

NOTICE OF PUBLIC HEARING

Minor Variance

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
-

APPLICATION NO.: HM/A-22:64

APPLICANTS: Agent GSP Group - S. Hastings
Owner Corktown Plaza Inc.

SUBJECT PROPERTY: Municipal address **211, & 225 John St. S., 70 & 78 Young St. Hamilton**

ZONING BY-LAW: Zoning By-law 05-200, as Amended 21-038

ZONING: "C5,739" (Mixed Use Medium Density) district

PROPOSAL: To permit the construction of a new mixed-use development in accordance with Site Plan Control Application DA-21-112 notwithstanding that:

1. Parking spaces for the Multiple Dwelling use shall be provided at a rate of 0.44 parking spaces per dwelling unit instead of the minimum required 0.6 parking spaces per dwelling unit.

2. A porch (including steps and canopy) associated with dwelling units on the ground floor facing Young Street may project into the required yard a maximum of 1.5m (therefore being 0.0m from the Young Street lot line) instead of the maximum permitted encroachment of 0.75m.

3. A porch (including steps and canopy) associated with dwelling units on the ground floor facing Catharine Street South) may project into the required yard a maximum of 0.5m (therefore being 0.0m from the Catharine Street lot line) instead of the maximum permitted encroachment of 0.25m

4. No Planting Strip shall be provided between the surface parking spaces and a street line (Young Street and Forest Avenue) whereas the by-law requires a minimum 3.0m wide Planting Strip to be provided between parking spaces and a street line.

NOTES:

- i. These variances are necessary to facilitate Site Plan Control Application DA-21-112.
- ii. The applicant shall ensure that all parking spaces are provided in accordance with Section 5 of Hamilton Zoning By-law 05-200. Insufficient information has been provided to determine zoning compliance. Further variances may be required if compliance cannot be achieved.

iii. Be advised that Amending By-law #21-038 previously amended the minimum number of required parking spaces to 0.6 spaces per unit. Variance #1 will further reduce this required parking ratio.

iv. For purposes of Variance #2 & #3, please be advised that a minimum yard setback of 1.5m is required from the lot line along Young Street and a minimum setback of 0.5m is required from the lot line along Catharine Street South for the portion(s) of the building containing residential units. Pursuant to Section 4.6(d), a porch may encroach into any required yard to a maximum of 1.5m, or to a maximum of half the distance of the required yard, whichever is the lesser.

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

DATE:	Thursday, April 7th, 2022
TIME:	2:45 p.m.
PLACE:	Via video link or call in (see attached sheet for details)
	To be streamed at
	www.hamilton.ca/committeeofadjustment
	for viewing purposes only

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.

MORE INFORMATION

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

- Visit 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

DATED: March 22nd, 2022.

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.

GROSS CONSTRUCTION AREA						
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TOWER A	COMMERCIAL		RESIDENTIAL		TOTAL	
GCA	m2	ft2	m2	ft2	m2	ft2
GROUND	930	10,010	1,440	15,500	2,370	25,510
MEZZ	-	0	685	7,370	685	7,370
2	-	0	2,050	22,070	2,050	22,070
3-4	- x 2	- x 2	2,440 x 2	26,260 x 2	2,440 x 2	26,260 x 2
	-	-	4,880	52,520	4,880	52,520
5-6	- x 2	- x 2	2,430 x 2	26,160 x 2	2,430 x 2	26,160 x 2
	-	-	4,860	52,320	4,860	52,320
7-8	- x 2	- x 2	2,065 x 2	22,230 x 2	2,065 x 2	22,230 x 2
	-	-	4,130	44,460	4,130	44,460
9-10	- x 2	- x 2	1,180 x 2	12,700 x 2	1,180 x 2	12,700 x 2
	-	-	2,360	25,400	2,360	25,400
11-14	- x 4	- x 4	790 x 4	8,500 x 4	790 x 4	8,500 x 4
	-	-	3,160	34,000	3,160	34,000
MP	-	0	405	4,360	405	4,360
SUB-TOTAL	930.00	10,010.00	23,285.00	250,630.00	24,215.00	260,640.00

TOWER B	COMMERCIAL		RESIDENTIAL		TOTAL	
GCA	m2	ft2	m2	ft2	m2	ft2
GROUND	-	0	1,160	12,490	1,160	12,490
MEZZ	-	0	470	5,060	470	5,060
2-6	- x 5	- x 5	1,075 x 5	11,570 x 5	1,075 x 5	11,570 x 5
	-	-	5,375	57,850	5,375	57,850
7-25	- x 19	- x 19	895 x 19	9,630 x 19	895 x 19	9,630 x 19
	-	-	17,005	182,970	17,005	182,970
26 (Amenity)	-	0	900	9,690	900	9,690
MP	-	0	900	9,690	900	9,690
SUB-TOTAL	-	-	22,380.00	240,820.00	22,380.00	240,820.00

TOTAL	COMMERCIAL		RESIDENTIAL		TOTAL	
GCA	m2	ft2	m2	ft2	m2	ft2
TOWER A	930	10,010	23,285	250,640	24,215	260,650
TOWER B	-	0	22,380	240,900	22,380	240,900
TOTAL	930.00	10,010.00	45,665.00	491,540.00	46,595.00	501,550.00

NSA Building A (Midrise)								
		Studio	1 BED	1B+D	2BED	2B+D	3BED	Total
Total NSA		2,838.56	5,426.27	3,512.46	4,221.24	1,814.76	-	17,813.29
Average	m2	39.42	46.78	55.75	64.94	75.62	#DIV/0!	52.39
Unit Size	ft2	424.36	503.52	600.12	699.03	813.91	#DIV/0!	563.94

NSA Building B (Tower)								
		Studio	1 BED	1B+D	2BED	2B+D	3BED	Total
Total NSA		-	7,238.15	4,529.18	7,724.30	1,917.75	-	21,409.38
Average	m2	#DIV/0!	45.24	54.57	69.59	76.71	#DIV/0!	56.49
Unit Size	ft2	#DIV/0!	486.94	587.37	749.04	825.70	#DIV/0!	608.04

Unit Count (Building A Total)						
Studio	1 BED	1B+D	2BED	2B+D	3BED	Total
72	116	63	65	24	0	340
21.2%	34.1%	18.5%	19.1%	7.1%	0.0%	100.0%

Unit Count (Building B Total)						
Studio	1 BED	1B+D	2BED	2B+D	3BED	Total
0	160	83	111	25	0	379
0.0%	42.2%	21.9%	29.3%	6.6%	0.0%	100.0%

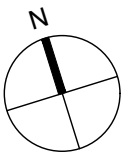
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STATISTICS

SCALE NTS
February 14, 2022

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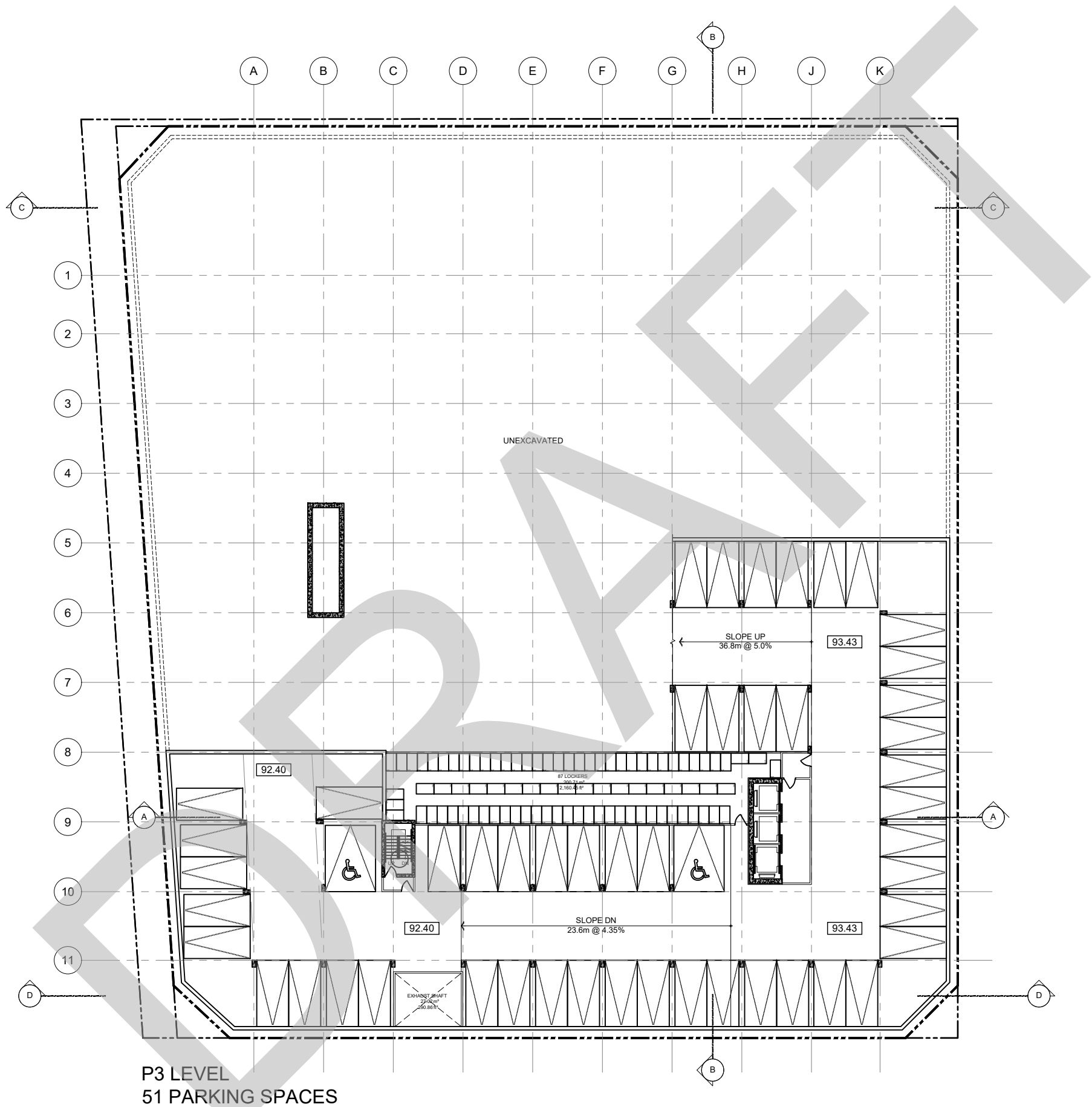


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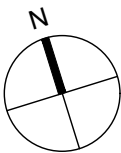
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PARKING COUNT	
P1 LEVEL	117
P2 LEVEL	148
P3 LEVEL	51
TOTAL	316

