



City of Hamilton
Hamilton

**DEVELOPMENT CHARGES STAKEHOLDERS SUB-COMMITTEE
AGENDA**

Meeting #: 23-003
Date: November 9, 2023
Time: 8:30 a.m.
Location: Council Chambers
Hamilton City Hall
71 Main Street West

Lisa Kelsey, Legislative Coordinator (905) 546-2424 ext. 4605

Pages

- 1. **CEREMONIAL ACTIVITIES**
- 2. **APPROVAL OF AGENDA**
(Added Items, if applicable, will be noted with *)
- 3. **DECLARATIONS OF INTEREST**
- 4. **APPROVAL OF MINUTES OF PREVIOUS MEETING**
 - 4.1 September 18, 2023 3
- 5. **COMMUNICATIONS**
 - 5.1 Stefano Guglietti, Melrose Investments Inc., respecting Removal of the CIPA Exemption Program 5
Recommendation: Be received.
 - 5.2 Consideration For Non-Profit Child Care Centres To Be Exempted From Development Charges 7
Recommendation: Referred to Committee (from the October 25, 2023 Council meeting) for their consideration and appropriate action.
- 6. **DELEGATION REQUESTS**
- 7. **DELEGATIONS**
- 8. **STAFF PRESENTATIONS**

8.1	2024 Development Charges Background Study and By-law, and Draft Capital Listing	11
9.	CONSENT ITEMS	
10.	PUBLIC HEARINGS	
11.	DISCUSSION ITEMS	
11.1	2024 Development Charges Background Study and By-law Update (FCS23040(a)) (City Wide)	76
11.2	Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)	86
11.3	Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update (FCS23104) (City Wide)	103
12.	MOTIONS	
13.	NOTICES OF MOTION	
14.	GENERAL INFORMATION / OTHER BUSINESS	
15.	PRIVATE AND CONFIDENTIAL	
16.	ADJOURNMENT	



**DEVELOPMENT CHARGES STAKEHOLDERS
SUB-COMMITTEE**

MINUTES 23-002

September 18, 2023

9:30 a.m.

Room 264

Hamilton City Hall

71 Main Street West

Present: Councillor C. Cassar (Chair), S. Frankovich, Hamilton and District Chamber of Commerce (Vice Chair),
Councillors B. Clark, J.P. Danko, T. Hwang, M. Wilson
A. Stringer, Realtors Association of Hamilton-Burlington

Absent: Mayor A. Horwath – City Business
J. Summers, Citizen Member
Sean Ferris, Citizen Member

**THE FOLLOWING ITEMS WERE REFERRED TO THE AUDIT, FINANCE AND
ADMINISTRATION COMMITTEE FOR CONSIDERATION:**

1. Appointment of Vice Chair for 2023 (Added Item 1.1)

(Hwang/Danko)

That Steven Frankovich be appointed as Vice Chair of the Development Charges Stakeholders Sub-committee for 2023.

CARRIED

FOR INFORMATION:

(a) APPROVAL OF THE AGENDA (Item 2)

The Committee Clerk advised there were no changes to the agenda:

(Hwang/Danko)

That the agenda of the September 18, 2023 meeting be approved, as presented.

CARRIED

(b) DECLARATIONS OF INTEREST (Item 3)

None.

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

(i) April 13, 2023 (Item 4.1)

(Hwang/Frankovich)

That the Minutes of the April 13, 2022 meeting, be approved, as presented.

CARRIED

(d) STAFF PRESENTATIONS (Item 8)

(i) 2024 Development Charges Background Study and By-law (Item 8.1)

Gary Scandlan of Watson & Associates Economists Limited addressed the Committee respecting 2024 Development Charges Background Study and By-law, with the aid of a PowerPoint presentation.

(Hwang/Clark)

That the presentation respecting 2024 Development Charges Background Study and By-law, be received.

CARRIED

(e) ADJOURNMENT (Item 16)

(Hwang/Clark)

That, there being no further business, the Development Charges Stakeholders Sub-Committee, be adjourned at 11:57 a.m.

CARRIED

Respectfully submitted,

Councillor C. Cassar, Chair
Development Charges
Stakeholders Sub-Committee

Lisa Kelsey
Legislative Coordinator
Office of the City Clerk



145 Reynolds Street, Suite 400, Oakville, ON. L6J 0A7
Tel: 905.849-1360 Fax 905.849.9921

Chair and Members of Hamilton's Development Charges Stakeholders Subcommittee
City of Hamilton
71 Main Street West
Hamilton, ON L8P 4Y5

November 1, 2023

Over the past several decades, Melrose Investments Inc. and Rosehaven Homes Limited have developed and built new communities within the City of Hamilton in several neighborhoods including Ancaster, Stoney Creek and Downtown Hamilton. We are proud to contribute to the changing landscape of the City by delivering high-quality homes and mixed-use developments.

In the past five years, the City of Hamilton has experienced a boom of new development and investment in its Downtown Core, primarily due to the innovative municipal programs such as the CIPA Exemption Program and the ERASE Redevelopment Grant Program. We have recently completed a 266-unit condominium development at 212 King William Street in Hamilton (KiWi Condos) and are soon launching a new 477-unit condominium development at 71 Rebecca Street (Rebecca Condos). Without the availability of these municipal programs, these developments would not be financially viable.

We have been advised that the Development Charge Stakeholder Committee is currently in the process of reviewing the CIPA Exemption Program and are proposing to remove all exemptions on development charges within the CIPA area. We believe that this decision will severely impact the affordability of housing in Hamilton and may jeopardize any current or future development in the Downtown Core.

As the council is aware, the housing market is in a state of crisis. There is a limited supply of land that is readily available for development, and the cost of construction has risen dramatically in the past two years. Together, these concerns have directly caused the average sales price for a new home in Ontario to increase and have limited the ability for builders to bring new projects to market.

It is important to remember that **the cost of construction (hard costs) is the same in any municipality, whether you are building in Hamilton, Mississauga, or Toronto.** However, statistically the average sales price for condominium apartments is lower in Hamilton (\$451,331) than in Mississauga (\$652,280) or Toronto (\$736,566).

With a lower average sale price, as well as several properties being subjected to contamination and remediation costs, the cost of development will quickly exceed the market sale price for housing in Hamilton, causing new developments to be stalled, delayed or cancelled. In order to keep builders from looking to develop in other municipalities with less risk, the City of Hamilton must provide tools to keep the cost of development down.

We strongly believe that a decision to remove the CIPA Exemption Program will directly increase the cost of development in the City of Hamilton and may jeopardize future residential construction. Furthermore, the removal of this program will directly contribute to the lack of affordable housing in the City of Hamilton.



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The City of Hamilton is in the midst of a revitalization within the urban Downtown Core through new investment and development. Now is the time to maintain the momentum, not take a step back. We hope that the Council will elect to maintain this program to continue to encourage investment within the City of Hamilton.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stefano Guglietti', written over a horizontal line.

Stefano Guglietti
Project Manager
Melrose Investments Inc., High-Rise Division

7.5 Consideration For Non-Profit Child Care Centres To Be Exempted From Development Charges

(Hwang/Kroetsch)

WHEREAS, the Development Charges Stakeholder Sub-Committee is actively considering exemptions for the 2024 Development Charges By-Laws;

WHEREAS, non-profit child care centres that are operating under the *Child Care and Early Years Act, 2014*, are mostly dependent on outside and government funds and will typically not have built in reserves to fund development charges;

WHEREAS, many government grants and funds do not include development charges as an eligible expense;

WHEREAS, the goals of the Canada-wide Early Learning and Child Care agreement align with the City's Early Years Community plan focusing on equity, diversity, inclusion and belonging to ensure high quality, affordable and accessible child care is reflective of the children and families it serves;

WHEREAS, the Canada-wide Early Learning and Child Care agreement identified child care access as a priority and identified 1433 community-based licensed child care spaces as expansion targets for the City of Hamilton between the years 2022 to 2026;

WHEREAS, the Canada-wide Early Learning and Child Care agreement identifies an access rate goal of 37% (the ratio of child care spaces to children aged 0 to 5 years) by 2026 and current access rate for the City of Hamilton is 31%; and

WHEREAS, the Canada-wide Early Learning and Child Care funding guidelines state that municipalities are required to maintain the Ministry of Education threshold for child care spaces which is currently 80% non-profit and 20% for-profit in the City of Hamilton.

THEREFORE, BE IT RESOLVED:

That staff be directed to consider an exemption for non-profit child care centres, operating under the *Child Care and Early Years Act, 2014* in the City's 2024 Development Charges By-laws.

(Danko/Clark)

- (a) That the motion respecting the Consideration For Non-Profit Child Care Centres To Be Exempted From Development Charges (Item 7.5), be REFERRED to the next Development Charges Stakeholder Sub-Committee meeting; and

- (b) That the Development Charges Stakeholder Sub-Committee also consider exempting Non-Profit Long Term Care Homes from Development Charges at their next meeting.

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2024 Development Charges Background Study and By-law

Development Charges Stakeholders Sub-Committee: Meeting #3
November 9, 2023



Agenda

- Recap of Last Sub-Committee Meeting
- Area Specific Development Charges
- Development Charge Exemptions Review
- Development Charge Exemptions Assessment with Recommendations
- Local Service Policy Discussion
- Draft Capital – Water, Wastewater, Stormwater, and Transportation (including Transit)
- Draft Development Charge Rates
- Next Steps
- Discussion/Questions



Recap of Last D.C. Stakeholders Sub- Committee Meeting

2024 Development Charges Background Study
and By-law



Recap of Sub-Committee Presentation

- Presented to Sub-Committee on September 18, 2023 to provide:
 - An overview of the Development Charges exemption review
 - Draft service standards and capital project listings for all services other than water, wastewater, stormwater, and transportation (including transit)
 - A preliminary discussion on Area Specific Development Charges
 - An overview of the proposed changes to the local service policy



Area Specific Development Charges

2024 Development Charges Background Study
and By-law



Area Specific Development Charges (ASDCs)

- Under Section 10(2)(c.1) of the DC Act, municipalities are required to examine the use of ASDCs, however, it is not mandatory to impose
- While there are no specific “prescribed” services, the Act identified that the background study must provide consideration for ASDCs to reflect the different needs for different areas



Area Specific DC (ASDC) Considerations

- Pros to ASDCs:
 - Higher perceived equity as funds collected in a specific area are used only for that area
 - Ensures investment of funds collected in areas where development is occurring
- Cons to ASDCs:
 - Development Charges (D.C.s) collected for a service are restricted to the area in which they are collected for
 - Smaller collection areas result in a smaller pool of D.C. funds – results in higher need for debt to fund projects as funds are isolated to individual service areas
 - Many services are not restricted to use by residents of one specific area and are often used by all residents (e.g. roads, parks, recreation, library, police)
 - Increased administrative burden → full time equivalent (FTE) impacts
 - Higher charges in one area versus another may impact competitiveness where housing prices are similar and increase developer complaints around the established borders
 - All services other than water, wastewater, stormwater, and transit require a 15-year service standard to be calculated to establish an upper ceiling on the amount which can be collected from development. In certain cases, utilizing an ASDC can significantly reduce the total funds collected (see next slide)



Results of Soft-Services Analysis

Service	Capital Included in City-Wide	Reduction In Capital included in Calculation Due to ASDC Approach
Police	35,381,208	(19,730,630)
Fire	40,018,798	(14,987,731)
Public Works*	46,410,529	No impact
Library	55,643,756	(14,506,659)
LT Care*	3,348,243	No Impact
Child Care	No Capital Needs Identified	
POA*	1,802,189	No Impact
Public Health*	1,185,496	No Impact
Ambulance	9,162,668	(1,529,719)
Waste Diversion*	8,903,611	No Impact
Total	201,856,498	(50,754,740)

*Not collecting up to service standard

**Parks & Recreation analysis not undertaken, however, the impact would be the same i.e. reduction in recoverable amounts

- An ASDC calculation based on the former municipalities was undertaken
- The amount of capital costs that could be recovered through D.C.s would decrease by 24% if the City moved to an ASDC calculation approach
- For services where no impact has been identified (given that the service level cap is not met), there is a reduction in the overall service standard
 - If needs are identified in the future, there is a decreased ability to collect D.C.s relative to the City-wide approach
- **Recommendation: Do not undertake ASDCs – continue with current City-wide approach for all soft services**



ASDCs – Stormwater

- Stormwater works tend to be specific to watersheds and subwatersheds rather than neighbourhoods/sub-communities
 - There are no fundamental or significant differences between the City's watersheds to warrant an ASDC
- However, there are significant differences between the Combined and Separated service areas for storm drainage
- Differences in stormwater works between areas:
 - Combined Service Area: servicing through on-site controls only (i.e. 100% developer responsibility)
 - Separated Service area: centralized stormwater management facilities and other works to address watercourse stability and erosion
- **Recommendation: continue with current ASDC approach for combined vs. separated sewer service areas given the difference in works required**



ASDCs – Water/Wastewater

- Many outlying/specific areas within the City rely on upgrades to trunk components and/or treatment within other areas of the City
 - Generating an accurate and fair area-specific charge can be challenging as a result
- Area-specific options were reviewed as part of previous iterations of the D.C. study:
 - Delineation by former municipality
 - Delineation by Greenfield vs. Intensification areas
- It was determined that a non-area specific charge was the preferred approach given the interconnectedness of the City's network and negligible difference in the D.C. rate (see staff report FCS18034)
- Since the capital project list and forecast period is the same, undertaking the analysis would yield the same results
- An area-specific approach can be reconsidered through the ongoing master plan process which is identifying needs to 2051
- **Recommendation: continue with current approach in uniform rate for all urban areas**



ASDCs – Roads

- As a best practice across the Province, roads infrastructure is treated as a network. As such, capacity increases in one area of the City generally benefits the total network
- Aligning benefit of specific road projects to various areas would have defensibility challenges, and a high risk of appeal to the Ontario Land Tribunal (OLT)
- This would apply to all areas including roads and active transportation
- **Recommendation: continue with current approach of City-wide D.C. for roads**



ASDCs – Transit

- The analysis through the masterplan process has treated transit as a City-wide network
- Hamilton Street Railway (HSR) has identified a need for additional buses based on the Ten Year Local Transit Strategy and early forecasting for the LRT opening.
- It is acknowledged that further work will be required, including route-level planning as part of the ongoing HSR (re)Designed Network study.
- **Recommendation: continue with current approach in uniform rate for all areas**



Area Specific vs. City-Wide D.C.s

- Generally, with fewer area-specific charges the City is better able to:
 - Fund its infrastructure priorities from a larger pool of D.C. funds.
 - Maintain flexibility and respond quicker to infrastructure needs, (e.g. advance growth-related infrastructure as a catalyst for economic development opportunities).
 - Be more strategic in its provision of services.
 - Ensure new growth users of a service, pay their share:
 - Monies collected for services in relation to D.C.s cannot be used for another purpose therefore, care must be taken in the definition of D.C. collection areas. If areas are too finely established it may remove users of the new service from the requirement to pay the relevant D.C.s (i.e. those located outside of the defined area).

ASDC Recommendations

- ❑ ASDC Recommendations are included in Staff Report titled Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update (FCS23104)



Development Charge Exemptions Review

2024 Development Charges Background Study and By-law



D.C. Exemptions Review

Overview

- The *Development Charges Act* sets out a number of mandatory D.C. exemptions; however, under section 5 (1) 10 of the Act, Council can enact exemptions on a discretionary basis
- Discretionary exemptions reduce in part or in whole the D.C. for types of development, location of development, or classes of development (e.g., industrial or places of worship)
- Historically, the City has provided many discretionary exemptions; however, as part of the 2019 D.C. study process, an exemptions review was undertaken, and many exemptions were removed following a market analysis
- This exemptions review and analysis was undertaken again as part of the 2024 D.C. study process



D.C. Exemptions Review

Current Exemptions

Discretionary (Non-Statutory)		Mandatory (Statutory)
<ul style="list-style-type: none"> • Downtown Hamilton CIPA (40% discount except for office 70%) • Heritage Building • Transition Policy • Downtown Public Art • Council Granted 		<p><u>Existing</u></p> <ul style="list-style-type: none"> • Industrial Building Expansion (Attached) • Residential Intensification • School Boards • Academic • Additional Residential Units
<p><u>Residential</u></p> <ul style="list-style-type: none"> • Redevelopment for Residential Facility 	<p><u>Non-Residential</u></p> <ul style="list-style-type: none"> • Industrial Building Expansion (Detached) • Industrial Rate Reduced (also applies to Production and Artist Studios) • Stepped Non-Industrial Rates • Non-Industrial Expansion • Agricultural Use • Place of Worship 	<p><u>New (under Bill 23: More Homes Built Faster Act)</u></p> <ul style="list-style-type: none"> • Additional Residential Units • Affordable and Attainable Units • Affordable Inclusionary Zoning Units • Non-Profit Housing • Phase-in D.C.s • Rental Housing Discount (based on number of bedrooms: 15% to 25%)

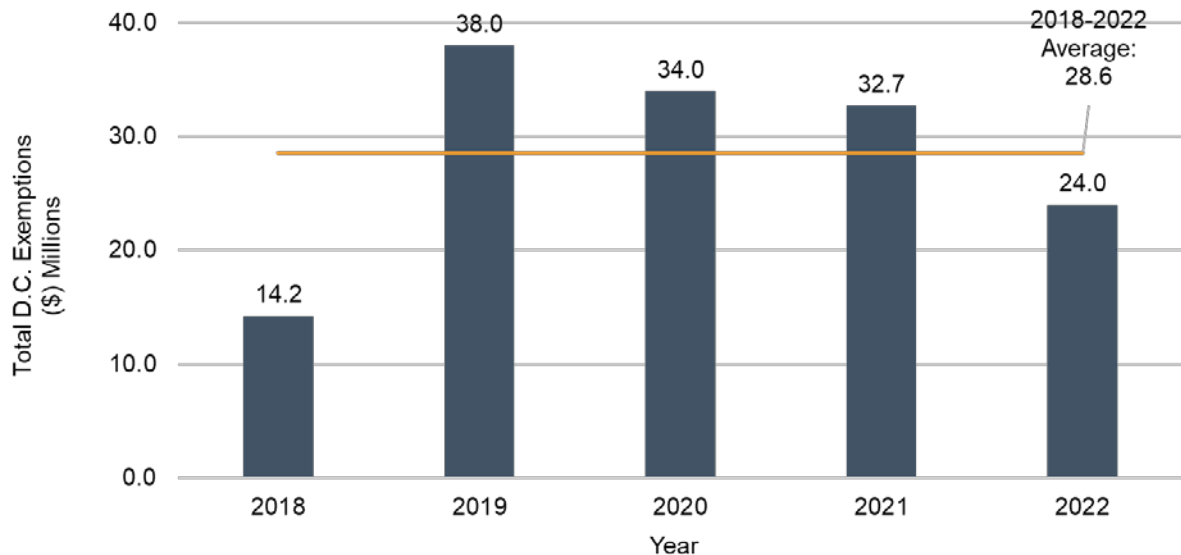


D.C. Exemptions Review

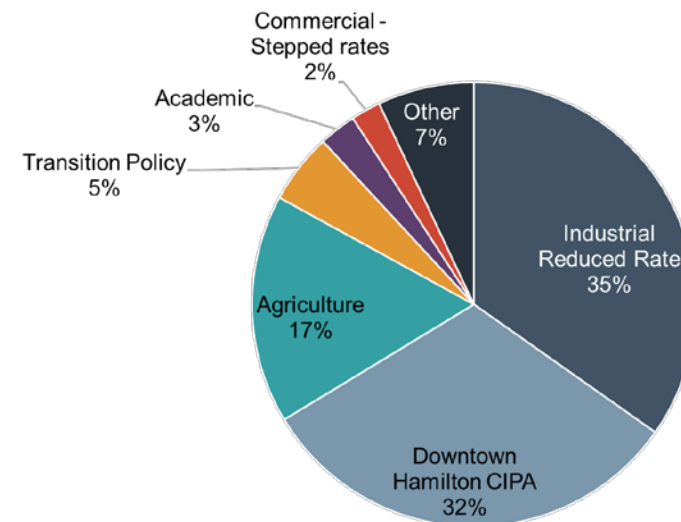
Total Discretionary D.C. Exemption Amount, 2018 to 2022 period

- Over the past five years (2018 to 2022), the discretionary D.C. exemption amount totalled **\$142.9 million**, 44% higher than the previous five-year period (2013 to 2017)
- Two-thirds (67%) of the total discretionary D.C. exemptions dollar amount over the 2018 to 2022 period attributed to the Industrial Reduced Rate and Downtown Hamilton CIPA

City of Hamilton Annual Discretionary D.C. Exemption Amount, 2018 to 2022



City of Hamilton Discretionary D.C. Exemptions by Category (share of total dollars), 2018 to 2022



Total DC Exemptions metrics do not include exemptions for the City of Hamilton and school boards. Source: Derived from City of Hamilton data by Watson & Associates Economists Ltd., 2023.



D.C. Exemptions Assessment with Recommendations

2024 Development Charges Background Study
and By-law



Evaluation of D.C. Exemption Practices

Considerations

- Quantum of D.C. exemptions
- Best practices in comparator municipalities
- D.C. exemptions' historical performance at achieving intended objectives
 - Meeting economic objectives? (e.g., economic/employment growth)
 - Meeting planning objectives? (e.g., intensification and growth targets)
 - Meeting fiscal objectives? (e.g., growth in assessment and property tax revenue)
- Market conditions and development feasibility
- Cost of D.C. discounts/exemptions to the rate and taxpayers of the City of Hamilton



D.C. Exemptions Assessment with Recommendations

- Assessed all current discretionary exemptions
- Recommend changes to the following current discretionary exemptions:
 - Downtown CIPA
 - Industrial Reduced Rate
 - Industrial Building Expansion (Detached)
 - Downtown Public Art
- Review considered introducing a D.C. discount for high density (i.e., low-, mid- and high-rise) residential and mixed-use development within some Major Transit Station Areas (M.T.S.A.s)
 - D.C. discount is not recommended



D.C. Exemptions Assessment with Recommendations

Downtown CIPA

Market/Feasibility Factors	Planning/Economic Factors	Fiscal and D.C. Best Practice Factors
<ul style="list-style-type: none"> Residential development market has improved significantly since 2018; strong feasibility fundamentals and development activity Limited non-residential development over the past five years Major office development continues to have major feasibility challenges 	<ul style="list-style-type: none"> Strong population and housing growth in the past five years – tracking well to achieve intensification targets Need for additional non-residential development and stronger employment growth to continue to achieve more balanced growth and development of complete community over the next decade 	<ul style="list-style-type: none"> Fiscal impact significant (\$45.1 million) due to lost D.C. collections over the 2018 to 2022 period Fiscal impact expected to become more significant over the forecast period with higher growth projected Purpose-built rentals subject to new mandatory D.C. discount Few surveyed municipalities have location-specific D.C. exemptions in place

Recommendations

- Remove D.C. exemption of 40% for residential development
- Continue to provide 40% CIPA exemption for all non-residential development (standalone and mixed-use) and 70% CIPA exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. gross floor area



D.C. Exemptions Assessment and Recommendations

Industrial Reduced Rate and Industrial Expansion (Detached)

Market/Feasibility Factors	Planning/Economic Factors	Fiscal and D.C. Best Practice Factors
<ul style="list-style-type: none"> Industrial market has improved significantly in Hamilton over the past five years – strong development activity combined with relatively high market rents and historically low vacancy rates Analysis suggests that industrial projects that build to lease have favourable feasibility 	<ul style="list-style-type: none"> Hamilton is relatively cost competitive for industrial development – elimination of exemption has marginal impact on relative ranking Hamilton is highly competitive in a number of key industrial sectors – consider more than just cost environment A large share of projects that have benefitted from D.C. exemptions have been warehousing-related projects – not providing high employment yields/quality of employment 	<ul style="list-style-type: none"> D.C. exemption amount for Industrial Reduced Rate and Industrial Expansion (Detached) over the 2018 to 2022 period has totalled \$49.7 million and \$1 million, respectively Limited number of surveyed municipalities in the outer Greater Golden Horseshoe and in southwestern Ontario offer an industrial D.C. exemption (e.g., London, Woodstock, Niagara Region)

Recommendations

- Reduced rate exemption (37% reduction) should be removed for industrial development; maintain discount for Production and Artist Studios
- Remove industrial expansion (detached) D.C. exemption for all City-wide industrial developments



D.C. Exemptions Assessment and Recommendations

Potential for New D.C. Discount in Select M.T.S.A. Locations

Market/Feasibility Factors	Planning/Economic Factors	Fiscal and D.C. Best Practice Factors
<ul style="list-style-type: none"> • Generally favourable feasibility for high-density residential development • Recent residential development activity and units in development approvals largely in line with growth targets (only about 10% of locations exhibiting less than favourable market conditions and development activity) 	<ul style="list-style-type: none"> • Hamilton has 20 M.T.S.A.s – 17 along the light rail transit corridor and 3 GO Transit stations • The City’s M.T.S.A.s are anticipated to accommodate a range of population and employment growth through 2051, assisting the City in achieving its intensification targets, through the development of compact, complete and transit-supportive communities • Locations are potentially subject to inclusionary zoning and provision for affordable housing units in market developments 	<ul style="list-style-type: none"> • New (under Bill 23: <i>More Homes Built Faster Act</i>) mandatory exemptions for affordable inclusionary zoning housing units and purpose-built rentals will assist with the feasibility of a range of residential development projects • Few surveyed municipalities have area-specific D.C. exemptions in place • A share of M.T.S.A. locations within CIPA/Business Improvement Areas and corresponding non-residential development already eligible for applicable D.C. exemptions under the current framework

