

December 21, 2016

David Horwood  
Representative Holdings Inc.  
240 Main Street East  
Hamilton, Ontario, L8N 1H5

Re: **Parking Study and Analysis**  
**117 Forest Avenue and 175 Catharine Street South**  
**City of Hamilton**  
**Our Project No. NT-16-103**

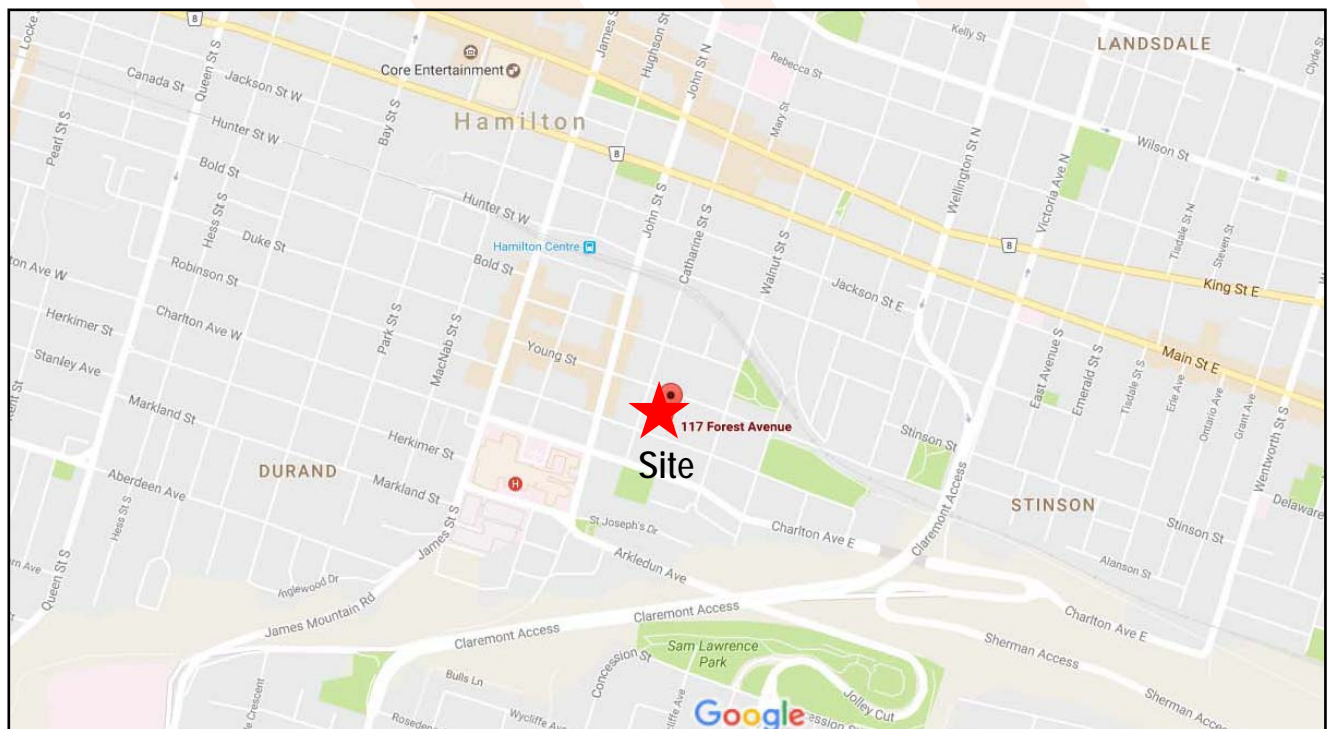
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## 1.0 Introduction

NexTrans Engineering was retained by Representative Holdings Inc. (The Client) to undertake a Parking Study and Analysis for a Zoning By-law Amendment application and future site plan application. The subject sites are located at municipal addresses 117 Forest Avenue and 175 Catharine Street South, in the City of Hamilton.

Currently, 117 Forest Avenue is a vacant lot occupied by a gravel parking lot and 175 Catharine Street South is currently occupied by an 11-storey, 93 unit multiple dwelling. **Figure 1** illustrates the proposed site location.

