



City of Hamilton

BUSINESS IMPROVEMENT AREA SUB-COMMITTEE REVISED SUB-COMMITTEE REVISED

Meeting #: 23-006
Date: June 13, 2023
Time: 10:30 a.m.
Location: Room 264, 2nd Floor, City Hall (hybrid) (RM)
71 Main Street West

Tamara Bates, Legislative Coordinator (905) 546-2424 ext. 4102

| | Pages |
|--|--------------|
| 1. CEREMONIAL ACTIVITIES | |
| 2. APPROVAL OF AGENDA | |
| (Added Items, if applicable, will be noted with *) | |
| 3. DECLARATIONS OF INTEREST | |
| 4. APPROVAL OF MINUTES OF PREVIOUS MEETING | |
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| 12. | NOTICES OF MOTION | |
| 13. | GENERAL INFORMATION / OTHER BUSINESS | |
| *13.1 | Verbal Update from Cristina Geissler, Business Development & BIA Officer | |
| *13.2 | Statements by Members | |
| 14. | PRIVATE AND CONFIDENTIAL | |
| 15. | ADJOURNMENT | |



Hamilton

BUSINESS IMPROVEMENT AREA SUB-COMMITTEE MINUTES 23-005

10:30 a.m.

Tuesday, May 9, 2023

Hamilton City Hall

71 Main Street West

Room 264

Present: Councillor Esther Pauls (Acting Chair)
Councillor Tammy Hwang
Chelsea Braley – Ottawa Street BIA
Alexa Chavez – Concession Street BIA
Tracy MacKinnon – Westdale Village BIA and Stoney Creek BIA
Kelsey Nydam – Dundas BIA
Heather Peter – Ancaster BIA
Nadine Ubl – Barton Village BIA
Emily Walsh – Downtown Hamilton BIA
Brendan Wetton – International Village BIA

**Absent with
Regrets:** Susie Braithwaite (Chair) – International Village BIA - Personal
Susan Pennie (Vice-Chair) – Waterdown BIA - Business
Councillor Maureen Wilson – City Business
Bettina Schormann – Locke Street BIA - Personal
Bender Chug – Main West Esplanade BIA - Personal
Michal Cybin – King West BIA – Personal

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

The Committee Clerk advised that there were no changes to the agenda.

(Hwang/MacKinnon)

That the agenda for the May 9, 2023 Business Improvement Area Sub-Committee meeting be approved, as presented.

CARRIED

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) April 11, 2023 (Item 4.1)

(Nydam/Walsh)

That the April 11, 2023 Minutes of the Business Improvement Area Sub-Committee be approved, as presented.

CARRIED

(d) PRESENTATIONS (Item 8)

(i) Review of Business Improvement Area Incentive Programs (Item 8.1)

Carlo Gorni, Coordinator, Urban Renewal Incentives, addressed the Committee with a presentation on a Review of Business Improvement Area Incentive Programs.

(Wetton/Ubl)

That the presentation respecting a Review of Business Improvement Area Incentive Programs, be received.

CARRIED

(ii) Review of Hamilton Business Centre and Funding Programs available to Business Improvement Areas (Item 8.2)

Kristin Huigenbos, Business Development Officer, addressed the Committee with a presentation on a Review of Hamilton Business Centre and Funding Programs available to Business Improvement Areas.

(Braley/Peter)

That the presentation respecting a Review of Hamilton Business Centre and Funding Programs available to Business Improvement Areas, be received.

CARRIED

(e) GENERAL INFORMATION/OTHER BUSINESS (Item 13)

(i) Verbal Update from Judy Lam, Manager, Urban Renewal (Item 13.1)

Judy Lam, Manager, Urban Renewal, addressed the Committee respecting updates on Commercial Districts and Small Business.

(Walsh/Wetton)

That the verbal update respecting Commercial Districts and Small Business, be received.

CARRIED

(ii) Statements by Members (Item 13.2)

BIA Members used this opportunity to discuss matters of general interest.

(Ubl/Chavez)

That the updates from Committee Members, be received.

CARRIED

(f) ADJOURNMENT (Item 15)

(Ubl/Peter)

That there being no further business, the Business Improvement Area Sub-Committee be adjourned at 11:46 a.m.

CARRIED

Respectfully submitted,

Councillor E. Pauls
Acting Chair,
Business Improvement Area Sub-
Committee

Tamara Bates
Legislative Coordinator
Office of the City Clerk

WE WANT TO HEAR FROM YOU!

