




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

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	August 15, 2023
SUBJECT/REPORT NO:	Residential Parking Standards Review and Update (PED23156) (City Wide)
WARD(S) AFFECTED:	City Wide
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SUBMITTED BY: SIGNATURE:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department 
SUBMITTED BY: SIGNATURE:	Steve Robichaud Director, Planning and Chief Planner Planning and Economic Development Department

RECOMMENDATION

- (a) That Report PED23156 be received;
- (b) That staff be authorized to proceed with public engagement on the Draft Parking Standards outlined in Report PED23156, in parallel with the Residential Zones project, and that staff report back to the Planning Committee summarizing public input, and recommending proposed parking standards and corresponding Zoning By-law Amendments;

- (c) That Transportation Planning and Parking staff be directed to review the current policy that limits access to on-street residential parking permits to households living in dwellings of three units or less and report back to Planning Committee with options that take-into-account proposed changes to parking standards as well as equity considerations;
- (d) That Transportation Planning and Parking staff be directed to prepare an implementation plan and any required policy or by-law changes to eliminate or modify the residential Boulevard Parking Program and bring back a report to Planning Committee for consideration;
- (e) That staff report back on any recommended changes to the City's Cash-In-Lieu of Parking Policy to support and complement the new parking standards.

EXECUTIVE SUMMARY

Parking standards, or parking requirements, are a tool within the City's Zoning By-laws that regulate the provision of parking for new development. Zoning By-laws set out requirements for the location, amount, size and design of parking spaces. The Zoning By-laws also set out requirements for bicycle parking and accessible barrier-free parking. Zoning By-laws currently set out the minimum and, in some cases, maximum number of automobile parking spaces for specific land use categories by land use type. While there is some variation for different areas of the City (e.g. Downtown), parking standards are relatively consistent across the City.

Historically, as is the case with most other municipalities, parking requirements in Hamilton have generally been established to ensure that developments provide sufficient parking to satisfy peak demands for parking. This approach was based on the objective of minimizing parking spill-over into residential areas and places the responsibility on individual developments to bear the cost of parking supply. In some instances, this practice has resulted in providing an over-supply of "free" parking that has contributed to auto-oriented land use and increased auto dependency. Surplus surface parking can take up large areas of land surrounding retail, office and high-density residential developments that could be put to more efficient use with lower impacts on the environment. Parking can also contribute to a high carbon footprint in new development, when it comes in the form of above or below-grade parking, and can contribute to higher housing costs, as a result of the high cost of providing parking.

Cities across North America are increasingly adopting more progressive approaches for establishing parking requirements that take into consideration issues such as environmental impacts, cost and affordability, climate change, and the need to reduce auto dependency and associated impacts. Parking standards are also being extended

to better reflect different aspects of mobility including active transportation, accessible parking, shared mobility, micro-mobility, and electric vehicle charging.

As input to the Comprehensive Zoning By-law project, staff commenced work on a review of parking standards in late 2022. The consulting firm R.J. Burnside was retained to assist in the review and funded through the Provincial Streamline Development Approval Fund (Report PED22060/FCS22018) as approved by Council on February 23, 2022.

The purpose of this Report is to present a summary of the work to date and seek Council direction to proceed with public engagement on the proposed framework for updating the City's parking standards. Key directions that are proposed as the basis of new parking standards include the following:

1. Adopt a geographical-based approach for establishing parking standards which reflects the diverse land use and mode availability/choice that exists across the City;
2. Eliminate minimum parking requirements for developments within areas that are highly transit supportive and are planned to accommodate higher density mixed use development;
3. Maintain minimum parking standards in other areas, but at lower rates to provide greater flexibility and more affordable housing options;
4. Expansion of the use of parking maximums;
5. Introduce requirements to ensure developments are electric vehicle ready;
6. Eliminate residential boulevard parking; and,
7. Maintain or enhance standards for accessible parking.

Staff is recommending that the Draft Parking Standards, attached as Appendix "A" to Report PED23156, be received, and that they be released for public input as part of the ongoing public engagement on the new proposed to Residential Zones, a process being lead by Planning.

