

## **NOTICE OF PUBLIC HEARING**

### **Minor Variance**

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**You are receiving this notice because you are either:**

- Assessed owner of a property located within 60 metres of the subject property
  - Applicant/agent on file, or
  - Person likely to be interested in this application
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**APPLICATION NO.:** HM/A-20:273

**APPLICANTS:** Owner: Indwell Community Homes c/o Graham Cubitt  
Agent: T. John's Consulting c/o Kateyln Gillis

**SUBJECT PROPERTY:** Municipal address **225-247 East Ave. N., Hamilton**

**ZONING BY-LAW:** Zoning By-law 6593, as Amended by By-law 85-85

**ZONING:** E; E/S-881a and E/S-881 (Phase 1 and 2) district Multiple Dwellings, Lodges, CLubs, Etc.

**PROPOSAL:** To permit the conversion of an existing accessory building (used formerly as a horse stable for the former Royal Oak Dairy) to a three (3) storey multiple dwelling comprising thirteen (13) dwelling units for Phase 2 of a housing development, notwithstanding that;

#### Phase 1

1. The minimum required parking shall be based on the provision of 0.3 parking spaces per Class A dwelling unit to require 29 parking spaces for 95 dwelling units instead of the modified provision of 0.4 parking spaces per Class A dwelling unit which would require 39 parking spaces.
2. No visitors parking spaces shall be provided instead of the modified provision of 0.1 parking spaces per Class A dwelling unit which would require 4 visitors parking spaces for 95 dwelling units.

#### Phase 2

3. The minimum rear yard depth shall be 0 metres instead of the required minimum 3.0 metre rear yard depth where there are no habitable room windows overlooking the rear yard.
4. No loading spaces shall be provided instead of the minimum required 1 loading space having dimensions of 9.0m in length x 3.7m in width x 4.4m in height.
5. The minimum required parking shall be based on the provision of 0.3 parking spaces per Class A dwelling unit which to require 4 parking spaces for 13 units instead of the provision of 1.25 parking spaces per Class A dwelling unit which would require 17 parking spaces.
6. No visitors parking spaces shall be provided instead of the instead of the provision of 0.25 parking spaces per Class A dwelling unit which would require 5 visitors parking spaces.

NOTES:

1. The variances have been written as requested by the applicant. The lands are subject to DA-20-001 for Phases 1 and 2 of the proposed residential development, for which Phase 1 was conditionally approved January 10, 2020. The conditional approval for Phase 2 is currently pending. A further circulation and review of the site plan for the Phase 2 component of DA-20-001 will also be undertaken.
2. Visitor parking is determined as a component of the overall parking requirement.
3. With respect to Variance #1 and #4, the proposed parking for both phases and for part of the future phase is to be provided within the basement and ground floor of the proposed six (6) storey multiple dwelling for Phase 1 of the development.
4. The front yard is deemed to be the lot line located along East Avenue North.
5. With respect to Variance #2, the minimum rear yard for a multiple dwelling in the “E” District is determined by a formula based on one 120<sup>th</sup> part of the product obtained by multiplying the height of the building by its width and the rear yard shall not be less than 3.0m in depth and need not be greater than 13.5m. Where there is a habitable room window (or balcony or sunroom), the rear yard shall be increased by 3.0m. However, the By-law directs that the rear yard need not be greater than 13.5m.
6. The property address is currently listed as 315 Robert Street, and 223 to 227 East Avenue North and 247 East Avenue North.
7. Committee of Adjustment Application HM/A-19:457 was approved to permit minor variances for Phase 1 of the proposed housing development to allow for the development of 95 dwelling units. The variances are to requirements for the minimum front yard; minimum northerly side yard; minimum rear yard; minimum number of parking spaces; minimum visitors parking; minimum dimensions of parking spaces; minimum number of loading spaces; and to permit the retention of the retention of the accessory building and for the accessory building to be maintained along the rear lot line. The accessory building noted in Committee of Adjustment Application HM/A-19:457 is now proposed to be a multiple dwelling consisting of 13 dwelling units in the current application.
8. The requirements for the E District require 25% of the total area of the site to be landscaped area. The landscaped area shall consist of surfaces exposed to natural light used for recreational and scenic purposes providing 50% of this area consists of natural earth forms such as lawns, planted areas, and trees. For the purposes of this development, the landscaped area requirements would apply to the total area comprising the Phase 1 and 2 lands.
9. The proposed dwelling units are under 50 square metres in gross floor area and special parking requirements based on the dwelling unit size do not apply under Zoning By-law 6593. In addition, as the property is located outside of the Downtown Areas shown in the Zoning By-law as Area A and Area B, the parking requirements that are based on 1.25 spaces per dwelling unit are applicable.

This application will be heard by the Committee as shown below:

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<b>DATE:</b>	<b>Thursday, January 21<sup>st</sup>, 2021</b>
<b>TIME:</b>	<b>2:20 p.m.</b>
<b>PLACE:</b>	<b>Via video link or call in (see attached sheet for details)</b>
<b>To be streamed at</b>	<b><a href="http://www.hamilton.ca/committeeofadjustment">www.hamilton.ca/committeeofadjustment</a></b>
<b>for viewing purposes only</b>	

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## PUBLIC INPUT

**Written:** If you would like to submit written comments to the Committee of Adjustment you may do so via email or hardcopy. Please see attached page for complete instructions, including deadlines for submitting to be seen by the Committee.

**Orally:** If you would like to speak to this item at the hearing you may do so via video link or by calling in. Please see attached page for complete instructions, including deadlines for registering to participate.

**Important note:** *If a person or public body that files an appeal of a decision of the Committee of Adjustment in respect of the proposed consent does not make written submission to the Committee of Adjustment before it gives or refuses to give a provisional consent, the Local Planning Appeal Tribunal (LPAT) may dismiss the appeal.*

## MORE INFORMATION

For more information on this matter, including access to drawings illustrating this request:

- Visit [www.hamilton.ca/committeeofadjustment](http://www.hamilton.ca/committeeofadjustment)
- Call 905-546-CITY (2489) or 905-546-2424 extension 4221, 4130, or 3935
- Email Committee of Adjustment staff at [cofa@hamilton.ca](mailto:cofa@hamilton.ca)

DATED: January 5<sup>th</sup>, 2021.

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Jamila Sheffield,  
Secretary-Treasurer  
Committee of Adjustment

***Information respecting this application is being collected under the authority of the Planning Act, R.S.O., 1990, c. P. 13. All comments and opinions submitted to the City of Hamilton on this matter, including the name, address, and contact information of persons submitting comments and/or opinions, will become part of the public record and will be made available to the Applicant and the general public.***





#### UNDERTAKING

RE: 225-247 East Ave. N. & 315 Robert St., Hamilton File No. DA-20-001

I, (We) Indwell Community Homes Inc., the owner(s) of the land, hereby undertake and agree without reservation.

- (a) To comply with all the content of this plan and drawings and not to vary therefrom;  
(b) To perform the facilities, works or matters mentioned in Section 41(7)(a) of the Planning Act shown on this plan and drawings(s) in accordance with the conditions of approval as set out in the Letter of Approval dated January 10, 2020;  
(c) To maintain to the satisfaction of the City and at my (our) sole risk and expense, all of the facilities, works or matters mentioned in Section 41(7)(b) of the said Act, shown in this plan and drawing, including removal of snow from access ramps and driveways, parking and loading areas and walkways;  
(d) That the Owner agrees to physically affix the municipal number 225 and 247 or full address 225 East Avenue North and 247 East Avenue North to the buildings or on a sign in accordance with the City's sign By-Law, in a manner that is visible from the street;  
(e) In the event that the Owner does not comply with the plan dated Nov 24/2020, the owner agrees that the City may enter the land and do the required works, and further the Owner authorizes the City to use the security filed to obtain compliance with this plan.

Dated this twenty-fourth day of November 2020

Witness (signature) Katlyn Gillis Owner(s) (signature) Graham Cubitt  
Katelyn Gillis Graham Cubitt  
Witness (print) Owner(s) (print)

310 Limeridge Road West, Suite 6, Hamilton, ON L9C 2V2  
Address of Witness

#### NOTES

- All work involved in the construction, relocation, repair of municipal services for the project shall be to the satisfaction of the Director of Planning and Chief Planner, Planning and Economic Development Department.
- Fire Route Signs and 3-way Fire Hydrants shall be established to the satisfaction of the City Fire Department and at the expense of the owner. Further, fire access routes shall conform to the Ontario Building Code.
- Main driveways from property line boundaries are plus or minus 7.5m unless otherwise stated.
- All driveways from property lines for the first 7.5m shall be within 5% maximum grade, thereafter, all driveways shall be within 10% maximum grades.
- The approval of this plan does not exempt the owner's bonded contractor from the requirements to obtain the various permits/approvals normally required to complete a construction project, such as, but not limited to the following:
  - Building Permit
  - Road cut permits
  - Approach approval permits
  - Sewer and water permits
  - Relocation of services
  - Encroachment Agreement (if required)
  - Access Permits
- Abandoned accesses must be removed and the curb and boulevard restored with sod at the owner's expense to the satisfaction of the Corridor Management Section, Public Works Department.
- All signs must comply with Sign By-Law No. 10-197.
- All fences proposed must comply with the regulations contained within Fence By-Law 10-142.
- For visibility triangles at the vehicular access points, the following note to be provided:  
"3.0m metre by 3.0m metre visibility triangles in which the maximum height of any objects or mature vegetation is not to exceed a height of 0.70 metres above the corresponding perpendicular centreline elevation of the adjacent street."
- CALL BEFORE YOU DIG, arrange for underground hydro cable locate(s) and gas pipelines before beginning construction by contacting Ontario One Call @ 1-800-400-2255.
- Lighting must be directed on site and must not spill over to adjacent properties or streets.
- Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized main facility (Lock Box Assembly) at their own expense (less than 100 units will require a front loading Lock Box/Assembly & more than 100 units will require a rear loading Lock Box/Assembly which will require a mail room) will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.
- Building Management/owners should be aware that tipping a front-end bin adjacent to a sidewalk can be potentially dangerous for pedestrians as bin contents are emptied in a container/uncontrolled manner. Management should be aware that pedestrians should not walk past the bin when it is being emptied.

MULTIPLE DWELLINGS, LODGES, CLUBS, ETC., "E", "E/S-881", "E/S-881a" DISTRICT, MODIFIED HM/A-19:457 APPLICABLE TO PHASE 1 ONLY (SECTION 9 OF THE ZONING BY-LAW NO. 6593)			
PROVISIONS	REQUIRED	PROPOSED	CONFORMITY
PERMITTED USE	MULTIPLE DWELLING	MULTIPLE DWELLING	YES
MAX. BUILDING HEIGHT	26m	19.97m	YES
MIN. FRONT YARD SETBACK	9 STOREYS	3-6 STOREYS	YES
MIN. NORTH SIDE YARD	0.0m	0.0m	YES
MIN. SOUTH SIDE YARD	6.0m	6.2m	YES
MIN. REAR YARD (PHASE 1)	5.23m	+/-40.1m	YES
MIN. REAR YARD (PHASE 2)	1.0m	1.0m	YES
MIN. LOT WIDTH	3.0m	0.0m	NO
MIN. LOT AREA	15.0m	127.8m	YES
- E/S-881, E/S-881a	630.0m <sup>2</sup>	4,952.7m <sup>2</sup>	YES
- D/S-881, D/S-881a	N/A	4,190.3m <sup>2</sup>	YES
MAX. FLOOR AREA RATIO	N/A	762.4m <sup>2</sup>	
	1.7 x 4,952.7m <sup>2</sup> = 8,419.59m <sup>2</sup>	PHASE 1 = 6,327m <sup>2</sup> PHASE 2 = 938m <sup>2</sup> TOTAL = 7,265m <sup>2</sup>	YES
LANDSCAPED AREA (PHASE 1)	25% x 3,297m <sup>2</sup> = 824.3m <sup>2</sup>	28.3%	YES
LANDSCAPED AREA (PHASES 1 & 2)	25% x 3,743m <sup>2</sup> = 935.75m <sup>2</sup>	= 933.9m <sup>2</sup> 26.1% = 968.3m <sup>2</sup>	YES
PARKING - SECTION 18A			
MIN. PARKING SPACES (PHASE 1)	0.4 SPACES/UNIT = 38 SPACES	39 SPACES	YES
MIN. PARKING SPACES (PHASE 2)	1.25 SPACES PER UNIT X 13 UNITS = 17 SPACES	0 SPACES	NO
VISITORS PARKING (PHASE 1)	0.1 SPACES/UNIT = 10 SPACES	0.1 SPACES PER UNIT = 10 SPACES (INCLUDED IN OVERALL 0.4 PARKING REQUIREMENT)	YES
VISITORS PARKING (PHASE 2)	0.25 SPACES/UNIT = 4 SPACES	0 SPACES	NO
PARKING SPACE SIZE	2.8m x 5.8m	2.8m x 5.8m	YES
MIN. LOADING (PHASE 1)	0 SPACES	0 SPACES	YES
MIN. LOADING (PHASE 2)	1 SPACES	0 SPACES	NO
MIN. MANOEUVERING SPACE SIZE	6m	6.4m	YES
ENCROACHMENT - SECTION 14			
MAX. EAVE/GUTTER ENCROACHMENT INTO REQUIRED FRONT YARD	1.5m	N/A	N/A

