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796060 Grey Road 19

PARKING JUSTIFICATION STUDY

2483302 Ontario Inc.

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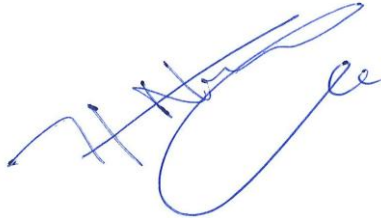
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Issue	Date	Description
1	February 3, 2026	Final Report

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1 Introduction

Tatham Engineering Limited has been retained by 2483302 Ontario Inc. to prepare a Parking Justification Study in support of an Official Plan Amendment for the proposed development to be located at 796060 Grey Road 19 in the Town of The Blue Mountains, Grey County. The location of the subject site is illustrated in Figure 1.

1.1 REPORT OBJECTIVE

This study has been prepared to establish the parking needs for the proposed development and provide justification for the proposed parking supply. In this regard, the study has considered the current parking regulations for the Town of The Blue Mountains, standards adopted by other municipalities, parking survey data collected at proxy sites, empirical parking demand data and methodologies employed in establishing parking demand.

1.2 REPORT FORMAT

The study report is structured as follows:

- Chapter 1: introduction and study objective
- Chapter 2: proposed development and associated details including land use and parking supply
- Chapter 3: review of Town requirements, rates adopted in other municipalities, empirical parking data and parking survey data
- Chapter 4: an assessment of the proposed parking supply in context of the anticipated demand
- Chapter 5: summary of the report and key findings



2 Proposed Development

2.1 SITE LOCATION

As previously noted and illustrated in Figure 1, the subject site is located at 796060 Grey Road 19 in the Town of The Blue Mountains.

2.2 DEVELOPMENT DETAILS

The proposed development will consist of 8 apartment buildings containing a total of 603 rental apartment units (67 3-bedroom, 268 2-bedroom, 268 1-bedroom) and approximately 524 m² (5,640 ft²) of ground-floor commercial space. A breakdown by building is provided below:

- Building A – 3 storeys, 45 units and 524 m² of commercial space;
- Building B – 5 storeys, 90 units;
- Buildings C and D – 3 storeys, 54 units each; and
- Buildings E through H – 5 storeys, 90 units each.

A concept plan is provided in Figure 2.

For the purpose of this study, the development has been considered as providing market rental apartment units.

2.3 PARKING SUPPLY

As per the site plan, a parking supply of 712 parking spaces is proposed, including 24 accessible spaces.



3 Parking Review

To establish an appropriate parking supply for this site, a review was conducted of the following:

- parking requirements as per the *Town of The Blue Mountains Zoning Bylaw 2018-65*;
- residential parking standards adopted by other municipalities;
- parking demands per the *ITE Parking Generation Manual, 6th Edition*;
- parking surveys results conducted at various residential developments; and
- *Transportation Tomorrow Survey* data regarding vehicle ownership.

3.1 MUNICIPAL PARKING STANDARDS

3.1.1 Town of The Blue Mountains

For the residential units, the *Town of the Blue Mountain's Zoning bylaw 2018-65* requires the following:

- 1.25 parking spaces per 1-bedroom unit;
- 1.75 parking spaces per 2-bedroom unit;
- 2.25 parking spaces per 3-bedroom unit or larger; and
- 0.25 parking spaces per dwelling unit for visitor parking.

For commercial units, the Town's by-law requires 1 space per 30 m² of commercial GFA. As the use of the proposed ground floor commercial space is not known at this time, the commercial parking rate for "*other uses not listed*" has been applied.

A summary of the parking requirements for the development is provided in Table 1, considering the parking rates noted above and the development details provided in Section 2.2. Based on the Town's requirements, the site is required to provide 1,107 spaces to support the residential units and 18 spaces to support the proposed commercial units, for a total parking supply of 1,125 spaces.

As previously noted, a parking supply of 712 spaces is proposed resulting in a shortfall of 413 spaces when considering the Town's requirements.



Table 1: Parking Requirements – 796060 Grey Road 19

LAND USE	UNITS / GFA	PARKING RATE	TOTAL
Residential Uses			1,107 spaces
1-bedroom	268	1.25	335
2-bedroom	267	1.75	468
3-bedroom	68	2.25	153
visitor parking	603	0.25	151
Commercial Use			18 spaces
Ground floor commercial	524 m ²	1/30m ²	18
Total Required			1,125 spaces
Total Proposed			712 spaces
Net			-413 spaces

3.1.2 Other Municipalities

Parking standards adopted by other municipalities for the apartment building land-use (or similar) are summarized in Table 2. As indicated:

- the base parking requirements (i.e. without visitor requirements) range from 0.5 to 2.25, with 1.0 (7 municipalities) and 1.5 (6 municipalities) the most common;
- the visitor parking rates range from 0 (or unspecified) to 0.375 spaces per unit, with 0.25 spaces per unit most common; and.
- the total parking requirements range from 0.75 to 2.5 spaces per unit, with 1.25 most common.