It should be noted that the focus of this Report is on residential parking standards. A review of parking standards for non-residential uses is also being conducted and will be presented as part of future reports.

Alternatives for Consideration – See Page 16

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The removal of minimum parking requirements for certain areas of the City will eliminate the rationale for Cash-In-Lieu of Parking, a current tool that is available were developments cannot meet their required parking supply. Since April 2021, there have been a total of three

applications for Cash-In-Lieu of Parking, of which two were for affordable housing. As of July 2023, the current amount in the Cash-In-Lieu of Parking Reserve was approximately \$700,242.

Staffing/Legal: N/A

HISTORICAL BACKGROUND

The Zoning By-laws of the City of Hamilton have different parking standards that were enacted, updated and revised at various times between 1950 and the present day. These parking requirements have varying sensitivity to local context (including proximity to Downtown, walkability, access to transit and cycling infrastructure, and vehicle ownership levels).

The City of Hamilton's new Comprehensive Zoning By-law No. 05-200 came into effect on May 25, 2005 and at that time included revisions to some parking standards. Further modifications to the City's parking standards were undertaken as part of other zoning initiatives, such as the new Downtown Zones, the new Transit Oriented Corridor Zones, the new Commercial and Mixed-Use Zoning initiatives, and the new zoning for Accessory Dwelling Units.

Since 2005, there has not been a comprehensive City-wide review of parking standards.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The review and development of new parking standards was guided by the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe (A Place to Grow, 2020). The Provincial Policy Statement includes policies that promote reduced dependence on private automobiles and facilitate efficient land use. Similarly, A Place to Grow includes policies that support development in Major Transit Station Areas through alternative development standards, such as reduced parking standards. Places to Grow also directs that in planning for employment, surface parking will be minimized, and the development of active transportation networks and transit-supportive built form will be facilitated.

Bill 23, the More Homes Built Faster Act, makes changes to the *Planning Act* to support the development of additional residential units, prevents any Official Plan or Zoning By-law from prohibiting Accessory Dwelling Units, providing for any minimum unit floor area, or requiring more than one parking space per Accessory Dwelling Unit.

Bill 97, the Helping Homebuyers, Protecting Tenants Act, proposes to clarify that Official Plans and Zoning By-laws can still require more than one parking space for the primary residential unit.

Once approved, any revised or new parking directions will be implemented through the policies of the Urban Hamilton Official Plan and Rural Hamilton Official Plan. Zoning By-law No. 05-200 will be updated to include the specific parking standards.

RELEVANT CONSULTATION

Staff from the Sustainable Communities Section, Development Planning Section and Zoning By-law Reform were consulted on the framework for developing new parking standards. Input served to provide insights on geographic zones and examples of experience and trends in parking provision for new developments and applications for parking reductions.

Staff from the Parking Section (Operations and Enforcement) were consulted and provided input on the types of complaints and requests for changes to on-street parking regulations, which are often generated by resident and public parking supply deficiencies.

As part of the consulting assignment, information was gathered from several other municipalities that have recently updated their parking standards. Case studies were prepared for the City of Mississauga, City of Vaughan, City of Ottawa, and City of Toronto. The results of the work are included in the R.J. Burnside Report attached as Appendix “B” to Report PED23156.

In May 2022, the West End Homebuilders Association presented the results of a research project to the Hamilton Development Industry Liaison Group. This presentation included some suggestions and approaches for reforming parking standards which were taken into consideration in developing the proposed framework. In addition, on January 10, 2022, West End Homebuilders Association submitted a letter to all Council entitled “Rethinking Hamilton’s Planning Framework: Can We Park Minimum Parking Requirements?” This letter highlighted the high cost of free parking and links to affordable housing and was considered in evaluating potential alternatives for Hamilton.

A final source of input was the engagement activities that were completed as part of the Parking Master Plan in 2020 and 2021. While not focused on parking standards for development, some of the input received through that exercise included a desire for more public off-street parking to support economic development and support for improving options that reduce auto dependency and the need for excess parking.

