

PARKING REVIEW
GREY ROAD 19 HOUSING
TOWN OF THE BLUE MOUNTAINS
GREY COUNTY

PREPARED FOR:
BYDEM ENTERPRISES INC.

PREPARED BY:
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AUGUST 2026

CFCA FILE NO. 3077-7785

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1.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Bydem Enterprises Inc. (2483305 Ontario Inc.) to review the Conceptual Site Plan proposed for 796060 Grey Road 19 in the Town of the Blue Mountains, County of Grey. The development is intended to provide workforce housing for the Town, particularly for staff working at Blue Mountain village.

Tatham Engineering Ltd. (Tatham) prepared a Parking Justification Study for the property, dated February 3, 2026, in support of the Official Plan Amendment for the development. At the time, the development proposed 603 rental apartment units, 524m² of commercial space and 712 parking stalls.

The purpose of this parking review is to summarize the information Tatham provided in a supplementary review of the revised Concept Plan and determine a supportable rate for the development.

2.0 Development Proposal

Since the Parking Justification Study was prepared by Tatham in February 2026, the Conceptual Site Plan has undergone changes to address the natural heritage, wetlands and watercourse features of the property as well as provide the required setbacks. The realignment of the spine road and the reconfiguration of the buildings and parking have revised the site statistics.

The Conceptual Site Plan prepared by Ware Malcomb (July 24, 2026) proposes the following:

- 20 m Right-of-Way spine road connecting from the roundabout on Grey Road 19 to the neighbouring parcel in the southeast corner of the parcel.
- A full-moves driveway connection to Grey Road 19.
- Eight residential buildings comprised on 1-bedroom, 2-bedroom and 3-bedroom rental units. A total of 612 units are proposed.
- 649 vehicle parking spaces including 22 accessible parking stalls.
- 126 bicycle parking spaces.

The Conceptual Site Plan has been included as **Figure 1** for reference.

Table 1 outlines the parking requirement of the Town of the Blue Mountains' Zoning By-law and concludes that a deficiency of 463 parking spaces is provided, a reduction from the February 2026 study completed.

Table 1: Zoning By-Law Parking Requirement

Unit Type	Unit Supply	Required Parking Rate	Parking Requirement
1 Bedroom	280	1.25	350
2 Bedroom	276	1.75	483
3 Bedroom	56	2.25	126
Visitor	612	0.25	153
Total	612	-	1112
Surplus/Deficiency of Parking Spaces			-463

