



City of Hamilton
DEVELOPMENT INDUSTRY LIAISON GROUP
AGENDA

Meeting #: 5
Date: May 9, 2022
Time: 9:00 a.m.
Location: YouTube Channel Streaming for Virtual Meetings (due to COVID)
Due to the COVID-19 and the Closure of City Hall
All electronic meetings can be viewed at:
City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton>

Sandra Frempong (905) 546-2424 ext. 6701

	Pages
1. WELCOME	
<i>Ashraf Hanna</i>	
2. NEW BUSINESS	
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4. PRESENTATIONS	
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<i>Trevor Jenkins</i>	
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<i>WE HBA Student Presentation</i>	

5. Updated Organizational Charts

Mike-Collins-Williams

6. ADJOURNMENT



DEVELOPMENT INDUSTRY LIAISON GROUP

Monday, April 11
9:00 AM
Webex

<p>Present:</p> <p>Alexandra Di Domenico, City of Hamilton Alex Beheshti Arden Semper, Branthaven Homes Ashraf Hanna, City of Hamilton Brenda Khes, GSP Group Brian Hollingworth, City of Hamilton Binu Korah, City of Hamilton Dio Ortiz Gavin Norman, City of Hamilton George Zajac, City of Hamilton Kevin Hollingworth, Metropolitan Consulting Kirk Weaver, City of Hamilton Lindsay Gillies, City of Hamilton Matt Johnston, Urban Solutions</p>	<p>Michelle Diplock, WE HBA Paul Szachlewicz, Hamilton Chamber of Commerce Rick Lintack, HBSA Rob Lalli, City of Hamilton Steve Robichaud, City of Hamilton Steve Spicer, Multi-Area Developments Steven Frankovich, S. Llewellyn & Assoc. Sue Ramsey Terri Johns, T Johns Consulting Tracey Muto, City of Hamilton Tony Sergi, City of Hamilton</p>
<p>Regrets:</p> <p>Alissa Golden Angela Storey Anita Fabac Brenda Khes, GSP Group Carlo Ammendolia, City of Hamilton Carolyn Paton Christina Lam Tablada, City of Hamilton Christine Newbold, City of Hamilton Delia McPhail, City of Hamilton Ed VanderWindt, City of Hamilton Gary Scandlan Watson Heather Travis, City of Hamilton Hector Quintero, City of Hamilton Joey Coleman, The Public Record Jorge Caetano Ken Coit Jason Thorne, City of Hamilton Joanne Hickey-Evans, City of Hamilton Louise Thomassin, City of Hamilton</p>	<p>Mark Bainbridge, City of Hamilton Mark Candello, GSAI Mark Inrig, City of Hamilton Martha Kariuki, City of Hamilton Melanie Pham, City of Hamilton Meghan Stewart Mike Collins-Williams, WE HBA Nancy Neale Paula Hamilton, Toms & McNally Design Peter Topalovic, Transportation Ryan Kent, City of Hamilton Sarah Knoll Sherry Vanderheyden, City of Hamilton Steve Spicer, Multi-Area Developments Susan Girt, City of Hamilton Tamara Bates Trevor Jenkins Tony Sergi, City of Hamilton</p>

1. Welcome – Terri Johns

Binu welcomed everyone to the DILG meeting. He also introduces Ashraf Hanna and welcomes him to the city of Hamilton.

2. New Business

There was an email sent out to all about construction dewatering. Committee email on April 22. Agenda item is available on the 13th. Michelle with West End Home Builders is working to get comments on it.

3. Minutes from March 14, 2022

Approved with no questions or comments from the minutes as distributed.

4. DC Indexing – Alexandra Di Domenico

The indexing rate is 9.51%. This increase is effective July 6, 2022. City DC rate for single detached equivalent will increase approximately \$5200.00. Discussed the CBC transition. It is anticipated to start during the Index increase. The following developments will NOT be impacted by increase: transition policy, site plan application and zoning by-law amendment application. If received on or after July 6, the rate is locked at the increased rate. The DC pamphlet will be available on April 28, 2022. DC downtown Hamilton CIPA exemption will remain at 40% from July 6, 2022 to July 5, 2023. Any questions can be directed to Alex Di Domenico, extension 1434 or Alexandra.DiDomenico@hamilton.ca

6. DC Indexing (Concurrent Review) – Dio Ortiz

Confirmed plan review is to assist developers to get designs approved well before site plan approval. Opportunity for the city to review these designs. When the site plan becomes approved, it becomes a complete application.

7. City Staff Returning to the Workplace – Binu Korah

Further to Jason Thorne's memo – here is more of an update. As of March 31st all managers and directors started working from the office. All city staff is expected to return to work within 4-6 weeks. From March 31st, 2nd floor of City Hall is open to the public. On Monday April 25, all city offices will fully reopen to the public. It is requested to continue providing digital files as in many cases this has proven to be more efficient and less time consuming. Council – we don't have a firm date for when in person or hybrid meetings will resume. We don't have firm dates for sub committees or staff level meetings. We will communicate these dates to you as soon as they're available. For most of the staff, they will be undertaking a coordinated hybrid model.

8. MCR/GRIDS 2 Process Update – Steve Robichaud

Provincial comments due on April 12. Further round of zoning reform and updates. We've now looked at implications of Bill 109. Date for statutory public meeting is May 17.