Other relevant City policies that were considered in developing this Report were the City’s Climate Action Strategy, Housing and Sustainability Investment Roadmap, Transportation Master Plan, and Vision Zero strategy.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1.0 Development Forecasts and Trends

On November 19, 2021, Council adopted a No Urban Boundary Expansion growth option which plans for all forecasted population (236,000 people) and employment (122,000 jobs) growth to the year 2051 to be accommodated within the current urban boundary. To implement Council's direction, amendments were prepared to the Urban Hamilton Official Plan, and Rural Hamilton Official Plan, which were subsequently approved by Council on June 8, 2022 as Urban Hamilton Official Plan Amendment No. 167, and Rural Hamilton Official Plan Amendment No. 34. The amendments to the Urban Hamilton Official Plan and Rural Hamilton Official Plan represent the completion of the first phase of the City's Municipal Comprehensive Review/Official Plan Review. A decision on Official Plan Amendment No. 167, as amended, was issued by Minister of Municipal Affairs and Housing on November 4, 2022, which included an expansion to the City's urban area. Subsequent to the approval of Official Plan Amendment No. 167, the City of Hamilton also endorsed a Municipal Housing Pledge (Report PED23056) to facilitate the construction of 47,000 units by 2031.

The City's focus on housing growth and intensification includes a focus on 'up zoning' of many of the City's Urban Corridors and major and minor arterial roads in a form that is commonly referred to as the 'missing middle'. The incorporation of additional lands into a zoning category that allows for 'as of right' intensification will help to achieve the goals set out in the City's Municipal Housing Pledge by facilitating increased construction opportunities.

Development forecasts and trends towards greater levels of intensification in existing built-up areas, as well as higher development densities in new growth areas will have significant implications for parking provision. Specifically, it is not feasible to achieve intensification and density targets while maintaining historical parking supply rates and a reliance on surface parking.

Over the past several years, housing affordability has become a significant challenge. Parking affects housing affordability in several ways. The cost of constructing and maintaining parking is ultimately passed on to home purchasers through house prices. For developers, the high cost of structured parking can also become a deterrent to development, both for residential and commercial development.

Parking supply is very much tied to sustainable transportation objectives and modal split targets. When parking standards are set to meet prevailing auto ownership trends, the outcome is likely to reflect current travel trends, continued auto dependence, and increasing traffic congestion. Unconstrained parking supply also undermines current and planned investments in transit and active transportation.

Other trends related to development include a shift towards on-line commerce and hybrid office work models, which in turn, affect needs for commercial and office parking.

2.0 Existing Parking Standards and Trends

There are seven Zoning By-laws which currently apply to the amalgamated City of Hamilton. As all of the Residential Zones have not yet been finalized for the comprehensive City of Hamilton Zoning By-law No. 05-200, some residential areas rely on the zones contained within each former municipality's Zoning By-law.

With the exception of Downtown Zones, Transit Oriented Corridor, and Commercial and Mixed-Use Zones, the prevailing parking rates for ground-level residential uses are a minimum of one space per unit. For single detached dwellings in the former City of Hamilton outside of Downtown, Ancaster, Glanbrook and Stoney Creek the minimum rate is two spaces per unit. There are no requirements for visitor parking for residential uses under Zoning By-law No. 05-200, but visitor parking requirements are specified for multiple dwelling units in other Zoning By-laws.

For multiple dwelling units there is no minimum parking required for buildings with 12 units or less in Downtown Zones. For other zones, including Transit Oriented Corridors, rates vary by building size, unit size, and number of bedrooms. For example, a multiple dwelling in a Transit Oriented Corridor Zone would require 0.7 spaces per unit if 1-14 units, 0.85 spaces per unit if 15-50 units and one per unit if greater than 51 units. Lower rates are permitted for units smaller than 50 square meters in size (0.3 spaces per unit) and three-bedroom units. A maximum parking rate of 1.25 spaces is also specified in Zoning By-law No. 05-200.

Current parking standards in Hamilton are similar to many other municipalities in that they set minimum ratios for most types of development and apply reductions for Downtown Zones and Transit Oriented Corridors. Hamilton's residential parking standards under Zoning By-law No. 05-200 are somewhat unique in that they do not include requirements for visitor parking.

