

SITE PLAN

SITE STATISTICS

LOT AREA	1740m ²
BUILDING AREA (58'-0" X 43'-0")	231.7m ²
BUILDING AREA (INCL. PORCH)	285.2m ² 16.4%
PAVED AREA	995.9m ² 57.2%
LANDSCAPE AREA	458.9m ² 26.4%

PARKING

PARKING REQUIRED: 3.5 SPACES/95m²

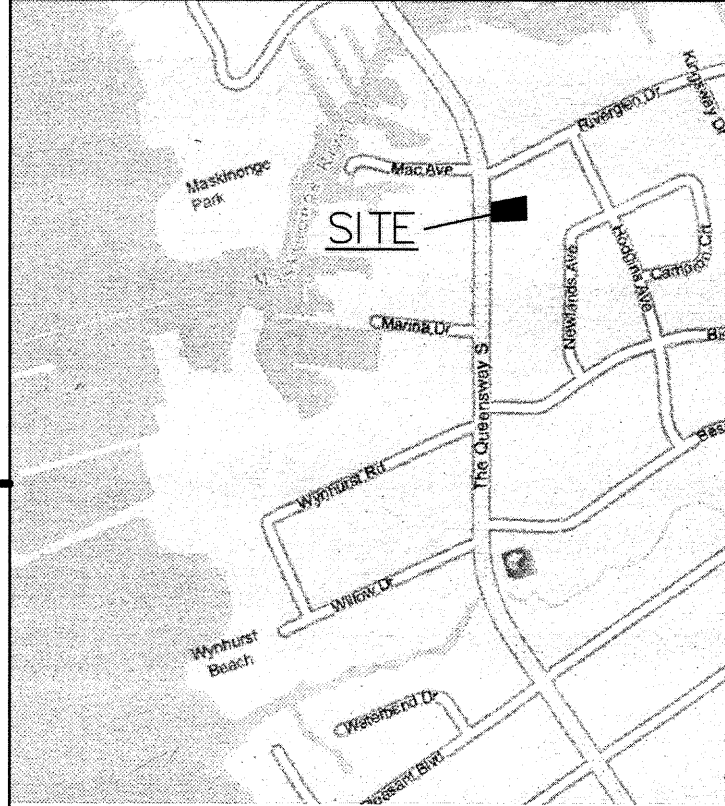
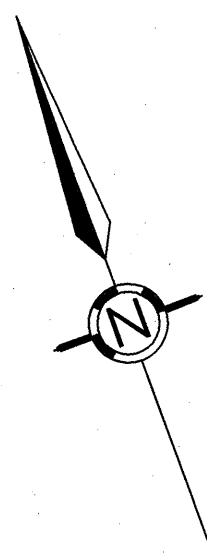
FLOOR	GROSS FLOOR AREA	AREA TO BE NETTED OUT	NET FLOOR AREA	REQUIRED PARKING
GROUND FLOOR	231.7	28.2	203.5	7.5 SPACES
SECOND FLOOR	231.7	24.9	206.8	7.6 SPACES
BASEMENT	N/A	N/A	N/A	N/A
TOTAL	463.4	53.1	410.3	15.1 SPACES
TOTAL (INCLUDES 2 ACCESSIBLE PARKING SPACES)				15.1 (16 SPACES)

PARKING PROVIDED:

3m X 5.7m	17 SPACES
(BARRIER FREE) 5m X 5.7m	2 SPACES
TOTAL	19 SPACES

NOTE: FOR THE PURPOSES OF CALCULATING PARKING SPACES, THE NON-RESIDENTIAL FLOOR AREA IS THAT AREA LESS THE UTILITY ROOMS, WASHROOMS, STAIRWELLS (TO THE WALLS CONTAINING THE STAIRS) AND THE BASEMENT.

