

November 1, 2021

Public Works Committee

Committee of Council – City of Hamilton

West End Home Builders' Association | Concerns on Proposed Waste Design Requirements Policy

The West End Home Builders' Association (WE HBA) has appreciated working with City of Hamilton Public Works Staff, and we appreciate the time Staff have taken to work with industry. However, our association still has significant concerns with the policies, as they directly contrast to the City achieving the ambitious density targets that council has expressed a desire to see city-wide. As proposed, the current policies will result in a city-wide loss of residential intensification units, including rendering some sites within the city undevelopable (as expressed in Appendix A). **WE HBA is asking that the Public Works Committee direct City Staff to continue to work with our association and the Hamilton Burlington Society of Architects on refining these policies to address and resolve our concerns.**

As our city proceeds through the GRIDS 2 / MCR process, and City Council considers and the implementation of a significant increase in the city-wide intensification rate (ranging from 60-80%) over the next 30 years, Hamilton cannot afford limiting intensification potential on economically viable sites, as would be done currently through this proposal. The densities that Council and City Staff have placed on the table for consideration require a paradigm shift to happen across all City departments. Getting these waste design requirements right is an important first step to accomplishing both the intensification the city wishes to see, alongside a well-designed built form that allows for the reduction in hardscaping on sites which is also needed to facilitate better stormwater management practices and climate change adaptation.

In particular, a summary of the outstanding issues WE HBA has with the proposed policies are as follows:

Turn-around size requirements

- WE HBA maintains that the size is excessive given the consideration our City has to prioritize intensification and increase densities within existing communities. Our members are disappointed this requirement has not been reduced, but rather reaffirmed, as it creates challenges for tight infill redevelopment sites. Rather than limiting developable areas on infill sites, the City should investigate operational flexibility as opposed to these design changes to address concerns. Some examples of operational flexibility the City could consider are: the use of smaller waste pickup vehicles in high density areas, use of flag-persons or rearview cameras to facilitate truck reversals, and utilizing emerging technologies in waste collection and diversion such as crane collection services. Should operational flexibility not be considered, WE HBA would point the City of Hamilton towards the City of Toronto as an example of a municipality that only requires front end collection for developments above 31 units, as opposed to the 6 Hamilton is currently proposing.

Storage Requirements

- For higher density developments, especially condo towers, providing enough space for 8 days of waste storage requires a significant amount of room dedicated solely to waste. In our member's experience, this is also not a desired length of time to store such a significant amount of waste on



site. In these cases, our members have often opted for private pickup to reduce both the length of time the waste is stored in the building and the amount of space required for storage. In cases of high-density developments, the requirement to meet the guidelines will significantly limit the unit count of a building, and as such allowances for private pickup should be made.

Allowances for Private Pick-up

- WE HBA appreciates that City Staff have agreed that in some cases private pickup will be permitted. Our membership would appreciate the opportunity to continue to work with City Staff to develop a framework for how developers can apply for and receive private pick-up. Our members have significant concerns about the current policy as worded because it does not outline clear criteria or provide certainty for how a development would qualify. This is important as allowing for private pick-up will assist our members address site constraints, community concerns, and will provide for the flexibility of multiple pickups per week to address storage capacity challenges. Our members understand that the success of private pickup implementation will require enhanced efforts on the developers' part to communicate better with future residents about their waste collection services and diversion opportunities. WE HBA would point to two municipalities as examples that Hamilton could adapt policies from. The Region of Waterloo provides a garbage rebate program for developments that do not receive municipal pick-up, whereas the City of Ottawa registers a clear declaration regarding private pick-up on title.

The future of Hamilton will be shaped by how we intensify our existing neighbourhoods. These policies are a perfect example of how all aspects of the City of Hamilton need to work together to facilitate future growth and city building. The West End Home Builders' Association appreciates that City Staff recognize there are outstanding aspects of this policy that our industry cannot support. **Our association would like to request that further work between our association and the Public Works Department occur to help us collaborate in getting these policies right. We believe that through working collaboratively together we can bring these policies to a place that works for the industry, Council, and City Staff.** Appended to this report under Appendix A, Council will find a series of examples the WE HBA has collaborated on with the Hamilton Burlington Society of Architects. These drawings show the significant impacts these requirements will have on our City's built form. We look forward to further dialogue with Staff and Committee to resolve these issues.

Sincerely,



Michelle Diplock, MPI
Manager of Planning & Government Relations
West End Home Builders' Association



Appendix A – Drawings Showing Implications of the Proposed
Waste Design Requirements



GENERAL LEGEND

BUILDING FOOTPRINT

BUILDING EXIT AND/OR ENTRANCE

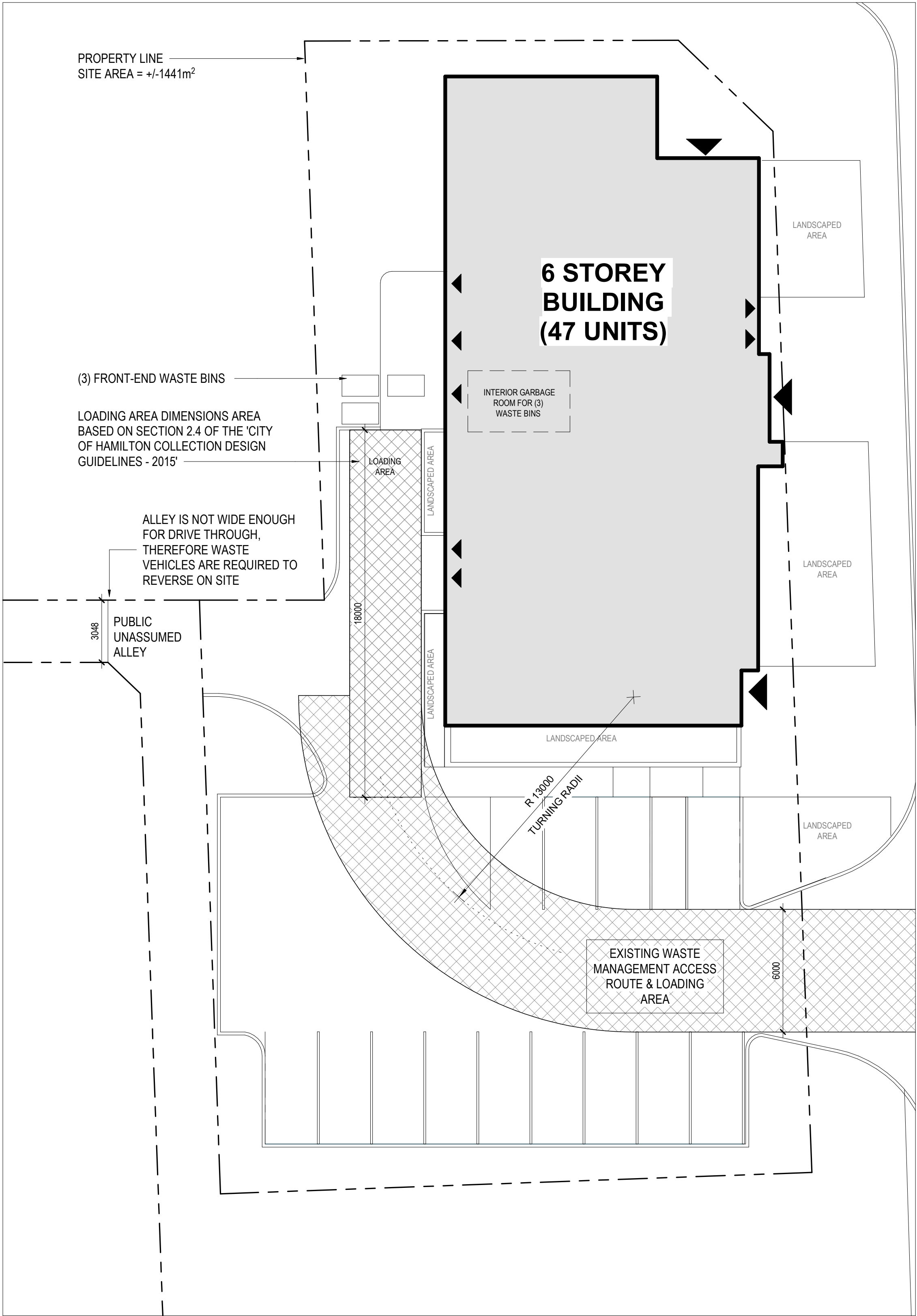
EXISTING WASTE MANAGEMENT ACCESS ROUTE & LOADING AREA

