	10:53	10:57
12:00	**12:04**	**12:08**	**12:14**	**12:20**	**12:29**	11:29	11:37	11:43	11:49	11:53	11:57
1:00	**1:04**	**1:08**	**1:14**	**1:20**	**1:29**	**12:29**	**12:37**	**12:43**	**12:49**	**12:53**	**12:57**
2:00	**2:04**	**2:08**	**2:14**	**2:20**	**2:29**	**1:29**	**1:37**	**1:43**	**1:49**	**1:53**	**1:57**

ROUTE 302 Tansley Woods

to Tansley Woods Community Centre				to Seniors Centre			
Seniors Centre	Burlington Mall	Upper Middle Rd & Super Centre	Tansley Woods Community Ctr.	Tansley Woods Community Ctr.	Upper Middle Rd & Super Centre	Burlington Mall	Seniors Centre
A	K	L	M	M	L	K	A
Monday to Friday							
11:00	11:06	11:16	11:28	10:28	10:40	10:50	10:56
12:00	**12:06**	**12:16**	**12:28**	11:28	11:40	11:50	11:56
1:00	**1:06**	**1:16**	**1:28**	**12:28**	**12:40**	**12:50**	**12:56**
2:00	**2:06**	**2:16**	**2:28**	**1:28**	**1:40**	**1:50**	**1:56**

ROUTE 301 Pinedale

to Lakeshore Place					to Seniors Centre				
Seniors Centre	New St. & Walkers Ln.	Appleby Village Mall	New St. & Hampton Heath Rd.	Lakeshore Place	Lakeshore Place	New St. & Hampton Heath Rd.	Appleby Village Mall	New St. & Walkers Ln.	Seniors Centre
A	G	H	I	J	J	I	H	G	A
Monday to Friday									
11:00	11:08	11:17	11:22	11:27	10:27	10:32	10:38	10:47	10:55
12:00	**12:08**	**12:17**	**12:22**	**12:27**	11:27	11:32	11:38	11:47	11:55
1:00	**1:08**	**1:17**	**1:22**	**1:27**	**12:27**	**12:32**	**12:38**	**12:47**	**12:55**
2:00	**2:08**	**2:17**	**2:22**	**2:27**	**1:27**	**1:32**	**1:38**	**1:47**	**1:55**

Community Connection

Serviced by smaller transit vehicles to bring passengers to the main entrance doors of popular destination spots in the city such as malls and community centres. An accessible service alternative that is offered mid-days, Monday through Friday (excluding holidays) during off-peak times.



APPENDIX C

Zoning By-Law 2020 Excerpts

2.25.4

The number of parking spaces required for permitted uses in all zones shall be in accordance with as follows, unless otherwise specified in the respective zones.

TABLE 1.2.6 OFF-STREET PARKING STANDARDS

USE	PARKING STANDARD
Detached Dwelling Semi-Detached Dwelling Duplex Dwelling Triplex Dwelling	**2 spaces per unit; one of which may be provided in an attached or detached garage** **Detached, Semi-Detached, Duplex and Triplex Dwelling on a parcel of tied land fronting onto a common element condominium road : 1.5 spaces per unit where 1 space shall be located on the parcel of tied land and .5 space per unit for visitor parking shall be located within the common element condominium block which contains the condominium roadway**
Street Townhouse Dwelling Street Triplex Dwelling Street Fourplex Dwelling	2 spaces per unit
Townhouse Dwelling Fourplex Dwelling Cluster Homes	2 occupant spaces per unit, 0.50 visitor spaces per unit

USE	PARKING STANDARD
Stacked Townhouse Dwellings Back to Back Townhouse Dwellings	Without exclusive use garage: 1.25 occupant spaces per one bedroom unit 1.50 occupant spaces per two bedroom unit 1.75 occupant spaces per three or more bedroom 0.35 visitor spaces per unit With exclusive use garage: 2.0 occupant spaces per unit, 0.35 visitor spaces per unit
Apartment Building	1.25 occupant spaces per one bedroom unit 1.50 occupant spaces per two bedroom unit 1.75 occupant spaces per three or more bedroom 0.35 visitor spaces per unit
Dwelling Units on the 2nd or 3rd floor of a 2 or 3 storey commercial building	1.25 spaces per unit
Adult Entertainment Establishment	1 space per 2 persons capacity
Allotment Garden	1 space per garden plot
Bank, Trust Company, Credit Union	6 spaces per 100 m^2 gross floor area
Bed & Breakfast Home Boarding House	1 space per guest room in addition to the parking requirement for a detached dwelling
Bowling Alley	4 spaces per alley
Cemetery	1 space per employee plus 1 per 4 seats chapel capacity
Community Institution	1 space per 4 persons capacity
Convent, Monastery	1 space per two beds

USE	PARKING STANDARD
Convention/Conference/Banquet Centre	10 spaces per 100 m^2 gross floor area
Correctional Facility	0.85 spaces per employee 0.25 visitor spaces per resident
Correctional Group Home	4 parking spaces
Day Care Centre	4 spaces per 100 m^2 gross floor area
Emergency Shelter	0.85 spaces per employee 0.25 visitor spaces per resident
Entertainment Establishment	1 space per 6 persons
Funeral Home, Mortuary, Crematorium	4 spaces per 100 m^2 gross floor area, 15 spaces minimum
Group Home	2 parking spaces
Home Based Business	None Required
Home Day Care	None Required
Hospital, Health Care Facility	0.65 spaces per patient bed
Hotel	1 space per guest room or suite
Industrial Uses	1 space per 100 m2 gross floor area
Kennel	1 space per employee plus 1 per 100 m^2 gross floor area
Library, Museum, Post Office	0.75 spaces per employee plus 1.5 spaces per 100 m^2 GFA
Lodge, Fraternity, Private Club	1 space per 4 persons capacity
Long Term Care Facility	0.85 spaces per employee, plus 0.25 spaces per bed
Movie Theater	1 space per 4 seats
Night Club, Dance Hall	1.1 spaces per 4 persons

USE	PARKING STANDARD
Office: Medical Other	6 spaces per 100 m^2 gross floor area 3.5 spaces per 100 m^2 gross floor area
Place of Assembly, Place of Worship,	6 spaces per 100 m^2 gross floor area
Recreational Establishment	1 space per 6 persons capacity
Retail Store	4 spaces per 100 m^2 gross floor area
Retail Centre	5.25 spaces per 100 m^2 gross floor area
Residential Social Service	0.85 spaces per employee 0.25 visitor spaces per resident
Restaurant: Fast Food Restaurant Standard Restaurant Patio	1 space per 4 persons capacity or 25 spaces per 100 m^2 GFA, whichever is greater. 1 space per 4 persons capacity 1 space per 4 persons capacity
Retirement Home	0.85 spaces per employee, plus 0.50 occupant spaces per unit, plus 0.25 visitor spaces per unit
School: Elementary Secondary Post Secondary Business, Commercial, Trade	 1.5 spaces per classroom 4 spaces per classroom 1 space per 3 students, faculty and staff 1 space per 3 students, faculty and staff
Service Commercial Uses	4 spaces per 100 m^2 gross floor area
Supermarket	10 spaces per 100 m^2 gross floor area

APPENDIX D

Burlington City-Wide Parking Standards Review
IBI Group Excerpts

and similarly, easy for developers to predict what would be required of their projects. Such codes also tend to be comprehensible to a broader audience since they directly reference the built form. Form-based codes are thus easier to understand, enforce, and represent graphically.