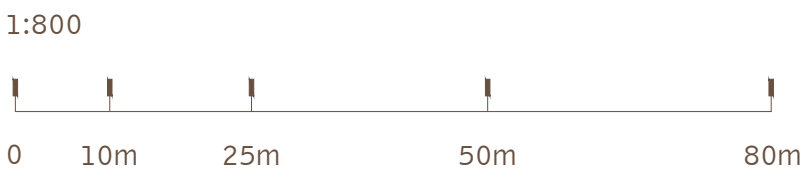
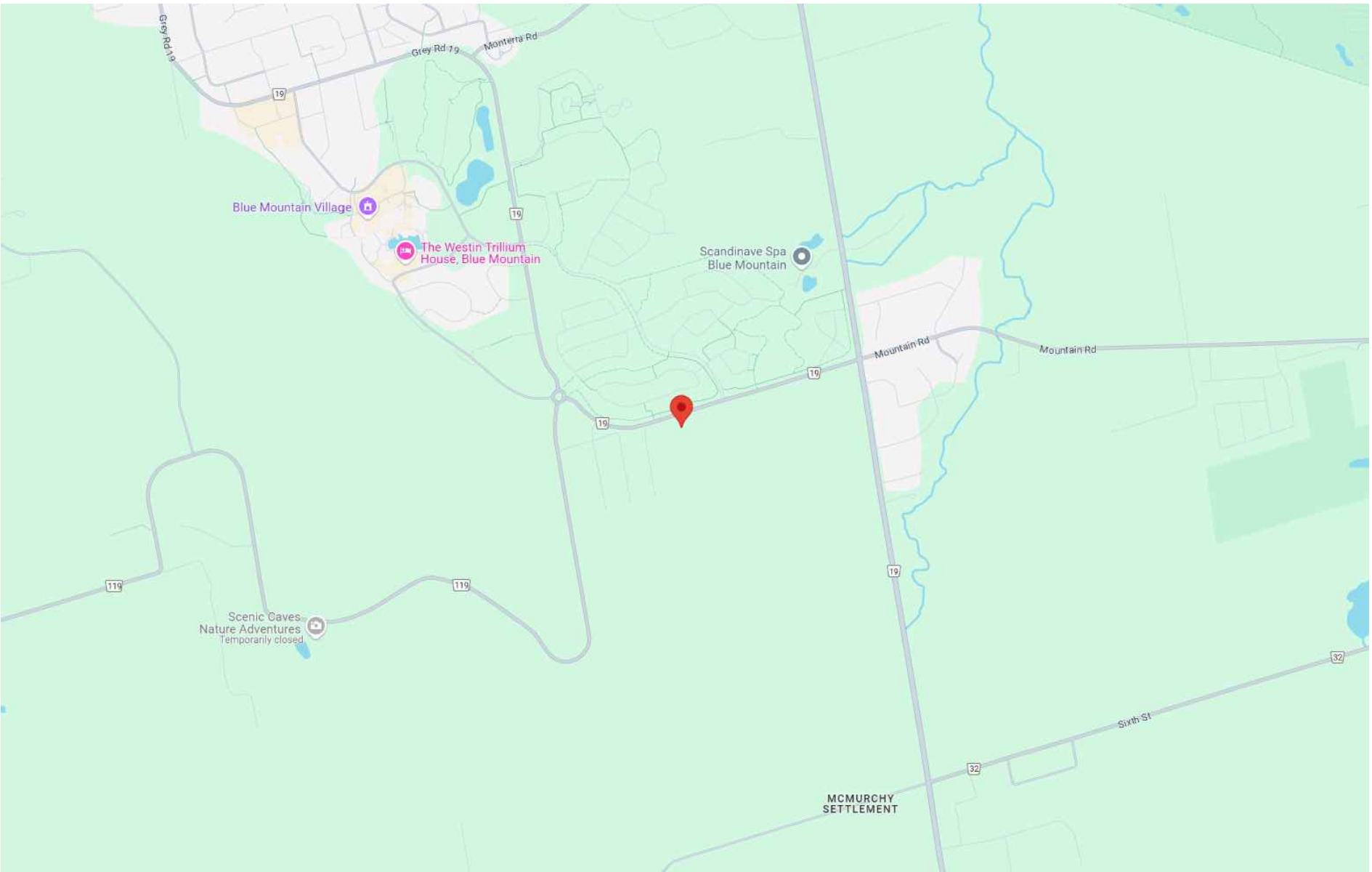


