



**City of Hamilton**  
**DEVELOPMENT INDUSTRY LIAISON GROUP**  
**AGENDA**

**Meeting #:** 1  
**Date:** January 22, 2024  
**Time:** 9:30 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>

Taylor Brown (905) 546-2424 ext. 3841

---

	<b>Pages</b>
<b>1. WELCOME</b>	
<i>Ashraf Hanna</i>	
<b>2. MINUTES FROM THE PREVIOUS MEETING(S)</b>	<b>3</b>
<b>3. DISCUSSION ITEMS</b>	
3.1 Parking Reform. (10 minutes)	7
<i>Brian Hollingworth</i>	
3.2 Committee of Adjustment Meeting Date and Comment Changes. (5 minutes)	17
<i>Shannon McKie</i>	
3.3 Hamilton Waste Guidelines Research. (10 minutes)	23
<i>University of Waterloo Students</i>	
3.4 DILG Communication City Share Site. (5 minutes)	
<i>Taylor Brown</i>	

**4. ADJOURNMENT**

Next DILG meeting: April 22, 2024



## DEVELOPMENT INDUSTRY LIAISON GROUP

(November 20, 2023)

9:30 AM

Webex

### Present:

Ashraf Hanna, City of Hamilton  
 Steve Frankovitch  
 Anni Buelles – Dillon Consulting  
 Binu Korah, City of Hamilton  
 Tony Sergi, City of Hamilton  
 Dave Heyworth, City of Hamilton  
 Shannon McKie, City of Hamilton  
 Franz Kloibhofer  
 Brian Hollingworth, City of Hamilton  
 Kevin Hollingworth  
 Joyanne Beckett  
 Carolyn Paton, City of Hamilton  
 Omar Shams, City of Hamilton  
 Tomide Olaniyi  
 Mike Collins-Williams  
 Steve Molloy, City of Hamilton  
 Anita Fabac, City of Hamilton  
 Steve Spicer  
 Ken Coit, City of Hamilton  
 Mallory Smith, City of Hamilton  
 Terri Johns, T, Johns Consulting  
 Joey Coleman  
 Lauren Vraets, City of Hamilton  
 David Pau Arcadis  
 Carlo Ammendolia, City of Hamilton

Brenda Khes  
 Heather Travis, City of Hamilton  
 Nicole Cimadamore, NHDG  
 Alana Fulford, City of Hamilton  
 Alan Shaw, City of Hamilton  
 Scott Johnston, Arcadis  
 Ed Fothergill  
 Elisha Vankleef  
 Jorge Caetano, City of Hamilton  
 Monir Moniruzzaman, City of Hamilton  
 Robert Lalli, City of Hamilton  
 Bill Curran, CGS Architects  
 Michelle Diplock  
 Matt Johnston - UrbanSolutions  
 Stephanie Mirtitsch, MHBC  
 Arden Semper  
 Travis Skelton  
 Tracey Muto, City of Hamilton  
 Gavin Norman, City of Hamilton  
 Taylor Brown, City of Hamilton

**1. Welcome – Steve Frankovitch**

**2. Minutes from September 11, 2023**

Approved, no comments.

**3. Discussion items**

- 3.1. Major Transit Station Report. (10 minutes)**  
*Lauren Vraets*

Major Transit Station Area's generally are defined as the area within an approximate 500-800 metre radius of a transit station. MTSAs Density Targets (Growth Plan) is to meet 160 people and Jobs per hectare (min) land served by LRT and 150 people and jobs for hectare (min) lands served by Go Transit. The Project timeline was shared, they are currently in the "Public and Stakeholder Engagement" period and request any comments from DILG regarding the project to be provided by November 30th via this email: [GRIDS2-MCR@hamilton.ca](mailto:GRIDS2-MCR@hamilton.ca).

**3.2. Vacant Unit Tax Implementation and Information for Builders. (10 minutes)**  
*Kirk Weaver*

The main objective of the Residential Vacant Unit Tax (VUT) is intended to support the City's housing efforts by encouraging owners to make vacant properties available. The Residential Vacant Unit Tax (VUT) is an annual tax payable by the owner of a residential unit that has been vacant for more than 183 days in the previous calendar year. New developments will be eligible once they are included in the roll. How the program works: All owners of residential units must submit an annual declaration on the status of their property, failure to submit a declaration will result in the unit being deemed vacant and made subject to the VUT. The declaration period is January 16th – March 31st (Late declaration period: April 1st – 30th accepted with a fee). Exemptions of the program were shared.

**3.3 Development Charges Background Study – Update on Public Consultation. (5 minutes)**  
*Carolyn Paton*

The City of Hamilton's Development Charges by-law expires on June 12th, 2024, so the city is working on updating this by-law. Three reports will be going to council on November 21st after being approved at the Development Charges Sub-Committee on November 16th. The 3 reports were development charge overview, a report on area specific development charges, and a report on local service policy. The background study and the Draft DC by-law will be released mid December for consultation to the public. There is a public meeting on February 22nd, 2024, further communication will be sent out to the public regarding this.

**3.4. Transportation Background Study – Development Charges By-law. (10 minutes)**  
*Scott Johnston, David Pau, John Kemp*

The Strategic Transportation Network Review (STNR) is a study to determine the short and long-term transportation needs to support servicing requirements to the year 2041. The STNR will provide input to the 2024 Development Charges By-Law. The evaluation framework included five categories: Transportation, Environment, Social, Economic, and Implementation. The apportioning benefit of Road Projects, Transit, Active Transportation and Structures, and Programs were outlined. The total gross of capital cost (before deductions) of all projects is approximately \$1,630,000,000. After accounting for additional provisional PPB deductions and reserve fund adjustments, the total potential DC chargeable cost is approximately \$635,000,000. The intent is to bring this information to the public through a PIC #2 which is currently being scheduled. Request made to DILG to provide any comments by Dec 4, 2023 via contacts: Omar Shams [Omar.shams@hamilton.ca](mailto:Omar.shams@hamilton.ca) or Scott Johnston [scott.johnston@arcadis.com](mailto:scott.johnston@arcadis.com).

**3.5. Mid Rise Residential / Transit Oriented Corridor Zone Draft Bylaws. (10 minutes)**  
*Shannon McKie*

Phase 1 of the Official Plan Review – “Municipal Comprehensive Review: Provincial conformity update” has been completed. The City of Hamilton initiated the GRIDS 2 process – an update to the Growth Related Integrated Development Strategy to plan for future growth. The City’s Zoning By-laws have been amended to: expand the uses permitted within Low Density Residential (LDR) Zones; Permit the conversion of existing dwellings to contain up to 3 Additional Dwelling Units; and, Permit Detached Additional Dwelling Units on residential properties. The changes allow up to 4 dwelling units on most low density residential zones. Two resident zones were introduced: Mid Rise Residential (R3) Zone and the Mid Rise Residential – Small Lot (R3a) Zone. A summary of zone provisions was shared. Planning staff has been working on Neighbourhood Infill Design Guidelines and Zoning Regulations. The infill design guidelines are Intended for purpose-built triplexes, fourplexes, and applications for fiveplexes and sixplexes (multiplexes). The key topic areas that are covered within the guidelines are: landscaping and amenity area, parking, building masses and height, setbacks, façade treatment, and implementation. The next phase is to provide the public with further updates through public open houses and an update to DILG in January 2024.