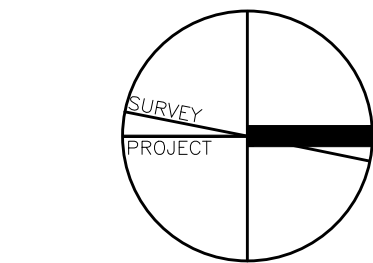
PROVISIONS	REQUIRED	PROPOSED	CONFORMITY
MAX. EAVE/GUTTER ENCROACHMENT INTO REQUIRED REAR YARD	1.5m	N/A	N/A
MAX. EAVE/GUTTER ENCROACHMENT INTO REQUIRED SIDE YARD	3.1m	N/A	N/A
MAX. TERRACE ENCROACHMENT INTO REQUIRED SIDE YARD	0.5m	N/A	N/A
MAX. TERRACE ENCROACHMENT INTO REQUIRED FRONT YARD	1.5m	N/A	N/A
ACCESSORY BUILDINGS - SECTION 18			
ACCESSORY BUILDING PRIOR TO A PRINCIPLE BUILDING	PERMITTED PRIOR TO PRINCIPLE BUILDING	N/A	N/A
SETBACK FROM A PROPERTY LINE	ENTIRELY WITHIN REAR YARD, 0.0m FROM PROPERTY LINE	N/A	N/A

SITE STATISTICS		
	AREA (m <sup>2</sup> )	PERCENTAGE
SITE AREA (PHASES 1, 2 & 3)	4,952.7m <sup>2</sup>	
SITE AREA (PHASE 1 & 2)	3,743m <sup>2</sup>	100%
BUILDING COVERAGE		
- PHASE 1	1,695.6m <sup>2</sup>	45.30%
- PHASE 2	313.0m <sup>2</sup>	8.36%
LANDSCAPE (PHASES 1 & 2)	968.3m <sup>2</sup>	26.1%
PAVING (PHASES 1 & 2)	814m <sup>2</sup>	21.76%
UNIT COUNT		
PHASE 1	95	
PHASE 2	13	
PARKING SPACES IN PHASE 1		
RESIDENT	29 SPACES	
VISITOR	INCLUDES 2 BARRIER FREE	
TOTAL PARKING SPACES (PHASE 1)		
PARKING SPACES IN PHASE 2	39 SPACES	
RESIDENT	0 SPACES	
VISITOR	0 SPACES	
TOTAL PARKING SPACES (PHASE 2)		
	0 SPACES	

#### SITE PLAN LEGEND

- S-01 SIGN "NO PARKING, LOADING ZONE"
- S-02 SIGN "ONE-WAY, DO NOT ENTER" & "NO VISITORS PARKING"
- S-03 FOB PARKING GARAGE ACCESS
- S-04 FIRE DEPARTMENT CONNECTION
- S-05 HEAVY DUTY STRUCTURE PAVEMENT
- S-06 PAVEMENT MARKING
- S-07 6-BIKE RACK - REFER TO LANDSCAPE
- S-08 3m VISIBILITY TRIANGLE
- S-09 1.4mX1.4m VISIBILITY TRIANGLE
- S-10 150 CURB, REFER TO OPSD STANDARD
- S-11 ROLL-UP CURB, REFER TO OPSD STANDARD
- S-12 (N) FIRE HYDRANT, REFER TO CIVIL
- S-13 BARRIER FREE PATH OF TRAVEL
- S-14 LIGHT DUTY STRUCTURE PAVEMENT
- S-15 SIGN "NO PARKING", DURING WASTE COLLECTION HOURS TDB.
- S-16 4.57m DAYLIGHTING TRIANGLE
- CB CATCH BASIN, REFER TO CIVIL
- MH MANHOLE, REFER TO CIVIL
- HP NEW HYDRO POLE, REFER TO ELECTRICAL
- (E)HP EXIST. HYDRO POLE, REFER TO ELECTRICAL

REV.	DESCRIPTION	DATE
15	ISSUED FOR SPA	NOV 24/20
14	ISSUED FOR SPA	NOV 17/20
13	ISSUED FOR SPA	NOV 09/20
12	ISSUED FOR SPA	OCT 10/20
11	ISSUED FOR SPA	SEP 30/20
10	ISSUED FOR SPA	SEP 10/20
9	ISSUED FOR SPA	JUL 13/20
8	ISSUED FOR SPA	FEB 21/20
7	90% REVIEW	JAN 30/20
6	REISSUED FOR SPA	JAN 28/20
5	CITY REQUEST	JAN 17/20
4	75% REVIEW	JAN 10/20
3	ISSUED FOR MVA	19/12/19



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THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS COUNTERSIGNED BY INVIZIJ ARCHITECTS INC.

PROJECT NAME:	INDWELL/ROYAL OAK DAIRY REDEVELOPMENT
PROJECT ADDRESS:	225 & 247 EAST AVE. NORTH, HAMILTON, ONTARIO
PROJECT NO.:	18-027
DRAWING TITLE:	SITE PLAN
PLOT DATE:	25-Nov-20
DRWN.:	KB, BS, CA
CHKD.:	EC
DATE:	OCTOBER, 2019
SCALE:	1:200
DRAWING NO.:	

A1.0



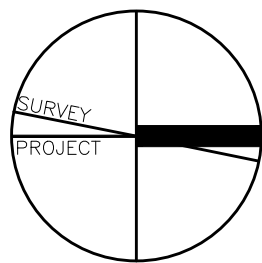
GENERAL NOTES:

1. WALL TYPES ARE P1A UNLESS OTHERWISE NOTED
2. FIRE RATED WALLS TO BE CONSTRUCTED TO U/S OF FLOOR SLAB AND TO BE SEALED W/FIRE STOP SEALANT AS REQUIRED, UNLESS NOTED OTHERWISE
3. REFER TO DWG A0.3 FOR FIRE RATINGS
4. REFER TO ELEC DWGS FOR LOCATIONS OF AUTOMATIC DOOR OPERATORS
5. PROVIDE LINTELS ABOVE DUCTS IN MASONRY, CONCRETE WALLS. FOR LINTEL TYPE REFER TO STRUCTURAL
6. ALL EXPOSED DUCTWORK TO BE PAINTED UNLESS OTHERWISE NOTED
7. FOR ENLARGED UNIT TYPE AND WASHROOM PLANS, REFER TO DRAWINGS A4.2, A4.3, AND A4.4

NOTES

- [C-01] DECORATIVE ARCHITECTURAL SCREEN (60% OPEN)  
[C-02] REFER TO DWG A0.2 FOR FIRE PROTECTION OF STEEL POSTS/COLUMNS. TYP.  
[C-03] PREFABRICATED SUMP. REFER TO MECHANICAL & STRUCTURAL  
[C-04] RECESSED ELECTRICAL ELEMENT REFER TO ELECTRICAL  
[C-05] FIRE HOSE CABINET. REFER TO MECH.  
[C-06] FIRE ALARM PANEL. REFER TO ELEC.  
[C-07] FIRE DEPT. CONNECTION. REFER TO MECH.  
[C-08] INTERCOM, REFER TO ELECT.  
[C-09] MAILBOXES  
[C-10] SERVICE SHAFT  
[C-11] ELEVATOR PIT LADDER  
[C-13] MECH UNIT ON WOOD SLEEPER. REFER TO MECH. & STRUC.  
[C-14] SOLAR PV SYSTEM. REFER TO PV SYSTEM DRAWINGS  
[C-15] ROOF DRAIN. REFER TO MECH.  
[C-16] ROOF CRICKET  
[C-17] ROOF HATCH  
[C-18] ROOF SCUPPER  
[C-19] ROOF WALKWAY. REFER TO SPECIFICATIONS  
[C-20] ROOF SERVICES DOGHOUSE, REFER TO MECH.  
[C-21] DRYER (NIC)  
[C-22] WASHER (NIC)  
[C-23] ELEVATOR SHAFT DOGHOUSE  
[C-24] BIKE RACKS, REFER TO SPEC.  
[C-28] RECESSED FLOOR MAT  
[C-29] FURNITURE BY OWNER. (NIC)  
[C-30] SUBSURFACE DRAINAGE AS PER SECTION 02621

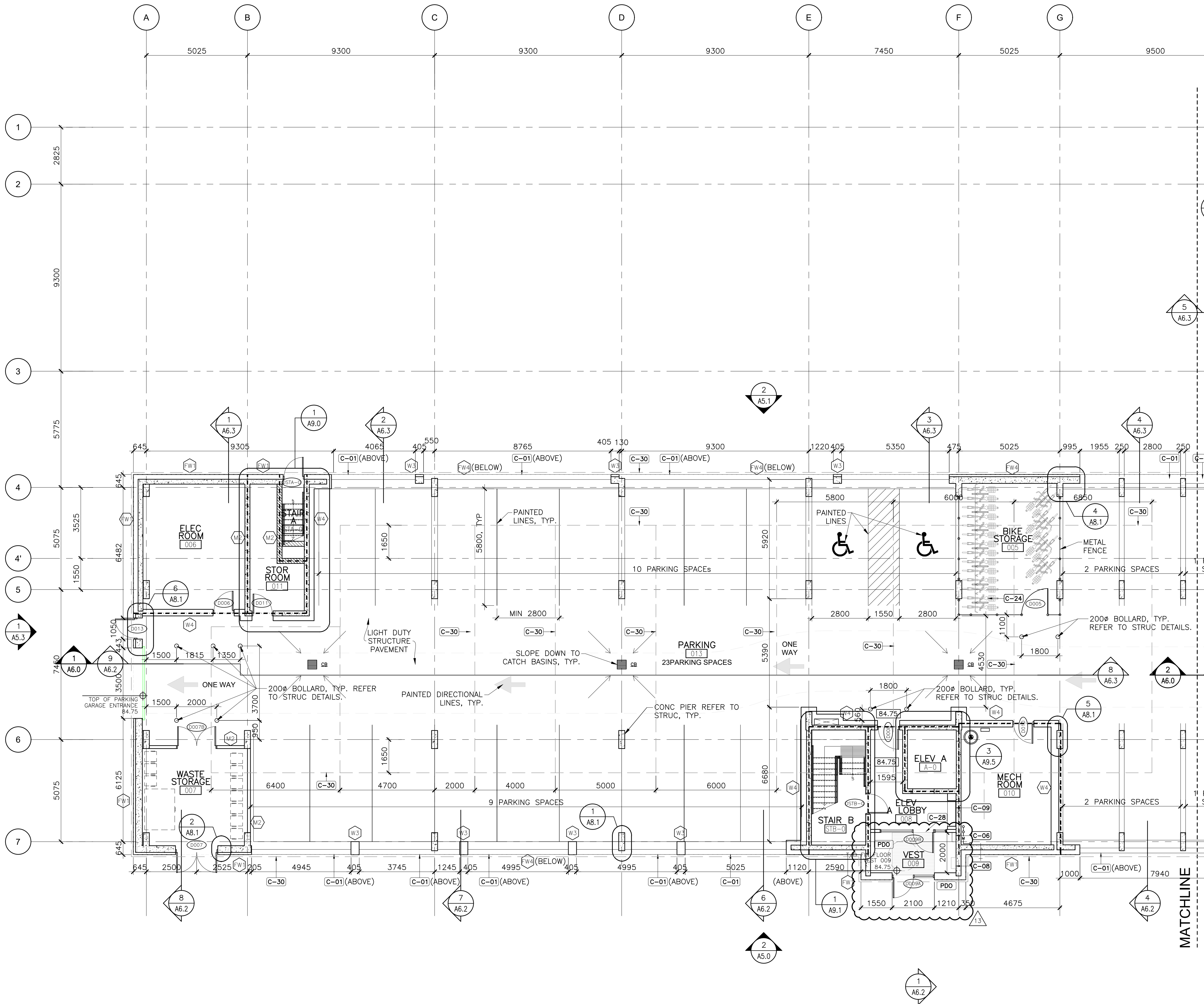
REV.	DESCRIPTION	DATE
13	ISSUED FOR PERMIT	MAY 28/20
12	ADDENDUM 02	MAY 01/20
11	ADDENDUM 01	APR 22/20
10	REISSUED FOR PERMIT	APR 17/20
9	ISSUED FOR TENDER	MAR 27/20
8	ISSUED FOR PERMIT	MAR 10/20
7	CONSULTANT REVIEW	FEB 28/20
6	ISSUED FOR SPA	FEB 18/20
5	75% REVIEW	JAN 10/20
4	ISSUED FOR SPA	DEC 02/19
3	ISSUED FOR REVIEW	NOV 19/19
2	ISSUED FOR REVIEW	NOV 05/19
1	ISSUED FOR 50%	OCT 30/19