**Figure 1 - Proposed Site Location**



Source: Google Map

## 2.0 Land Use Planning Context

The proposed development is currently situated in the south of the City of Hamilton's Ward 2, also known as the Downtown area situated in the centre of the City, below the Niagara Escapement. Ward 2 is bounded by the Escarpment to the south, Hamilton Harbour to the north, Queen Street to the west, and Wellington and Wentworth streets to the east. Ward 2 is considered the City's downtown and contains City Hall, Jackson Square, Gore Park, First Ontario Centre, the Hamilton Farmer's Market, St. Joseph's Hospital, the Art Gallery of Hamilton, and Hamilton Place.

### Current Urban Hamilton Official Plan Designation

The subject property is designated Neighbourhoods on Schedule E-1 to the Urban Hamilton Official Plan (UHOP). The Neighbourhoods designation embodies the concept of the complete community and is planned to encompass a full range of residential dwelling types and densities as well as complementary facilities and services to serve residents. It is the intent of the Neighbourhoods designation to allow for the continued evolution of neighbourhoods, including compatible residential intensification.

Within the Neighbourhoods designation, high density residential areas are located on the periphery of neighbourhoods in proximity to arterial roads. These areas are characterized by multiple dwellings, including block townhouses, with residential densities of 100 to 500 units per hectare. The proposed development will result in a residential density of approximately 374 dwelling units per hectare.

The subject property is situated in a desirable location for high density residential uses as described in the UHOP. The site is located within safe and convenient walking distance to a variety of community facilities/services such as Queen Victoria Elementary School, Woolverton Park, and public transit including both Hamilton Transit service and GO Transit service. The site is also in close proximity to the Downtown Urban Growth Centre.

In addition, the development will not be immediately adjacent to low density residential uses, and will have access to collector and minor arterial roads via local roads abutting minimal low density dwellings. On this basis, it is our opinion that the development proposal will support the goals and objectives of the Official Plan.

### Current Zoning

The subject property is zoned "E-3/S-601" District (High Density Multiple Dwellings), Modified within the City of Hamilton's Zoning By-law No. 6593.

The existing zoning permits a variety of residential, institutional, public, and commercial uses, including multiple dwellings. Townhouse dwellings are not permitted in the existing zoning. An application for Zoning By-law Amendment will be required to permit townhouse dwellings and to establish appropriate site specific regulations with regards to parking, setbacks, and building envelopes for both the multiple dwellings and townhouse uses.

### Planning Direction

To facilitate the proposal, an amendment to the Zoning By-law is required. The intent of the amendment would be to create site specific regulations that accommodate the proposal while implementing the goals and objectives of the Official Plan.

The site is surrounded by compatible multi-unit residential buildings and is located in close proximity to a variety of complementary facilities and services including public transit. Accordingly, the underutilized portion of the subject property is in an optimal location for high density residential development, and it is our opinion that the development proposal will support the intent of the UHOP.