In terms of parking requirements, the minimum and/or maximum standards might be specifically defined for various building envelope or street section characterizations, but across broad land-use categories (such as those used in the SmartCode: residential, lodging, office, retail, civic, and other[10]). Given the nature of form-based standards, parking requirements would also likely include details related to their design. It would be very challenging, however, to integrate a form-based approach to parking standards within a traditional zoning by-law, as presently exists within the City of Burlington, and the resulting by-law would be quite complicated.

4.2 Defining a Parking Structure for Burlington

Burlington Zoning By-law 2020 currently uses a combination of general provisions (Generic Standards), area stratification, and some reduction factors. The structure for the updated standards will follow Burlington's existing structure, with some slight modifications, which are defined below. This structure is a hybrid structure which takes advantage of the benefits of the various structure types described in Section 4.1

4.2.1 Adjusting Existing Land Use Categories

One of the updates to the existing structure will include reconciling the existing land use categories. There are opportunities to introduce new categories, as well as opportunities to group separate categories into the same standard. The justification for these adjustments is based on results from the parking survey that was conducted as part of this study. The full list of categories and suggested changes can be found in Appendix E.

4.2.2 Updating the Area Stratification

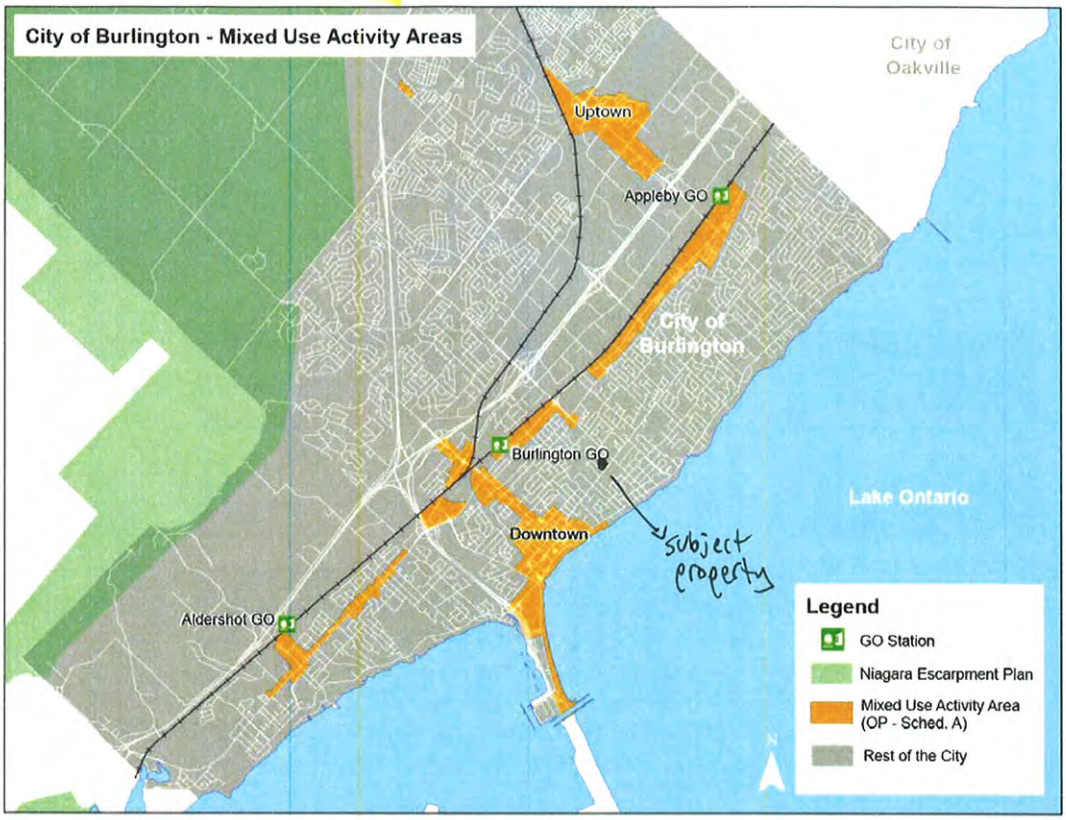
As identified in the Background Section of this report, there are several special planning areas in Burlington which have a different set of city building objectives. Burlington currently applies area specific standards in the Downtown Mixed Use Centre Zones, in Uptown Mixed Use Centre Zones, and in Mixed-Use Corridor Zones.

These reductions are somewhat inconsistent and there is an opportunity to apply them to a greater and more generic growth area.

The Mixed Use Activity Areas are a special policy area, which are identified in Schedule A of the Official Plan. These areas will undergo redevelopment which will profile a mixture of land uses, intensification, and a transit and pedestrian oriented urban form. The draft urban structure, which will be considered for inclusion in the update of the City's official plan includes an expansion of these areas and therefore should be considered as an update to the Mixed Use Activity areas for the purpose of area stratification of the parking standards. The existing Mixed Use Activity Areas are mapped in Exhibit 4.1. For the purpose of this document, the expanded Mixed Use Activity Area will be referred to "Intensification Areas."

[10] Duany, Sorlien, & Wright (2007) SmartCode Version 9.0.

Exhibit 4.1: Mixed Use Activity Areas



Intensification Areas

For the purpose of these parking standards, which were written prior to the new Official Plan, the term Intensification Areas is used. This area will be represented by all intensification related land uses that will be designated in the new official plan.