**MAIN STREET TWO-WAY
CONVERSION STUDY**



engage.hamilton.ca



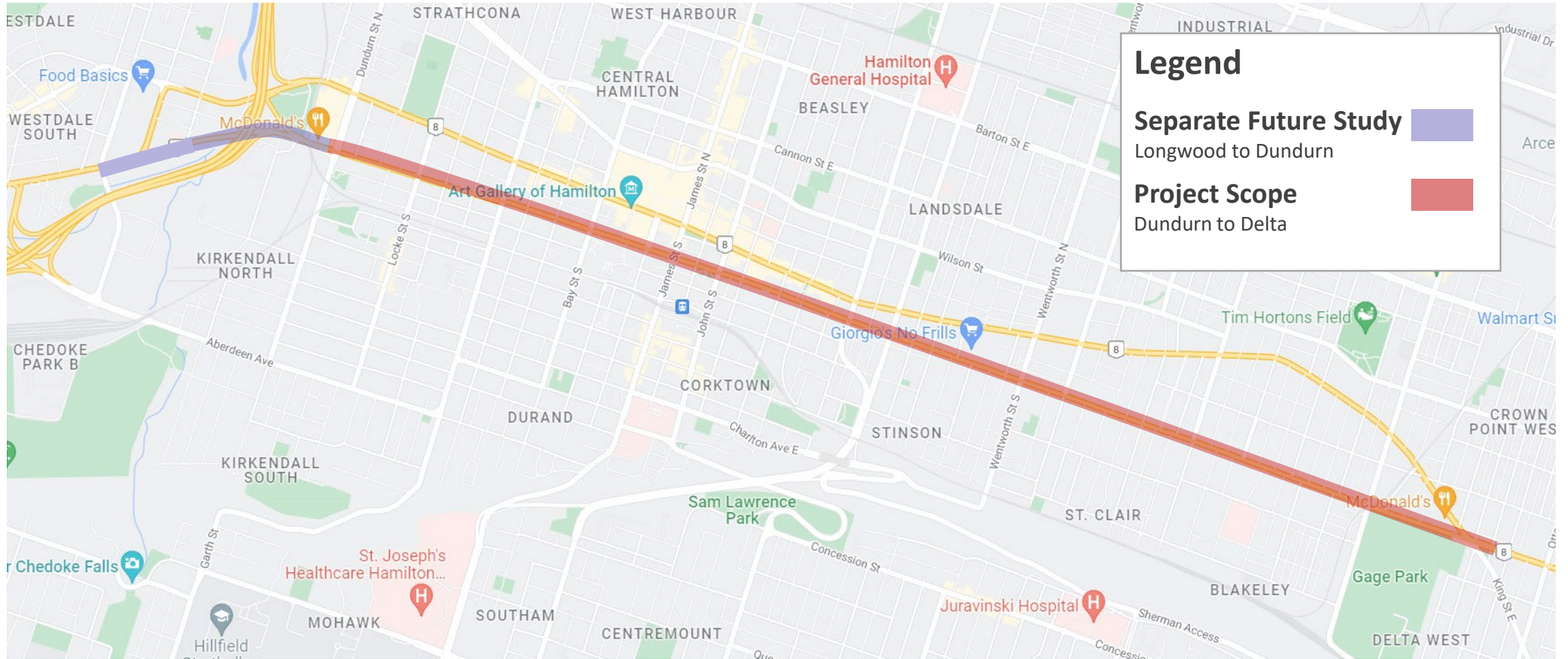
Council's Direction

Safety Enhancements to Major Arterial Roads: May 11, 2022

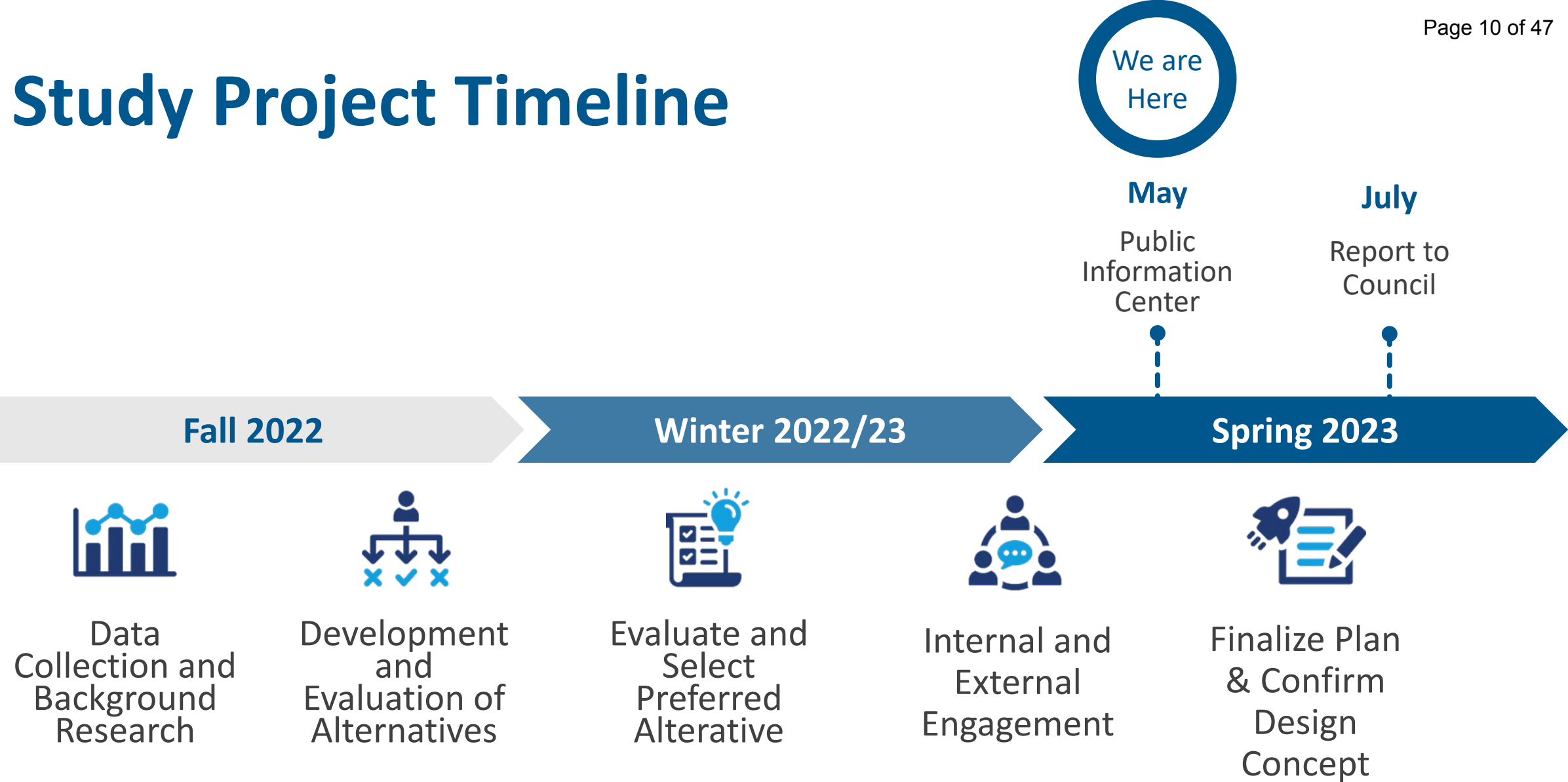
- Identify actions that can be taken immediately to improve safety for all users along Main Street and King Street;
- Convert Main Street to two-way operation integrating complete streets and climate resiliency to enable the safer use of road users including transit riders, pedestrians, motorists and cyclists;
- Undertake public engagement that leverages a Complete Streets, EDI and Climate Change approach; and
- Consult with Metrolinx and MTO regarding two-way conversion considerations for LRT and the 403 interchanges.

Project Scope

Focused Area: Main Street from Dundurn St to King Street



Study Project Timeline



Opportunities



Safety

- Improved pedestrian and cycling safety at intersections
- Additional pedestrian crossing locations
- Reduced pedestrian crossing distances and slow turning motor vehicles



Accessibility

- Plans for accessible transit stops
- Wider pedestrian facilities to increase accessibility, comfort and safety
- Address other accessibility concerns along the corridor
- Additional on street parking



Connectivity

- Enhanced cycling network connectivity with new cycling facilities
- Improved connectivity to transit terminals for pedestrians and cyclists



Infrastructure Condition

- Improve the condition of infrastructure, including pavement, sidewalks, etc.
- AODA Compliance



Corridor Collision Review



2,065

collisions from on Main Street between 2017-2022

1,517 Intersection Collisions

- Make up 73% of the collisions (City-wide average is 57%)



84 Pedestrian-involved Collisions

- 89.7% of pedestrians involved in a collision are injured

548 Midblock Collisions

- Make up 27% of the collisions (City-wide average is 42%)

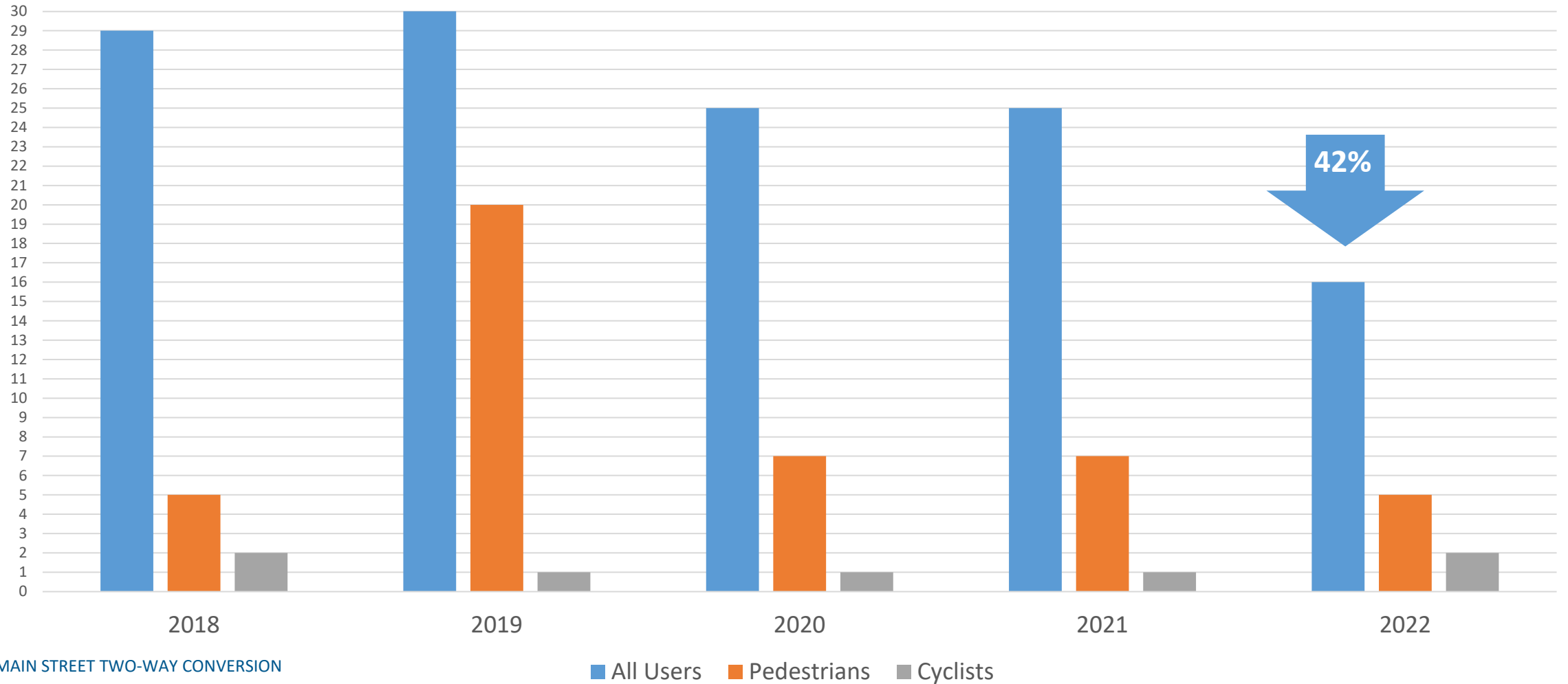


37 Cyclist-involved Collisions

- 77.4% of cyclists involved in a collision are injured

2022 Immediate Safety Measures

Main Street Injury Collision Summary
Dundurn Street to King Street
Time Period: September 1 - January 31