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PROJECT NAME:	INDWELL/ROYAL OAK DAIRY REDEVELOPMENT
PROJECT ADDRESS:	225 & 247 EAST AVE. NORTH, HAMILTON, ONTARIO
PROJECT NO.:	18-027
DRAWING TITLE:	PARKING GARAGE LEVEL FLOOR PLAN TOWER A
PLOT DATE:	27-May-20
DRWN.:	KB
CHKD.:	EC
DATE:	OCTOBER, 2019
SCALE:	1:100
DRAWING NO.:	

A2.0



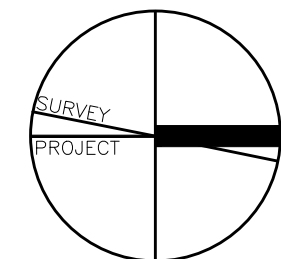
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3. REFER TO DWG A0.3 FOR FIRE RATINGS
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5. PROVIDE LINTELS ABOVE DUCTS IN MASONRY, CONCRETE WALLS. FOR LINTEL TYPE REFER TO STRUCTURAL
6. ALL EXPOSED DUCTWORK TO BE PAINTED UNLESS OTHERWISE NOTED
7. FOR ENLARGED UNIT TYPE AND WASHROOM PLANS, REFER TO DRAWINGS A4.2, A4.3, AND A4.4

NOTES

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[C-04] RECESSED ELECTRICAL ELEMENT REFER TO ELECTRICAL  
[C-05] FIRE HOSE CABINET. REFER TO MECH.  
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[C-18] ROOF SCUPPER  
[C-19] ROOF WALKWAY. REFER TO SPECIFICATIONS  
[C-20] ROOF SERVICES DOGHOUSE. REFER TO MECH.  
[C-21] DRYER (NIC)  
[C-22] WASHER (NIC)  
[C-23] ELEVATOR SHAFT DOGHOUSE  
[C-24] BIKE RACKS, REFER TO SPEC.  
[C-28] RECESSED FLOOR MAT  
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[C-30] SUBSURFACE DRAINAGE AS PER SECTION 02621

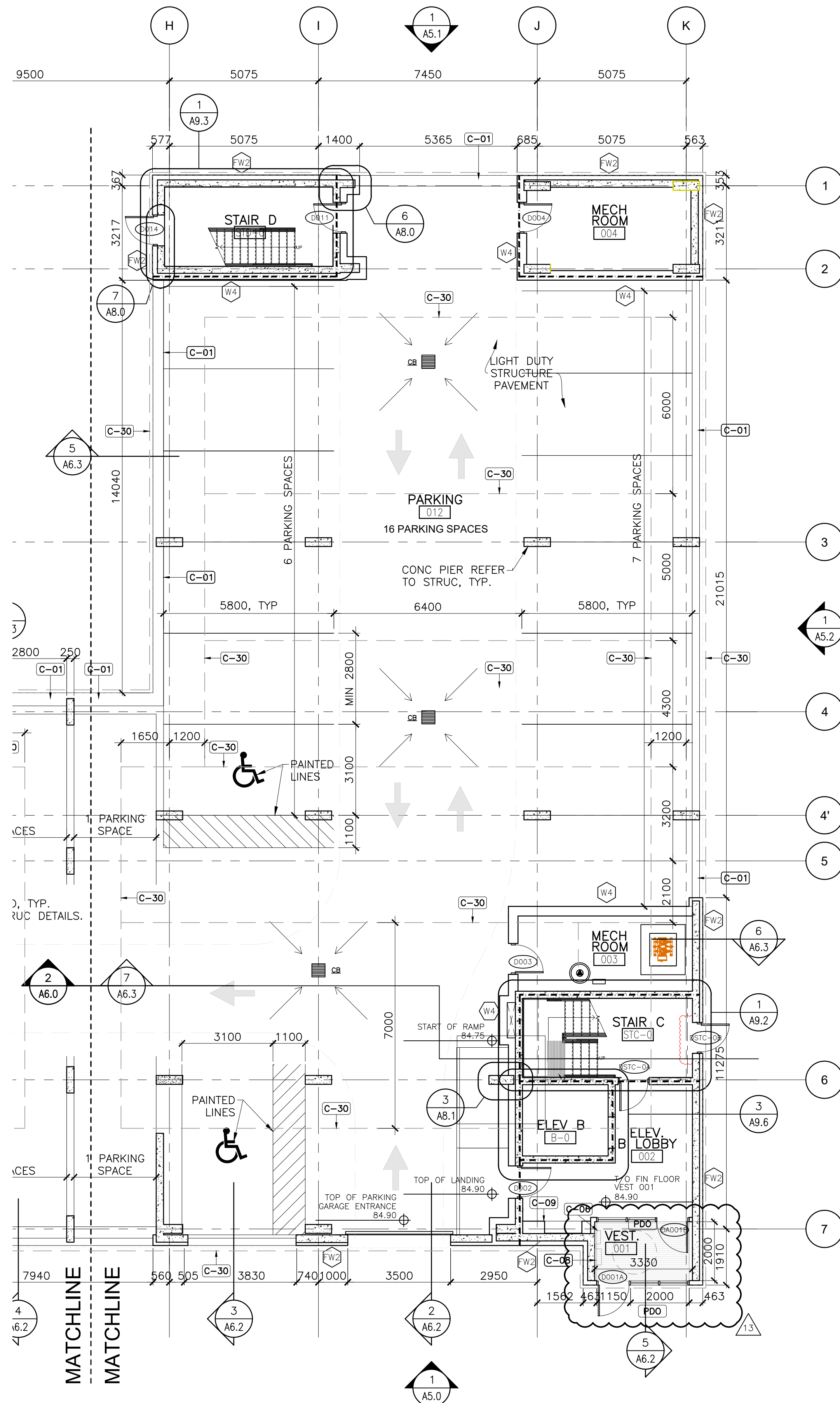
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9	ISSUED FOR TENDER	MAR 27/20
8	ISSUED FOR PERMIT	MAR 10/20
7	CONSULTANT REVIEW	FEB 28/20
6	ISSUED FOR SPA	FEB 18/20
5	75% REVIEW	JAN 10/20
4	ISSUED FOR SPA	DEC 02/19
3	ISSUED FOR REVIEW	NOV 19/19
2	ISSUED FOR REVIEW	NOV 05/19
1	ISSUED FOR 50%	OCT 30/19



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225 & 247 EAST AVE. NORTH, HAMILTON, ONTARIO
PROJECT NO.:
18-027
DRAWING TITLE:
PARKING GARAGE LEVEL FLOOR PLAN TOWER B
PLOT DATE:
27-May-20
DRWN.:
MK
CHKD.:
EC
DATE:
OCTOBER, 2019
SCALE:
1:100
DRAWING NO.:

A2.5







**Committee of Adjustment**  
City Hall  
5<sup>th</sup> floor 71 Main Street West  
Hamilton, Ontario L8P 4Y5

**PLEASE FILL OUT THE FOLLOWING PAGES AND  
RETURN TO THE CITY OF HAMILTON PLANNING  
DEPARTMENT.**

SECRETARY'S  
SIGNATURE \_\_\_\_\_

## Postal Code \_\_\_\_\_

6. Nature and extent of relief applied for:  
Relief is requested for rear yard setback for a Multiple Dwelling, floor area ratio, minimum  
number of parking spaces and minimum number of loading spaces. Refer to Appendix A -  
Planning Rationale for further details.
7. Why it is not possible to comply with the provisions of the By-law?  
Refer to Appendix A - Planning Rationale.
8. Legal description of subject lands (registered plan number and lot number or other legal description and where applicable, street and street number):  
All of Lots 39, 40 and 41, Registered Plan 286 and All of Lots 88, 89, 90 and 91, Robert Land  
Survey, Being on the West Side of East Avenue, City of Hamilton  
315 Robert Street and 223-247 East Avenue North, Hamilton, Ontario
9. PREVIOUS USE OF PROPERTY
- Residential ☐ Industrial ☒ Commercial ☐  
Agricultural ☐ Vacant ☐  
Other \_\_\_\_\_
- 9.1 If Industrial or Commercial, specify use  
Former dairy
- 9.2 Has the grading of the subject land been changed by adding earth or other material, i.e. has filling occurred?  
Yes ☒ No ☐ Unknown ☐
- 9.3 Has a gas station been located on the subject land or adjacent lands at any time?  
Yes ☐ No ☒ Unknown ☐
- 9.4 Has there been petroleum or other fuel stored on the subject land or adjacent lands?  
Yes ☒ No ☐ Unknown ☐
- 9.5 Are there or have there ever been underground storage tanks or buried waste on the subject land or adjacent lands?  
Yes ☒ No ☐ Unknown ☐
- 9.6 Have the lands or adjacent lands ever been used as an agricultural operation where cyanide products may have been used as pesticides and/or sewage sludge was applied to the lands?  
Yes ☐ No ☒ Unknown ☐
- 9.7 Have the lands or adjacent lands ever been used as a weapon firing range?  
Yes ☐ No ☒ Unknown ☐
- 9.8 Is the nearest boundary line of the application within 500 metres (1,640 feet) of the fill area of an operational/non-operational landfill or dump?  
Yes ☐ No ☒ Unknown ☐



9.9 If there are existing or previously existing buildings, are there any building materials remaining on site which are potentially hazardous to public health (eg. asbestos, PCB's)?

Yes ☒ No ☐ Unknown ☐

9.10 Is there any reason to believe the subject land may have been contaminated by former uses on the site or adjacent sites?

Yes ☒ No ☐ Unknown ☐

9.11 What information did you use to determine the answers to 9.1 to 9.10 above?

ESA Phases 1 & 2 and RSC.

9.12 If previous use of property is industrial or commercial or if YES to any of 9.2 to 9.10, a previous use inventory showing all former uses of the subject land, or if appropriate, the land adjacent to the subject land, is needed.

Is the previous use inventory attached? Yes ☒ No ☐

#### ACKNOWLEDGEMENT CLAUSE

I acknowledge that the City of Hamilton is not responsible for the identification and remediation of contamination on the property which is the subject of this Application, by reason of its approval to this Application.

December 3, 2020  
Date

  
Signature Property Owner

Graham Cubitt  
Print Name of Owner

10. Dimensions of lands affected:

Frontage 127.7 m on East Avenue  
Depth 51 m (which also fronts on Robert Street)  
Area 0.49 ha  
Width of street ± 20.1m for both East Ave N and Robert St

11. Particulars of all buildings and structures on or proposed for the subject lands: (Specify ground floor area, gross floor area, number of stories, width, length, height, etc.)

Existing: One former industrial building ('stables') is existing. Refer to Appendix A - Planning Rationale for more details.

Proposed: Redevelopment of stables. 13 units for affordable rental tenure with offices associated with the housing provider and indoor amenity space. Access to outdoor amenity space will be provided within the "piazza" of Phase 1. Refer to site plan and Appendix A - Planning Rationale for more detail.

12. Location of all buildings and structures on or proposed for the subject lands; (Specify distance from side, rear and front lot lines)

Existing: Refer to survey plan.

Proposed: Refer to Site Plan.

13. Date of acquisition of subject lands:

June 2018

14. Date of construction of all buildings and structures on subject lands:

1929

15. Existing uses of the subject property: Vacant.

16. Existing uses of abutting properties:

North: single detached dwelling (vacant) and commercial parking lot;  
east: East Ave N and residential; south: Robert St and residential; west: laneway and surface commercial parking lots.

17. Length of time the existing uses of the subject property have continued:

Vacant since 1981.

18. Municipal services available: (check the appropriate space or spaces)

Water ☒

Connected ☒

Sanitary Sewer ☒

Connected ☒

Storm Sewers ☒

19. Present Official Plan/Secondary Plan provisions applying to the land:

Designated 'Neighbourhoods' under UHOP.

20. Present Restricted Area By-law (Zoning By-law) provisions applying to the land:

E/S-881 and E/S-881a: Multiple Dwellings, Lodges, Clubs, etc.

21. Has the owner previously applied for relief in respect of the subject property?

☒ Yes

☐ No

If the answer is yes, describe briefly.

Minor Variance HM/A-19:457 was approved for Phase 1 (DA-20-001).

22. Is the subject property the subject of a current application for consent under Section 53 of the *Planning Act*?

☐ Yes

☒ No

23. The applicant shall attach to each copy of this application a plan showing the dimensions of the subject lands and of all abutting lands and showing the location, size and type of all buildings and structures on the subject and abutting lands, and where required by the Committee of Adjustment such plan shall be signed by an Ontario Land Surveyor.

