



**City of Hamilton
PLANNING COMMITTEE
AGENDA**

Meeting #: 21-006
Date: April 20, 2021
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA (Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
4.1. April 6, 2021	5
5. COMMUNICATIONS	
6. DELEGATION REQUESTS	
6.1. Michael Sullivan, LandPro Planning Solutions Inc. respecting Approval to Appeal Committee of Adjustment File GL/B-20:16 (5020 Tyneside Road) to LPAT - Settlement Offer (For the May 4th meeting)	
6.2. Greg Hart respecting 196 Dundurn - Demolition Permit (Item 10.3) (For today's meeting)	42
6.3. Delegation Requests for Secondary Dwelling Units (For today's meeting) (Item 10.1)	

- 6.3.a. Donna Bacher, President, Realtors Association of Hamilton-Burlington
(pre-recorded submission)

7. CONSENT ITEMS

- 7.1. Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21075) (City Wide) 43

8. STAFF PRESENTATIONS

- 8.1. Draft Parking Master Plan (PED20051(a)) (City Wide) 66

9. PUBLIC HEARINGS / DELEGATIONS

- 9.1. Application for a Zoning By-law Amendment for Lands Located at 18 Miles Road (Hamilton) (PED21072) (Ward 7) 394
- 9.2. Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) 428
- 9.3. Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 11) 480

10. DISCUSSION ITEMS

- 10.1. Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A) (PED20093(a)) (City Wide) 533

(Deferred from the April 6, 2021 Planning Committee meeting)

- 10.1.a. Written Submissions:
- 10.1.a.a. Sue Yarwood 721
- 10.1.a.b. Kevin DeMillk 722
- 10.1.a.c. Carolyn Rogers 723
- 10.1.a.d. ACORN Hamilton 724

10.1.a.e.	Martyn Kendrick	726
10.1.a.f.	Ben Fierz	727
10.1.a.g.	Linda Chenoweth	728
10.1.a.h.	Bianca Beraldo	729
10.1.a.i.	Norman Newbery	730
10.1.a.j.	Jacob Stief	732
10.1.a.k.	Elizabeth Gray	733
10.1.a.l.	Kathy Garneau	734
10.1.a.m.	Mark Zenchuk	735
10.1.a.n.	Ashley Feldman	736
10.1.a.o.	Laurie Nielsen	737
10.1.a.p.	Elizabeth Cook	738
10.1.a.q.	Tracy Mewhort-Buist	739
10.1.a.r.	Michele Corbeil	740
10.1.a.s.	F.D. Fraser	742
10.1.a.t.	Jeff Medeiros	743
10.1.a.u.	Heather Swartz	746
10.2.	Dedicated Mohawk College Enforcement (PED18220(b)) (City Wide) (Outstanding Business List Item) (Deferred from the April 6, 2021 Planning Committee meeting)	747
10.3.	Demolition Permit - 196 Dundurn Street South (PED21058) (Ward 1)	751

11. MOTIONS

11.1.	Ancaster Tennis Club – 291 Lodor Street – Waiving of Site Plan Application Fee (Deferred from the April 6, 2021 Planning Committee meeting)	756
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- 11.2. 2004 Glancaster Road, Braun Nursery – Waiving of Moratorium for a
Minor Variance Application
(Deferred from the April 6, 2021 Planning Committee meeting)

12. NOTICES OF MOTION
13. GENERAL INFORMATION / OTHER BUSINESS
14. PRIVATE AND CONFIDENTIAL
15. ADJOURNMENT



PLANNING COMMITTEE MINUTES

21-005

April 6, 2021

9:30 a.m.

**Council Chambers, Hamilton City Hall
71 Main Street West**

Present: Councillors J.P. Danko (Chair)
B. Johnson (1st Vice Chair), J. Farr (2nd Vice Chair), C. Collins,
M. Pearson, L. Ferguson, M. Wilson and J. Partridge

Also in Attendance: Councillors N. Nann, A. VanderBeek and T. Jackson

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Next Generation 9-1-1 Requirements - Duplicate Street Names and Municipal Addressing Issues (PED20175(b)) (Wards 12, 13 and 15) (Item 7.1)

(Partridge/Ferguson)

- (a) That the procedure, attached as Appendix "A" to Report PED20175(b), be adopted for the potential reimbursement of any costs to property owners associated with address changes necessary to support 9-1-1 Requirements;
- (b) That any costs associated with Recommendation (a) of Report PED20175(b), to a maximum of \$40,000, be funded through the Tax Fee Stabilization Reserve, Account No. 110046.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

2. Hamilton Municipal Heritage Committee Report 21-002 (Item 7.2)

(Farr/Danko)

- (a) Notice of Intention to Demolish Buildings at 200-202 Cannon Street East and 79-81 Cathcart Street, Hamilton (PED21078) (Added Item 9.1)**

That 200 – 202 Cannon Street East and 79 – 81 Cathcart Street, be removed from the Register of Property of Cultural Heritage Value or Interest.

- (b) Inventory and Research Working Group Meeting Notes - February 22, 2021 (Added Item 10.1)**

- (i) That the property located at 48 Garner Road West, Ancaster be removed from the Municipal Heritage Register;
- (ii) That the recommendation respecting the inclusion of the property located at 322 Mt Albion Road to the Municipal Heritage Register be DEFERRED to the next meeting of the Hamilton Municipal Heritage Committee, to allow the property owner's representation to attend; and
- (iii) That the property located at 2299 Troy Road, Mount Carmel United Church be added to the Municipal Heritage Register.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Partridge/Farr)

- (c) Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton (Added Item 11.1)**

WHEREAS, the Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton (the "Property") is of Cultural Heritage Value and Interest, and listed on the City's Inventory of Heritage Buildings;

WHEREAS, a recommendation to designate the Property under the *Ontario Heritage Act* was approved by the Hamilton Municipal Heritage Committee in 2018, but was not approved by Council, in August 2018;

WHEREAS, the previous Building Permit Application to Demolish the Property from 2018 has been cancelled, and there are no active Building Permits on Property;

WHEREAS, a number of identified heritage attributes of the Property were removed in 2018;

WHEREAS, there has been a change in Ward Councillor since the recommendation to designate the Property was considered in 2018,

WHEREAS, there has been change in representative for the Property, and a new proposal has been brought forward for its redevelopment which differs from the original that was for Affordable Housing;

WHEREAS, there has been increased community support from the Friends of St. Giles Church, and a petition has been submitted to Council calling for the preservation and/or adaptive reuse of the Property;

WHEREAS, Council has declared a Climate Emergency, and the adaptive reuse of the Property would align with the City's policy, and "the greenest building is the one that already exists";

THEREFORE BE IT RESOLVED:

That staff be directed to take appropriate action to designate 679 Main St E and 85 Holton St South under Part IV of the Ontario Heritage Act, including preparation and giving the required public notice of the Notice of Intention to Designate and a Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes.

Result: Main Motion, As Amended, CARRIED by a vote of 7 to 1, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
NO - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

3. **Applications for Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for lands located at 196 George Street, Hamilton (PED21060) (Ward 1) (Item 9.2)**

(Wilson/Pearson)

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-19-006, by GSP Group Inc. (c/o Sarah Knoll) on behalf of Pearl Apartments Ltd., Owner, to redesignate the lands from Low Density Residential 3 to Medium Density Residential 2 and to establish a Site Specific Policy within the Strathcona Secondary Plan to permit a proposed maximum two and a half storey multiple dwelling containing 12 dwelling units with a maximum net residential density of 113 units per hectare, for lands located at 196 George Street, Hamilton as shown on Appendix “A” to Report PED21060, be APPROVED on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED21060, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended.
- (b) That Amended Zoning By-law Amendment Application ZAC-19-023, by GSP Group Inc. (c/o Sarah Knoll) on behalf of Pearl Apartments Ltd., Owner, for a change in zoning from the “D/S-1787” (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified to the “DE-2/S-1807” (Multiple Dwellings) District, Modified to permit a two and a half storey multiple dwelling with 12 dwelling units with at grade access for each unit and 12 parking spaces, for lands located at 196 George Street, Hamilton, as shown on Appendix “A” to Report PED21060, be APPROVED on the following basis:
- (i) That the draft By-law, attached as Appendix “C” to Report PED21060 with section 2 (o) ***as amended***, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
- 2 (o) *That notwithstanding Section 18A.(30), every parking area, maneuvering space and loading space shall be maintained with a stable surface such as asphalt, concrete or other hard-surfaced material, crushed stone or gravel, and shall be maintained in a dust free condition. Every access driveway shall be maintained with a permeable hard-surfaced material, crushed stone***

or gravel, and shall be maintained in a dust free condition.

- (ii) That the amending By-law, attached as Appendix “C” ***as amended*** to Report PED21060 be added to District Map W12 of Zoning By-law No. 6593 as “DE-2/S-1807”;
- (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and will comply with the Urban Hamilton Official Plan upon finalization of Urban Hamilton Official Plan Amendment No. XX.
- (c) That upon finalization of the amending By-law, that the subject lands be re-designated from “Single and Double” to “Medium Density Apartments” in the Strathcona Neighbourhood Plan; and,
- (d) ***That the public submissions regarding this matter were received and considered by the Committee in approving the application.***

Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

4. Applications for Urban Hamilton Official Plan Amendment and Hamilton Zoning By-law Amendment for lands located at 555 Sanatorium Drive (Hamilton) (PED21061) (Ward 14) (Item 9.3)

(Ferguson/Partridge)

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-20-04, by T. Johns Consulting Ltd, agent, on behalf of Chedoke Redevelopment Corp., Owner, to redesignate the lands from “Institutional” to “Neighbourhoods” in Volume 1 of the Urban Hamilton Official Plan and for an amendment to the Chedmac Secondary Plan to redesignate lands from “Institutional” to “Medium Density Residential 3” and to add a site specific policy to permit a minimum residential density of 50 units per hectare to permit adaptive reuse of the existing building to a 23 unit multiple dwelling, for the lands located at 555 Sanatorium Road, as shown

on Appendix “A” to Report PED21061 be APPROVED on the following basis:

- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED21061, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
- (b) That Zoning By-law Amendment Application ZAC-20-009, by T. Johns Consulting Ltd, agent, on behalf of Chedoke Redevelopment Corp., Owner, for a change in zoning from the Major Institutional (I3) Zone to the Major Institutional (I3, 740, H35) Zone, to permit the adaptive reuse of the existing vacant building to a 23 unit multiple dwelling for the lands located at 555 Sanatorium Road, as shown on Appendix “A” to Report PED21061, be APPROVED on the following basis:
- (i) That the draft By-law, attached as Appendix “C” to Report PED21061, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That schedule “D” – Holding Provisions, of Zoning By-law No. 05-200, be amended by adding a Holding Provision as follows:

For the lands zoned Major Institutional (I3, 740, H35) Zone, on Map 1080 of Schedule “A” – Zoning Maps and described as 555 Sanatorium Road, the development shall not proceed until:

 - (1) The owner completes and implements an updated Functional Servicing Report and Sanitary Sewer Capacity Analysis to the satisfaction of the Manager of Development Engineering Approvals.
 - (iii) That this By-law is in conformity with the Urban Hamilton Official Plan upon approval of the Urban Hamilton Official Plan Amendment No. XX and that the proposed change in zoning is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
- (c) That upon finalization of the amending By-law, the subject lands be redesignated from “Civic & Institutional” to “Low Density Apartments” in the Mountview Neighbourhood Plan; and,

(d) *That there were no public submissions received regarding this matter.*

Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

5. Application for Approval of Draft Plans of Condominium (Common Element) for Lands Located at 20 Southridge Court and 533 Sanatorium Road, Hamilton (PED21053) (Ward 14) (Item 9.5)

(Ferguson/Partridge)

- (a) That Draft Plan of Condominium Application 25CDM-202013, by T. Johns Consulting Group Ltd. on behalf of Chedoke Redevelopment Corp., owner to establish a Draft Plan of Condominium (Common Element) comprised of a private road network, sidewalks, landscaped amenity areas, and visitor parking for 107 street townhouse dwellings on lands located at 20 Southridge Court (Hamilton), as shown on Appendix "A", attached to Report PED21053, be APPROVED subject to the following conditions:
- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-202013 applies to the plan prepared by A.J. Clarke & Associates, certified by Nicholas P. Muth OLC, and dated March 1, 2021, comprised of a private road network, sidewalks, landscaped amenity areas and visitor parking for 107 street townhouse dwellings, attached as Appendix "B" to Report PED21053;
 - (ii) That the conditions of Draft Plan of Condominium Approval 25CDM-202013, attached as Appendix "D" to Report PED21053 with section 5 *as amended*, be received and endorsed by City Council.
5. The Owner/ Developer shall enter *into* and register on title of the lands, a Joint Use Agreement with the City in order to permit the use of shared sewer and water services across future property lines and to establish a private sewer and water servicing easement over the adjacent common element private condominium road in addition to easements

for vehicular and pedestrian access, **satisfactory** to the Senior Director of Growth Management. The Owner / Developer shall also pay the associated Joint Use Agreement fee of the year it is registered. ***In order to enter into a Joint Use Agreement, the Owner acknowledges that it must comply with the relevant City by-law(s) 06-026 and R84-026 (as applicable), including registration of this Draft Plan and related and adjacent Draft Plan 25CDM-XXXXX as a single condominium, if necessary.***

- (b) That Draft Plan of Condominium Application 25CDM-202014, by T. Johns Consulting Group Ltd. on behalf of Chedoke Redevelopment Corp., owner to establish a Draft Plan of Condominium (Common Element) comprised of a private road network, sidewalks, landscaped amenity areas, and visitor parking for 104 street townhouse dwellings on lands located at 533 Sanatorium Road (Hamilton), as shown on Appendix "A", attached to Report PED21053, be APPROVED subject to the following conditions:
- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-202014 applies to the plan prepared by A.J. Clarke & Associates, certified by Nicholas P. Muth OLC, and dated March 1, 2021, comprised of a private road network, sidewalks, landscaped amenity areas and visitor parking for 104 street townhouse dwellings, attached as Appendix "C" to Report PED21053;
 - (ii) That the conditions of Draft Plan of Condominium Approval 25CDM-202014, attached as Appendix "E" to Report PED21053 with section 5 **as amended**, be received and endorsed by City Council; and,
5. The Owner/ Developer shall enter **into** and register on title of the lands, a Joint Use Agreement with the City in order to permit the use of shared sewer and water services across future property lines and to establish a private sewer and water servicing easement over the adjacent common element private condominium road in addition to easements for vehicular and pedestrian access, to the **satisfaction of the** Senior Director of Growth Management. The Owner / Developer shall also pay the associated Joint Use Agreement fee of the year it is registered. ***In order to enter into a Joint Use Agreement, the Owner acknowledges that it must comply with the relevant City by-law(s) 06-026 and R84-026 (as applicable), including registration of this Draft Plan and related and adjacent Draft Plan 25CDM-202013 as a single condominium, if necessary.***

- (c) *That there were no public submissions received regarding this matter.*

Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

**6. Growing the Greenbelt – ERO Posting 019-3136 - City of Hamilton
 Comments (PED21064) (City Wide) (Item 10.2)**

(Partridge/Johnson)

That City Council, in response to ERO posting 019-3136 – Consultation of Growing the Greenbelt, authorize staff to reiterate to the Province the City of Hamilton’s previous request from December, 2015 and May, 2016, to request the Province to add Coldwater Creek (Dundas) to the Greenbelt Plan as an urban river valley as part of the Provincial “Growing the Greenbelt” consultations.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

**7. Temporary Amendments to the Cash-In-Lieu of Parking Policy for the
 Downtown Secondary Plan Area (PED21028) (Ward 2) (Item 10.3)**

(Farr/Johnson)

- (a) That the revised and updated City of Hamilton Cash-In-Lieu of Parking Policy attached as Appendix “B” to Report PED21028, *as amended to provide for a reduction to \$0 for each foregone parking space on a city-wide basis, for affordable housing developments that provide housing for persons of low and moderate income as determined by the City’s Housing Division*, be adopted;

- (b) That staff be directed to track the usage of the Cash-In-Lieu of Parking Policy, and report back to Planning Committee after 18 months, that being November, 2022, with an Information Report on the number of projects that utilized the Cash-In-Lieu of Parking option, the revenues generated, and the parking spaces that were foregone; and,
- (c) ***That Planning staff, in consultation with staff from Transportation Planning and Parking, be directed to review and report back on an Official Plan Amendment that would permit funds collected through cash-in-lieu of parking to be utilized for the purposes of supporting micro-mobility.***

Result: Main Motion, As Amended, CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

- 8. Instructions - Appeal to the Local Planning Appeal Tribunal (LPAT) for Refusal of Urban Hamilton Official Plan Amendment application (UHOPA-20-007) and Zoning By-law Amendment application (ZAC-20-012) for lands located at 19 Dawson Avenue, Stoney Creek (LS21008) (Ward 5) (Added Item 14.1)**

(Johnson/Farr)

That, after consideration by, and with the approval of, Council, the recommendations of Report LS21008 be released to the public.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

FOR INFORMATION:**(a) APPROVAL OF AGENDA (Item 2)**

The Committee Clerk advised of the following changes to the agenda:

1. DELEGATION REQUESTS (Item 6)

- 6.1 Delegation Requests regarding Hamilton Municipal Heritage Committee Report 21-002 (Item 7.2) - Former St. Giles Church (Item #3) (For today's meeting)

Added Requests:

- (iv) Marie Sharp, Friends of St. Giles
- (v) Janet Long
- (vi) Lance Darren Cole
- (vii) Shannon Kyles
- (viii) Elizabeth Eeuwes

(a) Added Pre-recorded Delegations:

- (i) Jacqueline Stagen

- 6.2 Michael Collins-Williams, West End Homebuilders Association respecting Item 10.3 (For today's meeting)

2. CONSENT ITEMS (Item 7)

- 7.2 Hamilton Municipal Heritage Committee Report 21-002

(a) Added Written Submissions:

- (iii) Ken and Mae Watson (Item #3)
- (iv) Rev. Douglas C. Moore, Laidlaw Memorial United Church (Item #3)

3. PUBLIC MEETINGS / DELEGATIONS (Item 9)

- 9.2 Applications for Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for lands located at 196 George Street, Hamilton (PED21060) (Ward 1)

(b) Added Written Submissions:

- (ii) Helen Mason

9.4 Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A) (PED20093(a)) (City Wide)

(a) Added Registered Delegations:

- (iii) Tina Novak, Hamilton & District Apartment Association
- (iv) Philip Pothen
- (v) Lynda Lukasik, Environment Hamilton
- (vi) Charles Matthews
- (vii) Katharine King (pre-recorded)
- (viii) Andy Tran (pre-recorded)
- (ix) Michelle Tom (pre-recorded)
- (x) Patricia Baker
- (xi) Leigh Reid
- (xii) Emma Cubitt (pre-recorded)
- (xiii) Kathy Garneau
- (xiv) Laura Katz
- (xv) Chris Harrison – WITHDRAWN
- (xvi) Lilly Noble
- (xvii) Sarah Jama
- (xviii) Jon Davey - WITHDRAWN

(b) Added Written Submissions:

- (vii) Durand Neighbourhood Association
- (viii) Peter and Eleanor Boeringa
- (ix) Ashley Taylor
- (x) Margaret Plut and Matthew Brown
- (xi) Viv Saunders
- (xii) Mary Lynn Taylor
- (xiii) Laura Katz
- (xiv) Geoff Palmer
- (xv) Catherine DeLottinville
- (xvi) Justin Hogeterp
- (xvii) Lydell Andree Wiebe
- (xviii) Patty Clydesdale
- (xix) Ashley Moore
- (xx) Sandy McIntosh
- (xxi) Brody Robinmeyer
- (xxii) Mary Love, The Council of Canadians
- (xxiii) Akira Ourique
- (xxiv) Nicole Andruszkiewicz
- (xxv) Bryan Webber

- (xxvi) Lilly Noble
- (xxvii) A. Erin Clayton
- (xxviii) Christine Heidebrecht
- (xxix) Morgan Van Groningen
- (xxx) Patricia Baker
- (xxxi) Patricia Baker (2)
- (xxxii) Zoe Green
- (xxxiii) Brenda Duke, Beautiful Alleys
- (xxxiv) Diane Shamchuk
- (xxxv) Ashley Feldman
- (xxxvi) Mary Ann Frerotte
- (xxxvii) Dennis McGlinchey
- (xxxviii) Alicia Wilson

4. DISCUSSION ITEMS (Item 10)

10.3 Temporary Amendments to the Cash-In-Lieu of Parking Policy for the Downtown Secondary Plan Area (PED21028) (Ward 2)

(a) Added Written Submissions:

(i) West End Homebuilders' Association

5. PRIVATE AND CONFIDENTIAL (Item 14)

14.1 Instructions - Appeal to the Local Planning Appeal Tribunal (LPAT) for Refusal of Urban Hamilton Official Plan Amendment Application (UHOPA-20-007) and 2 Zoning By-law Amendment application (ZAC-20-012) for lands located at 19 Dawson Avenue, Stoney Creek (LS21008) (Ward 5)

(Johnson/Pearson)

That the agenda for the April 6, 2021 meeting be approved, as amended.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 5 Councillor Chad Collins
- YES - Ward 8 Councillor John-Paul Danko
- YES - Ward 2 Councillor Jason Farr
- NOT PRESENT - Ward 15 Councillor Judi Partridge
- YES - Ward 12 Councillor Lloyd Ferguson
- YES - Ward 11 Councillor Brenda Johnson
- YES - Ward 10 Councillor Maria Pearson

(b) DECLARATIONS OF INTEREST (Item 3)

None declared.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) March 23, 2021 (Item 4.1)

(Pearson/Wilson)

That the Minutes of the March 23, 2021 meeting be approved, as presented.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(d) DELEGATION REQUESTS (Item 6)

(i) Delegation Requests regarding Hamilton Municipal Heritage Committee Report 21-002 (Item 7.2) - Former St. Giles Church (Item #3) (For today's meeting) (Item 6.1)

(Pearson/Ferguson)

That the following Delegation Requests be approved for today's meeting, to be heard before Item 7.2:

- (i) Sarah Sheehan
- (ii) Tim Blair
- (iii) Rev. Ian Sloan
- (iv) Marie Sharp, Friends of St. Giles
- (v) Janet Long
- (vi) Lance Darren Cole
- (vii) Shannon Kyles
- (viii) Elizabeth Eeuwes

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr

NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

**(ii) Michael Collins-Williams, West End Homebuilders Association
 respecting Item 10.3 (For today's meeting) (Added Item 6.2)**

(Wilson/Johnson)

That the Delegation Request from Michael Collins-Williams, West End Homebuilders Association respecting Item 10.3, be approved for today's meeting.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(e) CONSENT ITEMS (Item 7)

**(i) Next Generation 9-1-1 Requirements - Duplicate Street Names and
 Municipal Addressing Issues (PED20175(b)) (Wards 12, 13 and 15)
 (Item 7.1)**

(Partridge/Ferguson)

That the staff presentation be waived.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Item 1.

(f) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Delegation Requests regarding Hamilton Municipal Heritage Committee Report 21-002 (Item 7.2) - Former St. Giles Church (Item #3) (Item 6.1)

The following delegations addressed the Committee:

- (i) Sarah Sheehan
- (ii) Tim Blair
- (iii) Rev. Ian Sloan
- (iv) Marie Sharp, Friends of St. Giles
- (v) Janet Long
- (vi) Lance Darren Cole
- (a)(i) Jacqueline Stagen (pre-recorded)

(Pearson/Partridge)

That the following Delegations be received:

- (i) Sarah Sheehan
- (ii) Tim Blair
- (iii) Rev. Ian Sloan
- (iv) Marie Sharp, Friends of St. Giles
- (v) Janet Long
- (vi) Lance Darren Cole
- (a)(i) Jacqueline Stagen (pre-recorded)

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Item 2 and (g)(i).

(g) CONSENT ITEMS (Item 7) – CONTINUED

(i) Hamilton Municipal Heritage Committee Report 21-001 (Item 7.2)

(Johnson/Wilson)

That the following written submissions (Item 7.2(a)), be received:

- (i) Shelley Kaufman (respecting Report 21-001, Item 2)
- (ii) Devyn Thomson (respecting Report 21-001 Item 3)
- (iii) Ken and Mae Watson (respecting Report 21-001 Item 3)
- (iv) Rev. Douglas C. Moore, Laidlaw Memorial United Church (respecting Report 21-001 Item 3)

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

Upon request, Committee considered Item 3 of the Hamilton Municipal Heritage Committee Report 21-002, separately:

(Partridge/Farr)

Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton (Added Item 11.1) (Item 3 of Hamilton Municipal Heritage Committee Report 21-002)

WHEREAS, the Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton (the "Property") is of Cultural Heritage Value and Interest, and listed on the City's Inventory of Heritage Buildings;

WHEREAS, a recommendation to designate the Property under the *Ontario Heritage Act* was approved by the Hamilton Municipal Heritage Committee in 2018, but was not approved by Council, in August 2018;

WHEREAS, the previous Building Permit Application to Demolish the Property from 2018 has been cancelled, and there are no active Building Permits on Property;

WHEREAS, a number of identified heritage attributes of the Property were removed in 2018;

WHEREAS, there has been a change in Ward Councillor since the recommendation to designate the Property was considered in 2018;

WHEREAS, there has been change in representative for the Property, and a new proposal has been brought forward for its redevelopment which differs from the original that was for Affordable Housing;

WHEREAS, there has been increased community support from the Friends of St. Giles Church, and a petition has been submitted to Council calling for the preservation and/or adaptive reuse of the Property;

WHEREAS, Council has declared a Climate Emergency, and the adaptive reuse of the Property would align with the City's policy, and "the greenest building is the one that already exists";

THEREFORE BE IT RESOLVED:

- (a) That the property known as the Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton be added to the Municipal Heritage Register as a property of Cultural Heritage Significance;
- (b) That staff be direct to report back to Hamilton Municipal Heritage Committee with options for the preservation of the Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton including Designation and/or Adaptive Reuse; and,
- (c) That staff to liaise with property owner of the Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton.

(Partridge/Farr)

That the recommendations respecting Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton (Item 3 of Hamilton Municipal Heritage Committee Report 21-002) be **amended** by deleting them in their entirety and replacing it with the following wording:

That staff be directed to take appropriate action to designate 679 Main St E and 85 Holton St South under Part IV of the Ontario Heritage Act, including preparation and giving the required public notice of the Notice of Intention to Designate and a Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes.

Result: Amendment CARRIED by a vote of 7 to 1, as follows:

- YES - Ward 1 Councillor Maureen Wilson
- YES - Ward 5 Councillor Chad Collins
- YES - Ward 8 Councillor John-Paul Danko
- YES - Ward 2 Councillor Jason Farr
- YES - Ward 15 Councillor Judi Partridge
- NO - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Item 2.

(h) PUBLIC HEARINGS / DELEGATIONS (Item 9) – CONTINUED

(i) David Braden respecting Planning issues affecting Affordable Housing, Infrastructure Renewal and Municipal Taxes (Approved at the March 23rd meeting) (Item 9.1)

David Braden addressed the Committee respecting Planning issues affecting Affordable Housing, Infrastructure Renewal and Municipal Taxes.

(Partridge/Johnson)

That the Delegation from David Braden respecting Planning issues affecting Affordable Housing, Infrastructure Renewal and Municipal Taxes, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(Ferguson/Pearson)

That the Committee recess from 12:50pm to 1:15pm.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

In accordance with the *Planning Act*, Chair Danko advised those viewing the virtual meeting that the public had been advised of how to pre-register to be a virtual delegate at the Public Meetings on today's agenda.

In accordance with the provisions of the *Planning Act*, Chair Danko advised that if a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of the City of Hamilton before Council makes a decision regarding the Official Plan Amendment, Zoning By-law Amendment and Draft Plans of Condominium applications before the Committee today, the person or public body is not entitled to appeal the decision of the Council of the City of Hamilton to the Local Planning Appeal Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

(Wilson/Pearson)

That Item 9.5 be moved up in the agenda to be heard before Item 9.4.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(ii) Applications for Urban Hamilton Official Plan Amendment and Zoning By-law Amendment for lands located at 196 George Street, Hamilton (PED21060) (Ward 1) (Item 9.2)

Mark Kehler, Planner II, addressed the Committee with the aid of a PowerPoint presentation.

(Wilson/Pearson)

That the staff presentation be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

Sarah Knoll, GSP Group, was in attendance and indicated they were in support of the staff report.

(Pearson/Ferguson)

That the delegation from Sarah Knoll with GSP Group, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(Wilson/Pearson)

That the following virtual delegation (Item 9.2(a)) be received:

- (i) Kia Williams – Concerns with proposal

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
NOT PRESENT - Ward 2 Councillor Jason Farr
NOT PRESENT - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(Pearson/Wilson)

That the following written submissions (Item 9.2(b)), be received:

- (i) Carolyn Trickey-Bapty – Concerns with proposal
- (ii) Helen Mason – Concerns with proposal

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
YES - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko

YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Wilson/Farr)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Wilson/Danko)

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-19-006, by GSP Group Inc. (c/o Sarah Knoll) on behalf of Pearl Apartments Ltd., Owner, to redesignate the lands from Low Density Residential 3 to Medium Density Residential 2 and to establish a Site Specific Policy within the Strathcona Secondary Plan to permit a proposed maximum two and a half storey multiple dwelling containing 12 dwelling units with a maximum net residential density of 113 units per hectare, for lands located at 196 George Street, Hamilton as shown on Appendix "A" to Report PED21060, be APPROVED on the following basis:
- (i) That the draft Official Plan Amendment, attached as Appendix "B" to Report PED21060, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended.
- (b) That Amended Zoning By-law Amendment Application ZAC-19-023, by GSP Group Inc. (c/o Sarah Knoll) on behalf of Pearl Apartments Ltd., Owner, for a change in zoning from the "D/S-1787" (Urban Protected Residential – One and Two Family Dwellings, etc.) District, Modified to the "DE-2/S-1807" (Multiple

Dwellings) District, Modified to permit a two and a half storey multiple dwelling with 12 dwelling units with at grade access for each unit and 12 parking spaces, for lands located at 196 George Street, Hamilton, as shown on Appendix “A” to Report PED21060, be APPROVED on the following basis:

- (i) That the draft By-law, attached as Appendix “C” to Report PED21060, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the amending By-law, attached as Appendix “C” to Report PED21060 be added to District Map W12 of Zoning By-law No. 6593 as “DE-2/S-1807”;
 - (iii) That the proposed change in zoning is consistent with the Provincial Policy Statement (2020), conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and will comply with the Urban Hamilton Official Plan upon finalization of Urban Hamilton Official Plan Amendment No. XX.
- (c) That upon finalization of the amending By-law, that the subject lands be re-designated from “Single and Double” to “Medium Density Apartments” in the Strathcona Neighbourhood Plan.

(Wilson/Danko)

That section 2 (o) of Appendix “C” to report PED21060 be **amended** by deleting section 2 (o) in its entirety and replacing it with the following:

- ~~(o) That notwithstanding Section 18A.(30), every parking area, manoeuvring space, loading space and access driveway shall be maintained with a stable surface such as asphalt, concrete or other hard-surfaced material, crushed stone or gravel, and shall be maintained in a dust free condition.~~
- (o) ***That notwithstanding Section 18A.(30), every parking area, maneuvering space and loading space shall be maintained with a stable surface such as asphalt, concrete or other hard-surfaced material, crushed stone or gravel, and shall be maintained in a dust free condition. Every access driveway shall be maintained with a permeable hard-surfaced material, crushed stone or gravel, and shall be maintained in a dust free condition.***

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson

YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Pearson/Wilson)

That the recommendations in Report PED21060 be **amended** by adding the following sub-section (d):

(d) That the public submissions in the staff report were received and considered by the Committee in approving the application.

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 3.

(iii) Applications for Urban Hamilton Official Plan Amendment and Hamilton Zoning By-law Amendment for lands located at 555 Sanatorium Drive (Hamilton) (PED21061) (Ward 14) (Item 9.3)

No members of the public were registered as Delegations.

(Ferguson/Partridge)

That the staff presentation be waived.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

Diana Morris, T. Johns Consulting, was in attendance and indicated support for the staff report.

(Ferguson/Danko)

That the delegation from Diana Morris with T. Johns Consulting, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

(Ferguson/Danko)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

(Ferguson/Partridge)

- (a) That Amended Urban Hamilton Official Plan Amendment Application UHOPA-20-04, by T. Johns Consulting Ltd, agent, on behalf of Chedoke Redevelopment Corp., Owner, to redesignate the lands from “Institutional” to “Neighbourhoods” in Volume 1 of the Urban Hamilton Official Plan and for an amendment to the Chedmac Secondary Plan to redesignate lands from “Institutional” to “Medium Density Residential 3” and to add a site specific policy to permit a minimum residential density of 50 units per hectare to permit adaptive reuse of the existing building to a 23 unit multiple dwelling, for the lands located at 555 Sanatorium Road, as shown on Appendix “A” to Report PED21061 be APPROVED on the following basis:

- (i) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED21061, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
- (b) That Zoning By-law Amendment Application ZAC-20-009, by T. Johns Consulting Ltd, agent, on behalf of Chedoke Redevelopment Corp., Owner, for a change in zoning from the Major Institutional (I3) Zone to the Major Institutional (I3, 740, H35) Zone, to permit the adaptive reuse of the existing vacant building to a 23 unit multiple dwelling for the lands located at 555 Sanatorium Road, as shown on Appendix “A” to Report PED21061, be APPROVED on the following basis:
- (i) That the draft By-law, attached as Appendix “C” to Report PED21061, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That schedule “D” – Holding Provisions, of Zoning By-law No. 05-200, be amended by adding a Holding Provision as follows:

For the lands zoned Major Institutional (I3, 740, H35) Zone, on Map 1080 of Schedule “A” – Zoning Maps and described as 555 Sanatorium Road, the development shall not proceed until:

 - (1) The owner completes and implements an updated Functional Servicing Report and Sanitary Sewer Capacity Analysis to the satisfaction of the Manager of Development Engineering Approvals.
 - (iii) That this By-law is in conformity with the Urban Hamilton Official Plan upon approval of the Urban Hamilton Official Plan Amendment No. XX and that the proposed change in zoning is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).
- (c) That upon finalization of the amending By-law, the subject lands be redesignated from “Civic & Institutional” to “Low Density Apartments” in the Mountview Neighbourhood Plan.

(Ferguson/Partridge)

That the recommendations in Report PED21061 be **amended** by adding the following sub-section (d):

- (d) That there were no public submissions received regarding this matter.**

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 4.

- (iv) Application for Approval of Draft Plans of Condominium (Common Element) for Lands Located at 20 Southridge Court and 533 Sanatorium Road, Hamilton (PED21053) (Ward 14) (Item 9.5)**

No members of the public were registered as Delegations.

(Ferguson/Partridge)

That the staff presentation be waived.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

Diana Morris, T. Johns Consulting, was in attendance and indicated support for the staff report.

(Ferguson/Partridge)

That the delegation from Diana Morris with T. Johns Consulting, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

(Ferguson/Partridge)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

(Ferguson/Partridge)

(a) That Draft Plan of Condominium Application 25CDM-202013, by T. Johns Consulting Group Ltd. on behalf of Chedoke Redevelopment Corp., owner to establish a Draft Plan of Condominium (Common Element) comprised of a private road network, sidewalks, landscaped amenity areas, and visitor parking for 107 street townhouse dwellings on lands located at 20 Southridge Court (Hamilton), as shown on Appendix "A", attached to Report PED21053, be APPROVED subject to the following conditions:

- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-202013 applies to the plan prepared by A.J. Clarke & Associates, certified by Nicholas P. Muth OLC, and dated March 1, 2021, comprised of a private road network, sidewalks, landscaped amenity areas and visitor parking for 107 street townhouse dwellings, attached as Appendix "B" to Report PED21053;
- (ii) That the conditions of Draft Plan of Condominium Approval 25CDM-202013, attached as Appendix "D" to Report PED21053, be received and endorsed by City Council.

- (b) That Draft Plan of Condominium Application 25CDM-202014, by T. Johns Consulting Group Ltd. on behalf of Chedoke Redevelopment Corp., owner to establish a Draft Plan of Condominium (Common Element) comprised of a private road network, sidewalks, landscaped amenity areas, and visitor parking for 104 street townhouse dwellings on lands located at 533 Sanatorium Road (Hamilton), as shown on Appendix "A", attached to Report PED21053, be APPROVED subject to the following conditions:
- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-202014 applies to the plan prepared by A.J. Clarke & Associates, certified by Nicholas P. Muth OLC, and dated March 1, 2021, comprised of a private road network, sidewalks, landscaped amenity areas and visitor parking for 104 street townhouse dwellings, attached as Appendix "C" to Report PED21053;
 - (ii) That the conditions of Draft Plan of Condominium Approval 25CDM-202014, attached as Appendix "E" to Report PED21053, be received and endorsed by City Council

(Ferguson/Partridge)

- (a) That the Draft Plan of Condominium for 20 Southridge Court, attached as Appendix "D" to Report PED21053, be **amended**, as follows:
- 5. The Owner/ Developer shall enter **into** and register on title of the lands, a Joint Use Agreement with the City in order to permit the use of shared sewer and water services across future property lines and to establish a private sewer and water servicing easement over the adjacent common element private condominium road in addition to easements for vehicular and pedestrian access, **satisfactory** to the Senior Director of Growth Management. The Owner / Developer shall also pay the associated Joint Use Agreement fee of the year it is registered. ***In order to enter into a Joint Use Agreement, the Owner acknowledges that it must comply with the relevant City by-law(s) 06-026 and R84-026 (as applicable), including registration of this Draft Plan and related and adjacent Draft Plan 25CDM-XXXXX as a single condominium, if necessary.***
- (b) That the Draft Plan of Condominium for 533 Sanatorium Road, attached as Appendix "E" to Report PED21053, be **amended**, as follows:

5. The Owner/ Developer shall enter **into** and register on title of the lands, a Joint Use Agreement with the City in order to permit the use of shared sewer and water services across future property lines and to establish a private sewer and water servicing easement over the adjacent common element private condominium road in addition to easements for vehicular and pedestrian access, to the **satisfaction of the Senior Director of Growth Management**. The Owner / Developer shall also pay the associated Joint Use Agreement fee of the year it is registered. **In order to enter into a Joint Use Agreement, the Owner acknowledges that it must comply with the relevant City by-law(s) 06-026 and R84-026 (as applicable), including registration of this Draft Plan and related and adjacent Draft Plan 25CDM-202013 as a single condominium, if necessary.**

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

(Ferguson/Partridge)

That the recommendations in Report PED21053 be **amended** by adding the following sub-section (c):

- (c) That there were no public submissions received regarding this matter.**

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 1 Councillor Maureen Wilson
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 NOT PRESENT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 5.

- (v) **Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A) (PED20093(a)) (City Wide) (Item 9.4)**

Timothy Lee, Senior Planner, and Joanne Hickey-Evans, Manager of Policy Planning and Zoning By-law Reform, addressed the Committee with the aid of a PowerPoint presentation.

(Farr/Johnson)

That the staff presentation be received.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

The following delegations withdrew their delegation request or were not in attendance when called upon to speak:

- (vi) Charles Matthews – Not in attendance
- (x) Patricia Baker – WITHDRAWN
- (xv) Chris Harrison – WITHDRAWN
- (xviii) Jon Davey – WITHDRAWN
- (xvii) Sarah Jama – Not in attendance

(Johnson/Pearson)

That the following virtual delegations (Item 9.4(a)) be received:

- (i) Mike Collins-Williams – In support
- (ii) Nancy Hurst – In support
- (iii) Tina Novak, Hamilton & District Apartment Association - In support
- (iv) Philip Pothen - In support
- (v) Lynda Lukasik, Environment Hamilton – In support
- (vii) Katharine King (pre-recorded) – In support
- (viii) Andy Tran (pre-recorded) – In support
- (ix) Michelle Tom (pre-recorded) – In support
- (xi) Leigh Reid - – In support
- (xii) Emma Cubitt (pre-recorded) – In support

- (xiii) Kathy Garneau - – In support
- (xiv) Laura Katz – In support
- (xvi) Lilly Noble – In support

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Pearson/Farr)

That the following written submissions (Item 9.4(b)), be received:

- (i) Bryan Webber – In support
- (ii) Marilyn Brown - Concerns
- (iii) Edward Brown – Opposed
- (iv) Thomas Klak – In support
- (v) Evelyn LaMarsh - – In support
- (vi) Larry VanKuren - Opposed
- (vii) Durand Neighbourhood Association - – In support
- (viii) Peter and Eleanor Boeringa – In support
- (ix) Ashley Taylor - Concerns
- (x) Margaret Plut and Matthew Brown – In support
- (xi) Viv Saunders - Concerns
- (xii) Mary Lynn Taylor - Concerns
- (xiii) Laura Katz – In support
- (xiv) Geoff Palmer – In support
- (xv) Catherine DeLottinville - Concerns
- (xvi) Justin Hogeterp – In support
- (xvii) Lydell Andree Wiebe – In support
- (xviii) Patty Clydesdale – In support
- (xix) Ashley Moore – In support
- (xx) Sandy McIntosh – In support
- (xxi) Brody Robinmeyer – In support
- (xxii) Mary Love, The Council of Canadians – In support
- (xxiii) Akira Ourique – In support
- (xxiv) Nicole Andruszkiewicz – In support
- (xxv) Bryan Webber – In support
- (xxvi) Lilly Noble – In support
- (xxvii) A. Erin Clayton – In support
- (xxviii) Christine Heidebrecht – In support
- (xxix) Morgan Van Groningen – In support

- (xxx) Patricia Baker – In support
- (xxxi) Patricia Baker (2) – In support
- (xxxii) Zoe Green – In support
- (xxxiii) Brenda Duke, Beautiful Alleys – In support
- (xxxiv) Diane Shamchuk – In support
- (xxxv) Ashley Feldman – In support
- (xxxvi) Mary Ann Frerotte – In support
- (xxxvii) Dennis McGlinchey – In support
- (xxxviii) Alicia Wilson – In support

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Pearson/Johnson)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Johnson/Partridge)

That Report PED20093(a) respecting Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A), be DEFERRED to the April 20, 2021 Planning Committee meeting.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins

YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

**(vi) Michael Collins-Williams, West End Homebuilders' Association
respecting Item 10.3 (Item 6.2)**

Michael Collins-Williams, West End Homebuilders' Association, addressed the Committee respecting Item 10.3, Temporary Amendments to the Cash-In-Lieu of Parking Policy for the Downtown Secondary Plan Area (PED21028) (Ward 2), with the aid of a Powerpoint presentation.

(Farr/Pearson)

That the Delegation from Michael Collins-Williams, West End Homebuilders' Association respecting Item 10.3, be received.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(Farr/Pearson)

That Item 10.3 be moved up in the agenda to be heard at this time.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(i) **DISCUSSION ITEMS (Item 10)**

(i) **Temporary Amendments to the Cash-In-Lieu of Parking Policy for the Downtown Secondary Plan Area (PED21028) (Ward 2) (Item 10.3)**

(Farr/Johnson)

(a) That the City's Cash-in-Lieu of Parking policy attached as Appendix "B" to Report PED21028 be further **amended to provide for a reduction to \$0 for each foregone parking space on a city-wide basis, for affordable housing developments that provide housing for persons of low and moderate income as determined by the City's Housing Division**; and,

(b) That the recommendations in Report PED21028 be **amended** to add sub-section (c) as follows:

(c) That Planning staff, in consultation with staff from Transportation Planning and Parking, be directed to review and report back on an Official Plan Amendment that would permit funds collected through cash-in-lieu of parking to be utilized for the purposes of supporting micro-mobility.

Result: Amendment CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 7.

(Johnson/Partridge)

That Items 10.1, 11.1, and 11.2 be DEFERRED to the April 20, 2021 Planning Committee meeting.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge

NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(j) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) General Manager's Update (Added Item 13.1)

Jason Thorne, General Manager of Planning and Economic Development, advised the Committee that the applicant of the Demolition Permit respecting Item 3 of Item 7.2 Hamilton Municipal Heritage Committee Report 21-001, respecting Former St. Giles Church, located at 679 Main Street East, and 85 Holton Street South, Hamilton had withdrawn the demolition permit during the course of the meeting.

(Farr/Pearson)

That the General Manager's update, be received.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 8 Councillor John-Paul Danko
 YES - Ward 2 Councillor Jason Farr
 YES - Ward 15 Councillor Judi Partridge
 NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 YES - Ward 10 Councillor Maria Pearson

(k) PRIVATE AND CONFIDENTIAL (Item 14)

(i) Instructions - Appeal to the Local Planning Appeal Tribunal (LPAT) for Refusal of Urban Hamilton Official Plan Amendment application (UHOPA-20-007) and Zoning By-law Amendment application (ZAC-20-012) for lands located at 19 Dawson Avenue, Stoney Creek (LS21008) (Ward 5) (Added Item 14.1)

The Committee determined they did not need to move into Closed Session.

For disposition of this matter, refer to Item 8.

(I) ADJOURNMENT (Item 15)

(Farr/Partridge)

That there being no further business, the Planning Committee be adjourned at 6:16 p.m.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

NOT PRESENT - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

Councillor J.P. Danko
Chair, Planning Committee

Lisa Kelsey
Legislative Coordinator



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
 Building Division
 71 Main Street West – 3rd Floor
 Hamilton, Ontario, Canada, L8P 4Y5
 Phone: 905.546.2720 Fax: 905.546.2764
www.hamilton.ca

APPLICATION NO.: 20-199797-00 DP
 ATTENTION: Frank Peter
 TELEPHONE NO.: 905.546.2424 x2781

March 02, 2021

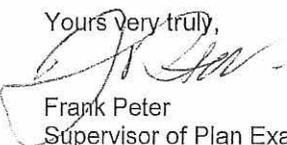
GregHart
 Skyway Construction Group
 6254SkywayRd.
 Smithville, ON L0R 2A0

RE: 196 Dundurn St.S, HAMILTON (Single Family Dwelling - Demolition Control)

This Division is in receipt of a demolition permit application for the above noted property which has been deemed to be a routine application under the provisions of the Demolition Control By-Law 09-208, as amended. Please be advised as the owner of the property and you are not in agreement with the standard rebuild conditions as set out in Section 6 of the Demolition Control By-law, the Chief Building Official is required to advise Council which retains all power with respect to issuing or refusing to issue the demolition permit in accordance with Section 7.(b) of said By-law. Therefore, as you are not in agreement with the conditions City Council approval is required. Please be advised of the following information pertaining to the demolition:

1. This demolition permit application will be heard virtually at the Planning Committee meeting on April 20, 2021. This will be one of several items considered that day. You are encouraged to attend virtually and address the Committee, with your request for the demolition without the rebuild conditions being imposed. In order to address the Committee, you are required to notify the Co-ordinator of the Planning Committee Advisory at 905-546-2424 ext. 2729 immediately. Please be advised that this Division is recommending the rebuild conditions be imposed on the demolition and if you do not address the Committee, our recommendation may be carried. Your application is then scheduled to be heard at the City Council meeting of April 28, 2021.
2. Our Division is recommending imposing the conditions as this property is in an established neighbourhood. The conditions, if imposed, will be that, prior to the issuance of a demolition permit, a building permit is required to be issued in conjunction with this permit and that the new building to be erected must be substantially completed within 2 years of the date of the demolition or \$20,000 shall be added to the tax rolls. These conditions will be required to be properly registered on title.
3. There may be additional information required to be submitted as part of the issuance of the demolition permit including but not limited to the disconnection of services forms. For any information pertaining to the issuance of the demolition permit please contact Vladimir Apostolski, Plan Examiner at 905-546-2424 extension 1388.

Yours very truly,


 Frank Peter
 Supervisor of Plan Examination

FP/fp
 c.c. Coordinator
 Committee Services/Planning & Advisory Committees
 Office of the City Clerk

EXT.
 4605
 USA



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
DATE:	April 20, 2021
SUBJECT/REPORT NO:	Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21075) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Trudy Kennedy (905) 546-2424 Ext. 7557
SUBMITTED BY:	Steve Robichaud Director of Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

Council Direction:

At the June 16, 2015, Planning Committee, staff were “directed to report back to the Planning Committee with a reporting tool that seeks to monitor applications where the 120 or the 180 day statutory timeframe applies”.

This Report provides a status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision applications relative to the statutory timeframe provisions of the *Planning Act* for non-decision appeals. In addition, this report also includes a list and status of all appendices appealed to the LPAT for non-decision.

Background:

Commencing in April, 2016, Planning Division staff have been preparing and submitting an Information Report to the Planning Committee on the status of all active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision applications relative to the 120 or the 180 statutory timeframe provisions of the *Planning Act* for non-decision appeals and outlined a process for future reporting to the Planning Committee. The monthly report includes a table outlining the active applications, sorted by Ward, from oldest application to newest.

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OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21075) (City Wide) - Page 2 of 5

Policy Implications and Legislative Requirements – Pre Bill 108

In accordance with the *Planning Act*, prior to September 3, 2019, an applicant had the right to appeal an Official Plan Amendment application after 210 days (subsection 17 (40)), Zoning By-law Amendment application after 150 days (subsection 34 (11)) and a Plan of Subdivision after 180 days (subsection 51 (34)).

In accordance with subsection 17(40.1) of the *Planning Act*, the City of Hamilton had extended the approval period of Official Plan Amendment applications from 180 days to 270 days for applications received after July 1, 2016 as prescribed in Bill 73 and from 210 to 300 days for applications received after December 12, 2017 as prescribed in Bill 139. It should be noted that either the City or the applicant were able to terminate the 90-day extension period if written notice to the other party was received prior to the expiration of the 180 day or 210 day statutory timeframes.

In addition, Zoning By-law Amendment applications that were submitted together with a required Official Plan Amendment application were also subject to the statutory timeframe of 210 days.

Policy Implications and Legislative Requirements – Post Bill 108

On June 6, 2019, Bill 108 received Royal Assent, which reduced the statutory timeframes for non-decision appeals outlined in the *Planning Act* for Official Plan Amendments, Zoning By-law Amendments and Plans of Subdivision. The changes are applicable to complete applications received after September 3, 2019.

In accordance with the *Planning Act*, an applicant may appeal an Official Plan Amendment application after 120 days (Subsection (40)), a Zoning By-law Amendment application after 90 days (Subsection 34 (11)) and a Plan of Subdivision after 120 days (Subsection 51 (34)). However, Zoning By-law Amendment applications that are submitted together with a required Official Plan Amendment application are also subject to the statutory timeframe of 120 days. The 90-day extension previously prescribed in Bills 73 and 139 is no longer applicable.

Information:

Staff were directed to report back to Planning Committee with a reporting tool that seeks to monitor applications where the applicable statutory timeframes apply. This reporting tool would be used to track the status of all active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications.

For the purposes of this Report, the status of active Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision applications have been divided, relative to the

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SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21075) (City Wide) - Page 3 of 5

statutory timeframe provisions of the *Planning Act*, that were in effect pursuant to statutory timeframes prescribed in Bill 73 and Bill 139 and new statutory timeframes prescribed in Bill 108.

Applications Deemed Complete Prior to Royal Assent of Bill 139 (December 12, 2017)

Attached as Appendix “A” to Report PED21075 is a table outlining the active applications received prior to December 12, 2017 sorted by Ward, from oldest application to newest. As of March 19, 2021, there were:

- 5 active Official Plan Amendment applications, all of which were submitted after July 1, 2016, and therefore subject to the 90 day extension to the statutory timeframe from 180 days to 270 days;
- 9 active Zoning By-law Amendment applications; and,
- 6 active Plan of Subdivision applications.

Within 60 to 90 days of April 20, 2021, all 9 development proposals have passed the 120, 180 and 270 day statutory timeframes.

Applications Deemed Complete After Royal Assent of Bill 139 (December 12, 2017)

Attached as Appendix “B” to Report PED21075 is a table outlining the active applications received after December 12, 2017, but before Royal Assent of Bill 108, sorted by Ward, from oldest application to newest. As of March 19, 2021, there were:

- 12 active Official Plan Amendment applications, all of which were submitted after December 12, 2017, and therefore subject to the 90 day extension to the statutory timeframe from 210 days to 300 days;
- 22 active Zoning By-law Amendment applications; and,
- 8 active Plan of Subdivision applications.

Within 60 to 90 days of April 20, 2021, all 25 development proposals have passed the 150, 180 or 300 day statutory timeframes.

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SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21075) (City Wide) - Page 4 of 5

Applications Deemed Complete After Royal Assent of Bill 108 (September 3, 2019)

Attached as Appendix “C” to Report PED21075 is a table outlining the active applications received after September 3, 2019, and subject to the new statutory timeframes, sorted by Ward, from oldest application to newest. As of March 19, 2021, there were:

- 20 active Official Plan Amendment applications;
- 32 active Zoning By-law Amendment applications; and,
- 12 active Plan of Subdivision applications.

Within 60 to 90 days of April 20, 2021, 5 development proposals are approaching the 90 or 120 day statutory timeframe and will be eligible for appeal. Thirty-three development proposals have passed the 90 or 120 day statutory timeframe.

Planning Division Active Files

Combined to reflect property addresses, there are 72 active development proposals. Nine proposals are 2021 files, while 24 proposals are 2020 files and 39 proposals are pre-2020 files.

Staff are currently working with the AMANDA Implementation Team to add enhancements that will allow for the creation of more detailed reporting. As a result, future tables will include a qualitative analysis of the status of active applications. It is anticipated that these enhancements will be available in 2021 and this information will be incorporated into the monthly report to Council. Furthermore, the long-term goal of the Planning Division is to make this information available on an interactive map accessed through the City of Hamilton website.

Current Non-Decision Appeals to the Local Planning Appeal Tribunal (LPAT)

At the February 2, 2021 Planning Committee meeting, Planning Committee requested that information be reported relating to development applications that have been appealed for non-decision to the LPAT. Attached as Appendix “D” to Report PED21075 is a table outlining development applications, along with the applicant/agent, that have been appealed for non-decision to the LPAT. There are currently 11 active appeals for non-decision.

**SUBJECT: Active Official Plan Amendment, Zoning By-law Amendment and Plan
of Subdivision Applications (PED21075) (City Wide) - Page 5 of 5**

Appendices and Schedules Attached:

Appendix "A" - List of Active Development Applications (prior to December 12, 2017)

Appendix "B" - List of Active Development Applications (after December 12, 2017)

Appendix "C" - List of Active Development Applications (after September 3, 2019)

Appendix "D" - Planning Act Applications Currently Appealed to Local Planning Appeal
Tribunal (LPAT)

TK:mo

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community, in a sustainable manner.

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Empowered Employees.

**Active Development Applications
Deemed Complete Prior to December 12, 2017
(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of April 20, 2021
Ward 7									
UHOPA-17-31 ZAC-17-071	1625 - 1655 Upper James St., Hamilton	27-Sep- 17	n/a	02-Oct-17	25-Jan-18	n/a	24-Jun-18	MB1 Development Consulting Inc.	1301
Ward 9									
UHOPA-16-26 ZAC-16-065 25T-201611	478 & 490 First Rd. W., Stoney Creek	12-Oct- 16	n/a	02-Nov- 16	09-Feb-17	10-Apr-17	09-Jul-17	T. Johns Consultants Inc.	1651
UHOPA-16-27 ZAC-16-066 25T-201612	464 First Rd. W., Stoney Creek	12-Oct- 16	n/a	02-Nov- 16	09-Feb-17	10-Apr-17	09-Jul-17	T. Johns Consultants Inc.	1651
UHOPA-17-01 ZAC-17-001 25T-201701	15 Ridgeview Dr., Stoney Creek	02-Dec- 16	n/a	16-Dec- 16	01-Apr-17	31-May- 17	29-Aug- 17	A.J. Clarke & Associates Ltd.	1600
Ward 10									
ZAC-15-040	9 Glencrest Ave., Stoney Creek	02-Jul- 15	n/a	17-Jul-15	30-Oct-15	n/a	n/a	WEBB Planning Consultants Inc.	2119

**Active Development Applications
Deemed Complete Prior to December 12, 2017
(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	120 day cut off (Rezoning)	180 day cut off (Plan of Sub)	270 day cut off OPA*	Applicant/ Agent	Days Since Received and/or Deemed Complete as of April 20, 2021
Ward 10 Cont'd									
UHOPA-17-05 ZAC-17-015 25T-201703	1, 19, 20, 21, 23, 27 & 30 Lakeside Dr. & 81 Waterford Cres., Stoney Creek	23-Dec- 16	n/a	17-Jan-17	22-Apr-17	21-Jun-17	19-Sep-17	IBI Group	1579
Ward 12									
ZAC-16-006 25T-201602	285, 293 Fiddlers Green Rd., Ancaster	23-Dec- 15	n/a	06-Jan-16	21-Apr-16	20-Jun-16	n/a	Liam Doherty	1945
ZAC-17-062	45 Secinaro Ave., Ancaster	28-Jul- 17	n/a	01-Aug- 17	25-Nov- 17	n/a	n/a	T. Johns Consultants Inc.	1362
Ward 13									
ZAC-17-064 25T-201710	655 Cramer Rd., Flamborough	09-Aug- 17	n/a	17-Aug- 17	07-Dec- 17	05-Feb-18	n/a	A.J. Clarke & Associates Ltd.	1350

**Active Development Applications
Deemed Complete Prior to December 12, 2017
(Effective March 19, 2021)**

Active Development Applications

1. When an application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 120, 180 & 270 day timeframe commences on the date the new materials were submitted. In all other situations, the 120, 180 & 270 day timeframe commences the day the application was received.

- * In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment applications by 90 days from 180 days to 270 days. However, applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 180 statutory timeframe

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/ Agent	Days since Received and/or Deemed Complete as of April 20, 2021
Ward 1									
UHOPA-19-004* ZAC-19-009	804-816 King St. W., Hamilton	21-Dec-19	n/a	18-Jan-19	n/a	n/a	17-Oct-19*	Urban Solutions Planning & Land Development	851
UHOPA-19-006* ZAC-19-023	196 George St., Hamilton	20-Mar-19	n/a	16-Apr-19	n/a	n/a	14-Jan-20*	GSP Group	762
Ward 2									
UHOPA-18-004* ZAC-18-009	299 - 307 John St. S., Hamilton	22-Dec-17	n/a	19-Jan-18	n/a	n/a	18-Oct-18*	Urban Solutions Planning & Land Development	1215
ZAR-19-008	124 Walnut St. S., Hamilton	21-Dec-18	n/a	18-Jan-19	20-May-19	n/a	n/a	IBI Group	851
Ward 6									
ZAC-19-035	694 Pritchard Rd., Stoney Creek	08-May-19	n/a	21-May-19	05-Oct-19	n/a	n/a	Urban in Mind Planning Consultants	713

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/ Agent	Days since Received and/or Deemed Complete as of April 20, 2021
Ward 7									
ZAR-19-026	18 Miles Rd. Hamilton	01-Apr-19	n/a	18-Apr-19	29-Aug-19	n/a	n/a	A.J. Clarke & Associates Ltd.	750
ZAC-19-031	323 Rymal Rd. E., Hamilton	26-Apr-19	n/a	01-May-19	23-Sep-19	n/a	n/a	IBI Group	725
Ward 8									
ZAC-19-017	1020 Upper James St., Hamilton	28-Feb-19	n/a	11-Mar-19	28-Jul-19	n/a	n/a	Wellings Planning Consultants Inc.	782
Ward 9									
25T-2019003	15 Picardy Dr., Stoney Creek	25-Apr-19	n/a	29-May-19	n/a	22-Oct-19	n/a	IBI Group	726
Ward 10									
ZAC-18-049	860 and 884 Barton St., Stoney Creek	01-Oct-18	n/a	11-Oct-18	28-Feb-19	n/a	n/a	MHBC Planning Limited	932
UHOPA-18-025* ZAC-18-059	466-490 Highway No. 8, Stoney Creek	23-Nov-18	n/a	06-Dec-18	n/a	n/a	19-Sep-19*	SvN Architects + Planners	879

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	150 day cut off (Rezoning)	180 day cut off (Plan of Sub.)	300 day cut off (OPA)	Applicant/ Agent	Days since Received and/or Deemed Complete as of April 20, 2021
Ward 10 cont'd									
UHOPA-19-003* ZAC-19-007 25T-2019001	238 Barton St., Stoney Creek	19-Dec-18	n/a	02-Jan-19	n/a	17-Jun-19	15-Oct-19*	A.J. Clarke & Associates Ltd.	853
25T-2019004	1288 Baseline Rd., Stoney Creek	06-May-19	n/a	09-May- 19	n/a	02-Nov- 19	n/a	IBI Group	715
Ward 11									
UHOPA-18-016* ZAC-18-040 25T-2018007	9511 Twenty Rd. W., Glanbrook	10-Jul-18	n/a	15-Aug- 18	n/a	06-Jan-19	06-May-19*	Corbett Land Strategies	1015
Ward 12									
ZAC-18-048 25T-2018009	387, 397, 405 and 409 Hamilton Dr., Ancaster	09-Sep-18	n/a	28-Sep-18	06-Feb-19	08-Mar- 19	n/a	Fothergill Planning & Development Inc.	954

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Ward 12 cont'd									
25T-2018006	140 Glancaster Rd., Glanbrook	05-Jul-18	n/a	08-Nov-18	n/a	01-Jan-19	n/a	MHBC Planning Limited	894
UHOPA-18-022* ZAC-18-056 25T-2018010	26 Southcote Rd., Ancaster	05-Nov-18	n/a	15-Nov-18	n/a	04-May-19	01-Sep-19*	A.J. Clarke & Associates Ltd.	897
UHOPA-18-024* ZAC-18-058	154 Wilson St. E., Ancaster	28-Nov-18	n/a	10-Dec-18	n/a	n/a	24-Sep-19*	Urban Solutions Planning & Land Development	874
UHOPA-19-002* ZAC-19-002	1173 and 1203 Old Golf Links Rd., Ancaster	03-Dec-18	n/a	01-Dec-18	n/a	n/a	29-Sep-19*	A.J. Clarke & Associates Ltd.	869
Ward 14									
ZAR-19-006	1269 Mohawk Rd., Ancaster	14-Dec-18	n/a	11-Jan-19	13-May-19	n/a	n/a	MBI Development Consulting INC.	858

**Active Development Applications
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(Effective March 19, 2021)**

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Ward 14 cont'd									
ZAC-19-011	1933 Old Mohawk Rd., Ancaster	12-Dec-18	n/a	10-Jan-19	11-May-19	n/a	n/a	Urban Solutions Planning & Land Development	860
ZAC-19-021	974, 980 Upper Paradise Rd., Hamilton	18-Mar-19	n/a	22-Mar-19	15-Aug-19	n/a	n/a	T. Johns Consulting Group	764
Ward 15									
RHOPA-18-020* ZAC-18-045	173 & 177 Dundas St. E., Flamborough	23-Jul-18	n/a	15-Aug-18	n/a	n/a	19-May-19*	MHBC Planning Limited	1002
RHOPA-19-102* ZAC-19-044 25T-201905	30, 36 & 42 Dundas St. E. & 522 Highway 6, Flamborough	10-Jun-19	n/a	08-Jul-19	n/a	08-Oct-19	05-Apr-20*	MHBC Planning Limited	680
UHOPA-19-013* ZAC-19-046	10 Mallard Trail, Flamborough	24-Jun-19	n/a	26-Jun-19	n/a	22-Oct-19	19-Apr-20*	GSP Group	666

**Active Development Applications
Deemed Complete After December 12, 2017
(Effective March 19, 2021)**

Active Development Applications

1. When an application is deemed incomplete, the new deemed complete date is the day the new materials are submitted. In these situations, the 150, 180, 210 & 300 day timeframe commences on the date the new materials were submitted. In all other situations, the 150, 180, 210 & 300 day timeframe commences the day the application was received.
- * In accordance with Section 34 (11.0.0.0.1), of the *Planning Act*, the approval period for Zoning By-law Amendment applications submitted concurrently with an Official Plan Amendments, will be extended to 210 days.
- * In accordance with Section 17 (40.1) of the *Planning Act*, the City of Hamilton has extended the approval period of Official Plan Amendment applications by 90 days from 210 days to 300 days. However, applicants can terminate the 90 day extension if written notice to the Municipality is received prior to the expiration of the 210 statutory timeframe.

**Active Development Applications
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(Effective March 19, 2021)**

File	Address	Date Received	Date ¹ Deemed Incomplete	Date ¹ Deemed Complete	90 day cut off (Rezoning)	120 day cut off (OPA or Plan of Sub)	Applicant/ Agent	Days Since Received and/or Deemed Complete as of April 20, 2021
Ward 1								
UHOPA-20-003 ZAR-20-008	354 King St. W., Hamilton	20-Dec-19	n/a	21-Jan-20	n/a	18-Apr-20	GSP Group	487
UHOPA-20-012 ZAC-20-016	1107 Main St. W., Hamilton	13-Feb-20	n/a	13-Mar-20	n/a	12-Jun-20	Bousfields Inc.	432
Ward 2								
UHOPA-20-001 ZAR-20-001	383 and 383 1/2 Hughson St. N., Hamilton	29-Nov-19	n/a	29-Dec-19	n/a	28-Mar-20	T. Johns Consulting Group	508
UHOPA-20-008 ZAR-20-013	222-228 Barton St. E., and 255 - 265 Wellington St. N. Hamilton	20-Dec-19	n/a	17-Jan-20	n/a	18-Apr-20	Urban Solutions Planning and Land Development	487
UHOPA-20-015 ZAC-20-027	179 – 189 Catharine St. N., Hamilton	07-Jul-20	n/a	22-Jul-20	n/a	04-Nov-20	IBI Group	287
UHOPA-20-025 ZAC-20-038	115 George St. & 220-222 Main St. W., Hamilton	04-Sep-20	n/a	28-Sep-20	n/a	02-Jan-21	GSP Group	228

**Active Development Applications
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Ward 3								
ZAR-19-054	95-97 Fairholt Rd. S. Hamilton	30-Oct-19	n/a	29-Nov-19	27-Feb-20	n/a	MHBC Planning	538
Ward 7								
ZAC-20-033	1411 & 1415 Upper Wellington St. Hamilton	05-Aug-20	n/a	02-Sep-20	03-Nov-20	n/a	T. Johns Consulting Group	258
25T-202004	4 Vickers Rd., Hamilton	12-Aug-20	n/a	9-Sep-20	n/a	10-Dec-20	The Biglieri Group	252
UHOPA-20-021 ZAC-20-037 25T-202006	544 & 550 Rymal Rd. E., Hamilton	11-Sep-20	n/a	11-Oct-20	n/a	09-Jan-20	Rymal East Development Corp.	221
UHOPA-21-005 ZAC-21-009 25T-202104	311 and 313 Stone Church Rd. E., Hamilton	14-Dec-20	n/a	22-Jan21	n/a	13-Apr-21	Urban Solutions Planning and Land Development	127
Ward 8								
ZAC-19-056	11 Springside Cres., Hamilton	26-Nov-19	n/a	06-Dec-19	25-Mar-20	n/a	Urban In Mind Planning Consultants	511

**Active Development Applications
Deemed Complete After September 3, 2019
(Effective March 19, 2021)**

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Ward 8 cont'd								
ZAC-20-018	212 and 220 Rymal Rd. W., Hamilton	20-Feb-20	n/a	16-Mar-20	19-Jun-20	n/a	T. Johns Consulting Group	425
UHOPA-20 -016 ZAC-20-028	15-21 Stone Church Rd. E., Hamilton	16-Jul-20	n/a	30-Jul-20	n/a	13-Nov-20	GSP Group	278
UHOPA-20-017 ZAC-20 029 25T-202003	393 Rymal Rd. W., Hamilton	20-Jul-20	n/a	19-Aug-20	n/a	17-Nov-20	GSP Group	274
Ward 9								
ZAC-20-004	329 Highland Rd. W., Stoney Creek	20-Dec-19	n/a	16-Jan-20	18-Apr-20	n/a	WEBB Planning Consultants Inc.	487
UHOPA-20-010 ZAC-20-015 25T-200303R	2080 Rymal Rd. E., Glanbrook	20-Dec-19	20-Jan-20	31-Jan-20	n/a	19-May-20	A.J. Clarke & Associates Ltd.	445
ZAC-20-026	250 First Rd. W., Stoney Creek	20-Jul-20	n/a	24-Jul-20	30-Sep-20	n/a	Urban Solutions Planning and Land Development	292

**Active Development Applications
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Ward 10								
ZAC-19-036	564 Fifty Rd., Stoney Creek	08-May-19	28-May-19	16-Mar-20	n/a	n/a	DeFilippis Design	400
UHOPA-21-004 ZAC-21-008	1290 South Service Rd. Stoney Creek	25-Dec-20	n/a	21-Jan-21	n/a	24-Apr-21	IBI Group	116
Ward 11								
RHOPA-19-007 ZAC-19-028	3355 Golf Club Rd., Glanbrook	18-Apr-19	16-May-19	21-Oct-19	n/a	20-Feb-20	Corbett Land Strategies Inc.	547
ZAS-20-019	9255 Airport Rd., Glanbrook	25-Feb-20	n/a	16-Mar-20	25-May-20	n/a	The MBTW Group	420
25T-202002	9326 and 9322 Dickenson Rd., Glanbrook	16-May-20	n/a	09-Apr-20	n/a	07-Aug-20	WEBB Planning Consultants Inc.	403

**Active Development Applications
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Ward 11 cont'd								
25T-202007	3311 Homestead Dr., Glanbrook	07-Oct-20	n/a	15-Oct-20	n/a	21-Feb-21	Wellings Planning Consultants	195
UHOPA-21-001 ZAC-21-001 25T-202101	3169 Fletcher Rd. Glanbrook	14-Dec-20	n/a	12-Jan-21	n/a	12-May-21	A.J. Clarke & Associates Ltd.	127
UHOPA-21-006 ZAC-21-011	582 & 584 Hwy. 8, Stoney Creek	08-Feb-21	n/a	08-Mar-21	n/a	21-Jul-21	SIMNAT Consulting Inc.	71
Ward 12								
25T-200720R (2019 File)	1020 Osprey Dr., Ancaster	15-Apr-19	30-Aug-19	11-Dec-19	n/a	02-Apr-20	Coltara Development / 1892757 ONTARTO INC.	496
UHOPA-20-009 ZAC-20-014	281 Hamilton Dr., Ancaster	20-Dec-19	n/a	22-Jan-20	n/a	18-Apr-20	A.J. Clarke & Associates Ltd.	487
UHOPA-20-013 ZAC-20-017	210 Calvin St., Ancaster	18-Feb-20	04-Mar-20	11-Jun-20	n/a	09-Oct-20	SGL Planning & Design Inc.	313

**Active Development Applications
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Ward 12 cont'd								
ZAC-20-024	140 Wilson St. W., Ancaster	15-Jun-20	n/a	02-Jul-20	13-Sep-20	n/a	A.J. Clarke & Associates Ltd.	309
25T-202102	370 Garner Rd. E., Ancaster	18-Dec-20	n/a	22-Jan-21	n/a	17-Apr-21	A.J. Clarke & Associates Ltd.	123
UHOPA-21-002 ZAC-21-002	327 and 335 Wilson St. E., Ancaster	23-Dec-20	n/a	15-Jan-21	n/a	22-Apr-21	T. Johns Consulting Group	118
25T-202105	700 Garner Rd. E., Ancaster	18-Jan-21	n/a	04-Feb-21	n/a	18-May-21	MHBC Planning Ltd.	92
Ward 13								
ZAR-20-036	321 Hatt St. Dundas	27-Aug-20	n/a	24-Sep-20	25-Nov-20	n/a	Robert Russell Planning	236
ZAC-21-003	125 Pirie Dr. Dundas	23-Dec-20	n/a	22-Jan-21	23-Mar-21	n/a	Wellings Planning Consultants	118

**Active Development Applications
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Ward 14								
UHOPA-20-004 ZAC-20-009	555 Sanitorium Rd., Hamilton	20-Dec-20	n/a	22-Jan-20	n/a	21-May-20	T. Johns Consulting Group	487
Ward 15								
ZAC-20-006	518 Dundas St. E., Dundas	23-Dec-19	n/a	22-Jan-20	n/a	21-Apr-20	Urban Solutions Planning and Land Development	484
UHOPA-21-003 ZAC-21-007 25T-202103	562 Dundas St. E., Flamborough	23-Dec-20	n/a	08-Feb-21	n/a	22-Apr-21	Metropolitan Consulting Inc.	118

Active Development Applications

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**Planning Act Applications
Currently Appealed for Non-Decision to the
Local Planning Appeal Tribunal (LPAT)
(Effective March 19, 2021)**

Ward	Address	Applicant /Agent	Date Appeal Received
Ward 1			
1	69 Sanders Blvd. & 1630 Main St. W., Hamilton	Urban Solutions Planning and Land Development Consultants Inc.	October 2020
1	1190 Main St. W., 43, 47, 51 & 55 Forsyth Ave. S., 75, 77, 81, 83, 99, 103, 107, 111, 115 Traymore Ave. & 50 Dalewood Ave., Hamilton	Bousfields Inc.	March 2018
Ward 2			
2	195 Wellington St. S., Hamilton	Bousfields Inc.	November 2017
Ward 9			
9	157 Upper Centennial Parkway, Stoney Creek	WEBB Planning Consultants Inc.	September 2017
Ward 10			
10	261 King St. E., Hamilton	GSP Group	November 2017
Ward 11			
11	3033, 3047, 3055 & 3063 Binbrook Rd., Glanbrook (Binbrook)	GSP Group	August 2017

**Planning Act Applications
Currently Appealed for Non-Decision to the
Local Planning Appeal Tribunal (LPAT)
(Effective March 19, 2021)**

Ward	Address	Applicant /Agent	Date Appeal Received
Ward 13			
13	73-89 Stone Church Rd. W. & 1029 West 5 th St., Hamilton	Urban Solutions Planning and Land Development Consultants Inc.	July 2020
Ward 15			
15	609 and 615 Hamilton St. N., 3 Nesbit Blvd. & 129 – 137 Trudell Cir., Flamborough (Waterdown)	Urban Solutions Planning and Land Development Consultants Inc.	October 2017
15	157 Parkside Dr. (a.k.a. 909 North Waterdown Rd.), Flamborough (Waterdown)	MHBC Planning	March 2020
15	34 11 th Concession Rd. West and 1800 Highway 6, Flamborough	2417985 Ontario Inc & 2417972 Ontario Inc.	July 2017
15	111 Silverwood Drive (111 Parkside Drive, Flamborough (Waterdown)	Metropolitan Consulting Inc.	October 2017



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 20, 2021
SUBJECT/REPORT NO:	Draft Parking Master Plan (PED20051(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Amanda McIlveen (905) 546-2424 Ext. 6009
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That staff be directed to consult with the public on the Draft Parking Master Plan (PMP) attached as Appendix “A” to Report PED20051(a) and report back to the Planning Committee on the results of the public consultation and with the recommended Final PMP;
- (b) That staff be directed to continue to advance and report back as needed on actions emerging from the Parking Master Plan for which the need has been accelerated by the effects of COVID-19, such as adapting curb-side parking and loading to support short pick-up and deliveries and creation of a monthly parking “flex-pass” that allows commuters greater flexibility to switch between working from home, commuting by car, or taking sustainable transportation modes.

EXECUTIVE SUMMARY

The City of Hamilton Parking Master Plan (PMP) was initiated in 2019 to examine existing public parking operations, and provide direction for parking policy, planning, operations and enforcement that will align with other City-wide transportation and planning policies. The consulting firm, IBI Group, was retained to undertake the PMP following a comprehensive scope including data collection, review of best practices, consultation and engagement, policy development and financial analysis. The purpose of this Report is to provide a summary of the work undertaken, key findings, proposed strategies, and the Draft PMP. The development of the Draft PMP and its

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 2 of 15

recommendations has been a collaborative initiative with the consulting team and staff in order to ensure that the recommendations reflect local needs and opportunities but are also grounded by industry best practices.

A core objective of the PMP is to provide direction on how the parking system should evolve over the next decade. Perhaps more so than ever, there has been a rapid change in how cities are looking at parking. Many disruptive changes are occurring with respect to technology, urban development patterns, modal choices, business needs, and how parking is viewed from a financial perspective. Unlike past studies, it was necessary for the current study to look beyond the simple question of demand and supply and answer a broader range of questions. This includes some challenges unique to Hamilton such as how to balance previous Council direction with respect to the disposition of selected parking lots to support development of affordable housing, with the prevailing concerns about ensuring there is enough parking to support business needs and economic development. In addition, since commencing the PMP, COVID-19 and its drastic impacts emerged as a dominant factor for which the lasting impacts on travel habits and parking needs are yet to be understood.

The Draft PMP attached as Appendix “A” to this Report includes a total of 24 recommendations categorized under a set of four general principles as follows:

1. Financial Sustainability – Operate the Parking System as a Self-Funded Organization with Fair and Transparent Pricing Policies;
2. Economic Development – Support Local Business and Stimulate Development by Efficiently Managing Parking Supply;
3. Environmental Sustainability – Reduce Climate Impact by Supporting Sustainable and Environmentally Friendly Transportation Mode Choices; and,
4. Resiliency – Prepare for an Uncertain Future.

These principles and their component recommendations are intended to guide the evolution of the parking system over the coming decade, and to provide an overall framework for the many day-to-day operational decisions around parking that will need to be made as the City transforms.

Beyond the specific recommendations, an over-arching objective of the PMP is to assess the financial sustainability of the municipal parking system. Over the past decade, Hamilton Municipal Parking System (HMPS) has successfully generated net revenues from parking, and after expenses, and on average, HMPS has transferred between \$1.2 M-\$2 M to the levy, in addition to amounts paid in property taxes. With a declining supply of parking in the core area, in combination with increased expenses, this net levy contribution is expected to decline placing HMPS at risk of not being

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 3 of 15

financially sustainable. Accordingly, the PMP includes recommendations aimed at ensuring financial sustainability, including optimizing pricing policies and adopting a dynamic pricing model. The financial analysis also recognized that parking pricing and parking demand are intrinsically linked. Marginal increases in price and corresponding reductions in demand, can mitigate the need for capital intensive parking supply expansions.

Outside of the recommendations of the IBI Group Study, it is important to recognize that HMPS will need to continue to evolve as the nature and make-up of parking within the City changes. Longer term, anticipated structural changes that are anticipated include:

- A reduced portfolio of off-street parking and greater focus on managing on-street parking;
- Increased role in facilitating new mobility options that off-set the need for expanded parking supply; and,
- Increased requirement to consider cost mitigation measures to maintain financial sustainability, and/or recognition that net revenues and contributions to the levy from parking will decline over time.

Alternatives for Consideration – See Page 15**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

HMPS was created in 1998 when the Parking Authority Board was dissolved, and paid parking operations were integrated with other City parking services. Since 1998, HMPS has been operating as an integrated business unit within the Planning and Economic Development Department (PEDD) and preceding departments. In 2018, a new Division within PEDD was created which brought together Transportation Planning and Parking (TPP).

Over the past decade and a half, there have been two significant strategic parking studies. In 2005, a City-wide Parking and Loading Study was undertaken. This Study was primarily aimed at providing a projection of future parking demand and supply options to accommodate this demand and included recommendations on potential locations for downtown parking structures. In 2013, the Downtown Hamilton Parking Study and Parking Garage Assessment was completed. This Study was primarily

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 4 of 15

intended to re-assess parking use and demands, to forecast future demands for parking, to examine options to provide additional parking, as well as, to complete a financial assessment for constructing new parking facilities in Downtown Hamilton. An outcome of this Study was the issuance of a Request for Information (RFI) to gauge the level of private sector interest in participating with the City in the development of a parking structure in one of the two Downtown “high demand parking areas”, a process which has since been completed with mixed results.

In addition to the above Studies, there have been several other recent reports that have had an influence on the evolution of the parking system including:

- In 2017, Council approved Report PED17219 Properties and Process for Disposition of Lands for Affordable Housing which included several surface parking lots in the list of properties for disposition;
- In late 2019 and early 2020, several reports were received by the Planning Committee and Council on parking rate increases, including Report PED19238(a) Parking Fee Update Info Report; and,
- In June 2020, Report PED20051 Parking Master Plan Review/Update was presented to the Planning Committee and provided an interim update on the PMP. Several issues were raised for consideration by Committee members at this time, including the increased need for curb-side parking, as well as, the financial impacts of COVID 19 on the Parking System.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The PMP is a strategic document informed by a number of City-wide policy documents including the Transportation Master Plan (TMP), the Official Plan, and various Secondary Plans.

The TMP indicates that “parking influences both transportation and land use patterns. Having effective parking management strategies can support modal choice and active modes of travel, transit-oriented development, and ultimately economic growth. Pricing strategies, Zoning By-Law requirements, and the application of emerging technologies can improve the efficiency of the municipal parking system and improve customer experience. As Hamilton shifts towards a balanced approach to transportation, there is a need to integrate parking through the development of a City-wide parking master plan.”

RELEVANT CONSULTATION

Public and stakeholder engagement has been an important component of the PMP. To date, substantial engagement has been undertaken throughout the Study. A summary

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 5 of 15

of the engagement process and comments received is included in Appendix “B” attached to this Report with additional details provided in Appendix “D” attached to this Report. The engagement approach has followed the core principles of public engagement identified in the City’s Public Engagement Charter and has provided the public and external stakeholders with well-balanced and objective information, as well as, an opportunity for all parties to ensure their concerns have been addressed and heard.

A number of tools have been used to gather input from the public and key stakeholders, including:

- A web-based survey and mapping tool;
- Direct e-mail stakeholder survey;
- Formal Public Information Centre (PIC);
- BIA meetings; and,
- Targeted stakeholder interviews.

The majority of respondents to the public survey tended to agree on the following:

- Improved parking wayfinding is needed;
- New technologies would be welcomed for increased accessibility;
- Reducing parking demand by introducing Transportation Demand Management (TDM) strategies is a good strategy; and,
- There is a desire to minimize increases to parking rates.

The majority of respondents to the stakeholder survey tended to agree on the following:

- Increased accessibility of payment options for parking would increase the customer experience and benefit the business community;
- Wayfinding improvements are desired; and,
- A desire to minimize increases to parking rates.

On January 21, 2020, the first PIC meeting was held at City Hall in a drop-in format. Four key themes were identified through consultation with attendees:

- Parking operations should continue to be self-funded and priced appropriately to encourage alternate modes of transportation;
- On-street patios are a good tool for businesses but do occupy desired parking space;
- An increase to long-term off-street parking supply is desired; and,
- Expansion of the City’s cycling network through the removal of on-street parking.

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 6 of 15

Top requests from BIAs and other City business partners include:

- Adding additional parking supply in key areas where demand out-paces current supply levels or where transportation hubs exist; and,
- Additional wayfinding capabilities that would benefit customers by adding an ease when looking for parking availability.

Reviewing parking regulations and policies around universities, colleges, and hospitals is important to support business growth.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

In July 2018, Council directed staff to undertake a PMP to identify the need for a strategic, comprehensive, City-wide plan to align parking operations with current planning and transportation policies, such as the updated Official Plan and the TMP.

Continued investment and economic growth in Hamilton have brought new businesses and residential and cultural developments to the area which are attracting more residents and visitors. In order for HMPS to support the positive momentum and growth in many areas of the City, a new vision and overarching strategy for parking in Hamilton needs to be created.

Through a competitive process, the consulting firm of IBI Group was retained to carry out the PMP. Working closely with staff, the development of the PMP to date has included the following major components:

- Data collection and initial consultation;
- Plan development, including Downtown and City-wide parking strategies, and creation of a financial model; and,
- Development of the Draft PMP.

Following consideration of the Draft PMP by Committee and Council, the next step will be to host a second PIC to receive feedback from the public and key stakeholders on the draft recommendations. Following this further public consultation, the PMP Report will be refined and finalized.

Existing and Future Parking Demand

HMPS offers a wide range of parking facilities for residents, visitors and employees. On-street parking is available in most business hubs in the City which ensures high turnover to support short-term parking needs. Further, HMPS operates a full scale on-street residential parking program with permit parking and manages all on-street parking regulations. Off-street Municipal Car Parks and two parking garages in the downtown core provide vehicle users with long-term parking. These facilities offer

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 7 of 15

monthly permit parking and are the main parking facilities for large scale events in the Downtown Core.

Parking utilization surveys were completed in November 2019 and covered the following areas:

- Municipal Car Parks (City-Wide);
- Private Car Parks in the Downtown; and,
- On-street parking spaces in BIAs and other selected corridors.

Appendix “B” attached to this Report provides a full review of the parking surveys and existing conditions. Based on the Fall 2019 surveys (which were conducted prior to COVID-19), the Downtown parking system peaked at noon during the weekday with a utilization of 80%. This represents an average of all spaces, including public and privately accessible lots. It is noted that several sub-areas experience a utilization peak closer to 100%. The 2019 data indicates a significant increase in utilization as compared to conditions in 2013 where utilization was 68%. The parking supply and demand assessment indicates that the Downtown Hamilton parking system is sufficient to accommodate the existing parking demand.

While capacity is sufficient, overall, pre-COVID-19, some parking facilities were observed to operate near or above effective capacity, particularly in the north-west quadrant of the downtown near King and Bay, the area around John Street and Wilson Street, and most of the lots within and south of International Village. These are also the areas of significant change in terms of new capacity (George/Caroline garage), redevelopment of existing lots (King and Bay) and new developments on existing private lots. All of these recent and pending changes in supply have been taken into account in the development of future forecasts as discussed below.

As part of the PMP, forecasts of future parking demand were developed, in part to inform the assessment of potential deficiencies, but also to help inform the development of overall strategies, and the different levers including supply, pricing, and demand management. Forecasts considered the following:

- Population and employment growth;
- Known new developments;
- Changes to parking supply due to redevelopment of off-street facilities or repurposing of on-street spaces in favour of other uses; and,
- Changing travel patterns including dependency on personal vehicles, adoption of transit and active transportation options, impacts of micro-mobility services.

Appendix “C” attached to this Report provides technical information on future parking demand. Overall, the demand for parking in Hamilton is expected to continue to grow

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 8 of 15

over the next ten years based on population growth and increased commercial and retail activity, even after accounting for potential shifts in modal preferences. It is noted; however, that this does not consider any potential lasting impacts of COVID-19 on remote working, and on-line shopping. The overall findings, which are detailed in the Draft PMP Background Report, are as follows:

- Within the Downtown, based on known changes and prevailing pricing policies, both private and public off-street parking will be over capacity at peak times with an estimated shortage of some 400-500 spaces. This shortage is to a large extent due to the redevelopment of several major surface lots including King/Bay, Bay/Cannon and Catherine/Hunter, and numerous private lots. Although these developments will include a parking component, increased supply is largely to serve the development and does not off-set losses in public parking;
- On-street parking within the Downtown is also projected to operate close to capacity. This does not include any losses in on-street parking that may result from rapid transit; and,
- Outside of Downtown and International Village, parking supply in most other BIAs is generally enough to accommodate future needs. Areas of concern include Downtown Stoney Creek, and the Waterdown Village Core.

These findings are not significantly different than the 2013 and 2005 parking Studies. However, unlike those Studies, which recommended new structured parking to accommodate demand, the current PMP includes a broader range of solutions, including demand management.

Parking Policy and Best Practices Review

In order to inform the recommendations for Hamilton, IBI Group carried out a review of the City's current practices and how these compare to what are viewed as practices across the parking industry. The following were identified as areas for review:

- Financial Sustainability

In order for the HMPS to operate as a financially sustainable business unit, it is imperative that parking fees are restructured to ensure revenues exceed operational costs. Annual, fixed rate increases indexed to inflation will assist in ensuring expenses do not out-pace revenues. Operating cost efficiencies will also need to be considered as the base of parking supply declines due to repurposing of lots.

Implementing performance and dynamic based pricing in all City-owned and operated facilities is a strategy that will assist to improve revenues, as well as, assist in achieving

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 9 of 15

the City's mode share targets. Further, non-payment of parking fees by accessible permit holders in municipal car parks and on-street meters should be reviewed due to recent changes in technology making payment more accessible.

- On-Street Residential Parking

A review of the on-street Accessible Parking Program, inclusive of a fee structure, is appropriate to provide efficiency and effectiveness of the long-term sustainability of the program.

- Cash-in-Lieu of Parking Policy

The City's current Cash-In-Lieu of Parking (CILP) Policy authorizes the City to consider a cash-in-lieu (CIL) payment for all or part of the parking required under the applicable 'in force' zoning by-law. The current balance of the CILP Reserve is \$656 K which provides for limited new stand-alone parking supply. There is an opportunity to review the CIL policy and look into alternative options of utilizing the funds collected.

- Residential Boulevard Agreement and Access Permit Processes

A review of both the residential boulevard agreement and access permit processes are necessary in order to streamline and become more customer friendly. While the intent is not to extend these programs outside of the original City of Hamilton, the policies and requirements surrounding these programs have not been reviewed in some time and it is essential to reform these policies to minimize impact of parking on urban design and pedestrian activity.

- Enforcement

While current parking enforcement practices have seen several recent improvements inclusive of live (real-time) parking enforcement and pay-by-plate technology through both the mobile application for parking and new pay and display machines, further advancements in enforcement technology such as License Plate Recognition (LPR) should be explored. Many other municipalities are adopting LPR technology to improve overall efficiency of operation.

- Supply Expansion

Given increasing land costs, and the cost of structured parking, which is in the range of \$40 K-\$50 K per space, the potential for the City to locate and build one or more standalone parking structures is becoming challenging. Hamilton is not alone in this challenge. Moreover, single purpose standalone parking structures carry a high financial risk.

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 10 of 15

Increasingly, cities are seeking out partnerships with the private sector to build multi-purpose facilities and best practices suggest Hamilton should pursue additional public parking supply through new developments and private public partnerships.

Further, underutilized private parking facilities should be viewed as potential “public” parking supply enhancement opportunities. For example, different activities require parking at different times of the day and week. When complementary activities are close together, there is the potential to share non-reserved parking facilities, resulting in more intense use of fewer total parking spaces. Offices, for example, need parking during the day and entertainment or dining facilities need parking during the evening. Therefore, there is an opportunity for shared parking which lowers both demand and the need to add more supply.

Financial Outlook

- Impacts of COVID-19

Since March 2020, there have been significant impacts to HMPS due to the COVID-19 pandemic. During this time, parking priorities have pivoted in order to support public health and safety, local businesses, and other support services across the City. Revenue declines have been experienced across all areas including on-street meters, off-street lots, and parking penalty issuance. Compared to 2019, on-street meter revenues decreased by 50% due to business and social restrictions. Parking demand in the Downtown Core and BIAs has decreased substantially due to intermittent closures of commercial businesses and the cancellation of special events.

On the enforcement side, the number of parking penalty notices issued has decreased by 32% due to relaxed on-street and off-street enforcement throughout much of the Pandemic, and lower overall parking activity in general. The total revenue from collected parking penalty notices decreased by 25% in 2020, with a significant impact directly from Ministry of Transportation (MTO) driven revenues due to Service Ontario closures and the relaxing of license plate renewals.

Overall parking revenues in 2020 were down by approximately 33% (\$4.6 M) compared to the previous year. For 2020, these losses have been mitigated emergency funding from senior levels of government. However, it is uncertain by how much these measures will continue into 2021.

For the purpose of the development of a ten-year forecast for the PMP, it is assumed that the unprecedented reductions in parking demand due to COVID-19 restrictions will even out over time. Accordingly, the 2019 revenues and costs were used as the base for the financial analysis.

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 11 of 15

○ Ten-Year Financial Forecast

In 2019, the year prior to COVID-19 on-set, gross revenues for HMPS were approximately \$14.7 M which encompasses on-street meter and annual permit revenue, municipal car park transient and monthly permit revenue, administration fees, parking ticket revenue, and plate denial fees from the MTO. In comparison, expenses were approximately \$12.2 M, comprised of employee costs, maintenance, vehicles, property taxes, and contractual costs. Historically, the net surplus is used to fund the parking reserve, as well as, off-set the general levy. On average, HMPS transfers between \$1.2 M-\$2 M to the levy, in addition to amounts paid in property taxes.

Over the next decade, there will be many changes to the parking system, and it is, therefore, important to understand and influence the financial sustainability of the parking system and the ability for HMPS to continue to operate as a self-sustaining business unit.

As part of the PMP, four different financial scenarios were developed:

1. Scenario One – Status Quo;
2. Scenario Two – Revised Pricing Framework;
3. Scenario Three – Revised Pricing Framework & Modest Rate Increases; and,
4. Scenario Four - Revised Pricing Framework, New Infrastructure, & Modest Rate Increases.

As detailed in Appendix “A” attached to this Report, Scenario One assumes that parking prices will increase in line with inflation, while scenarios Two and Three apply increases in both on-street and off-street prices to better manage parking demand and ensure the financial sustainability of the parking system. Scenarios Two and Three are based on the premise that small increases in parking prices can help off-set the need for large capital investments required to expand supply. Conversely, Scenario Four builds in the cost of a new Downtown parking structure.

Under all scenarios, the parking system is projected to remain financially sustainable including maintaining contributions to the levy and capital reserve.

An advantage of the revised pricing regimes under Scenario Two and Three is it provides the opportunity for greater investments in the parking system, such as improved technology, that in turn maximizes the efficiency of existing supply; and provides for a better user experience. At the same time, these scenarios maintain the predictability of contributions to the levy. Thus, it is Staff’s recommendation that Scenario Three is the most appropriate long-term, financial scenario to be considered for the sustainability of the parking operation until 2030.

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 12 of 15

While Scenario Four is also financial sustainable and can provide funding for increased parking supply, it will place a significant draw on the parking capital reserve, provide for less contributions to the levy, and potentially constrain opportunities to invest in other aspects of the parking system.

Transportation Demand Management

TDM strategies that modify travel behaviour are essential to lessening the demand for parking in much of the Downtown Core and other highly utilized business areas. Since reducing the demand for parking is closely linked with reducing vehicle trips, many of the programs recommended for reducing parking demand and increase mode share are the same ones recommended for trip reduction through TDM. In addition to City-wide initiatives to invest in transit and active transportation, reducing drive-alone trips and associated parking can be supported by the following programs:

- Carpooling permit program and carpool matching system (current Smart Commute Program);
- Increasing carshare spaces;
- Promoting one-way car share and developing strategies around on-street parking usage of carshare vehicles;
- Increasing number of secure bike storage lockers by reviewing underutilized space in current parking facilities;
- Increasing parking supply in areas that easily connect to ride-share or walkable paths;
- Developing a curb-side management strategy which will assist both ride-share services and Autonomous Vehicle Technology (AVT); and,
- Supporting bikeshare by adding revenue streams to provide funding.

In the City's recent update to the TMP, a new vision for a balanced transportation system that supports economic growth and healthy and safety communities has been established. HMPS can continue to support the strategies laid out in the TMP regarding land use and improving transportation patterns.

Parking Technology Review

- Recent and In-progress Initiatives

Several recent initiatives that have supported parking City-wide have been completed by HMPS, inclusive of a pay-by-phone parking application, pay-by-plate technology with new credit card pay and display machines, live enforcement software, and moving historic and current data into the Cloud environment. In addition to these initiatives, numerous operational changes will be undertaken by Staff in the coming months:

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 13 of 15

- Upgrading traditional on-street, single space meters with new smart meters and pay and display machines (selected locations);
 - Upgrading the Microsoft Access “Municipal Administrative Parking Permit System” (MAPPS) parking permit databases to a customer friendly, web-hosted parking management application with an e-commerce front-facing solution;
 - Upgrading the Parking Access and Revenue Control System (PARCS) in the Convention Centre Parking Garage;
 - Purchasing three new vehicles with LPR technology for efficient enforcement (Capital Project ID No. 4902057200);
 - Implementation of 24, dual-head Electric Vehicle (EV) charging stations City-wide; and,
 - A public-facing Geographic Information System (GIS) map of City-wide parking regulations.
- Medium to Long-Term Technology Upgrades

Many stakeholders, inclusive of the public, BIAs and other business organizations, have noted the importance of increasing parking technology in order to achieve increased accessibility and compliance with customers and end-users. While, in the last two years, Staff have introduced the ability for real-time parking enforcement, pay-by-phone and pay-by-plate technology, and credit card capability in over 90% of municipal off-street lots, additional technologies are available to improve the parking operation including:

- LPR technology which is used in combination with pay parking technologies that record vehicle license plates, such as pay-by-plate technology and parking apps, to provide a more efficient method of parking enforcement;
- Automated Occupancy Counters which connect individual parking spaces into a system, allowing users and operators to view parking utilization and availability through a connected application or backend management system;
- Hardware-less On-Street Parking Zones;
- Smart Parking Meters;
- Adding Additional Mobile Applications for Payment; and,
- E-Commerce Customer Database and Permit Solution.

General Principles for Parking Master Plan

In consultation with the public and key stakeholders during the course of the Study, the PMP envisions a new way forward for HMPS which will align better with the priorities of the City’s strategic plan and expected growth over the next decade and beyond.

SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 14 of 15

As demographics continue to change, travel patterns and mode share preferences will evolve, and technology will increasingly influence travel choices and the operation of the parking system. The Draft PMP outlines four guiding principles that seek to clarify and reimagine the core operating principles of the Parking System:

1. **Financial Sustainability – Operate the Parking System as a Self-Funded Organization with Fair and Transparent Pricing Policies**

Costs are incurred by HMPS to build, operate and maintain both on-street and off-street parking. HMPS is a fully user-fee supported system and to maintain financial sustainability, fees for parking must be fair and policies surrounding the implementation of fees must be transparent in order to be supported by both the public and business community;

2. **Economic Development – Support Local Business and Stimulate Development by Efficiently Managing Parking Supply**

A well planned and managed parking system supports economic development and serves a wide range of needs from short-term parking for local businesses to monthly parking programs for residents and employees. It does this while at the same time allowing for new development, intensification of our urban areas, and making an efficient use of land. The key to achieving this is to minimize the space required for parking by maximizing the efficiency of the current parking supply and integrating new parking supply within new developments;

3. **Environmental Sustainability – Reduce Climate Impact by Supporting Sustainable and Environmentally Friendly Transportation Mode Choices**

The City has recognized the importance of reducing its carbon footprint and greenhouse gas emissions in order to achieve a sustainable future. It is vital that HMPS support sustainable initiatives, such as those recommended in the most recent TMP, in order to achieve long-term environmental sustainability. HMPS can adopt pricing structures to disincentivize the high demand for parking, introduce flexible passes which are multi-use, and utilize revenues to support mobility initiatives to encourage the usage of different modes of transportation. Further, HMPS can provide charging infrastructure for electric vehicles and retrofit surface parking lots to be more environmentally friendly in support Hamilton's Climate Change Action Plan; and,

4. **Resiliency – Prepare for an Uncertain Future**

There is uncertainty surrounding parking demand due to both long-term trends in increase usage of sustainable modes of transportation and the recent COVID-19 pandemic, and changes to both traffic patterns and parking behaviours. HMPS is

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SUBJECT: Draft Parking Master Plan (PED20051(a)) (City Wide) - Page 15 of 15

ready to be dedicated to managing current supply levels more efficiently to avoid committing to building new parking structures, developing a curb-side management strategy to effectively manage short-term use of the curb, developing a long-term electric vehicle charging plan, and planning for automated vehicles and their impact on parking operations.

These principles and their component recommendations are intended to guide the evolution of the parking system over the coming decade, and to provide an overall framework for the many day-to-day operational decisions around parking that will need to be made as the City transforms. They have resulted in a total of 24 strategic recommendations that are detailed in Appendix “A” attached to this Report.

These principles and recommendations apply City-wide but may be applied differently across the City in accordance with the local context. For example, the actions required to ensure the adequacy of future parking supply in Downtown Hamilton are very different than those required to achieve the same goal in Dundas but the principle of serving existing and future parking demand are applicable within both contexts.

ALTERNATIVES FOR CONSIDERATION

Council could decide to postpone the consultation for the PMP for a period of six months until the effects of COVID-19 on longer-term parking needs are better understood. This is not recommended as the recommendations of the PMP are strategic in nature and can respond to different scenarios. A delay in the finalization of the PMP may also have cost implications for the consulting assignment.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” - Draft Parking Master Plan

Appendix “B” – Background Report I Existing Conditions and Best Practices

Appendix “C” – Background Report II Future Conditions and Financial Assessment

Appendix “D” – Parking Master Plan Supporting Appendices

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City of Hamilton Parking Master Plan

Prepared for City of Hamilton
by IBI Group
April 1, 2021

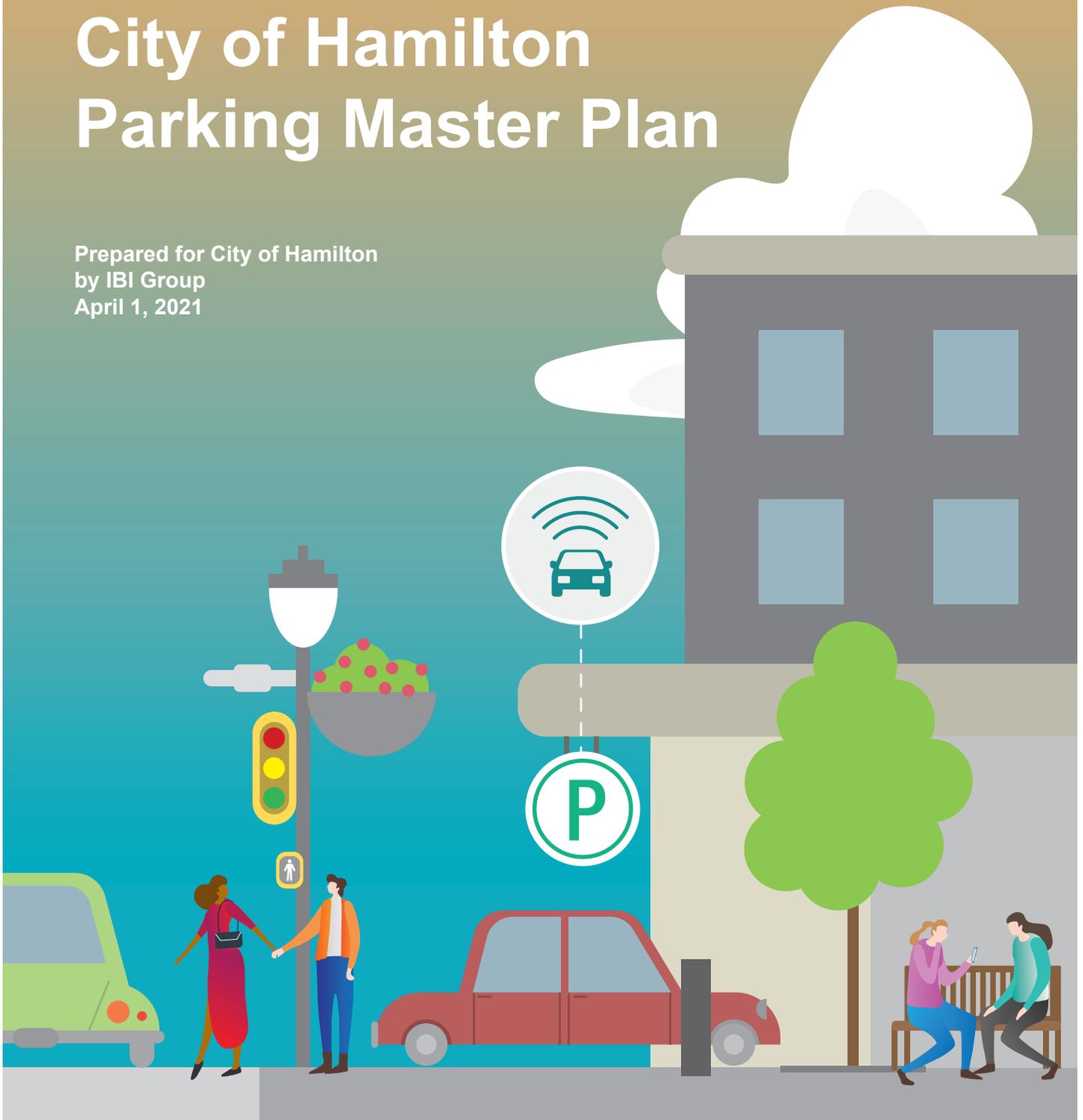


Table of Contents

1. Introduction.....	1
2. Hamilton Today.....	4
Downtown Hamilton	4
Business Improvement Areas.....	8
3. Best Practices	17
4. Hamilton Tomorrow	21
5. Financial Outlook	24
6. Recommendations	29
Financial Sustainability	30
Economic Development	32
Environmental Sustainability	34
Prepare for an Uncertain Future.....	36

1. Introduction



1. Introduction

Hamilton has grown and changed significantly since the last citywide review of parking operations in 2005. Even since the last Downtown focused parking review in 2013, Hamilton has undergone an economic revival with an influx of new residents and businesses. Land use downtown has evolved towards higher density developments while maintaining and restoring many of the heritage structures that make Hamilton unique. In many cases, these new developments have replaced existing surface parking lots which in turn has impacted parking supply and demand over a short time. At the same time, outlying communities in Waterdown, Dundas, Ancaster, Binbrook and Stoney Creek have expanded steadily and, in some places, outgrown their existing parking infrastructure.

Travel trends have also changed over the last 15 years. The emergence of Personal Transportation Providers (PTP) such as Uber and Lyft and the popularization of micro mobility services like SoBi have expanded transportation choice and reduced the need for residents to own their own cars. A growing number of Hamiltonians, especially those under 45, are increasingly including non-Single Occupancy Vehicle (SOV) travel methods as a part of their mobility choices. Even more disruption is on the horizon with the emergence of Electric Vehicles (EVs) and Connected and Automated Vehicles (CAVs) which have the potential to completely change every day travel behaviours, and the growing popularity of home delivery for retail services.

The City of Hamilton initiated the Hamilton Parking Master Plan (PMP) to address these developments, provide direction on a strategic approach to parking policy, planning, financial sustainability, and enforcement that will align with other city-wide transportation and land use planning policies, and help address the changing needs faced by the Hamilton Municipal Parking System (HMPS).

The scope of this plan is focused primarily on “public” parking supply and operations. It is not intended to review parking supply requirements for private development which are regulated through the Official Plan and applicable Zoning By-laws, except insofar as to account for these regulations and related trends on public parking needs.

The PMP focuses in particular on the challenges and solutions for Downtown Hamilton and the City’s 13 Business Improvement Areas (BIAs). To gain an understanding of Hamilton’s parking operations, the study examined existing parking supply and demand, consulted stakeholders and the general public on issues they saw and solutions they want to see in Hamilton, reviewed best practices successfully adopted in other Canadian municipalities, and established a range of future scenarios to test potential solutions. Based on the study findings, 25 strategic recommendations were identified to help guide HMPS staff in addressing existing parking issues and meeting future parking needs.

This report presents a summary of the key findings and recommendations of the PMP. More detailed data and analysis is presented in accompanying background reports as follows:

Background Report I – Existing Conditions and Best Practices: This Report includes a detailed summary of the 2019 parking inventory and utilization surveys along with a review of best practices in other jurisdictions.

Background Report II – Future Conditions and Financial Assessment: This report provides a detailed analysis of future conditions including parking demand and supply, along with an analysis of the financial implications for HMPS.

A Note on COVID-19

Over the last year COVID-19 related impacts have dramatically changed travel patterns and parking demand as in-person gatherings were restricted and many workers were required to work remotely. Overall parking demand has decreased, with far fewer people travelling to business areas across Hamilton for work or leisure, resulting in budgetary and operational challenges for many parking systems like HMPS.

But at the same time, the changes brought on by the pandemic have provided an opportunity to re-think the role that parking space can play in a city. Across Canada, on-street curbside spaces have been repurposed to serve as expanded outdoor dining areas or dedicated pick-up spaces to support local businesses. In Calgary, surface parking lots have been converted to parks, and right here in Hamilton

the York Parkade was re-imagined as an open-air concert venue. So while it is not clear what the long term impacts of COVID-19 will be on parking operations, what is clear is that cities like Hamilton can adapt and leverage parking facilities in new and creative ways to support their communities even in the face of significant challenges.

The analysis presented in this report assumes that parking demand will return to near normal levels at some point over 2021, and it is noted that the parking utilization surveys referenced herein were conducted in fall 2019 prior to COVID-19. However, several of the recommendations also envision a different future where some impacts of COVID-19 will remain permanent, or at minimum have changed the discussion around on needs and opportunities.



2. Hamilton Today



2. Hamilton Today

As of the end of 2020, Hamilton Municipal Parking System (HMPS) operated 58 surface lots, 2 parking structures, and approximately 2,700 on-street parking meters across the City. HMPS is responsible for operations across the city from Downtown Hamilton to Stoney Creek, Dundas, Ancaster, Waterdown, Glanbrook, and everywhere in between. Though all of these areas are managed by HMPS, they are distinctly different markets with different travel patterns and parking demands which result in differences in how public parking facilities are operated across the city.

Downtown Hamilton

Downtown Hamilton is the City's central core and the location where many Hamilton residents live, work, and play. It is the centre of a city of over 560,000 residents and 212,000 jobs, and is identified as an Urban Growth Centre in the Province's Growth Plan for the Greater Golden Horseshoe area. Downtown Hamilton is populated by a growing number of residential high rises, popular restaurants and entertainment venues, tourist destinations, and offices.

Downtown Hamilton contains approximately 8,600 parking spaces comprised of on-street curbside spaces (1,158 spaces), municipally owned and operated off-street facilities (2,811 spaces), and publicly accessible privately-owned off-street lots (4,579 spaces). Surveys and site visits conducted in fall 2019 indicated that the current parking supply in Downtown Hamilton is generally adequate to meet current demands. On a typical weekday, usage is approximately 80% of supply with some 1,700 spaces available. However, many individual lots are often at capacity by mid-day meaning that the travelling public must often search for available parking or opt for a location that is not optimal. On weekends, there is generally sufficient parking, but some lots operate near capacity around commercial and retail destinations like Jackson Square. Exhibits 1 and

2 summarize peak weekday and weekend parking utilization based on the fall 2019 surveys.

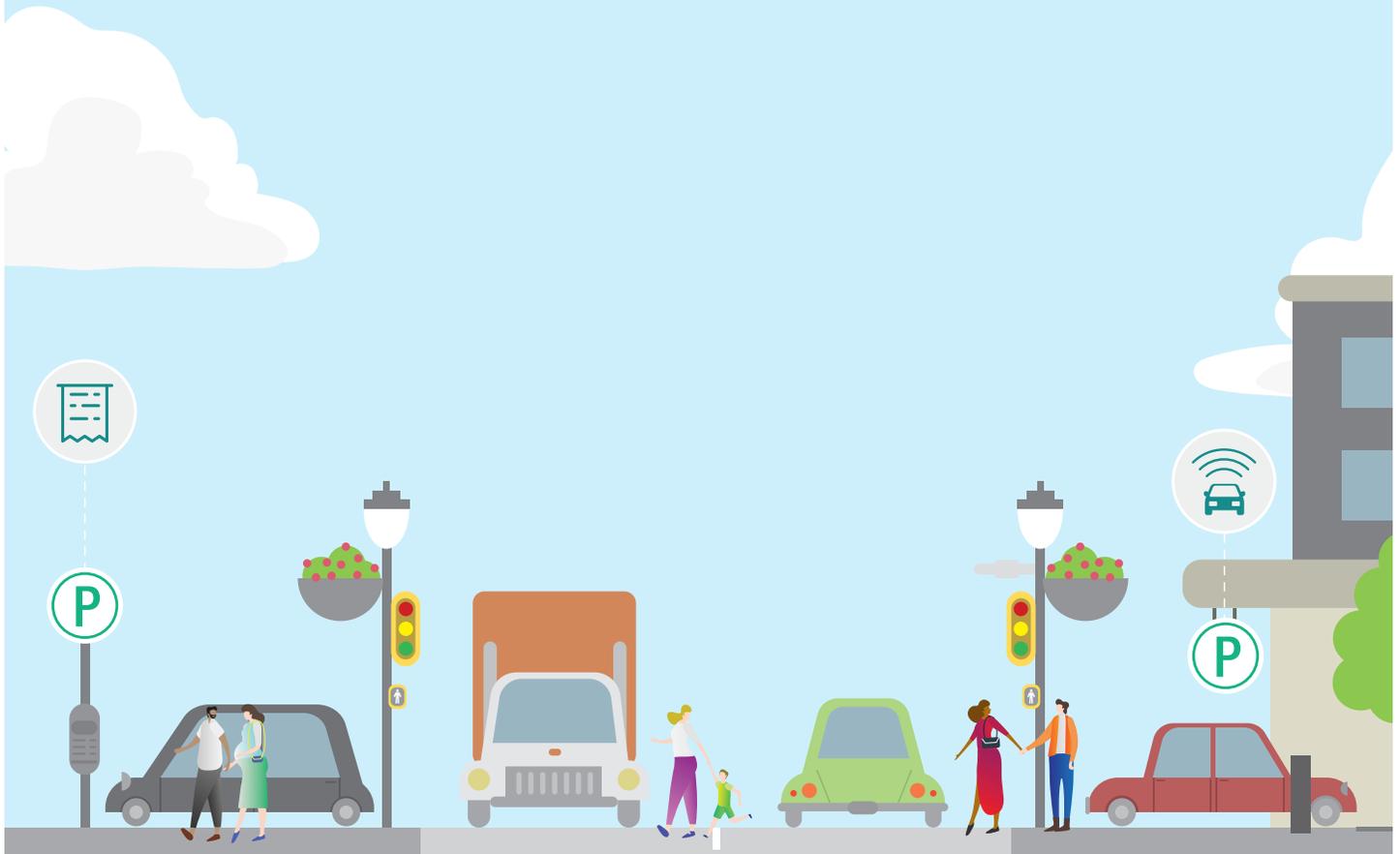
While total supply is adequate to meet demand, available parking in some key desirable areas was scarce, resulting in a general feeling among some residents and businesses that there is not enough parking downtown. This can lead to inefficient behaviours like cruising for parking and short term parking in no stopping zones. Conversely, periods of low parking utilization can lead to impressions of areas of the Downtown being under-utilized, vacant and unsafe, and they can create undesirable spatial separations between origins and destinations that reduce vibrancy and walkability.

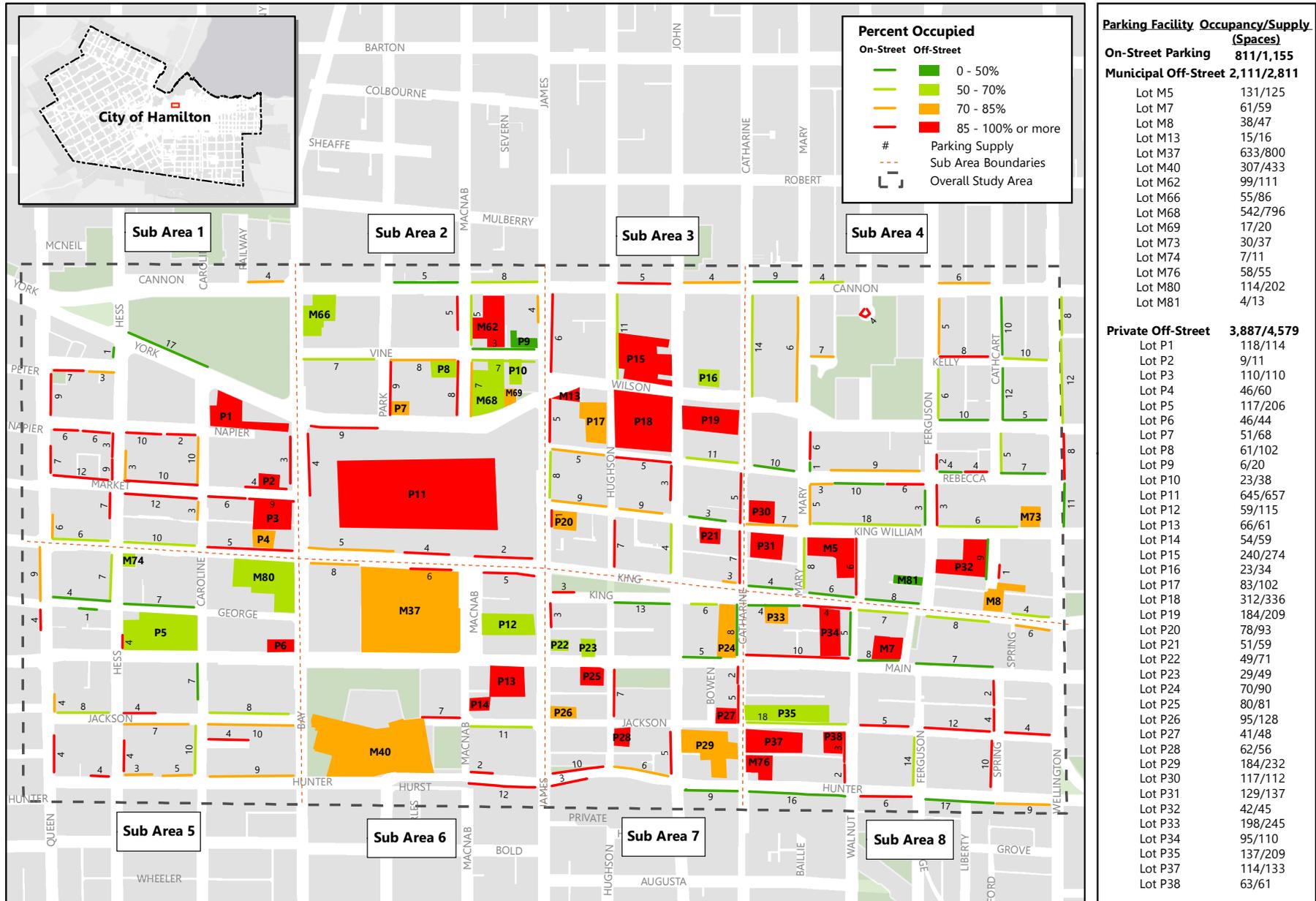
In summary, while there is generally adequate capacity to meet demand overall, the Downtown experiences periods of both acute shortages in key locations during peak periods, as well as periods of oversupply that result in inefficient land use. This suggests a high need and potential for optimizing the use of existing supply, while being strategic in the introduction of any new supply.



Key Facts about Downtown Hamilton Parking

- HMPS manages **4,000 parking spaces** in Downtown Hamilton between on and off-street spaces
- The 1,100 on-street spaces alone represent an area roughly equivalent to the size of 10 NHL-sized ice rinks
- Private parking facilities provide an **additional 4,600 spaces** in Downtown Hamilton
- On-street parking costs **\$2.00 per hour**, while off-street facilities are **\$3.00 per hour**
- Monthly parking permits are available ranging from **\$85 to \$150 per month**
- Paid parking operations are generally in effect 9 AM to 6 PM on Monday, Tuesday, Wednesday, and Saturday, and between 9 AM to 9 PM on Thursday and Friday
- Parking is free on Sundays
- Weekday parking demand peaked with **80% of parking spaces occupied**
- Weekend demand peaked with only **30% of spaces occupied**
- Municipal lots at King William Street/Mary Street (M5), Main Street/Ferguson Avenue (M7), and Catharine Street/Hunter Street (M76) operated above their stated capacities during the weekday business peak period at the time of the fall 2019 surveys
- While there is generally adequate capacity to meet demand overall, the Downtown experiences periods of both acute shortages in key locations during peak periods, as well as periods of oversupply that result in inefficient land use

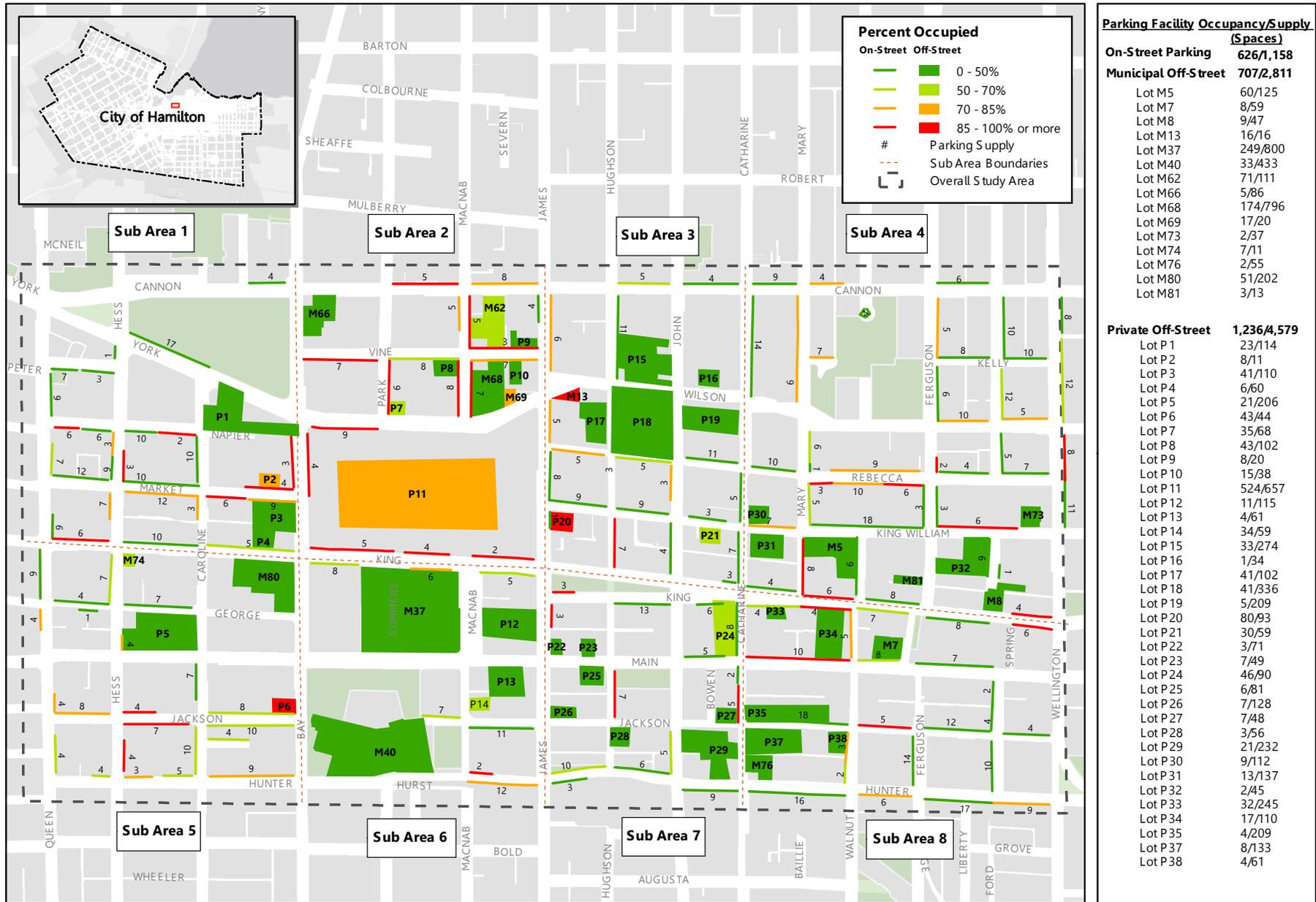




Hamilton Parking Master Plan
 Downtown: Peak Occupancy (Weekday 12:00 PM)



Exhibit 1: Downtown Hamilton Parking Supply and Peak Demand, Fall 2019 Weekday



Hamilton Parking Master Plan
 Downtown Peak Occupancy (Weekend 1:00 PM)



Exhibit 2: Downtown Hamilton Parking Supply and Peak Demand, Fall 2019 Weekend

Business Improvement Areas

Parking operations in each BIA are unique. There are a number of nuances in how parking policies are applied across the city, resulting in some cases in inconsistent access to and availability of publicly operated parking facilities. Some of these issues can be addressed by updating existing policies and regulations across the city, with an eye towards the local context, while others are unique to specific areas and do not lend themselves to one-size-fits-all solutions.

Ancaster Heritage Village



Ancaster Village lies within an area of relatively high personal vehicle mode share (approximately 82% of trips to Ancaster are by automobile). Parking opportunities are generally provided on-site at local businesses with minimal public parking. On-site private parking is complemented by 17 paid on-street parking spaces. During surveys and site visits conducted in fall 2019, 11 of the 17 on-street parking spaces were observed to be occupied at all times. Given the limited amount of on-street parking in the commercial core, one of the main challenges in Ancaster is a lack of clarity on what private parking lots are available for the public.

Barton Village



Barton Village is a mixed use area with a number of businesses fronting Barton Street. HMPS provides 186 on-street and 156 off-street parking spaces within the BIA. However, as Barton Street also functions as a Minor Arterial and truck route, and with high transit bus volumes, many conflicts are known to occur with vehicles parked on-street. The Hamilton General Hospital is a large parking demand generator with demand often spilling into the nearby residential neighbourhood. It was also observed that over half the drivers parked in the lots nearest the Hamilton General Hospital were accessible parking permit holders.

Concession Street



This “Main street” has a number of businesses that serve the neighbourhood and broader areas with 133 on-street parking spaces provided along Concession Street. Municipal off-street parking opportunities are limited (24 spaces), however several businesses provide on-site parking including the Juravinski Hospital which is a major trip and parking generator in the area. A minimum of 20% of on-street parking spaces were available at the time of the surveys, indicating that while supply is sufficient today, future growth in parking demand could strain the parking system.

Downtown Dundas



This historic main-street area currently offers 331 municipal off-street parking spaces complemented by 91 on-street spaces. Outside of the Downtown Hamilton core, Downtown Dundas has the largest supply of publicly operated parking spaces in Hamilton. Notwithstanding its high personal vehicle mode share, many local residents walk Downtown. While the on-street parking system was observed to be well utilized, almost 100 off-street parking spaces were available at all times.

Downtown Hamilton



The Downtown Hamilton BIA is a sub-section of Downtown Hamilton (as opposed to Downtown Hamilton as defined by the Downtown Secondary Plan). Generally comprising the area east of James Street and centred on Gore Park, it is a traditional central business district environment with 224 on-street and 71 off-street parking spaces provided by the HMPS. Available parking opportunities are scarce in Downtown Hamilton during the weekday peak, with 95% of the parking spaces occupied. Strategies that help manage existing demand, like dynamic pricing and real-time-parking information systems, may help parkers more easily find available spaces without requiring expensive infrastructure like new parking structures. Strategies to help manage parking demand would also support Hamilton’s planning documents (Official Plan, Downtown Transportation Master Plan, etc.). Large volumes of alternative curbside activities (transit, passenger pick-up/drop-off, office deliveries, pop-up patios, etc.) are known to occur.

International Village



Similar to the Downtown Hamilton BIA, the International Village BIA is also located within Hamilton’s Urban Growth Centre. The HMPS provides 281 off-street and 117 on-street parking spaces within this BIA. Parking users are known to experience difficulty in finding an available parking spaces during weekday business hours. Strategies aimed at managing parking demand would be beneficial. Large numbers of passenger pick-up/drop-off and ride-sharing curbside activities are known to occur.

King Street



Generally comprising the area along King Street between Caroline Street and Queen Street this is an active area for residential development with a number of new street level businesses. Most parking needs are met privately through on-site parking. However, the HMPs does provide 16 on-street and 11 off-street parking spaces. Finding an available on-street parking space may be challenging during peak periods, however available off-street parking was always observed. On-street parking time restrictions are known to create compliance issues.

Locke Street



This “Main street” neighbourhood has 124 on-street parking spaces provided along Locke Street, but no municipal parking lots. Many restaurants front Locke Street with many multi-modal transportation visitors. The municipal on-street parking is complemented by on-site private parking at many establishments as well as some off-street private commercial parking. Available on-street parking opportunities were observed at all times. The local places of worship are known to draw high parking demand on Sundays.

Main Street West Esplanade



This BIA extends between Queen Street and Dundurn Street. While lined with commercial establishments, Main Street predominantly serves through vehicles travelling Downtown from Highway 403 and western Hamilton. Similar to Locke Street, the 39 on-street parking spaces are complemented by privately owned on-site parking facilities. Abundant on-street parking opportunities are known to be available at all times, but high traffic volumes may give the perception that these spaces are not useable.

Ottawa Street



The Ottawa Street neighbourhood continues to evolve and is home to a large textile district, antique stores and other popular businesses. Large volumes of out of town visitors are known to frequent the area during weekends. The HMPS provides 102 on-street and 306 off-street parking opportunities in the Ottawa Street BIA, with plentiful available parking opportunities at all times. Recently, AM peak rush hour restrictions were eliminated in order to make on-street parking available for longer periods.

Stoney Creek



This area is characterized by a number of small businesses fronting onto King Street West. A large supply of municipal off-street parking and on-street parking along King Street West is provided, both of which are available at no cost, with a two-hour maximum parking duration. Available parking opportunities are known to be limited during weekday business hours.

Waterdown

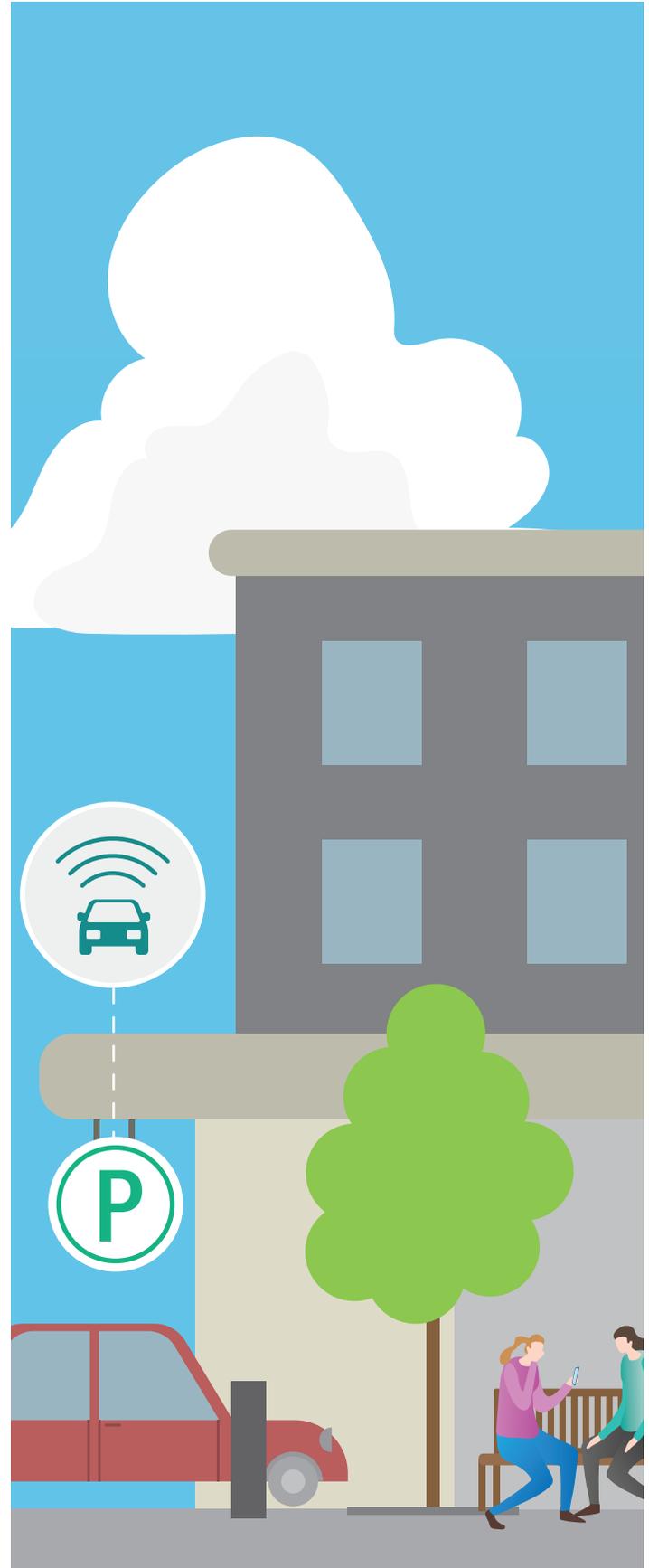


The Waterdown BIA comprises an historic main-street area with many commercial businesses fronting onto Hamilton Street North. Municipal parking facilities are limited (8 off-street parking spaces), which means that businesses rely heavily on private parking operations. Approximately 55 free on-street parking spaces are also available. Concerns have been raised around the zoning standard that small retail units (less than 450 m²) do not require a parking spaces, with fears that these uses would then rely on parking at adjacent properties. As the area intensifies, on-site parking supply shortages may develop, partially due to the lack of local municipally operated parking facilities.

Westdale Village



Similar to the Locke Street BIA, the HMPS provides 98 on-street parking spaces within the Westdale BIA, which is complemented by privately owned on-site parking. On-street parking demand is known to be high, but parking opportunities were available at all times during the 2019 utilization survey. A high volume of boulevard parking with parking infiltration from surrounding areas is known to be an issue.



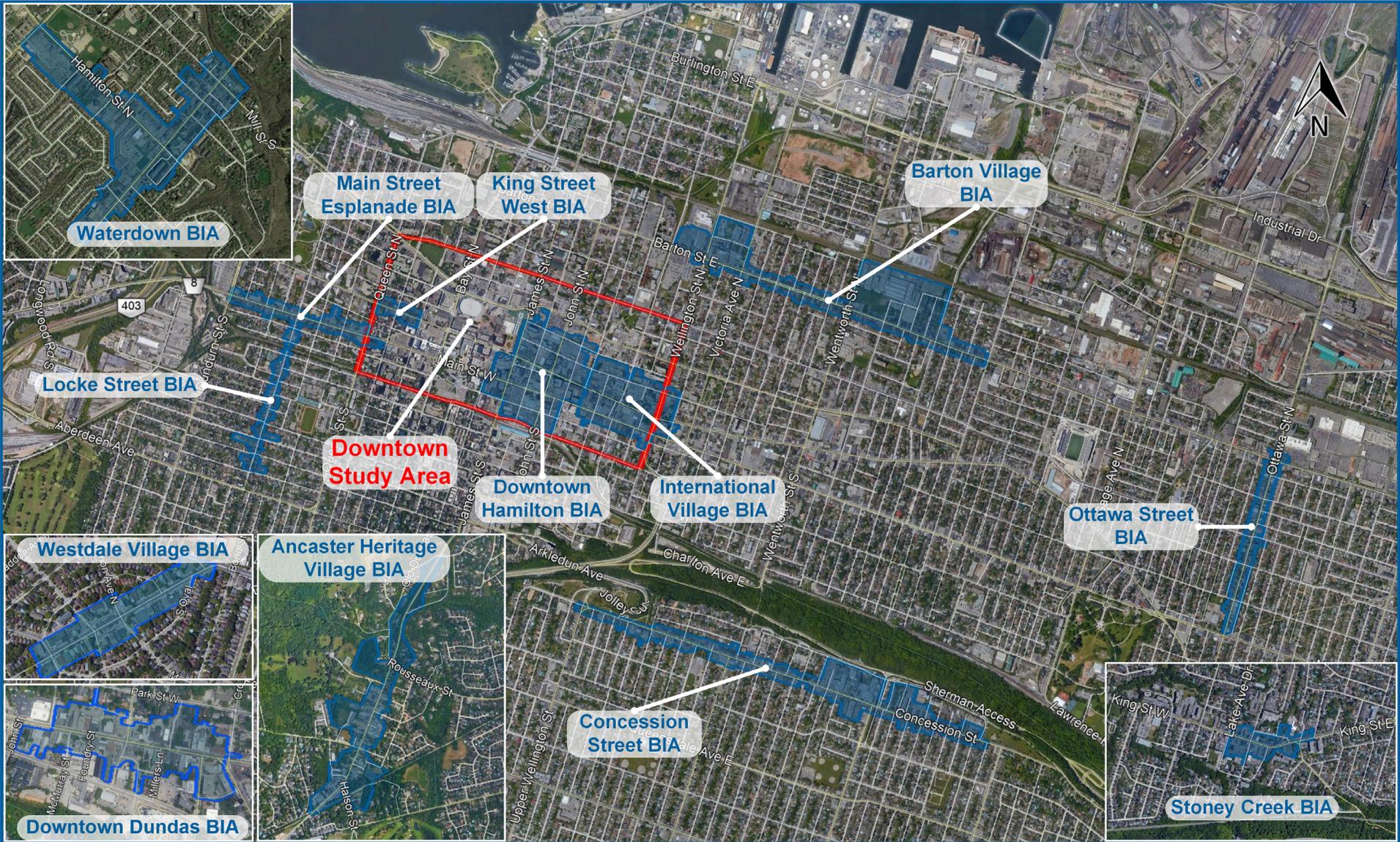


Exhibit 3: Hamilton Parking Master Plan Study Areas

3. Best Practices



3. Best Practices

From a parking perspective, Hamilton is unique in many ways. Municipal parking operations have evolved from initially being overseen by the Traffic Department, to conversion to a Parking Authority, and then to the current form of a City Division in 1998. While unique, there are still a number of lessons that can be learned from practices that other cities have adopted to address their challenges and how those strategies of succeeded or fallen short over time. By building on these experiences and applying them with the proper context, Hamilton can address the unique challenges presented across the city without having to reinvent the wheel.

This section provides a brief summary of some best practices, with additional details and insights provided in Background Report I.



Emerging Trends

Vehicle technologies such as Electric Vehicles (EVs) and Connected and Automated Vehicles (CAVs) have the potential to significantly impact parking patterns in the not-too-distant future. Growing demand for shared economy services like ride hailing, carshare, and micro mobility services like bikeshare has the potential to expand these impacts.

While the nature and magnitude of the impacts is subject to debate, most experts agree that future parking needs will be significantly impacted by technology. CAVs have the potential to reduce the need for downtown parking lots in a future where long term parking is replaced by curbside drop-off, but could conversely help make existing lots become more efficient as the space required per parking stall can be reduced. Increased use of alternative modes

like ride hailing, carshare, transit, or other micro mobility services could reduce levels of car ownership and the resulting number of people commuting in their own cars, but could increase demand for curbside space for short term use. These trends are likely to affect parking in Downtown Hamilton more than some of the outer areas as they are facilitated by a high density of trips and mixed uses.

Given that parking structures typically have a service life of 50 years, which significantly exceeds the timeframe where experts expect to see the above technology trends play out, alternative measures to meet existing and future parking needs are becoming more popular from a risk management perspective. Some of these strategies include:

- Creating publicly-available parking spaces in existing under-utilized privately owned parking facilities (e.g. older apartment buildings or lots adjacent to places of worship during off-peak times);
- Building in publicly available spaces to new developments through agreements with developers; and,
- Designing any new parking facility in a manner that allows for relatively easy conversion to other uses like housing, office space, or retail if the parking space is not needed in the future.

Best practices suggest that municipalities begin developing policies to address these and other emerging trends early. While the policies may need to be adjusted as trends and services emerge and evolve, developing policies early allows municipalities to proactively respond to future needs instead of reacting to developments they could have expected.



Future Technology

Parking technologies play an important role in the parking experience of users and can increase the efficiency of parking management. Areas where technologies can improve parking operations include parking lot entrance/exits, payment (pay and display, pay by phone, etc.), enforcement (license plate recognition systems), and wayfinding signage through the delivery of real time parking information (variable message signs, smart phone apps, online, etc.).

Given that technology procurements can be expensive, Canadian municipalities are generally upgrading technologies in areas that provide the highest benefit to cost incurred. Common upgrades include pay parking machines, parking management software, and license plate recognition (LPR) systems.

Hamilton currently has various technologies deployed throughout the HMPS (parking meters, pay and display, gated parking structure entry/exit lanes, etc.). As new technologies are adopted, parking operation efficiencies will be realized along with an improved parking user experience.



Enforcement

The most common enforcement approach involves proactive enforcement in the areas with paid municipal parking operations with reactive, complaint-based enforcement in all other areas.

Canadian municipalities are trending towards the adoption of LPR systems to assist enforcement officers. LPR synergizes with pay parking technologies that record vehicle license plates, such as pay-by-plate technology and parking apps, to provide a more efficient method of parking enforcement. User payments are uploaded into a database along with the user's license plate number and a timestamp. This information can then be used to determine whether a vehicle is parked illegally. LPR increases the efficiency of proactive enforcement and reduced enforcement costs.



Residential On-street Parking

Hamilton offers two types of residential on-street permits: Parking Zones Permit and Parking Time Limit Zones Permit. Parking Zones Permits allow the holders to park their vehicles on select streets specified by the City of Hamilton, and the Parking Time Limit Zones Permits exempt permit holders from all signed time limits in the purchased zone.

Municipalities are known to provide on-street residential permit parking programs in neighbourhoods with limited off-street parking. Two types are programs are typically provided depending on needs:

- Local residents: long term on-street parking permits sold by the municipality.
- Visitors: temporary on-street parking passes that can be requested several times per year

The long term permits help meet residential parking needs in areas where off-street opportunities are insufficient. The temporary on-street passes provide flexibility to residents when hosting overnight visitors or if off-street facilities are temporarily unavailable (e.g. driveway paving). The visitor parking passes could be adopted City-wide, while a case by case evaluation at each neighbourhood's off-street parking opportunities would be required when deciding whether the long-term permit program is suitable for a given area. Additional considerations include, safety, road width, snow clearance, etc.



On-street Accessible Parking

On-street accessible parking programs are programs intended to provide a dedicated on-street accessible parking space for those residents who have mobility limitations and who cannot access off-street parking facilities.

In general, applications for a designated on-street accessible parking space can be made by residents on an as-needed basis, which are then reviewed on a case-by-case basis by the municipality. If granted, the zoning by-laws are updated, and accessible parking signage is installed.

Accessible on-street parking permits are available in Hamilton to qualifying residents, but unlike some municipalities there is no limit on the number of spaces that are provided on a street, which has caused some challenges in some areas.

parking facilities, and therefore improve the distribution of parking demand. Time-based pricing varies parking prices by time-of-day and day-of-week, to manage parking demand during peak periods. Under the performance-based pricing strategy, the price of parking is automatically adjusted based on observed demand with the intent of maintaining a desired overall utilization. Prices can be periodically adjusted if automated technology is not available.

Hamilton currently has time and location-based parking prices. Pay parking operations are in effect during weekday business hours and on Saturdays, with variable parking prices depending on the facility. Hamilton could adopt the performance-based pricing strategy as well, where parking prices would be updated periodically to target a desired utilization (i.e. between 60% and 80% utilization). If adopted, performance based pricing would be expected to better distribute parking demand throughout the HMPS.



Financial Sustainability

Canadian municipalities generally strive for financially sustainable parking operations where parking revenues are enough to fund expenses. This model is preferred as it places the costs of the parking system on the users of the system instead of placing the costs on the public at large if the system were to be subsidized by municipal tax revenues. An additional benefit of financially sustainable parking operations is that it can provide the financial flexibility required to cover risk driven by fluctuating revenue while allowing for reinvestment into the system needed to respond to changing needs and transportation trends.



Cash-in-lieu (CIL) of Parking

CIL of parking programs are appropriate in some municipalities while not feasible in others. CIL allows developers to pay a predetermined sum instead of meeting the proposed development's required parking. These funds are then used by the municipality to construct a public parking facility to offset the deficiency. One of the key benefits of CIL is that it allows for more strategic and efficient provision of shared parking supply, rather than each development providing its own supply. A potential drawback of CIL is that a temporary parking shortfall can be created between a point in time that developments contribute to CIL and the point at which a new municipal parking facility is opened. Enough funding must be collected which can take time, and then additional time is required to construct the new facility.



Parking Prices

Canadian municipalities have adopted a few different types of pricing models. Location-based parking pricing is a strategy where prices vary by location to provide a financial incentive to park in underutilized

Hamilton has had a CIL policy in place for several decades, but uptake has been limited. This policy is currently being reviewed following a recommendation of the Mayor's Task Force on Economic Recovery.

4. Hamilton Tomorrow



4. Hamilton Tomorrow

Parking operations in Hamilton are expected to evolve as the City continues to grow and travel patterns of residents and visitors change. By 2051, Hamilton is projected to be home to nearly 820,000 residents and almost 360,000 jobs. Long term planning is required today to address the parking needs of future residents and businesses, both to support local economic development as well as to encourage adoption of emerging sustainable mobility trends.

Forecasting future parking demand is a complex process, but in general is most strongly tied to the following factors:

- **Population and employment growth**, which can be expected to drive parking demand growth in line with the growing number of residents and jobs across the city.
- **New developments** which generate additional trips, and as a result, additional parking demand. While most parking demand generated by a new development will be captured on site, some parking demand can be expected to spill over into municipal parking facilities.
- **Changes to parking supply** due to redevelopment of off-street facilities or repurposing of on-street spaces in favour of other uses.
- **Changing travel patterns** including shifting dependency on personal vehicles, adoption of transit and active transportation options, impacts of micro mobility services, and longer term impacts of technologies like EVs and CAVs. This also includes changes to trip patterns driven by non-transportation factors, such as an increased propensity for working from home as observed throughout 2020 in response to COVID-19.

Each of these factors can vary, but identifying a range of likely outcomes for each and combining them into a number of potential scenarios can provide insights into future needs and opportunities for Hamilton's parking operations. As described further below, future parking supply challenges are expected in Downtown

Hamilton as development increases, as well as in outlying communities as they continue to expand and attract new residents and jobs.

While the loss of some parking supply due to the repurposing of lots has and will continue to contribute to some parking pressures, it is important to contrast these changes with the resultant benefits which include the creation of urban parks, affordable housing and urban intensification. The new John Rebecca Park is an example of one such change.

As part of the Parking Master Plan, a detailed forecast of future parking demand and supply was undertaken for Downtown Hamilton. This included alternative scenarios reflecting different pricing strategies. Details and assumptions around these forecasts are provided in Background Report II.

Overall, under a base case where no major policy changes are implemented and parking prices are increased to match the rate of inflation, the Downtown Hamilton parking system is projected to experience the following demand during peak periods by 2030:

- On-street: 840 vehicles (72% utilization);
- Off-street (Public): 2,200 vehicles (90% utilization);
- Off-street (Private): 4,100 vehicles (97% utilization); and
- Overall: 7,100 vehicles (91% utilization)

Future parking operations in Downtown Hamilton are projected to approach capacity under these demands. It is also expected that the busiest areas today will see demand increases which push them beyond existing parking capacity, resulting in perceived parking shortages and an inefficient parking system. Given this future condition, solution-oriented policies are recommended to help manage future parking demand. These policies should help increase the amount of readily available parking for those who need it and in the locations that it is needed while at the same time helping the HMPS to maintain financial sustainability and meeting long term sustainable transportation policy goals.

Projected Future Parking Operations

- Future parking demand can be expected to grow alongside Hamilton’s population. 120,000 new residents are projected to live in Hamilton by 2030, along with 100,000 new jobs.
- Changing nature of travel can reduce future parking demand as travelers switch from personal vehicles to alternative modes of transportation.
- Automated vehicles are anticipated to revolutionize parking operations. While the exact magnitude is open for debate, parking demand is expected to decrease while pick-up drop-off activities are likely to increase.
- Downtown Hamilton parking supply provided through surface parking lots is projected to decrease as new development occurs.
- Improving the distribution of parking demand In Downtown Hamilton from popular facilities to underutilized facilities can greatly improve operations.
- As development density in all downtown areas of the city increases, a curbside management plan will become essential to ensuring all users are provided with access.
- Parking price increases are anticipated to be required to manage parking demand and collect sufficient parking revenue to fund operations. These increases should be standardized to increase public transparency and perceived fairness.
- The importance of proactive enforcement will grow as parking demand increases and will be a key piece of making sure the adopted strategies are working as intended.
- Residential neighbourhood parking challenges tend to be unique and require a case-by-case assessment to meet.



5. Financial Outlook



5. Financial Outlook

In 2019, gross revenues for HMPS were approximately \$14.7M which encompasses on-street meter and annual permit revenue, municipal car park transient and monthly permit revenue, administration fees, parking ticket revenue, and plate denial fees from the Ministry of Transportation (MTO). In comparison, expenses were approximately \$12.2M comprised of employee costs, maintenance, vehicles, property taxes, and contractual costs.

Currently, the HMPS net surplus is used to fund the parking reserve (approximately \$840,000 annually) to fund future capital needs, as well as off-set the general levy. On average, HMPS transfers between \$1.2M and \$2M to the levy annually, in addition to amounts paid in property taxes.

In the future, it is anticipated that capital re-investment through the parking reserve will continue to be required in order to maintain existing capital assets, and will most likely increase in order to support investment in new technology such as smart pricing technologies and EV charging.

To help plan for financial sustainability and for HMPS to continue to operate as a self-sustaining business unit, four different financial scenarios were constructed that project operating revenues and expenditures, parking reserve capital transfers and expenditures, and net levy transfers over the next ten years. The financial analysis in the four scenarios also takes into account the projected supply and demand to the year 2030. The scenarios assessed as part of this study include:

- **Status Quo** – existing pricing structures are maintained and rates are increased only at the rate of inflation;
- **Revised Pricing Framework** – existing pricing structures are revised to provide a more consistent experience across the system and rates are increased only at the rate of inflation;
- **Revised Pricing Framework and Modest Rate Increases** – the revised pricing structure is applied alongside rate increases higher than the rate of inflation in order to manage demand in busy areas and help achieve sustainable transportation policy goals; and,
- **Revised Pricing Framework, New Infrastructure, and Modest Rate Increase** – again the revised pricing structure is applied this time alongside approximately 380 new spaces to be built in Downtown Hamilton to serve future parking demands. Rate increases in this scenario are in line with the previous scenario. This scenario is the only scenario where expanded parking supply is analyzed.

Exhibit 4 provides a numerical summary of each scenario and the following sections describe these scenarios in more detail including the result of the financial analyses in which they were applied.

	Scenario 1 - Status Quo	Scenario 2 - Revised Pricing Framework	Scenario 3 - Revised Pricing Framework and Modest Increase	Scenario 4 - Revised Pricing Framework, New Infrastructure and Modest Rate Increase
Annual revenue in 2025	\$16,310,000	\$17,266,000	\$18,529,000	\$18,529,000
Annual operating and maintenance expenses in 2025*	\$13,292,000	\$13,292,000	\$13,292,000	\$13,292,000 **
Municipal owned parking supply constructed	-	-	-	380 spaces
Capital reserve balance in 2030	\$7,131,000	\$7,131,000	\$7,131,000	\$3,000,000
Net operating surplus over 10 years	\$20,025,000	\$30,274,000	\$43,807,000	\$32,739,000

Exhibit 4: Summary of Financial Scenarios Evaluated

* Excludes planned capital improvements beyond state of good repair
 ** Operating and maintenance costs increase after addition of new supply in 2028

Scenario 1 – Status Quo

In this scenario, parking prices are increased by 2% each year which is expected to be in line with inflation. For reference, under this scenario, hourly on-street spaces which cost \$2.00 per hour today would cost about \$2.50 in 2030.

Under this scenario, future parking revenues are expected to exceed the expenses, resulting in an operating surplus. The operating surplus is sufficient to maintain a stable capital reserve while annually contributing to the levy.

However, the continued underpricing of parking results in increased parking demand and pressure on parking supply, especially in high-demand areas which are expected to operate at or above capacity. Further, by maintaining existing pricing structures and increasing rates only at the rate of inflation, existing auto-oriented travel patterns are maintained, making achieving longer term sustainable transportation policy goals established by the City more difficult to achieve. Lastly, while this scenario is expected to be financially sustainable, the financial health of HMPS would be susceptible to future uncertainty and may require additional funding from the City to maintain and operate existing systems. This scenario also

provides the least flexibility of all scenarios for HMPS to strategically reinvest in the parking system to plan for and meet the needs of future demands such as charging stations for Electric Vehicles. Therefore, while expected to be financially sustainable, Scenario 1 is not recommended.

Scenario 2 – Revised Pricing Framework

For Scenario 2, a pricing plan for on-street and off-street parking was developed for different BIA areas depending upon location and proximity to the downtown core. A variable pricing model was also adopted which allows for higher rates at the busiest lots, which helps manage overall demand and distribute it to nearby under-utilized facilities. This scenario also includes a \$0.25/hour rate increase to on-street and off-street transient parking, as well as proportional increases to on-street and off-street permits. These scheduled increases would occur for the first time in 2025 and every five years thereafter. Over a 10 year period these price increases are comparable to the inflation based price increases applied in Scenario 1. As in Scenario 1, under this scenario hourly on-street spaces which cost \$2.00 per hour today would cost about \$2.50 in 2030.

Under this scenario, revenues are expected to exceed expenses resulting in the ability to maintain a sufficient capital reserve while continuing annual net levy transfers.

Similar to Scenario 1, parking demand is projected to approach capacity in Scenario 2 with localized parking supply issues, as inflationary price increases are not able to significantly influence travel behaviour and reduce or redirect parking demand from the areas where parking is in highest demand. Therefore, while financially sustainable, Scenario 2 is not preferable from an operations perspective.