Two-Way Design Alternatives

Design Objectives

- Increase safety for all road users
- Pedestrian-friendly corridor
- Improved cycling connectivity
- Prioritize 2-way transit
- Enhance accessibility
- Consider parking and loading needs
- Add greenery and streetscaping elements



Evaluation Criteria



Safety/Conflict Mitigation

Mitigate conflicts between motorist and cyclists



Two-Way Traffic Operations

Impact to two-way roadway capacity and intersection operations



Pedestrian Friendliness

Have access to safe, walkable and convenient pedestrian routes



Cyclist Network

Provide cycling facilities and connectivity to destinations



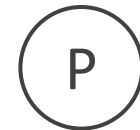
Social Health & Equity

Provides a fair and accessible environment for users



Transit Operations

Impact and compatibility with local transit



On-street Parking

Impact to on-street parking supply



Cost

Anticipated cost to construct the conceptual design



Green and Resilient Infrastructure

Provide opportunities for greening, permeable surfaces and beautification



Design Options

1

Option 1: Do Nothing

2

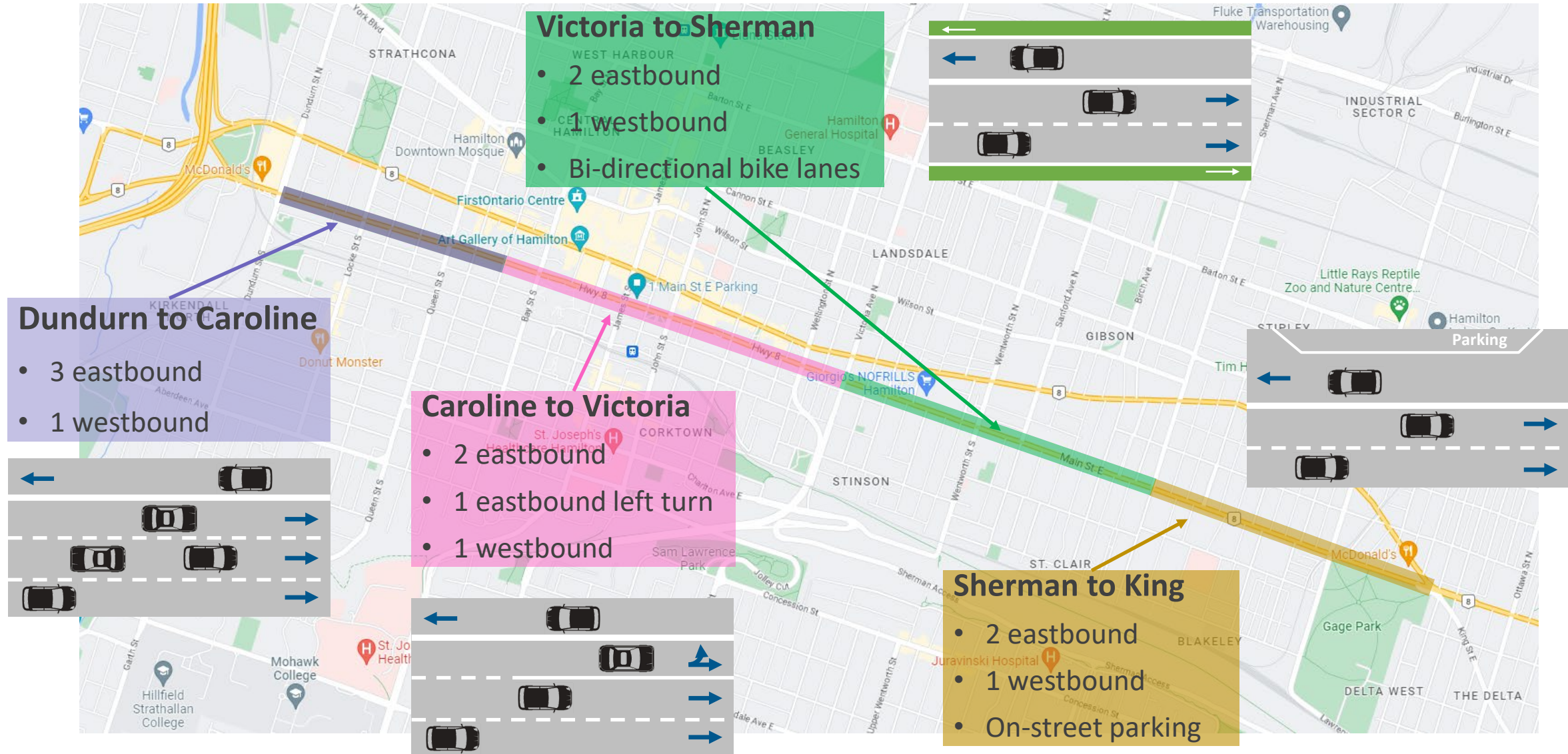
Option 2: Symmetric Lane Capacity

3

Option 3: Asymmetric Lane Capacity*

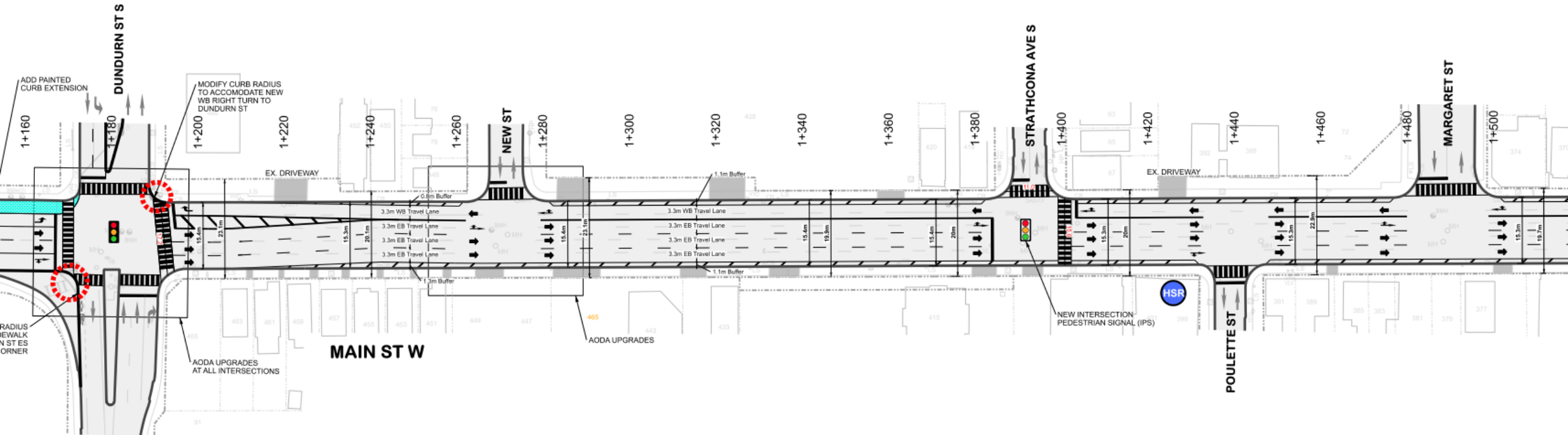
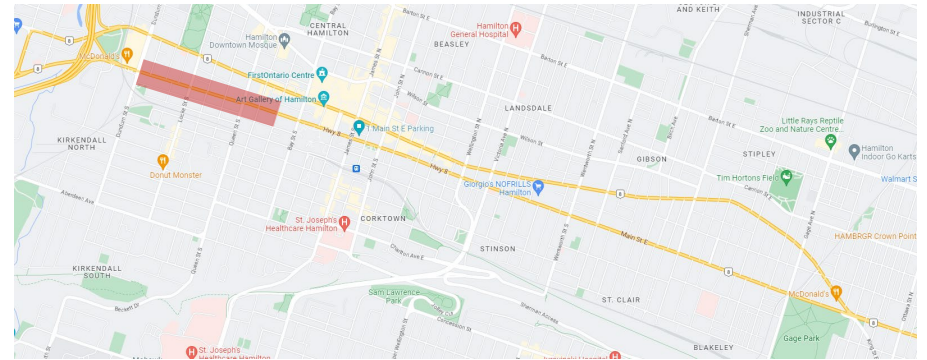
*Note – design changes along the corridor, but with favour to eastbound direction

