

May 2, 2024

Cavanagh Developments
9094 Cavanagh Road
Ashton, Ontario, K0A 1B0

Attention: Ms. Erin O'Connor
General Manager, Cavanagh Developments

Dear Ms. O'Connor:

Reference: Mississippi Shores Multi-Residential, Carleton Place
Parking Study Letter
Our File No. 124042

1.0 INTRODUCTION

This parking review letter has been prepared in support of the Multi-residential Block within the Mississippi Shores Subdivision. The subject lands were vacant and are currently under construction by Cavanagh.

The subject site is surrounded by the following:

- Lakeside Avenue West followed by Riverside Park and Carleton Place High School to the north;
- The Mississippi Shores Subdivision and Highway 7 to the south;
- O'Donovan Drive followed by residential developments to the east; and
- A single detached residential unit and a municipal boat launch to the west.

An aerial view of the subject site is provided in **Figure 1**.

2.0 PROPOSED DEVELOPMENT

The proposed development includes four 21-unit apartment buildings for a total of 84 dwelling units. The development is proposed to include 110 parking spaces (89 resident and 21 visitor). The development also includes 50 bicycle parking spaces. The subject site has one access to O'Donovan Drive.

A copy of the proposed site plan is included in **Appendix A**.

Figure 1: Aerial View of the Subject Site



3.0 PARKING REQUIREMENTS

The subject site is located in a residential district per Schedule A of the Carleton Place Official Plan. Vehicular and bicycle parking rates for the proposed uses are identified in the Town of Carleton Place Development Permit By-law 15-2015 (DPBL) and are summarized in **Table 1**.

Table 1: Parking Requirements

Land Use	Minimum Rate	Units/GFA	Required	Proposed
<i>Vehicle Parking</i>				
Apartment Dwellings (Residents)	1.25 space per dwelling unit	84 units	105	89
Apartment Dwellings (Visitors)	0.25 space per dwelling unit		21	21
<i>Bicycle Parking</i>				
Apartment Dwellings	0.5 per dwelling unit plus 6 spaces for developments with 20 or more dwelling units	84 units	48	50

The proposed number of visitor parking spaces will adhere to the requirements of the DPBL. However, the proposed 89 resident spaces will be 16 parking spaces short of the DPBL requirements. A total of 50 bicycle parking spaces will be accommodated on site and will exceed the requirements of the DPBL.

As the proposed visitor parking spaces will adhere to the DPBL requirements, spillover of short-term visitors to the subject site onto the area roadways is not anticipated. The proposed parking reduction is being sought for resident parking, which is more easily controlled through the implementation of Transportation Demand Management measures.

4.0 TRANSPORTATION DEMAND MANAGEMENT

A previous iteration of the proposed site plan planned for 18 units in each of the four buildings for a total of 72 units within the site. In an effort to provide more affordable housing the plans within each of the buildings were changed in order to provide additional bachelor/studio units and one-bedroom units at the expense of larger two-bedroom units. By increasing the unit density within the buildings without changing other aspects of the site plan the development no longer meets the 1.5 parking space per unit (1.25 parking spaces for residents in addition to 0.25 visitor parking spaces per unit) requirement as shown in Section 3.0 and currently provides roughly 1.3 parking spaces per unit.

It is anticipated that the additional bachelor/studio and one-bedroom units will attract low-income or single-income residents that likely own one car or less. Other demographics that these units may attract include seniors that are less car dependant and looking to downsize their living situation. The DPBL states that accessory dwelling units/secondary suites require 1.0 parking spaces per unit for residents and do not require additional visitor parking. While a reduction in visitor parking is not being sought, it is assumed that the parking rate for the bachelor or one-bedroom units will be more in line with the 1.0 parking space per unit rate than the 1.5 parking spaces per unit rate for these particular units.

The proposed rental units will be owned and operated by Cavanagh Realty, who intend to separate the rental cost for units and parking spaces. The first parking space will be rented at a standard rate, while a secondary parking space will be rented at a premium. As the parking spaces will be leased separately from the units, this gives flexibility for future residents who may not require a parking spot and provides an incentive for residents to own fewer cars. It also provides control for the owner/operator to restrict secondary parking spaces to specific units. The added flexibility of unbundling parking from the monthly rent is anticipated to help the owner/operator to manage and potentially reduce the parking demand by residents.