This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
ASSUMED OFF-SITE

Boundary Source:
CIVIL CAD FILE

Site Statistics GREY ROAD 19		
EXISTING ZONING CATEGORY	D Development	
PROPOSED ZONING CATEGORY <i>(As per By-law No. 2018-65)</i>	R3 (Residential)	
GROSS SITE AREA	9.95 ha	99,465.06m ²
BUILDING AREA	87,697 SF	8,147.30 m ²
BUILDING - A	8,399 SF	780.29 m ²
BUILDING - B	8,399 SF	780.29 m ²
BUILDING - C	8,399 SF	780.29 m ²
BUILDING - D	12,500 SF	1,161.29 m ²
BUILDING - E	12,500 SF	1,161.29 m ²
BUILDING - F	12,500 SF	1,161.29 m ²
BUILDING - G	12,500 SF	1,161.29 m ²
BUILDING - H	12,500 SF	1,161.29 m ²
RESIDENTIAL GROSS FLOOR AREA	425,591 SF	39,538.66 m ²
BUILDING - A	25,197 SF	2,340.86 m ²
BUILDING - B	25,197 SF	2,340.86 m ²
BUILDING - C	25,197 SF	2,340.86 m ²
BUILDING - D	62,500 SF	5,806.44 m ²
BUILDING - E	62,500 SF	5,806.44 m ²
BUILDING - F	75,000 SF	6,967.73 m ²
BUILDING - G	75,000 SF	6,967.73 m ²
BUILDING - H	75,000 SF	6,967.73 m ²
RESIDENTIAL UNIT COUNT		
BUILDING - A	36 Units	
BUILDING - B	36 Units	
BUILDING - C	36 Units	
BUILDING - D	90 Units	
BUILDING - E	90 Units	
BUILDING - F	108 Units	
BUILDING - G	108 Units	
BUILDING - H	108 Units	
TOTAL UNIT COUNT	612 Units	
RESIDENTIAL DENSITY	61.53 units/ha	
Zoning Requirements	Proposed	Required
Min. Lot Area (Existing)	99,465.06m ²	600.00 m ²
Min. Lot Frontage (m)	300.97 m	20.00 m
Max. Lot Coverage	8.19%	-
Total Building Area	8,147.30m ²	-
F.S.I.	0.40	-
Total Gross Floor Area	39,538.66m ²	-
Maximum Building Height (Max) (m)	20.00 m	11.00 m
Min. Front Yard Building Setback (m)	7.50 m	7.50 m
Min. Rear Yard Building Setback (m)	7.50 m	7.50 m
Min. Int. Side Yard Building Set back (m)	2.40 m	2.40 m
Min. Int. Side Yard Building Set back (m)	2.40 m	2.40 m
Min. Landscape Area (% of Total Lot Area)	58.85%	-
Min. Landscape Area (SM)	58,536.87m ²	-
Parking Calculations		
Residential		
1 Bedroom Unit	@1.25 parking spaces per dwelling unit	
2 Bedroom Unit	@1.75 parking spaces per dwelling unit	
3 Bedroom Unit	@2.25 parking spaces per dwelling unit	
Visitor	@0.25 parking spaces per dwelling unit	
Accessible Parking - For >1000 Required Spaces	11 spaces + 1% of required spaces	
	Proposed	Required
Proposed Parking Spaces (Including Accessible Parking Spaces)	649	1112
Total no. of Accessible Parking Spaces	22	22
Avg. Parking spaces/unit count	1.06	1.82
Parking Stall Dimensions	STANDARD: 2.75m X 5.5m w/ 5.8m wide Two-way Aisle; ACCESSIBLE: Type-A 3.4m X 5.8m Type-B 2.4 X 5.8m w/ 1.5m access aisle	
Bike Parking Calculations		
Residential	0.7 spaces/unit up to a max of 15 spaces	
	Proposed	Required
Total no. of Bicycle Parking Spaces	126	120
Bike Stall Dimensions	0.6m X 1.8m with 1.5m aisle	



scheme: 05

Conceptual Site Plan

Rental Housing Project at Grey Road 19
The Blue Mountains, ON, CAN

WARE MALCOMB

TOR25-0056-00
2026.07.24

SHEET
1

3.0 Tatham Engineering Parking Justification Study

The February 2026 Parking Justification Study reviewed several supporting materials to justify the proposed parking supply of the previous plan, which provided 1.18 parking spaces per rental unit. The following sections will summarize the material from the study and compare to the updated parking supply which provides a rate of 1.06. The Justification Study included an assessment of comparable municipal by-laws, the Institute of Transportation Engineers Parking Generation Manual, Parking Surveys and a review of parking ownership.

3.1 Comparable Municipal By-Laws

The study named 22 municipalities with apartment parking requirements, generally not dependant on the number of bedrooms, which were lower than the requirements of the Town of the Blue Mountains.

It should be acknowledged that the purpose of the rental units is to support the shortage of housing for employees working in Blue Mountain Village and surrounding businesses that service seasonal visitors to the area. **Table 2** summarizes municipalities with zoning by-law rates that are supportive of the proposed parking supply.

Table 2: Municipal Parking Rates

Municipality	By-Law Parking Rate (Per unit)	Parking Requirement Based on Rate (612 units)	Surplus/Deficiency
Collingwood	0.50 residential 0.25 visitor	459	+190
Shelburne	1.00	612	+37
Kitchener	1.00	612	+37
Cornwall	0.75 residential 0.25 visitor	612	+37

It should be noted that the neighbouring Town of Collingwood recently updated their apartment parking rate to 0.5 per unit for residents plus 0.25 per unit for visitors. The Town of the Blue Mountains and the Town of Collingwood share similar demographics and transit availability making it a good benchmark for what parking supply can be supported.

