



City of Hamilton
DEVELOPMENT INDUSTRY LIAISON GROUP
AGENDA

Date: April 24, 2023

Time: 9:00 a.m.

Location: YouTube Channel Streaming for Virtual Meetings

All electronic meetings can be viewed at:

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton>

Carrie High (905) 546-2424 ext. 4115

	Pages
1. WELCOME	
<i>Steven Frankovich</i>	
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4. PRESENTATIONS	
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5.1 Engineering Guidelines Revisions to incorporate Complete Streets	7
<i>Brian Hollingworth</i>	
5.2 Conservation Authority Development Review update	
<i>Steve Robichaud</i>	
6. ADJOURNMENT	



DEVELOPMENT INDUSTRY LIAISON GROUP

February 13, 2023

9:00 AM

Webex

Present:

Alex Lee, City of Hamilton
 Alan Shaw, City of Hamilton
 Anita Fabac, City of Hamilton
 Arden Semper, Branthaven Development
 Ashraf Hanna, City of Hamilton
 Binu Korah, City of Hamilton
 Brenda Khes, GSP Group
 Brian Hollingworth, City of Hamilton
 Carlo Ammendolia, City of Hamilton
 Carrie High, City of Hamilton
 Christine Newbold, City of Hamilton
 Ed Fothergill, Fothergill Planning & Development
 Elisha Vankleef, New Horizon Development Group
 Emily Coe, City of Hamilton
 Gavin Norman, City of Hamilton
 Heather Travis, City of Hamilton
 Jared Marcus, IBI Group
 Jason Thorne, City of Hamilton
 Jorge Caetano

Ken Coit, City of Hamilton
 Kevin Hollingworth, Metropolitan Consulting
 Kirk Weaver, City of Hamilton
 Mark Condello - GSAI
 Michelle Diplock, WE HBA
 Monir Moniruzzaman, City of Hamilton
 Paul Szachlewicz, Hamilton Chamber of Commerce
 Rick Lintack, HBSA
 Robert Lalli, City of Hamilton
 Scott Beedie (??) Urban Solutions
 Sarah Knoll
 Shannon McKie, City of Hamilton
 Steve Robichaud, City of Hamilton
 Steve Spicer, Multi-Area
 Stephanie Miritisch
 Steven Frankovich, S. Llewellyn & Assoc.
 Tomide Olaniyi, Branthaven Development
 Tony Sergi, City of Hamilton

1. Welcome – *Ashraf Hanna*

2. New Business

Update on LRT corridor construction – *Ken Coit*

Metrolinx is now reviewing all applications within 100 metres of the LRT corridor as per site plan review. A reminder, there are no tie-backs into the LRT corridor allowed going forward due to the tight conditions for utilities to be coordinated. Once official information from Metrolinx is available, it will be shared with the industry.

Organizational charts requested for Planning and Growth Management – to be included on the next DILG meeting in March.

3. Minutes from January 9, 2023

No comments.

4. Presentations

5. Discussion items

5.1 Engineering Security Deposit - *Binu Korah*

Site Plan approval process that includes security deposit has been collected during the last ten years.

Security deposit would be used for all the works on the site.

Damage deposit that is collected as part of the site plan only applies to the site if it does not have and External Works agreement, Consent agreement or a Shoring agreement. Site plan letter of credit (LC) cannot cover damages on the Right-Of-Way.

As part of the Road Cut permit, the bonded contractor will complete the service work and then Public Works will restore the works once the bonded contractor has completed the works within the Right-Of-Way. The City recognizes the damaging on the boulevards and sidewalks between the time of the contractor completing services and the developer obtaining the building permit. The damage deposit allows the City to repair all damages in appropriate timeframes.

Verbiage indicating specific parameters for security deposit to be input in the document was requested. During site plan process, the City asks the bonded contractor for an audit of the road to determine any existing damages.

5.2 Update from City staff regarding Developments with 10 or fewer lot/units – *Ashraf Hanna*

There is a staff report going to Planning Committee on February 14, 2023 with recommendations related to a process to handle these types of applications.

5.3 Residential Zoning Project Update – *Shannon McKie*

First phase of this project being the Low-Density Residential (LDR) zoning was approved in August 2022. Public consultation for the second phase of LDR zoning is anticipated for June 2023. Currently working through the secondary plan areas to evaluate the LDR designations and potential inclusion of those additional uses that were brought forward in the first phase. Infill guidelines and testing is being done as it relates to Triplex and Fourplex developments in an effort to create regulations that would be included in the zoning for As-Of-Right development within LDR areas in accordance with the policies that were updated through OPA 167.

As a result of Phase 2, consultation will be done on the Green building standards as it relates to LDR development and will incorporate this into a broader consultation.

In collaboration with Transportation Planning, a city-wide parking study is being done for residential uses and the findings will be incorporated the LDR Phase 2 work.

5.4 Engineering, Planning and Industry consultant meetings – *Steven Frankovich*

Request for bi-monthly or quarterly meetings to review changes / new procedures that are upcoming to help streamline processes.

City staff and representatives of DILG to discuss the working group and full DILG terms of reference has already been scheduled

5.5 WE HBA Project on Angular Planes – Michelle Diplock

WE HBA is working with a Toronto Metropolitan university student group looking at the impact of angular planes from the city's perspective and residential builders and planners' perspectives. More information to be shared in the near future on this project.

Next DILG Meeting will be Monday, March 13, 2023

Carrie High, Minute Taker
Administrative Assistant II, Growth Management Division

Hamilton Engineering Guidelines Update

Development Industry Liaison Group

April 24, 2023



Outline of Presentation

1. Recap of Complete Streets Design Manual
2. Scope and Rationale for Engineering Guidelines Update
3. Summary of Key Revisions
4. DRAFT Standard Drawings
5. Next Steps



Complete Streets Design Manual



- Complete Streets Design Manual completed in 2022
- Is intended to be a tool that practitioners, advocates, and all Hamiltonians can use to transform the way streets are designed and achieve City-building visions
- Made recommendations for updated guidelines for pedestrian and cycling facilities, revised street typologies, intersection designs for all users

Council Direction

- That staff be directed to update roadway design manuals and guidelines to reflect Complete Streets Design Manual, including, but not limited to, the Construction and Materials Specifications Manual, Traffic Signal and Pavement Marking Designs Drawings, and other documents identified by staff
- That staff be directed to update the relevant sections of the Comprehensive Development Guidelines and Financial Policies to incorporate complete street elements, in consultation with the Development Industry Liaison Group

Key Design Aspects Relating to Development

- Design speed
- Pavement width (local streets)
- Lane widths
- Curb radii
- Cycling facilities (cycle tracks, MUPs)
- Sidewalk widths
- Intersection treatments
- Traffic calming



Example: Low Speed Intersection

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

Design Parameters for In-boulevard Cycling Facilities

ELEMENT	TARGET VALUE	MINIMUM VALUE
BUFFER ZONE	1.0 m ¹	0.5 m
CYCLE TRACK (ONE-WAY)	2.0 m	1.8 m (1.5 m) ²
CYCLE TRACK (TWO-WAY)	3.5 m	3.0 m (2.4 m) ²
MULTI-USE PATH	3.5 to 4.0 m	3.0 m
PEDESTRIAN WALKWAY	See pedestrian realm section. When abutting a cycle track, apply shorelines (see Urban Braille standards) or separate with a short height curb.	
<p>Notes:</p> <p>1. Minimum 0.6 m where on-street parking is next to cycling facility; minimum 1.0 m to support utility poles and signage. On 60 km/h or higher streets, a wider buffer is recommended. Refer to OTM Book 18 for guidance.</p> <p>2. Dimensions provided in brackets indicate widths that may be applied in constrained locations for short segments. In these cases, the City should confirm that maintenance equipment will be capable of clearing snow from narrow cycle tracks.</p>		