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P3 LEVEL
51 PARKING SPACES



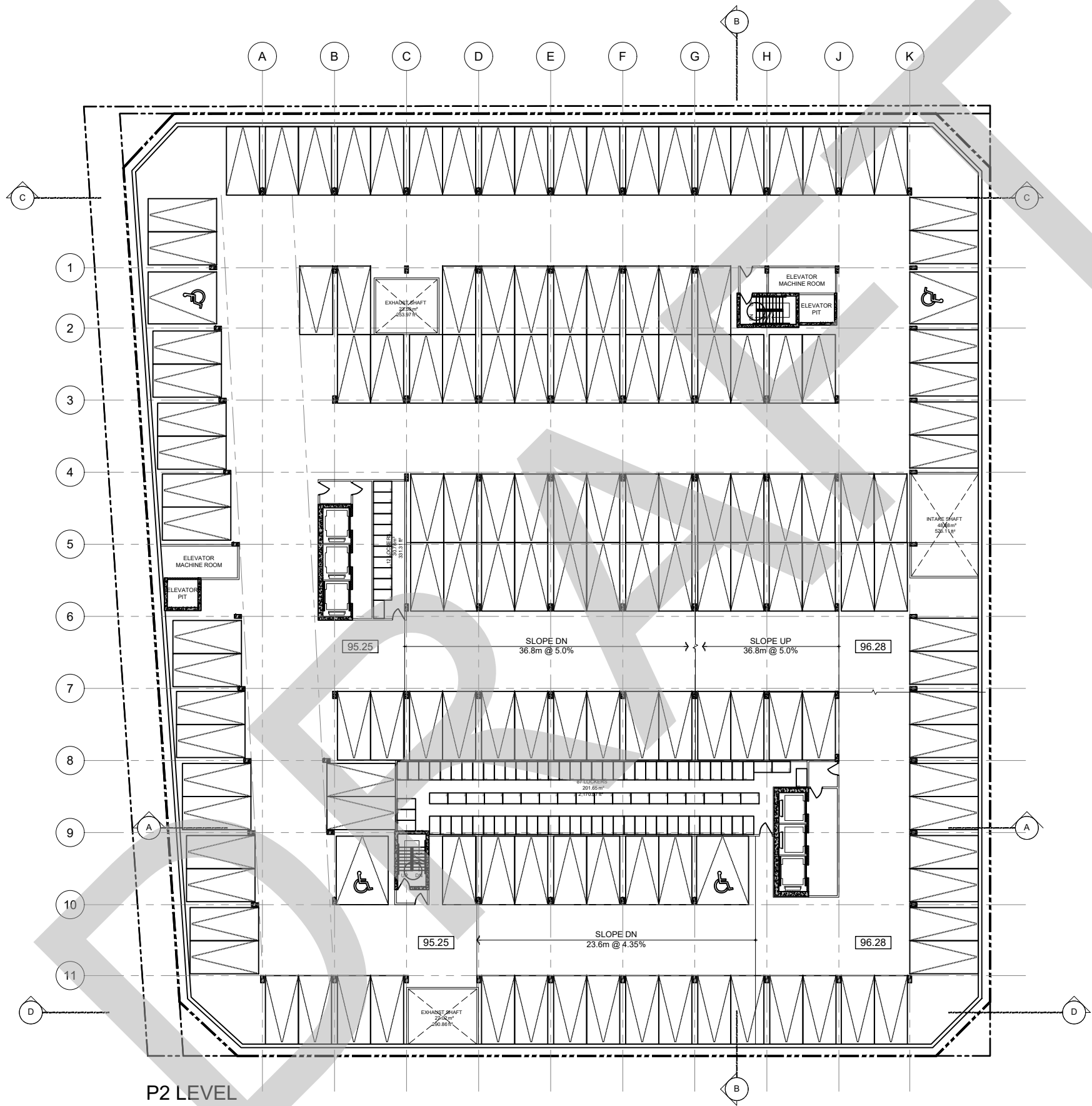
P3 LEVEL

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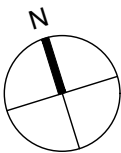
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P2 LEVEL
148 PARKING SPACES



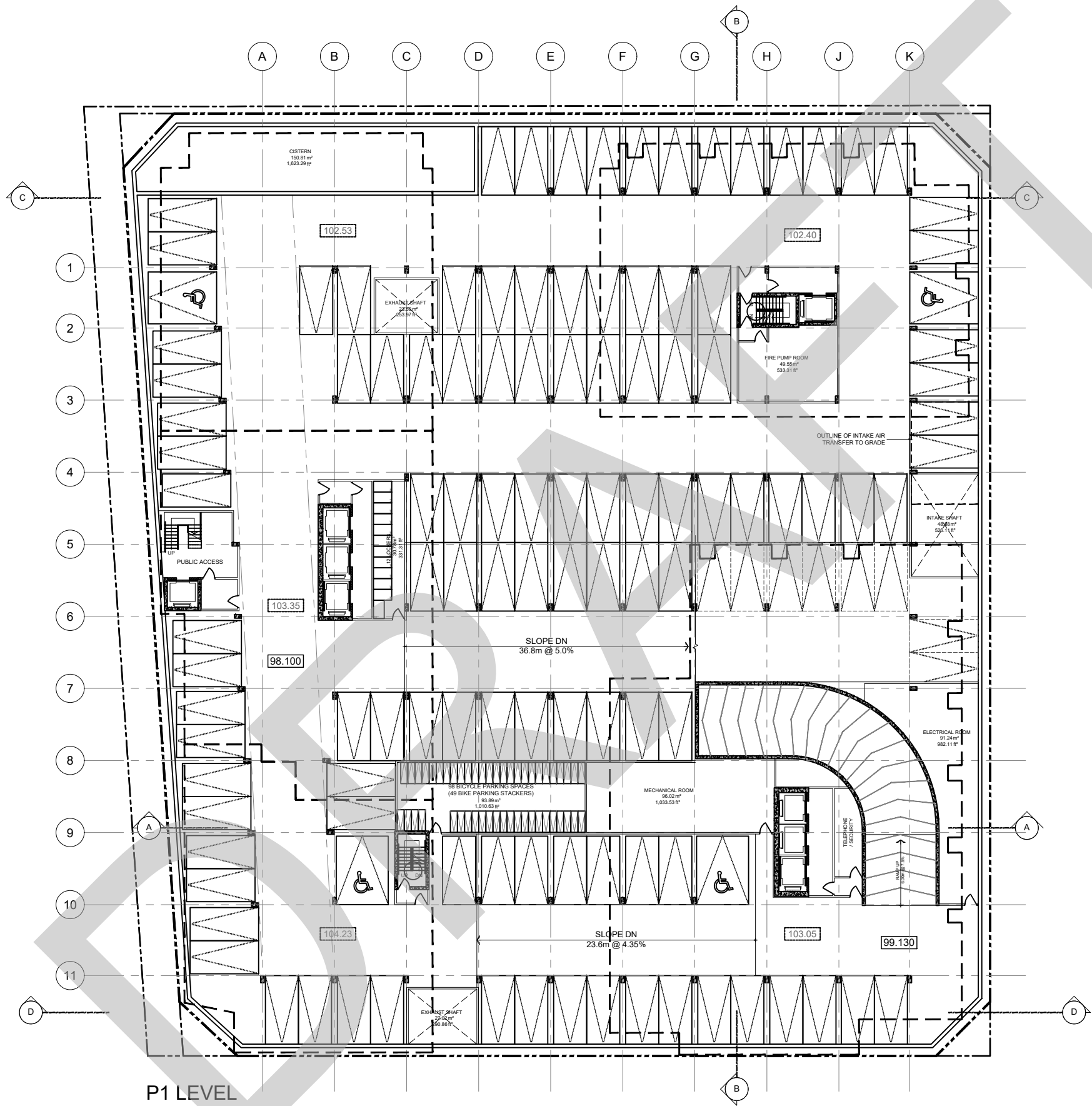
P2 LEVEL

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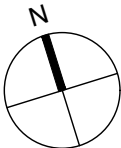
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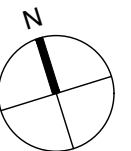
P1 LEVEL
117 PARKING SPACES



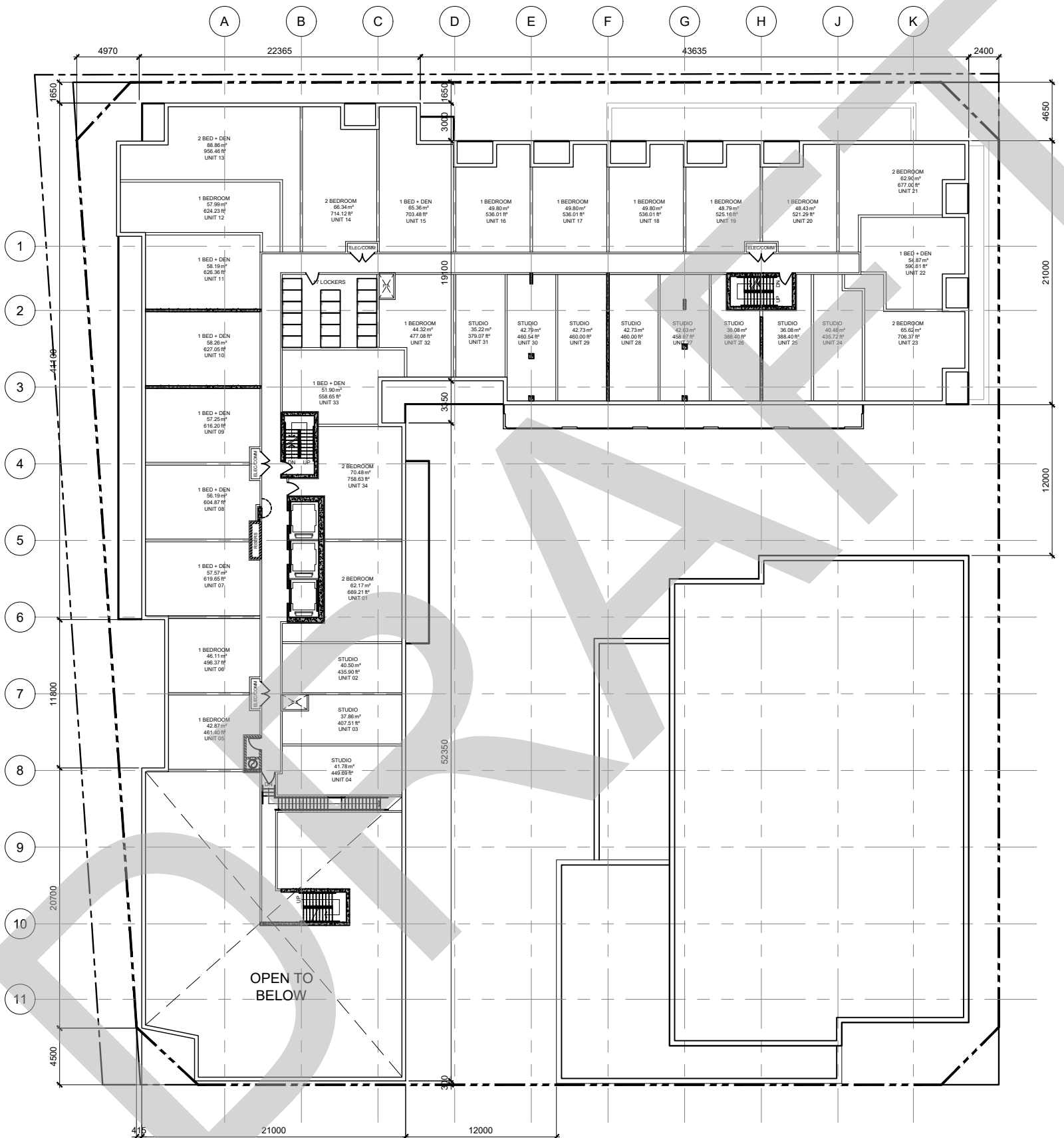
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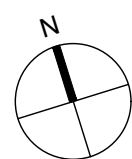
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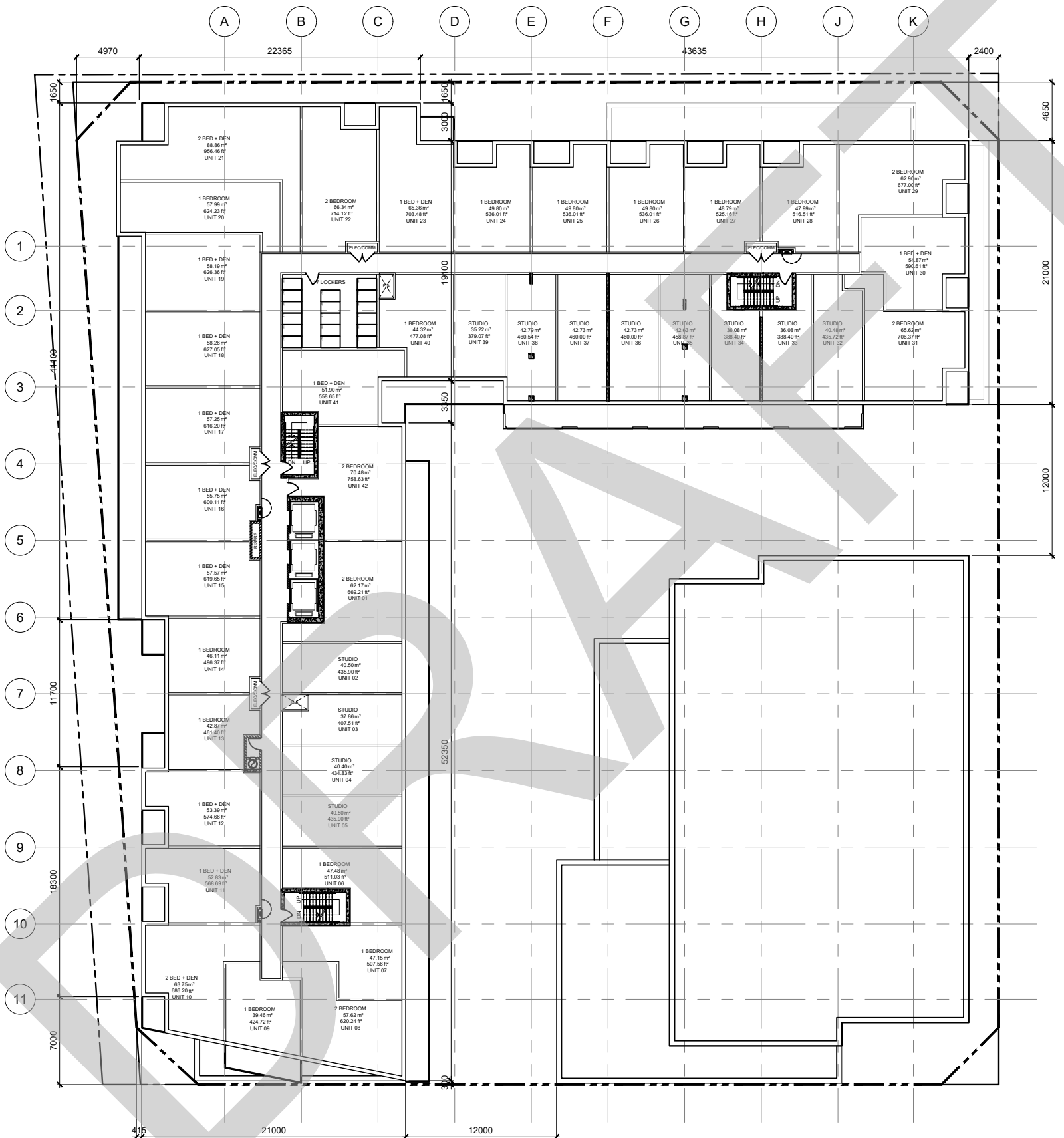
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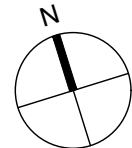
LEVEL 2

