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# HBSA Comments

regarding

# Waste Standards

Public Works Committee – November 1, 2021

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# Three principle concerns:

1. Proposed Standards create uncertainty for projects where stated requirements can't be met.
  2. Effect on the ability to construct middle density housing.
  3. Updated standards received last week.
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# Standards Shape the Built Environment

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Photos by : ANDY BILLMAN  
<https://www.bbc.com/news/in-pictures-57349499>





Photo : Helen Bradley

# Uncertainty

1

Private vs Public pick up is at the discretion of staff.

2

Per updated standards received last week, "City recognizes flexibility will be required in older urban areas..."

Can flexibility be built into the standards?

# Middle Density Housing

1

Front end collection required for any building with more than 6 units

2

Continuous forward motion or t-turn – no backing into public ROW

Latest version received last week:

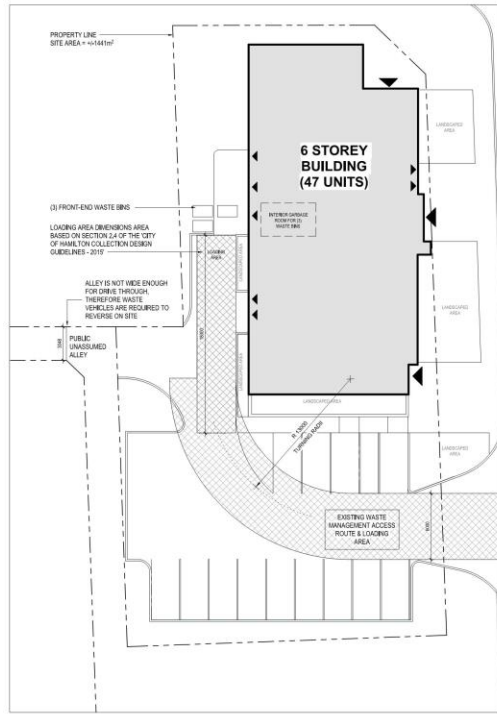
"The City recognizes, in particular, that flexibility will be required in older urban areas as well as with respect to infill development where application of the Design Requirements could conflict with other City land use planning and urban design objectives.



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

3.3 DESIGN REQUIREMENTS FOR MULTY-RESIDENTIAL BUILDINGS

- 6 STOREYS - SMALL MULTY-RESIDENTIAL BUILDING
- FRONT END LOADING FOR GARAGE
- (3) WASTE BINS (5 m<sup>2</sup> STORAGE EACH) BASED ON TABLE 7: NUMBER OF GARAGE CONTAINERS FOR MULTY-RESIDENTIAL BUILDINGS
- (3 x 3m) = 15m<sup>2</sup> INTERIOR STORAGE SPACE



1 1430 MAIN STREET - EXISTING CONDITIONS

**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 EXISTING AND EGRESS AT THE REAR OF THE BUILDING
- GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

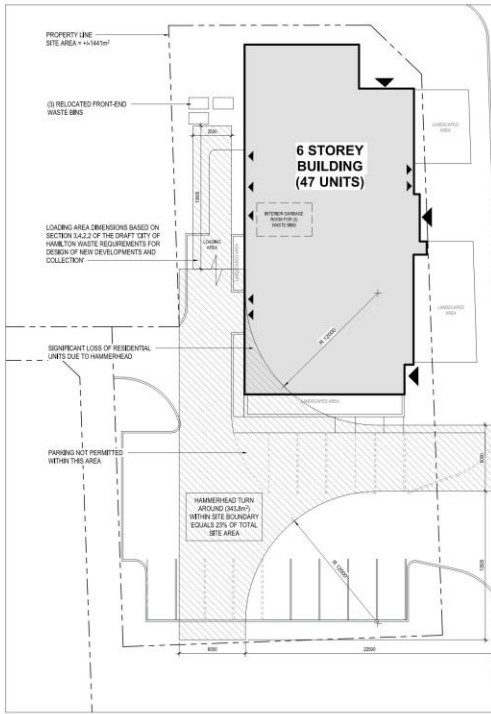
**TOTAL LOSSES:**

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 65-200 ASSUMING UNITS AS >50m<sup>2</sup>, 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

SITE PLAN PROVIDED BY INVIZIJ ARCHITECTS INC.