Over the past several years, some issues that have been raised with parking for residential uses include the following:

- Pressures placed on residential streets in older neighbourhoods due to infill housing, conversions to student housing, or parking spill-over from multiple dwelling units. Issues tend to be greater in neighbourhoods that have lower levels of transit service and access to alternative modes;
- Increasing propensity for multi-generational families to live in the same dwelling unit and the impacts on number of automobiles per household;

- Requests for reductions in parking requirements by developers, particularly in redeveloping areas and for sites on smaller lots or with heritage constraints; and,
- Issues related to equity; for example, current policies that only permit residents living in buildings with three units or less to apply for residential on-street parking permits.

The above considerations were taken-into-account in developing the framework for new parking standards.

3.0 Factors Influencing Parking Demand and Supply

In residential areas, parking demand is influenced by a number of factors including mode availability, household income, auto ownership, and parking availability. In employment and business areas, parking demand is highly dependent on the supply and price of parking, as well as the viability of different travel options.

Variations in auto ownership can be seen across Hamilton both in terms of location and household type. The table below shows auto ownership by Ward data from the 2016 Transportation Tomorrow Survey. Note that this data is based on Ward boundaries prior to changes in 2018. Based on this data, it can be concluded that there is a strong relationship between mode availability, housing type, and auto ownership with apartments in the Lower City having much lower auto ownership. Conversely, in outer areas where existing development tends to have fewer parking constraints and transit service levels are lower or not available, auto ownership is higher. This data indicates that updated parking standards will need to reflect the varied transportation and land use conditions that exist across the City.

Ward (Pre-2018 Boundary)	Average Vehicles per Household		
	House	Townhouse	Apartment
1	1.21	1.59	0.79
2	1.06	1.20	0.70
3	1.33	0.47	0.58
4	1.59	1.05	0.54
5	1.81	1.43	0.91
6	1.80	1.33	0.87
7	1.87	1.14	0.64
8	1.85	1.35	0.72
9	2.18	1.56	0.85
10	2.11	1.58	1.08
11	2.13	1.66	1.01
12	2.23	1.48	0.88

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

Ward (Pre-2018 Boundary)	Average Vehicles per Household		
	House	Townhouse	Apartment
13	1.93	1.37	0.92
14	2.24	N/A	2.27
15	2.31	1.52	1.24

Another trend affecting parking demand for residential development includes changes in household size. In higher density zones, there has been a trend towards buildings that include a high number of one-bedroom or smaller units, tailored to one-person households. In some areas, due to the rising costs of home ownership, there has been an increase in household sizes, and associated auto ownership.

A final trend that must be considered is the increasing cost of auto ownership. The Canadian Automobile Association estimates that the total annual driving costs for an intermediate size car is \$8,659.15/year. As a result, auto dependency, and embedding auto dependency through land use policy, has a significant equity impact.

4.0 Practices in Other Jurisdictions

A review of parking standards and emerging best practices in other jurisdictions was undertaken as part of the consulting assignment for this review. Key findings from this review are summarized below.

- **Decreasing Parking Minimums:**

Recognizing that there is a need to balance between accommodating vehicular parking with other sustainability and equity objectives, many municipalities have been decreasing their parking minimums in more urbanized areas within their jurisdiction. The City of Toronto and City of Edmonton have gone a step further and essentially eliminated parking requirements for most types of development. The rationale behind these changes is based on promoting more sustainable and affordable development, and under the acceptance that to a large extent the market will reflect public expectations for parking or tolerances for reduced parking.

- **Geographically Tailored Parking Standards:**

Parking standards have traditionally been a one-standard fits all approach. Increasingly, municipalities are setting parking standards to take-into-account variations in built form, transportation conditions and policy objectives for different areas of the City.

- **Introduction of Parking Maximums:**

Maximum parking requirements ensure that an overabundance of parking supply is not provided by putting a limit on the number of parking spaces that can be provided.

