



Wednesday, November, 5, 2014

Councillor Jason Farr
Hamilton City Hall
2nd floor - 71 Main St. West
Hamilton, Ontario
L8P 4Y5

Edward John
City of Hamilton
Planning and Economic Development Department
Development Planning, Heritage and Design – West Section
71 Main Street West, 5th Floor
Hamilton, ON L8P 4Y5
Sent by email to: Jason.Farr@Hamilton.ca, Edward.John@hamilton.ca

Dear Sirs,

RE: File No: ZAR -14-030 – 98 James Street South (James Street Baptist Church)

1. History:

The Durand Neighbourhood Association (the “DNA”) has been engaged with this site since September 2013 when the developer requested a “partial demolition” of the church. The DNA is disappointed with the formal process with respect to the development of this site to-date. We were disturbed by the fact that a Site Plan proposal was never circulated prior to the request for a “minor alteration” which resulted in demolition of 80% of a heritage designated church. We were shocked that the DNA was not allowed to voice its concerns at the Heritage Permit Review meetings despite being in attendance. This was an unfair process to passionate heritage advocates such as the DNA and it poorly served the designated church.

The DNA has asked Councillor Jason Farr to address its concerns to appropriate City staff, specifically to emphasize that, *“demolition and the subsequent redevelopment cannot be considered independently.”* The DNA’s concerns were not heard as a result of the delegation of authority for “minor alterations” to the Director of Planning, which is authorized to approve such applications pursuant to bylaw 05-364 without consulting groups such as the DNA. This delegated authority is not constrained by the controversial nature of partial demolitions which should be referred to the full City heritage committee for thorough consideration. The DNA believes that the experience with this site demonstrates the faults with the delegated authority model used by the City.

Ultimately, in June 2014, 80% of the building was demolished. What remains is the east facade and tower.

2. Overall position:

James Street Baptist is mostly gone to the dismay of the DNA. However, the developer has produced a Site Plan proposal with the assistance of an architectural firm that assures the City that the designated facade of the church and other salvaged heritage materials will be preserved and incorporated into a 30-storey mixed-use development. The “DNA” supports the development in principal for the reason that we would abhor losing what is left of this designated heritage building. The DNA does not oppose intensification, nor does it have concerns with respect to the design of the above grade floors. This being said, we do have serious concerns as outlined below.

3. Issues and concerns:

The DNA is concerned with the proposed form of parking and the proposed modifications to the parking requirements under Zoning By-Law 05-200 Downtown Prime Retail Street (D2). We are concerned with the imbalance between the ambitious density and height of the proposed building and the disproportional reduction in parking space (33% parking per unit) that requires a significant Zoning Bylaw amendment. We feel such a reduction in parking spots will create numerous adverse effects for the neighbourhood, local businesses, and potential residents who purchase and or rent in this proposed development. Some of our specific concerns are:

- (a) The proposed development cannot meet the required number of parking spaces. Currently 259 units are being proposed and only 98 spots are being provided. This is a shortfall of 95 parking spaces. The development also does not allow for visitor parking. This suggests that visitors to the building will place additional parking requirements on nearby lots and the already limited street parking. Unfortunately, the parking study circulated by the developer does not adequately address the spillover effects from visitors to the building. The following questions need to be addressed to ensure that the developer’s parking proposal will be a viable:
 - Of the condominiums in Durand, how many residents own vehicles?
 - What is the household composition?
 - What is their current transit use?
 - What is the visitor parking utilization?
 - How many on street parking spots are there for 98 James South?
 - What is the proximity of on street parking for 98 James Street South?
 - In both the City and Private Parking Lots, what is the current availability in proximity to the proposed development?

- Are there waiting lists for Parking Spots in the City and Private Parking Lots?
 - What are the current Parking Requirements for similar condominiums in Burlington, Oakville and Mississauga?
- (b) The proposed reduction in provided parking may form a precedent for the area, resulting in increased pressure on limited available street parking and spur demand for more surface parking.
- (c) The DNA is concerned that the 33% parking per unit that is being proposed is not regular parking, but is being redefined to include Valet only, stacked vehicular parking, by way of mechanized lifts. This is a new concept to our city and certainly to the DNA. We have concerns on how this will work in a timely manner for loading and unloading of the vehicles baggage and occupants and how it may work in peak commuting periods. What are the limitations of the system? What happens when a car is unable to start on one of the lifts? Do they need to be jockeyed in and out of positions? Can an occupant retrieve an article from their car on the car stacker? Do the ramps have enough space for the Valets to pass in both directions going up or down the parking levels? How many Valets would be required at any one time of? What would be the costs to the residents to provide the Valet and maintenance of the stacker? Allowing such a form of parking would mark a precedent in the City and accordingly warrants careful attention and study from City staff.
- (d) Further, we feel the architect drawings lacked sectional drawings of the parking structure that would aid in an understanding of how the parking was achieved and the floor heights of the underground structure as it relates to the foundations of the surrounding buildings and remaining foundation of the designated church.

4. Conclusion:

The DNA understands the requirement for higher density to make the proposed development financially viable and to accommodate for the remedial works to the heritage church and allow for its ongoing maintenance in the future. However, we have concerns as a community that the parking proposed will be less than adequate.