**Adjournment:**

Special DILG Meeting on LRT Project - Development Review Process: December 7, 2023

Next DILG meeting: January 22, 2024

Taylor Brown, Minute Taker  
Administrative Assistant II, Growth Management Division



# PARKING STANDARDS REVIEW



Presentation to the Development Industry Liaison Group (DILG)

January 22, 2024

# Scope of Review and Update

- Parking standards, or parking requirements, are a tool within the City's Zoning By-laws that regulate the provision of parking for new development or redevelopment
- Focus of current update is on parking standards for residential development as well as some adjustments to non-residential standards
- Scope includes matters related to amount, location, size and design of parking spaces, as well as supporting policies



# Background and Context

- Current parking standards are specified across multiple Zoning By-laws, enacted, updated and revised at various times between 1950 and the present day
- Historically, parking requirements in Hamilton have generally been established to ensure that developments provide sufficient parking to satisfy peak demands for parking
- Current Standards Example:

**100 UNIT  
APARTMENT  
BUILDING**



All above 50 sq m in size

Hamilton 05-200	Hamilton 6593	Ancaster	Dundas	Flamborough	Glanbrook	Stoney Creek
100 Spaces	100 Spaces	200 Spaces	100 Spaces	150 Spaces	200 Spaces	100-175 Spaces
0 Visitor	25 Visitor	33 Visitor	25 Visitor	25 Visitor	50 Visitor	25-35 Visitor

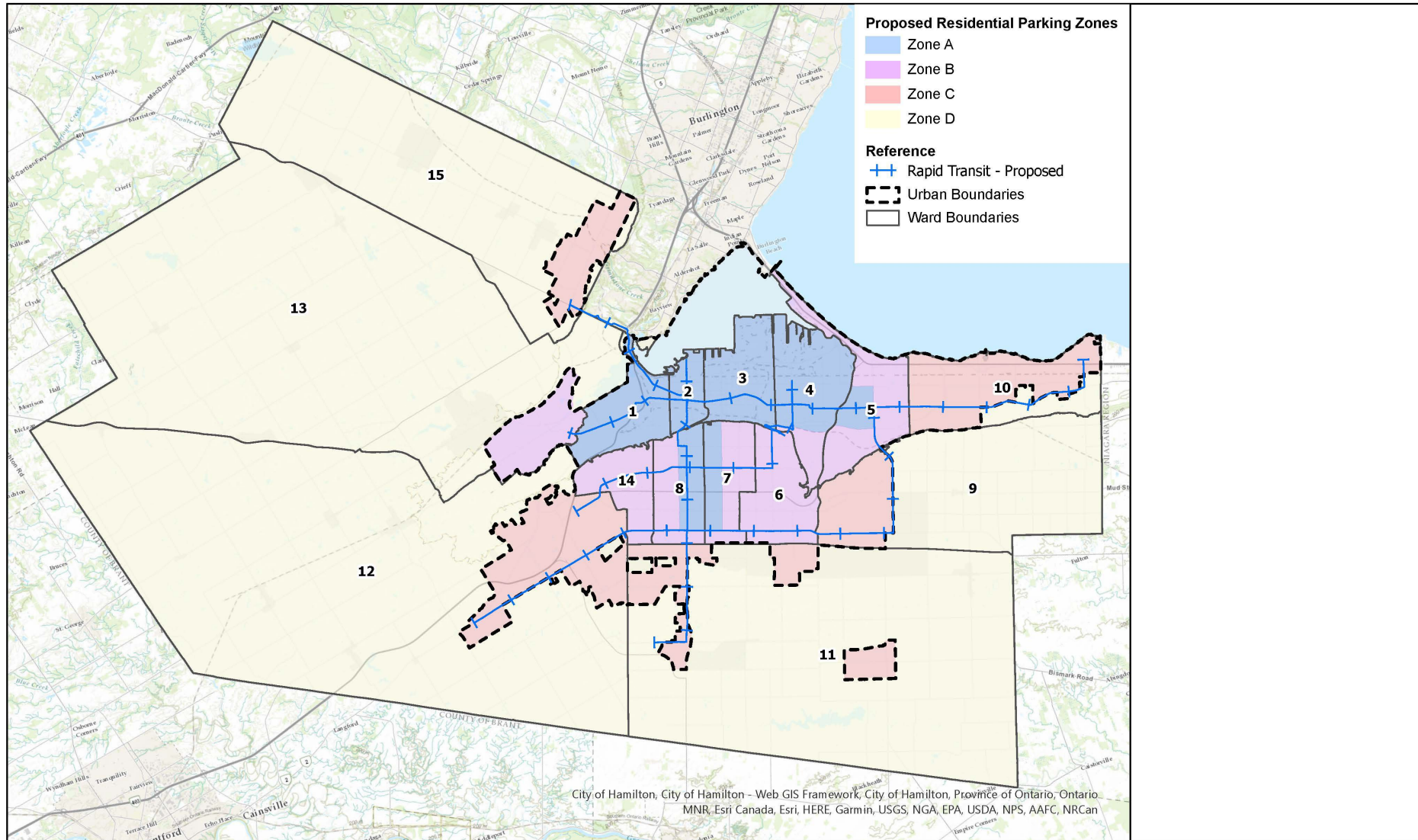
# Key Considerations for Updating Standards

- Housing affordability and cost of living
- Need to facilitate more compact and efficient forms of development
- Links to environmental impacts, including embodied carbon impacts in new development and vehicle-based emissions
- Goals for sustainable transportation including active transportation, transit, and shared mobility
- Considering needs of existing residents and neighbourhoods

## Proposed Key Directions

- Adopt a geographical-based approach for establishing parking standards
- Eliminate minimum parking requirements for developments within areas that are highly transit supportive and are planned to accommodate higher density mixed use development
- Introduce specific minimum requirements for visitor parking
- Maintain minimum parking standards in other areas, but at lower rates to provide greater flexibility and more affordable housing options
- Expansion of the use of parking maximums

# Proposed Parking Geographies



# Example of Changes – Multi-residential Building

## Existing Standards

Downtown/TOC – 0.7 spaces per unit/1.25 spaces max

Rest of City – 1 to 2 spaces per unit plus 0-0.5 spaces/unit visitor

## Proposed Standards

**Zone A** – 0 spaces per unit plus visitor parking (2 spaces plus 0.05 spaces per unit); Max 1 space per unit combined

**Zone B** – 0.5 spaces per unit plus visitor parking (2 spaces plus 0.15 spaces per unit); Max 1.25 space per unit combined