In jurisdictions where a designated visitor parking requirement is not specified, the visitor parking supply provided is at the discretion of the developer and is included in the base rate.

Unlike the Town of The Blue Mountains, the noted municipalities do not differentiate parking requirements based on the number of bedrooms within the residential unit.



Table 2: Parking rates by Municipality - Apartment

MUNICIPALITY	PARKING RATES		
	BASE	VISITOR	TOTAL
Blue Mountains, Town of	1.25 to 2.25	0.25	1.50 to 2.50
Barrie, City of	1.5	not specified	1.5
Bradford, Town of	1.5	0.25	1.75
Brockton, Municipality of	1.0	0.25	1.25
Cambridge, City of	1.0	0.25	1.25
Collingwood, Town of	0.50	0.25	0.75
Cornwall, City of	0.75	0.25 (to max of 30)	1.0
East Gwillimbury, Town of	1.0	0.25	1.25
Guelph, City of	1.0	0.25	1.25
Gravenhurst, Town of	1.0	0.25	1.25
Huntsville, Town of	1.5	not specified	1.5
Innisfil, Town of	1.25 to 1.5	0.25	1.5 to 1.75
Kitchener, City of	1.0	not specified	1.0
London, City of	1.0 to 1.25	not specified	1.0 to 1.25
Midland, Town of	1.125 (75%)	0.375 (25%)	1.5
North Bay, City of	1.2	0.3	1.5
North Perth, Municipality of	1.5	not specified	1.5
Orillia, City of	1.125 (75%)	0.375 (25%)	1.5
Owen Sound, City of	1.25	not specified	1.25
Parry Sound, Town of	1.25	not specified	1.25
Penetanguishene, Town of	1.5	0.25	1.75
Shelburne, Town of	1.0	not specified	1.0
Wasaga Beach	1.75	not specified	1.75



3.2 ITE PARKING GENERATION MANUAL

The Institute of Transportation Engineering (ITE) *Parking Generation Manual, 6th Edition* provides parking supply and demand data for several residential land uses. Recognizing that the proposed development will be comprised of a mix of 1, 2, and 3-bedroom units, parking demand data for the following land-uses has been reviewed:

- *multifamily housing - 1 bedroom* (ITE code 217); and
- *multifamily housing - 2+ bedrooms* (ITE code 221).

Given the location of the site, the ITE data for sites located in a general urban/suburban area with no nearby rail transit has been considered. The ITE parking data is summarized in Table 3 for the multifamily 1 bedroom and 2+ bedrooms land-uses. As the ITE data does not distinguish between resident and visitor parking demand, the demand data provided is considered inclusive of visitor parking demand.

Table 3: ITE Parking Generation - Multifamily Housing

PARKING STATISTIC	MULTI-FAMILY HOUSING (1 BR) PARKING RATES	MULTI-FAMILY HOUSING (2+ BR) PARKING RATES
Average Parking Supply	1.35 spaces per unit	1.70 spaces per unit
Average Parking Demand	0.93	1.23
Peak Parking Demand Range	0.67 to 1.38	0.39 to 1.75
Parking Demand - Fitted Curve Equation ¹	$P = 0.88(X) + 1.19$ ($R^2 = 0.93$)	$P = 1.32(X) - 19.46$ ($R^2 = 0.96$)

¹ fitted curve equation where P = number of parked cars and X = number of dwelling units

As noted, the ITE data for the *multifamily housing - 1 bedroom* has an average peak parking demand of 0.93 spaces per unit and a peak demand range of 0.67 to 1.38 spaces per unit; whereas the data for the *multifamily housing - 2+ bedrooms* indicates an average peak parking demand of 1.23 spaces per unit with a peak demand range of 0.39 to 1.75 spaces per unit. Again, the ITE demand is inclusive of visitor parking demand.

In addition to parking supply and demand statistics provided in Table 3, the *Parking Generation Manual* also includes fitted curve equations for the noted land uses that have been derived from graphical representations of the parking demand data. These equations can be used to estimate parking demand and can be applied when the Coefficient of Determination (R^2) is greater than 0.50. The R^2 value is a statistical measure that illustrates the relationship between an independent variable (in this case dwelling units) and dependent variable (parked cars). For example, an R^2 value of 0.75 indicates that 75% of the variance in the number of parked cars is accounted for by



the variance in the number of dwelling units. With respect to the land uses considered, the R^2 values of 0.93 and 0.96 suggest that the number of dwelling units is a good indicator of parking demand based on ITE's data set.

3.3 PARKING SURVEYS

As part of parking justification studies for other residential developments in the City of Barrie, City of Orillia and Town of Collingwood completed over the past several years, Tatham Engineering conducted parking surveys at a number of residential apartment/condominium buildings. A portion of the surveys conducted focused on general parking demand, whereas others focused specifically on visitor parking demand.