Option 3: Asymmetric Lane Capacity Overview



A Closer Look: Dundurn to Caroline

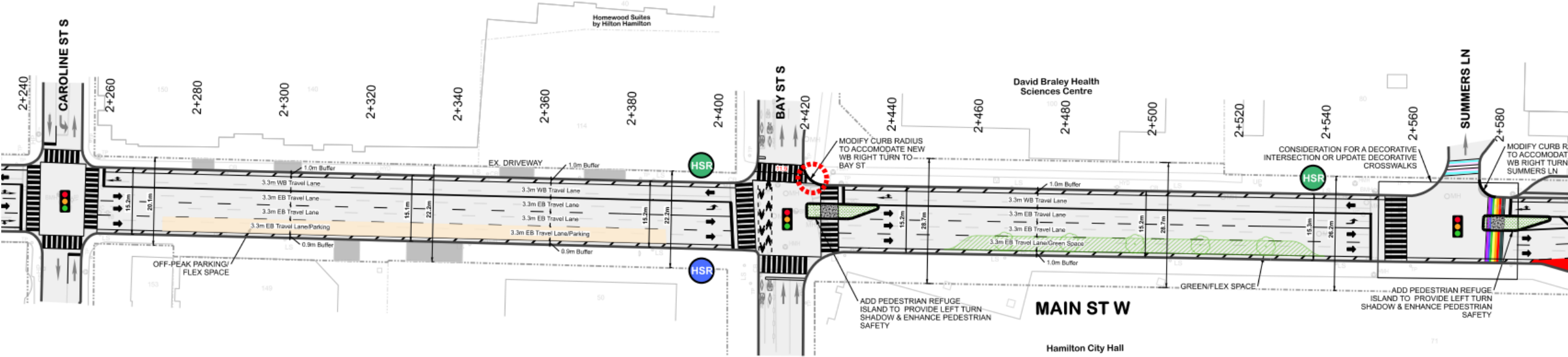
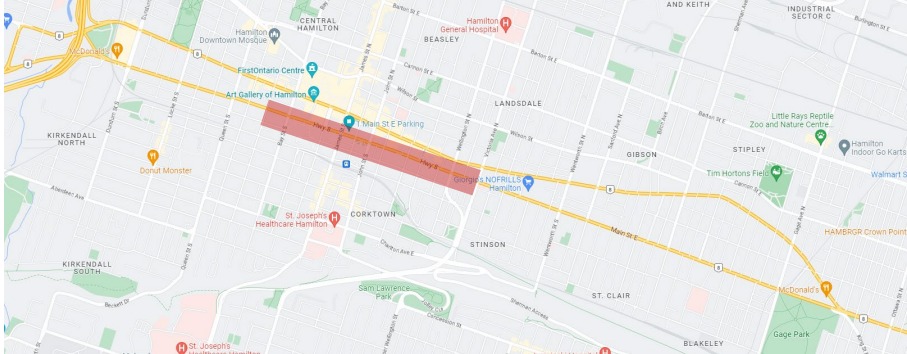
3 eastbound lanes and 1 westbound lane



MAIN STREET TWO-WAY CONVERSION

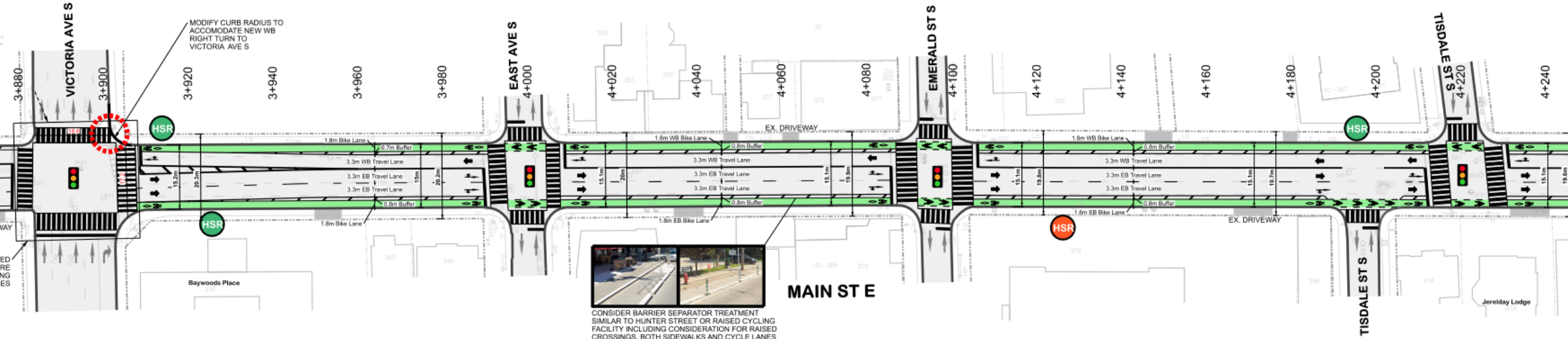
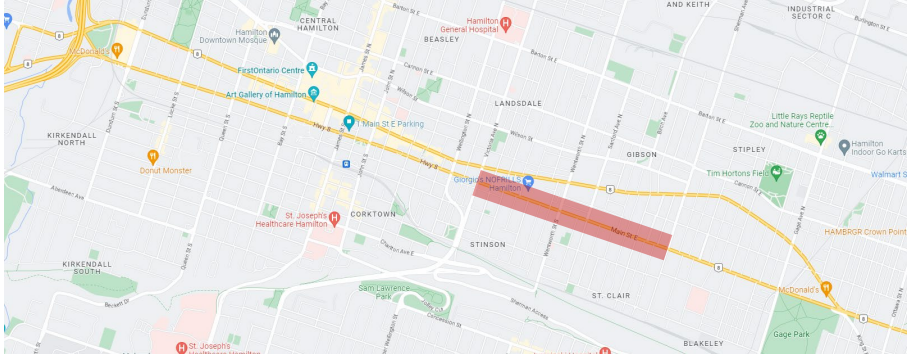
A Closer Look: Caroline to Victoria

