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**COMMITTEE OF ADJUSTMENT MEETING AGENDA**

Wednesday, July 30, 2025 | 4:00 pm  
Virtual Meeting via Zoom

**ZOOM MEETING – PUBLIC ACCESS WEBSITE**  
<https://us02web.zoom.us/j/84287709565>

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**MEMBERS PRESENT****OTHERS PRESENT****DISCLOSURE OF PECUNIARY INTEREST****DELEGATIONS****DISCUSSIONS & DECISIONS**

1. Adoption of July 9, 2025, Regular Meeting Minutes
2. Business Arising from Minutes
3. Minor Variance Application No. A5-25, 1000291312 -----612 10<sup>th</sup> Ave
4. Correspondence
5. New Business
6. Adjournment

## COMMITTEE OF ADJUSTMENT MEETING MINUTES

Wednesday, July 9, 2025, | 4:00 pm  
Virtual Meeting via Zoom

**MEMBERS PRESENT** Brandon Koebel | Carol Hudson | Larry Lantz | Mark Ebert (chair)

**OTHERS PRESENT** Andrew Wilken, Secretary -Treasurer | Jordan Whitmore, Deputy CBO | Stacey AI, 252 13<sup>th</sup> Ave A

**REGRETS** Barbara Hicks | Bill Switzer

**DISCLOSURE OF PECUNIARY INTEREST** None

**DELEGATIONS** Travis Campbell – Homeowner, 269 13<sup>th</sup> Ave A | John Cooney – Homeowner, 412 8<sup>th</sup> St

**1. Adoption of May 15, 2025 Regular Meeting Minutes**

**Moved by LARRY LANTZ / Seconded by CAROL HUDSON**

That the minutes of the May 15, 2025, regular meeting be approved as printed and circulated.

**CARRIED**

**2. Business arising from Minutes**

The Secretary-Treasurer informed the committee that the consent application B4-B8-25 for the property located at 260 7th Street has been issued a Building Permit, and construction work has commenced on the site. Additionally, Applications A1-25 and A2-25, both Minor Variances for accessory structures, have also been granted Building Permits and are ongoing.

**3. Minor Variance Application, A3-25, Travis Campbell -----269 13th A Ave**

The Secretary-Treasurer advised that the notice for the public meeting was mailed to all commenting agencies on June 25, 2025, in accordance with the *section 45 of the Planning Act, R.S.O. 1990*. The Notice was posted on the Town of Hanover Website, circulated to abutting landowners within 60 metres of the subject lands and was also posted on the subject lands.

The Secretary-Treasurer informed the Committee on a Minor Variance application for a proposed accessory structure at the rear yard of the applicant's property at 269 13th Ave A. The structure is intended to provide storage space for dirt bikes, off-road vehicles, trailers, and personal equipment maintenance. The applicant is proposing to construct a detached garage measuring 30' by 60', with a height of 18'-2". To proceed, the applicant is requesting variances to increase in the maximum permitted Gross Building Area for accessory structures from 600 square feet as set by the comprehensive zoning by-law to 1,800 square feet and an increase in the maximum permitted height from 16'-4" to 18'-2".

Additionally, the application is superseding a future Building Permit application for the existing garage to install a rear overhead door for access to the rear yard. The property is zoned R1-Residential under the comprehensive Zoning By-law.

The application was reviewed by the Planning Advisory Committee on July 8, 2025, and concerns were raised regarding the building area of the proposed structure and its potential impact on the neighborhood, including visual impacts on the street.

Public comments were received and read aloud by the Secretary-Treasurer. After a thorough discussion, the Committee has deferred the application to a future date, which will be scheduled at the request of the applicant. It was then,

**Moved by BRANDON KOEBEL / Seconded by CAROL HUDSON**

- That the Minor Variance application be deferred subject to the following conditions:
- a) The proposed building area is to be reduced from 1,800 square feet to +/- 1,200 square feet (tentatively).
  - b) The proposed building height is to be reduced to comply with the comprehensive Zoning By-Law requirements.
  - c) Revised drawings are to be provided to reflect the changes.

**CARRIED**

**4. Minor Variance Application, A4-25, Jonathan & Meaghan Cooney-----  
412 8th St.**

The Secretary-Treasurer advised that the notice for the public meeting was mailed to all commenting agencies on June 26, 2025, in accordance with the *section 45 of the Planning Act, R.S.O. 1990*. The Notice was posted on the Town of Hanover Website, circulated to abutting landowners within 60 metres of the subject lands and was also posted on the subject lands.

The Secretary-Treasurer informed the committee of a Minor Variance application for the property located at 412 8th Street. The property is zoned R1 Residential under the comprehensive Zoning By-law. The applicant intends to construct a new deck, which is classified as an accessory structure. To proceed, the applicant is requesting a variance to exceed the maximum permitted Gross Building Area for accessory structures, increasing it from 600 square feet to 676.58 square feet. Additionally, the applicant is seeking a reduction in the Front Yard Setback from the required 19'-8" to 6'-0" in order to accommodate the deck. The property owner then provided a summary of the project, explaining that the existing deck was deteriorating and had become unsafe, prompting the decision to remove it and build a new one.

The application was reviewed by the Planning Advisory Committee on July 8, 2025, and the committee had no concerns.

Subsequent to a good discussion with regards to this application, it was then;

**Moved by LARRY LANTZ / Seconded by BRANDAN KOEBEL**

That the Minor Variance Application No. A4-25 be granted subject to the following conditions:

- a) that approval be for this application only;
- b) that the proposed development will not adversely affect nor restrict the uses in the surrounding area;

**CARRIED**

**5. Correspondence**

None

**6. New Business**

None

**7. Adjournment**

**Moved by BRANDON KOEBEL**

That the meeting now be adjourned at 4:48 pm.

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Chair, Mark Ebert

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Secretary-Treasurer, Andrew Wilken



**PART "A" (Page 2 of 2)**

10. Is the property subject of a current application under the Act: (Please indicate File Number and status of application)

Consent  No  Yes      Plan of Subdivision  No  Yes       Other \_\_\_\_\_  
 File Number \_\_\_\_\_      File Number \_\_\_\_\_      File Number \_\_\_\_\_

11. Has the subject property ever been the subject of a previous application for relief from the Zoning By-Law?

No  Yes (please indicate File Number and status of application.)

**12. DESCRIPTION OF PROPERTY AS SHOWN ON SKETCH**

	EXISTING	BY-LAW PROVISIONS	PROPOSED
FRONTAGE (m.)	60.35m	Existing	60.35m
DEPTH (m.)	50.33m	Existing	50.33m
AREA (m.)	3040m <sup>2</sup>	Existing	3040m <sup>2</sup>
WIDTH OF STREET	15m	Existing	15m

**13. USE OF PROPERTY**

EXISTING USE vacant industrial

Length of time Existing Uses of subject land have continued:

PROPOSED USE multi-unit residential

**14. EXISTING USES OF ABUTTING PROPERTIES:**

Have you contacted your neighbours regarding this application?       Yes  No

**15. ZONING PROVISIONS**

	EXISTING	BY-LAW PROVISIONS	PROPOSED
TYPE OF BUILDING/STRUCTURE		Existing	
SETBACK FROM FRONT LOT LINE	0.29m (east)	Existing	0.29m (east)
SETBACK FROM REAR LOT LINE	0.56m (west)	Existing	0.56m (west)
SETBACK FROM SIDE LOT LINE	0.28m (north)	Existing	0.28m (north)
SETBACK FROM SIDE LOT LINE	17.86m (south)	Existing	17.86m (south)
HEIGHT OF BUILDING/STRUCTURE	9.47m	Existing	9.47m
DIMENSIONS OR FLOOR AREA	4329m <sup>2</sup>	Existing	4329m <sup>2</sup>
PARKING SPACES	32	Existing	36
LOT COVERAGE	59%	Existing	59%

**16. SERVICING - ROAD ACCESS**

COMMON NAME OF ROAD

	EXISTING	PROPOSED
a. OWNERSHIP		
Municipality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Crown	<input type="checkbox"/>	<input type="checkbox"/>
Ministry of Transportation	<input type="checkbox"/>	<input type="checkbox"/>
County	<input type="checkbox"/>	<input type="checkbox"/>
Private	<input type="checkbox"/>	<input type="checkbox"/>
b. MAINTENANCE		
i.		
Municipality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unassumed Municipal Road	<input type="checkbox"/>	<input type="checkbox"/>
Ministry of Transportation	<input type="checkbox"/>	<input type="checkbox"/>
County	<input type="checkbox"/>	<input type="checkbox"/>
Private or Right of Way	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>
ii.		
Seasonal	<input type="checkbox"/>	<input type="checkbox"/>
Year-Round	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c. WATER ACCESS:

If the proposed access is by water, please describe the nearest public boat launching and car parking facility.

N/A

How far is it from the property, and what facilities are there?

Please also show on key plan portion of the sketch map.

d. OTHER ACCESS (Specify)

**17. SERVICING - WATER**

	EXISTING	PROPOSED
Water Supplied By:		
Municipality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Local Services Board	<input type="checkbox"/>	<input type="checkbox"/>
Private: Well, Lake or Communal (Specify)	<input type="checkbox"/>	<input type="checkbox"/>

**18. SERVICING - SEWAGE**

	EXISTING	PROPOSED
Sewage System Supplied By:		
Municipality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Local Services Board	<input type="checkbox"/>	<input type="checkbox"/>
Private: Septic, Pit, Chemical (Specify)	<input type="checkbox"/>	<input type="checkbox"/>

**19. SERVICING - STORM DRAINAGE**

	EXISTING	PROPOSED
Storm Drainage Supplied By:		
Municipality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sewers	<input type="checkbox"/>	<input type="checkbox"/>
Ditches	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>

**20. OTHER DOCUMENTS (as specified below)**

Parking Justification Study \_\_\_\_\_

## PART "B"

Sketch Accompanying Application  
See Information Below denoting requirements.

KEY MAP



Please refer to drawings submitted.

The above sketch should include the following:

- i. The boundaries and dimensions of the subject land.
- ii. The location, size and type of all existing and proposed buildings and structures on the subject land, indicating the distance of the buildings or structures from the front yard lot line, rear yard lot line and the side yard lot lines.
- iii. The approximate location of all natural and artificial features on the subject land and on land that is adjacent to the subject land that, in the opinion of the applicant, may affect the application. Examples include buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells and septic tanks.
- iv. The current uses on land that is adjacent to the subject land.
- v. The location, width and name of any roads within or abutting the subject land, indicating whether it is an unopened road allowance, a public travelled road, a private road or a right of way.
- vi. If access to the subject land is by water only, the location of the parking and docking facilities to be used.
- vii. The location and nature of any easement affecting the subject land.

**PART "C"**

**AFFIDAVIT** (This affidavit must be signed in the presence of a Commissioner)

Dated at the City of Richmond Hill  
this 24th day of June, 20 25.

I/We, 1000291312 Ontario Ltd. of the City of  
Richmond Hill in the County/District/Regional Municipality of York,

do solemnly declare that all the statements contained in this application are true, and I/We make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the **CANADA EVIDENCE ACT**.

**DECLARED** before me at the \_\_\_\_\_ }  
\_\_\_\_\_ }  
City of Richmond Hill }  
In the Region }  
of York }  
this 24th day of May, 20 25 }



A Commissioner, etc.



**Anna Rychkova**  
a Commissioner, etc.  
Province of Ontario, for Zotov Fridman Professional  
Corporation, Barristers and Solicitors  
Expires March 31, 2028

**AUTHORIZATION FOR AGENT/SOLICITOR TO ACT FOR OWNER**

*If this application is made by an agent or solicitor on behalf of the landowner, the owner's written authorization must be included. Without such authorization, the application cannot be considered. If surface and subsurface rights are held by different parties, both signatures are required.*

I/We 1000291312 Ontario Ltd., Owner(s) of the lands as described in this application  
and known as 612 10th Avenue of the Town of Hanover  
in the County of Grey do hereby authorize Edward Mak  
\_\_\_\_\_ to act as my Agent/Solicitor for this application.