Scope of Current Updates



Comprehensive Development Guidelines and Financial Policies Manual 2019

The Comprehensive Development Guidelines and Financial Policies Manual is for developers, land owners, municipal engineers, planners and architects

Key Tasks:

- Incorporate Complete Street typologies
- Consider impacts of form of development on design
- Review and incorporate current design guidance from provincial and national guidelines (e.g. Ontario Traffic Manual Book 18 – Cycling facilities)
- Update relevant policies, design standards and selected Standard Engineering Drawings
- Scope is focused on Chapter C: Roads

Form of Development is Important

- Land use and built form influences roadway design
- Roadway design should support the needs of the adjacent land uses
 - *Target speeds appropriate to context (e.g. slow speed neighbourhood streets)*
 - *Curb usage considerations (parking, loading, etc.)*
 - *Land access / driveways*
 - *Coherent approach to public vs. private street elements (building setbacks, landscaping, etc.)*
- Link to OP and Urban Design Guidelines for policies



Form of Development Examples



Policy Updates

- Provide guidance on designing streetscape interface taking into account built form
- Ensure consistency with Traffic Calming Policy and references to traffic calming standard drawings
- References to updated guidelines (OTM Book 18, NACTO)
- References to updated policies: Waste Collection Policy, HSR Stops and Shelters Manual, others

Geometric Road Design Table – Potential Changes

Geometric Detail	Local Road Urban Residential	Collector Urban Residential
Min. ROW (m)	20	26
Design Speed (km/hr)	50 40	50 40
Posted Speed (km/hr)	50 40	50 40
Min. Visibility Curves in Sag (K)	12 9	12 9
Min. Visibility Curves on Crests (K)	8 4	8 4
Min. Horizontal centreline Road Radius (m) **	90 55	95 55
** Except at 90° corners at crescents and courts, unless otherwise required for traffic calming.		
Min. curb radius at intersection (m)	9 4.0	9 6.0
Pavement asphalt Width (m) Residential	8.0 7.0/8.5	8.0 6.0
Auxiliary Lane Width (m)	-	3.0

Cycle Tracks and Multi-use Paths in New Development

- Facilities within ROW to create transportation alternatives for pedestrians and cyclists
- Typically located within boulevard of ROW, separated from vehicles lanes with curb and a buffer

Element	Target Value	Minimum Value
Buffer Zone	1.0 m ¹	0.5 m
Multi-use Path Width	3.5 – 4.0 m	3.0 m
Cycle Track Width (one-way)	2.0 m	1.8 m (1.5 m) ²
Cycle Track Width (two-way)	3.5 m	3.0 m (2.4 m) ²

Notes:

¹ Minimum 0.6 m where on-street parking is next to cycling facility; minimum 1.0 m to support utility poles and signage; minimum 1.75 m to support tree planting. On 60 km/h or higher streets, a wider buffer is recommended. Refer to OTM Book 18 for guidance.

² Dimensions provided in brackets indicate widths that may be applied in constrained locations for short segments. In these cases, the City should confirm that maintenance equipment will be capable of clearing snow from narrow cycle tracks.

Cycle Tracks and Multi-use Paths - Examples

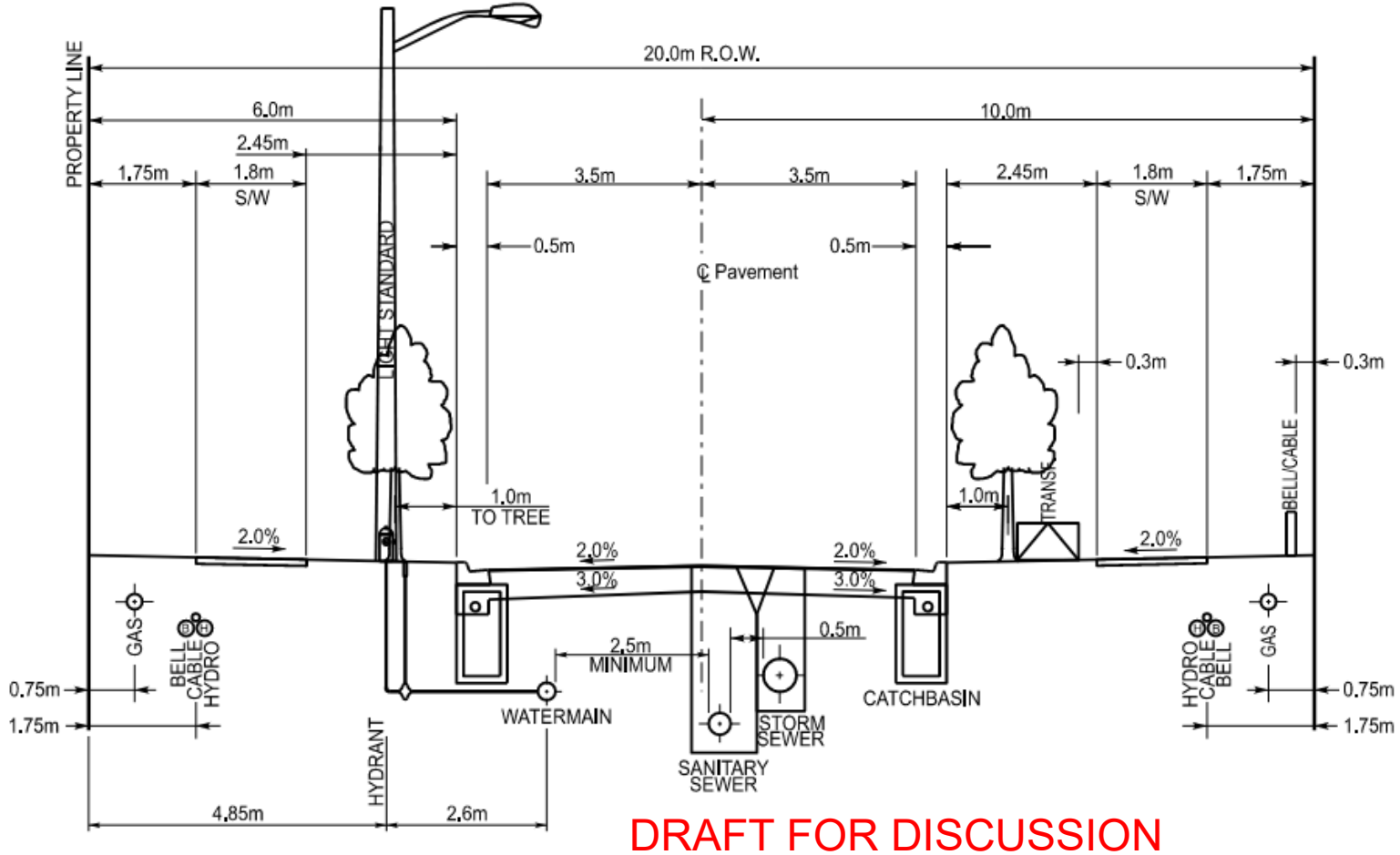


Traffic Calming

- Goal is to design streets with a target speed based on context and implement designs to help ensure motor vehicles travel at those speeds
- Reduce need for “retrofit traffic calming” post development