- **New Accessible Parking Standards Calculations:**

Decreasing parking minimums may lead to an under-supply of accessible parking spaces. Traditionally, the required number of accessible parking spaces is a function of the required number of total parking spaces. As the total number of parking spaces decreases, the required number of accessible parking spaces decrease. Some jurisdictions have provided solutions to overcome this issue.

- **Introduction of Electric Vehicles Parking Standards:**

Some jurisdictions have introduced parking requirements for electric-vehicle ready spaces for new developments to support and encourage the adoption of electric vehicles.

- **Visitor Parking Rates:**

Visitor parking rates have been adopted by many municipalities. Visitor parking can be used to provide sufficient space for:

- Service vehicles, delivery vehicles and loading, which provides a certain level of convenience for residents and reduces potential for on-street impacts; and,
- Personal care workers that may need to stay longer than on-street parking limits or do not want to face difficulties finding nearby parking on-street to provide their services.

- **Shared Parking:**

Shared parking regulations allows for the provision of off-street parking spaces to be shared by multiple land uses decreasing the overall requirement of parking spaces. For residential parking requirements, some jurisdictions have adopted shared parking regulations that allow for visitor parking spaces to be used in the daytime by offices, medical clinics, and other predominantly daytime uses.

5.0 Establishing Geographic Areas

The City of Hamilton is a geographically diverse city comprised of historical towns and neighbourhoods, older suburban neighbourhoods, emerging transit-oriented areas, newer subdivisions, rural areas, and everything between. Recognizing this diversity and its influence on parking needs, a geographical-based approach is recommended for establishing parking standards. A geographical-based approach is already reflected to some extent in the existing zoning by-laws through the delineation of Downtown and Transit Oriented Corridor Zones.

As part of the consulting assignment for the Parking Standards Review, different geographical systems were tested and evaluated considering the following:

- Existing population and household characteristics;
- Existing and planned urban boundaries and built form objectives;
- Planned intensification areas and corridors;
- Existing and planned transportation infrastructure, including the LRT corridor and BLAST corridors; and,
- Staff knowledge of local area conditions and parking challenges.

Parking occupancy surveys were also carried out for a sample of existing developments in different areas of the City as summarized in Appendix “B” attached to Report PED23156.

Based on these factors, a four-zone system is proposed, as described in the following table. These zones are illustrated in Appendix “A” attached to Report PED23156.

Zone	Description
Zone A	This area expands on the Downtown Secondary Plan area in all directions representing the City’s most urbanized areas. Some areas also follow parts of the proposed frequent transit corridors (e.g., A-Line and B-Line).
Zone B	This area generally includes the rest of the former City of Hamilton and Dundas. Zone B includes a mix of urban and sub-urban areas.
Zone C	This area includes the area outside of Zone B, within the existing Urban Boundary as defined by the Urban Hamilton Official Plan.
Zone D	This area includes the remaining areas of the City of Hamilton and are generally the least developed and most rural.

6.0 Draft Parking Standards

Based on a review of existing and prevailing trends, as well as strategic planning policy considerations, updating the City's parking standards should take into account the need to manage auto dependency while also recognizing the unique parking and transportation conditions throughout the City. Key considerations include:

- Facilitating more compact land use and cost-efficient development;
- Recognizing environmental impacts, including embodied carbon impacts in new development and vehicle-based emissions;
- Managing costs and affordability for residents and businesses;
- Equity impacts of the costs of auto ownership, and the embedded costs of auto dependency in both residential and commercial developments;
- Encouragement of sustainable transportation including active transportation, transit, and shared mobility;
- Flexibility and adaptability in response to changing needs; and,
- A streamlined development process and simplification of the number of land use categories used to specify parking standards.

Based on a consideration of the above, staff are recommending that minimum parking standards be eliminated in Zone A (Wards 1-4, a portion of Ward 5 and the lands along the A-line corridor) where there is high levels of transit and existing residents are observed to own fewer vehicles, take alternative modes of transportation, and in some cases face higher housing affordability challenges. It also aligns with the LRT corridor.

