



**City of Hamilton
PLANNING COMMITTEE
AGENDA**

Meeting #: 21-013
Date: September 7, 2021
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:
<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

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 August 10, 2021
5. COMMUNICATIONS
6. DELEGATION REQUESTS
7. CONSENT ITEMS

3

7.1	Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Parts 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10)	35
-----	---	----

8. STAFF PRESENTATIONS

9. PUBLIC HEARINGS / DELEGATIONS

10. DISCUSSION ITEMS

10.1	Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) (Outstanding Business List Item)	57
------	--	----

11. MOTIONS

12. NOTICES OF MOTION

13. GENERAL INFORMATION / OTHER BUSINESS

14. PRIVATE AND CONFIDENTIAL

14.1	Closed Session Minutes - August 10, 2021	
------	--	--

15. ADJOURNMENT



PLANNING COMMITTEE MINUTES

21-012

August 10, 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: Councillor B. Clark and A. VanderBeek

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Biodiversity Action Plan – Execution of Agreement with the Hamilton Naturalists’ Club (PED21065(a)) (City Wide) (Item 7.1)

(Johnson/Partridge)

- (a) That the Municipal Contribution Agreement, attached as Appendix “A” to Report PED21065(a)), between the City of Hamilton and the Hamilton Naturalists’ Club for a one-time funding contribution towards hiring a project coordinator for the development of a Biodiversity Action Plan, be approved; and,
- (b) That the General Manager of Planning and Economic Development (or their designate) and the General Manager of Public Works (or their designate) be authorized and directed to sign the Municipal Contribution Agreement, attached as Appendix “A” to Report PED21065(a), on behalf of the City of Hamilton.

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. To Incorporate City Lands into Rachel Drive by By-law (PED21138) (Ward 10) (Item 7.2)

(Pearson/Johnson)

- (a) That the following City lands designated as Part 2 on Plan 62R-21169 be established as a public highway to form part of Rachel Drive;
- (b) That the By-law to incorporate the City lands to form part of Rachel Drive be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,
- (c) That the General Manager of Public Works be authorized and directed to register the By-law.

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

3. Site Alteration By-law No. 19-286 (PED19201(a)) (City Wide) (Item 7.3)

(Farr/Collins)

That Report PED19201(a) respecting Site Alteration By-law No. 19-286, be received.

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

4. Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications (PED21153) (City Wide) (Item 7.4)

(Wilson/Ferguson)

That Report PED21153 respecting Active Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications, be received.

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

5. Request to Deem Lands located at 323 Rymal Road East, Hamilton, as a Class 4 Area pursuant to the Ministry of the Environment, Conservation and Parks' (MECP) Noise Guidelines NPC-300 (PED21160) (Ward 7) (Item 7.5)

(Ferguson/Johnson)

- (a) That the request by IBI Group on behalf of 133364 Ontario Inc., to deem the lands located at 323 Rymal Road East (see Appendix "A" attached to Report PED21160) as a Class 4 Area pursuant to the Ministry of the Environment, Conservation and Parks' (MECP) Noise Guidelines NPC-300 (Stationary and Transportation Sources – Approval and Planning) be approved by Council;
- (b) That the Class 4 Area designation apply only to the development proposal attached as Appendix "B" to Report PED21160 with the requirement that all noise mitigation and warning clauses be secured and implemented through the applicable Site Plan Control Approval and future Draft Plan of Condominium applications.

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

6. Extension to Temporary Use By-law to Zoning By-law No. 05-200 – Outdoor Commercial Patios, Addition and Extension to Temporary Use By-law to Zoning By-law No. 05-200 - Temporary Tents (CI-20-F(3)) (PED20135(b)) (City Wide) (Item 9.1)

(Farr/Partridge)

- (a) That approval be given to City Initiative-20-F(3) Outdoor Commercial Patios and Temporary Tents for Commercial, Institutional, and Industrial Uses to amend Temporary Use by-law No. 20-181, as amended by By-law No. 20-215, under Zoning By-law No. 05-200 to further extend the time period for the outdoor commercial patio regulations until December 31, 2021, on the following basis:
- (i) That the draft Temporary Use By-law, attached as Appendix “A” to Report PED20135(b), be approved by City Council;
 - (ii) That the draft Temporary Use By-law is consistent with the Provincial Policy Statement (PPS) 2020, conforms to the A Place to Grow Plan (2020), and complies with the Urban Hamilton Official Plan.
- (b) That approval be given to City Initiative-20-F(3) Outdoor Commercial Patios and Temporary Tents for Commercial, Institutional, and Industrial Uses to amend Temporary Use by-law No. 20-214 under Zoning By-law No. 05-200 to extend the time period for permissions for temporary tents until December 31, 2021 and to extend the permissions for temporary tents to certain commercial zones, uses permitted in the Community Park (P2) Zone and the City Wide (P3) Zone, certain commercial uses and accessory commercial uses to a permitted use in certain industrial zones, on the following basis:
- (i) That the draft Temporary Use By-law, attached as Appendix “A” to Report PED20135(b), be approved by City Council;
 - (ii) That the draft Temporary Use By-law is consistent with the Provincial Policy Statement (PPS) 2020, conforms to the A Place to Grow Plan (2020), and complies with the Urban Hamilton Official Plan.
- (c) ***That there were no public submissions received regarding this matter.***

Result: Main Motion, As Amended, 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

7. Application for Approval of a Draft Plan of Subdivision for Lands Located at 4 Vickers Road, Hamilton (PED21155) (Ward 7) (Item 9.2)

(Ferguson/Danko)

- (a) That Draft Plan of Subdivision application 25T-202004, by The Biglieri Group, on behalf of Dicenzo (Linden Park) Holdings Inc., Owner, to establish a Draft Plan of Subdivision on lands located at 4 Vickers Road (Hamilton), as shown on Appendix "B", attached to Report PED21155, be APPROVED subject to the following conditions:
- (i) That this approval applies to the Draft Plan of Subdivision application 25T-202004 prepared by A. T. McLaren Limited and certified by S. Dan McLaren, O.L.S. dated July 15, 2020, consisting of seven development blocks (Blocks 1 - 7) attached as Appendix "B" to Report PED21155;
 - (ii) That the Special Conditions of Draft Plan of Subdivision Approval, 25T-202004, attached as Appendix "C" to Report PED21155, 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 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 PED21155;
 - (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 the public submissions were received and considered by the Committee in approving the application.***

Result: Main Motion, As Amended, 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

8. Amendments to the Property Standards and Vital Services By-law (PED21049(a)) (City Wide) (Item 10.1)

(Collins/Danko)

- (a) That the amendment to the City of Hamilton Property Standards By-law 10-221 with respect to improvements and maintenance involving rental properties and apartments described in Report PED21049(a) and detailed in the proposed amending By-law attached as Appendix "A" to Report PED21049(a) be approved;
- (b) That the amendment to Table 14 to the City of Hamilton Administrative Penalties By-law 17-255 described in Report PED21049(a) and detailed in the proposed amending By-law attached as Appendix "B" to Report PED21049(a) be approved;
- (c) That the amendment to the City of Hamilton Vital Services By-law 09-190 and the City of Hamilton Administrative Penalty By-law 17-255 described in Report PED21049(a) and detailed in the proposed amending By-law attached as Appendix "C" to Report PED21049(a) be approved; and,
- (d) That the amending By-laws attached as Appendix "A", Appendix "B", and Appendix "C" to Report PED21049(a), which has been prepared in a form satisfactory to the City Solicitor be enacted by Council.

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
 CONFLICT - Ward 10 Councillor Maria Pearson

9. License Rental Housing (PED21097/LS21022) (Wards 1, 8 and parts of Ward 14) (Item 10.2)

(Danko/Wilson)

- (a) *That the draft By-law “Rental Housing Units” (Schedule 31) attached as Appendix “A” to Report PED21097/LS21022, which has been prepared in a form satisfactory to the City Solicitor be referred to the September 21st, 2021 Planning Committee meeting to satisfy the public notice requirement for implementation;*
- (b) *That Staff prepare a transition plan to inform business property owners and tenants of the requirements of the pilot by-law, provide owners with adequate time and information to gain compliance and avoid displacement of tenants;*
- (c) *That Staff prepare a fee schedule to achieve full cost recovery with no net levy impact for the implementation of the 2 year pilot project in Wards 1, 8 and parts of Ward 14 at a total cost of \$2,014,992 with the creation of 10 temporary FTEs as follows: three full-time temporary zoning Staff to be funded from zoning verification fees; four full-time temporary Fire Inspectors to be funded from inspection fees; and one full-time temporary Licensing Administrator and two full-time temporary Licensing Compliance Officers to be funded from licensing fees;*
- (d) *That Staff report back to Planning Committee after the “Rental Housing Units” (Schedule 31) has been enacted for 18 months with an update on the pilot project; and,*
- (e) That the contents of Appendix “C” to Report PED21097/LS21022 remain confidential under solicitor-client privilege.

Result: Main Motion, as Amended, 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
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 CONFLICT - Ward 10 Councillor Maria Pearson

10. **Interim Control By-law Extension - Pleasantview Area (PED21157) (Ward 13) (Item 10.3)**

(Pearson/Partridge)

- (a) That Interim Control By-law No. 20-186 be extended for an additional year from the date of the passing of the By-law No. 20-186 (September 10, 2020), to allow additional time to complete the Pleasantview Land Use Study and bring forward for Council's consideration amendments to the Rural Hamilton Official Plan and Zoning By-law 05-200 to implement the Pleasantview Land Use Study, for lands located generally in the area bounded by Patterson Road to the north, Cootes Paradise to the south, Highway No. 6 to the east, and Valley Road/York Road to the west;
- (b) That the Draft By-law No. 21-XXX, attached as Appendix "B" to Report PED21157 which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council; and,
- (c) ***That, to provide additional opportunities for public consultation and feedback on the necessary draft Official Plan Amendment and Zoning By-law for the Pleasant View lands, and to ensure alignment with the proposed extension of Development Control on the area under the Niagara Escarpment Plan (NEP), the statutory public meeting be scheduled no earlier than November 16, 2021.***

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

11. **Pier 8 Block 16 Urban Design Guidelines and Implementation Strategy (PED21018) (Ward 2) (Item 10.4)**

(Farr/Danko)

That the Pier 8 Block 16 Urban Design Guidelines, attached as Appendix "B" to Report PED21018, be adopted and staff be directed and authorized to use the guidelines to evaluate and guide development applications for lands identified as Pier 8 (65 Guise Street East), Block 16 in the West Harbour area, as shown on Appendix "A" to Report PED21018.

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

12. Demolition Permit for 323 Rymal Rd. East (Item 11.1)

(Danko/Ferguson)

WHEREAS, the owner has received conditional site plan approval and is awaiting final sign off on the Delegated Authority as per the Demolition Control By-Law and is currently working through site plan approvals.

WHEREAS, the owner has boarded up the vacant property but continues to have untoward activity at the property that is uninhabitable; and,

WHEREAS, it is not appropriate to pursue repair or restoration of this building as prescribed by the Property Standards By-law or maintain the property on the Vacant Building Registry and demolition is appropriate;

THEREFORE BE IT RESOLVED:

That the Chief Building Official be authorized to issue a demolition permit for 323 Rymal Road East, Hamilton, in accordance with By-law 09-208, as amended by By-law 13-185, pursuant to Section 33 of the *Planning Act*, as amended, without having to comply with conditions 6(a), (b), and (c) of the Demolition Control By-law 09-208.

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

**13. Noise Concerns and Request for Expiry of Extended Construction Hours
(Added Item 12.1)****(Johnson/Partridge)**

WHEREAS, municipalities have the authority under the *Municipal Act, 2001* to pass a Noise By-law to regulate and prohibit with respect to noise;

WHEREAS, in response to the COVID-19 pandemic, the Ontario government sought to accelerate construction projects in municipalities;

WHEREAS, the Ontario government passed O.Reg 131/20, under the *Municipal Act, 2001* ("O.Reg 131/20") allowing for extended construction hours for projects associated with the healthcare sector to 24 hours a day and any other construction activity in a municipality between the hours of 6am and 10pm;

WHEREAS, O.Reg 131/20 limits a municipality's authority and enforcement through Section 451.1 of the *Municipal Act, 2001* from prohibiting and regulating noise with respect to after-hour noise from construction sites;

WHEREAS, there has been an increase in complaints as a result of after-hour noise caused by construction sites impacting the quiet enjoyment of the residents of Hamilton; and,

WHEREAS, O.Reg 131/20 is set to expire on October 7, 2021;

THEREFORE BE IT RESOLVED:

- (a) That the Mayor contact the Premier of Ontario, and local Members of Parliament to ask that the Province to promptly expediate the expiry of O.Reg 131/20, the COVID exemption for after-hours noise from construction sites.
- (b) That the Mayor contact the Premier of Ontario, and local Members of Parliament to request that the Province not make the temporary regulations of O.Reg 131/20, or any similar restrictions, permanent through an amendment to the *Municipal Act, 2001*.
- (c) That the request be sent to other municipalities in Ontario, including the Association of Municipalities of Ontario for their endorsement.

Result: Motion CARRIED by a vote of 7 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
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson

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

- 14. Update regarding Appeal to the Ontario Land Tribunal of the passing of City of Hamilton By-law No. 19-039 to Amend Hamilton Zoning By-law No. 05-200 for additional setback requirements for Warehouses in Duff's Corner, Ancaster (LS21023/PED21143) (Ward 12) (Added Item 14.2)**

(Ferguson/Farr)

- (a) That Report LS21023/PED21143 respecting Update regarding Appeal to the Ontario Land Tribunal of the passing of City of Hamilton By-law No. 19-039 To Amend Hamilton Zoning By-law No. 05-200 for additional setback requirements for Warehouses in Duff's Corner, Ancaster (Ward 12), be received;
- (b) That Report LS21023/PED21143, its closed session recommendations (a), (b), and (c), and its Appendices "A", "B", "C", "D", "E", "F" and "G" hereto, remain confidential; and,
- (c) That the staff direction provided in Closed Session be approved.

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

- 15. Waterdown Bay - 392 Dundas Street East (LS20003(a)/PED20049(a)) (Ward 15) (Added Item 14.3)**

(Partridge/Pearson)

That Report LS20003(a)/PED20049(a) respecting Waterdown Bay – 392 Dundas Street East, be received and remain confidential.