Furthermore, the subject site is roughly a 15-minute walk or short bike ride away from Moore Street/Bridge Street and many employment generators within downtown Carleton Place. Various east-west pedestrian or cycling routes that connect the subject site to the rest of Carleton Place and various employment generators include the Riverside Trail/John Street to the north, Lake Avenue West, and Doucett Drive/Woodward Street/Arthur Street to the south.

The provision of adequate on-site bicycle and pedestrian facilities is anticipated to help achieve a higher active modal share and lower automobile dependency. The proposed development will include direct and intuitive on-site pathways connecting to O'Donovan Drive and the above east-west pedestrian routes. Bicycle parking will be provided in accordance with the DPBL and will be located

in convenient at-grade locations throughout the site. As such, the proposed pedestrian and cycling facilities within the site will help achieve a higher active modal share for residents of the site.

5.0 CONCLUSIONS

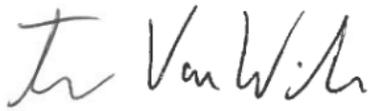
Based on the foregoing, the general findings of this Parking Study Letter are summarized as follows:

- As the proposed visitor parking spaces will adhere to the DPBL requirements, spillover of short-term visitors to the subject site onto the area roadways is not anticipated.
- The proposed on-site bicycle parking will exceed the requirements of the DPBL.
- It is anticipated that the additional bachelor/studio and one-bedroom units will attract low-income or single-income residents that likely own one car or less. As such, it is assumed that the parking rate for these units will be more in line with the 1.0 parking space per unit rate for accessory dwelling units/secondary suites.
- The added flexibility of unbundling parking from the monthly rent is anticipated to help the owner/operator to manage and potentially reduce the parking demand by residents.
- The proposed pedestrian and cycling facilities within the site in combination with the short walk or bike ride to Moore Street/Bridge Street and many employment generators is anticipated to help achieve a higher active modal share for residents of the site.

Based on the above, the development is recommended from a transportation perspective.

NOVATECH

Prepared by:



Trevor Van Wiechen, M.Eng.
E.I.T.,
Transportation

Reviewed by:



Brad Byvelds, P.Eng.
Project Manager,
Transportation

APPENDIX A

Site Plan

O'DONOVAN DRIVE

(KNOWN AS LAKE AVENUE WEST)

