

**PARKING JUSTIFICATION STUDY**

**1235 3<sup>RD</sup> AVENUE EAST  
CITY OF OWEN SOUND  
COUNTY OF GREY**

**PREPARED FOR:  
F.C. ENTERTAINMENT & HOSPITALITY INC.**

**PREPARED BY:  
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**CFCA FILE NO. 1733-6596**

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Revision Number	Date	Comments
Rev. 0	May 2023	Zoning By-Law Amendment first submission to the City of Owen Sound

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## 1.0 Introduction

### 1.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by F.C. Entertainment & Hospitality Inc. (the Client) to prepare a Parking Justification Study to support the Zoning By-law Amendment and Site Plan Application for the proposed re-use of 1235 3<sup>rd</sup> Avenue East (the 'Site') in the City of Owen Sound (the 'City'), County of Grey (the 'County').

### 1.2 Purpose & Scope

The purpose of this study is to estimate the peak parking demand of the Site and confirm the adequacy of the proposed parking supply. The study reviews the following main aspects from a parking perspective:

- The City of Owen Sound Zoning By-Law 2010-078 parking requirements.
- The anticipated overlap of uses based on published industry data from the Institute of Transportation Engineers (ITE).
- The parking requirements based on comparable municipal Zoning By-Laws.
- The parking supply rate of comparable proxy site operations.
- The available on- and off-site parking facilities.
- Transportation Demand Management opportunities.

The terms of reference circulated with the City of Owen Sound have been included in **Appendix A**.

### 1.3 Site Location

The Site covers an area of approximately 0.65 ha (6,434.26 m<sup>2</sup>) and is currently zoned as institutional lands as per the City's Zoning Map. It currently consists of the historic courthouse, governor's residence, jail and jail yard.

Due to the skewed nature of the roadway, the directional orientation of the boundary road network is ambiguous. Accordingly, to provide clarity throughout the report, 3<sup>rd</sup> Avenue East, Grey Road 15 and 2<sup>nd</sup> Avenue East have been given north-south orientation and Highway 6, 12<sup>th</sup> Street East, and 13<sup>th</sup> Street East have been given east-west orientation.

The site is bounded by residential properties to the north, 4<sup>th</sup> Avenue East to the east, Grey Road 15 to the west, and a fire station to the south. **Figure 1** illustrates the site location.

### 1.4 Boundary Road Network

The boundary road network within the vicinity of the Site is described in **Table 1** below. The information included below was obtained from the City of Owen Sound's Official Plan "Schedule C – Transportation", included in **Appendix B**.

**Table 1: Boundary Road Network**

Feature	Roadway					
	2 <sup>nd</sup> Avenue East	3 <sup>rd</sup> Avenue East/ Grey Road 15	4 <sup>th</sup> Avenue East	10 <sup>th</sup> Street East/ Highway 6	12 <sup>th</sup> Street East	13 <sup>th</sup> Street East
<b>Direction</b>	North-South	North-South	North-South	East-West	East-West	East-West
<b>Classification</b>	Local Road	Minor Arterial Road	Local	Major Arterial Road	Local	Local
<b>Jurisdiction</b>	City of Owen Sound	County Highway	City of Owen Sound	Provincial Highway & Connecting Link	City of Owen Sound	City of Owen Sound
<b>Posted Speed Limit</b>	40 km/h	50 km/h (Assumed)	50 km/h (Assumed)	50 km/h	50 km/h (Assumed)	50 km/h (Assumed)
<b>Number of Lanes Per Direction</b>	1	1	1	2	1	1

On-street parking is available on both sides of 2<sup>nd</sup> Avenue East and 13<sup>th</sup> Street East. Parking is available on one side of 1<sup>st</sup> Avenue East, 3<sup>rd</sup> Avenue East, 11<sup>th</sup> Street East and 13<sup>th</sup> Street East. No on-street parking is available on Highway 6. **Figure 2** illustrates the available on-street parking.

## 2.0 Proposal

The proposed re-use consists of the historic courthouse, governor's residence, jail, and jail yard, which are envisioned to be re-purposed into an event venue, dining & entertainment complex, with a shared workplace. **Table 2** outlines the detailed uses for the re-use, the total gross floor area associated with each use and the maximum occupancy.

**Table 2: Proposed Re-Use**

Proposed Use	Gross Floor Area (Total)	Maximum Capacity
Restaurant	574 m <sup>2</sup>	132 seats
Tea Room		40 seats
Speakeasy	541 m <sup>2</sup>	172 seats
Courtroom (Interior) Event Space	1,905 m <sup>2</sup>	116 seats
Glass Pavilion (Exterior) Event Space		242 seats
Offices	318 m <sup>2</sup>	7 offices & 1 co-working space
Patio Space	224 m <sup>2</sup>	-

Within the spatial constraints of the site, a total of 43 parking spaces can be provided. Of these spaces, 36 are accessed from 4<sup>th</sup> Avenue East. The four spaces accessed from 3<sup>rd</sup> Avenue East are reserved for the offices during the day and another three are temporary, acting as drop-off spaces so the loading space to the north of the building are not blocked. Accordingly, this study assesses the various parking strategies that could be employed to meet the by-law requirements.

The Site Plan package, including the Site Plan prepared by Boldera. Architects (dated April 20, 2023) and the occupancy sketches are included in **Appendix C**.

### 3.0 By-law Requirement

The parking requirements for the proposed re-use were reviewed based on Section 5.18 of the City of Owen Sound's Zoning By-Law 2010-078, as summarized in **Table 3**.

**Table 3: Zoning By-Law Rates**

Land Use	By-Law Use	Parking Rate	GFA	Parking Requirement
Restaurant	Restaurant/ Drinking Establishment	1 space/ 9 m <sup>2</sup>	1,115 m <sup>2</sup>	124 spaces
Tea Room				
Speakeasy				
Courtroom (Interior) Event Space	Community Lifestyle Facility	1 space/ 20 m <sup>2</sup>	1,905 m <sup>2</sup>	96 spaces
Glass Pavilion (Exterior) Event Space				
Offices	Office	1 space/ 28 m <sup>2</sup>	318 m <sup>2</sup>	12 spaces
Patio Space	Restaurant Patio	1 space/ 7.5 m <sup>2</sup>	224 m <sup>2</sup>	30 spaces
<b>Total</b>				<b>262 spaces</b>

As presented, the proposed re-use is required to provide a total of 262 parking spaces per the City's Zoning By-Law. **Appendix D** includes relevant City of Owen Sound Zoning By-Law excerpts.

### 4.0 ITE Parking Manual

The peak parking demand represents the individual peak parking periods for various land uses. However, individual peak parking periods do not necessarily overlap for different land uses, allowing for utilization of the same parking lot.

The ITE Parking Generation 5<sup>th</sup> Edition Manual identifies hourly percentages of peak parking demand throughout the day. The total peak parking demand (i.e. 100% of the peak parking demand) for the offices occurs before noon, while the restaurant peak is in the evening on a Friday. **Table 4** outlines the forecasted parking utilization for the office and restaurant within the proposed re-use.

**Table 4: Utilization of Parking**

Start Time	Office (Weekday)	Restaurant (Friday)
12:00 a.m. – 6:00 a.m.	-	-
7:00 a.m.	0%	-
8:00 a.m.	27 %	-
9:00 a.m.	69%	-
10:00 a.m.	88%	-
11:00 a.m.	100%	11%
12:00 p.m.	81%	37%
1:00 p.m.	81%	54%
2:00 p.m.	84%	29%
3:00 p.m.	86%	22%
4:00 p.m.	92%	14%
5:00 p.m.	85%	18%
6:00 p.m.	4%	42%
7:00 p.m.	0%	91%
8:00 p.m.	-	100%
9:00 p.m.-11:00 p.m.	-	-

While it is noted that the speakeasy may operate later than the restaurant facility, the full utilization of the office parking (11:00 a.m.) is separate from the restaurant's full utilization (8:00 p.m.). Based on the low number of parking spaces required for the office (12 spaces) and the variation in parking utilization peaks, the office use can be supported on-site and does not need to be supplied independently from the proposed restaurant and event use parking spaces.

## 5.0 Comparable Municipal Rates

A review of the current zoning by-laws were undertaken to determine rates that are supportable in surrounding municipalities. The Municipality of Meaford, the Town of Collingwood, and the Town of Orangeville were reviewed. The office requirement was not included in this review for the reasons outlined in **Section 4.0. Appendix E** contains excerpts for all by-laws references.

### 5.1 Municipality of Meaford

The Municipality of Meaford does not have a specific use within their by-law for an event space or patio area, the restaurant rate of 1 space per 4 people was utilized. **Table 5** outlines the by-law rate and parking requirement per Meaford's By-law 60-2009.

**Table 5: Meaford Zoning By-Law Rates**

Land Use	By-Law Use	Parking Rate	Units/Capacity	Parking Requirement
Restaurant	Restaurant	1 space/ 4 people	702 seats	176 spaces
Tea Room				
Speakeasy				
Courtroom				
Glass Pavilion				
<b>Difference from Owen Sound's By-Law</b>				<b>-86 space</b>

Based on this interpretation of Meaford's Zoning By-law, 176 spaces are required to support the re-use. This is a reduction of 86 spaces from the requirements for the site under the City of Owen Sound's By-law.

### 5.2 Town of Collingwood

The Town of Collingwood does not have a specific use within their by-law for an event space, therefore the rate for "assembly hall" uses was reviewed. **Table 6** outlines the by-law rate and parking requirement per Collingwood's By-law 2010-040.

**Table 6: Collingwood Zoning By-Law Rates**

Land Use	By-Law Use	Parking Rate	Units	Parking Requirement
Restaurant	Restaurant	8 spaces/ 100 m <sup>2</sup>	1,115 m <sup>2</sup>	90 spaces
Tea Room				
Speakeasy				
Courtroom	Assembly Hall	1 space/ 4 persons	358 persons	90 spaces
Glass Pavilion				
<b>Total</b>				<b>180 spaces</b>
<b>Difference from Owen Sound's By-Law</b>				<b>-82 spaces</b>



Based on the interpretation of the restaurant rate being applied to all uses, Collingwood's Zoning By-law requires 180 spaces to support the re-use. This is a reduction of 82 spaces from the requirements for the site under the City of Owen Sound's By-law.

### 5.3 Town of Orangeville

The Town of Orangeville has a use within their by-law for a banquet hall, which has been reviewed for the event space. While the Town of Orangeville by-law reads "where the floor area of washrooms and 50% of any kitchen areas will be excluded", the analysis of the by-law assumed 50% of prep space which includes kitchens, storage, corridor, and laundry areas based on the nature of this site. **Table 7** outlines the by-law rate and parking requirement per Orangeville's By-law 22-90.

**Table 7: Orangeville Zoning By-Law Rates**

Land Use	By-Law Use	Parking Rate	Units	Parking Requirement
Restaurant	Restaurant	1 space/ 9 m <sup>2</sup> (Washrooms and 50% of prep spaces excluded) <sup>1</sup>	884 m <sup>2</sup>	99 spaces
Tea Room				
Speakeasy				
Courtroom	Banquet Hall	1 space/ 9 m <sup>2</sup> (Washrooms and 50% of prep spaces excluded) <sup>1</sup>	1,442 m <sup>2</sup>	161 spaces
Glass Pavilion				
<b>Total</b>				<b>260</b>
<b>Difference from Owen Sound's By-Law</b>				<b>-2</b>

Note 1: Prep space includes kitchens, storage, corridors, and laundry.

Based on this interpretation of Orangeville's Zoning By-law 260 spaces are required to support the re-use. This rate is in line with the requirements for the site under the City of Owen Sound's By-law.

### 6.0 Proxy Site Supply

Through the Terms of Reference communications with the City of Owen Sound it was presented that as ITE does not have an event space rate, a first principles approach would be taken. This approach reviewed the supply of similar facilities in comparison to their capacity to determine a rate. The supply rates of those venues will assist with informing a minimum supply requirement for this site. Three venues in southern Ontario were reviewed. All three venues offer on-site parking adjacent to their buildings. All three operate event spaces in combination with a restaurant open to the public. These operations align with the restaurant and event space planned for the re-use. **Appendix F** contains relevant information regarding the proxy sites.

#### 6.1 The Doctor's House

The Doctor's House is located at 21 Nashville Road in Kleinburg, Ontario. The Doctor's House operates a restaurant and multiple event spaces on site. As seen in aerial images of the site 208 parking spaces are provided on the property, with three hour street parking on Islington Avenue to the east. The venue confirmed their restaurant operates at a capacity of 100 people and they will host up to three events during restaurant hours. **Table 8** outlines the seating capacity and calculated rate for the property.

**Table 8: Doctor's House Parking Rate**

Venue	Seating Capacity	Parking on Site	Rate
XXI Chophouse Restaurant	100	208 spaces	1 space for 3.5 persons
Chapel	140		
Great Hall	220		
Country Fare Room	170		
Garden Room	110		
<b>Total</b>	<b>740</b>		

Based on the capacity of the venues a parking rate of 1 space for every 3.5 persons is available on-site. This rate would require 201 parking spaces to support the capacity for the proposed re-use, 19 spaces less than the associated uses within the City of Owen Sound's Zoning By-law.

### 6.2 Cambridge Mill

The Cambridge Mill is located at 100 Water Street North in Cambridge, Ontario. The Cambridge Mill operates a restaurant and multiple event spaces on site. Based on aerial images of the site 203 parking spaces are provided on the property. **Table 9** outlines the seating capacity and calculated rate for the property.

**Table 9: Cambridge Mill Parking Rate**

Venue	Seating Capacity	Parking on Site	Rate
Restaurant/Bar	427	202 spaces	1 space for 5 persons
Pavilion	200		
Falls Room	180		
Gallery	120		
Waterfront Room	90		
<b>Total</b>	<b>1,017</b>		

Based on the capacity of the venues a parking rate of 1 space for every 5 persons is available on-site. This rate would require 141 parking spaces to support the proposed re-use, 79 spaces less than the associated uses within the City of Owen Sound's Zoning By-law.

### 6.3 Ancaster Mill

The Ancaster Mill is located at 548 Old Dundas Rd, Ancaster, Ontario. The Ancaster Mill operates a restaurant and multiple event spaces on site. Based on aerial images of the site 176 parking spaces are provided on the property. **Table 9** outlines the seating capacity and calculated rate for the property.

**Table 10: Ancaster Mill Parking Rate**

Venue	Seating Capacity	Parking on Site	Rate
Restaurant	160	176 spaces	1 space for 3.9 persons
Chapel	200		
Governor Room	130		
1812 Room	70		
Millview Room	100		
Solarium	32		
<b>Total</b>	<b>692</b>		

Based on the capacity of the venues a parking rate of 1 space for every 3.9 persons is available on-site. This rate would require 180 parking spaces to support the proposed re-use, 40 spaces less than the associated uses within the City of Owen Sound's Zoning By-law.

## 7.0 Existing Parking Supply

A review of on-street parking availability within a 500 m radius of the site was undertaken. Within the boundary of 1<sup>st</sup> Avenue East, 4<sup>th</sup> Avenue East, 15<sup>th</sup> Street East and Highway 6 approximately 435 on-street parking spaces are available. Within a radius of 100 m, approximately 45 spaces are available.

The City's by-law states that from December 1<sup>st</sup> through March 31<sup>st</sup> no overnight parking is permitted between the hours of 1am and 7am to allow for snow clearing. The by-law can be presented to guests and customers who may remain at the facility after 1 a.m. Additionally, it is recommended that on-street parking be monitored and by-law signage be erected on the streets directly surrounding roadways of 3<sup>rd</sup> Avenue East, 4<sup>th</sup> Avenue East, 12<sup>th</sup> Street East and 13<sup>st</sup> Street East, as required. **Figure 2** illustrates the available on-street parking.

In addition to on-street parking, the City of Owen Sound provides a number of municipal lots within the downtown area with five-hour complementary parking. These lots can be utilized by restaurant or event guests and can be used as a base for other activities within the downtown area. Within 500 m of the site, Lot 3 on 3<sup>rd</sup> Avenue East provides 17 spaces. On the south side of Highway 6, less than a 10-minute walk from the Site, Lot 4 provides approximately 100 spaces, though this is outside of the 500 m radius. **Appendix G** provides further information on the City's municipal lots.

## 8.0 Proposed Parking Strategies

It is understood by all parties that the main property cannot support enough parking for the future operations of the Site, given the spatial constraints. Accordingly, a review of parking facilities available to the re-use was completed, and various strategies have been identified which could be implemented independently, or in concert, to satisfy the minimum parking requirements.

## 8.1 On-Site Facilities

As previously described, a total of 43 parking spaces can be provided. Of these spaces, 36 are accessed from 4<sup>th</sup> Avenue East. The four spaces accessed from 3<sup>rd</sup> Avenue East are reserved for the offices during the day and another three are temporary, acting as drop-off spaces so the loading space to the north of the building are not blocked.

## 8.2 Use of Existing Municipal Parking Lots

As noted previously, within 500 m of the site, Lot 3 on 3<sup>rd</sup> Avenue East provides 17 spaces. On the south side of Highway 6, less than a 10-minute walk from the Site, Lot 4 provides approximately 100 spaces, though this is outside of the 500 m radius. **Appendix G** provides further information on the City's municipal lots.

## 8.3 Use of On-Street Parking

As noted previously, within the boundary of 1<sup>st</sup> Avenue East, 4<sup>th</sup> Avenue East, 15<sup>th</sup> Street East and Highway 6 approximately 435 on-street parking spaces are available with a 500 m radius. Within a radius of 100 m, approximately 45 spaces are available. Between December 1<sup>st</sup> and March 31<sup>st</sup> overnight parking is not permitted. This information should be presented to guests and customers remaining at the facility beyond 1 a.m. By-law signage could be erected near the site if required. **Figure 2** illustrates the available on-street parking surrounding the site.

## 8.4 Off-Site Parking Agreement

Per the City's Zoning By-law 2010-078 Section 5.18.11, Off-Street Parking is to be provided on a lot within 100m of the main building, unless otherwise stated in within the by-law. The Client has been working with the City to establish potential off-site facilities which could provide additional parking for the site. These sites would be within a wider radius than the minimum 100 m.

A facility within 500 m of the Site was identified and could provide an additional 75 parking spaces. The facility would be less than an eight-minute walk from the Site. In addition, valet parking may be offered for special events, allowing for customers and guests to be dropped off at the main building and have their vehicles parked off-site and retrieved at the end of the evening.

The applicant has also indicated consideration for partnering with other landowners in the area to secure additional parking spaces during the off-peak times of surrounding businesses. As with the other parking options, a location within 500 m would be recommended.

## 8.5 Summary

The number of parking spaces provided by each of the above strategies are summarized in **Table 11**. When considering all parking spaces within 500 m that could be used by visitors to the site, a total of 570 spaces are available. This supply exceeds the minimum Zoning By-law parking requirement by over 300 spaces.

**Table 11: Available Parking Supply**

Parking Location	Number of Spaces
On-Site	43
Off-Site	75
On-Street Parking (500 m)	435
Municipal Parking (500 m)	17
<b>Supply Total</b>	<b>570</b>
<b>Minimum Requirement</b>	<b>262</b>
<b>Surplus/Deficiency</b>	<b>+308</b>

## 9.0 Transportation Demand Management

Transportation Demand Management is the application of policies and opportunities to reduce site generated single-occupancy vehicle trips.

### 9.1 Pedestrian Facilities

Current pedestrian facilities have been summarized in **Table 12**.