Scenario 3 – Revised Pricing Framework & Modest Rate Increases

This scenario takes the pricing framework and variable pricing models from Scenario 2 to help HMPS manage parking demand in the busiest areas. This scenario also includes a citywide increase of \$0.50 per hour to on-street and off-street transient parking, as well as a proportional increase to on-street and off-street permits. Together these scheduled increases equate to approximately 4% per year, or 2% above the expected rate of inflation. Hourly on-street spaces which cost \$2.00 per hour today would cost approximately \$3.00 in 2030 and the cost of a monthly permit which costs \$85 today would cost \$128 in 2030.

Under Scenario 3, parking revenues are observed to exceed the expenses, resulting in an operating surplus. The operating surplus is sufficient to maintain a stable capital reserve while annually contributing to the levy. Note that parking revenues in Scenario 3 are larger than both Scenario 1 and 2, resulting in a larger annual levy contribution as well as allowing for additional reinvestment into the parking system to address future needs.

Overall parking operations under Scenario 3 are projected to improve compared to Scenarios 1 and 2 as a result of price increases above the rate of

inflation influencing travel behaviour. Operational issues in the busiest areas are also addressed under this scenario as HMPS would have the greatest flexibility to modify prices in high demand areas as-needed to address these acute deficiencies and maintain efficient and accessible parking operations.

Scenario 3 is also the most effective scenario at supporting Hamilton’s future transportation sustainability goals.

Scenario 4 – Revised Pricing Framework, New Infrastructure, and Modest Rate Increases

This scenario is the only scenario where expanded parking supply is analyzed, which is assumed to be in the form of a municipally-owned parking structure. The pricing plan from Scenario 3 is maintained in this scenario.

While parking revenues are expected to exceed expenses, the construction of 380 new parking spaces in 2028 and 2029 included in this scenario results in a deficit in the capital reserve of approximately \$15M dollars. Even with 4% per year price increases the parking operation is not projected to be financially sustainable under this scenario. A consideration for increasing the capital reserve contribution would be needed in order to provide sufficient funding to cover the new parking facility costs.

With the addition of approximately 380 publicly available parking spaces, overall parking utilization is expected to be lower than in other scenarios. However, the greater availability of parking in Downtown Hamilton may result in an increase in long term parking demand, as the excess capacity could induce additional auto trips which otherwise may have been made by transit or other sustainable modes. As a result, constructing new parking facilities could help alleviate parking issues in high demand areas in the short term, but only further contribute to rising parking demand in the long term.

Recommendation

It is recommended that Scenario 3 is the most appropriate long term scenario to be considered for the sustainability of the parking operation through 2030.

This scenario maintains a stable capital reserve and maintains or increases the net operating surplus which can be used towards annual levy contributions and/or for reinvestment in the parking system. A summary of expected financial performance of the HMPS under this scenario is shown in Exhibit 5.

As well as being the most prudent scenario financially, this scenario best addresses existing and future needs of drivers by maintaining the availability of parking spaces. This is achieved by 'right sizing' prices so the highest prices are applied in the busiest areas and by adopting dynamic pricing strategies which gives HMPS the flexibility to distribute demand and maintain efficient operations.

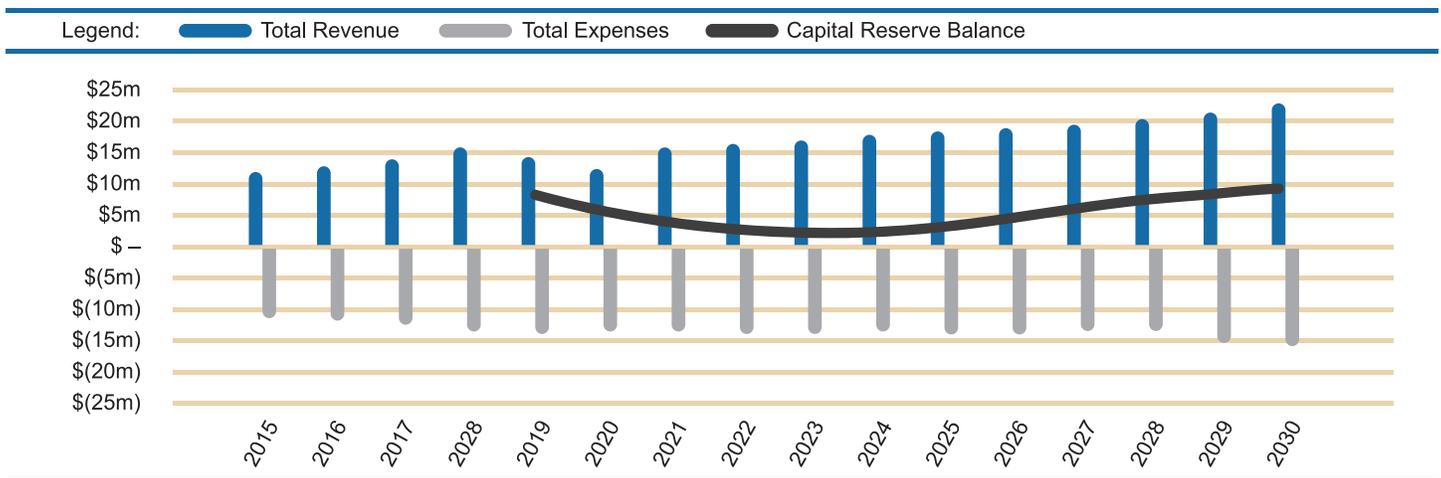


Exhibit 5: Expected Financial Performance of HMPS under Scenario 3

6. Recommendations



6. Recommendations

To guide Hamilton in addressing existing parking issues and meeting future needs, the following recommended strategies have been developed. These recommended strategies were formulated based on issues identified through the existing conditions assessment, desired study outcomes identified by stakeholders and the public, challenges anticipated in the future, and the best practices observed to be successful in other municipalities.

The recommended strategies, presented in the following subsections, are categorized under a set of four general principles.

These principles have been established to give a clarity of purpose to each of the recommendations. The intention is to help to facilitate communication of the recommendations to the public, as well as to guide HMPS in their implementation.

Note that these principles and recommendations apply citywide, but may be applied differently across the city in accordance with the local context. For example, the actions required to provide adequate future parking supply in Downtown Hamilton are very different than those required to achieve the same goal in Dundas, but the principle of serving existing and future parking demand are applicable within both contexts.



Financial Sustainability - Operate the Parking System as a Self-Funded Organization with Fair and Transparent Pricing Policies



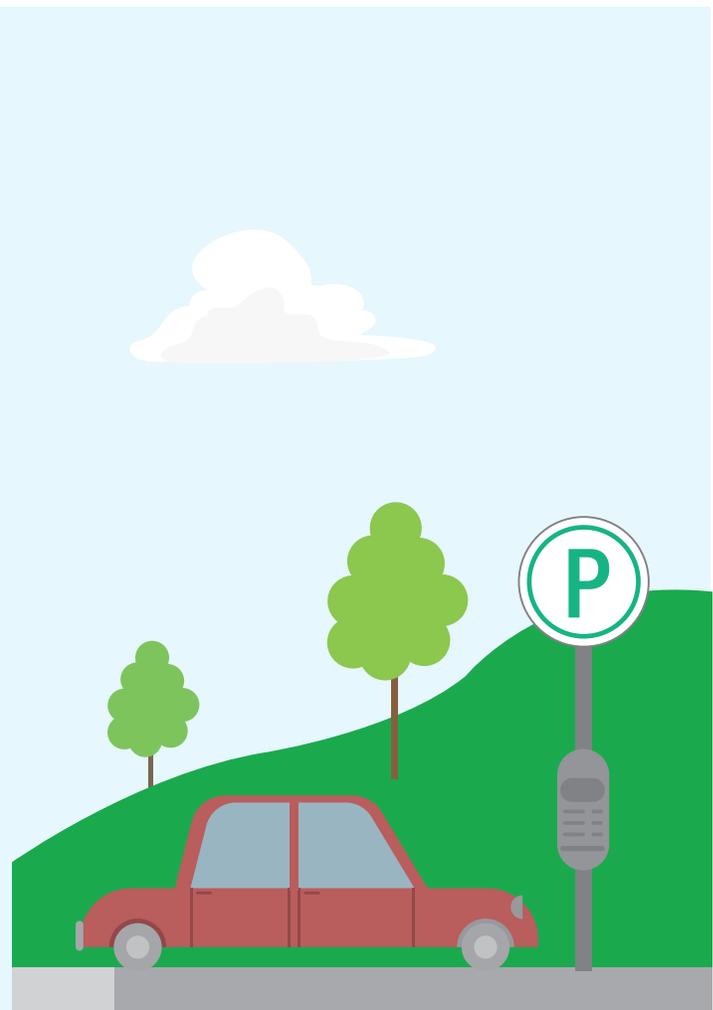
Economic Development – Support Local Business and Stimulate Development by Efficiently Managing Parking Supply



Environmental Sustainability – Reduce Climate Impact by Supporting Sustainable and Environmentally Friendly Transportation Mode Choices



Resiliency – Prepare for an Uncertain Future





Financial Sustainability

Operate the Parking System as a Self-Funded Organization with Fair and Transparent Pricing Policies

Free or low cost parking is viewed by some as a way to promote economic activity, but there is little research to substantiate this claim. In fact, free parking in business districts often leads to mis-use and ultimately less access to parking for intended users. Low cost parking also leads to increased auto use, congestion and environmental impacts.

From a municipal perspective, underpricing public parking is financially unsustainable. Costs are incurred by HMPS to build, operate, and maintain both on-street and off-street parking facilities regardless of whether fees are charged to users for access or not. If fees are not charged and the system instead relied on tax supported revenue, these costs would be borne by all Hamilton residents, including those that choose other more sustainable modes of transportation. That is to say, someone is always paying for these costs, whether actively through the meter or passively through taxes and higher costs of goods and services.

All comparator municipalities reviewed as part of the Best Practices research conducted as part of this study are currently operating or have plans to soon operate their parking systems as a fully user-fee supported service. In order to operate in this manner, while maintaining financial sustainability, it is imperative that the fees charged for parking are fair, the policies that lead to changes in fees are transparent, and that the fees are understood by residents and local businesses. The following pricing related recommendations are aimed at achieving this goal.

1. Adopt predictable rate increases

Historically, the time period between parking rate increases in Hamilton has been uneven and tends to be a response to mitigating budget pressures as opposed to following a clear strategy. Predictable rate increases would assist with long term financial planning tied to strategic parking policy directions. The following consideration should guide the City's approach to pricing:

- Increases should be indexed to inflation in order to keep pace with growth in costs;
- Increases should occur regularly, as often as yearly, in order to provide certainty in budgeting and certainty in costs for users;
- Increases should be built into base budgeting, similar to other City user fees; and
- Round number pricing may not be required given the introduction and growing adoption of the pay-by-phone system.

While the approval of parking rates would be subject to the normal City budgeting process, as described in the financial analysis in previous section it is recommended that Hamilton adopt an increase to baseline parking prices of a minimum of \$0.25/hour every 2-3 years between now and 2030, to be accompanied by corresponding increases to off-street lots. Overall, scheduled increases would equate to approximately 4% per year, or 2% above the rate of inflation. For reference, under this approach, the cost of an on-street space would increase from \$2.00/hour today to \$3.00/hour in 2030, and the cost of a monthly permit which costs \$85 today would cost \$128 in 2030.

2. Manage utilization in all HMPS off-street parking facilities through pricing

Pricing provides the most effective means of managing utilization of parking facilities. The majority of HMPS parking lots are currently paid parking facilities, with the exception of Stoney Creek. Stoney Creek has a 169-space off-street parking lot which was observed to reach 91% capacity by 10:00 am. To support good parking management practices and maintain the financial sustainability of the parking system, it is appropriate that appropriate pricing be phased in over time at all facilities, and that it be reasonably and fairly priced according to location and occupancy. Ideally, prices should be set to maintain an occupancy rate of 60 to 80%. This would require a phased implementation in areas where pricing does not currently exist, or where it is under-priced, in order to provide ample opportunity for consultation.

3. Extend paid parking to 7-day-a-week operations

Currently, parking meters are free on Sundays throughout City, and meters in Dundas and most of Downtown Hamilton are also free on Saturdays. Given that most businesses are open seven days per week, and pricing is a parking management tool, pricing parking during these times is recommended. Prices for weekend parking should reflect demand and may well be lower than prices charged during the week, and a seven day enforcement strategy would be needed to support this change.

4. Maintain higher prices on-street than off-street

This pricing strategy would incentivize longer term parkers to park in off-street facilities, freeing up on-street spaces for shorter term uses with higher turnover, resulting in more on-street spaces available when and where they are needed, particularly to support local businesses.

As a target, on-street hourly rates should be set at least 15% higher than off-street hourly rates in order to incentivize greater use of off-street facilities.

A minimum difference of \$0.25/hour would also be useful as a way to clearly differentiate prices in areas where a 15% difference would be less than \$0.25. For example, an area with off-street parking rates of \$2.50 should have on-street parking rates of at least \$2.87 per hour, or \$3.00 if round number pricing is maintained, while an area with off-street parking rates of \$1.00 should have on-street parking rates of at least \$1.25 per hour.

5. Implement performance-based pricing in high demand areas

Under a performance-based pricing strategy, the price of parking is automatically adjusted based on observed demand with the intent of maintaining a desired overall utilization. This strategy could help address the acute parking issues in Downtown Hamilton and some BIAs that were observed in the parking survey. By increasing prices in areas of high demand and reducing prices in areas of low demand, the overall demand for parking can be distributed across the system, making use of currently underutilized spaces that are still within walking distance of major destinations. Such a policy is likely to be revenue neutral, and previous implementations of such pricing systems elsewhere have resulted in average prices decreasing.

A policy to guide how prices would be adjusted would need to be adopted prior to implementing such a system in order to provide transparency and predictability. For example:

- Where parking occupancy exceeds 80%, prices could be increased by \$0.25/hour;
- Where parking occupancy is between 60% and 80%, prices could be maintained;
- Where parking occupancy is lower than 60%, prices could be decreased by \$0.50/hour up to a pre-selected minimum price which covers operations and maintenance costs; and
- Performance based prices should generally not exceed 50% of the base rate

6. Implement dynamic pricing in response to events

When higher demand is expected, such as before a sporting event or concert, prices for parking both on-street and off-street in the surrounding area should be increased to account for the increased demand. Similar to performance-based pricing, prices and resulting occupancy should be monitored event-by-event to enable HMPS to set prices which achieve occupancy targets. Price changes would need to be a delegated responsibility to the HMPS in order to provide for flexibility and timeliness in adoption.



Economic Development

Support Local Business and Stimulate Development by Efficiently Managing Parking Supply

A well planned and managed parking system supports economic development and serves a wide range of needs from short-term parking for local businesses to monthly parking programs for residents and employees. It does this while at the same time allowing for new development, intensification of our urban areas, and making an efficient use of land. The key to achieving this is to minimize the space required for parking by maximizing the efficiency of the current parking supply and integrating new parking supply within new developments.

7. Expand the supply of on-street paid parking

Some on-street segments within Downtown Hamilton and across BIAs within walking distance to major destinations are unmetered and therefore do not require payment. Parking in many of these areas was observed to operate at or near capacity. Leaving these spaces to operate without requiring payment inadvertently incentivizes cruising for parking and long-term vehicle storage in areas of the city where the curbside could serve a higher and better use. Expanding on-street paid parking to these areas can increase turnover, which results

in increased availability of and access to parking where it is needed. Existing rush hour and other parking restrictions should be reviewed to identify opportunities to introduce additional on-street parking supply.

8. Increase HMPS contribution to BIAs using revenue from increased parking fees

Under current policy, the City of Hamilton shares 10% of HMPS's net operating surplus with Hamilton's active BIAs on an annual basis. This investment provides an opportunity for BIAs to implement and maintain improvement programs and to undertake promotional initiatives within their designated boundaries. The current revenue sharing funding formula is a blend of fifty-percent (50%) from each of the following two formulas: a) The percent that the individual BIA levy/individual BIA assessment is of the total of all the BIA levies/assessments. b) The percent that the individual BIA generates through parking meters is of the total parking revenue generated from parking meters within all of the BIAs.

Under current policy, there is limited incentive for BIA's to support parking price increases as half of the formula is tied to overall revenues across the City. A revised policy could better tie BIA contributions to local parking revenue performance. This could in turn lead to a cycle where parking prices are increased, new amenities are provided making the area more attractive to residents and consumers leading to increased economic development. This would create a more direct connection between the pricing policies required to effectively manage a parking system and financial support of local businesses.

Further consultation with the BIAs is required to confirm the best approach. One option could be to use the past five years contribution to establish a "base contribution". A supplemental contribution over and above the base would be based on a percentage of parking meter revenue increases. For example, if a BIA saw increases in meter revenues due to good management practices, performance pricing or increased parking activity, a set percent would go back to the BIA.



9. Provide better information in the form of improved signage, wayfinding, and digital tools

Providing better information to users can facilitate more efficient use of the parking system. For example, by providing comprehensive information on the locations, time limits, and prices of parking facilities, HMPS can provide users the information they need to make informed decisions which would likely result in distributing demand to existing facilities with excess capacity. Improvements could include refreshed signage both at lot entrances and along key corridors and intersections leading up to the facilities. Physical improvements can also include more informative digital signage with details like capacity, live or expected occupancy based on historical data, and pricing.

10. Allow public use of private facilities during off-peak times

Locations such as Universities or Colleges, places of worship, restaurants, and condos all have significant variation in when they observe peak parking demands. These uses are frequently co-located, yet all are required to provide parking supply sufficient to meet their own peak demands. Outside of these peak periods there is a significant amount of parking space that is underutilized or even totally unused. By implementing a system by which these spaces could be made publicly accessible, HMPS could immediately increase parking supply in key areas with high demand and limited supply without incurring large capital costs associated with new parking facilities. The City has already facilitated arrangements such as these in many parts of the city by removing zoning obstacles and allowing tools such as shared use agreements or cash-in-lieu of parking agreements.

11. Pursue joint parking opportunities with private development

New developments or redevelopments provide an opportunity to create new publicly accessible parking in areas experiencing parking shortages. By working with developers, the City could potentially contribute funds to create additional parking for the public, over and above what is required for the development itself. This could be facilitated through expanded use of tools such as cash-in-lieu of parking. The marginal cost of providing parking in this manner would typically be lower than the cost of building an independent publicly-owned parking facility, and it provides high potential for shared use of parking across different types of and uses with different parking demand profiles. A further benefit of pursuing such a strategy to secure future parking supply is that the resulting supply would be located adjacent to where new demand is being generated in the form of residential and/or commercial developments, thereby efficiently distributing the new parking supply in the areas it will be needed most.

12. Manage on-street parking in future residential areas

More recently developed residential areas in Hamilton are experiencing parking related challenges which are distinct from those observed in Downtown Hamilton or in the BIAs identified in this study. These challenges should be addressed in a way that is consistent with meeting Hamilton’s long term transportation goals while meeting the needs of existing and future local residents.

In many recently developed neighbourhoods, there is a lack of publicly accessible off-street parking facilities. There is also often limited on-street parking relative to the population in the area due to higher density forms of development. A potential solution in some of these areas would be to regulate on-street parking through residential permits, similar to what is done in older parts of the city. Such an approach would be most effectively implemented at the time of initial development, rather than trying to introduce it once a neighbourhood has already become well-established.

13. Implement License Plate Recognition Software to improve enforcement efficiency

LPR software can read license plates of cars parked on- or off-street and automatically detect a parking violation, such as a vehicle that has overstayed time limits or not paid for parking, and notify officers to issue a citation. The technology allows enforcement officers to patrol larger areas in a shorter amount of time. With increased enforcement, parking user compliance is anticipated to increase, which improves the efficiency of the overall parking system.

There are two types of LPR technologies, handheld and mobile. Handheld devices allow officers to manually scan license plates to determine whether parking time has been purchased, while mobile cameras mounted on enforcement vehicles allow officers to scan parked vehicles on the go. Mobile LPR systems are more efficient but also cost more. An electronic database of parking regulations, permits, and hourly/daily pay parking users tied to vehicle license plates is required to facilitate LPR technology.

14. Continue to identify opportunities to leverage city-owned surface parking lots for new, integrated development

Leveraging city-owned surface parking lots to create opportunities for development can help achieve growth and intensification goals. Losses to the parking supply can be mitigated by integrating new parking supply as part of the new development.



Environmental Sustainability

Reduce Climate Impact by Supporting Sustainable and Environmentally Transportation Mode Choices

Transportation generates between 20-30% of all greenhouse gas emissions globally and represents the single largest source of emissions of all human activity – greater than agricultural production,

commercial and residential activities, industrial activity, and even power generation. Furthermore, parking facilities themselves, which typically result in large areas of paved, impermeable surfaces and/or concrete structures with high levels of embodied carbon, have a high carbon footprint and direct environmental impact.

Hamilton has recognized the importance of a sustainable and balanced transportation system as part of the City in Motion Transportation Master Plan as well as the City's Climate Action Plan.

HMPS can support the City in moving towards a more sustainable future by managing the parking system in a way that encourages sustainable transportation mode choices and reduces the environmental and carbon footprint of parking facilities.

15. Adopt pricing structures which incentivize environmentally sustainable transportation mode choices

Prices are a strong indicator of priorities, and how they are applied to different parts of the transportation system creates incentives and disincentives for users. For example setting parking fees below the cost of transit fares, especially for monthly passes targeted at commuters, incentivizes driving and disincentivizes transit. For example:

- The cost of a monthly parking permit in Downtown Hamilton ranges between \$55 and \$150;
- The cost of a monthly parking permit outside of Downtown Hamilton ranges between \$55 and \$65;
- The cost of a monthly transit pass in Hamilton is \$110;

The pricing policies and pricing strategies discussed earlier in this report should consider the impacts on mode choices, and the goal of shifting more trips toward sustainable transportation alternatives.

16. Introduce flexible multi-use passes

COVID-19 has demonstrated the potential for people to work from home and it is expected that many people will opt to continue to work from home at least some of the time. This could result in a reduction in the number of vehicle trips, which would have an environmental benefit. However, current monthly pass pricing does not provide any flexibility or incentive for this sustainable practice. Monthly pass holders are less likely to eliminate a trip, or choose another more sustainable mode for a trip, as they've effectively pre-paid for their parking. Providing options other than monthly or single day payment (e.g. 20-day, 10-day, or 5-day passes) could incentivize users to reduce their vehicular trips or choose more sustainable modes for some of their trips. Such a system could be implemented with physical passes but is most easily implemented with a digital permitting system.

17. Expand Parking Reserve and Cash-In-Lieu (CIL) policies to support TDM and sustainable mobility initiatives

Currently both the the General Parking Reserve and the CIL Reserve policies have restrictions on what collected monies can be used for. The General Parking Reserve is restricted to capital improvements for parking infrastructure. Similarly, the CIL policy states that monies collected are for the purposes of increasing the amount of municipal off-street parking. Expanding the criteria for eligible expenditures to include demand management investments, such as micro-mobility or smart technologies, could achieve the same goal of off-setting parking demand.

18. Limit residential boulevard parking agreements

Also known as 'front yard parking', this program allows residents who do not have private driveways (typically in the older parts of the city) to apply for a boulevard parking agreement that would allow them establish a driveway and driveway access on the public street. These spaces effectively result in the privatization of public space, as curb cuts are required to provide access which reduces the publicly available on-street parking. While potentially warranted in some circumstances, the use of boulevard parking agreements should only be granted in exceptional circumstances, and the City's boulevard parking

program should be reviewed to make sure that it is not resulting in the loss of on-street parking supply, or contributing to the loss of permeable greenspace.

19. Apply low impact materials and sustainable design in city-owned surface lots

Off-street surface lots can create a significant environmental impact through increased stormwater runoff as well as loss of greenspace and contribution to the urban heat island effect. Environmentally friendly materials and features such as permeable pavers, perforated storm sewers, and bioswale medians are all relatively small design interventions which can help HMPS support the long-term sustainability goals of the City, and is an action that is specifically referenced in the Hamilton's Climate Change Action plan.

20. Develop a comprehensive plan for EV charging

In 2021, twenty new EV charging stations will be provided in municipal parking lots throughout the City. However, it is expected that there will be a demand for significantly more charging stations as EV vehicle ownership increases. A comprehensive EV charging strategy is beyond the scope of this master plan, but developing such a strategy should be a priority for the City. An EV charging strategy should include considerations for off-street public facilities, off-street private facilities, curbside charging, and residential charging. It should also include a clear approach to enforcement, recognizing provincial legislation which prohibits non-EVs from parking in EV charging spaces, as well as a pricing strategy.

21. Continue to expand bicycle and other micro-mobility parking

The City's parking strategy should look beyond parking for vehicles and consider the parking needs of other modes. Over the past decade the City has installed bicycle racks throughout the downtown and most BIA areas. Increased efforts are needed to augment supply and expand geographic coverage. Additionally, if commercial e-scooter operations are approved, there will be a need for e-scooter parking. Opportunities to accommodate parking for carshare, bikes, and e-scooters within existing on-street and off-street parking spaces should be considered.



Prepare for an Uncertain Future

There is currently significant uncertainty around future transportation trends. In the last decade there have been significant changes to how people navigate cities and what their need is for parking. Personal Transportation Providers (PTPs) such as Uber and Lyft perform billions of trips globally each year and require limited parking, yet require constant access to the curbside. Adoption of EVs is growing rapidly, and the impact of CAVs is still on the horizon. COVID-19 has further reduced clarity of future transportation behaviour by dramatically shifting commutes and leisure travel in cities globally and resulting in significant parking revenue shortfalls, as well as placing high demand on the curbside for uses other than parking. The following recommendations are aimed at providing flexibility for HMPS in the future and protecting for long term financial sustainability.

22. New municipal parking should be integrated within developments and have the ability to be converted to alternative uses in the future

The 2013 Downtown Parking Master Plan identified the need for two new parking structures located in the westerly and easterly areas of the Downtown with 500 spaces and 443 spaces respectively. In the current context, as standalone facilities these parking structures could present a financial risk to the City given uncertainties around the future demand for parking. Parking structures are notoriously expensive to construct, with the cost of each space in the range of \$30,000 to \$50,000 and they frequently result in costly maintenance issues. To ensure the resiliency of the parking system, and to minimize risk, future parking supply should be delivered through integration within new developments, or through the retrofitting of under-utilized parking structures within existing development, as opposed to standalone parking structures or new surface parking lots. To provide for further resiliency, parking facilities should be designed such that they could be converted to alternative uses in the future, such as office, retail or residential uses, if there is no longer need for the parking.

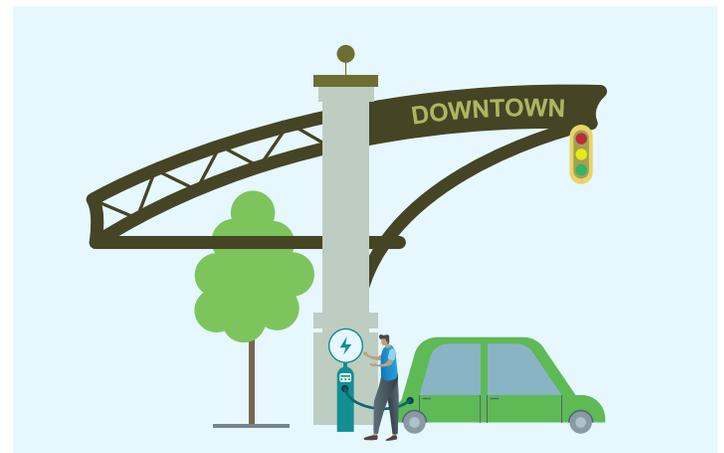
23. Develop policies and regulations for managing curbside use and payment

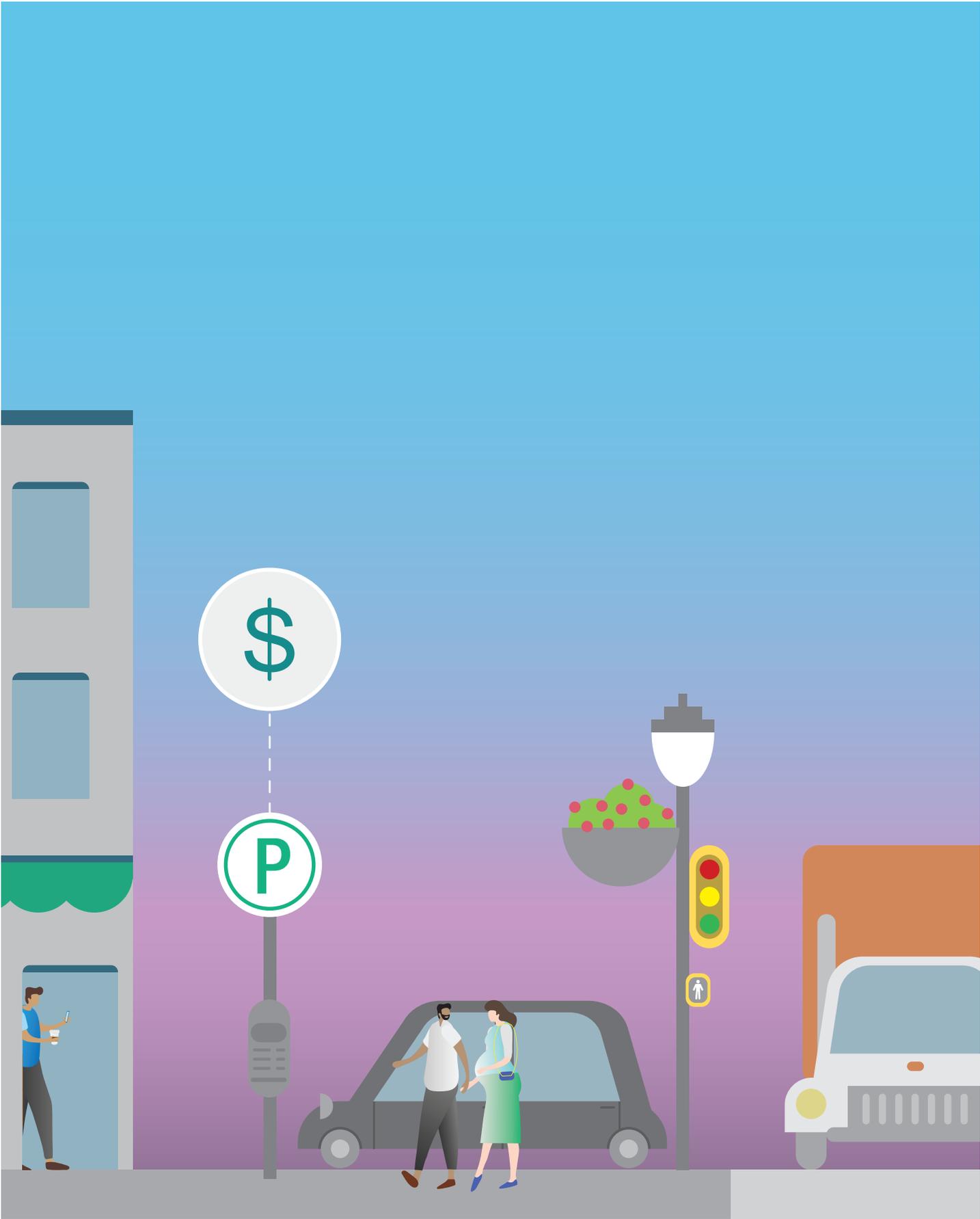
The curbside is at the center of all disruption related to parking, yet the existing regulations that apply to the curbside are poorly catalogued and not well understood by municipalities or by users, and curbside space is often inefficiently utilized and under-priced.

Curbside parking is steadily being displaced by short term uses like PTP pick-up and drop-offs, commercial vehicles, new mobility devices, and eventually by CAVs. Unlike on-street parking, these new uses typically do not pay for access to space and represent a significant risk to future revenues if systems and processes are not put in place to facilitate payment by these users. The limited understanding of existing regulations will inhibit municipalities in planning for these new uses, resulting in an inefficiently operating curbside and potential lost revenue. By planning ahead for these new uses, HMPS can identify ways to monetize short-term curbside use such that that all users of limited curbside space pay their fair share, and effectively maintain a functional and efficient curbside.

24. Monitor how CAVs evolve related to the impact on parking operations

CAVs have the highest potential to dramatically shift how our cities look and function in the next 20 years, possibly obviating the need for large quantities of parking in our urban centres in favour of curbside drop-off and off-site parking. HMPS should monitor the evolution of CAVs and develop a plan for CAVs as their impact on parking comes into greater clarity.





Background Report I – Existing Conditions and Best Practices

Prepared for the City of Hamilton by IBI Group
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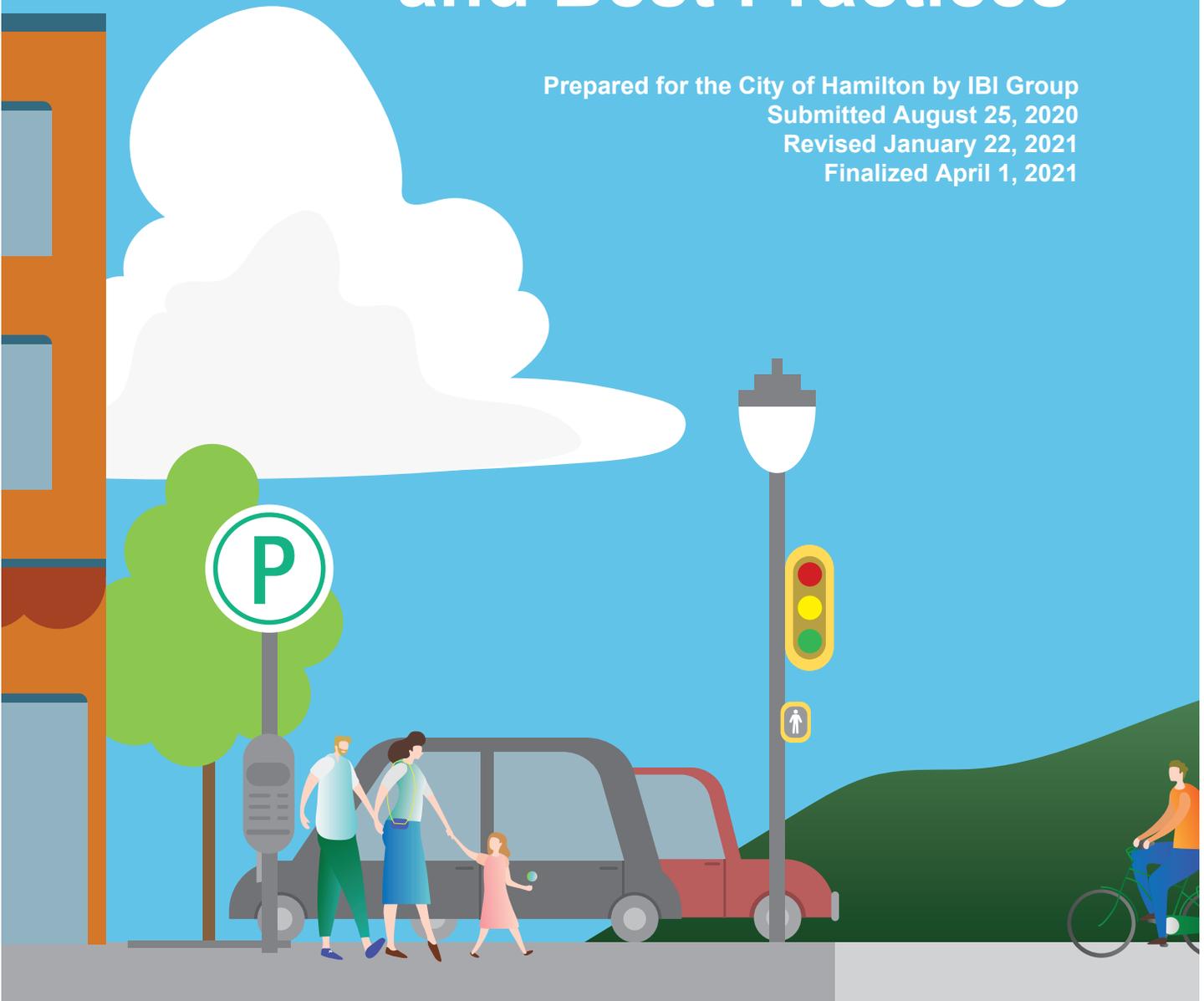


Table of Contents

1.	Introduction	3
2.	Existing Conditions Assessment	3
2.2	Parking Inventory.....	5
2.2.1	Downtown Hamilton.....	5
2.2.2	Business Improvement Areas.....	7
2.3	Existing Parking Operations.....	11
2.3.1	Supply and Demand Data Collection.....	12
2.3.2	Seasonal Parking Variation.....	12
2.3.3	Downtown Hamilton Study Area.....	13
2.3.4	Business Improvement Areas.....	15
2.3.5	Isolated Municipal Parking Lots.....	17
2.4	Parking Turnover and Duration.....	17
2.5	Existing Conditions Summary.....	19
3.	Consultation Process	20
3.1	City-Wide Web-Based Survey.....	20
3.1.1	General Public Survey.....	20
3.1.3	Stakeholder Survey.....	22
3.2	Map-Based Consultation Tool.....	23
3.3	Public Consultation Meeting.....	24
3.4	Stakeholder Interviews.....	25
3.4.1	Stakeholder Meetings.....	25
4.	Best Practices Review	26
4.1	Financial Best Practices.....	26
4.1.1	Financial Sustainability Review.....	26
4.1.2	Findings from Discussions with Financial and Parking Staff.....	27
4.1.3	Parking Prices.....	29
4.1.4	Financial Best Practices Conclusions.....	30
4.2	Parking Policy and Strategy Best Practices.....	30
4.2.1	Pricing Related Strategies.....	31
4.2.2	On-street Accessible Parking.....	34
4.2.3	Enforcement Technologies and Strategies.....	38
4.2.4	Residential Parking Permits and Passes.....	39
4.2.5	Emerging Trends Impact on Parking Demand.....	41
4.2.6	Future Technology Considerations.....	43
4.3	Best Practices Summary.....	46
5.	Next Steps	48

Exhibits

Exhibit 2-1: Hamilton Parking Master Plan Study Areas.....	4
Exhibit 2-2: Hamilton City Centre Parking Structure.....	5
Exhibit 2-3: Downtown Hamilton Parking Inventory.....	6
Exhibit 2-4: Off-Street Paid Parking Periods.....	7
Exhibit 2-5: BIA Parking Inventories	7
Exhibit 2-6: Downtown Dundas BIA.....	9
Exhibit 2-7: Downtown Hamilton BIA	9
Exhibit 2-8: Locke Street BIA	10
Exhibit 2-9: 2018 Monthly Parking Revenue.....	13
Exhibit 2-10: Downtown Parking Area Utilization.....	13
Exhibit 2-11: Downtown Hamilton Parking Supply and Demand (Weekday 12:00 PM).....	14
Exhibit 2-12: Downtown Hamilton Sub Area Operations (Weekday 12:00 PM).....	15
Exhibit 2-13: BIA Parking Supply and Demand	16
Exhibit 2-14: Parking Turnover for each BIA	18
Exhibit 2-15: Parking Duration for each BIA	18
Exhibit 3-1: Collected Public Survey Responses by Location	20
Exhibit 3-2: Map-Based Consultation Tool Results	24
Exhibit 4-1: Comparator Municipality Financial Performance.....	27
Exhibit 4-2: Comparator Municipality Parking Prices.....	30
Exhibit 4-3: Summary of Parking Strategies in Comparator Municipalities	31
Exhibit 4-4: Hamilton On-street Parking Barrier-Free Design Guidelines.....	35
Exhibit 4-5: Comparator Municipality On-Street Parking Space Dimensions	35
Exhibit 4-6: Residential On-Street Parking	41
Exhibit 4-7: Best Practices Review Summary.....	46

1. Introduction

In 2013, the City of Hamilton completed the Downtown Hamilton Parking Study and Parking Garage Assessment. The study objective was to:

- Assess existing parking supply and demand in the Downtown;
- Investigate potential parking supply expansions to help meet future parking needs; and
- Complete a financial assessment for a new parking facility.

Since the 2013 study, there have been significant changes in the City such as increased development densities, reduced car ownership, the emergence and widespread use of ride-hailing and shared mobility platforms (i.e. Uber, Lyft), and updates to major planning documents such as the Urban Hamilton Official Plan.

In recent years, development in Downtown Hamilton has significantly increased, with developers pushing for higher development densities. In many cases, Downtown development approval means that existing off-street lots will be converted to different land uses, which can lead to a significant change in parking supply and location over a relatively short time. As surface lots are removed and available Downtown land becomes a more valuable resource, opportunities to build parking structures, or to better utilize the existing parking supply, should be explored to safeguard against a lack of parking availability hindering the economic growth of Downtown Hamilton.

Considering the extent of the changes, the City initiated the Parking Master Plan to provide direction for a strategic approach to parking policy, planning, financial sustainability, and enforcement that will align with other city-wide transportation and land use planning policies.

This document summarizes the Study's initial tasks including project start-up and scoping, review of Hamilton's existing parking system, stakeholder and public consultation conducted to-date, and a best practices review.

2. Existing Conditions Assessment

This section outlines the existing conditions parking supply and demand assessment. The study focuses on the Downtown Hamilton study area and the following BIAs:

- Ancaster Heritage Village;
- Barton Village;
- Concession Street;
- Downtown Dundas;
- Downtown Hamilton;
- International Village;
- King Street West;
- Locke Street;
- Main Street Esplanade;
- Ottawa Street;
- Stoney Creek;
- Waterdown; and
- Westdale Village.

A map illustrating the study areas is located in **Exhibit 2-1**.

Exhibit 2-1: Hamilton Parking Master Plan Study Areas



2.2 Parking Inventory

Geographically, the Hamilton municipal parking system is divided into Downtown Hamilton and 13 individual Business Improvement Areas (BIA), each operating as independent parking systems with varying paid parking prices and periods. Since the Downtown Hamilton and BIA areas operate as independent parking systems, each will be evaluated as such for the parking analysis.

Exhibit 2-2: Hamilton City Centre Parking Structure



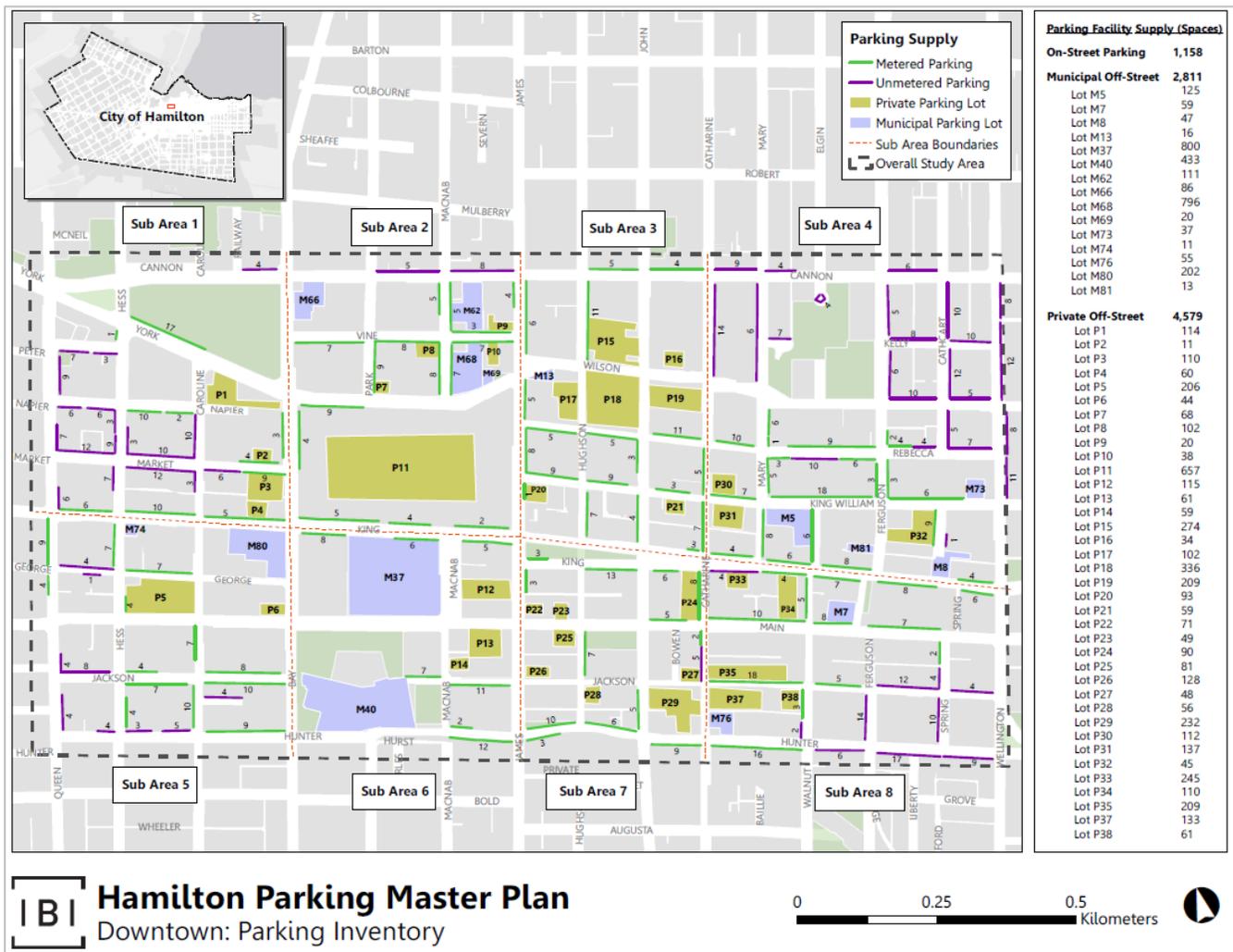
2.2.1 Downtown Hamilton

The Downtown Hamilton parking system consists of a total of 8,548 spaces divided in the following manner:

- 1,158 municipal on-street parking spaces;
- 2,811 municipal off-street parking spaces; and
- 4,579 publicly accessible privately-owned off-street parking spaces.

For the purposes of this study, the Downtown Hamilton study area is divided into eight sub area which are illustrated geographically in **Exhibit 2-3**. These sub-areas will provide a more refined assessment of parking operations since localized parking supply issues can be identified.

Exhibit 2-3: Downtown Hamilton Parking Inventory



During the time that parking demand surveys were conducted, on-street parking costs \$1.50 per hour. Hourly parking rates in off-street parking facilities cost between \$0.50 and \$3.00 per hour, up to a daily rate (where applicable) of \$6.00 to \$12.00 a day, depending on the parking facility. Monthly rates vary from \$45 per month to \$140 per month depending on the parking facility.

As of July 6, 2020, on-street parking rates were increased to \$2.00 per hour, hourly off-street parking rates were increased to \$3.00 per hour, and monthly rates for off-street facilities were increased to be between \$85 and \$150 per month.

On-street paid parking operations are in effect between 9 AM to 6 PM on Monday, Tuesday, Wednesday, and Saturday, and between 9 AM to 9 PM on Thursday and Friday. There are some meters in Downtown Hamilton where paid parking is not in effect after 6 PM, or on Saturdays. Off-street parking operations are in effect for a longer period of time, and on all days except for Sundays and statutory holidays. Overnight parking is not permitted in off-street lots between 2 AM and 7 AM. In general, paid parking periods vary by BIA, **Exhibit 2-4** shows the times when paid parking is in effect.

Exhibit 2-4: Off-Street Paid Parking Periods

BIA	Off-Street Paid Parking Periods
Ancaster Heritage Village	-
Barton Village*	9:00 AM to 9:00 PM
Concession Street	9:00 AM to 9:00 PM
Downtown Dundas	9:00 AM to 6:00 PM
Downtown Hamilton	9:00 AM to 2:00 AM
International Village**	9:00 AM to 2:00 AM
King Street West	9:00 AM to 2:00 AM
Locke Street	-
Main Street Esplanade	-
Ottawa Street	9:00 AM to 2:00 AM
Stoney Creek	Free off-street parking
Waterdown	Free off-street parking
Westdale Village	-

* 6 lots require payment between 9:00 AM and 9:00 PM, 1 lot charges for parking 24 hours

** 3 lots require payment 9:00 AM and 2:00 AM, 1 lot requires payment between 9:00 AM and 10:00 PM, and 1 lot requires payment between 8:00 AM and 2:00 AM

Based on the off-street paid parking periods shown in **Exhibit 2-4**, paid parking in the BIAs generally start at 9:00 AM, and continue until 6:00 PM, 9:00 PM, or 2:00 AM depending on the BIA. For other parking lots that are not located within a BIA, the start times are generally 9:00 AM, and continue until 9:00 PM, 10:00 PM, or 2:00 AM, depending on the lot. The inconsistency between off-street paid parking periods throughout Hamilton may result in confusion for drivers.

2.2.2 Business Improvement Areas

The parking systems in the BIAs consist of municipally owned on-street and off-street parking facilities. **Exhibit 2-5** outlines each BIA's parking inventory.

Exhibit 2-5: BIA Parking Inventories

BIA	Off-Street (spaces)	On-Street (Spaces)	Total (spaces)
Ancaster Heritage Village	-	17	17
Barton Village	156	186	342
Concession Street	24	133	157
Downtown Dundas	331	91	442
Downtown Hamilton	71	224	295
International Village	281	117	398
King Street West	11	16	27
Locke Street	-	124	124
Main Street Esplanade	-	39	39
Ottawa Street	306	102	408
Stoney Creek	169	-	169
Waterdown	8	-	8
Westdale Village	-	98	98

Appendix "B" to Report PED20051(a)
Page 9 of 49

Similar to Downtown Hamilton, on-street parking now costs \$2.00 per hour. Hourly parking rates in off-street parking facilities cost between \$0.50 and \$1.50 per hour, up to a daily rate (where applicable) of \$6.00. Monthly rates vary from \$55 per month to \$65 per month depending on the parking facility

In general, on-street paid parking operations are in effect between 9 AM to 6 PM on Monday, Tuesday, Wednesday, and Saturday, and between 9 AM to 9 PM on Thursday and Friday. Off-street parking operations vary by BIA and are in effect for a longer period of time, and are in effect on all days except for Sundays and statutory holidays. Overnight parking is not permitted in off-street lots between 2 AM and 7 AM.

Paid parking periods varies by BIA. In Downtown Dundas, on-street paid parking is in effect between 6 AM and 6 PM on weekdays, and municipal off-street parking is free within the Stoney Creek BIA.

Based on local knowledge, the following list presents a high level overview of parking operations in each BIA:

- **Ancaster Heritage Village:** Ancaster Village lies within an area of relatively high personal vehicle mode share (approximately 82% of trips to Ancaster are by automobile). Parking opportunities are generally provided on-site at local businesses with minimal public parking. On-site private parking is complemented by 17 paid on-street parking spaces. During surveys and site visits conducted in Fall 2019, 11 of the 17 on-street parking spaces were observed to be occupied at all times. Given the limited amount of on-street parking in the commercial core, one of the main challenges in Ancaster is a lack of clarity on what private parking lots are available for the public.
- **Barton Village**
Barton Village is a mixed use area with a number of small family owned businesses fronting Barton Street. HMPS provides 186 on-street and 156 off-street parking spaces within the BIA. However, as Barton Street also functions as a Minor Arterial and truck route, and with high transit bus volumes, many conflicts are known to occur with vehicles parked on-street. The Hamilton General Hospital is a large parking demand generator with demand often spilling into the nearby residential neighbourhood. It was also observed that over half the drivers parked in the lots nearest the Hamilton General Hospital were accessible parking permit holders.
- **Concession Street**
This "Main-street" has a number of businesses that serve the neighbourhood and broader areas with 133 on-street parking spaces provided along Concession Street. Municipal off-street parking opportunities are limited (24 spaces), however several businesses provide on-site parking. A minimum of 20% of parking spaces were available at the time of the surveys, indicating that while supply is sufficient today, future growth in parking demand could strain the parking system.
- **Downtown Dundas**
This historic main-street area currently offers 331 municipal off-street parking spaces complemented by 91 on-street spaces. Outside of the Downtown Hamilton core, Downtown Dundas has the largest supply of publicly operated parking spaces in Hamilton. Notwithstanding its high personal vehicle mode share; many local residents are known to walk Downtown. While the on-street parking system was observed to be well utilized, almost 100 off-street parking spaces were available at all times.

Exhibit 2-6: Downtown Dundas BIA

*Source: Google Streetview

- **Downtown Hamilton**

The Downtown Hamilton BIA is a sub-section of Downtown Hamilton (as opposed to Downtown Hamilton as defined by the Downtown Secondary Plan). Generally comprising the area east of James Street and centred on Gore Park, it is a traditional central business district environment with 224 on-street and 71 off-street parking spaces provided by the HMPS. Available parking opportunities are scarce in Downtown Hamilton during the weekday peak, with 95% of the parking spaces occupied. Strategies that help manage existing demand, like dynamic pricing and real-time-parking information systems, may help parkers more easily find available spaces without requiring expensive infrastructure like new parking structures. Strategies to help manage parking demand would also support Hamilton's planning documents (Official Plan, Downtown Transportation Master Plan, etc.). Large volumes of alternative curbside activities (transit, passenger pick-up/drop-off, office deliveries, pop-up patios, etc.).

Exhibit 2-7: Downtown Hamilton BIA

*Source: IBI Group data collection

Appendix "B" to Report PED20051(a)
Page 11 of 49

- **International Village**
Similar to Downtown Hamilton BIA, the International Village BIA is also located within Hamilton's Urban Growth Centre. Within this area HMPS provides 281 off-street and 117 on-street parking spaces within the BIA. Parking users are known to experience difficulty in finding an available parking spaces during weekday business hours. Strategies aimed at managing parking demand would be beneficial. Large numbers of passenger pick-up/drop-off and ride-sharing curbside activities are known to occur.
- **King Street**
Generally comprising the area along King Street between Caroline Street and Queen Street this is an active area for residential development with a number of new street level businesses following. Most parking needs are privately through on-site parking. However, the HMPS does provide 16 on-street and 11 off-street parking spaces. Finding an available on-street parking space may be challenging during peak periods, however available off-street parking was always observed. On-street parking time restrictions are known to create compliance issues.
- **Locke Street**
This "Main-street" neighbourhood has 124 on-street parking spaces provided along Locke Street, but no municipal parking lots. Many restaurants front Locke Street with many multi-modal transportation visitors. The municipal on-street parking is complemented by on-site private parking at many establishments. Available on-street parking opportunities were observed at all times. The local churches are known to draw high parking demand on Sundays.

Exhibit 2-8: Locke Street BIA



*Source: IBI Group data collection

- **Main Street West Esplanade**
This BIA extends between Queen Street and Dundurn Street. While lined with commercial establishments, Main Street predominantly serves through vehicles travelling Downtown from Highway 403 and western Hamilton. Similar to Locke Street, the 39 on-street parking spaces are complemented by privately owned on-site parking facilities. Abundant on-street parking opportunities are known to be available at all times, but high traffic volumes may give the perception that these spaces are not useable.
- **Ottawa Street**
The Ottawa Street neighbourhood continues to evolve and is home to a large textile district, antique stores and other popular businesses. Large volumes of out of town visitors are known to frequent the area during weekends. The HMPS provides 102 on-street and 306 off-street parking opportunities in the Ottawa Street BIA, with plentiful available parking opportunities at all times. Recently, AM peak rush hour restrictions were eliminated in order to make on-street parking available for longer periods.
- **Stoney Creek**
This main-street neighbourhood is characterized by small businesses fronting onto King Street West. A large supply of municipal off-street parking and on-street parking along King Street West is provided, both of which are available at no cost, with a two-hour maximum parking duration. Available parking opportunities are known to be limited during weekday business hours.
- **Waterdown**
A historic main-street neighbourhood with large commercial businesses fronting onto Hamilton Street North. Municipal parking facilities are limited (8 off-street parking spaces), which means that business rely heavily on private parking operations. Approximately 55 free on-street parking spaces are also available. Concerns have been raised around the Zoning policy that small retail units (less than 450 m²) do not require a parking spaces, and thus tend to rely on parking at adjacent uses. As the area intensifies, on-site parking supply shortages may develop, partially due to the lack of local municipally operated parking facilities.
- **Westdale Village**
Main-street neighbourhood with small businesses fronting onto King Street West. Similar to the Locke Street BIA, the HMPS provides 98 on-street parking spaces which is complemented by privately owned on-site parking. On-street parking demand is known to be high, but parking opportunities were available at all times during the 2019 utilization survey. A high volume of boulevard parking with parking infiltration from surrounding areas is known to be an issue.

2.3 Existing Parking Operations

The existing conditions assessment is intended to evaluate the health of Hamilton's Downtown and BIA parking operations. Based on industry standards, parking systems are considered "effectively full" at an occupancy of approximately 85%, depending on lot size and other characteristics. This represents the point where finding a space becomes challenging for drivers, resulting in an increased likelihood of a driver having to search for an available parking space. Using the collected parking supply and demand data and a targeted 85% effective capacity threshold, the parking facilities that are under-utilized and over-utilized are identified. In other words, locations with parking supply deficiencies are identified.

2.3.1 Supply and Demand Data Collection

To provide a solid basis for the parking demand study and a meaningful needs analysis, it is important to accurately collect parking supply and demand data in the field. To capture typical weekday and weekend parking operations, parking utilization surveys were completed on the following days:

Downtown Hamilton study area (hourly intervals)

- November 19, 2019: between 8:00 AM and 7:00 PM; and
- November 23, 2019: between 11:00 AM and 6:00 PM.

BIAs (20 minute intervals with turnover data)

- November 20, 2019: between 10:00 AM and 6:00 PM.

The Downtown Dundas BIA and Westdale Village BIA parking surveys were conducted the week of March 6, 2020 between 10:00 AM and 6:00 PM.

To complement the IBI Group collected parking data, the City of Hamilton collected parking supply and demand data for approximately 50 isolated lots throughout Hamilton on September 26, 2019 and September 28, 2019.

The remainder of this section summarizes the data collected and trends identified therein.

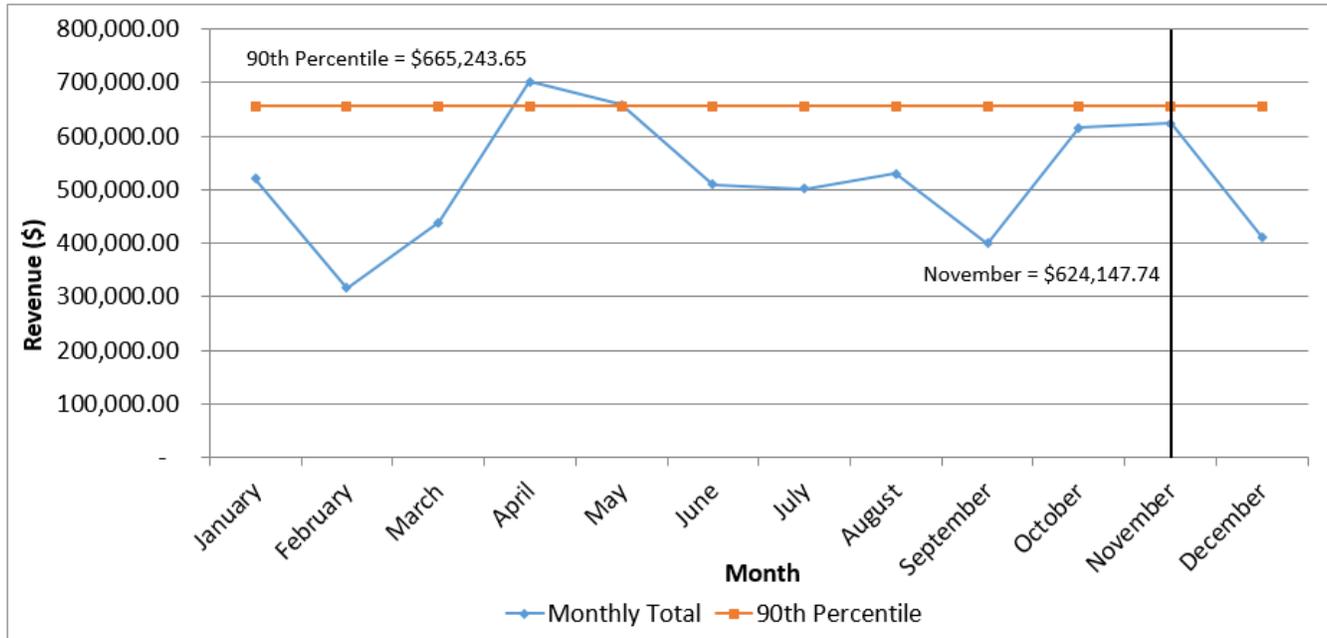
2.3.2 Seasonal Parking Variation

Parking patterns are known to vary throughout the calendar year. For example, parking demand may be slightly lower during the winter months due to cold weather and heavy snow fall. Parking systems are generally designed to accommodate the 85-90th percentile peak annual parking demand. This is intended to provide parking supply that is sufficient to accommodate all but the highest parking demand experienced throughout the year. Parking systems are not designed to accommodate the peak annual parking demand since there would be excess parking capacity available during the remainder of the year.

To assess the seasonal variation of demand in the study areas the City of Hamilton provided monthly parking revenue data for 2018. To determine the seasonal adjustment factor, the parking revenue collected during the month corresponding to the month the utilization surveys were completed (November 2019) were compared to the 90th percentile parking revenue.

Exhibit 2-9 shows revenue in November 2018 was \$624,147 while the 90th percentile of revenue collection was \$665,243. Therefore, we can assume the 90th percentile of system demand is approximately 6.5% higher ($\$665,243 / \$624,147 = 1.065$) than what was observed in the November survey. This 90th percentile of demand is the demand that will be used in the remainder of this report as well as later on in this study when forecasting future demand.

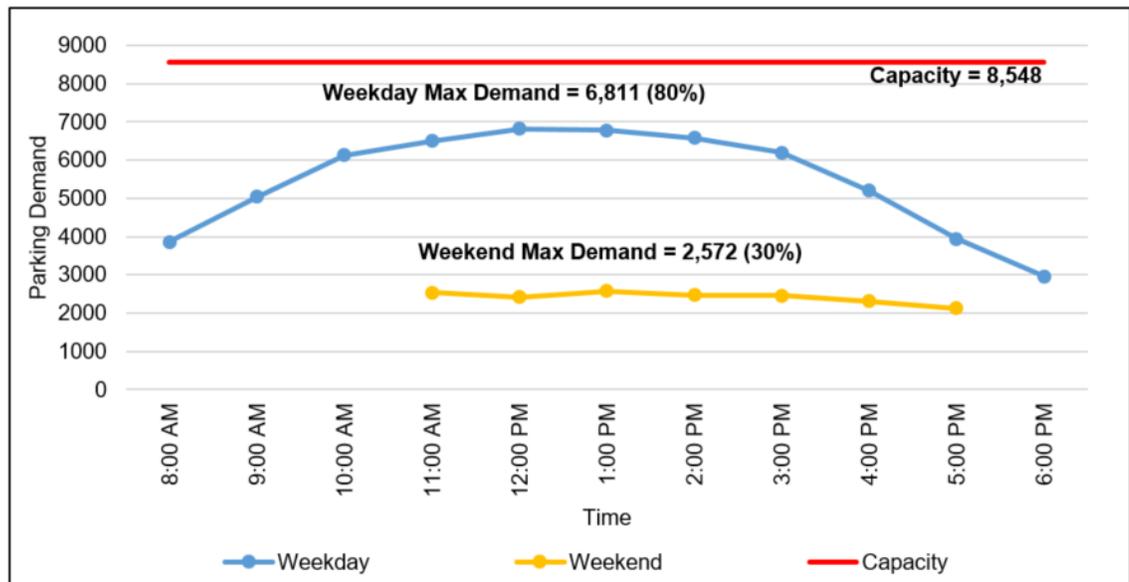
Exhibit 2-9: 2018 Monthly Parking Revenue



2.3.3 Downtown Hamilton Study Area

The weekday and weekend parking utilization observed during the survey period for the Downtown study area is shown in **Exhibit 2-10**.

Exhibit 2-10: Downtown Parking Area Utilization

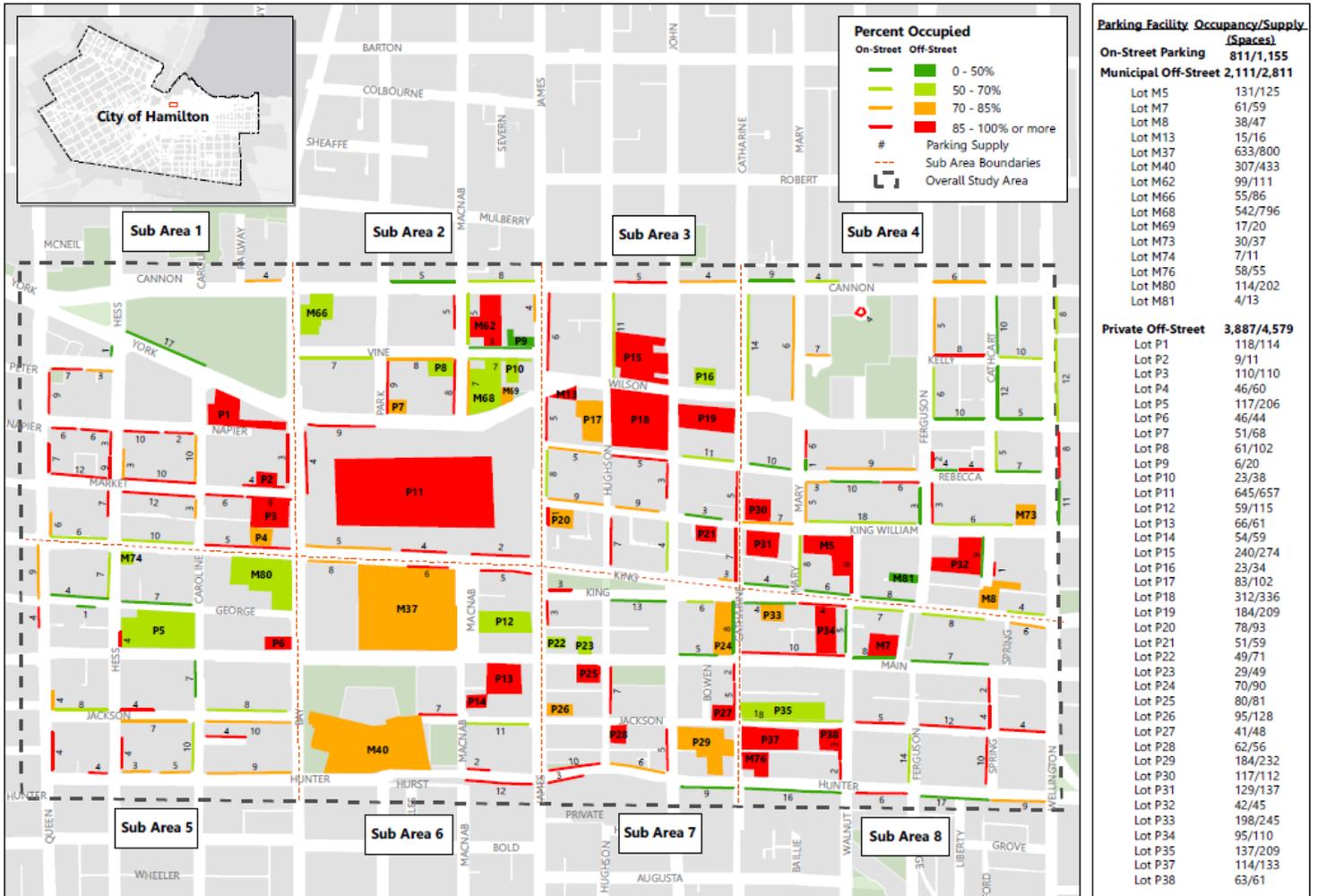


As shown in **Exhibit 2-10**, the Downtown parking system peaked at noon during the weekday with a peak utilization of 80%. While overall utilization remains below the 85% effective capacity threshold, individual parking facilities operating near capacity were observed.

Appendix "B" to Report PED20051(a)
Page 15 of 49

The Downtown Hamilton parking supply and demand data is illustrated geographically in **Exhibit 2-11**. The Exhibit illustrates occupancy during the system wide period of peak parking demand, which occurred during the weekday at 12:00 PM.

Exhibit 2-11: Downtown Hamilton Parking Supply and Demand (Weekday 12:00 PM)



B Hamilton Parking Master Plan
Downtown: Peak Occupancy (Weekday 12:00 PM)



As illustrated in **Exhibit 2-11**, many on-street segments and off-street lots operate at or above the 85% effective capacity threshold. The following parking lots were observed to operate at 100% capacity:

- Municipal Lots M5, M7, and M76; and
- Private Lots P1, P3, P6, P13, P28, P30, and P38.

These lots operating at capacity are spread throughout the Downtown Hamilton study area indicating that there is no one hot spot driving demand in Hamilton. The land uses in close proximity to these lots are likely the cause of the localized peaks in parking demand. For example, high parking demand is likely generated by the FirstOntario Centre, Art Gallery of Hamilton, City Hall, and a concentration of small restaurants and shops in close proximity.

Appendix "B" to Report PED20051(a)
Page 16 of 49

While these operations are not necessarily an issue if there are parking opportunities available nearby, large groups of parking facilities operating near capacity in close proximity may indicate a localized parking shortage.

A tabular summary of sub-area parking occupancies during the system wide peak is shown in **Exhibit 2-12**.

Exhibit 2-12: Downtown Hamilton Sub Area Operations (Weekday 12:00 PM)

Sub Area	Parking Occupancy			
	On-Street	Off-Street (Municipal)	Off-Street (Private)	Total
1	85%	N/A	96%	92%
2	80%	70%	89%	79%
3	81%	92%	88%	87%
4	54%	92%	98%	80%
5	71%	57%	65%	64%
6	91%	76%	76%	77%
7	61%	N/A	81%	79%
8	69%	104%	80%	81%

Based on the sub area operations outlined in **Exhibit 2-12**, the following observations are noted:

- Overall parking operations in sub-areas 1 and 3 were over effective capacity. This indicates a parking supply shortage where strategies to manage or redistribute parking demand would be useful;
- Private off-street parking facilities in sub-area 2 operated at effective capacity. However, available parking opportunities were available in the municipal off-street parking facilities;
- While overall operations remained below effective capacity, both private and municipal off-street facilities were observed to operate over effective capacity in sub-area 4. This indicates an off-street parking supply shortage where strategies to manage or redistribute off-street demand would be useful;
- On-street parking facilities operated above effective capacity in sub-area 6. This indicates an on-street parking supply shortage where strategies to manage or redistribute on-street demand would be useful;
- Both municipal off-street parking facilities in sub-area 8 (Lots M7 and M76) were observed to operate at capacity. The 104% utilization is a result of the seasonal adjustment factor. Additional off-street parking opportunities were available in the private off-street facilities to accommodate overflow demand;
- Generally off-street facilities saw higher occupancy rates than on-street facilities, demonstrating a user preference for off-street facilities given the current distribution of supply, parking time limits, and pricing characteristics.

2.3.4 Business Improvement Areas

The parking supply and demand during the peak period for each BIA is illustrated in **Exhibit 2-13**. Note that each BIA operates as an isolated parking system, therefore individual peak periods were identified for each BIA.

Appendix "B" to Report PED20051(a)
Page 17 of 49

Exhibit 2-13: BIA Parking Supply and Demand

BIA	Type	Supply	Peak Demand	Peak Utilization	Time of Peak
Ancaster Heritage Village	On-Street	17	11	65%	11:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	17	11	65%	
Barton Village	On-Street	186	155	83%	1:00 PM - 2:00 PM
	Off-Street	156	104	67%	
	Total	342	259	76%	
Concession Street	On-Street	133	119	89%	12:00 PM - 1:00 PM
	Off-Street	24	15	63%	
	Total	157	133	85%	
Downtown Dundas	On-Street	91	83	91%	1:00 PM – 2:00 PM
	Off-Street	331	250	76%	
	Total	422	333	79%	
Downtown Hamilton	On-Street	224	203	91%	1:00 PM - 2:00 PM
	Off-Street	71	71	100%	
	Total	295	275	93%	
International Village	On-Street	117	86	74%	12:00 PM - 1:00 PM
	Off-Street	281	265	94%	
	Total	398	351	88%	
King Street West	On-Street	16	14	88%	11:00 AM - 12:00 PM
	Off-Street	11	7	64%	
	Total	27	21	78%	
Locke Street	On-Street	124	108	87%	12:00 PM - 1:00 PM
	Off-Street	-	-	-	
	Total	124	108	87%	
Main Street Esplanade	On-Street	39	9	23%	10:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	39	9	23%	
Ottawa Street	On-Street	102	48	47%	1:00 PM - 2:00 PM
	Off-Street	306	56	18%	
	Total	408	104	25%	
Stoney Creek	On-Street	-	-	-	9:00 AM - 10:00 AM
	Off-Street	169	153	91%	
	Total	169	153	91%	
Waterdown	On-Street	-	-	-	2:00 PM - 3:00 PM
	Off-Street	8	5	63%	
	Total	8	5	63%	
Westdale Village	On-Street	98	84	86%	4:00 PM – 5:00 PM
	Off-Street	-	-	-	
	Total	98	84	86%	

As outlined in **Exhibit 2-13**, the parking systems in several BIAs were observed to operate at or above the effective capacity threshold. Special attention will be given to these BIAs when projecting future parking operations.

In general, the periods of peak parking demand coincide with regular business hours, which is to be expected. However, the Westdale Village BIA experienced a peak parking demand between 4:00 and 5:00 PM. This trend is expected to occur given the many commercial land uses along King Street. Commercial land uses typically generate demand immediately after business hours

Appendix "B" to Report PED20051(a)
Page 18 of 49

as employees stop by the establishments on their way home. Additionally, McMaster University is located nearby and many students and staff are known to be ending classes at this time which could further increase demand.

Hamilton General Hospital is located within the Barton Village BIA. In Lot 80, the parking lot nearest the Hamilton General Hospital, over half of the vehicles parked in the parking lot had an accessible parking permit. City staff have noted that the provision of free parking for accessible permit holders may be leading to abuse of the permits. As such, the City should consider beginning to charge accessible permit holders for parking prices, while still maintaining preferential spaces.

Maps illustrating the BIA parking supply and demand geographically (similar to the **Exhibit 2-11** Downtown Hamilton study area map) were prepared for each BIA, which are located in Appendix A.

2.3.5 Isolated Municipal Parking Lots

The Hamilton Municipal Parking System includes numerous parking lots distributed throughout the City in various locations. These lots are not considered part of either the Downtown study area or any of the 13 BIAs due to their isolated locations.

The parking supply and demand surveys for these isolated lots were completed by the City of Hamilton staff and provided to IBI Group for assessment. There are 21 of these isolated lots of various sizes ranging from 9 to 65 spaces. In general, parking operations in these were observed to be below effective capacity, excluding the following lots:

- Lot 20 (Southam): peak utilization of 100%;
- Lot 33 (Southam): peak utilization of 98%; and
- Lot 34 (Homeside): peak utilization of 100%.

In addition to the parking opportunities provided at these lots, private businesses in the area provide on-site parking and on-street parking opportunities are available in the surround residential streets. While additional parking opportunities are available, the demand in these parking facilities is unknown.

Hamilton should monitor the private parking demand and on-street parking demand in close proximity to Lots 20, 33, and 34 to determine whether parking opportunities are available. If the surrounding parking supply is determined to operate near capacity as well, a parking shortage could exist. Note that Lots 22 and 33 are located within a 200m walking distance. A parking supply shortage in the area is evident given that both lots operated near capacity.

2.4 Parking Turnover and Duration

Parking turnover and duration data was collected for on-street segments in the BIAs. Parking turnover represents the number of unique vehicles that are served by a parking system throughout the day, while parking duration represents the length of time those vehicles are parked in a space.

In general, turnover is desired to be maximized so parking spaces serve as many users as possible. However, low turnover is not necessarily an issue. A lower turnover means that a low number of vehicles are being served per day. If parking demand is low, then the turnover will naturally be low as well since only a small number of parking users are being served. Therefore turnover is typically examined in combination with duration to gain a better understanding of parking operations.

Parking operational issues are indicated by a combination of low turnover and high parking duration. This means that a small number of vehicles are parking for long periods of time. In areas

Appendix "B" to Report PED20051(a)
Page 19 of 49

with high parking demand, high turnover rates with low durations are essential to serve a high number of parking users.

Exhibit 2-14 presents the overall parking turnover observed in each BIA, while **Exhibit 2-15** presents the observed parking durations.

Exhibit 2-14: Parking Turnover for each BIA

BIA	Unique Vehicles	Supply (spaces)	Turnover (vehicles/space/day)
Ancaster Heritage Village	65	17	3.83
Barton Village	879	186	4.73
Concession Street	1167	133	8.77
Downtown Dundas	582	91	6.39
Downtown Hamilton	1115	224	4.98
International Village	544	117	4.65
King Street West	176	16	11.03
Locke Street	875	124	7.05
Main W Esplanade	74	39	1.88
Ottawa Street	481	102	4.71
Westdale	506	98	5.16

Note: parking duration for Stoney Creek and Waterdown BIA were not collected since there was no on-street paid parking

Exhibit 2-15: Parking Duration for each BIA

BIA	Parking Duration (hh:mm)									Average Duration (hh:mm)
	0:20	0:40	1:00	1:20	1:40	2:00	2:20	2:40	3:00+	
Ancaster Heritage Village	36	15	6	1	0	6	1	0	0	0:40
Barton Village	272	161	137	93	61	42	30	23	60	1:10
Concession Street	708	286	110	23	20	5	4	7	3	0:33
Downtown Dundas	210	135	118	47	17	20	14	7	14	0:52
Downtown Hamilton	356	204	146	107	84	51	41	34	92	1:14
International Village	187	114	86	67	42	16	12	6	14	0:56
King Street W	133	26	8	3	5	0	0	0	0	0:28
Locke Street	547	102	99	37	33	9	23	4	21	0:43
Main West Esplanade	63	7	3	0	0	0	0	0	0	0:23
Ottawa Street	294	86	42	25	18	7	3	2	3	0:37
Westdale Village	167	116	98	45	22	14	7	6	32	1:01

Note: parking duration for Stoney Creek and Waterdown BIA were not collected since there was no on-street paid parking

Based on the findings presented in **Exhibit 2-14** and **Exhibit 2-15**, the following conclusions can be drawn:

- The King Street West (11.03 vehicles per space per day), Concession Street (8.77 vehicles per space per day), and Locke Street (7.05 vehicles per space per day) BIAs all experienced

Appendix "B" to Report PED20051(a)
Page 20 of 49

high turnover. The average duration of stay for these BIAs was less than 45 minutes. These operations are considered health given the relatively high amount of vehicles being served for low durations;

- The Main West Esplanade (1.88 vehicles per space per day) and Ancaster Heritage Village (3.83 vehicles per space per day) had the lowest turnover. However, given that the average parking duration was less than 45 minutes, parking operations are considered healthy;
- On average, vehicles in the Downtown Hamilton BIA (1 hour 14 minutes), Barton Village (1 hour 10 minutes), and Westdale Village (1 hour 1 minute) were parked the longest. The average turnover in these BIAs was also relatively low when compared to the other BIAs (5 vehicles per day). Low turnover with high durations could indicate a parking operational issue if parking demand is also high; and,
- When compared to the other BIAs, the Downtown Dundas, International Village, and Ottawa Street BIAs all experienced relatively average parking durations (40 to 50 minutes) with relatively average turnover (5 to 6 vehicles per day).

2.5 Existing Conditions Summary

Downtown Hamilton Study Area

The parking supply and demand assessment indicates that the Downtown Hamilton parking system is sufficient to accommodate the existing parking demand. Parking demand was observed to peak at 12 PM on the weekday at 80% utilization, which is below the effective capacity threshold.

While capacity is sufficient overall, some parking facilities were observed to operate near or above effective capacity, particularly in Sub Areas 1, 2, and 8. It is likely valid that some users perceive a shortage in parking with occasional difficulty in finding a spot at some of the busier parking facilities, especially during the weekday. However, parking opportunities are available in close proximity to the parking facilities operating above effective capacity.

Parking demand was observed to be lower on the weekend when compared to the weekday. Weekend parking occupancy generally remained well below effective capacity, with the exception of on-street parking in Sub Area 2, which reached a max utilization of 95% at 12:00 PM. The high weekend parking demand is anticipated to be generated by Jackson Square which is an indoor shopping and entertainment complex.

Business Improvement Areas

The Downtown Hamilton BIA experienced the highest parking demand for both on-street and off-street parking facilities, with the majority of parking facilities operating above effective capacity. Additionally, the International Village BIA's off-street system operated near capacity during the peak period. While parking operations in these BIAs were near or at capacity, they are subsections of the Downtown Hamilton study area. In other words, additional parking opportunities are available nearby.

The parking systems in the Concession Street, Downtown Dundas, King Street West, Locke Street, Stoney Creek, and Westdale Village BIAs operated at the 85% effective capacity threshold during the peak period. While not an issue under existing conditions, special attention will be paid to the parking demand in these BIAs under future conditions to maintain acceptable operations.

Parking operations remained under effective capacity at all times in the Ancaster Heritage Village, Barton Village, Main Street Esplanade, and Ottawa Street BIAs.

3. Consultation Process

The consultation process is intended to provide key stakeholders and the general public an opportunity to learn about the study, provide insights into existing issues and desired study outcomes, and provide feedback about the preliminary study conclusions and recommendations.

The Consultation Process has a three-phased approach. The first phase involves online surveys, stakeholder interviews, and a Public Consultation Meeting to gain an understanding of existing parking operations and challenges. The second phase will include stakeholder engagement and interviews to present preliminary recommendations to receive feedback to finalize the recommendations. The third phase will include the Public Consultation Meeting 2 and two Council meetings where the final findings and recommendations from the study will be presented and questions will be answered by the project team.

This document summarizes the findings of the consultation activities completed to-date.

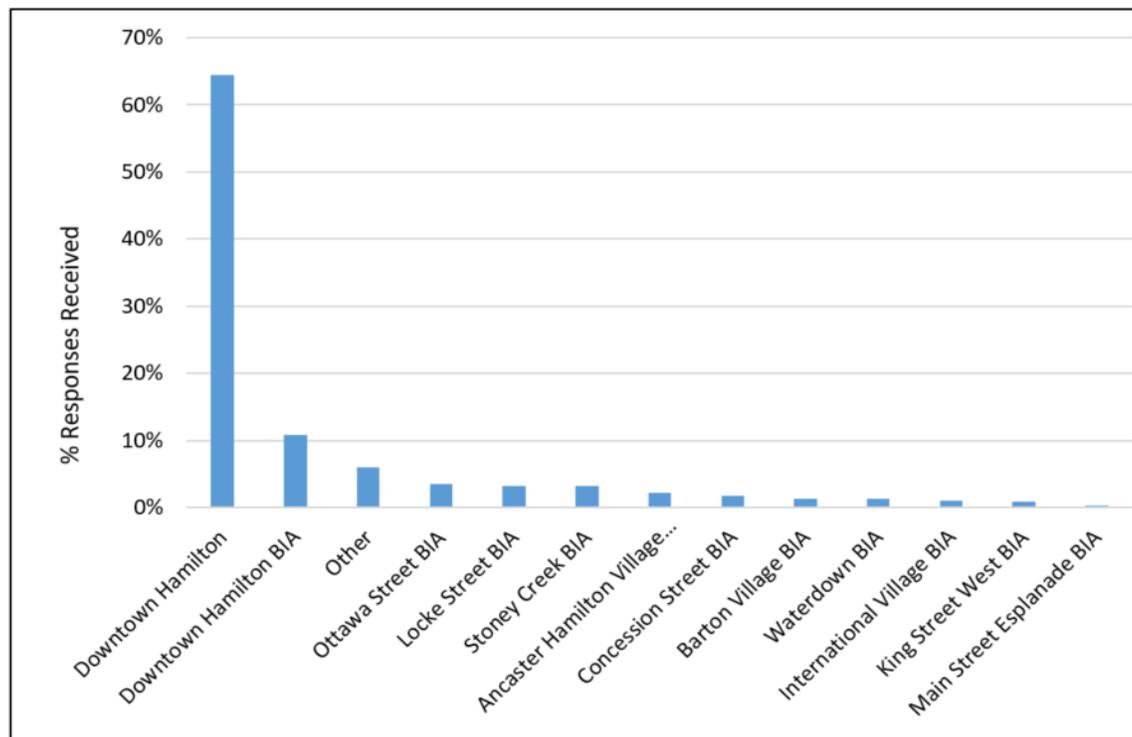
3.1 City-Wide Web-Based Survey

Two web surveys were conducted, one targeting stakeholders, and the other targeting the general public. Survey questions were developed in coordination with the City of Hamilton project team and are intended to identify existing parking issues and desired study outcomes.

3.1.1 General Public Survey

As of March 12, 2020, a total of 1,389 responses were collected for the online public survey. The vast majority of survey responder's travel to the Downtown Hamilton study area, the distribution of responses by location is illustrated in **Exhibit 3-1**.

Exhibit 3-1: Collected Public Survey Responses by Location



Based on survey responses, the general public indicated that:

Appendix "B" to Report PED20051(a)
Page 22 of 49

- 53% support sub-divisions promoting alternative modes of transportation over vehicles.
- 27% use alternative modes of transportation to travel Downtown. 24% currently use vehicles but are willing to consider switching if alternative modes were improved.
- Responders are generally willing to walk from a parking spaces to their destination was between 200-400m (39%) and 400-800m (28%).
- 64% would walk further if parking was cheaper.
- 60% find the existing parking wayfinding signage inadequate or confusing.
- 61% have difficulty finding a space in their desired location.
- 56% believe parking is too expensive.
- 46% of responders are unsatisfied with the overall parking experience, while only 27% satisfied.
- 50% do not support parking price increases to facilitate parking improvements compared to 31% who do.
- The most requested designated zones were additional bike storage (42% of responders) and passenger pick up and drop off zones (43% of responders).
- The most requested wayfinding improvement was a parking app that displays the locations of City-owned parking facilities.
- The most requested payment process improvement was upgrading the parking machines to be more user friendly and to accept multiple methods of payment.
- In terms of curbside use, short term vehicle parking and mobility were identified as the two most prioritized uses.
- 50% are in favour of increasing enforcement to combat illegal parking, while 30% are against.

Key takeaways include:

- The vast majority of comments relate to the Downtown area or Downtown BIA which may bias the responses towards the Downtown perspective;
- Parking wayfinding improvements would be seen as beneficial;
- Alternative methods of payment would be seen as beneficial, including new pay parking machines and a pay-by-phone app;
- Parking prices are desired to be minimized;
- There is potential to reduce parking demand through transportation demand management strategies;
- There is interest in moving towards a more multi-modal transportation system; and
- The maximum acceptable walking distance is approximately 400m. Although, users would be willing to walk further for reduced prices.

Full general public survey responses are included in Appendix B.

3.1.3 Stakeholder Survey

As of March 12, 2020 a total of 41 responses were collected for the online stakeholder survey. Based on survey responses, respondents indicated that:

- 80% are located in the Downtown Hamilton study area with 58% of those located in the International Village Business Improvement Area (BIA).
- 63% receive parking complaints on a weekly basis. The most common complaints are related to expensive parking prices and difficulty in finding available parking.
- The most commonly requested parking improvements are related to inconvenient payment process and difficulty in finding available parking. Expensive parking prices and safety were also identified as areas for improvement.
- There are mixed feelings regarding parking price increases to support parking improvements (41% in favour and 50% against).
- The most requested designated zones were additional bike storage (46% of responders) and commercial loading zones (39% of responders).
- There is no clear preferred alternative for increasing parking revenues (if needed), all options received between 9-21% of responses. The two most favoured options were shifting the funding model to support parking through property taxes and increasing prices for residential parking permits.
- The most requested wayfinding improvement was a parking app that displays the locations of City-owned parking facilities.
- The most requested payment process improvement was upgrading the parking machines to be more user friendly and to accept multiple methods of payment.
- 76% are in favour of a parking equilibrium policy where existing supply is maintained.
- In terms of curbside use, short term vehicle parking and mobility were identified as the two most prioritized uses.
- 45% are in favour of increasing enforcement to combat illegal parking, while 36% are against.

Key takeaways include:

- Additional parking opportunities and improvements to the pay parking experienced are two areas where parking operations can be improved;
- Potential solutions for the above two areas of improvement include a parking app with wayfinding and pay-by-phone capabilities, and upgraded pay parking machines; and
- Parking prices are desired to be minimized.

Given that the majority of stakeholder survey responses were from the International Village, the above results may be biased towards issues experienced within this BIA. To understand the desires and issues related to each BIA, the responses were isolated based on BIA. The following observations were noted:

Downtown Hamilton (Study Area)

- 9 stakeholder responses were collected for the Downtown Hamilton (study area).
- The key difference noted was that mobility was identified as the clear priority for curbside use.

Appendix "B" to Report PED20051(a)
Page 24 of 49

All other BIAs (excluding International Village and Downtown Hamilton)

- 9 stakeholder responses were collected from all other BIAs including 2 from the Downtown Hamilton, 1 from Ancaster, 1 from Barton Village, 1 from Ottawa Street, and 4 from "Other" locations. The "Other" locations included 3 from Westdale Village and 1 from the Central Mountain.
- The two major differences noted were stakeholders were generally not supportive of parking price increases to support parking improvements (71%), and the most requested payment process improvement was pay-by-phone.

Full stakeholder survey responses are included in Appendix C.

3.2 Map-Based Consultation Tool

A map-based consultation tool was developed that allows responders to identify locations where they have experienced parking related difficulties.

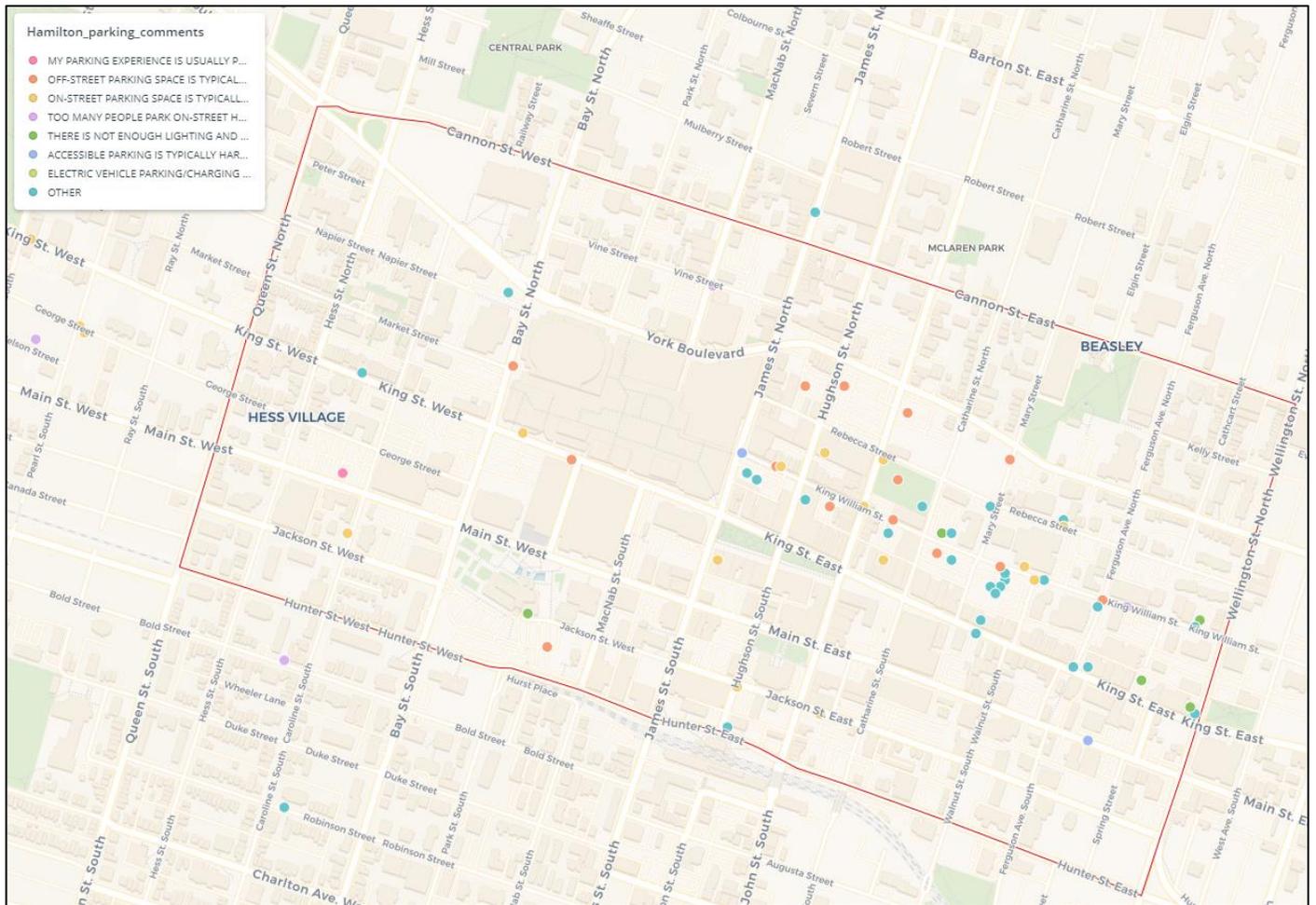
As of March 12, 2020, 94 responses were gathered with the majority of responses fairly well distributed in the Downtown Hamilton study area. Responses were provided for the following categories:

- My parking experience is usually positive here;
- Accessible parking is typically hard to find here;
- Electric Vehicle parking/charging would be useful here;
- There is not enough lighting and it feels unsafe to walk when parking here;
- Too many people park on-street here;
- Off-street parking space is typically hard to find here;
- On-street parking space is typically hard to find here; and
- Other.

The most commonly selected responses included difficulty in finding both on-street and off-street parking spaces, and the "Other" category. The most common responses under the "Other" category were also related to insufficient on-street and off-street parking.

The majority of responses were located in the Downtown Hamilton area, which are illustrated geographically in **Exhibit 3-2**. Full responses are located in Appendix D in table format and are available online at:

- **Website URL:** <https://ibigroup-enterprise.carto.com/u/ibigroup-admin/builder/770889db-2165-44c4-995b-2b5f15a841c8/embed>
- **Password:** Hamilton!

Exhibit 3-2: Map-Based Consultation Tool Results

As discussed above, the most common parking issues identified were related to difficult in finding on-street and off-street parking spaces. When isolating these two identified issues, a significant portion of the responses were observed to be located in the area encompassed by King Street to the south, James Street to the west, Wilson Street to the north, and Wellington Street to the east. This issue will be considered when developing solutions as part of the Downtown Parking Strategy task.

3.3 Public Consultation Meeting

The first Public Consultation Meeting (PCM) was held on January 22, 2020 with the objective of introducing attendees to the study and to collect input on existing parking operations, knowledge of existing issues, and desired study outcomes. The PCM was a “drop-in” open house format, with presentation boards on display to help lead discussions. The event was attended by 23 individuals.

The following key themes were identified:

- Parking operations should be self-funded, and parking should be priced at a point that encourages alternative modes of transportation (ex: more expensive than a transit pass).
- Seasonal pop-up patios were noted to have pros and cons. Patios promote a vibrant and active Downtown core, but they occupy popular on-street parking spaces.

Appendix "B" to Report PED20051(a)
Page 26 of 49

- Increased long term parking supply needed.
- Expand the cycling network through the removal of on-street parking (with a focus on the BIAs).

The PCM boards are located in Appendix E.

3.4 Stakeholder Interviews

Two set of stakeholder interviews were conducted. The City completed interviews prior to commencing the study on June 4, 2019 with various BIAs to identify parking related needs, issues, and opportunities. Additionally, IBI Group will complete a second round of stakeholder interviews as part of the Hamilton Parking Master Plan project.

3.4.1 Stakeholder Meetings

On June 4, 2019, the City hosted a meeting with several BIAs with the objective of identifying parking related needs, issues, and opportunities. The following key topics were discussed:

- Ancaster Heritage Village: Improved on-street parking signage would reduce parking user confusion.
- Barton Village: On-street parking operations in close proximity to the General Hospital could be improved. Known issues include, compliance, demand spillover into the adjacent residential area, and hospital staff occupying the premium on-street spaces.
- Downtown Dundas: Improvements to transient parking operations is requested with the top priority being a better balance between permit and transient parking opportunities.
- Downtown Hamilton: Increased on-street and off-street parking opportunities are needed.
- International Village: Increased on-street and off-street parking opportunities are needed especially with the planned parking lot redevelopment projects.
- Locke Street: Increased on-street parking duration would be beneficial some strategic locations with limited off-street parking.
- Stoney Creek: No existing parking issues.
- Waterdown: Parking operations are known to be contentious, additional on-street and off-street parking supply would be beneficial.
- Westdale: Additional on-street and off-street parking opportunities would be beneficial.

The stakeholder meeting needs, issues, and opportunities provided by the City will be considered as the Parking Master Plan conclusions and recommendations are formulated. Full meeting notes can be found in Appendix F.

4. Best Practices Review

The best practices review was divided into two components: financial best practices, and parking policy and strategy best practices. The list of comparator municipalities was determined in collaboration with City staff, with the exception of Brampton and Mississauga which were added as IBI Group is highly familiar with practices in these locations and are generally comparable to the City of Hamilton. The City of Toronto was included for context. The municipalities assessed as part of this review are:

- Calgary
- Halifax (financial only)
- London
- Montreal
- Regina (financial only)
- Greater Sudbury,
- Thunder Bay,
- Windsor,
- Winnipeg,
- Toronto (financial only);
- Brampton, and
- Mississauga.

4.1 Financial Best Practices

The intent of the financial component of the best practices review is to develop an understanding of revenues and expenditures related to parking operations in comparator municipalities, as well as examine the long term financial strategies deployed.

4.1.1 *Financial Sustainability Review*

Hamilton provided comprehensive financial data outlining all parking related revenues and expenses. In 2018, Hamilton collected \$16,084,451 in revenue from sources including parking meters, general parking permits, boulevard parking permits, citations, cash-in-lieu of parking, and miscellaneous sources. Conversely, Hamilton spent \$13,410,673 on parking related expenses in 2018 including operations and maintenance, property taxes, and salaries. When accounting for all revenues and expenses, parking operations resulted with a net surplus of \$2,673,778 in 2018. Put another way, for every dollar spent on the parking system, Hamilton recovered \$1.20 in revenue. A portion of the surplus revenue is placed in a parking reserve fund to be spent on future parking improvements such as new parking facilities and implementation of supportive technologies, and the remainder is placed into a general municipal fund.

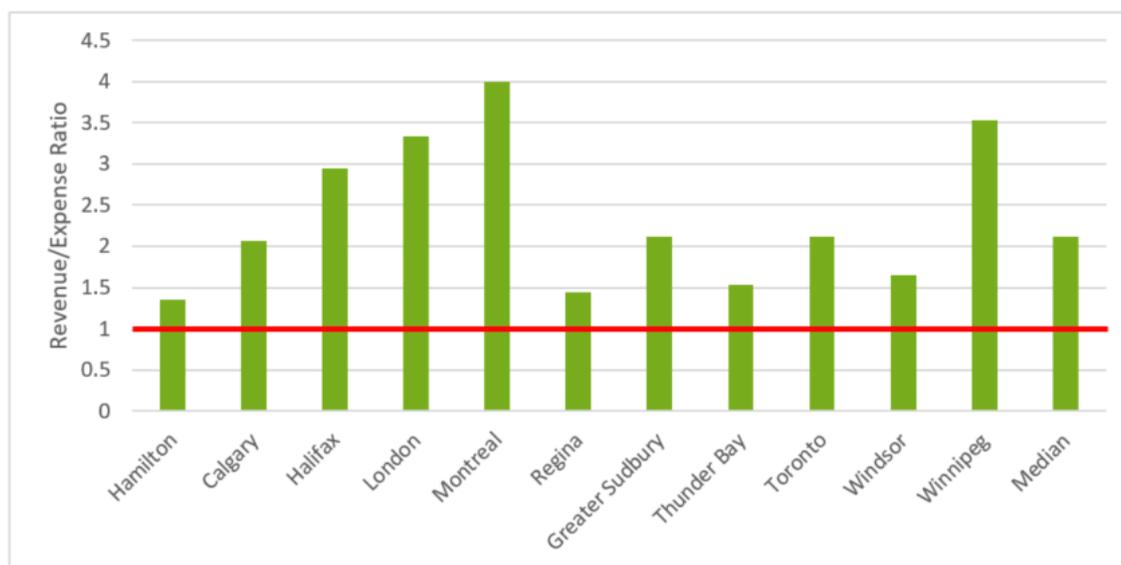
Using the data obtained from the 2018 Municipal Benchmarking Network (MBNCanada) Performance Measure Report, the parking financial performance of the comparator municipalities was investigated. The MBNCanada is a collaborative partnership of Canadian municipalities that collects, compares, and shares performance data and operational practices. MBNCanada obtains financial data from the Ontario Financial Information Return (FIR), which collects financial and statistical data from Ontario based municipalities on an annual basis.

Appendix "B" to Report PED20051(a)
Page 28 of 49

Exhibit 4-1 presents the parking revenue to expense ratios of the comparator municipalities. A value 1.0 indicates that financial sustainability has been achieved (revenues are sufficient to fund expenses). Values greater than 1.0 indicate that revenues exceed expenses while values below 1.0 indicate that expenses are greater. While MBNCanada did not include Brampton and Mississauga, Halifax and Regina were included as two additional non-Ontario municipalities.

Note that the revenue expense ratio calculated using the data provided by Hamilton was 1.20, while MBNCanada indicates it to be 1.35. This is likely due to slight discrepancies between internal figures and MBNCanada in which revenues and costs are attributed to the parking system. While these figures are not identical, the MBNCanada data is still useful in that it provides a relative comparison between Hamilton's financial performance and the performance of other Canadian municipalities.

Exhibit 4-1: Comparator Municipality Financial Performance



Based on **Exhibit 4-1**, the following is observed:

- All municipalities were determined to be financially sustainable as indicated by the revenue/expense ratios exceeding 1.0;
- Hamilton has the lowest revenue/expense ratio at 1.35, indicating that other municipalities collect more revenue per dollar spent;
- Montreal collects \$4 in revenue for every dollar spent; and
- The median revenue/expense ratio is 2.12, which is 57% higher than Hamilton.

While financially sustainable, the comparison indicates that other Canadian municipalities collect a larger surplus than Hamilton. While maximizing revenue is not necessarily a best practice, a higher surplus does provide more flexibility to accommodate unexpected future parking expenses and provides more future capital funding for expensive parking facilities, should additional parking supply be needed.

4.1.2 Findings from Discussions with Financial and Parking Staff

Based on additional financial best practice reviews completed by IBI Group in the past, municipalities generally desired to maintain revenue neutral parking finances. In other words, all parking expenses are funded through parking revenues. Some parking systems have been

Appendix "B" to Report PED20051(a)
Page 29 of 49

determined to be subsidized by revenue from the general fund. However, this approach is not common.

To supplement the general best practices, the City of Hamilton requested that IBI Group gather feedback from Guelph, Kitchener and Winnipeg regarding financial operations via interviews. Interviews with City staff from Guelph and Kitchener were conducted, and written responses to the same questions were provided by the parking manager at the Winnipeg Parking Authority.

The following provides a summary of the feedback received from these three municipalities.

City of Guelph

The parking department has historically operated as a tax-supported department. The downtown parking program requires an annual revenue of roughly \$6.8 million. In the most recent 2018 updated funding model, it was planned that \$1.9 million (29%) of this annual investment would be funded from a property tax contribution, \$3.6 million (52%) from monthly permits, \$1.2 million (21%) from on street parking, and \$65,000 from periphery permits.

In 2020, the parking department is moving towards an enterprise governance model, where it would no longer be supported by property taxes, and fully self-sustaining through user fees. It is anticipated that the parking department will be self-sustaining by 2044, and until then the parking system will receive \$1.4 million in tax support annually. Any year end budget variances will result in a year end surplus or deficit which will be transferred to or from a parking reserve. The City currently operates a capital reserve fund for parking and is introducing an operating parking reserve starting in 2020.

The primary reasons that Guelph is moving to an enterprise governance model are:

- Parking is a value added service and should be paid for by users; and
- The parking system is focused downtown and property taxes are drawn from the entire city. This causes issues around who is paying for the service and who is using it.

From an operational standpoint, the City of Guelph is able to fully cover costs from revenue generated. However, it is the capital expenditures and the associated debt service that usually drive any deficits. As an example, the City just opened a \$21 million parking facility, which results in roughly \$1 million in debt service annually, with another facility coming online in 2023, which is estimated to cost \$600,000 annually in debt service. The City of Guelph has a plan to increase hourly and permit pricing by 5% annually over the next 10 years.

City of Kitchener

The parking Organizational Review Business Case led by the City in 2011 discussed three alternatives and their relative benefits and implications related to the following:

- Develop a user pay system that will result in a minimal or no levy impact to the tax-based operations;
- Provide an annual dividend to the City – to be supportive of urban intensification and redevelopment;
- Incorporate and be supportive of Transportation Demand Management principles; and
- Position the City to maintain the existing parking infrastructure and expand when warranted. The three alternatives included:
 - Distributed and Tax Supported Parking Model;
 - Consolidated and Self-Sustaining Parking Model; and
 - Arm's Length and Self-sustaining parking model – a parking authority alternative.

In 2011, the parking enterprise model was adopted by Council (self-sustaining). The net profit before dividend has been in a surplus position since inception in 2011. The net revenue after

Appendix "B" to Report PED20051(a)
Page 30 of 49

dividend payment to the City was in a deficit position until 2014; however, it has been in a surplus position thereafter. Expenses include operating, capital structural reserve provisions, facilities maintenance and internal charges. Transportation Demand Management and Cycling Master Plan Implementation expenses were re-introduced in the 2020 budget forecast.

The City retains a Stabilization Reserve Fund to cover deficit positions. The minimum benchmark is 10% of total revenues and the maximum is 15%. The Stabilization Reserve Fund was in a deficit position from 2011 to 2016. It is now in a surplus position and exceeds the maximum benchmark. Should the fund reach its maximum, the additional funds as per policy are transferred to a Capital Reserve Fund.

The parking enterprise receives annual subsidies from the Economic Development Department for free parking initiatives. Parking subsidies are considered an 'economic development tool' and are accounted for accordingly so that the revenue of the parking enterprise remains whole. In other words, the Economic Development Department subsidizes the parking revenue that would have been collected during the free parking period.

In addition to parking expenses, the parking enterprise and parking reserve fund are known to contribute towards active transportation initiatives. Parking contributes to the following initiatives as per Kitchener's 10 year capital budget:

- Cycling infrastructure: in part funded by parking (\$3,487,000 from Parking Enterprise + \$900,000 from Parking Reserve; and
- Transportation Demand Management: 100% funded from parking ((\$2,393,000 from Parking Enterprise).

City of Winnipeg

In recent years the Winnipeg Parking Authority (WPA) has been operating at a net surplus from a financial perspective. Looking forward, the WPA forecasts that operations will remain in a positive financial position. The agency has historically and continues to prepare its annual budget with financial sustainability in mind, and closely monitors progress against the approved budget on a regular basis throughout the year.

Additional surplus net income that the WPA generates in a given fiscal year is transferred to the City's General Revenue Fund (GRF). One of the functions of the GRF is to help fund other tax supported departments at the City. The City does not have a reserve fund that is dedicated to parking and transfers capital to the GRF only.

4.1.3 Parking Prices

The comparator municipality's parking prices were assessed to provide an indication in the appropriateness of Hamilton's rates. The average on-street hourly rate, average off-street hourly rate, and average off-street monthly permit prices of the comparator municipalities are displayed in **Exhibit 4-2**. Many of the municipalities have adopted the location based parking price strategy, where prices vary depending on location, therefore an average price has been calculated for the comparison.

Exhibit 4-2: Comparator Municipality Parking Prices

Municipality	Average On-street Hourly Rate	Average Off-street Hourly Rate	Average Off-street Monthly Permit
Calgary	\$3.31	\$4.86	\$237.74
London	\$1.50	\$1.81	\$64.82
Montreal	\$2.00	\$3.17	\$86.16
Greater Sudbury	\$1.30	\$1.33	\$84.20
Thunder Bay	\$1.25	\$1.00	\$55.50
Windsor	\$1.75	\$1.50	\$69.68
Winnipeg	\$3.00	\$2.80	\$171.67
Brampton	\$2.00	\$2.00	\$44.00
Mississauga	\$1.00	\$1.17	\$65.00
Average	\$1.90	\$2.18	\$97.64
Hamilton*	\$2.00	\$1.50	\$57.00

As outlined in **Exhibit 4-2**, Hamilton's parking prices are significantly lower than the average of comparator municipality prices. This indicates that Hamilton's parking prices may be below market value and that price increases would be in line with comparable municipalities.

As of July 2020, hourly on-street parking prices have been increased to \$2.00 per hour, which is more in line with the rates charged by comparable municipalities. Average off-street hourly and permit prices have also been increased to \$1.50 per hour, and \$57.00 a month, respectively. While the recent increase raised off-street parking prices, Hamilton still charges significantly less than the comparable municipalities. Note that Calgary and Winnipeg permit prices are significantly higher than all other comparator municipalities, resulting in the displayed averages being skewed. *Task 7: Financial Assessment* will take an in depth examination of Hamilton's parking finances to determine whether price increases are required, and if so, to what price.

4.1.4 Financial Best Practices Conclusions

Based on financial best practice review, municipalities were determined to generally prefer financially sustainable parking operations where parking expenses are entirely funded through parking revenues.

4.2 Parking Policy and Strategy Best Practices

The following parking policies and strategy best practices were reviewed:

- Pricing related strategies such as location based pricing, time and location based parking, performance based pricing (demand based pricing), pay parking limits, and the availability of a Cash in Lieu (CIL) of parking program/bylaw;
- On-street accessible parking;
- Enforcement Technologies and Strategies;
- Permit Programs;
- Emerging trends (ride hailing, shared mobility, automated vehicles (AVs)); and
- Future technologies.

Appendix "B" to Report PED20051(a)
Page 32 of 49

4.2.1 Pricing Related Strategies

IBI Group reviewed the pricing related parking strategies used by comparator municipalities. The review include the following strategies:

- **Location based parking prices:** a strategy where parking prices vary depending on the location. The intent of this strategy is to improve the distribution of parking demand throughout a parking system. To promote increased utilization, parking prices at underutilized lots are set at a lower rate than the prices are lots operating near capacity. These rates are established and not adjusted outside of a typical price revision process.
- **Time and location based parking prices:** a strategy where parking prices vary by time of day and by location. Through the time and location based pricing, higher parking rates are adopted during the periods of peak parking demand than all other periods. This strategy is intended as a TDM measure to control parking demand; a higher parking price increases the appeal of alternative forms of transportation (transit, cycling, and walking). This strategy can also be used to promote drivers to park in specific areas or parking lots. Rates are not adjusted outside of the typical price revision process.
- **Performance based parking prices:** under performance based parking prices, the price of parking is automatically adjusted based on observed demand with the intent of maintaining a desired overall utilization. This strategy requires parking technology capable of automatically collecting parking occupancy data. Rates can be updated in near real-time with appropriate technology and delegated authority or via a regular review based process, e.g. monthly or quarterly.
- **Cash-in-lieu (CIL) of Parking:** CIL grants developers with an exemption from meeting the Zoning By-law parking requirements in exchange for a payment. The payment collected is then used by the municipality to construct a strategically located parking facility intended to supplement the exempt spaces.

The review findings are summarized in **Exhibit 4-3**.

Exhibit 4-3: Summary of Parking Strategies in Comparator Municipalities

Municipality	Location Based Parking Rates	Time and Location Based Parking Rates	Performance Based Pricing	CIL By-law in Effect
Calgary	✓	✓	X	X
London	✓	✓	X	X
Montreal	✓	X	X	X
Greater Sudbury	X	X	X	X
Thunder Bay	✓	X	X	X
Windsor	X	X	X	X
Winnipeg	✓	X	X	X
Brampton	X	X	X	X
Mississauga	✓	X	X	✓

Overall, it was observed that the majority of the comparator municipalities use location based pricing, with higher rates being charged in areas that have higher parking demand. Only two of the nine comparator municipalities vary parking rates based on time and location. None of the comparator municipalities currently have the technology in place to enforce performance based pricing, where parking demand, time and location all are considered when setting parking rates.

Appendix "B" to Report PED20051(a)
Page 33 of 49

Out of the nine comparator municipalities examined, only Mississauga was identified for having a CIL by-law in place. Calgary previously had a CIL by-law in force, but ended the by-law to allow office developers to retain all required parking spaces onsite, rather than providing 50% of stalls in Calgary Parking Authority (CPA) public parkades. The idea has been entertained in other comparable municipalities, but IBI Group is not aware of approved CIL by-laws in these jurisdictions.

The following provides an overview of pricing related parking strategies by comparator municipality.

Calgary

The City of Calgary enforces paid parking in a number of locations throughout the city, including: downtown, Kensington, Beltline, Inglewood, as well as the areas north and south of downtown. The City charges different parking rates based on location, with minimum purchases and maximum parking limits for both hourly and permit parking. Hourly prices generally range from \$0.50 to \$4.00 per every half hour, while monthly permit prices generally range from \$80 to \$360 per month. In select lots, time and location based parking rates are enforced. The City generally charges the full rate from 6 AM to 6 PM and charges a lesser rate on weekends and evenings. For areas that do enforce paid parking, the city charges for parking at all hours of the day, every day of the week.

Until recently, the Calgary had a CIL of parking policy where 50% of an office development's parking requirement was to be provided through CIL. The City investigated various CIL of parking approaches, including maintaining the existing 50% policy, increasing the CIL contribution to 60% of the required parking, and removing the CIL policy entirely. Based on feedback received during the stakeholder consultation process, a motion was approved by council to end the cash-in-lieu program entirely in May 2017. This was done to allow office developers to retain all required parking spaces onsite, rather than providing 50% of stalls in Calgary Parking Authority (CPA) public parkades. This allows new development to remain competitive and provide all required parking on-site. Previously developers would build only half of their required parking and pay a fee to CPA to build the remaining required parking as public stalls. Sufficient parking was determined to have been built through the CIL of parking program to support retail, arts and cultural activities downtown. With the conclusion of the CIL program, all future parking facilities in the downtown will serve private developments.

London

The City of London enforces paid parking downtown and charges different rates relative to location. The majority of lots are set at a rate of \$2.00 per hour during the hours of 8 AM to 6PM, with only two lots charges \$0.75 per hour. Metered parking is set at a rate of \$1.50 per hour at all locations. Monthly permit rates are more variable, ranging between \$50 and \$113 depending on the location. The City also charges different rates depending on the time of day. During the hours of 6 PM and 12 AM, the rate charged drops in the majority of lots. Some lots this is enforced every day of the week, while some lots this price decrease is only enforced Monday through Saturday. The City does not currently deploy performance based pricing.

Parking is generally enforced at all lots and metered locations, until midnight, Monday through Saturday, with different rates from 8 AM to 5 PM or 6 PM, and from 5 PM or 6 PM to 12 AM. Select lots charge 24 hours a day, 7 days per week. Select lots charge for parking Monday through Sunday, with different rates from 8 AM to 5 PM or 6 PM, and from 5 PM or 6 PM to 12 AM.

In 2017, the City released their Downtown Parking Strategy. Within the Parking Strategy, the merits of a CIL program and by-law are discussed, with proposed rates provided. There was no recommendation to adopt the program or not - it was mentioned that adopting the CIL program would assist the city in generating funds to finance public parking garages. Currently it does not appear that a CIL by-law in effect.

Montreal

The City of Montreal enforces paid parking in the downtown area and in a number of boroughs surrounding the downtown. Given that paid parking is enforced in a number of different areas, the city charges different rates based on the borough, with the highest rates being charged downtown. Monthly permit prices also vary by borough.

The City enforces different pay parking limits throughout the city. Parking is generally enforced on weekdays from 9 AM to 6 PM with free parking in the evenings. On Saturdays, parking is generally enforced from 9 AM to 6 PM, with free parking on Sunday at most locations. In some locations, parking is enforced from 1 PM to 6 PM on Sunday, with the same pay parking periods as noted above on Saturdays and during the weekdays. It does not appear that the city currently has a CIL by-law in effect.

Greater Sudbury

In general, parking prices in the City of Greater Sudbury are uniform with hourly rates at \$1.30 and monthly permits priced at \$82. However, Greater Sudbury does employ the location based parking price strategy by varying the hourly and monthly prices at a few lots. For example: permits at Lot 6 cost \$51 instead of \$82, and hourly parking prices cost \$1.40 at Lot 7 instead of \$1.30. Paid parking is enforced weekdays to 6:00 PM and is free thereafter, as well as on weekends, both Saturday and Sunday. It does not appear that the city currently has a CIL by-law in effect.

Thunder Bay

The City of Thunder Bay currently enforces paid parking downtown and at the waterfront. Location based parking rates are enforced, with different rates being charged at on street meters, off-street metered lots, and the waterfront and Victoriaville parkades. Monthly permits are generally charged at a uniform rate, with different rates being charged depending on the duration of the permit (i.e. 1 month, 3 months, 6 months, etc.).

Paid parking is enforced weekdays from 9 AM to 6 PM on weekdays, and is free in the evening and on weekends, both Saturday and Sunday. It does not appear that the City has a CIL by-law in effect.

Windsor

Paid parking at all metered locations in the City of Windsor is charged at a flat rate of \$1.75 per hour, while the standard rate at off street lots and municipal garages is \$1.50 per hour. Monthly permit prices vary depending on the lot, with higher prices set for sheltered parking.

Pay parking limits at metered locations are enforced Monday through Saturday from 9 AM to 6 PM – parking is free after these hours and on Sundays. For municipal lots paid parking is in force during the same hours, however a number of lots have a flat fee of \$2.00 from 6:00 PM to midnight. Downtown municipal garages operate 24 hours a day, 7 days per week, with no cashier and a pay on foot system at the exit.

A recommendation was brought to council in 2016 to adopt a CIL program in order to have another revenue stream that would contribute to fostering a sustainable parking system. At the time, the parking reserve was in a deficit and a CIL was seen as a means to reconcile this deficit. It does not appear that a CIL by-law was enacted.

Winnipeg

The City of Winnipeg enforces paid parking downtown and charges different rates based on location. Parking lots in the downtown are divided into high demand and low demand zones and rates are charged accordingly, generally ranging from \$2.50 to \$3.50 per hour. Monthly permit prices also range relative to location, although variances in parking rates are generally attributed to whether the location is structured or non-structured parking. The City charges a uniform rate for all hours of the day, except during the evenings and on Sunday when parking is free. As such, the

Appendix "B" to Report PED20051(a)
Page 35 of 49

On Saturdays, the City has a two hour complimentary parking window, with regular rates resuming after this window closes. Paid parking is enforced during the weekdays and on Saturday from 8 AM to 5:30 PM, with free parking thereafter and on Sundays. It does not appear that the City currently has a CIL by-law in effect.

Brampton

The City of Brampton enforces paid parking downtown and charges a uniform rate across all lots and metered locations, with the same daily maximum for all lots. Yearly and monthly permits are also charged at the same rate for all lots. Paid parking is enforced Monday to Friday during the hours of 9 AM to 7 PM, with free parking in the evenings and on weekends. It does not appear that a CIL by-law is currently in force.

Mississauga

The City of Mississauga enforces paid parking in the downtown, Streetsville and Port Credit. The City employs location based parking rates, with higher rates set at select lots in Streetsville and Port Credit when compared to downtown. Monthly passes are currently only available in the downtown area, and are priced at a flat rate of \$65.00. Free parking is in effect during the evenings after 6 PM, and on weekends, both Saturday and Sunday.

The city has had a CIL program and associated by-law in place since 1984. CIL is applicable in areas where municipal parking is provided, and is only eligible to be applied to non-residential uses. From reviewing the draft 2019 parking master plan, it appears that the city will continue providing the CIL program. There is not a standardized methodology or rate charged for the CIL rate charged for each exempt parking space. As such, CIL applications are handled on a development by development basis, with varying rates charged. The city uses the following ground floor area (GFA) thresholds to help determine the rate charged:

- Category 1: Up to 50 m² GFA, 12.5% of estimated cost of parking;
- Category 2: Up to 200 m² GFA, 25% of estimated cost of parking; and
- Category 3: over 200 m² GFA, 50% of estimated cost of parking.

General Practice

Through the completion of numerous parking master plan level studies, the most common parking pricing strategy adopted by municipalities similar to Hamilton was determined to be the location based parking price structure. Parking prices are higher in the more popular parking facilities, while prices are lower in the facilities experiencing lower utilization. Prices are not adjusted at an elevated frequency in response to observed demand or average utilization.

4.2.2 On-street Accessible Parking

This section examines best practices in on-street accessible parking programs, relating both to parking space dimensions and permit programs. The programs are intended to provide a dedicated on-street street accessible parking space for those residents who have mobility limitations and who cannot access off-street parking facilities.

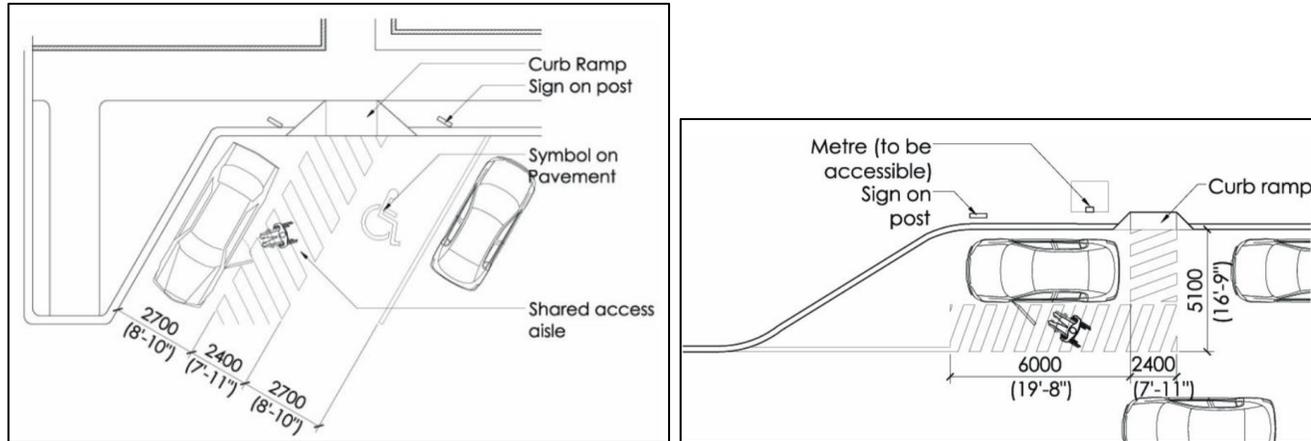
On-street Accessible Parking Dimensions

The City of Hamilton developed its Barrier-Free Design Standards in 1994, which were revised into City of Hamilton Barrier-Free Design Guidelines in 2006. The goal of the guidelines is to establish design standards intended to eliminate barriers faced by persons with various disabilities.

Appendix "B" to Report PED20051(a)
Page 36 of 49

In the Barrier-Free Design Guidelines, there are standards for two types of on-street accessible parking spaces: diagonal designated parking spaces and paralleled designated parking spaces. These designs are illustrated in **Exhibit 4-4**.

Exhibit 4-4: Hamilton On-street Parking Barrier-Free Design Guidelines



Most comparator municipalities also provide requirements for on-street accessible parking space dimensions similar to Hamilton. These requirements are outlined in **Exhibit 4-5**.

Exhibit 4-5: Comparator Municipality On-Street Parking Space Dimensions

Municipality	Parking Space		Access Aisle		Clear Space	
	Length (m)	Width (m)	Length (m)	Width (m)	Length (m)	Width (m)
Calgary	7	2.6	1.5	2.6	2	2
London	5.4	3.9	2	3.9	2.44	2.44
Montreal	No requirements provided					
Greater Sudbury	No requirements provided					
Thunder Bay	No requirements provided					
Windsor	5.4	3.9	2.44	3.9	2.44	2.44
Winnipeg	5.4	3.9	2 to 2.44	3.9	2 to 2.44	2 to 2.44
Brampton	6.5	2.75	2.44	2.75	N/A	N/A
Mississauga	5.75	4.6	1.5	4.6	2.44	2.44
Hamilton	6	5.1	2.4	5.1	N/A	N/A

In general, the parking space lengths were observed to be fairly similar with slightly variations. Hamilton's accessible parking space width was determined to be the largest, with the extra width intended to provide dedicated space for drivers with disabilities to comfortably enter and exit their vehicles. Access aisle lengths were also observed to be fairly consistent, with a width matching the parking space widths. Unlike Hamilton, most comparator municipalities provide design standards for clear space, which is defined as the space between the curb and the buildings edge. The clear space intended to provide dedicated space for passengers with disabilities to comfortably enter and exit the vehicles.

Appendix "B" to Report PED20051(a)
Page 37 of 49

Municipalities are generally moving towards adopting accessible parking requirements that are consistent with the requirements outlined by the Accessibility for Ontarians with Disabilities Act (AODA) for location and quantity of spaces made available. Ontario's Accessibility Action Plan outlines a timeline to fully mandate AODA guidelines by 2025. In terms of on-street accessible parking, AODA simply requires the municipality consult with its local Accessible Advisory Committee (or equivalent organization) when implementing on-street accessible spaces. To remain in line with AODA, Hamilton could consider consulting the local Accessible Advisory Committee when determining the location of and how many accessible on-street parking spaces are required to meet parking user needs.

On-Street Accessible Parking Program

The City of Hamilton offers the Reserved Accessible On-Street Permit Parking program that grants eligible applicants with one "No Parking Except by Permit" parking space permit near their place of residence. To be eligible for the program, the applicant must:

- Hold a valid Ministry of Transportation, Ontario (MTO) accessible parking permit with at least 7 months remaining before expiry;
- Live on the street where the permit is requested;
- Provide proof of vehicle ownership;
- Have no available off-street parking; and
- Live in a one, two, or three family residence.

The existing program is known to have challenges including the high operational costs and some streets with more accessible parking spaces than general parking spaces. Each permit application must be investigated on a case-by-case basis, and if approved, appropriate signage must be installed in the field.

This section investigates similar programs offered by the comparator municipalities.

Calgary

The City of Calgary does not offer a residential on-street accessible parking program.

London

The City of London does not offer a residential on-street accessible parking program.

Montreal

The Société de l'assurance automobile du Québec (SAAQ) sells accessible parking permits for \$15, which allows users to park in any of the designated accessible parking spaces.

In terms of residential accessible parking, the City offers an accessible program where a parking space in front of the user's place of residence is reserved if the curbside space is often unavailable. Users may request a reserved space by calling 311 and the City will consider the requests on a case by case basis. Additionally, accessible parking users are granted discounted prices for general residential parking permits. These permits allow holders to park in designated residents only parking zones.

Greater Sudbury

The City of Greater Sudbury does not offer a residential on-street accessible parking program.

Thunder Bay

The City of Thunder Bay offers an individually designated accessible parking space program to residents with accessible needs and without available off-street parking. The applicant must provide a valid MTO accessible parking permit and the City will investigate each application on a

Appendix "B" to Report PED20051(a)
Page 38 of 49

case-by-case basis. If approved, the City will implement the accessible parking space. The City does not guarantee that the installed accessible parking space will be available at all times.

Windsor

The City of Windsor offers a residential on-street accessibility program to residents with accessible needs and without available off-street parking. The applicant must provide a valid MTO accessible parking permit, proof of residency, and a vehicle ownership permit. The City investigates each application on a case-by-case basis, and if approved, will implement a designated accessible parking space within a reasonable distance of the applicant's place of residence. To facilitate the implementation, the City will amend the by-laws accordingly and install accessible parking signage.

The residential accessible parking spaces are valid for a two year period or for the remaining durations of the applicant's MTO accessible parking permit (permits with less than 6 months remaining before expiry are not considered). Note that the implemented on-street accessible parking spaces are not reserved for the applicant, all users with a valid MTO accessible parking permit may park in the space. Multiple applicants for a given street can be considered, however a maximum of 20% of the on-street parking supply will be designated for accessible parking.

This residential on-street accessibility program is similar to Hamilton's, however City of Hamilton staff have noted this is difficult and expensive to administer, since these applications are reviewed and granted on a case-by-case basis, and there are costs associated with installation and operation of the accessible parking spaces. In addition, there are also challenges in designating a parking space as an accessible space on residential streets where parking supply is limited, or if there are multiple accessible permit holders requesting spaces on the same street.

Winnipeg

The City of Winnipeg does not offer a residential on-street accessible parking program.

Brampton

The City of Brampton does not offer a residential on-street accessible parking program.

Mississauga

The City of Mississauga offers a City Issued Accessible Parking Permit program to residents with accessible needs and without available off-street parking. The permit allows the holder to park on-street in front of their place of residence. The applicant must provide a valid MTO accessible parking permit and the City will investigate each application on a case-by-case basis. If approved, a permit will be mailed to the applicant.

On-Street Accessible Parking Program Conclusion

The comparator municipality best practices review determined that Hamilton's Reserved Accessible On-Street Permit Parking program is similar to the programs offered by other municipalities. In general, applications for a designated on-street accessible parking space are reviewed on a case-by-case basis. If granted, the zoning by-laws are updated accordingly and accessible parking signage must be installed. The City of Windsor program offers a potential solution to an issue experienced by Hamilton, where some streets have more accessible parking spaces than regular. Windsor limits the number of accessible parking spaces to 20% of the street's capacity, and allows all users with accessible needs access to these spaces versus reserving each space for a single user.

From an operational point of view, meeting the parking needs of accessible parking users is considered a best practice. However, the maintenance and operation cost of offering such a program can be considerable. It is estimated that the cost of administering this program costs approximately \$60,000 per year. These costs are not covered by the program as the spaces are provided for no charge, either for installation of signage or for the residential permit. The cost-free nature of the program may incentivize misuse, resulting in fewer spaces available for those paying

Appendix "B" to Report PED20051(a)
Page 39 of 49

for permits. Further investigation into the cost of providing the Reserved Accessible On-Street Permit Parking program is required to decide whether or not to continue the program. In the event the program is rescinded, the existing spaces could be grandfathered and repurposed as spaces turn over.

4.2.3 Enforcement Technologies and Strategies

Through the completion of numerous Parking Master Plan level studies, IBI Group is aware that the most common enforcement approach involves proactive enforcement in the areas with paid municipal parking operations with reactive, complaint-based enforcement in all other areas. Generally, this approach results in patrolled enforcement in the Downtown core with complaint based enforcement in residential neighbourhoods.

Through previous research, License Plate Recognition (LPR) systems have been identified as a highly valued enforcement technology. Of the comparator municipalities, only Calgary and Brampton were determined to have implemented LPR technology. Calgary adopted mobile LPR in October 2017 while Brampton adopted mobile LPR in January 2020.

LPR synergizes with pay parking technologies that record vehicle license plates, such as pay-by-plate technology and parking apps, to provide a more efficient method of parking enforcement. User payments are uploaded into a database along with the user's license plate number and a timestamp. This information can then be used to determine whether a vehicle is parked illegally. In areas where payment systems electronically record license plates, enforcement officers can determine parking infractions based solely on a vehicle's license plate number. This can be done in three ways:

- **Handheld Device:** Enforcement officers can use a handheld device to scan and check if a license plate is registered within the parking system. Unpaid vehicles and plate numbers that have exceeded the allotted parking time or will be flagged and selected for parking infractions.
- **Mobile Cameras:** Cameras are mounted onto enforcement vehicles which then circulate around the area and scan license plates. The system then flags illegally parked vehicles.
- **Stationary Cameras:** Cameras are placed at predetermined angles to monitor specific parking spaces. When a parking infraction has been identified, the system can then alert enforcement officers. This is a more responsive approach which decreases the amount of time spent patrolling.

Parking enforcement programs can access data from a database collected from LPR and parking payment devices. These devices include handheld smart meters, partnered third-party parking apps, handheld LPR devices, and mobile and stationary LPR cameras. If a real-time database connection is established from these devices, enforcement officers can accurately and efficiently determine parking violations.

Of these methods, handheld devices have the smallest capital costs, but require more hours of operation by enforcement officers for the same level of effectiveness as mobile cameras. Consequently, it will be more costly in the long run if the pay parking area was expended. Mobile cameras come with a very high capital cost but can scan approximately 1,200 vehicles per hour. Although the use of stationary cameras is the most hands-off method, it cannot be applied everywhere and will most likely only be applicable within off-street parking lots and parkades due to privacy concerns. Similarly, the number of cameras and their setup are dependent on the space and geometry of the off-street lot, resulting in a high variation in price on a case by case basis.

Digital chalking via handheld LPR is typically preferred over continuing to manually chalk vehicles due to the following reasons:

Appendix "B" to Report PED20051(a)
Page 40 of 49

- A vehicle can be digitally chalked while driving by in the mobile LPR, making it more efficient to chalk vehicles;
- Once a vehicle is digitally chalked, its information would be communicated to all other devices (i.e., handheld LPR devices and mobile LPR devices), making it impossible to fool the officers, whereas drivers are known to erase the chalk from the tires if it were not digitally chalked;
- Bending and chalking could be a concern for repetitive injury, making digitally chalking a safer option for the by-law officers; and

GPS accuracy in the devices would likely make drivers more motivated to move their vehicles to another block rather than just driving up one parking space, if a street block or parking lot were to have a parking duration limit with no re-parking permitted.

Hamilton is known to be progressing towards adopting LPR enforcement.

4.2.4 Residential Parking Permits and Passes

Hamilton offers a residential on-street parking program with a cost of \$90.26 plus HST per permit per year. This program offers two type of permits, the Parking Zones Permit and the Parking Time Limit Zones Permit. Parking Zones Permits allow the holders to park their vehicles on select streets specified by the City of Hamilton, and the Parking Time Limit Zones Permits exempt permit holders from all signed time limits in the purchased zone.

Hamilton is in the process of adopting an online permit system that will allow users to purchase residential permits and temporary permits (e.g. visitors, construction, filming, special events, etc.) online.

Calgary

Calgary offers residents two parking permits per household at no cost. Additional parking permit cost \$102.10 plus GST for two year term. The permits allow 24/7 on-street parking in residential parking zones and time-restricted parking zones, but the permit holders are required to move their vehicle every 2 days.

Residents of single detached dwelling, semi-detached dwelling, duplex, row house, or townhouse can apply for a temporary visitor passes that allows for parking up to 14 consecutive days at a time at no cost.

London

London restricts on-street parking over 12 hours. However, between Victoria Day and Labour Day, the City of London offers 15 overnight parking passes for each license plate per year at no cost. These parking passes allow the pass holder to park on street 24/7 in locations with "No Parking 3:00 AM to 5:00 AM" signs.

Additionally, due to the high demand of parking in specific area, the City of London also offers Residential parking permits in 3 zones. In these three zones, each residence can apply for a maximum of 2 permits. In Zone 1 and Zone 2, the first permit is free of cost, and the second permit cost \$60.00 each per year. In Zone 3, each permit costs \$60 per year. The permit holders in these three zones have to move their vehicles every 12 hours.

Montreal

Montreal offers resident-only parking permits and visitor passes in reserved parking zones. The parking permit prices vary depending on the zone, the time of the year the permit is purchased, vehicle type (e.g. electric, hybrid, or gas), and engine capacity. Each address is issued one parking permit, and additional permits can be provided at a higher cost than the first permit. The permit types and associated costs are outlined below:

Appendix "B" to Report PED20051(a)
Page 41 of 49

- Type 1: If the permit is purchased between July 1 and December 31, it expires on September 30 of the following year. These permits cost between \$11.50 and \$258.69 per year, but in some zones permits are provided free of charge.
- Type 2: If the permit is purchased after January 1 but before March 31, it cost the same as Type 1 permits, and it expires on the September 30 of the same year. These permits cost between \$11.50 and \$258.69 per year, but in some zones permits are provided free of charge.
- Type 3: Between April 1 and June 30, it costs roughly half of the yearly price, and expires on September 30 of the same year. These permits cost between \$5.75 and \$129.35 per year, but in some zones permits are provided free of charge.

In terms of the vehicle types, electric vehicle permits have the lowest price, followed by hybrid vehicle permits, and finally gas-powered vehicle permits. For hybrid and gas-powered vehicles, the prices are further broken down by engine capacity, where permit prices for larger engines are higher compared to those of smaller engines. In most of the areas, the permits allow the permit holder to park 24/7, but the permit holders need to move their vehicles every 24 hours.

Greater Sudbury

Sudbury does not offer a residential parking program or a visitor parking program.

Thunder Bay

Although Thunder Bay generally does not offer a city wide residential on-street parking program, on-street permits are available to Downtown residents at a cost of \$5 each. Through discussions with the Parking Enforcement Office, these permits were determined to not be meant as a revenue generator but to restrict non-Downtown residential parking in the Downtown area. These permits allow 24/7 on-street parking, whereas non-permit holders are restricted to a maximum of 2-hours.

Downtown residential on-street parking permit holders can also apply for visitor passes for free. Each dwelling unit can apply for up to 4 visitor passes per year, and each apartment unit can apply for 1 visitor pass. On-street parking is restricted from November 15 to March 31 of the following year to facilitate snow removal.

Windsor

Windsor offers two residential on-street parking permits per household for the areas adjacent to the University of Windsor, St. Clair College and the Central Business District. The first permit costs \$35.00 per year and the second permit costs \$20.00 per year. Additionally, a visitor permit is available for \$35.00. Both the residential and the visitor permits allow the permit holders to park on street 24/7, but the permit holders need to move their vehicles every 3 days.

Winnipeg

Winnipeg offers a residential parking program that allows three permits to be purchased per household with the cost of \$25.00 per permit per year. Visitor residential parking passes are also available upon request. The first two weeks are free with additional weeks available at a cost of \$5.00 (up to a maximum of 30 days). Pass holders are granted with exemptions to the maximum parking time limit in locations where on-street parking is limited to 1 or 2 hours.

Brampton

The City of Brampton does not offer residential on-street parking permits. However, residents can request temporary on-street parking exemptions up to 14 days per year, per licence plate, free of charge. Brampton restricts on-street parking after a snowfall event until the street is salted and/or plowed.

Mississauga

The City of Mississauga offers two types of residential on-street parking programs, the short term residential parking program and long term residential parking programs. The short term parking program allows a maximum of 5 vehicles to park on-street for a maximum period of 5 days. This short term parking pass is free and can be requested 14 times per year. The long term residential program allows a maximum of 5 vehicles to park on-street through the year, at a cost of \$64.00 per permit per year. Pass holders are granted exemptions to the maximum parking time limit in locations where on-street parking is limited to 5 hours and to the no parking from 2:00 AM to 6:00 AM restrictions. In other words, pass holders are permitted to park on-street 24/7.

Residential Parking Permits and Passes Conclusion

The best practices review determined that two common types of programs are generally offered:

- Local residents: long term on-street parking permits sold by the municipality.
- Visitors: temporary on-street parking passes that can be requested several times per year.

Hamilton already offers long term on-street parking permits but currently does not offer visitor or temporary (e.g. construction, special events, filming, special events, etc.) on-street parking passes. To meet the parking needs of Hamilton resident visitors, Hamilton may consider offering temporary visitor passes that allows for on-street parking up to 15 consecutive days at a time at no cost. The passes could be granted on a request basis and once per license plate per calendar year.

These findings are in line with the practices of non-comparator municipalities where IBI Group has completed parking studies in the past.

Exhibit 4-6: Residential On-Street Parking



*Source: IBI Group data collection

4.2.5 Emerging Trends Impact on Parking Demand

As Hamilton works towards improving alternative transportation options and citizens become more multi-modal, the demand for shared economy services such as ride hailing, carshare, and bikeshare will continue to emerge. Additionally, connected and automated vehicles (CAVs) have the potential to significantly impact parking patterns in the near future.

Appendix "B" to Report PED20051(a)
Page 43 of 49

While the exact magnitude of the impact is subject to debate, most industry experts agree parking demand will decrease. In addition to reduced parking demand, CAVs are anticipated to increase parking capacity as the required parking stall width can be reduced (CAVs do not need to open doors after parked) and the amount of tandem parking will be increased as CAVs can be summoned. However, additional pick-up/drop-off spaces would be required.

Policies and strategies related to emerging trends were determined to be limited in the comparator municipalities, therefore the best practices review was expanded to consider leading industry practices.

Given that parking structures typically have a service life of 50 years, which significantly exceeds the anticipated timeline of emerging trends, innovative strategies for increasing parking supply in a sustainable manner are beginning to emerge including:

- "Future proofing" new parking facilities;
- Private developers including public parking supply in new developments; and
- Shared public and private parking in existing private parking facilities.

Future proofing parking facilities refers to the practice of designing the parking facilities in a manner that, should parking demand decrease in the future, part of or the entire structure can be converted to an alternative land use. This flexibility will require parking structures to be designed to higher standards with increased costs. For example, the ceiling height in traditional parking structures are lower than the ceilings in some offices and shopping malls. Other design considerations that would need to be accounted include increased loading capacity (parking loads are generally the lowest when compared to other land uses), more windows, different column spacing, grading and slope, and pedestrian access.

Above grade parking structures should be favoured over below grade garages as they are cheaper and easier to convert into other uses. This concept has already been applied in the City of Calgary, where a few recent office and residential developments were built with structured parking above grade rather than underground.

In the event additional municipal parking supply needed, some municipalities have been investigating the opportunity to coordinate with local developers to include public parking in new developments. These parking spaces would be in addition to the development's Zoning By-law parking requirements. This practice is currently emerging and has not yet seen widespread implementation. However, Parking Master Plan level studies for municipalities are beginning to recognize the strategy. For example, the City of London Parking Strategy Study recommended that the City grant density bonuses to the existing zoning by-laws (ex: extra dwelling units, or increased building heights) if developers agree to provide public parking on-site in addition to what is required to serve the development.

Another strategy Hamilton could consider is partnering with existing parking facility owners to convert a portion of the parking facility to public parking. These agreements require case-by-case considerations. However, in general, the municipality takes over maintenance and operations including revenue collection. The municipality first recovers its costs and the profit is shared 50/50 with the private parking owner. In Oak Park Illinois for example, the Village has agreements with nearly 30 different private parking lot owners in the Village Centre. The Village maintains and snowplows the lots, manages the signs, installs payment technology, and enforces parking payment through the Police Department. The Village collects the revenue, subtracts the administrative, operations, and maintenance costs, and splits the remaining funds with the landowner 50/50. These leases are typically no more than three years.

4.2.6 Future Technology Considerations

Parking technology plays an important role in the parking experience of users. Examples where technology can enhance the parking experience include parking lot entrance/egression, payment (pay and display, pay by phone, etc.), enforcement, and wayfinding signage through the delivery of real time parking information (variable message signs, smart phone apps, online, etc.).

The reviewed technologies are considered state-of-the-art and their adoption in the comparator municipalities was determined to be limited.

Parking Payment Systems

Smart Parking Meters

Smart meters are parking meters that have the capability to be connected to a centralized management system. Some features may include:

- The ability to remotely control fees;
- The ability to accept credit cards/smart cards;
- The ability to provide alerts to the operating party; and
- The ability to remotely collect and check historic utilization data.

Single-space/double-space smart meters are typically priced between \$500 and \$1,000, depending on whether the meter is used for a single bay or double bay, and its included features. Multi-space smart meters are capable of controlling multiple parking spaces per machine. As a result, they are typically priced between \$8,000 and \$15,000, depending on the included payment options and proof of payment system (i.e., pay-and-display, pay-by-plate, or pay-by-space). Some suppliers require an additional monthly or yearly subscription fee for smart meters. Although, smart meters are more costly than traditional coin meters, they provide future opportunities to transform the existing parking system into a connected and intelligent system. Cities often require a combination of single-space and multi-space meters to serve on-street and off-street parking areas of varying parking lot sizes and on-street per-block space availability.

Pay-by-Plate Technology

Pay-by-plate technology provides the opportunity for motorists to use their license plate as a proof of payment. Users can enter license plate information through a parking app that facilitates payment, or use smart meters (typically multi-space meters) that allow the user to enter license plate information. By implementing pay-by-plate features into the parking system, parking enforcement has the potential to leverage LPR technology to improve parking enforcement efforts. Pay-by-plate technology also relieves concerns regarding accessibility with respect to the traditional pay-and-display format, as users do not need to walk back to their vehicles after payment.

Pay-by-plate can also be applied to permitting. Motorists would be required to register their license plates with the City, either in-person or online, to obtain their parking permits. Using license plate numbers as proof of payment for parking passes inhibits the illegal resale or transfer of parking passes.

Pay-by-plate technology will be implemented in the City of Hamilton by the end of 2020.

Implementation

When implementing smart parking technologies on-street, an efficient mix of single-space, double-space, and multi-space smart meters should be used. For longer blocks, multi-space meters should be placed so that a user does not need to walk more than 50 meters from their car to the meter. Parking lots should be equipped with multi-space smart meters, positioned at a centrally located area within the lot. For lots with more than one floor or entry-access points, consideration for implementing multiple hardware can be given to provide users with the convenience of not

having to walk an unacceptable distance to pay for parking. Multi-space meters should be pay-by-plate hardware in order to allow for potential integration with future LPR systems.

Smartphone Parking Apps

Smartphone parking apps can provide a range of functionality from simply presenting real-time parking information to providing a complete parking payment system for customers. App development is versatile and various technologies can be integrated to allow apps to update in real-time. Key features that can be provided by modern parking applications include:

- **Map of the overall system:** Interactive road maps of the parking network can be incorporated into a parking app. Such maps can include locations of on-street and off-street parking, lists parking locations by parking zone, and location-to-location directions to and from parking locations.
- **Parking restrictions and events:** When selected, parking locations can display daily or weekly schedules listing their restrictions and time limits. Such information helps mitigate user confusion regarding day-to-day parking availability and maximum parking durations. Additionally, notifications regarding special events limiting parking availability can be incorporated, providing users with notice of impromptu parking restrictions.
- **Parking occupancy information:** Parking occupancy technologies, such as smart gate technology and block sensors, can be integrated to show real-time occupancy information when a parking location is selected on the app. This feature can be used to list available parking spaces by type (e.g. EV parking availability).
- **Pay-by-phone:** Parking apps can be integrated with existing and future multi-space systems. Users can enter payment information (e.g. credit card) and license plate numbers into their profile. On-street and off-street parking rates can be loaded into the app and users can pay by selecting their parking location. Additionally, monthly parking permits may be loaded onto a customer's profile through their payment and license plate information.

As determined through consultation with Hamilton Staff, the City is currently in the process of procuring a pay-by-phone app. The system is planned for release in July 2020. Hamilton should consider defining some of the features summarized above as key components above and beyond pay-by-phone functionality.

Pay-by-phone provide parking users convenience benefits, such as paying for the parking spot via the app without needing to leave the car and walk to a meter (this is helpful especially during the winter), the option to extend parking time remotely, and alerts when their paid parking time is about to run out. However, there are some limitations to pay-by-phone. Not all users have access to a smart phone, and some may have a smartphone but no data. Because of this, Hamilton should consider procuring a service provider with a pay-by-voice/text feature. Such a feature allows registered users to call or text a predetermined number and enter a location ID to pay for parking, removing the need for Wi-Fi or data. Many of these apps are currently operating in numerous municipalities in Canada and anyone already using the app elsewhere can use their existing account to pay for parking in Hamilton.

Third party parking apps also have the potential to integrate with LPR enforcement technology. Most third-party parking app providers can offer a complete LPR service by partnering with LPR enforcement companies. The services typically include providing LPR technology (hand-held devices and cameras), integrating the LPR system with the mobile app and permitting system, and providing training to enforcement officers. Hamilton should consider a service provider with LPR capabilities if the City foresees adopting LPR services in future.

Appendix "B" to Report PED20051(a)
Page 46 of 49

Through the completion of parking studies for other Southern Ontario municipalities, most municipalities are known to have either recently implemented a pay-by-phone system or are in the process of procuring the services of a third parking provider. A smartphone parking app with broader features is not yet common among comparable municipalities.

Parking Occupancy Technology

Occupancy technology connects individual parking spaces into a system, allowing users and operators to view parking utilization and availability through a connected app or backend management system.

For on-street parking, occupancy technology typically involves individual sensors, utilizing app data, or leveraging smart meters to communicate when in use.

Loop sensors, although sometimes inaccurate, are traditionally used for off-street parking. Loops are placed at the entrances and exits of a parkade or parking lot to activate the gates as well as keep a running tally of the number of vehicles within the parking structure. It is a fairly outdated method of collecting utilization data for parking garages as data errors arise when vehicles begin tailgating each other at the entrance or exit. This could cause multiple vehicles to be counted as one, skewing the utilization data. Individual sensors can be used in multi-level parkades with multiple ramps and entry/exit points for more accurate occupancy information and better wayfinding for vehicles maneuvering through a complicated parking structure with many access points and internal driveways. Alternatively, a barrier gate system could be installed at the entrance and exit points of parking lots and parkades in order to have the most accurate occupancy information. The backend software would keep count of the number of times the barrier gate system reacted to a vehicle (e.g., when the entrance arm opens or when the exit arm opens).

Block sensors at EV parking spots may be used to provide information even when non-EV vehicles are occupying EV spots. Block sensors are in-ground sensors that can detect the real time occupancy of about 10 parking spaces simultaneously with approximately 90% accuracy. The block sensors should be installed at intervals of 10 parking spaces (maximum).

Due to the complexity of the parking system and the different payment options (i.e. through apps or a meter), a single occupancy technology cannot be used alone. To capture reliable utilization for an entire parking system, multiple streams of occupancy data should feed into a central system.

By integrating occupancy technology with other smart parking hardware, data collected from occupancy technology can be integrated with an app-based platform or variable message signs (VMS) to help users locate available parking spaces. VMS technology provides real-time information to drivers regarding parking availability. When paired with occupancy technology, VMS has the potential to display the number of spaces available at each parking lot, in real time. VMS can be placed on the roadside at main entrances to the Downtown as well as large parking lots, notifying users of the parking availability at specific parking lots or areas. When paired with static wayfinding signage, users can be informed where parking is available and how to get there.

Parking occupancy technologies are fairly rare in municipal parking systems. The majority of municipalities have not implemented these technologies. The few cases parking occupancy technology has been observed, the technology was limited to larger off-street parking facilities such as parking structures.

Electric Vehicle Charging Stations

While not reducing parking demand, electric vehicles (EVs) have no emissions compared to typical motorized vehicles. The lack of emissions can help support broader sustainability and environmental goals by improving air quality across the City. They can also help attract short-term visitors who need to recharge and can enjoy local amenities at the same time.

Appendix "B" to Report PED20051(a)
Page 47 of 49

Many municipalities provide EV charging stations in the municipal off-street parking system. The City of Barrie for example provides 54 electric vehicle charging stations distributed throughout the parking system. 36 of the charging stations are Tesla-only stations while the remaining 18 are universal.

In addition to providing publicly available charging stations, municipalities could require private developments to provide EV infrastructure as part of the site plan application process. For example, the City of Toronto Green Standards require that 20% of the parking supply required for new developments be equipped with EV supply equipment. The remaining parking spaces must also be designed in a manner to permit future EV supply equipment.

The City of Hamilton will be installing 24 EV charging stations (with two heads each) by the end of 2021. Funding for 20 of the stations are a part of the NRCan Grant as part of the Zero Emission Vehicle Infrastructure Program.

4.3 Best Practices Summary

The best practices review findings are summarized in **Exhibit 4-7**. The summary outlines Hamilton's practices, the general best practice of comparator municipalities, and items to consider for each reviewed strategy.

Exhibit 4-7: Best Practices Review Summary

Strategy	Hamilton	Comparator Municipality Best Practice	To Consider
Financial Model	Financially sustainable	Financially sustainable	-
Pricing Model	Location based pricing	Location based pricing	-
User Fees	Generally lower than comparators	Generally higher than Hamilton	Increasing parking fees
Cash-in-lieu Programs	Yes	Depends on local context	-
On-street Accessible Parking	Reserved accessible on-street permit parking	Similar accessible on-street parking programs to Hamilton	-
Enforcement	Manual proactive/reactive enforcement depending on location	LPR Technology	Adoption of LPR technology
Residential On-street Parking	Parking zones permit and parking time limit zones permit	Long term permits for residents and temporary permits for visitors	Temporary parking program for visitors
Emerging Trends	Beginning to consider emerging trend impacts	Beginning to consider emerging trend impacts	Future proofing for new parking facilities Potential to include public parking in new private developments Partnerships with existing parking facility owners to convert a portion of the parking facility to public parking
Future Technology	Planning to upgrade pay parking technology	Limited adoption in comparator municipalities	Upgrade to smart parking payment systems (parking meters and pay-by-phone)

Appendix "B" to Report PED20051(a)
Page 48 of 49

Strategy	Hamilton	Comparator Municipality Best Practice	To Consider
			Consider procuring a smartphone parking app Consider parking occupancy technology

5. Next Steps

The Parking Master Plan next steps include the following:

- Complete the on-going stakeholder interviews;
- Developing initial recommendations for a Downtown parking strategy;
- Develop initial recommendations for the city wide parking policy framework;
- Complete future year modelling for parking demand and financial performance based on Downtown parking strategy and city-wide parking policy framework;
- Conduct second Public Consultation Meeting; and,
- Compile final study reports and present findings.

