



City of Hamilton
DEVELOPMENT INDUSTRY LIAISON GROUP
REVISED

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

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<i>Steven Frankovich</i>	
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<i>Brian Hollingworth</i>	
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<i>Steve Robichaud</i>	
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<i>Phil Caldwell</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

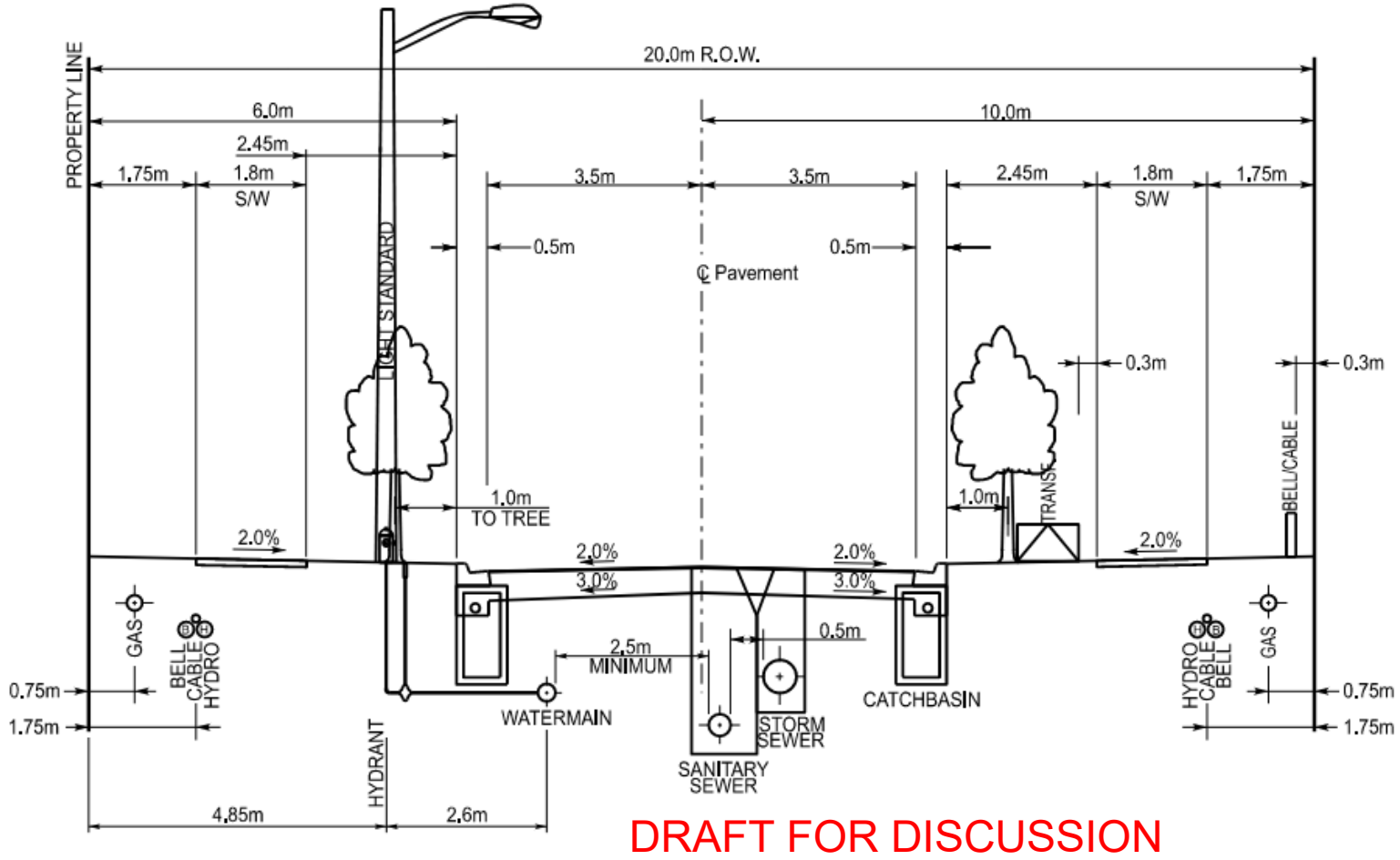


Traffic Calming

