



16 Steven Street Hamilton, Ontario Parking Study

Paradigm Transportation Solutions Limited



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210604

Project Summary



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**The Pearl (Not for Profit
Housing Corporation)**

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16 Steven Street, Hamilton, Ontario Parking Study

A handwritten signature in black ink that reads "Adam J."

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Executive Summary

Content

Paradigm Transportation Solutions Limited (Paradigm) was retained by The Pearl (Not for Profit Housing Corporation) to conduct this Parking Study Report for affordable housing development. The subject site is municipally known as 16 Steven Street. It is located on the east side of the roadway approximately 50 metres north of King Street East in Hamilton, Ontario.

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.

Conclusions

Currently, the subject site comprises a three-storey building and a single-family home at 436 King William Street. The latest concept plan shows the existing building envelope for both buildings. The site does not currently provide parking.

The redevelopment program entails readapting and reusing the three-storey brick building to comprise 15 affordable housing units, while the single-family home will be converted to a duplex. Two parking spaces are proposed, obtained from the rear yard of 436 King William Street.

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.

Zoning Requirements

The repurposed affordable housing development requires 19 parking spaces under the current in-force Zoning By-law 6593. However, one of the issues in benchmarking this development with Zoning By-law 6593 is no specific rates for affordable housing are stipulated; instead, the development falls to a general multiple dwelling development. As such, the parking rate applied to the proposed development 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 development are not likely to own a vehicle. Instead, residents will use active transportation and transit modes, given that their income will typically only cover housing and essential goods and services. Potential solutions need to be considered and implemented to help permit these types of developments to be approved, given the positive impact these developments have regarding housing options for residents of low-income levels.

The site is within a well-served fixed-route bus service area. The nearest stop is located at the northeast corner of King Street East and Steven Street, providing access to Routes 1 and 10. In contrast, a bus stop located at Wilson Street and Steven Street provides access to Route 3, and a third stop is located along Wentworth Street between King Street East, and King William Street provides access to Route 12.

Lastly, it should be clarified that the city has outlined new zoning requirements for developments adjacent to the future LRT corridor along King Street East. For clarification, the development is located less than 50 metres from this corridor and likely within 300 metres from a future LRT stop at Wentworth Street North. This is an essential factor to take into consideration given the development is located on the north side of a laneway that bisects two distinct zoning requirements.

While this development is located on the north side of the laneway, it technically falls within Zoning By-law 6593. However, if the development were on the south side of the laneway, it would fall within the Transit Oriented Corridor (TOC) zone. It would be subject to



maintaining the existing parking supply (i.e., zero parking spaces). As the surrounding built form, transportation network, and amenities are similar for the north and south sides of the laneway, the proposed redevelopment of an existing building aligns with the city's spirit to readapt existing built heritage for residential intensification with access to TOC servicing.

Affordable Housing

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, more economically competitive and resilient. Ending chronic homelessness within Hamilton is one of the objectives of the city's 2018 to 2022 Term of Council Priorities¹.

Parking minimums increase the cost of housing by adding to construction costs, which may be passed on to residents. However, 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 affordable housing.

The Indigenous non-profit housing provider Sacajawea will own and operate the apartment building at 16 Steven Street. The developer has noted that all units will be rented to Indigenous individuals and small family households. There will also be income testing for all residents moving into the building.

It is noted that Sacajawea recently completed a 23-unit apartment building at 18 West Avenue in Hamilton. This development comprises a combination of one- and two-bedroom units, similar to the subject site. Of the 23 renter households at 18 West Avenue, only five have vehicles, which is a parking rate of approximately 0.22 parking spaces per unit.

Applying the rate of 0.22 spaces per unit to the subject developments, a total of four parking spaces would be required for the proposed 15 units. However, the developer has indicated that the apartments could be easily rented without parking spaces, given the demand for affordable housing units.

If the city wishes to implement affordable housing options, the city needs to recognize that minimum parking requirements present a

¹ Term of Council Priorities 2018 to 2022, June 2021.



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

- ▶ The proposed Zoning By-Law variance be approved to allow two parking spaces for the development as per the proposed development program.



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1 Introduction

1.1 Overview

Paradigm Transportation Solutions Limited (Paradigm) was retained by The Pearl (Not for Profit Housing) to conduct this Parking Study Report for affordable housing development.