The surveys that observed general demand did not distinguish between resident parking and visitor parking; rather, the goal of these surveys was to simply identify the parking demand generated by the surveyed sites. For sites where the surveys focused solely on visitor parking, these were sites where the base resident rate was being satisfied, and justification focused on a reduced visitor requirement.

For the purpose of this study, both data sets have been reviewed and summarized.

3.3.1 General Parking Demand

Proxy Sites

The following proxy sites were surveyed to observe general parking demand (the location of each site is illustrated in Figure 3):

- Site 1: Georgian Towers, 262 Rose Street, Barrie – 8 storeys, 84 units;
- Site 2: Maplewood Place, 101 Kozlov Street, Barrie – 7-storeys, 129 units;
- Site 3: Wellington Place Apartment, 135/139 Wellington Street, Barrie – 2-6 storeys, 85 units;
- Site 4: Kempenfelt View Apartments, 35 Blake Street, Barrie – 4 storeys, 52 units;
- Site 5: Mariposa Place, 125 Fittons Road West, Orillia – 6 storeys, 88 units;
- Site 6: Noble Towers, 391 Barrie Road, Orillia – 7 storeys, 84 units; and
- Site 7: Atherley Place Apartments, 135 Atherley Road, Orillia – 4 storey, 48 units.

Parking Surveys

The parking surveys were conducted by Tatham Engineering on a weekday/weekend during the evening period to ensure the peak parking demands were captured (i.e. when most residents would be home). Each site was visited 3 times over the 3-hour count periods during which the



parking demands were noted. The parking survey data and resulting peak parking demands are provided in Table 4.

Table 4: Proxy Site Surveys – General Parking Demand

PARKING STATISTIC	SITE 1	SITE 2	SITE 3	SITE 4	SITE 5	SITE 6	SITE 7
Number of Units	84	129	85	52	88	84	48
Parking Supply	104	202	76	55	110	84	60
Parking Supply per Unit	1.24	1.57	0.89	1.06	1.25	1.0	1.25
Peak Parking Demand	76	83	65	47	81	68	41
Peak Demand per Unit	0.90	0.64	0.76	0.90	0.92	0.81	0.85

As indicated, the peak parking demands at the surveyed apartment sites range between 0.64 and 0.92 spaces per unit. It is noted that this is the general observed demand and does not distinguish between resident demand and visitor demand. In this respect, the rates as observed include both resident and visitor demand.

3.3.2 Visitor Parking Demand

Proxy Sites

Visitor parking surveys were conducted at 5 proxy sites within the Town of Collingwood, as listed below and illustrated in Figure 3:

- Site 8: Wyldeewood Cove, Cove Court, Collingwood – 177 units;
- Site 9: Wyldeewood Brandy Lane, Cranberry Trail East, Collingwood – 171 units;
- Site 10: Simcoe Condo Corp #314, 40 Trott Boulevard, Collingwood – 160 units; and
- Site 11: Harbourside IV, 5 Harbour Street East, Collingwood – 40 units; and
- Site 12: Dwell Creekside, 1 Chamberlain Crescent, Collingwood – 35 units.

Each surveyed site contained marked visitor parking spaces, delineated from resident parking via signage and/or pavement markings, at a minimum supply of 0.25 spaces/unit.

Parking Surveys

Visitor parking demand surveys were conducted at the Collingwood proxy sites by Tatham Engineering staff to capture both winter and summer weekend demands on the following dates:



- Tuesday January 10, 2023 and Saturday January 14, 2023 between 10:00PM and 12:00AM (hourly counts were conducted);
- Friday August 4, 2023 at 8:00 PM (Civic long weekend);
- Saturday August 5, 2023 at 3:00 PM, 6:00 PM and 9:00 PM (Civic long weekend); and
- Sunday August 6, 2023 at 9:00 PM (Civic long weekend).

The parking survey data and resulting peak parking demands are provided in Table 5.

Table 5: Proxy Site Surveys – Visitor Parking Demand

PARKING STATISTIC	SITE 8	SITE 9	SITE 10	SITE 11	SITE 12
Number of Units	177	171	160	40	35
Visitor Parking Supply	43	43	40	10	10
Visitor Parking Supply per Unit	0.25	0.25	0.89	0.25	0.37
Visitor Peak Parking Demand	26	28	31	7	3
Visitor Peak Demand per Unit	0.15	0.16	0.19	0.18	0.09

As indicated, peak visitor parking demand for each site occurred during the weekend surveys, with visitor parking supply utilization at 78% or less and maximum visitor parking demand ranging between 0.00 and 0.19 spaces per unit. During the weekday evening surveys, the utilization rates and peak demand were approximately 50% of the weekend data.