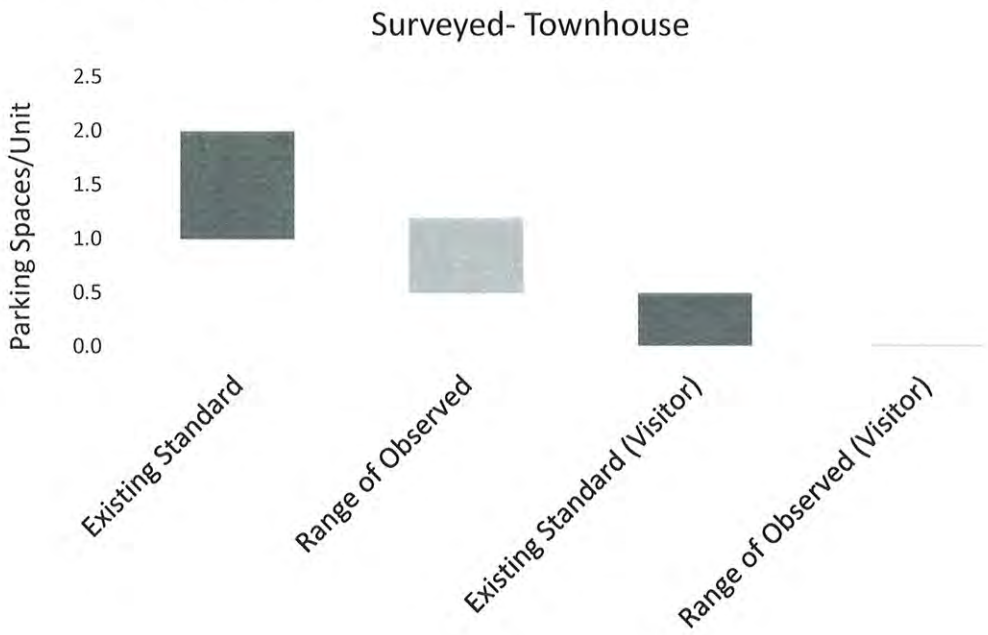
Other Areas

These "Other Areas" are areas that are not included in Intensification areas, for which parking standards not included in the Intensification Areas will be applied, and are referred to as Other Areas in the tables later in this document.

Downtown Exemption Area

The downtown exemption area should be maintained in the updated parking standards. This area is illustrated in Exhibit 4.2.

Exhibit 6.12: Observed Demand for Townhouse



Recommendations

It is recommended that any requirements for the Uptown Mixed Use Centre zone be applied to entirety of the Intensification Areas. Similar to the previous townhouse residential land uses, for the townhouse, Fourplex, and cluster homes, it is recommended to keep the by-law based on parking spaces per unit. It is also recommended to have a minimum and a maximum for the Intensification Areas, with the minimum having a lower rate than the Other Areas of Burlington. A summary is presented in Exhibit 6.13.

Exhibit 6.13: Recommendations – Townhouse, Fourplex, Cluster Homes (Spaces/Unit)

Land Use	Existing Rate	Max Observed Rate	ITE Average Demand	Intensification Areas		Burlington – Other Areas
				Maximum	Minimum	Minimum
Townhouse, fourplex, cluster homes	O: 1.0 - 2.0 V: 0 - 0.5	O: 1.2 V: 0.03	O: 1.28	O: 2.0 V: 0.25	O: 1.0 V: 0.20	O: 2.0 V: 0.25

*These recommendations are based on the assumption that a garage may be counted towards the supply and that space in a driveway that leads to a garage be counted as one space.

Note: V=Visitor, O=Occupant BR = Bedroom

6.1.7 Apartment Buildings

Zoning By-law Definition: Apartment buildings are defined as buildings consisting of more than four dwelling units, which units have a common entrance from the street level and where the occupants have the right to use in common, halls, stairs, yards and accessory buildings.

Parking Characteristics: Parking is provided off-street, in a surface, structure, or underground parking lot.

Existing Requirements

General provisions:

- 1.25 occupant space per one-bedroom unit
- 1.50 occupant spaces per two bedroom unit
- 1.75 occupant spaces per three-or more bedroom unit
- 0.35 visitor spaces/unit

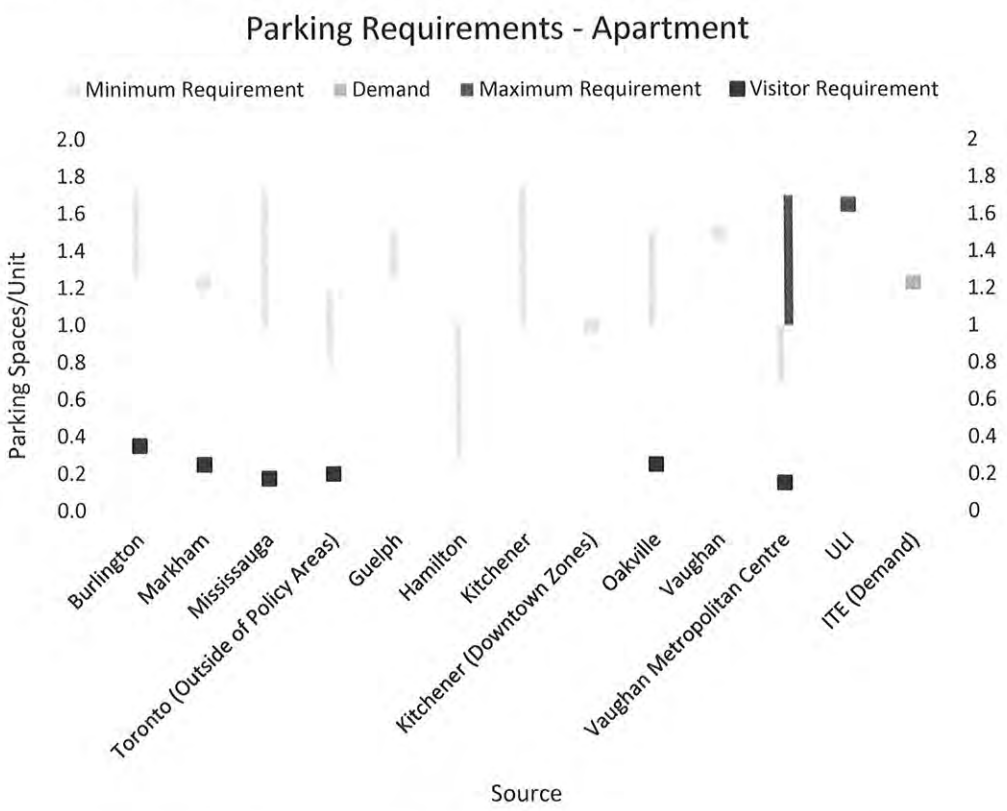
Downtown Mixed Use Centre Zones:

- 1.25 spaces/unit, no visitor requirements

Peer Review

The occupant parking requirements for apartment buildings in peer jurisdictions range from less than 0.5 spaces/unit to as many as 1.75 spaces/unit. The average demand observed by ITE was 1.21 spaces/unit. The parking requirements for visitor spaces in apartment buildings ranges from 0.25 visitor spaces/unit to 0 in some cases. The peer review is summarized in Exhibit 6.14.

Exhibit 6.14: Parking Requirements – Apartment



An additional comparison, broken down by bedroom for the various municipalities, is shown in Exhibit 6.15.