**Table 12: Pedestrian Facilities**

Roadway	Facility Type	Side of Roadway	Surface Type
2 <sup>nd</sup> Avenue East	Sidewalk	Both	Concrete
3 <sup>rd</sup> Avenue East/ Grey County Road 15	Sidewalk	Both	Concrete
4 <sup>th</sup> Avenue East	Sidewalk	Both	Concrete
10 <sup>th</sup> Street East/Highway 6	Sidewalk	Both	Concrete
12 <sup>th</sup> Street East	Sidewalk	Both	Concrete
13 <sup>th</sup> Avenue East	Sidewalk	Both	Concrete

### 9.2 Municipal Transit Services

Owen Sound Transit operates four bus routes at 30 min headways between 6:30 a.m. to 6:00 p.m. Monday to Friday, and 9 a.m. to 4 p.m. on Saturdays. The Site is located approximately 500 m from the Owen Sound Transit Terminal where all local bus routes convene, these routes cover the entire City.

The bus stop for the East Bayshore and Core bus routes are located near the site. The East Bayshore has bus stops at 3<sup>rd</sup> Avenue East at 12<sup>th</sup> Street East and 13<sup>th</sup> Street East. The Core route has bus stops at 10<sup>th</sup> Avenue East/Highway 6 and 3<sup>rd</sup> Avenue East and 4<sup>th</sup> Avenue East. Owen Sound Transit route maps have been included in **Appendix H**.

### 9.3 Regional Transit Services

All Regional Transit services depart from the Owen Sound Transit terminal, located 6 minutes walking from the Site. Grey Transit Route 1 runs from Owen Sound south to Dundalk with Route 2 continuing from Dundalk to Orangeville. Grey Transit Routes 1 and 2 run twice in the morning and twice in the afternoon with slight adjustments to timings on the weekends. Grey Transit Routes 3 and 4 connect Owen Sound to the Town of the Blue Mountains and runs Wednesday to Sunday departing three times in the morning and three times in the afternoon. Route 5 connects

Owen Sound to Wiarton and Sauble Beach; it runs Friday to Monday departing three times throughout the day.

It is noted that we would not expect patrons of the restaurants and event venues to rely on the regional transit services, however employees may choose to use the regional transit network to commute. Grey Transit Route maps and schedules have been included in **Appendix H**.

#### **9.4 City, and County Multimodal Planning**

The City of Owen Sound identified the importance of Transportation Demand Management and highlighted specific objectives in its Transportation Master Plan (2010) and the Official Plan (2017). Key objectives include transit improvements, paid parking, pedestrian facilities improvements, cycling support, and the promotion of working from home. Key future roadway improvements include the addition of on-road cycling facilities to 4<sup>th</sup> Avenue East, and 3<sup>rd</sup> Avenue West.

Grey County supports Transportation Demand Management through their 2015 Transportation Master Plan which recommended the launch of their regional transit service.

### **10.0 Conclusion**

The key findings of the study are as follows:

- The peak parking period for the office use is at a different time during the day compared to the restaurant and event space uses. Therefore, the required parking for the office use can be supported on-site and does not need to be supplied independently from the proposed restaurant and event use parking spaces.
- The Owen Sound By-Law requirement exceeds the requirements of surrounding municipalities for restaurant and event space uses.
- The Owen Sound By-Law requirement exceeds the parking supply rates established for restaurant and event space uses based on comparable proxy sites.

Given these findings, various strategies should be implemented to meet the minimum parking requirements. The strategies are as follows:

- Use of on-site parking facilities
- Use of off-site parking agreement with neighbouring landowner(s)
- Use of adjacent municipal parking lots (within 500 m)
- Use of on-street parking (within 500 m)

Each of the above strategies results in a total parking supply of 570 parking spaces, which equates to a surplus of 308 parking spaces. It is noted that additional adjacent properties may be identified for use which would increase the proposed supply.

**Table 13: Parking Supply Summary**

<b>Parking Location</b>	<b>Number of Spaces</b>
On-Site	43
Off-Site	75
On-Street Parking (500 m)	435
Municipal Parking (500 m)	17
<b>Supply Total</b>	<b>570</b>
<b>Minimum Requirement</b>	<b>262</b>
<b>Surplus/Deficiency</b>	<b>+308</b>

Providing the required parking supply on site is not feasible due to spatial constraints. Within 500 m of the site there is an excess supply of parking that can support the proposed re-use of the building as an office, restaurant, and event venue. Operation of the venues at maximum capacity will be a rare occurrence and popular times are likely to be Friday and Saturday nights based on the nature of the uses.

The analysis contained within this report was prepared using the Site Plan prepared Boldera Architects (dated April 20, 2023). Any minor revisions to the Site Plan are not expected to affect the conclusions contained with this report.

In conclusion, the proposed re-use can be supported from a parking perspective.


Respectfully submitted by,

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



Madeleine Ferguson, P. Eng.  
Manager of Transportation  
MF/kh

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



Kerianne Hagan, EIT  
Engineering Intern, Transportation

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# APPENDIX A

## Terms of Reference Communications



## Diego Bustamante

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**From:** Chris Webb <cwebb@owensound.ca>  
**Sent:** December 1, 2022 4:06 PM  
**To:** Kerianne Hagan  
**Cc:** Jocelyn Wainwright; Dana Goetz; Sabine Robart  
**Subject:** RE: 3rd Avenue East, Owen Sound - Terms of Reference

**Categories:** Filed to Sharepoint

Hi Kerianne,

The intersections identified, including the terms of reference and the additions requested by the County are acceptable.

We will be providing a consolidated response through Planning staff regarding on and off site parking.

Chris

---

**From:** Kerianne Hagan <khagan@cfcrozier.ca>  
**Sent:** Thursday, December 1, 2022 3:35 PM  
**To:** Chris Webb <cwebb@owensound.ca>  
**Cc:** Jocelyn Wainwright <jwainwright@owensound.ca>  
**Subject:** RE: 3rd Avenue East, Owen Sound - Terms of Reference

Good Afternoon Chris,

I am following up on the TOR below. If you require more time for a response, not a problem, I was just looking to confirm the study intersections, with the addition of Grey Road 15 and 13<sup>th</sup> Street East that the County requested.

We are hoping to get our traffic counters out ASAP before there is more snow and holiday impacts. If you could confirm the intersections, it would be greatly appreciated.

Thank you,  
Kerianne

**Kerianne Hagan**, EIT | Engineering Intern  
1 First Street, Suite 200 | Collingwood, ON L9Y 1A1  
T: 705.446.3510



Crozier Connections: [f](#) [t](#) [in](#) [@](#)

Read our latest news and announcements [here](#).

---

**From:** Kerianne Hagan

**Sent:** November 28, 2022 8:21 AM

**To:** Chris Webb <[cwebb@owensound.ca](mailto:cwebb@owensound.ca)>; [jim.stevenson@grey.ca](mailto:jim.stevenson@grey.ca)

**Cc:** Diego Bustamante <[dbustamante@cfcrozier.ca](mailto:dbustamante@cfcrozier.ca)>

**Subject:** 3rd Avenue East, Owen Sound - Terms of Reference

Good Morning Chris and Jim

I hope you are doing well. C.F. Crozier & Associates has been retained to prepare a Transportation Impact Study (TIS) and Parking Justification Study in support of an OPA/ZBA application for the proposed development located on 1235, 1239 3<sup>rd</sup> Avenue East, Owen Sound (the former courthouse and jail). A Site Plan Application will proceed in the future. The elements envisioned for this subdivision include the renovation of existing buildings for an event venue, including a restaurant, speakeasy and coworking spaces. We have attached the current site plan for your reference

Please advise if the Terms of Reference (TOR) outlined below are acceptable. If you are not the correct person for this correspondence, we would appreciate it if you could direct us to the appropriate contact.

The **Traffic Impact Study** will review the following items:

#### Study intersections

- 3<sup>rd</sup> Avenue East/Grey Road 15 at 12<sup>th</sup> Street East
- 3<sup>rd</sup> Avenue East/Grey Road 15 at Highway 6
- 4<sup>th</sup> Avenue East at 12<sup>th</sup> Street East
- 4<sup>th</sup> Avenue East at Highway 6
- 2<sup>nd</sup> Avenue East at Highway 6
- Proposed Site Access(es)

#### Analysis Periods and Scenarios

Analysis of the Friday p.m., and Saturday peak hours will be used to capture the peak hours associated with the proposed use. Analysis 5 years (2028) from the study date will be assumed.

A 2.0% annual growth rate will be utilized as to be consistent with previous studies completed in the City of Owen Sound.

#### Background Developments

Please advise if there are any background developments within the study area that should be considered.

#### Trip Generation

ITE Trip Generation 11<sup>th</sup> Edition will be used to calculate the expected trip generation for the development where available. A first principles approach will be used for any uses which data is not available, with explanation and justification provided for the approach.

Assignment of site generated traffic on the boundary road network will be based on existing travel patterns, expected catchment areas, and other study findings.

#### Road Characteristics

A number of elements will be reviewed including geometric road improvements to support the development, as well as sight distance and access spacing requirements at the proposed site accesses.

## Transportation Study

A review of City's Official Plan, Transportation Master Plan, Accessibility for Ontarians with Disabilities Act, and the Trails Master Plan will be undertaken to address multi-modal opportunities for the development. The Transportation Study will be incorporated as part of the TIS.

The **Parking Justification Study** will be prepared under a separate cover and will review the following items:

### By-Law Requirements

A review of the City of Own Sound's zoning By-law #2010-078 Section 5 to determine the required number of spaces in relation to the number provided on site.

### ITE Parking Generation

ITE Parking Generation 5<sup>th</sup> Edition will be used to calculate the expected parking demand for the development where available. A first principles approach will be used for any uses which data is not available with explanation and justification provided for the approach.

A review of peak hours for the variety of uses will be undertaken to determine the combined peak hour of parking forecasted and the available supply

### Off-Site Parking

A review of available on-street and off-street parking in the area will be undertaken. A municipal parking lot is available in the study area.

Additionally, it is our understanding that through communications with the City the provision for off-site parking may be acceptable. If there is an additional contact we should communicate with regarding parking, please let us know.

### Transportation Demand Management

A review of TDM opportunities for the development will be undertaken.

We trust the above is acceptable. We ask that you provide us with any background developments that should be considered. We will reach out to the City and County for signal timing plans at our study intersections.

Should you have any questions or concerns, please feel free to contact me.

Best Regards,  
Kerianne

## Diego Bustamante

---

**From:** Jim Stevenson <Jim.Stevenson@grey.ca>  
**Sent:** November 29, 2022 7:53 AM  
**To:** Kerianne Hagan; Webb, Chris  
**Cc:** Diego Bustamante; Matt Marck  
**Subject:** RE: 3rd Avenue East, Owen Sound - Terms of Reference

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Filed to Sharepoint

Kerianne

Please include the intersection of 3<sup>rd</sup> Avenue East/Grey Road 15 at 13<sup>th</sup> Street East. No further comments.

### Jim Stevenson

*Corridor Control Technologist*

Phone: +1 519-372-0219 ext. 1285



---

**From:** Kerianne Hagan <khagan@cfcrozier.ca>  
**Sent:** November 28, 2022 8:21 AM  
**To:** Webb, Chris <cwebb@owensound.ca>; Jim Stevenson <jim.stevenson@grey.ca>  
**Cc:** Diego Bustamante <dbustamante@cfcrozier.ca>  
**Subject:** 3rd Avenue East, Owen Sound - Terms of Reference

[EXTERNAL EMAIL]

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Should you have any questions or concerns, please feel free to contact me.

Best Regards,  
Kerianne

**Kerianne Hagan, EIT | Engineering Intern**  
1 First Street, Suite 200 | Collingwood, ON L9Y 1A1  
T: 705.446.3510



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# APPENDIX B

## Owen Sound's Official Plan Excerpts



# **OWEN SOUND** **OFFICIAL PLAN**

Adopted by the City of Owen Sound  
June 28, 2021

Approved by the County of Grey  
February 15, 2022





distinct street edges through appropriate landscaping or structures.

- 5.1.4.13 Parking areas are to be designed in accordance with the City's Multi-year Accessibility Plan and AODA requirements.
- 5.1.4.14 Parking and charging stations for electric vehicles is required in new development and redevelopment. The provision for future parking and charging stations is also encouraged and may be considered at the time of site plan review.
- 5.1.4.15 The City may consider reducing the required number of parking spaces needed for development or redevelopment where the following criteria have been justified:
  - a. Demonstration that the proposed use does not require the stated level of parking (e.g., affordable housing whereby car ownership would be low), or
  - b. An agreement has been registered on title to provide off-street parking.

## 5.1.5 Active Transportation

- 5.1.5.1 New developments will be designed to be walkable and bike friendly by including multi-use trails, sidewalks, and/or paved shoulders where appropriate to integrate with the overall complete transportation system.
- 5.1.5.2 The City shall promote sustainable, healthy, active living through well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation.  
  
Pedestrian links and bicycle trails may be located on public road allowances, parks, City or government owned lands and rights-of-way acquired over or through privately held lands as indicated on Schedule 'D' – Active Transportation and Recreation Trails Master Plan. Consideration should be given to providing connections between pedestrian links/bicycle trails and residential streets and areas of open space, schools and public transit facilities.
- 5.1.5.3 The City shall maintain and regularly update Schedule 'D' – Active Transportation and Recreation Trails Plan to provide for paths and trails.
- 5.1.5.4 Accessibility for all people shall be considered in the design of pedestrian links and trails in accordance with the City's Multi-year



Accessibility Plan, Transit Accessibility Plan and AODA requirements.

- 5.1.5.5 The City shall work towards providing sidewalks and bicycle trails separated from the roadway on existing and proposed arterial roads and on abandoned rail corridors and within parks and open spaces as appropriate.
- 5.1.5.6 The City will encourage and facilitate where possible the use of cycling on local and collector roads.
- 5.1.5.7 The City shall provide for the development of continuous trail systems along the waterfront and along the Sydenham River to the inner and outer Harbour to ensure public access.
- 5.1.5.8 The City through a by-law may control direct snowmobile/ATV/equestrian access to specified city access points. Access points shall be identified, encouraged and regularly reviewed.
- 5.1.5.9 The City will support the integration of pedestrian and cycling facilities into existing and new development areas.
- 5.1.5.10 The City will support tourism and recreational developments that support active transportation.
- 5.1.5.11 The City will encourage new development to include accessible, age-friendly and transit supportive design elements such as:
  - a. A system of walkways (sidewalks, paved shoulders, and trails) and bicycle paths (paved shoulders and trails) linking the subdivision internally as well as externally to other walkways and bicycle paths, and to other public areas;
  - b. Design that includes living streets, active transportation, and safety.

## 5.1.6 Public Transit

- 5.1.6.1 Planning for new developments and built-up areas should include consideration for public transit which may include requirements for bus bays, elimination of street parking for bus stops, streets planned and designed to accommodate transit vehicles, installation of bus shelters subject to requirements in Transit Accessibility Plan. The City shall encourage greater population densities along and in the vicinity of transit routes.



- 5.1.6.2 All major development proposals and changes and additions to the road network will be evaluated with respect to their impact on existing or proposed transit services.
- 5.1.6.3 The City shall encourage the retention of the public transit system to provide a viable alternative to the use of the private vehicle.
- 5.1.6.4 The public transit system is to be inclusive of the needs of all people by:
  - a. Ensuring that transit facilities, routes and vehicles are accessible.
  - b. Modifying existing transit stops and shelters to become more accessible over time.
  - c. Ensuring transit stops and shelters have an accessible sidewalk that connects directly to the transit stop.
  - d. Ensuring that all transit stops and shelters consider the safe unloading and loading of passengers.
  - e. Supplementing the conventional transit system with specialized services.
  - f. Implementing recommendations from the City's Multi-year Accessibility Plan and Transit Accessibility Plan.
- 5.1.6.5 The City may undertake a transit study to determine transit routes and transit facility locations. The recommendations of this study provide a framework for consideration of planning applications and transportation planning.
- 5.1.6.6 Through the review and approval of development applications the City may require the dedication of land or request financial resources for installation of transit infrastructure.
- 5.1.6.7 The City will cooperate with the County and adjacent municipalities in developing an integrated transit system.

## 5.1.7 Water Transportation

- 5.1.7.1 Owen Sound Harbour provides an important opportunity for goods movement, ferrying opportunities and recreational transportation.
- 5.1.7.2 The docking of ships, such as bulk freighters, related repair and service uses, loading, unloading and storage facilities and apparatus, navigational safety and training apparatus, sales and

MUNICIPALITY OF MEAFORD  
(Formerly Sydenham Township)

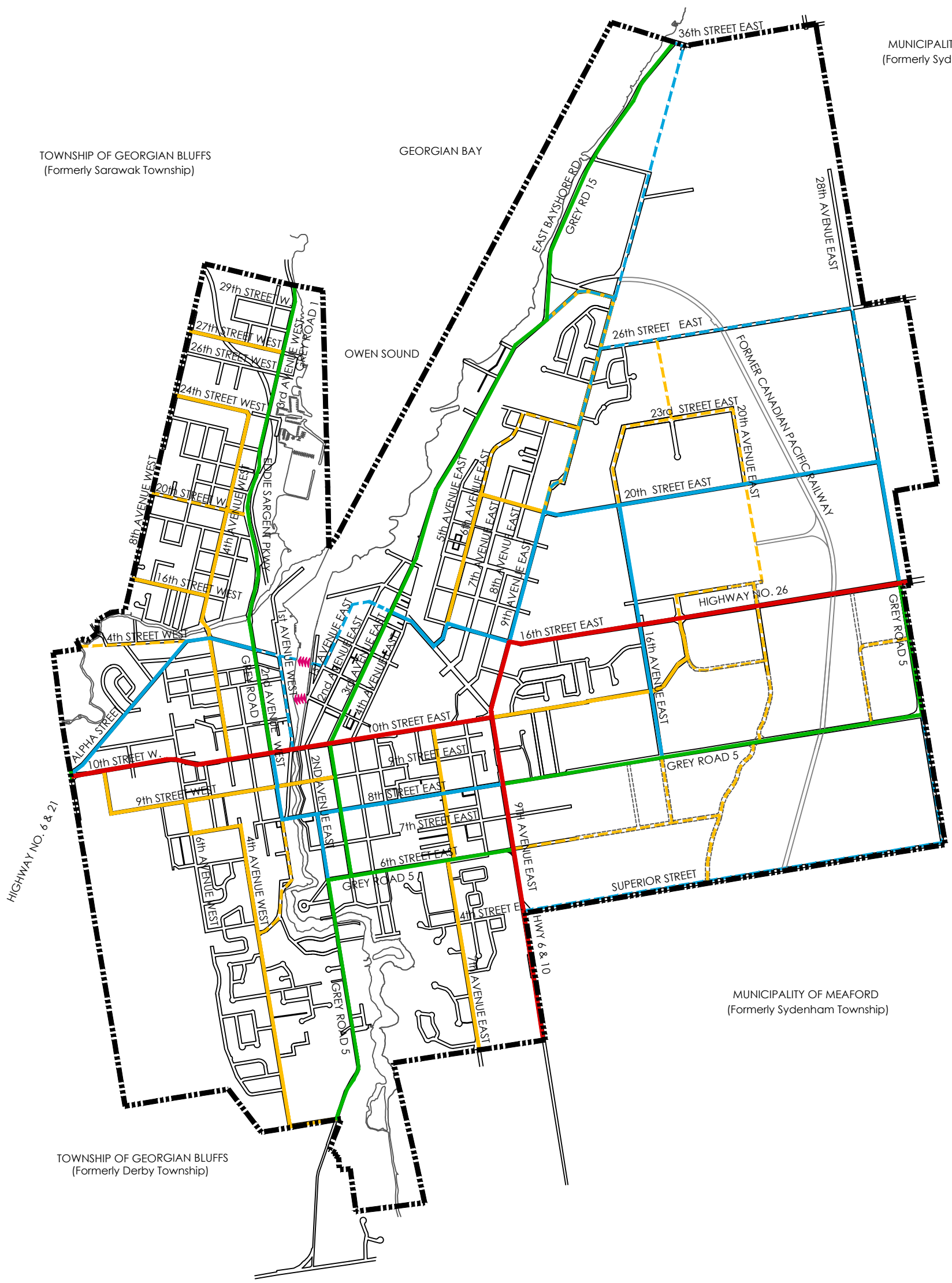
TOWNSHIP OF GEORGIAN BLUFFS  
(Formerly Sarawak Township)

