



Hamilton
City of Hamilton

DEVELOPMENT CHARGES STAKEHOLDERS SUB-COMMITTEE

Meeting #: 18-003
Date: September 13, 2018
Time: 10:00 a.m.
Location: Room 192, 1st Floor
71 Main Street West

Ida Bedioui, Legislative Coordinator (905) 546-2424 ext. 4605

	Pages
1. APPROVAL OF AGENDA (Added Items, if applicable, will be noted with *)	
2. DECLARATIONS OF INTEREST	
3. APPROVAL OF MINUTES OF PREVIOUS MEETING	
3.1 June 14, 2018	2
4. STAFF PRESENTATIONS	
4.1 2019 Development Charge Study - Local Service Policy- by Watson & Associates	6
4.2 2019 Development Charge Study - Historical Service Standards - by Watson & Associates	33
5. GENERAL INFORMATION / OTHER BUSINESS	
5.1 Memo from the Committee Clerk respecting the Outstanding Business List	51
6. PRIVATE AND CONFIDENTIAL	
7. ADJOURNMENT	



DEVELOPMENT CHARGES STAKEHOLDERS SUB-COMMITTEE

MINUTES 18-002

Thursday, June 14, 2018

10:00 a.m.

Room 264

Hamilton City Hall

71 Main Street West

Present: Councillors J. Farr (Chair), D. Conley (Vice-Chair), M. Pearson, B. Johnson, and J. Partridge
J. Summers, V. Webster and K. Loomis

**Absent with
with regrets:** S. Mammel, W. Stewart and Y. Rozenszajn, personal

THE FOLLOWING ITEMS WERE REFERRED TO THE GENERAL ISSUES COMMITTEE FOR CONSIDERATION:

1. 2019 Development Charges By-law Policy (FCS18062) (City Wide)

(B. Johnson/Pearson)

- (a) That the Downtown Hamilton Community Improvement Project Area Development Charge Exemption be set at 50% effective July 6, 2019 and be reduced 10 basis points annually thereafter, subject to the results of the independent incentive review;
- (b) That the annual indexing transition policy, Section 37 of By-law 14-153, not be included in the 2019 Development Charges By-law;
- (c) That the 2019 Development Charge By-law not contain phasing provisions for the specific policy changes in Recommendations (a) and (b) Report FCS18062;
- (d) ***That appropriate staff be directed to meet with the stakeholders to provide an update regarding the proposed changes to the Downtown Hamilton Community Improvement Project Area Development Charge Exemption;***

- (e) *That the offer made by the President of the Chamber of Commerce to facilitate the stakeholder meeting for the downtown developers, be accepted.*

Main Motion, as Amended, CARRIED

2. Public Input Respecting the 2019 Development Charges By-law

(Farr/Conley)

That appropriate staff be directed to hold a public engagement session respecting the proposed policy changes for the 2019 Development Charges By-law at the appropriate time and that all relative stakeholders, including members of the general public, be invited.

CARRIED

3. Input Respecting the 2019 Development Charges By-law from the Agricultural Community

(Johnson/Partridge)

That staff be directed to consult with the Agriculture and Rural Affairs Committee ensuring that representatives of the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) and the Ontario Federation of Agriculture are in attendance, and obtain the Committee's input respecting the proposed policy changes for the 2019 Development Charges By-law.

CARRIED

FOR THE INFORMATION OF THE COMMITTEE:

Members of the Sub-Committee and staff introduced themselves.

(a) APPROVAL OF THE AGENDA (Item 3)

(Conley/Partridge)

That the agenda be approved, as presented.

CARRIED

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)

(i) March 1, 2018 (Item 3.1)

(Pearson/B. Johnson)

That the Minutes of the March 1, 2018 meeting be approved.

CARRIED

(d) PRESENTATIONS (Item 4)

(i) 2019 Development Charges – Update (Item 4.1)

Lindsay Gilles, Senior Financial Analyst, and Gary Scandlan from Watson & Associates Economists Limited, the City's Consultant, addressed Committee with the aid of a PowerPoint presentation. A copy was printed in the agenda and a copy is available for viewing on the City's website.

(Pearson/Conley)

That the joint consultant/staff presentation be received.

CARRIED

For further disposition of this matter, refer to Items 2 and 3.

(e) DISCUSSION ITEMS (Item 5)

**(i) 2019 Development Charges By-law Policy (FCS18062) (City Wide)
(Item 5.1)**

(Farr/Pearson)

That the staff recommendations be amended by adding the following subsections (d) and (e):

(d) *That appropriate staff be directed to meet with the stakeholders to provide an update regarding the proposed changes to the Downtown Hamilton Community Improvement Project Area Development Charge Exemption;*

(e) *That the offer made by the President of the Chamber of Commerce to facilitate the stakeholder meeting for the downtown developers, be accepted.*

Amendment CARRIED

(f) ADJOURNMENT (Item 7)

(Partridge/Pearson)

That, there being no further business, the Development Charges Stakeholders Sub-Committee, be adjourned at 12:30 p.m.

CARRIED

Respectfully submitted,

Councillor J. Farr, Chair
Development Charges
Stakeholders Sub-Committee

Ida Bedioui
Legislative Co-ordinator
Office of the City Clerk



2019 Development Charge Study: Local Service Policy

Development Charges Stakeholders Sub-Committee

City of Hamilton

September 13, 2018



Agenda – Local Service Policy Presentation

- Refinements to Growth Forecast (Quick update)
- Local Service Policy
 - Overview
 - Parkland
 - Natural Heritage Systems
 - Water / Wastewater
 - Stormwater
 - Services Related to a Highway



Refinements to the Growth Forecast

- The growth forecast is used for the purposes of calculating the service standards, to assist in identifying the capital needs required to service both population and employment growth in the city, and to calculate the quantum of the Development Charges
- Previous presentation to Committee incorporated building permits up until April. Now updated to reflect May building permits, and as a result the estimates for Early 2019 was adjusted
- Minor adjustments to the housing mix (mainly in medium density) due to historical housing mix
- Due to the adjustments to the historical housing data the PPU decline in 2016 to 2019 was also slightly adjusted, which impacted the early 2019 number
- Minor changes in work at home and no fixed place of work due to the minor adjustments in the population.