2 eastbound lanes, 1 eastbound left turn lane, and 1 westbound lane



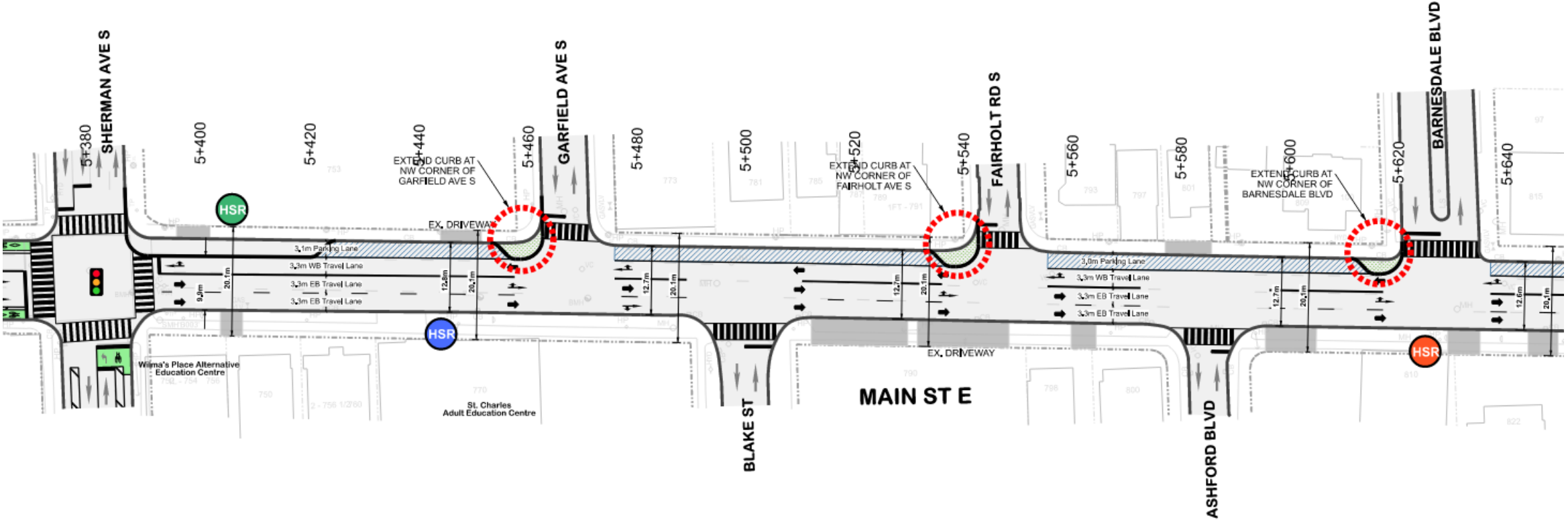
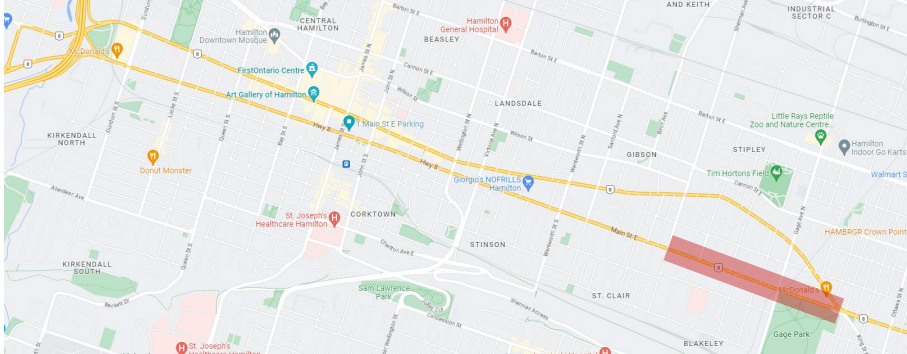
A Closer Look: Victoria to Sherman