PROPOSED WASTE MANAGEMENT HAMMERHEAD & LOADING AREA WITHIN SITE BOUNDARY

SITE SUMMARY : BASED ON THE DRAFT 'CITY OF HAMILTON WASTE REQUIREMENTS FOR DESIGN OF NEW DEVELOPMENTS AND COLLECTION'

3.5 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS

- 6 STOREYS = SMALL MULTI-RESIDENTIAL BUILDING
- FRONT END LOADING FOR GARBAGE
- (3) WASTE BINS (5 m² STORAGE EACH) BASED ON 'TABLE 7: NUMBER OF GARBAGE CONTAINERS FOR MULTI-RESIDENTIAL BUILDINGS'
- (3 X 5m²) = 15m² INTERIOR STORAGE SPACE



1 1430 MAIN STREET - EXISTING CONDITIONS
A0.01 1 : 150

SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD

- SIGNIFICANT LOSS OF PARKING DUE TO HAMMERHEAD SPACE REQUIREMENTS (7 SPACES LOST)
- REDUCTION OF BUILDING AREA AND RESIDENTIAL UNITS DUE TO HAMMERHEAD SPACE REQUIREMENTS (MIN. 6 UNITS LOST)
- LOADING AREA IMPEDES EXITING AND EGRESS AT THE REAR OF THE BUILDING
- GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

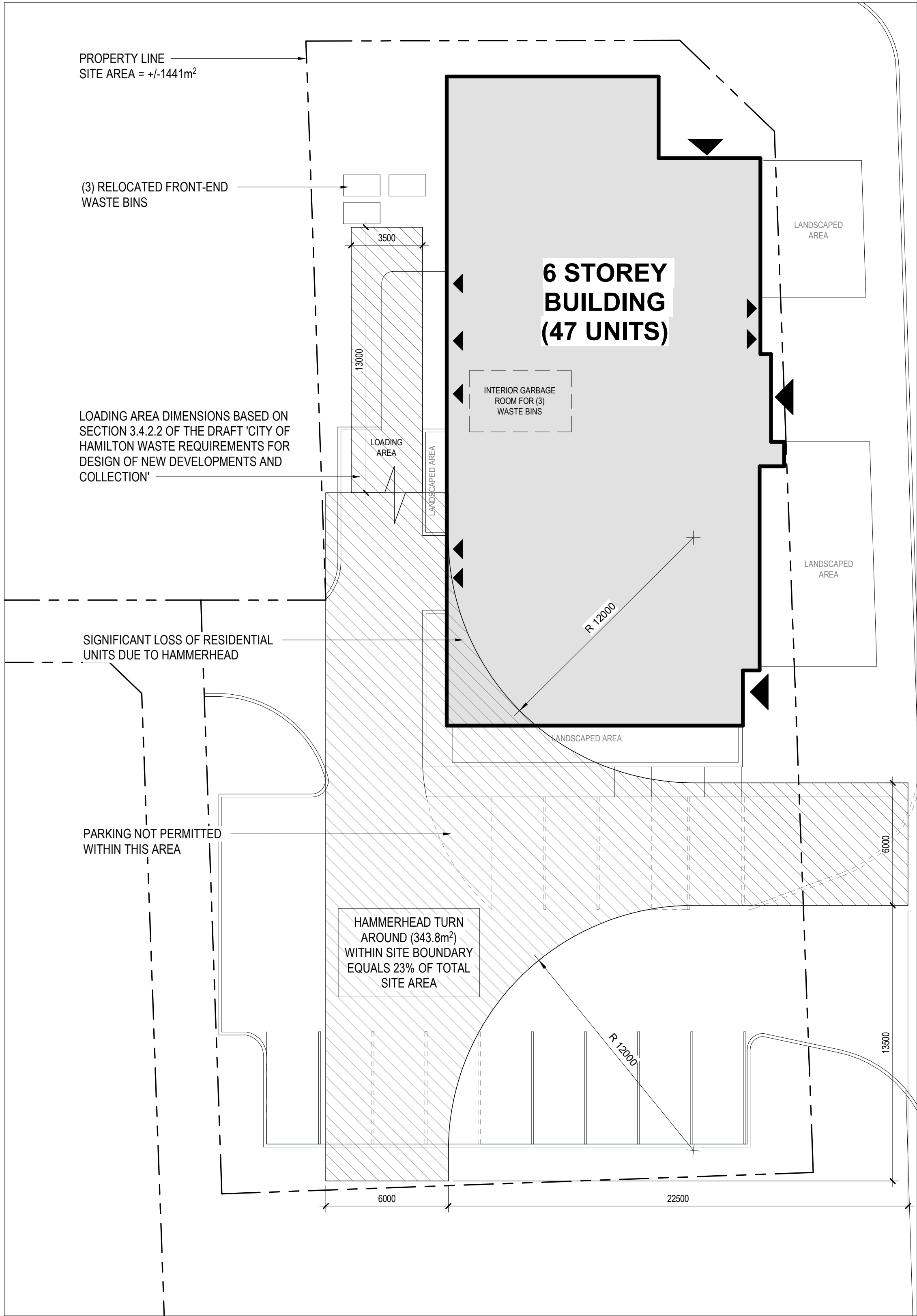
TOTAL LOSSES:

47 UNITS IS REDUCED BY 6 TO 41 UNITS BASED ON BUILDING AREA CLEAR OF HAMMERHEAD

13 PARKING SPACES IS REDUCED TO 7

REDUCTION OF PARKING MEANS FURTHER REDUCTION OF UNITS (BASED ON SECTION 5.6 OF BY-LAW 05-200 ASSUMING UNITS AS >50m², AT 0.5 PER UNIT A FURTHER REDUCTION OF 14 UNITS OCCURS)

47 UNITS - 6 UNITS - 14 UNITS = 27 UNITS TOTAL



2 1430 MAIN STREET - PROPOSED HAMMERHEAD IMPACTS
A0.01 1 : 150

GENERAL NOTES:

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- Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.
- Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect.