Growth Forecast

Year	Population ¹	Employment	Housing Units	Persons Per Unit ²
Mid-2006	523,500	221,600	194,500	2.595
Mid-2011	539,500	219,200	203,800	2.551
Mid-2016	557,100	232,500	211,600	2.537
Early-2019	570,600	239,000	217,800	2.525
Early-2029	638,100	285,100	250,700	2.453
Mid-2031 ³	660,000	300,000	260,200	2.445

¹ Population includes a Census undercount estimated at approximately 3.7%.

² Based on population excluding Census undercount.

³ 2031 population and employment figures based on 2006 Growth Plan 2031A Targets



Growth Forecast

Forecast Population and Housing Growth	10 Year (Early 2019 – Early 2029)	12 Year (Early 2019 – Mid 2031)
Net Population Increase ¹	67,500	89,400
Total Residential Unit Increase	32,900	42,400
Low Density ²	13,000	16,500
Medium Density ³	10,300	13,150
High Density ⁴	9,600	12,750

¹ Includes an estimated Census undercount of approximately 3.7%

² Singles and semi-detached

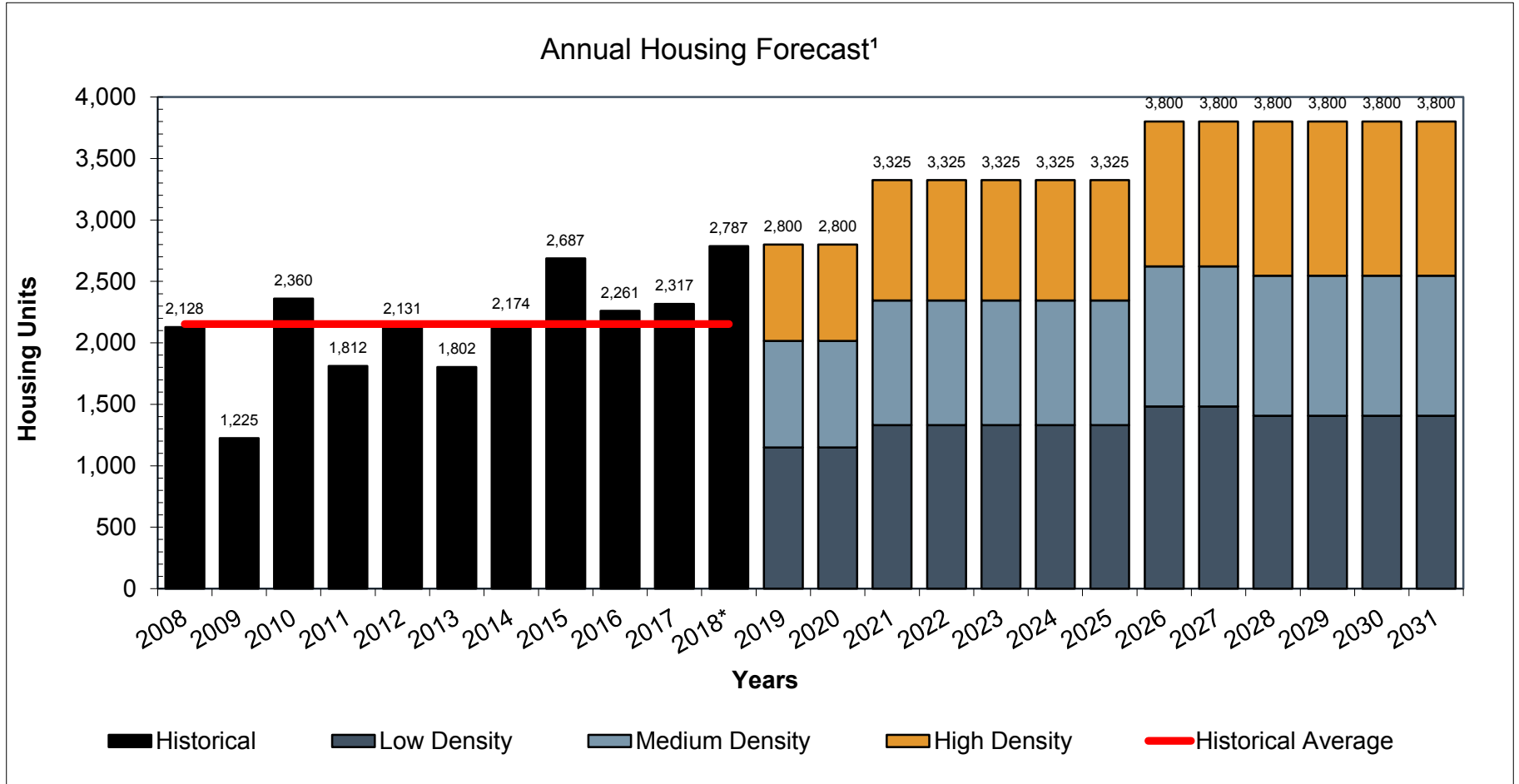
³ Townhouses

⁴ Apartments

Note: Numbers may not add up due to rounding.



Growth Forecast



* 2018 is a Watson & Associates Economists Ltd. estimate based on City of Hamilton building permit data from January to May 2018



Growth Forecast

Forecast Employment Growth by Sector	10 Year (Early 2019 – Early 2029)	12 Year (Early 2019 – Mid 2031)
Primary	200	235
Work at Home	2,970	3,270
Industrial	12,080	16,950
Commercial/Population-Related	16,920	22,770
Institutional	9,540	12,185
No Fixed Place of Work	4,400	5,570
Total Employment Increase	46,110	60,980

Note: Numbers may not add up due to rounding.



Growth Forecast

Forecast Non-Residential Gross Floor Area Increase (G.F.A. ft ²)	10 Year (Early 2019 – Early 2029)	12 Year (Early 2019 – Mid 2031)
Industrial	14,501,000	20,336,000
Commercial/Population-Related	7,615,000	10,247,000
Institutional	6,676,000	8,528,000
Total Non-Residential Gross Floor Area Increase (G.F.A. ft²)	28,792,000	39,111,000

Note: Numbers may not add up due to rounding.