3.4 VEHICLE OWNERSHIP

Vehicle ownership is a key component in establishing parking supply requirements, recognizing that developments with higher vehicle ownership rates typically generate greater parking demands (and conversely, those with lower ownership rates generate lesser parking demands). As such, a review of the *2022 Transportation Tomorrow Survey (TTS)* data was conducted to identify vehicle ownership rates for apartment dwellings within the Town of the Blue Mountains. For the purpose of comparison, the vehicle ownership rates for the nearby Towns of Collingwood and Wasaga Beach have also been provided. A summary of the vehicle ownership rates for apartment dwellings (which includes condominium dwellings) is provided in Table 6.



Table 6: Vehicle Ownership – Apartment Dwellings

REGION	NUMBER OF APARTMENT UNITS	NUMBER OF VEHICLES	VEHICLE OWNERSHIP RATE (VEHICLES/UNIT)
Blue Mountains, Town of	371	371	1.0/unit
Collingwood, Town of	2,799	2,936	1.05/unit
Wasaga Beach, Town of	686	666	0.97/unit

As noted, the vehicle ownership rate for apartment households within the Town of The Blue Mountains is 1.0 vehicles per unit. It is noted that the ownership rates in Collingwood and Wasaga Beach are comparable at 1.05 and 0.97 vehicles per unit, respectively.

3.5 PARKING REDUCTIONS

Reducing the minimum parking requirement for residential uses is typically low risk, recognizing that parking availability is usually a key decision for a prospective renter. Developers are not inclined to reduce parking supply to the extent that it compromises the marketability of the development. It is further noted that providing surplus parking increases the cost of a development. Thus, minimizing the parking requirement to the extent possible reduces development costs, in turn making dwelling units more affordable.

3.6 SUMMARY OF REVIEW

The key findings of the parking review are summarized below.

- The proposed parking supply for the site is 712 spaces.
- Based on the Township of Blue Mountain parking requirements and the proposed development plan, the site is required to supply 1,125 parking spaces.
- Base parking requirements (i.e. without visitor requirements) adopted by other municipalities range from 0.5 to 2.25, with 1.0 (7 municipalities) and 1.5 (6 municipalities) the most common.
- The visitor parking rates adopted by other municipalities range from 0 (or unspecified) to 0.375 spaces per unit, with 0.25 spaces per unit most common.
- The total parking requirements adopted by other municipalities range from 0.75 to 2.5 spaces per unit, with 1.25 most common.



- ITE Parking Generation data for the *multifamily housing - 1 Bedroom* land-use indicates an average parking supply of 1.35 spaces per unit and peak parking demand rates ranging from 0.67 to 1.38, with an average peak parking demand of 0.93 spaces per unit.
- ITE Parking Generation data for the *multifamily housing - 2+ Bedrooms* land-use indicates an average parking supply of 1.70 spaces per unit and peak parking demand rates ranging from 0.39 to 1.75, with an average peak parking demand of 1.23 spaces per unit.
- Parking surveys conducted at sites in Barrie and Orillia indicate peak parking demands in the order of 0.64 to 0.92 spaces per unit for a standard apartment development.
- Parking surveys conducted at sites in Collingwood indicate peak visitor parking demand in the order 0.09 to 0.19 vehicles per unit.
- A review of TTS data indicates vehicle ownership levels of 1.0 vehicle per apartment within the Town of the Blue Mountains.
- Reduced parking minimums for residential uses are typically low-risk, recognizing that parking availability is a priority for buyers (i.e. prospective buyers will not purchase units in developments which cannot accommodate their parking needs) – thus developments with reduced parking will attract buyers with one or no vehicles, rather than multi-vehicle owners.



4 Parking Needs Assessment

As previously noted, the site plan indicates a parking supply of 712 spaces for the development, representing a shortfall of 413 spaces when considering the Town of The Blue Mountains existing parking requirements for the proposed use (1,125 spaces). Based on the parking review conducted in Chapter 3, the following justification is provided in support of the proposed parking supply for the proposed development.

4.1 PARKING JUSTIFICATION

4.1.1 Municipal Parking Standards

A review of parking standards adopted by surrounding and comparable municipalities for multi-unit residential developments indicates that the Town's parking rates are the most conservative among the municipalities reviewed.

While the proposed parking supply is lower than what would be required in most of the jurisdictions reviewed, there are some municipalities whose current requirements would be satisfied, such as Collingwood, Cornwall, Kitchener and Shelburne. Thus, the proposed parking supply remains within a reasonable and supportable range when benchmarked against parking rates adopted in surrounding municipalities.

4.1.2 ITE Parking Rates

The ITE parking demand (average, peak and fitted curve) have been applied to the subject development, considering 268 1-bedroom apartments, 267 2-bedroom apartments and 68 3-bedroom apartments. The results are presented in Table 7 and Table 8.

