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September 28, 2017

Milan Marsic
Brooklyn Contracting Inc.
3245 Harvester Road, Unit #14
Burlington, ON · L7N 3T7

Re: Traffic Generation Assessment
154 Main Street East and 49 Walnut Street South, Hamilton

Dear Milan,

This traffic generation assessment letter is being provided in support of the Zoning By-law Amendment application at 154 Main Street East and 49 Walnut Street South (the Site) in Hamilton for a rental apartment building with some ground floor retail. In consultation with City staff, it was agreed that this letter would be provided with the application in order to confirm whether or not a Transportation Impact Study is required and, if so, what the scope of the study would be.

The site is located in downtown Hamilton on the east side of Walnut Street South between Main Street East and Jackson Street East as shown in the attached Site Location Plan. The current use of the site includes an office building with 13 parking spaces and a paid parking lot with 56 parking spaces for a total of 69 spaces on the Site. Access to the office parking is provided from Walnut Street South via a laneway that connects through to Ferguson Avenue South and the adjacent properties. Access to the parking lot is provided via two driveway connections to Walnut Street South.

The proposal is shown in the attached Concept Plan and includes 267 rental apartment units; the unit mix includes predominantly one-bedroom units with some two and three-bedroom units. Commercial uses are proposed on the ground floor fronting Main Street with a total GFA of 403 s.m. Parking for the residential uses is proposed in accordance with the general zoning by-law requirements. The commercial uses do not require any parking, however, 71 paid parking spaces are proposed in the building, which could serve the proposed commercial uses and would effectively replace the existing surface parking, providing for publicly accessible parking in the area. The parking requirements and proposed provisions for the Site are outlined in Table 1 below.

Table 1: Parking Summary

Use	ZBL Requirement	Space or Units	Required Spaces	Provided Spaces
Commercial	0	403 s.m.	0	0
Residential: >50 s.m. unit	1 space/unit	127 units	127	144
Residential: <50 s.m. unit	0.3 spaces/unit	140 units	42	59
Public	0	-	0	71
Total			175	274

The Site is located in downtown Hamilton within close walking and cycling distance of many office, retail and community amenities. In addition, several transit options are available nearby including bus services on both Main Street East and King Street East and access to GO Transit at the Hamilton GO Centre about 500 metres walk from the Site.

Traffic estimates for the proposed redevelopment of the site were determined based on a review of the transportation context, the existing traffic generation for the site and data contained in the Institute of Transportation Engineers Trip Generation Manual (9th Edition) for High-Rise Apartment uses (land use code 222).

A review of data from the 2011 Transportation Tomorrow Survey (TTS) suggests that the AM peak period mode split for people living in Hamilton Wards One through Four reflects the high level of transit accessibility and proximity of offices and other amenities with walking and cycling distance in these areas. The Site is located in Ward two, which has the lowest auto driver mode split at just below 50 percent. A summary of the mode splits for the average of the four Wards is included in Table 2 below.

Table 2: 2011 TTS Data Hamilton Wards 1-4

Mode	Split
Auto Driver, Taxi and Motorcycle	56.3%
Auto Passenger	12.2%
Transit (local and GO)	14.9%
Walk	13.3%
Cycle	1.3%
School bus and other	2.1%
Total	100%

Given that transit, walking and cycling account for close to 30 percent of all trips made by people living in Hamilton Wards One through Four in the weekday morning peak period, it is appropriate to adjust traffic forecasts based on standard Institute of Transportation Engineers data for the residential component of the project. The ITE rates were reduced by 25 percent to



reflect a higher level of transit usage and active transportation. It is the intention of the developer to provide Transportation Demand Management measures as well to encourage use of modes other than auto driver, which will be provided at a later date.

The existing traffic generation for the site was measured during the weekday morning (7-9) and afternoon (4-6) peak periods on Thursday, September 14, 2017. Given that the public parking component of the project (71 spaces) is effectively replacing the existing public parking (69 spaces), traffic generation for the new public parking was assumed to be equivalent to existing traffic on the site.

The traffic generation estimate for the site is summarized in Table 3 below.