**Zone C** – 0.85 spaces per unit plus visitor parking (2 spaces plus 0.25 spaces per unit); Max 2 space per unit combined

**Zone D** – 1 space per unit plus visitor parking (2 spaces plus 0.3 spaces per unit); Max 2 space per unit combined



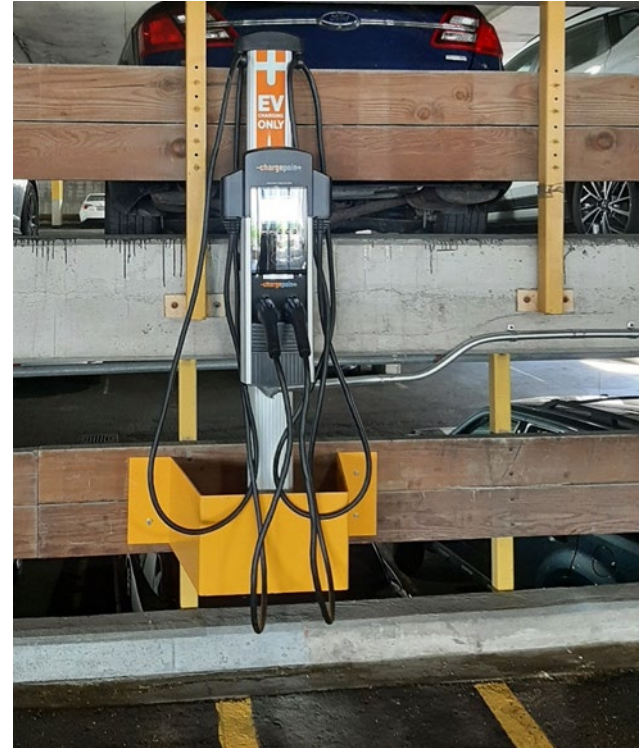
100 units,  
units >50  
sq. m

# Non-residential Standards – Summary of Proposed Changes

- Adopt same zone system approach as for residential standards
  - Except is Downtown where minimum standards will be eliminated (same as current)
- Not proposing to add maximum standards for non-residential
- General approach is to based standards on lower range of other municipalities
- Standards to be expressed in terms of per 100 m<sup>2</sup> floor space vs. 1 space per X m<sup>2</sup> (more consistent with industry practice)
- Example for Office Building
  - Current = 1 space per 30 m<sup>2</sup> (3.3 spaces per 100 m<sup>2</sup>)
  - Proposed Zone A – 1.25 spaces per 100 m<sup>2</sup>
  - Proposed Zone B – 2.5 spaces per 100 m<sup>2</sup>
  - Proposed Zone C/D – 3.0 spaces per 100 m<sup>2</sup>

# Supporting Policies

- Accessible parking
- Parking design
- Electric vehicle parking Requirements
- Bicycle parking requirements
- Cash-in-lieu of parking



# Next Steps – Parking Standards Review

- Project Website
  - See [www.hamilton.ca/ParkingStandardsReview](http://www.hamilton.ca/ParkingStandardsReview)
- Parking Survey
  - <https://engage.hamilton.ca/parking-standards-review>
- Prepare New Parking Section for Zoning By-law
- Present Updated Standards for adoption by Council (Q1 2024)



# Committee of Adjustment

---

TIMELINES & COMMENTS

# C of A Process - Location

---

## Council Chambers

- starting Tuesday February 13, 2024
- Webex hybrid



# C of A Process - Comments

---

Please refer to Notice of Public Hearing for exact dates.

Staff comments will be posted in advance of public comments.

City staff comments posted generally on the Wednesday before a Hearing.

Public comments (including agencies and applicants) posted generally on the Friday before a Hearing.

# C of A Process - Presentations

---

## Option 1

- Provide presentation slides to [cofa@hamilton.ca](mailto:cofa@hamilton.ca) by public comments deadline
- City staff can share materials, or presenter can share materials via USB in person or by screen share via Webex

## Option 2

- Presenter can share materials via USB in person or by screen share via Webex
- a copy of all materials must be provided to C of A staff, either hardcopy or electronically via [cofa@hamilton.ca](mailto:cofa@hamilton.ca)