Background Report II – Future Conditions and Financial Assessment

Prepared for the City of Hamilton by IBI Group
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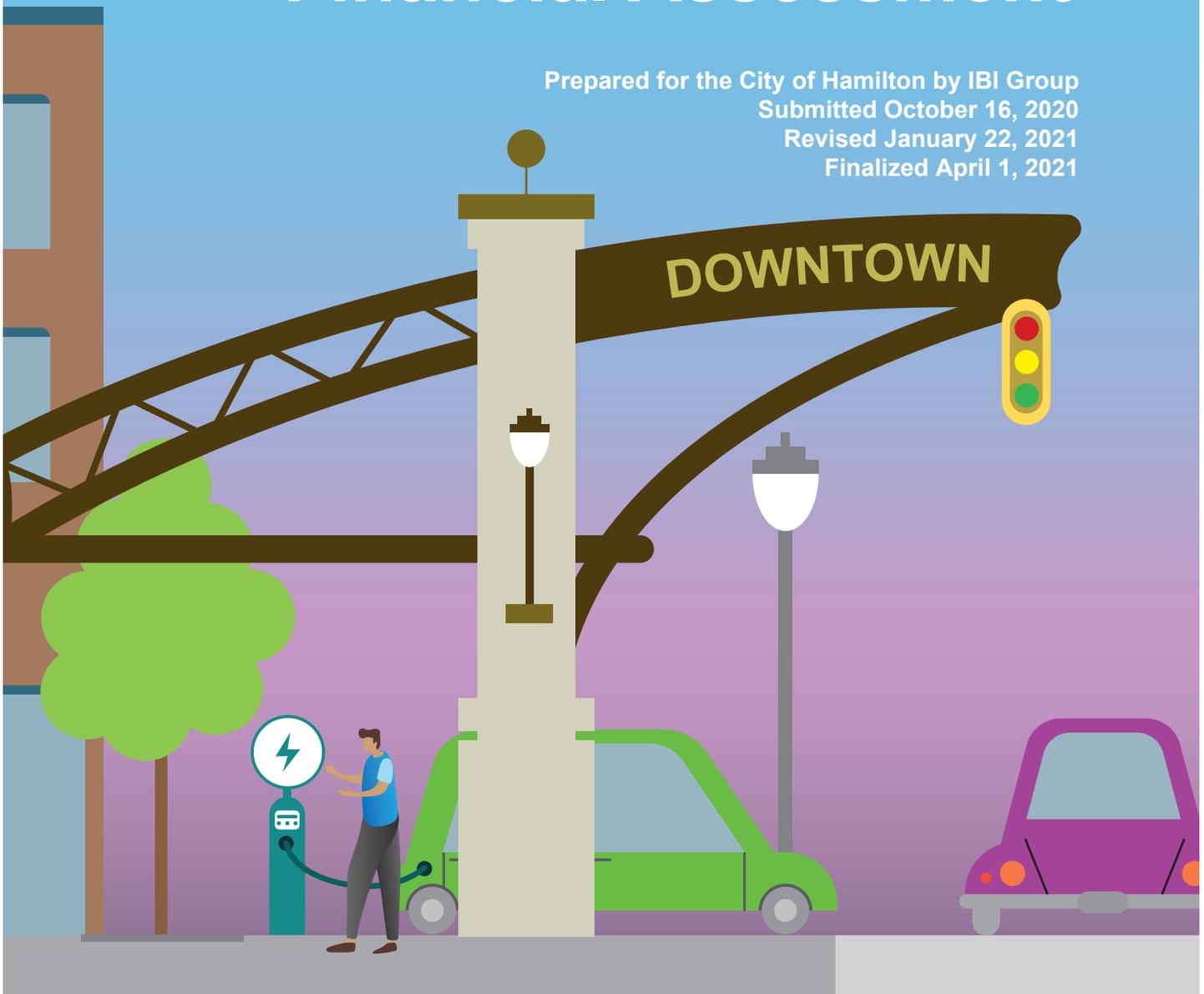


Table of Contents

1. Introduction	3
2. Future Conditions	3
2.1 Parking Supply and Demand	3
2.1.1 Existing Parking Patterns	4
2.1.2 Background Parking Growth	6
2.1.3 Single Occupancy Vehicle Modal Share	8
2.1.4 Parking Supply Changes and New Developments	8
2.1.5 Parking Price Increases	9
2.2 2030 Parking Operations	11
2.3 Future Parking Assessment Summary	21
3. Financial Forecasts & Impact of Pricing Scenarios	21
3.1 Financial Forecasting Methodology	21
3.1.1 Parking Price Scenarios	21
3.1.2 Parking Revenues	22
3.1.3 Parking Expenses	22
3.1.4 Capital Reserve Transfer	22
3.1.5 Operating Balance	22
3.1.6 Capital Costs	23
3.1.7 Capital Reserve Balance	23
3.1.8 Levy Transfers	23
3.2 Scenario 1 (Status Quo)	23
3.3 Scenario 2 (Standardized Parking Prices)	24
3.4 Scenario 3 (Demand Management Based Prices)	24
3.5 Scenario 4 (Demand Management Based Prices and Parking Structure)	25
3.6 Financial Assessment Summary	26
4. Next Steps	27

Exhibits

Exhibit 2-1: Downtown Hamilton Parking Supply and Demand (Weekday 12:00 PM)	5
Exhibit 2-2: New Study Area Developments and their Parking Impacts.....	9
Exhibit 2-3: Scenario Parking Prices.....	10
Exhibit 2-4: Parking Price/Demand Adjustment Factors.....	11
Exhibit 2-5: Downtown Hamilton Parking Supply and Demand (Scenario 1)	13
Exhibit 2-6: 2030 Downtown Hamilton Sub Area Operations (Scenario 1)	14
Exhibit 2-7: 2030 BIA Parking Supply and Demand (Scenario 1)	15
Exhibit 2-8: 2030 Downtown Hamilton Sub Area Operations (Scenario 2, 3 and 4)	17
Exhibit 2-9: Downtown Hamilton Parking Supply and Demand (Scenario 4)	19
Exhibit 2-10: 2030 BIA Parking Supply and Demand (Scenarios 2, 3, and 4)	20
Exhibit 3-1: Scenario 1 Financial Performance.....	23
Exhibit 3-2: Scenario 2 Financial Performance.....	24
Exhibit 3-3: Scenario 3 Financial Performance.....	25
Exhibit 3-4: Scenario 4 Financial Performance.....	26

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

1. Introduction

In 2013, the City of Hamilton completed the Downtown Hamilton Parking Study and Parking Garage Assessment ("the 2013 study"). The study objective was to:

- Assess existing parking supply and demand in the Downtown;
- Investigate potential parking supply expansions to help meet future parking needs; and
- Complete a financial assessment for a new parking facility.

Since the 2013 study, there have been significant changes to the City such as increased development densities, reduced car ownership, the emergence and widespread use of ride-hailing and shared mobility platforms (i.e. Uber, Lyft), and updates to major planning documents such as the Urban Hamilton Official Plan. Considering the extent of the changes, the City initiated the Parking Master Plan in 2019 to provide direction for a strategic approach to parking policy, planning, financial sustainability, and enforcement that will align with other city-wide transportation and land use planning policies.

This document summarizes the study findings related to:

- Assessment of future conditions; and,
- Financial modelling and scenario assessment.

2. Future Conditions

The Future Conditions section evaluates parking operations in Downtown Hamilton and the BIA study areas. Existing parking operations, as analysed in Background Report I, are summarized and future parking operations are projected to estimate future parking needs.

Based on the existing and future parking assessment findings, a general principles and policy recommendations are developed to help guide Hamilton in meeting long term parking needs in the Downtown and in the BIA study areas.

2.1 Parking Supply and Demand

Through the accurate projection of future parking demand, educated long term parking related decisions can be made to support successful parking operations in the Downtown study area and the 13 BIAs. The following factors are considered when projecting future parking supply and demand:

- Existing parking patterns;
- Single occupancy vehicle (SOV) modal share changes;
- Background population and employment growth;
- New developments in the Downtown study area and BIAs;
- Parking supply losses and gains; and
- Parking price changes.

The future parking operations assessment considers a 2030 horizon year, which is consistent with Hamilton's major planning documents.

Similar to the existing conditions analysis described in Background Report I, the 85% effective capacity threshold is used here as a target utilization which reflects effective capacity. Using the projected future parking supply and demand, and the targeted effective capacity threshold, locations with parking deficiencies and surpluses are identified. Using these findings, locations

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

where additional parking supply will be needed and locations with potentially surplus parking lots are identified.

It should be noted that the future parking projections are estimated based on the best data available at the time of this study. Hamilton is recommended to collect new parking supply and demand data every 3 to 4 years to evaluate the resulting parking demand. This is because growth and other assumptions may not materialize as projected. The findings and recommendations made as part of this study are intended to be updated on an as needed basis to reflect the parking demand achieved.

2.1.1 Existing Parking Patterns

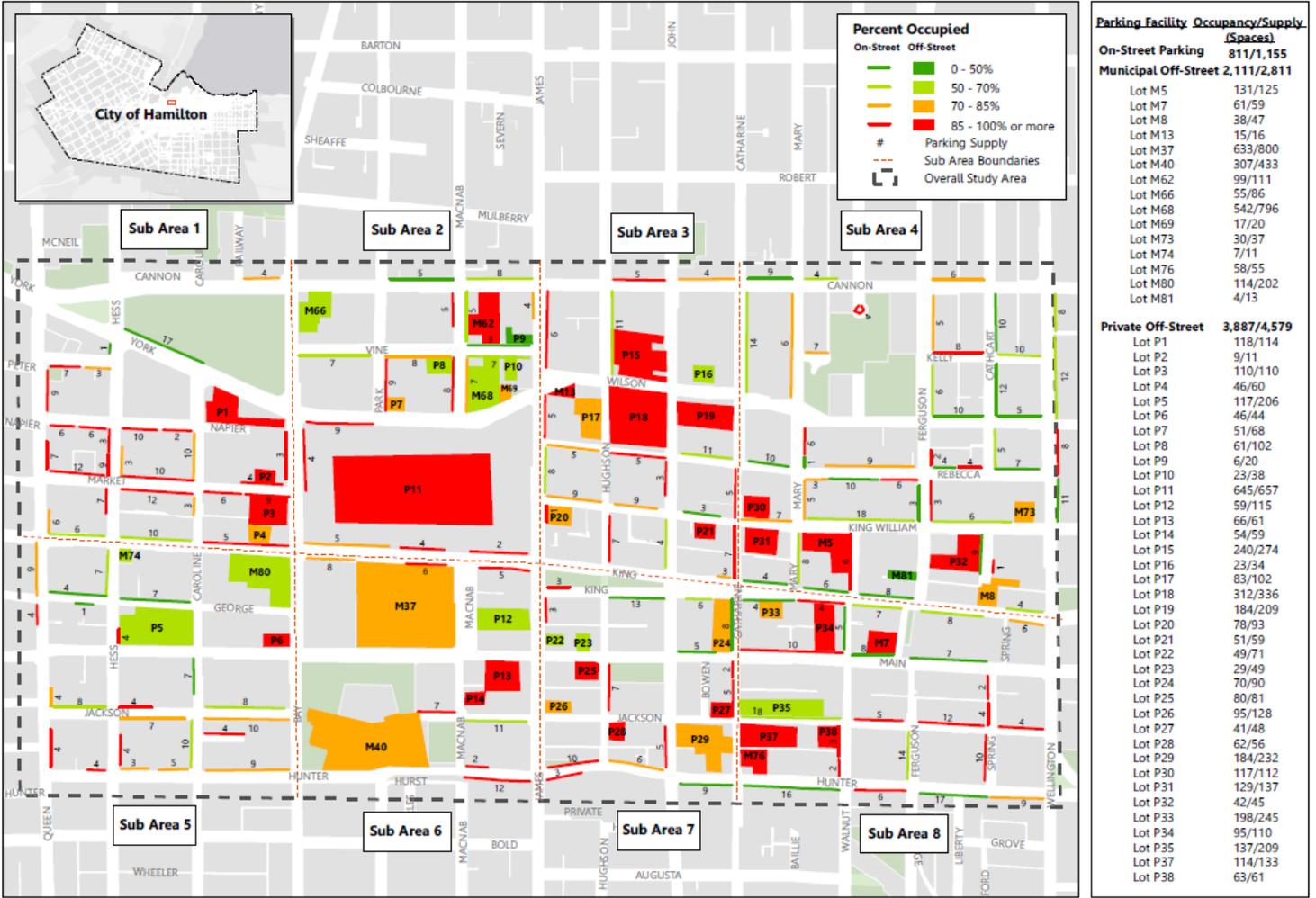
Existing parking operations forms the base data layer of the future parking projections. To project future parking supply and demand, the seasonally adjusted existing conditions data is further adjusted based on the factors outlined in Sections 2.1.2 to 2.1.5. This section summaries existing parking operations.

Downtown Hamilton Study Area

The parking supply and demand assessment indicates that the Downtown Hamilton parking system is sufficient to accommodate the existing parking demand. Parking demand was observed to peak at 12 PM on the weekday at 80% utilization, which is below the effective capacity threshold. The Downtown Hamilton parking supply and demand data is illustrated geographically in **Exhibit 2-1**.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 2-1: Downtown Hamilton Parking Supply and Demand (Weekday 12:00 PM)



B Hamilton Parking Master Plan
 Downtown: Peak Occupancy (Weekday 12:00 PM)



HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

While capacity is sufficient overall, some parking facilities were observed to operate near or above effective capacity, particularly in Sub Areas 1, 2, and 8. It is likely valid that some users perceive a shortage in parking with occasional difficulty in finding a spot at some of the busier parking facilities, especially during the weekday peak. However, parking opportunities are available near the parking facilities operating above effective capacity.

Parking demand was observed to be lower on the weekend when compared to the weekday. Weekend parking occupancy generally remained well below effective capacity, with the exception of on-street parking in Sub Area 2, which reached a max utilization of 95% at 12:00 PM. The high weekend parking demand is likely associated with Jackson Square which is an indoor shopping and entertainment complex.

Business Improvement Areas

The Downtown Hamilton BIA experienced the highest parking demand for both on-street and off-street parking facilities, with most parking facilities operating above effective capacity. Additionally, the International Village BIA's off-street system operated near capacity during the peak period. While parking operations in these BIAs were near or at capacity, they are subsections of the Downtown Hamilton study area. In other words, additional parking opportunities are available nearby.

The parking systems in the Concession Street, Downtown Dundas, King Street West, Locke Street, Stoney Creek, and Westdale Village BIAs operated at the 85% effective capacity threshold during the peak period. While not an issue under existing conditions, attention will be paid to the parking demand in these BIAs under future conditions to maintain acceptable operations.

Parking operations remained under effective capacity at all times in the Ancaster Heritage Village, Barton Village, Main Street Esplanade, and Ottawa Street BIAs.

2.1.2 Background Parking Growth

Parking demand in Hamilton is expected to grow in the future, both due to population growth creating a larger customer base for businesses, and due to general commercial and retail growth in the responding to the needs of the City's future residents. The following population and employment data were obtained:

- 2016 population and employment data from the Transportation Tomorrow Survey (TTS);
- 2031 population and employment data for Hamilton from City of Hamilton staff; and
- 2031 population and employment data for the rest of Southern Ontario from the Places to Grow.

The TTS is a comprehensive travel survey and is among the largest travel surveys ever undertaken anywhere. Funded by The Ministry of Transportation, Metrolinx, the Toronto Transit Commission, and 19 municipal governments, the 2016 survey presents travel patterns and travel behaviour information obtained from 162,708 validated surveys.

Population and employment growth is not anticipated to be consistent across Hamilton. Some areas such as the Downtown core are anticipated to experience larger growth than the rural areas. Therefore, simply growing the observed parking demand linearly to Hamilton's citywide population and employment growth is not considered appropriate. To calculate unique growth projections for Downtown study area and the 13 BIAs, the areas were divided to match the TTS zones. The TTS divided Hamilton in approximately 250 zones based on transportation patterns.

To determine the impact Hamilton's population and employment growth may have on future parking demand, population and employment growth was calculated by interpolating between obtained 2016 and 2031 data. The following 2019 to 2030 population and employment growth factors were calculated:

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

- Downtown study area: 1.204;
- Ancaster Heritage Village BIA: 1.130;
- Barton Street BIA: 1.102;
- Concession Street BIA: 1.102;
- Downtown Dundas BIA: 1.156;
- Downtown Hamilton BIA: 1.216;
- International Village BIA: 1.157 (1.204 applied, explained below);
- King Street West BIA: 1.214 (1.204 applied, explained below);
- Locke Street BIA: 1.090;
- Main Street Esplanade BIA: 1.190;
- Ottawa Street BIA: 1.092;
- Waterdown BIA: 1.179; and
- Westdale Village BIA: 1.069.

These weighted growth factors are applied to the existing parking demand in each respective area to project the 2030 parking demand. Note that the Downtown Hamilton, International Village, and King Street BIAs are contained within the Downtown study area. To maintain consistent parking demand projections for the overlapping parking facilities, the Downtown study area factor was applied (1.204). The broader area factor was selected since the parking operations in the study area are interdependent, and the study area factor considers the weighted growth of all zones in the study area.

Technical Sample Calculation

To provide a more technical overview of the background growth factor methodology, a sample calculation is provided for the Waterdown BIA.

Weighted population and employment growth factors were calculated by indexing each zone's population and employment growth using the *Auto Trips per Person per Day* data obtained from the 2016 TTS. This approach was applied since population and employment growth in the zones generating a larger proportion of auto trips is anticipated to result in a larger impact on parking demand than that same growth in zones generating less trips. The following formula was applied to calculate the weighted population/employment for each zone:

$$Weighted \&Emp = (Non \ Weighted \ Pop\&Emp) \times \frac{Each \ Zone's \ Auto \ Trips}{Max \ Auto \ Trips \ in \ any \ Zone}$$

By applying the above formula to each zone, we can calculate that zone's weighted population and employment growth projection that has been adjusted to consider the zone's respective trip generation rates. A sample population and employment growth projection calculation is outlined below for the Waterdown BIA.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Sample calculation: Zone 5020 Waterdown BIA

Zone 5020 trips/person/day: 0.00826

Max trips/person/day of all Waterdown zones: 0.40468

Zone 5020 Pop&Emp (2030): 12,334

$$\text{Zone 5020 Weighted Pop\&Emp (2030)} = \text{Pop\&Emp (2030)} \times \left(\frac{\text{Zone 5020 trips/person/day}}{\text{Max trips/person/day in any zone}} \right)$$

$$\text{Zone 5020 Weighted Pop\&Emp (2030)} = 12,334 \times \left(\frac{0.00826}{0.40468} \right)$$

$$\text{Zone 5020 Weighted Pop\&Emp (2030)} = 252$$

To calculate the weighted population and employment of the Waterdown BIA, the weighted population and employment of each Waterdown BIA zone are added together. Using this methodology, the 2016 and 2030 weighted population and employment for Waterdown is calculated. A weighted population and employment growth factor from 2019 to 2030 can then be interpolated.

2.1.3 Single Occupancy Vehicle Modal Share

One of the Official Plan’s parking-related objectives is to promote and facilitate alternative modes of transportation such as rail, transit, cycling, and walking. With improvements to alternative modes of transportation, future SOV mode share is anticipated to be reduced, which would reduce the number of vehicles on the roads and in parking lots. Hamilton’s transportation network has several large changes planned, including implementation of the BLAST transportation network (the planned frequent rapid transit system), potential GO Transit service improvements, among others, which are anticipated to significantly impact transportation patterns, and thereby parking operations.

Based on the Hamilton Transportation Master Plan (2018), 67% of trips in 2011 were completed by SOVs. By 2031, the City is targeting a SOV mode share of 52%. A reduction from 67% to 52% represents a relative reduction of 22.4% over the 20-year period. Through interpolation, the SOV mode share is anticipated to decrease by approximately 1.02% annually. For the purposes of this future conditions assessment, a 1.02% annual decrease in SOV mode share is anticipated to result in a 1.02% annual decrease in parking demand. An annual parking demand decrease of 1.02% represents a total decrease of 11.8% between 2019 and 2030.

2.1.4 Parking Supply Changes and New Developments

While the background parking demand growth and mode share reduction of SOVs are anticipated to result in a net parking demand growth/reduction across the study areas, new developments and parking supply changes are expected to have localized impacts on nearby parking facilities. Therefore, a micro level assessment of each potential future development was undertaken to develop an understanding of the parking related impacts.

City staff provided a list of planned and anticipated future developments to be considered in the Downtown study area and the BIAs. Unless otherwise noted by City staff, developments are assumed to meet the zoning by-law parking requirements. In other words, sufficient on-site parking supply is assumed to be provided to meet the generated demand, with no parking demand spillover onto the municipal parking system.

Exhibit 2-2 summarizes the future developments, their anticipated impact on the parking system, and the anticipated timeline for completion. Only developments with parking system impacts are displayed. Note that additional developments not currently identified may be proposed, approved, and constructed in the future, which would have some implications.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 2-2: New Study Area Developments and their Parking Impacts

Address	Sub-Area	Development Type	Parking System Impact	Development Timeframe
106 Bay Street North	2	Affordable housing (unknown number of units)	Lot 66 closure, 86 spaces removed	2020 - 2025
12 York Boulevard	2	N/A	Lot 69 closure, 20 spaces removed	2020 - 2025
99 John Street North	3	N/A	Lot P15 closure, 274 spaces removed	2025 - 2030
253 King William Street	4	20 residential units	Lot 73 closure, 37 spaces removed	2025 - 2030
191 King Street West	5	408 residential units (potential student residence)	Lot 80 closure, 202 spaces removed	2025 - 2030
22 Bay Street South	5	285 residential units		
101 Hunter Street East	8	174 residential units	Lot 76 closure, 55 spaces removed	2021
212 King William Street	8	266 residential units	Lot P32 closure, 45 spaces removed	2020 - 2025
System Wide Total			719 spaces removed	

A total of 719 off-street parking spaces are expected to be removed from the publicly accessible supply in the Downtown study area by 2030, including

- 106 spaces in sub-area 2;
- 274 spaces in sub-area 3;
- 37 spaces in sub-area 4;
- 202 spaces in sub-area 5; and
- 100 spaces in sub-area 8.

Vehicles currently parking in the facilities targeted for redevelopment are reallocated to nearby facilities. Parking lots with available capacity are prioritized. However, if sufficient capacity is not available nearby to accommodate the displaced demand, parking demand greater than the lot’s supply is assigned to illustrate a parking supply shortage.

No major parking supply changes are anticipated in the BIAs.

2.1.5 Parking Price Increases

An increase in the price of parking will result in a decrease in the demand for parking. According to Canadian Parking Association, the price elasticity of parking demand is generally in the order of -0.37. In other words, a 1% increase in the price of parking would result in a 0.37% decrease in the demand for parking. The elasticity increases in locations where there are modes of transportation alternative to personal vehicles and decreases in locations where transportation is more reliant on personal vehicles. Through discussion with Hamilton staff, Hamilton commuters were determined to be personal vehicle oriented. In other words, the parking price/demand elasticity is anticipated to be relatively low, and a value of -0.20 was adopted for this study.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Four different parking price scenarios were assessed, including:

- **Scenario 1 Status Quo:** 2% annual parking price increase to account for inflation;
- **Scenario 2 Policy-Based Prices Adjusted by Location and Demand:** Adopting a standardized parking price structure for the BIAs and the Downtown Hamilton study area;
- **Scenario 3 Modest Policy-Based Price Increases Adjusted by Location and Demand:** Increasing parking prices with the intent of managing parking demand; and
- **Scenario 4 Modest Policy-Based Price Increases Adjusted by Location and Demand with 380 New Publicly Funded Parking Spaces:** Scenario 3 parking prices are maintained, and 380 new public parking spaces are funded.

The 2030 parking prices associated with each Scenario is outlined in **Exhibit 2-3**. Note that Section 2 assesses the parking demand impacts associated with the four parking price Scenarios, while Section 3 examines their financial impacts.

Exhibit 2-3: Scenario Parking Prices

Scenario 1							
Lot	Supply	Hourly			Monthly		
		Existing	2030	Increase	Existing	2030	Increase
5	125	\$2.00	\$2.40	20%	\$75.00	\$91.40	22%
7	59	\$1.00	\$1.20	20%	\$75.00	\$91.40	22%
8	47	\$1.50	\$1.80	20%	\$85.00	\$103.60	22%
13	16	\$2.00	\$2.40	20%	-	-	-
37	800	\$2.50	\$3.00	20%	\$140.00	\$170.70	22%
40	433	\$3.00	\$3.70	23%	\$95.00	\$115.80	22%
62	111	\$2.00	\$2.40	20%	\$85.00	\$103.60	22%
68	796	\$3.00	\$3.70	23%	\$110.00	\$134.09	22%
74	11	\$2.00	\$2.40	20%	\$85.00	\$103.60	22%
81	13	\$1.50	\$1.80	20%	\$75.00	\$91.40	22%
On-street	1158	\$1.50	\$1.80	20%	-	-	-

Scenario 2							
Lot	Supply	Hourly			Monthly		
		Existing	2030	Increase	Existing	2030	Increase
5	125	\$2.00	\$2.50	25%	\$75.00	\$106.25	42%
7	59	\$1.00	\$2.50	150%	\$75.00	\$106.25	42%
8	47	\$1.50	\$2.50	67%	\$85.00	\$114.00	34%
13	16	\$2.00	\$3.00	50%	-	-	-
37	800	\$2.50	\$3.50	40%	\$140.00	\$140.00	0%
40	433	\$3.00	\$3.50	17%	\$95.00	\$122.50	29%
62	111	\$2.00	\$3.00	50%	\$85.00	\$114.00	34%
68	796	\$3.00	\$3.50	17%	\$110.00	\$122.50	11%
74	11	\$2.00	\$2.50	25%	\$85.00	\$106.25	25%
81	13	\$1.50	\$2.50	67%	\$75.00	\$106.25	42%
On-street	1158	\$1.50	\$2.50	67%	-	-	-

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Scenario 3							
Lot	Supply	Hourly			Monthly		
		Existing	2030	Increase	Existing	2030	Increase
5	125	\$2.00	\$3.00	50%	\$75.00	\$127.50	70%
7	59	\$1.00	\$3.00	200%	\$75.00	\$127.50	70%
8	47	\$1.50	\$3.00	100%	\$85.00	\$133.00	56%
13	16	\$2.00	\$3.50	75%	-	-	-
37	800	\$2.50	\$4.00	60%	\$140.00	\$140.00	0%
40	433	\$3.00	\$4.00	33%	\$95.00	\$140.00	47%
62	111	\$2.00	\$3.50	75%	\$85.00	\$133.00	56%
68	796	\$3.00	\$4.00	33%	\$110.00	\$140.00	27%
74	11	\$2.00	\$3.00	50%	\$85.00	\$127.50	50%
81	13	\$1.50	\$3.00	100%	\$75.00	\$127.50	70%
On-street	1158	\$1.50	\$3.00	100%	-	-	-

Scenario 4							
Lot	Supply	Hourly			Monthly		
		Existing	2030	Increase	Existing	2030	Increase
5	125	\$2.00	\$3.00	50%	\$75.00	\$127.50	70%
7	59	\$1.00	\$3.00	200%	\$75.00	\$127.50	70%
8	47	\$1.50	\$3.00	100%	\$85.00	\$133.00	56%
13	16	\$2.00	\$3.50	75%	-	-	-
37	800	\$2.50	\$4.00	60%	\$140.00	\$140.00	0%
40	433	\$3.00	\$4.00	33%	\$95.00	\$140.00	47%
62	111	\$2.00	\$3.50	75%	\$85.00	\$133.00	56%
68	796	\$3.00	\$4.00	33%	\$110.00	\$140.00	27%
74	11	\$2.00	\$3.00	50%	\$85.00	\$127.50	50%
81	13	\$1.50	\$3.00	100%	\$75.00	\$127.50	70%
On-street	1158	\$1.50	\$3.00	100%	-	-	-

Given the parking prices and the -0.20 parking price/demand elasticity, the parking price/demand adjustment factors outlined in **Exhibit 2-4** were calculated.

Exhibit 2-4: Parking Price/Demand Adjustment Factors

Type	Scenario 1	Scenario 2	Scenario 3	Scenario 4
On-Street	0.951	0.867	0.800	0.800
Off-Street	0.951	0.945	0.912	0.912

2.2 2030 Parking Operations

This section consolidates all parking supply and demand changes outlined in the previous sections and examines the future parking performance of the Downtown Study Area and the BIAs. Note that the future conditions assessment evaluates operations during the system wide period of peak

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

parking demand. Peak parking demand occurred during the weekday at 12:00 PM in the Downtown Study Area, and at varying times in the BIAs. These times are specified in **Exhibit 2-7**.

Note that, when projected parking supply and demand for Scenario 1 to 4, all factors are kept consistent except for the parking price increases.

Scenario 1 (Status Quo)

Downtown Hamilton

Overall, the Downtown Hamilton parking system is projected to experience the following demand by 2030:

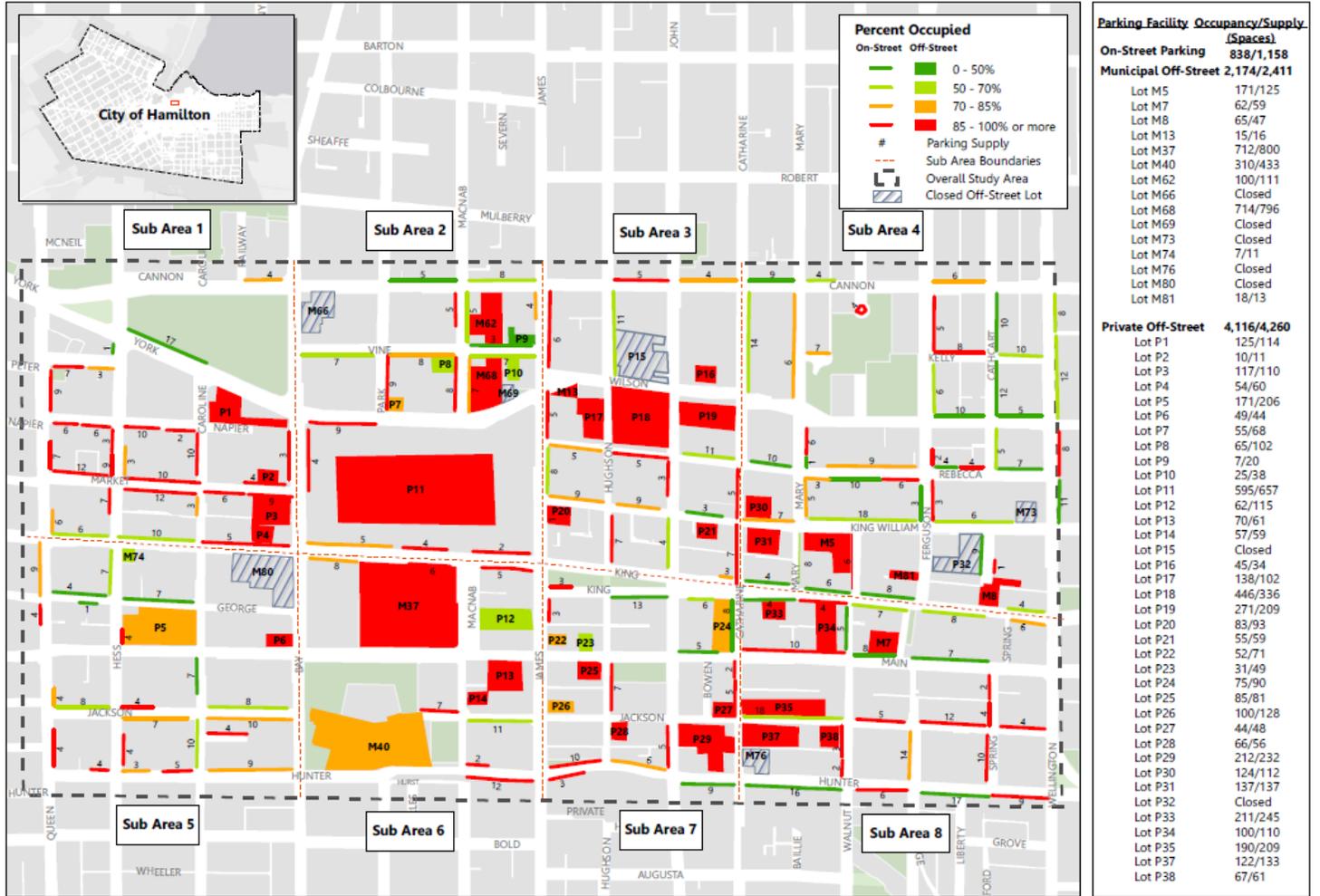
- On-street: 838 vehicles (72% utilization);
- Off-street (Public): 2,174 vehicles (90% utilization);
- Off-street (Private): 4,116 vehicles (97% utilization); and
- Overall: 7,128 vehicles (91% utilization).

Given these operations, the Hamilton Municipal Parking System is projected to operate near capacity by 2030. The biggest factor in the projected operations is the loss of 719 parking spaces.

To gain an understand of the most critical parking hot spots, the projected 2030 operations are illustrated geographically in **Exhibit 2-5**.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 2-5: Downtown Hamilton Parking Supply and Demand (Scenario 1)



IBI Hamilton Parking Master Plan
 Downtown: 2030 Peak Occupancy Scenario 1 (Weekday 12:00 PM)



HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

As illustrated in **Exhibit 2-5**, many on-street segments and off-street lots operate at or above the 85% effective capacity threshold, with large concentrations of overcapacity facilities in the northern half of the study area. A tabular summary of sub-area parking occupancies is shown in **Exhibit 2-6**.

Exhibit 2-6: 2030 Downtown Hamilton Sub Area Operations (Scenario 1)

Sub Area	Parking Occupancy			
	On-Street	Off-Street (Municipal)	Off-Street (Private)	Total
1	89%	N/A	104%	98%
2	81%	90%	84%	87%
3	82%	94%	125%	119%
4	56%	137%	105%	92%
5	72%	64%	88%	82%
6	92%	83%	81%	83%
7	62%	N/A	88%	86%
8	71%	105%	91%	81%

Note: numbers in red indicate utilization greater than 85%

Based on the sub area operations outlined in **Exhibit 2-6**, sub-areas 1, 3, and 4 are projected to experience a parking supply shortage and alternatives aimed at managing demand or increasing parking supply to accommodate expected future demand may be needed.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Business Improvement Areas

The Scenario 1 parking supply and demand for each BIA is illustrated in **Exhibit 2-7**. Note that each BIA operates as an isolated parking system, therefore individual peak periods were identified for each BIA.

Exhibit 2-7: 2030 BIA Parking Supply and Demand (Scenario 1)

BIA	Type	Supply	Peak Demand	Peak Utilization	Time of Peak
Ancaster Heritage Village	On-Street	17	10	59%	11:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	17	10	59%	
Barton Village	On-Street	186	145	78%	1:00 PM - 2:00 PM
	Off-Street	156	96	62%	
	Total	342	241	70%	
Concession Street	On-Street	133	111	83%	12:00 PM - 1:00 PM
	Off-Street	24	14	58%	
	Total	157	125	80%	
Downtown Dundas	On-Street	91	82	90%	1:00 PM - 2:00 PM
	Off-Street	331	242	73%	
	Total	422	324	77%	
Downtown Hamilton	On-Street	224	211	94%	1:00 PM - 2:00 PM
	Off-Street	16	17	106%	
	Total	240	228	95%	
International Village	On-Street	117	87	74%	12:00 PM - 1:00 PM
	Off-Street	244	315	129%	
	Total	361	402	111%	
King Street West	On-Street	16	14	88%	11:00 AM - 12:00 PM
	Off-Street	11	7	64%	
	Total	27	21	78%	
Locke Street	On-Street	124	100	81%	12:00 PM - 1:00 PM
	Off-Street	-	-	-	
	Total	124	100	81%	
Main Street Esplanade	On-Street	39	10	26%	10:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	39	10	26%	
Ottawa Street	On-Street	102	45	44%	1:00 PM - 2:00 PM
	Off-Street	306	51	17%	
	Total	408	96	24%	
Stoney Creek	On-Street	-	-	-	9:00 AM - 10:00 AM
	Off-Street	169	159	94%	
	Total	169	159	94%	
Waterdown	On-Street	-	-	-	2:00 PM - 3:00 PM
	Off-Street	8	5	63%	
	Total	8	5	63%	
Westdale Village	On-Street	98	76	78%	4:00 PM - 5:00 PM
	Off-Street	-	-	-	
	Total	98	76	78%	

Note: numbers in red indicate utilization greater than 85%

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

As outlined in **Exhibit 2-7**, the parking systems in several BIAs were observed to operate at or above the effective capacity threshold. Note that Downtown Hamilton, International Village, and King Street West BIAs are in the Downtown Study Area, which is assessed above. Parking operations in all other BIAs are anticipated to be acceptable except for on-street parking in Downtown Dundas and off-street parking in Stoney Creek.

Scenarios 2, 3, and 4

Scenarios 2, 3, and 4 include progressively larger parking price increases, which results in a larger parking demand decrease due to the price/demand elasticity. Note that Scenario 4 price increases matched Scenario 3 but also includes approximately 380 new parking spaces in Downtown Hamilton.

Downtown Hamilton

A tabular summary of sub-area parking occupancies for Scenarios 2, 3, and 4 is shown in **Exhibit 2-8**.

When compared to Scenario 1, parking operations slightly improve in Scenario 2 and are further improved in Scenario 3. These improvements are due to the progressively larger parking price increases which are anticipated to shift some users to alternative modes of transportation. While operations slightly improve, the near capacity operations observed in Scenario 1 are still evident in Scenarios 2 and 3.

Scenario 4 includes approximately 380 new parking spaces, which is anticipated to significantly improve operations. With the exception of private off-street facilities in Sub-area 1, parking operations are projected to operate below capacity in all sub-areas. To determine if localized parking supply issues persist, Scenario 4 operations are illustrated geographically in **Exhibit 2-9**.

Exhibit 2-8: 2030 Downtown Hamilton Sub Area Operations (Scenario 2, 3 and 4)

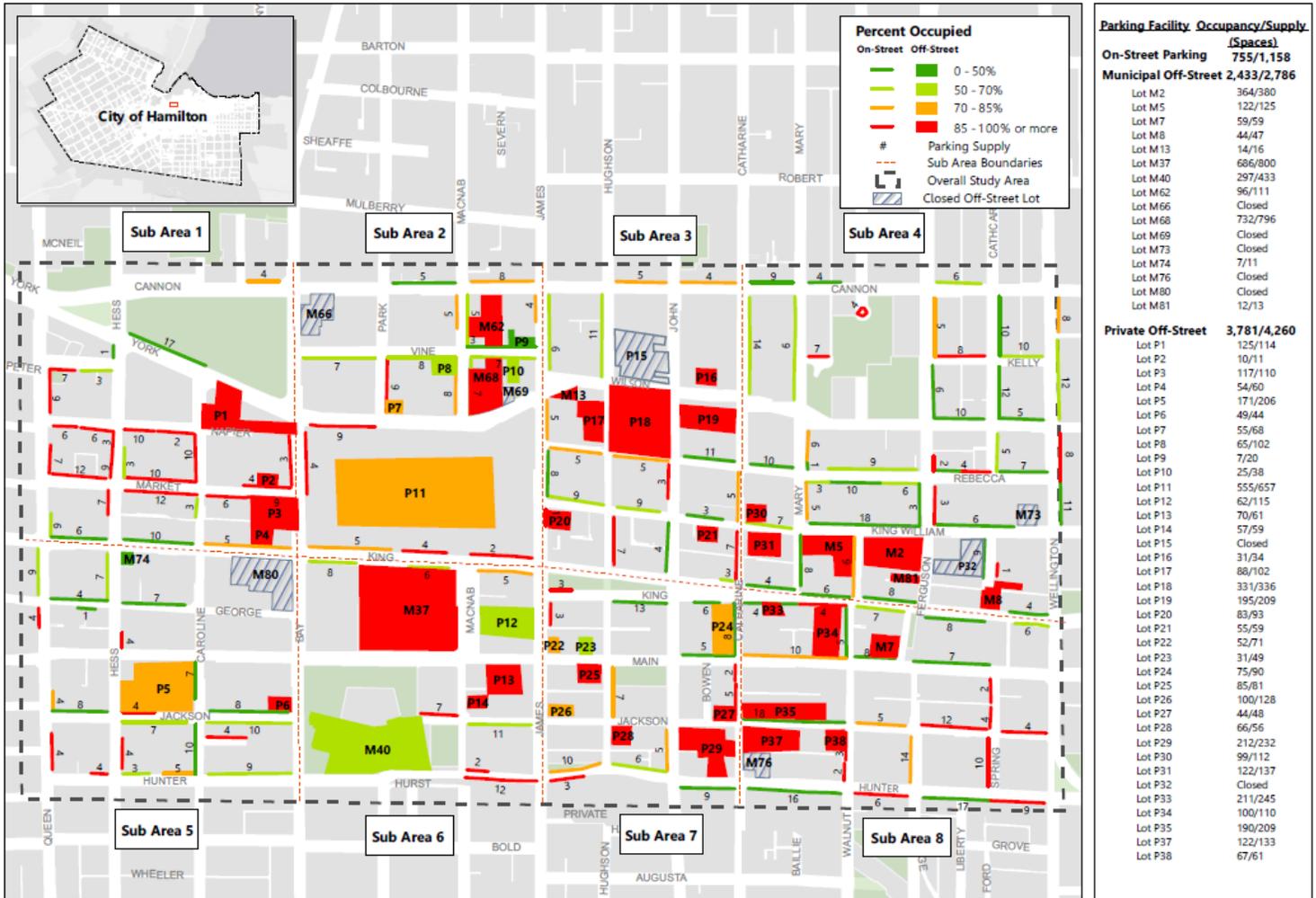
Sub-Area	Type	Scenario 2 & 3 Supply	Scenario 2		Scenario 3		Scenario 4 Supply	Scenario 4	
			Peak Demand	Peak Utilization	Peak Demand	Peak Utilization		Peak Demand	Peak Utilization
1	On-Street	191	166	87%	162	85%	191	162	85%
	Off-Street (Public)	-	-	-	-	-	-	-	-
	Off-Street (Private)	295	306	104%	306	104%	295	306	104%
	Total	486	472	97%	468	96%	486	468	96%
2	On-Street	99	73	74%	68	69%	99	68	69%
	Off-Street (Public)	907	814	90%	798	88%	907	828	91%
	Off-Street (Private)	885	746	84%	736	83%	885	706	80%
	Total	1,891	1,633	86%	1,602	85%	1,891	1602	85%
3	On-Street	117	87	74%	80	68%	117	80	68%
	Off-Street (Public)	16	15	94%	14	88%	16	14	88%
	Off-Street (Private)	833	1,038	125%	1,038	125%	833	783	94%
	Total	966	1,140	118%	1,132	117%	966	877	91%
4	On-Street	318	172	54%	166	52%	318	166	52%
	Off-Street (Public)	185	253	137%	247	134%	635	542	96%
	Off-Street (Private)	249	261	105%	261	105%	249	221	89%
	Total	752	686	91%	674	90%	1,152	929	82%
5	On-Street	127	86	68%	81	64%	127	81	64%
	Off-Street (Public)	11	7	64%	7	64%	11	7	64%
	Off-Street (Private)	250	220	88%	220	88%	250	220	88%
	Total	388	313	81%	308	79%	388	308	79%
6	On-Street	51	43	84%	39	76%	51	39	76%
	Off-Street (Public)	1,233	1016	82%	983	80%	1,233	983	80%
	Off-Street (Private)	235	190	81%	190	81%	235	190	81%
	Total	1,519	1,249	82%	1,212	80%	1,519	1212	80%
7	On-Street	82	47	57%	44	54%	82	44	54%
	Off-Street (Public)	-	-	-	-	-	-	-	-
	Off-Street (Private)	755	665	88%	665	88%	755	665	88%
	Total	837	712	85%	709	85%	837	709	85%

Sub-Area	Type	Scenario 2 & 3 Supply	Scenario 2		Scenario 3		Scenario 4 Supply	Scenario 4	
			Peak Demand	Peak Utilization	Peak Demand	Peak Utilization		Peak Demand	Peak Utilization
8	On-Street	173	119	69%	115	66%	173	115	66%
	Off-Street (Public)	59	61	103%	59	100%	59	59	100%
	Off-Street (Private)	758	690	91%	690	91%	758	690	91%
	Total	990	870	88%	864	87%	990	864	87%
Total	On-Street	1,158	793	68%	755	65%	1,158	755	65%
	Off-Street (Public)	2,411	2,166	90%	2,108	87%	2,791	2,433	87%
	Off-Street (Private)	4,260	4,116	97%	4,106	96%	4,260	3,781	89%
	Total	7,829	7,075	90%	6,969	89%	8,209	6,969	85%

Note: numbers in red indicate utilization greater than 85%

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 2-9: Downtown Hamilton Parking Supply and Demand (Scenario 4)



B Hamilton Parking Master Plan
 2030 Downtown Peak Occupancy (Weekday 12:00 PM)



As illustrated in **Exhibit 2-9**, many on-street and off-street parking facilities are projected to operate over effective capacity. However, available parking facilities are available throughout the Downtown parking system. In other words, while some users are anticipated to experience difficult in finding an available parking space, particularly in the more popular facilities, parking opportunities are anticipated to be available nearby. Therefore, parking operations under Scenario 4 are projected to be satisfactory.

Business Improvement Areas

The Scenario 2, 3 and 4 parking supply and demand for each BIA is illustrated in **Exhibit 2-10**.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 2-10: 2030 BIA Parking Supply and Demand (Scenarios 2, 3, and 4)

BIA	Type	Supply	Scenario 2		Scenario 3		Scenario 4	
			Peak Demand	Peak Utilization	Peak Demand	Peak Utilization	Peak Demand	Peak Utilization
Ancaster Heritage Village	On-Street	17	9	53%	8	47%	8	47%
	Off-Street	-	-	-	-	-	-	-
	Total	17	9	53%	8	47%	8	47%
Barton Village	On-Street	186	132	71%	122	66%	122	66%
	Off-Street	156	86	55%	76	49%	76	49%
	Total	342	218	64%	198	58%	198	58%
Concession Street	On-Street	133	101	76%	93	70%	93	70%
	Off-Street	24	12	50%	10	42%	10	42%
	Total	157	113	72%	103	66%	103	66%
Downtown Dundas	On-Street	91	75	82%	69	76%	69	76%
	Off-Street	331	220	66%	187	56%	187	56%
	Total	422	295	70%	256	61%	256	61%
Downtown Hamilton	On-Street	224	192	86%	177	79%	177	79%
	Off-Street	16	17	106%	16	100%	16	100%
	Total	240	209	87%	193	80%	193	80%
International Village	On-Street	117	79	68%	73	62%	73	62%
	Off-Street	244	315	129%	307	126%	237	97%
	Total	361	394	109%	380	105%	310	86%
King Street West	On-Street	16	13	81%	12	75%	12	75%
	Off-Street	11	7	64%	7	64%	7	64%
	Total	27	20	74%	19	70%	19	70%
Locke Street	On-Street	124	91	73%	84	68%	84	68%
	Off-Street	-	-	-	-	-	-	-
	Total	124	91	73%	84	68%	84	68%
Main Street Esplanade	On-Street	39	9	23%	8	21%	8	21%
	Off-Street	-	-	-	-	-	-	-
	Total	39	9	23%	8	21%	8	21%
Ottawa Street	On-Street	102	41	40%	38	37%	38	37%
	Off-Street	306	49	16%	43	14%	43	14%
	Total	408	90	22%	81	20%	81	20%
Stoney Creek	On-Street	-	-	-	-	-	-	-
	Off-Street	169	155	92%	136	80%	136	80%
	Total	169	155	92%	136	80%	136	80%
Waterdown	On-Street	-	-	-	-	-	-	-
	Off-Street	8	5	63%	5	63%	5	63%
	Total	8	5	63%	5	63%	5	63%
Westdale Village	On-Street	98	69	70%	64	65%	64	65%
	Off-Street	-	-	-	-	-	-	-
	Total	98	69	70%	64	65%	64	65%

Note: numbers in red indicate utilization greater than 85%

As presented in **Exhibit 2-10**, parking operations in Scenarios 2, 3, and 4 are projected to progressively improve as parking prices are increased. Operations are projected to be over capacity in the Downtown Hamilton and International Village BIAs in Scenarios 2 and 3, which is consistent with the Downtown Hamilton Study Area findings. With the 380 new parking spaces in Scenario 4, operations in these BIAs are anticipated to improve under capacity.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

2.3 Future Parking Assessment Summary

Parking supply challenges are projected in Scenarios 1, 2 and 3 in the Downtown Hamilton Study Area. These challenges primarily arise from the anticipated parking supply losses, which strains the remaining facilities. System wide parking operations are projected to be near capacity with localized parking supply challenges.

Scenario 4 includes approximately 380 additional parking spaces. With these new spaces, system wide parking operations are projected to be at the 85% which is at the desirable level. Some individual parking facilities are projected to operate near or at capacity, however available parking opportunities can be found nearby.

With the exception of the BIAs located within the Downtown Hamilton Study Area, only Stoney Creek is projected to operate above effective capacity in Scenarios 1 and 2. Parking demand is projected to be managed by the parking price increases in Scenarios 3 and 4, and operations are projected to decrease below effective capacity.

3. Financial Forecasts & Impact of Pricing Scenarios

This section examines the financial state of Hamilton’s parking operations and explores pricing plans aimed at achieving long term financial sustainability.

3.1 Financial Forecasting Methodology

This section discusses the financial forecasting methodology including the four parking price scenarios, revenue projections, expense projections, capital reserve transfer, operating balance, capital costs, capital reserve balance, and levy transfers. The presented methodology was developed in consultation with Hamilton staff.

3.1.1 Parking Price Scenarios

With the objective of achieving financially sustainable parking operations (parking revenues are sufficient to fund parking expenses), four parking price scenarios were evaluated, including:

- Scenario 1: Parking prices were increased 2% per year which is considered in line with inflation;
- Scenario 2: A standardized parking price plan was developed for the Hamilton Municipal Parking System (HMPS). As with Scenario 1, prices were increased over time at the rate of inflation. Parking prices were grouped into the following categories:
 - Standalone BIAs: Parking facilities located in standalone BIAs isolated from the rest of the HMPS. Parking prices in these BIAs were set at the lowest rate.
 - Periphery BIAs: Parking facilities that are located close to Downtown Hamilton, but not considered parking of the Downtown. Parking prices in these locations are set more expensive than the Standalone BIAs, but less expensive than Downtown Hamilton prices.
 - Downtown Hamilton: Parking facilities located within the Downtown Hamilton Study Area. Parking facility prices in Downtown Hamilton are set to be more expensive than both Standalone and Periphery BIAs. The Downtown Hamilton parking prices were further divided to maintain a dynamic parking price structure, where popular parking facility prices are set higher than those experiencing lower demand.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

- Scenario 3: The standardized parking price plan developed in Scenario 2 was adopted for Scenario 3 as well. These prices were then increased with the objective of managing parking demand.
- Scenario 4: The parking prices developed in Scenario 3 was adopted for Scenario 4 as well. Budget was allocated to fund an additional 380 parking spaces located in Downtown Hamilton.

Detailed parking prices on a lot-by-lot basis for each Scenario are outlined in **Exhibit 2-3**.

3.1.2 Parking Revenues

To project Hamilton's future parking revenues, the 2018 parking prices were grown proportionally based Hamilton's existing parking prices compared to each Scenarios parking prices. If a parking facility's prices were increased by 25%, then the revenue collected was also grown by 25%.

As discussed in Section 2.1.5, parking price increases are anticipated to result in a decrease in parking demand. Based on discussions with Hamilton staff, a parking price elasticity of -0.20 was selected. In other words, a parking price increase of 10% is anticipated to reduce parking demand by 2%. Therefore, in the example provided above, increasing parking prices by 25% is not anticipated to result in a full 25% parking revenue increase since demand will partially decrease. Therefore, parking revenue was only grown by 80% of the parking price increase (100% minus the 20% demand reduction).

3.1.3 Parking Expenses

Hamilton staff provided detailed parking expense data for 170 different accounts including but not limited to, advertisements, information retrieval, salaries, etc. between 2014 and 2018. The expenses associated with these accounts were projected based on the following methodology:

- Onetime expenses: If the expense only occurred once between 2014 and 2018, the expense was assumed to be a onetime payment and \$0 was projected;
- Variable expenses: If the expense value varied between 2014 and 2018 with no determinable pattern, the expenses average value was projected. Note that an annual increase of 2% was applied to account for inflation; and
- Growing expenses: If the expense value steadily grew between 2014 and 2018, the expense was extrapolated using the growth between 2014 and 2018.

The expense assumptions were confirmed with Hamilton staff.

3.1.4 Capital Reserve Transfer

A predetermined sum is transferred to the capital reserve fund on an annual basis drawn from the collected parking revenues. The capital reserve is used to fund parking related capital expenses. This value starts at \$840,000 in 2020 and increases by \$25,000 each year thereafter.

3.1.5 Operating Balance

The operating balance is the difference between the parking revenues and parking expenses. The capital reserve transfer is considered an expense. One criterion when evaluating the health of Hamilton's parking financial operations is whether the collected revenues are sufficient to fund the parking expenses.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

3.1.6 Capital Costs

The City of Hamilton provided detailed capital cost projections to 2030. Note that these capital costs do not include the costs associated with Scenario 4's expanded parking supply.

3.1.7 Capital Reserve Balance

The capital reserve balance for any given year is calculated by taking the previous year's capital reserve balance, adding this year's capital reserve transfer, and subtracting this year's capital expenses. A second criterion when evaluating the health of Hamilton's parking financial operations is whether the capital reserve balance is enough to fund the projected capital expenses.

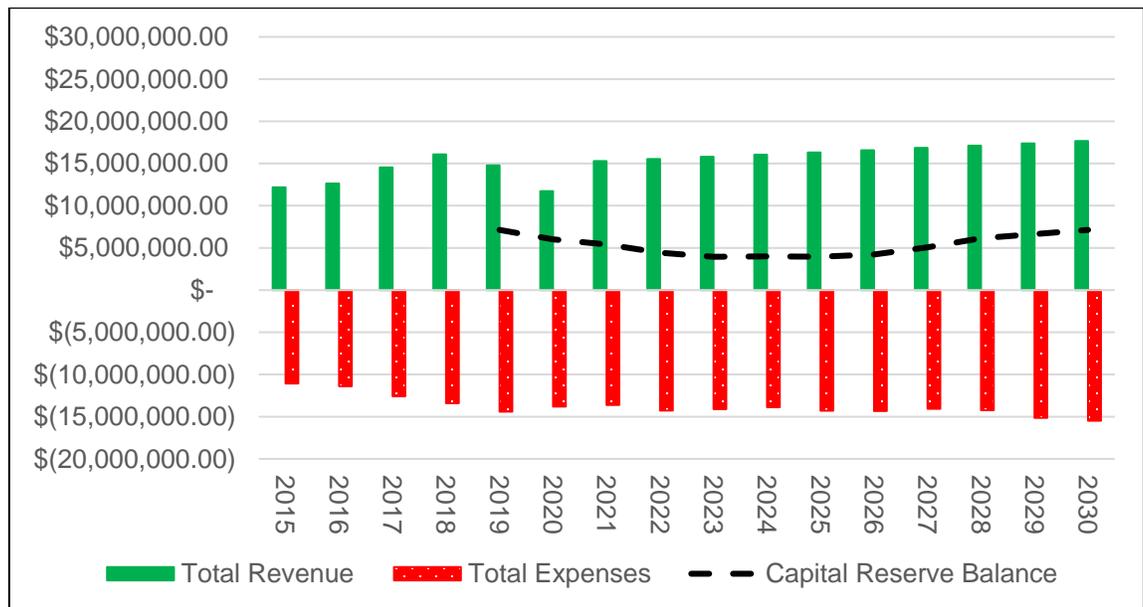
3.1.8 Levy Transfers

The levy transfer is the amount remaining after the capital reserve transfer has been subtracted from the operating balance. Note that if the operating balance for a given year is a deficit, or if the operating balance is less than the predetermined capital reserve transfer amount, then the levy transfer is \$0.

3.2 Scenario 1 (Status Quo)

Under Scenario 1, the existing parking price structure was grown 2% per year to account for inflation. **Exhibit 3-1** outlines the parking revenues, expenses, capital reserve balance, and levy contribution on an annual basis between 2015 and 2030. Hamilton provided data for 2015 to 2018, 2019 to 2030 finances were projected based on the methodology discussed in Section 3.1.

Exhibit 3-1: Scenario 1 Financial Performance



Under Scenario 1, the parking revenues are observed to exceed the expenses, resulting in an operating surplus. The operating surplus is sufficient to maintain a stable capital reserve while annually contributing to the levy. Based on this analysis, Hamilton's parking operations are projected to be financially sustainable under Scenario 1.

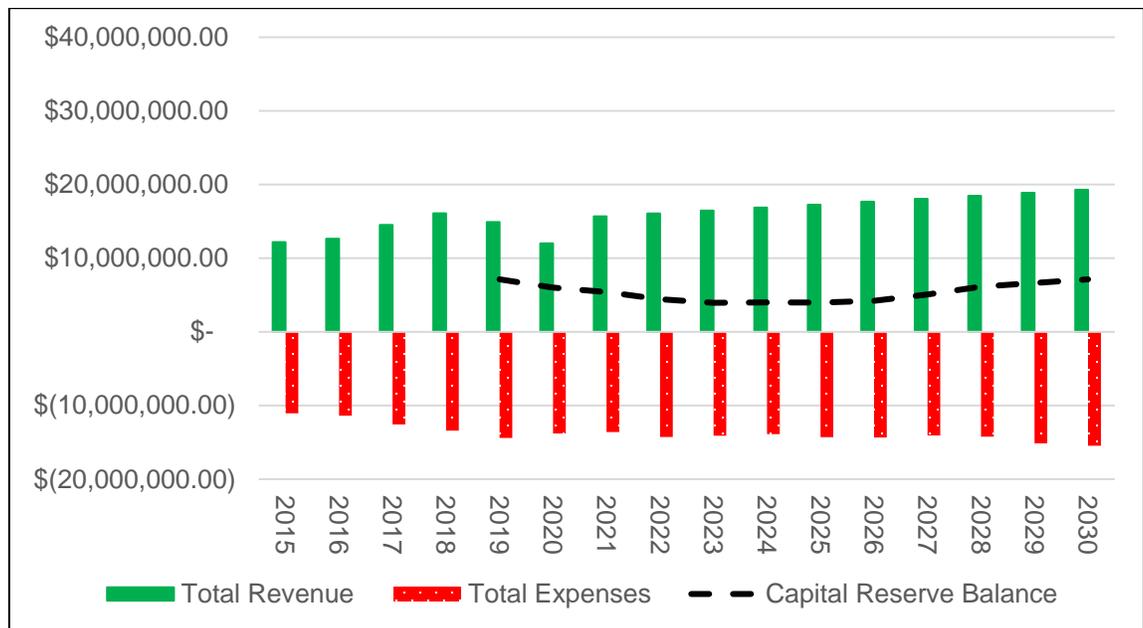
HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

However, as discussed in Section 2.2, the continued underpricing of parking results in increased parking demand and pressure on parking supply, especially in high-demand areas which are expected to operate at or above capacity. Therefore, while financially sustainable, Scenario 1 is not preferable from an operations point of view.

3.3 Scenario 2 (Standardized Parking Prices)

Under Scenario 2, the existing parking price plan was standardized by location to set prices in areas like Downtown Hamilton higher and prices in standalone BIAs lower in accordance with the observed demands. Prices were then increased in line with inflation, corresponding to a \$0.25 increase to hourly parking and a proportional permit price increase every 5 years. **Exhibit 3-2** outlines the parking revenues, expenses, capital reserve balance, and levy contribution on an annual basis between 2015 and 2030.

Exhibit 3-2: Scenario 2 Financial Performance



Under Scenario 2, the parking revenues are observed to exceed the expenses, resulting in an operating surplus. The operating surplus is sufficient to maintain a stable capital reserve while annually contributing to the levy. Note that parking revenues in Scenario 2 are larger than Scenario 1 resulting in a larger annual levy contribution, which provides additional opportunity for reinvestment into the system as future needs arise.

Based on these findings, Hamilton’s parking operations are projected to be financially sustainable under Scenario 2. Similar to Scenario 1, parking demand is projected to approach capacity in Scenario 2 with localized parking supply issues as inflationary price increases are not able to significantly influence travel behaviour and reduce or redirect parking demand from the areas where parking is in highest demand. Therefore, while financially sustainable, Scenario 2 is not preferable from an operations point of view.

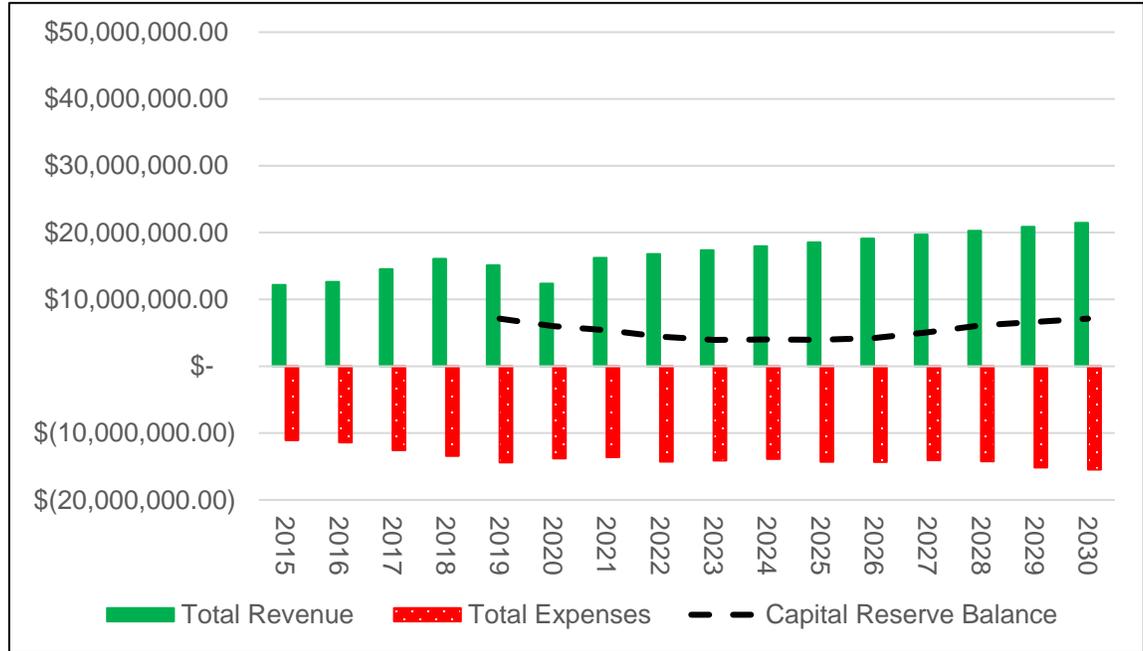
3.4 Scenario 3 (Demand Management Based Prices)

Under Scenario 3, the standardized parking price plan developed in Scenario 2 was adopted and the prices were further increased with the objective of managing parking demand, equating to approximately a \$0.50 increase to hourly parking with proportional increases to permit parking

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

every 5 years. **Exhibit 3-3** outlines the parking revenues, expenses, capital reserve balance, and levy contribution on an annual basis between 2015 and 2030.

Exhibit 3-3: Scenario 3 Financial Performance



Under Scenario 3, the parking revenues are observed to exceed the expenses, resulting in an operating surplus. The operating surplus is sufficient to maintain a stable capital reserve while annually contributing to the levy. Note that parking revenues in Scenario 3 are larger than both Scenario 1 and 2 resulting in a larger annual levy contribution as well as allowing for additional reinvestment into the system to address future needs.

Based on these findings, Hamilton’s parking operations are projected to be financially sustainable under Scenario 3. As discussed in Section 2.2, overall parking operations are projected to improve compared to Scenarios 1 and 2 given the larger price increases and higher amount of parking demand management. Overall parking operations are projected to be slightly over effective capacity with localized parking supply challenges, but under this scenario HMPS would have the ability to modify prices in high demand areas as-needed to address these acute deficiencies and maintain efficient and accessible parking operations.

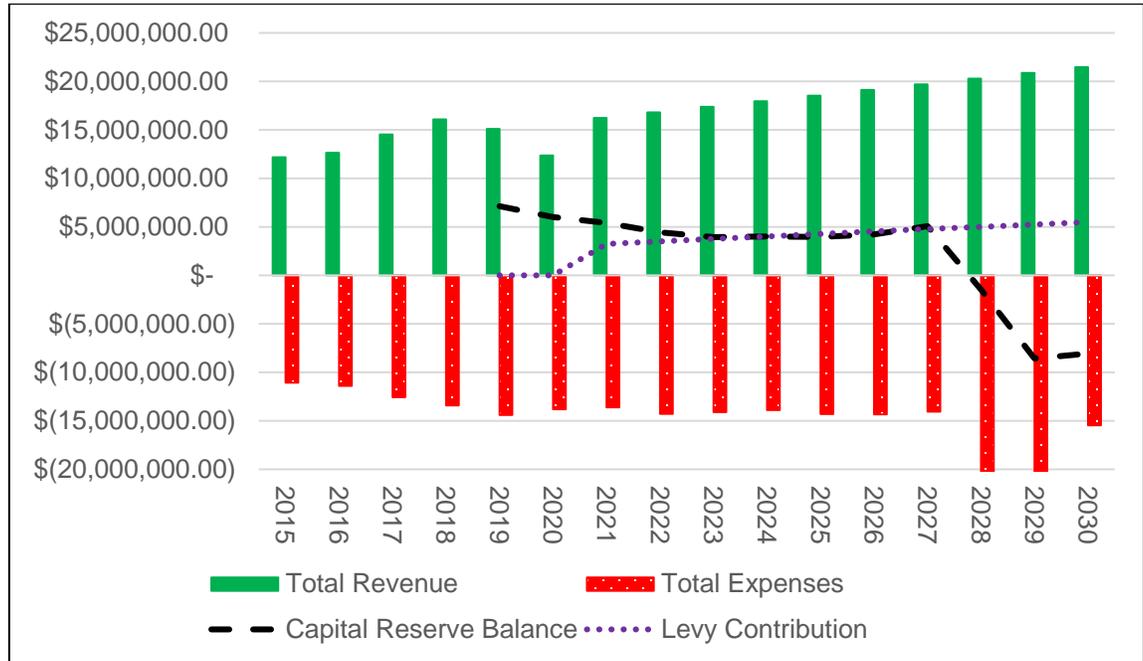
If parking supply is not increased, Scenario 3 is the preferred price plan since it manages parking demand the most resulting in the best operations, respectively. Additionally, Scenario 3 best supports Hamilton’s policy of promoting alternative modes of transportation in Downtown Hamilton.

3.5 Scenario 4 (Demand Management Based Prices and Parking Structure)

Under Scenario 4, the standardized parking prices developed in Scenario 3 was adopted (\$0.50 increase to hourly parking with proportional increases to permit parking every 5 years). **Exhibit 3-4** outlines the parking revenues, expenses, capital reserve balance, and levy contribution on an annual basis between 2015 and 2030.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

Exhibit 3-4: Scenario 4 Financial Performance



Under Scenario 4, the parking revenues are observed to exceed the expenses except in 2028 and 2029, where the significant capital expenses associated with the parking supply expansion required to achieve acceptable parking operations are incurred. Due to the significant costs, the capital reserve fund is projected to result in a deficit of approximately \$8,000,000. Note that the levy contribution continues to increase annually even in 2028 and 2029. This is because the maximum capital reserve contribution continues to be exceeded by the operating surplus.

Based on these findings, Hamilton’s parking operations are not projected to be financially sustainable under Scenario 4. Hamilton could consider increasing the maximum capital reserve contribution which would allow the capital reserve fund to collect sufficient funding to cover the new parking facility costs. Note that this change would reduce the annual levy contribution.

3.6 Financial Assessment Summary

With the objective of achieving financially sustainable parking operations (parking revenues are sufficient to fund parking expenses), four parking price scenarios were evaluated. Based on the financial assessment, the following conclusions are drawn:

- Scenarios 1, 2, and 3 are projected to be financially sustainable. However, parking demand is projected to be above effective capacity in these Scenarios with localized parking supply issues. While all parking supply challenges are not anticipated to be solved, operations are projected to progressively improve as larger price increase are adopted.
- Scenario 4 includes the parking supply required to achieve acceptable parking operations. However, Scenario 4 is not projected to be financially sustainable without increasing the maximum capital reserve fund contribution. Note that this change would reduce the annual levy contribution.

HAMILTON PARKING MASTER PLAN | BACKGROUND REPORT II

4. Next Steps

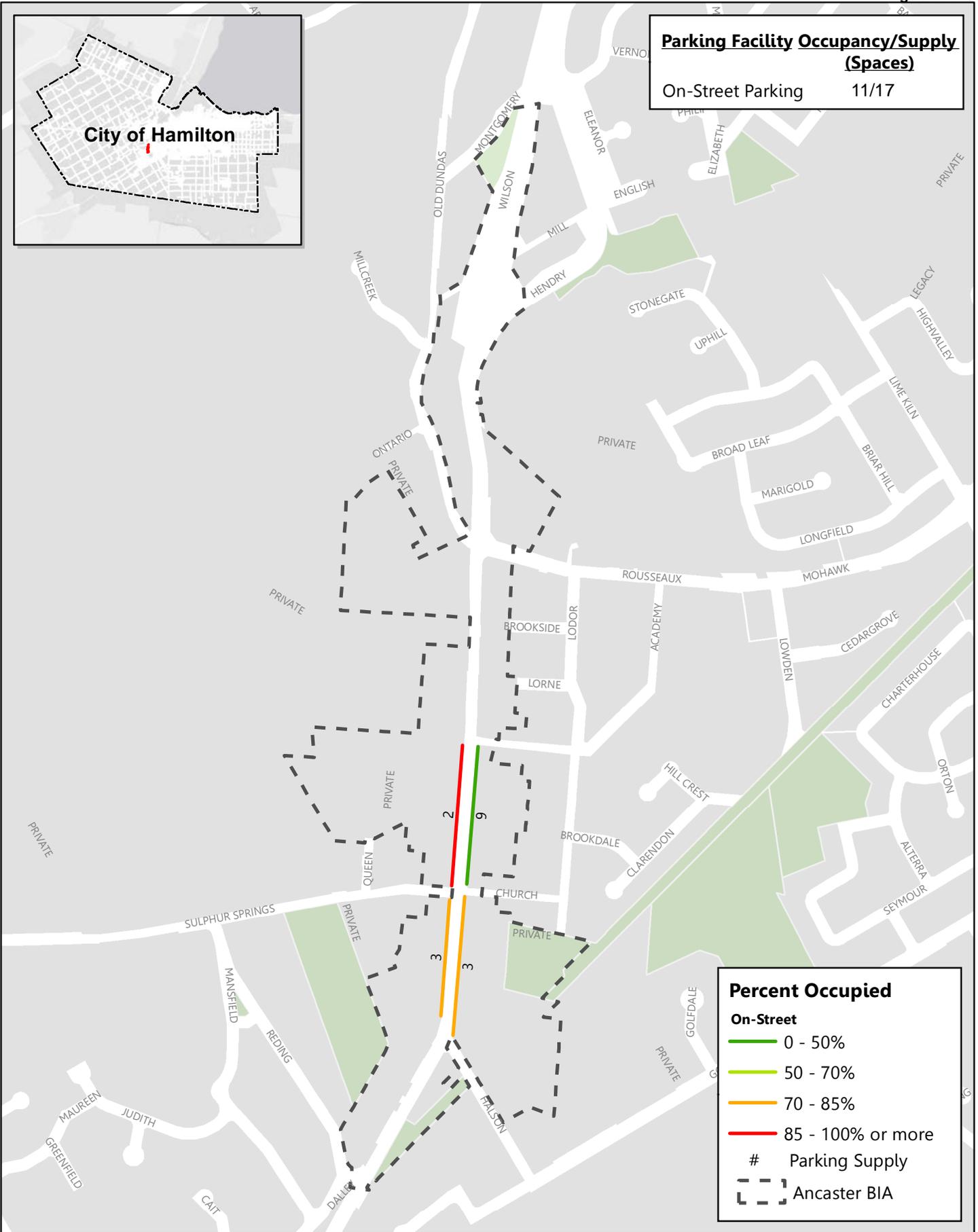
This report represents the conclusion of the major technical analysis to be conducted as part of the Hamilton Parking Master Plan. The next steps to be undertaken as part of this study include:

- Revision of this document by IBI Group in accordance with comments submitted by HMPS staff and others;
- Development of recommendations;
- A virtual public engagement session where these findings and recommendations will be presented to the public and stakeholders for their consideration;
- Development of a draft study report that summarizes all study findings, including a summary of the virtual public engagement session and any revisions required as a result of public input;
- Review of the draft study report by HMPS staff and other City of Hamilton staff; and,
- Revision of the draft study report in accordance with comments submitted by HMPS staff and others; and,
- Presentation of the final study report, findings, and recommendations to Hamilton City Council.

Background Report I Appendix A:

BIA Parking Supply and Demand Maps

Parking Facility Occupancy/Supply (Spaces)	
On-Street Parking	11/17



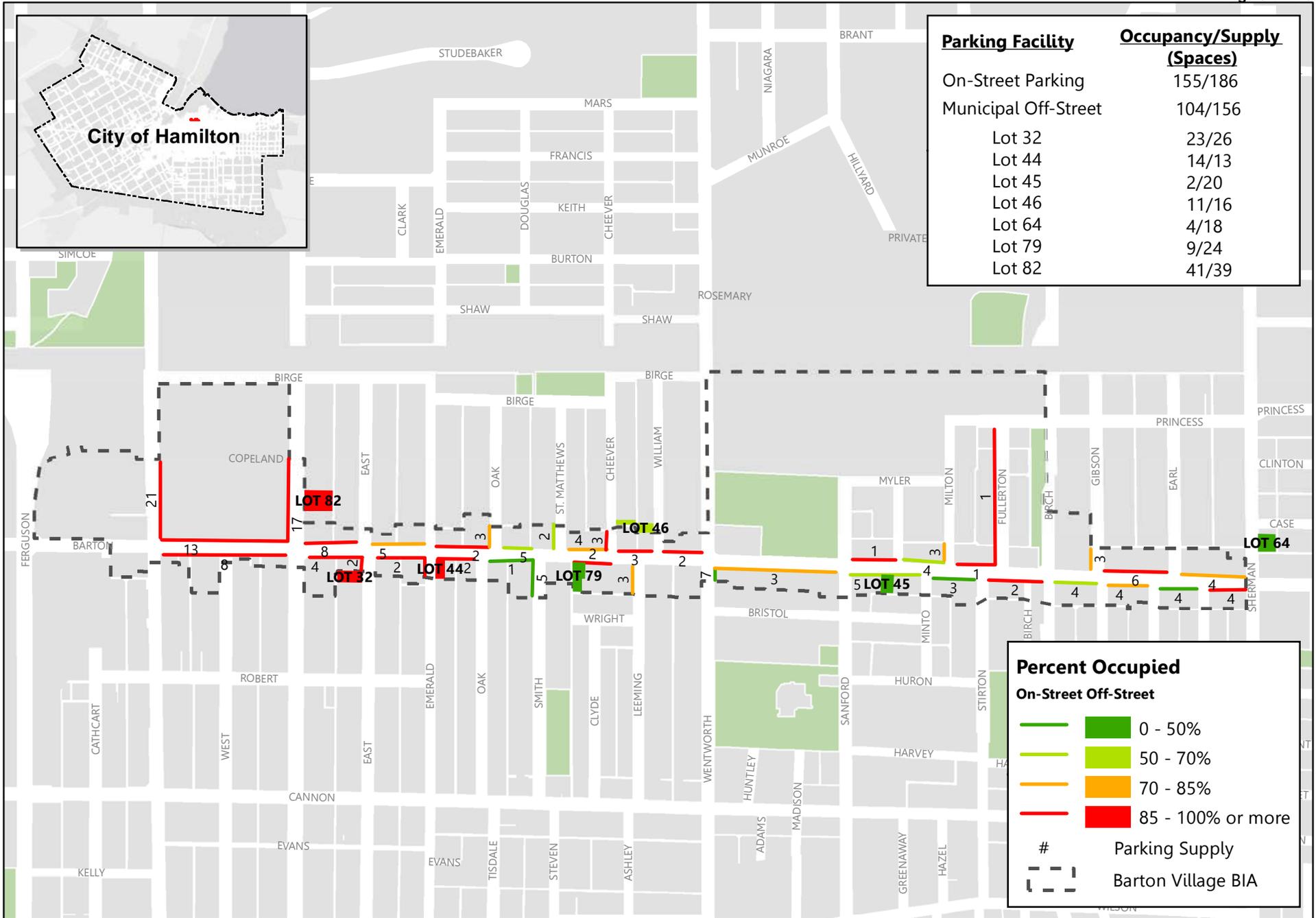
IBI Hamilton Parking Master Plan

Ancaster Heritage Village BIA: Peak Occupancy (Weekday 11 AM)





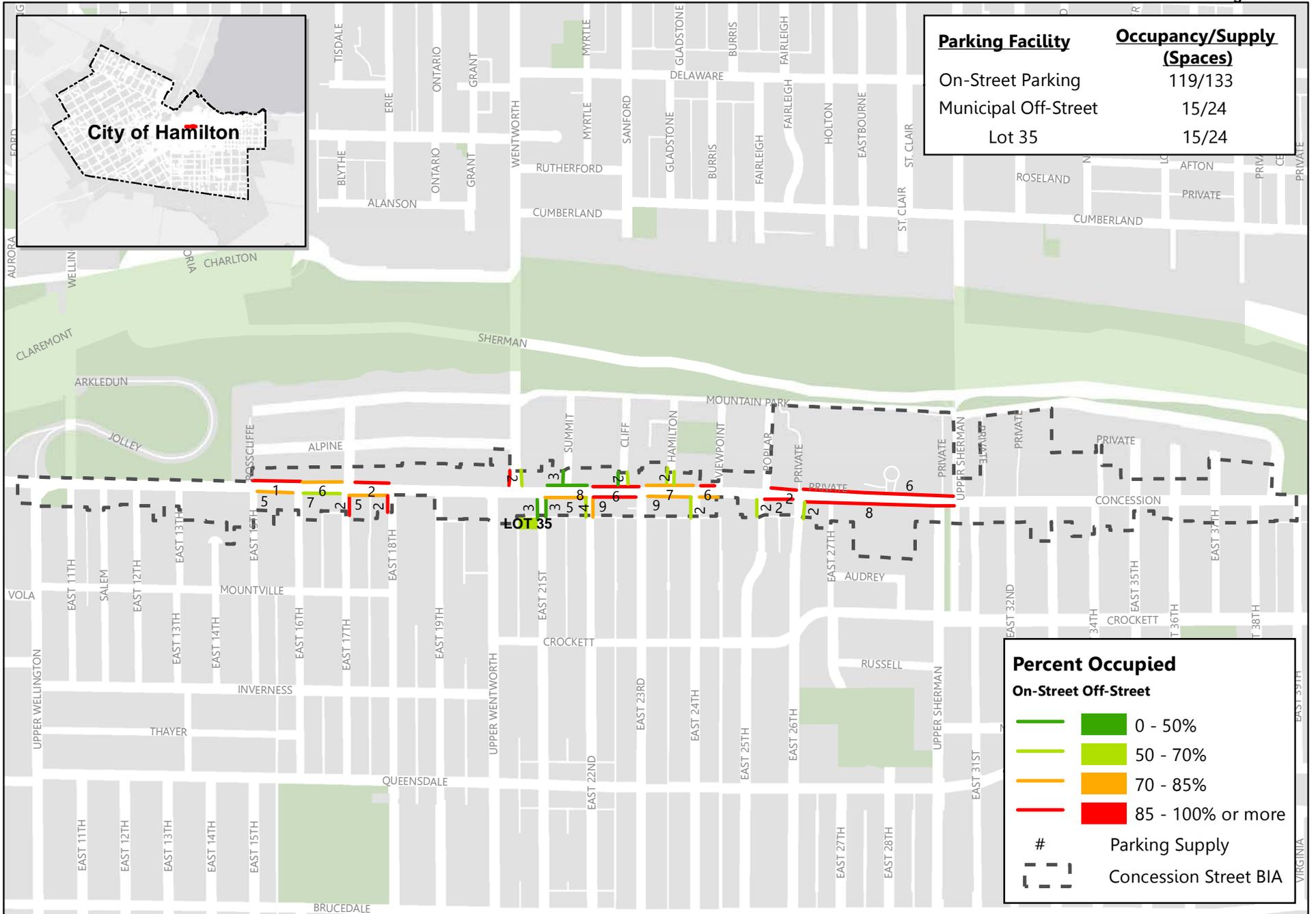
Parking Facility	Occupancy/Supply (Spaces)
On-Street Parking	155/186
Municipal Off-Street	104/156
Lot 32	23/26
Lot 44	14/13
Lot 45	2/20
Lot 46	11/16
Lot 64	4/18
Lot 79	9/24
Lot 82	41/39

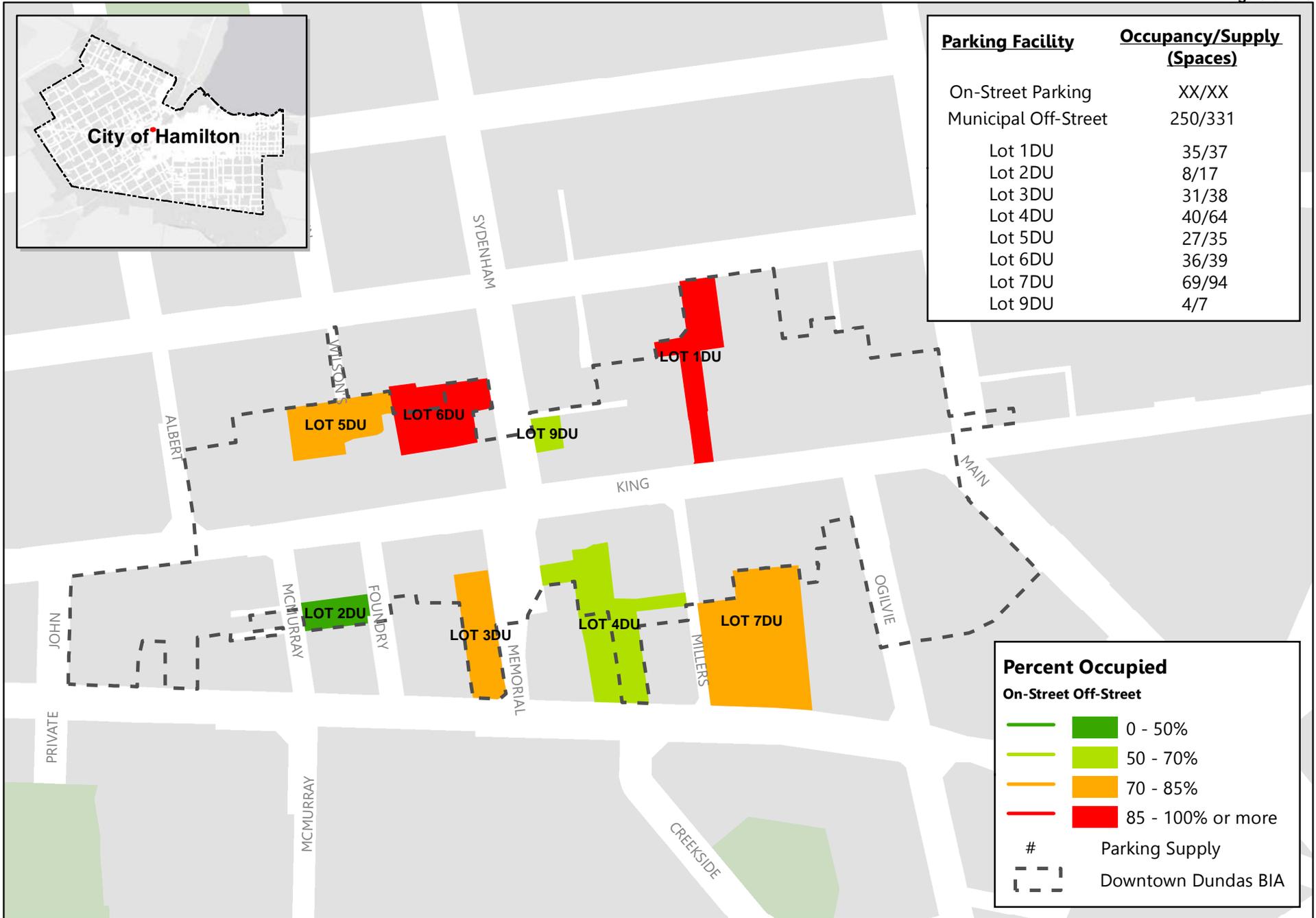


Percent Occupied

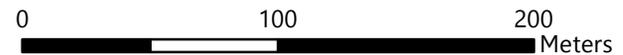
On-Street	Off-Street
	0 - 50%
	50 - 70%
	70 - 85%
	85 - 100% or more

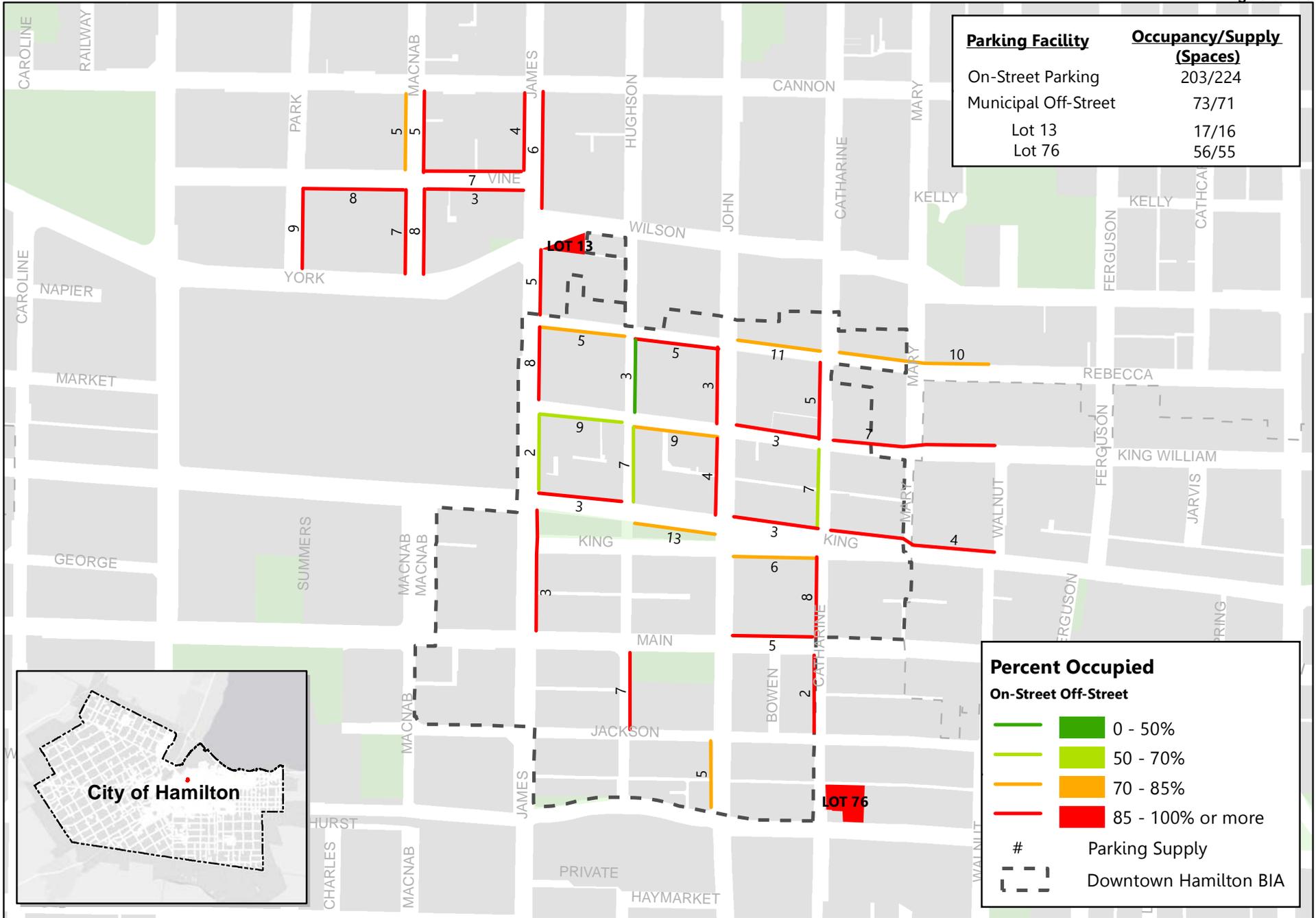
Parking Supply
 [Dashed Line] Barton Village BIA





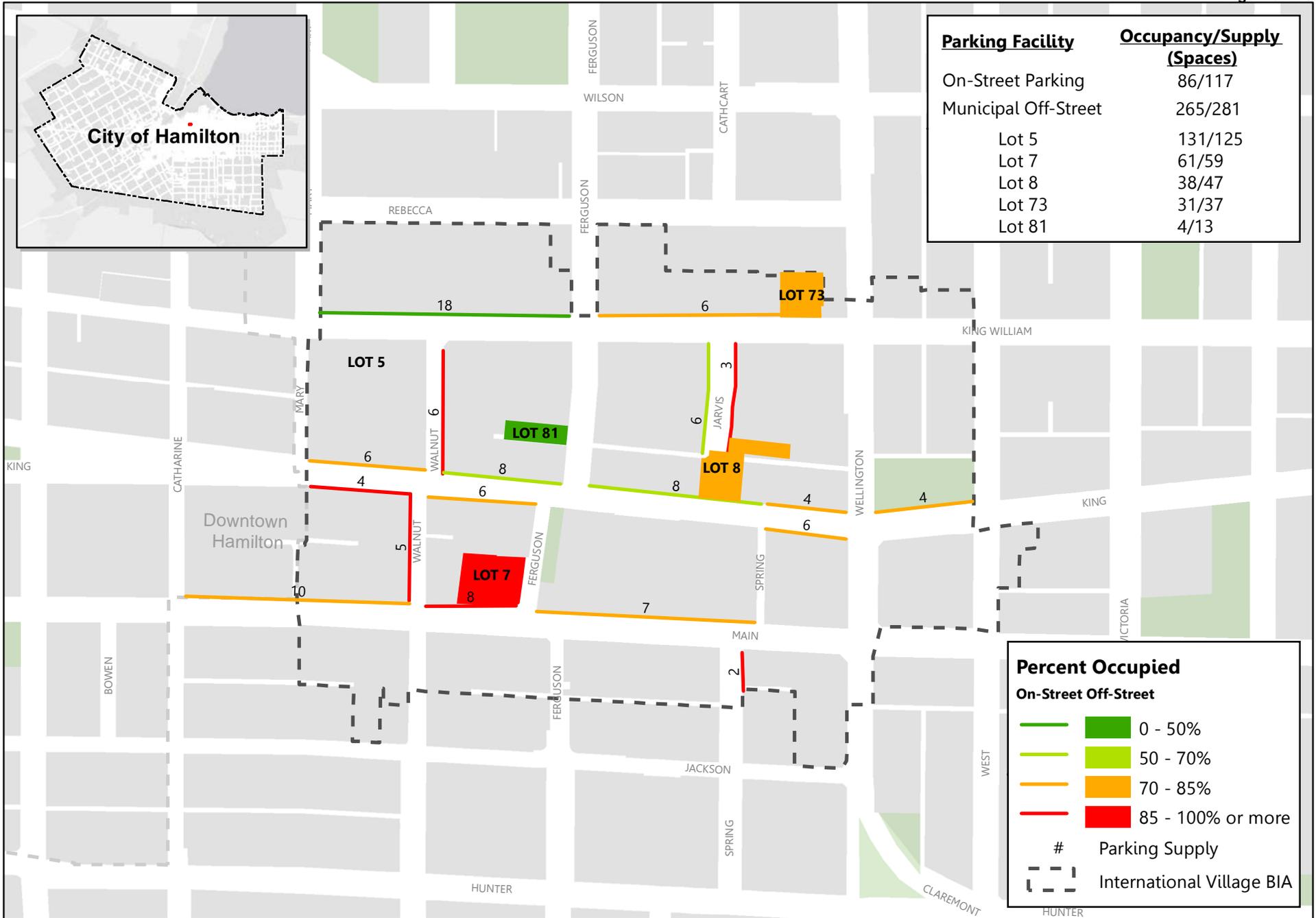
IB **Hamilton Parking Master Plan**
 Downtown Dundas BIA: Peak Occupancy (Weekday 1 PM)







Parking Facility	Occupancy/Supply (Spaces)
On-Street Parking	86/117
Municipal Off-Street	265/281
Lot 5	131/125
Lot 7	61/59
Lot 8	38/47
Lot 73	31/37
Lot 81	4/13



Percent Occupied

On-Street	Off-Street
	0 - 50%
	50 - 70%
	70 - 85%
	85 - 100% or more

Parking Supply
 - - - - International Village BIA



Parking Facility	Occupancy/Supply (Spaces)
On-Street Parking	14/16
Municipal Off-Street	7/11
Lot 74	7/11



Percent Occupied

On-Street	Off-Street
	0 - 50%
	50 - 70%
	70 - 85%
	85 - 100% or more

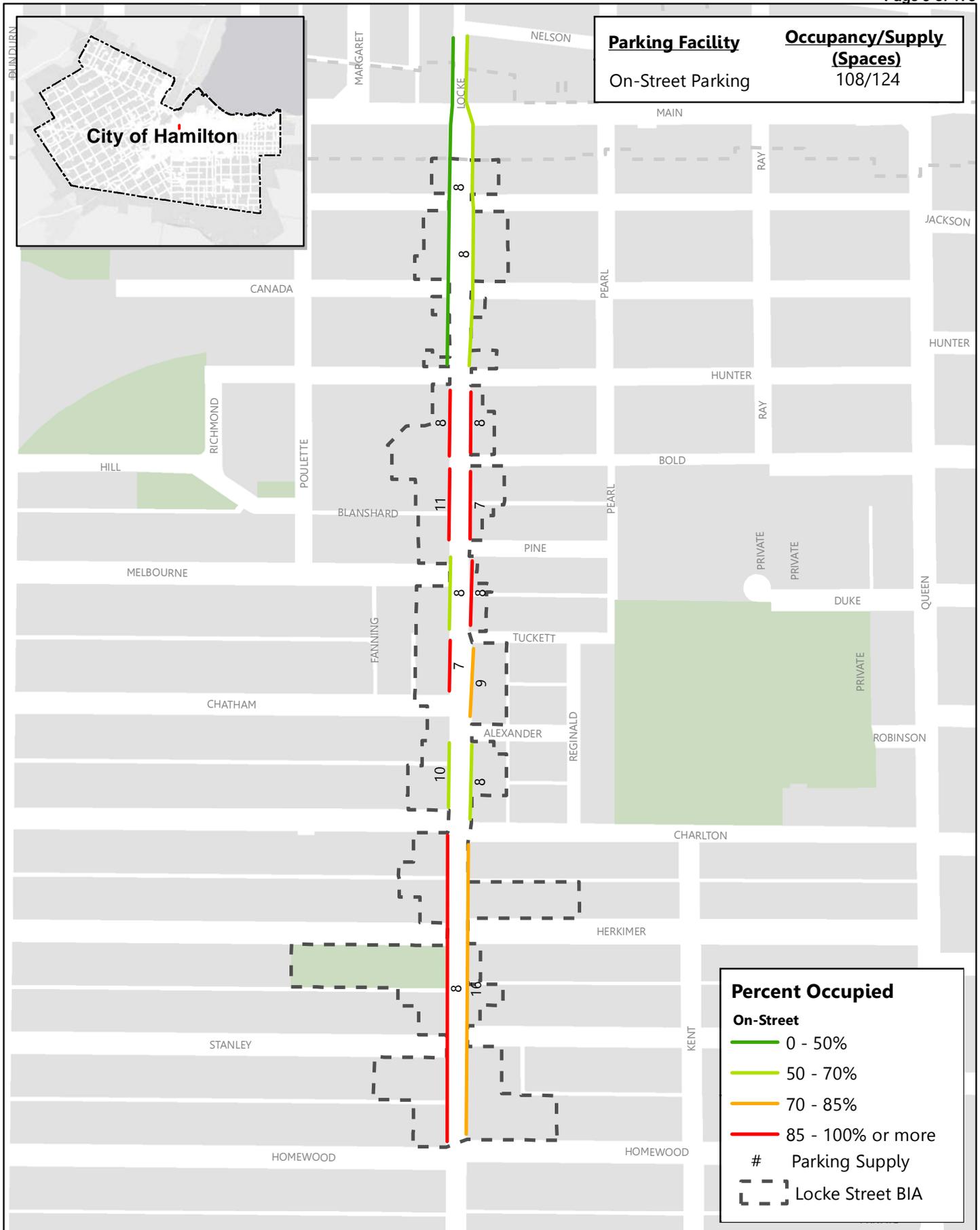
Parking Supply
 King Street West BIA



Hamilton Parking Master Plan

King Street West BIA: Peak Occupancy (Weekday 11 AM)





Hamilton Parking Master Plan

Locke Street BIA: Peak Occupancy (Weekday 12 PM)

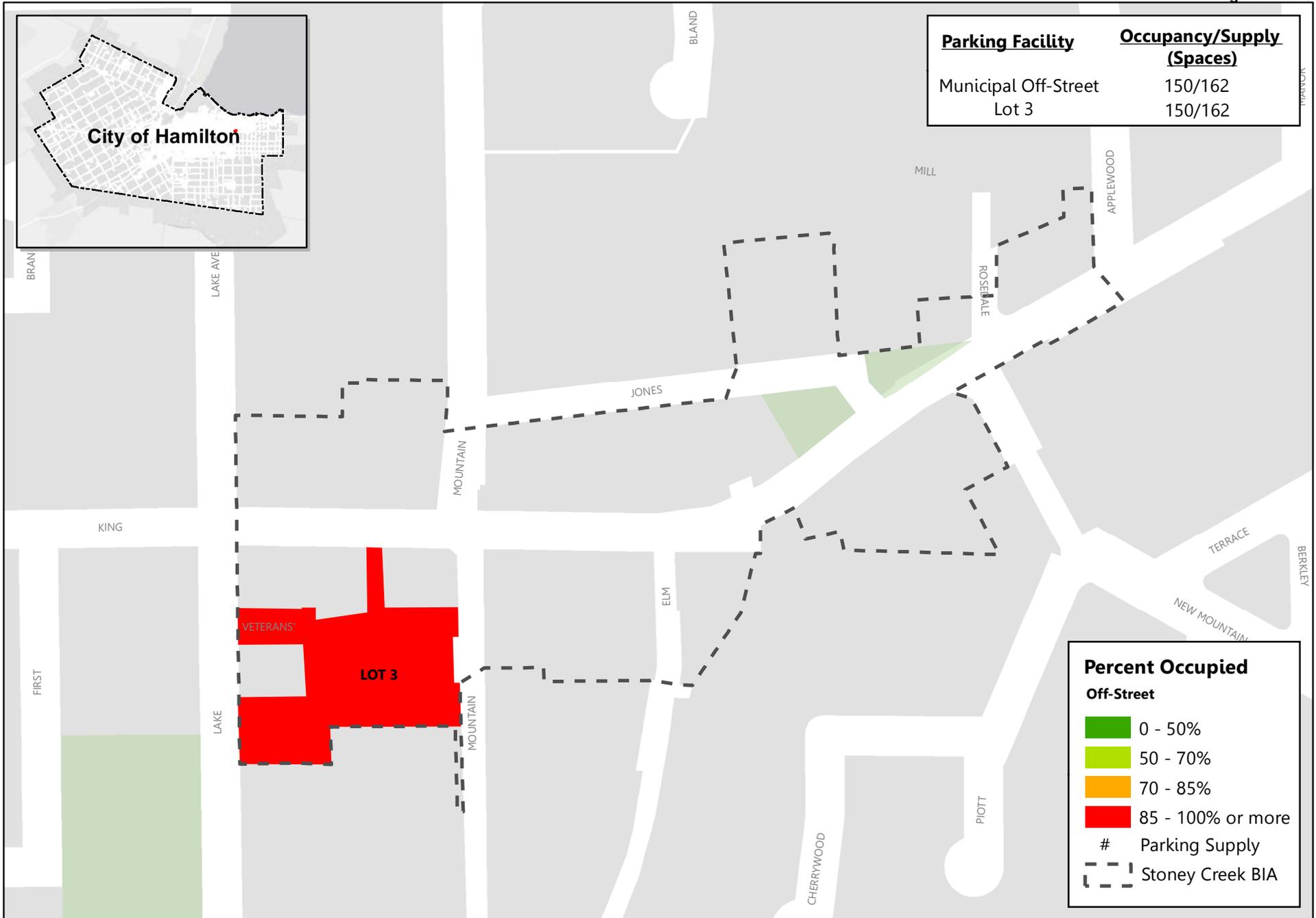




Hamilton Parking Master Plan

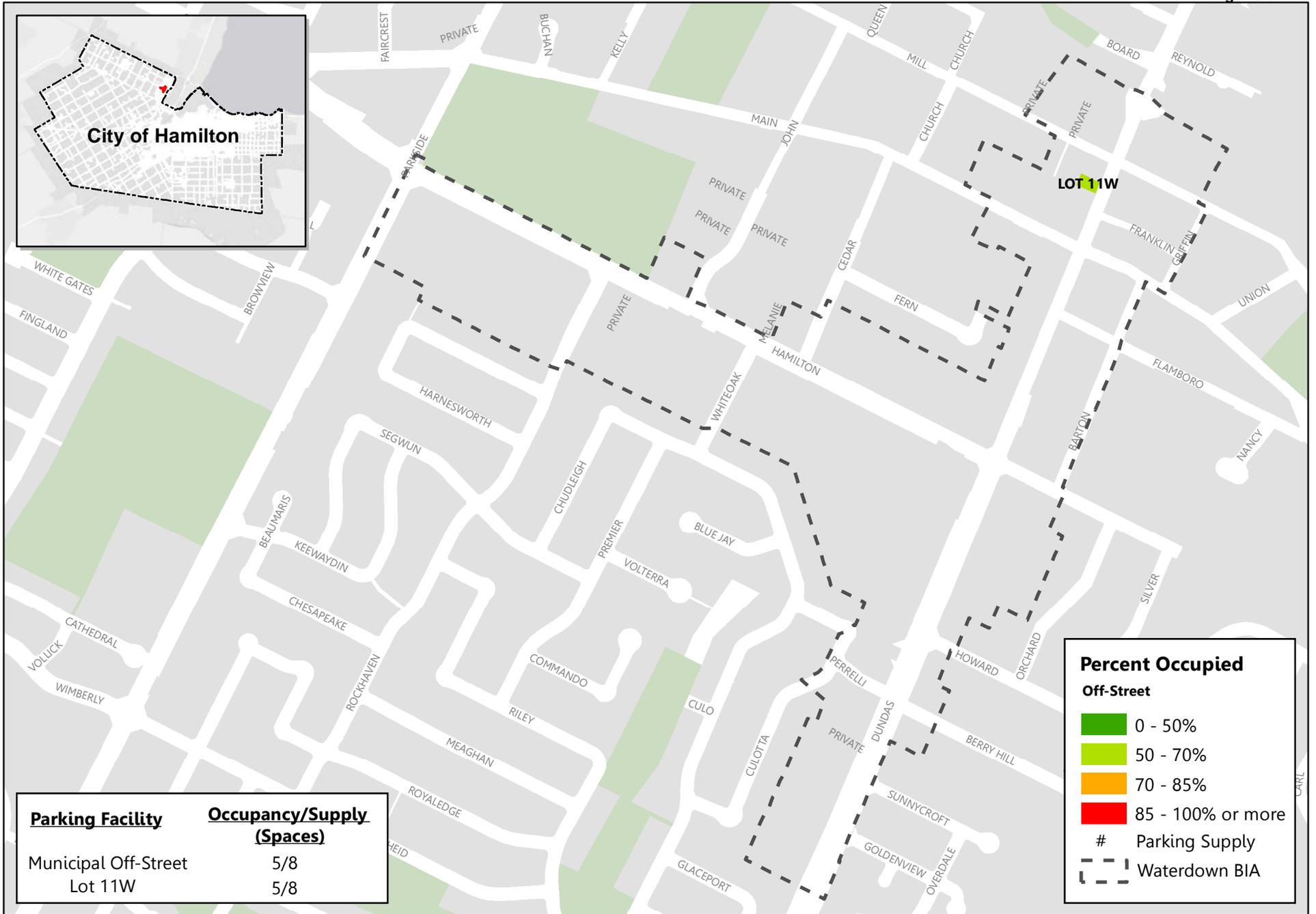
Ottawa Street BIA: Peak Occupancy (Weekday 1 PM)





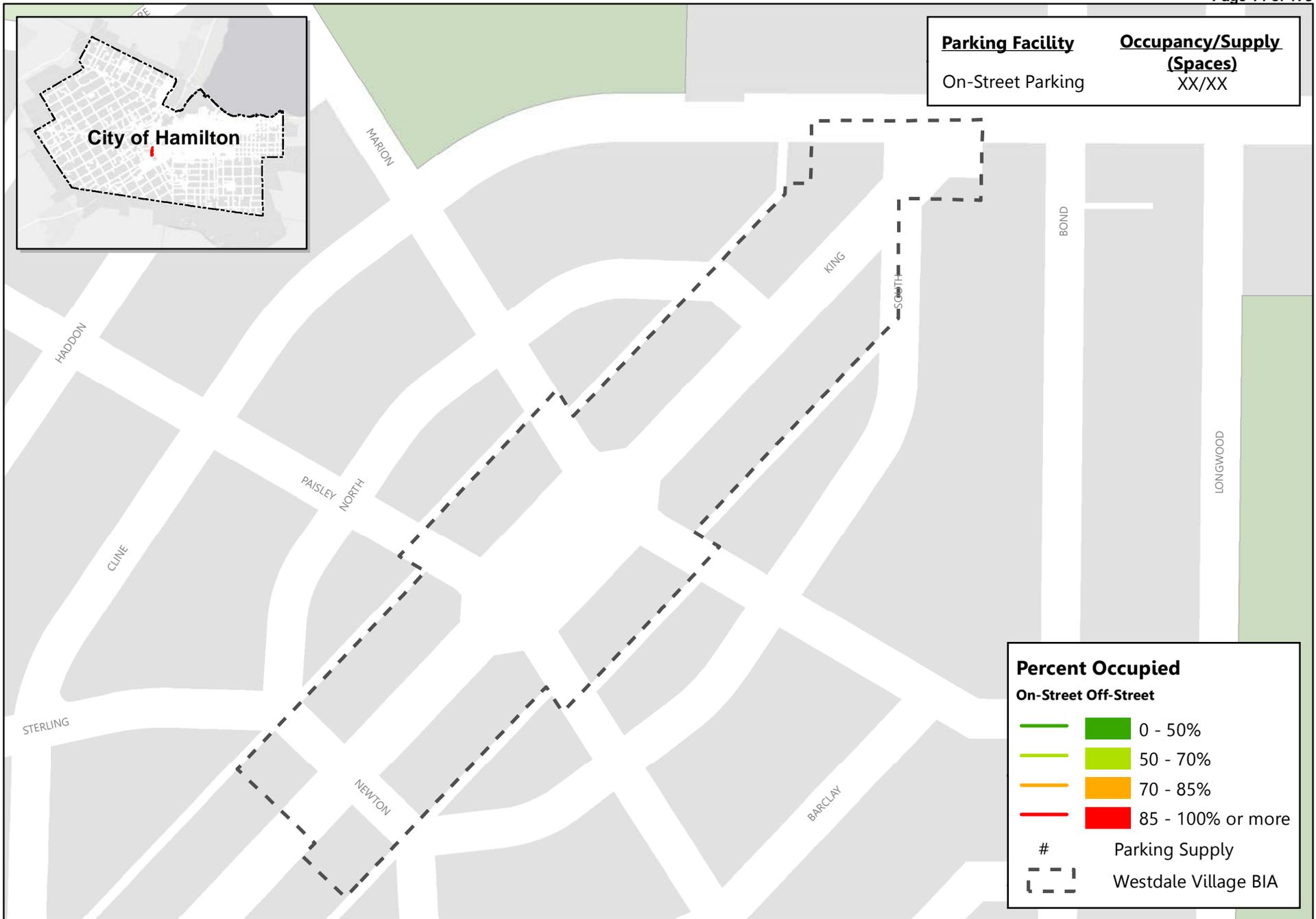
IB **Hamilton Parking Master Plan**
 Stoney Creek BIA: Peak Occupancy (Weekday 9 AM)





IB **Hamilton Parking Master Plan**
 Waterdown BIA: Peak Occupancy (Weekday 2 PM)





IB **Hamilton Parking Master Plan**
 Westdale Village BIA: Peak Occupancy (Weekday XX)

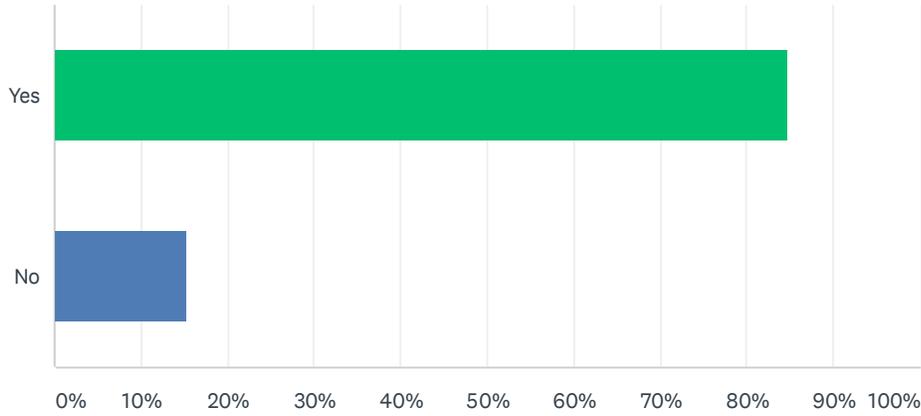


Background Report I Appendix B:

Public Survey Results

Q1 Are you a resident of the City of Hamilton?

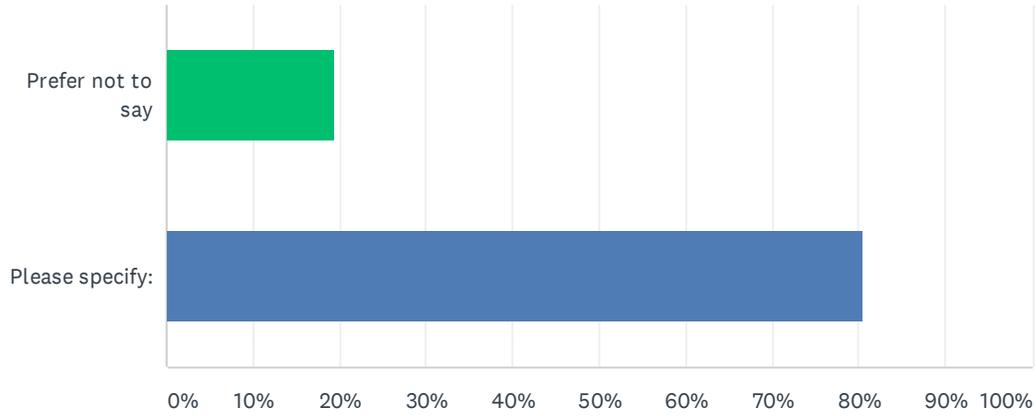
Answered: 1,389 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	84.74%	1,177
No	15.26%	212
TOTAL		1,389

Q2 What is the first three digits of your postal code?

Answered: 1,386 Skipped: 6



ANSWER CHOICES	RESPONSES
Prefer not to say	19.48% 270
Please specify:	80.52% 1,116
TOTAL	1,386

#	PLEASE SPECIFY:	DATE
1	L7R	3/12/2020 3:13 PM
2	L8P	3/12/2020 1:53 AM
3	L9G	3/11/2020 7:28 PM
4	L8L 4S3	3/11/2020 6:15 PM
5	I8s	3/11/2020 11:08 AM
6	L8L	3/11/2020 10:41 AM
7	I3m	3/10/2020 3:15 PM
8	I9b	3/10/2020 2:39 PM
9	L8M	3/10/2020 1:25 PM
10	I0r	3/10/2020 12:31 PM
11	L9H	3/10/2020 12:05 PM
12	L8S	3/10/2020 8:54 AM
13	L0R	3/10/2020 7:26 AM
14	I8k	3/9/2020 11:05 PM
15	L9h	3/9/2020 10:28 PM
16	L8k	3/9/2020 10:05 PM
17	L8K	3/9/2020 2:34 PM
18	L8R 3H7	3/9/2020 12:12 PM
19	L9C	3/9/2020 9:06 AM
20	L8E	3/8/2020 12:21 PM
21	L8P	3/8/2020 12:09 PM
22	L8k	3/8/2020 8:48 AM
23	L8K	3/8/2020 8:41 AM
24	L9G	3/7/2020 7:43 PM
25	L9g	3/7/2020 5:01 PM
26	I0r	3/7/2020 4:25 PM
27	L8T	3/7/2020 4:16 PM
28	L8L	3/7/2020 4:11 PM
29	I0r	3/7/2020 4:08 PM
30	L9C	3/7/2020 4:07 PM
31	L5a4a5	3/7/2020 2:04 PM
32	L8N	3/7/2020 1:56 PM
33	I8h	3/6/2020 7:07 PM
34	L8m	3/6/2020 3:27 PM
35	I9a	3/6/2020 1:28 PM
36	L0R	3/6/2020 11:46 AM
37	I7m	3/6/2020 11:19 AM

38	L9h	3/6/2020 7:51 AM
39	L9C	3/6/2020 7:46 AM
40	L9h	3/6/2020 3:07 AM
41	I8p	3/5/2020 10:05 AM
42	I9k	3/5/2020 9:51 AM
43	L9H	3/5/2020 9:43 AM
44	I8m	3/5/2020 7:30 AM
45	L9h	3/4/2020 10:36 PM
46	N1M	3/4/2020 11:55 AM
47	L8I	3/4/2020 7:57 AM
48	L8S	3/3/2020 9:26 PM
49	L8e	3/3/2020 7:50 PM
50	L9C	3/3/2020 4:01 PM
51	L0R	3/3/2020 10:25 AM
52	L8K	3/2/2020 8:43 PM
53	L8I8k	3/2/2020 8:39 PM
54	L8h	3/2/2020 7:20 PM
55	I9a	3/2/2020 1:50 PM
56	L7P 0A1	3/2/2020 1:38 PM
57	L8J	3/2/2020 1:02 PM
58	L8P	3/2/2020 11:12 AM
59	L8K	3/2/2020 9:23 AM
60	L9C	3/2/2020 8:17 AM
61	L8V	3/2/2020 7:38 AM
62	L9A	3/2/2020 6:16 AM
63	L9G	3/1/2020 11:08 PM
64	L8E	3/1/2020 8:22 PM
65	L8p	3/1/2020 7:14 PM
66	L9a	3/1/2020 7:13 PM
67	L8P	3/1/2020 6:54 PM
68	I8r	3/1/2020 6:53 PM
69	L8m	3/1/2020 6:41 PM
70	L9H	3/1/2020 6:15 PM
71	L8B	3/1/2020 5:36 PM
72	L8n	3/1/2020 5:27 PM
73	L8L	3/1/2020 5:21 PM
74	L9c	3/1/2020 5:01 PM
75	I8p	3/1/2020 4:57 PM

76	L8S	3/1/2020 4:52 PM
77	L8B	3/1/2020 4:39 PM
78	L8L	3/1/2020 4:35 PM
79	L8R	3/1/2020 4:33 PM
80	L8N	3/1/2020 4:31 PM
81	l8s	3/1/2020 4:31 PM
82	L8M	3/1/2020 4:31 PM
83	L8K	3/1/2020 4:28 PM
84	L8P	3/1/2020 4:27 PM
85	L9C	3/1/2020 4:24 PM
86	L8M	3/1/2020 4:09 PM
87	L8H	3/1/2020 4:05 PM
88	L8R	3/1/2020 3:01 PM
89	l8r	3/1/2020 2:12 PM
90	L9B	3/1/2020 1:52 PM
91	L8m	3/1/2020 1:47 PM
92	L8S	3/1/2020 12:39 PM
93	L8h4j6	3/1/2020 12:34 PM
94	L9A	3/1/2020 12:32 PM
95	L8l4r3	3/1/2020 12:32 PM
96	L8s	3/1/2020 12:20 PM
97	L8M	3/1/2020 11:42 AM
98	L8P	3/1/2020 11:40 AM
99	L8P	3/1/2020 11:25 AM
100	L8S	3/1/2020 11:07 AM
101	L9H	3/1/2020 10:57 AM
102	L8S	3/1/2020 10:56 AM
103	L8L	3/1/2020 10:32 AM
104	L8E	3/1/2020 10:09 AM
105	L9g	3/1/2020 9:42 AM
106	L0R	3/1/2020 9:40 AM
107	L9h	3/1/2020 9:34 AM
108	L8G	3/1/2020 9:31 AM
109	L8j	3/1/2020 9:31 AM
110	L8h	3/1/2020 9:26 AM
111	L8t	3/1/2020 9:26 AM
112	L8s	3/1/2020 9:23 AM
113	L8l7a1	3/1/2020 9:21 AM

114	L8P	3/1/2020 9:18 AM
115	L8P	3/1/2020 9:18 AM
116	L8I	3/1/2020 9:16 AM
117	L8j	3/1/2020 9:15 AM
118	L8I	3/1/2020 9:13 AM
119	L8j	3/1/2020 9:11 AM
120	L8N	2/29/2020 5:54 PM
121	L8K	2/28/2020 3:59 PM
122	L8N	2/28/2020 1:41 PM
123	L8M 1N6	2/27/2020 3:39 PM
124	L9H	2/27/2020 2:21 PM
125	L8T	2/27/2020 11:22 AM
126	L8L	2/27/2020 10:28 AM
127	L8T	2/27/2020 10:05 AM
128	I7S	2/26/2020 1:40 PM
129	L8L	2/26/2020 9:15 AM
130	L9C	2/26/2020 9:06 AM
131	L8L	2/25/2020 7:57 PM
132	L8E	2/25/2020 3:17 PM
133	L8I	2/25/2020 12:50 PM
134	L8G	2/25/2020 10:00 AM
135	L8G	2/25/2020 9:54 AM
136	L8I	2/25/2020 7:20 AM
137	L8p	2/24/2020 11:14 PM
138	L8L	2/24/2020 9:34 PM
139	L0R	2/24/2020 8:25 PM
140	L8L	2/24/2020 8:16 PM
141	L8L	2/24/2020 5:40 PM
142	L8L	2/24/2020 4:04 PM
143	L8L	2/24/2020 3:35 PM
144	L8L	2/24/2020 3:00 PM
145	L8L	2/24/2020 2:35 PM
146	I8I	2/24/2020 2:31 PM
147	I8h	2/24/2020 2:02 PM
148	L8h	2/24/2020 1:56 PM
149	L8G	2/24/2020 12:22 PM
150	L8I	2/24/2020 12:00 PM
151	N3Y	2/24/2020 11:13 AM

152	L8N	2/24/2020 10:30 AM
153	I9b	2/24/2020 9:03 AM
154	L8P	2/23/2020 5:57 PM
155	L8p	2/23/2020 8:58 AM
156	L8J	2/22/2020 12:59 PM
157	L8P	2/22/2020 9:28 AM
158	I8p	2/22/2020 8:53 AM
159	L8P	2/22/2020 7:58 AM
160	I8k	2/21/2020 10:53 PM
161	L9h	2/21/2020 7:23 PM
162	L8j	2/21/2020 5:12 PM
163	L9H	2/21/2020 3:47 PM
164	L8r	2/21/2020 3:08 PM
165	L9G	2/21/2020 2:34 PM
166	L8h	2/21/2020 2:32 PM
167	I8k	2/21/2020 2:09 PM
168	L8L	2/21/2020 2:06 PM
169	L9H	2/21/2020 11:39 AM
170	L8k	2/21/2020 11:04 AM
171	L8K	2/21/2020 11:03 AM
172	L8B	2/21/2020 10:22 AM
173	L8V	2/20/2020 10:41 AM
174	L8J	2/19/2020 4:27 PM
175	L8W	2/19/2020 3:50 PM
176	I8g	2/19/2020 10:50 AM
177	L8G	2/19/2020 8:17 AM
178	L8N	2/18/2020 7:44 PM
179	L9C	2/18/2020 2:55 PM
180	L8L	2/18/2020 2:44 PM
181	L8s	2/18/2020 2:36 PM
182	L8P	2/18/2020 2:33 PM
183	I8s	2/18/2020 2:30 PM
184	I8m	2/18/2020 2:29 PM
185	I8s	2/18/2020 2:24 PM
186	LOR	2/18/2020 12:48 PM
187	I8g	2/18/2020 12:48 PM
188	I8r	2/18/2020 10:57 AM
189	LOR	2/17/2020 5:59 PM

190	L9A	2/17/2020 4:34 PM
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192	L9h	2/16/2020 10:13 AM
193	L8S	2/15/2020 12:21 PM
194	L8P	2/14/2020 8:08 AM
195	I9c	2/13/2020 7:59 PM
196	L8m	2/13/2020 7:17 PM
197	L8N	2/13/2020 3:35 PM
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200	L8L	2/13/2020 10:27 AM
201	L9G	2/13/2020 9:03 AM
202	I8e	2/13/2020 7:47 AM
203	L7P	2/13/2020 7:05 AM
204	L9c	2/12/2020 11:42 PM
205	I9h	2/12/2020 10:41 PM
206	I8I	2/12/2020 8:26 PM
207	L8r	2/12/2020 7:55 PM
208	I8b	2/12/2020 7:43 PM
209	L8h 5a5	2/12/2020 7:38 PM
210	L8h	2/12/2020 7:25 PM
211	L8p	2/12/2020 6:04 PM
212	L8W	2/12/2020 5:30 PM
213	L8J	2/12/2020 5:06 PM
214	Lbw	2/12/2020 5:04 PM
215	L0R	2/12/2020 4:12 PM
216	L8s	2/12/2020 3:46 PM
217	L8P	2/12/2020 3:32 PM
218	L8L4B7	2/12/2020 3:21 PM
219	I8p	2/12/2020 3:20 PM
220	L8R	2/12/2020 3:14 PM
221	L8M	2/12/2020 3:14 PM
222	L9c	2/12/2020 3:10 PM
223	I8I	2/12/2020 3:10 PM
224	L8J	2/12/2020 2:11 PM
225	N3W	2/12/2020 2:10 PM
226	L8B	2/12/2020 1:19 PM
227	L8T	2/12/2020 11:31 AM

228	L8H	2/12/2020 10:14 AM
229	I8h	2/12/2020 9:07 AM
230	L9g	2/11/2020 12:17 PM
231	4P5	2/11/2020 10:01 AM
232	I8I	2/11/2020 8:27 AM
233	L8S	2/11/2020 7:44 AM
234	L8T	2/11/2020 6:56 AM
235	L8J	2/11/2020 6:37 AM
236	L8V	2/10/2020 9:44 PM
237	L8w	2/10/2020 9:25 PM
238	N3R	2/10/2020 7:58 PM
239	L9A	2/10/2020 6:45 PM
240	L0R	2/10/2020 3:32 PM
241	L8K	2/10/2020 3:29 PM
242	L8J	2/10/2020 3:28 PM
243	L5L	2/10/2020 3:20 PM
244	L0R	2/10/2020 12:30 PM
245	L8e	2/10/2020 10:57 AM
246	L8E	2/10/2020 10:38 AM
247	I0r	2/10/2020 8:16 AM
248	L0R	2/10/2020 7:34 AM
249	L8p	2/10/2020 7:32 AM
250	L9H	2/9/2020 9:08 PM
251	N3T	2/9/2020 3:16 PM
252	L8S	2/9/2020 1:49 PM
253	L8V	2/9/2020 1:32 PM
254	L0R 1C0	2/9/2020 11:19 AM
255	L8V	2/9/2020 10:43 AM
256	L8M	2/9/2020 10:37 AM
257	L9G	2/9/2020 10:30 AM
258	L8H 4N9	2/9/2020 10:27 AM
259	L8L	2/9/2020 9:42 AM
260	L8s	2/9/2020 9:41 AM
261	L8t	2/9/2020 9:35 AM
262	L8W	2/9/2020 9:18 AM
263	L9a	2/9/2020 9:13 AM
264	L8B 0M6	2/9/2020 9:13 AM
265	L9C	2/8/2020 6:11 PM

266	I3m	2/8/2020 2:21 PM
267	L0R 1C0	2/8/2020 10:32 AM
268	L0R	2/8/2020 2:05 AM
269	I8p	2/7/2020 10:22 PM
270	L9h	2/7/2020 9:30 PM
271	L9c	2/7/2020 8:59 PM
272	L8V	2/7/2020 8:22 PM
273	L8t1g7	2/7/2020 8:03 PM
274	L9B	2/7/2020 5:43 PM
275	N3W	2/7/2020 5:42 PM
276	L8G	2/7/2020 5:14 PM
277	I8n	2/7/2020 3:57 PM
278	I8p	2/7/2020 3:16 PM
279	L8J	2/7/2020 2:27 PM
280	L0R	2/7/2020 12:42 PM
281	L9B	2/7/2020 11:01 AM
282	I9g	2/7/2020 11:01 AM
283	N1R	2/7/2020 10:10 AM
284	L7P	2/7/2020 9:35 AM
285	L9H	2/7/2020 8:50 AM
286	I8r	2/7/2020 8:49 AM
287	N0A	2/7/2020 8:46 AM
288	N0A	2/7/2020 8:45 AM
289	L8S	2/7/2020 7:55 AM
290	N3W	2/7/2020 7:48 AM
291	1r8	2/7/2020 7:14 AM
292	L8S	2/7/2020 7:07 AM
293	L8K	2/7/2020 7:07 AM
294	L8R	2/7/2020 5:57 AM
295	N1A	2/7/2020 5:52 AM
296	L8H	2/6/2020 8:18 PM
297	L8W	2/6/2020 7:18 PM
298	L9G	2/6/2020 7:14 PM
299	L9H	2/6/2020 7:12 PM
300	I9a	2/6/2020 7:04 PM
301	L9C	2/6/2020 6:22 PM
302	I9c	2/6/2020 5:39 PM
303	L8P	2/6/2020 4:27 PM

304	L9C	2/6/2020 4:02 PM
305	I8t	2/6/2020 3:49 PM
306	L8J	2/6/2020 3:44 PM
307	N3W	2/6/2020 3:36 PM
308	N0R	2/6/2020 3:35 PM
309	L8E	2/6/2020 3:24 PM
310	N3W	2/6/2020 2:35 PM
311	L9A	2/6/2020 2:23 PM
312	L9B	2/6/2020 2:12 PM
313	I9b	2/6/2020 2:08 PM
314	I8w	2/6/2020 1:58 PM
315	L9H	2/6/2020 1:29 PM
316	L9c	2/6/2020 1:16 PM
317	I7I	2/6/2020 1:06 PM
318	L(G	2/6/2020 12:52 PM
319	L2J	2/6/2020 12:46 PM
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321	L9G	2/6/2020 12:45 PM
322	I8h	2/6/2020 12:42 PM
323	L9A	2/6/2020 12:37 PM
324	I7t	2/6/2020 12:33 PM
325	I3m	2/6/2020 12:14 PM
326	L8P	2/6/2020 12:10 PM
327	L8k	2/6/2020 12:00 PM
328	N3C	2/6/2020 11:50 AM
329	L7P	2/6/2020 11:49 AM
330	N0A	2/6/2020 11:43 AM
331	L9B2C4	2/6/2020 11:43 AM
332	I9c	2/6/2020 11:37 AM
333	L7M	2/6/2020 11:30 AM
334	L9A3N3	2/6/2020 11:24 AM
335	L8E	2/6/2020 11:22 AM
336	L6h	2/6/2020 11:22 AM
337	L0R	2/6/2020 11:21 AM
338	I8w	2/6/2020 11:20 AM
339	I8r1a7	2/6/2020 11:18 AM
340	L9A	2/6/2020 11:18 AM
341	L8N	2/6/2020 11:14 AM

342	N3L	2/6/2020 11:00 AM
343	I8r	2/6/2020 10:58 AM
344	L0R	2/6/2020 10:58 AM
345	N3W	2/6/2020 10:57 AM
346	L9B	2/6/2020 10:54 AM
347	L4T	2/6/2020 10:53 AM
348	L0R	2/6/2020 10:49 AM
349	I9t	2/6/2020 10:46 AM
350	L9G	2/6/2020 10:45 AM
351	I8v3v6	2/6/2020 10:44 AM
352	N1L	2/6/2020 10:43 AM
353	L9C	2/6/2020 10:05 AM
354	L9B	2/6/2020 6:23 AM
355	L8R	2/6/2020 3:32 AM
356	L8h	2/5/2020 11:53 PM
357	L8J	2/5/2020 9:01 PM
358	I9c	2/5/2020 8:10 PM
359	L9c	2/5/2020 7:39 PM
360	L9G	2/5/2020 7:37 PM
361	L9k	2/5/2020 6:04 PM
362	L9C	2/5/2020 6:00 PM
363	L9C2S7	2/5/2020 5:53 PM
364	L8R	2/5/2020 5:46 PM
365	L9b	2/5/2020 5:38 PM
366	L8p	2/5/2020 5:32 PM
367	Specify what?	2/5/2020 4:49 PM
368	L9C	2/5/2020 4:08 PM
369	I9c	2/5/2020 4:00 PM
370	L9B	2/5/2020 3:40 PM
371	L8L	2/5/2020 3:25 PM
372	L8H	2/5/2020 3:24 PM
373	L8P	2/5/2020 3:11 PM
374	L8P	2/5/2020 3:02 PM
375	L8P	2/5/2020 3:00 PM
376	L0R	2/5/2020 12:16 PM
377	I8k	2/5/2020 11:44 AM
378	L0R	2/5/2020 10:55 AM
379	L8W	2/5/2020 9:32 AM

380	L8L 4P4	2/5/2020 9:28 AM
381	L8L	2/4/2020 7:29 PM
382	L8I	2/4/2020 3:57 PM
383	I8e	2/4/2020 3:51 PM
384	L8H	2/4/2020 2:32 PM
385	N0A	2/4/2020 1:08 PM
386	I8w	2/4/2020 11:35 AM
387	L9H	2/4/2020 10:45 AM
388	I8w	2/4/2020 8:33 AM
389	L8N	2/3/2020 10:41 PM
390	L0r	2/3/2020 10:41 PM
391	L8B	2/3/2020 3:58 PM
392	L8T	2/3/2020 12:40 PM
393	L8T	2/3/2020 11:57 AM
394	I8h	2/3/2020 11:09 AM
395	L8N	2/3/2020 8:52 AM
396	L9G	2/2/2020 5:04 PM
397	L8N	2/2/2020 4:46 PM
398	L9C	2/2/2020 10:39 AM
399	I8e	2/1/2020 8:38 PM
400	L8L	2/1/2020 10:31 AM
401	L8J	2/1/2020 10:28 AM
402	L9a	2/1/2020 12:38 AM
403	L9c	1/31/2020 5:45 PM
404	L8m	1/31/2020 2:09 PM
405	L8P	1/31/2020 1:07 PM
406	L8P	1/31/2020 12:49 PM
407	L9C	1/31/2020 12:30 PM
408	L9B	1/31/2020 12:11 PM
409	L8T	1/31/2020 12:00 PM
410	I8w	1/31/2020 11:12 AM
411	L9K	1/31/2020 10:02 AM
412	I8p	1/31/2020 8:40 AM
413	L8J	1/31/2020 8:11 AM
414	L9G	1/31/2020 8:07 AM
415	I8b	1/31/2020 7:43 AM
416	L7P	1/30/2020 9:44 PM
417	I8p	1/30/2020 5:30 PM

418	L8r	1/30/2020 5:25 PM
419	L9A	1/30/2020 5:10 PM
420	L9G	1/30/2020 3:18 PM
421	L8M	1/30/2020 3:04 PM
422	L8P	1/30/2020 1:35 PM
423	L8J	1/30/2020 1:03 PM
424	I8h	1/30/2020 12:50 PM
425	L8I	1/30/2020 12:39 PM
426	I7a	1/30/2020 12:27 PM
427	L8P	1/30/2020 12:21 PM
428	L8j	1/30/2020 12:18 PM
429	I8g	1/30/2020 12:17 PM
430	L9B	1/30/2020 10:24 AM
431	L0R	1/30/2020 9:39 AM
432	L0R	1/30/2020 9:14 AM
433	L3M	1/30/2020 8:34 AM
434	L8G	1/30/2020 6:43 AM
435	L8R	1/29/2020 5:44 PM
436	I9c	1/29/2020 4:13 PM
437	1N7	1/29/2020 4:03 PM
438	L8R	1/29/2020 1:46 PM
439	L8R	1/29/2020 11:52 AM
440	L9H	1/29/2020 11:16 AM
441	L8V 1H2	1/29/2020 8:01 AM
442	L8T	1/29/2020 7:51 AM
443	L8T	1/29/2020 3:37 AM
444	L0R	1/28/2020 5:48 PM
445	L3M	1/28/2020 5:01 PM
446	L8P	1/28/2020 3:19 PM
447	L8P	1/28/2020 3:05 PM
448	L8p	1/28/2020 2:40 PM
449	L5R	1/28/2020 2:32 PM
450	L8J	1/28/2020 1:02 PM
451	L8L	1/28/2020 12:59 PM
452	L8J	1/28/2020 12:12 PM
453	I9c	1/28/2020 12:06 PM
454	L8W	1/28/2020 11:43 AM
455	L9H	1/28/2020 10:13 AM

456	L8K	1/28/2020 9:38 AM
457	L8L	1/28/2020 9:10 AM
458	L8I	1/28/2020 8:38 AM
459	L7P	1/28/2020 7:39 AM
460	L8K	1/28/2020 6:26 AM
461	I9b	1/28/2020 6:19 AM
462	L8R	1/28/2020 4:10 AM
463	L8n	1/28/2020 12:56 AM
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465	L8E	1/27/2020 6:47 PM
466	L8s	1/27/2020 6:15 PM
467	L8W	1/27/2020 5:39 PM
468	L8E	1/27/2020 5:39 PM
469	I8p	1/27/2020 5:28 PM
470	L0R	1/27/2020 4:31 PM
471	L9A	1/27/2020 4:19 PM
472	L8j	1/27/2020 4:18 PM
473	I0r1w0	1/27/2020 4:03 PM
474	L9G	1/27/2020 3:55 PM
475	I8p	1/27/2020 3:52 PM
476	L8T	1/27/2020 3:31 PM
477	L8L	1/27/2020 3:17 PM
478	L3M 4S5	1/27/2020 3:04 PM
479	L8W	1/27/2020 2:44 PM
480	I8j	1/27/2020 2:20 PM
481	L8S	1/27/2020 2:17 PM
482	L8L	1/27/2020 1:57 PM
483	L8P 4Z6	1/27/2020 1:30 PM
484	L8m	1/27/2020 1:20 PM
485	I8j	1/27/2020 1:18 PM
486	L8G	1/27/2020 12:27 PM
487	L8J	1/27/2020 12:24 PM
488	L8L	1/27/2020 12:00 PM
489	L8L	1/27/2020 11:50 AM
490	L8M	1/27/2020 11:41 AM
491	I8w	1/27/2020 11:35 AM
492	L3M	1/27/2020 11:22 AM
493	L8P	1/27/2020 11:14 AM

494	L9H	1/27/2020 11:07 AM
495	L8G	1/27/2020 11:01 AM
496	L9C	1/27/2020 10:55 AM
497	L9b	1/27/2020 10:19 AM
498	L8L	1/27/2020 10:15 AM
499	L9H	1/27/2020 10:00 AM
500	L8s	1/27/2020 9:53 AM
501	L8S	1/27/2020 9:50 AM
502	L8V	1/27/2020 9:45 AM
503	L8p	1/27/2020 9:42 AM
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505	L9A	1/27/2020 9:37 AM
506	L8E	1/27/2020 9:36 AM
507	L8k	1/27/2020 9:36 AM
508	L8K	1/27/2020 8:58 AM
509	L9G	1/27/2020 8:52 AM
510	L9G	1/27/2020 8:45 AM
511	I9c	1/27/2020 7:08 AM
512	L8S	1/26/2020 10:20 PM
513	L8p	1/26/2020 9:10 PM
514	I9k	1/26/2020 6:49 PM
515	L0R	1/26/2020 6:38 PM
516	L8p	1/26/2020 5:26 PM
517	L8M	1/26/2020 2:52 PM
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519	L8M	1/26/2020 10:34 AM
520	L8P	1/26/2020 7:04 AM
521	L8J	1/26/2020 2:34 AM
522	L8w	1/25/2020 7:49 PM
523	L8P	1/25/2020 10:06 AM
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525	L8k	1/24/2020 11:12 PM
526	L9A	1/24/2020 5:33 PM
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528	L9K	1/24/2020 4:23 PM
529	L8J	1/24/2020 4:11 PM
530	L9T	1/24/2020 3:29 PM
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532	I8t	1/24/2020 1:52 PM
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534	L0R	1/24/2020 12:18 PM
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536	I9a	1/24/2020 11:43 AM
537	L8P	1/24/2020 11:25 AM
538	L8K	1/24/2020 10:57 AM
539	L7R	1/24/2020 10:39 AM
540	L8V	1/24/2020 10:32 AM
541	I9a	1/24/2020 10:26 AM
542	L8P	1/24/2020 10:11 AM
543	L8E	1/24/2020 10:02 AM
544	L9C	1/24/2020 9:48 AM
545	I9b	1/24/2020 9:32 AM
546	L9A	1/24/2020 9:18 AM
547	N3W	1/24/2020 9:05 AM
548	L8H	1/24/2020 8:56 AM
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558	L8T	1/23/2020 7:38 PM
559	L8I	1/23/2020 7:33 PM
560	L8H	1/23/2020 7:16 PM
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562	L7S	1/23/2020 6:42 PM
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593	L9G	1/23/2020 1:04 PM
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602	I0r	1/23/2020 11:25 AM
603	L9A	1/23/2020 11:24 AM
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613	L6K	1/23/2020 10:53 AM
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619	L8E	1/23/2020 10:18 AM
620	L7T	1/23/2020 10:11 AM
621	L9G	1/23/2020 10:11 AM
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623	L9T	1/23/2020 10:07 AM
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822	L9C	1/22/2020 2:48 PM
823	L8B	1/22/2020 2:48 PM
824	L8S	1/22/2020 2:34 PM
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827	I9h	1/22/2020 2:17 PM
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851	L8H	1/22/2020 12:47 PM
852	L8R	1/22/2020 12:34 PM
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1018	L8M	1/17/2020 2:52 PM
1019	L8N	1/17/2020 2:24 PM
1020	L9K	1/17/2020 2:24 PM
1021	L8H	1/17/2020 2:24 PM
1022	L8r	1/17/2020 2:22 PM
1023	L8P	1/17/2020 1:41 PM
1024	n3w	1/17/2020 1:33 PM
1025	I9C	1/17/2020 1:32 PM

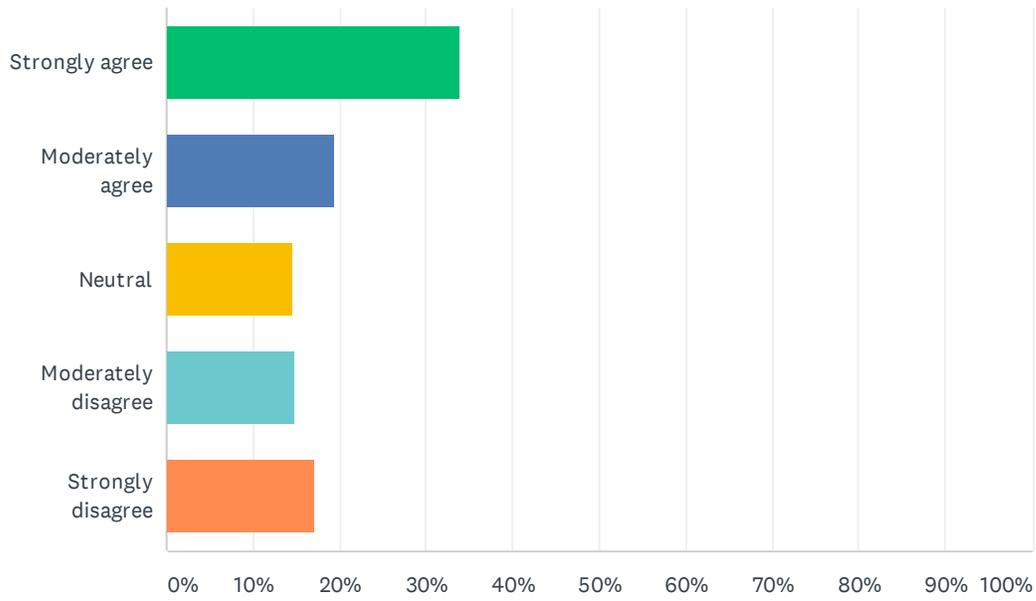
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1027	I7m	1/17/2020 1:24 PM
1028	N3R	1/17/2020 1:21 PM
1029	L8M	1/17/2020 1:09 PM
1030	I8n2w5	1/17/2020 12:58 PM
1031	L8b	1/17/2020 12:49 PM
1032	I8p	1/17/2020 12:45 PM
1033	L8K	1/17/2020 12:30 PM
1034	L9H	1/17/2020 12:04 PM
1035	L8R	1/17/2020 11:40 AM
1036	L8K	1/17/2020 11:33 AM
1037	L8H	1/17/2020 11:29 AM
1038	I8g	1/17/2020 11:29 AM
1039	L8R	1/17/2020 11:09 AM
1040	L8L	1/17/2020 11:03 AM
1041	L8L	1/17/2020 11:00 AM
1042	I8m	1/17/2020 10:58 AM
1043	I8n	1/17/2020 10:31 AM
1044	L9C	1/17/2020 10:20 AM
1045	L8L	1/17/2020 10:10 AM
1046	I8k	1/17/2020 10:06 AM
1047	L8M	1/17/2020 10:05 AM
1048	L8P	1/17/2020 9:31 AM
1049	L8R	1/17/2020 9:30 AM
1050	I8v	1/17/2020 9:01 AM
1051	L9h	1/17/2020 8:49 AM
1052	L8L	1/17/2020 8:49 AM
1053	L8R	1/17/2020 8:38 AM
1054	I8p	1/17/2020 8:36 AM
1055	L8L	1/17/2020 8:05 AM
1056	L8p	1/17/2020 7:31 AM
1057	L9g	1/17/2020 6:54 AM
1058	L8L	1/17/2020 6:20 AM
1059	L8P	1/17/2020 5:38 AM
1060	L6H	1/17/2020 5:30 AM
1061	L8P	1/17/2020 4:13 AM
1062	L9G	1/17/2020 1:11 AM
1063	L8R	1/17/2020 12:52 AM

1064	L8L	1/17/2020 12:50 AM
1065	L8n	1/17/2020 12:35 AM
1066	L8M	1/17/2020 12:27 AM
1067	L8m	1/16/2020 11:27 PM
1068	L8V	1/16/2020 11:23 PM
1069	M5P	1/16/2020 11:21 PM
1070	l8p	1/16/2020 11:19 PM
1071	L8R	1/16/2020 10:51 PM
1072	L8S	1/16/2020 10:45 PM
1073	L9c	1/16/2020 10:36 PM
1074	L8P	1/16/2020 10:11 PM
1075	L8s	1/16/2020 10:07 PM
1076	L8r	1/16/2020 10:04 PM
1077	L8K	1/16/2020 10:03 PM
1078	L9H	1/16/2020 10:01 PM
1079	L8N	1/16/2020 9:55 PM
1080	L8k	1/16/2020 9:53 PM
1081	L8P	1/16/2020 9:49 PM
1082	L8l	1/16/2020 9:49 PM
1083	L8M	1/16/2020 9:46 PM
1084	L8S	1/16/2020 9:36 PM
1085	L8P	1/16/2020 9:24 PM
1086	L8M	1/16/2020 9:22 PM
1087	L9C	1/16/2020 9:12 PM
1088	L8R	1/16/2020 9:10 PM
1089	L8L	1/16/2020 9:01 PM
1090	L8P	1/16/2020 8:57 PM
1091	L9G	1/16/2020 8:50 PM
1092	L8P	1/16/2020 8:37 PM
1093	L8m	1/16/2020 8:32 PM
1094	L8l	1/16/2020 8:28 PM
1095	L8M	1/16/2020 8:19 PM
1096	L8m	1/16/2020 8:17 PM
1097	L9C	1/16/2020 8:17 PM
1098	L8N	1/16/2020 8:12 PM
1099	L0R	1/16/2020 8:12 PM
1100	L8H	1/16/2020 8:01 PM
1101	L0R	1/16/2020 8:00 PM

1102	L8L	1/16/2020 7:55 PM
1103	L8m	1/16/2020 7:53 PM
1104	L8R	1/16/2020 7:38 PM
1105	M5b	1/16/2020 7:36 PM
1106	L8M	1/16/2020 7:25 PM
1107	L8P	1/16/2020 7:22 PM
1108	L9A	1/16/2020 7:17 PM
1109	L9C	1/16/2020 7:16 PM
1110	L8N	1/16/2020 7:15 PM
1111	L8I	1/16/2020 6:27 PM
1112	L8M	1/16/2020 2:24 PM
1113	L0R	1/15/2020 10:55 AM
1114	L8B	1/14/2020 12:17 PM
1115	L8P	1/6/2020 2:22 PM
1116	L8E	12/18/2019 8:30 PM

Q3 New subdivisions should promote alternative modes of transportation over personal vehicles by providing supporting infrastructure (convenient cycling and pedestrian networks, nearby rapid transit stations, on-site carshare service, etc.) while minimizing vehicle parking spaces.

