



Hamilton

COMMITTEE OF ADJUSTMENT

City Hall, 5th floor, 71 Main Street West, Hamilton, ON L8P 4Y5

Telephone (905) 546-2424, ext. 4221, 3935

E-mail: cofa@hamilton.ca

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-22:203	SUBJECT PROPERTY:	405 MAIN STREET W, HAMILTON
ZONE:	"C5, E298" and "D" (Mixed Use Medium Density and Urban Protected Residential – 1 & 2 Family Dwellings, etc.)	ZONING BY-LAW:	Zoning By-law 05-200 & 6593, as Amended 17-240

APPLICANTS: Owner 3H Properties 405 Main Street W. No. 1 General Partnership Inc.

The following variances are requested:

1. A finished floor elevation of 0.0 metres above grade shall be permitted for any dwelling unit, instead of the requirement that the finished floor elevation of any dwelling shall be a minimum of 0.9 metres above grade.
2. The portion of the building providing an access driveway to a garage shall be permitted to be setback 32.0 metres from a street line, instead of the maximum 6.0 metres permitted.
3. A minimum rear yard of 4.0 metres shall be permitted instead of the minimum required rear of 7.5 metres.
4. A minimum façade height of 6.70 metres shall be permitted, instead of the minimum required façade height of 7.5 metres for any portion of a building along a street line.
5. A minimum westerly side yard of 10.88 metres shall be permitted for the portion of the building above 14.48 metres, instead of the requirement that any building height above 11.0 metres may be equivalently increased as the yard increases beyond the minimum 7.5 metre side yard requirement when abutting a Residential Zone (i.e. a "D" District pursuant to Hamilton Zoning By-law No. 6593) to a maximum of 22.0 metres.
6. A principal entrance shall be permitted to be located within the ground floor façade that is recessed in the building and is not set back closest to the street, instead of the requirement that a minimum

of one (1) principle entrance shall be provided within the ground floor façade that is set back closest to a street.

7. A loading door shall be permitted to be located in a yard abutting a street and not be screened from view by a visual barrier, instead of the requirement that a loading door and associated loading facilities shall not be permitted in any yard abutting a street, except where screened from view by a visual barrier.
8. A minimum of nineteen (19) parking spaces shall be provided, instead the minimum twenty-seven (27) parking spaces required.
9. A transformer associated with a Multiple Dwelling shall be permitted to be located in a “D” District pursuant to Hamilton Zoning By-law No. 6593, which does not permit the use of a Multiple Dwelling.

PURPOSE & EFFECT: To facilitate the construction of a seven (7) storey multiple dwelling consisting of 96 dwelling units.

Notes:

1. The proposed development is subject to the issuance of a building permit in the normal manner. Be advised that Ontario Building Code regulations may require specific setbacks and construction types.
2. The requested variances are required to facilitate Site Plan Application No. DA-22-051. Please note that a full zoning compliance review has not been completed as part of the submitted minor variance application; as such, the variances have been written as requested by applicant.

This Notice must be posted by the owner of any land which contains seven or more residential units so that it is visible to all residents.

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

DATE:	Thursday, July 28, 2022
TIME:	3:05 p.m.
PLACE:	Via video link or call in (see attached sheet for details)
	2nd floor City Hall, room 222 (see attached sheet for details), 71 Main St. W., Hamilton
	To be streamed (viewing only) at www.hamilton.ca/committeeofadjustment

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

- Visit www.hamilton.ca/committeeofadjustment
- Email Committee of Adjustment staff at cofa@hamilton.ca

- Call 905-546-CITY (2489) or 905-546-2424 extension 4221, 4130, or 3935

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, calling in, or attending in person. Please see attached page for complete instructions, including deadlines for registering to participate virtually.



Subject Lands

DATED: July 12, 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, and may include posting electronic versions.

PARTICIPATION PROCEDURES

Written Submissions

Members of the public who would like to participate in a Committee of Adjustment meeting are able to provide comments in writing or via email in advance of the meeting. Comments can be submitted by emailing cofa@hamilton.ca or by mailing the Committee of Adjustment, City of Hamilton, 71 Main Street West, 5th Floor, Hamilton, Ontario, L8P 4Y5. **Comments must be received by noon two days before the Hearing.**

Comment packages are available two days prior to the Hearing and are available on our website: www.hamilton.ca/committeeofadjustment

Oral Submissions

Members of the public are also able to provide oral comments regarding Committee of Adjustment Hearing items by participating Virtually through Webex via computer or phone or by attending the Hearing In-person. Participation Virtually requires pre-registration in advance. Please contact staff for instructions if you wish to make a presentation containing visual materials.

1. Virtual Oral Submissions

Interested members of the public, agents, and owners must register by noon the day before the hearing to participate Virtually.

To register to participate Virtually by Webex either via computer or phone, please contact Committee of Adjustment staff by email cofa@hamilton.ca. The following information is required to register: Committee of Adjustment file number, hearing date, name and mailing address of each person wishing to speak, if participation will be by phone or video, and if applicable the phone number they will be using to call in.

A separate registration for each person wishing to speak is required. Upon registering for a meeting, members of the public will be emailed a link for the Webex meeting the Wednesday afternoon before the hearing. The link must not be shared with others as it is unique to the registrant.

2. In person Oral Submissions

Interested members of the public, agents, and owners who wish to participate in person must sign in at City Hall room 222 (2nd floor) no less than 10 minutes before the time of the Public Hearing as noted on the Notice of Public Hearing.

We hope this is of assistance and if you need clarification or have any questions, please email cofa@hamilton.ca or by phone at 905-546-2424 ext. 4221.

Please note: Webex (video) participation requires either a compatible computer or smartphone and an application (app/program) must be downloaded by the interested party in order to participate. It is the interested party's responsibility to ensure that their device is compatible and operating correctly prior to the Hearing.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2022/04/11
4	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL
S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:

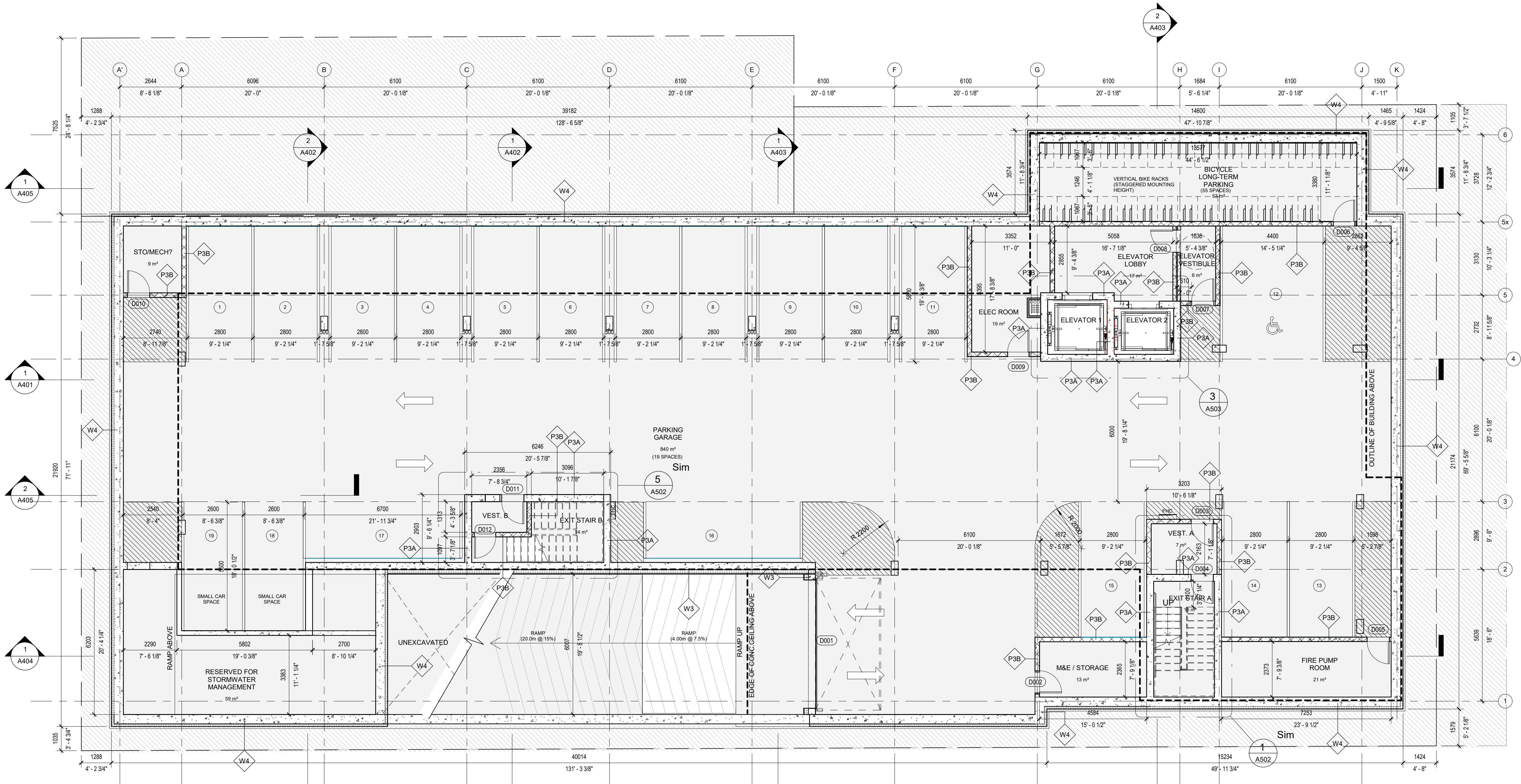
**3H PROPERTIES
GROUP INC.**

PROJECT ADDRESS:
**405 MAIN STREET WEST,
HAMILTON ON**

DRAWING TITLE:
BASEMENT PLAN

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08

A100



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- ti DOOR TYPE (REFER TO DOOR SCHEDULE)
- WX WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- TX WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)
- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref ELEVATION REFERENCE
- 1 Ref DETAIL REFERENCE

BASEMENT AREAS		
Name	Area	
	SQ. M.	SF
BICYCLE LONG-TERM PARKING	53 m ²	566 SF
ELEC ROOM	19 m ²	203 SF
ELEVATOR 1	7 m ²	81 SF
ELEVATOR 2	6 m ²	70 SF
ELEVATOR LOBBY	17 m ²	186 SF
ELEVATOR VESTIBULE	6 m ²	67 SF
EXIT STAIR A	16 m ²	167 SF
EXIT STAIR B	14 m ²	148 SF
FIRE PUMP ROOM	21 m ²	225 SF
M&E / STORAGE	13 m ²	141 SF
PARKING GARAGE	840 m ²	9038 SF
RESERVED FOR STORMWATER MANAGEMENT	59 m ²	633 SF
STO/MECH?	9 m ²	99 SF
VEST. A	7 m ²	78 SF
VEST. B	4 m ²	44 SF
	1091 m ²	11745 SF

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2022/04/11
4	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:



PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
**GROUND FLOOR
PLAN**

DATE: August 20, 2021

SCALE: 1 : 100

DRAWN BY: SJ

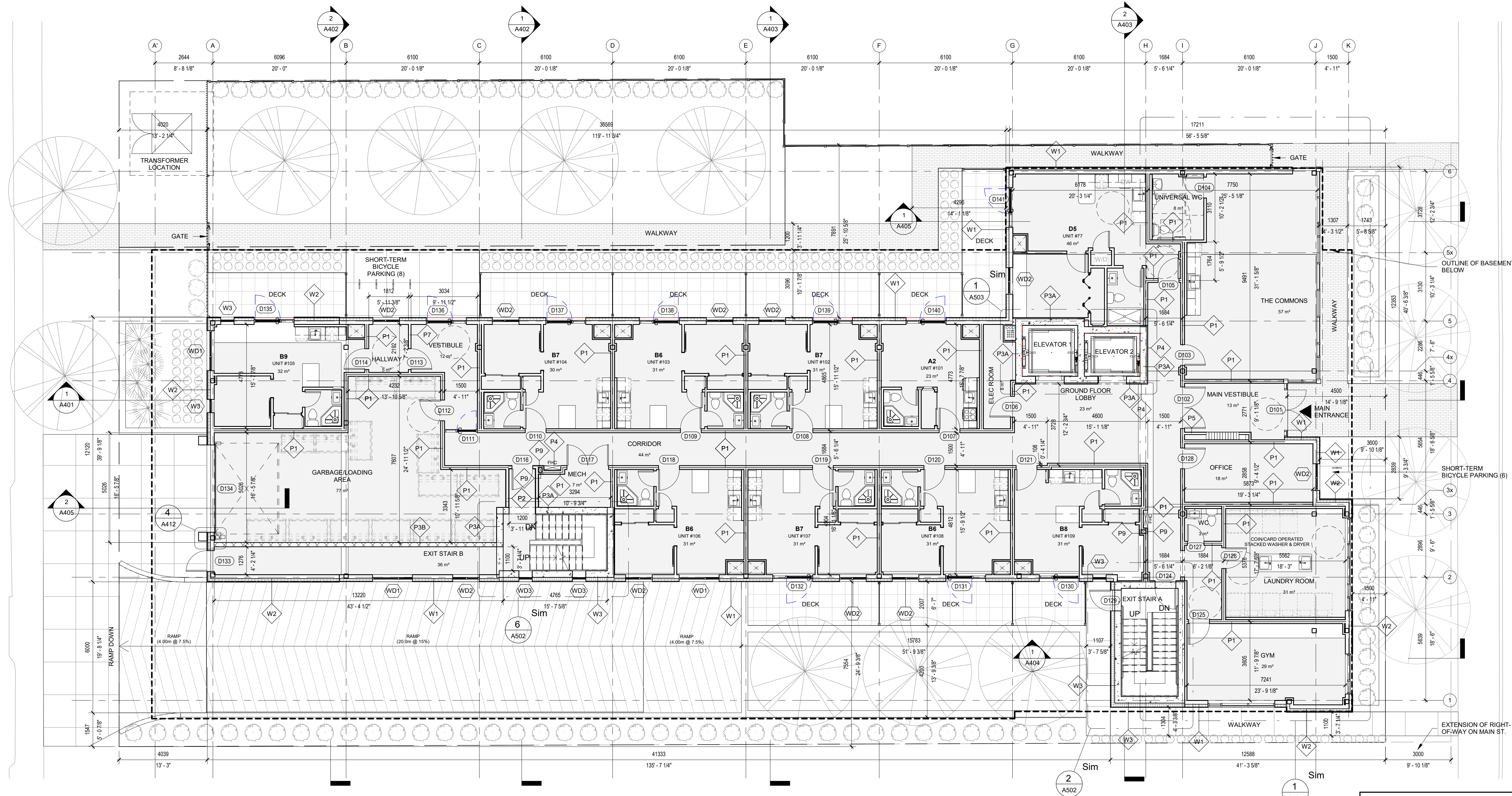
CHECKED BY: JP

PROJECT NO.: 21-08

A101

JACKSON STREET W

MAIN STREET W



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.

- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- ti DOOR TYPE (REFER TO DOOR SCHEDULE)
- wx WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- tx WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref ELEVATION REFERENCE
- 1 Ref DETAIL REFERENCE

GROUND FLOOR AREAS		
Name	SQ. M.	SF
AMENITIES		
GYM	29 m ²	314 SF
LAUNDRY ROOM	31 m ²	332 SF
THE COMMONS	57 m ²	610 SF
	117 m ²	1256 SF
BOH		
ELEC ROOM	8 m ²	86 SF
GARAGE/LOADING AREA	77 m ²	825 SF
MECH	7 m ²	71 SF
OFFICE	18 m ²	190 SF
UNIVERSAL WC	8 m ²	91 SF
WC	3 m ²	36 SF
	121 m ²	1298 SF
CIRCULATION		
CORRIDOR	44 m ²	473 SF
CORRIDOR	23 m ²	245 SF
ELEVATOR 1	7 m ²	81 SF

GROUND FLOOR AREAS		
Name	SQ. M.	SF
ELEVATOR 2		
EXIT STAIR A	6 m ²	70 SF
EXIT STAIR B	16 m ²	173 SF
GROUND FLOOR LOBBY	36 m ²	383 SF
HALLWAY	23 m ²	247 SF
MAIN VESTIBULE	5 m ²	52 SF
VESTIBULE	13 m ²	141 SF
	12 m ²	129 SF
	185 m ²	1993 SF
RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m ²	331 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	331 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	328 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	328 SF
1BR UNIT (DEEP AFFORDABLE)	32 m ²	343 SF
1BR UNIT (DEEP AFFORDABLE)	30 m ²	321 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	336 SF
	246 m ²	2649 SF

GROUND FLOOR AREAS		
Name	SQ. M.	SF
RESIDENTIAL (MARKET)		
STUDIO UNIT	23 m ²	252 SF
	23 m ²	252 SF
RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	46 m ²	498 SF
	46 m ²	498 SF
	738 m ²	7946 SF

EXTERIOR AMENITY SPACES (405 LOT ONLY)

- DECKS = 102.5m² [1,103sf]
- LANDSCAPE AREA (MINUS PLANTING STRIP) = 287.5m² [3,088sf]

TOTAL = 390m² [4,197sf]

NO.	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:



PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
**LEVEL 2 FLOOR
PLAN**

DATE: August 20, 2021

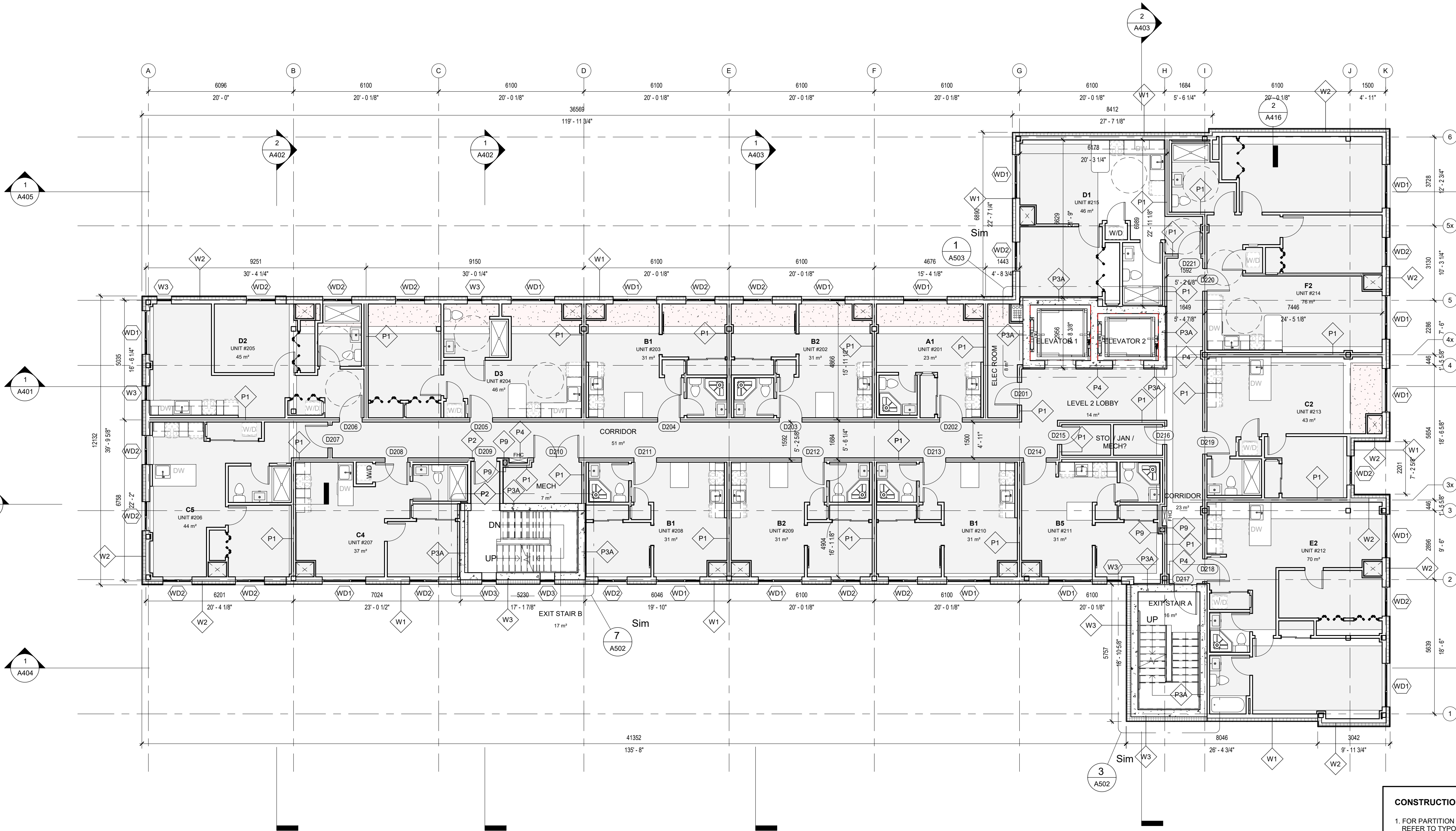
SCALE: 1 : 100

DRAWN BY: SJ

CHECKED BY: JP

PROJECT NO.: 21-08

A102



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.

- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- DOOR TYPE (REFER TO DOOR SCHEDULE)
- WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref ELEVATION REFERENCE
- 1 Ref DETAIL REFERENCE

LEVEL 2 FLOOR AREAS			
NAME	AREA	SQ. M.	SF
BOH			
ELEC ROOM	8 m ²	86	SF
MECH	7 m ²	71	SF
STO / JAN / MECH?	6 m ²	70	SF
	21 m ²	226	SF
CIRCULATION			
CORRIDOR	51 m ²	554	SF
CORRIDOR	23 m ²	245	SF
ELEVATOR 1	7 m ²	81	SF
ELEVATOR 2	6 m ²	70	SF
EXIT STAIR A	16 m ²	173	SF
EXIT STAIR B	17 m ²	188	SF
LEVEL 2 LOBBY	14 m ²	149	SF
	136 m ²	1459	SF
RESIDENTIAL (DEEP AFFORDABLE)			
1BR UNIT (DEEP AFFORDABLE)	31 m ²	337	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332	SF

LEVEL 2 FLOOR AREAS			
NAME	AREA	SQ. M.	SF
1BR UNIT (DEEP AFFORDABLE)			
1BR UNIT (DEEP AFFORDABLE)	31 m ²	330	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329	SF
	185 m ²	1989	SF
RESIDENTIAL (MARKET)			
1BR UNIT	43 m ²	458	SF
1BR UNIT	37 m ²	394	SF
1BR UNIT	44 m ²	473	SF
2BR UNIT	70 m ²	756	SF
STUDIO UNIT	23 m ²	253	SF
	217 m ²	2334	SF
RESIDENTIAL (MARKET/ACCESSIBLE)			
1BR UNIT	46 m ²	498	SF
1BR UNIT	46 m ²	495	SF
1BR UNIT	45 m ²	487	SF
2BR UNIT	76 m ²	815	SF
	213 m ²	2294	SF
	771 m ²	8303	SF

EXTERIOR AMENITY SPACES

- BALCONIES = 7.5m² [81sf]

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:

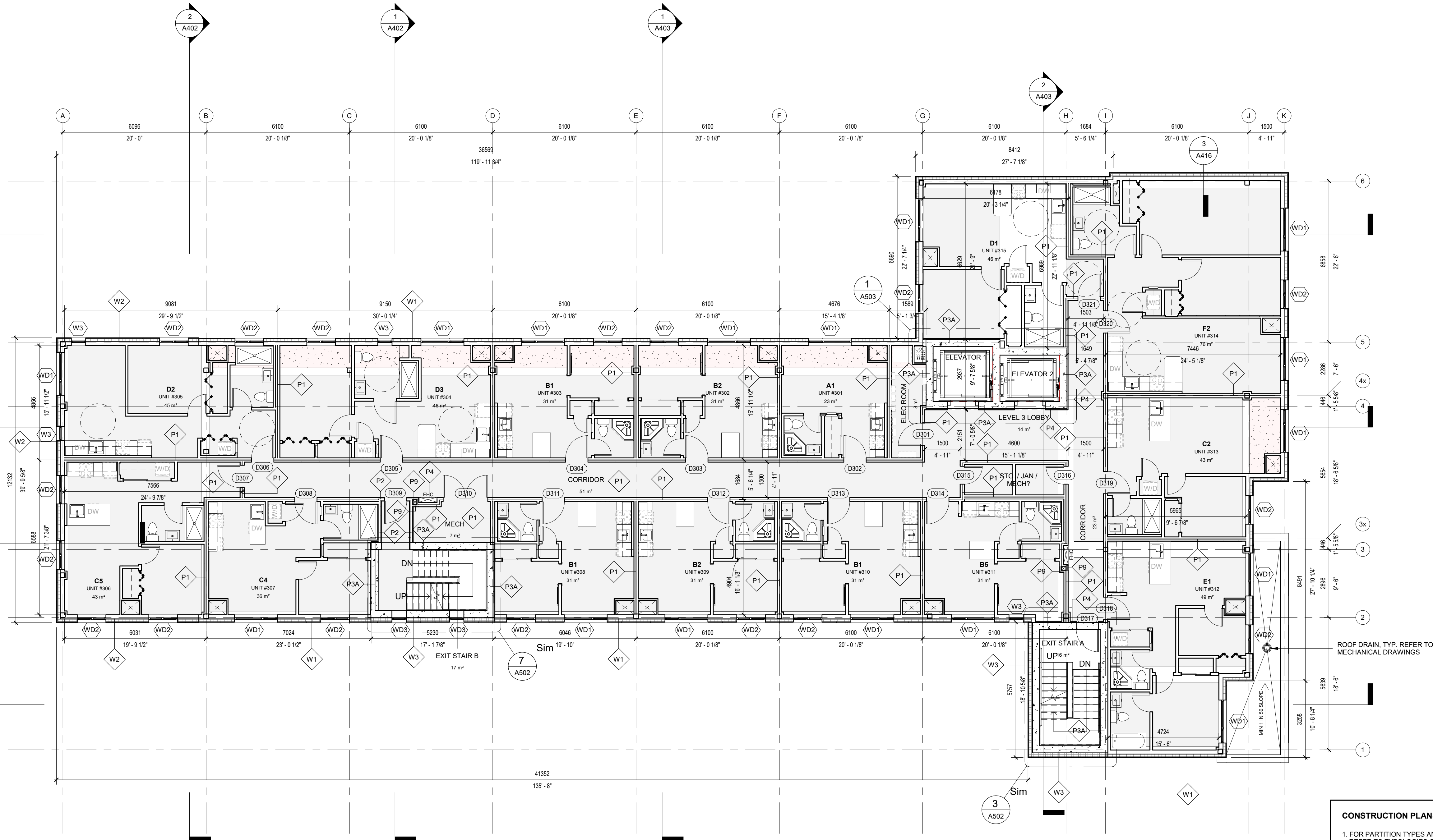


PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
LEVEL 3 FLOOR
PLAN

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08

A103



CONSTRUCTION PLANS NOTES

1. FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS. REFER TO TYPOLOGIES CONSTRUCTION PLANS.
2. THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

1. G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
2. Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required. G.C. to include in cost.
3. Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
4. All exposed steel to be hot dipped galvanized.
5. All exposed gypsum board corner conditions to have corner bead (typ.).
6. Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
7. Seal around all mechanical penetrations with fire stop material.
8. For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.

9. Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
10. Provide adequate blocking for all signage installations.
11. All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
12. Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
13. Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- ti DOOR TYPE (REFER TO DOOR SCHEDULE)
- WX WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- TX WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref ELEVATION REFERENCE
- 1 Ref DETAIL REFERENCE

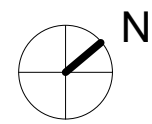
LEVEL 3 FLOOR AREAS		
Name	SQ. M.	SF
BOH		
ELEC ROOM	8 m²	86 SF
MECH	7 m²	71 SF
STO. / JAN / MECH?	6 m²	68 SF
	21 m²	225 SF
CIRCULATION		
CORRIDOR	51 m²	554 SF
CORRIDOR	23 m²	246 SF
ELEVATOR 1	7 m²	81 SF
ELEVATOR 2	6 m²	70 SF
EXIT STAIR A	16 m²	173 SF
EXIT STAIR B	17 m²	188 SF
LEVEL 3 LOBBY	14 m²	148 SF
	136 m²	1459 SF
RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m²	337 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	332 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	332 SF

LEVEL 3 FLOOR AREAS		
Name	SQ. M.	SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF
	185 m²	1989 SF
RESIDENTIAL (MARKET)		
1BR UNIT	43 m²	458 SF
1BR UNIT	36 m²	391 SF
1BR UNIT	43 m²	466 SF
2BR UNIT	49 m²	530 SF
STUDIO UNIT	23 m²	253 SF
	195 m²	2097 SF
RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	46 m²	499 SF
1BR UNIT	46 m²	495 SF
1BR UNIT	45 m²	489 SF
2BR UNIT	76 m²	815 SF
	213 m²	2298 SF
	750 m²	8068 SF

EXTERIOR AMENITY SPACES

- MAIN STREET TERRACE = 13.5m² [145sf]
- BALCONY = 4m² [43sf]

TOTAL = 17.5m² [188sf]



CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:

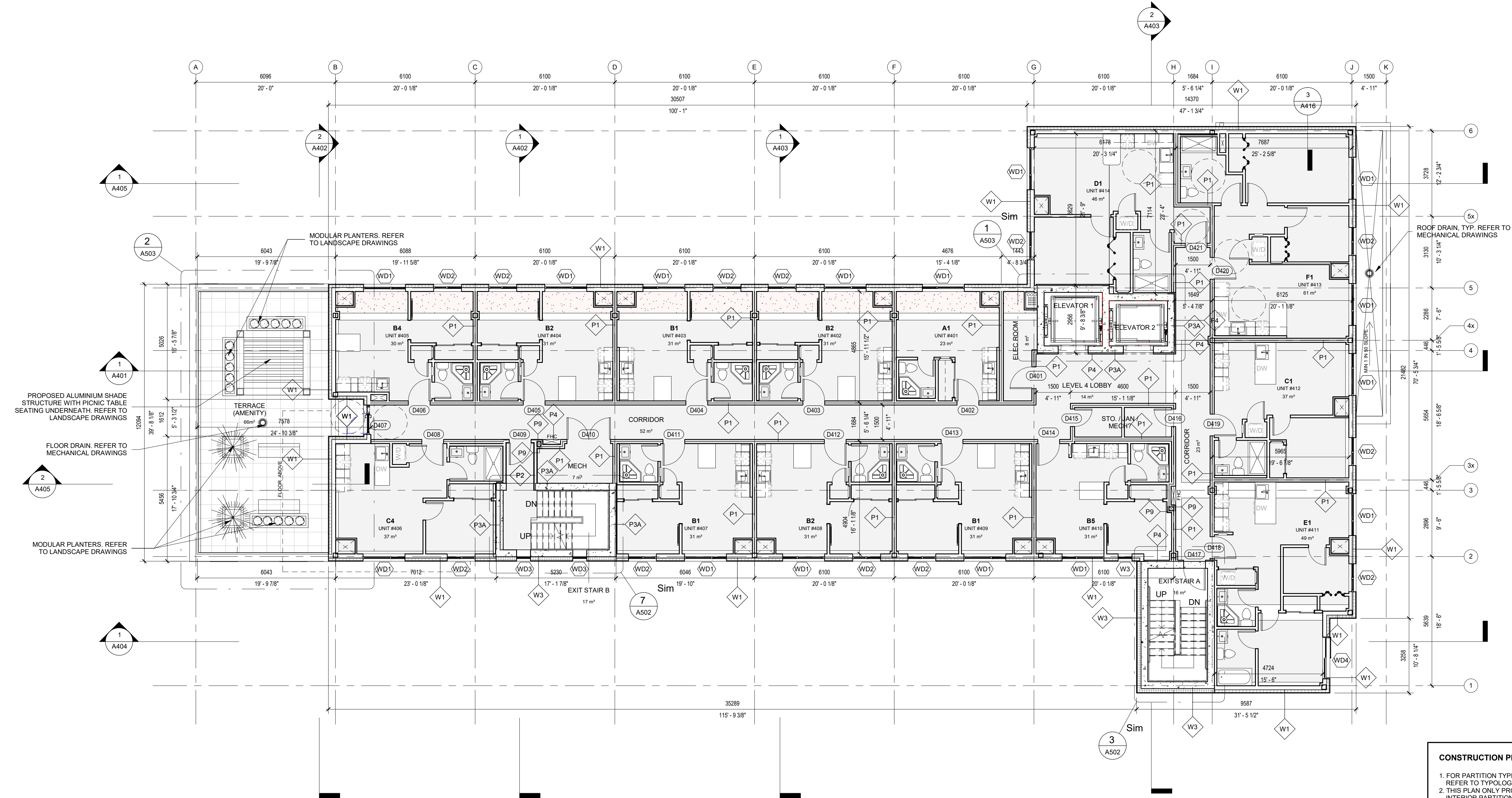


PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
**LEVEL 4 FLOOR
PLAN**

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08

A104



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- DOOR TYPE (REFER TO DOOR SCHEDULE)
- WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

- WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- ELEVATION REFERENCE
- DETAIL REFERENCE

LEVEL 4 FLOOR AREAS		
Name	SQ. M.	SF
BOH		
ELEC ROOM	8 m ²	86 SF
MECH	7 m ²	71 SF
STO. / JAN / MECH?	6 m ²	70 SF
	21 m ²	226 SF

CIRCULATION		
CORRIDOR	52 m ²	556 SF
CORRIDOR	23 m ²	246 SF
ELEVATOR 1	7 m ²	81 SF
ELEVATOR 2	6 m ²	70 SF
EXIT STAIR A	16 m ²	173 SF
EXIT STAIR B	17 m ²	186 SF
LEVEL 4 LOBBY	14 m ²	147 SF
	136 m ²	1461 SF

RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m ²	337 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF

LEVEL 4 FLOOR AREAS		
Name	SQ. M.	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	30 m ²	327 SF
	246 m ²	2645 SF

RESIDENTIAL (MARKET)		
1BR UNIT	37 m ²	394 SF
1BR UNIT	37 m ²	400 SF
2BR UNIT	49 m ²	531 SF
STUDIO UNIT	23 m ²	252 SF
	147 m ²	1578 SF

RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	46 m ²	499 SF
2BR UNIT	61 m ²	655 SF
	107 m ²	1154 SF
	656 m ²	7064 SF

EXTERIOR AMENITY SPACES

- JACKSON STREET TERRACE = 86m² [710sf]
- MAIN STREET TERRACES = 17.5m² [188sf]
- BALCONY = 4m² [43sf]

TOTAL = 87.5m² [941sf]

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:



PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
**LEVEL 5 FLOOR
PLAN**

DATE: August 20, 2021

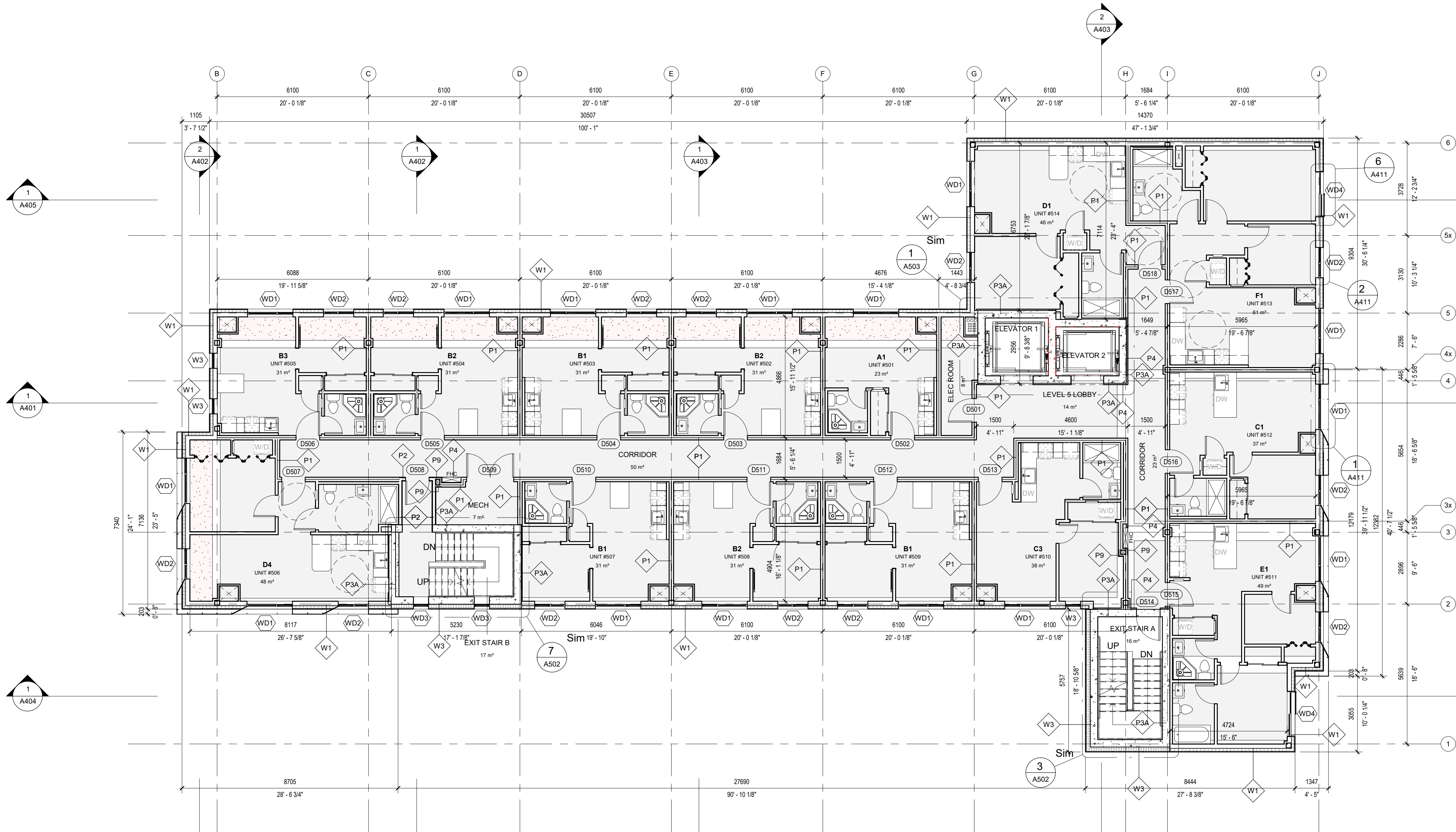
SCALE: 1 : 100

DRAWN BY: SJ

CHECKED BY: JP

PROJECT NO.: 21-08

A105



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper damproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

NEW WALL/PARTITION

NEW BUILDING/MILLWORK
ELEMENT

PARTITION TYPE (REFER TO
PARTITION SCHEDULE)

DOOR TYPE (REFER TO DOOR
SCHEDULE)

WINDOW TYPE (REFER TO WINDOW
SCHEDULE)

WALL/FLOOR FINISH (REFER TO
FINISHES SCHEDULE)