Signature of Owner(s)

June 24 2025  
Date

Signature of Owner(s)

\_\_\_\_\_ Date

*Personal information on this form is collected under the authority of the Planning Act, RSO 1990, Chapter P. 13, as amended, and will be used to assess applications for Minor Variances to the Zoning By-Law for the Town of Hanover. Questions about this collection should be directed to the Chief Building Official/Planning Administrator, Town of Hanover, 341 10th Street, Hanover, Ontario N4N 1P5 Phone (519) 364-2780.*















1000291312 Ontario Inc.

# PARKING STUDY

Proposed Residential Development

612 10<sup>th</sup> Avenue  
Town of Hanover, Ontario

December 2024  
25174



**LEA Consulting Ltd.**

625 Cochrane Drive, 5<sup>th</sup> Floor  
Markham, ON, L3R 9R9 Canada  
T | 905 470 0015 F | 905 470 0030  
WWW.LEA.CA

December 2, 2024

**Reference Number:**

25174

**1000291312 Ontario Inc.**  
c/o Edward Mak  
Director, Development  
Evans Planning  
9212 Yonge Street, Unit 1  
Richmond Hill, ON  
L4C 7A2

Dear Edward Mak:

**RE: Parking Study  
Proposed Residential Development  
612 10<sup>th</sup> Avenue, Town of Hanover**

LEA Consulting Ltd. is pleased to present the findings of our Parking Study for the proposed residential development located at 612 10<sup>th</sup> Avenue in the Town of Hanover. This Parking Study has been prepared for 1000291312 Ontario Inc. c/o Evans Planning to assess the proposed parking supply for the proposed residential development. This report concludes that the proposed parking supply will sufficiently accommodate the expected demand.

Please do not hesitate to contact the undersigned should you have any additional questions or concerns.

Yours truly,

**LEA CONSULTING LTD.**

Jocelyn Wallen, P.Eng.  
Project Manager, Transportation Engineer

Esther Kim, B.E.S.  
Transportation Planner

Encl. Parking Study – 612 10<sup>th</sup> Avenue, Town of Hanover (December 2024)

## Disclaimer

*This Report represents the work of LEA Consulting Ltd ("LEA"). This Report may not be relied upon for detailed implementation or any other purpose not specifically identified within this Report. This Document is confidential and prepared solely for the use of 1000291312 Ontario Inc. Neither LEA, its sub-consultants nor their respective employees assume any liability for any reason, including, but not limited to, negligence, to any party other than 1000291312 Ontario Inc. for any information or representation herein.*

## TABLE OF CONTENTS

1	Introduction.....	1
1.1	<i>Proposed Development</i> .....	2
2	Vehicle Parking Review .....	3
2.1	<i>Vehicle Parking Requirement</i> .....	3
2.2	<i>Accessible Parking Requirement</i> .....	3
3	Parking Justification .....	4
3.1	<i>Existing Transportation Context</i> .....	4
3.1.1	Existing Pedestrian Opportunities.....	4
3.1.2	Existing On-Street Parking Opportunities.....	5
3.1.3	Public Transit Opportunities .....	6
3.2	<i>Existing Developments</i> .....	6
3.3	<i>Policy Framework</i> .....	7
3.3.1	The Provincial Planning Statement (2024).....	7
3.3.2	Ontario’s Five-Year Climate Change Action Plan.....	7
3.3.3	Recolour Grey, County of Grey Official Plan (Consolidated August 9, 2024).....	7
3.3.4	Grey Bruce Complete Streets Policy & Implementation Guide .....	8
3.3.5	Town of Hanover Official Plan.....	8
3.3.6	Town of Hanover Community Improvement Plan 2020-2030 .....	9
3.4	<i>Comparable Proxy Sites</i> .....	9
3.5	<i>Census Data</i> .....	10
3.5.1	Multi-Modal Census Data .....	10
3.5.2	Population Distribution .....	11
4	Transportation Demand Management (TDM) Plan.....	12
4.1	<i>Pedestrian Based Strategies</i> .....	12
4.2	<i>Cycling Based Strategies</i> .....	12
4.3	<i>Parking and Travel based strategies</i> .....	12
4.4	<i>TDM Measures Impact</i> .....	13
5	Conclusion .....	14

## LIST OF TABLES

Table 2-1: Zoning By-Law 2912-15 Parking Requirements .....	3
Table 2-2: Zoning By-law 2912-15 Accessible Parking Requirements .....	3
Table 3-1: Comparison of Proxy Site and Subject Site .....	9
Table 3-2: Comparison of Parking Rates .....	10
Table 3-3: Main Modes of Commute (Hanover vs. Grey County) .....	11
Table 3-4: Population Distribution by Age Group .....	11
Table 4-1: Measure of TDM Effectiveness .....	13

## LIST OF FIGURES

Figure 1-1: Site Location .....	1
Figure 1-2: Proposed Site Plan .....	2
Figure 3-1: Subject Site Walk Score Map .....	4
Figure 3-2: On Street Parking Availability .....	5
Figure 3-3: 471 9 <sup>th</sup> Avenue Location .....	6

## APPENDICES

APPENDIX A	2021 CENSUS DATA
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## 1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by 1000291312 Ontario Inc. to provide a Parking Study for a proposed residential development located at 612 10<sup>th</sup> Avenue (herein referred to as the “subject site”) in the Town of Hanover. The subject site is currently occupied by a two-storey industrial building, or also known as the old Dickies building and is bounded by 10<sup>th</sup> Avenue to the east and residential properties to the north, south and west, as illustrated in Figure 1-1.

Figure 1-1: Site Location



Source: Google Earth, Accessed September 2024

The proposed development will result in a parking deficiency, relative to the Town’s Zoning By-law parking requirements. As such, the following study will provide a review of the development proposal and proposed parking supply, followed by a review of the applicable policy framework, existing transportation context, and mode split to assess the appropriateness of the proposed parking supply. A list of transportation demand management (TDM) strategies has also been recommended to support the proposed parking reduction and encourage multi-modal travel to the site provided.

## 1.1 PROPOSED DEVELOPMENT

The proposed development will consist of a two-storey apartment building with 41 residential units, of which 25% will be allocated for affordable housing. 32 parking spaces will be available on-site, with an additional 7 on-street parking spaces along 10<sup>th</sup> Avenue for visitor parking. Of note, as the on-street parking spaces are not within the boundaries of the subject lands, they have been excluded from the vehicular parking supply. This corresponds to an overall parking rate of 0.78 spaces per unit.

Vehicular access to the site will be provided via a singular all-moves access off 10<sup>th</sup> Avenue. The proposed site plan is illustrated in Figure 1-2.

Figure 1-2: Proposed Site Plan



Source: Retouche Architecture & Design, November 2024

## 2 VEHICLE PARKING REVIEW

This section reviews the vehicular and accessible parking supply based on the Zoning By-law requirements applicable to the subject site. No bicycle parking requirements are identified in the Town's Zoning By-law. Of note, the 7 visitor on-street parking spaces have not been included as part of the proposed parking supply as the spaces are not within the boundaries of the subject lands.

### 2.1 VEHICLE PARKING REQUIREMENT

The subject site falls under the jurisdiction of the Town of Hanover's Comprehensive Zoning By-law 2912-15. For multi-family apartment dwelling units, developments must provide parking at a rate of 1.25 spaces per dwelling unit for up to 20 units, plus an additional 1.0 space per dwelling unit above 20 units. Parking requirements as prescribed by this By-law are summarized in Table 2-1.

Table 2-1: Zoning By-Law 2912-15 Parking Requirements

Land Use	Unit Counts	Unit Count	Zoning Bylaw 2912-15		Proposed Parking Supply
			Parking Rate	Required Parking	
Studio	3 units	41 units	1.25 per dwelling unit or part thereof up to 20 units, and 1.0 per dwelling unit above 20 units	46	32
1 Bedroom	9 units				
2 Bedroom	19 unit				
3 Bedroom	10 units				
<b>Total Residential Parking</b>			-	<b>46</b>	<b>32</b>
Visitor	41 units	-	No visitor spaces required	-	-
<b>Total Parking</b>			-	<b>46</b>	<b>32</b>

According to the Town of Hanover Zoning By-law 2912-15, the subject site is required to provide a total of 46 residential parking spaces and 0 visitor parking spaces. The proposed parking supply of 32 spaces results in a reduction of 14 spaces and equates to a parking rate of 0.78 spaces per unit. It should be noted that the proposed development intends to provide an additional 7 visitor on-street parking spaces on 10<sup>th</sup> Avenue to accommodate any additional parking demand from the site.

### 2.2 ACCESSIBLE PARKING REQUIREMENT

The requirements for accessible parking spaces are provided in By-law 2912-15, Section 6.13.5 (*Barrier-Free Parking Spaces*). These requirements only apply if the subject site provides more than 20 parking spaces. The accessible parking requirements are summarized in Table 2-2.

Table 2-2: Zoning By-law 2912-15 Accessible Parking Requirements

Required Parking	Proposed Parking	Zoning Bylaw 2912-15		Proposed Parking Supply
		Parking Rate	Parking Spaces	
46	32	1 space for the first 20 + 1 for each additional 100 parking spaces	2	2

According to the Town of Hanover By-law 2912-15, the subject site is required to provide a total of two (2) accessible parking spaces. The proposed development will provide two (2) accessible parking spaces, satisfying this requirement.

### 3 PARKING JUSTIFICATION

The proposed parking supply represents a reduction of 30% from the Zoning By-law. As a reduction greater than 10% of the minimum parking requirements is sought, the following sections will provide justification to ensure that the proposed supply is sufficient to accommodate the anticipated demand.

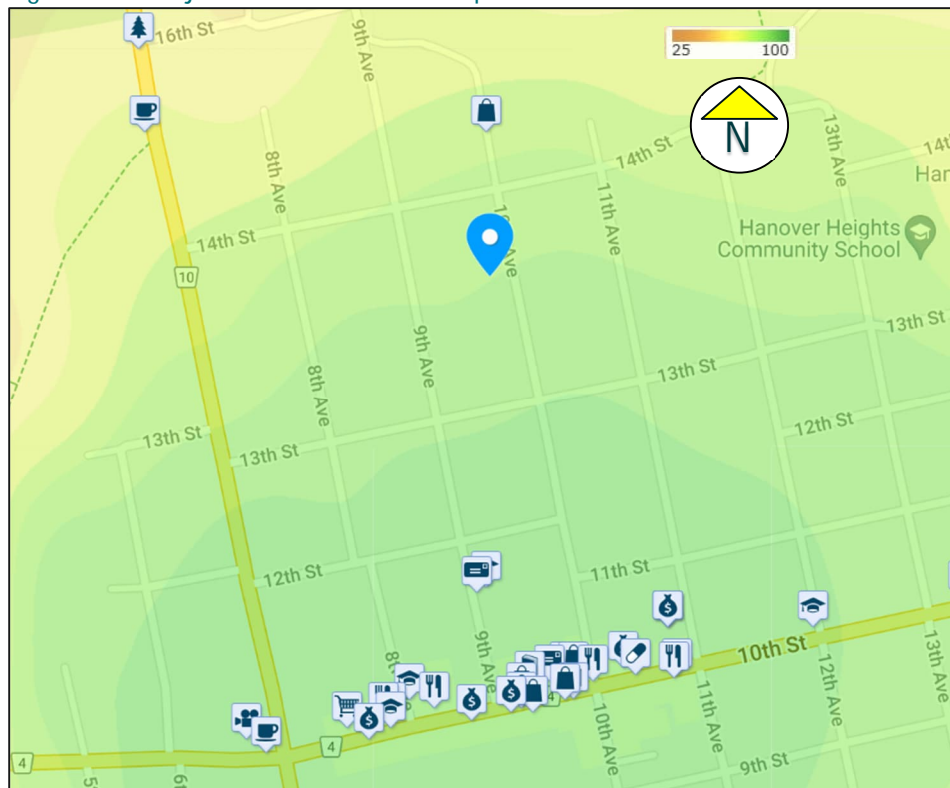
#### 3.1 EXISTING TRANSPORTATION CONTEXT

The following sections will summarize the existing transportation context of the site and assess opportunities for other modes of travel. No future transportation improvements were identified.

