

**CITY OF HAMILTON**

**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
**Parking and By-law Services Division**

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| <b>TO:</b> Chair and Members<br>Planning Committee  | <b>WARD(S) AFFECTED:</b> Ward 1                             |
| <b>COMMITTEE DATE:</b> June 7, 2011   |   |
| <b>SUBJECT/REPORT NO:</b><br>Locke Street Paid Parking Hours (PED11105) (Ward 1) (Outstanding Business List Item) |   |
| <b>SUBMITTED BY:</b><br>Tim McCabe, General Manager<br>Planning and Economic Development<br>Department            | <b>PREPARED BY:</b><br>Ted Arnold<br>905-546-2424 Ext. 6006 |
| <b>SIGNATURE:</b>   |   |

**RECOMMENDATION**

- (a) That no action be taken on the request to reduce the hours of operation of paid parking on Locke Street; and,
- (b) That the item respecting "Parking hours on Locke Street, potential change from 8:00 a.m. to 9:00 a.m." be considered complete and removed from the Planning Committee's Outstanding Business List.

**EXECUTIVE SUMMARY**

This Report responds to the directive to investigate and report on reducing the hours of operation for paid parking on Locke Street, and recommends no change.

Alternatives for Consideration – See Page 3

**FINANCIAL / STAFFING / LEGAL IMPLICATIONS (for Recommendation(s) only)**

**Financial/Staffing/Legal:** N/A

**HISTORICAL BACKGROUND** (Chronology of events)

As part of the 2010 budget deliberations, on January 12, 2010 City Council approved a recommendation of the (former) Committee of the Whole *“That paid parking be implemented in additional commercial areas of the City being Locke Street, Stoney Creek, Ancaster and Waterdown.”*

On-street paid parking was installed on Locke Street on or about July 1, 2010.

On April 5, 2011, the Planning Committee approved a motion *“That staff be directed to report back on changing morning paid parking hours in the Locke Street business area from 8am to 9am and that this Report also include consideration of the Waterdown, Stoney Creek and Ancaster paid parking areas.”*

On April 13, 2011, City Council amended the motion to read *“That staff be directed to report back on changing morning paid parking hours in the Locke Street business area from 8am to 9am.”*

**POLICY IMPLICATIONS**

N/A

**RELEVANT CONSULTATION**

N/A

**ANALYSIS / RATIONALE FOR RECOMMENDATION**

(include Performance Measurement/Benchmarking Data, if applicable)

Currently, all parking meters in Hamilton commence operating at 8:00 a.m. with the exception of Dundas where the parking meters have always begun operating at 9:00 a.m. In cases where meters exist on designated morning rush hour routes, the “No Stopping 7:00 a.m. to 9:00 a.m. Monday to Friday” regulation overrides the parking meters.

In addition to new revenue sources, staff recommended paid parking in all commercial areas to deal with some of the inequities and inconsistencies in the City’s Municipal Parking Program created by Municipal amalgamation in 2001.

Staff are always concerned about consistency in regulations, because experience shows that regulations which are irregular or inconsistent with municipal standards, often cause confusion for the motoring public which can lead to the issuance of parking infraction notices. Therefore, staff are always striving for harmonization for all aspects of parking regulations irrelevant of whether it is paid or non-paid parking and includes locations,

durations, time restrictions, types of regulations, fees and so on. In fact, it is a parking “*best practice*” in that numerous Ontario and Canadian communities report that the start times of parking meters are consistently applied and do not vary within their communities. Of 15 communities who responded to a Canadian Parking Association survey, 13 identified that their paid parking commences at the same time throughout their city.

It is staff’s understanding that the request to begin operating the meters on Locke Street at 9 a.m. rather than 8 a.m. is primarily driven by a coffee shop and a bakery that would prefer to have “free” parking during their busiest time of the day. Staff are concerned that altering the regulations at this location could set a precedent for other requests across the City, which could result in significant revenue loss and promoting further inconsistency in the hours of operation of paid parking. The estimated revenue loss associated with delaying the start time of the parking meters on Locke Street by one hour is \$14,000 annually.

**ALTERNATIVES FOR CONSIDERATION**

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

Commencing the paid parking on Locke Street at 9:00 a.m. is an alternative, but not recommended. This would require re-programming the existing pay and display machines and altering the existing signs on Locke Street, the costs of which could be absorbed in the 2011 Hamilton Municipal Parking System operating budget. However, there would be a negative financial impact of approximately \$14,000 annually which could not be absorbed without affecting the net operating surplus returned to the general levy.

**CORPORATE STRATEGIC PLAN (Linkage to Desired End Results)**

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

**Financial Sustainability** – paid parking supports the self-sustaining (no levy funding) mandate of the Hamilton Municipal Parking System.

**APPENDICES / SCHEDULES**

N/A

TA:dt