It is recommended that a hybrid approach be applied to Zones B, C, and D. In these areas, parking minimums need to strike a balance between meeting parking demand while supporting a shift to sustainable modes based on existing and committed transportation infrastructure. Flexible parking standards would allow for parking requirements to be reduced based on the future provision of higher order transit along the designated Transit Oriented Corridors.

Appendix "A" attached to Report PED23156 presents the proposed residential parking standards by land-use type and zone.

Key components of the proposed parking standards are as follows:

- **Elimination of Minimum Parking Requirements in Zone A:**

Zone A is within the Lower City and is where there are high levels of existing transit, residents are observed to own fewer vehicles, and where a greater share of residents take alternative modes of transportation. It is also expected that the development industry will provide parking in accordance with end user

market demands. There is some risk associated with the undersupply of parking in terms of spill-over into existing residential areas; however, many residential streets in this zone are already subject to permit parking. Since these issues are known and not unique to Hamilton, it can be expected that housing purchasers will not have the expectation of unlimited parking supply.

- **Expand Use of Parking Maximums:**

Maximum parking requirements are intended to ensure that an overabundance of parking supply is not provided by putting a limit on the number of parking spaces provided. Zoning By-law 05-200 already applies parking maximums in Downtown Zones and Transit Oriented Corridors. It is proposed that maximums be applied for multiple dwelling units for all zones, with a maximum rate of one space per unit in Zone A, 1.25 for Zone B, and 2.0 per unit for Zones C and D.

- **Explicit Requirements for Visitor Parking:**

Visitor parking for multiple dwellings and dwelling units in mixed-use buildings are proposed to be implemented in all Zones at varying magnitudes. Visitor parking addresses parking not only for visitors visiting residents for leisure purposes but also used for service vehicles (e.g. contractors), personal care workers, and those with mobility constraints.

7.0 Supporting Policies and Changes

In addition to changes to the quantity of parking, staff are recommending changes to other aspects of how parking is provided.

- **Accessible Parking:**

Under current Zoning By-laws, accessible parking (often referred to as Barrier-free Parking) is based on a minimum allotment plus proportion of the total building parking requirement. Under this formula, a reduction in overall parking requirements could lead to an undersupply of accessible parking. As part of the development of revised parking standards, revised options will be considered including specifying accessible parking requirements as a direct function of the number of units.

- **Parking Design:**

Certain aspects of parking design such as minimum dimensions and surface treatment can be regulated through Zoning By-laws. However, as new development occurs, and taking-into-account Council approved policies and

directions relating to climate change, green infrastructure, Low Impact Development, and urban design, it is important that needs and opportunities related to parking design (which in itself is a major land use) are considered. Other parking design issues include how structured parking is designed to minimize impacts on the pedestrian realm and how parking can be designed to allow for the conversion to other uses in the future. Staff will continue to review these and other design matters and potential updates that could be included in the Zoning By-law.

- **Electric Vehicle Parking Requirements:**

In the past few years, electrical vehicles have become more popular as consumers seek environmentally friendly and sustainable transportation options. According to the Ministry of Transportation of Ontario, as of February 2022, there are more than 75,000 Electric Vehicles registered in Ontario, and the Ministry of Transportation of Ontario expects that this number will grow to over one million by 2030.

Municipalities, such as Toronto and Mississauga, have requirements that parking spaces in new developments be Electric Vehicle Ready. Electric Vehicle Ready parking is defined as a parking stall that has rough-in conduits, and associated power supply to support Electric Vehicle charging infrastructure. In Toronto, the requirements are for 100% of low-rise residential parking spaces and 25% of mid-rise and commercial spaces be Electric Vehicle Ready.

It is proposed that Electric Vehicle requirements be included in the updated parking standards for Hamilton and specified based on development type and land use category. Any implementing Zoning would consider how to enable Electric Vehicle in future development scenarios

- **Bicycle Parking Requirements:**

Short-term (visitor) bicycle parking standards and long-term (resident) parking standards serve to reduce the need for visitor and occupant automobile parking spaces as well as slow the growth of automobile demand. Bicycle parking requirements are already specified in the City of Hamilton's Zoning By-law but will be reviewed further for potential enhancements.