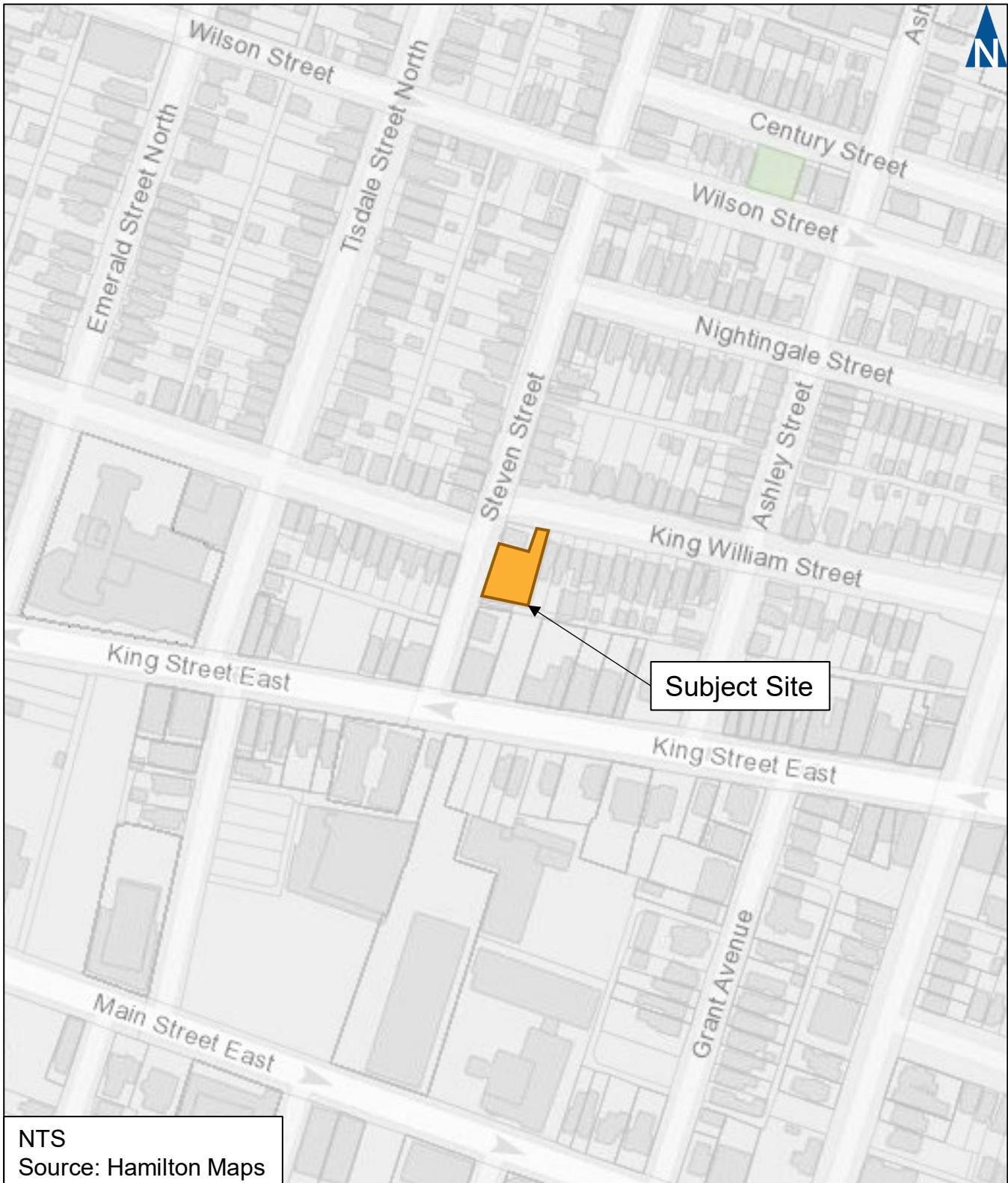
The subject lands are located at 16 Steven Street on the east side of the roadway approximately 50 metres north of King Street East in the City of Hamilton.

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.





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 Steven Street and King William Street. The characteristics of these roadways are as follows:

- ▶ **Steven Street** is a north-south two-lane local² roadway that operates under the jurisdiction of the City of Hamilton. The maximum speed limit is unposted and assumed to be 50 kilometres per hour. The study area has an urban cross-section, sidewalks, and on-street parking on the east side.
- ▶ **King William Street** is an east-west two-lane local roadway that operates under the jurisdiction of the City of Hamilton. The study area has an urban cross-section, sidewalks on both sides, and on-street parking on the north side east of Steven Street and the south side west of Steven Street. The maximum speed limit is unposted and assumed to be 50 kilometres per hour.

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 four routes within the study area:

- ▶ **Route 1 (King)** provides service seven days a week in lower Hamilton from Hamilton GO in the west 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 3 (Cannon)** provides service seven days a week from downtown Hamilton in the west to just past Parkdale Ave in the east. Route 3 operates with 20-minute headways during weekday peak hours and headways of up to 30 minutes during other service hours.

² Urban Hamilton Official Plan, Schedule C: Functional Road Classification, February 2021.



- ▶ **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 12 (Wentworth)** provides weekday service on a clockwise loop using Wentworth, Stinson, Victoria and Burlington Streets. Route 12 operates with approximately 30-minute headways during weekday peak hours. Service is not provided outside of weekday peak hours. Weekend service is not provided.

The nearest stop for Routes 1 and 10 is located at the northeast corner of King Street East and Steven Street, 50 metres (less than a minute walk) south of the subject site. The nearest stop for Route 3 is located at the southeast corner of Wilson Street and Steven Street, 200 metres (3-minute walk) north of the subject site. And the nearest stop for Route 12 is located along Wentworth Street between King Street East and King William Street, 260 metres (4-minute walk) east of the subject site.

