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2024-01-08
Project: (230714)

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RE: 3000 HOSPITAL GATE, TOWN OF OAKVILLE – PARKING ANALYSIS

The following memorandum documents and details the methodology utilized to estimate the parking demands generated by the proposed development. This investigation determines whether the proposed number of on-site parking spaces will be adequate to serve the development.

Site Description

The subject site is located at the municipal address of 3000 Hospital Gate in the Town of Oakville within the North Oakville East Secondary Plan area. **Figure 1** (attached) illustrates the site location. The site is under construction and nearing completion with the six-storey building erected with ongoing site works.

The residential care building contains a total of 182 Alternate Level of Care (ALC) dwelling units (192 beds). The overall site would be served by a parking supply of 91 spaces (0.50 spaces per unit).

Per Table 5.1A of the Town's Zoning By-law 2009-189¹, for a Nursing Home/Retirement Home land use the parking requirement is 0.50 spaces per dwelling unit or suite. The municipal parking requirement is 91 spaces.

Proposed Changes

The property owner is proposing to convert 33 of the existing ALC units into 33 apartment units through interior renovations which would provision of full kitchens. These converted units would be geared towards independent seniors (that is, independent living development, retirement, active adult, etc.)

¹ Town of Oakville. *A User's Guide to the Zoning By-law, ZBL 2009-189*. (Oakville, Consolidated April 2023)

Following the proposed conversion/renovations, the site's overall parking supply will remain unchanged at 91 spaces. As the overall number of residential dwelling units remains unchanged, the municipal parking requirement continues to be 91 spaces.

Figure 2 (attached) illustrates the site plan.

Site Context

Road Network

The characteristics of the roads¹ and intersections near the subject site are described below.

- ▶ **Hospital Gate** is a north-south, four lane divided avenue/transit corridor road under the jurisdiction of the Town of Oakville with an assumed statutory speed limit of 50 km/h. This roadway provides access to the Oakville Trafalgar Memorial Hospital, in addition to a connection between William Halton Parkway and Dundas Street West. The intersections with Dundas Street West and William Halton Parkway are signalized;
- ▶ **Dundas Street West (Regional Road 5)** in the study area is an east-west, six lane divided major arterial road operating under the jurisdiction of Halton Region with a posted speed limit of 60 km/h. This roadway is a designated transit corridor, specifically a Busway Corridor; and
- ▶ **William Halton Parkway (Regional Road 40)** is an east-west, minor arterial road operating under the jurisdiction of Halton Region with a posted speed limit of 60 km/h. This roadway is a designated transit corridor to accommodate secondary transit corridor services.

Pedestrian and Cycling Network

Pedestrian travel within the study area is accommodated through multi-use trails and sidewalks. Bicycle travel within the area is accommodated by on-street cycling lanes and multi-use trails. The subject site has a walk score of 73 and a bike score of 76, which is considered "very walkable and bikeable".

On-road delineated cycling lanes are provided along both sides of William Halton Parkway between Hospital Gate and Third Line. The Oakville Active Transportation Master Plan² indicates proposed on-road cycling lanes along Hospital Gate, these facilities are proposed in the long-term planning horizon (11-20+ Years).

A multi-use trail is provided on both sides of Dundas Street between Bronte Road to east of Proudfoot Trail, along the west side of Hospital Gate between William Halton Parkway and Dundas Street West, and along the north side of William Halton Parkway between Hospital Gate and Third Line.

¹ Town of Oakville. *North Oakville East Secondary Plan*. (Oakville, 2009).

² Town of Oakville. *Active Transportation Master Plan (2017)*. (Oakville, 2017).



The existing multi-use trails are physically separated from the travelled portion of the adjacent roadway by barrier curb and a landscaped buffer.

A trail connection to the community south of Dundas Street is provided approximately mid-point between Hospital Gate and Postmaster Drive.

Transit

The study area is currently served by several Oakville Transit routes. Transit stops are located adjacent to the subject site at the intersection of Dundas Street West and Hospital Gate. The eastbound bus stop is accessible via the controlled painted crosswalk at the intersection of Dundas Street and Hospital Gate. Both stops provide dedicated far-side bus bays with bus shelters.