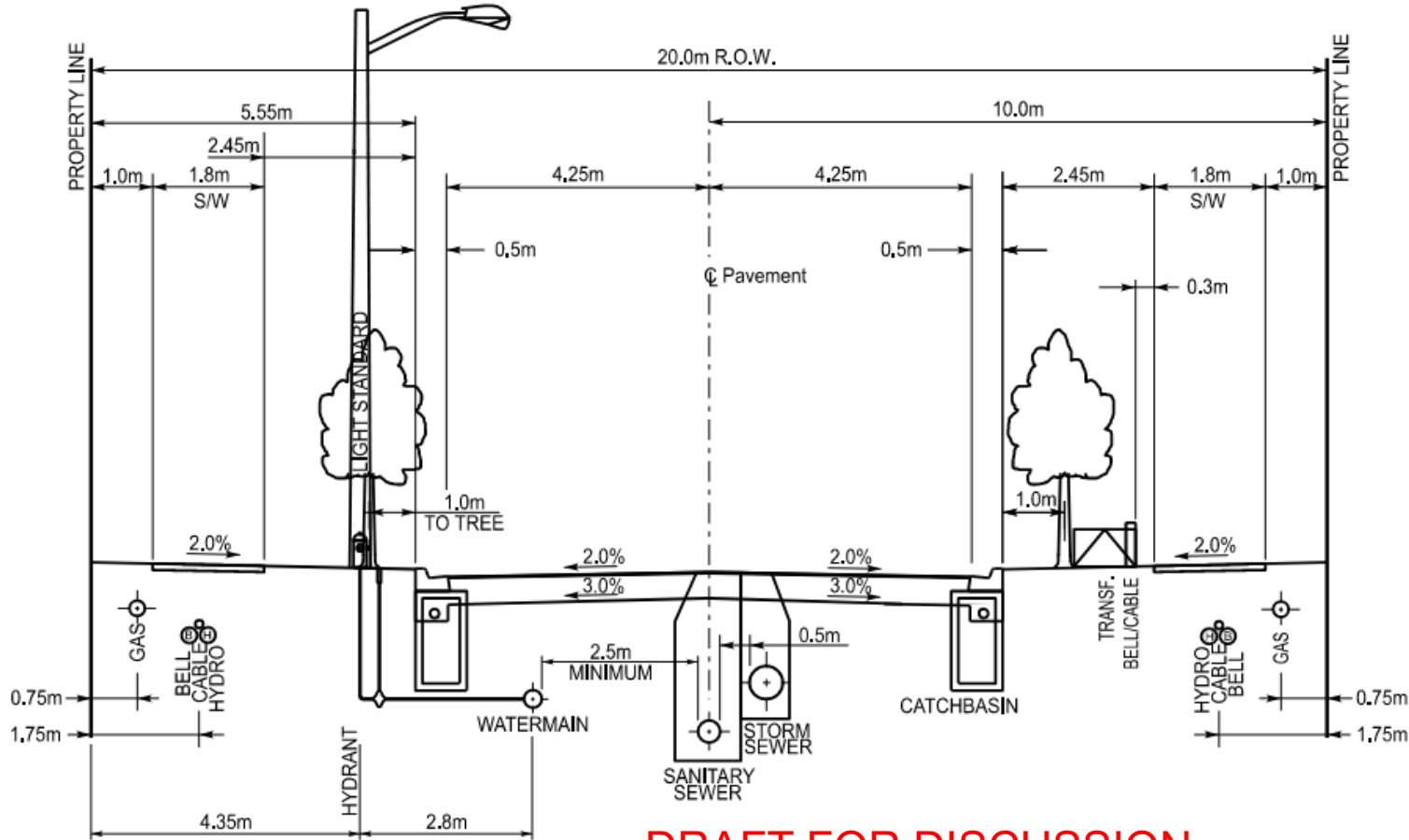


Standard Drawing – Local Urban Residential



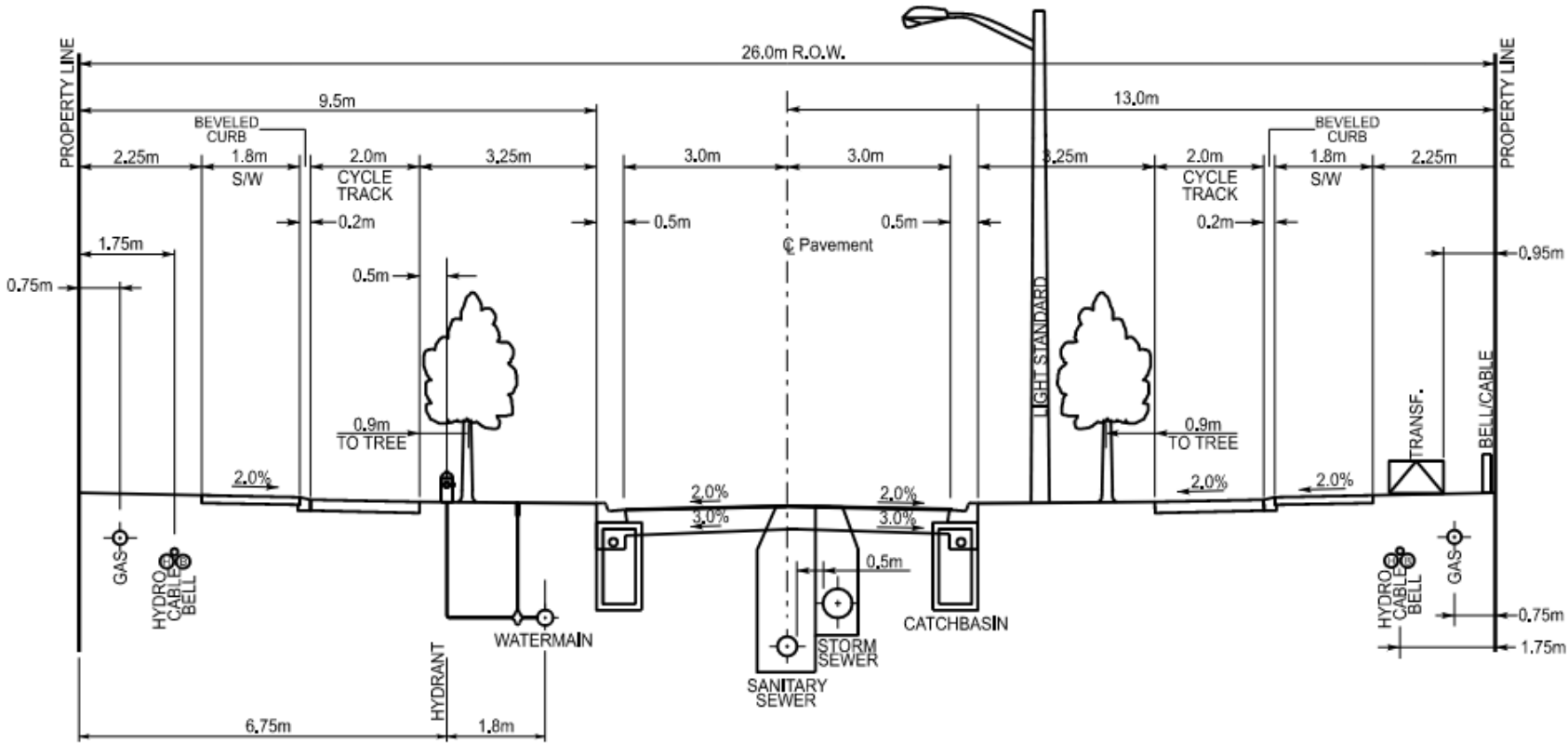
- 20 m ROW
- 7.0 m Pavement Width
- On-street parking on one side only