Table 7: Parking Requirements – ITE Parking Demand – Multifamily 1BR (268 units)

PARKING STATISTIC	PARKING RATES	PARKING REQUIRED
Average Parking Demand	0.93 spaces/unit	250
Range of Observed Demand	0.67 to 1.38	180 to 370
Parking Demand - Fitted Curve Equation	$P = 0.88(X) + 1.19$	235



Table 8: Parking Requirements – ITE Parking Demand – Multifamily 2+BR (335 units)

PARKING STATISTIC	PARKING RATES	PARKING REQUIRED
Average Parking Demand	1.23 spaces/unit	413
Range of Observed Demand	0.39 to 1.75	225 to 587
Parking Demand - Fitted Curve Equation	$P = 1.32 (X) - 19.46$	432

Table 9: Parking Requirements – ITE Parking Demand Summary (residential)

LAND USE	UNITS	AVERAGE PEAK DEMAND	PEAK DEMAND RANGE	FITTED CURVE
1 bedroom	268	250	180 to 370	235
2+ bedrooms	335	413	225 to 587	432
Total	603 units	663 spaces	405 to 957 spaces	667 spaces

As indicated, the proposed parking supply is supported by the ITE parking demand data. The proposed supply of 712 spaces is in excess of the average peak demand and fitted curve demand and is also well within the observed peak demand range.

4.1.3 Proxy Site Parking Surveys

The proxy site surveys conducted at sites in Barrie and Orillia observed a peak parking demand of 0.92 spaces per unit, whereas the surveys conducted at sites in Collingwood observed peak visitor demand of 0.19 spaces per unit. Assuming that the parking demand in the Barrie/Orillia surveys did not capture visitor parking, combining the observed demand results in a parking rate of 1.11 spaces per unit. In considering the proposed 603 apartment units and parking rate of 1.11 spaces per unit, this translates into a parking supply of 670 spaces. In this respect, the parking surveys support the proposed parking supply.

4.1.4 Vehicle Ownership – Apartments

The TTS data indicates that residents of apartments within the Town do not own multiple vehicles. At an ownership rate of 1.0 vehicle per unit, the proposed parking supply would readily accommodate resident demand.



4.1.5 Commercial Parking

The parking justification has focused on the parking generation associated with the proposed residential units and has not considered the additional parking required to accommodate the commercial units. As noted in Section 3.1.1, the commercial floor space will require 18 spaces as per the Town's by-law requirements.

The ITE empirical parking demand data and the proxy site survey data suggest that the development will require approximately 670 spaces to accommodate the residential parking demand. In considering the proposed parking supply of 712 spaces, there is a surplus of 42 spaces – 18 of which can be allocated to the commercial uses.

4.2 RECOMMENDATION

In consideration of the above, the proposed parking supply of 712 spaces is considered reasonable.