Recommendations

- A new D.C. discount for high-density residential and mixed-use development in M.T.S.A. locations is not recommended

Fiscal Obligations 2023 to 2032 (in millions) – Discretionary



Exemptions

Recommended Policy

D.C. Exemption	Under Current Policy	Under Recommended Policy	Difference (Recommended vs. Status Quo)
Downtown CIPA	\$168.9	\$11.7	\$157.2
Industrial Reduced Rate	\$132.6	\$0*	\$132.6
Industrial Expansion (Detached)	\$2.6	\$0	\$2.6
Non-Industrial Expansion	\$4.9	\$4.9	\$0
Non-Industrial Stepped Rate (New Construction)	\$9.4	\$9.4	\$0
Transitional Rates	\$26.8	\$26.8	\$0
Agricultural	\$63.5	\$63.5	\$0
Heritage Building	\$1.1	\$1.1	\$0
Place of Worship	\$3.6	\$3.6	\$0
Other Discretionary Exemptions	\$7.4	\$7.4	\$0
Total	\$420.9	\$128.6	\$292.4

*Artist/production studios not forecasted separately as part of this analysis



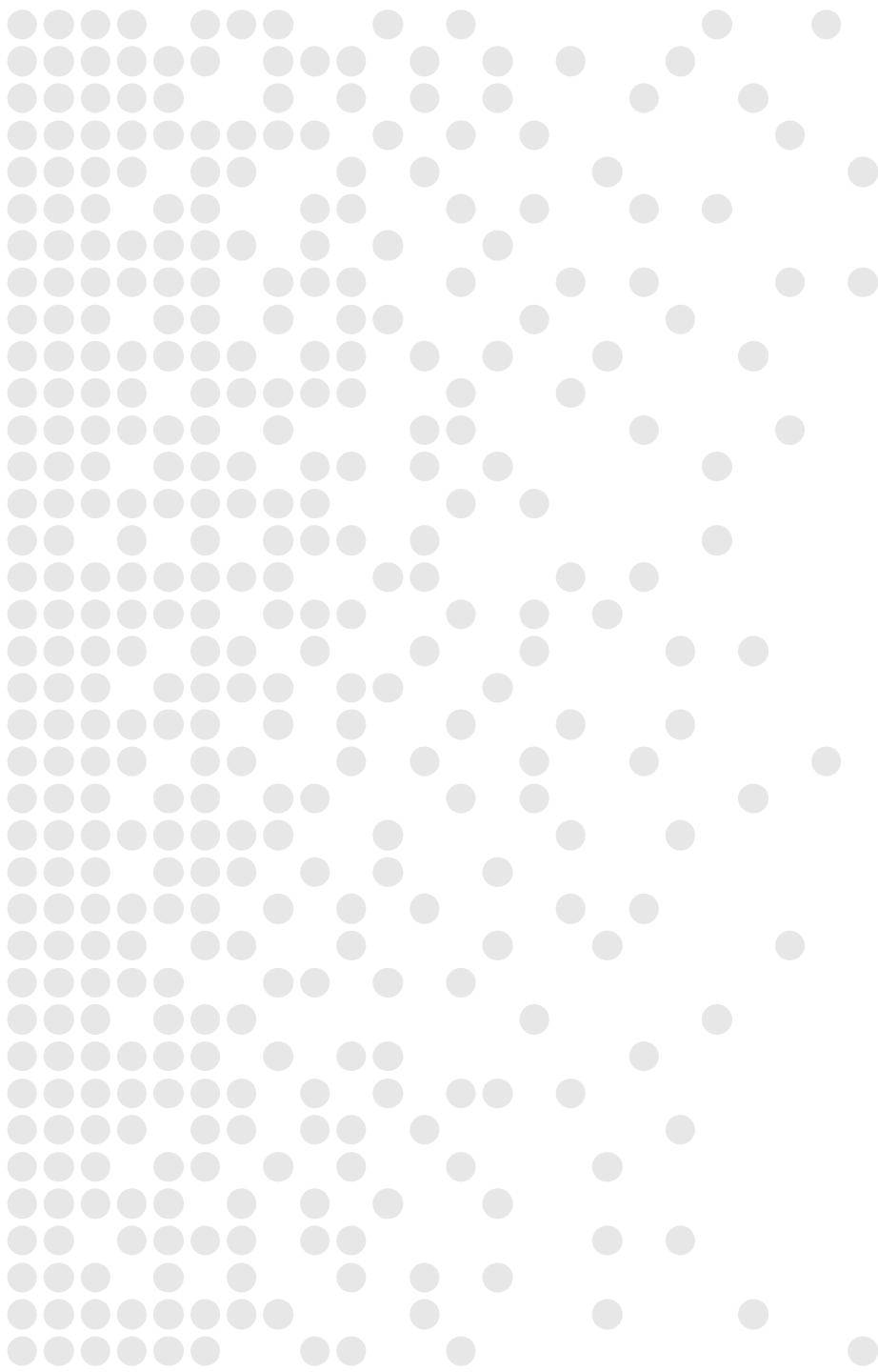
Watson Recommendations

Discretionary D.C. Exemption	Current Policy	Recommendation	Recommended Policy*
Downtown CIPA	Downtown Community Improvement Project Area (CIPA) - 40% D.C. discount except for office development 70%	Modify	<ul style="list-style-type: none"> Remove D.C. exemption of 40% for residential development Maintain 40% CIPA exemption for all non-residential development (standalone and mixed-use) and 70% CIPA exemption for standalone major office developments (Class A) greater than 20,000 sq.ft. gross floor area
Industrial Reduced Rate	City-wide 37% discount of the current industrial D.C. rate -applicable for industrial developments	Modify	<ul style="list-style-type: none"> Remove reduced rate exemption (37% reduction) for industrial development Maintain discount for Production and Artist Studios
Industrial Building Expansion (Detached)	No D.C.s on new industrial buildings on the same lot as an existing building(s), up to 50% of the combined gross floor area of the existing building	Remove	<ul style="list-style-type: none"> Remove industrial expansion (detached) D.C. exemption for all City-wide industrial developments
Downtown Public Art	In Downtown CIPA, 10% of D.C.s can be repurposed to contribute to the Public Art Reserve	Remove	<ul style="list-style-type: none"> Remove D.C. exemption. Similar benefit through new C.B.C.



Watson Recommendations

Discretionary D.C. Exemption	Current Policy	Recommendation
Heritage Building	City-wide 100% D.C. exemption for adaptive reuse of a Protected Heritage Property	Keep with no change
Redevelopment for Residential Facility	City-wide 50% D.C. exemption provided for redevelopment of an existing residential development for the purpose of creating residential facilities within existing building envelope	Keep with no change
Stepped Non-Industrial Rates	<p>The rates for new non-industrial developments (excluding medical clinic) within a CIPA or BIA is phased as follows:</p> <ul style="list-style-type: none"> • 1st 5,000 square feet: 50% of charge • 2nd 5,000 square feet: 75% of charge • 10,000+ square feet: 100% of charge 	Keep with no change
Non-Industrial Expansion	Initial 5,000 sq.ft. of gross floor area of a non-industrial building expansion (medical clinic excluded) is D.C. exempt (City-wide)	Keep with no change
Agricultural Use	100% D.C. exemption for bona fide farming/agriculture uses.	Keep with no change
Place of Worship	100% D.C. exemption (must be exempted from property taxes)	Keep with no change
Transition Policy	Honour the previous DC rates if the permit is issued within 6 months of the rate increase	Keep with no change



Local Service Policy Discussion

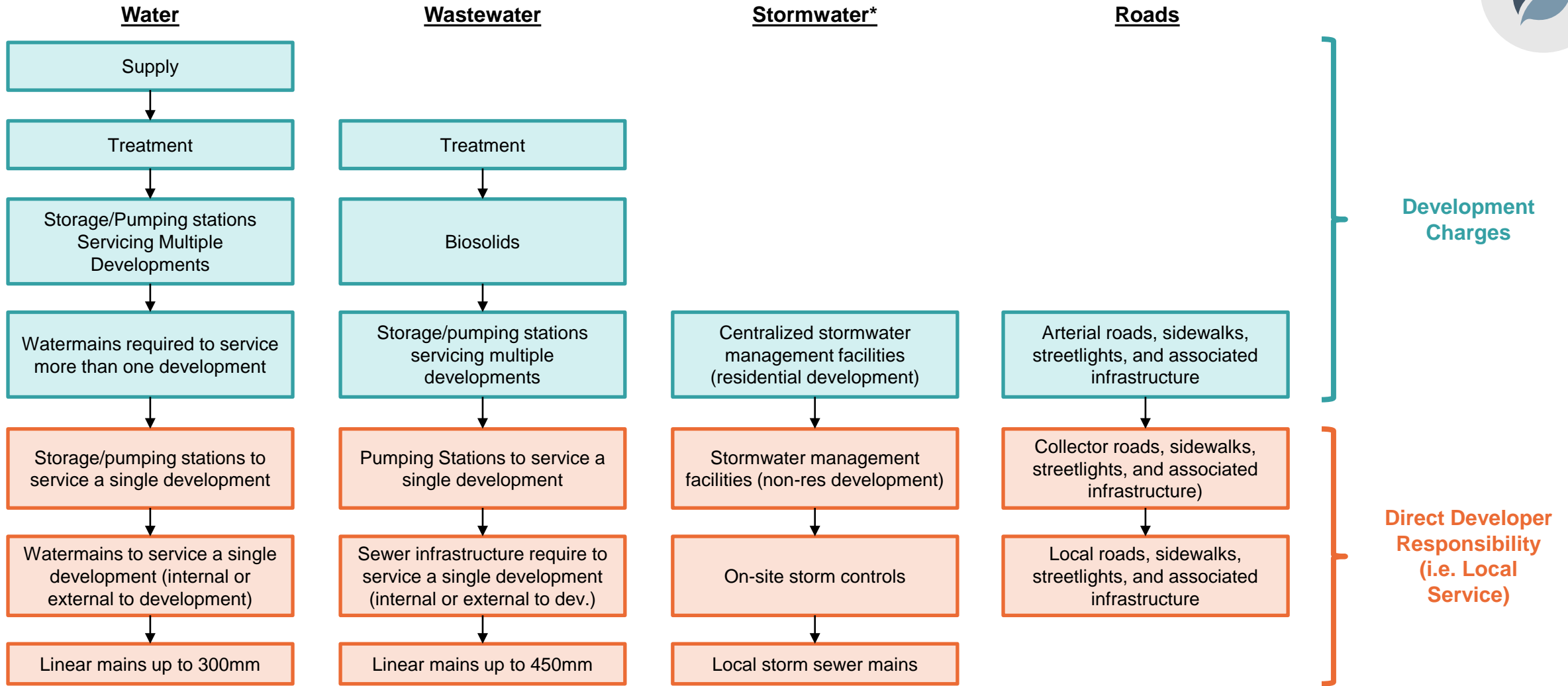
2024 Development Charges Background Study and By-law



Local Service Policies

- Section 59.1(1) and (2) of the Act “No Additional Levies” - prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the D.C.A. therefore, need to be clear:
 - What will be included in the D.C.; and
 - What will be required by developers as part of their development agreements
- Items considered in Local Service Policies may include:
 - Local, rural, collector & arterial roads,
 - Intersection improvements & traffic signals,
 - Streetlights & sidewalks,
 - Bike Routes/Bike Lanes/Bike Paths/Multi-Use Trails/Naturalized Walkways,
 - Noise Abatement Measures,
 - Land dedications/easements,
 - Water, Wastewater & Stormwater, and
 - Park requirements.

Current City of Hamilton Local Service Policy Schematic



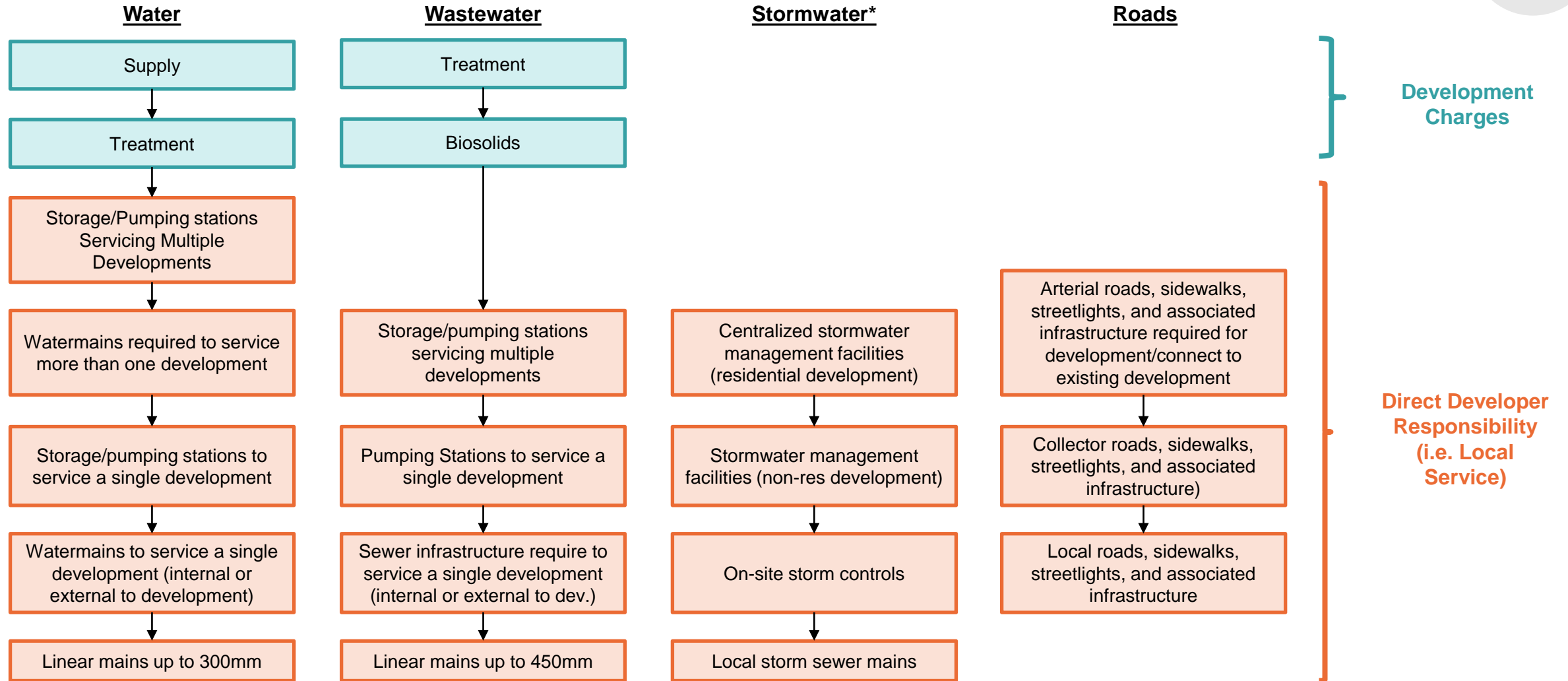
Note: Stormwater infrastructure in the combined sewer system area is 100% developer responsibility



Local Service Policy (LSP) Overview

- Based on discussions with staff and engineering subconsultants, the existing local service policy has been subdivided based on location of development as follows:
 - Within the Urban Boundary as set out in OPA 167 as adopted by Council on June 8, 2022, and without the Minister modifications approved on November 4, 2022 (“Council-adopted Urban Boundary”) – traditional local service policy requirements
 - Outside “Council-adopted Urban Boundary” (if connecting to municipal water/wastewater) – developer would be responsible for:
 - All roads, water, wastewater, and stormwater infrastructure (external to urban boundary) required to service the development including potential oversizing costs
 - Certain linear water/wastewater/stormwater works that are oversized (post-period benefit), within the urban boundary, to accommodate flows
 - Development would be required to pay municipal-wide D.C.s and water/wastewater treatment D.C.s

Proposed LSP Schematic (Outside “Council-adopted Urban Boundary”)



Note: Stormwater infrastructure in the combined sewer system area is 100% developer responsibility

Note 1: oversizing of works identified within “Council-adopted Urban Boundary” to be direct developer responsibility

Note 2: Downstream and/or upstream water and wastewater infrastructure located within “Council-adopted Urban Boundary” required to support development outside the “council-adopted Urban Boundary” would be a direct developer responsibility.



LSP – Projects Outside “Council-adopted Urban Boundary”

- Given the Provincial changes to the City’s OP, projects outside of the “Council-adopted Urban Boundary” are now considered 100% post-period benefit (PPB)
- Although there would be no impact to the D.C. calculation, consideration was made as to how projects outside the “Council-adopted Urban Boundary” should/should not be captured in the study.
 - The following three options were considered:
 - Include projects, with a 100% PPB deduction
 - Include projects, with a 100% other deduction attributed to LSP
 - Exclude projects from listing entirely



Approach Taken

Draft Capital – Water, Wastewater, Stormwater, and Transportation (including Transit)

2024 Development Charges Background Study and By-law



Growth Forecast Periods

Water, Wastewater, Stormwater, Roads, and Transit

- Capital needs for water, wastewater, stormwater, and transportation (roads) have been identified to 2031
- The *Development Charges Act* (D.C.A.) requires a ten-year forecast period for transit



Draft Capital Project Summary (millions \$)

Service/Class of Service	Forecast Period	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:			Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants and Subsidies Attributable to New Development	Other Contributions	Total	Residential Share	Non-Residential Share
Transportation (Excluding Transit)	2023-2031	1,390	479	8	904	287	-	-	617	441	176
Transit Services	2023-2032	525	52	-	472	232	183	-	57	42	15
Water Services	2023-2031	396	73	-	323	119	-	10	194	144	51
Wastewater Treatment	2023-2031	1,057	101	-	955	502	274	-	179	132	46
Wastewater - Linear	2023-2031	377	34	-	343	60	-	10	273	202	71
Stormwater - Combined	2023-2031	22	-	-	22	-	-	-	22	22	-
Stormwater - Separated	2023-2031	512	7	-	506	36	-	147	322	292	31
Subtotal Hard Services		4,279	746	8	3,525	1,236	457	167	1,664	1,274	390
Subtotal All Other Services		938	148	14	776	274	5	-	497	444	53
Total All Services		5,217	894	22	4,301	1,510	462	167	2,161	1,719	443

Note: Capital project costs are in draft



Draft Development Charge Rates

2024 Development Charges Background Study and By-law



Rate Comparison

Residential (Single Detached)

Service/Class of Service	Current	Calculated (2023\$)	80% Phase-in (Year 1)
Municipal Wide Services/Classes:			
Services Related to a Highway	14,608	23,073	18,458
Public Works	1,092	1,310	1,048
Transit Services	2,600	1,612	1,290
Fire Protection Services	626	1,130	904
Policing Services	711	999	799
Parks and Recreation*	3,518	10,836	8,669
	6,695	-	-
Library Services	1,554	2,044	1,635
Growth Studies**	549	-	-
Long-term Care Services	246	117	94
Child Care and Early Years Programs	21	-	-
Provincial Offences Act including By-Law Enforcement	55	51	41
Public Health Services	3	41	33
Ambulance	201	319	255
Waste Diversion	990	339	271
Total Municipal Wide Services/Classes	33,469	41,871	33,497
Water and Wastewater Urban Area Charges			
Wastewater Facilities	5,491	6,971	5,577
Wastewater Linear Services	7,346	10,643	8,514
Water Services	6,466	7,579	6,063
Total Water and Wastewater Urban Area Services	19,303	25,193	20,154
Stormwater Services - Combined Sewer System			
Stormwater Drainage and Control Services	5,355	7,576	6,061
Stormwater Services - Separate Sewer System			
Stormwater Drainage and Control Services	14,192	18,182	14,546
Grand Total - City Wide	33,469	41,871	33,497
Grand Total - Urban Area - Combined Sewer Sytem	58,127	74,640	59,712
Grand Total - Urban Area - Separate Sewer Sytem	66,964	85,246	68,197

*Parks & Recreation now combined as one D.C. eligible service

**Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$

Non-Residential (per sq.ft.)

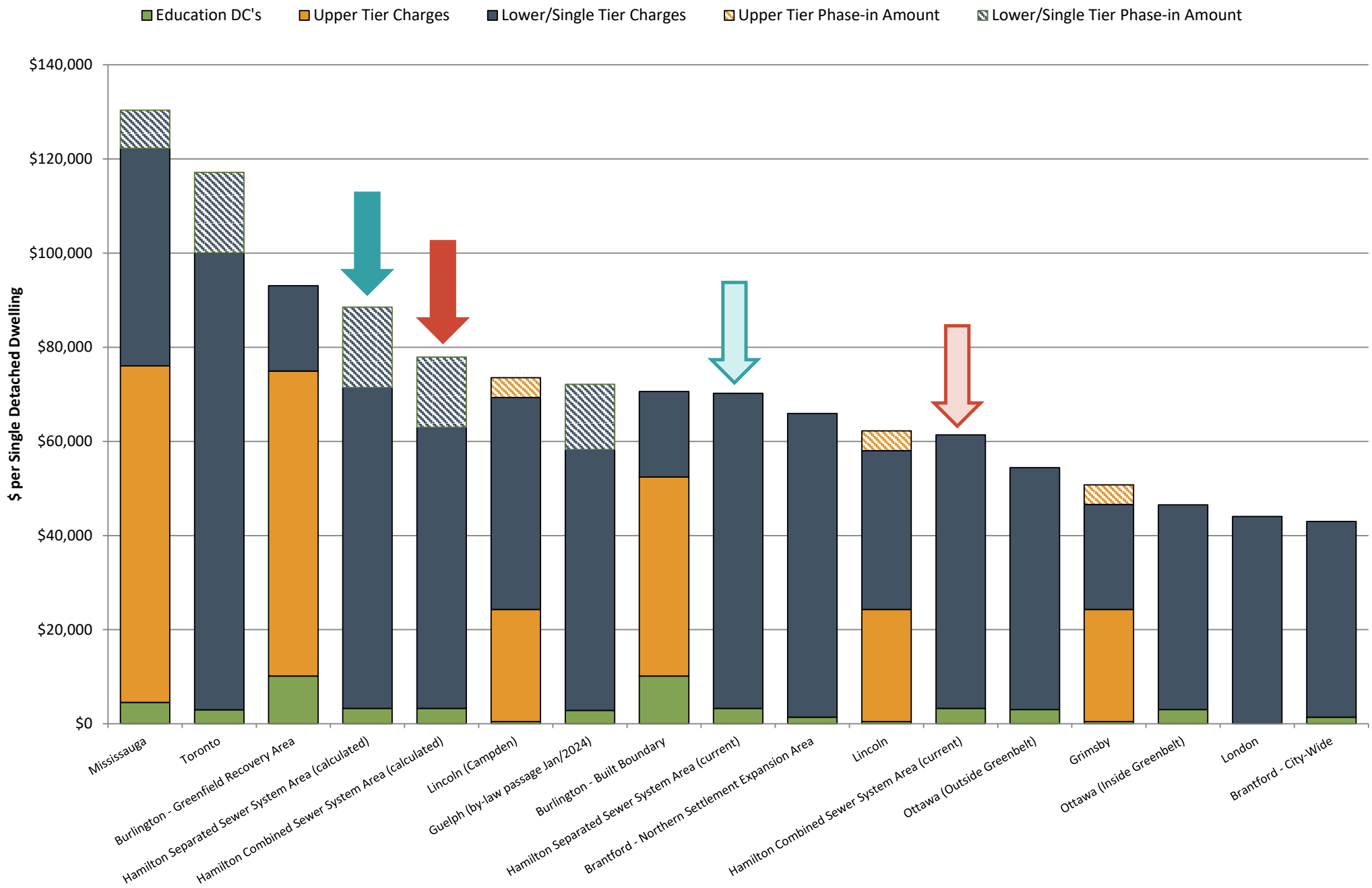
Service/Class of Service	Current	Calculated (2023\$)	80% Phase-in (Year 1)
Municipal Wide Services/Classes:			
Services Related to a Highway	10.92	16.93	13.54
Public Works	0.56	0.80	0.64
Transit Services	1.32	0.99	0.79
Fire Protection Services	0.31	0.69	0.55
Policing Services	0.36	0.61	0.49
Parks and Recreation*	0.16	0.94	0.75
	0.30	-	-
Library Services	1.36	0.18	0.14
Growth Studies**	0.28	-	-
Long-term Care Services	0.02	0.02	0.02
Child Care and Early Years Programs	-	-	-
Provincial Offences Act including By-Law Enforcement	0.02	0.03	0.02
Public Health Services	-	0.01	0.01
Ambulance	0.02	0.06	0.05
Waste Diversion	0.17	0.03	0.02
Total Municipal Wide Services/Classes	15.80	21.29	17.03
Water and Wastewater Urban Area Charges			
Wastewater Facilities	2.65	4.53	3.62
Wastewater Linear Services	3.53	6.92	5.54
Water Services	3.10	4.92	3.94
Total Water and Wastewater Urban Area Services	9.28	16.37	13.10
Stormwater Services - Combined Sewer System			
Stormwater Drainage and Control Services	-	-	-
Stormwater Services - Separate Sewer System			
Stormwater Drainage and Control Services	2.93	4.13	3.30
Grand Total - City Wide	15.80	21.29	17.03
Grand Total - Urban Area - Combined Sewer Sytem	25.08	37.66	30.13
Grand Total - Urban Area - Separate Sewer Sytem	28.01	41.79	33.43