Next DILG Meeting will be May 9, 2022

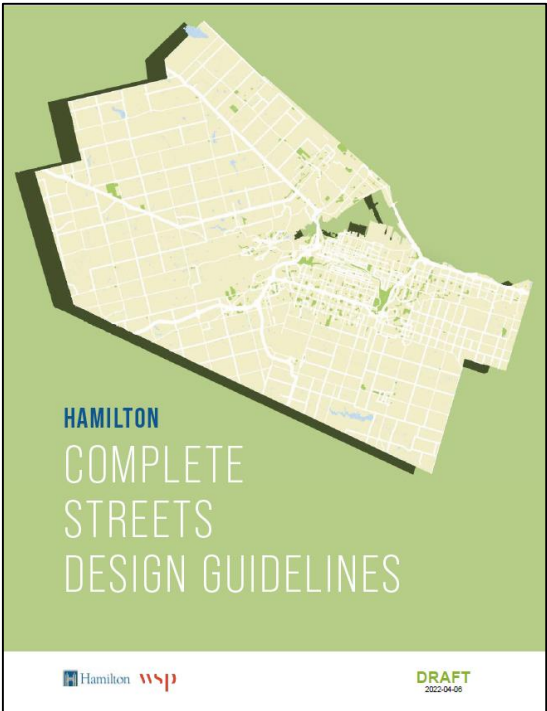
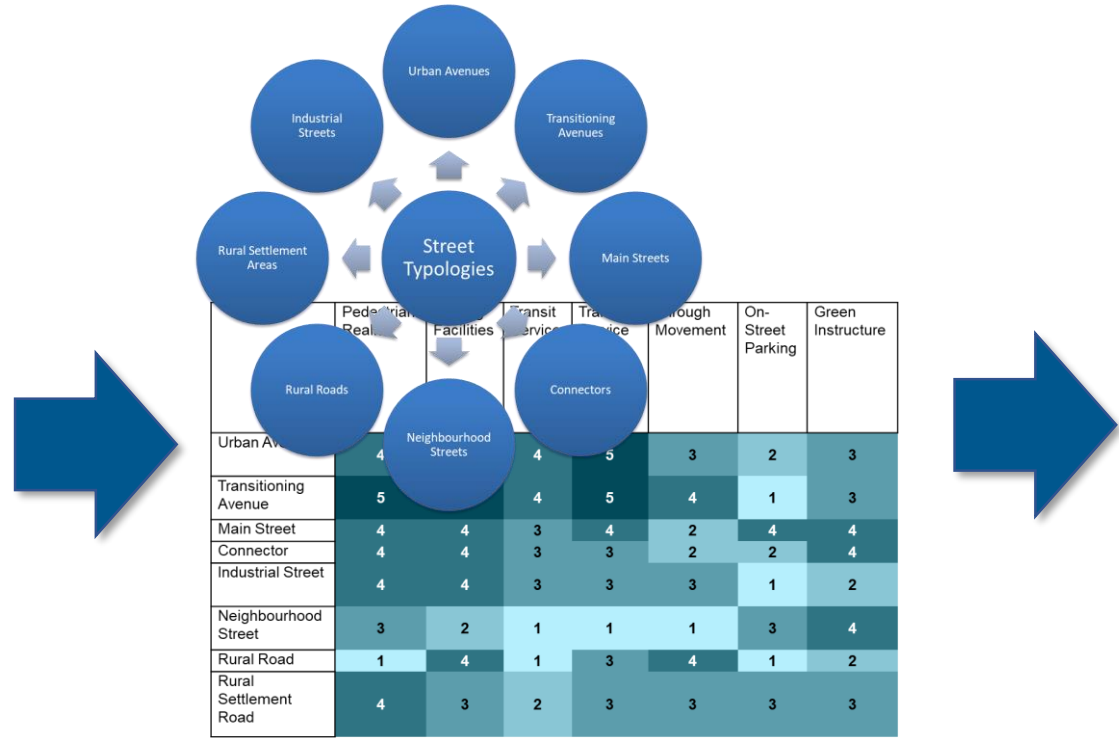
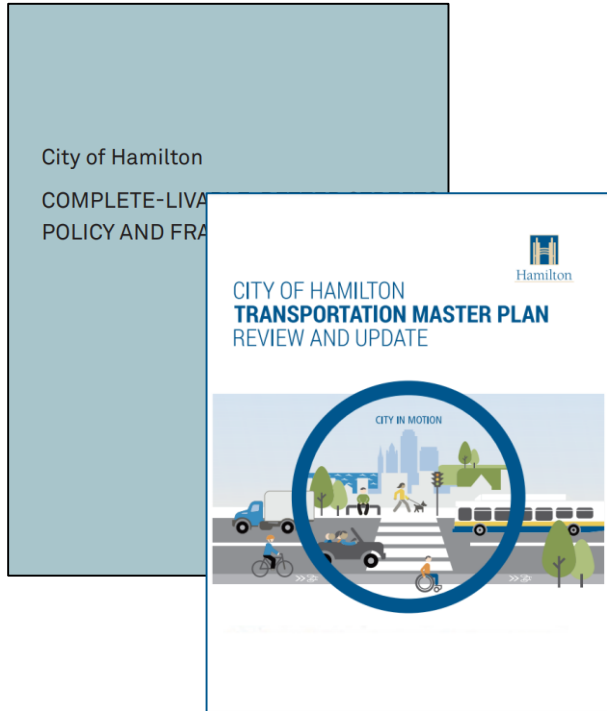
Complete Streets Design Manual

Development Industry Liaison Group

May 9, 2022



Where We Are



Complete, Livable, Better Streets Policy - 2018

Complete Streets Framework – 2019 to 2021

Complete Streets Design Manual – 2021 to Present

Design Manual Outline

1. Introduction
2. Undertaking Complete Streets Design
3. Elements of Complete Streets
4. Complete Street Typologies
5. Designing for Intersections

Design Manual Outline

1. Introduction

2. Undertaking Complete Streets Design
3. Elements of Complete Streets
4. Complete Street Typologies
5. Designing for Intersections

Introductions

- What are Complete Streets?
- Who is the Manual For?
- Supportive Strategies and Policies
- The Vision for Complete Streets in Hamilton
- Design Principles for Complete Streets