- 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

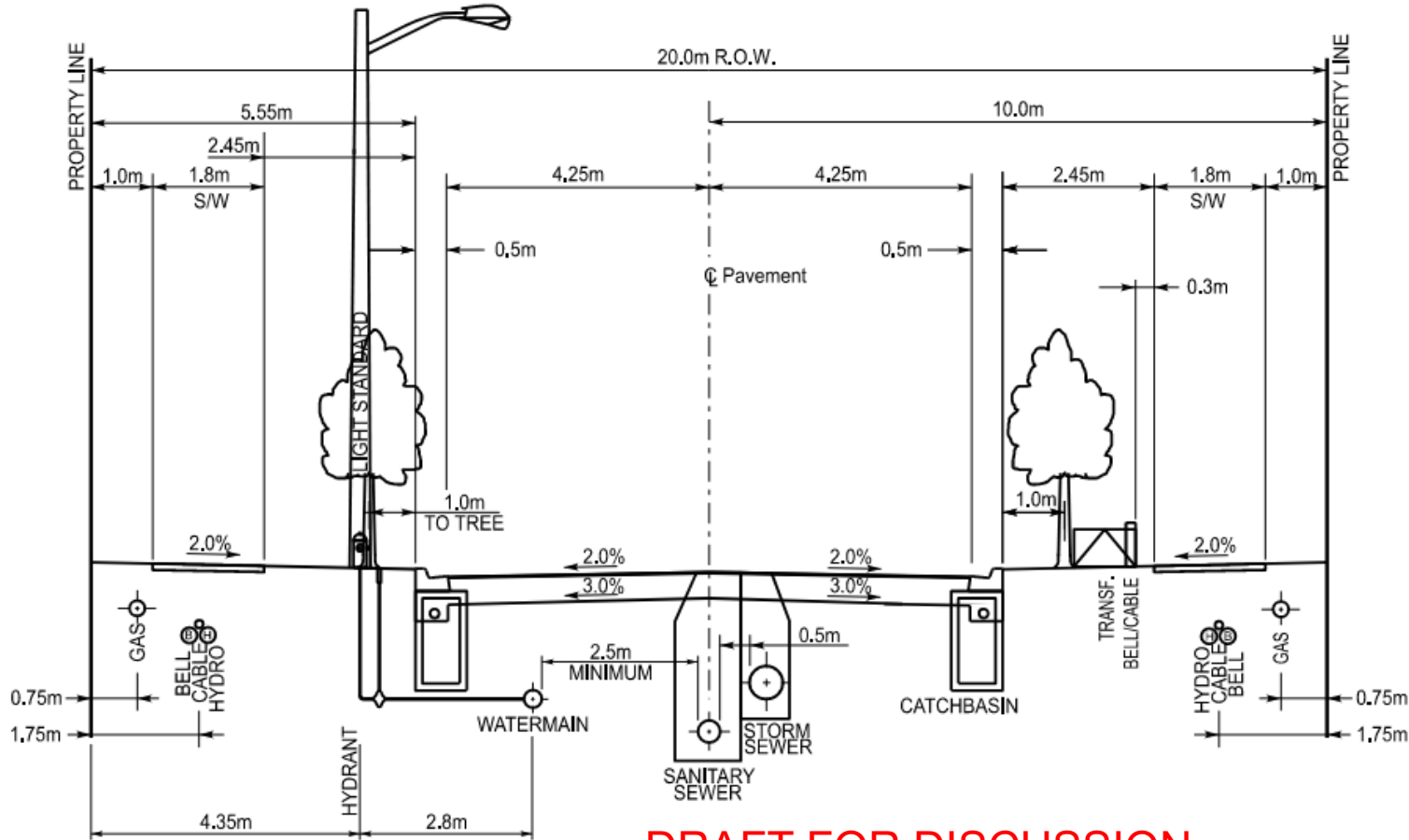


Standard Drawing – Local Urban Residential



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

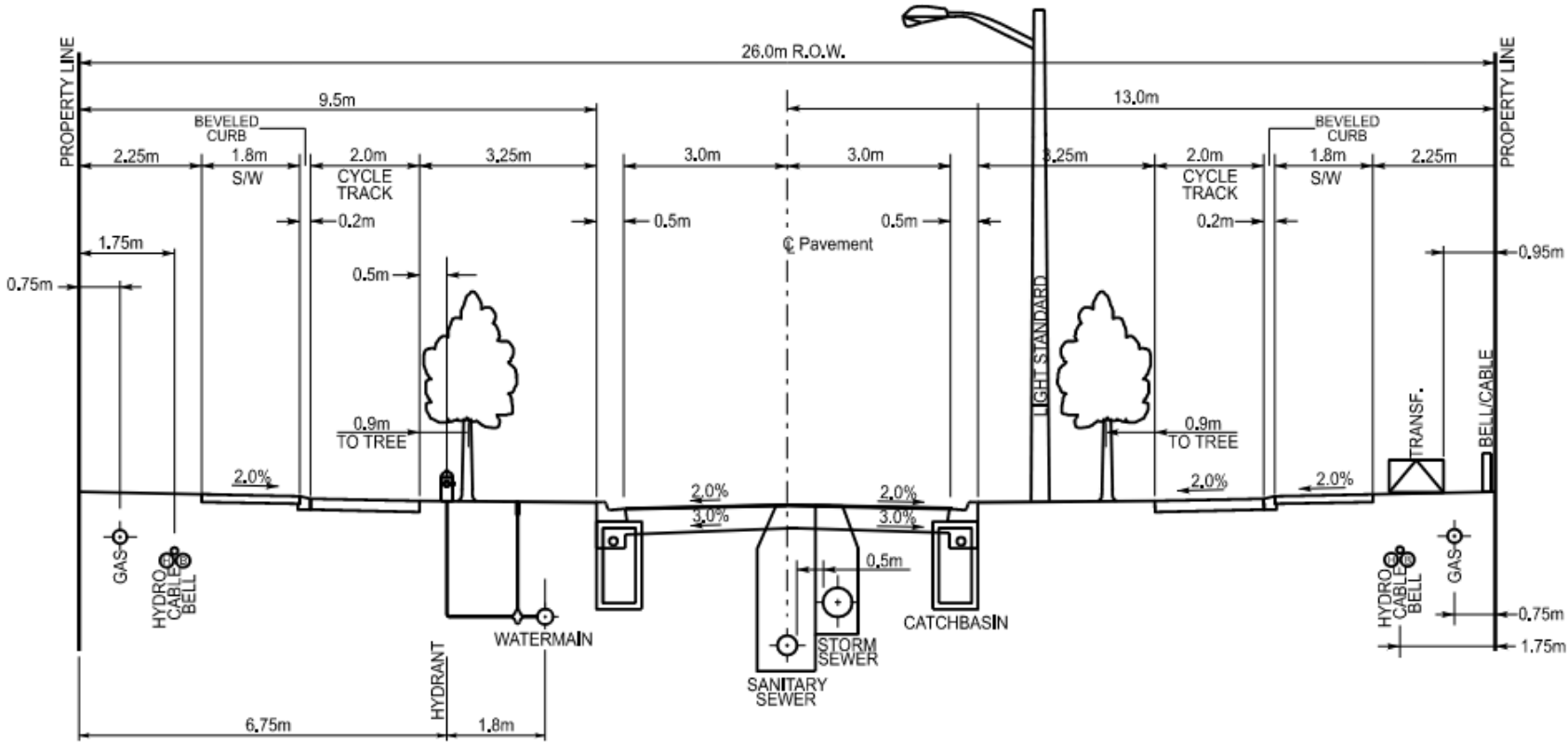
Standard Drawing – Local Urban Residential



DRAFT FOR DISCUSSION

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

Standard Drawing – Residential Collector

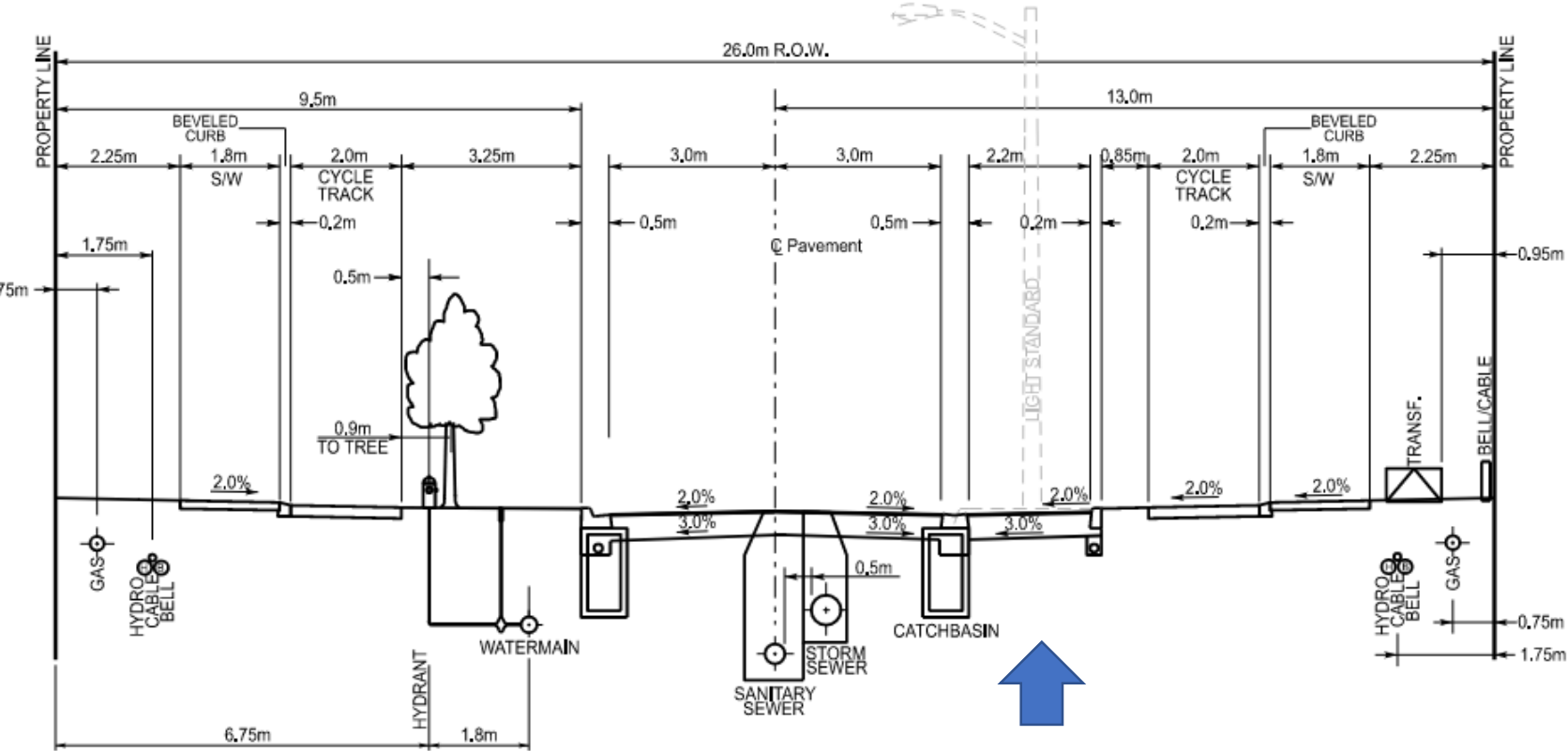


- 26 m ROW
- 6.0 m Pavement Width
- Parking in lay-bys as needed
- Cycle tracks on both sides