Local Service Policy - Overview

- The D.C.A. distinguishes between costs which are borne directly by the developing landowner (i.e. a “local service”) vs the broader offsite costs which are to be included in the D.C.
- Subdivision Agreement Conditions – over time, the Act has broadened the coverage of subdivision agreements to include “local services related to a plan of subdivision or within the area to which the plan relates”, rather than simply local services within a plan of subdivision, as under the prior versions of the Act.
- This suggests the need for a D.C. Background study to provide a local service policy.



Local Service Policy - Overview

Items to Consider in Local Service Policy

- Collector & Arterial Roads
- Intersection Improvement and traffic signals
- Street lights and Sidewalks
- Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways/active transportation
- Noise Abatement Measures
- Land dedications/easements
- Water, wastewater and stormwater
- Parkland and natural heritage dedications



Local Service Policy - Overview

Update on Bill 73: No Additional Levies

- New section 59.1(1) and (2) of the Act - prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the D.C.A. – however, continues the provision for developing landowners to contribute local services to the municipality
- This new requirement emphasizes the need to clearly express what the developer responsibilities are vs. what costs are to be included in the D.C.
- The policies provided herein, generally follow the City's current practices but are expressed to ensure clarity due to the new 'no additional levies' provision imposed by Bill 73



Local Service Policy – Parkland

- Recreational Trails (Trails, Multi-use trails, pathways, sidewalks)
 - Recreational trails and their associated infrastructure internal to development and not part of City’s active transportation network are a direct developer responsibility
 - Recreational trails and their associated infrastructure external to development and not part of City’s active transportation network include in Outdoor Recreation D.C.’s
- Parks & Open Spaces
 - Park/Open Space development to base condition (tree removal, clearing & grubbing; topsoil stripping, screening, and stockpiling; rough grading; topsoil; 1.5m chain link perimeter fencing; and seeding) developer responsibility
 - Sports facilities, play structures, sun shelters, multi-purpose courts, plantings, site furnishings, etc. include in D.C.



Local Service Policy – Natural Heritage System

- Direct developer responsibility:
 - Planting internal to development as required by the City as part of the creation of a vegetation protection zone (V.P.Z.)
 - Fencing internal to the development at the boundary of the V.P.Z.
 - Non-traditional fencing (plantings, bollards etc.) to delineate boundaries of protected areas
 - Compensation planting requirements for tree removal
 - Mitigation measures (i.e. plant salvage, habitat restoration, monitoring etc.) that may be internal or external to development



Local Service Policy – Water/Wastewater

- Category 1 – Projects external to proposed development lands include:
 - New infrastructure or upgrades to existing infrastructure required to service more than one proposed development (in greenfield or intensification areas):
 - If upgrade is triggered by growth and growth is \leq approved Traffic Survey Zone Report include partially or wholly in D.C.
 - Where planned growth exceeds planned Traffic Survey Zone Growth and system capacity growth, direct developer responsibility



Local Service Policy – Water/Wastewater

- Category 2 – Projects within proposed development lands:
 - Direct Developer responsibility for sanitary sewers ≤ 450 mm diameter and watermains ≤ 300 mm diameter
 - Facilities (water pumping station, reservoirs or elevated tanks and wastewater pumping stations) servicing a single development, direct developer responsibility. If servicing multiple developments, include in D.C.
 - Water and wastewater treatment, include in D.C.



Local Service Policy – Stormwater

- Storm sewer oversizing definition related to minimum velocity and slope
- Definition of watercourse work downstream off-site outlets to service more than one development, including open watercourses and/or culverts and storm sewers
- Updated valuation of land for SWM facilities
- Stormwater Management Facilities (S.W.M.F.) in Series
- Combined Residential / Non- Residential S.W.M.F.
- Oversizing of S.W.M.F. due to Downstream Constraints
- 100 Year Control in S.W.M.F.
- New S.W.M.F. in Greenville Rural Settlement Area (R.S.A.)
- Criteria for S.W.M.F. in Airport Employment Growth District (A.E.G.D.)
- City Standard for Total Drainage Area to S.W.M.F.
- City Standard for S.W.M.F. treating Public Roads / Single Applicants
- Definition of Underground Tanks for S.W.M.F. not D.C. Eligible



Local Service Policy – Stormwater

- Definition of S.W.M.F. servicing Mixed Use Buildings
- Definition of S.W.M.F. servicing Commercial Lands
- Tailwater Impacts on Land for S.W.M.F.
- Construction Cost estimates for S.W.M.F.
- Bedrock Impacts on S.W.M.F. Cost estimates and actuals
- Frontage Calculation for S.W.M.F.
- Definitions for Culverts and Bridges (as related to road infrastructure)
- Definition for Culverts and Bridges D.C. Eligible Costs
- Watercourses Definitions
- Watercourse Enclosures Not D.C. Eligible
- Combined Sewer Watershed Peak Flow Control
- Combined Sewer Watershed Provisional D.C. eligible projects
- Combined Sewer Watershed Provisional Outlets
- Monitoring (holistic) of more than one development D.C. Eligible



Local Service Policy – Stormwater

- Storm Sewers:
 - ≤ 1200 mm developer responsibility
 - > 1200 mm oversizing in D.C.
 - Temporary sewers, private drain connections, or private systems developer responsibility
- Stormwater Management Facilities
 - Centralized wet and dry ponds identified in City's SMP, MP, MDP, or Watershed/Subwatershed Studies included in D.C. Otherwise, developer responsibility
 - Facilities serving only non-res areas, direct developer responsibility
 - Facilities serving both res and non-res, only res portion included in DC, non-res portion is developer responsibility
 - Quality treatment by mechanical means (i.e. oil/grit separators), direct developer responsibility



Local Service Policy – Stormwater

- Greensville Rural Settlement Area – development parcel over 5 hectares requiring centralized facility including treatment of rural roads is part of D.C.
- A.E.G.D. on site quality controls developer responsibility,
- Underground tanks and public road/single applicant non-communal facility, developer responsibility
- Land for facilities
 - Footprint area = 6% of wet pond drainage area (quantity and quality) or 4% of dry pond drainage area (quantity only) except the Fruitland-Winona Secondary Area where 10% of drainage area is used
 - Included in D.C. based on lesser of footprint area or approved design



