

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

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November 3, 2020

Our Ref. **2054C**

Housing Development Corporation, London
520 Wellington Street, Unit #7
London ON
N6A3R2

Attn. Ms. K. Wood
Development Manager

Dear Ms. Wood:

RE: PARKING ASSESSMENT, 18 ELM STREET

At your request, I have assessed the parking requirements for a proposed 42 unit, three storey apartment building located on a former school site at 18 Elm Street. You have advised me that there will be a mix of one, two, three and four bedroom units. In addition, the development will include a day care centre and community space. I understand that the development is being constructed under the Urban Indigenous Homeward Bound Program and is intended to provide affordable housing for indigenous families, including single mothers.

A total of 46 parking spaces will be provided on site. Under Section 4.3.3 of the General Provisions of the Z-1 Zoning By-law, no parking has been allocated to the day care centre. Parking for the community space has been allocated based on the ratio of one space per 35sm of floor area. The site plan indicates that 415.7sm on the ground floor will be used for this purpose, requiring 12 parking spaces. It should be noted that if these spaces are not fully utilized during daytime hours, they could be available for visitors to or staff of the day care centre.

A net 34 spaces would be available for resident use, giving a ratio of 0.81 parking spaces per unit. This ratio is consistent with and even exceeds other examples of affordable housing developments in the City, e.g. 1090-1096 Hamilton Road, parking ratio 0.71, 1039-1047 Dundas Street, parking ratio 0.54, and 99 Pond Mills Road, parking ratio 0.81.

The site is located immediately north of Hamilton Road. The London Transit Commission operates two routes on this section of Hamilton Road, Route 3 with a 30




minute headway during the day, and Route 5, also with a 30 minute headway. Combined, the two routes have an average frequency of one bus every 15 minutes. Both routes provide direct access to the Downtown area.

The site is located within walking distance of several commercial establishments including a convenience store on Hamilton Road, east of Elm Street.

In summary, it is my opinion that the 34 parking spaces proposed for residential component of this development will be sufficient to meet the needs of the tenants. The ratio of parking spaces to dwelling units, 0.81, is consistent with standards and experience for similar uses. Frequent transit service is available within a short distance as are local amenities.

Very truly yours
F. R. Berry & Associates


Frank R. Berry, P. Eng.
Principal