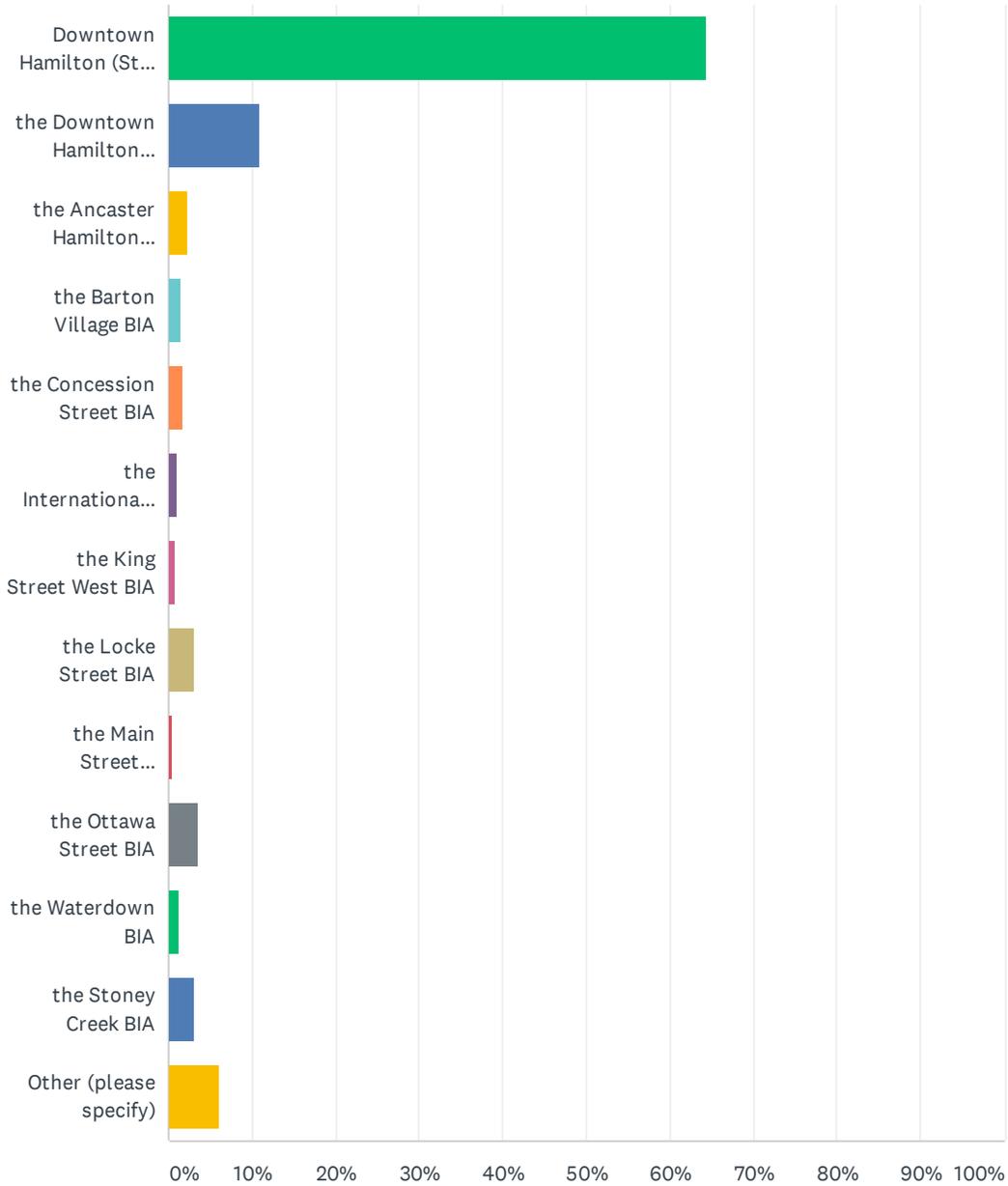
Answered: 1,320 Skipped: 72



ANSWER CHOICES	RESPONSES	
Strongly agree	33.79%	446
Moderately agree	19.55%	258
Neutral	14.70%	194
Moderately disagree	14.85%	196
Strongly disagree	17.12%	226
TOTAL		1,320

Q4 Which area of Hamilton do you visit most often:

Answered: 1,319 Skipped: 73



ANSWER CHOICES	RESPONSES	
Downtown Hamilton (Study Area)	64.44%	850
the Downtown Hamilton Business Improvement Area (BIA)	10.84%	143
the Ancaster Hamilton Village BIA	2.20%	29
the Barton Village BIA	1.36%	18
the Concession Street BIA	1.74%	23
the International Village BIA	0.99%	13
the King Street West BIA	0.91%	12
the Locke Street BIA	3.18%	42
the Main Street Esplanade BIA	0.38%	5
the Ottawa Street BIA	3.49%	46
the Waterdown BIA	1.29%	17
the Stoney Creek BIA	3.18%	42
Other (please specify)	5.99%	79
TOTAL		1,319

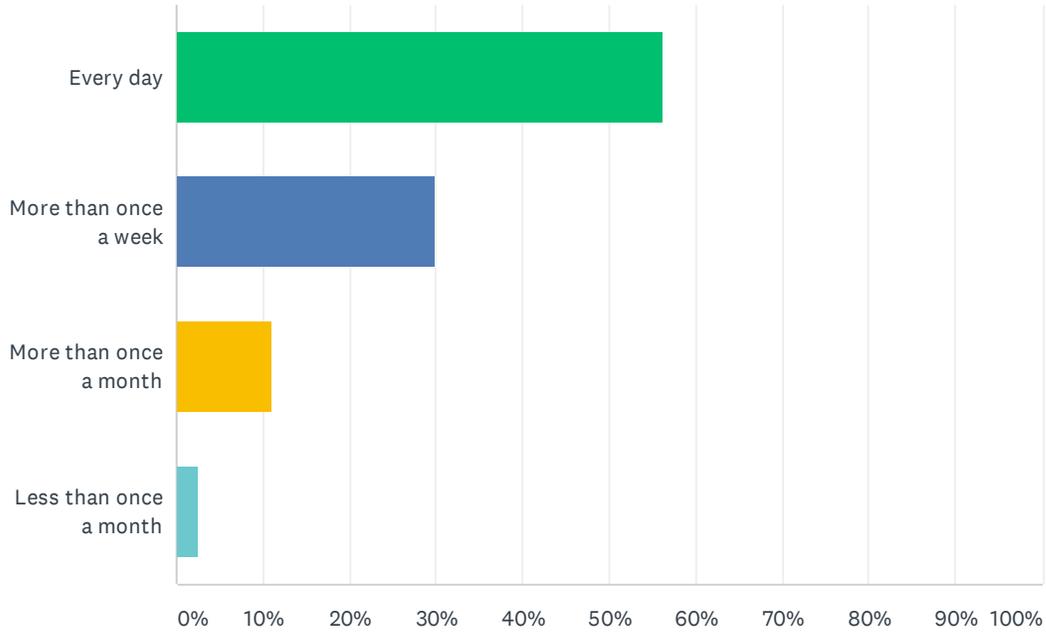
#	OTHER (PLEASE SPECIFY)	DATE
1	Bernie Morelli rec center	3/10/2020 8:56 AM
2	West Mountain	3/9/2020 9:07 AM
3	Dundas	3/8/2020 4:40 PM
4	Dundas/Westdale	3/1/2020 6:16 PM
5	How on Earth is Westdale/McMaster not on this list? What in the hell is wrong with your survey designers?	3/1/2020 4:28 PM
6	Upper James	3/1/2020 4:03 PM
7	McMaster University	3/1/2020 3:29 PM
8	All of the above	2/24/2020 8:26 PM
9	main st east and wentworth area	2/19/2020 10:52 AM
10	Woodward Avenue	2/19/2020 8:18 AM
11	Dundas	2/18/2020 2:36 PM
12	West mountain	2/17/2020 12:51 PM
13	Westdale	2/12/2020 3:46 PM
14	Fennell	2/11/2020 10:07 AM
15	40 King St East HSBC Bank employee	2/11/2020 10:02 AM
16	West mountain - from east mtn	2/10/2020 9:26 PM
17	40 king st east	2/10/2020 3:32 PM
18	I travel all over Hamilton	2/10/2020 10:59 AM
19	Dundas	2/9/2020 9:09 PM
20	Hamilton Mountain	2/9/2020 1:33 PM
21	Dundas	2/9/2020 9:47 AM
22	various other locations	2/8/2020 3:04 PM
23	westdale	2/7/2020 7:56 PM
24	McMaster	2/6/2020 10:31 PM
25	King William	2/6/2020 5:21 PM
26	lime ridge mall	2/6/2020 3:50 PM
27	King William St.	2/6/2020 1:07 PM
28	Mountain	2/6/2020 11:01 AM
29	west mountain businesses	2/6/2020 10:06 AM
30	dundas	2/5/2020 7:38 PM
31	Westdale	2/5/2020 6:02 PM
32	East mountain & Elfrida business areas	2/5/2020 5:41 PM
33	marina (William cafe)	2/5/2020 3:43 PM
34	The mountain generally.	1/31/2020 12:31 PM
35	LimeRidge Mall, Meadowlands, Stoney Creek Mountain	1/31/2020 11:13 AM
36	Dundas	1/31/2020 8:11 AM
37	Mount Hope	1/30/2020 3:42 PM

38	Downtown Dundas	1/29/2020 5:45 PM
39	Eastgate Square	1/29/2020 2:20 PM
40	Downtown Dundas	1/29/2020 11:17 AM
41	All these areas	1/28/2020 3:07 PM
42	DUNDAS	1/28/2020 10:13 AM
43	Downtown Dundas	1/27/2020 8:36 PM
44	Dundas BIA	1/27/2020 5:29 PM
45	I stay on the mountain unless its a work day. I work in North York.	1/27/2020 2:49 PM
46	Dundas	1/27/2020 11:08 AM
47	McMaster/Westdale	1/27/2020 9:54 AM
48	mountain area not captured by BIA's on the diagram	1/24/2020 12:19 PM
49	Lawfield area	1/23/2020 3:33 PM
50	Anywhere on the mountain not downtown	1/23/2020 11:07 AM
51	Commerce Building	1/23/2020 9:38 AM
52	I work downtown and am in that area daily, I wouldn't say I "visit" it though.	1/23/2020 9:08 AM
53	Park near Jackson, work on King.	1/23/2020 7:11 AM
54	Everywhere, I work in community health and go to people's homes all over the city	1/22/2020 6:18 PM
55	Shopping plazas	1/22/2020 6:15 PM
56	Dundas	1/22/2020 4:48 PM
57	It would be a tie between Ottawa St. BIA & Downtown Hamilton Study Area	1/22/2020 4:10 PM
58	Park on the street. Do not use BIA	1/22/2020 1:50 PM
59	Midtown BIA which is being formed.	1/22/2020 12:29 PM
60	Limeridge / Upper James areas, Stones Creek mountain plazas, Meadowlands	1/22/2020 12:08 PM
61	Westdale	1/22/2020 11:55 AM
62	Dundas BIA, Hamilton Mountain	1/21/2020 4:16 PM
63	Mountain (but not Concession)	1/21/2020 11:58 AM
64	Stoney Creek Mountain	1/21/2020 9:58 AM
65	Upper Stoney Creek, Rymal Area	1/20/2020 2:44 PM
66	Mountain	1/20/2020 10:21 AM
67	Dundas	1/20/2020 9:29 AM
68	None	1/18/2020 3:59 PM
69	Ancaster Meadowlands Power Centre	1/18/2020 11:09 AM
70	Dundas Business Centre	1/17/2020 6:39 PM
71	West mountain	1/17/2020 4:36 PM
72	Most Often= Ancaster, Downtown Core, North/East end	1/17/2020 11:26 AM
73	Everywhere else on Mountain in general	1/17/2020 7:54 AM
74	Limeridge	1/16/2020 11:25 PM
75	West Harbour	1/16/2020 10:52 PM

76	Westdale	1/16/2020 10:46 PM
77	Ancaster power centre	1/16/2020 10:37 PM
78	Eastgate Square/ Queenston Mall area	1/16/2020 9:24 PM
79	Several of the above	1/16/2020 8:20 PM

Q5 How often do you visit {{ Q4 }}?

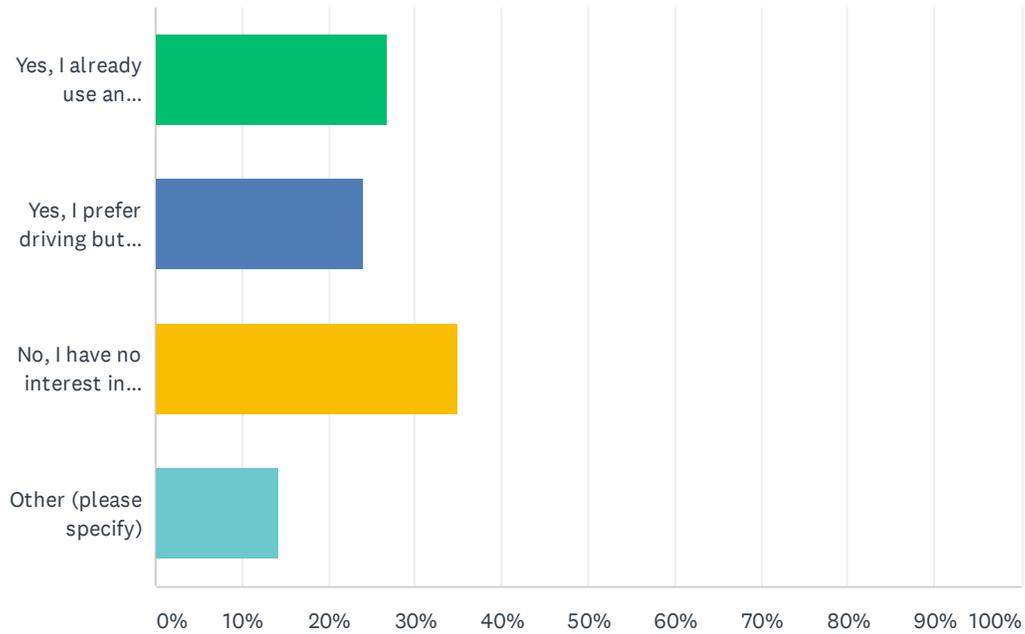
Answered: 1,227 Skipped: 165



ANSWER CHOICES	RESPONSES	
Every day	56.23%	690
More than once a week	29.99%	368
More than once a month	11.17%	137
Less than once a month	2.61%	32
TOTAL		1,227

Q6 Is using an alternative mode of transportation (transit, cycling, walking, etc.) to access {{ Q4 }} an option for you? Please choose the response that best describes your situation.

Answered: 1,229 Skipped: 163



ANSWER CHOICES	RESPONSES
Yes, I already use an alternative mode of transportation such as biking, walking, public transit, or ride share.	26.69% 328
Yes, I prefer driving but would consider switching to an alternative modes of transportation if services were improved (increased transit reliability and area of service, a carshare service, more cycling infrastructure, etc.).	24.08% 296
No, I have no interest in taking an alternative mode of transportation.	34.91% 429
Other (please specify)	14.32% 176
TOTAL	1,229

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm good weather I can walk. Otherwise I drive.	3/6/2020 3:32 PM
2	Would like to but it is too far to bike, just outside of HSR boundaries	3/6/2020 11:49 AM
3	I would prefer alternative transportation modes but want it to be improved to make it easier to access year round.	3/6/2020 7:55 AM
4	I don't prefer driving, but I don't have connectivity via transit or safe cycling routes to get to downtown	3/4/2020 10:40 PM
5	No, it will take multiple transfers and 4 times as long to reach downtown Hamilton by transit vs. by car.	3/2/2020 1:38 PM
6	Not presently due to distance and the lack of what I will refer to as city limit hub connections	3/1/2020 3:32 PM
7	When with Clients I utilize HSR as much as possible, but not always an option. When it is other work related I need to drive due to the nature of my job and having reliable vehicle/transit readily available	3/1/2020 2:44 PM
8	I need my vehicle for work	3/1/2020 12:37 PM
9	Work requires me to use my vehicle to be able to do my job but there is little to no parking.	3/1/2020 9:47 AM
10	Yes, however there is no opportunity to get to an accessible transit route without a vehicle. (Fifty road and service road)	3/1/2020 9:36 AM
11	Depends on how I feel	3/1/2020 9:21 AM
12	It's not an efficient and realistic method for me	2/26/2020 1:42 PM
13	No, I do not have the ability as I come from over 80km out of town and my drive already takes me 1.5 hours	2/24/2020 11:27 AM
14	walk in good weather, drive in cold weather	2/24/2020 10:31 AM
15	Too far to walk from Dundas. Don't feel safe at all cycling.	2/21/2020 3:50 PM
16	I prefer public transit but the schedules and need to back track into downtown Dundas to get a transfer to go to downtown Hamilton doesn't make sense and is too time consuming.	2/21/2020 11:44 AM
17	no. i have handicap parking pass	2/19/2020 10:54 AM
18	Drive and cycle	2/19/2020 9:54 AM
19	Car. No public transport between greensville and waterdown	2/16/2020 10:16 AM
20	I live out of the Hamilton area, commute only option	2/12/2020 2:12 PM
21	No as I drive from out of town to work in downtown Hamilton	2/10/2020 8:00 PM
22	I live out of town and work downtown	2/10/2020 6:14 PM
23	I have no transit services where I live	2/10/2020 4:49 PM
24	I must drive to a transit point	2/10/2020 12:33 PM
25	No, I am commuting in to work from out of town	2/10/2020 7:37 AM
26	I would but shops are too far away and it would take too long with all the stops.	2/9/2020 9:50 AM
27	No, My wife and I have physical limitations.	2/8/2020 3:08 PM
28	No, I would have to take 2 buses and leave close to 2 hours before I work to arrive on time.	2/7/2020 2:31 PM
29	I commute from Beamsville so do not use public transport	2/7/2020 12:45 PM
30	No, I live approx. 30 kms away (with no bus system in my area)	2/7/2020 12:39 PM
31	It's not an option due to the times of day I come downtown and where I'm coming from. Bus services don't run when I finish work at 4am and I can't ride a bike at that hour. It would not be safe.	2/7/2020 11:11 AM

32	I work in the downtown core and it is a requirement of my position to have a vehicle to travel to other areas of the city for work	2/7/2020 10:15 AM
33	It is not an option as it would be a 2hr commute to work & back	2/7/2020 9:39 AM
34	No, buses don't run in Greensville to allow this.	2/7/2020 8:53 AM
35	I commute there is no other option from where I live.	2/7/2020 8:49 AM
36	I come from out of town	2/7/2020 8:39 AM
37	Due to shift schedule and bus schedule limitations I casnnot consider this currently	2/7/2020 7:57 AM
38	Alternative mode of transportation unavailable for the time I'm and many others are expected to be at work.	2/7/2020 7:51 AM
39	Not an option whatsoever	2/7/2020 6:44 AM
40	motion sickness on busses, have had numerous bikes stolen	2/6/2020 7:18 PM
41	no other options available, I must drive	2/6/2020 4:37 PM
42	not available	2/6/2020 4:05 PM
43	NO, THERE IS NO OTHER MODE OF TRANSPORTATION TO GET INTO HAMILTON OTHER THAN DRIVING MYSELF	2/6/2020 3:43 PM
44	no, I travel to work in downtown	2/6/2020 3:37 PM
45	Alternatives are not viable with shift workers, nor with commute times for mountain	2/6/2020 2:03 PM
46	Alternative mode of transportation would add hours to my travel time	2/6/2020 1:14 PM
47	i reside in the outskirts of the city of hamilton and there is no public transportation options available to me.	2/6/2020 1:00 PM
48	No, I commute from out of town to attend work	2/6/2020 12:48 PM
49	50/50 DRIVING / WALKING AND BIKING	2/6/2020 12:18 PM
50	live out of town, no options for me	2/6/2020 12:08 PM
51	no, no transit from my residence to workplace	2/6/2020 11:55 AM
52	BECAUSE I LIVE OUT OF TOWN AND COMMUTE	2/6/2020 11:52 AM
53	No as I live out of town and my options are limited	2/6/2020 11:52 AM
54	I live in Cayuga and work downtown. I have no option but to drive.	2/6/2020 11:46 AM
55	No, but I would like to see a bus run from Hamilton to Caledonia	2/6/2020 11:03 AM
56	No , I live out of town	2/6/2020 11:02 AM
57	There is no alternate mode of transport available to me	2/6/2020 10:47 AM
58	I reside in a different City so alternate modes are a Provincial matter.	2/6/2020 10:46 AM
59	No alternates available	2/5/2020 7:41 PM
60	No need vehicle for my job working community outreach in broad area in the region	2/5/2020 4:11 PM
61	No I need my vehicle for work otherwise I would walk	2/5/2020 3:28 PM
62	I visit for business purposes which does not permit the use of public transit, etc.	2/5/2020 3:05 PM
63	Not an option, alternate working hours	2/5/2020 11:00 AM
64	TRIED THE BUS GOT BED BUGS	2/4/2020 2:33 PM
65	No, I live too far away to use the City's transportation alternatives.	2/4/2020 1:11 PM
66	YES! But the nearest bus stop is too far from my home.	2/4/2020 10:50 AM
67	No. However, if transit service improved and connected Waterdown to downtown, I would take	2/3/2020 4:02 PM

transit it every time.

68	The cost of public transportation is expensive.	2/3/2020 12:21 PM
69	My job requires me to drive	2/3/2020 11:11 AM
70	I don't prefer driving, but cannot switch to an alternative unless transportation services are significantly improved.	1/31/2020 5:49 PM
71	Not an option with job responsibilities	1/30/2020 5:11 PM
72	I commute from Cambridge. I drive to Hamilton City Centre daily	1/30/2020 12:36 PM
73	I live in a rural area and have no other option other than driving myself to work in the core.	1/30/2020 9:42 AM
74	I cycle or walk as weather permits, but also rely on my vehicle. Bus schedule does not work well for me	1/30/2020 9:17 AM
75	I am a senior citizen with hear problems, use a cane,	1/30/2020 5:17 AM
76	I have small children, currently, I need my car if there is any reason I need to get to them in a hurry. That said, I have used public transit to attend events in the city.	1/28/2020 12:12 PM
77	Commute from outside the City - no transit service	1/28/2020 9:24 AM
78	No - not applicable or possible	1/27/2020 5:31 PM
79	No, it's not feasible for my commute	1/27/2020 3:09 PM
80	Taking transit costs more than double and takes twice as long as driving my vehicle	1/27/2020 2:53 PM
81	I would prefer to take my own transportation but parking is a big issue and the cost is very high.	1/24/2020 10:55 AM
82	My job requires some travel, so for days when I don't need my car I would be interested in an alternate mode of transport	1/24/2020 10:46 AM
83	No, I travel from a small town outside of Hamilton.	1/24/2020 10:43 AM
84	No public transit where I live	1/24/2020 9:14 AM
85	My car is a necessity of my job therefore I have to drive it everyday	1/23/2020 4:30 PM
86	vehicle required for work	1/23/2020 4:28 PM
87	Our main office is in the downtown core but I have multiple meetings across the Golden Horsehoe so need my car	1/23/2020 3:42 PM
88	cannot due to morning child drop offs at multiple locations	1/23/2020 1:36 PM
89	I do not have a reliable alternative option for my trip	1/23/2020 1:21 PM
90	I commute from out of town with no option for public transportation. I also often need immediate access to my car for appointments	1/23/2020 12:53 PM
91	I live in Burlington, commute to Hamilton for work.	1/23/2020 12:37 PM
92	I come from a different city where driving down the 403 to hamilton is the only option	1/23/2020 12:21 PM
93	Its not that I have no interest in doing so; I have no confidence that such services can be made available to remote areas. I would love to use alternative modes if there were effective, safe and cost efficient.	1/23/2020 11:33 AM
94	No, it would take to long to travel one direction via public transit, and I need my car for work so public transport is not an option for me.	1/23/2020 11:25 AM
95	there is no public transit from paris to hamilton	1/23/2020 11:14 AM
96	From out of town, alternate mode of transport not an option	1/23/2020 10:27 AM
97	There is no other option. I work in Hamilton, I have to drive.	1/23/2020 10:10 AM
98	I prefer to drive, but sometimes take public transportation if weather is bad	1/23/2020 9:59 AM
99	I commute in every week on weekdays but require a vehicle for my job	1/23/2020 9:54 AM

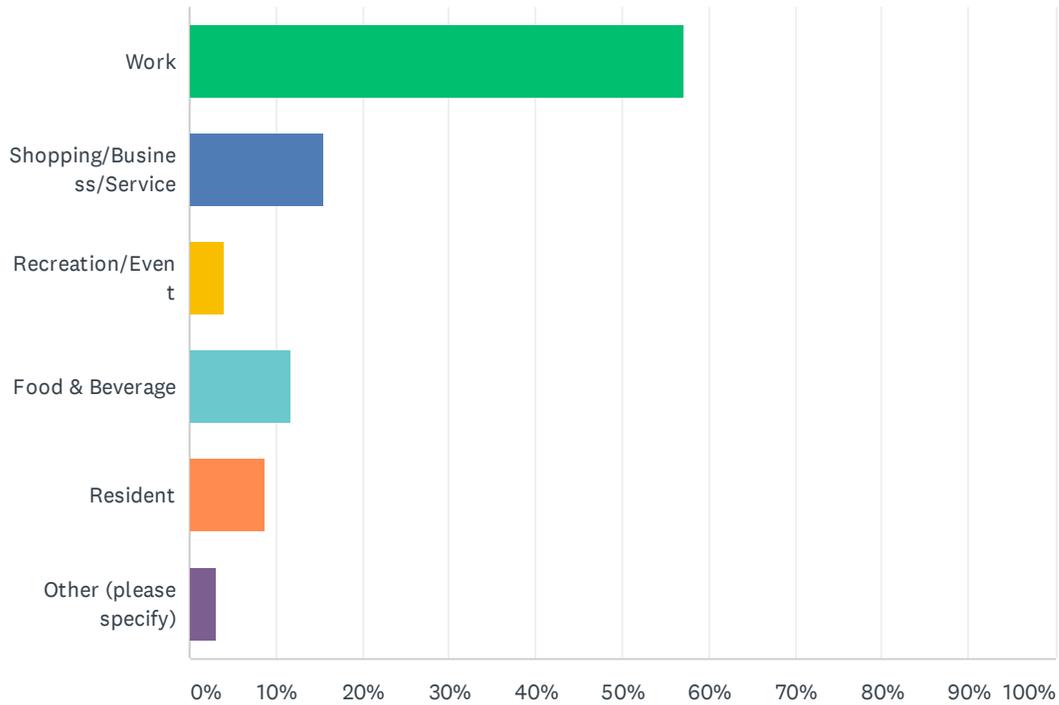
100	I live in rural Mount Hope without public transit access and therefore drive to work Mon-Fri.	1/23/2020 9:54 AM
101	i drive four days a week as i need t pick up children after work	1/23/2020 9:52 AM
102	No, my car is required for my job, which is downtown	1/23/2020 9:49 AM
103	No, lving in West Brant there is no reasonable way to get to Hamilton besides a personal vehicle.	1/23/2020 9:47 AM
104	I have to take a vehicle from where I live.	1/23/2020 9:41 AM
105	I use transit ocassionally - 4-5 times per month	1/23/2020 9:33 AM
106	sometimes I ride my bike when weather is nice	1/23/2020 9:22 AM
107	No, there are currently no options for commuting by public transportation from Puslinch to Hamilton	1/23/2020 9:12 AM
108	I drive to work	1/23/2020 9:02 AM
109	Taking the bus from Waterdown to downtown would waste two hours of my day.	1/23/2020 8:54 AM
110	I have cycled in the past so with 3 kids under 5 years old and 2 drop offs I now have to drive	1/23/2020 8:51 AM
111	no, I live out side of the city, too far	1/23/2020 8:46 AM
112	no too far	1/23/2020 8:39 AM
113	I commute daily for work from Haldimand County	1/23/2020 8:34 AM
114	No, the bus system is to slow from where I live and requires multiple bus changes and over an hour when it is only 24 minutes by car.	1/23/2020 8:34 AM
115	distrace from home to work is to far	1/23/2020 8:18 AM
116	I am suffering from bonified PTSD from a public tranisit main reason, second reason family commitments	1/23/2020 7:26 AM
117	No, alternative modes of transportation are not great (busses too slow/don't come enough)	1/23/2020 7:21 AM
118	No, i cannot switch as I have to take my children to daycare prior to work	1/23/2020 6:16 AM
119	If biking was safer (protected bike lanes) I'd consider it. I absolutely won't ride my bike on the road.	1/22/2020 10:36 PM
120	I don't have alternate transportation from my home in Binbrook.	1/22/2020 7:47 PM
121	no option since i live too far away, have to drive and park	1/22/2020 6:49 PM
122	No, not possible with my job.	1/22/2020 6:19 PM
123	I have considered parking at Limeridge and taking the bus downtown but the cost difference is not really worth the extra time it would take	1/22/2020 5:37 PM
124	I would use the Go train if it would arrive to downtown in the morning and leave downtown after 5pm	1/22/2020 5:20 PM
125	I take public transit occasionally however I think there should be another stop between John and Jackson and the transit terminal for people working in the downtown core	1/22/2020 5:13 PM
126	I switch between bussing in and driving	1/22/2020 5:11 PM
127	No, because it's not safe and I would need to connect to more than one bus. I would need to transfer at Barton and Parkdale which is not a safe area and I would need to transfer a second time closer to the downtown core.	1/22/2020 5:09 PM
128	No, I do not have the option.	1/22/2020 4:59 PM
129	I have to drop off kids everyday. The public transit is taking long time to get to three places.	1/22/2020 4:55 PM
130	in order to get my child to school I cannot take other alternative modes of transportation	1/22/2020 4:52 PM
131	Mostly drive from home to downtown but once downtown walk	1/22/2020 4:24 PM

132	I would've happily used the LRT but will not trade my personal car for a bus/BRT.	1/22/2020 4:14 PM
133	I would take the LRT if it was available. But refuse to take a city bus, so I drive.	1/22/2020 3:58 PM
134	if i could find an affordable mode of transportation that gets me here on time	1/22/2020 3:53 PM
135	Need vehicle to leave the city	1/22/2020 3:42 PM
136	bus transportation extents my travel by 120%; car is the only viable option, unfortunately	1/22/2020 3:04 PM
137	I generally drive because parking is cheap/free at the times I go downtown and the bus takes a ridiculous detour	1/22/2020 2:19 PM
138	No, I am a Driving Instructor	1/22/2020 2:05 PM
139	Too difficult with disabilities to take alternative transit	1/22/2020 12:11 PM
140	Too far away for public transit to be efficient and worth taking	1/22/2020 10:49 AM
141	I need to use my car for work	1/22/2020 10:47 AM
142	I use public transit but safety is a major concern (physical, safety from bed bug transfers, sexual harrassment)	1/22/2020 10:41 AM
143	no, because i would have to drive there anyways	1/22/2020 10:38 AM
144	I need to drive my car for work. Although I'm not opposed to alternative modes of transportation, it isn't feasible for me.	1/22/2020 10:22 AM
145	No, time an issue; I work on the road as well	1/22/2020 9:28 AM
146	I enjoy recreational trails, but would not be able to access work without a vehicle	1/21/2020 10:00 AM
147	No, public transportation doesn't exist for my commute to work	1/21/2020 9:37 AM
148	NO, you can't get 3 kids and 9 bags of groceries in anything BUT a car!	1/21/2020 7:35 AM
149	No, my occupation requires me to carry a large amount of gear with me. Public transportation or bike isn't possible for me during work hours	1/20/2020 7:41 PM
150	Would love to take the bus but it is terrible from my area of Dundas (10 min walk to nearest stop)	1/20/2020 3:43 PM
151	Living in the country does not give me another option.	1/20/2020 11:42 AM
152	No, it takes me over 2 hours by bus	1/20/2020 11:33 AM
153	I have no option to take alternate mode as I live 45 km away	1/20/2020 10:41 AM
154	Bus sometimes, drive car sometimes	1/20/2020 10:18 AM
155	No, it would take too long to get there	1/20/2020 9:33 AM
156	I need to use my car, but I am willing to switch to bus if I can get to work in about 20 Min. Currently more then 50 Min by bus. No cycling (6 months of winter or cold weather here)	1/20/2020 9:31 AM
157	No, I require my vehicle for work	1/20/2020 9:23 AM
158	No, require vehicle for work	1/20/2020 9:14 AM
159	Bus services don't run 24 hrs a day 7 days a week	1/20/2020 7:21 AM
160	No, it would be impossible for me to use another mode as I have children I need to take to preschool and an elderly mother I look after	1/19/2020 7:56 AM
161	I walk or drive	1/18/2020 8:46 PM
162	I live downtown. I only use my car when leaving the area	1/18/2020 11:11 AM
163	I would use public transportation but none is available where I live	1/17/2020 5:19 PM
164	No alternative available from Binbrook so no choice	1/17/2020 4:20 PM
165	I live here	1/17/2020 2:24 PM

166	No because I commute	1/17/2020 1:24 PM
167	My job requires that I have a vehical for use during work.	1/17/2020 12:33 PM
168	No, I work multiple part time jobs.	1/17/2020 12:07 PM
169	combination of both - driving and transit	1/17/2020 11:28 AM
170	I live in the Niagara Region	1/17/2020 10:05 AM
171	Yes, it's an option and I prefer walking/biking but often end up driving when traveling with our two young children for time and safety reasons	1/17/2020 9:33 AM
172	No, it's not an option because of lack of infrastructure.	1/17/2020 5:32 AM
173	I ride my bike but crossing rhvp is brutal wife drives we both take bus occasionally	1/16/2020 9:27 PM
174	No, isn't an option	1/16/2020 7:38 PM
175	Drive or bike.	1/16/2020 7:27 PM
176	I would be interested in choosing an alternative mode of transportation however, there are no Park & Rides facilities near the B-Line	1/15/2020 11:00 AM

Q7 In general, what is your primary purpose for visiting {{ Q4 }}?

Answered: 1,229 Skipped: 163



ANSWER CHOICES	RESPONSES	
Work	57.12%	702
Shopping/Business/Service	15.38%	189
Recreation/Event	3.99%	49
Food & Beverage	11.72%	144
Resident	8.71%	107
Other (please specify)	3.09%	38
TOTAL		1,229

#	OTHER (PLEASE SPECIFY)	DATE
1	Family	3/7/2020 2:08 PM
2	Community group meetings	3/5/2020 9:46 AM
3	Meetings not related to work.	3/4/2020 10:40 PM
4	Volunteering	3/1/2020 4:33 PM
5	Volunteer	3/1/2020 9:18 AM
6	most visits a combination	2/19/2020 9:54 AM
7	Combination of work, business, service, food, volunteering, event.	2/18/2020 2:30 PM
8	Juravinski Cancer Clinic	2/13/2020 10:44 AM
9	all of the above	2/12/2020 3:11 PM
10	Volunteer work	2/10/2020 9:28 PM
11	Medical and friend visits	2/9/2020 11:22 AM
12	work, volunteering, medical	2/6/2020 7:18 PM
13	GO Train	2/6/2020 2:10 PM
14	Play bridge	2/5/2020 5:58 PM
15	All of the above, I live, work, and spend most of my time in downtown Hamilton.	2/5/2020 9:29 AM
16	meetings	2/4/2020 10:50 AM
17	All but work apply	1/31/2020 12:33 PM
18	significant other	1/29/2020 1:47 PM
19	work, shopping, resident, food, recreation	1/28/2020 3:09 PM
20	Work, farmers market, events	1/28/2020 12:12 PM
21	Medical appointments	1/27/2020 11:04 AM
22	Usually a gym visit, often followed by dinner in the BIA area afterwards	1/27/2020 10:18 AM
23	Work and events and food/beverage	1/23/2020 1:00 PM
24	Dropping wife off for work, occasional shopping	1/22/2020 8:52 PM
25	Work and personal time	1/22/2020 7:00 PM
26	take the go train	1/22/2020 2:20 PM
27	Friends	1/22/2020 11:30 AM
28	Visiting for 1-2 weeks with friends and family. Eating at restaurants, going to bars, shopping etc.	1/22/2020 11:14 AM
29	worship	1/20/2020 4:13 PM
30	Visiting friends and family	1/20/2020 9:33 AM
31	church	1/20/2020 8:31 AM
32	family	1/19/2020 10:16 PM
33	Medical appointments	1/19/2020 9:33 AM
34	All of the above	1/16/2020 10:47 PM
35	I live there	1/16/2020 9:14 PM
36	Visiting friends	1/16/2020 7:38 PM
37	Family - babysitting, dog walking, Shopping/Dining	1/16/2020 7:27 PM

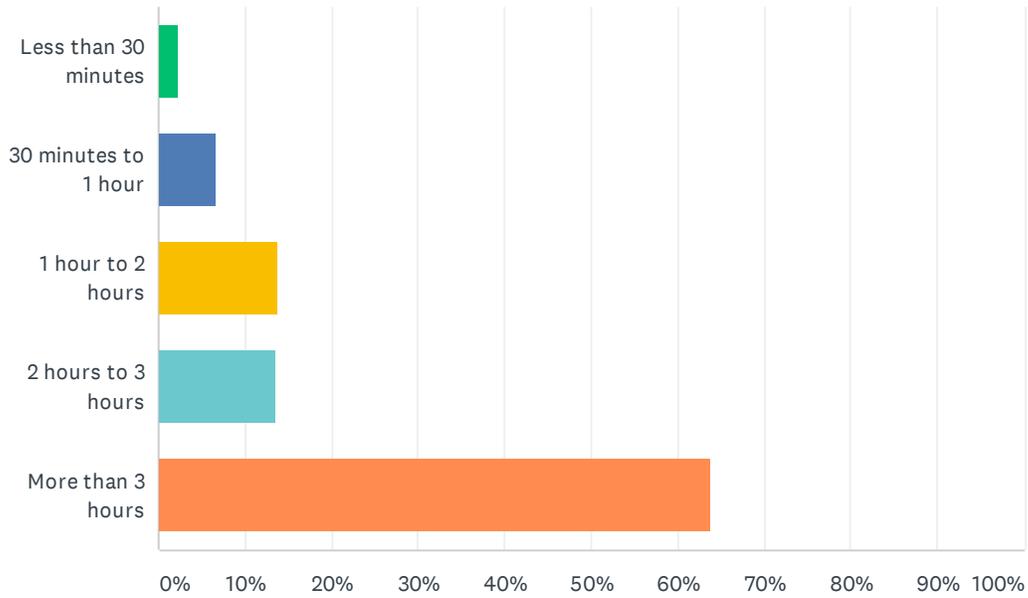
38

all of the above

1/16/2020 7:16 PM

Q8 When visiting {{ Q4 }}, how long do you typically stay?

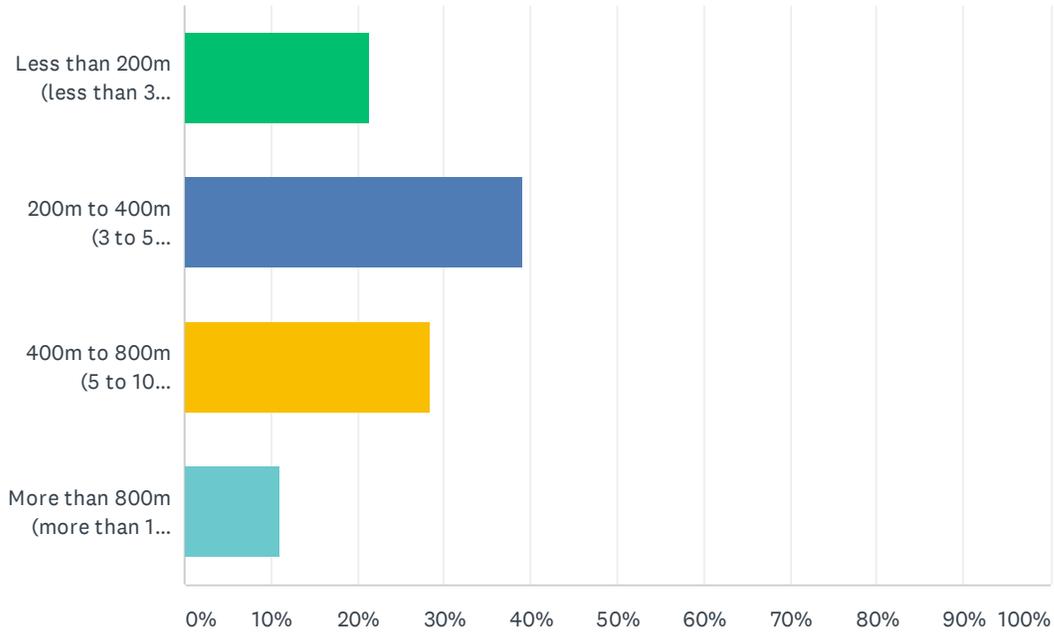
Answered: 1,226 Skipped: 166



ANSWER CHOICES	RESPONSES
Less than 30 minutes	2.37% 29
30 minutes to 1 hour	6.61% 81
1 hour to 2 hours	13.70% 168
2 hours to 3 hours	13.54% 166
More than 3 hours	63.78% 782
TOTAL	1,226

Q9 When visiting {{ Q4 }}, what is the maximum distance you are willing to walk from a parking spot to your destination?

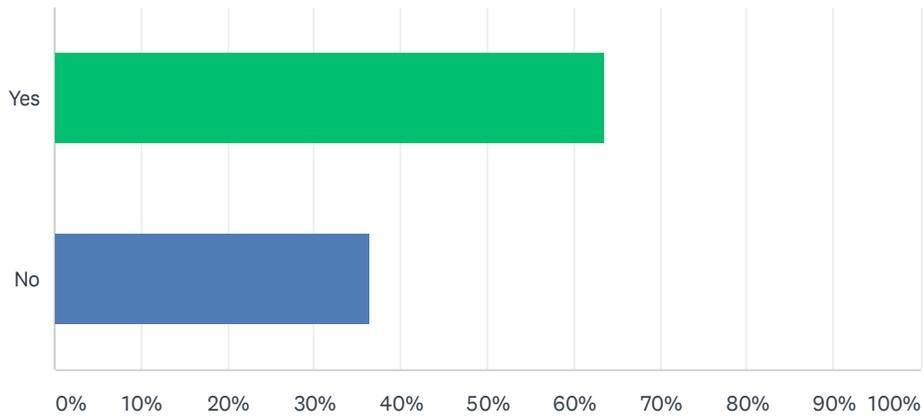
Answered: 1,227 Skipped: 165



ANSWER CHOICES	RESPONSES	
Less than 200m (less than 3 minutes)	21.27%	261
200m to 400m (3 to 5 minutes)	39.20%	481
400m to 800m (5 to 10 minutes)	28.36%	348
More than 800m (more than 10 minutes)	11.17%	137
TOTAL		1,227

Q10 Would you walk further from your parked vehicle to your destination if it was cheaper to do so?

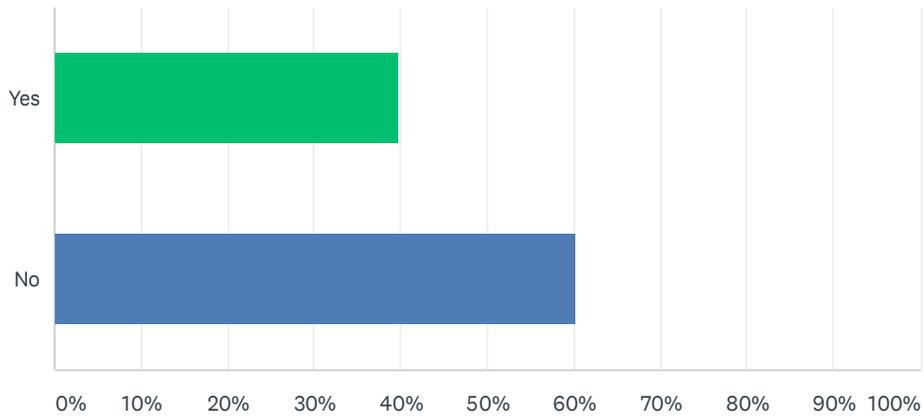
Answered: 1,221 Skipped: 171



ANSWER CHOICES	RESPONSES	
Yes	63.55%	776
No	36.45%	445
TOTAL		1,221

Q11 Do you find that there is adequate and clear signage to direct you to off-street parking lots?

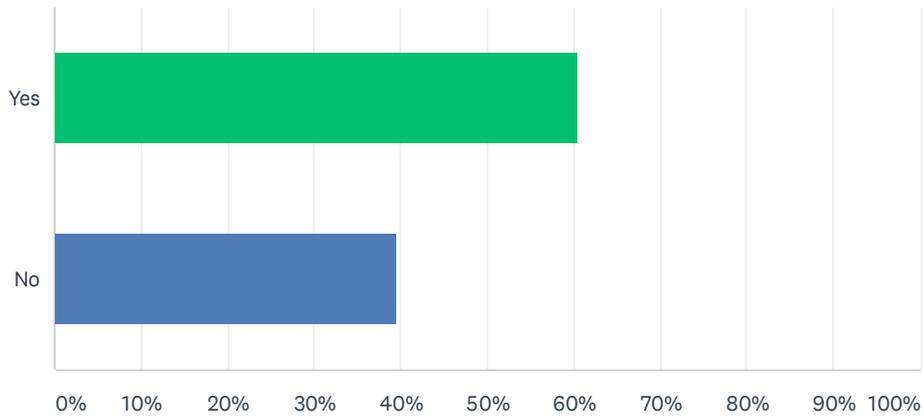
Answered: 1,222 Skipped: 170



ANSWER CHOICES	RESPONSES	
Yes	39.85%	487
No	60.15%	735
TOTAL		1,222

Q12 Do you have difficulty finding an available parking space in your preferred parking location?

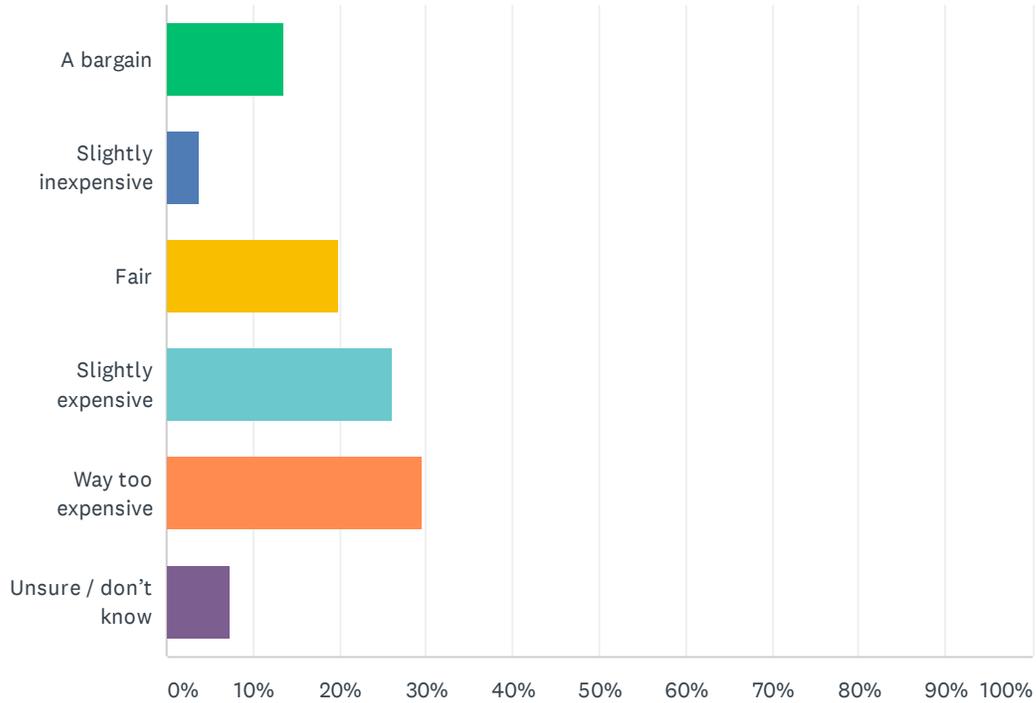
Answered: 1,217 Skipped: 175



ANSWER CHOICES	RESPONSES	
Yes	60.56%	737
No	39.44%	480
TOTAL		1,217

Q13 In {{ Q4 }}, parking prices are:

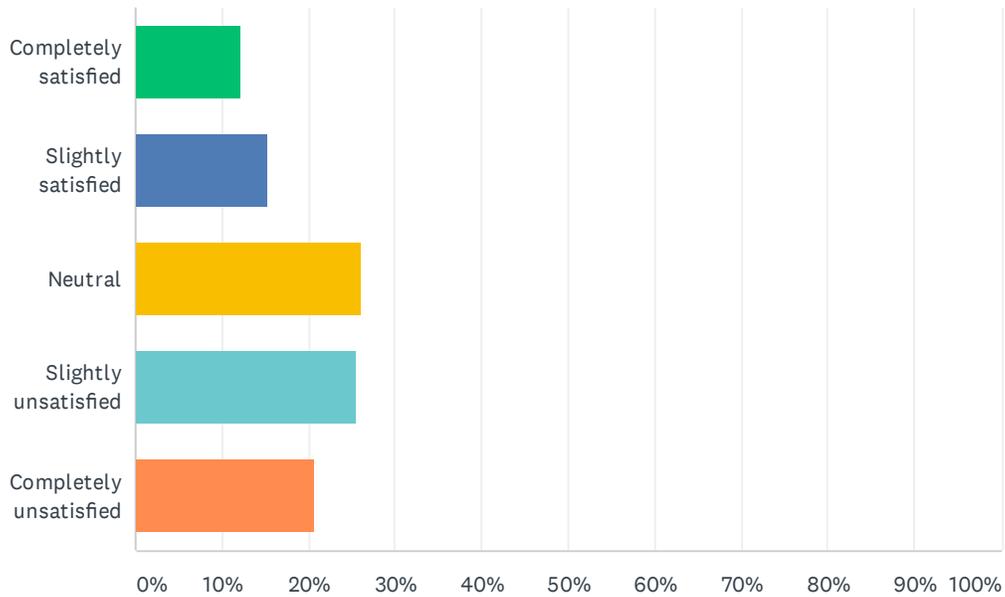
Answered: 1,228 Skipped: 164



ANSWER CHOICES	RESPONSES
A bargain	13.52% 166
Slightly inexpensive	3.66% 45
Fair	19.95% 245
Slightly expensive	26.14% 321
Way too expensive	29.48% 362
Unsure / don't know	7.25% 89
TOTAL	1,228

Q14 When visiting {{ Q4 }}, how satisfied are you with your overall parking experience?

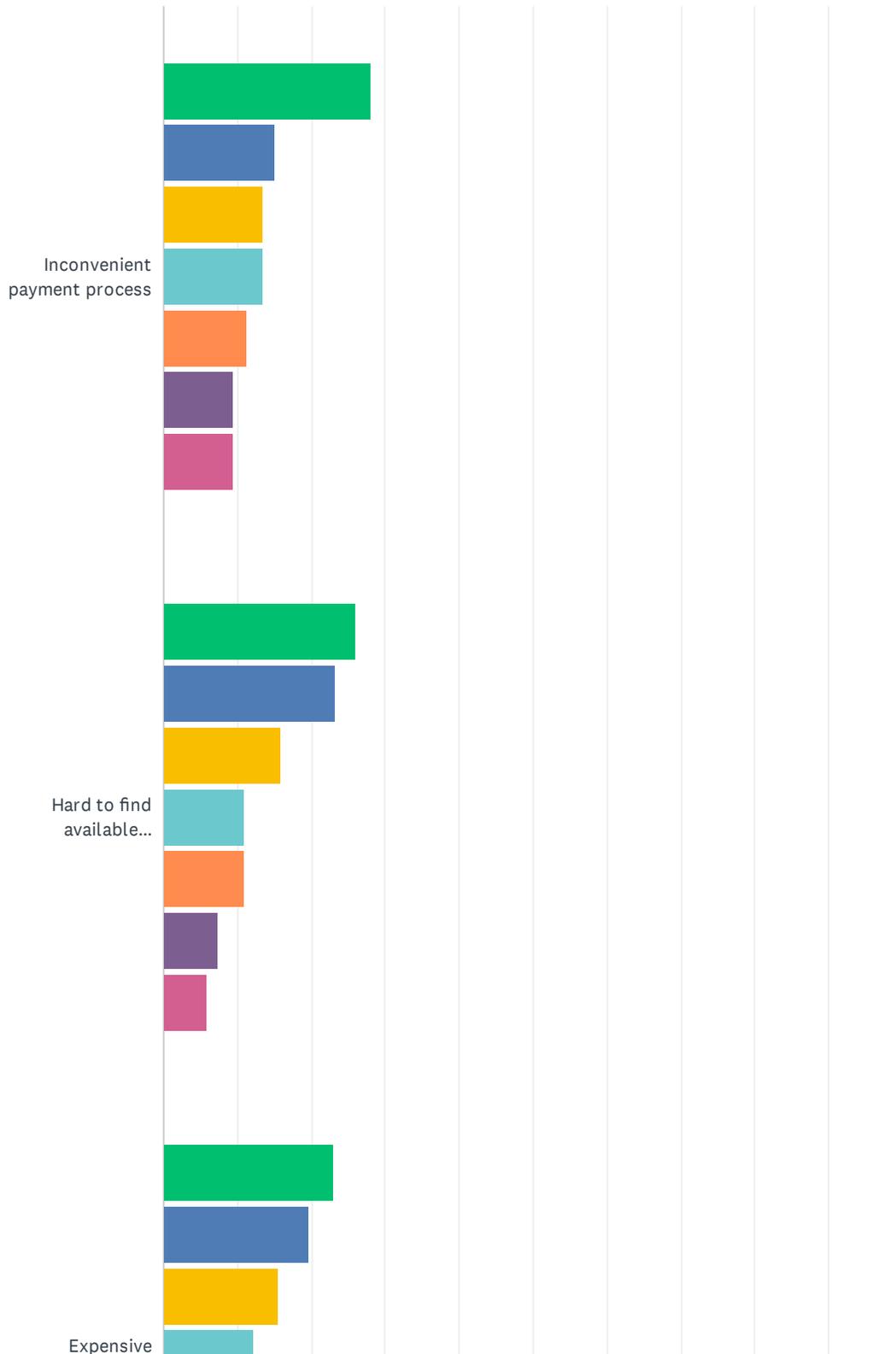
Answered: 1,226 Skipped: 166

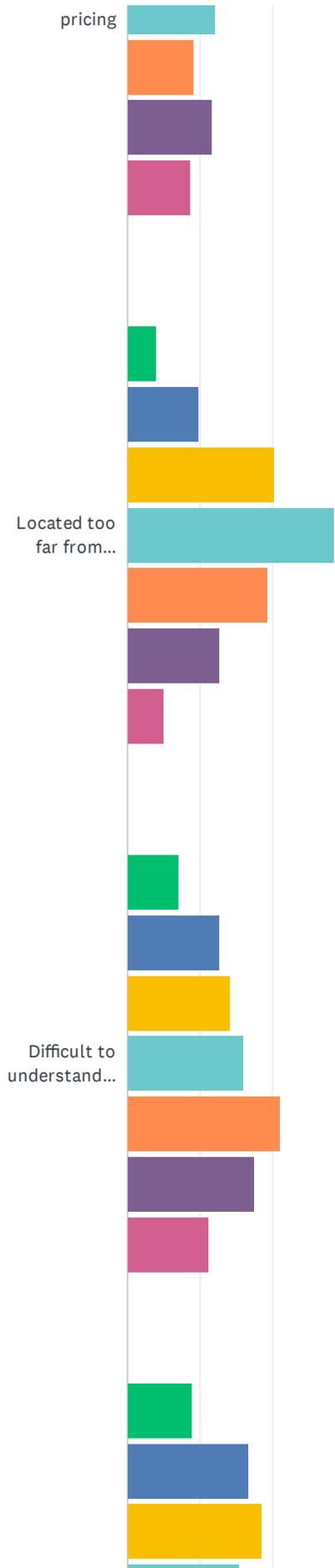


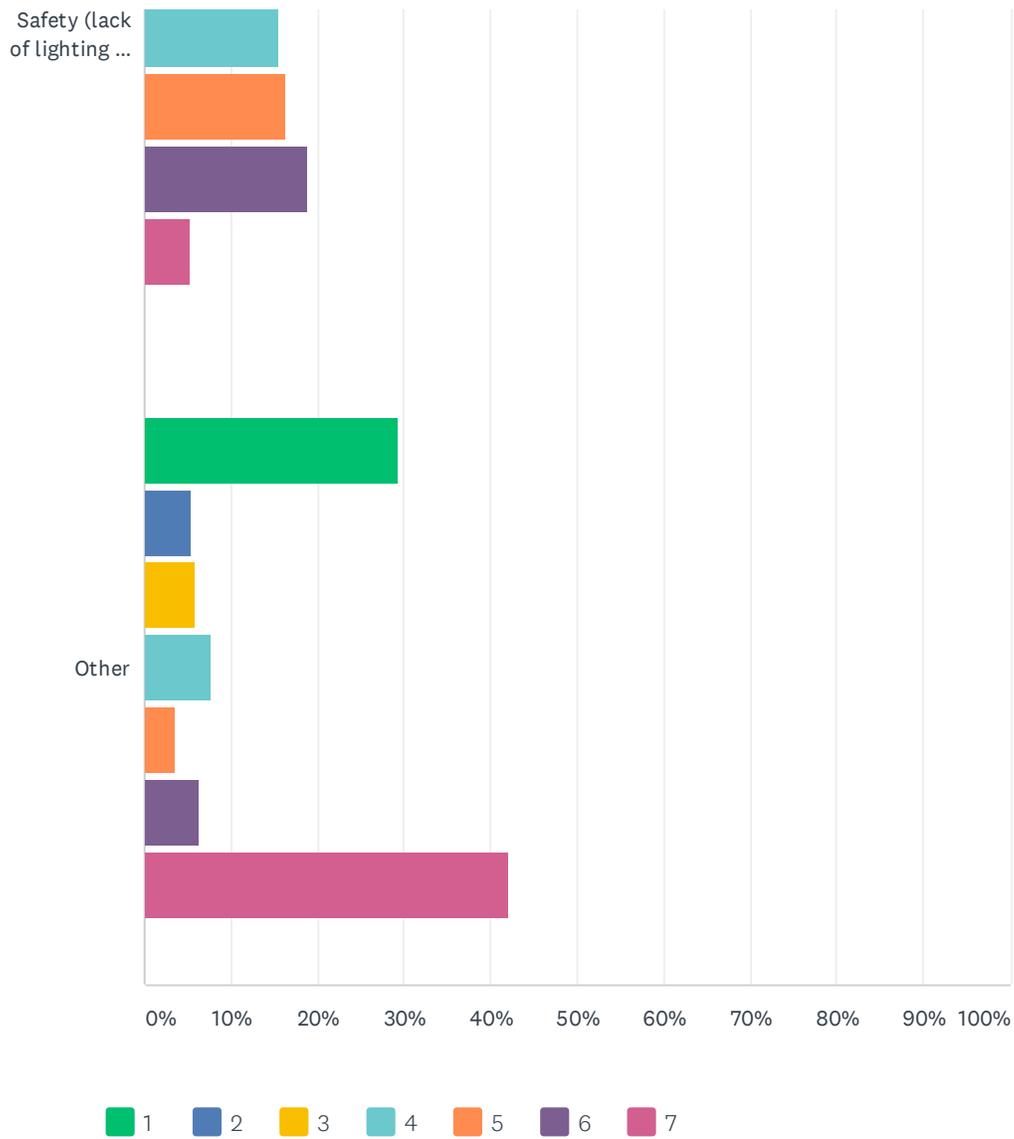
ANSWER CHOICES	RESPONSES	
Completely satisfied	12.23%	150
Slightly satisfied	15.25%	187
Neutral	26.10%	320
Slightly unsatisfied	25.61%	314
Completely unsatisfied	20.80%	255
TOTAL		1,226

Q15 Where is there the most need for improvement with regards to parking? Please rank the following options from 1 (highest room for improvement) to 7 (lowest room for improvement).

Answered: 977 Skipped: 415







	1	2	3	4	5	6	7	TOTAL
Inconvenient payment process	28.02% 204	15.11% 110	13.32% 97	13.32% 97	11.26% 82	9.48% 69	9.48% 69	728
Hard to find available parking	25.91% 192	23.21% 172	15.92% 118	10.93% 81	10.80% 80	7.42% 55	5.80% 43	741
Expensive pricing	23.01% 171	19.65% 146	15.48% 115	12.11% 90	9.15% 68	11.71% 87	8.88% 66	743
Located too far from amenities	4.07% 30	9.76% 72	20.33% 150	28.73% 212	19.38% 143	12.74% 94	5.01% 37	738
Difficult to understand rules	7.03% 56	12.67% 101	14.30% 114	16.06% 128	21.08% 168	17.57% 140	11.29% 90	797
Safety (lack of lighting or visibility to the street)	9.07% 79	16.65% 145	18.60% 162	15.38% 134	16.30% 142	18.83% 164	5.17% 45	871
Other	29.34% 76	5.41% 14	5.79% 15	7.72% 20	3.47% 9	6.18% 16	42.08% 109	259

#	OTHER (PLEASE SPECIFY)	DATE
1	If I'm driving I'm using a VRTUCAR, reserved spaces only available for free at City Hall or City Centre	3/10/2020 12:11 PM
2	The City needs to stop giving tickets on private lots. That's called collusion.	3/9/2020 12:16 PM
3	More parking lots are required	3/6/2020 11:57 AM
4	The design of the lots. No clear lane directions makes it unsafe	3/6/2020 3:26 AM
5	Removing no parking signs - unless there is a safety hazard	3/5/2020 10:19 AM
6	safety - feeling vulnerable in city parkades due to presence of loitering individuals in parkade and no security	3/5/2020 9:58 AM
7	Some lots have weird hours. When i worked in town, I couldn't get to the lot on time between close of businee and times up.	3/4/2020 10:48 PM
8	Lack of lighting at night and poor pavement surfaces causing tripping hazards for walking.	3/2/2020 1:48 PM
9	Amount of accessible parking	3/2/2020 12:48 PM
10	Too much on-street parking	3/2/2020 11:21 AM
11	Conintued loss of available parking due to lot development.	3/2/2020 8:36 AM
12	Too much space devoted to parking	3/1/2020 6:58 PM
13	more bike parking	3/1/2020 5:02 PM
14	Lack of safe alternatives to driving - would prefer to not have to park downtown	3/1/2020 5:02 PM
15	Parking spot width - please increase. It's hard to manoeuvre and have room to open car door.	3/1/2020 4:51 PM
16	I do not drive and find there are too many parking lots and cars that making walking and getting to places difficult	3/1/2020 4:36 PM
17	Too much of this city is given over to car space already. Less parking, and it should be 10X as expensive as it is now.	3/1/2020 4:33 PM
18	Parking lots not suitable for walking to and from vehicle. Set up favours driving close to stores / restaurants. Unsafe for walking / cycling.	3/1/2020 4:12 PM
19	Too many fast, multi-lane one way streets	3/1/2020 2:18 PM
20	Make hospitals free parking & pay at casinos	3/1/2020 9:35 AM
21	Lack of safe bike infrastructure and bike parking	2/29/2020 6:50 PM
22	Not enough meters I prefer to park at a meter	2/25/2020 8:10 PM
23	Way too expensive. Nobody wants to come downtown	2/24/2020 11:04 PM
24	Idk	2/24/2020 8:47 PM
25	Too many lots, should be more multi tier parking areas, at fewer lots. . Too few city lots, private company is increasing prices now that city lot is gone. Unable to purchase monthly passes which are restricted, so have to pay daily rate. Unmanned yet charge exorbitant fees if forget or unable to pay due to machine not working.	2/24/2020 5:55 PM
26	Parking longer than 2 hrs	2/24/2020 2:10 PM
27	I have waited over a year for Monlthy parking passes and the wait lists are frozen.	2/24/2020 1:15 PM
28	The survey would not allow me to answer Difficult to Understand rules-1,safety(lightng)-1	2/24/2020 12:38 PM
29	can only fill in one line, but #1 for all of them	2/24/2020 10:35 AM
30	Too many surface parking lots where we could have parks and development!	2/23/2020 6:02 PM
31	Poor lot maintenance	2/21/2020 7:31 PM
32	You should let people answer to each question above. I have used the parking at Main and Bay	2/21/2020 4:06 PM

a lot. It is ridiculous that it goes to 6 p.m. and then you have to pay again. Sometimes only 20 more minutes is needed. Lighting is poor too. Prices should not increase for an event at First Ontario Centre therefore taking advantage of people already on an expensive night out. It's very difficult parking downtown to use James. St./hospital/Medical Centre.

33	Lower your prices!!!!	2/21/2020 3:16 PM
34	NOT ENOUGH PARKING IN THE DOWNTOWN CORE!	2/21/2020 10:34 AM
35	poorly composed survey.	2/19/2020 10:05 AM
36	Hospitals Charge way too much for parking.	2/19/2020 8:30 AM
37	Not enough all day parking at reasonable pricing for those working downtown	2/14/2020 7:34 AM
38	Hard to find available parking	2/12/2020 7:44 PM
39	Would be nice to have free parking for people with jobs on the street	2/12/2020 7:34 PM
40	Make parking free at city hall. Paying to park where I have to pay my parking tickets is a sad irony and what makes being a part of this city sad.	2/12/2020 6:13 PM
41	there are too many parking lots. that space should be put to better use	2/12/2020 3:25 PM
42	Paying for a monthly permit but often can't get a spot in the lot I'm paying for unless I arrive before 7 am	2/12/2020 1:33 PM
43	poor lighting and security prevents me from parking in cheaper lots farther away. women have been attacked at their cars after hours in the dark off John and King William/Rebecca	2/12/2020 9:26 AM
44	Longer parking than 3 hours	2/11/2020 10:13 AM
45	Bike Parking facilities	2/11/2020 9:29 AM
46	Not enough street or lot parking spaces. I work nights and days and will not walk several blocks in the dark to park	2/10/2020 8:05 PM
47	Please increase pricing its ridiculous how low they are	2/10/2020 3:34 PM
48	I need to be able to select more than one area for improvement.	2/10/2020 7:46 AM
49	NO PARKING in Hamilton GO...bottleneck of drivers on hwy going to Burlington bc we built 2 stations WITHOUT parking???? Who thought that was ok????	2/8/2020 6:21 PM
50	more curb parking for 2-3 hours	2/7/2020 8:03 PM
51	all the spots are being built over with insufficient parking for the new projects, let alone the displaced cars	2/7/2020 7:41 PM
52	I work a 12 hour shift. Once I've paid \$10 I'd like to be able to leave on my lunch hour and come back to a parking space but that's not the case due to insufficient spaces available	2/7/2020 11:30 AM
53	Parking lots keep disappearing causing further difficulties in finding available parking	2/7/2020 9:48 AM
54	Insufficient spaces	2/7/2020 8:01 AM
55	NOT ENOUGH PARKING FOR DISABLED PEOPLE	2/7/2020 7:26 AM
56	Lack of overall options (prices, locations, availability)	2/6/2020 11:38 PM
57	need for overnight spots	2/6/2020 9:54 PM
58	Beggars, panhandlers	2/6/2020 6:32 PM
59	By-Law Parking Enforcement Officers target certain areas of the City and are very unfair in their practices	2/6/2020 5:40 PM
60	No monthly parking availability	2/6/2020 5:23 PM
61	City workers are not given parking privileges over others	2/6/2020 4:59 PM
62	Construction (condos and parks) is going right on top of existing lots, and despite having a parking pass for a reduced rate (less than the daily maximum charge), I often have trouble	2/6/2020 2:56 PM

finding a space in my assigned lot. Even with a pass, my parking costs have doubled within the past three years, and spaces are harder to come by.

63	Why are all the parking lots being turned into building? Nowhere to park now.	2/6/2020 2:43 PM
64	Lack of parking	2/6/2020 1:56 PM
65	parking is too cheap - raise the prices and get people out of their cars and onto transit	2/6/2020 1:39 PM
66	Monthly Passes would be great	2/6/2020 1:28 PM
67	Losing parking in area of work, finding monthly parking will be more of a problem in the near future. I have already been moved from an affordable lot due to development.	2/6/2020 12:30 PM
68	The fact that I pay for parking in the lot and are not guaranteed a spot is absolutley unacceptable!	2/6/2020 12:17 PM
69	WONT LET ME CLICK WHERE I WANT - IT'S WEIRD	2/6/2020 11:57 AM
70	Never mind.	2/6/2020 11:31 AM
71	Parking Tickets need to specify in BOLD that tickets need to be displayed on dashboard.	2/6/2020 11:03 AM
72	Not enough accessible parking	2/5/2020 6:07 PM
73	Too much surface parking, not protected from weather, wasting space where residents and offices and commercial could stand.	2/5/2020 9:39 AM
74	More accessible parking spaces	2/5/2020 9:38 AM
75	WALKING TO BUILDING PASSING THE NIGHT BEFORE OUTDOOR PEOPLE GETS SCARY AT TIMES	2/4/2020 2:40 PM
76	sufficient handicapped parking	2/4/2020 10:54 AM
77	City employees have to pay for parking. Multi-year wait list.	2/3/2020 12:26 PM
78	Limited free parking hours as in many neighbouring cities	2/3/2020 8:55 AM
79	Running out of parking on King William	2/3/2020 8:47 AM
80	More parking!	1/31/2020 8:19 AM
81	Hamilton is not Downtown Toronto (re: pricing)	1/30/2020 7:08 PM
82	Too far from my work place - should be parking in my building	1/30/2020 1:27 PM
83	Private Parking Enforcement is greatly lacking! As a business owner in the Waterdown BIA core, we have a private lot, that is often used by those not authorized. Despite having authorized signs, there continues to be an issue with no parking, due to unauthorized users parking there.	1/30/2020 10:05 AM
84	Parking lots need more green space and stormwater infrastructure.	1/29/2020 12:00 PM
85	there is plenty of downtown parking underground but the cost is rediculously high and rises yearl yet no improvements	1/28/2020 2:48 PM
86	Inability to use cash at some parking areas	1/27/2020 11:33 AM
87	The light is so poor downtown Hamilton you can't even read the instructions	1/27/2020 11:13 AM
88	Not enough parking spaces	1/27/2020 10:27 AM
89	Metres are all different maximum time, 1 hr is way too short. Should have mobile payment app options like honk etc so that time can be extended easily	1/27/2020 9:59 AM
90	Better signage for Green P lot and spaces need to be marked	1/26/2020 6:44 PM
91	12 hour with permit rule is challenging	1/25/2020 10:11 AM
92	This question is confusing.	1/24/2020 10:48 AM
93	Need more parking permits - waitlist is too long	1/24/2020 10:08 AM

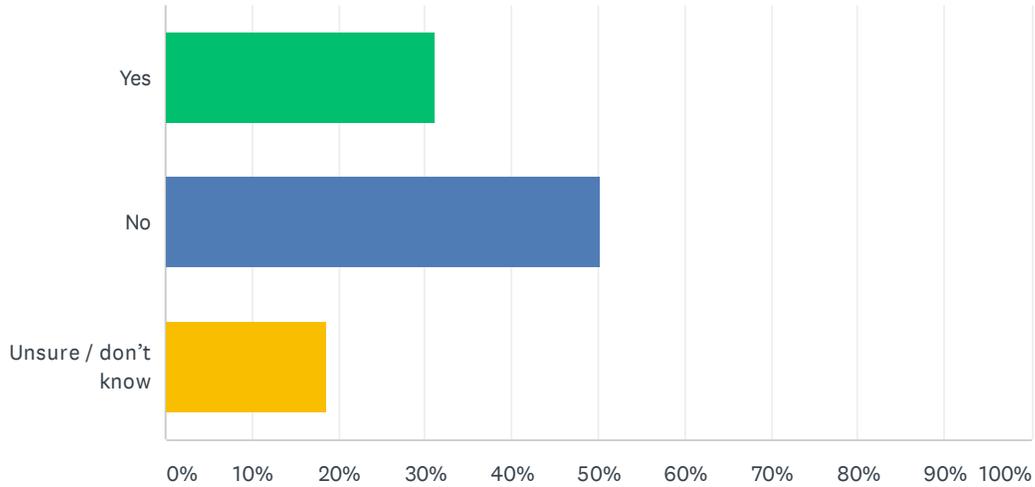
94	future development is reducing the options for parking	1/24/2020 9:40 AM
95	All City employees should receive free parking/bus for work	1/24/2020 9:11 AM
96	It	1/23/2020 9:25 PM
97	can you get security to supervise the lots at night so women feel safe to walk there?	1/23/2020 7:25 PM
98	Downtown needs more free street parking and more parking lots and parking garages. Its ridiculous that there are several empty spaces in the Core that have been abandoned for decades where building were torn down, ie Robinsons on James and Office building on Jackson Street.	1/23/2020 5:46 PM
99	Aggressive, discourteous, and impolite parking by-law enforcement	1/23/2020 4:54 PM
100	in the winter the snow removal piles take scare spots	1/23/2020 3:48 PM
101	Too widely available. So much cheap parking discourages other modes of transport.	1/23/2020 2:11 PM
102	Exposed parking lots - icy, windy, should be below ground	1/23/2020 12:18 PM
103	N/A	1/23/2020 12:07 PM
104	Lots are poorly maintained and I do not feel entirely safe on downtown Hamilton streets.	1/23/2020 11:19 AM
105	pavement and lines need to be upgraded.	1/23/2020 10:32 AM
106	not enough parking and to expensive	1/23/2020 10:26 AM
107	great need for monthly parking for employees	1/23/2020 10:25 AM
108	-	1/23/2020 10:23 AM
109	condition of lot is very poor; broken asphalt, huge ++ puddles, plowed snow banks significant reduce number of parking spots available, garbage throughtout lot, not at all maintained	1/23/2020 10:01 AM
110	The Parking Prices should be lowered. In Parking, there is not enough lightining.	1/23/2020 9:48 AM
111	None	1/23/2020 9:14 AM
112	The parkade has tight corners with poor visibility. Needs mirrors at the ends of the ramps.	1/23/2020 9:13 AM
113	condition of parking spaces	1/23/2020 9:06 AM
114	Need to build more high level parking	1/23/2020 8:56 AM
115	Hard to find monthly parking spaces and therefore very expensive	1/23/2020 8:54 AM
116	Ability to obtain a monthly pass	1/23/2020 8:51 AM
117	When you work downtown adn parking is so expensived it erodes income and goes against the motto of Hamilton as the best place to raise a child. It fails to consider single income families even for those who work for the city departments	1/23/2020 8:42 AM
118	monthly parking is extremely hard to find	1/23/2020 6:20 AM
119	Residents struggle to find parking near home due to increase in workers and consumers parking for free on residential streets, was informed unable to obtain permit parking only on my street. Do not feel safe walking medium you long distances at night from car to home.	1/23/2020 12:09 AM
120	Very frustrating trying to rate the above questions as some deserve the same level in my opinion!!	1/22/2020 10:27 PM
121	safety downtown after dark	1/22/2020 6:53 PM
122	Not short time public transportation from Burlington	1/22/2020 5:31 PM
123	parking price doesn't equate to distance from the downtown area - I already park 10 minute walk away from work and the price in the "cheap" lot continues to increase; price goes up even though no operation improvements have been made	1/22/2020 5:28 PM
124	I feel we have adequate parking. No need for improvement other than developing parking lots into housing	1/22/2020 5:27 PM

125	Less parking better infrastructure for alternative mode of transit.	1/22/2020 4:55 PM
126	Sketchy areas around lots	1/22/2020 4:53 PM
127	There's way too much parking and the parking lots are a blight on the cityscape!	1/22/2020 4:49 PM
128	Some machines only accept cash which many people do not carry anymore	1/22/2020 4:30 PM
129	Too much usable downtown open space dedicated to parking spaces.	1/22/2020 4:06 PM
130	a lack of consistency in regulations	1/22/2020 4:03 PM
131	Eliminate surface parking lots	1/22/2020 3:18 PM
132	Waiting list are too long	1/22/2020 3:02 PM
133	Ease of allowing residents to install parking pads to get cars off the streets	1/22/2020 1:56 PM
134	NA	1/22/2020 12:21 PM
135	On online form of paying for parking, preferable a mobile app that included a display of available parking spots near my location on a map.	1/22/2020 11:11 AM
136	Parallel parking sucks, especially on a single lane busy street	1/22/2020 10:11 AM
137	Not enough parking downtown; impacts leaseability of office and retail units in the core; loss of revenue for operators	1/22/2020 9:37 AM
138	free parking at meadowlands	1/22/2020 7:42 AM
139	Very few parking garages, poor use of space when surface lots	1/21/2020 6:51 PM
140	No way to know if there are available spots unless you drive all around the lot.	1/21/2020 9:48 AM
141	safe Motorcycle parking	1/21/2020 9:23 AM
142	Install safety/security cameras and 911 emergency buttons	1/21/2020 7:32 AM
143	clearing of snow, flooding	1/20/2020 7:14 PM
144	A key issue is the big heat island that is created from all of the parking lots in the area, as well as the impacts to the storm sewer during rain events. More bioswales need to be added to all of the parking lots to deal with this.	1/20/2020 4:01 PM
145	There are too many surface parking lots, it makes downtown less pleasant	1/20/2020 3:57 PM
146	Monthly passes are impossible to purchase	1/20/2020 3:31 PM
147	Incentives to park and ride	1/20/2020 2:45 PM
148	Meters still require coins. I never carry coins.	1/20/2020 10:23 AM
149	Monthly parking pass strongly preferable	1/20/2020 9:47 AM
150	Offer bike lanes! Offer LRT to and across downtown. Get rid of one-way highways downtown!	1/19/2020 11:37 AM
151	Need to discourage people from driving into the core - look at the parking issue through a climate lens!!!	1/19/2020 8:55 AM
152	Parking on street time limit is too short	1/18/2020 1:32 PM
153	Overnight parking that goes past 6am (which effectively means there is none)	1/18/2020 1:10 PM
154	we have too much cheap parking & too many surface lots	1/18/2020 9:34 AM
155	More enforcing for parking close to schools. Signs are there, but people disregard. No warnings, just fine people. More enforcing in residential areas. You enforce downtown but a lot of people park wherever they want up here. Make people not able to park on roads when roads need to be cleared after a snow storm. Fine them if do. No parking on bends.	1/17/2020 4:50 PM
156	Overnight parking options in residential areas of downtown Hamilton	1/17/2020 3:37 PM
157	would prefer more bike lanes	1/17/2020 3:36 PM
158	Lack of EV charging spots.	1/17/2020 7:06 AM

159	Pay by app should be offered and charge more	1/17/2020 4:21 AM
160	PLEASE implement a parking app!!	1/17/2020 12:34 AM
161	Street-side parking is cheap but unavailable. Lots are expensive and plentiful. Reduce the hourly rate at lots, raise the all-day/monthly rates. And get rid of the free meter periods because they're the reason streetside parking is never available.	1/16/2020 10:20 PM
162	Too many parking lots	1/16/2020 10:11 PM
163	Need fewer surface parking lots	1/16/2020 9:56 PM
164	I usually walk so parking isn't an issue	1/16/2020 9:30 PM
165	Too much valuable land devoted to parking	1/16/2020 7:44 PM
166	Parking should cost much more. Parking should be replaced for safe protected cycling infrastructure and wider sidewalks	1/16/2020 7:29 PM
167	Blocks of parking not available to new downtown businesses	1/14/2020 12:22 PM

Q16 In {{ Q4 }}, would you support an increase in parking prices to facilitate improved parking operations (increased parking opportunities, improved technology, convenience of having closer parking, etc.)?

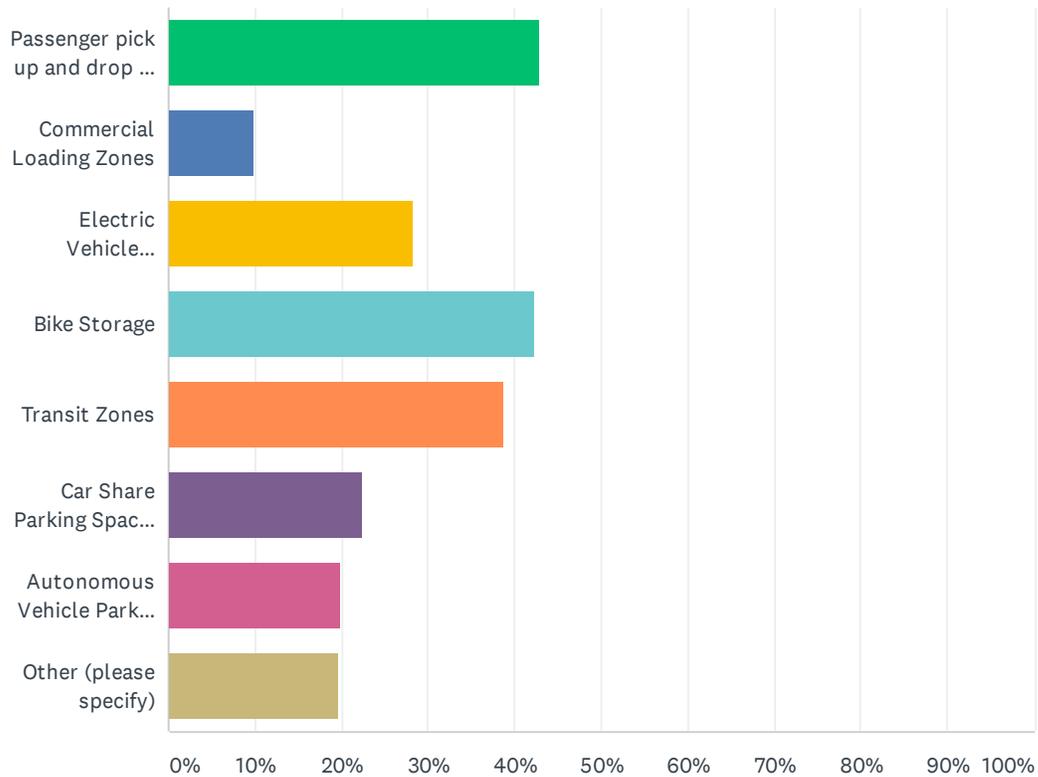
Answered: 985 Skipped: 407



ANSWER CHOICES	RESPONSES	
Yes	31.17%	307
No	50.25%	495
Unsure / don't know	18.58%	183
TOTAL		985

Q17 Do you want to see more of the following designated zones at the expense of existing parking? Select all that apply:

Answered: 756 Skipped: 636



ANSWER CHOICES	RESPONSES	
Passenger pick up and drop off zones	42.86%	324
Commercial Loading Zones	9.92%	75
Electric Vehicle Charging Spaces	28.17%	213
Bike Storage	42.33%	320
Transit Zones	38.62%	292
Car Share Parking Spaces (these are short-term car rentals such as Communauto by VRTUCAR)	22.35%	169
Autonomous Vehicle Parking (long term)	19.84%	150
Other (please specify)	19.58%	148
Total Respondents: 756		

#	OTHER (PLEASE SPECIFY)	DATE
1	none	3/11/2020 11:17 AM
2	There is a need for more reasonable parking lots and prices	3/10/2020 3:27 PM
3	No, leave existing parking	3/9/2020 10:55 AM
4	NONE OF THE ABOVE!!!!	3/7/2020 4:13 PM
5	No	3/6/2020 11:57 AM
6	general parking, and stacked parking lots not less	3/5/2020 10:19 AM
7	Parking for disability, secure bike parking	3/4/2020 10:48 PM
8	NONE of above - focus on solving today's problems for the majority of drivers who use regular internal combustion engine cars. It's going to take decades for these new AVs and EVs to dominate.	3/2/2020 1:48 PM
9	Bike Lanes	3/2/2020 11:21 AM
10	No.	3/2/2020 8:36 AM
11	Protected bike lanes	3/1/2020 5:02 PM
12	No.	3/1/2020 4:51 PM
13	protected bicycle lanes	3/1/2020 4:25 PM
14	You already decided this card will pay the price	3/1/2020 9:35 AM
15	No, I don't.	2/27/2020 10:11 AM
16	Definitely NOT	2/26/2020 1:46 PM
17	None	2/25/2020 7:27 AM
18	Free parking	2/24/2020 11:04 PM
19	No; no of the above	2/24/2020 2:49 PM
20	I want more parking.	2/24/2020 1:15 PM
21	There is already not enough spaces, do not take them up for Bike Shortage and Electric Charging and Car Share	2/24/2020 12:38 PM
22	NO NO NO	2/21/2020 10:59 PM
23	None of the above	2/21/2020 7:31 PM
24	Safe drop off for medical appointments is needed. I am against autonomous vehicles.	2/21/2020 4:06 PM
25	NOT ENOUGH PARKING DON'T ADD ANYTHING LIKE ABOVE	2/21/2020 10:34 AM
26	No Changes	2/19/2020 10:05 AM
27	bike lanes and other cycling infrastructure	2/18/2020 11:23 AM
28	No to all of the choices. Electric is good but right now is just for the rich.	2/16/2020 10:24 AM
29	more parking for free or I won't come and spend money	2/13/2020 7:53 AM
30	None of the above. I want more affordable parking	2/12/2020 7:57 PM
31	More parking around shopping areas and hospital	2/12/2020 7:44 PM
32	Free parking for people who work on the street	2/12/2020 7:34 PM
33	No	2/12/2020 3:52 PM
34	parks and businesses	2/12/2020 3:25 PM
35	More parking passes for police	2/12/2020 2:16 PM

36	just need better bus routes and faster transit	2/12/2020 9:26 AM
37	Bike lanes, pedestrian only	2/11/2020 9:29 AM
38	None of the above	2/10/2020 12:38 PM
39	this is a yes or no question. there should be a yes or no option for each choice	2/10/2020 7:46 AM
40	No	2/9/2020 9:17 PM
41	I want to see PARKING at GO stations in Hamilton!!!!	2/8/2020 6:21 PM
42	just additional parking spaces	2/8/2020 2:15 AM
43	no, not at expense fo existing parking	2/7/2020 8:03 PM
44	More parking for persons working in the downtown core.	2/7/2020 5:52 PM
45	NO, I just need a parking spot so I can go to work	2/7/2020 2:37 PM
46	free parking	2/7/2020 12:18 PM
47	there is not enough reasonably priced parking at present so would not want to lose any parking even though i am in favour of alternate modes of transportation	2/7/2020 10:25 AM
48	NO	2/7/2020 7:26 AM
49	No, I just want to park my car.	2/7/2020 7:19 AM
50	none of the above.	2/6/2020 7:22 PM
51	There should be some free areas for parking either on the street or in designated lots.	2/6/2020 5:40 PM
52	no	2/6/2020 4:12 PM
53	NONE	2/6/2020 3:49 PM
54	NO	2/6/2020 2:43 PM
55	increase in parking spots and lots instead of allowing them to turn into buildings which doesnt support even more of a need for parking	2/6/2020 2:31 PM
56	Quick parking (quick 15 spots) to be able to run in and grab product	2/6/2020 12:30 PM
57	STOP BUILDING BUILDINGS THAT DON'T HAVE PARKING AND STOP TAKING PARKING AWAY NOT EVERYONE CAN WALK/BIKE OR BUS TO WORK	2/6/2020 11:57 AM
58	none of the above	2/6/2020 11:04 AM
59	all would be nice but not at a cost	2/6/2020 10:50 AM
60	All of the above would be good, but without enforcement, the rules are simple ignored.	2/6/2020 10:14 AM
61	None of the above	2/5/2020 6:02 PM
62	More cheaper parking is necessary.	2/5/2020 4:57 PM
63	Large parking structures	2/5/2020 3:33 PM
64	none of the options above help me get to work	2/5/2020 12:21 PM
65	Free city wide parking for green plates!	2/5/2020 11:56 AM
66	Motorcycle parking	2/3/2020 8:35 AM
67	Don't remove existing parking	2/1/2020 10:40 AM
68	Bike lanes and sidewalks	1/31/2020 12:54 PM
69	Do not remove the limited parking available for any of these options	1/31/2020 8:19 AM
70	perhaps like the hospital/apartment parking along Herkimer & Bay -- designated lanes	1/30/2020 7:08 PM
71	More spots at reduced cost	1/30/2020 5:18 PM
72	Underground parking	1/30/2020 1:27 PM

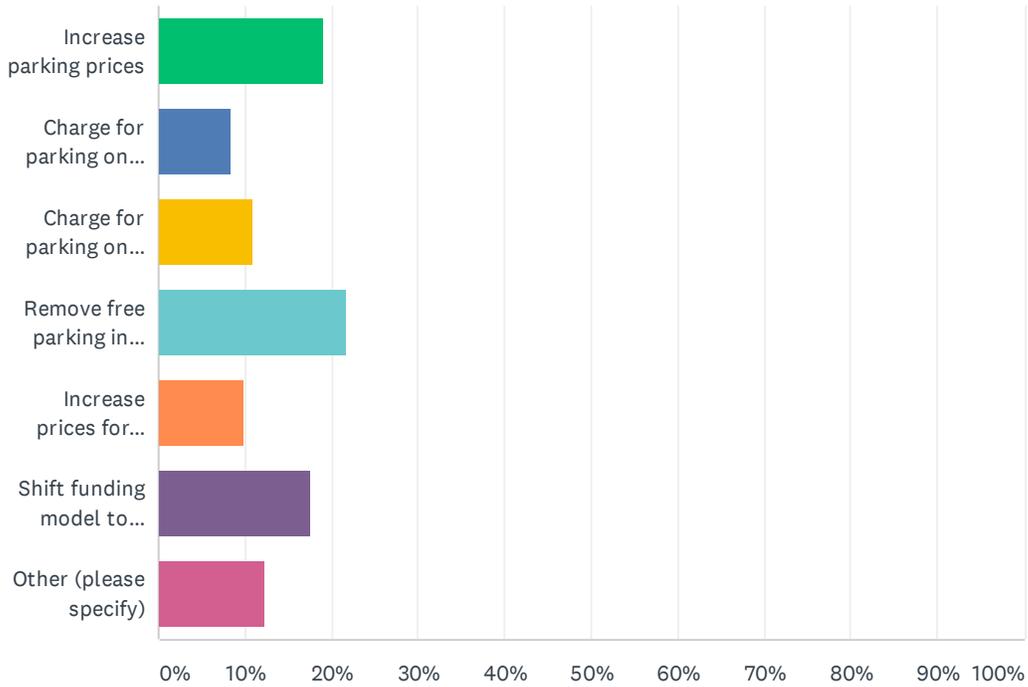
73	More Residential made available within Downtown BIA	1/28/2020 9:23 AM
74	No, there isn't enough monthly parking for workers downtown	1/27/2020 3:38 PM
75	Nobe	1/27/2020 11:13 AM
76	No.	1/26/2020 10:25 PM
77	NO	1/26/2020 7:55 PM
78	FREE PARKING	1/24/2020 10:48 AM
79	pick up truck parking	1/23/2020 8:43 PM
80	Non of the above. The bike lanes are a complete waste of money and space and adding bike storage is also be a big waste. People drive cars and they always will drive cars. Make cars the priority, not bikes.	1/23/2020 5:46 PM
81	Parking space patios	1/23/2020 2:11 PM
82	More free parking	1/23/2020 1:21 PM
83	Shelters to protect pedestrians while waiting for various transit options	1/23/2020 12:18 PM
84	N/A	1/23/2020 12:07 PM
85	None, I want to see more public parking spaces	1/23/2020 11:48 AM
86	we need more affordable parking downtown not less, i would consider commercial loading zones for safety	1/23/2020 10:31 AM
87	More actual parking.	1/23/2020 10:23 AM
88	Motorcycle FREE parking, like Toronto	1/23/2020 9:23 AM
89	None of the above	1/23/2020 9:14 AM
90	Why do we pay taxes?!!!!	1/23/2020 9:02 AM
91	Need more high rise parking structures	1/23/2020 8:56 AM
92	adequate	1/23/2020 8:51 AM
93	N/A	1/23/2020 8:50 AM
94	No. Do Not Remove Spaces.	1/23/2020 8:46 AM
95	none	1/23/2020 8:42 AM
96	dont care	1/23/2020 8:38 AM
97	street parking for free	1/23/2020 7:34 AM
98	All are unnecessary in this area of the city	1/23/2020 12:09 AM
99	None of the above	1/22/2020 11:12 PM
100	Permit parking	1/22/2020 9:37 PM
101	There is not enough parking to start taking away fir other reasons	1/22/2020 9:37 PM
102	no, need more parking	1/22/2020 9:09 PM
103	All options seem like a waste of parking. Temporary zone that if not occupied could be used for some of the options seems practical	1/22/2020 7:15 PM
104	none of the above will help me	1/22/2020 6:53 PM
105	More availability of monthly parking or parking with in/out privileges	1/22/2020 6:30 PM
106	Safety stations where you can press a button to call for help (similar to what is on Campus at McMaster)	1/22/2020 6:08 PM
107	Better transit connections addressing timeliness and safety could mean I take the bus instead	1/22/2020 5:28 PM

108	nothing	1/22/2020 4:57 PM
109	SECURE Bike parking (especially for all day) is hugely lacking	1/22/2020 4:55 PM
110	No	1/22/2020 4:53 PM
111	30mins Temporary parking zone	1/22/2020 4:53 PM
112	Bike lanes that are completely separated from car traffic by solid wall	1/22/2020 4:32 PM
113	NO!!!	1/22/2020 4:11 PM
114	landscaping/streetscaping & seasonal patios	1/22/2020 4:03 PM
115	n/a	1/22/2020 3:48 PM
116	want more outdoor parking spots!	1/22/2020 3:03 PM
117	hybrid and electric car exclusive parkings	1/22/2020 2:25 PM
118	none	1/22/2020 2:12 PM
119	safe/protected bike lanes	1/22/2020 2:12 PM
120	More room for cars	1/22/2020 12:33 PM
121	Neither public parking is the issue	1/22/2020 11:12 AM
122	Affordable housing instead of parking lots	1/22/2020 11:02 AM
123	parks, bike lanes, more room for pedestrians	1/22/2020 10:39 AM
124	None of the above	1/22/2020 10:04 AM
125	opening up surface parking options (vacant sites) is primary; then above options can supplement	1/22/2020 9:37 AM
126	I don't support any reduction in public parking, and mainly free on-street parking.	1/22/2020 8:58 AM
127	Unless you live in an area serviced by public transit, most options above aren't relevant	1/21/2020 10:03 AM
128	Motorcycle parking	1/21/2020 9:23 AM
129	none of the above	1/21/2020 7:40 AM
130	I would also like to see parking lots be responsible for managing the water that falls on the sites and to manage the heat island they create.	1/20/2020 4:01 PM
131	None of the above - we already have minimal parking.	1/20/2020 3:31 PM
132	Parjing downtown is absolutely horrible!!	1/20/2020 7:27 AM
133	In surface parking lots - trees/bioswales/ green infrastructure to address stormwater flows, ,urban heat island effect of parking lots	1/19/2020 8:55 AM
134	bike lanes	1/18/2020 9:34 AM
135	LRT	1/17/2020 6:27 PM
136	All this is nice, but people will do what want, whether or not there are signs. It all needs to be enforced.	1/17/2020 4:50 PM
137	No	1/17/2020 3:39 PM
138	Sidewalk and/or bike lanes to move more people safely and quickly	1/17/2020 1:15 PM
139	None of the above	1/17/2020 12:56 PM
140	Separated Bike Lanes!	1/17/2020 11:21 AM
141	commercial zones not renting to residential tenants. invite more retail to the street by tidying it up.	1/17/2020 11:16 AM
142	Bike Lanes	1/17/2020 8:43 AM

143	I would like to see a realization that the Mountain - and other areas in the city - are not set up for the kind of alternative transportation that may work in other areas of the city. This includes brand new subdivisions still built around car culture.	1/17/2020 8:03 AM
144	NONE OF THE ABOVE	1/17/2020 1:18 AM
145	More pedestrian crossings	1/17/2020 12:59 AM
146	pedestrian areas	1/16/2020 11:24 PM
147	Wider sidewalks, bike lanes, speed humps	1/16/2020 9:02 PM
148	Safe protected cycling infrastructure and wider sidewalks	1/16/2020 7:29 PM

Q18 What is your preferred option to raise more revenue if parking operations were not financially sustainable? (Currently parking is self-funded through user payments, meaning it is intended to generate sufficient revenue to fully fund parking expenses.)

Answered: 963 Skipped: 429



ANSWER CHOICES	RESPONSES	
Increase parking prices	19.11%	184
Charge for parking on weekday evenings	8.41%	81
Charge for parking on Saturdays	10.90%	105
Remove free parking in December	21.81%	210
Increase prices for residential parking permits	9.87%	95
Shift funding model to support parking through property taxes (i.e. City subsidization)	17.65%	170
Other (please specify)	12.25%	118
TOTAL		963

#	OTHER (PLEASE SPECIFY)	DATE
1	use revue from parking violators	3/11/2020 11:17 AM
2	Ticketing for illegal parking	3/9/2020 12:03 PM
3	n/a	3/7/2020 4:13 PM
4	All of the above except taxes. Should be user based	3/6/2020 7:58 AM
5	remove december free & Charge for premium spots& reduce the cost of parking enforecement officers	3/5/2020 10:19 AM
6	Austerity. The more you increase the more you spend.	3/5/2020 7:39 AM
7	Encourage transit use by offering free transit in December.	3/4/2020 10:48 PM
8	Charge for parking on weekday evenings and on Saturdays!	3/2/2020 1:48 PM
9	Increase/start charging large companies/corporations operating within the city	3/1/2020 5:02 PM
10	Reduce parking and invest in alternative transit options (cycling, public transport, sidewalks)	3/1/2020 4:36 PM
11	No subsidization. All of the other options.	3/1/2020 4:25 PM
12	Not sure	3/1/2020 4:12 PM
13	Variable pricing based on demand	3/1/2020 9:42 AM
14	This is EXTORTION	3/1/2020 9:35 AM
15	Reduce need for car parking by investing in eco-friendly infrastructure like complete streets and bike lanes.	2/29/2020 6:50 PM
16	To be honest your meters are one of the cheapest in the area they could easily be increased by 50cents to 1 dollar. Remove free parking in December its used up by mall employees not customers, Increase residential permits, put more foot patrol parking authority on including night shift, charge parking 7 days a wk. Also maybe the city needs to consider a shift in funding so it can afford both mobile & foot patrol of all parking areas in the downtown core & through out the entire city. Main is to increase meters. \$2 per hour to a 2 HR max. Also allow Handicaps free parking at meter 2HRS Max	2/25/2020 8:10 PM
17	None of the above	2/25/2020 1:37 PM
18	Tax homeowners that park on street when they have space available in driveway or lawn that could accommodate vehicles owned by residences. 1) its a tax revenue 2) its a deterrent and allows for other modes of transportation to use road 3) helps illustrate that have wide, unused roads and that we spend too much on pavement for cars.	2/24/2020 2:49 PM
19	Longer meter time	2/24/2020 2:10 PM
20	Charge for parking evenings as well as Saturday and Sunday	2/24/2020 12:38 PM
21	If you want to grow the downtown, remove parking charges	2/24/2020 10:35 AM
22	Sell all above ground parking. Enter into event m agmt with developer to provide public underground parking in exchange for adtl height	2/22/2020 9:34 AM
23	I don't see how enough money isn't being raised for operations especially with tickets being given unless they don't get paid.	2/21/2020 4:06 PM
24	No changes	2/19/2020 10:05 AM
25	Free Parking to Veterans	2/19/2020 8:30 AM
26	none	2/13/2020 10:34 AM
27	parking on weekends charge, remove free Dec & charge prop tx	2/13/2020 7:14 AM
28	paid parking on weekends, in evenings and in december..make it more fair..why should only day time weekday people have to pay	2/12/2020 7:57 PM
29	Combination of removing free parking in December, increasing prices for residential parking	2/12/2020 5:49 PM

permits, and charging for parking on Saturdays.

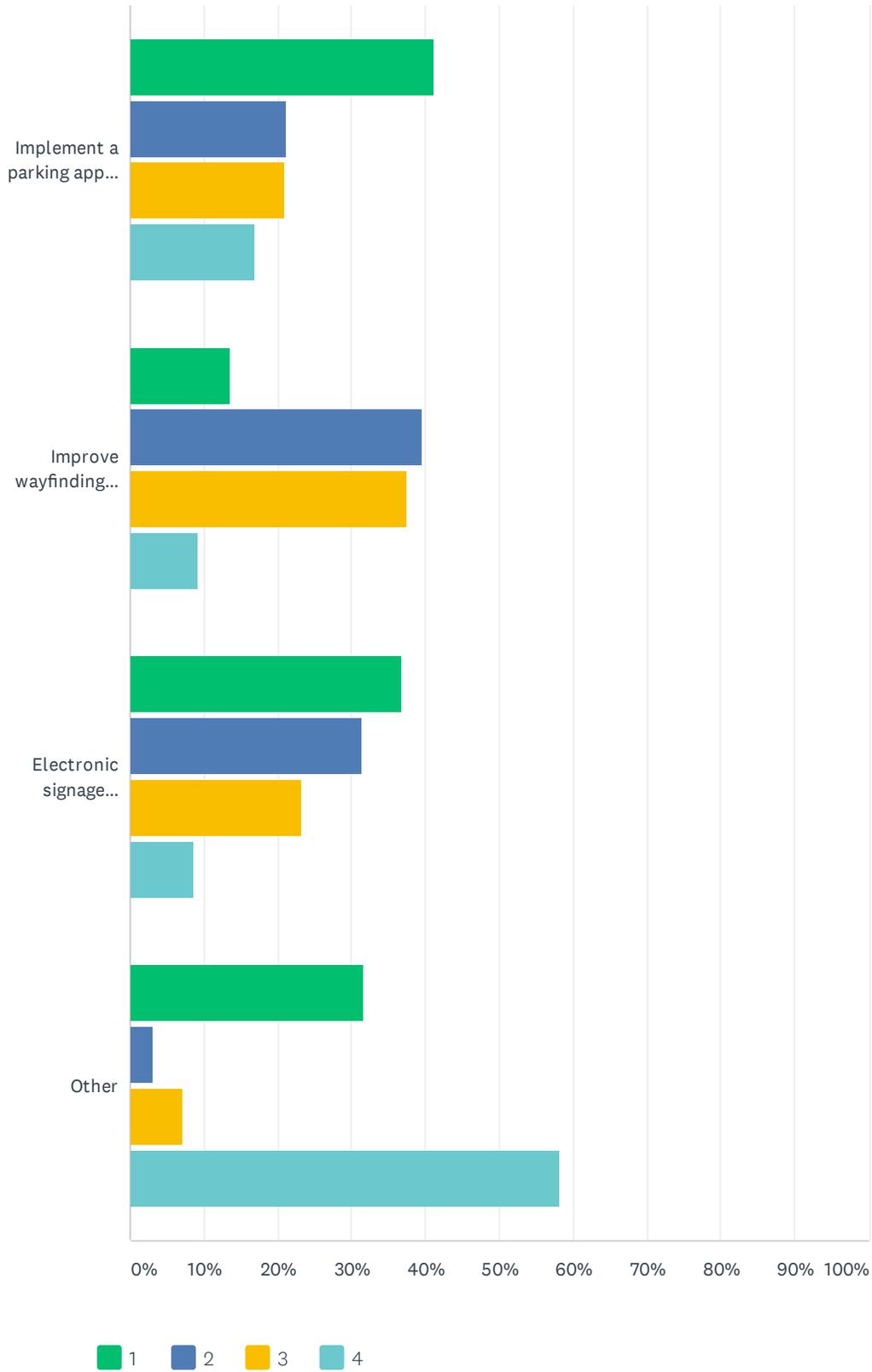
30	Do fucking not increase residence parking permits. Instead, make st joes have available parking for their employees. They are always taking up street parking downtown!!!!!!!!!!!!	2/12/2020 3:38 PM
31	issue more fines for illegally park cars	2/12/2020 10:34 AM
32	it should not be just for people who can afford it should for all to be able to park at a reasonable price we are not Toronto	2/11/2020 10:15 AM
33	More equitable parking model, offer more affordable options for lower income residents and more expensive for wealthy business folks	2/11/2020 9:29 AM
34	combination of parking prices, taxes and parking permits	2/10/2020 8:05 PM
35	Review cost to monitor parking all employees vs revenue generated	2/10/2020 4:55 PM
36	look to other options that don't involve taking more money from residents (which the choices are all a variant of)	2/9/2020 9:59 AM
37	How about just PROVIDE some parking at GO stations at all!!!!	2/8/2020 6:21 PM
38	Have more pay parking on side streets and fine those who don't pay	2/7/2020 8:10 PM
39	developers should replace parking that they're removing from the pool at their own expense	2/7/2020 7:41 PM
40	Just require more parking in general	2/7/2020 5:52 PM
41	none of the above	2/7/2020 10:25 AM
42	Make them sustainable!!!!!!	2/7/2020 9:12 AM
43	PARKING ALREADY COSTS A FORTUNE, THERE SHOULD BE NO REASON TO INCREASE RATES YET AGAIN... MAYBE THERE'S SOME MISMANAGING OF FUNDS HAPPENING?!?!?!?	2/7/2020 7:26 AM
44	build more parking lots - parking lots with various levels.	2/6/2020 7:22 PM
45	When people come to the area then business tax should pay	2/6/2020 4:12 PM
46	Funnel the income from bylaw parking tickets into parking-related things (i.e. affordable spaces to put a car, maintenance of lots)	2/6/2020 2:56 PM
47	STOP BUILDING EXPENSIVE BUILDING AND TAKING PARKING AWAY	2/6/2020 11:57 AM
48	nothing, parking costs continue to rise and are insane already. anyone claiming they are not making money is lying	2/6/2020 11:27 AM
49	I FEEL WE PAY A GREAT AMOUNT FOR PARKING AND THERE IS NEVER ENOUGH. I THINK THAT PARKING GARAGES SHOULD BE BUILT SO THERE IS MORE PARKING AVAILABLE AND THE CITY WOULD GREATLY BENEFIT AS THEIR INCOME WOULD INCREASE.	2/6/2020 11:05 AM
50	none	2/6/2020 6:28 AM
51	None of the above	2/5/2020 6:02 PM
52	Take it out of exorbitant Taxes.	2/5/2020 4:57 PM
53	increase parking fines	2/3/2020 12:53 PM
54	Collect funding from local BIAs	2/1/2020 10:40 AM
55	Charge for parking at all times.	1/31/2020 2:16 PM
56	make everyone pay less	1/31/2020 12:04 PM
57	Look at better ways to manage the current budget reduce costs	1/31/2020 8:30 AM
58	Tap into the individual BIAs. They have enough funds to help support an increases. Do not raise the price, as this will further limit people visiting downtown.	1/31/2020 8:19 AM
59	permit pricing increases and any subsidy through taxes	1/30/2020 7:08 PM

60	More spaces in structure parking	1/30/2020 5:18 PM
61	I think should be another municipal lot closer to my workplace or underground for accesile 21 king street west	1/30/2020 1:27 PM
62	add more residential parking permits	1/30/2020 12:26 PM
63	More signage and enforcement of parking conditions. If there is not compliance, then ticket. With the cancellation of the LRT, let's see some of that funding come into this area to improve long overdue upgrades!	1/30/2020 10:05 AM
64	Quit spending tax money for municipal raises, flowers on roads	1/30/2020 5:23 AM
65	more attendants to ticket those who dont pay or park and run into an establishment, use the ticket revenue	1/28/2020 2:48 PM
66	Dont increase rates Stoney creek Rates the downtown is a success due to free parking	1/27/2020 11:13 AM
67	Gas tax	1/27/2020 10:00 AM
68	BOTH: Increase parking prices & Increase prices for residential parking permits	1/27/2020 8:56 AM
69	I'm Unsure	1/24/2020 11:18 AM
70	remove private parking operators	1/24/2020 10:48 AM
71	subsize for those that use everyday and increase for moderate users; parking is way too expensive for Hamilton for public lots. Costing more than public transportation now for round-trip and replaced by machines, so no cost to man. Who's profiting???	1/24/2020 9:29 AM
72	Increase taxes.	1/23/2020 8:05 PM
73	Don't grant free parking to those with disabilty parking permits. Why do they not have to pay? Is it assumed that because they have mobility issues, that they are can't afford to pay for parking? That is discrimiation. Don't take free evening and Saturday parking away. No one will come downtown. Keep this small incentive. Don't increase taxes. We already pay way way way too much. The City should stop wasting moeny on bike lanes, painting pedestian walk lines and then repaving the road and covering over the times a month later, spending money on plastice speed humps which the snow plows just rip up, and put all that money into improving parking	1/23/2020 5:46 PM
74	Reduce number of excessive and unnecessary City employees, especially bureaucrats	1/23/2020 4:54 PM
75	Taxes are high enough, you have enough money	1/23/2020 4:37 PM
76	N/A	1/23/2020 4:15 PM
77	Taxes	1/23/2020 1:21 PM
78	Increase the fines on parking tickets	1/23/2020 11:16 AM
79	Parking pays for itself then gives the rest to council parking makes enough to be financilly able to increase changes	1/23/2020 10:31 AM
80	Govt funding should be introduced	1/23/2020 9:48 AM
81	add an amount on big Business in the area which their employees use those parking lots	1/23/2020 9:21 AM
82	License plates for bicycles. Motorists have to pay, while cyclists get free lanes and parking paid for by motorists.	1/23/2020 9:13 AM
83	Hamilton is no longer affordable for the common person with a decent job, and you keep talking about increasing prices!!!	1/23/2020 9:09 AM
84	I think you need to manage the money the city takes in better. Maybe government workers should take a huge paycut seeing as they all make WAY too much money!	1/23/2020 9:08 AM
85	Again - Why do we pay taxes?!!!!!!!!!!!!!!!	1/23/2020 9:02 AM
86	Why would parking operations not be sustainable at current fees?	1/23/2020 8:51 AM
87	none	1/23/2020 8:42 AM
88	Do what most people do work with the budget they have. Money doesn't grow on trees and we	1/23/2020 8:38 AM

	pay enough taxes here for crap services.	
89	reduce the number of meter staff on residential areas - cost to patroll 2h parking near residential areas is not needed	1/23/2020 7:34 AM
90	stop wasting taxpayer money elsewhere	1/23/2020 7:15 AM
91	allow residents to pay for designated parking permit in front of personal residence	1/23/2020 12:09 AM
92	When I worked downtown, a lot of folk used the free meters, wiping their tires clean every two hours. Maybe the area should be King St.E. from Wellington to King St. W & Queen. North of King St.E. To Barton St. from Bay St to Mary St. In December for free parking.	1/22/2020 10:27 PM
93	odd set of questions ... but more parking spaces thru all of Hamilton will increase revenues	1/22/2020 9:09 PM
94	24/7 fees and enforcement	1/22/2020 8:17 PM
95	Have a parking surcharge added to property taxes of local businesses that do not offer ample parking to support clients/users	1/22/2020 7:15 PM
96	Whatever will encourage transit usage the most	1/22/2020 5:27 PM
97	No idea	1/22/2020 4:32 PM
98	Charge weekday evening, Saturdays and December	1/22/2020 4:11 PM
99	get rid of December free parking, implement a reduced or flat fee for evenings and weekends and increase hourly rates. I am strongly opposed to supporting parking through taxes, Impark charges way more than the City and people still park in their lots	1/22/2020 4:03 PM
100	n/a	1/22/2020 3:48 PM
101	charge more parking on weekday evenings and weekends	1/22/2020 3:02 PM
102	Improve transit options, sell lots in more valuable real estate for development	1/22/2020 1:56 PM
103	Trim the fat off city payroll	1/22/2020 12:33 PM
104	Better bylaw enforcement with more substantial penalties	1/22/2020 12:20 PM
105	increase fees AND support pay by credit card. no one has change these days.	1/22/2020 10:47 AM
106	pressure on city lots w/b reduced if surface pkg on vacant lots permitted; value of vacant lots w pkg income increases MPAC assessment (to a commercial class) resulting in higher taxes on those sites	1/22/2020 9:37 AM
107	Implement process improvement and make them efficient. Find and remove redundancies. If required increase fines and permit fee.	1/22/2020 8:58 AM
108	Nominal fee for those with 'Disability Cards' (not sure the name)	1/21/2020 12:04 PM
109	Fund capital project for operational efficiency review and apply automation to reduce ongoing operating costs	1/21/2020 10:03 AM
110	use the discrionary \$\$ from Mayor and councillors	1/21/2020 7:40 AM
111	Advertising billboards in parking lots. There is a lot of space available	1/20/2020 9:47 AM
112	Better enforcement of illegally parked vehicles(ie King St between Parkdale and Rosedale between 4-6p	1/18/2020 11:27 PM
113	Take money from lesser used programs like bike lanes	1/18/2020 1:32 PM
114	There are a lot of people with driveways that still park on the road.	1/17/2020 4:50 PM
115	There is no other money to be found in public works to help with this?	1/17/2020 8:03 AM
116	All of the above	1/17/2020 1:18 AM
117	All of the above, except subsidy	1/16/2020 9:56 PM
118	Charge film crews and big business or condo owners much higher rates.	1/16/2020 8:23 PM

Q19 Which strategy do you think will most improve the parking experience in terms of finding available parking? Please rank the following options from 1 (highest expected improvement) to 4 (lowest expected improvement).

Answered: 951 Skipped: 441



	1	2	3	4	TOTAL
Implement a parking app that displays the locations of city-owned parking facilities	41.12% 322	21.20% 166	20.82% 163	16.86% 132	783
Improve wayfinding signage to help users find parking	13.62% 106	39.59% 308	37.53% 292	9.25% 72	778
Electronic signage displaying where parking is available in real-time	36.86% 317	31.40% 270	23.26% 200	8.49% 73	860
Other	31.53% 70	3.15% 7	7.21% 16	58.11% 129	222

#	OTHER (PLEASE SPECIFY)	DATE
1	Build Lots up or down, so the same space can hold more cars	3/11/2020 11:17 AM
2	Give customers a grace period you F*&^% A Holes	3/9/2020 12:16 PM
3	Increase available City lots	3/6/2020 11:57 AM
4	Increase below ground parking lots or spaces, new developments should include space for parking.	3/6/2020 3:26 AM
5	App opens the City to liability -use while driving	3/5/2020 10:19 AM
6	Why just city owned?	3/4/2020 10:48 PM
7	You should allow survey respondents to answer more than one of the above. Improve both static signs and install to new electronic signs.	3/2/2020 1:48 PM
8	Require new developments to include publicly accessible parking in their designs, especially the buildings with commercial, office and short-term lodgings.	3/2/2020 8:36 AM
9	Prioritize cycling and public transit so there are fewer cars	3/1/2020 6:58 PM
10	Reduce need for finding parking by investing in alternate forms of transportation	3/1/2020 5:02 PM
11	Unsure	3/1/2020 4:51 PM
12	Educate citizens on how much parking is available DT.	3/1/2020 4:25 PM
13	More pedestrian friendly parking lots	3/1/2020 4:12 PM
14	Improve transit so people don't need to park	3/1/2020 12:46 PM
15	Find parking in real time with phone app or smart watch	3/1/2020 11:49 AM
16	Increase availability of parking options	2/26/2020 1:46 PM
17	More Meters on streets. Limit Meters to 2HR Max all round core. Monitored by foot patrol.	2/25/2020 8:10 PM
18	None	2/25/2020 7:27 AM
19	Idk	2/24/2020 8:47 PM
20	I dont really know. Ps. Many of these question force you to answer question with predetermined answers	2/24/2020 2:49 PM
21	Have street parking for local residents only and have all others park in the nearby city parking lots.	2/24/2020 2:10 PM
22	Have more lots available	2/24/2020 1:15 PM
23	Question 19 would only allow me to rate one question	2/24/2020 12:11 PM
24	Create some more parking like st First Ontario Concert Hall on 'abandoned looking' corners.	2/21/2020 4:06 PM
25	STOP CLOSING PARKING LOTS AND BUILDING ON THE PROPERTY	2/21/2020 10:34 AM
26	No parking app as it would lead to distracted driving. Where do you stop to check/use the app?	2/19/2020 10:05 AM
27	Make sure free parking around events such as Ti-Cat games and events at Gage Park.	2/19/2020 8:30 AM
28	Convert privately owned lots to city lots. Increase time allowed from 1 hour to 3. Or no limit	2/12/2020 7:44 PM
29	Create a more sustainable transit solution.	2/12/2020 6:13 PM
30	make public transit and cycling easier so fewer people drive	2/12/2020 3:25 PM
31	Need more lots to park since a park and a condo removed two lots that I am aware of, provide a level parking garage	2/12/2020 2:20 PM
32	the city needs to own more lots. the biggest and safest lots are privately owned and ridiculously expensive but when you work here and need your vehicle you are stuck paying	2/12/2020 9:26 AM
33	Offering parking more than 3 hours	2/11/2020 10:13 AM

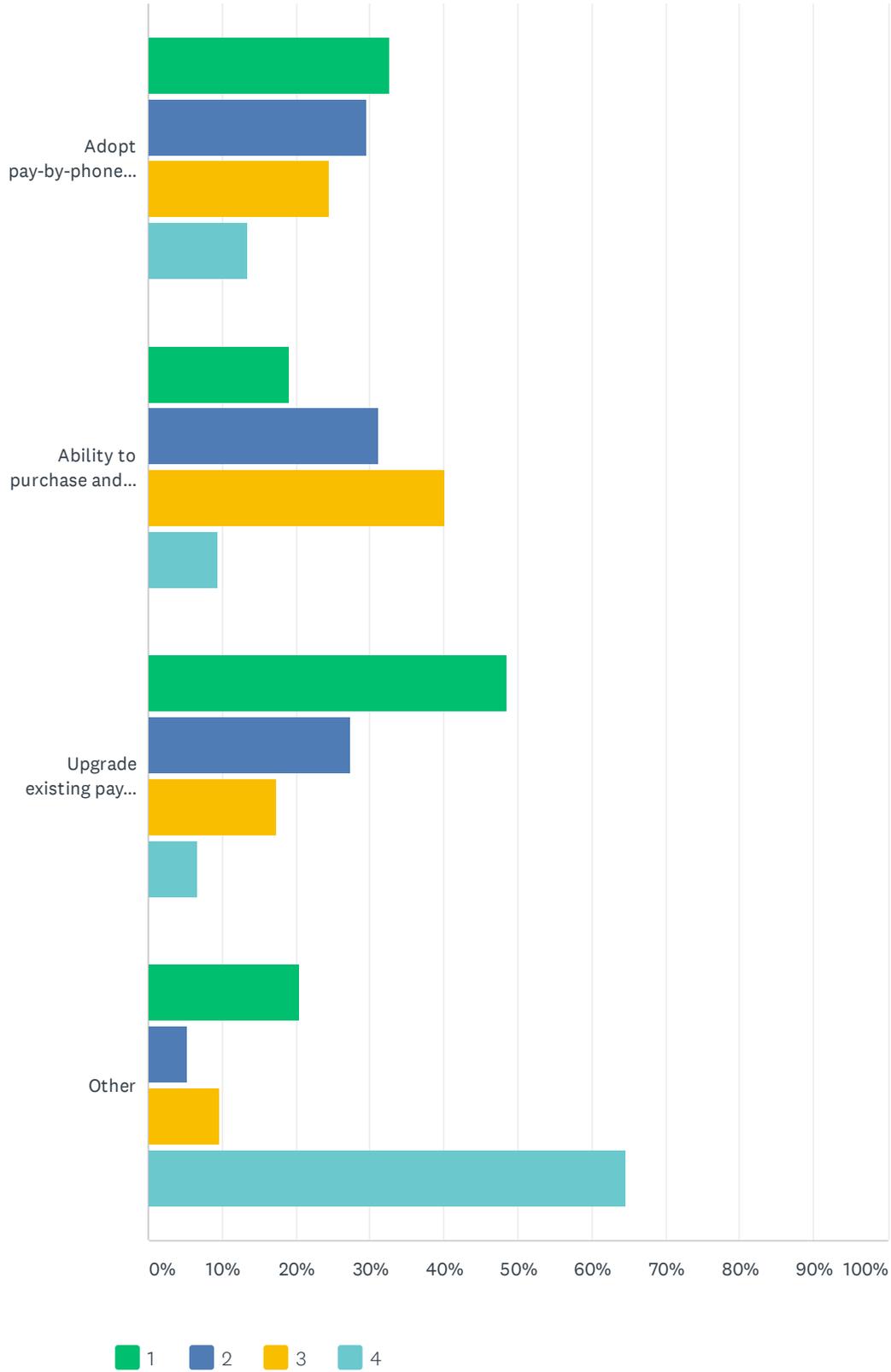
34	Not allowing development on already existing parking lots	2/10/2020 8:05 PM
35	Electronic signage in real time would only work in parkin garages	2/10/2020 12:38 PM
36	stop turning parking lots into parks that are unnecessary (Lot 1 for example)	2/10/2020 7:46 AM
37	PARKING at GO stations!!!!	2/8/2020 6:21 PM
38	More parking lots. They are all being torn up for	2/8/2020 2:23 AM
39	Make more spaces available.	2/7/2020 9:41 PM
40	more spots	2/7/2020 8:03 PM
41	return to parking meters	2/7/2020 7:41 PM
42	Open more parking lots and stop shutting them down to make parks or put up condos	2/7/2020 5:54 PM
43	Just need more parking in general	2/7/2020 5:52 PM
44	create permit-only lots during business hours	2/7/2020 9:48 AM
45	credit car payment like every other city!!!!!!	2/7/2020 9:12 AM
46	I DO NOT LIKE ANY OF THESE ANSWERS	2/7/2020 7:26 AM
47	more meters	2/6/2020 8:00 PM
48	honk app works in Oakville but way less volume won't work here.	2/6/2020 7:22 PM
49	create more parking spaces?	2/6/2020 4:59 PM
50	Designate spaces for passholders, instead of a first-come-first-served approach of paying at the kiosk	2/6/2020 2:56 PM
51	City workers should be provided free parking.	2/6/2020 2:43 PM
52	Stop closing lot s for green space	2/6/2020 2:27 PM
53	Provide more parking!	2/6/2020 2:21 PM
54	parking garage	2/6/2020 1:36 PM
55	a couple parking garages in the downtown core	2/6/2020 12:49 PM
56	Provide parking for city employees	2/6/2020 12:01 PM
57	STOP BUILDING BUILDINGS THAT TAKE PARKING LOTS AWAY OR AT LEAST BUILD THEM WITH PARKING AVAILABLE LIKE KIWI BUILDINGS NOW MY LOT IS ALWAYS FULL	2/6/2020 11:57 AM
58	never mind	2/6/2020 11:31 AM
59	Make downtown easyto park	2/5/2020 6:02 PM
60	Simply make more and cheaper parking spaces.	2/5/2020 4:57 PM
61	STAFF ONLY PARKING ZONE	2/4/2020 2:40 PM
62	Live website updates	2/3/2020 10:49 PM
63	wasteful to spend finances on "electronic" signage	1/30/2020 7:08 PM
64	Less cars downtown, focus on transit and cycling.	1/28/2020 3:23 PM
65	Add available space teracker by Waze apo.	1/27/2020 5:52 PM
66	these would all be an improvement	1/27/2020 1:29 PM
67	populate live parking data to google maps	1/27/2020 8:56 AM
68	Just increase free parking	1/24/2020 10:48 AM
69	more reserved spaces for handicapped, elderly, pregnant	1/23/2020 7:25 PM
70	none of the above. Electic signs are expensive and ugly, like the one in front of City Hall. Simple green parking signs should be sufficeint.	1/23/2020 5:46 PM

71	None of the above will improve it; instead the City should make available for parking the vacant lands which are available, for example, behind the old Baptist Church the City chose to destroy, behind 25 Main St. W. where there is a completely empty barricaded area, or the location where Robinsons store used to be which is a barricaded empty spot	1/23/2020 4:54 PM
72	This does not seem to me like a priority.	1/23/2020 2:11 PM
73	every meter needs to be credit card ready!	1/23/2020 2:09 PM
74	Increase city-owned parking facilities in the form of underground structures	1/23/2020 12:18 PM
75	Add more monthly parking spots.	1/23/2020 12:07 PM
76	Need to know availability before I leave; an app with real-time parking availability not just location would be helpful. If parking in my preferred location is not available I may then choose an alternate mode of transport or reschedule my time of arrival when parking is more availalbe.	1/23/2020 11:48 AM
77	the city website lists the locations of parking but an app would be silly since no one uses there phone and drives	1/23/2020 10:31 AM
78	-	1/23/2020 10:23 AM
79	None	1/23/2020 9:14 AM
80	Parking garages and high density parking in targeted areas - less big open, sketchy (private) lots	1/22/2020 11:54 PM
81	Increase number of parking spots	1/22/2020 9:37 PM
82	Have the Go train with full service from / to Hamilton downtown	1/22/2020 5:31 PM
83	Implement an app like Green P in Toronto that allows you to pay by credit card, and update your time. Requiring coins to park is antiquated	1/22/2020 5:27 PM
84	Building more multi-level lots - too many lots are surface parking only.	1/22/2020 5:09 PM
85	Multi-level parking lots	1/22/2020 4:53 PM
86	The city should not spend a single penny on making it easier for people to park downtown. We should be trying to encourage alternative modes of transportation, and driving downtown should be made less and less convenient over time.	1/22/2020 4:49 PM
87	All machines offer debit payments as well as cash and credit cards	1/22/2020 4:30 PM
88	More consistent regulations would allow users to make more informed choices, using easily recognizable signage for public lots and preventing private enterprises from mimicking public parking branding would also help	1/22/2020 4:03 PM
89	create more parking lots downtown	1/22/2020 3:32 PM
90	wej	1/22/2020 3:22 PM
91	More parking lots and parking on vacant lots.	1/22/2020 1:59 PM
92	NA	1/22/2020 12:21 PM
93	Focus development and tourism on mountain	1/22/2020 12:20 PM
94	Multi-level parking garages consolidating several surface lots	1/22/2020 11:14 AM
95	Ideally, allow commercial parking vendors opt in to a parking app showing locations.	1/22/2020 11:11 AM
96	CREDIT CARDS	1/22/2020 10:47 AM
97	increase the number of parking facilities	1/22/2020 10:04 AM
98	integrate with all apps; car mfgr apps; waze; google maps; already doing it so little cost to city	1/22/2020 9:37 AM
99	Multi-story parking garages developed instead of surface lots	1/21/2020 6:51 PM
100	Combine selected options to provide a real-time parking app showing available parking spots	1/21/2020 10:03 AM
101	Safe motorcycle parking	1/21/2020 9:23 AM

102	Work with the private parking lot owners to display all parking in one app/map and cocsisren pricing	1/21/2020 7:32 AM
103	build more on-site parking for new developments	1/20/2020 4:17 PM
104	Safety and quality of the design of parking structures and large lots . ie cleanliness and elevators that work	1/20/2020 3:52 PM
105	These are all great options, for those who are downtown for a meeting but what about those who are downtown on a daily basis? New employees to the city are struggling to secure monthly parking spots near our offices, and cannot even get on the waitlists for nearby lots.	1/20/2020 3:31 PM
106	Economic Development and Planning consider the addition of undergroup parking to proposed new buildings as a priority to increase parking without using above ground realestate.	1/20/2020 2:45 PM
107	monthly parking passes	1/20/2020 9:47 AM
108	Incentivize/ improve the experience of other options for getting downtown - better bike lanes, dedicated transit lanes (please try it again but in a better way), employee transit passes -again - look at this stuff through a climate lens.	1/19/2020 8:55 AM
109	encourage transit use with better service	1/18/2020 9:34 AM
110	Build more parking....?	1/17/2020 3:39 PM
111	Accessible long-term (monthly) parking passes	1/17/2020 1:36 PM
112	Improve public transportation!	1/17/2020 11:21 AM
113	Parking app integrated with real time availability	1/17/2020 7:39 AM
114	Free transit	1/17/2020 4:21 AM
115	Remove free streetside parking on Saturdays. That's why the parking I want isn't available.	1/16/2020 10:20 PM
116	NA	1/16/2020 10:11 PM
117	I live in one of 4 houses impacted by a "1 hour only parking by law" we purchase yearly permits to park for more than 1 hour. However bylaw frequently targets our vehicles and gives us tickets. I live at 30 Edinburgh avenue, we really hope there is something that can be done about removing the 1 hr bylaw.	1/16/2020 8:10 PM
118	Demand-responsive pricing. Please read the works of Donald Shoup.	1/16/2020 7:44 PM
119	Provide viable transportation alternatives. Improved public transit and active transportation infrastructure	1/16/2020 7:29 PM
120	More affordable housing on parking lots with underground parking that costs much more	1/16/2020 7:20 PM

Q20 Which strategy do you think will most improve the parking experience in terms of payment process? Please rank the following options from 1 (highest expected improvement) to 4 (lowest expected improvement). (Note: implementation of these strategies has already started, or will be started in 2020)

Answered: 958 Skipped: 434



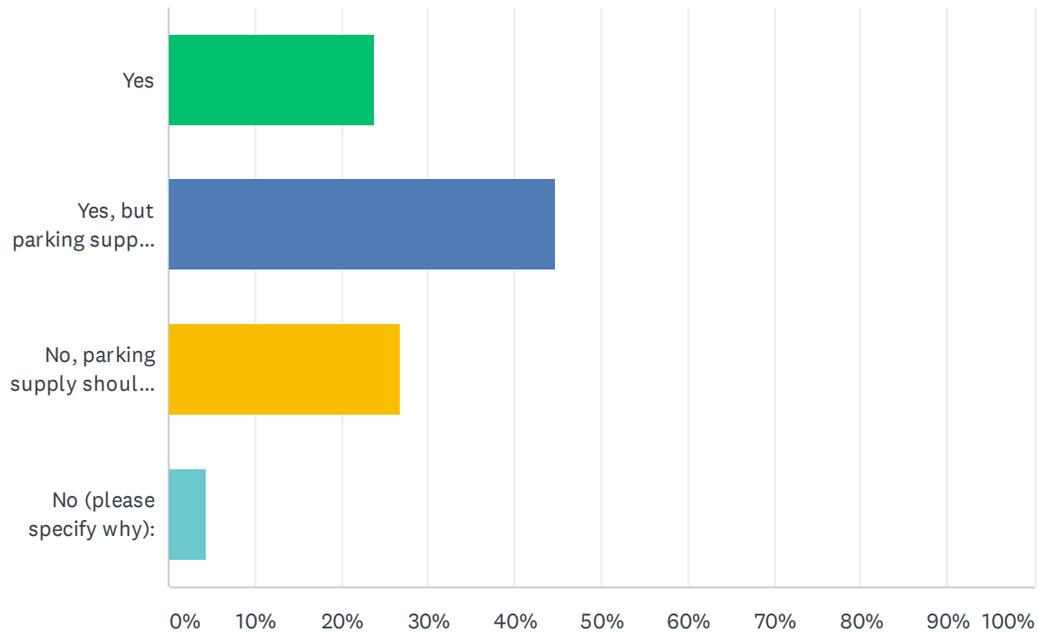
	1	2	3	4	TOTAL
Adopt pay-by-phone as a method of payment	32.68% 249	29.53% 225	24.41% 186	13.39% 102	762
Ability to purchase and manage monthly permits online	19.07% 147	31.26% 241	40.21% 310	9.47% 73	771
Upgrade existing pay parking machines to ones that can accept multiple methods of payment and are more user friendly (smart meters, pay-by-plate, etc.)	48.63% 425	27.35% 239	17.28% 151	6.75% 59	874
Other	20.57% 36	5.14% 9	9.71% 17	64.57% 113	175

#	OTHER (PLEASE SPECIFY)	DATE
1	Free parking	3/9/2020 12:03 PM
2	Have multiple pay stations per lot, not just one location.	3/6/2020 3:26 AM
3	Again who designed this question? You should have tested before putting online. Allow for multiple responses e.g. pay by phone, and purchase permits online!	3/2/2020 1:48 PM
4	-	3/1/2020 5:02 PM
5	Unsure	3/1/2020 4:51 PM
6	Eliminate parking for shared shared, affordable housing and cycling infrastructure and pedestrian areas	3/1/2020 9:27 AM
7	3 main are sufficient	2/25/2020 8:10 PM
8	All of the above are welcome	2/25/2020 3:24 PM
9	None	2/25/2020 7:27 AM
10	Idk	2/24/2020 8:47 PM
11	None of the above; i don't know. Maybe there should be a waynof buying tickets or presto like card for street parking.	2/24/2020 2:49 PM
12	remove parking charges	2/24/2020 10:35 AM
13	Ability to purchase a parking sticker and display on Dash.	2/19/2020 8:30 AM
14	Not everybody has a smartphone	2/16/2020 10:24 AM
15	get rid of cash only meters and implement using credit cards	2/14/2020 7:34 AM
16	make it free	2/13/2020 7:53 AM
17	App like every other city worth visiting in North America.	2/12/2020 3:38 PM
18	Do literally all of these.	2/12/2020 3:29 PM
19	offer to sell tokens at parking machines	2/12/2020 10:34 AM
20	these are great convenience options but a lesser part of the problem	2/12/2020 9:26 AM
21	Have a monthly pass that you can use any parking lot with	2/10/2020 4:55 PM
22	Make a real case for taking transit incl. LRT	2/10/2020 3:34 PM
23	I don't care....just provide PARKING at GO stations so they don't sit EMPTY bc NOBODY uses them....somebody thought NO PARKING would fly????	2/8/2020 6:21 PM
24	use cash	2/7/2020 8:03 PM
25	eliminate machines go to smart meters	2/7/2020 7:41 PM
26	open more parking lots	2/7/2020 5:54 PM
27	Currently NO monthly parking passes are available through the city and they are not taking names for waiting lists so purchasing and managing monthly permits online is really a non-option	2/7/2020 10:25 AM
28	accept cash	2/6/2020 8:00 PM
29	if monthly passes were even available	2/6/2020 7:22 PM
30	Build a parking garage in the study zone for those ho work there.	2/6/2020 2:43 PM
31	Completely off base with the issue at hand!	2/6/2020 2:21 PM
32	I got nuthin'	2/6/2020 11:31 AM
33	keep cash payment	2/5/2020 7:44 PM
34	Nothin	2/5/2020 6:02 PM

35	Keep it SIMPLE. Man each Parking lot.	2/5/2020 4:57 PM
36	accept debit or tap as alternate methods of payment	2/3/2020 12:53 PM
37	All of the above	2/1/2020 10:38 AM
38	Just upgrade them to accept credit cards. We don't need some super fancy smart meter, but cash only meters are ridiculously outdated.	1/31/2020 5:55 PM
39	take money	1/26/2020 7:55 PM
40	Free parking	1/24/2020 10:48 AM
41	offer free spaces only for disabled, elderly, pregnant	1/23/2020 7:25 PM
42	All of the above are unnecessary expense which simply increases cost to City	1/23/2020 4:54 PM
43	Prioritize monthly parking passes for employee parking at proximal building lots (first access & discounted rate)	1/23/2020 12:18 PM
44	N/A	1/23/2020 12:07 PM
45	Monthly permits in preferred locations have large wait-lists; even if monthly permits are not available if prepaid parking tickets or cards could be made available and reloadable it would be more convenient than paying each time I use the facility.	1/23/2020 11:48 AM
46	-	1/23/2020 10:23 AM
47	None	1/23/2020 9:14 AM
48	Pay by debit card	1/23/2020 8:24 AM
49	The Green P APP!!!! So convenient!	1/22/2020 7:00 PM
50	We shouldn't be focusing our energy on improving car parking experience. We should be encouraging ppl to take transit	1/22/2020 5:27 PM
51	Regulate independent parking operators to require PAD or etransfers for monthly pass holders	1/22/2020 5:09 PM
52	There isnt an issue in payment process	1/22/2020 4:53 PM
53	I don't care what the method is but credit card payment should be available for all public paid parking spaces	1/22/2020 4:03 PM
54	more parking lots in general	1/22/2020 3:09 PM
55	NA	1/22/2020 12:21 PM
56	Ensure adequate lighting around pay stations, and perhaps a means of calling for help?	1/22/2020 11:11 AM
57	ability to pay with credit card. Pay-by-plate is a way to rip people off I often give my last hour or so to another as a pay it forward.	1/22/2020 10:50 AM
58	retain coin pmt option for s/term pkg and rural visitors	1/22/2020 9:37 AM
59	not using a phone or app, too many apps already	1/21/2020 10:07 AM
60	Provide choice: Pay by phone for usage (calculated upon exit by time using a smart phone app) OR with by flat rate	1/21/2020 10:03 AM
61	at least debit or dollar bill payment	1/21/2020 9:23 AM
62	Give COH employees first option for monthly parking in city owned lots.	1/20/2020 3:31 PM
63	It's an embarrassment to the city that you can't can pay with credit card.	1/20/2020 11:36 AM
64	Incentivize climate fiiendly alternatives to driving into the core	1/19/2020 8:55 AM
65	If the city could implement pay by phone and other real-time changes that would be great. But not if it will be massive consultants & an inferior product	1/17/2020 8:03 AM
66	Free transit	1/17/2020 4:21 AM

Q21 Are you supportive of a parking equilibrium policy, where all parking supply lost due to redevelopment is replaced elsewhere?

Answered: 965 Skipped: 427



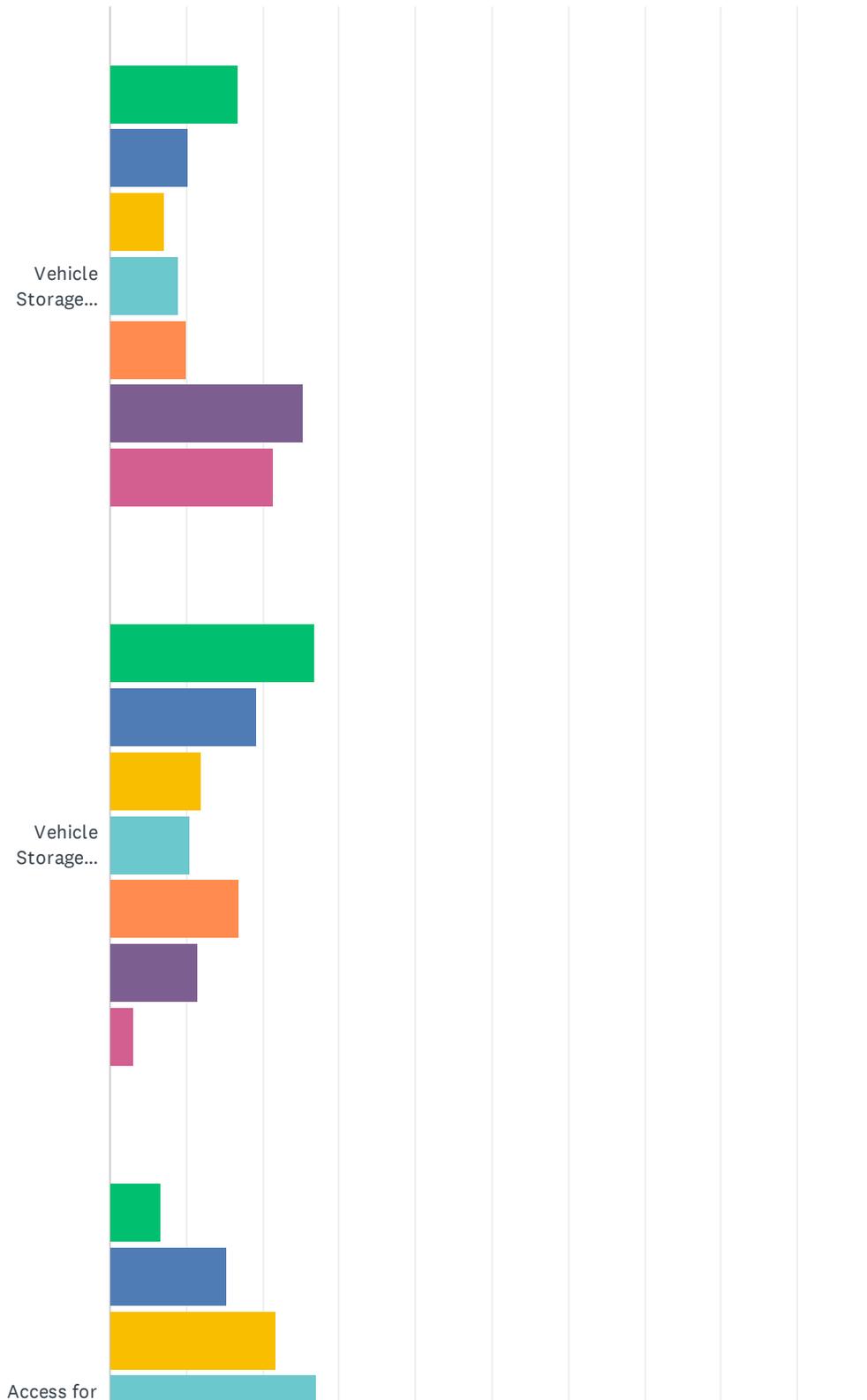
ANSWER CHOICES	RESPONSES
Yes	23.94% 231
Yes, but parking supply should be consolidated in parking structures versus surface lots	44.87% 433
No, parking supply should strategically be managed to promote alternative modes of transportation (walking, cycling, and transit)	26.84% 259
No (please specify why):	4.35% 42
TOTAL	965

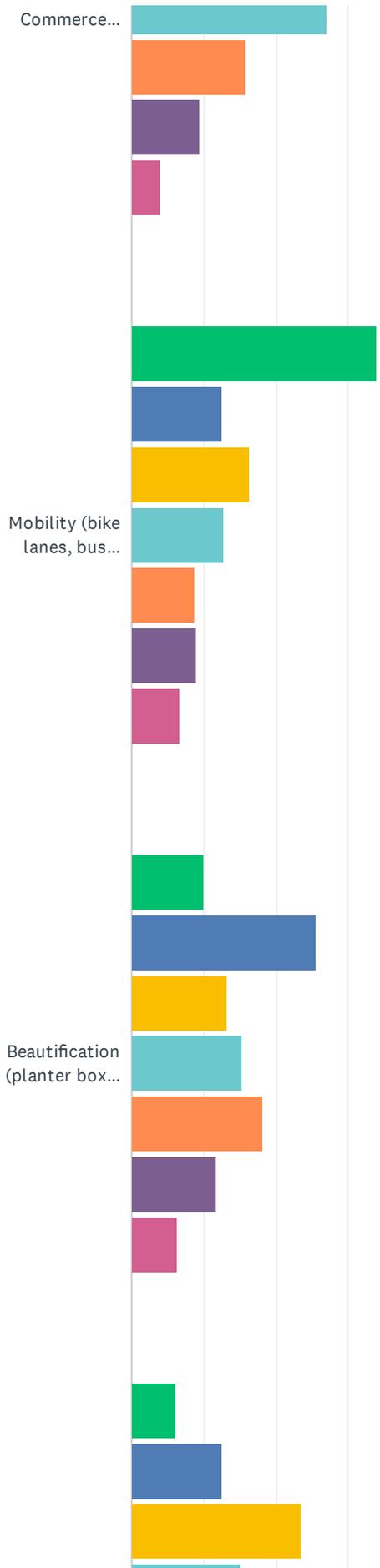
#	NO (PLEASE SPECIFY WHY):	DATE
1	Of course, that dictates quality transit	3/4/2020 10:48 PM
2	No- there are places where removing parking space will have no impact on commerce and others where it will. Must be based on local situation- i.e. dont take parking away from locke street without replacing with equivalent parking. barton could lose parking for actual streetscape improvement.	3/2/2020 1:59 PM
3	Unsure to determine an answer	3/1/2020 4:51 PM
4	Some people can't afford to park but need their vehicles for work such as PSW	3/1/2020 12:43 PM
5	...	2/26/2020 9:12 AM
6	should be determined based on need, a mixture of structures and alternative modes. Alternative modes need to consider improvements to infrastructure at the beginning of a journey - eg I would take transit if I could park at Eastgate because I bring a heavy rolling briefcase.	2/25/2020 3:24 PM
7	Every new build redeveloped should have own parking roof or underground	2/24/2020 12:11 PM
8	That is stupid. You would need to demolish bldgs which is backwards thinking. Bury all parking lots	2/22/2020 9:34 AM
9	YOUR TAKING AWAY PARKING IN THE CORE, PEOPLE WORKING IN THE CORE TAKE UP ALL THE SPACES AND WHEN VISITORS COME THERE IS NO PARKING AVAILABLE	2/21/2020 10:34 AM
10	Downtown needs more parking, not less.. lots of redevelopment is taking away parking spaces. le) catherine street city lot is gone, and it was a fair price and convenient	2/12/2020 7:44 PM
11	There's no plans for redevelopment on ottawa street that I know of, there is not a lot of parking to begin with	2/12/2020 7:34 PM
12	New development should supply parking spots	2/10/2020 4:55 PM
13	why would you 'lose' parking and replace it somewhere else? Just leave it to begin with	2/10/2020 7:46 AM
14	It depends where you are looking at, the answer may differ for downtown hamilton the other areas. These questions may be better suited to your study area only.	2/9/2020 9:59 AM
15	I'm for someone THINKING before they build not 1 but 2 GO stations WITHOUT PARKING?????	2/8/2020 6:21 PM
16	These options don't solve geographical supply loss	2/7/2020 9:07 PM
17	parking in same area	2/7/2020 8:03 PM
18	Parking has to be built into the development	2/6/2020 4:12 PM
19	Obviously this survey is leading answers in a direction	2/6/2020 2:21 PM
20	More Redevelopment means more people. So parking should not just be replaced but built more.	2/6/2020 11:03 AM
21	equal spaces for those lost	2/5/2020 7:44 PM
22	Do not allow redevelopment to lessen parking spaces.	2/5/2020 4:57 PM
23	SO FAR THAT HAS NOT WORKED SEEMS LIKE LESS SPOTS AVAILABLE NOW THAN EVER	2/4/2020 2:40 PM
24	strategically managed AND structures rather than lots (Hamilton needs to retain its small city vibe)	1/30/2020 7:08 PM
25	I would support a mixed model where half of the displaced parking is replaced or a parking structure. I think priority for the land should be given to pedestrians and parks.	1/27/2020 1:29 PM
26	Not all parking is being used now and should be consolidated in parking structures but not all spaces have to be replaced	1/27/2020 7:22 AM
27	Parking supply should not be lost by redevelopment it should be incorporated into the new development	1/26/2020 9:18 PM

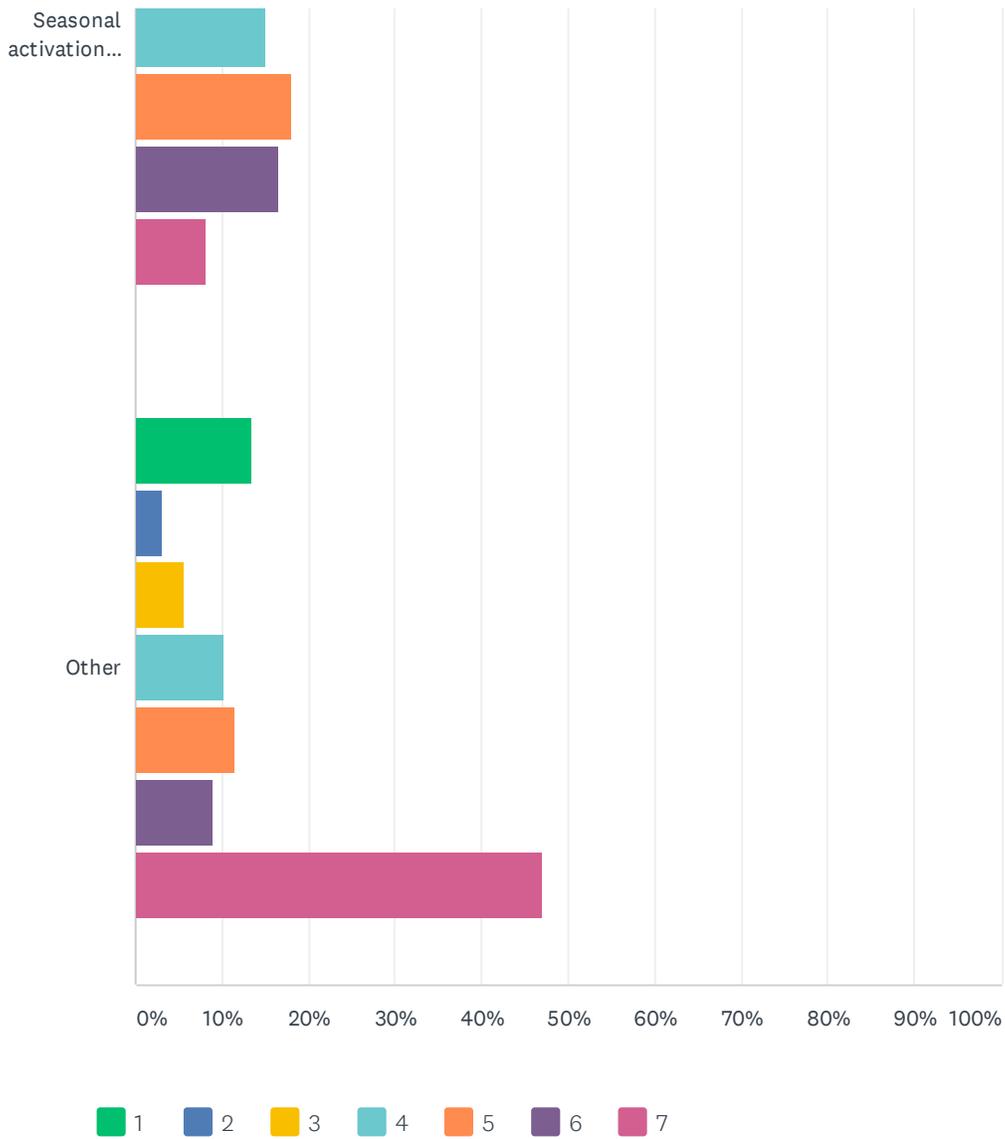
28	unsure	1/24/2020 11:18 AM
29	You can't dictate peoples choice to drive their car.	1/24/2020 9:11 AM
30	I have no idea what this means	1/23/2020 8:05 PM
31	unless its 3-5 mins walk from main...	1/23/2020 11:48 AM
32	No I do not like this. I need to use my car sometimes as part of my job. Public or alternate transit is not an option for me. A large amount, if not most of the people who I know that work downtown do not live downtown or in Hamilton at all. Alternate transit options are not possible for them either. Taking away parking spaces could cause these people to find jobs elsewhere which means business could leave downtown. Why is this considered an option? We need the parking spaces and most of the lots are already privately owned and are slowly disappearing. I've already had to change lots due to development. If the City lots start to disappear, business will start to fail or no one will want to come downtown for events because they can't find anywhere to park.	1/23/2020 11:42 AM
33	There is already not enough parking in the area, "relocation" further is not helping.	1/23/2020 10:23 AM
34	ALTERNATIVE MODES	1/22/2020 4:57 PM
35	No reason to lose more spots	1/22/2020 4:57 PM
36	Shift workers need parking downtown	1/22/2020 12:33 PM
37	Undecided	1/22/2020 12:20 PM
38	Depends on proximity of replaced parking lot to destination.	1/21/2020 10:03 AM
39	We need to get rid of parking - too much in the core - too easy and cheap to drive there rather than opting for transit or active transportation	1/19/2020 8:55 AM
40	We have more parking per capita in this city. Cars are prioritized over other modes of transit to the detriment of people and children. We need to have less parking, and more ways to get around.	1/17/2020 3:25 PM
41	I am a believer in public Transit. It just needs to be improved.	1/16/2020 9:24 PM
42	Parking lost to development in a specific neighborhood should be replaced in that neighbourhood. Parking is already to hard to find.	1/16/2020 8:23 PM

Q22 How would you prioritize the use of curb space on public streets? Please rank the following options from 1 (highest priority) to 7 (lowest priority).

Answered: 945 Skipped: 447







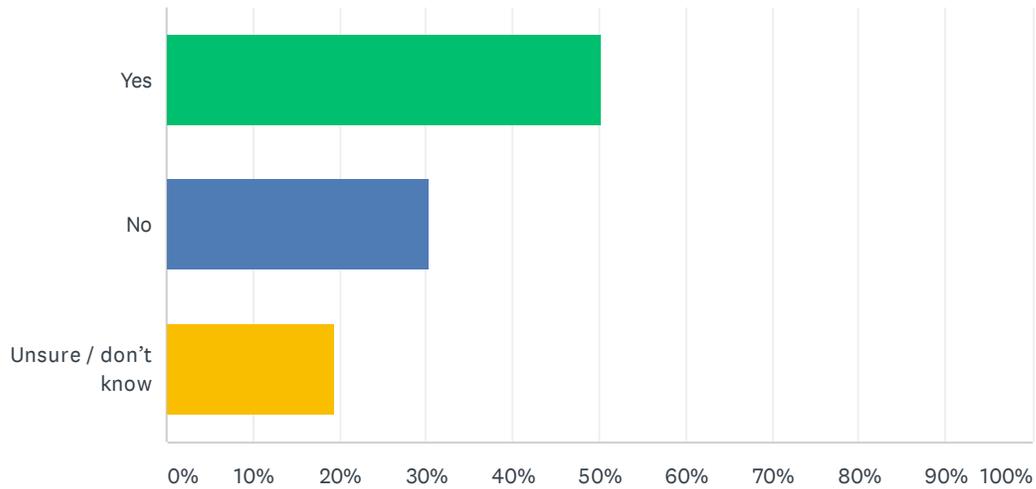
	1	2	3	4	5	6	7	TOTAL
Vehicle Storage (long-term parking)	16.75% 129	10.26% 79	7.14% 55	9.09% 70	10.00% 77	25.32% 195	21.43% 165	770
Vehicle Storage (short-term parking)	26.86% 217	19.18% 155	11.88% 96	10.52% 85	16.96% 137	11.51% 93	3.09% 25	808
Access for Commerce (loading zones, taxi stands, etc.)	6.79% 53	15.36% 120	21.77% 170	27.02% 211	15.62% 122	9.48% 74	3.97% 31	781
Mobility (bike lanes, bus lanes, widened sidewalks)	33.95% 274	12.52% 101	16.36% 132	12.76% 103	8.80% 71	8.92% 72	6.69% 54	807
Beautification (planter boxes, food trucks, street festivals)	9.97% 79	25.51% 202	13.26% 105	15.28% 121	18.18% 144	11.62% 92	6.19% 49	792
Seasonal activation (pop-up patios)	6.16% 50	12.56% 102	23.52% 191	15.02% 122	17.98% 146	16.63% 135	8.13% 66	812
Other	13.38% 21	3.18% 5	5.73% 9	10.19% 16	11.46% 18	8.92% 14	47.13% 74	157

#	OTHER (PLEASE SPECIFY)	DATE
1	Where a residential driveway exists, disallow street parking. It is being abused by overcrowders and rentals.	3/11/2020 7:39 PM
2	used as a road to help with congestion especially during rush hour	3/11/2020 11:17 AM
3	extra lanes for vehicle traffic, due to increase in population and development	3/9/2020 10:55 AM
4	Accessibility for those with disabilities	3/6/2020 3:26 AM
5	parking on the streets	3/5/2020 10:19 AM
6	This is technical jargon - hard to understand what you're asking? What is vehicle storage? Do you you mean curb parking if I answer the 2nd question from the top?	3/2/2020 1:48 PM
7	Combination of consolidated parking options (implemented first) and repurposing of on-street parking to Mobility and seasonal activation.	3/2/2020 8:36 AM
8	Protected bike lanes specifically	3/1/2020 5:02 PM
9	Street Trees!	3/1/2020 4:25 PM
10	Car delivery trucks to car dealerships block lanes during high traffic times	3/1/2020 4:12 PM
11	Meter both sides of streets. Consider building parking prominads	2/25/2020 8:10 PM
12	ldk	2/24/2020 8:47 PM
13	There is not enough street parking available to be providing pop-up patios or planter boxes	2/24/2020 12:38 PM
14	Question 22 won't let u answer either	2/24/2020 12:11 PM
15	Increased greenspave!	2/23/2020 6:02 PM
16	DO NOT CLOSE UP ANYMORE DRIVING LANES FOR BIKES OR PATIOS, ALREADY CONJESTED DOWNTOWN. TAXI ISSUES IN FRONT OF HOTEL CONSTANTLY BLOCKING THE EXIT FROM JACKSON SQUARE AND NOBODY DOES ANYTHING ABOUT IT	2/21/2020 10:34 AM
17	Patios, Beautication off street please.	2/19/2020 10:05 AM
18	Enforce by-law to ticket vehicles who park facing in the wrong direction. City would collect a small fortune from enforcing the rules.	2/19/2020 8:30 AM
19	free parking	2/13/2020 7:53 AM
20	pedestrian zones, protected by planter boxes etc and lively with seating, pop up patios etc (ex. King St in Toronto)	2/11/2020 9:29 AM
21	through traffic only	2/10/2020 3:24 PM
22	leave it alone	2/10/2020 7:46 AM
23	Parking at GO stations so all that money isn't wasted with empty terminals ONLY IN HAMILTON!!!!	2/8/2020 6:21 PM
24	parking spots for cars	2/7/2020 8:03 PM
25	we need more parking lots	2/7/2020 5:54 PM
26	more curb side/street parking that is longer than one hour	2/7/2020 10:25 AM
27	3 hour car parking	2/6/2020 8:00 PM
28	no comment	2/6/2020 11:31 AM
29	curb space for car parking	2/5/2020 7:44 PM
30	Accessible spaces	2/5/2020 6:07 PM
31	Narrow sidewalks where possible. No parking lanes in the middle of the street. That is stupid. Narrower and fewer bike lanes. People don't go where they cannot park easily and cheaply. \$2/hr MAX.	2/5/2020 4:57 PM

32	beautification & patio could be the same thing	1/30/2020 7:08 PM
33	I don't like the patio seats that are on the road, they scare the crap out of me. I had item hit my car because two people started fighting and throwing stuff at each other.	1/28/2020 12:19 PM
34	bring back streetcars	1/23/2020 7:25 PM
35	NO MORE BIKE LANES. REMOVE THEM. THEY ARE HARDLY USED AND ARE AT EXPENSE OF THE MOTORIST	1/23/2020 5:46 PM
36	Widening sidewalks to accommodate the gigantic scooters and wheelchairs which run over pedestrians	1/23/2020 4:54 PM
37	Public services (cancer screening bus, homeless supports, first aid trucks, library buses, etc.)	1/23/2020 12:18 PM
38	N/A	1/23/2020 12:07 PM
39	i would support food trucks at certain times opposed to planter boxes, i hate the planters on cannon	1/23/2020 10:31 AM
40	Required space to drive	1/23/2020 10:23 AM
41	Pollinator patches and native trees to increase shade/wildlife	1/23/2020 10:07 AM
42	None	1/23/2020 9:14 AM
43	Don't waste space on bike Lanes nobody uses	1/22/2020 9:34 PM
44	wider sidewalks, bus lanes would be great to have. Bike lanes benefit only a few and useful 3/4 of the year. Pedestrians are out almost everyday of the year. Sidewalks should be cleared first by the city, then the roads. then r	1/22/2020 9:09 PM
45	Lanes specifically for public transit	1/22/2020 5:00 PM
46	Literally anything on earth except cars.	1/22/2020 4:49 PM
47	beautification but not wasting water on planter boxes	1/22/2020 1:05 PM
48	NA	1/22/2020 12:21 PM
49	Bicycle parking	1/22/2020 11:11 AM
50	Most residents don't live in core thus require means of getting to core so parking is necessary.	1/21/2020 10:03 AM
51	bike corrals near major entrances (Jackson Sq, transit stations, busy commercial zones, etc)	1/20/2020 3:57 PM
52	Tree canopy, I count only new 5 trees on Locke redevelopment.	1/17/2020 4:21 AM

Q23 Do you think parking enforcement should be increased to combat illegal parking?