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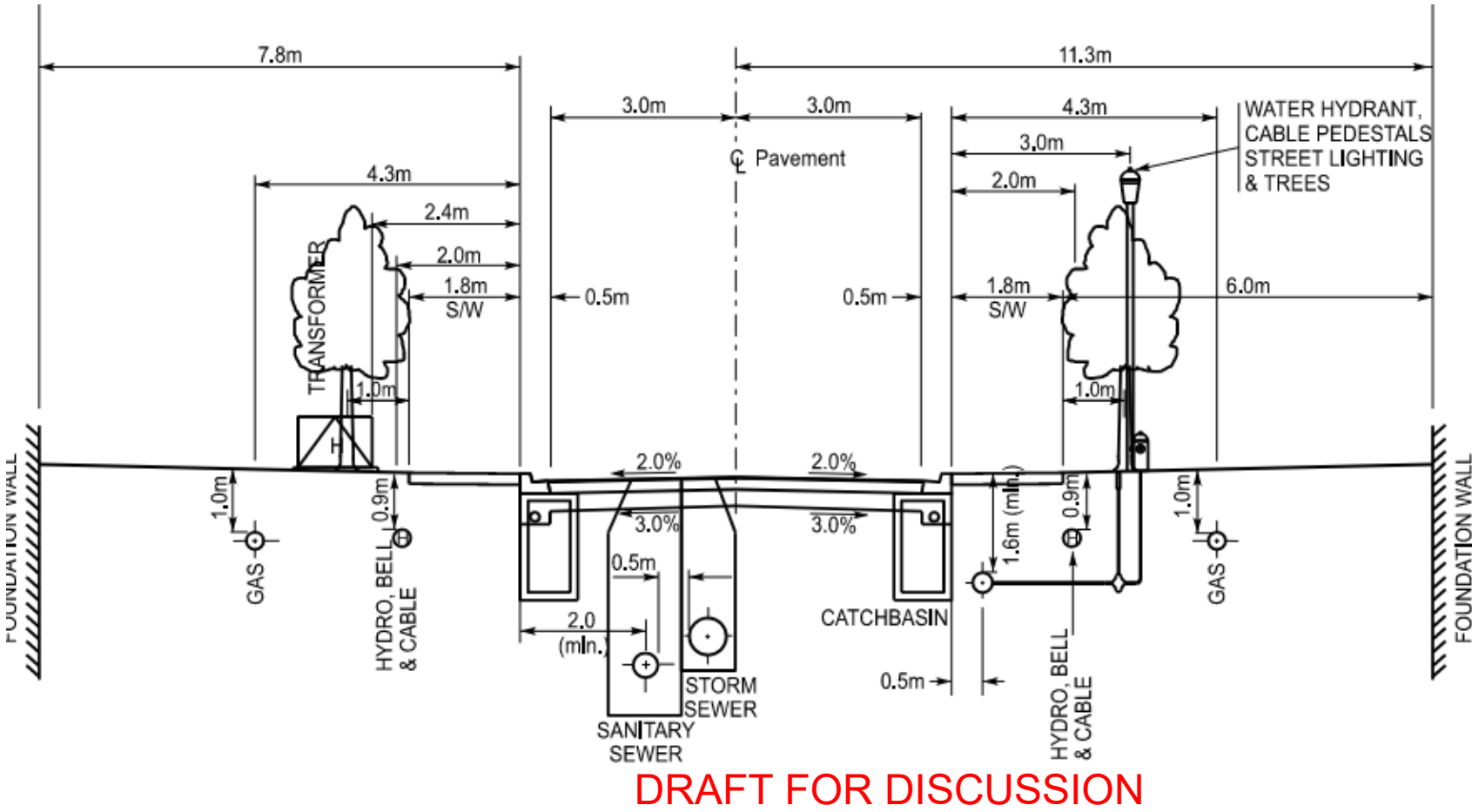
Standard Drawing – Residential Collector

- Parking lay-by shown



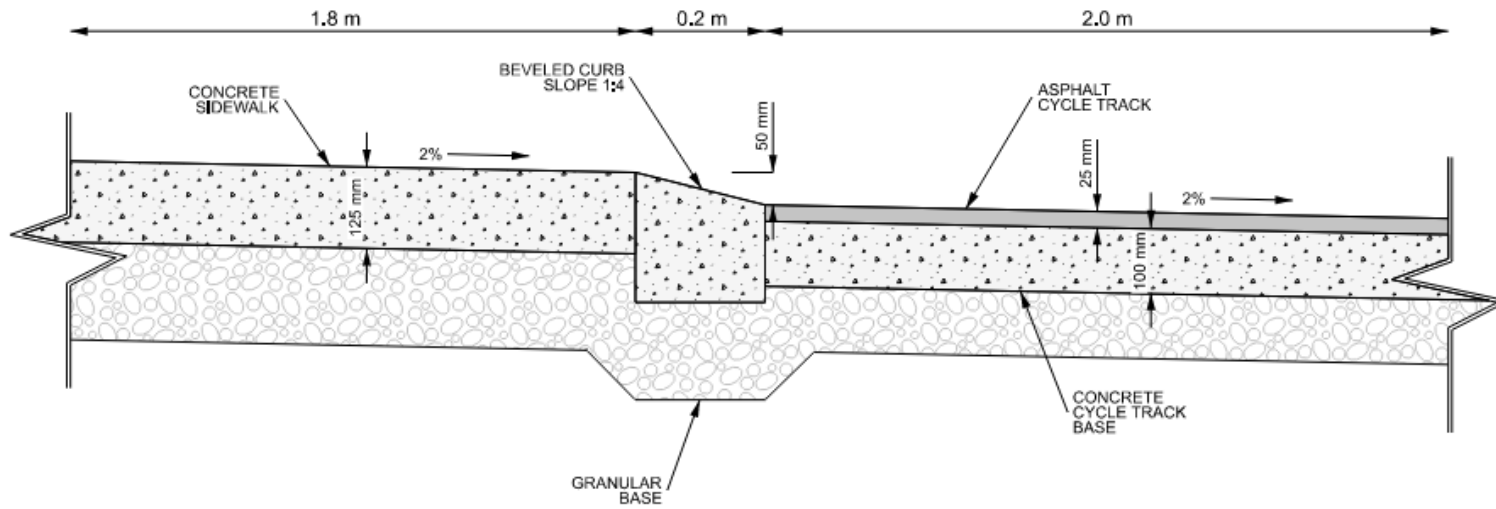
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Standard Drawing – Private (Condo) Road