The proposal for 98 James St relies heavily on its location for multiuse transit opportunities, which in principle is an environmentally laudable goal. However, proposing that only 33% of the condominium units will require a parking spot is not realistic for our City at this time. There is still a lack of basic commercial infrastructure such as grocery stores to accommodate the basic demands of a high density residential development downtown. It is also irresponsible to plan the parking requirements for this development on the basis of a speculative LRT project and continued use of the Go station on James street South, both of which have an uncertain future.

Until we have improved public transit, completed the construction of dedicated bike lanes, and provided the commercial amenities and infrastructure for a large influx of downtown residents, it would be unreasonable to allow such a shortage of parking requirements for residents and visitors. We feel there are many unanswered questions that warrant further investigation in relation to the parking. We do not want to see building occupants paying monthly dues to park

at other city lots,(if there are indeed parking spots available) or at the Go station where they would be taking spots away from other urban commuters. We would also not support the creation of additional surface parking lots which this development will likely spur.

If there had there been a Site Plan in place before the "designated approval" to demolish 80% of James Street Baptist Church, we would not be in this very difficult situation. On behalf of the Durand Neighbourhood Association, we ask that the Planning Staff and Council exercise their due diligence and address our questions and concerns.

Sincerely yours,
Janice Brown,
President, Durand Neighbourhood Association



An agency of the Government of Ontario

10 Adelaide Street East
Toronto, Ontario M5C 1J3

Telephone: 416-325-5000
Fax : 416-325-5071
www.heritagetrust.on.ca

SENT BY MAIL AND EMAIL

October 22, 2014

Edward John
City of Hamilton
Planning and Economic Development Department
Development Planning, Heritage and Design – West Section
71 Main Street West, 5th Floor
Hamilton, Ontario
L8P 4Y5

Dear Mr. John,

Re: Zoning Amendment Application (File No. ZAR-14-030), 98 James Street South, Hamilton as concerns St. Paul's Presbyterian Church (70 James Street South), Hamilton

The Ontario Heritage Trust (Trust) is an agency of the Ontario Ministry of Tourism, Culture and Sport and has been the province's heritage agency since its creation in 1967. Under Part II of the *Ontario Heritage Act* the Trust is mandated to support, encourage and facilitate the conservation, protection and preservation of the built, cultural and natural heritage of Ontario.

This letter is in response to the Notice of Completion Application and Preliminary Circulation to amend the Zoning By-law for a property located at 98 James Street South, Hamilton. The Trust is concerned about the impact that the development associated with this amendment will have on the neighbouring property, 70 James Street South, better known as St. Paul's Presbyterian Church (St. Paul's).

As you may be aware, St. Paul's is subject to a heritage conservation easement agreement held by the Ontario Heritage Trust (registered October 1, 1990 as Instrument No. 62997). The easement serves to recognize the provincial heritage value of the property and contains provisions to protect the interior of the sanctuary and the exterior of the buildings on the property.

The Provincial Policy Statement (PPS 2014) addresses how development and new construction must be balanced with the conservation of cultural and natural heritage

resources. Policy 2.6.3 states that "Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*."

Our interest in this amendment stems from our relationship with St. Paul's and our legal interest in the property as a result of the easement. We have reviewed the email of St. Paul's Trustee David Church (dated October 3, 2014) and we agree with the comments provided. In particular, concerns raised by the impact of construction activities (vibration for example) from the proposed development at 98 James Street South.

The Trust requests that the proponent be required to take all necessary measures to ensure no damage occurs to St. Paul's as a result of any construction activities associated with the neighbouring development. We also support the request made by the representatives of St. Paul's that the condition of the church be assessed prior to the commencement of construction and that the church be monitored throughout the duration of the construction. Any damage caused to St. Paul's by the proposed development shall be addressed by the proponent.

As the City of Hamilton considers the Zoning Amendment and reviews the proposed development project, the Trust strongly encourages the City to take safeguard measures to protect and conserve St. Paul's Presbyterian Church as part of the overall review of this project.

Should you have further questions regarding the content of this letter please feel free to contact me at 416.325.5019 or via e-mail at michael.sawchuck@heritagetrust.on.ca.

Sincerely yours,



Michael Sawchuck
Manager, Acquisitions and Conservation Services

Copy: The Trustees for St. Paul's Church of the Presbyterian Church in Canada
 c/o David Church, Trustee

LYNN SWEENEY
36 James Street South, Unit 610
Hamilton, Ontario L8P 4W4

RECEIVED
OCT 03 2014

October 1, 2014

City of Hamilton
Planning and Economic Development Department
Development Planning, Heritage and Design – West Section
71 Main Street West, 5th Floor
Hamilton, Ontario L8P 4Y5

Attention: Edward John, Senior Project Manager

Dear Sir:

RE: Application to Amend Zoning By-law re 98 James Street South, Hamilton
Your File No. :ZAR-14-030

I have received your Notice of Complete Application and Preliminary Circulation with respect to the subject property, and wish to provide the following comments about the application for construction of a 30-storey multiple dwelling, with 259 units, commercial/retail space and two-level parking facility with 98 spaces, maintaining the existing historic church façade:

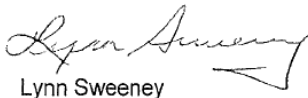
While I support the re-development of the site, and the inclusion of the existing historic church façade into the new development, I have concerns about some of the proposed design features.

Given the location of the property and the other existing structures in the surrounding area, I strongly feel that any new development should be required to provide on-site parking spaces for at least every residential unit, as well as additional parking for commercial/retail space. The proposed ratio of 259 units to 98 total parking spaces seems very inadequate. This is an almost fully-developed area where the only off-site parking lots in the area are already filled to capacity on week days, and I also understand there is proposed development which may eliminate much of the existing outdoor parking in the James/Jackson/MacNab/Main Streets block.