Local Service Policy – Stormwater

- Construction of facilities capital cost included in D.C.'s based on unit rate of \$80/m³ for first 6500m³, and \$40/m³ for volume in excess of 6500m³.
- Increased cost due to bedrock included in D.C., an allowance to be provided based on actual cost up to a maximum unit rate of \$80/m³.
- Frontage calculation having average length/upset limit of 120m and \$1,500/m paid for by D.C.
- Features eligible for D.C.'s include erosion & sediment control, excavation, fine grading, decanting areas, forebay structures, outlet control structures, inlet control structures, emergency spillways, maintenance access roads, landscaping & pond signage
- Engineering fees on projects included in the D.C. are eligible for D.C.'s
- Performance monitoring of SWM facilities or development impact monitoring, developer responsibility



Local Service Policy – Stormwater

- Culverts and Bridges for all crossings up to 20m local road cross section direct developer responsibility
- Culverts and Bridges for all crossings in excess of 20m local road cross section, the fraction of length greater than 13m, divided by the total length is D.C. eligible
- Watercourses developer responsibility
- Combined sewer watershed to control future land use 100-year peak flow to predevelopment land use 2-year levels developer responsibility
- Combined sewer watershed, subject to future study by City, provisionally to have communal SWM facility, D.C. eligible.
- Combined sewer watershed new outlets D.C. eligible where development may be serviced by separate storm sewer and new suitable outlet shared 50/50 developer and City



Local Service Policy – Services Related to a Highway

- New sidewalks, sidewalks to fill in network gaps, sidewalks associated with the urbanization of roads or sidewalk enhancements and widenings;
- roundabouts, traffic calming features, left and right turn lanes, medians, lay-bys, pedestrian cross-overs;
- active transportation (i.e. trails, pathways, cycle tracks, bike share facilities and services, other cycling amenities; sustainable mobility programs);
- signage;
- related utilities; and
- temporary works to facilitate the implementation of any of the above.
- New section (3.6) dealing with Sustainable Modes Programs and Travel Demand Management (TDM).



Local Service Policy – Services Related to a Highway

- The Hamilton Official Plan and the Hamilton Transportation Master Plan puts heavy emphasis on designing corridors, streets and paths with full consideration given to transit, cyclists and pedestrians.
- Consequently the design elements of a highway must embrace all categories of the transportation system users and needs to provide a *Complete Street*.
- Complete streets is a concept that defines a highway as a transportation facility that provides safe and comfortable travel for a wide variety of users, regardless of mode, level of ability, and age.



Local Service Policy – Services Related to a Highway

- Complete streets: all land, services and infrastructure built to support the movement of people and goods via different modes of transportation (i.e. vehicles, pedestrians, cyclists, transit vehicles etc.)
- Services and infrastructure include:
 - Road pavement, sub-structure and curbs (including curb extensions between queue jump lanes and bus bays), traffic control systems, signals and related technologies, transit lanes, queue jump lanes, bus bays, stops and amenities, roadway illumination systems, boulevard and median surfaces, street trees, streetscaping and landscaping, noise attenuation systems, signage, railings, safety barriers;
 - Sidewalks, roundabouts, traffic calming features, left and right turn lanes, medians, lay-bys, pedestrian cross-overs, active transportation facilities and mobility programs, parking lanes and driveway entrances;
 - grading, drainage and retaining wall features;
 - grade separation / bridge structures, culvert structures and storm water drainage systems;
 - related utilities; and
 - temporary works to facilitate the implementation of any of the above.



Local Service Policy – Services Related to a Highway

- Local roads are the developer's responsibility
- Collector roads internal to a development are the developer's responsibility
- Collector roads external to the development are the developer's responsibility net of applicable oversizing requirements which will be included in the D.C.
- Arterial roads include in D.C. for new widened extended or upgraded arterials inclusive of all associated infrastructure



Local Service Policy – Services Related to a Highway

- Land Acquisition:
 - Arterial roads on existing R.O.W. to be dedicated under the Planning Act. In areas with limited development costs may be included in D.C.
 - New arterial roads dedication under Planning Act where possible acquisitions for widenings and/or oversizing beyond Collector Standard or where located in area with limited development included in D.C.
 - Land beyond normal dedication include in D.C.



Local Service Policy

- Questions

Up Next:

- 2019 Development Charge Background Study:
Historical Service Standards



2019 Development Charge Study: Historical Service Standards

Development Charges Stakeholders Sub-Committee

City of Hamilton

September 13, 2018



Agenda

- Service Standards
 - Service Standards
 - Service Standard Example
 - Transit Service Standard
 - Draft Service Standards
 - Comparison of Service Standards to 2014
 - Service Standard Valuation Drivers
- Next Steps



Service Standards

- The D.C.A. Service Standard calculation provides an upper limit ceiling on the amount of the charge which can be imposed
- The calculation includes both quality and quantity measures and provides for the “average over the past 10 years” – This involves reviewing capital inventories in detail over past 10 years
- This calculation is not required for water, wastewater and storm services as they are required to follow environmental legislation. Similarly, resulting from Bill 73, this calculation is no longer required for Transit service.
- Impacts – generally lowers collection levels and may provide for spiral downwards if a municipality does not keep up with construction of services in line with the pace of growth