The following Oakville Transit³ routes operate within the study area:

- ▶ **Oakville Transit Route 3/3A – Third Line** provides service between the South Oakville Centre and the Oakville Trafalgar Memorial Hospital along Third Line. Weekday headways are 30 to 60-minutes while weekend headways are 60-minutes; and
- ▶ **Oakville Transit Route 5/5A – Dundas** provides service between the Oakville GO Station and the Dundas GO Park and Ride facility along Dundas Street West and Trafalgar Road. Weekday headways are 15 to 60-minutes while weekend headways are 60-minutes.

Inter-regional travel is provided via GO Transit services with connections provided at the Bronte GO Station and Oakville GO Station. GO Bus services are available at the Bronte GO Park and Ride and the Dundas GO Park and Ride facilities. The Bronte GO Park and Ride is located 5.5 km south of the subject site and the Dundas Park and Ride is located 8.5 km west of the subject site. These facilities and amenities are accessible through the existing Oakville Transit Network.

Planned Transit

Metrolinx is planning a Bus Rapid Transit (BRT) corridor along Dundas Street from Hamilton to Toronto. Planned features of the Dundas Street BRT include dedicated bus lanes, 5-minute or less headways during peak hours, connections to existing transit services and reliable service. Where dedicated lanes are not provided, queue jump lanes and transit priority signals are planned. The timing of the BRT is currently unknown. **Figure 3** (attached) illustrates the BRT route within the study area.

³ Oakville Transit. *Transit System Map*, <http://oakvilletransit.ca/schedules-and-maps.html>. (Oakville. September 2021).



Vehicle Parking

Zoning By-Law Parking Requirements

Oakville’s Zoning By-Law 2009-189 requires a minimum of 0.50 parking spaces per dwelling unit or suite for nursing homes and retirements homes.

The Zoning By-law parking requirement for the subject site following the conversion of the ALC units to independent senior apartment units is 91 spaces. The site’s proposed parking supply satisfies the Town’s parking requirements.

Institute of Transportation Engineers (ITE) Parking Generation

The Institute of Transportation Engineers (ITE) publication, Parking Generation Manual, 6th Edition⁴ provides data to establish an estimated parking demand for an intended land use.

For the development including the converted apartments, the applicable Land Use Codes (LUC) referenced includes LUC 252 Senior Adult Housing – Multifamily and LUC 253 Congregate Care Facility.

Table 1 summarizes the ITE parking generation for the subject site. The site’s parking demand is forecast to be 74 total spaces. The site’s parking demand is forecast to be less than the proposed supply.

TABLE 1: ITE ESTIMATED PARKING DEMAND

Land Use Code (LUC)	Units	Parking Demand	Parking Supply
LUC 252 – Senior Adult Housing	33 units	20	91
LUC 253 – Congregate Care Facility	149 units	54	91
Total	182 units	74	91

Conclusion

The site is proposing a total of 91 parking spaces to serve a total of 182 residential dwelling units. The Town of Oakville’s ZBL 2009-189 requires a minimum of 91 spaces (0.50 parking spaces per unit) for nursing homes and retirements homes. The site’s parking supply satisfies the municipal parking requirements.

ITE Parking Generation data indicates the proposed 182 dwelling units is forecast to generate a parking demand of 74 spaces. The site’s parking demand is forecast to be less than the proposed supply.

⁴ Institute of Transportation Engineers. *Parking Generation Manual 6th Edition*, (ITE. October 2023).