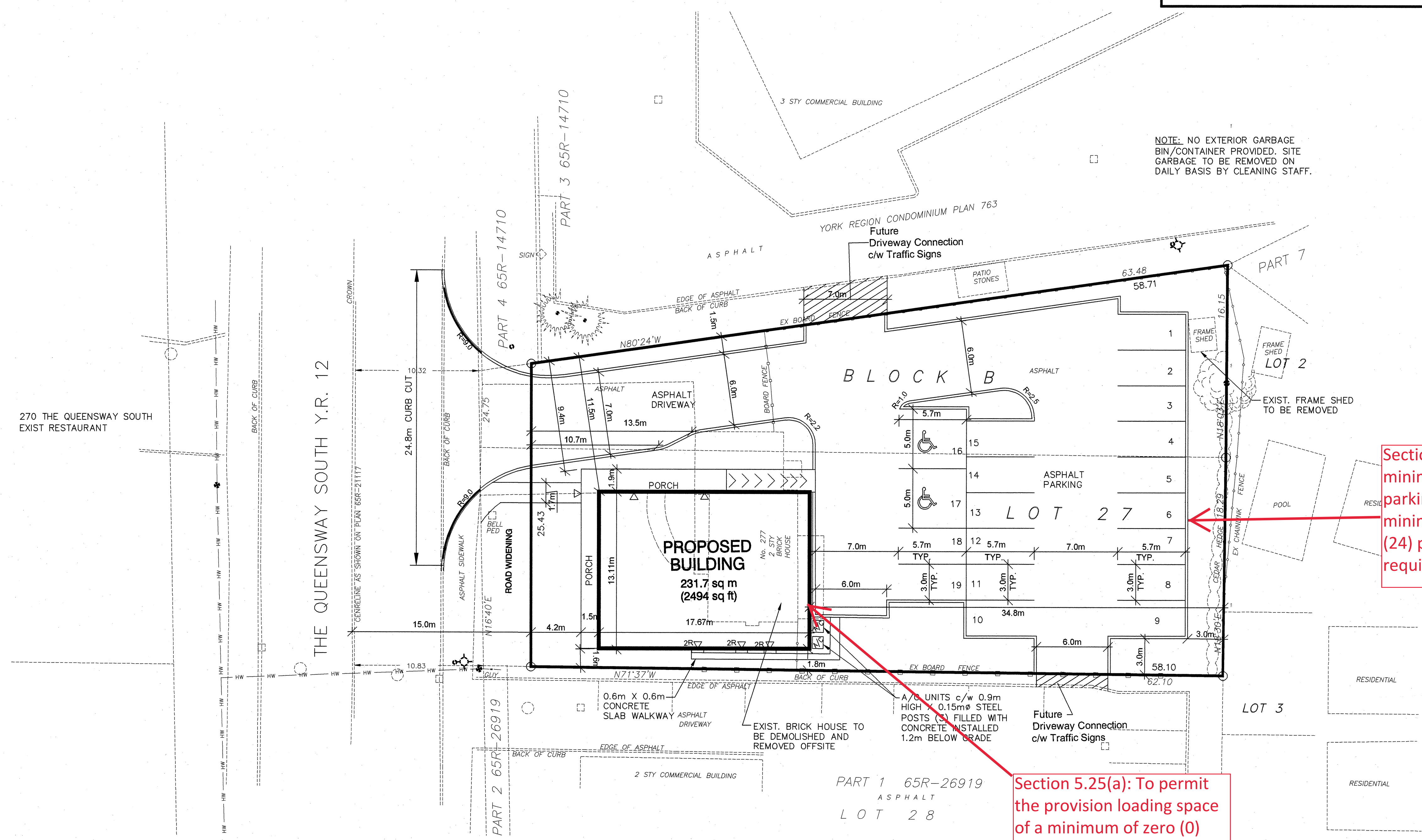
Gunnell Engineering Ltd.
1110 Stellar Drive, Unit 106
Newmarket, ON L3Y 7B7
bus: 905-883-9400
fax: 905-853-5734
www.septiconsign.ca



KEY PLAN
N.T.S.

TOWN OF GEORGINA
ZONING DEPARTMENT
THE INFORMATION SHOWN ON THE DRAWING COMPLIES WITH THE PRESENT ZONING REQUIREMENTS
DATE 04-10-12 BY J.L.S. & M.B.

NOTE: NO EXTERIOR GARBAGE BIN/CONTAINER PROVIDED. SITE GARBAGE TO BE REMOVED ON DAILY BASIS BY CLEANING STAFF.

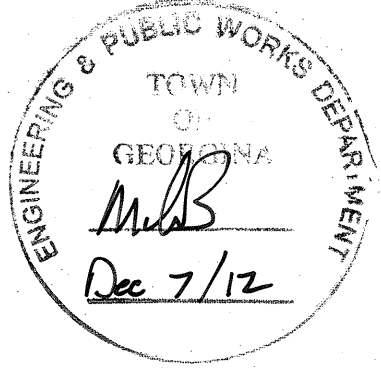


Section 5.28(b): To permit a minimum of nineteen (19) parking spaces; whereas a minimum of twenty-four (24) parking spaces are required.