Standard Drawing – Local Urban Residential



- 20 m ROW
- 8.5 m Pavement Width
- On-street parking on both sides

Standard Drawing – Residential Collector

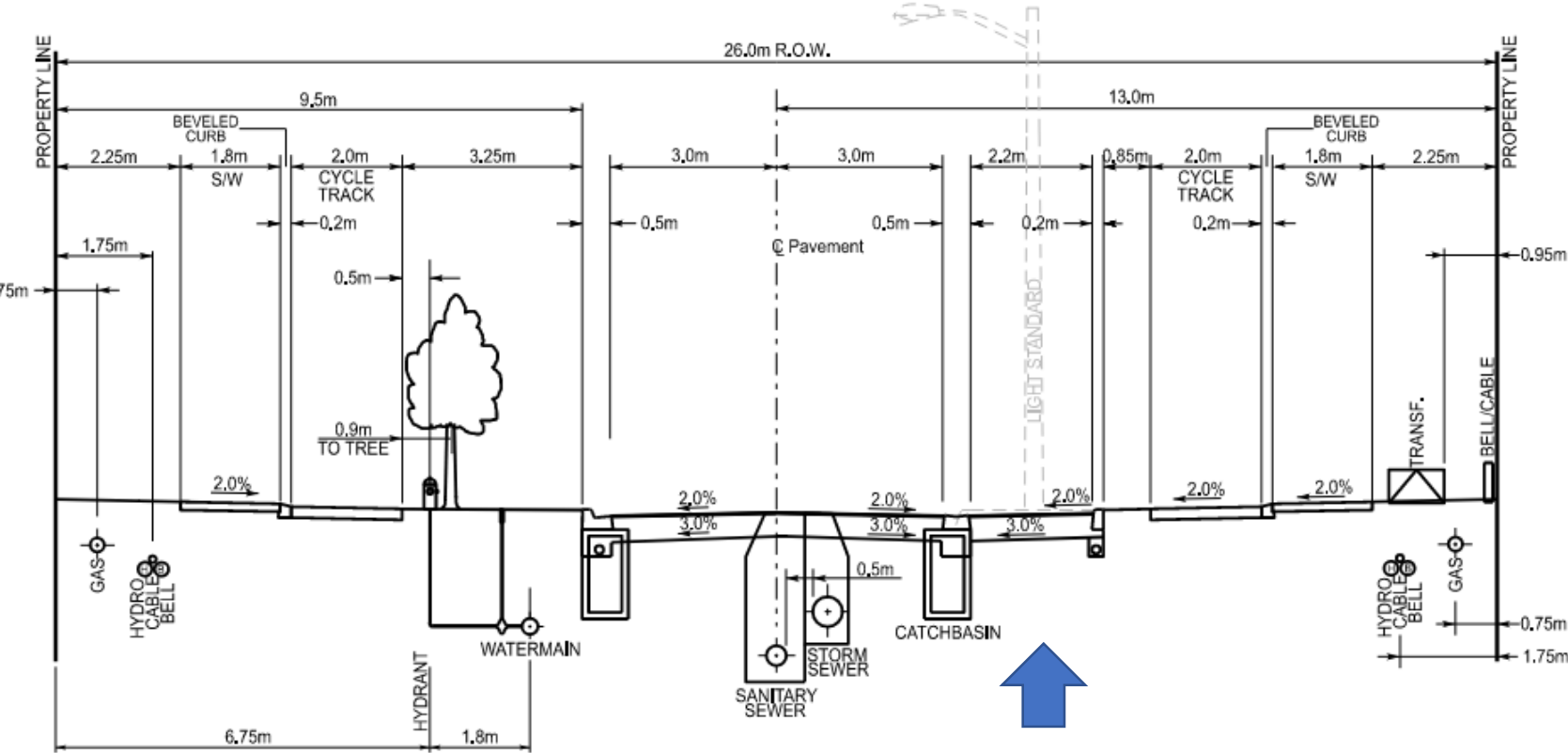


- 26 m ROW
- 6.0 m Pavement Width
- Parking in lay-bys as needed
- Cycle tracks on both sides

DRAFT FOR DISCUSSION

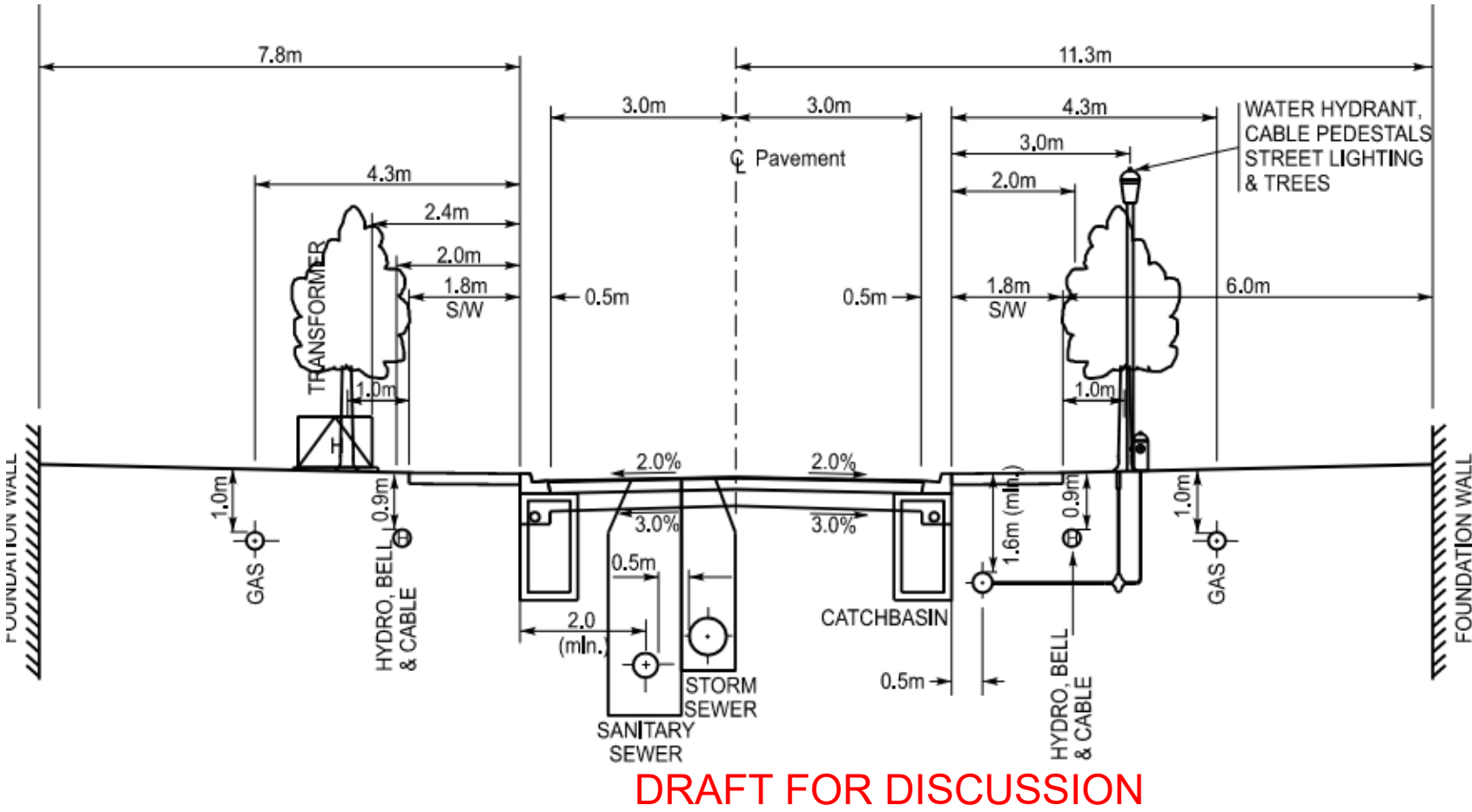
Standard Drawing – Residential Collector