### 3.0 Existing Conditions

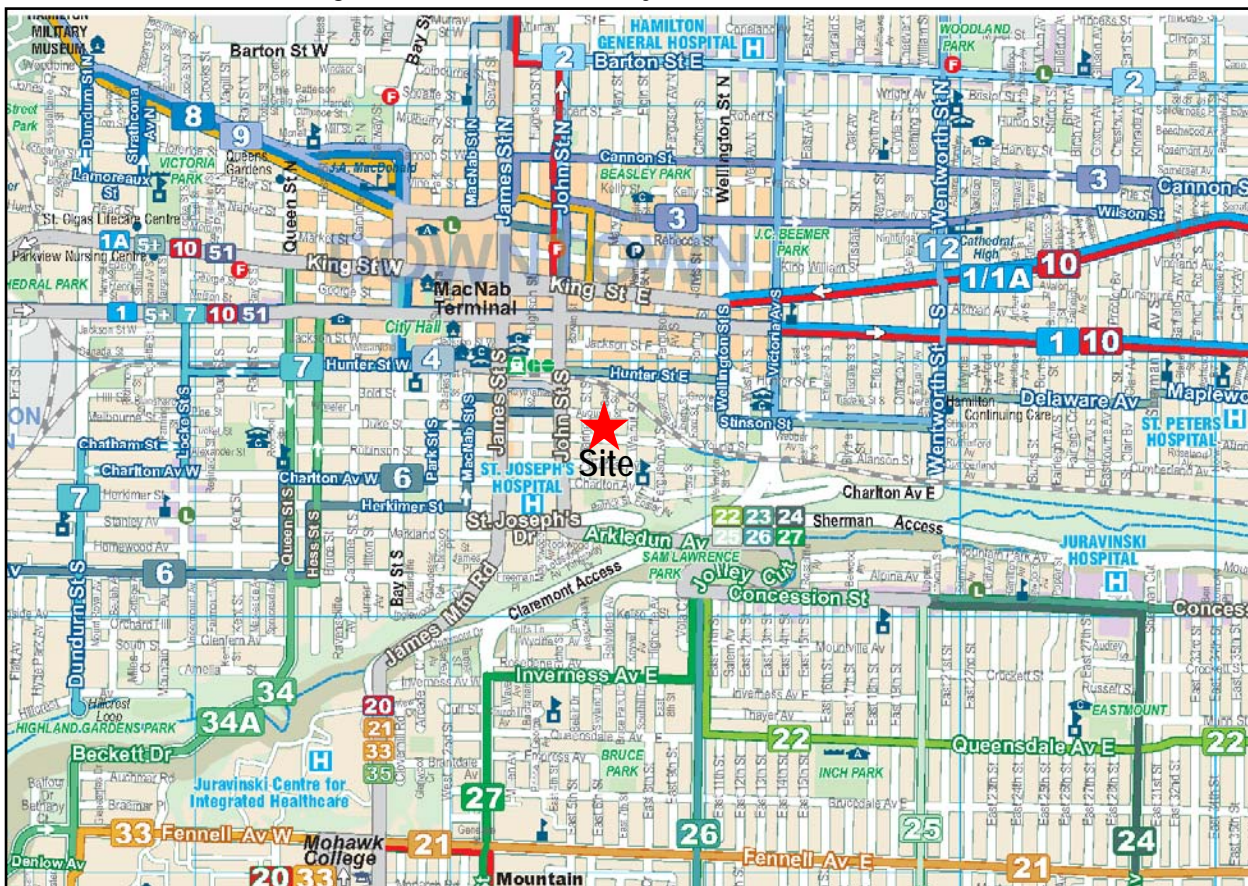
#### 3.1. Existing Transit Service

As the proposed site is located within the Downtown area, it is currently well-served by Hamilton Transit. Ten bus routes - including the A-Line Express, various Upper Hamilton lines, Sanatorium line, and College line - run along John Street, only a block east of Catharine, and several convenient stops are located very close to the project site. These lines link to the Hamilton Centre a short distance to the north, offering connections to several other of the city's public transit systems, as well as to the GO Transit service running east toward Toronto.

The proposed development is located approximately 200 metres (less than 3 minute-walk) to the bus stops at John Street and Young Street, and approximately 600 metres (about 8 minute-walk) to the Hamilton Centre GO Train/Bus Station and Hamilton Transit Station.

Figure 2 illustrates the HSR Transit system for the Downtown area.

Figure 2 – Hamilton Transit System in the Downtown Area



Source: HSR Transit System Map

#### 3.2. Existing Active Transportation System

Based on our review, under the existing conditions, the area is well served by a network of complete sidewalks on both sides of the Street. Although, there are no dedicated bicycle lanes in the immediate area, however, there are numbers of existing trails to the east and south of the proposed site.

## SOBI Hamilton

As indicated on the City of Hamilton's website, the City of Hamilton, in partnership with Social Bicycles, implemented a bike share program in 2014. Over 100 stations were installed between downtown Dundas and Gage Park. One of the stations is located in front of the 175 Catharine Street South with the capacity of 10 bicycles.

The program was funded by Metrolinx Quick Wins and will serve transit riders, commuter cyclists, recreational cyclists and visitors to the City of Hamilton. The intent of the Bike Share is to complement public transit and provides first and last mile connectivity for users.

Figure 3 illustrates the SOBI Hamilton Bike Share Station in front of 175 Catharine Street South.