2.2.2 GO Transit Service

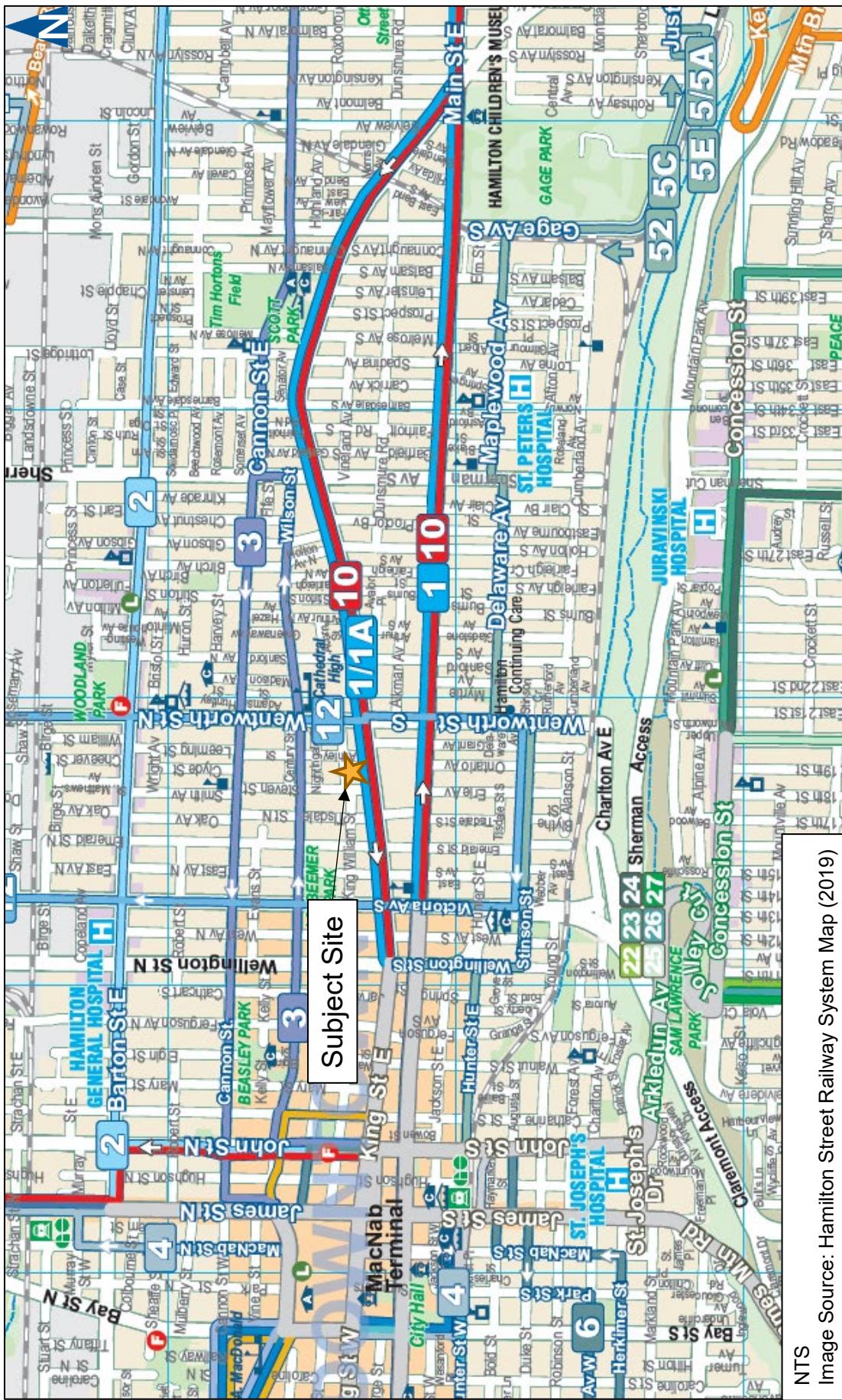
The proposed development is located in a well-positioned area to attract residents that will utilize both City transit and inter-regional transit for community purposes. The Hamilton GO station is located about 1.7 kilometres west of the subject site and is approximately a 24-minute walk or 12-minute transit ride on Route 1. The GO line provides train service to Downtown Toronto and other parts of the Greater Toronto Area (GTA).

Figure 2.1 illustrates the existing transit network.



Figure 2.1

Existing Transit Network



2.2.3 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 located approximately 285 metres east of the subject site at Wentworth Street.

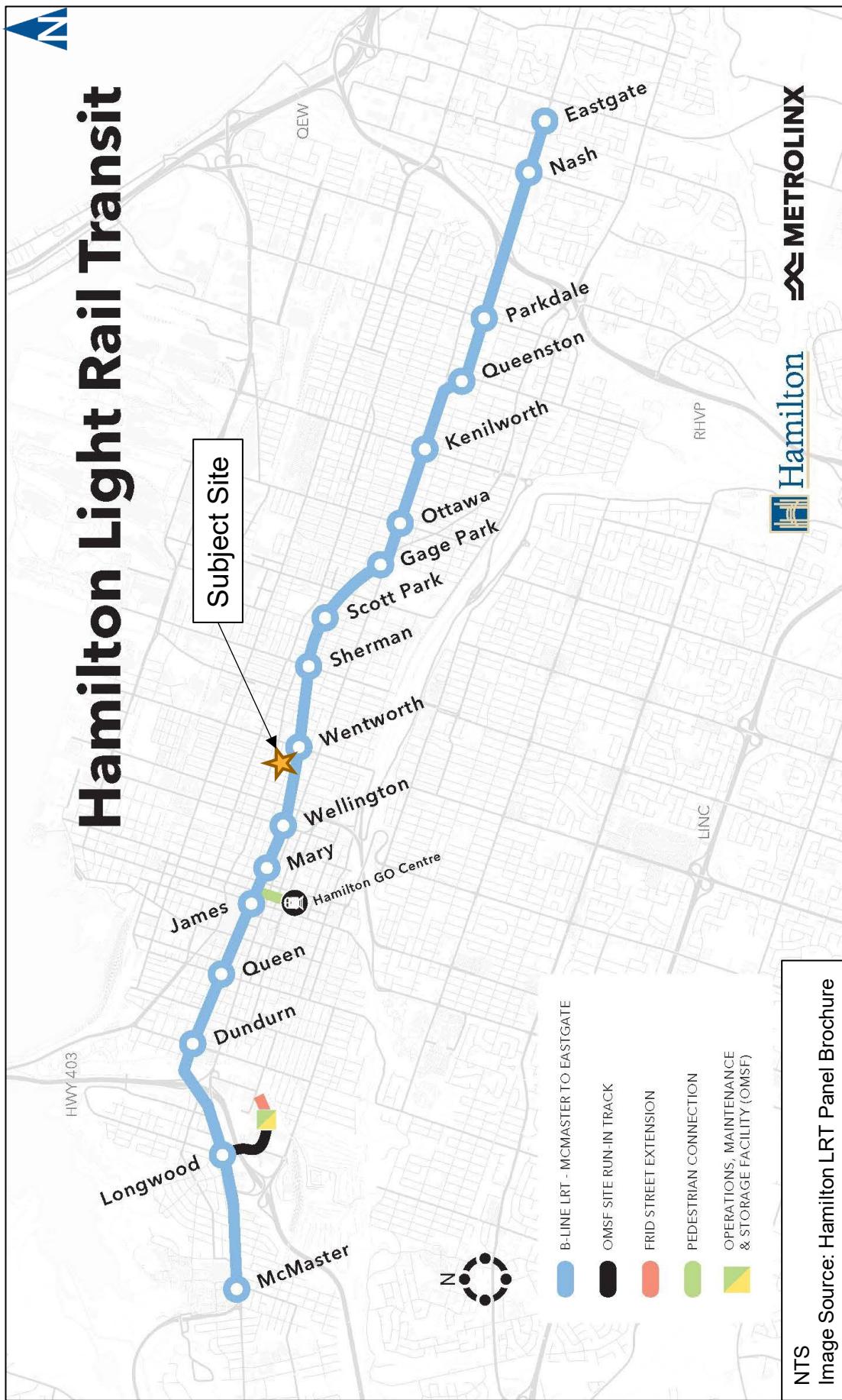
The proposed LRT line will likely link to GO Transit, VIA Rail services and walking and cycling trails to help provide sustainable transportation choices to residents of Hamilton. **Figure 2.2** illustrates the proposed LRT in relation to the proposed development.