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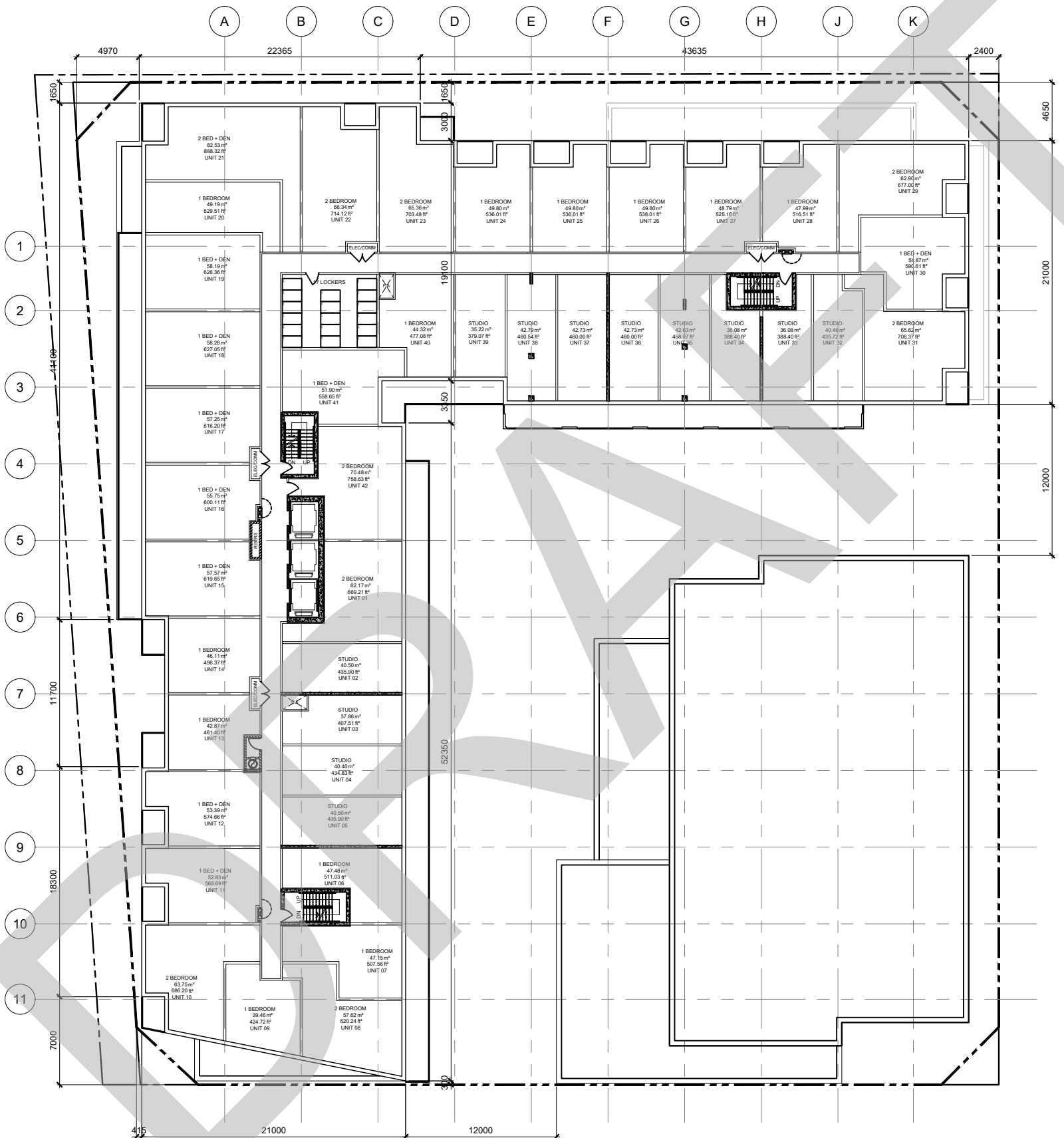
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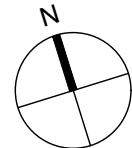
LEVELS 3-4

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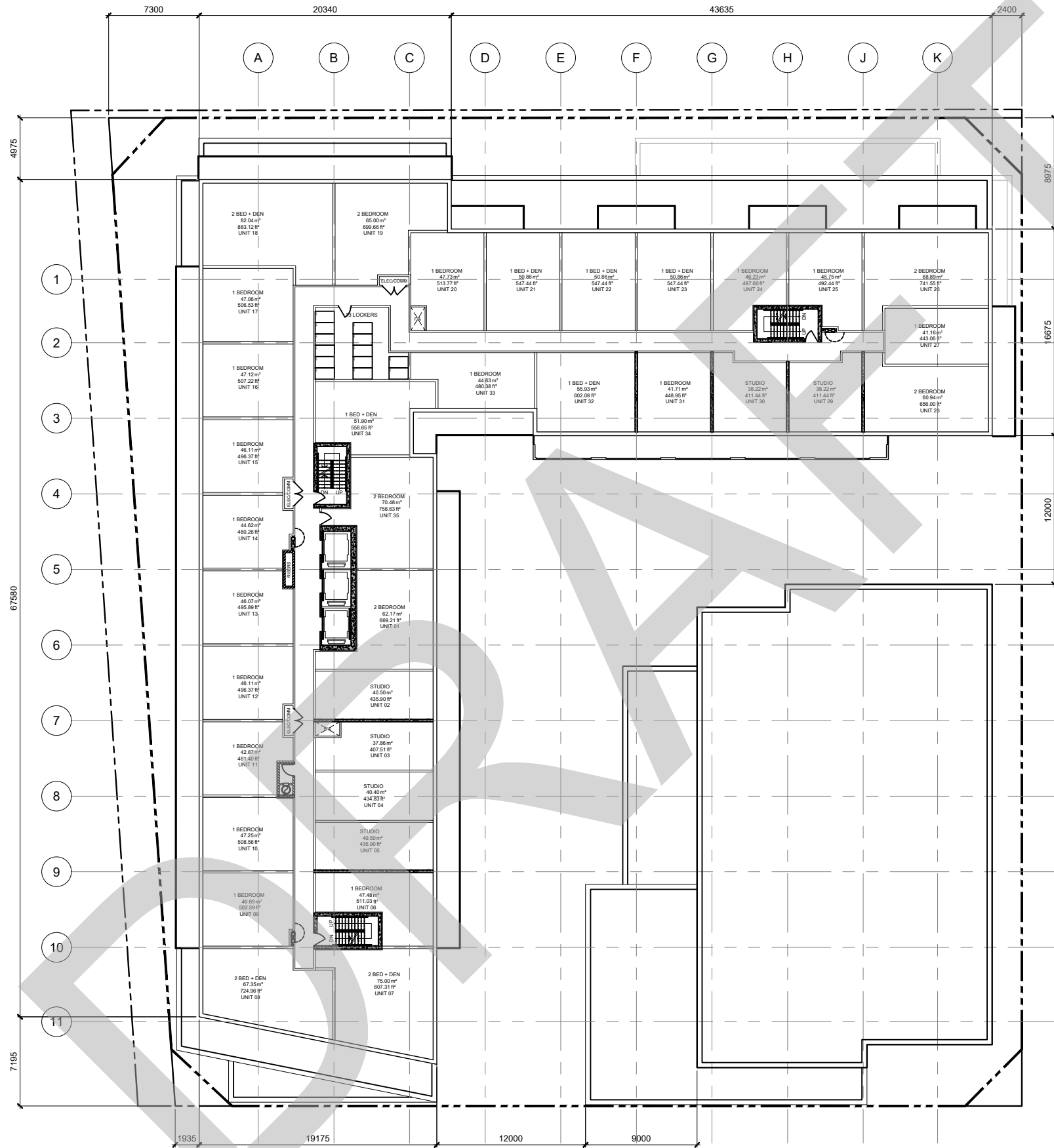
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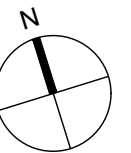
LEVELS 5-6

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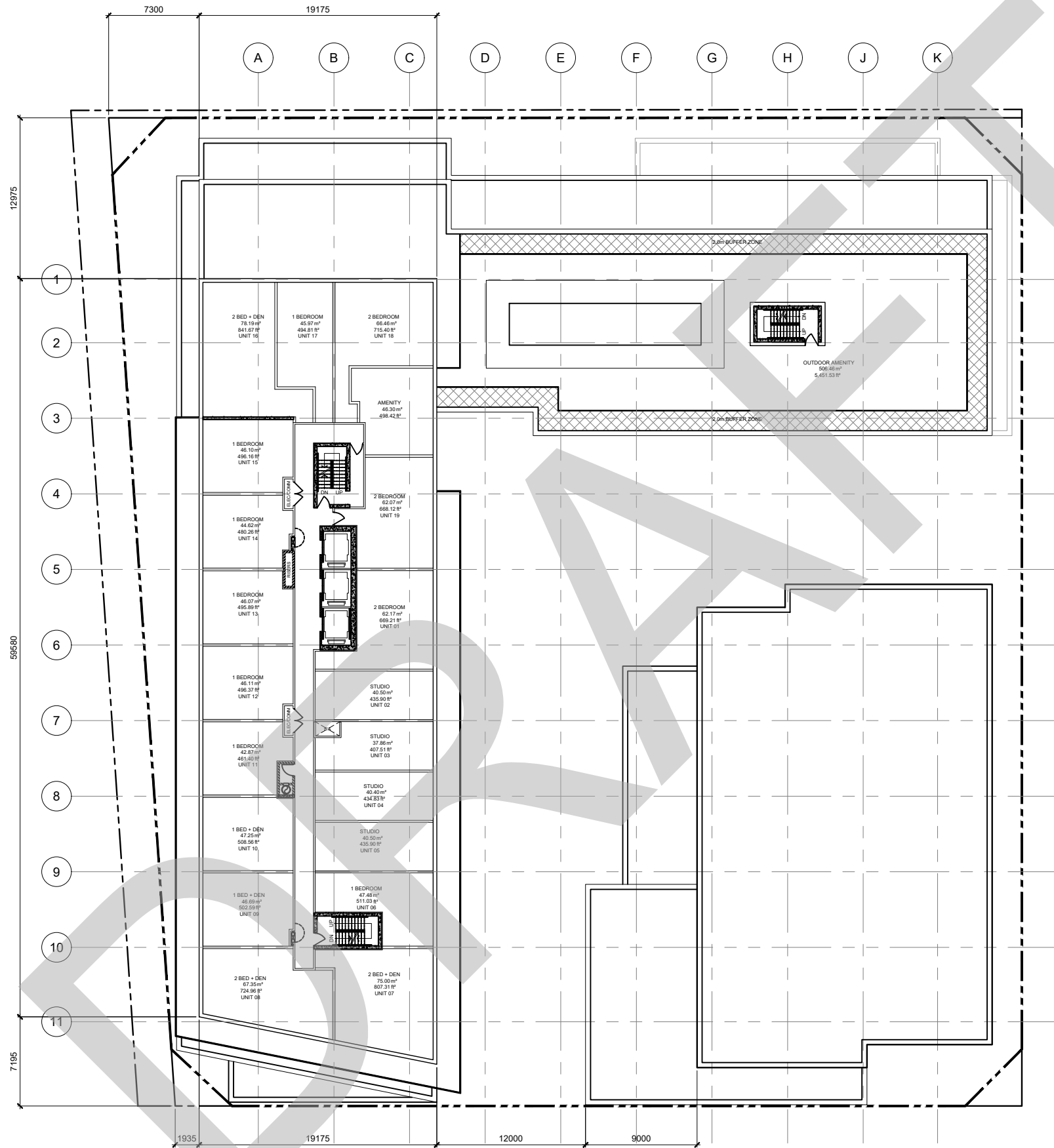
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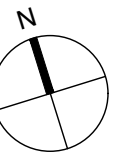
LEVELS 7-8