Design Manual Outline

1. Introduction
- 2. Undertaking Complete Streets Design**
3. Elements of Complete Streets
4. Complete Street Typologies
5. Designing for Intersections

Complete Streets Design

- Process Overview
- Planning
- Conceptualization
- Designing
- Implementing through Case Studies
- Monitoring and Review
- Updating Policy

Design Manual Outline

1. Introduction
2. Undertaking Complete Streets Design
- 3. Elements of Complete Streets**
4. Complete Street Typologies
5. Designing for Intersections

Elements of Complete Streets

- Pedestrian Realm and Placemaking
- Cycling Facility Design
- Transit Facility Design
- Motor Vehicles
- On-Street Parking
- Goods Movement
- Green Infrastructure
- Utilities and Municipal Services
- Equity & Accessibility

Design Manual Outline

1. Introduction
2. Undertaking Complete Streets Design
3. Elements of Complete Streets
- 4. Complete Street Typologies**
5. Designing for Intersections

Complete Street Typologies

- Overview of Typologies
- Urban Avenues
- Transitioning Avenues
- Main Streets
- Connectors
- Industrial Streets
- Neighbourhood Streets
- Rural Roads
- Rural Settlement Streets

Design Manual Outline

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Complete Street Typologies

Proposed roadway design for Industrial Streets



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Designing for Intersections

- Guiding Principles
- Unsignalized Intersections
- Signalized Intersections
- Roundabouts



Phase 2 Consultation To-Date

Three TAC Meetings

One-on-One Meetings with Internal Groups

- Planning
- Engineering Services
- Chief Road Official
- Forestry and Horticulture
- Landscape Architecture
- Transit
- Growth Management
- Transportation Operations & Maintenance
- Environmental Services

Advisory Committees

- Advisory Committee for Persons with Disabilities
- Development Industry Liaison Group
- Hamilton Cycling Committee
- Seniors Advisory Committee

