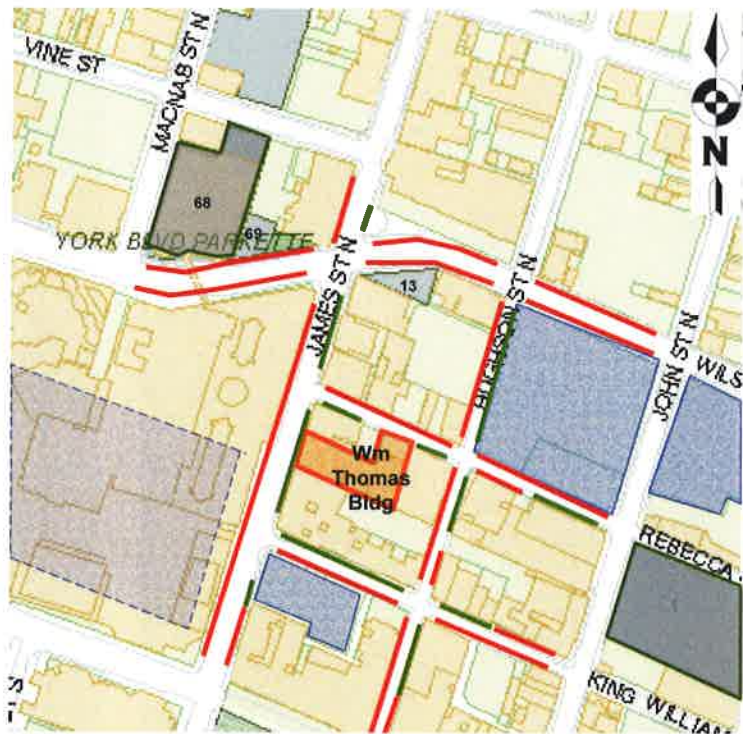




# Parking Study Report for William Thomas Building Development



Prepared for:  
LIUNA & Hi-Rise Ventures Inc.

February 2014

W. B. O'Brien Services  
2109 Kerns Road  
Burlington ON  
L7P 1P7

☎ 905 336 6363



# W. B. O'BRIEN SERVICES

February 10, 2014  
Project 14010

Mr. Richard Dabrus  
WGD ARCHITECTS INC.  
Berkley Castle  
250 The Esplanade, Suite 302  
Toronto, ON Canada M5V 1J2

Dear Mr Dabrus:

## **Re: Parking Study Report for William Thomas Building Development**

---

This report has been prepared to document a parking study carried out for a planned mixed use residential development located on the site of the William Thomas Building in downtown Hamilton. Due to the site constraints and the nature of the location within the downtown core of Hamilton, the proposed development will require some minor variances from the City of Hamilton zoning by-law in regards to the provision of parking on the site. The City has requested a report assessing the proposed parking plans for the development as input to the approval process for the development. This report has been prepared to meet that requirement.

### **Description of Proposed Development:**

LIUNA and Hi-Rise Ventures Inc are planning the redevelopment of a property located on the site of the former William Thomas building in downtown Hamilton. The William Thomas building was a historic building that was located on the east side of James Street North and south of Rebecca Street. It is adjacent to the the Lister Block building and across the Street from the Hamilton City Centre/Jackson Square complex. The location of the site is shown in Figure 1 (attached).

The development will be predominantly residential development in a high rise tower but it will also include ground floor retail uses and office space in the lower floors, above the ground floor. The residential units are contained within a 16 storey tower set back from the front of the building base. The parking for the development is contained within the first 4 storeys of the building. The relevant site statistics of the development for purposes of the parking study are as follows:

- Retail space gross floor area (GFA) is 534.9 square metres (5,758 square feet) located on the ground floor with pedestrian access to James Street North.
- Office space GFA is 992.3 square metres (10,681 square feet) located on the first four floors of the building. Pedestrian access is provided to James Street North.