2 eastbound lanes, 1 westbound lane,
and bi-directional cycling lanes



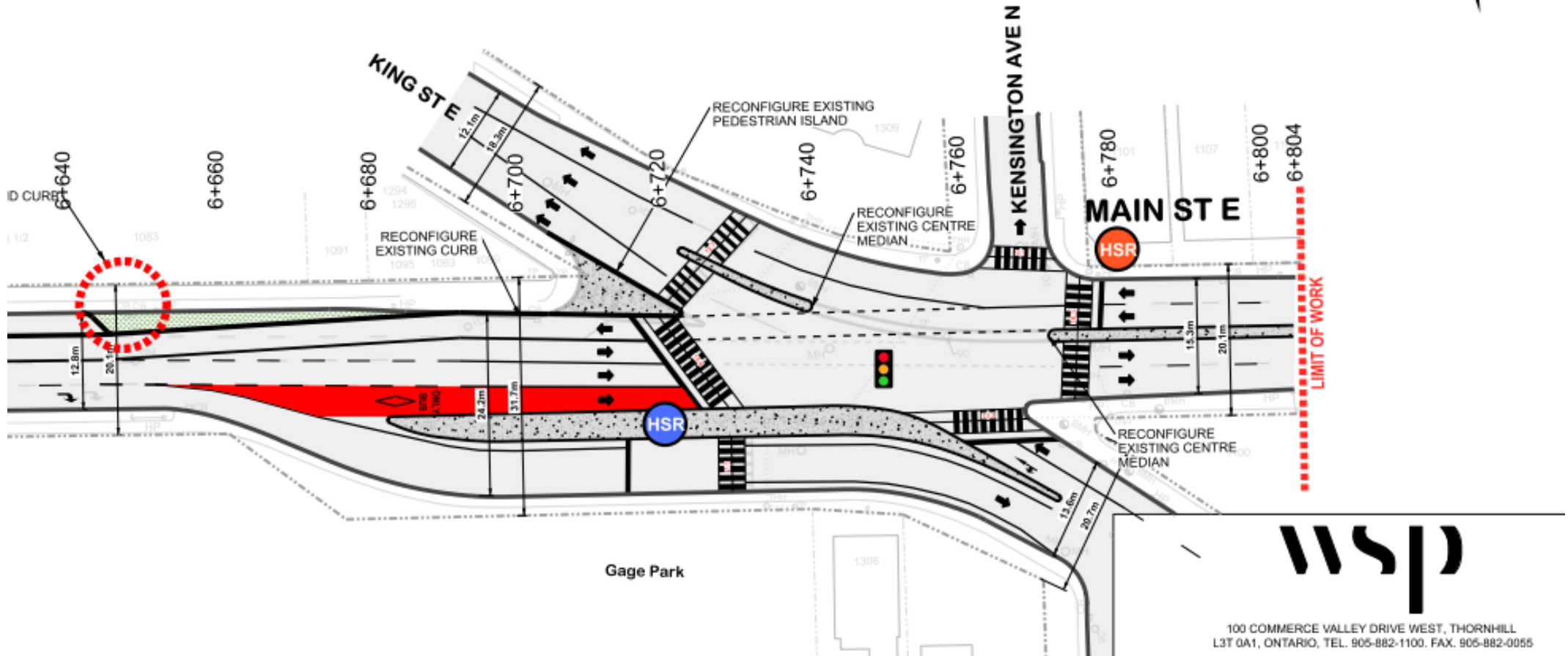
A Closer Look: Sherman to Delta

2 eastbound lanes, 1 westbound lane,
and on-street parking



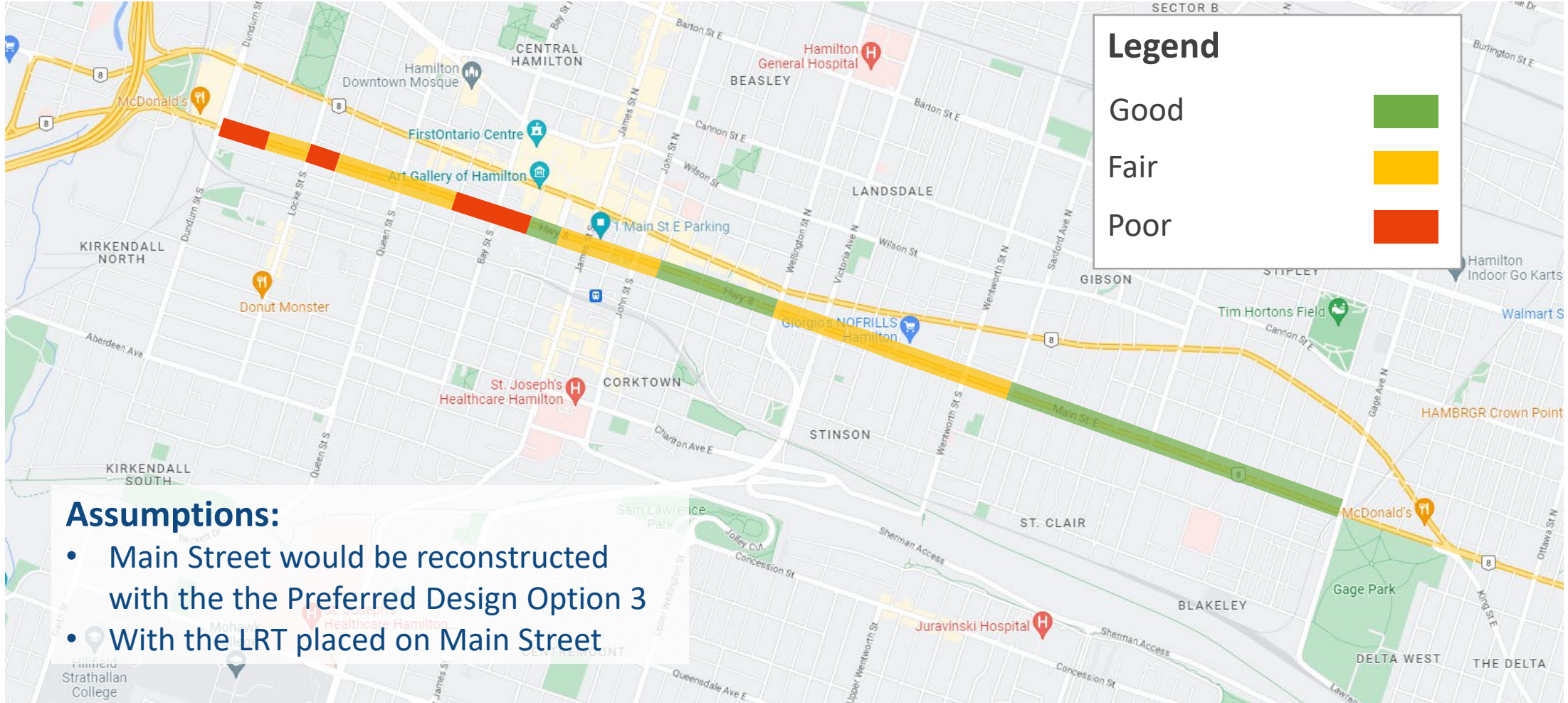
MAIN STREET TWO-WAY CONVERSION

A Closer Look: Delta Intersection

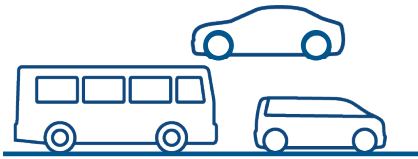


100 COMMERCE VALLEY DRIVE WEST, THORNHILL
L3T 0A1, ONTARIO, TEL. 905-882-1100. FAX. 905-882-0055

Projected Future Traffic Operations (2041)



Summary



- Provide **Westbound flow** for public transit and vehicles
- Eastbound traffic will be **slowed**



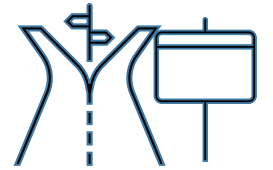
Slower speeds **addresses the Problems and Opportunities** identified at the onset of the Study



Traffic calming and **improved safety** in this corridor results in a net gain for the community



Opportunities for **green and resilient infrastructure** (e.g. permeable surfaces, trees) and roadway beautification



Opportunities to **improve infrastructure conditions** along Main Street



Next Steps

- Provide your input and comments!
 - Interactive map is available to make comments
 - Commenting period open until Monday June 5, 2023
- The ideas and comments gathered during consultation will be summarized, assessed and applied (where possible) to refining the design alternatives.
- Confirmation of Preliminary Preferred Design
- Report to Council in July 2023



Contact Information

If you have any further questions or comments, please feel free to contact:

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Project Manager, WSP

james.schofield@wsp.com

Dipankar Sharma

Project Manager, City of Hamilton

dipankar.sharma@hamilton.ca

Engage.Hamilton.ca



HSR (RE)DESIGNED NETWORK BIA SUB-COMMITTEE

BACKGROUND

Report PW13014

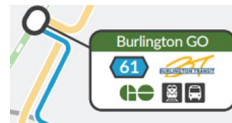
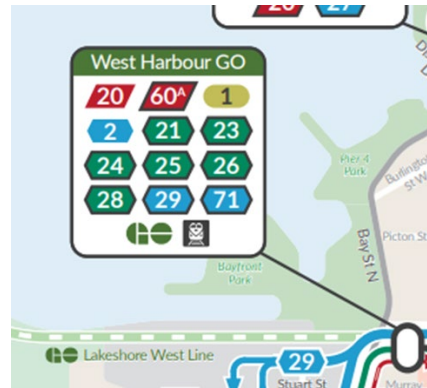
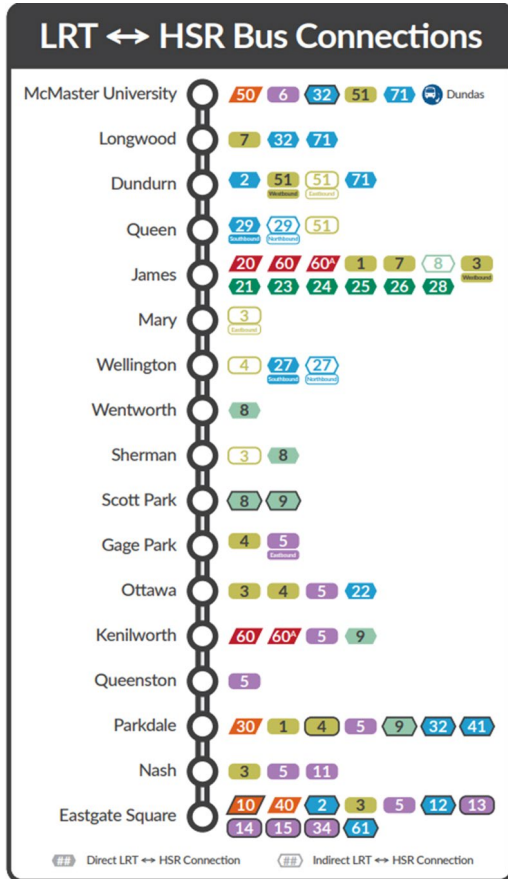
RapidReady Expanding Mobility Choices in Hamilton



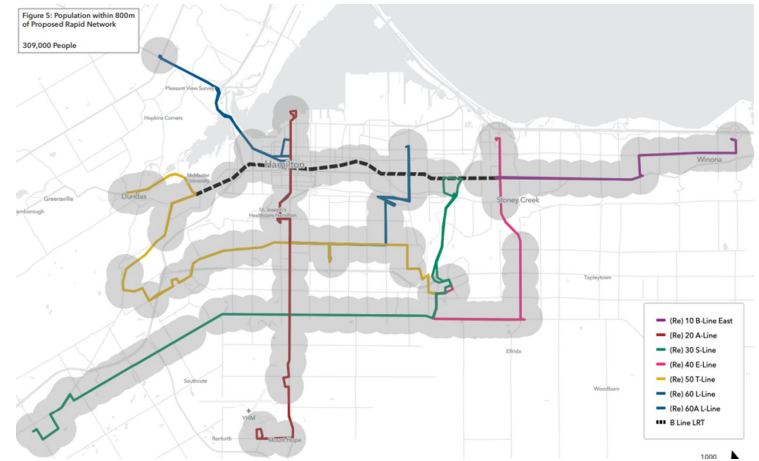
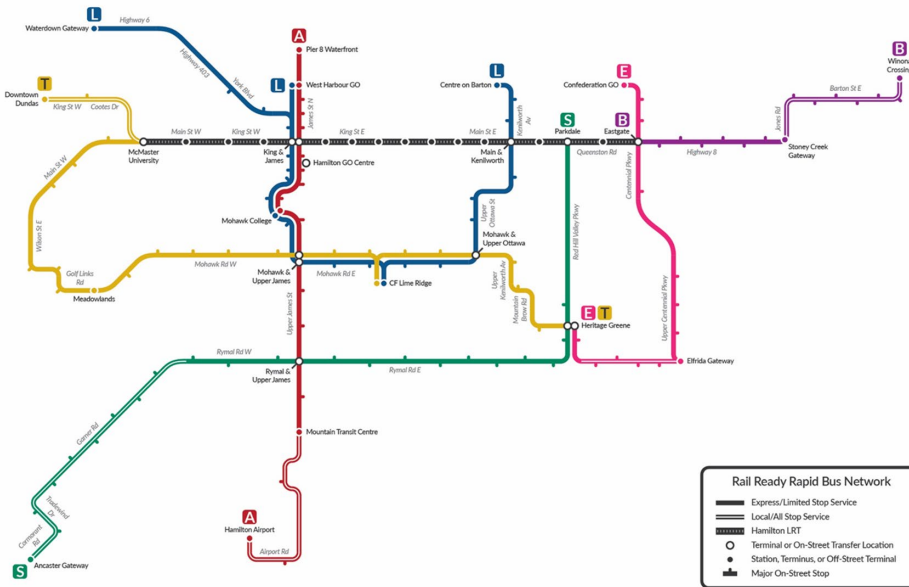
February 2013