I also have an issue with a 30-storey building being erected in that area. There are no other commercial or residential buildings, over approximately 20 storeys high in the neighbourhood, and it seems inappropriate to construct such a large building, with the associated traffic, parking and street access issues (especially along the busy James Street transit corridor, and with the GO station nearby). A smaller building (even up to 15-20 storeys) would still provide a large condominium community, but would alleviate some of the traffic, parking and access issues, and the building would not overwhelm the surrounding area like a 30-storey building would.

While I wished to submit my comments, I request that you remove my personal information from the public record. Thank you.

Yours truly,


Lynn Sweeney

John, Edward

From: Thomas Wicks <Thomas.Wicks@heritagetrust.on.ca>
Sent: October-09-14 4:29 PM
To: John, Edward
Cc: Walter Plater; Golden, Alissa; David Church; Kiki Aravopoulos
Subject: RE: 98 James Street South, Hamilton Zoning By-law Amendment (File No. ZAR-14-030)

Edward,

Further to David's email below, we are writing to you regarding the proposed amendment to the zoning by-law for the property at 98 James Street South, Hamilton.

Our interest in this amendment stems from our relationship with St. Paul's Presbyterian Church and our legal interest in that property. The Ontario Heritage Trust is an agency of the Ministry of Tourism, Culture and Sport and we hold a heritage conservation easement agreement on St. Paul's. The easement protects the interior of the sanctuary and exterior of the buildings located on the property. This easement is recognition of the provincial significance of the site.

We have reviewed the email sent to you by representatives of the church (below) and we agree with their comments. In particular, concerns raised by the impact of construction activities (vibration for example) from the neighbouring property (98 James Street S). The Trust requests that the proponent be required to take all necessary measures to ensure no damage occurs to St. Paul's Presbyterian Church as a result of any construction activities associated with the neighbouring development. We also support the request made by the representatives of St. Paul's Presbyterian Church that the condition of the Church should be assessed prior to the commencement of construction and that the Church be monitored throughout the duration of the construction. The proponent should also be required to address any damage to St. Paul's that is a result of their development.

As we did not receive a notice of the proposed zoning by-law amendment, we did not submit formal comments by the deadline of October 3, 2014. However, we would like to take this opportunity to express our concerns and request that we be included in any future notices issued in relation to this development.

Regards,
Thomas

Thomas Wicks | Heritage Planner
Ontario Heritage Trust
10 Adelaide Street East, Toronto, Ontario, Canada M5C 1J3
Telephone: 416-314-5972
Email: thomas.wicks@heritagetrust.on.ca

Ontario Heritage Trust – bringing our heritage to life, one story at a time.
Discover Ontario's stories at:
www.heritagetrust.on.ca | www.doorsopenontario.on.ca



please consider the environment before printing this e-mail.

To: Edward.John@hamilton.ca

Cc: 'Walter Plater'; 'Golden, Alissa'; Thomas Wicks

Subject: 98 James Street South, Hamilton Zoning By-law Amendment (File No. ZAR-14-030)

Edward,

We are responding to the opportunity to provide public input for the staff report for Council consideration with respect to amending the Zoning By-law for a Property Located at 98 James Street South, Hamilton.

In general, St. Paul's Presbyterian Church at 70 James St. South is pleased with the redevelopment of 98 James Street South. The proximity of additional residents and increased activity across the street will benefit our ministry programs and enhance that corner of James and Jackson. Integrating the façade of James Street Baptist Church is also a positive move and is good reminder of the religious activity that once existed with our neighbour.

St. Paul's had representatives at the public unveiling at Whitehern which provided further insight into the proposed development. The sunlight analysis indicates some potential issues during the winter time when we are conducting our Sunday worship service starting at 11:00 am.

We are curious that only 98 on-site parking spaces are currently planned / requested. With 259 units planned that seems inadequate especially with the heavy day-time use of surrounding parking lots.

As a national, provincial and municipal designated historic site and with an Ontario Heritage Trust easement, St. Paul's Presbyterian Church is most concerned with the potential impact on our building caused by the construction activity. In particular the vibrations from pile driving and any other construction activity may impact the structural integrity of the church. Will the developer fund pre and post construction studies to ensure any construction activity has not affected the structural integrity of the church building?

We look forward to participating in any public meetings.

Regards,

David Church, Trustee Secretary/Treasurer

Walter Plater, Chairperson, Finance and Property Committee

St. Paul's Presbyterian Church, 70 James Street South, Hamilton, ON, L8P 2Y8

John, Edward

From: David Church ~~David.Church@cityofhamilton.ca~~
Sent: October-03-14 12:58 PM
To: John, Edward
Cc: 'Walter Plater'; Golden, Alissa; 'Thomas Wicks'
Subject: 98 James Street South, Hamilton Zoning By-law Amendment (File No. ZAR-14-030)

Edward,

We are responding to the opportunity to provide public input for the staff report for Council consideration with respect to amending the Zoning By-law for a Property Located at 98 James Street South, Hamilton.

In general, St. Paul's Presbyterian Church at 70 James St. South is pleased with the redevelopment of 98 James Street South. The proximity of additional residents and increased activity across the street will benefit our ministry programs and enhance that corner of James and Jackson. Integrating the façade of James Street Baptist Church is also a positive move and is good reminder of the religious activity that once existed with our neighbour.