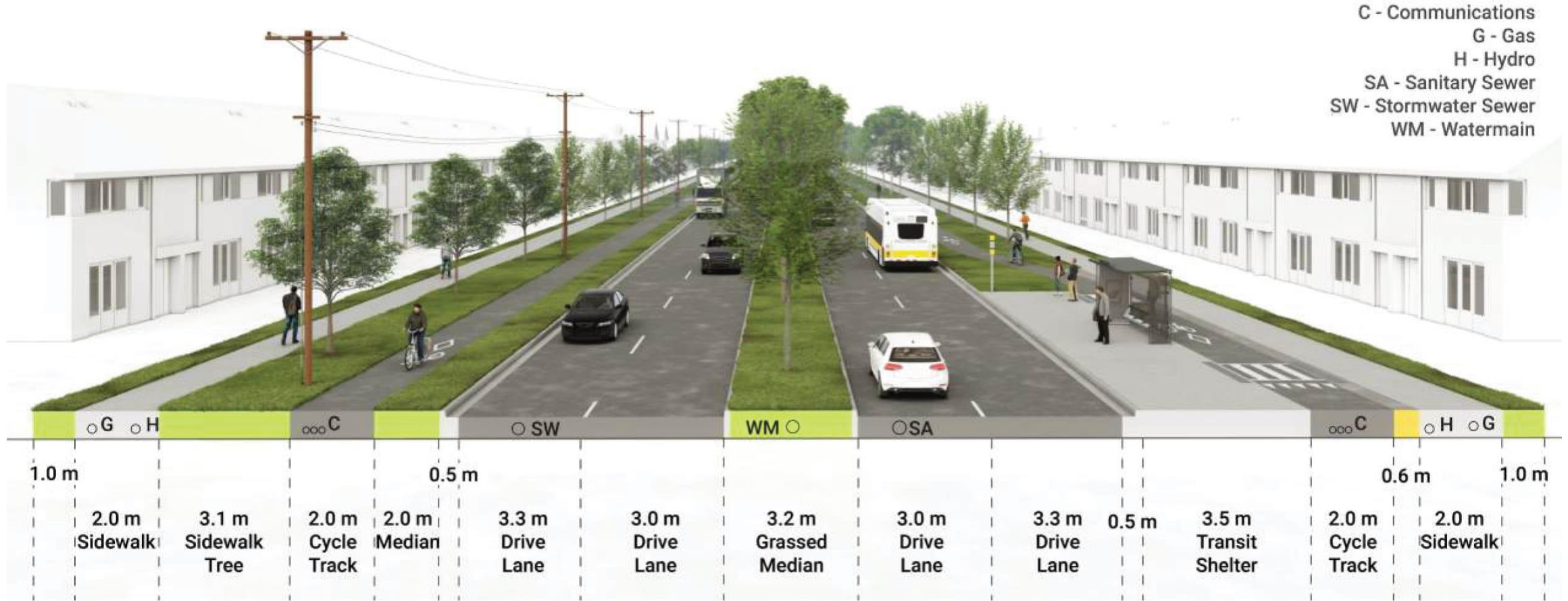
Community Focus Group

2 Surveys on Engage Hamilton

Draft Cross-Section: Urban Avenues

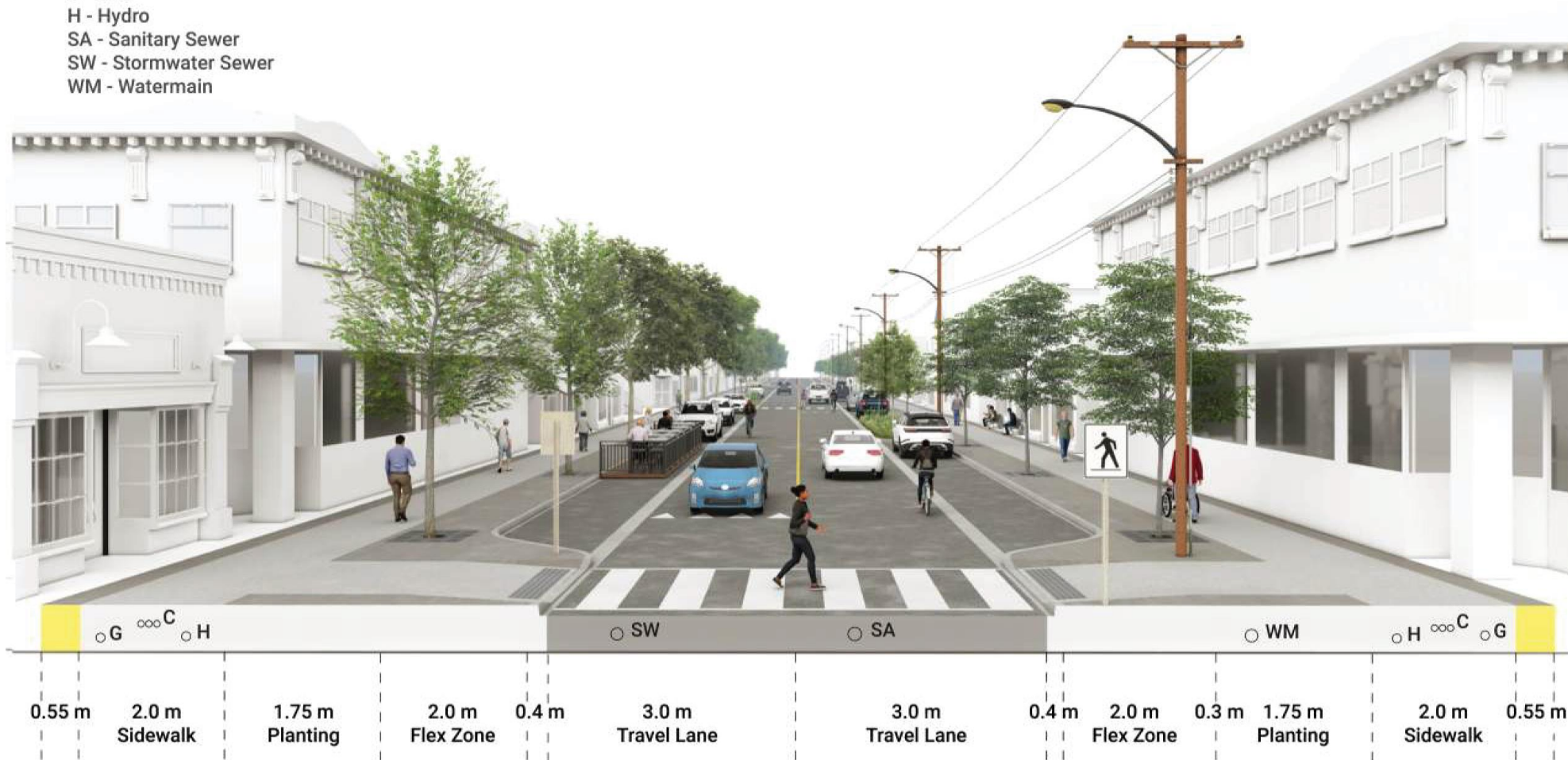


Draft Cross-Section: Transitioning Avenues

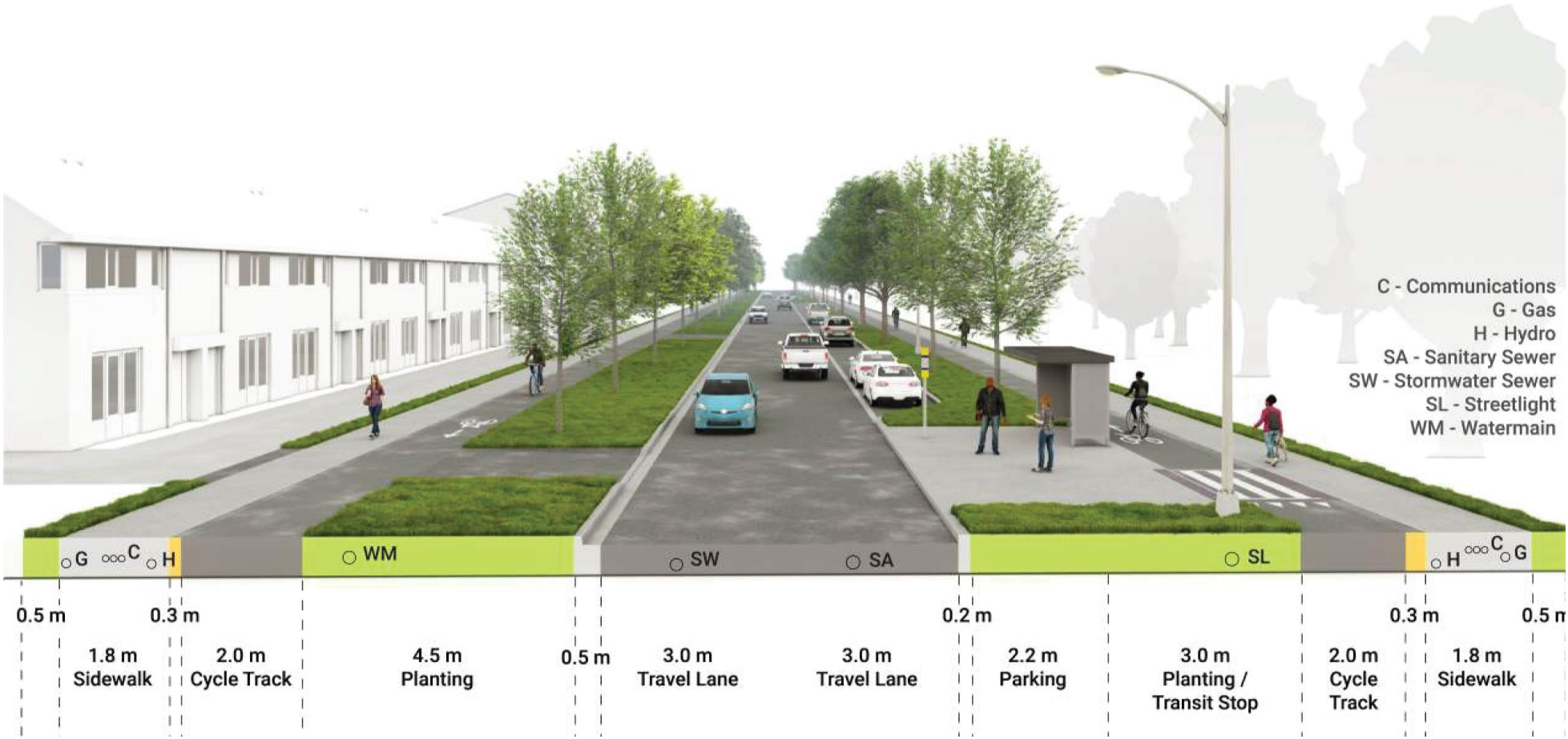


Draft Cross-Section: Main Streets

C - Communications
G - Gas
H - Hydro
SA - Sanitary Sewer
SW - Stormwater Sewer
WM - Watermain



Draft Cross-Section: Connector Streets



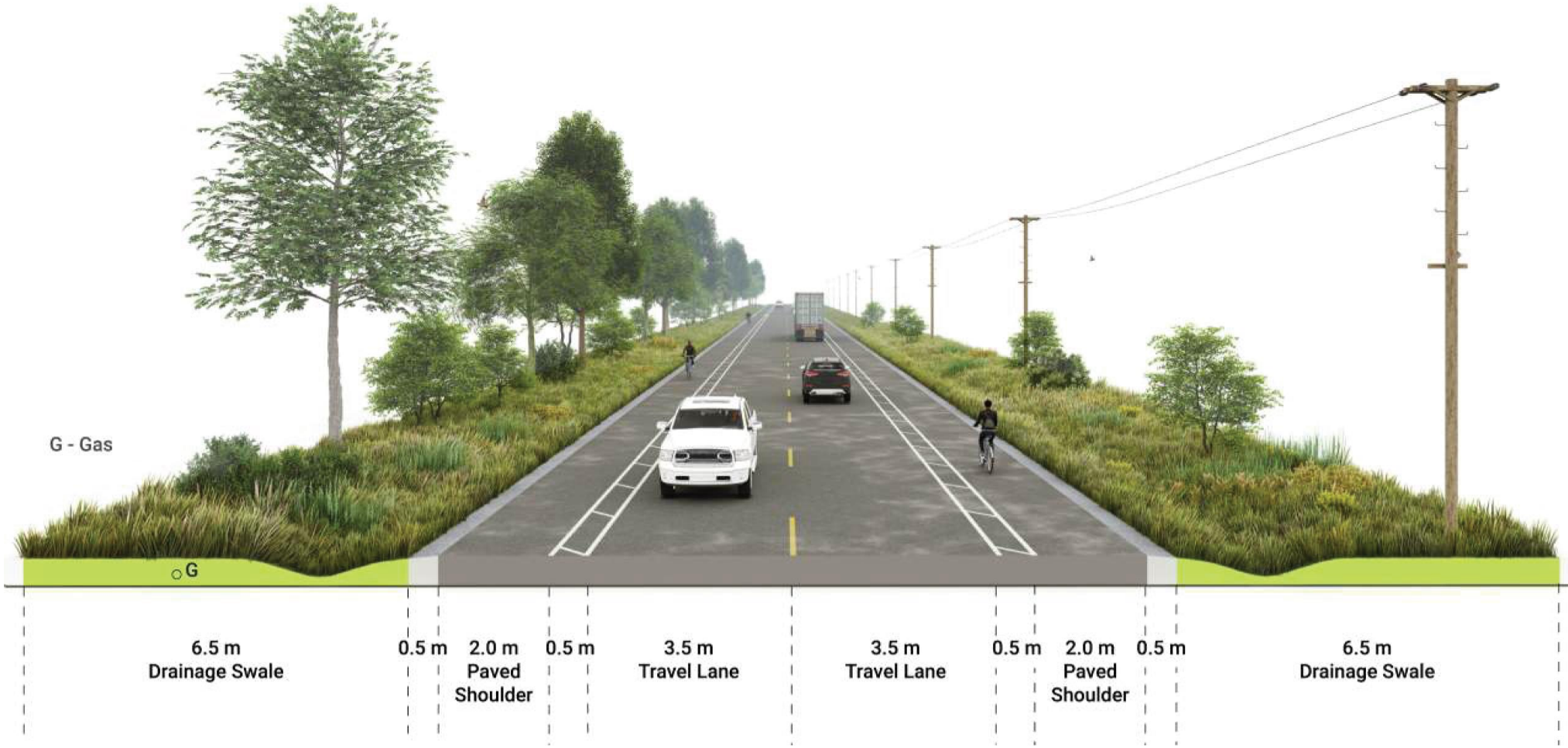
Draft Cross-Section: Industrial Streets



Draft Cross-Section: Neighbourhood Streets



Draft Cross-Section: Rural Roads



Draft Cross-Section: Rural Settlement Areas

- C - Communications
- G - Gas
- H - Hydro
- SA - Sanitary Sewer
- SW - Stormwater Sewer
- WM - Watermain



Low Speed Intersections



- 1. Tighter Corner Radii
- 2. Opportunities for traffic calming (e.g. raised intersections, curb extensions, traffic diverters)
- 3. Shared cycling street

Compact Urban Intersections



- 1. Raised corner to separate cyclists and motorists
- 2. Smaller corner radii
- 3. Left turn lane stop bar setback
- 4. Transition to shared cycling facilities
- 5. Bus stop integrated with cycle track
- 6. Crossing distances minimized

What We've Been Hearing

- Proposed typologies and cross-sections **reflect the intent of the Complete, Livable, Better Streets policy** well (90%+ support on each draft design).
- **Strong support** for improving multi-modal transportation options.
- Proposed cross-sections are **pragmatic** and are likely to be achieved.
- **Need to make designs flexible to adapt to area specific characteristics** (e.g. narrower right-of-way, above ground utilities, mature trees, typography).