3.2 Institute of Transportation Engineers Trip Generation Manual

The Institute of Transportation Engineers (ITE) publishes a reference manual that is used to estimate parking demand for more than 100 different land uses. The current 6th Edition summarizes survey data collected across North America.

The ITE Trip Generation Manual does not define residential parking demand separate from visitor demand. However, the survey data is divided by the number of bedrooms available. **Table 3** reviews the parking generation based on the division of units by bedroom, as well as assuming only one bedroom.

Table 3: ITE Parking Generation

Unit Type	Unit Supply	Average Rate	Parking Requirement Based on Rate	Fitted Curve Equation	Parking Requirement Based on Fitted Curve
1 Bedroom	292	0.93	261	$P=0.88(x)+1.19$	248
2+ Bedroom	320	1.23	409	$P=1.32(x)-19.46$	419
Total	612	-	670	-	667
Supply/Deficiency		-	-21	-	-18

As summarized, the ITE parking survey data found less than one space per unit is the demand for single bedroom apartments, while the average demand at a multi-bedroom apartment was more than one. The combination of rates still identifies a deficiency of parking on site of approximately 20 spaces; however, the data demonstrates that parking demand does not increase on a one-for-one bases with the number of bedrooms. Therefore, providing unbundled parking (discussed further in **Section 6.0**) would support a lower parking rate.

3.3 Vehicle Ownership

The goal of municipal by-laws and the ITE Trip Generation surveys is to capture the expectant peak demand of vehicles on a site at a single time. Where more than one parking space is provided per rental unit, it provides the residents with the opportunity to own more than one vehicle. Providing a flexible amount of parking per unit is often a key transportation demand management tool.

The Tatham Study reviewed the vehicle ownership of apartment residences in the Town of The Blue Mountains; the Town of Collingwood and the Town of Wasaga Beach as provided in the 2022 Transportation Tomorrow Survey. **Table 4** provides an expanded assessment of vehicle ownership.

As outlined, the majority of apartment households own one vehicle or less, with approximately 9% of households not owning a vehicle and 80% owning only one vehicle when assessed across the Towns of Blue Mountain, Collingwood, Wasaga Beach and the Municipality of Meaford.

Table 4: Vehicle Ownership

Municipality	Number of Vehicle	Number of Households	Percentage of Total
Town of the Blue Mountains	1	371	100%
Town of Collingwood	0	323	11.5%
	1	2040	72.9%
	2	414	14.8%
	3	23	0.8%
Town of Wasaga Beach	0	20	2.9%
	1	666	97.1%
Municipality of Meaford	0	36	6.5%
	1	427	77.2%
	2	90	16.3%

This information supports a parking rate of less than one vehicle per unit for residential parking at the proposed development. For households without a vehicle, **Section 5.0** reviews transit and active transportation opportunities.

3.4 Proxy Surveys

As part of the Parking Justification, Tatham outlined several parking surveys conducted by their offices. Details regarding the surveys can be found in the original study. **Table 5** summarizes the combined parking rates, and **Table 6** summarizes the visitor only rates determined.

Table 5: Combined Rate Proxy Sites

Site	Combined Parking Rate	Parking Requirement Based on Rate (612 units)	Surplus/Deficiency
Site 1	0.90	551	98
Site 2	0.64	392	257
Site 3	0.76	466	183
Site 4	0.90	551	98
Site 5	0.92	564	85
Site 6	0.81	496	153
Site 7	0.85	521	128
Mean	0.83	506	143
Median	0.85	521	128
Maximum	0.92	564	85

While the February 2026 Parking Justification Study employed the maximum rate surveyed to support the previous parking supply, this review would like to highlight that both the average and median combined parking rate for these sites is equal to or less than 0.85. Based on the rate surveyed at each proxy site, the proposed parking supply of 649 spaces provides a surplus of parking.