WASHROOM ACCESSORY (REFER
TO ACCESSORIES SCHEDULE)

ELEVATION REFERENCE

DETAIL REFERENCE

LEVEL 5 FLOOR AREAS

Name	SQ. M.	SF
BOH		
ELEC ROOM	8 m ²	86 SF
MECH	7 m ²	71 SF
	15 m ²	156 SF

CIRCULATION	50 m ²	538 SF
CORRIDOR	23 m ²	244 SF
ELEVATOR 1	7 m ²	61 SF
ELEVATOR 2	6 m ²	70 SF
EXIT STAIR A	16 m ²	173 SF
EXIT STAIR B	17 m ²	188 SF
LEVEL 5 LOBBY	14 m ²	148 SF
	134 m ²	1442 SF

RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	331 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF

LEVEL 5 FLOOR AREAS

Name	SQ. M.	SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
	215 m ²	2313 SF

RESIDENTIAL (MARKET)		
1BR UNIT	37 m ²	402 SF
1BR UNIT	38 m ²	408 SF
2BR UNIT	49 m ²	530 SF
STUDIO UNIT	23 m ²	253 SF
	148 m ²	1591 SF

RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	46 m ²	499 SF
1BR UNIT	48 m ²	517 SF
2BR UNIT	61 m ²	655 SF
	155 m ²	1671 SF
	666 m ²	7174 SF

EXTERIOR AMENITY SPACES

- BALCONIES = 8m² [86sf]

CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:

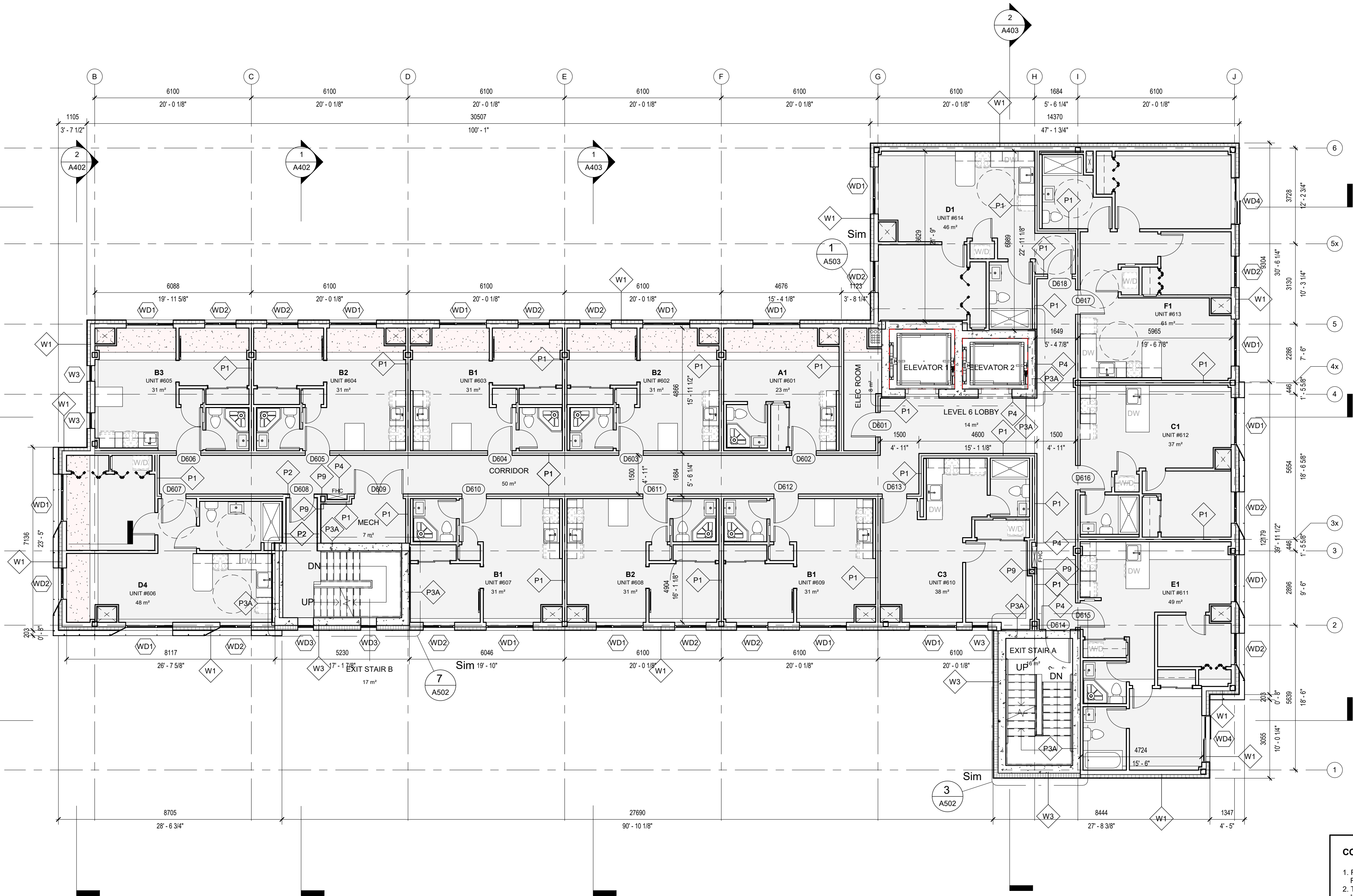


PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
LEVEL 6 FLOOR
PLAN

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08

A106



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS. REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.

- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- DOOR TYPE (REFER TO DOOR SCHEDULE)
- WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

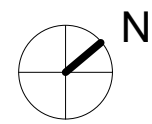
- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- ELEVATION REFERENCE
- DETAIL REFERENCE

LEVEL 6 FLOOR AREAS		
Name	SQ. M.	SF
BOH		
ELEC ROOM	8 m ²	86 SF
MECH	7 m ²	71 SF
	15 m ²	157 SF
CIRCULATION		
CORRIDOR	50 m ²	538 SF
CORRIDOR	23 m ²	244 SF
ELEVATOR 1	7 m ²	81 SF
ELEVATOR 2	6 m ²	70 SF
EXIT STAIR A	16 m ²	173 SF
EXIT STAIR B	17 m ²	188 SF
LEVEL 6 LOBBY	14 m ²	148 SF
	134 m ²	1442 SF
RESIDENTIAL (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	331 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF

LEVEL 6 FLOOR AREAS		
Name	Area	
	SQ. M.	SF
1BR UNIT (DEEP AFFORDABLE)		
1BR UNIT (DEEP AFFORDABLE)	31 m ²	332 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	330 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
1BR UNIT (DEEP AFFORDABLE)	31 m ²	329 SF
	215 m ²	2313 SF
RESIDENTIAL (MARKET)		
1BR UNIT	37 m ²	394 SF
1BR UNIT	38 m ²	406 SF
2BR UNIT	49 m ²	530 SF
STUDIO UNIT	23 m ²	253 SF
	147 m ²	1583 SF
RESIDENTIAL (MARKET/ACCESSIBLE)		
1BR UNIT	46 m ²	499 SF
1BR UNIT	48 m ²	517 SF
2BR UNIT	61 m ²	655 SF
	155 m ²	1672 SF
	666 m ²	7167 SF

EXTERIOR AMENITY SPACES

- BALCONIES = 8m² [86sf]



CONTRACTOR IS TO CHECK AND VERIFY ALL
DIMENSIONS AND CONDITIONS ON THE
PROJECT AND TO REPORT ANY
DISCREPANCIES TO THE CONSULTANTS
BEFORE PROCEEDING WITH THE WORK.
DRAWINGS ARE NOT TO BE SCALED.

NO.	ISSUANCE	DATE
1	ISSUED FOR DRP	2022/09/24
2	ISSUED FOR COORDINATION	2022/11/18
3	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

PROJECT:



3H PROPERTIES
GROUP INC.

PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
**LEVEL 7 FLOOR
PLAN**

DATE: August 20, 2021

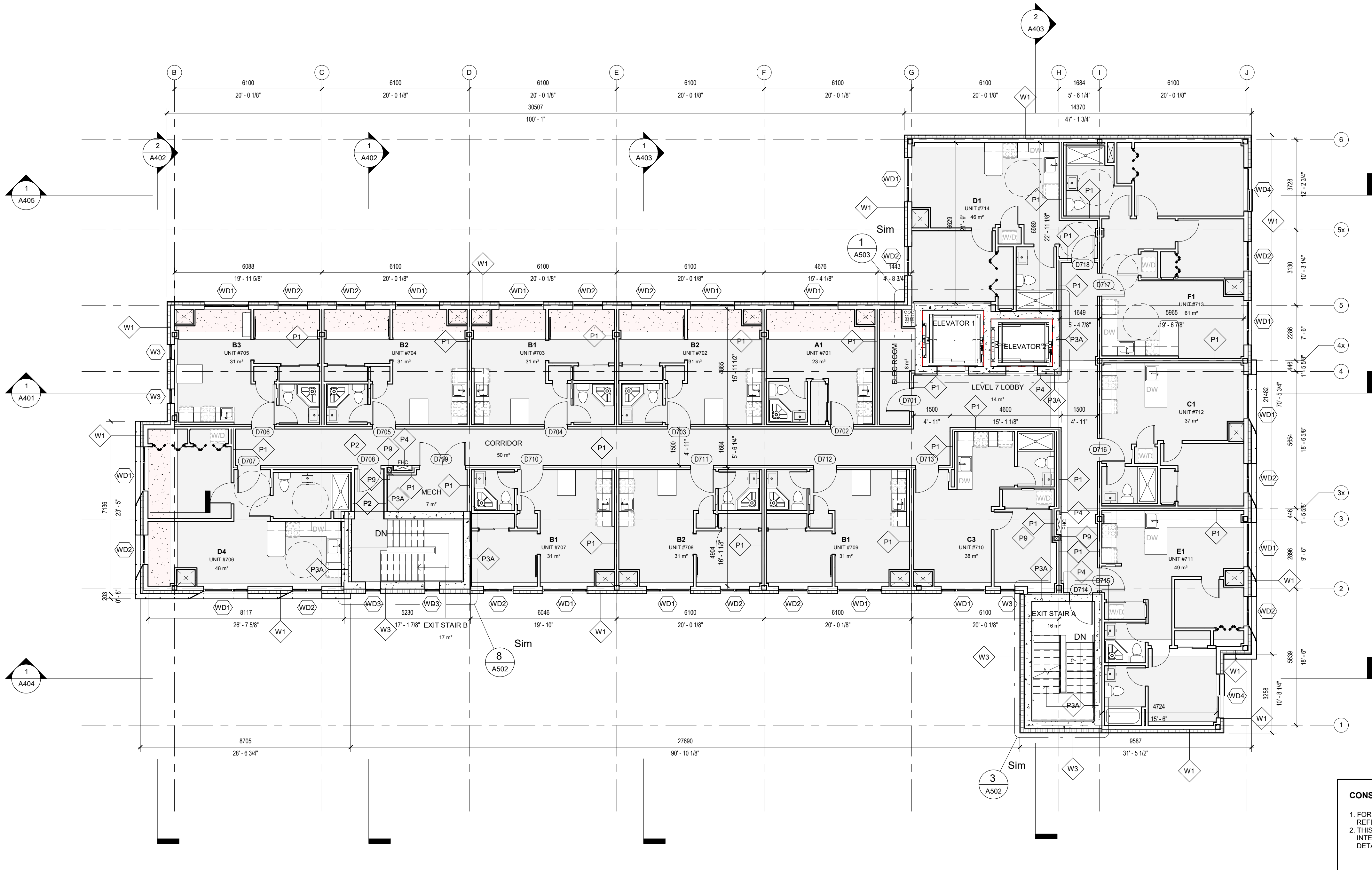
SCALE: 1 : 100

DRAWN BY: SJ

CHECKED BY: JP

PROJECT NO.: 21-08

A107



CONSTRUCTION PLANS NOTES

- FOR PARTITION TYPES AND DIMENSIONS INSIDE THE UNITS, REFER TO TYPOLOGIES CONSTRUCTION PLANS.
- THIS PLAN ONLY PROVIDES OVERALL DIMENSIONS OF INTERIOR PARTITIONS. FOR FURTHER DETAILS REFER TO DETAIL PLANS OF EACH NOTED AREA.

CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper dampproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.

- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- DOOR TYPE (REFER TO DOOR SCHEDULE)
- WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)

- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref ELEVATION REFERENCE
- 1 Ref DETAIL REFERENCE

LEVEL 7 FLOOR AREAS			
Name	SQ. M.	SF	
BOH			
ELEC ROOM	8 m²	86 SF	
MECH	7 m²	71 SF	
	15 m²	157 SF	
CIRCULATION			
CORRIDOR	50 m²	538 SF	
CORRIDOR	23 m²	244 SF	
ELEVATOR 1	7 m²	61 SF	
ELEVATOR 2	6 m²	70 SF	
EXIT STAIR A	16 m²	173 SF	
EXIT STAIR B	17 m²	188 SF	
LEVEL 6 LOBBY	14 m²	148 SF	
	134 m²	1442 SF	
RESIDENTIAL (DEEP AFFORDABLE)			
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	331 SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	332 SF	

LEVEL 7 FLOOR AREAS			
Name	SQ. M.	SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	332 SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	330 SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF	
1BR UNIT (DEEP AFFORDABLE)	31 m²	329 SF	
	215 m²	2313 SF	
RESIDENTIAL (MARKET)			
1BR UNIT	37 m²	394 SF	
1BR UNIT	38 m²	408 SF	
2BR UNIT	49 m²	530 SF	
STUDIO UNIT	23 m²	253 SF	
	147 m²	1583 SF	
RESIDENTIAL (MARKET/ACCESSIBLE)			
1BR UNIT	46 m²	499 SF	
1BR UNIT	48 m²	517 SF	
2BR UNIT	61 m²	655 SF	
	155 m²	1672 SF	
	666 m²	7167 SF	

EXTERIOR AMENITY SPACES

- BALCONIES = 8m² [86sf]

NO	DATE	ISSUANCE
1	2021/09/24	ISSUED FOR DRP
2	2021/11/18	ISSUED FOR COORDINATION
3	2022/06/03	ISSUED FOR MINOR VARIANCE APPLICATION

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL
S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

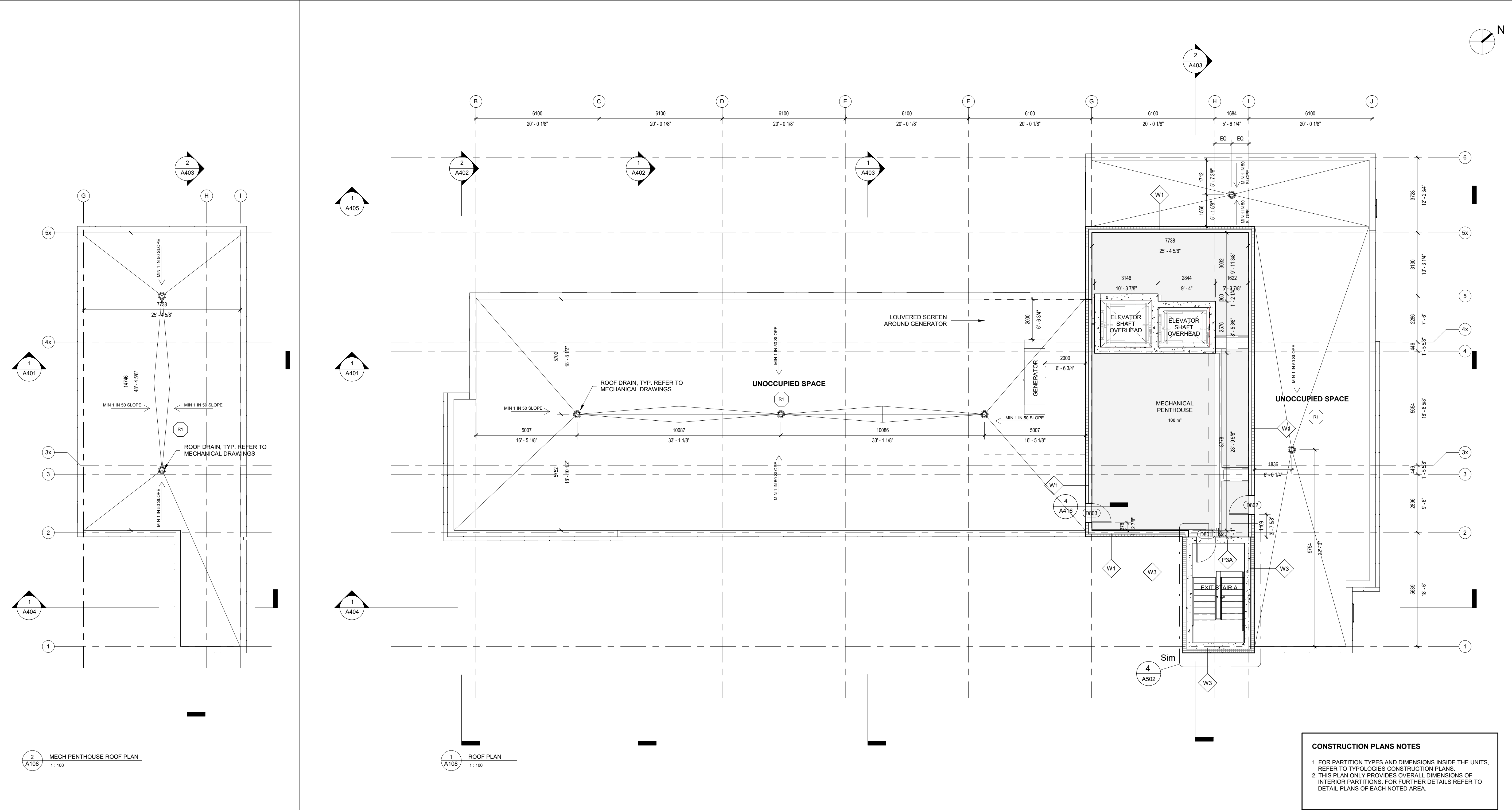
PROJECT:

**3H PROPERTIES
GROUP INC.**

PROJECT ADDRESS:
**405 MAIN STREET WEST,
HAMILTON ON**

DRAWING TITLE:
ROOF PLAN

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08



CONSTRUCTION NOTES

- G.C. to verify and provide steel stud thickness, size and spacing that is adequate for the required partitions' height. Steel stud shop drawings to be submitted by contractor with engineer's seal.
- Stud gauge and spacing provided only as a guideline. Final sizes and spacing determined by stud wall engineer. If revision to gauge and spacing is required, G.C. to include in cost.
- Provide acoustical seal, adequate metal gauge and other provisions as per specifications, ULC and applicable standards.
- All exposed steel to be hot dipped galvanized.
- All exposed gypsum board corner conditions to have corner bead (typ.).
- Provide layer of continuous building paper damproofing course to u/s of all interior metal stud partitions and exterior structural stud walls (typ.).
- Seal around all mechanical penetrations with fire stop material.
- For all fire rated walls, enclosures, shaft walls, and ceilings provide complete top-bottom, full height fire stop and smoke seal. Provide access to fire damper where required.
- Provide fire retardant blocking in partitions for strong fastening of all wall hung millwork, shelving, equipment, fixtures, washroom accessories, etc., unless stated otherwise. Mounting heights to be confirmed with consultant where not indicated on drawings.
- Provide adequate blocking for all signage installations.
- All mechanical, electrical, structural and architectural components must be coordinated by the contractor. Contractor must notify architect if any interferences exist prior to installation of components.
- Junction boxes, electrical outlet covers with tile insert to match pattern. Refer to mechanical and electrical drawing. All electrical outlets to be placed in the center of floor tiles. Coordinate also with electrical drawings (typ.). All floor junction boxes to have tile inserts to match adjacent floor pattern.
- Coordinate location of mechanical and electrical panels with architectural drawings. Provide sufficient backer boards and blocking for panels.