W. B. O'BRIEN SERVICES

2109 Kerns Road Burlington ON L7P 1P7  
TEL: 905.336.6363 EMAIL: billobrien@cogeco.ca



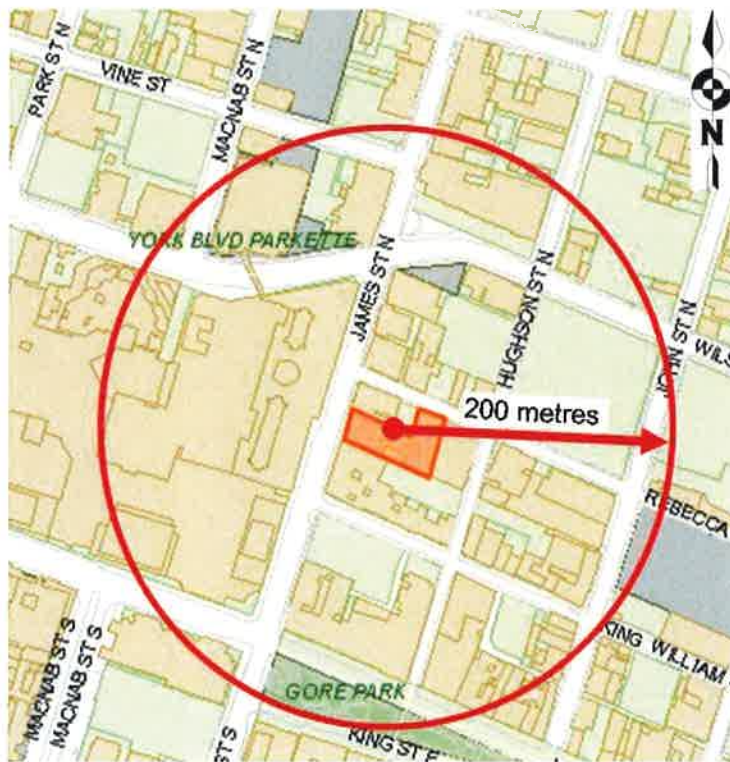
- The residential development consists of 106 apartment units contained within a sixteen storey tower above the ground floor footprint of the building. Pedestrian access is provided to Rebecca Street.
- The on-site parking consists of 108 parking spaces provided within the first four storeys of the building and with vehicular access to Rebecca Street. The parking access is via a circular ramp that will operate as a one way driveway with traffic signals controlling vehicle movements up and down the ramp.

The site plan of the building is illustrated in Figure 2 (attached).

### **Description of Study Area:**

The surrounding area within about 200 metres from the subject development is illustrated in Figure 3 below. For this study 200 metres is used to define the primary study area as that represents a reasonable walking distance to and from the development for vehicle parking purposes. The existing surrounding development within this area consists primarily of commercial retail and office uses. The Hamilton City Centre/Jackson Square complex is directly across James Street North and the Lister Block is located on the south side of the subject development. There are also a number of City owned and private parking facilities within this area.

**Figure 3: Surrounding Area**





The streets in the study area consist of the following:

- James Street is a minor arterial two way roadway connecting between the Hamilton Mountain and the Bayfront area.
- John Street is a minor arterial two way roadway connecting between the Hamilton Mountain and the Bayfront area.
- Hughson Street is a local one way northbound street connecting between the Hamilton GO Centre and the Bayfront area.
- Rebecca Street is a local one way westbound street connecting between Wellington Street North and James Street North.
- King William Street is a local one way eastbound street connecting between James Street North and Wellington Street North.
- Wilson Street is a minor arterial two way roadway connecting York Boulevard on the west side of the downtown core to Sherman Avenue North east of the downtown.

All the streets in the vicinity of the subject development have sidewalks on each side and provide convenient pedestrian circulation. Hamilton has excellent cycling routes throughout the City and short term bicycle storage is readily available within the downtown.

The study area is well served by public transit with local bus services operated by the Hamilton Street Railway (HSR). The east – west bus routes in Hamilton operate along King Street and Main Street with bus stops within easy walking distance of the subject site. These east – west bus routes provide direct access to McMaster University and Dundas in the west end of the city and to Eastgate Square and Stoney Creek in the east end of the City. The bus routes serving Hamilton Mountain and Mohawk College have a downtown terminus located at the McNab Transit Terminal, located south of King Street. There are also local bus routes operating along James Street North adjacent to the subject development and also along John Street and along Rebecca Street. In addition to HSR bus services, Burlington Transit operates an inter-city bus route that travels along James Street North, adjacent to the subject development.