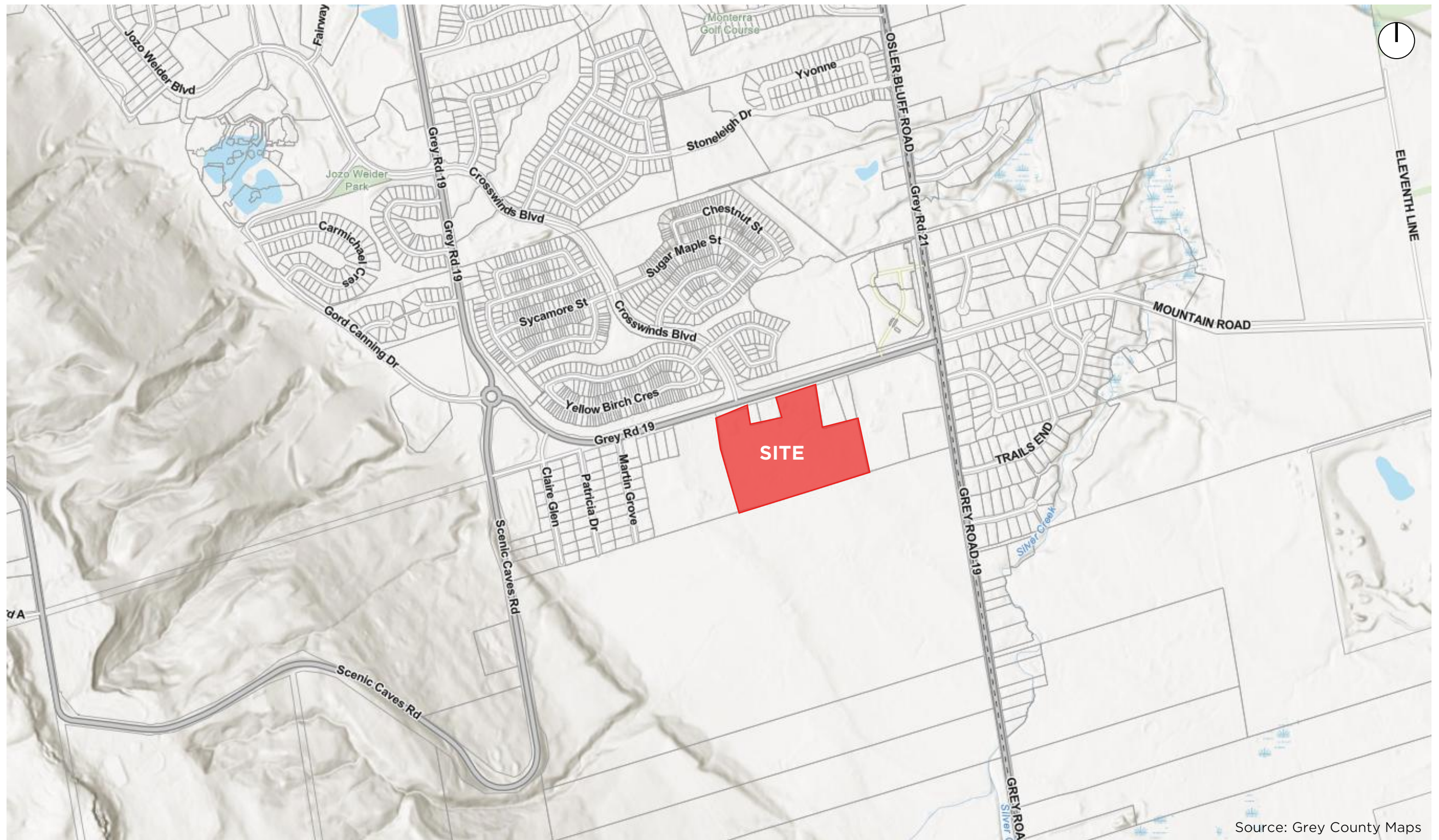
5 Summary

This parking justification study has reviewed the proposed parking supply for the proposed 603-unit apartment development to be located at 796060 Grey Road 19 in the Town of the Blue Mountains. The proposed parking supply for the site is 712 spaces, compared to a parking requirement of 1,125 spaces (as per the Town's current by-law).

The study has reviewed the proposed parking supply in consideration of parking survey data conducted at various proxy sites, parking standards adopted by adjacent municipalities, published ITE parking generation data and the findings of other parking study research. While the proposed parking supply does not satisfy the minimum parking requirements as per the Town's zoning by-law, it is ultimately supported by the parking demand survey data collected from the proxy sites, ITE empirical parking demand data, parking supply standards in adjacent municipalities and vehicle ownership trends for apartments.

In consideration of this review, the proposed parking supply for the 796060 Grey Road 19 development is considered reasonable.