##### 3.1.1 Existing Pedestrian Opportunities

The majority of roads surrounding the proposed development are equipped with sidewalks, ensuring safe and comfortable separation from vehicles. Approximately 500 m (or a 6-minute walk) south of the site is 10<sup>th</sup> Street, a key corridor of Downtown Hanover, which provides a variety of amenities such as restaurants, grocery stores, bars, banks, and office spaces. The Walk Score quantifies how well residents can travel on foot to common destinations by using matrices that measure distance to amenities, street block length, and intersection density. The subject site has a score of 68/100, indicating that some errands can be accomplished on foot. The top right corner of Figure 3-1 shows the area's walkability score, ranging from 0 to 100. As shown in Figure 3-1, there are a number of essential amenities and entertainment services within walking distance to support the daily needs of residents.

Figure 3-1: Subject Site Walk Score Map



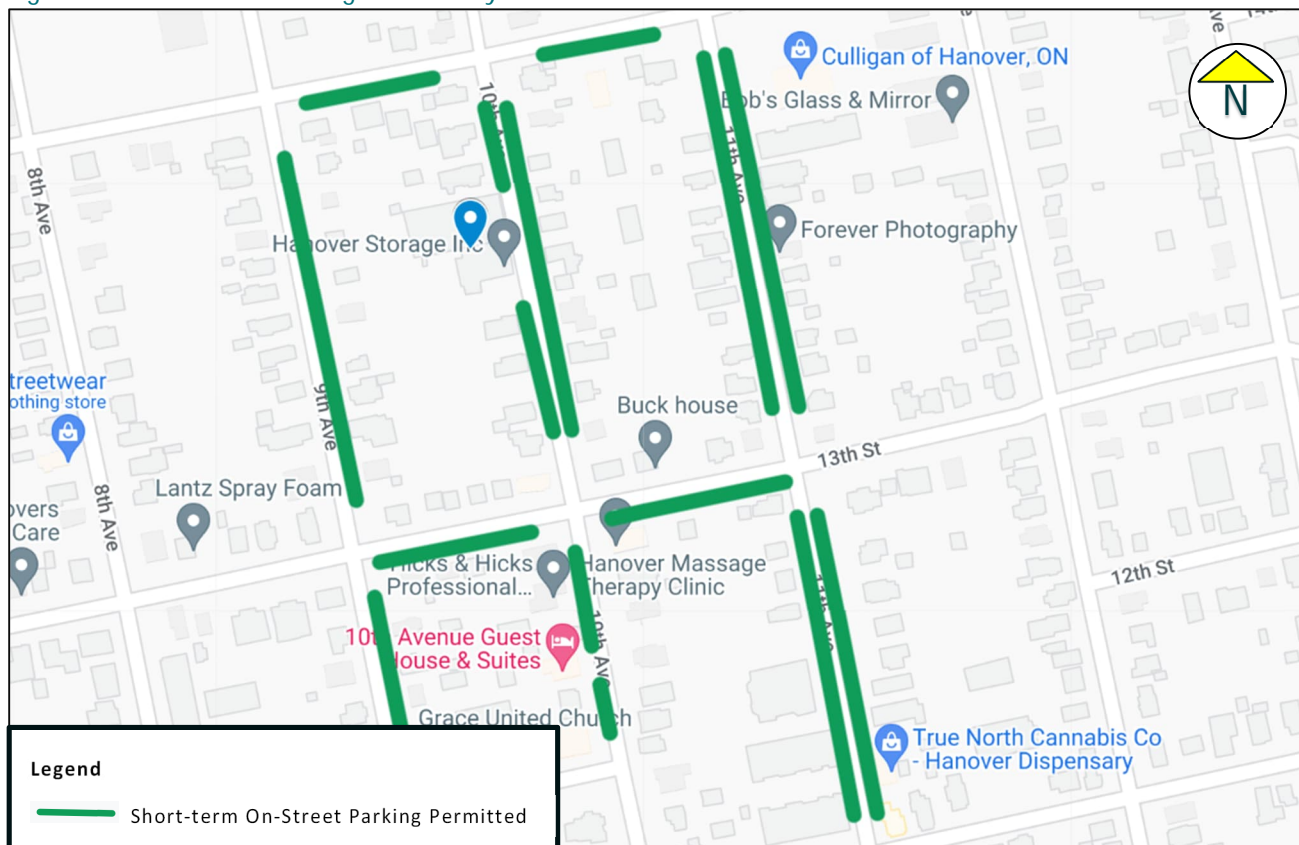
Source: Walkscore.com, accessed October 2024

### 3.1.2 Existing On-Street Parking Opportunities

Several streets surrounding the subject site permit on-street parking. Figure 3-2 illustrates the areas where on-street parking is available. This has been reviewed according to Schedules “B” and “F” in By-law 3068-19, as amended by Bylaw 3187-21 and Bylaw 3247-22.

It should be noted that while on-street parking spaces are available on surrounding streets, The Town of Hanover Traffic Bylaw prohibits on-street parking between 1:00 am to 6:00 am from the months of December to March. While it is understood that these on-street parking spaces will not serve as a viable option for long-term vehicle parking, it provides an alternative option for those who may need to park their vehicle for a short amount of time. To prevent overflow parking to these areas, it is recommended that the applicant ensures that residents sign an agreement and understand that no overnight parking is permitted on the nearby roadways.

Figure 3-2: On Street Parking Availability



Source: LEA Consulting, October 2024

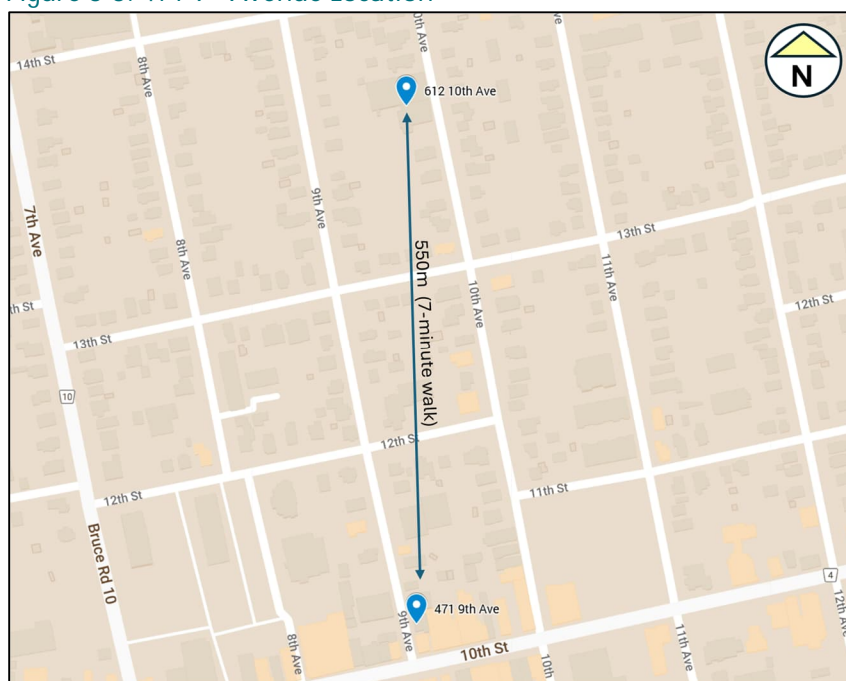
### 3.1.3 Public Transit Opportunities

Although the Town of Hanover does not have public transit, alternative transportation options are available for residents who do not drive or lack access to a vehicle. Within the community support services of Grey-Bruce County, the county provides transportation services to all residents aged 18 and older. These services allow trips to be scheduled by phone, with pick-up and drop-off times arranged accordingly. The service operates Monday to Saturday from 7:00 a.m. to 7:00 p.m., with exceptions made for medical or dialysis appointments that may require transportation on Sundays. Additionally, medical trips can be accommodated beyond 7:00 p.m. if resources permit. For individuals with accessibility concerns, Saugeen Mobility and Regional Transit (SMART) offer specialized public transit services to residents of Bruce and Grey counties, including Hanover. These options ensure that residents without access to a vehicle can still meet their daily transportation needs.

## 3.2 EXISTING DEVELOPMENTS

To evaluate the parking conditions of the proposed site, comparable developments with similar characteristics have been reviewed. A notable example is the residential apartment building at 471 9<sup>th</sup> Avenue in Hanover. This is a two-story apartment building comprised of 33 residential units and 21 parking spaces, resulting in a parking rate of 0.63 spaces per unit. This rate is 10% lower than that of the proposed development, which consists of 41 residential units and 32 parking spaces, equating to a parking rate of 0.73 spaces per unit. Additionally, the apartment building is located just a one-minute walk from 10<sup>th</sup> Street, indicating that both buildings are within convenient walking distance to numerous amenities available along 10<sup>th</sup> Street. Given that both buildings are within walking distance of 10<sup>th</sup> Street, it is anticipated that residents of the proposed development would be able to meet their daily needs without relying on a private vehicle. Consequently, the proposed parking rate of 0.73 spaces per unit is deemed acceptable. The location of 471 9<sup>th</sup> Avenue is shown below in Figure 3-3.

Figure 3-3: 471 9<sup>th</sup> Avenue Location



Source: LEA Consulting, accessed November 2024

### 3.3 POLICY FRAMEWORK

The following sections will review the relevant planning policies and documents to establish an understanding of the current planning and transportation context and objectives applicable to the subject site.

#### 3.3.1 The Provincial Planning Statement (2024)

The 2024 Provincial Planning Statement (PPS) will replace both the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019*. Under Section 3 of the Planning Act, all decisions affecting land use planning matters “shall be consistent with” the policy statements under this act. One of the key matters pertaining to PPS policies include intensifying residential housing supply. As stated under Section 2.2, this includes permitting and facilitating the development and redevelopment of underutilized industrial sites for residential use. This also includes the promotion of increasing density for new housing which supports the use of active transportation.

Based on the County of Grey Official Plan (consolidated August 9, 2024), the Town of Hanover has been identified as a primary settlement area. Under Section 2.3 of the PPS, it states that within settlement areas, land use patterns should be based on the surrounding densities and a mix of land uses which support active transportation.

This Plan also includes policies towards energy conservation. Under Section 2.9, it states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of climate change through approaches that support low impact development and promote active transportation. Additionally, for planning authorities to take into consideration any other additional approaches which would aid in reducing greenhouse gas emissions.

The reduced parking supply at the site serves as a measure to encourage active transportation and lower greenhouse gas emissions by limiting reliance on single-occupancy vehicles for trips. Additionally, the site's conversion from an industrial to a residential building will contribute to the town's housing stock. Altogether, the proposed site and parking supply is in line with the goals of the Provincial Planning Statement.

#### 3.3.2 Ontario's Five-Year Climate Change Action Plan

Ontario's Five-Year Climate Change Action Plan was announced in June 2016 with the objective of fighting climate change with several areas of action. The plan recognizes the vital role transportation and land use planning takes in effectively reducing greenhouse gas pollution. Some of those actions include: implementing Transportation Demand Management Plans to limit single-occupant vehicle trips, supporting cycling and walking for daily commutes, and eliminating minimum parking requirements for municipal zoning bylaws over the next five years.

The proposed development's decision to provide 32 parking spaces rather than that required from the Town's Zoning By-law acknowledges that land within the City should not be used for excess parking, but rather for further land-development opportunities that support a future shifting towards lower auto-dependency.

#### 3.3.3 Recolour Grey, County of Grey Official Plan (Consolidated August 9, 2024)

The County of Grey's Official Plan, titled *Recolour Grey*, provides a framework for land use planning throughout the region, including the Town of Hanover. Within this Plan, Hanover has been designated as a primary settlement area, which is defined as areas suitable for increased intensification. These areas are encouraged to develop high-quality spaces that promote different modes of active transportation such as walking and cycling. The County's Official Plan also acknowledges the challenges faced by rural and settlement

areas in fostering healthy living environments. Under Section 4.3, it states the County's commitment to encourage active transportation as a key strategy to address these challenges and support residents in adopting healthier, more sustainable lifestyles.