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As a national, provincial and municipal designated historic site and with an Ontario Heritage Trust easement, St. Paul's Presbyterian Church is most concerned with the potential impact on our building caused by the construction activity. In particular the vibrations from pile driving and any other construction activity may impact the structural integrity of the church. Will the developer fund pre and post construction studies to ensure any construction activity has not affected the structural integrity of the church building?

We look forward to participating in any public meetings.

Regards,

David Church, Trustee Secretary/Treasurer

Walter Plater, Chairperson, Finance and Property Committee

St. Paul's Presbyterian Church, 70 James Street South, Hamilton, ON, L8P 2Y8

November 5, 2014

Mr. Edward John
City of Hamilton
Planning and Economic Development Department
71 Main Street West, 5th Floor
Hamilton ON L8P 4Y5
Via email to: Edward.John@hamilton.ca

File No. ZAR-14-030 Notice of Complete Application - 98 James Street South

Dear Mr. John,

I am writing this letter to express my concern with the parking situation as expressed in the "Application for Official Plan Amendment":

- 259 condominium apartment units
- parking is proposed underground (98 spaces)
- 3 floors of commercial space

I am concerned that the resident parking for 259 residential units is only .38 per dwelling unit (98 spaces). This number will further be reduced to 94 resident parking spaces after deducting the 4 spaces for Community CarShare vehicles. This does not provide adequate on-site parking and a review of municipal and private parking lots nearby show significant waiting lists for monthly parking permits. I found only 9 available monthly parking spaces spread across 4 private car parks within a safe walking distance of 98 James St S. That will not provide the necessary off-site parking needed for this building. At bare minimum there should be .80 spaces per dwelling unit (207 spaces). There is no mention of visitor parking so assume none is being provided. A minimum of .13 per dwelling unit, 34 Visitor Parking spaces should be provided. Also I see no mention of a loading dock area which is a concern because there are three floors of commercial space and there will be numerous move in / move outs with 259 apartment units. Very likely 50% of the condo apartments will be purchased by investors/off-site owners who will rent the units to tenants which would mean 130 rentals. There is always more activity in terms of tenant movement. If loading is permitted on Jackson Street then this will probably necessitate the removal of 2 to 4 parking meters thereby reducing street parking.

Of great concern is the use of "parking stackers" of which this will be the first in Hamilton. The Condo Corporation will need to maintain and service this type of equipment and there will be no local service available. Our new condon continues to have service interruptions in both of our elevators and they are now just over a year old. They were supplied and are serviced by a major elevator manufacturer and service technicians are local and yet in 3 weeks we requested 4 service calls. Elevators are not new technology and as yet we have not experienced 100% dependability. At least with elevators if you have two then one usually works.

I hope you will take the time to review the attached documents.

Exhibit I - 98 James Street South

Parking Comment Excerpts from City, etc.

Exhibit II - 98 James Street South

Alternate Car Parking near 98 James St. S.

Exhibit III - 98 James Street South

Parking Study & Demographics based on actual newly built Condominium Apartment Building in Ward 2

Also attached are two maps – Municipal Car Parks 37, 40 & 76 as well as the same map to scale illustrating the size of lots 37, 40 & 76 and proximity to 98 James Street South.

The 98 James St South condo complex would attract similar residents to the ones that currently live in my condo building which was built just over a year ago. There are a total of 74 vehicles amongst the 96 adult residents who live in the 75 units that are currently occupied (one unit is still vacant); we have 67 parking spaces for 76 units. Although there may be a long-term objective to reduce dependency on the automobile and to promote alternative modes of transportation, based on my condo in which you will find 77% of the residents are under the age of 45 and more than likely actually under age 35, 99% of all units currently have at least one vehicle. Only 29% of our units are occupied by more than one person and if this number increases then there will be a similar increase in the number of units with 2 vehicles per unit, the second vehicle must find alternative parking as only one unit in our building actually has two parking spaces, and 10 units have no parking at all. Some of our residents do not use their car to get to work, as they can walk to St. Joseph's or they work from home., but they use their cars to go home to visit relatives in other cities in Ontario and Quebec. There is a large bike storage room on the main floor of our building with a door leading directly out to ground level and yet only one of our residents uses his bike on a regular basis.

I am confused by the reference in the GSP Parking Report (page i) that states "98 parking spaces has a shortfall of between 19 and 60 spaces dependent upon which methodology is applied." Is the parking requirement no longer .80 per dwelling unit? At 259 units that would be 207 parking spaces, so 98 spaces would be a shortfall of 109 spaces.

On page 6 of the GSP report they include the three municipal car parks (37, 40 & 76) as if this is a viable parking option for unit owners but they make no mention of the waiting lists which are between 300 and 400 applicants.

Page 8 – "Parking for the development will be unbundled and purchased on a free-market basis subject to availability. Owners of each condominium unit are therefore able to purchase their parking separate from their units and are not obligated to purchase any parking. As a result, this practice of not including parking with the sale of a unit has shown that a significant numbers of individuals are purchasing condominium units without parking given the additional cost associated. In some cases, developers employing this strategy have sold their entire inventory of condominium units and have excess supply of unsold parking." I would be most interested in finding out where this example actually occurred.

Thank you so much for your time.