- Increase transit service **(TYLTS)**
- Improve customer service **((Re)envision - VOC)**
- Structure network around rapid transit corridors **((Re)envision – new network)**

KEY DESIGN COMPONENTS



KEY DESIGN COMPONENTS



KEY DESIGN COMPONENTS



Proposed hubs

Primary Hubs

- CF Lime Ridge Terminal
- Eastgate Terminal
- Heritage Greene Terminal
- King & James LRT
- McMaster University Terminal
- Meadowlands Terminal
- Mohawk College Terminal
- West Harbour GO Terminal

Secondary Hubs

- Ancaster Gateway
- Centre on Barton
- Confederation GO Terminal
- Downtown Dundas
- Elfrida Gateway
- Hamilton GO Centre
- Mountain Transit Centre
- Parkdale & Queenston LRT
- Stoney Creek Gateway
- Waterdown Gate

WHAT CAN'T BE SEEN ON A MAP

Rapid routes

form the rapid transit network and will operate **every 10 minutes** or better during peak periods.

Local routes

will service a single area of the city and connect that area to the nearest hub. They would operate **every 20 minutes** or better during peak periods.

Core routes

will run along arterial roadways **every 15 minutes** or better during peak periods.

On-demand

is a request-based transit service in areas where demand currently does not support fixed-route service.

Feeder routes

are designed to connect customers to the LRT. They will operate **every 15 minutes** or better during peak periods.



Weekdays:
5 a.m. to 2 a.m.

Saturdays:
5 a.m. to 2 a.m.

Sundays:
6 a.m. to 1 a.m.

| % in Compliance | Ancaster Fairgrounds Gateway | Centre Mall Terminal | CF Line Ridge Terminal | Confederation GO Terminal | Downsview Quinces Terminal | Eastgate Terminal | Elgin Drive Terminal | Harbour GO Centre | Heritage Greenway Terminal | King & James | McMaster University Terminal | Mississauga University Terminal | Mississauga Transit Centre | Mississauga Transit Centre | Stoney Creek Gateway | Waterloo GO Terminal | West Harbour GO Terminal |
|-----------------|------------------------------|----------------------|------------------------|---------------------------|----------------------------|-------------------|----------------------|-------------------|----------------------------|--------------|------------------------------|---------------------------------|----------------------------|----------------------------|----------------------|----------------------|--------------------------|
| 0% | Not Possible | 72% | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible |
| 0% | Not Possible | 62% | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible |
| 0% | Not Possible | 72% | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible |
| 0% | Not Possible | 72% | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible | Not Possible |

Primary Hub to Primary Hub: Zero Transfer
 Primary Hub to Secondary Hub: One Transfer
 Secondary Hub to Secondary Hub: One Transfer
 Bold indicates BLAST connection between hubs
 *Note GO Transit for part of the (sewers) train service between Aldershot, West Harbour, & Confederation GO

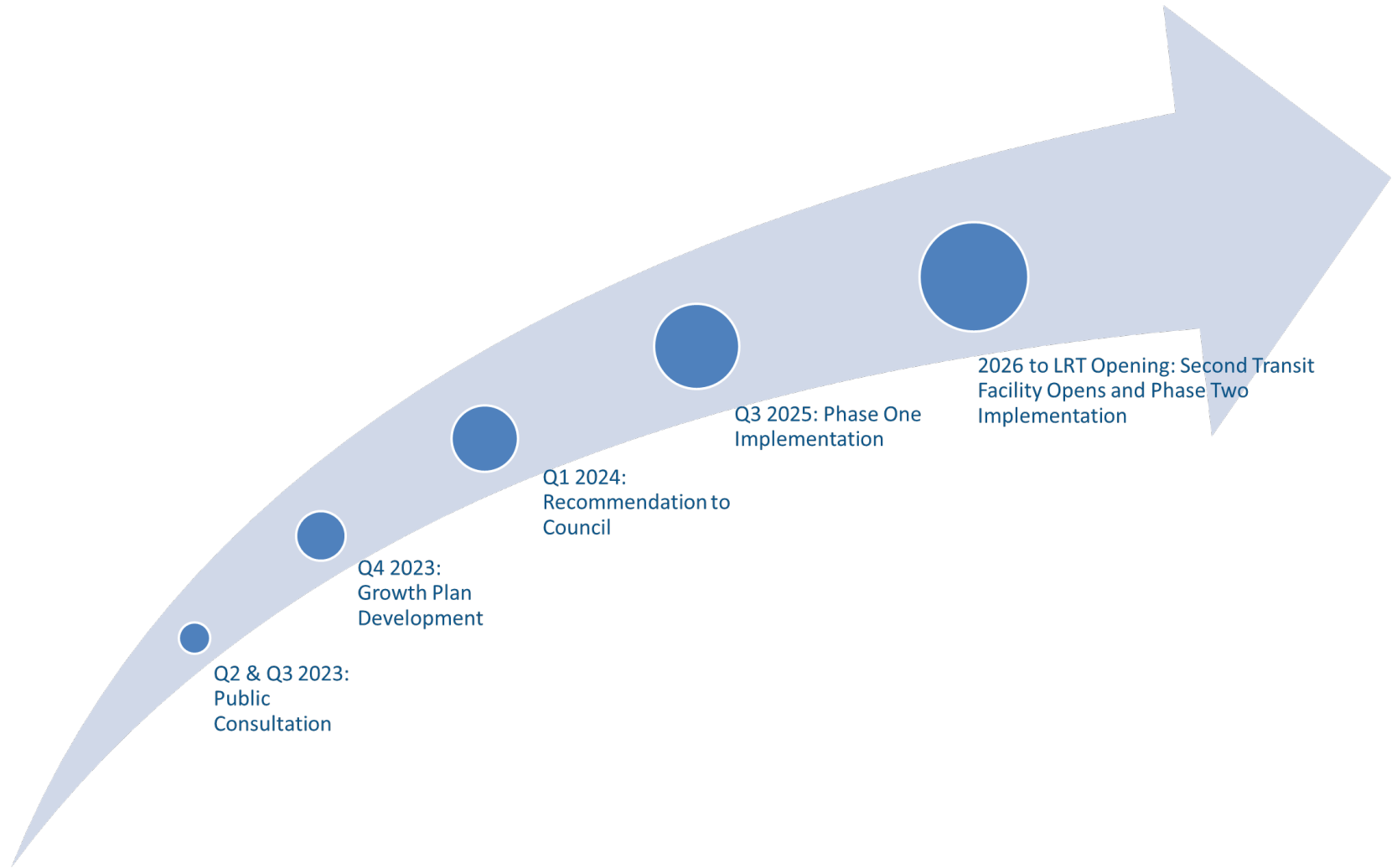
| % in Compliance | Ancaster Fairgrounds Gateway | Centre Mall Terminal | CF Line Ridge Terminal | Confederation GO Terminal | Downsview Quinces Terminal | Eastgate Terminal | Elgin Drive Terminal | Harbour GO Centre | Heritage Greenway Terminal | King & James | McMaster University Terminal | Mississauga University Terminal | Mississauga Transit Centre | Mississauga Transit Centre | Stoney Creek Gateway | Waterloo GO Terminal | West Harbour GO Terminal |
|-----------------|------------------------------|----------------------|------------------------|---------------------------|----------------------------|-------------------|----------------------|-------------------|----------------------------|--------------|------------------------------|---------------------------------|----------------------------|----------------------------|----------------------|----------------------|--------------------------|
| 100% | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer |
| 100% | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer |
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| 100% | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer | 1 Transfer |