GO Transit bus and rail services as well as other private inter-city bus services utilize the Hamilton GO Centre terminal located on Hunter Street, approximately 500 metres south of the subject site. GO Train services are provided to Toronto Union Station as well as other destinations along the GO Lakeshore corridor. GO Transit bus services provide connections to downtown Toronto, York University and various other destinations within the Greater Toronto Area (GTA).

### **Existing Study Area Parking:**

There is a considerable supply of public parking within the 200 metre area surrounding the subject development. This parking includes on-street parking, Hamilton Municipal Parking System (HMPS) facilities and private lots offering parking to the general public. The available public parking



within this area is illustrated in Figure 4 (attached). Details of the parking within the study area surrounding the development are provided in Table 1 and further described below. It is noted that the inventory of the parking was conducted during winter with an excess amount of snow present and the numbers of parking spaces are "best estimates" under these conditions.

**Table 1: Study Area Parking Availability**

Street / Location	Street Block Face	Section	Parking Description	Estimated Parking Spaces
James St N	West side	King - Rebecca	No Stopping	0
James St N	East side	King - Rebecca	No Stopping / Metered Parking	9
James St N	West side	Rebecca - Vine	No Stopping	0
James St N	East side	Rebecca - Vine	No Stopping / Metered Parking	9
Rebecca St	North side	James - John	No Stopping	0
Rebecca St	South side	James - John	Metered Parking / No Stopping	10
King William St	North side	James - John	Metered Parking / No Stopping	15
King William St	South side	James - John	No Stopping / No Parking	0
Hughson St	West side	King - Rebecca	No Stopping	0
Hughson St	East side	King - Rebecca	No Stopping / Metered Parking	10
Hughson St	West side	Rebecca - Wilson	No Stopping	0
Hughson St	East side	Rebecca - Wilson	Metered Parking	11
Wilson St	North side	McNab - James	No Stopping	0
Wilson St	South side	McNab - James	No Stopping	0
Wilson St	North side	James - John	No Stopping	0
Wilson St	South side	James - John	No Stopping	0
HMPS Lot 1	76 John St at Rebecca		City Parking Facility	200
HMPS Lot 13	96 John St at Wilson		City Parking Facility	16
HMPS Lot 68	12 York Blvd		City Parking Facility	16
HMPS Lot 69	York Blvd Parkade		City Parking Facility	650
Jackson Sq indoor parking (east side)			Private Parking Facility	200
SE Corner James & King William			Private Parking Facility	50
NE Corner Rebecca & Hughson			Private Parking Facility	275
NE Corner John & Rebecca			Private Parking Facility	100

Most of the streets in the vicinity of the subject development have metered parking on one side of the street which provides convenient short term parking. This parking would be available to visitors to the residential or office components of the subject development who need short term convenience parking. There are over 60 on-street metered parking spaces within the study area.

The City of Hamilton has four parking facilities within the area that offer parking by the hour with a daily maximum and two of the City facilities also offer parking on a monthly parking basis. This parking can accommodate short term, daily and longer term parking needs of visitors, clients,



employees and residents of the subject development. Including the York Boulevard Parkade, the four City parking facilities in the study area have over 850 parking spaces.

There are also a number of privately operated parking facilities available to the public for short term, daily or longer term parking. These include the Jackson Square east parking lot which is an indoors facility and several outdoor surface lots, as identified in Table 1. In the case of the outdoor surface parking lots, these offer competitive very pricing. There are over 600 parking spaces in the private parking facilities within the study area.

The total supply of on-street metered parking, City owned off-street parking and privately operated off-street parking within convenient walking distance of the subject development is over 1,550 spaces. The utilization of this inventory of parking has not been studied in detail but our general experience and discussions with staff of the Hamilton Municipal Parking System (HMPS) indicate that the parking supply in this area is not fully utilized and can accommodate additional parking demand.