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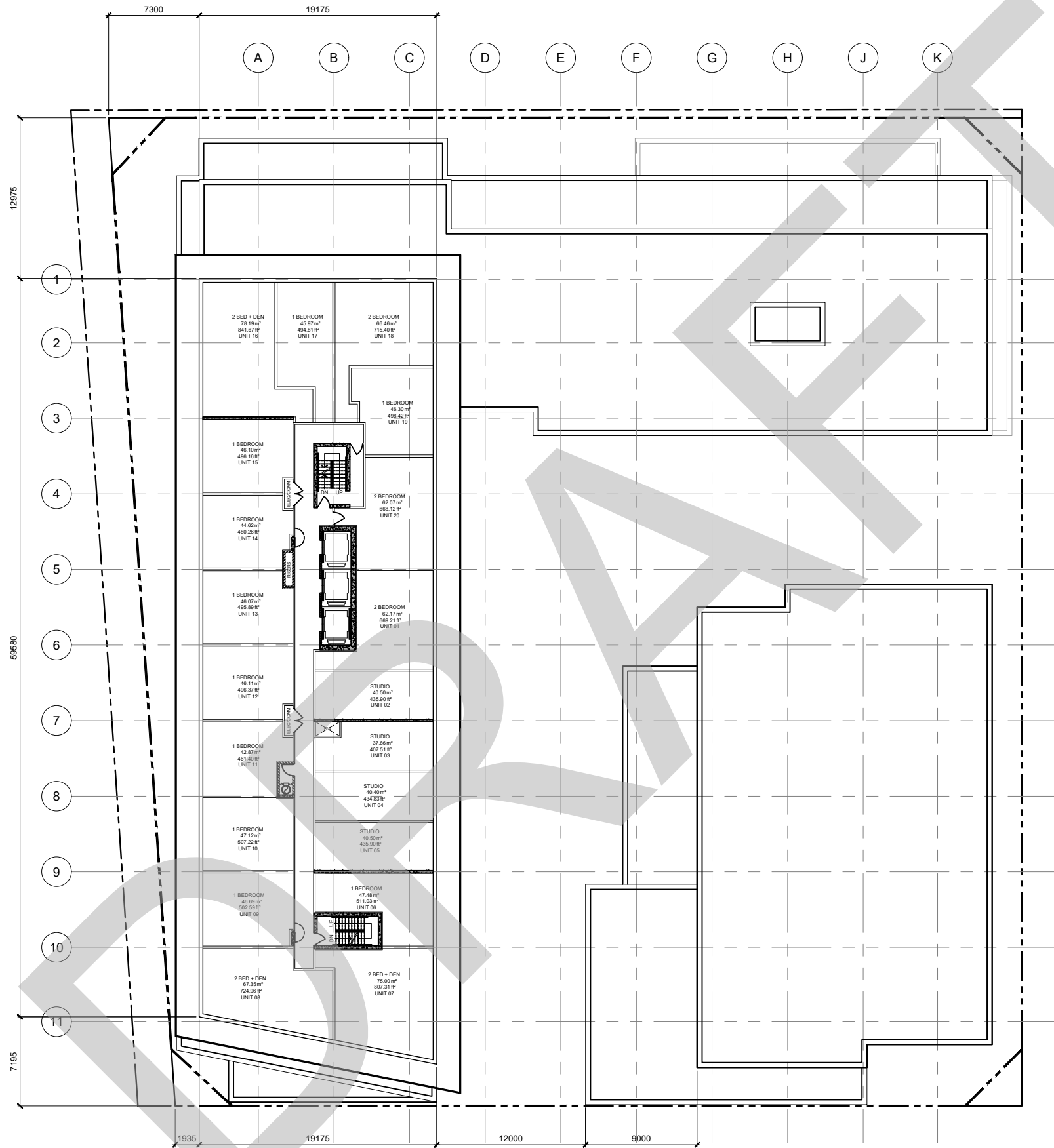
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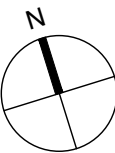
LEVELS 9-10

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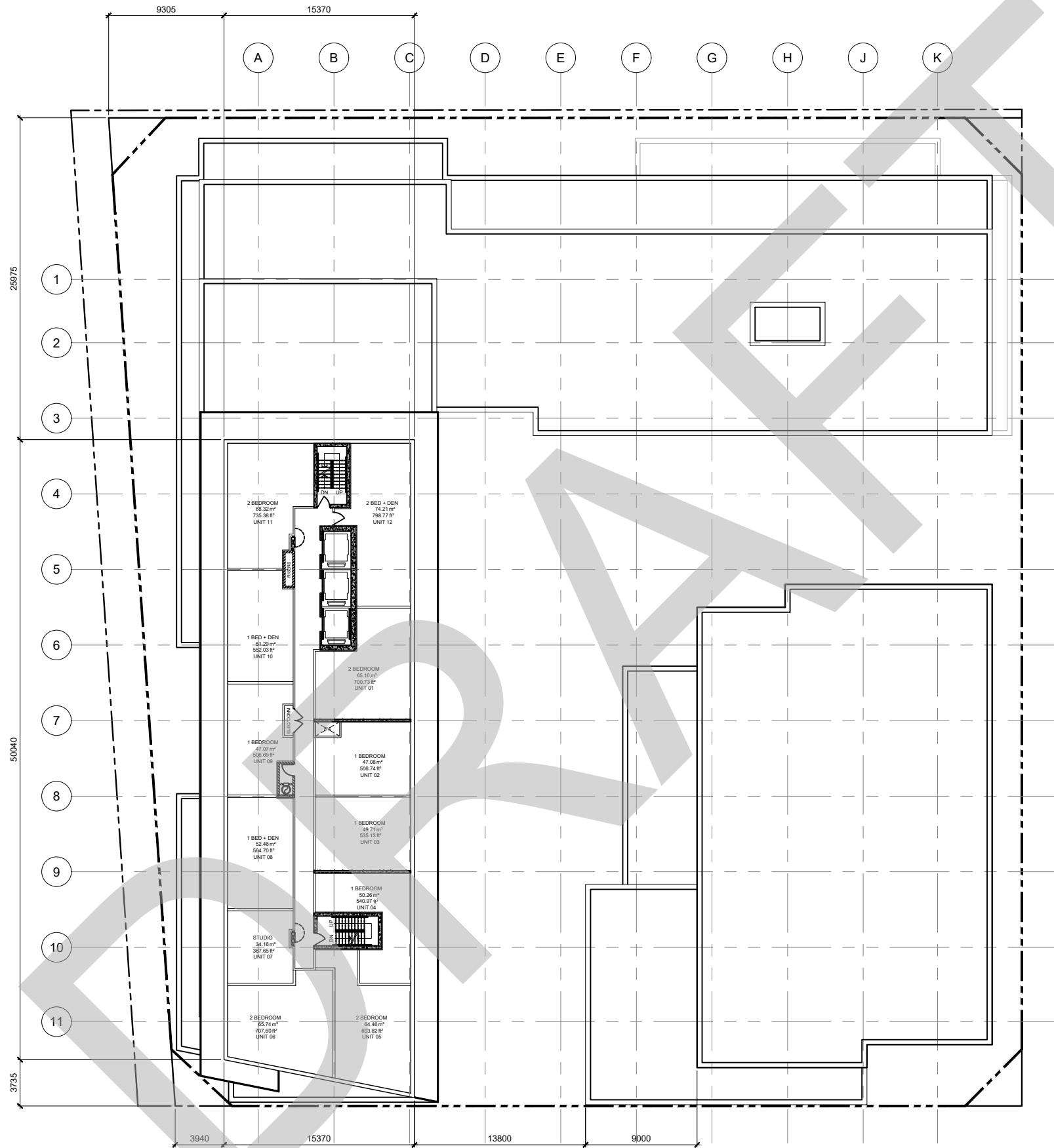
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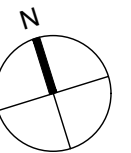
LEVELS 9-10

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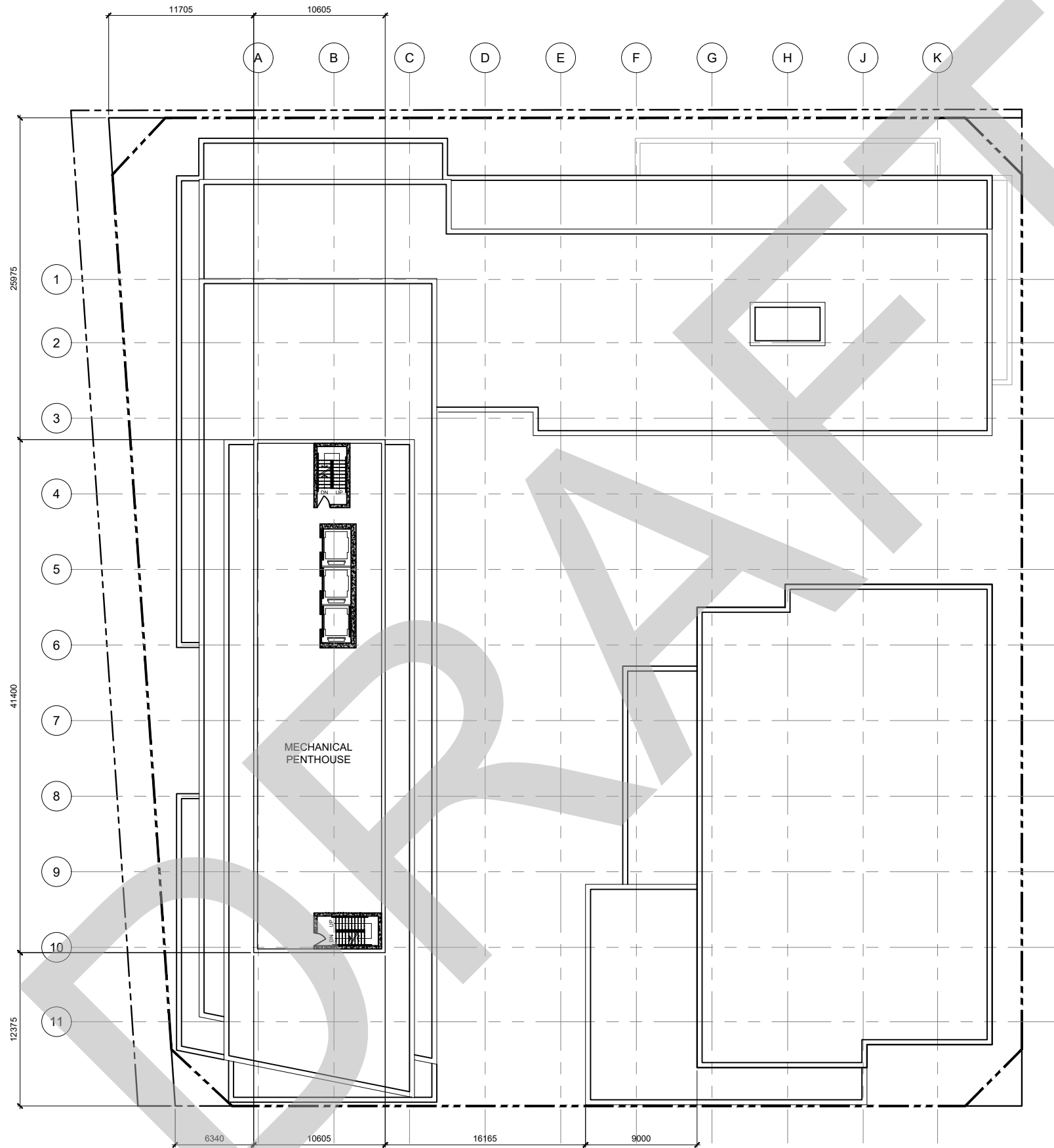
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LEVELS 11-14