Exhibit 6.15: Minimum and Maximum Parking Requirements By Bedroom Size for Various Municipalities

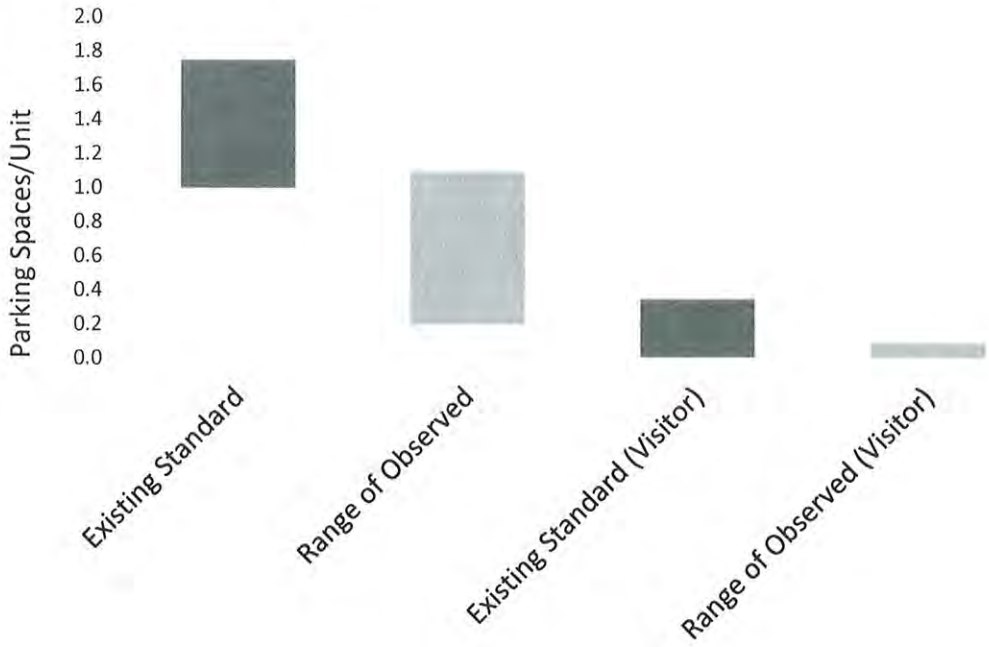
Source	Minimum and [Maximum] Parking Requirement (Spaces / Unit)				
	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom+	Visitor
Burlington	1.25	1.25	1.50	1.75	0.35
Markham	1.25	1.25	1.25	1.25	0.25
Mississauga	1.00	1.25	1.40	1.75	0.20
Toronto (Downtown PA1)	0.30 [0.40]	0.50 [0.70]	0.80 [1.20]	1.00 [1.50]	0.10
Toronto (Outside of Policy Areas)	0.80	0.90	1.00	1.20	0.20
Guelph	First 20 units: 1.5 spaces/unit Each unit in excess of 20: 1.25 spaces/unit				-
Hamilton	GFA < 50 m2: 0.30 Otherwise: 1.00				-
Kitchener	3-5 units total: 1 space/unit 6-12 units total: 1.5 spaces/unit 13-60 units total: 1.75 space/unit 61+ units total: 1.5 space/unit				6-60 units: 15% of req. parking 61+ units: 20% of req. parking
Kitchener (Downton Zones)	1.00	1.00	1.00	1.00	
Vaughan	1.50	1.50	1.50	1.50	0.25
Vaughan Metropolitan Centre	0.70 [1.00]	0.70 [1.00]	0.90 [1.30]	1.00 [1.70]	0.15

Exhibit 6.15 demonstrates the range of minimum and maximum rates for the various municipalities, some of which have rates for bachelor apartments as low as 0.30 spaces/unit and as high as 1.5 spaces per unit.

Observed Parking Demand

A total of 16 spot surveys were conducted at three different locations during the peak parking demand period (Weekdays between 20:00 and 23:00). The maximum observed parking demand from the spot surveys was 1.1 spaces/unit, with a maximum observed visitor demand of 0.1 spaces/unit. The observations are summarized in Exhibit 6.16.

Exhibit 6.16: Observed Demand for Apartments



Site Specific Review

An apartment building that included 18 parking spaces instead of the required 27 spaces was surveyed as part of the site specific review.

The maximum observed utilization of the site was 94%, which equates to a parking demand rate of 0.63 parking spots/unit. The site was not located adjacent quality public transit, it did not have a carshare, and had a walkscore of 37%, which suggests that it is not accommodating for active transportation or transit trips. It was, however, located adjacent to a public park, which had a large parking lot for use by park patrons. Overnight parking is not permitted at the park, but may have been used if there was any overflow during day time hours.

In cases where parking supply is reduced compared to the by-law requirement, it should be based on the condition that high quality public transit is provided adjacent the property, or that the property is accommodating to active transportation and is located in a walkable area. The presence of a community car share parking spot would also provide grounds for a parking reduction at an apartment. Further discussion around off-site parking opportunities is included in Section 9: Parking Management Strategies.

Recommendations

- Change the existing general provisions that are based on spaces/unit, and convert to space for certain bedroom units for Mixed Used Activity Areas;
- Establish a minimum of 1.0 spaces per unit in Intensification Areas, and a maximum of 1.5 spaces per unit in these areas;
- Reduce the existing general provisions by 0.25 spaces/unit for each bedroom category for Other Areas of Burlington;

- Apply a visitor parking requirement of 0.25 spaces/unit in Intensification Areas, and 0.25 spaces/unit in Other Areas, but maintain that visitor parking can be shared with other uses in Intensification Areas, due to the differing peak periods of demand; and
- Provide 1.0 parking spaces that is designated for maintenance vehicles that are servicing the site for every 75 units. Service vehicles must obtain a visitor (service vehicle) parking permit. These spaces should also be the same dimensions as an accessible parking space to allow for unloading and loading of equipment and to accommodate the larger service vehicles.

A summary of the recommendations is provided in Exhibit 6.17.

Exhibit 6.17: Recommendations – Apartment Building (spaces/nits)

Land Use	Existing Rate (Spaces/Unit)	Max Observed Rate	ITE Average Demand	Intensification Areas		Burlington – Other Areas
				Maximum	Minimum	Minimum
Apartment	1 BR: 1.25 2 BR: 1.50 3 BR: 1.75 O: downtown is 1.25 V: 0 - 0.35	O: 1.1 V: 0.1	O: 1.2	O (all): 1.5 V: 0.25	O (all): 1.0 V: 0.25	Bachelor / 1 BR: 1.0 2 BR: 1.25 3 BR: 1.50 V: 0.20
In addition to the required parking supply noted above, 1.0 parking space for every 75 units should also be added to the supply and reserved as "maintenance vehicle parking." These spaces should only be available to the vehicles of building maintenance crews. In cases where visitor permits can be obtained, service parking permits should also be issued under the condition that works need to be completed in the building.						