Figure 3 – Bike Share Station in front of 175 Catharine Street South



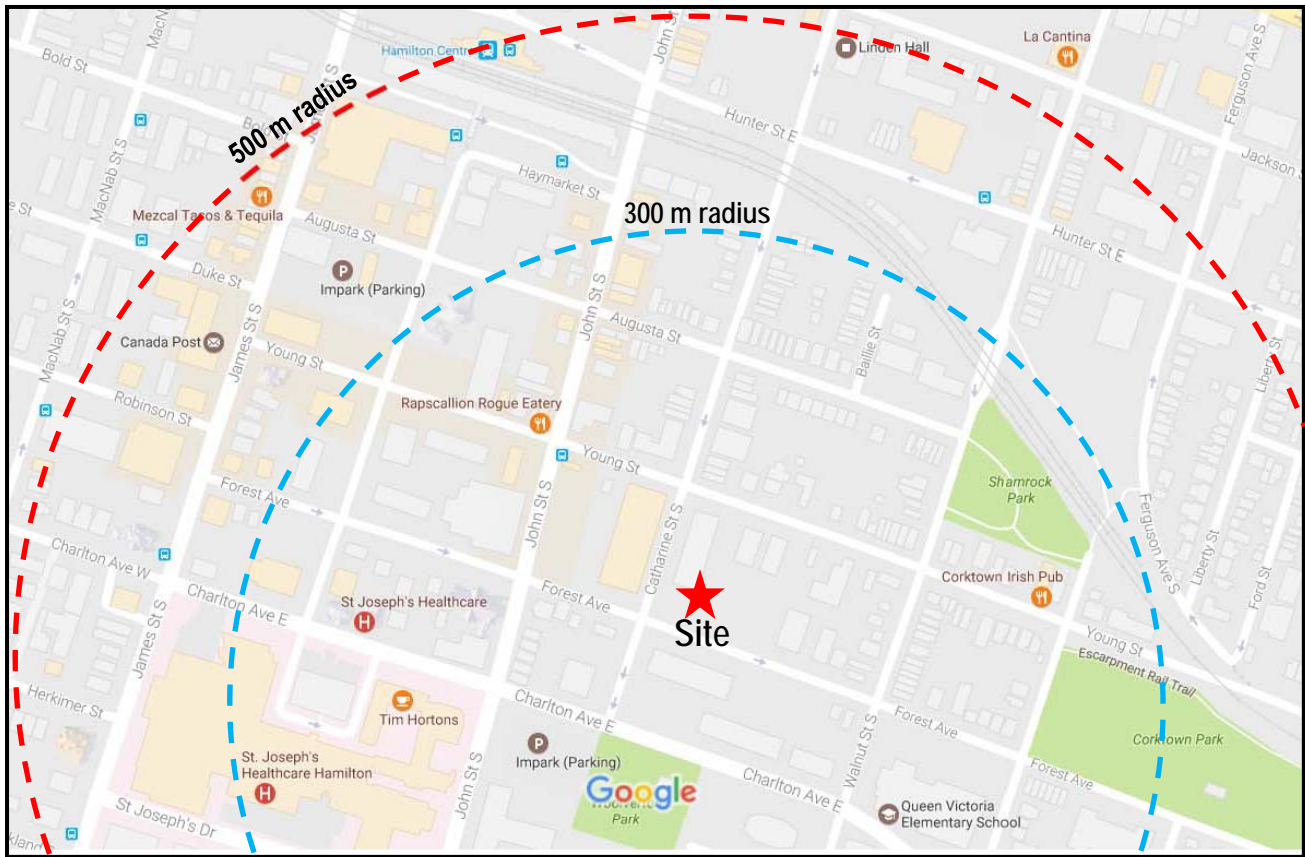
Source: Google Streetview

### 3.3. Existing Amenities in the Area

The proposed development is located close to a number of institutions and amenities, including Queen Victoria Elementary School, St. Joseph's Hospital, the Hamilton Escarpment Rail trail, and the Augusta Street food and entertainment district. The many other amenities of Hamilton's downtown core may be accessed via a short trip on public transit or bicycle ride, instead of driving.