Service Standard Example

Service: Paramedics Facilities
 Unit Measure: sq.ft. of building area

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 Building Value (\$/sq.ft.)	Value/ft ² with land, site works, etc.
Station #1 - 35 - 43 John Street North	1,700	1,700	1,700	1,700	1,700	1,700	4,046	4,046	4,046	4,046	\$221	\$270
Station #3 Ambulance, 965 Garth St.	1,887	1,887	1,887	1,887	1,887	1,887	1,887	1,887	1,887	1,887	\$287	\$343
Station #4 Ambulance, 729 Upper Sherman	3,867	3,867	3,867	3,867	3,867	3,867	3,867	3,867	3,867	3,867	\$256	\$309
Station #7 Ambulance, 225 Quigley Rd.	1,038	1,038	1,038	1,038	1,038	1,038	1,038	1,038	1,038	1,038	\$297	\$354
Station #9 Ambulance, 125 Kenilworth Ave. N.	1,435	1,435	1,435	1,435	1,435	1,435	1,435	1,435	1,435	1,435	\$256	\$309
Station #10 Ambulance, Norfolk Ave.	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	1,364	\$282	\$337
Station #12 Ambulance, 199 Highway 8 Stoney Creek	-	2,983	2,983	2,983	2,983	2,983	2,983	2,983	2,983	2,983	\$234	\$284
Station #15 Ambulance, 415 Arvin Ave.	2,519	2,519	2,519	2,519	2,519	2,519	2,519	2,519	2,519	2,519	\$284	\$340
Station #17 Ambulance, 363 Isaac Brock St.	1,140	1,140	1,140	1,140	1,140	1,140	1,140	1,140	1,140	1,140	\$284	\$340
Station #18 Ambulance, 2636 (2640) Highway 56 Binbrook	-	2,737	2,737	2,737	2,737	2,737	2,737	2,737	2,737	2,737	\$247	\$299
Station #19 Ambulance, 3302 Homestead Rd.	1,483	1,483	1,483	1,483	1,483	1,483	1,483	1,483	1,483	1,483	\$307	\$365
Station #20 Ambulance, 365 Wilson St. W.	1,996	1,996	1,996	1,996	1,996	1,996	1,996	1,996	1,996	1,996	\$323	\$383
Station #21 Ambulance, Garner Rd., Ancaster	3,124	3,124	3,124	3,124	3,124	3,124	3,124	3,124	3,124	3,124	\$256	\$309
Station #23 Ambulance, Memorial Square	2,836	2,836	2,836	2,836	2,836	2,836	2,836	2,836	2,836	2,836	\$250	\$302
Station #24 Ambulance, 265 Parkside Dr.	2,098	2,098	2,098	2,098	2,098	2,098	2,098	2,098	2,098	2,098	\$422	\$492
Station #25 Ambulance, 361 Old Brock Rd.	-	878	878	878	878	878	878	878	878	878	\$254	\$306
Station #26 Ambulance, Lynden	-	1,204	1,204	1,204	1,204	1,204	1,204	1,204	1,204	1,204	\$254	\$306
Station #30 Ambulance, 489 Victoria Ave. N.	18,558	18,558	18,558	18,558	18,558	18,558	18,558	18,558	18,558	18,558	\$226	\$276
Station #32 Ambulance, 1000 Limeridge Rd.	-	-	7,060	7,060	7,060	7,060	7,060	7,060	7,060	7,060	\$260	\$313
Stoney Creek Mountain Training Facility (Shared Building B)	-	-	8,091	8,091	8,091	8,091	7,280	7,280	7,280	7,280	\$316	\$364
Total	45,044	52,845	67,996	67,996	67,996	67,996	69,531	69,531	69,531	69,531		

Population	514,917	515,641	519,949	522,456	526,269	529,038	532,521	536,917	541,846	544,730
Per Capita Standard	0.0875	0.1025	0.1308	0.1301	0.1292	0.1285	0.1306	0.1295	0.1283	0.1276

10 Year Average	2009-2018
Quantity Standard	0.1225
Quality Standard	\$315
Service Standard	\$39

D.C. Amount (before deductions)	10 Year
Forecast Population	65,046
\$ per Capita	\$39
Eligible Amount	\$2,511,426



Service Standard Example

Service: Paramedics Facilities
Unit Measure: Value of facilities (\$)

Description	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Station #1 - 35 - 43 John Street North	459,000	459,000	459,000	459,000	459,000	459,000	1,092,328	1,092,328	1,092,328	1,092,328
Station #3 Ambulance, 965 Garth St.	647,366	647,366	647,366	647,366	647,366	647,366	647,366	647,366	647,366	647,366
Station #4 Ambulance, 729 Upper Sherman	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809	1,194,809
Station #7 Ambulance, 225 Quigley Rd.	367,472	367,472	367,472	367,472	367,472	367,472	367,472	367,472	367,472	367,472
Station #9 Ambulance, 125 Kenilworth Ave. N.	443,349	443,349	443,349	443,349	443,349	443,349	443,349	443,349	443,349	443,349
Station #10 Ambulance, Norfolk Ave.	459,700	459,700	459,700	459,700	459,700	459,700	459,700	459,700	459,700	459,700
Station #12 Ambulance, 199 Highway 8 Stoney Creek	-	847,180	847,180	847,180	847,180	847,180	847,180	847,180	847,180	847,180
Station #15 Ambulance, 415 Arvin Ave.	856,377	856,377	856,377	856,377	856,377	856,377	856,377	856,377	856,377	856,377
Station #17 Ambulance, 363 Isaac Brock St.	387,697	387,697	387,697	387,697	387,697	387,697	387,697	387,697	387,697	387,697
Station #18 Ambulance, 2636 (2640) Highway 56 Binbrook	-	818,219	818,219	818,219	818,219	818,219	818,219	818,219	818,219	818,219
Station #19 Ambulance, 3302 Homestead Rd.	541,150	541,150	541,150	541,150	541,150	541,150	541,150	541,150	541,150	541,150
Station #20 Ambulance, 365 Wilson St. W.	764,298	764,298	764,298	764,298	764,298	764,298	764,298	764,298	764,298	764,298
Station #21 Ambulance, Garner Rd., Ancaster	965,235	965,235	965,235	965,235	965,235	965,235	965,235	965,235	965,235	965,235
Station #23 Ambulance, Memorial Square	856,523	856,523	856,523	856,523	856,523	856,523	856,523	856,523	856,523	856,523
Station #24 Ambulance, 265 Parkside Dr.	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318	1,032,318
Station #25 Ambulance, 361 Old Brock Rd.	-	268,665	268,665	268,665	268,665	268,665	268,665	268,665	268,665	268,665
Station #26 Ambulance, Lynden	-	368,299	368,299	368,299	368,299	368,299	368,299	368,299	368,299	368,299
Station #30 Ambulance, 489 Victoria Ave. N.	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008	5,122,008
Station #32 Ambulance, 1000 Limeridge Rd.	-	-	2,209,780	2,209,780	2,209,780	2,209,780	2,209,780	2,209,780	2,209,780	2,209,780
Stoney Creek Mountain Training Facility (Shared Building B)	-	-	2,945,028	2,945,028	2,945,028	2,945,028	2,649,800	2,649,800	2,649,800	2,649,800
Total	14,097,302	16,399,665	21,554,473	21,554,473	21,554,473	21,554,473	21,892,573	21,892,573	21,892,573	21,892,573
Population	514,917	515,641	519,949	522,456	526,269	529,038	532,521	536,917	541,846	544,730
Per Capita Standard	27.38	31.80	41.45	41.26	40.96	40.74	41.11	40.77	40.40	40.19