**NOTE:** It is required that two copies of this application be filed with the secretary-treasurer of the Committee of Adjustment together with the maps



December 3, 2020

**VIA EMAIL**

City of Hamilton  
Committee of Adjustment  
Planning and Economic Development Department  
71 Main Street West, 5<sup>th</sup> Floor  
Hamilton, ON L8P 4Y5

ATTENTION: Jamilla Sheffield, Secretary-Treasurer, Committee of Adjustment

Dear Ms. Sheffield,

**RE: 225-247 East Avenue North & 315 Robert Street, Hamilton  
Minor Variance Application**

---

T. Johns Consulting Group Ltd. ("T. Johns") has been retained by the Indwell Community Homes, landowners of 225-247 East Avenue North and 315 Robert Street, to submit a Minor Variance application on their behalf. We respectfully request to be scheduled for the January 21, 2021 Committee of Adjustment meeting.

Indwell is currently processing a Site Plan Application (DA-20-001) for Phases 1 and 2 of the "Royal Oak" redevelopment to establish affordable housing units. Phase 1 was subject to HM/A-19-457, approved February 6, 2020 to facilitate the construction of a ninety-five (95) unit multiple dwelling. The intent of Indwell is to create an inclusive and cohesive built environment that integrates all phases of development, being Phase 1, Phase 2 and a future Phase 3. Please note that the following Minor Variance application is related to Phase 2 and Phase 3 will be subject to separate applications.

### **Proposed Phase 2 Redevelopment**

Indwell Community Homes is proposing to readapt the former "Stables" building into a thirteen (13) unit multiple dwelling with office space at grade associated with the housing provider. Indwell is actively working with Sacajawea Non-Profit Housing to ensure the thirteen (13) new units are deeply affordable and available to Urban Indigenous persons.

The existing building is 2-3 storeys and is to be maintained. A 122 square metre addition above half of the 2<sup>nd</sup> storey is proposed to complete a full third storey. Each unit will be a studio style unit that is 50 square metres or less with independent kitchen and washroom facilities. The ground floor proposes ancillary administrative office space to be used by the housing provider and indoor common amenity area with garage doors that open onto the piazza which serves as outdoor common amenity area. Detailed design has been approved through DA-20-001, Phase 1.

Parking of Phase 2 is proposed to be incorporated within the approved parking level of DA-20-001, Phase 1, which has thirty-nine (39) parking spaces. Per the Parking Analysis dated

December 2019, the anticipated parking demand of Royal Oak Phase 1 is twenty-one (21) parking spaces (i.e. 0.22 spaces/unit) to support the approved ninety-five (95) units. As such, there are eighteen (18) excess parking spaces available to support the limited demands of the proposed thirteen (13) units. Based on the parking study, a 0.22 space/unit ratio would require three (3) parking spaces to support Phase 2.

### **Planning Status**

The *Urban Hamilton Official Plan* (“UHOP”) designates the subject lands “Neighbourhoods” which permits multiple dwellings. The former *City of Hamilton Zoning By-law No. 6593* (“ZBL No. 6593”) zones the lands of which “Phase 2” is on “E/S-881” and “E/S-881a” (Multiple Dwellings, Lodges, Clubs, Etc.) District, Modified. Approved Minor Variance HM/A-19:457 is applicable to the Phase 1 multiple dwelling for a total of ninety-five (95) dwelling units supported by thirty-nine (39) parking spaces (DA-20-001).

### **Development Applications**

The proposed redevelopment is subject to Site Plan Control application DA-20-001. The Conditionally Approved DA-20-001 site plan application for Phase 1 has been revised to include Phase 2. As a condition of Final Site Plan approval for Phase 2, the following variances are required to facilitate the proposed building and site design. Please note that all variances are to apply to Phase 2 only, save and except the proposed parking reduction which is to apply to both Phases 1 and 2.

	<b><u>Zoning By-law No. 6593</u></b> <b><u>Section</u></b>	<b><u>Purpose</u></b>
1	11.3(iii)(a)	To allow a minimum rear yard depth of 0.0 metres for the existing building, whereas a minimum 3.0 metres is required.
2	18A. Table 1	To allow an overall minimum of 0.3 parking spaces per Class A Unit that is 50 square metres or less, whereas a minimum 1.25 spaces per units is required.
3	18A. Table 2	To permit no visitor parking spaces, whereas 0.25 visitor parking space per Class A Unit is required.
4	18A. Table 3	To require 0 loading spaces, whereas 1 loading space at 18.0m x 3.7m x 4.3m is required.

Please refer to **Appendix “A”** for detailed information and planning rationale for each variance.



### **Public Consultation**

Indwell Community Homes has actively engaged the community that surrounds the Royal Oak Dairy lands regarding the Phase 1 redevelopment. An update from Indwell will be provided to the neighbourhood regarding their plans for Phase 2.

In support of the application, the following have been provided electronically:

- Completed Minor Variance application form;
  - Note two (2) copies of the completed Minor Variance application form were delivered to Hamilton City Hall December 3, 2020.
- Copy of the cheque in the amount of \$3,202.00 payable to the City of Hamilton;
  - Note the original cheque was delivered to Hamilton City Hall December 3, 2020
- Survey Plan;
- Site Plan;
- Building Elevations;
- Floor Plans;
- Approved Parking Plan per DA-20-001;
- Appendix "A": Planning Rationale;
- Parking and Transportation Demand Management Study dated December 2019.

We trust this package is complete. Should you have any questions, please do not hesitate to contact Katelyn Gillis at 905-574-1993 ext. 207.

Respectfully submitted,  
**T. Johns Consulting Group Ltd.**



**Katelyn Gillis, BA**  
Planner



**Terri Johns, BA, MCIP, RPP**  
President

Cc: Kathy Jazvac, Business Facilitator, City of Hamilton  
Indwell Community Homes c/o Graham Cubitt

### Introduction

T. Johns Consulting Group Ltd. (“T. Johns”) has prepared this Planning Rationale Report in support of the Minor Variance applications for 225-247 East Avenue North and 315 Robert Street (“subject lands”).

The redevelopment of the former Royal Oak Dairy site is to be completed in three (3) phases. The intent of Indwell is to create an inclusive and cohesive built environment that integrates all phases of development. The Minor Variance application under the cover letter dated December 3, 2020 is for the “Phase 2” (i.e. Stables) only, save and except the proposed parking reduction which would affect “Phase 1” HM/A-19:457 approval. The redevelopment plans of “Phase 3” will be subject to future applications.

The proposed Phase 2 redevelopment of the former Royal Oak Dairy Stables for purpose-built affordable rental housing is to be facilitated through the final approval of Conditionally Approved Site Plan Control application (DA-20-001) and the attached Minor Variance application. Indwell has worked collaboratively with Sacajawea Non-Profit Housing to ensure the proposed Phase 2 dwelling units are available for Urban Indigenous Persons.

The proposed Phase 2 redevelopment of the “Stables” requires relief from Zoning By-law No. 6593’s “E”, “E-881” and “E-881a” (Multiple Dwelling) Districts to:

1. permit a reduced rear yard depth to recognize the existing location of the stables building,
2. permit a reduction from parking and loading requirements.

Note that in force and effect approvals related to HM/A-19-457 for Phase 1 approved the existing setbacks of the “Stables” as a “Accessory Building”. As such, approvals are now required to permit the setbacks for a “Multiple Dwelling” use.

### Proposed Development

“Phase 1” is conditionally approved for a ninety-five (95) unit multiple dwelling supported by thirty-nine (39) parking spaces contained within one-level of parking and outdoor common amenity space. Detailed landscape and civil design have been approved per DA-20-001. “Phase 2” is intended to be supported by the parking, outdoor amenity and waste management solution as approved per Phase 1 (**refer to submitted Site Plan**).

“Phase 2” (i.e. the Stables) proposes to readapt the existing two-to-three storey “accessory building” referred to as the “Stables” for thirteen (13) studio-style dwelling units. A 122 square metre addition is proposed to complete a full third-storey on the building. The “Stables” is a building that is original to the former Dairy operation and is proposed to be retained and readapted to commemorate the site’s history and evolution (**refer to submitted Building Elevations**).

Each dwelling unit is less than 50 square metres. Indoor common amenity area is proposed on the first and second storeys. Ancillary offices used by the housing provider are provided at grade. Three (3) parking spaces are proposed to be provided within the Phase 1 parking level (**refer to submitted Floor Plans and Parking Plan**).



**Nature and extent of relief applied for:**

Four (4) Minor Variances are being sought from the former City of Hamilton Zoning By-law No. 6593 to facilitate the readapted use of the “Stables” and for the overall redevelopment of the former industrial site for residential uses to provide affordable rental housing in the Central East area of the City of Hamilton. The requested minor variances are as follows:

	<b><u>Zoning By-law No. 6593</u></b> <b><u>Section</u></b>	<b><u>Purpose</u></b>
1	11.3(iii)(a)	To allow a minimum rear yard depth of 0.0 metres for the existing building, whereas a minimum 3.0 metres is required. Note: This recognizes an existing building location.
2	18A. Table 1	To allow a minimum of 0.3 parking spaces per Class A Unit 50 square metres or less; whereas a minimum of 1.25 parking spaces per Class A Unit; 1.0 spaces for residents and 0.25 spaces for visitors is required.
3	18A. Table 2	To permit no visitor parking spaces, whereas 0.25 visitor parking space per Class A Unit is required.
4	18A. Table 3	To require 0 loading spaces, whereas 1 loading space at 18.0m x 3.7m x 4.3m is required.

## PLANNING RATIONALE TO SUPPORT THE VARIANCES:

### Overall Conformity to the *Urban Hamilton Official Plan*

The Urban Hamilton Official Plan (UHOP) Schedule E-1 designates the subject lands “Neighbourhoods”. Policy E.3.2.3 permits high density residential uses including housing with supports. Policies for Cultural Heritage Resources and Residential Intensification (B.2.4.3) have been considered and the building of the former industrial use will be maintained.

Overall, the proposal and the required variances meet the intent of the UHOP to contribute to the established identity of the neighbourhood with the inclusion of affordable housing.

### **VARIANCE 1. To allow a minimum rear yard depth of 0.0 metres, whereas 0.0 metres is required.**

#### Why is it not possible to comply with the provision of the by-law?

The existing building has a rear yard of 0.0 metres and is to be retained and therefore, the existing 0.0 metre setback is to be maintained.

## PLANNING RATIONALE TO SUPPORT THE VARIANCE:

### 1. Conformity to the Intent of the Zoning By-law

The intent of a rear yard is to provide landscaping, outdoor amenity area and transition of uses. However, the proposed site design includes a central “piazza” area at grade. Further, the requirement of 25% landscape area will be met. As such, recognizing the existing rear yard will not restrict the proposed redevelopment from achieving a compatible land use, landscaping or amenity area. The intent of the Zoning By-law is achieved.

### 2. Is the Variance Minor?

East Avenue North has been deemed the front lot line, making the rear lot line the westerly lot line which abuts a public unassumed laneway which further abuts a municipal surface parking lot. As such, the impacts of the existing reduced rear yard will not negatively impact the current use of the adjacent lands. Further, the existing laneway provides approximately 3.5 metre buffer between the property lines. As the traditional use of a rear yard for amenity area is accommodated on site and the abutting laneway provides distance to future development fronting Victoria Street North, the existing rear yard and required reduction is minor.

### 3. Is the Variance Desirable for the Development of the Property?

The request is desirable as it will facilitate a site design that it will recognize an existing building setback and allow for the readaptation of a former industrial building that is recognized for its heritage contribution to the site's history, as encouraged in the UHOP. The site design provides appropriate transitions and on-site outdoor amenity area.

**VARIANCE 2. To allow a minimum of 0.3 parking spaces per Class A Unit 50 square metres or less; whereas a minimum of 1.25 parking spaces per Class A Unit; 1.0 spaces for residents and 0.25 spaces for visitors is required.**

**VARIANCE 3. To allow a minimum of 0.1 visitor spaces per Class A Unit, whereas a minimum of 0.25 visitor parking spaces per Class A unit is required.**

### Why is it not possible to comply with the provision of the by-law?

Thirty-nine (39) parking spaces have been approved in Phase 1 contained within one (1) level of parking. The tenants of Indwell Community Homes and Sacajawea Non-Profit Housing are typically individuals who are faced with low income levels and/or disabilities. As such, their access to vehicle ownership is restricted. To provide the required seventeen (17) parking spaces on-site (i.e. 1.25 spaces per Class A Unit) in addition to the thirty-nine (39) spaces approved in Phase 1 would be an inefficient use of urban lands within Hamilton's lower city within proximity to transit. The target tenants rely on active transportation, mobility devices (i.e. scooters) and transit. The parking demand of Indwell buildings is from the support staff and visitors. A maximum of four (4) staff may be on-site to support Phase 2.