LEGEND

- NEW WALL/PARTITION
- NEW BUILDING/MILLWORK ELEMENT
- PX PARTITION TYPE (REFER TO PARTITION SCHEDULE)
- ti DOOR TYPE (REFER TO DOOR SCHEDULE)
- WX WINDOW TYPE (REFER TO WINDOW SCHEDULE)
- TX WALL/FLOOR FINISH (REFER TO FINISHES SCHEDULE)
- SG WASHROOM ACCESSORY (REFER TO ACCESSORIES SCHEDULE)
- 1 Ref A101 ELEVATION REFERENCE
- 1 Ref A101 DETAIL REFERENCE

CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2021/12/07
4	RE-ISSUED FOR SPA	2022/04/11
5	RE-ISSUED FOR SPA	2022/05/11
6	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

- STRUCTURAL**
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119
- MECHANICAL & ELECTRICAL**
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115
- LANDSCAPE**
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876
- CIVIL**
S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978
- ENERGY**
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363



PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
MAIN STREET
WEST ELEVATION

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08



CONTRACTOR IS TO CHECK AND VERIFY ALL
DIMENSIONS AND CONDITIONS ON THE
PROJECT AND TO REPORT ANY
DISCREPANCIES TO THE CONSULTANTS
BEFORE PROCEEDING WITH THE WORK.
DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2021/12/07
4	RE-ISSUED FOR SPA	2022/04/11
5	RE-ISSUED FOR SPA	2022/05/11
6	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL

Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL

CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE

adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL

S. Llewellyn & Associates Limited
3228 S Service Rd.
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY

ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W1
1-888-338-6363

PROJECT



3H PROPERTIES
GROUP INC.

PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
EAST ELEVATION

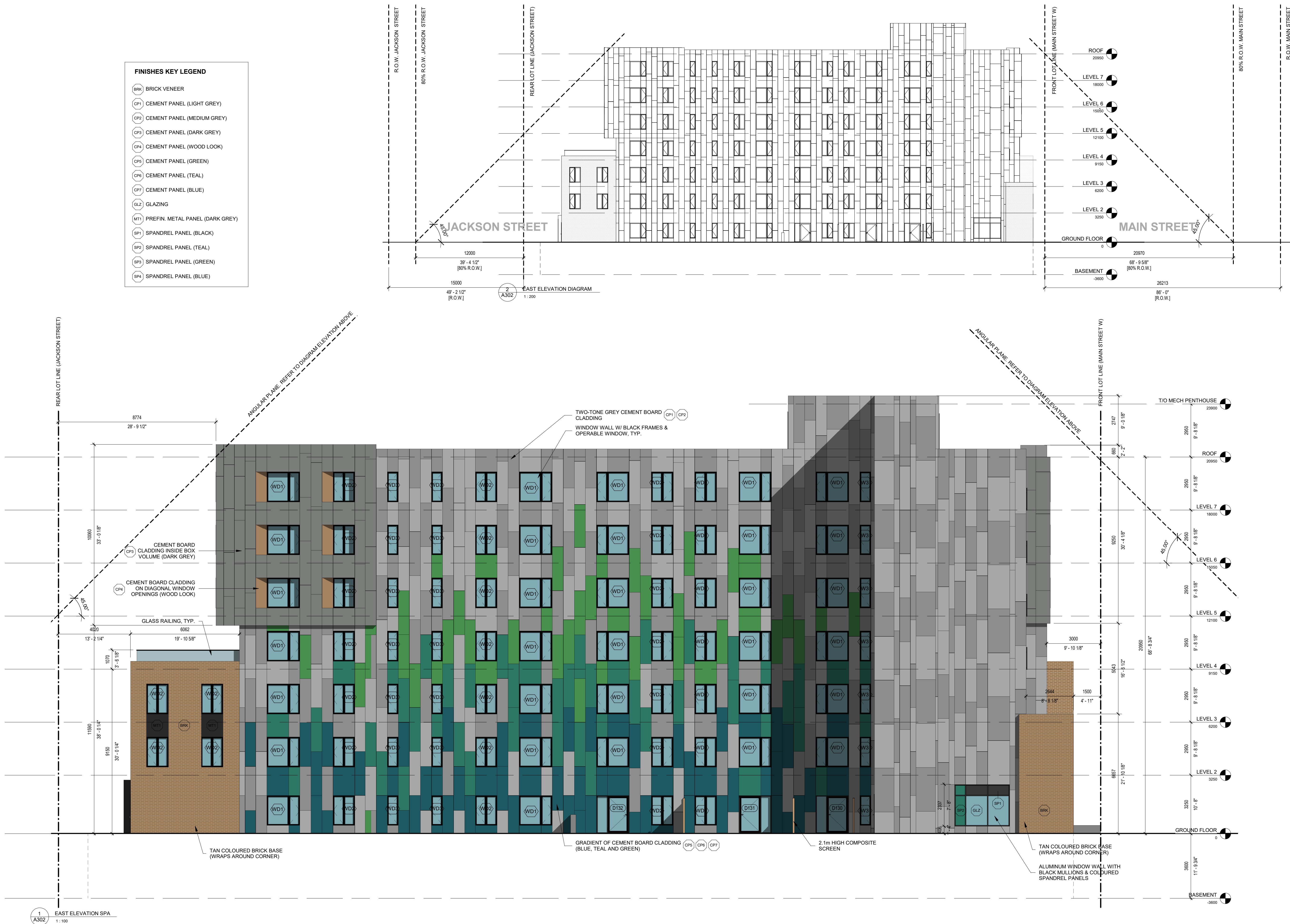
DATE: August 20, 2021

SCALE: As indicated

DRAWN BY: S.J.

CHECKED BY: JF

PROJECT NO.: 21-08



CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2021/12/07
4	RE-ISSUED FOR SPA	2022/04/11
5	RE-ISSUED FOR SPA	2022/05/11
6	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

- STRUCTURAL**
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119
- MECHANICAL & ELECTRICAL**
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115
- LANDSCAPE**
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876
- CIVIL**
S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978
- ENERGY**
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363



PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
JACKSON STREET
ELEVATION

DATE: August 20, 2021
SCALE: 1 : 100
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08



CONTRACTOR IS TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS ON THE PROJECT AND TO REPORT ANY DISCREPANCIES TO THE CONSULTANTS BEFORE PROCEEDING WITH THE WORK. DRAWINGS ARE NOT TO BE SCALED.

NO	ISSUANCE	DATE
1	ISSUED FOR DRP	2021/09/24
2	ISSUED FOR COORDINATION	2021/11/18
3	ISSUED FOR SPA	2021/12/07
4	RE-ISSUED FOR SPA	2022/04/11
5	RE-ISSUED FOR SPA	2022/05/11
6	ISSUED FOR MINOR VARIANCE APPLICATION	2022/06/03

PROFESSIONAL STAMP:



CONSULTANTS

STRUCTURAL
Kalos Engineering Inc.
300 York Boulevard
Hamilton, ON L8R 3K6
(905) 333 9119

MECHANICAL & ELECTRICAL
CK Engineering
3390 South Service Road, Suite 302
Burlington, ON L7N 3J5
(905) 631 1115

LANDSCAPE
adesso design inc.
218 Locke St S, 2nd floor
Hamilton, ON L8P 4B4
(905) 526 8876

CIVIL
S. Llewellyn & Associates Limited
3228 S Service Rd
Burlington, ON L7N 3H8
(905) 631 6978

ENERGY
ZON Engineering Inc.
360 Woolwich Street
Guelph, ON N1H 3W6
1-888-338-6363

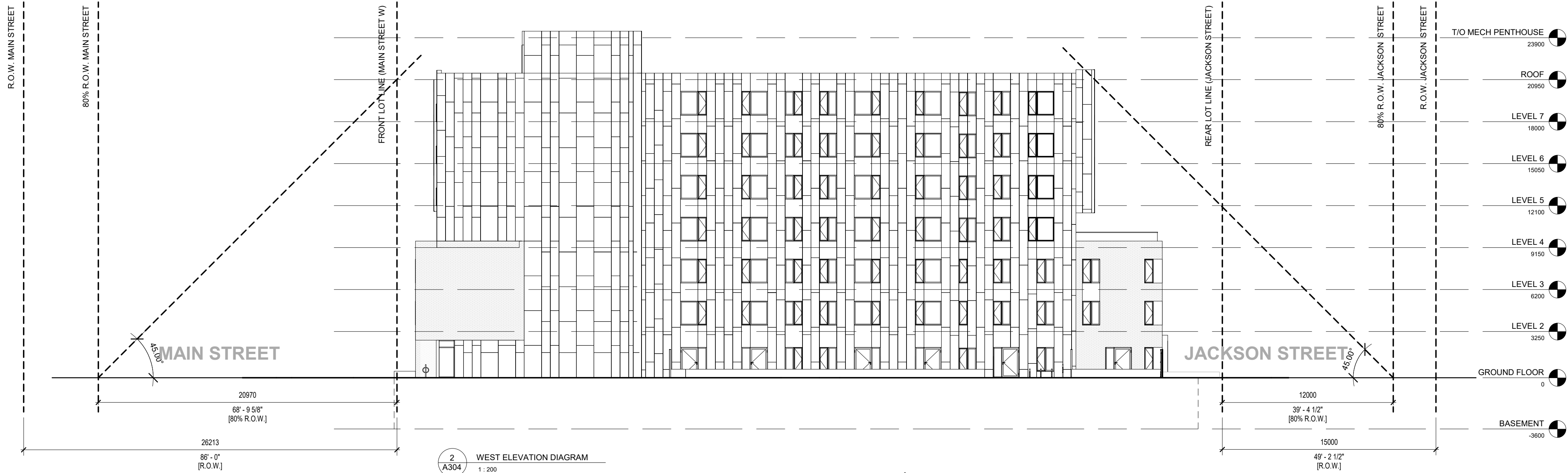


PROJECT ADDRESS:
405 MAIN STREET WEST,
HAMILTON ON

DRAWING TITLE:
WEST ELEVATION

DATE: August 20, 2021
SCALE: As indicated
DRAWN BY: SJ
CHECKED BY: JP
PROJECT NO.: 21-08

FINISHES KEY LEGEND	
BRK	BRICK VENEER
CP1	CEMENT PANEL (LIGHT GREY)
CP2	CEMENT PANEL (MEDIUM GREY)
CP3	CEMENT PANEL (DARK GREY)
CP4	CEMENT PANEL (WOOD LOOK)
CP5	CEMENT PANEL (GREEN)
CP6	CEMENT PANEL (TEAL)
CP7	CEMENT PANEL (BLUE)
GL2	GLAZING
MT1	PREFIN. METAL PANEL (DARK GREY)
SP1	SPANDREL PANEL (BLACK)
SP2	SPANDREL PANEL (TEAL)
SP3	SPANDREL PANEL (GREEN)
SP4	SPANDREL PANEL (BLUE)



1 WEST ELEVATION
A304 1:100

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	NAME	MAILING ADDRESS	
Registered Owners(s)	3H Properties 405 Main Street W No. 1 General Partnership Inc.		
Applicant(s)*	Alfredo Hermano		
Agent or Solicitor			Phone:
			E-mail:

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:
- TSX Trust Company
401 – 10 King Street East, Toronto, ON, M5C 1C3

Anthony Adrien
100 Sheppard Ave E, Suite 300, North York, ON, M2N 6Z1

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:

Refer to attached sheet on Page 7-8

☐ Second Dwelling Unit ☐ Reconstruction of Existing Dwelling

5. Why it is not possible to comply with the provisions of the By-law?

Refer to attached sheet on Page 7-8

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**):

Lots 10, 18, 19 & part of Lot 11 registered plan 244 in the city of Hamilton
405 Main Street West, Hamilton ON, L8P 1K5 &
404 Jackson Street West, Hamilton ON, L8P 1N4

7. PREVIOUS USE OF PROPERTY

Residential ☒ Industrial ☐ Commercial ☒

Agricultural ☐ Vacant ☐

Other _____

8.1 If Industrial or Commercial, specify use Restaurant

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 ☐

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?

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 ☐

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.

June 8, 2022

Date



Signature Property Owner(s)

Alfredo Hermano

Print Name of Owner(s)

10. Dimensions of lands affected:

Frontage	405 Main St = 57.96m / 404 Jackson St = 7.62m
Depth	405 Main St = 27.43m / 404 Jackson St = 30.48m
Area	405 Main St = 1,451m2 / 404 Jackson St = 232m2
Width of street	405 Main St = 26.213m / 404 Jackson St = 15m

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:

405 Main St: Wimpey's restaurant. 1 storey with 310m2 GFA. Length = 17.88m / Width = 19.07m
404 Jackson St: 1 storey dwelling with 76.79m2 GFA. Length = 12.93m / Width = 6.66m

Proposed

7 storey residential building with 4,905m2 GFA. Length = 52.44m / Width = 24.85m / Height = 21m. Ground floor area = 750m2

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

Existing:

405 Main St: North (Main St) = 0m / East = 0m / West (Jackson St) = 43.06m / West = 8.51m
404 Jackson St: North = 16.1m / East = 0.4m / West (Jackson St) = 0.26m / West = 0.44m

Proposed:

North (Main St) = 1.5 & 3m / East = 1.44m & 7.5m/ West (Jackson St) = 4.02m / West = 1.2m & 7.891m
Note: no construction proposed for 404 Jackson St lot

13. Date of acquisition of subject lands:
November 19, 2021
14. Date of construction of all buildings and structures on subject lands:
Unknown
15. Existing uses of the subject property (single family, duplex, retail, factory etc.):
405 Main St: Restaurant (commercial) / 404 Jackson St: residential
16. Existing uses of abutting properties (single family, duplex, retail, factory etc.):
Commercial (Main St) and residential (Jackson St)
17. Length of time the existing uses of the subject property have continued:
Unknown
18. Municipal services available: (check the appropriate space or spaces)
Water Yes Connected _____
Sanitary Sewer Yes Connected _____
Storm Sewers Yes
19. Present Official Plan/Secondary Plan provisions applying to the land:
See attached
20. Present Restricted Area By-law (Zoning By-law) provisions applying to the land:
C5, E298 pursuant to Zoning By-law No. 05-200
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:
- 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.
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)
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.



405 Main Street West Hamilton, Ontario Parking Study

Paradigm Transportation Solutions Limited

June 2022
220278



Project Summary



Project Number
220278

405 Main Street West, Hamilton, Ontario Parking Study

Date: June 2022
Version 1.0.0

Client
3H Properties Group Inc.

Client Contact
Kathleen Cruz

Consultant Project Team
Stew Elkins, B.E.S.
Adam J. Makarewicz, CET, MITE

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.

To the extent that this report is based on information supplied by other parties, Paradigm Transportation Solutions Limited accepts no liability for any loss or damage suffered by the client, whether through contract or tort, stemming from any conclusions based on data supplied by parties other than Paradigm Transportation Solutions Limited and used by Paradigm Transportation Solutions Limited in preparing this report.

Copyright Notice

This report is protected by Canadian and International copyright laws. Reproduction and/or distribution of the report without the written permission of Paradigm Transportation Solutions Limited is prohibited.

© 2021 Paradigm Transportation Solutions Limited. All rights reserved

**Paradigm Transportation
Solutions Limited**
5A-150 Pinebush Road
Cambridge ON N1R 8J8
p: 519.896.3163
905.381.2229
416.479.9684
www.ptsl.com



Executive Summary

Content

3H Properties Group Inc. retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this Parking Study Report for residential development. The subject site is municipally known as 405 Main Street West in Hamilton. It is located on the south side of Main Street West and west of Poulette Street.

The purpose of the study is to assess the adequacy of the proposed parking supply. A plan to ensure that the parking is accommodated and managed consistently with the development's needs will be provided.

Findings

The concept plan for the development entails demolishing the existing building and constructing a new seven-storey building for 96 residential units. Of the 96 units proposed, 49 will be provided as affordable housing units, whereas the remaining 47 units will be geared towards the typical market. In terms of the dwellings, 89 units will be less than 50 square metres, while the remaining seven units will have a size greater than 50 square metres.

A total of 19 parking spaces are proposed (of which two are small car spaces) within an underground parking garage that will be accessed through Jackson Street West. The parking supply equates to a combined rate of 0.20 spaces per unit.

Local Context

The Site's location provides a robust pedestrian-oriented environment and connects to various critical destinations within Hamilton. The site vicinity is served by a combination of road types (major-arterial and collector) that provide for a robust active transportation and transit network.

The level of transit accessibility in the area offers good non-automobile travel opportunities and reduces the need to use a car to access the Site. In addition to local transit services, higher-order transit is also expected to be available through the future LRT along King Street East, providing excellent non-automobile travel opportunities.

A review of the travel characteristics of trips made to/from the area during the weekday periods indicates close to 30% of trips are made by transit.



As a critical transportation objective in intensification, areas are to transform the primary travel mode into sustainable options (walking, cycling and transit); the provision of the LRT is expected to transform the area further to be less reliant on automobile use through a shift in the mode of travel. Transit trips will likely increase through these improvements, above the current 30% observed. A stop for the rapid transit line is proposed at King Street East and Dundurn Street South, a 7-minute walk from the Site (260 metres).

Zoning

Zoning bylaw (ZBL 05-200) stipulates that units less than 50 square metres in size require a parking rate of 0.30 space per unit, while units that are greater than 50 square metres require a parking rate of 0.70 space per unit, equating to a supply of 30 spaces based on the proposed 96 units.

However, one of the issues in benchmarking this development with Zoning By-law 05-200 is no specific rates for affordable housing are stipulated; instead, the development falls into a general multiple dwelling development. As such, the parking rate applied to the proposed development's affordable housing units is not an adequate portrayal of the development's needs in terms of parking.

Since housing and transportation are households' two most significant expenditures, tents of the affordable housing units are not likely to own a vehicle. Instead, residents will use active transportation and transit modes since their income will typically only cover housing and essential goods and services. Potential solutions need to be considered and implemented to help approve these types of developments; given the positive impact these developments have regarding housing options for residents of low-income levels.

Parking Demand

A review of actual parking demands likely to be generated by the proposed development has been considered to assess, independent and separate from a review of the Zoning By-Law requirements.

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. Paradigm applied regression equations and methodology to the affordable housing units published by ITE. Results of the regression analysis indicate a parking supply of 0.18 spaces per bedroom (i.e., nine parking spaces) would



be generated by the 49 affordable housing units. In addition, proxy surveys completed with the GTHA at affordable housing developments further identified an average parking demand of 0.12 spaces per bedroom was observed.

In terms of typical market-driven units, Paradigm surveyed parking demand at a relatively new multi-family residential development located at 20-22 George Street in the City of Hamilton. The residential parking demand at 20-22 George Street was measured on three separate days in May 2022. The parking demand at 20-22 George Street reflects a peak parking demand of 0.29 spaces per unit.

Based on the parking demand surveys, the peak parking demand for the project is calculated as 22 spaces. Although a parking shortfall of approximately three spaces could occur, providing additional parking is not recommended; instead, supporting the reduction through a Transportation Demand Management (TDM) program is recommended.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) aims to reduce the development's overall traffic and parking impacts by implementing strategies to affect the demand side of the transportation equation. Parking supply can be controversial, and some industry and municipal representatives may resist lowering parking supplies for various reasons. Municipal staff need to understand the benefits of effective parking supply management and its relationship with TDM and recognize that TDM is a policy initiative outlined in the City's Transportation Master Plan.