*Parks & Recreation now combined as one D.C. eligible service

**Growth studies are no longer eligible when a new by-law is passed under Bill 23

Note: Rates will be indexed at by-law implementation to 2024\$

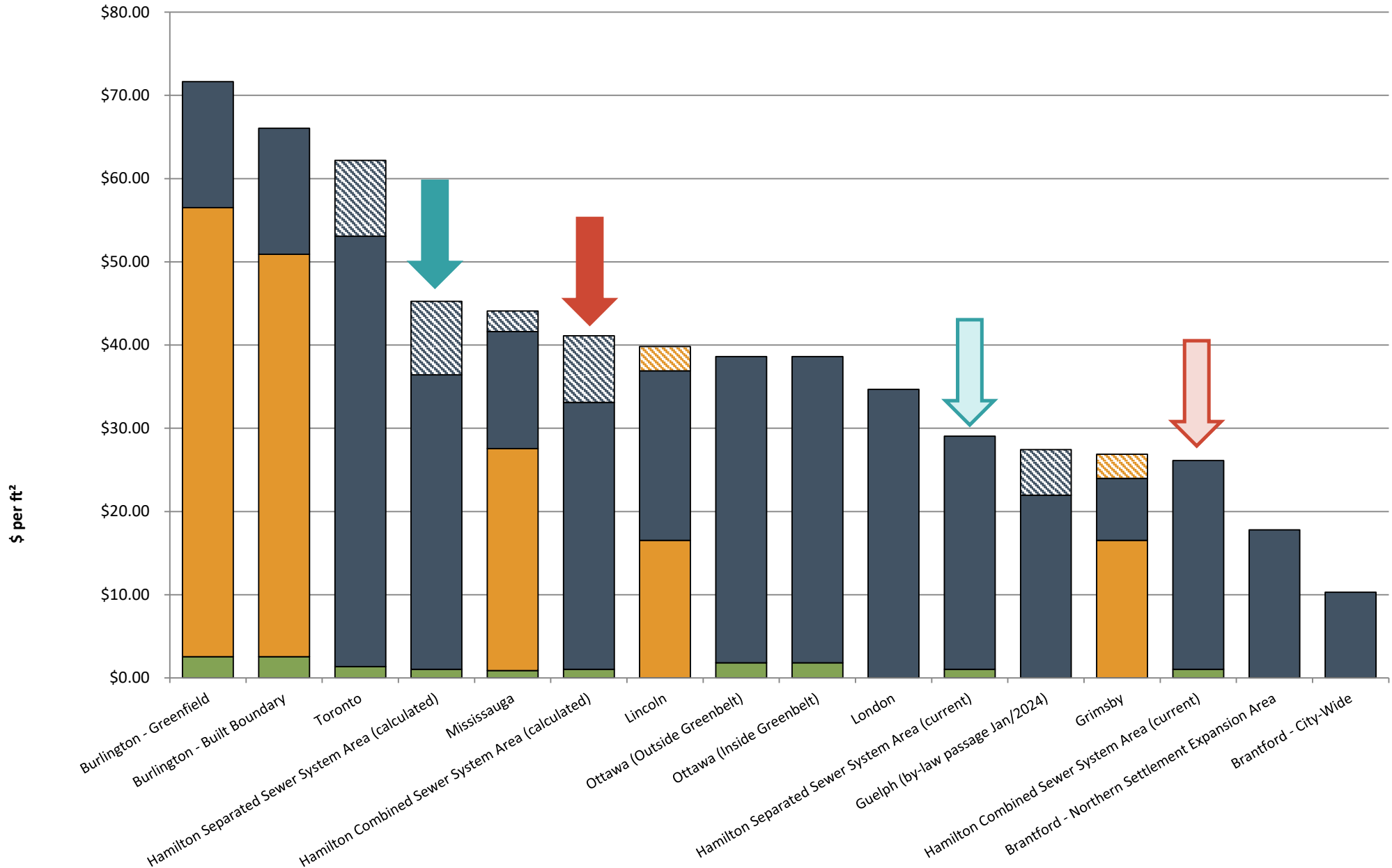
D.C. Survey – Residential Single Detached (per unit)



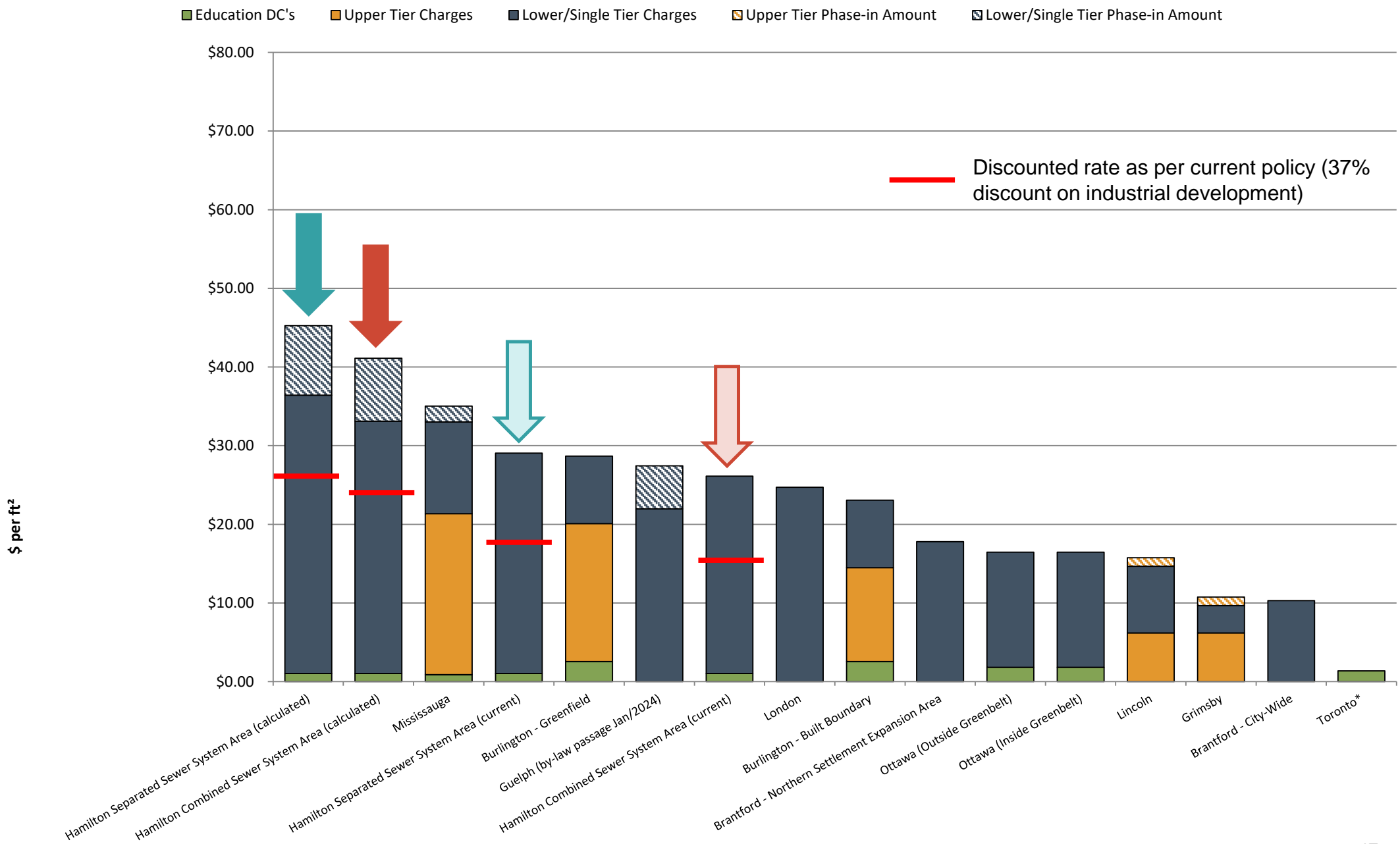
D.C. Survey – Non-Residential – Commercial (per sq.ft.)



■ Education DC's
 ■ Upper Tier Charges
 ■ Lower/Single Tier Charges
 ■ Upper Tier Phase-in Amount
 ■ Lower/Single Tier Phase-in Amount



D.C. Survey – Non-Residential – Industrial (per sq.ft.)



*Exempt



Next Steps and Discussion

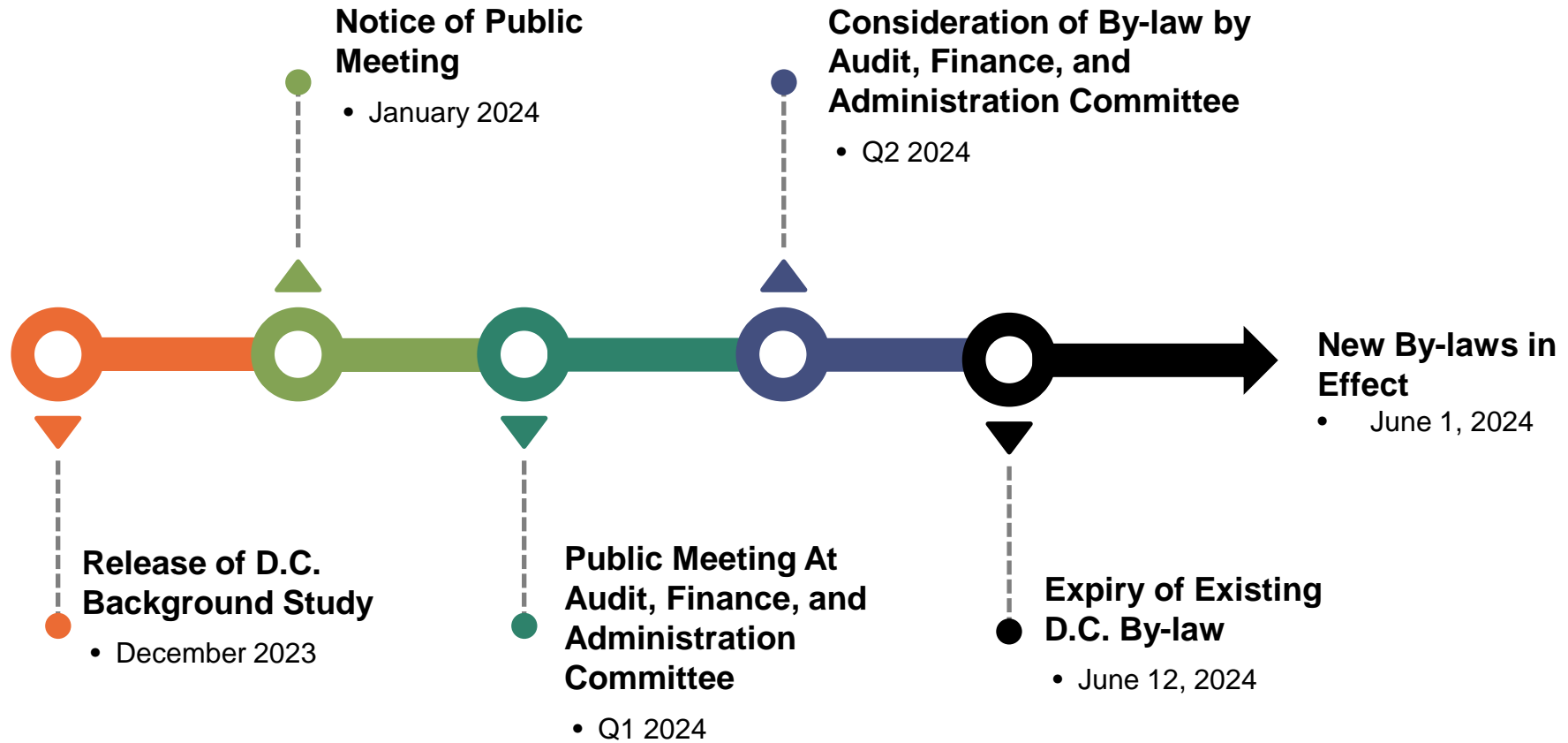
2024 Development Charges Background Study
and By-law

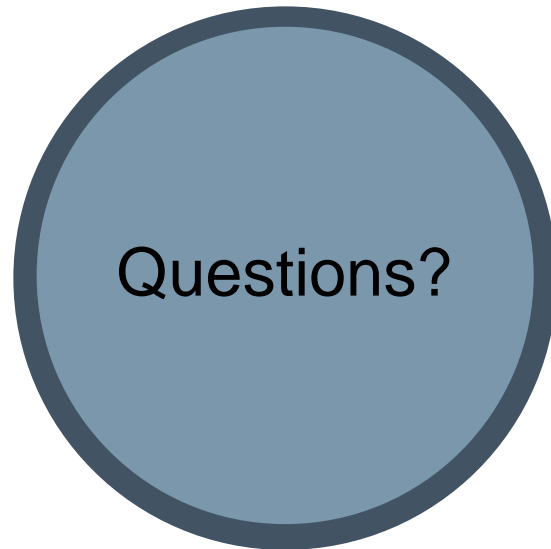
Summary of Recommendations

- ❑ Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update (FCS23104)
- ❑ Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103)



Next Steps







Draft Capital Listing: Water, Wastewater, Stormwater, and Transportation (including Transit)

City of Hamilton – 2023 Development Charges
Background Study

DRAFT – for Discussion Purposes

November 2023

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%
	2023-2031												
	AEGD												
1	Airport Road - Terminal Access Road to East Cargo Road	2023-2031	0.32	2r-4u	3,789,000	-	-	3,789,000	568,000	-	3,221,000	2,351,330	869,670
2	Book Road - Southcote Road to Highway 6	2023-2031	1.05	2r-5u	10,581,000	-	-	10,581,000	1,587,000	-	8,994,000	6,565,620	2,428,380
3	Arterial 1N - Collector 2N to Dickenson Road/Garth Street Extension	2023-2031	2.97	5u	34,249,000	-	-	34,249,000	-	-	34,249,000	25,001,770	9,247,230
4	Dickenson Road - Glancaster Road to Upper James Street	2023-2031	2.90	2r-5u	31,576,000	-	-	31,576,000	4,736,000	-	26,840,000	19,593,200	7,246,800
5	Dickenson Road Extension - Glancaster Road to Smith Road	2023-2031	0.83	5r	6,527,000	-	-	6,527,000	-	-	6,527,000	4,764,710	1,762,290
6	Book Road - Smith Road to Southcote Road	2023-2031	0.45	2r-5u	4,936,000	-	-	4,936,000	740,000	-	4,196,000	3,063,080	1,132,920
7	Garth Street Extension - Twenty Road to Collector 6N	2031-2041	0.81	5u	9,296,000	9,296,000	-	-	-	-	-	-	-
8	Garth Street Extension - Collector 6N to Dickenson Road	2031-2041	0.66	5u	7,562,000	7,562,000	-	-	-	-	-	-	-
9	Glancaster Road - Dickenson Road to Arterial 1N	2031-2041	0.39	3u-5u	4,606,000	4,088,000	-	518,000	518,000	-	-	-	-
10	Smith Road - Garner Road to Hydro Corridor	2023-2031	0.88	3u	8,504,000	-	-	8,504,000	-	-	8,504,000	6,207,920	2,296,080
11	Smith Road - Hydro Corridor to Book Road	2031-2041	1.01	3u	9,795,000	9,795,000	-	-	-	-	-	-	-
12	Smith Road - Book Road to Arterial 1N	2031-2041	0.63	3u	7,199,000	6,389,000	-	810,000	810,000	-	-	-	-
13	Southcote Road - Garner Road to Book Road	2023-2031	1.95	5u	22,478,000	-	-	22,478,000	-	-	22,478,000	16,408,940	6,069,060
14	Glancaster Road - Arterial 1N to Airport Boundary	2031-2041	0.48	2u	3,513,000	3,513,000	-	-	-	-	-	-	-
15	Airport Road - East Cargo Road to Upper James Street	2023-2031	1.08	2r-3u	8,248,000	-	-	8,248,000	1,237,000	-	7,011,000	5,118,030	1,892,970
	Ancaster												
16	Garner Road - Highway 6 South to Wilson Street	2023-2031	4.86	2r-5u	49,311,000	-	-	49,311,000	7,397,000	-	41,914,000	30,597,220	11,316,780
17	Golf Links Road - McNiven Road to Kitty Murray Lane	2023-2031	0.84	4u	26,645,000	-	-	26,645,000	-	-	26,645,000	19,450,850	7,194,150
18	Jerseyville Road - Wilson Street to Lloyminn Avenue	2031-2041	0.79	2r-3u	6,367,000	5,651,000	-	716,000	716,000	-	-	-	-
19	Shaver Road - Trustwood to Garner Road	2023-2031	0.74	2r-2i	6,304,000	-	-	6,304,000	946,000	-	5,358,000	3,911,340	1,446,660
20	McNiven Road - Rousseaux Street/Mohawk Road to Golf Links Road	2023-2031	0.62	2r-3u	4,895,000	-	-	4,895,000	734,000	-	4,161,000	3,037,530	1,123,470
21	Jerseyville Road - Lloyminn Avenue to Meadowbrook Drive	2031-2041	1.25	2r-2u	10,165,000	9,021,000	-	1,144,000	1,144,000	-	-	-	-
	Fruitland - Winona												
22	Barton Street - Fruitland Road to Fifty Road	2023-2031	5.11	2r-5u	52,121,000	-	-	52,121,000	-	-	52,121,000	38,048,330	14,072,670
23	Fifty Road - Barton Street to South Service Road	2023-2031	0.55	2r-4u	5,178,000	-	-	5,178,000	777,000	-	4,401,000	3,212,730	1,188,270
24	Fifty Road - Barton Street to Highway 8	2031-2041	0.24	2r-3u	1,834,000	1,628,000	-	206,000	206,000	-	-	-	-
25	Gordon Dean Avenue - Barton Street to Highway 8	2023-2031	1.08	4u	11,552,000	-	-	11,552,000	-	-	11,552,000	8,432,960	3,119,040
26	Highway 8 - Dewitt Road to Jones Road	2023-2031	1.73	2r-4u	16,332,000	-	-	16,332,000	2,450,000	-	13,882,000	10,133,860	3,748,140
27	Highway 8 - Jones Road to McNeilly Road	2031-2041	1.73	2r-4u	17,716,000	15,723,000	-	1,993,000	1,993,000	-	-	-	-
28	Fruitland Road - Highway 8 to Barton Street	2023-2031	1.05	2r-3u	8,937,000	-	-	8,937,000	1,341,000	-	7,596,000	5,545,080	2,050,920
29	Fruitland Road - Arvin Avenue to Barton Street	2023-2031	0.36	2u-5u	4,339,000	-	-	4,339,000	651,000	-	3,688,000	2,692,240	995,760
	MTO												
30	Highway 403 - Mohawk Road/Lincoln M. Alexander Parkway to Highway 6 south interchange	2023-2031	0.00	Truck Climbing Lane	4,655,000	-	-	4,655,000	698,000	-	3,957,000	2,888,610	1,068,390
	Red Hill Business Park												

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
2023-2031														
31	Dartnall Road - Twenty Road to Dickenson Road	2023-2031	1.55	4u	17,002,000	-	-	17,002,000	-	-	17,002,000	12,411,460	4,590,540	
32	Twenty Road East - Glover Road to Upper Redhill Valley Parkway	2023-2031	0.35	2i	3,186,000	-	-	3,186,000	-	-	3,186,000	2,325,780	860,220	
33	Upper Red Hill Valley Parkway - Rymal Road to Twenty Road	2031-2041	1.22	4u	13,103,000	13,103,000	-	-	-	-	-	-	-	
34	Dickenson Road - 350 meters west of Nebo to 330m west of Glover Road	2031-2041	1.20	2r-2i	11,285,000	10,015,000	-	1,270,000	1,270,000	-	-	-	-	
35	Glover Road - Twenty Road to Rymal Road	2023-2031	1.31	2r-2i	11,485,000	-	-	11,485,000	1,723,000	-	9,762,000	7,126,260	2,635,740	
36	Nebo Road - Twenty Road to Dickenson Road/Dartnall Road	2023-2031	0.74	2r-2i	6,302,000	-	-	6,302,000	945,000	-	5,357,000	3,910,610	1,446,390	
37	Nebo Road - Rymal Road to Twenty Road East	2023-2031	1.30	2r-2i	11,086,000	-	-	11,086,000	1,663,000	-	9,423,000	6,878,790	2,544,210	
South Mountain Area														
38	Rymal Road - Dartnall Road to Upper James Street	2023-2031	5.17	5u	59,672,000	-	-	59,672,000	-	-	59,672,000	43,560,560	16,111,440	
39	Upper Wellington Street - Limeridge Road to Stone Church Road	2023-2031	1.04	2r-3u	12,702,000	-	-	12,702,000	1,905,000	-	10,797,000	7,881,810	2,915,190	
40	Garth Street - Rymal Road to Twenty Road West	2031-2041	1.41	2r-5u	15,963,000	14,167,000	-	1,796,000	1,796,000	-	-	-	-	
41	Rymal Road - Glanaster Road to Upper Paradise Street	2023-2031	0.55	2r-5u	5,595,000	-	-	5,595,000	839,000	-	4,756,000	3,471,880	1,284,120	
42	West 5th Street - Rymal Road to Stone Church Road	2023-2031	1.01	2r-3u	7,729,000	-	-	7,729,000	1,159,000	-	6,570,000	4,796,100	1,773,900	
Stoney Creek														
43	Arvin Avenue - McNeilly Road to Lewis Road	2023-2031	0.85	2i	9,267,000	-	-	9,267,000	1,390,000	-	7,877,000	5,750,210	2,126,790	
44	South Service Road - Lewis Road to Fifty Road	2023-2031	1.79	2r-4r	13,701,000	-	-	13,701,000	2,055,000	-	11,646,000	8,501,580	3,144,420	
45	Jones Road - Barton Street to South Service Road	2023-2031	0.92	2r-2i	8,036,000	-	-	8,036,000	1,205,000	-	6,831,000	4,986,630	1,844,370	
46	Lewis Road - Barton Street to South Service Road	2023-2031	0.87	2r-2i	7,872,000	-	-	7,872,000	1,181,000	-	6,691,000	4,884,430	1,806,570	
47	Millen Road - Barton Street to South Service Road	2023-2031	1.07	2r-2i	9,092,000	-	-	9,092,000	1,364,000	-	7,728,000	5,641,440	2,086,560	
48	South Service Road - Millen Road to Gray Road	2031-2041	1.55	2r-2u	12,006,000	10,655,000	-	1,351,000	1,351,000	-	-	-	-	
Twenty Road East														
49	Upper Ottawa Street - End to Twenty Road	2031-2041	0.95	4u	10,216,000	10,216,000	-	-	-	-	-	-	-	
Waterdown														
50	North Waterdown Drive/Parkside Drive - Centre Road to Avonsyde Boulevard	2023-2031	2.25	3u	55,842,000	-	-	55,842,000	-	-	55,842,000	40,764,660	15,077,340	
51	North Waterdown Drive - Clappison Avenue Extension to Mosaic Drive	2023-2031	0.59	3u	5,727,000	-	-	5,727,000	-	-	5,727,000	4,180,710	1,546,290	
52	Clappison Avenue Extension - Parkside Drive to North Waterdown Drive	2023-2031	0.54	2u	5,106,000	-	-	5,106,000	766,000	-	4,340,000	3,168,200	1,171,800	
53	Parkside Drive - Hollybush Drive to Highway 6	2023-2031	1.07	2r-4u	10,267,000	-	-	10,267,000	1,540,000	-	8,727,000	6,370,710	2,356,290	
54	Parkside Drive - Main Street to North Waterdown Drive	2031-2041	0.59	2r-3u	4,533,000	4,023,000	-	510,000	510,000	-	-	-	-	
Other														
55	Binbrook Road - Fletcher Road to Binhaven Road	2023-2031	0.91	2r-2u	7,297,000	-	-	7,297,000	1,095,000	-	6,202,000	4,527,460	1,674,540	
56	LRT corridor - Centennial Parkway/Main Street/King Street to McMaster University	2023-2031	13.77	Public Realm Improvements	9,990,000	-	-	9,990,000	1,499,000	-	8,491,000	6,198,430	2,292,570	

