

07 May 2020  
Project: (190492)

Charles Wah  
Gateway Development Group Inc.  
3-35 Stone Church Road West  
Hamilton ON L9K 1S4

Dear Mr. Wah:

**RE: MIXED-USE REDEVELOPMENT - 804-816 KING STREET WEST, CITY OF  
HAMILTON  
TRANSPORTATION IMPACT STUDY ADDENDUM LETTER**

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In November 2019, Paradigm completed a Transportation Impact and Parking Study<sup>1</sup> for the proposed redevelopment of the above-noted site.

Subsequent to that submission, the applicant received comments from City of Hamilton staff indicating they did not support the proposed parking supply of 13 spaces (0.11 spaces per unit). However, they indicated that they would be able to support the parking ratios outlined in By-law 05-200 approved by Council through By-law 17-240.

This letter has been prepared to address the site plan changes undertaken to achieve the requested parking supply and outlines the resulting impacts.

### **Updated Site Plan Statistics**

The updated site plan proposes:

- ▶ 30 purpose-built student residential suite containing 120 bedrooms (no change);
- ▶ 345 m<sup>2</sup> (3,712 sq. ft.) ground floor commercial (reduction of 58 m<sup>2</sup> (628 sq. ft.);
- ▶ 78 long-term bike parking spaces (reduction of one space):
  - 34 main floor bicycle parking spaces in a secure room; and
  - 44 spaces within two rooms located within the garage
- ▶ A total of 21 parking spaces (increase of eight spaces):
  - 11 surface parking spaces; and

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<sup>1</sup> 804 – 816 King Street West, Hamilton, Ontario Transportation Impact & Parking Study, Paradigm Transportation Solutions Limited, November 2019

- 10 underground parking spaces (including two small car spaces).

Vehicle access is still proposed via one all-turns driveway connection to Paradise Road North.

**Figure 1** (attached) illustrates the updated site plan.

## Trip Generation Update and Resulting Impacts

The site’s commercial land use trip generation was updated to reflect the decrease in floor area outlined above. The trip generation for the residential portion of the redevelopment was not updated as the number of bedrooms has not changed from the original submission.

The average rates for Land Use Code (LUC) 820 Shopping Center from the Institute of Transportation Engineers (ITE) Trip Generation 10<sup>th</sup> Edition were used to estimate the weekday AM and PM peak hour traffic volumes. The resulting trip generation is shown in **Table 1** which indicates the site is estimated to generate 17 AM peak hour trips and 43 PM peak hour trips. This is a decrease of one trip during the AM peak hour and two trips during the PM peak hour.

**Appendix A** contains the updated ITE Trip Generation 10<sup>th</sup> Edition trip generation graphs for LUC 820.

**TABLE 1: TRIP GENERATION**

ITE Land Use Code	Bedrooms/ GFA	AM Peak Hour				PM Peak Hour			
		Rate	In	Out	Total	Rate	In	Out	Total
225 - Off-Campus Student Apartment	120	FC <sup>1</sup>	6	8	14	FC <sup>2</sup>	14	15	29
820 - Shopping Center	3,712	0.94	2	1	3	3.81	7	7	14
<b>Total Trip Generation</b>			<b>8</b>	<b>9</b>	<b>17</b>		<b>21</b>	<b>22</b>	<b>43</b>

FC<sup>1</sup> T = 0.15(X) + 10.64

FC<sup>2</sup> 0.31(X) - 1.81

Overall, the minor reduction in the site’s trip generation does not change the original Transportation Impact Study findings and conclusions.

## Parking

Commercial mixed-use (CMU) zones in By-law 17-240, the current in-force By-law for the site, require parking to be provided at the following rates:

- ▶ Units 1 through 14: 0.7 to 1.25 parking spaces per residential unit >50 m<sup>2</sup>;
- ▶ Units 15 through 30: 0.85 to 1.25 parking spaces per residential unit >50 m<sup>2</sup>; and
- ▶ 0 parking spaces required where commercial is less than 450 m<sup>2</sup> gross floor area.

Based on the updated site plan, this results in a total parking requirement of 23 spaces.



Additionally, Section 5.1g)i) of the By-law, allows for a reduction of one motor vehicle parking space for every five long-term bicycle parking spaces, up to a maximum of 10% of the original motor vehicle parking requirement. The site is proposing a total of 78 long-term bicycle parking spaces which results in a reduction to the By-law required supply of two motor vehicle parking spaces. After adjustment for bike parking, the site will be required to provide 21 vehicle parking spaces, which is equal to the proposed supply.