Answered: 975 Skipped: 417



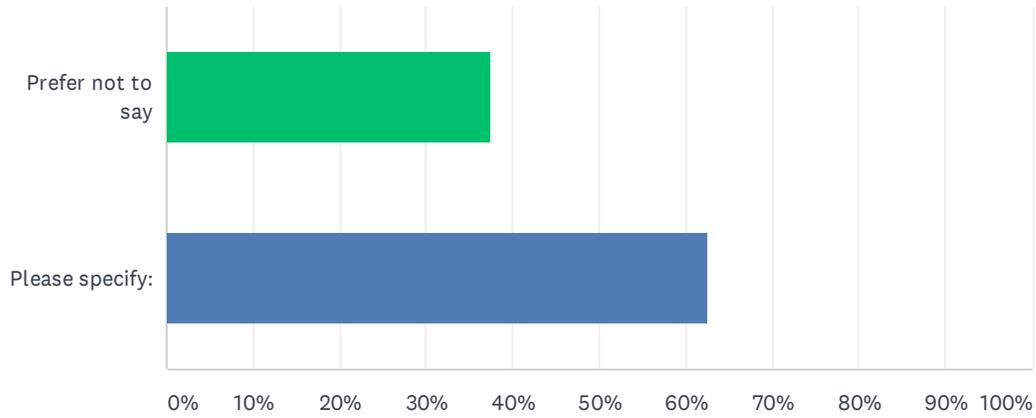
ANSWER CHOICES	RESPONSES	
Yes	50.26%	490
No	30.36%	296
Unsure / don't know	19.38%	189
TOTAL		975

Background Report I Appendix C:

Stakeholder Survey Responses

Q1 What is the name of your business or organization?

Answered: 40 Skipped: 0

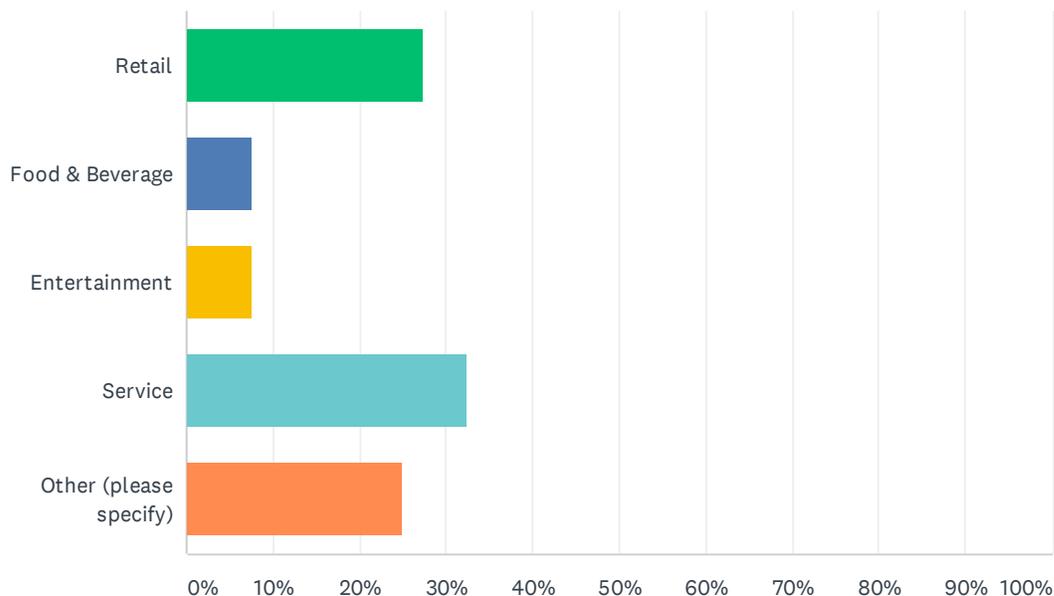


ANSWER CHOICES	RESPONSES	
Prefer not to say	37.50%	15
Please specify:	62.50%	25
TOTAL		40

#	PLEASE SPECIFY:	DATE
1	Property owner	3/4/2020 1:46 PM
2	Studio 205	3/4/2020 1:45 PM
3	Café Oranje	3/2/2020 1:53 PM
4	Nova Sewing Machines Inc	2/28/2020 8:00 PM
5	Brothers Grimm Bistro	2/12/2020 9:24 AM
6	Theatre Aquarius	1/20/2020 12:04 PM
7	J.H. Gordon Books	1/17/2020 4:39 PM
8	City of Hamilton	1/17/2020 9:20 AM
9	Joie Day Spa	1/16/2020 11:05 AM
10	r denninger limited	1/16/2020 9:39 AM
11	Parvenu Computers	1/15/2020 7:41 PM
12	Letterbox Mercantile	1/15/2020 5:47 PM
13	denningers	1/15/2020 3:34 PM
14	Christian Horizons	1/15/2020 2:46 PM
15	McMaster University	1/15/2020 2:08 PM
16	G.W. Thompson Jeweller & Pawnbroker Inc.	1/15/2020 1:28 PM
17	Theatre Aquarius	1/15/2020 1:16 PM
18	Circle Studios Yoga	1/15/2020 12:35 PM
19	The Thrifty Designer	1/15/2020 12:22 PM
20	Goodwill, The Amity Group	1/15/2020 12:13 PM
21	Smoke & Candy Barbecue Co	1/15/2020 12:11 PM
22	International Village BIA	1/14/2020 2:11 PM
23	Economic Development City of Hamilton	1/13/2020 4:26 PM
24	Hamilton Chamber of Commerce	1/13/2020 2:47 PM
25	Barton Village BIA	1/13/2020 12:00 PM

Q2 What category does your business or organization fall under?

Answered: 40 Skipped: 0

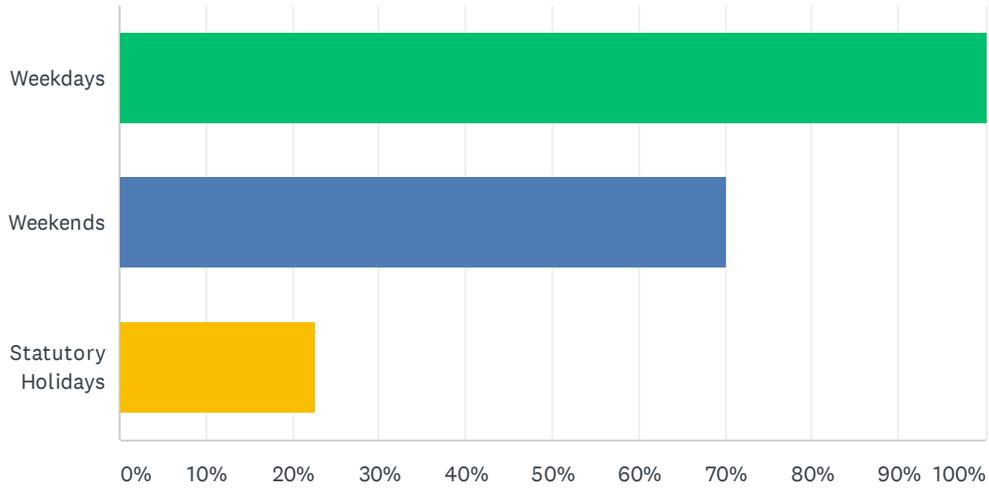


ANSWER CHOICES	RESPONSES	
Retail	27.50%	11
Food & Beverage	7.50%	3
Entertainment	7.50%	3
Service	32.50%	13
Other (please specify)	25.00%	10
TOTAL		40

#	OTHER (PLEASE SPECIFY)	DATE
1	Landlord	3/4/2020 1:46 PM
2	Government	1/17/2020 9:20 AM
3	Government	1/16/2020 2:54 PM
4	Land	1/15/2020 6:20 PM
5	Non-profit	1/15/2020 2:46 PM
6	Higher Education	1/15/2020 2:08 PM
7	Fashion	1/15/2020 12:22 PM
8	Not For Profit/Charity	1/15/2020 12:13 PM
9	BIA	1/14/2020 2:11 PM
10	Municipal gov't - Urban Renewal	1/13/2020 4:26 PM

Q3 Which days are your business or organization open (select all that apply)?

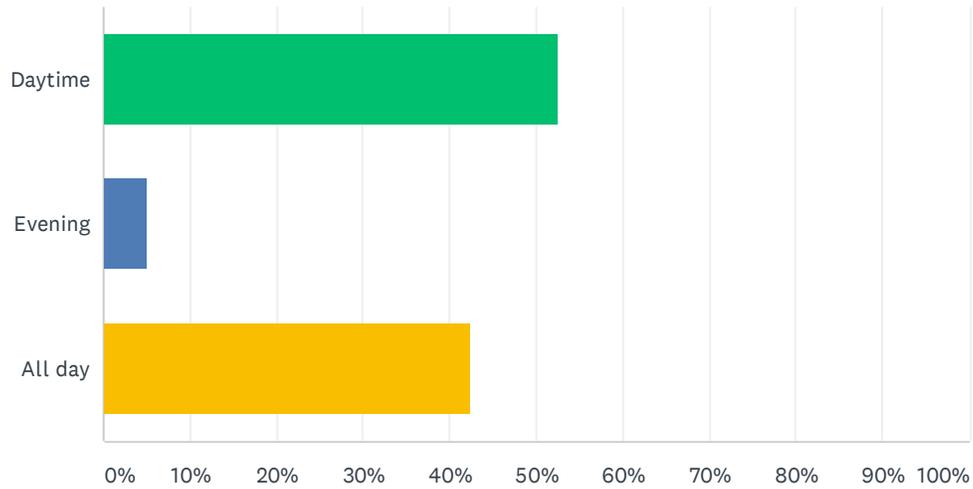
Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Weekdays	100.00%	40
Weekends	70.00%	28
Statutory Holidays	22.50%	9
Total Respondents: 40		

Q4 What are the hours of operation for your business or organization?

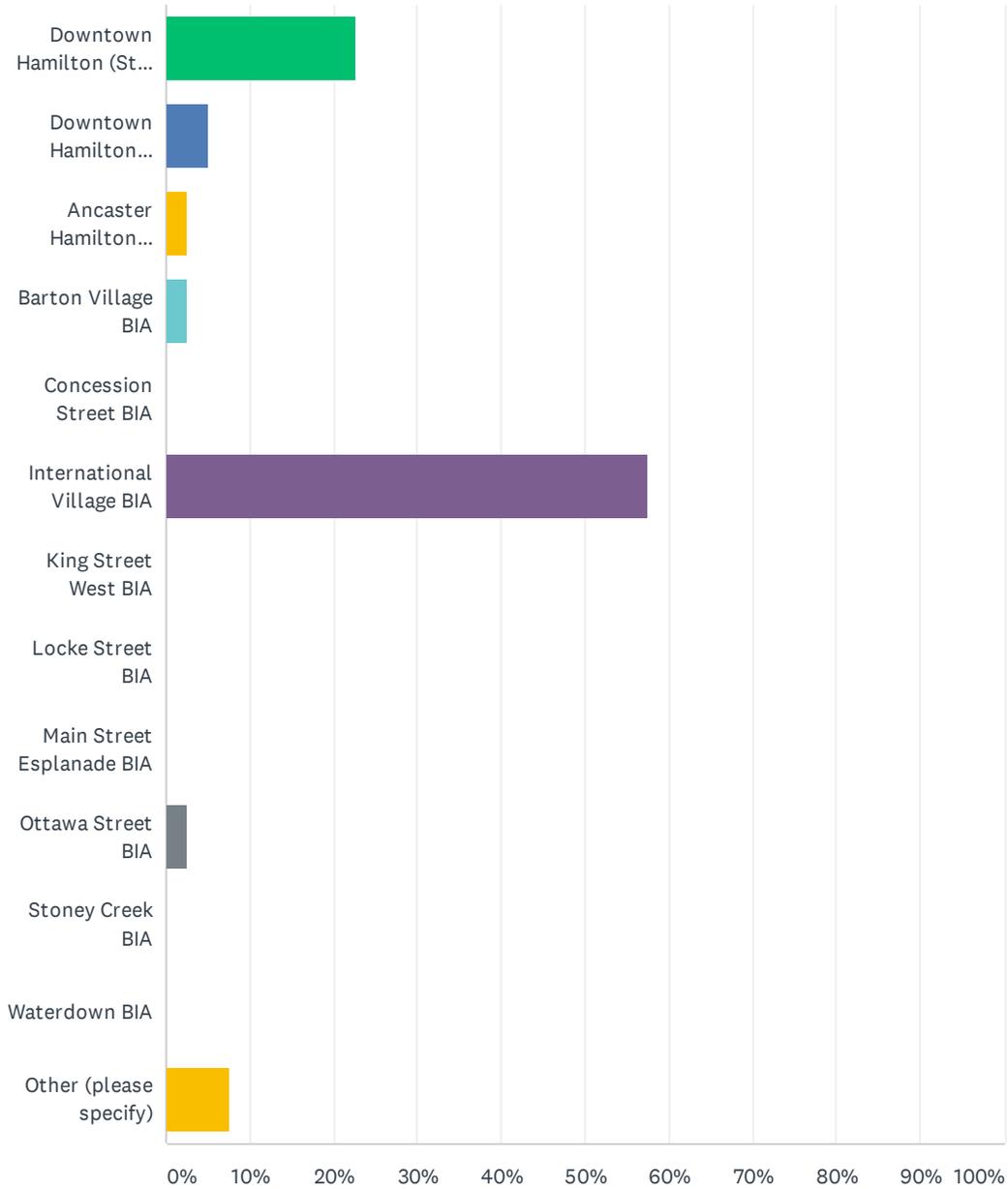
Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES
Daytime	52.50% 21
Evening	5.00% 2
All day	42.50% 17
TOTAL	40

Q5 Which area of Hamilton is your business located in:

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES
Downtown Hamilton (Study Area)	22.50% 9
Downtown Hamilton Business Improvement Area (BIA)	5.00% 2
Ancaster Hamilton Village BIA	2.50% 1
Barton Village BIA	2.50% 1
Concession Street BIA	0.00% 0
International Village BIA	57.50% 23
King Street West BIA	0.00% 0
Locke Street BIA	0.00% 0
Main Street Esplanade BIA	0.00% 0
Ottawa Street BIA	2.50% 1
Stoney Creek BIA	0.00% 0
Waterdown BIA	0.00% 0
Other (please specify)	7.50% 3
TOTAL	40

#	OTHER (PLEASE SPECIFY)	DATE
1	Central Mountain - NOT listed?????	1/16/2020 7:46 PM
2	Westdale/West Hamilton	1/15/2020 2:08 PM
3	Westdale Village	1/14/2020 2:48 PM

Q6 How do you believe your customers travel to your business or organization? Provide an approximate percentage for each of following options.

Answered: 37 Skipped: 3

ANSWER CHOICES	RESPONSES	
Walk	86.49%	32
Drive	100.00%	37
Cycle	70.27%	26
Transit	86.49%	32
Other (please specify)	2.70%	1

#	WALK	DATE
1	50	3/4/2020 1:46 PM
2	45	3/4/2020 1:45 PM
3	50	3/2/2020 1:53 PM
4	5	2/28/2020 8:00 PM
5	10%	2/12/2020 9:24 AM
6	50	2/3/2020 1:43 PM
7	40%	1/17/2020 4:39 PM
8	5	1/17/2020 9:53 AM
9	2	1/17/2020 9:20 AM
10	15	1/16/2020 2:54 PM
11	50%	1/16/2020 11:55 AM
12	20	1/16/2020 11:05 AM
13	20	1/16/2020 9:39 AM
14	25%	1/15/2020 10:27 PM
15	10	1/15/2020 5:47 PM
16	10%	1/15/2020 4:55 PM
17	50	1/15/2020 3:34 PM
18	40	1/15/2020 2:15 PM
19	35	1/15/2020 2:12 PM
20	20	1/15/2020 2:08 PM
21	10%	1/15/2020 1:28 PM
22	1	1/15/2020 1:16 PM
23	30	1/15/2020 12:35 PM
24	30%	1/15/2020 12:22 PM
25	30	1/15/2020 12:17 PM
26	8%	1/15/2020 12:12 PM
27	60	1/15/2020 12:11 PM
28	35	1/15/2020 11:31 AM
29	40	1/14/2020 2:11 PM
30	5	1/13/2020 4:26 PM
31	20	1/13/2020 2:47 PM
32	20	1/13/2020 12:00 PM

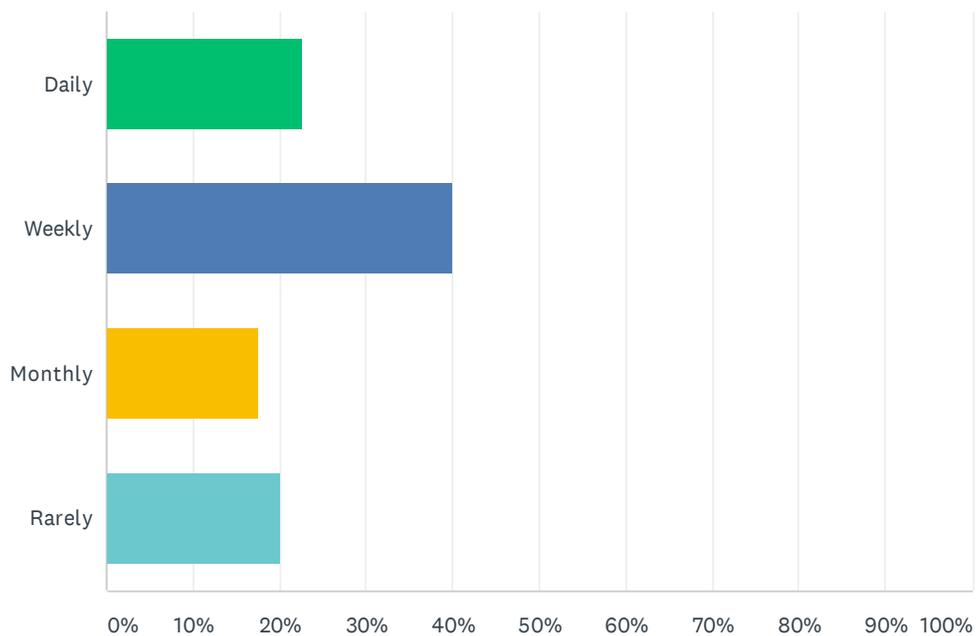
#	DRIVE	DATE
1	40	3/4/2020 1:46 PM
2	50	3/4/2020 1:45 PM
3	40	3/2/2020 1:53 PM
4	90	2/28/2020 8:00 PM
5	85%	2/12/2020 9:24 AM
6	25	2/3/2020 1:43 PM
7	95%	1/20/2020 12:04 PM
8	20%	1/17/2020 4:39 PM
9	80	1/17/2020 9:53 AM
10	90	1/17/2020 9:20 AM
11	They drive	1/16/2020 7:46 PM
12	70	1/16/2020 2:54 PM
13	20%	1/16/2020 11:55 AM
14	80	1/16/2020 11:05 AM
15	78	1/16/2020 9:39 AM
16	50%	1/15/2020 10:27 PM
17	100 percent	1/15/2020 7:41 PM
18	85%	1/15/2020 6:18 PM
19	70	1/15/2020 5:47 PM
20	50%	1/15/2020 4:55 PM
21	40	1/15/2020 3:34 PM
22	50	1/15/2020 2:46 PM
23	40	1/15/2020 2:15 PM
24	45	1/15/2020 2:12 PM
25	45	1/15/2020 2:08 PM
26	48%	1/15/2020 1:28 PM
27	95	1/15/2020 1:16 PM
28	60	1/15/2020 12:35 PM
29	55%	1/15/2020 12:22 PM
30	40	1/15/2020 12:17 PM
31	85%	1/15/2020 12:12 PM
32	20	1/15/2020 12:11 PM
33	40	1/15/2020 11:31 AM
34	30	1/14/2020 2:11 PM
35	80	1/13/2020 4:26 PM
36	70	1/13/2020 2:47 PM
37	30	1/13/2020 12:00 PM

#	CYCLE	DATE
1	5	3/4/2020 1:46 PM
2	1	3/4/2020 1:45 PM
3	10	3/2/2020 1:53 PM
4	-	2/28/2020 8:00 PM
5	10%	1/17/2020 4:39 PM
6	5	1/17/2020 9:53 AM
7	3	1/17/2020 9:20 AM
8	2	1/16/2020 2:54 PM
9	10%	1/16/2020 11:55 AM
10	0%	1/15/2020 10:27 PM
11	10	1/15/2020 5:47 PM
12	10%	1/15/2020 4:55 PM
13	2	1/15/2020 3:34 PM
14	5	1/15/2020 2:15 PM
15	5	1/15/2020 2:12 PM
16	5	1/15/2020 2:08 PM
17	2%	1/15/2020 1:28 PM
18	2	1/15/2020 12:35 PM
19	5%	1/15/2020 12:22 PM
20	5	1/15/2020 12:17 PM
21	2%	1/15/2020 12:12 PM
22	10	1/15/2020 11:31 AM
23	15	1/14/2020 2:11 PM
24	5	1/13/2020 4:26 PM
25	5	1/13/2020 2:47 PM
26	10	1/13/2020 12:00 PM

#	TRANSIT	DATE
1	5	3/4/2020 1:46 PM
2	4	3/4/2020 1:45 PM
3	5	2/28/2020 8:00 PM
4	5%	2/12/2020 9:24 AM
5	25	2/3/2020 1:43 PM
6	30%	1/17/2020 4:39 PM
7	10	1/17/2020 9:53 AM
8	5	1/17/2020 9:20 AM
9	13	1/16/2020 2:54 PM
10	20%	1/16/2020 11:55 AM
11	2	1/16/2020 9:39 AM
12	25%	1/15/2020 10:27 PM
13	15%	1/15/2020 6:18 PM
14	10	1/15/2020 5:47 PM
15	30%	1/15/2020 4:55 PM
16	8	1/15/2020 3:34 PM
17	50	1/15/2020 2:46 PM
18	15	1/15/2020 2:15 PM
19	15	1/15/2020 2:12 PM
20	30	1/15/2020 2:08 PM
21	40%	1/15/2020 1:28 PM
22	4	1/15/2020 1:16 PM
23	8	1/15/2020 12:35 PM
24	10%	1/15/2020 12:22 PM
25	25	1/15/2020 12:17 PM
26	5%	1/15/2020 12:12 PM
27	20	1/15/2020 12:11 PM
28	15	1/15/2020 11:31 AM
29	15	1/14/2020 2:11 PM
30	10	1/13/2020 4:26 PM
31	5	1/13/2020 2:47 PM
32	30	1/13/2020 12:00 PM
#	OTHER (PLEASE SPECIFY)	DATE
1	drive includes ride services such as Uber and taxis	1/15/2020 4:55 PM

Q7 How often do you receive complaints from customers regarding parking?

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	22.50%	9
Weekly	40.00%	16
Monthly	17.50%	7
Rarely	20.00%	8
TOTAL		40

Q8 State the two most common parking-related complaints received:

Answered: 35 Skipped: 5

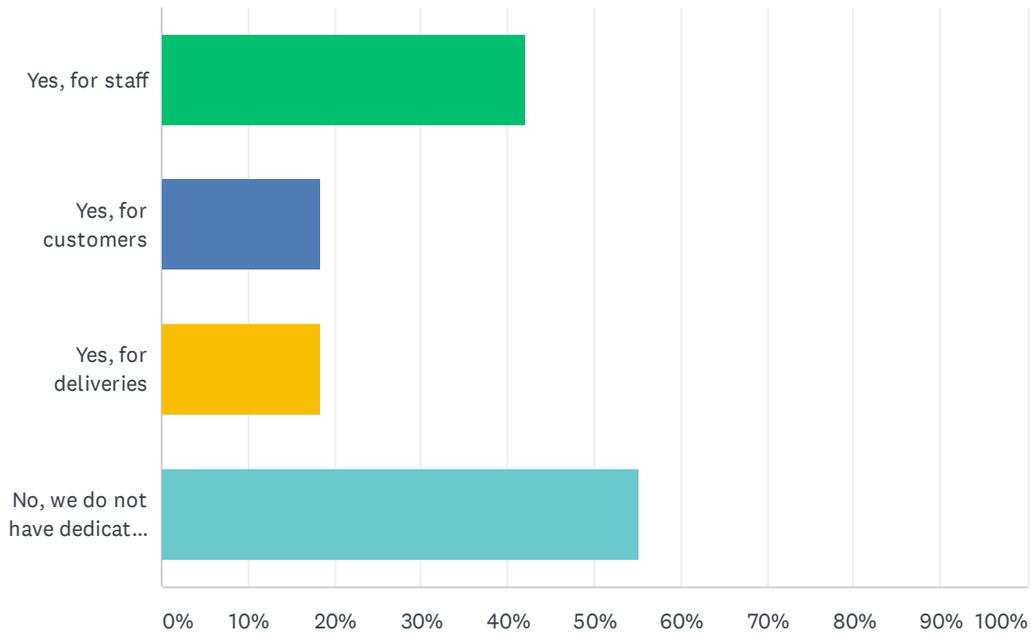
ANSWER CHOICES	RESPONSES	
1	100.00%	35
2	77.14%	27

#	1	DATE
1	No spots	3/4/2020 1:46 PM
2	Not enough parking	3/4/2020 1:45 PM
3	metered parking is limited	3/2/2020 1:53 PM
4	why do i have to pay to shop on Ottawa st. The mall is free	2/28/2020 8:00 PM
5	Nowhere to park	2/12/2020 9:24 AM
6	No street parking available	2/3/2020 1:43 PM
7	not enough parking for this 700 seat facility	1/20/2020 12:04 PM
8	not enough parking	1/17/2020 9:53 AM
9	Didn't find parking	1/17/2020 9:20 AM
10	Not enough parking	1/16/2020 7:46 PM
11	employees have to pay for parking, transit not economical or time saving	1/16/2020 2:54 PM
12	Nothing close by	1/16/2020 11:55 AM
13	Not enough metered parking available	1/16/2020 11:05 AM
14	Broken meters	1/15/2020 10:27 PM
15	parking out front on street	1/15/2020 7:41 PM
16	Paying for parking	1/15/2020 6:18 PM
17	Hard to find parking	1/15/2020 5:47 PM
18	breakdown of machines in municpal lots and no attention to repairs quickly after reporting	1/15/2020 4:55 PM
19	cost	1/15/2020 2:46 PM
20	Store beside steals our assigned parking spots	1/15/2020 2:15 PM
21	Not all paved	1/15/2020 2:12 PM
22	Not enough parking on or near campus, especially for staff members	1/15/2020 2:08 PM
23	Merchants parking in metered spots	1/15/2020 1:28 PM
24	Difficulty with payment options in nearby municipal lot	1/15/2020 1:16 PM
25	Parking spots full	1/15/2020 12:35 PM
26	Lack of on street meter parking	1/15/2020 12:22 PM
27	Too expensive	1/15/2020 12:17 PM
28	Cannot locate a place to park	1/15/2020 12:13 PM
29	Cost/Minimum Cost	1/15/2020 12:12 PM
30	Not enough parking	1/15/2020 12:11 PM
31	limited permit parking	1/15/2020 11:31 AM
32	No proper technology to pay for on street metres (inconvenient)	1/14/2020 2:11 PM
33	Companies will not locate downtown because of lack of parking	1/13/2020 4:26 PM
34	How difficult it is to find parking when something big is going on downtown.	1/13/2020 2:47 PM
35	not enough	1/13/2020 12:00 PM

#	2	DATE
1	To expensive	3/4/2020 1:46 PM
2	Rates are too high	3/4/2020 1:45 PM
3	Parking should be free	2/28/2020 8:00 PM
4	Not enough parking	2/12/2020 9:24 AM
5	Paid parking issues - meters not working, no spots available	2/3/2020 1:43 PM
6	machines not accepting coins	1/20/2020 12:04 PM
7	had to park too far away	1/17/2020 9:53 AM
8	Parking is expensive	1/17/2020 9:20 AM
9	Too expensive to park	1/16/2020 7:46 PM
10	No change to pay	1/16/2020 11:55 AM
11	Insensitive parking authorities	1/15/2020 10:27 PM
12	Having to move their vehicle or feed the meter to stay longer	1/15/2020 6:18 PM
13	Wish it was free and why do they only accept coins	1/15/2020 5:47 PM
14	cost increases greater than wage increases	1/15/2020 4:55 PM
15	no space	1/15/2020 2:46 PM
16	Limited parking and driving space	1/15/2020 2:15 PM
17	Pot holes	1/15/2020 2:12 PM
18	Cost of parking for staff and visitors	1/15/2020 2:08 PM
19	Lack of non-coin operated options for street parking	1/15/2020 1:16 PM
20	No change for meters and they don't accept cards	1/15/2020 12:35 PM
21	Lots are too expensive	1/15/2020 12:22 PM
22	Parking costs are too high	1/15/2020 12:13 PM
23	Not taking credit cards	1/15/2020 12:12 PM
24	lack of secure parking structures	1/15/2020 11:31 AM
25	Lack or permit parking available	1/14/2020 2:11 PM
26	Downtown growth is limited because our employees need to drive downtown	1/13/2020 4:26 PM
27	limited payment methods	1/13/2020 12:00 PM

Q9 Do you have dedicated parking for your business or organization on-site? Check all that apply:

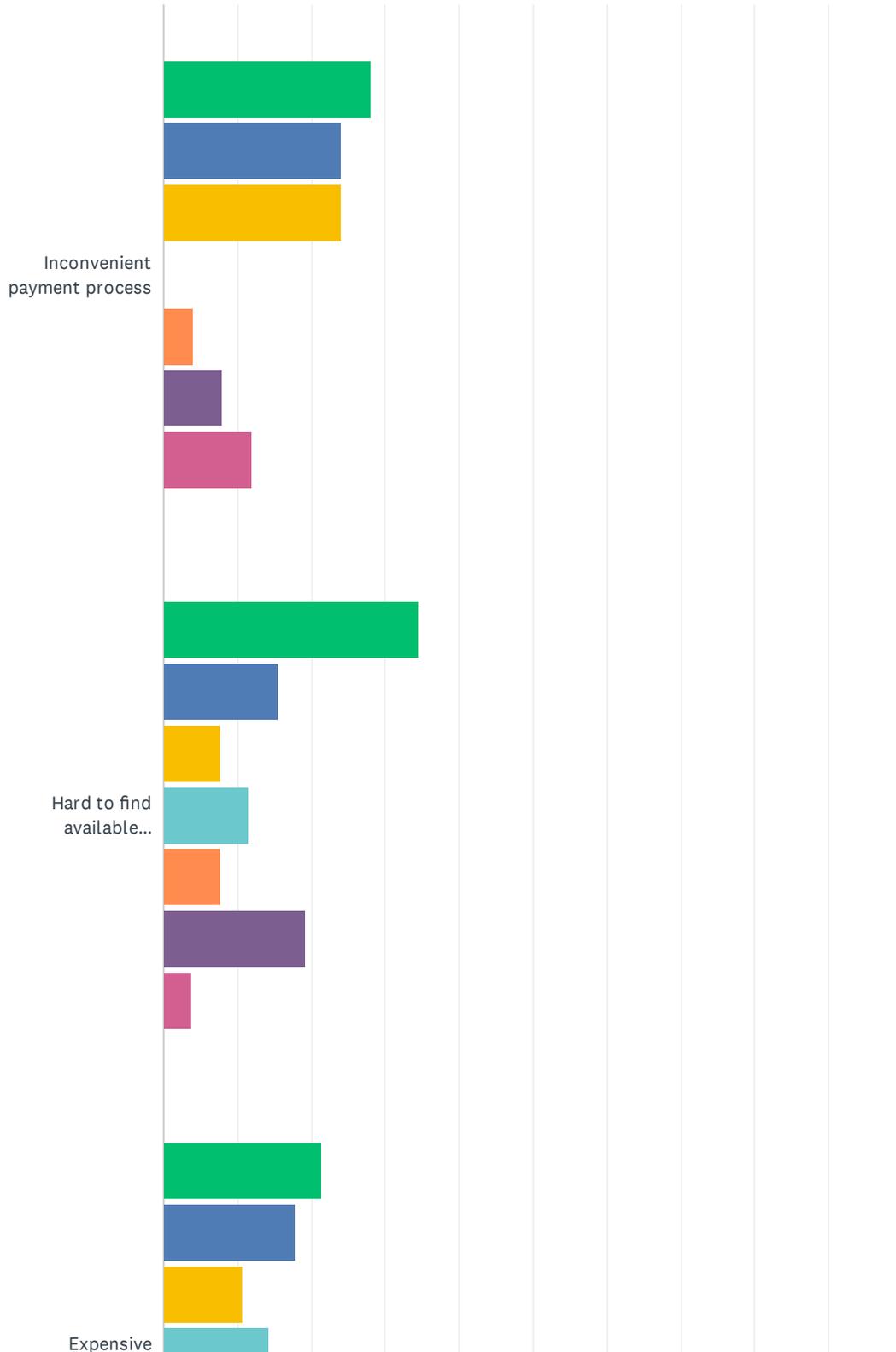
Answered: 38 Skipped: 2

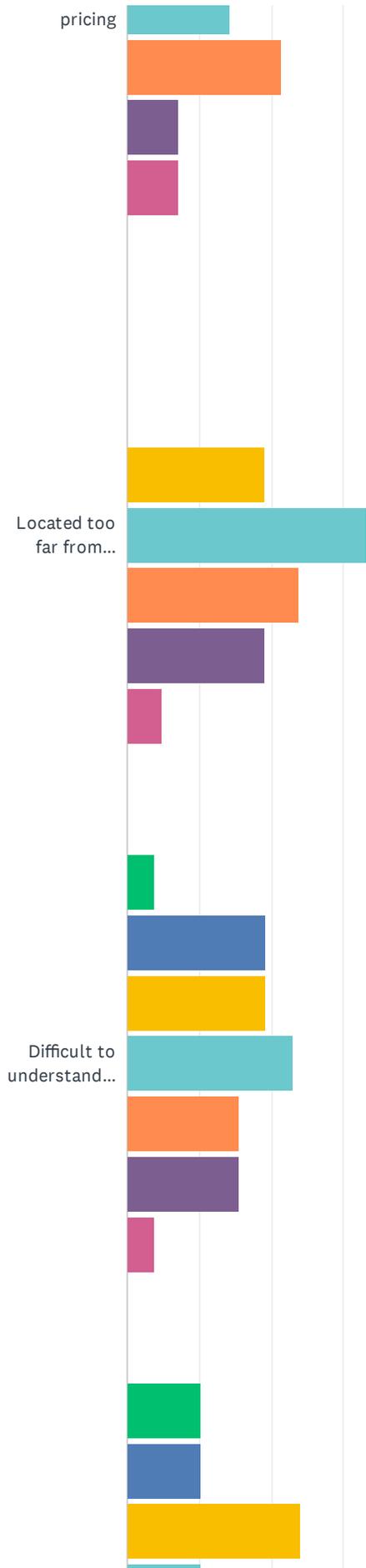


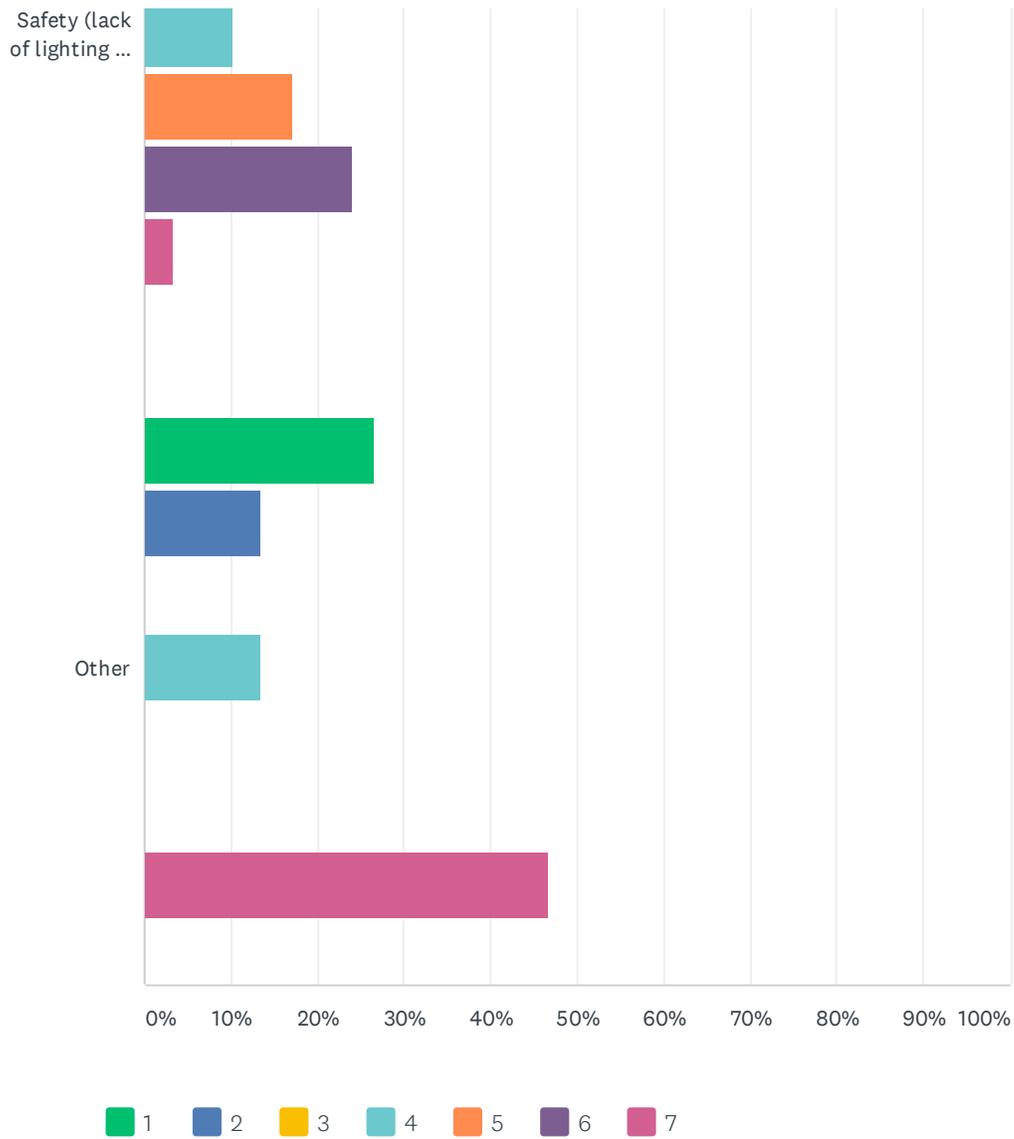
ANSWER CHOICES	RESPONSES	
Yes, for staff	42.11%	16
Yes, for customers	18.42%	7
Yes, for deliveries	18.42%	7
No, we do not have dedicated parking on-site	55.26%	21
Total Respondents: 38		

Q10 Where is there the most need for improvement with regards to parking? Please rank the following options from 1 (highest room for improvement) to 7 (lowest room for improvement).

Answered: 33 Skipped: 7





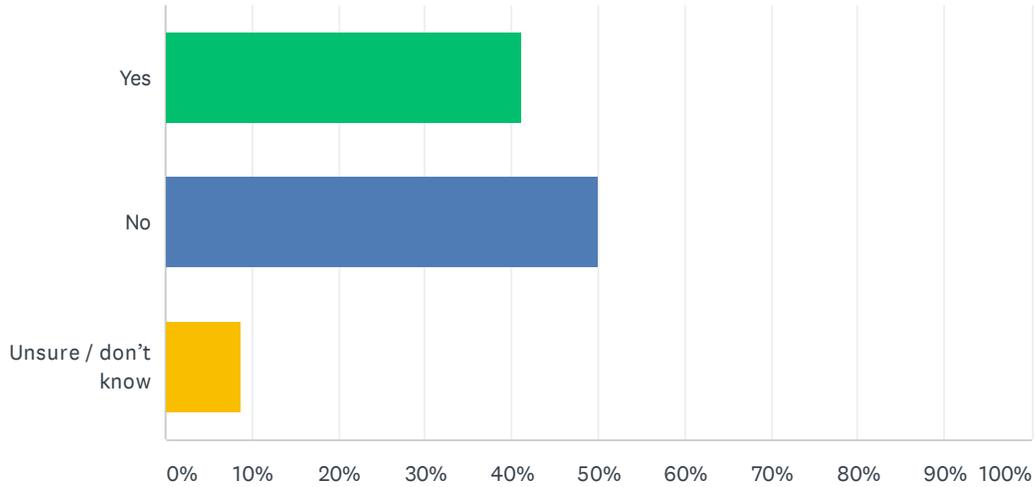


	1	2	3	4	5	6	7	TOTAL
Inconvenient payment process	28.00% 7	24.00% 6	24.00% 6	0.00% 0	4.00% 1	8.00% 2	12.00% 3	25
Hard to find available parking	34.62% 9	15.38% 4	7.69% 2	11.54% 3	7.69% 2	19.23% 5	3.85% 1	26
Expensive pricing	21.43% 6	17.86% 5	10.71% 3	14.29% 4	21.43% 6	7.14% 2	7.14% 2	28
Located too far from amenities	0.00% 0	0.00% 0	19.05% 4	33.33% 7	23.81% 5	19.05% 4	4.76% 1	21
Difficult to understand rules	3.85% 1	19.23% 5	19.23% 5	23.08% 6	15.38% 4	15.38% 4	3.85% 1	26
Safety (lack of lighting or visibility to the street)	10.34% 3	10.34% 3	24.14% 7	10.34% 3	17.24% 5	24.14% 7	3.45% 1	29
Other	26.67% 4	13.33% 2	0.00% 0	13.33% 2	0.00% 0	0.00% 0	46.67% 7	15

#	OTHER (PLEASE SPECIFY)	DATE
1	We need shift the focus away from drivers to pedestrians and cyclists	1/17/2020 4:47 PM
2	Lots of unsavoury characters in and around parking lots	1/17/2020 10:14 AM
3	Don't penalize my patrons for driving	1/16/2020 7:50 PM
4	The area needs parking	1/15/2020 6:37 PM
5	none, we have a rather large parking lot	1/15/2020 3:37 PM
6	New developments (Condo) will remove public parking	1/15/2020 2:52 PM
7	Plenty of wasted parking lots used for other purposes...	1/15/2020 2:22 PM
8	The question structure seemed to suggest all options were required fields.	1/15/2020 1:22 PM
9	Need for Parking Structures	1/15/2020 11:37 AM
10	Lack of permit parking	1/14/2020 2:18 PM

Q11 Would you support an increase in parking prices to facilitate improved parking operations (increased parking opportunities, improved technology, convenience of having closer parking, etc.)?

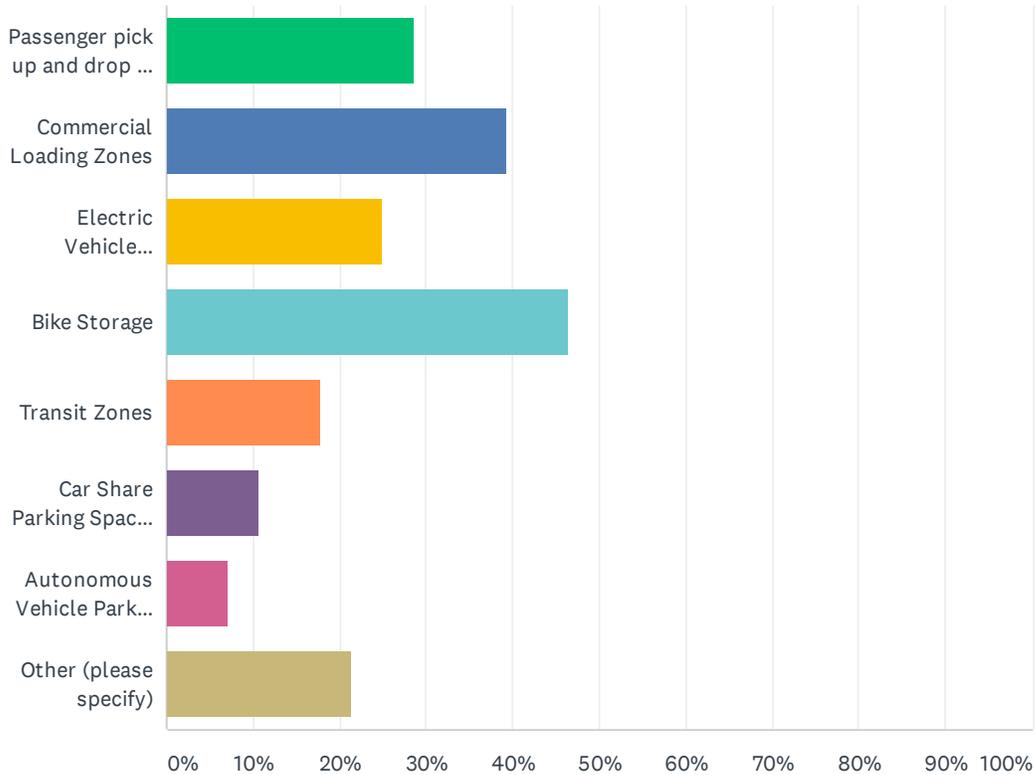
Answered: 34 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	41.18%	14
No	50.00%	17
Unsure / don't know	8.82%	3
TOTAL		34

Q12 Do you want to see more of the following designated zones at the expense of existing parking? Select all that apply:

Answered: 28 Skipped: 12

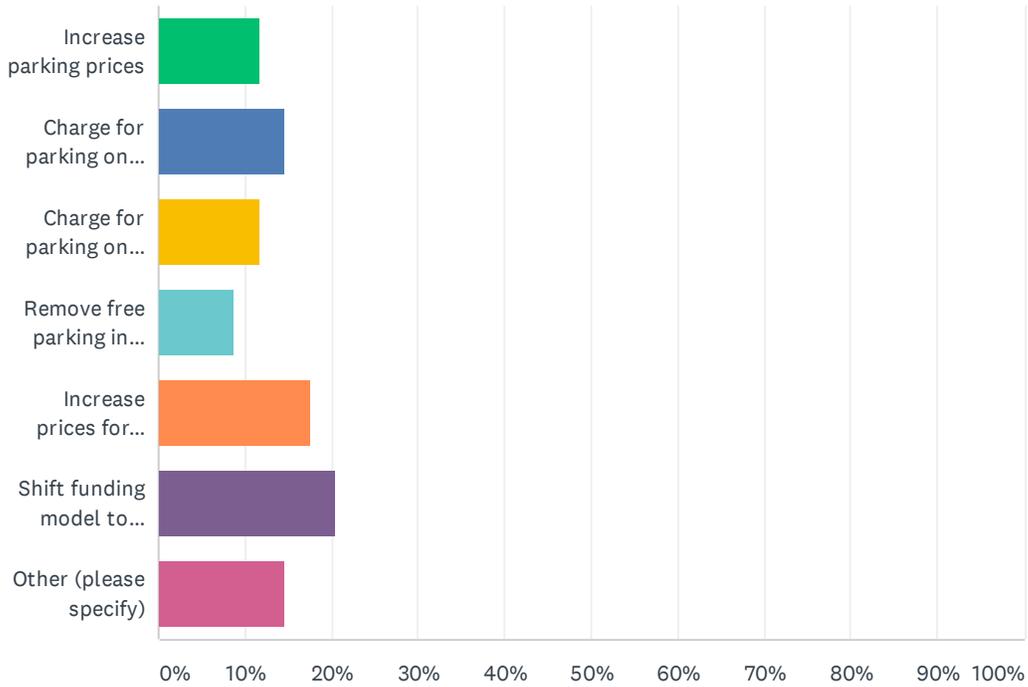


ANSWER CHOICES	RESPONSES	
Passenger pick up and drop off zones	28.57%	8
Commercial Loading Zones	39.29%	11
Electric Vehicle Charging Spaces	25.00%	7
Bike Storage	46.43%	13
Transit Zones	17.86%	5
Car Share Parking Spaces (these are short-term car rentals such as Communauto by VRTUCAR)	10.71%	3
Autonomous Vehicle Parking (long term)	7.14%	2
Other (please specify)	21.43%	6
Total Respondents: 28		

#	OTHER (PLEASE SPECIFY)	DATE
1	Security/Police presence	1/17/2020 10:14 AM
2	MORE parking spaces	1/16/2020 7:50 PM
3	Use any land for parking, if there is demand	1/15/2020 6:37 PM
4	No	1/15/2020 2:16 PM
5	More parking lots	1/15/2020 12:41 PM
6	Parking Structures	1/15/2020 11:37 AM

Q13 What is your preferred option to raise more revenue if parking operations were not financially sustainable? (Currently parking is self-funded through user payments, meaning it is intended to generate sufficient revenue to fully fund parking expenses.)

Answered: 34 Skipped: 6

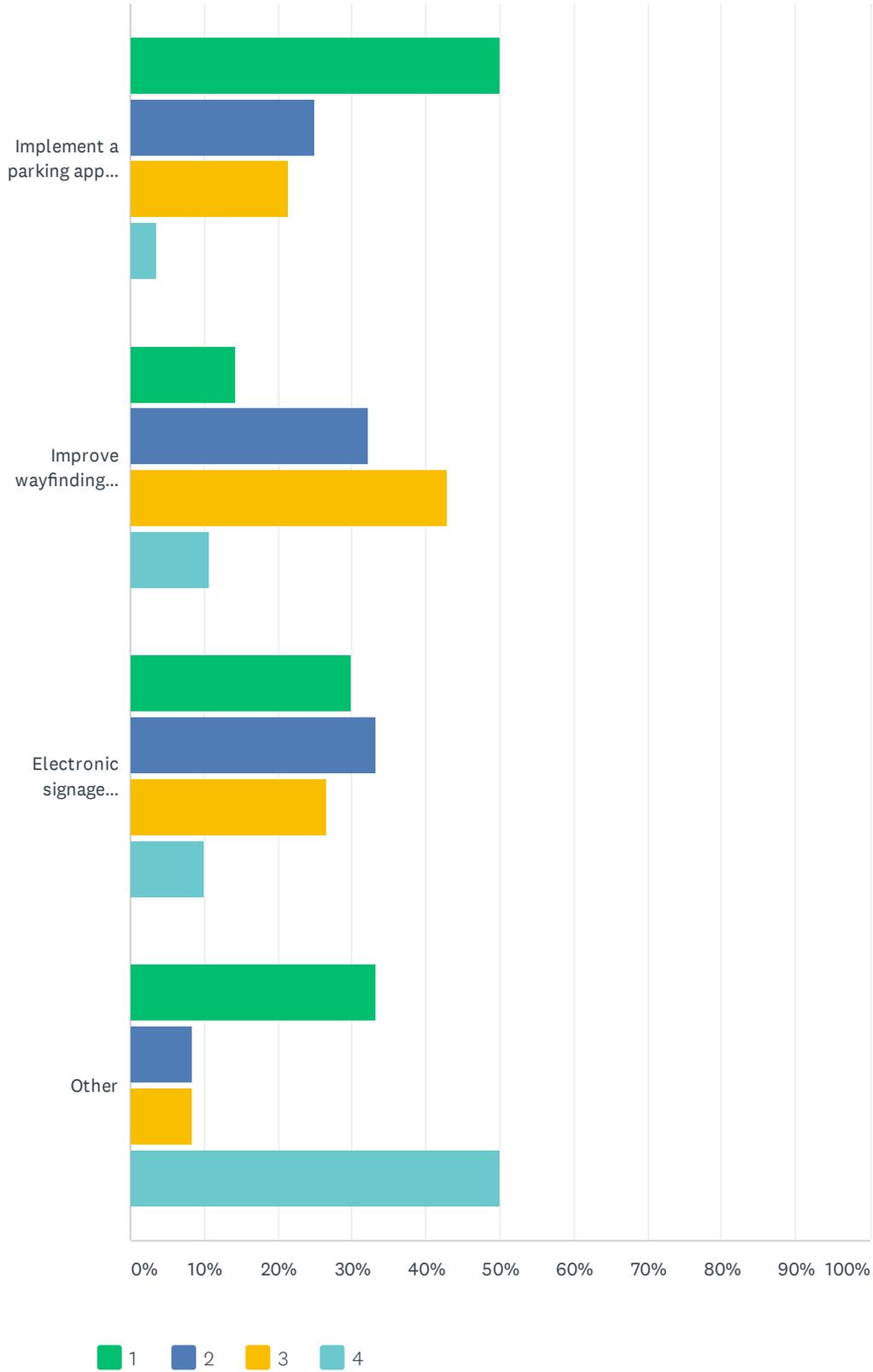


ANSWER CHOICES	RESPONSES	
Increase parking prices	11.76%	4
Charge for parking on weekday evenings	14.71%	5
Charge for parking on Saturdays	11.76%	4
Remove free parking in December	8.82%	3
Increase prices for residential parking permits	17.65%	6
Shift funding model to support parking through property taxes (i.e. City subsidization)	20.59%	7
Other (please specify)	14.71%	5
TOTAL		34

#	OTHER (PLEASE SPECIFY)	DATE
1	Charge for nights and sundays	3/4/2020 2:09 PM
2	Stop building Bike Lanes and build parking lots	1/16/2020 7:50 PM
3	increase volume, decrease prices	1/16/2020 2:59 PM
4	Let the market determine parking rates	1/15/2020 6:37 PM
5	Addition of Solar Panels on all Surface Parking Lots	1/15/2020 11:37 AM

Q14 Which strategy do you think will most improve the parking experience in terms of finding available parking? Please rank the following options from 1 (highest expected improvement) to 4 (lowest expected improvement).

Answered: 32 Skipped: 8

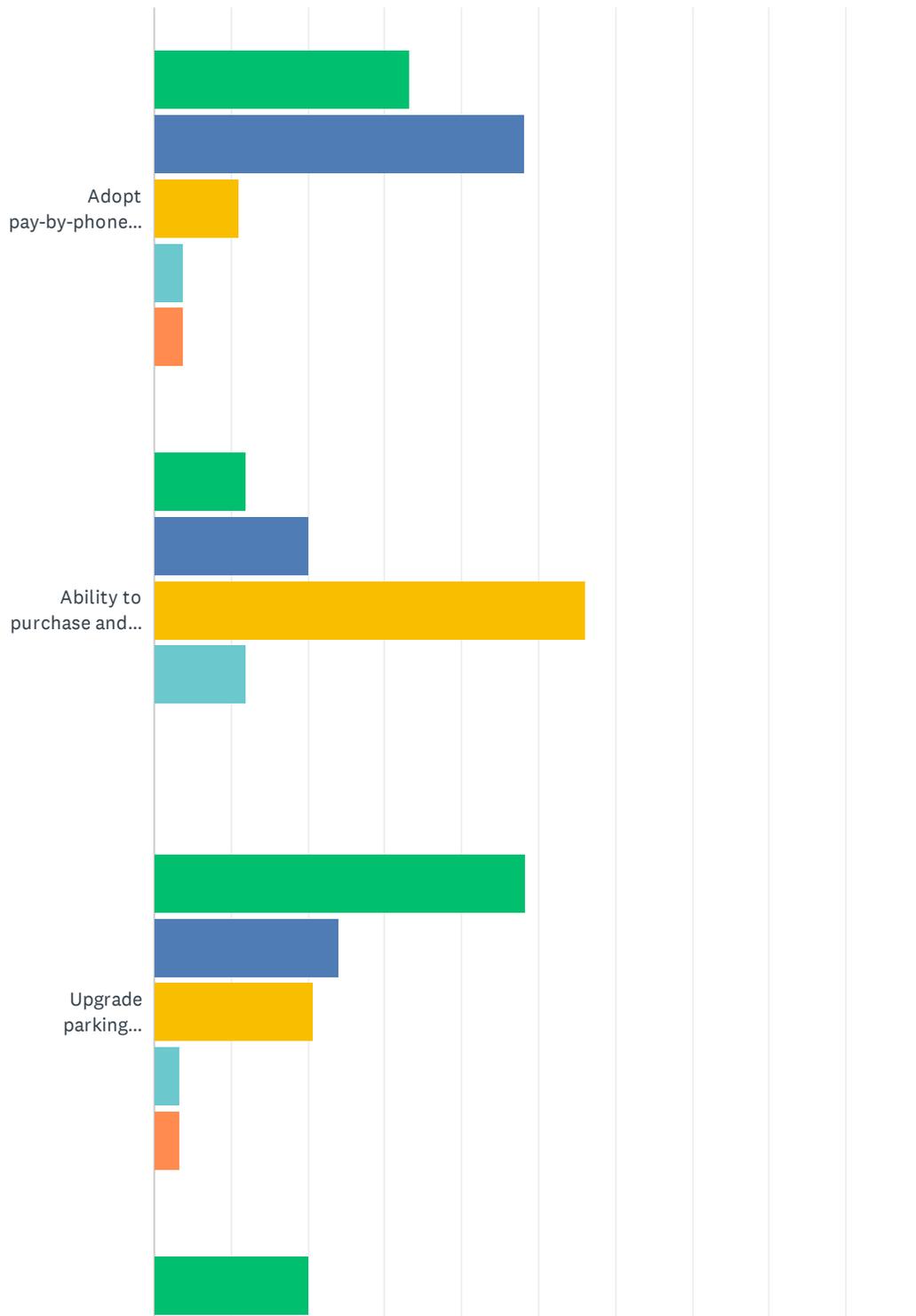


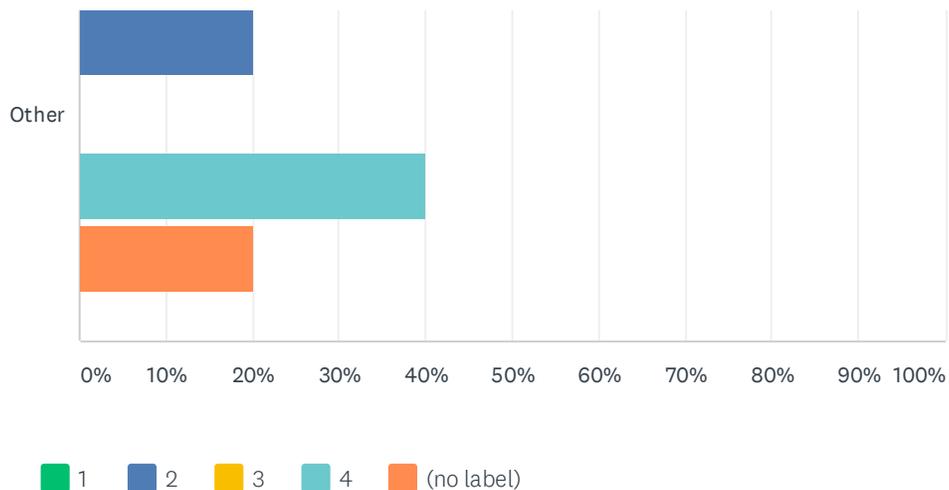
	1	2	3	4	TOTAL
Implement a parking app that displays the locations of city-owned parking facilities	50.00% 14	25.00% 7	21.43% 6	3.57% 1	28
Improve wayfinding signage to help users find parking	14.29% 4	32.14% 9	42.86% 12	10.71% 3	28
Electronic signage displaying where parking is available in real-time	30.00% 9	33.33% 10	26.67% 8	10.00% 3	30
Other	33.33% 4	8.33% 1	8.33% 1	50.00% 6	12

#	OTHER (PLEASE SPECIFY)	DATE
1	Taller parking structures	1/17/2020 10:14 AM
2	Stronger enforcement of existing bylaws	1/16/2020 11:58 AM
3	electronic signage is what burlington has	1/16/2020 9:39 AM
4	work with company like McKay pay app	1/15/2020 4:59 PM
5	Guys, there actually is a lot of parking in Hamilton, compared to other cities.	1/15/2020 1:22 PM
6	Creation of Parking Structures in place of Surface Lots	1/15/2020 11:37 AM
7	Need more monthly parking spaces for employees	1/13/2020 4:31 PM

Q15 Which strategy do you think will most improve the parking experience in terms of payment process? Please rank the following options from 1 (highest expected improvement) to 4 (lowest expected improvement). (Note: implementation of these strategies has already started, or will be started in 2020)

Answered: 33 Skipped: 7



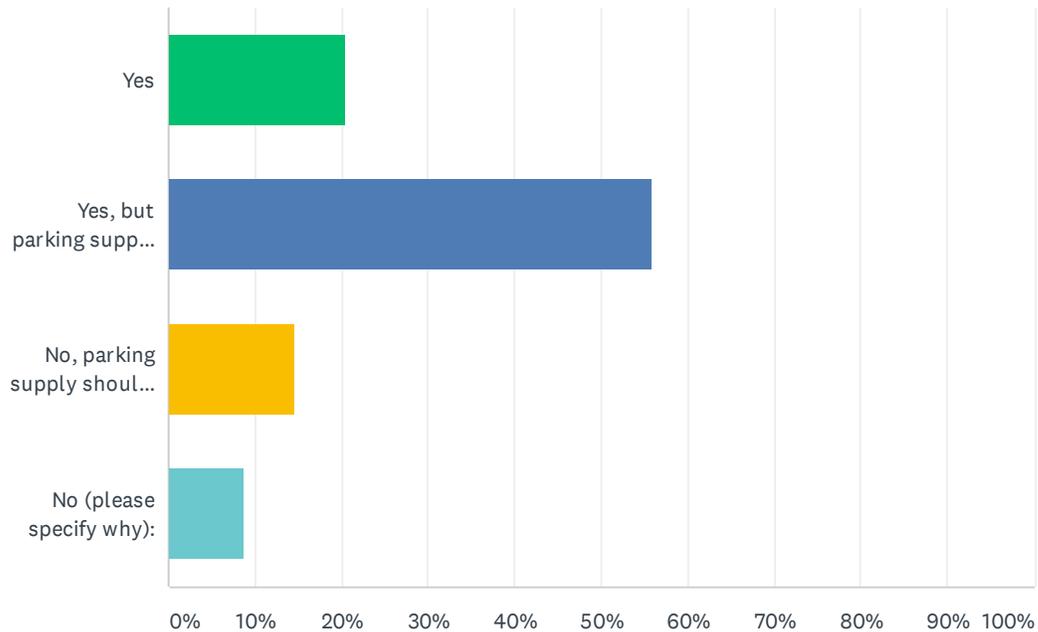


	1	2	3	4	(NO LABEL)	TOTAL
Adopt pay-by-phone as a method of payment	33.33% 9	48.15% 13	11.11% 3	3.70% 1	3.70% 1	27
Ability to purchase and manage monthly permits online	12.00% 3	20.00% 5	56.00% 14	12.00% 3	0.00% 0	25
Upgrade parking machines to be more user-friendly and accept multiple methods of payment (smart meters, pay-by-plate, etc.)	48.28% 14	24.14% 7	20.69% 6	3.45% 1	3.45% 1	29
Other	20.00% 2	20.00% 2	0.00% 0	40.00% 4	20.00% 2	10

#	OTHER (PLEASE SPECIFY)	DATE
1	free parking.	2/28/2020 8:03 PM
2	Free Parking	1/16/2020 7:50 PM
3	Again, this seemed to be a required field.	1/15/2020 1:22 PM

Q16 Are you supportive of a parking equilibrium policy, where all parking supply lost due to redevelopment is replaced elsewhere?

Answered: 34 Skipped: 6

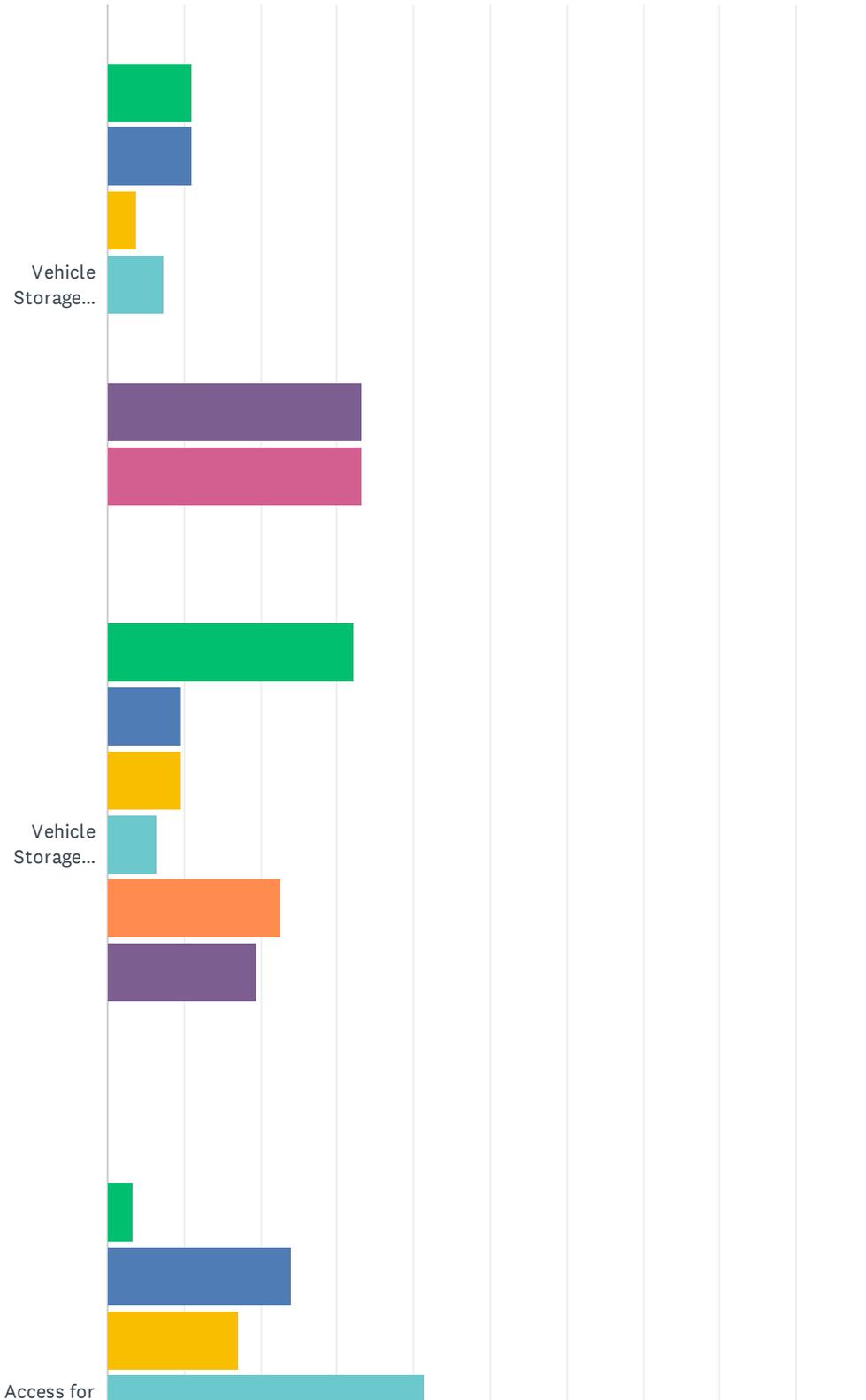


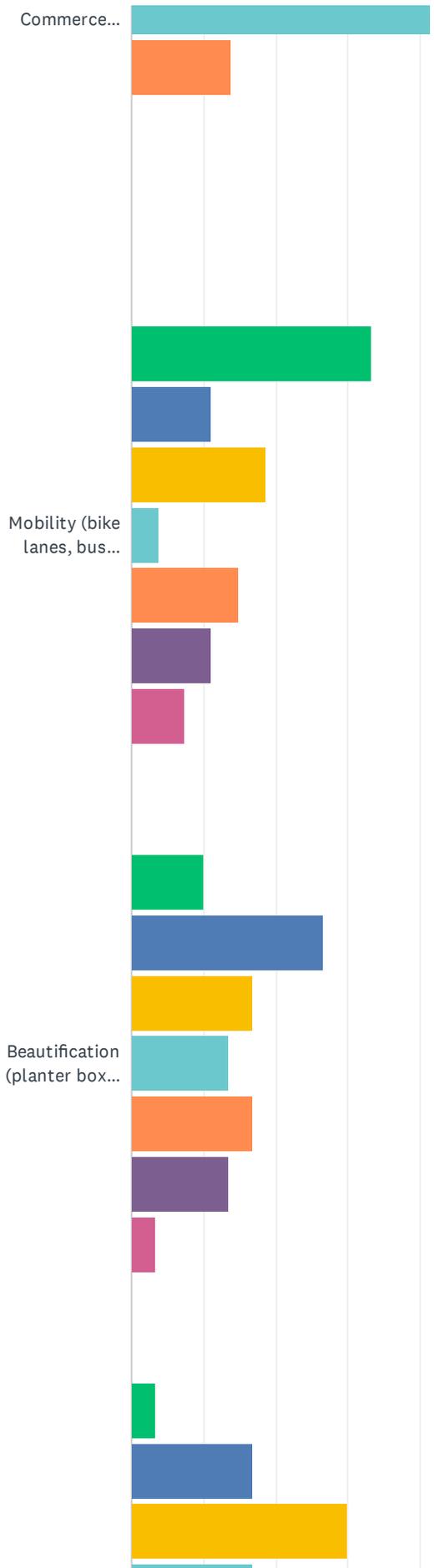
ANSWER CHOICES	RESPONSES
Yes	20.59% 7
Yes, but parking supply should be consolidated in parking structures versus surface lots	55.88% 19
No, parking supply should strategically be managed to promote alternative modes of transportation (walking, cycling, and transit)	14.71% 5
No (please specify why):	8.82% 3
TOTAL	34

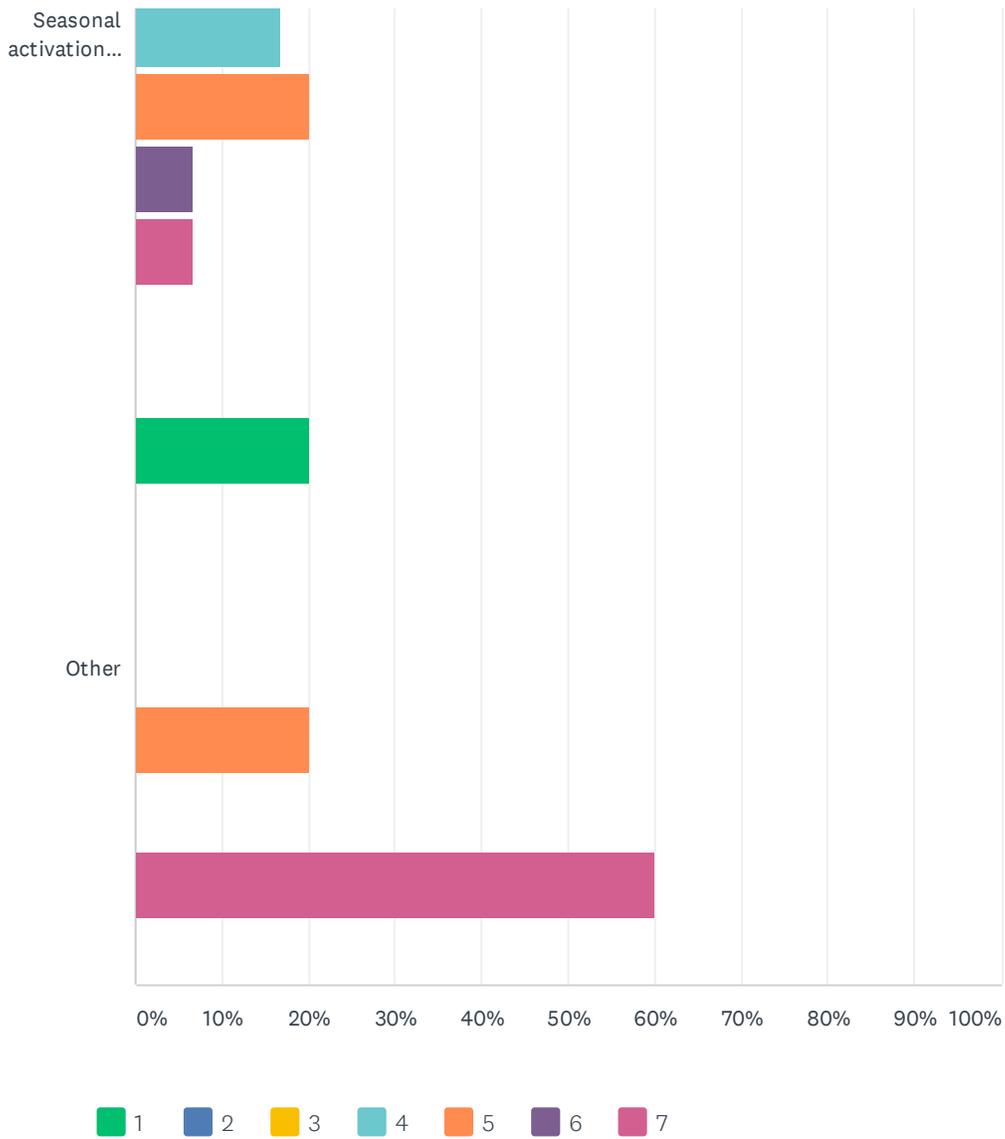
#	NO (PLEASE SPECIFY WHY):	DATE
1	why charge for parking when its free at centre mall and on side streets	2/28/2020 8:03 PM
2	MY clients Drive because the HSR is slow	1/16/2020 7:50 PM
3	Let the market decide	1/15/2020 6:37 PM

**Q17 How would you prioritize the use of curb space on public streets?
 Please rank the following options from 1 (highest priority) to 7 (lowest priority).**

Answered: 33 Skipped: 7





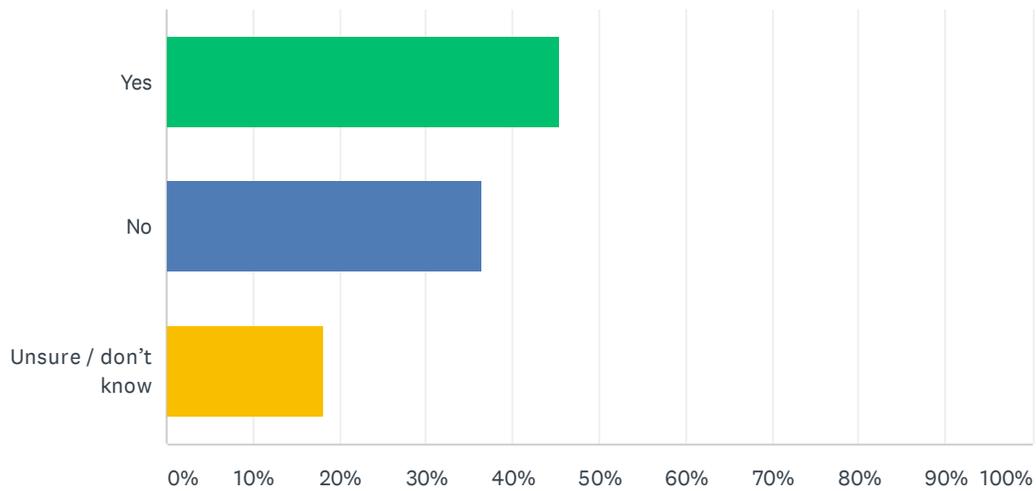


	1	2	3	4	5	6	7	TOTAL
Vehicle Storage (long-term parking)	11.11% 3	11.11% 3	3.70% 1	7.41% 2	0.00% 0	33.33% 9	33.33% 9	27
Vehicle Storage (short-term parking)	32.26% 10	9.68% 3	9.68% 3	6.45% 2	22.58% 7	19.35% 6	0.00% 0	31
Access for Commerce (loading zones, taxi stands, etc.)	3.45% 1	24.14% 7	17.24% 5	41.38% 12	13.79% 4	0.00% 0	0.00% 0	29
Mobility (bike lanes, bus lanes, widened sidewalks)	33.33% 9	11.11% 3	18.52% 5	3.70% 1	14.81% 4	11.11% 3	7.41% 2	27
Beautification (planter boxes, food trucks, street festivals)	10.00% 3	26.67% 8	16.67% 5	13.33% 4	16.67% 5	13.33% 4	3.33% 1	30
Seasonal activation (pop-up patios)	3.33% 1	16.67% 5	30.00% 9	16.67% 5	20.00% 6	6.67% 2	6.67% 2	30
Other	20.00% 1	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	60.00% 3	5

#	OTHER (PLEASE SPECIFY)	DATE
1	More parking	1/16/2020 7:50 PM
2	Required field?	1/15/2020 1:22 PM

Q18 Do you think parking enforcement should be increased to combat illegal parking?

Answered: 33 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	45.45%	15
No	36.36%	12
Unsure / don't know	18.18%	6
TOTAL		33

Background Report I Appendix D:

Map-Based Consultation Tool Results

the_geom	cartodb_id	parking_experience	description	date	time	datetime	datetime_formatted
0101000020E61000033C4B12E6EF753C070CE88D2DEA04540	64	On-street parking space is typically hard to find here		1/22/2020	10:36:32 AM	1/22/2020, 10:36:32 AM	1/22/2020, 10:36:32 AM
0101000020E61000008F53742497F753C08CB96B09F9A04540	65	On-street parking space is typically hard to find here		1/22/2020	10:37:26 AM	1/22/2020, 10:37:26 AM	1/22/2020, 10:37:26 AM
0101000020E61000001D5A643BDF753C038F8C264AAA04540	66	There is not enough lighting and it feels unsafe to walk when parking here		1/22/2020	10:37:57 AM	1/22/2020, 10:37:57 AM	1/22/2020, 10:37:57 AM
0101000020E61000008F53742497F753C08CB96B09F9A04540	67	Accessible parking is typically hard to find here		1/22/2020	10:38:22 AM	1/22/2020, 10:38:22 AM	1/22/2020, 10:38:22 AM
0101000020E61000004260E5D022F753C0D50968226CA04540	70	Accessible parking is typically hard to find here		2020-01-22	7:20:43 PM	2020-01-22, 7:20:43 PM	2020-01-22, 7:20:43 PM
0101000020E61000004260E5D022F753C01B0DE02D90A04540	71	Other	Too many restaurants have porch patios. I have a disabled parking permit. So spaces are wrongly taken away.	2020-01-22	7:22:17 PM	2020-01-22, 7:22:17 PM	2020-01-22, 7:22:17 PM
0101000020E6100000CE88D2DEE0F753C0B7D100DE02A14540	73	On-street parking space is typically hard to find here		1/22/2020	9:10:42 PM	1/22/2020, 9:10:42 PM	1/22/2020, 9:10:42 PM
0101000020E61000006C09F9A067F753C0295C8FC2F5A04540	74	On-street parking space is typically hard to find here		1/22/2020	9:11:08 PM	1/22/2020, 9:11:08 PM	1/22/2020, 9:11:08 PM
0101000020E610000083D9B559FF753C054E3A59BC4A04540	75	On-street parking space is typically hard to find here		1/22/2020	9:11:18 PM	1/22/2020, 9:11:18 PM	1/22/2020, 9:11:18 PM
0101000020E610000029CB10C7BAF853C0E3C798BB96A04540	76	On-street parking space is typically hard to find here		1/22/2020	9:11:29 PM	1/22/2020, 9:11:29 PM	1/22/2020, 9:11:29 PM
0101000020E61000006C09F9A067F753C054E3A59BC4A04540	77	On-street parking space is typically hard to find here		1/22/2020	9:11:55 PM	1/22/2020, 9:11:55 PM	1/22/2020, 9:11:55 PM
0101000020E6100000BA6B09F9A0F753C045D8F0F44AA14540	79	Too many people park on-street here		1/24/2020	4:08:25 PM	1/24/2020, 4:08:25 PM	1/24/2020, 4:08:25 PM
0101000020E610000032E6AE25E4F753C09A779CA223A14540	81	Off-street parking space is typically hard to find here		2020-01-27	5:43:30 PM	2020-01-27, 5:43:30 PM	2020-01-27, 5:43:30 PM
0101000020E6100000DB5847CD0F753C0295C8FC2F5A04540	82	Off-street parking space is typically hard to find here		2020-01-27	5:43:46 PM	2020-01-27, 5:43:46 PM	2020-01-27, 5:43:46 PM
0101000020E6100000E4141DC9E5F753C0E17A14AE47A14540	84	Other	test	1/30/2020	3:40:45 PM	1/30/2020, 3:40:45 PM	1/30/2020, 3:40:45 PM
0101000020E6100000CE1951DA1BF853C0E25817B7D1A04540	86	On-street parking space is typically hard to find here		1/31/2020	1:14:36 PM	1/31/2020, 1:14:36 PM	1/31/2020, 1:14:36 PM
0101000020E6100000107A36AB3EF753C08D28ED0DBEA04540	88	Off-street parking space is typically hard to find here		2/4/2020	3:56:40 PM	2/4/2020, 3:56:40 PM	2/4/2020, 3:56:40 PM
0101000020E61000008104C58F31F753C029CB10C7BAA04540	94	Other	parking kingwilliam has been removed by condo and park in the area and difficult to find parking within the area	2/6/2020	10:56:10 AM	2/6/2020, 10:56:10 AM	2/6/2020, 10:56:10 AM
0101000020E61000002506819543F753C070CE88D2DEA04540	95	Other	new building and a park has removed much needed parking in the area!	2/6/2020	10:57:11 AM	2/6/2020, 10:57:11 AM	2/6/2020, 10:57:11 AM
0101000020E6100000107A36AB3EF753C029CB10C7BAA04540	97	Other	I pay for a monthly permit and at times cannot find available parking. Also in the winter, snow is not removed but instead pushed aside eliminating several needed parking spots.	2/6/2020	11:21:03 AM	2/6/2020, 11:21:03 AM	2/6/2020, 11:21:03 AM
0101000020E610000088635DDC46F753C0D49AE61DA7A04540	99	Other	Police station should have a few (short term 15min or less) designated visitor spaces for individuals looking for support from police. The last thing people need to worry about if finding and paying for parking when asking for help or reporting a crime.	2/6/2020	12:42:20 PM	2/6/2020, 12:42:20 PM	2/6/2020, 12:42:20 PM
0101000020E6100000C1A8A44E40F753C0C66D3480B7A04540	101	Other	I have a permit for this lot and have for at least 14 years. Particularly in winter it is difficult to find a spot as snowbanks seem to occupy in the area of 15 spots. It is also difficult to find a spot prior to Christmas with Theatre Aquarius events. Due to the recent closures of the lots at King William and Jarvis for the Condo development and the one on John and Rebecca for a Green Space, there is no parking available in this lot after 0830 until people head out for lunch. If you are lucky you may steal a spot.	2/6/2020	2:19:12 PM	2/6/2020, 2:19:12 PM	2/6/2020, 2:19:12 PM
0101000020E6100000107A36AB3EF753C08D28ED0DBEA04540	104	Other	TOO SMALL, TOO EXPENSIVE	2/6/2020	3:50:21 PM	2/6/2020, 3:50:21 PM	2/6/2020, 3:50:21 PM
0101000020E6100000B37BF2B050F753C054E3A59BC4A04540	105	Other	NOT ENOUGH PARKING SPACES	2/6/2020	3:50:33 PM	2/6/2020, 3:50:33 PM	2/6/2020, 3:50:33 PM
0101000020E610000017D9CEF753F753C0E25817B7D1A04540	106	There is not enough lighting and it feels unsafe to walk when parking here		2/6/2020	3:50:41 PM	2/6/2020, 3:50:41 PM	2/6/2020, 3:50:41 PM
0101000020E6100000B37BF2B050F753C0E25817B7D1A04540	108	Other	There is not enough parking for staff close to the police station and surrounding buildings.	2/6/2020	5:12:25 PM	2/6/2020, 5:12:25 PM	2/6/2020, 5:12:25 PM
0101000020E610000048BF7D1D38F753C0F085C954C1A04540	110	Other	PARKING IN THIS AREA IS TOO EXPENSIVE AND BECOMING MORE SCARCE WITH NEW DEVELOPMENTS.	2/7/2020	7:30:55 AM	2/7/2020, 7:30:55 AM	2/7/2020, 7:30:55 AM
0101000020E6100000B3EA73B515F753C09B559FABADA04540	114	Too many people park on-street here		2/7/2020	9:42:16 AM	2/7/2020, 9:42:16 AM	2/7/2020, 9:42:16 AM
0101000020E6100000B30C71AC8BF753C0C5FEB27BF2A04540	115	Off-street parking space is typically hard to find here		2/7/2020	2:14:33 PM	2/7/2020, 2:14:33 PM	2/7/2020, 2:14:33 PM
0101000020E6100000F0B85A679F753C070CE88D2DEA04540	116	Off-street parking space is typically hard to find here		2/7/2020	2:14:42 PM	2/7/2020, 2:14:42 PM	2/7/2020, 2:14:42 PM
0101000020E6100000C1A8A44E40F753C0F085C954C1A04540	117	Off-street parking space is typically hard to find here		2/7/2020	2:15:03 PM	2/7/2020, 2:15:03 PM	2/7/2020, 2:15:03 PM
0101000020E61000005E4BC8073DF753C0295C8FC2F5A04540	118	Off-street parking space is typically hard to find here		2/7/2020	2:15:10 PM	2/7/2020, 2:15:10 PM	2/7/2020, 2:15:10 PM
0101000020E61000002CD49AE61DF753C0FFB27BF2B0A04540	119	Off-street parking space is typically hard to find here		2/7/2020	2:15:21 PM	2/7/2020, 2:15:21 PM	2/7/2020, 2:15:21 PM
0101000020E610000014D840D4FF753C052499D8026A24540	68	Other	Test	2020-01-22	5:58:49 PM	2020-01-22, 5:58:49 PM	2020-01-22, 5:58:49 PM
0101000020E6100000E25817B7D1F853C0E3A59BC420A04540	69	My parking experience is usually positive here	Test	2020-01-22	5:59:13 PM	2020-01-22, 5:59:13 PM	2020-01-22, 5:59:13 PM
0101000020E61000002497FF907EF753C08CDB68006FA14540	72	Other	Seven restaurants have porch patios. I have a disabled parking permit which means I cannot Access those spaces.	2020-01-22	7:24:43 PM	2020-01-22, 7:24:43 PM	2020-01-22, 7:24:43 PM
0101000020E61000005D6DC5FEB2F753C0C6DCB5847CA04540	78	On-street parking space is typically hard to find here	My councillor Maureen Wilson agrees it is wrong to let private businesses use public	2020-01-22	9:16:58 PM	2020-01-22, 9:16:58 PM	2020-01-22, 9:16:58 PM
0101000020E61000003FC6DCB584F853C029ED0DBE30A14540	80	Too many people park on-street here		2020-01-26	9:19:10 PM	2020-01-26, 9:19:10 PM	2020-01-26, 9:19:10 PM
0101000020E6100000643BDF4F8DF753C05E4BC8073DA34540	53	Other	Test comment 2019-12-24	12/24/2019	9:46:13 AM	12/24/2019, 9:46:13 AM	12/24/2019, 9:46:13 AM
0101000020E61000002506819543F753C0C66D3480B7A04540	54	Other	Limited Permit Parking - Parking Structure is needed	1/15/2020	10:51:35 AM	1/15/2020, 10:51:35 AM	1/15/2020, 10:51:35 AM
0101000020E61000009E5E29CB10F753C0545227A089A04540	55	There is not enough lighting and it feels unsafe to walk when parking here		1/15/2020	10:52:33 AM	1/15/2020, 10:52:33 AM	1/15/2020, 10:52:33 AM
0101000020E6100000FB5C6DC5FEF653C0637FD93D79A04540	56	Other	Commercial Loading Zones on Wellington are needed	1/15/2020	10:53:30 AM	1/15/2020, 10:53:30 AM	1/15/2020, 10:53:30 AM
0101000020E6100000711B0DE02DF853C088BF65F7E4A14540	57	Other	many visitors from the building park on the street. The 1 hour time limit is not enforced enough. Very hard for residents who pay for permits to find spots.	1/17/2020	8:31:03 AM	1/17/2020, 8:31:03 AM	1/17/2020, 8:31:03 AM
0101000020E61000008638D6C56DF853C06F8104C58FA14540	58	Other	Switch the parking to the other side of the street will allow for more parking and improve safety turning onto Napier	2020-01-17	8:42:22 AM	2020-01-17, 8:42:22 AM	2020-01-17, 8:42:22 AM
0101000020E6100000DD24068195F753C062A1D634EFA04540	59	Other	Not enough permit parking in general for people who work downtown	1/17/2020	10:10:31 AM	1/17/2020, 10:10:31 AM	1/17/2020, 10:10:31 AM
0101000020E61000008048BF7D1DF853C062A1D634EFA04540	60	My parking experience is usually positive here		1/17/2020	11:53:35 AM	1/17/2020, 11:53:35 AM	1/17/2020, 11:53:35 AM
0101000020E6100000F1F44A5986F853C0FE65F7E461A14540	61	On-street parking space is typically hard to find here		2020-01-17	2:59:11 PM	2020-01-17, 2:59:11 PM	2020-01-17, 2:59:11 PM
0101000020E6100000A1D634EF38FD53C00B46257502A24540	62	Other	Wish to be able to park service truck in municipal parking lots when working, or being a customer of local businesses	2020-01-20	12:49:48 PM	2020-01-20, 12:49:48 PM	2020-01-20, 12:49:48 PM
0101000020E6100000AE47E17A14F653C00DE02D90A0A04540	83	Other	TWO DIFFERENT CARS LOST SIDE WINDOWS IN 2 DAYS PARKING ON STREET	1/30/2020	12:17:06 PM	1/30/2020, 12:17:06 PM	1/30/2020, 12:17:06 PM
0101000020E6100000D578E92631F853C0F163CC5D4BA04540	85	Other	Hospital staff from St. Joes are parking here in droves to avoid paying. Putting a strain on local residents.	1/31/2020	1:14:21 PM	1/31/2020, 1:14:21 PM	1/31/2020, 1:14:21 PM

0101000020E610000057EC2FBB27F753C01B0DE02D90A04540	87	Other	East-End Downtown Parking Garage Needed	2/3/2020	10:50:32 AM	2/3/2020, 10:50:32 AM	2/3/2020, 10:50:32 AM
0101000020E6100000C8073D9B55F753C0B84082E2C7A04540	89	Off-street parking space is typically hard to find here		2/6/2020	10:51:21 AM	2/6/2020, 10:51:21 AM	2/6/2020, 10:51:21 AM
0101000020E6100000567DAEB662F753C0FE43FAEDEBA04540	90	Off-street parking space is typically hard to find here		2/6/2020	10:51:26 AM	2/6/2020, 10:51:26 AM	2/6/2020, 10:51:26 AM
0101000020E6100000F31FD26F5FF753C0E2E995B20CA14540	91	Off-street parking space is typically hard to find here		2/6/2020	10:51:31 AM	2/6/2020, 10:51:31 AM	2/6/2020, 10:51:31 AM
0101000020E6100000FA7E6ABC74F753C0705F07CE19A14540	92	Off-street parking space is typically hard to find here		2/6/2020	10:51:36 AM	2/6/2020, 10:51:36 AM	2/6/2020, 10:51:36 AM
0101000020E610000088F4DBD781F753C0705F07CE19A14540	93	Off-street parking space is typically hard to find here		2/6/2020	10:51:42 AM	2/6/2020, 10:51:42 AM	2/6/2020, 10:51:42 AM
0101000020E610000073D712F241F753C062105839B4A04540	96	Other	Lot is always full due to closure of other nearby parking lots (KiwiCondo location)	2/6/2020	11:07:42 AM	2/6/2020, 11:07:42 AM	2/6/2020, 11:07:42 AM
0101000020E61000003A92CB7F48F753C00DE02D90A04540	98	Other	Running out of parking in this area that offer monthly passes for those working in this area. City of hamilton lots have lengthy waitlist, lots are disappearing, prices are going up for surrounding lots.	2/6/2020	12:38:32 PM	2/6/2020, 12:38:32 PM	2/6/2020, 12:38:32 PM
0101000020E6100000DE02098A1FF753C09B559FABADA04540	100	Other	lots keep disappearing here with seemingly nothing to replace them. There are a lot of businesses nearby where people working from out of area need an affordable place to park in order to go to work	2/6/2020	12:50:33 PM	2/6/2020, 12:50:33 PM	2/6/2020, 12:50:33 PM
0101000020E610000088F4DBD781F753C0D42B6519E2A04540	102	Other	not enough parking spots	2/6/2020	3:39:50 PM	2/6/2020, 3:39:50 PM	2/6/2020, 3:39:50 PM
0101000020E6100000BADA8AFD65F753C0E25817B7D1A04540	103	Other	not enough parking spots; too expensive	2/6/2020	3:40:18 PM	2/6/2020, 3:40:18 PM	2/6/2020, 3:40:18 PM
0101000020E6100000BA490C022BF753C0A913D044D8A04540	107	Other	NEED MORE PARKING IN THIS AREA	2/6/2020	3:51:04 PM	2/6/2020, 3:51:04 PM	2/6/2020, 3:51:04 PM
0101000020E6100000A52C431CEBFA53C038F8C264AAA04540	109	Too many people park on-street here		2/6/2020	10:33:18 PM	2/6/2020, 10:33:18 PM	2/6/2020, 10:33:18 PM
0101000020E610000008AC1C5A64F753C0A913D044D8A04540	111	Off-street parking space is typically hard to find here		2/7/2020	9:37:42 AM	2/7/2020, 9:37:41 AM	2/7/2020, 9:37:42 AM
0101000020E6100000B98D06F016F853C0371AC05B20A14540	112	Other	Signage indicates no parking is allowed on the road between 4pm and 6pm, and every day there are cars parked which severely impact the flow of traffic during rush hour. It would be supremely beneficial to have more parking officers ticket cars not following the rules during such a busy time.	2/7/2020	9:40:23 AM	2/7/2020, 9:40:23 AM	2/7/2020, 9:40:23 AM
0101000020E6100000E561A1D634F753C029CB10C7BAA04540	113	On-street parking space is typically hard to find here		2/7/2020	9:42:04 AM	2/7/2020, 9:42:04 AM	2/7/2020, 9:42:04 AM
0101000020E6100000FF21FDF675F853C0F0A7C64B37A14540	120	On-street parking space is typically hard to find here		2/7/2020	10:20:44 PM	2/7/2020, 10:20:44 PM	2/7/2020, 10:20:44 PM
0101000020E61000004DF38E5374F853C08C4AEA0434A14540	121	On-street parking space is typically hard to find here		2/7/2020	10:21:04 PM	2/7/2020, 10:21:04 PM	2/7/2020, 10:21:04 PM
0101000020E61000004182E2C798F753C0F1F44A5986A04540	122	On-street parking space is typically hard to find here		2/8/2020	2:19:14 PM	2/8/2020, 2:19:14 PM	2/8/2020, 2:19:14 PM
0101000020E6100000736891ED7CF753C0637FD93D79A04540	123	On-street parking space is typically hard to find here		2/8/2020	2:19:35 PM	2/8/2020, 2:19:35 PM	2/8/2020, 2:19:35 PM
0101000020E6100000143FC6DCB5F853C0B8AF03E78CA04540	124	On-street parking space is typically hard to find here		2/8/2020	2:20:28 PM	2/8/2020, 2:20:28 PM	2/8/2020, 2:20:28 PM
0101000020E6100000A2B437F8C2F853C01C7C613255A04540	125	On-street parking space is typically hard to find here		2/8/2020	2:20:36 PM	2/8/2020, 2:20:36 PM	2/8/2020, 2:20:36 PM
0101000020E6100000A4DFBE0E9CF753C09CC420B072A04540	126	Other	Why do we have 2 GO stations with NO PARKING...I drive to Burlington because there is no parking in Hamilton for GO????	08/02/2020	18:10:43	08/02/2020, 18:10:43	08/02/2020, 18:10:43
0101000020E6100000DE9387855AF753C070CE88D2DEA04540	127	Other	this parking lot should be a parking lot, not a park	2/10/2020	7:48:09 AM	2/10/2020, 7:48:09 AM	2/10/2020, 7:48:09 AM
0101000020E6100000492EFF21FDF653C0D49AE61DA7A04540	128	Other	There is not enough lighting and it feels unsafe to walk when parking here	2/10/2020	7:48:35 AM	2/10/2020, 7:48:35 AM	2/10/2020, 7:48:35 AM
0101000020E6100000FB5C6DC5FEF653C0713D0AD7A3A04540	129	Other	this is my parking lot and it is hard to find a spot mid day	2/10/2020	7:49:12 AM	2/10/2020, 7:49:12 AM	2/10/2020, 7:49:12 AM
0101000020E610000048BF7D1D38F753C0F085C954C1A04540	130	On-street parking space is typically hard to find here		2/10/2020	7:50:43 AM	2/10/2020, 7:50:43 AM	2/10/2020, 7:50:43 AM
0101000020E6100000BA490C022BF753C046B6F3FDD4A04540	131	On-street parking space is typically hard to find here		2/10/2020	7:50:48 AM	2/10/2020, 7:50:48 AM	2/10/2020, 7:50:48 AM
0101000020E61000002E90A0F831F653C0F46C567DAE9E4540	132	On-street parking space is typically hard to find here		2/21/2020	11:21:00 AM	2/21/2020, 11:21:00 AM	2/21/2020, 11:21:00 AM
0101000020E610000077BE9F1A2FF953C00EBE30992AA04540	133	Other	If cars are parked on the road here, cars going west on aberdeen jump off the light and lots of near accidents. We believe there should be no street parking on Aberdeen westbound to help keep traffic moving	2/22/2020	8:51:57 AM	2/22/2020, 8:51:57 AM	2/22/2020, 8:51:57 AM
0101000020E6100000D578E92631F853C07F6ABC7493A04540	134	Too many people park on-street here		2020-02-24	11:13:51 PM	2020-02-24, 11:13:51 PM	2020-02-24, 11:13:51 PM
0101000020E6100000C139234A7BF753C08CB96B09F9A04540	135	On-street parking space is typically hard to find here		2/26/2020	9:00:17 PM	2/26/2020, 9:00:17 PM	2/26/2020, 9:00:17 PM
0101000020E610000027A089B0E1F553C09A779CA223A14540	136	Electric Vehicle parking/charging would be useful here		2/26/2020	9:00:36 PM	2/26/2020, 9:00:36 PM	2/26/2020, 9:00:36 PM
0101000020E6100000A167B3EA73F553C0857CD0B3599D4540	137	Too many people park on-street here		27/02/2020	11:21:15	27/02/2020, 11:21:15	27/02/2020, 11:21:15
0101000020E6100000A857CA32C4F953C0D34D621058A14540	138	Other	Parents picking up students from Westdale school clog the street daily, idling.	2020-03-01	1:30:13 PM	2020-03-01, 1:30:13 PM	2020-03-01, 1:30:13 PM
0101000020E6100000AC8BDB6800F753C0C6DCB5847CA04540	139	Other	There is not enough lighting and it feels unsafe to walk when parking here	3/1/2020	3:02:08 PM	3/1/2020, 3:02:08 PM	3/1/2020, 3:02:08 PM
0101000020E61000001DE02098AF753C0C5FEB27BF2A04540	140	On-street parking space is typically hard to find here		3/1/2020	3:03:09 PM	3/1/2020, 3:03:09 PM	3/1/2020, 3:03:09 PM
0101000020E6100000B003E78C28F553C0D5E76A2BF69F4540	141	Off-street parking space is typically hard to find here		3/9/2020	5:00:53 PM	3/9/2020, 5:00:53 PM	3/9/2020, 5:00:53 PM
0101000020E61000007AC7293A92F753C0FE43FAEDEBA04540	142	Other	Too Expensive and always full	3/9/2020	5:02:10 PM	3/9/2020, 5:02:10 PM	3/9/2020, 5:02:10 PM
0101000020E6100000569FABADD8F753C0462575029AA04540	143	Off-street parking space is typically hard to find here		3/9/2020	5:03:38 PM	3/9/2020, 5:03:38 PM	3/9/2020, 5:03:38 PM
0101000020E610000020D26F5F07FA53C0B6F3FDD478A14540	144	On-street parking space is typically hard to find here		3/9/2020	5:04:15 PM	3/9/2020, 5:04:15 PM	3/9/2020, 5:04:15 PM
0101000020E61000007DD0B359F5953C0A8C64B3789A14540	145	On-street parking space is typically hard to find here		3/9/2020	5:04:24 PM	3/9/2020, 5:04:24 PM	3/9/2020, 5:04:24 PM
0101000020E61000001973D712F2F953C044696FF085A14540	146	Off-street parking space is typically hard to find here		3/9/2020	5:04:30 PM	3/9/2020, 5:04:30 PM	3/9/2020, 5:04:30 PM
0101000020E61000001973D712F2F953C06F8104C58FA14540	147	Off-street parking space is typically hard to find here		3/9/2020	5:04:36 PM	3/9/2020, 5:04:36 PM	3/9/2020, 5:04:36 PM

Background Report I Appendix E:

Public Consultation Meeting Boards



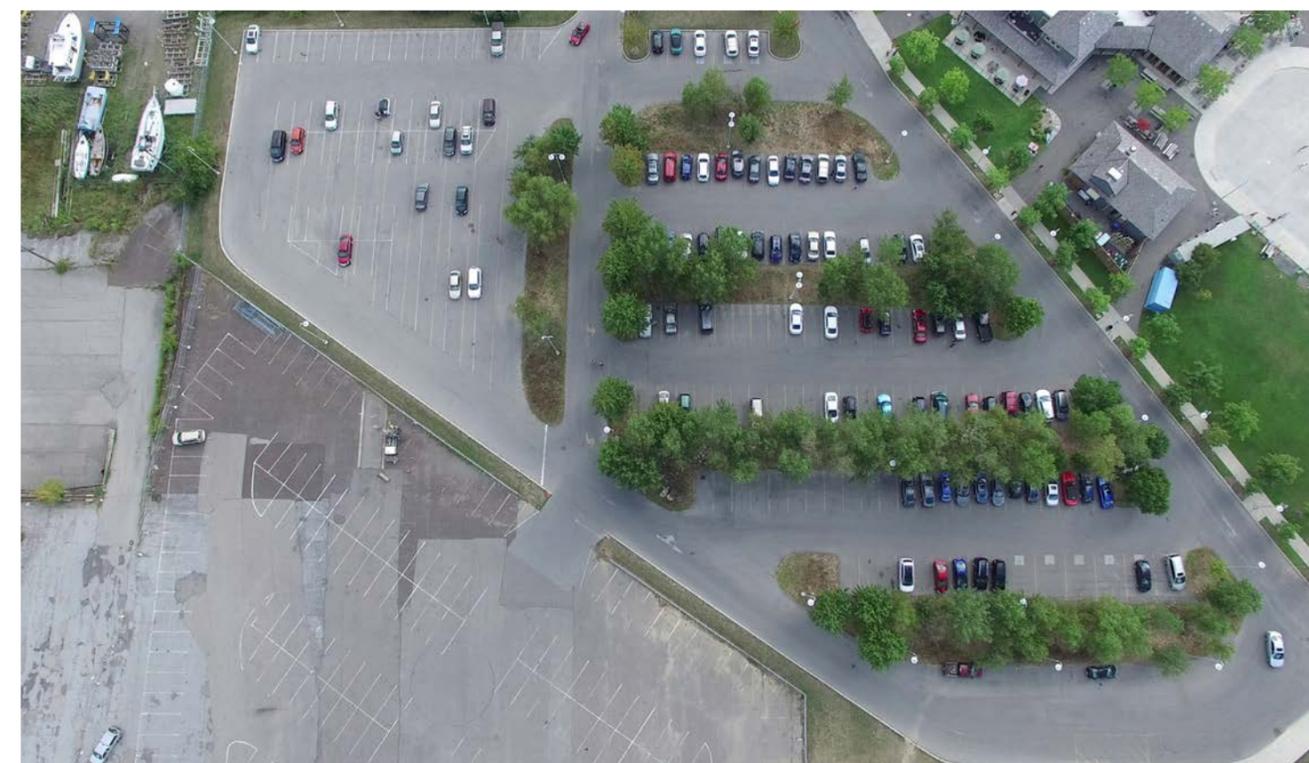
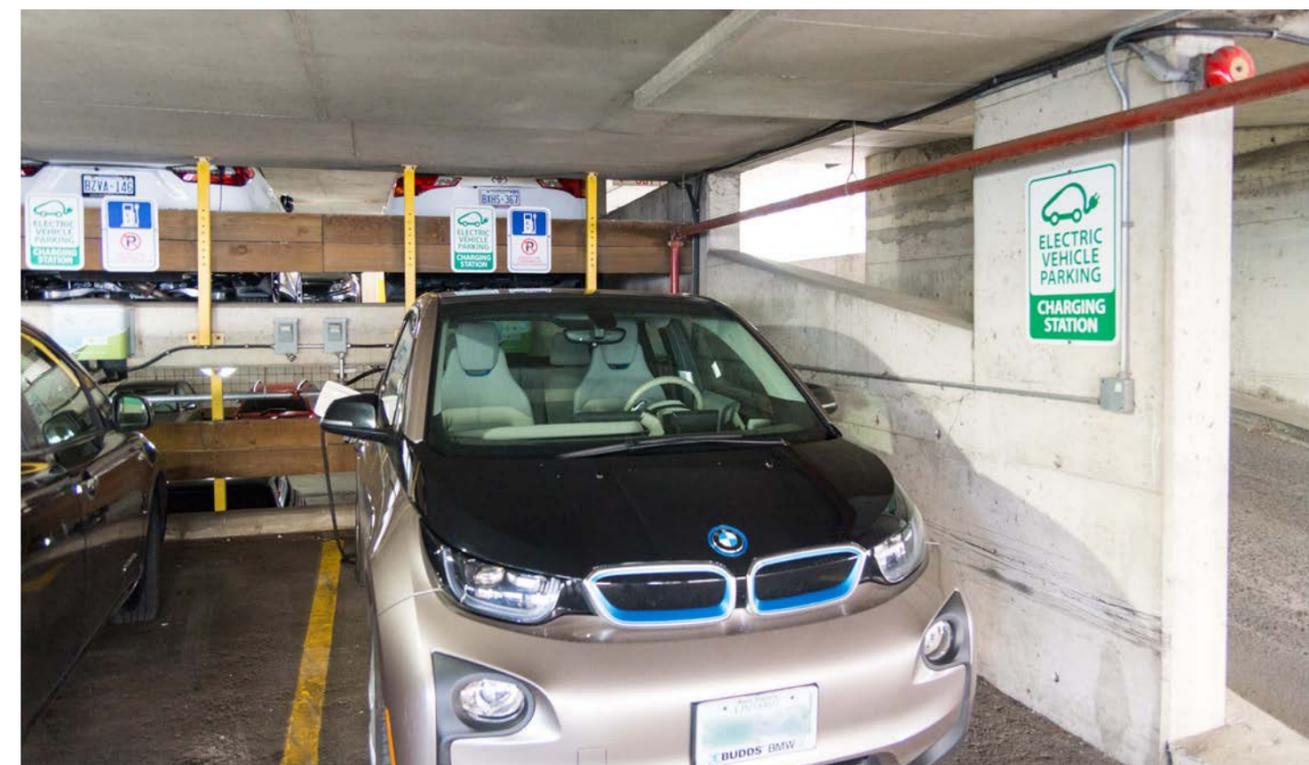
Welcome to the Hamilton Parking Master Plan

Public Information Meeting #1

Purpose of the Meeting

The purpose of Public Information Meeting #1 is to:

- » Learn about the study's purpose and scope;
- » Discuss issues and ask questions;
- » Provide input on existing parking operations, knowledge of existing issues, and desired study outcomes; and
- » Present the study findings to date.



Study Purpose and Key Objectives

Study purpose: To provide direction for a coordinated, strategic approach to parking policy, planning, financial sustainability, and enforcement for the City of Hamilton that will align with other city-wide policies related to transportation and land use planning.

Key objectives:

- » Strategically connect parking with land use planning, transportation demand management (TDM), transit, and other 'city building' initiatives;
- » Provide a framework to update old policies using a 'best practices' approach with a focus on customer service;
- » Develop strategies which support business and economic development;
- » Provide options to transition from surface lots to structured parking; and
- » Review the current financial model to ensure sustainability.



Study Challenges – Downtown Supply and Demand

Challenge: Provide sufficient Downtown parking to meet existing and future parking needs, while:

- » Increasing high-density development in the Downtown with limited on-site parking;
- » Promoting sustainable modes of transportation (cycling, walking, transit, etc.);
- » Consolidating surface parking lots into parking structures;
- » Losing on-street parking in favour of cycling lanes, streetscaping, and dedicated transit lanes; and
- » Planning for emerging mobility trends (car sharing, ride hailing, and self-driving cars).



Study Challenges – Residential Policies

Challenge: Update permit and enforcement policies in residential neighbourhoods where the existing practices are no longer appropriate.

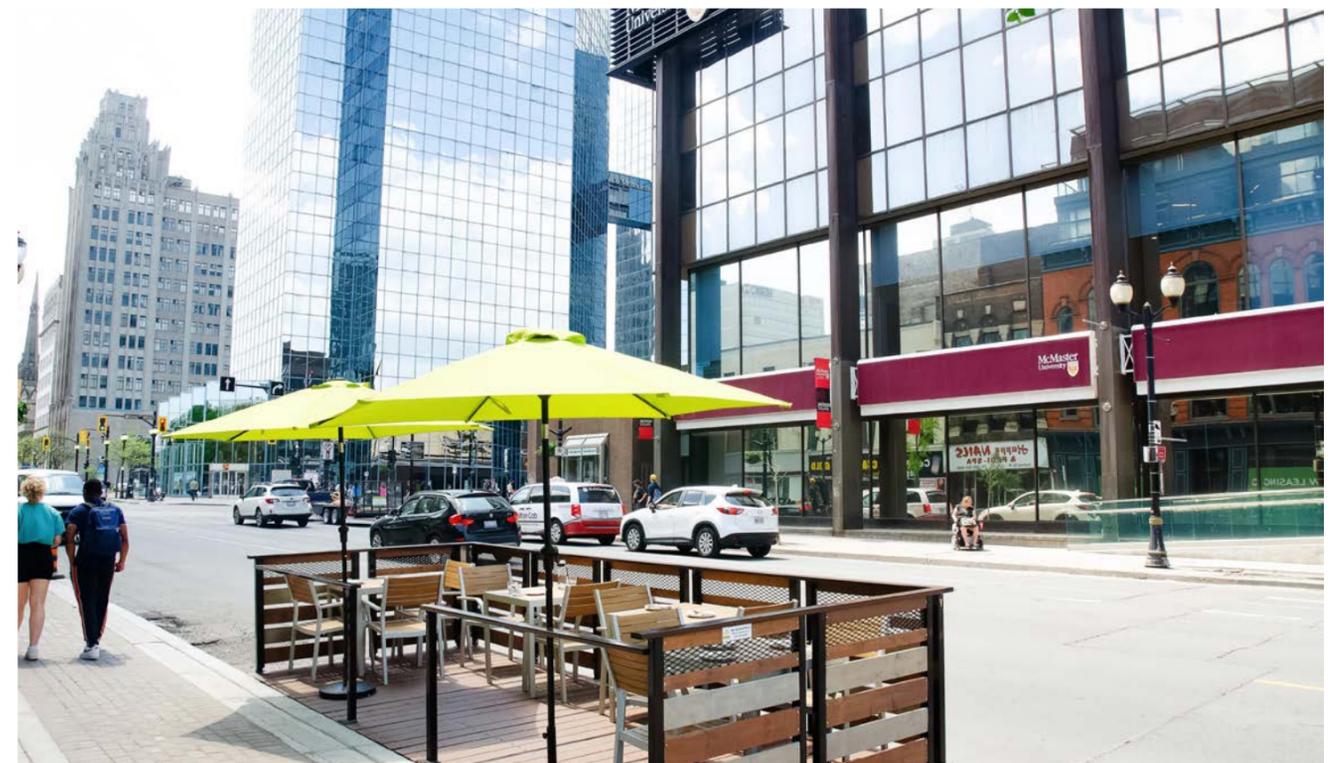
- » Low density residential neighbourhoods that have recently been redeveloped and intensified may have legacy parking policies that are no longer optimal given the neighbourhood's new characteristics.
- » New on-street parking restrictions may need to be adopted, or existing restrictions rescinded.
- » On-street residential parking permit programs can be leveraged to provide additional parking supply in neighbourhoods with limited residential off-street parking opportunities.



Study Challenges – Financial Sustainability

Challenge: Maintain long term financial sustainability under changing parking conditions (where parking revenues are sufficient to fund parking expenses).

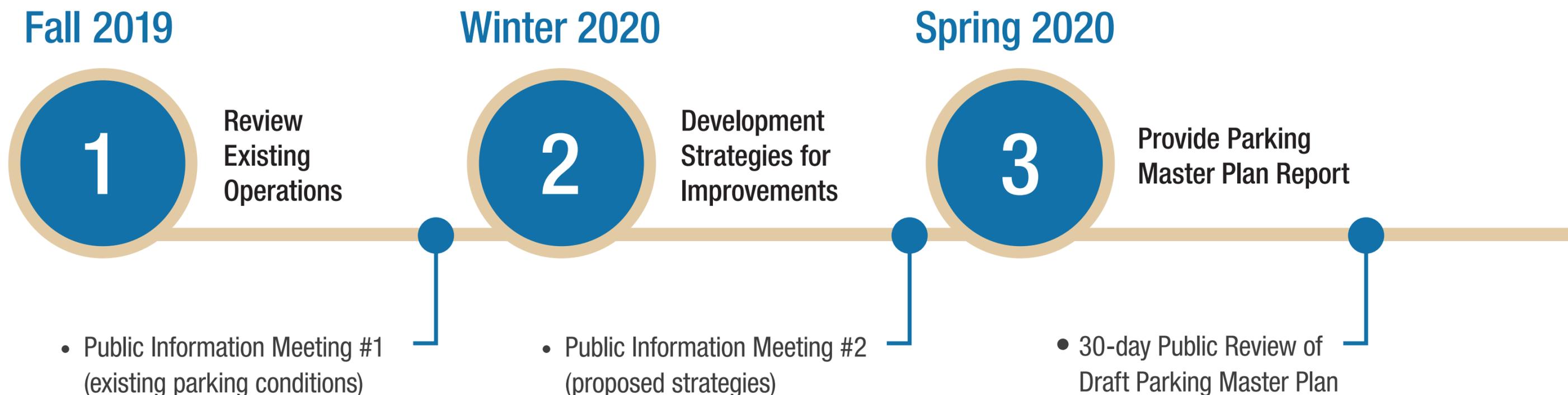
- » Transitioning off-street surface parking lots to parking structures requires extensive capital funding. On average, each above ground parking space costs approximately \$35,000 to \$40,000 while each below ground parking space costs approximately \$45,000 to \$50,000.
- » Maintaining existing parking operations requires on-going funding.
- » Improving the parking user experience through state-of-the-art parking technologies requires expensive upgrades.
- » Public pressure to maintain affordable parking prices.



Study Schedule

Progress to Date:

- » **Task 2:** Online consultation underway (survey and map-based tool);
- » **Task 2:** Stakeholder interviews and public information meeting #1 underway;
- » **Task 3:** Best practices review underway; and
- » **Task 4:** Parking supply and demand data collection is complete and the data processing is underway.

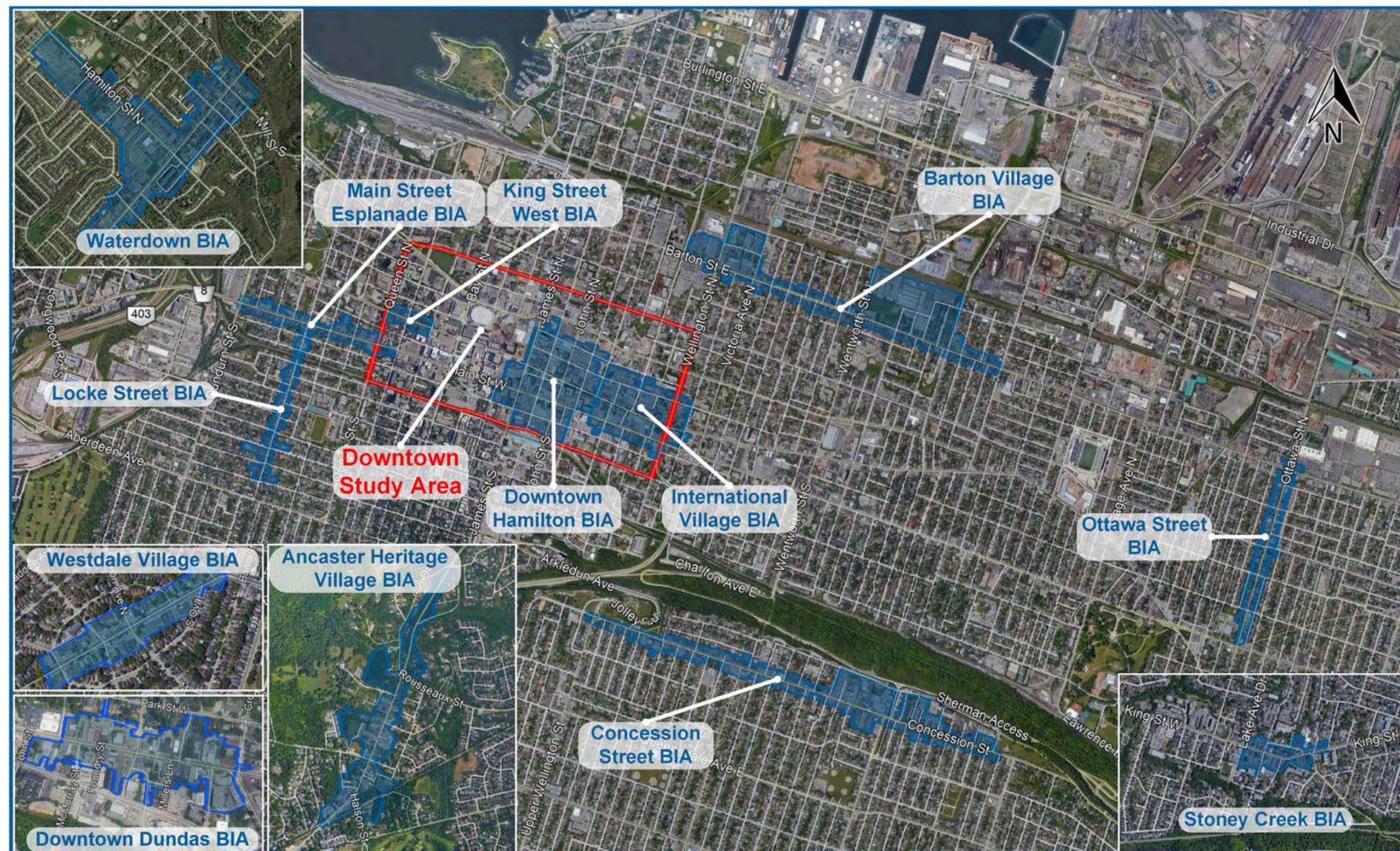


Hamilton Municipal Parking System

The Hamilton Municipal Parking System manages on-street and off-street parking operations throughout the City of Hamilton, including supply and demand, maintenance, technology, finances, and enforcement.

The Hamilton Parking Master Plan focuses on the following areas:

- » Downtown Hamilton (Study Area);
- » Downtown Hamilton Business Improvement Area (BIA);
- » Ancaster Heritage Village (BIA);
- » Barton Village (BIA);
- » Concession Street (BIA)
- » Downtown Dundas (BIA);
- » International Village (BIA);
- » King Street West (BIA);
- » Locke Street (BIA);
- » Main Street Esplanade (BIA);
- » Ottawa Street (BIA);
- » Stoney Creek (BIA);
- » Waterdown (BIA); and
- » Westdale Village (BIA).

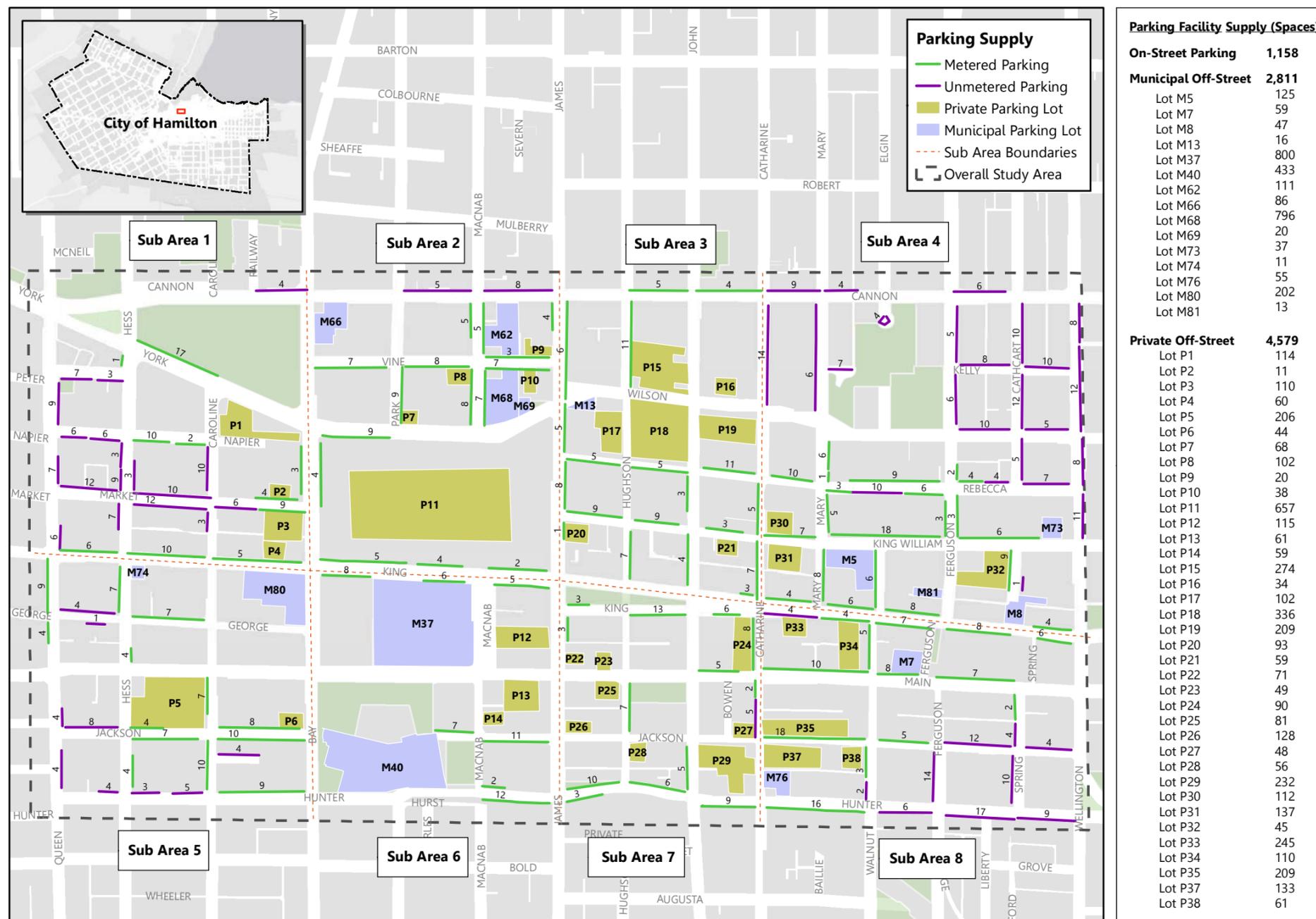


Downtown Parking Supply

To capture typical weekday and weekend parking operations, the parking supply and demand surveys were completed on November 19 and 23, 2019.

In Downtown Hamilton, there are:

- » 1,158 municipal on-street parking spaces;
- » 2,811 municipal off-street parking spaces; and
- » 4,579 publicly accessible private parking spaces.



IB Hamilton Parking Master Plan
Downtown: Parking Inventory

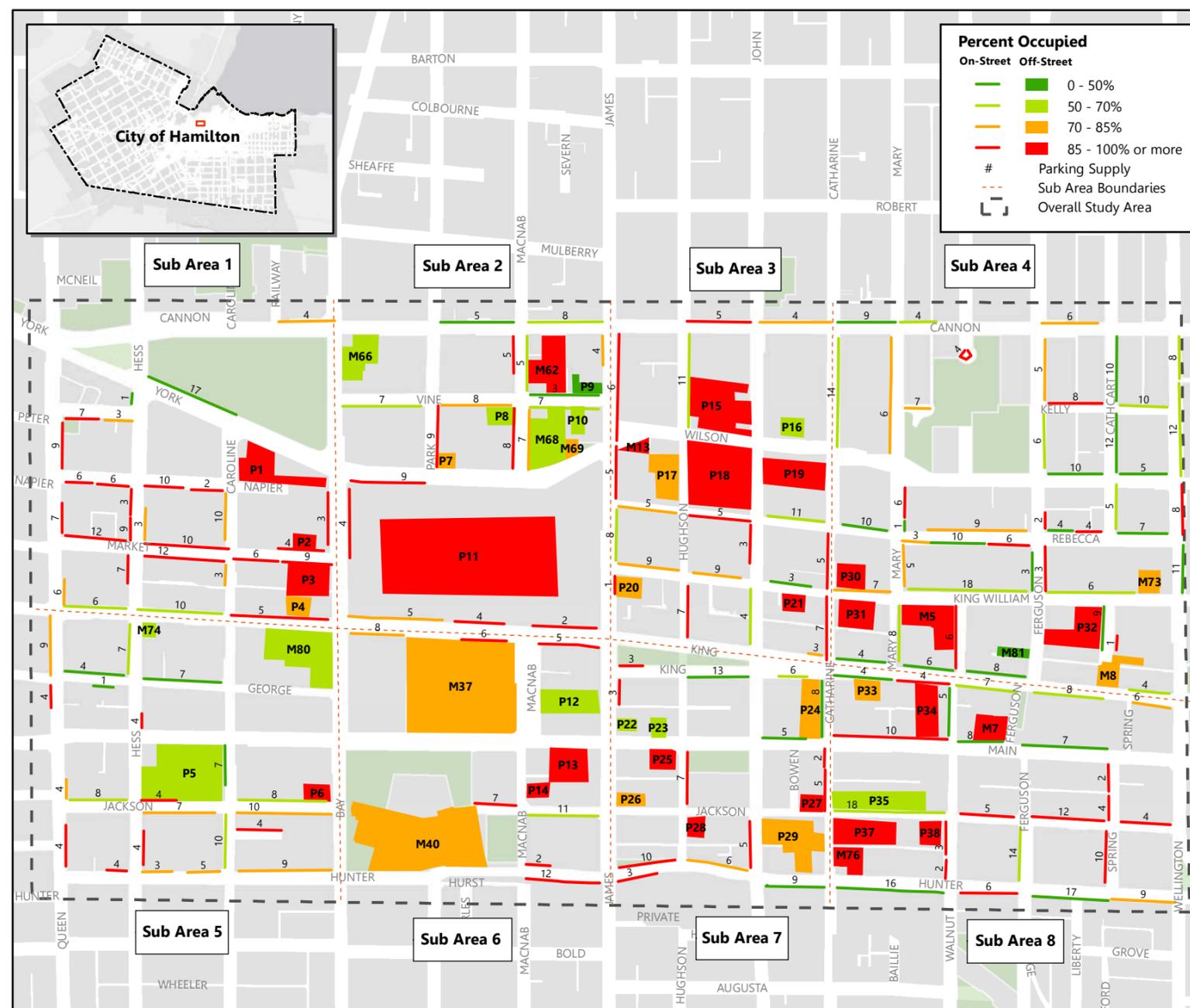


Downtown Parking Operations

In general, parking systems are considered “effectively full” at an occupancy of approximately 85-90%, depending on lot size and other characteristics. This represents the point where finding a space becomes challenging for drivers.

Overall, parking utilization grew from 68% in 2013 to 80% in 2019.

Sub Area	Occupancy
1	92%
2	79%
3	87%
4	80%
5	64%
6	77%
7	79%
8	81%
Total	80%



Parking Facility	Occupancy/Supply (Spaces)
On-Street Parking	811/1,155
Municipal Off-Street 2,111/2,811	
Lot M5	131/125
Lot M7	61/59
Lot M8	38/47
Lot M13	15/16
Lot M37	633/800
Lot M40	307/433
Lot M62	99/111
Lot M66	55/86
Lot M68	542/796
Lot M69	17/20
Lot M73	30/37
Lot M74	7/11
Lot M76	58/55
Lot M80	114/202
Lot M81	4/13
Private Off-Street 2,714/4,579	
Lot P1	118/114
Lot P2	9/11
Lot P3	110/110
Lot P4	46/60
Lot P5	117/206
Lot P6	46/44
Lot P7	51/68
Lot P8	61/102
Lot P9	6/20
Lot P10	23/38
Lot P11	645/657
Lot P12	59/115
Lot P13	66/61
Lot P14	54/59
Lot P15	240/274
Lot P16	23/34
Lot P17	83/102
Lot P18	312/336
Lot P19	184/209
Lot P20	78/93
Lot P21	51/59
Lot P22	49/71
Lot P23	29/49
Lot P24	70/90
Lot P25	80/81
Lot P26	95/128
Lot P27	41/48
Lot P28	62/56
Lot P29	184/232
Lot P30	117/112
Lot P31	129/137
Lot P32	42/45
Lot P33	198/245
Lot P34	95/110
Lot P35	137/209
Lot P37	114/133
Lot P38	63/61

IBI Hamilton Parking Master Plan
Downtown: Peak Occupancy (Weekday 12:00 PM)



Business Improvement Area Operations

In general, the parking utilization in most BIAs was observed to be below or at the 85-90% effective capacity threshold, indicating that the parking supply is sufficient to meet the existing demand.

However, parking operations in the Downtown Hamilton BIA and Stoney Creek BIA, and on-street operations in the International Village BIA were observed to operate above the effective capacity threshold.

BIA	Type	Supply	Peak Demand	Peak Utilization	Time of Peak
Ancaster Heritage Village	On-Street	17	11	65%	11:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	17	11	65%	
Barton Village	On-Street	186	155	83%	1:00 PM - 2:00 PM
	Off-Street	156	104	67%	
	Total	342	259	76%	
Concession Street	On-Street	133	119	89%	12:00 PM - 1:00 PM
	Off-Street	24	15	63%	
	Total	157	133	85%	
Downtown Dundas	On-Street	Pending On-Street Survey Results			1:00 PM - 2:00 PM
	Off-Street	331	250	76%	
	Total	331	250	76%	
Downtown Hamilton	On-Street	224	203	91%	1:00 PM - 2:00 PM
	Off-Street	71	71	100%	
	Total	295	275	93%	

Business Improvement Area Operations

BIA	Type	Supply	Peak Demand	Peak Utilization	Time of Peak
International Village	On-Street	117	86	74%	12:00 PM - 1:00 PM
	Off-Street	281	265	94%	
	Total	398	351	88%	
King Street West	On-Street	16	14	88%	11:00 AM - 12:00 PM
	Off-Street	11	7	64%	
	Total	27	21	78%	
Locke Street	On-Street	124	108	87%	12:00 PM - 1:00 PM
	Off-Street	-	-	-	
	Total	124	108	87%	
Main Street Esplanade	On-Street	39	9	23%	10:00 AM - 12:00 PM
	Off-Street	-	-	-	
	Total	39	9	23%	
Ottawa Street	On-Street	102	48	47%	1:00 PM - 2:00 PM
	Off-Street	306	56	18%	
	Total	408	104	25%	
Stoney Creek	On-Street	-	-	-	9:00 AM - 10:00AM
	Off-Street	162	150	93%	
	Total	162	150	93%	
Waterdown	On-Street	-	-	-	2:00 PM - 3:00 PM
	Off-Street	8	5	63%	
	Total	8	5	63%	

*Westdale Village BIA: pending on-street survey results

How can you Participate?

We are seeking your input through:

- » **Online or paper survey:** a set of questions aimed at understanding your use of parking, issues experienced, and priorities for improvements (www.hamilton.ca/parkingmp).
- » **Map-based consultation tool:** an online map where you can drop a pin to identify locations where you are experiencing parking issues (www.hamiltonpmp.ca).
- » **Comments:** an opportunity for you to submit any comments or questions you have about parking in Hamilton or the Study.
- » **Discussion with Staff:** Feel free to ask questions and discuss your thoughts on the Study with the Study Team members in attendance.
- » **Please submit your completed survey, map-based comments and/or written comments before leaving today, or online at the noted webpages.**

For updates on the Parking Master Plan:

- » **Visit the Study Website:** www.hamilton.ca/parkingmp where you can view all notices, Public Information Meeting boards, surveys, comment forms and reports.
- » **Join the Study Mailing List:** sign in or send an email request to Peter Richards (Consultant Study Lead) at peter.richards@ibigroup.com



Next Steps

The next steps in the Hamilton Parking Master Plan are as follows:

Phase 1

- » Collect public and stakeholder input from:
 - Stakeholder and resident surveys;
 - Online map-based consultation tool;
 - Stakeholder meetings; and
 - Comments.
- » Best Practices Review.

Phase 2

- » Project future parking supply and demand;
- » Develop a Downtown parking strategy;
- » Develop a financial model for the Hamilton Municipal Parking System;
- » Develop city wide policy framework; and
- » Offer opportunity for public input at Public Information Meeting #2 (March 2020).



Thank you for Attending

“

Thank you for your interest in the Hamilton Parking Master Plan.

Comments, questions, or requests to be added to the Study mailing list can be submitted at any time to:

CITY OF HAMILTON STUDY LEAD

Amanda McIlveen
Parking Operations and Initiatives Manager
Planning and Economic Development Department
City of Hamilton
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CONSULTANT STUDY LEAD

Peter Richards P.Eng.
Associate Director, Transportation Engineering
Practice Lead
IBI Group
Phone 416-596-1930 ext. 61402
Email: peter.richards@ibigroup.com



Background Report I Appendix F:

Hamilton Stakeholder Meeting Notes

BIA	Issues/Needs/Opportunities
Barton Village	<ul style="list-style-type: none"> • Parking spillover from General Hospital into the nearby residential neighbourhoods is an issue. • Hospital staff are known to occupy the premium on-street parking spaces in close proximity for long term periods. • McMaster is looking at establishing a presence in Barton Village in the long term, which will impact parking operations. • The BIA would like to implement maximum time limits for on-street parking with meters. • Parking structures are preferred over surface parking lots. • Additional alternative methods of payment is desirable. • Increased proactive enforcement would be beneficial to improve compliance. • Dusk hour routes, and the associated curbside restrictions, need to be updated. • Improved municipal lot maintenance and security (cameras and lighting) is desirable.
Downtown Dundas	<ul style="list-style-type: none"> • Monthly pass holders are known to park in the premium spaces, a practices which should be discouraged as this impacts transient parking users. • A reduction in the number of passes released in some lots would be beneficial for transient parking users. • No issues have been identified regarding current parking prices. The BIA understands that higher rates will increases turnover. • On-street parking turnover is an issue during weekends. • The City leases all off-street lots. Therefore, lot operations are not entirely in their control. • Improved communication with parking pass holders would be beneficial.
Downtown Hamilton	<ul style="list-style-type: none"> • Additional monthly parking passes would be beneficial, and could potentially attract new businesses. • Additional on-street parking and loading spaces would be beneficial. • Increase enforcement would be beneficial. • Directing deliveries to surface parking lots is an option for consideration.
International Village	<ul style="list-style-type: none"> • Increase enforcement would be beneficial. • Consider a parking structure at the intersection of Main Street and Ferguson Street • Free parking weekdays after 6 PM and on weekends is supported. • Permit lots are known to be oversold, resulting in pass holders having difficulty in finding parking. Especially a challenge in Lot 5. • Improved municipal lot and on-street parking meter maintenance is desired. • The publically accessible lot on Ferguson Street is anticipated to be replaced by condominiums in the near future placing additional demand on alternative nearby parking facilities. • Consistent on-street maximum time limits is desirable (2 hours or 3 hours). • Additionally loading spaces would be desirable. Converting Jarvis Lot for loading should be considered.
Ancaster Village	<ul style="list-style-type: none"> • Parking signage near the Fire Hall lot is unclear. • Unclear if on-street parking on local streets is permitted. Permitting on-street parking can be viewed as a traffic calming measure.
Locke Street	<ul style="list-style-type: none"> • More regular parking policies is desirable. • On-street parking for periods longer than 3 hours is desirable in some locations. • Coordinating with the Church would yield additional off-street parking spaces.

BIA	Issues/Needs/Opportunities
Waterdown	<ul style="list-style-type: none"> • Parking operations are known to be contentious. • On-street parking in close proximity to local plazas is in short supply. • Additional municipal off-street parking would be beneficial • Employees are known to occupy the premium on-street parking spaces immediately adjacent to the businesses, while the lots serving those businesses have available spaces. • Greater transparency is requested on how the cash-in-lieu of parking funds are spent. • Private lot owners are starting to restrict who parks in their lots.
Stoney Creek	<ul style="list-style-type: none"> • No current parking issues. However, operations are anticipated to change once the near future condominiums are complete.
Westdale	<ul style="list-style-type: none"> • Parking is known to be in short supply. • Free parking on Saturdays and Sundays should be considered.
McMaster University and Mohawk College	<ul style="list-style-type: none"> • Both institutions reported lack of on-street parking on near-by streets led to long waitlists for campus parking and were puzzled by the inconsistencies of on-street parking regulations near campuses • Campus parking prices increasingly more expensive than the city's parking rates, leading to more students looking for off-campus parking • The impact of the cancelled LRT project was substantial as it included an additional parking facility to be built on the McMaster campus which has now been placed on hold • There is a need for more parking near transit hubs that facilitate students riding transit to campus • EV charging stations on the McMaster campus are underutilized • More online classes may increase on-street parking needs in the surrounding areas to all campuses
Downtown Entertainment Providers (Hamilton Art Gallery, Core Entertainment, Carmen's)	<ul style="list-style-type: none"> • Customers generally unsatisfied with high parking demand in the downtown core during weekday events, forcing a search for space before their event • Long lines into the Convention Centre Parkade during certain events and high occupancy rates; • Long lines existing the York Parkade during events due to lane configuration and inadequate staffing • Lack of bus parking availability near event spaces downtown • Lack of parking capacity for event overflow (large shows with many trucks, trailers, performers, event staff, etc.) • Bagging on-street meters to take them offline can be difficult as other vehicle users disregard the bags and there is a lack of enforcement • The need to park promotional vehicles on the boulevard

City of Hamilton Parking Master Plan

Presentation of the Draft Parking Master Plan

April 20, 2021



Outline

- Hamilton Today, summarizing existing conditions
- Best Practices from peer municipalities
- Hamilton Tomorrow, forecasting future conditions
- Financial Outlook
- Recommendations
- Next Steps



Study Timeline



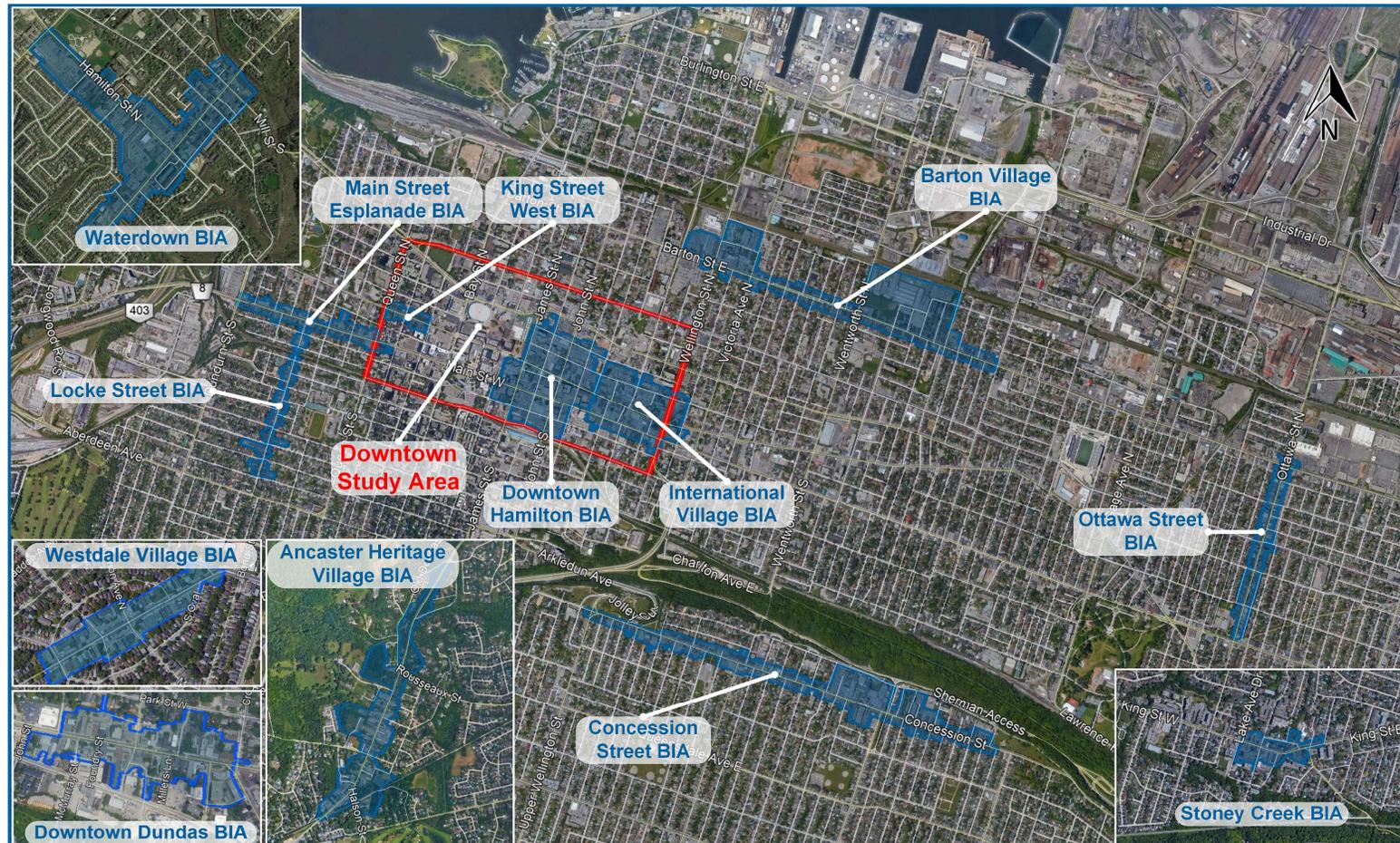
Study Objectives

The City of Hamilton initiated the Hamilton Parking to:

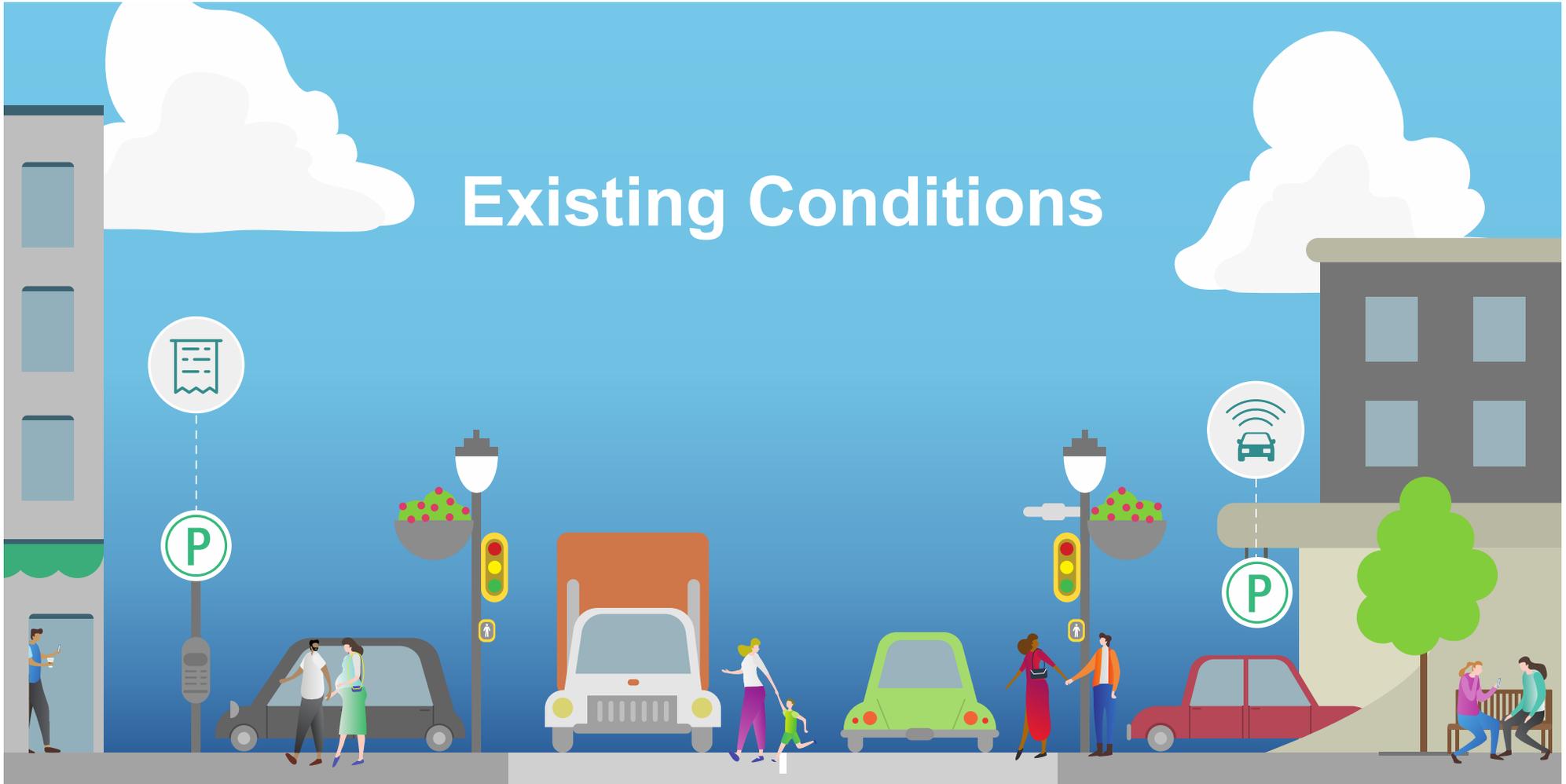
- Examine existing and future public parking operations.
- Provide direction for parking policy, planning, operations, and enforcement.
- Help address the changing parking needs faced by the Hamilton Municipal Parking System.



Hamilton Municipal Parking System



Existing Conditions

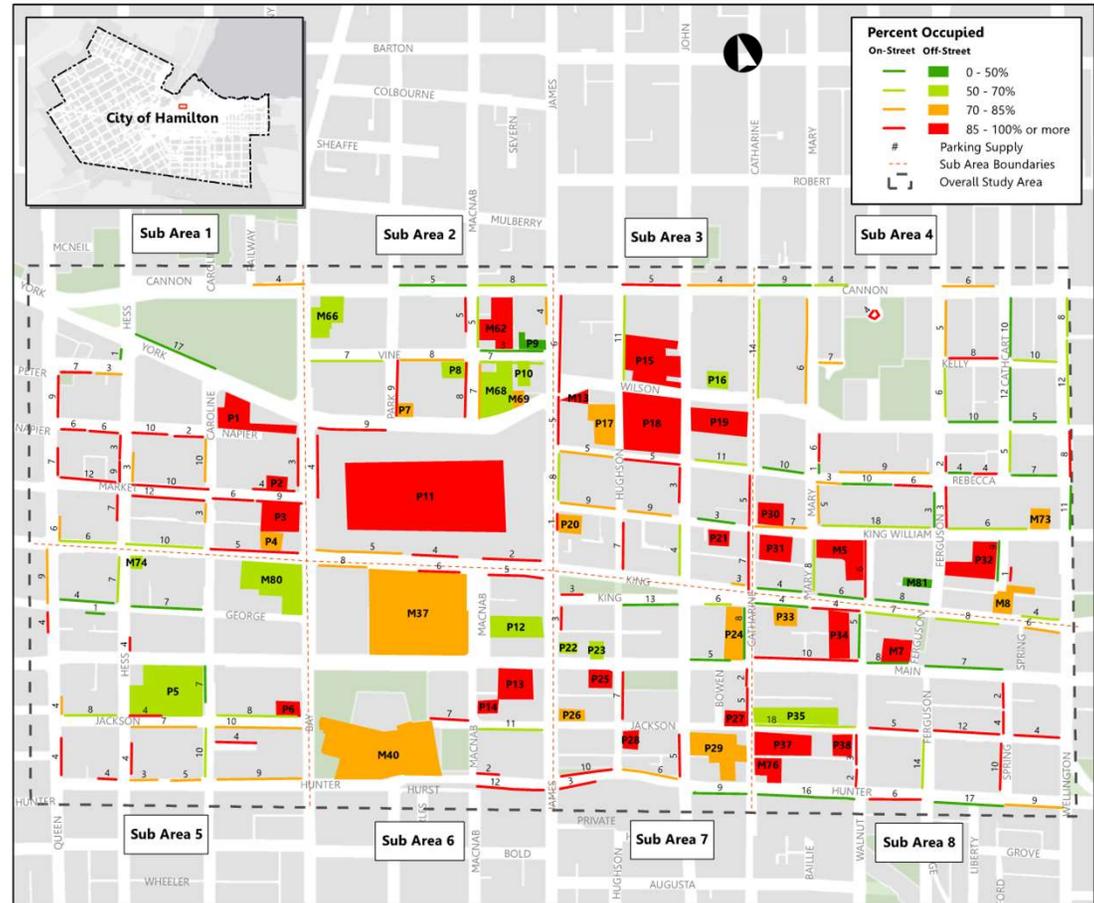
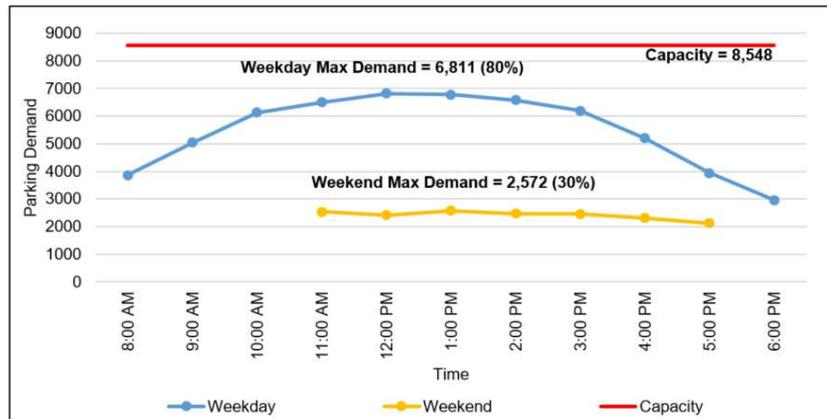


Existing Downtown Parking Operations

The peak period of parking occupancy was observed on **a weekday at 12:00 PM**, where 80% of surveyed parking spaces were occupied.

Surveys were conducted in the fall of 2019.