GEORGIAN BAY

OWEN SOUND

MUNICIPALITY OF MEAFORD  
(Formerly Sydenham Township)

TOWNSHIP OF GEORGIAN BLUFFS  
(Formerly Derby Township)



**Legend**

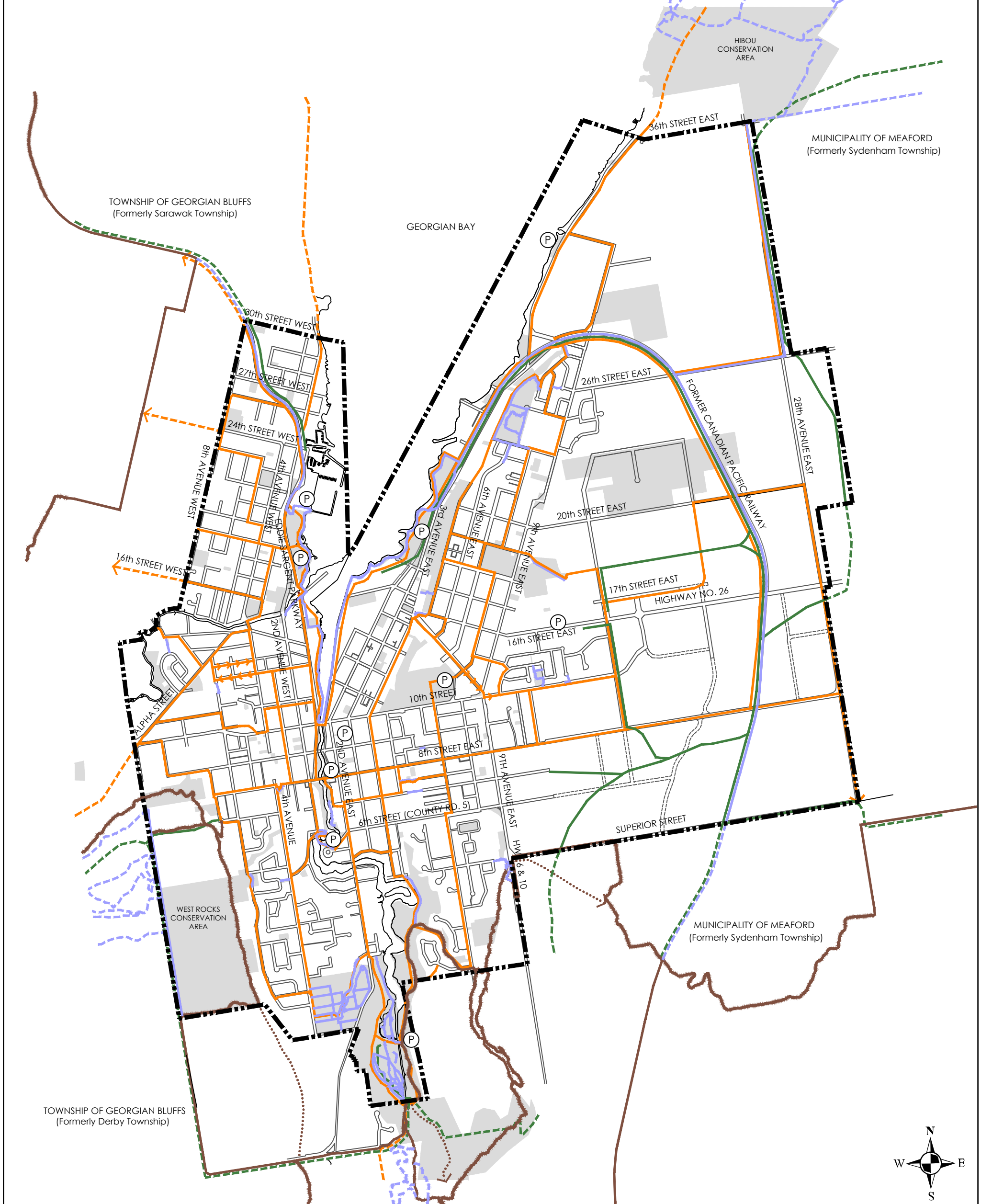
- Major Arterial Road - Provincial Highway & Connecting Link
- Minor Arterial Road - County Highway
- Minor Arterial Road - City
- - - Future Arterial Road
- Collector Road
- - - Future Collector Road
- Local Road
- Planned Road
- ≡≡≡ Future Bridge Alignment
- City Limits

**Schedule 'C'**

Official Plan  
City of Owen Sound  
Transportation Plan



May 2021  
1:28,000



**Legend**

- Existing Trails
- - - Existing Trails Outside of City Limits
- Bruce Trail
- - - Bruce Trail Preferred Future Route
- Bicycle Route
- - - Bicycle Route Outside of City Limits
- Snowmobile Trail
- - - Snowmobile Trail Outside of City Limits
- P Public Parking Lot
- City Limits
- Publicly-Owned Property  
(City of Owen Sound and Grey Sauble Conservation Authority)

**Schedule 'D'**

Official Plan  
City of Owen Sound  
Active Transportation Plan  
& Trails Master Plan



May 2021  
1:28,000

# APPENDIX C

## Site Plan Package



# Royal Rose Court

Rejuvenation of the Historical Owen Sound Courthouse & Jail

1235 & 1259 3rd Avenue East  
Owen Sound, ON N4K 2L6

FC Entertainment & Hospitality Inc.

2023-04-20

## OPA/ZBA Application

Issued for OPA/ZBA - Submission 1

Project # 22.0056.00



**FC ENTERTAINMENT & HOSPITALITY INC.**

2066 Avenue Road, 2nd Floor  
Toronto, ON M5M 4A6

info@fchospitality.ca  
www.fchospitality.ca



**THE PLANNING PARTNERSHIP**

1255 Bay Street, Suite 500  
Toronto, ON M5R 2A9

info@planpart.ca  
www.planpart.ca

### ARCHITECTURE

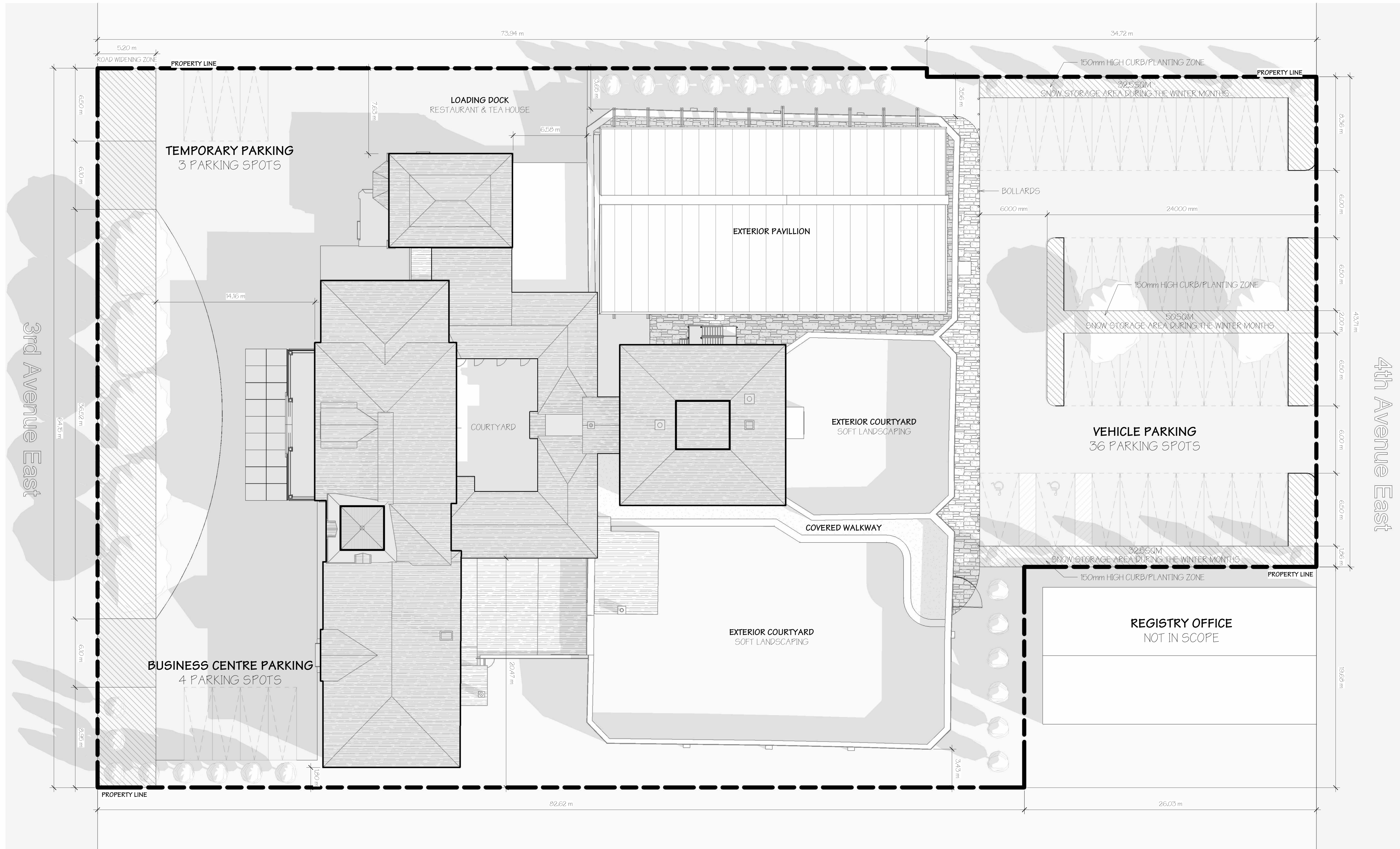
Sheet Number	Sheet Name
AP-001	SITE PLAN
AA-101	EXISTING & DEMO DRAWINGS - BASEMENT
AA-102	EXISTING & DEMO DRAWINGS - LEVEL 1
AA-103	EXISTING & DEMO DRAWINGS - LEVEL 2
AA-104	EXISTING & DEMO DRAWINGS - LEVEL 3
AA-105	EXISTING & DEMO ELEVATIONS
AA-106	EXISTING & DEMO ELEVATIONS
AA-107	EXISTING & DEMO ELEVATIONS
AP-101	PROPOSED FLOOR PLAN - BASEMENT
AP-102	PROPOSED FLOOR PLAN - LEVEL 1
AP-103	PROPOSED FLOOR PLAN - LEVEL 2
AP-104	PROPOSED FLOOR PLAN - LEVEL 3
AP-105	PROPOSED FLOOR PLAN - ROOF
AE-101	BUILDING ELEVATIONS
AE-102	BUILDING ELEVATIONS

ZONING DESIGNATION: EXISTING ZONING: Institutional  
 LEGAL DESCRIPTION: PROPOSED ZONING: Mixed Use Commercial  
 PROPERTY ADDRESS: LOTS 15 & 16 EAST OF BAY ST & LOTS 15 & 16 WEST OF HILL ST  
 1234 & 1259 3rd AVENUE EAST, OWEN SOUND, ONTARIO

OWNERSHIP: FC Hospitality & Entertainment Inc.

SITE SPECIFICS	EXISTING	PROPOSED
Building Use	Vacant	Mixed-Use Commercial
Lot Area	6434.26 sq.m	No Change
Lot Coverage	21.00 %	20.5 %
GFA	1985 sq.m	2050 sq.m
Front Yard Setback	14.16 m	No Change
Side Yard Setback (N)	3.55 m	No Change
Side Yard Setback (S)	1.8 m	No Change
Rear Yard Setback	31.39 m	No Change
Landscaped Surface	54 %	33.5 %

INFORMATION TAKEN FROM PLAN OF SURVEY



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 3. IF CONSTRUCTION ADMINISTRATION SERVICES ARE INCLUDED IN THE SCOPE OF WORK, THE ARCHITECT SHALL REVIEW AND APPROVE ALL WORK SUBMITTED BY THE CONTRACTOR FOR THESE SERVICES.  
 4. DIMENSIONS ARE NOT TO SCALE FOR CONSTRUCTION.  
 5. THE CONTRACTOR MUST VERIFY ALL SITE CONDITIONS AND DIMENSIONS BEFORE PERFORMING THE WORK AND REPORT AND DISCREPANCIES WITH THE CONTRACT DOCUMENTS TO THE ARCHITECT BEFORE COMMENCING OR CONTINUING WITH ANY WORK.  
 6. THE DRAWING AND THIS SPECIFICATION CONSTITUTE THE ENTIRE AGREEMENT BETWEEN THE ARCHITECT AND THE CONTRACTOR. ANY DISCREPANCIES BETWEEN THE ARCHITECTURAL DRAWINGS AND THESE SPECIFICATIONS SHALL BE RESOLVED BY THE ARCHITECT. THESE DRAWINGS SHALL BE CONTROLLED BY BOLDERA ARCHITECTS INC.  
 7. PORTIONS OF EXISTING FINISHED MECHANICAL AND ELECTRICAL DEVICES, FITTINGS, AND PIPING ARE INDICATED BY THE MECHANICAL, ELECTRICAL AND PLUMBING SYMBOLS FROM THE ARCHITECTURAL DRAWINGS COVERED FROM THE MECHANICAL AND ELECTRICAL DRAWINGS. THESE ARE NOT TO BE REMOVED OR ALTERED WITHOUT THE WRITTEN PERMISSION OF BOLDERA ARCHITECTS INC.  
 8. ALL WORK IS TO BE CARRIED OUT IN CONFORMANCE WITH THE MOST CURRENT BUILDING CODE AND PLANNING ACT AND REGULATIONS AND ALL APPLICABLE BY-LAWS AND ORDINANCES.  
 9. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OWEN SOUND AND ALL APPLICABLE AGENCIES.  
 10. ALL CONTRACTORS AND SUBCONTRACTORS MUST OBTAIN THROUGHLY TRAINED WORKERS AND ALL SKILLED TRADES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK REPRESENTED BY THESE DRAWINGS.

BOLDERA ARCHITECTS INC.

NOT FOR CONSTRUCTION

No.	Description	Date
01	Issued for Pre-Consultation Meeting	2023-10-14
02	Issued for Client Review	2023-12-09
03	Issued for OPAZBA - Submission 1	2023-04-20

**Boldera Architects**  
 Rethinking the future of architecture, sustainably.

Boldera Architects Inc.  
 62 Westmount Avenue  
 Toronto, Ontario M6H 5K1

Phone: 647 799 9518  
 Email: info@boldera.ca  
 Web: boldera.ca

FC Entertainment & Hospitality Inc.  
**Royal Rose Court**  
 1235 & 1259 3rd Avenue East  
 Owen Sound, ON N4K 2J5

OPAZBA Application	Date
22-0006-00	2023-04-20

Project Number: 22-0006-00 | Scale: 1:128  
 Drawn by: ER | Checked by: ER

**AP-001**

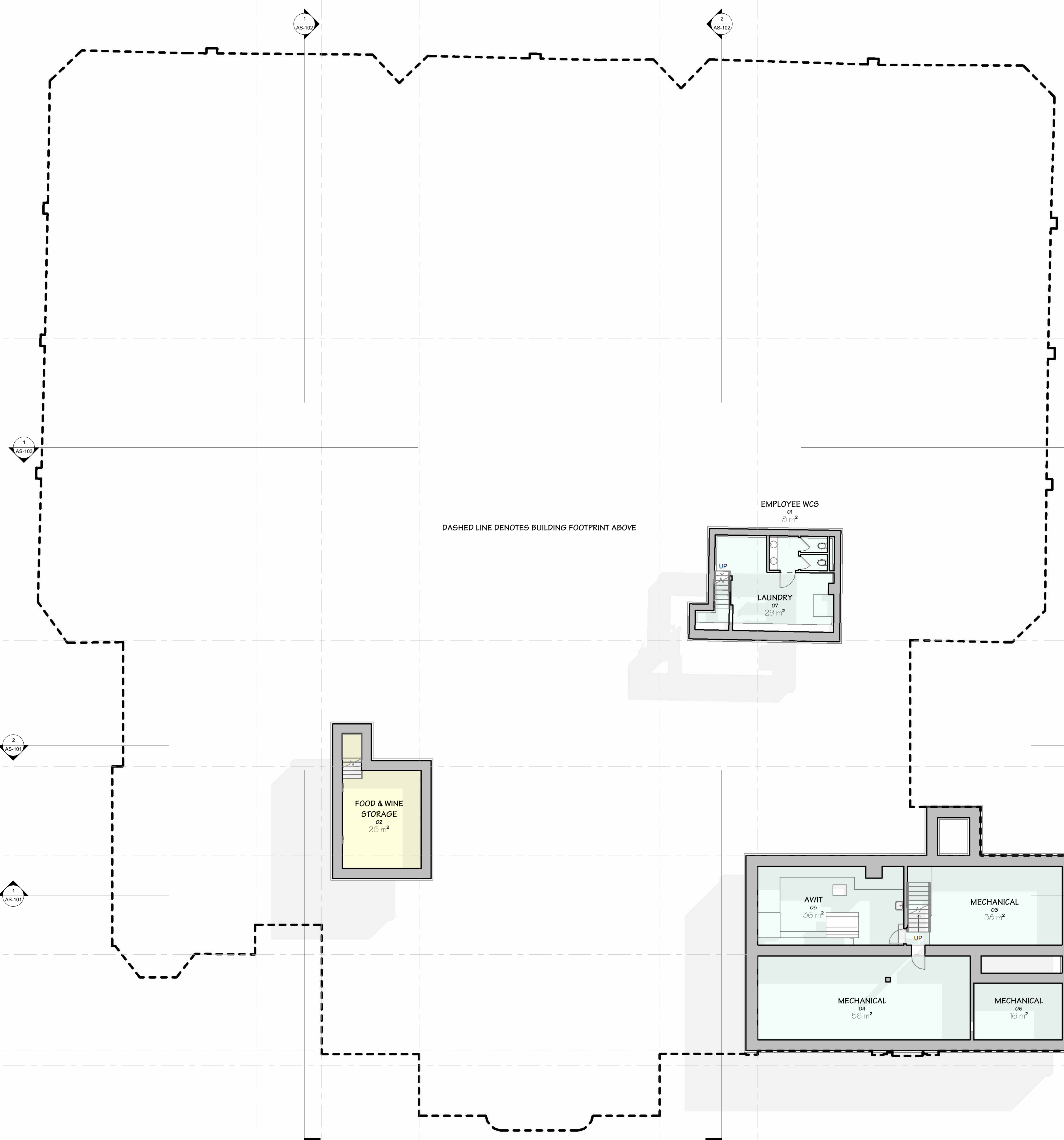
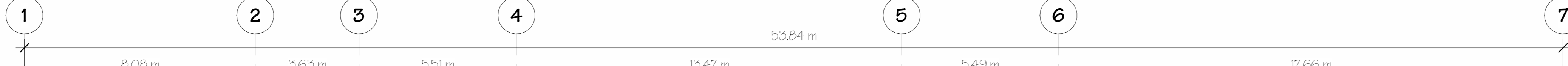


AREA SUMMARY SCHEDULE

Proposed Use (20% to 50 m <sup>2</sup> )	Basement GFA	Ground Floor GFA	Second Floor GFA	Third Floor GFA
Community Lifestyle	245 m <sup>2</sup>	1714 m <sup>2</sup>	653 m <sup>2</sup>	
Restaurant	41 m <sup>2</sup>	313 m <sup>2</sup>	220 m <sup>2</sup>	
Drinking Establishment		176 m <sup>2</sup>	197 m <sup>2</sup>	75 m <sup>2</sup>
Drinking Establishment Patio		228 m <sup>2</sup>		
Office	114 m <sup>2</sup>	389 m <sup>2</sup>		
	2201 m <sup>2</sup>	2701 m <sup>2</sup>	1275 m <sup>2</sup>	75 m <sup>2</sup>
		Grand Total: 5062 m <sup>2</sup>		

PROPERTY LINE

PROPERTY LINE



DASHED LINE DENOTES BUILDING FOOTPRINT ABOVE

**Proposed Use Legend**

- COMMUNITY LIFESTYLE
- RESTAURANT

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ALL CONTRACTORS AND SUBCONTRACTORS MUST OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AUTHORITIES.