### **Parking Needs of the Development:**

#### **Zoning By-law Requirement:**

The City of Hamilton has a comprehensive zoning by-law (Number 05-200, Section 5) that regulates new development within the downtown area of the City. This by-law requires that new developments provide parking on-site to meet the parking needs of the development. The specific requirements for the uses within the subject development are as follows:

- Multiple dwelling residential uses shall have 1 parking space for each dwelling unit. In cases where the floor area of the units is 50 square metres or less this requirement is reduced to 0.3 parking spaces per unit.
- Office uses shall have 1 parking space for each 50 square metres GFA, in excess of 450 square metres GFA.
- Parking for retail uses is not specified in the by-law for the downtown area and in this study it is assumed to be required at the same rate as the office uses.

Based on the Hamilton By-law 05-200, the parking requirements for the development are estimated as shown in Table 2 below. It is noted that the residential units in the subject development all have a GFA greater than 50 square metres. These estimates indicate that the development would require a total of 119 parking spaces under Hamilton By-law 05-200. By comparison, the current plan for the subject development provides 108 parking spaces on the site.

It is noted that Hamilton By-law 05-200 does not make provision for sharing of parking spaces by different uses. For example, it has been established through parking studies that office parking is most heavily utilized during weekday daytime hours whereas residential apartment parking is most heavily utilized during evening and weekend time periods.



**Table 2: Parking Requirements based Zoning By-law 05-200**

<b>Land Use</b>	<b>Quantity of Land Use in Subject Development</b>	<b>ZB 05-200 Parking Requirement</b>	<b>Required Parking Spaces</b>
Multiple Dwelling Residential	106 units	1 space per unit	106.0 spaces
Retail	534.9 square metres GFA	1 space per unit for each 50 square metres in excess of 450 square metres GFA	1.7 spaces
Office	992.3 square metres GFA	1 space per unit for each 50 square metres in excess of 450 square metres GFA	10.8 spaces
<b>Total Parking Requirement</b>			<b>119 spaces</b>

**Parking Demand Estimate:**

The Institute of Transportation Engineers (ITE) Parking Generation (3<sup>rd</sup> Edition) manual provides data on surveys across the USA and Canada of peak parking demand for different land uses. For land use code (LUC) 221 (Low/Mid-Rise Apartments) the manual provides data from 22 parking surveys at urban locations. The reported average peak demand (i.e., the average of the reported peak demand in each survey) from 12 surveys is reported as 1.0 vehicles per unit on weekdays with a standard deviation of 0.22. The manual provides data from 7 surveys for urban locations on a Saturday and reports an average peak demand of 1.02 vehicles per unit with a standard deviation of 0.21. This data would indicate that the potential parking demand for this type of development is approximately 1 vehicle per unit.

The subject development has a number of features that are expected to reduce parking demand, as follows:

- This development is within the core area of downtown Hamilton with numerous employment, shopping, entertainment and recreational opportunities within easy walking distance.
- The site is well served by public transit services with local bus routes to all areas of Hamilton close to the site and inter-regional GO Transit services are available at the Hamilton GO Centre station which is about 500 metres walking distance.



- The subject development is a mixed use development which will encourage interchange between the uses on the site. For example, residents of the apartments and office employees will likely be customers at the retail uses which reduces the external vehicle activity generated by the retail use.
- The City of Hamilton has recently pursued a number of initiatives such as a City wide cycling program to encourage alternate modes of transportation and reduced use of private automobiles.

Recognizing these features, the demand for parking at this site is expected to be lower than average parking demand for typical apartment development, as reported in the ITE manual. If the actual demand were one standard deviation below the reported average peak demand in the ITE data, the expected parking demand would be about 0.8 vehicles per unit. This would indicate that the peak parking demand for the residential development would be about 85 vehicles.

For ITE LUC 701 (Office Building) on a weekday in an urban area, the average peak parking demand is 2.58 vehicles per 100 square metres GFA with a standard deviation of 0.678 vehicles per 100 square metres. Using a one standard deviation below the average peak parking demand, based on similar reasons as in the previous case, this would indicate that the peak parking demand would be about 1.9 vehicles per 100 square metres GFA. Based on this, the peak parking demand for the office development would be about 19 vehicles.

The retail space in the development is expected to be convenience retail that will be oriented to the residents and employees of the other uses in the building as well as pass-by pedestrian traffic on James Street North. The ITE Parking Generation manual does not provide any parking data for this type of development. However, it should be recognized that there is likely to be a need for parking spaces some of the retail employees and that could generate demand for another 3 parking spaces.