Figure 4 illustrates the available institutions and amenities in the immediate area within 300 m and 500 m walking distance (approximately 4 to 7 minute-walk).

Figure 4 – Available Amenities in the Area (approximately 300-500 m Walking Radius)

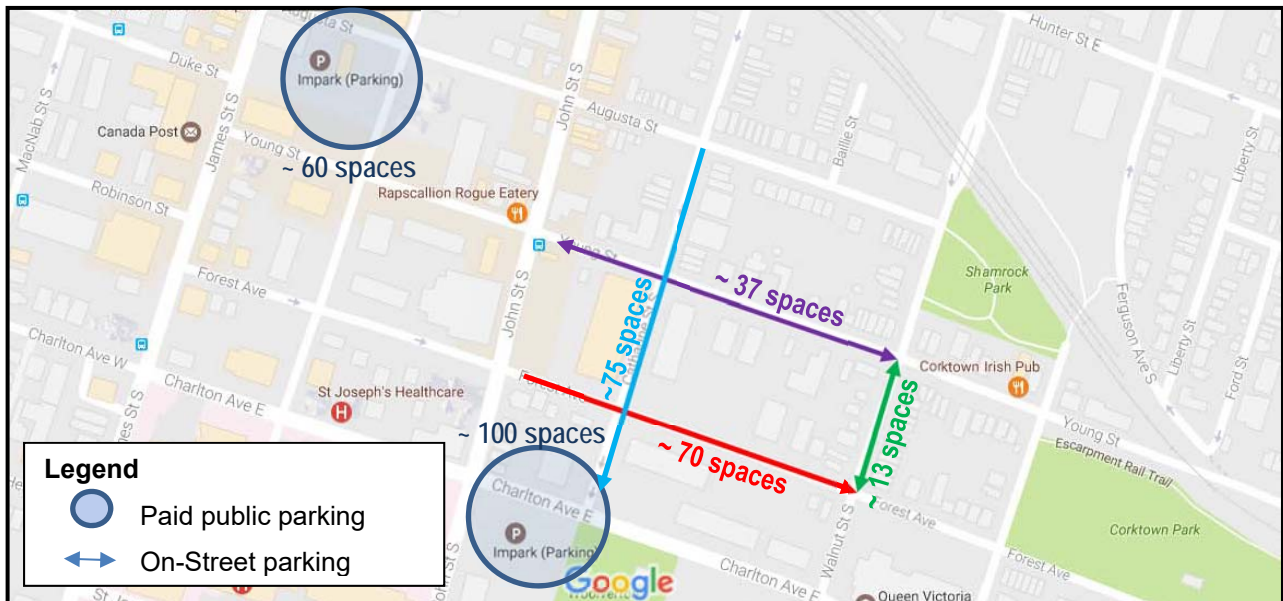


Source: Google Map

### 3.4. Existing On-Street and Paid Parking

Figure 5 illustrates the on-street and paid parking available within walking distance to the proposed development

Figure 5 – Available On-Street and Paid Parking



Source: Google Map

As indicated in Figure 5, there are two existing paid parking lots operated by Impark Parking. The closest paid parking to the proposed development (Charlton Avenue E and John Street S) has a capacity of approximately 100 parking spaces.

There are also on-street parking available along Forest Avenue, Catharine Street, Young Street and Walnut Street South, within a few minute-walk to the proposed development. Although there are time restrictions for the on-street parking, it is intended for short term parking for visitors.

### 3.5. Existing Non-Auto Modal Share

Table 1 summarizes the non-auto (transit, walking/cycling and carpooling) modal split information based on the review of the 2011 Transportation Tomorrow Survey data for the City of Hamilton Ward 2.

Table 1 – Non-Auto Modal Split based on 2011 TTS Data

Ward		Trips Made by Residents of the City of Hamilton (Ward 2)	Trips to the City of Hamilton (Ward 2)
Ward 2	6-9 AM	49%	38%
	24 Hours	46%	43%
Average		48%	41%

Based on the information outlines in Table 1, the average non-auto modal split is approximately 45% for both inbound and outbound.

