

September 4, 2025

Mr. Mark Cancian

Bolton Shore Holdings Ltd.
P.O. Box 174 Station Main
Bolton, ON L7E 5T2

Dear Mr. Mark Cancian

**Re: Parking Justification Addendum Letter
Proposed Residential Redevelopment 15, 21, and 27 Shore Street, Town of
Caledon (Bolton), Peel Region
Town File No.: POPA 2024-0007 & RZ 2024-0024**

TOWN OF CALEDON
PLANNING
RECEIVED

September 4th, 2025

This parking justification responds to comments from the Town of Caledon. The comments concern the proposed 27-space parking supply for the 19-unit residential development at 15-27 Shore Street. Our analysis addresses the specific items from the Town's August 5, 2025 correspondence. These items include ITE data support, comparative municipal standards, rationale for the parking reduction, a zoning comparison, and Transportation Demand Management (TDM) measures.

1. ITE Parking Data

Comment: The proposed rate should be supported by ITE data, with documentation demonstrating its applicability to the number and type of residential units. This requires inclusion of relevant land use code definitions and data charts, considering standard deviation, R^2 , and likely worst-case scenario.

Response:

Unit Type Breakdown

The proposed development consists of 19 units, all classified as one-bedroom dwellings, with some including dens. The breakdown is as follows:

UNIT TYPE BREAKDOWN		
TYPE 1	1BR : 583SF	2
TYPE 2	1BR : 630SF	2
TYPE 3	1BR + DEN : 735SF	6
TYPE 4	1BR + DEN : 749SF	6
TYPE 5	1BR : 520SF	3
	TOTAL	19

In the ITE *Parking Generation Manual*, "one-bedroom" and "one-bedroom + den" are both treated as one-bedroom units when determining parking demand.

Applicable ITE Land Use Code

Following review of the available datasets, Land Use Code (LUC) 217 – one-bedroom

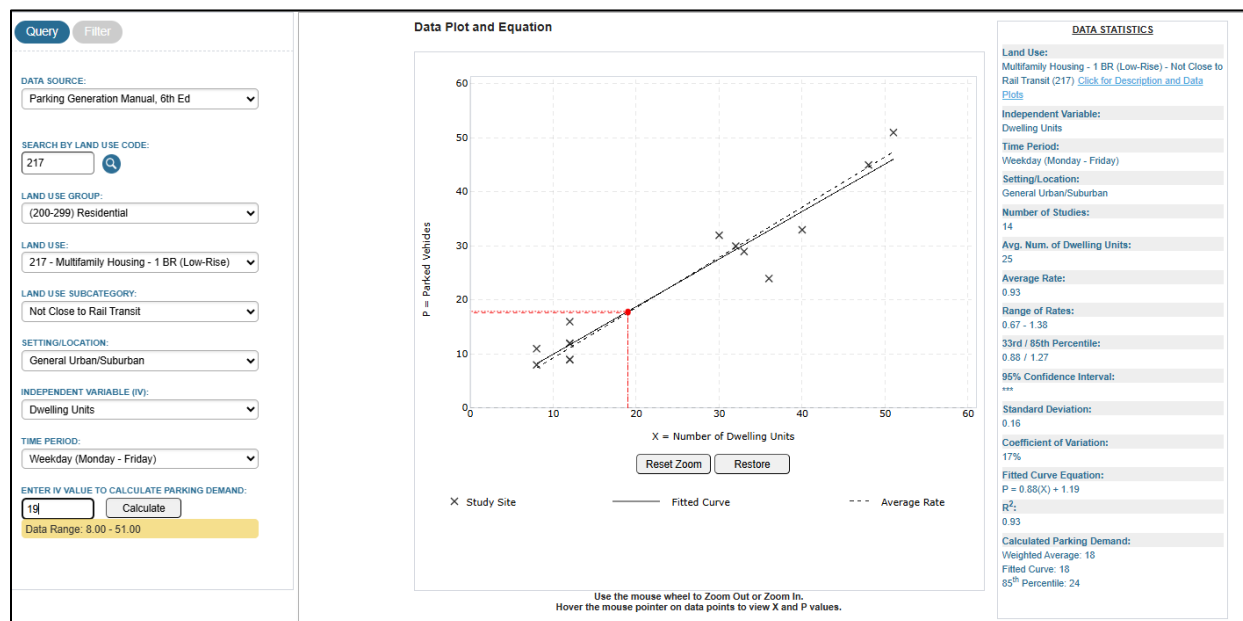
LUC	Fitted Curve Equation	R ²	Std. Dev.	Average Peak Demand	85th Percentile	Selected Rate
LUC 217	$P = 0.88(X) + 1.19$ (18 spaces)	0.93	0.16	0.96 spaces/unit (18 spaces)	1.12 spaces/unit (24 spaces)	1.12 spaces/unit (24 spaces)

Low-Rise Multifamily Housing was selected instead of LUC 218 – Low-Rise Multifamily Housing for the following reasons:

- **218 dataset (Mid-Rise):** See Appendix A for ITE extract for LUC 218.
 - Dataset includes only two studies, flagged by ITE as “small sample size,” making statistical conclusions less reliable.
 - No R² value, standard deviation, or fitted curve equation is provided.
- **217 dataset (Low-Rise):** See Appendix A for ITE extract for LUC 217.
 - Dataset includes 14 studies, offering a more robust and statistically credible basis for analysis.
 - Strong correlation between dwelling units and parked vehicles (R² = 0.93), indicating high predictive reliability.
 - Low variability (Coefficient of Variation = 17%) reduces uncertainty in projections.
 - Provides a fitted curve equation: $P = 0.88(X) + 1.19$, enabling site-specific application rather than relying solely on averages
- **Applicability:**
 - The proposed building’s unit sizes, occupancy patterns, and parking characteristics align more closely with the low-rise sample sites in LUC 217 than with the limited mid-rise data in LUC 218.
 - Using LUC 217 ensures higher statistical confidence and mitigates the risk of data credibility challenges during municipal peer review.

Calculated ITE Data Summary (*ITE Parking Generation Manual, 6th Edition*)

ITE Measure	Value	Spaces (19 Units)
Fitted Curve Equation	$P = 0.88(X) + 1.19$	18 spaces
R ²	0.93	—
Standard Deviation	0.16	—
Average Peak Demand	0.96 spaces/unit	18 spaces
85th Percentile Demand	1.12 spaces/unit	24 spaces
Selected Rate	1.12 spaces/unit	24 spaces



Based on the most conservative measure (85th percentile rate of 1.12 spaces/unit), the projected parking demand for the proposed development is 24 spaces. The proposed supply of 27 spaces exceeds this benchmark, providing a surplus that further ensures adequacy even under peak demand conditions.

2. Comparative Municipal Standards

Town Comment: A review of parking requirements in municipalities with similar land use, population density, and transit access should be provided to support the proposed rate.

Response:

A flat parking rate applied per dwelling unit, as stipulated in Caledon's current by-law, is a generalized approach that often fails to reflect the actual parking demand of a specific development. A more precise and equitable method, adopted by many progressive municipalities, is to calculate parking requirements based on the number of bedrooms per unit.

This approach is widely recognized as more accurate for the following reasons:

- Match actual demand – Smaller units, particularly one-bedroom dwellings, consistently show lower car ownership rates compared to larger units. Setting parking minimums proportionally to unit size/bedroom count avoids oversupplying parking for developments with smaller households
- It Promotes Housing Diversity: A flat rate can financially penalize the development of smaller, more affordable units (like one-bedroom apartments) by forcing them to carry the same parking cost as much larger units. A bedroom-based approach encourages a healthier mix of housing types, from bachelor to family-sized units, by assigning parking requirements more fairly.