We trust that the foregoing information will meet your requirements. Please do not hesitate to contact us if we can be of further assistance.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



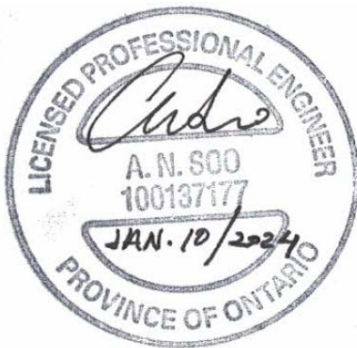
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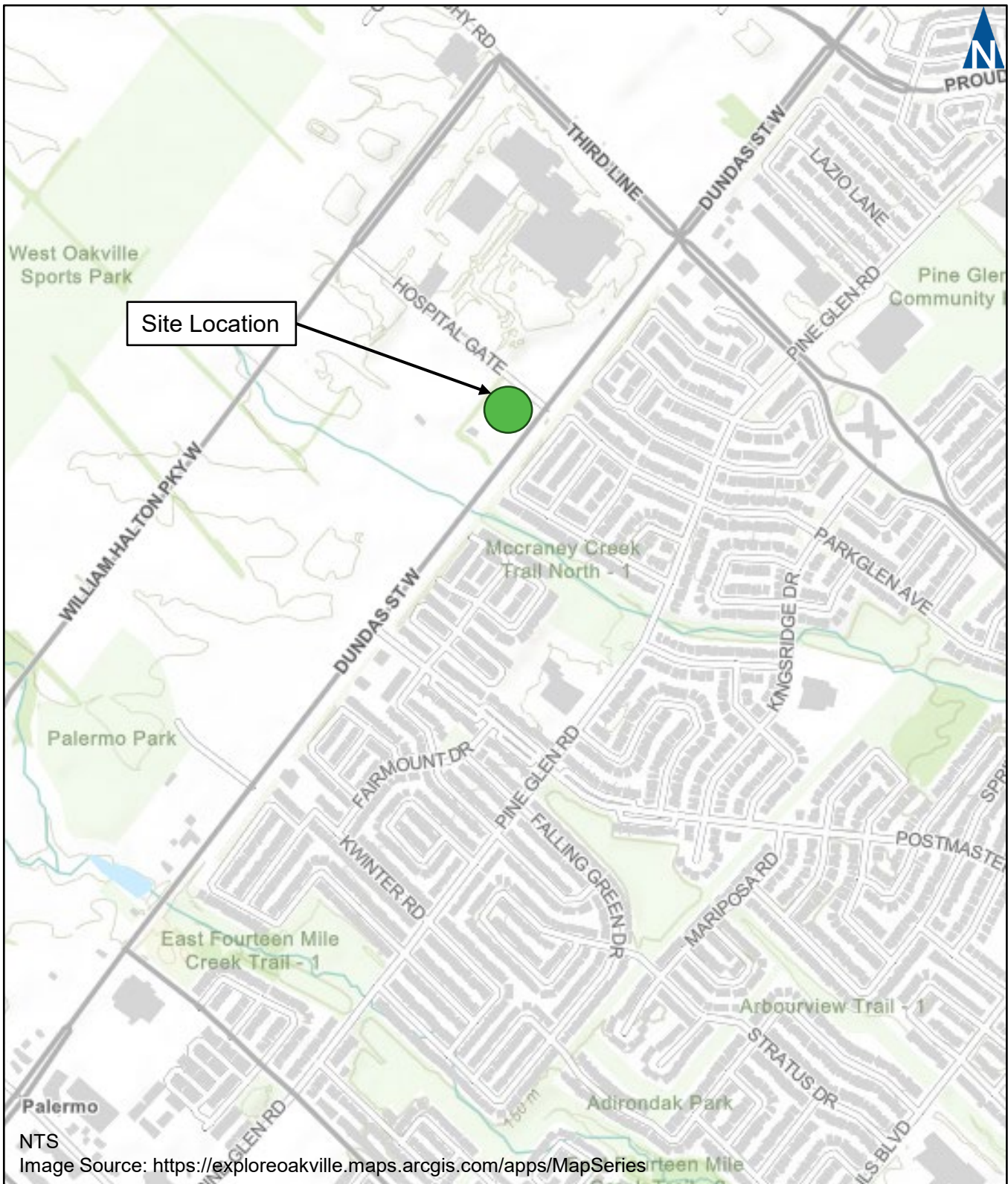