Barbara Henderson
90 Charlton Ave West
Hamilton ON L8P 0B4
Email: barb@barb1234.com

Exhibit III - 98 James Street South

Parking Study & Demographics based on actual newly built Condominium Apartment Building in Ward 2

Created October 31, 2014

Building Address	90 Charlton Ave West, Hamilton ON L8P 0B4
Year of Build	2013
Type of Building	Condominium Apartments (WSCC 497)
Ward & Neighbourhood	Ward 2, Durand Neighbourhood
Number of Floors	9 (of which units are located on floors 2 to 9)
Residential Units	76 units (of which 75 have been sold)
Retail/Commercial Units	None
Car Share Program	Condo marketing material included this as a feature but still unfulfilled. Developer said rules changed and that they were not prepared to pay to have on-site vehicles as well as reducing visitor parking to 9 spots instead of 10. Closest Car Share vehicles exist at City Hall and Bold and MacNab streets. Unaware of any residents in building use Community CarShare.
GO Transit	Aware of only one resident who currently uses GO transit daily.
Owner Occupied Unit	48% (36 units)
Tenant Occupied Unit (Unit Owner is Landlord)	52% (39 units)
Demographics of Residents	77% Age 20 to 45 (Approx.) 22% Age 45+ (Approx.) Professional workers (some work from home), educators, health care services (interns & residents, doctors & researchers), financial services, post-secondary students, retirees
Number of Residential Parking Spaces	67 (65 underground & 2 above ground)
Actual Parking Spaces per dwelling unit	0.88 per dwelling unit (67 ÷ 76)
Minimum Parking Spaces per dwelling unit based on Zoning for 90 Charlton Ave W	0.80 per dwelling unit
Number of Residential Units with one Parking Space	66 units (67 less 1) one unit owner has two parking spaces
Number of Residential Units with two Parking Spaces	1 unit
Number of Residential Units with No Parking Space	10 units
Number of current residents with a vehicle but who reside in a unit that has No Parking Space	9 (of the 10 units without parking, 9 of those residents have a vehicle)
Number of current residents without a vehicle	10 (two of these are residents age 55+)
Number of current residents with two vehicles and only one Parking Space	9 (the other resident with 2 vehicles has an additional parking spot)
Number of current residents who have secured parking off-site or rent on-site from non-vehicle owners	10
Total Number of Vehicles owned by residents	74 vehicles (67 parking spots) and one unit still unsold
Visitor Parking Spaces	10 (above ground)
Actual Visitor Spaces per dwelling unit	0.13 per dwelling unit
Minimum Parking Spaces per dwelling unit based on Zoning for 90 Charlton Ave W	0.13 per dwelling unit
Loading Dock	No designated loading dock area. Move in / move outs and deliveries are accommodated in the Visitor Parking lot.
Move In / Move Out	In July 2013 (end of residency program at local hospitals) there were 13 tenant moves.
Municipal Parking available On-Street	Not eligible for on-street Permit Parking as building is more than 3 stories
Municipal Parking available at City Hall Monthly	Waiting list of 58 with earliest application dated August 2013 (City Hall is 5 blocks away) This is the closest car park and there are no private car parks providing monthly parking within 6 blocks.

Exhibit II - 98 James Street South

Alternate Car Parking near 98 James St. S.
Created November 4, 2014

See map of Municipal Car Parks in Downtown Hamilton

<http://www.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/CarParks/DowntownHamilton.pdf>

http://www.hamilton.ca/CityDepartments/PlanningEcDev/Divisions/ParkingBylawServices/Parking/Parking_Programs/CarParksDowntown.htm#CP40, CP37, CP76

City of Hamilton Municipal Car Parks

Car Park 40 - Downtown Hamilton	Car Park 37 - Downtown Hamilton
Address / Location: <u>71 Main St W – City Hall</u> Hours of Operation: 8:00am - 10:00pm Hourly Rate: \$2.00 Minimum Rate: \$0.50 Daily Rate: N/A Monthly Rate: \$80.00 Other / Special Event Rate: N/A	Address / Location: <u>80 Main St W – Convention Centre</u> Hours of Operation: 24 hour Hourly Rate: \$2.50 Minimum Rate: \$1.25 Daily Rate: \$9.00 Monthly Rate: \$125.00 Evening Rate: \$6.00 Other/Special Event Rate

Car Park 76 - Downtown Hamilton
Address / Location: <u>75 Catharine St S and Hunter</u> Hours of Operation: 9:00am - 2:00am Hourly Rate: \$1.00 Minimum Rate: \$1.00 Daily Rate: \$6.00 Monthly Rate: \$70.00 Other / Special Event Rate: N/A

November 4, 2014 - Phone call to **Hamilton Municipal Parking** (Hamilton Parking Authority) (Pam at (905) 540-6000)

Location	Monthly Parking Permits Issued & Cost	Waiting Lists
Car Park 40 City Hall	Yes - Monthly Parking Permits allow 24/7 parking, however vehicle must be moved sporadically \$80.00 per month	Yes – currently 58 applicants on wait list with the earliest being an application dated August 2013. A number of those on the wait list reside at the Core Lofts on Bay St.
Car Park 37 Convention Centre	Yes - Monthly Parking Permits allow 24/7 parking, however vehicle must be moved sporadically \$125.00 per month	Yes – currently 169 applicants on wait list.
Car Park 76 Catherine & Hunter	Yes - Monthly Parking Permits allow 24/7 parking, however vehicle must be moved sporadically \$70.00 per month	Yes – no longer accepting applicants as wait list has hit maximum threshold . With the earliest being an application dated November 2010.