- **It Prevents Inefficient Land Use:** By aligning parking supply with actual need, this approach avoids the over-building of parking. This frees up valuable land for other uses, such as green space or additional housing, and reduces unnecessary construction costs and impervious surfaces.
- **Encourages Sustainable Transportation –** For developments with high proportions of smaller units in walkable, transit-accessible locations, a bedroom-based approach discourages excessive vehicle dependence by not overbuilding parking.
- **Recognized Best Practice in Comparable GTA Towns –** Oakville and Newmarket's policies explicitly tie parking to bedrooms to reflect realistic demand, particularly in mixed-use or higher-density areas.

To demonstrate this, the following table compares Caledon's current flat-rate requirement with the bedroom-based requirements of Oakville and Newmarket, applied to a 19-unit one-bedroom development such as the proposed development.

Municipality	Parking Rate	Proposed Development
Caledon	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking in a designated visitor parking area (34 spaces)	1.42/unit (27 spaces)
Newmarket	Apartment Building Dwelling or a Mixed Use Building Dwelling – One Bedroom Unit Maximum Requirement: 1.00 parking spaces per dwelling unit plus 0.15 visitor spaces per dwelling unit (22 spaces)	
Town of Oakville	a) 1.0 per dwelling where the unit has less than 75.0 square metres net floor area; (19 spaces)	

The proposed vehicular parking supply of 27 spaces meets anticipated demand for an one-bedroom development and is consistent with bedroom-based standards used successfully in comparable GTA towns.

3. Documented Need for Reduction

Town Comment: The rationale for the reduction should be clearly articulated, including any site-specific constraints or opportunities.

Response:

The proposed reduction is supported by several site-specific factors that collectively reduce reliance on on-site parking:

Factor	Justification
Transit Proximity	The site is within approximately 400 m of GO transit and local bus service, with direct sidewalk connection to Highway 50 transit stops.
Enhanced Walkability	The design fosters pedestrian connectivity along Shore Street within a compact, walkable site context.
1 BR-Only Unit Mix	All 19 units are one-bedroom (including dens), which statistically exhibit lower car ownership.
Bicycle Infrastructure	The development provides 14 bicycle parking spaces, supporting active transportation and reducing reliance on cars.
Design Efficiency	The compact building form prioritizes pedestrian and cycling infrastructure over surplus parking, aligning with Caledon's healthy development framework and sustainability objectives.

4. Zoning Comparison

Town Comment: A comparison between the required number of parking spaces under the Town's Zoning By-law and the proposed number should be provided.

Response:

Under the current Town of Caledon Zoning By-law, the requirement for this development is approximately 34 spaces (1.75 spaces/unit). The proposal provides 27 spaces (1.42 spaces/unit), representing a 21% reduction from the by-law requirement. The proposed reduction is grounded in a combination of empirical parking demand data, comparable municipal practices, and site-specific characteristics that collectively demonstrate the adequacy of the proposed supply.

- Measured Demand Alignment
 - All units are one-bedroom (including dens), a housing type with lower average vehicle ownership.
 - Comparable GTA towns using bedroom-based standards require 1.0–1.15 spaces/unit for similar developments—below the proposed 1.42 spaces/unit.

- ITE Parking Generation Manual (LUC 217) confirms the proposed supply exceeds the 85th percentile demand rate for similar sites.
- Support for Mobility & Sustainability Goals
 - Within approximately 400 m of GO Transit and local bus stops.
 - Provision of 14 bicycle parking spaces encourages active transportation.
 - Avoids over-supply, which would consume land, increase long-term costs, and conflict with the Region of Peel's Healthy Development Framework, implemented in Caledon through the Town's *Healthy Development Assessment* (HDA) tool. The HDA encourages compact, walkable, transit-supportive developments that balance parking supply with active transportation and environmental objectives.

The proposed 27-space supply is consistent with actual demand patterns for this unit mix and location, aligns with the Town's mobility and urban design objectives, and is supported by both ITE data and comparable municipal standards.

5. Transportation Demand Management (TDM) and Other Parking Opportunities

Town Comment: Transportation Demand Management and other visitor parking opportunities should be considered in the rationale, including factors such as proximity to public transit, walkability, and on-street parking availability.

Response:

The proposed development incorporates multiple TDM strategies and site-specific design features that collectively reduce dependence on private vehicle ownership and ensure sufficient visitor parking capacity without overbuilding supply.

Proximity to Public Transit

- GO Transit Access: The site is located within approximately 400 m of the Bolton GO bus stop on Highway 50, providing direct regional connectivity to Vaughan, Brampton, and Toronto.
- Local Transit Service: Caledon Community Shuttle and Brampton Transit routes operate in proximity to the site, with transit stops accessible via direct, paved pedestrian pathways.
- This transit access significantly reduces the need for multiple car ownership and aligns with the Region of Peel's Healthy Development Framework objectives.

Active Transportation Infrastructure

- The site design includes 14 bicycle parking spaces for residents and visitors.
- Direct sidewalk connections to the municipal pedestrian network encourage short-distance trips to be made on foot or by bicycle rather than by car.
- The site's close proximity to parks, retail, and community services supports a "15-minute neighbourhood" travel pattern, further reducing car dependency.

Visitor Parking Management

- The proposed 27 parking spaces will include dedicated visitor stalls that are centrally located and easily accessible without encroaching on resident spaces.

Car-Light Lifestyle and Market Trends

- One-bedroom unit configurations (including dens) are statistically associated with lower car ownership rates, especially in locations with good transit connectivity and walkable amenities.

Environmental and Urban Design Benefits

- Avoiding excessive surface parking allows for greater landscaped area, enhanced tree planting, and more usable outdoor amenity space, improving site aesthetics and contributing to urban heat island reduction.
- Less paved area reduces stormwater runoff and supports the Town's sustainability and climate change mitigation objectives.

6. Summary and Conclusion

This addendum demonstrates that the proposed 27-space parking supply for the 19-unit, one-bedroom (including dens) residential redevelopment at 15–27 Shore Street is justified and exceeds projected demand under the most conservative empirical benchmarks. The rationale is supported by:

- The proposed supply surpasses the 85th percentile demand rate from the ITE Parking Generation Manual (LUC 217), ensuring capacity even in peak conditions.
- Bedroom-based parking requirements in comparable towns (e.g., Oakville, Newmarket) yield calculated needs below the proposed 1.42 spaces/unit.
- The building's one-bedroom unit mix, compact urban form, direct access to regional/local transit, high walkability, and bicycle infrastructure significantly reduce car ownership and parking demand.
- The proposed rate is consistent with modernized parking approaches that balance mobility needs with environmental, public realm, and sustainable planning objectives outlined in the Region of Peel's Healthy Development Framework and implemented in Caledon's Healthy Development Assessment (HDA).
- Integrated TDM measures—including proximity to the Bolton GO bus stop, Brampton Transit routes, bicycle parking, and visitor space allocation—further mitigate the need for higher on-site parking supply.

The proposed 27-space supply meets all demand benchmarks, aligns with best practices in comparable municipalities, and supports sustainable development.