### 4.0 Hamilton Light Rail Transit

As part of Metrolinx’s Moving Ontario Forward plan and the “Big Move”, Metrolinx is investing up to \$1 billion and will cover 100% of the capital costs of building the Light Rail Transit (LRT) in the City of Hamilton. The LRT system has higher passenger carrying capacity than conventional transit systems since it will operate on reserved transit lanes separated from general traffic. The LRT vehicles will also be equipped with low floor, along with multiple doors that are accessible to customers with all levels of mobility. The LRT will generally run along King Street West, from McMaster University to the Queenston Traffic Circle. It will include about 21 stations. Figure 6 illustrates the proposed LRT System in the City of Hamilton.

Figure 6 – Proposed Hamilton Light Rail Transit



Source: City of Hamilton website

It is anticipated that the LRT will help drive economic growth, reduce travel and connection times and improve quality of life for the residents in the City of Hamilton.

It is NexTrans opinion that in order to achieve this objective, transit oriented and higher density developments should be encouraged in the downtown area. In addition, downtown wide parking management strategy such as parking rate reduction should also be encourage for new developments in order to promote the use of public transit or other modes of transportation (walking, cycling and carpooling).

## 5.0 Transportation Demand Management Opportunities

In order to encourage other modes of transportation for the proposed developments such as walking, cycling, carpooling and public transit, the proposed development **should consider** the following transportation demand management (TDM) measures and incentives:

- Reduce parking rates – to reduce the numbers of single-occupant vehicle trips to and from the proposed development;
- Provide direct and short pedestrian and cycling connections to surrounding streets and adjacent developments where appropriate;
- Provide bicycle parking at secured and convenient locations;
- Provide information package to residents. The information package includes GO Train schedules, TTC schedules, community and cycling maps, where appropriate.
- Provide one-time pre-loaded PRESTO Cards with the starting value of \$25 (inclusive of the registration fee) to the residents on demand basis, where applicable. This will help the future residents to consider taking GO Transit and TTC as a primary mode of transportation, instead of driving. The pre-loaded PRESTO Cards can be distributed in conjunction with the Information Package through the property management office.

## 6.0 Proposed Development

The proposed development at 117 Forest Avenue consists of a ten-storey multiple dwelling with 78 residential units and 7 street townhouses that will be connected via an underground parking garage. The new underground parking garage will accommodate 41 new parking spaces (including two barrier free) for the proposed development at 117 Forest Avenue. **Figure 7** illustrates the proposed site plan prepared by UrbanSolutions.

As per the attached City of Hamilton's comment letter dated May 9, 2016 in **Appendix A**, it is our understanding that the City is requesting the proposed development to provide a justification report to demonstrate that parking needs will be met on-site given that the proposed development is showing a reduced number of parking spaces. In addition, the City indicate that on-street parking in this neighbourhood is at high demand, as such, parking is limited and leaving little opportunity for overflow parking in this area.

The purpose of this Parking Study and Analysis is to provide justification for the reduced parking rate, as well as to address the parking demand for the proposed development.

## 7.0 Proposed Site Plan Review and Parking Requirement

The proposed site plan, prepared by UrbanSolutions is illustrated in Figure 7. The subject site is currently regulated by Zoning By-law 6593. This By-law requires the following ratio for parking: 1.6 spaces per townhouse dwelling and 0.96 spaces per unit in a multiple dwelling building. Based on this By-law, the required on-site parking is 86 spaces. For the purpose of this assessment, Zoning By-law 05-200 has been reviewed and applied in the analysis. The subject lands are in close proximity to the downtown core, where parking standards from By-law 05-200 are in force and effect. As the City is replacing the Zoning By-laws of the former municipalities, it is anticipated that the new standards from Zoning By-law 05-200 will be applied to this area in the future.

Based on Section 5.6 (Parking Schedules) (a) of the Zoning By-law 05-200, the following are the parking requirements for the proposed development.

