



June 3, 2011
4547-06

Luke Harrison
Rize Alliance (Kingsway) Properties Ltd.
Suite 3204-1055 Dunsmuir Street
Vancouver, BC V7X 1L4

Dear Mr. Harrison:

**Re: Kingsway and Broadway Mixed Use Development, Vancouver
Update to 2010 Transportation Assessment**

This letter has been prepared to review the changes made to the proposed Kingsway and Broadway Mixed Use Development since the transportation assessment was prepared in July 2010. The changes to the development will initially be outlined and then the revised parking supply and changes to trip generation analysis are reviewed.

1. BACKGROUND

The proposed development is summarized in **Table 1**, with the 2010 transportation assessment numbers provided for comparison against the new proposed development details.

Table 1: Proposed Development

Land Use	July 2010 Assessment	June 2011 Review	Difference
Residential - Strata	206 Units	221 Units	+15 units
Residential - Rental	62 Units	20 Units	-42 units
Commercial	7,722 sq. m.	7,772 sq. m.	50 sq. m.

Evidentially residential has reduced by 27 units while commercial has increased by 50 sq. m.

2. PARKING REVIEW

Following the originally submission to the City, the supply has been amended. **Table 2** presents what was considered in the July 2010 assessment.

Table 2: 2010 Transportation Assessment (July 2010) On-site Parking Supply

2010 Assessment	Unit	Parking Supply	
		By-law Minimum	Provided
Residential - Strata	206 Units	194	209
Residential - Rental	62 Units	38	38
Residential - Accessible Stalls	268 Units	10	10
Residential - Accessible Stalls Credit	268 Units	-10	-10
Residential - Car Share Vehicles	206 Units	2	2
Retail	7722 sq. m	71	70
Retail - Accessible Stalls	7722 sq. m	4	4
Retail - Accessible Stalls Credit	7722 sq. m	-4	-4
Total		305	319

Table 3 presents what no is planned for the current application (June 2011).

Table 3: June 2011 On-site Parking Supply

New 2011 Review	Unit	Parking Supply	
		By-law Minimum	Provided
Residential - Strata	221 units	180	209
Residential - Rental	20 units	12	12
Residential - Accessible Stalls	241 units	9	9
Residential - Accessible Stalls Credit	241 units	-9	-9
Residential - Car Share Vehicles	241 units	2	2
Residential - Car Share Vehicle Credit	241 units	-8	0
Retail	7772 sq. m	98	97
Retail - Accessible Stalls	7772 sq. m	4	4
Retail - Accessible Stalls Credit	7772 sq. m	-4	-2
Total		284	322

The parking supply has increased by 3 stalls from the July 2010 transportation assessment report, with commercial increasing by 29 stalls and residential decreasing by 26 stalls.

3. LOADING REVIEW

Loading arrangements at the site have been reviewed and compared against the number of stalls originally recorded in the July 2010 transportation assessment, and are summarised in **Table 4**.

Table 4: On-site Loading Bay Supply

Land Use	2010 Assessment			New 2010 Review		
	Class A	Class B	Class C	Class A	Class B	Class C
Residential	3	1	0	2	1	0
Retail	0	3	2	0	3	2
Total	3	4	2	2	4	2

The number of Class A stalls required at the site reduces by 1 stall and the Class B and C loading supplies remain the same. Therefore one Class A loading bay has been removed from the underground parking level 1.

Class B and C loading bays (accessed directly from Watson Street) remain unchanged, while the layout from the July 2010 scheme also remains unchanged.

4. SITE GENERATED TRAFFIC

Traffic has been reviewed for both residential and retail components of the site. Residential trips generated by the proposed development are summarised in **Table 5**.

Table 5: Residential Trips Generated by the Development Site

	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Trip Generation Rate	Veh/unit	0.05	0.13	0.18	0.18	0.08	0.26
July 2010 Report	268 Units	13	25	48	48	22	70
June 2011 Review	241 Units	12	31	43	43	19	63

Evidentially 5 to 7 vehicle movements less would be generated.

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