**Table 2** summarizes the site’s parking requirements.

**TABLE 2: ZONING BY-LAW PARKING REQUIREMENTS**

Component	Number of Units / m <sup>2</sup>	By-law Parking Requirement	Required Spaces
Residential	Units 1 – 14	0.7 spaces per unit	9.8
	Units 15 – 30	0.85 spaces per unit	13.6
Commercial	345	0 spaces	0
Total By-law parking requirement			23
Reduction for bicycle parking			-2
Adjusted parking requirement			21
Proposed number of spaces			21
<b>Parking Surplus/Deficit</b>			<b>0</b>

## Summary

Overall, proposed site plan changes result in a minor reduction in trip generation which does not affect the finding and conclusions of the November 2019 report. Additionally, the increased parking supply meets the City’s By-law requirements. Therefore, development should be permitted to proceed as planned.

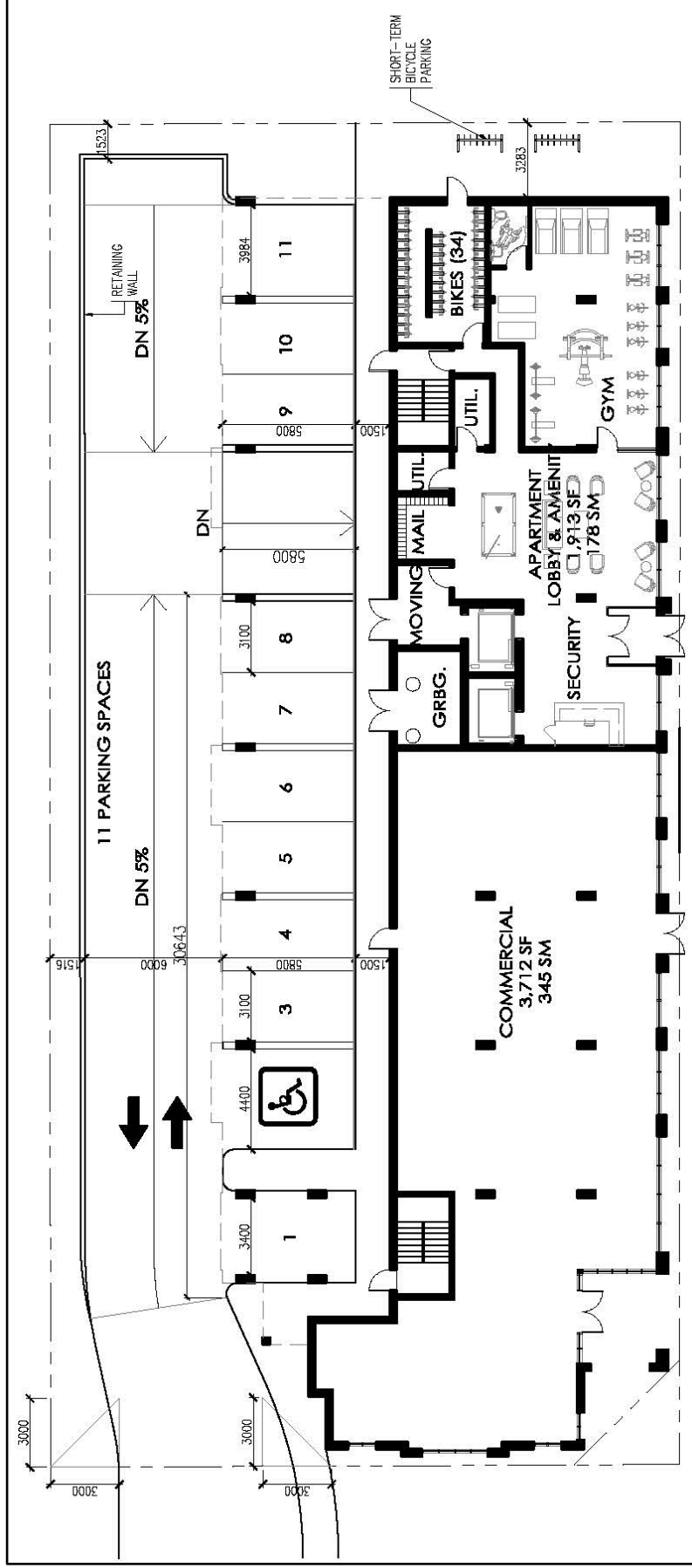
Yours very truly,

## PARADIGM TRANSPORTATION SOLUTIONS LIMITED



**Jill Juhlke**  
C.E.T.  
Senior Project Manager





# Proposed Site Plan

Figure 1

# Appendix D

## ITE 10<sup>th</sup> Edition Trip Generation Graphs