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
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson

NOT PRESENT - 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. COMMUNICATIONS (Item 5)

- 5.2 Viv Saunders respecting Parking By-law Officers - Private Property
- 5.3 Viv Saunders respecting Barton St EA - 2 Rural Lanes Widening to 5 Urbanized Vehicle Lanes

2. DELEGATION REQUESTS (Item 6)

- 6.1 Delegation Requests respecting Licence Rental Housing (Item 10.2) (For Today's Meeting)

(a) Virtual / Pre-recorded Delegations:

(b) Crystal Henderson being replaced by Donna Bacher, President,

(c) Sara Shwadchuk submitting written comments only as Item 6.1(b)(ar)

(e) Added Virtual / Pre-recorded Delegations:

- (i) Ian Borsuk
- (ii) Cameron Kroetsch
- (iii) Darlene Wesley, ACORN Hamilton
- (iv) Siobhan Teel, McMaster Students Union
- (v) Karl Andrus, Hamilton Community Benefits Network
- (vi) Rick Rankin, ACORN Hamilton
- (vii) Ruth Draaistra, MSA
- (viii) Mymoon Bhuiyan, McMaster Student Union
- (ix) Cassandra Pichler, ACORN Hamilton
- (x) Veronica Gonzalez, ACORN Hamilton
- (xi) Jonathan Lopez, ACORN Hamilton
- (xii) Alex Wilson
- (xiii) Robert Flis
- (xiv) Simranjeet Singh, McMaster Student Union
- (xv) Hunter Celenza, ACORN Hamilton
- (xvi) Michael Lopez, ACORN Hamilton

- (xvii) Jacqueline Elliot, ACORN Hamilton
- (xviii) Thomas Cooper, Hamilton Roundtable for Poverty Reduction
- (xix) Marnie Schurter, ACORN Hamilton

(f) Added Pre-recorded Submissions:

- (i) Marnie Schurter
- (ii) Rick Rankin
- (iii) Cassandra Pichler
- (iv) Jonathan Lopez
- (v) Jacqueline Elliot
- (vi) Hunter Celenza
- (vii) Ruth Draaistra - WITHDRAWN
- (viii) Michael Lopez

(b) Added Written Delegations:

- (b) Robert D. Hamilton
- (c) Nikki Ellis
- (d) John Day
- (e) Steve Greene
- (f) Hamilton and District Apartment Association
- (g) Colin Fraser
- (h) Casey Van Dijk
- (i) Ben Faber
- (j) Anne Devries
- (k) Jordan Raycroft
- (l) Pat and Al Ward
- (m) Paul Salvi
- (n) Barry Miller
- (o) C. and John Kool
- (p) Karen Ford
- (q) John Durac
- (r) Keith Clark
- (s) Cheryl Boileau
- (t) Lisa Crapsi
- (u) Chris Ferguson
- (v) Maureen McLellan
- (w) Mike and Ida Caruso
- (x) Margaret Regan
- (y) Michael Ronney
- (z) Lynn Sharpe
- (aa) Jantina and John DeVries
- (ab) John Cassidy
- (ac) John Benedetti
- (ad) Carol Pacella

- (ae) John Simpson
- (af) Jordan Cozzi
- (ag) Donna Swan and Sheila Boyd
- (ah) Edgar Rogalski
- (ai) Robert Flis
- (aj) Brian Melnike
- (ak) Guy Bisson
- (al) James Sherriff
- (am) Karen Bird
- (an) Nanette Morton
- (ao) Toni Simpson
- (ap) John Schooley
- (aq) [name redacted], ACORN Hamilton
- (ar) Sara Shwadchuk

3. PUBLIC HEARINGS / DELEGATIONS (Item 9)

9.2 Application for Approval of a Draft Plan of Subdivision for Lands Located at 4 Vickers Road, Hamilton (PED21155) (Ward 7)

(a) Added Written Submissions:

(a) Nicole Thebaud

4. NOTICES OF MOTION (Item 12)

12.1 Noise Concerns and Request for Expiry of Extended Construction Hours

5. PRIVATE AND CONFIDENTIAL (Item 14)

14.2 Update regarding Appeal to the Ontario Land Tribunal of the passing of City of Hamilton By-law No. 19-039 to Amend Hamilton Zoning By-law No. 05-200 for additional setback requirements for Warehouses in Duff's Corner, Ancaster (LS21023/PED21143) (Ward 12)

14.3 Waterdown Bay - 392 Dundas Street East (LS20003(a)/PED20049(a)) (Ward 15)

(Wilson/Johnson)

That the agenda for the August 10, 2021 meeting be approved, as amended.

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

(b) DECLARATIONS OF INTEREST (Item 3)

Councillor Pearson declared a conflict with Items 6.1, 10.2, and 14.1, which relate to Rental Housing Licensing and Item 10.1 which relates to Property Standards on rental properties, as she is a landlord of rental properties.

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

(i) July 6, 2021 (Item 4.1)

(Ferguson/Farr)

That the Minutes of the July 6, 2021 meeting be approved, as presented.

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

(d) COMMUNICATIONS (Item 5)

(i) Communication Items 5.1, 5.2 and 5.3

(Pearson/Partridge)

That the following Communications be received:

5.1 Ontario Land Tribunal (formerly LPAT) Decisions

(a) PL130701 - 899 Nebo Road (PED13147) (September 4, 2013 Planning Committee)

5.2 Viv Saunders respecting Parking By-law Officers - Private Property

5.3 Viv Saunders respecting Barton St EA - 2 Rural Lanes Widening to 5 Urbanized Vehicle Lanes

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

(e) DELEGATION REQUESTS (Item 6)

**(i) Delegation Requests respecting Licence Rental Housing (Item 10.2)
(For Today's Meeting) (Item 6.1)**

(a) Virtual / Pre-recorded Delegations (Item 6.1(a))

(Johnson/Farr)

That the following Virtual / Pre-recorded Delegation Requests be approved for today's meeting:

- (a) Ira Rosen, Ainslie Wood Community Association
- (b) Donna Bacher, President, Realtors Association of Hamilton-Burlington
- (d) Rosemary Lukosius, Ainslie Wood Community Association

(e) Added Virtual / Pre-recorded Delegations:

- (i) Ian Borsuk
- (ii) Cameron Kroetsch
- (iii) Darlene Wesley, ACORN Hamilton
- (iv) Siobhan Teel, McMaster Students Union
- (v) Karl Andrus, Hamilton Community Benefits Network
- (vi) Rick Rankin, ACORN Hamilton
- (vii) Ruth Draaistra, MSA
- (viii) Mymoon Bhuiyan, McMaster Student Union
- (ix) Cassandra Pichler, ACORN Hamilton
- (x) Veronica Gonzalez, ACORN Hamilton
- (xi) Jonathan Lopez, ACORN Hamilton
- (xii) Alex Wilson
- (xiii) Robert Flis
- (xiv) Simranjeet Singh, McMaster Student Union
- (xv) Hunter Celenza, ACORN Hamilton
- (xvi) Michael Lopez, ACORN Hamilton
- (xvii) Jacqueline Elliot, ACORN Hamilton

- (xviii) Thomas Cooper, Hamilton Roundtable for Poverty Reduction
- (xix) Marnie Schurter, ACORN Hamilton

(f) Added Pre-recorded Submissions:

- (i) Marnie Schurter
- (ii) Rick Rankin
- (iii) Cassandra Pichler
- (iv) Jonathan Lopez
- (v) Jacqueline Elliot
- (vi) Hunter Celenza
- (viii) Michael Lopez

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
 CONFLICT - Ward 10 Councillor Maria Pearson

(b) Written Delegations (Item 6.1(b))

(Johnson/Partridge)

That the following Written Delegation Requests be received and referred to the consideration of Item 10.2:

- (a) Emily Kam
- (b) Robert D. Hamilton
- (c) Nikki Ellis
- (d) John Day
- (e) Steve Greene
- (f) Hamilton and District Apartment Association
- (g) Colin Fraser
- (h) Casey Van Dijk
- (i) Ben Faber
- (j) Anne Devries
- (k) Jordan Raycroft
- (l) Pat and Al Ward
- (m) Paul Salvi
- (n) Barry Miller
- (o) C. and John Kool
- (p) Karen Ford

- (q) John Durac
- (r) Keith Clark
- (s) Cheryl Boileau
- (t) Lisa Crapsi
- (u) Chris Ferguson
- (v) Maureen McLellan
- (w) Mike and Ida Caruso
- (x) Margaret Regan
- (y) Michael Ronney
- (z) Lynn Sharpe
- (aa) Jantina and John DeVries
- (ab) John Cassidy
- (ac) John Benedetti
- (ad) Carol Pacella
- (ae) John Simpson
- (af) Jordan Cozzi
- (ag) Donna Swan and Sheila Boyd
- (ah) Edgar Rogalski
- (ai) Robert Flis
- (aj) Brian Melnike
- (ak) Guy Bisson
- (al) James Sherriff
- (am) Karen Bird
- (an) Nanette Morton
- (ao) Toni Simpson
- (ap) John Schooley
- (aq) [name redacted] ACORN Hamilton
- (ar) Sara Shwadchuk

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
- CONFLICT - Ward 10 Councillor Maria Pearson

(f) PUBLIC HEARINGS / DELEGATIONS (Item 9)

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 Zoning By-law Amendment and Draft Plan of Subdivision 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 Ontario Land Tribunal, and the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

(i) Extension to Temporary Use By-law to Zoning By-law No. 05-200 – Outdoor Commercial Patios, Addition and Extension to Temporary Use By-law to Zoning By-law No. 05-200 - Temporary Tents (CI-20-F(3)) (PED20135(b)) (City Wide) (Item 9.1)

No members of the public were registered as Delegations.

(Farr/Partridge)

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

(Pearson/Farr)

That the public meeting be closed.

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

(Pearson/Farr)

(a) That approval be given to City Initiative-20-F(3) Outdoor Commercial Patios and Temporary Tents for Commercial, Institutional, and Industrial Uses to amend Temporary Use by-law No. 20-181, as amended by By-law No. 20-215, under Zoning By-law No. 05-200 to further extend the time period for the outdoor commercial patio regulations until December 31, 2021, on the following basis:

- (i) That the draft Temporary Use By-law, attached as Appendix “A” to Report PED20135(b), be approved by City Council;
- (ii) That the draft Temporary Use By-law is consistent with the Provincial Policy Statement (PPS) 2020, conforms to the A Place to Grow Plan (2020), and complies with the Urban Hamilton Official Plan.

(b) That approval be given to City Initiative-20-F(3) Outdoor Commercial Patios and Temporary Tents for Commercial, Institutional, and Industrial Uses to amend Temporary Use by-law No. 20-214 under Zoning By-law No. 05-200 to extend the time period for permissions for temporary tents until December 31, 2021 and to extend the permissions for temporary tents to certain commercial zones, uses permitted in the Community Park (P2) Zone and the City Wide (P3) Zone, certain commercial uses and accessory commercial uses to a permitted use in certain industrial zones, on the following basis:

- (i) That the draft Temporary Use By-law, attached as Appendix “A” to Report PED20135(b), be approved by City Council;
- (ii) That the draft Temporary Use By-law is consistent with the Provincial Policy Statement (PPS) 2020, conforms to the A Place to Grow Plan (2020), and complies with the Urban Hamilton Official Plan.

(Pearson/Farr)

That the recommendations in Report PED20135(b) 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 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 disposition of this matter, refer to Item 6.

(ii) Application for Approval of a Draft Plan of Subdivision for Lands Located at 4 Vickers Road, Hamilton (PED21155) (Ward 7) (Item 9.2)

No members of the public were registered as Delegations.

(Pearson/Wilson)

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

Mike Pettigrew with The Biglieri Group was in attendance and indicated support for the staff report.

(Ferguson/Danko)

That the delegation from Mike Pettigrew with The Biglieri Group, be received.

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

(Ferguson/Danko)

That the following written submission, be received:

9.2(a) (a) Nicole Thebaud expressing concerns with the application.

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

(Ferguson/Danko)

That the public meeting be closed.

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

(Ferguson/Danko)

(a) That Draft Plan of Subdivision application 25T-202004, by The Biglieri Group, on behalf of Dicenzo (Linden Park) Holdings Inc., Owner, to establish a Draft Plan of Subdivision on lands located at 4 Vickers Road (Hamilton), as shown on Appendix "B", attached to Report PED21155, be APPROVED subject to the following conditions:

- (i) That this approval applies to the Draft Plan of Subdivision application 25T-202004 prepared by A. T. McLaren Limited and certified by S. Dan McLaren, O.L.S. dated July 15, 2020, consisting of seven development blocks (Blocks 1 - 7) attached as Appendix "B" to Report PED21155;
- (ii) That the Special Conditions of Draft Plan of Subdivision Approval, 25T-202004, attached as Appendix "C" to Report PED21155, 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 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 PED21155;
- (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.

(Ferguson/Danko)

That the recommendations in Report PED21155 be **amended** by adding the following sub-section (b):

- (b) That the public submissions regarding this matter were received and considered by the Committee in approving the application.**

Result: Amendment 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 disposition of this matter, refer to Item 7.

(iii) Delegations respecting Licence Rental Housing (Item 10.2) (Item 9.3)

The Committee was advised that the following Virtual Delegations (Item 9.3(a)(e)) are Pre-recorded submissions only:

- (vi) Rick Rankin, ACORN Hamilton
- (ix) Cassandra Pichler, ACORN Hamilton
- (xi) Johathan Lopez, ACORN Hamilton
- (xv) Hunter Celenza, ACORN Hamilton
- (xvi) Michael Lopez, ACORN Hamilton

- (xvii) Jacqueline Elliot, ACORN Hamilton
- (xix) Marnie Schurter, ACORN Hamilton

The following Virtual and Pre-recorded Delegations addressed Committee respecting Licence Rental Housing (Item 10.2):

- (a) Ira Rosen, Ainslie Wood Westdale Community Association
- (b) Donna Bacher, President, Realtors Association of Hamilton-Burlington
- (d) Rosemary Lukosius, Ainslie Wood Community Association
- (e)
 - (i) Ian Borsuk
 - (ii) Cameron Kroetsch
 - (iii) Darlene Wesley, ACORN Hamilton
 - (iv) Siobhan Teel, McMaster Students Union
 - (v) Karl Andrus, Hamilton Community Benefits Network
 - (vii) Ruth Draaistra, MSA
 - (viii) Mymoon Bhuiyan, McMaster Student Union
 - (x) Veronica Gonzalez, ACORN Hamilton
 - (xiii) Robert Flis
 - (xiv) Simranjeet Singh, McMaster Student Union
 - (xviii) Thomas Cooper, Hamilton Roundtable for Poverty Reduction

(Ferguson/Partridge)

That the Committee recess from 12:30pm to 1:00pm.

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

The following Virtual and Pre-recorded Delegations addressed Committee respecting Licence Rental Housing (Item 10.2) (Continued):

- (f)
 - (i) Marnie Schurter
 - (ii) Rick Rankin
 - (iii) Cassandra Pichler
 - (iv) Jonathan Lopez
 - (v) Jacqueline Elliot

- (vi) Hunter Celenza
- (vii) Michael Lopez

(Johnson/Farr)

That the Virtual and Pre-recorded Delegations (Item 9.3), 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
- CONFLICT - Ward 10 Councillor Maria Pearson

Alex Wilson was not in attendance when called upon to speak.

For disposition of this matter, refer to Item 9 and (l)(i).

(Ferguson/Danko)

That Item 10.2 be moved to be heard after Closed Session.

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
- CONFLICT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 9 and (l)(i).

(g) DISCUSSION ITEMS (Item 10)

**(i) Interim Control By-law Extension – Pleasantview Area (PED21157)
(Ward 13) (Item 10.3)**

Christine Newbold, Manager of Community Planning and GIS, addressed the Committee with the aid of a PowerPoint presentation.

(Partridge/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
 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/Partridge)

- (a) That Interim Control By-law No.20-186 be extended for an additional year from the date of the passing of the By-law No. 20-186 (September 10, 2020), to allow additional time to complete the Pleasantview Land Use Study and bring forward for Council's consideration amendments to the Rural Hamilton Official Plan and Zoning By-law 05-200 to implement the Pleasantview Land Use Study, for lands located generally in the area bounded by Patterson Road to the north, Cootes Paradise to the south, Highway No. 6 to the east, and Valley Road/York Road to the west; and
- (b) That the Draft By-law No. 21-XXX, attached as Appendix "B" to Report PED21157 which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council.

(Pearson/Farr)

That the recommendations in Report PED21157 be **amended** by adding the following sub-section (c) as follows:

- (c) ***That, to provide additional opportunities for public consultation and feedback on the necessary draft Official Plan Amendment and Zoning By-law for the Pleasant View lands, and to ensure alignment with the proposed extension of Development Control on the area under the Niagara Escarpment Plan (NEP), the statutory public meeting be scheduled no earlier than November 16, 2021.***

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
 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 10.

(ii) Pier 8 Block 16 Urban Design Guidelines and Implementation Strategy (PED21018) (Ward 2) (Item 10.4)

Jennifer Roth, Planner I, and Alissa Mahood, Senior Project Manager, addressed the Committee with the aid of a PowerPoint presentation.

(Farr/Partridge)

That the staff presentation be received.

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 disposition of this matter, refer to Item 11.

(h) MOTIONS (Item 11)

Councillor Danko relinquished the Chair to Councillor Johnson to present a Motion respecting Demolition Permit for 323 Rymal Road East.

For disposition of this matter, refer to Item 12.

Councillor Danko assumed the Chair.

(i) NOTICES OF MOTION (Item 12)

(i) Noise Concerns and Request for Expiry of Extended Construction Hours (Added Item 12.1)

Councillor Johnson introduced a Notice of Motion respecting Noise Concerns and Request for Expiry of Extended Construction Hours.

(Johnson/Partridge)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Noise Concerns and Request for Expiry of Extended Construction Hours.

Result: Motion CARRIED by a 2/3 majority vote of 7 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
 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 disposition of this matter, refer to Item 13.