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



Figure 2.2

Hamilton LRT Project



2.3 Active Transportation

2.3.1 Walkability

The subject site is within walking distance (less than 1-kilometre) of numerous significant employment, retail, cultural and recreational opportunities providing for a range of destinations for prospective residents of the proposed building that can be readily accessed without using the use of a car. The site's proximity to such a range of amenities and destinations within walking distance reduces the need for building residents to travel regularly using a vehicle.

Walk Score is an online tool that assigns a numerical walkability score between 0 and 100 for addresses in Australia, Canada, the United States, and New Zealand. Walk Score ranks communities nationwide based on how many businesses, parks, theatres, schools and other common destinations are within walking distance of any given address. The subject site is noted to have a Walk Score of 83 and is considered a "Very Walkable" location which means most errands can be accomplished on foot³.

2.3.2 Cycling

The city's cycling infrastructure consists of on-street and off-street facilities. On-street routes comprise bicycle lanes, paved shoulders, bicycle boulevards, and alleyways. Off-street facilities are provided in bike paths and multi-use recreational trails.

The City's 2018 Planned Cycling Network⁴ does not identify Steven Street or King William Street operating with any cycling facilities.

Figure 2.3 illustrates the existing cycling network within the study area.

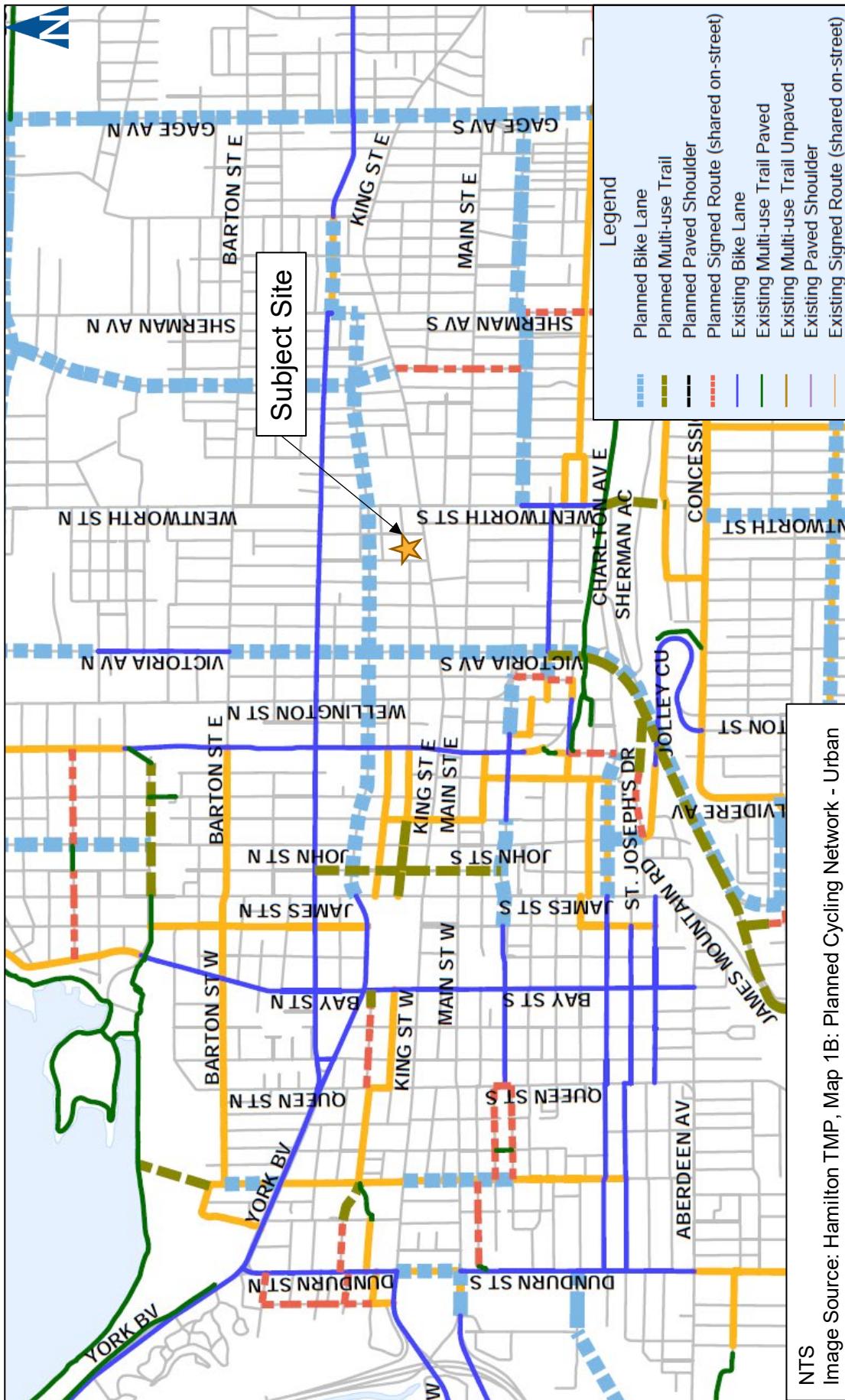
³ <https://www.walkscore.com/score/16-steven-st-hamilton-on-canada>

⁴ City of Hamilton Transportation Master Plan Review and Update, Map 1B: 2018 Planned Cycling Network – Urban.