Table 6: Visitor Rate Proxy Sites

Site	Visitor Parking Rate	Parking Requirement Based on Rate (612 units)
Site 8	0.15	92
Site 9	0.16	98
Site 10	0.19	117
Site 11	0.18	111
Site 12	0.09	56
Mean	0.15	95
Median	0.16	98
Maximum	0.19	117

The five proxy sites surveyed for their visitor rates, demonstrate a visitor demand of less than 0.2 vehicles per unit. If the average, median and maximum visitor rates in **Table 6** were removed from the combined rates in **Table 5**, it would find a residential rate less than or equal to 0.73 spaces per unit.

4.0 Additional Proxy Sites

Crozier has undertaken parking surveys at rental apartments within the Town of Collingwood that can also be considered as proxy sites for the proposed development. Surveys of residential and visitor parking were undertaken in the evening and overnight on a Friday and Saturday in March

2024 at 528 Tenth Street and 172 Eighth Street. **Table 7** summarizes the residential and visitor parking rates determined from the survey. **Attachment A** includes the survey data for reference.

Table 7: Collingwood Proxy Sites

Site	Date	Tenant Parking Rate	Visitor Parking Rate	Combined Parking Rate	Parking Requirement Based on Rate (612 units)	Surplus/Deficiency
528 Tenth Street	Friday	0.74	0.11	0.85	521	128
	Saturday	0.80	0.09	0.89	545	104
172 Eighth Street	Friday	0.76	0.13	0.89	545	104
	Saturday	0.72	0.09	0.81	496	153
Mean				0.86	527	122
Median				0.87	533	116
Maximum				0.89	545	104

Similar to the Parking Survey data summarized in the Tatham Parking Justification, the proxy site surveys found a maximum residential parking demand of 0.80 residential vehicles per unit, and 0.13 vehicles per unit for visitors. Again, the proposed supply of 649 parking spaces provides a surplus of parking based on the survey rates.

5.0 Multi-Modal Transportation Availability

The Blue Mountain Transit Link operates between downtown Collingwood and Blue Mountain Village, travelling westbound on Grey Road 19 along the frontage of the site, and southbound on Grey Road 21, which is about an 8-minute walk from the site. Adding two new stops along the route, one at Crosswinds Boulevard, opposite the site access and one on Grey Road 21, before it turns onto Mountain Road would provide transit opportunities for development and reduce a household's reliance on a personal vehicle.

With the housing directed toward employees within the Town of the Blue Mountains and Blue Mountain Village, carpooling is an option for residents, and the administrator of the rental units could consider a shuttle service to the village to support residents without a vehicle. This service and the use of transit also reduce the number of employees parking at the village.

Shared hiking and bike lanes are provided on both sides of Grey Road 19 between Highway 26 and Gord Canning Drive, while an off-road multi-use path is provided south of Gord Canning Drive to Grey Road 21. Central Blue Mountain Village is approximately a 30-minute walk or 6-minute bike ride from the proposed development. The 126 bicycle parking spaces proposed support the use of cycling infrastructure by both residents and visitors to the development.

6.0 Site-Specific Opportunities

Within the July 24, 2026, Conceptual Site Plan there are opportunities to support the proposed parking supply of 649 spaces. One opportunity involves physical engineering of the site and the other agreements with future tenants.

The proposed spine road provides a Right-of-Way of 20 m and is illustrated with sidewalks to promote pedestrian movements on site. The Town's urban 20 m cross-section (Standard Drawing 4.8.2.B) provides parking on both sides of the roadway. Given the curvature of the proposed roadway, the Town may wish to limit parking to one side (the side opposite fire hydrants is recommended). However, road curvature and on-street parking are both tools often employed to

visually narrow a roadway, promoting slower driver speeds. A mid-block pedestrian crossing can also be provided to support safe access to on-street parking. On-street parking should only be considered for additional short-term visitor parking, the same way it is in low-rise residential neighbourhoods, as winter parking restrictions for snow removal will apply to the roadway.

Figure 2 illustrates the Town's 20 m cross-section for reference.