Section 5.25(a): To permit the provision loading space of a minimum of zero (0) loading spaces; whereas a minimum of one (1) loading space is required.

FOR CONSTRUCTION

Attachment 2
A29-23 (277 TQS)
Pg 1 of 1



2.	Revised as per Town, Region & LSRCA comments.	21AUG2012
1.	Revised as per Town, Region & LSRCA comments.	05JUN2012
NO.	COMMENTS	DATE

Engineer's Stamp:

PEROFF OFFICE BUILDING
LOT 27 & BLOCK B
REGISTERED PLAN 397
277 THE QUEENSWAY SOUTH
TOWN OF GEORGINA

SITE PLAN	
Scale: 1:200	Designed By: L.F.
Date: JUNE 2011	Drawn By: L.F.
Project No.:	Checked By: E.G.
	Drawing No.:

D1480 SP-1

Site Photos

277 The Queensway South
Facing South



277 The Queensway South
Facing East



277 The Queensway South
Facing West



277 The Queensway South
Facing North



Department/Agency	Date Received	Response
Building Division	December 1, 2023	On municipal water and sewer, No Objections
Building/Zoning Examiners		
Clerks Division		
Community Services		
Development Engineering	December 1, 2023	No Comments
Economic Development	December 1, 2023	No Comments
Georgina Fire Department		
Municipal Law	November 24, 2023	No Comments
Operations & Infrastructure		
Policy Planning		
Tax & Revenue	November 23, 2023	No Comments
Bell Canada		
Bell Canada		
Canada Post Corporation (CPC)		
Chippewas of Georgina		
C.N. Business Development & Real Estate		
Enbridge Gas		
Hydro One		
Lake Simcoe Region Conservation Authority (LSRCA)	November 23, 2023	No Comments
Ministry of the Environment		
Ministry of Health and Long-term Care		
Ministry of Municipal Affairs & Housing		
Ministry of Transportation		
Monavenir Catholic School Board		
MPAC		
Ontario Power Generation		
Rogers	November 23, 2023	No Comments
Southlake Regional Health Centre		
York Catholic District School Board		
York Region - Community Planning & Development Services		
York Region District School Board	November 27, 2023	No Comments
Durham Region		
York Regional Police		

October 25, 2023

2225802 Ontario Inc.,
277 The Queensway South
Keswick, ON L4P 2B4

Attention: Mr. Steve Peroff

**Re: Parking Study
277 The Queensway South (Y.R. 12) – Proposed Medical Office
Town of Georgina (Keswick)**

1.0 INTRODUCTION

CGE Consulting was retained to prepare a Parking Study in support of a proposed medical office located at 277 The Queensway South (Y.R. 12) in the Town of Georgina (Keswick).

The subject site is currently occupied by a real estate office. The owner of the building is looking to sell the property and there have been numerous interests from medical type of office to purchase the property. Therefore, the owner is looking to expand the current permitted uses, which already includes 'medical uses', for the existing building based on the existing building area relative to the current available parking or a nominal revision(s) to the parking thereto. The existing building has a gross floor area (GFA) of 463.4 square meters and a net floor area of 410.3 square meters.

The specific medical practice to occupy the space is presently unknown and will be determined by the buyer. The interested parties include optometry office, dental office, family physicians etc. The future medical office will simply renovate the interior and the exterior building will remain the same as the building has only been constructed for nine years.

The existing building was constructed for office use, and it has 19 parking spaces including two (2) barrier free spaces. It exceeds the parking by-law for office use at 3.5 spaces per 95 square meters (15 spaces).

The parking by-law rates for health clinic is 5.5 spaces per 95 square meters or 24 spaces.

Access to the site will be maintained via a full movement access to The Queensway South (Y.R.12)

The location of the site property is illustrated in **Figure 1** and falls under Zone C1-21 (General Commercial). The 2011 site plan is shown in **Appendix A**.

Figure 1 Site Location



2.0 PARKING ASSESSMENT

2.1 TOWN OF GEORGINA ZONING BY-LAW

The Town of Georgina By-Law 500 provides the minimum parking standards for a health-care clinic. **Table 2** summarizes the minimum parking requirement calculations for the proposed development under By-Law 500.

Table 1 Minimum Parking Requirements – Zoning By-Law 500

Type of Use	Size (Net Floor Area)	Zoning By-Law 500		Parking Supply
		Rate	Minimum Parking Supply Required	
Health-Care Clinic	413.04 m ²	5.5 per 95 sq m of non-residential floor area	24	19

The Zoning By-Law indicates that 24 parking spaces are required. The subject site has 19 parking spaces, resulting in a deficiency of five parking spaces.