Figure 2.3

Hamilton Cycling Network



2.4 Modal Split

The use and reliance on non-auto modes are essential in avoiding an excessive parking supply and assessing appropriate Transportation Demand Management (TDM) strategies. Details on an area's mode split can help determine how much parking to offer and what to improve to shift reliance on personal vehicles.

Information on primary modes of transportation for all home-based trips was extracted from the 2016 Transportation Tomorrow Survey (TTS). The subject site traffic zone has been included in determining a representative mode split for the immediate area. The detailed mode of travel summary is provided in **Table 2.1**.

TABLE 2.1: 2016 TTS MODE OF TRAVEL

Modes of Travel	%
Transit excluding GO rail	31.6%
Cycle	2.7%
Auto driver	38.3%
Joint GO rail and local transit	0.6%
Other	1.3%
Auto passenger	5.7%
School bus	2.8%
Walk	17.0%
Total	100.0%

A review of the 2016 TTS data suggests that about 54.7% of trips are completed by sustainable travel means. Transit makes up 32.2%, with 22.5% reflective of active transportation.



3 Development Description

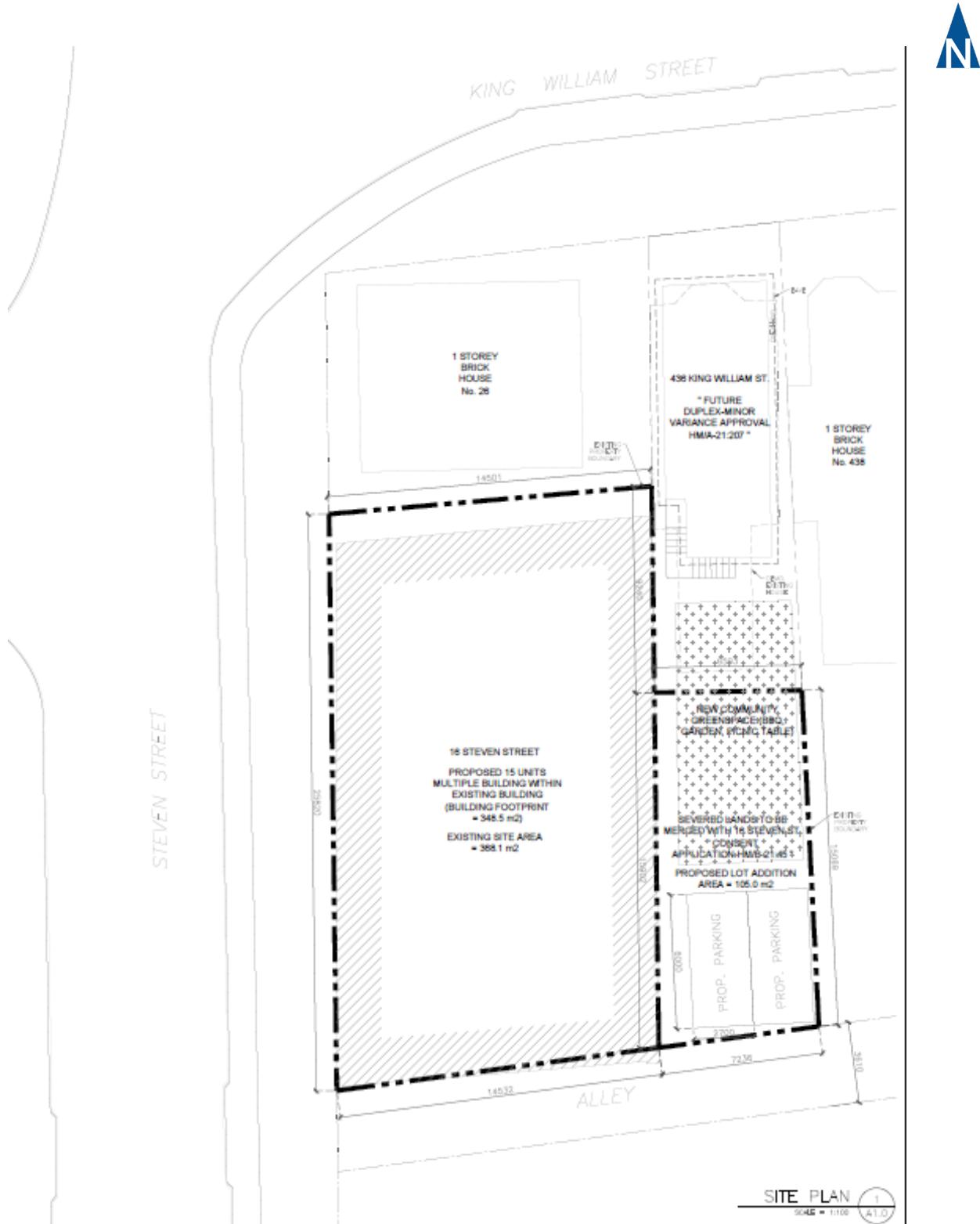
3.1 Development Description

The property located at 16 Steven Street is an existing three-storey building with no existing parking on the site. The concept plan for the development entails readapting and reusing the existing building for 15 affordable housing units. 436 King William Street lands have also been redeveloped as a duplex with one boulevard parking space.