10 Year Average	2009-2018
Service Standard \$ per Capita	\$39



Transit – Service Level Update as per Bill 73

- Methodology for determining the planned level of service set out in the regulations
- In past D.C. studies, were required to provide historical service standard
- New forward looking service standard based on ridership - the detailed analysis is provided by Dillon and will be included as an Appendix to the D.C. background study
- Methodology requires ridership forecasts and ridership capacity for all modes of transit over future 10 years, identification of excess capacity which exists at the end of 10 years, identification of whether new ridership is from existing or planned development



Transit

Total Person Trips Forecast

The total A.M. peak period person-trips reflecting all modes for trips with an origin and/or destination in Hamilton were derived from Hamilton's demand forecasting model for the year's 2011 and 2031. From this model, two total person-trip values were pulled for the A.M. peak period:

- 253,124 person-trips in 2011
- 320,352 person-trips in 2031

Using linear interpolation, the number of person-trips for each year between 2011 and 2031 were calculated. These values were combined with the transit existing (2016) and targeted 2031 transit mode share used to forecast transit ridership.



Transit

Transit Mode Share

2016 Transit Mode Share

- The 2017 Transportation Master Plan identifies an existing (2016) local transit mode share of 6.73%.

2031 Transit Mode Share Target

- 2017 TMP provides for 12% total transit share by 2031. To achieve this, development of the B.L.A.S.T. network and GO Transit rail expansion to West Harbour and Confederation Stations are required as well as HSR service levels to support rapid transit.
- 12% mode share includes GO Transit trips



Transit

2031 A.M. Peak Period Transit Mode Share based on 2016 Transportation Tomorrow Survey and Hamilton Emme Model

	Origin in Hamilton	Destination in Hamilton	Origin and Destination in Hamilton	Origin and/or Destination in Hamilton	Distribution of Transit Trips (HSR & GO)	2031 Transit Mode Share
Local Transit Only	17,329	18,736	16,158	19,907	94.2%	11.3%
Local Transit + GO	783	435	0	1,218		
GO Only	1,288	4	0	1,292	5.8%	0.7%
Total Transit	19,400	19,175	16,158	22,417		12%

- 2031 mode share for HSR Trips was calculated using existing ratio of HSR and GO Transit Trips in Hamilton (based on 2016 Transportation Tomorrow Survey)
- 2031 A.M. peak period transit mode share adjusted to 11.3%



Transit

2031 HSR Bus-Only Transit Mode Share

- LRT in Hamilton is not D.C. Eligible, therefore ridership from the LRT corridor was removed and a 2031 HSR bus-only mode share target was identified.
- Projected A.M. peak LRT ridership is 4,760, which represents a 1.5% mode share
- Subtracting this from the 11.3% HSR mode share, the 2031 HSR bus-only mode share is adjusted to 9.8%



Transit

2028 HSR Bus-Only Transit Mode Share

2028 transit mode share is based on the following

- Ridership forecasts were conducted by HSR between 2019 and 2024. Based on this forecast, projected 2024 HSR bus-only mode share is 6.7%
- Linear interpolation was used between 2024 and 2031 to calculate 2028 HSR bus-only ridership. Based on this calculation, 2028 HSR bus-only mode share should grow to 8.5%



Transit

Summary of Projected Local HSR Transit Ridership and Mode Share

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total A.M. Peak Period Person Trips (from Emme model)	253,124	256,485	259,847	263,208	266,570	269,931	273,292	276,654	280,015	283,377	286,738	290,099	293,461	296,822	300,184	303,545
Total Local A.M. Peak Period Ridership	18,166	18,093	18,016	17,974	18,078	18,462	18,981	19,426	19,922	22,519	25,117	27,714	29,836	31,957	34,078	36,200
A.M. Peak Period HSR Bus Ridership	18,166	18,093	18,016	17,974	18,078	18,462	18,981	19,426	19,922	21,567	23,213	24,858	26,504	28,149	29,794	31,440
A.M. Peak Period HSR L.R.T. Ridership										952	1,904	2,856	3,332	3,808	4,284	4,760
A.M. Peak Period HSR Bus Mode Share	6.7%	6.6%	6.5%	6.4%	6.4%	6.4%	6.5%	6.6%	6.7%	7.2%	7.6%	8.1%	8.5%	9.0%	9.4%	9.8%
A.M. Peak Period HSR L.R.T. Mode Share										0.3%	0.6%	0.9%	1.1%	1.2%	1.4%	1.5%
Total Mode Share	6.7%	6.6%	6.5%	6.4%	6.4%	6.4%	6.5%	6.6%	6.7%	7.5%	8.3%	9.0%	9.6%	10.2%	10.8%	11.3%