To support the proposed parking reduction, the Institute of Transportation Engineers (ITE) Parking Generation Demand Rates were reviewed, parking utilization surveys were conducted, and non-auto/Transportation Demand Management (TDM) opportunities both on-site and nearby were evaluated.

2.2 INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)

The Institute of Transportation Engineers publication *Parking Generation Handbook, 5th Edition* (graph included in Appendices), was reviewed to determine industry accepted parking demand rates for a Medical-Dental Office Building are summarized in **Table 3**.

Table 2 ITE Parking Generation 5th Edition

Size (Net Floor Area)	ITE Code	ITE Equation	Recommended Parking Supply	Parking Supply	Difference
413.04 m ² (4,446 ft ²)	Medical-Dental Office Building 720	3.34(X) – 5.21 R ² : 0.91	10 Spaces	19 spaces	10 spaces

Per the Institute of Transportation Engineers (ITE) guidelines, the proposed medical office development's parking supply of 19 spaces surpasses the demand rate requirements by 10 spaces, indicating an ample provision for the expected parking needs. The parking generation graph is shown in Appendix B.

2.3 PARKING UTILIZATION SURVEYS

To assess the adequacy of the proposed parking supply for the development, parking utilization surveys were conducted at two proxy sites:

These two sites are chosen out of a selection of five potential sites because they are the most representative and comparable to the proposed development in terms of building size, however these two sites offer multiple services while the subject property at 277 The Queensway offers single service.

Based on discussions with the property owner, it appears that all potential buyers are looking to establish single-service businesses like optometrist offices, dental offices, or chiropractic clinics. Nevertheless, since we don't yet know the precise tenant, we've made a conservative estimate. We anticipate that the parking demand at the property will be considerably lower than what the parking by-law mandates or what proxy survey results suggest.

132 The Queensway South (Y.R.12) - Intrepid Medical Centre & Walk-In Clinic:

The Intrepid Medical Centre is a family-owned business and a Walk-In Clinic that provides a wide range of healthcare services. These services include cardiology, chiropractic care, diabetes education, massage therapy, orthotics, physiotherapy, travel medicine, gynecology, internist services, and pediatric care. Additionally, the office features an on-site pharmacy and is equipped to accommodate walk-in patients.

- Operational hours: Weekdays, 9:00 AM - 5:00 PM
- Size: Approximately 250 square meters GFA
- Peak Parking Demand: 12 spaces
- Parking Supply: 21 spaces
- Peak Parking Rate: 4.56 cars / 95 m²
- Average Parking Rate: 3.77 cars / 95 m²

543 The Queensway South (Y.R.12) – Keswick Active Health Group:

The Keswick Active Health Group offers a diverse range of services include physiotherapy, chiropractic, naturopath, massage therapy, osteopathy, acupuncture, assisted stretching, supports and braces, psychotherapy, pre & post-operative physiotherapy treatment, occupational therapy, aqua rehabilitation & hydrotherapy, motor vehicle accident injuries, the sole lounge foot clinic, shockwave therapy, pelvic floor

retraining, fire and ice studio and laser vein therapy. The subject site has several practitioners and staff working at the office daily.

- Operational hours: Mon-Thurs, 9:00 AM - 8:00 PM; Fri, 9:00 AM - 5:00 PM
- Size: Approximately 310 square meters GFA
- Peak Parking Demand: 16 spaces
- Parking Supply: 18 spaces
- Peak Parking Rate: 4.90 cars / 95 m²
- Average Parking Rate: 3.37 cars / 95 m²

The two parking utilization survey summaries are included in **Appendix C**.

The surveys at this location indicate a peak parking demand ratio of **4.90 cars per 95 m²**. This peak demand was observed at the 543 The Queensway South (Y.R.12) location at 1:00 p.m.

Based on the observed peak parking demand ratio of **4.56 cars per 95 m²** at the second proxy survey site, the proposed development consisting of a total GFA of 410.3 square meters would therefore demand only **20 parking spaces**. The existing parking supply of 19 parking spaces is therefore deficient of one space during the peak half hour.

Based on the observed peak parking demand ratio of **4.90 cars per 95 m²** at the second proxy survey site, the proposed development consisting of a total GFA of 410.3 square meters would therefore demand only **21 parking spaces**. The proposed parking supply of 19 parking spaces is therefore deficient of two spaces during the peak half hour.

It is to be noted that during the seven hours of survey time at both locations, there was one hour that has total parking demand exceeding 19 spaces and the turnaround rate was very quick.