- Parking lay-by shown



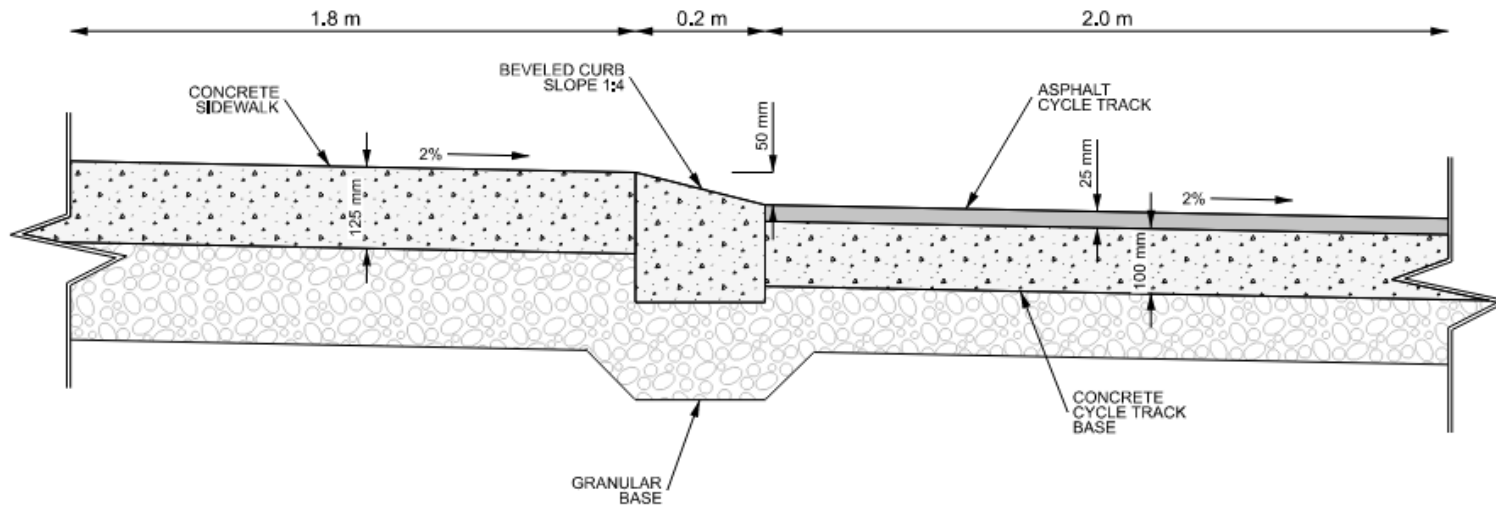
DRAFT FOR DISCUSSION

Standard Drawing – Private (Condo) Road



- 6.0 m pavement
- Sidewalks on both sides

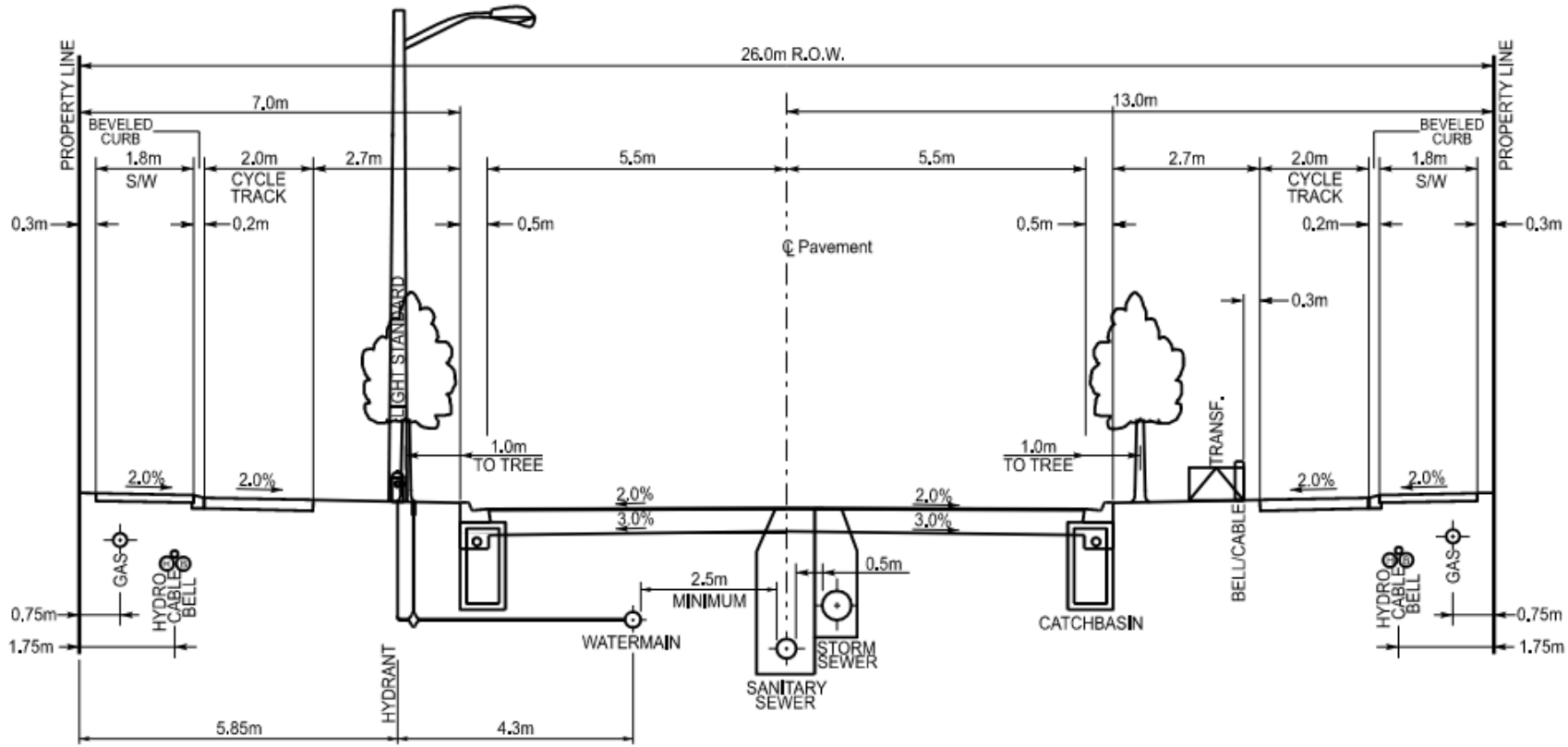
Standard Drawing – Cycle Track Detail



- Cycle track adjacent to sidewalk
- Separated by accessible sloped curb

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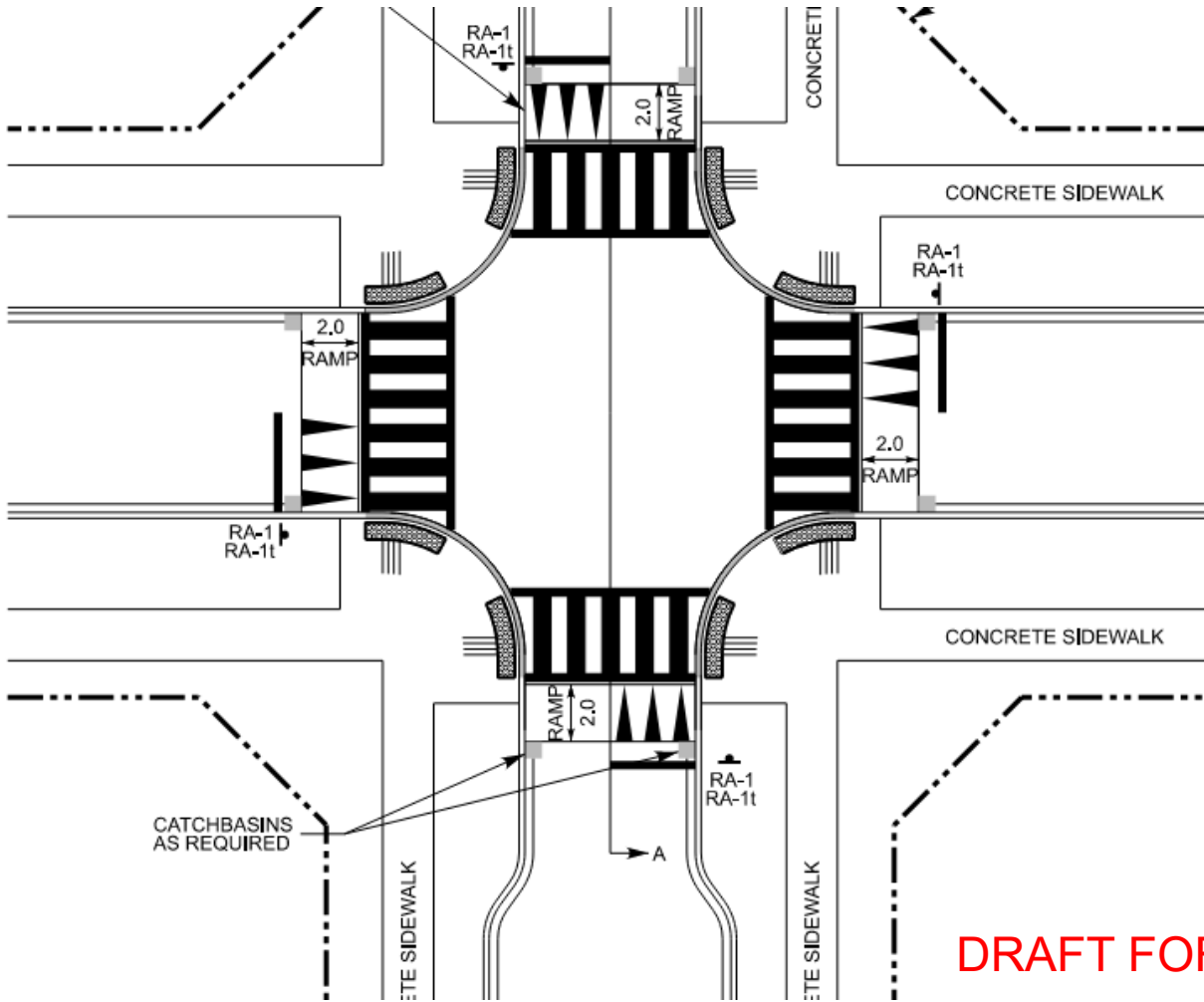