The proposed reduction in parking supply aligns with the County's objectives by encouraging residents to shift from single-occupancy vehicle use to active transportation. The reduced parking supply of the site supports the County's goal of fostering healthier lifestyles and increasing active transportation.

### 3.3.4 Grey Bruce Complete Streets Policy & Implementation Guide

The *Grey Bruce Complete Streets Policy & Implementation Guide* serves as a comprehensive toolkit for policy implementation, decision-making, and as a reference for best practices and emerging trends within the County. Recognizing the growing adoption of Complete Streets by municipalities across the province to enhance accessibility and promote sustainable transportation, the guide addresses specific challenges and opportunities unique to Grey Bruce County. Key issues include an aging population impacting mobility and accessibility, high rates of obesity and physical inactivity reducing quality of life, a small but increasing reliance on active transportation for daily trips, and the growth of cycling tourism in Ontario.

The guide outlines goals and objectives aimed at reducing auto dependency and fostering active transportation within the County. One key objective is to promote multi-modal transportation options and alternatives to single-occupancy vehicle use for local trips. The proposed reduction in parking supply aligns with this objective by encouraging sustainable transportation modes and reducing reliance on single-occupancy vehicles. By encouraging a shift towards more active modes of transportation, this will encourage residents to adopt more active lifestyles and reduce dependency on single-occupancy vehicles. The reduction of parking also aligns with the demographic trend of an aging population. As a growing proportion of residents are anticipated to experience mobility and accessibility challenges, fewer vehicle parking spaces will be necessary to accommodate future needs.

### 3.3.5 Town of Hanover Official Plan

The Town of Hanover's Official Plan sets out a framework for how the town will continue to develop. The Town of Hanover Official Plan aims to ensure appropriate growth for the town, enhancing the natural environment and character of the Town. Section 2.5 of the Official Plan outlines the goal of providing the best quality of life possible for the town's residents. Among its objectives is the promotion of a healthy and active environment for all residents and encourage active transportation such as walking and cycling. This objective emphasizes the strong link between high-quality living standards and the use of active modes of transportation. Within the same section, the official plan also includes the goal to provide an ample supply of affordable housing options, by permitting diverse forms of dwelling types to meet the social, health, and well-being requirements of residents. Furthermore, Section 2.6.2 outlines the Official Plan's goal to ensure that all municipal services meet the needs of present and future residents and businesses in an efficient and environmentally sensitive manner. Their objectives include the promotion of alternative forms of transportation including cycling and walking and promote a decrease in the reliance on automobiles. Both objectives are a part of the Town's long term growth plan. The proposed reduced parking supply aligns with the Town's objective of reducing reliance on automobiles and encouraging a shift towards active modes of transportation.

### 3.3.6 Town of Hanover Community Improvement Plan 2020-2030

The Town of Hanover Community Improvement Plan (CIP) 2020-2030 is intended to guide the town's economic development vision and ensuring their goal of creating a progressive and evolving framework for long-term economic prosperity. This plan states it will offer various incentives to encourage and support key development and revitalization projects, including the re-use and improvements of commercial, industrial and institutional buildings, as well as developments that will increase affordable housing stock such as multi-unit housing, and purpose built rental housing. Within the Plan, a number of specific sites have been targeted to receive priority treatment for development. Within these sites include the old Dickie's building on the subject site. Incentives include grants and financial assistance for site remediation and enhancement, such as façade upgrades, landscaping, driveway and parking improvements, and accessibility improvements. Planning and building permit grants are available for affordable housing developments, where grants are based on the proportion of affordable units within the overall development.

The development of the proposed site is in line with the development goals of the CIP. The proposed re-development of an existing industrial building to create more affordable housing stock options is in line with the development goals of the CIP.

### 3.4 COMPARABLE PROXY SITES

In order to quantify the subject site's anticipated parking demand, previous parking demand surveys for residential apartments with a similar transportation context were examined. The listed proxy sites display a similar neighbourhood context with comparable transportation conditions. Table 3-1 describes and compares the subject site and the proxy site.

Table 3-1: Comparison of Proxy Site and Subject Site

Category	612 10 <sup>th</sup> Avenue (Subject Site)	63-65 Sympatica Crescent	200 St. Luke's Avenue
Land Use	2-storey residential development with 41 residential units. 25% of units will be allocated for affordable housing.	6-storey residential development with 168 residential units.	4-storey residential development with 60 residential units. All units have rent at or below the local average market rent.
Neighbourhood Context	Located in Hanover, Ontario, within a low-rise residential neighbourhood, and is walking distance to 10 <sup>th</sup> Street, a main street providing various amenities within walking distance.	Located in Brantford, Ontario, adjacent to a low-rise residential neighbourhood and is walking distance to Lynden Road and Lynden Park Mall, providing various nearby amenities.	Located in Peterborough, Ontario in a residential neighborhood, surrounded by institutional and community centre uses; 4-minute walk to retail and commercial uses along Hunter Street E.
Transit Context	<b>Transit Score:</b> N/A <b>Walk Score:</b> 68 (Somewhat Walkable) <b>BikeScore:</b> 55 (Bikeable)	<b>Transit Score:</b> N/A <b>Walk Score:</b> 66 (Somewhat Walkable) <b>BikeScore:</b> 53 (Bikeable)	<b>Transit Score:</b> N/A; however bus stops are available within 400m, or a 6-minute walk from the site. <b>Walk Score:</b> 67 (Somewhat Walkable) <b>BikeScore:</b> 69 (Bikeable)

As demonstrated in Table 3-1, the listed sites are comparable, as they are located in suburban areas with limited to no transit options. All three sites are situated within low-rise residential neighborhoods but are within walking distance of several amenities. Based on these similarities, it was determined that these sites

are suitable to use as proxy sites. A comparison between the observed parking demand at the proxy site during peak demand and the proposed parking rate is outlined below in Table 3-2.

Table 3-2: Comparison of Parking Rates

Site			Weekday Demand			Weekend Demand		
Location	Occupied Units	Parking Supply	Res	Vis	Total	Res	Vis	Total
63-65 Sympatica Crescent, Brantford, ON <sup>(1)</sup>	168 units	252 spaces	0.68	0.06	0.71	0.64	0.07	0.70
200 St. Luke's Avenue Peterborough, ON <sup>(2)</sup>	60 units	51 spaces	0.32	0.08	0.43	0.33	0.12	0.47
<b>Average</b>			<b>0.5</b>	<b>0.07</b>	<b>0.57</b>	<b>0.48</b>	<b>0.09</b>	<b>0.58</b>
<b>612 10<sup>th</sup> Ave, Hanover, ON</b>	<b>41 units</b>	<b>32 spaces</b>	<b>0.78</b>	<b>0</b>	<b>0.78</b>	<b>0.78</b>	<b>0</b>	<b>0.78</b>

<sup>(1)</sup> The observed parking demand is based on a parking survey conducted Tuesday, December 1<sup>st</sup>, 2020, and Saturday, December 5<sup>th</sup>, 2020, from 5:00PM to 2:00AM.

<sup>(2)</sup> The observed parking demand is based on a parking survey conducted Tuesday, July 26<sup>th</sup>, 2022, Wednesday July 27<sup>th</sup>, 2022, and Saturday, July 23<sup>rd</sup>, 2022, from 5:00PM to 2:00AM.

As shown above, the proxy sites exhibit a parking demand that is comparable to the proposed parking rate for this site. Additionally, the proposed parking rate is above the average parking demand observed at the comparable proxy developments. The proxy site at 200 St. Luke's Avenue is particularly comparable to the subject site due to its provision of affordable housing units. As indicated in Table 3-2, parking demand at this location remains low during peak periods, with a parking demand rate of less than 0.50 spaces per unit. With this, although the visitor parking demand for the site is 0, the development will offer 7 on-street parking spaces to accommodate visitor parking needs. Given the similar conditions between the proxy sites and the proposed development, it is reasonable to conclude that a parking rate of 0.78 spaces per unit will be sufficient.

## 3.5 CENSUS DATA

### 3.5.1 Multi-Modal Census Data

Mode split data from the 2021 census was reviewed to understand the existing travel trends within Grey County and the Town of Hanover to determine the main modes of daily commute trips. The mode splits are summarized below in Table 3-3 and census data is provided in Appendix A.

Table 3-3: Main Modes of Commute (Hanover vs. Grey County)

Main Mode of Commute <sup>(1)</sup>	Hanover (Census subdivision)		Grey County (Census division)	
	Total Population	Percentage	Total Population	Percentage
Total	2,900	100%	34,325	100%
Car, Truck, or Van	2,540	88%	31,330	91%
Car, Truck, or Van (Driver)	2,260	<b>78%</b>	28,815	<b>84%</b>
Car, Truck, or Van (Passenger)	275	9%	2,515	7%
Public Transit	0	0%	185	1%
Walked	310	11%	1,910	6%
Bicycle	15	1%	205	1%
Other	40	1%	695	2%

<sup>(1)</sup> Main mode of commute for the employed labour force aged 15 years and over with a usual place of work or no fixed workplace address – 25% sample data

As shown above, the Town of Hanover has a lower percentage of residents who use a personal vehicle for their daily commute compared to the County. It can be assumed that the Town has a lower vehicle ownership rate as only 78% of the population use a personal vehicle for daily trips. As the subject site is proposing a reduced parking rate of 0.78 spaces per unit, the mode share of 78% suggests that the proposed parking supply is adequate and will meet the demands for parking. Additionally, prospective residents will be aware of the limited parking availability, which is likely to attract individuals who do not own a personal vehicle, therefore further reducing parking demand.

### 3.5.2 Population Distribution

Population age statistics from the 2021 Census were analyzed to understand demographic trends in the Town of Hanover. These statistics were compared with data from Grey County and Ontario to identify demographic differences. Table 3-4 presents the population distribution across various age groups.

Table 3-4: Population Distribution by Age Group

Age Group	Population Distribution (%)		
	Hanover	Grey County	Ontario
0 to 14 years	14.5	15.3	15.8
15 to 64 years	55.6	58.3	65.6
65 years and over	29.9	26.4	18.5
85 years and over	4.7	3.2	2.4
<b>Total Senior Population (65 years and over)</b>	<b>34.6</b>	<b>29.6</b>	<b>20.9</b>
<b>Average Population Age</b>	<b>46.9</b>	<b>45.9</b>	<b>41.8</b>

As illustrated above, the Town of Hanover has a notably higher proportion of senior residents compared to Grey County and the province. Almost 35% of the Town of Hanover's population are aged 65 years or older. Additionally, Hanover's average population age surpasses that of both Grey County and Ontario, with the proportion of residents aged 85 and older being nearly double the provincial average. This could signify that the population of Hanover is less car-dependent as a significant proportion of the population may not be able to drive a car, or require a car on a daily basis. This may also explain why the Town of Hanover has a lower driver mode share compared to Grey County, as shown in Table 3-3. As mentioned in Section 3.1.3, alternative modes of transportation are provided for senior residents who may have accessibility and mobility issues. These options will further reduce the need for senior residents to own and use a private vehicle.

## 4 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable modes of transportation.

There are several opportunities to incorporate TDM measures to promote alternate modes of transportation and support existing and future planned transit infrastructure. The following subsections discuss the TDM initiatives with focus on reducing SOV trips to and from the subject site. These include a number of multi-modal travel and parking-based strategies, which collectively will support the reduction in vehicle parking proposed and ultimately support fewer vehicle trips to and from the subject site on a regular basis.

### 4.1 PEDESTRIAN BASED STRATEGIES

#### Connections to Pedestrian Pathways

The proposed site plan ensures safe, comfortable and convenient pedestrian connections to the external pedestrian network. The proposed pedestrian entrances to the buildings are oriented facing the sidewalks along 10<sup>th</sup> Avenue, providing convenient access for pedestrians and cyclists. To further enhance the pedestrian realm and consider persons with mobility difficulties, the passageways should be well lit with enhanced landscaping and minimal barriers to provide a permeable pedestrian corridor. This will create a pleasant and safe pedestrian experience.