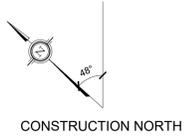
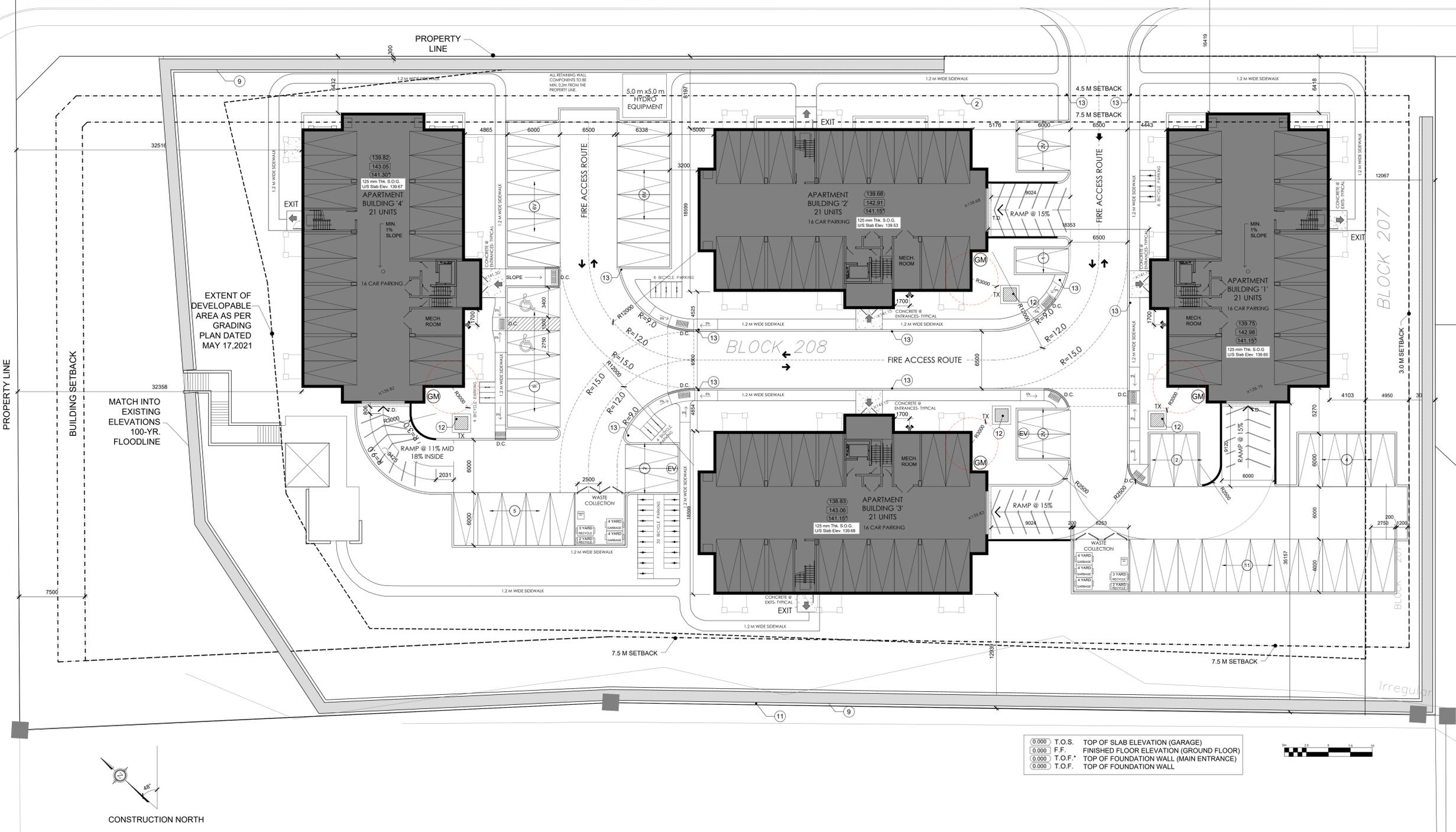
IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.
ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.
THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.
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PAPER SIZE: ISO Full Bleed B1 (1000.00 X 707.00 MM)

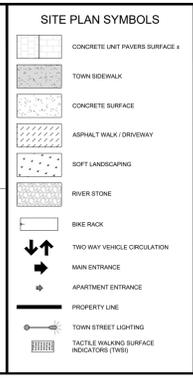
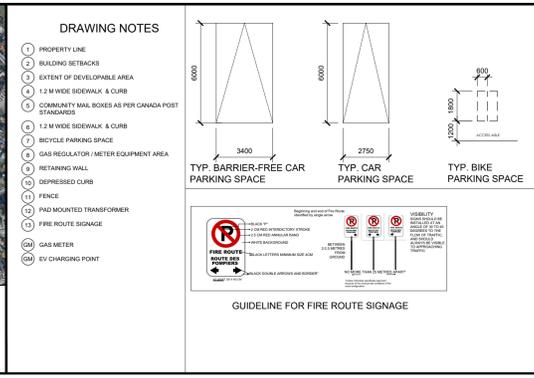
PLOT SCALE: 1:1

F:\2021\135 - Mississippi Shores\Working Drawings\01 CAD\01 Sheets\Site Plan\2135 - Site Plan.dwg

PLOT DATE: Tuesday, April 02, 2024



0.000	T.O.S.	TOP OF SLAB ELEVATION (GARAGE)
0.000	F.F.	FINISHED FLOOR ELEVATION (GROUND FLOOR)
0.000	T.O.F.*	TOP OF FOUNDATION WALL (MAIN ENTRANCE)
0.000	T.O.F.	TOP OF FOUNDATION WALL



SURVEYOR
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STANTEC
Eric Bays

CIVIL ENGINEER
STANTEC
Kris Kilborn

GEOTECHNICAL ENGINEER
GEMTECH

LANDSCAPE ARCHITECT
Rudy Levstek

PROJECT INFORMATION

LAND USE DESIGNATION: RESIDENTIAL DISTRICT

SITE AREA: 12,045.58 sq. m. (100,621 sq. ft.)