Primary Hub to Primary Hub: Zero Transfer
 Primary Hub to Secondary Hub: One Transfer
 Secondary Hub to Secondary Hub: One Transfer
 Bold indicates BLAST connection between hubs
 *Note GO Transit for part of the (sewers) train service between Aldershot, West Harbour, & Confederation GO

CONNECTIVITY TO BIAs

- (Re)envision aims to provide increased connectivity to BIAs and other major employment areas
- Availability of frequent, fast, and direct public transit will help bring potential customers to these areas

NEXT STEPS



INFORMATION AND ENGAGEMENT

[\(Re\)envision the HSR | City of Hamilton](#)

[HSR \(re\)Designed Network | Engage Hamilton](#)



Hamilton

THANK YOU

10.1

Revised by Council on January 25, 2023

OPEN FOR BUSINESS SUB-COMMITTEE**TERMS OF REFERENCE****Mandate**

To review the City of Hamilton's overall "Open for Business" effectiveness, with the goal of improving development and business approval processes within the Planning and Economic Development and Public Works Departments and other City Departments to create consistent, predictable, and customer-focused services that encourage development and small and medium sized businesses in the City of Hamilton.

Sub-Committee Objectives

1. To minimize and improve the City of Hamilton's approval, permitting and licensing processes that are administered by the various Departments and Divisions;
2. To ensure the City of Hamilton's "One-Stop" for Business Services is meeting the needs and concerns of small and medium sized businesses;
3. To ensure that the City of Hamilton's approval, permits, licensing processes and all other applicable policies lead to an overall "Open for Business" environment in both the urban and rural areas of the City, with particular emphasis in our established and developed Business Improvement Areas.
4. To ensure that the City is well-positioned, and has appropriate processes in place, to achieve its population and employment growth targets, with a particular emphasis on growing the City's non-residential assessment base.

General Scope of Committee Work and Deliverables

1. Review the current business services structure, staffing resources, core functions, and key services, as they relate to small and medium sized businesses, and identify specific issues that need enhancements or improvements that would lead to a more effective "Open for Business" and customer-focused experience.
2. Examine the integration between the various Divisions within the Planning and Economic Development and Public Works Departments, as well as the roles and integration between all other Departments of the City of Hamilton; identifying any potential gaps and issues, and recommend improvements, to ensure that the needs of the client are provided in a seamless and integrated fashion, and improving upon the "One-Stop-Shopping" principle.
3. Review, analyze and implement improvements to the current development

approvals processes. The review should be conducted with special attention paid to the issues that arise in frequency, with improvements being recommended to provide consistent, predictable, and creative solutions for all business clients.

The following detailed approval processes are to be reviewed, as well as the interface with by-law enforcement practices and issues related to these processes:

- Subdivisions
 - Formal Consultation/Development Review Team
 - Site Plans
 - Zoning Verification
 - Building Permit
 - Licenses
 - Sign Permits
 - Variances
4. Ensure a quality, comprehensive system is in place that advises business and entrepreneurs of all City requirements, fees and timing, at the start of consultation.
 5. Review and analyze the current fee structures of all relevant applications, and licensing fees, identifying gaps and/or duplication that may exist, and recommend any improvements, including possible reductions, elimination of fees, or combining of fees.
 6. Review, analyze and test the City of Hamilton's website for the current information that is available to small and medium sized enterprises regarding the City's Business Services, identifying key gaps, and recommend any improvements.
 7. Review and analyze existing measurements and/or indicators being used to evaluate the success of the City's approvals processes, and recommend improvements and metrics. Special focus should also be placed on how the City communicates the services it offers and the successes that are reported.
 8. Oversee the implementation of the Development Applications Approval Processes Review and Open for Business Action Plan.

Sub-Committee Staff Support

With the objectives of the Committee being specific to the current processes, a close working relationship between staff and the Sub-Committee will be important. Therefore, the General Manager of Planning and Economic Development will assign a member of City staff to act as the lead resource to the Sub-Committee. As well, they will ensure that key staff members relevant to the objectives of the Sub-Committee are regularly made available to assist and support the Sub-Committee's work.

Consultation

Ongoing consultation with small and medium sized business and development sectors

will be vitally important to the Sub-Committee achieving its objectives.

Opportunities for delegations will be made on the agendas of Sub-Committee meetings.

As the business sector and business districts within the City of Hamilton are varied and spread throughout urban, and rural areas, consultation should ensure that all aspects of business and land development, both large and small, are taken into consideration. Particular attention should be paid to the established and older Business Improvement Areas within the City. These areas tend to be where new businesses face the most complications and frustrations in the City's approval process.

It is also expected that there will be ongoing consultation specific to local business, real estate, developer, and land/property owner stakeholders, including but not limited to the Business Improvement Areas (BIAs), the Hamilton, Stoney Creek, and Flamborough Chambers of Commerce, the Hamilton Burlington Real Estate Board, the Hamilton Construction Association, and the Hamilton-Halton Home Builders' Association, as well as other broadly or industry focused business groups.

Membership and Reporting Structure

Sub-Committee membership will consist of three (3) members of Council, with the Chair being appointed by the Sub-Committee at its first meeting. It is recommended that Council membership take into consideration the differing needs of the older developed business areas, the suburban business areas, and the rural area of the City.

Representatives from the Hamilton-Halton Home Builders Association and the Hamilton, Flamborough and Stoney Creek Chambers of Commerce, the Business Improvement Area Sub-Committee (BIASC) and the Realtors Association of Hamilton-Burlington and the Hamilton Burlington Society of Architects, will also participate as ex-officio, non-voting key advisors of the Sub-Committee.

The Sub-Committee shall report back to General Issues Committee (GIC) periodically at the discretion of the Committee.

Meetings

To be scheduled monthly or at the call of the Chair.

CITY OF HAMILTON

MOTION

Business Improvement Area Advisory Committee: Date: June 13, 2023

MOVED BY N. UBL

SECONDED BY.....

Barton Village Business Improvement Area Expenditure Request

That the expenditure request from the Barton Village Business Improvement Area, in the amount of \$11,436.94 for beautification and art projects in the public realm to be funded from the Offset to the Shared Parking Revenue (Contribution from Reserve to Current Account 815010-47101), be approved.

**CITY OF HAMILTON
M O T I O N**

Business Improvement Area Sub-Committee: June 13, 2023

MOVED BY N. UBL

SECONDED BY

Expanding the Temporary Outdoor Patio Program

WHEREAS, on February 23, 2022, the City of Hamilton, approved the combining of the On-Street Patio Program with the Outdoor Dining District Program to become the Temporary Outdoor Patio Program;

WHEREAS, the former On-Street Patio Program allowed any business to apply for an on-street patio permit;

WHEREAS, the Temporary Outdoor Patio Program is limited to cafes, restaurants, and bars; and

WHEREAS, businesses within the Business Improvement Areas would like to be able to participate in the Temporary Outdoor Patio Program.

THEREFORE, BE IT RESOLVED:

That staff be directed to report back to the Planning Committee with recommendations on the feasibility of expanding the Temporary Outdoor Patio program to any business in advance of the 2024 patio season.