- 6.0 m pavement
- Sidewalks on both sides

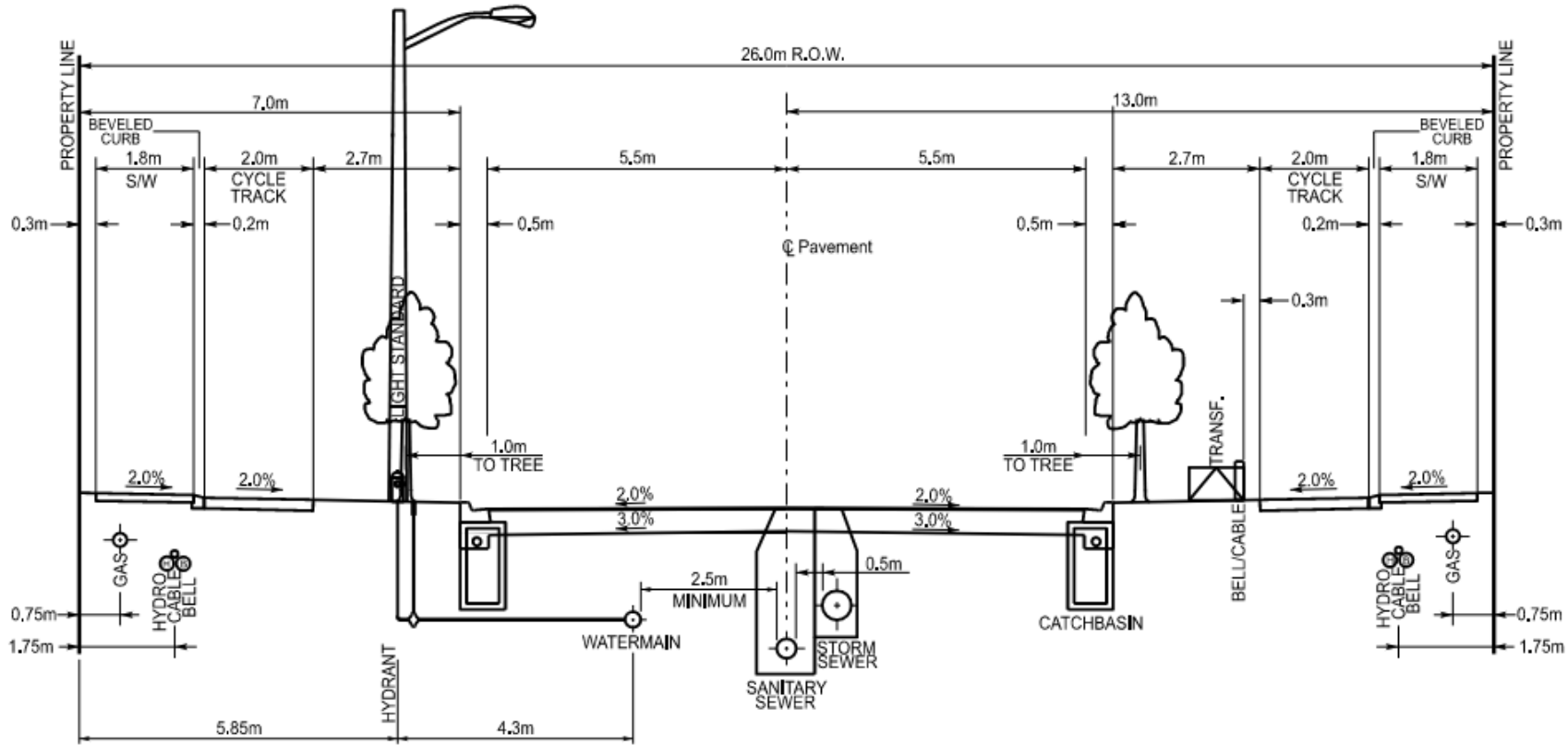
Standard Drawing – Cycle Track Detail



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

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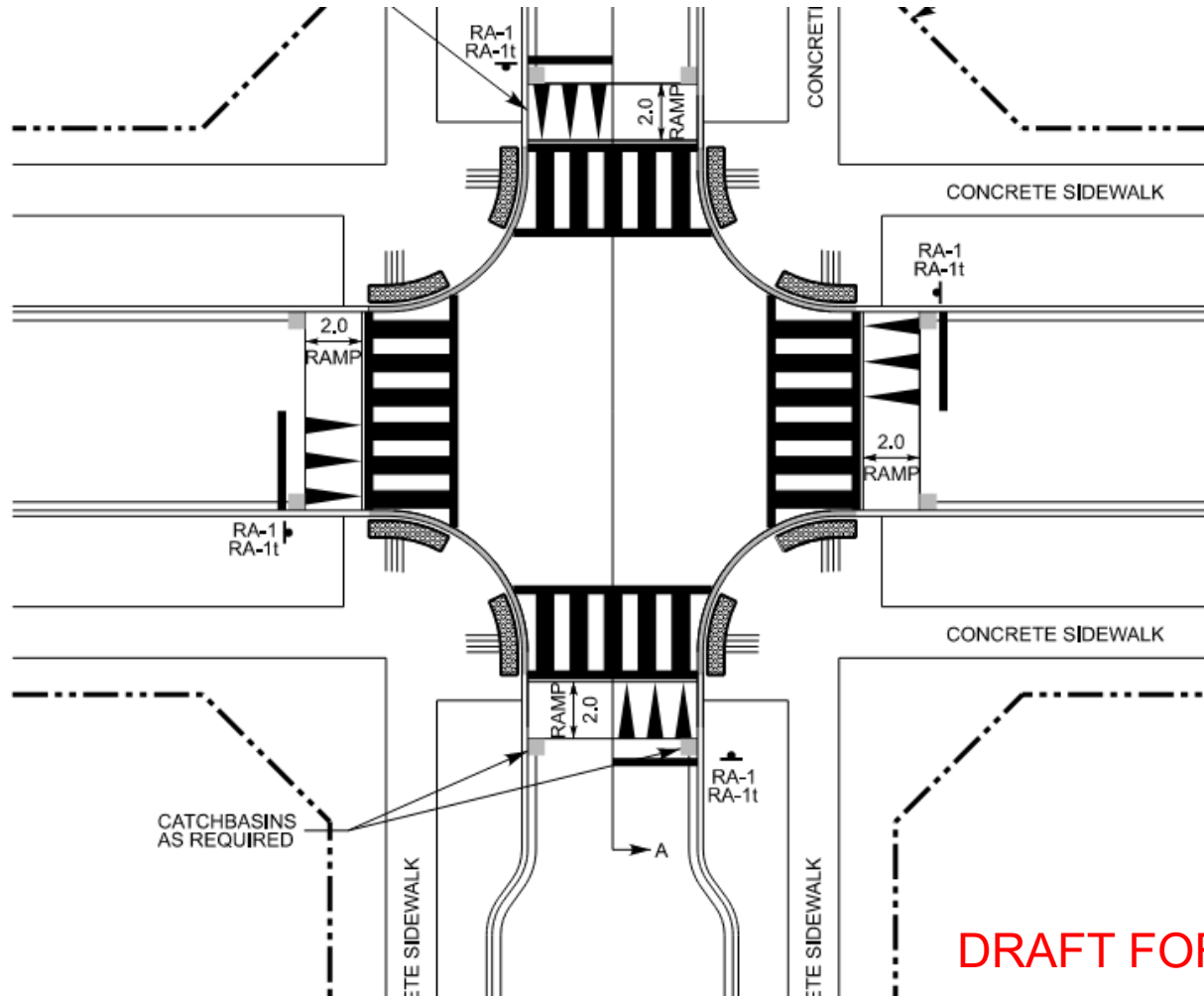
Standard Drawing – Industrial Connector