1	Issued For	2018/01/01
No.	Description	Date

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**SITE PLAN PROVIDED
BY INVIZIJ ARCHITECTS
INC.**

**GARBAGE STANDARDS - SITE
PLANS**

1430 Main St.

Project No.: XXXX
Scale: As indicated
Drawn By: Author
Checked By: Checker

A0.01

GENERAL LEGEND

BUILDING FOOTPRINT

BUILDING EXIT AND/OR ENTRANCE

EXISTING WASTE MANAGEMENT ACCESS ROUTE & LOADING AREA

PROPOSED WASTE MANAGEMENT HAMMERHEAD & LOADING AREA WITHIN SITE BOUNDARY

SITE SUMMARY : BASED ON THE DRAFT 'CITY OF HAMILTON WASTE REQUIREMENTS FOR DESIGN OF NEW DEVELOPMENTS AND COLLECTION'

3.5 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS'

•

4 STOREYS = SMALL MULTI-RESIDENTIAL BUILDING

•

FRONT END LOADING FOR GARBAGE

•

(2) WASTE BINS (5 m² STORAGE EACH) BASED ON 'TABLE 7: NUMBER OF GARBAGE CONTAINERS FOR MULTI-RESIDENTIAL BUILDINGS'

•

(2 X 5m²) = 10m² INTERIOR STORAGE SPACE

SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD

•

SIGNIFICANT LOSS OF PARKING DUE TO HAMMERHEAD SPACE REQUIREMENTS

•

REDUCTION OF BUILDING AREA AND UNITS DUE TO HAMMERHEAD SPACE REQUIREMENTS

•

GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

TOTAL LOSSES:

45 UNITS IS REDUCED TO 41 UNITS BASED ON BUILDING AREA CLEAR OF HAMMERHEAD

16 PARKING SPACES IS REDUCED TO 7

REDUCTION OF PARKING MEANS FURTHER REDUCTION OF UNITS (BASED ON SECTION 5.6 OF BY-LAW 05-200 ASSUMING UNITS AS >50m², AT 0.5 PER UNIT A FURTHER REDUCTION OF 14 UNITS OCCURS)

45 UNITS - 4 UNITS - 14 UNITS = 27 UNITS TOTAL

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1
A0.02 500 JAMES ST N - EXISTING CONDITIONS
1 : 200

2
A0.02 500 JAMES ST N -PROPOSED HAMMERHEAD IMPACTS
1 : 200

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SITE PLAN PROVIDED
BY INVIZIJ ARCHITECTS
INC.

GARBAGE STANDARDS - SITE
PLANS

500 JAMES STREET N.

Project No.:	XXXX
Scale:	As indicated
Drawn By:	Author
Checked By:	Checker

A0.02

GENERAL LEGEND

BUILDING FOOTPRINT

BUILDING EXIT AND/OR ENTRANCE

EXISTING WASTE MANAGEMENT ACCESS ROUTE & LOADING AREA

PROPOSED WASTE MANAGEMENT HAMMERHEAD & LOADING AREA WITHIN SITE BOUNDARY

SITE SUMMARY : BASED ON THE DRAFT 'CITY OF HAMILTON WASTE REQUIREMENTS FOR DESIGN OF NEW DEVELOPMENTS AND COLLECTION'

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- (2 X 5m²) = 10m² INTERIOR STORAGE SPACE

SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD

- THE CURRENT PARKING CONSTRAINS WOULD ENCOUNTER SIGNIFICANT LOSS OF PARKING CAPACITY DUE TO HAMMERHEAD SPACE REQUIREMENTS
- REDUCTION OF BUILDING AREA AND UNITS DUE TO HAMMERHEAD SPACE REQUIREMENTS (12 UNITS LOST)
- GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

TOTAL LOSSES:

POTENTIAL FOR 21 UNITS IS REDUCED TO 9 UNITS BASED ON BUILDING AREA CLEAR OF HAMMERHEAD

MAJOR DEMOLITION TO EXISTING BUILDING WOULD BE REQUIRED

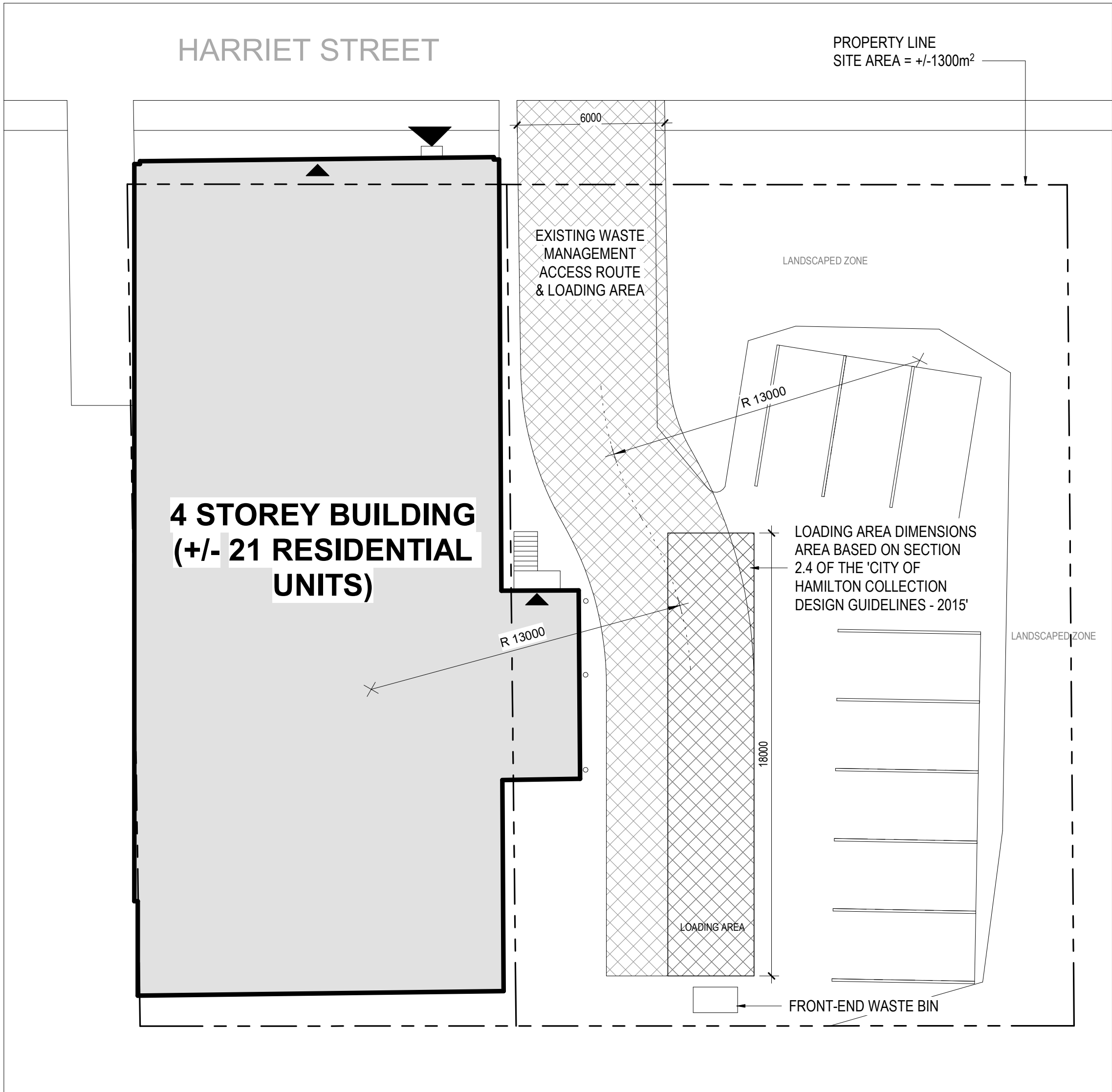
8 EXISTING PARKING SPACES IS REDUCED TO 5