Draft Service Standards

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Services Related to a Highway	Roads	\$22,055.60	0.0092	lane km of roadways	2,397,348	per lane km	1,900,817,775
	Bridges, Culverts & Structures	\$3,021.00	0.0007	Number of Bridges, Culverts & Structures	4,315,714	per item	260,358,843
	Traffic Signals	\$250.50	0.0010	No. of Traffic Signals	250,500	per signal	21,588,842
	Facilities	\$952.77	1.6712	sq.ft. of building area	570	per sq.ft.	82,112,577
	Vehicles and Equipment	\$184.36	0.0023	No. of vehicles and equipment	80,157	per vehicle	15,888,698
	Active Transportation - Terminals	\$17.80	0.0563	sq.ft. of terminal space	316	per sq.ft.	1,534,057
	Active Transportation - Shelters	\$16.70	0.0021	No. of Shelters/Pads	7,952	per item	1,439,256
Fire	Fire Facilities	\$197.44	0.4755	sq.ft. of building area	415	per sq.ft.	17,015,972
	Fire Vehicles	\$122.13	0.0002	No. of vehicles	610,650	per vehicle	10,525,530
	Fire Small Equipment and Gear	\$37.42	0.0086	No. of equipment and gear	4,351	per Firefighter	3,224,968
Police	Police Facilities	\$278.28	0.6260	sq.ft. of building area	445	per sq.ft.	23,983,005
	Police Vehicles	\$16.30	0.0004	No. of vehicles and equipment	40,750	per vehicle	1,404,783
	Police Small Equipment and Gear	\$21.70	0.0045	No. of equipment and gear	4,822	per Officer	1,870,171
Parking	Parking Spaces	\$263.81	0.0090	No. of spaces	29,312	per space	17,159,785
	Parking Meters	\$4.37	0.0051	No. of Meters	857	per meter	284,251
	Parking Facilities	\$85.34	0.0599	sq.ft. of building area	1,425	per sq.ft.	5,551,026
Airport	Airport Facilities	\$291.51	0.0029	acres of land	100,521	per sq.ft.	18,961,559
Parks	Parkland Development	\$447.94	0.0115	Acres of Parkland	38,951	per acre	29,136,705
	Parkland Amenities	\$560.40	0.0334	No. of parkland amenities	16,778	per amenity	36,451,778
	Parkland Amenities - Buildings	\$4.81	0.0501	sq.ft. of building area	96	per sq.ft.	312,871
	Parkland Trails	\$20.73	0.0001	Linear Kilometres of Paths and Trails	207,300	per lin m.	1,348,404
	Parks Vehicles and Equipment	\$0.26	0.0001	No. of vehicles and equipment	2,600	per vehicle	16,912



Draft Service Standards

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Recreation	Indoor Recreation Facilities	\$1,852.13	4.0265	sq.ft. of building area	460	per sq.ft.	120,473,648
	Indoor Recreation Facilities - Buildings Within Parks	\$178.09	0.4141	sq.ft. of building area	430	per sq.ft.	11,584,042
	Recreation Vehicles and Equipment	\$0.53	0.0001	No. of vehicles and equipment	5,300	per vehicle	34,474
Library	Library Facilities	\$392.97	0.7327	sq.ft. of building area	536	per sq.ft.	25,561,127
	Library Collection Materials	\$66.53	2.0094	No. of library collection items	33	per collection item	4,327,510
	Library Vehicles	\$2.36	0.00001	No. of vehicles and equipment	214,545	per vehicle	153,509
Ambulance	Paramedics Facilities	\$38.61	0.1225	sq.ft. of building area	315	per sq.ft.	2,511,426
	Paramedics Vehicles	\$27.60	0.0005	No. of vehicles and equipment	55,200	per vehicle	1,795,270
Homes for the Aged	Long Term Care Facilities	\$305.30	0.6387	sq.ft. of building area	478	per sq.ft.	19,858,544
Social Housing	Social Housing	\$1,604.83	10.71	sq.ft. of building area	149.84	per sq.ft.	104,387,772
Provincial Offences Act	Provincial Offences Act Facilities	\$22.48	0.0421	sq.ft. of building area	533.97	per sq.ft.	1,462,234
Health	Health Facilities	\$95.84	0.1975	sq.ft. of building area	485	per sq.ft.	6,234,009
	Health Vehicles	\$0.74	0.000002	No. of vehicles	390,898	per vehicle	48,134
Social Services	Social and Child Services Facilities	\$94.63	0.2647	sq.ft. of building area	357	per sq.ft.	6,155,303
Waste Diversion	Waste Diversion - Facilities - Stations/Depots	\$392.32	0.8589	sq.ft. of building area	457	per sq.ft.	25,518,847
	Waste Diversion - Vehicles & Equipment	\$79.39	0.0004	No. of vehicles and equipment	198,475	per vehicle	5,164,002
	Waste Diversion - Carts & Containers	\$20.18	1.3441	No. of items	15	per Item	1,312,628

*Transit is now based on a forward looking service standard based on the amendments to the DCA



Comparison of Service Standards

Service Category	Sub-Component	2014 D.C. Study		2019 D.C. Study
		Maximum Ceiling LOS	Utilized	Maximum Ceiling LOS
Services Related to a Highway	Services Related to a Highway	958,468,059	743,866,065	1,900,817,775
	Bridges, Culverts & Roundabouts	108,997,984		260,358,843
	Traffic Signals	19,898,725		21,588,842
	Active Transportation - Terminals	Previously combined with Services Related to a Highway		1,534,057
	Active Transportation - Shelters			1,439,256
Public Works Facilities, Fleet and Equipment	Depots and Domes	56,117,480	12,343,500	82,112,577
	Fleet	16,790,304	9,331,520	15,888,698
Fire	Fire Facilities	19,519,649	19,890,874	17,015,972
	Fire Vehicles	11,779,913	3,705,216	10,525,530
	Fire Small Equipment and Gear	2,827,135	542,325	3,224,968
Police	Police Facilities	24,411,373	24,808,438	23,983,005
	Police Vehicles	598,830	598,830	1,404,783
	Police Small Equipment and Gear	2,010,749	2,010,700	1,870,171
Parking	Parking Spaces	8,858,524	12,577,100	17,159,785
	Parking Meters	139,695		284,251
	Parking Facilities	3,776,922		5,551,026
Airport	Airport Facilities	9,374,519	8,870,872	18,961,559
Parks	Parkland Development	20,874,878	36,355,184	29,136,705
	Parkland Amenities (Buildings)	Previously combined with Park Amenities		312,871
	Parkland Amenities	20,949,623		36,451,778
	Parkland Trails	884,564		1,348,404
	Parks Vehicles and Equipment	Previously combined with Fleet		16,912