DRAWING PREPARED BY TOMS + MCNALLY DESIGN

1430 Main St.





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

3.1 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS

- 4 STOREYS - SMALL MULTI-RESIDENTIAL BUILDINGS
- FRONT END LOADING FOR GARAGE
- (2) WASTE BINS (5 m<sup>2</sup> STORAGE EACH) BASED ON TABLE 7: NUMBER OF GARAGE CONTAINERS FOR MULTI-RESIDENTIAL BUILDINGS
- (2 X 5m<sup>2</sup>) = 10m<sup>2</sup> 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

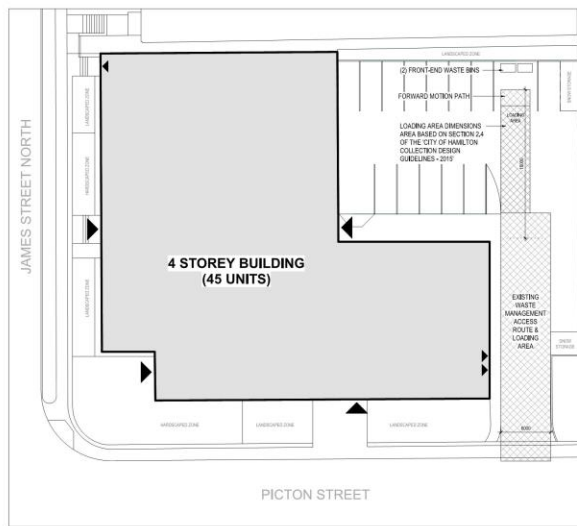
**TOTAL LOSSES:**

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

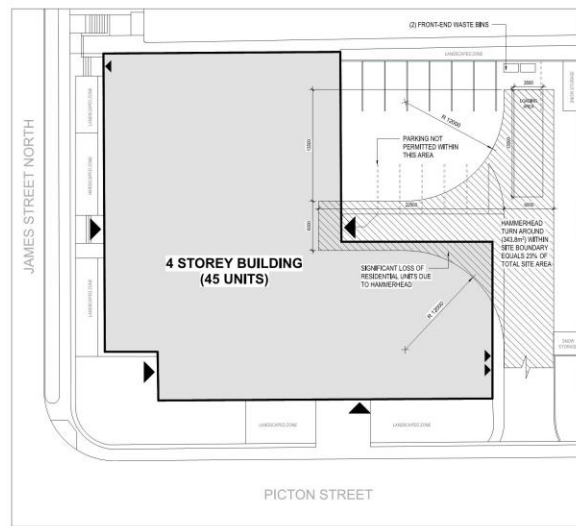
16 PARKING SPACES IS REDUCED TO 7

REDUCTION OF PARKING MEANS FURTHER REDUCTION OF UNITS (BASED ON SECTION 5.6 OF BY-LAW 05-200 ASSUMING UNITS AS >50m<sup>2</sup> AT 0.5 PER UNIT A FURTHER REDUCTION OF 14 UNITS OCCURS)

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



1 500 JAMES ST N - EXISTING CONDITIONS  
1:200



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

SITE PLAN PROVIDED BY INVIZIJ ARCHITECTS INC.