Sub Area	Occupancy
1	92%
2	79%
3	87%
4	80%
5	64%
6	77%
7	79%
8	81%
Total	80%



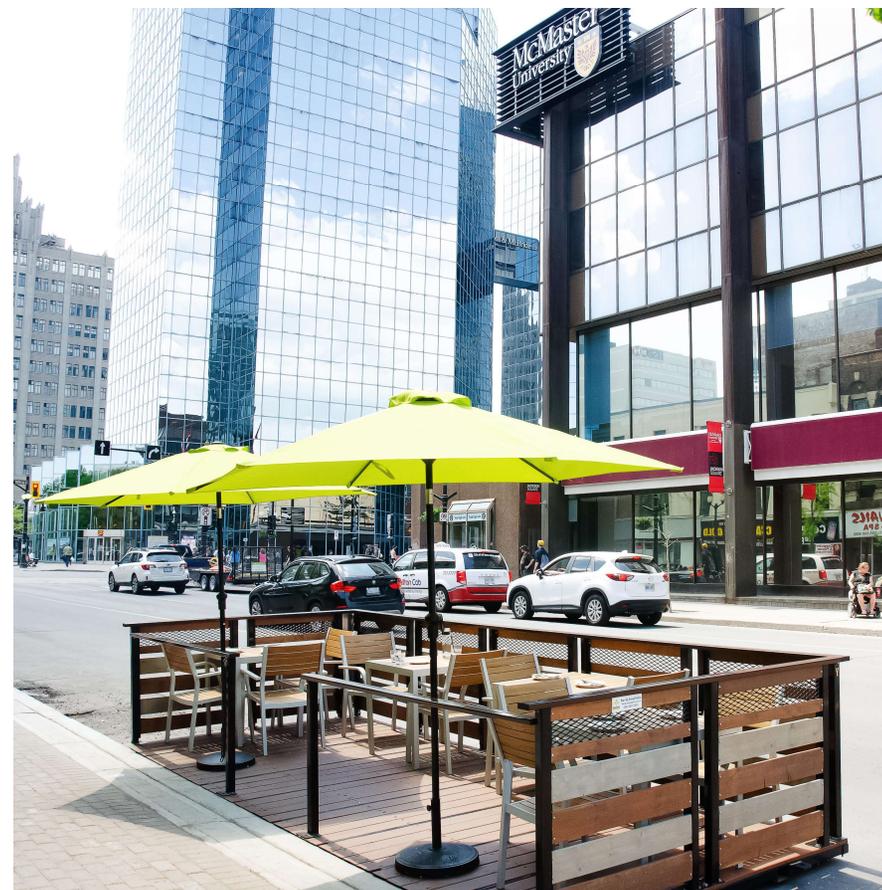
Phase 1 Consultation



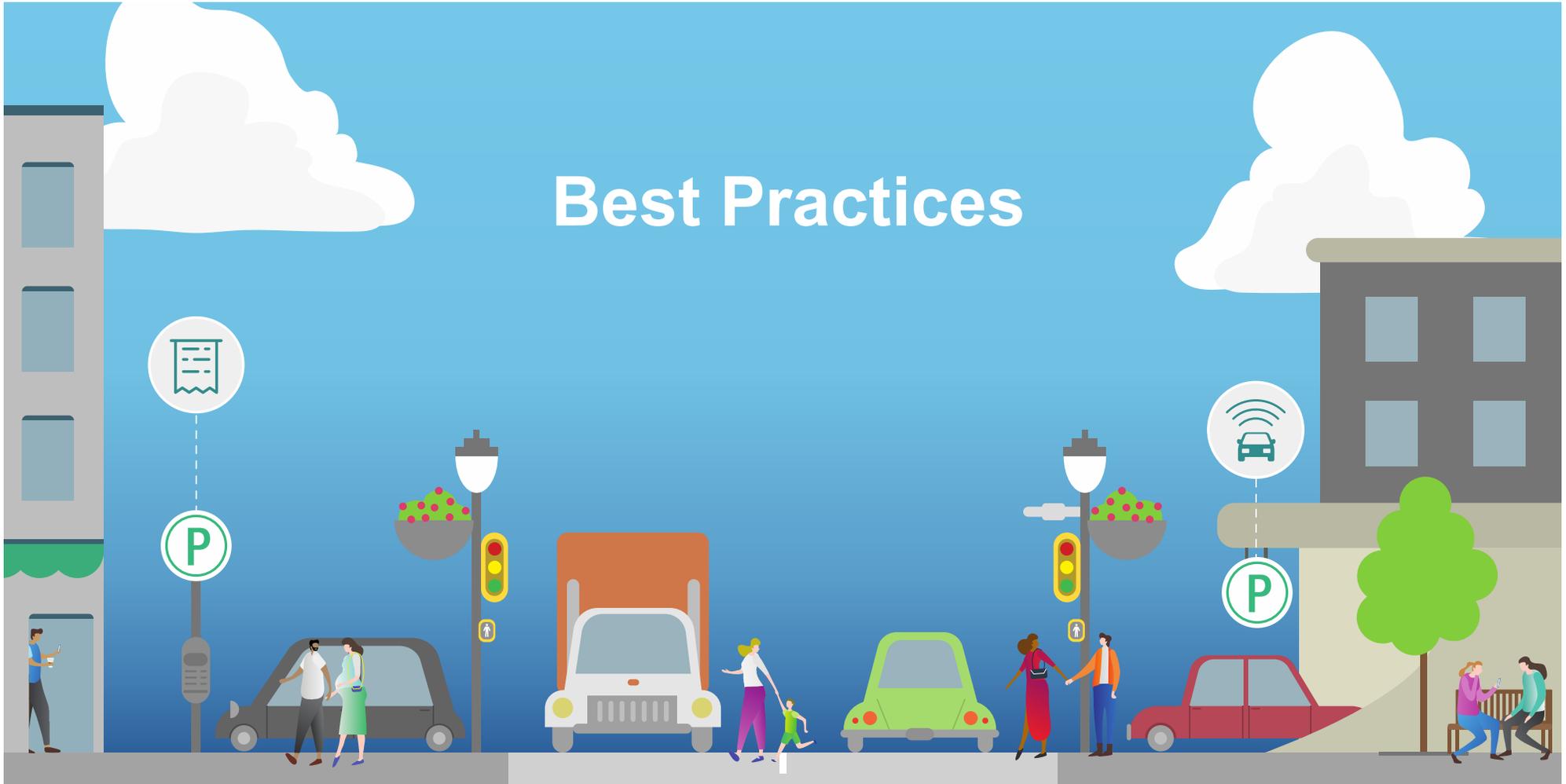
Public and Stakeholder Consultation

Key phase 1 takeaways included:

- Increase parking opportunities and **improve the pay parking user experience**;
- Parking operations should be **self-funded**, and prices should **encourage alternative modes of transportation** (i.e. more expensive than a transit pass); and
- Support for balancing space for parking with space for alternative sustainable modes and **other curbside uses** (e.g. bike lanes, pop-up patios).

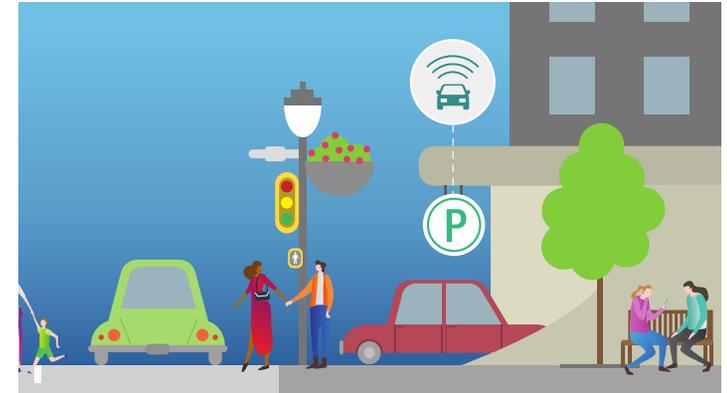


Best Practices



Best Practices Review

Topic Area	Practice in Hamilton	Findings
Finances	Financially sustainable	All comparator municipalities were determined to be financially sustainable, where parking revenues are sufficient to fund parking expenses.
Pricing Policies	Location based pricing	Most comparator municipalities implement location based pricing strategies.
User Fees	Generally lower than comparators	Compared to other municipalities, Hamilton charged lower rates for hourly on-street and off-street, and monthly off-street permits.
Cash-in-lieu Programs	Yes	Cash in Lieu programs tend to exist in larger cities and intensification areas.
On-street Accessible Parking	Reserved accessible on-street permit parking	Many comparator municipalities have practices similar to Hamilton's accessible on-street permit parking, where requests are reviewed on a case-by-case basis.

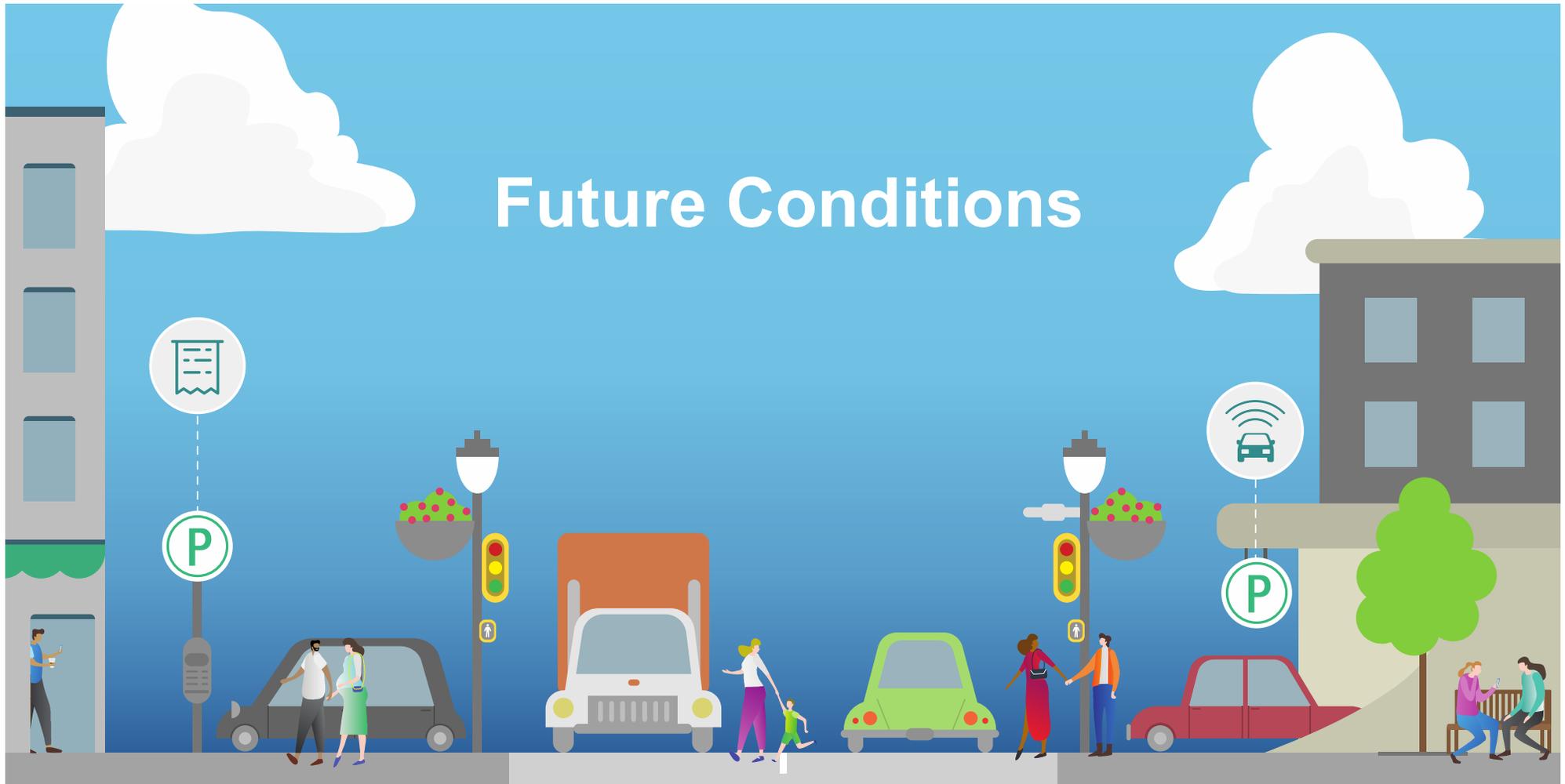


Best Practices Review

Topic Area	Practice in Hamilton	Findings
Enforcement	Manual proactive or reactive enforcement depending on location. Moving towards LPR technology.	Some comparator municipalities are adopting LPR technology to improve coverage and efficiency of parking enforcement.
Residential On-street Parking	Parking zones permit and parking time limit zones permit	Most comparator municipalities provide long term permits for residents and temporary permits for visitors
Emerging Trends	Beginning to consider emerging trend impacts	Municipalities are looking to future proof new parking facilities, include public parking in new private developments, and convert a portion of private parking facilities to public parking
Future Technology	Planning to upgrade pay parking technology	Future technologies include smart payment systems (parking meters and pay-by-phone), parking occupancy technology, and EV charging stations. There is limited adoption of future technologies in comparator municipalities.



Future Conditions



Hamilton Tomorrow – Downtown Parking Supply and Demand

Future parking demand is influenced by:

- **Population and employment growth;**
- **Changes to parking supply;** and,
- **Changing travel patterns** including adoption of transit and active transportation options, impacts of micro mobility services, and longer term impacts of technologies like EVs and CAVs.

Category	Value
Parking Supply Today	8,550 spaces
Spaces Lost to Redevelopment	720 spaces
Parking Demand Today	6,810 vehicles
Parking Demand Growth Through Population and Employment Growth	1,390 vehicles
Parking Demand Reduction Through TDM and Pricing	1,070 vehicles
Projected Peak Parking Utilization	91%

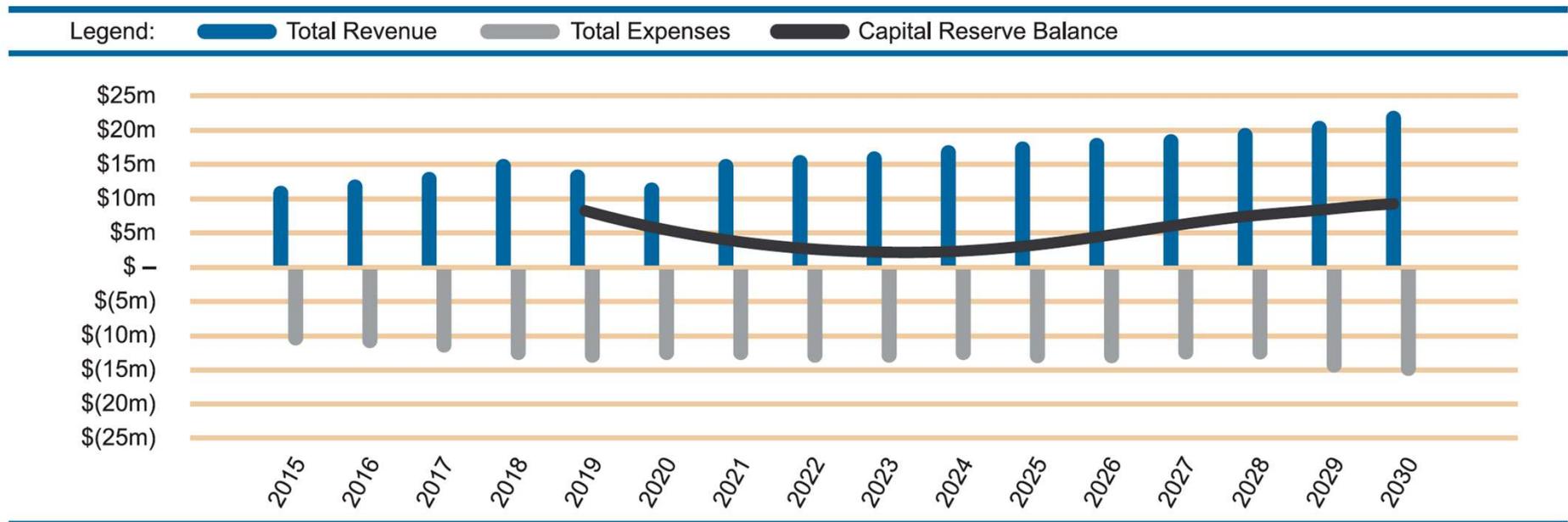
Financial Outlook

Future analysis represented by four scenarios that reflect a range of different pricing structures, supply levels, and resulting parking demand.

Scenario	Financially Sustainable?	Can Supply Accommodate Future Demand?	Addresses Localized Parking Supply Deficiencies?	Supports Sustainable Transportation?
1: Status quo				
2: Revised pricing framework				
3: Revised pricing framework and modest rate increases				
4: Revised pricing framework, new infrastructure, and modest rate increases				

Financial Outlook

Expected HMPS financial performance under Scenario 3



Recommendations | General Principles



Financial Sustainability



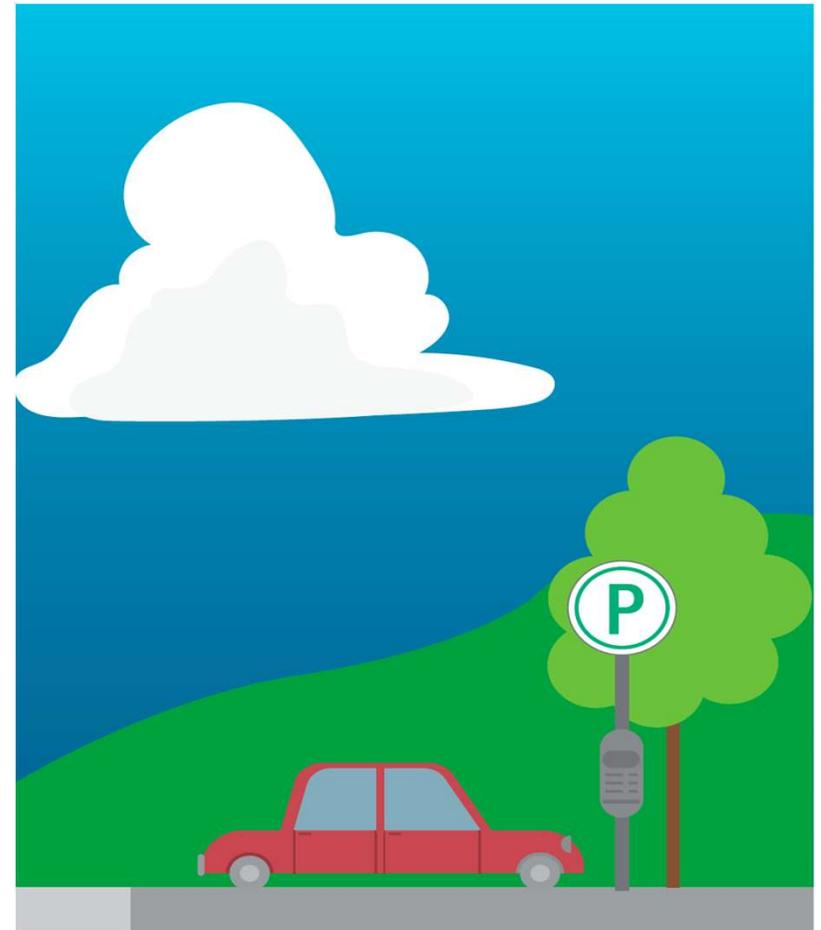
Economic Development



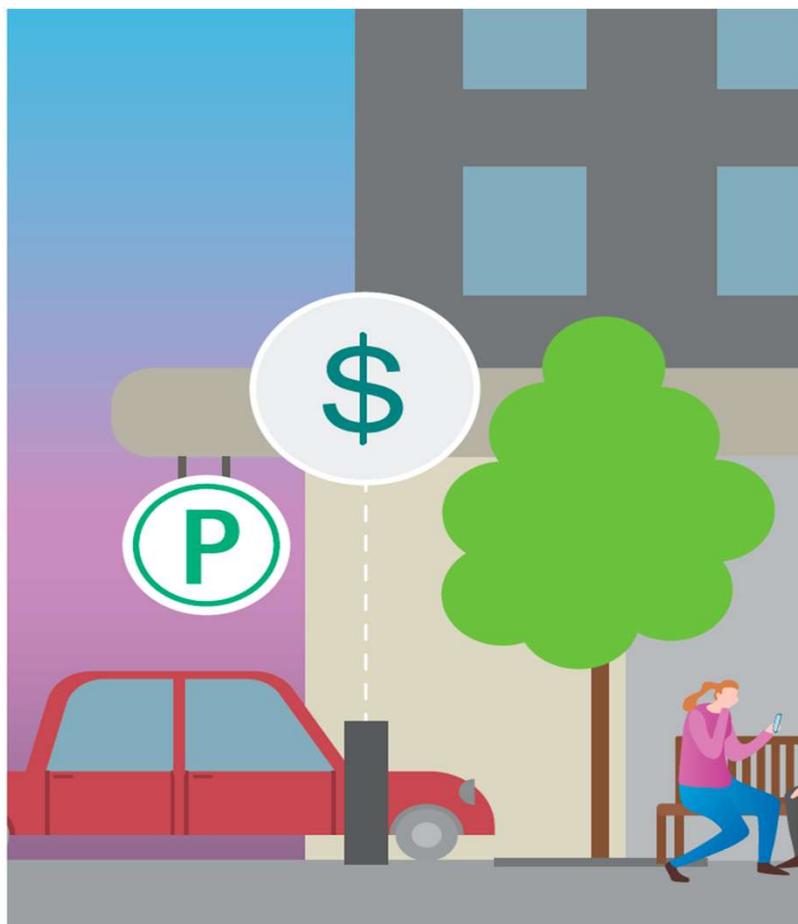
Environmental Sustainability



Resiliency



Recommendations



City of Hamilton Parking Master Plan

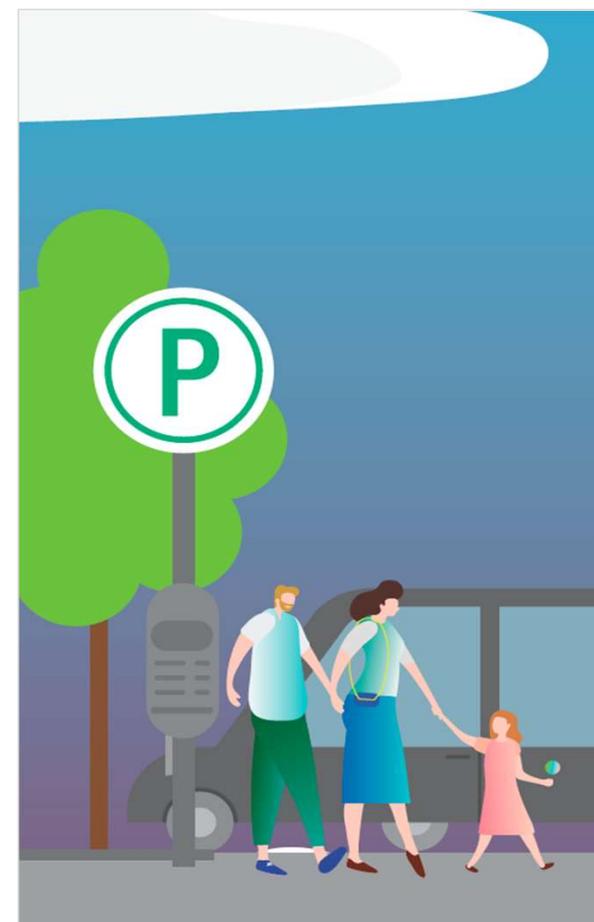
Financial Sustainability

1. Adopt predictable rate increases
2. Manage utilization in all HMPS off-street parking facilities through prices
3. Extend paid parking to 7-days-a-week operations
4. Maintain higher prices on-street than off-street
5. Implement performance based pricing in high demand areas
6. Implement dynamic pricing in response to events

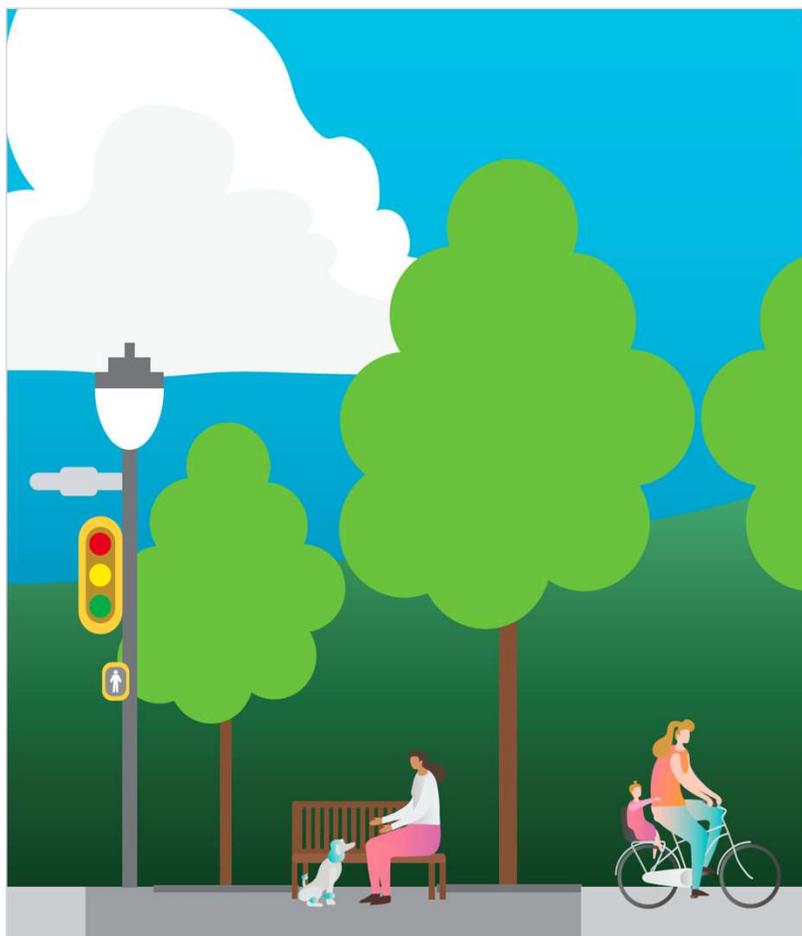
Recommendations

Economic Development

7. Expand the supply of on-street paid parking
8. Review HMPS revenue sharing formula
9. Provide better information in the form of improving signage, wayfinding, and digital tools
10. Allow public use of private facilities during off-peak times
11. Pursue joint parking opportunities with private development
12. Manage on-street parking in the future residential areas
13. Implement License Plate Recognition Software to improve enforcement efficiency
14. Continue to identify opportunities to leverage City-owned surface parking lots for new, integrated development



Recommendations



City of Hamilton Parking Master Plan

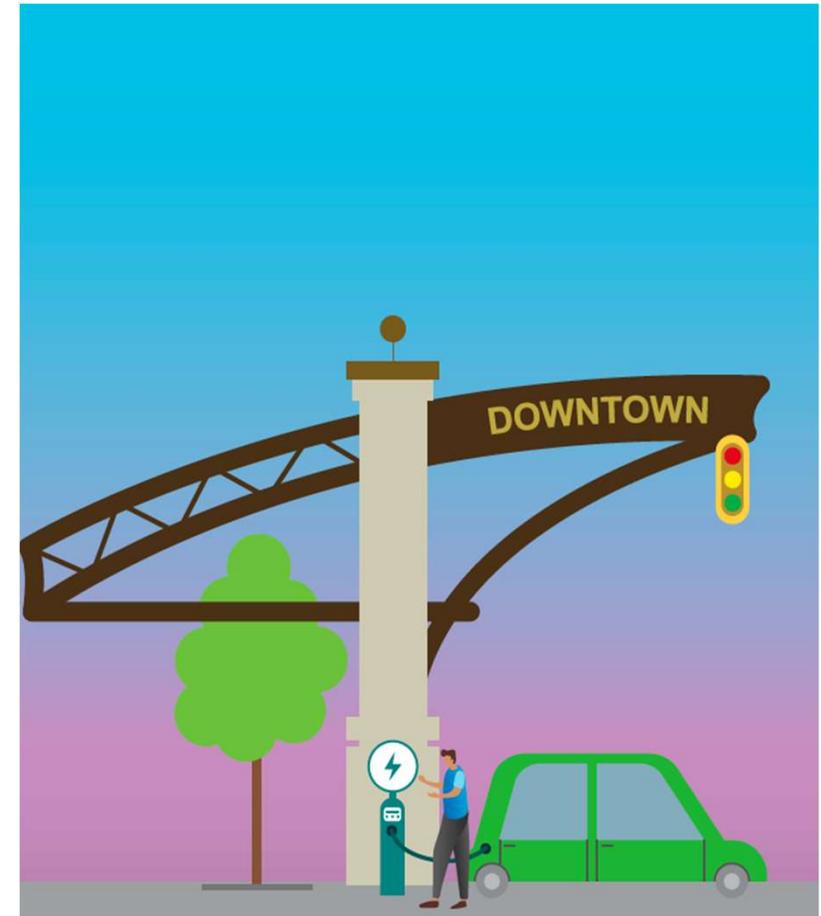
Environmental Sustainability

15. Adopt pricing structures which incentivize environmentally sustainable transportation mode choices
16. Introduce flexible multi-use passes
17. Expand Parking Reserve and Cash-in-Lieu policies to support TDM and sustainable mobility initiatives
18. Limit residential boulevard parking agreements
19. Apply low impact materials and sustainable design in City-owned surface lots
20. Develop a comprehensive plan for EV charging
21. Continue to expand bicycle and other micro-mobility parking.

Recommendations

Resiliency

22. New municipal parking should be integrated within developments and have the ability to be converted to alternative uses in the future
23. Develop policies and regulations for managing curbside use and payment
24. Monitor how CAVs evolve related to the impact of parking operations

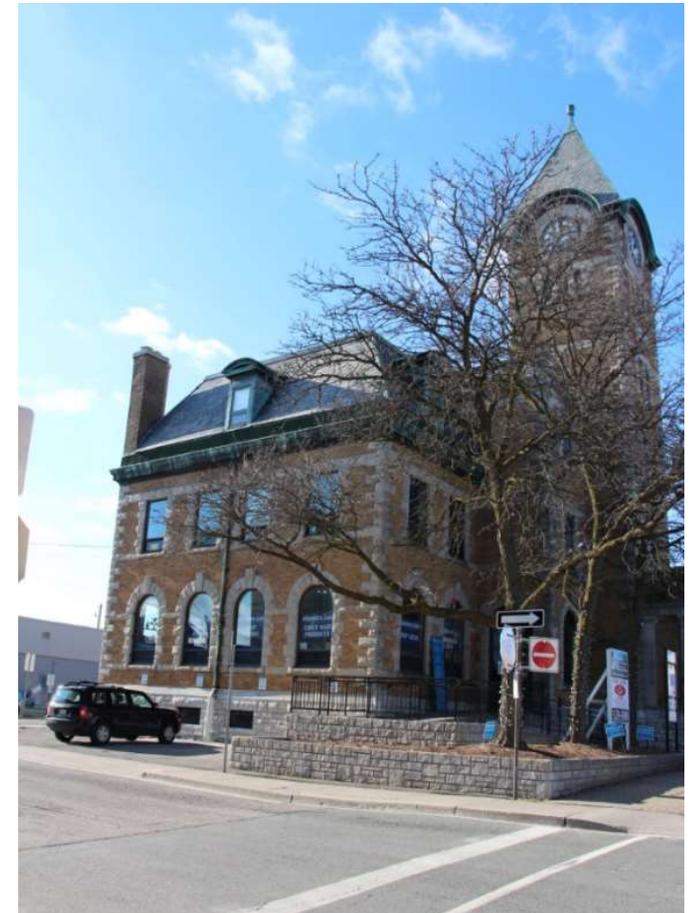


Next Steps

- Second round of public consultation
- Finalization of recommendations



City of Hamilton Parking Master Plan



Thank You



Thank you for your interest in the Hamilton Parking Master Plan.

Comments, questions, or requests to be added to the Study mailing list can be submitted at any time to:

City of Hamilton Study Lead

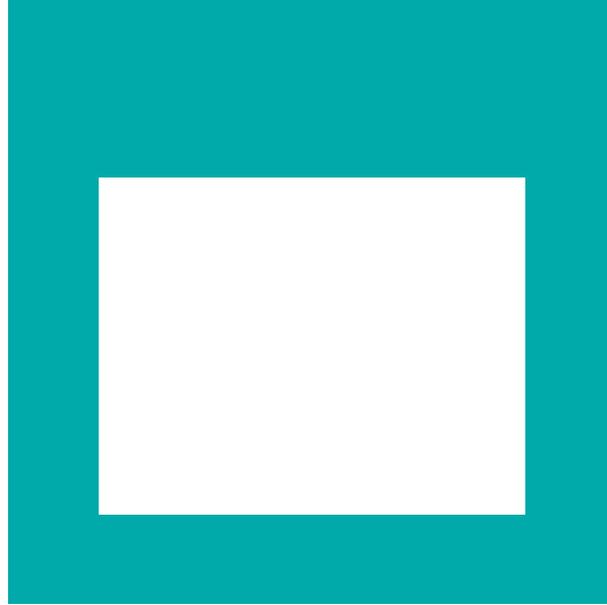
Amanda McIlveen

Parking Operations and Initiatives Manager
Planning and Economic Development Department
City of Hamilton
Phone: 905-546-2424 ext. 6009
Email: Amanda.McIlveen@hamilton.ca

Consultant Study Lead

Peter Richards P.Eng.
Director, Transportation Engineering
Practice Lead
IBI Group
Phone 416-596-1930 ext. 61402
Email: peter.richards@ibigroup.com





WELCOME TO THE CITY OF HAMILTON

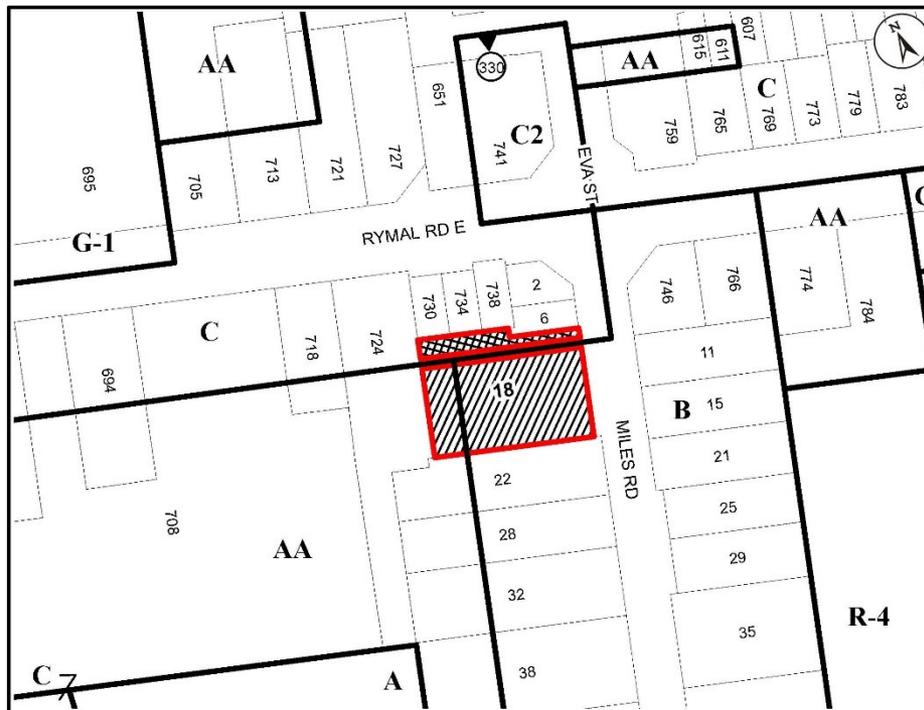
PLANNING COMMITTEE

April 20, 2021

PED21072– (ZAR-19-026)

Application for a Zoning By-law Amendment for Lands Located at
18 Miles Road, Hamilton.

Presented by: James Van Rooi



● Site Location



Key Map - Ward 7

Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
ZAR-19-026

Date:
March 3, 2021

Appendix "A"

Scale:
N.T.S

Planner/Technician:
JV/AL

Subject Property

18 Miles Road

 Change in Zoning from the "AA" (Agricultural) District, "B" (Suburban Agriculture and Residential, etc.) District to the "C" (Urban Protected Residential, etc.) District

 Additional Lands owned by Owner



SUBJECT PROPERTY



18 Miles Road, Hamilton



18 Miles Road





Properties North on Rymal



Property East of Site



Properties East of Site



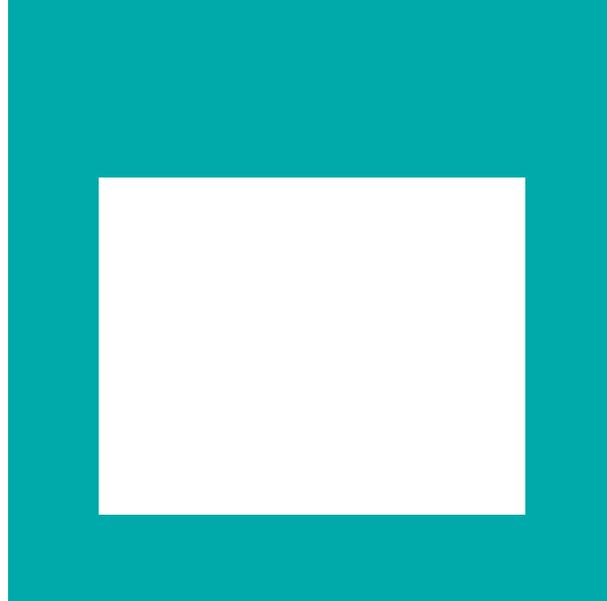
Properties South of Site



Miles Road looking South



Miles Road looking North



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 20, 2021
SUBJECT/REPORT NO:	Application for a Zoning By-law Amendment for Lands Located at 18 Miles Road (Hamilton) (PED21072) (Ward 7)
WARD(S) AFFECTED:	Ward 7
PREPARED BY:	James Van Rooi (905) 546-2424 Ext. 4283
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That **Zoning By-law Amendment Application ZAR-19-026 by A.J. Clarke and Associates Ltd. on behalf of David Daniels, Owner**, for a change in zoning from the “AA” (Agricultural) District to the “C” (Urban Protected Residential, etc.) District (Block 1) and from the “B” (Suburban Agriculture and Residential, etc.) District to the “C” (Urban Protected Residential, etc.) District (Block 2), to permit the lands to be developed for four single detached dwellings on lands located at 18 Miles Road (Hamilton), as shown on Appendix “A” to Report PED21072 be **APPROVED**, on the following basis:
- (i) That the draft By-law, attached as Appendix “B” to Report PED21072, which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed change in zoning is consistent with the Provincial Policy Statement (PPS, 2020), and conforms to a Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 2 of 15**

- (iii) That the proposed change in zoning complies with the Urban Hamilton Official Plan.

EXECUTIVE SUMMARY

The Owner has applied for an amendment to City of Hamilton Zoning By-law No. 6593 to permit the development of four single detached dwellings. The lands are currently zoned “AA” (Agricultural) District, “B” (Suburban Agriculture and Residential, etc.) and “C” (Urban Protected Residential, etc.) District. The northerly portion of the applicant’s lands are presently zoned “C” (Urban Protected Residential, etc.) District. The application proposes to consolidate the lands into one zone being the “C” (Urban Protected Residential, etc.) District. If the amendment is approved, the proposed development would comply with all regulations of the “C” (Urban Protected Residential, etc.) District. The required zoning mapping changes are shown as Blocks 1 and 2 on Schedule A on Appendix “B” to this Report PED21072. These lands will be subject to future Consent applications.

The application has merit and can be supported for the following reasons:

- It is consistent with the Provincial Policy Statement (PPS, 2020);
- It conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
- It is compatible with and complementary to the existing surrounding neighbourhood; and,
- It represents good planning by, among other things, providing a compact and efficient urban form that is compatible with the area, enhances and continues the streetscape of the neighbourhood and provides additional housing opportunities.

Alternatives for Consideration – See Page 15

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for a Zoning By-law Amendment.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 3 of 15**

HISTORICAL BACKGROUND

Report Fact Sheet

Application Details	
Applicant/Owner:	A.J. Clarke on behalf of David Daniels (owner)
File Number:	ZAR-19-026
Type of Application:	Zoning By-law Amendment
Proposal:	Four single detached dwellings each with 12 metre frontages and lot areas between 803.58 square metres and 985.48 square metres. Future Consent applications will be required to create the individual lots.
Property Details	
Municipal Address:	18 Miles Road
Lot Area:	0.34 ha
Lot Frontage:	48 m
Servicing:	Full Municipal Services.
Existing Use	Vacant land
Documents	
Provincial Policy Statement (PPS)	Proposal is consistent with the PPS (2020).
A Place to Grow:	Proposal conforms to A Place to Grow (2019, as amended).
Official Plan Existing:	Designated "Neighbourhoods" on Schedule E – Urban Structure and Schedule E-1 – Urban Land Use Designations.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 4 of 15**

Official Plan Proposed:	No amendment proposed.
Broughton West Neighbourhood Plan	Single and Double Residential
Zoning Existing:	“AA” (Agricultural) District (Block 1); “B” (Suburban Agriculture and Residential, etc.) District (Block 2); and, “C” (Urban Protected Residential, etc.) District
Zoning Proposed:	“C” (Urban Protected Residential, etc.) District
Processing Details	
Received:	April 1, 2019
Deemed Complete:	April 18, 2019
Notice of Complete Application:	Sent to 42 property owners within 120 m of the subject property on May 8, 2019.
Public Notice Sign:	May 21, 2019 and updated on March 24, 2021.
Notice of Public Meeting:	Sent to 42 property owners within 120 m of the subject property on April 1, 2021.
Public Consultation:	None
Public Comments:	None
Processing Time:	734 days, 275 days from revised submission.

Existing Land Use and Zoning:

	Existing Land Use	Existing Zoning
Subject Property:	Vacant Residential	“C” (Urban Protected Residential, etc.) District, “AA” (Agricultural) District and “B” (Suburban Agriculture and Residential, etc.) District.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 5 of 15**

Surrounding Land Uses:

North	Single Detached Dwellings	“C” (Urban Protected Residential, etc.) District.
East	Single Detached Dwellings	“B” (Suburban Agriculture and Residential, etc.) District.
South	Single Detached Dwellings	“B” (Suburban Agriculture and Residential, etc.) District and “AA” (Agricultural) District.
West	Single Detached Dwellings	“C” (Urban Protected Residential, etc.) District and “AA” (Agricultural) District.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement (PPS, 2020)

The Provincial Planning Policy Framework is established through the *Planning Act* (Section 3) and the PPS, 2020. The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS, 2020.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Local Planning Appeal Tribunal (LPAT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of Provincial interest (i.e. efficiency of land use) are reviewed and discussed in the Official Plan analysis that follows.

Archaeology

Staff note the Archaeology policies have not been updated within the UHOP in accordance with the PPS. The following policy of the PPS also applies:

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 6 of 15**

The subject property meets three of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential:

- 1) Within 250 metres of known archaeological sites;
- 2) Within 300 metres of a primary watercourse or permanent waterbody, 200 metres of a secondary watercourse or seasonal waterbody, or 300 metres of a prehistoric watercourse or permanent waterbody; and,
- 3) Along historic transportation routes.

Accordingly, a Stage 1-2 Archaeological Assessment (report #P389-0399-2018) was conducted and has been submitted to the City and the Ministry of Heritage, Sport, Tourism and Culture Industries. While the Provincial interest has yet to be signed off by the Ministry, Staff concur with the recommendations made in the report and the archaeology condition for the subject application has been addressed to the City's satisfaction. The applicant will be required to demonstrate Provincial approval prior to the finalization of any future Consent applications.

In the opinion of staff, the proposed change in zoning is consistent with the policies of the PPS, 2020 and consistent with Section 3 of the *Planning Act*.

Urban Hamilton Official Plan (UHOP)

The subject lands are identified as "Neighbourhoods" on Schedule "E" – Urban Structure, designated "Neighbourhoods" on Schedule "E-1" – Urban Land Use Designations, and shown outside of the Built Boundary on Appendix "G" – Boundaries Map in the Urban Hamilton Official Plan (UHOP).

The following policies, amongst others, apply to the proposal.

Neighbourhoods

- "E.3.2.1 Areas designated Neighbourhoods shall function as *complete communities*, including the full range of residential dwelling types and densities as well as supporting uses intended to serve the local residents.
- E.3.2.3 The following uses shall be permitted on lands designated Neighbourhoods on Schedule E-1 – Urban Land Use Designations:
- a) residential dwellings, including second dwelling units and *housing with supports*.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 7 of 15**

- E.3.4.1 The preferred location for low density residential uses is within the interior of neighbourhoods.
- E.3.4.4 For low density residential areas the maximum net residential density shall be 60 units per hectare.
- E.3.4.5 For low density residential areas, the maximum height shall be three storeys.
- E.3.4.6 Development in areas dominated by low density residential uses shall be designed in accordance with the following criteria:
- a) Direct access from lots adjacent to major or minor arterial roads shall be discouraged.
 - b) Backlotting along public streets and in front of parks shall be discouraged. The City supports alternatives to backlotting, such as laneway housing and window streets, to promote improved streetscapes and public safety, where feasible.
 - c) A mix of lot widths and sizes compatible with streetscape character; and a mix of dwelling unit types and sizes compatible in exterior design, including character, scale, appearance and design features; shall be encouraged. Development shall be subject to the Zoning By-law regulations for appropriate minimum lot widths and areas, yards, heights, and other zoning regulations to ensure compatibility.
 - d) Development, including the creation of infill lots involving the creation of new public streets or extensions, shall generally proceed by way of plan of subdivision. Such plans shall achieve the logical and sequential extension of streets and municipal services and an efficient lotting pattern.

Residential Greenfield Design

- B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:
- a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities;

SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road, Hamilton (PED21072) (Ward 7) - Page 8 of 15

- b) respecting the existing cultural and natural heritage features of the existing environment by re-using, adapting, and incorporating existing characteristics;
- d) complementing the existing massing patterns, rhythm, character, colour, and surrounding context; and,
- e) encouraging a harmonious and compatible approach to infilling by minimizing the impacts of shadowing and maximizing light to adjacent properties and the public realm.”

The proposed single detached dwellings are permitted uses in the Neighbourhoods designation and are located within the interior of the Broughton West neighbourhood. The proposal would result in a net residential density of 11.7 units per hectare and the proposed zoning only allows for a maximum height of two and a half storeys (11 metres).

With regards to design, the proposal provides direct access to a minor arterial road. Staff note that the direct access is consistent with the existing surrounding area and the development is not backlotting onto any streets. The planned single detached dwellings will complement the surrounding area that is made up of mainly single detached dwellings. The proposal respects the existing environment by providing for the retention of mature vegetation and by incorporating LID features such as rain gardens and infiltration trenches that will be implemented through the future Consent applications as part of the stormwater management review and approvals. The proposal will complement the existing massing patterns by providing development criteria similar to that of the surrounding lands. Lastly, the proposed low-profile built form will not have a discernible impact on shadowing to adjacent properties.

“E.3.7.5 New residential development in greenfield areas shall generally be designed and planned to:

- a) minimize changes to existing topography;
- b) preserve existing trees and natural features; and...”

The subject lands constitute a greenfield development as the lands are within the *urban boundary*, but outside of the *built-up area*. The proposed single detached dwellings do not create a significant change to the existing topography of the lands and preserves some of the existing trees and natural features.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 9 of 15**

Trees

“C.2.11.1 The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.”

A total of 89 trees have been identified on the subject property. Staff have reviewed the submitted Tree Protection Plan prepared by MacKinnon & Associates dated September 3, 2020 and note that 28 trees on site are proposed to be removed. Staff note that the City requires 1 for 1 compensation for any tree that is proposed to be removed from private property. Tree compensation will be obtained through the Consent application process.

Based on the foregoing, staff are of the opinion that the proposal complies with the Urban Hamilton Official Plan.

Broughton West Neighbourhood Plan

“F.1.2.7 Neighbourhood plans are policies adopted by council resolution and do not form part of the Official Plan. Any proposal for development or redevelopment must conform to the designations, and policies in the Neighbourhood Plan.”

The Broughton West Neighbourhood Plan identifies the subject lands as “Single and Double” Residential which permits one and two family dwellings. The proposal is in conformity with and implements the neighbourhood plan.

City of Hamilton Zoning By-law No. 6593

The lands are currently zoned “AA” (Agricultural) District, “B” (Suburban Agriculture and Residential, etc.) District and “C” (Urban Protected Residential, etc) District. The proposal is to rezone the “AA” (Agricultural) District and “B” (Suburban Agriculture and Residential, etc.) District to the “C” (Urban Protected Residential, etc) District. The zones all permit single detached dwellings; however due to the zoning boundary configuration only one single detached dwelling is currently permitted as of right. The change in zoning is required to permit the development of four single detached dwellings. The proposal does not require any modifications and would apply the “C” (Urban Protected Residential, etc) District to the entire property. The required zoning mapping changes are shown as Blocks 1 and 2 on Schedule A on Appendix “B” to this Report PED21072.

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 10 of 15**

RELEVANT CONSULTATION

Departments and Agencies		
<ul style="list-style-type: none"> • Transit Planning and Infrastructure, Public Works Department; • Landscape Architectural Services, Public Works Department; • Special Projects, Growth Management Division; • Union Gas; • Bell Canada; • Canada Post; • Rogers; • Horizon Utilities; and, • Hydro One Networks. 		No Comment
Agency	Comment	Staff Response
Hamilton Conservation Authority	HCA is satisfied with the proposed combined use of permeable pavers, infiltration trenches, and rain gardens to provide the required Enhanced (Level 1) quality control measures.	N/A
Forestry & Horticulture, Public Works Department	Forestry has no concerns as no construction or impacts to municipal tree assets is to take place at this time.	Planning staff note that applicable fees will be required for tree planting and replacement for street trees at the Consent stage.
Legislative Approvals, Growth Planning	<ul style="list-style-type: none"> • Have indicated that municipal addresses will be assigned when severance applications are submitted to the Committee of Adjustment. • It should be determined if the subject proposal has potential impacts to Miles 	<ul style="list-style-type: none"> • Addressing and unit numbering will be reviewed through the Consent process. • Staff are not aware of any potential impacts to Miles Estates or Miles Estates Addition (25T-200810).

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 11 of 15**

	Estates / Miles Estates Addition.	
Transportation Planning, Planning and Economic Development	Transportation Planning has reviewed the application and have no objections or concerns. Comments regarding design and buffering have been provided.	Staff have provided the proponent with Transportation Planning's comments and the applicant is aware of visibility requirements for driveway accesses, sidewalk requirements and securities.
Engineering Approvals	<ul style="list-style-type: none"> Miles Road is considered to be a rural cross-section roadway. The owner will be required to pay their proportionate share for the future urbanization of this roadway along the frontage of the lands based on the City's "New Roads Servicing Rate" to the satisfaction of the Manager of Development Engineering. It is understood that the required land dedication was provided across the frontage of these lands for road widening purposes. The existing width of this roadway is therefore sufficient. <p>Water Servicing:</p> <ul style="list-style-type: none"> The water demand calculations are acceptable (3.86L/s). <p>Required Fire Flow:</p> <ul style="list-style-type: none"> The worst-case scenario required fire flow (RFF) 	<ul style="list-style-type: none"> The proponent will be required to pay their proportionate share for the future urbanization of Miles Road. For each lot, infiltration trenches and raingardens will be registered on title through a future Consent Agreement.

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**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 12 of 15**

	<p>has been calculated as 133 L/s for the most northerly building (lot 1), which will be wood frame construction. The RFF calculation was based on wood frame construction (C=1.5) for two buildings (lots 1 and 3), and ordinary construction materials (i.e. C=1.0) for the remaining two buildings (lots 2 and 4). This is to ensure that all buildings are considered separate from a fire flow perspective, despite their proximity. In addition, the calculation indicates that the walls between the four buildings will be constructed as firewalls. The calculation assumes exposure charges of 30% for Lot 1, limited combustible contents (15% reduction) and no sprinkler system.</p> <ul style="list-style-type: none"> • On November 27, 2019 Council Passed the City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy, which allows for an Available Fire Flow of 75L/s for single detached dwellings. • The City's hydrant testing at the closest municipal hydrant (HD34H001) resulted in a theoretical available flow of 111L/s. 	
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**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 13 of 15**

	<p>Sanitary Servicing:</p> <p>There is an existing 250 mm Ø Sanitary Sewer.</p> <p>Stormwater Management:</p> <ul style="list-style-type: none"> • It is noted that the proposed infiltration trenches at the rear of each lot will retain the 100-year runoff volume from rear areas and mitigate the impact of increased runoff volume to the municipal ditch along Miles Road. However, drainage from the four houses are proposed to flow uncontrolled towards Miles Road, which will be hazardous when the road is urbanized due to frequent flows over the sidewalk. Therefore, a raingarden should be provided at the front of each lot which will collect drainage from the side yard swales. Overflows from the raingardens can be connected to the storm lateral to be used for the sump pump outlets. • The infiltration rates (for sizing the LIDs) should be derived from in-situ infiltration testing as per the LID guidelines. 	
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**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 14 of 15**

PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and the Council approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 42 property owners within 120 metres of the subject property on May 8, 2019 for the application. A Public Notice sign was posted on the property on May 21, 2019 and updated on March 24, 2021 with the Public Meeting date. Finally, Notice of the Public Meeting was given on April 1, 2021 in accordance with the requirements of the *Planning Act*.

Public Consultation Strategy

Pursuant to the City's Public Consultation Strategy Guidelines, the applicant prepared a Public Consultation Strategy which included the option for an information letter to be sent out to residents within 120 metres. As the initial public notice and public notice sign provided by the City did not generate any public comments or feedback, no further public consultation was required. No letters of concern or public submissions have been received to date.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The Zoning By-law Amendment has merit and can be supported for the following reasons:
 - (i) The application is consistent with the PPS, 2020 and conforms to A Place to Grow Plan: Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
 - (ii) It complies with general intent and purpose of the Urban Hamilton Official Plan; and,
 - (iii) The proposed development is considered to be compatible with existing land uses in the surrounding area and represents good planning by, among other things, providing additional housing opportunities and making efficient use of existing infrastructure within the urban boundary.
2. The subject lands are zoned "AA" (Agricultural) District, "B" (Suburban Agriculture and Residential, etc.) District, and "C" (Urban Protected Residential, etc.) District in the former City of Hamilton Zoning By-law No. 6593. The provisions and standards applied to the "AA" (Agricultural) District and "B" (Suburban Agriculture and Residential, etc.) District typically require much larger lots to accommodate single detached dwellings. An amendment to the Zoning By-law is required to the "C" (Urban Protected Residential, etc.) District to permit

**SUBJECT: Zoning By-law Amendment for lands located at 18 Miles Road,
Hamilton (PED21072) (Ward 7) - Page 15 of 15**

the development of four single detached dwellings. The required zoning mapping changes are shown as Blocks 1 and 2 on Schedule A on Appendix “B” to this Report PED21072. No further modifications to performance standards are required. The proposed built form contributes to a complete community, is compatible with existing and proposed uses, adds additional housing opportunities to the area, while allowing for efficient use of land and complies with the Urban Hamilton Official Plan. Therefore, staff support the proposed Zoning By-law amendment.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Zoning By-law Amendment application be denied, the subject land will continue to be utilized in accordance with the existing “AA” (Agricultural) District, “B” (Suburban Agriculture and Residential, etc.) District and “C” (Urban Protected Residential, etc.) District within the City of Hamilton Zoning By-law No. 6593 which permits single detached dwellings.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Our People and Performance

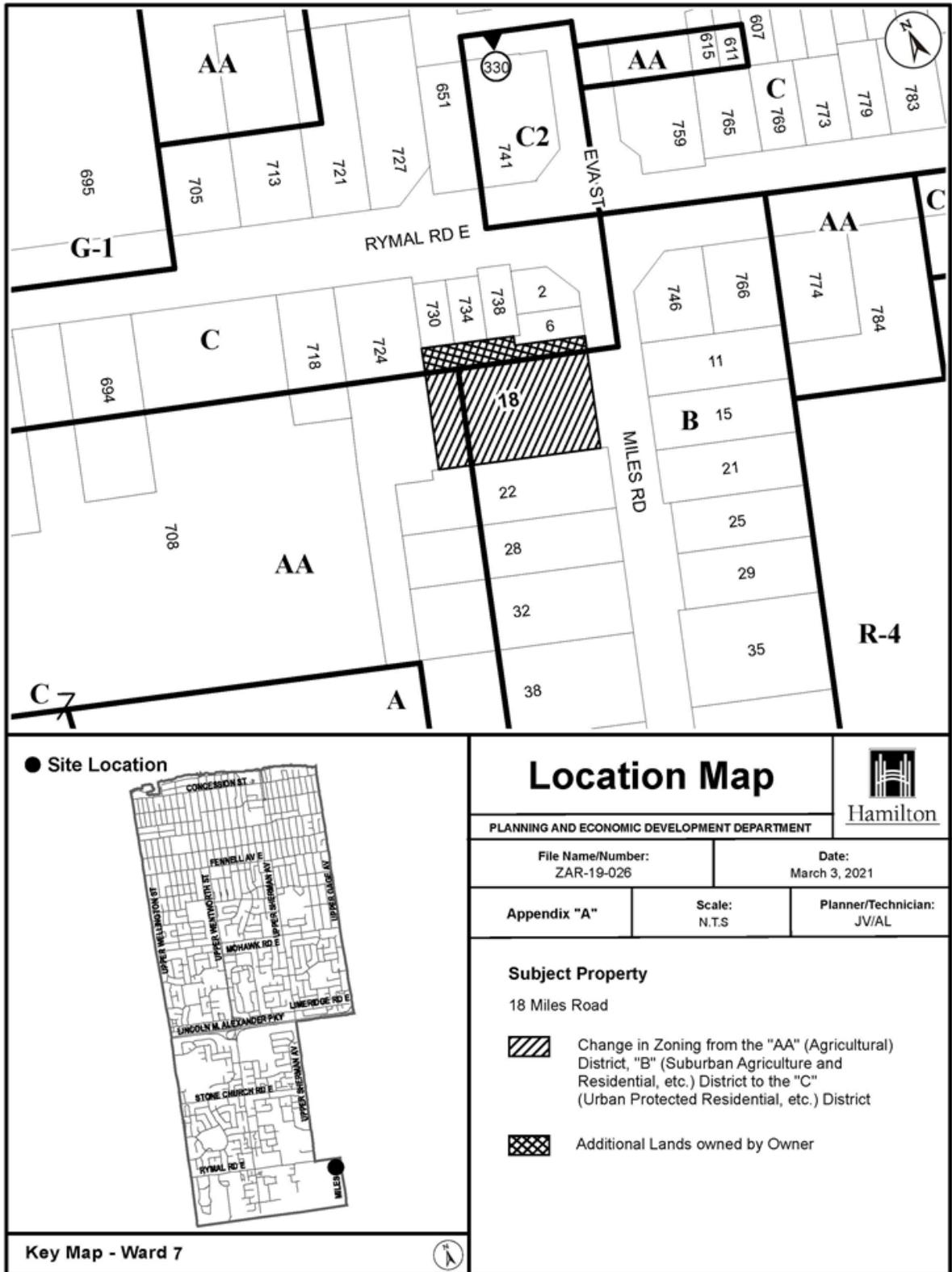
Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” – Location Map

Appendix “B” – Draft Zoning By-law Amendment

Appendix “C” – Concept Plan



● Site Location



Key Map - Ward 7

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
ZAR-19-026

Date:
March 3, 2021

Appendix "A"

Scale:
N.T.S

Planner/Technician:
JV/AL

Subject Property

18 Miles Road

- Change in Zoning from the "AA" (Agricultural) District, "B" (Suburban Agriculture and Residential, etc.) District to the "C" (Urban Protected Residential, etc.) District
- Additional Lands owned by Owner

Authority: Item ,
Report (PED21XX)
CM:
Ward: 7

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend Zoning By-law No. 6593 Respecting Lands Located at 18 Miles Road, Hamilton

WHEREAS, the *City of Hamilton Act, 1999*, Statutes of Ontario, 1999 Chap.14, Schedule. C. did incorporate, as of January 1st, 2001, the municipality "City of Hamilton";

AND WHEREAS, the City of Hamilton is the successor to certain area municipalities, including the former area municipality known as "The Corporation of the City of Hamilton", and is the successor of the former regional municipality, namely, "The Regional Municipality of Hamilton-Wentworth";

AND WHEREAS, the *City of Hamilton Act, 1999* provides that the Zoning By-laws and Official Plans of the former area municipalities and the Official Plan of the former regional municipality continue in force in the City of Hamilton until subsequently amended or repealed by the Council of the City of Hamilton;

AND WHEREAS, the Council of the Corporation of the City of Hamilton passed Zoning By-law No. 6593 (Hamilton) on the 25th day of July 1950, which By-law was approved by the Ontario Municipal Board by Order, dated the 7th day of December 1951, (File No. P.F.C. 3821);

AND WHEREAS, the Council of the City of Hamilton, in adopting Item of Report PED21XXX- of the Planning Committee, at its meeting held on the 20th day of April 2021, recommended that Zoning By-law No. 6593 (Hamilton), be amended as hereinafter provided; and,

AND WHEREAS, this By-law is in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Sheet No. E27e of the District Maps, appended to and forming part of Zoning By-law No. 6593 (Hamilton) is amended, by changing the zoning from the "AA" (Agricultural) District to the "C" (Urban Protected Residential, etc.) District on the

lands the extent and boundaries of which are shown as **Block 1** on a plan hereto annexed as Schedule "A".

2. That Sheet No. E38e of the District Maps, appended to and forming part of Zoning By-law No. 6593 (Hamilton) is amended, by changing the zoning from the "B" (Suburban Agriculture and Residential etc.) District to the "C" (Urban Protected Residential, etc.) District on the lands the extent and boundaries of which are shown as **Block 2** on a plan hereto annexed as Schedule "A".
3. That no building or structure shall be erected, altered, extended, or enlarged, nor shall any building or structure or part thereof be used, nor shall any land be used, except in accordance with the "C" (Urban Protected Residential, etc.) District.
4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

PASSED this _____ , 2021.

F. Eisenberger
Mayor

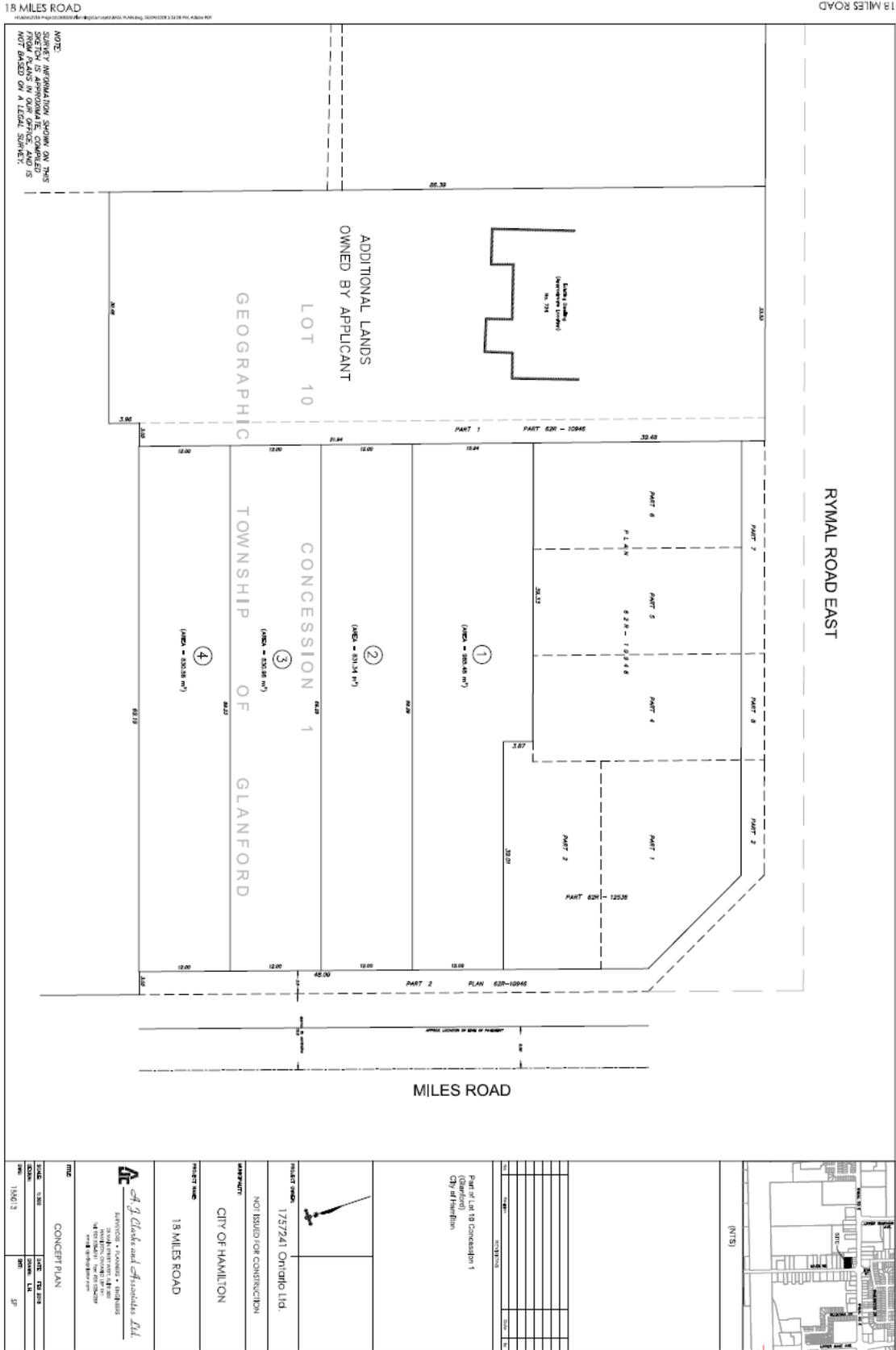
A. Holland
City Clerk



<p>This is Schedule "A" to By-law No. 21-</p> <p>Passed the day of, 2021</p>	<p>-----</p> <p style="text-align: center;">Mayor</p> <p>-----</p> <p style="text-align: center;">Clerk</p>
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<h2 style="margin: 0;">Schedule "A"</h2> <p style="margin: 10px 0 0 0;">Map forming Part of By-law No. 21- _____</p> <p style="margin: 10px 0 0 0;">to Amend By-law No. 6593</p>	<p>Subject Property 18 Miles Road, Glanbrook</p> <p> Block 1 – Change in Zoning from the "AA" (Agricultural) District to the "C" (Urban Protected Residential, etc.) District</p> <p> Block 2 – Change in Zoning from the "B" (Suburban Agriculture and Residential, etc.) District to the "C" (Urban Protected Residential, etc.) District</p>
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<p>Scale: N.T.S</p>	<p>File Name/Number: ZAR-19-026</p>	
<p>Date: March 17, 2021</p>	<p>Planner/Technician: JV/NB</p>	
<p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>		





CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 20, 2021
SUBJECT/REPORT NO:	Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10)
WARD(S) AFFECTED:	Ward 10
PREPARED BY:	James Van Rooi (905) 546-2424 Ext. 4283
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That **Draft Plan of Subdivision application 25T-201904, by IBI Group, on behalf of Trillium Housing Highbury Non-Profit Corp., Owner** to establish a Draft Plan of Subdivision on lands located at 1288 Baseline Road (Stoney Creek), as shown on Appendix "A", attached to Report PED21073, be **APPROVED** subject to the following conditions:
- (i) That this approval apply to the Draft Plan of Subdivision application 25T-201904 prepared and certified by S.D. McLaren, dated March 14, 2019, consisting of one development block (Block 1) attached as Appendix "B" to Report PED21073;
 - (ii) That the Special Conditions of Draft Plan of Subdivision Approval 25T-201904, attached as Appendix "C" to Report PED21073, be received and endorsed by City Council;
 - (iii) That payment of Cash-in-Lieu of Parkland be required, pursuant to Section 51 of the *Planning Act*, with the calculation of parkland payment to be based

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 2 of 25

on the value of the lands on the day prior to the day of issuance of each building permit, and in the case of multiple residential blocks, prior to the issuance of the first building permit, all in accordance with the Financial Policies for Development and the City's Parkland Dedication By-law, as approved by Council;

- (iv) That the Owner enter into a Standard Form, Subdivision Agreement, with Special Conditions attached as Appendix "C" to Report PED21073.
- (b) That **Draft Plan of Condominium application 25CDM-201904, by IBI Group, on behalf of Trillium Housing Highbury Non-Profit Corp., Owner** to establish a Draft Plan of Condominium (Common Element) to create a condominium road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas and centralized mailboxes, on lands located at 1288 Baseline Road (Stoney Creek), as shown on Appendix "A", attached to Report PED21073, be **APPROVED** subject to the following conditions:
- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-201904 applies to the plan prepared by A.T. McLaren Limited, certified by S. D. McLaren, dated March 14, 2019, consisting of a private road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking area and centralized mailboxes, in favour of 16 townhouse dwellings and 44 back to back townhouse dwellings, attached as Appendix "D" to Report PED21073;
 - (ii) That the conditions of Draft Plan of Condominium (Common Element) Approval 25CDM-201904, attached as Appendix "E" to Report PED21073, be received and endorsed by City Council.

EXECUTIVE SUMMARY

The subject property is municipally known as 1288 Baseline Road, Stoney Creek.

The purpose of the Draft Plan of Subdivision application (25T-201904) is to create one development block. The development block will consist of 16 townhouse dwellings and 44 back to back townhouse dwellings. The new right-of-way to the east of the subject lands, known as Rachel Drive, has been dedicated to the City through a deposited Reference Plan during the Site Plan Control process. Through the Site Plan Control process, it was determined that the City will be sharing costs with the owner for the construction of Rachel Drive.

The purpose of the Draft Plan of Condominium application (25CDM-201904) is to create the following common elements: a private condominium road network, sidewalks,

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 3 of 25

landscaped areas, a visitor parking area, outdoor amenity areas and centralized mailboxes in favour of 60 Parcels of Tied Land (POTL), as finally approved under Site Plan Control application DA-18-151. The condominium road will provide an access to Rachel Drive, a new public road that connects Baseline Road and North Service Road. Subsequent to the registration of the Plan of Subdivision the POTL's will be created through Part Lot Control applications.

The proposed Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) conform to the Zoning By-law No. 3692-92, as amended by By-law No. 18-089. The applications are consistent with and will implement Site Plan Control application DA-18-151, which received final approval on September 29, 2020.

The proposed Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) have merit and can be supported as they are consistent with the Provincial Policy Statement (2020), conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and comply with the Urban Hamilton Official Plan (UHOP).

Alternatives for Consideration – See Page 24

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for a Draft Plan of Subdivision and a Draft Plan of Condominium (Common Element).

HISTORICAL BACKGROUND

Report Fact Sheet

Application Details	
Applicant/Owner:	Trillium Housing Highbury Non-Profit Corporation
Agent:	IBI Group
File Number:	25T-201904/25CDM-201904
Type of Applications:	Draft Plan of Subdivision and Draft Plan of Condominium

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 4 of 25

	(Common Element)
Proposal:	<p>The Draft Plan of Subdivision proposes to create one development block. The development block will consist of 16 townhouse dwellings and 44 back to back townhouse dwellings for a total of 60 residential units with access to Rachel Drive.</p> <p>The Draft Plan of Condominium (Common Element) will establish a private condominium road network, sidewalks, landscaped area, visitor parking areas, outdoor amenity areas and centralized mailboxes in favour of 60 POTL's.</p>
Property Details	
Municipal Address:	1288 Baseline Road
Lot Area:	1.14 ha
Servicing:	Full Municipal Services.
Existing Use:	Vacant Land (under construction).
Proposed Uses:	16 townhouses and 44 back to back townhouses.
Documents	
Provincial Policy Statement (PPS)	The proposal is consistent with the PPS.
A Place to Grow:	The proposal conforms to A Place to Grow.
Official Plan Existing:	<ul style="list-style-type: none"> • Neighbourhoods on Schedule "E" – Urban Structure and on Schedule "E-1" – Urban Land Use Designations in the UHOP. • "Low Density Residential 3c" and Site Specific Policy D in the Urban Lakeshore Area Secondary Plan of Volume 2, which permits: <ul style="list-style-type: none"> ○ Low rise apartments, townhouse dwellings and maisonettes; and, ○ The density shall range from 30 to 53 units per net residential hectare.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 5 of 25

Official Plan Proposed:	No proposed amendment.
Zoning Existing:	Residential Multiple “RM3-62” Zone, Modified
Zoning Proposed:	No proposed amendment.
Processing Details	
Received:	May 6, 2019
Deemed Complete:	May 13, 2019
Notice of Complete Application:	Sent to 88 property owners within 120 m of the subject property on May 29, 2019.
Public Notice Sign:	June 10, 2019, sign updated on March 24, 2021.
Notice of Public Meeting:	April 1, 2021
Public Consultation:	Public meeting notice provided in accordance with the requirements of the <i>Planning Act</i> .
Public Comments:	One letter expressing concern.
Processing Time:	709 days

EXISTING LAND USE AND ZONING

	<u>Existing Land Use</u>	<u>Existing Zoning</u>
<u>Subject Lands:</u>	Vacant	Multiple Residential “RM3-62” Zone, Modified
<u>Surrounding Lands:</u>		
North	John Wilson Park	Neighbourhood Park (P1) Zone and Single Residential “R2-63” Zone, Modified
South	QEW/vacant	Neighbourhood Shopping Centre “SC2-8-H” Zone, Modified

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 6 of 25

East	Single detached dwellings and townhouses	Single Residential "R3" Zone and Multiple Residential "RM3" Zone
West	Single detached dwellings	Single Residential "R2" Zone

2017 Official Plan Amendment and Zoning By-law Amendment (OPA No. 100 & By- Law No. 18-089)

In 2017, applications for an Official Plan Amendment and Zoning By-law Amendment were made to the City of Hamilton. The purpose of the applications was to permit a 60 unit residential development on a private (condominium) road. The applications also requested specific modifications for permitted uses, lot area, lot frontage, side yard, front yard, rear yard, privacy area, visitor parking, maximum density, maximum building height, landscaped open space and maximum lot coverage. Report PED18038 recommended that Rachel Drive (then known as Street A) be constructed through an External Works Agreement as part of the future Site Plan Control application. The applications were approved at the March 20, 2018 Planning Committee. By-law 18-089 established the site specific Residential Multiple "RM3-62" Zone, Modified, and was passed by Council on March 28, 2018.

Site Plan Control Application DA-18-151

On December 4, 2018, Site Plan Control application DA-18-151 received Conditional Approval for the development of 16 townhouse dwellings and 44 back to back townhouse dwellings on the subject lands. Site Plan Control application DA-18-151 received final approval on September 29, 2020. A condition of site plan approval was that the owner enter into an External Works Agreement for Rachel Drive. The External Works Agreement for the construction of Rachel Drive was entered into on July 3, 2020.

The proposed Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision applications conform to Zoning By-law No. 3692-92, as amended by By-law No. 18-089 and conform to final approved Site Plan application DA-18-151.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement (2020) (PPS):

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (2020) (PPS). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019, as amended.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 7 of 25

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Local Planning Appeal Tribunal (LPAT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework.

The following policies are applicable as they relate to archaeological and cultural heritage resources:

Archaeology

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

The subject property meets three of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism, Culture Industries for determining archaeological potential:

- Within 300 metres of a primary watercourse or permanent waterbody, 200 metres of a secondary watercourse or seasonal waterbody, or 300 metres of a prehistoric watercourse or permanent waterbody;
- In an area of sandy soil in areas of clay or stone; and,
- Along historic transportation routes.

These criteria define the property as having archaeological potential. Accordingly, Section 2 (d) of the *Planning Act* and Section 2.6.2 of the Provincial Policy Statement apply to the subject applications.

A Stage 1 - 2 archaeological report (P346-0063-2015) has been submitted to the City of Hamilton and Ministry of Heritage, Sport, Tourism, Culture Industries Through a letter dated August 26, 2015, Provincial interest has been signed off by the Ministry. Staff concur with the recommendations made in the report, and the archaeology condition for the subject lands has been met to the satisfaction of staff.

As the application for a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) comply with the UHOP, which implements Provincial policy and planning direction, it is staff's opinion that the applications are:

- consistent with Section 3 of the *Planning Act*;
- consistent with the PPS (2020); and,
- conform to the Growth Plan.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 8 of 25

Urban Hamilton Official Plan (UHOP):

The subject lands are identified as “Neighbourhoods” on Schedule “E” – Urban Structure, designated as “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations in the UHOP, and, “Low Density Residential 3c” in Site Specific Policy - Area D within the Urban Lakeshore Area Secondary Plan of Volume 2. The following Secondary Plan policies, amongst others, are applicable to the subject application.

Low Density Residential 3c

“B.7.3.1.6 Notwithstanding Policies E.3.4.3 and E.3.4.4 of Volume 1, the following policies shall apply to the lands designated Low Density Residential 3c on Map B.7.3-1 – Urban Lakeshore Area - Land Use Plan:

- a) the permitted uses shall be low rise apartments and townhouse dwellings; and, [...]

Site Specific Policy – Area D

B.7.3.6.4 For the lands located at 1288 Baseline Road, designated “Low Density Residential 3c”, and identified as “Site Specific Policy – Area D” on Map B.7.3-1 – Urban Lakeshore Area Secondary Plan – Land Use Plan, the following policies shall apply:

- b) Notwithstanding Policy E.3.4.3 of Volume 1 and in addition to Policy B.7.3.1.6 a) of Volume 2, maisonettes shall also be permitted; and,
- c) Notwithstanding Policies E.3.4.4 of Volume 1 and Policy B.7.3.1.6 b) of Volume 2, the density shall range from 30 to 53 units per net residential hectare.”

The subject proposal complies with the above UHOP policies as townhouse dwellings and maisonettes (back to back townhouses) are permitted uses within Site Specific Policy Area – D and the Secondary Plan. The proposal being 52.6 units per hectare also complies with the maximum net residential density of 53 dwelling units per hectare.

In addition, the following UHOP policies of Volume 1, amongst others, apply to the subject applications.

Noise

“B.3.6.3.1 Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 9 of 25

routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.

- B.3.6.3.3 Where feasible and in compliance with other policies, the City shall ensure that land use arrangements which minimize the impact of noise and vibration be considered in the formulation of plans of subdivision and condominium, official plan amendments, severances, and zoning by-law amendments.”

Staff are satisfied the applications comply with the above UHOP policy as townhouse dwellings and maisonettes are permitted and the lands will be developed in accordance with final approved Site Plan Control application DA-18-151. Additionally, the applicant has submitted a Noise Assessment, dated August 4th, 2017, prepared by Valcoustics Canada Ltd, to address the above noted policies. The recommendations of the Noise Assessment indicate that warning clauses be included in all offers and agreements of purchase and sale or lease, that the units have been supplied with a central air conditioning system and a 3.3 m high noise barrier will be required. A condition for a noise barrier and warning clauses are addressed as Condition Nos. 1 and 2 of Appendix “C” and Condition No. 14 of Appendix “E” to Report PED21073.

Plan of Subdivision

“F.1.14.1.2 Council shall approve only those plans of subdivision that meet the following criteria:

- a) the plan of subdivision conforms to the policies and land use designations of this Plan;
- b) the plan of subdivision implements the City’s staging of development program;
- c) the plan of subdivision can be supplied with adequate services and community facilities;
- d) the plan of subdivision shall not adversely impact upon the transportation system and the natural environment;
- e) the plan of subdivision can be integrated with adjacent lands and roadways;
- f) the plan of subdivision shall not adversely impact municipal finances; and,

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 10 of 25

- g) the plan of subdivision meets all requirements of the *Planning Act*, R.S.O., 1990 c. P.13.”

The proposed Draft Plan of Subdivision complies with the Urban Hamilton Official Plan and the Urban Lakeshore Area Secondary Plan and meets all the requirements of the *Planning Act*. It is consistent with the Criteria for Staging of Development as the subject lands can be adequately serviced using existing infrastructure, subject to the proposed Draft Plan conditions. This proposal will not adversely impact the natural environment or transportation system and will be integrated with the adjacent lands and roads and does not impact municipal finances. Based on the above, the proposed Draft Plan of Subdivision and Draft Plan of Condominium comply with the UHOP.

Stoney Creek Zoning By-law No. 3692-92

The subject lands are zoned Multiple Residential “RM3-62” Zone, Modified, in the Stoney Creek Zoning By-law No. 3693-92, as amended by By-law No. 18-089. The “RM3-62” Zone permits the proposed form of development, being 60 townhouse units (16 townhouses and 44 back to back townhouses also known as maisonettes). The proposal conforms to the Stoney Creek Zoning By-law No. 3692-92, as amended by By-law No. 18-089. Condition No.1 of Appendix “E” to Report PED21073 has been included to ensure the proposal is developed in accordance with the Zoning By-law.

RELEVANT CONSULTATION

Departments and Agencies		
	Comment	Staff Response
<ul style="list-style-type: none"> • Hydro One Networks Inc; • Metrolinx; • Hamilton Conservation Authority; and, • Source Water Protection, Public Works Department 		No Comment
Canada Post	Identified that the site will be serviced by a centralized mailbox. The applicant will need to locate the mailbox on site per Canada Post standard requirements.	Associated warning clauses regarding this requirement have been included as Condition Nos. 5 and 6 in Appendix “C” to Report PED21073 and Condition Nos. 8 (iv) and 9 to 13 in Appendix “E” to Report PED21073.
Bell Canada	Requires the owner to provide any easements that may be necessary for	This is included as Condition No. 4 in Appendix “C” and

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 11 of 25

	communication/telecommunication infrastructure.	Condition No. 16 in Appendix "E" to Report PED21073.
Union Gas	Requires that the applicant provide necessary easements and/or agreements for the provision of gas services for this project.	This has been included as Condition No. 10 in Appendix "C" and Condition No. 15 in Appendix "E" to Report PED21073.
Ministry of Transportation Ontario	Requires that prior to final approval a detailed stormwater management report be prepared, a traffic impact study and lastly the owner must enter into a legal agreement with MTO to assume financial responsibility for the construction of all associated highway improvements. Request a copy of Council's decision on the applications.	The conditions for a stormwater management report and traffic impact study were satisfied through the Site Plan Control application, however staff have included Condition Nos. 7 and 8 in Appendix "C" to Report PED21073 to ensure the final approved reports are provided to MTO. Condition No. 9 in Appendix "C" to Report PED21073 addresses the requirement for an agreement for the owner to assume financial responsibility for the construction of all associated highway improvements. Staff note that as per <i>Planning Act</i> requirements MTO will receive notification of the decisions of Draft Approval of the Plan of Subdivision and Plan of Condominium.
Capital Budgets and Development Section, Corporate Services Department	The applicant is required to pay the Municipal Act Sanitary Sewer Frontage Charge of \$29,291.22 under By-law No. 01-116 to the satisfaction of the Capital Budgets Section of Corporate Services.	This fee was paid through Site Plan Control application DA-18-151. Condition No. 3 of Appendix "C" and Condition No. 17 of Appendix "E" to Report PED21073 require the owner to agree to all financial

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 12 of 25

		requirements. Staff note that these are standard conditions.
Recycling and Waste Disposal, Public Works Department	Has reviewed the development and noted that the site is eligible for municipal waste collection subject to meeting the City's requirements.	An Agreement for On-Site Collection of Municipal Solid Waste will be required in order to begin waste collection on private property. Note No. 2 in Appendix "C" of Report PED21073 informs the owner that waste collection is subject to the City's Solid Waste Management By-law No. 09-067, and Condition No. 8 i) in Appendix "E" to Report PED21073 warns purchasers that City Waste Management may not be available to residents.
Forestry & Horticulture Section, Environmental Services Division, Public Works Department	<p>Indicated that municipal trees on site are insignificant and shall be removed without the requirement of a permit or fees, therefore no tree management plan is required.</p> <p>A landscape plan is required depicting the street tree planting scheme for the proposed development.</p> <p>Tree By-Law No. 15-125 requires new developments to provide payment of \$644.89 plus HST per tree for road allowance street trees.</p>	A Landscape Plan was submitted, reviewed and approved through Site Plan Control application DA-18-151.
Hamilton Water, Public Works Department	<p>There are no sanitary or storm sewer servicing concerns.</p> <p>A form 1 / watermain design review and approval are required as a condition of draft plan approval to address adequate water supply.</p>	The requirement of a watermain design and approval was addressed through Site Plan Control application DA-18-151.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 13 of 25

Public Health Services, Healthy Environments Division, Healthy and Safe Communities Department	Have requested a Pest Control Plan focusing on rats and mice during the demolition and construction phase of the development proposal.	This condition was addressed as part of Site Plan Control application DA-18-151.
Growth Planning Section, Growth Management Division, Planning and Economic Development Department	<p>Have indicated that if the road widening block and the public road will be transferred by registered subdivision, both will need to be identified as blocks and part of the “Subject Lands” on the Draft Plan of Subdivision.</p> <p>Question if an agreement will be required between the Condominium Corporation and the City for the layby parking.</p> <p>The Draft Plan of Subdivision and Draft Plan of Condominium will require signing by the surveyor.</p> <p>The adjacent land uses to the east of the subject lands are required to be indicated per Section 51(17)(e) of the <i>Planning Act</i>.</p> <p>It will need to be determined if rear yard access easements will be required for the units on the west side.</p> <p>It will need to be determined if a portion of the property, at the south west corner, is within the MTO setback.</p> <p>Require a note to be included in the</p>	<p>The draft plan of subdivision has been revised, to satisfy Growth Planning requirements.</p> <p>The road widenings along Baseline Road and the public road known as Rachel Drive were dedicated by R-Plan through Site Plan Control application DA-18-151.</p> <p>Staff note that the layby parking will be for the public and no agreement is required.</p> <p>Staff note that rear yard access easements will be part of a future Part Lot Control application.</p> <p>Staff note that the property in the south west corner of the site is not within the MTO setback.</p> <p>Note No. 1 of Appendices “C” and “E” of Report PED21073 addresses the requirement for a note with respect to lapsing within three years.</p> <p>Staff add that standard conditions addressing land titles registration, mailing address unit</p>

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 14 of 25

	<p>Draft Approval Conditions:</p> <p>NOTES: Pursuant to Section 51(32) of the Planning Act, draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received two months before the draft approval lapses.</p>	<p>numbers, and registration of condominium agreements are included as Conditions Nos. 2 to 4 of Appendix "E" to Report PED21073.</p>
<p>Transportation Planning Section, Transportation Planning and Parking Division, Planning and Economic Development Department</p>	<p>As a condition of approval, the Applicant shall submit a detailed design pavement marking drawings to the satisfaction of the Manager of Transportation Operations, Public Works Department for a new westbound right turn lane on North Service Road at Street 'A'. It shall be designed to TAC standards.</p> <p>As a condition of approval, the Applicant shall submit a detailed design drawing to the satisfaction of the Manager of Transportation Operations, Public Works Department for a new Pedestrian Crossover on the east leg of Baseline Road at Street 'A'.</p> <p>As part of the design and construction of Street 'A', the Draft Plan of Common Element Condominium shows Parking Lay-bys on the east side of Street 'A'. To improve the safety and operation of Street 'A' by discouraging mid-block crossings, Transportation Planning requires the lay-bys be moved to the west side of Street 'A'. Modifications to the design of Street 'A' are required.</p> <p>Future right-of-way requirements for</p>	<p>A Pavement Markings Plan for the new westbound right turn lane was submitted and approved as part of Site Plan Control application DA-18-151.</p> <p>It was determined by Transportation Planning staff through the Site Plan Control application that the Pedestrian Crossover was not required as there is no sidewalk on the north side of Baseline Road.</p> <p>As part of the design and construction of Rachel Drive layby parking was included. A sidewalk on the east side of Rachel Drive has been included to discourage mid block crossing.</p> <p>Staff note that the Right-of-Way requirements for Baseline Road, were dedicated through Site Plan Control application DA-18-151.</p> <p>Staff note that the daylighting triangles were dedicated through Site Plan Control application DA-18-151.</p>

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 15 of 25

	<p>Baseline Road is 26.213 metres, as per the Council Approved Urban Official Plan: Schedule C-2 Future Right-of-way Dedications. Approximately 3.0 metres is to be dedicated to the right-of-way on Baseline Road. It appears in the Draft Plan of Subdivision the required right-of-way dedications have been allocated to the City and no additional right-of-way dedications are required.</p> <p>The Draft Plan of Subdivision drawing shows a right-of-way width of 20.0 metres for Street 'A'. Transportation Planning will accept the Local Road classification and no revisions are required.</p> <p>The North Service Road is under the jurisdiction of the Province. In this regard, comments from the Ministry of Transportation about any required right-of-way dedications should be obtained if not already done.</p> <p>Street 'A' and Baseline Road are both classed as Local Roads. The Applicant is to dedicate a 4.57 m x 4.57 m Daylighting Triangle to the right-of-way, as per the Council Approved Urban Official Plan: Chapter C – City Wide Systems and Designations 4.5 Road Network Functional Classification: Daylighting Triangles 4.5.7. This has been shown on the Draft Plan of Subdivision.</p> <p>North Service Road is a Collector Road and Street 'A' is a Local Road. The Applicant is to dedicate a 9.14 m by 9.14 m Daylighting Triangle to the right-of-way, as per the Council</p>	<p>Through the External Works Agreement required through Site Plan Control application DA-18-151, the applicant will be providing sidewalks on both sides of the Rachel Drive. The sidewalks will be AODA compliant.</p> <p>Through the External Works Agreement required through Site Plan Control application DA-18-151, detailed design for sidewalks, accessibility ramps, and enhanced street lighting have been reviewed.</p>
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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 16 of 25

	<p>Approved Urban Official Plan: Chapter C - City Wide Systems and Designations 4.5 Road Network Functional Classification; Daylighting Triangles 4.5.7. This has been shown on the Draft Plan of Subdivision.</p> <p>Sidewalks are to be provided on both sides of Street 'A' and on Baseline Road.</p> <p>The proposed municipal sidewalk on Street 'A' is not dimensioned on the Draft Plan of Common Element Condominium plan. The Council Approved Pedestrian Mobility Plan calls for minimum 2.0 metre buffered sidewalks.</p> <p>The Draft Plan of Common Element Condominium does not show the existing sidewalk along the south side of Baseline Road. If the municipal sidewalk is disturbed during construction, it must be reinstated to current City standards at the Applicant's expense.</p> <p>The new Parking lay-bys on Street 'A' shall be for public use and not signed for a specific user (e.g. adjacent townhouse condominium). Hamilton Municipal Parking Systems has the authority to designate the Parking Lay-bys on Street 'A' as metered parking, loading zone, etc.</p> <p>The Applicant is advised that a detailed description of the City infrastructure works required on the surrounding road network will be identified and included in an External Works Agreement between the</p>	
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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 17 of 25

	Applicant and City. Construction will include but is not limited to such items as sidewalks and accessibility ramps and enhanced street lighting at the intersection.	
Development Engineering Approvals Section, Growth Management Division, Planning and Economic Development Department	<p>We recognize that a Memorandum of Understanding (MOU) exists between the City of Hamilton and Trillium Housing Winona Non-Profit for transfer of title of lands containing the “Street”. The transfer of lands associated with the “Street” shall be completed in accordance with the MOU and in coordination with the Corporate Services Department.</p> <p>The Draft Plan consists of a future public street to be constructed under this application. The future public road allowance shall be 20.0 m. The Draft Plan of Subdivision and Draft Plan of Condominium shall be revised to label the future public street as Street ‘A’.</p> <p>The Owner will be responsible for the reconstruction of Baseline Road for the entire width of the road for approximately 80 metres from the existing sanitary manhole, located at the future public street intersection, to the limit of the proposed sanitary sewer extension.</p> <p>The Owner will be responsible for restoration of existing curb, sidewalk and boulevard areas on Baseline Road.</p> <p>In accordance with City Policy and the Hamilton Pedestrian Mobility Plan, sidewalks shall be required on</p>	<p>Through Site Plan Control application DA-18-151, the right-of-way (Rachel Drive and Baseline Road) widenings were dedicated to the City.</p> <p>Rachel Drive is 20 m in width and was approved through Site Plan Control application DA-18-151 through the External Works Agreement.</p> <p>Sidewalks are being provided on both sides of Rachel Drive.</p> <p>The reconstruction of Baseline Road was required as part of Site Plan Control application DA-18-151 through the External Works Agreement.</p> <p>The tendering and construction of Rachel Drive was carried out in accordance with the City’s Financial Policies.</p> <p>The Environmental Compliance Approval to construct a sanitary sewer and storm sewer within the right-of-way was addressed through the Site Plan Control application DA-18-151.</p> <p>Through Site Plan Control application DA-18-151 the storm sewer design was addressed.</p>

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 18 of 25

	<p>both sides of the public street.</p> <p>The future public road is the only access point for Block 1 (proposed Site Plan). As such, the future public street shall be constructed prior to occupancy of the Site Plan development.</p> <p>We would like to note the following from the City's Financial Policies:</p> <p>Where the total City's share of servicing cost, before overhead, under the Schedule of Works approved by the City is greater than fifty thousand dollars (\$50,000) a public tender process must be carried out by the Proponent to award the contract.</p> <p>The existing sanitary sewer on Baseline Road will need to be extended for 15 m to the west, from the existing manhole located approximately 80 m east of the Winona Road intersection. The sanitary sewer has been proposed to facilitate the private service connections along the north property line as shown on the latest Site Plan (DA-18-151).</p> <p>The Owner will be required to construct a sanitary sewer within the future municipal road allowance to service the development. The future municipal sanitary sewer will require Environmental Compliance Approval.</p> <p>There is an existing 375 mm diameter storm sewer on Baseline per the Marina Point on Baseline</p>	<p>As shown on Appendix "B" to Report PED21073, the drainage easement has been included on the Draft Plan of Subdivision on the west side of Block 1.</p> <p>Form 1 application has been submitted to the City through Site Plan Control application DA-18-151.</p> <p>Staff have included a standard condition being Condition No. 8 (ii) of Appendix "E". This condition informs purchasers/tenants/leasees that there is an approved grading plan and that the purchaser/tenant/leasee agrees not to alter the approved grading plan without approval from the City of Hamilton. Additionally, no grade alteration within 0.45 metres of the property line will be permitted including retaining walls, walkways, curbs, etc.</p> <p>The applicant has demonstrated a suitable outlet for Rachel Drive which was addressed as part of Site Plan Control application DA-18-151 through the External Works Agreement.</p> <p>The conveyance of external drainage along the north side of North Service Road was addressed as part of Site Plan Control application DA-18-151 through the External Works Agreement.</p> <p>The cost sharing was addressed</p>
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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 19 of 25

	<p>Storm Drainage Area Plan prepared by A.J. Clarke and Associates Ltd., storm drainage for Baseline Road and the east portion of the subject site have been accounted for at a runoff coefficient (C-value) of 0.40. The applicant shall demonstrate a suitable outlet for the future public road allowance and Block 1.</p> <p>There is an existing watercourse crossing North Service Road and is located along the west side of Block 1. Watercourse No. 135-36 is identified by the QEW Drainage Report (Pinelands Avenue to Fifty Road) prepared by UMA Engineering Ltd. for Ontario Ministry of Transportation. A drainage easement is required adjacent to the west limit of Block 1.</p> <p>The conveyance of external drainage along the north side of North Service Road shall be considered when constructing the future public street.</p> <p>The future municipal storm sewer within the future public road allowance will require Environmental Compliance Approval.</p> <p>The Owner will be required to construct a watermain within the future municipal road allowance to service the development. Form 1 approval will be required for the future watermain within the future public road allowance. As such, the applicant will be required to provide the necessary documents to satisfy the Form 1 process.</p>	<p>as part of Site Plan Control application DA-18-151 through the External Works Agreement.</p>
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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 20 of 25

	<p>The road widening on Baseline Road shall be identified by a block number on the plan. The plan shall be revised to dedicate the road widening block to the City of Hamilton as a public highway by the Owner's certificate on the plan of subdivision.</p> <p>It shall be demonstrated by the applicant that the 3.05 m widening on Baseline Road is sufficient to establish the widened limit of Baseline Road at 13.106 m from the center line of the original road allowance.</p> <p>It is expected that any pre-grading works will be completed under the Site Plan Control application process.</p> <p>In accordance with the Memorandum of Understanding, effective March 14, 2018, and the City's Financial Policies, the City of Hamilton will share costs with the owner for the construction of the future public street as follows:</p> <ol style="list-style-type: none"> 1) The City will pay 100% of the costs for the following: <ol style="list-style-type: none"> a. The above grade cross section including base and top course asphalt, curbing, and below grade base to facilitate an 8 m wide pavement width; b. Landscaping within the right-of-way including street trees, noise fences and any other features as specified by the municipality on the approved construction drawings; c. Consultant fees and inspection fees associated with the road design and construction; 	
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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 21 of 25

	<p>d. Any oversizing of services not as a result of the proposed development; and,</p> <p>e. Storm infrastructure required to facilitate drainage from the future public street.</p> <p>as approved by the Senior Director of Growth Management.</p> <p>2) Furthermore, the Owner will pay 100% of the costs for the following:</p> <p>a. Construction of sanitary infrastructure within the future public road allowance;</p> <p>b. Construction of watermain and appurtenances within the future public road allowance; and,</p> <p>c. Construction of the future public street beyond the required 8 m wide pavement width.</p> <p>Other cost sharing provisions for this development shall be in accordance with the City's Financial Policy, if any.</p>	
Public Consultation		
	Comment	Staff Response
Property Values	Concern regarding impact on lowering existing property value.	Staff are not aware of any supporting information or empirical data with regards to property devaluation.

PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and Council's Public Participation Policy, Notices of Complete Application and Preliminary Circulation were sent to 88 property owners within 120 m of the subject property on May 29, 2019, requesting comments on the Draft Plan of Subdivision and the Draft Plan of Condominium (Common Element) applications.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 22 of 25

A Public Notice Sign was posted on the property on June 10, 2019, and updated on March 24, 2021, with the Public Meeting date. Finally, Notice of the Public Meeting was given on April 1, 2021, in accordance with the requirements of the *Planning Act*.

At the time of preparing this report one comment was received and is attached as Appendix "F" to Report PED21073.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The proposal has merit and can be supported for the following reasons:
 - (i) It is consistent with the PPS (2020) and conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
 - (ii) It complies with the policies of the Urban Hamilton Official Plan and the Urban Lakeshore Area Secondary Plan;
 - (iii) It provides for dwelling units in an area where full municipal services are available, making efficient use of the land and infrastructure; and,
 - (iv) The proposal establishes condominium tenure for a form of development permitted under the City of Stoney Creek Zoning By-law No. 3692-92 as amended by By-law No. 18-089 and it will implement the approved Site Plan Control application DA-18-151, which provides for a form of development that is compatible with surrounding land uses.

2. In review of Sub-section 51(24) of the *Planning Act*, to assess the appropriateness of the proposed subdivision, staff advise that:
 - (a) It is consistent with the Provincial Policy Statement, A Place to Grow Plan, and complies with the Urban Hamilton Official Plan and the Urban Lakeshore Area Secondary Plan;
 - (b) The proposal represents a logical and timely extension of existing development and services and is in the public interest;
 - (c) It complies with the applicable policies of the Urban Hamilton Official Plan and the Urban Lakeshore Area Secondary Plan;
 - (d) The subject lands can be appropriately used for the purposes for which it is to be subdivided and will not negatively impact natural heritage features;

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 23 of 25

- (e) The proposed subdivision will be compatible with the existing road network and block pattern of the surrounding neighbourhood;
- (f) The proposed subdivision can be adequately serviced by the current road network;
- (g) The dimensions and shapes of the proposed lots conform to the Zoning By-law and are sufficient to accommodate the proposed development of townhouse dwellings and maisonette townhouse dwellings;
- (h) Restrictions and regulations for the development of the subdivision are included in the conditions of draft plan approval and Subdivision Agreement;
- (i) Adequate utilities and municipal services are available to service the proposed blocks within the subdivision, the particulars of which will be determined as part of the conditions of draft approval and Subdivision Agreement; and,
- (j) The application will not have any negative impact on the City's finances.

Based on the above, staff are supportive of the Draft Plan of Subdivision and recommend its approval.

3. The proposed Draft Plan of Condominium (Common Element) is comprised of the following common elements: a condominium road network, sidewalks, landscaped area, visitor parking area, outdoor amenity areas and centralized mailboxes, as shown on the attached plan, marked as Appendix "D" to Report PED21073. The private condominium road will provide access to a public right of way (Rachel Drive) which will connect with Baseline Road. All 60 dwelling units will hold an interest in the Condominium Corporation to benefit from the common visitor parking spaces, landscaped area and outdoor amenity areas and all units will have access from the private condominium road network. The applicant will be required to demonstrate zoning conformity prior to registration of the Draft Plan of Condominium (Common Element) as provided by Condition No. 1 of Appendix "E" to Report PED21073. Staff are supportive of the Draft Plan of Condominium (Common Element) and recommend its approval.
4. The Plan of Condominium shall be developed in accordance with the final approved Site Plan Control application DA-18-151 (Condition No. 5 of Appendix "E" to Report PED21073).

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5. The land proposed for the common element condominium and the lots for all of the townhouse dwelling units will be created through a Part Lot Control application. In this regard, final approval and registration of the Common Element Condominium cannot occur until such time as the future Part Lot Control application is approved and the By-law removing the lands from Part Lot Control has been passed by Council (Condition No. 6 of Appendix “E” to Report PED21073). To date a Part Lot Control application has not been submitted.
6. The applicant must also enter into a Development Agreement with the City of Hamilton as a condition of Draft Plan of Condominium (Common Element) approval. This Agreement will ensure that the tenure of the proposed common elements (as shown on the Draft Plan of Condominium (Common Element) included in Appendix “D” to Report PED21073) becomes “tied” to the proposed Draft Plan of Condominium. This will have the effect of ensuring that individual townhouse lots are not sold until the condominium has been registered as a Common Element Condominium under the Condominium Act (Condition No. 7 of Appendix “E” to PED21073).
7. The proposed condominium road will be privately owned and maintained. As a condition of approval, the applicant must include warning clauses in all purchase and sale agreements and rental or lease agreements to advise perspective purchasers that the City of Hamilton will not provide maintenance or snow removal and that the provided garages are for parking which have been included as Condition No. 8 i) and iii) of Appendix “E” to Report PED21073.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Draft Plan of Condominium (Common Element) not be approved, the applicant / owner could develop the lands as a standard block condominium development or as a rental development. Should the Draft Plan of Subdivision not be approved, the applicant / owner could not apply for a Part Lot Control application and would require Consent applications to create the individual lots.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

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SUBJECT: Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek (PED21073) (Ward 10) - Page 25 of 25

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" – Location Map – 25T-201904 & 25CDM-201904

Appendix "B" – Draft Plan of Subdivision

Appendix "C" – Special Conditions of Draft Plan of Subdivision

Appendix "D" – Draft Plan of Condominium (Common Element)

Appendix "E" – Recommended Conditions of Draft Plan of Condominium

Appendix "F" – Public Comments

YR:jvr

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● Site Location



Key Map - Ward 10

Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
25T-201904/25CDM-201904

Date:
March 17, 2021

Appendix "A"

Scale:
N.T.S

Planner/Technician:
JVR/NB

Subject Property



1288 Baseline Road, Stoney Creek
(Ward 10)

Special Conditions for Draft Plan of Subdivision Approval for 25T-201904

That this approval for the Draft Plan of Subdivision, 25T-201904, prepared by IBI Group and certified by S. Dan McLaren, O.L.S., dated March 14, 2019, consisting of one development block (Block 1) be received and endorsed by City Council with the following special conditions:

Development Planning:

1. That the owner agrees, at their own expense, to install a 3.3 metre high sound barrier. The sound barrier must be of solid construction with no gaps, cracks or holes (except for small openings required for water drainage) and must have a minimum surface weight of 20 kg/m², to the satisfaction of the Director of Planning and Chief Planner.
2. That the owner agrees to the inclusion in the Subdivision Agreement the following noise warning clauses to the satisfaction of the Director of Planning and Chief Planner:

All Units:

Warning Clause "A":

Purchasers / tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City of Hamilton and the Ministry of the Environment and Conservation and Parks.

Warning Clause "B":

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

3. That the owner agrees, in writing, to satisfy all requirements, financial and otherwise, of the City of Hamilton prior to development of any portion of these lands.

Bell Canada:

4. That **prior to registration of the plan of subdivision**, the Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket

easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.

Canada Post:

5. That **prior to registration of the plan of subdivision**, the Owner shall include in all offers of purchase and sale or lease agreements, a statement that advises the prospective purchaser:
 - a. That the home / business mail delivery will be from a designated Centralized Mail Box.
 - b. That the developers / owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
6. That **prior to registration of the plan of subdivision**, the Owner agrees to:
 - c. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - d. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
 - e. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - f. Determine the location of all centralized mail receiving facilities in cooperation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans.
 - g. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

Ministry of Transportation:

7. That **prior to registration of the plan of subdivision** the owner shall submit to the Ministry of Transportation for review and approval a detailed storm-water management report, in accordance with MTO Stormwater Management Requirements for Land Development Proposals.

8. That **prior to registration of the plan of subdivision** the owner shall submit to the Ministry of Transportation for review and approval a traffic impact study to assess site impacts on QEW, and ensure that appropriate mitigation, if required, is provided for by the owner.
9. That where highway improvements have been identified as required during the TIS review process, the owner shall enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the design and construction of all associated highway improvements that may be required per Condition No. 9, prior to Registration.

Union Gas:

10. That **prior to registration of the plan of subdivision**, the owner / developer provide to Enbridge Gas Inc.'s operating as Union Gas, ("Union") the necessary easements and / or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union.

NOTES TO DRAFT PLAN APPROVAL

1. Pursuant to Section 51 (32) of the *Planning Act*, draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received two months before the draft approval lapses.

Recycling and Waste Disposal:

2. This property is eligible for municipal waste collection service subject to meeting the City's requirements indicated by the Public Works Department and subject to compliance with the City's Solid Waste Management By-law 09-067, as amended. The property owner must contact the City by email wastemanagement@hamilton.ca or by telephone 905-546-CITY (2489) to request waste collection service. Waste Management staff will complete a site visit to determine if the property complies with the City's waste collection requirements.

Appendix "E" to Report PED210730XXX
Page 1 of 4

Recommended Conditions of Draft Plan of Condominium Approval

That this approval for the **Draft Plan of Condominium Application 25CDM-201904, by IBI Group, on behalf of Trillium Housing Non-Profit Corp., owner,** to establish a Draft Plan of Condominium (Common Element) to create a private road, sidewalks, landscaped area, visitor parking area, outdoor amenity areas and centralized mailboxes, on lands located at located at 1288 Baseline Road (Stoney Creek), be received and endorsed by City Council with the following special conditions:

1. That the final Plan of Condominium shall comply with all of the applicable provisions of the City of Stoney Creek Zoning By-law No. 3692-92, as amended by By-law No. 18-089, or in the event the City of Hamilton has repealed and replaced the City of Stoney Creek Zoning By-law No. 3692-92 with By-law No. 05-200, the final Plan of Condominium shall comply with all of the applicable provisions of the Zoning By-law in force and effect at the time of registration of the Draft Plan of **Condominium** to the satisfaction of the Director of Planning and Chief Planner.
2. That the M-Plan for Subdivision (25T-201904) be registered on title of the subject lands prior to the final approval of the Plan of Condominium, to the satisfaction of the Senior Director of Growth Management.
3. That prior to registration, the owner submit a list to the Growth Planning Section, indicating the mailing address unit number of each residential unit, to the satisfaction of the Senior Director of Growth Management.
4. That the Owner enters into and registers on title the condominium agreement incorporating the approved plan of condominium and related conditions to the satisfaction of the Senior Director of Growth Management.
5. That the subject lands be developed in accordance with approved Site Plan Application DA-18-151 and that the final Plan of Condominium complies with the approved Site Plan, to the satisfaction of the Director of Planning and Chief Planner.
6. That the owner shall receive final approval of a Part Lot Control applications including the enactment and registration on title of the associated Part Lot Control Exemption By-law, to the satisfaction of the Director of Planning and Chief Planner.
7. That the owner shall enter into a Development Agreement to ensure that the tenure of each of the proposed townhouse dwellings having frontage on the condominium road has legal interest, in common, to the common elements condominium, to the satisfaction of the City Solicitor.

Commented [FA1]: The highlighted conditions have not been addressed in the report and they should be addressed

Commented [VRJ2R1]: Included discussion on standard conditions on Page 14 of report.

Commented [FA3]: To whose satisfaction?

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Appendix "E" to Report PED210730XXX
Page 2 of 4

8. That the owner shall agree to include the following in all Purchase and Sale Agreements and Rental or Lease Agreements, to the satisfaction of the Senior Director of Growth Management:
 - (i) Purchasers are advised that the City of Hamilton will not be providing maintenance or snow removal service for the private condominium road. In addition, City Waste Management services may not be available to residents and that the provision of such services may require agreements with private contractors.
 - (ii) Purchasers are advised that that there is an approved grading plan and that the purchaser agrees not to alter the approved grading plan without approval from the City of Hamilton. Additionally, no grade alteration within 0.45 metres of the property line will be permitted including retaining walls, walkways, curbs, etc.
 - (iii) Garages are provided for the purpose of parking a vehicle. It is the responsibility of the owner / tenant to ensure that their parking needs (including those of visitors) can be accommodated onsite. On-street, overflow parking may not be available and cannot be guaranteed in perpetuity.
 - (iv) The home mail delivery will be from a Community Mail Box.
9. That the owner will be responsible for officially notifying the purchasers of the exact Community Mail Box locations, to the satisfaction of Senior Director of Growth Management and Canada Post prior to the closing of any home sales.
10. That the owner work with Canada Post to determine and provide temporary suitable Community Mail Box locations, which may be utilized by Canada Post, until the curbs, boulevards, and sidewalks are in place in the remainder of the subdivision, to the satisfaction of the Senior Director of Growth Management.
11. That the owner install a concrete pad in accordance with the requirements of, and in locations to be approved by the Senior Director of Growth Management and Canada Post, to facilitate the placement of Community Mail Boxes.
12. That the owner identify the concrete pads for the Community Mail Boxes on the engineering / servicing drawings. Said pads are to be poured at the time of the sidewalk and / or curb installation within each phase, to the satisfaction of the Senior Director of Growth Management.
13. That the owner determine the location of all mail receiving facilities in co-operation with the Senior Director of Growth Management and Canada Post, and to indicate the location of mail facilities on appropriate maps, information boards, and plans.

Appendix "E" to Report PED210730XXX
Page 3 of 4

Maps are also to be prominently displayed in the sales office(s), showing specific mail facility locations.

14. That the owner shall agree to include the following in all Purchase and Sale Agreements and Rental or Lease Agreements and in the Condominium Declaration, as described in the report titled "Environmental Noise Feasibility Study 1288 Baseline Road Proposed Residential Development City of Hamilton", dated August 4, 2017 to the satisfaction of the Senior Director of Growth Management:

All Units:

Warning Clause "A":

Purchasers / tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City of Hamilton and the Ministry of the Environment and Conservation and Parks.

Warning Clause "B":

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

15. That the owner / developer provide to Union Gas the necessary easements and / or agreements required by Union Gas for the provision of gas services, in a form satisfactory to Union Gas.
16. That the owner will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.
17. That the owner shall satisfy all conditions, financial or otherwise, of the City of Hamilton.

NOTES TO DRAFT PLAN APPROVAL

1. Pursuant to Section 51(32) of the *Planning Act*, draft approval shall lapse if the plan is not given final approval within three years. However, extensions will be considered if a written request is received before the draft approval lapses.

Van Rooi, James

From: Tony Aldeias <distinctiveimprovements@gmail.com>
Sent: June 4, 2019 2:39 PM
To: Van Rooi, James
Subject: Re: File No. 25T-201904

Hello,
Thank you for getting back to me. One of my concerns are that we have a property off of Baseline Rd. and we want to know if this type of subdivision will bring the value of our property down?
Tony

On Tue, Jun 4, 2019 at 11:18 AM Van Rooi, James <James.VanRooi@hamilton.ca> wrote:

Good morning Mr. Aldeias, this subdivision is a form of affordable housing that is open to the public geared towards first-time home buyers, and low to modest income families, for more information you may view the following link.

-

<https://trilliumhousing.ca/>

-

[If you have further questions or concerns please do not hesitate to contact me.](#)

-

[Kind regards,](#)

-

[James Van Rooi](#)

[Planner I](#)

-

[Development Planning, Heritage & Design, Suburban Team](#)

[Planning & Economic Development Department](#)

[City of Hamilton](#)

[71 Main Street West, 5th Floor](#)

[Hamilton ON L8P 4Y5](#)

[p. 905.546.2424 ext. 4283](#)

[f. 905.546.4202](#)

[e. James.VanRooi@hamilton.ca](mailto:James.VanRooi@hamilton.ca)

-
-
-

From: Tony Aldeias [<mailto:distinctiveimprovements@gmail.com>]

Sent: 04 June 2019 11:01 AM

To: Van Rooi, James

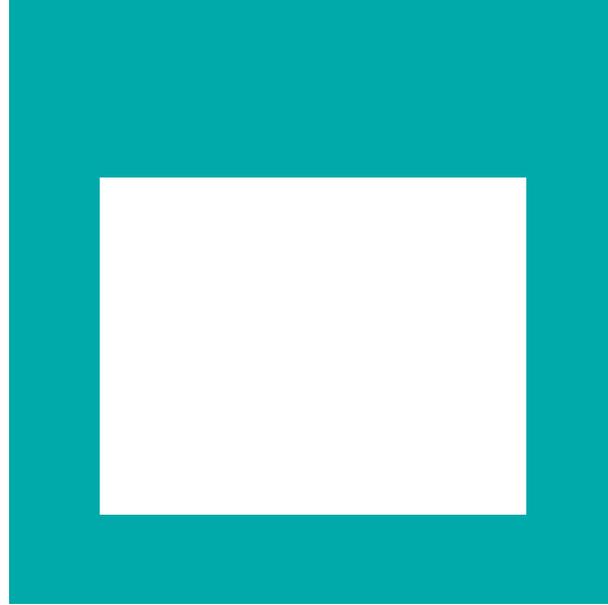
Subject: File No. 25T-201904

-

Good Morning Mr. VanRooi,

I received a notice regarding a new subdivision being built in Stoney Creek. Is this subdivision townhouses which will be for sale to the public or is it Ontario Housing?

Irene Aldeias



WELCOME TO THE CITY OF HAMILTON

PLANNING COMMITTEE

April 20, 2021

PED21073– (25T-201904 / 25CDM-201904)

Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 1288 Baseline Road, Stoney Creek.

Presented by: James Van Rooi



SUBJECT PROPERTY 1288 Baseline Road, Stoney Creek



Site from North Service Road



Rachel Drive looking North



Townhouses to the East



Rachel Drive looking South



View of overall site looking South West



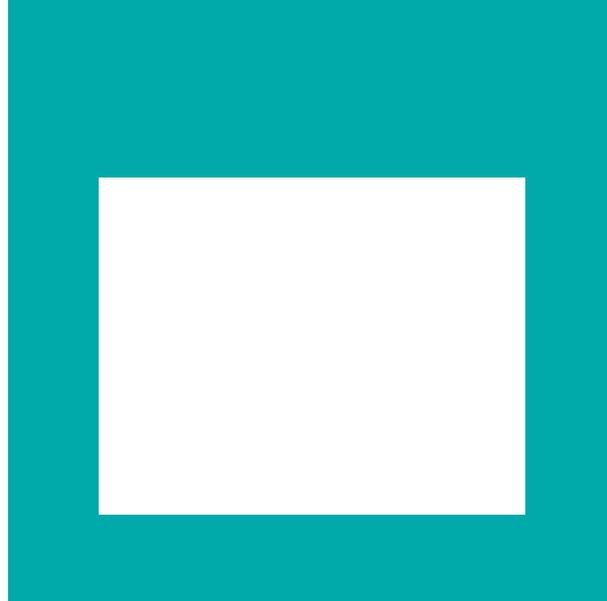
SDD's North of Site



SDD's east of site on south side of Baseline



John Wilson Park



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 20, 2021
SUBJECT/REPORT NO:	Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 11)
WARD(S) AFFECTED:	Ward 11
PREPARED BY:	James Van Rooi (905) 546-2424 Ext. 4283
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That **Draft Plan of Subdivision application 25T-202007, by Wellings Planning Consultants Inc., on behalf of 1804482 Ontatio Ltd. (Sonoma Homes), Owner** to establish a Draft Plan of Subdivision on lands located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook, as shown on Appendix "A", attached to Report PED21074, be **APPROVED**, subject to the following conditions:
- (i) That this approval apply to the Draft Plan of Subdivision application 25T-202007 prepared by A.T. McLaren Limited certified by S.D. McLaren, dated July 30, 2020, consisting of one development block (Block 1) for 67 street townhouse dwellings, and attached as Appendix "B" to Report PED21074;
 - (ii) That the Special Conditions of Draft Plan of Subdivision Approval 25T-202007 attached as Appendix "C" to Report PED21074, be received and endorsed by City Council;

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SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 2 of 22

- (iii) That payment of Cash-in-Lieu of Parkland be required, pursuant to Section 51 of the *Planning Act*, prior to the building permit stage, and the calculation for the payment be based on the value of the lands on the day, prior to the day of issuance of each building permit, to which payment shall be based on the value of the land on the day, prior to the issuance of the first building permit, for each said Block, with the calculation of the Cash-in-Lieu of parkland payment based on the value of the lands on the day prior to the issuance of each building permit, and in the case of multiple residential blocks, prior to the issuance of the first building permit, all in accordance with the Financial Policies for Development and the City's Parkland Dedication By-law, as approved by Council;
- (iv) That the Owner enter into a Standard Form, Subdivision Agreement, with Special Conditions attached as Appendix "C" to Report PED21074;
- (v) That in accordance with the City's Comprehensive Development Guidelines and Financial Policies Manual (2017), there will be no cost sharing for this subdivision;
- (b) That **Draft Plan of Condominium application 25CDM-202012, Wellings Planning Consultants Inc., on behalf of 1804482 Ontario Ltd. (Sonoma Homes), Owner** to establish a Draft Plan of Condominium (Common Element) to create a private condominium road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas, a private storm water management pond and centralized mailboxes, on lands located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook as shown on Appendix "A" to Report PED21074, be **APPROVED**, subject to the following conditions:
- (i) That the approval for Draft Plan of Condominium (Common Element) application 25CDM-202012 applies to the plan prepared by A.T. McLaren Limited, certified by S. D. McLaren, dated December 21, 2020, consisting of a private road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas, a private storm water management pond and centralized mailboxes, in favour of 67 street townhouse dwellings, attached as Appendix "D" to Report PED21074;
- (ii) That the conditions of Draft Plan of Condominium (Common Element) Approval 25CDM-202012, attached as Appendix "E" to Report PED21074, be received and endorsed by City Council.

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SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 3 of 22

EXECUTIVE SUMMARY

The purpose of the Draft Plan of Subdivision application (25T-202007) is to create one block (Block 1) to facilitate the creation of Parcels of Tied Land (POTL's) which will be divided into two phases, the first phase is for 67 POTL's and the second phase will be for 97 POTL's for a total of 164 street townhouse dwellings with a private condominium road. The POTL's will be created through a future Part Lot Control application.

The purpose of the Draft Plan of Condominium application (25CDM-202012) is to establish a Draft Plan of Condominium (Common Element) to create the following common elements: a private condominium road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas, centralized mailboxes, and a private stormwater management pond in favour of 67 Parcels of Tied Land (POTL). This constitutes the first phase of the development and implements Site Plan Control application DA-19-099. The condominium road will provide two accesses to Homestead Drive. The subject lands are to be developed with 67 street townhouse dwellings with frontage onto the private condominium road. A separate Draft Plan of Condominium application will be required for the second phase of the development to complete the remaining 97 street townhouse dwellings.

The proposed Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) conform to Zoning By-law No. 05-200, as amended by By-law No. 17-240 and are consistent with Minor Variance application GL/A-20:92. The applications are consistent with and will implement Site Plan Control application DA-19-099, which received conditional approval on June 18, 2020.

The proposed Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) applications have merit and can be supported as they are consistent with the Provincial Policy Statement (2020), conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended, and comply with the Urban Hamilton Official Plan (UHOP).

Alternatives for Consideration – See Page 21

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

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SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 4 of 22

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for a Draft Plan of Subdivision and a Draft Plan of Condominium (Common Element).

HISTORICAL BACKGROUND

Application Details	
Owner:	1804482 Ontario Ltd. (Sonoma Homes).
Agent:	Wellings Planning Consultants Inc.
File Numbers:	25T-202007 25CDM-202012
Type of Applications:	Draft Plan of Subdivision Draft Plan of Condominium (Common Element)
Proposal:	<p>A Draft Plan of Subdivision to create one development block to facilitate 67 street townhouse dwellings with access from Homestead Drive.</p> <p>The Draft Plan of Condominium (Common Element) will establish a private condominium road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas, centralized mailboxes, and a private stormwater management pond in favour of 67 POTL's.</p>
Property Details	
Municipal Address:	3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive (see Appendix "A" to Report PED21074)
Lot Area:	± 4.37 ha (irregular shape)
Servicing:	Full municipal services.
Existing Use:	All properties on Homestead Drive are vacant. The single detached dwellings have been demolished.

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Documents	
Provincial Policy Statement (PPS):	The proposal is consistent with the PPS (2020).
A Place to Grow:	The proposal conforms to the Growth Plan for the Greater Golden Horseshoe (2019, as amended).
Official Plan Existing:	Identified as “Neighbourhoods” on Schedule E – Urban Structure and designated “District Commercial” on Schedule E-1 – Urban Land Use Designations.
Secondary Plan Existing:	Mount Hope Secondary Plan – “Mixed Use – Medium Density” and “District Commercial” on and “Area Specific Policy Area D” on Map B.5.4-1.
Zoning Existing:	Mixed Use Medium Density (C5, 652, H102) Zone and District Commercial (C6, 580) Zone
Processing Details	
Received:	September 2, 2020
Deemed Complete:	October 15, 2020
Notice of Complete Application:	Sent to 69 property owners within 120 m of the subject lands on October 27, 2020. The initial notice of complete application did not capture 3 property owners within the 120 m circulation area. Another notice of complete application was circulated on April 1, 2021 to 72 property owners in accordance with the <i>Planning Act</i> .
Public Notice Sign:	Posted October 27, 2020 and updated with Public Meeting date March 24, 2021.
Notice of Public Meeting:	Sent to 72 property owners within 120 m of the subject lands on April 1, 2021.
Public Comments:	No comments received to date.
Processing Time:	159 days.

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Background

In October, 2017, Planning Committee approved a city-wide zoning by-law to establish Hamilton's Commercial Mixed Use zones (CMU zones), known as By-law No. 17-240. A specific motion pertaining to this site was included before the Planning Committee to allow for residential uses for those properties that front onto Homestead Drive and are south of Airport Road. In November 2017, the CMU zones were passed by Council, but subsequently appealed to the Local Planning Appeal Tribunal (LPAT) and it was not until November 16, 2018 that the appeal was resolved and the implementing by-law came into effect for the subject lands.

Minor Variance Application

On July 23, 2020 the Committee of Adjustment considered Minor Variance application GL/A-20:92. The application requested relief for zone boundaries, finished floor elevation, setbacks, height, location of visitor parking spaces and aisles, and lot coverage.

The Minor Variance application was approved and is Final and Binding.

The proposal conforms to Zoning By-law, No 05-200 and Condition No. 1 of Appendix "E" to Report PED21074 requires Zoning By-law compliance.

Site Plan Control Application DA-19-099

On June 18, 2020, Site Plan Control application DA-19-099 received Conditional Approval for the development of 164 street townhouses on the subject lands in two phases. The applicant is currently working towards obtaining final Site Plan approval for Phase 1. The proposed Draft Plan of Condominium will be required to comply with the final approved Site Plan (see Condition No. 4 of Appendix "E" to Report PED21074).

A private Stormwater Management Pond with a private storm sewer system designed and constructed in accordance with the standards and specifications of the City of Hamilton will service the development and will be reviewed as part of the Site Plan Control application. The establishment of a capital reserve fund for maintenance of the stormwater management pond and the oil grit separator are addressed through Condition No. 19 of Appendix "E" to Report PED21074.

EXISTING LAND USE AND ZONING

Existing Land Use

Existing Zoning

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Subject Lands:	Vacant	Mixed Use Medium Density (C5, 652, H102) Zone and District Commercial (C6, 580) Zone
Surrounding Lands:		
North	Single Detached Dwellings, and Commercial Uses	District Commercial (C6, 580) Zone
South	Single Detached Dwellings	Mixed Use Medium Density (C5, 652, H102) Zone
East	Upper James Street, Rural Residential Uses and a Golf Course	Rural (A2) Zone and Open Space (P4) Zone
West	Fire Station and Single Detached Dwellings	District Commercial (C6, 344) Zone, Mixed Use Medium Density (C5, 652, H102) Zone, Public "P" Zone, Deferred Development "DD" Zone, Existing Residential "ER" Zone and General Commercial "C3-048" Zone

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement (PPS 2020)

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the Provincial plans and policies is through the Official Plan. Through the preparation, adoption and subsequent Local Planning Appeal Tribunal (LPAT) approval of the City of Hamilton Official Plans, the City of Hamilton has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of Provincial interest (i.e. efficiency of land use and balanced growth) are reviewed and discussed in the Official Plan analysis below.

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Staff also note the UHOP has not been updated with respect to Cultural Heritage policies within the PPS. The following policy of the PPS applies:

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

The subject property meets five of the ten criteria used by the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries for determining archaeological potential.

Accordingly, Section 2 (d) of the *Planning Act* and Section 2.6.2 of the Provincial Policy Statement apply to the subject application.

Stage 1, 2 and 3 archaeological reports (P017-0625-2017, P017-0695-2019, P389-0335-2018, and P389-0411-2018) have been submitted to the City of Hamilton and Ministry of Heritage, Sport, Tourism and Culture Industries. Staff concur with the recommendations made in the report, and the archaeology condition for the subject applications has been met. Through letters dated September 10, 2018, December 27, 2019, August 4, 2019 and September 3, 2019 Provincial interest has been signed off by the Ministry.

As the applications for a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) comply with the UHOP, which implements Provincial policy and planning direction, it is staff's opinion that the applications are:

- consistent with Section 3 of the *Planning Act*,
- consistent with the Provincial Policy Statement (2020); and,
- conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended).

Urban Hamilton Official Plan (UHOP)

The subject lands are identified as “Neighbourhoods” on Schedule E – Urban Structure and designated “District Commercial” on Schedule E-1 within the UHOP, and, “District Commercial”, “Mixed Use - Medium Density” and “Site Specific Policy Area D” in the Mount Hope Secondary Plan of Volume 2. The following Secondary Plan policies, amongst others, are applicable to the subject applications.

“B.5.4.4.1 In addition to Section E.4.7 – District Commercial of Volume 1, the following policies shall apply to the lands designated District Commercial on Map B.5.4-1 – Mount Hope – Land Use Plan:

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- a) Existing and future commercial uses within the District Commercial designation are intended to serve the existing and future residents of the Mount Hope Secondary Plan area as well as the surrounding rural area, the Hamilton Airport and the Airport Industrial-Business Park.
- b) In addition to the uses permitted in Policy E.4.7.2 of Volume 1, permitted uses in the District Commercial designation shall include retail and service commercial, personal and business services, recreational and entertainment facilities, restaurants, taverns, hotels, and motels. Cultural facilities, community facilities/services, and institutional uses may also be permitted provided they do not interfere or conflict with the satisfactory development and operation of the District Commercial designation for the predominant general commercial uses.
- c) Lands with District Commercial designation shall be encouraged to be redeveloped for District Commercial uses. It is recognized that the redevelopment of the existing residential lots for commercial uses will occur over a relatively lengthy period of time.
- d) Development of commercial uses shall be planned and coordinated to limit the establishment of a continuous strip of individual developments.
- e) Redevelopment shall consider and be sensitive to existing residential development and ensure that the bulk, scale, height and design of commercial developments and other permitted uses are compatible with adjacent residential uses.
- f) The District Commercial designation adjacent to Airport Road West and Homestead Drive enjoys a high degree of visibility and provides a gateway to the John C. Munro International Airport. To ensure this area develops in a coordinated, well-designed and aesthetically-pleasing manner with adequate infrastructure and amenities, and to provide funding eligibility, the City shall investigate the designation of these lands as a Community Improvement Project Area.

B.5.4.4.2 Mixed Use – Medium Density Designation (OPA 69)

- g) Section E.4.2 - Commercial and Mixed Use Designations – General Policies and Section E.4.6 – Mixed Use – Medium Density Designation of Volume 1 shall apply to lands designated “Mixed Use – Medium

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Density” on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan.

- h) Policies B.5.4.4.1 d) to g) of Volume 2 shall also apply to lands designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan – Land Use Plan.

Site Specific Policy Area – D (OPA 69)

B.5.4.11.4 The following policies shall apply to lands located at 3239 to 3331 Homestead Drive and 3260 to 3300 Homestead Drive, designated “Mixed Use – Medium Density” on Map B.5.4-1 – Mount Hope Secondary Plan Land Use Plan to allow for infill residential development in areas, where the noise contour is under 30 NEF, which will support a more balanced mix of land uses within the Mount Hope Community:

- a) In addition to the uses permitted in Policy E.4.6.5 of Volume 1, street townhouses, block townhouses, and existing single detached dwellings (including minor additions, porches, decks, etc.) shall also be permitted.
- b) Notwithstanding Policies E.4.6.7 and E.4.6.8 of Volume 1, maximum building heights shall be restricted to three storeys.
- c) Policy B.5.4.9.1 of Volume 2 shall not apply to minor additions, porches, decks, etc. to existing single detached dwellings.”

The subject proposal complies as three storey street townhouse dwellings are a permitted use within Site Specific Policy Area D. Staff note that the portion of the lands that are designated “District Commercial” are lands that will be used for the visitor parking area, and will be developed along with the second phase for the remaining 97 street townhouse dwellings. The proposal complies with the Mount Hope Secondary Plan as all of the residential uses will be south of the NEF 30 contour line. As noted previously, the proposal complies with the Secondary Plan requirement of up to a maximum of three storeys. Internal to the site and along Homestead Drive the street townhouse dwellings are proposed to be three storeys (ranging from 11.9 m to 12.4m in height). The townhouses that are adjacent to Upper James Street and the private stormwater management pond are proposed to be two storeys (10.4 m).

Noise

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- “B.3.6.3.1 Development of noise sensitive land uses, in the vicinity of provincial highways, parkways, minor or major arterial roads, collector roads, truck routes, railway lines, railway yards, airports, or other uses considered to be noise generators shall comply with all applicable provincial and municipal guidelines and standards.
- B.3.6.3.3 Where feasible and in compliance with other policies, the City shall ensure that land use arrangements which minimize the impact of noise and vibration be considered in the formulation of plans of subdivision and condominium, official plan amendments, severances, and zoning by-law amendments.”

The subject property is adjacent to Upper James Street and is also within the vicinity of the Hamilton Airport, both of which are noise generating sources. The applicant has submitted a Noise Assessment, dated June 2020, and revised August, 2020, prepared by S. Llewellyn & Associates Ltd., to address the above noted policies. The recommendations of the Noise Assessment indicate that warning clauses be included in all offers and agreements of purchase and sale or lease. The recommendations of the Noise Assessment indicate that the units which are generally adjacent to Upper James Street are required to be supplied with a central air conditioning system. The units more internal to the site and along Homestead Drive will need to be designed with the provision for adding a central air conditioning system. The site also requires a 3.0 metre high noise barrier along Upper James Street. The warning clauses are addressed in Condition No. 1 of Appendix “C” to Report PED21074 and in Condition No. 12 of Appendix “E” to Report PED21074. The Noise Assessment also provides updated noise barrier specifications that have been implemented through the Site Plan Control application.

Trees

- “C.2.11.1 The City recognizes the importance of trees and woodlands to the health and quality of life in our community. The City shall encourage sustainable forestry practices and the protection and restoration of trees and forests.”

Since trees will be removed to facilitate the proposed development, a Tree Protection Plan (TPP) is currently being reviewed under the Site Plan Control application (DA-19-099). Staff note that the City requires 1 for 1 compensation for any tree that is proposed to be removed from private property. In accordance with the current TPP a minimum of 49 trees will be compensated. The Landscape Plan indicates that 273 trees will be planted throughout the lands and on City Property along Homestead Drive. Furthermore, as a condition of Site Plan Control application (DA-19-099) the applicant

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will be required to make a payment equivalent to 1 street tree for every 12 metres of frontage along Homestead Drive.

Plan of Subdivision

“F.1.14.1.2 Council shall approve only those plans of subdivision that meet the following criteria:

- a) the plan of subdivision conforms to the policies and land use designations of this Plan;
- b) the plan of subdivision implements the City’s staging of development program;
- c) the plan of subdivision can be supplied with adequate services and community facilities;
- d) the plan of subdivision shall not adversely impact upon the transportation system and the natural environment;
- e) the plan of subdivision can be integrated with adjacent lands and roadways;
- f) the plan of subdivision shall not adversely impact municipal finances; and,
- g) the plan of subdivision meets all requirements of the Planning Act, R.S.O., 1990 c. P.13.”

The proposed Draft Plan of Subdivision complies with the Urban Hamilton Official Plan and the Mount Hope Secondary Plan and meets all the requirements of the *Planning Act*. It is consistent with the Criteria for Staging of Development as the subject lands can be adequately serviced using existing infrastructure, subject to the proposed Draft Plan conditions. This proposal will not adversely impact the natural environment or transportation system and will be integrated with the adjacent lands and roads and does not impact municipal finances.

Based on the above, the proposed Draft Plan of Subdivision and Draft Plan of Condominium comply with the UHOP.

Zoning By-law No. 02-500

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The subject lands are zoned Mixed Use Medium Density (C5, 652, H102) Zone which permits a full range of commercial and residential uses. Site specific exception 652 specifically permits Street Townhouse Dwellings and existing Single Detached and Duplex Dwellings with special regulations. The Holding Provision was placed on the lands to ensure that the noise levels would be investigated and that recommended mitigation measures would be implemented. As part of conditional approval of Site Plan Control application DA-19-099, the owner is required to apply for the Removal of the Holding Provision.

A portion of the subject lands is also District Commercial (C6, 580) Zone, which permits a variety of commercial uses and prohibits sensitive land uses such as dwelling units and day nurseries. In July 2020, the applicant obtained approval of a Minor Variance application (GL/A-20:92) to allow for the Mixed Use Medium Density (C5, 652, H102) Zone to apply to the extent of the conditionally approved Site Plan Control application DA-19-099. The majority of lands that are District Commercial (C6, 580) Zone are to be used as a parking area that will serve the residential uses.

RELEVANT CONSULTATION

Departments and Agencies		
French Public School Board; Hydro One; Niagara Peninsula Conservation Authority; and, Alectra Utilities.		No Comments
	Comment	Staff Response
Forestry and Horticulture, Public Works Department	There are no municipal assets on site and a landscape plan and a tree management plan are not required.	Noted.
Recycling and Waste Disposal Section, Public Works Department	The site is approved for municipal waste collection.	Prior to Occupancy, an Agreement for On-Site Collection of Municipal Solid Waste will be required in order to begin waste collection on private property. Note No. 2 of Appendix "C" to Report PED21074 identifies that the site is eligible for municipal waste collection and that the owner must contact the Waste Management to request waste

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		collection service.
Engineering Approvals, Growth Management Section	<p>All issues pertaining to grading, drainage, servicing and right of way dedications have been dealt with under the engineering review for the Site Plan DA-19-099.</p> <p>Grading and drainage shall be maintained in accordance with the approved engineering plans for the site.</p> <p>A 0.3 metre reserve along Upper James Street is to be included on the draft plan.</p> <p>The Owner is advised to follow proper SWM pond maintenance practices as described below and within the SWM Report.</p> <p>The Owner is advised to follow the OGS unit manufacturer's maintenance recommendations.</p> <p>That mutual access and any/all future on-going maintenance and/or replacement costs for any structures within the condominium lands including but not limited to private roads, water mains/services, private storm and sanitary sewers, catch basins, area drains, maintenance holes, retaining walls, parking areas, rip-rap channels, headwalls, etc. is the sole responsibility of the condominium corporation and as such shall be noted in the</p>	<p>Engineering comments relating to grading, drainage, servicing and right of way dedications are being addressed through Site Plan Control application DA-19-099.</p> <p>The establishment of a capital reserve fund for maintenance of the stormwater management pond and the oil grit separator are addressed through Condition No. 19 of Appendix "E" to Report PED21074.</p> <p>Condition No.18 of Appendix "E" to Report PED21074 includes the required notice regarding mutual access and any/all future ongoing maintenance to be noted in the condominium declaration.</p> <p>The notice requirements for maintenance of the Stormwater Management pond and notice requirements regarding surface drainage easements are addressed through Condition No. 21 of Appendix "E" to Report PED21074.</p> <p>A Joint-Use agreement with the City to satisfy the Sewer and Water By-law is included as Condition No. 16 of Appendix "E" to Report PED21074.</p> <p>The easement for surface drainage is addressed through Condition No. 17 of Appendix "E" to Report PED21074.</p>

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	<p>condominium declaration.</p> <p>That the owner enters into and registers on the title of the lands a Joint Use Agreement with the City of Hamilton to satisfy the Sewer and Water By-law requirements to the satisfaction of the Manager of the Engineering Approvals.</p> <p>As a condition of the Draft Plan of Condominium approval, the proponent shall include in the Declaration and Description pursuant to section 93 of the <i>Condominium Act, 1998</i>, a provision to establish a Capital Reserve fund to provide for regular on-going cleaning and maintenance or possible eventual replacement of the stormwater management pond and Oil/Grit Separator (OGS) units by a qualified service provider.</p> <p>The owner establish an easement for surface drainage on the lands.</p>	
<p>Growth Planning, Growth Management Section</p>	<p>As required by Section 51(17)(g) of the <i>Planning Act</i>, natural and artificial features adjacent to the proposed subdivision shall be identified.</p> <p>The submitted Draft Plan of Subdivision and Draft Plan of Condominium appear to be deficient of the signature of an Ontario Land Surveyor.</p>	<p>Natural and artificial features have been included on the Draft Plan of Subdivision.</p> <p>Both the Draft Plan of Subdivision and Draft Plan of Condominium have been signed by an Ontario Land Surveyor.</p> <p>The Draft Plan of Subdivision keymap now accurately depicts the subject lands.</p> <p>The legal description is standard and</p>

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	<p>It should be noted that the property boundary depicted on the key map does not match what is depicted on the Draft Plan.</p> <p>It should be determined if the submitted Draft Plan should include Parts from Plan 62R-18268 in its legal description. It should be noted that road widening should be depicted as blocks on the Draft Plan.</p> <p>A PIN Abstract will be required with a Draft Plan of Subdivision application.</p> <p>As required by Section 51(17)(b) of the <i>Planning Act</i>, the name of proposed highway within the condominium shall be identified.</p> <p>As required by Section 51 (17)(d) of the Planning Act, the existing uses of all adjoining lands shall be identified.</p> <p>It should be determined if the subject proposal will be serviced by municipal or private waste collection.</p> <p>It should be determined if Phase 2 of the subject development should be shown on the submitted Draft Plan of Condominium.</p> <p>Add the standard note: Pursuant to Section 51(32) of</p>	<p>there are no concerns with its description of the property.</p> <p>Road widenings will be dedicated through Site Plan Control application DA-19-099.</p> <p>A PIN Abstract has been submitted.</p> <p>The private roads within the Draft Plan of Condominium have been named.</p> <p>The existing uses of all adjoining lands have been identified on the draft plans.</p> <p>The subject property will be serviced by municipal waste collection.</p> <p>The applicant has indicated Phase 2 as "Future Development" on the Draft Plan of Condominium.</p> <p>The note has been included as Note #1 in Appendix "C" and Appendix "E" to Report PED21074.</p>
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	the <i>Planning Act</i> , draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received 2 months before the draft approval lapses.	
Canada Post Corporation	The site will be serviced by a centralized mailbox. The applicant will need to locate the mailbox on site per Canada Post standard requirements.	Associated warning clauses regarding this requirement have been included as Condition Nos. 7 and 8 of Appendix "C" and as Condition Nos. 6 (iii) and 7 to 11 of Appendix "E" to Report PED21074.
Union Gas Ltd.	At the time of writing the report, Union Gas had not provided comments, however staff included their standard condition.	This has been included as Condition No. 9 in Appendix "C" and as Condition No. 13 in Appendix "E" to Report PED21074.
Bell Canada	Requires that the applicant provide the necessary easements.	The standard condition has been included as Condition No. 6 in Appendix "C" to and as Condition No. 14 in Appendix "E" to Report PED21074.
Public Consultation		
	Comment	Staff Response
	To date, staff have not received any public submissions through this circulation.	

PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and Council's Public Participation Policy, Notices of Complete Application and Preliminary Circulation were sent to 69 property owners within 120 m of the subject lands on October 27, 2020 requesting comments on the Draft Plan of Subdivision and the Draft Plan of Condominium (Common Element) applications.

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A Public Notice Sign was posted on the property on October 27, 2020, and updated on March 29, 2021, with the Public Meeting date. Finally, a Notice of Complete Application and Notice of the Public Meeting was given on April 1, 2021, in accordance with the requirements of the *Planning Act*.

A public open house for the development project was held back in August 30, 2018 by the applicant. As previously mentioned, on July 23, 2020, the applicant had their Minor Variance application (GL/A-20:92) considered by the Committee of Adjustment. No residents appeared in support or opposition to the Minor Variance application. At the time of preparation for this Report, no comments have been received.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The proposal has merit and can be supported for the following reasons:
 - (i) It is consistent with the Provincial Policy Statement (2020) and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended);
 - (ii) It complies with the policies of the Urban Hamilton Official Plan and the Mount Hope Secondary Plan; and,
 - (iii) The proposal establishes condominium tenure for a form of development permitted under the City of Hamilton Zoning By-law No. 05-200 as amended by By-law No. 17-240. It will implement the conditionally approved Site Plan Control application DA-19-099, which provides for a form of development that is compatible with surrounding land uses.

2. In review of Sub-section 51(24) of the *Planning Act*, to assess the appropriateness of the proposed subdivision, staff advise that:
 - (a) It is consistent with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended), and complies with the Urban Hamilton Official Plan and the Mount Hope Secondary Plan;
 - (b) The proposal represents a logical and timely extension of existing development and services and is in the public interest;
 - (c) It complies with the applicable policies of the Urban Hamilton Official Plan;

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OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 19 of 22

- (d) The subject lands can be appropriately used for the purposes for which it is to be subdivided;
- (e) The proposed subdivision will be compatible with the existing road network and block pattern of the surrounding neighbourhood;
- (f) The dimensions and shapes of the proposed lots conform to the Zoning By-law and are sufficient to accommodate the proposed development of street townhouse dwellings;
- (g) Restrictions and regulations for the development of the subdivision are included in the conditions of draft plan approval and Subdivision Agreement/Site Plan Agreement;
- (h) The proposed subdivision will includes a stormwater management pond to address flood control; and,
- (i) Adequate utilities and municipal services are available to service the proposed block within the subdivision, the particulars of which will be determined as part of the conditions of draft approval and Subdivision/Site Plan Agreement.

Therefore, staff are supportive of the Draft Plan of Subdivision and recommend its approval.

3. The lands are zoned Mixed Use Medium Density (C5, 652, H102) Zone which permits a full range of commercial and residential uses. Site specific exception 652 specifically permits Street Townhouse Dwellings and existing Single Detached and Duplex Dwellings with special regulations. A portion of the lands are also zoned (C6, 580) Zone, which permits a variety of commercial uses and prohibits sensitive land uses such as dwelling units and day nurseries. In July 2020, the applicant obtained approval of a Minor Variance application (GL/A-20:92) to allow for the Mixed Use Medium Density (C5, 652, H102) Zone to apply to the extent of the conditionally approved Site Plan Control application DA-19-099. Staff have included a condition warning prospective owners and residents that a portion of the lands are zoned for commercial uses and a list of what uses are permitted on site (Condition No. 3 of Appendix "C" and Condition No.21 of Appendix "E" to Report PED21074). In the future the City will repeal and replace the zoning on the appropriate portion of lands that are within the District Commercial (C6, 580) Zone to a residential zone to recognize the use (which may also require an Official Plan Amendment) (Condition No. 4 of Appendix "C" and Condition No.21 of Appendix "E" to Report PED21074).

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4. The proposed Draft Plan of Condominium (Common Element) is comprised of the following common elements: a condominium road network, sidewalks, landscaped areas, outdoor amenity areas, visitor parking spaces, centralized mailboxes, and a stormwater management pond for the first phase of the development as shown on the attached plan, marked as Appendix “D” to Report PED21074. The private condominium road will provide access to Homestead Drive. All units will hold an interest in the Condominium Corporation to benefit from the common visitor parking spaces, landscaped areas, outdoor amenity areas, and centralized mailboxes. A total of 67 street townhouse dwellings will have access from the private condominium road network and will hold an interest in the Common Element Condominium Corporation. The applicant will be required to demonstrate zoning conformity prior to registration of the Draft Plan of Condominium (Common Element) as provided by Condition No. 1 of Appendix “E” to Report PED21074. A separate Plan of Condominium will be required for the Phase 2 portion of lands that are noted for future development. Staff are supportive of the Draft Plan of Condominium (Common Element) and recommend its approval. The owner shall satisfy all conditions, financial or otherwise, of the City of Hamilton (Condition No.2 in Appendix “C” to Report PED21074).
5. The owner shall satisfy conditions, financial or otherwise, of the City of Hamilton (Condition No. 2 in Appendix “C” and Condition No. 15 in Appendix “E” to Report PED21074).
6. A condition has been included requiring the owners to enter into a Subdivision Agreement or Agreements with the City of Hamilton to the satisfaction of the Senior Director of Growth Management (Condition No. 5 in Appendix “C” to Report PED21074).
7. The M-Plan for Subdivision (25T-202007) must be registered on title of the subject lands prior to the final approval of Plan of Condominium, to the satisfaction of the Senior Director of Growth Management (Condition No. 2 in Appendix “E” to Report PED21074).
8. The condominium roads will be privately owned and maintained as such, warning clauses will also be included in all purchase and sale agreements and rental or lease agreements to advise prospective purchasers that the City of Hamilton will not provide maintenance or snow removal and that the provided garages are for parking of owners/occupants vehicles (Condition No. 6 (i) and (ii) in Appendix “E” to Report PED21074).

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SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 21 of 22

9. The subject lands are to be developed in accordance with the conditionally approved Site Plan Control application DA-19-099 and the Plan of Condominium (Common Element) shall be developed in accordance with the approved Site Plan (Condition No. 4 of Appendix "E" to Report PED21074).
10. The land proposed for the Common Element Condominium and the lots for all of street townhouse dwellings will be created through Part Lot Control applications. In this regard, final approval and registration of the Common Element Condominium cannot occur until such time as the Part Lot Control applications are applied for and approved by a By-law removing the lands from Part Lot Control by Council (Condition No. 5 of Appendix "E" to Report PED21074). Part Lot Control applications have not yet been submitted.
11. That the Owner enters into and registers on title the condominium agreement incorporating the approved Plan of Condominium and related conditions to the satisfaction of the Senior Director of Growth Management (Condition No.3 of Appendix "E" to Report PED21074).
12. As the development will consist of two condominium corporations that share one road network a condition is required that the Owner register on title reciprocal easements for access and rights-of-way between the Phase One and Phase Two Plan of Condominiums for vehicular and pedestrian traffic and shared parking to the satisfaction of the Senior Director of Growth Management (Condition No. 20 of Appendix "E" to Report PED21074).