#### Walking Distance to Nearby Amenities

The subject site is within a 6-minute walk of 10<sup>th</sup> Street, a major street in Downtown Hanover which offers various employment, retail, and institutional uses. The proximity to these amenities encourages and facilitates walking trips, reducing the need for a private vehicle for daily trips.

### 4.2 CYCLING BASED STRATEGIES

#### Promote and increase cycling awareness & multi-modal transportation

It is recommended that information packages be provided to residents to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road, and maps of active transportation infrastructure available.

### 4.3 PARKING AND TRAVEL BASED STRATEGIES

#### Reduced Parking Supply from Zoning By-law

The proposed development will provide residential parking at a rate of 0.78 spaces per unit. A parking reduction is in line with governing policy and is recommended to avoid oversupply of parking and to further encourage other modes of transportation. Reduced parking provisions for new developments is a vital travel demand management tool that will discourage private automobile use and support the Town's goal of fostering a healthy environment where active transportation is encouraged.

### Provision of Unbundled Parking

It is recommended that the proposed development lease parking spaces separately from the cost to rent a unit. This will encourage other sustainable modes of transportation and reduce auto-dependency.

## 4.4 TDM MEASURES IMPACT

This section provides an estimate of the effectiveness of the proposed TDM measures. It is noted that the information provided below is a high-level analysis estimating the upper limit of the impacts the proposed TDM measures would have on reducing single-occupancy automobiles generated by the subject site.

Table 4-1 provides an estimate of the effectiveness of the proposed TDM measures.

Table 4-1: Measure of TDM Effectiveness

TDM Measure	Benefits
<b>Pedestrian-Based Strategies</b>	
Orient building entrances with direct access to pedestrian networks and streets	+ All residents benefit from pedestrian scale infrastructure given that all trips will require walking into the site + Encourages people to conduct activities within walking distance
Walking distance to nearby amenities	+ Pedestrian entrance directly accessed from main road network for convenient connections + Provides convenient access to amenities
<b>Cycling-Based Strategies</b>	
Promote and increase cycling awareness and multi-modal transportation	+ Encourage cycling as a mode for commuting
<b>Travel and Parking Management Strategies</b>	
Provide reduced parking supplies	+ Encourages residents to forgo auto ownership + Encourages travel behaviour to favour transit, active transportation, and ride/car sharing options
Provide unbundled parking from residential unit purchase	+ Avoids oversupplying parking where travel demand can be accommodated by alternative travel modes

## 5 CONCLUSION

LEA Consulting Ltd. has been retained by 1000291312 Ontario Inc. to prepare a Parking Study in support of the low-rise residential development located at 612 10<sup>th</sup> Avenue in the Town of Hanover. The proposed development includes 41 residential units, and 32 parking spaces, with 7 additional visitor on-street parking spaces. Additionally, 25% of the residential units will be allocated for affordable housing. This equates to a proposed parking rate of 0.78 spaces per unit. The proposed parking supply results in a 30% reduction from the Town of Hanover's Zoning By-law 2912-15 vehicle parking requirements.

The site is conveniently located within a 6-minute walk of 10<sup>th</sup> Street, where residents have access to numerous amenities to meet their daily needs. This proximity is likely to encourage residents to opt for active transportation over private vehicle use for these trips. Additionally, ample on-street parking surrounding the site will provide options for temporary parking.

A review of relevant policies, the existing transportation context, mode split, and observed parking demands was conducted to showcase the suitability of the proposed parking supply. The proposed parking supply strongly aligns with the goals of provincial and municipal policies and supports the Town's goal of decreasing the reliance of private automobiles and creating an environment that encourages active transportation. In addition, a review of proxy surveys and census data suggests that parking demand may be lower than the current by-law requirements. Overall, it is anticipated that the proposed parking supply will sufficiently accommodate the expected demand and encourage a reduction in SOV travel.

It is recommended that the applicant inform prospective residents about the limited parking to attract tenants who do not own a car, ensuring parking demand matches the supply. The recommended TDM plan will further support alternative modes of transportation to shift away from auto usage.



# APPENDIX A

**2021 Census Data**

#### Hanover Census Subdivision 2021 Data

Main mode of commuting	Total	Men	Women	%
Total	2900	1625	1280	100%
Car, truck, or Van	2540	1425	1115	88%
Driver	2260	1300	960	78%
Passenger	275	125	155	9%
Public Transit	0	0	0	0%
Walked	310	175	135	11%
Bicycle	15	10	0	1%
Other	40	10	30	1%

#### Grey County Census Division 2021 Data

Main mode of commuting	Total	Men	Women	%
Total	34325	18950	15375	100%
Car, truck, or Van	31330	17545	13785	91%
Driver	28815	16255	12565	84%
Passenger	2515	1295	1220	7%
Public Transit	185	90	95	1%
Walked	1910	890	1015	6%
Bicycle	205	120	85	1%
Other	695	295	400	2%

Hanover	Total	Men	Women
Total - Distribution (%) of the population by broad age groups - 100% data	100	100	100
0 to 14 years	14.5	15.5	13.6
15 to 64 years	55.6	57.4	54
65 years and over	29.9	27.1	32.4
85 years and over	4.7	4.1	5.2
Average age of the population	46.9	45	48.6
Median age of the population	49.2	46.4	52

Grey County	Total	Men	Women
Total - Distribution (%) of the population by broad age groups - 100% data	100	100	100
0 to 14 years	15.3	15.9	14.6
15 to 64 years	58.3	58.8	57.9
65 years and over	26.4	25.3	27.5
85 years and over	3.2	2.6	3.8
Average age of the population	45.9	44.9	46.8
Median age of the population	49.6	48	50.8

Ontario	Total	Men	Women
Total - Distribution (%) of the population by broad age groups - 100% data	100	100	100
0 to 14 years	15.8	16.6	15.1
15 to 64 years	65.6	66.2	65
65 years and over	18.5	17.2	19.8
85 years and over	2.4	1.8	2.9
Average age of the population	41.8	40.7	42.8

Median age of the population	41.6	40	42.8
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**MARCH 4, 2025**

**PROJECT NO: 2843-7369**

**SENT VIA: EMAIL**

Town of Hanover  
341 10<sup>th</sup> Street  
Hanover, ON N4N 1P5

**Attention: Sandeep Kaur  
Junior Planner**

**RE: 612 10<sup>TH</sup> AVENUE  
PARKING STUDY PEER REVIEW**

Dear Sandeep,

C.F. Crozier & Associates (Crozier) was retained by the Town of Hanover to undertake a peer review of the Parking Study (dated December 2, 2024) for the development application located at 612 10<sup>th</sup> Avenue, Town of Hanover, Grey County. The Parking Study was prepared by LEA Consulting Ltd.

The development application at 612 10<sup>th</sup> Avenue is for a two-storey residential apartment with 41 residential dwelling units, of which 25% is anticipated as affordable housing. The proposed parking supply includes 32 vehicle parking spaces. The Parking study also notes that there are on-street parking spaces adjacent to the site located along 10<sup>th</sup> Avenue. A single site access to 10<sup>th</sup> Avenue is also proposed.

Crozier peer reviewed the parking study and presents our findings below.

### **Parking Justification Study Peer Review**

It is our opinion that the Parking Study has generally been conducted in accordance with typical practices for parking studies. However, the justification is insufficient to support the proposed vehicle parking supply deficiency in comparison to the Zoning By-Law requirements. An updated Parking Study is recommended.

### **Zoning By-Law Parking Requirements Peer Review**

The parking requirements evaluation was performed correctly in the 612 10<sup>th</sup> Avenue parking study. The By-law requires 46 spaces while 32 spaces is proposed – thus about 30% deficient.

The Parking Study justifies the supply deficiency under criteria below.

### Existing Transportation Context

*The study discusses the potential for walking trips to and from the site, nearby on-street parking facilities to accommodate non-overnight visitor parking, and public mobility service options under section 3.1.*

However, the lack of regular, reliable transit with a short headway of frequency along with the rural nature of the Town of Hanover means most people would likely own and depend on a personal vehicle for most of their trips, particularly for longer work based trips and shopping.

### Existing Developments

*Next, the parking study identified a nearby development at 471 9<sup>th</sup> Avenue, within the Town of Hanover. This site was assessed to be a comparable apartment building with similar walking opportunities to the 10<sup>th</sup> Street amenity areas in the parking study. A reduced parking supply of 0.63 spaces per unit was identified for this surrogate site, or lower than what the proposed development would provide. Gleaning from 21 existing parking spaces for a total of 33 units.*

Additional information is needed for this potential justification. There is no information provided that confirms both the development unit yield and parking supply of the 471 9<sup>th</sup> Avenue site. A review of online mapping software street-view imagery of this property reveals a building unlikely to contain that many units.

Furthermore, no evidence was provided on whether the surrogate site (if indeed an apartment) parking supply is adequately meeting parking demands under current conditions. A parking survey would be useful in determining whether this surrogate development is able to handle existing parking demands. Then, an existing case of reduced parking supply compared to the Zoning By-Law requirements, and comparable parking supply to the development proposal, would enable more credibility for this justification.

### Policy Framework

*The parking study outlines justification related to planning policies contained within the Provincial Planning Statement, Ontario's Five-Year Climate Change Action Plan, the County of Grey Official Plan, the Grey Bruce Complete Streets Policy & Implementation Guide, the Town of Hanover Official Plan and the Town of Hanover Community Improvement Plan. Several themes of planning policies within the aforementioned Policy Plans were identified that were used to justify the proposed reduced parking supply. They include:*

- *Policies which support increased density of housing, including conversion of former industrial sites.*
- *Policies which promote active transportation modes and reduce reliance on single-occupancy vehicle use, with the benefit of promoting healthier living.*
- *Policies which reduce greenhouse gas emissions that contribute to climate change.*
- *Policies that create more affordable housing within the Town of Hanover.*

First, the Ontario Five-Year Climate Change Action Plan is no longer in-effect, thus the policies contained within the document are not relevant to the assessment. The remaining policies outlined do lend some credence to lowering parking supply in general terms.

However, any parking reduction must be functional and representative of the setting. Therefore, using these policies is not a sufficient justification for a reduction in vehicle parking supply from the Zoning By-Law.

### Comparable Proxy Sites

*The parking study considered two surrogate sites that were assessed to be comparable to the proposed development based on neighbourhood and transportation context. The report then details the results of parking surveys undertaken at the two surrogates and compared the maximum parking demand rates to the supply rate of the development proposal. The lower parking rates of the parking surveys compared to the parking supply rate of the development proposal was cited as supporting justification for the parking supply of the development proposal.*

Crozier reviewed the neighbourhood and transportation context of the selected sites to determine the appropriateness of the comparability to the proposed development. While the 63-65 Sympatica Crescent site is a similarly sized mid-rise development with similar walk and bike scores to the subject site, it is not comparable to the proposed development given the multi transit options available and with several bus stops within 100m of the site. Further, there are more commercial and employment options within a short walking distance, including a mall (Lynden Mall) compared to the proposed development location at 612 10<sup>th</sup> Street.

Similarly, though the 200 St Lukes Avenue site is a midrise development with similar walk and bike scores to the subject site, indicating some comparability to the development proposal. However, there are also transit options with a bus stop approximately 100m away from the site. Therefore, not a comparable site to 612 10<sup>th</sup> Street.

Given the parking deficiency is approximately 30% compared to Zoning By-Law requirements, we recommend two new parking surveys be conducted at similar sized mid-rise residential buildings in a similar location setting: that is rural or suburban with no regular transit within one kilometre.

### Census Data

*The report uses 2021 Census Data as a supporting justification for the proposed reduced parking supply. Mode split data and population distribution data were cited in the report. The report identified the comparably lower vehicle mode split being likely attributable to a higher senior population proportion in Hannover compared to Grey County as potential supporting evidence for a lower parking rate.*

The census data combines all types of residential developments (including seniors' properties) all over the municipality and therefore not an accurate representation for the site. Further, the census data is not a direct measure of parking demand and therefore not a sufficient justification for a 30% parking supply reduction.