Connections to Development Industry

- Collective efforts are required to implement complete streets elements through development and **transform arterial and collector streets**
- **Design new neighbourhoods and employment areas** with complete streets from day one
- Complete streets **contribute to vibrant communities** where people want to live



Next Steps

- Summer 2022: take Design Manual to Public Works Committee for endorsement.
- Begin updating various roadway design guides and manuals to reflect changes proposed in the Complete Streets Design Manual





THANK YOU

trevor.jenkins@hamilton.ca



Hamilton

**DEVELOPMENT INDUSTRY LIAISON GROUP
COMMUNITY BENEFITS CHARGES UPDATE**

May 9, 2022

- Approach
- Capital Summary for CBC
- Calculated C.B.C. Rate
- Capital Priorities
- Exemptions
- Next Steps
- Questions

Current Legislation

The COVID-19 Economic Recovery Act (Bill 197) received Royal Assent on July 21, 2020, and amendments came into effect on September 18, 2022

- D.C.A. amendments include changes to eligible services
 - All services included in the City's current D.C. By-law remain eligible under the D.C.A., except for Parking Services, Airport Services, and portions of Social Services (now can only include Child Care and Early Years Programs)
- Planning Act Amendments
 - Community Benefits Charges may be imposed by By-law for buildings or structures with five storeys or more **and** with 10 or more residential units.
 - The prescribed maximum C.B.C. rate (as per O. Reg. 509/20) is 4% of the property's land value prior to the day of building permit issuance.

- Allocate all CBC funding to offset parking and airport (due to losses in DC revenues)
- Allocate CBC funds to eligible capital projects included in 2022-2031 Capital Forecast that align with Council priorities
- Allocate funds to projects not included in 2022-2031 Capital Forecast (not identified)
- Levy impact being calculated for each option. Funding room created by CBC funding can be allocated towards Council's priorities

Capital Project Summary

Services	Gross Cost	Benefit to Existing Deduction	Grants, Subsidies & Other Contributions	Net Growth-Related Costs	C.B.C. Eligible Costs
DC Services Becoming Ineligible:					
Municipal Parking	65,447,500	37,892,500	156,000	27,399,000	5,168,821
Airport Services	27,380,000	6,020,000	-	21,360,000	4,029,564
Growth Studies	9,562,500	2,734,100	-	6,828,400	1,288,178
Total DC Services Becoming Ineligible	102,390,000	46,646,600	156,000	55,587,400	10,486,563
Other Potential Capital (based on 2022 Capital Plan):					
CBC Strategies	450,000	-	-	450,000	450,000
Landfill Services	25,349,000	6,290,900	6,539,900	12,518,200	2,800,134
Cultural Services	27,328,500	19,285,500	1,124,640	6,918,360	1,771,273
Public Realm Initiatives	198,450	178,600	-	19,850	3,745
Corporate Initiatives	900,000	810,000	-	90,000	16,979
Information Technology	3,160,000	2,844,000	-	316,000	59,613
Council Initiatives	400,000	360,000	-	40,000	7,546
Total Other Potential Capital	57,785,950	29,769,000	7,664,540	20,352,410	5,109,289
Total Potential Capital Program	160,175,950	76,415,600	7,820,540	75,939,810	15,595,852

Total Potential Capital Program - C.B.C. Eligible Costs	\$15,595,852
Total Land Valuation (10-Year Forecast)	\$261,263,000
Percentage of Land Value Required to fund the C.B.C. Eligible Costs	6%

Legislative Maximum C.B.C. Percentage of Land Value	4%
Total Land Valuation (10-Year Forecast)	\$261,263,000
Maximum Eligible Amount based on Total Land Valuation	\$10,450,520

Amount In Excess of Maximum Eligible Amount	\$5,145,332
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- Total Gross Cost \$160M
- Net Growth Related \$75.9M
- CBC Eligible \$15.6M
- Total Land Valuation \$261.3M
- CBC Rate required to Fund CBC Eligible costs = 6%
- Max Allowable Rate = 4%
 - Equates to \$10.5M over 10 year forecast

As per the Planning Act, the maximum a municipality can impose for a C.B.C. is equal to 4% of the land value of a property, the day before building permit issuance. Based on the total land value, the estimated potential C.B.C. recovery for the City equates to just over \$10.45 million for the 10-year forecast period Net Growth Related \$75.9M

Total Potential Capital Program - C.B.C. Eligible Costs	\$15,595,852
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Amount In Excess of Maximum Eligible Amount	\$5,145,332

- Mandatory Exemptions
 - Development of a proposed building or structure with fewer than five storeys, at or above ground, and 10 residential units;
 - Redevelopment of an existing building or structure that will have fewer than five storeys, at or above ground after the redevelopment, and 10 residential units;
 - Long-term care home;
 - Retirement home;
 - Post secondary institutions;
 - Memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion;

- Mandatory Exemptions
 - Hospice; and
 - Non-profit housing.

- Discretionary Exemptions provided under the Development Charges (D.C.) By-law (19-142) under consideration:
 - Downtown CIPA; and
 - Affordable housing.