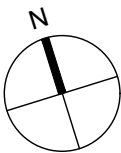
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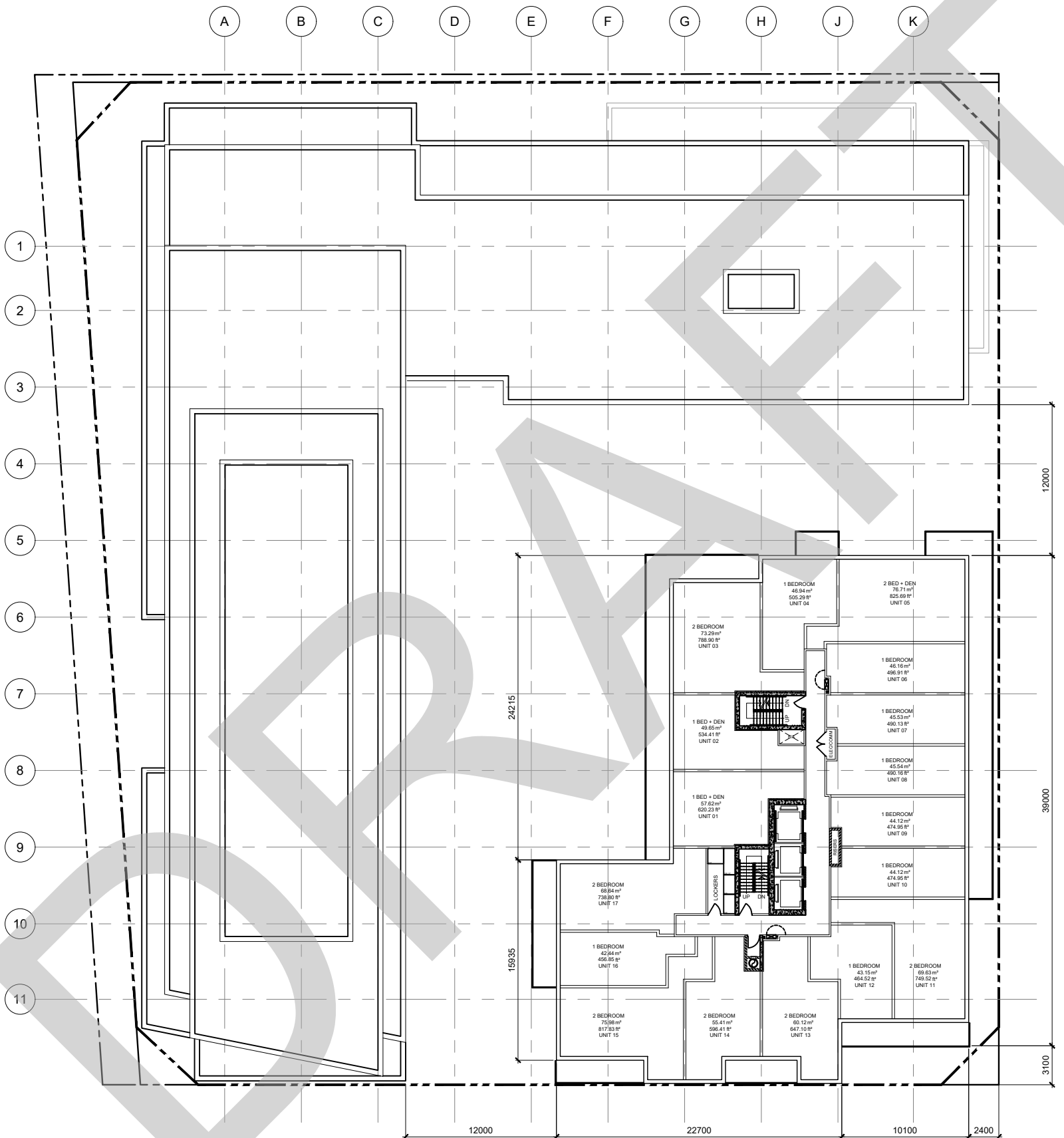
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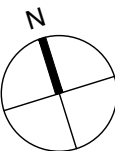
LEVELS 11-14

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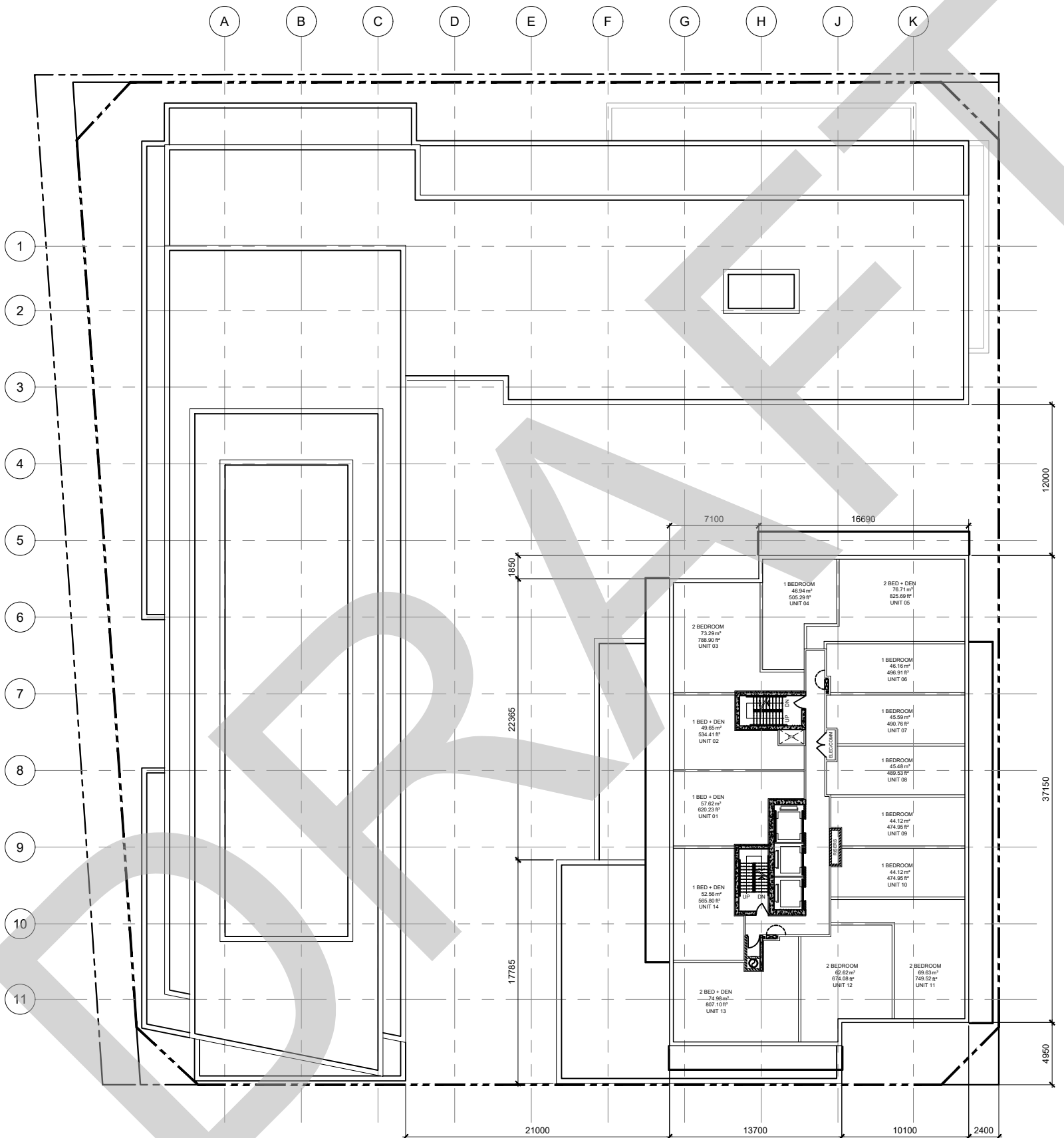
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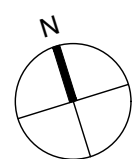
LEVELS 2-6

SCALE 1:400
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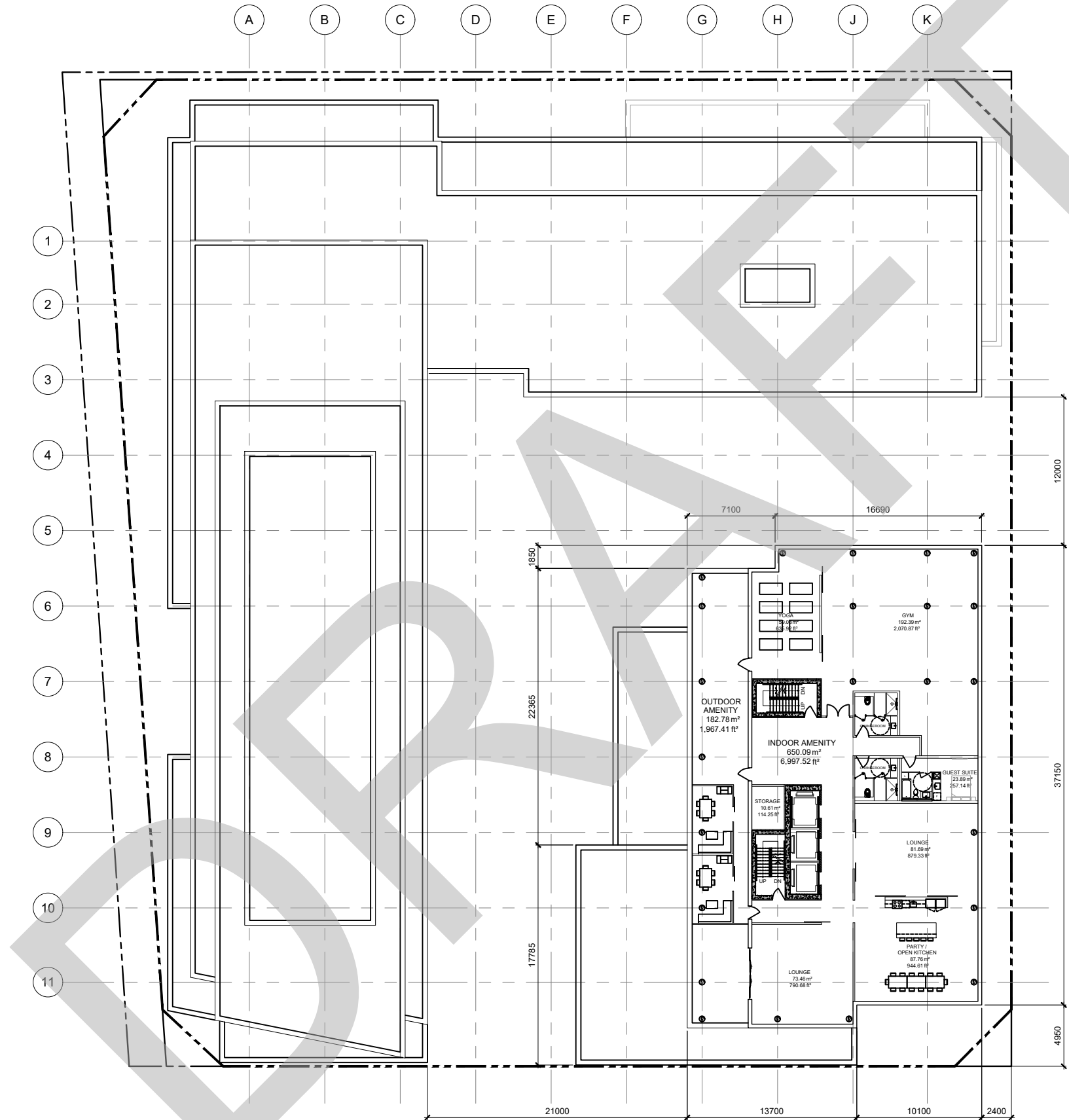
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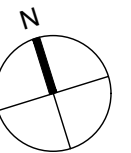
LEVELS 7-25