Comparison of Service Standards

Service Category	Sub-Component	2014 D.C. Study		2019 D.C. Study
		Maximum Ceiling LOS	Utilized	Maximum Ceiling LOS
Recreation	Indoor Recreation Facilities	76,364,238	57,053,713	120,473,648
	Indoor Recreation Facilities - Buildings Within Parks	Previously combined with Park Amenities		11,584,042
	Recreation Vehicles and Equipment	Previously combined with Fleet		34,474
Library	Library Facilities	11,387,469	11,972,568	25,561,127
	Library Vehicles	74,745		153,509
	Library Collection Materials	5,156,862		4,327,510
Ambulance	Ambulance Facilities	1,018,073	1,070,608	2,511,426
	Ambulance Vehicles	179,903	179,900	1,795,270
Long Term Care	Long Term Care Facilities	10,827,142	6,816,663	19,858,544
Social Housing	Social Housing	66,700,535	13,891,500	104,387,772
Provincial Offences Act	Provincial Offences Act Facilities	867,037	867,037	1,462,234
Health	Health Facilities	2,857,306	768,700	6,234,009
	Health Vehicles	44,331		48,134
Social Services	Social & Child Services	4,007,342	723,704	6,155,303
Waste Diversion	Waste Diversion - Facilities - Stations/Depots	Previously Ineligible		25,518,847
	Waste Diversion - Vehicles & Equipment			5,164,002
	Waste Diversion - Carts & Containers			1,312,628



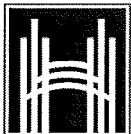
Service Standard Valuation Drivers

- Increase in land values for facilities
- Inclusion of land values and updated detailed costing for Services Related to a Highway
- Inflation from 2014 values (12.4%)
- Actual/tender costs provided by the City for specific projects
- Inclusion of Waste Diversion service (newly eligible as per Bill 73)
- Transit based on forward looking service standard (vs. historical average)



Next Steps

- Finalize Capital Forecasts (Fall 2018)
- Draft Background Study prepared (Fall 2018)
- Staff to receive DC Policy opinions from external stakeholders (sub-committee direction – agriculture, downtown, etc.) (Late Fall 2018)
- Final Background Study released to public (Dec 2018 / Jan 2019)
- Draft By-law (Policy) prepared and released (early 2019)
- Public Meeting (Spring 2019)
- Council Considers By-law for adoption (Spring 2019)
(current D.C. By-law expires July 5, 2019)



City Hall, 71 Main Street West, 1st Floor
Hamilton, Ontario,
Canada L8P 4Y5
www.city.hamilton.on.ca

Hamilton

City Clerk's Office

Memorandum

Date: September 13, 2018

To: Chair and Members of the Development Charges Stakeholders Sub-Committee

From: Ida Bedioui, Legislative Co-ordinator

Subject: Outstanding Business List

Please find attached copies of resolutions approved by Council in June of this year. These Items will be added to the Development Charges Stakeholders Sub-Committee Outstanding Business list and are provided as background information.

Yours truly,

A handwritten signature in cursive script that reads "Ida Bedioui".

Ida Bedioui,
Legislative Co-ordinator
Development Charges Stakeholders Sub-Committee

Attachments

Council Follow-up Notice: GIC Report 18-013**Council Meeting Date: June 13, 2018****Page 4 of 13**

- (f) That subject to a successful negotiation of a Development Agreement between the City of Hamilton and the Preferred Proponent, that staff report back with an information report respecting a summary of the 4 proposals.

5. Affordable Housing Demonstration Project (PED16263(a) (Ward 4) (Item 8.1)

- (a) That staff be directed to consult with the community and stakeholders regarding the proposed Community Improvement Plan Area (CIPA) boundary as detailed in Appendix "A" to Report PED16236(a);
- (b) That staff be authorized and directed to evaluate potential Community Improvement Plan Area (CIPA) incentives that will deliver a sustainable, accessible and affordable community including but not limited to forgivable loans equivalent to Development Charge and Parkland Dedication fees;
- (c) That Corporate Services staff be directed to present the option of removing Development Charge exemptions for affordable housing to the Development Charge Stakeholders Sub-Committee for consideration when recommending policy direction for the 2019 Development Charge Study; and,
- (d) That upon implementation of the approval the item respecting review of extending the Community Improvement Plan Area be removed from the Planning Committee Outstanding Business list.

6. Inventory of Brownfield Areas (PED18113) (City Wide) (Item 8.2)

That Report PED18113, respecting the Inventory of Brownfield Areas, be received.

7. Capital Projects Work-in-Progress Review Sub-Committee Report 18-003, May 22, 2018 (Item 8.3)

- (a) **Capital Project Closing Report as of December 31, 2017 (FCS17078(b)) (City Wide) (Item 8.1)**
 - (i) That the General Manager of Finance and Corporate Services be authorized to transfer a combined \$627,510.93 from the Unallocated Capital Levy Reserve and other Program Specific Reserves to the capital projects, as outlined in Appendix "C" to Report 18-013;

- (3) Minimal restoration to back-of-curb of existing lots fronting on Miller Drive opposite the proposed development.
- (c) That the public submissions received regarding this matter did not affect the decision.
- 6. Amendments to City of Hamilton Zoning By-law No. 6593 to allow secondary dwelling units in detached structures for properties adjoining a laneway (“Laneway Housing”) (PED16200(a)) (Parts of Wards 1, 2, 3 and 4) (Item 6.5)**
- (a) That Report PED16200(a) (City Initiative CI-18-F) to amend regulations of Section 19 of Zoning By-law No. 6593 to allow secondary units within detached structures for those properties within the lower City (parts of Wards 1, 2, 3 and 4) adjoining a laneway, be received;
- (b) That Report PED16200(a), together with any written submissions and input from delegations received at Planning Committee, be referred to staff for consideration and to be incorporated into a further report and amending by-law which shall also address specific options regarding ‘tiny homes’ to be presented to a future Planning Committee meeting;
- (c) That Corporate Services staff be requested to present Report PED16200(a) to the Development Charges Stakeholders Subcommittee for consideration when recommending policy direction for the 2019 Development Charges Study and in addition, bring forward for Council’s consideration at the earliest possible date a standalone amendment to the Development Charges By-law to deal specifically with laneway-related housing developed in accordance with Report PED16200(a);
- (d) That, as part of the report back on a standalone Development Charges By-law amendment, staff include options for potentially retroactively applying any reduced Development Charges requirement, or benefit of any reduced Development Charges requirement, to recently completed laneway housing projects;
- (e) That the appropriate staff from Planning and Economic Development meet with staff from the Housing Division in an effort to build in incentive opportunities for some laneway and ‘tiny homes’ projects as affordable housing.