Two parking spaces are proposed along the southern border of the lands at 436 King William Street, adjacent to the existing apartment building and facilitated through a provisionally approved Consent and approved Minor Variance.

Figure 3.1 illustrates the concept site plan.





Concept Site Plan

16 Steven Street Parking Study
210604

Figure 3.1

4 Parking Methodology

The site is unique in that it provides for no on-site parking. Informal parking is provided through on-street parking spaces along the study area and municipal parking lots.

4.1 Zoning Requirements

4.1.1 Zoning By-law 6593

Zoning By-law 6593 is the current in-force By-law for the subject site. **Table 4.1** summarizes Zoning By-law No. 6593 minimum parking standard calculations for the proposed redevelopment plans. As indicated, 19 parking spaces are required under the City's Zoning By-Law.

TABLE 4.1 ZONING BY-LAW REQUIREMENTS

Use	Units	Parking Rate ¹	Spaces Required
Residential	15	1.25 per unit	19
Total Parking Required			19

¹ Zoning By-law No. 6593

4.1.2 Transit-Oriented Development

It is important to note that the development bisects the zoning boundary line between Zoning By-Law 6539 and Zoning By-Law 05-200 Transit Oriented Corridor (TOC) district. The TOC district specifies the following shall be applied:

"For any use, except a Medical Clinic, within the Transit Oriented Corridor (TOC1), (TOC2), (TOC3) and (TOC4) Zone or the Commercial and Mixed Use Zones, or the Industrial Zones, located in all or part of a building existing on the effective date of this Bylaw, no parking spaces are required, provided that the number of parking spaces which existed on the effective date of this By-law shall continue to be provided and maintained except a use shall not be required to provide additional parking beyond that which is required by Section 5.6 c) of this By-law. Where an addition, alteration or expansion of an existing building is proposed, the parking requirements of Section 5.6 c) above shall only apply to the increased gross floor area of the building⁵."

⁵ Zoning By-law No. 05-200, Section 5.6(g), 7 January 2021.



As the development is located on the north side of the laneway, it technically falls within Zoning By-law 6593. However, if the development were situated on the south side of the laneway, it would fall within the Transit Oriented Corridor (TOC) zone. It would be subject to maintaining the existing parking supply (i.e., zero parking spaces).

The adaptive reuse of the three-storey brick building further reduces the development costs. It aligns with the city's vision of residential intensification while retaining the original building fabric and architectural features.

4.2 Real Demand

The Indigenous non-profit housing provider Sacajawea will own and operate the apartment building at 16 Steven Street. The developer has noted that all units will be rented to Indigenous individuals and small family households. There will also be income testing for all residents moving into the building.

It is noted that Sacajawea recently completed a 23-unit apartment building at 18 West Avenue in Hamilton. This development comprises a combination of one- and two-bedroom units, similar to the subject site. Of the 23 renter households at 18 West Avenue, only five have vehicles, which is a parking rate of approximately 0.22 parking spaces per unit.

Applying the rate of 0.22 spaces per unit to the subject developments, a total of four parking spaces would be required for the proposed 15 units. However, the developer has indicated that the apartments could be easily rented without parking spaces.

4.3 Constraints Affecting Parking

It is not practical or feasible to provide parking for the proposed development. The building occupies the entire floor plate of the existing land parcel, with limited access provided through the laneway. Given the tiny surface area, a portion of the rear lands of 436 King William Street has been provisionally approved to be severed and merged with 16 Steven Street to create two on-site parking spaces.

4.4 Policy Framework

The redevelopment plans place a significant emphasis on sustainable travel modes for those residents that chose this type of housing option. The development plays an active role in several priority city policies



that consider sustainability, climate emergency, and affordable housing.

To some extent, the City's Official Plan⁶ supports innovative development that promotes reduced parking requirements and places a greater emphasis on sustainable forms:

Policy B3.4.3.8

The city shall encourage the intensification and adaptive reuse of commercial and industrial heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and that any new additions will complement the existing building following the policies of this plan.

Policy B.3.4.3.9

To facilitate the intensification and adaptive reuse of such properties, the city may allow reduced parking or other site and amenity requirements.

4.4.1 Sustainability

Traditionally, transportation networks focused on increasing the road network's capacity to accommodate more vehicles. However, as outlined in the City of Hamilton's Transportation Master Plan⁷ (TMP), a desired outcome for the transportation system through the TMP review and updated process is a sustainable and balanced transportation system. Specifically, the goals for the city's transportation system include reduced dependence on single-occupancy vehicles and improved options for walking, cycling, and transit, among others.

The City of Hamilton's OP identifies an integrated and multi-modal transportation system that will be achieved by supporting energy-efficient design development with designs that encourage more sustainable transportation options, such as walking, biking, transit, and car-sharing.

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

⁶ Urban Hamilton Official Plan, Last Updated February 2021.

⁷ City in Motion: City of Hamilton Transportation Master Plan Review and Update, 2018.



As the development is proposing only two parking spaces on-site, the development places significant emphasis on sustainable modes of transportation complemented by the area's convenient transit and active transportation network.

4.4.2 Hamilton Climate Emergency

Climate change and air pollution must be addressed to achieve a sustainable community and human and ecosystem health. Climate change and air pollution impacts are caused primarily by burning fossil fuels, resulting in the emission of greenhouse gases and air pollutants. These impacts can be reduced through sustainable and efficient land use and transportation policies that reduce air and greenhouse gas (GHG) emissions.

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." Council unanimously passed a motion to declare a climate emergency on 27 March 2019 and directed staff to form a Corporate Climate Change Task Force (CCCTF). The CCCTF aims to support a culture shift, ensuring that a climate change lens is incorporated into routine work across all City departments.