# Questions??

---



# HAMILTON DEVELOPMENT GUIDELINE REVIEW: WASTE STANDARDS

Caleb Babin, Rachita Gupta, Kieran James, Mario Neto

# MEET THE TEAM



**Caleb  
Babin**



**Rachita  
Gupta**



**Kieran  
James**



**Mario  
Neto**



# CONTENT

**01**

About Waste  
Management

**02**

About  
Hamilton

**03**

Hamilton's  
Waste Standards

**04**

Study  
Methods

**05**

Key Waste  
Management  
Issues

**06**

Policy  
Findings &  
Best Practices

**07**

Future of  
Waste  
Management

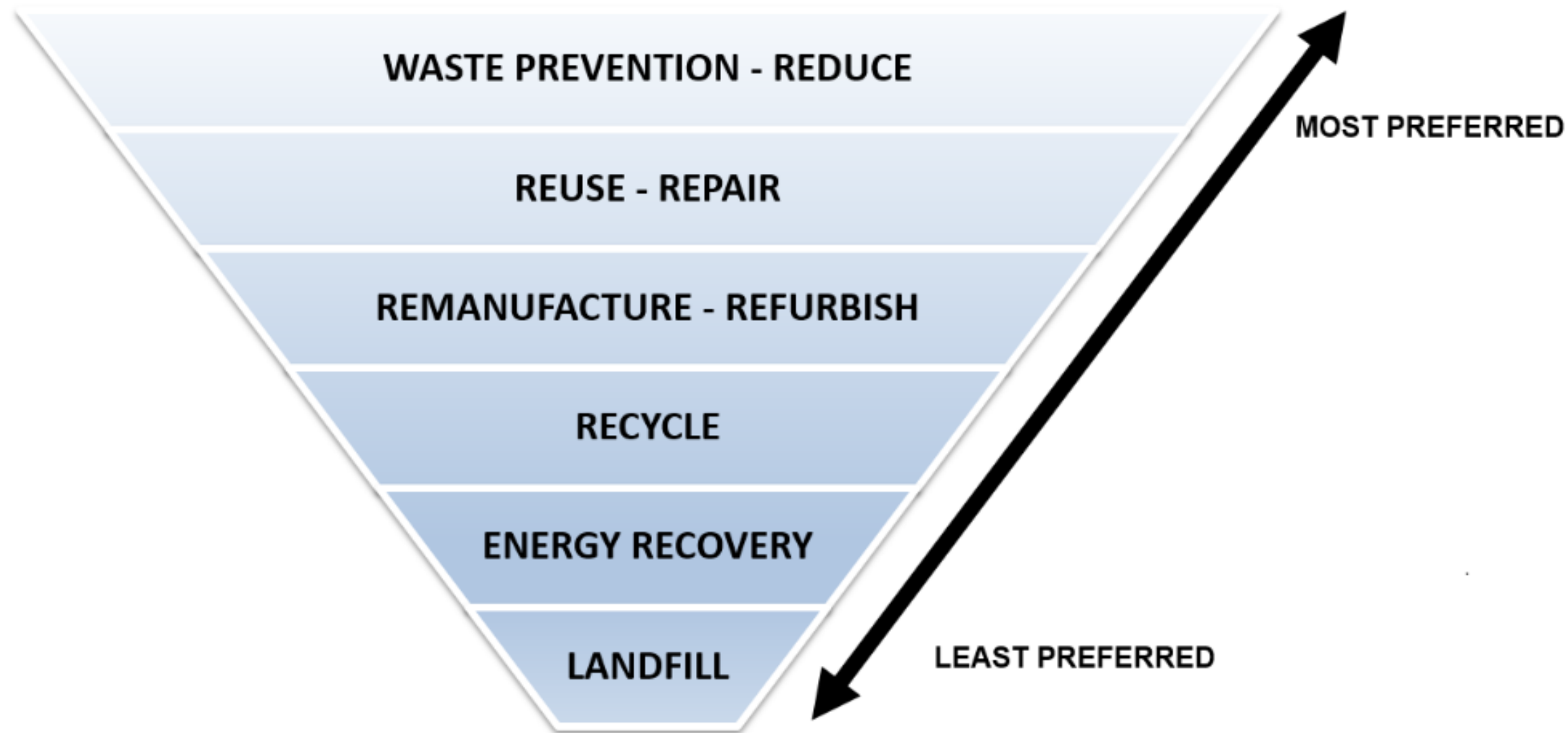
**08**

Summary



# BACKGROUND

# WASTE MANAGEMENT



## Federal

- Hazardous Waste Movement
- Waste Reduction
- Resource Management
- Project Funding
- Collaboration

## Provincial

- Policies
- Programs
- Monitoring
- Evaluating

## Municipal

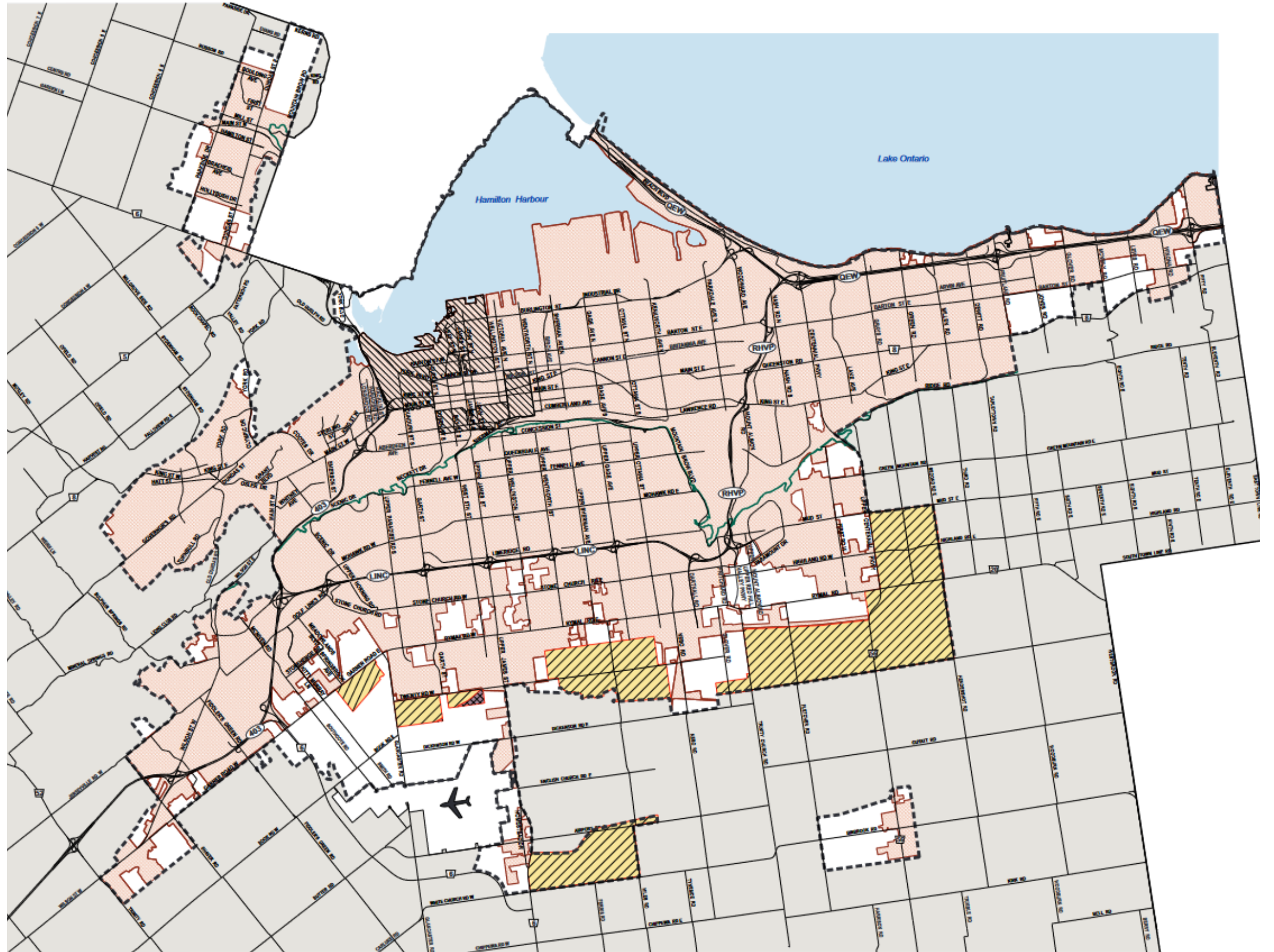
- Facilities
- Collection
- Disposal
- Design Requirements

# CITY OF HAMILTON

**5%**  
Population Growth

**19%**  
Density Increase

**60% to 80%**  
Growth Through Intensification





Hamilton

**CITY OF HAMILTON WASTE REQUIREMENTS FOR  
DESIGN OF NEW DEVELOPMENTS AND COLLECTION**

# HAMILTON WASTE STANDARDS

“If we had to comply with waste standards, it would have caused a 22% reduction in units”

- WEHBA Members



# HAMILTON WASTE STANDARDS

Restrictive design requirements lead to increased reliance on private collection services

## Benefits

- Frequency
- Flexibility
- Efficiency

## Drawbacks

- Efficiency
- Taxes & Fees
- Equity



An aerial photograph of a city skyline, likely New York City, showing a dense cluster of skyscrapers and buildings. In the background, a large body of water, possibly the Hudson River or New York Harbor, is visible under a clear blue sky. The foreground shows a mix of urban buildings and green spaces.