### Transportation Demand Management

*The Transportation Demand Management (TDM) portion of the study outlines several strategies to reduce dependence on single-occupant vehicle trips, which may contribute to reduced need for parking. Connections to pedestrian pathways, walking distance to nearby amenities, promoting and increasing cycling awareness & multi-modal transportation, reduced parking*

*supply, and the provision of unbundled parking were all mentioned as Transportation Demand Measurements in support of the development proposal. The benefits of these measure were also outlined.*

Though most of the measures above may support short trips, longer trips like work-based trips and shopping is expected to remain a key concern given no regular transit in the area. Therefore, though the Transportation Demand Management measures are encouraged, they provide a limited justification towards the proposed vehicle parking supply. Given the proposed parking deficiency is approximately 30%, the TDM measures alone is not sufficient to support the reduced parking rate.

### **Conclusion and Recommendations**

Crozier has conducted a peer review of the 612 10<sup>th</sup> Street Parking Study (by LEA Consulting, December 2, 2024). The site proposes a two-storey residential apartment with 41 residential dwelling units.

Based on the peer review, below is a summary and recommend changes be made for a subsequent Parking Study resubmission:

- The Zoning By-Law parking requirements are correctly identified. A total of 46 vehicle parking spaces are required, and 32 are proposed, meaning there is a 14 space deficiency (approximately 30%) from the Zoning By-Law requirements.
- Though several criteria have been used in justification of the proposed parking supply deficiency, the supporting criteria either appear inaccurate, lack supporting details or are not a sufficient justification for the requested 30% reduction. Therefore, an updated Parking Study is recommended.
- Two new parking surveys should be conducted at comparable sites. The sites should be mid-rise residential buildings in a similar rural or suburban setting with no nearby transit within one kilometre. The raw parking counts should be appended to the Parking Study.
- The Existing Development (Section 3.2) should be removed from the Parking Study or updated to show more details, with supporting data and an evaluation of relevance in justifying a parking reduction.
- All references to the Ontario 5-Year Climate Action Plan should be removed as that specific plan has since been scrapped or modified into a different plan.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

**C.F. CROZIER & ASSOCIATES INC.**



Peter Apasnore, M.A.Sc., P.Eng., PTOE  
Project Manager, Transportation  
/AH

**C.F. CROZIER & ASSOCIATES INC**



Aidan Hallsworth, EIT  
Engineering Intern, Transportation

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1000291312 Ontario Inc.

# UPDATED PARKING STUDY

Proposed Residential Development

612 10<sup>th</sup> Avenue  
Town of Hanover, Ontario

June 2025  
25174

## Disclaimer

*This Report represents the work of LEA Consulting Ltd ("LEA"). This Report may not be relied upon for detailed implementation or any other purpose not specifically identified within this Report. This Document is confidential and prepared solely for the use of 1000291312 Ontario Inc. Neither LEA, its sub-consultants nor their respective employees assume any liability for any reason, including, but not limited to, negligence, to any party other than 1000291312 Ontario Inc. for any information or representation herein.*



LEA Consulting Ltd.  
625 Cochrane Drive, 5<sup>th</sup> Floor  
Markham, ON, L3R 9R9 Canada  
T | 905 470 0015 F | 905 470 0030  
WWW.LEA.CA

June 26<sup>th</sup>, 2025

Reference Number: 25174

1000291312 Ontario Inc.  
c/o Edward Mak  
Director, Development  
Evans Planning  
9212 Yonge Street, Unit 1  
Richmond Hill, ON  
L4C 7A2

Dear Edward Mak:

RE: Updated Parking Study  
Proposed Residential Development  
612 10<sup>th</sup> Avenue, Town of Hanover

LEA Consulting Ltd. is pleased to present the findings of our Updated Parking Study for the proposed residential development located at 612 10<sup>th</sup> Avenue in the Town of Hanover. This Parking Study has been prepared for 1000291312 Ontario Inc. c/o Evans Planning to assess the proposed parking supply for the proposed residential development. This report concludes that the proposed parking supply will sufficiently accommodate the expected demand.

Please do not hesitate to contact the undersigned should you have any additional questions or concerns.

Yours truly,

LEA CONSULTING LTD.

Jocelyn Wallen, P.Eng., RSP1  
Project Manager, Transportation Engineer

Encl. Updated Parking Study – 612 10<sup>th</sup> Avenue, Town of Hanover (June 2025)

## TABLE OF CONTENTS

1	Introduction.....	1
1.1	<i>Proposed Development</i> .....	2
2	Vehicle Parking Review .....	3
2.1	<i>Vehicle Parking Requirement</i> .....	3
2.2	<i>Accessible Parking Requirement</i> .....	3
3	Parking Justification .....	4
3.1	<i>Existing Transportation Context</i> .....	4
3.1.1	Existing Pedestrian Opportunities.....	4
3.1.2	Existing On-Street Parking Opportunities.....	5
3.1.3	Public Transit Opportunities .....	6
3.2	<i>Proxy Parking Survey Data</i> .....	6
3.2.1	Projected Parking Demand .....	7
3.3	<i>Policy Framework</i> .....	8
3.3.1	The Provincial Planning Statement (2024).....	8
3.3.2	Recolour Grey, County of Grey Official Plan (Consolidated August 9, 2024).....	8
3.3.3	Grey Bruce Complete Streets Policy & Implementation Guide .....	8
3.3.4	Town of Hanover Official Plan.....	9
3.3.5	Town of Hanover Community Improvement Plan 2020-2030 .....	9
4	Transportation Demand Management (TDM) Plan.....	10
4.1	<i>Pedestrian Based Strategies</i> .....	10
4.2	<i>Cycling Based Strategies</i> .....	10
4.3	<i>Parking and Travel based strategies</i> .....	10
4.4	<i>TDM Measures Impact</i> .....	11
5	Conclusion .....	12

## LIST OF TABLES

Table 2-1: Zoning By-Law 2912-15 Parking Requirements .....	3
Table 2-2: Zoning By-law 2912-15 Accessible Parking Requirements .....	3
Table 3-1: Proxy Sites Comparison with Subject Site .....	7
Table 3-2: Proxy Survey Results .....	7
Table 3-3: ZBL 2912-15 Requirement and Projected Parking Demand Comparison.....	7
Table 4-1: Measure of TDM Effectiveness.....	11

## LIST OF FIGURES

Figure 1-1: Site Location .....	1
Figure 1-2: Proposed Site Plan .....	2
Figure 3-1: 10-Minute Walking Distance from Subject Site .....	4
Figure 3-2: On Street Parking Availability.....	5
Figure 3-3: Proxy Parking Survey Site Locations .....	6

## APPENDICES

APPENDIX A	PARKING SURVEY COUNTS
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## 1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by 1000291312 Ontario Inc. to provide a Parking Study for a proposed residential development located at 612 10<sup>th</sup> Avenue (herein referred to as the “subject site”) in the Town of Hanover. The subject site is currently occupied by a two-storey industrial building, or also known as the old Dickies building and is bounded by 10<sup>th</sup> Avenue to the east and residential properties to the north, south and west, as illustrated in Figure 1-1.

Figure 1-1: Site Location



Source: Google Earth, Accessed September 2024

The proposed development will result in a parking deficiency, relative to the Town’s Zoning By-law parking requirements. As such, the following study will provide a review of the development proposal and proposed parking supply, followed by a parking justification. By way of background, a previous parking study for the subject site has been submitted in December 2024 and peer reviewed by C.F Crozier & Associates (Crozier). This updated parking study incorporates comments provided in the peer review letter, including the addition of a parking survey to justify the proposed parking supply.



## 2 VEHICLE PARKING REVIEW

This section reviews the vehicular and accessible parking supply based on the Zoning By-law requirements applicable to the subject site. No bicycle parking requirements are identified in the Town's Zoning By-law.

### 2.1 VEHICLE PARKING REQUIREMENT

The subject site falls under the jurisdiction of the Town of Hanover's Comprehensive Zoning By-law 2912-15. For multi-family apartment dwelling units, developments must provide parking at a rate of 1.25 spaces per dwelling unit for up to 20 units, plus an additional 1.0 space per dwelling unit above 20 units. Parking requirements as prescribed by this By-law are summarized in Table 2-1.

Table 2-1: Zoning By-Law 2912-15 Parking Requirements

Land Use	Unit Counts	Unit Count	Zoning Bylaw 2912-15		Proposed Parking Supply
			Parking Rate	Required Parking	
Studio	3 units	41 units	1.25 per dwelling unit or part thereof up to 20 units, and 1.0 per dwelling unit above 20 units	46	36
1 Bedroom	9 units				
2 Bedroom	19 unit				
3 Bedroom	10 units				
<b>Total Residential Parking</b>			-	<b>46</b>	<b>36</b>
Visitor	41 units	-	No visitor spaces required	-	-
<b>Total Parking</b>			-	<b>46</b>	<b>36</b>

According to the Town of Hanover Zoning By-law 2912-15, the subject site is required to provide a total of 46 residential parking spaces and 0 visitor parking spaces. The proposed parking supply of 36 spaces results in a reduction of 10 spaces and equates to a parking rate of 0.88 spaces per unit.

### 2.2 ACCESSIBLE PARKING REQUIREMENT

The requirements for accessible parking spaces are provided in By-law 2912-15, Section 6.13.5 (*Barrier-Free Parking Spaces*). These requirements only apply if the subject site provides more than 20 parking spaces. The accessible parking requirements are summarized in Table 2-2.

Table 2-2: Zoning By-law 2912-15 Accessible Parking Requirements

Required Parking	Proposed Parking	Zoning Bylaw 2912-15		Proposed Parking Supply
		Parking Rate	Parking Spaces	
46	36	1 space for the first 20 + 1 for each additional 100 parking spaces	2	2

According to the Town of Hanover By-law 2912-15, the subject site is required to provide a total of two (2) accessible parking spaces. The proposed development will provide two (2) accessible parking spaces, satisfying this requirement.

### 3 PARKING JUSTIFICATION

The proposed parking supply represents a reduction of 30% from the Zoning By-law. As a reduction greater than 10% of the minimum parking requirements is sought, the following sections will provide justification to ensure that the proposed supply is sufficient to accommodate the anticipated demand.

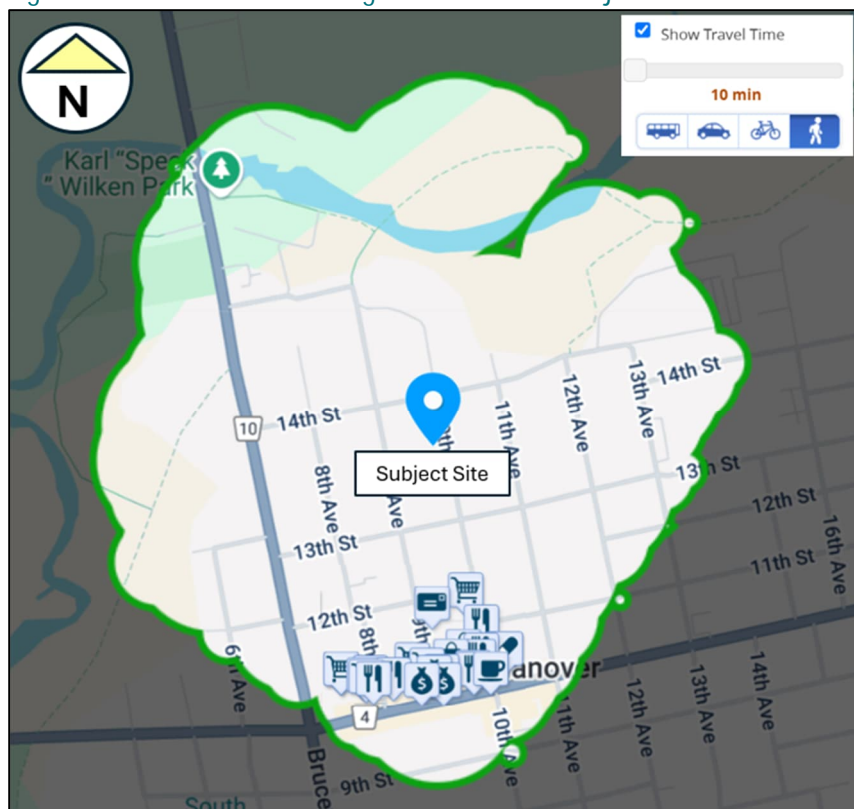
#### 3.1 EXISTING TRANSPORTATION CONTEXT

The following sections will summarize the existing transportation context of the site and assess opportunities for other modes of travel. No future transportation improvements were identified.