Of importance are the goals of the Community Energy Plan⁸. Specifically, the city will work toward being a net carbon-neutral community by the year 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.

Significant change is required as soon as possible to achieve the reductions needed to meet the city's emissions target. If Hamilton's current emissions patterns do not decrease, the city is on pace to emit 9.6 MtCO₂e by 2050, a 10% increase in GHG. As the climate emergency declaration is a Council priority, the importance of supporting a low carbon affordable house redevelopment project that places a focus on integrated mobility is apparent.

4.4.3 Parking and Emissions

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

⁸ Sustainability Solutions Group and whatif? Technologies, City of Hamilton Community Energy Plan, 30 November 2020.



targeting the underlying cause of these carbon emissions rather than solely focusing on policies to reduce private vehicle use.

Parking management has an important role to play as an instrument to reduce carbon emissions⁹. 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 municipality plans.

The transportation sector is currently responsible for 23% of Canada's GHG emissions¹⁰ and offers tremendous opportunities for significant emissions reduction. Municipalities need to drive a transition towards zero and low-emissions transportation modes, increase the use of cleaner fuels, improve public transit ridership, and encourage denser, mixed-use communities to reduce emissions. Municipalities in Canada are lagging behind other countries in supporting zero-emission vehicles and other sustainable transportation policies. A significant encouragement is needed to shift travel modes from single-occupant cars towards public transit, auto-share, and active transportation to significantly reduce greenhouse gas emissions related to the transportation sector.

The subject development can be seen as a low-carbon development proposal, supporting the climate action plan. With this development focused on sustainable transportation mode choices for the residential component, the development is expected to reduce its contribution to greenhouse gas emissions by a total of 2.32 KtCO2e by 2050¹¹. To provide this in context, the city projects that a total of 314 KtCO2e will be sequestered within this time frame.

4.4.4 Affordable Housing

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, more economically competitive and resilient. Ending chronic homelessness within

⁹ Parking as a tool to reduce carbon emissions, McCormick Rankin Cagney Pty Ltd, 2009.

¹⁰ Reducing GHG Emissions in Canada's Transportation Sector, Clean Energy Canada, June 2016.

¹¹ Assume each vehicle is a compact passenger vehicle with an average of 16,000 kilometres driven each year.



Hamilton is one of the objectives of the city's 2018 to 2022 Term of Council Priorities¹².

The City of Hamilton can reduce capital and maintenance costs for itself and developers while facilitating pedestrian-friendly and transit-supportive areas. The cost of providing parking, particularly in areas of higher land costs and where underground parking is needed, can add significantly to development costs. Agreements reduce requirements or exempt owners or occupants of a building from providing and maintaining parking facilities, mainly where public transit is available, as these communities can support pedestrian-friendly and transit-supportive developments¹³.

Parking minimums increase the cost of housing by adding to construction costs, which may be passed on to residents. However, 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 affordable housing.

¹² Term of Council Priorities 2018 to 2022, June 2021.

¹³ Ministry of Municipal Affairs and Housing, Municipal Tools for Affordable Housing, 2011.



4.5 Visitor Base

4.5.1 Zoning By-law

The current parking requirements for residential parking in the Zoning By-law do not require any of the spaces provided to be designated for visitors. The area is well served from a transit perspective. On-street public parking areas are well-provided; the visitor demand will be primarily supported through these facilities.

It is also noted that one of the two proposed parking spaces on-site will be reserved for visitor parking.

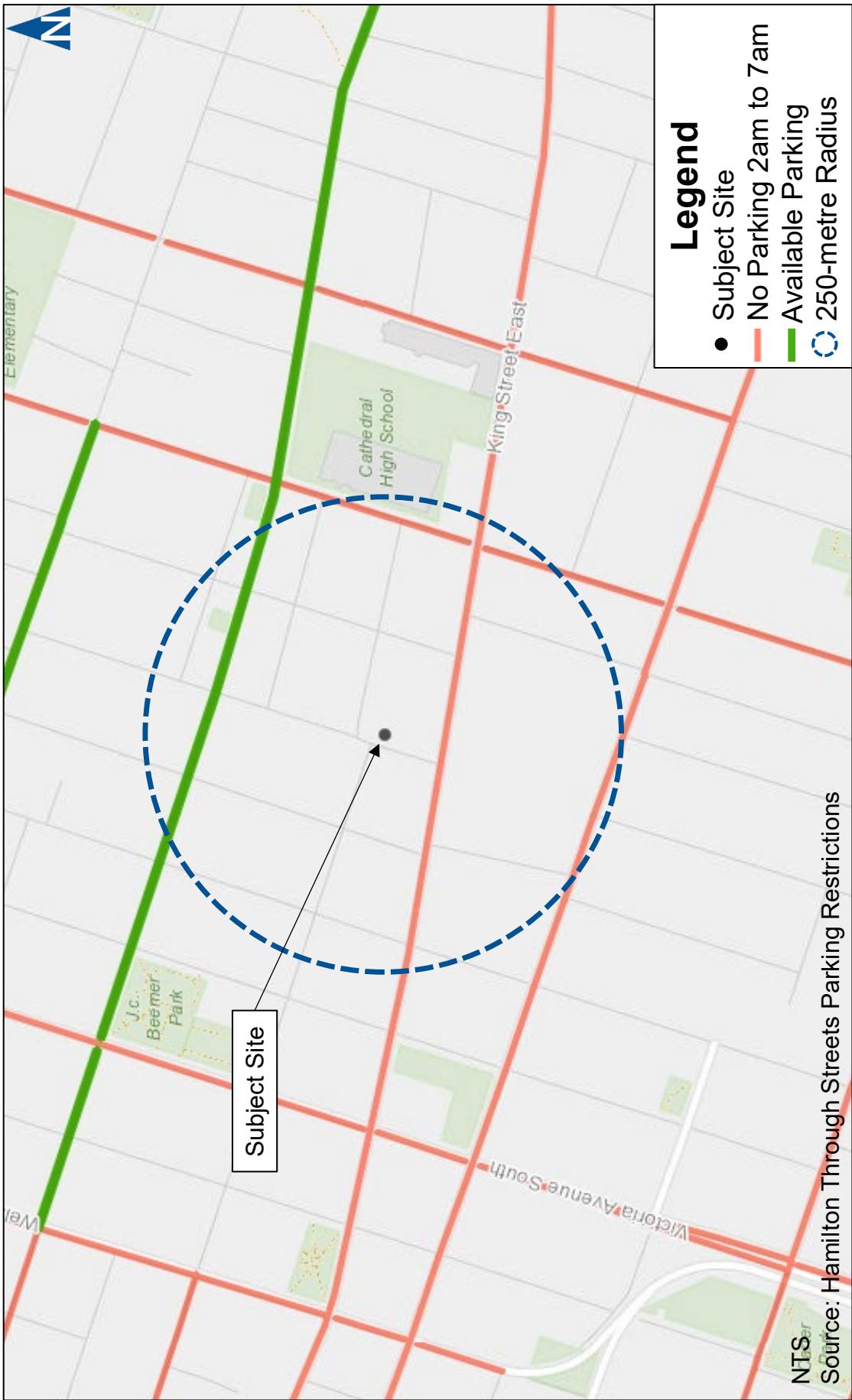
As the primary purpose of off-site public parking facilities is to provide short-stay parking, these spaces for visitors will not harm the surrounding neighbourhood.