SCALE 1:400
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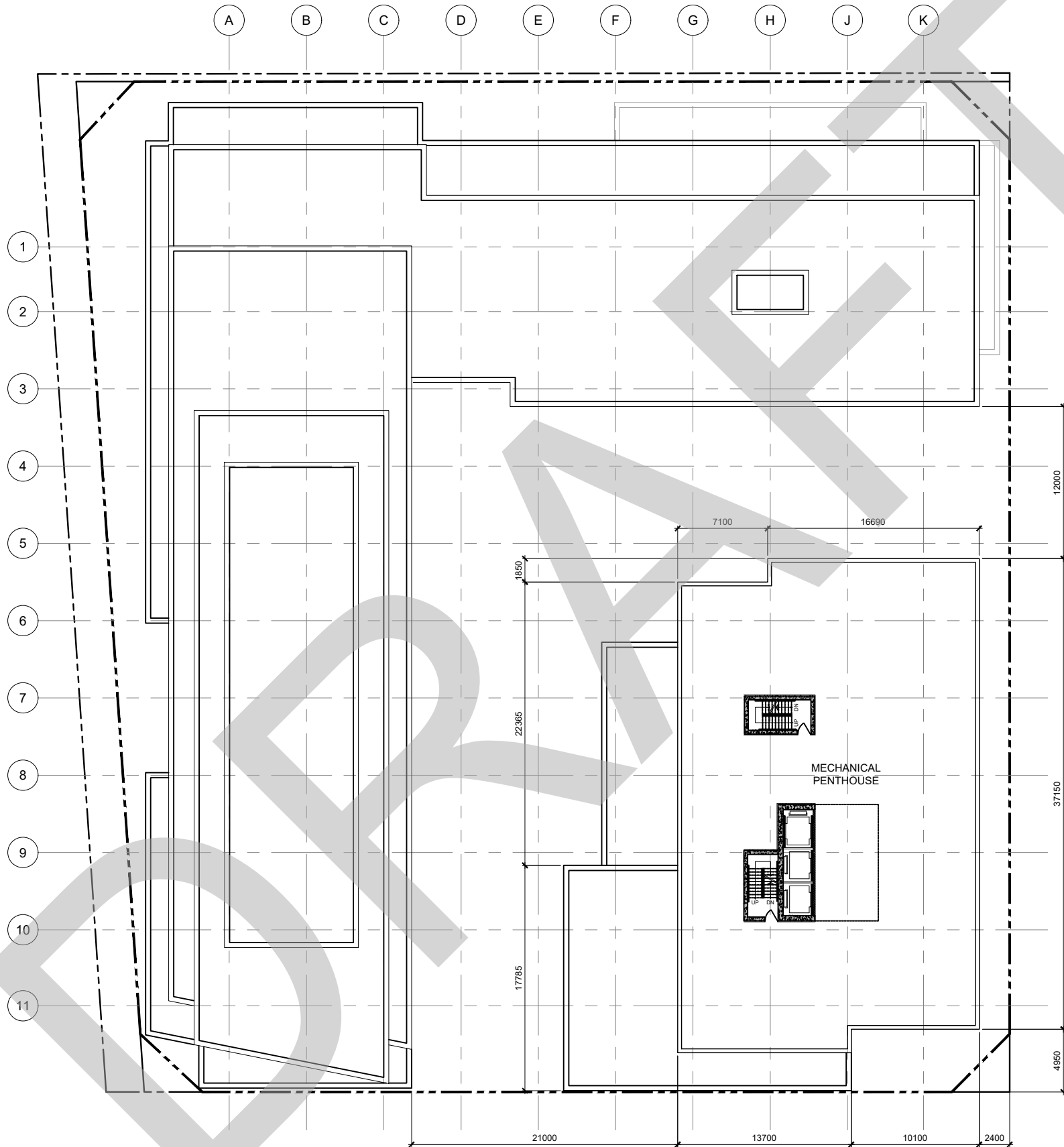
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LEVEL 26

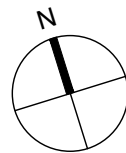
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**MECHANICAL
PENTHOUSE**

SCALE 1:400
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SHAPING GREAT COMMUNITIES

February 18, 2022

File: 17228

City of Hamilton
Committee of Adjustment
71 Main Street West, 5th Floor
Hamilton, ON
L8P 4Y5

Attn: Ms. Jamila Sheffield
Secretary-Treasurer

RE: 225 John Street South & 70-78 Young Street, Hamilton (Corktown Plaza)
Minor Variance Application
Related Site Plan Application: DA-21-112

Dear Ms. Sheffield:

On behalf of Corktown Plaza Inc., GSP Group is pleased to apply for a minor variance application for the property known municipally as 211-225 John Street South and 70-78 Young Street, more commonly known as Corktown Plaza.

The subject property is currently subject to conditional Site Plan Approval for a comprehensive redevelopment consisting of a 26-storey residential building and a 14-storey residential building atop a mixed-use podium containing commercial retail space.

In order to facilitate the proposed redevelopment, City Council approved a site-specific by-law in March 2021, which among other regulations, requires that parking be provided at a minimum rate of 0.6 parking spaces per unit.

Since the passing of the site-specific by-law, a number of circumstances have changed on the ground which have directly impacted the parking requirements of the subject lands. Most notably, a joint funding announcement was made by the provincial and federal governments in May 2021 committing funding to the capital costs of the King Street LRT project. Council subsequently ratified an MOU with Metrolinx and the Ministry of Transportation Ontario in September 2021 to

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883
162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477
gspgroup.ca

move forward with the LRT project. To this point, a Parking Justification Addendum has been prepared by Paradigm Transportation Solutions Limited, which found that:

“Based on the local data collected, a review of industry parking data, and policy framework, a parking supply of 0.44 spaces per unit is appropriate given existing demand and the anticipated improvements toward the sustainable transportation system.”

The proposed parking supply of 0.44 spaces per unit would accommodate 719 dwelling units based upon a total provision of 316 parking spaces ($719 \times 0.44 = 316.3$).

In support of this minor variance application, please find attached digital copies of the following items for your review and consideration:

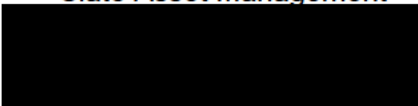
- A signed and commissioned Minor Variance Application form;
- A Parking Study Addendum, prepared by Paradigm Transportation solutions Ltd. and dated February 14, 2022;
- A Topographical Survey, prepared by R. Avis Surveying Inc. and dated August 29, 2017.
- Site Plan architectural drawing package, prepared by Core Architects Inc. and dated February 14, 2022; and
- A Council Waiver approved on January 19, 2022, to authorize Slate Asset Management to apply for a minor variance of a site-specific by-law approved within the last 2 years.

Fee Payment:

To collect the 2022 Minor Variance application fee of \$3,465.00 by credit card, please contact:

Danielle Statz

Slate Asset Management



Should you have any other questions, or require any additional information, please contact Stuart Hastings at [REDACTED]

Yours truly,

GSP Group Inc.

A handwritten signature in black ink, appearing to read 'Stuart Hastings'.

Stuart Hastings, MCIP, RPP
Planner

cc: via email *Veronica Green, Slate Asset Management*
 Adrian Tarapacky, Slate Asset Management

APPLICATION FOR A MINOR VARIANCE

FOR OFFICE USE ONLY.

APPLICATION NO. _____ DATE APPLICATION RECEIVED _____

PAID _____ DATE APPLICATION DEEMED COMPLETE _____

SECRETARY'S
SIGNATURE _____

The Planning Act

Application for Minor Variance or for Permission

The undersigned hereby applies to the Committee of Adjustment for the City of Hamilton under Section 45 of the *Planning Act*, R.S.O. 1990, Chapter P.13 for relief, as described in this application, from the Zoning By-law.

1, 2		MAILING ADDRESS	
Registered Owners(s)			
Applicant(s)*			
Agent or Solicitor			

Note: Unless otherwise requested all communications will be sent to the agent, if any.

3. Names and addresses of any mortgagees, holders of charges or other encumbrances:

n/a

Additional sheets can be submitted if there is not sufficient room to answer the following questions. Additional sheets must be clearly labelled

4. Nature and extent of relief applied for:

To permit a parking rate of 0.44 parking spaces per unit, whereas 0.60 spaces per unit is required.

☐ Second Dwelling Unit ☐ Reconstruction of Existing Dwelling
5. Why it is not possible to comply with the provisions of the By-law?

Please refer to the Parking Study Addendum prepared by Paradigm Transportation Consulting Ltd. submitted with this application for details.
6. Legal description and Address of subject lands (registered plan number and lot number or other legal description and where applicable, **street and street number**):

Legal: All of Lots 172, 173, 178, 179, 189, 190, 195, and 196 George Hamilton Survey (Registered Plan 1431)
Address: 211 and 225 John Street South, and 70 and 78 Young Street
7. PREVIOUS USE OF PROPERTY

Residential ☐ Industrial ☐ Commercial ☒
Agricultural ☐ Vacant ☐
Other _____

8.1 If Industrial or Commercial, specify use Retail Plaza

8.2 Has the grading of the subject land been changed by adding earth or other material, i.e. has filling occurred?
Yes ☒ No ☐ Unknown ☐

8.3 Has a gas station been located on the subject land or adjacent lands at any time?
Yes ☒ No ☐ Unknown ☐

8.4 Has there been petroleum or other fuel stored on the subject land or adjacent lands?
Yes ☒ No ☐ Unknown ☐

8.5 Are there or have there ever been underground storage tanks or buried waste on the subject land or adjacent lands?
Yes ☐ No ☐ Unknown ☒

8.6 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 ☐

8.7 Have the lands or adjacent lands ever been used as a weapon firing range?
Yes ☐ No ☐ Unknown ☒

8.8 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 ☐

8.9 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 ☒
- APPLICATION FOR A MINOR VARIANCE (January 1, 2022)

Page 2 of 6

8.10 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 ☐

8.11 What information did you use to determine the answers to 8.1 to 8.10 above?

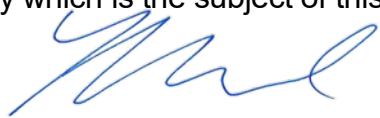
Owner's Knowledge. Phase II Environmental Assessment Summary Letter (Terraprobe).

8.12 If previous use of property is industrial or commercial or if YES to any of 8.2 to 8.10, 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 ☒
Phase II Environmental Assessment Summary Letter (Terraprobe) previously submitted as part of applications (UHOPA-18-17 / ZAC-18-041)

9. **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.

February 18, 2022
Date


Signature Property Owner(s)
Slate Holdings (Canada) ULS & Corktown Plaza
Lucas Manuel, Managing Director and Partner
Print Name of Owner(s)

10. Dimensions of lands affected:
Frontage 71.3 metres (Forest Avenue)
Depth ±80 metres
Area 0.59 hectares
Width of street Forest Ave. (±21.2m); John St. S. (±20.1m); Young St. (±18.6m); Catharine St. S. (±20.1m)

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:

1-storey retail plaza with 2-storey stand-alone buildings.

Proposed

To comprehensively redevelop the site for a 26-storey residential building and a 14-storey residential building atop a mixed-use podium containing commercial retail space. Please refer to Site Plan Application (DA-21-112) for further details.

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

Existing:

Please refer to Survey submitted with this application.

Proposed:

Please refer to Site Plan drawings, prepared by Core Architects, and submitted with this application.