Note: V=Visitor, O=Occupant BR = Bedroom

6.1.8 Long term care facility

Zoning By-law Definition: A long term care facility is a residence which provides care to meet the physical, emotional, social, spiritual and personal needs of persons.

Parking Characteristics: Parking is provided off-street, in a surface or underground parking lot.

Existing Requirements

0.85 spaces per employee, plus 0.25 spaces/bed.

Peer Review

Peer jurisdictions primarily use number of beds as the metric for parking requirements for long-term care facilities. It is therefore difficult to directly compare Burlington to its peers. The peer summary in Exhibit 6.18 only includes comparisons to municipalities that use a spaces/bed measuring rate. Based on a spaces/bed metric, peers tend to range around 0.3-0.35 spaces/bed. The demand observed by ITE was 0.35 spaces/bed.

6.1.9 Retirement Home

Zoning By-law Definition: A retirement home is a residential facility or part thereof which may be a rest home but does not include a nursing home, home for the aged, or group home, in which, for hire or gain, lodging is supplied in at least 10 retirement dwelling units

Parking Characteristics: Parking is provided off-street, in a surface or underground parking lot.

Existing Requirements

0.85 spaces per employee, plus 0.5 occupant spaces per unit, plus 0.25 visitor spaces per unit

Peer Review

Retirement homes in peer jurisdictions are often use a common measuring unit of number of spaces/unit. Only the jurisdictions that use the parking spaces/unit were included in the peer review in Exhibit 6.21.

Exhibit 6.21: Parking Requirements – Retirement Home

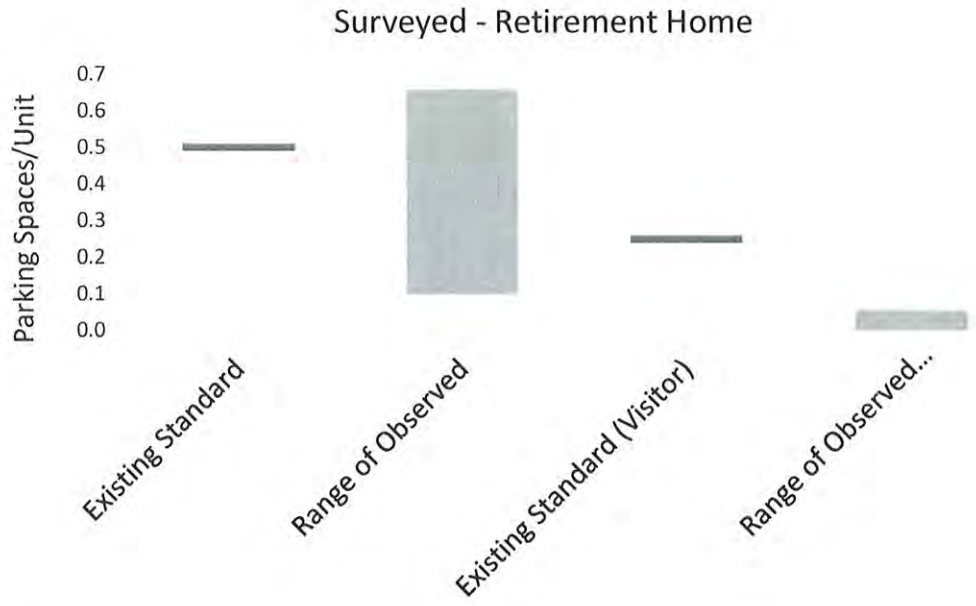


Observed Parking Demand

A total of 19 spot surveys were conducted at three different locations during the peak parking demand period (Weekdays between 20:00 and 23:00).

The surveyed parking demand for retirement homes ranged from 0.10 to 0.56 parking spaces/unit and the visitor demand ranged from 0 to 0.06 spaces/unit. Note that the graph, presented in Exhibit 6.22, doesn't show the employee parking requirement (measured in spaces/employee).

Exhibit 6.22: Observed Demand for Retirement Home



NOTE: graph doesn't show the employee parking requirement (measured in spaces/employee)

Recommendations

It is recommended that the standard be measured in spaces/unit for similar reasons noted in the long term care facility recommendations. In Other Areas of Burlington, the standard should require 0.60 spaces/unit and 0.25 visitor spaces/unit to satisfy the surveyed demand, and to be comparable to the peer review findings. However, a lower standard should be provided in Intensification Areas. A summary is provided in Exhibit 6.23.

.

Similar to the recommendation for apartments, additional parking should be set aside for service vehicles. While these spaces would be dedicated strictly for building maintenance vehicles at apartments, additional spaces should be provided at retirement homes to allow for other types of service vehicles, such as cleaning and health care services given the higher prevalence of these service in retirement homes. It is recommended that 1.0 parking space for every 50 units be added to the parking supply that are designated for service vehicles. Service vehicles must obtain a visitor (service vehicle) parking permit.

Exhibit 6.23: Recommendations – Retirement Home (spaces/unit)

Land Use	Max Observed Rate	ITE Average Demand	Intensification Areas		Burlington – Other Areas
			Maximum	Minimum	Minimum
Retirement Home	O/E: 0.56 V: 0.06	O/E: 0.41	No max	O/E: 0.50 V: 0.20	O/E: 0.60 V: 0.25
In addition to the required parking supply noted above, 1.0 parking space for every 50 units should also be added to the supply and reserved as "service vehicle parking." These spaces should only be available to the vehicles of building maintenance crews and other service workers, such as cleaning or health care services. In cases where visitor permits can be obtained, service parking permits should also be issued under the condition that works need to be completed in the building.					

Note: V=Visitor, O/E=Occupant or Employee

6.1.10 Dwelling Units above Commercial Buildings

Zoning By-law Definition: Dwelling units above commercial buildings are defined as a self-contained room or suite of rooms located in a building or structure (in this case, a commercial building).

Parking Characteristics: Parking is provided off-street, in a surface or underground parking lot.

Existing requirements

1.25 spaces/unit

Peer Review

No peer review was conducted for this land use, due to the lack of available data.

Observed Parking Demand

No surveys were conducted for this land use

Recommendations

It is recommended that the existing minimum of 1.25 spaces/unit be maintained for all areas and that a maximum rate of 1.5 spaces/unit be introduced in Intensification Areas. This is summarized in Exhibit 6.24.