BLOCK: 207: 596.27 sq. m. (5,521 sq. ft.)
BLOCK: 208: 11,448.91 sq. m. (124,100 sq. ft.)

LOT COVERAGE (MAXIMUM): 80%
LOT FRONTAGE (MINIMUM): 35 m.

FRONT YARD SETBACK: MIN. 4.5 m, MAX. 7.5 m
EXTERIOR SIDE YARD SETBACK: MIN. 4.5 m, MAX. 7.5 m
INTERIOR SIDE YARD SETBACK: 3.5 m
REAR YARD SETBACK: 7.5 m
LANDSCAPE AREA: 30% MINIMUM

PROJECT STATISTICS

BUILDING HEIGHT: 14.0 m
AVERAGE MEAN GRADE (GEO. ELEV.): 141.0 m a.s.l.

UNIT STATISTICS

BLOCK/NO.	BUILDING AREA	FLOOR AREA	NO. OF UNITS
BLOCK-1	594.72 sq. m.	1,753.24 sq. m.	21
BLOCK-2	594.72 sq. m.	1,753.24 sq. m.	21
BLOCK-3	594.72 sq. m.	1,753.24 sq. m.	21
BLOCK-4	594.72 sq. m.	1,753.24 sq. m.	21
TOTAL	2,378.88 sq. m.	7,012.96 sq. m.	84

CAR PARKING

REQUIRED BY DEVELOPMENT PERMIT BY-LAW:
RESIDENTS: 1.5x PER (84 D.U.) = 105
VISITOR: 0.25 PER (84 D.U.) = 21

TOTAL PARKING REQUIRED: 126

PROVIDED: 89
RESERVANCE: 37
TOTAL: 126 (84 UNDER GROUND, 42 SURFACE)

BICYCLE PARKING

REQUIRED: 0.5 PER (84 D.U.) = 42
FOR DEVELOPMENT WITH 20 OR MORE DWELLING: 6
TOTAL: 48

PROVIDED: 50

LOT COVERAGE

ASPHALT DRIVEWAY / WALKWAY: 3,038.59 sq. m. = 27%
SEALING FOOTPRINT: 2.4%
TOTAL: 2,378.88 sq. m. = 20%

LANDSCAPE OPEN SPACE:
BLOCK 207, 208: 6,436.79 sq. m. = 53%
TOTAL: 12,045.58 sq. m. = 100%

BUILDING AREAS
(CONSTRUCTION/DEMOLITION: TOP = 84 UNIT BLOCKS)

LEVEL	AREA (sq. m.)
BASEMENT LEVEL	594.72 sq. m.
GROUND FLOOR LEVEL	594.72 sq. m.
SECOND FLOOR LEVEL	594.72 sq. m.
THIRD FLOOR LEVEL	594.72 sq. m.
TOTAL (UNDERGROUND + TOP)	2,378.88 sq. m.

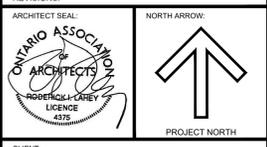
LEGAL DESCRIPTION
PLAN OF SURVEY OF
BLOCKS 207, 208
Part of Lot 12, Concession 11
Geographic Township of Beckwith

Surveyed by Annis, O'Sullivan, Vollebek Ltd.

PROJECT DEVELOPER
CAVANAGH DEVELOPMENTS
(1384341 Ontario Limited)

REVISIONS:

No.	DESCRIPTION	DATE
06	ISSUED FOR SPA COMMENTS	2024-04-02
05	REVISIONS FOR WASTE ENCLOSURE SIZING	2024-02-16
04	REVISIONS FOR HYDRO ONE COMMENTS	2023-12-21
03	ISSUED FOR SPA COMMENTS	2023-11-03
02	ISSUED FOR SPA COMMENTS	2023-09-13
01	ISSUED FOR SPA	2023-07-19



CLIENT: **CAVANAGH DEVELOPMENTS**

ARCHITECT: **rla/architecture**
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahay.ca

PROJECT TITLE: **Mississippi Shores Development**

Town of Carleton Place ONTARIO

SHEET TITLE: **SITE PLAN**

DRAWN: RLA CHECKED: X.Y.
SCALE: AS INDICATED SHEET No.: **SP-01**
PROJECT No.: 2135