Standard Drawing – Industrial Connector



- 26 m ROW
- 11 m pavement (3 lane configuration)
- Cycle tracks on both sides

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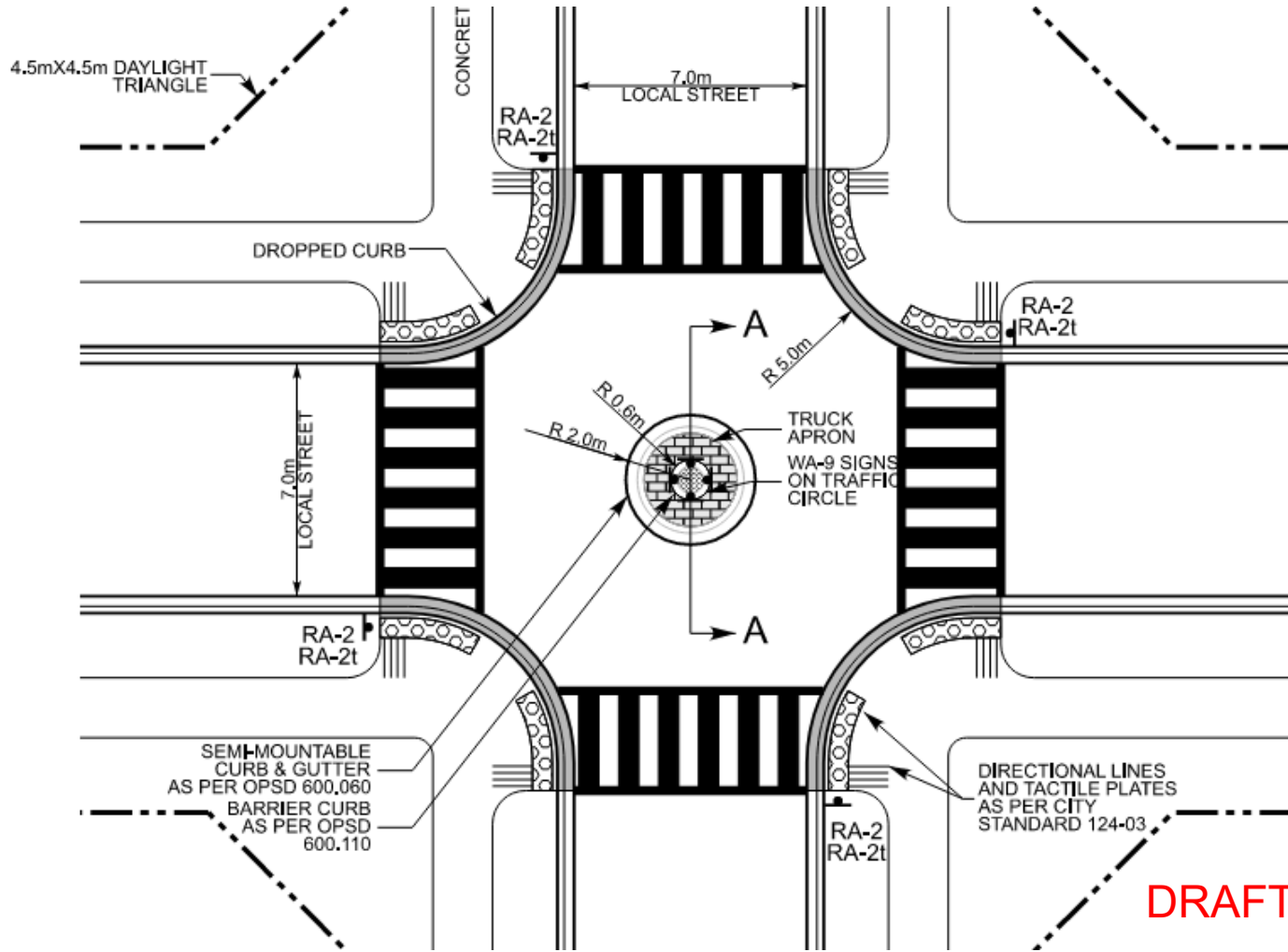
Standard Drawing – Raised Intersection



- Local/local intersection
- Incorporates curb extensions and reduced turning radius