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

Attachments:

Appendix A – ITE Parking Generation Manual (6th Edition) extracts for LUC 217 and LUC 218

Appendix A:

ITE Parking Generation Manual (6th Edition) extracts for LUC 217 and LUC 218

Query

Filter

DATA SOURCE:

Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:

217



LAND USE GROUP:

(200-299) Residential

LAND USE:

217 - Multifamily Housing - 1 BR (Low-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday (Monday - Friday)

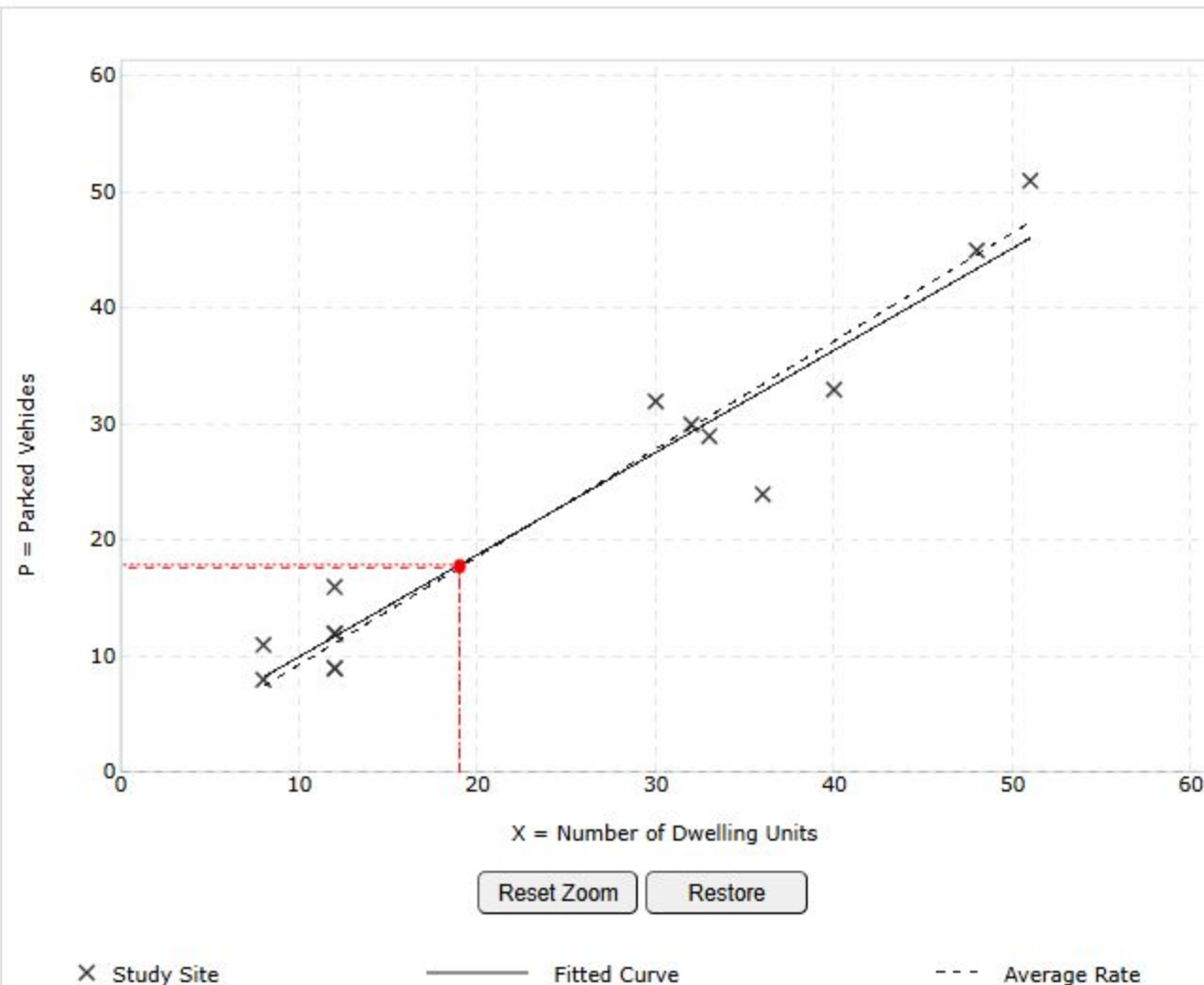
ENTER IV VALUE TO CALCULATE PARKING DEMAND:

19

Calculate

Data Range: 8.00 - 51.00

Data Plot and Equation



Reset Zoom

Restore

x Study Site

— Fitted Curve

- - - Average Rate

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:

Multifamily Housing - 1 BR (Low-Rise) - Not Close to Rail Transit (217) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday (Monday - Friday)

Setting/Location:

General Urban/Suburban

Number of Studies:

14

Avg. Num. of Dwelling Units:

25

Average Rate:

0.93

Range of Rates:

0.67 - 1.38

33rd / 85th Percentile:

0.88 / 1.27

95% Confidence Interval:

Standard Deviation:

0.16

Coefficient of Variation:

17%

Fitted Curve Equation:

 $P = 0.88(X) + 1.19$ R^2 :

0.93

Calculated Parking Demand:

Weighted Average: 18

Fitted Curve: 18

85th Percentile: 24

Query

Filter

DATA SOURCE:

Parking Generation Manual, 6th Ed

SEARCH BY LAND USE CODE:

218



LAND USE GROUP:

(200-299) Residential

LAND USE:

218 - Multifamily Housing - 1 BR (Mid-Rise)

LAND USE SUBCATEGORY:

Not Close to Rail Transit

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday (Monday - Friday)

ENTER IV VALUE TO CALCULATE PARKING DEMAND:

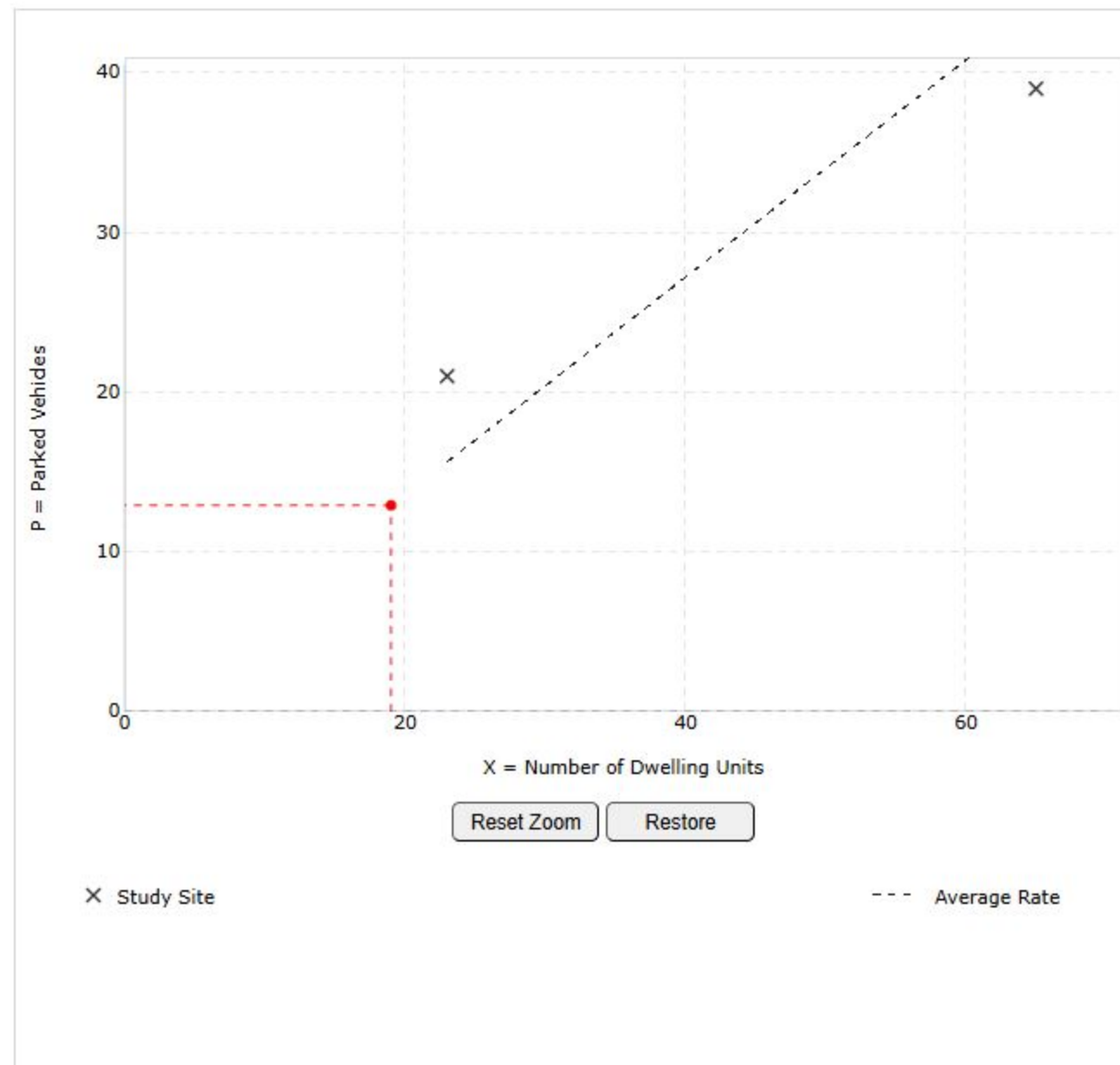
19

Calculate

Data Range: 23.00 - 65.00

Data Plot and Equation

Caution – Small Sample Size



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:

Multifamily Housing - 1 BR (Mid-Rise) - Not Close to Rail Transit (218) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday (Monday - Friday)

Setting/Location:

General Urban/Suburban

Number of Studies:

2

Avg. Num. of Dwelling Units:

44

Average Rate:

0.68

Range of Rates:

0.60 - 0.91

33rd / 85th Percentile:

*** / ***

95% Confidence Interval:

Standard Deviation:

Coefficient of Variation:

Fitted Curve Equation:

R²:

Calculated Parking Demand:

Weighted Average: 13

Land Use: 217 Multifamily Housing— 1 BR (Low-Rise)

Description

Low-rise multifamily housing with one bedroom is a residential building with two or three floors (levels) of residence that consist entirely of 1-bedroom dwelling units. A studio or micro-apartment or condominium is treated as a 1-bedroom dwelling unit for this land use.

For this land use, a studio apartment is defined as a self-contained dwelling unit in which the living room, bedroom, and kitchen are combined into a single room. A micro-apartment is defined as a single-occupant studio apartment with a compact design that typically ranges between approximately 200 and 400 gross square feet.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The current database for this land use does not have sufficient data to produce a detailed, hour-by-hour distribution of parking demand from which the analyst can determine a peak period of parking demand. Based on the time periods for which data were collected for this land use and on a review of comparable land uses with hour-by-hour parking demand data, the presumed peak period for parking demand for this land use is between late-evening and early-morning.

Additional Data

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit
Dense Multi-Use Urban	Within ½ mile of rail transit	0.47 (3 sites)
	Not within ½ mile of rail transit	0.59 (4 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.08 (5 sites)
	Not within ½ mile of rail transit	1.35 (13 sites)

The average peak parking occupancy at the seven sites in a dense multi-use urban setting is 97 percent. The average peak parking occupancy at the 18 sites in a general urban/suburban setting is 70 percent.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in California, Colorado, District of Columbia, Massachusetts, Oregon, and Wisconsin.

Source Numbers

419, 535, 536, 537, 544, 545, 579, 584, 585, 608, 610, 617

Multifamily Housing - 1 BR (Low-Rise) Not Close to Rail Transit (217)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

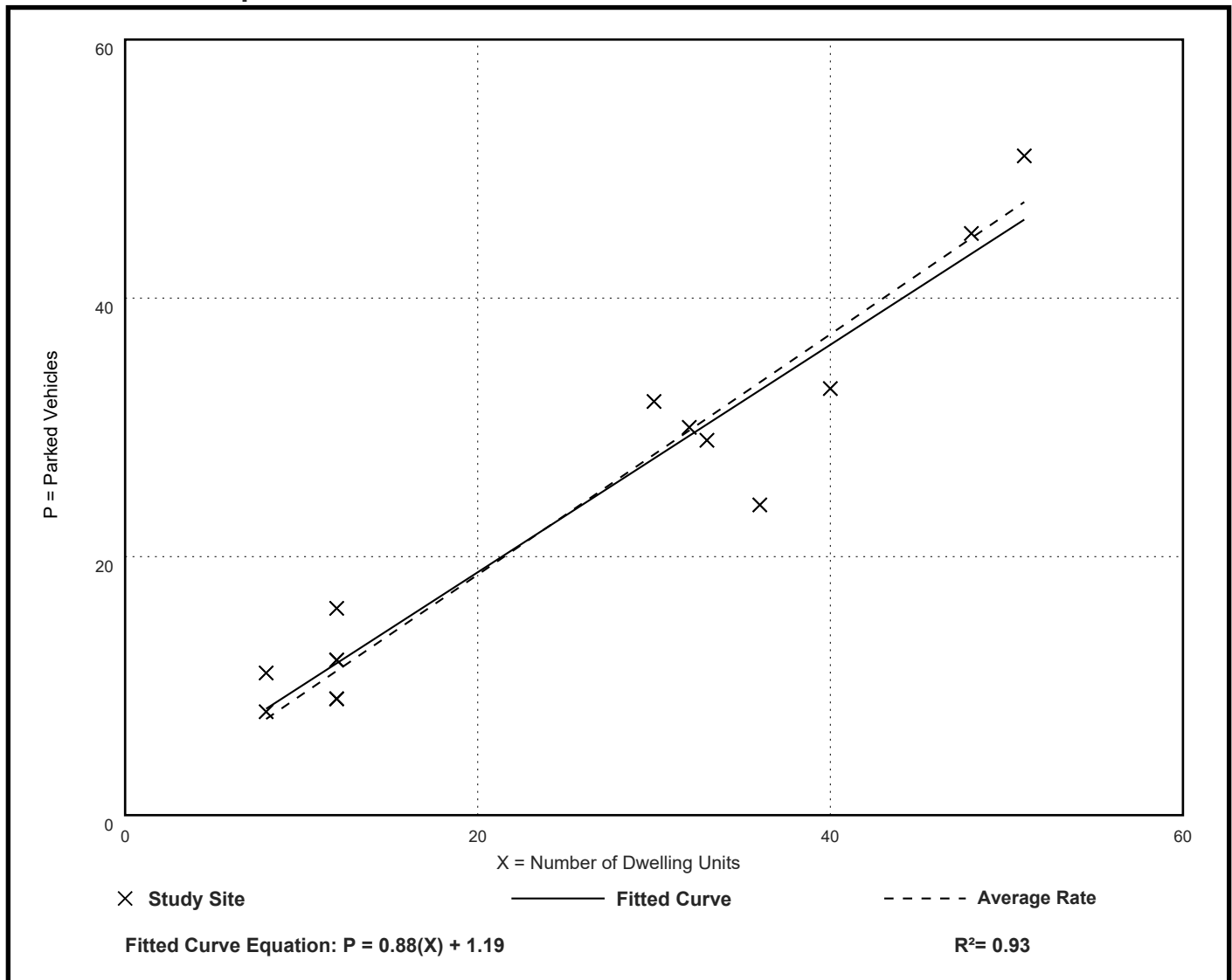
Number of Studies: 14

Avg. Num. of Dwelling Units: 25

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.93	0.67 - 1.38	0.88 / 1.27	***	0.16 (17%)