- Refining numbers and options
- AF&A June 2
- Council June 8/June 22 (Contingency - July 8 & August 12)
- Bylaw needs to be passed by September 17th of 2022



Hamilton

THANK YOU



Hamilton-Burlington Parking Minimums

Prepared by Senze Consultants

Presented by: Ivy Le, Anthony Salemi, Sophia Ngai, Ethan Cleugh,
Mitchell Jones

Agenda

1

What are Parking Minimums?

2

Purpose of Study

3Best Practices from
Case Studies**4**

Vision + Guiding Principles

5Potential Scenarios + Next
Steps

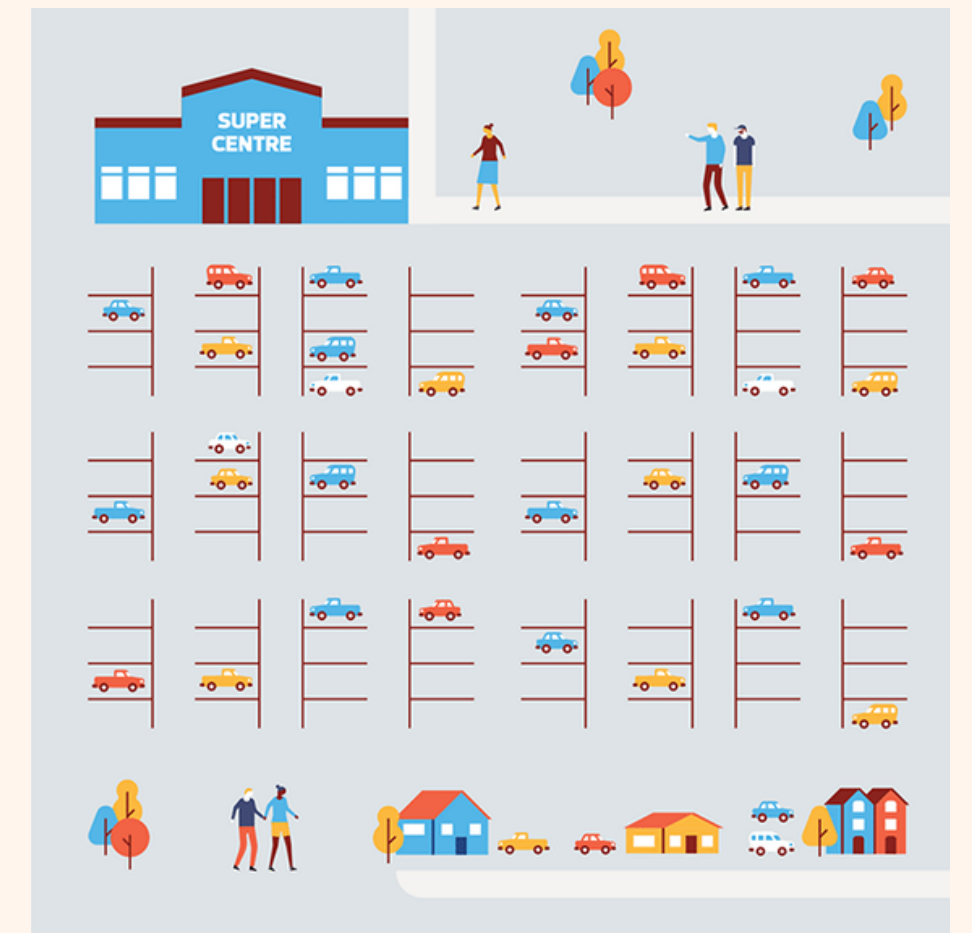
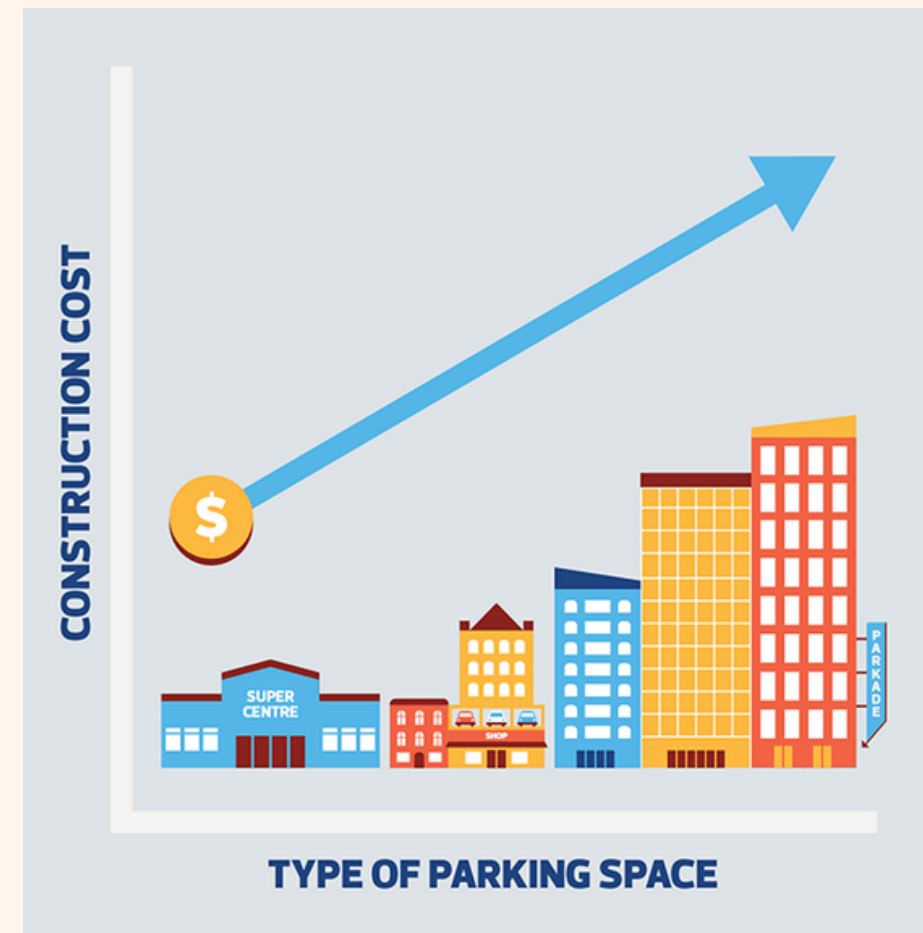
Parking Minimums

What are parking minimums?