Exhibit 6.24: Recommendations – Dwelling Units above Commercial Buildings (spaces/unit)

Land Use	Existing Rate	Max Observed Rate	Peer Comparison	Intensification Areas		Burlington – Other Areas
				Maximum	Minimum	Minimum
Dwelling Units above Commercial Buildings	1.25	N/A	N/A	1.5	1.25	1.25

APPENDIX E

Parking Survey Data

ONTARIO TRAFFIC INC - PARKING SURVEY

Location: Chartwell Christopher Terrace Retirement Residence (3131 New Street, Burlington)

Friday, December 01, 2017						
			Occupant		Visitor	
			25		2	
Time			Occupied	Available	Occupied	Available
02:00	to	02:15	4	21	1	1
02:15	to	02:30	4	21	1	1
02:30	to	02:45	4	21	1	1
02:45	to	03:00	4	21	1	1
03:00	to	03:15	4	21	1	1
03:15	to	03:30	4	21	1	1
03:30	to	03:45	4	21	1	1
03:45	to	04:00	4	21	1	1
04:00	to	04:15	4	21	1	1
04:15	to	04:30	4	21	1	1
04:30	to	04:45	4	21	1	1
04:45	to	05:00	4	21	1	1

Friday, December 01, 2017						
			Occupant		Visitor	
			25		2	
Time			Occupied	Available	Occupied	Available
18:00	to	18:15	8	17	2	0
18:15	to	18:30	8	17	2	0
18:30	to	18:45	9	16	2	0
18:45	to	19:00	7	18	1	1
19:00	to	19:15	6	19	1	1
19:15	to	19:30	7	18	1	1
19:30	to	19:45	7	18	1	1
19:45	to	20:00	6	19	1	1
20:00	to	20:15	5	20	2	0
20:15	to	20:30	6	19	2	0
20:30	to	20:45	5	20	2	0
20:45	to	21:00	5	20	1	1
21:00	to	21:15	6	19	1	1
21:15	to	21:30	5	20	1	1
21:30	to	21:45	5	20	1	1
21:45	to	22:00	5	20	1	1

Saturday, December 02, 2017						
			Occupant		Visitor	
			25		2	
Time			Occupied	Available	Occupied	Available
14:00	to	14:15	12	13	2	0
14:15	to	14:30	13	12	2	0
14:30	to	14:45	13	12	2	0
14:45	to	15:00	14	11	2	0
15:00	to	15:15	15	10	2	0
15:15	to	15:30	12	13	2	0
15:30	to	15:45	11	14	2	0
15:45	to	16:00	12	13	2	0
16:00	to	16:15	12	13	2	0
16:15	to	16:30	10	15	2	0
16:30	to	16:45	9	16	1	1
16:45	to	17:00	8	17	1	1
17:00	to	17:15	8	17	0	2
17:15	to	17:30	8	17	1	1
17:30	to	17:45	8	17	0	2
17:45	to	18:00	9	16	0	2
18:00	to	18:15	8	17	1	1
18:15	to	18:30	8	17	1	1
18:30	to	18:45	7	18	1	1
18:45	to	19:00	7	18	0	2
19:00	to	19:15	7	18	0	2
19:15	to	19:30	8	17	0	2
19:30	to	19:45	7	18	0	2
19:45	to	20:00	6	19	0	2
20:00	to	20:15	6	19	0	2
20:15	to	20:30	6	19	0	2
20:30	to	20:45	6	19	0	2
20:45	to	21:00	6	19	0	2
21:00	to	21:15	5	20	0	2
21:15	to	21:30	6	19	0	2
21:30	to	21:45	5	20	0	2
21:45	to	22:00	5	20	0	2

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

APPENDIX F

TTS Data

Fri Nov 17 2017 15:16:44 GMT-0500 (Eastern Standard Time) - Run Time: 312ms

Cross Tabulation Query Form - Household - 2011

Row: No. of vehicles in household - n_vehicle
Column: Type of dwelling unit - dwell_type

Filters:
(2006 GTA zone of household - gta06_hhld In 4061)

Household 2011
Table:

	House	Apartment	Townhouse		
0	0	142	0	apartment vehicles	624
1	313	514	63	apartment units	700
2	339	22	15		
3	64	22	0	Vehicles per unit	0.89
4	20	0	0		

Thu Nov 16 2017 12:56:11 GMT-0500 (Eastern Standard Time) - Run Time: 2766ms

Cross Tabulation Query Form - Trip - 2011

Row: 2006 GTA zone of destination - gta06_dest
Column: Primary travel mode of trip - mode_prime

Filters:
(2006 GTA zone of origin - gta06_orig In 4061
and
Start time of trip - start_time In 600-900)

Trip 2011
Table:

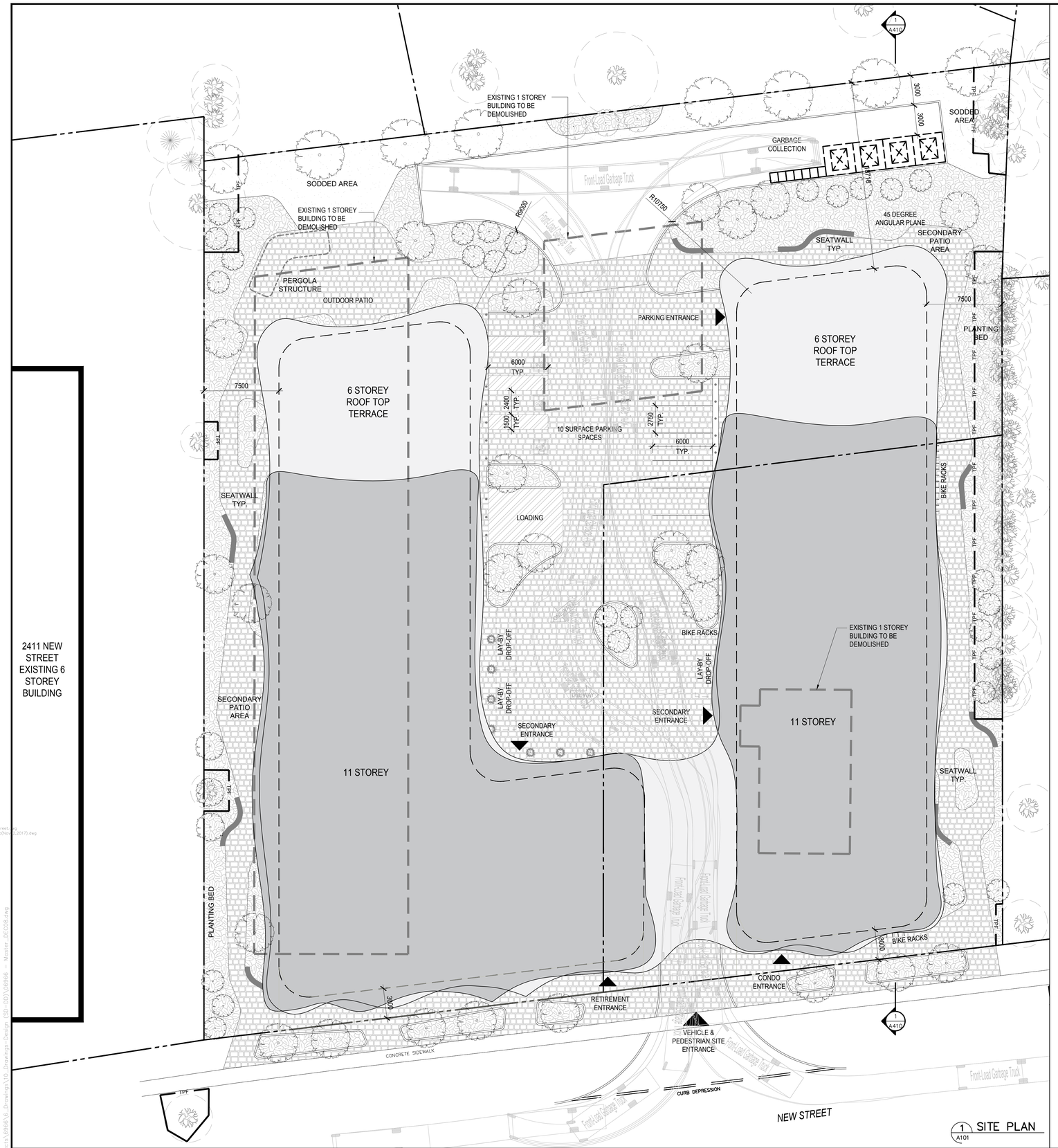
	Transit excluding GO rail	Cycle	Auto driver	GO rail only	Joint GO rail and local transit	Auto passenger	School bus	Walk
64	0	0	0	23	0	0	0	0
66	0	0	0	30	0	0	0	0
69	0	0	0	0	20	0	0	0
2367	0	0	0	0	0	30	0	0
3325	23	0	0	0	0	0	0	0
3612	0	0	23	0	0	0	0	0
3613	0	0	20	0	0	0	0	0
3642	0	0	43	0	0	0	0	0
3674	0	0	23	0	0	0	0	0
3701	0	0	23	0	0	0	0	0
3703	0	0	15	0	0	0	0	0
3721	0	0	23	0	0	0	0	0
4008	0	0	20	0	0	0	0	0
4015	0	0	23	0	0	0	0	0
4023	0	0	23	0	0	0	0	0
4039	0	0	20	0	0	0	0	0
4054	0	0	15	0	0	0	0	0
4056	0	0	23	0	0	0	0	0
4057	23	0	23	0	0	0	0	0
4059	0	0	70	0	0	65	22	43
4060	0	0	43	0	0	0	0	0
4061	0	15	148	0	0	0	0	0
4062	0	0	67	0	0	23	0	0
4063	0	0	55	0	0	15	0	30
4064	0	0	111	0	0	95	0	0
4065	29	0	0	0	0	0	0	0
4067	0	0	20	0	0	0	0	0
4068	0	0	13	0	0	0	0	0
4069	0	0	49	0	0	0	0	0
4071	0	0	15	0	0	15	0	0
4077	23	0	0	0	0	0	0	0
4078	0	0	13	0	0	15	0	0
4080	0	0	0	0	0	0	22	0
4081	0	0	45	0	0	0	0	0
4082	23	0	45	0	0	0	0	0
4083	0	0	23	0	0	0	0	0
4113	0	0	23	0	0	0	0	0
4124	0	0	0	0	0	54	0	0
4180	0	0	20	0	0	0	0	0
5142	0	0	0	0	0	30	0	0
5197	0	0	20	0	0	0	0	0
5212	0	0	16	0	0	0	0	0
6014	0	0	30	0	0	0	0	0
8904	0	0	26	0	0	0	0	0
	121	15	1169	53	20	342	44	73

Transit	194	11%
Cycle	15	1%
Walk	73	4%
Auto Driver	1169	65%
Auto Passenger	342	19%
	1793	

FIGURES

Figure 1: Site Plan

Figure 2: Site Location



1 SITE PLAN
A101

1. SITE AREA:

DESCRIPTION	AREA (m2)
SITE AREA	7,032.1 m2
DENSITY (FAR)	4.05

2. UNIT COUNTS

FLOORS	RETIREMENT					CONDO (RESIDENTIAL)			
	MEMORY	STUDIO	1 BEDROOM	2 BEDROOM	TOTAL RETIREMENT	STUDIO	1 BEDROOM	2 BEDROOM	TOTAL RESIDENTIAL
LEVEL 2		3	16	4	23	-	11	6	17
LEVEL 3		3	16	4	23	-	11	6	17
LEVEL 4		3	16	4	23	-	11	6	17
LEVEL 5		3	16	4	23	-	11	6	17
LEVEL 6		3	16	4	23	-	13	6	19
LEVEL 7 MEMORY CARE	32	-	-	-	32	-	-	-	-
LEVEL 8		3	14	2	19	-	10	3	13
LEVEL 9		3	14	2	19	-	10	3	13
LEVEL 10		3	14	2	19	-	10	3	13
LEVEL 11		3	14	2	19	-	10	3	13
TOTAL UNITS	32	27	136	28	223	-	97	42	139

TOTAL RETIREMENT & RESIDENTIAL UNITS (223 + 139) = 362 UNITS

3. BUILDING AREA (m2)

FLOORS	RETIREMENT	CONDO (RESIDENTIAL)	TOTAL AREA
	m2	m2	m2
LEVEL P2			6,063
LEVEL P1			6,063
SUBTOTAL BELOW GRADE			12,126
GROUND (AMENITY)	1,590	1,250	2,840
LEVEL 2	1,590	1,250	2,840
LEVEL 3	1,590	1,250	2,840
LEVEL 4	1,590	1,250	2,840
LEVEL 5	1,590	1,250	2,840
LEVEL 6	1,590	1,374	2,964
LEVEL 7 (MEMORY CARE)	2,374		2,374
LEVEL 8	1,286	951	2,237
LEVEL 9	1,286	951	2,237
LEVEL 10	1,286	951	2,237
LEVEL 11	1,286	951	2,237
SUBTOTAL ABOVE GRADE	17,058	11,428	28,486
TOTAL ABOVE & BELOW GRADE			40,612

4a. AMENITY REQUIREMENT

AMENITY REQUIREMENT**		AREA (m2)
CONDO (20sm/UNIT)	139 X 20sm	2,780
RETIREMENT HOUSING (20sm/UNIT)	223 X 20sm	4,460
TOTAL AMENITY REQUIRED		7,240

**AS PER THE CITY OF BURLINGTON ZONE REQUIREMENTS FOR CN1 ZONE, AMENITY AREA = 20 sm PER UNIT

4b. AMENITY AREA PROVIDED

AMENITY PROVIDED	INDOOR AREA (sm)	OUTDOOR AREA (sm)
CONDO (RESIDENTIAL)		
GROUND	1,037	1085
LEVEL 7 (Memory Care)	-	298
LEVEL 8	-	136
TOTAL CONDO AMENITY	1,037	1,519
GROUND	1,511	1,230
LEVEL 7 (Memory Care)	917	306
TOTAL RETIREMENT AMENITY	2,428	1,536
TOTAL RETIREMENT & CONDO AMENITY	3,465	3,055