Data Plot and Equation



Multifamily Housing - 1 BR (Low-Rise) Not Close to Rail Transit (217)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

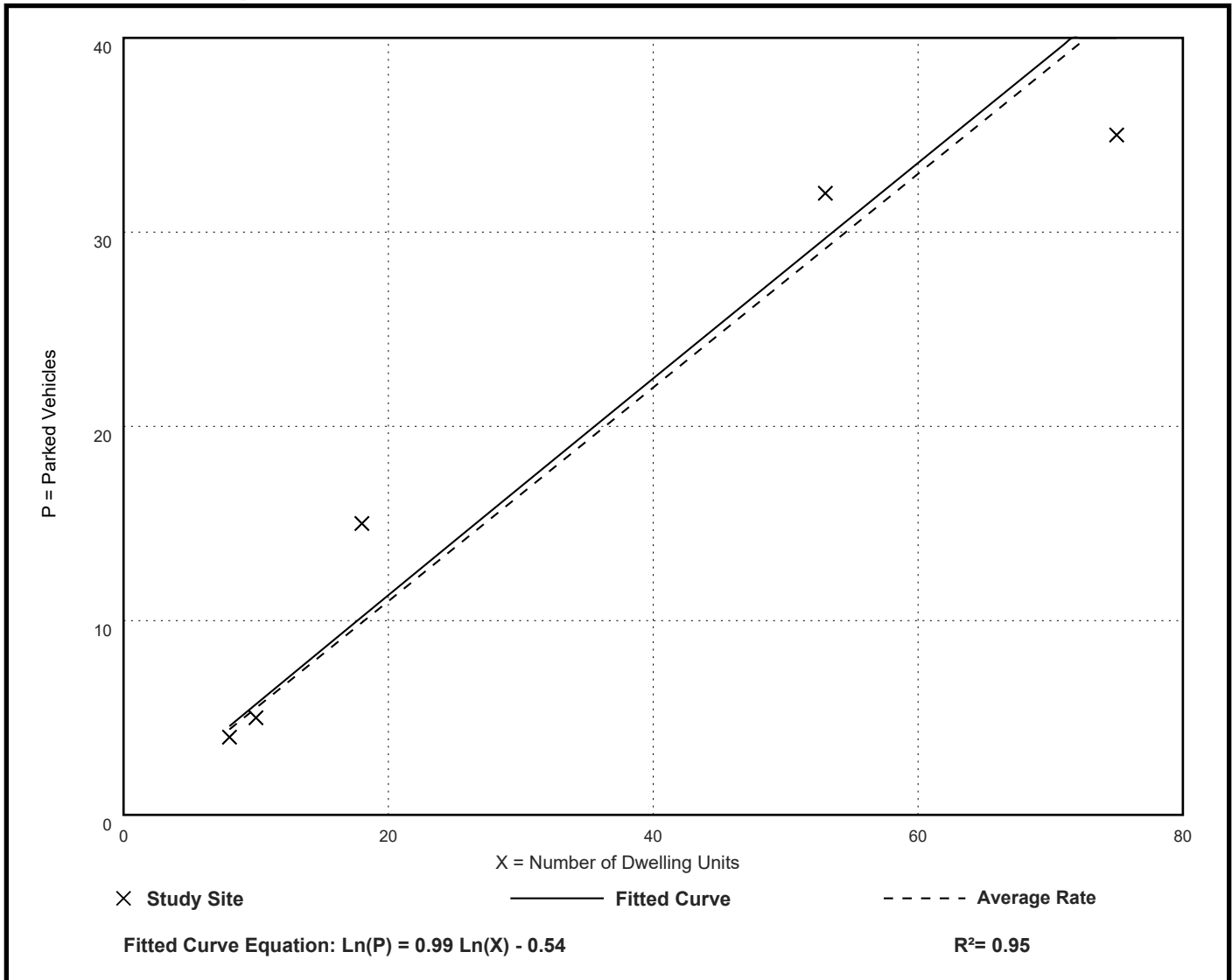
Number of Studies: 5

Avg. Num. of Dwelling Units: 33

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.55	0.47 - 0.83	0.50 / 0.83	***	0.13 (24%)

Data Plot and Equation



Multifamily Housing - 1 BR (Low-Rise) Close to Rail Transit (217)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

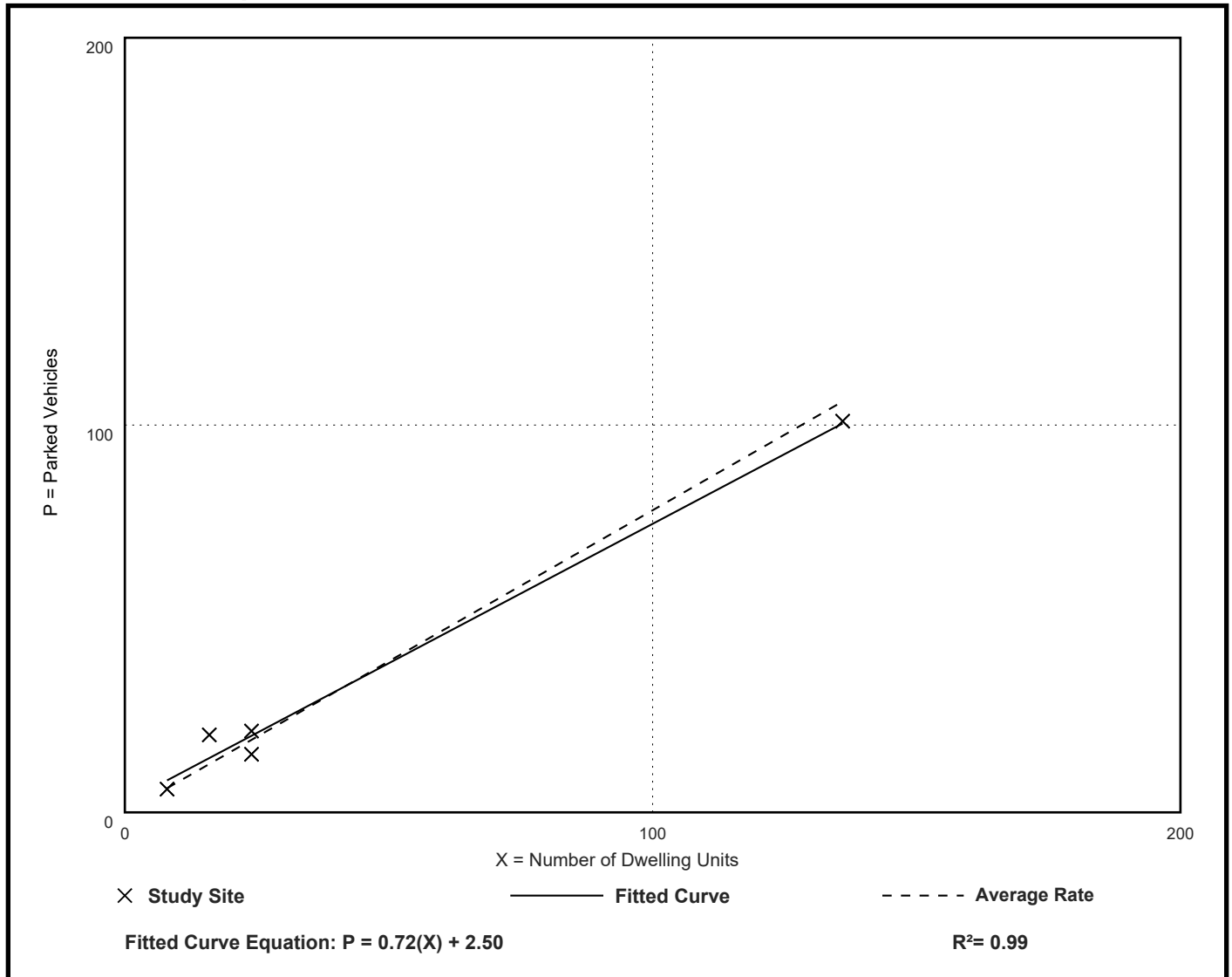
Number of Studies: 5

Avg. Num. of Dwelling Units: 42

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.78	0.63 - 1.25	0.74 / 1.25	***	0.16 (21%)