Based on the foregoing, it would appear that the peak parking demand might be about 107 vehicles (i.e., 85 residential vehicles, 19 office vehicles and 3 retail vehicles). This estimate will overstate the peak demand to some extent since uses such as retail, office and residential have different peak parking demand times and there is potential for sharing of parking spaces. The estimate may be compared to the current plan for 108 parking spaces on the site.

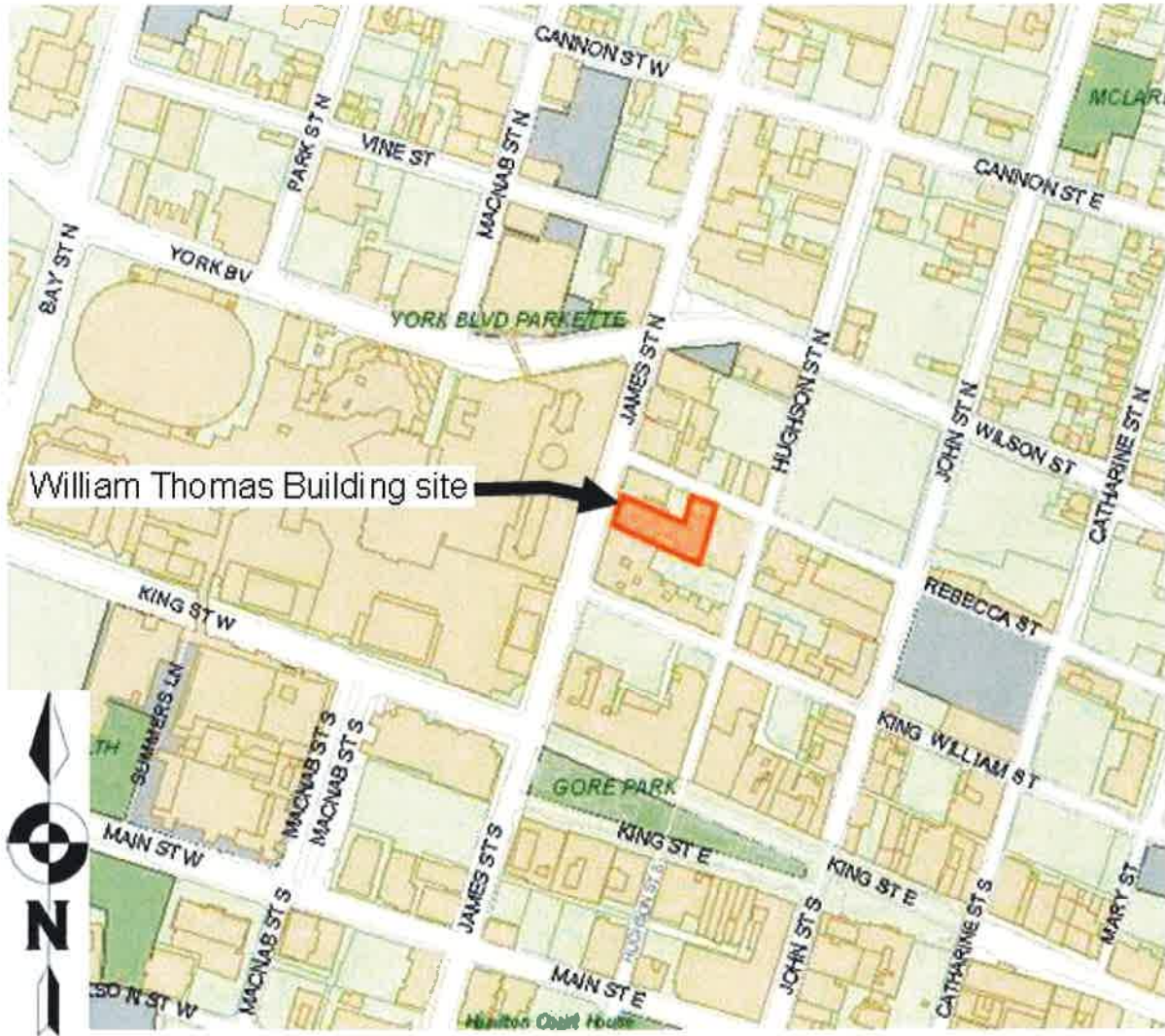
### **Assessment of the Development Parking Plan:**