A Parking Study and Transportation Demand Management Report has been prepared by Paradigm Transportation Inc. dated December 2019 in support of the proposed reduction. The minimum required ratio based on actual parking demand at Indwell buildings accounts for a 0.22 space per Class A unit and therefore, the proposed 0.3 spaces/unit exceeds the demonstrated parking demands.

### PLANNING RATIONALE TO SUPPORT THE VARIANCE:

#### 1. Conformity to the Intent of the Zoning By-law

The intent of the zoning by-law is to ensure there is a sufficient amount of parking to support specific uses. Zoning By-law No. 6593 Table 1 and Table 2 requires that a multiple dwelling has 1.0 spaces dedicated for residents and 0.25 spaces dedicated for visitors. The proposed redevelopment proposes 0.3 spaces per Class A unit less than 50 square metres;

- Phase 1 with 95 units  $< 50\text{m}^2 \times 0.3 = 29$  spaces
- Phase 2 with 13 units  $< 50\text{m}^2 \times 0.3 = 4$  spaces



As discussed, vehicle ownership amongst Indwell tenants is proven to be low and is supported through the submitted Parking Justification and TDM report. The reduction in parking will not negatively impact the parking demands in the neighbourhood and therefore meets the intent of the Zoning By-law of ensuring an appropriate amount of parking is provided for the use.

### 2. Is the Variance Minor?

The variance is minor as it proposes to reduce the number of required parking spaces to reflect the purpose-built affordable rental use. The proposed 0.3 spaces per Class A Unit 50 square metres or less reflects the current planning policy direction of the City of Hamilton’s Zoning By-law No. 05-200 for multiple dwellings.

### 3. Is the Variance Desirable for the Development of the Property?

The variance is desirable for the development of the property as it reduces the need to provide surface parking which allows for the opportunity to provide outdoor amenity area and landscaping. The proposed number of parking spaces exceeds the parking demand of the development to support the needs of the proposed multiple dwellings for affordable rental tenure.

## **VARIANCE 4. To permit 0 loading spaces, whereas 1 loading space is required.**

### Why is it not possible to comply with the provision of the by-law?

The implementation of a loading space 18.0 metres long x 3.7 metres wide is an inefficient use of urban lands. Further, the new Zoning By-law No. 05-200 does not require loading spaces for a multiple residential use and therefore, the provision of a required loading space is not aligned with go-forward planning policies. It is the intent of the development to construct a layby in the municipal right-of-way to accommodate loading activities. Applications to corridor management will be made to restrict the use of the layby to short-term loading only through the Site Plan Control process.

## **PLANNING RATIONALE TO SUPPORT THE VARIANCE:**

### 1. Conformity to the Intent of the Zoning By-law

The intent of the zoning by-law is to provide a safe and accessible area for loading activities. The proposed Site Plan provides a proposed layby in the municipal right-of-way to accommodate loading activities. As such, a safe and accessible area will be accommodated as part of the overall site design. As such, the intent of the by-law is met.

2. Is the Variance Minor?

The variance is minor as it reflects the current planning policy direction of the City of Hamilton, as demonstrated in the more updated Zoning By-law No. 05-200 which does not require loading spaces for multiple residential uses.

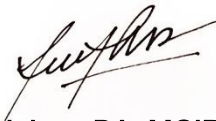
3. Is the Variance Desirable for the Development of the Property?

The variance is desirable for the redevelopment as it allows for a better opportunity for pedestrian connections into the site from the public right-of-way. Further, it allows the opportunity to provide more open landscape area and programmed amenity space on site to support the residents.

Respectfully Submitted,  
**T. Johns Consulting Group Ltd.**



**Katelyn Gillis, BA**  
Planner



**Terri Johns, BA, MCIP, RPP**  
President

**Appendix “A”: Planning Rationale**  
December 3, 2020







**225-247 East Avenue North and  
315 Robert Street  
Parking & Transportation  
Demand Management Study**



Paradigm Transportation Solutions Limited

December 2019

## Project Summary



**Project Number**  
190660

**December 2019**

### Client

Indwell Communities Homes  
1430 Main Street East  
Hamilton ON L8K 1C3

### Client Contact

George Sweetman

### Consultant Project Team

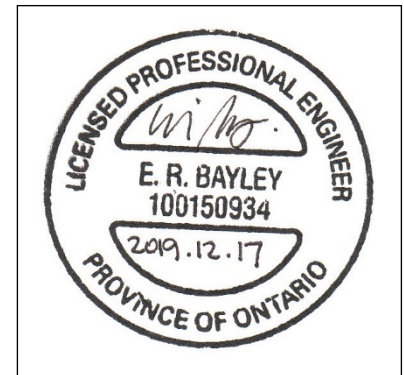
Stew Elkins, B.E.S.  
Chris Day, C.E.T.  
Maddison Murch, EIT  
Erica Bayley, P.Eng.

**225-247 East Avenue North and 315 Robert Street**  
**Parking & Transportation Demand Management Study**

Signatures and Seals

Signature

A handwritten signature in blue ink, appearing to be "Stew Elkins", written over a horizontal line.



Engineer's Seal

### Disclaimer

This document has been prepared for the titled project or named part thereof (the "project") and except for approval and commenting municipalities and agencies in their review and approval of this project, should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authorization of Paradigm Transportation Solutions Limited being obtained. Paradigm Transportation Solutions Limited accepts no responsibility or liability for the consequence of this document being used for a purpose other than the project for which it was commissioned. Any person using or relying on the document for such other purpose agrees and will by such use or reliance be taken to confirm their agreement to indemnify Paradigm Transportation Solutions Limited for all loss or damage resulting there from. Paradigm Transportation Solutions Limited accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned and the approval and commenting municipalities and agencies for the project.

### Paradigm Transportation Solutions Limited

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# Executive Summary

## Content

Paradigm Transportation Solutions Limited (Paradigm) has been retained to conduct this Parking and Transportation Demand Management (TDM) Study for a proposed affordable housing redevelopment located at 225-247 East Avenue North and 315 Robert Street in the City of Hamilton.

The purpose of the study is to determine an appropriate parking supply to accommodate anticipated demand from the proposed development, based upon the zoning bylaw requirements, proxy site parking studies, and planned improvements to the sustainable transportation network in the City.

## Site Description

The subject site is located on the north/west corner of East Avenue North and Robert Street in the City of Hamilton. The proposed redevelopment will be built in two phases. This report covers Phase 1 development only. Phase 1 will consist of two multi-storey buildings totalling 95 affordable rental units. The redevelopment is to include a sub-grade parking structure containing 39 parking spaces. Vehicular access is proposed via an inbound only and outbound only connections to East Avenue North.

## Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Parking Supply:** The site's parking supply is proposed to consist of 39 spaces within a parking structure. Resident parking supply is proposed at 0.30 spaces per unit (29 spaces) for the 95 dwelling units. The remaining 10 spaces have been assigned as visitor parking (0.10 spaces per unit).
- ▶ **Zoning By-Law Requirement:** The proposed development requires 119 total parking spaces (24 visitor spaces and 95 resident spaces) resulting in a technical shortfall of 14 visitor spaces and 66 resident spaces.
- ▶ **Proxy Site Parking Demand:** A previous parking study was conducted for an Indwell affordable housing property located at 205 Melvin Avenue in Hamilton. Within this study, parking demand data from six other Indwell properties was provided. Based on this information a maximum resident parking demand





of 0.22 was determined. The parking demand data forecasts the site's parking demand to be approximately 21 spaces and suggests that the site's parking demand will not exceed the proposed supply.

- ▶ **Vehicle Ownership:** A review of vehicle ownership provided by the 2016 Transportation Tomorrow Survey for the site area suggests that 63 percent of residents of apartments do not own a vehicle. The TTS data forecasts the site's parking demand for occupants to be approximately 37 spaces although most, if not all, of the apartments in the TTS survey for the site area would likely not be comparable affordable housing units.
- ▶ **Off-Site Parking Supply:** In the event that residents and/or visitors of the development are unwilling to utilize sustainable modes, there are some municipal lots, private lots and on-street parking spaces currently available within the study area.
- ▶ **Transportation Demand Management:** The site is currently proposing the following Transportation Demand Management measures in the development plan:
  - A total of 22 long-term and 12 short-term bicycle parking spaces;
  - Connections linking the main entrance to the existing municipal sidewalk along East Avenue North; and
  - An outdoor amenity space is provided on the ground level with a sidewalk linking this area to the main sidewalk along East Avenue North.

The applicant also intends to implement the following additional Transportation Demand Management measures:

- All on-site sidewalks be well-lit and conform to the City of Hamilton's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) design standards;
- Barrier free access and weather protection provided at both building entrances;
- Parking be unbundled from the rental/sale agreements. The split between visitor and resident parking could be determined and revaluated as needed based on the purchase of spaces;
- Consideration be given to providing a minimum of one carshare space on site;
- Wayfinding signage posted in the lobby or near main entrances; and



- Residents be provided with a welcome package and wayfinding signage should be provided in the lobby and near main entrances that outlines the available transit routes and active transportation options for the area.



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# 1 Introduction

## 1.1 Overview

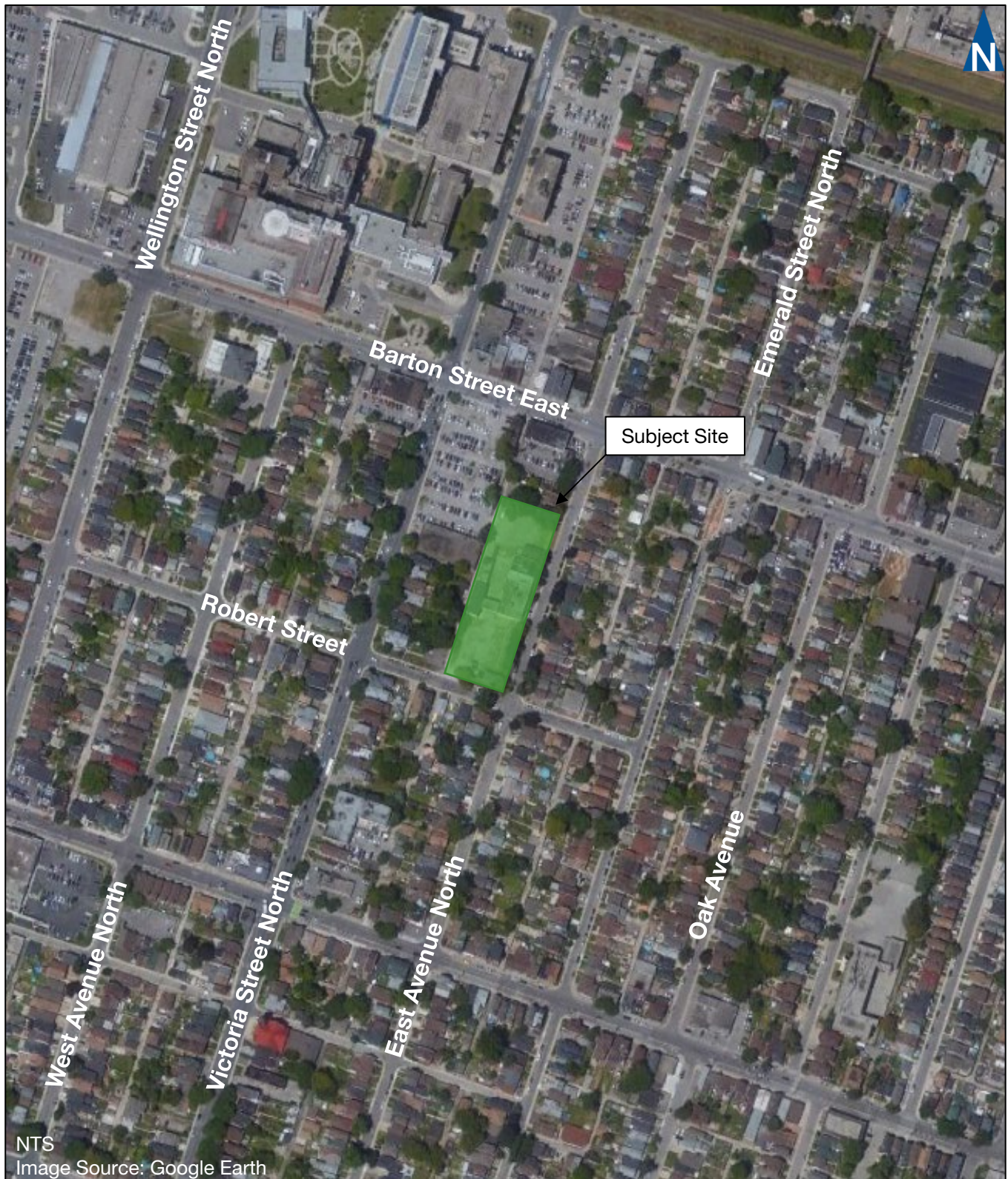
Paradigm Transportation Solutions Limited (Paradigm) has been retained to conduct this Parking and Transportation Demand Management (TDM) Study for a proposed affordable housing redevelopment located at 225-247 East Avenue North and 315 Robert Street in the City of Hamilton. **Figure 1.1** details the subject development location.