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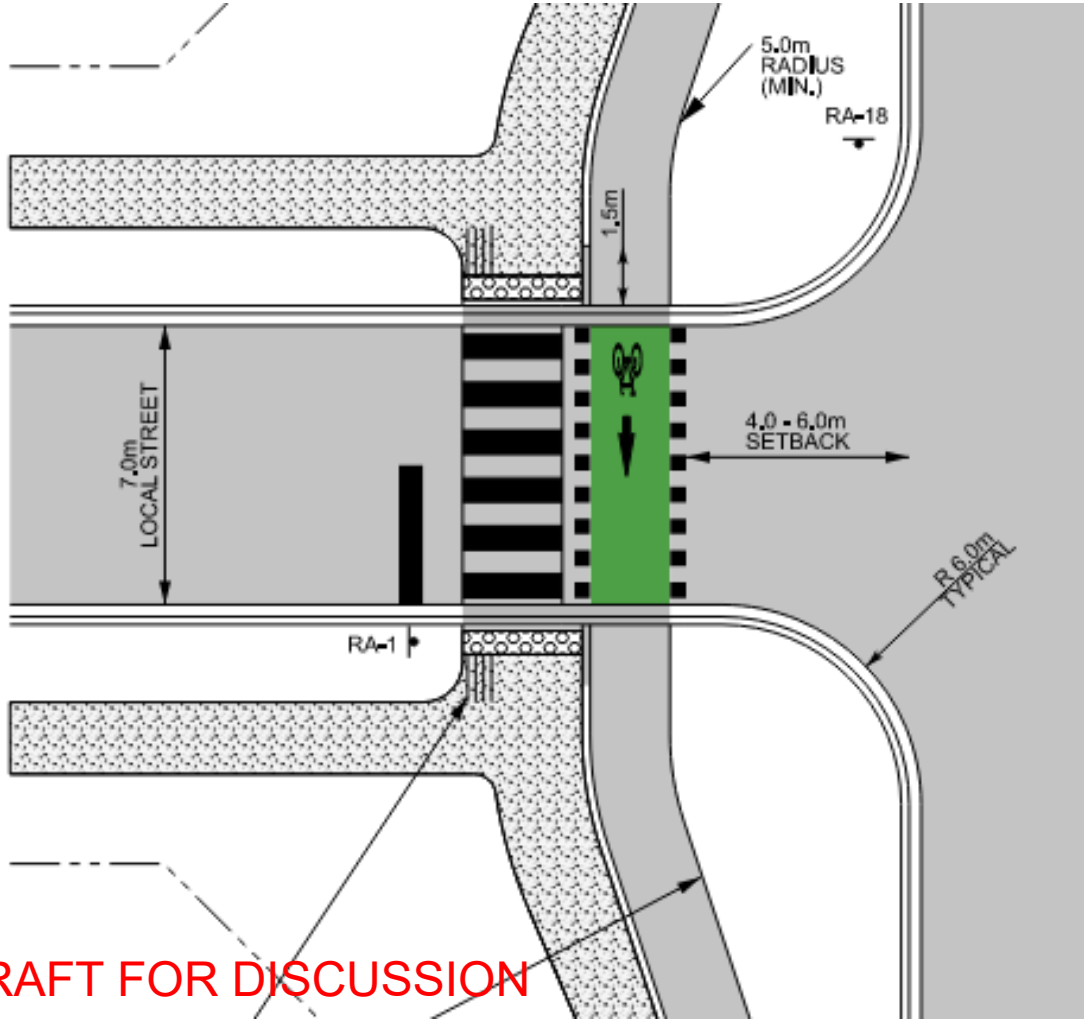
Standard Drawing – Neighbourhood Traffic Circle



- Local/local intersection

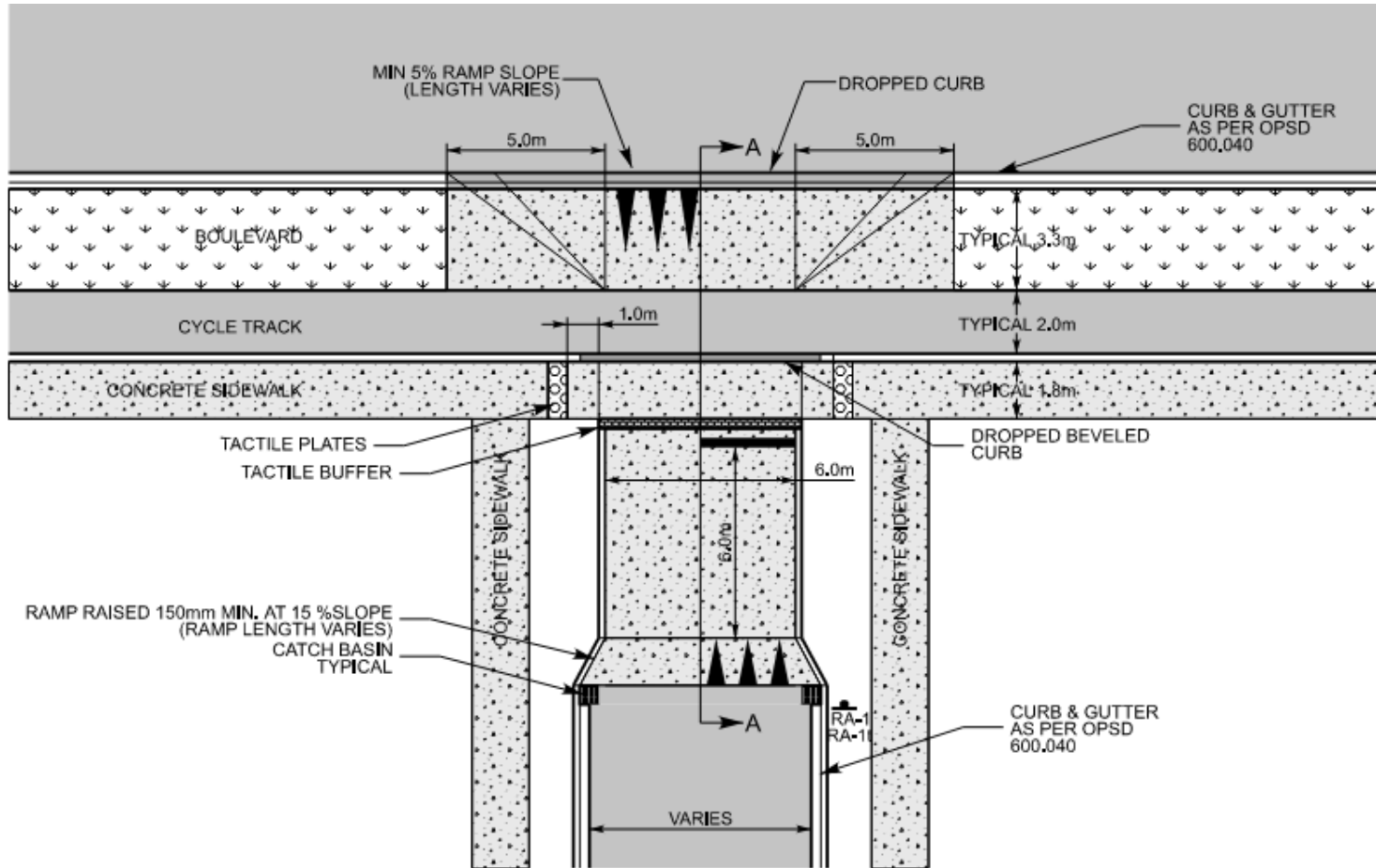
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Standard Drawing – Setback Crossing