The current development plan provides 108 parking spaces on the site. The Hamilton Zoning By-law 05-200 appears to require up to 119 parking spaces on the site indicating a possible shortfall in parking. However, recognizing the location and mixed use nature of the development, in combination with the City of Hamilton initiatives to reduce automobile dependency in the downtown area, the expected peak parking demand on this site is expected to be about 107 vehicles which can be accommodated by the current development plan provision of 108 parking spaces on the site.

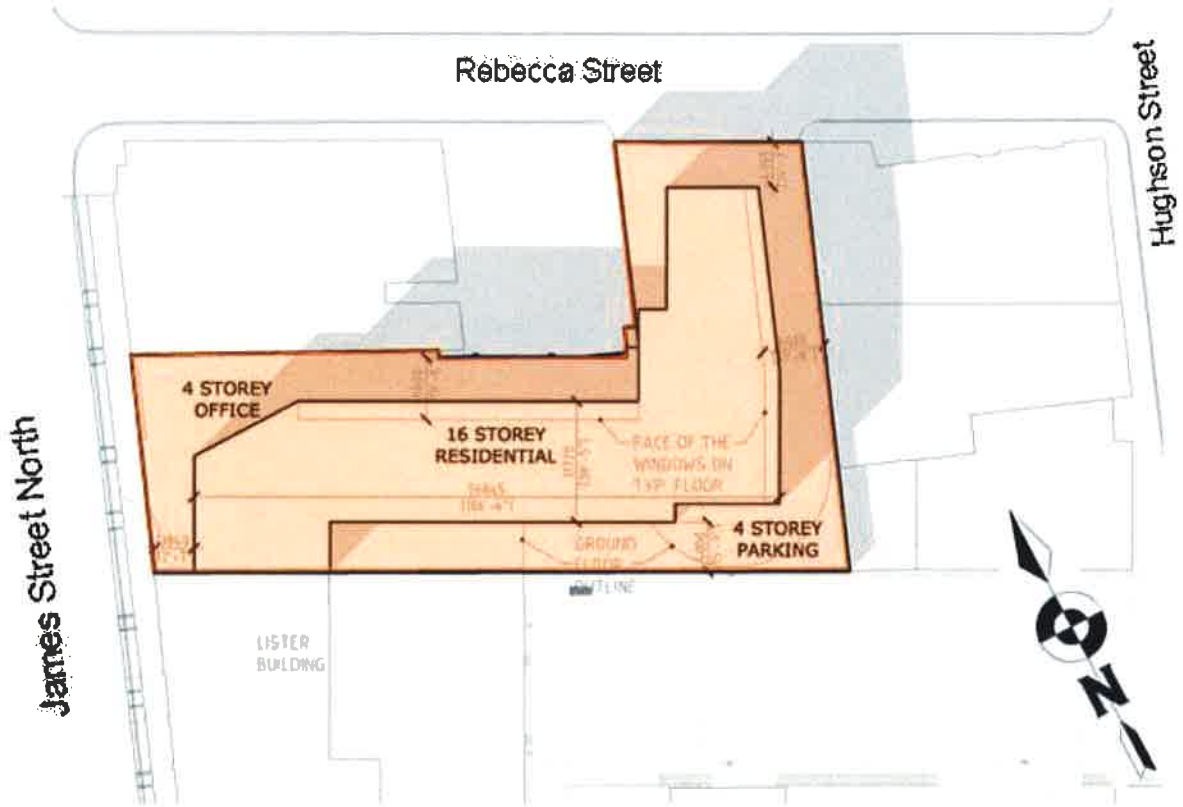
This study has also investigated the availability of parking within reasonable walking distance (i.e., 200 metres) of the site and has found that there are over 1,550 parking spaces available to the general public. These parking spaces are a mix of on-street metered parking which is well suited



**Figure 1: Location of Development**



**Figure 2: Development Site Plan**



**Figure 4: Study Area Public Parking**