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Potential D.C. Recoverable Cost		
										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
	2023-2031													
57	Lincoln M. Alexander Parkway-Red Hill Valley Parkway - Highway 403 to Queen Elizabeth Way	2031-2041	17.30	4r-6u	135,000,000	119,812,000	-	15,188,000	15,188,000	-	-	-	-	-
	Major Structures													
58	Highway 5/6 Interchange	2023-2031	-	Structure	46,843,000	-	-	46,843,000	-	-	46,843,000	34,195,390	12,647,610	
59	Mohawk Road - Highway 403 Interchange Ramp	2023-2031	-	Structure	7,714,000	-	-	7,714,000	3,857,000	-	3,857,000	2,815,610	1,041,390	
60	Strathcona Pedestrian Bridge	2027	-	Structure	10,109,000	-	-	10,109,000	8,189,000	-	1,920,000	1,401,600	518,400	
61	Limeridge Mall Bridge	2023-2031	-	Structure	6,500,000	-	3,500,000	3,000,000	2,430,000	-	570,000	416,100	153,900	
62	Henderson Lift Bridge	2023-2031	-	Structure	20,000,000	-	-	20,000,000	16,200,000	-	3,800,000	2,774,000	1,026,000	
63	Chedoke-Cootes Bridge	2023-2031	-	Structure	31,500,000	-	-	31,500,000	25,515,000	-	5,985,000	4,369,050	1,615,950	
64	Hamilton Centre Bridge	2023-2031	-	Structure	9,500,000	-	-	9,500,000	7,695,000	-	1,805,000	1,317,650	487,350	
65	Red Hill Bridge	2023-2031	-	Structure	19,000,000	-	-	19,000,000	15,390,000	-	3,610,000	2,635,300	974,700	
66	Dundas Bridge	2023-2031	-	Structure	3,125,000	-	-	3,125,000	2,531,000	-	594,000	433,620	160,380	
67	Grade Separation	2023-2031	-	Grade Separation	68,535,000	25,700,625	-	42,834,375	17,133,750	-	25,700,625	18,761,456	6,939,169	
	Programs													
68	New Signals (Pedestrian and/or Regular)	2024-2031	-	City-Wide Program	32,000,000	-	-	32,000,000	1,600,000	-	30,400,000	22,192,000	8,208,000	
69	Development Road Urbanization	2024-2031	-	City-Wide Program	6,500,000	-	-	6,500,000	325,000	-	6,175,000	4,507,750	1,667,250	
70	Street Lighting Enhancement Program	2024-2031	-	City-Wide Program	3,250,000	-	-	3,250,000	2,633,000	-	617,000	450,410	166,590	
71	Pedestrian Crossovers	2024-2031	-	City-Wide Program	1,680,000	-	-	1,680,000	1,361,000	-	319,000	232,870	86,130	
72	Advanced Traffic Management Systems	2024-2031	-	City-Wide Program	6,000,000	-	-	6,000,000	4,500,000	-	1,500,000	1,095,000	405,000	
73	Miscellaneous Land Acquisitions	2024-2031	-	City-Wide Program	5,000,000	-	-	5,000,000	250,000	-	4,750,000	3,467,500	1,282,500	
74	Transit Shelter Expansion Program	2024-2031	-	City-Wide Program	1,200,000	-	-	1,200,000	600,000	-	600,000	438,000	162,000	
75	Bus Stop Shelter Rehabilitation Program	2024-2031	-	City-Wide Program	1,000,000	-	-	1,000,000	850,000	-	150,000	109,500	40,500	
76	New Sidewalk Program	2024-2031	-	City-Wide Program	6,500,000	-	-	6,500,000	-	-	6,500,000	4,745,000	1,755,000	
77	New Traffic Signals	2024-2031	-	City-Wide Program	12,000,000	-	-	12,000,000	600,000	-	11,400,000	8,322,000	3,078,000	
78	New Traffic Signal - Drakes Drive at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000	-	332,000	242,360	89,640	
79	New Traffic Signal - Regional Road 20 at Westbrook Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000	-	332,000	242,360	89,640	
80	New Traffic Signal - Regional Road 56 at Kirk Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000	-	332,000	242,360	89,640	
81	New Traffic Signal - Fifty Road at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000	-	332,000	242,360	89,640	
82	New Traffic Signal - Fruitland Road at North Service Road	2024-2031	-	Traffic Signal	350,000	-	-	350,000	18,000	-	332,000	242,360	89,640	
83	Unidentified intersection improvements (excluding Traffic Signals)	2024-2031	-	City-Wide Program	3,250,000	-	-	3,250,000	2,633,000	-	617,000	450,410	166,590	
84	Annual Bike Parking at B/A Line Stops	2024-2031	-	City-Wide Program	46,000	-	-	46,000	37,000	-	9,000	6,570	2,430	
85	Annual Enhanced Bike Parking at Express Bus/Rapid Transit Stops	2024-2031	-	City-Wide Program	275,000	-	-	275,000	223,000	-	52,000	37,960	14,040	
86	Transportation Demand Management	2024-2031	-	City-Wide Program	4,400,000	-	-	4,400,000	3,564,000	-	836,000	610,280	225,720	
87	Durable Pavement Markings - New Installations	2024-2031	-	City-Wide Program	1,600,000	-	-	1,600,000	240,000	-	1,360,000	992,800	367,200	
88	Traffic Controller Cabinet Replacements	2024-2031	-	City-Wide Program	3,200,000	-	-	3,200,000	-	-	3,200,000	2,336,000	864,000	
89	Traffic Signal Upgrades	2024-2031	-	City-Wide Program	2,400,000	-	-	2,400,000	120,000	-	2,280,000	1,664,400	615,600	
90	Traffic Signal LED Replacement Program	2024-2031	-	City-Wide Program	1,760,000	-	-	1,760,000	1,760,000	-	-	-	-	
91	Sidewalk Missing Link Program	2024-2031	-	City-Wide Program	2,000,000	-	-	2,000,000	1,620,000	-	380,000	277,400	102,600	
92	Bike Parking	2024-2031	-	City-Wide Program	720,000	-	-	720,000	583,000	-	137,000	100,010	36,990	
93	Micromobility	2024-2031	-	City-Wide Program	1,200,000	-	-	1,200,000	972,000	-	228,000	166,440	61,560	
94	Miscellaneous Land Acquisitions	2024-2031	-	City-Wide Program	6,650,000	-	-	6,650,000	333,000	-	6,317,000	4,611,410	1,705,590	
	Active Transportation Projects													
95	Barton - Brockley to Fruitland	2023-2031	3.95	Multi-Use Trail	164,000	9,300	-	154,700	133,000	-	21,700	15,841	5,859	
96	Barton - Red Hill Valley to Lake	2023-2031	1.61	Cycle track	311,000	17,700	-	293,300	252,000	-	41,300	30,149	11,151	

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
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									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%
97	Baseline/ Lockport - Winona Road to Niagara border	2023-2031	1.15	Bike Lane	31,000	1,800	-	29,200	25,000	-	4,200	3,066	1,134
98	Battlefield Park - Bruce Trail Link - Greenhill to Bruce Trail to Glover Mtn	2023-2031	0.75	Multi-Use Trail	709,000	40,500	-	668,500	574,000	-	94,500	68,985	25,515
99	Beach Bike Lane - under QEW	2023-2031	0.24	Bike Lane	9,000	300	-	8,700	8,000	-	700	511	189
100	Beach Boulevard - lift bridge to Woodward/Eastport	2023-2031	4.52	Bike Lane	125,000	7,200	-	117,800	101,000	-	16,800	12,264	4,536
101	Beddoe Drive Link	2023-2031	0.91	Multi-Use Trail	690,000	39,300	-	650,700	559,000	-	91,700	66,941	24,759
102	Binbrook Road - Regional Road 56 to Southbrook	2023-2031	0.28	Bike Lane	9,000	300	-	8,700	8,000	-	700	511	189
103	Binbrook Road - Trinity Church to Royal Winter/Binhaven	2023-2031	2.16	Multi-Use Trail	327,000	98,100	-	228,900	-	-	228,900	167,097	61,803
104	Birch/ Holton - Burlington St to Cannon/ King/ Delaware	2023-2031	1.40	Bike Lane	41,000	2,400	-	38,600	33,000	-	5,600	4,088	1,512
105	Burlington Street East Boulevard Trail - Ottawa to Parkdale to Glow	2023-2031	2.30	Multi-Use Trail	1,397,000	79,800	-	1,317,200	1,131,000	-	186,200	135,926	50,274
106	Burlington Street Link - Ferguson/ Dock Service Road to Sherman	2023-2031	1.88	Multi-Use Trail	138,000	7,800	-	130,200	112,000	-	18,200	13,286	4,914
107	Burlington/ Industrial - Sherman to Gage	2023-2031	0.86	Cycle track	132,000	7,500	-	124,500	107,000	-	17,500	12,775	4,725
108	Centennial Parkway - North Service to GO station/ Kenora	2023-2031	1.20	Multi-Use Trail	207,000	11,700	-	195,300	168,000	-	27,300	19,929	7,371
109	Centre - Concession 8 E to Concession 7 E	2023-2031	1.80	Paved Shoulder	467,000	119,100	-	347,900	70,000	-	277,900	202,867	75,033
110	Centre - Grindstone Creek to Concession 5 E	2023-2031	0.45	Paved Shoulder	117,000	29,700	-	87,300	18,000	-	69,300	50,589	18,711
111	Centre - Warren/ Carlisle Road to Progreston	2023-2031	0.78	Paved Shoulder	201,000	51,300	-	149,700	30,000	-	119,700	87,381	32,319
112	Charlton/ John - James to Ferguson & St Joseph's Dr	2023-2031	0.80	Bike Lane	112,000	6,600	-	105,400	90,000	-	15,400	11,242	4,158
113	Chedmac - Southridge to Rice	2023-2031	0.53	Bike Lane	31,000	1,800	-	29,200	25,000	-	4,200	3,066	1,134
114	Chedoke Rail Trail - Highway 403 to Dundurn	2023-2031	4.68	Multi-Use Trail	1,978,000	112,800	-	1,865,200	1,602,000	-	263,200	192,136	71,064
115	Cherry Beach Road Link - Millen to Dewitt	2023-2031	0.91	Multi-Use Trail	311,000	17,700	-	293,300	252,000	-	41,300	30,149	11,151
116	Christie-Tews - Christie C.A. to Harvest	2023-2031	2.75	Multi-Use Trail	1,495,000	381,300	-	1,113,700	224,000	-	889,700	649,481	240,219
117	Delawana - Kenora to Lake	2023-2031	1.02	Bike Lane	12,000	600	-	11,400	10,000	-	1,400	1,022	378
118	Devil's Punchbowl Link - Mountain Ave/ Lake Ave to Ridge Road/ Devil's	2023-2031	0.42	Multi-Use Trail	200,000	11,400	-	188,600	162,000	-	26,600	19,418	7,182
119	Dewitt - Barton to Dundee	2023-2031	0.90	Bike Lane	28,000	1,500	-	26,500	23,000	-	3,500	2,555	945
120	Dewitt - Dundee to Ridge	2023-2031	0.50	Bike Lane	998,000	57,000	-	941,000	808,000	-	133,000	97,090	35,910
121	Dundas St - Main to Cootes	2023-2031	0.68	Bike Lane	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756
122	Dundas St in Waterdown - Highway 6 to Kearns (border)	2023-2031	6.03	Multi-Use Trail	172,000	9,900	-	162,100	139,000	-	23,100	16,863	6,237
123	East Townline - Mud to Highland	2023-2031	1.10	Bike Lane	17,000	4,200	-	12,800	3,000	-	9,800	7,154	2,646
124	Eastport Drive Lift Bridge Link	2023-2031	0.60	Multi-Use Trail	2,328,000	132,900	-	2,195,100	1,885,000	-	310,100	226,373	83,727
125	Edgewood - Safari to Highway 6	2023-2031	0.90	Bike Lane	15,000	4,500	-	10,500	-	-	10,500	7,665	2,835
126	Emperor - Brigade to Acadia	2023-2031	0.44	Bike Lane	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756
127	Existing Pipeline Trail - Main to Strathearne	2023-2031	2.20	Multi-Use Trail	6,223,000	354,600	-	5,868,400	5,041,000	-	827,400	604,002	223,398
128	Fallsview - Sydenham to Rock Chapel Road	2023-2031	1.40	Multi-Use Trail	466,000	139,800	-	326,200	-	-	326,200	238,126	88,074
129	Fennell Avenue Boulevard Trail - Garth/ West 18th to West 5th	2023-2031	1.20	Multi-Use Trail	548,000	31,200	-	516,800	444,000	-	72,800	53,144	19,656
130	Ferguson - Young to Charlton	2023-2031	0.21	Bike Lane	3,000	300	-	2,700	2,000	-	700	511	189
131	Fiddler's Green - Armerly to Carluke	2023-2031	6.77	Bike Lane	28,000	8,400	8,000	11,600	-	-	11,600	8,468	3,132
132	Fiddler's Green - Jerseyville to Wilson	2023-2031	0.25	Bike Lane	8,000	600	-	7,400	6,000	-	1,400	1,022	378
133	First Rd W/Whitedeer/Terryberry & Picardy/ Highbury - Glover Mtn Road/ Ridgeview Dr to Rymal/ Bellagio	2023-2031	4.08	Bike Lane	64,000	3,600	-	60,400	52,000	-	8,400	6,132	2,268
134	Frances - Grays to Southshore	2023-2031	1.15	Bike Lane	207,000	11,700	-	195,300	168,000	-	27,300	19,929	7,371
135	Frid/Chatham - Longwood to Dundurn	2023-2031	1.00	Bike Lane	8,000	600	-	7,400	6,000	-	1,400	1,022	378

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
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										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
136	Golf Links/ Halson - Wilson to Southcote	2023-2031	1.19	Bike Lane	37,000	2,100	-	34,900	30,000	-	-	4,900	3,577	1,323
137	Governor's - Wainwright to Lynden	2023-2031	13.06	Paved Shoulder	867,000	260,100	-	606,900	-	-	606,900	443,037	163,863	
138	Governor's - Ogilvie to Main	2023-2031	0.24	Bike Lane	57,000	3,300	-	53,700	46,000	-	7,700	5,621	2,079	
139	Greenhill - Harrisford to Summercrest	2023-2031	1.94	Bike Lane	101,000	5,700	-	95,300	82,000	-	13,300	9,709	3,591	
140	Greenhill - Summercrest to King	2023-2031	1.20	Bike Lane	63,000	3,600	-	59,400	51,000	-	8,400	6,132	2,268	
141	Hamilton Drive Link	2023-2031	-	Multi-Use Trail	2,633,000	150,000	-	2,483,000	2,133,000	-	350,000	255,500	94,500	
142	Hamilton in Waterdown - Centre/Main to Highway 5/Dundas	2023-2031	1.00	Multi-Use Trail	82,000	4,500	-	77,500	67,000	-	10,500	7,665	2,835	
143	Hamilton-Brantford Rail Trail - Bridlewood Dr to Ewen	2023-2031	4.00	Multi-Use Trail	540,000	30,900	-	509,100	437,000	-	72,100	52,633	19,467	
144	Hatt - Peel to John	2023-2031	0.65	Cycle track	39,000	2,400	-	36,600	31,000	-	5,600	4,088	1,512	
145	Hollybush - Parkside to Dundas St	2023-2031	1.10	Bike Lane	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756	
146	Hydro Corridor - Lawrence Avenue to Greenhill Avenue	2023-2031	1.15	Multi-Use Trail	572,000	32,700	-	539,300	463,000	-	76,300	55,699	20,601	
147	Hydro Corridor - Wilson/Highway 52 to Regional Road 56	2023-2031	12.70	Multi-Use Trail	10,131,000	3,039,300	-	7,091,700	-	-	7,091,700	5,176,941	1,914,759	
148	Iroquois Heights to Old Mohawk - Chedoke Rail Trail to Old Mohawk Road	2023-2031	0.85	Multi-Use Trail	423,000	24,000	-	399,000	343,000	-	56,000	40,880	15,120	
149	Jones Road Link	2023-2031	2.67	Multi-Use Trail	295,000	24,300	214,000	56,700	-	-	56,700	41,391	15,309	
150	Karst Escarpment Loop - Pritchard to Mount Albion/Winterberry	2023-2031	0.70	Multi-use Trail	519,000	29,700	-	489,300	420,000	-	69,300	50,589	18,711	
151	Kenora/ Greenford/ Owen - Bancroft to King	2023-2031	2.60	Bike Lane	229,000	13,200	-	215,800	185,000	-	30,800	22,484	8,316	
152	Kentley - Eugene to Kenora	2023-2031	0.40	Signed Bike Route	5,000	300	-	4,700	4,000	-	700	511	189	
153	Kerns Road, Waterdown South Link	2023-2031	-	Multi-Use Trail	1,273,000	72,600	-	1,200,400	1,031,000	-	169,400	123,662	45,738	
154	King in Dundas - Bond to Peel	2023-2031	0.80	Bike Lane	41,000	2,400	-	38,600	33,000	-	5,600	4,088	1,512	
155	King over Red Hill Valley Parkway - Lawrence to Pottruff	2023-2031	0.60	Cycle track	36,000	2,100	-	33,900	29,000	-	4,900	3,577	1,323	
156	Kitty Murray - Garner to Golf Links	2023-2031	2.26	Bike Lane	70,000	3,900	-	66,100	57,000	-	9,100	6,643	2,457	
157	Limeridge - Birchview to Mtn Brow	2023-2031	1.98	Bike Lane	93,000	5,400	-	87,600	75,000	-	12,600	9,198	3,402	
158	Limeridge Mall Hydro Corridor Trail - Mohawk Road to South of Rymal	2023-2031	3.80	Multi-Use Trail	1,867,000	106,200	-	1,760,800	1,513,000	-	247,800	180,894	66,906	
159	Lovers Lane - Sulphur Springs to Jerseyville	2023-2031	0.90	Bike Lane	28,000	1,500	-	26,500	23,000	-	3,500	2,555	945	
160	Marston - Paramount to Gordon Drummond	2023-2031	0.40	Bike Lane	19,000	1,200	-	17,800	15,000	-	2,800	2,044	756	
161	Meadowbrook	2023-2031	1.00	Bike Lane	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756	
162	Meadowlands/ Raymond - Golf Links to Garner	2023-2031	2.10	Bike Lane	65,000	3,600	-	61,400	53,000	-	8,400	6,132	2,268	
163	Millen - Shoreview to Millen/ Seaman	2023-2031	0.50	Bike Lane	41,000	900	20,000	20,100	18,000	-	2,100	1,533	567	
164	Mohawk - Old Mohawk to Upper Paradise	2023-2031	1.83	Bike Lane	63,000	3,600	-	59,400	51,000	-	8,400	6,132	2,268	
165	Montclair/ Central/ Graham/ Frederick	2023-2031	3.80	Signed Bike Route	25,000	1,500	-	23,500	20,000	-	3,500	2,555	945	
166	Mountain Brow Boulevard Trail - Mohawk to Arbour	2023-2031	1.81	Multi-Use Trail	497,000	28,200	-	468,800	403,000	-	65,800	48,034	17,766	
167	Mountain Brow East Path - Rendell to Oakcrest	2023-2031	0.81	Multi-Use Trail	2,075,000	118,200	-	1,956,800	1,681,000	-	275,800	201,334	74,466	
168	Mountain Brow in Waterdown - Mill to Burke to King Road	2023-2031	1.20	Multi-Use Trail	878,000	50,100	-	827,900	711,000	-	116,900	85,337	31,563	
169	Museum of Steam and Tech Link - Woodward to Red Hill Valley Trail	2023-2031	0.75	Multi-Use Trail	807,000	45,900	-	761,100	654,000	-	107,100	78,183	28,917	
170	Nash - Bancroft to King	2023-2031	2.58	Cycle track	134,000	7,500	-	126,500	109,000	-	17,500	12,775	4,725	
171	North Service Road - Bellavista to Baseline	2023-2031	0.98	Bike Lane	31,000	1,800	-	29,200	25,000	-	4,200	3,066	1,134	
172	North Service Road - Dewitt to Lakeview	2023-2031	0.73	Bike Lane	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756	
173	Northlawn Avenue Link	2023-2031	1.10	Multi-Use Trail	532,000	159,600	77,000	295,400	-	-	295,400	215,642	79,758	
174	Ogilvie/ Old Ancaster - Hatt/ King to Hamilton-Brantford Rail Trail	2023-2031	0.80	Bike Lane	19,000	1,200	-	17,800	15,000	-	2,800	2,044	756	
175	Old Guelph Road - Paterson to York Bike Lane	2023-2031	3.53	Paved Shoulder	1,206,000	307,500	-	898,500	181,000	-	717,500	523,775	193,725	
176	Old Mud - Mt Albion to Winterberry	2023-2031	0.40	Bike Lane	12,000	600	-	11,400	10,000	-	1,400	1,022	378	

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										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
	2023-2031													
177	Osler/ Main - Hatt/ King to Main + 125m of Main	2023-2031	2.00	Bike Lane	117,000	6,600	-	110,400	95,000	-	15,400	11,242	4,158	
178	Ottawa Street South - Bruce Trail Link	2023-2031	0.39	Multi-Use Trail	912,000	51,900	-	860,100	739,000	-	121,100	88,403	32,697	
179	Proposed Pipeline Trail - Museum of Steam and Technology to Mahoney	2023-2031	2.40	Multi-Use Trail	688,000	39,300	-	648,700	557,000	-	91,700	66,941	24,759	
180	Queensdale - Upper Sherman to Upper Ottawa	2023-2031	1.56	Bike Lane	48,000	2,700	-	45,300	39,000	-	6,300	4,599	1,701	
181	Queensdale - Upper Wellington to Skyland	2023-2031	0.39	Bike Lane	52,000	3,000	-	49,000	42,000	-	7,000	5,110	1,890	
182	Queenston/ Highway 8 - King to Dewitt	2023-2031	1.37	Bike Lane	327,000	18,600	-	308,400	265,000	-	43,400	31,682	11,718	
183	Regional Road 56 - Swayze Road to Cemetery	2023-2031	4.60	Multi-Use Trail	4,148,000	1,244,400	1,349,000	1,554,600	-	-	1,554,600	1,134,858	419,742	
184	Regional Road 56 south of Kirk - Windwood to Kirk	2023-2031	1.14	Multi-Use Trail	1,037,000	264,300	-	772,700	156,000	-	616,700	450,191	166,509	
185	Ridge Road - Devil Punch Bowl to Dewitt	2023-2031	2.91	Multi-Use Trail	1,037,000	59,100	-	977,900	840,000	-	137,900	100,667	37,233	
186	Rousseaux/ Mohawk - Wilson to Filman	2023-2031	1.60	Bike Lane	299,000	17,100	-	281,900	242,000	-	39,900	29,127	10,773	
187	Scenic - Chedoke Rail Trail to Upper Paradise	2023-2031	2.27	Bike Lane	36,000	2,100	-	33,900	29,000	-	4,900	3,577	1,323	
188	Scenic/ Denlow - Upper Paradise to Garth	2023-2031	0.95	Bike Lane	15,000	900	-	14,100	12,000	-	2,100	1,533	567	
189	Shaver - Wilson to Garner	2023-2031	0.52	Multi-Use Trail	16,000	900	-	15,100	13,000	-	2,100	1,533	567	
190	Strachan Street Trail - James to Ferguson	2023-2031	0.66	Multi-Use Trail	448,000	25,500	-	422,500	363,000	-	59,500	43,435	16,065	
191	Stuart Street Rail Link	2023-2031	0.94	Multi-Use Trail	338,000	19,200	-	318,800	274,000	-	44,800	32,704	12,096	
192	Upper James - William Connell Park	2023-2031	0.38	Multi-Use Trail	299,000	17,100	-	281,900	242,000	-	39,900	29,127	10,773	
193	Upper Sherman - Stone Church to Rymal to Miles	2023-2031	1.00	Bike Lane	238,000	13,500	-	224,500	193,000	-	31,500	22,995	8,505	
194	Upper Wentworth - Concession to Fennell	2023-2031	1.03	Bike Lane	53,000	3,000	-	50,000	43,000	-	7,000	5,110	1,890	
195	Upper Wentworth - Fennell to East 24th	2023-2031	1.03	Bike Lane	53,000	3,000	-	50,000	43,000	-	7,000	5,110	1,890	
196	Valley Road - Rock Chapel to York Road	2023-2031	1.40	Paved Shoulder	415,000	105,900	-	309,100	62,000	-	247,100	180,383	66,717	
197	Van Wagner's - Beach Bike Lane to Centennial Parkway	2023-2031	2.50	Bike Lane	104,000	6,000	-	98,000	84,000	-	14,000	10,220	3,780	
198	Victoria - Young to Burlington	2023-2031	2.53	Bike Lane	53,000	3,000	-	50,000	43,000	-	7,000	5,110	1,890	
199	Walnut Grove & Sanctuary Park - Walnut Grove/ Ogilvie to Highland Park Dr	2023-2031	0.40	Multi-Use Trail	487,000	27,900	-	459,100	394,000	-	65,100	47,523	17,577	
200	Warrington/ South Service/ Lake - Centennial Parkway to Maple	2023-2031	3.86	Multi-Use Trail	104,000	6,000	-	98,000	84,000	-	14,000	10,220	3,780	
201	White Church Road West Link	2023-2031	6.55	Multi-Use Trail	1,749,000	524,700	762,000	462,300	-	-	462,300	337,479	124,821	
202	Wilson in Ancaster - Rousseaux to Halson	2023-2031	0.85	Bike Lane	27,000	1,500	-	25,500	22,000	-	3,500	2,555	945	
203	Winona - Lido/ shore to Peachtree (Helena)	2023-2031	1.97	Multi-Use Trail	61,000	3,300	-	57,700	50,000	-	7,700	5,621	2,079	
204	York Road - Olympic to Valley Road	2023-2031	1.70	Paved Shoulder	581,000	148,200	-	432,800	87,000	-	345,800	252,434	93,366	
205	York Road & York Road at Old Guelph - Valley Road to Highway 6	2023-2031	2.50	Multi-Use Trail	1,906,000	571,800	-	1,334,200	-	-	1,334,200	973,966	360,234	
206	Acadia - Emperor to End	2023-2031	0.54	Signed Bike Route	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756	
207	Alma - Sydenham to Queen	2023-2031	0.09	Bike Lane	12,000	600	-	11,400	10,000	-	1,400	1,022	378	
208	Aguasanta - Diconzo to Ascoli	2023-2031	0.09	Signed Bike Route	4,000	300	-	3,700	3,000	-	700	511	189	
209	Baker - Breadalbane to Dundum	2023-2031	0.14	Signed Bike Route	6,000	300	-	5,700	5,000	-	700	511	189	
210	Baseline - Lockport to North Service Road	2023-2031	2.66	Bike Lane	373,000	95,100	-	277,900	56,000	-	221,900	161,987	59,913	
211	Bedrock - First Rd W to 300m West of First Rd W	2023-2031	0.33	Bike Lane	46,000	2,700	-	43,300	37,000	-	6,300	4,599	1,701	
212	Bellagio - Fletcher to Terryberry	2023-2031	1.64	Bike Lane	229,000	12,900	-	216,100	186,000	-	30,100	21,973	8,127	
213	Binbrook Road - Fletcher to Binhaven	2023-2031	0.94	Multi-Use Trail	706,000	40,200	-	665,800	572,000	-	93,800	68,474	25,326	
214	Binbrook Road - Southbrook to Boundary	2023-2031	6.02	Paved Shoulder	1,805,000	460,200	-	1,344,800	271,000	-	1,073,800	783,874	289,926	
215	Book Road - Shaver to Fiddler's Green	2023-2031	2.50	Paved Shoulder	751,000	191,400	-	559,600	113,000	-	446,600	326,018	120,582	
216	Book Road - Fiddler's Green to Glancaster	2023-2031	3.42	Bike Lane	478,000	3,600	417,000	57,400	49,000	-	8,400	6,132	2,268	
217	Brantdale - West Fifth Street to Upper James	2023-2031	0.42	Signed Bike Route	17,000	900	-	16,100	14,000	-	2,100	1,533	567	
218	Bridlewood - Governor's to Highland Park Drive	2023-2031	0.59	Signed Bike Route	23,000	1,200	-	21,800	19,000	-	2,800	2,044	756	
219	Brigade - Upper Wellington to Emperor	2023-2031	0.82	Signed Bike Route	33,000	2,100	-	30,900	26,000	-	4,900	3,577	1,323	