Table 3: Site Traffic Generation

Use		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing		23	1	24	9	20	29
Residential	Trips/unit - High-Rise Apartment (LU 222)			0.30			0.35
	25% mode split adjustment			0.23			0.26
	267 units	15	46	61	42	27	69
Public Parking	71 spaces	23	1	24	9	20	29
Total traffic		38	47	85	51	47	98
Net Traffic		15	46	61	42	27	69

The Site is expected to generate 61 new weekday morning peak hour trips and 69 new weekday afternoon peak hour trips.

If you have any questions about the information presented in this letter, please contact me to discuss.

Sincerely,



Julia Salvini, MEng, PEng
President

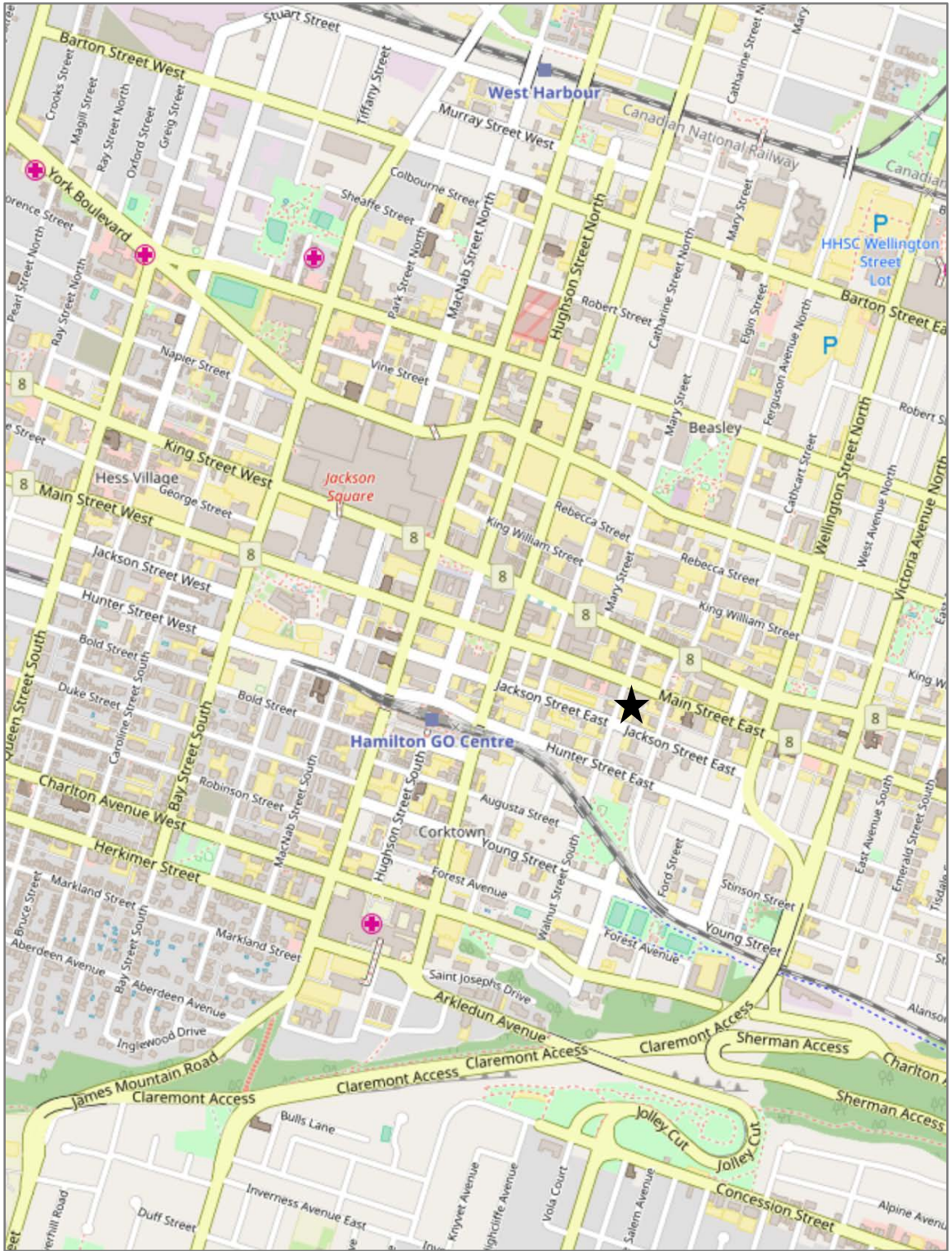
Cc: Marko Juricic, Brooklyn Contracting Inc.
Sergio Manchia, Urban Solutions