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

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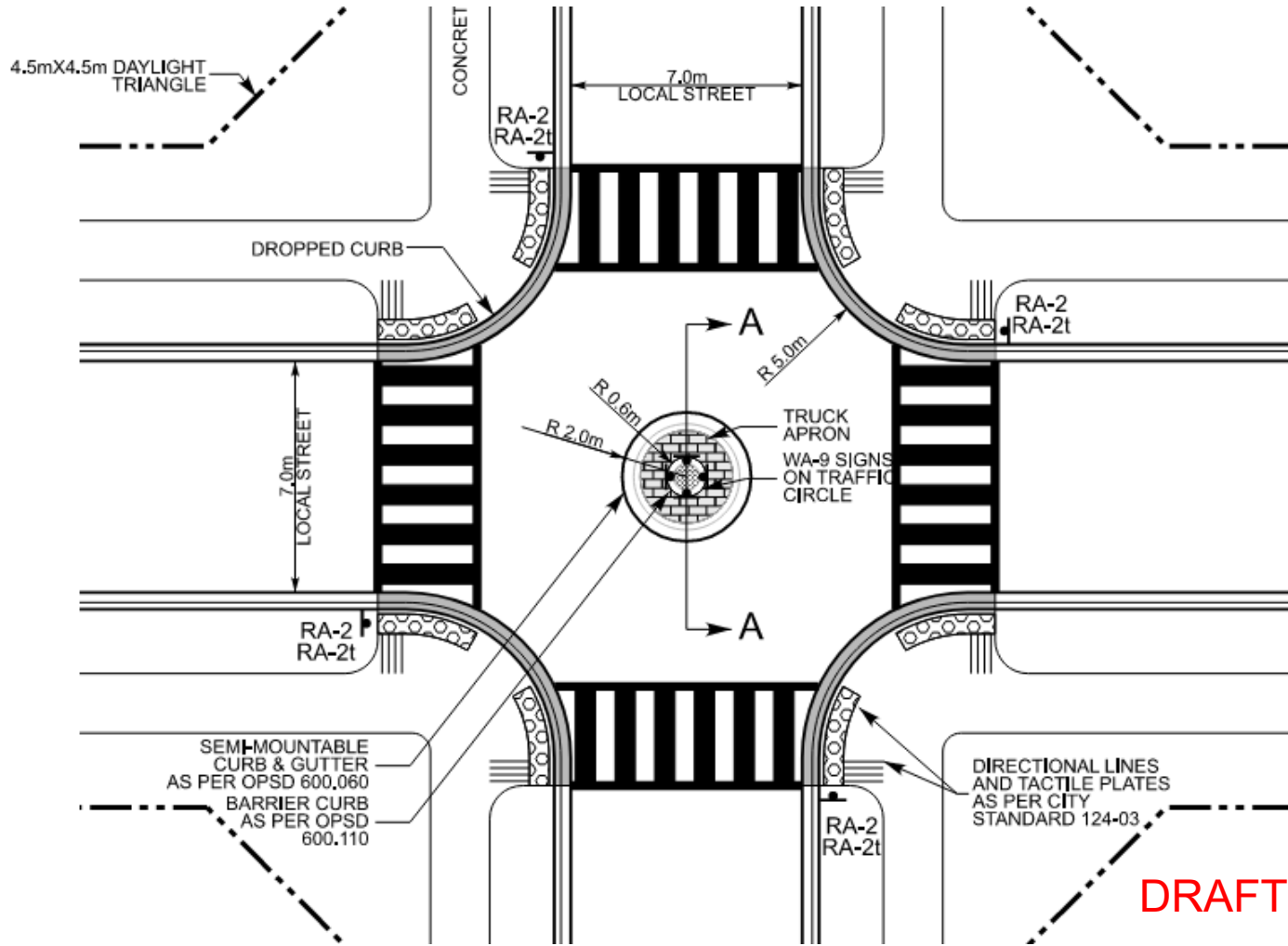
Standard Drawing – Raised Intersection



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

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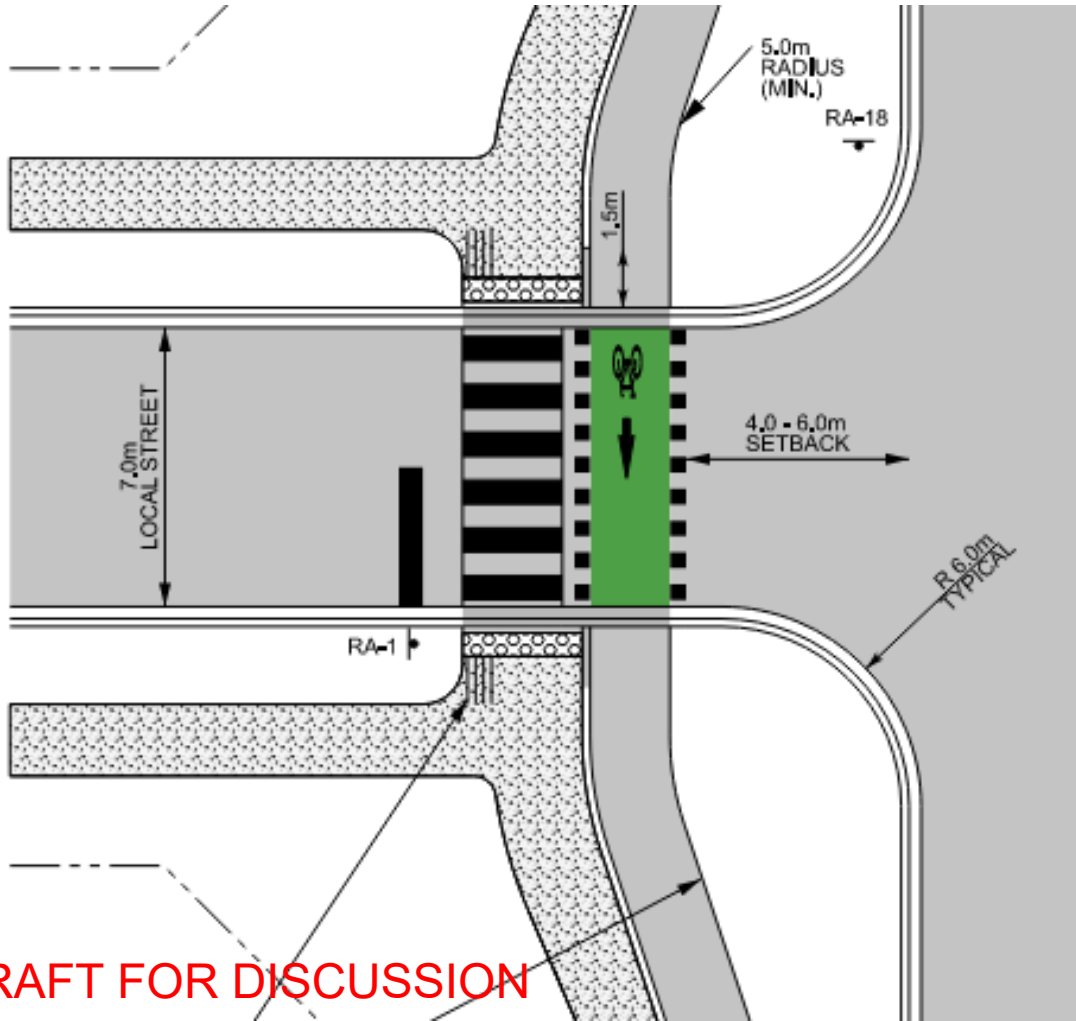
Standard Drawing – Neighbourhood Traffic Circle



- Local/local intersection

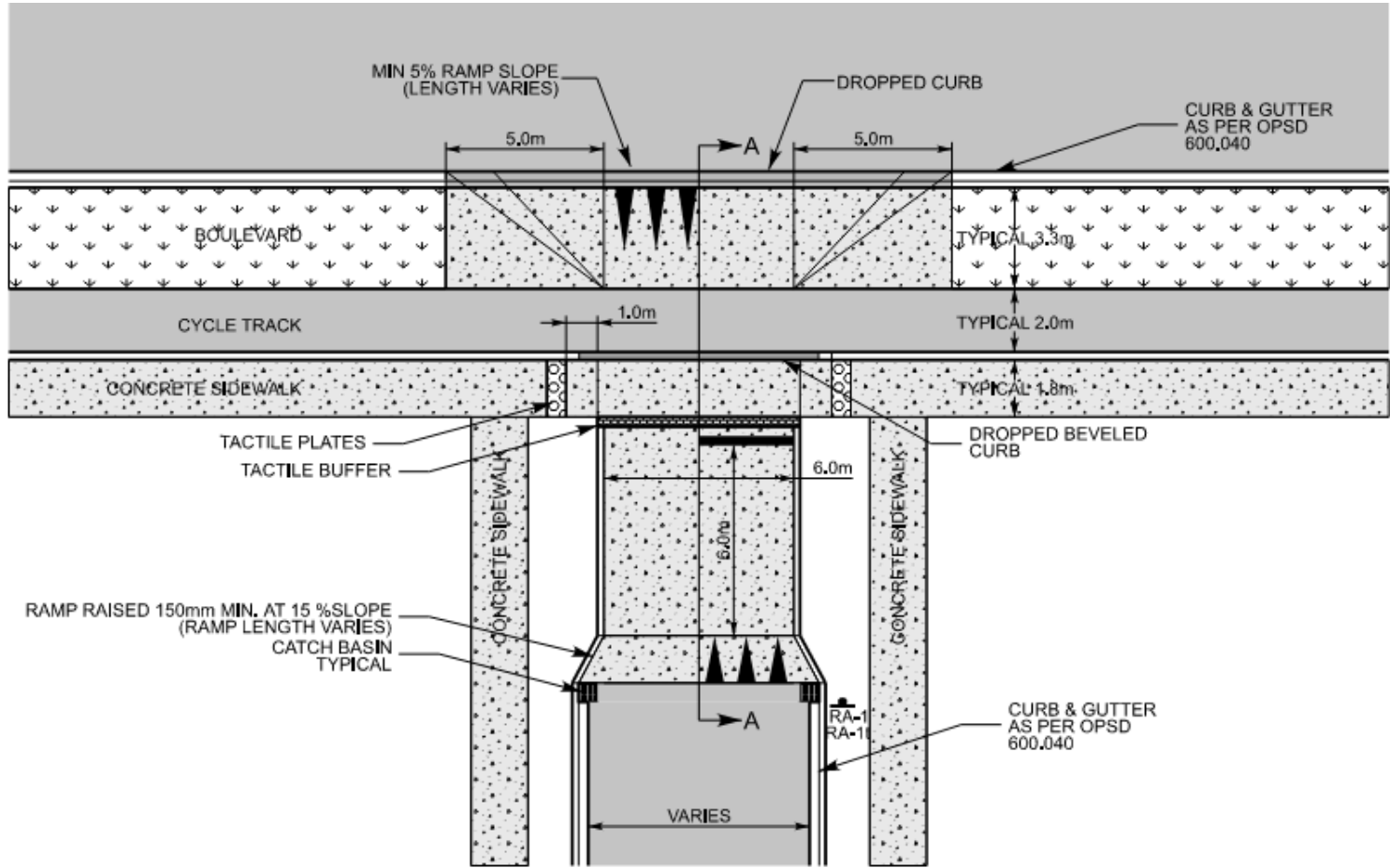
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Standard Drawing – Setback Crossing