BOLDERA ARCHITECTS INC.

**Revision Schedule**

No.	Description	Date
1	Issued for Pre-Consultation Meeting	2022-10-14
2	Issued for Client Review	2022-12-09
3	Issued for OPAZBA - Submission 1	2023-04-20

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Boldera Architects Inc. Phone: 647 799 9518  
42 Westmount Avenue Email: info@boldera.ca  
Toronto, Ontario M6H 5K1 Web: boldera.ca

FC Entertainment & Hospitality Inc.  
**Royal Rose Court**  
1235 & 1259 3rd Avenue East  
Owen Sound, ON N4K 2J6

**PROPOSED FLOOR PLAN - BASEMENT**

OPAZBA Application	Date	2023-04-20
Project Number	Scale	As Indicated
Drawn by	Checked by	ER

**AP-101**

NOT FOR CONSTRUCTION

AREA SUMMARY SCHEDULE

Proposed Use	Basement GFA	Ground Floor GFA	Second Floor GFA	Third Floor GFA
Community Lifestyle	245 m <sup>2</sup>	1234 m <sup>2</sup>	1523 m <sup>2</sup>	
Restaurant	41 m <sup>2</sup>	310 m <sup>2</sup>	220 m <sup>2</sup>	
Drinking Establishment		170 m <sup>2</sup>	187 m <sup>2</sup>	75 m <sup>2</sup>
Drinking Establishment Patio		228 m <sup>2</sup>		
Office		380 m <sup>2</sup>		175 m <sup>2</sup>
<b>Total</b>	<b>286 m<sup>2</sup></b>	<b>2,022 m<sup>2</sup></b>	<b>1,920 m<sup>2</sup></b>	<b>175 m<sup>2</sup></b>
<b>Grand Total: 5062 m<sup>2</sup></b>				



**Proposed Use Legend**

- COMMUNITY LIFESTYLE
- DRINKING ESTABLISHMENT
- DRINKING ESTABLISHMENT PATIO
- EXTERIORS
- OFFICES
- RESTAURANT

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3. IF CONSTRUCTION ADMINISTRATION SERVICES ARE INCLUDED IN THE SCOPE OF WORK, THE ARCHITECT SHALL BE RESPONSIBLE FOR MONITORING THE CONSTRUCTION OF THESE DOCUMENTS.

4. DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

5. THE CONTRACTOR MUST VERIFY ALL SITE CONDITIONS AND DIMENSIONS REQUIRED TO PERFORM THE WORK AND REPORT AND DISCREPANCIES WITH THE CONTRACT DOCUMENTS TO THE ARCHITECT BEFORE COMMENCING OR CONTINUING WITH ANY WORK.

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7. PORTINGS OF EXPOSED FINISHES, MECHANICAL AND ELECTRICAL DEVICES, FITTINGS, AND FIXTURES ARE TO BE INSTALLED IN CONFORMANCE WITH THE CONTRACT DOCUMENTS. THE ARCHITECTURAL FINISHES COVERED BY THE MECHANICAL AND ELECTRICAL CONTRACTS, THESE FINISHES SHALL BE COVERED BY THE CONTRACTOR. ALL FINISHES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

8. ALL WORK IS TO BE CARRIED OUT IN CONFORMANCE WITH THE MOST CURRENT BUILDING CODE AND ALL APPLICABLE REGULATIONS AND ORDINANCES. ALL FINISHES AND DIMENSIONS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ALL ELECTRICAL WORK TO CONFORM TO CANADIAN ELECTRICAL SAFETY CODE AS APPLICABLE.

9. ALL CONTRACTORS OR SUBCONTRACTORS MUST SAFETY THROUGHOUT THE WORKING AND AT ALL TIMES ENSURE THAT THEY CAN BE CONTACTED THROUGHOUT THE WORKING PERIOD BY THESE MEANS.

10. BOLDERA ARCHITECTS INC.

**Revision Schedule**

No.	Description	Date
1	Issued for Pre-Construction Meeting	2023-10-14
2	Issued for Client Review	2023-12-09
3	Issued for OPAZBA - Submission 1	2023-04-20

**Boldera Architects**  
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FC Entertainment & Hospitality Inc.  
**Royal Rose Court**  
1235 & 1239 3rd Avenue East  
Owen Sound, ON N4K 2J6

**PROPOSED FLOOR PLAN - LEVEL 1**

OPAZBA Application	Date
22.0006.00	2023-04-20

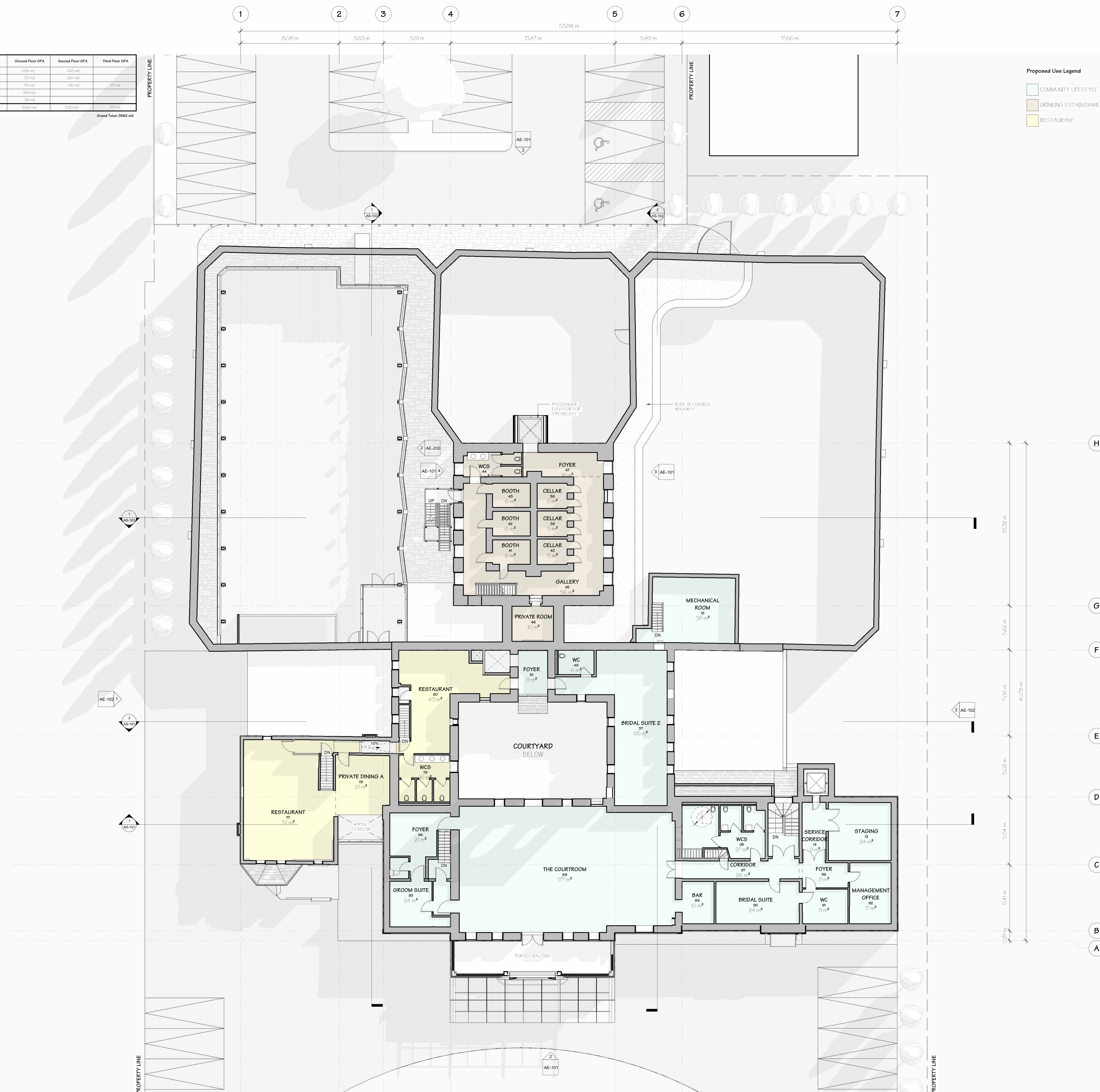
Project Number: 22.0006.00 | Scale: As Indicated  
Drawn by: JM | Checked by: ER

**AP-102**

NOT FOR CONSTRUCTION

AREA SUMMARY SCHEDULE

Proposed Use (Code: 59-100)	Basement GFA	Ground Floor GFA	Second Floor GFA	Third Floor GFA
Community Lifestyle	245 m <sup>2</sup>	1334 m <sup>2</sup>	1523 m <sup>2</sup>	
Restaurant	41 m <sup>2</sup>	310 m <sup>2</sup>	220 m <sup>2</sup>	
Drinking Establishment		175 m <sup>2</sup>	100 m <sup>2</sup>	175 m <sup>2</sup>
Drinking Establishment Patio		224 m <sup>2</sup>		
Office	1 m <sup>2</sup>	70 m <sup>2</sup>	1215 m <sup>2</sup>	175 m <sup>2</sup>
		2594 m <sup>2</sup>	3243 m <sup>2</sup>	175 m <sup>2</sup>
		Grand Total: 3002 m <sup>2</sup>		



**Proposed Use Legend**

- COMMUNITY LIFESTYLE
- DRINKING ESTABLISHMENT
- RESTAURANT

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3. IF CONSTRUCTION ADMINISTRATION SERVICES ARE INCLUDED IN THE SCOPE OF WORK, THE ARCHITECT SHALL BE RESPONSIBLE FOR MONITORING THE CONSTRUCTION OF THE WORK.

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6. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE MOST CURRENT BUILDING CODE AND ALL APPLICABLE REGULATIONS AND STANDARDS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE OBTAINMENT OF ALL NECESSARY PERMITS AND APPROVALS FROM THE ARCHITECTURE DEPARTMENT AND THE CITY OF TORONTO.

7. ALL CONTRACTORS AND SUBCONTRACTORS MUST OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE ARCHITECTURE DEPARTMENT AND THE CITY OF TORONTO. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE OBTAINMENT OF ALL NECESSARY PERMITS AND APPROVALS FROM THE ARCHITECTURE DEPARTMENT AND THE CITY OF TORONTO.

8. BOLDERA ARCHITECTS INC.

**Revision Schedule**

No.	Description	Date
1	Issued for Pre-Consultation Meeting	2023-10-14
2	Issued for Client Review	2023-12-09
3	Issued for OPAZBA - Submission 1	2023-04-20

**Boldera Architects**  
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Owen Sound, ON N4K 2J5

**PROPOSED FLOOR PLAN - LEVEL 2**

OPAZBA Application	Date
22.0006.00	2023-04-20

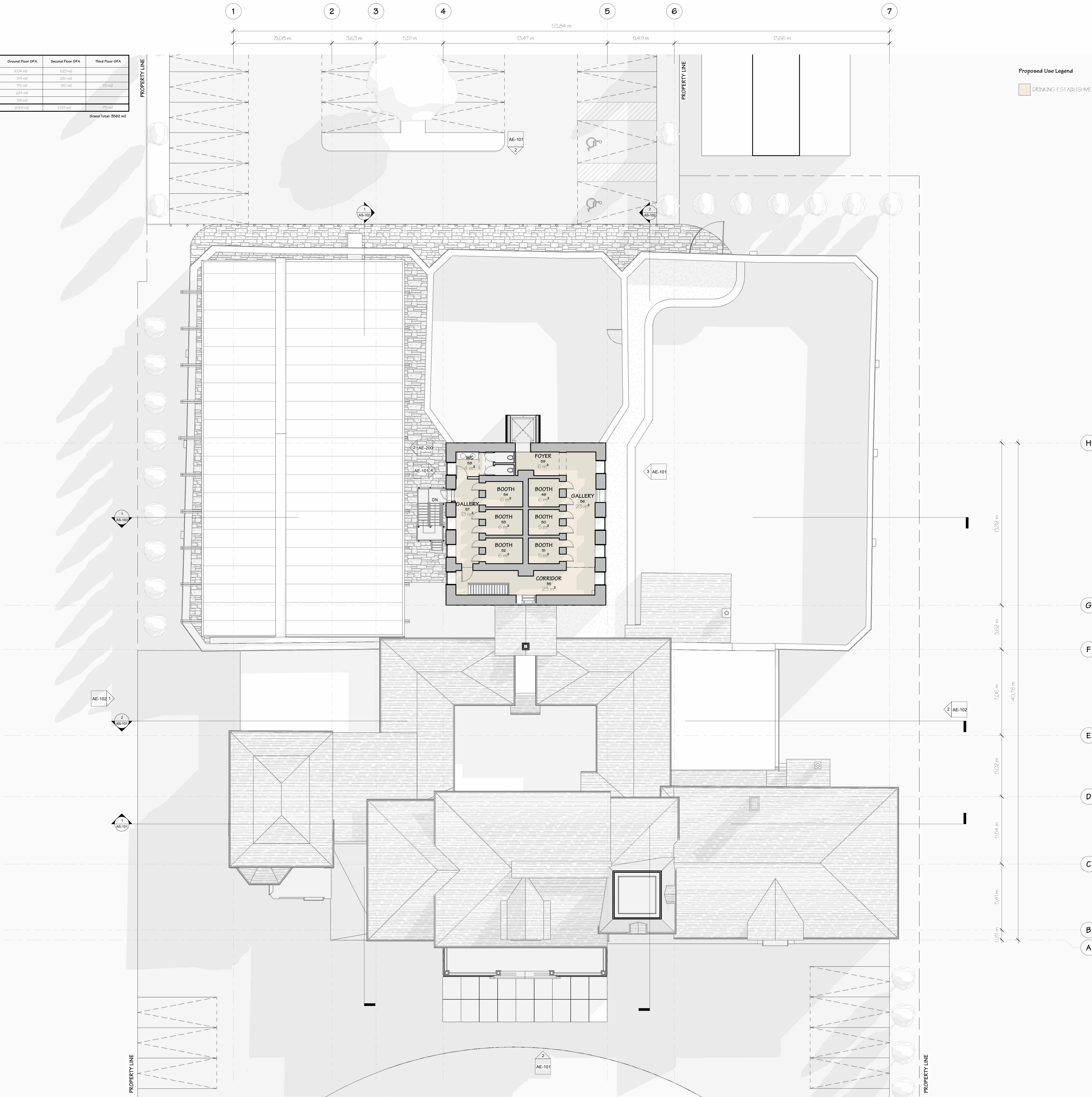
Project Number: 22.0006.00 Scale: As Indicated  
 Drawn by: Author Checked by: Checker

NOT FOR CONSTRUCTION

AREA SUMMARY SCHEDULE

Proposed Use	Basement GFA	Ground Floor GFA	Second Floor GFA	Third Floor GFA
Community Lifestyle	245 m <sup>2</sup>	1204 m <sup>2</sup>	5203 m <sup>2</sup>	
Restaurant	41 m <sup>2</sup>	310 m <sup>2</sup>	220 m <sup>2</sup>	
Drinking Establishment		170 m <sup>2</sup>	180 m <sup>2</sup>	175 m <sup>2</sup>
Drinking Establishment Patio		224 m <sup>2</sup>		
Office		387 m <sup>2</sup>		171 m <sup>2</sup>
<b>Total</b>	<b>2890 m<sup>2</sup></b>	<b>2695 m<sup>2</sup></b>	<b>5303 m<sup>2</sup></b>	<b>171 m<sup>2</sup></b>

Grand Total: 3062 m<sup>2</sup>



Proposed Use Legend  
 DRINKING ESTABLISHMENT

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3. IF CONSTRUCTION ADMINISTRATION SERVICES ARE INCLUDED IN THE SCOPE OF WORK, THE ARCHITECT SHALL REVIEW AND APPROVE ALL WORK SUBMITTED BY THE CONTRACTOR FOR THE DESIGN DEVELOPMENT PHASE.

4. DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION.

5. THE CONTRACTOR MUST VERIFY ALL SITE CONDITIONS AND DIMENSIONS BEFORE COMMENCING WORK. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE ARCHITECTURAL DRAWINGS OR DIMENSIONS.

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8. ALL CONTRACTORS OR SUBCONTRACTORS MUST OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE ARCHITECTURE DEPARTMENT AND THE CITY OF TORONTO BEFORE COMMENCING WORK.

9. BOLDERA ARCHITECTS INC.

Revision Schedule

No.	Description	Date
1	Issued for Pre-Consultation Meeting	2023-10-14
2	Issued for Client Review	2023-12-09
3	Issued for OPAZBA - Submission 1	2023-04-20

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 1235 & 1239 3rd Avenue East  
 Queen Square, ON M6K 2J6

PROPOSED FLOOR PLAN - LEVEL 3

OPAZBA Application	Date
22 0006 00	2023-04-20

Project Number: 22 0006 00 Scale: As Indicated  
 Drawn by: JM Checked by: ER

**AP-104**

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4/20/2023 2:55:24 PM



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7. POSITIONS OF EXPOSED FINISHES, MECHANICAL AND ELECTRICAL DEVICES, FITTINGS, AND FIXTURES ARE INDICATED ON THE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS FROM THE ARCHITECTURAL DRAWINGS COVERED BY THE MECHANICAL AND ELECTRICAL DRAWINGS. THESE FINISHES AND DEVICES SHALL BE LOCATED AS SHOWN ON THE ARCHITECTURAL DRAWINGS.

8. ALL WORK IS TO BE CARRIED OUT IN CONFORMANCE WITH THE MOST CURRENT BUILDING CODE AND ALL APPLICABLE REGULATIONS AND STANDARDS. ALL PLUMBING AND MECHANICAL WORK TO COMPLY WITH CANADIAN STANDARDS AND ALL ELECTRICAL WORK TO COMPLY WITH CANADIAN STANDARDS AND ALL ELECTRICAL WORK TO COMPLY WITH CANADIAN STANDARDS.

9. ALL CONTRACTORS OR SUBCONTRACTORS MUST SAFELY THROUGHOUT THE WORKING AND AT ALL TIMES ENSURE THAT THE CONTRACTOR CONDUCTS THE WORK RESPONSIBLY.