13. Date of acquisition of subject lands:
2017
14. Date of construction of all buildings and structures on subject lands:
All existing buildings to be demolished.
15. Existing uses of the subject property (single family, duplex, retail, factory etc.):
Retail, Restaurants
16. Existing uses of abutting properties (single family, duplex, retail, factory etc.):
Single-detached, High-rise residential buildings, and commercial uses
17. Length of time the existing uses of the subject property have continued:
Since approximately the 1980s.
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:
Schedule E: Neighbourhoods; Schedule E-1: Mixed Use - Medium Density
20. Present Restricted Area By-law (Zoning By-law) provisions applying to the land:
Mixed Use Medium Density (C5) Zone, Exception: 739, Holding: H118
21. Has the owner previously applied for relief in respect of the subject property? (Zoning By-law Amendment or Minor Variance)
☒ Yes ☐ No
If yes, please provide the file number:
ZAC-18-041
- 21.1 If a site-specific zoning by-law amendment has been received for the subject property, has the two-year anniversary of the by-law being passed expired?
☐ Yes ☒ No
- 21.2 If the answer is no, the decision of Council, or Director of Planning and Chief Planner that the application for Minor Variance is allowed must be included. Failure to do so may result in an application not being “received” for processing.
Council passed a waiver on January 19th to authorize Slate Asset Management to apply for a minor variance of a site-specific by-law approved within the last 2 years. Waiver is attached to application.
22. Is the subject property the subject of a current application for consent under Section 53 of the *Planning Act*?
☐ Yes ☒ No
23. Additional Information (please include separate sheet if needed)
Paradigm Transportations Solutions has provided a Parking Study Addendum containing a justification for the reduced parking ratio.
24. 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.

14 February 2022
Project: (210651)

Veronica Green
Associate, Development
Slate Asset Management LP.
121 King Street West, Suite 200
Toronto, ON M5H 3T9

Dear Veronica Green:

RE: 211 JOHN STREET SOUTH – PARKING STUDY ADDENDUM

In June 2020, Paradigm Transportation Solutions Limited (Paradigm) prepared a Transportation Impact Study (TIS) and Parking Justification Study (PJS)¹ for the property at 211 John Street South, in the City of Hamilton.

The June 2020 PJS outlined a range of parking requirements that applied to the site's context. The review concluded that a parking supply was appropriate for the site at that time. The development received approval for a parking rate of 0.60 spaces per unit.

It should also be clarified that the June 2020 study did not expect the Light Rapid Transit (LRT) along King Street to be in place, given that the Province of Ontario halted the project in December 2019. However, this decision was reversed in May 2021 and ratified by Hamilton City Council in September 2021 to move forward with the LRT. A key transportation objective in intensification areas is to transform the primary travel mode to sustainable options (walking, cycling and Transit); the provision of the LRT will provide an incentive for a reduced parking demand through a shift in the mode of travel.

From the perspective of the supporting analysis, this submission by Paradigm represents an update to the June 2020 PJS. It addresses the critical changes to the context of the study area and the impacts these changes have concerning the site's overall parking supply.

¹ 211 John Street South, Hamilton Transportation Impact Study, Parking Justification and TDM Options Report Update, June 2020, Paradigm

Transit

The site is well served by various Hamilton Street Railway (HSR) transit routes that operate at all times during the majority of the day, as documented in the June 2020 study. The site is well situated relative to regional transit service (i.e., GO Transit) within a 330-metre walk from the subject site.

In addition to local and regional transit services, higher-order Transit is also expected to be available through the future LRT along King Street. As a critical transportation objective in intensification, areas are to transform the primary travel mode to sustainable options (walking, cycling and Transit); the provision of the LRT will provide an incentive for a reduced parking demand through a shift in the mode of travel.

The first phase of the line will run from McMaster University to Eastgate Square and provide 17 stops. The proposed rapid transit 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. A stop for the rapid transit line is proposed at King Street and James Street, a 10-minute walk from the site (800 metres).

A fundamental component of reducing vehicle trips and dependency on vehicle parking is through a robust and diverse transit service. The provision of an expansion to the transit network would significantly improve transit service for the immediate area. It would further help reduce vehicle demand and, in turn, reduce parking demand.

Cycling

There has been a dedicated bike lane along Hunter Street for several years, but a critical gap in from the GO Station between MacNab Street and Catherine Street. However, the city has addressed this gap through the recently completed Hunter Street bicycle lanes.

The Keddy Access Trail was only completed on 30 November 2020, and this 'gap' in the dedicated bicycle lane was completed at the end of 2021 before the original Parking Study was conducted. As a result, there is now a continuous separated bike lane along Hunter Street to the Keddy Access Trail (which provides access to and from the mountain).

The proximity of Corktown to Hunter Street and the completion of the dedicated bike lane together with the Keddy Access Trail enhances the overall quality of the bicycling network and the viability of using active transportation. Corktown residents now have an enhanced network to destinations across downtown and on Hamilton Mountain. The active transportation amenities make it easier for residents and visitors to include cycling as a primary travel mode.



Existing Travel Characteristics

The site is located within central Hamilton, in an established area of the city. Its location along several transit routes, regional transit service and within walking distance of a future higher order transit service (LRT) provides a high level of transit accessibility. The transit accessibility and proximity of amenities afforded to the area offer various non-automobile transportation options for area residents, employees, and visitors.

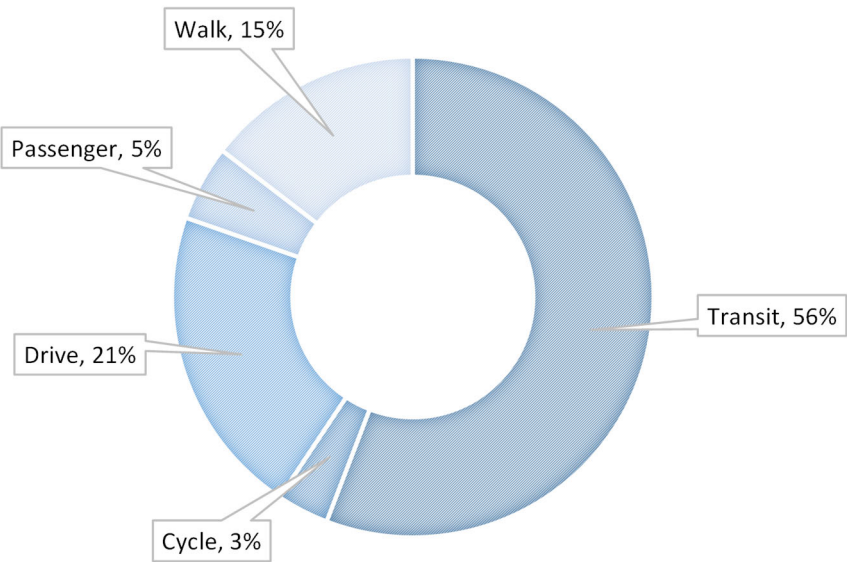
The 2016 Transportation Tomorrow Survey (TTS) data provides information relating to origin and destination patterns and travel mode choice for trips made within Southwestern Ontario.

A review of the travel characteristics information provided by TTS for residents generally with Ward 2 confirms that a high proportion of travel is undertaken using non-auto means. This will, in turn, reduce the need for residents, employees, and visitors to operate a vehicle regularly and, in fact, in the case of area residents, to own a car.

Mode Share

A review of the TTS travel characteristics of residential trips being made to/from the area during the weekday periods is provided in **Table 1**. Notably, residents make the majority of trips, close to 75% by non-auto means, including Transit, cycling and walking.

TABLE 1: AREA MODAL SPLIT



Vehicle Ownership

Vehicle ownership rates among apartments generally within Ward 2 were reviewed to understand better the household and trip characteristics. The data demonstrate that approximately 63% of households do not own a vehicle. A further review of the data indicates 37% own one car, and no household surveyed owned two or more. This can be further refined to a vehicle ownership rate of 0.37 vehicles per hour.

Transportation Planning Context

The transportation context includes direction provided by recently completed and ongoing planning initiatives to transform the site area. Overall, the initiatives described in the following sections seek to improve the public realm and non-auto modes of travel while appropriately accommodating intensification and new development.

Metrolinx 2041 Transportation Plan

Metrolinx launched the 2041 Transportation Plan in 2018, which includes the regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). This plan provides even more people with access to fast, frequent and reliable Transit and makes it easier for travellers to use Transit or travel by bike or foot. While Metrolinx authored this plan, it was developed closely through a comprehensive public engagement strategy with over 30 GTHA municipalities (including Hamilton) to create an integrated multi-modal regional transportation plan.

The plan's primary objectives include, but are not limited to:

- ▶ Designing communities, transit stations and Mobility Hubs to support transit use and active transportation;
- ▶ Using parking demand strategies to encourage car-sharing and other modes besides the car;
- ▶ Addressing the beginning and end of a traveller's journey—the first- and last-mile;
- ▶ Optimizing the use of roads and highways to support Transit and goods movement; and
- ▶ Embedding design excellence, sustainability and universal access in transit planning.

As part of the 2041 Transportation Plan, the role of parking management in land use planning in that current Zoning Bylaws were not doing enough to curb future developments' dependency on vehicle travel. The 2041 Transportation Plan presents an opportunity to make parking management a priority. Parking policies should coordinate off-street parking supply with transit expansion and support other alternatives to driving. As a result, a comprehensive approach to applying best practices in parking management is even more necessary today, given on-demand services and autonomous vehicles are likely to change the demand for off-street parking.



As part of the Metrolinx 2041 Transportation Plan, parking management for the site will positively impact and optimize the development to take full advantage of the evolving transportation context of the area such that Transit will become more accessible to area residents with the provision of the LRT.

Transportation Master Plan

The city's recent update to the Transportation Master Plan (TMP) in 2018 contemplated a new vision for a balanced transportation system that supports economic growth and health and safety communities.

As for parking, both transportation and land use patterns coupled with effective parking management strategies can support modal choice and active modes of travel, transit-oriented development, and ultimately economic growth.

As Hamilton shifts towards a balanced approach to transportation, best practices focus on setting maximum parking standards instead of minimum parking standards to ensure parking supply is balanced with mode share targets and urban design objectives.

The site will positively impact and optimize the development to take full advantage of the evolving transportation context of the area. Transit will become more accessible to area residents with the provision of the LRT. The site will continue to support the strategies laid out in the TMP as the parking management strategy will contribute to a balanced transportation network.

Transportation Demand Management

The City of Hamilton, in 2015, drafted the Transportation Demand Management (TDM) for Development policy that actively engages the development community to integrate Travel Demand Management (TDM) in all current and future development applications.

TDM strategies that modify travel behaviour are essential to lessening the demand for parking. In addition to City-wide initiatives to invest in Transit and active transportation, reducing drive-alone trips and the following programs can support a reduced parking supply:

- ▶ Carpooling permit program and carpool matching system (current Smart Commute Program);
- ▶ Increasing car-share spaces;
- ▶ Promoting one-way car share and developing strategies around on-street parking usage of car-share vehicles;
- ▶ Increasing number of secure bike storage lockers by reviewing underutilized space in current parking facilities;
- ▶ Increasing parking supply in areas that easily connect to ride-share or walkable paths;



- ▶ Developing a curb-side management strategy which will assist both ride-share services and Autonomous Vehicle Technology (AVT); and,
- ▶ Supporting bike share by adding revenue streams to provide funding.

The development actively engages and incorporates TDM to influence travel behaviour for all residents through unbundled parking and an appropriate bicycle parking supply (385 spaces). As TDM is closely linked with reducing vehicle trips, an added benefit is the reduction and need for on-site parking.

Provincial Policy Framework

The Growth Plan for the Greater Golden Horseshoe (Ministry of Infrastructure, 2020) Provincial Policy Statement (MMAH, 2020) all directly call for a shift away from automobile travel and towards more sustainable forms of transportation, including transit and active transportation:

- ▶ The Growth Plan outlines that growth in population and employment will be accommodated by reducing dependence on automobiles through the support and development of mixed-use, transit-supportive, pedestrian-friendly urban environments (Ministry of Infrastructure, 2020 – Section 4.2.10);
- ▶ The Provincial Policy Statement (PPS) states that land-use patterns should “minimize the length and number of vehicle trips, and support current and future use of transit and active transportation” (MMAH, 2020 – Section 1.6.7.4);

Hamilton Climate Emergency

Hamilton’s City Council has recognized the impacts of climate change in Hamilton “not only cause millions of dollars of infrastructure damage, but damages homes, businesses, and puts people at increased risk to their health and safety.” The council unanimously passed a motion to declare a climate emergency on 27 March 2019 and directed staff to form a Corporate Climate Change Task Force (CCCTF). The CCCTF aims to support a culture shift, ensuring that a climate change lens is incorporated into routine work across all City departments.