DRAWING PREPARED BY TOMS + MCNALLY DESIGN

500 JAMES STREET N.



**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

- 3 STOREYS = SMALL MULTI-RESIDENTIAL BUILDING
- FRONT END LOADING FOR GARAGE
- (2) WASTE BINS (5 m<sup>2</sup> STORAGE EACH) BASED ON TABLE 7: NUMBER OF GARAGE CONTAINERS FOR MULTI-RESIDENTIAL BUILDINGS
- (2 X 5m<sup>2</sup>) = 10m<sup>2</sup> INTERIOR STORAGE SPACE

**SITE RESULTS DUE TO PROPOSED DRAFT HAMMERHEAD**

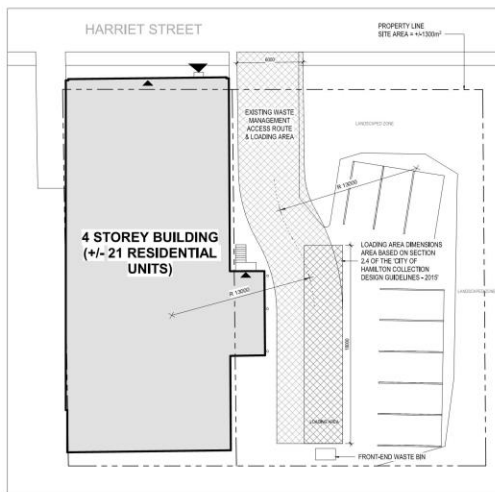
- THE CURRENT PARKING CONSTRAINTS WOULD ENCOUNTER SIGNIFICANT LOSS OF PARKING CAPACITY DUE TO HAMMERHEAD SPACE REQUIREMENTS
- REDUCTION OF BUILDING AREA AND UNITS DUE TO HAMMERHEAD SPACE REQUIREMENTS (12 UNITS LOST)
- GOALS FOR INTENSIFICATION WOULD BE REDUCED DUE TO PROPOSED HAMMERHEAD REQUIREMENTS

**TOTAL LOSSES:**

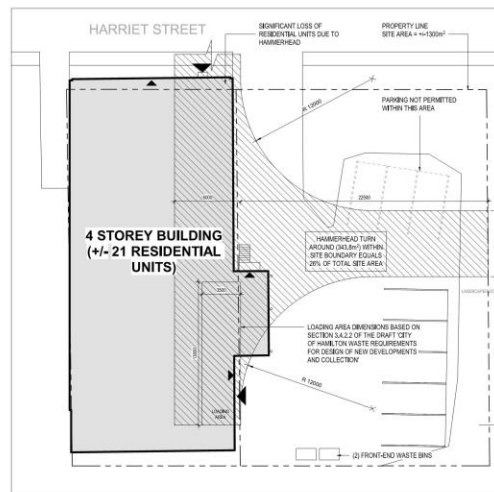
POTENTIAL FOR 21 UNITS IS REDUCED TO 9 UNITS BASED ON BUILDING AREA CLEAR OF HAMMERHEAD

MAJOR DEMOLITION TO EXISTING BUILDING WOULD BE REQUIRED

8 EXISTING PARKING SPACES IS REDUCED TO 5



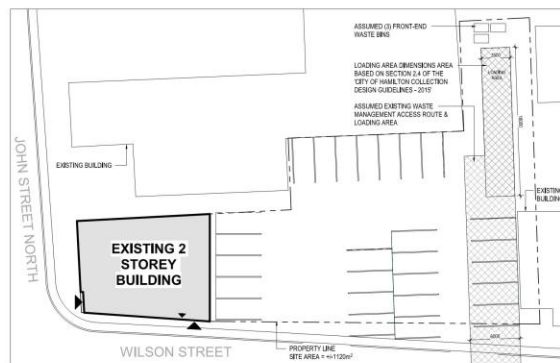
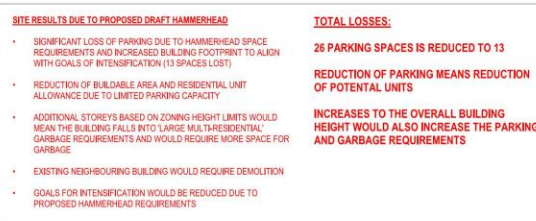
1. 29 HARRIET - EXISTING CONDITIONS  
1:100