GENERAL NOTES:

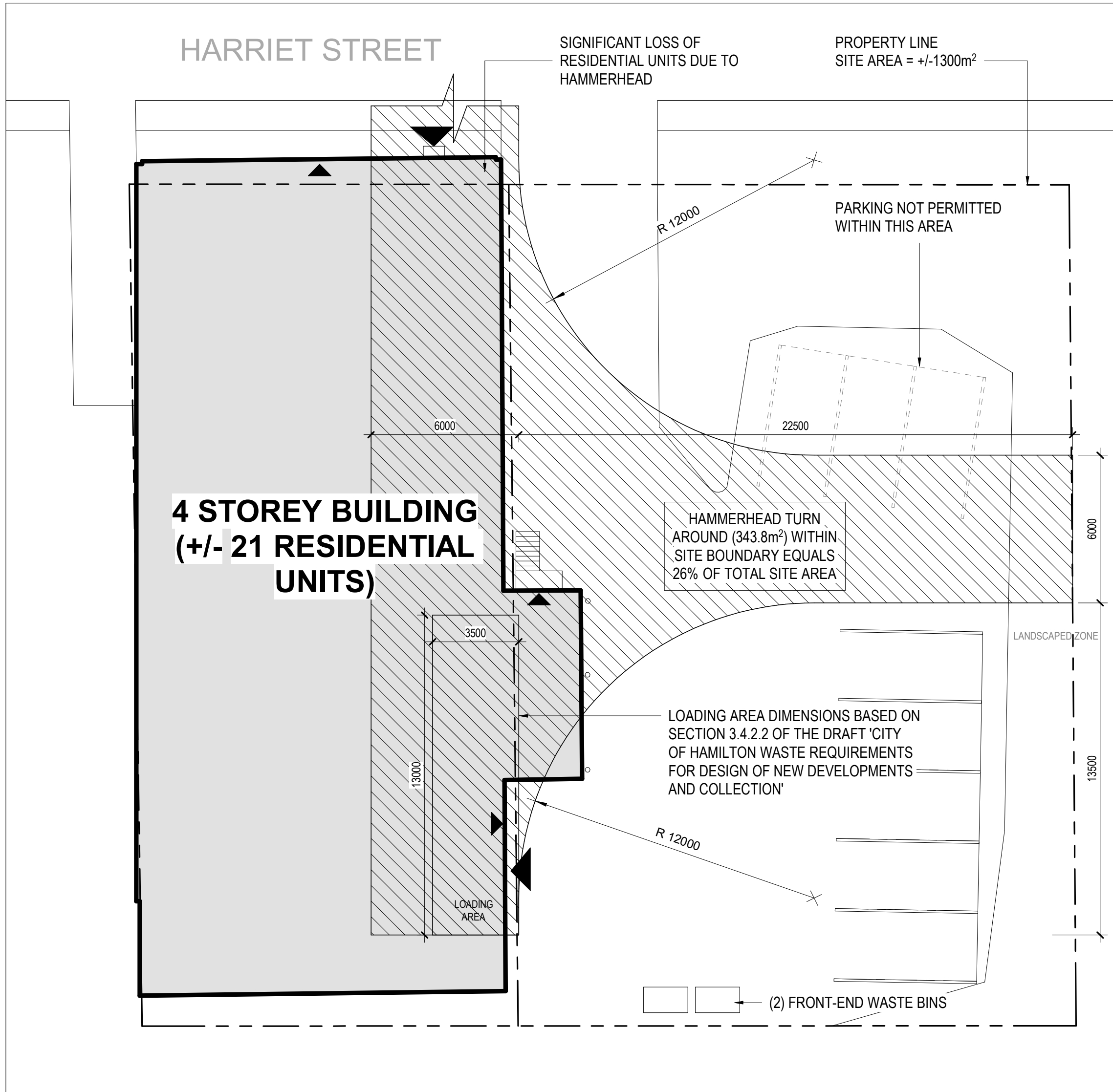
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1 29 HARRIET - EXISTING CONDITIONS
A0.03 1 : 150



2 29 HARRIET - PROPOSED HAMMERHEAD IMPACTS
A0.03 1 : 150

No.	Description	Date
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GARBAGE STANDARDS - SITE PLANS

29 HARRIET STREET

Project No.:	XXXX
Scale:	As indicated
Drawn By:	Author
Checked By:	Checker

GENERAL LEGEND

BUILDING FOOTPRINT

BUILDING EXIT AND/OR ENTRANCE

EXISTING WASTE MANAGEMENT ACCESS ROUTE & LOADING AREA

PROPOSED WASTE MANAGEMENT HAMMERHEAD & LOADING AREA WITHIN SITE BOUNDARY

CONCEPTUAL SITE PLAN

98m DESIRED FUTURE BUILDING HEIGHT AS OUTLINED BY THE CITY OF HAMILTON

SITE SUMMARY : BASED ON THE DRAFT 'CITY OF HAMILTON WASTE REQUIREMENTS FOR DESIGN OF NEW DEVELOPMENTS AND COLLECTION'

3.5 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS

6 STOREYS = SMALL MULTI-RESIDENTIAL BUILDING

FRONT END LOADING FOR GARBAGE

(2) WASTE BINS (5 m² STORAGE EACH) BASED ON 'TABLE 7: NUMBER OF GARBAGE CONTAINERS FOR MULTI-RESIDENTIAL BUILDINGS'

(2 X 5m²) = 10m² INTERIOR STORAGE SPACE

SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD

TOTAL LOSSES:

26 PARKING SPACES IS REDUCED TO 13

REDUCTION OF PARKING MEANS REDUCTION OF POTENTIAL UNITS

INCREASES TO THE OVERALL BUILDING HEIGHT WOULD ALSO INCREASE THE PARKING AND GARBAGE REQUIREMENTS

SIGNIFICANT LOSS OF PARKING DUE TO HAMMERHEAD SPACE REQUIREMENTS AND INCREASED BUILDING FOOTPRINT TO ALIGN WITH GOALS OF INTENSIFICATION (13 SPACES LOST)

REDUCTION OF BUILDABLE AREA AND RESIDENTIAL UNIT ALLOWANCE DUE TO LIMITED PARKING CAPACITY

ADDITIONAL STOREYS BASED ON ZONING HEIGHT LIMITS WOULD MEAN THE BUILDING FALLS INTO 'LARGE MULTI-RESIDENTIAL' GARBAGE REQUIREMENTS AND WOULD REQUIRE MORE SPACE FOR GARBAGE