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**Revision Schedule**

No.	Description	Date
12	Issued for Client Review	2023-12-09
13	Issued for OPAZBA - Submission 1	2023-04-20

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Owen Sound, ON N4K 2J6

**PROPOSED FLOOR PLAN - ROOF**

OPAZBA Application	Date
	2023-04-20

Project Number	Scale
22-0006-00	1 : 100

Drawn by	Checked by
JM	ER

**AP-105**

NOT FOR CONSTRUCTION

# APPENDIX D

## City of Owen Sound Zoning By-Law Excerpts



# ZONING BY-LAW 2010-078

of the Corporation  
of the City of  
Owen Sound

**April 2010**

(Updated December 2016 – ZBA 20)  
(Updated December 2019 – ZBA 28)

- c) Despite Section 5.17.1 (k) a Bed and Breakfast Establishment is not limited to 3 clients at one time.
- d) Despite Section 5.17.1 (g), parking for the Bed and Breakfast Establishment shall be provided in accordance with Section 5.18 of this By-law.

**5.17.4 Regulations for Private Home Day Cares**

The following regulations apply to Private Home Day Cares, which are permitted as a home business, and shall apply in addition to the general provisions outlined in Sec. 5.17.1.

- a) Despite Section 5.17.1 (i), a private home day care is not limited to a gross floor area of 25% of the dwelling unit, to a maximum of 40 m<sup>2</sup>.
- b) Despite Section 5.17.1 (k), a private home day care may serve a maximum of five (5) children on the property at any one time.

**5.18 GENERAL PARKING REGULATIONS**

**5.18.1 Provision of Parking Stalls**

No person shall erect or enlarge any building or structure or establish or change a use unless parking stalls required by this By-law are provided, unless the requirement to provide such parking is reduced or eliminated through an agreement between the Corporation of the City of Owen Sound and the owner of any lot as provided for in the Planning Act.

**5.18.2 Off-Street Parking Requirements for all Zones, excluding C1 Zone**

Except as may otherwise be provided for, the minimum number of parking stalls for motor vehicles must be provided as set out in the following table:

Land Use Category	Use	Number of Vehicle Parking stalls Required
<b>Residential Uses</b>	Single detached dwelling, duplex dwelling, semi-detached dwelling, converted dwelling, and street fronting townhouse dwelling	1 space per dwelling unit
	Apartment dwelling and cluster townhouse dwelling	1.25 spaces per dwelling unit
	Residential dwelling units in a portion of non-residential building	1 space per dwelling unit
	Bed and breakfast house and boarding or lodging house	1 space plus 1 space per suite



Land Use Category	Use	Number of Vehicle Parking stalls Required
<b>Commercial Uses</b>	Commercial school, financial institution, Laundromat, personal service use, retail store, service shop, studio	1 space per 25 m <sup>2</sup> of gross floor area or 4 spaces, whichever total is greater
	Restaurant, Drive-thru Restaurant	1 space per 9 m <sup>2</sup> of gross floor area, plus 1 space for each 7.5 m <sup>2</sup> of patio or deck area used for dining or drinking
	Funeral home	1 space for each 15 m <sup>2</sup> of gross floor area
	Shopping Centre (Neighbourhood or otherwise)	1 space for each 15.0 m <sup>2</sup> of gross floor area up to 300.0 m <sup>2</sup> , and 1 space for each 20.0 m <sup>2</sup> of gross floor area thereafter; or 10 spaces, whichever is the greater
	Hotel	1.2 spaces per guest room
	Marina	0.5 space for each water craft slip
	Automotive Rental Establishment	4 spaces plus 1 space per 28.0 m <sup>2</sup> gross floor area
	Automotive Service Station, Vehicle Body/Repair Shop	3 spaces for every service bay or repair station
	Automotive Washing Establishment	2 spaces
	Wholesale establishment	1 space per 90m <sup>2</sup> of gross floor area
	Other commercial uses	1 space per 28.0 m <sup>2</sup> gross floor area
<b>Office Uses</b>	Business or professional office and government administrative offices	1 space per 28 m <sup>2</sup> of gross floor area
	Animal kennel, medical centre, veterinary clinic	Minimum of 4 spaces or 6.0 spaces per 100 m <sup>2</sup> gross floor area, whichever is greater
<b>Industrial Uses</b>	Truck transport terminal	1 space per 100 m <sup>2</sup> gross floor area

Land Use Category	Use	Number of Vehicle Parking stalls Required
	Warehouse	1 space per 185 m <sup>2</sup> of gross floor area
	All other industrial uses	5 plus 1 space per 90 m <sup>2</sup> of gross floor area
<b>Institutional Uses</b>	Place of worship	1 for every 5 seats capacity or 1 for each 10 m <sup>2</sup> of gross floor area used for a hall or auditorium, whichever is greater
	Hospital	1 space per 3 beds plus 1 space for every 4 employees
	Elementary School	5 spaces plus 1 space per classroom
	Secondary School	1 space for each classroom; or 1 space per 10 m <sup>2</sup> of floor area in the gymnasium or auditorium, whichever is greater.
	Group home, group residence, crisis residence	1 space per 3 beds
<b>Leisure and Recreation Type Uses</b>	Museum, library, recreational or athletic facility	1 space per 20 m <sup>2</sup> of gross floor area. Playing areas for squash, tennis, handball and badminton courts are to be excluded for the purposes of calculating parking
	Community lifestyle facility	1 space for every 4 seats or 1 space per 20 m <sup>2</sup> of gross floor area
	Bowling alley, lawn bowling club, tennis club, golf course, curling club, racquet club	3 spaces per alley, bowling green, tennis or racquet court, putting green, or sheet of ice, plus 1 space for each 15.0 m <sup>2</sup> of gross floor area devoted to other uses.
<b>Other uses</b>	All other uses permitted by this By-Law other than those	1 per 40 m <sup>2</sup> of gross floor area

Land Use Category	Use	Number of Vehicle Parking stalls Required
	listed in this table	

### 5.18.3 Off-Street Parking Requirements for C1 Zone

Except as may otherwise be provided for, the minimum number of parking stalls in the C1 Zone for motor vehicles must be provided as set out in the following table:

Land Use Category	Use	Number of Vehicle Parking stalls Required
Commercial Uses	Retail, rental and repair store, personal service use, financial institution, office, clinic, community lifestyle facility, commercial school, funeral home, veterinarian's clinic, studio, drinking establishment, restaurant	1 space per 40 m <sup>2</sup> of gross floor area
Institutional Uses	Community lifestyle facility, athletic or recreational establishment, theatre, church, art gallery, library, museum.	No parking stalls required
Residential/ Mixed Uses	Dwelling units in combination with non-residential uses, Multiple Dwellings	1 space for each dwelling unit.
Other Uses	All other uses within C-1 Zones shall be as detailed in Section 5.18.2 of this By-law.	

ZBA [4]

### 5.18.4 Parking Exemption for C1 Zone

Where, in any C1 Zone, a building exists on the date of passing of this By-law, or where a building or use is established in accordance with this By-law, and where a proposal is made to change the use of any such building to a different use without increasing the floor area of the building:

- a. The new use shall be permitted without additional parking being provided notwithstanding that additional parking spaces may be required pursuant to Section 5 of this By-law;
- b. Notwithstanding the foregoing, parking shall be required in accordance with this By-law where the change in use is from a residential use to any other permitted use;

- c. Where an addition is proposed to any building, parking shall be required only for the addition, and any legal deficiency in parking for the existing building shall not be required to be made up, unless the proposed addition results in the loss of existing parking spaces.
- d. No additional parking shall be required where the proposed addition does not exceed 10% of the gross floor area of the existing building.

#### **5.18.5 Use of Parking Areas and Spaces**

No parking area or space required under this By-law shall be used for any other purpose than the parking of licensed vehicles used in conjunction with the permitted uses on the lot.

#### **5.18.6 Calculation of Off-Street Parking stalls**

Where the calculation of off-street parking requirements results in a fraction, the number of parking stalls to be provided will be rounded to the next highest whole number.

#### **5.18.7 Parking for More Than One Use in a Building**

When a lot, building or structure accommodates more than one use as set out in this By-law, the parking stall requirement shall be the sum of the requirements for the separate uses, unless otherwise provided for in this By-law.

#### **5.18.8 Commercial Motor Vehicles, Tractor Trailers and Buses in Residential Zones**

No person shall use any lot, building or structure in a Residential Zone for the parking or storage of any commercial motor vehicles unless he is the owner or occupant of such lot, building or structure, and provided that said vehicles shall not exceed 2,721.6 kilograms gross vehicle weight and provided that not more than one commercial motor vehicle is stored in accordance with this Section.

No person shall use any lot, building or structure in a Residential Zone for the parking or storage of any tractor trailer or part thereof. This provision shall not include commercial motor vehicles, and tractor trailers which attend a residential premise for the purposes of delivery and service.

#### **5.18.9 Parking and Storage of Unlicensed and Inoperable Motor Vehicles**

Unless specifically provided for by this By-law, no person shall provide outdoor storage for any motor vehicle which is unlicensed or inoperable.

#### **5.18.10 Size of Standard Parking Stalls**

Required parking stalls shall comply with the standards set out in Table 5.18.10.

**Table 5.18.10 – Required Parking Stall Dimensions**

Maximum Angle of Parking Stall to Maneuvering Aisle	Required Width	Required Length
0 degrees	2.50 m	6.50 m
30 degrees up to and including 90 degrees	2.65 m	6.0 m

**5.18.11 Location of Required Off-Street Parking stalls**

Unless otherwise provided in this By-law, required off-street parking stalls shall be located on the same lot as the principle or main building or on a lot no more than 100 m from the lot.

**5.18.12 Parking Surfaces and Drainage**

All off-street parking stalls and areas shall be constructed of a non-migrating hard surface material and treated to prevent erosion and the raising of dust and loose particles. Surface cover shall consist of asphalt, paving brick, concrete or similar hard-surfaced materials. All off-street parking stalls and areas shall be graded and drained so as to prevent the pooling of surface water or the flow of surface water onto adjacent lots.

**5.18.13 Tandem Parking**

Where parking is provided at the dwelling unit in an individual driveway, the required parking for that dwelling may be provided by a tandem parking stall.

**5.18.14 Parking Facilities**

In zones where a parking facility is a permitted use, and the parking is to be provided within a structure, such a structure shall be subject to all requirements of the zone except for parking provisions.

**5.18.15 Underground Parking Provisions**

A parking structure, whether attached or detached to the main building, that is located entirely below grade (with the exception of entrances thereto), may be erected to within 0.5 m of any lot line and shall not be subject to lot coverage regulations. For clarity, covered parking structures and entrances thereto located above grade shall be subject to the applicable zone provisions.

**5.18.16 Parking Area Location On-Lot**

Notwithstanding the required yard and setback provisions of this By-law to the contrary, uncovered surface parking areas shall be permitted in the required yards or in the area between the street line and the required setback provided that no part of any parking area, other than a driveway, is located closer than 1.5 m to any street line, unless otherwise specified below:

- a) A parking space for individual residential dwelling units with individual private driveways may be located in the front yard provided that not more

**ZBA [4]**

than 50% of the front yard area is used for driveways and parking areas. Notwithstanding the above a private drive shall be no less than 3.0 m wide and no more than 8.5 m wide.

- b) For Extractive Industrial/Disposal Industrial Uses, parking shall be permitted in the rear yard and interior side yard, and where such uses abut a Residential, Commercial, Institutional or Agricultural use, the parking area shall be set back 9.0 m from the abutting lot line.
- c) For the conversion of a building, as legally existing on the effective date of this By-law, to permit a residential use containing three (3) or more dwelling units a parking area may be permitted within a front, rear or side yard.

**5.19 ACCESSIBLE PARKING REGULATIONS**

**5.19.1 Number of Required Accessible Parking Stalls**

Accessible parking stalls shall be provided in accordance with the requirements set out in Table 5.19.1.

**Table 5.19.1 – Number of Required Accessible Stalls**

Total Required Parking Stalls	Minimum Number of Accessible Stalls
1 to 12	1
13 to 100	4% of the total required
101 to 200	1, plus 3% of the total required
201 to 1,000	2, plus 2% of the total required
Greater than 1,000	11, plus 1% of the total required

- a) Accessible stalls shall be counted towards and included within the minimum number of off-street parking stalls required by Section 5.18 of this By-law.
- b) Notwithstanding Table 5.19.1, where a lot contains a single detached dwelling, semi-detached dwelling, duplex, additional residential units, or street-fronting townhouse where parking stalls are accessed from a driveway, no accessible stalls are required.

ZBA [41]

**5.19.2 Type A and Type B Accessible Stall Calculations**

The calculation of the required number of Type A and Type B accessible stalls shall comply with the following provisions:

- a) Where an even number of accessible stalls is required by Section 5.19.1, an equal number of Type A and Type B accessible stalls must be provided;
- b) Where an odd number of accessible stall is required by Section 5.19.1, an equal number of Type A and Type B accessible stalls must be

provided, but the additional accessible stall, the odd-numbered stall, shall be a Type A accessible stall;

- c) Despite Section 5.19.2 (b), where only one accessible stall is required, it shall be a Type A accessible stall.

### 5.19.3 Accessible Parking Design Standards

The following provisions shall apply to the design of accessible parking stalls.

- a) Accessible parking stall dimensions shall comply with Table 5.19.3.

**Table 5.19.3 – Accessible parking space dimensions**

Type	Minimum width	Minimum length
Type A accessible stall	3.4 m	6.0 m
Type B accessible stall	2.4 m	6.0 m

- b) Accessible stalls must comply with the following minimum vertical clearances:
- i. the minimum vertical clearance of an accessible stall located in a parking structure is 2.1 m; and,
  - ii. the minimum vertical clearance of all other accessible stall is 2.9 m.
- c) An accessible aisle must be provided for each accessible stall and may be shared by a maximum of two accessible stalls. Accessible aisles must:
- i. have a minimum width of 1.5 m;
  - ii. extend the full length of the accessible stall; and,
  - iii. Be marked with high-contrast diagonal lines where the surface is asphalt, concrete, or other hard surface.
- d) All accessible stalls shall:
- i. Have an accessible permit parking sign that satisfies the requirements of the Highway Traffic Act,
  - i. Have a maximum gradient of 5%; and,
  - ii. Type A accessible stalls must have signage that identifies the stall as “van accessible”.

# APPENDIX E

## External By-Law Excerpts





## ZONING BY-LAW

**60-2009**

OFFICE CONSOLIDATION  
JULY 2019

Original Prepared by



cases, parking is only permitted on a *driveway*, in a *private garage or carport* or in a *parking area*.

Notwithstanding any provisions of this by-law to the contrary, a *driveway* in an R1, R2, R3 or R4 zone shall be no wider than the greater of 6 meters or the distance between the interior walls of an attached *private garage* on the *lot* accessed by said *driveway*.

5.10 NON-RESIDENTIAL PARKING REQUIREMENTS

The minimum parking requirements for non-residential *uses* are as follows:

Table 5.3 – Non-Residential Parking Requirements

Type or Nature of Use	Minimum Off-Street Parking Requirements
<i>Agricultural Tourism Use</i>	1 parking space per 9 m <sup>2</sup> of dedicated <i>gross floor area</i>
<i>Agricultural Tourism Use with petting zoo or children’s playground / activity area</i>	1 parking space per 9 m <sup>2</sup> of dedicated <i>gross floor area</i> plus 1 parking space measuring 9.0 metres long, 3.5 metres wide and having a vertical clearance of at least 4.0 metres for bus parking.
<i>Business Office</i>	1 <i>parking space</i> per 30 m <sup>2</sup> of <i>gross floor area</i>
<i>Farm Winery</i>	The greater of:  1 <i>parking space</i> per 18.5m <sup>2</sup> of gross floor area associated with retail and tasting/hospitality; or,  1 <i>parking space</i> for every 4 persons to be accommodated at maximum permitted capacity.
<i>Hospital</i>	1 <i>parking space</i> per 50m <sup>2</sup> of <i>gross floor area</i>
<i>Nursing Home, Retirement Home</i>	3 <i>parking spaces</i> for every four beds
<i>Hotel, Motel, Tourist Establishment</i>	1 <i>parking space</i> per guest room, plus 1 <i>parking space</i> per 9.3 m <sup>2</sup> of floor space devoted to public <i>use</i> , excluding hallways and washrooms, plus 1 space for every four persons to be accommodated according to the maximum permitted capacity in a <i>restaurant</i> or <i>assembly hall</i> on the same <i>lot</i> .

<i>Industrial Use, Cannabis Production and Processing</i>	1 parking space per 93 m <sup>2</sup> of gross floor area
<i>Marina</i>	1 parking space per boat slip
<i>Medical Office</i>	3 parking spaces per practitioner
<i>Place of Amusement, Place of Entertainment</i>	The greater of: 1 parking space per 4 seat capacity; or, 1 parking space per 9 m <sup>2</sup> of gross floor area
<i>Place of Worship</i>	1 parking space per 5.5 m <sup>2</sup> of gross floor area
<i>Private Club, Restaurant</i>	1 parking space for every 4 persons to be accommodated at maximum permitted capacity
<i>Retail Store, Personal Service Shop, Repair Shop, Dry Cleaning Depot, Farm Produce Outlet</i>	1 parking space per 18.5 m <sup>2</sup> of gross floor area
<i>Seasonal Agricultural Stand</i>	1 parking space
<i>School, Elementary</i>	The greater of: 1.5 parking spaces per classroom; 1 parking space per 9.0 m <sup>2</sup> of floor area in the gymnasium; or, 1 parking space per 9.0 m <sup>2</sup> of floor area in the auditorium.
<i>School, Secondary</i>	The greater of: 4 parking spaces per classroom; 1 parking space per 9.0 m <sup>2</sup> of floor area in the gymnasium; or, 1 parking space per 9.0 m <sup>2</sup> of floor area in the auditorium.
<i>Warehouse</i>	1 parking space per 93 m <sup>2</sup> of gross floor area
<i>Uses permitted by this by-law other than those listed in this Table.</i>	1 parking space per 37 m <sup>2</sup> of gross floor area

Where the minimum number of *parking spaces* is calculated on the basis of a rate or ratio, the required number of spaces shall be rounded up to the higher whole number.

5.11 REQUIRED PARKING SPACE EXEMPTIONS

Notwithstanding the parking requirements set out in Section 5.10 of this By-law, *parking spaces* are not required for the following:

- a) Non-residential *uses* in the C1 Zone *save and except a hotel or motel, to which the standards of Table 5.3 shall apply.*
- b) *Commercial self-storage facilities, except for the business office component of the use for which a required parking space calculation shall be determined using the business office rate.*

5.12 REQUIRED BARRIER-FREE PARKING SPACES

Designated barrier-free *parking spaces* shall be provided off-street and in accordance with the provisions of this By-law, Ontario Regulation 191/11, and the Provincial Offences Act. The minimum parking requirements for barrier-free *parking spaces* are as shown in Table 5.4. Where the minimum number of *parking spaces* is calculated on the basis of a rate/ratio, the required number shall be rounded up to the higher whole number.