# STUDY OVERVIEW

# OUR APPROACH



## Comprehensive Review

Understand existing issues, relevant historical information, and past and current attempts for change



## Survey and Discussions

A focused group of WEHBA members were targeted for a survey and follow up discussions



## Best Practices - Local & International

Understand what local and international best practices exist to help provide findings and direct future review



# KEY WASTE MANAGEMENT ISSUES

After conducting preliminary background research, four key waste management issues relevant to Hamilton were identified for further investigation

## **Turnaround Requirements**

Required turning radius which must be provided for waste removal vehicles

## **Continuous Forward Motion**

Need for waste pickup to be possible while the waste removal vehicle only moves forward

## **Storage Requirements**

Required space for waste storage until waste removal occurs

## **Process for Private Pickup**

Process undertaken by developments who are unable to meet waste removal standards



# POLICY FINDINGS

# STORAGE REQUIREMENTS

## POLICY

2.5 square meters of waste storage per household  
8-day collection cycle.

Designated receptable area within 100 meters of  
any occupant.

## SURVEY

Respondents believe that collection days should be  
increased & inground waste storage containers  
should be permitted.

## ISSUES

Building efficiency decreases as a result of  
increased storage requirements, ultimately  
driving prices up for consumers.



# STORAGE REQUIREMENTS BEST PRACTICES

## Peel Region

Garbage is collected twice weekly from multi-residential complexes

Recycling and Bulky items are collected weekly

Size of the waste storage room is determined by the number of Front-End Bins and Recycling Bins needed

## City of Vaughan

2 sqm of storage space is required per residential unit

There are no distance requirements between residential units and waste storage areas

## Niagara Region

Few standards exist

It is prescribed that the collection point must be approved by the Region.

### Multi-Residential Complexes and Stacked Townhouses

Type of Bin	3 yd <sup>3</sup> (units/bin)	4 yd <sup>3</sup> (units/bin)	6 yd <sup>3</sup> (units/bin)
Compacted Garbage	54	72	N/A
Non-compacted Garbage	18	24	36
Recyclable Materials	45	60	90

# STORAGE REQUIREMENTS NEXT STEPS



1  
2  
3

Allow increased flexibility in distance requirements

Increase garbage collection days for high density areas

Allow In ground waste collection bins

# CONTINUAL FORWARD MOTION REQUIREMENTS

## POLICY

Continuous forward motion is required  
Turnaround areas are permitted in certain multi-unit residential developments

## SURVEY

Survey respondents generally believed that the continual forward motion requirements should be lifted

## ISSUES

This requirement causes spatial inefficiencies.  
Inconsistent with idea of car less communities.



# CONTINUAL FORWARD MOTION BEST PRACTICES

## Peel Region

Also require continual forward motion

A Cul de Sac or T Turnaround is permitted if not possible

## City of Vaughan

Continual forward motion is required

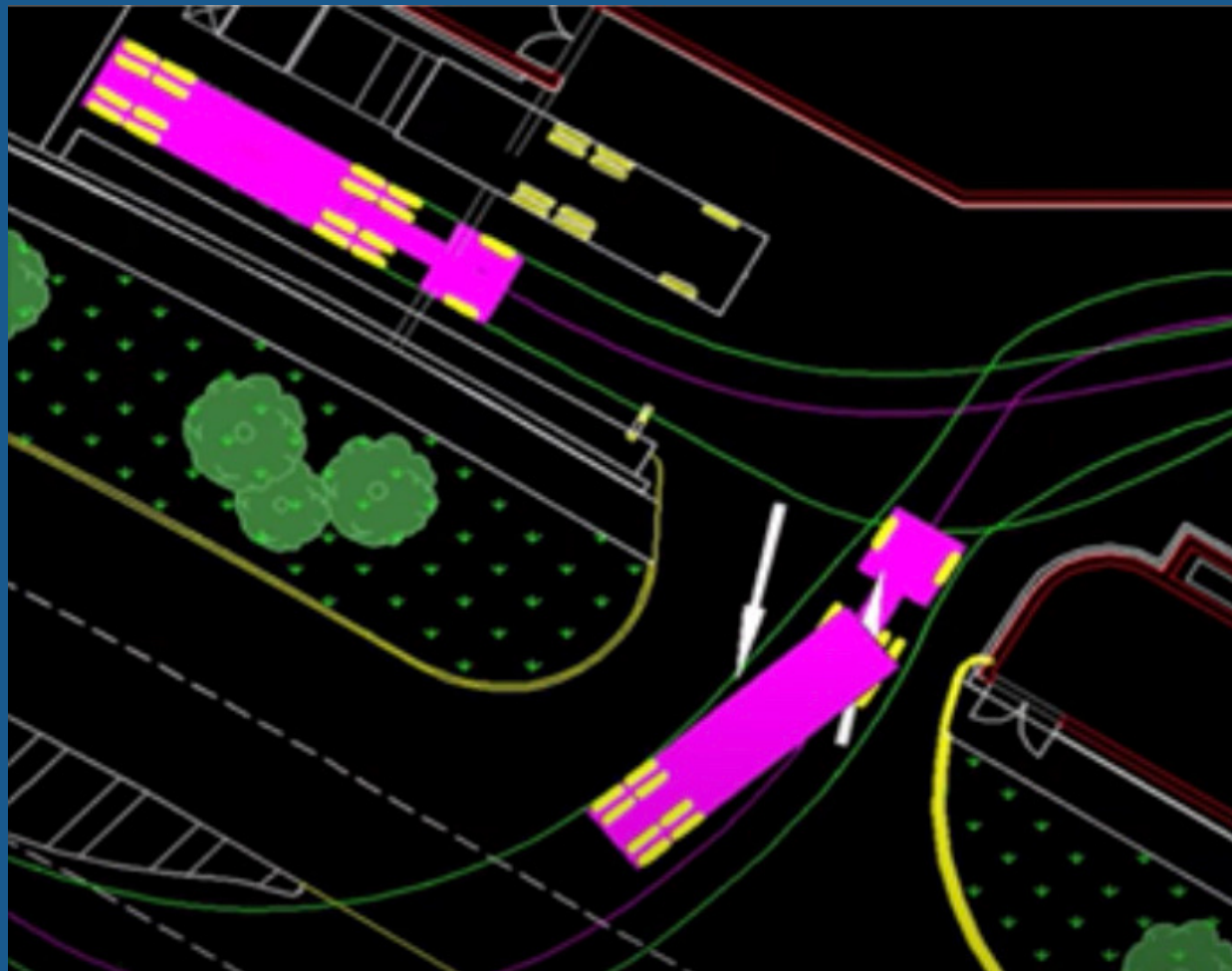
Waste collection vehicles can only reverse up to 11m