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

(i) Outstanding Business List (Item 13.1)

(Pearson/Wilson)

That the following changes to the Outstanding Business List, be approved:

**(a) Items to be Transferred to the Public Works Committee
Outstanding Business List:**

21B - Advisory Committee for Persons with Disabilities Report
20-007, December 8, 2020 (Item 9.1) - Recommendation (c)

21C - Advisory Committee for Persons with Disabilities Report
20-007, December 8, 2020 (Item 9.1) - Recommendation (e)

(b) Items to be Removed:

12A – Licensing of Rental Housing
(Addressed as Item 10.2 on the August 10th agenda)

20E – Waterdown Bay – 392 Dundas Street East
(Addressed as Item 14.3 on the August 10th agenda)

21O – Extension of Support for Businesses Operating Outdoors
(Addressed as Item 9.1 on the August 10th agenda)

21P - Request to Designate 323 Rymal Road East as a Class 4
Noise Area
(Addressed as Item 7.5 on the August 10th agenda)

Result: Motion CARRIED by a vote of 7 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
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(k) PRIVATE AND CONFIDENTIAL (Item 14)

(Farr/Pearson)

That Committee move into Closed Session to discuss Items 14.1, 14.2 and 14.3 pursuant to Section 9.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021; and, Section 239(2), Sub-sections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

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
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
CONFLICT - Ward 10 Councillor Maria Pearson

(i) License Rental Housing (PED21097/LS21022) (Wards 1, 8 and part of Ward 14) (Item 14.1)

For disposition of this matter, refer to Item 9 and (l)(i).

(ii) Update regarding Appeal to the Ontario Land Tribunal of the passing of City of Hamilton By-law No. 19-039 to Amend Hamilton Zoning By-law No. 05-200 for additional setback requirements for Warehouses

in Duff's Corner, Ancaster (LS21023/PED21143) (Ward 12) (Added Item 14.2)

For disposition of this matter, refer to Item 14.

- (iii) **Waterdown Bay - 392 Dundas Street East (LS20003(a)/PED20049(a)) (Ward 15) (Added Item 14.3)**

For disposition of this matter, refer to Item 15.

(I) DISCUSSION ITEMS (Item 10) – Continued

- (i) **License Rental Housing (PED21097/LS21022) (Wards 1, 8 and part of Ward 14) (Item 10.2)**

(Danko/Wilson)

That the recommendations in Report PED21097/LS21022 be **amended** by deleting sub-sections (a), (b), and (c), and inserting new sub-sections, and renumbering the balance as follows:

- ~~(a) — That consideration for a Rental Housing Licensing pilot project for Wards 1, 8 and parts of Ward 14 be postponed to Q1 2023;~~
- ~~(b) — That Staff report back to Planning Committee in Q1 2023 with an Information Report that includes the following:~~
- ~~(i) — updated information on average market rents and vacancy rates post-COVID;~~
 - ~~(ii) — number of secondary dwelling units created and number of secondary dwelling units legalized following the City's recent adoption of the new secondary dwelling unit zoning changes; and~~
 - ~~(iii) — complaints and enforcement activity with respect to the expanded property standards & vital services for rental housing under City of Hamilton Property Standards By-law 10-221.~~
- ~~(c) — That Staff be directed to re-engage with stakeholders in 2022 to re-assess and re-confirm comments and perspectives with respect to rental housing licensing post-COVID;~~
- (a) That the draft By-law "Rental Housing Units" (Schedule 31) attached as Appendix "A" to Report PED21097/LS21022, which has been prepared in a form satisfactory to the City Solicitor be referred to the September 21st, 2021 Planning**

Committee meeting to satisfy the public notice requirement for implementation;

- (b) That Staff prepare a transition plan to inform business property owners and tenants of the requirements of the pilot by-law, provide owners with adequate time and information to gain compliance and avoid displacement of tenants;***
- (c) That Staff prepare a fee schedule to achieve full cost recovery with no net levy impact for the implementation of the 2 year pilot project in Wards 1, 8 and parts of Ward 14 at a total cost of \$2,014,992 with the creation of 10 temporary FTEs as follows: three full-time temporary zoning Staff to be funded from zoning verification fees; four full-time temporary Fire Inspectors to be funded from inspection fees; and one full-time temporary Licensing Administrator and two full-time temporary Licensing Compliance Officers to be funded from licensing fees;***
- (d) That Staff report back to Planning Committee after the “Rental Housing Units” (Schedule 31) has been enacted for 18 months with an update on the pilot project.***
- (d)(e)*** That the contents of Appendix “C” to Report PED21097/LS21022 remain confidential under solicitor-client privilege; and,
- (e)(f)*** That this item be identified as complete and removed from the Planning Committee Outstanding Business List.

Result: *Amendment 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
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 11 Councillor Brenda Johnson
 CONFLICT - Ward 10 Councillor Maria Pearson

For disposition of this matter, refer to Item 9.

(m) ADJOURNMENT (Item 15)

(Partridge/Johnson)

That there being no further business, the Planning Committee be adjourned at 4:18 p.m.

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

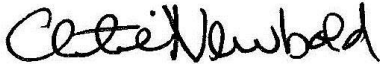
YES - Ward 1 Councillor Maureen Wilson
NOT PRESENT - Ward 5 Councillor Chad Collins
YES - Ward 8 Councillor John-Paul Danko
YES - Ward 2 Councillor Jason Farr
YES - Ward 15 Councillor Judi Partridge
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor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

Councillor J.P. Danko
Chair, Planning Committee

Lisa Kelsey
Legislative Coordinator



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	September 7, 2021
SUBJECT/REPORT NO:	Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Parts 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10)
WARD(S) AFFECTED:	Ward 10
PREPARED BY:	Michael Fiorino (905) 546-2424 Ext. 4424
SUBMITTED BY:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

That **Part Lot Control Application PLC-21-006 , Fifty Road Joint Venture Inc., Silvio Guglietti owner**, to remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, for the purpose of creating one lot for future lot consolidation (Parts 1 and 2 inclusive) and a maintenance and encroachment easement (Part 2) on lands located at 99 Springstead Avenue, as shown on Appendix “A” to Report PED21175, be approved on the following basis:

- (a) That the draft By-law attached as Appendix “C” to Report PED21175, which has been prepared in a form satisfactory to Corporate Counsel, be enacted by City Council;
- (b) That the said By-law be restricted to a two-year effective time period, to expire on September 15, 2023.

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: Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Part 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) - Page 2 of 7

EXECUTIVE SUMMARY

The subject land is located within the former municipality of Stoney Creek, east of the intersection of Fifty Road and North Service Road. The subject lands are contained within Registered Plan No. 62M-1057 which was registered on April 7, 2006.

The application is to remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, for the purpose of creating one lot for future lot consolidation (Parts 1 and 2 inclusive) including a maintenance and encroachment easement (Part 2).

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Application Details	
Applicant /Owner:	Fifty Road Joint Venture Inc. c/o Silvio Guglietti (owner)
Agent:	A. J Clarke and Associates c/o Franz Kloibhofer
File Number:	PLC-21-006
Type of Application:	Part Lot Control Application
Proposal	For the purpose of creating one lot for future lot consolidation (Parts 1 and 2 inclusive) and a maintenance and encroachment easement (Part 2), as shown on Appendix B to Report PED21175.
Property Details	
Municipal Address:	99 Springstead Drive, Stoney Creek (see Location Map attached as Appendix "A" to Report PED21175)
Lot Area	321.3 m ²

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: Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Part 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) - Page 3 of 7

Servicing:	Existing Municipal Services
Existing Uses:	Vacant
Proposed Use:	Intended for future lot consolidation with the adjacent property to the west (508 Fifty Road).
Documents	
Provincial Policy Statement (PPS)	The proposal is consistent with the PPS.
A Place to Grow:	The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019.
Official Plan Existing:	Neighbourhoods on Schedule "E" – Urban Structure and on Schedule "E-1" – Urban Land Use Designations in the UHOP. Furthermore, the subject lands are designated "Low Density Residential 2e" in the Urban Lakeshore Area Secondary Plan.
Official Plan Proposed:	N/A
Zoning Existing:	Neighbourhood Development "ND" Zone (Stoney Creek Zoning By-law No. 3692-92).
Zoning Proposed:	N/A
Processing Details	
Received:	April 9, 2021
Deemed Complete:	May 5, 2020
Reference Plan Deposited	March 11, 2021

EXISTING LAND USE AND ZONING

	Existing Land Use	Existing Zoning
Subject Lands:	Vacant	Neighbourhood Development "ND" Zone

SUBJECT: Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Part 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) - Page 4 of 7

Surrounding Lands:

North	Single detached dwellings	Single Residential – Three “R3-12” Zone, Modified
South	Vacant	Neighbourhood Development “ND” Zone
East	Single detached dwellings	Single Residential – Three “R3-12” Zone, Modified
West	Single detached dwellings	Rural Residential “RR” Zone

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The *Planning Act* permits Council to pass a by-law to exempt a lot or a block of land within a Registered Plan of Subdivision from Part Lot Control for the purpose of subdividing the land. On October 16, 2001, Council granted the authority to approve an application for exemption from Part Lot Control for lands within the City of Hamilton and to prepare and present to City Council the implementing By-law, to the General Manager, Planning and Economic Development Department (Report PD01184).

The exception to the delegated authority, outlined in Report PD01184, is that it is appropriate for staff not to process any requests for exemption from Part Lot Control which will have the effect of creating additional lots within existing communities, or to re-align lots within existing residential plans of subdivision to create additional building lots, unless the development proposed under the exemption from Part Lot Control request has been subject to a previous planning application (e.g., rezoning), which clearly indicates the proposed changes to the lot configuration and which involves public participation.

The subject land was subject to a previous *Planning Act* application; however, they were zoned Neighbourhood Development “ND” Zone in the Stoney Creek Zoning By-law No. 3692-92 as the intended use of the lands had not been determined and the proposed lot configuration had not been reviewed. As such, this proposal does not fall within the delegated authority outlined in Report PD01184 and Council approval is required.

SUBJECT: Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Part 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) - Page 5 of 7

RELEVANT CONSULTATION

	Comment	Staff Response
Growth Management Section	Identified that the municipal address of 99 Springstead Avenue will be assigned to Parts 1 and 2 of the submitted Reference Plan 62R-21651.	No action is required.
Building Engineering and Zoning Section	Staff identified that all development shall comply with Stoney Creek Zoning By-law No. 3692-92, as amended. In addition, all proposed development is subject to the issuance of building permits in the normal manner.	The owner will be subject to future <i>Planning Act</i> applications to develop the lands.
Finance	Staff identified that outstanding Municipal Act Sewer charge must be paid with the future development application.	No action is required. Future <i>Planning Act</i> applications will be subject to the payment of outstanding fees.
Development Engineering Approvals	Staff identified that this application is for land assembly therefore we have no comments at this time. Further comments will be provided under a formal application. We do not recommend lifting the 0.3 m reserve at this time.	No action is required. The 0.3 m reserve along Springstead Avenue will be reviewed through future <i>Planning Act</i> applications.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The subject lands are identified as “Neighbourhoods” on Schedule “E” – Urban Structure and Schedule “E-1” – Urban Land Use Designations in the Urban Hamilton Official Plan (UHOP). The subject lands are designated “Low Density Residential 2e” in the Urban Lakeshore Area Secondary Plan which permits single and semi detached dwellings, duplex, link dwellings, and cluster homes.

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: Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057, and Further Described as Part 1 and 2 of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) - Page 6 of 7

The subject lands are zoned Neighbourhood Development “ND Zone, in the City of Stoney Creek Zoning By-law No. 3692-92. The zoning permits existing uses at the time of passing of the By-law. The purpose of this application is for land assembly with the adjacent lands to the west (508 Fifty Road) for a comprehensive development which will require a Zoning By-law Amendment application. The 0.3 metre reserve along the frontage of the property will remain in place until future planning approvals are granted.

The proposal to remove Part Lot Control from Part of Block 68 of Registered Plan of Subdivision No. 62M-1057, complies with the Urban Hamilton Official Plan, conforms to the City of Stoney Creek Zoning By-law No. 3692-92, and is consistent with Registered Plan 62M-1057.

Based on the foregoing, the request to remove Part Lot Control for the purpose of creating one lot for future lot consolidation including a maintenance and encroachment easement can be supported.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Part Lot Control Application not be approved, the lands will remain as one block (Block 68) and vacant until such time that future *Planning Act* Applications, such as an Official Plan Amendment, Zoning By-law Amendment or Draft Plan of Subdivision, are approved.

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.

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.

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: Application to Remove Part Lot Control from Part of Block 68,
Registered Plan No. 62M-1057, and Further Described as Part 1 and 2
of Reference Plan 62R-21651, Hamilton (PED21175) (Ward 10) -
Page 7 of 7**

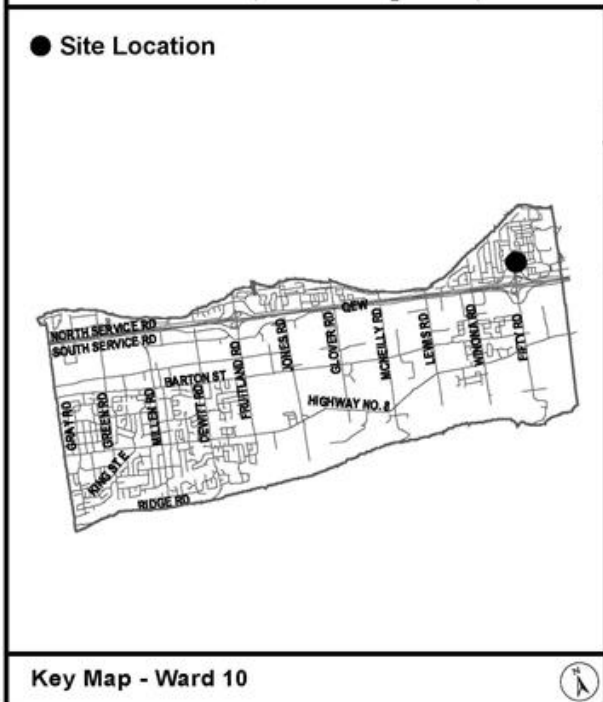
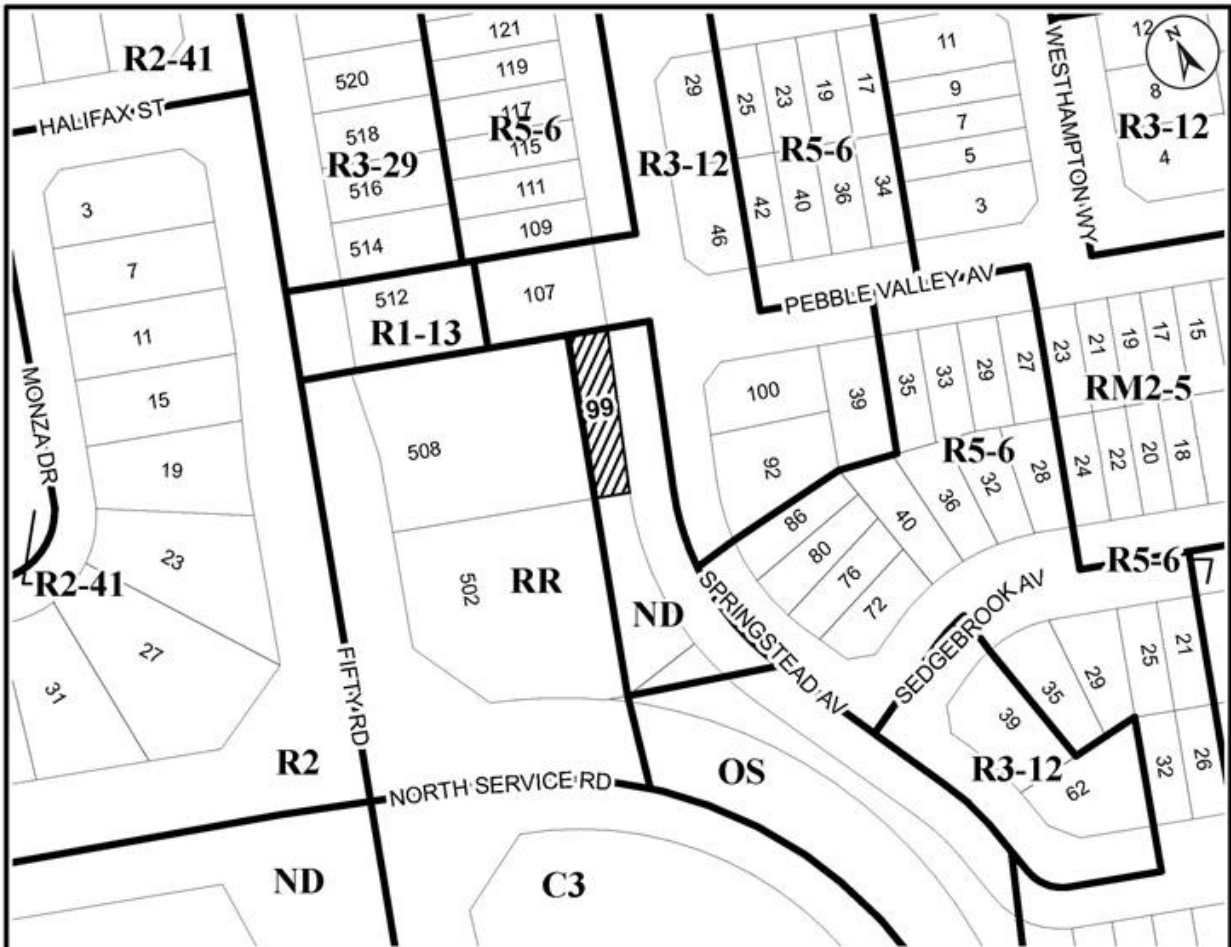
APPENDICES AND SCHEDULES ATTACHED