##### 3.1.1 Existing Pedestrian Opportunities

The majority of roads surrounding the proposed development are equipped with sidewalks, ensuring safe and comfortable separation from vehicles. Approximately 500 m (or a 6-minute walk) south of the site is 10<sup>th</sup> Street, a key corridor of Downtown Hanover, which provides a variety of amenities such as restaurants, grocery stores, bars, banks, and office spaces. The Walk Score quantifies how well residents can travel on foot to common destinations by using matrices that measure distance to amenities, street block length, and intersection density. The subject site has a score of 78/100, indicating that most errands can be accomplished on foot. Figure 3-1 shows the 10-minute walking distance from the subject site, illustrating that a number of essential amenities such as grocery stores, banks, restaurants, and a pharmacy is within a 10-minute walking distance from the site to support the daily needs of residents.

Figure 3-1: 10-Minute Walking Distance from Subject Site



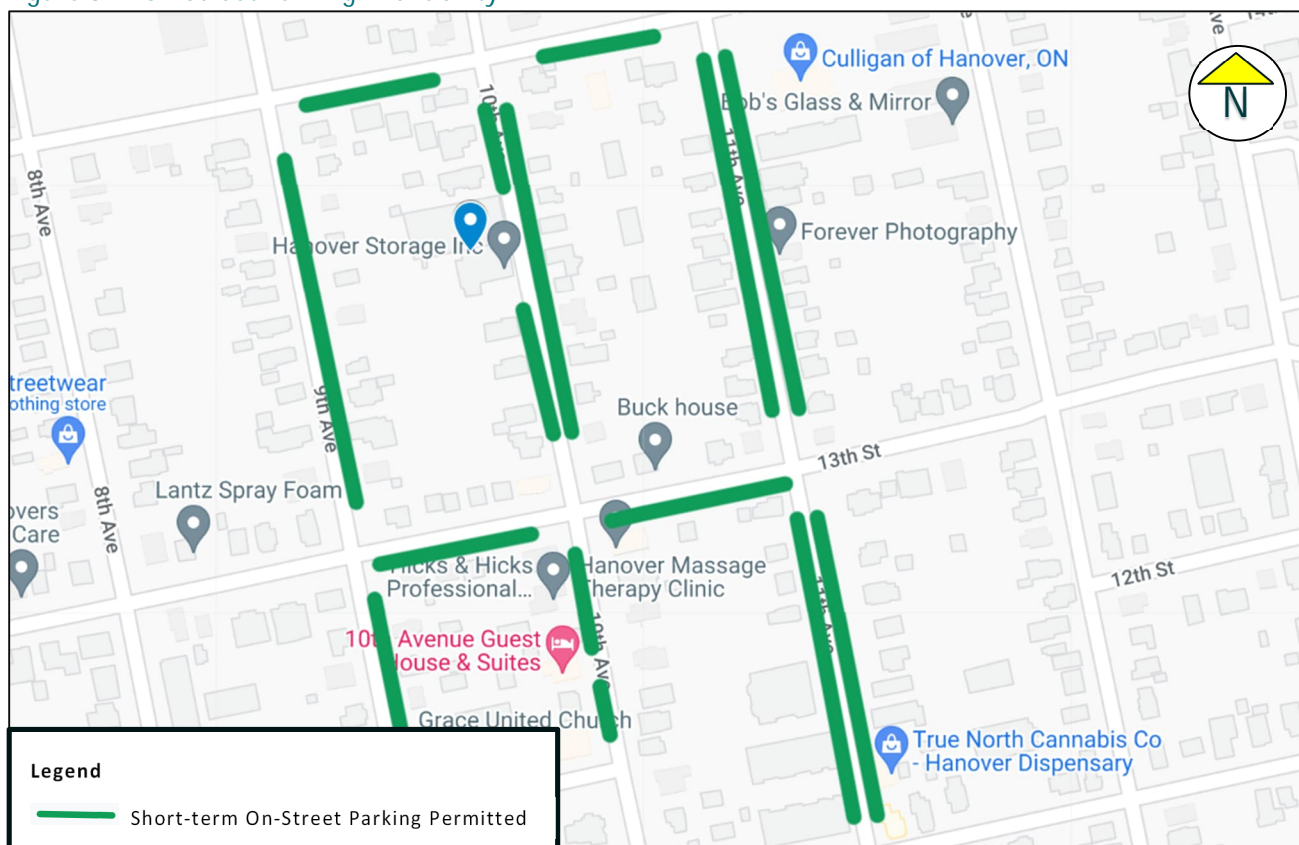
Source: Walkscore.com, accessed May 2025

### 3.1.2 Existing On-Street Parking Opportunities

Several streets surrounding the subject site permit on-street parking. Figure 3-2 illustrates the areas where on-street parking is available. This has been reviewed according to Schedules "B" and "F" in By-law 3068-19, as amended by Bylaw 3187-21 and Bylaw 3247-22.

It should be noted that while on-street parking spaces are available on surrounding streets, The Town of Hanover Traffic Bylaw prohibits on-street parking between 1:00 am to 6:00 am from the months of December to March. While it is understood that these on-street parking spaces will not serve as a viable option for long-term vehicle parking, it provides an alternative option for those who may need to park their vehicle for a short amount of time. To prevent overflow parking in these areas, it is recommended that the applicant ensures that residents sign an agreement and understand that no overnight parking is permitted on the nearby roadways.

Figure 3-2: On Street Parking Availability



Source: LEA Consulting, October 2024

### 3.1.3 Public Transit Opportunities

Although the Town of Hanover does not have public transit, alternative transportation options are available for residents who do not drive or lack access to a vehicle. Within the community support services of Grey-Bruce County, the county provides transportation services to all residents aged 18 and older. These services allow trips to be scheduled by phone, with pick-up and drop-off times arranged accordingly. The service operates Monday to Saturday from 7:00 a.m. to 7:00 p.m., with exceptions made for medical or dialysis appointments that may require transportation on Sundays. Additionally, medical trips can be accommodated beyond 7:00 p.m. if resources permit. For individuals with accessibility concerns, Saugeen Mobility and Regional Transit (SMART) offer specialized public transit services to residents of Bruce and Grey counties, including Hanover. These options ensure that residents without access to a vehicle can still meet their daily transportation needs.

## 3.2 PROXY PARKING SURVEY DATA

To evaluate the appropriateness of the proposed parking supply, parking utilization surveys were conducted on Thursday May 1, 2025, and Friday, May 2, 2025, from 10:00 a.m. to 10:00 p.m. at three (3) comparable sites within Hanover. All surveyed sites are low to mid-rise residential buildings that provide parking at-grade. The location of the surveyed sites are shown in Figure 3-3 and described in Table 3-1.

Figure 3-3: Proxy Parking Survey Site Locations



Source: Google Earth, accessed May 2025

Table 3-1: Proxy Sites Comparison with Subject Site

Category	612 10 <sup>th</sup> Avenue (Subject Site)	472 6 <sup>th</sup> Avenue	476 9 <sup>th</sup> Avenue	536 11 <sup>th</sup> Avenue
Land Use	2-storey residential building with 41 units	6-storey residential building with 46 units	3-storey residential building with 19 units	6-storey residential building with 37 units
Provided Parking	36 spaces	40 resident spaces; 5 visitor spaces	21 resident spaces	35 resident spaces; 9 visitor spaces
Provided Parking Ratio	0.88 spaces/unit	0.98 spaces/unit	1.11 spaces/unit	1.19 spaces/unit

The parking demand for visitors and residents at each proxy site was observed over a two-day period. A LEA staff member circulated each parking lot, recording all vehicles parked on-site at 30-minute intervals. As a conservative analysis, the peak demand during these two days was applied to determine the demand per unit for each site. Table 3-2 summarizes the maximum observed demand and observed demand rate per unit. Detailed survey counts are provided in Appendix A.

Table 3-2: Proxy Survey Results

Address	Units	Maximum Observed Demand			Demand per Unit		
		Visitors	Residents	Overall	Visitors	Residents	Overall
472 6 <sup>th</sup> Avenue	46	5	32	37	0.11	0.70	0.80
476 9 <sup>th</sup> Avenue	19	0	14	14	0.00	0.74	0.74
536 11 <sup>th</sup> Avenue	37	2	24	26	0.05	0.65	0.70
<b>Average</b>					<b>0.05</b>	<b>0.69</b>	<b>0.75</b>
<b>Weighted Average</b>					<b>0.07</b>	<b>0.69</b>	<b>0.76</b>
<b>Subject Site</b>					<b>-</b>	<b>0.88</b>	<b>0.88</b>

### 3.2.1 Projected Parking Demand

To estimate the projected parking demand for the proposed development, the weighted average observed parking rate from the May 2025 surveys were applied to the site. Table 3-3 summarizes the project parking demand at the subject site compared to the existing Zoning By-law requirements.

Table 3-3: ZBL 2912-15 Requirement and Projected Parking Demand Comparison

Zoning By-law 2912-15				Proposed Parking Supply
Land Use	Units	Parking Rate	Required Parking	
Residential	41	1.25 per dwelling unit or part thereof up to 20 units, and 1.0 per dwelling unit above 20 units	46	36
Parking Survey				Proposed Parking Supply
Land Use	Units	Observed Demand Rate	Required Parking	
Residential	41	0.76 spaces per unit	31	36

The results of the parking survey indicate an observed weighted average parking demand rate of 0.76 spaces per unit. This observed demand rate is slightly lower than the proposed parking rate for the subject site. Given that the proposed rate of 0.88 spaces per unit exceeds the observed demand rates, it is expected that the proposed parking rate is appropriate for the site.

### 3.3 POLICY FRAMEWORK

The following sections will review the relevant planning policies and documents to establish an understanding of the current planning and transportation context and objectives applicable to the subject site.

#### 3.3.1 The Provincial Planning Statement (2024)

The 2024 Provincial Planning Statement (PPS) will replace both the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019*. Under Section 3 of the Planning Act, all decisions affecting land use planning matters “shall be consistent with” the policy statements under this act. One of the key matters pertaining to PPS policies include intensifying residential housing supply. As stated under Section 2.2, this includes permitting and facilitating the development and redevelopment of underutilized industrial sites for residential use. This also includes the promotion of increasing density for new housing which supports the use of active transportation.

Based on the County of Grey Official Plan (consolidated August 9, 2024), the Town of Hanover has been identified as a primary settlement area. Under Section 2.3 of the PPS, it states that within settlement areas, land use patterns should be based on the surrounding densities and a mix of land uses which support active transportation.

This Plan also includes policies towards energy conservation. Under Section 2.9, it states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of climate change through approaches that support low impact development and promote active transportation. Additionally, for planning authorities to take into consideration any other additional approaches which would aid in reducing greenhouse gas emissions.

The reduced parking supply at the site serves as a measure to encourage active transportation and lower greenhouse gas emissions by limiting reliance on single-occupancy vehicles for trips. Additionally, the site's conversion from an industrial to a residential building will contribute to the town's housing stock. Altogether, the proposed site and parking supply is in line with the goals of the Provincial Planning Statement.

#### 3.3.2 Recolour Grey, County of Grey Official Plan (Consolidated August 9, 2024)

The County of Grey's Official Plan, titled *Recolour Grey*, provides a framework for land use planning throughout the region, including the Town of Hanover. Within this Plan, Hanover has been designated as a primary settlement area, which is defined as areas suitable for increased intensification. These areas are encouraged to develop high-quality spaces that promote different modes of active transportation such as walking and cycling. The County's Official Plan also acknowledges the challenges faced by rural and settlement areas in fostering healthy living environments. Under Section 4.3, it states the County's commitment to encourage active transportation as a key strategy to address these challenges and support residents in adopting healthier, more sustainable lifestyles.