At both proxy locations, the average parking demand was under 16 spaces, therefore much less than the 19 spaces parking supply.

Based on expressed interest in the building - while recently listed for sale, the property located at 277 The Queensway South has commanded a high level of inquiries and offers to purchase from a variety of medical uses, **suggesting that a medical use would likely be the 'highest and best use' for the subject property**. It is anticipated that the premises is likely to house a small medical office, which will most likely accommodate a small number of healthcare professionals and staff, typically offering services strictly by appointment.

One example that we can provide based on recent interest demonstrated by a potential Purchaser, would be an optometrist's office, whereby the business would be conducted by the Owner along with one or two additional Practitioners plus their support staff. Typically, uses such as this, require a relatively small number of staff members on-site at any given time, in addition to the two or three patients, with another 2 or 3 in the waiting room.

Consequently, based on this example, the total parking demand is projected to be far less than the currently available spaces at any given time. This is seen as a more realistic parking scenario for the subject property.

Another example of a medical use that expressed an interest in purchasing the building while it was listed for sale, was a medical Imaging Office. Again, it is anticipated that this type of medical use would have a very similar requirement for staffing and patient load as the aforementioned optometrist office, resulting in a similar conclusion regarding the current available parking being more than adequate.

Additionally, we can consider Transportation Demand Management measures to reduce parking needs and the TDM measures are listed in the following section.

2.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In short, TDM works to change how, when, where, and why people travel.

2.5 TDM STRATEGY OPTIONS

TDM strategies that can be applied to the subject site including the followings:

- Promote transit usage by providing transit information (i.e. maps and schedules) and consider providing pre-loaded fare card to employees.
- Encourage and promote internal carpool programs among the employees and consider joining the local/regional carpool programs by providing dedicated carpool parking spaces.
- Consider the implementation of bicycling parking racks at the front of the building to encourage cycling.

2.6 EXISTING TRANSIT SERVICES

Within the vicinity of the proposed site, York Region Transit (YRT) operates Route 50 – Queensway during the weekday and weekends with an average headway of 30 minutes. Two (2) bus stops are located within a 1-minute walking distance from the subject site.

The site is in an area where employees can easily access reliable transit and promoting its use is encouraged.

The bus route map is shown in **Appendix D** for reference.

2.7 PEDESTRIAN & CYCLING CONNECTION

Continuous sidewalks are available along both sides of The Queensway Road South (Y.R.12).

Schedule F of the *Georgina Official Plan* shows the proposed active transportation facilities within the Town. The plan shows a proposed cycling route along The Queensway South (Y.R.12) in the vicinity of the site. It is recommended that the development consider the implementation of bicycling parking racks to encourage employee/commuter cycling.

2.8 CARPOOL SPACES

Carpooling is a travel option that allows commuters to share journeys, thereby reducing the travel costs for each participant, with benefits of savings on tolls, fuel costs, and vehicle wear and tear.

Carpooling can be used for everyday work commutes, as well as by people with physical limitations who may be prevented from getting to their destination on their own. Employees of the proposed development can be encouraged to use carpool services or get dropped-off/picked-up.

3.0 CONCLUSIONS & RECOMMENDATIONS

The key findings are summarized below:

- The existing building has a gross floor area (GFA) of 463.4 square meters and a net floor area of 410.3 square meters.
- The subject site currently has a total of 19 parking spaces including two (2) barrier free spaces.
- The Zoning By-Law indicates that 24 parking spaces are required, resulting in a deficiency of five spaces.

- Per the *Institute of Transportation Engineers* (ITE) guidelines, the proposed medical office development's parking supply of 19 spaces surpasses the demand rate requirements by 10 spaces, indicating an ample provision for the expected parking needs.
- It is our opinion that the proposed parking supply of 19 parking spaces is sufficient to accommodate the parking demand of a medical office building.
- The parking data from the proxy site is reflective of a worst-case scenario for the subject property, an outcome considered unlikely to materialize.
- It is anticipated that actual parking demand will be considerably lower than what the proxy data currently indicates.
- The proposed site is presently served well by local transit, continuous sidewalks and future cycling connections to further encourage non-auto work trips, resulting in reduced parking demand. It is recommended that the development consider the implementation of bicycling parking racks to encourage employee/commuter cycling.
- Currently, the specific type of medical practice remains unknown, and we suggest that a reliance letter or a parking study update should be conducted once a tenant is secured to reassess and confirm the parking requirements.