Figure 4.1 illustrates the local through streets' parking restrictions in relation to the proposed development.

In addition to the areas noted in **Figure 4.1**, both Steven Street and King William Street have on-street parking with the posted restrictions:

- ▶ Steven Street
 - Parking is prohibited from the 16th to the end of each month between April and November along the east side. Parking is restricted from December to March and from the 1st to the 15th of each month between April and November along the west side.
- ▶ King William Street
 - West of Steven Street: 3-hour limit along the south side of the road; no parking is permitted along the north side.
 - East of Steven Street: 3-hour limit from Monday to Saturday between 8:00 AM and 6:00 PM along the north side of the road; no parking along the south side.





Local Area Through Streets Parking Restrictions

Figure 4.1

5 Conclusions and Recommendations

5.1 Conclusions

Currently, the subject site comprises a three-storey building and a single-family home at 436 King William Street. The latest concept plan shows the existing building envelope for both buildings. The site does not currently provide parking.

The redevelopment program entails readapting and reusing the three-storey brick building to comprise 15 affordable housing units, while the single-family home will be converted to a duplex. Two parking spaces are proposed, obtained from the rear yard of 436 King William Street.

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.



Zoning Requirements

The repurposed affordable housing development requires 19 parking spaces under the current in-force Zoning By-law 6593. However, one of the issues in benchmarking this development with Zoning By-law 6593 is no specific rates for affordable housing are stipulated; instead, the development falls to a general multiple dwelling development. As such, the parking rate applied to the proposed development 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 development are not likely to own a vehicle. Instead, residents will use active transportation and transit modes, given that their income will typically only cover housing and essential goods and services. Potential solutions need to be considered and implemented to help permit these types of developments to be approved, given the positive impact these developments have regarding housing options for residents of low-income levels.

The site is within a well-served fixed-route bus service area. The nearest stop is located at the northeast corner of King Street East and Steven Street, providing access to Routes 1 and 10. In contrast, a bus stop located at Wilson Street and Steven Street provides access to Route 3, and a third stop is located along Wentworth Street between King Street East, and King William Street provides access to Route 12.

Lastly, it should be clarified that the city has outlined new zoning requirements for developments adjacent to the future LRT corridor along King Street East. For clarification, the development is located less than 50 metres from this corridor and likely within 300 metres from a future LRT stop at Wentworth Street North. This is an essential factor to take into consideration given the development is located on the north side of a laneway that bisects two distinct zoning requirements.

While this development is located on the north side of the laneway, it technically falls within Zoning By-law 6593. However, if the development were on the south side of the laneway, it would fall within the Transit Oriented Corridor (TOC) zone. It would be subject to maintaining the existing parking supply (i.e., zero parking spaces). As the surrounding built form, transportation network, and amenities are similar for the north and south sides of the laneway, the proposed redevelopment of an existing building aligns with the city's spirit to readapt existing built heritage for residential intensification with access to TOC servicing.



Affordable Housing

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, more economically competitive and resilient. Ending chronic homelessness within Hamilton is one of the objectives of the city's 2018 to 2022 Term of Council Priorities¹⁴.

Parking minimums increase the cost of housing by adding to construction costs, which may be passed on to residents. However, 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 affordable housing.

The Indigenous non-profit housing provider Sacajawea will own and operate the apartment building at 16 Steven Street. The developer has noted that all units will be rented to Indigenous individuals and small family households. There will also be income testing for all residents moving into the building.

It is noted that Sacajawea recently completed a 23-unit apartment building at 18 West Avenue in Hamilton. This development comprises a combination of one and two-bedroom units, similar to the subject site. Of the 23 renter households at 18 West Avenue, only five have vehicles, which is a parking rate of approximately 0.22 parking spaces per unit.

Applying the rate of 0.22 spaces per unit to the subject developments, a total of four parking spaces would be required for the proposed 15 units. However, the developer has indicated that the apartments could be easily rented without parking spaces, given the demand for affordable housing units.

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

¹⁴ Term of Council Priorities 2018 to 2022, June 2021.



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.

5.2 Recommendations

- ▶ The proposed Zoning By-Law variance be approved to allow two parking spaces for the development as per the proposed development program.