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Attachments

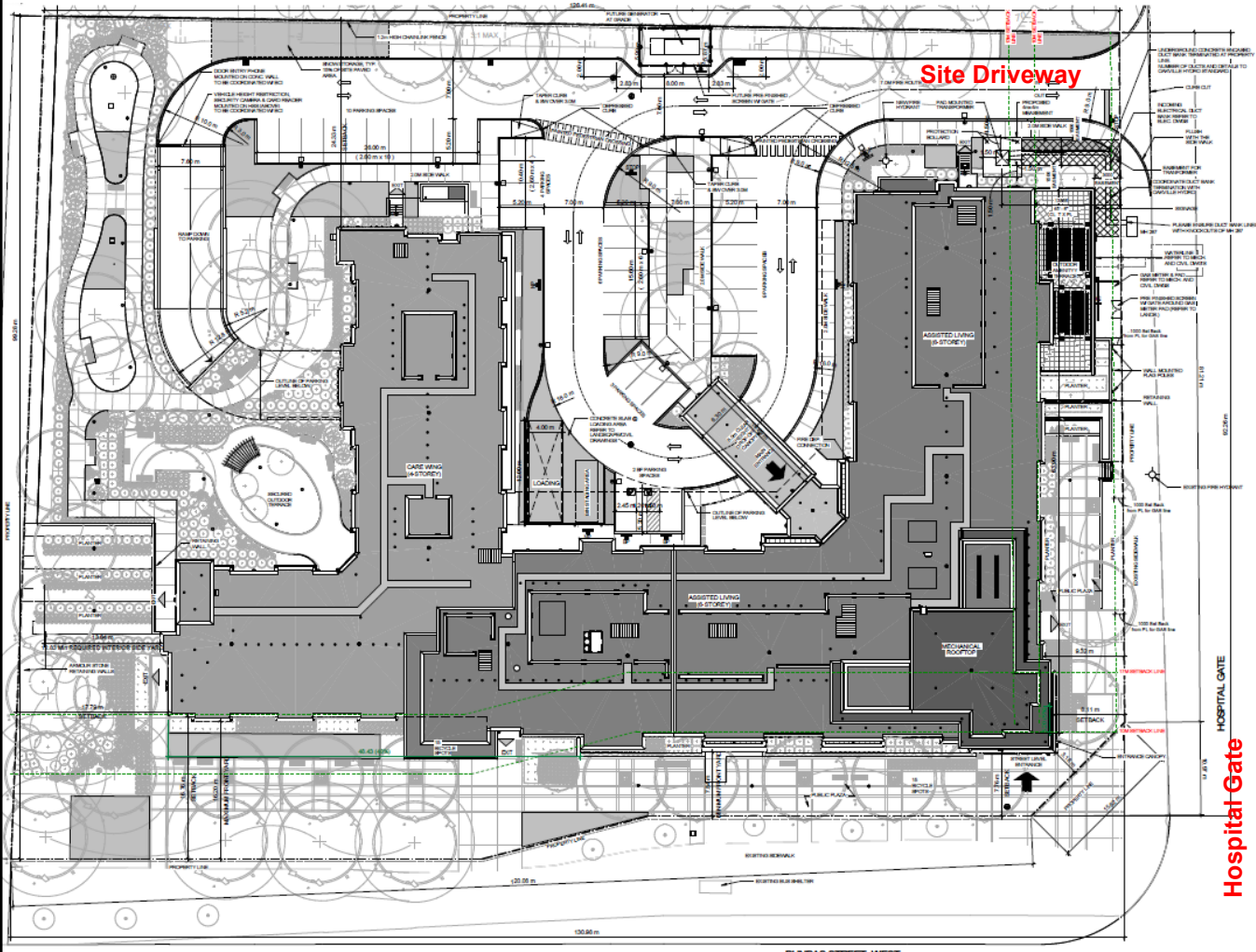




Site Location

3000 Hospital Gate
230714

Figure 1



NTS



Site Concept Plan

3000 Hospital Gate
230714

Figure 2



NTS

Image Source: <https://thepointer.com/article/2020-07-21/metrolinx-shares-cost-of-planning-dundas-brt-as-project-moves-forward-in-mississauga>



Oakville Bus Rapid Transit

3000 Hospital Gate
230714

Figure 3