## 1.2 Purpose and Scope

The purpose of this report is to review the adequacy of the developments parking supply and to identify Transportation Demand Management (TDM) measures. The scope of the study includes:

- ▶ Assessment of the current site conditions within the study area;
- ▶ Review of Zoning By-Law parking requirements;
- ▶ Estimates of parking demand based on other Indwell Communities sites;
- ▶ Inventory of nearby off-site parking supply within public lots, private lots and on-street parking;
- ▶ Vehicle ownership in the study area; and
- ▶ Transportation Demand Management measures.





## Subject Development Location

225-247 East Avenue West and 315 Robert Street, Parking & TDM Study  
190660

**Figure 1.1**

## 2 Existing Conditions

### 2.1 Existing Roadways

The main roadways near the subject development include:

- ▶ **East Avenue North** is a north-south local road<sup>1</sup> with a two-lane urban cross section and an assumed speed limit of 50 km/h. In the study area, on-street parking is permitted on the east side of the roadway between Robert Street and Barton Street East with a three-hour restriction, on the west side of the roadway north of Barton Street East with a one-hour restriction and on both sides of the roadway south of Robert Street with a two-hour restriction. Monthly/specific date restrictions are implemented on all of these locations. Sidewalks are provided on both sides of this roadway.
- ▶ **Robert Street** is an east-west local road with a two-lane urban cross section and an assumed speed limit of 50 km/h. In the study area, on-street parking is permitted on both sides of the roadway west of Victoria Avenue North with a one-hour restriction and on both sides of the roadway east of Victoria Avenue North with a date restriction. Sidewalks are provided on both sides of this roadway.

### 2.2 Existing Transit Service

#### 2.2.1 Hamilton Street Railway

Hamilton Street Railway (HSR) is the public transit system operator in the City of Hamilton. There are two routes that operate nearby with stops that are located within 200 metres of the subject development.

The following describes the existing transit service:

- ▶ **Route 2** travels along Barton St. and connects Downtown Hamilton to Stoney Creek. The route operates Monday to Friday (4:30AM to 2:11AM) with 15-minute headways and Saturday (5:00AM/6:00AM to 2:00AM) with 10-minute headways. Sunday/Holiday service (5:00AM to 1:00AM) operates with 15-minute headways.
- ▶ **Route 12** travels in a clockwise loop along Victoria Ave. N., Stinson St., Wentworth St. and Burlington St. This route operates Monday to Friday (6:45AM to 7:26PM) with 30-minute headways. No Saturday or Sunday/Holiday service is available.

<sup>1</sup> City of Hamilton Urban Official Plan August 2013





All HSR transit routes are noted to be Accessible Low Floor as the buses serve riders with at-grade entry/exit. All HSR buses are also equipped with front bumper bicycle racks.

**Figure 2.1** illustrates the existing transit network in proximity to the subject site.

### 2.2.2 Future Transit Network

Future transit plans for the City include the implementation of rapid transit corridors throughout the City. A total of five corridors are proposed to form Hamilton's "B-L-A-S-T" network:

- ▶ B-Line – McMaster University to Eastgate Square;
- ▶ L-Line – Downtown to Waterdown;
- ▶ A-Line – Downtown to Airport;
- ▶ S-Line – Centennial to Ancaster Business Park; and
- ▶ T-Line – Mohawk to Meadowlands.

The B-Line was identified in The Big Move, a Regional Transportation Plan, as a Metrolinx "priority" project. The project envisions rapid transit between Eastgate Square and McMaster University via Downtown Hamilton along the Main Street/King Street corridor.

The Benefits Case Analysis (BCA)<sup>2</sup> demonstrates this line will generate positive benefits for Hamilton and the region and will accommodate long-term travel demand growth along the corridor.

The first phase of the line will run from McMaster University to Eastgate Square with construction expected to begin in 2020<sup>3</sup> and is designed to include 16 stops.

The proposed LRT line (B-Line) will link to GO Transit, VIA Rail services as well as walking and cycling trails to help provide sustainable transportation choices to residents of Hamilton.

The closest proposed LRT stop is at the intersection of Wellington St. North and Main St. East (Wellington); approximately 1.2 kilometres (a 15-minute walk) from the development. Transit access to the LRT from the site can be made via Route 12 as outlined in **Section 2.2.1**. The proposed LRT stop at the intersection of Wentworth St. North and Main St. East (Wentworth) can also be accessed via Route 12.

**Figure 2.2** illustrates the proposed "B.L.A.S.T." system.

<sup>2</sup> [http://hamiltonlightrail.ca/metrolinx\\_benefits\\_case\\_analysis\\_update](http://hamiltonlightrail.ca/metrolinx_benefits_case_analysis_update)

<sup>3</sup> [www.hamilton.ca/city-initiatives/priority-projects/light-rail-transit-lrt](http://www.hamilton.ca/city-initiatives/priority-projects/light-rail-transit-lrt)









# Proposed Rapid Transit Network

## 2.3 Pedestrian and Cycling Environment

### 2.3.1 Pedestrians

Sidewalks are provided on both sides of East Avenue North and Robert Street.

Walk Score is an online tool that assigns a numerical walkability score between 0 and 100 for addresses in Australia, Canada, United States, and New Zealand. Walk Score ranks communities nationwide based on how many businesses, parks, theatres, schools and other common destinations are within walking distance of any given address. Currently, the development is noted to have a Walk Score of 85 and is considered “Very Walkable” which means most errands can be accomplished on foot<sup>4</sup>.

The development is located within walking distance of numerous employment, retail, cultural and recreational opportunities. This provides for a range of destinations for prospective residents of the proposed development that can be readily accessed without the use of a car.

The development is, for instance, located approximately 350 metres (a 4-minute walk) to Hamilton General Hospital (at Barton Street East and Wellington Street north intersection), 950 metres (a 12-minute walk) to Norman Pinky Lewis Recreation Centre, and 2.0 kilometre (a 24-minute walk) to the First Ontario Centre. There are also employment and retail areas on Barton Street East and Cannon Street East.

### 2.3.2 Cycling

Cycling facilities are not provided on either East Avenue North or Robert Street. The closest designated bike lane is located on Cannon Street East. The bike lane connects to the Cannon Street Cycle Track which runs from Sherman Avenue to Hess Street. Access to the Cannon Street Cycling Track from the subject site can be made by travelling approximately 250 metres south on East Avenue North.

The bi-directional cycle track occupies the south curb lane and includes black planter boxes, segments of concrete curbing, flexible bollards and rubber curbing that act as a buffer; separating auto traffic from cyclists<sup>5</sup>.

<sup>4</sup> <https://www.walkscore.com/score/225-e-ave-n-hamilton-on-canada>

<sup>5</sup> <https://www.hamilton.ca/streets-transportation/biking-cyclists/cannon-street-cycle-track>





**Figure 2.3** illustrates the existing cycling network near the development.

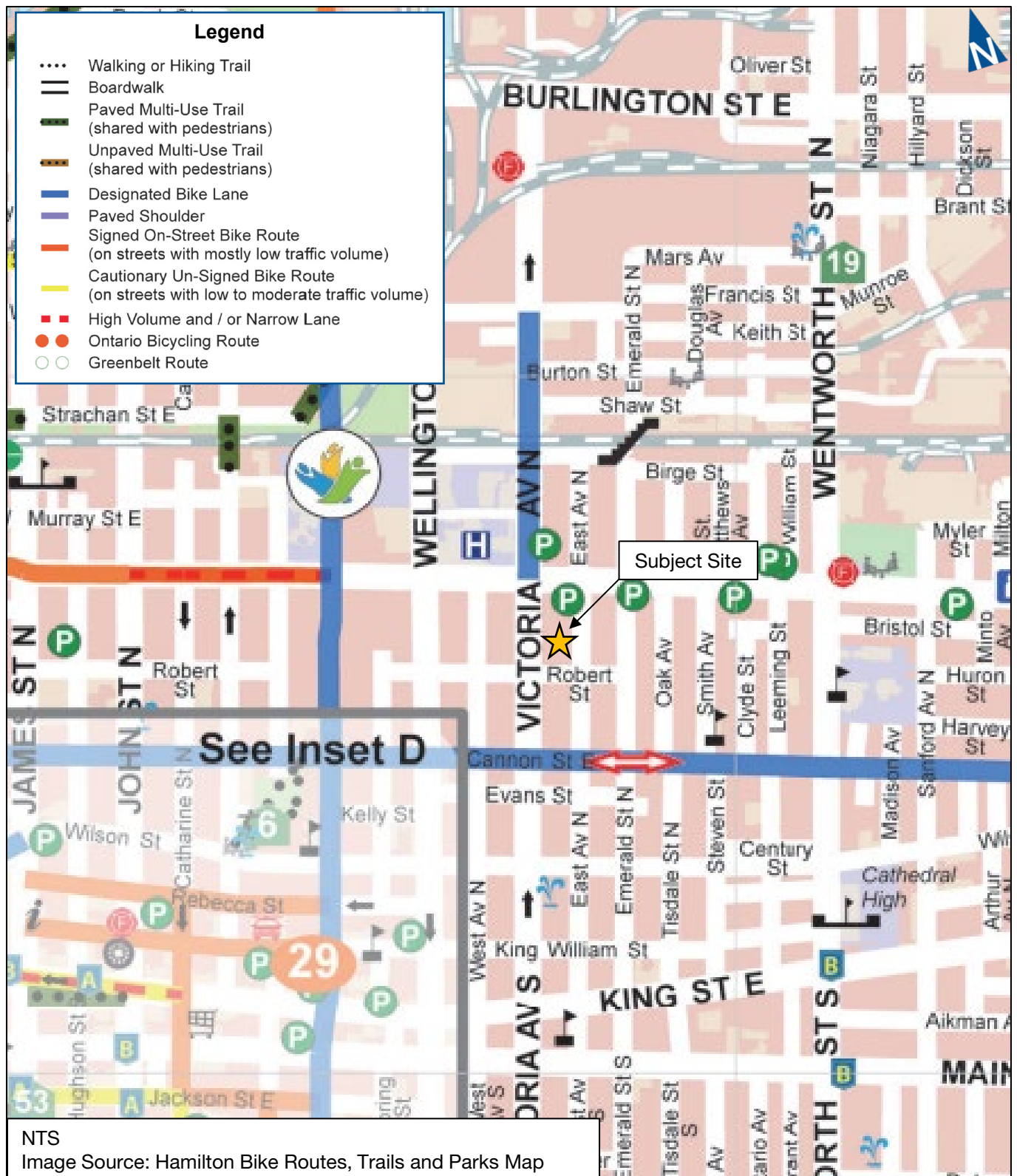
The City of Hamilton Transportation Master Plan Review and Update<sup>6</sup> indicates that on road bicycle facilities are proposed along Victoria Avenue. **Figure 2.4** illustrates the proposed master plan cycling network near the development.

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<sup>6</sup> City of Hamilton Transportation Master Plan, 2018.