As the City of Hamilton does not have a comprehensive checklist developed, the City of Kitchener's checklists relied on. The following measures are proposed that have been considered that will further reduce the sites parking demand:

- ▶ Bicycle parking (0.57 spaces per unit)
- ▶ Unbundled Parking
- ▶ Sustainable Transportation Information Package
- ▶ Limited on-site parking
- ▶ Starter Presto Pass (\$30 per unit)

Through these measures, a potential reduction of four spaces is further realized. Applying the parking credit to the parking demand calculated supports the proposed parking supply of 0.20 spaces per unit.



Visitor Demand

The current parking requirements for residential parking in the Zoning By-law do not require any spaces designated for visitors. By limiting parking to residents only, the development provides a further incentive to change and shape the travel choices of visitors to the development, mainly since the cost of parking will be a factor in an individual's transportation decision¹.

If visitors cannot use sustainable mode choices, on-street parking is well provided for the area that can support visitor demand. It is acknowledged that most of the local street is heavily utilized during the evening hours when visitor demand is at its highest.

However, there is a surplus of metered spaces along the boundary roadways (Main Street West and Locke Street) within a 300-metre walking distance of the development, where usage is reduced during the evening hours. As a result, the metered spaces lend themselves to an informal shared parking arrangement.

Compact Spaces

Two of the 19 spaces will be compact spaces measuring 2.6 metres wide with a length of 5.5 metres, consistent with the stall requirements noted within Zoning By-law 05-200 for a compact parking stall. Comparing how a compact stall size measures up to adjacent municipalities, the City of Hamilton's compact parking stall size is very similar to a typical parking spaces size within the City of Toronto (2.6 metres wide with a length of 5.6 metres). Even though it is a smaller footprint than what a typical space requires, it is still expected to accommodate a significant number of vehicle types.

Additionally, the Site can only offer 17 typical parking spaces if the two compact spaces are not provided. However, by permitting the two compact parking stalls on the Site, the development can reduce the overall footprint of the parking lot (i.e., less pavement required for compact spaces) and support the use of compact vehicles that are typically more energy-efficient than larger vehicles.

¹ The Dimensions of Parking 5th Edition, Urban Land Institute, 2010



Policy Framework

The City of Hamilton's strategic vision is about creating a vibrant, healthy, and sustainable city where people of all ages and abilities can enjoy a good quality of life. The Urban Hamilton Official Plan (UHOP) emphasizes the importance of fundamental rights, including 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 a compact, whole, sustainable community.

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 choices to Hamilton residents.

Communities with a range of housing choices that meet the full range of their housing needs - including the needs of low- and moderate-income citizens - are generally more liveable, more economically competitive, and resilient and are one of the City's objectives strategic Plan.

Housing Affordability

Access to safe, affordable, and adequate housing touches almost every aspect of a community's well-being and affects its members. Communities with a range of housing choices that meet the full range of their housing needs – including the needs of low and moderate-income citizens – are generally more liveable, economically competitive and resilient. Ending chronic homelessness within Hamilton is one of the City's 2018 to 2022 Term of Council Priorities objectives².

The Province of Ontario 2021 appointed a Housing Affordability Task Force to provide the government with recommendations on additional measures to address market housing supply and affordability. The report was published and identified one of the barriers to implementing affordable housing (such as this project) is the requirement for costly parking stalls even though development may not require them. By-laws and guidelines that preserve "neighbourhood character" often

² Term of Council Priorities 2018 to 2022, June 2021.



prevent smart growth and innovative development. The people suffering are primarily young, visible minorities, and marginalized. It is the perfect example of a policy that appears neutral on its surface but is discriminatory in its application³.

Market-Driven

It is also essential to ensure that the parking supply provided is supportable from a residential sales perspective (that there is a market for the units sold without parking over the long term) and from a commercial leasing/business operations perspective. A parking rate contributing to a poor leasing/sales outcome does not produce a viable development for the long-term condition.

The rates proposed herein have been vetted by the Applicant's leasing and sales advisors, and from a business perspective, the proposed parking supply is considered viable. The parking supply is in-line with TDM measures factored into the ITE and local parking demand data at similar sites. A substantial element of the "market" is anticipated from the Project and future intensification surrounding the Project.

Conclusions

A parking supply of 0.20 spaces per unit is supportable based on a review of local parking demand data and secondary source data and a robust Transportation Demand Management (TDM) program. Further, a reduced parking supply that will meet the expected demand has regard to matters of Provincial interest; they are consistent with the Provincial Policy Statement. They conform with the Growth Plan and the City of Hamilton Official Plan and Transportation Master Plan provisions.

As stated, and recognized by the city, a key transportation objective in intensification areas is to transform the primary travel mode into 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. Although the Site does not fall directly within the prescribed Transit-Oriented Corridor Zone, the magnitude of rapid transit's pedestrian accessibility isn't limited to the corridor in which the LRT is provided. Instead, it extends well beyond the corridor represented by a "walkshed" with a circle radius of 800 metres surrounding the rapid transit stop⁴.

³ <https://www.moreneighbours.ca/>

⁴ Advancing Transit Priorities: Frequent Rapid Transit Network Prioritization, February 2020, Metrolinx



As stated previously, a future LRT stop will be within a 510-metre walk of the Site. As the transit corridor zone identifies reduced parking requirements given expected travel pattern changes, there should be some flexibility in accommodating reduced parking requirements for the Site given the proximity to the LRT and within the prescribed walkshed.

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 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

As much as we read about housing affordability being a challenge in cities worldwide, the depth of the challenge has become more significant in our community. Minimum parking requirements for each new unit are an outdated municipal requirement that increases the cost of housing and are increasingly less relevant with public transit improvements and rideshare services. Minimum parking requirements add as much as \$165,000 to the price of a new housing unit, even as demand for parking spaces is falling.

If the City wishes to implement affordable housing options, the city needs to recognize that minimum parking requirements present a significant barrier to these goals. Parking should not be viewed as only an amenity required to support our cities and our ability to drive; instead, it must be considered a significant economic investment that carries outcomes that shape our cities and regions. It must be recognized that parking has high costs, heavily subsidizes the choice to drive, and hampers the ability to promote sustainable and affordable developments.

The ability for residents to avoid the cost of parking by choosing a house without parking is limited by the existence of minimum parking requirements that represent a barrier in accommodating these types of affordable housing projects.



Recommendations

- ▶ As the parking demand will meet the proposed supply, the proposed Zoning Bylaw variance be approved to allow the Site to develop as planned with a parking rate of 0.20 spaces per unit, subject to the following TDM measures (at a minimum) being implemented:
 - Transportation Information Package
 - Unbundled Parking
 - Presto Pass (\$35 preloaded passes)
 - Long-term bicycle parking (0.57 spaces per unit)
 - Short-term bicycle parking (0.14 spaces per unit)



Contents

1	Introduction	1
1.1	Overview	1
1.2	Purpose and Scope	1
2	Area Description	3
2.1	Road Network	3
2.2	Transit Service.....	4
2.2.1	Hamilton Transit	4
2.2.2	Future Rapid Transit Corridor.....	6
2.3	Bike Share.....	8
2.4	Car Share	10
2.5	Neighbourhood Multi-Modal Assessment.....	12
2.5.1	Walkability	12
2.5.2	Transit	12
2.5.3	Cycling.....	12
2.5.4	Area Travel Characteristics	13
2.5.5	Summary	14
3	Development Description	15
3.1	Development Description	15
3.2	Compact Car Space	15
4	Parking Methodology.....	17
4.1	Zoning Requirements.....	17
4.1.1	Zoning By-law 05-200	17
4.2	Parking Demand	18
4.2.1	Parking Utilization Surveys (Market Units)	18
4.2.2	Secondary Source (Affordable Housing)	19
4.2.3	Visitor Base	21
4.2.4	Projected Parking Demand.....	22
4.3	Transportation Planning Context.....	23
4.3.1	Metrolinx 2041 Transportation Plan.....	23
4.3.2	Transportation Master Plan	24
4.3.3	Transportation Demand Management (TDM).....	24
4.3.4	Provincial Policy Framework	25
4.3.5	Ontario's Five-Year Action Plan	26
4.4.1	Hamilton Climate Emergency	27
4.4.2	Ontario Housing Affordability Task Force	28
5	Transportation Demand Management.....	29
5.1	Parking Supply Influence.....	29
5.2	Proposed Strategies	31
5.2.1	Transportation Information	31



5.2.2	Parking Supply	31
5.2.3	Unbundled Parking	31
5.2.4	Presto Pass	32
5.2.5	Bicycle Parking	32
5.3	TDM In Development Approvals	33
5.3.1	Parking Supply Credit	33
5.3.2	TDM Checklist	33
5.4	Maintain Sales/Lease Viability	34
6	Conclusions and Recommendations	35
6.1	Conclusions	35
6.2	Recommendations	36

Appendices

Appendix A	TTS Data
Appendix B	Proxy Survey Data
Appendix C	TDM Worksheet

Figures

Figure 1.1:	Development Location	2
Figure 2.1:	Existing Transit Network	5
Figure 2.2:	Hamilton LRT Project	7
Figure 2.3:	Bike Share Stations	9
Figure 2.4:	Car Share Locations	11
Figure 3.1:	Concept Site Plan	16

Tables

Table 2.1	Apartment Modal Split	13
Table 4.1	Zoning ByLaw Requirements (TOC)	17
Table 4.2:	Utilization Summary	18
Table 4.3	Affordable Housing Utilization Summary	19
Table 4.4	ITE Parking – Regression Analysis	20
Table 4.4	Projected Base Parking Demand	22



1 Introduction

1.1 Overview

3H Properties Group Inc. retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this Parking Study Report for residential rental development.

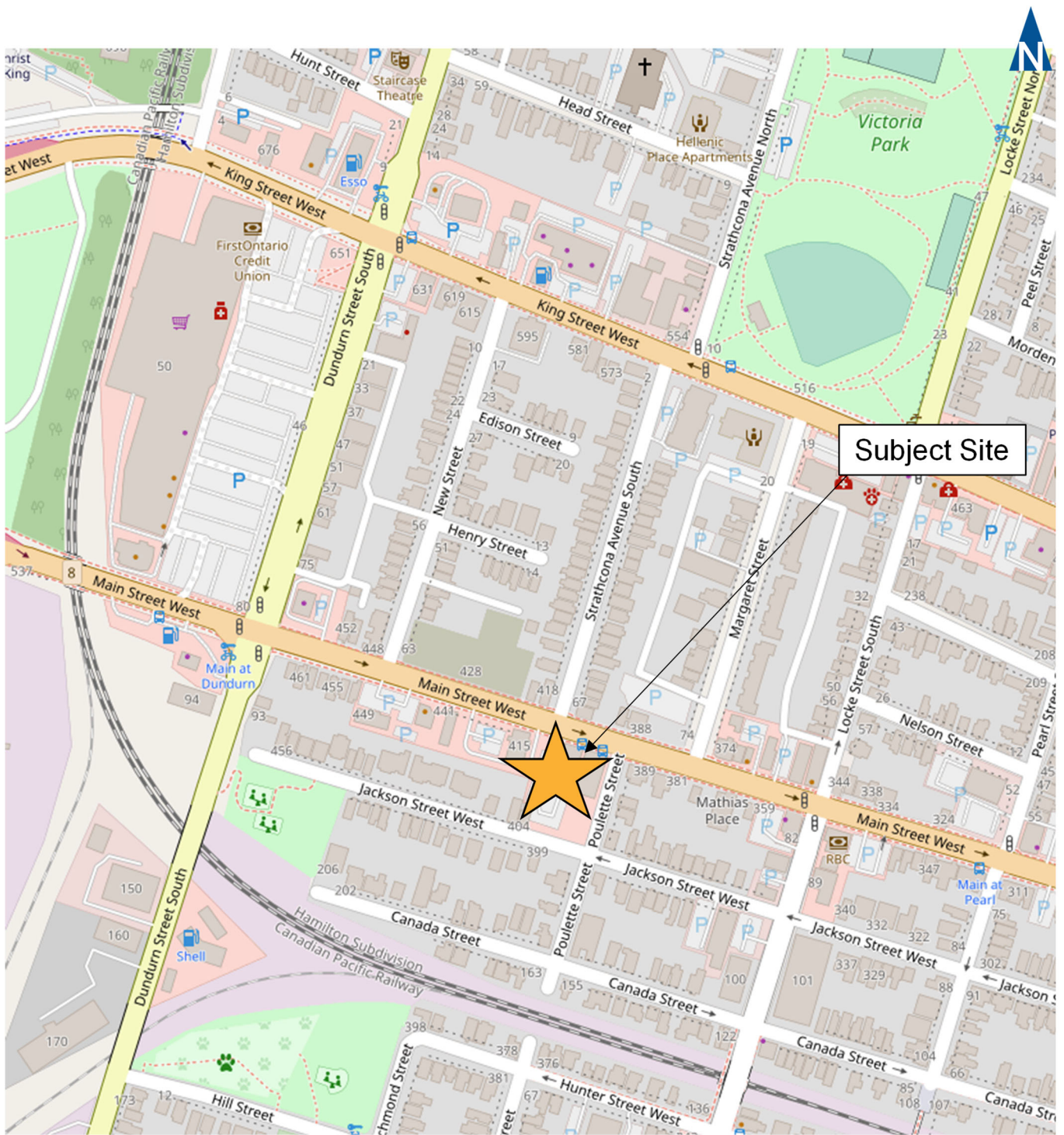
The subject site is municipally known as 405 Main Street West in Hamilton. It is located on the south side of Main Street West and west of Poulette Street.

Figure 1.1 details the location of the subject development.

1.2 Purpose and Scope

The purpose of the parking component is to assess the adequacy of the proposed parking supply. A plan to ensure that the parking is accommodated and managed consistently with the development's needs will be provided.





NTS
Source: Open Street Maps



Development Location

2 Area Description

This section of the report provides an overview of the conditions and components of the study area.

2.1 Road Network

The main roadways near the subject site include Main Street West, Poulette Street and Jackson Street West. The characteristics of these roadways are as follows:

- ▶ **Main Street West** is an east-west major-arterial⁵ roadway that operates under the jurisdiction of the City of Hamilton. The study area has an urban cross-section with one-way operation in the eastbound direction, sidewalks are on both sides of the road, and metered parking is on the north. The maximum speed limit is 50 kilometres per hour.
- ▶ **Poulette Street** is a north-south local roadway that operates under the jurisdiction of the City of Hamilton. The maximum speed limit is 40 kilometres per hour. The study area has an urban cross-section with two-way operation, sidewalks are provided on both sides, and on-street parking is limited to one side of the roadway following a bi-monthly schedule.
- ▶ **Jackson Street West** is an east-west collector that operates under the jurisdiction of the City of Hamilton. The maximum speed limit is 40 kilometres per hour. The study area has an urban cross-section with a one-way operation in the westbound direction east of Poulette Street and a two-way operation for the west section. Sidewalks are provided on both sides, and on-street parking is limited to the south side of the road. Timed parking restrictions are in effect for the section west of Poulette Street, where one hour of parking is permitted between 8 AM – 6 PM Monday to Friday.

⁵ Urban Hamilton Official Plan, Schedule C: Functional Road Classification, February 2021.



2.2 Transit Service

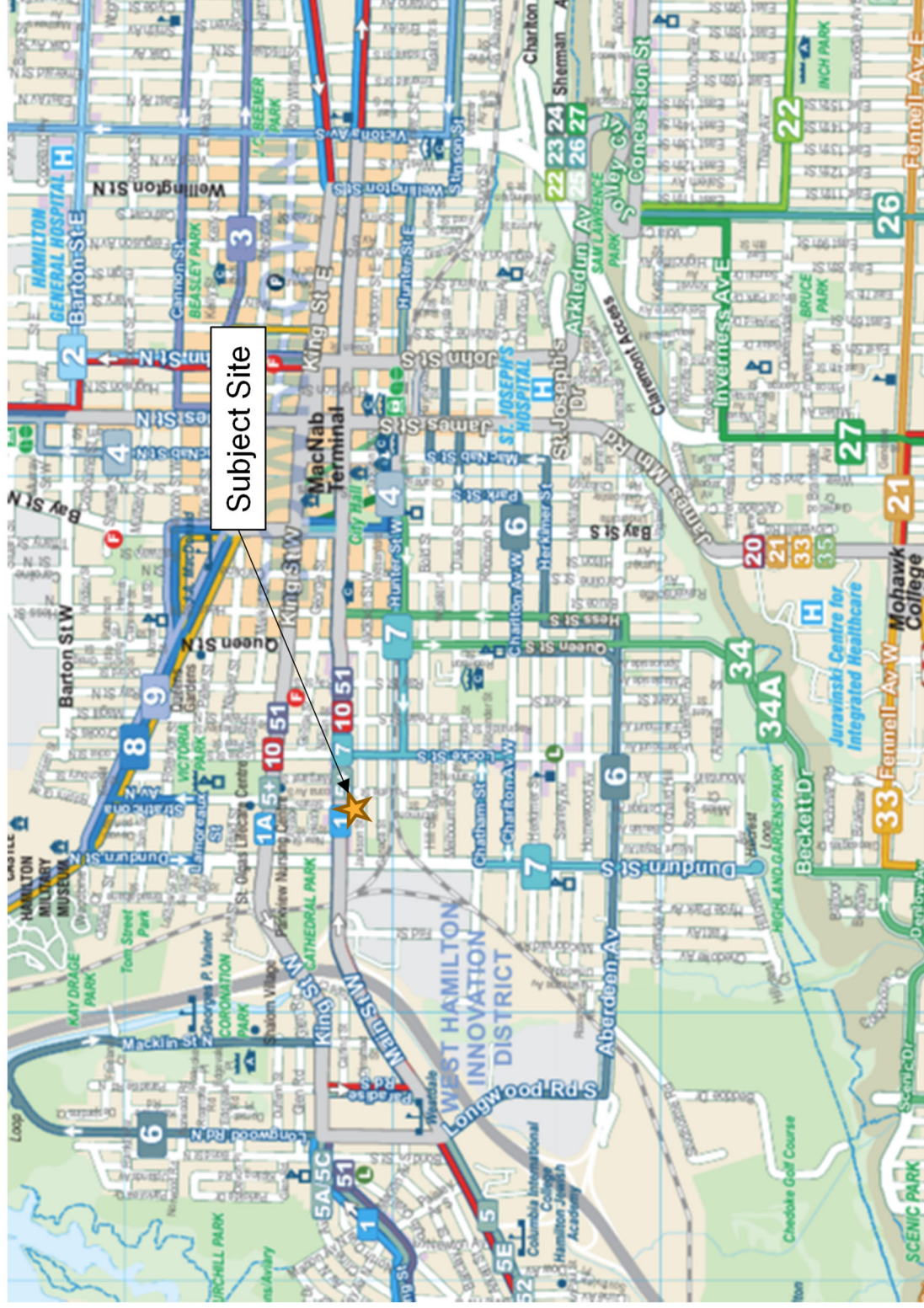
2.2.1 Hamilton Transit

Hamilton Street Railway (HSR) is the public transit operator for Hamilton and operates several routes within the study area. Currently, HSR operates two routes adjacent to the Site:

- ▶ **Route 1 (King)** provides service seven days a week in lower Hamilton from Hamilton GO to Eastgate Square in the east. Route 1 operates with approximately six- to eight-minute headways during weekday peak hours and headways of up to 20 minutes during other service hours.
- ▶ **Route 5 (Delaware)** provides service seven days a week in east-west lower Hamilton, including Dundas, Ancaster and Stoney Creek. Route 5 operates with approximately 12-minute headways during weekday peak hours and headways up to 30 minutes during other service hours.
- ▶ **Route 7 (Locke)** provides service seven days a week in both the east-west and north-south routes servicing the south-west end of the city from then downtown. Route 7 operates with approximately 20-minute headways during weekday peak hours and headways of up to 60 minutes during other service hours.
- ▶ **Route 10 (B Line Express)** provides weekday and Saturday service from University Plaza in the west end to Eastgate Square in the east end. Route 10 operates with approximately seven- to eight-minute headways during weekday peak hours and headways of up to 20 minutes during other service hours. Service is not provided on Sundays.
- ▶ **Route 51 (University)** provides weekday and Saturday service in an east-west direction between downtown and west Hamilton along Main Street West and King Street West. It services Hamilton GO Centre, Jackson Square and McMaster University. Route 51 is currently on hiatus until September 2022.