EXISTING NEIGHBOURING BUILDING WOULD REQUIRE DEMOLITION

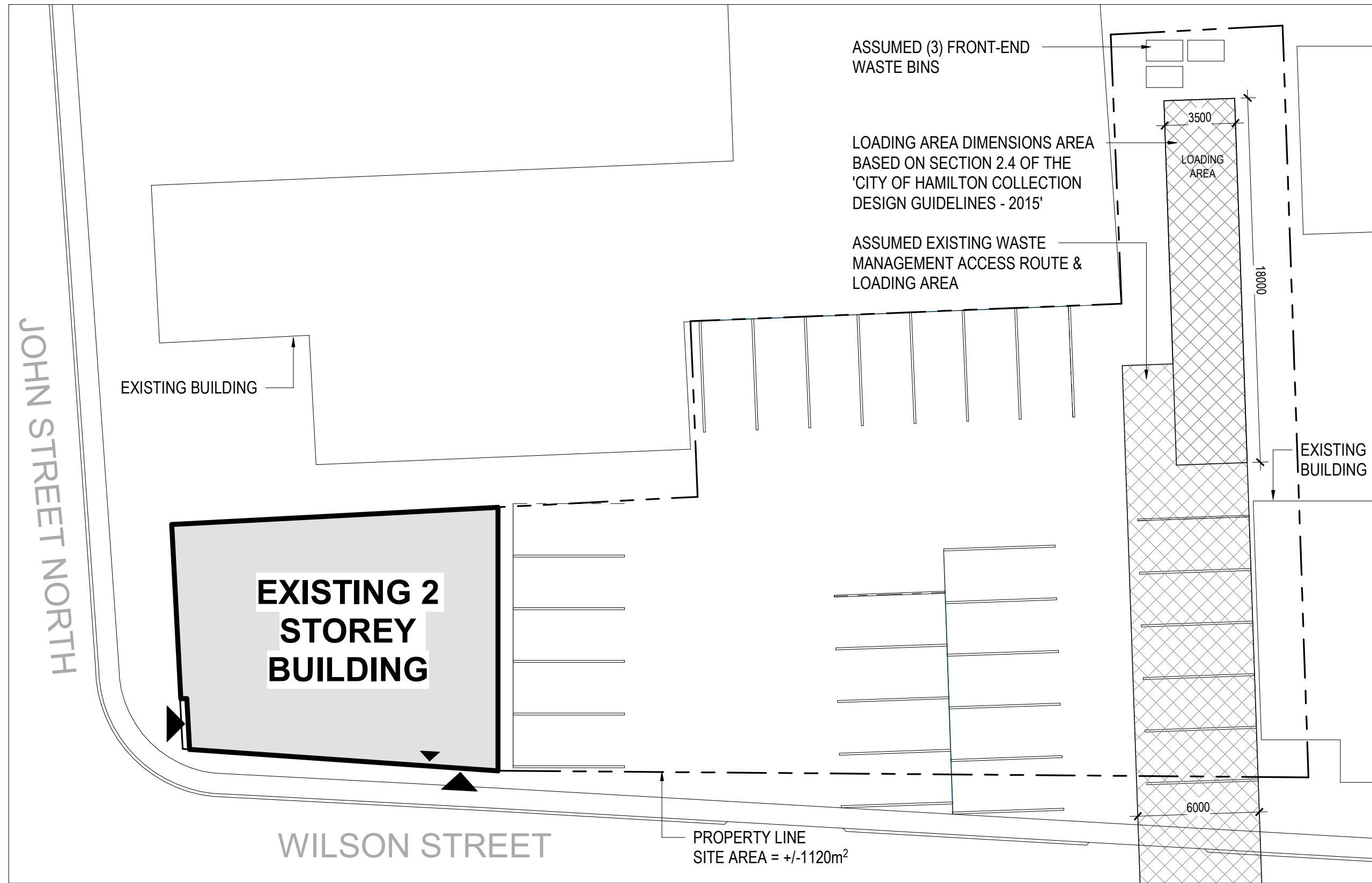
GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

GENERAL NOTES:

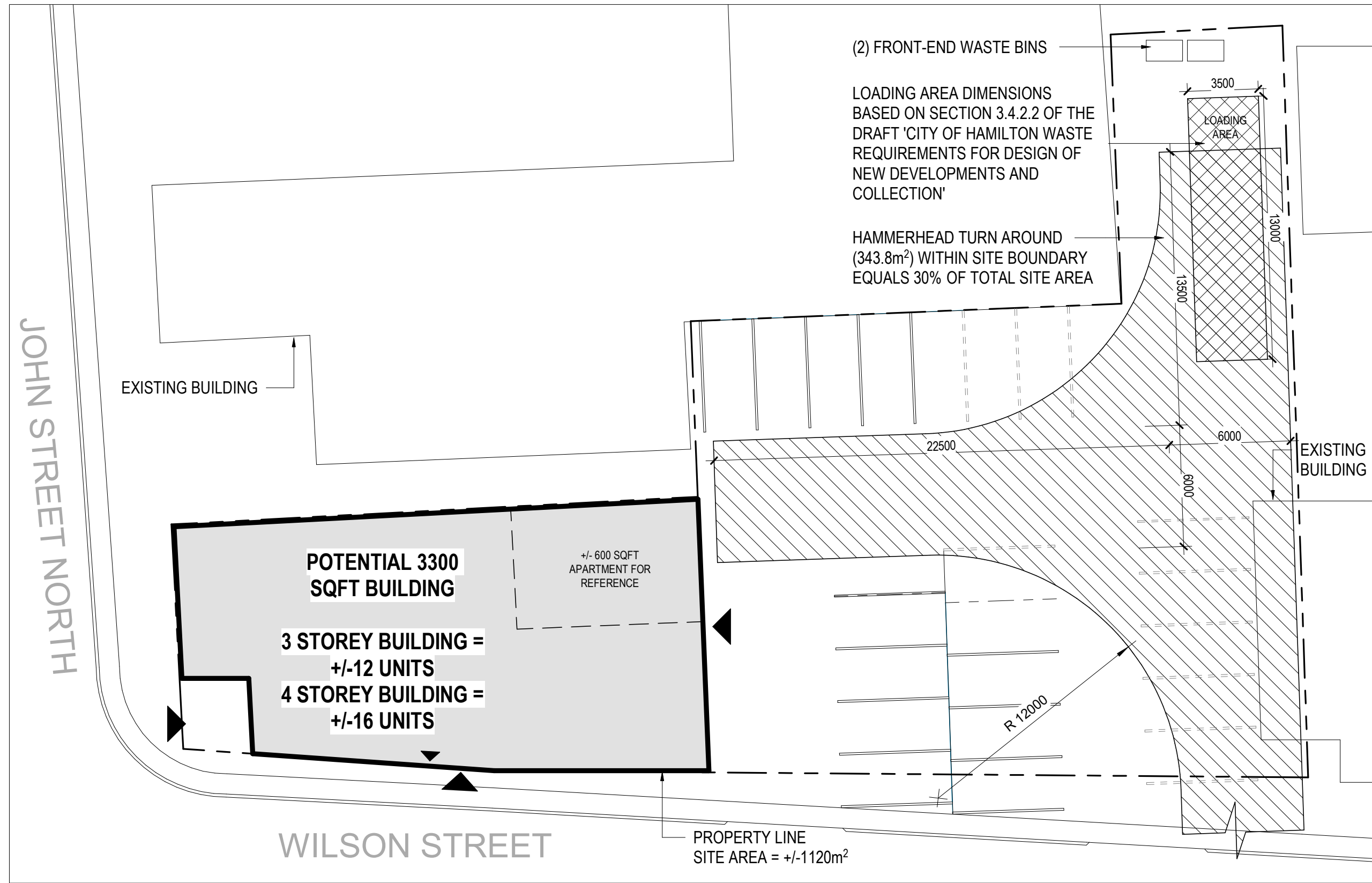
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1
A0.04 92 JOHN STREET - EXISTING CONDITIONS
1 : 200