Data Plot and Equation



Multifamily Housing - 1 BR (Low-Rise) Close to Rail Transit (217)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

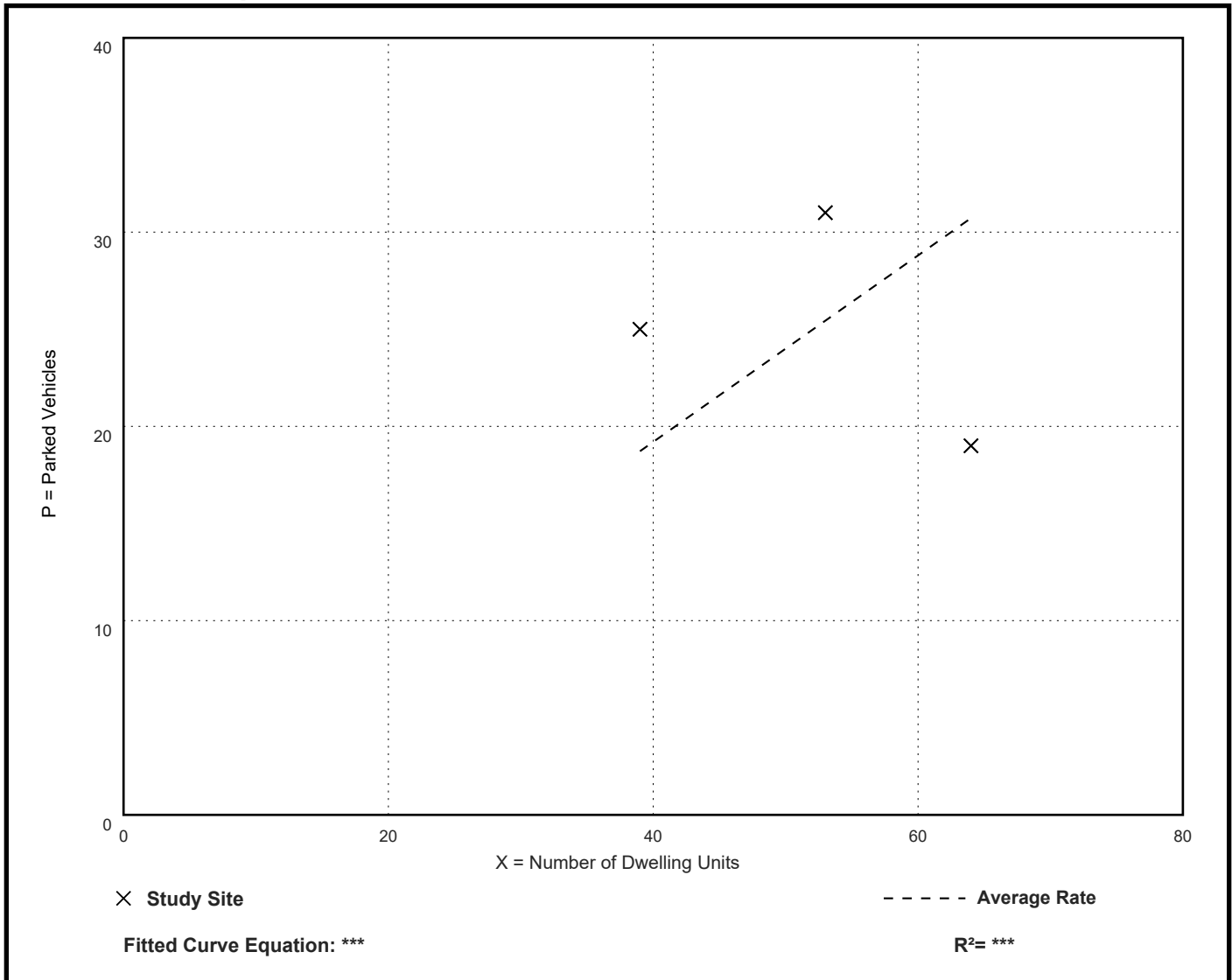
Number of Studies: 3

Avg. Num. of Dwelling Units: 52

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.48	0.30 - 0.64	0.39 / 0.64	***	0.19 (40%)

Data Plot and Equation



Land Use: 218 Multifamily Housing— 1 BR (Mid-Rise)

Description

Mid-rise multifamily housing with one bedroom is a residential building with between four and 10 floors (levels) of residence that consist entirely of 1-bedroom dwelling units. A studio or micro-apartment or condominium is treated as a 1-bedroom dwelling unit for this land use.

For this land use, a studio apartment is defined as a self-contained dwelling unit in which the living room, bedroom, and kitchen are combined into a single room. A micro-apartment is defined as a single-occupant studio apartment with a compact design that typically ranges between approximately 200 and 400 gross square feet. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The current database for this land use does not have sufficient data to produce a detailed, hour-by-hour distribution of parking demand from which the analyst can determine a peak period of parking demand. Based on the time periods for which data were collected for this land use and on a review of comparable land uses with hour-by-hour parking demand data, the presumed peak period for parking demand for this land use is between late-evening and early-morning.

Additional Data

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Per Dwelling Unit
Center City Core	Within ½ mile of rail transit	0.19 (4 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	0.31 (3 sites)
	Not within ½ mile of rail transit	0.53 (7 sites)
General Urban/Suburban	Within ½ mile of rail transit	0.88 (2 sites)
	Not within ½ mile of rail transit	0.71 (1 site)

The average peak parking occupancy at the 14 sites in a dense multi-use urban or center city core setting is 67 percent. The average peak parking occupancy at the three sites in a general urban/suburban setting is 77 percent.

The sites were surveyed in the 2010s and the 2020s in Colorado, District of Columbia, Massachusetts, and Wisconsin.

Source Numbers

537, 546, 583, 584, 585, 608

Multifamily Housing - 1 BR (Mid-Rise) Not Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 2