ALTERNATIVES FOR CONSIDERATION

Should the proposed Draft Plan of Condominium (Common Element) not be approved, the applicant / owner could develop the lands as a standard block condominium development or as a rental development. Should the Draft Plan of Subdivision not be approved, the applicant / owner could not apply for a Part Lot Control application and would require Consent applications to create the individual lots.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

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SUBJECT: Application for Approval of a Draft Plan of Condominium (Common Element) and Draft Plan of Subdivision for 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook (PED21074) (Ward 10) - Page 22 of 22

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" – Location Map

Appendix "B" – Draft Plan of Subdivision

Appendix "C" – Special Conditions of Draft Plan of Subdivision

Appendix "D" – Draft Plan of Condominium (Common Element)

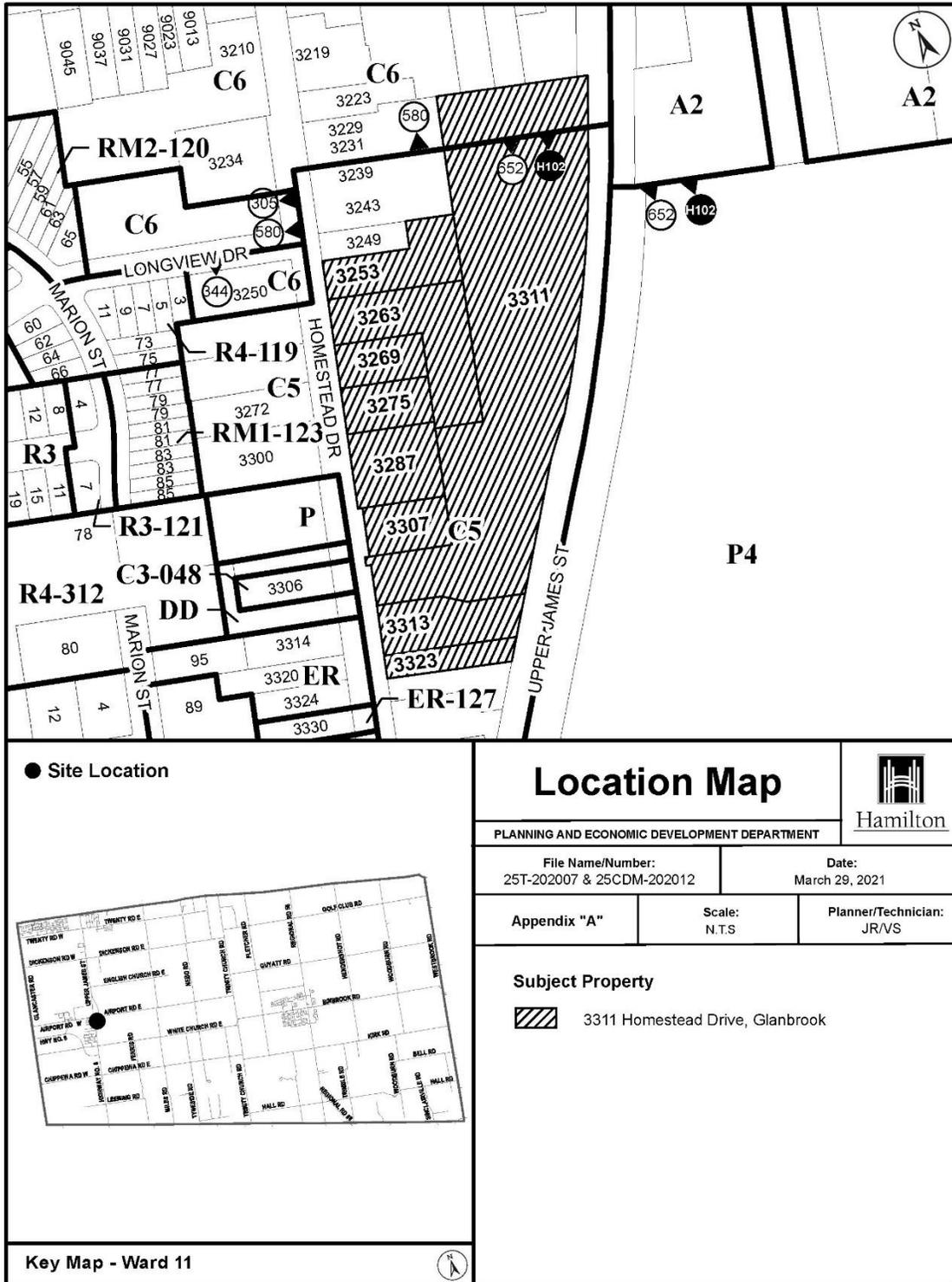
Appendix "E" – Recommended Conditions of Draft Plan of Condominium

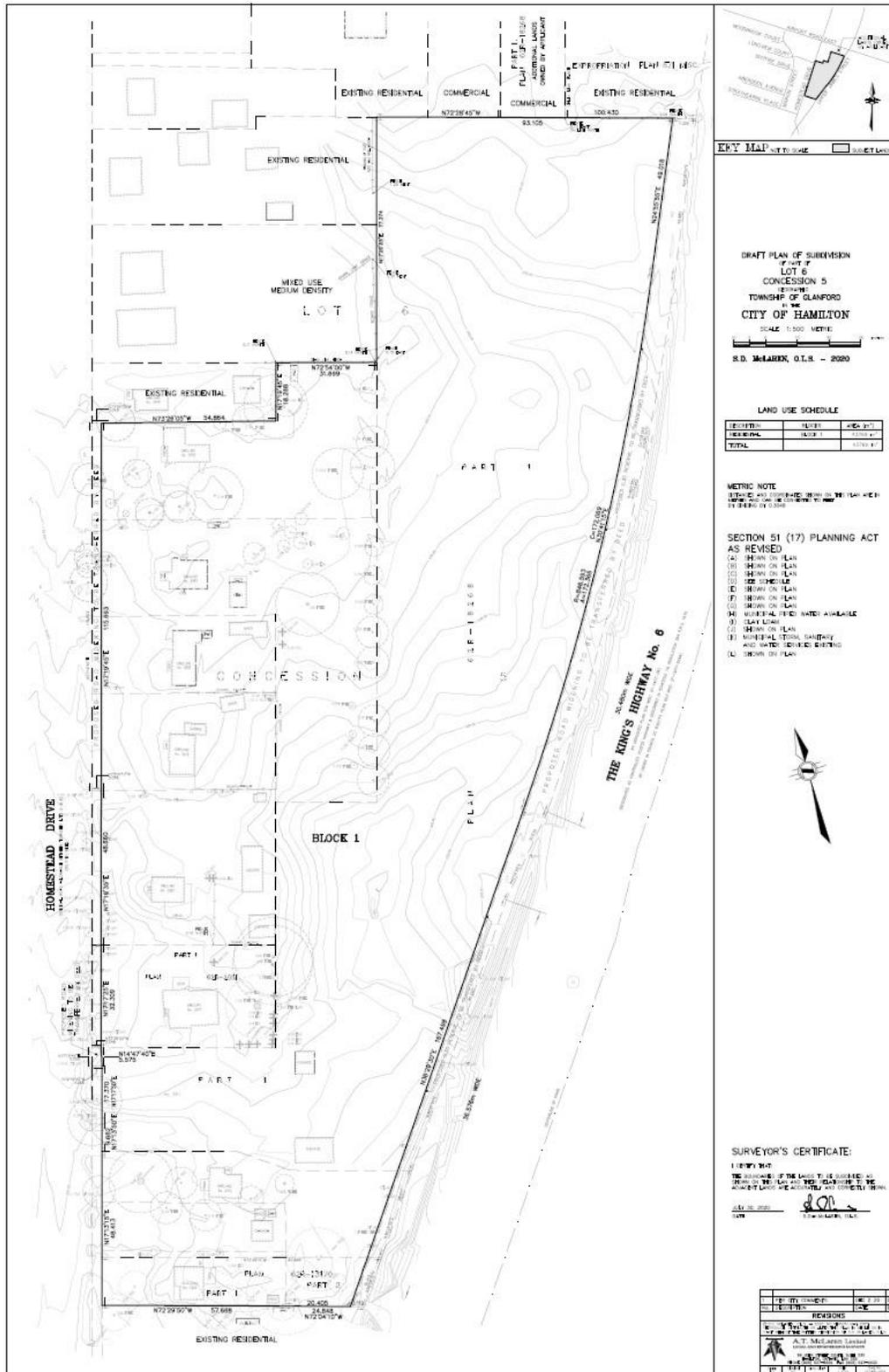
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Special Conditions for Draft Plan of Subdivision Approval for 25T-202007

That this approval for the Draft Plan of Subdivision, 25T-202007, prepared by A.T. McLaren and certified by S. Dan McLaren, O.L.S., dated July 30, 2020, consisting of one block (Block 1) for street townhouse dwellings be received and endorsed by City Council with the following special conditions:

Growth Management:

1. That the owner shall agree in writing, implement and demonstrate that the following clauses have been included in all Purchase and Sale Agreements and Rental or Lease Agreements and in the Subdivision Agreement, as described in the report titled "Environmental Noise Assessment Report 3311 Homestead Drive", dated August, 2020, to the satisfaction of the Senior Director of Growth Management:

- (i) Blocks A, B, D, J, W, X, Y and Z of Site Plan Control application DA-19-099:

Warning Clause "A":

Purchasers/tenants are advised that sound levels due to increasing road and air traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

- (ii) Blocks A, E, F, G, H, K, L, M, N, O, P, Q, R, S, T, U and V of Site Plan Control application DA-19-099:

Warning Clause "C"

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

- (iii) Blocks B, C, D, I, J, W, X, Y and Z of Site Plan Control application DA-19-099:

Warning Clause "D"

This dwelling unit has been supplied with a central air conditioning system which will allow windows and doors to remain closed, thereby ensuring that

the indoor sound levels due to road and air traffic are within the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

Development Planning:

2. That the owner agrees, in writing, to satisfy all requirements, financial and otherwise, of the City of Hamilton prior to development of any portion of these lands.
3. That a warning clause be included in all purchase and sale agreements and rental or lease agreements to advise prospective purchasers that a portion of the lands are within the District Commercial (C6, 580) Zone, and the clause shall include the list of permitted uses of the District Commercial (C6, 580) Zone to the satisfaction of the Director of Planning and Chief Planner.
4. That a warning clause be included in all purchase and sale agreements that the City of Hamilton will repeal and replace the District Commercial (C6,580) Zone in the future to recognize residential uses on the subject lands to the satisfaction of the Director of Planning and Chief Planner.

Growth Planning:

5. The owner agrees to enter into a Subdivision Agreement or Agreements with the City of Hamilton to the satisfaction of the Senior Director of Growth Management.

Bell Canada:

6. That **prior to registration of the plan of subdivision**, the owner, grant to Bell Canada any easements that may be required for telecommunication services. If there are any conflicts with existing Bell Canada facilities or easements, the owner/developer shall be responsible for rearrangements of relocation.

Canada Post:

7. That **prior to registration of the plan of subdivision**, the Owner shall include in all offers of purchase and sale or lease agreements, a statement that advises the prospective purchaser:
 - a. That the home / business mail delivery will be from a designated Centralized Mail Box.
 - b. That the developers / owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

8. That **prior to registration of the plan of subdivision**, the Owner agrees to:
- c. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - d. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
 - e. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - f. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans.
 - g. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

Union Gas:

9. That **prior to registration of the plan of subdivision**, the owner / developer provide to Enbridge Gas Inc.'s operating as Union Gas, ("Union") the necessary easements and / or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union.

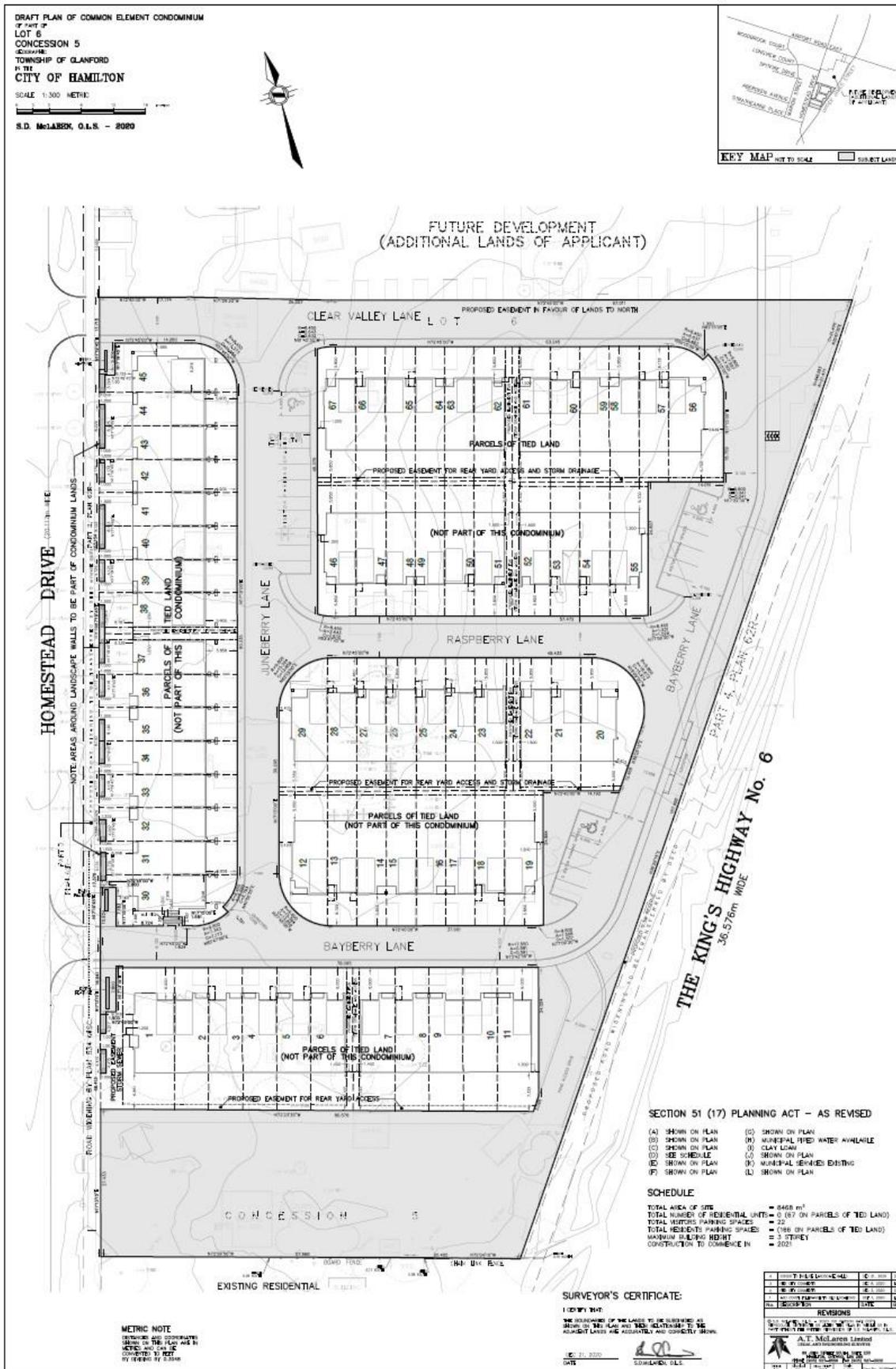
NOTES TO DRAFT PLAN APPROVAL

1. Pursuant to Section 51 (32) of the *Planning Act*, draft approval shall lapse if the plan is not given final approval within 3 years. However, extensions will be considered if a written request is received two months before the draft approval lapses.

Recycling and Waste Disposal:

2. This property is eligible for municipal waste collection service subject to meeting the City's requirements indicated by the Public Works Department and subject to compliance with the City's Solid Waste Management By-law 09-067, as amended. The property owner must contact the City by email wastemanagement@hamilton.ca or by telephone 905-546-CITY (2489) to request waste collection service. Waste Management staff will complete a site

visit to determine if the property complies with the City's waste collection requirements.



Recommended Conditions of Draft Plan of Condominium Approval

That this approval for the **Draft Plan of Condominium Application 25CDM-202012, by Wellings Planning Consultants Inc., on behalf of 1804482 Ontario Ltd. (Sonoma Homes), owner**, to establish a Draft Plan of Condominium (Common Element) to create a private road, sidewalks, landscaped areas, outdoor amenity areas, visitor parking areas, centralized mailboxes and a stormwater management pond on lands located at located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive (Stoney Creek), be received and endorsed by City Council with the following special conditions:

1. That the final Plan of Condominium shall comply with all of the applicable provisions of the City of Hamilton By-law No. 05-200, as amended by By-law No. 17-240 and Minor Variance application GL/A-20:92 in force and effect at the time of registration of the Draft Plan of Condominium to the satisfaction of the Director of Planning and Chief Planner.
2. That the M-Plan for Subdivision (25T-202007) be registered on title of the subject lands prior to the final approval of Plan of Condominium, to the satisfaction of the Senior Director of Growth Management.
3. That the Owner enters into and registers on title the condominium agreement incorporating the approved plan of condominium and related conditions to the satisfaction of the Senior Director of Growth Management.
4. That the final Plan of Condominium complies with the approved Site Plan application DA-19-099, to the satisfaction of the Director of Planning and Chief Planner.
5. That the owner shall receive final approval of Part Lot Control Applications, including the enactment and registration on title of the associated Part Lot Control Exemption By-law(s), to the satisfaction of the Director of Planning and Chief Planner.
6. That the owner shall agree to include and demonstrating that the following condition the following in all Purchase and Sale Agreements and Rental or Lease Agreements, to the satisfaction of the Senior Director of Growth Management:
 - (i) Purchasers are advised that the City of Hamilton will not be providing maintenance or snow removal service for the private condominium road.
 - (ii) Garages are provided for the purpose of parking a vehicle. It is the responsibility of the owner / tenant to ensure that their parking needs

(including those of visitors) can be accommodated onsite. On-street, overflow parking may not be available and cannot be guaranteed in perpetuity.

- (iii) The home mail delivery will be from a Community Mail Box.
7. That the owner will be responsible for officially notifying the purchasers of the exact Community Mail Box locations, to the satisfaction of the Senior Director of Growth Management and Canada Post prior to the closing of any home sales.
 8. That the owner work with Canada Post to determine and provide temporary suitable Community Mail Box locations, which may be utilized by Canada Post, until the curbs, boulevards, and sidewalks are in place in the remainder of the subdivision, to the satisfaction of the Senior Director of Growth Management.
 9. That the owner install a concrete pad in accordance with the requirements of, and in locations to be approved by the Senior Director of Growth Management and Canada Post, to facilitate the placement of Community Mail Boxes.
 10. That the owner identify the concrete pads for the Community Mail Boxes on the engineering / servicing drawings. Said pads are to be poured at the time of the sidewalk and / or curb installation within each phase, to the satisfaction of the Senior Director of Growth Management.
 11. That the owner determine the location of all mail receiving facilities in co-operation with the Senior Director of Growth Management and Canada Post, and to indicate the location of mail facilities on appropriate maps, information boards, and plans. Maps are also to be prominently displayed in the sales office(s), showing specific mail facility locations.
 12. That the owner shall agree to in writing, implement and demonstrate that the following clauses have been included in all Purchase and Sale Agreements and Rental or Lease Agreements and in the Condominium Declaration, as described in the report titled "Environmental Noise Assessment Report 3311 Homestead Drive", dated August, 2020, to the satisfaction of the Senior Director of Growth Management:
 - (i) Blocks A, B, D, J, W, X, Y and Z of Site Plan Control application DA-19-099:
Warning Clause "A":

Purchasers/tenants are advised that sound levels due to increasing road and air traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

- (ii) Blocks A, E, F, G, H, K, L, M, N, O, P, Q, R, S, T, U and V of Site Plan Control application DA-19-099:

Warning Clause "C"

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

- (iii) Blocks B, C, D, I, J, W, X, Y and Z of Site Plan Control application DA-19-099:

Warning Clause "D"

This dwelling unit has been supplied with a central air conditioning system which will allow windows and doors to remain closed, thereby ensuring that the indoor sound levels due to road and air traffic are within the sound level limits of the City of Hamilton and the Ministry of the Environment, Conservation and Parks.

13. That the owner / developer provide to Union Gas the necessary easements and / or agreements required by Union Gas for the provision of gas services, in a form satisfactory to Union Gas.
14. That the owner will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.
15. That the owner shall satisfy all conditions, financial or otherwise, of the City of Hamilton.
16. That the owner enters into and register on the title of the lands a Joint Use Agreement with the City of Hamilton to satisfy the Sewer and Water By-law requirements to the satisfaction of the Manager of the Engineering Approvals.
17. That the owner enters into and register on title of the lands a surface drainage easement in favor of the City of Hamilton to comply with the Detailed Grading Plan and Overall Grading Plan to the satisfaction of the Manager of Engineering Approvals.

18. That mutual access and any/all future on-going maintenance and/or replacement costs for any structures within the condominium lands including but not limited to private roads, water mains/services, private storm and sanitary sewers, catch basins, area drains, maintenance holes, retaining walls, parking areas, rip-rap channels, headwalls, etc. is the sole responsibility of the condominium corporation and as such shall be noted in the condominium declaration, to the satisfaction of the Senior Director of Growth Management.
19. The owner shall include in the Declaration and Description pursuant to section 93 of the *Condominium Act*, 1998, a provision to establish a Capital Reserve fund to provide for regular on-going cleaning and maintenance or possible eventual replacement of the stormwater management pond and Oil/Grit Separator (OGS) units by a qualified service provider as per the manufacturers' requirements to ensure compliance with the approved stormwater management plan by the City of Hamilton. The Owner is advised to follow the manufacturers' maintenance recommendations for the above stated items, to the satisfaction of the Senior Director of Growth Management.
20. That the Owner register on title reciprocal easements for access and rights-of-way and parking between the Phase One and Phase Two Plan of Condominiums to the satisfaction of the Senior Director of Growth Management.
21. That the owner shall agree to include the following notice in all Purchase and Sale Agreements and Rental or Lease Agreements and in the Condominium Declaration, to the satisfaction of the Manager of Engineering Approvals:

NOTICE REGARDING GRADING AND SURFACE DRAINAGE

- **Reserving unto** the Condominium Corporation, its assigns, successors, servants, agents and employees, the right in the nature of an easement, to enter without charge in, over and along all of the Units and the Common Elements of the Condominium, from time to time, for the purposes of entering, inspecting and undertaking, at any time, modifications to the surface drainage of the said Units and the Common Elements of the Condominium in accordance with the Detailed Grading Plan and the Overall Grading Plan approved by the City of Hamilton.

NOTICE REGARDING MAINTENANCE OF THE STORMWATER MANAGEMENT POND

- A private stormwater management pond is shown on the approved grading and servicing plan prepared by SLA Ltd. The Owner is advised to follow

proper SWM pond maintenance practices as described below and within the SWM Report.

NOTICE REGARDING MAINTENANCE OF THE UNDERGROUND STORMWATER OIL/GRIT SEPARATOR UNIT

- The private underground stormwater oil/grit separator (OGS) units are shown on the approved servicing plan prepared by SLA Ltd. The Owner is advised to follow the OGS unit manufacturer's maintenance recommendations.
- The proponent has advised that two Condominium Corporations will be registered within the proposed development subject to Site Plan Control application DA-19-099 in the future. Therefore, the proponent will be required to enter into and register on the title of the lands a Joint Use Agreement with the City of Hamilton to satisfy the Sewer and Water By-law requirements.

NOTICE REGARDING MUTUAL ACCESS/MAINTENANCE/REPLACEMENT

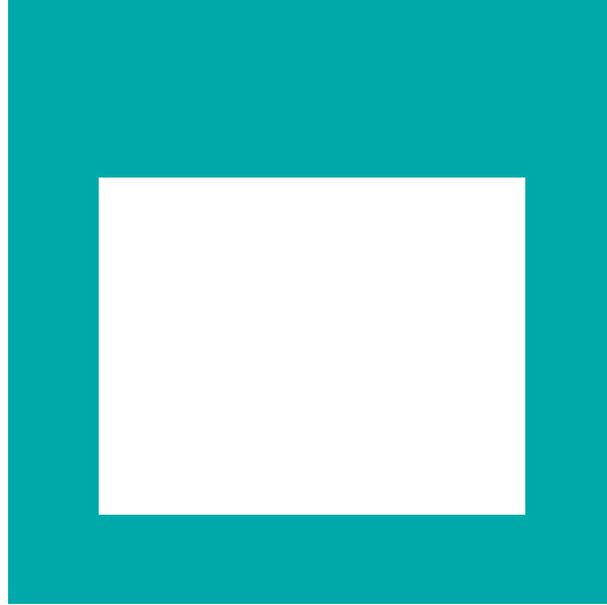
- That mutual access and any/all future on-going maintenance and/or replacement costs for any structures within the condominium lands including but not limited to private roads, water mains/services, private storm and sanitary sewers, catch basins, area drains, maintenance holes, retaining walls, parking areas, rip-rap channels, headwalls, etc. is the sole responsibility of the condominium corporation and as such shall be noted in the condominium declaration.

NOTICE REGARDING COMMERCIAL ZONING/PERMITTED USES

- That a warning clause be included in all purchase and sale agreements and rental or lease agreements to advise prospective purchasers that the lands are also District Commercial (C6, 580) Zone, and the clause shall include the permitted uses of the District Commercial (C6, 580) Zone.
- That a warning clause be included in all purchase and sale agreements that the City of Hamilton will repeal and replace the District Commercial (C6,580) Zone in the future to recognize residential uses.

NOTES TO DRAFT PLAN APPROVAL

1. Pursuant to Section 51(32) of the Planning Act, draft approval shall lapse if the plan is not given final approval within three years. However, extensions will be considered if a written request is received before the draft approval lapses.



WELCOME TO THE CITY OF HAMILTON

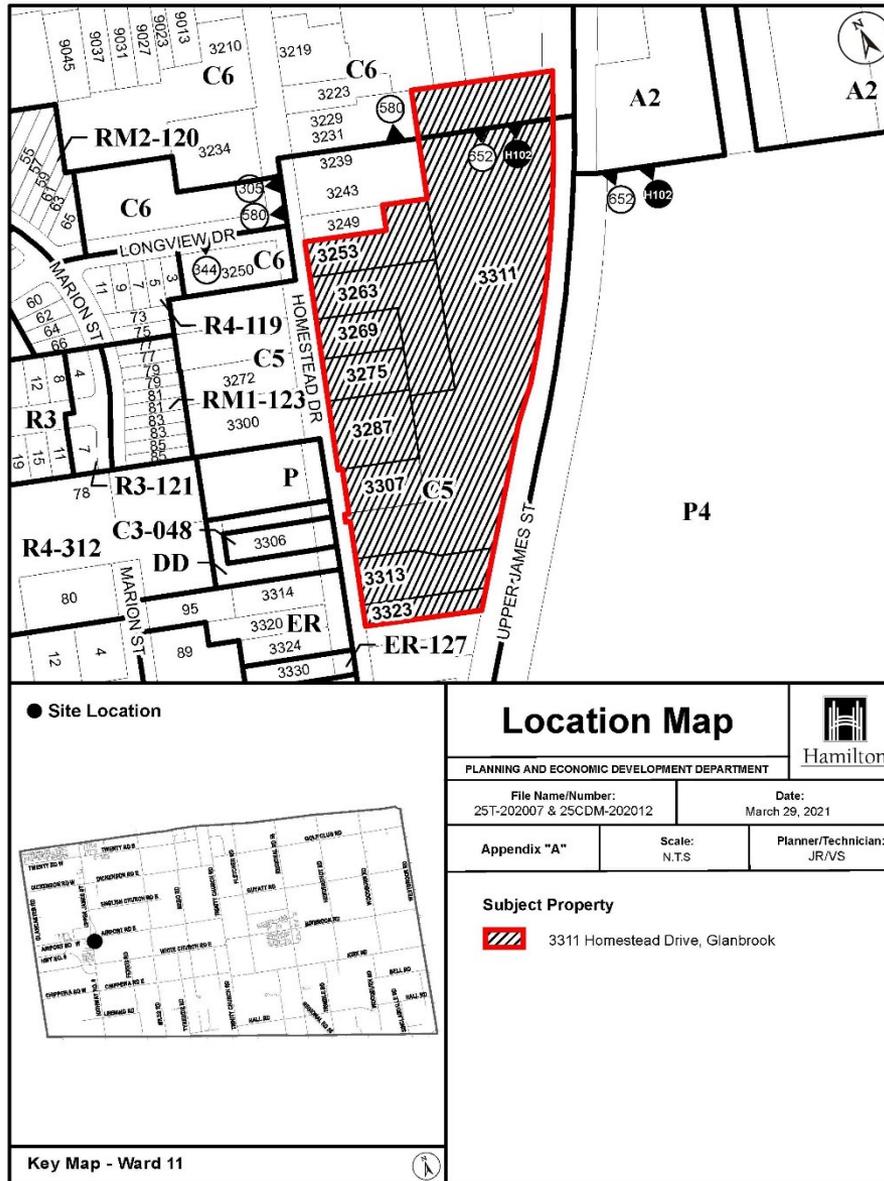
PLANNING COMMITTEE

April 20, 2021

PED21074– (25T-202007 & 25CDM-202012)

Application for Approval of a Draft Plan of Subdivision and Draft Plan of Condominium (Common Element) for Lands Located at 3253, 3263, 3269, 3275, 3287, 3307, 3311, 3313 and 3323 Homestead Drive, Glanbrook.

Presented by: James Van Rooi



● Site Location



Key Map - Ward 11

Location Map



PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:
 25T-202007 & 25CDM-202012

Date:
 March 29, 2021

Appendix "A"

Scale:
 N.T.S.

Planner/Technician:
 JR/VJS

Subject Property

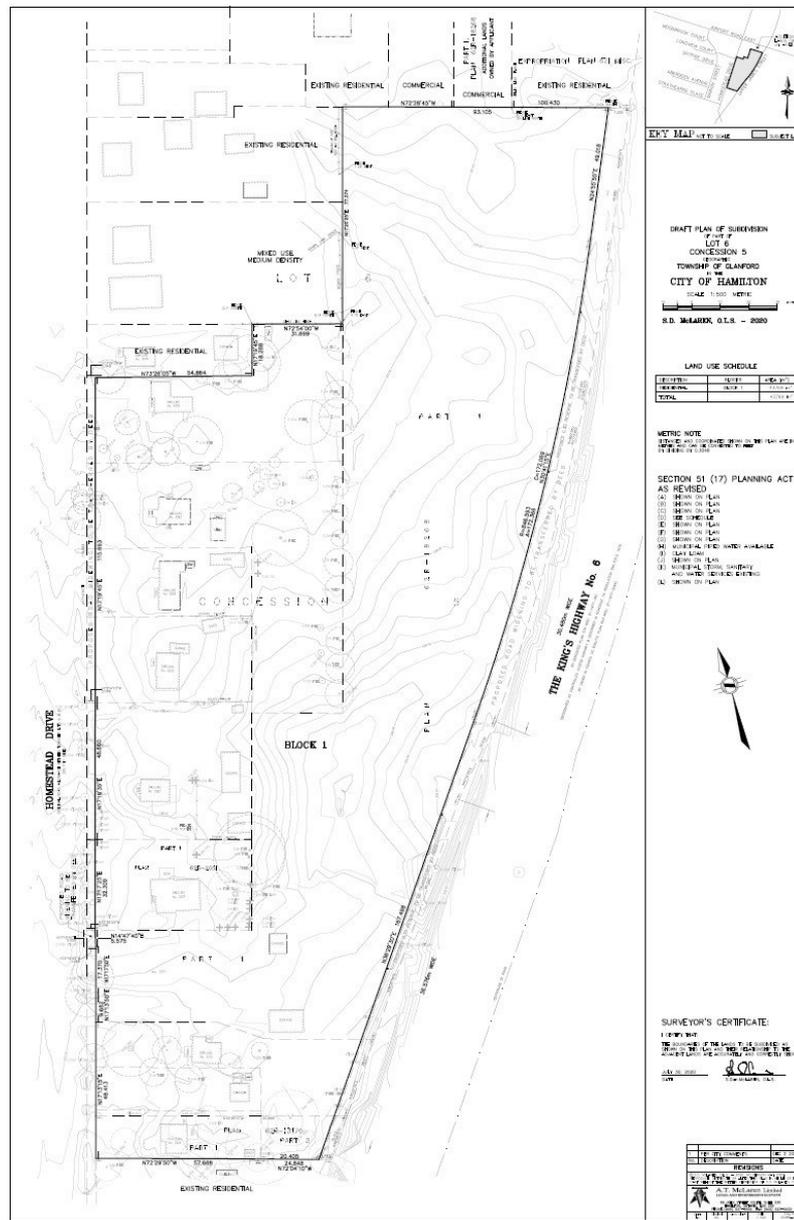
3311 Homestead Drive, Glanbrook



SUBJECT PROPERTY



3311 Homestead Drive, Glanbrook







Site view from South East Corner



Public Notice Sign



3263

Looking North on Homestead



Looking South on Homestead



Properties west of the site 1



Properties west of the site 2



Properties west of the site 3



Properties south of the site



Phase 1



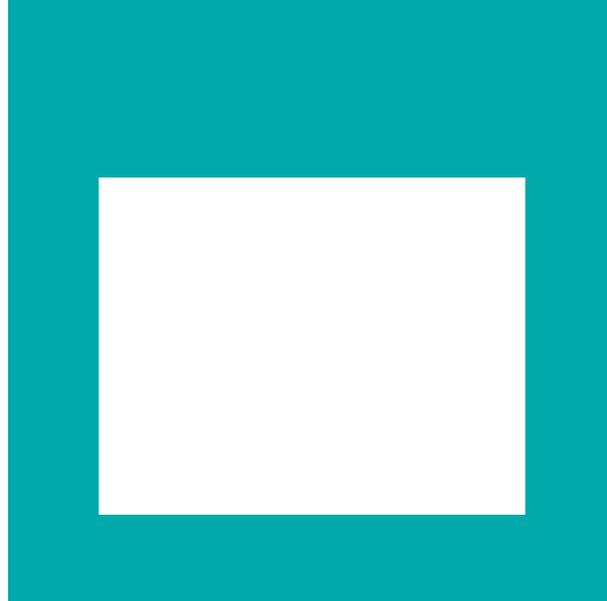
Phase 2



SWM Pond



Site Entrance 1



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 6, 2021
SUBJECT/REPORT NO:	Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A) (PED20093(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Timothy Lee (905) 546-2424 Ext. 1249 Joanne Hickey-Evans (905) 546-2424 Ext. 1282
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That City Initiative 21-A respecting amendments to Zoning By-law No. 05-200 to add new regulations respecting interpretations of the Zoning By-law and to delete and replace the accessory building and structures regulations that have been identified to require revisions as a result of introducing Secondary Dwelling Unit Regulations and gaps within the regulations, be approved on the following basis:
- (i) That the draft By-law to amend Zoning By-law No. 05-200, attached as Appendix "A1" to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the proposed changes in zoning are consistent with the Provincial Policy Statement (2020), conform with A Place to Grow Plan, as amended (2019) and comply with the Rural and Urban Hamilton Official Plans.

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SUBJECT: Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications (Committee of Adjustment Application Fee) (CI 20-E and CI 21-A) (PED20093(a)) (City Wide) - Page 2 of 35

- (b) That **City Initiative 20-E** respecting amendments to Zoning By-law No. 05-200 and the Zoning By-laws applicable to the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek Zoning By-laws, to amend the zoning by-law regulations for single detached dwellings, semi-detached dwellings and townhouse dwellings, to permit secondary dwelling units, either as an accessory unit within the dwelling, within a detached structure accessory to the principle dwelling unit, or both, be approved on the following basis:
- (i) That the draft By-law to amend Zoning By-law No. 05-200, attached as Appendix “A2” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (ii) That the draft By-law to amend the Town of Ancaster Zoning By-law No. 87-57, attached as Appendix “B” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (iii) That the draft By-law to amend the Town of Dundas Zoning By-law No. 3581-86, attached as Appendix “C” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (iv) That the draft By-law to amend Town of Flamborough Zoning By-law No. 90-145-Z, attached as Appendix “D” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (v) That the draft By-law to amend Township of Glanbrook Zoning By-law No. 464, attached as Appendix “E” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (vi) That the draft By-law to amend City of Hamilton Zoning By-law No. 6593, attached as Appendix “F” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;
 - (vii) That the draft By-law to amend City of Stoney Creek Zoning By-law No. 3692-92, attached as Appendix “G” to Report PED20093(a), which has been prepared in a form satisfactory to the City Solicitor, be enacted by City Council;

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- (viii) That the proposed changes in zoning are consistent with the Provincial Policy Statement (2020), conform with A Place to Grow Plan, as amended (2019) and comply with the Rural and Urban Hamilton Official Plans.
- (c) That the following By-laws respecting amendments to Zoning By-law No. 6593 be repealed in their entirety once the proposed By-law, attached as Appendix “F” to Report PED20093(a), are final and binding:
 - (i) By-law No.19-307, the Temporary Use By-law respecting second Dwelling Units for Certain Lands Bounded by Queen Street, Hamilton Harbour, the former Hamilton/Dundas Municipal boundary, Niagara Escarpment, Upper Wellington Street, the former Ancaster/Hamilton Municipal boundary, and the former Hamilton/Glanbrook Municipal boundary;
 - (ii) By-law No. 18-299 respecting Second Dwelling Units (Laneway Houses) for Certain Lands Bounded by Highway 403, Burlington Street, Red Hill Valley and the Escarpment.
- (d) That the draft By-law to amend the Parkland Dedication By-law No. 18-126, attached as Appendix “H1” to Report PED20093(a), be enacted by City Council.
- (e) That the draft By-law to amend the Tariff of Fees By-law No. 12-282, as amended by By-law No. 19-108, to introduce a reduced fee for Committee of Adjustment applications for secondary dwelling units, attached as Appendix “H2” to Report PED20093(a), be enacted by City Council.
- (f) That the matter respecting Second Dwelling Units – Options to Increase Housing Supply in Hamilton’s Low Density Existing Housing Stock be considered complete and removed from the Planning Committee’s Outstanding Business List.

EXECUTIVE SUMMARY

On June 6, 2019, the Province passed Bill 108 Bill (*More Homes, More Choice Act, 2019*) requiring municipalities to permit Secondary Dwelling Units in their Official Plans and Zoning By-laws to increase housing options province wide.

To implement the new provincial requirement, in December, 2020, Planning Committee and Council approved Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan to permit Secondary Dwelling Units city-wide in all single detached, semi-detached, and street townhouse dwellings. The implementing Official

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Plan Amendments (RHOP OPA No. 26 and UHOP OPA No. 142) were adopted by Council on January 27, 2021 and are in effect.

The purpose of this report is to establish, within the relevant Zoning By-laws, the standards SDUs will have to meet (e.g. heights, setbacks, servicing, parking, etc.). This report includes a package of proposed Zoning By-law regulations as well as related amendments to the Parkland Dedication By-law and Tariff of Fees By-law relating to Secondary Dwelling Units.

The proposed Zoning By-laws for the six former municipalities and Hamilton Zoning By-law No. 05-200, are attached as Appendices “A2” to “G” to Report PED20093(a). A summary of the specific regulations is detailed in Appendix “M-1” to Report PED20093(a).

Specifically, the proposed changes include the following:

- 1) Amended regulations for accessory buildings in Zoning By-law 05-200. The existing regulations have been expanded on several occasions since the 2005 Zoning By-law was passed but they do not include up-to-date regulations for low density residential uses. As a result of the introduction of SDUs in Zoning By-law No. 05-200, it is an appropriate time to update the accessory building regulations so they could be applied as supplementary regulations for SDUs and avoid conflicts/discrepancies between the two sets of regulations;
- 2) New regulations to be added to Zoning By-law No. 05-200 that would allow for the introduction of regulation diagrams as information guides and the use of tables for regulations and permitted uses. These new regulations are intended to make Zoning By-law 05-200 easier to read and interpret;
- 3) New regulations for Secondary Dwelling Units (SDUs) to be added to Zoning By-law No.05-200 and the six former municipal Zoning By-laws. This report is a follow up to the Second Dwelling Units – Options to Increase Housing Supply in Hamilton’s Urban Area Discussion Paper that was approved by Planning Committee on September 20, 2020 and City Council on September 28, 2020; and,
- 4) Two new fee structures to support the establishment of SDUs. They include changes to the Parkland Dedication Fee and a reduced fee for Committee of Adjustment applications for SDUs.

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Proposed Secondary Dwelling Unit Regulations

A Secondary Dwelling Unit (SDU) is a self-contained accessory dwelling unit (a.k.a. “an accessory apartment”) either within a single detached, semi-detached or townhouse/rowhouse dwelling or within a detached structure, either purpose built or through conversion of an existing structure (a.k.a. a “laneway house”).

This report is recommending a set of comprehensive amendments to the Zoning By-laws in effect for the urban and rural areas to harmonize and update the zoning regulations relating to SDUs as follows:

General Regulations for Urban and Rural Areas

- Add four new Definitions
 - Secondary Dwelling Unit means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - Secondary Dwelling Unit- Detached means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - Swale; and,
 - Ditch.
- Parking requirements
 - 1 parking space per SDU except in a portion of the lower City roughly bounded by Highway 403 in the west, south of the industrial area to the north, the Niagara Escarpment to the south, and Ottawa Street to the east. where the existing built form does not allow for on-site parking;
 - 50% of the required front yards to be landscaped.
 - one driveway per lot except on a corner lot where one driveway per street.
- Design Regulations
 - Add minimum requirements for landscaped area for each dwelling unit on the site and provide for fencing and/or screening on 2 sides of the landscaped area for a detached SDU.
- Technical changes to by-law definitions and regulations to ensure consistency and interpretation of SDU requirements.

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Urban Area Specific Regulations

SDU within a principal dwelling

- One front door facing the street as required in the Urban Area only, except in a portion of the lower City where additional entrances are permitted to face the street, see Appendix “M-2” to Report PED20093(a).
- Exterior stairs above the first floor, unless it is for an emergency exit, will not be permitted.

Detached SDU (new construction)

- Locational requirements
 - permitted in the rear and side yards with setbacks from neighbouring properties and the existing house required;
 - maximum lot coverage (varies depends on the Zoning By-law); and,
 - establish setbacks from adjacent properties and swales to maintain existing grading and drainage.
- Health and safety requirements
 - setback requirements for free and clear access to the detached SDU in the rear/side yard.
- Design requirements
 - maximum height (6 metres) and size (75 m²), window location (both storeys), balconies/patios (at grade).

Detached SDU (conversion of existing accessory structure)

- Permitted within existing building provided it meets the health and safety requirements in accordance with the Ontario Building Code.
- Additions over 10% of the floor area of the existing building must meet the size and height requirements of a detached SDU.

Rural Area Specific Regulations

SDU within a principal dwelling only

- One front door; and,

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- Requirement to prove adequate private services exist to ensure the long term sustainability of the private servicing (i.e. well and septic system) regime.

Phasing of Zoning Changes

The SDU review is being undertaken in phases as follows:

Phase 1 - In advance of the completion of the new residential zones in Hamilton Zoning By-law No. 05-200, it is proposed that staff create a set of Zoning regulations for the six former municipal Zoning By-laws and Hamilton Zoning By-law No. 05-200 to permit SDUs Citywide. SDUs within a single detached and semi-detached dwelling would be permitted in the Rural Area. These regulations will remain in effect until the Residential Zone Project has been incorporated into Hamilton Zoning By-law No. 05-200 and all former municipal Zoning By-laws are repealed and are no longer in effect.

Phase 2 – This phase focuses on permitting detached SDUs in the Rural Area. Additional work is required to identify and address potential sustainable servicing impacts that detached SDUs might have in the Rural Area such as ground water protection, adequate services (wastewater and sewage disposal) and lot size requirements.

Public Engagement

Public engagement occurred through the Engage Hamilton portal. A variety of online and virtual methods were used to engage residents and obtain feedback of the issues and themes identified in the SDU Discussion Paper. The engagement tools used included Urban and Rural Area online surveys, an online Q&A forum, small group and individual discussions by telephone, and a project email address.

Stakeholder Meetings were held with stakeholders such as architects, planners, the West End Homebuilders Association, Neighbourhood Associations and Environment Hamilton. The purpose of these workshops was to seek feedback from the attendee's respective lenses on potential SDU zoning regulations.

Two Virtual Town Hall Meetings were held for the general public. Similar to the stakeholder meetings, the purpose of these meetings was two-fold: one, to seek feedback on the future regulations for SDUs; and two, to educate the public about the importance of increasing housing opportunities through this form of residential development.

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There was a presentation by staff on the SDUs specifically in the Rural Area to the Agricultural and Rural Affairs Committee.

A summary of all comments received are contained in Appendices “K-1” to “K-6”, and the survey results can be found in Appendices “L-1” and “L-2” attached to Report PED20093(a).

Development Fees

The City currently offers a reduced parkland dedication rate for SDUs, but this reduced rate only applies to one SDU in a single detached dwelling. In order to harmonize this reduced rate with the new proposed zoning permissions for SDUs, staff is recommending that Section 5(5) of the Parkland Dedication By-law 18-126 be amended to extend the reduced parkland dedication rate for SDUs from one secondary dwelling unit in a single detached dwelling to include up to two secondary dwelling units in a single detached, semi-detached, or townhouse dwelling and on a lot containing such dwellings.

The reduced parkland dedication rate for the addition of one secondary dwelling unit in an existing single detached dwelling was first introduced in 2015 to encourage small scale intensification and reconfirmed as part of the 2018 parkland dedication by-law review. At its meeting of May 23, 2018, Council approved Parkland Dedication By-law 18-126 that sets a fixed rate. The current (indexed) rate as of April 1, 2021 is \$1,131 per unit. Based on the 2031 time horizon of the current Official Plans, and the estimated uptake on the construction of new SDUs, this reduced rate would equate to approximately \$1.0 – \$1.4 million in foregone revenue over the next decade. The proposed By-law is attached at Appendix “H1” to Report PED20093(a).

In addition, staff is recommending that any applications for Minor Variances with respect to establishing an SDU be charged the “Routine Minor Variance” fee of \$600 as opposed to the “Full Minor Variance” fee that ranges from \$3,320 to \$4,145. This would treat SDUs the same as accessory structures and legal non-con-forming uses. The proposed Fee By-law amendment is attached at Appendix “H2” to Report PED20093(a).

The current DC By-law permits a residential intensification exemption from DCs for up to two additional dwelling units within an existing Single Detached Dwelling or for one additional dwelling unit in any Semi-detached Dwelling, a Townhouse Dwelling or any other existing Residential Dwelling. Laneway Houses and Garden Suites also receive an exemption from DCs in the City’s current DC By-law. Staff will be presenting a Report on an Amendment to the 2019 Development Charges Background Study and Development Charges By-law (FCS21025) at the March 25, 2021 Audit and Finance

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Committee meeting. The proposed staff report recommends that language be incorporated into the DC By-law to expand the residential intensification exemption above what the DC Act requires so that it is in line with *Planning Act* changes and the proposed SDU regulations.

Alternatives for Consideration – See Page 34

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: *Parkland Dedication By-law* - Applying the current reduced rate of \$1,131 per unit to the addition of up to two secondary dwelling units, instead of the standard rate for a new dwelling of 5% of existing land value (approximately \$6,708 to \$8,944 per unit, depending on the area of the City) would result in estimated foregone revenues over then next 10 years of \$997,000 to \$1.39 million.

Tariff of Fees By-law – Staff is recommending that any applications for Minor Variances with respect to establishing an SDU be charged the “Routine Minor Variance” fee of \$600 as opposed to the “Full Minor Variance” fee of that ranges from \$3,320 to \$4,145. This would treat SDUs the same as accessory structures and legal non-con-forming uses. The proposed Fee By-law amendment is attached at Appendix “H2” to Report PED20093(a).

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider amendments to the Zoning By-laws.

Notice of the Public Meeting was placed in the *Hamilton Spectator* and the Community Newspaper on March 19, 2021. A copy of the notice is attached as Appendix “N” to Report PED20093(a).

Subsection 34(19.1) of the *Planning Act* stipulates there is no appeal to parts (including the regulations) of the SDU by-laws that give effect to the UHOP and RHOP policies on SDUs.

The Rural Hamilton Official Plan and the Urban Hamilton Official Plan contain polices to permit SDUs in accordance with the provisions of Bill 108. Therefore, in accordance with Section 34(19.1) of the *Planning Act*, third party appeals of the proposed Zoning By-law Amendments, attached as

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Appendices “A2” to “G”, are not permitted because the City’s Official Plan contains policies permitting secondary dwelling units.

The Accessory buildings by-law, attached as Appendix “A1”, is subject to *Planning Act* appeals.

A separate Notice, required by the City’s Procedural by-laws, was published on March 19, 2021 in the *Spectator* advertising the new Committee of Adjustment fee and the new Parkland Dedication fee.

HISTORICAL BACKGROUND

The concept of accessory dwellings is not new. Accessory units have been permitted in the former City of Hamilton since the 1970s. The Official Plan and Zoning By-laws of the former municipalities also included enabling policies in their Official Plans and/or regulations in the respective Zoning By-law regarding SDUs. Since 2018, Council has approved two pilot/demonstration projects relating to SDUs, as described below.

Laneway Housing (2018)

Council approved a pilot project in 2018 for lands roughly bounded by Lake Ontario, Red Hill Valley Parkway, the Niagara Escarpment, and Hwy 403 to permit Laneway Housing associated with Single Detached Dwellings.

By-law No. 18-299 amended Zoning By-law No. 6593 to permit a detached SDU accessory to a single detached dwelling on a lot that adjoins a laneway for certain areas of the lower City. The zoning regulations were drafted to ensure the relationship between the principal unit and the secondary suite regulations is maintained over time with respect to servicing, access and maintenance thereby responding to concerns that the creation of laneway housing would result in future severance applications to create “flag-shaped” lots to allow for the conveyance of the laneway dwelling unit.

In addition, the 2018 By-law:

- Limits the laneway dwelling to 6m in height and 50 m² in area;
- Restricts the location of windows and doors above 1st floor; and,
- Exempts the laneway dwelling unit from the requirement to require additional parking.

To date, two “laneway” dwellings units have been created within the pilot project area.

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As the proposed City-wide amendments incorporate and update the zoning regulations relating laneway housing / detached SDU's, Planning staff are recommending that Zoning By-law No. 18-299 be repealed in its entirety.

Temporary Use By-law for Accessory Dwelling Units In Wards 1, 8 and 14 (in part) (2019)

In December 2018, Council approved Planning and Economic Development Department staff exploring a Rental Housing Licensing Pilot Project for Wards 1 and 8 (a portion of which is now located within Ward 14). The scope of the Pilot Licensing Project would require owners/landlords of residential properties with less than five residential rental units to obtain a Rental Business Owner Licence. The license would be issued based on review and conformity with the applicable zoning by-law regulations, the Ontario Building Code (OBC) and the Fire Code of Ontario. The review would occur through the Building Permit process.

As a result of stakeholder consultation on a Licensing Pilot Project, stakeholders advised that a possible unintended consequence of the Licencing regime would be the removal of rental market housing units that have been created but that did not comply with the current zoning. In particular, the minimum unit size (65 m²) and the minimum lot area (270 m²) requirements in Zoning By-law No. 6593 were identified as significant barriers to the legalization and/or creation of accessory rental units.

In response to the feedback received, staff brought forward a Temporary Use By-law for lands within Wards 1, 8 and a portion of Ward 14 to revise the requirements of the Zoning By-law in terms of removing the minimum unit size and reducing the required lot area from 270 m² to 200 m². The requirement to provide additional parking associated with the accessory unit was also suspended for lands east of Hwy. 403 in Ward 1. By-law No. 19-307 was passed by Council in December 2019 and will expire in December 2022.

As the proposed City-wide amendments incorporate and update the zoning regulations relating to SDU's within a principle dwelling, Planning staff are recommending that Zoning By-law No. 19-307 be repealed in its entirety.

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POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

1.0 Provincial Legislation and Policy Framework

Bill 108 (*More Homes, More Choice Act, 2019*) received Royal Assent on June 6, 2019 for a broad change to various pieces of legislation such as the *Planning Act*, *Ontario Heritage Act*, and the *Development Charges Act*, amongst others.

Under the provisions of the Planning Act (as amended by Bill 108), municipal official plans are now required to contain policies to permit Secondary Dwelling Unit(s) (SDUs). The official plan policies are required to permit:

- two residential units in a detached house, semi-detached house or rowhouse; and,
- to allow a residential unit in a building or structure (either purpose built or conversion of an existing structure) accessory to a detached house, semi-detached house or rowhouse.

To facilitate the implementation of Bill 108, the Province released the Housing Supply Action Plan (HSAP). HSAP is aimed at increasing housing supply in the Province. Permitting SDUs is one of many tools to implement the HSAP.

The proposed Zoning By-law amendments conform to and are consistent with Provincial legislation and policy. A summary of the conformity and consistency with applicable Provincial Plans (A Place to Grow Plan 2019, as amended and Greenbelt Plan, 2017) as well as the Provincial Policy Statement (PPS) 2020 is explained in detail in Report PED20093 which was presented to Planning Committee in September 2020.

2.0 City of Hamilton Official Plan

In December 2020, Planning Committee and Council approved City Initiative CI-19-F – Housekeeping Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan which included proposed policy changes to implement Bill 108 (*More Homes, More Choice Act, 2019*), concerning the requirement for municipalities to establish Official Plan policies to permit Second Dwelling Unit(s) (SDUs). The implementing Official Plan Amendment (RHOP OPA No. 26 and UHOP OPA No. 142) were adopted by Council on January 27, 2021 and are now in effect.

Those amendments to the Official Plans are summarized below:

- Introduced a definition of a Secondary Dwelling Unit (SDU) (UHOP and RHOP);

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- Permitted detached SDUs on lots containing a single detached, semi-detached or townhouse dwelling (UHOP only);
- Renamed “Second Dwelling Unit” to “Secondary Dwelling Unit” (UHOP and RHOP); and,
- In the Rural Area, permitted SDUs containing a single detached dwelling on lots utilizing private services greater than 0.4 hectares in size (RHOP only).

The zoning review for SDU’s in the Rural Area is occurring in two phases. The first phase (which is addressed in this report) is to permit SDU’s within the principle dwelling as an accessory unit. As it relates to detached SDUs, further review is required to address potential issues pertaining to sustainable private servicing and character of the rural landscape.

3.0 Zoning By-laws

There are inconsistencies in terms of both permissions (e.g. allowed or not allowed) and regulations (i.e. age of dwelling, locational requirements and lot/dwelling characteristics) for SDU’s across the existing in force zoning by-laws in the City of Hamilton.

The former City of Hamilton and the Town of Dundas currently permit one additional unit in a principal dwelling, regardless of when the principal dwelling was built. The City of Stoney Creek permits one additional unit for dwellings built before 1941 and the Town of Flamborough has similar permissions for dwellings built before 1990. The Town of Ancaster and the Township of Glanbrook Zoning By-laws do not permit SDUs. The workplan for the new Comprehensive Zoning By-law No. 05-200 anticipated that regulations for SDU’s would be developed at the time of preparation of the Low-Density Residential Zones. However, because single detached, semi-detached and rowhouse units are currently permitted in some zones (i.e. Downtown, Institutional and Rural Zones) and the proposed regulations will apply once the future Residential Zones are added to Zoning By-law No. 05-200, it is proposed to bring forward amendments to Zoning By-law No. 05-200 now for consistency. In addition, regulations for SDUs within a principle dwelling have been included for the applicable Rural zones.

RELEVANT CONSULTATION

1.0 City of Hamilton Departments

The following Divisions and Departments were consulted in the development of the proposed Zoning By-law amendments:

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- Community Safety and Planning Department – Fire Prevention;
- Corporate Services Department – Legal services;
- Healthy and Safe Communities Department – Investment In Affordable Housing Section; and,
- Planning and Economic Development Department – Transportation Planning, Building Division, Growth Management.

Consultation on amendments to the Parkland Dedication By-law include:

- Public Works – Landscape Architectural Services; and,
- Planning and Economic Development Department - Real Estate Section.

2.0 External Public Engagement – Engage Hamilton

Virtually public engagement was undertaken for this project. All project information related to SDUs was made available on both the project page website (<https://www.hamilton.ca/city-planning/official-plan-zoning-by-law/residential-zones-project>) and the Engage Hamilton Project Page (<https://engage.hamilton.ca>).

The Engage Hamilton project page serves as a “one-stop shop” to learn about SDUs and proposed regulations. The website and portal contained the following information and content:

- SDU Discussion Paper, Brochure, and Options Summary Chart.
 - The Brochure was illustrated and contained infographics and summary charts of the proposed regulations by SDU type for quick access to information; and,
 - A summary chart of the proposed Regulations, colour coded and broken down by SDU type, was included as a quick reference guide.
- An online video providing “easy to understand” information. The video included audio and closed caption for the visually impaired and hearing impaired. Further, the video is available as public access on YouTube.
- Surveys to reflect the Urban and Rural Area were created to seek feedback on the proposed regulations that were context specific.
- A “Q&A” segment of the portal included frequently asked questions as well as it allowed participants to ask questions about the project. This method is similar to

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attendees of the PIC asking questions to staff. Responses to each question are available on the Engage Hamilton portal.

- In addition to phone inquiries, individual emails and digital versions of letters were received via the project email address (ResidentialZoning@Hamilton.ca).

Printed versions of the materials and the surveys were also made available upon request.

Appendices “K-1 – K-6” (inclusive), “L-1” and “L-2” to Report PED20093(a) include the comments received through the various forms of public engagement. A response to the comments and feedback received is also provided.

2.1 External Public Engagement – Virtual Stakeholder/Town Hall meetings

Planning staff organized and attended virtual meetings as follows:

- Two separate meetings were held with Neighbourhood Associations and industry representatives for a total of 22 attendees;
- Two separate virtual town hall meetings were held for a total of 60 attendees. Each virtual meeting included a question and answer session; and,
- A presentation was made to the Agricultural and Rural Affairs Committee.

Details of the public engagement techniques and process (workshop dates, times, number of participants) are included in Appendix “J” to Report PED20093(a).

2.2 Key Highlights from Public Engagement

A summary of the feedback and comments on the themes and options contained in the September, 2020 Discussion paper applicable to the urban and rural areas SDU regulations is described below.

In addition, several comments were received pertaining to issues such as property standards, parking enforcement, garbage disposal and snow removal.

2.2.1 Urban Area Regulations

The September 2020 SDU Discussion Paper outlined options for consideration and discussion. Overall, the public feedback received was supportive of SDUs.

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Neighbourhood built form character, unit size, lot coverage and parking were the primary themes/topics that the public provided feedback and comments on as follows

Parking (SDU within the principle residence and/or in a detached structure)

In the Urban Area survey, 22% of respondents supported establishing a City-wide parking standard whereas 62% of respondents said parking exemptions (no parking requirement) is preferred.

A total of 15% of respondents supported having parking exemptions in certain areas of the City.

Through the Town Hall discussions, there was general support to permit tandem parking. Although participants generally recognize that tandem parking might not work from an operational standpoint, the option should still be there to allow it. Tandem parking will only be permitted once required parking (if applicable) have been met onsite.

SDU within the principle dwelling – Access to SDU

Entrances to the SDUs are limited to the side, rear, or internal within the building. Certain areas such as in the Lower City are permitted to have the entrance to face the street (having “two front doors”).

The survey results showed that 66% of the respondents had no preference regarding where and how access to the SDU was provided. Thirty percent (30%) expressed a preference for the access to the SDU be provided from an entrance on the side or rear of the dwelling. Written comments and town hall comments preferred one front door. Based on the feedback, the proposed regulations have not been amended.

SDU within the principle dwelling – Unit Size

Seventy percent (70%) of the survey respondents did not support a maximum dwelling size and 45% of respondents supported a minimum dwelling size. If a minimum size were to be established, half of respondents thought a minimum size of 50 square metres was appropriate. However, it was determined that requirements under the Ontario Building Code was sufficient and allows for flexibility in how small or large the SDU could be.

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Detached SDU – Maximum Lot Coverage

A total of 3 comments were received through email submissions suggesting the proposed 25% lot coverage for all accessory buildings (but not including the principal dwelling) should be higher, as accessory buildings such as detached garages and shed may take up a portion of the lot.

Detached SDU – Maximum Gross Floor Area of 50.0 square metres

Comments received through the virtual town hall meeting and email submissions indicated that 50 square metres was too small and close to 80% of survey respondents indicated the size should be based on lot size. The maximum GFA of 50.0 sq m was based on the Laneway Housing Pilot Project and considered a starting point in the Discussion Paper but after actual proposals were made by architects, it was determined to be insufficient and a larger maximum was needed. As noted below, staff concurred with public feedback and a larger size is proposed. However, the GFA of the detached SDU cannot be larger than the principal dwelling to maintain its accessory nature, and therefore, the concept of unit size for a detached SDU is different from an internal unit.

Detached SDU – Setback and Built Form Requirements

Comments regarding required setbacks from a side or rear lot line were mixed. Some of the comments from the Survey (4 respondents) and via email suggested the setback is not necessary and may create a barrier to narrower lots to accommodate a detached SDU. Alternatively, it was suggested that the City should allow the homeowner to establish their own setback from the property line.

All comments received suggested windows should be allowed with no restrictions. Respondents indicated a preference to allow balconies and rooftop patios above the first floor for design flexibility.

The preference by the majority of respondents is to allow the detached SDU to have the same height as the main house.

3.2 Rural Area

Based on the feedback received, there is overall broad support for permitting SDUs in the Rural Area.

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The most frequent concerns and feedback expressed about the SDU regulations in the Rural Area are:

- Support for not requiring a maximum unit size (68%) or a minimum unit size (62%) for SDUs within a principle dwelling; and,
- Significant interest in allowing detached SDUs. 49% of the respondents would like to build a SDU.

In the rural area, concerns, feedback and questions about the importance of protecting and maintaining the health of the groundwater is a common theme.

Concerns about the potential for a severance of the detached SDUs was raised by the members of the Agricultural and Rural Affairs Committee and the concern that a severance would result in the further fragmentation of the agricultural land base and result in potential land use conflicts between agricultural practises and non-farm rural residential dwellings.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

1.0 Introduction

A Secondary Dwelling Unit (SDU) is a self contained accessory dwelling unit (aka “an accessory apartment”) either within a single detached, semi-detached or townhouse/rowhouse dwelling, or a SDU may be located within a detached structure, either purpose built or through conversion of an existing structure (aka a “laneway house”), or both.

Under the provisions of the *Planning Act* (as amended by Bill 108), municipal official plans are required to contain policies to permit Secondary Dwelling Unit(s) (SDUs). Local Official Plan policies are required to permit:

- two residential units in a detached house, semi-detached house or rowhouse; and,
- a residential unit in a building or structure (either purpose built or conversion of an existing structure) accessory to a detached house, semi-detached house or rowhouse.

The *Planning Act* requires that municipalities implement their official plan policies by maintaining up to date zoning by-laws.

The Bill 108 SDU provisions align with Amendment No. 1 to the Growth Plan that came into effect in August 2020. The growth forecasts in Amendment No. 1 are based on

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population, employment and household forecasts prepared by Hemson Consulting for the Province. The Hemson forecasts anticipate that for the 2016 – 2051 time period, 5,200 accessory units will be created in Hamilton, or approximately 150 units annually.

In December, 2020, Planning Committee and Council approved City Initiative CI-19-F – Housekeeping Amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan which included policy changes to implement Bill 108 (*More Homes, More Choice Act, 2019*), concerning the requirement for municipalities to establish Official Plan policies to permit Second Dwelling Unit(s) (SDUs). The implementing Official Plan Amendment (RHOP OPA No. 26 and UHOP OPA No. 142) were adopted by Council on January 27, 2021.

This Report is a follow up to the Second Dwelling Units – Options to Increase Housing Supply in Hamilton’s Urban Area Discussion Paper, Brochure, and Second Dwelling Unit Process Map (PED20093) that was approved by Planning Committee on September 20, 2020 and City Council on September 28, 2020.

2.0 Revisions Required to the Zoning By-laws

In response to comments received through the public engagement process and further technical review by staff of the proposed regulations, some of the proposed regulations contained within the Discussion Paper have been modified. The major changes include:

- adding four new definitions: one for a SDU and a separate one for a detached SDU, as well as definitions for a ditch and for a swale;
- increasing the maximum allowable size for a detached SDU, including a regulation where the detached SDU cannot be larger than the principal dwelling;
- locational requirement of a detached SDU wholly located in the interior side yard;
- adding landscape area requirements for each dwelling unit and require the landscaped area for detached SDU’s to be screened;
- requiring a minimum setback for a detached SDU from any swale; and,
- using existing maximum lot coverage regulations, where they exist.

For the six former municipal Zoning By-laws, the proposed regulations either replace existing residential conversion regulations or create a new set of regulations to permit Secondary Dwelling Units throughout the urban area. The effect of the proposed regulations is to harmonize and provide consistency across the entire City of Hamilton.

Secondary Dwelling Unit regulations are proposed for Zoning By-law No. 05-200 because single detached, semi-detached and townhouse dwelling units are permitted in some zones (i.e. Downtown, Institutional, Commercial and Mixed Use, Transit Oriented

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Corridor and Rural Zones). When the residential zones are added to Zoning By-law No. 05-200, these proposed regulations will apply.

In accordance with the Official Plan, it should be noted that SDUs will not be permitted in any deferred development (“DD”) or neighbourhood development (“ND”) zone in any By-law as the intended use/development of lands in a “DD” or “ND” zone is subject to future amendments to Zoning By-law No. 05-200 and the Official Plan designation is often for commercial, industrial or higher density residential uses.

The proposed zoning regulations are structured into Secondary Dwelling Unit general provisions (e.g. definitions and parking standards) and regulations specific to the three SDU typologies:

- Internal to the Principal Dwelling;
- Newly constructed Secondary Dwelling Unit; and,
- Conversion of an existing accessory building to a Secondary Dwelling Unit.

The proposed zoning by-law regulations include technical changes to add new provisions and/or amend existing provisions (e.g. adequate servicing provision in the rural area) and to remove any inconsistencies or conflicts with existing zoning by-law provisions.

The proposed Zoning By-laws for the six former municipalities and Hamilton Zoning By-law No. 05-200, are attached as Appendices “A” to “G” to Report PED20093(a). A summary of the specific regulations is detailed in Appendix “M-1” to Report PED20093(a).

The zoning regulations work together and are inter-related. The proposed zoning regulations implement the following land use planning and corporate / community goals and objectives:

- Responding to Climate Change impacts and managing storm water;
- Respecting neighbourhood character;
- Minimizing privacy and other impacts on neighbours;
- Recognizing constraints of existing lot and building configurations; and,
- Protecting the health and safety of residents and the community.

Appendix “I” to Report PED20093(a) illustrates how these regulations, by SDU typology, contribute to achieving the goals/objectives above.

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It should be noted that the Zoning By-law regulations recommended in this report would establish the as-of-right zoning permissions. These as-of-right permissions have been prepared to meet the majority of lot types and circumstances. However, it is important to note that the as-of-right permissions cannot anticipate all the differences and unique circumstances that may exist (e.g. lot patterns and configuration, location of existing buildings on a lot, etc.). Therefore, variations to these standards may be appropriate in some circumstances. These would be considered and addressed through the Minor Variance process. This report is recommending that such variances be considered as Routine Variances, which pay a lesser fee than a Full Variance application.

Over the next 18 months, these regulations will be monitored. In the event there are regulations that require consistent modifications by way of minor variance applications, staff will report back to Planning Committee with a recommended course of action which may include further amendments to the Zoning By-law.

2.1 Secondary Dwelling Unit Zoning By-law Regulations – Urban Area

Based on the public engagement results, overall, there is generally support for all forms of SDUs in the urban area. Further, the preference, by many respondents, is that as few regulations as possible should be included in the Zoning By-laws even if such regulations are intended to ensure community and neighbourhood integration, support streetscape character and provide for privacy and safety of residents. With that in mind, staff have identified the recommended regulations below, which provide a balance between the need for additional housing opportunities and meeting the objectives stated in Section 2.0 above.

2.2 Regulations for Secondary Dwelling Units Interior to a Principal Dwelling

Any SDU located inside the main dwelling, or as part of an addition to the building, must conform to the parent zone regulations. As a result, there are no new setback or height requirements necessary for this form of SDU. Therefore, the following are the recommended regulations for this form of SDU:

- **Main Entrance to SDU** – In most areas of the city, the main entrance will be required to be through a common lobby, atrium or from the interior side or rear of the principal dwelling. The intent is to maintain the overall appearance from the street where each dwelling unit typically has one entrance that face the street.

However, it is recognized that in certain areas, there is a more diverse range of dwelling types on the same block, such as single detached, semi-detached, duplex, triplex and street townhouse dwellings. As a result, it is possible to have

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two front doors facing the street. A proposed regulation to allow the main entrance to the SDU to face the street has been included in Zoning By-law No. 6593 and 05-200 for the lands identified in Appendix “M-2” to Report PED20093(a)).

- Exterior Stairs above a first floor – Exterior stairways excluding a fire escape above the first floor will not be allowed.
- Maximum or Minimum Size of a SDU - The recommended approach is to not require minimum or maximum sizes of the SDU, either as a percentage of total gross floor area or a hard square footage cap, as part of the Zoning By-law, but rather to rely upon the Ontario Building Code. The Ontario Building Code establishes minimum standards for room sizes, and the OMB/LPAT has typically deferred to these standards when approving minor variance applications for relief from the minimum dwelling and/or unit size provisions currently in Zoning By-law No. 6593.

As part of the Provincial Housing Action Plan, the Province released a guide on accessory units which outlines minimum room sizes, based on the Ontario Building Code. A table summarizing these minimum room sizes is provided below. Note that, in addition to a bathroom and a master bedroom, a dwelling unit must have all of the following rooms: living area, dining area and kitchen (except where a sleeping area is combined with living/dining/kitchen, i.e. ‘bachelor apartment’).

Room/Space	Minimum Required Floor Area
Living Area	13.5 m ² (145 ft ²)
Dining Area	7 m ² (75 ft ²)
Kitchen	4.2 m ² (45.2 ft ²)
Combined living, dining and kitchen areas in a one-bedroom unit	11 m ² (118.4 ft ²)
Master bedroom (without built-in closet)	9.8 m ² (95 ft ²)
Other bedrooms (without built-in closets)	7 m ² (75 ft ²)
Bathroom	Sufficient space for sink, toilet and shower stall or bath
Combined sleeping, living and dining areas and kitchen space	13.5 m ² (145 ft ²)

(Relevant Building Code provisions - Division B, Subsections 9.5.4. to 9.5.9.)

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There was strong support through the public consultation for not including a minimum or maximum size of an internal SDU within the Zoning By-law itself, and therefore none is being recommended. Relying on the minimum standards of the Ontario Building Code allows the property owner the flexibility to determine the size of the SDU based on the extent of the existing dwelling or addition to the principal dwelling. The SDU can be established based on existing or planned floor plans (such as taking up the entire basement as opposed to a portion) and to the needs of the SDU resident.

2.3 Newly Constructed Detached Secondary Dwelling Units

Regulations for newly constructed detached SDUs are summarized below. These regulations are intended to achieve sensitive community integration and to address matters such as privacy, overlook, stormwater management, grading and drainage, landscaping, and the preservation of private backyard space.

- **Minimum Setbacks** - a minimum 1.2 m interior side yard and rear yard setback will be required and must be free and clear of obstructions and storage to address stormwater management and grading and drainage, and to allow the property owner to make repairs and maintenance to the detached SDU without needing to enter the abutting property. Further, gutters and eaves can be installed without encroaching into the abutting lot. This setback is consistent with existing Zoning By-law requirements for other types of accessory buildings.

The minimum flankage yard (corner lot) setback would be based on the regulations of the applicable residential zone. The purpose is to maintain a street edge on a corner lot based on the requirements of the zone the building is in.

- **Lot Coverage** - Most of the former municipal Zoning By-laws have maximum lot coverage regulations for residential zones. To avoid overbuilding and to allow for landscaping and parking, the recommended approach is to retain the existing lot coverage regulations in these by-laws on an interim basis. For the area of the City covered by Zoning By-law 05-200, a maximum 25% lot coverage for accessory buildings is recommended as an interim measure. These interim lot coverages will be further reviewed as part of the ongoing work relating to the comprehensive update to the City's residential Zoning By-law standards.
- **Distance between the back of the principle dwelling and the SDU** – The Discussion Paper proposed a 7.5 m setback between the principle dwelling and the SDU. While some of the public comments suggested that this setback may be too large, the proposed regulation has been retained to ensure separation between the

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principle dwelling and the attached SDU as well as to retain the existing amenity area/open space area of the principle dwelling. The separation also meets climate change goal where the required open space provides opportunities for landscaping of the rear yard and ensuring adequate drainage is provided.

- Maximum Gross Floor Area (GFA) for the Detached SDU – Establishing a maximum gross floor area (GFA) for a detached SDU has several implications. An appropriate maximum GFA can help ensure the detached SDU does not result in overbuilding on the lot. Further, establishing a maximum size helps address climate change by minimizing the loss of landscaped area in side and rear yards, and ensuring that grading and drainage concerns are minimized. However, a maximum GFA needs to be large enough such that SDUs can accommodate various household types and needs.

Much of the public feedback on the Discussion Paper suggested that the proposed 50.0 sq. m. maximum GFA was too low, and that a larger maximum size would be appropriate. As a result of this feedback, the amended proposed regulation (not including mechanical rooms and staircases) is 75.0 sq m.

An additional regulation has been added that restricts the maximum size of the detached SDU to not exceed the total floor area of the principal dwelling to avoid having a detached SDU that is bigger than the principal dwelling.

- Height – The Discussion Paper proposed a maximum height of 6.0 m, which is equivalent to two floors with a flat roof, or one floor with a sloped roof. Some of the public feedback suggested a higher height limit, such as setting the maximum height for the SDU at the height of the principal dwelling. Despite these comments, the recommended approach is to maintain the maximum height limit at 6.0 m. This height would ensure the SDU does not impact abutting lots with respect to shadowing, overlook, and privacy. A 6.0 m height limit is also consistent with the height limit that was established through the Laneway Housing Pilot Project (Bylaw- No. 18-299).
- Safety regulations - The Ontario Building Code and the Ontario Fire Code contain regulations that ensure emergency personnel can reach the scene of an emergency by providing a clear and unobstructed path on the lot, and a maximum distance from the street for fire hoses to reach the entrance of a dwelling unit. The regulations proposed in the Discussion Paper to satisfy these considerations were:
 - A maximum linear distance from the lot lines abutting the street to the entrance of the detached SDU of 40 m; and,

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- A minimum 1.0 m wide unobstructed path with a minimum height clearance of 2.6 m from the street to the entrance of the detached SDU.

Some of the public feedback suggested a reduction in the minimum 1.0 m wide unobstructed path to 0.9 m as has been done in Toronto; however staff is not recommending any change to this standard, and that the 1.0 m be retained. With respect to the minimum height clearance, while the Discussion paper proposed a 2.6 m height, the OBC requires only 2.1 m. Therefore, staff is recommending that this standard be set at the OBC requirement of 2.1 m.

- Design regulations - Design regulations within the Zoning By-law would apply above the first floor and are intended to ensure windows, balconies, and rooftop patios do not impact abutting properties from impacts due to noise, overlook, and privacy. The Discussion Paper proposed that windows be permitted with a 1.5 m setback and balconies, porches and roof top patios be prohibited above the first storey.

Based on the public feedback received as well as a review of the OBC requirements, a modification is being proposed to align with the OBC which would permit windows on any building façade on the SDU as long as the building is setback a minimum of 1.2 metres from the lot line. The prohibition on balconies, porches and roof top patios has not been changed.

In addition, a new regulation has been added to require a minimum landscaped area of between 8-12 m² for each dwelling unit (the amount of landscaped area increases as the units get larger) This landscaped area allows for open space amenity area for the detached unit. In addition, to provide a demarcation of the amenity space for the detached SDUs, there is a requirement for the landscaped area associated with the detached SDU to have a visual barrier of between 0.3 m and 1.0 m in height on two sides of the amenity area. This barrier could be in the form of shrubs or plantings and not just a fence wall.

- Stormwater Management Grading and Drainage Considerations – In addition to the landscaped area requirement noted above, a setback of 1.0 m from a swale is required to ensure the flow of stormwater. In most cases, the swale is on the lot line; however, should the swale be located off set from the lot line, then this regulation will protect it. As detached SDUs might have a foundation or even a basement or cellar, the intent is to minimize disturbance to the swale by not building too closely.

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2.4 Conversion of an Existing Accessory Building to Detached Secondary Dwelling Units

An existing, legally established accessory building in the Urban Area may be converted to a detached SDU. The following regulations would apply to such a conversion:

- A “Vacuum Clause” regulation has been introduced to address any non-complying matters associated with the conversion of a legally established accessory building into a detached SDU. The proposed regulation deems the converted detached SDU to comply with the regulations for setback requirements, height, gross floor area, lot coverage, and distances from the principal dwelling. However, the conversion must still meet Ontario Building Code requirements and is subject to a Building Permit application.

The Vacuum Clause regulation will not apply to additions greater than 10% of the size of the accessory building being converted, and any additions must be built in accordance with the proposed regulations for a newly constructed detached SDU.

- Any required parking space that is lost due to the conversion of the accessory building (e.g. if it is a garage that contains a required parking space) then the required parking space must be replaced on site. In some cases, it might be accommodated on the existing driveway, or through a widening of the existing driveway as long as the 50% landscape requirement is met.
- A regulation has been added requiring converted detached SDUs also meet safety regulations with respect to setbacks and fire equipment access to the SDU, notwithstanding the Vacuum Clause. It is a requirement for converted detached SDUs meet the Ontario Building Code and Fire Code regulations with respect to creating a free and clear 1.0 metre path from the street to the entrance of the detached SDU, and a maximum 40 metres for the fire hose to be able to reach the front entrance to the detached SDU.

2.5 Parking Standards for all Types of Secondary Dwelling Units

In September 2019, the Province issued Ontario Regulation 229/19 which regulates how municipalities can set and apply zoning by-law standards for secondary dwelling units. With respect to parking, O/Reg 229/19 sets out the following:

- Establishes a base standard of not more than one required parking space for each SDU, which may be provided through tandem parking as defined.

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- If a municipal zoning by-law requires no parking spaces for the primary residential unit, then no parking space can be required for the SDU; and,
- If a municipal zoning by-law is passed that sets a parking standard lower than a standard of one parking space for each SDU, then to avoid any potential conflict between the Regulation and the zoning by-law, the municipal zoning by-law parking standard would prevail.

The following parking standards for SDUs are proposed in this report:

- A city-wide minimum parking standard of 1.0 spaces per SDU is proposed and would apply to both the Urban and Rural Areas. However, it is recognized that in certain parts of the City, many existing lots cannot accommodate parking on-site due to the location of the dwelling or the lot configuration. In recognition of this circumstance, a proposed regulation has been introduced that applies to certain lands in the lower City of Hamilton, roughly bounded by Highway 403 in the west, south of the industrial area to the north, the Niagara Escarpment to the south, and Ottawa Street to the east. (See Appendix “M-2” to Report PED20093(a)).

Within this broad area, no additional parking for the SDUs will be required for lawfully established single detached, semi-detached, street townhouse, or block townhouse dwellings. This regulation is proposed in Hamilton Zoning By-law Nos. 6593 and 05-200 (see Appendices “A1” and “F” to Report PED20093(a)). This regulation is consistent with the regulation in the Temporary Use By-law (By-law 19-307) that amended Section 19 of Hamilton Zoning By-law No. 6593, where parking was no longer required in certain parts of Wards 1 (east of Highway 403) and 2.

- Adding additional parking spaces has the potential to reduce landscaped areas in the front yard. Currently, a regulation exists in both Zoning By-law No. 6593 and 05-200 that requires a minimum 50% of the front yard to be landscaped, consisting of sod, trees and shrubs, decorations and walkway, but that does not include a driveway or manoeuvring or access lanes. The intent of this regulation is to preserve permeable area and maintain the appearance from the street. No change is proposed to this existing regulation, and therefore any added parking would have to continue to maintain 50% landscaped area in the front yard.
- Tandem Parking is two vehicles parked one in front of the other. Although tandem parking is effective when all vehicles belong to one household, there can be operational constraints when vehicles are owned by different households. The concern is where the inner car must wait for the outer to drive out of the driveway

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first before it can exit. It is proposed that for SDUs, tandem parking would not be permitted for any required parking spaces, but would be permitted for any non-required parking spaces.

- The proposed SDU regulations prohibit additional driveways to be established for an SDU, except in the case of a corner lot where one driveway would be permitted per street frontage. The intent of this regulation is to prevent lots from having multiple driveways on the same street frontage and alter the general appearance from the street and reduce curb cuts thereby reducing on street parking. This regulation is consistent with Zoning By-law No. 05-200.

2.6 Other Technical Regulations to Secondary Dwelling Units

In addition to the above-mentioned regulations, the Discussion Paper proposed technical regulations and definitions that would give support to the SDU regulations. The public consultation did not identify any concerns with these technical regulations, and therefore there are no changes being proposed. These regulations include:

- A regulation within Hamilton Zoning By-law No. 05-200 to allow a SDU within a legally established single detached, semi-detached dwelling street or block townhouse located within the General Industrial (M5) and the Light Industrial (M6) zones in the Bayfront area (existing special exception 375).
- A regulation to ensure the establishment of an SDU(s) in one (unsevered) lot is not considered as a triplex, multiple dwelling, or other form of medium density dwelling type.
- A regulation prohibiting the location of a detached SDU from the front and flankage (exterior side) yard, which is a consistent regulation to accessory buildings in all Zoning By-laws.

2.7 Secondary Dwelling Unit and Related Zoning By-Law Regulations – Rural Area

Planning Committee and City Council, at their meetings of September 22, 2020 and September 30, 2020, directed that regulations related to SDUs within the principal dwelling in the Rural Area be included as part of this phase of the SDU project. The second phase of this project will determine the potential to allow detached SDUs in the Rural Area along with any regulations required to allow this use. This second phase is expected to be completed by the end of 2021.

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The proposed Zoning By-law regulations for SDU's in the Rural Area will allow one SDU to be contained within the principal dwelling. There was broad support during the public consultation to permit SDUs in the Rural Area. Further, there was a strong interest in constructing these units. The regulations to support this use include:

- Requiring a minimum lot area of 0.6 ha for a single-detached or semi-detached dwelling lot to ensure an adequate lot size for the accommodation of a well and septic tank;
- Adding a new requirement to ensure adequate servicing on the site; and,
- Requiring the entrance to the SDU to be located be on the side or at the rear of the building.

Appendix "M-1" to Report PED20093(a) contains the detailed regulations.

2.8 Technical Changes to Farm Labour Residence Definition and Regulations

As a result of adding the definition of SDU to Zoning By-law 05-200, overlaps in the Farm Labour Residence definition and regulations have occurred. In addition, there are inconsistencies within the Zoning By-law structure; more specifically, the definition of Farm Labour Residence which inappropriately contains regulations.

Currently, the existing Zoning By-law 05-200 regulations allow one Farm Labour Residence per lot based on one of three forms:

- An accessory apartment attached to and forming part of the principal farm dwelling (attached SDU); or,
- A bunkhouse with shared eating and bathroom facilities; or,
- A detached dwelling of temporary construction, such as a mobile home.

The changes to eliminate the overlap and restructure the Farm Labour Residence regulations and definition include:

- Deleting accessory apartment as a form of Farm Labour residence, since attached SDU's have their own set of regulations and there is no restriction as to who can live in this SDU;
- Relocating the regulations related to the form of the Farm Labour residence to the Agriculture (A1) and Rural (A2) zone regulation sections;

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- Removing redundant wording in the regulations; and,
- Amending the definition to delete the reference to the form of the Farm Labour residence.

2.9 Adequate Services (Water and Sewage Disposal)

A new clause is proposed to be added to Zoning By-law 05-200 to address the need to ensure adequate services are provided and maintained for rural uses. This new regulation is similar to an existing regulation which has the same requirement for urban uses,

“iii) For lands in a Rural zone,

1. An approved waste disposal and water supply systems to sustain the use of land for buildings shall be provided and maintained to the satisfaction of the Chief Building Official; and,
2. All regulatory approvals have been received to the satisfaction of the General Manager of the Planning and Economic Development Department and/or his or her designate.”

3.0 Other Related Matters

3.1 Site Plan Control for Secondary Dwelling Units

Currently, Site Plan Control for single detached and semi-detached residential dwelling units applies in only limited locations in the City, such as the Beach Strip, by Zone such as the ER Zone in Ancaster, and if the lot is located within an Environmental Significant Area. Many of these areas are under Site Plan Control to address specific unique matters such as grading and drainage and stormwater management.

With the exception of the Beach Strip and parts of Ancaster, which are under Site Plan Control already for single detached and semi-detached dwellings, staff are recommending that Site Plan Control not be applied to SDUs, as regulations have been put in place through the recommended Zoning to address concerns such as a free and clear minimum 1.0 metre setback from the property line to ensure proper drainage to the side of the SDU, maximum lot coverage requirements, and minimum distance between the principal dwelling and the SDU in the interior side and rear yards.

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At the time of the Building Permit application submission, based on the size and location of the detached Secondary Dwelling Unit, the applicant will be required to submit a detailed grading and drainage plan, prepared, stamped and signed by an Ontario Land Surveyor, Architect, Landscape Architect or a Professional Engineer competent in this field, to confirm that no grading issues are being caused on the property including but not limited to the grades along the property lines. Please note this grading plan will also be used to determine if a site alteration permit is required in accordance with the Site Alteration By-law.

3.2 Amendments to the Parkland Dedication By-law

Staff is recommending that Section 5(5) of the Parkland Dedication By-law 18-126 be amended to extend the reduced parkland dedication rate from one secondary dwelling unit in a single detached dwelling to include up to two secondary dwelling units in a single detached, semi-detached, or townhouse dwelling and on a lot containing such dwellings.

The reduced rate for the addition of one secondary dwelling unit in an existing single detached dwelling was first introduced in 2015 to encourage small scale intensification. At its meeting of September 9, 2015, Council passed a Motion that introduced a temporary flat fee of \$500 where a second dwelling unit was added in an existing single detached dwelling. At its meeting of March 8, 2017, Council approved Amending By-law 17-039 which included an amendment to continue the application of this reduced rate as part of Phase I of a Parkland Dedication By-law Review. Amending By-law 17-039 specified a flat fee of \$750 to the addition of one dwelling unit in an existing single detached dwelling, subject to annual indexing.

As part of Phase 2 of the Parkland Dedication By-law Review, the flat fee was updated to align with the indexed rate in effect at the time. At its meeting of May 23, 2018, Council approved Parkland Dedication By-law 18-126 which is still in effect. By-law 18-126 specifies that the fixed rate for the addition of one dwelling unit is \$869, subject to annual indexing. The current (indexed) rate in effect on April 1, 2021 is \$1,131 per unit. The current (indexed) rate as of April 1, 2021 is \$1,131 per unit.

3.3 Committee of Adjustment Fee

A new fee is proposed to be added to the Tariff of Fee By-law No. 12-282, as amended by By-law No. 19-108, to introduce a fee of \$600 for Committee of Adjustment applications respecting secondary dwelling units, attached as Appendix "H2" to Report PED20093(a). This fee is the same as the fee for accessory structures. This reduced fee is being proposed in order to minimize financial barriers to the creation of SDUs in

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situations where minor modifications to the regulations set out in this report are deemed to be appropriate.

As work on the residential Zoning By-law reform progresses, staff will monitor Committee of Adjustment application to determine if any of the proposed regulations are repeatedly being identified as a barrier to the creation of SDUs. While not every property can accommodate both an SDU and a detached SDU, staff will access and recommend any adjustments to the regulations, if required.

3.4 Other Housing Related Planning and Development Department Reports

The following housing topics will be the subject of separate reports to Planning Committee and Council:

- Property Standards By-law;
- Rental Housing Licencing Pilot Program for Wards 1, 8, 14;
- Condo Conversion UHOP policies and associated Municipal Act By-law;
- Family Friendly Housing Guidelines; and,
- Short term rentals.

3.5 Other Financial Incentives

A separate report to address Development Charges and SDUs will be presented to the Audit and Finance Committee.

Further, an update to the Housing and Homelessness Action Plan by the Healthy and Safe Communities Department may provide additional direction on other financial incentives or approaches to encourage SDUs to be built.

4.0 Matters outside the Scope of the Zoning By-law

4.1 Building without Permits

Although residential conversions have been permitted through Hamilton Zoning By-law No. 6593 since the early 1990s, there continues to be dwelling units that have been constructed without Building Permits or where the use is not permitted. Although illegal units are a form of affordable housing, residing in a dwelling unit can result in health and safety concerns. Introducing new regulations into the Zoning by-laws is one proactive step in increasing housing opportunities, but it does not obviate the need for a building permit.

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4.2 Property Standards and Parking Matters

Through public engagement, several comments were received respecting concerns that Secondary Dwelling Units could result in property standards issues, if tenants or landlords do not take care of their properties. Property standards issues such as uncut grass and weeds, waste bins not collected after garbage pickup, sidewalks not being shovelled, or garbage and debris are some of the concerns that were expressed. Illegal parking was another concern that was commonly expressed.

Property standards and parking matters are subject to municipal law enforcement through various municipal By-laws, such as the Property Standards By-law (By-law No. 10-221), the Snow off Sidewalk By-law (By-law No. 03-296), and the Yard Maintenance By-law (By-law No. 10-118). Parking enforcement is regulated through the On-Street Parking By-law (By-law No. 01-218). These by-laws and regulations will continue to be in force and effect with respect to SDUs, as they are in all parts of the City. Staff will continue to monitor and report to Council on enforcement activities related to these by-laws, and should any matters arise as a result of SDUs that warrant amendments to these by-laws, staff will bring forward future reports recommending such changes.

4.3 Occupancy Requirement for an SDU

Historically, it has been assumed that SDUs will be created in owner occupied dwellings and as such municipalities should require owner occupancy as a precondition to permitting SDUs.

Zoning regulates the use of the land and not the user of the land. Through Ontario Regulation 229/19, the Province has provided clarification that municipal zoning by-laws cannot require owner occupancy requirements for SDUs. Specifically, the regulation states that where a SDU is permitted in a zoning by-law, the SDU may be occupied by any person regardless of whether the primary residential unit is occupied by the owner of the property.

In addition, Regulation 299/19 also includes provisions that a zoning by-law must permit a SDU without regard to the date of construction of the primary or ancillary building.

5.0 Accessory Dwelling Units Regulations

This section of the Zoning By-law originated in 2005 and has been amended several times as each new zone category was added to the by-law. This Section has regulations in that are part of the SDU regulations, specifically restricting to a detached SDU in a front yard, driveway setbacks and eave encroachment. As a result, this

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Section is being deleted and replaced with a more comprehensive set of regulations, attached as Appendix “A1” to Report PED20093(a), that are up to date and easier to read.

6.0 Zoning By-law Interpretations

Most contemporary Zoning By-laws include diagrams and tables that make it easier for the public to read them and for staff to implement them. New regulations are being proposed to identify how diagrams and tables are to be used in Hamilton’s Zoning By-laws, either as information tools, or to illustrate regulations.

ALTERNATIVES FOR CONSIDERATION

SDU Zoning By-law Regulations

While the principal of allowing the use of SDUs is established in both the Planning Act as well as in the City’s Official Plan and Zoning By-laws, Council could decide to modify one or more of the individual regulations recommended in this report as they relate to that use.

Parkland Dedication and Committee of Adjustment Applications

Council could choose to apply the full rate for parkland dedication and/or Committee of Adjustment applications as they relate to applications for SDUs.

Site Plan Control

Council could choose to require Site Plan Control applications for detached SDU’s. This approach would add significant cost to the establishment of an SDU, as well as require additional resources for the review and processing of applications.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

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Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

- Appendix "A-1": Draft Zoning By-law for Hamilton Zoning By-law No. 05-200 – Accessory Buildings
- Appendix "A-2": Draft Zoning By-law for Hamilton Zoning By-law No. 05-200 – Secondary Dwelling Units
- Appendix "B": Draft Zoning By-law for the former Ancaster Zoning By-law 87-57
- Appendix "C": Draft Zoning By-law for the former Dundas Zoning By-law 3581-86
- Appendix "D": Draft Zoning By-law for the former Flamborough Zoning By-law 90-145-Z
- Appendix "E": Draft Zoning By-law for the former Glanbrook Zoning By-law 464
- Appendix "F": Draft Zoning By-law for the former Hamilton Zoning By-law 6593
- Appendix "G": Draft Zoning By-law for the former Stoney Creek Zoning By-law 3692-92
- Appendix "H-1": Draft Parkland Dedication By-law
- Appendix "H-2": Draft Tariff of Fee By-law – Committee of Adjustment fee
- Appendix "I": Rationale of SDU Regulations
- Appendix "J": Public Engagement Techniques in Engage Hamilton Portal
- Appendix "K-1": Public Engagement Feedback Summary – General Comments
- Appendix "K-2": Public Engagement Feedback Summary – Urban Internal SDU Comments
- Appendix "K-3": Public Engagement Feedback Summary – Urban Detached SDU Comments
- Appendix "K-4": Public Engagement Feedback Summary –Rural Comments
- Appendix "K-5": Public Engagement Feedback Summary – Parking Regulations for SDU Comments
- Appendix "K-6": General Town Hall Meeting Comments
- Appendix "L-1": Urban Area Survey Summary
- Appendix "L-2": Rural Area Survey Summary
- Appendix "M-1": Summary of Regulations by SDU typology
- Appendix "M-2": Area of reduced Parking and Second Entrance facing the Street would be allowed (applies to Zoning By-law 05-200 and 6593 only)
- Appendix "N": Public Notice of the Planning Committee

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Authority: Item _____, Planning
Committee
Report PED20093(a)
CM:
Ward: Citywide

Bill No.

CITY OF HAMILTON

BY-LAW NO. 21-_____

**To Amend Zoning By-law No. 05-200, Respecting Interpretation and new
Accessory Building Regulations (Citywide)**

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law is in conformity with the Urban and Rural Hamilton Official Plans.

NOW THEREFORE Council amends Zoning By-law No. 05-200 as follows:

1. That SECTION 2: INTERPRETATION be amended as follows:
 - 1.1 That Subsection 2.5 Interpretation of Zone Boundaries be renumbered to Subsection 2.6.
 - 1.2 That the following two new Subsections be added:
 - 2.5 Incorporation of Appendices

The following appendices do not form part of this By-law but are included for information purposes only. Any additions to, deletions of, or alterations to Appendices do not require a zoning by-law amendment.

 - a) Appendix A - Illustrations
 - 2.7 Interpretation of the By-law
 - 2.7.1 Use of Tables
 - a) Tables form part of the By-law
 - b) Notations

- i) Permitted Use Table
 - 1. √ – The use is permitted
 - 2. Blank cell – The use is not permitted

- ii) Regulations Table
 - 1. Blank cell – No regulation applies
 - 2. Number in brackets – One or more additional regulations apply and are listed at the bottom of the Table.
 - 3. m – Metre
 - 4. m² – Square Metres
 - 5. % – Percent
 - 6. n/a – Not Applicable

2.7.2 Reference Aids

- a) Reference aids as tables of contents, marginal notes, headers, footers, headings, and illustrations are included in this By-law for convenience and reference only and do not form part of this By-law.

- b) For greater certainty, illustrations are used as examples to show the application of a regulation and shall not be construed to have general application beyond their context.

2. That SECTION 4: GENERAL PROVISIONS of By-law No. 05-200 is amended as follows:

2.1 That Subsection 4.8 ACCESSORY BUILDINGS IN ALL ZONES be deleted and replaced with the following new section:

"4.8 ACCESSORY BUILDINGS

No accessory building may only be erected or used in accordance with the following:

- a) Unless otherwise provided for in this By-law, Accessory Buildings shall not be used for human habitation.

- b) Accessory Buildings shall not be permitted within a front or flankage yard.

- c) Notwithstanding Subsection 4.8 b), a building used as a station for parking attendants or security personnel shall be permitted within a front or flankage yard.

- d) Notwithstanding any other provisions in this By-law, where a zone contains a maximum setback requirement from a street line, the maximum setback requirement shall not apply to Accessory Buildings.
- e) In the event of a conflict between regulations where an Accessory Building is provided for a mixed use building, the most restrictive regulations shall apply.
- f) Except as permitted in Subsection 4.18 a), an Accessory Building shall not be erected prior to the erection of the principal building or structure on the lot.
- g) All Accessory Buildings shall have a maximum height of 4.5 metres.
- h) Notwithstanding Subsection 4.6a), an eave or gutter of any Accessory Building may encroach into any required yard to a maximum of 0.45 metres.
- i) Rooftop amenity area shall be prohibited on all Accessory Buildings.
- j) Gazebos, pergolas, and carports shall be considered as Accessory Buildings, but shall not be subject to the Lot Coverage or Gross Floor Area requirements of the applicable zones in which they are located.
- k) Children's play structures and sports bleachers shall not be considered Accessory Buildings and shall not be subject to the regulations of Subsections 4.8.1, 4.8.2, 4.8.3, 4.8.4 and 4.8.5 or the regulations of the zones in which they are located.

4.8.1 BUILDINGS ACCESSORY TO RESIDENTIAL USES

4.8.1.1 BUILDINGS ACCESSORY TO SINGLE DETACHED DWELLINGS, SEMI-DETACHED DWELLINGS, DUPLEX DWELLINGS, TRIPLEX DWELLINGS, STREET TOWNHOUSE DWELLINGS, BLOCK TOWNHOUSE DWELLINGS, STACKED TOWNHOUSE DWELLINGS, AND BACK-TO-BACK TOWNHOUSE DWELLINGS IN ALL ZONES (EXCEPT A1 AND A2 ZONES)

- a) The aggregate Gross Floor Area of all Accessory Buildings shall not exceed 45 square metres or 7.5% total lot coverage, whichever is the lesser.
- b) A Secondary Dwelling Unit – Detached shall not be considered as an Accessory Building.

c) All Accessory Buildings having a Gross Floor Area less than 18 square metres shall conform to the following regulations:

- | | | |
|------|---|---|
| i) | Building Setback from a Rear Lot Line | Minimum 1.0 metre |
| ii) | Building Setback from a Side Lot Line | Minimum 1.0 metre |
| iii) | Building Setback from a Flankage Lot Line | <ol style="list-style-type: none"> 1. Accessory Buildings shall conform to the regulations for the principal use. 2. Notwithstanding Subsection 4.8.1.1 c) iii), where a zone does not contain a Flankage Lot Line requirement, the minimum building setback shall be 1.2 metres. |

d) All accessory buildings with a Gross Floor Area greater than or equal to 18 square metres shall conform to the following regulations:

- | | | |
|------|---|--|
| i) | Building Setback from a Rear Lot Line | Minimum 1.2 metres |
| ii) | Building Setback from a Side Lot Line | Minimum 1.2 metres |
| iii) | Building Setback from Flankage Lot Line | <ol style="list-style-type: none"> 1. Except as required in a Subsection 4.8.1.1 e), Accessory Buildings shall conform to the regulations for the principal use. 2. Notwithstanding Subsection 4.8.1.1 d) iii), where a zone does not contain a Flankage Lot Line requirement, the minimum building setback shall be 1.2 metres. |

- e) Where a vehicular entrance to an Accessory Building faces a street line, the vehicular entrance shall be setback a minimum of 6.0 metres from the street line.

4.8.1.2 BUILDINGS ACCESSORY TO SINGLE DETACHED DWELLINGS AND RESIDENTIAL CARE FACILITIES IN A1 AND A2 ZONES

- a) Notwithstanding Subsection 4.8 g), all Accessory Buildings shall have a maximum height of 6.0 metres.
- b) The aggregate Gross Floor Area of all Accessory Buildings shall not exceed 200 square metres, or 5% lot coverage, whichever is the lesser.
- c) All buildings accessory to a Single Detached Dwelling shall have a minimum setback of 1.0 metre from a rear or side lot line.
- d) In addition to Subsection 4.8 b) and notwithstanding Subsection 4.8.1.2 c), where a vehicular entrance to an Accessory Building faces a street line or where an access driveway leads to an Accessory Building which faces a street line, the Accessory Building shall be setback a minimum of 6.0 metres from the street line.

4.8.1.3 BUILDINGS ACCESSORY TO MULTIPLE DWELLINGS, DWELLING UNITS, RETIREMENT HOMES, LODGING HOUSES, AND RESIDENTIAL CARE FACILITIES IN ALL ZONES

- a) All Accessory Buildings having a Gross Floor Area less than 18 square metres shall conform to the following regulations:
 - i) Building Setback from a Rear Lot Line Minimum 1.2 metres
 - ii) Building Setback from a Side Lot Line Minimum 1.2 metres
 - iii) Building Setback from Flankage Lot Line Accessory Buildings shall conform to the regulations for the principal use.
- b) In addition to Subsection 4.8 f), all Accessory Buildings having a Gross Floor Area greater than or equal to 18 square metres shall conform to the regulations for the principal use.

4.8.2 BUILDINGS ACCESSORY TO INSTITUTIONAL USES IN ALL ZONES

- a) All Accessory Buildings having a Gross Floor Area less than or equal to 18 square metres shall conform to the following regulations:
- | | | |
|------|---|---|
| i) | Building Setback from a Rear Lot Line | <ol style="list-style-type: none"> 1. Minimum 0.0 metres where a rear lot line abuts a Laneway. 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway. |
| ii) | Building Setback from a Side Lot Line | <ol style="list-style-type: none"> 1. Minimum 0.0 metres where a rear lot line does not abut a Laneway. 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway. |
| iii) | Building Setback from a Flankage Lot Line | Accessory Buildings shall conform to the regulations for the principal use. |
- b) In addition to Subsection 4.8 f) and 4.8.2 a), all Accessory Buildings having a Gross Floor Area greater than 18 square metres shall conform to the regulations for the principal use.

4.8.3 BUILDINGS ACCESSORY TO COMMERCIAL USES IN ALL ZONES

- a) All Accessory Buildings having a Gross Floor Area less than or equal to 18 square metres shall conform to the following regulations:
- | | | |
|-----|---------------------------------------|---|
| i) | Building Setback from a Rear Lot Line | <ol style="list-style-type: none"> 1. Minimum 0.0 metres where a rear lot line abuts a Laneway. 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway. |
| ii) | Building Setback from a Side Lot Line | <ol style="list-style-type: none"> 1. Minimum 0.0 metres where a rear lot line does not abut a Laneway. |

- 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway.
- iii) Building Setback from a Flankage Lot Line Accessory Buildings shall conform to the regulations for the principal use.
- b) In addition to Subsection 4.8 f), all Accessory Buildings having a Gross Floor Area greater than 18 square metres shall conform to the regulations for the principal use.

4.8.4 BUILDINGS ACCESSORY TO INDUSTRIAL AND UTILITY USES IN ALL ZONES

- a) All Accessory Buildings having a Gross Floor Area less than or equal to 18 square metres shall conform to the following regulations:
 - i) Building Setback from a Rear Lot Line
 - 1. Minimum 0.0 metres where a rear lot line abuts a Laneway.
 - 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway.
 - ii) Building Setback from a Side Lot Line
 - 1. Minimum 0.0 metres where a rear lot line does not abut a Laneway.
 - 2. Minimum 0.6 metre where a rear lot line does not abut a Laneway.
 - iii) Building Setback from a Flankage Lot Line Accessory Buildings shall conform to the regulations for the principal use.
- b) In addition to Subsection 4.8 f), all Accessory Buildings having a Gross Floor Area greater than 18 square metres shall conform to the regulations for the principal use.

4.8.5 BUILDINGS ACCESSORY TO AGRICULTURE, RURAL, EXISTING RURAL COMMERCIAL, AND EXISTING RURAL INDUSTRIAL USES

- a) Buildings accessory to all uses except a Single Detached Dwelling and Residential Care Facility in an A1 or A2 Zone shall conform to the regulations for the principal use of the applicable A1 or A2 Zones.
- b) Buildings accessory to all uses in an E1 or E2 Zone shall conform to the applicable principal zone regulations."

3.0 That SECTION 6: DOWNTOWN ZONES be amended by deleting the number "4.8.1" and replacing it with "4.8" in the following clauses:

- i) 6.6.2.1n)
- ii) 6.6.2.2i)

4.0 That SECTION 7: OPEN SPACE AND PARK ZONES be amended by deleting the number "4.8.2" and replacing it with "4.8" in the following clauses:

- i) 7.6.2.3a)
- ii) 7.6.2.3b)
- iii) 7.7.2.2b)ii)

5.0 That SECTION 9: INDUSTRIAL ZONE and SECTION 12: RURAL ZONES be amended

i) by deleting the words "and 4.8.2" from the following clauses:

- 1) 9.12.3.1g)
- 2) 12.1.3.1g)
- 3) 12.1.3.3.i)
- 4) 12.2.3.7i)
- 5) 12.6.3g)
- 6) 12.6.4f)
- 67 12.7.3k)

ii) by deleting the words "and 4.8.1" from the following clauses:

- 1) 12.3.3i)
- 2) 12.4.3j)
- 3) 12.5.3h)

6.0 That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

7.0 That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

PASSED this __ day of __, 2021.

Fred Eisenberger
Mayor

A. Holland
City Clerk

CI-21-A

Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee

Report No.: PED200093(a)

Date: 04/06/2021

Ward(s) or City Wide: Ward: City wide

(MM/DD/YYYY)

Prepared by: Tim Lee

Phone No: 905-546-2424, ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item _____, Planning
Committee
Report PED20093(a)
CM:
Ward: Citywide

Bill No.

CITY OF HAMILTON

BY-LAW NO. 21-_____

To Amend Zoning By-law No. 05-200, Respecting Secondary Dwelling Unit Regulations (Citywide)

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law is in conformity with the Urban and Rural Hamilton Official Plans.

NOW THEREFORE Council amends Zoning By-law No. 05-200 as follows:

1.0 That SECTION 3: DEFINITIONS of By-law No. 05-200 be amended by adding the following new definitions:

Ditch	Shall mean a small to moderate excavation created to channel water.
Secondary Dwelling Unit	Shall mean a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling and shall not include a Farm Labour Residence.
Secondary Dwelling Unit – Detached	Shall mean a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling but shall not include a Farm Labour Residence.
Swale	Shall mean a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.

- 1.1. That SECTION 3: DEFINITIONS of By-law No. 05-200 be amended by revising the following definition:

Farm Labour Residence	Shall mean accommodation for full-time farm labour where the size and nature of the farm operation requires additional employment.
------------------------------	--

- 2.0 That SECTION 4: GENERAL PROVISIONS of Zoning By-law No.05-200 be amended as follows:

- 2.1. That SECTION 4.22: ADEQUATE SERVICES of Zoning By-law No.05-200 is amended by:

- i) deleting the word 'and' at the end of clause ii); and,
- ii) renumbering clause iii) to iv);
- iii) adding a new clause iii) as follows:
 - "iii) For lands in a Rural zone,
 - 1. An approved waste disposal and water supply systems to sustain the use of land for buildings shall be provided and maintained to the satisfaction of the Chief Building Official; and,
 - 2. All regulatory approvals have been received to the satisfaction of the General Manager of the Planning and Economic Development Department and/or his or her designate."

- 2.2. That SECTION 4: GENERAL PROVISIONS of Zoning By-law No.05-200 be amended by adding the following new subsection:

"4.33 SECONDARY DWELLING UNIT AND SECONDARY DWELLING UNIT - DETACHED

Where a Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling is permitted in this by-law, the following regulations apply:

- a) For lands within a Downtown (D5) Zone, Institutional Zone, Commercial and Mixed Use (C1) Zone, Transit Oriented Corridor (TOC3) Zone, Agriculture (A1), Rural (A2) or Settlement Residential (S1) Zone, a maximum of one Secondary Dwelling Unit shall be

permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.

- b) For lands within a Downtown (D5) Zone, Institutional Zone, Commercial and Mixed Use (C1) Zone or Transit Oriented Corridor (TOC3) Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
- c) Section 4.5a) shall not apply to a Secondary Dwelling Unit – Detached.
- d) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
- e) A single detached dwelling on one lot containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
- f) A semi-detached dwelling on one lot containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or multiple dwelling.
- g) A street townhouse dwelling on one lot containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or multiple dwelling.
- h) Parking shall be provided in accordance with Section 5 of this by-law.
- i) Notwithstanding Sections 5.1b)i) and 5.1b)ii), parking for a Secondary Dwelling Unit and Secondary Dwelling Unit – Detached may be provided in the required front yard in accordance with Section 5 of this by-law.
- j) Notwithstanding Section 5.2e)i)a), permeable pavers may also be permitted.
- k) Notwithstanding Section 5.6a) and c), for a lot containing a Secondary Dwelling Unit, a Secondary Dwelling Unit - Detached, or both, identified in Special Figure 23 to Schedule "F", no additional parking space or spaces shall be required, provided the number of legally established parking spaces, which existed as of [DATE], shall continue to be provided and maintained.
- l) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary

Dwelling Unit – Detached shall not be permitted in any yard abutting a street.

- m) Except as provided in Subsection 4.33p), the exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- n) There shall be no outside stairway above the first floor other than an required exterior exit.
- o) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line
- p) Notwithstanding 4.33o), an additional entrance may be located on the front façade of the building for lands identified on Special Figure 23 to Schedule "F".
- q) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - i) A landscaped area of 8.0 square metres for each dwelling unit less than 50.0 square metres; and,
 - ii) An landscaped area of 12.0 metres for each dwelling unit 50.0 square metres or more.

4.33.1. REGULATIONS FOR SECONDARY DWELLING UNIT - DETACHED

- a) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Downtown (D5) Zone, Institutional Zone, Commercial and Mixed Use (C1) Zone or Transit Oriented Corridor (TOC3) Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - 1. The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.
 - 2. Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with

Subsections 4.33 a), c) to l), n), and q) and Subsections 4.33.1 (b) of this Zoning By-law;

- b) A Secondary Dwelling Unit – Detached in a Downtown (D5) Zone, Institutional (I1) Zone, Institutional (I2) Zone, Commercial and Mixed Use (C1) Zone or Transit Oriented Corridor (TOC3) Zone shall be subject to the following provisions:
1. Notwithstanding Section 4.8, only Subsections 4.8 b), 4.8.h), and 4.8.1.1 e) shall apply.
 2. A minimum 1.2 metres interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 3. A minimum 1.2 metres Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 4. A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 metres shall be provided and maintained.
 5. A maximum height of 6.0 metres shall be permitted.
 6. The maximum Gross Floor Area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - a) For the purpose of this regulation, a Gross Floor Area shall not exclude a mechanical area.
 7. A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
 8. Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - i) A minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,

- ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
9. The maximum lot coverage of all Accessory Buildings and a Secondary Dwelling Unit - Detached shall be 25% of the total lot area.
 10. A maximum distance of 40.0 metres from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – Detached.
 11. An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
 12. Balconies and rooftop patios are prohibited above the first storey.
 13. Each of the landscaped areas in Subsection 4.33q) shall be screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metre.
 14. A Secondary Dwelling – Detached shall not be permitted within a *swale* or *ditch*.

4.33.2 SECONDARY DWELLING UNITS IN AGRICULTURE (A1), RURAL (A2) AND SETTLEMENT RESIDENTIAL (S1) ZONES

- a) A Secondary Dwelling Unit shall only be permitted on lands within a Agriculture (A1), Rural (A2) or Settlement Residential (S1) Zone shall only be permitted on a lot that is greater than 0.60 ha in size
 - b) The waste disposal and water supply systems shall be in accordance with Section 4.22 iii).
3. That SECTION 5: PARKING REGULATIONS of By-law 05-200 is amended as follows:
 - 3.1 That Subsection 5.6a) PARKING SCHEDULES be amended by adding the following new clause:

"a) Parking Schedule for all Downtown Zones

Column 1	Column 2
i. Residential Uses	
Secondary Dwelling Unit Secondary Dwelling Unit - Detached	1 per unit

3.2 That Subsection 5.6c) PARKING SCHEDULES be amended by adding the following new clause:

"c) Parking Schedule for all Zones, except the Downtown Zones

Column 1	Column 2
i. Residential Uses	
Secondary Dwelling Unit Secondary Dwelling Unit - Detached	1 per unit
vii. Uses in A1 and A2 Zones	
Secondary Dwelling Unit	1 per unit

3.3 That Subsection 5.1b)x) be deleted in its entirety.

4.0 That SECTION 6.5: DOWNTOWN RESIDENTIAL (D5) ZONE be amended by adding a new Subsection as follows:

"6.5.3.8 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

5.0 That SECTION 8.1: NEIGHBOURHOOD INSTITUTIONAL (I1) ZONE be amended by adding a new Subsection as follows:

"8.1.3.8 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

6.0 That SECTION 8.2: COMMUNITY INSTITUTIONAL (I2) ZONE be amended by adding a new Subsection as follows:

"8.2.3.9 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

7.0 That SECTION 9.12: EXTRACTIVE INDUSTRIAL (M12) ZONE be amended as follows:

7.1 That Subsection 9.12.3.1 AGRICULTURE REGULATIONS be amended by:

i) Adding a new clause j) i) as follows and renumbering the existing clauses j) i) and j) ii) to j) ii) and j) iii):

i) A Farm Labour Residence, Accessory to Agriculture and on the same lot as an existing permanent principal farm, may be permitted in the following forms:

a) An Accessory detached dwelling of temporary construction, such as a mobile home; or,

b) An Accessory detached bunk house of temporary construction, where cooking and sanitary facilities are shared.

ii) Amending existing clause j) ii) to delete the words "Where a Farm Labour Residence is in the form of a temporary detached Dwelling or temporary bunk house," in the first paragraph.

iii) Deleting clause j) iii) in its entirety.

8.0 That SECTION 10.1: RESIDENTIAL CHARACTER COMMERCIAL (C1) ZONE be amended by adding a new Subsection as follows:

"10.1.7 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

9.0 That SECTION 12.1: AGRICULTURE (A1) ZONE be amended as follows:

9.1 That Subsection 12.1.3.1 AGRICULTURE AND VETERINARY SERVICE – FARM ANIMAL REGULATIONS be amended by:

i) Adding a new clause j) i) as follows and renumbering the existing clauses j) i) and j) ii) to j) ii) and j) iii) :

- i) A Farm Labour Residence, Accessory to Agriculture and on the same lot as an existing permanent principal Farm Dwelling, may be permitted in the following forms:
 - a) An Accessory detached dwelling of temporary construction, such as a mobile home; or,
 - b) An Accessory detached bunk house of temporary construction, where cooking and sanitary facilities are shared.
- ii) Amending existing clause j) ii) to delete the words "Where a Farm Labour Residence is in the form of a temporary detached Dwelling or temporary bunk house," in the first paragraph.
- iii) Deleting clause j) iii) in its entirety.

9.2 Adding a new Subsection as follows:

"12.1.3.4 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

10.0 That SECTION 12.2: RURAL (A2) ZONE be amended as follows:

10.1 That Subsection 12.2.3.1 AGRICULTURE AND VETERINARY SERVICE – FARM ANIMAL REGULATIONS be amended by:

- i) Adding a new clause j) i) as follows and renumbering the existing clauses j) i) and j) ii) to j) ii) and j) iii) :
 - i) A Farm Labour Residence, Accessory to Agriculture and on the same lot as an existing permanent principal Farm Dwelling, may be permitted in the following forms:
 - a) An Accessory detached dwelling of temporary construction, such as a mobile home; or,
 - b) An Accessory detached bunk house of temporary construction, where cooking and sanitary facilities are shared.
 - ii) Amending existing clause j) ii) to delete the words "Where a Farm Labour Residence is in the form of a temporary detached Dwelling or temporary bunk house," in the first paragraph.
 - iii) Deleting clause j) iii) in its entirety.

10.2 Adding a new Subsection as follows:

"12.2.3.8 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

11.0 That SECTION 12.3: SETTLEMENT RESIDENTIAL (S1) ZONE be amended by adding a new Subsection as follows:

"12.3.4 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

12.0 That SECTION 13.3: TRANSIT ORIENTED CORRIDOR – MULTIPLE RESIDENTIAL (TOC3) ZONE be amended by adding a new Subsection as follows:

"11.3.8 SECONDARY DWELLING UNIT REGULATIONS In accordance with the requirements of Section 4.33. of this By-law."

13.0 That Special Exception 375 in SCHEDULE "C" – Special Exceptions be amended as follows.

- i) Existing clause b) be renumbered as c);
- ii) a new clause b) be added as follows:
 - b) In addition to clause a), a Secondary Dwelling Unit may be permitted within a legally established single detached dwelling, semi-detached dwelling, street townhouse, or block townhouse dwelling existing as of May 26, 2010.

14.0 That Schedule "F" to Zoning By-law No. 05-200 be amended by including a new Special Figure 23, attached as Schedule "A" to this By-Law.

15.0 That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.

16.0 That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.

17.0 That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

PASSED this ___ day of ___, 2021.

Fred Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee

Report No.: PED200093(a)

Date: 03/23/2021

Ward(s) or City Wide: Ward: City wide

(MM/DD/YYYY)

Prepared by: Tim Lee

Phone No: 905-546-2424, ext. 1249

For Office Use Only, this doesn't appear in the by-law

CITY OF HAMILTON

BY-LAW NO. 21-XXX

To Amend Zoning By-law No. 87-57 (Ancaster) Respecting Secondary Dwelling Unit Regulations

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Section 7.14 - Parking and Loading be adding the following new clause to Section 7.14 b) i) – Minimum Required

(F)	Secondary Dwelling Unit	1 space per unit
	Secondary Dwelling Unit – Detached	

2. That Section 9: **GENERAL PROVISIONS FOR RESIDENTIAL ZONES** be amended to include the following new subsection:

"9.14 Secondary Dwelling Units and Secondary Dwelling Units - Detached

(a) For the purposes of **Section 9.14 - Secondary Dwelling Units and Secondary Dwelling Units - Detached**, the following definitions shall apply:

- (i) **Ditch** means a small to moderate excavation created to channel water.
- (ii) **Lot Line, Flankage** means a lot line other than a Front Lot Line that abuts a street.

**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

- (iii) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - (iv) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - (v) **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
 - (vi) **Yard, Flankage** means a yard extending from the front yard to the Rear Yard of a lot along a lot line which abuts a street measured to the nearest part of a building on a lot.
- (b) Notwithstanding Section 7.18, a Secondary Dwelling Unit – Detached shall only be considered as an accessory building for the purposes of Lot Coverage.
 - (c) For lands within a Residential Zones or Deferred Development "D" Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
 - (d) For lands within a Residential Zones, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
 - (e) Notwithstanding Section 9.6, a Secondary Dwelling Unit and Secondary Dwelling Unit – Detached may be permitted in a basement.
 - (f) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
 - (g) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
 - (h) A semi-detached dwelling containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex, apartment building, or multi-plex dwelling.

**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

- (i) A street townhouse dwelling on one lot containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex, apartment building, or multi-plex dwelling.
- (j) Notwithstanding Section 7.14a)xiii), permeable pavers may also be permitted.
- (k) Not less than 50% of the gross area of the Front and Flankage Yards shall be used for a landscaped area and shall not include concrete, asphalt, gravel, pavers, or other similar material, and where required parking may be located in a required Front or Exterior Side Yard;
 - (i) Encroachments in the Front and Flankage Yards identified in Section 9.14k) shall be subject to Section 7.12.
 - (ii) Notwithstanding Section 9.14k), where at least half the Front Lot Line is curved and the landscaped area of the Front Yard is less than 50%, the following exemptions for the calculation of the gross area of the Front Yard shall apply and provided all the remaining area shall be landscaped excluding concrete, asphalt, gravel, pavers or other similar materials:
 - (A) A driveway between the front entrance of the garage and the Front Lot Line with maximum width of 3.0 m for each door of a one, two or three car garage or 5.5 m for a double door of a two car garage; and,
 - (B) A walkway between the front entrance of the principle dwelling and the Front Lot Line or driveway with a maximum width of 0.6 m;
 - (iii) A maximum one driveway shall be permitted for each lot containing a Secondary Dwelling Unit or Secondary Dwelling Unit - Detached; and,
 - (iv) Notwithstanding Section 9.14k) iii), for a corner lot, a maximum of one driveway may be permitted from each street frontage.
- (l) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street.

**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

- (m) The exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- (n) There shall be no outside stairway above the first floor other than an required exterior exit.
- (o) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line.
- (p) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - i) A landscaped area of 8.0 sq m for each dwelling unit less than 50 sq m; and,
 - ii) An landscaped area of 12.0 m for each dwelling unit 50 sq m or more.

9.14.1 Regulations for Secondary Dwelling Units – Detached

- (a) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - i) The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.
 - ii) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections 4.33 (b), (d), (e), (g) to (l), n), and p) and Subsections 9.14.1 (b) of this Zoning By-law;
- b) A Secondary Dwelling Unit – Detached in a Residential Zone shall be subject to the following provisions:
 - (i) Notwithstanding Section 7.18, only Subsections 7.18(a)(i), 7.18(a)(viii) shall apply.

**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

- (ii) A minimum 1.2 m Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
- (iii) A minimum 1.2 m Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
- (iv) A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 m shall be provided and maintained.
- (v) A maximum height of 6.0 m shall be permitted.
- (vi) The maximum Gross Floor Area shall not exceed the lesser of 75.0 sq m or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
- (vii) A minimum distance of 7.5 m shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
- (viii) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - (A) A minimum distance of 4.0 m shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,
 - (B) A Secondary Dwelling Unit shall be set back a minimum 5.0 m from the front façade of the principal dwelling.
- (ix) A maximum distance of 40.0 m from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – Detached.
- (x) An unobstructed path with a minimum 1.0 m width and minimum 2.1 m height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
- (xi) Balconies and rooftop patios are prohibited above the first storey.

**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

(xii) Each of the landscaped areas in Subsection 9.14(p) shall be screened on two sides by a visual barrier that has a minimum height of 0.3 m, and to a maximum height of 1.0 m.

(xiii) A Secondary Dwelling Unit – detached shall not be permitted in a swale or ditch.

3. That **SECTION 10: EXISTING RESIDENTIAL “ER” ZONE** be amended by adding the following new Subsection as follows:

“10.3 Regulations

10.3.7 Secondary Dwelling Units	The provisions of Subsection 9.14 shall apply.”
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4. That **SECTION 11.1: RESIDENTIAL “R1” ZONE** be amended by adding the following new Subsection as follows:

“11.1.2 Regulations

(i) Secondary Dwelling Units	The provisions of Subsection 9.14 shall apply.”
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5. That **SECTION 12: RESIDENTIAL “R4” ZONE** be amended by adding the following new Subsection as follows:

“12.2 Regulations

(j) Secondary Dwelling Units	The provisions of Subsection 9.14 shall apply.”
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6. That **SECTION 13: RESIDENTIAL “R5” ZONE** be amended by adding the following new Subsection as follows:

“13.2 Regulations

(j) Secondary Dwelling Units	The provisions of Subsection 9.14 shall apply.”
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7. That **SECTION 14: RESIDENTIAL MULTIPLE “RM1” ZONE** be amended by adding the following new Subsection as follows:

“14.2 Regulations

(k) Secondary Dwelling Units	The provisions of Subsection 9.14 shall apply.”
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**To Amend Zoning By-law No. 87-57 (Ancaster)
Respecting Secondary Dwelling Unit Regulations**

Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes		
Committee: Planning Committee	Report No.: PED200093(a)	Date: 03/23/2021
Ward(s) or City Wide: Ward 12		(MM/DD/YYYY)

Prepared by: Tim Lee	Phone No: 905-546-2424, ext. 1249
<i>For Office Use Only, this doesn't appear in the by-law</i>	

Authority: Item ,
Report (PED20093(a))
CM:
Ward: 13

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations in Dundas

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That **SECTION 3: DEFINITIONS** be amended by deleting the following Subsections:
 - i) Subsection 3.2.1 – Accessory Apartment
 - ii) Subsection 3.2.21 – Dwelling, Converted
2. That **SECTION 6: GENERAL REGULATIONS** be amended to include the following new subsection:

“6.31 SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS - DETACHED

 - i) Notwithstanding Subsections 3.2.1 and 3.2.21 and for the purposes of **SECTION 6.31 - SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS - DETACHED**, the following definitions shall apply:
 - a) **Ditch** means a small to moderate excavation created to channel water.
 - b) **Lot Line, Flankage** means a lot line other than a Front Lot Line that abuts a street.

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

- c) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - d) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - e) **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
 - f) **Yard, Flankage** means a yard extending from the front yard to the rear yard of a lot along a lot line which abuts a street measured to the nearest part of a building on a lot.
- ii) Notwithstanding Sections 6.2, 8.1.4.1, 9.1.4, 10.1.6, 10A1.2, 11.1.9.1, 11A.1.3, 12.1.6, a Secondary Dwelling Unit – Detached shall not be considered as an accessory building or structure.
 - iii) Section 6.16 shall not apply to a Secondary Dwelling Unit – Detached.
 - iv) For lands within a Residential Zone, Residential and Commercial Conversion (R.C.C) Zone, and the Single Detached Residential Zone: Cross – Melville Heritage District (RH-1) Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
 - v) For lands within a Residential Zone, Residential and Commercial Conversion (R.C.C) Zone, and the Single Detached Residential Zone: Cross – Melville Heritage District (RH-1) Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
 - vi) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
 - vii) A Secondary Dwelling Unit – Detached shall not be permitted in a Front Yard or a Flankage Yard.
 - viii) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

- ix) A semi-detached dwelling containing one Secondary Dwelling Unit, one Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or apartment building.
- x) A street townhouse dwelling on one lot containing one Secondary Dwelling Unit, one o Secondary Dwelling Unit – Detached, or both, shall not be considered a triplex or apartment building.
- xi) Parking shall be provided in accordance with Section 7 of this by-law.
- xii) Notwithstanding Section 7.1.1, parking for a Secondary Dwelling Unit and Secondary Dwelling Unit – Detached, may be provided in the required front yard in accordance with Section 7 of this by-law.
- xiii) Notwithstanding Section 7.9.2, permeable pavers may also be permitted and maintained.
- xiv) Landscaping in the front yard shall be provided in accordance with Section 6.11.3.
 - (a) Notwithstanding 6.31xv), landscaping shall also be provided in the Flankage Yard.
- xv) Encroachments in the Front and Flankage Yards identified in Section 6.31 xv) shall be subject to Section 6.6.
- xvi) Notwithstanding Section 6.31xv), where at least half the Front Lot Line is curved and the landscaped area of the Front Yard is less than 50%, the following exemptions for the calculation of the gross area of the Front Yard shall apply and provided all the remaining area shall be landscaped excluding concrete, asphalt, gravel, pavers or other similar materials:
 - (a) A driveway between the front entrance of the garage and the Front Lot Line with maximum width of 3.0 m for each door of a one, two or three car garage or 5.5 m for a double door of a two car garage; and,
 - (b) A walkway between the front entrance of the principle dwelling and the Front Lot Line or driveway with a maximum width of 0.6 m;
- xvii) A maximum one driveway shall be permitted for each lot containing a Secondary Dwelling Unit; and,

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

- xviii) Notwithstanding Section 6.31 xiii), for a corner lot, a maximum of one driveway may be permitted from each street frontage.
- xix) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street.
- xx) The exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- xxi) There shall be no outside stairway above the first floor other than an required exterior exit.
- xxii) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line
- xxiii) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - a) A landscaped area of 8.0 sq m for each dwelling unit less than 50 sq m; and,
 - b) An landscaped area of 12.0 m for each dwelling unit 50 sq m or more.
- xxiv) A Secondary Dwelling Unit shall not be permitted in a ditch or swale.

6.31.1 Regulations for Secondary Dwelling Unit – Detached

- i) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential Zone, Residential and Commercial Conversion (R.C.C) Zone, and the Single Detached Residential Zone: Cross – Melville Heritage District (RH-1) Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - a) The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

- b) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections 6.31 ii), v), vii) to xix), xxi), and xxiii) and Subsections 6.31.1 ii) of this Zoning By-law;
- ii) A Secondary Dwelling Unit – Detached in a Residential Zone, Residential and Commercial Conversion (R.C.C) Zone, and the Single Detached Residential Zone: Cross – Melville Heritage District (RH-1) Zone shall be subject to the following provisions:
 - a) An eave or gutter of any Secondary Dwelling Unit – Detached may encroach into any required yard to a maximum of 0.45 metres.
 - b) A minimum 1.2 m interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - c) A minimum 1.2 m Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - d) A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 m shall be provided and maintained.
 - e) A maximum height of 6.0 m shall be permitted.
 - f) The maximum gross floor area shall not exceed the lesser of 75 sq m or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - i) For the purpose of this regulation, a Gross Floor Area shall not exclude cellar or subcellar and car parking areas.
 - g) A minimum distance of 7.5 m shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
 - h) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard,

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

- i) a minimum distance of 4.0 m shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,
 - ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 m from the front façade of the principal dwelling.
- i) The maximum lot coverage of all Accessory Buildings and Secondary Dwelling Unit - detached shall be 25% of the total lot area.
 - j) A maximum distance of 40.0 m from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – detached.
 - k) An unobstructed path with a minimum 1.0 m width and minimum 2.1 metres m clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
 - l) Balconies and rooftop patios are prohibited above the first storey.
 - m) Each of the landscaped areas in Subsection 6.31xxiii) shall screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metre.
3. That **Section 7: OFF – STREET PARKING AND LOADING** be amended by deleting Subsection 7.12.1.10 – Dwelling, Converted and replaced with the following new clause:

Secondary Dwelling Unit 1 space per unit

4. That **SECTION 8: SINGLE-DETACHED RESIDENTIAL ZONE (R1)** be amended as follows:

4.1 By deleting Subsection 8.1.5 – One ACCESSORY APARTMENT.

4.2 Adding a new Subsection as follows:

“REGULATIONS
FOR SECONDARY
DWELLING UNITS

8.8

REGULATIONS FOR SECONDARY DWELLING UNITS

8.8.1 The use shall comply with the provisions of Section 4.33.”

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

5. That **SECTION 9: SINGLE-DETACHED RESIDENTIAL ZONE (R2)** be amended as follows:
- 5.1 By deleting Subsection 9.1.5 – One ACCESSORY APARTMENT.
- 5.2 Adding a new Subsection as follows:
- | | | |
|---|-----|--|
| “REGULATIONS
FOR SECONDARY
DWELLING UNITS | 9.8 | <u>REGULATIONS FOR SECONDARY DWELLING UNITS</u> |
| | | 9.8.1 The use shall comply with the provisions of Section 4.33.” |
6. That **SECTION 10: LOW DENSITY RESIDENTIAL ZONE (R3)** be amended as follows:
- 6.1 By deleting Subsection 10.1.7 – One ACCESSORY APARTMENT.
- 6.2 Adding a new Subsection as follows:
- | | | |
|---|-------|--|
| “REGULATIONS
FOR SECONDARY
DWELLING UNITS | 10.10 | <u>REGULATIONS FOR SECONDARY DWELLING UNITS</u> |
| | | 10.10.1 The use shall comply with the provisions of Section 4.33.” |
7. That **SECTION 10A: LOW DENSITY RESIDENTIAL ZONE (R3A)** be amended by adding a new Subsection as follows:
- | | | |
|---|-------|--|
| “REGULATIONS
FOR SECONDARY
DWELLING UNITS | 10A.6 | <u>REGULATIONS FOR SECONDARY DWELLING UNITS</u> |
| | | 10A.6.1 The use shall comply with the provisions of Section 4.33.” |
8. That **SECTION 11: LOW DENSITY RESIDENTIAL ZONE (R4)** be amended as follows:
- 8.1 By deleting Subsection 11.1.10 – One ACCESSORY APARTMENT.
- 8.2 Adding a new Subsection as follows:

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

“REGULATIONS FOR SECONDARY DWELLING UNITS 11.12 **REGULATIONS FOR SECONDARY DWELLING UNITS**

11.12.1 The use shall comply with the provisions of Section 4.33.”

9. That **SECTION 11A: LOW DENSITY RESIDENTIAL ZONE (R6)** be amended by adding a new Subsection as follows:

“REGULATIONS FOR SECONDARY DWELLING UNITS 11A.7 **REGULATIONS FOR SECONDARY DWELLING UNITS**

11A.7.1 The use shall comply with the provisions of Section 4.33.”

10. That **SECTION 12: LOW TO MEDIUM DENSITY MULTIPLE DWELLING ZONE (RM1)** be amended by adding a new Subsection as follows:

“REGULATIONS FOR SECONDARY DWELLING UNITS 12.9 **REGULATIONS FOR SECONDARY DWELLING UNITS**

12.9.1 The use shall comply with the provisions of Section 4.33.”

11. That **SECTION 15A: RESIDENTIAL AND COMMERCIAL CONVERSION ZONE (R.C.C.)** be amended as

11.1 By deleting Subsection 15A.1.8 – One ACCESSORY APARTMENT.

11.2 Adding a new Subsection as follows:

“REGULATIONS FOR SECONDARY DWELLING UNITS 15A.11 **REGULATIONS FOR SECONDARY DWELLING UNITS**

15A.11.1 The use shall comply with the provisions of Section 4.33.”

12. That **SECTION 15B: SINGLE DETACHED RESIDENTIAL ZONE: CROSS-MELVILLE HERITAGE DISTRICT (RH-1)** be amended as follows:

12.1 By deleting Subsection 15B.1.3 – One ACCESSORY APARTMENT.

12.2 Adding a new Subsection as follows:

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

“REGULATIONS FOR SECONDARY DWELLING UNITS

15B.5 **REGULATIONS FOR SECONDARY DWELLING UNITS**

15B.5.1 The use shall comply with the provisions of Section 4.33.”

- 13. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.
- 14. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
- 15. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

PASSED this _____ , _____

F. Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

To Amend Town of Dundas Zoning By-law No. 3581-86 Respecting Secondary Dwelling Unit Regulations

For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee Report No.: PED20093(a) Date: 03/23/2021

Ward(s) or City Wide: Ward: 13 (MM/DD/YYYY)

Prepared by: Tim Lee Phone No: 905-546-2424 ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item
 Planning Committee
 Report: 21- PED20093(a)
 CM:
 Ward: 15

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend Zoning By-law No. 90-145-Z (Flamborough), Respecting the Introduction of Secondary Dwelling Unit Regulations

WHEREAS Council approved Item ___ of Report ____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Section 5.21.1 – Parking Space Requirements of **SECTION 5: GENERAL PROVISIONS** be amended by adding the following new subsection:

Type of Use	Minimum Number of Parking Spaces Required
(aaa) Secondary Dwelling Unit Secondary Dwelling Unit – Detached	1 space per unit

2. That **SECTION 5: GENERAL PROVISIONS** be amended by adding the following new subsection:

"5.43 SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

5.43.1 General Regulations

- (a) For the purposes of Section 5.43 – Secondary Dwelling Units and Secondary Dwelling Unit – Detached, the following definitions shall apply:

- (i) **Ditch** means a small to moderate excavation created to channel water.
 - (ii) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - (iii) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - (iv) **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
- (b) Notwithstanding Section 5.2, a detached Secondary Dwelling Unit shall only be considered as an accessory building for the purposes of lot coverage.
 - (c) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
 - (d) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
 - (e) Section 5.4.1 shall not apply to a Secondary Dwelling Unit – Detached.
 - (f) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
 - (g) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
 - (h) A semi-detached dwelling containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a triplex, apartment building, or quadplex.

- (i) A street townhouse dwelling on one lot containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a triplex, apartment building, or quadplex.
- (j) A Secondary Dwelling Unit – Detached shall not be permitted in a Front Yard or a Flankage Yard.
- (k) Parking shall be provided in accordance with Section 5.21 of this by-law.
- (l) Notwithstanding Section 5.21.5, parking for a Secondary Dwelling Unit and Secondary Dwelling Unit – Detached may be provided in the required front yard in accordance with Section 5.21 of this by-law.
- (m) Parking shall be provided to all lots containing a Secondary Dwelling Unit in accordance with Section 5.12.1(d) and shall also apply to flankage yards, and shall not include concrete, asphalt, gravel, pavers, or other similar material;
 - (i) Encroachments in the Front and Flankage Yards identified in Section 5.43.1(m) shall also be subject to Section 5.30.
 - (ii) Notwithstanding Section 5.43.1(m), where at least half the Front Lot Line is curved and the landscaped area of the Front Yard is less than 50%, the following exemptions for the calculation of the gross area of the Front Yard shall apply and provided all the remaining area shall be landscaped excluding concrete, asphalt, gravel, pavers or other similar materials:
 - (1) A driveway between the front entrance of the garage and the Front Lot Line with maximum width of 3.0 metres for each door of a one, two or three car garage or 5.5m for a double door of a two car garage; and,
 - (2) A walkway between the front entrance of the principle dwelling and the Front Lot Line or driveway with a maximum width of 0.6m;

- (iii) A maximum one driveway shall be permitted for each lot containing a Secondary Dwelling Unit; and,
- (iv) Notwithstanding Section 5.43.1(m)(iii), for a corner lot, a maximum of one driveway may be permitted from each street frontage.
- (n) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street.
- (o) The exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- (p) There shall be no outside stairway above the first floor other than a required exterior exit.
- (q) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line.
- (r) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - i) A landscaped area of 8.0 square metres for each dwelling unit less than 50.0 square metres; and,
 - ii) An landscaped area of 12.0 metres for each dwelling unit 50.0 square metres or more.
- (s) A Secondary Dwelling Unit – Detached is not permitted within a swale or ditch.

5.43.3 Secondary Dwelling Unit - Detached

- a) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling shall be subject to the following provisions:

- i) The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.
 - ii) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections 5.43.1 b), d), e), g) to n) inclusive, p), and r) and Subsections 5.43.3 (b) of this Zoning By-law;
- b) A Secondary Dwelling Unit – Detached in a Residential Zone shall be subject to the following provisions:
- i) Section 5.30 – Yard Encroachments for Sills, belt courses, cornices, chimney breasts, bay windows, pilasters, eaves or gutters shall apply.
 - ii) A minimum 1.2 metres interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - iii) A minimum 1.2 metres Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - iv) A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 metres shall be provided and maintained.
 - v) A maximum height of 6.0 metres shall be permitted.
 - vi) The maximum gross floor area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - a) For the purpose of this regulation, a Gross Floor Area shall not exclude the horizontal area of any cellar, attic, enclosed parking area, enclosed loading area, or any unenclosed porch, verandah, balcony, or similar structure.

- vii) A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
 - viii) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - i) a minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,
 - ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
 - ix) A maximum distance of 40.0 metres from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – detached.
 - x) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
 - xi) Balconies and rooftop patios are prohibited above the first storey.
 - xii) Each of the landscaped areas in Subsection 5.43.2r) shall screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metre.”
3. That **SECTION 6 – URBAN RESIDENTIAL (SINGLE DETACHED) ZONE (R1)** be amended by adding the following new Subsection:
- “6.2.3 ZONE PROVISIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- (a) The use shall comply with the provisions of Section 5.43.”
4. That **SECTION 9 – URBAN RESIDENTIAL (SEMI-DETACHED AND LINK) ZONE (R4)** be amended by adding the following new Subsection:
- “9.2.3 ZONE PROVISIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

- (a) The use shall comply with the provisions of Section 5.43."
5. That **SECTION 10 – CORE AREA RESIDENTIAL ZONE (R5)** be amended as follows:
- 5.1 By deleting Subsection 10.1(e) – Converted Dwelling (maximum 3 dwelling units).
- 5.2 By adding a new Subsection as follows:
- "10.2.3 ZONE PROVISIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- (a) The use shall comply with the provisions of Section 5.43."
6. That **SECTION 11 – MEDIUM DENSITY RESIDENTIAL ZONE (R6)** be amended by adding the following new Subsection:
- "11.2.3 ZONE PROVISIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- (a) The use shall comply with the provisions of Section 5.43."
7. That **SECTION 17 – URBAN COMMERCIAL ZONE (UC)** be amended by amending the following Subsection as follows:
- 7.1 Permitted Uses:
- e) Secondary Dwelling Units and Secondary Dwelling Units – Detached, subject to the provisions of Subsection 5.43."
8. That the Clerk is hereby authorized and directed to proceed with the giving of notice of passing of this By-law, in accordance with the *Planning Act*.
9. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
10. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

PASSED and ENACTED this day of , 2021.

Fred Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee

Report No.: PED20093(a)

Date: 03/23/2021

Ward(s) or City Wide: Ward: 15

(MM/DD/YYYY)

Prepared by: Tim Lee

Phone No: 905-546-2424 ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item _____, Planning Committee
Report PED20093(a)
CM: XXXXXX, 2021
Wards: 9, 11

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend Zoning By-law No. 464 (Glanbrook) Respecting Secondary Dwelling Unit Regulations

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Section 7.35(b) - Off-Street Parking Space Requirements of **SECTION 7: GENERAL PROVISIONS FOR ALL ZONES** be amended by adding the following new clause:

Use	Minimum Required Parking Spaces
Secondary Dwelling Unit Secondary Dwelling Unit - Detached	1 space per unit

2. That **SECTION 11: GENERAL PROVISIONS FOR ALL RESIDENTIAL ZONES** be amended to include the following new subsection:

"11.13 SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS - DETACHED

- (a) For the purposes of Section 11.13 – Secondary Dwelling Units and Secondary Dwelling Unit – Detached, the following definitions shall apply:
 - (i) **Ditch** means a small to moderate excavation created to channel water.

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

- (ii) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - (iii) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - (iv) **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
- (b) Notwithstanding Section 7.13, a Secondary Dwelling Unit – Detached shall only be considered as an accessory building for the purposes of Lot Coverage.
 - (c) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
 - (d) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
 - (e) Section 11.2a) shall not apply to a Secondary Dwelling Unit – Detached.
 - (f) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
 - (g) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
 - (h) A semi-detached dwelling containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a triplex or apartment building.
 - (i) A street townhouse dwelling on one lot containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units –

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

Detached, or both, shall not be considered a triplex or apartment building.

- (j) A Secondary Dwelling Unit – Detached shall not be permitted in a Front Yard or a Exterior Side Yard.
- (k) Parking shall be provided in accordance with Section 7.35a) of this by-law.
- (l) Not less than 50% of the gross area of the Front and Flankage Yards shall be used for a landscaped area and shall not include concrete, asphalt, gravel, pavers, or other similar material, and where required parking may be located in a required Front or Exterior Side Yard:
 - (i) Encroachments in the Front and Exterior Side Yards identified in Section 11.13m) shall also be subject to Section 7.26:
 - (iii) Notwithstanding Section 11.13m), where at least half the Front Lot Line is curved and the landscaped area of the front yard is less than 50%, the following exemptions for the calculation of the gross area of the Front Yard shall apply and provided all the remaining area shall be landscaped excluding concrete, asphalt, gravel, pavers or other similar materials:
 - (1) A driveway between the front entrance of the garage and the front lot line with maximum width of 3.0 m for each door of a one, two or three car garage or 5.5 m for a double door of a two car garage; and,
 - (2) A walkway between the front entrance of the principle dwelling and the front lot line or driveway with a maximum width of 0.6 m;
 - (vi) A maximum of one driveway shall be permitted for each lot containing a Secondary Dwelling Unit; and,
 - (vii) Notwithstanding Subsection 11.13f)(vi), for a corner lot, a maximum of one driveway may be permitted from each street frontage.
- (m) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

Dwelling Unit – Detached shall not be permitted in any yard abutting a street.

- (n) The exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- (o) There shall be no outside stairway above the first floor other than an required exterior exit.
- (p) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line.
- (q) A minimum landscaped area shall be provided and maintained in the rear yard for each dwelling unit on the lot, in accordance with the following provisions:
 - (i) A landscaped area of 8.0 square metres for each dwelling unit less than 50 square metres; and,
 - (ii) An landscaped area of 12.0 metres for each dwelling unit 50 square metres or more.
- (r) A Secondary Dwelling Unit – Detached is not permitted in a ditch or a swale.

11.13.1 REGULATIONS FOR SECONDARY DWELLING UNIT - DETACHED

- a) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - (i) The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.
 - (ii) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

11.13.1 b), d), e), g) to m), o), and q) and Subsections 11.13.1(b) of this Zoning By-law;

- b) A Secondary Dwelling Unit – Detached in a Residential Zone shall be subject to the following provisions:
- (i) Notwithstanding Section 7.13, only Subsections 7.13b)vi) shall apply.
 - (ii) A minimum 1.2 metre interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - (iii) A minimum 1.2 metre Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 - (iv) A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 metres shall be provided and maintained.
 - (v) A maximum height of 6.0 metres shall be permitted.
 - (vi) The maximum gross floor area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - (1) For the purpose of this regulation, a Gross Floor Area shall not exclude car parking area.
 - (vii) A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
 - (viii) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - (1) A minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

- (2) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
 - (ix) A maximum distance of 40.0 metres from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – Detached.
 - (x) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
 - (xi) Balconies and rooftop patios are prohibited above the first storey.
 - (xii) Each of the landscaped areas in Subsection 11.13q) shall screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metres.”
3. That SECTION 12: EXISTING RESIDENTIAL “ER” ZONE be amended by adding the following new Subsection as follows:
- “12.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- Pursuant to the provisions of Subsection 11.13 of this By-law.”
4. That SECTION 13: RESIDENTIAL “R1” ZONE be amended by adding the following new Subsection as follows:
- “13.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- Pursuant to the provisions of Subsection 11.13 of this By-law.”
5. That SECTION 14: RESIDENTIAL “R2” ZONE be amended by adding the following new Subsection as follows:
- “14.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED
- Pursuant to the provisions of Subsection 11.13 of this By-law.”

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

6. That SECTION 15: RESIDENTIAL "R3" ZONE be amended by adding the following new Subsection:

"15.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

Pursuant to the provisions of Subsection 11.13 of this By-law."
7. That SECTION 16: RESIDENTIAL "R4" ZONE be amended by adding the following new Subsection:

"16.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

Pursuant to the provisions of Subsection 11.13 of this By-law."
8. That SECTION 17: RESIDENTIAL MULTIPLE "RM1" ZONE be amended by adding the following new Subsection:

"17.8 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

Pursuant to the provisions of Subsection 11.13 of this By-law."
9. That SECTION 18: RESIDENTIAL MULTIPLE "RM2" ZONE be amended by adding the following new Subsection:

"18.4 REGULATIONS FOR SECONDARY DWELLING UNITS AND SECONDARY DWELLING UNITS – DETACHED

Pursuant to the provisions of Subsection 11.13 of this By-law."
10. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.
11. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
12. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

PASSED and ENACTED this day of , 21 .

Fred Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

**To Amending Zoning By-law No. 464 (Glanbrook)
Respecting Secondary Dwelling Unit Regulations**

For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee Report No.: PED20093(a) Date: 03/23/2021

Ward(s) or City Wide: Ward: 9, 11 (MM/DD/YYYY)

Prepared by: Tim Lee Phone No: 905-546-2424 ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item , Planning & Economic
Development Committee
Report (PED20093(a))
CM: XXXX
Wards: 1, 2, 3, 4, 5, 6, 7, 8, 14

Bill No.

CITY OF HAMILTON

BY-LAW NO.

To Amend Zoning By-law No. 6593 (Hamilton) Respecting Secondary Dwelling Unit Regulations

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law will be in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Subsection 18(A).(1)(a)(i) Table 1 – Minimum Required Parking for Residential, Institutional, Public and Commercial Uses of SECTION 18A: PARKING AND LOADING REQUIREMENTS be amended by adding the following new clause:

1. Residential Uses	
(n) Secondary Dwelling Unit Secondary Dwelling Unit - Detached	1 space per unit

2. That Subsection 19.(1) of SECTION 19: RESIDENTIAL CONVERSION REQUIREMENTS be deleted in its entirety and replaced with the following regulations:

19.(1) **Single detached, semi-detached, and street townhouse in all Residential Districts and "H" (Community Shopping and Commercial, etc.) District**

Notwithstanding anything contained in this By-law, any legally established single detached, semi-detached, and street townhouse dwelling in all Residential Districts, and "H" (Community Shopping and

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

Commercial, etc.) District may be converted to contain not more than a total of three dwelling units on one lot, provided all of the following requirements are complied with:

- (i) For the purposes of Section 19.1(1), the following definitions shall apply:
 - 1) **Ditch** means a small to moderate excavation created to channel water.
 - 2) **Lot Line, Flankage** means a lot line other than a front lot line that abuts a street.
 - 3) **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.
 - 4) **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 - 5) **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
 - 6) **Yard, Flankage** means a yard extending from the front yard to the rear yard of a lot along a lot line which abuts a street measured to the nearest part of a building on a lot.
- (ii) Notwithstanding Subsection 18.(4)(iv), a Secondary Dwelling Unit – Detached shall only be considered as an accessory building for the purposes of Lot Coverage as required in Section 18(4)(iv).
- (iii) For lands within a Residential District or "H" (Community Shopping and Commercial, etc.) District, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
- (iv) For lands within a Residential District or "H" (Community Shopping and Commercial, etc.) District, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
- (v) A Secondary Dwelling Unit shall not be permitted in a cellar.

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

- (vi) A Secondary Dwelling Unit – Detached shall not be permitted in a Front Yard or a Flankage Yard.
- (vii) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
- (viii) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
- (ix) A semi-detached dwelling containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a three-family dwelling or multiple dwelling.
- (x) A street townhouse dwelling on one lot containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a three-family dwelling or multiple dwelling.
- (xi) Parking shall be provided in accordance with Section 18(A) of this by-law.
- (xii) Notwithstanding Section 19.(1)(vi), for a lot containing a Secondary Dwelling Unit and Secondary Dwelling Unit - Detached identified in Schedule "P" of Section 22, no additional parking space shall be required for any dwelling unit on a lot, provided the number of legally established parking spaces, which existed on the [DATE], shall continue to be provided and maintained;
 - 1) Sections 19.(1)(xii) 2), 3) and 4) shall apply.
 - 2) Parking shall be provided to all lots containing a Secondary Dwelling Unit and Secondary Dwelling Unit - Detached in accordance with Sections 18(14), 18A(7), 18A(7a), 18A(9), 18A(14a) to 18A(14g), 18A (23) and 18A(31).
 - 3) A maximum one driveway shall be permitted for each lot containing a Secondary Dwelling Unit and Secondary Dwelling Unit - Detached; and,
 - 4) Notwithstanding Section 19.1(xii)(3), for a corner lot, a maximum of one driveway may be permitted from each street frontage.

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

- (xiii) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street.
- (xiv) Except as provided in Subsection 19.(1)(xvi)1), the exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- (xv) There shall be no outside stairway above the first floor other than an required exterior exit.
- (xvi) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line.
 - 1) Notwithstanding 19.(1)(xvi) an additional entrance may be located on the front façade of the building for properties identified in Schedule "P" of Section 22.
- (xvii) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - 1) A landscaped area of 8.0 square metres for each dwelling unit less than 50.0 square metres; and,
 - 2) An landscaped area of 12.0 metres for each dwelling unit 50.0 square metres or more.
- (xviii) A Secondary Dwelling Unit – Detached is not permitted in a ditch or a swale.

19.(1).1 Regulations for Secondary Dwelling Unit - Detached

- (i) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential District or "H" (Community Shopping and Commercial, etc.) District may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - 1. The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

2. Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections 19.(1) ii), iv), vi), viii) to xiii), xv), and xvii), and Subsections 19.(1).1 (ii) of this Zoning By-law;
- (ii) A Secondary Dwelling Unit – Detached in a Residential District or "H" (Community Shopping and Commercial, etc.) District shall be subject to the following provisions:
1. Notwithstanding Section 18.3(vi), an eave or gutter of a Secondary Dwelling Unit – Detached may encroach into any required yard to a maximum of 0.45 metres.
 2. A minimum 1.2 metre interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 3. A minimum 1.2 metre Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
 4. A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 metres shall be provided and maintained.
 5. A maximum height of 6.0 metres shall be permitted.
 6. The maximum gross floor area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - a) For the purpose of this regulation, a Gross Floor Area shall not exclude the floor area occupied by boiler rooms and air conditioning equipment rooms except laundry and storage rooms, chimney shafts, parking spaces, access driveways, manoeuvring space, and all floor areas of halls, corridors, and stairwells beyond the minimum required by law.

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

7. A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
 8. Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - i) A minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,
 - ii) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
 9. The maximum lot coverage of all Accessory Buildings and a Secondary Dwelling Unit - Detached shall be 25% of the total lot area.
 10. A maximum distance of 40.0 metres from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – detached.
 11. An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
 12. Balconies and rooftop patios are prohibited above the first storey.
 13. Each of the landscaped areas in Subsection 19.(1)(xvii) shall be screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metre.
3. That Subsection 19.(4) of SECTION 19: RESIDENTIAL CONVERSION REQUIREMENTS be deleted in its entirety.
 4. That Subsection 19.(5) of SECTION 19: RESIDENTIAL CONVERSION REQUIREMENTS be deleted in its entirety.
 5. That Section 22: Restricted Areas By-laws Repealed is amended by repealing and replacing Schedule P identified in Schedule "A" to this By-law.
 6. That the following by-laws be repealed in their entirety once the regulations, as set out in Subsections 1 to 5 of this By-law, come into full force and effect.

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

- (i) By-law 19-307, the Temporary Use By-law respecting Secondary Dwelling Units for Certain Lands Bounded by Queen Street, Hamilton Harbour, the former Hamilton/Dundas Municipal boundary, Niagara Escarpment, Upper Wellington Street, the former Ancaster/Hamilton Municipal boundary, and the former Hamilton/Glanbrook Municipal boundary; and,
 - (ii) By-law 18-299 respecting Secondary Dwelling Units (Laneway Houses) for Certain Lands Bounded by Highway 403, Burlington Street, Red Hill Valley and the Escarpment.
7. That the Clerk is hereby authorized and directed to proceed with the giving of notice of passing of this By-law, in accordance with the *Planning Act*.
8. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
9. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

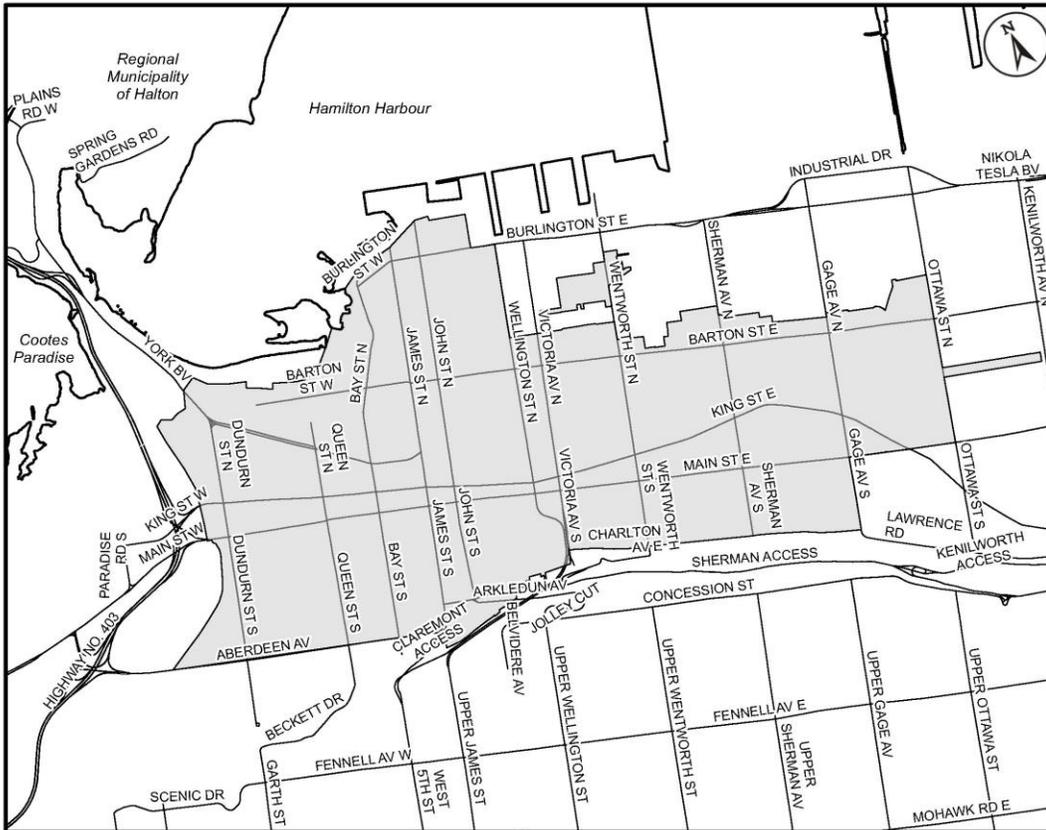
PASSED and ENACTED this day of , 2021.

F. Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**



This is Schedule "A" to By-law No. 21-

Passed the day of, 2021

Mayor

Clerk

Schedule "A"

**Map forming Part of
By-law No. 21-_____**

to Amend By-law No. 6593

Add to Section 22 Schedule P

 Geographical area where parking is not required for Secondary Dwelling Units in conjunction with legally established single detached, semi-detached, street townhouse, and townhouse dwellings.

Scale: N.T.S	File Name/Number: Second Dwelling Unit	
Date: February 3, 2021	Planner/Technician: TL/VS	
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT		Hamilton

**To Amend Zoning By-law No. 6593 (Hamilton)
Respecting Secondary Dwelling Unit Regulations**

For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee Report No.: PED20093(a) Date: 03/23/2021

Ward(s) or City Wide: Ward: 1-8, 14 (MM/DD/YYYY)

Prepared by: Tim Lee

Phone No: 905-546-2424 ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item ,
Report 21-XXX (PED20093(a))
CM:
Wards: 5, 9, 10

Bill No.