Appendix A to Report PED21175 – Location Map

Appendix B to Report PED21175 – Deposited Reference Plan, 62M-1057

Appendix C to Report PED21175 – By-law

Appendix D to Report PED21175 – Registered Plan, 62R-21561



Location Map

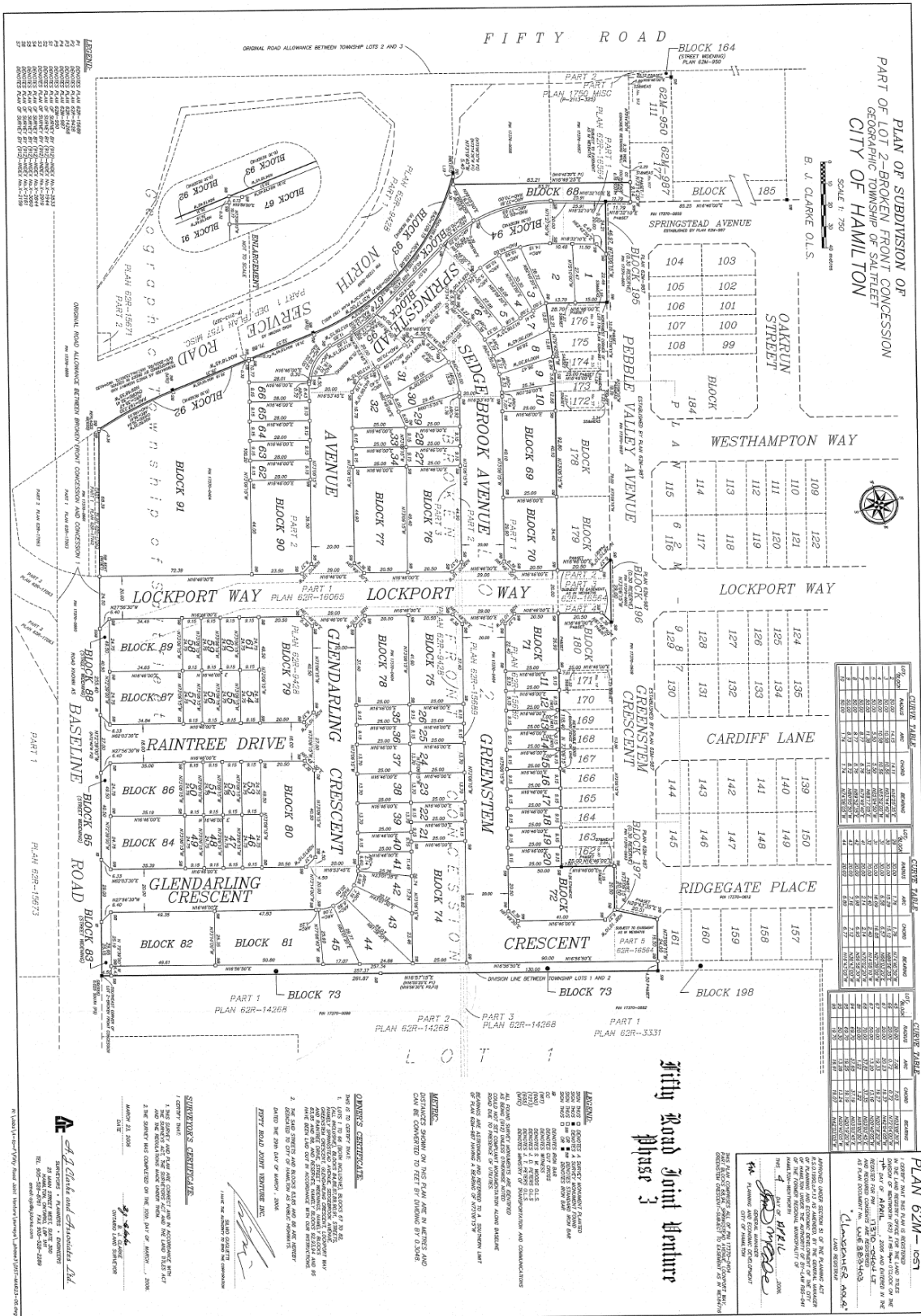
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number: PLC-21-006	Date: August 10, 2021
Appendix "A"	Scale: N.T.S
Planner/Technician: MF/AL	

Subject Property

99 Springstead Avenue

Appendix "B" to Report PED21175



PLAN OF SUBDIVISION OF
 PART OF LOT 2, BROKEN FRONT CONCESSION
 TOWNSHIP OF SALT FLEET
 CITY OF HAMILTON
 B. J. CLARK O.L.S.
 SCALE 1: 750

LOT	AREA	CHANG	REMARKS
88	10.00	0.00	
89	10.00	0.00	
90	10.00	0.00	
91	10.00	0.00	
92	10.00	0.00	

LOT	AREA	CHANG	REMARKS
73	10.00	0.00	
74	10.00	0.00	
75	10.00	0.00	
76	10.00	0.00	
77	10.00	0.00	
78	10.00	0.00	

LOT	AREA	CHANG	REMARKS
198	10.00	0.00	
199	10.00	0.00	
200	10.00	0.00	
201	10.00	0.00	
202	10.00	0.00	
203	10.00	0.00	

PLAN 62M-081
 APPROVED BY THE BOARD OF ZONING AND SUBDIVISIONS
 MARCH 21, 2006

OWNERS' CERTIFICATE
 I, the undersigned, do hereby certify that the above described land is being subdivided in accordance with the provisions of the Planning Act, R.S.O. 1990, Chapter P.22, and the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23, and that the subdivision is in accordance with the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23, and the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23.

SUBDIVIDER'S CERTIFICATE
 I, the undersigned, do hereby certify that the above described land is being subdivided in accordance with the provisions of the Planning Act, R.S.O. 1990, Chapter P.22, and the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23, and that the subdivision is in accordance with the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23, and the provisions of the Planning and Building Act, R.S.O. 1990, Chapter P.23.

LEGEND
 1. LOT 2
 2. LOT 3
 3. LOT 4
 4. LOT 5
 5. LOT 6
 6. LOT 7
 7. LOT 8
 8. LOT 9
 9. LOT 10
 10. LOT 11
 11. LOT 12
 12. LOT 13
 13. LOT 14
 14. LOT 15
 15. LOT 16
 16. LOT 17
 17. LOT 18
 18. LOT 19
 19. LOT 20
 20. LOT 21
 21. LOT 22
 22. LOT 23
 23. LOT 24
 24. LOT 25
 25. LOT 26
 26. LOT 27
 27. LOT 28
 28. LOT 29
 29. LOT 30
 30. LOT 31
 31. LOT 32
 32. LOT 33
 33. LOT 34
 34. LOT 35
 35. LOT 36
 36. LOT 37
 37. LOT 38
 38. LOT 39
 39. LOT 40
 40. LOT 41
 41. LOT 42
 42. LOT 43
 43. LOT 44
 44. LOT 45
 45. LOT 46
 46. LOT 47
 47. LOT 48
 48. LOT 49
 49. LOT 50
 50. LOT 51
 51. LOT 52
 52. LOT 53
 53. LOT 54
 54. LOT 55
 55. LOT 56
 56. LOT 57
 57. LOT 58
 58. LOT 59
 59. LOT 60
 60. LOT 61
 61. LOT 62
 62. LOT 63
 63. LOT 64
 64. LOT 65
 65. LOT 66
 66. LOT 67
 67. LOT 68
 68. LOT 69
 69. LOT 70
 70. LOT 71
 71. LOT 72
 72. LOT 73
 73. LOT 74
 74. LOT 75
 75. LOT 76
 76. LOT 77
 77. LOT 78
 78. LOT 79
 79. LOT 80
 80. LOT 81
 81. LOT 82
 82. LOT 83
 83. LOT 84
 84. LOT 85
 85. LOT 86
 86. LOT 87
 87. LOT 88
 88. LOT 89
 89. LOT 90
 90. LOT 91
 91. LOT 92
 92. LOT 93
 93. LOT 94
 94. LOT 95
 95. LOT 96
 96. LOT 97
 97. LOT 98
 98. LOT 99
 99. LOT 100
 100. LOT 101
 101. LOT 102
 102. LOT 103
 103. LOT 104
 104. LOT 105
 105. LOT 106
 106. LOT 107
 107. LOT 108
 108. LOT 109
 109. LOT 110
 110. LOT 111
 111. LOT 112
 112. LOT 113
 113. LOT 114
 114. LOT 115
 115. LOT 116
 116. LOT 117
 117. LOT 118
 118. LOT 119
 119. LOT 120
 120. LOT 121
 121. LOT 122
 122. LOT 123
 123. LOT 124
 124. LOT 125
 125. LOT 126
 126. LOT 127
 127. LOT 128
 128. LOT 129
 129. LOT 130
 130. LOT 131
 131. LOT 132
 132. LOT 133
 133. LOT 134
 134. LOT 135
 135. LOT 136
 136. LOT 137
 137. LOT 138
 138. LOT 139
 139. LOT 140
 140. LOT 141
 141. LOT 142
 142. LOT 143
 143. LOT 144
 144. LOT 145
 145. LOT 146
 146. LOT 147
 147. LOT 148
 148. LOT 149
 149. LOT 150
 150. LOT 151
 151. LOT 152
 152. LOT 153
 153. LOT 154
 154. LOT 155
 155. LOT 156
 156. LOT 157
 157. LOT 158
 158. LOT 159
 159. LOT 160
 160. LOT 161
 161. LOT 162
 162. LOT 163
 163. LOT 164
 164. LOT 165
 165. LOT 166
 166. LOT 167
 167. LOT 168
 168. LOT 169
 169. LOT 170
 170. LOT 171
 171. LOT 172
 172. LOT 173
 173. LOT 174
 174. LOT 175
 175. LOT 176
 176. LOT 177
 177. LOT 178
 178. LOT 179
 179. LOT 180
 180. LOT 181
 181. LOT 182
 182. LOT 183
 183. LOT 184
 184. LOT 185
 185. LOT 186
 186. LOT 187
 187. LOT 188
 188. LOT 189
 189. LOT 190
 190. LOT 191
 191. LOT 192
 192. LOT 193
 193. LOT 194
 194. LOT 195
 195. LOT 196
 196. LOT 197
 197. LOT 198
 198. LOT 199
 199. LOT 200
 200. LOT 201
 201. LOT 202
 202. LOT 203
 203. LOT 204
 204. LOT 205
 205. LOT 206
 206. LOT 207
 207. LOT 208
 208. LOT 209
 209. LOT 210
 210. LOT 211
 211. LOT 212
 212. LOT 213
 213. LOT 214
 214. LOT 215
 215. LOT 216
 216. LOT 217
 217. LOT 218
 218. LOT 219
 219. LOT 220
 220. LOT 221
 221. LOT 222
 222. LOT 223
 223. LOT 224
 224. LOT 225
 225. LOT 226
 226. LOT 227
 227. LOT 228
 228. LOT 229
 229. LOT 230
 230. LOT 231
 231. LOT 232
 232. LOT 233
 233. LOT 234
 234. LOT 235
 235. LOT 236
 236. LOT 237
 237. LOT 238
 238. LOT 239
 239. LOT 240
 240. LOT 241
 241. LOT 242
 242. LOT 243
 243. LOT 244
 244. LOT 245
 245. LOT 246
 246. LOT 247
 247. LOT 248
 248. LOT 249
 249. LOT 250
 250. LOT 251
 251. LOT 252
 252. LOT 253
 253. LOT 254
 254. LOT 255
 255. LOT 256
 256. LOT 257
 257. LOT 258
 258. LOT 259
 259. LOT 260
 260. LOT 261
 261. LOT 262
 262. LOT 263
 263. LOT 264
 264. LOT 265
 265. LOT 266
 266. LOT 267
 267. LOT 268
 268. LOT 269
 269. LOT 270
 270. LOT 271
 271. LOT 272
 272. LOT 273
 273. LOT 274
 274. LOT 275
 275. LOT 276
 276. LOT 277
 277. LOT 278
 278. LOT 279
 279. LOT 280
 280. LOT 281
 281. LOT 282
 282. LOT 283
 283. LOT 284
 284. LOT 285
 285. LOT 286
 286. LOT 287
 287. LOT 288
 288. LOT 289
 289. LOT 290
 290. LOT 291
 291. LOT 292
 292. LOT 293
 293. LOT 294
 294. LOT 295
 295. LOT 296
 296. LOT 297
 297. LOT 298
 298. LOT 299
 299. LOT 300
 300. LOT 301
 301. LOT 302
 302. LOT 303
 303. LOT 304
 304. LOT 305
 305. LOT 306
 306. LOT 307
 307. LOT 308
 308. LOT 309
 309. LOT 310
 310. LOT 311
 311. LOT 312
 312. LOT 313
 313. LOT 314
 314. LOT 315
 315. LOT 316
 316. LOT 317
 317. LOT 318
 318. LOT 319
 319. LOT 320
 320. LOT 321
 321. LOT 322
 322. LOT 323
 323. LOT 324
 324. LOT 325
 325. LOT 326
 326. LOT 327
 327. LOT 328
 328. LOT 329
 329. LOT 330
 330. LOT 331
 331. LOT 332
 332. LOT 333
 333. LOT 334
 334. LOT 335
 335. LOT 336
 336. LOT 337
 337. LOT 338
 338. LOT 339
 339. LOT 340
 340. LOT 341
 341. LOT 342
 342. LOT 343
 343. LOT 344
 344. LOT 345
 345. LOT 346
 346. LOT 347
 347. LOT 348
 348. LOT 349
 349. LOT 350
 350. LOT 351
 351. LOT 352
 352. LOT 353
 353. LOT 354
 354. LOT 355
 355. LOT 356
 356. LOT 357
 357. LOT 358
 358. LOT 359
 359. LOT 360
 360. LOT 361
 361. LOT 362
 362. LOT 363
 363. LOT 364
 364. LOT 365
 365. LOT 366
 366. LOT 367
 367. LOT 368
 368. LOT 369
 369. LOT 370
 370. LOT 371
 371. LOT 372
 372. LOT 373
 373. LOT 374
 374. LOT 375
 375. LOT 376
 376. LOT 377
 377. LOT 378
 378. LOT 379
 379. LOT 380
 380. LOT 381
 381. LOT 382
 382. LOT 383
 383. LOT 384
 384. LOT 385
 385. LOT 386
 386. LOT 387
 387. LOT 388
 388. LOT 389
 389. LOT 390
 390. LOT 391
 391. LOT 392
 392. LOT 393
 393. LOT 394
 394. LOT 395
 395. LOT 396
 396. LOT 397
 397. LOT 398
 398. LOT 399
 399. LOT 400
 400. LOT 401
 401. LOT 402
 402. LOT 403
 403. LOT 404
 404. LOT 405
 405. LOT 406
 406. LOT 407
 407. LOT 408
 408. LOT 409
 409. LOT 410
 410. LOT 411
 411. LOT 412
 412. LOT 413
 413. LOT 414
 414. LOT 415
 415. LOT 416
 416. LOT 417
 417. LOT 418
 418. LOT 419
 419. LOT 420
 420. LOT 421
 421. LOT 422
 422. LOT 423
 423. LOT 424
 424. LOT 425
 425. LOT 426
 426. LOT 427
 427. LOT 428
 428. LOT 429
 429. LOT 430
 430. LOT 431
 431. LOT 432
 432. LOT 433
 433. LOT 434
 434. LOT 435
 435. LOT 436
 436. LOT 437
 437. LOT 438
 438. LOT 439
 439. LOT 440
 440. LOT 441
 441. LOT 442
 442. LOT 443
 443. LOT 444
 444. LOT 445
 445. LOT 446
 446. LOT 447
 447. LOT 448
 448. LOT 449
 449. LOT 450
 450. LOT 451
 451. LOT 452
 452. LOT 453
 453. LOT 454
 454. LOT 455
 455. LOT 456
 456. LOT 457
 457. LOT 458
 458. LOT 459
 459. LOT 460
 460. LOT 461
 461. LOT 462
 462. LOT 463
 463. LOT 464
 464. LOT 465
 465. LOT 466
 466. LOT 467
 467. LOT 468
 468. LOT 469
 469. LOT 470
 470. LOT 471
 471. LOT 472
 472. LOT 473
 473. LOT 474
 474. LOT 475
 475. LOT 476
 476. LOT 477
 477. LOT 478
 478. LOT 479
 479. LOT 480
 480. LOT 481
 481. LOT 482
 482. LOT 483
 483. LOT 484
 484. LOT 485
 485. LOT 486
 486. LOT 487
 487. LOT 488
 488. LOT 489
 489. LOT 490
 490. LOT 491
 491. LOT 492
 492. LOT 493
 493. LOT 494
 494. LOT 495
 495. LOT 496
 496. LOT 497
 497. LOT 498
 498. LOT 499
 499. LOT 500

Fifty Road Joint Venture Phase 3

AJ Clark and Associates Ltd.
 25 EAST WILSON AVENUE, SUITE 200
 MISSISSAUGA, ONTARIO L4X 1L3
 TEL: (905) 876-2289
 FAX: (905) 876-2299
 www.ajclark.com

Authority: Item 12, Committee of the Whole
Report 01-033 (PD01184)
CM: October 16, 2001

Bill No.