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
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Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
220	Brock - Harvest Road to Highway 8	2023-2031	0.55	Paved Shoulder	164,000	41,700	-	122,300	25,000	-	97,300	71,029	26,271	
221	Brock - Safari to Freelon	2023-2031	4.50	Paved Shoulder	1,351,000	405,300	-	945,700	-	-	945,700	690,361	255,339	
222	Burke - Great Falls Blvd to McKnight Ave E	2023-2031	0.51	Bike Lane	72,000	4,200	-	67,800	58,000	-	9,800	7,154	2,646	
223	Butter - Glancaster to Fiddler's Green	2023-2031	2.21	Bike Lane	309,000	92,700	-	216,300	-	-	216,300	157,899	58,401	
224	Canada - Locke to Queen	2023-2031	0.41	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567	
225	Carlisle - Highway 6 to Wildberry Way	2023-2031	2.35	Paved Shoulder	705,000	211,500	-	493,500	-	-	493,500	360,255	133,245	
226	Carlisle Trail Loop - Centre Road to Border	2023-2031	3.35	Paved Shoulder	1,006,000	256,500	-	749,500	151,000	-	598,500	436,905	161,595	
227	Carlson Street - Highland Road to End	2023-2031	0.11	Signed Bike Route	4,000	-	-	4,000	4,000	-	-	-	-	-
228	Carluka - Glancaster to Shaver	2023-2031	3.53	Paved Shoulder	1,058,000	269,700	-	788,300	159,000	-	629,300	459,389	169,911	
229	Central - Edgemont to Cochrane	2023-2031	1.54	Signed Bike Route	61,000	3,300	-	57,700	50,000	-	7,700	5,621	2,079	
230	Chatham Street - Dundurn to Frid	2023-2031	0.27	Bike Lane	37,000	2,100	-	34,900	30,000	-	4,900	3,577	1,323	
231	Concession 10 West - Foreman to Freelon	2023-2031	9.28	Signed Bike Route	371,000	111,300	-	259,700	-	-	259,700	189,581	70,119	
232	Concession 11 E - Centre Road to Freelon	2023-2031	2.65	Paved Shoulder	794,000	238,200	-	555,800	-	-	555,800	405,734	150,066	
233	Concession 4 West - Millgrove Sideroad to Highway 6	2023-2031	1.78	Paved Shoulder	533,000	135,900	-	397,100	80,000	-	317,100	231,483	85,617	
234	Concession 6 East - Highway 6 to Centre Road	2023-2031	2.79	Paved Shoulder	837,000	213,300	-	623,700	126,000	-	497,700	363,321	134,379	
235	Concession 7 West - Boundary to Edgewood Road	2023-2031	18.80	Paved Shoulder	5,641,000	1,692,300	-	3,948,700	-	-	3,948,700	2,882,551	1,066,149	
236	Concession 8 West - Middletown to Middletown	2023-2031	0.14	Signed Bike Route	6,000	1,500	-	4,500	1,000	-	3,500	2,555	945	
237	Concession Street - Mountain Park Ave to Mountain Brow Boulevard	2023-2031	0.51	Bike Lane	71,000	3,900	-	67,100	58,000	-	9,100	6,643	2,457	
238	Confederation Beach Park - Centennial Parkway to West of Gray	2023-2031	1.98	Signed Bike Route	79,000	4,500	-	74,500	64,000	-	10,500	7,665	2,835	
239	Cormorant - Trinity to Shaver	2023-2031	2.46	Bike Lane	345,000	19,800	-	325,200	279,000	-	46,200	33,726	12,474	
240	Culotta - Perrelli to Chudleigh	2023-2031	0.14	Signed Bike Route	6,000	300	-	5,700	5,000	-	700	511	189	
241	Dicenzo Dr - Aquasanta Crescent to South Turn on Dicenzo Drive	2023-2031	0.36	Signed Bike Route	14,000	600	-	13,400	12,000	-	1,400	1,022	378	
242	Dicenzo Dr - Upper Wellington to Trieste	2023-2031	0.20	Signed Bike Route	8,000	300	-	7,700	7,000	-	700	511	189	
243	Dundas St E (Highway 5) - Highway 6 to Boundary	2023-2031	10.21	Bike Lane	1,429,000	81,600	-	1,347,400	1,157,000	-	190,400	138,992	51,408	
244	Dundurn - Main to King	2023-2031	0.28	Bike Lane	39,000	2,100	-	36,900	32,000	-	4,900	3,577	1,323	
245	Edgemont - Montclair to Central	2023-2031	0.18	Signed Bike Route	7,000	300	-	6,700	6,000	-	700	511	189	
246	Eighth Road Link - Ridge to Boundary	2023-2031	5.51	Paved Shoulder	1,652,000	495,600	-	1,156,400	-	-	1,156,400	844,172	312,228	
247	Eleventh - Mud to Green Mountain Road	2023-2031	1.11	Signed Bike Route	44,000	13,200	-	30,800	-	-	30,800	22,484	8,316	
248	Emerson - Whitney to Main	2023-2031	0.65	Bike Lane	91,000	5,100	-	85,900	74,000	-	11,900	8,687	3,213	
249	Empress - Upper James to East Sixth Street	2023-2031	0.71	Signed Bike Route	29,000	1,800	-	27,200	23,000	-	4,200	3,066	1,134	
250	Eugene - Pottruff to Nugent	2023-2031	0.18	Signed Bike Route	7,000	300	-	6,700	6,000	-	700	511	189	
251	Fallsview - Harvest Road to Sydenham	2023-2031	2.47	Signed Bike Route	99,000	29,700	-	69,300	-	-	69,300	50,589	18,711	
252	Ferguson - Dock Service Road to Burlington	2023-2031	0.28	Signed Bike Route	11,000	600	-	10,400	9,000	-	1,400	1,022	378	
253	Ferguson - Charlton to North of Young	2023-2031	0.26	Bike Lane	37,000	2,100	-	34,900	30,000	-	4,900	3,577	1,323	
254	Field - Jerseyville Rd W to Governor's Rd	2023-2031	3.88	Paved Shoulder	1,163,000	348,900	-	814,100	-	-	814,100	594,293	219,807	
255	Fifty - Ridge to Cokers	2023-2031	1.51	Paved Shoulder	452,000	115,200	-	336,800	68,000	-	268,800	196,224	72,576	
256	Fifty - Coke to North Service Road	2023-2031	2.24	Bike Lane	314,000	11,400	111,000	191,600	165,000	-	26,600	19,418	7,182	
257	Filman - Wilson St E to End	2023-2031	0.40	Signed Bike Route	16,000	4,800	-	11,200	-	-	11,200	8,176	3,024	
258	First Road West - North End to Highbury Drive	2023-2031	0.10	Bike Lane	14,000	900	-	13,100	11,000	-	2,100	1,533	567	
259	Flamborough Puslinch Tlin - Madaugh Road to Centre	2023-2031	1.81	Paved Shoulder	543,000	162,900	-	380,100	-	-	380,100	277,473	102,627	
260	Fleming - North End to York	2023-2031	0.26	Signed Bike Route	10,000	3,000	-	7,000	-	-	7,000	5,110	1,890	
261	Fletcher - Rymal to Pinehill	2023-2031	0.32	Paved Shoulder	97,000	5,700	-	91,300	78,000	-	13,300	9,709	3,591	
262	Foreman - Boundary to Regional Road 97	2023-2031	3.08	Signed Bike Route	123,000	36,900	-	86,100	-	-	86,100	62,853	23,247	
263	Franklin - Parkview to Longwood	2023-2031	0.20	Signed Bike Route	8,000	600	-	7,400	6,000	-	1,400	1,022	378	
264	Frederick - Barton to Roxborough	2023-2031	0.62	Signed Bike Route	25,000	1,500	-	23,500	20,000	-	3,500	2,555	945	

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
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Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%
265	Freelton - Concession 11 E to South of Highway 6	2023-2031	0.38	Bike Lane	54,000	16,200	-	37,800	-	-	37,800	27,594	10,206
266	Fruitland - Highway 8 to North Service Road	2023-2031	2.42	Bike Lane	339,000	8,100	197,000	133,900	115,000	-	18,900	13,797	5,103
267	Galbraith - Lake Avenue to Galbraith Three-way Intersection	2023-2031	0.52	Signed Bike Route	21,000	1,200	-	19,800	17,000	-	2,800	2,044	756
268	Garth - Denlow to Fennell	2023-2031	0.14	Paved Multi-Use Recreational Trail	107,000	6,300	-	100,700	86,000	-	14,700	10,731	3,969
269	Garth St Extension - 20 Rd W to Dickenson Rd W	2023-2031	1.38	Bike Lane	193,000	18,900	33,000	141,100	130,000	-	11,100	8,103	2,997
270	Glancaster - Carluke to Airport	2023-2031	1.45	Bike Lane	203,000	51,900	-	151,100	30,000	-	121,100	88,403	32,697
271	Glenfern - Kent to Kent	2023-2031	0.04	Signed Bike Route	1,000	-	-	1,000	1,000	-	-	-	-
272	Glover - Watercrest to End	2023-2031	0.11	Bike Lane	15,000	900	-	14,100	12,000	-	2,100	1,533	567
273	Glow - Parkdale to East of Tate	2023-2031	0.63	Signed Bike Route	25,000	1,200	-	23,800	21,000	-	2,800	2,044	756
274	Golf Club - Woodburn to Westbrook	2023-2031	2.07	Signed Bike Route	83,000	24,900	-	58,100	-	-	58,100	42,413	15,687
275	Golf Links - Stone Church to Kitty Murray	2023-2031	1.30	Bike Lane	182,000	10,200	-	171,800	148,000	-	23,800	17,374	6,426
276	Gordon Drummond - Marston to Nordale	2023-2031	0.04	Signed Bike Route	2,000	300	-	1,700	1,000	-	700	511	189
277	Governors - Binkley to Lynden	2023-2031	10.00	Paved Shoulder	3,001,000	765,300	-	2,235,700	450,000	-	1,785,700	1,303,561	482,139
278	Graham Ave North - Central to Roxborough	2023-2031	0.78	Signed Bike Route	31,000	1,800	-	29,200	25,000	-	4,200	3,066	1,134
279	Greenford - Owen Pl to Cromwell	2023-2031	0.21	Signed Bike Route	8,000	300	-	7,700	7,000	-	700	511	189
280	Greenford - Cromwell to Kenora	2023-2031	0.36	Bike Lane	50,000	3,000	-	47,000	40,000	-	7,000	5,110	1,890
281	Guise - Leander to Catharine	2023-2031	0.54	Bike Lane	76,000	4,200	-	71,800	62,000	-	9,800	7,154	2,646
282	Gunby - Sadielou to Painter	2023-2031	0.50	Bike Lane	70,000	4,200	-	65,800	56,000	-	9,800	7,154	2,646
283	Hamilton - Nisbet to Dundas St E	2023-2031	1.21	Bike Lane	169,000	9,600	-	159,400	137,000	-	22,400	16,352	6,048
284	Harrison - Kirk to Binbrook Conservation Area Road	2023-2031	1.30	Paved Multi-Use Recreational Trail	975,000	248,700	-	726,300	146,000	-	580,300	423,619	156,681
285	Harvest - Sydenham to Brock	2023-2031	3.40	Paved Shoulder	1,020,000	260,100	-	759,900	153,000	-	606,900	443,037	163,863
286	Highbury Drive - Highland Road W to Whitedeer	2023-2031	1.04	Bike Lane	145,000	8,100	-	136,900	118,000	-	18,900	13,797	5,103
287	Highland Rd E - Upper Red Hill Valley Pkwy to Winterberry	2023-2031	0.94	Bike Lane	132,000	7,500	-	124,500	107,000	-	17,500	12,775	4,725
288	Highway 5 West - Dundas St E to Sydenham	2023-2031	3.02	Paved Shoulder	906,000	271,800	-	634,200	-	-	634,200	462,966	171,234
289	Highway 8 (Flam) - Boundary to Brock	2023-2031	22.30	Paved Shoulder	6,691,000	2,007,300	-	4,683,700	-	-	4,683,700	3,419,101	1,264,599
290	Highway 8 (Sc) - King St E to Dewitt	2023-2031	1.38	Bike Lane	193,000	10,800	-	182,200	157,000	-	25,200	18,396	6,804
291	Highway 8 (Sc) - Fifty to Boundary	2023-2031	0.81	Bike Lane	113,000	33,900	-	79,100	-	-	79,100	57,743	21,357
292	Holton - King to Delaware	2023-2031	0.57	Signed Bike Route	23,000	1,500	-	21,500	18,000	-	3,500	2,555	945
293	Holton - King to Wilson	2023-2031	0.18	Bike Lane	26,000	1,500	-	24,500	21,000	-	3,500	2,555	945
294	Homestead Dr Path - Upper James to 1200m East of Upper James	2023-2031	1.24	Bike Lane	173,000	9,900	-	163,100	140,000	-	23,100	16,863	6,237
295	Hughson - Cannon to Hunter	2023-2031	0.81	Bike Lane	114,000	6,600	-	107,400	92,000	-	15,400	11,242	4,158
296	Hunt - Christ the King Elementary School Road to Breadalbane	2023-2031	0.57	Signed Bike Route	23,000	1,500	-	21,500	18,000	-	3,500	2,555	945
297	Hunter - Locke to Queen	2023-2031	0.41	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567
298	Inverness - Tanner to East 8th	2023-2031	0.77	Bike Lane	108,000	6,300	-	101,700	87,000	-	14,700	10,731	3,969
299	Jackson St W - End to Locke St S	2023-2031	0.38	Signed Bike Route	15,000	900	-	14,100	12,000	-	2,100	1,533	567
300	Jerseyville Rd W - Boundary to East of Paddy Greens	2023-2031	18.45	Paved Shoulder	5,534,000	1,411,200	-	4,122,800	830,000	-	3,292,800	2,403,744	889,056
301	Jerseyville Rd W - West of Shaver to Wilson	2023-2031	3.49	Paved Shoulder	1,046,000	23,400	637,000	385,600	331,000	-	54,600	39,858	14,742
302	John - Guise to Burlington	2023-2031	0.29	Bike Lane	41,000	2,400	-	38,600	33,000	-	5,600	4,088	1,512
303	John - Charlton Ave E to St Joseph's	2023-2031	0.16	Bike Lane	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756
304	Kay Drage Park Link - Hunt to End	2023-2031	0.55	Signed Bike Route	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756
305	Kay Drage Park Link - Macklin to End	2023-2031	0.14	Signed Bike Route	6,000	300	-	5,700	5,000	-	700	511	189
306	King William - James St N to Catharine St N	2023-2031	0.34	Signed Bike Route	13,000	600	-	12,400	11,000	-	1,400	1,022	378
307	Kirk - Harrison to Highway 56	2023-2031	0.98	Paved Multi-Use Recreational Trail	731,000	186,300	-	544,700	110,000	-	434,700	317,331	117,369

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj. No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:		Potential D.C. Recoverable Cost		
										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%	
	2023-2031													
308	Kirkwall - Regional Road 97 to South of Concession 8 W	2023-2031	2.51	Signed Bike Route	100,000	30,000	-	70,000	-	-	70,000	51,100	18,900	
309	Kirkwall - South of Concession 8 W to Woodhill Rd	2023-2031	5.78	Paved Shoulder	1,735,000	520,500	-	1,214,500	-	-	1,214,500	886,585	327,915	
310	Lafarge 2000 (Middletown Rd) - Concession 6 W to Highway 8	2023-2031	7.91	Signed Bike Route	317,000	81,000	-	236,000	47,000	-	189,000	137,970	51,030	
311	Lafarge 2000 (Middletown Rd/Binkley Rd) - Highway 8 to Mineral Springs Rd	2023-2031	3.57	Paved Shoulder	1,071,000	321,300	-	749,700	-	-	749,700	547,281	202,419	
312	Lamoreaux - Dundurn t N to Strathcona Ave N	2023-2031	0.23	Signed Bike Route	9,000	600	-	8,400	7,000	-	1,400	1,022	378	
313	Leland - Main to North of Ward	2023-2031	0.29	Signed Bike Route	12,000	600	-	11,400	10,000	-	1,400	1,022	378	
314	Lido - Riviera to Winona	2023-2031	0.39	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567	
315	Livingstone - Sydenham to Queen	2023-2031	0.11	Bike Lane	16,000	900	-	15,100	13,000	-	2,100	1,533	567	
316	Locke - York Blvd to Barton	2023-2031	0.26	Bike Lane	36,000	2,100	-	33,900	29,000	-	4,900	3,577	1,323	
317	Longwood - Main St W to Frid St	2023-2031	0.40	Bike Lane	56,000	3,300	-	52,700	45,000	-	7,700	5,621	2,079	
318	Lormont - First Rd W to Picardy	2023-2031	0.54	Bike Lane	76,000	4,500	-	71,500	61,000	-	10,500	7,665	2,835	
319	Macklin St S - King St W to Main St W	2023-2031	0.24	Signed Bike Route	10,000	600	-	9,400	8,000	-	1,400	1,022	378	
320	Maddaugh Road - Gore to Highway 6	2023-2031	0.95	Signed Bike Route	38,000	11,400	-	26,600	-	-	26,600	19,418	7,182	
321	Maddaugh Road - Highway 6 to Flamborough Puslinch Tln	2023-2031	1.11	Paved Shoulder	334,000	100,200	-	233,800	-	-	233,800	170,674	63,126	
322	Maggie Johnson - Tanglewood to Highway 56	2023-2031	0.23	Bike Lane	32,000	1,800	-	30,200	26,000	-	4,200	3,066	1,134	
323	Main - Osler to South of Osler	2023-2031	1.52	Bike Lane	212,000	12,000	-	200,000	172,000	-	28,000	20,440	7,560	
324	Main - Osler to York	2023-2031	0.25	Bike Lane	34,000	1,800	-	32,200	28,000	-	4,200	3,066	1,134	
325	Main St W - Frid to Dundurn St S	2023-2031	0.27	Bike Lane	37,000	2,100	-	34,900	30,000	-	4,900	3,577	1,323	
326	Malton - Christine to Upper James	2023-2031	0.34	Signed Bike Route	14,000	900	-	13,100	11,000	-	2,100	1,533	567	
327	Maple/Mountain Ave Extension - Lake Ave S to End	2023-2031	0.40	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567	
328	Marion - Dromore to King St W	2023-2031	0.34	Signed Bike Route	14,000	900	-	13,100	11,000	-	2,100	1,533	567	
329	Market - Hatt to MacNab	2023-2031	0.09	Bike Lane	13,000	600	-	12,400	11,000	-	1,400	1,022	378	
330	Market - MacNab to Creighton	2023-2031	0.09	Signed Bike Route	4,000	300	-	3,700	3,000	-	700	511	189	
331	Mayfair - Creighton to Tally Ho	2023-2031	0.31	Signed Bike Route	12,000	600	-	11,400	10,000	-	1,400	1,022	378	
332	McNeilly/8th Road E - Highway 8 to Ridge Road	2023-2031	1.55	Signed Bike Route	62,000	18,600	-	43,400	-	-	43,400	31,682	11,718	
333	Middleton Rd - North of Regional Road 97 to Regional Road 97	2023-2031	0.44	Signed Bike Route	18,000	4,500	-	13,500	3,000	-	10,500	7,665	2,835	
334	Middleton Rd - North of Concession 8 W to Safari	2023-2031	2.32	Signed Bike Route	93,000	23,700	-	69,300	14,000	-	55,300	40,369	14,931	
335	Mill - Dundas St E to Boundary	2023-2031	2.80	Bike Lane	393,000	22,500	-	370,500	318,000	-	52,500	38,325	14,175	
336	Millgrove Sr - Highway 6 N to Highway 5 W	2023-2031	0.71	Paved Shoulder	214,000	54,600	-	159,400	32,000	-	127,400	93,002	34,398	
337	Mineral Springs - Binkley to Sulphur Springs	2023-2031	1.27	Paved Shoulder	382,000	97,500	-	284,500	57,000	-	227,500	166,075	61,425	
338	Mount Albion - Lawrence to South of Glen Castle	2023-2031	1.39	Bike Lane	194,000	11,100	-	182,900	157,000	-	25,900	18,907	6,993	
339	Mountain Brow - Concession Street to Rendell	2023-2031	0.27	Bike Lane	38,000	2,100	-	35,900	31,000	-	4,900	3,577	1,323	
340	Mountain Brow Blvd - Mohawk Rd E to Mud	2023-2031	2.14	Signed Bike Route	86,000	5,100	-	80,900	69,000	-	11,900	8,687	3,213	
341	Mud - Eleventh Road E to Boundary	2023-2031	0.89	Paved Shoulder	267,000	80,100	-	186,900	-	-	186,900	136,437	50,463	
342	Napier - Queen St N to Bay St N	2023-2031	0.55	Signed Bike Route	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756	
343	Nisbet - Centre Road to Wimberly	2023-2031	0.97	Bike Lane	136,000	7,800	-	128,200	110,000	-	18,200	13,286	4,914	
344	Nordale - Gordon Drummond to	2023-2031	0.39	Signed Bike Route	15,000	900	-	14,100	12,000	-	2,100	1,533	567	
345	North Service Road Link (Millen) - North Service Road to Shoreview	2023-2031	0.19	Bike Lane	27,000	1,500	-	25,500	22,000	-	3,500	2,555	945	
346	Nugent - Kentley to Eugene	2023-2031	0.13	Signed Bike Route	5,000	300	-	4,700	4,000	-	700	511	189	
347	Old Mud - Paramount to Cedarville	2023-2031	0.39	Bike Lane	54,000	3,000	-	51,000	44,000	-	7,000	5,110	1,890	
348	Ottawa - Main to Montclair	2023-2031	0.49	Bike Lane	68,000	3,900	-	64,100	55,000	-	9,100	6,643	2,457	
349	Owen Pl - King St E to Greenford	2023-2031	0.55	Signed Bike Route	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756	