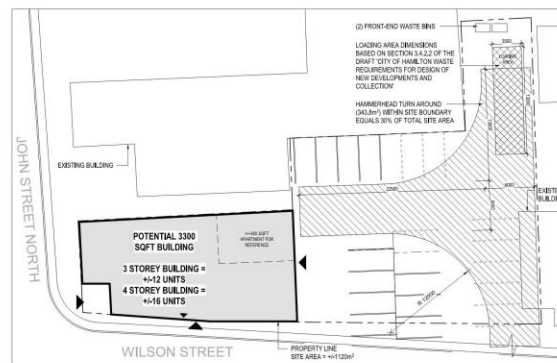
2. 29 HARRIET - PROPOSED HAMMERHEAD IMPACTS  
1:100

DRAWING PREPARED BY  
TOMS + MCNALLY DESIGN

29 HARRIET STREET



1 92 JOHN STREET - EXISTING CONDITIONS  
1:200

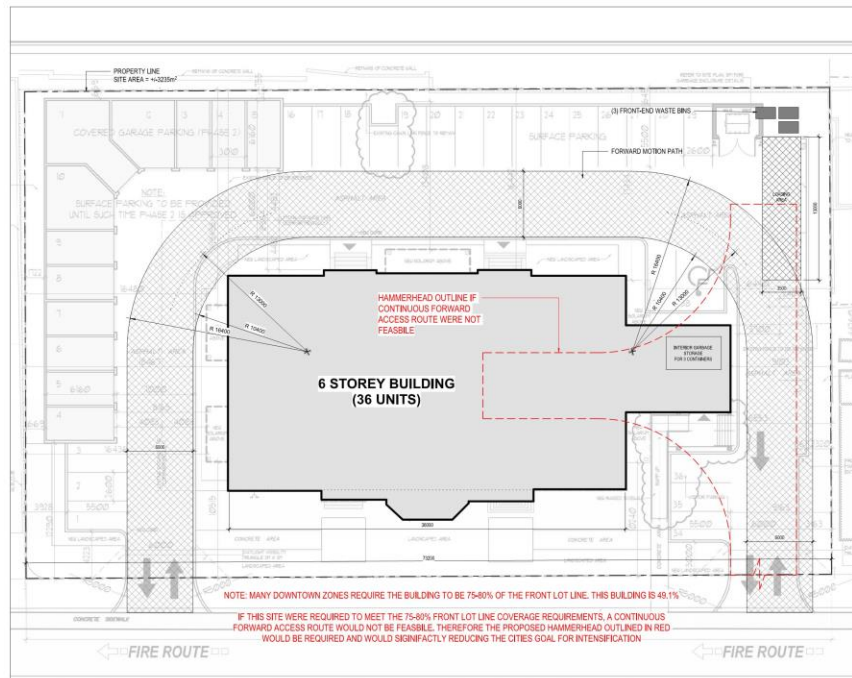
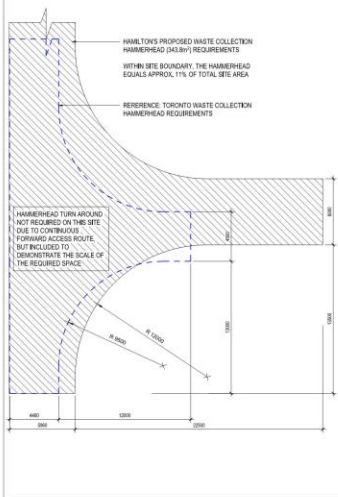


2 92 JOHN STREET - PROPOSED HAMMERHEAD IMPACTS  
1:200

DRAWING PREPARED BY  
TOMS + MCNALLY DESIGN

92 JOHN ST

**COMPARING WASTE COLLECTION DESIGN REQUIREMENTS**  
DIAGRAM SCALE IS 1:500



1 PLAN  
WITTON LOFTS - EXISTING CONDITIONS  
1:100

SITE PLAN PROVIDED  
BY LINTACK  
ARCHITECTS

DRAWING PREPARED BY  
TOMS + MCNALLY DESIGN

Witton Lofts

## 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 13.4 metres for the inside of the curve, and 13 metres for the outside of the curve if the curb or sidewalk is higher than 0.375 metres. The Access Route may have a Turning Radius of 5.4 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 2: 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 Collector 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 "Appendix 3: Waste Loading Area Requirements"):