Table 5.4 – Required Barrier-Free Parking Spaces

No. of Required Parking spaces	No. of Barrier-free Parking Spaces	Type of Spaces Required
<b>1-12</b>	<b>1 parking space</b>	<b>Type A</b>
<b>13-100</b>	<b>4% of the required parking spaces</b>	<b>Equally divided between Type A and Type B, if an even number of parking spaces is required. Any additional ‘odd’ space may be either Type A or B. A Minimum of one Type A space shall be provided.</b>
101-200	1 parking space plus 3% of required parking spaces	
201-1000	2 parking spaces plus 2% of required parking spaces	
1001 +	11 parking spaces plus 1% of required parking spaces	

Parking Spaces required in accordance with Table 5.4 shall be provided as follows:

- a) Where a Type A *parking space* is required or provided, it shall be a minimum width of 3.4m and a minimum length of 5.8m;
- b) Where a Type B *parking space* is required or provided, it shall be a minimum width of 2.4m and a minimum length of 5.8m;
- c) Each *parking space* shall be paved and the access from the parking space to the main entrance of the *main building* on the *lot* shall be paved;
- d) Each space shall have a vertical clearance of 3.0m; and,
- e) An access aisle, having a minimum width of 1.5m and extending the full length of the *parking space* shall be provided adjacent to all barrier free *parking spaces*. An aisle may be shared by two barrier-free *parking spaces*.

5.13 LOADING SPACE REQUIREMENTS

When any new non-residential development is constructed, when any existing non-residential development is enlarged, or when any *use* is changed, provision shall be made for off-street vehicular *loading spaces* as follows:

Table 5.5 – Loading Space Requirements

Gross Floor Area of Building	Loading Space
900 m <sup>2</sup> or less	0 spaces
901 m <sup>2</sup> to 2750 m <sup>2</sup>	1 space
2751 m <sup>2</sup> or greater	2 spaces plus 1 additional space for each additional 9290 m <sup>2</sup>

In addition, the following provisions apply:

- a) Each *loading space* shall be a minimum of 9.0 metres long, 3.5 metres wide and have a vertical clearance of at least 4.0 metres.
- b) *Loading spaces* must be provided adjacent to the principal *use* or *building* on the same *lot* as the *use* or *building* for which it is required. Required *loading spaces* shall be located in the *interior side yard* or *rear yard*.
- c) Access to a *loading space(s)* shall be by means of a *driveway* at least 6.0 metres wide contained within the *lot* on which the space(s) are located and leading to a street or land located within or adjoining the Commercial or Industrial *Zone(s)*.
- d) In any Commercial or Industrial *Zone*, no *loading space* shall be located closer than 3.0 metres to any *interior side lot line* or *rear lot line* that abuts a Residential *Zone*.

The *loading space* requirements of this By-law shall not apply to any *building* in existence on September 21, 2009 so long as the *floor area*, as it existed at such date, is not increased. If an addition is made to the *building* or *structure* that increases the floor area, then additional *loading spaces* shall be provided as required by the regulations of this By-law.

5.14 LOADING SPACE EXEMPTIONS

Notwithstanding the provisions of Section 5.13 of this By-law, *loading spaces* are not required for the following:

## **Section 5.0                      Parking and Loading Provisions**

### **5.1                      Parking and Loading Provisions**

- 5.1.1                      Unless provided elsewhere in this Zoning By-law, no person shall use any land or erect or use any building except in conformity with the provisions of this section, in addition with all other applicable sections and provisions of this Zoning By-law. In this section, the abbreviation “GFA” shall mean gross floor area and “GLA” shall mean gross leasable area.

### **5.2                      General Parking Requirements**

- 5.2.1                      If a lot or building accommodates more than one main permitted use, the required parking spaces or bicycle spaces shall be the sum of the requirements for each main use.
- 5.2.2                      If, when calculating required parking spaces or bicycle spaces, the number of parking spaces results in a fraction, the required parking spaces or bicycle spaces shall always be rounded upward to the next whole number.
- 5.2.3                      Unless provided elsewhere in this Zoning By-law, where any lot, building or use is altered or constructed resulting in the requirement for additional parking spaces or bicycle spaces, then such additional required parking spaces or bicycle spaces shall be provided.
- 5.2.4                      Unless provided elsewhere in this Zoning By-law, all required parking spaces or bicycle spaces shall be provided on the same lot that the main permitted use is located.
- 5.2.5                      In all zones, except a Residential zone classification, any portion of a parking area, excluding an entrance, shall have a required setback to a street or highway of a minimum of 3.0 m that shall be reserved for a buffer area.
- 5.2.6                      Any area used for the outside display and sale of motor vehicles or recreational vehicles shall not be considered part of the required parking spaces for a main use. An area used for any type of outside display and sale shall be separated from those areas needed as required parking.
- 5.2.7                      Any parking area shall be designed so that motor vehicles do not travel in a backwards motion when entering or exiting a lot directly onto a street or highway. This provision shall not apply to entrances for a single detached dwelling, semi-detached dwelling, duplex dwelling or street townhouse dwelling.
- 5.2.8                      The interior angle of intersection between any entrance, or a private road, and a street or highway shall be a minimum of seventy (70) degrees.

**Table 5.14.8.1 Commercial Vehicle Location**

Vehicle Size	Required Location
A length of up to 6.7 m	Permitted in any yard provided that it is located on a driveway only
A height of up to 2.2 m	
A length or height greater than the above	In the rear yard only and no closer than 1.0 m to any lot line and on a driveway only; or alternatively fully enclosed in a building.

**5.15 Parking Space Requirements**

5.15.1 Unless provided elsewhere in this Zoning By-law, the minimum number of required parking spaces for uses, other than those on lands in a C1 zone classification, shall be in accordance with Table 5.15.1.1, entitled Required Parking Spaces.

**Table 5.15.1.1 Required Parking Spaces**

Type of Use	Parking Space Ratio
Accessory apartment/second unit	1 space
Adult Entertainment Establishment	8 spaces per 100 m <sup>2</sup> GFA
Arena	1 space per 4 seats of fixed seating
Ambulance service	1 space per staff on duty, with no less than 2 spaces
Assembly hall, theatre	1 space per 4 seats of fixed seating, or 1 space per 4 persons of building occupancy where fixed seating is not provided
Dwelling unit in a portion of a non-residential building	1 space per unit
Boarding Home	3 spaces
Community centre	1 space per every 4 person of building occupancy
Composting facility	1 space per 100 m <sup>2</sup> GFA
Dwelling, apartment	1 space per unit, plus an additional 0.25 spaces per unit for visitor parking
Day care centre	2 spaces per 100 m <sup>2</sup> GFA
Dwelling, single detached Dwelling, semi-detached Dwelling, duplex Dwelling, townhouse	2 spaces per unit

Collingwood Zoning By-law

Type of Use	Parking Space Ratio
Dwelling, group or cluster	As required per dwelling unit type, plus an additional 0.25 spaces per unit for visitor parking for those dwelling unit types that are not otherwise required to provide visitor parking.
Funeral home	5 spaces per 100 m <sup>2</sup> GFA
Freight depot	1 space per 100 m <sup>2</sup> GFA
Golf course	8 spaces per hole
Home for the aged, hospice, rest home, retirement home, and nursing facility	0.5 spaces per bed or suite
Home occupation	1 space in addition to spaces required for the main dwelling unit or 1 space per guest room in addition to the spaces required for the main dwelling unit in the case of a bed and breakfast
Hospital	3 spaces per bed
Hotel or motel	1 space per guest room; plus 1.5 spaces per lock-off suite, plus 2 spaces per 100 m <sup>2</sup> GFA for those areas open for use by the public or guests
Laundromat	1 space for every 2 machines
Library	3 spaces per 100 m <sup>2</sup> GFA open or used by the public
Marina	0.75 spaces per boat slip
Museum	3 spaces per 100 m <sup>2</sup> GFA open or used by the public
Manufacturing, processing, assembly or fabrication plant	1 space per 100 m <sup>2</sup> GFA
Medical building Medical clinic Medical office	5 spaces per 100 m <sup>2</sup> GFA
Mini-golf course	1 space per hole
Mini-storage warehouse	2 spaces per 100 m <sup>2</sup> GFA for the accessory office space, if any
Motor vehicle wash	1 space per wash bay
Pet day care centre	2 spaces per 100 m <sup>2</sup> GFA
Place of worship	1 space per every 4 persons of building occupancy



Collingwood Zoning By-law

Type of Use	Parking Space Ratio
Restaurant	8 spaces per 100 m <sup>2</sup> GFA
School	3 spaces per classroom (elementary school), or 4 spaces per classroom (secondary school)
School, commercial	2 spaces per 100 m <sup>2</sup> GFA
Shopping centre	4 spaces per 100 m <sup>2</sup> GLA
Warehouse	1 space per 100 m <sup>2</sup> GFA
All other non-residential uses not specified above	3 spaces per 100 m <sup>2</sup> GFA

**5.16 Downtown Core Commercial Parking**

5.16.1 Unless provided elsewhere in this Zoning By-law, the following required parking space provisions shall apply to all lands in a C1 zone classification.

**5.16.2 Parking Ratios**

Significant Heritage Building

5.16.2.1 The parking space ratio for any residential use in a significant heritage building or any additional dwelling unit thereto, shall be 0.25 spaces per unit. This parking space ratio shall include a home for the aged, a rest home, a retirement home or a nursing facility.

5.16.2.2 The parking space ratio for all non-residential uses in a significant heritage building, or an addition thereto, shall be 1.5 spaces per 100 m<sup>2</sup> GFA.

All Other Buildings

5.16.2.3 The parking space ratio for all non-residential uses for any other existing building, a converted building or a new building, or an addition thereto, shall be 3 spaces per 100 m<sup>2</sup> GFA.

5.16.2.4 The parking space ratio for any residential use for any other existing building, a converted building or a new building, or any additional dwelling unit thereto, shall be 0.5 spaces per unit. This parking space ratio includes a home for the aged, a rest home, a retirement home or a nursing facility.

**5.16.3 No Additional Parking Required**

5.16.3.1 No additional parking is required for any change in a main use, or for any additional dwelling unit, where an existing building was used for commercial purposes prior to the passing of the Zoning By-law, and where there is no increase to the gross floor area of the building.



# ZONING BY-LAW

## OFFICE CONSOLIDATION

FEBRUARY 1, 1996  
Updated DECEMBER 31, 2022

5.15 **Lane as a Yard**

Where the *rear lot line* of a *lot* adjoins any portion of a *lane*, one-half of the width of that portion of such *lane* may be considered part of the *lot* for the purpose of computing the area of the *lot* or the depth of any *rear yard* required under this By-law.

5.16 **Loading Spaces**

When a *building* is constructed in a CBD, C1, C2, C3 or M1 Zone or when an existing *building* in these zones is enlarged by more than 30 percent of its present *ground floor area* or 300 square metres, whichever is less, off-street *loading space(s)* shall be provided in a *side* or *rear yard* on the same *lot* in accordance with the following:

- (a) each *loading space* having minimum dimensions of 9 metres long by 3.5 metres wide;
- (b) access and egress to and from the *loading space(s)* being provided by means of driveway(s) to a *street* or *lane* having a minimum width of 6 metres;
- (c) the provision of 1 *loading space* for a total new or additional *floor area* of between 300 square metres to 2,300 square metres;
- (d) the provision of 2 *loading spaces* for a total new or additional *floor area* of between 2,300 square metres to 7,500 square metres; and,
- (e) the provision of 1 additional *loading space* for each new or additional *floor area* increment of 9,000 square metres or part thereof over 7,500 square metres.

By-law 16-2006

5.17 **Parking Area Regulations**

Parking spaces and areas are required under this By-law in accordance with the following provisions:

1) (a) **Parking Space Requirements**

The owner of every *building* or other *structure*, except in the Central Business District (CBD) Zone, erected or used for any of the uses hereinafter set forth shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of such *building* or other *structure*, the following parking spaces and areas. When calculating the required number of parking spaces, the numbers are rounded down to the nearest whole number.

By-laws 43-99; 2020-047

**TYPE OF BUILDING**

**MINIMUM PARKING REQUIRED**

*Art Gallery*  
By-law 005-2015

1 parking space for each 50 square metres of *floor area*

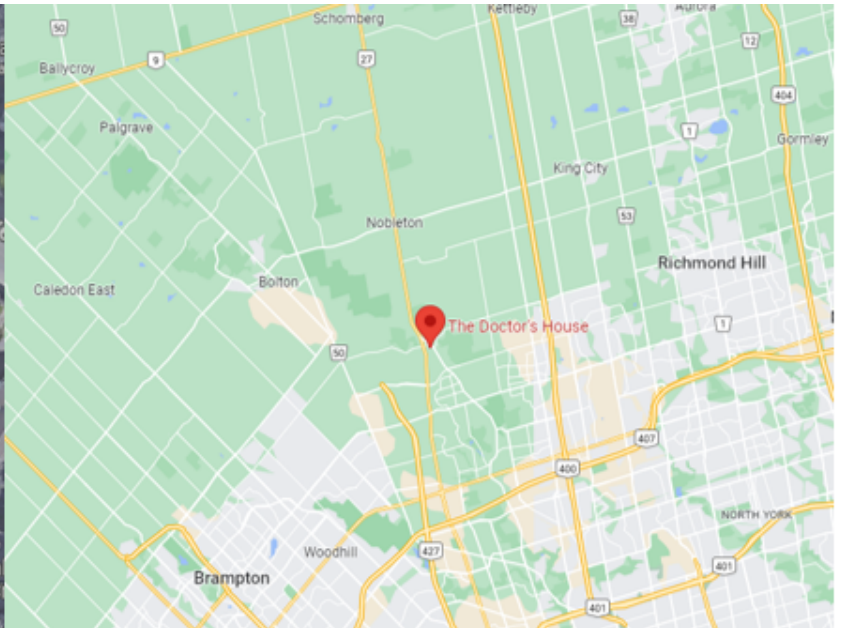
*Bed and Breakfast Establishment*  
By-law 102-96

1 parking space for each guest bedroom

<i>Building containing one dwelling unit</i>	2 parking spaces
<i>Building containing two or more dwelling units (excepting “multiple dwellings”)</i>	2 parking spaces per <i>dwelling unit</i>
<i>Multiple Dwelling</i>	1 ½ parking spaces per <i>dwelling unit</i>
<i>Religious institution, funeral home, auditorium, banquet hall, theatre, arena, private club or other place of assembly</i> By-laws 44-2006; 32-2011	Where there are fixed seats, 1 parking space for every 5 seats or 3 metres of bench space and where there are no fixed seats, 1 parking space for each 9 square metres of <i>floor area</i> .
<i>Restaurant</i> By-law 32-2011	1 parking space for each 9 square metres of net <i>floor area</i> , where the <i>floor area</i> of washrooms and 50% of any kitchen areas will be excluded from the definition of <i>floor area</i> found in Section 2.55 for the purposes of this calculation.
<i>Home Occupation</i> (other than a <i>bed and breakfast establishment</i> ) By-laws 97-96; 102-96	1 parking space for each 20 square metres of <i>home occupation</i> area, or portion thereof, plus 1 parking space for a non-resident employee.
<i>Hotel, Motel</i>	1 parking space for each suite or <i>guest room</i> and 1 parking space for each 9 square metres of <i>floor area</i> devoted to public use.
<i>Medical Centre, Medical Laboratory</i> By-law 12-99	1 parking space for each 20 square metres of <i>floor area</i> .
<i>Hospital</i> By-law 2020-047	1 parking space for each 50 square metres of gross <i>floor area</i> .
<i>Long-term care facility, Retirement Home</i> By-law 95-2003	1 parking space for each 3 beds.
<i>Variety Store</i>	1 parking space for each 14 square metres of <i>floor area</i> .
Retail, <i>office</i> and other service establishments	1 parking space for each 20 square metres of <i>floor area</i> .
<i>Recreational Establishment</i> By-law 122-2001	1 parking space for each 20 square metres of <i>floor area</i> .
Elementary <i>schools</i>	1 parking space for each teaching area.

# APPENDIX F

## Proxy Site Information



**The Doctor's House  
Kleinberg**

**Parking Spaces:208**



*The*  
**Doctor's House**

**2024 WEDDING PACKAGE**

# The Doctor's House

## VENUE OPTIONS

ROOM SELECTION	MINIMUM SPEND		ADULT	CAPACITY	*CHAPEL TIME
	FRIDAY / SUNDAY	SATURDAY			
The Great Hall	\$50,200	\$52,020	180	220	5:00 – 5:30pm
The Country Fare	\$39,060	\$40,460	140	170	5:00 – 5:30pm
The Garden Room	\$22,350	\$23,120	80	110	3:00 – 3:30pm

*\*\*A minimum spend guarantee is required per room, based on the time of year and date selected. Minimum spend can be reached with food, beverage, service or in-house rentals and services.\*\*  
Saturday Adult Minimums will apply to all long weekend Sundays.  
Outsourced Charger Plates will change the banquet room capacity.*

*\*Chapel Time is based on availability and reserved on a first booked basis and is not included in our minimum spend.*

### TWO OVERNIGHT BRIDAL SUITES

Reserved on a first come, first serve basis. Check-in is at 1:00pm the day of the wedding, Check-out is at 11:00am the following morning.

**Saturday & Sunday Long Weekends:** June-October: \$575.00 + applicable taxes

**Friday & Regular Sunday/Off Season:** \$475.00 + applicable taxes

### BRIDAL DAY-USE ROOMS

Reserved on a first come, first serve basis. Check-in anytime after 1:00pm the day of your wedding. Check-out is at 1:00am.

**Saturday & Sunday:** \$275.00 + applicable taxes

### AUDIO-VISUAL

Sound Plug-In: Exclusive Entertainment Group is the exclusive provider for audio, visual, special effects, lighting equipment, photo booths and risers at The Doctor's House. Exclusive Entertainment Group is independent from The Doctor's House Contracts; therefore, all requested services will be invoiced separately. Absolutely no audio, visual, special effects or lighting equipment may be brought into the venue by any other vendors. DJs are permitted to supply their own laptop, CD players and mixers. Bands are permitted to supply their own instruments, backline. Contact [info@xclusivegroup.ca](mailto:info@xclusivegroup.ca).

The audio tap in fee is a mandatory fee that is paid by all events that require any form of audio.

**Garden Room:** \$600.00 + applicable taxes

**Country Fare & Great Hall:** \$700.00 + applicable taxes

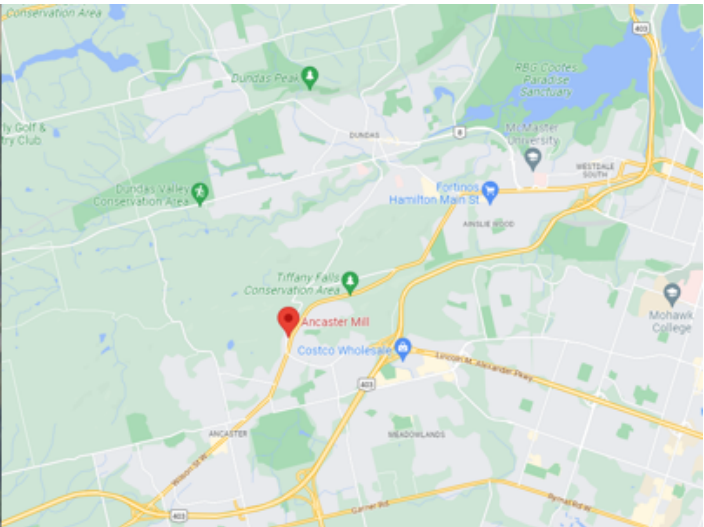
**Ceremony:** \$150.00 + applicable taxes

*\*If organist is not used, chapel plug-in fee to apply*

*\*\*Lighting, video and photo booths to be charged at additional rate\*\**

*\*\* Prices Subject to Change\*\**





Ancaster Mill  
Hamilton

Parking Spaces:176

# PEARLE WEDDINGS

[Home](#)[About Pearle Weddings](#)[Venues ▾](#)[Pearle Vendors](#)[Blog](#)[Contact Pearle Weddings](#)[Inquire Here](#)

## Ancaster Mill



### The Miller's Chapel

Perched on the hilltop, this picturesque chapel provides the perfect ambiance to match the occasion. The grand fireplace frames the altar, while arched timber trusses and elegant light fixtures create a beautiful ceremonial setting.