CITY OF HAMILTON

BY-LAW NO.

Respecting:

Removal of Part Lot Control

Part of Block 68, Registered Plan No. 1057, municipally known as 99 Springstead Drive.
Stoney Creek (Ward 10)

WHEREAS the sub-section 50(5) of the *Planning Act*, (R.S.O. 1990, Chapter P.13, as amended, establishes part-lot control on land within registered plans of subdivision;

AND WHEREAS sub-section 50(7) of the *Planning Act*, provides as follows:

“(7) **Designation of lands not subject to part lot control.** -- Despite subsection (5), the council of a local municipality may by by-law provide that subsection (5) does not apply to land that is within such registered plan or plans of subdivision or parts of them as are designated in the by-law.”

AND WHEREAS the Council of the City of Hamilton is desirous of enacting such a by-law with respect to the lands hereinafter described;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Sub-section 5 of Section 50 of the *Planning Act*, for the purpose of creating one lot for future lot consolidation (Parts 1 and 2 inclusive) including a maintenance and encroachment easement (Part 2), on deposited Reference Plan 62R-21651, shall not apply to the portion of the registered plan of subdivision that is designated as follows, namely:

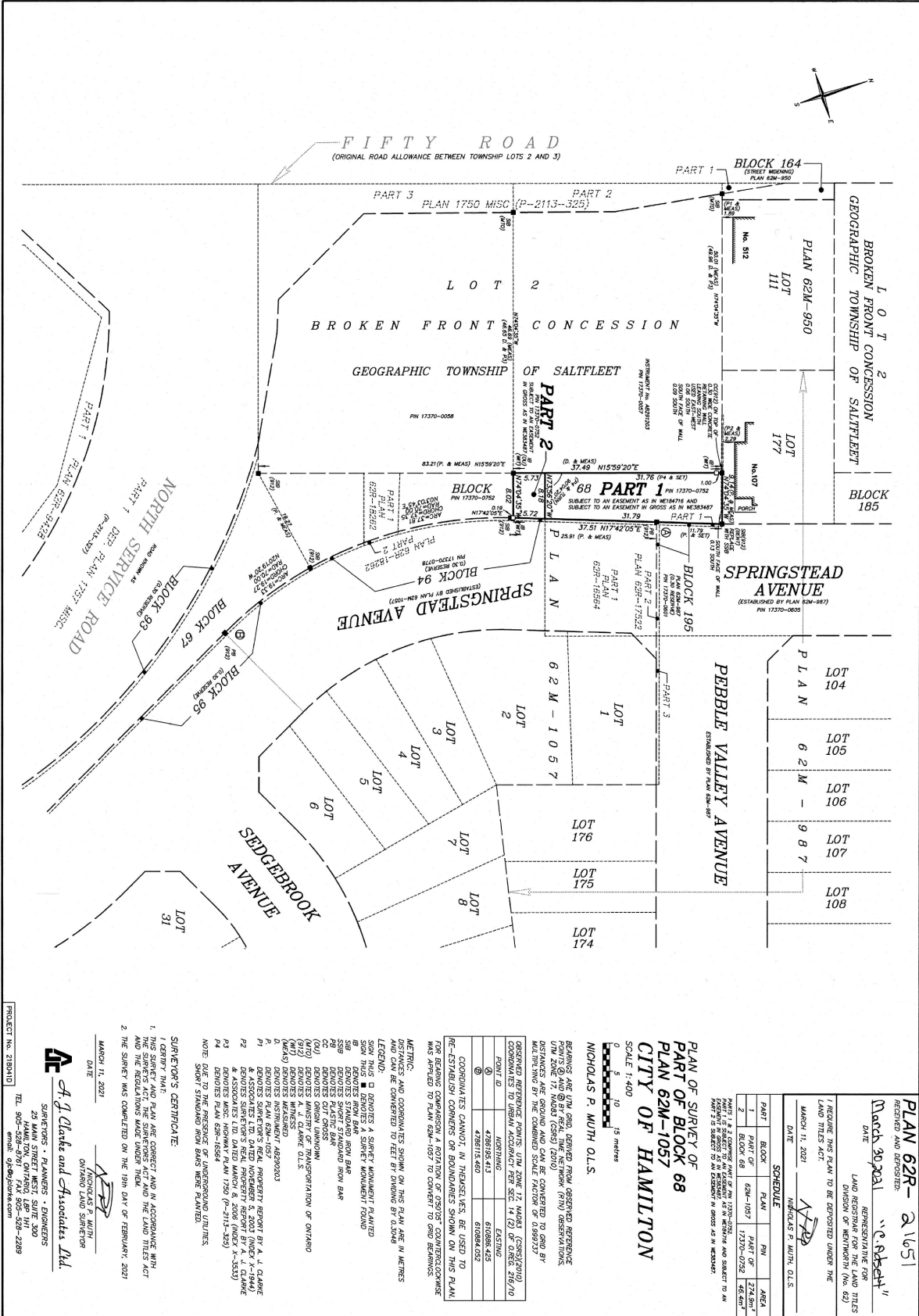
Part of Block 68, Registered Plan No. 62M-1057, in the City of Hamilton

2. This by-law shall be registered on title to the said designated land and shall come into force and effect on the date of such registration.
3. This by-law shall expire and cease to be of any force or effect on the 15th day of September 2023.
4. **PASSED and ENACTED** this 15th day of September 2021.

Fred Eisenberger
Mayor

A. Holland
City Clerk

PLC-21-006



PLAN 62M-21651
RECEIVED AND DEPOSITED
March 30, 2021
"C. Robert"
LAND REGISTRY
DIVISION OF MEMORANDA (No. 82)
MARCH 11, 2021
NICHOLAS P. WUTH, O.L.S.

PART	BLOCK	PLAN	PN	AREA
1	62M-1057	17370-0732	17370-0732	1.65,000

**PLAN OF SURVEY OF
PART OF BLOCK 68
PLAN 62M-1057
CITY OF HAMILTON**

SCALE 1:400
0 5 10 15 metres
NICHOLAS P. WUTH O.L.S.

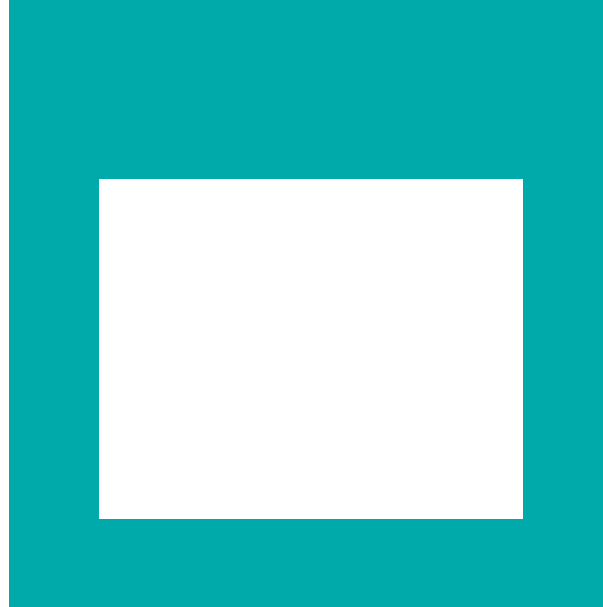
BEARINGS AND LINE SIZES DERIVED FROM OBSERVED REFERENCE POINTS AND BY REAL-TIME NETWORK (RTN) OBSERVATIONS. DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999717. OBSERVED REFERENCE POINTS: UTM ZONE 17, MAPS 8 (CONVERSION COORDINATES TO UTMAN ACCURACY PER SEC. 14 (2) OF OREG. 216/10 POINT ID NORTHING EASTING
 ① 4782185.413 610884.425
 ② 4782185.460 610884.432

COORDINATES CANNOT BE TRUSTED, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN. FOR BEARING COMPARISON A ROTATION OF 7.9705 COORDINATE CORNER HAS BEEN MADE TO PLAN 62M-1057 IN CONFORMANCE WITH OREG. 216/10. METRIC: ALL LINE DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND MUST BE CONVERTED TO FEET BY DIVIDING BY 0.3048. LEGEND: SIGN THIS Q DENOTES A SURVEY MONUMENT PLANTED IN PLACE; SIGN THIS M DENOTES A SURVEY MONUMENT FOUND; SIGN THIS S DENOTES STAKED OR NON-BAR DENOTES PLASTIC BAR; SIGN THIS P DENOTES PLASTIC BAR; SIGN THIS C DENOTES CURB CORNER; SIGN THIS W DENOTES WIRE; SIGN THIS T DENOTES TRANSPIRATION OF ONTARIO (A/T/O) DENOTES T.M. & J. CLARKE O.L.S. (MEAS) DENOTES MEASURED; SIGN THIS P DENOTES PLAN 62M-1057; SIGN THIS R DENOTES SURVEYOR'S REAL PROPERTY REPORT BY A. J. CLARKE & ASSOCIATES LTD. DATED MARCH 8, 2008 (INDEX X-3533); SIGN THIS N DENOTES MISC. HIGHWAY PLAN 1730 (P-2113-325). NOTE: DUE TO THE PRESENCE OF UNDERGROUND UTILITIES, SHORT STAKED NON-BAR WERE PLANTED.

SURVEYOR'S CERTIFICATE:
1. I CERTIFY THAT THE PLAN AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS MADE UNDER THEM, AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 19th DAY OF FEBRUARY, 2021
MARCH 11, 2021
DATE
NICHOLAS P. WUTH
ONTARIO LAND SURVEYOR

A. J. CLARKE and Associates Ltd.
SURVEYORS • PLANNERS • ENGINEERS
25 MAIN STREET WEST SUITE 300
WATERLOO, ONTARIO N2L 2R1
TEL: 905-452-0100
FAX: 905-452-0101
email: ajc@ajcassoc.com

PROJECT No. 2189410
A:\2189410\2189410.dwg User: Pwuth (Pwuth)\Cassidy\Planfile



WELCOME TO THE CITY OF HAMILTON

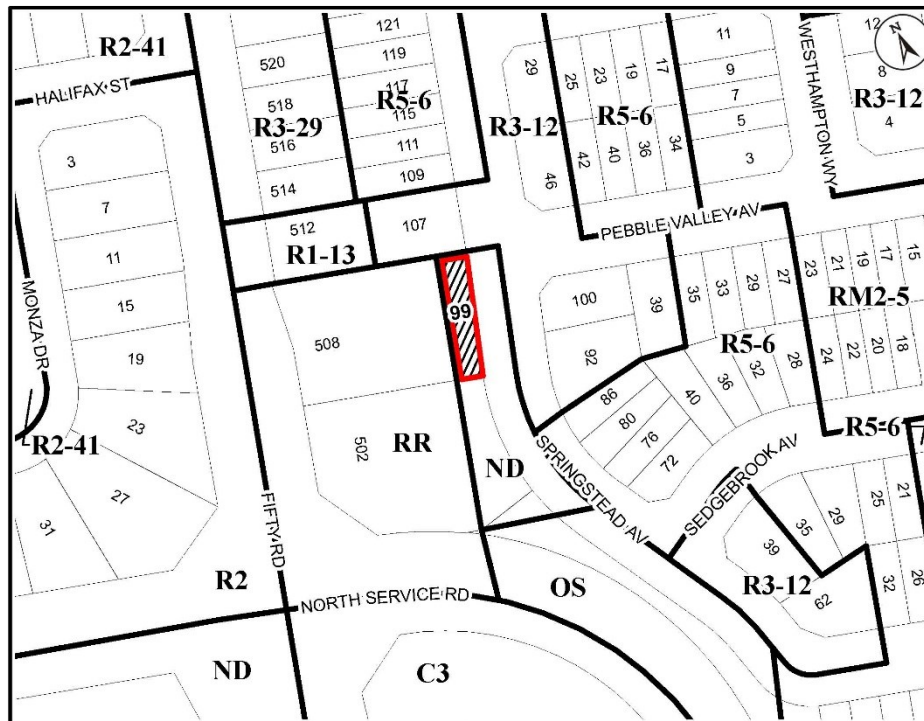
PLANNING COMMITTEE

September 7, 2021

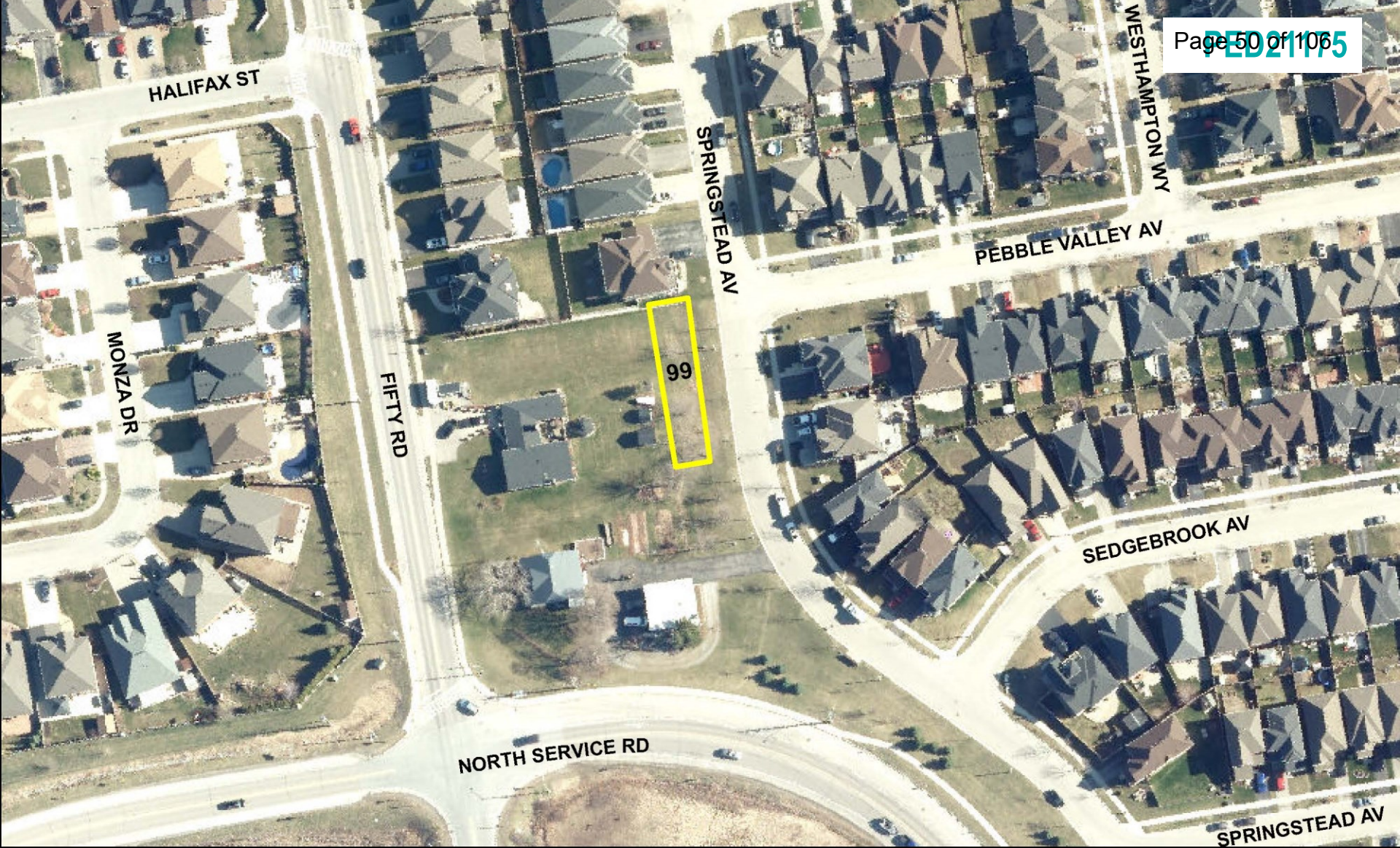
PED21175– (PLC-21-006)

Application to Remove Part Lot Control from Part of Block 68, Registered Plan No. 62M-1057 for the lands located 99 Springstead Avenue Stoney Creek, (Ward 10).