Hamilton Municipal Parking suggested Private parking lots when asked about availability of 24/7 parking for a resident of a downtown condo/apartment building.

https://www.hamilton.ca/NR/rdonlyres/009EA806-6E43-4C3C-95B1-9E4FDC6DCA20/0/Aug14EDRMS_n337920_v1_8_5_PED12153.pdf

COMMITTEE DATE: August 14, 2012

SUBJECT/REPORT NO: Downtown Parking Study Update (PED12153) (Ward 2)

- residential/commercial tenants with insufficient on-site parking and Downtown employees are asking to purchase monthly parking permits from the City (waiting lists in Downtown municipal lots currently estimated at 600 persons);

November 4, 2014 – Private / Public car parks

Location	Monthly Parking Permits Issued & Cost	Waiting Lists
GO Transit Lot (upper level at MacNab St)	Yes – 37 spots for GO Transit Tenants (some are commuters and others are business tenants at 36 Hunter St E.) Reserved Parking – 5 spots for MacNab Church Reserved Parking – 12 spots for Conservatory For The Arts GO Transit website = 54 reserved parking spots (37 & 5 & 12 = 54) \$90 per month, including all taxes for a minimum six-month term.	Unknown – Nov 5'14 Awaiting response from Aggie Latiok @GO Transit (416) 869-3600 Ext. 7120
20 Jackson St W & 21 Main St W (next to Gowlings)	Yes – but currently full with a waiting list \$150.00 per month	Yes - Over 100 on the waiting list Spoke to parking lot attendant – Nov 4'14 Canada Wide Parking (905) 527-6217
44 Hughson St Lot 35	Yes \$159.29	No wait list – but only 3 spots available as at Nov 5'14 Impark 1-877-909-6199
75 James St S Lot 43	Yes \$159.29	No wait list – but only 3 spots available as at Nov 5'14 Impark 1-877-909-6199
18 Main St E Lot 41 (south side corner of Main & Hughson)	Yes \$159.29	No wait list – but only 1 spot available as at Nov 5'14 Impark 1-877-909-6199
21 Main St E (north side)	Do not offer monthly parking	Not Applicable
9 Main St E (north side)	Yes - but currently full with a waiting list	Yes - Waiting list
John & Jackson (beside Tim Horton's – alleyway)	Yes – has 2 available spots (limited time) \$100.00 per month	No wait list – but only 2 spots available as at Nov 5'14 (spots #22 & #24) Canada Wide Parking (905) 527-6217 (Contact Tareq) Manages a number of lots
44 Jackson St E	Yes - but currently full with a waiting list	Yes - Waiting list

Secondary Plan:

6.1.5.5 Surface parking lots existing on the date of adoption shall be legal noncomplying uses to this Plan. **New surface parking lots shall not be permitted.** Existing surface parking lots shall be permitted to expand under the following conditions:

- a) the expansion is minor in nature; and,
- b) the expansion shall not result in a net increase of surface parking spaces on the site.

Permit Parking

Municipal Parking available On-Street	<u>Not eligible</u> for on-street Permit Parking as building is more than 3 stories
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Meter Parking

Location	Hours of operation & Cost
Jackson St. (John to MacNab) South Side	Mon to Fri 8:00am to 6:00pm Max 3 hours - \$1.00 per hour Sat, Sun & Holidays – Free
Hunter St. (John to MacNab) South & North Side	Mon, Tues & Wed Fri 8:00am to 6:00pm Thurs & Fri 8:00am to 9:00pm Max 3 hours - \$1.00 per hour