It is our opinion that the subject site will have sufficient parking supply to accommodate the developmental needs. Should you have any questions regarding this study, please do not hesitate to contact the undersigned.

Yours truly,

CGE TRANSPORTATION CONSULTING



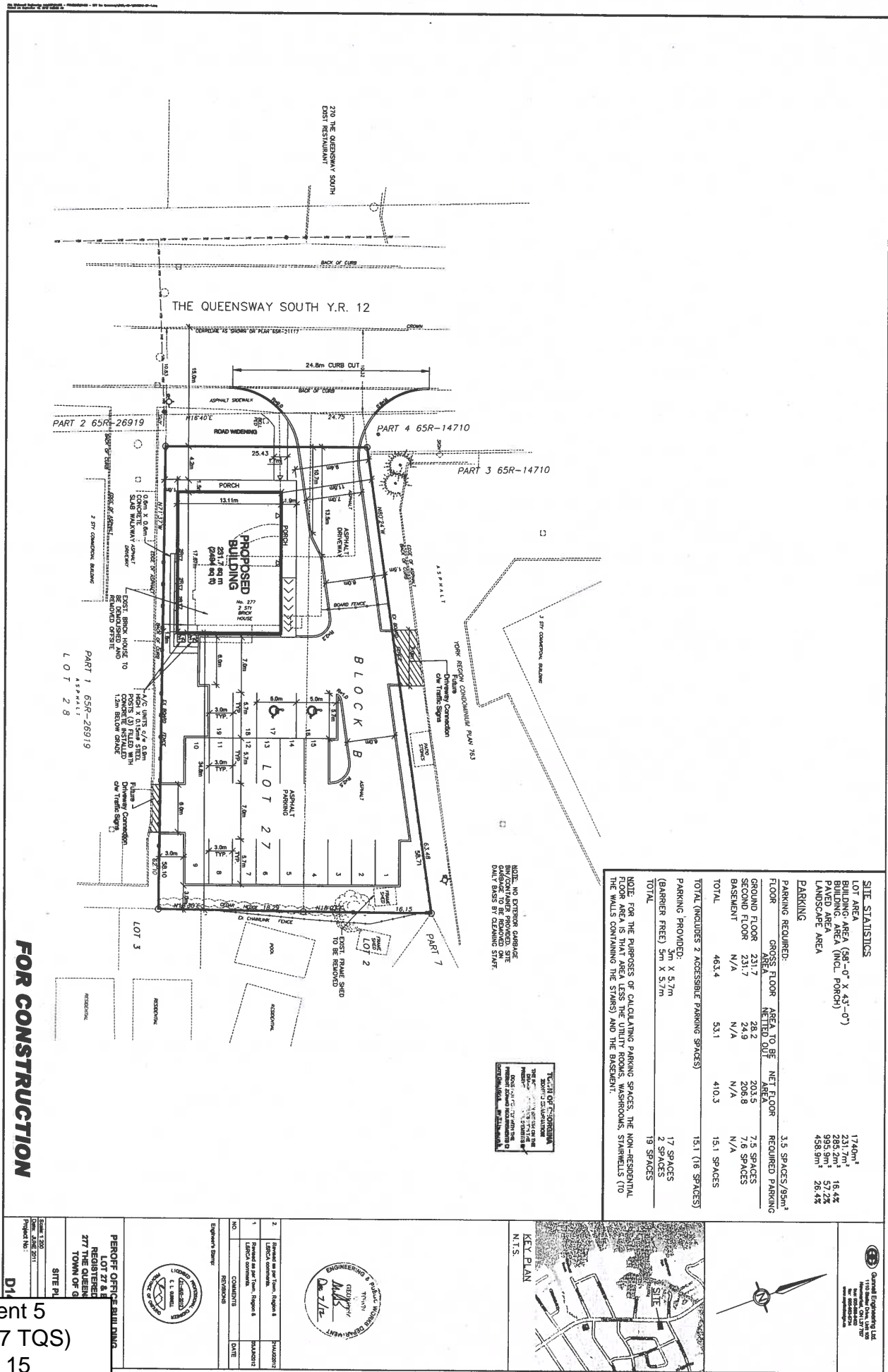
Casey Ge, P.Eng.
President

[Appendix A: 2011 Site Plan](#)

[Appendix B: Parking Generation Graphs](#)

[Appendix C: Parking Utilization Survey Summaries](#)

[Appendix D: Transit Route Map](#)