Figure 2.1 illustrates the existing transit network. The nearest stop for Route 1 and 5 is located at Main Street West and Poulette Street, adjacent to the Site. The closest stop for Route 7 is at Main Street West and Locke Street (170 metres to the east), and the nearest stop for Route 10 is at Main Street West and Dundurn (260 metres).





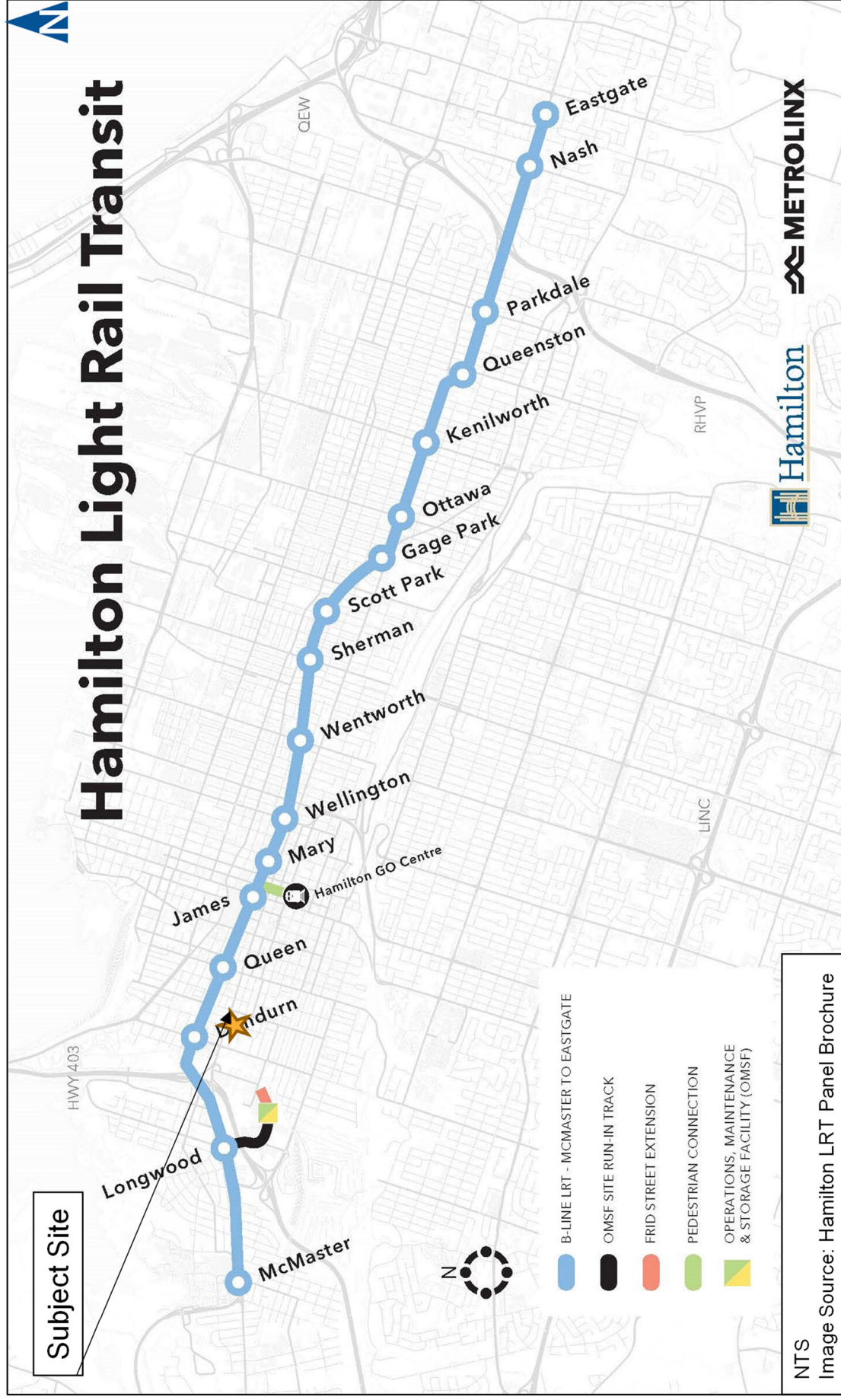
2.2.2 Future Rapid Transit Corridor

Future transit plans for the city include the proposed Hamilton Light Rail Transit (LRT) project. The 14-kilometre route will connect McMaster University in the west end to Eastgate Square in the east, traversing King Street East in the vicinity of the subject site. The nearest stop will be approximately 510 metres northwest of the subject site at King Street East and Dundurn Street South.

The proposed LRT line will likely link to GO Transit, VIA Rail services and walking and cycling trails to help provide sustainable transportation choices to residents of Hamilton. **Figure 2.2** illustrates the proposed LRT in relation to the proposed development.

It is noted that Hamilton City Council ratified a memorandum of understanding on September 15, 2021, for the LRT project. Early works construction on the project is expected to begin in early 2022.





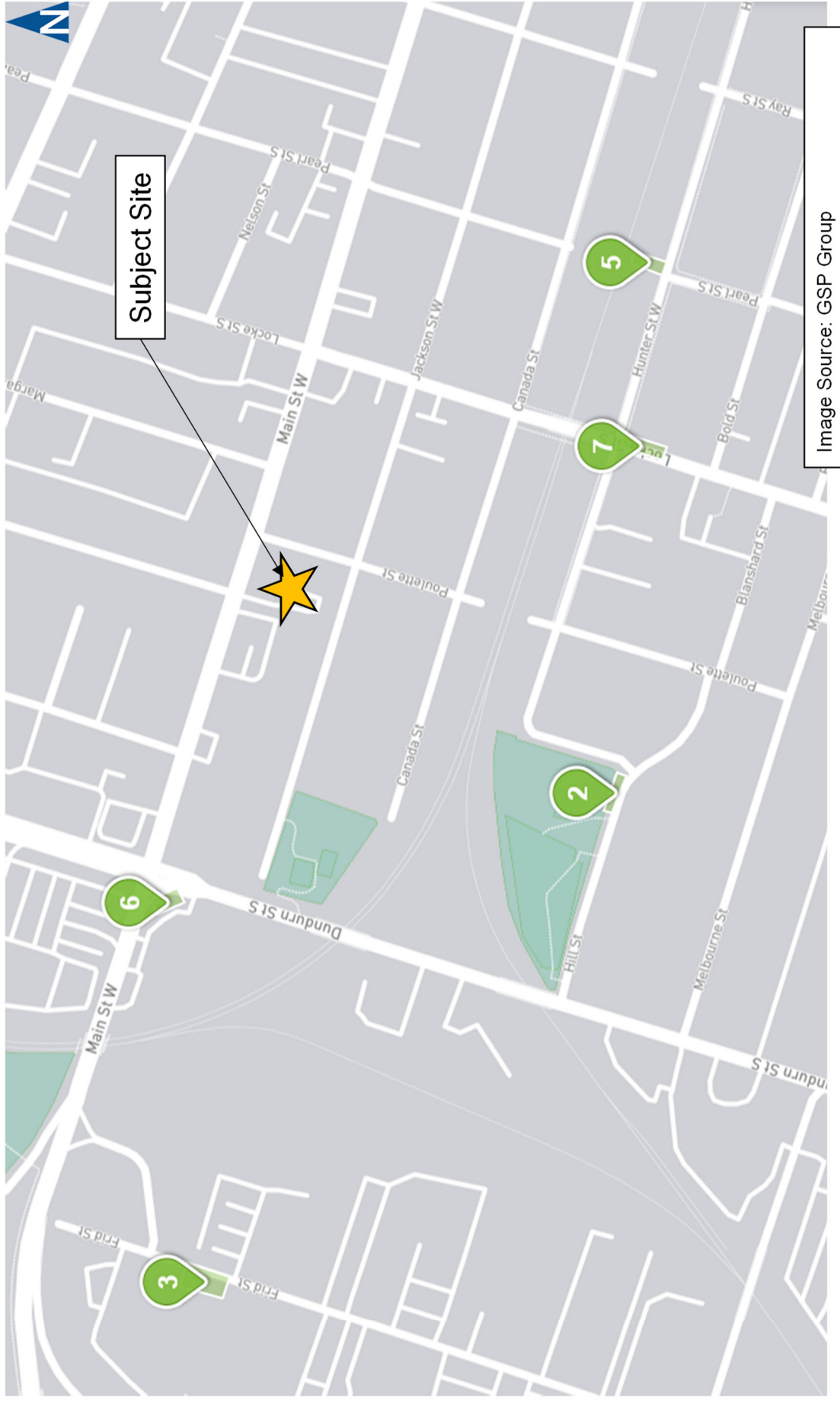
2.3 Bike Share

The City of Hamilton, in partnership with Social Bicycles (SOBI), has implemented a bike-share program. The bike-share program provides bicycles at several locations across the Downtown area for use by members of the program on a short-term rental basis. The nearest SOBI location is approximately 260 metres west of the subject site (a two-minute walk) at Main Street West and Dundurn Street South.

Members can pick up and drop off bicycles at different bike share stations, providing convenient and ready access to an increasingly well-used non-automotive travel mode. The availability of bicycle use by residents of the building on a short-term rental basis supports the viability of bicycle travel as a convenient alternate travel mode option for people living within the proposed building and general area.

Figure 2.3 illustrates the bike share locations near the development.





2.4 Car Share

Car sharing refers to automobile rental services that substitute for private vehicle ownership. It makes occasional vehicle use affordable 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, shifting from two to one vehicle or from one to zero. Residents of the building could use walking, transit, or cycling as their primary mode of travel and use the car-share as a secondary mode of travel. Lower automobile ownership rates and parking requirements can be obtained by providing this alternative.

There are currently two car share providers in the City of Hamilton (Communauto⁶ and ZipCar⁷).

Communauto has three vehicles/spaces within 800 metres of the subject site or a ten-minute walk. The nearest space is approximately 550 metres from the subject site or a seven-minute walk.

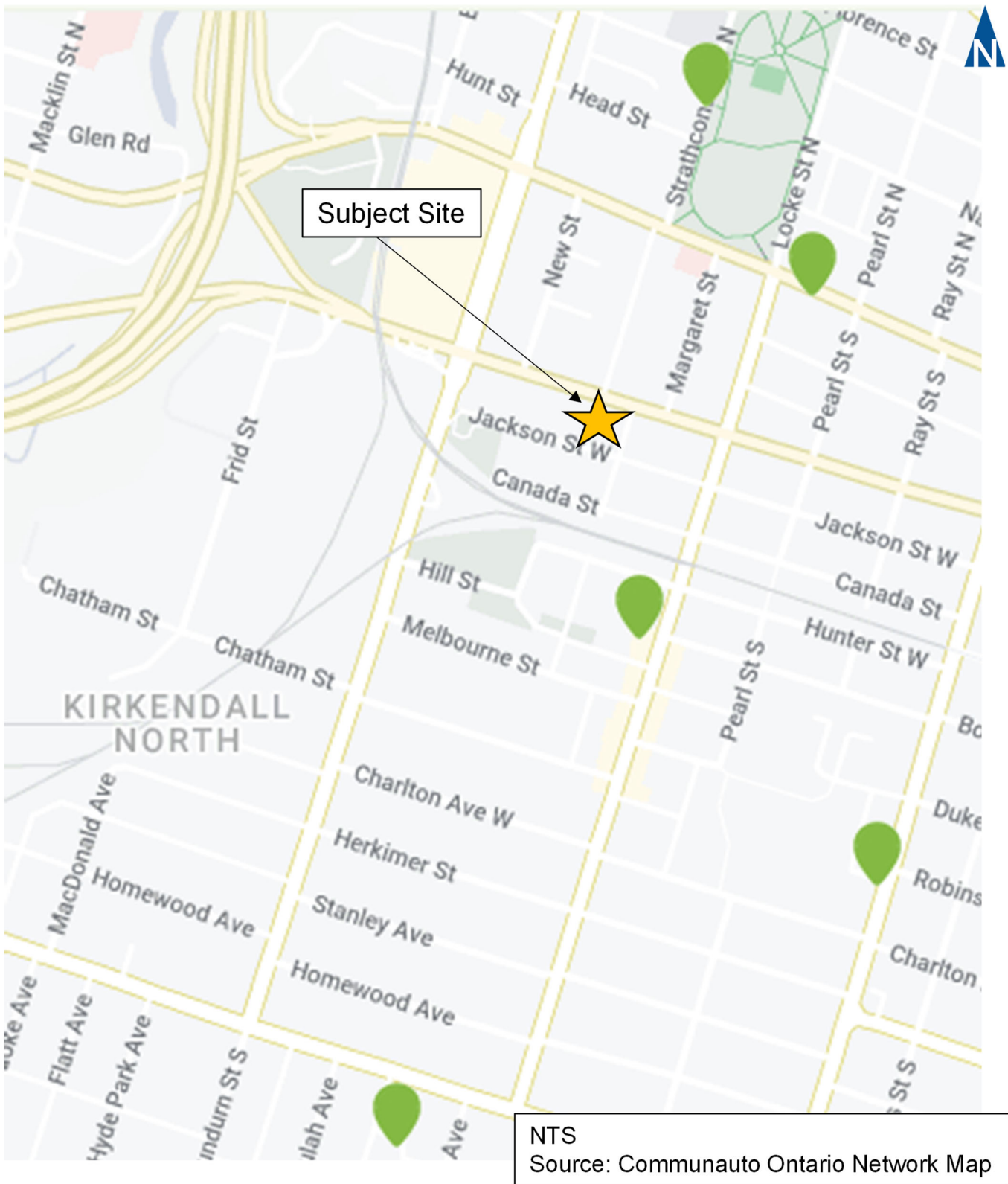
The availability of car-share spaces near the subject site allows residents of the development and surrounding community who usually would not need a vehicle for their daily activities to be comfortable deciding not to own a vehicle.

Figure 2.4 illustrates the Communauto car share locations near the development.

⁶ <https://ontario.communauto.com/>

⁷ <https://www.zipcar.com/en-ca>





2.5 Neighbourhood Multi-Modal Assessment

Sustainability is a principle that cuts across all developments as it is ingrained in developing a balanced multimodal transportation system and is supported by Hamilton. Hamilton is committed to building and maintaining a community that meets today's needs while providing a high quality of life.

Analytical tools allow communities, transit agencies, developers, and employers to measure the environmental impact of neighbourhoods' transportation and land-use choices.

2.5.1 Walkability



Walk Score is a well-known (but proprietary) measure of walkability – it aggregates several data sources to provide a proxy measure of the quality of the pedestrian environment. It is utilized to gauge the walkability and destination density of each neighbourhood.

405 Main Street West has a Walk Score of 85 and is considered a "Very Walkable" location, meaning most errands can be accomplished on foot⁸.

2.5.2 Transit



Transit Score is a measure of transit accessibility. It aggregates information regarding transit frequency, the density of stops and routes, and mode of service. It is used to gauge the transit accessibility of each neighbourhood.

405 Main Street West has a Transit Score of 70 and is considered "Excellent Transit," which means transit is convenient for most trips.

2.5.3 Cycling



Bike Score is a measure of the area's ability to accommodate cyclists. A Bike Score is calculated for a given location by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters.

405 Main Street West has a Bike Score of 86 and is considered "Very Bikeable," which means biking is convenient for most trips.

⁸ <https://www.walkscore.com/score/405-main-st-w-hamilton-on-canada>



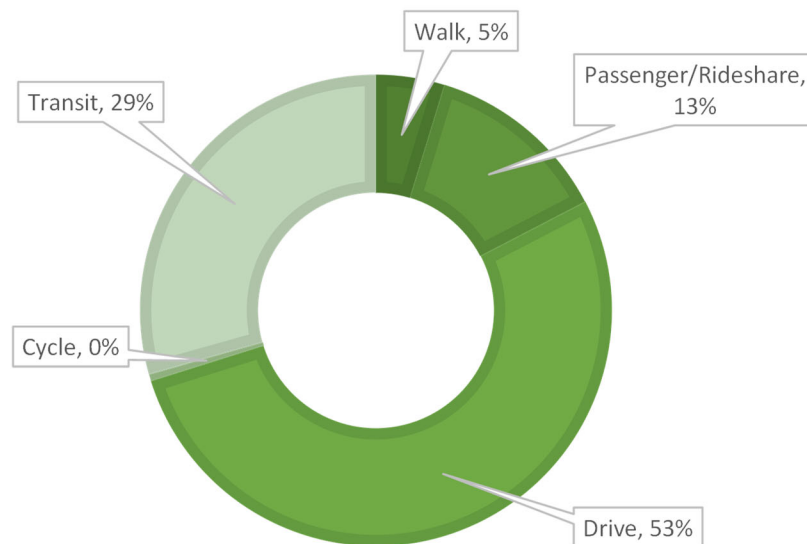
2.5.4 Area Travel Characteristics

The Site is located within central Hamilton, an established area of the city. Its location along several transit routes 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 about the origin and destination patterns and travel mode choices for trips made in Southwestern Ontario.

A review of the TTS travel characteristics of trips made to/from the area (TTS Zone 5192, 5200) during the weekday periods is provided in **Table 1**. Notably, close to 30% of trips are made by transit. **Appendix A** contains the TTS data.

TABLE 2.1 APARTMENT MODAL SPLIT



2.5.5 Summary

The Site's location provides a robust pedestrian-oriented environment and connects to various critical destinations within Hamilton. The site vicinity is served by a combination of road types (major-arterial and locals) that provide for an established pedestrian sidewalk network.

The level of transit accessibility provided in the area offers excellent non-automobile travel opportunities and reduces the need to use a car to access the Site. In addition to local transit services, higher-order transit is also expected to be available through the future LRT along King Street East, providing improved access to transit opportunities.

As a critical transportation objective in intensification, areas are to transform the primary travel mode into sustainable options (walking, cycling and transit); the provision of the LRT is expected to transform the area further to be less reliant on automobile use through a shift in the mode of travel.



3 Development Description

3.1 Development Description

The concept plan for the development entails demolishing the existing building and constructing a new seven-storey building for 96 residential units. Of the 96 units proposed, 49 will be provided as affordable housing units, whereas the remaining 47 units will be geared towards the typical market. In terms of the dwellings, 89 units will be less than 50 square metres, while the remaining seven units will have a size greater than 50 square metres.

A total of 19 parking spaces are proposed (of which two are small car spaces) within an underground parking garage that will be accessed through Jackson Street West. The parking supply equates to a combined rate of 0.20 spaces per unit.

Figure 3.1 illustrates the concept site plan.