## Niagara Region

No specific guidelines against continual forward motion are prescribed



# CONTINUAL FORWARD MOTION NEXT STEPS



1

Permit for feasibility study to be provided through AutoTurn or other recognized software

2

Allow for waste removal vehicles to reverse and/or make more than 3 point turns



# TURNAROUND REQUIREMENTS

## POLICY

Changes of direction on the access route have a required turning radius

Areas adjacent to the waste collection vehicles must be clear of other uses

## SURVEY

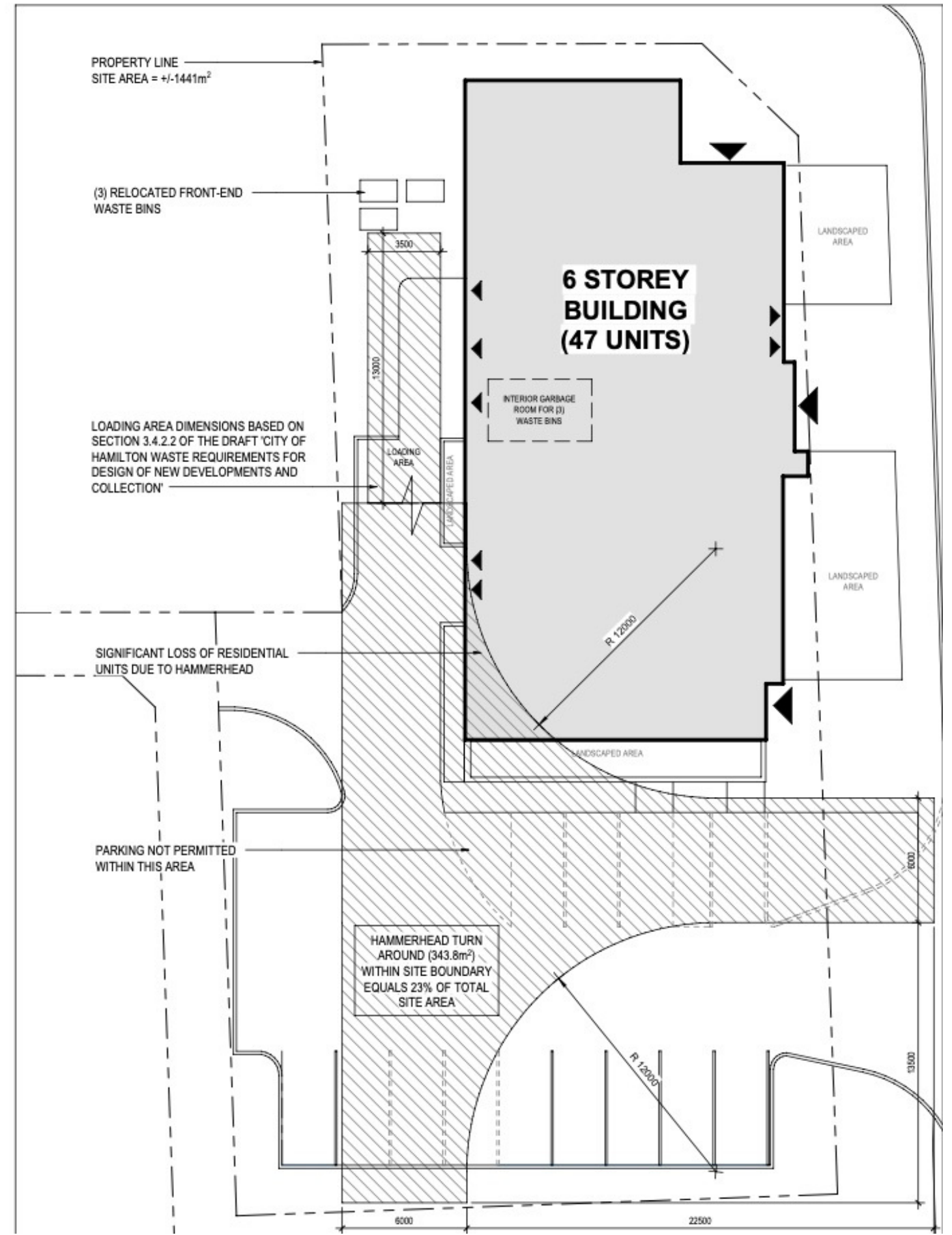
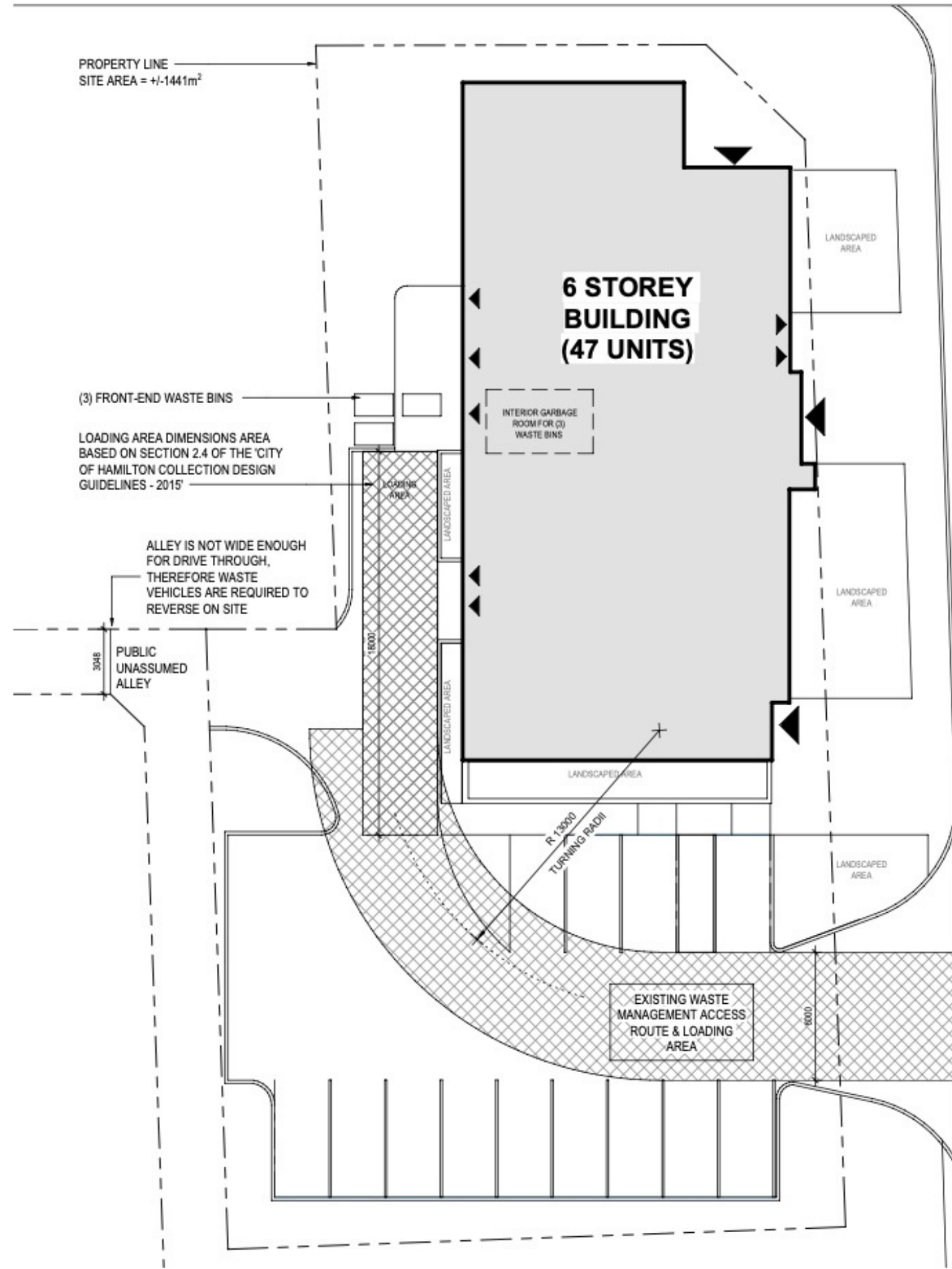
Turning radii was considered excessive