- **Cash-In-Lieu of Parking:**

The City's current Cash-In-Lieu of Parking Policy authorizes the City to consider a Cash-In-Lieu payment for all or part of the parking required under the applicable in force Zoning By-law. The current Cash-In-Lieu of Parking Policy

was adopted by the Council of the former City of Hamilton in 1986, and as such does not apply to the entire City. With changes to parking standards, there is a need and opportunity to update the current policy. Potential updates include eliminating Cash-In-Lieu of Parking for Zone A (as it will be redundant if minimum parking rates are eliminated) and expanding the policy to include the entire City. Other modifications could include making the temporary reductions for affordable housing (as approved as part of Report PED21028) permanent and expanding these reductions to include other forms of development to address unique issues related to heritage buildings.

8.0 Residential Boulevard Parking

Residential Boulevard Parking, also known as front yard parking, allows residents of one, two and three-family dwellings to establish parking spaces in their front or side yards. These parking spaces can be either partially or entirely on the City boulevard. The boulevard includes the portion of the yard between the property line and edge of the street and varies in size from home to home.

The Residential Boulevard Parking Policy, as contained with the City of Hamilton Streets By-law 9329, was initially passed on May 9, 1961, and was put in place to allow residents to use a part of the City-owned boulevard for off-street parking. The need for boulevard parking is typically higher in older areas of the City where properties may have not had other off-street parking options.

Although a historically well-intended policy, these spaces effectively result in the privatization of public space, as curb cuts are required to provide access which reduces the publicly available on-street parking. In addition, typically the spaces are partially provided on former greenspace, so result in less permeable area.

With increased intensification, there is a growing number of requests for residential boulevard permits. In 2022, the Hamilton Municipal Parking System received over 800 requests related to driveways, including, but not limited to boulevard parking. Approximately 90 boulevard parking permits were issued.

If, following consultation, Council adopts to reduce or eliminate minimum parking requirements in some areas of the City, an outcome may be a higher demand for residential boulevard parking, although it is noted that the number of properties in Wards 1, 2 and 3, that would qualify for boulevard parking, are limited based on the minimum 50 percent landscaping requirement.

Taking into account several recent policies adopted by Council, including the Climate Action Plan, Urban Forestry Strategy, and the Stormwater Fee, staff are recommending that the residential boulevard parking program be discontinued. This would be

consistent with practices in municipalities such as Burlington, Mississauga, Ottawa, Oshawa, and Toronto.

9.0 On-Street Parking Permit Requirements

The City of Hamilton currently has two types of permit parking systems for residential streets: time limited parking exemptions, and exclusive permit parking zones. The current policy allows only residents of one, two and three-family dwellings to apply for on-street permits. Residents living in dwellings with four or more units are not eligible for permit parking.

Historically, this policy is believed to have been put in place in recognition that street parking is a finite resource, if residents living in larger apartments or condominium buildings were allowed to apply, there would not be enough spaces. A challenge with this policy, however, is that it is exclusionary and designed to favour residents living in single family homes or townhouses, often freehold ownership housing.

Policies around residential parking in other municipalities varies. The City of Toronto formerly had a policy which made permits open to any resident but often saw streets not having sufficient spaces to meet demand. As part of their recent zoning by-law update, Toronto adopted a policy that excludes any resident in future developments from receiving permit parking.

There are several options that could be considered for Hamilton, including simply increasing the threshold for inclusion (e.g. ten or less units). Accordingly, Recommendation (d) of this Report is intended to allow for the investigation and evaluation of different options.

ALTERNATIVES FOR CONSIDERATION

Council may choose not to support authorization for staff to commence public consultation on the proposed parking standards and develop different proposed standards using an alternative framework. This alternative would mean that engagement on the parking standards would not proceed in parallel with public consultation on the Draft Mid-Rise Residential Zones which is planned for Fall 2023. This alternative is not recommended as parking standards are an important input to the Residential Zones work plan.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED23156 - Draft Parking Standards for Residential Uses
Appendix “B” to Report PED23156 - Background Research Report