Source: Grey County Maps

796060 GREY ROAD 19 - PARKING JUSTIFICATION STUDY

Figure 1: Site Location



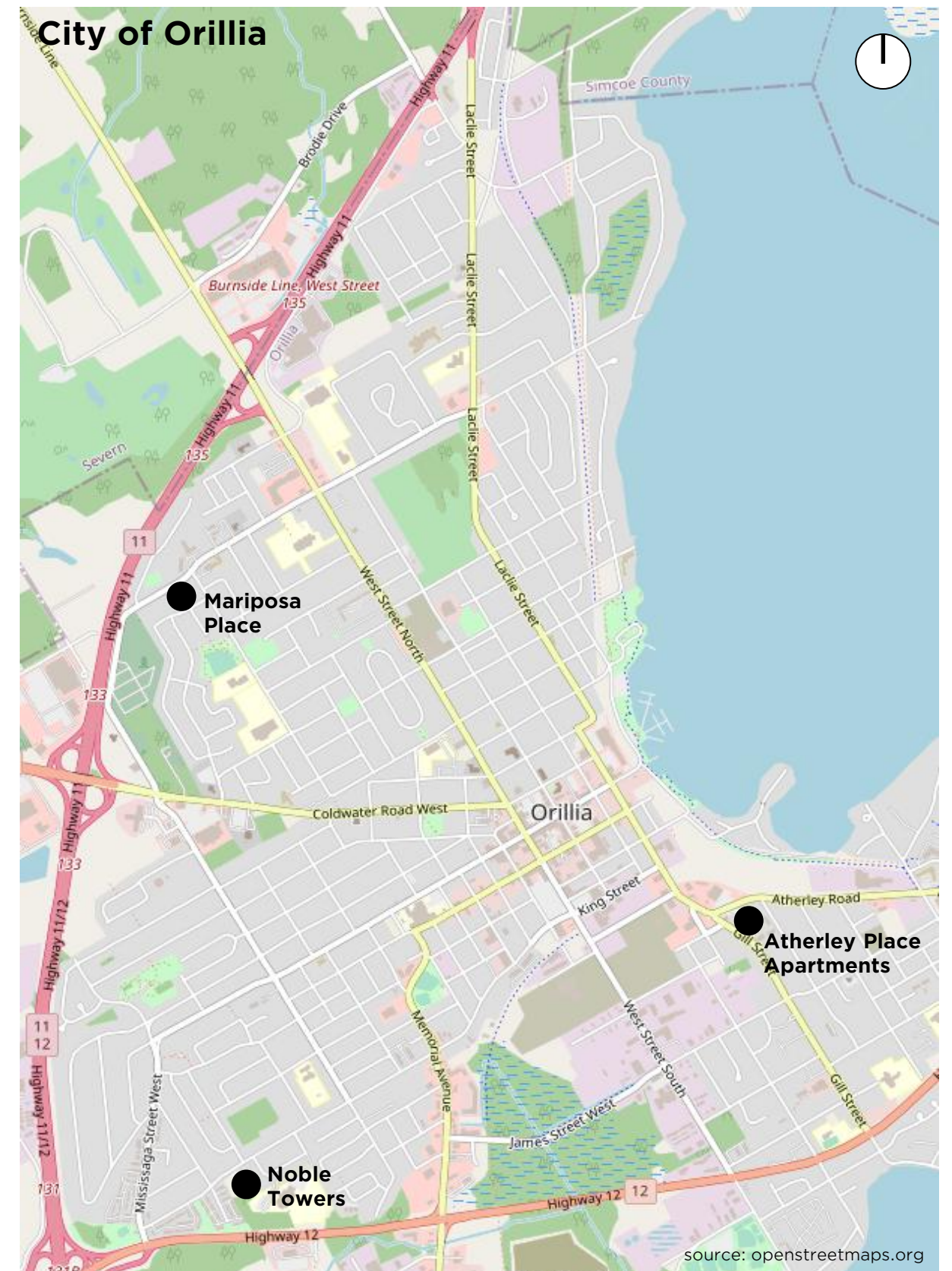
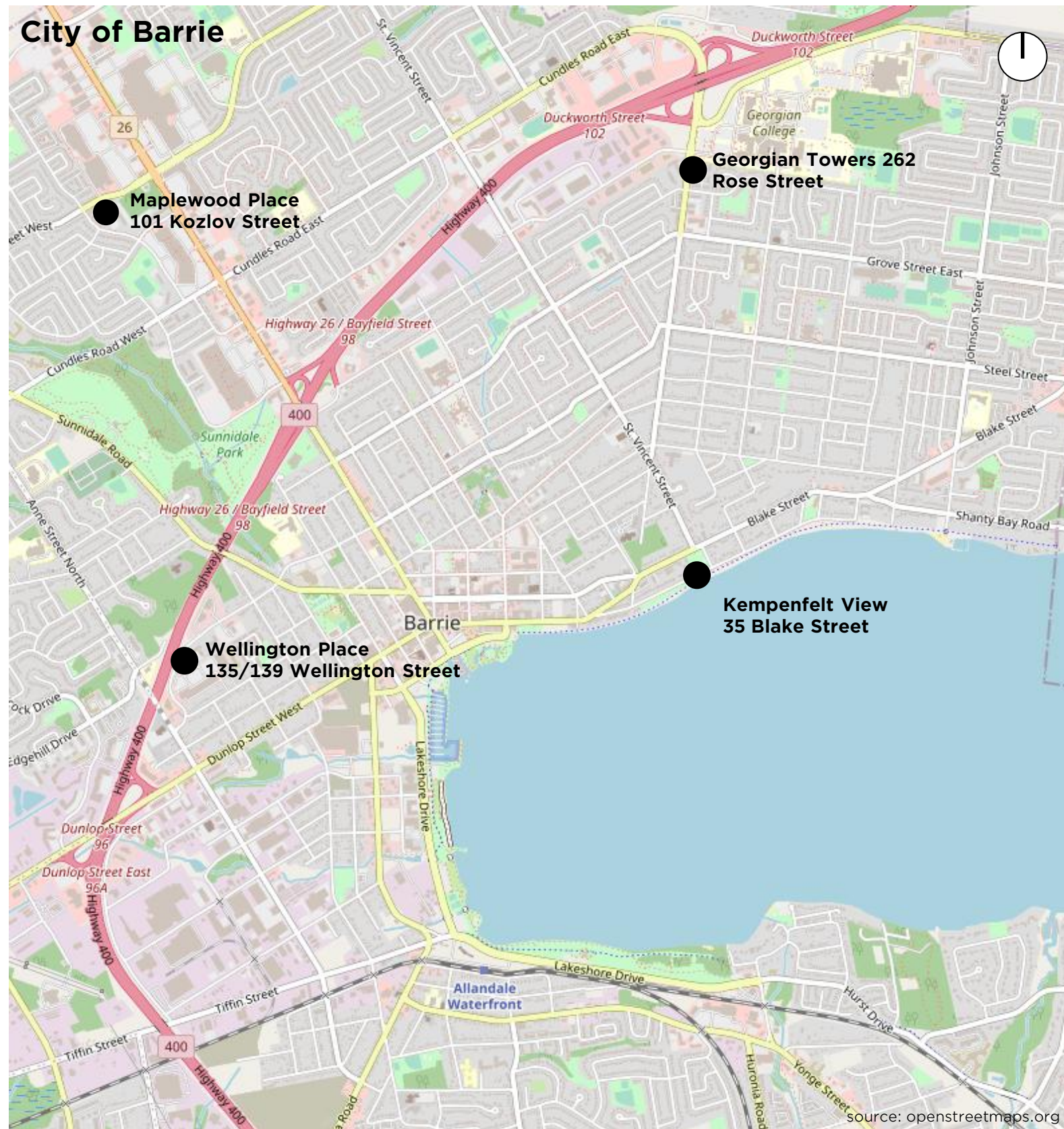