Attach: Site Location Plan
Concept Plan



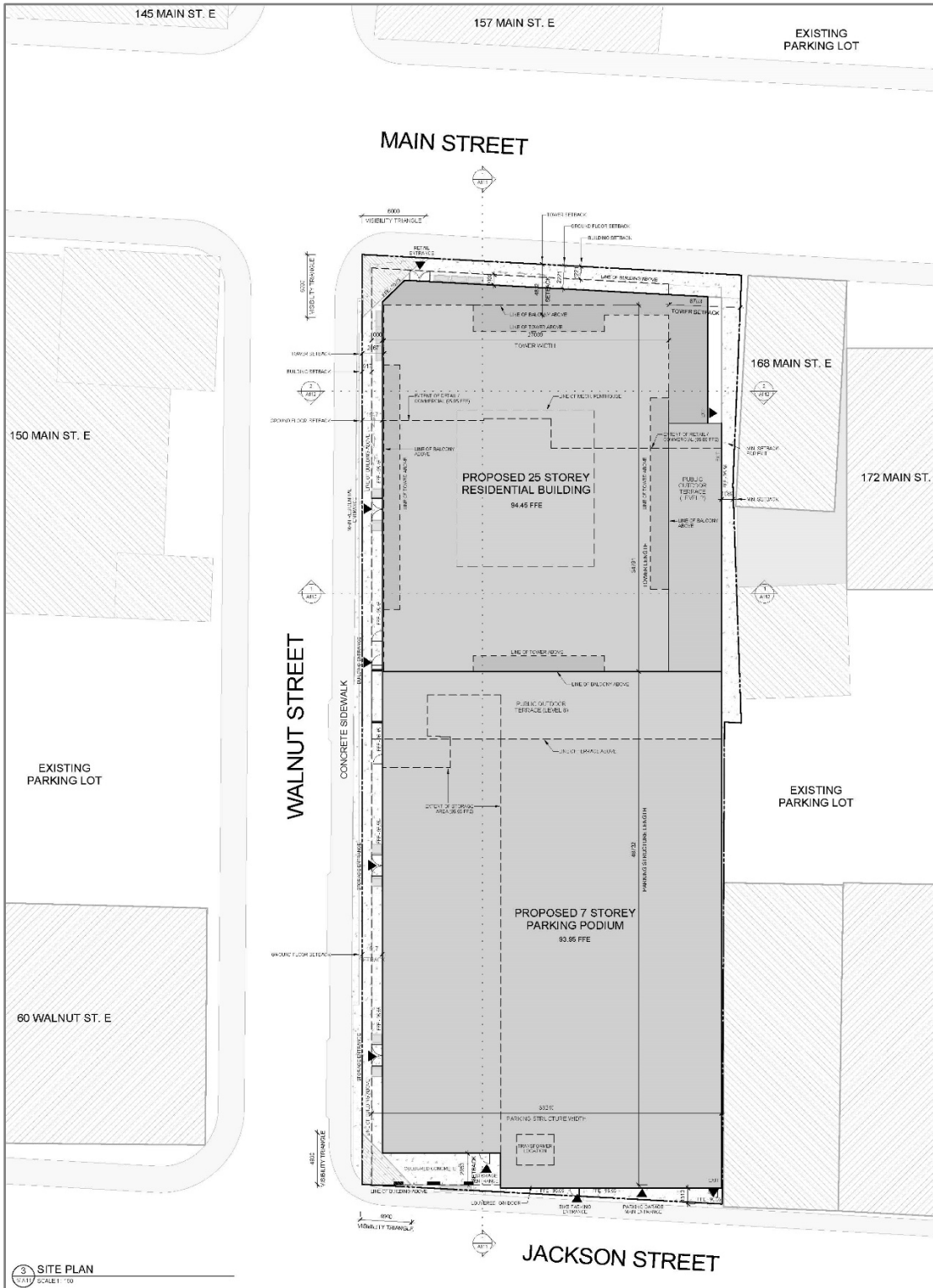
Attachments





Site Location Plan

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3 SITE PLAN
SCALE: 1/8" = 1'-0"

Concept Plan
Source: WZMH Architects