Seating Capacity: 200

## The Streamside Chapel

---

Nestled on the side of the escarpment, bordering the stream, this charming open-air chapel provides romance and lasting memories for your perfect day. Our classic white New England chairs complement the quaint, picture-perfect setting.

Seating Capacity: 250



## Falls Room

---

With its floor-to-ceiling windows, the Falls Room boasts a spectacular view of our waterfall, millstream and the surrounding natural landscape. A space that captivates any season of the year, its centrepiece is a magnificent 20' x 20' wood burning stone fireplace.

Seating Capacity: 190

## Governor's Room

---

This lovingly restored room offers a distinctly historic charm. The Governor's Room is a grand ballroom, with original architectural features including stone fireplace, casement windows and soaring 12-foot ceilings. Complementary to the heritage foundation are touches of elegant formality that elevate the space.

Seating Capacity: 120





## 1812 Room

---

Named after the war of 1812, this is our most historic room. Spacious yet intimate, this comfortable room offers a smaller wedding the opportunity to have a full reception dinner. This room includes a large stone fireplace and, for when the party really starts, a built-in dance floor. For an al fresco touch, there's also a private covered terrace for your guests.

Seating Capacity: 70

## Millview Room

---

Lushly scenic and calmingly tranquil, the Millview Room boasts magnificent conservatory-style windows at every angle. Day or night, this room is located to capture everything about the Mill's environment, from the Escarpment's beauty that changes with the seasons, to the dynamic view of the original structure itself.

Seating Capacity: 100



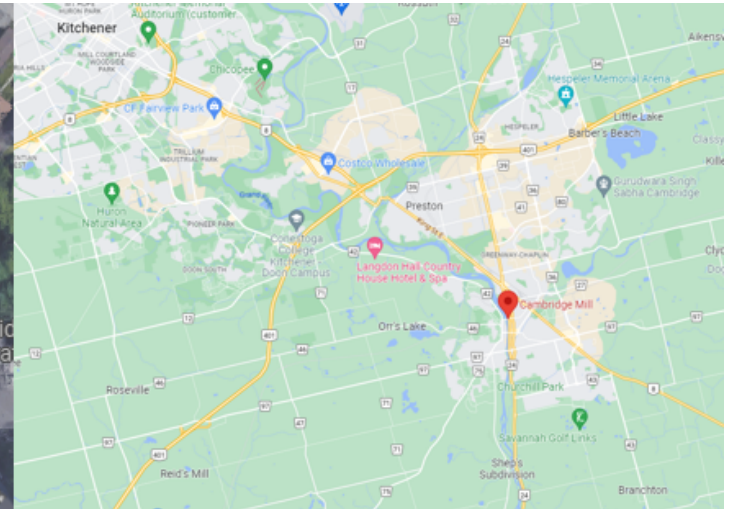
## Solarium

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Beautifully intimate and designed to embrace the full glory of the Mill's setting, the Solarium itself is picturesquely located to overlook the waterfall and the stream below. With its three-sided fireplace, and attached private lounge, this setting provides a richly atmospheric backdrop any season of the year.

Seating Capacity: 32





Cambridge Mill  
Cambridge  
Parking Spaces:203

# Cambridge Mill

The perfect relationship between what nature created and what man designed. Outside and inside, a perfect marriage of new and old, the stylish and the authentic. Beautifully restored inside and out, every inch of this five-storey 19th century mill offers historic elegance and natural beauty. Perfect for saying "I do".

## The Pavilion

---

Situated adjacent to the Grand River, our glass-encased chapel provides a charming setting for the exchange of vows. Designed to provide the outdoor experience while keeping guests protected from the elements, this pavilion-style chapel is perfect for a wedding any season of the year.

Seating Capacity: 200



## The Falls Room & Solarium

---

This bright and spacious room epitomizes the something old, something new spirit of Cambridge Mill. Hand-carved beams, double-sided fireplace, 12-foot high ceilings, casement windows, exposed stonework and soft lighting bring our heritage detail to your celebration. Day or night, the adjacent Solarium showcases spectacular views and sunsets.

Seating Capacity: 180

## The Gallery

---

Bathed in light from our hand blown glass chandeliers, the beautifully restored limestone walls, dramatic 14-foot ceilings, exposed beams and pillars infuse the room with a heritage ambience. Etched glass windows and harmoniously appointed in shades that complement the room's natural elements, this room provide our most romantic and historic setting.

Seating Capacity: 120





## The Waterfront Room & Garden Terrace

---

Bring family and friends together in a room that's intimately elegant and beautifully inviting. Heritage touches like the limestone walls, a wood burning fireplace and casement windows contribute to the allure while plush comfortable chairs and ambient lighting complete your inspired setting. Enter the attached Garden Terrace with retractable glass walls for year round enjoyment.

**Seating Capacity: 90**

# APPENDIX G

## City of Owen Sound Municipal Parking Lots



# Welcome to Downtown Owen Sound: Parking Map



WELCOME TO  
DOWNTOWN  
OWEN SOUND



Hours of Enforcement 9-5, Mon-Fri.  
Weekends and Holidays Free

 2 Hour  
Complimentary Parking  
on all Marked Streets



5 Hour  
Complimentary Parking  
in all Municipal Lots



Monthly parking permits  
can be purchased  
at City Hall



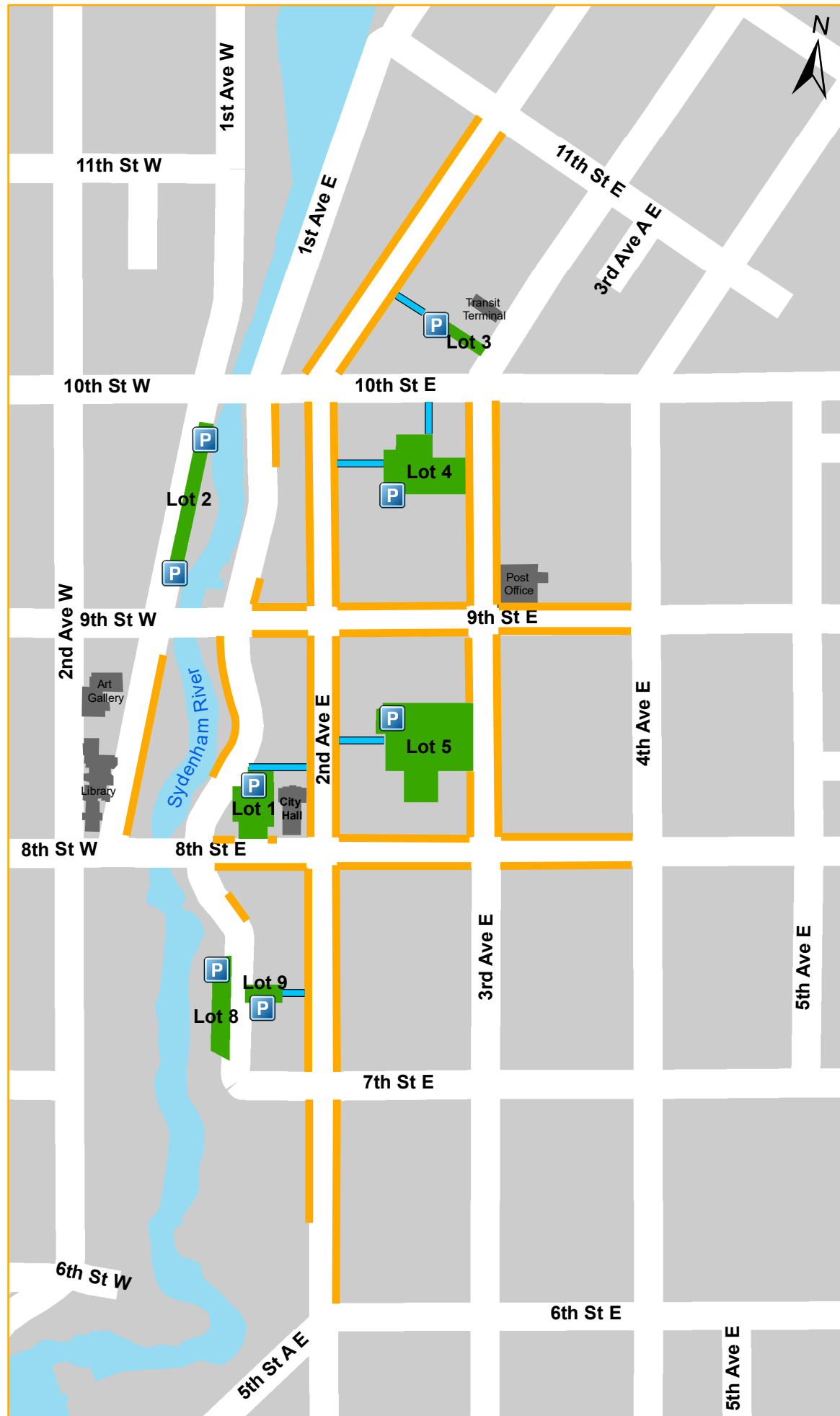
Walkways to  
Shopping and Parking

For more information  
contact:

**City of Owen Sound**

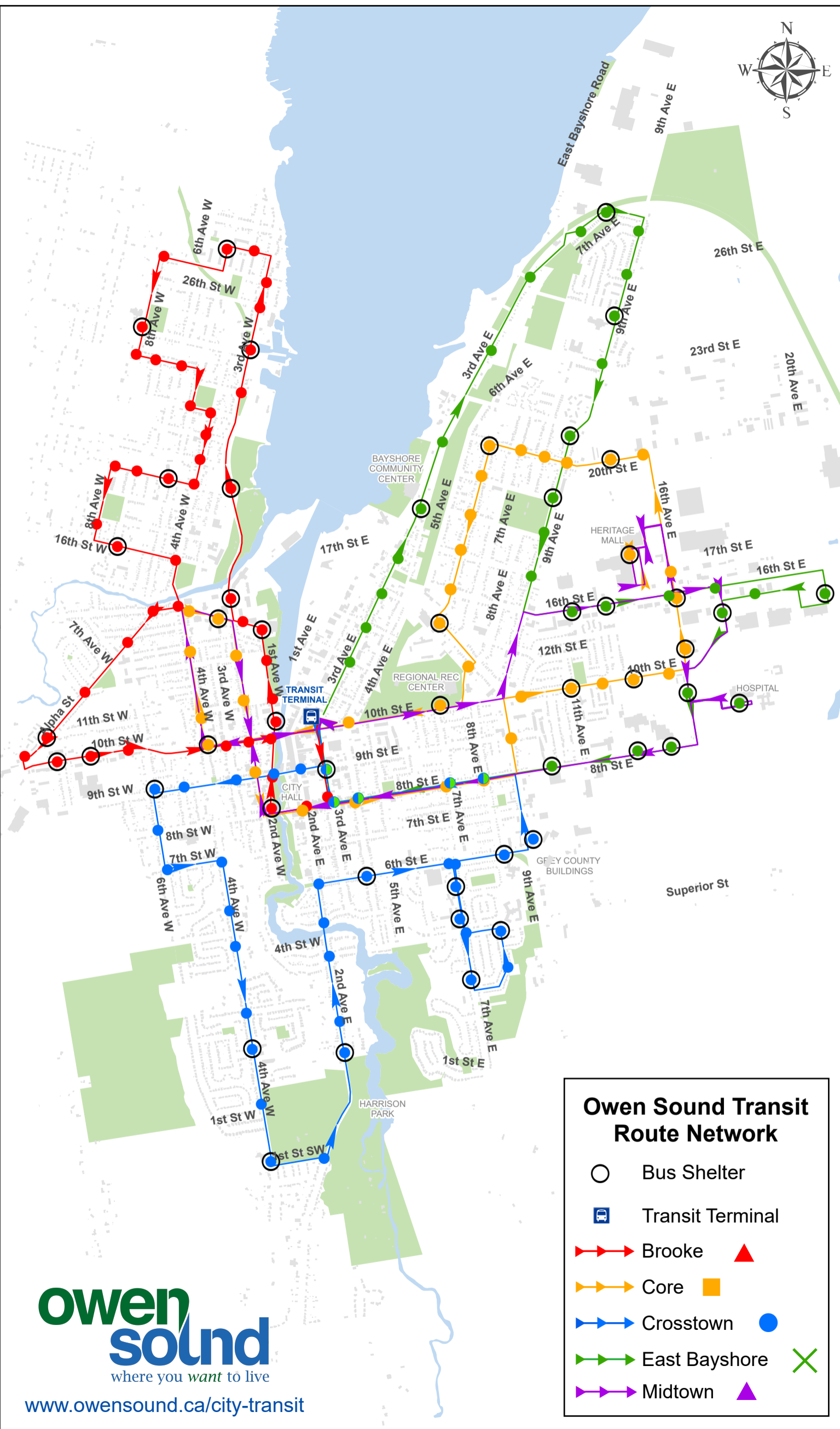
808 2nd Avenue East,  
Owen Sound, Ontario N4K 2H4  
519-376-1440 x 1227  
parking@owensound.ca

[www.owensound.ca](http://www.owensound.ca)



# APPENDIX H

## Transit Route Maps



**Owen Sound Transit Route Network**

- Bus Shelter
- 🚏 Transit Terminal
- ➡➡ Brooke ▲
- ➡➡ Core ■
- ➡➡ Crosstown ●
- ➡➡ East Bayshore ✕
- ➡➡ Midtown ▲

**owen sound**  
where you want to live

[www.owensound.ca/city-transit](http://www.owensound.ca/city-transit)

# Grey Transit Route - Schedules

## ROUTE 1 SOUTHBOUND (Owen Sound to Dundalk)

Monday - Friday

	Departure 6:45 AM	Departure 10:44 AM	Departure 5:47 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave E, Owen Sound			
<b>Stone Tree</b> 318085 Hwy 6-10, Owen Sound	6:54 AM	10:53 AM	5:56 PM
<b>Chatsworth Arena</b> 5 Toronto St., Chatsworth	7:08 AM	11:07 AM	6:10 PM
<b>King Edward Park</b> 75 Walker St, Markdale	7:32 AM	11:31 AM	6:34 PM
<b>Trail Parking Lot</b> Main St West, @ Scotland St, Markdale	7:39 AM	11:38 AM	6:41 PM
<b>Grey Gables</b> 206 Toronto St S, Markdale	7:46 AM	11:45 AM	6:48 PM
<b>Huron Bay Co-Operative</b> 774794 ON-10, Flesherton	7:54 AM	11:53 AM	6:56 PM
<b>Flesherton Arena</b> 103 ON-10, Flesherton	8:05 AM	12:04 PM	7:07 PM
<b>Dundalk Arena</b> 550 Main St E, Dundalk	Arrival 8:19 AM	Arrival 12:18 PM	Arrival 7:21 PM

## ROUTE 1 NORTHBOUND (Dundalk to Owen Sound)

Monday - Friday

	Departure 8:34 AM	Departure 12:22 PM	Departure 7:25 PM
<b>Dundalk Arena</b> 550 Main St E, Dundalk			
<b>Flesherton Arena</b> 103 ON-10, Flesherton	8:52 AM	12:40 PM	7:43 PM
<b>Huron Bay Co-Operative</b> 774794 ON-10, Flesherton	9:03 AM	12:51 PM	7:54 PM
<b>Grey Gables</b> 206 Toronto St S, Markdale	9:11 AM	12:59 PM	8:02 PM
<b>Trail Parking Lot</b> Main St West, @ Scotland St, Markdale	9:18 AM	1:06 PM	8:09 PM
<b>King Edward Park</b> 75 Walker St, Markdale	9:25 AM	1:13 PM	8:16 PM
<b>Chatsworth Arena</b> 5 Toronto St., Chatsworth	9:49 AM	1:37 PM	8:40 PM
<b>Stone Tree</b> 318085 Hwy 6-10, Owen Sound	10:03 AM	1:51 PM	8:54 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave E, Owen Sound	Arrival 10:08 AM	Arrival 1:56 PM	Arrival 8:59 PM

[Book your ride with GTR](#) | [Call 226-910-1001 to reserve your ticket or book online.](#)

All rides must be booked in advance to ensure capacity and safety.

<https://www.grey.ca/grey-transit-route> | <https://driverseatinc.com/greytransitroute/>

**ROUTE 2 SOUTHBOUND**  
(Dundalk to Orangeville)

Monday - Friday

<b>Dundalk Arena</b> 550 Main St E, Dundalk	Departure 6:30 AM	Departure 8:34 AM	Departure 12:22 PM	Departure 5:21 PM
<b>Fiddle Park Ln @ Greenwood Crescent,</b> Shelburne	6:49 AM	8:53 AM	12:41 PM	5:40 PM
<b>Victoria St. @ Red Front Store Ln.</b> Shelburne	6:56 AM	9:00 AM	12:48 PM	5:47 PM
<b>Hansen Blvd. @ First St. (Orangeville Mall &amp; GO Bus)</b> Orangeville	7:22 AM	9:26 AM	1:14 PM	6:13 PM
<b>Broadway &amp; Fourth Street (Transit Transfer Station)</b> Orangeville	Arrival 7:28 AM	Arrival 9:32 AM	Arrival 1:20 PM	Arrival 6:19 PM

**ROUTE 2 SOUTHBOUND – WEEKEND SERVICE**  
(Dundalk to Orangeville)

Saturday & Sunday  
(July 10 to December 12, 2021)

<b>Owen Sound Transit Terminal</b> 1020 3rd Ave. E., Owen Sound	Departure 7:00 AM			
<b>Dundalk Arena</b> 550 Main St E, Dundalk	7:56 AM	Departure 10:40 AM	Departure 2:02 PM	Departure 4:46 PM
<b>Col Phillips Dr. &amp; Armstrong Rd.</b> Shelburne	8:13 AM	10:57 AM	2:19 PM	5:03 PM
<b>Fiddle Park Ln @ Greenwood Crescent,</b> Shelburne	8:20 AM	11:04 AM	2:26 PM	5:10 PM
<b>Victoria St. @ Red Front Store Ln.</b> Shelburne	8:25 AM	11:09 AM	2:31 PM	5:15 PM
<b>Simon Street @ School Road</b> Shelburne	8:32 AM	11:16 AM	2:38 PM	5:22 PM
<b>Hansen Blvd. @ First St. (Orangeville Mall &amp; GO Bus)</b> Orangeville	8:54 AM	11:38 AM	3:00 PM	5:44 PM
<b>Broadway &amp; Fourth Street (Transit Transfer Station)</b> Orangeville	Arrival 9:00 AM	Arrival 11:44 AM	Arrival 3:06 PM	Arrival 5:50 PM



Grey Transit Route

**ROUTE 2 NORTHBOUND**  
(Orangeville to Dundalk)

**Monday - Friday**

<b>Broadway &amp; Fourth Street (Transit Transfer Station)</b> Orangeville	Departure 7:32 AM	Departure 9:36 AM	Departure 1:24 PM	Departure 6:23 PM
<b>Hansen Blvd. @ First St. (Orangeville Mall &amp; GO Bus)</b> Orangeville	7:42 AM	9:46 AM	1:34 PM	6:33 PM
<b>Victoria St. @ Red Front Store Ln.</b> Shelburne	8:08 AM	10:12 AM	2:00 PM	6:59 PM
<b>Fiddle Park Ln @ Greenwood Crescent</b> Shelburne	8:15 AM	10:19 AM	2:07 PM	7:06 PM
<b>Dundalk Arena</b> 550 Main St. E., Dundalk	Arrival 8:30 AM	Arrival 10:34 AM	Arrival 2:22 PM	Arrival 7:21 PM