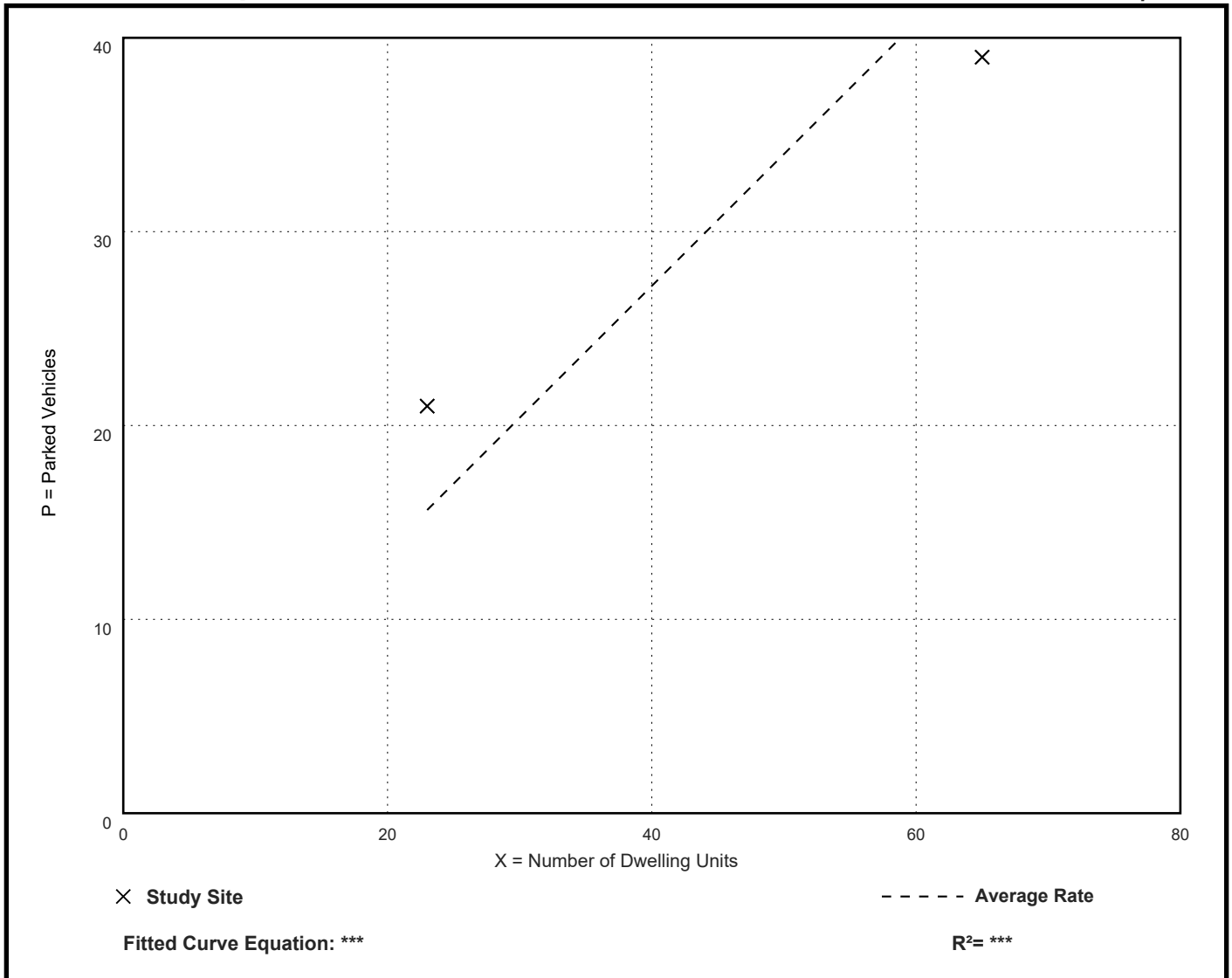
Avg. Num. of Dwelling Units: 44

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.60 - 0.91	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing - 1 BR (Mid-Rise) Not Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

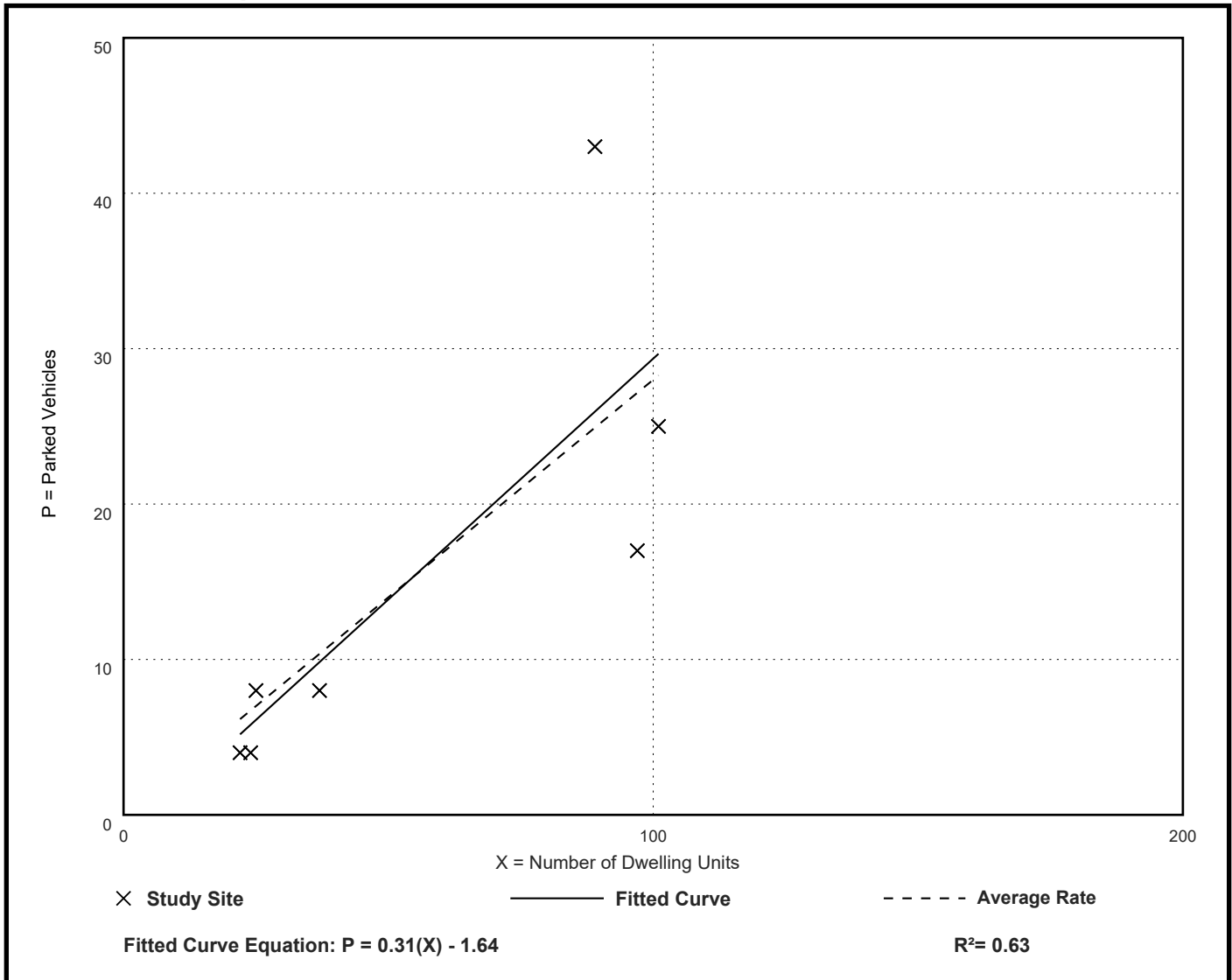
Number of Studies: 7

Avg. Num. of Dwelling Units: 56

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.28	0.17 - 0.48	0.18 / 0.45	***	0.13 (46%)

Data Plot and Equation



Multifamily Housing - 1 BR (Mid-Rise) Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 2