2
A0.04 92 JOHN STREET - PROPOSED HAMMERHEAD IMPACTS
1 : 200

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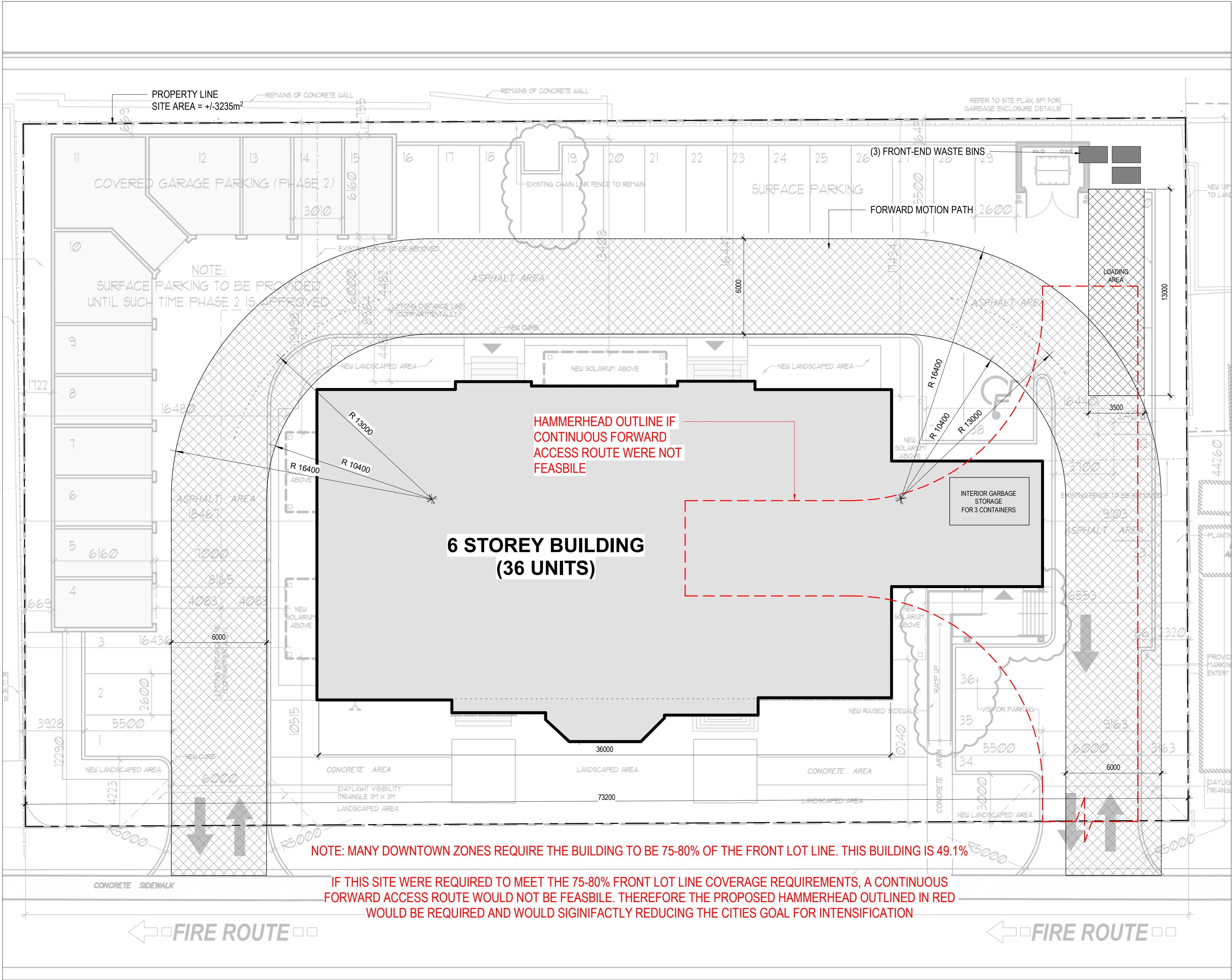
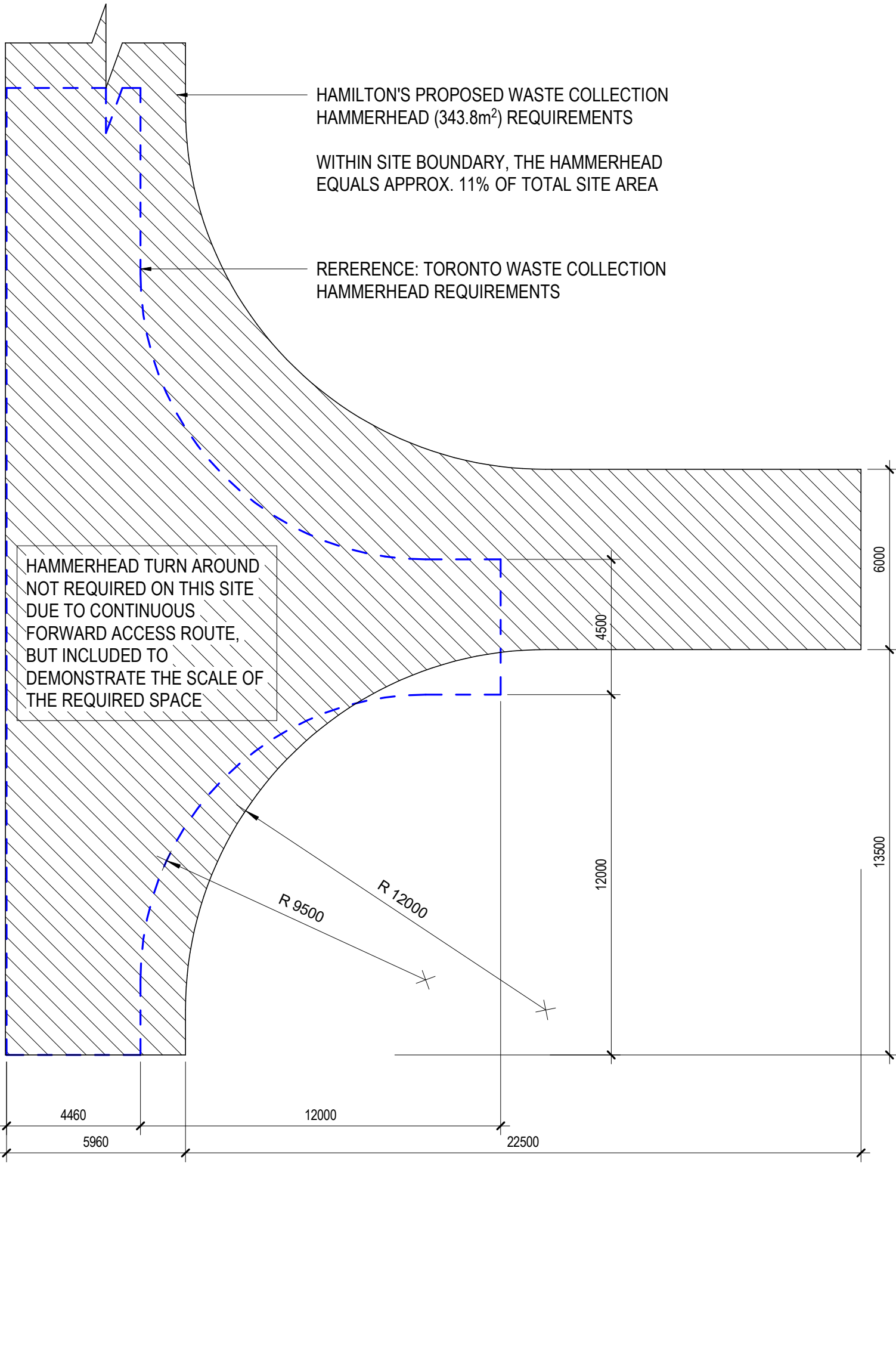
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GARBAGE STANDARDS - SITE PLANS