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj. No	Increased Service Needs Attributable to Anticipated Development 2023-2031	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
										Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%
350	Parkdale Ave - Nikola Tesla Blvd to Glow	2023-2031	0.18	Paved Multi-Use Recreational Trail	138,000	7,800	-	130,200	112,000	-	18,200	13,286	4,914
351	Pearl - Hunter to Tuckett	2023-2031	0.23	Signed Bike Route	9,000	300	-	8,700	8,000	-	700	511	189
352	Peel St S - King St W to Hatt	2023-2031	0.14	Signed Bike Route	6,000	300	-	5,700	5,000	-	700	511	189
353	Perrelli - Culotta to Dundas St E	2023-2031	0.11	Signed Bike Route	4,000	300	-	3,700	3,000	-	700	511	189
354	Picardy - Highland Rd W to Lormont	2023-2031	0.50	Bike Lane	71,000	4,200	-	66,800	57,000	-	9,800	7,154	2,646
355	Picton - Bay St n to Hughson St N	2023-2031	0.39	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567
356	Picton - John St N to Ferguson Ave N	2023-2031	0.42	Signed Bike Route	17,000	900	-	16,100	14,000	-	2,100	1,533	567
357	Queen - Alma to Livingstone	2023-2031	0.16	Bike Lane	22,000	1,200	-	20,800	18,000	-	2,800	2,044	756
358	Queen St S - Hunter to Canada	2023-2031	0.08	Signed Bike Route	3,000	-	-	3,000	3,000	-	-	-	-
359	Queensdale - Skyland to Upper Wellington	2023-2031	0.40	Signed Bike Route	16,000	900	-	15,100	13,000	-	2,100	1,533	567
360	Raymond - Stonehenge to Garner	2023-2031	1.31	Bike Lane	184,000	10,500	-	173,500	149,000	-	24,500	17,885	6,615
361	Redmond - Rushdale to Stone Church Rd E	2023-2031	0.20	Signed Bike Route	8,000	300	-	7,700	7,000	-	700	511	189
362	Regional Road 20 (Highway 20) - Tapleystown to Woodburn	2023-2031	0.28	Signed Bike Route	11,000	2,700	-	8,300	2,000	-	6,300	4,599	1,701
363	Regional Road 97 - Kirkwall to Foreman	2023-2031	0.16	Paved Shoulder	47,000	14,100	-	32,900	-	-	32,900	24,017	8,883
364	Ridge - Dewitt to Boundary	2023-2031	7.05	Paved Shoulder	2,116,000	539,700	-	1,576,300	317,000	-	1,259,300	919,289	340,011
365	Riley - West of Chudleigh to Braehaid	2023-2031	0.21	Signed Bike Route	8,000	300	-	7,700	7,000	-	700	511	189
366	Riviera Ridge - Bellavista to Lido	2023-2031	0.12	Undefined	58,000	3,300	-	54,700	47,000	-	7,700	5,621	2,079
367	Rock Chapel - Highway 5 W to Service Road East of Sydenham	2023-2031	1.91	Signed Bike Route	76,000	19,500	-	56,500	11,000	-	45,500	33,215	12,285
368	Roxborough - Frederick to Graham Ave N	2023-2031	0.05	Signed Bike Route	2,000	-	-	2,000	2,000	-	-	-	-
369	Rushdale - Southpark to Redmond	2023-2031	0.08	Signed Bike Route	3,000	-	-	3,000	3,000	-	-	-	-
370	Rymal - Upper Paradise to Spadara	2023-2031	0.44	Bike Lane	62,000	3,600	-	58,400	50,000	-	8,400	6,132	2,268
371	Rymal - Hazelton to West Fifth St	2023-2031	0.77	Bike Lane	108,000	6,000	-	102,000	88,000	-	14,000	10,220	3,780
372	Sadielou - Hollybush to End	2023-2031	0.42	Bike Lane	59,000	3,300	-	55,700	48,000	-	7,700	5,621	2,079
373	Santorium - Scenic to Redfern	2023-2031	0.11	Bike Lane	15,000	900	-	14,100	12,000	-	2,100	1,533	567
374	Scenic - Angela to West of Chateau	2023-2031	1.84	Bike Lane	257,000	14,700	-	242,300	208,000	-	34,300	25,039	9,261
375	Scenic - Colquhoun to Garth (via Scenic and Denlow)	2023-2031	0.44	Bike Lane	61,000	3,300	-	57,700	50,000	-	7,700	5,621	2,079
376	Second St N - King St W to North of Brandow	2023-2031	0.14	Signed Bike Route	6,000	300	-	5,700	5,000	-	700	511	189
377	Shaver - Wilson to Jerseyville Rd W	2023-2031	1.47	Bike Lane	205,000	11,700	-	193,300	166,000	-	27,300	19,929	7,371
378	Shaver - Garner to Carluke	2023-2031	6.11	Paved Shoulder	1,833,000	477,300	222,000	1,133,700	242,000	-	891,700	650,941	240,759
379	Sheppard - Sovereign to Fleming	2023-2031	0.10	Signed Bike Route	4,000	1,200	-	2,800	-	-	2,800	2,044	756
380	Sherman - Delaware to CP Rail Line	2023-2031	0.33	Signed Bike Route	13,000	600	-	12,400	11,000	-	1,400	1,022	378
381	Skinner - Dundas St E to East of McKnight Ave E	2023-2031	1.39	Bike Lane	195,000	11,100	-	183,900	158,000	-	25,900	18,907	6,993
382	South Bend - W Second St to Terrace	2023-2031	0.42	Signed Bike Route	17,000	1,200	-	15,800	13,000	-	2,800	2,044	756
383	South St W - Oglivie to Osler	2023-2031	0.70	Signed Bike Route	28,000	1,500	-	26,500	23,000	-	3,500	2,555	945
384	Southcote - Garner to Airport	2023-2031	2.80	Bike Lane	392,000	29,700	30,000	332,300	293,000	-	39,300	28,689	10,611
385	Southpark - Rushdale Park Trail to Rushdale Dr	2023-2031	0.25	Signed Bike Route	10,000	600	-	9,400	8,000	-	1,400	1,022	378
386	St Joseph's - John St S to End	2023-2031	0.29	Signed Bike Route	12,000	900	-	11,100	9,000	-	2,100	1,533	567
387	Sulphur Springs - Lover's to Mineral Springs Rd	2023-2031	1.47	Paved Shoulder	440,000	112,200	-	327,800	66,000	-	261,800	191,114	70,686
388	Sulphur Springs - Lover's to Wilson St E	2023-2031	1.05	Signed Bike Route	42,000	2,400	-	39,600	34,000	-	5,600	4,088	1,512
389	Sunnyridge - Wilson St W to Jerseyville Rd W	2023-2031	2.83	Paved Shoulder	850,000	255,000	-	595,000	-	-	595,000	434,350	160,650
390	Sydenham/Queen/Livingstone/Alma - Hatt to Romar Dr	2023-2031	1.86	Bike Lane	261,000	66,600	-	194,400	39,000	-	155,400	113,442	41,958
391	Talbot - Melvin to Barton St E	2023-2031	0.19	Signed Bike Route	8,000	600	-	7,400	6,000	-	1,400	1,022	378
392	Tally Ho - Mayfair to Overfield	2023-2031	0.22	Signed Bike Route	9,000	600	-	8,400	7,000	-	1,400	1,022	378
393	Tanner - Iverness to End	2023-2031	0.05	Signed Bike Route	2,000	-	-	2,000	2,000	-	-	-	-
394	Tapleystown Rd - Highway 20 E to Highland Rd E	2023-2031	0.83	Signed Bike Route	33,000	8,400	-	24,600	5,000	-	19,600	14,308	5,292

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Services Related to a Highway

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Length (km)	Capital Improvement	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
									Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New	Total	Residential Share 73%	Non-Residential Share 27%
395	Terryberry - Private Rd to Rymal Rd	2023-2031	0.20	Bike Lane	28,000	1,500	-	26,500	23,000	-	3,500	2,555	945
396	Tradewind - Wilson St W to Cormorant	2023-2031	0.70	Bike Lane	99,000	5,700	-	93,300	80,000	-	13,300	9,709	3,591
397	Upper Ottawa - Killbride to Mountain Brow Boulevard	2023-2031	5.22	Bike Lane	731,000	41,700	-	689,300	592,000	-	97,300	71,029	26,271
398	Upper Sherman - Macassa to Limeridge Rd E	2023-2031	1.65	Bike Lane	232,000	13,200	-	218,800	188,000	-	30,800	22,484	8,316
399	Upper Wellington - S Bend Rd E to Stone Church Rd E	2023-2031	2.40	Bike Lane	336,000	10,800	145,000	180,200	155,000	-	25,200	18,396	6,804
400	W 18th St - Bendamere to End	2023-2031	0.17	Signed Bike Route	7,000	600	-	6,400	5,000	-	1,400	1,022	378
401	W 5th St - Brantdale to Governors Blvd	2023-2031	0.62	Multi-Use Trail	466,000	26,700	-	439,300	377,000	-	62,300	45,479	16,821
402	W 5th St - Governors Blvd to Marlowe	2023-2031	1.13	Bike Lane	158,000	9,000	-	149,000	128,000	-	21,000	15,330	5,670
403	Westbrook - End to Golf Club Rd	2023-2031	0.86	Signed Bike Route	34,000	10,200	-	23,800	-	-	23,800	17,374	6,426
404	Whitdeer - Highbury to Rymal Rd E	2023-2031	0.35	Bike Lane	49,000	3,000	-	46,000	39,000	-	7,000	5,110	1,890
405	Wilson in Ancaster - Fiddler's Green to Boundary	2023-2031	10.77	Cycle Track	5,385,000	1,615,500	-	3,769,500	-	-	3,769,500	2,751,735	1,017,765
406	Wimberly - Parkside to Nisbet	2023-2031	0.33	Bike Lane	46,000	2,700	-	43,300	37,000	-	6,300	4,599	1,701
407	Windwood Dr - Bradley to Southbrook Dr	2023-2031	0.70	Bike Lane	98,000	5,700	-	92,300	79,000	-	13,300	9,709	3,591
408	Woodbine Crescent - Jones to Dundurn St N	2023-2031	0.22	Signed Bike Route	9,000	600	-	8,400	7,000	-	1,400	1,022	378
409	Woodburn - Binbrook Rd E to Highway 20 E	2023-2031	7.56	Signed Bike Route	302,000	77,100	-	224,900	45,000	-	179,900	131,327	48,573
410	Woodhill Rd - Governor's to 800m south of Highway 8	2023-2031	7.05	Signed Bike Route	282,000	84,600	-	197,400	-	-	197,400	144,102	53,298
411	Woodhill Rd - Highway 8 to 800m south of Highway 8	2023-2031	1.04	Paved Shoulder	313,000	93,900	-	219,100	-	-	219,100	159,943	59,157
412	Woodward Ave - Beach Blvd to 100m south of Beach Blvd	2023-2031	0.10	Bike Lane	14,000	900	-	13,100	11,000	-	2,100	1,533	567
413	York - Olympic to Baldwin	2023-2031	2.33	Bike Lane	326,000	18,600	-	307,400	264,000	-	43,400	31,682	11,718
414	York Road Valley Community Centre Park Hydro Corridor Trail - York to Highway 6	2023-2031	4.15	Paved Multi-Use Recreational Trail	3,109,000	792,900	-	2,316,100	466,000	-	1,850,100	1,350,573	499,527
415	Highway 6 - Concession 10 W to Freulton	2023-2031	0.39	Paved Multi-Use Recreational Trail	293,000	87,900	-	205,100	-	-	205,100	149,723	55,377
416	Highway 6 N - Carlisle to Edgewood Road	2023-2031	0.55	Paved Multi-Use Recreational Trail	414,000	124,200	-	289,800	-	-	289,800	211,554	78,246
417	White Church Rd W Loop - White Church Rd W East of Carluke to White Church Road W West of Highway 6	2023-2031	2.24	Paved Multi-Use Recreational Trail	1,684,000	505,200	-	1,178,800	-	-	1,178,800	860,524	318,276
418	Carlisle Road - Highway 6 to Milborough Townline	2023-2031	5.85	Paved Shoulder	1,756,000	447,900	-	1,308,100	263,000	-	1,045,100	762,923	282,177
419	Concession 5 West - Highway 6N to Moffatt Road	2023-2031	3.01	Paved Shoulder	904,000	230,400	-	673,600	136,000	-	537,600	392,448	145,152
420	Mosaic Dr - Parkside Dr to Highway 6	2023-2031	1.90	Multi-Use Trail	1,425,000	81,300	-	1,343,700	1,154,000	-	189,700	138,481	51,219
421	Existing Debt												
421	Debt on Expressway - Principal (discounted) ¹	2023-2025			4,884,212	-		4,884,212	-		4,884,212	3,580,128	1,304,085
422	Debt on Expressway - Interest (discounted) ¹	2023-2025			254,771	-		254,771	-		254,771	186,747	68,024
423	Debt on Various Growth Related Road Projects - Principal (discounted) ²	2023-2033			14,204,269	-		14,204,269	-		14,204,269	1,945,985	12,258,285
424	Debt on Various Growth Related Road Projects - Interest (discounted) ²	2023-2033			1,141,489	-		1,141,489	-		1,141,489	156,384	985,105
425	Other												
425	Provisional Post Period Benefit Deduction					170,000,000		(170,000,000)	-		(170,000,000)	(124,100,000)	(45,900,000)
426	Future Financing Costs - Growth-Related Interest (discounted)	2023-2046			22,388,624	-		22,388,624	-		22,388,624	16,343,696	6,044,929
427	Reserve Fund Adjustment	Reserve			-	-		-	46,849,383		(46,849,383)	(34,200,049)	(12,649,333)
	Total				1,390,305,366	478,553,725	7,722,000	904,029,641	286,602,133	-	617,427,508	441,637,463	175,790,045

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton
Service: Transit Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to	Total	Residential Share 73%	Non- Residential Share 27%
	2023-2032										
1	New Peak Hour 30' Bus (2)	2033-2035	1,329,500	1,329,500		-	-		-	-	-
2	New Peak Hour 40' Bus (48)	2023-2032	45,852,100	159,200		45,692,900	38,928,400		6,764,500	4,938,085	1,826,415
3	New Peak Hour 40' Bus (16)	2033-2035	15,284,000	15,284,000		-	-		-	-	-
4	New Peak Hour 60' Bus (8)	2023-2032	9,863,600	34,300		9,829,300	8,374,200		1,455,100	1,062,223	392,877
5	New Peak Hour 60' Bus (2)	2033-2035	2,465,900	2,465,900		-	-		-	-	-
6	New Spare 40' Bus (12)	2023-2032	11,463,000	39,800		11,423,200	9,732,100		1,691,100	1,234,503	456,597
7	New Spare 40' Bus (3)	2033-2035	2,865,800	2,865,800		-	-		-	-	-
8	New 40' to 60' Upgrades (37)	2023-2032	10,274,900	35,700		10,239,200	8,723,400		1,515,800	1,106,534	409,266
9	Facility: Service Truck	2023-2032	130,000	-		130,000	100,900		29,100	21,243	7,857
10	Facility: Stock Room Vehicle	2023-2032	65,000	-		65,000	50,500		14,500	10,585	3,915
11	Facility: Garage Equipment Repair Walk Behind Forklift	2023-2032	184,200	23,000		161,200	143,000		18,200	13,286	4,914
12	Facility: Garage Forklift	2023-2032	106,700	13,400		93,300	82,800		10,500	7,665	2,835
13	Facility: Garage Tow Mobile	2023-2032	62,100	7,800		54,300	48,200		6,100	4,453	1,647
14	Facility: Garage Equipment Repair Express Van Vehicles	2023-2032	173,000	-		173,000	134,300		38,700	28,251	10,449
15	Accessible Supervisory Vehicles (Specialized Transit)	2023-2032	612,000	-		612,000	462,100		149,900	109,427	40,473
16	Transit & Maintenance Storage Facility	2023-2026	396,000,000	26,625,000		369,375,000	165,349,200	183,000,000	21,025,800	15,348,834	5,676,966
17	Transit & Maintenance Storage Facility Growth Related Debt Interest (Discounted)	2027-2042	6,072,416	3,392,980		2,679,436	-		2,679,436	1,955,988	723,448
18	Reserve Fund Adjustment	Reserve	21,703,366	-		21,703,366	-		21,703,366	15,843,457	5,859,909
	Total		524,507,582	52,276,380	-	472,231,202	232,129,100	183,000,000	57,102,102	41,684,534	15,417,568

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Stormwater Facilities - Separate Sewer System Area

Prj.No	Increased Service Needs Attributable to Anticipated Development 2023-Separate Sewer System Area 2031	Timing (year)	Gross Capital Cost Estimate (2019\$)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost			
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 100%	Non- Residential Share 0%	
1	Stormwater Management Quality/Quantity Facilities - Residential	2023-2031		189,496,000	-		189,496,000	6,384,400	-	183,111,600	183,111,600	-	
2	Provision for Non-Residential Portion of Residential Ponds	2023-2031		(1,476,000)	-		(1,476,000)	-		(1,476,000)	(1,476,000)	-	
3	Stormwater Management Quality/Quantity Facilities - Non- Residential	2023-2031		150,578,000	-		150,578,000	3,579,600	146,998,400	-	-	-	
4	Provision for Residential Portion of Non-Residential Ponds	2023-2031		940,100	-		940,100	-		940,100	940,100	-	
5	Provision for Stormwater Credits	2023-2031		27,219,251	-		27,219,251	-		27,219,251	27,219,251	-	
6	Reserve Fund Adjustment	Reserve					-	1,701,767		(1,701,767)	(1,701,767)	-	
	Total			-	366,757,351	-	-	366,757,351	11,665,767	146,998,400	208,093,184	208,093,184	-

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Stormwater Works (Excluding Facilities) - Separate Sewer System Area

Prj.No	Increased Service Needs Attributable to Anticipated Development 2023-Separate Sewer System Area 2031	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
1	Open Watercourses - Channel System Improvements - Residential (Category A)	2023-2031	27,831,000	6,604,000		21,227,000	-		21,227,000	15,495,710	5,731,290
2	Open Watercourses - Channel System Improvements - Non- Residential (Category A)	2023-2031	31,069,000	-		31,069,000	4,268,200		26,800,800	19,564,584	7,236,216
3	Off Site Erosion Works (Category B)	2023-2031	36,516,000	-		36,516,000	17,484,000		19,032,000	13,893,360	5,138,640
4	Oversizing of trunk sewers and culverts (Category D)	2023-2031	15,856,800	-		15,856,800	-		15,856,800	11,575,464	4,281,336
5	Culverts and Bridges not previously identified (Category E)	2023-2031	11,750,600	-		11,750,600	2,085,700		9,664,900	7,055,377	2,609,523
7	Existing Debt on Growth Related Projects - Principal (Discounted)	2023-2033	1,417,604	-		1,417,604	-		1,417,604	1,034,851	382,753
8	Existing Debt on Growth Related Projects - Interest (Discounted)	2023-2033	417,106	-		417,106	-		417,106	304,488	112,619
9	Outstanding Debt to Ontario Land Corporation	2023-2031	1,676,719	-		1,676,719	-		1,676,719	1,224,005	452,714
10	Future Financing Costs (Discounted)	2024-2044	19,113,145	-		19,113,145	-		19,113,145	13,952,596	5,160,549
11	Reserve Fund Adjustment	Reserve	-	-		-	876,973		(876,973)	(640,190)	(236,783)
	Total		145,647,975	6,604,000	-	139,043,975	24,714,873	-	114,329,102	83,460,244	30,868,858

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Wastewater Facilities

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 74%	Non- Residential Share 26%
	2023-Urban 2031										
1	Wastewater Pumping Station	2023-2031	93,179,000	1,461,000		91,718,000	25,175,700	62,159,000	4,383,300	3,243,642	1,139,658
2a	Primary Clarifier - Primary Treatment (Phase 1) - Engineering Included	2023-2031	16,256,000	521,000		15,735,000	8,977,000	5,195,000	1,563,000	1,156,620	406,380
2b	Primary Clarifier - Primary Treatment (Phase 2 - Tanks) - Engineering Included	2023-2031	52,247,000	820,000		51,427,000	14,134,700	34,831,000	2,461,300	1,821,362	639,938
2c	Primary Clarifier - Other Costs (includes New/Expanded Laboratory/Admin Building)	2023-2031	11,858,000	1,569,000		10,289,000	5,582,700	-	4,706,300	3,482,662	1,223,638
3	Tertiary Upgrades - North and South Secondary Treatment Plant Upgrades	2023-2031	-	-		-	-	-	-	-	-
4a	Tertiary Upgrades - New Secondary/Tertiary Treatment Plant (Phase 1)	2023-2031	159,170,000	2,257,000		156,913,000	85,410,300	64,732,000	6,770,700	5,010,318	1,760,382
4b-1	Tertiary Upgrades - Tertiary Treatment Plant & 3rd Plant (Phase 2)	2023-2031	230,877,000	57,719,000		173,158,000	-	-	173,158,000	128,136,920	45,021,080
4b-2	Tertiary Upgrades - Primary Effluent PS (Phase 2)	2023-2031	13,742,000	3,436,000		10,306,000	-	-	10,306,000	7,626,440	2,679,560
4b-3	Tertiary Upgrades - WUP Office Relocation (Phase 2)	2023-2031	5,193,000	1,298,000		3,895,000	-	-	3,895,000	2,882,300	1,012,700
4b-4	Tertiary Upgrades - Gas Sphere Relocation / Biogas (Phase 2)	2023-2031	3,939,000	985,000		2,954,000	-	-	2,954,000	2,185,960	768,040
5a	Chlorine Contact Tank and Outfall - Railway Re-Alignment	2023-2031	11,620,000	2,905,000		8,715,000	-	-	8,715,000	6,449,100	2,265,900
5b	Chlorine Contact Tank and Outfall - Secondary/Tertiary Chlorine contact Tank, Outfall and Red Hill Creek Upgrades	2023-2031	51,110,000	1,262,000		49,848,000	20,335,400	25,728,000	3,784,600	2,800,604	983,996
6	Biogas Digester - New Waste Activated Sludge Thickening Facility (forms part of the Digester Upgrades)	2023-2031	8,981,000	-		8,981,000	-	-	8,981,000	6,645,940	2,335,060
8a	Clean Harbour Project - Actual Costs of Engineering (Projects 1, 4a, 4b, 5, 13) Phase 1	2023-2031	47,542,000	1,751,000		45,791,000	40,539,100	-	5,251,900	3,886,406	1,365,494
8b	Clean Harbour Project - O/S Commitments of Engineering (Projects 1, 4a, 4b, 5, 13) Phase 1	2023-2031	6,789,000	250,000		6,539,000	5,789,000	-	750,000	555,000	195,000

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Wastewater Facilities

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 74%	Non- Residential Share 26%
	2023-Urban 2031										
8c	Plant Expansion - Future Engineering (Projects 4b, 5a, 6, 11b, 13b) Phase 2	2023-2031	62,478,000	11,463,000		51,015,000	16,626,800	-	34,388,200	25,447,268	8,940,932
8d	Plant Expansion - Engineering - Other Costs (includes Modular Office Building)	2023-2031	10,701,000	394,000		10,307,000	9,124,700	-	1,182,300	874,902	307,398
11a	Biogas Digester - Biogas Upgrades	2023-2031	45,006,000	806,000		44,200,000	21,783,000	20,000,000	2,417,000	1,788,580	628,420
11b	Biogas Digester - Digesters Upgrades	2023-2031	49,417,000	6,177,000		43,240,000	24,708,500	-	18,531,500	13,713,310	4,818,190
12	Biosolids Management Facility - Biosolids Thermal Reduction Disposal Facility	2023-2031	99,440,000	4,010,000		95,430,000	69,099,100	14,300,000	12,030,900	8,902,866	3,128,034
13a	Electrical System Upgrades - New Electrical and power systems - Phase 1	2023-2031	61,448,000	1,001,000		60,447,000	16,846,100	40,597,000	3,003,900	2,222,886	781,014
13b	Electrical System Upgrades - New Electrical and power systems - Phase 2	2023-2031	5,295,000	1,324,000		3,971,000	-	-	3,971,000	2,938,540	1,032,460
14	Collection System Upgrades	2023-2031	10,416,000	-		10,416,000	3,632,000	6,784,000	-	-	-
15	Reserve Fund Adjustment	Reserve	-	-		-	134,565,699		(134,565,699)	(99,578,617)	(34,987,082)
	Total		1,056,704,000	101,409,000	-	955,295,000	502,329,799	274,326,000	178,639,201	132,193,009	46,446,192