- Local/collector intersection

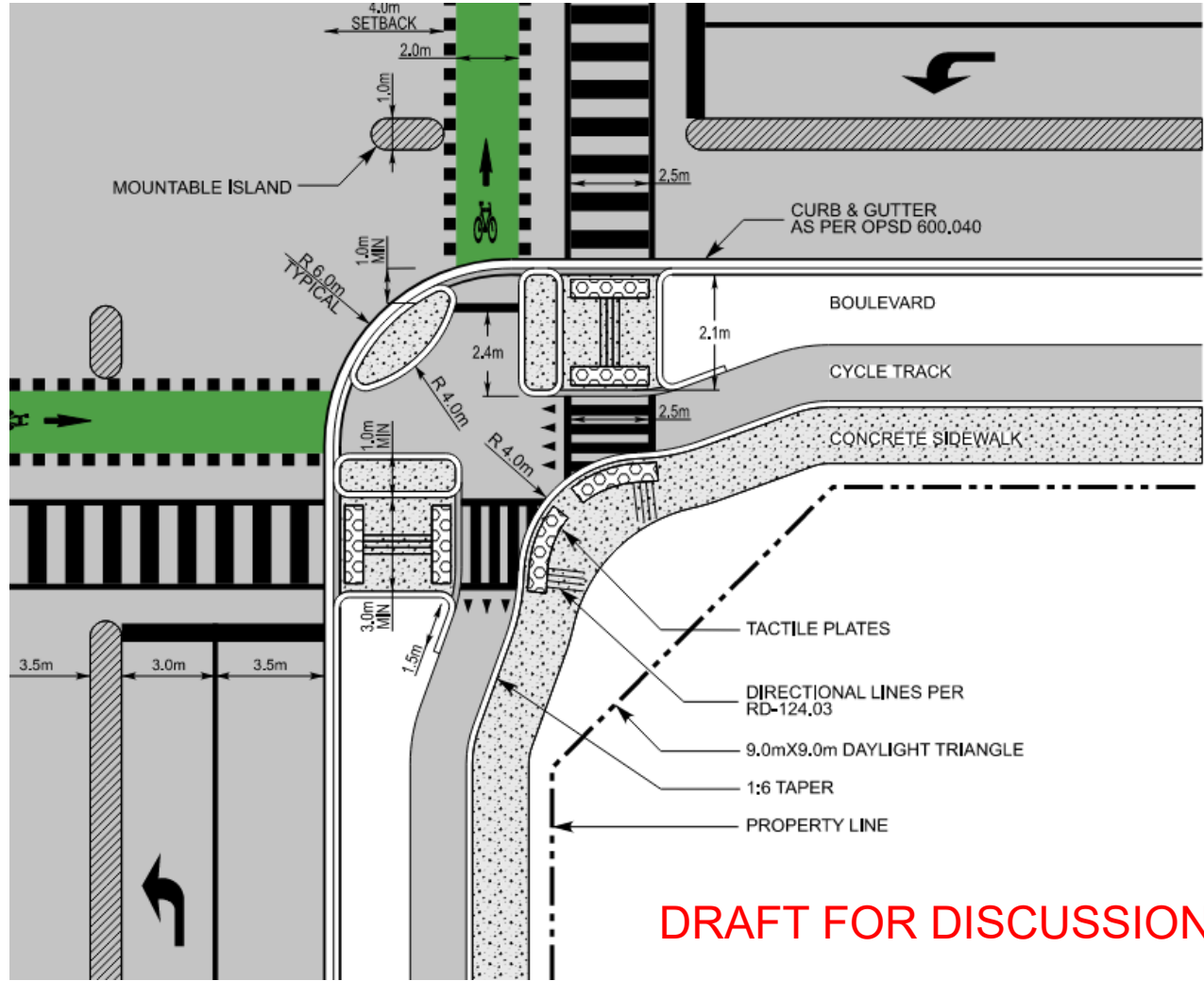
Standard Drawing – Local/Collector Gateway



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

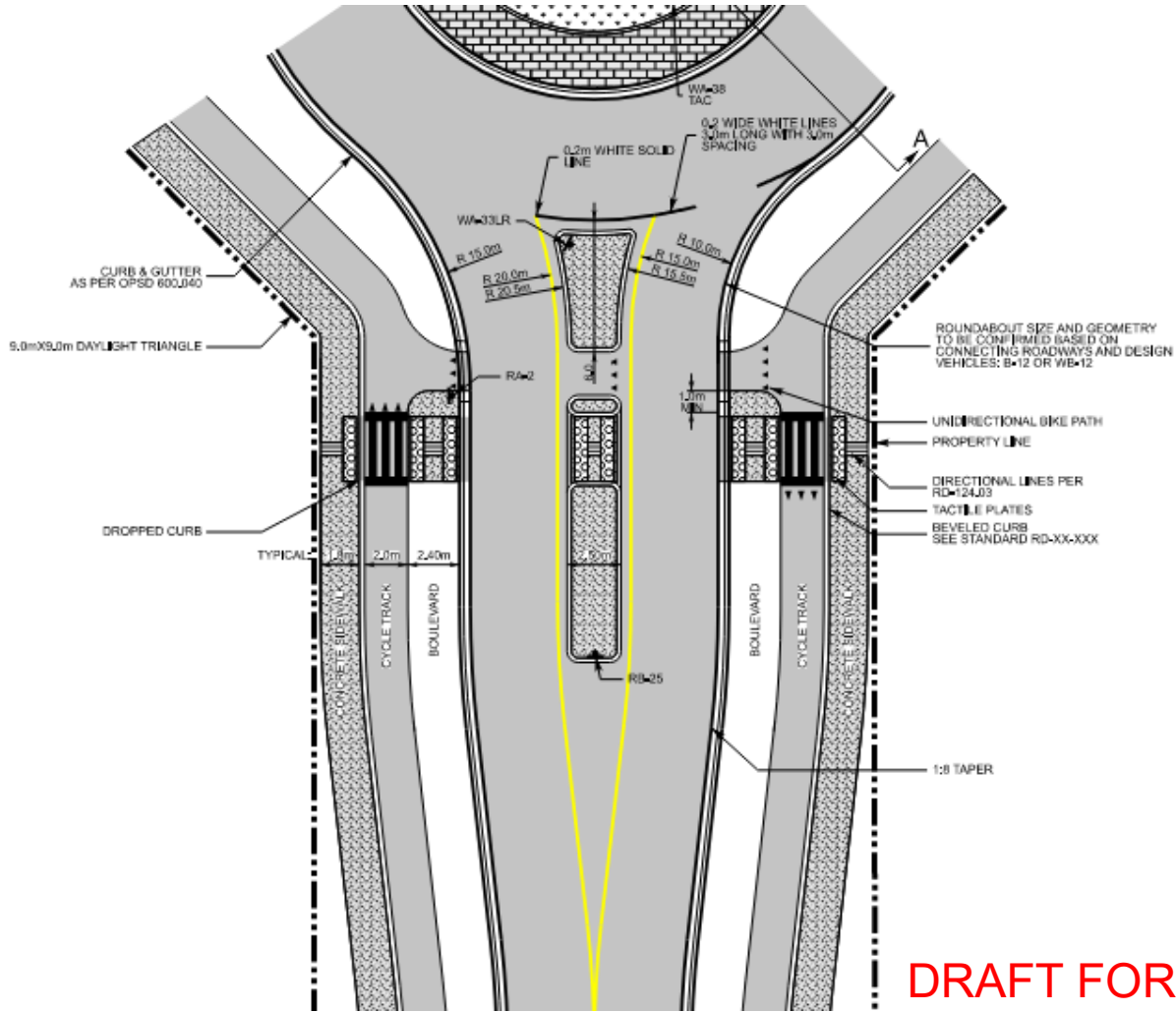
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Standard Drawing – Protected Intersection