Presented by: Michael Fiorino



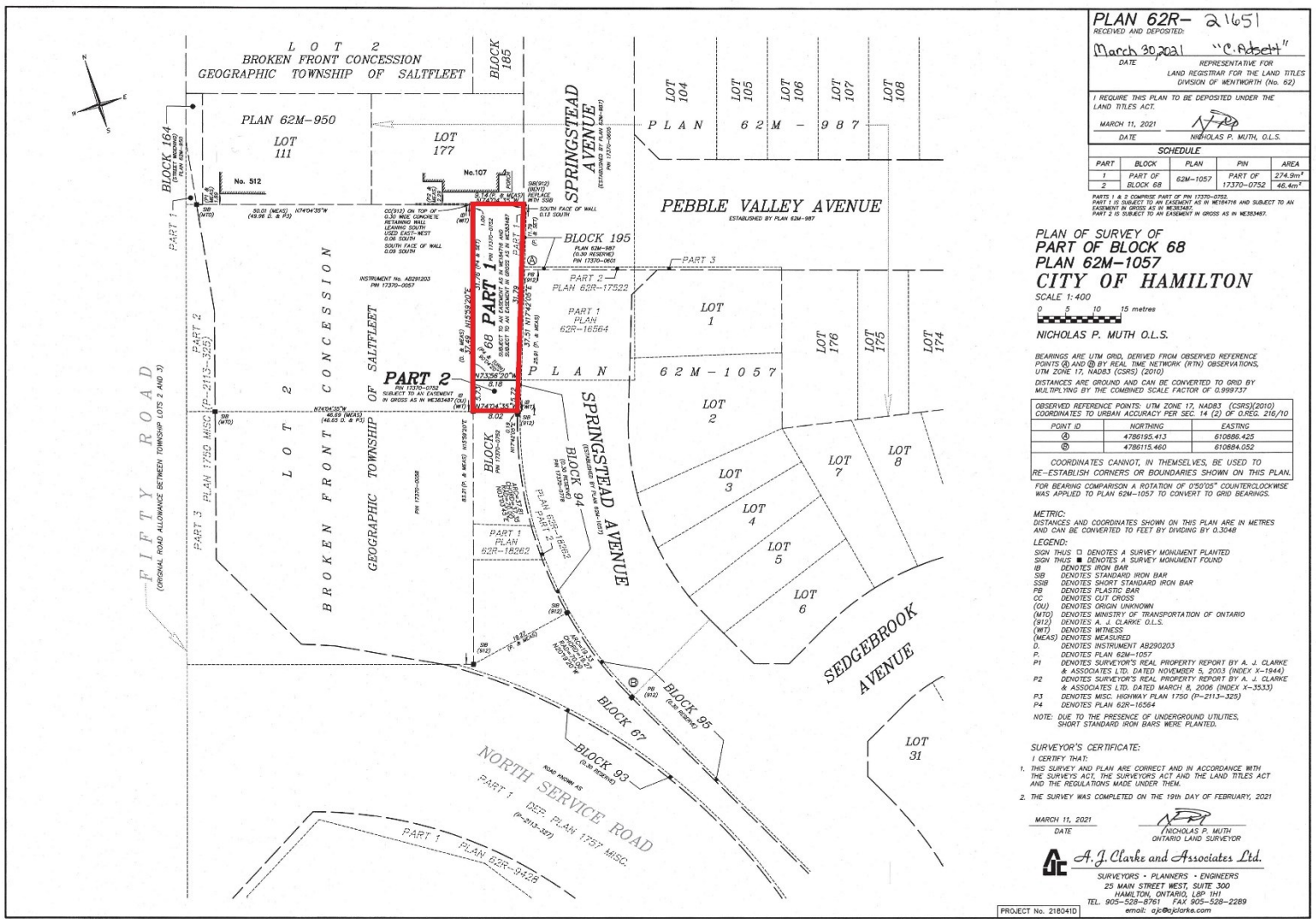
<p>● Site Location</p> <p>Key Map - Ward 10</p>	<p>Location Map</p> <p>PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT</p>	
	<p>File Name/Number: PLC-21-006</p>	<p>Date: August 10, 2021</p>
<p>Appendix "A"</p>	<p>Scale: N.T.S</p>	<p>Planner/Technician: MF/AL</p>
<p>Subject Property</p> <p> 99 Springstead Avenue</p>		



SUBJECT PROPERTY



99 Springstead Avenue, Stoney Creek



PLAN 62R-21651
 RECEIVED AND DEPOSITED:
 March 30, 2021 N.P. Robertson
 DATE REPRESENTATIVE FOR
 LAND REGISTRAR FOR THE LAND TITLES
 DIVISION OF WENTWORTH (No. 62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE
 LAND TITLES ACT.
 MARCH 11, 2021
 DATE
 NICHOLAS P. MUTH, O.L.S.

SCHEDULE			
PART	BLOCK	PLAN	AREA
1	PART OF	62M-1057	274.5m ²
2	BLOCK 68	62M-1057	46.4m ²

PART 1 & 2 COMPRISE PART OF PIN 17370-0752.
 PART 1 IS SUBJECT TO AN EASEMENT AS IN MEMORANDUM AND SUBJECT TO AN
 EASEMENT IN GROSS AS IN MEMORANDUM.
 PART 2 IS SUBJECT TO AN EASEMENT IN GROSS AS IN MEMORANDUM.

**PLAN OF SURVEY OF
 PART OF BLOCK 68
 PLAN 62M-1057
 CITY OF HAMILTON**
 SCALE 1:400
 0 5 10 15 metres
 NICHOLAS P. MUTH O.L.S.

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS O-4402 BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010). DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.998737.

OBSERVED REFERENCE POINTS: UTM ZONE 17, NAD83 (CSRS/2010) COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/70

POINT ID	NORTHING	EASTING
①	478915.413	810898.425
②	478915.460	810894.052

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN. FOR BEARING COMPARISON A ROTATION OF 0'S/00'S 'COUNTERCLOCKWISE WAS APPLIED TO PLAN 62M-1057 TO CONVERT TO GRID BEARINGS.

METRIC: DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND:
 SIGN THIS \blacksquare DENOTES A SURVEY MONUMENT PLANTED
 SIGN THIS \blacksquare DENOTES A SURVEY MONUMENT FOUND
 \square DENOTES IRON BAR
 SIB DENOTES STANDARD IRON BAR
 SSB DENOTES SHORT STANDARD IRON BAR
 PB DENOTES PLASTIC BAR
 CC DENOTES CUT CROSS
 (O) DENOTES ORIGIN UNKNOWN
 (MTO) DENOTES MINISTRY OF TRANSPORTATION OF ONTARIO
 (912) DENOTES A. J. CLARKE O.L.S.
 (WT) DENOTES WITNESS
 (MEAS) DENOTES MEASURED
 D DENOTES INSTRUMENT A8292023
 P DENOTES PLAN 62M-1057
 P1 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY A. J. CLARKE & ASSOCIATES LTD. DATED NOVEMBER 5, 2003 (INDEX X-1944)
 P2 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY A. J. CLARKE & ASSOCIATES LTD. DATED MARCH 8, 2008 (INDEX X-3533)
 P3 DENOTES MISC. HIGHWAY PLAN 1750 (P-2113-3253)
 P4 DENOTES PLAN 62R-16264

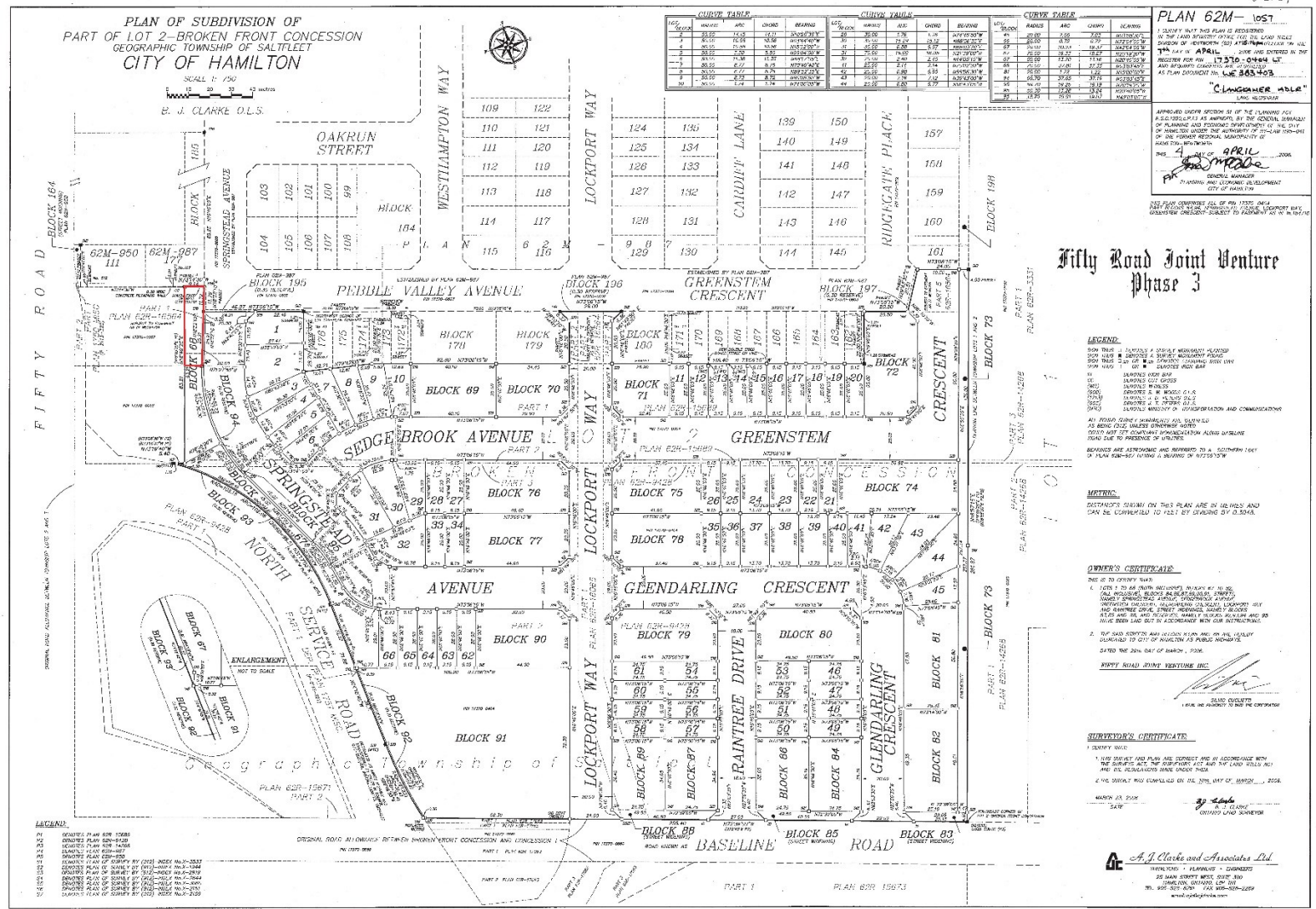
NOTE: DUE TO THE PRESENCE OF UNDERGROUND UTILITIES, SHORT STANDARD IRON BARS WERE PLANTED.

SURVEYOR'S CERTIFICATE:
 I CERTIFY THAT:
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT, AND THE REGULATIONS MADE UNDER THEM.
 2. THE SURVEY WAS COMPLETED ON THE 19th DAY OF FEBRUARY, 2021

MARCH 11, 2021
 DATE
 NICHOLAS P. MUTH
 ONTARIO LAND SURVEYOR

A. J. Clarke and Associates Ltd.
 SURVEYORS • PLANNERS • ENGINEERS
 25 MAIN STREET WEST SUITE 300
 HAMILTON, ONTARIO L8P 1A1
 TEL. 905-529-8781 FAX 905-529-2289
 email: ajc@ajclarke.com

PROJECT NO. 218041D
P. 1623(M-1057)0000001008 Fifty Road (218041D) 01/08/2021 PLAN 62R





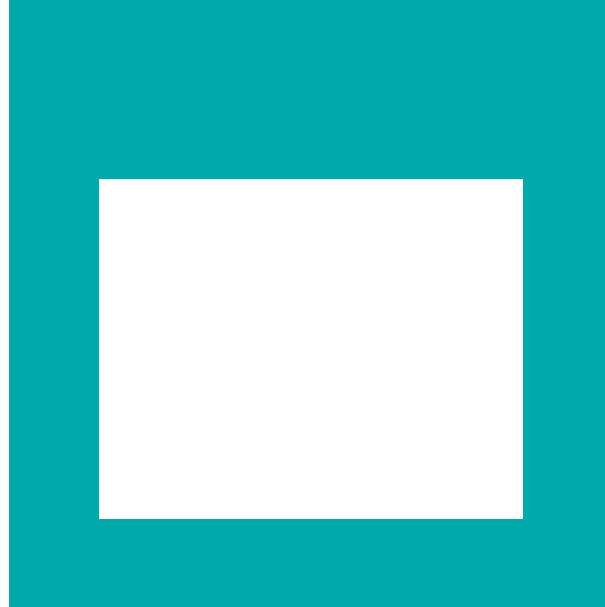
99 Springstead Drive Stoney Creek - Facing West



99 Springstead Drive Stoney Creek - Facing Northwest



99 Springstead Drive Stoney Creek - Facing Southwest



THANK YOU FOR ATTENDING

THE CITY OF HAMILTON PLANNING COMMITTEE



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

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	September 7, 2021
SUBJECT/REPORT NO:	Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) (Outstanding Business List Item)
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 the Final Parking Master Plan (PMP) attached as Appendix “A” to Report PED20051(b) be adopted;
- (b) That Item 21F, directing staff to consult with the public on the Draft Parking Master Plan (PMP) and to report back on the results of the public consultation, with the recommended Final PMP, be identified as complete and removed from the Planning Committee Outstanding Business List.

EXECUTIVE SUMMARY

The City’s Parking Master Plan (PMP) is a comprehensive review and update of previous downtown parking studies completed in 2005 and 2013. Taking into account needs across the entire City, the plans primary objective is to create a framework to guide future activities of the Hamilton Municipal Parking System (HMPS) and ensure the sustainability of the Parking System. Ultimately, the PMP is a long-term planning document inclusive of 24 high-level recommendations that provide guidance toward achieving positive outcomes that align with the City’s Strategic Plan and informed by several City-wide policy documents including the Transportation Master Plan (TMP), the Official Plan, and various Secondary Plans.