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Wastewater - Sewers

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 74%	Non-Residential Share 26%
	2023-Urban 2031										
1	Waterdown Sanitary Sewage System	2023-2027	485,000	-		485,000	-	359,000	126,000	93,240	32,760
2	Ancaster Sanitary Sewage System	2023-2027	1,351,000	-		1,351,000	-	-	1,351,000	999,740	351,260
3	AEGD/Mt. Hope Sanitary Sewage System	2023-2027	25,070,000	-		25,070,000	-	-	25,070,000	18,551,800	6,518,200
4	AEGD/Mt. Hope Sanitary Sewage System	2028-2031	23,746,000	-		23,746,000	-	7,598,000	16,148,000	11,949,520	4,198,480
5	Binbrook Sanitary Sewage System	2023-2027	2,217,000	-		2,217,000	-	898,000	1,319,000	976,060	342,940
6	Hamilton Mountain Sanitary Sewage System	2023-2027	119,848,000	11,680,000		108,168,000	-	771,000	107,397,000	79,473,780	27,923,220
7	Hamilton Mountain Sanitary Sewage System	2028-2031	104,000	-		104,000	-	-	104,000	76,960	27,040
8	Stoney Creek Lower Sanitary Sewage System	2023-2027	86,313,000	8,000,000		78,313,000	235,700	532,000	77,545,300	57,383,522	20,161,778
9	City Wide Sanitary System	2023-2027	45,047,000	-		45,047,000	13,177,000	-	31,870,000	23,583,800	8,286,200
10	City Wide Sanitary System	2028-2031	31,581,000	-		31,581,000	10,455,000	-	21,126,000	15,633,240	5,492,760
11	Existing Debt Principal	2023	1,283,545	-		1,283,545	-	-	1,283,545	949,823	333,722
12	Existing Debt Interest (Discounted)	2023	118,416	-		118,416	-	-	118,416	87,628	30,788
13	Financing (Linear) (Interest Discounted)	2023-2051	39,448,636	-		39,448,636	-	-	39,448,636	29,191,991	10,256,645
14	Provisional Post Period Benefit Deduction		-	14,000,000		(14,000,000)	-	-	(14,000,000)	(10,360,000)	(3,640,000)
15	Reserve Fund Adjustment	Reserve	-	-		-	36,150,238	-	(36,150,238)	(26,751,176)	(9,399,062)
	Total		376,612,598	33,680,000	-	342,932,598	60,017,938	10,158,000	272,756,660	201,839,928	70,916,732

Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Water Services

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 74%	Non-Residential Share 26%
	2023-Urban 2031										
1	Waterdown Water Distribution System	2023-2027	43,658,000	2,972,000		40,686,000	8,710,000	592,000	31,384,000	23,224,160	8,159,840
2	Ancaster Water Distribution System	2023-2027	43,983,000	2,027,000		41,956,000	11,158,000	-	30,798,000	22,790,520	8,007,480
3	AEGD/Mt. Hope Water Distribution System	2023-2027	551,000			551,000	-	-	551,000	407,740	143,260
4	AEGD/Mt. Hope Water Distribution System	2023-2027	25,656,000	-		25,656,000	-	5,501,000	20,155,000	14,914,700	5,240,300
5	Binbrook Water Distribution System	2023-2027	21,400,000	-		21,400,000	3,480,000	718,000	17,202,000	12,729,480	4,472,520
6	Hamilton Mountain Water Distribution System	2023-2027	69,505,000	17,568,000		51,937,000	-	1,698,000	50,239,000	37,176,860	13,062,140
7	Hamilton Mountain Water Distribution System	2028-2031	3,806,000	-		3,806,000	-	312,000	3,494,000	2,585,560	908,440
8	Stoney Creek Upper Water Distribution System	2023-2027	38,379,000	2,909,000		35,470,000	7,273,000	723,000	27,474,000	20,330,760	7,143,240
9	Stoney Creek Upper Water Distribution System	2028-2031	54,250,000	13,562,500		40,687,500	-	-	40,687,500	30,108,750	10,578,750
10	Stoney Creek Lower Water Distribution System	2023-2027	2,041,000	-		2,041,000	-	-	2,041,000	1,510,340	530,660
11	Stoney Creek Lower Water Distribution System	2028-2031	12,760,000	-		12,760,000	-	-	12,760,000	9,442,400	3,317,600
12	City Wide Water Distribution System	2023-2027	39,954,000	-		39,954,000	10,870,950	-	29,083,050	21,521,457	7,561,593
13	City Wide Water Distribution System	2028-2031	26,893,500	-		26,893,500	10,454,300	-	16,439,200	12,165,008	4,274,192
14	Existing Debt Principal (Discounted)	2023-2033	276,961	-		276,961	-	-	276,961	204,951	72,010
15	Existing Debt Interest (Discounted)	2023-2033	27,377	-		27,377	-	-	27,377	20,259	7,118
16	Growth Related Financing Costs (Discounted)	2024-2051	12,691,853	-		12,691,853	-	-	12,691,853	9,391,971	3,299,882
17	Provisional Post Period Benefit Deduction		-	34,000,000		(34,000,000)	-	-	(34,000,000)	(25,160,000)	(8,840,000)
18	Reserve Fund Adjustment	Reserve	-	-		-	67,062,464		(67,062,464)	(49,626,223)	(17,436,241)
	Total		395,832,691	73,038,500	-	322,794,191	119,008,714	9,544,000	194,241,477	143,738,693	50,502,784



CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Chair and Members Development Charges Stakeholders Sub-Committee
COMMITTEE DATE:	November 9, 2023
SUBJECT/REPORT NO:	2024 Development Charges Background Study and By-law Update (FCS23040(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Carolyn Paton (905) 546-2424 Ext. 4371 Lindsay Gillies (905) 546-2424 Ext. 5491
SUBMITTED BY:	Brian McMullen Director, Financial Planning, Administration and Policy Corporate Services Department
SIGNATURE:	

RECOMMENDATION

That the 2024 Development Charges (DC) Background Study, as prepared by Watson & Associates Economists Ltd., be released by staff prior to December 31, 2023.

EXECUTIVE SUMMARY

The City is currently undergoing the process to release the 2024 Development Charges (DC) Background Study and By-law. The current DC By-law expires end of day on June 12, 2024. The *Development Charges Act, 1997*, as amended (DC Act) requires that Council make the DC Background Study available to the public at least 60 days prior to passing a DC By-law. In addition, a draft DC By-law needs to be available to the public at least two weeks in advance of the public meeting regarding the proposed by-law.

The purpose of Report FCS23040(a) is to receive direction to release the 2024 DC Background Study. The public meeting, as required by the DC Act, will be held in February / March 2024 at the Audit, Finance and Administration Committee. At that time, Council may direct changes to the DC By-law or Background Study. In order to both provide an opportunity for staff to examine any direction provided, as well as, respect the 60-day required public consultation period, the passing of the DC By-law and Background Study will occur in May 2024 with a proposed effective date of June 1, 2024.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 2 of 10**

Watson & Associates Economists Ltd. (Watson) are in the final stages of the 2024 DC Background Study. In order for Council to consider passing a DC By-law based on the 2024 DC Background Study, it needs to be released at least 60 days prior to the consideration of a by-law by Council. Report FCS23040(a) recommends that staff be directed to release the 2024 DC Background Study once it is ready, prior to December 31, 2023 in order to fulfil this legislated obligation.

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Releasing the 2024 DC Background Study and the draft DC By-laws is a legislatively required step before Council can consider passing new DC By-laws. Passing of the new 2024 DC By-laws will enable the City to continue collecting DCs at building permit issuance (or through instalment schedules as required by the DC Act) for new development, net new development, redevelopment or change in use of developments to recover some of the capital costs that the City will incur in order to service the increased needs arising from the new development, net new development, redevelopment or change of use of development. Table 1 outlines the estimated amount of capital costs which can be recovered by Development Charges over the expected 10 year life of the By-law.

**Table 1
Net Capital Costs to be Recovered by Development Charges**

Total gross expenditures planned over the life of the by-laws	\$ 4,610,603,829
Less:	
Benefit to existing development	\$ 1,126,958,173
Post planning period benefit	\$ 340,011,272
Other Deductions	\$ 21,732,200
Grants, subsidies and other contributions	\$ 628,766,400
Net Costs to be recovered from development charges	\$ 2,493,135,784

Table 2 outlines a comparison of current DC rates compared to new calculated draft rates. Bill 23 legislated a statutory rate phase in for all DC By-laws passed on or after January 1, 2022. The required rate phase in means that municipalities can collect:

- 80% of the calculated DC¹ in year 1 of the DC By-law,
- 85% in year 2,
- 90% in year 3,
- 95% in year 4, and
- 100% in years 5 through 10.

¹ The calculated DC is the amount calculated according to the rules in the DC Act and is the amount required to be levied in order to fund the capital costs necessary to support development, a reduction means that municipalities will not be able to afford all projects in the DC study through DC collections.

**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 3 of 10**

The three columns on the right in Table 2 illustrate Year 1 rates (pre-indexing) which includes the 80% statutory phase-in.

The increase in rates is largely driven by the recent increases in construction costs, particularly, for the hard services (roads, water, wastewater and storm). These increases have outpaced the construction cost index which is used to index the DC rates annually leading to DC rates that are higher versus typical indexing.

Project costs included in the draft calculated rates are in 2023 dollars. The DC By-law will be adopted in 2024. Therefore, the rates will need to be adjusted to 2024 values at the date of implementation. Accordingly, initial indexing will occur on the date that the by-law is implemented (June 1, 2024) and annually thereafter. Recommendations on indexing policies are included in Report FCS23103, “Exemption Policy – 2024 Development Charges Background Study and By-law Update” for consideration at the DC Stakeholders meeting on November 9, 2023.

**Table 2
Current versus Proposed (Calculated) DC Rates**

	Current Rate (2023\$)			Calculated Rate (2023\$)			Year 1 of By-law (80% Mandatory Phase-in)		
	Combined Sewer System	Separated Sewer System	Rural	Combined Sewer System	Separated Sewer System	Rural	Combined Sewer System	Separated Sewer System	Rural
Single/Semi Detached (per dwelling unit)	58,127	66,964	33,469	74,640	85,246	41,871	59,712	68,197	33,497
Town and other Multiple (per dwelling unit)	41,607	47,932	23,956	54,996	62,811	30,852	43,997	50,249	24,682
Apartment - 2+ Bedroom (per dwelling unit)	34,042	39,217	19,601	47,001	53,679	26,366	37,601	42,943	21,093
Apartment - 1 Bedroom/ Bachelor (per dwelling unit)	23,287	26,827	13,407	31,031	35,441	17,408	24,825	28,353	13,926
Residential Facility (per bedroom)	18,778	21,635	10,812	23,902	27,298	13,409	19,122	21,838	10,727
Non-Residential (per square foot of gross floor area)	25.08	28.01	15.80	37.66	41.79	21.29	30.13	33.43	17.03

Staffing: There is no impact to staffing as a result of Report FCS23040(a).

Legal: The DC Act (Section 10) requires Council to release the DC Background Study for public consultation.

The draft By-laws are being prepared by Legal Services, Financial Planning, Administration and Policy Division and Watson. Once approved, the By-laws are subject to a 40-day appeal period. Any appeals to the By-laws will require further involvement from Legal Services’ staff.

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 4 of 10**

HISTORICAL BACKGROUND

DCs are fees imposed on land development and redevelopment projects to help pay for the capital costs of growth-related infrastructure that is needed to service new residential and non-residential development within a municipality. *The Development Charges Act, 1997* (DC Act) requires that the City's new Development Charges (DC) By-law expires no more than 10 years from the date it comes into effect (was no more than five years when the 2019 DC By-law was adopted). The last DC Background Study and DC By-law for the City of Hamilton was completed in 2019.

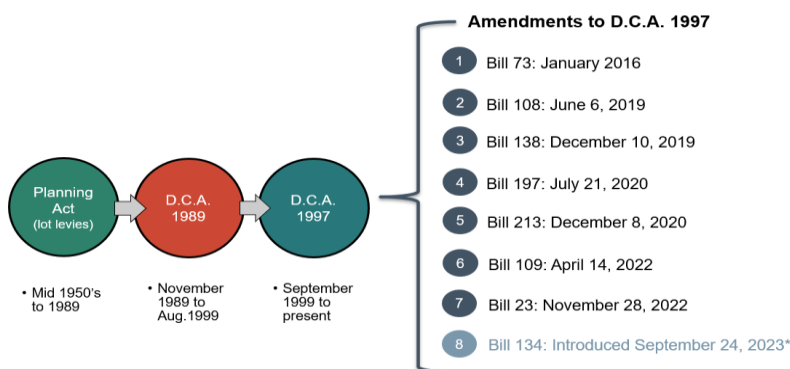
Since then, the Province has released several pieces of legislation affecting development charges, including: *Smart Growth for Our Communities Act, 2015* (Bill 73), *More Homes, More Choice Act, 2019* (Bill 108); *Plan to Build Ontario Together Act, 2019* (Bill 138); *COVID-19 Economic Recovery Act, 2019* (Bill 197); *Better for People, Smarter for Business Act, 2020* (Bill 213); *More Homes for Everyone Act, 2022* (Bill 109); *More Homes Built Faster Act, 2022* (Bill 23), and Bill 134, *Affordable Homes and Good Jobs Act, 2023*, introduced September 24, 2023 (not yet in force – see Figure 1). The impacts of these legislative changes have been addressed through previous reports as released.

The City completed a Development Charges Update Study in 2021 and amended the 2019 DC By-law via By-law 21-102 to reflect some of these legislative changes arising from the *More Homes, More Choice Act, 2019* (Bill 108) and the *Plan to Build Ontario Together Act, 2019* (Bill 138). Other changes from these Acts took effect when the legislation passed and did not require a By-law update.

A new DC By-law must come into effect by end of day June 12, 2024 for the City to continue collecting DCs. If DCs are no longer collected, the costs associated with growth-related capital projects would have to be funded from other sources, such as, property taxes and rate user fees.

Figure 1

History of D.C.'s



*Bill 134 not yet in force (second reading was held on October 3, 2023)

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 5 of 10**

Committee and Sub-Committee Reports and Presentations

Audit, Finance and Administration Committee

- October 21, 2021
 - Report FCS21085, 2023 Development Charges Background Study – Procurement Policy 11 Request

Development Charges Stakeholders Sub-Committee Meeting

- April 13, 2023
 - Report FCS23040, 2024 Development Charges Background Study and By-law Update
 - Presentation delivered by Watson & Associates Economists Ltd. - City of Hamilton 2024 DC Background Study – DC Workshop
 - Presentation – Planning and Economic Development Department – Growth Management Division – Corporate Strategic Growth Initiatives (CSGI) – Master Plan Updates and Development Charge By-law Approach
- September 18, 2023
 - Presentation delivered by Watson & Associates Economists Ltd. – 2024 Development Charges Background Study and By-law
- November 9, 2023
 - Presentation delivered by Watson & Associates Economists Ltd. – 2024 Development Charges Background Study and By-law
 - Report FCS23040(a), 2024 Development Charges Background Study and By-law Update
 - Report FCS23103, Exemption Policy – 2024 Development Charges Background Study and By-law Update
 - Report FCS23104, Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update

General Issues Committee

- Report FCS23064, June 14, 2023 - Development Charges Exemptions Sustainable Funding Strategy

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

In order to enact a new DC By-law on or before June 13, 2024, staff will continue to work with Watson to finalize a DC Background Study and ensure that the timeline requirements of the DC Act are adhered to prior to Council passing a DC By-law. Staff will ensure that the following milestone requirements under the DC Act and the planned dates related to the adoption of the 2024 DC By-law are adhered to (as identified in Table 3).

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 6 of 10**

Table 3

2024 DC Background Study including Draft 2024 DC By-laws available to public	End of Q4 2023
Public Meeting ad placed in newspaper(s)	February 2024 At least 20 days prior to the public meeting
Public Meeting	February / March 2024 to be held at Audit, Finance and Administration Committee (AF&A), at least two weeks after proposed background study and by-law are available to the public
Council considers passage of 2024 DC By-law	AF&A – May 2, 2024 or May 16, 2024 Council – May 8, 2024 or May 22, 2024 (Dates dependent on outcome of the Public Meeting) No less than 60 days after the background study is made available to the public
Newspaper and written notice given of by-law passage	By 20 days after passage
Last day for by-law appeal	40 days after passage
City makes available pamphlet (where by-law not appealed)	By 60 days after passage

It should be noted that the public is able to provide comments and inquires on information released through the DC Stakeholders Sub-Committee and the DC Background Study, once released to DCBackgroundStudy@hamilton.ca.

RELEVANT CONSULTATION

Internal

- Planning and Economic Development Department
- Public Works Department
- Healthy and Safe Communities Department
- City Manager's Office
- Corporate Services Department – Legal and Risk Management Services

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 7 of 10**

External

- Watson & Associates Economists Ltd.
- GMBLueplan
- Arcadis IBI Group
- The City receives feedback and correspondence through the City's email address below:

DCBackgroundStudy@hamilton.ca

ANALYSIS AND RATIONALE FOR RECOMMENDATION

DC Background Study and DC By-laws

The DC Act outlines the requirements for a municipality to pass a DC By-law. Municipalities are required to undertake a background study no less than every 10 years to support the DC rates (was no more than five years when the 2019 DC By-law was adopted). A municipality may choose to impose less than the calculated rate but must express so through the DC By-law and cannot make up the lost revenues by increasing the development charge for other types of development.

The following components are included in the City's DC Background Study:

- Determination of the City's growth forecast
- Update the 15-year historical service standards
- Capital project lists for eligibility with the DC Act and assess benefit to existing development and post period benefit as applicable
- Review other City and DC related policies such as the Local Service Policy and Area Specific Charges
- Individual DC By-laws for each service (2019 DC By-law was approved as one By-law which included all services)

The draft DC by-laws form the starting point for public consultation and is a requirement under the DC Act.

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 8 of 10**

The 2019 DC By-law, as amended, includes 18 services or classes of services². Bill 23 removed studies as an eligible service which means there are 17 services or classes of services being considered in the 2024 DC Background Study. Since fully updated 2051 Master Plans are not available for the 2024 DC By-law process. Staff has proceeded using the 2031 growth allocations until new Master Plan information is available. Therefore, staff will be proceeding to draft individual service or class of service DC By-laws. Following the completion of updated Master Plans, the City can initiate DC Background Studies as services are ready to proceed and pass a new individual DC By-law for each service.

1. Water Services
2. Wastewater Services
3. Wastewater Treatment
4. Storm Water Services
5. Services Related to a Highway
6. Transit Services
7. Public Works (Class of Service)
8. Waste Diversion Services
9. Policing Services
10. Fire Protection Services
11. Ambulance Services
12. Library Services
13. Long-term Care Services
14. Parks and Recreation Services
15. Public Health Services
16. Childcare and Early Years Programs and Services
17. Provincial Offences Act Administration

Bill 23 legislated a statutory rate phase in for all DC By-laws passed on or after January 1, 2022. The required rate phase in means that municipalities can levy:

- 80% of the calculated DC³ in year 1 of the DC By-law,
- 85% in year 2,
- 90% in year 3,
- 95% in year 4, and
- 100% in years 5 through 10.

² There are 19 lines on the current DC pamphlet. However, Parkland Development and Indoor Recreation Services are considered 1 service in the DC Act.

³ The calculated DC is the amount calculated according to the rules in the DC Act and is the amount required to be levied in order to fund the capital costs necessary to support development, a reduction means that municipalities will not be able to afford all projects in the DC study through DC collections.

**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 9 of 10**

Since the full updated 2051 Master Plans were not available by the time inputs were required for the 2024 DC By-law process, staff proceeded using the 2031 growth allocations as approved in Report 2024 Development Charges Background Study and By-law Update (FCS23040).

DC Exemptions

The DC Act requires certain statutory exemptions that all municipalities must provide. In addition, a municipality may choose to provide additional discretionary exemptions and policies and must do so through an express statement in the Development Charges (DC) By-law.

The current City of Hamilton DC By-law contains a number of discretionary DC policies with full or partial exemptions. The foregone DC revenue is funded by existing tax and rate payers through funding allocations in both the Rate and Tax Capital Budgets.

Recommended exemptions to be included in the draft 2024 DC By-laws for public consultation will be considered by the DC Stakeholders Sub-Committee in Report FCS23103, “Exemptions and Policies – 2024 Development Charges Background Study and By-law Update” at its meeting on November 9, 2023.

Area Specific Development Charges (ASDC)

One of the requirements under the DC Act is for Council to consider the use of area-specific charges under Section 10 (2) (c.1) when completing a Development Charge (DC) Background Study.

As a result of consultation with Watson and relevant stakeholders, staff is recommending continuing with the City’s current approach on ASDC’s. More specifically:

- Stormwater – continue with current ASDC approach for combined versus separated sewer service areas given the difference in works required
- Water / Wastewater – continue with current approach in uniform rate for all urban areas
- Roads – continue with current approach of City-wide DC for roads
- Transit – continue with current approach in uniform rate for all areas
- All other City services – utilize City-wide DC’s

Analysis and recommendations with respect to ASDC’s will be considered by the DC Stakeholders Sub-Committee in Report FCS23104, “Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update” at its meeting on November 9, 2023.

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**SUBJECT: 2024 Development Charges Background Study and By-law Update
(FCS23040(a)) (City Wide) – Page 10 of 10**

Local Service Policy

Based on discussions with staff and engineering sub-consultants, the existing local service policy has been subdivided based on location of development as follows:

- Within 'former' urban boundary and intensification corridors – traditional local service policy requirements will be adhered to (Area A – Map 1, City of Hamilton Boundary – Local Service Policy Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update (Report FCS23104))
- Outside 'former' urban boundary – Developer responsibility (Area B – Map 1, City of Hamilton Boundary – Local Service Policy Area Specific and Local Service Policies – 2024 Development Charges Background Study and By-law Update (Report FCS23104))
 - All roads, linear water and wastewater infrastructure (external to urban boundary) required to service the development including potential oversizing costs
 - Certain linear water / wastewater works that are oversized (post-period benefit), within the urban boundary, to accommodate flows
 - Development would be required to pay municipal-wide DCs and water / wastewater treatment DCs

The proposed rates and policies will be written into the draft DC By-laws to be released with the 2024 DC Background Study in December, 2023.

ALTERNATIVES FOR CONSIDERATION

N/A

APPENDICES AND SCHEDULES ATTACHED

N/A

CP/dt



CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Chair and Members Development Charges Stakeholders Sub-Committee
COMMITTEE DATE:	November 9, 2023
SUBJECT/REPORT NO:	Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Carolyn Paton (905) 546-2424 Ext. 4371 Lindsay Gillies (905) 546-2424 Ext. 5491
SUBMITTED BY:	Brian McMullen Director, Financial Planning, Administration and Policy Corporate Services Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the following policies contained within the existing City of Hamilton Development Charges By-law (19-142) be maintained in the draft 2024 Development Charge By-laws prepared for public consultation:
- (i) The Adaptive Reuse Exemption for Heritage Buildings (Section 29(f) of By-law 19-142);
 - (ii) The Redevelopment of an Existing Residential Facility Limited Exemption (Section 29(e) of By-law 19-142);
 - (iii) The Non-Industrial Development Stepped Non-Industrial Rates Exemption within the boundaries of the City's Community Improvement Project Areas (CIPAs) and Business Improvement Areas (BIAs) (Section 29(a) of By-law 19-142);
 - (iv) The 5,000 square foot Non-Industrial Expansion Exemption for Office Developments (Section 29(b) of By-law 19-142);
 - (v) Agricultural Use (Section 25(b) of By-law 19-142);

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 2 of 13

- (vi) The Place of Worship Exemption (Section 25(b) of By-law 19-142);
 - (vii) Transition Policy (Section 41(a) of By-law 19-142);
 - (viii) The Parking Exemption, other than Commercial Parking (Section 25(a) of By-law 19-142);
 - (ix) The Temporary Building or Structure Exemption (Section 25(b) of By-law 19-142);
 - (x) Section 26 respecting a 70% exemption for Class A Office within the Downtown Community Improvement Area (CIPA) Exemption;
 - (xi) Section 28 respecting limitations on stacking discretionary exemptions such that only the higher of any applicable discretionary exemptions apply to each development.
 - (xii) The discretionary ERASE Deferral Agreement Policy (Section 34(b) of By-law 19-142);
 - (xiii) The discretionary Public Hospitals Deferral Policy (Section 34(d) of By-law 19-142);
 - (xiv) The discretionary Post-Secondary Deferral Policy (Section 34(e) of By-law 19-142);
- (b) That the following policies contained within the existing City of Hamilton Development Charges By-law (19-142) modified in the draft 2024 Development Charge By-laws prepared for public consultation:
- (i) That the 50% Industrial Detached Expansion Exemption (Sections 21 to 24 of By-law 19-142) be removed;
 - (ii) That the Downtown Community Improvement Area (CIPA) Exemption (Sections 26 to 28 of By-law 19-142) be modified in the draft 2024 Development Charge By-laws prepared for public consultation as follows:
 - (i) Section 27(a) through (d) respecting a reduction for all other development within the Downtown CIPA be modified to apply a 40% exemption to non-residential development (including the non-residential portion of a mixed-use development) only;
 - (ii) Section 27(e) respecting a Downtown Public Art Reallocation Option be removed;

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 3 of 13

- (c) That the Industrial Reduced Rate (Section 9(c) of By-law 19-142) be modified and renamed in the draft 2024 Development Charge By-laws prepared for public consultation such that:
 - (i) it provides a net 37% reduction in the overall Development Charge rate by editing the percentage of the Services Related to a Highway;
 - (ii) the reduced rate no longer applies to Industrial Developments;
 - (iii) the reduced rate applies to Artists' Studios and Production Studios.
- (d) That the discretionary exemptions in the draft 2024 Development Charge By-laws prepared for public consultation apply to the net rates after the statutory phase in deduction (Section 5 (6) 4. of the *Development Charges Act, 1997*) has been applied.
- (e) That the discretionary Deferral Agreement Policy (Section 34(a) & (c) of By-law 19-142) be amended to permit staff to accept payment of DCs as early as building permit issuance where a statutory instalment plan has been legislated.
- (f) The Indexing Policy (Section 38 of By-law 19-142) be modified such that the initial indexing occurs on the date that the by-law is implemented and annually thereafter.
- (g) The Date By-law Effective (Section 44 of By-law 19-142) be set as June 1, 2024 in the draft 2024 Development Charge By-laws prepared for public consultation.