The primary issue respondents had was with the need for exclusive loading areas

## ISSUES

The need for an exclusive loading area results in a major hindrance to the provision of sufficient visitor parking.





Source: WEHBA

# TURNAROUND BEST PRACTICES

## Peel Region

Turning radius requirements were consistent with Hamilton

No restriction was placed on the use of adjacent spaces



## City of Vaughan

Turning radius requirements were consistent with Hamilton

No restriction was placed on the use of adjacent spaces



## Niagara Region

No specific turnaround radius required

# TURN AROUND NEXT STEPS



1  
2

Permit for feasibility study to be provided through AutoTurn or other recognized software

Remove the restriction placed on areas adjacent to the turning area

# PRIVATE PICKUP REQUIREMENTS

## POLICY

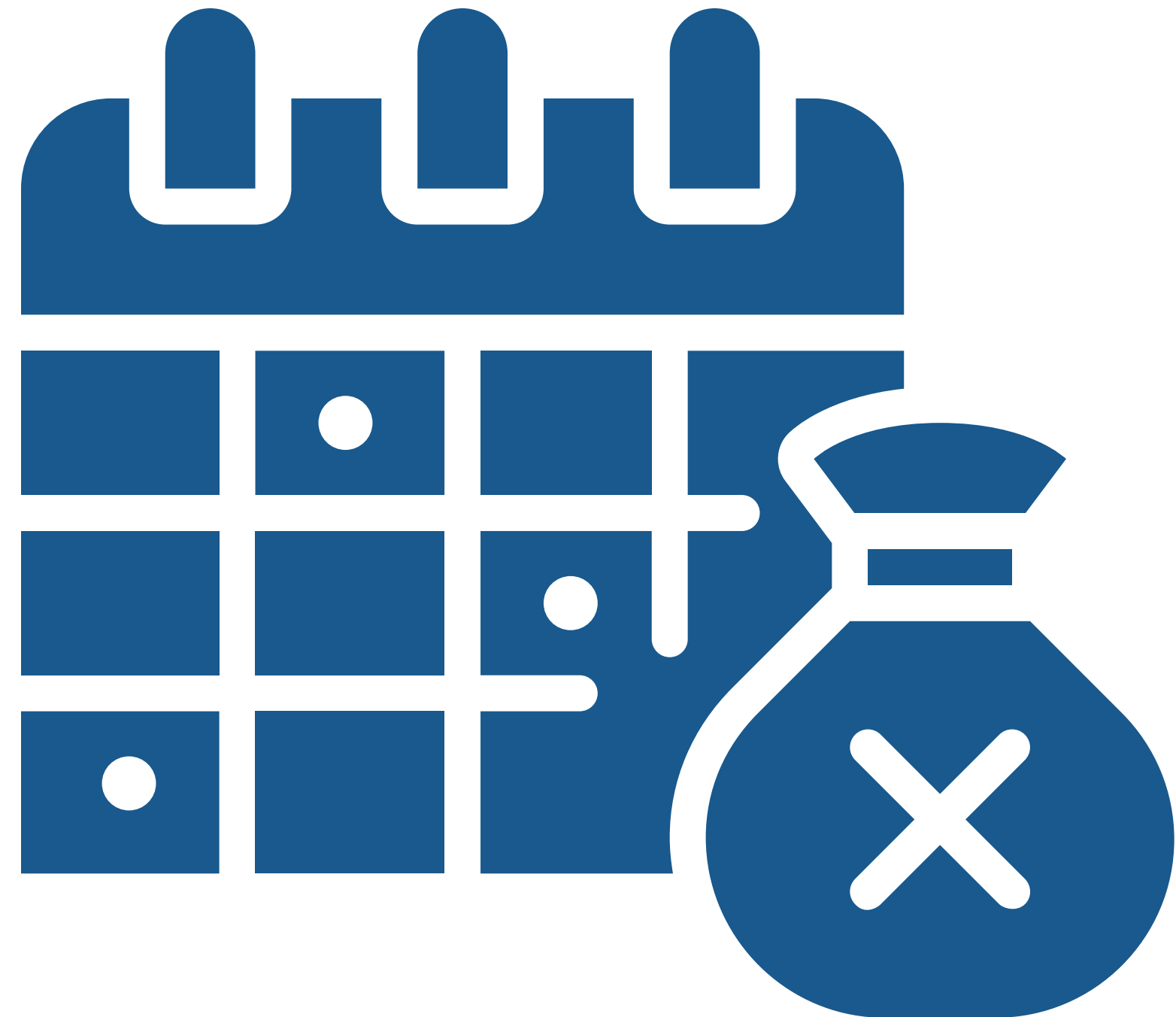
The process for receiving private collection is based on City staff's subjective evaluation that can be ambiguous to developers

## SURVEY

Private pickup can often be the only feasible way to make a site work

## ISSUES

Private pickup is unfavourable as it can resort to "double dipping" however it is often the only choice to make a development feasible.



# PRIVATE PICKUP BEST PRACTICES

## Peel Region

Developer must apply for private pickup, and council must permit private waste collection

## City of Vaughan

Developments that are not eligible for municipal collection are required to seek private waste collection

## Niagara Region

No prescribed policy



# PRIVATE PICKUP NEXT STEPS



1  
2

Private pickup process should be transparent and easy

Some form of property tax rebate should be contemplated especially if public pickup feasibility is demonstrated

# WHAT CAN HAMILTON DO TODAY?



## Increased Flexibility

Allow for flexibility based on best practices.