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: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 2 of 10

The purpose of this Report is to provide a summary of the final PMP and its 24 recommendations. The development of the PMP and its 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.

The Draft PMP was presented to the Planning Committee on April 20, 2021. Through Report PED20051(a), Council approved the direction to staff to further consult with the public and relevant stakeholders on the draft plan and its recommendations, and report back to the Planning Committee with the results through the Final PMP. Staff hosted the second and final Public Information Centre (PIC) virtually on May 26, 2021. Further, staff met with the Waterdown BIA to discuss the proposed strategies on May 27, 2021 and the BIA Advisory Committee on June 8, 2021 and July 13, 2021.

In response to the draft recommendations, both the public and stakeholders were generally supportive of the Plan's four key principles: Financial Sustainability; Economic Development; Environmental Sustainability; and, Resiliency. From a public perspective, improvements to wayfinding signage, increases in customer accessibility through technology and supporting more sustainable transportation options as detailed throughout the Plan's recommendations were well supported by the public and stakeholders. Direct responses from the Waterdown BIA, International Village BIA, and Dundas BIA were received, and while there was a shared hesitancy towards the extension of paid parking during weekends, there was support for a majority of the recommendations inclusive of working with developers to pursue joint opportunities for publicly accessible parking supply, adopting pricing structures to encourage sustainable modes of transportation, and the promotion of digital tools.

Since the Draft Plan was presented to Committee and Council, there has also been further advancements on the Downtown Entertainment Precinct Plan which includes the redevelopment of the York Parkade, and the Vine Street surface parking lot.

Alternatives for Consideration – See Page 10

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There are no financial implications associated with this Report. Recommendations included in the PMP will be used to develop annual work plans and associated Operating and Capital Budget needs. Any undertakings requiring Capital or having operational cost impacts, as well as any changes affecting parking pricing, would be subject to future Council approval as part of the annual City-wide budgeting process. As HMPS is a self-funding entity, all Capital projects are currently funded by parking revenues. Based on projections prepared for the PMP, HMPS will

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 3 of 10

retain its ability to be self-funded over the next decade, assuming parking pricing is adjusted based on the policies recommended in this Plan.

Staffing: There are no staffing implications associated with this Report. No immediate staffing enhancements are being requested at this time, however, through continuous improvement, the consideration for the future re-allocation of staff and/or resources may be considered or requested through a future business case.

Legal: N/A

HISTORICAL BACKGROUND

The City of Hamilton PMP commenced 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.

In October 2019, a comprehensive exiting conditions assessment was performed by IBI Group of all BIA areas, inclusive of a supply and demand analysis, turnover and utilization rates, operational hours, parking fee structures, and specific parking usage-type (i.e. commercial/delivery vehicles, personal/customer vehicles, connected and autonomous vehicles (CAVs), etc.). Existing parking operations were also surveyed to evaluate the health of the current parking system and benchmark against industry standards.

In January 2020, the first PIC meeting was held at City Hall in a drop-in format. Feedback tools such as web and email-based surveys, BIA meetings, a GIS mapping tool were released, and targeted interviews with various stakeholders were completed.

In March 2020, the Phase 1 Summary Memo was completed by IBI Group to showcase the results of the conditions assessment and public and stakeholder feedback.

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.

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 4 of 10

In January 2021, the Phase 2 Summary Memo was completed by IBI Group which provided a proposal on future conditions and a financial assessment, inclusive of the 24 proposed recommendations.

In April 2021, Report PED20051(a) Draft Parking Master Plan was presented to the Planning Committee for consideration of draft recommendations and for approval to further engage stakeholders in another round of consultation.

In May 2021, the second PIC to receive feedback on the draft recommendations was held virtually, with several additional meetings with the BIAs involving further discussion on the Financial recommendations.

In June 2021, Report PED18168(g) Downtown Entertainment Precinct Master Agreement included the deposition of the York Boulevard Parkade and Municipal Car Park #62 (14 Vine Street) as part of the execution of the Master Agreement between Hamilton Urban Precinct Entertainment Group L.P. (HUPEG) and the City. This results in a significant change in parking supply in the Downtown Core and has an impact on the supply and demand analysis as surveyed in the PMP.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The PMP is a strategic document informed by several City-wide policy documents including the TMP, the Official Plan, the Climate Action Plan, the Mayor's Task Force on Economic Recovery, 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

The PMP was designed to provide public and stakeholder engagement through a three-phased approach, including opportunities to learn about the study, provide insights into existing issues, and provide a platform for feedback on desired future outcome. 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.

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 5 of 10

The first two phases inclusive of surveys, mapping tools, the first PIC, and individual interviews were conducted near the beginning of the study to obtain feedback regarding existing parking operations. In April 2021, staff Report PED20051(a) Draft Parking Master Plan sought approval for further consultation (Phase Three) on the 24 draft recommendations per Appendix “A” Draft Parking Master Plan.

The second PIC was held virtually on May 26, 2021. The information was presented in the form of a presentation that consisted of the four key themes and 24 draft recommendations. Communications tools were also developed in order to engage interest in the final PMP, inclusive of an interactive Engage EQ page, emails to stakeholders about the information centre and various social media posts.

During the discussion period following the presentation, many of the attendees agreed that the future financial system of HMPS must continue to be paid for by its users and remain self-funding, and that adopting predictable rate increases, maintaining higher prices on-street than off-street, and introducing dynamic pricing models where appropriate was a reasonable strategy in order to manage parking effectively.

Both the public and other stakeholders supported the idea of continuing to support local business through the expansion of on-street parking supply, increasing end-user improvements such as wayfinding signage and digital tools, and pursuing joint parking opportunities with private developments to increase publicly accessible supply.

Reducing the climate impact and supporting sustainable transportation mode choices was agreeable to all parties. Several stakeholders suggested that ongoing discussions would be helpful in terms of utilizing pricing structures to disincentivize Single Occupant Vehicles (SOVs), but also noted not all areas have equal transit opportunities and therefore area-specific strategies would be desired. Further collaboration through the TMP and applicable Secondary Plans was also encouraged in relation to how parking could support the City’s multi-modal transit strategy.

Developing a City-wide curbside management strategy was important to many stakeholders in order to establish short-term curbside pickup zones, loading areas for businesses, parking for customer vehicles, kiss and ride areas, and other non-vehicle uses. Both the public and external stakeholders agreed that new municipal parking supply should be pursued through new developments with the ability to be converted to other uses in the future, such as commercial, residential, or cultural/recreational.

A meeting with the Waterdown BIA was held on May 27, 2021 to discuss the PMP recommendations in more detail and discuss parking concerns in Waterdown. The Waterdown BIA noted that a unique approach should be taken with different business areas in the City, and that policies should be flexible to address specific area needs. There was strong opposition to the implementation of paid parking in Waterdown,

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 6 of 10

however, there was support for pursuing joint opportunities with developers for publicly accessible parking and better signage with increased wayfinding.

Meetings with the BIA Advisory Committee took place on June 8, 2021 and July 13, 2021. It was noted by members of the Committee that changes to operational hours required further discussion between HMPS and the BIAs, and that evaluating the feasibility of extending paid parking to seven days per week would be more appropriate. At the July 13, 2021 BIA Committee Meeting, a motion was approved by members that proposed that there be no changes to the current paid parking schedule for Monday to Sunday, that the current paid parking hours remain in effect, and that the free Saturday and Sunday Parking Program be extended to those BIAs that wish to partake. The BIAs also noted that further consultation on updates/changes to the current revenue sharing formula would be appreciated to increase contributions over the next decade. Changes were made to the PMP as a result of this motion as addressed further in the next section.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

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 cases, are experiencing increased parking pressures.

The City of Hamilton initiated the 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 HMPS.

The overarching vision for parking in the City recognizes that parking is a valuable resource tool that heavily influences transportation mode choice, residential development, and economic development. Parking demand in Hamilton is expected to grow in the future despite shifts away from auto use, both due to population growth creating a larger customer base for businesses, and general commercial and retail growth in responding to the needs of the City's future residents.

Guiding Principles and Recommendations

Four guiding principles, inclusive of 24 recommendations, have been established to address existing parking issues, and meet future needs through a detailed supply and

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 7 of 10

demand analysis, existing conditions assessment, best practices assessment and feedback received through stakeholder engagement and feedback. These recommendations are intended to be achieved City-wide with the understanding that the principles can be applied differently in the different areas of the City and are detailed in Report PED20051(a).

The guiding principles and recommendations are summarized below with more details and explanation provided in the Final PMP attached as Appendix “A” to this Report:

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

- Adopt predictable rate increases;
- Manage utilization in all HMPS off-street parking facilities through pricing;
- Evaluate the feasibility of seven day-per-week paid parking;
- Maintain higher on-street pricing than off-street;
- Implement performance-based pricing in high demand areas; and,
- Implement dynamic based pricing in response to events.

It is imperative that HMPS remains financially sustainable over the next ten years and utilizes pricing strategies to manage increasing demand and to support continued investment in facilities and technologies. This can be accomplished through a pricing framework that contains inflationary increases coupled with additional modest rate increases equating to approximately 4% annually. This pricing strategy would result in a continued net surplus that is used to maintain a stable Capital reserve and continue the practice of contributing to the net levy.

Through consultations with BIAs on the draft recommendations through Report PED20051(a), it was clear there was hesitancy regarding “Recommendation Number Three – Extend Paid Parking to seven-day-a-week Operations”. As a result, this recommendation was modified to reflect a more measured approach, however, increasing operational hours remains a preferred long-term strategy based on best practices. Specifically, the implementation of paid parking on Saturdays has been requested by some BIAs in the past (e.g. Locke Street) to avoid situations where employees take advantage of free on-street parking resulting in less parking for customers. In addition, the expansion of paid parking on weekends would support an enhanced enforcement strategy. There are increasing demands for parking enforcement in the BIAs on weekends but in the absence of paid parking, it is difficult to justify added staff time.

Other key recommendations under Financial Sustainability include implementing both performance and dynamic based pricing. Performance-based pricing, in particular, recognizes that all areas are not the same. In higher demand areas, a higher price for

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: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 8 of 10

parking could help to ensure turn-over of spaces. Conversely, in lower demand areas, a more modest price could incentivize parking. Similarly, adopting dynamic pricing strategies during times such as special events, film operations, or construction, gives HMPS the flexibility to distribute demand and maintain efficient operations by increasing parking pricing in a given area. Ultimately, the goal of each of performance-based pricing and dynamic pricing is to maximize the efficiency of a finite parking supply.

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

- Expand the supply of on-street paid parking;
- Increase HMPS contribution to BIAs using revenue from increased parking fees;
- Provide better information in the form of improved signage, wayfinding and digital tools;
- Allow public use of private facilities during off-peak times;
- Pursue joint parking opportunities with private development;
- Manage on-street parking in future residential areas;
- Implement license plate recognition software to improve enforcement efficiency; and,
- Continue to identify opportunities to leverage City-owned surface parking lots for new, integrated development.

Parking management is a valuable tool for economic development and can assist the City as it continues to experience intensification and changes to land use patterns. Joint parking opportunities within private developments is an effective strategy to gain additional publicly accessible parking supply without placing financial strain on the City to build additional parking. Since Report PED20051(a) Draft Parking Master Plan, Report PED18168(g) Downtown Entertainment Precinct Master Agreement was approved by Council. Under the Master Agreement, both the York Parkade and Vine Street lot are to be sold to HUPEG and, in turn, developed into mixed use purposes. Combined, these facilities currently have approximately 907 municipally owned parking spaces. Thus, the relinquishing of these facilities would represent a significant reduction in the number of spaces operated by HMPS. With the relinquishing of these facilities, HMPS would control approximately 22% of the publicly-available off-street supply in the Downtown. The loss of these spaces for municipal parking purposes places a greater onus on the City to pursue shared opportunities with private partners. This would include HUPEG given the shared objective of ensuring a reasonable amount of parking is available to support the Entertainment Precinct concept.

Further, “Recommendation Number Nine – Provide better information in the form of improved signage, wayfinding and digital tools” is imperative to support the loss in

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 9 of 10

supply as it allows HMPS to efficiently manage current supply levels by assisting in evenly distributing demand.

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

- Adopt pricing structures that support environmentally sustainable transportation mode choices;
- Introduce flexible multi-use passes;
- Expand parking reserve and cash-in-lieu (CIL) policies to support TDM and sustainable mobility initiatives;
- Limit residential boulevard parking agreements;
- Apply low-impact materials and sustainable design in City-owned surface lots;
- Develop a comprehensive plan for Electric Vehicle (EV) charging; and,
- Continue to expand bicycle and other micro-mobility parking.

As noted in Report PED20051(a) Draft Parking Master Plan, there are seven recommendations to support sustainable mobility that align with the TMP. Many of these recommendations assist HMPS in meeting the City's Corporate Climate Change goals by reducing greenhouse gas emissions, incorporate green design in existing parking facilities, and support sustainable modes of transportation through pricing strategies that incentivize alternate modes.

The City is already starting to implement many of these recommendations such as expanding EV charging infrastructure in municipal parking facilities and the adoption of the PMP will support continued improvements in the area of environmental sustainability with the expectation that funding programs by the Province and Federal Governments will also continue.

4. Resiliency – Prepare for an Uncertain Future

- New municipal parking should be integrated within developments and have the ability to be converted to alternative uses in the future;
- Develop policies and regulations for managing curbside use and payment; and,
- Monitor how CAVs evolve related to the impact on parking operations.

The future of parking patterns and behaviours is changing rapidly as a result of new shared mobility options, disruptions in retail, and potentially connected and autonomous vehicles; and, also, COVID-19 which has changed how people move within urban centres and how services are delivered. As discussed with the BIAs, there is a critical need to develop a holistic Curbside Management Plan that prioritizes various curb uses

SUBJECT: Final Parking Master Plan Recommendations (PED20051(b)) (City Wide) - Page 10 of 10

to maximize the use of the curbside City-wide. As such, this will be an early priority for staff following the completion of the PMP.

Overall, the above four principles and their 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.

ALTERNATIVES FOR CONSIDERATION

Council could choose to support portions of the PMP. This alternative is not recommended since it will not adequately address the breadth of the PMP recommendations across the City of Hamilton. It may or may not contribute to achieving the desired outcomes consistent with the Strategic Plan.