92 JOHN ST

Project No.:	XXXX
Scale:	As indicated
Drawn By:	Author
Checked By:	Checker

COMPARING WASTE COLLECTION DESIGN REQUIREMENTS
DIAGRAM SCALE IS 1:500



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

3.1.4 Vehicle Movement Throughout the Access Route

3.1.4.1 Access Route Dimensions
The Access Route shall be designed to allow for continuous forward movement of Waste Collection Vehicles throughout the Development, including the radius of a cul-de-sac turning circle. The only exception to having continuous forward motion is when the Waste Collection Vehicle is entering or exiting a Loading Area as described in sections 3.4 Design Requirements for Multi-Residential Townhouse Developments and 3.5 Design Requirements for Multi-Residential Buildings. Changes of direction on the Access Route must have turning radii of at least 10.4 metres for the inside of the curve, and 13 metres for the outside of the curve if the curb or sidewall is higher than 0.375 metres. The Access Route may have a Turning Radius of 9.4 metres for the inside of the curve and 12 metres for the outside of the curve if the curb is shorter than 0.375 metres and, if the City will permit a portion of the Waste Collection Vehicle to hang over areas not designated as Access Routes as indicated on plans during movement. Please refer to "Appendix 7: Turning Radius" for reference.

3.1.4.2 Continuous Forward Motion
To confirm that Waste Collection Vehicles can travel throughout the Development in a forward motion, the Development Application must include a copy of the site plan with the travel path of the Waste Collection Vehicle throughout the Development. This travel path must be generated by software approved by the City (for example AutoTurn). The dimensions of City of Hamilton Waste Collection Vehicles is included in "Appendix 1: Diagrams of Waste Collection Vehicle". If, in the opinion of the City, continuous forward motion is not possible due to site constraints, Waste Collection Vehicles will be permitted to make a three-point turn using an approved turnaround area consistent with "Appendix 3: Acceptable Turnaround". Use of a turnaround area will only be permitted on Developments with one Private Road and meet all the following criteria:

- Have no more than one entrance;
- The one Private Road terminates with a dead-end;
- Reversing of collection vehicles is only made on the turnaround area; and
- Collection of Waste from all Dwelling Units can occur by the Waste Collection Vehicle making no more than one three-point turn

3.1.6.2 Denial of Private Waste Collection Services
If staff determine that a Development does not have site constraints that make it impossible to meet the applicable Design Requirements, then the request to retain Private Waste Collection Services will be denied and the Developer will be obligated to meet the applicable Design Requirements.

3.2.1 Waste Storage

Developers must provide at minimum, 2.5 square metres for waste storage for each Dwelling Unit to store waste between collection days. The Storage Area must be exclusive of living space, such as in the garage, be fully enclosed, be large enough to accommodate two Blue Boxes, a Green Cart, a Garbage Container, and a Yard Waste Container and the layout will be at the discretion of the City. The Storage Area must not be located in the front yard of the property.

3.5.3 Waste Loading Areas

3.5.3.1 Requirements for Loading Areas
Large Multi-Residential Buildings will receive Front-End Collection Services for all Waste and small Multi-Residential Buildings will receive Front-End Collection Services for Garbage. Submitted drawings must include for all Multi-Residential Buildings a Loading Area that can be serviced by a Front-End Loading Waste Collection Vehicle as well as Bulk Loading Waste Collection Vehicles. A paved route on private property connecting the Loading Area with the Storage Area and the travel route of the Front-End Containers from the Storage Area to the Loading Area must be indicated on submitted drawings. Movement of Front-End Containers over public property is not permitted. Requirements of the Loading Area that must be included in submitted drawings include (refer to "

CITY OF TORONTO REQUIREMENTS FOR GARBAGE, RECYCLING AND ORGANICS COLLECTION SERVICES FOR NEW DEVELOPMENTS AND REDEVELOPMENTS.

LAST REVISED MAY 2021

MULTIPLE HOUSEHOLD COLLECTION & STORAGE

Residential developments with 9 and up to 30 units are eligible for multiple household bins for garbage, recycling and organic materials at the discretion of Solid Waste Management Services.

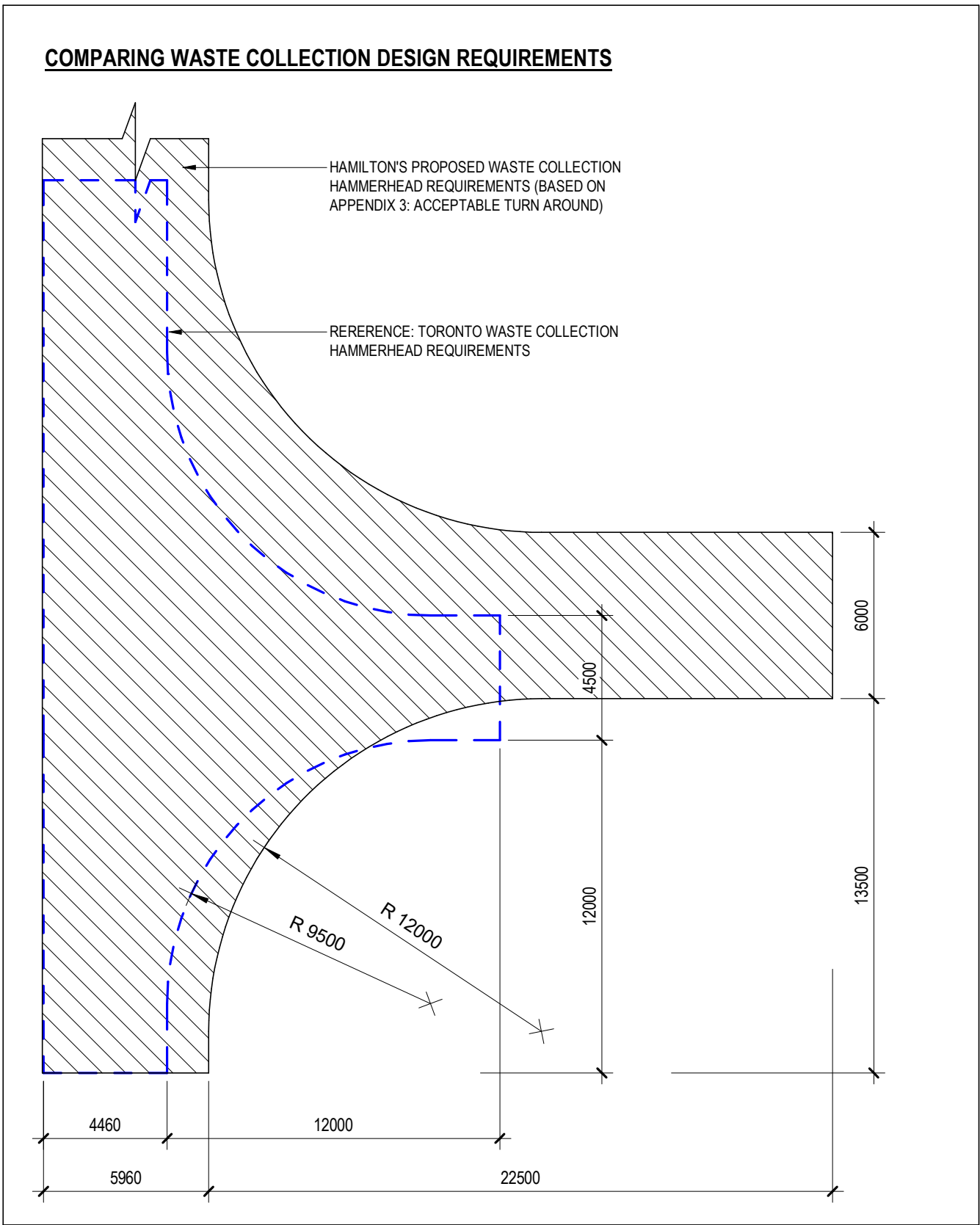
Front-end collection services will be provided to large residential developments (31 units and above) for garbage, recycling and organics materials.