- Local/collector intersection

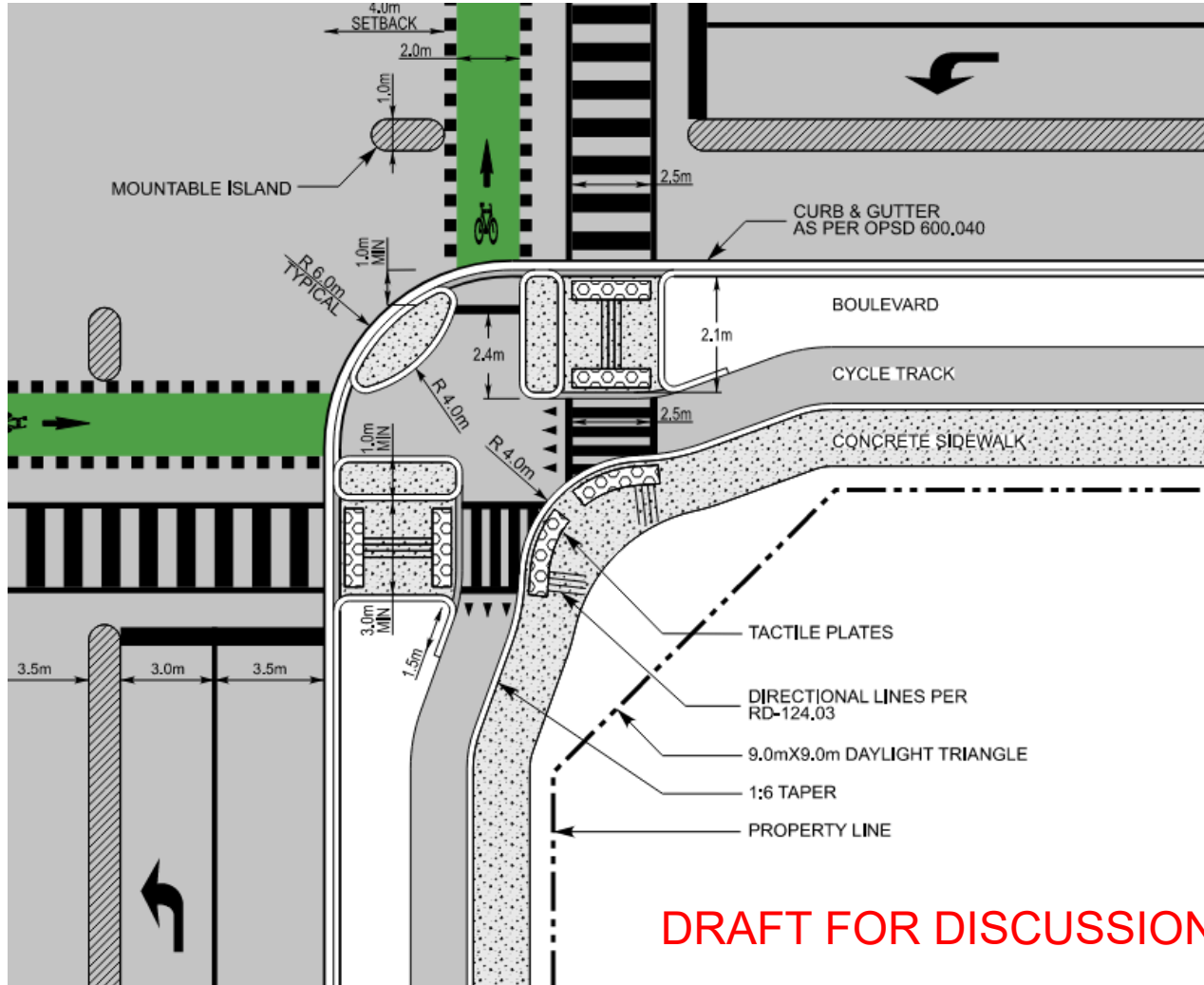
Standard Drawing – Local/Collector Gateway



- Local/collector intersection
- Continuous cycle track and sidewalk over raised crossing

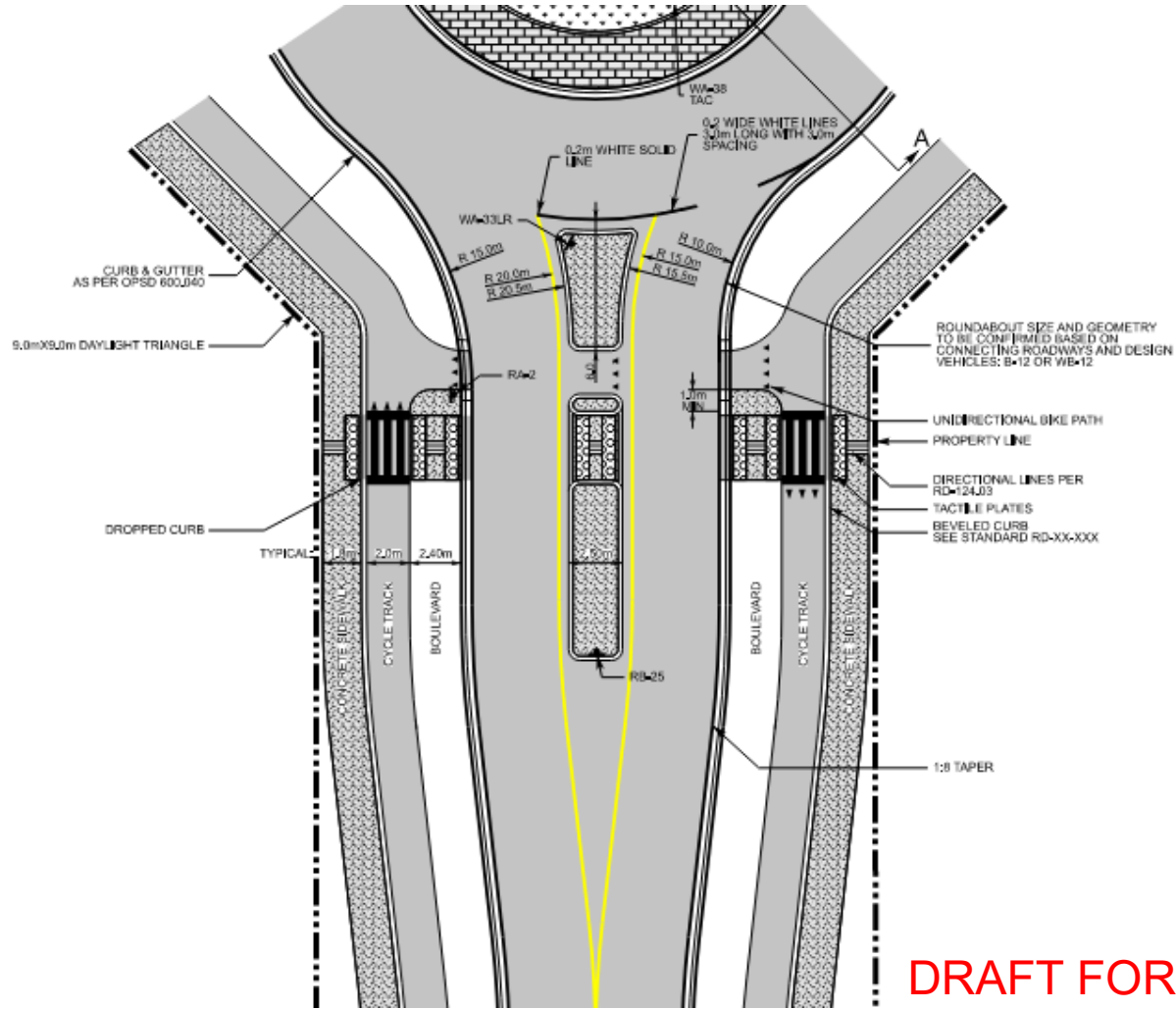
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Standard Drawing – Protected Intersection



DRAFT FOR DISCUSSION

Standard Drawing – Single-Lane Roundabout



- B-12/WB-12 design vehicle
- 26 m ICD
- Cycle tracks incorporated

Next Steps

- Refine design recommendations based on feedback received
- Finalize preparation of proposed updates to Comprehensive Development Guidelines and Financial Policies Manual
- Work with Development Industry to start implementing updated designs as part of new development



THANK YOU