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.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

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” to Report PED20051(b) – Final Parking Master Plan

AM:cr

City of Hamilton Parking Master Plan

Prepared for City of Hamilton
by IBI Group
August 17, 2021

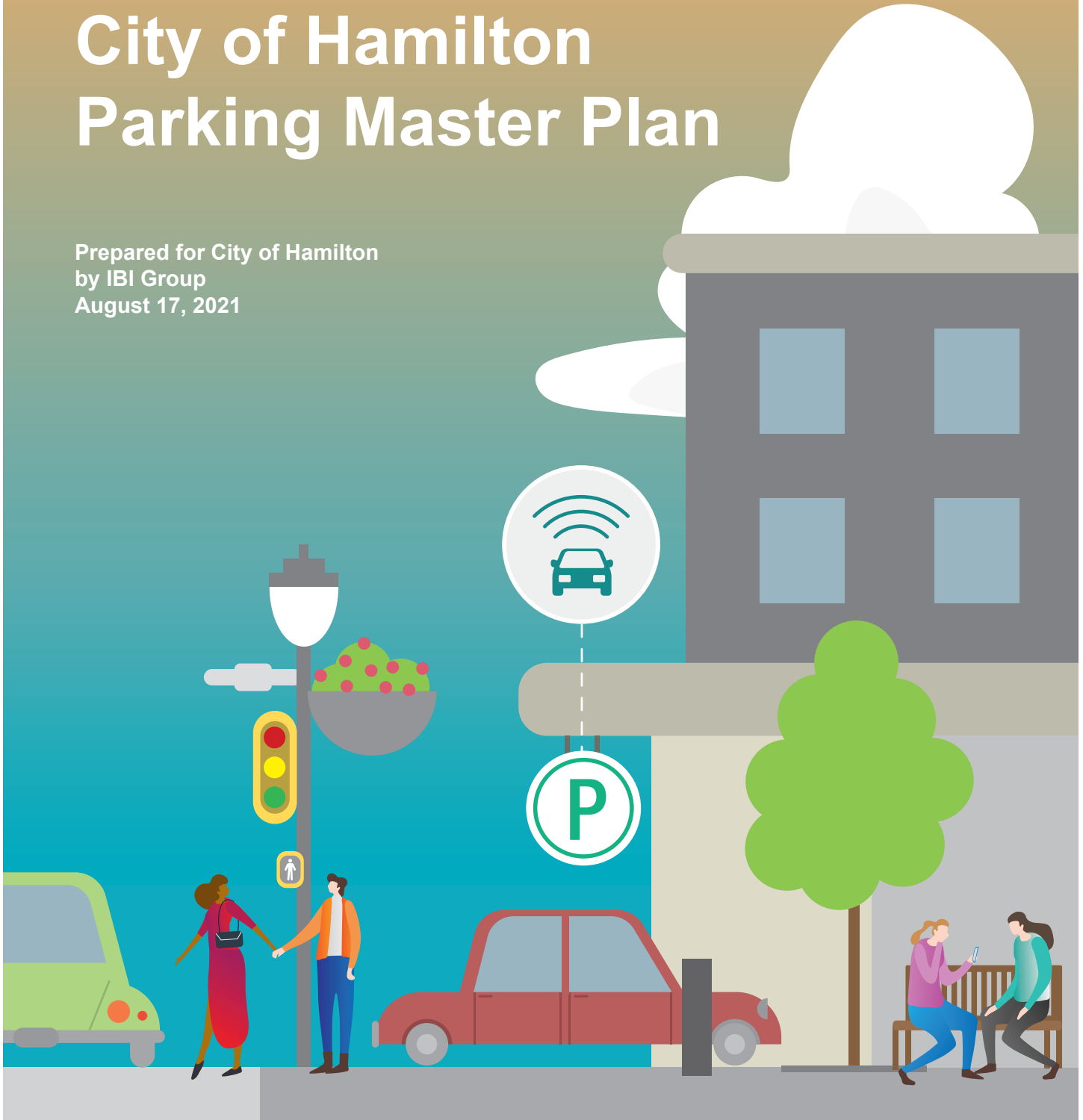
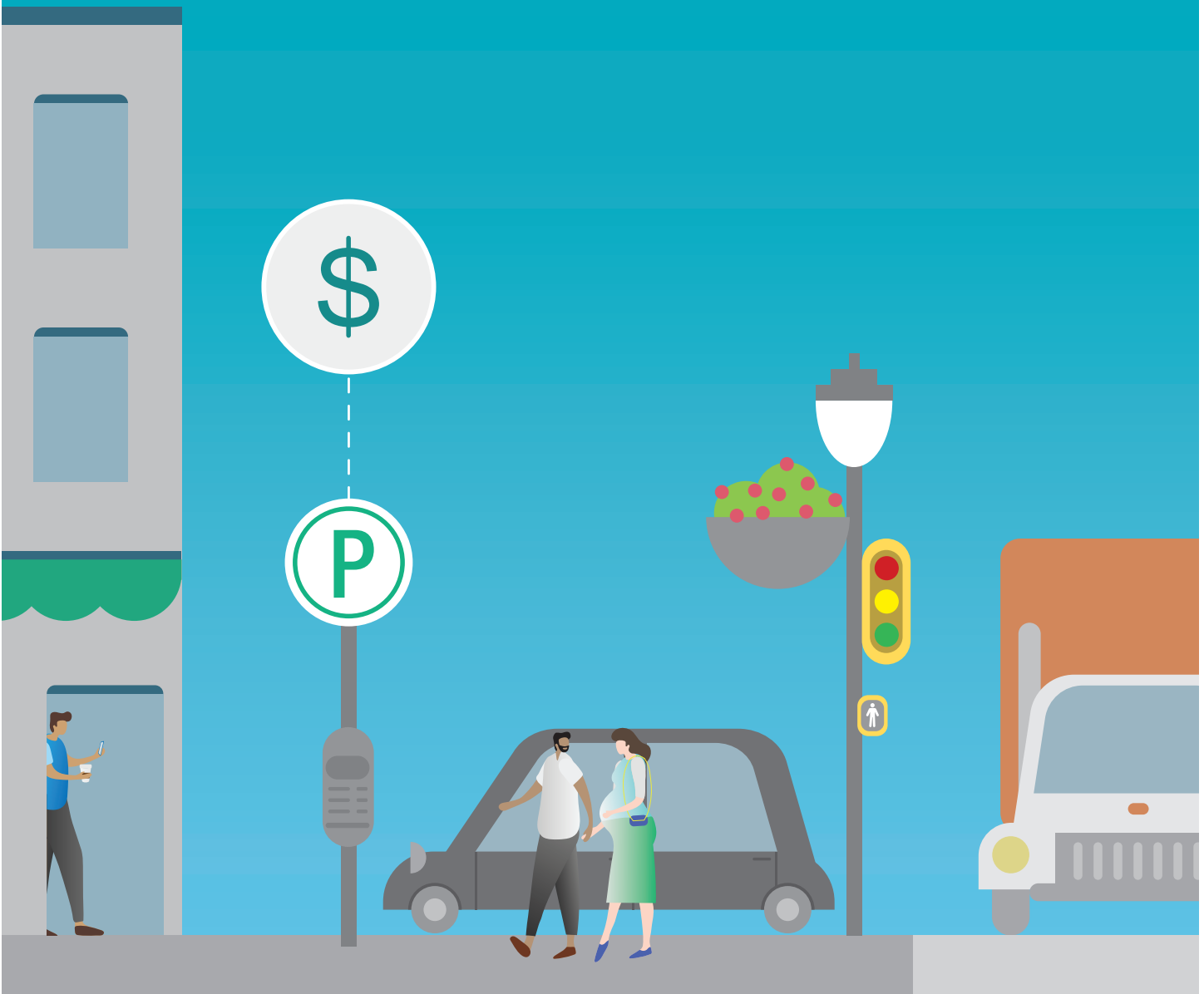


Table of Contents

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.

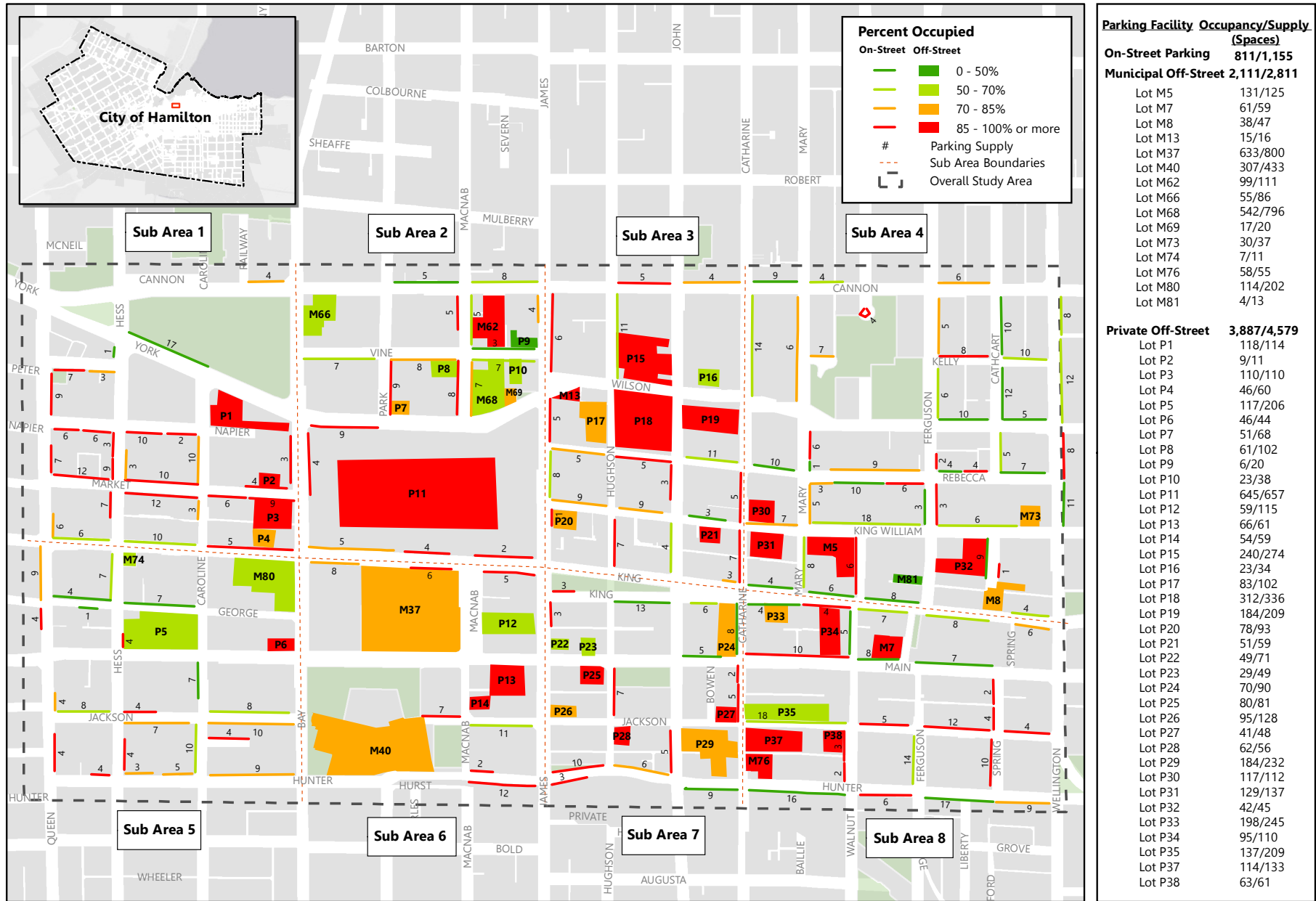
In summary, while there is generally adequate capacity to meet demand overall, the Downtown experiences periods of both acute shortages in key locations during peak periods, as well as periods of oversupply that result in inefficient land use. This suggests a high need and potential for optimizing the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

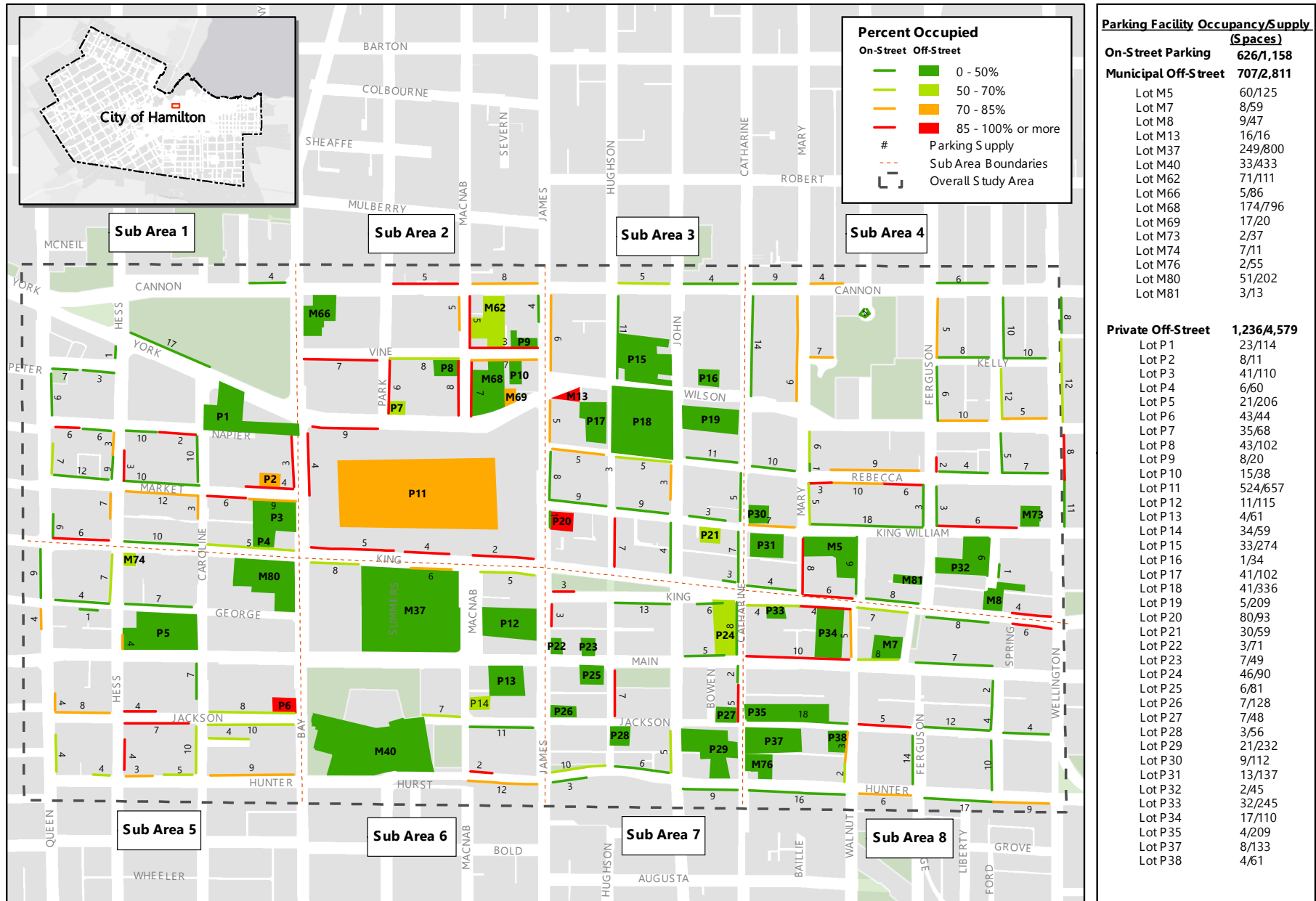




Hamilton Parking Master Plan
 Downtown: Peak Occupancy (Weekday 12:00 PM)



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



B 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.

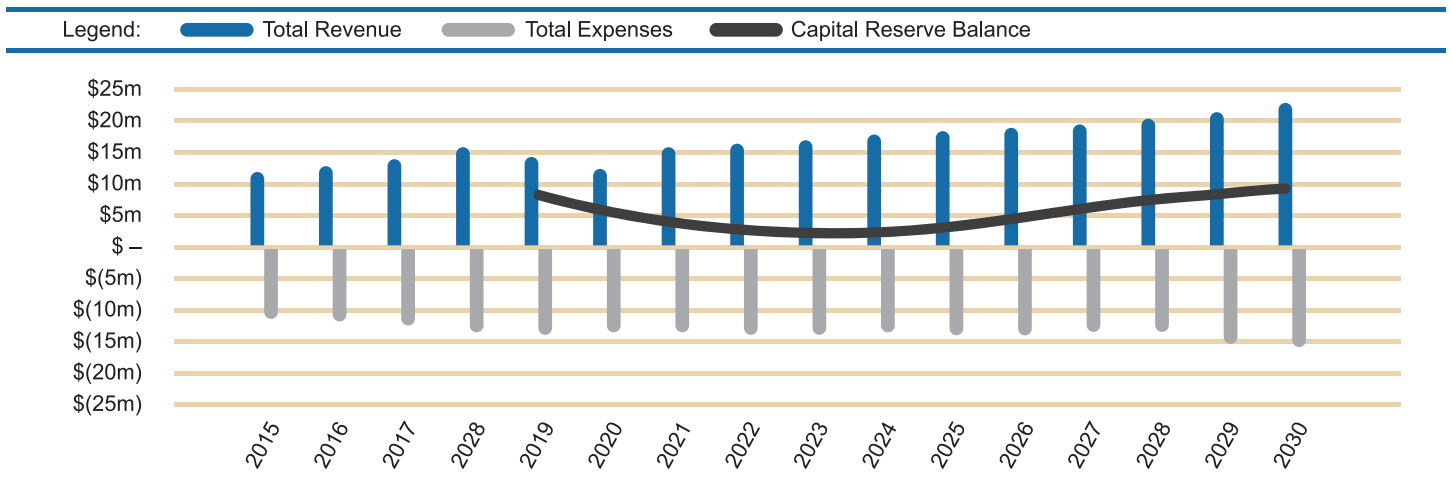


Exhibit 5: Expected Financial Performance of HMPS under Scenario 3

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. Evaluate the feasibility of extending paid parking operations to 7 days-a-week

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.