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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



Five-year Review of the Environmental Remediation and Site Enhancement (ERASE) Community Improvement Plan

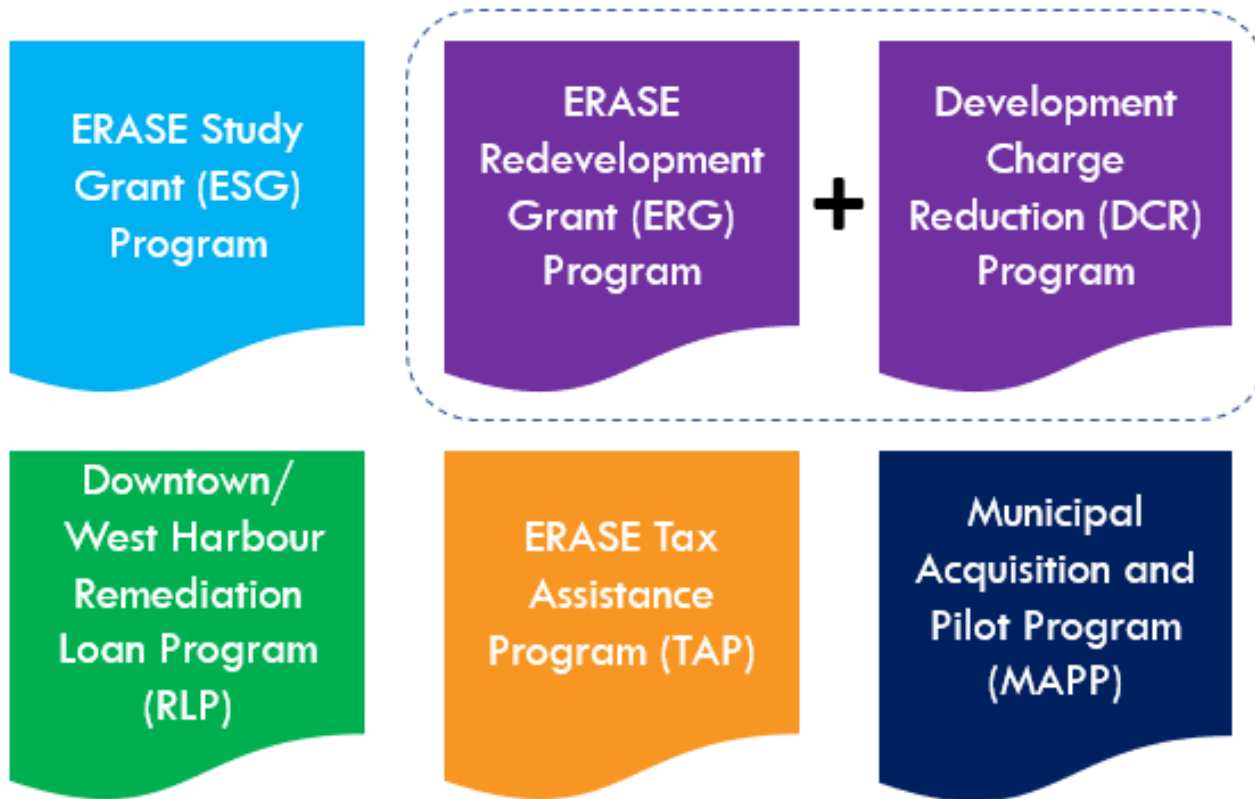
Development Industry Liaison Group – April 24, 2023

City Efforts on Brownfields

- Economic Development Divisions' Brownfield Office and ERASE CIP were first introduced in 2001 as a strategic effort to support and incentivize the remediation and reuse of Brownfields
- City efforts 'level the playing field' so contaminated sites can be considered for redevelopment on an equal footing, financial and otherwise, as non-contaminated sites
- Brownfield redevelopment supports strategic City goals including:
 - improving environmental conditions within our communities
 - supporting urban area revitalization through redevelopment of under-utilized/blighted properties with productive land uses
 - supporting new housing and employment opportunities in existing urban areas
 - reducing urban sprawl and related costs
 - growing assessment and municipal taxes in existing urban areas



Existing ERASE Financial Assistance Programs



Goals of the ERASE CIP Review

- ERASE CIP and Programs were last reviewed and updated in 2018
- Goal of the review was to ensure ERASE programs continue to...
 - provide effective and meaningful financial support to encourage the investigation, remediation and redevelopment of brownfields
 - meet the intended goals and objectives of the City
 - are financially sustainable for the City
 - align with, and support, new/emerging community and Council priorities
- Proposed program amendments arising from this review do not require any increase in current budgets allocated to the Economic Development Division for the provision or administration of ERASE financial assistance



ERASE Review Consultation

- Engagement activities occurred between September and December 2022 and included...
 - a public workshop held on November 22, 2022
 - Engage Hamilton project page
 - presentation to the City's Brownfield advisory group
 - periodic posts on City and Economic Development social media channels
 - internal engagement with various City departments and divisions including subject matter experts related to housing affordability and climate change
- Staff also undertook a best practice review and meetings with other Southern Ontario Municipalities with brownfield programs



Review Outcomes

- Staff's review confirmed the significant positive impact the ERASE CIP and programs continue to have for the City including:
 - supporting the remediation of **206 acres (83 hectares)** of contaminated land
 - leveraging approximately **\$18.00** in private sector investment for every \$1.00 provided in financial assistance towards site remediation
 - achieving the creation of over **3,300 new residential units** and over **176,000 sq. m. (1,900,000 sq. ft.)** of Industrial/Commercial/Institutional floor area on brownfields
 - generating over **\$1,000,000,000*** in new property assessment on brownfields and over **\$11,000,000 annually** in new municipal property tax revenue

** Inclusive of reassessments*



Review Outcomes

- Confirmed the continued need for the ERASE programs in order to mitigate remediation costs on contaminated lands
- Staff identified opportunities for program improvements which would:
 1. Expand availability of select programs to further support remediation and redevelopment of Brownfields
 2. Introduce new financial supports for planned not-for-profit affordable housing developments on Brownfields
 3. Leverage existing programs to support City priorities for environmental sustainability and housing affordability
 4. Incentivize more environmentally sustainable remediation practices