Another opportunity the site provides is the separation of parking and living spaces; often referred to as unbundled parking. For rental units, unbundled parking would be the rental of a parking space monthly, in addition to the rental of a unit. This would allow for flexibility between one-, two- and three-bedroom units, rather than tying a specific unit to a parking space. Unbundling parking improves affordability as those who do not own a vehicle are not paying for an unused parking space and makes the cost of parking visible should a household wish to obtain or remove a vehicle.

Units could also be listed for rent with a parking space and without a parking space, which would allow residential parking to be more rigidly defined, and would inform prospective tenant about the parking availability. Unbundled parking provides more flexibility in the split between renter and visitor parking, as spaces can be redesignated if tenants choose not to rent a parking space with their unit.



Date

APRIL 2023

Scale

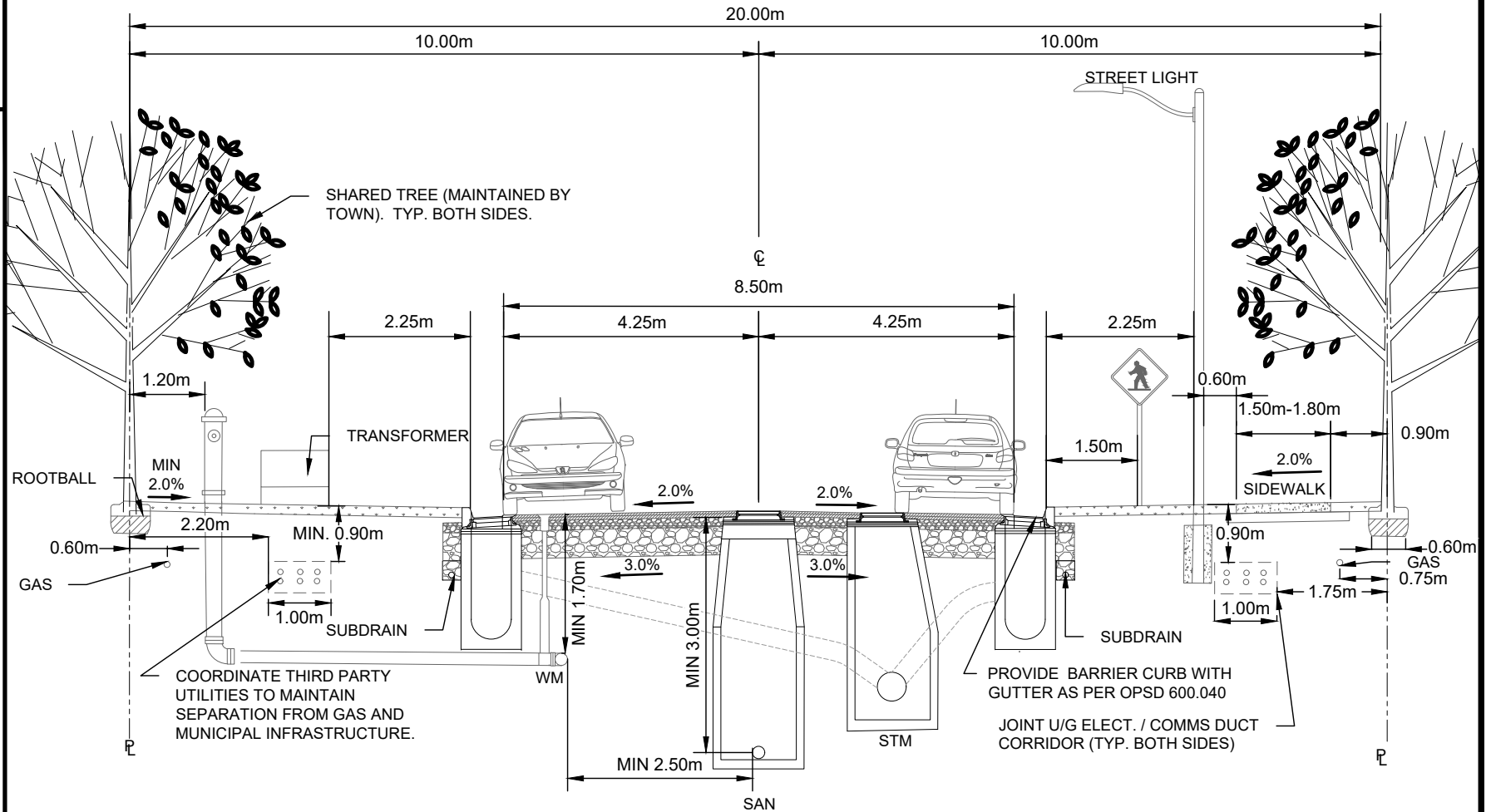
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TOTBM STD.