The CCCTF’s nine Corporate Climate Change Goals identify areas of focus of Hamilton’s corporate-wide approach to reduce GHG emissions. These goals include:

- ▶ buildings
- ▶ active and sustainable travel
- ▶ transportation
- ▶ planning
- ▶ procurement
- ▶ protect and restore the natural environment
- ▶ climate adaptation
- ▶ diversity, health, and inclusion; and



- education and awareness.

Of importance are the goals of the Community Energy Plan². Specifically, the city will work toward being a net carbon-neutral community by 2050, with an interim target of reducing emissions by 50% by 2030. However, to meet the 2050 goal, the city will need to offset carbon dioxide emissions by purchasing carbon offsets or further reducing emissions.

To meet the city's emissions target, meaningful change is required as soon as possible. If Hamilton's current emissions patterns do not decrease, the city is on pace to emit 9.6 MtCO₂e by 2050, a 10% increase in GHG. As the climate emergency declaration is a Council priority, the importance of supporting a low carbon re-development project that places a focus on reduced vehicle trips is apparent.

While single-occupant vehicle trips are commonly targeted in transport policies, they are only a consequence of the spatial layout and densities of the accompanying land uses. Therefore, there is merit in targeting the underlying cause of these carbon emissions rather than solely focusing on policies to reduce private vehicle use.

Parking management has an important role to play as an instrument to reduce carbon emissions³. In this respect, car parking is the “glue” between these facets of the land use and transport environment. In addition, car parking is a critical factor that can be targeted relatively quickly by planners and their municipal plans.

The transportation sector is currently responsible for 23% of Canada's GHG emissions⁴ and offers tremendous opportunities for significant emissions reduction. Municipalities in Canada are lagging behind other countries in supporting zero-emission vehicles and other sustainable transportation policies. To provide any meaningful change, cities need to drive a transition towards zero and low-emissions transportation modes, increase the use of cleaner fuels, expand public transit ridership, and encourage denser, mixed-use communities.

Significant encouragement is needed to reduce greenhouse gas emissions related to the transportation sector to shift travel modes from single-occupant vehicles towards public Transit, auto-share and active transportation.

Transportation Planning Context Summary

Traditionally, transportation networks focused on increasing the road network's capacity to accommodate more vehicles. However, as outlined in the City of Hamilton's Transportation Master Plan (TMP), the transportation system needs to look at a “balanced needs” approach that encourages alternative modes of transportation. The City's TMP also identifies that an integrated and multi-modal transportation system will be achieved by shifting more trips away

² Sustainability Solutions Group and whatIf? Technologies, City of Hamilton Community Energy Plan, 30 November 2020.

³ Parking as a tool to reduce carbon emissions, McCormick Rankin Cagney Pty Ltd, 2009

⁴ Reducing GHG Emissions in Canada's Transportation Sector, Clean Energy Canada, June 2016.



from the private car and encouraging more sustainable transportation options, such as walking, biking, Transit, and car-sharing.

The intent is to reprioritize mobility to balance the transportation system. A more sustainable city requires an integrated transportation system that supports a compact urban form. Bringing jobs, housing services, and amenities closer encourages non-automobile modes of travel, providing more choice to Hamilton residents.

Parking Supply Influence

The parking supply is one of the essential measures to shift demand away from vehicles to sustainable travel modes. Recent research indicates that an area with more parking influences a higher demand for more automobile use.

- ▶ A New York City study of three boroughs showed a clear relationship between guaranteed vehicular parking at home and a greater tendency to use the automobile for trips made to and from work, even when Transit well serves both work and home. The study infers that driving to other non-work activities is also likely to be higher for households with guaranteed vehicular parking⁵.
- ▶ A study of households within a two-mile radius of ten rail stations in New Jersey was undertaken. The study concluded that if development near transit stations is developed with a high parking supply, those developments will not reduce automobile use compared to developments located further away from transit stations. That parking supply can undermine the incentive to use Transit that proximity to Transit provides⁶.
- ▶ A study of nine cities across the United States looked at whether city-wide changes in vehicular parking cause automobile use to increase or whether minimum parking requirements are an appropriate response to the already rising automobile use. The study concluded that: “parking provision in cities is a likely cause of increased driving among residents and employees in those places.”⁷

As stated, and recognized by the city, a key transportation objective in intensification areas is to transform the primary travel mode to sustainable options (walking, cycling and Transit); the provision of the LRT will provide an incentive for a reduced parking demand through a shift in the mode of travel. The higher service frequency, lower travel times and longer span of service are likely to attract existing riders who may presently drive and are expected to result in newcomers to the area deferring automobile purchases. Consequently, future parking demand is expected to be lower than present levels when this service is operational. This provides further merit and support for a reduced parking supply as keeping consistent with the status quo for the area will likely necessitate achieving these goals.

⁵ Rachel Weinberger, Death by a thousand curb-cuts: Evidence on the effect of minimum parking requirements on the choice to drive. Transport Policy, 20, March 2012.

⁶ Daniel Chatman, Does Transit-Oriented Development Need the Transit? Access, Fall 2015.

⁷ Chris McCahill, et al., Effects of Parking Provision on Automobile Use in Cities: Inferring Causality, Transportation Research Board, November 13, 2015.



Parking Demand Data

A review of actual parking demands likely to be generated by the proposed development has been considered. The “real” demand is based upon a review of parking demand technical resources and information collected by Paradigm and others at comparable land uses. The established demands consider several influencing factors in play, including market demands and the effects of interaction between uses.

Institute of Transportation Engineers

Numerous industry associations and institutions are dedicated to surveying and reviewing parking requirements related to various land uses. These associations, such as the Institute of Transportation Engineers (ITE), collect, review, and disseminate parking demand, supply, and appropriate design standards. This data helps establish a typical range of requirements. The most recent ITE parking generation manual available is the fifth edition⁸ and is a comparative starting point to determine baseline assumptions.

This study includes ITE parking demand rates as guidelines to benchmark how the proposed supply compares to industry standards based on collected data at various proxy sites. The following ITE Land Use Code (LUC) was reviewed:

- ▶ LUC 222 (Multifamily Housing High-Rise): High-rise multi-family housing includes apartments and condominiums with more than ten residence levels (floors). They are likely to have one or more elevators.

The requirements specified by ITE’s Parking Generation for Multi-Family High-Rise dwellings vary between 0.46 (City Centre Core) – 0.55 (Dense Multi-Use Urban) spaces per unit. The Dense-Multi-Use Urban environment also has secondary criteria, and that is for sites within 800 metres of rail transit; under these criteria, a parking supply of 0.44 spaces per unit would be appropriate. It is recognized that the site is located out of the Downtown area; however, it can be classified as a Dense Multi-Use Urban area that is within 800 metres of a future LRT station and existing regional transit station. Based on this updated review, a parking supply of 0.44 spaces per unit is supportable and appropriate.

Local Proxy Demand

The previous parking study (June 2020) included a review of parking surveys conducted at a site in Hamilton. The surveys site included:

- ▶ 187 Park Street South – This site contains 138 residential units with a 50/50 split between one-bedroom and two-bedroom units and is approximately 500 metres from the proposed development. Parking demands at this location were observed at 0.67 spaces per unit and are likely reflective of a higher demand based on the higher portion of two-bedroom units.

⁸ ITE Parking Generation 5th Edition, Washington DC, 2019.



In addition, Paradigm has also reviewed several additional residential parking studies within the proximity to the site completed by NextTrans⁹. The details of the parking surveys are noted as follows:

- ▶ 175 Catharine Street South – This site contains 93 residential units and is approximately 100 metres from the proposed development. Parking demands at this location were observed at 0.58 spaces per unit.
- ▶ 100 Forest Avenue – This site contains 218 residential units and is approximately 150 metres from the proposed development. Parking demands at this location were observed at 0.44 spaces per unit.
- ▶ 123 Charlton Avenue – This site contains 233 residential units and is approximately 150 metres from the proposed development. Parking demands at this location were observed at 0.61 spaces per unit.

The average local parking demand is 0.58 spaces per unit. These rates are comparable to the current context. They are also in line with the current rates for ITE under the Dense Multi-Use Urban form factor, not considering rail transit availability.

However, planned local transportation improvements (LRT) will significantly improve the quality of transit service for future residents and visitors of the site. The Region of Waterloo's Travel Demand Management Implementation Checklist quantifies the estimated reduction in parking demand. It is used as a supplementary guideline for specific parking reductions for developments located within a rapid transit corridor. The estimated reduction in parking demand due to various non-auto travel supportive measures, developments within 800 metres of a rapid transit station qualify for up to a 24% reduction in parking requirements based on proximity to planned high-quality transit services.

Applying this to the average observed parking demand for the current area, a parking supply of 0.44 spaces would be appropriate, consistent with the ITE rates for Dense Multi-Use Urban within proximity to rail transit.

⁹ Parking Study and Analysis Addendum, 117 Forest Avenue and 175 Catherine Street South, NexTrans, December 2017.



Parking Supply Summary

Minimum parking requirements have long been a staple of planning regulations based on some formulation. These regulations, unfortunately, have been driven by auto-centric engineering models. Over the past seven decades, the built form in Hamilton has evolved significantly. Recent changes in transportation technology and services, characterized by ride-hailing and automobile sharing, and the emerging technologies dominated by autonomous vehicles (AVs) suggest that automobile ownership is likely to experience declines in the future.

Maintaining the status quo (parking supply) will not advance the policies outlined in local and provincial policies (Growth Plan for the Greater Golden Horseshoe, Provincial Policy Statement, 2041 Metrolinx Regional Plan, Climate Change Goals). These policies call for a shift away from automobile travel and towards sustainable forms of transportation. This shift is considered even more crucial for areas in and around future rapid transit stations that can capitalize on the improved transit network.

The City's TMP emphasizes the importance of embracing sustainability and creating a vision for complete compact communities served by streets made for walking, cycling, and an attractive transit system. This vision is supported by policies to reduce auto dependence and limit the amount of land occupied by automobile parking. The transportation policies are deliberately interspersed with the land-use policies to emphasize the importance of considering both areas to achieve the overall vision of complete compact communities.

The intent is to reprioritize mobility to balance the transportation system. A more sustainable city requires an integrated transportation system that supports a compact urban form. Bringing jobs, housing services, and amenities closer encourages non-automobile modes of travel, providing more choice to Hamilton residents.

The June 2020 PJS outlined a range of parking requirements that applied to the site's context. The review concluded that a parking supply of 0.60 spaces per unit was appropriate for the site at that time. It should also be clarified that the June 2020 study did not expect the Light Rapid Transit (LRT) along King Street to be in place, given that the Province of Ontario halted the project in December 2019. However, this decision was reversed in May 2021 and ratified by Hamilton City Council in September 2021 to move forward with the LRT.

As a result of the reversal with the LRT now planned to proceed wholly, parking demand for the site is expected to be lower than the previously approved rate. This has been devised based on observed local parking utilization surveys and the estimated reduction in parking demand resulting from transit improvement, mainly the site being within 800 metres of a future rapid transit station.

The Region of Waterloo developed a Travel Demand Management Implementation Checklist that quantifies the estimated reduction in parking demand for developments near a rapid transit corridor. The estimated reduction in parking demand for Sites within 800 metres of a rapid transit station qualifies for up to a 24% reduction in parking based on the notion that planned high-quality transit services will be available for the community. Applying this to the average



observed parking demand for the current area and the previously approved parking rate, a parking supply of 0.44 spaces would be most appropriate. This rate is consistent with secondary source data (ITE) for high-density development within 800 metres of a rail station.

Based on the local data collected, a review of industry parking data, and policy framework, a parking supply of 0.44 spaces per unit is appropriate given existing demand and the anticipated improvements towards the sustainable transportation system.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Adam J. Makarewicz
Dipl.T., C.E.T. MITE
Senior Project Manager



Stew Elkins
B.E.S., MITE
Vice President