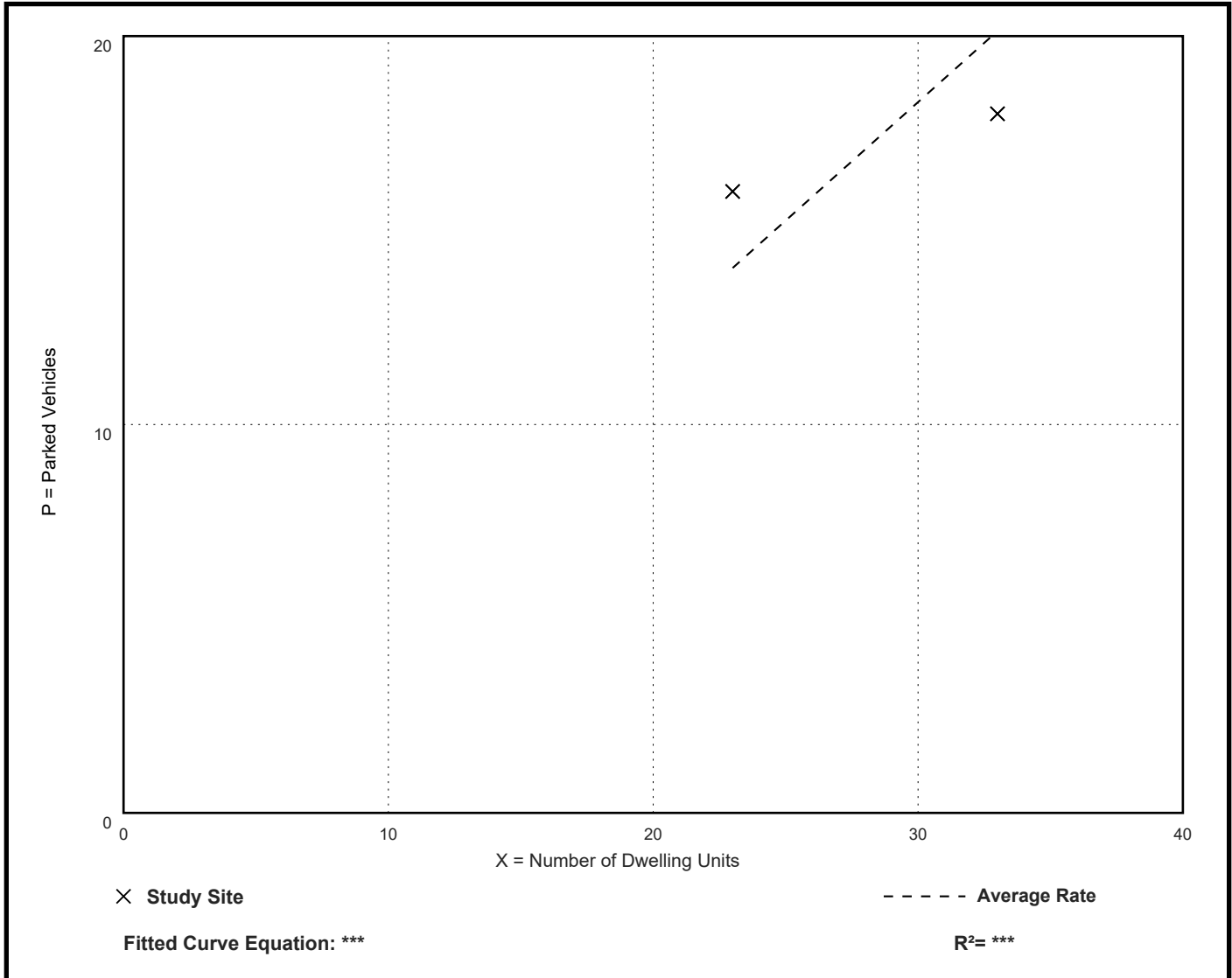
Avg. Num. of Dwelling Units: 28

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.55 - 0.70	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing - 1 BR (Mid-Rise) Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Number of Studies: 2

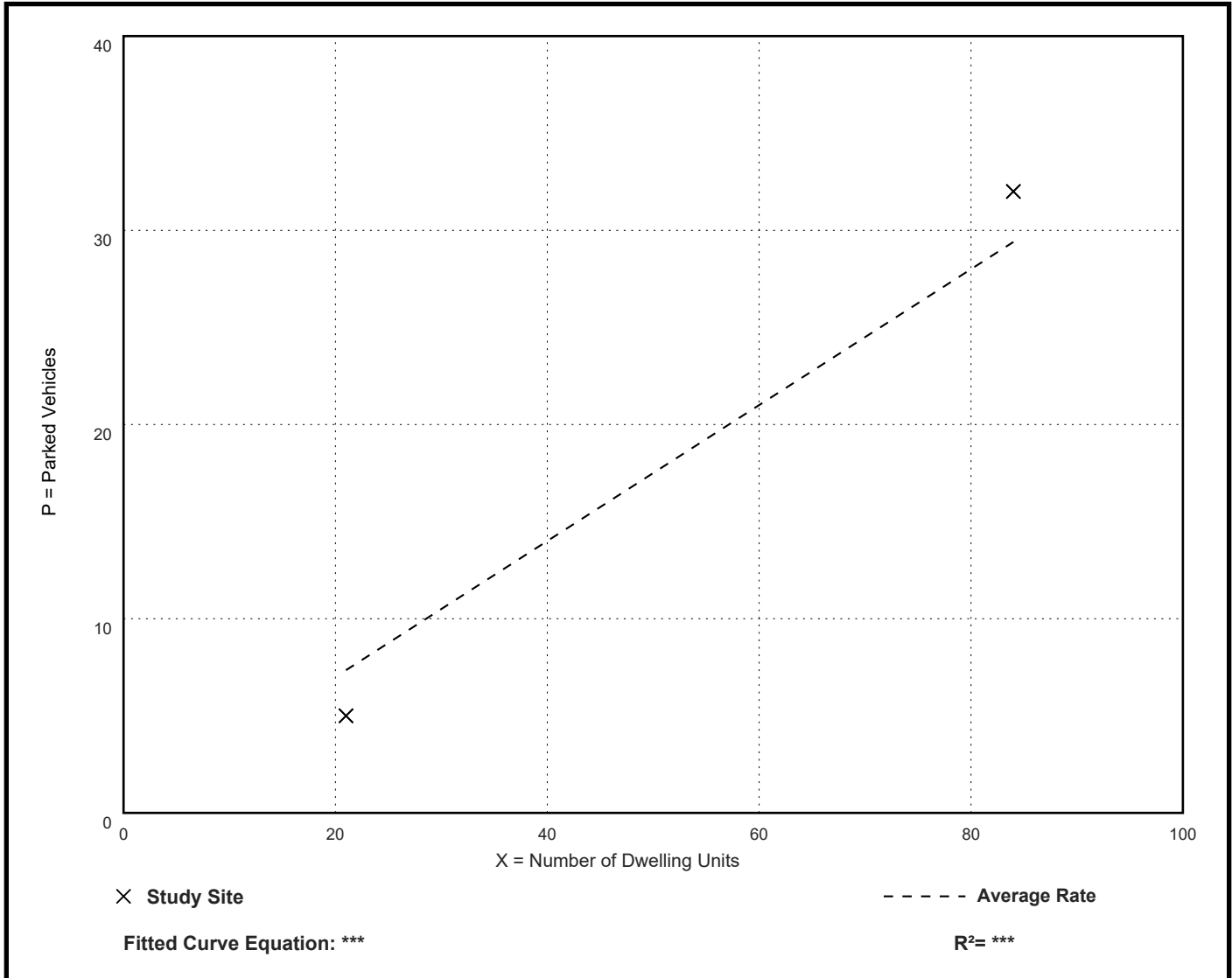
Avg. Num. of Dwelling Units: 53

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.35	0.24 - 0.38	*** / ***	***	*** (***)

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing - 1 BR (Mid-Rise) Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: Center City Core

Number of Studies: 5

Avg. Num. of Dwelling Units: 273

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.13	0.08 - 0.23	0.11 / 0.23	***	0.05 (38%)

Data Plot and Equation