The proposed reduction in parking supply aligns with the County's objectives by encouraging residents to shift from single-occupancy vehicle use to active transportation. The reduced parking supply of the site supports the County's goal of fostering healthier lifestyles and increasing active transportation.

#### 3.3.3 Grey Bruce Complete Streets Policy & Implementation Guide

The *Grey Bruce Complete Streets Policy & Implementation Guide* serves as a comprehensive toolkit for policy implementation, decision-making, and as a reference for best practices and emerging trends within the County. Recognizing the growing adoption of Complete Streets by municipalities across the province to

enhance accessibility and promote sustainable transportation, the guide addresses specific challenges and opportunities unique to Grey Bruce County. Key issues include an aging population impacting mobility and accessibility, high rates of obesity and physical inactivity reducing quality of life, a small but increasing reliance on active transportation for daily trips, and the growth of cycling tourism in Ontario.

The guide outlines goals and objectives aimed at reducing auto dependency and fostering active transportation within the County. One key objective is to promote multi-modal transportation options and alternatives to single-occupancy vehicle use for local trips. The proposed reduction in parking supply aligns with this objective by encouraging sustainable transportation modes and reducing reliance on single-occupancy vehicles. By encouraging a shift towards more active modes of transportation, this will encourage residents to adopt more active lifestyles and reduce dependency on single-occupancy vehicles. The reduction of parking also aligns with the demographic trend of an aging population. As a growing proportion of residents are anticipated to experience mobility and accessibility challenges, fewer vehicle parking spaces will be necessary to accommodate future needs.

#### 3.3.4 Town of Hanover Official Plan

The Town of Hanover's Official Plan sets out a framework for how the town will continue to develop. The Town of Hanover Official Plan aims to ensure appropriate growth for the town, enhancing the natural environment and character of the Town. Section 2.5 of the Official Plan outlines the goal of providing the best quality of life possible for the town's residents. Among its objectives is the promotion of a healthy and active environment for all residents and encourage active transportation such as walking and cycling. This objective emphasizes the strong link between high-quality living standards and the use of active modes of transportation. Within the same section, the official plan also includes the goal to provide an ample supply of affordable housing options, by permitting diverse forms of dwelling types to meet the social, health, and well-being requirements of residents. Furthermore, Section 2.6.2 outlines the Official Plan's goal to ensure that all municipal services meet the needs of present and future residents and businesses in an efficient and environmentally sensitive manner. Their objectives include the promotion of alternative forms of transportation including cycling and walking and promote a decrease in the reliance on automobiles. Both objectives are a part of the Town's long term growth plan. The proposed reduced parking supply aligns with the Town's objective of reducing reliance on automobiles and encouraging a shift towards active modes of transportation.

#### 3.3.5 Town of Hanover Community Improvement Plan 2020-2030

The Town of Hanover Community Improvement Plan (CIP) 2020-2030 is intended to guide the town's economic development vision and ensuring their goal of creating a progressive and evolving framework for long-term economic prosperity. This plan states it will offer various incentives to encourage and support key development and revitalization projects, including the re-use and improvements of commercial, industrial and institutional buildings, as well as developments that will increase affordable housing stock such as multi-unit housing, and purpose built rental housing. Within the Plan, a number of specific sites have been targeted to receive priority treatment for development. Within these sites include the old Dickie's building on the subject site. Incentives include grants and financial assistance for site remediation and enhancement, such as façade upgrades, landscaping, driveway and parking improvements, and accessibility improvements. Planning and building permit grants are available for affordable housing developments, where grants are based on the proportion of affordable units within the overall development.

The development of the proposed site is in line with the development goals of the CIP. The proposed re-development of an existing industrial building to create more affordable housing stock options is in line with the development goals of the CIP.

## 4 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Transportation Demand Management (TDM) is a set of strategies which strive towards a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable modes of transportation.

There are several opportunities to incorporate TDM measures to promote alternate modes of transportation and support existing and future planned transit infrastructure. The following subsections discuss the TDM initiatives with focus on reducing SOV trips to and from the subject site. These include a number of multi-modal travel and parking-based strategies, which collectively will support the reduction in vehicle parking proposed and ultimately support fewer vehicle trips to and from the subject site on a regular basis.

### 4.1 PEDESTRIAN BASED STRATEGIES

#### Connections to Pedestrian Pathways

The proposed site plan ensures safe, comfortable and convenient pedestrian connections to the external pedestrian network. The proposed pedestrian entrances to the buildings are oriented facing the sidewalks along 10<sup>th</sup> Avenue, providing convenient access for pedestrians and cyclists. To further enhance the pedestrian realm and consider persons with mobility difficulties, the passageways should be well lit with enhanced landscaping and minimal barriers to provide a permeable pedestrian corridor. This will create a pleasant and safe pedestrian experience.

#### Walking Distance to Nearby Amenities

The subject site is within a 6-minute walk of 10<sup>th</sup> Street, a major street in Downtown Hanover which offers various employment, retail, and institutional uses. The proximity to these amenities encourages and facilitates walking trips, reducing the need for a private vehicle for daily trips.

### 4.2 CYCLING BASED STRATEGIES

#### Promote and increase cycling awareness & multi-modal transportation

It is recommended that information packages be provided to residents to help encourage active transportation and increase awareness of different travel alternatives. The package should include information regarding the environmental and health benefits of cycling, rules of the road, and maps of active transportation infrastructure available.

### 4.3 PARKING AND TRAVEL BASED STRATEGIES

#### Reduced Parking Supply from Zoning By-law

The proposed development will provide residential parking at a rate of 0.88 spaces per unit. A parking reduction is in line with governing policy and is recommended to avoid oversupply of parking and to further

encourage other modes of transportation. Reduced parking provisions for new developments is a vital travel demand management tool that will discourage private automobile use and support the Town's goal of fostering a healthy environment where active transportation is encouraged.

### Provision of Unbundled Parking

It is recommended that the proposed development lease parking spaces separately from the cost to rent a unit. This will encourage other sustainable modes of transportation and reduce auto-dependency.

## 4.4 TDM MEASURES IMPACT

This section provides an estimate of the effectiveness of the proposed TDM measures. It is noted that the information provided below is a high-level analysis estimating the upper limit of the impacts the proposed TDM measures would have on reducing single-occupancy automobiles generated by the subject site.

Table 4-1 provides an estimate of the effectiveness of the proposed TDM measures.

Table 4-1: Measure of TDM Effectiveness

TDM Measure	Benefits
<b>Pedestrian-Based Strategies</b>	
Orient building entrances with direct access to pedestrian networks and streets	+ All residents benefit from pedestrian scale infrastructure given that all trips will require walking into the site + Encourages people to conduct activities within walking distance
Walking distance to nearby amenities	+ Pedestrian entrance directly accessed from main road network for convenient connections + Provides convenient access to amenities
<b>Cycling-Based Strategies</b>	
Promote and increase cycling awareness and multi-modal transportation	+ Encourage cycling as a mode for commuting
<b>Travel and Parking Management Strategies</b>	
Provide reduced parking supplies	+ Encourages residents to forgo auto ownership + Encourages travel behaviour to favour transit, active transportation, and ride/car sharing options
Provide unbundled parking from residential unit purchase	+ Avoids oversupplying parking where travel demand can be accommodated by alternative travel modes

## 5 CONCLUSION

LEA Consulting Ltd. has been retained by 1000291312 Ontario Inc. to prepare a Parking Study in support of the low-rise residential development located at 612 10<sup>th</sup> Avenue in the Town of Hanover. The proposed development includes 41 residential units, and 36 parking spaces. Additionally, 25% of the residential units will be allocated for affordable housing. This equates to a proposed parking rate of 0.88 spaces per unit. The proposed parking supply results in a 22% reduction from the Town of Hanover's Zoning By-law 2912-15 vehicle parking requirements.

The site is conveniently located within a 6-minute walk of 10<sup>th</sup> Street, where residents have access to numerous amenities to meet their daily needs. This proximity is likely to encourage residents to opt for active transportation over private vehicle use for these trips. Additionally, ample on-street parking surrounding the site will provide options for temporary parking.

Parking utilization surveys were conducted on May 1<sup>st</sup> and May 2<sup>nd</sup>, 2025, at three (3) comparable proxy sites to determine the appropriateness of the proposed parking supply. The parking survey indicates a weighted observed peak demand rate of 0.69 residential spaces per unit, which is 27% lower than the proposed rate of 0.88 for the subject site. Based on these rates, the subject site will be providing five (5) additional spaces in excess of the estimated required spaces. Given that the observed demand rates for parking are below the proposed supply, the proposed 22% parking reduction is considered appropriate for the site.

In addition to this, a review of relevant policies, the existing transportation context and mode split was conducted to showcase the suitability of the proposed parking supply. The proposed parking supply strongly aligns with the goals of provincial and municipal policies and supports the Town's goal of decreasing the reliance of private automobiles and creating an environment that encourages active transportation. In addition, a review of census data suggests that parking demand may be lower than the current by-law requirements. Overall, it is anticipated that the proposed parking supply will sufficiently accommodate the expected demand and encourage a reduction in SOV travel.

It is recommended that the applicant inform prospective residents about the limited parking to attract tenants who do not own a car, ensuring parking demand matches the supply. The recommended TDM plan will further support alternative modes of transportation to shift away from auto usage.



# APPENDIX A

Parking Survey Counts

# Parking Utilization Summary

Project No: 25174

Date: Thursday May 1, 2025

Supply	5	40	-	21	9	35
Time	472 6th Ave		476 9th Ave		536 11th Ave	
	Visitors	Tenants	Visitors	Tenants	Visitors	Tenants
10:00	3	18	-	11	2	15
10:30	4	19	-	11	2	14
11:00	3	17	-	11	1	12
11:30	5	16	-	12	1	13
12:00	5	16	-	11	1	16
12:30	5	18	-	11	1	15
13:00	5	20	-	9	1	14
13:30	3	14	-	9	1	14
14:00	3	16	-	11	1	15
14:30	4	19	-	12	0	16
15:00	4	19	-	12	0	15
15:30	5	20	-	12	0	16
16:00	5	26	-	12	0	17
16:30	5	24	-	12	0	17
17:00	5	24	-	10	0	19
17:30	4	22	-	9	1	19
18:00	5	23	-	10	2	20
18:30	5	26	-	11	1	20
19:00	5	32	-	11	1	19
19:30	5	31	-	11	1	21
20:00	5	29	-	11	1	24
20:30	5	29	-	12	1	24
21:00	5	30	-	11	1	23
21:30	5	32	-	12	1	23
22:00	5	32	-	12	1	23
Maximum	5	32	0	12	2	24

Date: Friday May 2, 2025

Supply	5	40	-	21	9	35
Time	472 6th Ave		476 9th Ave		536 11th Ave	
	Visitors	Tenants	Visitors	Tenants	Visitors	Tenants
10:00	5	20	-	12	0	15
10:30	5	19	-	10	0	15
11:00	4	20	-	10	0	15
11:30	5	19	-	10	1	15
12:00	5	21	-	11	2	14
12:30	5	21	-	11	1	15
13:00	5	23	-	11	1	16
13:30	4	20	-	11	1	16
14:00	4	17	-	13	1	16
14:30	4	18	-	12	1	16
15:00	4	19	-	12	1	17
15:30	4	20	-	12	0	17
16:00	4	21	-	12	1	18
16:30	4	24	-	11	1	18
17:00	4	24	-	11	1	19
17:30	4	27	-	12	1	20
18:00	4	27	-	12	1	22
18:30	5	27	-	12	1	22
19:00	5	27	-	13	1	22
19:30	5	27	-	14	2	23
20:00	5	26	-	14	2	23
20:30	5	26	-	13	2	23
21:00	5	28	-	13	2	24
21:30	5	28	-	13	2	24
22:00	5	29	-	13	2	24
Maximum	5	29	0	14	2	24