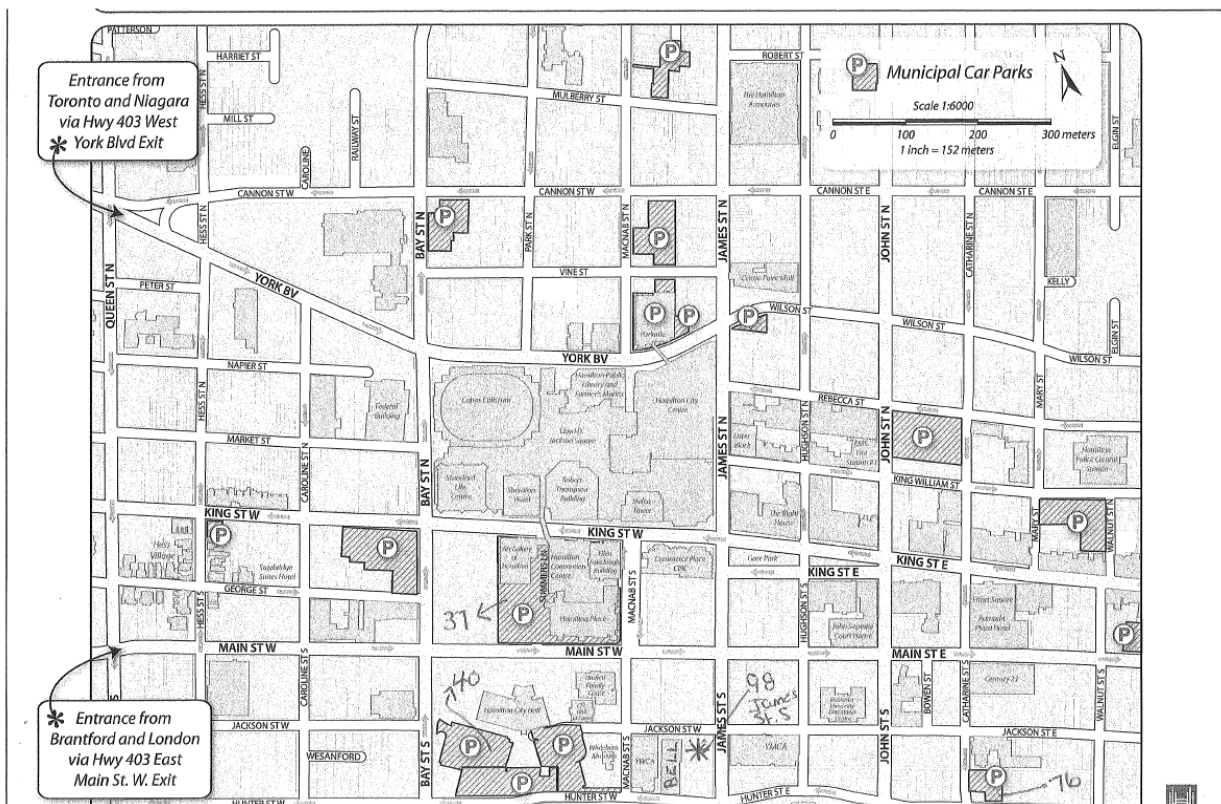
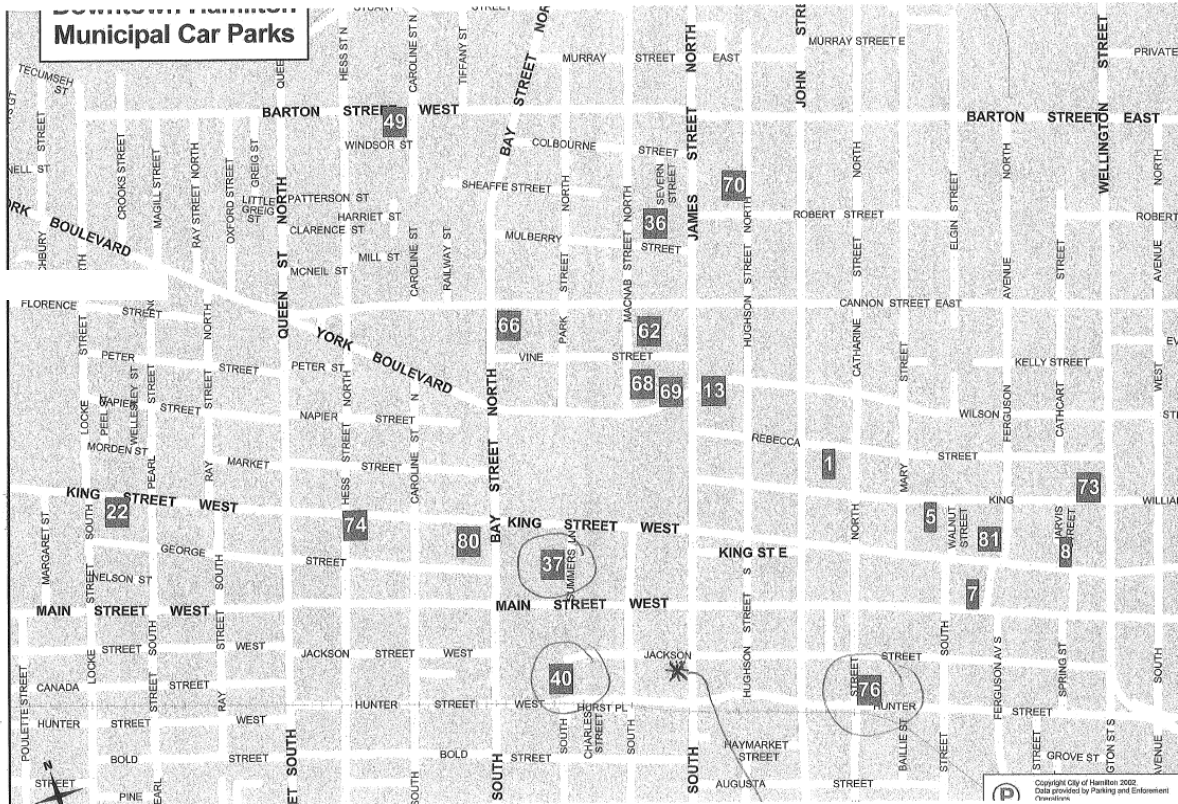
	Sat, Sun & Holidays – Free
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Exhibit I - 98 James Street South