Bin Collection & Storage Requirements

Multiple household bin collection service is typically established at buildings with less than 31 units and/or townhouse complexes, unless otherwise approved by the General Manager. The multiple household bin collection system uses 95 gallon containers compatible with City vehicles for the collection of garbage and recyclable materials.

Bins

- The multiple household bin(s) must be obtained from the City of Toronto.
- An onsite staff/maintenance person is required to move the bins from the garbage/recycling/organics storage room to the collection point which will be curbside.
- All billing matters related to the City of Toronto solid waste collection services are the responsibility of the Condominium Corporation/Property Management.



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GARBAGE STANDARDS - SITE PLANS

City of Toronto Reference

Project No.:	XXXX
Scale:	1 : 200
Drawn By:	Author
Checked By:	Checker

SITE SUMMARY : BASED ON THE DRAFT 'CITY OF HAMILTON WASTE REQUIREMENTS FOR DESIGN OF NEW DEVELOPMENTS AND COLLECTION'

3.5 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS

- 16 STOREYS = LARGE RESIDENTIAL
- GARBAGE, RECYCLING AND GREEN CARTS
- >12 GARBAGE CONTAINERS (UNCOMPACTED)
- 6 (+?) GARBAGE CONTAINERS (COMPACTED)
- 12 RECYCLING ORGANIC CONTAINERS
- 3 ORGANIC FRONT END CONTAINERS

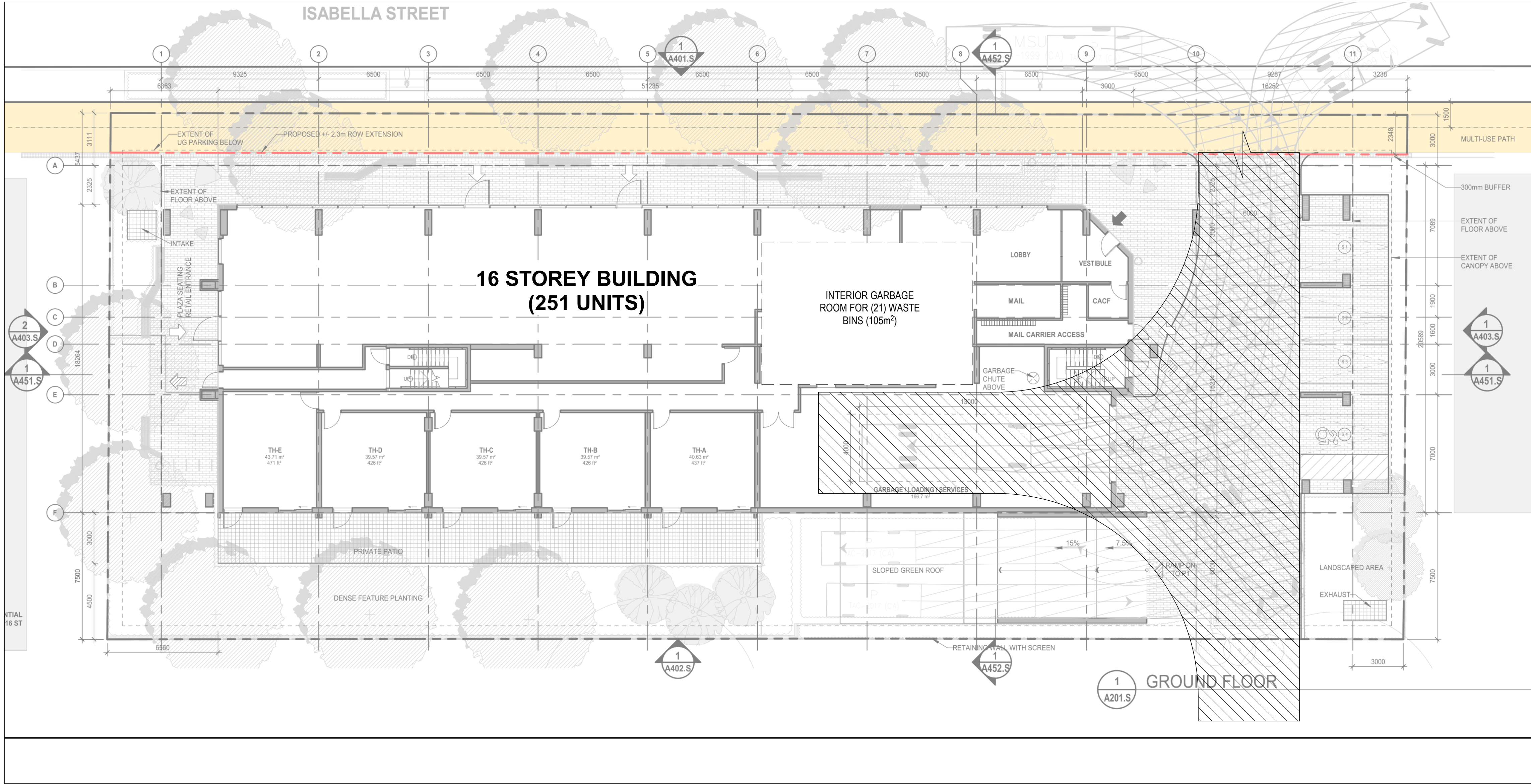
= 21 CONTAINERS @ 5m2 EACH
= 105 m2 STORAGE

SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD IF THE PROJECT WERE IN HAMILTON:

- LOSS OF UNITS AND OVERALL BUILDABLE AREA DUE TO REQUIRED HAMMERHEAD
- LOSS OF UNITS DUE TO SPACE REQUIREMENTS FOR INTERIOR GARBAGE STORAGE
- PROJECT WOULD REQUIRE SIGNIFICANT REDESIGN IF PLANNED FOR THE CITY OF HAMILTON

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A0.07 SITE PLAN - Isabella (Ottawa)
1 : 150

No.	Description	Date
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**SITE PLAN PROVIDED
BY BDP QUADRANGLE**

**GARBAGE STANDARDS - SITE
PLANS**

Isabella - Ottawa

Project No.: XXXX
Scale: As indicated
Drawn By: Author
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A0.07