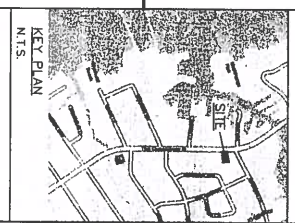


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PAVED AREA			995.9m ²
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PARKING			
PARKING REQUIRED:			
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GROUND FLOOR	231.7	28.2	7.5 SPACES
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TOTAL (INCLUDES 2 ACCESSIBLE PARKING SPACES)			15.1 (16 SPACES)
PARKING PROVIDED:			
(BARRIER FREE) 5m X 5.7m			17 SPACES
TOTAL			2 SPACES
			19 SPACES

NOTE: FOR THE PURPOSES OF CALCULATING PARKING SPACES, THE NON-RESIDENTIAL FLOOR AREA IS THAT AREA LESS THE UTILITY ROOMS, WASHROOMS, STAIRWELLS (TO THE WALLS CONTAINING THE STAIRS) AND THE BASEMENT.

NOTES

1. THE SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
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1	Site Plan	277 TQS	277 TQS
2	Site Plan	277 TQS	277 TQS
3	Site Plan	277 TQS	277 TQS



PEROFF OFFICE BUILDING

LOT 27 & 8

REGISTERED

277 THE QUEEN

TOWN OF G

SITE PL

Scale: 1:500

Drawn: JUNE 2011

Project No:

Appendix B: Parking Generation Graphs

Query

Filter

DATA SOURCE:

Parking Generation Manual, 5th Ed

SEARCH BY LAND USE CODE:

720

LAND USE GROUP:

(700-799) Office

LAND USE:

720 - Medical-Dental Office Building

LAND USE SUBCATEGORY:

All Sites

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday (Monday - Friday)

SETTING/LOCATION:

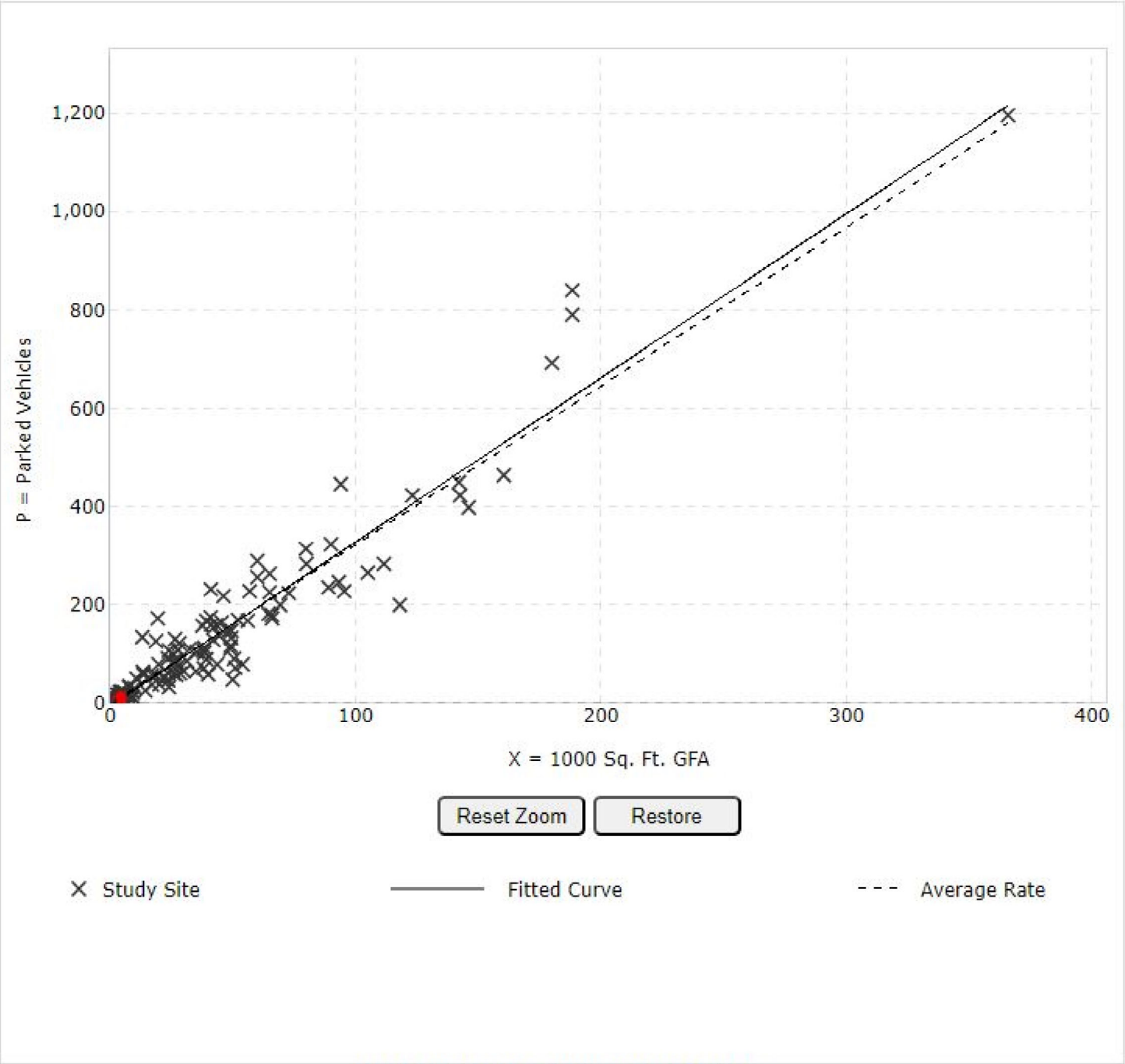
General Urban/Suburban

ENTER IV VALUE TO CALCULATE PARKING DEMAND:

4.5

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and P values.

DATA STATISTICS

Land Use:	Medical-Dental Office Building (720) Click for more details
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday (Monday - Friday)
Setting/Location:	General Urban/Suburban
Peak Period of Parking Demand:	9:00 a.m. - 4:00 p.m.
Number of Studies:	117
Avg. 1000 Sq. Ft. GFA:	46
Average Rate:	3.23
Range of Rates:	0.96 - 10.27
33rd / 85th Percentile:	2.73 / 4.59
95% Confidence Interval:	3.04 - 3.42
Standard Deviation:	1.05
Coefficient of Variation:	33%
Fitted Curve Equation:	$P = 3.34(X) - 5.21$
R ² :	0.91
Calculated Parking Demand:	
Average Rate:	15 (Total)
Fitted Curve:	10 (Total)

***Appendix C:
Parking Utilization Survey Summaries***

Location 132 The Queensway S
Date Thursday, October 19, 2023



Survey Time	# of Parked Vehicles	Available spaces	Parking Utiliation	Parking Utilization Rate (per 100 m ²)	Parking Utilization Rate (per 95 m ²)	applied to 413.04 m ²
10:00 AM	10	21	48%	4.00	3.80	17
10:30 AM	10		48%	4.00	3.80	17
11:00 AM	11		52%	4.40	4.18	18
11:30 AM	11		52%	4.40	4.18	18
12:00 PM	12		57%	4.80	4.56	20
12:30 PM	9		43%	3.60	3.42	15
1:00 PM	12		57%	4.80	4.56	20
1:30 PM	11		52%	4.40	4.18	18
2:00 PM	10		48%	4.00	3.80	17
2:30 PM	8		38%	3.20	3.04	13
3:00 PM	9		43%	3.60	3.42	15
3:30 PM	10		48%	4.00	3.80	17
4:00 PM	8		38%	3.20	3.04	13
4:30 PM	9		43%	3.60	3.42	15
5:00 PM	9		43%	3.60	3.42	15
average	10			3.97	3.77	16

Location 543 The Queensway S
Date Thursday, October 19, 2023



Survey Time	# of Parked Vehicles	Available spaces	Parking Utiliation	Parking Utilization Rate (per 100 m ²)	Parking Utilization Rate (per 95 m ²)	applied to 413.04 m ²
10:00 AM	8	18	38%	2.58	2.45	11
10:30 AM	9		43%	2.90	2.76	12
11:00 AM	10		48%	3.23	3.06	13
11:30 AM	9		43%	2.90	2.76	12
12:00 PM	12		57%	3.87	3.68	16
12:30 PM	16		76%	5.16	4.90	21
1:00 PM	16		76%	5.16	4.90	21
1:30 PM	14		67%	4.52	4.29	19
2:00 PM	12		57%	3.87	3.68	16
2:30 PM	11		52%	3.55	3.37	15
3:00 PM	12		57%	3.87	3.68	16
3:30 PM	12		57%	3.87	3.68	16
4:00 PM	10		48%	3.23	3.06	13
4:30 PM	8		38%	2.58	2.45	11
5:00 PM	6		29%	1.94	1.84	8
average	11			3.55	3.37	15

Note: There was half an hour that the total parking demand exceeds 20 spaces, out of the 14 hours surveyed.

***Appendix D:
Transit Route Map –Source: York Region GIS Maps***