4.8.2.B

LOCAL URBAN ROAD 20m R.O.W - WITH PARKING CROSS-SECTION

Town of the Blue Mountains Standard Drawings



NOTES:

1. MINIMUM PAVEMENT STRUCTURE TO BE:

CLASSIFICATION	ASPHALT		GRANULAR	
	SURFACE	BASE	GRANULAR A	GRANULAR B
LOCAL RESIDENTIAL AND MINOR COLLECTOR	50mm HL3	50mm HL4 OR HL8	150mm	450mm
MAJOR COLLECTOR RESIDENTIAL	50mm HL3	70mm HL4 OR HL8	150mm	450mm

2. TO BE READ IN CONJUNCTION WITH TOTBM STD DWG 4.8.2.A.
3. THIRD PARTY UTILITY ALIGNMENTS TO BE ADJUSTED OVER SHORT DISTANCES AS NECESSARY AROUND TREES AND OTHER SURFACE AND UNDERGROUND STRUCTURES TO MAINTAIN REQUIRED SEPARATION DISTANCES.
4. WHERE TREES ARE BEING PLANTED AFTER GAS IS IN PLACE, TREE LOCATION SHALL BE ADJUSTED AND USE A ROOT DEFLECTOR AS NOT TO CONFLICT WITH REQUIRED SEPARATION DISTANCES. PROVIDE ROOT DEFLECTOR IN AREAS WHERE GAS IS LESS THAN 1000mm FROM ROOTBALL.

7.0 Parking Assessment

The information provided within the Tatham Engineering Parking Justification Study and the additional information provided within this review outline rates that both support and exceed the parking rate to be provided on site. The following key pieces of information should be taken away from this review:

1. The proposed rental units are to support the local workforce and do not require parking to be allocated on a fixed one-space per unit basis. Unbundled parking would allow for flexibility between one-, two- and three-bedroom units, rather than tying a specific parking space to each unit.
2. Practical alternatives to personal vehicle use include cycling, integrated public transit, carpooling, the existing trail network and potential shuttle bus opportunities. These options can improve mobility for residents without access to a personal vehicle while also reducing staff parking demand at Blue Mountain Village.
3. On-Street parking can be provided on one or both sides of the spine road, following the Town's 20 m Right-of Way standard cross-section 4.8.2.B, allowing for additional short-term visitor parking.
4. The vehicle ownership of apartment residents within the Town of the Blue Mountains, the Town of Collingwood, the Town of Wasaga Beach and the Municipality of Meaford all support a residential parking rate of one vehicle or less per unit.
5. The Town of Collingwood's Zoning By-law requires a combined parking rate of 0.75 spaces per unit, which is less than the proposed rate of 1.06 and supports the reduced parking rate. The Town of Collingwood and Town of the Blue Mountains share similar demographic and transit availability, making it a good benchmark for a supportable parking supply.
6. The information summarized in this parking review found that the proposed parking rate of 1.06 is supported by other municipalities, data for one-bedroom units within published industry manuals and based on apartment parking data collected by Tatham Engineering Ltd. and Crozier.