RESIDENTIAL UNIT COUNT	
BUILDING - A	45 Units
BUILDING - B	54 Units
BUILDING - C	54 Units
BUILDING - D	90 Units
BUILDING - E	90 Units
BUILDING - F	90 Units
BUILDING - G	90 Units
BUILDING - H	90 Units
TOTAL UNIT COUNT	603 Units

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Figure 2: Conceptual Site Plan

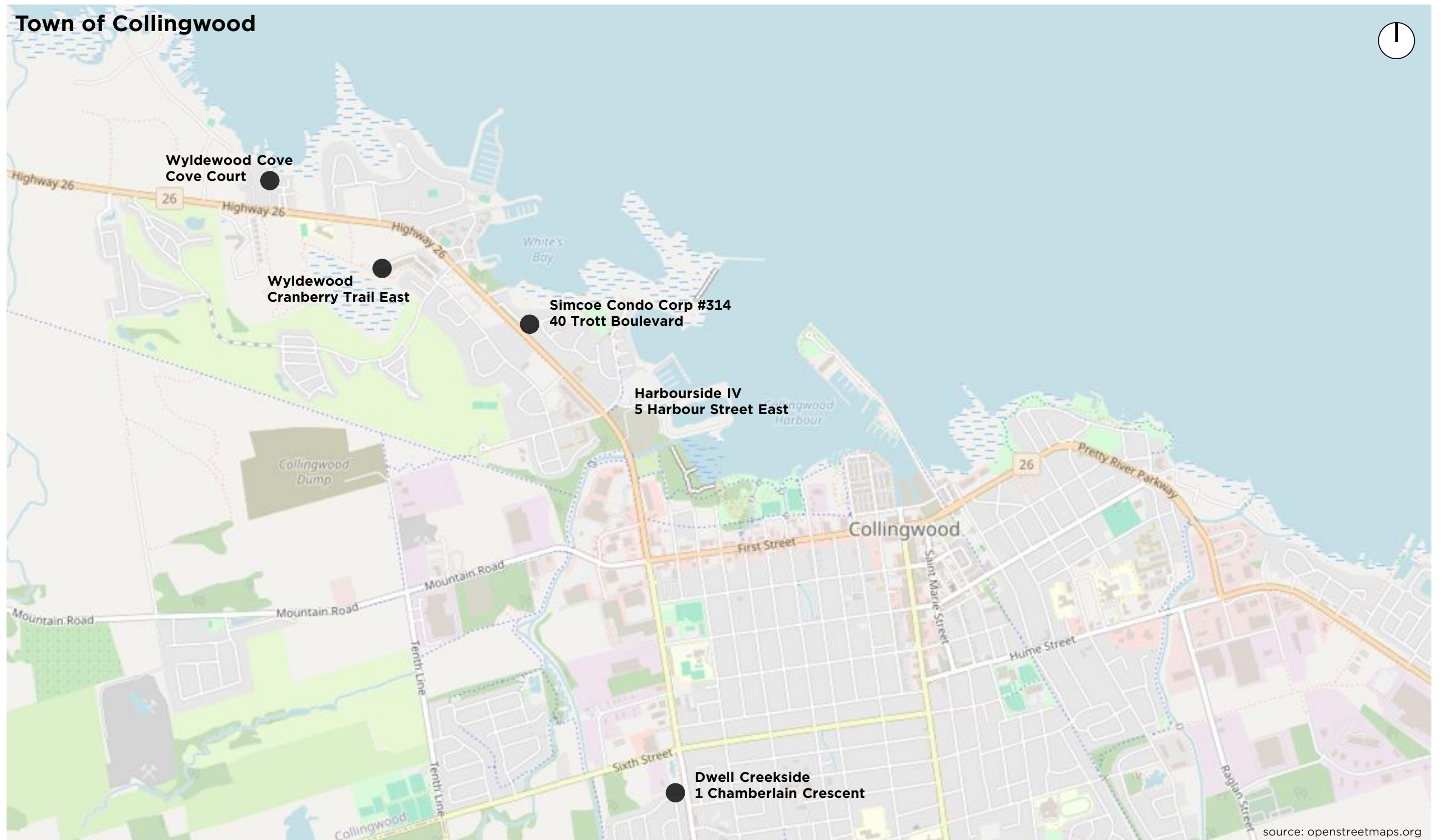




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Figure 3A: Parking Survey Proxy Sites





796060 GREY ROAD 19 - PARKING JUSTIFICATION STUDY

Figure 3B: Parking Survey Proxy Sites