Parking Comment Excerpts from City, etc.
Created November 4, 2014

Source & Date	Comment
<p>Secondary Plan: Urban Hamilton Official Plan September 2013</p> <p>City of Hamilton</p>	<p>6.1.5.5 Surface parking lots existing on the date of adoption shall be legal noncomplying uses to this Plan. <u>New surface parking lots shall not be permitted.</u> Existing surface parking lots shall be permitted to expand under the following conditions:</p> <ul style="list-style-type: none"> a) the expansion is minor in nature; and, b) the expansion shall not result in a net increase of surface parking spaces on the site.
<p>COMMITTEE DATE: August 14, 2012 SUBJECT/REPORT NO: Downtown Parking Study Update (PED12153) (Ward 2) (4 pages)</p> <p>City of Hamilton https://www.hamilton.ca/NR/rdonlyres/009EA806-6E43-4C3C-95B1-9E4FDC6DCA20/0/Aug14EDRMS_n337920_v1_8_5_PED12153.pdf</p>	<p>In October 2005, the MMM Group Limited completed the "City Wide and Downtown Parking and Loading Study" which recommended, in part, parking strategies for the Downtown and provided recommendations concerning the municipal role in providing parking Downtown, as well as potential parking structure locations and priorities. The vitality of the Downtown Core is dependent in part, on the availability of convenient and reasonably priced parking for visitors and customers. While the long-term objective is to reduce dependency on the automobile and to promote alternative modes of transportation, the City is under increasing pressure for parking Downtown because:</p> <ul style="list-style-type: none"> - <u>residential/commercial tenants with insufficient on-site parking</u> and Downtown employees are asking to purchase monthly parking permits from the City (waiting lists in Downtown municipal lots currently estimated at 600 persons); <p>In view of the above, staff intend to update the 2005 study conducted by the MMM Group Limited in order to facilitate better decision-making about parking availability and development proposals in the Downtown.</p>
<p>COMMITTEE DATE: September 17, 2013 Downtown Parking Study Update (PED12153(a)) (Ward 2)</p> <p>Appendix "A" to Report PED12153(a) – "Downtown Hamilton Parking Study and Parking Garage Assessment" by the MMM Group Limited dated March 2013</p> <p>(113 pages – includes Appendix "A")</p> <p>City of Hamilton http://www.hamilton.ca/NR/rdonlyres/F29DD710-D32D-450D-AA20-C434BDE80E1B/0/Sep1781PED12153a.pdf</p>	<p>While the long-term objective is to reduce dependency on the automobile and to promote alternative modes of transportation, the City is under increasing pressure to provide more parking to support re-development and revitalization Downtown. The current report indicates that while parking should generally be available in the Downtown as a whole, future parking demands in some specific areas are expected to meet or exceed the anticipated parking supply in those areas.</p> <p>In August 2012, City Council directed staff to undertake an update of the 2005 Downtown Parking Study and to single source the contract to MMM Group Limited. The City plays an important role in Downtown parking because, as re-development occurs, the supply of public parking on private lands will erode, leaving the City to ensure that sufficient public parking is available.</p> <p>Appendix "A" to Report PED12153(a) – "Downtown Hamilton Parking Study and Parking Garage Assessment" by the MMM Group Limited dated March 2013</p> <p>The purpose of this study is to undertake a complete remeasurement of the current downtown parking inventory</p>

	and parking demands, to examine options to provide additional parking on the basis of forecasted future parking demands, and to complete a financial assessment for constructing a new parking facility in Downtown Hamilton.
On-Street Parking City of Hamilton http://www.hamilton.ca/CityDepartments/PlanningEcDev/Divisions/ParkingBylawServices/Parking/Parking_Permits/On-StreetParking.htm	The City of Hamilton offers different permits for two permit parking programs to assist residents with their parking needs and helps ease the shortage of parking in residential neighbourhoods.
CBC News Parking crunch? Tivoli hopes to stack cars June 20, 2014 http://www.cbc.ca/news/canada/hamilton/news/parking-crunch-tivoli-hopes-to-stack-cars-1.2681656	'Parking is an issue throughout our core. When you're adding to densities, you're adding to that issue.' - <i>Ward 2 councillor Jason Farr</i>
CBC News Parking crunch? Tivoli hopes to stack cars June 20, 2014 http://www.cbc.ca/news/canada/hamilton/news/parking-crunch-tivoli-hopes-to-stack-cars-1.2681656	<p>City staff have concerns. A memorandum from the city's parking technologist to planning staff poses the following questions:</p> <ul style="list-style-type: none"> • How long does it take for a car to be lowered to the ground? What about peak times when everyone wants to leave at once? How long will it take? • How do repair vehicles get in to do maintenance on the cars? • What happens if the stacking system breaks? How do people get their cars out? <p>City rules dictate that new condo developments have 0.8 parking spaces per condo, a standard created to encourage urban residents not to own cars.</p>



John, Edward

From: steph zourntos <[REDACTED]>
Sent: November-16-14 7:47 PM
To: John, Edward
Subject: No Parking at the Connolly

From: ~~steph.zourntos@hotmail.com~~
To: edward.john@hamilton.ca
Subject: No Parking at the Connolly
Date: Mon, 17 Nov 2014 00:46:07 +0000

Hello Mr. John,

I recently reserved a spot in the Connolly condos. With all the hype and excitement during the opening event I overlooked the fact that the units are sold with no parking, and that the only parking is valet (which is not available for every resident and \$300/month). I have 10 days to backout of the deal and don't want to because I love the location. With the valet being 300/month I definitely will not live there because having grown up in Hamilton I need my car. But renting is an option.

I really would just like to know where you stand on the no parking situation. City square and other new condos have 0.8 parking spots per 1 unit. This one essentially has none, only upon request for 300/month. Will this pose a problem. where do you stand on the parking situation in this Durand area. If you have time I would love to get some more information on this. My friend also reserved three units in this building, and is backing out as well, she also can't seem to conceptualize the no parking.

How has this new "people going car-less" prediction being justified. I know the developers said lots of people from Toronto will be coming due to easy access to transit, but with the rent prices being almost at par with Toronto, why would they come to Hamilton to live. I understand that Torontonians will move to Hamilton for the housing market, but not for condos.

If you have any thoughts, please do share.

Thank you kindly for your time.

Stephanie Zourntos
~~[REDACTED]~~