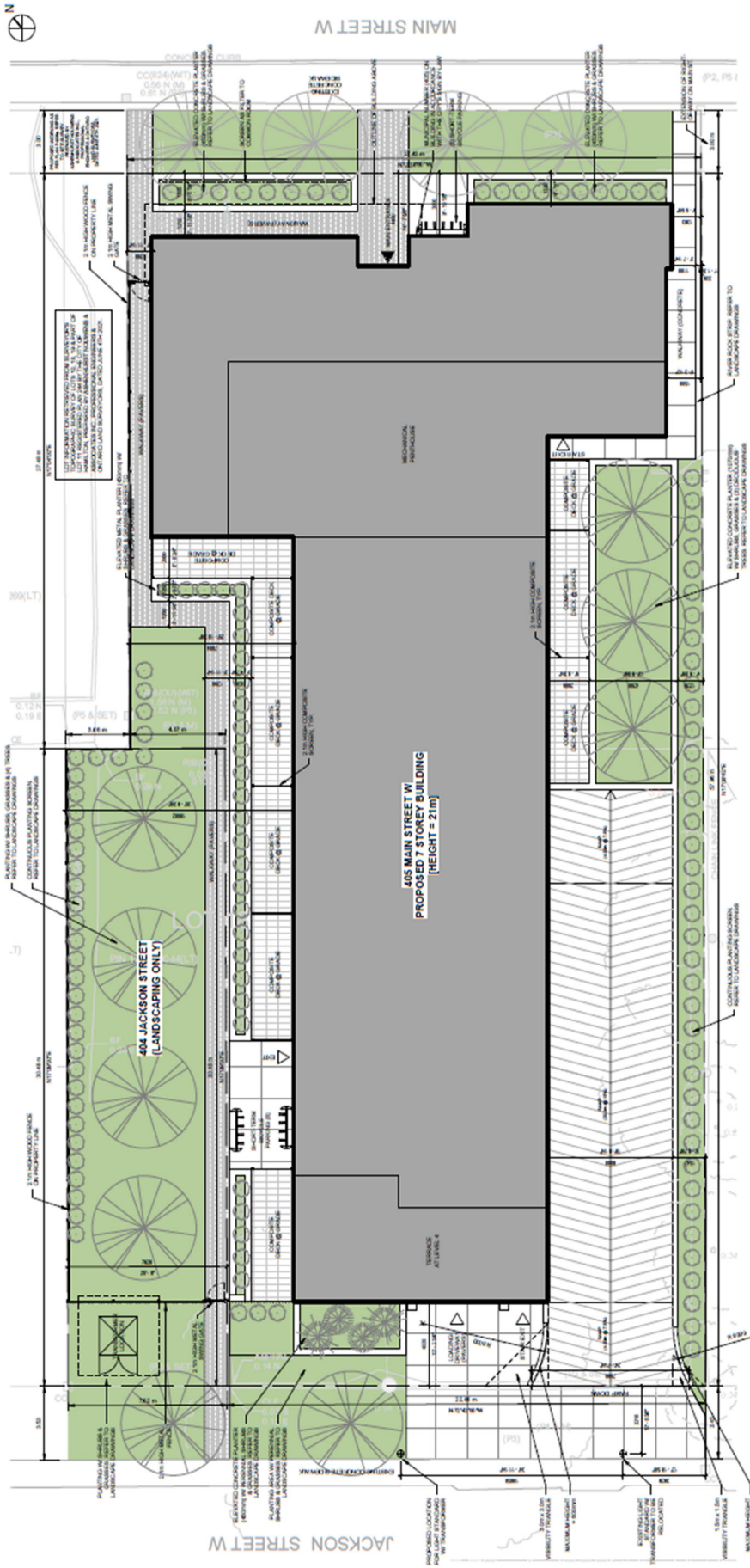
3.2 Compact Car Space

The City of Hamilton supports allocating compact car parking spaces as part of the Zoning By-Law 05-200. The bylaw states that the portion of a parking lot dedicated to compact parking spaces is 10% of the required supply, subject to a minimum of 10 or more spaces required on a site. The widths of these spaces shall be 2.6 metres wide with a length of 5.5 metres.

Comparing how a compact stall size measures up to adjacent municipalities, the City of Hamilton's compact parking stall size is very similar to a typical parking spaces size within the City of Toronto (2.6 metres wide with a length of 5.6 metres). Even though it is a smaller footprint than what a typical space requires, it is still expected to accommodate a significant number of vehicle types.

Additionally, the Site can only offer 17 typical parking spaces if the two compact spaces are not provided. However, by permitting the two compact parking stalls on the Site, the development can reduce the overall footprint of the parking lot (i.e., less pavement required for compact spaces) and support the use of compact vehicles that are typically more energy-efficient than larger vehicles.





4 Parking Methodology

As with any equilibrium system, a minimum of two components are required to be in balance and reach the equilibrium point. With parking systems, this involves the balance of parking supply and demand. Achieving an appropriate supply level is equally important as demand. The ubiquitous oversupply of cheap and accessible parking has long contributed significantly to single-occupant vehicle (SOV) travel growth.

There is a strong focus on the pedestrian environment and an emphasis on active transportation in the Official Plan. As the development proposal focuses on accommodating a suitable pedestrian environment that would encourage active transit based on the de-emphasis on parking, the use of blanketly applying the Zoning By-law across the development does not reflect these goals.

4.1 Zoning Requirements

The current parking requirements for this development are governed by the City of Hamilton Zoning By-law requirements. It is recognized that the actual demand for parking spaces may vary from Development to Development

4.1.1 Zoning By-law 05-200

The Site is located within the City's C5 zoning district, subject to the parking regulations contained within Zoning By-law 05-200. **Table 4.1** summarizes the parking standard calculations for the proposed redevelopment plans. As indicated, 30 parking spaces are required under the current in-force By-law for the Site.

TABLE 4.1 ZONING BYLAW REQUIREMENTS (TOC)

Use	Units	Parking Rate ¹	Spaces Required
Residential	89	0.3 per unit if less than 50m ²	26
Residential	7	0.7 per unit if greater than 50m ²	4
Total	96		30

By-law No. 05-200



4.2 Parking Demand

A review of actual parking demands likely to be generated by the proposed development has been considered to assess, independent and separate from a review of the Zoning By-Law requirements.

The "real" demands established for each land use are based upon a review of parking demand technical resources and information collected by Paradigm and others at comparable land uses. The specified demands consider several influencing factors, including market demands and interaction effects between uses.

4.2.1 Parking Utilization Surveys (Market Units)

Paradigm surveyed parking demands for a relatively new development in the City of Hamilton, approximately 1.5 kilometres east of the proposed development. The Site is at 20-22 George Street and contains 230 residential units. Fixed transit routes service the Site, mainly through the same routes that service 405 Main Street West.

The residential parking demand at 20-22 George Street was measured from 7:00 PM to Midnight on Thursday, May 5, 2022, Friday, May 6, 2022, and Saturday, May 7, 2022. **Table 4.2** summarizes the parking utilization rates for 20-22 George Street over the three days of data collection. The data is reflective of a peak parking demand of 0.29 spaces per unit. **Appendix B** contains the parking data.

TABLE 4.2: UTILIZATION SUMMARY

Date	Residential
Thursday, 5 May 2022	0.26
Friday, 6 May 2022	0.29
Saturday, May 7, 2022	0.26
Peak Demand (rate per unit)	0.29



4.2.2 Secondary Source (Affordable Housing)

Paradigm reviewed a number of parking surveys completed at affordable housing developments. Granted, some of the surveys are not located within Hamilton, but they provide further data at the parking requirements at these types of development.

Each of these sites involves higher-density development being embedded within predominantly low-density neighbourhoods. This is similar in nature to the subject site which will be increase-density development embedded into a predominantly low-density neighbourhood concentrated by good transit usage. **Table 4.3** outlines the parking demand at affordable housing developments with the Greater Toronto Hamilton Area (GTHA).

Overall the proxy sites reviewed in the relevant areas reveal a parking demand rate on average of 0.12 spaces per bedroom.

TABLE 4.3 AFFORDABLE HOUSING UTILIZATION SUMMARY

Address	Municipality	Units	Bedrooms	Parking Supply	Date	Peak Parking Demand	Effective Parking Rate per Bedroom	Unutilized Spaces
50 Station Street	Ajax	50	84	21	Wed, April. 30, 2014	12	0.14	-9
147 Mary Street	Hamilton	30	30	10	Tues, March 26, 2022 Wed., March 27, 2022	5 5	0.09 0.07	-5 -5
160 Ontario Street	St. Catharines	9	9	5	April 2015 April 2015	0 1	0.00 0.11	-5 -4
178 King Street	Welland	28	28	24	April 2015 April 2015	7 5	0.25 0.18	-17 -19



To provide further confidence in the proxy data observed, a review of the Institute of Transportation Engineers (ITE) Parking Generation has been reviewed.

Numerous industry associations and institutions are dedicated to surveying and reviewing parking requirements related to various land uses. These associations, such as ITE, collect, review, and disseminate parking demand, supply, and appropriate design standards. This data helps establish a typical range of requirements. The latest ITE parking generation manual is the 5th edition.⁹ and is a comparative to determine baseline assumptions.

The following ITE Land Use Code (LUC) was reviewed:

- ▶ LUC 223 (Affordable Housing) includes all multi-family housing rented below-market to households with at least one employed member. Living in affordable housing can depend on limited household income and resident age.

Paradigm applied regression equations and methodology published by ITE for the proposed Site. Results of the regression analysis indicate a parking supply of 9 spaces would be generated by the affordable housing development using 49 bedrooms and a dense multi-urban environment. **Table 4.4** outlines the regression equation.

TABLE 4.4 ITE PARKING – REGRESSION ANALYSIS

Use	Bedrooms	Fitted Curve Equation	Spaces Required
Affordable Housing	49	$P = 0.33(x) - 7.02$	9

⁹ ITE Parking Generation 5th Edition, Washington DC, 2019.



4.2.3 Visitor Base

The current parking requirements for residential parking in the Zoning By-law do not require any spaces designated for visitors. By limiting parking to residents only, the development provides a further incentive to change and shape the travel choices of visitors to the development, mainly since the cost of parking will be a factor in an individual's transportation decision¹⁰.

If visitors cannot use sustainable mode choices, on-street parking is well provided for the area that can support visitor demand. It is acknowledged that most of the local street is heavily utilized during the evening hours when visitor demand is at its highest.

However, there is a surplus of metered spaces along the boundary roadways (Main Street West and Locke Street) within a 300-metre walking distance of the development, where usage is reduced during the evening hours. As a result, the metered spaces lend themselves to an informal shared parking arrangement.

The concept of shared and managed parking reflects the variations in usage levels of different land uses by the time of day, day of the week and seasonal factors to derive efficiencies in overall parking supply requirements through a permissive shared pool of parking that support the range of planned uses at different times.

Each land use does not need its dedicated parking supply, yet that is precisely what standard analysis and Zoning indicate is needed. In reality, throughout the day, different uses have different peak demands: for example, commercial and retail services will primarily be driven by peak parking during typical business hours, likely until 5 PM, while visitors of a residential building will have a high demand only after 7 PM as outlined by inputs collected by the Urban Land Institute (ULI)¹¹.

¹⁰ The Dimensions of Parking 5th Edition, Urban Land Institute, 2010

¹¹ Shared Parking 2nd Edition, Urban Land Institute, 2005



4.2.4 Projected Parking Demand

The base parking demand ratios represent how many spaces should be supplied for each use. A summary of the base peak parking demands for each component used contemplated within the development is provided in **Table 4.4**. The following summarizes the parking demand rates used:

- ▶ Market geared units are reflected by a peak parking demand of 0.29 spaces per unit consistent with the proxy survey.
- ▶ Affordable Housing units are reflected by the ITE regression analysis summary that stipulates a ratio of 0.18 spaces per bedroom.

The peak parking demand for the whole project is projected as 22 spaces. Although a parking shortfall of approximately three spaces could occur, providing additional parking is not recommended; instead, supporting the reduction through a Transportation Demand Management (TDM) program is recommended.

The provision of providing reduced parking in support of promoting non-automotive uses consists of several policies developed at both the provincial level and local municipal level. The procedures related to reducing vehicle parking are provided in the following Chapter.

TABLE 4.4 PROJECTED BASE PARKING DEMAND

Use	Units	Spaces Required
Market Units	47	13
Affordable Housing	49	9
Total	96	22



4.3 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.

4.3.1 Metrolinx 2041 Transportation Plan

Metrolinx launched the 2041 Transportation Plan in 2018, including 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 multimodal 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 By-laws was 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 that 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 employees and visitors with the provision of the LRT.

4.3.2 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, transportation and land use patterns coupled with effective parking management strategies can support modal choice and active modes of travel, transit-oriented development, and 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.

4.3.3 Transportation Demand Management (TDM)

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 Citywide 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 the number of secure bike storage lockers by reviewing underutilized space in current parking facilities;
- ▶ Increasing parking supply in areas that easily connect to rideshare or walkable paths;
- ▶ Developing a curb-side management strategy which will assist both rideshare 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 residents and visitors by including on-site visitor parking and limited on-site parking. As TDM is closely linked with reducing vehicle trips, an added benefit is the reduction and need for on-site parking. The development also includes five short-term bicycle parking spaces near the entrance of the building and ten long-term bicycle parking spaces on the basement floor.

4.3.4 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);



4.3.5 Ontario's Five-Year Action Plan

Ontario's Five-Year Climate Change Action Plan was announced in June 2016 (herein referred to as "the Plan"). The Plan emphasizes the importance of addressing climate change at the municipal level. Some of the critical transportation and land-use planning actions outlined in the Plan are as follows:

- ▶ **Support cycling and walking:** Commuter cycling networks will be established across Ontario, targeting routes with high-commuting volumes, such as between residential communities, major transit stations and employment areas. There will be more cycling facilities in urban areas, including grade-separated routes and cycling signals. More bicycle parking will be at transit stations and provincially owned, publicly accessible facilities. Ontario will revise provincial road and highway standards to require commuter cycling infrastructure to be considered for all road and highway construction projects where it is safe and feasible. Ontario will do the same for major transit corridors.
- ▶ **Reduce single-passenger vehicle trips:** Ontario will grant municipalities and large private employers to implement Transportation Demand Management (TDM) Plans. The plans will help increase walking, cycling, carpooling, telecommuting and flex-work schedules, reducing fossil fuel consumption, traffic congestion and transportation emissions.
- ▶ **Eliminate minimum parking requirements:** Minimum parking requirements for municipal zoning bylaws will be eliminated over the next five years, especially in transit corridors and other high-density, highly walkable communities. Minimum parking requirements are a barrier to creating complete, compact, mixed-use communities. Instead, bylaws encourage bike lanes, larger sidewalks, and enhanced tree canopies.

Eliminating minimum parking requirements is not new in North America. Residential developments with lower parking requirements are being promoted, approved, and developed in Vaughan, Toronto, Calgary, Vancouver and other cities. This shift away from providing excess residential parking highlights a changing perspective. The subject site's reduced minimum parking supply requirement would conform with Ontario's current Climate Action Plan.



4.4.1 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 March 27, 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.

Of importance are the goals of the Community Energy Plan¹². 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.

As the climate emergency declaration is a Council priority, the importance of supporting a low carbon redevelopment project focusing on reduced vehicle trips is apparent. Meaningful change is required as soon as possible to meet the City's emissions target. If Hamilton's current emissions patterns do not decrease, the City will emit 9.6 MtCO₂e by 2050, a 10% increase in GHG.

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 in reducing carbon emissions¹³. 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 responsible for 23% of Canada's GHG emissions¹⁴ and offers tremendous opportunities for significant emissions reduction. Municipalities in Canada are lagging behind other

¹² Sustainability Solutions Group and what If? Technologies, City of Hamilton Community Energy Plan, 30 November 2020.

¹³ Parking as a tool to reduce carbon emissions, McCormick Rankin Cagney Pty Ltd, 2009

¹⁴ Reducing GHG Emissions in Canada's Transportation Sector, Clean Energy Canada, June 2016.



countries in supporting zero-emission vehicles and other sustainable transportation policies. Cities need to drive a transition towards zero and low-emissions transportation modes, increase cleaner fuels, expand public transit ridership, and encourage denser, mixed-use communities to meet the City's emissions target.

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.

4.4.2 Ontario Housing Affordability Task Force

The Province of Ontario in 2021 appointed a Housing Affordability Task Force to provide the government with recommendations on additional measures to address market housing supply and affordability.

In 2022, the report was published and sets out recommendations that would set a bold goal and clear direction for the province, increase density, remove exclusionary rules that prevent housing growth, prevent abuse of the appeals process, and make sure municipalities are treated as partners in this process by incentivizing success.

Of these recommendations, the report identified that municipalities require numerous studies and set rules for adding housing, many of which go well beyond the requirements of the provincial Planning Act. While some of this guidance has value for urban design, some rules are arbitrary and not supported by evidence, such as the requirement for costly parking stalls even though development may not require them.

By-laws and guidelines that preserve "neighbourhood character" often prevent smart growth and innovative development. The people suffering are primarily young, visible minorities, and marginalized. It is the perfect example of a policy that appears neutral on its surface but is discriminatory in its application¹⁵.

Minimum parking requirements for each new unit are outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and rideshare services. Minimum parking requirements add as much as \$165,000 to the price of a new housing unit.

¹⁵ <https://www.moreneighbours.ca/>



5 Transportation Demand Management

Based on best practices and policy objectives, there is merit for a further reduction through a Transportation Demand Management (TDM) program.

A Transportation Demand Management (TDM) plan aims to reduce the development's overall traffic and parking impacts by implementing strategies to affect the demand side of the transportation equation. TDM strategies include incentives and disincentives that increase people's likelihood of changing travel behaviour. Strategies include financial incentives, time incentives, new or enhanced commuter services, information dissemination, and alternative marketing services.

The TDM plan has been formulated to extend reasonable and practical strategies that encourage residents and visitors to take alternative modes of transportation. The strategies identified are expected to improve transportation access and connectivity within the development and reset of the study area.

5.1 Parking Supply Influence

The parking supply is one of the most critical measures to shift demand 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 to and from work, even when both work and home are well served by transit. The study infers that driving to other non-work activities is likely higher for households with guaranteed vehicular parking¹⁶.
- ▶ A study of households within a two-mile radius of ten rail stations in New Jersey concluded that those developments would not reduce automobile use if development near transit stations had a high parking supply. The parking supply can

¹⁶ 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.



undermine the incentive to use transit that proximity to transit provides¹⁷.

- ▶ A study of nine cities across the United States examined whether citywide 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."¹⁸

As stated, and recognized by the city, a key transportation objective in intensification areas is to transform the primary travel mode into 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. Albeit, the Site does not fall directly within the prescribed Transit-Oriented Corridor Zone; however, the magnitude of rapid transit's pedestrian accessibility isn't limited to the corridor in which the LRT is provided. Instead, it extends well beyond the corridor represented by a "walkshed" with a circle radius of 800 metres surrounding the rapid transit stop¹⁹.

As stated previously, a future LRT stop will be within a 510-metre walk of the Site. As the transit corridor zone identifies reduced parking requirements given expected travel pattern changes, there should be some flexibility in accommodating reduced parking requirements for the Site given the proximity to the LRT and within the prescribed walkshed.

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 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

¹⁷ Daniel Chatman, Does Transit-Oriented Development Need the Transit? Access, Fall 2015.

¹⁸ Chris McCahill, et al., Effects of Parking Provision on Automobile Use in Cities: Inferring Causality, Transportation Research Board, November 13, 2015.

¹⁹ Advancing Transit Priorities: Frequent Rapid Transit Network Prioritization, February 2020, Metrolinx



5.2 Proposed Strategies

The development will implement the proposed strategies identified herein to reduce the number of auto-trips made to/from the Development:

5.2.1 Transportation Information

The Applicant will develop marketing/informational materials as part of their initial scope of work. Information on transportation options and links to the appropriate website should be conveyed to all prospective residents as a component of a resident welcome packet.

Available information should include schedules for local and regional transit services, bicycle and trail networks and the location of retail and recreational establishments.