## 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.

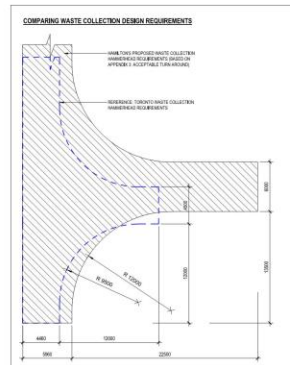
Front-end collection services will be provided to large residential developments (31 units and above) for garbage, recycling and organics materials.

#### 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.



DRAWING PREPARED BY  
TOMS + MCNALLY DESIGN

City of Toronto Reference



### 3.5 DESIGN REQUIREMENTS FOR MULTI-RESIDENTIAL BUILDINGS

\* 16 STOREYS = LARGE RESIDENTIAL

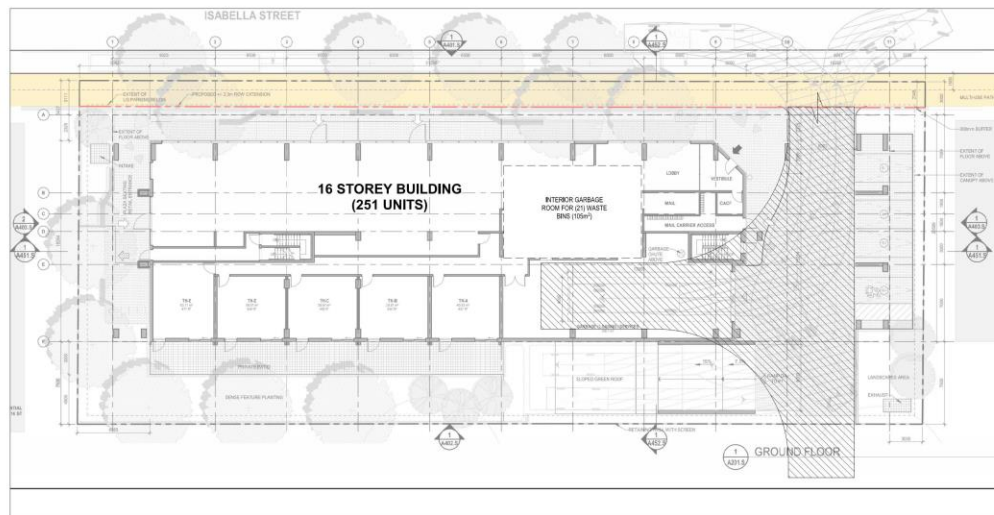
- 16 STOREYS = LARGE RESIDENTIAL

- \* GARBAGE, RECYCLING AND GREEN CARTS
- \* >12 GARBAGE CONTAINERS (UNCOMPACTED)
- \* 6 (+/-) GARBAGE CONTAINERS (COMPACTED)
- \* 12 RECYCLING ORGANIC CONTAINERS
- \* 3 ORGANIC FRONT END CONTAINERS

- \* 21 CONTAINERS @ 5m<sup>2</sup> EACH
- \* 105 m<sup>2</sup> STORAGE

- LOSS OF UNITS AND OVERALL BL

- 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



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

SITE PLAN PROVIDED  
BY BDP QUADRANGLE

**DRAWING PREPARED BY  
TOMS + MCNALLY DESIGN**

Isabella - Ottawa

# Recent Update

1

Most recent update was received last week.

In order to respect the process & the considerable staff effort in preparing the standard, we respectfully request time to review the updated proposed standards.

# Suggestions

- 1 Defined parameters for Private/Public collection.
- 2 Smaller vehicles.
- 3 More attention paid to medium density – standard addresses greenfield and towers, but relatively silent on medium density.
- 4 More time to address outstanding items.