

SUBJECT: 211-225 John Street South & 70-78 Young Street (WARD 2)

DA-21-112 (Previous Files: PSR-20-090, UHOPA-18-017, ZAC-18-041)

Documents Reviewed

- *211 John Street South – Parking Study Addendum, Prepared by Paradigm, dated 30 June 2022*

Transportation Planning has reviewed the 211 John Street South – Parking Study Addendum prepared by Paradigm, dated 30 June 2022. Based on the previously prepared Transportation Impact Study (TIS) and Parking Justification Study (June 2020) and the June 2022 addendum, Transportation Planning has developed two parking ratio options for consideration by the Applicant. Both options provide a reduction in parking that is acceptable to Transportation Planning and is supportive of the City’s goal to “explore changes to parking as an opportunity for economic recovery and stimulus” while ensuring the site provides adequate onsite parking so as not to increase the high demand for on-street parking within the surrounding area. Both options will require a commitment to the implementation of Travel Demand Management (TDM) measures to encourage and facilitate travel by alternative modes.

Option 1: 0.55 per unit parking ratio

To achieve this ratio, the applicant is required to provide the following TDM measures:

1. Long-term bicycle parking is to be provided at a minimum of 0.5 spaces per dwelling unit, or 371 spaces, located within a secure, weather-protected area(s) within the building. These spaces are to be illustrated and identified on the site plan.
2. Short-term bicycle parking is to be provided in excess of the Zoning By-law. Transportation Planning requires a total of 0.1 space per unit, or 74 short-term bicycle parking spaces. These spaces are to be provided in well-lit onsite areas near the building entrances and adjacent to the commercial space(s). These spaces are to be illustrated and identified on the site plan.
3. The Applicant is to provide, at their expense, an onsite Hamilton Bike Share (SoBi) hub near the John Street South and Young Street site limits and in close proximity to the existing HSR transit stop.
4. The Applicant is to provide a minimum of two dedicated onsite carshare parking spaces, to be reserved for one or more car-share providers. These spaces are to be provided in a location that is convenient for both residents and the surrounding neighbourhood and are to be illustrated and identified on the site plan.
5. The Applicant is to contact Hamilton Street Railway (HSR) to discuss upgrading the John Street South and Young Street transit stop, at the Applicant’s expense. Upgrades could include an enhanced shelter or additional seating as space permits.

6. The site plan shall provide enhanced walking routes between main building entrances and the existing municipal sidewalks and transit stop located at John Street South and Young Street.
7. Where possible, the site should provide weather-protected waiting areas adjacent to the existing transit stop.
8. Explore the option of paid parking for employees and visitors. Transportation Planning recognizes that paid parking implementation may not be feasible since parking is proposed to be shared between all onsite uses. However, this could be achieved through designating un-assigned residential spaces as either visitor or employee parking until such time as those spaces are purchased and assigned. At a minimum, paid parking should be implemented at the short-term surface parking spaces.
9. The Applicant is required to implement unbundled parking so only those units requiring parking purchase a space. The applicant is strongly encouraged to assign spaces to units and limit parking purchases to one space per unit.
10. The Applicant is required to provide one Presto card with a pre-loaded balance of \$350, approximately the equivalent of a three-month Presto pass; and one six-month Hamilton Bike Share membership (\$100) with each new unit purchase to encourage travel by alternative modes.

Option 2: 0.50 per unit parking ratio

To achieve this ratio, the applicant is required to:

1. Provide all of the above-noted TDM measures with the exception of the Hamilton Bike Share hub, which will be provided at the City's expense.
2. Provide cash-in-lieu of parking (CILP) for 37 spaces (the difference in parking between 0.55 spaces per unit and 0.50 spaces per unit) based on the City's CILP Policy. The amount is based on 50% of the cost of constructing a parking space and will be calculated by the City.

The Applicant will be required to enter into a written agreement to provide the required TDM measures (Option 1) or TDM measures and CILP (Option 2).

Should you have any questions, please email tplanning@hamilton.ca, referencing:
211-225 John Street South and 70-78 Young Street - DA-21-112 (Ward 2)
Transportation Planning Response