**Table 2 – Current Zoning By-law No. 05-200 Vehicle Parking Requirements**

Land Use	Size (GFA / Unit)	Parking Rates	Parking Requirement
Townhouse Units	7 units	1.00 spaces per unit	7
Mid-rise Units	78 units 20 – 1 br 29 – 1 br + den 29 – 2 br	1.00 spaces per unit	78
Barrier Free Parking	50-100	Minimum 2 spaces	2
Total Parking Requirement			85 (including 2 barrier free parking spaces)

Based on the City's current Zoning By-law No. 05-200, the proposed development will require 85 parking spaces (including 2 barrier free parking spaces).

If the existing average non-auto modal split (45% as indicated in Section 3.5 of the report) is applied to the City's By-law parking requirement in Table 2, the proposed development only requires 38 parking spaces.

### 8.0 Adjacent Sites Parking Utilization

In order to understand the parking demand in the immediate area, the existing parking utilization for three adjacent residential development sites have been reviewed and summarized in Table 3.

**Table 3 – Adjacent Sites Parking Utilization**

Municipal Address	Size (GFA / Unit)	Parking Utilization	Parking Utilization Rates
175 Catharine St S	93 Residential units	Rented to tenant – 48 Total 57 parking spaces	~ 0.51 spaces per unit
100 Forest Ave	228 Residential units	Rented to tenant - 96 Total 175 parking spaces	~ 0.43 spaces per unit
123 Charlton Ave	240 Residential units	Rented to tenants – 141 Total 203 parking spaces	~ 0.58 spaces per unit
Average Parking Utilization Rates			~ 0.50 spaces per unit

As indicated in Table 3, the average parking utilization is approximately 0.50 spaces per residential unit for the existing residential buildings in the vicinity of the proposed development.

### 9.0 Proposed Parking Rates for the Development

The proposed parking rates for the subject development is summarized in Table 4.

**Table 4 – Proposed Parking Rates for the Subject Development**

Land Use	Size (GFA / Unit)	Parking Rates	Parking Requirement
Townhouse Units	7 units	1.50 spaces per unit	11
Mid-rise Units	78 units 20 – 1 br 29 – 1 br + den 29 – 2 br	0.39 spaces per unit	30
Barrier Free Parking	10-50	Minimum 1 space	1
Total Parking Requirement			41 (including one barrier free parking space)



The proposed parking rates for the development were derived through comprehensive review of the following information, provided in the report:

- Comprehensive conventional transit service available within Ward 2. The proposed development is located approximately 200 metres (less than 3 minute-walk) to the bus stops at John Street and Young Street;
- The proposed development is located approximately 600 metres (about 8 minute-walk) to the Hamilton Centre GO Train/Bus Station and Hamilton Transit Station;
- The proposed development is surrounded by a complete network of sidewalk
- The proposed development is located within 300 m – 500 m walk to the existing amenities;
- There are available on-street and paid parking within walking distance to the proposed development;
- **If the existing average non-auto modal split (45% as indicated in Section 3.5 of the report) is applied to the City's By-law parking requirement in Table 2, the proposed development only requires 38 parking spaces.**
- Future Light Rail Transit system will be available within Ward 2; and
- NexTrans suggested Transportation Demand Management measures.

For the reasons noted above, it is NexTrans opinion that the proposed development provides a total of 41 parking spaces (including two barrier free parking spaces) is reasonable and justified.

## 10.0 Conclusions

The proposed development at 117 Forest Avenue consists of a ten-storey multiple dwelling with 78 residential units and 7 street townhouses that will be connected via an underground parking garage. The new underground parking garage will accommodate 41 new parking spaces (including two barrier free) for the proposed development at 117 Forest Avenue. Based on the current City's Zoning By-law No. 05-200, the proposed development will require 85 parking spaces (including 2 barrier free parking spaces).

As part of the report, NexTrans has conducted a comprehensive review and analysis of various factors in the area that may impact parking rates such as existing non-auto modal split, transit and active transportation availability, walking distance to the existing amenities, adjacent sites parking utilization, availability of on-street and paid parking, as well as future Light Rail Transit system and Transportation Demand Management opportunities.

It is NexTrans opinion that the proposed parking rate reduction is justified and supported by the technical analysis outlined in this report. As such, a total of 41 parking spaces (including two barrier free parking spaces) proposed by the development meets the requirement.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

### NEXTRANS ENGINEERING



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Principal