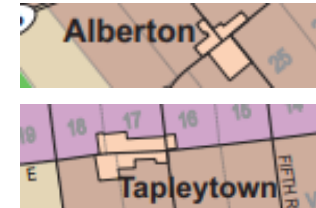
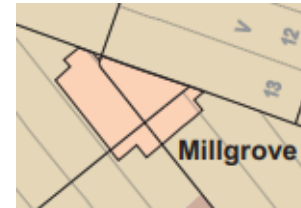
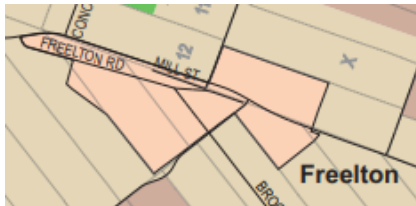


Key Proposals

1. Expand availability of select ERASE Programs to further support remediation and redevelopment of Brownfields

ERASE Redevelopment Grant (ERG)/ERASE Study Grant (ESG) Programs

- Expand programs to Rural Settlement Areas where there is a concentration of historical development



Downtown and West Harbour Remediation Loan Program (RLP)

- Expand loan program to Community Downtowns, Business Improvement Areas (BIA) and other strategic commercial corridors where other commercial revitalization programs/supports are offered
- Areas have a greater potential for current/historic contaminating commercial uses (such as gas stations, auto mechanics, dry cleaners etc.)



Key Proposals

2. Introduce new financial supports for planned not-for-profit affordable housing developments on Brownfields

ERASE Affordable Housing Grant (EAHG) Program (NEW)

- Creation of a new program to provide grants up to \$200,000 per project towards remediation costs (approvals delegated to GM of PED)
- Funded through the Brownfield Pilot Project Fund which receives the 20% tax increment from ERG approvals not provided to the applicant
- Addresses a short coming whereby non-tax generating developments not eligible for ERASE tax increment/cancellation programs

ERASE Study Grant (ESG) Program

- Increase the eligible costs for investigative studies from 50% to 100%
- Permit designated substances and hazardous materials surveys

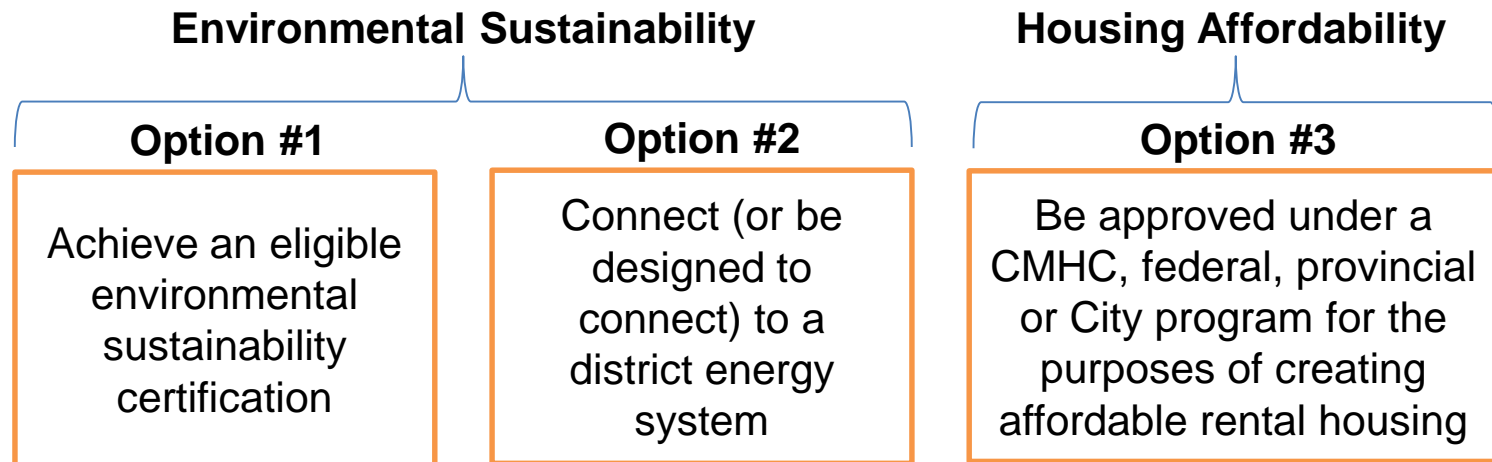


Key Proposals

3. Leverage existing programs to achieve City priorities for environmental sustainability and housing affordability

ERASE Redevelopment Grant (ERG) Program

- Modifying grant amounts and duration based on whether a development incorporates environmental sustainability achievements or affordable housing units
- Proposal would identify projects as either a 'Brownfield Project' or an 'Enhanced Brownfield Development'. An enhanced development would mean achieving one of the following:



Key Proposals

Option #1

Achieve an eligible environmental sustainability certification

- Canadian Home Builders Association Net Zero Home Labelling where Net Zero/Net Zero Ready levels of efficiency are achieved
- Passive House Canada
- Natural Resources Canada (NRCAN) R2000
- Built Green to a Gold or higher standard in the Energy and Envelope category
- Leadership in Energy and Environmental Design (LEED) Gold or higher standard

Option #2

Connect (or be designed to connect) to a district energy system

- Providing space for the sole purpose of future equipment/thermal piping;
- Securing an easement between the mechanical room and the property line to allow for thermal piping; and
- Including two-way pipes in the building to carry the thermal energy from the district energy network to the section in the building where the future energy transfer station will be located

- These options are intended to support the Council approved Hamilton's Climate Action Strategy (HCAS) (Low-Carbon Transformation #2 – Transforming our Buildings)



Key Proposals

Option #3

Be approved under a CMHC, federal, provincial or City program for the purposes of creating affordable rental housing

- affordable housing units are to be integrated into an otherwise market-based, tax generating development for eligibility
 - set through the requirements and conditions of the prerequisite government funding support required for consideration as an Enhanced Brownfield Project
 - enforcement of affordability provisions would be undertaken by the provider of the prerequisite funding program with ERG grants being cancellable where affordability terms/ requirements of the prerequisite funding support are not met.
- This option is intended to support the Council approved Housing and Homelessness Action Plan (HHAP) (Outcome Area 1 – Supply)



Key Proposals

Grant Parameter		Current Program (all development)	Proposed Program	
			Brownfield Development	Enhanced Brownfield Development
Maximum Eligible Costs Permitted For:	the transportation and disposal of contaminated soil at a licensed landfill facility	100%	80%	80%
	In-situ remediation methods or the transportation and treatment of contaminated soil so as to enable reuse	100%	100%	100%
	all other environmental remediation and DSHM eligible costs unless otherwise specified	100%	80%	100%
Maximum Potential Annual Grant Payments		10	10*	13*
Maximum Annual Grant as a Percentage of Actual Tax Increment Realized		80%	80%	100%

* Or until eligible remediation costs have been recovered, whichever comes first



Key Proposals

4. Incentivize more environmentally sustainable remediation practices

- ‘Dig and dump’ is the most common form of remediation as its efficient and relatively easy in ensuring contamination is removed
- ‘Dig and dump’ requires long-distance trucking to licensed landfills and uses existing landfill capacity leading to unintended negative environmental impacts
- Proposal would reduce the City’s portion of eligible ‘dig and dump’ costs from 100% to 80%; the remaining 20% would be the responsibility of the applicant
- All other forms of remediation which minimize the need for excavation/trucking of soils (in-situ, risk assessments etc.) would continue to be supported at 100% of cost
- Incentivizes consideration of other more environmentally sustainable forms of remediation and reduces potential grant amounts for ‘dig and dump’
- Proposal does not impact the level of remediation required to be achieved, only the amount of remediation costs the City would provide grants towards



Next Steps

- Staff will prepare the required implementing CIP and CIPA by-laws reflecting the proposed changes
- These by-laws will be brought forward to Planning Committee for a statutory public meeting and Committee/Council consideration in accordance with the requirements of the *Planning Act*
- Staff are targeting a Planning Committee before the end of Q2 2023





THANK YOU