



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

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| TO: | Chair and Members Planning Committee |
| COMMITTEE DATE: | November 19, 2019 |
| SUBJECT/REPORT NO: | On Street Parking Permits – Wellington Street North (PED19187) (Ward 2) (Outstanding Business List Item) |
| WARD(S) AFFECTED: | Ward 2 |
| PREPARED BY: | Allen Hand (905) 546-2424 Ext. 5441 |
| SUBMITTED BY: | Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department |
| SIGNATURE: | |

RECOMMENDATION(S)

- (a) That the following changes to on-street parking regulations on Wellington Street North from Barton Street East to Robert Street, attached as Appendix “A” to Report PED19187, be implemented:
- (i) Remove No Parking restrictions on the west side of Wellington Street North (from Barton Street East to Robert Street);
 - (ii) Add three new parking meters on the west side of Wellington Street North;
 - (iii) Extend the rush hour No Stopping Anytime on the east side of Wellington Street North (Barton Street East to Robert Street) from 4 p.m.-6 p.m. (Monday to Friday) to 2 p.m.-6 p.m. (Monday to Friday);
- (b) That the amendment to the Parking By-Law 01-218, attached as Appendix “B” to Report PED19187, which has been prepared in a form satisfactory to the City Solicitor, be approved;

- (c) That the southbound curb lane on Wellington Street North at Barton Street East be converted from a through-right turn lane into an exclusive right-turn lane, and associated Traffic By-law 01-215 be amended;
- (d) That staff be directed to install a permanent bump-out on the south/west corner of Wellington Street North and Barton Street East to delineate the parking lane, as shown in Appendix “C” attached to Report PED19187, and that the estimated cost of \$15,000 be funded from the Ward 2 Reserve Account (108052);
- (e) That the matter respecting On-Street Parking Permits – Wellington Street North be identified as complete and removed from the Planning Committee Outstanding Business List.

EXECUTIVE SUMMARY

At the Planning Committee meeting on February 19, 2019, Council approved Item 9 of Planning Committee 19-003 directing staff investigate options to improve parking for residents on Wellington Street North between Robert Street and Barton Street, including but not limited to, additional parking on the west side.

At present, parking on Wellington Street North, in this section, is only permitted on the east side of the street, except during the afternoon rush hour and from 2 a.m.-7 a.m., due to overnight restrictions. Parking is not permitted on the west side of the street, which is designated as No Parking Anytime.

A number of options to achieve the objective of improving parking for residents were considered, including residential permit parking. One of the challenges with permit parking is that Wellington Street is currently designated as a ‘Through Highway’, and, as such, overnight parking is not allowed. It is also expected that the demand for permits would exceed the number of spaces available. There are currently 46 dwelling units within this section of Wellington Street, most with limited driveways, compared to a potential for approximately 40 parking spaces.

An option that removes the no parking restrictions on the west side of Wellington would increase parking availability for residents, allow for residential visitor parking throughout the day and evening, and facilitate short term drop-offs. Allowing parking on both sides of the street would effectively double on-street parking.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

- Financial:
- (a) The cost for signage changes and the installation of three parking meters is estimated at \$2,000 and can be accommodated within the Hamilton Municipal Parking System Parking Operations budget.
 - (b) The cost to install bump-out at Wellington Street and Barton Street. using knock-down bollards, is estimated at \$1,500 and can be accommodated within the Parking Operations budget. A permanent bump-out constructed using concrete would cost approximately \$15,000 and would need to be considered as part of the capital budget process.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Wellington Street is designated as a Major Arterial in the City of Hamilton Urban Official Plan, “Schedule C” Functional Road Classification System. Between Barton Street and Robert Street, and segments to the north and south, Wellington Street accommodates a significant amount of traffic, approximately 11,700 vehicles per day. This section of Wellington Street is also close to Hamilton General Hospital which generates a demand for short-term parking. Many households on this section of Wellington Street do not have driveways, and over the years, residents have expressed a desire for increased parking options.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

- By-law 01-218; and,
- Traffic By-law 01-215.

RELEVANT CONSULTATION

The City of Hamilton Paramedic Services has reviewed the proposed changes, due to the close proximity of Hamilton General Hospital, and have indicated they have no issues with the changes to parking or traffic lane modifications.

The City of Hamilton Public Works Department, Transportation Operations and Maintenance Division, provided an assessment of the changes in traffic capacity.

The resident initiating the original request for changes to parking was consulted and informed of the changes.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Wellington Street is a four lane, one-way street that carries approximately 11,700 vehicles per day. Based on a traffic capacity analysis, Wellington Street requires two lanes for vehicular traffic during the morning rush hour and mid-day, and three lanes in the afternoon rush hour to operate with acceptable levels of service. As such, there are opportunities to re-allocate some of the vehicular capacity to parking.

Allowing parking on the west side of Wellington Street will require some minor changes to lane geometry, including the conversion of the southbound curb lane on Wellington Street North at Barton Street East from a through-right turn lane into an exclusive right-turn lane. This would be re-enforced with a bump-out at the south east corner, as shown in Appendix “C” attached to this Report, which has the added benefit of reducing pedestrian crossing distance.

ALTERNATIVES FOR CONSIDERATION

Council could consider directing staff to implement a Permit Parking Zone, which would provide residents the option of purchasing a parking permit at a current yearly cost of \$87.61 plus HST per permit. However, these permits do not provide an exemption to the No-Parking on a Through Street between 2 a.m. and 7 a.m. parking regulation, so would be of limited value. Implementation of permit only parking would also reduce the availability of on-street parking for non-residents and residential visitors.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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” - Proposed Parking Plan

Appendix “B” - Draft Amendment to By-law No. 01-218, as amended

Appendix “C” - Proposed Lane Designation and Bump Out – Barton Street East

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