5.2.2 Parking Supply

Finding the right balance needed to support the City's goals is critical, mainly since parking is an expensive resource. Sufficient automobile parking is necessary for the development to be successful. However, too much parking can encourage traffic congestion, limit the ability to meet trip reduction goals, increase project costs, and impact site design and aesthetics.

As the development promotes using other modes of transportation through limited on-site parking to meet the projected demand, the development plays a significant role in setting an example for residents and visitors to consider non-automotive travel.

5.2.3 Unbundled Parking

Implementing a paid-parking operation is one of the most effective TDM strategies for encouraging alternative travel habits. Occupants are not forced to pay for parking they do not need and allow consumers to adjust their parking supply to reflect their needs. To further encourage residents of the apartment building to utilize sustainable travel modes, the development will enable residents to opt out of purchasing their parking space, providing a discount on the purchase price.

The development will consider the use of unbundled parking. This is an essential factor as residents are notified at the project's onset that parking is proposed to be provided as an additional cost instead of the price to rent a unit. If residents are significantly considering changing



their travel behaviour, the cost of renting a parking space could be a contributing factor to this change.

5.2.4 Presto Pass

Discounted transit passes for first-time purchases during the first year of occupancy will be included as a marketing item. The Applicant will provide Preloaded Presto Cards (\$30) with the purchase of an individual residential unit to promote transit use.

5.2.5 Bicycle Parking

By providing residents with a location to park their bicycles, residents and visitors are encouraged to use alternative modes of travel over automobiles. The Applicant will provide 68 bicycle parking spaces on-site (55 Long-Term and 13 Short-Term). Long-term bicycle parking should ideally be provided in a secure indoor location that is accessible to only residents.



5.3 TDM In Development Approvals

Parking supply can be controversial, and some industry and municipal representatives may resist lowering parking supplies for various reasons. Municipal staff need to understand the benefits of effective parking supply management and its relationship with TDM and recognize that TDM is a policy initiative outlined in the City's Transportation Master Plan.

Municipal staff should regularly review the parking requirements in their Zoning By-Law to ensure they are not excessive compared to findings of current technical research and what other municipalities are doing. Opportunities for reducing parking supply requirements in the Zoning By-Law should be explored and implemented to complement the TDM initiatives being promoted by a development.

5.3.1 Parking Supply Credit

Some municipalities have created TDM checklists to assess new projects for sustainable development practices. The fact that minimum parking requirements are stipulated in antiquated Zoning Bylaw requirements means that a developer can provide more parking if desired. Requiring a minimum amount of parking is generally not considered supportive of TDM initiatives if it risks the provision of an over-supply of parking.

The emphasis should be on minimizing the over-supply of parking by using the lowest reasonable requirement for the area in contrast to the usual approach of requiring extra parking just in case there is not enough.

5.3.2 TDM Checklist

As outlined in **subsection 4.2.3**, the parking study has indicated that a peak parking demand of 22 spaces could be generated. To further promote sustainable modes of travel, a TDM plan is recommended for the development and should reference the above for consideration.

As the City of Hamilton does not have a comprehensive checklist developed, the City of Kitchener's checklists relied on. The following measures are proposed that have been considered that will further reduce the sites parking demand:

- ▶ Provision of 0.57 bicycle spaces per unit
(2 parking space credit)



- ▶ The building owner will charge parking as a separate cost to occupants (2 parking space credit)

Appendix C contains the City of Kitchener's TDM checklist, indicating a potential reduction of four spaces, supporting the proposed residential parking supply of 0.20 spaces per unit.

5.4 Maintain Sales/Lease Viability

Reducing parking rates is an essential measure in trying to reduce the reliance upon the private automobile and to reduce the unnecessary infrastructure that the development must:

- ▶ Build upfront and reflect in both the cost to purchasers and the impact on the environment (the initial carbon footprint of an extensive development is substantial), and,
- ▶ Maintain on an ongoing basis for the life cycle of the building (which includes maintenance, repair, and high municipal taxes) as well as the lasting environmental impacts of a larger parking garage.

It is also essential to ensure that the parking supply provided is supportable from a residential sales perspective (that there is a market for the units sold without parking over the long term) and from a commercial leasing/business operations perspective. A parking rate contributing to a poor leasing/sales outcome does not produce a viable development for the long-term condition.

The rates proposed herein have been vetted by the Applicant's leasing and sales advisors, and from a business perspective, the proposed parking supply is considered viable. The parking supply is in-line with TDM measures factored into the ITE and local parking demand data at similar sites. A substantial element of the "market" is anticipated from the Project and future intensification surrounding the Project.



6 Conclusions and Recommendations

6.1 Conclusions

A parking supply of 0.20 spaces per unit is supportable based on a review of local parking demand data and secondary source data and a robust Transportation Demand Management (TDM) program. Further, a reduced parking supply that will meet the expected demand has regard to matters of Provincial interest; they are consistent with the Provincial Policy Statement. They conform with the Growth Plan and the City of Hamilton Official Plan and Transportation Master Plan provisions.

As stated, and recognized by the city, a key transportation objective in intensification areas is to transform the primary travel mode into 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. Although the Site does not fall directly within the prescribed Transit-Oriented Corridor Zone, the magnitude of rapid transit's pedestrian accessibility isn't limited to the corridor in which the LRT is provided. Instead, it extends well beyond the corridor represented by a "walkshed" with a circle radius of 800 metres surrounding the rapid transit stop²⁰.

As stated previously, a future LRT stop will be within a 510-metre walk of the Site. As the transit corridor zone identifies reduced parking requirements given expected travel pattern changes, there should be some flexibility in accommodating reduced parking requirements for the Site given the proximity to the LRT and within the prescribed walkshed.

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 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

As much as we read about housing affordability being a challenge in cities worldwide, the depth of the challenge has become more significant in our community. Minimum parking requirements for each

²⁰ Advancing Transit Priorities: Frequent Rapid Transit Network Prioritization, February 2020, Metrolinx



new unit are an outdated municipal requirement that increases the cost of housing and are increasingly less relevant with public transit improvements and rideshare services. Minimum parking requirements add as much as \$165,000 to the price of a new housing unit, even as demand for parking spaces is falling.

If the City wishes to implement affordable housing options, the city needs to recognize that minimum parking requirements present a significant barrier to these goals. Parking should not be viewed as only an amenity required to support our cities and our ability to drive; instead, it must be considered a significant economic investment that carries outcomes that shape our cities and regions. It must be recognized that parking has high costs, heavily subsidizes the choice to drive, and hampers the ability to promote sustainable and affordable developments.

The ability for residents to avoid the cost of parking by choosing a house without parking is limited by the existence of minimum parking requirements that represent a barrier in accommodating these types of affordable housing projects.

6.2 Recommendations

- ▶ As the parking demand will meet the proposed supply, the proposed Zoning Bylaw variance be approved to allow the Site to develop as planned with a parking rate of 0.20 spaces per unit, subject to the following TDM measures (at a minimum) being implemented:
 - Transportation Information Package
 - Unbundled Parking
 - Presto Pass (\$35 preloaded passes)
 - Long-term bicycle parking (0.57 spaces per unit)
 - Short-term bicycle parking (0.14 spaces per unit)



Appendix A

TTS Data



Wed Jun 08 2022 22:35:31 GMT-0400 (Eastern Daylight Time) - Run Time: 2088ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: Type of dwelling unit - dwell_type

Filters:

2006 GTA zone of household - gta06_hhld In 5192, 5200

Trip 2016

Table:

	House	Apartment	Townhouse	
Transit excluding GO rail	158	1963	28.24%	23
Cycle	198	33	0.47%	71
Auto driver	2914	3612	51.96%	350
GO rail only	51	56	0.81%	0
Joint GO rail and local transit	23	23	0.33%	0
Motorcycle	0	57	0.82%	0
Auto passenger	409	847	12.18%	0
Taxi passenger	22	0	0.00%	0
Paid rideshare	0	33	0.47%	0
Walk	609	328	4.72%	23
		6952		
Walk	5%			
Passenger/Rideshare	13%			
Drive	53%			
Cycle	0%			
Transit	29%			
	100.00%			

Appendix B

Proxy Survey Data



20-22 George Street (230 Units)

Time Ending	Thursday May 5 2022		Friday May 6 2022		Saturday May 7 2022	
7:00 PM	20	0.09	15	0.07	15	0.07
7:15 PM	23	0.10	10	0.04	20	0.09
7:30 PM	30	0.13	9	0.04	33	0.14
7:45 PM	32	0.14	9	0.04	30	0.13
8:00 PM	32	0.14	35	0.15	30	0.13
8:15 PM	33	0.14	40	0.17	28	0.12
8:30 PM	34	0.15	46	0.20	34	0.15
8:45 PM	37	0.16	47	0.20	33	0.14
9:00 PM	38	0.17	48	0.21	32	0.14
9:15 PM	40	0.17	50	0.22	41	0.18
9:30 PM	44	0.19	55	0.24	50	0.22
9:45 PM	48	0.21	56	0.24	48	0.21
10:00 PM	50	0.22	59	0.26	47	0.20
10:15 PM	50	0.22	61	0.27	52	0.23
10:30 PM	53	0.23	62	0.27	52	0.23
10:45 PM	53	0.23	62	0.27	52	0.23
11:00 PM	55	0.24	64	0.28	59	0.26
11:15 PM	59	0.26	65	0.28	59	0.26
11:30 PM	60	0.26	65	0.28	60	0.26
11:45 PM	60	0.26	67	0.29	60	0.26
12:00 AM	60	0.26	67	0.29	55	0.24



Parking Utilization Survey

Time	Number of Vehicles Parked		Half Hour Notes
	Visitor	Tenant	
8:00 AM - 8:30 AM	3	5	
8:30 AM - 9:00 AM	3	5	
9:00 AM - 9:30 AM	4	5	
9:30 AM - 10:00 AM	2	4	
10:00 AM - 10:30 AM	4	5	
10:30 AM - 11:00 AM	8	4	
11:00 AM - 11:30 AM	8	3	
11:30 AM - 12:00 PM	5	4	
12:00 PM - 12:30 PM	4	4	
12:30 PM - 1:00 PM	5	4	
1:00 PM - 1:30 PM	3	4	
1:30 PM - 2:00 PM	2	4	
2:00 PM - 2:30 PM	1	4	
2:30 PM - 3:00 PM	2	4	
3:00 PM - 3:30 PM	2	4	
3:30 PM - 4:00 PM	2	2	
4:00 PM - 4:30 PM	4	4	
4:30 PM - 5:00 PM	4	4	
5:00 PM - 5:30 PM	3	6	
5:30 PM - 6:00 PM	3	6	
6:00 PM - 6:30 PM	4	6	

Location:

Date:

Surveyor:

Weather:

Overall Notes:

50 Station Street, Ajax

April 30th 2014

AG

Fair

Project: 220030

Location: 147 Mary Street - Hamilton

Tuesday March 26th 2022		Wednesday March 27th 2022	
Number of Cars in Lot		Number of Cars in Lot	
7:00	2		1
7:15	2		1
7:30	1		1
7:45	1		1
8:00	1		1
8:15	1		2
8:30	1		1
8:45	1		1
9:00	3		1
9:15	3		2
9:30	4		3
9:45	4		3
10:00	3		3
10:15	3		3
10:30	3		3
10:45	3		2
11:00	4		2
11:15	4		3
11:30	5		3
11:45	5		3
12:00	5		3
12:15	4		3
12:30	4		3
12:45	5		4
13:00	5		3
13:15	5		3
13:30	5		4
13:45	5		4
14:00	5		3
14:15	5		4
14:30	5		5
14:45	5		2
15:00	5		3
15:15	5		3
15:30	5		3
15:45	4		2
16:00	4		2
16:15	4		3
16:30	5		4
16:45	4		3
17:00	5		1
17:15	2		0
17:30	2		0
17:45	2		0
18:00	2		0
18:15	2		0
18:30	2		0
18:45	2		1
19:00	1		1
19:15	1		1
19:30	1		1
19:45	1		1
20:00	1		1
20:15	1		1
20:30	1		1
20:45	1		1
21:00	1		1
21:15	1		1
21:30	1		1
21:45	1		1
22:00	1		1
22:15	1		1
22:30	1		1
22:45	1		1
23:00	1		1
23:15	1		2
23:30	1		2
23:45	1		1
5		5	

TABLE 3.3 OBSERVED UTILIZATION SURVEY

Time		St. Catharines			Welland		
		Day 1	Day 2	Average	Day 1	Day 2	Average
PM	6:00	0	0	0	7	5	6
	6:10	0	0	0	6	5	6
	6:20	0	0	0	5	5	5
	6:30	0	0	0	5	4	5
	6:40	0	0	0	5	4	5
	6:50	0	0	0	6	5	6
	7:00	0	0	0	6	5	6
	7:10	0	0	0	5	5	5
	7:20	0	0	0	5	5	5
	7:30	0	0	0	5	5	5
	7:40	0	0	0	6	5	6
	7:50	0	1	1	6	5	6
	8:00	0	1	1	6	5	6
	8:10	0	1	1	5	5	5
	8:20	0	1	1	6	5	6
	8:30	0	1	1	5	5	5
	8:40	0	1	1	5	5	5
	8:50	0	1	1	5	5	5
	9:00	0	1	1	5	5	5
	9:10	0	1	1	5	5	5
	9:20	0	1	1	5	5	5
	9:30	0	1	1	5	5	5
	9:40	0	1	1	5	5	5
	9:50	0	1	1	5	5	5
	10:00	0	1	1	5	5	5
	10:10	0	1	1	5	5	5
	10:20	0	1	1	5	5	5
	10:30	0	1	1	5	5	5
	10:40	0	1	1	5	5	5
	10:50	0	1	1	5	5	5
11:00	0	1	1	5	5	5	
11:10	0	1	1	5	5	5	
11:20	0	1	1	5	5	5	
11:30	0	1	1	5	5	5	
11:40	0	1	1	5	5	5	
11:50	0	1	1	5	5	5	
12:00	0	1	1	5	5	5	
Max		0	1	1	7	5	6
Units		9			28		
Rate / Unit		0.00	0.11	0.06	0.25	0.18	0.21

The observed utilization of parking at the two proxy sites suggest that the 160 Ontario Street site in St. Catharines had a peak daily parking demand of



Appendix C

TDM Worksheet





PARTS TDM: City of Kitchener TDM Checklist

OPTIONAL TDM MEASURES									
Certain TDM measures are required by the Zoning By-Law. Exceeding these minimum requirements is optional and can lead to parking reductions based on the discretion of the City of Kitchener. To complete this form, please fill out the yellow boxes in the table below with details about your development proposal. Please refer to the Urban Design Manual for feature design standards.									
Measure	Features	Parking Reduction Available	To a Maximum Reduction of		Developer Proposes Provision of		Maximum Reduction Allowable	Bonusing Points (TBD)	
			Amount	Unit	Amount	Unit			
B1	Provision of indoor secure bicycle parking spaces beyond the minimum amount required by the Zoning By-Law.	1 car space reduction per 5 bicycle spaces beyond minimum Zoning By-law requirement.	10%	of total parking required	55	Bicycle Spaces beyond minimum required	2		
B2	Non-residential uses: provision of shower and change facilities at an amount of not less than 13sqm in equal proportion of male and female facilities (Note: maximum reduction amount calculated based on required bicycle parking).	2 car space reduction for each additional shower facility provided at (13sqm).	2	parking space(s)	0	sqm of shower / change facilities	0		
B3*	Non-residential (office) uses: Provision of 1 car share vehicle and dedicated parking space in a priority location that is publicly accessible for a development with at least 25 required parking spaces, and 1 additional car share vehicle and dedicated parking space for every 50 additional required parking spaces. (Note: maximum reduction amount calculated based on required parking).	4 car space reduction for each car share vehicle and dedicated parking space provided	0	parking space(s)	0	Non-residential car share vehicle(s) and Space(s)	0		
	Residential uses: Provision of 1 car share vehicle and dedicated parking space in a priority location that is publicly accessible unless it is a private shared vehicle for every 75 dwelling units. (Note: maximum reduction amount calculated based on required parking).	4 car space reduction for each car share vehicle and dedicated parking space provided	0	parking space(s)	0	Residential car share vehicle(s) and Space(s)	0		
B4	Non-residential uses: Provision of ride share parking spaces in a priority location.	3 car space reduction for each ride share space provided	5%	of total parking required	0	Priority Car Pool Spaces	0		
B5	Provision of active uses at-grade along street frontages.	1% car space reduction	1%	of total parking required	<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B6*	The building owner/occupant will provide fully subsidized transit passes for all occupants for a period of two years.	10% car space reduction	10%	of total parking required	<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B7	Building owner/occupant agrees to charge for parking as a separate cost to occupants.	10% car space reduction	10%	of total parking required	<input checked="" type="checkbox"/> Yes	Check "Yes" (left) if you will provide	2		
B8*	Employment Uses: Building owner/occupant agrees to join Travelwise (TMA) that provides ride matching services for car/vanpooling and emergency ride home options.	10% car space reduction	10%	of total parking required	<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B9	Enhanced bus shelters with seating are provided at the transit stop immediately adjacent to the development in consultation with the City of Kitchener and the Region of Waterloo.	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B10	Provide television monitors in visible and accessible locations on site and in adjacent transit stops to allow to City of Kitchener and the Region of Waterloo to display information regarding public transportation.	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B11	Provision of bicycle self-service station equipped with tools necessary to perform basic repairs and maintenance	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B12	25% to 49% of required parking is located underground or in a structure	Not Applicable for parking reduction	Can only be applied to bonusing consideration		<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
	50% - 74% of required parking is located underground or in a structure				<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
	A minimum of 75% of required parking is located underground or in a structure				<input type="checkbox"/> Yes	Check "Yes" (left) if you will provide	0		
B13	Non-residential use: Implements paid parking system, where price is set greater than the cost of a monthly transit pass, on all or part of the site (e.g. parking permits, paid parking near main entrances, enabled by gate and transponder access, or Pay & Display stations).	1% car space reduction for every 10% of parking spaces under a paid parking system	10%	of total parking required	0%	% of total parking spaces under paid parking system	0		

* If you have selected Measures B3, B6 or B8 for a parking reduction, you must demonstrate to the satisfaction of the Director of Transportation Services that you will be able to achieve the proposed TDM measure, including any ongoing programming or management that may be required for program success.

TABLE C POTENTIAL PARKING REDUCTION SUMMARY			TABLE D BONUSING POINT SCORE SUMMARY *	
Displayed below are the potential reductions to required parking spaces available based on the amounts entered into Table A and Table B above.			If you achieved a Bonusing Points score greater than X, you may be eligible for bonusing. Please contact City of Kitchener staff for more details.	
Original # Parking Spaces Required:	22	0	Total Bonusing Points Achieved	0
Shared Parking Reduction ^P :	0	0	Eligible for Bonusing Consideration?	No
Parking Reduction for TDM Measures B1-B12:	4	0	*Approach to bonusing to be determined by City staff	
Total Parking Reduction:	4	0		
Resultant Parking Requirement:	18	0		
PERCENT REDUCTION	18	#DIV/0!		

^P Note: If applicable, Parking Reductions for Plaza / Mixed-Use are noted in brown

NEXT STEPS
Thank you for completing the TDM Checklist. Please select whether you would like to apply for a potential parking reduction at the bottom of this page. Refer to the TDM Report Reference Guide for submission requirements to City of Kitchener Staff. If you would like to achieve a greater parking reduction than may be considered through the TDM Checklist, you may develop a TDM Plan as set out in the TDM Report Reference Guide.

Would you like to apply Table C rates for a parking reduction?

If you selected No, please submit your completed Checklist to City staff for review.

Select an Option
Yes