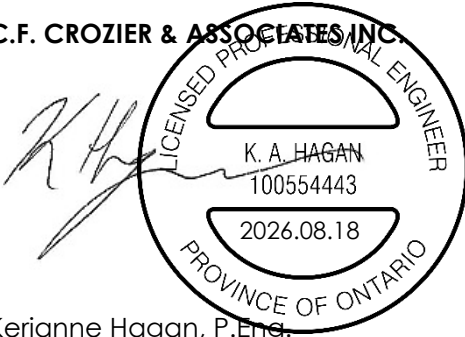
Table 8: Summary of Assessment

Assessment Tool	Supporting Evidence	Parking Rate
Municipal Zoning By-Law	Collingwood	0.75
	Shelburne	1.00
	Kitchener	1.00
	Cornwall	1.00
ITE Parking Generation Manual	One Bedroom Average Rate	0.93
Combined Resident and Visitor Proxy Site Rates	Tatham Data Mean	0.83
	Tatham Data Median	0.85
	Tatham Data Maximum	0.92
	Crozier Data Mean	0.86
	Crozier Data Median	0.87
	Crozier Data Maximum	0.89
Proposed Parking Rate		1.06

In summary, the updated parking supply of 649 spaces and rate of 1.06 are supportable for the development. The division of residential and visitor parking should be managed on-site as unbundled parking is established.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.



Kerianne Hagan, P.Eng.
Project Engineer, Transportation

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Attachment A

Collingwood Parking Survey Data
(March 2024)

Ontario Traffic Inc - Parking Occupancy Counts

Time			Friday, March 22, 2024			Saturday, March 23, 2024		
			B - 172 Eighth St (Galleries)			B - 172 Eighth St (Galleries)		
			Visitor - Surface		Tenant - Underground	Visitor - Surface		Tenant - Underground
			General	Accessible		General	Accessible	
18:00	to	18:30	9	0	59	8	0	62
18:30	to	19:00	10	0	61	7	0	60
19:00	to	19:30	10	0	61	7	0	61
19:30	to	20:00	11	0	62	7	0	63
20:00	to	20:30	12	0	62	7	0	64
20:30	to	21:00	11	0	63	8	0	64
21:00	to	21:30	10	0	64	8	0	64
21:30	to	22:00	10	0	64	7	0	65
22:00	to	22:30	9	0	65	7	0	65
22:30	to	23:00	9	0	65	6	0	65
23:00	to	23:30	8	0	67	6	0	65
23:30	to	00:00	8	0	68	7	0	65
00:00	to	00:30	8	0	68	7	0	65
00:30	to	01:00	8	0	68	7	0	65
Parking Spaces =			41	2	90	41	2	90

Rooms 90
 Occupancy 90
 Residential 90
 Accessible 2
 Visitor 41

					Rates	Units
Friday Peak	11:30-1	8-8:30	Maximum	Residential		0.76
Residentail	68 Visitor		12	80 Visitor		0.13
Saturday Peak	9:30-1	multiple	Maximum		Rates	Units
Residentail	65 Visitor		8	73		0.72
				Residential		0.09
				Visitor		



Ontario Traffic Inc - Parking Occupancy Counts

Time			Friday, March 22, 2024			Saturday, March 23, 2024		
			A - 528 Tenth St (L'Alpin Apartments)			A - 528 Tenth St (L'Alpin Apartments)		
			Tenant		Visitor	Tenant		Visitor
			General	Accessible		General	Accessible	
18:00	to	18:30	22	1	1	20	1	1
18:30	to	19:00	23	1	2	17	1	1
19:00	to	19:30	24	2	2	19	1	1
19:30	to	20:00	24	2	1	22	1	1
20:00	to	20:30	25	2	1	24	1	1
20:30	to	21:00	25	2	1	24	2	1
21:00	to	21:30	25	2	1	24	2	0
21:30	to	22:00	25	2	1	26	2	0
22:00	to	22:30	26	2	1	27	2	0
22:30	to	23:00	26	2	1	27	2	1
23:00	to	23:30	26	2	1	28	2	1
23:30	to	00:00	26	2	1	28	2	1
00:00	to	00:30	26	2	1	27	2	1
00:30	to	01:00	26	2	1	27	2	1
Parking Spaces			40	2	6	40	2	6

Rooms 37
 Occupancy 35
 Residential 40
 Accessible 2
 Visitor 6

Friday Peak	10pm-1am	7:00-7:30	Maximum	Residential	Rates	Units
Residentail	26 Visitor		4	30 Visitor		0.74 0.11
Saturday Peak	11pm-12	multiple	Maximum		Rates	Units
Residentail	28 Visitor		3	31 Residential Visitor		0.80 0.09