## Figure 2.4

### 2.3.3 Bike Share

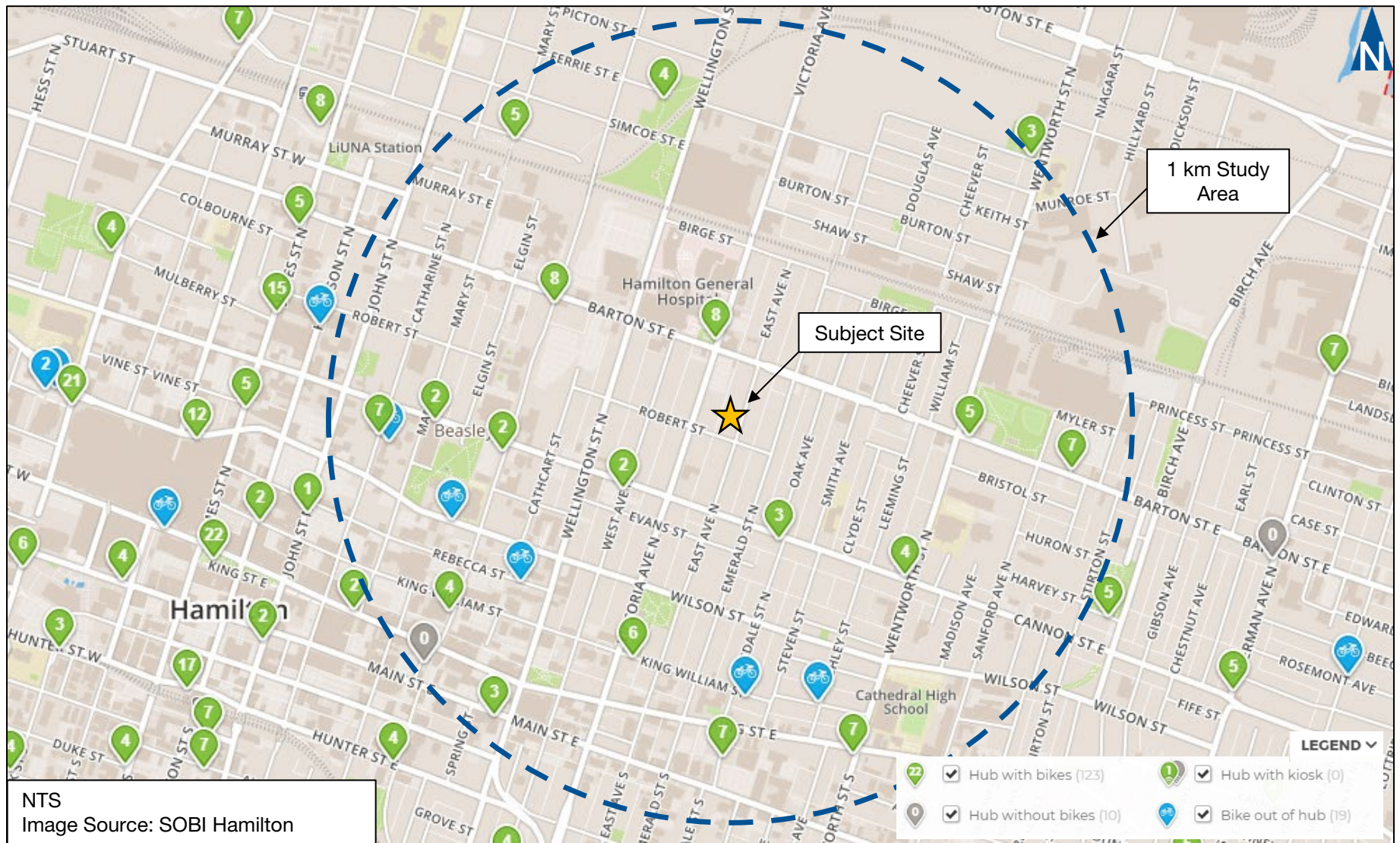
The City of Hamilton, in partnership with Social Bicycles, has implemented a bike share program. The bike share program provides bicycles at a number of locations across the Downtown area, including in close proximity to the development, for use by members of the program on a short-term rental basis.

The number of bicycles at each Sobi hub is dynamic and subject to demand. Approximately 17 hubs are provided within a one-kilometre radius of the subject site or about a 10-minute walk.

Members are able to pick up and drop off bicycles at different bike share stations, as desired, providing convenient and ready access to an increasingly well used non-automotive travel mode to support first and last mile of a trip.

**Figure 2.5** illustrates the bike share locations near the development.





## Bike Share Stations

225-247 East Avenue West and 315 Robert Street, Parking & TDM Study  
190660

Figure 2.5



## 3 Development Concept

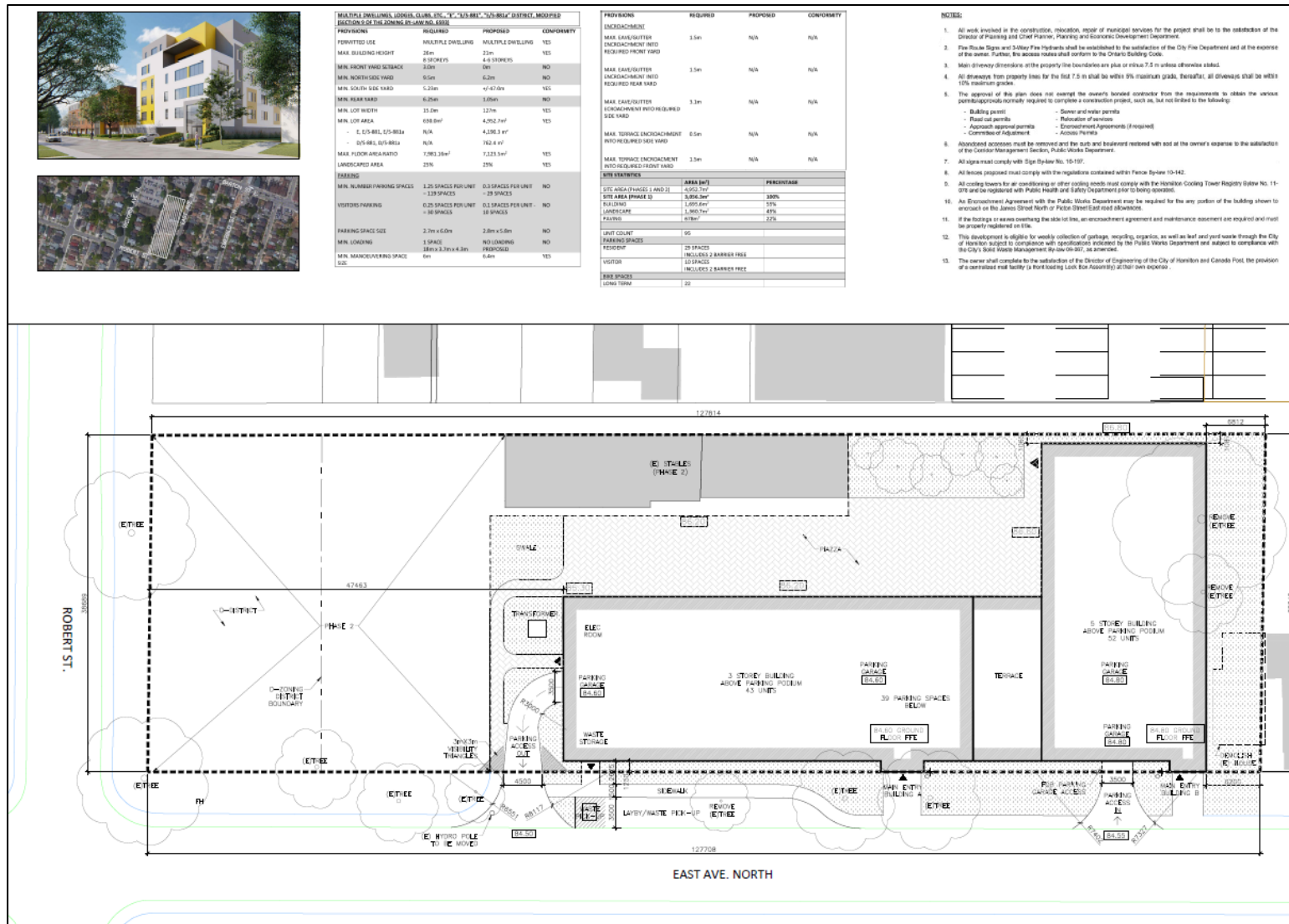
### 3.1 Development Description

The subject site is located on the north/west corner of East Avenue North and Robert Street in the City of Hamilton. The proposed redevelopment will be built in two phases. Phase 1 development is covered in this report. Phase 1 will consist of two multi-storey buildings totalling 95 affordable rental units. The redevelopment is to include a sub-grade parking structure containing 39 parking spaces. Vehicular access is proposed via an inbound only and outbound only connections to East Avenue North.

**Figure 3.1** shows the development concept.







## 4 Parking

### 4.1 Proposed Parking Supply

The site's parking supply is proposed to consist of 39 spaces within a parking structure. Based on a build-out scenario of up to 95 units, the site's resident parking supply is noted to be 0.30 spaces per unit while visitor supply is noted to be 0.10 spaces per unit. The parking supply may be adjusted to reflect the final unit count.

### 4.2 Zoning By-Law Requirements

The City of Hamilton Zoning By-law 6593 is the current in-force By-law for Hamilton; excluding the downtown and those lands that have already been brought into the new City-Wide Zoning By-law 05-200. The zoning for institutional, industrial, and parks and open space uses as well as the Downtown Hamilton area is regulated by the New Zoning By-law 05-200. The remaining uses, including residential are still regulated through the former Zoning By-laws for the respective former municipalities.

The minimum Zoning By-Law requirement, based on Zoning By-Law 6593, for a multiple dwelling is 1.25 space per unit of which 0.25 of a space per unit are to be for the exclusive use of visitors.

The proposed redevelopment at 225-247 East Avenue North and 315 Robert Street requires 119 total parking spaces to comply with the Zoning By-Law 6593. Of the 119 required parking spaces, 24 visitor parking spaces and 95 resident spaces are required. With 39 parking spaces provided, including 10 visitor spaces and 29 resident spaces, this site has a technical shortfall of 14 visitor spaces and 66 resident spaces.

### 4.3 Proxy Parking Demand

To better understand actual parking demand that is being generated by the redevelopment, proxy site parking demand data was obtained from the Parking Justification Study for 205 Melvin Avenue<sup>7</sup> in the City of Hamilton. The Parking Justification Study provides the number of units and tenant vehicle usage for six Indwell affordable housing developments in Hamilton. From these six properties, it was determined that the average functional parking ratio was 0.10 vehicles per unit with the maximum parking ratio of 0.22 vehicles per unit.

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<sup>7</sup> Indwell Community Homes, 205 Melvin Ave, Hamilton Parking Justification, April 2018.



The proposed resident parking rate for this redevelopment is approximately 0.30 spaces per unit. This is greater than the average functional parking ratio of 0.10 vehicles per unit and the maximum parking ratio of 0.22 vehicles per unit as observed at the proxy sites. Therefore, based on the 95 units proposed for this redevelopment, a maximum resident parking demand of 21 spaces is estimated resulting in a surplus of eight (8) resident spaces.

#### 4.4 Vehicle Ownership

A review of vehicle ownership provided by the 2016 Transportation Tomorrow Survey (TTS) for the site area (GTA 2006 Zones 5194, 5181, 5188 and 5170) suggests that approximately 63 percent of residents living in apartment units do not own a vehicle. The survey results can conclude that the actual vehicle ownership, based on a weighted average, is 0.39 vehicles per unit.

Applying the vehicle ownership data to the proposed development program, the potential parking demand is estimated to be 37 spaces resulting in an eight (8) resident space deficit for the proposed development. It is however noted that most, if not all, of the apartments in the TTS survey for the site area would likely not be affordable housing units.

#### 4.5 Off-Site Parking Supply

If residents or visitors are unable to find parking on site or sustainable mode choices, there are many on-street, municipal and private parking available within 300 metres of the subject site.

- ▶ **Public Lots:** 78 spaces are available within three municipal lots located at 255 East Avenue North, 294 Victoria Avenue North and 346 Barton Street East. These lots range from a daily cost of \$5.00 to \$12.00 and monthly passes are available in two of the lots.
- ▶ **Private Lots:** 187 short-term and long-term private spaces are also available on Victoria Avenue North between Barton Street East and Robert Street.
- ▶ **On-Street:** 356 on-street spaces signed either free one, two, three-hour with date restrictions or anytime parking is available.

**Figure 4.1** illustrates the general off-site parking in relation to the proposed redevelopment.







## 4.6 Parking Summary

The proposed redevelopment at 225-247 East Avenue North and 315 Robert Street requires 119 total parking spaces to comply with Zoning By-law 6593. Of the 119 required parking spaces, 24 visitor parking spaces are required and 95 resident spaces. With 29 resident spaces (0.30 resident spaces per unit) and 10 visitor spaces (0.10 visitor spaces per unit) provided, the site has a technical shortfall of 80 parking spaces, including 14 visitor spaces and 66 resident spaces.

The parking demand for the subject site has been estimated using two methodologies as discussed in detail above. The proposed development is estimated to have resident parking demands in the order of 21 spaces to 37 spaces, depending upon the methodology used.

Many Indwell tenants, given low income and living circumstances, are not able to own a vehicle. Instead, residents rely on public transportation and other means of travel. In addition, given the development is affordable housing and the auto ownership TTS data was for apartments, most of which would not be comparable affordable housing, we believe that using the Indwell properties specific resident parking proxy data is a more applicable methodology. As such the resident parking demand of 21 spaces is deemed to be more applicable to the subject development.

Should the site's parking demand exceed the supply, the surrounding roadways and public parking lots can currently assist in accommodating increased visitor parking demands.





## 5 Transportation Demand Management

Transportation Demand Management (TDM) refers to ways of making the capacity of our roads more efficient by reducing vehicle demands. TDM approaches consider how people's choices of travel mode are affected by land use patterns, development design, parking availability, parking cost, and the relative cost, convenience and availability of alternative modes of travel. Various TDM strategies are used to influence those factors so that the alternatives are more competitive with driving alone and potentially reduce reliance on motor vehicles.

TDM strategies at a development can be divided into two basic categories.

- ▶ **Pre-occupancy:** things that need to be done while a development is being designed and built, and
- ▶ **Post-occupancy:** things that can be done once people are using the development.

The pre-occupancy actions are critical because they are most likely to determine how attractive, convenient, and safe alternative travel will be once the site is occupied. Before a site is occupied, or during a remodel, it can be designed to be convenient and safe for pedestrians and cyclists, and vehicle parking can be provided to meet but not exceed demand.