- The minimum parking ratio required in a development regulated by the Zoning By-Law

Parking and Affordability

- parking is expensive
- Costs are often transferred to renters and homebuyers



Why reduce parking minimums?

- Improve the quality of the urban landscape
- Environmental sustainability
- Promotes greater social equity in the community

Purpose of Study

- To start conversations on parking minimum reform in Hamilton–Burlington and evaluate current policies
- Review best practices of parking reform across North America through case studies
- Analyze overstock parking caused by parking minimums in each city

Project Process

- North American Jurisdictional Scan
- Literature Review
- Vision for Future and Opportunities for Implementation in Hamilton and Burlington



General Key Takeaways

- High Cost of Parking
- Affordability and feasibility
- Parking is oversupplied
- Impact of Transit
- Parking can often be reduced for the whole city
- High public support for reduction/elimination

Case Studies

Canadian Cities: Ottawa, Toronto, Edmonton

American Cities: Denver, Minneapolis, Salt Lake City, Seattle, Buffalo



Vision Statement

- Current parking provisions are **not aligned with the goals and objectives of current planning policies that Hamilton and Burlington have set as they grow and change**. Representing an outdated image of cities, mobility, and automobile dependence, **parking minimums are unsustainable, restrict growth, and are expensive**.
- To adapt to evolving cities and address current urban issues, parking minimums should be reformed to achieve complete communities. **Parking reform will empower residents and developers to provide the right amount of parking which best serves the community**.

Guiding Principles

- Complete Communities
- Promote active transportation
- Improve housing affordability
- Dispel myths and Encourage communication
- Greater Accessibility of Public Spaces



Potential Future Scenarios

Pilot Project(s)

- Occur at a smaller scale (neighbourhoods, corridors/boundaries, etc.)
- Can act as a test to eliminating parking requirements



Ex: Wards/neighbourhoods lifting minimum parking restrictions.

Eliminate Requirements Along Major Transit Lines, MTSA, Downtown Areas

- Along active and populated transit areas there should not be a need to provide parking.

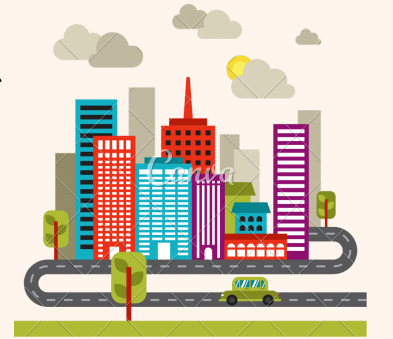
Ex: MTSA in Burlington: Aldershot, Appleby, and Burlington GO Stations



Full-Scale Elimination

- Complete elimination of parking minimums city wide for both municipalities.
- Parking would be provided on the basis of demand

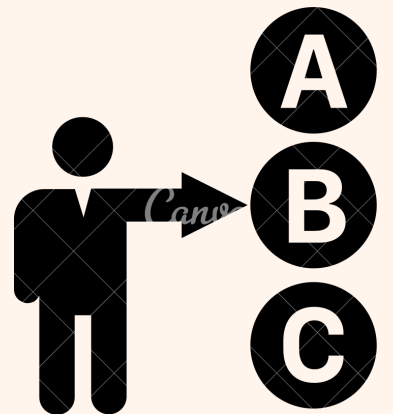
Ex: City-wide removal of parking minimums



Context Area(s)

- Have the neighbourhoods/areas categorized into one of many "context areas".
- Each area would have a set of corresponding parking requirements

Ex: "Transit Area" context where the parking requirements would be the lowest in the entire municipality, if not completely eliminated



Next Steps

What needs to be done?

- Education/Advocacy
- Technical Parking Study
- Zoning Reform
- Adjustments of Scenarios

Parking reform does not equate to no parking, it's a matter of prioritizing the public and providing parking based on demand

Parking Minimums What are they? And why should we care?

City zoning codes often require a minimum amount of parking based on number of units or commercial area. They represent an outdated view of cities, and reforming them can make cities more liveable.

Affordability

The cost of parking is high; in Hamilton, each spot costs developers up to \$100,000, which is passed on to homebuyers and renters. Building less parking can result in more affordability.



Built form

Large parking lots create uninviting, inaccessible public spaces; by lowering the amount of parking required, we can create more compact, walkable, transit friendly cities



Parking lots create uninviting spaces for pedestrians and non-car users.



Environment

Parking lots can't absorb rain; surface runoff must be dealt with by the storm sewer. Less parking results in better environmental outcomes.

Transportation

Demographics are changing; less people are driving and more are choosing transit and biking. Developments near transit often require less parking, which should be reflected in zoning.



Parking minimum reform has the opportunity to help improve affordability, housing supply, create more complete communities, and improve the environment.

References

Photos: Canva, iPhoto

Hamilton-Burlington Cases



1540 Upper Wentworth St., Hamilton



101 Masonry Crt., Burlington

Reduction in parking minimums are based on

- Availability and frequency of **transit** services (existing + planned)
- Alignment with **initiatives** e.g. Smart Commute Halton
- **Growth Policies** set by municipalities and the province
 - Intensification in MTSA
 - Promoting the use of transit

On Behalf of Senze Consultants

Thank you for
your time!