## Permit Feasibility Studies

Allow for developers to use industry accepted softwares to prove standards are not needed on a case by case basis

## Increase Collection Days

High Density Areas, especially MTSA's should have more pickup days

## Consider Tax Rebates

If the City is unable to provide service even if feasible (as proved by a feasibility study) consider property tax rebate





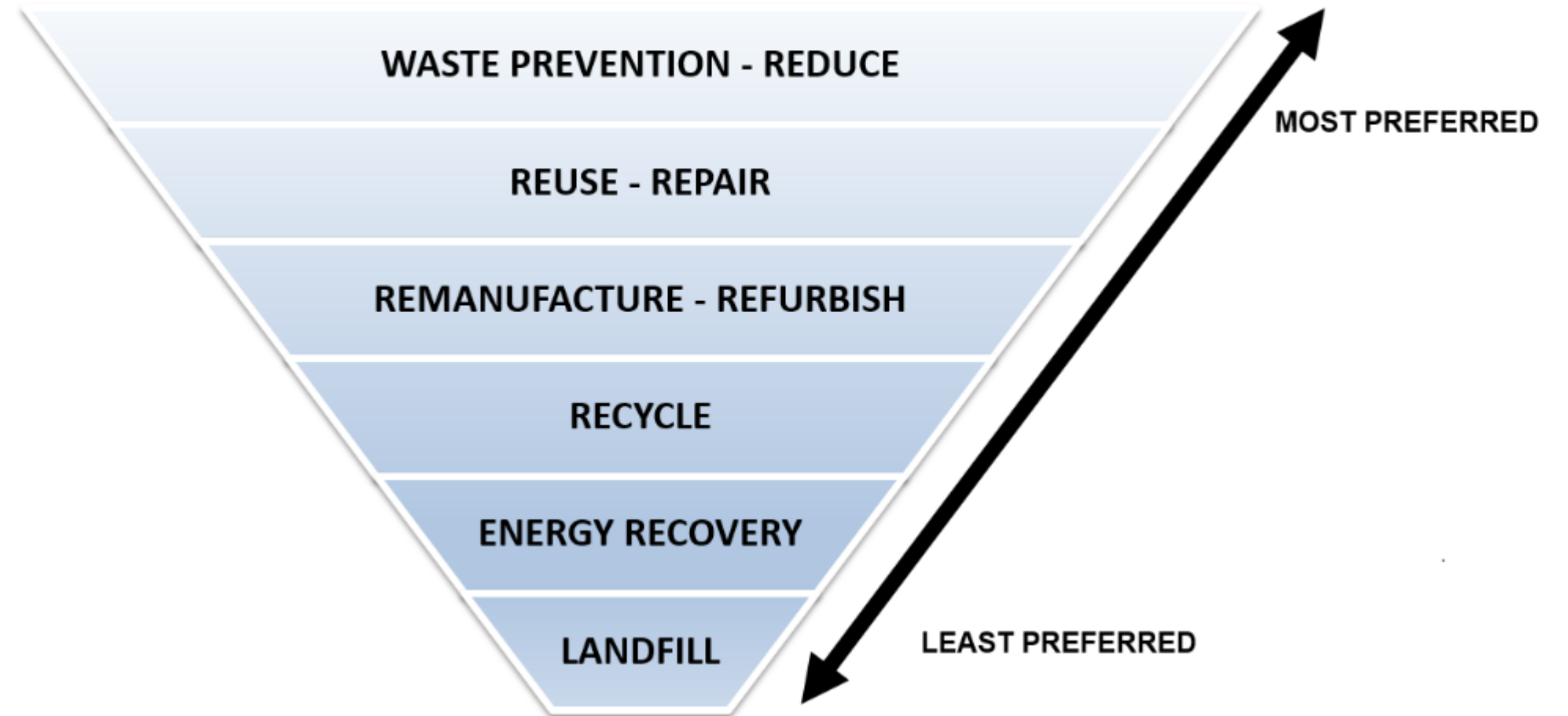
# LOOKING AHEAD

# WHAT CAN HAMILTON DO IN THE FUTURE?

**Education**

**Innovation**

**Integration**



# EDUCATION



Decreased Waste

Fostering Responsibility

Increased Understanding



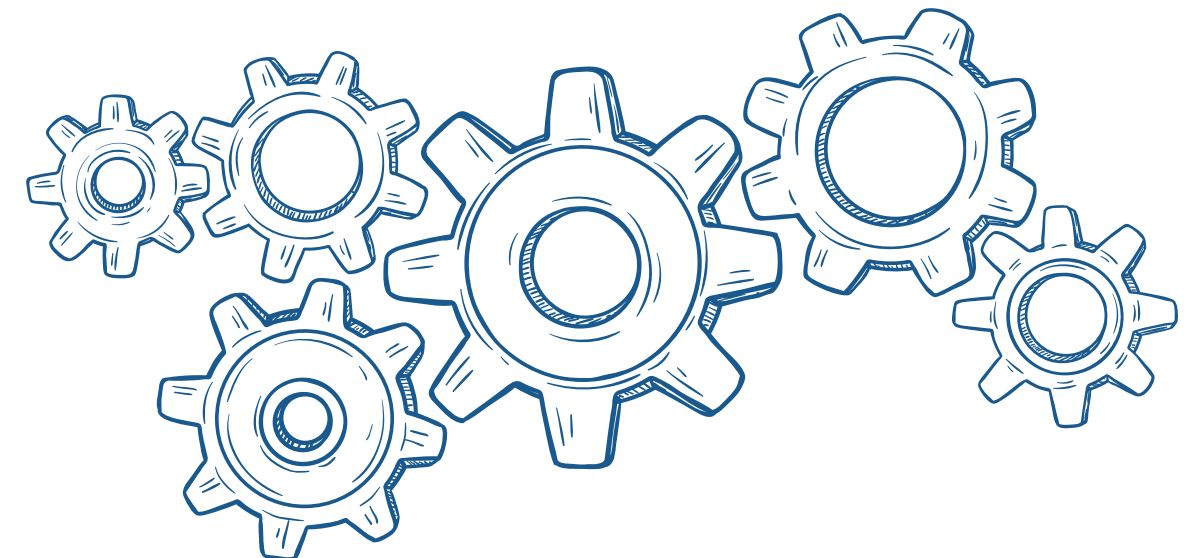
# INNOVATION



Waste Tracking

Waste Re-purposing

Reduction in Emissions



# INTEGRATION



**Diversified Collection**

**Increased Participation**

**Reduced Waste Collections**



# SUMMARY

**POLICY DISCONNECT:** Existing Waste Removal Standards conflict with Intensification Goals and Housing Targets

**KEY DESIGN REQUIREMENTS:** Existing Design Requirements should be reviewed to address storage requirements, turnaround restrictions and need for continual forward motion

**PRIVATE PICKUP PROCESS:** A clear and transparent process should exist

**FUTURE DIRECTIONS:** Waste reduction should be a priority through increased education, innovation and integration