After the development is built, incentives can be offered, but those incentives will not work as well if the site and its surroundings are oriented to cars. The incentives generally include subsidies to use transit or rideshare and information about where and how to use alternatives.

TDM is one of the tools that municipalities are using to create a vibrant and sustainable community. Using policies and programs to make active and sustainable transportation more convenient, a TDM approach to transportation can deliver long-term environmental sustainability, improve public health, create stronger communities, and build more prosperous and livable cities.

### 5.1 Cycling

The proposed site plan provides 22 long-term bicycle parking spaces for residents located within the underground parking level in a secure location. A total of 12 short-term bicycle parking spaces will also be provided at the two main building entrances.



The City of Hamilton's TDM Policy provides guidelines with regard to the amount of bicycle parking that should be provided. Based on the City's guidelines:

Residential uses:

- ▶ Long Term: 0.5 – 1.25 spaces per unit.
- ▶ Short Term: 0.05 – 0.20 spaces per unit.

Based on these guidelines a total of 53 to 138 bicycle parking spaces are required. This includes 5 to 19 spaces for short term (visitor) bicycle parking and 48 to 119 spaces for long term (resident) bicycle parking.

Correspondence between the applicant and City has taken place and the City has advised that they support the provision of 22 long-term and 12 short-term bicycle parking spaces, as outlined in the following December 12, 2019 recommendations:

- ▶ *“The City’s TDM bicycle parking requirements for short-term and long-term parking spaces, based on 95 residential units, is a minimum 19 spaces and 47 spaces, respectively. Notwithstanding the minimum bicycle parking requirements for a 95-unit building, Transportation Planning supports the provision of 22 long-term bicycle parking spaces in the parking garage as shown on the Site Plan and recommends adding two 6-bike capacity bicycle racks at the two main building entrances. The short-term bicycle racks should be placed in well-lit areas, close to the building entrance for security.”*

## 5.2 Walking

The pedestrian accessibility of a development is essential in helping to ensure that those that can walk, have access to accessible pedestrian connections. Proper pedestrian connections from the surrounding community to the site should be available to ensure safety and to enhance the experience of those that choose to walk.

Sidewalks are provided on both sides of East Avenue North and Robert Street. The proposed site plan includes connections linking the main entrance to the existing municipal sidewalk along East Avenue North. The site plan also indicates that an outdoor amenity space is provided on the ground level with a sidewalk linking this area to the main sidewalk along East Avenue North.

To further enhance the attractiveness of walking, proper lighting should be provided on site and near all building entrances and exits. It is also



recommended that barrier free access and weather protection be provided to both building entrances.

### **5.3 Transit**

No additional transit related infrastructure is proposed as part of this development application. The existing transit stops located at Victoria Avenue North and Barton Street East, are expected to continue to service the area. It is expected that through regular internal reviews, the HSR will monitor the amenities provided a transit stops throughout the City and based on demand will address the need for additional amenities.

### **5.4 Parking Management**

Rather than automatically including a certain amount of parking with building space, parking costs can be borne directly by users by “unbundling,” which means that parking is rented or sold separately. This is more equitable and efficient, since occupants are not forced to pay for parking they do not need and allows consumers to adjust their parking supply to reflect their needs. If it is found that not all car parking spaces are utilized, then the vacant spaces can be converted to bicycle storage or car share space. In addition, the split between visitor and resident parking could be determined and revaluated as needed based on the purchase of spaces.

### **5.5 Car Share / Bike Share**

Car sharing refers to automobile rental services intended to substitute for private vehicle ownership. It makes occasional use of a vehicle affordable, even for low-income households, while providing an incentive to minimize driving and rely on alternative travel options as much as possible.

Where car sharing services are available, some households reduce their vehicle ownership, either shifting from two to one vehicle, or from one to zero vehicles. The use of car share benefits employees as well as nearby residents and businesses in suitable environments.

By providing this type of mode share on site, lower automobile ownership rates and parking requirements can be further obtained. Residents of the building could choose to use walking, transit or cycling as their primary mode of travel and utilize the car share as secondary mode of travel.



There are currently three car share providers in the City of Hamilton:

- ▶ **Community Car Share** operates a fleet of 66 vehicles in the City of Hamilton with locations situated around the downtown core. More information on Community Car Share can be found on the internet at [communitycarshare.ca](http://communitycarshare.ca);
- ▶ **Student Car Share** is a car share service for students and is available on or around campuses across Canada. More information on Student Car Share can be found on the internet at [studentcarshare.ca](http://studentcarshare.ca), however, a password and school information will be required to access this website; and
- ▶ **ZipCar** has seven locations in the City of Hamilton with the closest location to the subject site located at the intersection of Barton Street East and Victoria Avenue North. More information on ZipCar can be found on the internet at [zipcar.ca](http://zipcar.ca).

Bike share operates in a similar way as car share. The City of Hamilton, in partnership with Social Bicycles, has implemented a bike share program in Hamilton. The program offers an inventory of 825 bicycles at over 100 stations and is funded by Metrolinx Quick Wins. Bike Share is the fastest growing transportation mode in the world, complementing existing public transit and providing first and last mile connectivity by filling in transit gaps. Hamilton's bike share is currently limited to the lower part of Hamilton. The closest stations to the subject site are located at the Main Street East and Emerald Street intersection and the King William Street and Wellington Street North intersection. A station located outside of the existing area could be considered if enough interest at the local level and adequate sponsorship is obtained. More information on SOBI Hamilton Bike Share can be found on the internet at [hamilton.socialbicycles.com](http://hamilton.socialbicycles.com).

Discussions with local car share providers and Sobi Hamilton should be considered if enough interest from residents and local area residents is expressed for these services.

## 5.6 Wayfinding / Travel Planning / Education / Promotion

Increasing awareness of sustainable transportation opportunities for residents and visitors of the development should be considered by the developer. Residents should be provided with a welcome package that outlines the available transit routes, the future LRT network, and active transportation options such as the development's proximity to the existing bicycle network. A travel plan will engage and educate residents on the available sustainable modes of travel and how to overcome obstacles that maybe perceived. Wayfinding signage could also be considered in the lobby or near main entrances to direct



residents to nearby transit routes and schedules, bicycle routes and pedestrian walkways.

General education of all modes of transportation, including their benefits and how to make the best use of them, are a key component to TDM success. The strategies require cooperation and coordination with several partners, including transit providers, building owners, area municipalities as well as residents.

By educating about sustainable modes of travel as well as providing travel demand management tools and incentives, TDM can be further integrated within the development to promote all modes of transportation.

## 5.7 TDM Summary

**Figure 5.1** summarizes the City's Staff Evaluation form for TDM measures outlined above. The form indicates the development has one (1) measure provided to the "High Level of Provision" and four (4) measures provided to the "Modest Level of Provision". The remainder of the measures provided to the "Modest Level of Provision" are planned to be implemented by the applicant.

The development plan currently proposes several TDM measures:

- ▶ Long-term bicycle parking is available internally for the units and short-term bicycle parking is available at the two main building entrances; and
- ▶ Sidewalk connections linking the two buildings to the existing municipal sidewalks along East Avenue north and Robert Street.

The applicant also intends to include the following TDM measures:

- ▶ All on-site sidewalks be well-lit and conform to the City of Hamilton's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) design standards;
- ▶ Barrier free access and weather protection provided at both building entrances;
- ▶ Parking be unbundled from the rental/sale agreements. The split between visitor and resident parking could be determined and revaluated as needed based on the purchase of spaces;
- ▶ Consideration be given to providing a minimum of one carshare space on site;





- ▶ Wayfinding signage posted in the lobby or near main entrances; and
- ▶ Residents be provided with a welcome package and wayfinding signage should be provided in the lobby and near main entrances that outlines the available transit routes and active transportation options for the area.



Project Name: 225-247 East Ave N & 315 Robert St  
 Property Address: 225-247 East Ave N & 315 Robert St  
 Applicant Name: Indwell Communities Homes

Land Use: Affordable Housing - Apartment  
 Application Type: Residential

Located on existing transit or AT network? **Y** **N** **X**

Use the following checklist to assess how well each TDM initiative is addressed in the development application (note instances where initiatives are not applicable). For each category, initiatives are listed from "high" to "low" TDM impact.

Category	TDM Initiative	Not Applicable	Modest* level of provision	High* level of provision
Cycling	Bicycle network implementation	X		
	Secure, indoor bicycle parking		X	
	End-of-trip amenities (e.g. showers, change rooms)	X		
	Visible, well-lit, short-term bicycle parking (above minimum)		X	
Walking	Safe and attractive walkways		X	
	Pedestrian amenities on-site (benches, landscaping, lighting)		X	
	Pathway connections between school and neighbourhood	X		
	Student pick-up/drop-off away from main entrances	X		
Transit	Implement transit priority measures	X		
	Weather-protected waiting areas	X		
	Enhanced walking routes to transit	X		
	Bicycle parking at or near transit stops	X		
	On-site transit information		X	
Parking	No more than the minimum required spaces			X
	Paid parking/Unbundle parking		X	
	Shared parking (nearby development/on-street)		X	
	Reduced parking for car share vehicle parking	X		
	Cash-in-lieu of parking	X		
	Reduced parking based on proximity to transit		X	
Carpool	Preferential carpool parking spaces	X		
Carshare/ Bike share	On-site carshare vehicles(s)	X		
	On-site bikeshare facility	X		
Wayfinding and Travel Planning	Travel planning resources		X	
	Wayfinding signage		X	
	Support development of School Travel Plans	X		
Education/ Promotion, Incentives	Membership in a TMA/Smart Commute	X		
	Subsidized transit passes, carshare memberships, and/or bikeshare memberships	X		
	Contributing to building TDM brand		X	

\*Definitions for "Modest" and "High" are relative to a typical development of the same type and will be further benchmarked through annual review. \*\* Staff comments to be provided on the following page.

Project Name: 225-247 East Ave N & 315 Robert St

#### Checklist evaluation:

# measures N/A:	<u>16</u>	57% < 50% modest provision = <b>below average</b> *
# measures modest provision:	<u>11</u>	39% > 50% modest provision = <b>average</b> *
# measures high provision:	<u>1</u>	4% > 10% high provision = <b>above average</b> *



## Staff Evaluation Check List

## 6 Conclusions

### 6.1 Conclusions

Based on the investigations carried out, it is concluded that:

- ▶ **Parking Supply:** The site's parking supply is proposed to consist of 39 spaces within a parking structure. Resident parking supply is proposed at 0.30 spaces per unit (29 spaces) for the 95 dwelling units. The remaining 10 spaces have been assigned as visitor parking (0.10 spaces per unit).
- ▶ **Zoning By-Law Requirement:** The proposed development requires 119 total parking spaces (24 visitor spaces and 95 resident spaces) resulting in a technical shortfall of 14 visitor spaces and 66 resident spaces.
- ▶ **Proxy Site Parking Demand:** A previous parking study was conducted for an Indwell affordable housing property located at 205 Melvin Avenue in Hamilton. Within this study, parking demand data from six other Indwell properties was provided. Based on this information a maximum resident parking demand of 0.22 was determined. The parking demand data forecasts the site's parking demand to be approximately 21 spaces and suggests that the site's parking demand will not exceed the proposed supply.
- ▶ **Vehicle Ownership:** A review of vehicle ownership provided by the 2016 Transportation Tomorrow Survey for the site area suggests that 63 percent of residents of apartments do not own a vehicle. The TTS data forecasts the site's parking demand for occupants to be approximately 37 spaces although most, if not all, of the apartments in the TTS survey for the site area would likely not be comparable affordable housing units.
- ▶ **Off-Site Parking Supply:** In the event that residents and/or visitors of the development are unwilling to utilize sustainable modes, there are some municipal lots, private lots and on-street parking spaces currently available within the study area.
- ▶ **Transportation Demand Management:** The site is currently proposing the following Transportation Demand Management measures in the development plan:
  - A total of 22 long-term and 12 short-term bicycle parking spaces;
  - Connections linking the main entrance to the existing municipal sidewalk along East Avenue North; and



- An outdoor amenity space is provided on the ground level with a sidewalk linking this area to the main sidewalk along East Avenue North.

The applicant also intends to implement the following additional Transportation Demand Management measures:

- All on-site sidewalks be well-lit and conform to the City of Hamilton's design standards and the Accessibility for Ontarians with Disabilities Act (AODA) design standards;
- Barrier free access and weather protection provided at both building entrances;
- Parking be unbundled from the rental/sale agreements. The split between visitor and resident parking could be determined and revaluated as needed based on the purchase of spaces;
- Consideration be given to providing a minimum of one carshare space on site;
- Wayfinding signage posted in the lobby or near main entrances; and
- Residents be provided with a welcome package and wayfinding signage should be provided in the lobby and near main entrances that outlines the available transit routes and active transportation options for the area.