CITY OF HAMILTON

BY-LAW NO. _____

To Amend Zoning By-law 3692-92 (Stoney Creek) Respecting Secondary Dwelling Unit Regulations

WHEREAS Council approved Item ___ of Report _____ of the Planning Committee, at the meeting held on _____, 2021;

AND WHEREAS this By-law is in conformity with the Urban Hamilton Official Plan.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That Section 4.10.9 – Schedule of Minimum Parking Requirements of SECTION 4: GENERAL PROVISIONS FOR ALL ZONES be amended by adding the following new clause:

Use	Minimum Parking Spaces Required
Secondary Dwelling Unit Secondary Dwelling Unit - Detached	1 space per unit

2. That SECTION 6.1: **GENERAL PROVISIONS FOR ALL RESIDENTIAL ZONES** be amended by deleting Subsection 6.1.7 and replacing it with the following new subsection:

"6.1.7 Secondary Dwelling Units and Secondary Dwelling Units – Detached

- (a) For the purposes of **Section 6.1.7 – Secondary Dwelling Units and Secondary Dwelling Units – Detached**, the following definition shall apply:
 1. **Ditch** means a small to moderate excavation created to channel water.
 2. **Secondary Dwelling Unit** means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling.

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

3. **Secondary Dwelling Unit – Detached** means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling.
 4. **Swale** means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage.
- (b) Notwithstanding Part 2: Definitions – Accessory Building or Structure, and Sections 4.5 and 6.1.4(b), a Secondary Dwelling Unit – Detached shall only be considered as an accessory building for the purposes of lot coverage.
 - (c) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit shall be permitted within a Single Detached Dwelling, a Semi-Detached Dwelling or Street Townhouse Dwelling.
 - (d) For lands within a Residential Zone, a maximum of one Secondary Dwelling Unit – Detached shall be permitted on a lot containing a Single Detached Dwelling, a Semi-Detached Dwelling or a Street Townhouse Dwelling.
 - (e) Section 4.18.2 shall not apply to a Secondary Dwelling Unit – Detached.
 - (f) A Secondary Dwelling Unit shall be permitted in each semi-detached or street townhouse dwelling unit on a non-severed lot.
 - (g) Notwithstanding Section 6.1.4(a), a Secondary Dwelling Unit - Detached shall not be permitted in a Front Yard or a Flankage Yard.
 - (h) A single detached dwelling containing one Secondary Dwelling Unit, Secondary Dwelling Unit – Detached, or both, shall not be considered a duplex or triplex.
 - (i) A semi-detached dwelling containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a dwelling – triplex, dwelling – fourplex, dwelling – fiveplex, dwelling, dwelling – sixplex, or dwelling – stacked townhouse.
 - (j) A street townhouse dwelling on one lot containing one or more Secondary Dwelling Units, one or more Secondary Dwelling Units – Detached, or both, shall not be considered a dwelling – triplex, dwelling – fourplex, dwelling – fiveplex, dwelling, dwelling – sixplex, or dwelling – stacked townhouse.

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

- (k) Parking shall be provided in accordance with Section 4.10 of this by-law.
- (l) Not less than 50% of the gross area of the Front and Flankage Yards shall be used for a landscaped area and shall not include concrete, asphalt, gravel, pavers, or other similar material, and where required parking may be located in a required Front or Exterior Side Yard:
 - 1. Encroachments in the Front and Flankage Yards identified in Section 6.1.7l) shall also be subject to Section 4.19.
 - 2. Notwithstanding Section 6.1.7l), where at least half the Front Lot Line is curved and the landscaped area of the Front Yard is less than 50%, the following exemptions for the calculation of the gross area of the Front Yard shall apply and provided all the remaining area shall be landscaped excluding concrete, asphalt, gravel, pavers or other similar materials:
 - (i) A driveway between the front entrance of the garage and the Front Lot Line with maximum width of 3.0 metres for each door of a one, two or three car garage or 5.5m for a double door of a two car garage; and,
 - (ii) A walkway between the front entrance of the principle dwelling and the front lot line or driveway with a maximum width of 0.6m;
 - 3. A maximum one driveway shall be permitted for each lot containing a Secondary Dwelling Unit; and,
 - 4. Notwithstanding 6.1.7l)3), for a corner lot, a maximum of one driveway may be permitted from each street frontage.
- (m) A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street.
- (n) The exterior appearance and character of the front façade of the Single Detached Dwelling, Semi-Detached Dwelling or Street Townhouse Dwelling shall be preserved.
- (o) There shall be no outside stairway above the first floor other than an required exterior exit.

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

- (p) Any separate entrance and exit to the Secondary Dwelling Unit shall be oriented toward the Flankage Lot Line, interior Side Lot Line or Rear Lot Line
- (q) A minimum landscaped area shall be provided and maintained in the rear yard for each Secondary Dwelling Unit – Detached on the lot, in accordance with the following provisions:
 - (i) A landscaped area of 8.0 square metres for each dwelling unit less than 50.0 square metres; and,
 - (ii) An landscaped area of 12.0 metres for each dwelling unit 50.0.
- (r) A Secondary Dwelling Unit – Detached is not permitted in a ditch or a swale.

6.1.7.2 Regulations for Secondary Dwelling Units – Detached

- a) A legally established accessory building existing as of the [DATE of the passing of this by-law] in a Residential Zone may be converted to a Secondary Dwelling Unit - Detached on a lot containing a single detached dwelling, semi-detached dwelling, and street townhouse dwelling subject to the following provisions:
 - (i) The number of required parking spaces for the principal dwelling shall be provided and maintained on the lot in accordance with the applicable provisions of this by-law.
 - (ii) Any additions over 10% of the existing gross floor area of the legally established accessory building to create a Secondary Dwelling Unit – Detached shall be in accordance with Subsections 6.1.7.1 b), d), e), g) to m), o), and q) and Subsections 6.1.7.2 b) of this Zoning By-law;
- b) A Secondary Dwelling Unit – Detached in a Residential Zone shall be subject to the following provisions:
 - (i) Section 4.19.1(c) shall apply.
 - (ii) A minimum 1.2 metres interior Side Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

- (iii) A minimum 1.2 metres Rear Yard shall be provided which shall unobstructed and not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
- (v) A minimum setback from a Swale, Ditch or Drainage Management System measured from the upper most interior edge of the swale's slope of 1.0 metres shall be provided and maintained.
- (vi) A maximum height of 6.0 metres shall be permitted.
- (vii) The maximum gross floor area shall not exceed the lesser of 75.0 square metres or the Gross Floor Area of the Single Detached Dwelling, the Semi-Detached Dwelling Unit or the Street Townhouse Dwelling Unit.
 - (1) For the purpose of this regulation, a Gross Floor Area shall not exclude a garage, breezeway, porch, veranda, balcony, attic, basement, cellar, elevator shaft area or boiler room.
- (viii) A minimum distance of 7.5 metres shall be required between the rear façade of principal dwelling and Secondary Dwelling Unit – Detached.
- (ix) Where a Secondary Dwelling Unit – Detached is located in an Interior Side Yard;
 - (1) A minimum distance of 4.0 metres shall be provided between the principal dwelling and a Secondary Dwelling Unit – Detached; and,
 - (2) A Secondary Dwelling Unit – Detached shall be set back a minimum 5.0 metres from the front façade of the principal dwelling.
- (x) A maximum distance of 40.0 metres from the Front or Flankage Lot Line and the entrance to the Secondary Dwelling Unit – Detached.
- (xi) An unobstructed path with a minimum 1.0 metre width and minimum 2.1 metres height clearance from a Front Lot Line or a Flankage Lot Line to the entrance of the Secondary Dwelling Unit – Detached shall be provided and maintained.
- (xii) Balconies and rooftop patios are prohibited above the first storey.

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

(xiii) Each of the landscaped areas in Subsection 11.13q) shall screened on two sides by a visual barrier that has a minimum height of 0.3 metres, and to a maximum height of 1.0 metre."

3. That SECTION 6.1: **GENERAL PROVISIONS FOR ALL RESIDENTIAL ZONES** be amended by deleting Subsection 6.1.9.

4. That SECTION 6.2 – SINGLE RESIDENTIAL "R1" ZONE be amended by adding the following new Subsection:

"6.2.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

5. That SECTION 6.3 – SINGLE RESIDENTIAL "R2" ZONE be amended by adding the following new Subsection:

"6.3.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

6. That SECTION 6.4 – SINGLE RESIDENTIAL "R3" ZONE be amended by adding the following new Subsection:

"6.4.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

7. That SECTION 6.5 – SINGLE RESIDENTIAL "R4" ZONE be amended by adding the following new Subsection:

"6.5.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

8. That SECTION 6.6 – RESIDENTIAL "R5" ZONE be amended by adding the following new Subsection:

"6.6.5.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

9. That SECTION 6.7 – RESIDENTIAL "R6" ZONE be amended by adding the following new Subsection:

"6.7.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

10. That SECTION 6.8 – MULTIPLE RESIDENTIAL "RM1" ZONE be amended by adding the following new Subsection:

"6.8.3i) Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

11. That SECTION 6.9 – MULTIPLE RESIDENTIAL "RM2" ZONE be amended by adding the following new Subsection:

"6.9.5.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

12. That SECTION 6.10 – MULTIPLE RESIDENTIAL "RM3" ZONE be amended by adding the following new Subsection:

"6.10.6.1 Regulations for Secondary Dwelling Units and Secondary Dwelling Units – Detached

Secondary Dwelling Units and Secondary Dwelling Units – Detached are permitted in accordance with Section 6.1.9."

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

13. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the *Planning Act*.
14. That for the purposes of the Ontario Building Code, this By-law or any part of it is not made until it has come into force as provided by Section 34 of the *Planning Act*.
15. That this By-law comes into force in accordance with Section 34 of the *Planning Act*.

PASSED and ENACTED this _____ day of _____, 2021

F. Eisenberger
Mayor

A. Holland
City Clerk

CI-20-E

**To Amend Zoning By-law 3692-92 (Stoney Creek)
Respecting Secondary Dwelling Unit Regulations**

For Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes

Committee: Planning Committee Report No.: PED20093(a) Date: 03/23/2021

Ward(s) or City Wide: Ward: 5, 9, 10 (MM/DD/YYYY)

Prepared by: Tim Lee Phone No: 905-546-2424 ext. 1249

For Office Use Only, this doesn't appear in the by-law

Authority: Item , Planning Committee
Report 21- (PED20093(a))
CM: March 31, 2021

Bill No.

CITY OF HAMILTON

BY-LAW NO. _____

Amendment to By-law 18-126

A By-law to Require the Conveyance of Land for Park or Other Public Recreational Purposes as a Condition of Development or Redevelopment or the Subdivision of Land (Parkland Dedication By-law).

WHEREAS sections 42 and 51.1 of the *Planning Act* provide that the Council of a local municipality may by by-law require that land be conveyed to the municipality for park or other public recreational purposes as a condition of development or redevelopment or the subdivision of lands;

AND WHEREAS subsections 42(3) and 51.1(2) of the *Planning Act* provide for an alternate land conveyance rate of one hectare for each three hundred dwelling units proposed for development provided the municipality has an official plan that contains specific policies dealing with the provision of lands for park or other public recreational purposes at such rate;

AND WHEREAS the Council of the City of Hamilton wishes to use these provisions to acquire land and cash to be used for park or other public recreational purposes;

AND WHEREAS the Council of the City of Hamilton wishes to increase the supply of housing opportunities by permitting Secondary Dwelling Units within certain residential uses and on certain residential lots;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That By-law 18-126 be amended on the following basis:

1.1 That Section 1 DEFINITIONS be amended by adding the following new definition:

"Secondary Dwelling Unit as defined in Zoning By-law No. 05-200, the Town of Ancaster, Town of Dundas, Town of Flamborough, Township of Glanbrook, City of Hamilton, and City of Stoney Creek Zoning By-laws.

1.2 That Section 5.5 be deleted and replaced as follows:

- (5) Notwithstanding section 4, where one or two Secondary Dwelling Units are added to a single detached, semi-detached or block or street townhouse dwelling or lot, a cash-in-lieu fixed rate of \$1,131 (effective April 1, 2021) applies for each Secondary Dwelling Unit, subject to annual indexing described in subsection 5(7).

PASSED this day of , 2021.

F. Eisenberger
Mayor

Andrea Holland
City Clerk

Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes	
Committee: Planning Committee	Report No.: PED200093(a) Date: 03/23/2021
Ward(s) or City Wide: Ward: City wide	(MM/DD/YYYY)

Prepared by: Joanne Hickey Evans	Phone No: 905-546-2424, ext. 1282
<i>For Office Use Only, this doesn't appear in the by-law</i>	

Authority: Item
Report (PED)
CM:
Ward: City Wide

Bill No.

CITY OF HAMILTON

BY-LAW NO.

**To Amend By-law No. 12-282, as amended by By-law No. 19-108, Respecting
Tariff of Fees**

WHEREAS Section 69 of the *Planning Act*, R.S.O 1990, Chapter 13, as amended, authorizes municipalities to enact a by-law to prescribe a Tariff of Fees for the processing of applications made in respect of planning matters;

AND WHEREAS Section 391 of the Municipal Act, 2001, S.O.2001, c. 25, as amended, authorizes municipalities to enact by-laws to impose fees on any class of person for services or activities provided or done by or on behalf of the municipality;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That By-law No. 12-282, as amended by By-law No. 19-108, be updated to include the following new fee in Schedule "A" for 2021:

Routine Minor Variance for Secondary Dwelling Units	\$600.00
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2. The new fee for Routine Minor Variance for Secondary Dwelling Units is hereby approved and adopted.
3. The fee shall be paid at the time of and with the making of Committee of Adjustment application for Secondary Dwelling Units.
4. No Committee of Adjustment application for Secondary Dwelling Units shall be deemed to have been made, provided or completed, and no application shall be received, unless the appropriate fee is paid in accordance with this By-law.
5. The amount of the fee for a Committee of Adjustment application for Secondary Dwelling Units shall be adjusted annually by the percentage change during the

To Amend By-law No. 12-282, as amended by By-law No. 19-108, Respecting Tariff of Fees

preceding year of the Consumer Price Index (CPI) for Toronto, and the resulting figures shall be rounded off to the nearest five (\$5.00) dollar interval.

6. This By-law shall be deemed to have come into force on, 2021.

PASSED and ENACTED this day of , 2021.

Fred Eisenberger
Mayor

A. Holland
City Clerk

CI 20-E

Appendix "H-2" to Report PED20093(a)

Page 3 of 3

To Amend By-law No. 12-282, as amended by By-law No. 19-108, Respecting Tariff of Fees

Office Use Only, this doesn't appear in the by-law - Clerk's will use this information in the Authority Section of the by-law

Is this by-law derived from the approval of a Committee Report? Yes		
Committee: Planning Committee	Report No.: PED200093(a)	Date: 04/06/2021
Ward(s) or City Wide: Ward: City wide		(MM/DD/YYYY)

Prepared by: Tim Lee	Phone No: 905-546-2424, ext. 1249
<i>For Office Use Only, this doesn't appear in the by-law</i>	

How do the SDU Regulations respond to the City's Land Use Goals and Objectives

SDU within the Principle Dwelling	Climate change	Existing Lot Configuration	Health and Safety	Neighbourhood Character	Neighbourhood Privacy and Impacts
Design					
Additional Entrances permitted on front of principle building in certain areas of the city				✓	
No external staircases above the 1 st floor, except for emergency exits				✓	✓
Minimum landscaped area per dwelling unit	✓			✓	✓
Other					
Main Dwelling – minimum height from ground to 1 st floor			✓		
Number of Parking spots per unit		✓			✓
50% front yard landscaping	✓			✓	✓
Allow parking area to use permeable pavers	✓				

Conversion of an accessory building to a SDU	Climate change	Existing Lot Configuration	Health and Safety	Neighbourhood Character	Neighbourhood Privacy and Impacts
Location					
One free and clear side yard setbacks	✓		✓		✓
Maximum setback from street			✓		
Minimum setback from a swale for additions	✓				
Design					
Size	✓			✓	✓
Height				✓	✓
Balconies/rooftop amenity area prohibited on 2nd floor				✓	✓
Minimum screened landscaped area per dwelling unit	✓			✓	✓
Other					
Maximum Lot coverage	✓	✓		✓	✓
Main Dwelling – minimum height from ground to 1 st floor			✓		
Number of Parking spots per unit		✓		✓	✓
50% front yard landscaping	✓			✓	✓
Allow parking area to use permeable pavers	✓				

Newly constructed detached SDU	Climate change	Existing Lot Configuration	Health and Safety	Neighbourhood Character	Neighbourhood Privacy and Impacts
Location					
Not permitted in front yard	✓			✓	✓
One free and clear side yard setback	✓		✓		✓
Rear yard setback	✓				✓
Separation between main house and SDU	✓				✓
Maximum setback from street			✓		
Minimum setback from a swale for additions	✓				
Design					
Size	✓			✓	✓
Height				✓	✓
Balconies/rooftop amenity area prohibited on 2nd floor				✓	✓
Maximum size relative to the size of the existing Dwelling Unit				✓	✓
Minimum screened landscaped area per dwelling unit	✓			✓	✓
Other					
Maximum lot coverage	✓	✓		✓	✓
Main Dwelling – minimum height from ground to 1 st floor			✓		
Number of Parking spots per unit		✓			✓
50% front yard landscaping	✓	✓		✓	✓
Allow parking area to use permeable pavers	✓				

Public Engagement Techniques

In response to Covid-19, required public engagement had to be moved to a virtual format, whereas in the past Public Information Centres (PICs) were one of the main tools of engaging the public and seeking feedback.

The Engage Hamilton (<https://engage.hamilton.ca/>) portal was the central platform used. It is a community engagement platform that went "live" in Summer 2020 and allowed staff to present materials and information for participants to access. Further, there are numerous components of the portal that can be used to enhance user experience and provide feedback.

One of the goals was to produce material that would educate the public and explain the importance of increasing the supply of housing by allowing secondary dwelling units city wide. Further, it included information on what Zoning By-law regulations were proposed to ensure a seamless integration of SDU's into neighbourhoods while at the same time protecting the health, safety and environment for all residents. These materials and engagement techniques were developed in a number of formats that ranged from a quick summary guide to an in-depth Discussion Paper; it also included videos for people to listen to as well as live events where interaction with staff occurred.

Material and tools that were used during in the engagement included:

- Digital versions of the Discussion Paper, Information Brochure, and Summary Chart;
- Project Video summarizing the Secondary Dwelling Unit Project, including the proposed regulations;
- Urban and Rural Area online surveys;
- Dedicated email address;
- Question and Answer widget;
- Virtual Town Hall meetings held over two days.

This Appendix outlines some of the technical components and tools used in the Secondary Dwelling Unit project page, and a discussion on how staff were able to address matters such as accessibility.

1.0 Council Direction for Public Engagement

On September 30, 2020, Council directed staff to conduct public engagement with respect to the Secondary Dwelling Unit project in order to allow public to be informed and the ability to submit feedback, with the intent to bring a recommendation to Council by Q1 2021.

With the assistance of the Engage Hamilton public engagement staff through the City Manager's Office, the project specific portal was created and went "live" on October 17, 2020 and remained open until December 13, 2020.

Using this new public engagement platform allowed participants to submit feedback. To assist with communication between staff and participants, a dedicated email address (ResidentialZoning@Hamilton.ca) was created prior to the project page, and has been instrumental for participants to submit comments. A summary of the comments received via other methods is contained in Appendices "K-1" to "K-5" of Report PED20093(a).

2.0 Accessibility of Online Platforms

Not everyone is able to access the Engage Hamilton website (reasons include: access to technologies (such as a computer, tablet, or smart phone), the lack of knowledge on how the technology could be used or are not comfortable with using the technology, or individuals who may have impairments such as losses in visual or audio abilities).

Advertisements to the Engage Hamilton Portal was conducted through several means such as through e-blasts, the Hamilton Spectator, social media platforms (Twitter), YouTube video posts, banners on the City's website, and newsletters. Therefore there were many avenues that an individual could have been informed of the public engagement process.

Staff endeavor to address as many accessibility matters as possible and have done so through the following additional approaches:

- Videos included closed captioning to ensure that the audio impaired were able to watch the video while also reading the information. Conversely, having video content allows the visually impaired to access content without the need to read material. Contents in the video contains graphics with minimal text to ensure the information is easy to understand; and,
- Segments of the population may still prefer printed material rather than view content on the screen. Hard copies of the materials were made available for distribution.

3.0 Engage Hamilton Portal Contents and Outcomes

3.1 Discussion Paper, Brochure, and Summary Chart

All documents such as the Discussion Paper, Brochure, and Summary Chart were presented to Council in October 2020 and have been made available through the Engage Hamilton project page in a pdf format. These documents can also be downloaded for reading offline. Based on the analytics, these documents were downloaded a total of 552 times. The documents will remain on-line for the duration of the Residential Zone Project as archived material so anyone can access the documents even after the project's conclusion.

3.2 Video Presentation of the Secondary Dwelling Units

An important component of a traditional Public Information Centre are panel displays, which present information through a series of boards. Panel displays also accompanied the staff presentation. However, as public engagement has been moved to an online format, new tools were used to present the information. A video presentation was prepared by staff which included graphics and minimal text to provide a visual presentation. As noted in the accessibility section below, closed captioning was embedded in the video to ensure those with audio impairment could follow along. Through YouTube, the video was viewed about 100 times.

3.3 Urban and Rural Area Online Survey

One feedback tool was the use of Urban Area and Rural Area surveys. A survey was created for each area due to questions specific to either areas of the City. Survey results can be found in Appendix “L-1” to Report PED20091(a) for the Urban Area Survey and Appendix “L-2” to Report PED20091(a) for the Rural Area Survey.

3.4 Question and Answer Widget

One of the features of the Engage Hamilton portal is to allow participants to ask staff questions pertaining to the project. This widget would be similar to attendees to the Public Information Centres asking questions directly to staff. Throughout the public engagement period, a total of seven questions were submitted to staff. The widget remains archived and is available for viewing.

3.5 Virtual town Halls

One component of the public engagement process is a staff presentation which outlines the scope of the project, proposed regulations, and next steps. Two Town Hall-style online meetings were conducted via WebEx Events:

- November 12, 2020 7:00pm – 8:30pm
- November 16, 2020 1:00pm – 2:30pm

The meetings were hosted with the assistance of an independent facilitator and included the opportunity for participants to submit feedback and ask questions. Participants were required to register for the event and an opportunity to ask questions ahead of time. The 1.5 hour meeting consisted of a 30-minute staff presentation summarizing the project and present information on the proposed regulations. The remainder of the meeting was a discussion period where attendees provided feedback and ask questions to staff. A total of 30 attendees attended for each of the meeting. One of the virtual town hall meetings was uploaded to the portal if someone was not able to attend. A feedback report of the virtual town halls by the facilitator is available in the Engage Hamilton Project page (<https://engage.hamilton.ca/>). Comments received

during the Town Hall meetings are available in Appendices “K-1” to “K-5” to Report PED20093(a).

3.6 Stakeholder Meetings – Industry Leaders, Neighbourhood Association, and Special Interest Groups.

In addition to the two Town Hall meetings, two facilitator-led stakeholder meetings were held in the afternoon and evening of November 9, 2020. The afternoon meeting was held for the Industry Leaders and were represented by architects, planners, the West End Home Builders Association where 12 attended. The evening meeting was specific to the Neighbourhood Associations and were represented by nine associations and Environment Hamilton. For each of the meetings, a staff presentation provided a general overview of the project and information on the proposed regulations, followed by a Question and Answer Session. Comments received during the meetings are available in Appendices “K1” to “K-5” to Report PED20093(a).

Notifications for both meetings included a “save the date” eblast to each of the industry leaders and the Neighbourhood Association main contact person, both sent immediately following the commencement of the public engagement on the Engage Hamilton portal two weeks before the stakeholder meetings, followed by additional reminder emails to those people who did not RSVP or declined the invitation. Invitations were sent to 12 industry leaders and 50 Neighbourhood Associations listed. Invitees who were not able to attend the stakeholder meetings could also attend the November 12 and 16, 2020 Town Hall meetings and staff were available for off-line discussions with stakeholders as required.

Staff presented to the Agricultural and Rural Affairs Committee on November 27, 2020. The minutes of this meeting was contained in the February 2, 2021 Planning Committee agenda.

Comments received during the meetings are available in Appendices “K-1” to “K-5” to Report PED20093(a).

The facilitator’s report of the Townhall and Stakeholder meetings is available on the portal.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Andrew Hannaford	Overall support for SDUs	<ul style="list-style-type: none"> • Noted and acknowledged.
Larry Vankuren	<p>Against changing the small bungalow homes into two family dwellings as the families can be as large as two adults and several children in each unit and as the children grow older they want their own car and now the streets become clogged with vehicles and these streets are not that wide. This becomes a hazard as the little children run out onto the street and the cars and trucks, including garbage trucks and school buses speed down these streets, the delivery trucks are delivering packages are big culprits.</p>	<ul style="list-style-type: none"> • Explanation: An update is required to the Official Plan and Zoning By-law to permit SDUs on lots containing single detached, semi-detached, and street townhouse dwellings through the Province's Bill 108. The intent of the legislation is to provide greater housing options for a diverse household types and of all ages. However, it is not anticipated that every lot will be able to accommodate an SDU either because the lot is too small, construction costs, or personal preference.
	<p>Another concern I have with people living in the basements of these homes is that there is only one way out if there was a fire. Most of the bedrooms are at the farthest end of the basement. They are not designed for dual family living safely.</p>	<ul style="list-style-type: none"> • Explanation: Construction of a detached SDU or an SDU internal to the main dwelling requires Building Permit approval and is illegal when a homeowner establishes an SDU without Permits. During the Building Permit process, staff reviews the plans against the Ontario Building Code (OBC) and Fire Code, which addresses matters such as fire prevention and ability to escape in the event of a fire. SDUs built without Building Permits may not meet OBC and Fire Codes.
Jason Pichler	<p>Currently SDUs are not permitted as the regulations are unclear. Homeowners would like to contribute but appears to be permitted by professionals.</p>	<ul style="list-style-type: none"> • Explanation: The purpose of introducing new regulations is to provide clarity and remove regulations that are unnecessary. Staff will be developing "plain language" implementation manuals that will explain the zoning regulations and requirements should a homeowner wish to proceed with creating one or more SDUs on their property.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Ken Tilden	Does the City of Hamilton have an Architect on Staff advising on Architectural Design expectations?	<ul style="list-style-type: none"> • Explanation: Under the Planning Act, the City cannot control the architectural design of SDU's; however, we can control the size, height and the location of the building on the site.
Rose Lukosis	Extremely disappointed that the neighbourhoods adjacent to McMaster University and Mohawk College did not attend the stakeholder meeting. We have seen what happens when absentee landlords convert homes into multi unit dwellings. We live with our streets filled with cars parking all day and night even when signs do not permit it and enforcement is only based on complaints. We see the lack of property standards, garbage, lawn maintenance, etc., although the City has attempted to add student bylaw enforcement officers pre-Covid.	<ul style="list-style-type: none"> • Explanation: As part of the Neighbourhood Association Stakeholder Meeting, all neighbourhood associations were invited to the stakeholder association, including ones located near the McMaster University and Mohawk College. • Prior to the establishment of an SDU (whether internal to the principal dwelling or a detached SDU), a Building Permit will be required prior to the construction of an SDU, and the Ontario Building Code sets out minimum requirements relating to the preparation and submission of plans and drawings. An architect may not be required but a licensed designer (OBN registered) is required. • Many of the concerns are related to property standards such as illegal parking, garbage, lawn maintenance, etc. Municipal law enforcement should be notified.
Andrew Hannaford	Generally need more multiple choice options in the survey. Such as “do not intend to build an SDU but supportive”.	<ul style="list-style-type: none"> • Noted and acknowledged.
Waverly Birch		<ul style="list-style-type: none"> • Feedback of the results will be considered in the development of future surveys.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Andy Tran	The concerns with respect to parking and maximum GFA of a detached SDU would increase the need to go to Committee of Adjustment for Minor Variance approval.	<ul style="list-style-type: none"> • Explanation: The SDU regulations (including ones mentioned in the comment) were created understanding it will not address every lot or every scenario, and variances may be inevitable in some situations.
Yuriy Nesvit	I am curious if it would be possible to put a secondary unit on a "commercially" zoned single house property?	<ul style="list-style-type: none"> • Explanation: Currently, other than Residential Zones, there are limited zones that permit single detached dwellings, such as the Downtown Residential (D5) Zone in Hamilton Zoning By-law No. 05-200. An SDU can be established on a lot which the existing zone permits, and the lot contains a single detached, semi-detached dwelling, or street townhouse dwelling.
Michelle Marcotte	I am quite concerned that the regulations do not meet the needs of seniors or persons with disabilities. I have contacted Professors at McMaster Center for Optional Aging and asked for their involvement to make sure these regulations are more suitable for seniors.	<ul style="list-style-type: none"> • Explanation: SDUs increase housing options in Hamilton that will be suitable to many household types, including seniors. Permitting SDUs does not address housing to only one age group or household type, but is a one of many solutions to housing options. • The Ontario Building Code sets out required building standards in which all buildings and structures must comply, including SDUs. Zoning can be more permissive and enabling than the Ontario Building Code, and is up to the landlord and designer to ensure the SDU is appropriate for senior living.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
West End Home Builders Association (WEHBA) c/o Kirstin Jensen	Make the process of creating new detached secondary units, or the conversion process to produce internal accessory units, an option in as many housing forms and properties across the City, and in a straightforward and efficient manner that does not result in an overload of planning applications.	<ul style="list-style-type: none"> • Explanation: The proposed regulations have been minimized to balance the need of increasing housing options with other corporate and community objectives (e.g. privacy, climate change, community integration.)
Garth Brown	Dire need for additional affordable housing in Hamilton is a matter of human health and human right. Despite the high cost of construction of SDUs, they are being constructed throughout the GTA. Need an integrated approach to address housing issues.	<ul style="list-style-type: none"> • Explanation: Permitting SDUs is one only piece of the housing puzzle where the intent is to increase housing options in the City, and housing diversity for different demographics. Although some SDUs may have lower rents, SDUs by themselves may not be affordable. Staff have been working with other Departments to develop an overall Housing Strategy for the City.
Tracy Pearce-Kelly	I am considering a secondary unit to offer low income housing and want to give back as the community which is struggling with homelessness and mental health. am looking to create a low income unit to give back, and to help someone have a safe autonomous space where they can build self worth and a new life.	<ul style="list-style-type: none"> • Explanation: Noted. Proposed regulations would assist in the initiative.
Chris Bryan	Many homes being converted in the neighbourhood, now the homes are not maintained. No gardening being done, garbage cans and recycling boxes being left on the street weeks after pickup.	<ul style="list-style-type: none"> • Explanation: Municipal law enforcement would be responsible to ensure the landlord is notified and corrected.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Don and Patti Cook	Tenants living in the rental properties do not maintain their properties. No snow shovelling or lawn mowing. Inconvenience to those with barrier-free needs.	<ul style="list-style-type: none"> • Explanation: The concern of not keeping the property to a minimum standard is a property standards matter. Municipal law enforcement would be responsible to ensure the landlord is notified and corrected.
	Landlord created four units in the house and inspectors have tried to enter the property but refuses entry.	<ul style="list-style-type: none"> • Explanation: The new regulations would only permit one SDU within an existing dwelling. Creating three additional dwelling units is not permitted.
	Request of the City to create rules on the ability to monitor rental properties and not have homeowners to snitch on the rental properties.	<ul style="list-style-type: none"> • Explanation: City Council may consider a rental licencing program. Such a program would require landlords to obtain a license.
Diane Woehl	Against Secondary dwellings. Especially on this small street.	<ul style="list-style-type: none"> • Explanation: Bill 108 requires all municipalities in Ontario to permit SDUs in the Official Plans and Zoning By-laws. The question is not if the City should permit SDUs, but the question is what regulations should be included to ensure community integration.
	I have complained about the parking, blocking our driveway when there are two cars parked on both sides of the driveway, hard to see cars on the street.	<ul style="list-style-type: none"> • Explanation: The matter is a parking enforcement issue. Generally, each SDU is required 1 parking space per dwelling

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Christine Crooks	The main concern is the landlord construct the units without a permit. Concern about the safety of these units.	<ul style="list-style-type: none"> • Explanation: Building Permits are required for the construction of converted dwellings. Constructing without a Permit is illegal and is not safe for the tenants and abutting neighbours.
	Property maintenance companies do not keep up with grounds keeping and tenants lack "pride of ownership". The neighbourhood suffers when there is overgrown grass and weeds and/or snow not taken seriously.	<ul style="list-style-type: none"> • Explanation: Property standards matter. Municipal law enforcement would be responsible to ensure the landlord rectifies the matter.
	Over time in the neighbourhood, the number of cars that are parked on the driveway is now three. Some don't even park on the driveway anymore and park on the street.	<ul style="list-style-type: none"> • Explanation: Parking enforcement issue. Each SDU is required 1 parking space per dwelling.
Tony Bruyn	Against Secondary dwellings. The main concern is the landlord construct the units without a permit. Concern about the safety of these units.	<ul style="list-style-type: none"> • Explanation: Building Permits are required for the construction of converted dwellings. Constructing without a Permit is illegal and is not safe for the tenants and abutting neighbours.
	There is a lot of junk in the driveway, interior, and backyard.	<ul style="list-style-type: none"> • Explanation: The comment is a property standards matter. Municipal law enforcement would be responsible to ensure the landlord rectifies the matter.

**Summary of Written General Comments Received for
Secondary Dwelling Units**

Submitted by	Written Comments	Staff Response
Lorraine Vaillancourt	Disagree with converting single detached dwellings to two family homes.	<ul style="list-style-type: none"> • Explanation: Bill 108 requires all municipalities in Ontario to permit SDUs in the Official Plans and Zoning By-laws. The question is not if the City should permit SDUs, but the question is what regulations should be included to ensure community integration.
	My street now has so many vehicles most places you have to go in a single file. Most homes have 3 vehicles with no parking on the property.	<ul style="list-style-type: none"> • Explanation: Parking enforcement issue. Each SDU is required 1 parking space per dwelling.
Karen and Jerry	Survey was extremely limited in regards to the secondary dwelling unit that is a separate building and maximum size. The size should be based on the available space on a particular sized lot.	<ul style="list-style-type: none"> • Explanation: To size of the detached SDU is a combination of maximum gross floor area, maximum lot coverage, setbacks from the property line, and the minimum distance between the main dwelling and the detached SDU. All of the abovementioned regulations must be complied with.
	Have concerns with rental developers and changing a family friendly neighbourhood to rental duplexes.	<ul style="list-style-type: none"> • Explanation: Bill 108 requires all municipalities in Ontario to permit SDUs in the Official Plans and Zoning By-laws. Further, Bill 108 does not allow municipalities to control who resides on the property. For example, the Zoning By-law cannot regulate that the homeowner must live on the same property as the rental unit.
	Concerned about maintenance and upkeep like snow clearing or grass cutting.	<ul style="list-style-type: none"> • Explanation: Property standards matter. Municipal law enforcement would be responsible to ensure the landlord rectifies the matter.

**Summary of Written Comments Received for
Internal Secondary Dwelling Units in the Urban Area**

Submitted by	Written Comments	Response from Proposed Regulations October 2020
Garth Brown	Remove minimum size restrictions to allow the creation of smaller units. Supports the recommendation of maximum size of 50%.	<ul style="list-style-type: none"> • Explanation <p>The proposed regulations for SDUs internal to principal dwellings and detached SDUs do not include minimum size requirements for the SDU or the principal dwellings.</p> <p>Intent is to limit minimum size requirements for both types of SDUs, and leave it through the OBC. Maximum size for internal SDUs would be unrestricted. There would be flexibility on which dwelling unit becomes the "principal" unit.</p>
	Support allowing entrance for the SDU for detached and semi-detached (to face the street) in the Lower City, and street townhouses throughout the city where they can be esthetically and functionally acceptable.	<ul style="list-style-type: none"> • Explanation <p>Uniform entrance regulations by geographic area and not by dwelling type is what is being proposed. The intent is to maintain an existing general appearance from the street, especially in suburban areas where there is only one front door facing the street.</p>
Indwell c/o David Vanderwindt	Do not support minimum size requirements.	<ul style="list-style-type: none"> • Explanation <p>The proposed regulations for SDUs internal to principal dwellings and detached SDUs do not include minimum size requirements for the SDU or the principal dwellings.</p>
Mary Lynn and Scott Taylor	Main concern is that there are many homes on the street that have been converted from a single-detached dwelling to a dwelling containing many smaller dwelling units such as a basement apartment. Also ones that have been converted to a lodging house.	<ul style="list-style-type: none"> • Explanation <p>SDUs are dwelling units that contain living areas, kitchen, and dining area, and are subordinate to the principal dwelling. SDUs are not considered lodging houses by definition. Any conversions to permit an additional dwelling unit requires a Building Permit.</p>

**Summary of Written Comments Received for
Internal Secondary Dwelling Units in the Urban Area**

Submitted by	Written Comments	Response from Proposed Regulations October 2020
	<p>Concern how single-detached dwellings be allowed to be converted with a permit. Many of them have no permits issued. And if there was a Building Permit issued to the dwelling, what is actually constructed and what was permitted to be constructed is different.</p>	<ul style="list-style-type: none"> • Explanation <p>A Building Permit is required to construct an SDU. The Building Division inspects the premises based on the Building permit.</p>
	<p>Concerned about the minimum dwelling size requirement for both dwelling units under Section 19.1(1) of Hamilton Zoning By-law No. 6593.</p>	<ul style="list-style-type: none"> • Explanation <p>The minimum dwelling size requirement will be removed as part of the SDU project. Minimum dwelling size requirements are subject to OBC requirements.</p>
<p>Comments from Town Hall Meetings</p>	<p>In some areas of the lower city especially in the north end, it may not be as important because there are already areas that have two street fronting entrances.</p> <p>Depending on where they are in the city, participants either strongly support maintaining one street facing entrance or do not feel that it is important.</p>	<ul style="list-style-type: none"> • Explanation <p>Comments are noted. Maintaining the streetscape and general appearance from the street is important in certain areas only one front door is the main characteristic of the streetscape</p>
<p>Comments from Town Hall Meetings</p>	<p>Protecting neighbourhood character based on what exists was noted as an important reason to maintain one front door. Some residents feel that maintaining one front door is very important.</p>	

Detached Secondary Dwelling Units
Comments in the Urban Area

Submitted by	Written Comments	Staff Response
Geoff Palmer	Maximum height restrictions is too limiting, as it forces non-traditional style of roofing for a two-storey SDU. Likely only flat roof styles will accommodate the 6m proposed restriction. Should be restricted to a height relative to the existing home/neighbouring homes.	<ul style="list-style-type: none"> • No change in the regulation <p>No changes are proposed. City of Toronto's laneway house has a maximum height of 6.0 metres as well. The proposed height still allows for a 2-storey detached SDU.</p>
Garth Brown	Permitting SDUs in detached, semi-detached, and townhouse dwellings. Let the homeowner determine the layout of the SDU to determine overall compliance.	<ul style="list-style-type: none"> • Acknowledged <p>The intent of the SDU project is to permit the use in a variety of dwelling types. Further, there is flexibility in allowing the homeowner to determine the layout of the SDU.</p>
Ken Tilden	My existing 2 story wood frame garage . It would seem ideal and we would be interested in renovating suiting City requirements , the OBC and any required Municipality Standards.	<ul style="list-style-type: none"> • Explanation <p>Resident may be able to establish a detached SDU, subject to zoning by-law regulations, OBC, and Fire Code requirements.</p>
Ken Bekendam	Minimum distance from front lot line - wording is confusing	<ul style="list-style-type: none"> • Revision to the Regulation <p>The wording of the proposed regulation in the Discussion paper has been revised to simplify the language and a contained in the regulation has been reviewed by staff and the wording has remained.</p> <p>Further, rather than calculating how far the detached SDU should be sited based on the principal dwelling, the regulation requires a minimum 5.0 metres distance from the front façade of the principal dwelling and therefore the intent of the regulations remains.</p>

Detached Secondary Dwelling Units
Comments in the Urban Area

Submitted by	Written Comments	Staff Response
Leigh Reid	More SDUs would be built in Ward 1 if the 1 metres emergency access was between houses and not between house and property line. Reduction to 0.9 metres would increase the number of laneway houses being built.	<ul style="list-style-type: none"> • No change to the regulation. <p>In jurisdictions such as Toronto, the access path has been reduced to 0.9 metres. However, discussions with the Chief Building Official and Fire Services have concluded the reduction will not be considered at this time.</p> <p>In addition, this regulation is consistent with other regulations in the Zoning By-law, both existing and under future consideration, related to side yard setbacks.</p> <p>The setback has also been included for the purposes of storm water management.</p>
	Crime in laneways have been a concern, with cars being vandalized over the years. Discussion Paper did not mention how laneway houses will impact crime.	<ul style="list-style-type: none"> • Explanation <p>Detached SDUs in the rear yard will help in overall surveillance where in the past, residents residing in the principal dwelling and in front of the property may not be aware of disturbances in the back.</p>
	Mobile homes is becoming more of a solution to affordable house. Creating areas that support mobile housing (parking pad, shore power, water, facilities, lighting, etc.) should be addressed in the secondary dwelling updates.	<ul style="list-style-type: none"> • Explanation <p>Mobile homes (homes that are movable with wheels attached) are not permitted in the urban area. All homes must be secured onto a foundation, wheels removed and, hooked up to municipal services.</p>
	Residential sprinklers have been a mandate of the IAFF and fire prevention teams throughout the world, it seems there could be an opportunity to allow some variances to allow a secondary unit to be built with the provision of being sprinklered	<ul style="list-style-type: none"> • No change in the Regulation. <p>Mandating the use of sprinklers is determined by the Ontario Building and Fire Codes. Further, requiring sprinklers will greatly increase construction costs.</p>

Detached Secondary Dwelling Units
Comments in the Urban Area

Maximum Lot Coverage for Detached SDU

Submitted by	Written Comments	Staff Response
Philip Toms	Maximum 25% lot coverage is too low a number. A project we did on Aberdeen Ave in Ward 1 and built back in 2018. Lot Area of 580 square metres with a combined coverage (principal dwelling plus SDU) of 200 square metres which gives a Lot Coverage of 34.5%.	<ul style="list-style-type: none"> • No change in the regulation <p>Currently, most Zoning By-laws have maximum lot coverages of all buildings on a lot, including accessory buildings. The recommendation is to retain the existing lot coverage requirements rather than amend the percentages, which would require more research.</p> <p>However, where maximum lot coverage regulations are not present, a maximum 25% lot coverage for all accessory buildings apply and to the entire lot, and does not include the principal dwelling.</p>
Ken Beckendam	Maximum Lot Coverage - Is this for the detached structure or including the principal?	<ul style="list-style-type: none"> • No change in the regulation <p>The proposed regulation applies only to the detached SDU and all accessory buildings. It does not include the principal dwelling.</p>

Detached Secondary Dwelling Units
Comments in the Urban Area

Maximum Floor Area for Detached SDU

Submitted by	Written Comments	Response from Proposed Regulations October 2020
Geoff Palmer	50 square metres too small, overly limits the demographic spectrum	<p>Revision to the Regulation</p> <ul style="list-style-type: none"> • Following consultations, it was determined the proposed maximum GFA of 50.0 square metres was too small. Detached SDUs that have been, or currently undergoing design and construction, exceeds that amount. • As a result of the public feedback, the amended regulation increases the maximum GFA for a detached SDU from 50.0 to 75.0 square metres to allow for a greater degree of flexibility in design while also meeting needs of household types and living situations. • Detached SDUs cannot be larger than the principal dwelling as it is considered accessory. Therefore, not all detached SDUs can be built to the maximum size. • The originally proposed regulation (maximum Gross Floor Area (GFA) of 50.0 square metres, or 538 square feet) was inspired by the Laneway Housing Pilot Project (By-law No. 18-299).
Andy Tran	Maximum size of 50 square metres is too small. The cost of construction would be expensive for a dwelling unit that is too small (on a per square metre). Limit a portion of the demographics due to the smaller size.	
Garth Brown	Allow the lot size and size of the principle residence determine the size of the new unit. Proposed maximum size is too small.	
Emma Cubitt	Maximum size for a detached SDU is too small. Many of her client's projects far exceeds 50 square metres, some close to 100 square metres. Consider increasing the maximum size requirements.	
West End Home Builders Association (WEHBA) c/o Kirstin Jensen	The maximum unit size of 50 sq. m. proposed is prohibitively small and is going to severely limit the ability of a large portion of the City to be able to cost-effectively construct a detached dwelling unit on their properties.	
Ken Bekendam	Maximum Unit Size - Increase to 65 square metres. Make sure basement may be used.	

Detached Secondary Dwelling Units
Comments in the Urban Area

Minimum Side and Rear Yard Setbacks

Submitted by	Written Comments	Response from Proposed Regulations October 2020
Ken Bekendam	Minimum distance from the main dwelling of 7.5 metres - Requirement will send many applications to Committee of Adjustment. Reduce to 3.0 metres.	<ul style="list-style-type: none"> • No change in the regulation <p>The purpose of a minimum distance between the principal dwelling and the detached SDU is to allow an uninterrupted backyard space and for landscaping and grading and drainage, and space for other accessory uses such as a shed.</p>
Ken Bekendam	Setback from lot line - Reduce to 0.6 metres	<ul style="list-style-type: none"> • Revision to the regulation
Leigh Reid	Setback from the side lot line unnecessary and creates unused greenspace. Proper drainage plan should overcome grading and drainage concerns.	<p>The purpose of having an appropriate minimum setback from a property line is:</p> <ul style="list-style-type: none"> ○ Ensure grading and drainage without impacts on abutting properties; ○ The ability for the homeowner to maintain and repair the SDU building; ○ Ability for windows to be installed on the side of the detached SDU (due to OBC regulations). <p>Following the public engagement, it was determined through consultations with staff that a the initial proposed minimum setback of 1.0 metre has been increased to 1.2 metres. Parts of city where there are drainage and flooding concerns, and parts of the city where combine sewers exists, the need to address drainage is particularly important to avoid stormwater runoff into neighbouring properties during extreme weather events.</p>

Detached Secondary Dwelling Units
Comments in the Urban Area

Design Requirements for Detached SDU

Submitted by	Written Comments	Response from Proposed Regulations October 2020
Waverly Birch	Survey asked about if windows should be restricted to facing the "side yard, backyard, or street (if I recall correctly)" and it seemed I was forced to choose one of these. I ultimately chose backyard, but this data is not representative of my actual opinion, which would be that it could be any of the above.	<ul style="list-style-type: none"> • Acknowledged <p>Side yard, backyard, and street are preferred options.</p>
	Any of the above for the question regarding the orientation of rooftop patios.	
Ken Bekendam	Allow balconies, people need to put garbage cans when they live in second floor units.	<ul style="list-style-type: none"> • No change in the regulation <p>The purpose of prohibiting balconies on the second floor is to minimize potential impacts such as noise, privacy and overlook. For Detached SDU, residents have access to the ground floor and garbage can be placed in the receptacle.</p>
Andrew Hannaford	In the survey, there should be "no restriction" option for window on second floor.	<ul style="list-style-type: none"> • Revision to the regulation <p>The proposed regulation allowing windows on the second floor has been removed due to the proposed minimum 1.2 metres setback of the detached SDU from the property line. The OBC requires a minimum 1.2 metres from any property line is required to ensure prevention of fire spreading to and from abutting properties.</p>

**Summary of Written Comments Received for
Secondary Dwelling Units in the Rural Area**

Submitted by	Written Comments	Response from Proposed Regulations October 2020
James Goodram	<p>Will SDUs be permitted on farm properties that have single detached dwelling?</p> <p>Should be permitted to allow aging/retiring farmers stay "at home" while allowing the next generation to raise their family and provide for both at the same time</p>	<ul style="list-style-type: none"> • Proposed regulation added to allow accessory SDUs <p>Secondary Dwelling Units (SDUs) would be permitted on lots, including farm properties that containing a single detached and semi-detached dwelling.</p> <ul style="list-style-type: none"> • Based on Council direction, only SDUs internal to the principal dwelling are being considered at this time,
Thomas Klak	<p>Have a Building Permit to put in an SDU, permit rejected and need to go through ZBLA. Homeowner interested because of their intention to build a unit.</p>	<ul style="list-style-type: none"> • Explanation <p>Prior to the approval of Zoning By-laws by Council, the owner will still need to go through ZBLA as the SDU regulations have not been brought forward to Council at this time.</p> <p>Detached Units will require an Official Plan Amendment along with a Zoning By-law Amendment.</p>
Pat Donald	<p>There are no immediate plans for change of bylaws for SDU's in rural areas, the first phase applies only to urban designations Only existing rural option is to apply for a zoning change for individual properties to build a free standing garden suite to be dismantled within 20 years. The above choice seems counterproductive if free standing SDU's are to be permitted under proposed changes - that is these structures would not have to be dismantled.</p>	<ul style="list-style-type: none"> • Proposed regulation added to allow accessory SDUs <p>As a clarification, the scope of the SDU project is to also permit SDUs in the rural area. However, the focus is SDUs internal to single-detached and semi-detached buildings. Garden suites remain an option for a detached dwelling, but are only permitted with a maximum 20 year limit, as legislated in the <i>Planning Act</i>.</p>

Parking Regulation Comments for Secondary Dwelling Units

Parking Standards

Submitted by	Comments	Staff Response
Garth Brown	Although there is a need to encourage public transit, the reality is people drive. However, supports eliminating parking requirement where transit is readily available (as Toronto did in 2019).	<ul style="list-style-type: none"> • Amended Regulation to allow no parking space requirement for certain areas of the lower city. <p>A citywide parking standard is 1 space per SDU. In Lower Hamilton, no parking space is required for SDUs on lots containing a legally established single detached, semi-detached, street townhouse, and townhouse dwelling. The rationale is there are other transportation options such as cycling, walking, and public transit. Further, existing dwellings might not have sufficient space to accommodate an extra parking spot.</p>
Indwell c/o David Vanderwindt	Rules that require 1 parking spot per unit are also typically counter-productive.	

Parking Regulation Comments for Secondary Dwelling Units

Minimum Landscaping Requirements

Submitted by	Comments	Staff Response
Garth Brown	Consider parking in the front yard, especially for lots do not have room for tandem parking, and still meets the 50% landscaping requirements.	<ul style="list-style-type: none"> • Revisions to the regulations <p>Certain Zoning By-laws prohibit parking in the required front yard to reduce a clutter of cars from the street. However, these regulations reduce the opportunity to allow for additional parking for SDUs.</p> <p>New regulations have been added since the October 2020 public engagement to allow parking in the required front and flankage yard. However,</p>

Parking Regulation Comments for Secondary Dwelling Units

Tandem Parking

Submitted by	Comments	Staff Response
Andy Tran	Concern about not permitting tandem parking. With up to three dwelling units on a single lot, may need up to 8.1 metres in driveway width, or variances needed.	<ul style="list-style-type: none"> • No Change to the Proposed Regulation <p>Existing Zoning By-laws such as Hamilton Zoning By-law No. 6593 does not permit tandem parking on lots containing a converted dwelling (principal dwelling and SDU). The proposed regulation will maintain the regulation and not permit tandem parking.</p> <p>The proposed regulation requires 1 parking space per SDU. However, tandem parking is permitted for non-required parking spaces.</p>
West End Home Builders Association (WEHBA) c/o Kirstin Jensen	Prohibiting tandem parking will result in an increase of minor variance applications, for both parking requirements and minimum landscaping requirements. This could lead to an over-paving of several properties across the City and an overall reduction in front yard landscaping on properties.	
Ken Beckendam	Parking - Allow Tandem Parking	

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
<p>In some areas of the lower city especially in the north end, it may not be as important because there are already areas that have two street fronting entrances.</p> <p>Depending on where they are in the city, participants either strongly support maintaining one street facing entrance or do not feel that it is important.</p>	<ul style="list-style-type: none"> • Explanation <p>Comments are noted. Maintaining the streetscape and general appearance from the street is important in certain areas only one front door is the main characteristic of the streetscape</p>
<p>Protecting neighbourhood character based on what exists was noted as an important reason to maintain one front door. Some residents feel that maintaining one front door is very important.</p>	<ul style="list-style-type: none"> • Explanation <p>Bill 108 requires municipalities in Ontario to permit SDUs in the Zoning By-law. Further, the regulations implement existing policies in the Urban Hamilton Official Plan to permit SDUs within the Neighbourhoods designation. The purpose of the regulations is to ensure impacts are minimized such as overlook, privacy, and noise.</p>
<p>There will be significant pushback if allow SDU in backyard. This was noted to potentially be a significant issue in some areas of the city particularly in Ancaster where SDUs in backyards would create new overlook with new units looking into the backyards of abutting residences. Would like to see more regulations to address overlook and privacy.</p>	<ul style="list-style-type: none"> • No change in the regulation. <p>There are no plans to amend maximum projections for Fire Escapes as the OBC regulates such exits.</p>
<p>For detached SDUs unassociated with a laneway – concerns were raised about overlook and how these can be accommodated on different lots sizes protecting privacy and use of yards.</p>	<ul style="list-style-type: none"> • No change in the regulation. <p>Mandating the use of sprinklers is determined by the Ontario Building and Fire Codes. Further, requiring sprinklers will greatly increase construction costs</p>
<p>It was noted that the fire escape projection of 1 metre is very difficult to comply with when design to the Ontario Building Code especially for 2nd and 3rd floor fire escapes. Any effort to increase this projection noting that this is not relating to the clear path for fire personnel.</p>	<ul style="list-style-type: none"> • No change in the regulation. <p>Mandating the use of sprinklers is determined by the Ontario Building and Fire Codes. Further, requiring sprinklers will greatly increase construction costs</p>
<p>Will the city be allowing sprinkler protection in lieu of 40 metres fire access? (reference to BCC ruling about fire access for LH in Toronto: ruling 19-31-1551.</p>	

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
<p>The proposed maximum lot coverage of 25% was noted to be workable for scale in some areas of the city where there are 40 to 50 foot frontages. For other areas, especially in the lower city, 25% is seen to be too restrictive and 35% is seen as more realistic.</p>	<ul style="list-style-type: none"> • Explanation <p>Currently, most Zoning By-laws have maximum lot coverages of all buildings on a lot, including accessory buildings. The recommendation is to retain the existing lot coverage requirements rather than amend the percentages, which would require more research.</p> <p>However, where maximum lot coverage regulations are not present, a maximum 25% lot coverage for all accessory buildings apply and to the entire lot, and does not include the principal dwelling.</p>
<p>Industry representatives commented that the "one number fits all approach" doesn't work and that a matrix table with frontage, lot depth, and percentage of coverage should fall out of the specifics of the lot that you are dealing with.</p>	<ul style="list-style-type: none"> • Explanation <p>The new Zoning By-law is intended to be easier to apply and understand. Further, it is very difficult to develop set of regulations that will address every lot size and configuration.</p>
<p>It was noted that there needs to be flexibility to adapt to different situations in different wards which may have smaller lots, laneways and different conditions for garages and back gardens.</p>	
<p>The maximum GFA of 50 square metres is seen as too small and is expected to result in minor variance applications for most of the units.</p> <p>The city should consider a maximum of 70 to 80 square metres which is seen as being more consistent with requirements established in other municipalities and allows for more than a one room or one bedroom unit. A higher number that allows for modest 2 bedroom units would likely allow for more "as of right" applications.</p>	<ul style="list-style-type: none"> • Revision to the Regulation • Following consultations, it was determined the proposed maximum GFA of 50.0 square metres was too small. The regulation has been amended to increased the maximum GFA for a detached SDU from 50.0 to 75.0 square metres to allow for a greater degree of flexibility in design while also meeting needs of household types and living situations. • Detached SDUs cannot be larger than the principal dwelling as it is considered accessory. Therefore, not all detached SDUs can be built to the maximum size.

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
Clarification was sought on how 50 square metres would apply within the unit.	<ul style="list-style-type: none"> • Explanation <p>The Gross Floor Area is the maximum size of the area of the building which could be organized over two floors (with a maximum building height of 6.0 metres), and would not include non-habitable spaces such as mechanical room.</p>
The distance from the principle dwelling of 7.5 metres to the detached SDU is too large. There are many backyards that will not be able to maintain this distance and will lead to COA applications. It would be great to come up with a more reasonable distance.	<ul style="list-style-type: none"> • No change in the regulation <p>The purpose of a minimum distance between the principal dwelling and the detached SDU is to allow an uninterrupted backyard space and for landscaping and grading and drainage, and space for other accessory uses such as a shed.</p>
Would like to see side yard setbacks eliminated on one side noting that there are other ways to address visual overlook and spatial separation for fire. Eliminate one of side yard setbacks – aside from spatial setback – side yard setback for decks are forgotten space make one zero and allow for access between the garden and shed.	<ul style="list-style-type: none"> • Revision to the regulation <p>The purpose of having an appropriate minimum setback from a property line is:</p> <ul style="list-style-type: none"> ○ Ensure grading and drainage without impacts on abutting properties; ○ The ability for the homeowner to maintain and repair the SDU building; ○ Ability for windows to be installed on the side of the detached SDU (due to OBC regulations).
Questions about what the minimum side yard requirement will be and how it will affect potential laneway housing as lots that typically have access to laneways may not be able to meet this minimum due to narrow lot size	<p>Following the public engagement, it was determined through consultations with staff that a the initial proposed minimum setback of 1.0 metre has been increased to 1.2 metres. Parts of city where there are drainage and flooding concerns, and parts of the city where combine sewers exists, the need to address drainage is particularly important to avoid stormwater runoff into neighbouring properties during extreme weather events.</p>

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
<p>Some noted that they agree with the regulations for balconies and existing stairs. There needs to be something built in for flexibility in design. The example of having second floor balconies on a laneway could be a good design solution that puts life on the laneway.</p>	<ul style="list-style-type: none"> • Revision to the regulation <p>The proposed regulation allowing windows on the second floor has been removed due to the proposed minimum 1.2 metres setback of the detached SDU from the property line. The OBC requires a minimum 1.2 metres from any property line is required to ensure prevention of fire spreading to and from abutting properties.</p>
<p>A reconsideration of minimum setbacks suggested to address overlook from second floor windows that overlook adjacent backyards instead of having the requirement for no windows on three of the four facades. It was noted that having no windows is not practical or reasonable to request for most projects. If necessary, perhaps having a translucent film on the lower portion of the second floor windows to mitigate overlook would be reasonable.</p>	

Minimum Landscaping Requirements

Comments	Staff Response
<p>For areas in the inner city and north end where there are small driveways, it was noted that it is not possible to add a parking spot unless you remove the front lawn, which is against the bylaw.</p>	<ul style="list-style-type: none"> • Revisions to the regulations <p>Certain Zoning By-laws prohibit parking in the required front yard to reduce a clutter of cars from the street. However, these regulations reduce the opportunity to allow for additional parking for SDUs.</p> <p>New regulations have been added since the October 2020 public engagement to allow parking in the required front and flankage yard. However,</p>
<p>Concerns were noted about the impact of the requirement for parking on front yard landscaping. Hardscaping was noted to be an issue that could affect character with front yards being used for parking. More consideration of greenscaping and less impervious surfaces are recommended.</p>	
<p>Hardscaping was noted to be an issue that could affect character with front yard being used for parking.</p>	

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Comments	Staff Response
<p>It was noted that the definition and permission for what is allowed for front yard landscaping includes hardscaping (paving stones) and this should be reconsidered to ensure that a certain percentage is maintained green.</p>	<ul style="list-style-type: none"> • No change to the regulation <p>The existing definitions of landscaping in all Zoning By-laws allows hardscaped materials such as concrete walkways and use of paving stones. At this time, the definitions will not be amended as analysis would be required to determine what percentage is appropriate.</p>
<p>More consideration of greenscaping and less impervious surfaces are recommended to address urban heat islands, more severe weather events and climate change considerations.</p>	

Parking Standards and Regulations

Written Comments	Response from Proposed Regulations October 2020
<p>There are different opinions on the requirement of one parking space for SDUs based on where in the city the SDU would be located.</p> <p>One parking space per unit is supported and seen as necessary and sufficient in many areas.</p>	<ul style="list-style-type: none"> • Explanation • Amended Regulation to allow no parking space requirement for certain areas of the lower city. <p>A citywide parking standard is 1 space per SDU. In Lower Hamilton, no parking space is required for SDUs on lots containing a legally established single detached, semi-detached, street townhouse, and townhouse dwelling. The rationale is there are other transportation options such as cycling, walking, and public transit. Further, existing dwellings might not have sufficient space to accommodate an extra parking spot.</p>
<p>Residents at the virtual town halls noted that requiring 1 parking spot for an SDU could disqualify a lot of properties in the older area and in the lower city e.g. north end and neighbourhoods on Hamilton Mountain. They expressed concern that the 1.0 parking rule per SDU is going to be the biggest hindrance to encouraging homeowners to building SDUs on the Mountain. It may encourage homeowners to build SDUs without involving the city at all.</p>	
<p>Others note that many areas have a real problem with parking currently and the contemplation for no parking for SDUs in lower Hamilton would be problematic e.g. the East Central City.</p>	

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
Residents ask - if parking is required city wide, can a parking reduction through a minor variance be considered on a case by case basis so that parking can be evaluated as SDUs are constructed.	<ul style="list-style-type: none"> • Explanation <p>Each Minor Variance application are reviewed on a case-by-case basis, even for identical variances on the same street.</p>
If there is laneway access to a lot can the parking for the SDU be in the backyard.	<ul style="list-style-type: none"> • Explanation <p>Yes, if the laneway serves as an access to parking that are located in the rear of the lot, then parking for SDUs can also be accessed the same way.</p>
Will the city waive parking requirements for the following where a where a SDU is being created for a senior/family member/in law suite who does not drive?	<ul style="list-style-type: none"> • Explanation <p>No, staff cannot waive any regulations in the Zoning By-law. A Minor Variance application must be submitted if no parking is requested.</p>
Will the city waive parking requirements where the principal house is on a transit route which would encourage density in a good place for it along transit routes and in places where cars would be less needed?	
With respect to encouraging aging in place, seniors housing and granny units, questions were noted as to whether these would be considered SDUs and therefore require 1 parking space.	
Parking is an ongoing issue in many areas of the city. In areas where there are a number of illegal apartments and student housing it was noted that parking is a problem with some houses have multiple cars using on street parking.	<ul style="list-style-type: none"> • Explanation <p>There are no plans for parking maximums at this time, as such a regulation may reduce the number of parked vehicles on a lot. A regulation limiting a maximum 50% of the front yard to parking would maintain landscaping and streetscape.</p>
While many understand that tandem parking is not ideal for an attached SDU, there is concern that by not allowing tandem parking, this will negate the opportunity for many SDUs and trigger minor variance application for parking.	<ul style="list-style-type: none"> • No Change to the Proposed Regulation <p>Existing Zoning By-laws such as Hamilton Zoning By-law No. 6593 does not permit tandem parking</p>

**Summary of Comments Received during
November 12 and 16, 2020 SDU Town Hall Meetings**

Written Comments	Response from Proposed Regulations October 2020
<p>Disallowing tandem parking should be reconsidered as it will limit the amount of homes that can create secondary dwellings in the city. Many homes in Hamilton, detached and otherwise, only have an option for tandem parking currently as parking is fit between two homes or the driveway is shared with another home. The question was raised as to what the options would be for these homes regarding parking requirements.</p>	<p>on lots containing a converted dwelling (principal dwelling and SDU). The proposed regulation will maintain the regulation and not permit tandem parking.</p> <p>The proposed regulation requires 1 parking space per SDU. However, tandem parking is permitted for non-required parking spaces.</p>

Engage Hamilton Portal Urban Online Survey Results

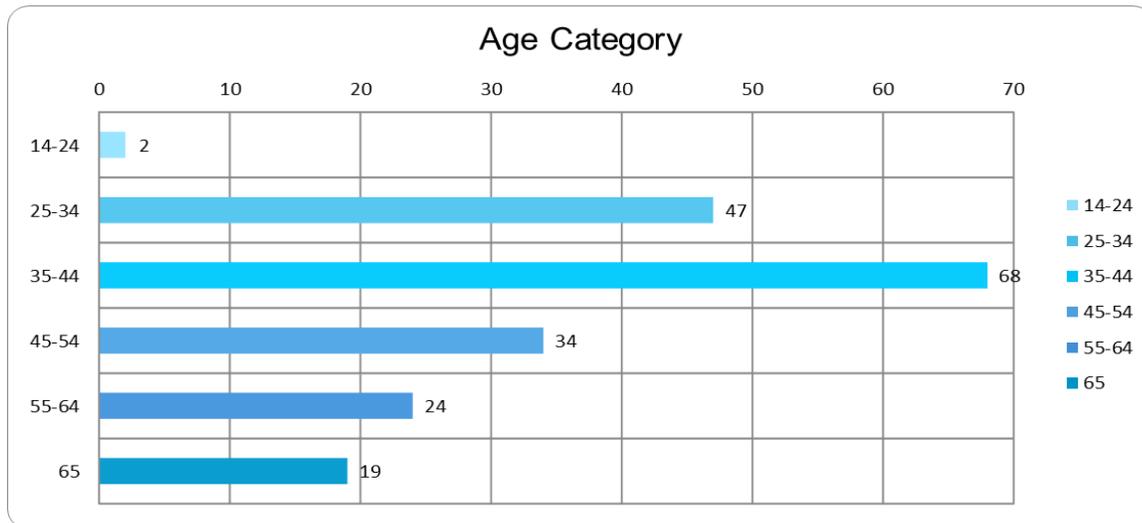
As part of the public engagement process for the Secondary Dwelling Unit (SDU) project, an Urban Area online survey was conducted via the Engage Hamilton Portal. The purpose of the survey was to seek feedback from the general public on key themes and regulations for SDUs in the Urban Area. It was based on three typologies: internal to the principal dwelling; newly constructed detached SDU; and, converted SDU. The following paragraphs include a discussion of general observations of the survey, and Urban Area survey results. The Rural Area Online Survey results are found in Appendix “L-2” to Report PED20093(a).

1.0 Demographics of Urban Area Survey Participants

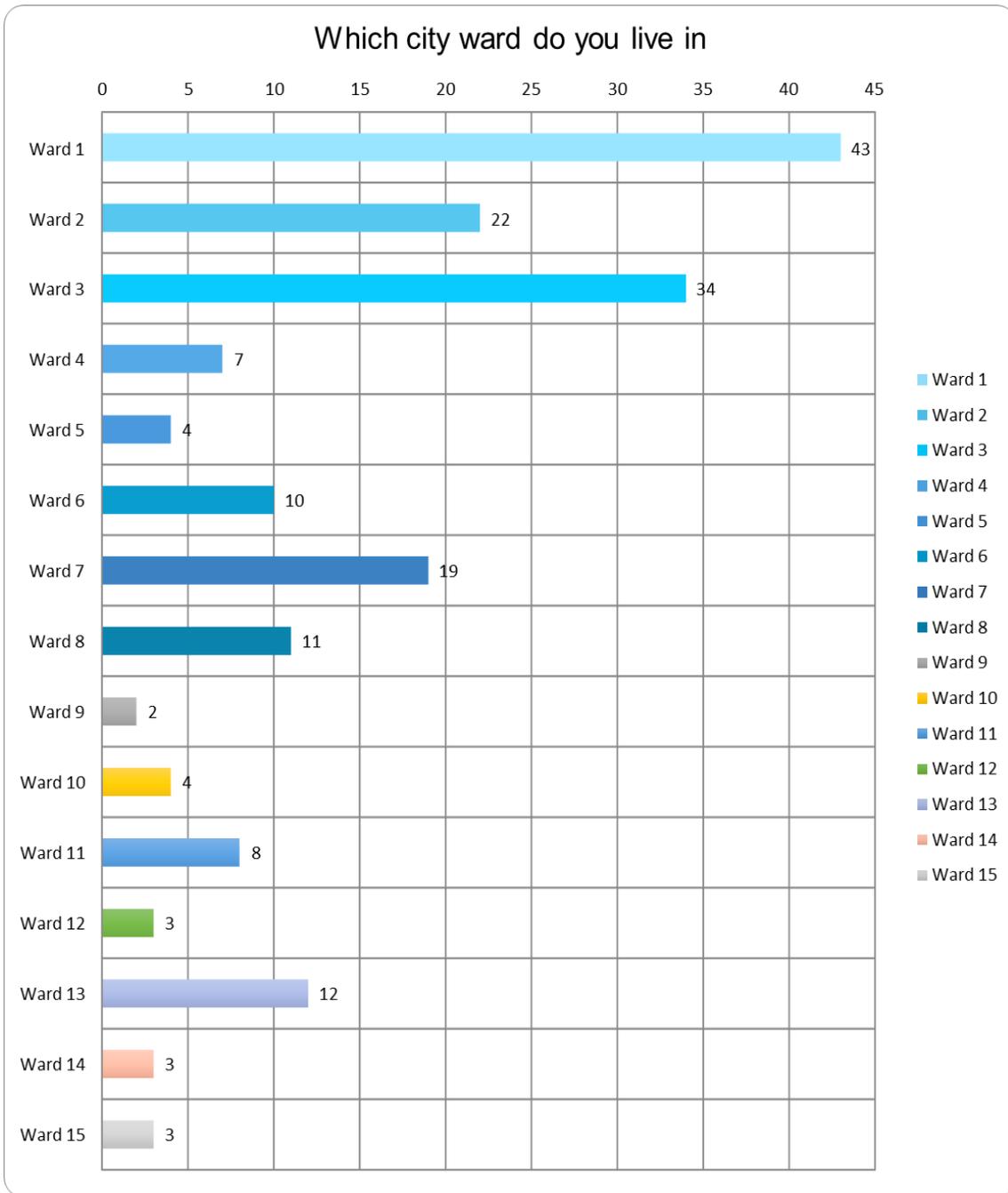
All participants were required to be registered with the Engage Hamilton portal (<https://engage.hamilton.ca/>). The online surveys were well received with 194 unique submissions for the Urban Area survey.

1.1 Urban Area Online Survey

Due to the pandemic, staff are employing online methods to engage the public on City initiated projects. The Urban Area online survey, as shown in the bar chart below, the majority of respondents (68%) were in the 25 to 54 age groups, with fewer number of respondents over 55 years old (24%). The data suggest the number of visitors to the SDU project’s online page who endeavour to participate in surveys, are spread across many age groups.



As shown in the chart, almost two-thirds of respondents reside in Wards 1, 2, 3, and 7. The rest of the respondents reside mostly in Wards 4, 5, 6, 8, and 13.



One question at the end of the survey asks whether the respondent is a homeowner or renter. Of the respondents, 10% are renters living in the Urban Area, and 63% are homeowners. The rest identify themselves as "others" and might either live in the Rural Area, or do not live in Hamilton.

Another question asks if the homeowner wishes to construct an SDU. Of the respondents who identified themselves as homeowners (120 of the 189 participants),

101 of them would like to build an SDU which signifies interest within the broader community of SDUs.

A second question further breaks down the type of SDU a homeowner wishes to construct. There is a rough split between constructing an SDU internal to the dwelling, a newly constructed detached SDU (which garnered the most), and converted detached SDU.

2.0 Urban Area Online Survey Results

Survey questions explained the participant's preference based on themes such as performance standards (setbacks, height, maximum gross floor area), design, and parking. The following paragraphs summarize the survey findings.

Overall, SDUs are supported with minimal regulations. These regulations are intended to mitigate potential neighbourhood impacts.

2.1 Minimum Size of Internal Secondary Dwelling Unit

Participants were asked about regulations dealing with a minimum size of Secondary Dwelling Unit (SDU) that are internal to the principal dwelling. A total of 54% of respondents agreed that a minimum gross floor area should be applied, and 45.5% of respondents indicated there should be a minimum.

A second question was, if a minimum size of SDU is implemented, then what would be the ideal size? A total of 52% indicated that the ideal minimum size of an internal SDU is 50 square metres, whereas 27% indicated a minimum 65 square metres (which is the currently minimum standard for converted dwellings in Hamilton Zoning By-law No. 6593. The remainder said "other" which ranges from a minimum of 23 square metres to 74 square metres.

2.2 Maximum Size of Internal Secondary Dwelling Unit

There is no maximum size of SDUs internal to the principal dwelling contemplated.

A total of 70.3% of respondents supported this approach by indicating that a maximum gross floor area should not be applied; 29.6% of respondents agreed there should be a maximum.

A second question was if a maximum size of the internal SDU is implemented, what would be the ideal size? Only 27% of respondents identified 50 square metres as the maximum size, with the rest as "other". A few respondents suggested the maximum should be restricted to bedrooms instead of floor area. Others suggest up to 100 square metres, or depending on the size of the house, a percentage of the floor area of the main dwelling.

2.3 Entrances to Internal Secondary Dwelling Unit

The proposed regulation would require the entrance for the internal SDU to face the rear or side yard. The intent is to avoid "two front doors" that face the street, which may alter the appearance from the street appearance. A total of 66.7% of respondents chose "doesn't matter", indicating there is an indifference to the regulation. A total of 29.7% of respondents prefer to see the entrance to be to the rear or the side of the house, and only 4% prefer having two front doors.

2.4 Maximum Size of Detached Secondary Dwelling Unit

To maintain community integration, a proposed regulation would restrict the size of the detached SDU to 50 square metres. The survey asks participants whether there should be a maximum size of detached SDUs, where 54% said yes and 46.8% said no.

A second question was asked: what would be the ideal maximum size of the detached SDU? A total of 19% identified that 50 square metres should be the maximum, and the rest of the respondents indicated the size should be based on a percentage of the total lot. During the public engagement process, feedback received via email indicated that 50 square metres was too small as a maximum size.

2.5 Maximum Height of Detached Secondary Dwelling Unit

The proposed regulation for detached SDUs is to restrict the building height to 6.0 metres, which is equivalent to two floors with a flat roof. Note that the definition of height varies depending on the definition in each Zoning By-law. A total of 57% of respondents indicate their preference is to have the same height as the main house (10.5 m), and 26.5% of respondents agree with the proposed 6.0 metres in maximum height. Finally, 16% prefer to reduce the maximum height to 4.5 metres, which is equivalent to a one-storey SDU.

2.6 Windows above the First Floor

A survey question was asked respecting permitting windows above the first floor. A vast majority of respondents would want windows to be permitted above the first floor. A follow up question asks respondents where the window could face; a total of 52.7% responded with the backyard, and 30% responded facing the street. Only 17% of respondent would like to see windows face the side yard.

2.7 Balcony and Rooftop Patios above the First Floor

Similar to the above mentioned design regulation, one proposed regulation is to prohibit balconies and rooftop patios above the first floor. Two-thirds of respondents indicate that balconies and rooftop patios should be permitted on the second floor and the rest do not agree. A follow up question asked respondents where the balcony or rooftop patio could face. A total of 58% said that it should be able to face the backyard, and 32.2% indicate it could face the street. Only 9% said it could face the side yard.

2.8 Additions to Converted Detached Secondary Dwelling Unit

Additions to a converted detached SDU is permitted subject to the proposed regulations. A fundamental question asked in the survey was whether additions should be permitted. A total of 89% of respondents said additions should be permitted, and 11% indicated it should not be permitted, and whatever the size and height of the accessory building is, is what would be allowed to be converted.

A second question is if yes, then under what circumstances would additions be permitted. A total of 50.9% of respondents said there should be no limit as long as the setbacks are the same. A total of 25% said additions should be permitted if the existing accessory building is smaller than the maximum gross floor area and within the maximum height of 6.0 metres. Finally, 24% indicated no limit at all.

2.9 Parking Exemptions for Secondary Dwelling Unit

A survey question was asked whether SDUs be exempt from providing one additional on site parking space for each dwelling unit? A total of 62% said yes, 22% said no, and 15% said yes but only in certain areas of the City.

Engage Hamilton Rural Online Survey Results

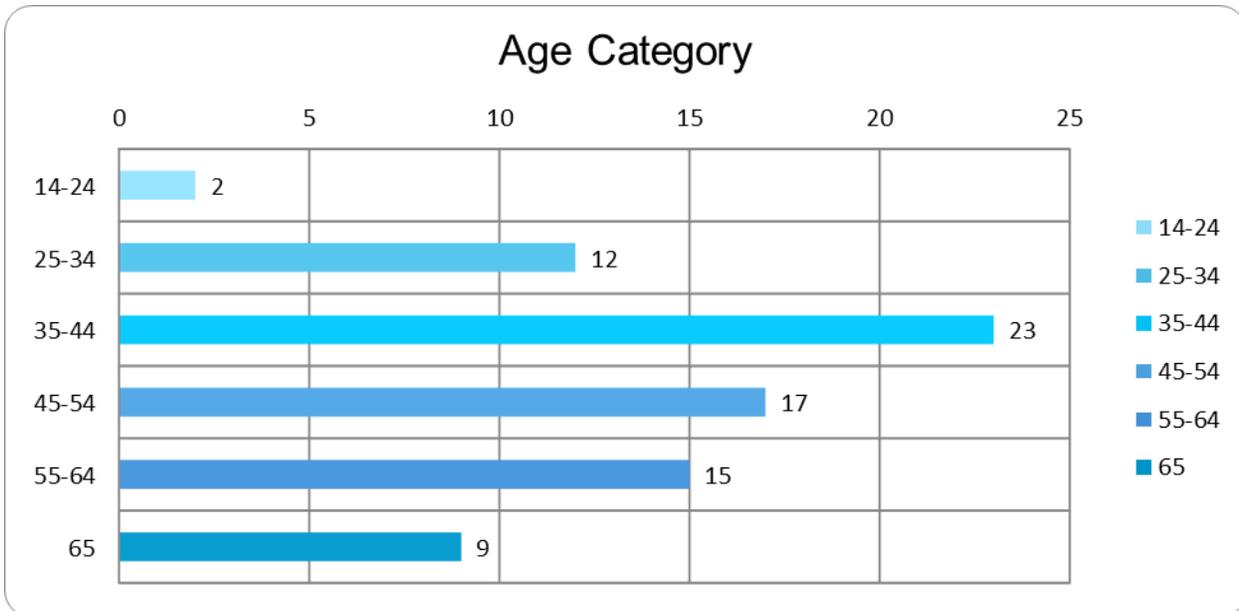
As part of the public engagement process for the Secondary Dwelling Unit (SDU) project, an Rural Area online survey was conducted via the Engage Hamilton Portal. The purpose of the survey was to seek feedback from the general public on key themes and regulations of SDUs in the Rural Area. It was based on three typologies: internal to the principal dwelling; newly constructed detached SDU; and, converted SDU. The following paragraphs include a discussion of general observations of the survey, and Rural Area survey results. The Urban Area Online Survey results are be found in Appendix “L-1” to Report PED20093(a).

1.0 Demographics of Urban and Rural Area Survey Participants

All participants were required to be registered with the Engage Hamilton portal (<https://engage.hamilton.ca/>). The online surveys were well received with 78 unique submissions for the Rural Area survey.

1.1 Rural Area Online Survey

As shown in the bar chart below, the age breakdown is very similar to the Urban Area online survey, where the majority of respondents were in the 25 to 54 age groups, and fewer number of respondents over 55 years old.



Most of the participants reside in Wards 11, 13, and 15, while the rest of the respondents are evenly split amongst the remaining Wards.

Two questions were asked about whether the respondent is a homeowner or renter and what type of SDU they would want to construct if they were a homeowner. Of the

respondents, about 17% are renters either currently living in the Rural Area or renters looking for a rental unit in the Rural Area and 60% are homeowners. 19% of the homeowners responded they have an SDU which is interesting as current Zoning By-laws do not permit SDUs in the Rural Area, and homeowners might include garden suites. A total of 49% are homeowners wish to build an SDU. The remaining 34% of respondents specified other which includes homeowners who do not wish to construct an SDU or are not renters or homeowners.

Although only SDUs internal to the principal dwelling are proposed during this phase of the project, the survey asked respondents what type of SDU they wished to construct. There is an even split between constructing an SDU internal to the dwelling, a newly constructed detached SDU, and converted detached SDU.

2.0 Rural Area Online Survey Results

There were a total of two dozen survey questions which looked at participant's preference for certain regulations such as performance standards (setbacks, height, maximum gross floor area); design; and, parking. Even though detached SDU's are not part of the first phase of the SDU project, the survey did contain questions relating to detached SDUs which will be used in a future phase.

Overall, the findings appear that SDUs are supported with minimal regulations, even though these regulations are intended to mitigate potential neighbourhood impacts.

2.1 Minimum Size of internal Secondary Dwelling Unit

A total of 68% of respondents indicated there should not be a minimum size requirement for an SDU and 32% said there should be.

A second question was, if a minimum size of SDU is implemented, then what would be the ideal size? A total of 75% said the minimum should be 50 square metres, and 20.8% indicated 65 square metres. Only one said "other".

2.2 Maximum Size of Internal Secondary Dwelling Unit

A total of 62.8% of respondents said there should not be a maximum gross floor area, and 37.1% said there should be a maximum.

A second question was if a maximum size of the internal SDU is implemented, what would be the ideal size? A majority of respondents (89%) said 65 square metres should be the maximum, with 11% said 50 square metres.

2.3 Entrances to Internal Secondary Dwelling Unit

The proposed regulation is to restrict the entrance to the internal SDU to face the rear or side yard. The intent is to avoid "two front doors" to face the street, which may alter the

appearance from the street. A total of 87% of respondents chose "doesn't matter" and 10% chose side or rear door for the SDU.

2.4 Maximum Size of Detached Secondary Dwelling Unit

The survey asked about whether a maximum size of a detached SDU should be required in the Rural Area. There was an almost even split of 52.6% saying no, there should not be a maximum size of the detached SDU, and 47.3% saying yes, there should be.

A second question asked was what is the ideal maximum size of the detached SDU. Only 25% said 50 square metres should be the maximum, and the rest identified as "other" where respondents suggested not more than the principal dwelling, or a hard maximum of 92 square metres.

2.5 Maximum Height of Detached Secondary Dwelling Unit

One survey question asked what the maximum height of a detached SDU should be in the Rural Area. Similar to Urban Area responses, 59% of respondents indicated their preference to have the same height as the main house, 19.1% of respondents agree with the proposed 6.0 metres in maximum height, and 22% prefer to reduce the maximum height to 4.5 metres, which is equivalent to a one-storey SDU. In sum, the preference by the majority of respondents is to allow the detached SDU to have the same height as the main house.

2.6 Windows above the First Floor

The survey asked about design considerations for detached SDUs in particular permitting windows above the first floor to minimize privacy and overlook impacts on abutting neighbours. A vast majority of respondents would want windows to be permitted above the first floor. A follow up question asks respondents where the window could face. A total of 52% responded with the backyard, and 38% responded with the street. Only 10% responded with permitting windows to face the side yard. These responses are generally similar to the Urban Area responses.

2.7 Balcony and Rooftop Patios above the First Floor

One survey question asked about design considerations for detached SDUs in particular prohibiting balconies and rooftop patios above the first floor. Two-thirds of respondents indicate that balconies and rooftop patios should be permitted on the second floor and the rest do not agree. A follow up question asked respondents where the balcony or rooftop patio could face. A total of 68% said that it should be able to face the backyard, and 21% indicate it could face the street. Only 10.5% said it could face the side yard.

2.8 Additions to Converted Detached Secondary Dwelling Unit

Another question asked if additions to a converted detached SDU should be permitted. A total of 88% of respondents said additions should be permitted, and 11% indicated it should not be permitted.

A second question is if yes, then under what circumstances would additions be permitted. A total of 54.5% of respondents said that there should be no limit as long as the setbacks are the same. A total of 16.6% said additions should be permitted if the existing accessory building is smaller than the maximum gross floor area and within the maximum height. Finally, 28.8% indicated no limit at all.

2.9 Maximum Size of Converted Detached Secondary Dwelling Unit

The survey asked if there should be a size restriction for existing accessory buildings that are converted to a detached SDU. There was roughly even split among the respondents saying there should be a maximum size (42.3%) versus those people that said there should not be a restriction (57.6%).

A second question was asked what would be the ideal maximum size of the converted detached SDU be. A total of 72.7% indicated that it should be limited to the size that can be accommodated using the existing services (such as well and septic system). Finally, 18% supported a maximum size of 50 square metres.

Regulations for Second Dwelling Units

The following sections identify proposed regulations for each typology of Second Dwelling Units. This chart does not include regulations that have been added to the By-laws for technical areas, particularly for interpretation reasons.

1.0 GENERAL REGULATIONS FOR SDUS - SINGLE DETACHED, SEMI-DETACHED, AND TOWNHOUSE DWELLING UNITS/LOTS

REGULATIONS	REQUIREMENT
Definitions	<p>Secondary Dwelling Unit means a separate and self-contained Dwelling Unit that is accessory to and located within the principal dwelling and shall not include a Farm Labour Residence.</p> <p>Secondary Dwelling Unit – Detached means a separate and self-contained detached Dwelling Unit that is accessory to and located on the same lot as the principal dwelling but shall not include a Farm Labour Residence</p> <p>Swale means a graded or engineered landscape feature appearing as a linear, shallow, open channel to provide for water drainage</p> <p>Ditch means a small to moderate excavation created to channel water</p>
Number of Units permitted	<p>Lots within a Residential, Rural, Institutional or Downtown Zone that permit and contain a single detached dwelling, semi-detached dwelling, street townhouse, and block townhouse dwelling shall be permitted a maximum of:</p> <p>1 SDU in the principle dwelling; and, 1 detached SDU.</p>
Citywide parking standard	1 parking space for each SDU in addition to parking requirements of the principal dwelling.
Area of the City where parking space not required	Parking is not required on lots containing a legally established dwelling unit in parts of the lower City roughly bounded by Highway 403 in the west, south of the industrial area to the north, the Niagara Escarpment to the south, and Ottawa Street to the east. (see Appendix “M-2” to Report PED20093(a)).

REGULATIONS	REQUIREMENT
Landscaping requirements in front yard for parking	50% of the front yard has to be landscaped. Landscaping does not include concrete, asphalt, gravel, pavers, or other similar material. Encroachments into the front yard is permitted such as bay windows, gutters, front steps, unenclosed porches in accordance with the General Provisions of each Zoning By-law.
Landscaped Area Requirement for each dwelling unit	8 m ² for dwelling units less than 50 m ² 12 m ² for dwelling units 50 m ² or larger
Multiple Driveways per Lot	A maximum of one driveway for an interior lot, and a maximum of one driveway for each street frontage for a corner lot.
Parking Area	Permeable pavers are permitted.

2.0 REGULATIONS FOR SECOND DWELLING UNITS LOCATED INTERNAL TO THE PRINCIPAL OR MAIN DWELLING UNIT

REGULATIONS	REQUIREMENT
Additions - Setback and Height for principle dwelling	Governed by Zoning regulations for the lot.
Additional Entrance	Permitted on the side and rear of the building, except in parts of the lower City roughly bounded by Highway 403 in the west, south of the industrial area to the north, the Niagara Escarpment to the south, and Ottawa Street to the east. (see Appendix "M-2" to Report PED20093(a)).
Exterior Staircase above the first floor	Not permitted unless it is an emergency exit.
Maximum/Minimum Unit Size	None required.

3.0 PROPOSED REGULATIONS FOR NEWLY CONSTRUCTED DETACHED SECOND DWELLING UNITS

REGULATIONS	REQUIREMENT
Side yard Setback:	1.2 metres
Interior Flankage Yard	Governed by Zoning regulations for the lot.

REGULATIONS	REQUIREMENT
	Side yards shall be unobstructed and shall not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
Front Yard Setback	Not Permitted in the Front Yard
Rear Yard Setback	1.2 metres Side yards shall be unobstructed and shall not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.
Locational Requirements	Allowed in rear or interior side yard.
Minimum Distance from Rear Façade of the Principal Dwelling	7.5 metres of the required Rear Yard
Maximum Gross Floor Area of the detached SDU	75.0 square metres, but not larger than the principal dwelling.
Maximum Lot Coverage	Governed by existing Maximum Lot Coverage requirement for the lot. For Zoning By-laws that do not have Maximum Lot Coverage requirements, 25% of the lot for all accessory buildings including the detached SDU but not including the principal dwelling.
Maximum Building Height	6.0 metres
Locational Requirement for detached Secondary Dwelling Unit located in the interior side yard	Setback a minimum of 5.0 metres from the front façade of the principal dwelling.
Maximum linear distance from the Front or Flankage Lot Line to the entrance of the detached Secondary Dwelling Unit	40.0 metres
Minimum distance between the principal Dwelling and the detached secondary dwelling in the interior side yard	3.0 metres

REGULATIONS	REQUIREMENT
Unobstructed path between the street and the entrance to the detached Secondary Dwelling Unit	An unobstructed path from the front lot line to the entrance of the detached Secondary Dwelling Unit with a minimum 1.0 metre width and minimum 2.1 metres height clearance shall be provided.
Landscaped Area Screening	A 0.3 m to 1.0 m in height visual barrier.
Balconies and rooftop patios	Prohibited above the first floor.
Second Floor Windows	Permitted where the building façade is a minimum 1.2 metres from the property line.

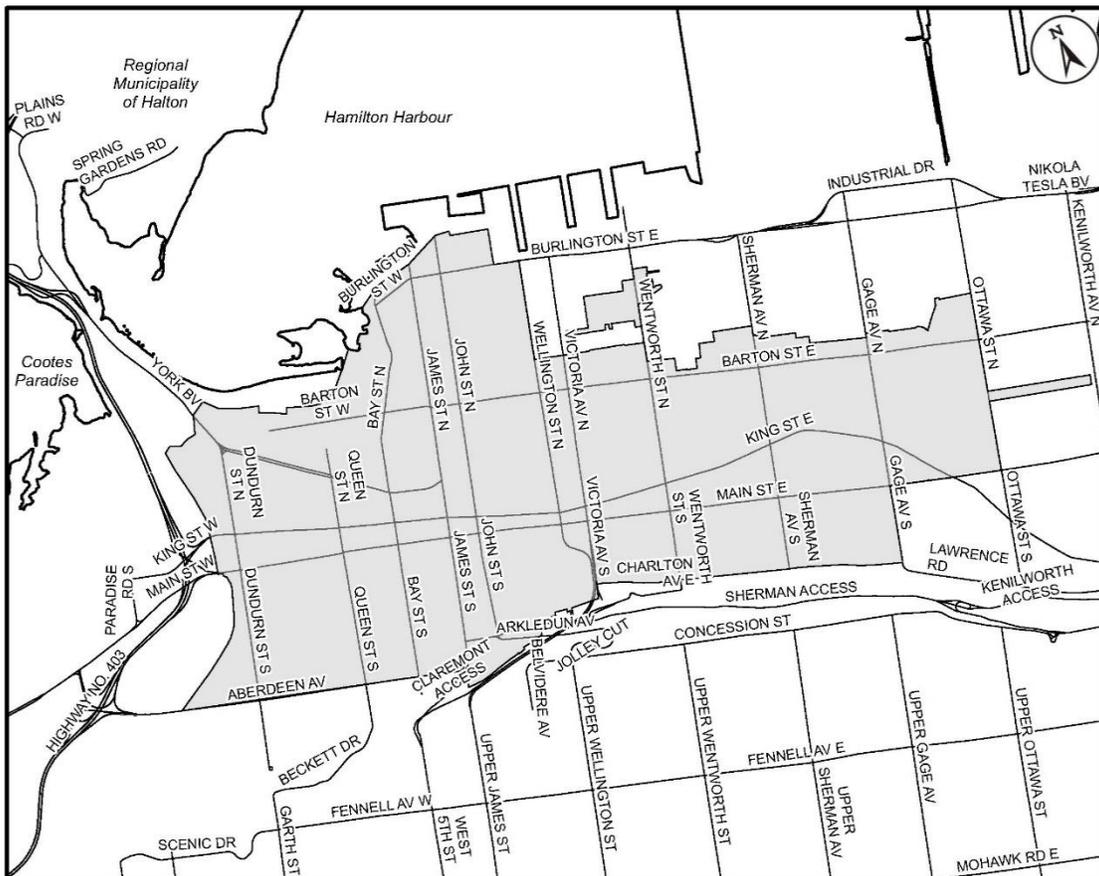
4.0 PROPOSED REGULATIONS FOR CONVERTED DETACHED SECOND DWELLING UNITS

REGULATIONS	REQUIREMENT
Vacuum Clause	A legally established accessory building existing as the date of the passing of the SFDU by-law that is converted an SDU and shall be deemed to comply with the regulations for any required side, rear, and flankage yard setbacks, height, locational requirements, lot coverage, and minimum distance from rear and interior side yards of principal dwelling.
Additions to Existing Building	Additions to converted detached Secondary Dwelling Units, greater than 10%, shall be in accordance with regulations for newly constructed detached SDU (see Section 3.0)
Parking requirements for the principal dwelling must be maintain.	The number of required parking spaces for the principal dwelling shall be maintained on the lot in accordance with the applicable parking standards of the Zoning By-law.

5.0 PROPOSED REGULATIONS FOR SECOND DWELLING UNITS SPECIFIC TO THE RURAL AREA

REGULATIONS	REQUIREMENT
Number of Units permitted	1 SDU internal to the principle dwelling
Minimum Lot Area	0.6 hectares
Entrance	Side or Rear of the building
Waste Disposal and Water Supply Systems	Approved waste disposal and water supply systems to sustain the use of land for buildings shall be provided and maintained to the satisfaction of the Chief Building Official; and,

REGULATIONS	REQUIREMENT
	All regulatory approvals have been received to the satisfaction of the General Manager of the Planning and Economic Development Department and/or his or her designate.



This is Schedule "A" to By-law No. 21-

Passed the day of, 2021

Mayor

Clerk

Schedule "A"

Map forming Part of
By-law No. 21-_____

to Amend By-law No. 05-200

Maps 784, 785, 787, 824, 825, 826, 827, 828, 866, 867, 868, 869,
870, 871, 908, 909, 910, 911, 912, 913, 950, 951, 952, 953,
954, 955, 956, 957, 992, 993, 994, 995, 996, 997, 998, 999,
1038, 1039, 1040, 1041, 1042, 1043, & 1044

Subject Property

Add to Section 23 Schedule F

Geographical area where parking is not required for Secondary Dwelling Units in conjunction with legally established single detached, semi-detached, street townhouse, and townhouse dwellings.

Scale: N.T.S	File Name/Number: Second Dwelling Unit
Date: February 3, 2021	Planner/Technician: TL/VS
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT	





NOTICE OF PUBLIC MEETING OF THE PLANNING COMMITTEE

SECONDARY DWELLING UNITS

Modifications to Zoning By-law No.-05-200 and Six Former Municipal Zoning By-laws in effect in the City of Hamilton

and

Repeal of By-laws 18-299 (Laneway Housing) and 19-307 (Temporary Use By-law for Hamilton Zoning By-law No. 6593 – Secondary Dwelling Units)

ACCESSORY BUILDING AND OTHER REGULATIONS

Modifications to Zoning By-law No.-05-200

WHAT? WHY?

The Planning Committee is holding a Public Meeting under the *Planning Act*:

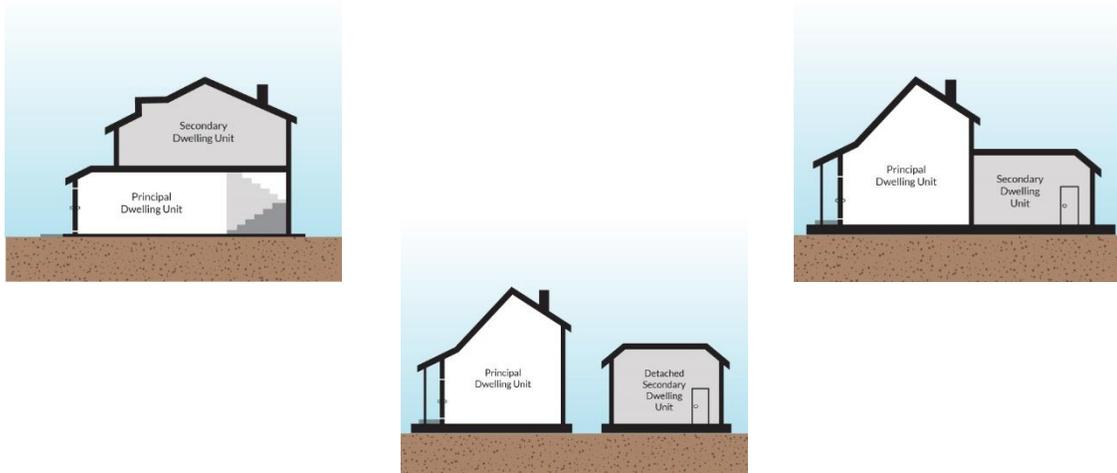
 to consider modifications to Hamilton Zoning By-law No. 05-200, Town of Ancaster Zoning By-law No. 87-57, Town of Dundas Zoning By-law No. 3581-86, Town of Flamborough Zoning By-law No. 90-145-Z, Township of Glanbrook Zoning By-law No. 464, and City of Stoney Creek Zoning By-law No. 3692-92 to amend and/or add new Secondary Dwelling Units (SDUs) regulations to implement the Official Plans :

General SDU Regulations (Urban and Rural Areas):

A map has not been included in this Notice since the lands affected by the Zoning By-law Amendments are City-Wide.

- Urban Area: Permit SDUs in certain Zones on lots that permit a single-detached, semi-detached, street townhouse, or townhouse dwelling in the following forms:

- Internal to the Principal Dwelling;
- Newly Constructed detached SDUs; and,
- Converted detached SDUs.



- Rural Area: Permit SDUs internal to the principal dwelling on lots greater than 0.6 ha in size containing a single-detached or semi-detached dwelling.

Parking Requirements:

- Citywide parking requirement;
 - one parking space per SDU, in addition to the parking requirement of the principal dwelling, except,
 - no additional parking space is required for SDU for properties within a portion of the lower City (roughly bounded by Highway 403 south of the industrial area, the Niagara Escarpment, and Ottawa Street).

Urban Area Regulations:

Internal SDUs to the Principal Dwelling

- One entrance to the principal dwelling and SDU shall face the street, except lands bounded by Highway 403 south of the industrial area, the Niagara Escarpment, and Ottawa Street where two entrances can face the street.

Newly Constructed Detached SDUs

- Locational requirements - side yard and rear yard only, distance from the street and between the SDU and the principle dwelling;

- Minimum landscaped area for each SDU;
- Setbacks from neighbouring properties and swales;
- Height and size limitations; and,
- Design regulations for windows, patios, porches balconies.

Converted Detached SDUs

- Vacuum Clause - to recognize the existing location of the existing accessory building; and,
- Additions to existing accessory buildings regulations.

Rural Area Regulations

Internal SDUs to the Principal Dwelling

- Minimum lot size requirements, adequate services provisions, and other technical regulations.

In addition, the following two By-laws will be repealed from Hamilton Zoning By-law No. 6593 since the new SDU regulations in Section 1 have made these By-laws redundant:

- By-law18-299 - Second Dwelling Units (Laneway Houses).
- By-law 19-307, the Temporary Use By-law - Second Dwelling Units for Certain Lands-in the Lower City.



to consider modifications to Hamilton Zoning By-law No. 05-200 to delete and replace the existing Accessory Building Regulations and to add new interpretation regulations:

- Regulations for Accessory Buildings in Residential, Institutional, Commercial, Industrial and Utility, and Agricultural, and Rural, addressing: Height; Setback requirements; Maximum Gross Floor Area.; Location Restrictions.
- Interpretation regulations - Allow use of diagrams for reference purposes and the use of tables and notations for regulations and permitted uses

The purpose and effect of these Zoning By-law Amendments is to ensure Zoning By-law regulations are up to date and current.

WHEN? Tuesday, April 6, 2021
9:30 a.m.

WHERE? Due to the COVID-19 and the closure of City Hall all Virtual Meetings can be viewed at:

City's Website:

www.hamilton.ca/MeetingAgendas

City's YouTube Channel:

<https://www.youtube.com/InsideCityofHamilton>

HOW? **Accessing the Proposed Zoning By-law Amendments and Report**

The information and material related to the proposal will be available in the staff report for public inspection, which will be available to the public on or after Wednesday, March 31, 2021 and may be obtained from the City's website www.hamilton.ca/MeetingAgendas or contact Timothy Lee at 905-546-2424 Ext. 1249 or by e-mail at timothy.lee@hamilton.ca for a copy of the staff report.

Planning Committee Agenda

Copies of the Planning Committee agenda, including staff reports, will be available on or after Wednesday, March 31, 2021 and may be obtained from the City's website www.hamilton.ca/MeetingAgendas or contact the City Clerks Office by email at clerk@hamilton.ca.

Public Input

Members of the public who would like to participate in a statutory public meeting are able to provide comments in writing via mail or email in advance of the meeting. Comments can be submitted by emailing clerk@hamilton.ca or by mail to the Legislative Coordinator, Planning Committee, City of Hamilton, 71 Main Street West, 1st Floor, Hamilton, Ontario, L8P 4Y5. Comments must be received by noon Thursday, April 1, 2021. Any written comments received after the deadline will be included on the Wednesday, April 14, 2021 Council agenda.

Comments can also be placed in the drop box which is located at the back of the 1st Floor of City Hall, 71 Main Street West.

Pre-Recorded Submissions

Members of the public can participate in a statutory public meeting by submitting a pre-recorded video by noon Thursday, April 1, 2021. The video

must be no longer than 5 minutes in length and will be reviewed before the meeting to ensure it adheres to the City's procedures and protocols in presenting to Council. The video can be submitted by emailing clerk@hamilton.ca or dropping off a USB at the City Hall drop box located at the back of the 1st Floor of City Hall, 71 Main Street West, to the attention of the Legislative Coordinator, Planning Committee. Any videos that do not adhere to the City's procedures and protocols will not be presented at the meeting.

Oral Submissions During the Virtual Meeting

Members of the public are also able to provide oral comments, no longer than 5 minutes in length, regarding statutory public meeting items by participating through Webex via computer or phone. Participation in this format requires pre-registration in advance. Interested members of the public **must register** by noon Thursday, April 1, 2021.

To register to participate by Webex either via computer or phone, members of the public must submit a Request to Speak form which can be found at www.hamilton.ca/RequestToSpeak. Upon registering for a meeting, members of the public will be emailed a link for the Webex meeting. The link must not be shared with others as it is unique to the registrant.

All members of the public who register to participate by Webex will be contacted by City Staff to confirm details of the registration prior to the meeting and provide an overview of the public participation process.

If you need clarification or have any questions on how to participate in a statutory public meeting, please email clerk@hamilton.ca or by phone at 905-546-2424 Ext. 4605.

To request a Notice of Decision

If you wish to be notified of the decision of the City of Hamilton on the proposed Zoning By-law Amendments, you must make a written request to Lisa Kelsey, Legislative Coordinator (contact information below).

Lisa Kelsey, Legislative Coordinator
City Clerks Office, 1st Floor, 71 Main Street West,
Hamilton, Ontario, L8P 4Y5
Phone: 905-546-2424 Ext. 4605
E-mail: lisa.kelsey@hamilton.ca

Appeals

In accordance with the provisions of the *Planning Act*,

Zoning By-law Amendments

- i. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the proposed Zoning By-law amendments are adopted, the person or public body is not entitled to appeal the decision of Council, City of Hamilton to the Local Planning Appeal Tribunal (LPAT).
- ii. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Hamilton before the proposed Zoning By-law amendments are adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal (LPAT) unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Collection of Information

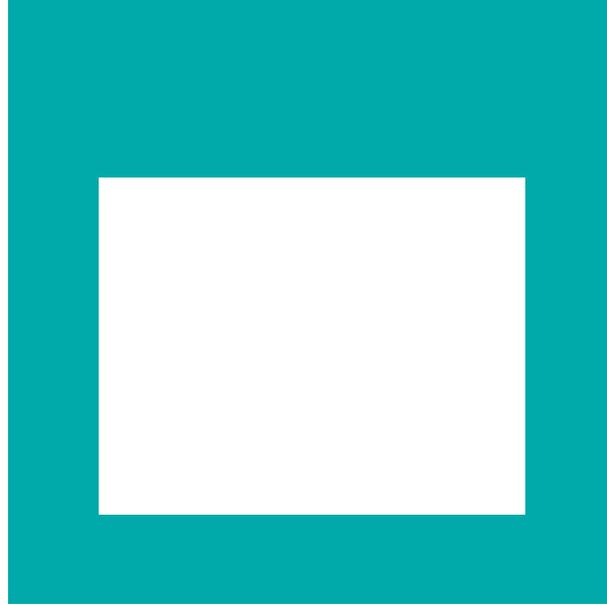
Information respecting this application is being collected under the authority of the *Planning Act*, R.S.O. 1990, c.P.13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address and contact information of persons submitting comments and / or opinions, will become part of the public record and will be made available to the general public **and will appear on the City's website unless you expressly request within your communication the City remove your personal information.**

Contact: For further information, please contact:

Timothy Lee, Senior Planner
Planning & Economic Development Department
City of Hamilton
71 Main Street West, 4th Floor, Hamilton, Ontario, L8P 4Y5
Phone: 905-546-2424 Ext. 1249
E-Mail: timothy.lee@hamilton.ca

This Notice is issued March 18, 2021.

(CI-20-E)



WELCOME TO THE CITY OF HAMILTON

Proposed Secondary Dwelling Unit Regulations

Recommendations to Increase Housing Options in Hamilton

April 20, 2021 – Planning Committee Meeting

Additional Residential Units in Bill 108

Comment	Response
<p>Do Provincial policies require municipalities to permit multiple SDUs per property or can it be restricted to one per property – either an interior SDU or an accessory building SDU but not both.</p>	<ul style="list-style-type: none"> • The Planning Act and Bill 108 require municipalities to permit “Additional Residential Units” in both a detached, semi-detached, and row houses, <u>and</u> in an ancillary building or structure such as laneway houses or coach houses. • Draft By-laws implement Provincial direction of permitting one internal SDU and one detached SDU, not two of the same.

Clarification on City’s Policy Goals and SDUs

Comment	Response
<p>What is the City’s policy goal for the SDU bylaw? Informal, transitory living space, real estate income generation or low cost permanent housing?</p>	<ul style="list-style-type: none"> • Housing Goals in Chapter B – Communities in the UHOP: <ul style="list-style-type: none"> • Provide for a range of housing types, forms to meet the social, health and well-being requirements of all current and future residents. • Increase the mix and range of housing types, forms, tenures, and affordability levels throughout the City. • Annual rental housing targets in the UHOP can be achieved through SDUs. • City policies cannot control who will reside in the SDU or its intention (informal, “transitional housing”, investor driven product).

Impacts of SDU on Housing Prices

Comment	Response
<p>Concern that the construction of SDUs on a lot will increase the land value and therefore buying a home will become less reachable to potential homebuyers.</p>	<ul style="list-style-type: none"> • Consulted with the Realtor Association of Hamilton – Burlington and insufficient information has been found to determine impact on housing prices.

Detached SDU Regulations – Maximum Gross Floor Area

Comment	Response
<p>Increase GFA to 100 sq m or 25% of the lot area based on existing regulations in Toronto and Vancouver.</p>	<ul style="list-style-type: none"> • By-laws propose a maximum GFA of 75 square metres. • Current proposed regulation allows for a detached SDU containing two bedrooms with closet space. • Control scale and impacts on abutting neighbours.

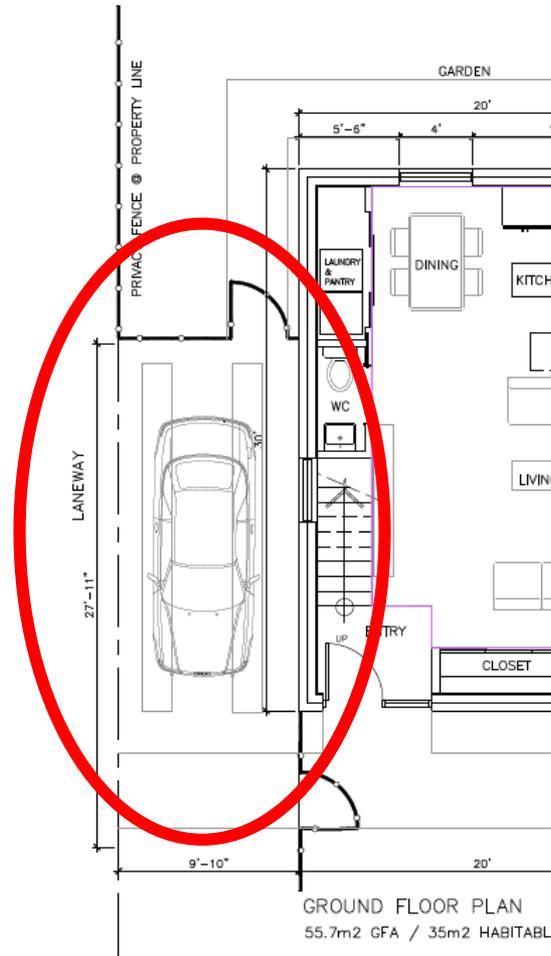
Detached SDU Regulations – Maximum Number of Bedrooms

Comment	Response
<p>If the original vision of SDUs is a small informal accommodation for one or two people, can there be a hard cap on the number of bedrooms?</p>	<ul style="list-style-type: none"> • A bedroom cap could restrict families with additional children from residing in an SDU. • Implementation challenge when capping bedrooms as additional rooms can be set aside as “office” or “den” but then rearranged as sleeping quarters.

Detached SDU Regulations – Yard Setbacks

Comment	Response
<p>Permit permeable paving within the 1.2 m rear yard setback especially lots that abut the lane to allow for access to the house and parking from the lane.</p>	<ul style="list-style-type: none"> Acknowledge there are situations where parking for the SDU is accessed via a rear lane. <p>Consider adding permeable pavers within rear yard setback for parking or driveway access to a SDU.</p> <p>New regulation: where the front door of a detached SDU faces a laneway, the rear yard setback could be reduced to 0.3 m to allow a better interface with the laneway.</p>

Detached SDU Regulations – Yard Setbacks (cont'd)



Detached SDU Regulations – Safety Regulations

Comment	Response
<p>Increase/Remove the 40 m distance to SDU entry. Toronto has now developed a policy where SDUs can be built exceeding the 45m from the front lot line to an entry (but less than 90m) can have sprinkler protection to comply with this requirement.</p>	<ul style="list-style-type: none"> Regulation is based on the Ontario Building Code where sprinklers are not installed in detached SDU's. <p>Staff could support the deletion 40 m requirements.</p> <p>Develop SDU brochure, Zoning By-law diagrams that reference the setback requirement from the street.</p>

Through Lot Permissions

Comment	Response
<ul style="list-style-type: none">• Laneways• Municipal streets (Bruce Street/Hess Street South) 	<p>Considerations: Add a definition of laneway.</p> <p>New regulation: Where the front door of a detached SDU faces a laneway, the rear yard setback could be reduced to 0.3 m to allow to allow a better interface with the laneway.</p> <p>Create a Site Specific exception to deem Bruce Street as the front yard.</p>

Parking Requirements

Comment	Response
Allow tandem parking to address parking requirements.	<ul style="list-style-type: none">Operational concerns may result in residents parking on the street for convenience.

Further Clarifications in the Draft By-laws

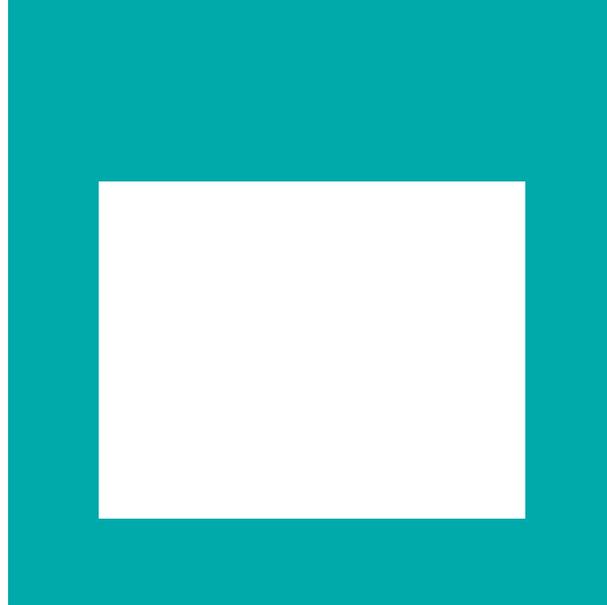
1. Add special figure maps to Zoning By-law No. 05-200 to identify RSAs' (Lynden, Greensville, Carlisle, Freelon) and lower Stoney Creek (Niagara Escarpment Protection Area lands) where SDUs not permitted.
2. Eliminate the maximum 1.0 metre height for the fencing of a landscaped amenity space for the detached SDU.

Summary: Potential Zoning By-law Changes to Consider

- Permit permeable pavers rear yard for parking and driveway purposes. (Zoning By-law No. 6593)
- Remove the maximum 40 m distance between the lot line abutting street and detached SDU entrance. (all Zoning By-laws)
- A reduction in the rear yard setback to a minimum 0.3 metres where the front entrance of a detached SDU faces a laneway or a street. (Zoning By-law Nos. 6593 and 3581-86)

Summary: Potential Zoning By-law Changes to Consider (cont'd)

- Through Lots
 - Add a definition of laneway (Zoning By-law Nos. 6593 and 3581-86) ;
and,
 - Add a site specific exception for Bruce/Hess Street South. (Zoning By-law No. 6593)
- Add maps to identify 4 RSA's and lower Stoney Creek where SDUs not permitted. (Zoning By-law No. 05-200)
- Elimination of the maximum 1.0 metre fencing for a landscaped amenity space. (all Zoning By-laws)



THANK YOU

THE CITY OF HAMILTON PLANNING COMMITTEE

From: Sue Yarwood

Sent: April 3, 2021 3:23 PM

To: Office of the Mayor <mayor@hamilton.ca>

Cc: clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>

Subject: Stopping suburban sprawl

<https://youtu.be/osPIV-RFmFI>

I am a Ward 1 constituent and homeowner. I am extremely concerned about the potential destruction of incredibly valuable, biologically diverse and agriculturally productive habitats surrounding Hamilton.

I believe that there is a false narrative that there is a huge demand for suburban housing and apparently will be for 30 years despite the astronomical prices. This fallacy is fuelled by 'developers' who wish to make large profits in the short term and leave the long term costs of degraded natural ecosystems and extremely expensive infrastructure to future taxpayers.

Personally, I'd love to see a \$5,000 charge for every tree removed (after all trees provide our oxygen, shade, habitat for wildlife and prevent soil erosion among many other things) as partial compensation for all that is lost for Hamiltonians.

Further, a \$1,000,000 fee for the destruction of natural waterways which are crucial to the entire ecology of our region, seems fair as taxpayers inevitably end up paying wastewater management costs, not to mention the collective psychological price of a lack of access to wild Nature. Any such 'development' fees that reflect the actual long term price of suburban sprawl might start to deter those wishing to make quick, obscene profits at the expense of their children and grandchildren. These fees, or 'actual societal expenses' could be specifically earmarked for the restoration and protection of greenspace and watersheds.

In the short term, however, one of the very BEST ways to prevent sprawl is the change in zoning WITHIN the city. Many people, at many stages of life, require smaller, cheaper housing such as Second Dwelling Units.

Easy access to good transportation and denser, walkable neighbourhoods provide a variety of options for people in different circumstances and contribute to a healthier tax base WHILE SAVING LOCAL NATURE. Suburban sprawl is the most important issue Hamilton faces right now and SDUs are one immediate

tool that council can use to begin solving the problem.

Thank you for your attention to this crucial issue for Hamilton's future,

Sue Yarwood

Hamilton

From: Kevin

Sent: April 4, 2021 12:50 PM

To: clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: We support SDUs

Dear city of Hamilton and it's future,

We support SDU's!!!

I am a Ward 2 constituent, 165 Queen st S Apartment

<https://youtu.be/xu0ag0ENC2Y>

Please consider our future,

Kind regards

Kevin

From: Carolyn Rogers

Sent: April 4, 2021 3:14 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: I SUPPORT SDU's

I am a ward 1 constituent on Stanley Ave. and I support SDU's to increase density rather than bulldozing farmland and allowing suburban sprawl that will increase our taxes.

I propose that the maximum size of the SDU's. be increased to 100 m2 from 75m2 so that there is a possibility of building 2 and 3 bedroom units that will offer more flexibility in providing housing.

I am currently interested in building an SDU - my house is on an alley - the only thing stopping me is the size restrictions which significantly limit the number of people the building could comfortably occupy. Not that I want something massive, but 50 m2 is really small for a 2 bedroom unit.

Thank you,

Dr Carolyn Rogers



April 4th 2021

RE: April 6th Planning Committee, Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law

To Hamilton City Councillors and Mayor,

ACORN Hamilton is submitting this written delegation in regards to the staff report “Secondary Dwelling Units in the Urban and Rural Areas - Zoning By-law and associated implementation amendments to the Parkland Dedication By-law and Tariff of Fees By-law for Minor Variance Applications” being presented at the April 6th Planning Committee meeting.

Hamilton is in a housing crisis. ACORN urges the City of Hamilton to use all of it’s municipal powers and tools to increase and protect affordable housing stock.

In solidarity with Environment Hamilton and other groups in the city, ACORN supports policy to increase housing options in the city within the existing urban boundary, such as laneway housing, garden and basement suites.

ACORN Hamilton emphasizes that without additional incentives or polices new secondary dwellings will not be affordable for low and moderate income tenants. Units first occupied or built after November 15 2018 have no rent control and would be starting at market rent.

Other municipalities in Ontario have implemented programs to support homeowners in creating affordable secondary suites. For example in the Niagara Region through the “Niagara Renovates Program”.

“Niagara Renovates Program” offers subsidies in return for renting the unit to tenants in a low to moderate income bracket and ensuring rents are not above market averages. Households are allowed one application and funding is provided as a fully forgivable loan.

ACORN would urge Hamilton to explore more affordable targets such as rents that are 30% of a tenant's income. Low and moderate income tenants are facing increasing pressure from gentrification and developers seeking to turnover units (renoviction, demoviction). The waitlist for social housing stands at over 5,000 households. Ontario Disability Support Program provides \$1,169 monthly. Average market rent for a one bedroom in Hamilton is \$1,395.

Allowing secondary dwelling units would create more rental housing in Hamilton and with the right municipal programs can be part of the solution in ending the affordable housing crisis.

Thank you,

Hamilton ACORN

Veronica Gonzalez
Mountain Chapter Chair

Dayna Sparkes
East Hamilton Chapter Chair

Contact info: hamilton@acorncanada.org / 905-393-5734. 1031 Barton St E, Suite 210.

From: martyn kendrick

Sent: April 4, 2021 3:59 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: : Laneway Houses vote to approve

Yes I want laneway houses in my ward 3 neighbourhood and all over the city.

Martyn Kendrick

Ham, On

From: Ben Fierz

Sent: April 4, 2021 6:04 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: In support of SDU

I am in favour of SDU for Hamilton.

I am a Ward 1 constituent.

Ben Fierz

Hamilton

From: Linda Chenoweth

Sent: April 4, 2021 8:42 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: SDU's/Stop urban sprawl

Hello,

I am a ward 4 constituent and I support SDU's. I oppose urban sprawl.

Linda Chenoweth
Hamilton

From: Bianca Beraldo

Sent: April 4, 2021 9:45 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: I support SDUs

We support SDU's

I am a Ward 12 Constituent.

Bianca Beraldo

Ancaster, ON

From: Norman Newbery

Sent: April 4, 2021 9:54 PM

To: clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>

Cc: Office of the Mayor <mayor@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: SDU Agenda item CI 20-E and CI 21-A

Dear Councillor Wilson,

As a resident of Kirkendall in Ward One, I am delighted to see this motion to support the creation of Secondary Dwelling Units go before the Planning Committee of the City of Hamilton and hopefully also before Council.

The concept of Secondary Dwelling Units is a great way to permit gentle intensification within occupied urban areas of the existing urban boundary without requiring additional services from the city such as additional water mains, trunk sewers; schools, parks or other services in most cases. In addition careful placement of SDU's on sufficiently large lots will not change the scale or character of neighbourhoods whether they are located within the boundaries of existing dwellings or whether they are attached or detached from existing units.

Indeed, the concept of a Coach House was well established in the 19th century so in a sense a Secondary Dwelling Unit may add to the character of existing neighbourhoods.

I understand that in a recent bylaw Toronto allows up to 160 square metres for a Laneway House. May I suggest that you consider a maximum Gross Floor Area of 100 Sq Metres and a maximum lot coverage for the SDU of 25% of the total lot area (whichever is more restrictive as a reasonable maximum threshold).

I am also in agreement with the following proposals:

- That development charges be waived for SDU's as suggested by City Staff
- That increasing the permitted Gross Floor area will support Barrier Free Spaces and Accessible Design. This may be very important for a home owner who wishes to accommodate elderly parents with physical disabilities with a SDU that will remain as an enhancement on the property whether it is for an additional source of income; a means of providing housing for those unable to afford apartments in our escalating markets or as a way to increase the affordability of larger homes through the cash flow created.
- In light of the compounded benefits of SDU's to our housing and climate crises, we need to encourage the development of SDU's by having requirements that are sufficiently liberal so as to reduce unnecessary minor variances.
- Hamilton should set a firm minimum target for the number of fully detached SDU's it wants to see created in addition to careful consideration of lot splits so that the entire demand for detached or semi-detached houses will be accommodated in existing Hamilton neighbourhoods within the settlement area boundary.

- any restriction on the built form of laneway and garden suites should be evaluated in terms of its impact on the number of units that are likely to be built.
- notwithstanding the development of SDU's the development of multilevel new developments on nodes and arterial roads in a compact form up to 6 or 7 stories should be encouraged in the overall plan.
- SDU's should not be required to be landscaped with sod since many better and lower maintenance options exist that are also provide better carbon sinks and healthier environments.
- Access to SDU's with impermeable surfaces should not be permitted. Developing permeable landscaping and permeable surface treatments will reduce runoff and loads on storm sewers or combined storm/sanitary sewers and also require less watering for maintenance.
- SDU's will also support active transportation, local businesses in that zone and increased vitality for neighbourhoods.

Thank you for considering these factors and you make decisions for the benefit of this great community.

Sincerely,

Norman Newbery

Kirkendall

From: Jacob Stief

Sent: April 5, 2021 10:16 AM

To: Office of the Mayor <mayor@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>

Cc: clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: I Support SDU's

Hi there,

Happy Easter. I am writing to express my support for SDU's in Hamilton! This gentle densification strategy is exactly what our city (among so many others) needs :)

I am a Ward 2 constituent, here in Corktown.

- Jake Stief

(Hamilton)

From: Elizabeth Gray

Sent: April 5, 2021 5:40 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: Fwd: I support SDU's in HamOnt

I am a Ward 1 constituent. Please see my letter below.

I support the creation and incentivization of SDU's.

Thank you,

Elizabeth Gray

----- Forwarded message -----

From: Elizabeth Gray

Date: Mon, Apr 5, 2021 at 5:19 PM

Subject: I support SDU's in HamOnt

To: <Ward1@hamilton.ca>

Dear Councillor Wilson,

Please support and heavily incentivize SDU's in all residential neighbourhoods.

This is a sound and efficient decision.

I would love to live in an SDU.

It will make our communities more intensive, beautiful and vibrant while protecting the land that can grow food.

We may need to feed ourselves sooner than we think.

Make Hamilton the best city to live in and support SDU's.

Thank you,

Elizabeth Gray

From: Kathy Garneau

Sent: April 5, 2021 6:23 PM

To: Ward 1 Office <ward1@hamilton.ca>

Cc: clerk@hamilton.ca; Office of the Mayor <mayor@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: April 6, 2021 Planning Committee Item CI 20-E & CI 21-A and report PED 20093(a)

Dear Councillor Wilson,

I am a constituent of Ward 1. I am writing to encourage you to pass the SDU proposal at Hamilton's Planning Committee meeting on April 6.

I like the idea of being able to share my house and garden with other people so we can do our part to intensify Hamilton's existing urban areas. It will also make it possible for homeowners to create a little extra income and will allow us to build spaces where our children can live on the same property.

This move will also help our affordable housing crisis and it will help reduce the carbon footprint of these new homes. It will also support a more walkable and less car-centric community.

Detached secondary suites are a great way for people to age in place in their communities. In order to support barrier-free spaces, I support increasing the allowable gross floor area further than the draft bylaws on lots where appropriate. I suggest the Gross Floor Area for these homes be increased to a maximum of 100m² AND a maximum lot coverage for the SDU of 25%- whichever is more restrictive as a reasonable maximum threshold. And that the setbacks from the rear and side lot lines and from the primary house will further limit smaller sites. However, allowing larger units on appropriate lots will reduce the number of unnecessary minor variances.

The requirements for the 1.2m Rear Yard with only sod should allow for other forms of visual barrier from the lane to the SDU which would improve privacy. I think we should allow for other permeable landscaping, fencing, or permeable surface treatments.

The requirements of the max 40m distance from the front lot line to the entrance of the secondary dwelling unit will limit SDUs on larger lots.

I think it is a good idea to waive the development charge and reduce the parkland dedication and minor variance application fees. These rules will incentivize this type of infill.

I believe Hamilton should recognize each ADU as a unit falling within the detached/semi-detached home category for the purposes of the land needs assessment. This is more appropriate than considering them as apartments.

Also, I think Hamilton should set a firm minimum target for the number of fully detached SDUs it wants to see created.

Sincerely,

Kathy Garneau

From: Mark Zenchuk

Sent: April 5, 2021 7:58 PM

To: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Ward 1 Office <ward1@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: I support SDUs.

I am a Ward 1 constituent and I would like to see support for SDUs.

Hamilton ON

Thank you;

Mark. Zenchuk.

From: Ashley Feldman

Sent: April 5, 2021 8:14 PM

To: Ward 1 Office <ward1@hamilton.ca>

Cc: Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>;

Pearson, Maria <Maria.Pearson@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Ward 8 Office

<ward8@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Collins, Chad

<Chad.Collins@hamilton.ca>; clerk@hamilton.ca; Wilson, Maureen <Maureen.Wilson@hamilton.ca>;

Hilson, Stephanie <Stephanie.Hilson@hamilton.ca>;

Subject: April 6, 2021- Planning Committee Item CI 20-E & CI 21-A and report PED 20093(a)

Hello!

I'm a new member of Ward 1, recently moved to Westdale North neighborhood. Previous to this move I was living in Ward 5, in Hamilton's East End.

Although I myself have no way of building a Laneway house or second dwelling on my property, I believe strongly that it is a smart solution to a few large problems.

To name those at the top of my list is housing for families who's elderly parents will be needing support and an affordable & SAFE place to live. Many Baby Boomers are easing into their twilight years at the same time that single families are faced with sizeable challenges financially due to an over inflated housing market (among other reasons).

Secondly, and simply, they are a solution and alternative to endless suburban sprawl (which deserves a whole email to discuss why that's not our best available option for growth and development).

With so many good examples around the world of gently increasing the density of cities to build thriving and hearty communities, it really would seem a crying shame to pass up the opportunities to take ourselves, with your leadership, one step at a time in the right direction. Please help make Hamilton one of the smart and well-considered cities.

Thank you for your consideration and hopefully, positive action.

Best,

Ashley Feldman

From: Laurie Nielsen

Sent: April 5, 2021 8:17 PM

To: Ward 1 Office <ward1@hamilton.ca>

Cc: Office of the Mayor <mayor@hamilton.ca>; clerk@hamilton.ca; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: RE: Secondary Dwelling Unit

Dear Councillor Wilson,

I watched CHCH news this evening and saw that there is a definite support for these homes in Hamilton. Whether they're for seniors living moving into a home under the care of their children, or in the one case seniors moving out of the main house to allow their children to take it over, these homes fill a much needed gap in the housing market. They also provide income to homeowners struggling to make ends meet. Not everyone can afford to buy new homes out in the suburbs which lack a reliable and frequent public transportation system. Existing services (electricity, water and sewer lines) are close, if not already in place. This is the type of affordable housing that Hamilton needs. Thank you.

Best regards,

Laurie Nielsen

I am a Ward 1 constituent.

From: Richard Feenstra

Sent: April 6, 2021 1:13 AM

To: Ward 1 Office <ward1@hamilton.ca>; clerk@hamilton.ca

Subject: Secondary housing units /laneway homes

Dear Ms Wilson I Elizabeth Cook live in ward one. I am writing to support the building of secondary units in Hamilton band ward 1. We are seniors and would like to consider the building of a small unit to help our son who is supporting himself on ODSP have an affordable independent place to live.

Thank you Elizabeth Cook

From: Tracy Mewhort-Buist

Sent: April 6, 2021 8:58 AM

To: Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; clerk@hamilton.ca

Subject: Secondary dwelling unit motion today

Hello Mr. Ferguson,

I'm writing to urge you to vote to pass the secondary dwelling unit motion today to allow detached SDUs to be designated as Single Family Homes. Please set AMBITIOUS targets and incentives to get these done, to help decrease urban sprawl and the loss of our farmlands and green spaces. We need creative new ideas to improve affordable housing in the core.

Thank you,

Dr. Tracy Mewhort-Buist

From: Michele Corbeil

Sent: April 6, 2021 10:05 AM

To: Ward 1 Office <ward1@hamilton.ca>

Cc: clerk@hamilton.ca; Office of the Mayor <mayor@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; arlne.vanderbeek@hamilton.ca; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>

Subject: April 6, 2021 Planning Committee Item CI 20-E & CI 21-A and report PED 20093(a)

Dear Councillor Maureen Wilson;

I am your constituent in Ward 1, and I am writing to encourage your support of the draft bylaw allowing secondary suites within homes as well as detached secondary suites across Hamilton.

I expect to create one of these in my home, by extending an existing room off the back of my home which would need a bathroom and small kitchenette. Your support of this bylaw would contribute to affordable housing in Hamilton for those currently in precarious housing situations such as seniors needing supportive and affordable housing, family members who are not able to maintain homes or are in need of transition accommodation, professionals living in town for extended periods of time during training (e.g., medical residents in Hamilton completing their residencies) to name a few.

- Secondary suites are an affordable way to add to and increase community support by adding to neighbourhoods which will help local businesses.
- The Province developed Bill 108 in 2019 and you support this move to allow homeowners to become developers as a way to help solve our affordable housing crisis. You also understand that many of these secondary suites will be used to allow family member to live closer together.
- Developing secondary suites is a great way to reduce the carbon footprint of both these new homes, which will typically be more energy efficient due to their scale and location, and supports more walkable and less car-centric communities. You recognize that Hamilton has declared a Climate Emergency and Urban Sprawl is a huge contributor to GHG emissions, this is an antidote to that.
- Detached secondary suites are a great way for people to age in place in their communities, creating stronger and healthier communities. In order to support barrier free spaces and accessible design, you would support increasing the allowable gross floor area further than the draft bylaws, on lots where appropriate (see bullet point below).
- City Staff have already included recommendations for a development charge (DC) waiver to go to the finance committee later this month, which is a great way to incentivize this type of infill. Similarly, a reduced parkland dedication fee and minor variance application fee are very supportable. You can express your support for these recommendations since Council

will also need to vote on them. Incentives like these will significantly help allow these types of infill developments to happen across our city.

- There is a new non-profit organization in the GTHA forming called 'In My Backyard' which will be utilizing this new zoning in Hamilton and other communities to develop smaller SDUs for people in need of affordable housing in the back yards of willing homeowners. This is a great way for us to make a real impact in the lives of people struggling with the affordable housing crisis.

- Hamilton should recognize each ADU as a unit falling within the detached/semi-detached home category for the purposes of the land needs assessment. The LNA methodology prescribed by the province is based on the *physical* characteristics of housing units rather than the legal status of the lots they are in or the tenure of the units themselves, so as long as the a unit is physically detached from any other housing unit. There also is no minimum number of rooms or bedrooms etc. for the detached / semi-detached category. Hence there can be no doubt that it falls within the category of detached house. For similar reasons, there is also no justification for including such units in the "apartment" category.

- Hamilton should set a firm minimum target for the number of fully detached SDUs it wants to see created, rather than just passively "getting out of the way". That target should be calculated so that, combined with lot splits and other soft intensification, the entire demand for detached or semi-detached houses is likely to be accommodated in existing Hamilton neighborhoods within the settlement area boundary.

- SDU rules and associated factors such as any development charges and incentives should be designed in a disciplined way with a laser focus on arranging incentives so that sufficient new laneway and garden suites are created to meet the above targets.

- Physical design restrictions for laneway and garden suites should be carefully designed to maximize the number of lots such units are *actually* permitted and viable to build and operate. Any restriction on the built form of laneway and garden suites should be evaluated in terms of its impact on the number of units that are likely to be built.

I look forward to hearing about today's discussion and decision.

Thank you.

Michele Corbeil

From: FD Fraser
Sent: April 6, 2021 6:23 PM
To: Lee, Timothy <Timothy.Lee@hamilton.ca>
Cc: clerk@hamilton.ca
Subject: SDU's in Urban Area

Dear Sir/Madam:

If I have read the information in the Spectator correctly, it appears that the city is proposing to allow a secondary dwelling to be built in the back yard of certain existing homes where lot size and location would allow.

While there are a small number of lots in the city which would be large enough to accommodate a second home in the back yard, may I suggest this is very bad idea. Firstly, it would ruin the existing property; who would want to put another home in their back yard. Secondly, developers and investors would quickly see an opportunity to buy older homes on large lots, tear the original house down and build two homes on the lot. Imagine how one's neighbors would feel about that. While intensification is a reasonable goal in appropriate locations, this option would be a desecration of the few large lots in the city. The overall benefit to the city seems to be very small, compared to the destruction of the few large lots remaining in the city.

FDFraser

From: Jeff Medeiros

Sent: April 8, 2021 10:43 AM

To: Kelsey, Lisa <Lisa.Kelsey@hamilton.ca>; Lee, Timothy <Timothy.Lee@hamilton.ca>

Subject: SDU - Detached Accessory Buildings - Tuesdays Public Meeting

Good morning Lisa and Tim,

I wanted to bring this matter to your attention. I had provided comments to Planning Staff with respect to notification of a statutory public meeting, and was just made aware that the public meeting (Planning Committee Meeting) was held Tuesday, and I was not formally notified by the City. However, I was informed that the matter was deferred to the April 20th meeting. Can you please register me as a delegate please? I would like to speak in front of the Committee.

In addition to this, my original comments that I sent to Planning Staff did not get included or reviewed by Staff. I note in the draft by-laws that there are provisions which prohibit detached secondary units on through lots, with no discussion whatsoever in the staff report to the rationale behind that change. The draft by-law specifically reads *"A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street"*. I would appreciate a response to this specific proposed provision and a reconsideration of this restriction. The proposed provisions are to be permissive, not prohibited. It's counterintuitive by creating restrictions such as this when promoting affordable housing and addressing Provincial policy. If the intent is to not allow them in what is deemed the front yard (which makes sense), then the by-law should specifically state that. Perhaps another suggestion would be to restrict future severances of the units on these lots if that is a concern of Staff? There are more appropriate mechanisms than outright prohibition of SDU's on a through lot. There is a greater impact of SDU's on interior lots than a through lot considering these lots normally abut two public streets, which creates a buffer from neighbouring properties.

The rest of the by-law is generally acceptable and is a step in the right direction. It has been a long time coming to see these sorts of provisions in Hamilton!

Thank you for your time and consideration.

-Jeff

From: Jeff Medeiros

Sent: April 7, 2021 7:52 AM

To: Farr, Jason <Jason.Farr@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; clerk@hamilton.ca

Subject: Public Notification - SDU - Detached Accessory Buildings

Good morning members of the Planning Committee and Staff:

I am a resident and taxpayer of the City, and I wanted to bring this matter to your attention. I had provided comments to Planning Staff with respect to notification of a statutory public meeting, and was just made aware that the public meeting (Planning Committee Meeting) was held yesterday, and I was not formally notified by the City.

In addition to this, my comments did not get included or reviewed by Staff. I note in the draft by-laws that there are provisions which prohibit detached secondary units on through lots, with no discussion whatsoever in the staff report to the rationale behind that change. The draft by-law specifically reads "*A Secondary Dwelling Unit – Detached shall only be permitted in a Rear and interior Side Yard. In the case of a through lot, a Secondary Dwelling Unit – Detached shall not be permitted in any yard abutting a street*". It's very disheartening to hear about this lack of transparency.

I request that as one of your constituents, Council reconsiders restricting detached secondary dwelling units on thorough lots at the upcoming Council Meeting. These proposed provisions are to be permissive, not prohibited. It's counterintuitive to promote affordable housing.

Thank you for your time and consideration.

-Jeff

----- Forwarded message -----

From: Jeff Medeiros

Date: Tue, Feb 23, 2021 at 2:15 PM

Subject: SDU - Detached Accessory Buildings

To: <residentialzoning@hamilton.ca>

Good afternoon,

I had provided these comments already to Timothy Lee; however, I wanted to formally submit them again to this email. As part of the public process, I request that the following comments be taken into consideration as part of the Second Dwelling Units (SDU) project:

- **Second Dwelling Units in new detached garages** - The review should have consideration of new detached SDU's in conjunction with a detached garage. For example: ground floor garage with a 2nd floor detached dwelling unit. I think this will be a common request by residents as it supports the creation of additional housing, while maintaining the minimum number of parking spaces on-site. An argument could also be made about the compatibility of this built form versus a standalone single dwelling unit (not in a garage).

- **Through lots** - I was advised that the City is considering the prohibition of SDU's adjacent to or abutting a public street. This provision could be detrimental to establishing an SDU on a through lot (lots that abut a public street in the front yard and rear yard). The implementing by-law should have regard for through lots (for example: allow for the creation of SDUs in the rear yard of a through lot). Through lots are unique and not uncommon in the lower City of Hamilton. They also provide direct access to a public street, are serviceable, have better access for emergency services (i.e. fire department), etc. These sites are good candidates for detached SDU's; probably more so than a lot of interior lots.

Please add me to the mailing list. I would like to be notified of the statutory public meeting in front of the Planning Committee.

Best regards,
Jeff Medeiros

From: Heather Swartz

Sent: April 7, 2021 1:44 PM

To: clerk@hamilton.ca

Subject: Planning Committee - Secondary Dwelling Units and Accessory Building and Other Regulations
Zoning By-Law Modifications

I wish to express my opposition to the modifications to the pertinent Zoning By-Laws impacting the approval of Secondary Dwelling Units. Specifically, the modifications that provide for Conversion of an Existing Accessory Building to a Detached Secondary Dwelling Unit.

The proposed "Vacuum Clause" regulation that has been introduced allows any existing, legally established accessory building in the Urban Area to be converted to a detached SDU. In particular, the clause deems any non-complying matters to comply with the regulations for setback requirements, height, gross floor area, lot coverage, and distances from the principal dwelling. This all-encompassing and generalized clause provides no protection for adjacent properties or owners regarding any of the regulations that are deemed to be appropriate for newly constructed SDUs.

In addition to being inconsistent in the application of regulations for SDUs, it does not provide an avenue for input or appeal for neighbours. I would propose that each conversion of an accessory building that currently serves a purpose, other than as a dwelling, be treated individually. Any variances from the regulations required for newly constructed SDUs should be approved as a variance by the Committee of Adjustment. This procedural step would provide neighbouring properties with an opportunity for input prior to conversion of use for the accessory dwelling.

The mere existence of an accessory building should not exempt it from the reasonable controls being put in place for SDUs, given the significant impact a change in use would have.

Heather

Heather Swartz



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 6, 2021
SUBJECT/REPORT NO:	Dedicated Mohawk College Enforcement (PED18220(b)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	James Buffett (905) 546-2424 Ext. 3177
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That a 12-month extension of the temporary Parking Enforcement Officer for the Mohawk College Precinct be approved;
- (b) That the estimated gross annual cost of \$86,900 and a net cost of \$0 continue to be funded from the Tax Stabilization Reserve;
- (c) That staff report back with results and recommendations following the 12-months at the end of Q1 2022.

EXECUTIVE SUMMARY

In September 2019, Council approved a pilot project to create a temporary Parking Enforcement Officer position to address the significant number of parking enforcement requests in the Mohawk College Precinct. This pilot project was approved for a 12-month extension in February 2020 just prior to the COVID-19 Pandemic. The extension was approved on the basis that the pilot project achieved positive results and enforcement revenues substantially offset staff costs. The Recommendations approved in February 2020 also enabled greater flexibility for this Officer to be deployed to other

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Dedicated Mohawk College Enforcement (PED18220(b)) (City Wide) -
Page 2 of 4**

areas of the City, a change that proved to be useful and cost effective during the COVID-19 Pandemic.

Since February 2020, parking activity in the Mohawk College Area has not been reflective of normal conditions. As a result, the purpose of this Report is to recommend a subsequent 12-month extension of the temporary Parking Enforcement Officer.

It is noted that, full in-person learning may not return to Mohawk College until Fall 2022, but parking challenges in the area are still present. Parking enforcement demand across the entire City of Hamilton is experiencing rapid growth, with the total number of complaints increasing annually. In 2019, City-wide requests for enforcement rose 14% over the previous year.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: \$86,900 gross cost to Transportation Planning and Parking, but at a Net Cost of \$0 to be funded from the Tax Stabilization Reserve.

Staffing: A 12-month extension for the use of a temporary full-time employee (FTE) Parking Control Officer (PCO) until end of Q1 2022.

Legal: N/A

HISTORICAL BACKGROUND

At the Council Meeting of May 23, 2018, Council passed a Motion from the Ward Councillor “that staff look at the feasibility of a dedicated PCO in the Mohawk College Precinct”.

At the Planning Committee Meeting on September 18, 2018, staff submitted Recommendation Report PED18220 outlining the feasibility of the Pilot Program. Staff indicated that a dedicated PCO in the Mohawk College Area could provide a heightened level of enforcement and at a ‘net zero’ cost.

At the Council meeting of September 26, 2018, Council approved a one-year pilot program using one temporary FTE Parking Enforcement Officer for the Mohawk College Precinct at an estimated gross annual cost of \$84 K and net cost of \$0; and that staff report back with results and recommendations following the one-year pilot program.

The pilot program was amended by Council at its meeting of June 26, 2019, where it approved Item 7.1, which read as follows: “That the one (1) Temporary FTE Parking

**SUBJECT: Dedicated Mohawk College Enforcement (PED18220(b)) (City Wide) -
Page 3 of 4**

Enforcement Officer assigned to the one (1) year pilot program for Mohawk College Precinct, be reassigned over the summer months, to other areas to cover vacation/sick time.”

At the Council Meeting of February 26/27, 2020, Council approved the following:

- (1) A 12-month extension to the pilot program;
- (2) The temporary Parking Enforcement Officer Supplement City-wide parking enforcement in addition to the Mohawk College Precinct;
- (3) That staff report back with results and recommendation at the end of Q1 2021; and,
- (4) The item respecting staff report back with results and recommendations following the one-year pilot program respecting the temporary Dedicated Mohawk College Parking Enforcement Officer be identified as complete and removed from the Planning Committee Outstanding Business List.

The remainder of 2020 saw unprecedented challenges to the entire City of Hamilton. During this 12-month extension, enforcement regulations were lifted and relaxed to assist with “stay at home” initiatives/orders, quarantining, and self-isolation. Education Institutions at all levels had closures and major adaptations to online learning. These factors immensely changed existing pressures and needs in the Mohawk College Area, and we are not clear on what the future needs may be.

Despite the changes in the Mohawk College Area, the additional temporary staff member was key in assisting ongoing Parking Enforcement operations and service provision, namely the ability to assist with short-term absences and the need to significantly alter staffing schedules in response to COVID-19.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

Staff had regular interaction and communication over the course of the Pilot Program and leading up to this Report with the Ward 8 Councillor.

**SUBJECT: Dedicated Mohawk College Enforcement (PED18220(b)) (City Wide) -
Page 4 of 4**

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The 12-month extension that was approved in February 2020 was meant to serve as a window of observation and analysis. With the onset of COVID-19, our Parking Enforcement Services were significantly altered, and historical enforcement needs within The Mohawk College Precinct were significantly impacted. Time Limit Enforcement was relaxed across the City, which is the focus of enforcement in this area. Utilization of the surrounding community for transient parking attending the college was and continues to be significantly reduced with campus rolling closures and transition to online learning. In the end, during 2020, Parking Penalty Issuance fell below pre-pilot program levels with this theorized temporary change of parking behaviours in the Mohawk College Precinct.

Despite the reduced need within the Mohawk College Precinct, other pressures, such as short-term absences relating to COVID Screening Protocols, and altered staff scheduling, were alleviated with this additional staffing resource.

ALTERNATIVES FOR CONSIDERATION

- (a) Staff could be directed to approve one new permanent FTE PCO, to enforce the regulations in the Mohawk College Precinct and enhance overall City of Hamilton service provision, and that the increased complement of one FTE be referred to in the finalization of the 2021 budget process or move to the 2022 budget process for consideration; and,
- (b) Staff could be directed to immediately end the Pilot Program and revert to regular routine enforcement and calls for service.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

APPENDICES AND SCHEDULES ATTACHED

N/A

JB:cr



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Building Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	April 20, 2021
SUBJECT/REPORT NO:	Demolition Permit - 196 Dundurn Street South (PED21058) (Ward 1)
WARD(S) AFFECTED:	Ward 1
PREPARED BY:	Frank Peter (905) 546-2424 Ext. 2781
SUBMITTED BY:	Ed VanderWindt Director, Building and Chief Building Official Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

Notwithstanding the previous property owner has already demolished the residential property without the benefit of a demolition permit, that a demolition permit to authorize the demolition only be issued in accordance with the following standard conditions for a delegated authority demolition permit in accordance with By-law 09-208, as amended by By-law 13-185, pursuant to Section 33 of *The Planning Act*:

- (a) That the applicant has applied for and received a building permit for a replacement building on this property;
- (b) That the said building permit specifies that if the replacement building is not erected within two years of the demolition of the existing building on the property, the City be paid the sum of \$20,000 which sum:
 - (i) the City Clerk is authorized to enter on the collector's roll and collect in like manner as municipal taxes; and
 - (ii) is a lien or charge on the property until paid; and
- (c) That the applicant be required to register on title to the subject property (prior to issuance of the said demolition permit), notice of these conditions in a form satisfactory to the Chief Building Official and the City Solicitor.

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SUBJECT: Demolition Permit - 196 Dundurn Street South - PED21058 (Ward 1)
Page 2 of 4

EXECUTIVE SUMMARY

The owner of the property is seeking approval through a demolition permit for the demolition of the previously existing single family dwelling that was demolished by the previous owner on April 4, 2019 without the benefit a demolition permit. The current owner advised that he has no immediate plans for a replacement building. The owner is also seeking approval, by way of a building permit, to renovate an existing detached building located at the rear of the property to be used for a non-residential use.

Notwithstanding that the demolition has already occurred, this report is recommending that the property owner be held to the standard rebuild conditions that would have been required had a demolition permit been sought prior to the demolition.

The zone permits mixed residential and commercial as well as other non-residential uses. The owner is in the preliminary stages of attempting to apply for an on-line building permit application for renovations to the detached building, however as of the date this report was written, he has not actually submitted the application to the City for review. It is also noted that the current owner has started renovations to this building without a building permit. As a result, Orders to Comply have been issued to the current owner, for the demolition without a permit and for the renovations to the detached building without permits. Additionally, an Order to Comply was issued to the previous owner for the demolition of the previously existing house without a permit.

Under Section 4 of the Demolition Control By-law 09-208 the Chief Building Official has the delegated authority to issue a demolition permit for residential properties that are "routine applications". This application has been deemed a "routine application" as this property is in an established neighbourhood. Additionally, the current zoning would permit a replacement building, subject to an approved Site Plan Application and a building permit in the normal manner. Therefore, the standard conditions required to be registered on title that would require a building permit to be issued in conjunction with the demolition permit and the replacement building to be substantially completed within two years of the date of the demolition would apply in accordance with the By-law.

However, where the owner of the property does not agree with the conditions being imposed, Section 7 of the By-law requires the Chief Building Official to advise Council. Council then retains all power to: issue, including imposing the standard rebuild condition; issue without conditions or refuse to issue the demolition permit.

The effect of the staff recommendation is that the previous owner would continue to be in contravention of the Ontario Building Code for having demolished the residential property without a permit until such time as the recommended conditions (a) through (c) have been met, as would have been the case if they had successfully obtained the demolition permit prior to demolition.

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SUBJECT: Demolition Permit - 196 Dundurn Street South - PED21058 (Ward 1)
Page 3 of 4

This Report is presented to Council as the owners are not in agreement with the recommended conditions as set out in the Demolition Control By-law.

Alternatives for Consideration – See Page 4 of 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Not Applicable.

Staffing: Not Applicable.

Legal: Not Applicable.

HISTORICAL BACKGROUND (Chronology of events)

On April 4, 2019 the previous owner, Jason Fiorino, demolished the existing house without a demolition permit. As a result, an Order to Comply was issued and legal action has been taken and is currently on going against him by our Inspections Section.

April 19, 2019 – previous owner, Jason Fiorino, applied for a demolition permit which has been since cancelled, due to the owner not submitting requested documentation.

Late January or early February 2020 - Skyway Construction Group purchased the property. Greg Hart is the owner of Skyway Construction Group.

December 10, 2020 – Order to Comply was issued to Skyway Construction Group for the demolition of the house without a permit.

December 10, 2020 – Two additional Orders to Comply were issued to Skyway Construction Group. One for renovations to the detached building without a permit and the second to not cover certain building systems in the building.

December 22, 2020 – Greg Hart (Skyway Construction Group) applied for a demolition permit application which is currently under review.

February 19, 2021 – Lucy Shaw, applicant on behalf of the owner, started the electronic permit application process however has not actually submitted the application to the Building Division for review.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not Applicable.

RELEVANT CONSULTATION

Not Applicable.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Not Applicable.

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SUBJECT: Demolition Permit - 196 Dundurn Street South - PED21058 (Ward 1)**Page 4 of 4**

ALTERNATIVES FOR CONSIDERATION

Should the Committee wish to approve the demolition without imposing the conditions for a replacement building, then the following recommendation may be appropriate:

That the Chief Building Official be authorized to issue a demolition permit for the previously existing single family dwelling located at 196 Dundurn Street South, in accordance with By-law 09-208, as amended by By-law 13-185, pursuant to Section 33 of *The Planning Act* as amended.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Community Engagement & Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" – Location Map

FP:II

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CITY OF HAMILTON

MOTION

Planning Committee: April 6, 2021

MOVED BY COUNCILLOR L. FERGUSON

SECONDED BY COUNCILLOR

Ancaster Tennis Club – 291 Lodor Street – Waiving of Site Plan Application Fee

WHEREAS, the lands located at 291 Lodor Street have received Conditional Site Plan Approval (SPA-19-114) for the construction of an air supported dome to cover the existing tennis court and storage building;

WHEREAS, Condition 1c of the Standard Site Plan conditions states that in the event a building permit for the proposed development has not been issued within one year from the date of Site Plan approval, the approval shall lapse; and,

WHEREAS, Site Plan approval for SPA-19-114 lapsed on September 26, 2020 and a new Site Plan application and fee is required for a building permit to be issued;

THEREFORE BE IT RESOLVED:

That staff be directed to waive the City of Hamilton fee for the required Site Plan Application for 291 Lodor Street (SPA-19-114).

CITY OF HAMILTON

MOTION

Planning Committee: April 6, 2021

MOVED BY COUNCILLOR L. FERGUSON

SECONDED BY COUNCILLOR

2004 Glancaster Road, Braun Nursery – Waiving of Moratorium for a Minor Variance Application

WHEREAS, Bill 73, *Smart Growth for our Communities Act*, 2015 placed a moratorium for Minor Variance applications within 2 years of passing a site specific zoning by-law amendment;

WHEREAS, the application as presented in Report PED20130 for lands including 2004 Glancaster Road was approved by Council on September 30, 2020 and is currently within the 2 year moratorium which will end September 30, 2022;

WHEREAS, Council may waive this moratorium on a site specific basis, to allow the applicant to make an application to the Committee of Adjustment;

WHEREAS, the application as presented in Report PED20130 was approved for a maximum height of 10.5 metres and any proposed height increases cannot proceed without an amendment to the Zoning By-law; and,

WHEREAS, Fothergill Planning and Development Inc. on behalf of Braun Nursery Limited submitted Site Plan Amendment application SPAR-20-119, where a variance for the maximum height was identified to implement the final building proposal;

THEREFORE BE IT RESOLVED:

That Council provide authorization to Braun Nursery Limited and Fothergill Planning and Development Inc. to apply for a Minor Variance for lands located at 2004 Glancaster Road in order to permit a building height of 11.5 metres and to vary a site specific by-law approved within the last 2 years.