IN PROGRESS

5a. PARKING REQUIREMENTS

	UNIT BREAKDOWN		RATE	TOTAL PARKING REQUIREMENT
CONDO (RESIDENTIAL)	1 BEDROOM	97	1.25/unit	121
	2 BEDROOM	42	1.50/unit	63
	VISITOR	139	0.35/unit	49
TOTAL CONDO REQUIREMENT				233
RETIREMENT HOUSING	OCCUPANT SPACES (studio, 1bedroom & 2 bedroom)	191	0.50/unit	95
	MEMORY CARE	32	0.25/unit	8
	VISITOR	191	0.25/unit	48
TOTAL RETIREMENT REQUIREMENT				151
TOTAL SITE REQUIREMENT (CONDO & RETIREMENT HOUSING)				384

5b. PARKING PROVIDED

FLOORS	
LEVEL P2	158
LEVEL P1	151
SUBTOTAL BELOW GRADE	309
GROUND	10 (INCLUDES 4 ACCESSIBLE SPACES)
SUBTOTAL ABOVE GRADE	10
TOTAL BELOW & ABOVE GRADE	319

2 STATISTICS
A101

ISSUES/REVISIONS		
Item	Description	Date
A	ISSUED FOR REZONING APPLICATION	2017.12.15

Check and verify all dimensions and report any discrepancies to the Consultant whose seal is affixed to this drawing. This drawing is not to be scaled for the purpose of verifying dimensions.

This drawing shall not be used for construction purposes until signed and dated in the space below by the above mentioned Consultant.

Issued For Construction — Date

ONTARIO ASSOCIATION OF ARCHITECTS — NICOLA CASCIATO — LICENCE 6443

WZMH ARCHITECTS
95 St. Clair Av W
Suite 1501
Toronto, Ontario
Canada M4V 1N6
T 416.961.4111
F 416.961.3776

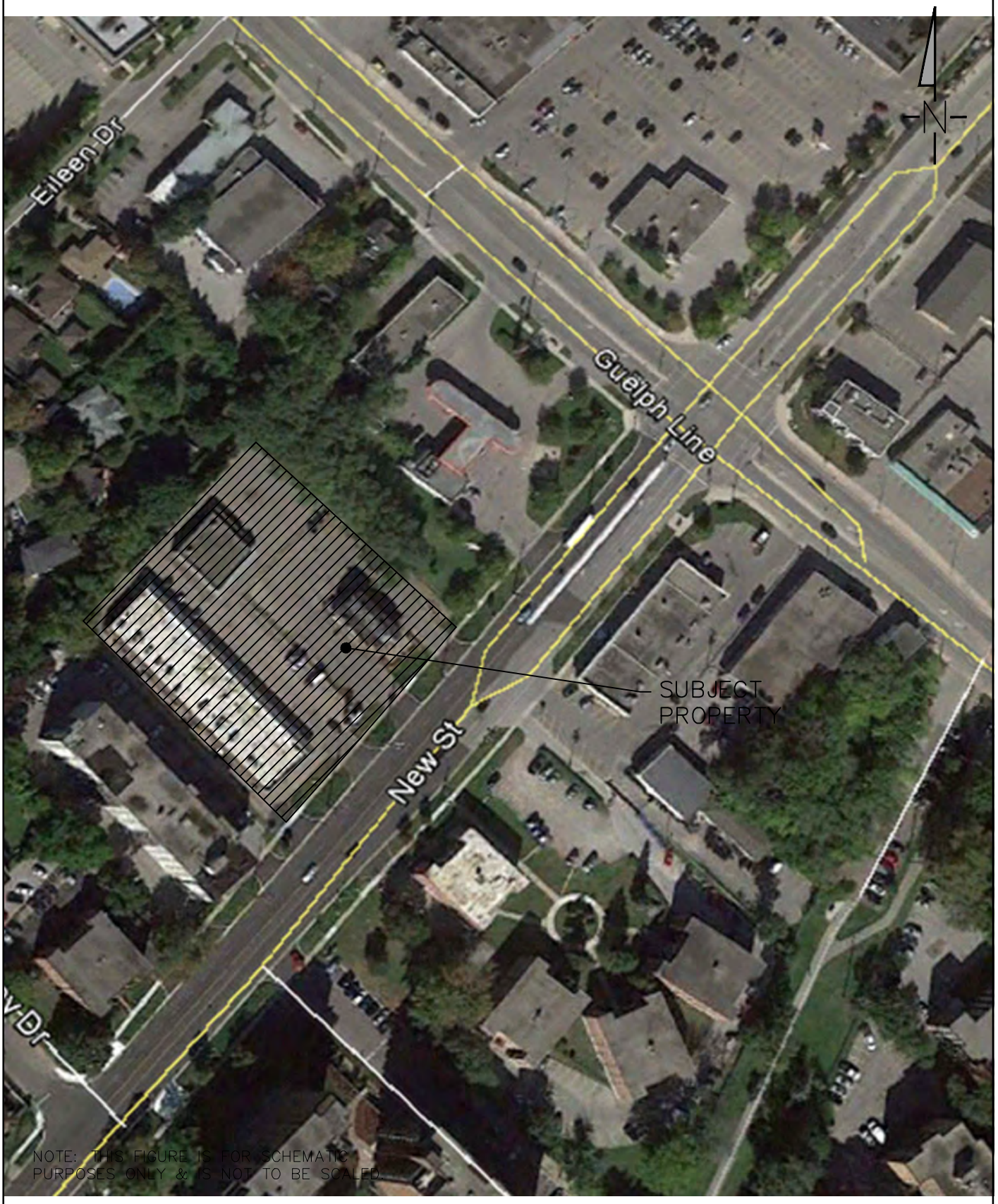
Key Plan

2421&2431 New Street, Burlington, Ontario

Sheet Title: SITE PLAN & STATISTICS
Scale: 1:150
Project Number: 06966.000
Drawing Number: A–101

XRefs:
XAcitTB.DWG
x:\Survey_NewStreet.dwg
17-218TP01-Exp(Nov 2,2017).dwg
NICOLA.dwg

Plot Time: Dec 12, 2017 - 10:14am
Drawing Name: \\wzmh\Projects\06966\6_Drawings\10_Drawings-Design (SD-DD)\06966 - Master_SEC08.dwg



Legend	Project	
	2421 & 2431 NEW STREET	CROZIER & ASSOCIATES Consulting Engineers
	Drawing	The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.cfcrozier.ca info@cfcrozier.ca
	SITE LOCATION	

Drawn By	Design By	Project
D.L.	D.L.	1473-4780
Scale	**Date**	**Check By**
N.T.S.	DEC. 12, 2017	M.L.
Drawing		
FIG. 2		