**ROUTE 2 NORTHBOUND – WEEKEND SERVICE**  
(Dundalk to Orangeville)

**Saturday & Sunday**  
(July 10 to December 12, 2021)

<b>Broadway &amp; Fourth Street (Transit Transfer Station)</b> Orangeville	Departure 9:02 AM	Departure 11:46 AM	Departure 3:08 PM	Departure 5:52 PM
<b>Hansen Blvd. @ First St. (Orangeville Mall &amp; GO Bus)</b> Orangeville	9:10 AM	11:54 AM	3:16 PM	6:03 PM
<b>Simon Street @ School Road</b> Shelburne	9:32 AM	12:16 PM	3:38 PM	6:25 PM
<b>Victoria St. @ Red Front Store Ln.</b> Shelburne	9:39 AM	12:23 PM	3:45 PM	6:32 PM
<b>Fiddle Park Ln @ Greenwood Crescent,</b> Shelburne	9:44 AM	12:28 PM	3:50 PM	6:37 PM
<b>Col Phillips Dr. &amp; Armstrong Rd.</b> Shelburne	9:51 AM	12:35 PM	3:57 PM	6:44 PM
<b>Dundalk Arena</b> 550 Main St E, Dundalk	Arrival 10:06 AM	Arrival 12:50 PM	Arrival 4:12 PM	Departure 7:01 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave. E., Owen Sound				Arrival 7:55 PM

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**ROUTE 3 EASTBOUND**  
(Meaford to Owen Sound)

Wednesday - Sunday

<b>Owen Sound Transit Terminal</b> 1020 3rd Ave. E., Owen Sound	Departure 6:30 AM	Departure 8:06 AM	Departure 9:39 AM	Departure 11:21 AM	Departure 4:30 PM	Departure 6:06 PM
<b>Woodford Community Center</b> 107 Woodford Cres, Owen Sound	express (no stop)	8:27 AM	10:00 AM	express (no stop)	express (no stop)	6:27 PM
<b>Don Bumstead &amp; Family Medical Clinic</b> 206106, ON-26 Meaford	express (no stop)	8:39 AM	10:12 AM	express (no stop)	express (no stop)	6:39 PM
<b>N Sykes St. @ Nelson St W.</b> Meaford	Arrival 7:00 AM	Arrival 8:42 AM	Arrival 10:15 AM	Arrival 11:51 AM	Arrival 5:00 PM	Arrival 6:42 PM

**ROUTE 3 WESTBOUND**  
(Meaford to Owen Sound)

Wednesday - Sunday

<b>N Sykes St. @ Nelson St W,</b> Meaford	Departure 8:46 AM	Departure 10:28 AM	Departure 11:55 AM	No Stop	Departure 6:46 PM
<b>Don Bumstead &amp; Family Medical Centre</b> 206106, ON-26, Meaford	8:53 AM	10:35 AM	12:02 PM	No Stop	6:53 PM
<b>Smart Centres Bus Stop 16th St E @ 18th Ave E,</b> Owen Sound	9:16 AM	10:58 AM	12:25 PM	Pick Up Only 4:15 PM	7:16 PM
<b>Grey Bruce Health Services Owen Sound Hospital</b> 1800 8th St E, Owen Sound	9:23 AM	11:05 AM	12:32 PM	Pick Up Only 4:18 PM	7:23 PM
<b>Georgian College</b> 8th St. E., Owen Sound	9:30 AM	11:12 AM	12:39 PM	Pick Up Only 4:21 PM	7:30 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave. E., Owen Sound	Arrival 9:35 AM	Arrival 11:17 AM	Arrival 12:44 PM	Arrival 4:26 PM	Arrival 7:35 PM



Grey Transit Route

**ROUTE 4 EASTBOUND**  
(Meaford to Town of the Blue Mountains)

Wednesday - Sunday

<b>Downtown Meaford</b> N Sykes St. @ Nelson St W, Meaford	Departure 7:04 AM	Departure 8:46 AM	Departure 5:04 PM	Departure 6:46 PM
<b>Masse's Independent</b> 206497 ON-26, Meaford	7:11 AM	8:53 AM	5:11 PM	6:53 PM
<b>Thornbury Foodland</b> 105 Arthur St W, Thornbury	7:21 AM	9:03 AM	5:21 PM	7:03 PM
<b>Town of Blue Mountains Municipal Office</b> 32 Mill St, The Blue Mountains	7:27 AM	9:09 AM	5:27 PM	7:09 PM
<b>Blue Mountain Community Health Centre</b> 78 King St E, Thornbury	7:34 AM	9:16 AM	5:34 PM	7:16 PM
<b>Blue Mountain Village</b> 156 Jozo Weider Blvd.	Arrival 7:51 AM	Arrival 9:33 AM	Arrival 5:51 PM	Arrival 7:33 PM

**ROUTE 4 WESTBOUND**  
(Town of the Blue Mountains to Meaford)

Wednesday - Sunday

<b>Blue Mountain Village</b> 156 Jozo Weider Blvd.	Departure 7:55 AM	Departure 9:37 AM	Departure 5:55 PM	Departure 7:37 PM
<b>Blue Mountain Community Health Centre</b> 78 King St E, Thornbury	8:16 AM	9:58 AM	6:16 PM	7:58 PM
<b>Town of Blue Mountains Municipal Office</b> 32 Mill St, The Blue Mountains	8:23 AM	10:05 AM	6:23 PM	8:05 PM
<b>Thornbury Foodland</b> 105 Arthur St W, Thornbury	8:29 AM	10:11 AM	6:29 PM	8:11 PM
<b>Masse's Independent</b> 206497 ON-26, Meaford	8:39 AM	10:21 AM	6:39 PM	8:21 PM
<b>Downtown Meaford</b> N Sykes St. @ Nelson St W, Meaford	Arrival 8:42 AM	Arrival 10:24 AM	Arrival 6:42 PM	8:28 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave. E., Owen Sound				Arrival 8:58 PM

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**ROUTE 5 NORTHBOUND**  
(Owen Sound to Wiarton to Sauble Beach)

Friday – Monday  
(May 21 to September 6, 2021 \*Including Holiday Mondays\*)

<b>Owen Sound Transit Terminal</b> 1020 3rd Ave E, Owen Sound	Departure 7:17 AM	Departure 12:17 PM	Departure 8:17 PM
<b>Bergen's No Frills</b> 1020 10th St W, Owen Sound	7:27 AM	12:27 PM	8:27 PM
<b>Shallow Lake &amp; District Community Centre</b> 550 Princess St, Shallow Lake	7:41 AM	12:41 PM	8:41 PM
<b>South Bruce Peninsula Visitor Centre</b> 50 ON-6, Hepworth	7:47 AM	12:47 PM	8:47 PM
<b>Warton Foodland</b> 425 Berford St, Warton	7:59 AM	12:59 PM	express (no stop)
<b>Downtown Warton</b> Louisa St, @ George St, Warton	8:07 AM	1:07 PM	express (no stop)
<b>Sauble Beach</b> 104 2nd Ave N, Sauble Beach	Arrival 8:31 AM	Arrival 1:31 PM	Arrival 9:02 PM

**ROUTE 5 SOUTHBOUND**  
(Sauble Beach to Warton to Owen Sound)

Friday – Monday  
(May 21 to September 6, 2021 \*Including Holiday Mondays\*)

<b>Sauble Beach</b> 104 2nd Ave N, Sauble Beach	Departure 8:33 AM	Departure 1:33 PM	Departure 9:04 PM
<b>Downtown Warton</b> Louisa St, @ George St, Warton	express (no stop)	1:59 PM	9:30 PM
<b>Warton Foodland</b> 425 Berford St, Warton	express (no stop)	2:07 PM	9:38 PM
<b>South Bruce Peninsula Visitor Centre</b> 50 ON-6, Hepworth	8:45 AM	2:19 PM	9:50 PM
<b>Shallow Lake &amp; District Community Centre</b> 550 Princess St, Shallow Lake	8:51 AM	2:25 PM	9:56 PM
<b>Bergen's No Frills</b> 1020 10th St W, Owen Sound	9:05 AM	2:39 PM	10:10 PM
<b>Owen Sound Transit Terminal</b> 1020 3rd Ave E, Owen Sound	Arrival 9:13 AM	Arrival 2:47 PM	Arrival 10:18 PM



Grey Transit Route

**ROUTE 6 WESTBOUND**  
(Flesherton / Durham - Walkerton)

Monday and Friday

<b>Flesherton Arena</b> 103 ON-10, Flesherton	Departure 8:05 AM	Departure 12:41 PM	Departure 5:04 PM
<b>Durham Credit Union</b> 118 Queen St S, Durham	8:29 AM	1:05 PM	5:25 PM
<b>Hanover Municipal Office</b> 341 10th St, Hanover	8:50 AM	1:26 PM	5:46 PM
<b>Downtown Walkerton</b> 306 Scott St, Walkerton	Arrival 9:03 AM	Arrival 1:39 PM	Arrival 5:59 PM

**ROUTE 6 EASTBOUND**  
(Walkerton - Durham / Flesherton)

Monday and Friday

<b>Downtown Walkerton</b> 306 Scott St, Walkerton	Departure 7:03 AM	Departure 9:07 AM	Departure 1:43 PM	Departure 6:03 PM
<b>Hanover Municipal Office</b> 341 10th St, Hanover	7:20 AM	9:24 AM	2:00 PM	6:20 PM
<b>Durham Credit Union</b> 118 Queen St S, Durham	7:41 AM	9:45 AM	2:21 PM	6:41 PM
<b>Flesherton Arena</b> 103 ON-10, Flesherton	Arrival 8:01 AM	Arrival 10:05 AM	Arrival 2:41 PM	Arrival 7:01 PM



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The Grey't Way To Travel



### Route 5

Highway 6

Owen Sound to Wiarton to Sauble Beach

Adult (18+): \$3.00

Adult (55+) and student (6-17): \$2.50

Children 5 and under: Free

Operating: Friday to Monday



**Owen Sound**

Meaford

Thornbury

Collingwood

Wa

Stayner

Markdale

Flesherton

Durham

Dundalk

10

Shelburne

Mono

Mt. Forest

**Orangeville**

Minto



The Grey't Way To Travel

## Route 1 & 2

Highway 10

Owen Sound to Orangeville

Adult (18+): \$5.00

Adult (55+) and student (6-17):  
\$4.50

Children 5 and under: Free

**Operating:**

Monday to Friday

Telephone Number: 226-910-1001

Website: [www.grey.ca/gtr](http://www.grey.ca/gtr)



The Grey't Way To Travel

## Route 3 & 4

Highway 26

Owen Sound to The Blue Mountains

Adult (18+): \$5.00

Adult (55+) and student (6-17):  
\$4.50

Children 5 and under: Free

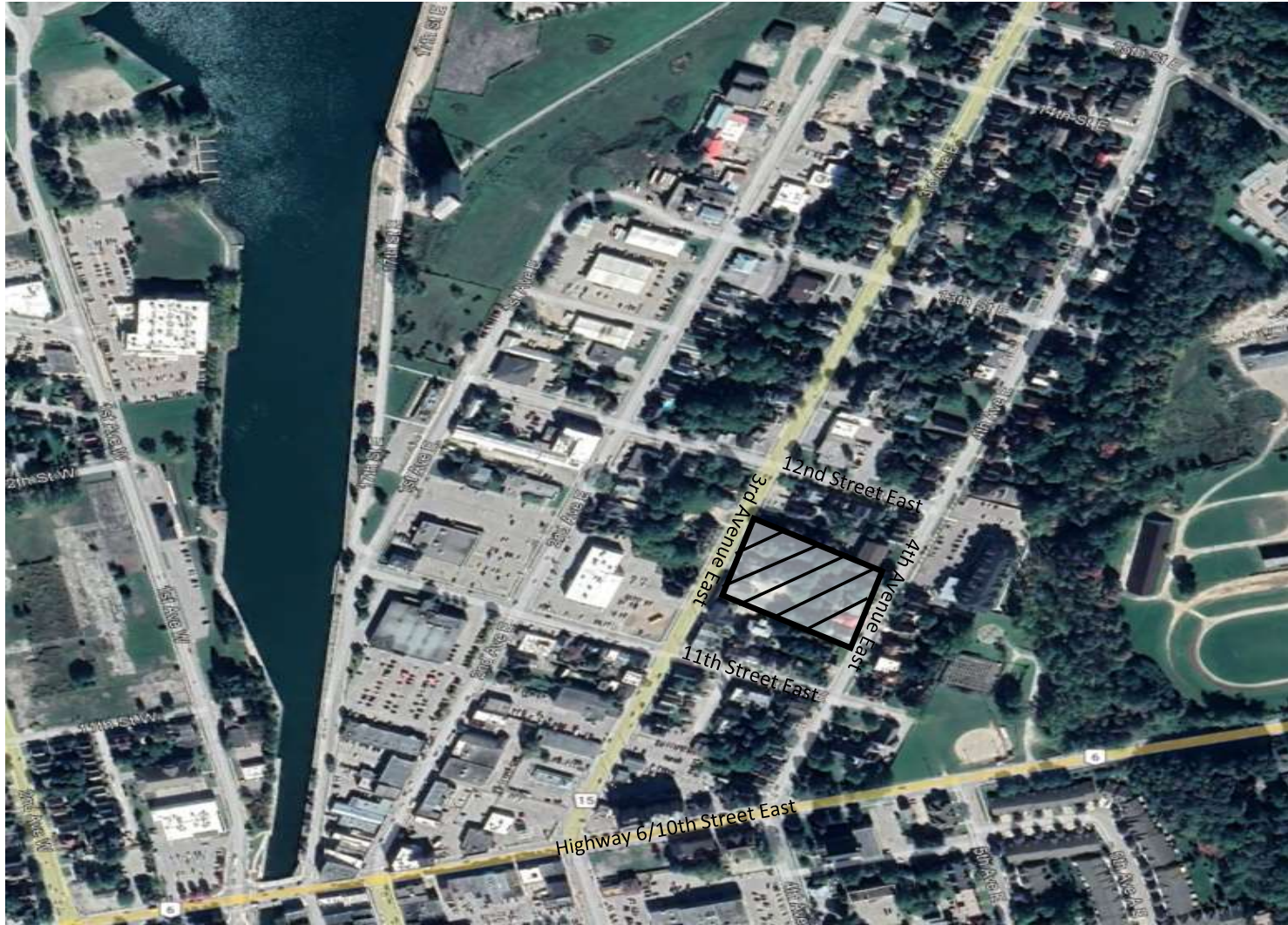
**Operating:**

Wednesday to Sunday



Telephone Number: 226-910-1001  
Website: [www.grey.ca/gtr](http://www.grey.ca/gtr)

# FIGURES



**Legend**

 Location of the Site

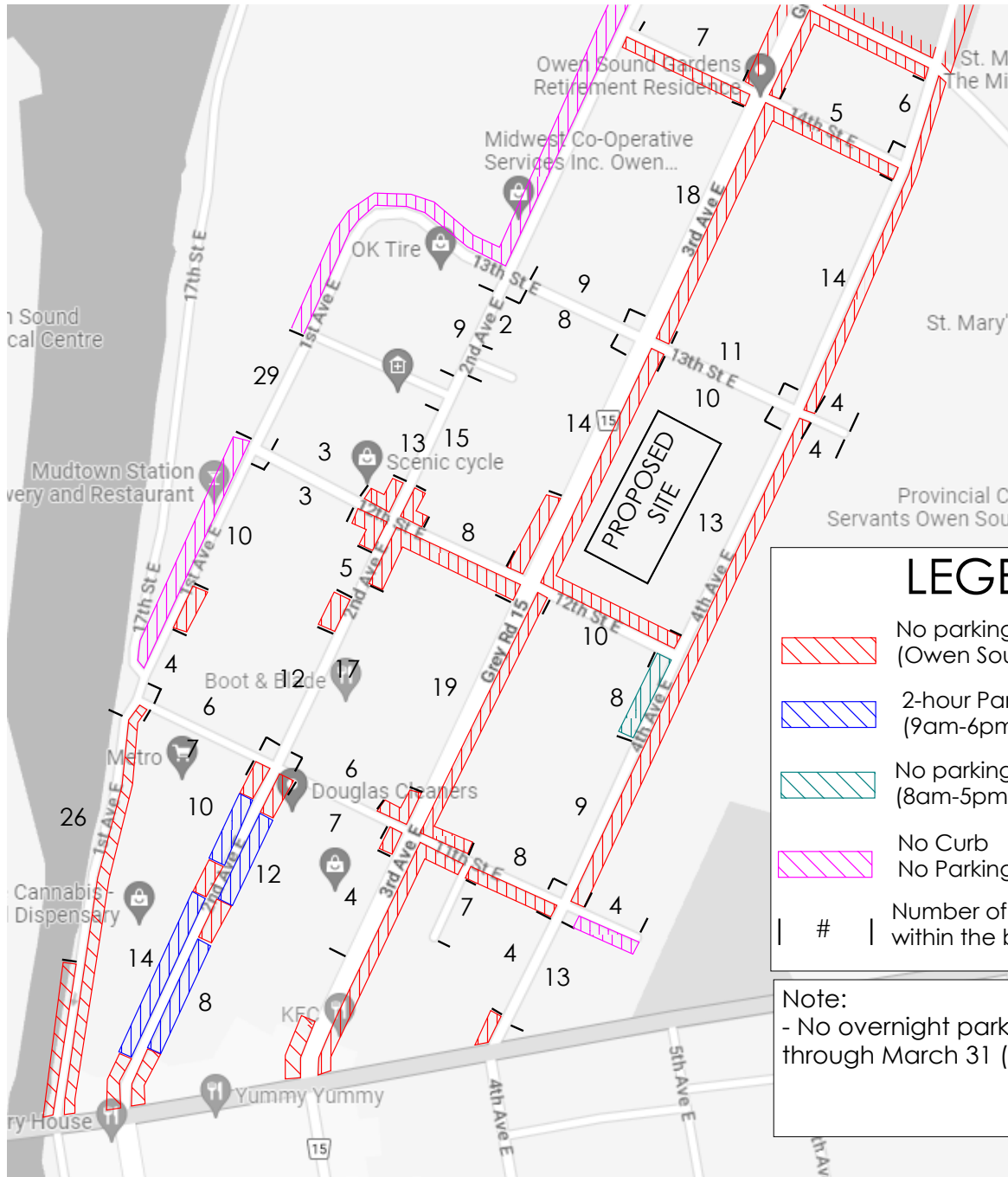
**1235 3rd Avenue East  
City of Owen Sound**

**Site Location**



**Figure 1**

Project No. 1733-6596  
Date: May 2023  
Analyst: D.B.



### LEGEND

- No parking anytime  
(Owen Sound By-law)
- 2-hour Parking  
(9am-6pm Mon-Sat)
- No parking  
(8am-5pm Mon-Fri)
- No Curb  
No Parking Assumed
- | # | Number of parking spots  
within the bounds

**Note:**  
 - No overnight parking December 1 through March 31 (1am-7am)

1235 3rd Avenue East  
 City of Owen Sound

On- Street Parking Availability



**CROZIER**  
 CONSULTING ENGINEERS

ADMIRAL BUILDING  
 1 FIRST STREET, SUITE 200  
 COLLINGWOOD, ON L9Y 1A1  
 705 446-3510 T  
 705 446-3520 F  
 WWW.CFCROZIER.CA

Drawn	CB	Design	CB	Project No.	1733-6596
Date	2023.04.28	Check	KH	Scale	N.T.S.
					Dwg. FIG. 2