EXECUTIVE SUMMARY

The *Development Charges Act, 1997, as amended*, (DC Act) sets out a number of mandatory DC exemptions and policies. However, under Section 5 (1) 10 of the DC Act, Council can enact exemptions on a discretionary basis.

The current City of Hamilton DC By-law (19-142) contains several discretionary DC policies, some with full or partial exemptions. The foregone DC revenue is funded by existing tax and ratepayers through funding allocations in both the Rate and Tax Capital Budgets.

The purpose of Report FCS23103 is to recommend the discretionary policies (including exemptions, deferrals, indexing date and effective By-law date) that will be contained within the draft DC By-laws which will be released for public consultation alongside the 2024 DC Background Study prepared by Watson & Associates Economist Ltd. prior to December 31, 2023 for approval.

Should Council choose to edit any of these draft policies or exemptions, as a result of public consultation or further information, they may do so prior to adopting the DC By-laws in 2024. Amendments to DC policy once the By-laws have been adopted would likely trigger a resetting of the statutory phase in of the DC rates.

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 4 of 13

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Table 1 below outlines the estimated fiscal obligations to 2032 for the recommended Discretionary DC Exemptions. It should be noted that this table does not detail the statutory exemptions set out in the DC Act or the exemptions that will continue to be provided based on locked-in DC rates. Table 1 does consider that the discretionary exemptions will apply, and therefore are calculated, after the statutory phase in of DC rates has been applied.

On June 21, 2023 Council approved Report FCS23064, “Development Charges Exemptions Sustainable Funding Strategy”, that referred an overall DC exemption funding strategy including the financial impacts of Bill 23 for consideration in the 2024 Rate and Tax Supported Budget. A 2024 net property tax levy impact of \$40.59 M (3.69%) and a 2024 net rate levy impact of \$27.28 M (9.75%) was estimated to fund future exemptions. These estimates were included in Report FCS23074 – 2024 Budget Outlook Report received by Council on September 27, 2023. If Council adopts the staff recommendations in this Report FCS23103, a further analysis of exemptions will be required for referral to the 2025 budget process.

Table 1 – Recommended Discretionary Exemptions
Fiscal Obligations 2023 to 2032 (in millions) – Discretionary Exemptions

D.C. Exemption	Under Current Policy	Under Recommended Policy	Difference (Recommended vs. Status Quo)
Downtown CIPA	\$168.9	\$11.7	\$157.2
Industrial Reduced Rate	\$132.6	\$0*	\$132.6
Industrial Expansion (Detached)	\$2.6	\$0	\$2.6
Non-Industrial Expansion	\$4.9	\$4.9	\$0
Non-Industrial Stepped Rate (New Construction)	\$9.4	\$9.4	\$0
Transitional Rates	\$26.8	\$26.8	\$0
Agricultural	\$63.5	\$63.5	\$0
Heritage Building	\$1.1	\$1.1	\$0
Place of Worship	\$3.6	\$3.6	\$0
Other Discretionary Exemptions	\$7.4	\$7.4	\$0
Total	\$420.9	\$128.6	\$292.4

*Artist / production studios forecast data not currently available

Staffing: None.

SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 5 of 13

Legal: The draft DC By-laws are being prepared by Legal Services Division, Financial Planning, Administration and Policy Division and Watson and Associates Economist Limited. Once approved by Council, the By-laws are subject to a 40-day appeal period. Any appeals to the By-laws will require further involvement from Legal Services' staff.

The DC Act requires the following: “A development charge By-law must set out the following: An express statement indicating how, if at all, the rules provide for exemptions, for the phasing in of development charges and for the indexing of development charges.”

The DC Act does not allow exemptions or reductions to one type of development to be made up through higher charges to other forms of development (Subsection 5 (6) 3 of the DC Act) and, therefore, the City must find an alternate source of funds to cover the costs of exemptions.

HISTORICAL BACKGROUND

The City of Hamilton DC By-laws have historically contained several discretionary DC policies with full or partial exemptions. In 2018, as part of the 2019 DC By-law update, a review of the City's Development Charges policies was undertaken. Report FCS18062(a), “2019 Development Charges By-law Policy”, made recommendations for various policies to be modified, eliminated or added in the draft 2019 DC By-law.

As part of Watson and Associates Economist Limited current engagement a similar review of DC Policies was undertaken. It included a review of exemptions to be considered in the 2024 DC Background Study and By-law, a comprehensive review of market feasibility, best practices in comparator municipalities and historical performance of current exemptions. The cost of DC discounts and exemptions were also considered in terms of impact on the tax and ratepayers of the City. City staff has recommended that Council adopt the policies as recommended by Watson & Associates Economists Ltd. which most notably removes the exemption for residential development within the Downtown Hamilton Community Improvement Area (CIPA) and discontinuing a reduced rate for Industrial developments.

On June 21, 2023 Council approved Report FCS23064, “Development Charges Exemptions Sustainable Funding Strategy”, that referred an overall DC exemption funding strategy including the financial impacts of Bill 23 for consideration in the 2024 Rate and Tax Supported Budget. A 2024 net property tax levy impact of \$40.59 M (3.69%) and a 2024 net rate levy impact of \$27.28 M (9.75%) was estimated to fund future exemptions. These estimates were included in Report FCS23074 – 2024 Budget Outlook Report received by Council on September 27, 2023

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 6 of 13

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

By-law 19-142, being a By-law respecting Development Charges on lands within the City of Hamilton, is proposed to be revoked and replaced on June 1, 2024.

The draft DC by-laws form the starting point for public consultation and is a requirement under the DC Act.

The calculated DC rates will be set out in the 2024 DC Background Study for inclusion in the DC By-laws. A municipality may choose to impose less than the calculated rate but must express so through the DC By-law and cannot make up the lost revenues by increasing the development charge for other types of development.

The GO Transit DC By-law 11-174 will continue to be in effect, without modification, in addition to the Service Specific City DC By-laws. No changes to the GO Transit By-law are being recommended at this time. The GO Transit by-law has an expiration prescribed by the Province through O. Reg. 528/16: Extension of Development Charge By-laws under the *Metrolinx Act, 2006*. The currently prescribed date permits municipalities to collect GO Transit charges until December 31, 2025.

RELEVANT CONSULTATION

Internal

- Planning and Economic Development Department (Growth Management/Economic Development)
- Corporate Services Department Legal and Risk Management Services

External

- Watson & Associates Economists Ltd.

The City receives feedback and correspondence through the City's email address below:

DCBackgroundStudy@hamilton.ca

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Bill 23, *More Homes Built Faster Act, 2022*, legislated a statutory rate phase in for all DC By-laws passed on or after January 1, 2022. The required rate phase in means that municipalities can collect DCs in the following manner:

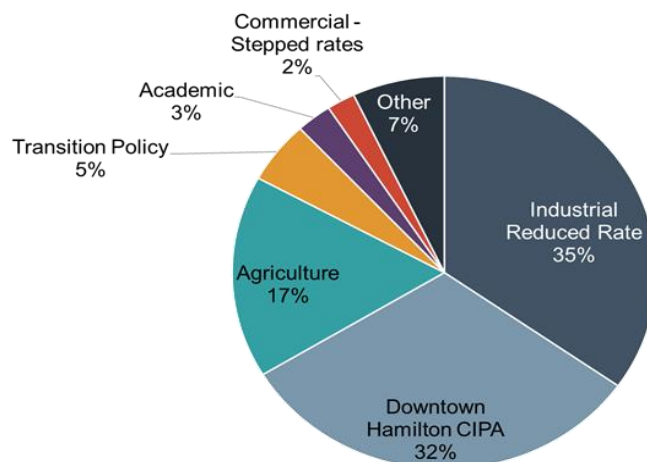
SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 7 of 13

- 80% of the calculated DC in year 1 of the DC By-law,
- 85% in year 2,
- 90% in year 3,
- 95% in year 4, and
- 100% in years 5 through 10.

The City of Hamilton DC By-laws have historically contained a number of discretionary DC policies with full or partial exemptions. Over the past five years (2018 to 2022), the discretionary DC exemption amount totalled \$142.9 M (see Figure 1) Two-thirds of the total DC discretionary exemptions from 2018 to 2022 are attributed to the Industrial Reduced Rate and the Downtown Hamilton CIPA.

Figure 1

City of Hamilton Discretionary D.C. Exemptions by Category (share of total dollars), 2018 to 2022



Watson & Associates Economists Ltd. analyzed the City's current DC exemption policies and made recommendations regarding what exemptions should continue and where the City may be able to reduce or eliminate exemptions (see Appendix "A" to Report FCS23103). These recommendations are based on a review of market fundamentals in both the residential and industrial development sectors which indicate that strong market predictions demonstrate that these incentives are not needed to enable/support development. Further, removal of these incentives has minimal impact on the City's competitive position. Regarding residential development, new mandatory exemptions now in place to support affordable and purpose-built rental housing development which makes consideration of discretionary exemptions unnecessary for these housing types.

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 8 of 13

These recommendations have been endorsed by the Growth and Economic Development Working Group of the Senior Leadership Team. Discretionary exemptions are recommended to be applied after the statutory DC discounts. It is important to note that the impact of any applicable discretionary exemptions will be enhanced during the new mandatory phase-in period for DCs, since the exemption percentage will be applied to the phase-in discounted amount.

In addition to the exemptions and policies reviewed by Watson & Associates Economists Ltd., the City's 2019 DC By-law contains some other policies that staff is recommending be maintained or modified as detailed in Appendix "B" to Report FCS23103.

Report FCS23103 recommends the discretionary policies (including exemptions, deferrals, indexing date and effective By-law date) that will be contained within the draft DC By-laws which will be released for public consultation alongside the 2024 DC Background Study prepared by Watson & Associates Economist Ltd. prior to December 31, 2023. Should Council choose to edit any of these draft policies or exemptions, as a result of public consultation or further information, they may do so prior to adopting the DC By-laws in 2024.

ALTERNATIVES FOR CONSIDERATION

Council can establish discretionary Development Charges policies.

Below are some alternatives that Council may choose to include in the draft 2024 Development Charge By-laws prepared for public consultation.

Alternative 1: Modify definition of "Agricultural Use" to limit exemption to food production.

This concept was raised during the September 18, 2023 DC Stakeholders Subcommittee meeting. Staff has prepared the following draft definition which would limit the discretionary Agricultural Use exemption to food production:

"Agricultural Use " means the use of Agricultural Land and Buildings by a Farming Business outside of the Urban Area Boundary for the farming of food for human or animal consumption including: apiaries, fish farming, dairy farming, the raising of livestock, or the cultivation of grains, fruits, vegetables and any other crops for human or animal consumption, including storage of related equipment, excluding and not limited to:

- (i) Residential Uses, including Farm Help Houses;
- (ii) the use of Agricultural Land and Buildings for the farming of things that are not consumable by humans or animals including but not limited to: fur farming, the exhibition of livestock, the cultivation of trees, shrubs, flowers, ornamental plants, or tobacco, including the storage of related equipment for any of the foregoing uses;

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 9 of 13

- (iii) distilleries, wine production facilities, breweries and any retail space, restaurant or other uses associated therewith;
- (iv) other non-agriculture uses, including but not limited to banquet halls, Retail Greenhouses and retail stores; and,
- (v) Cannabis Production Facilities.

Pros: The financial impact of the discretionary Agricultural Use exemption on existing tax and ratepayers would be less compared to the staff recommendation.

Cons: The Agricultural Use exemption is one of the most commonly provided exemptions across municipalities and restricting the use to food production could deter other agricultural uses from establishing themselves in Hamilton.

Financial: The cost of discretionary exemptions would decrease compared to the staff recommendation.

Staffing: None.

Legal: None.

Alternative 2: Provide a discretionary exemption for non-profit childcare centres operating under the *Child Care and Early Years Act, 2014*.

At the October 19, 2023 meeting of the Audit, Finance and Administration (AF&A) Committee, AF&A approved an exemption for a non-profit childcare provider via motion. Staff was advised, at that time, there was an intent to bring a future motion to consider an exemption for non-profit child care operating under the *Child Care and Early Years Act, 2014* within the 2024 DC Background Study. A motion was presented at the October 25, 2023 meeting of Council and referred to the DC Stakeholders Sub-committee. In anticipation of this motion being considered, staff was able to gather preliminary estimates related to an exemption for non-profit childcare centres operating under the *Child Care and Early Years Act, 2014*.

Pros: Would support the goals of the Canada-wide Early Learning and Child Care agreement with the City's Early Years Community plan focusing on equity, diversity, inclusion and belonging to ensure high quality, affordable and accessible child care is reflective of the children and families it serves.

Would support the identified 1,433 community-based licensed child care spaces as expansion targets for the City of Hamilton between 2022 to 2026.

Would support moving the identified access rate goal (the ratio of child care spaces to children aged zero to five years) from 31% to 37% across the City of Hamilton by 2026.

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 10 of 13

Cons: An exemption in a DC By-law is a binary decision, meaning that it is either exempt or not. Changes to the DC Act through Bill 23, *More Homes Built Faster Act, 2022*, create complexities for amending exemption practices mid By-law. If Council would like to provide support to non-profit child care operating under the *Child Care and Early Years Act, 2014*, a grant program would enable support that can be limited by budget availability, as well as, tailored to specific industry needs and ensure that the use continues for a set period of time.

The cost of the discretionary exemption would need to be covered through other City sources such as the property tax and rate levies. If the staff recommendations of Report FCS23103 are adopted, the overall cost of the discretionary portfolio would decrease versus previous estimates and, therefore, it is not anticipated that the addition of this discretionary exemption would trigger an individual levy increase, i.e. it can be absorbed within the exemption funding referred through staff Report FCS23064, “Development Charges Exemptions Sustainable Funding Strategy”, adopted at the June 14, 2023 meeting of the City’s Audit, Finance and Administration Committee.

Financial: Higher discretionary exemption costs compared to the staff recommendations. The cost of this discretionary exemption is estimated at approximately \$2.5 M. Note that the statutory phase in has been accounted for prior to determining the estimated cost.

Staffing: None.

Legal: Verification of the non-profit status of each organization and operation under the *Child Care and Early Years Act, 2014* will be required.

Alternative 3: Phase out the residential DC Exemption within the Downtown Hamilton Community Improvement Project Area (CIPA) instead of removing immediately

Historically, changes to the Downtown CIPA exemption have been phased out. Recommendation (b) (ii) 2. effectively removes the 40% reduction for residential development in the Downtown CIPA effective the day the new DC By-laws come into effect. Note that any developers who have applied for site plans on or after January 1, 2020 will have locked in their DC rates as per Section 26.2 of the DC Act. Therefore, only developments that have not yet applied for site plan or who are proceeding without a site plan requirement will be impacted by the change.

To phase out the Downtown CIPA Exemption instead of removing it immediately, the following schedule could be used:

SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 11 of 13

- Year 1 – 30% reduction within the building heights specified in By-law 19-142
- Year 2 – 20% reduction within the building heights specified in By-law 19-142
- Year 3 – 10% reduction within the building heights specified in By-law 19-142
- Years 4 through 10 – provide no reduction

Note that these reductions would apply in addition to the statutory phase in of the calculated DC rate (see Recommendation (d) of Report FCS23103).

Pros: Provides advance notice to the development community of the reduction.

Cons: Market analysis by Watson & Associates Economists Ltd. for the 2019 DC Background study, as well as, for the 2024 DC Background study concluded that residential development in the Downtown CIPA is viable without a reduction in DCs.

Financial: Higher discretionary exemptions than compared to the staff recommendation.

Staffing: None.

Legal: None.

Alternative 4: Adjust all discretionary exemptions to be included in the draft 2024 DC By-laws for public consultation such that each exemption is capped at the recommended exemption after considering the statutory phase in.

The DC Act contains a requirement to phase in the calculated DC for the first four years of each DC by-law.

The recommended discretionary exemptions would apply in addition to the statutory rate phase in (Recommendation (d)).

For example, Recommendation (c) (iii) would see a Production Studio receive a 37% reduction on the DC rate. This would be applied after the statutory phase in deduction (se recommendation (d) to Report FCS23103). Alternatively, the exemption could be structured such that the combination of the statutory phase in deduction plus a discretionary exempted amount total a 37% exemption.

	Staff Recommendation	Alternative
Sample DC Payable before Statutory Deduction	\$100,000	\$100,000
Year 1 Phase in deduction	20% = \$20,000	20% = \$20,000
Year 1 DC Rate	\$80,000	\$80,000
Discretionary Exemption for Production Studio	37% of \$80,000 = \$29,600	17% of \$100,000 = \$17,000
Payable	\$50,400	\$63,000

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SUBJECT: Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)– Page 12 of 13

- Pros: Reduces the cost of the City’s discretionary exemption portfolio.
- Cons: Watson & Associates Economists Ltd. had made their recommendations based on market and this alternative would vary from that market-based approach.
- Financial: Lower discretionary exemption costs compared to the staff recommendations.
- Staffing: Generally viewed as more challenging to explain which could lead to staff spending additional time on developer complaints about the DC calculations.
- Legal: The by-law language will need to be amended to achieve this type of exemption application.

Alternative 5: Provide DC exemptions / reductions, which are currently provided to Community Improvement Project Areas (CIPAs) through the DC By-law, in the form of a grant through Community Improvement Plans (CIPs).

This alternative would take some time to amend / create the required CIP(s) and, therefore, staff recommends that, if this alternative is selected, that the exemptions remain in the DC by-law until such time as they are replaced by a CIP.

- Pros: CIPs are able to be amended more easily than a DC By-law and, therefore, the exemption can be modified to suit the current economic conditions in a timely manner. The provision of DC exemptions / reductions can also be limited by budget availability, as well as, tailored to specific market needs based and / or support to prioritize benefits for development that support additional community / Council priorities.
- Cons: The administration of a CIP may require more time and resources, especially, if the program will be application and needs based.
- Financial: A budget would need to be established to fund the grants provided.
- Staffing: Depending on the design of the incentive within a CIP, additional staffing may be required to administer the program.
- Legal: Legal would need to be consulted on the design of the program and amendments to the CIPs. If this alternative is adopted the By-law would need to be amended to provide that the exemptions terminate when provided for through a CIP program.

**SUBJECT: Exemptions and Policies – 2024 Development Charges Background
Study and By-law Update (FCS23103) (City Wide)– Page 13 of 13**

Alternative 6: Do not include any discretionary exemptions in the 2024 Development Charge By-laws prepared for public consultation.

This concept was raised during the September 18, 2023 DC Stakeholders Sub-committee meeting.

Pros: Eliminates the cost of the City's discretionary exemption program once all permits which have locked in their rates and exemption have had their building permits issued.

Cons: Does not consider the recommendations from Watson & Associates Economists Ltd. which are based on market assessments

Financial: Eliminates the cost of the City's discretionary exemption program once all permits which have locked in their rates and exemption have had their building permits issued.

Staffing: None.

Legal: None.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report FCS23103 – Recommended Discretionary Development Charges Exemption Policies

Appendix "B" to Report FCS23103 – Other Recommended Development Charges By-law

CP/LG/dt

RECOMMENDED DISCRETIONARY DEVELOPMENT CHARGES EXEMPTION POLICIES			
Discretionary DC Exemption	Current Policy	Recommendation	Recommended Policy
Downtown CIPA	Downtown Community Improvement Project Area (CIPA) - 40% DC discount except for office development 70%	Modify	<ul style="list-style-type: none"> Remove DC exemption of 40% for residential development Maintain 40% CIPA exemption for all non-residential development (standalone and mixed-use) and 70% CIPA exemption for standalone major office developments (Class A) greater than 20,000 sq. ft. gross floor area
Industrial Reduced Rate	City-wide 37% discount of the current industrial DC rate - applicable for industrial developments	Modify	<ul style="list-style-type: none"> Remove reduced rate exemption (37% reduction) for industrial development Maintain discount for Production and Artist Studios
Industrial Building Expansion (Detached)	No DCs on new industrial buildings on the same lot as an existing building(s), up to 50% of the combined gross floor area of the existing building	Remove	<ul style="list-style-type: none"> Remove industrial expansion (detached) DC exemption for all City-wide industrial developments
Downtown Public Art	In Downtown CIPA, 10% of DCs can be repurposed to contribute to the Public Art Reserve	Remove	<ul style="list-style-type: none"> Remove DC exemption - similar benefit through new Community Benefits Charge (CBC)
Heritage Building	City-wide 100% DC exemption for adaptive reuse of a Protected Heritage Property	Keep with no change	

RECOMMENDED DISCRETIONARY DEVELOPMENT CHARGES EXEMPTION POLICIES			
Discretionary DC Exemption	Current Policy	Recommendation	Recommended Policy
Redevelopment for Residential Facility	City-wide 50% DC exemption provided for redevelopment of an existing residential development for the purpose of creating residential facilities within existing building envelope	Keep with no change	
Stepped Non-Industrial Rates	The rates for new non-industrial developments (excluding medical clinic) within a CIPA or BIA is phased as follows: <ul style="list-style-type: none"> • 1st 5,000 square feet: 50% of charge • 2nd 5,000 square feet: 75% of charge 10,000+ square feet: 100% of charge 	Keep with no change	
Non-Industrial Expansion	Initial 5,000 sq. ft. of gross floor area of a non-industrial building expansion (medical clinic excluded) is DC exempt (City-wide)	Keep with no change	
Agricultural Use	100% DC exemption for bona fide farming / agriculture uses	Keep with no change	
Place of Worship	100% DC exemption (must be exempted from property taxes)	Keep with no change	
Transition Policy	Honour the previous DC rates if the permit is issued within six (6) months of the rate increase	Keep with no change	

**Appendix “B” to Report FCS23103
Page 1 of 2**

Other Development Charges By-law Policies


Policy and Reference in the 2019 DC By-law	Recommendation
The Parking Exemption, other than Commercial Parking (Section 25(a) of By-law 19-142)	<p>Maintain</p> <p>Parking associated with residential or non-residential development, whether ground or structure, is accessory to the principal use and, therefore, the cost of growth infrastructure for that parking can reasonably be assumed to be factored into the DC rate for the principal use. Commercial parking is a separate business use and, therefore, is charged the non-residential DC rates.</p>
The Temporary Building or Structure Exemption (Section 25(b) of By-law 19-142)	<p>Maintain</p> <p>A building that will be constructed for under one year may be exempt from DCs. Security shall be held and drawn upon in the event the temporary building remains after a year.</p>
The discretionary Deferral Agreement Policy (Section 34(a) & (c) of By-law 19-142)	<p>Modify</p> <p><i>The More Homes, More Choice Act, 2019</i> (Bill 108) introduced statutory instalment plans for some forms of development. Currently, if a developer that meets the instalment plan criteria wants to pay their DCs at building permit issuance instead of by instalments, staff is unable to accept payment. Therefore, it is recommended that this Section be modified such that staff can accept payment at building permit issuance for developments which are legislated to pay in instalments.</p>
The discretionary ERASE Deferral Agreement Policy (Section 34(b) of By-law 19-142)	<p>Maintain</p>
The discretionary Public Hospitals Deferral Policy (Section 34(d) of By-law 19-142)	<p>Maintain</p>

**Appendix “B” to Report FCS23103
Page 2 of 2**

Policy and Reference in the 2019 DC By-law	Recommendation
The discretionary Post-Secondary Deferral Policy (Section 34(e) of By-law 19-142)	<p>Maintain</p> <p>Universities such as McMaster University are exempt from DCs under the <i>Ministry of Training, Colleges and Universities Act, 1990</i>. This discretionary deferral would allow Council to approve a payment plan for a Post-Secondary Institution such as Redeemer College. Council would need to approve the terms of such deferral.</p>
The Indexing Policy (Section 38 of By-law 19-142)	<p>Modify such that the initial indexing occurs on the date that the by-law is implemented and annually thereafter.</p> <p>The DC Background Study was completed in 2023 and, therefore, all project costs are in 2023 values. The by-law will be adopted in 2024 and, therefore, the rates will need to be brought up to 2024 values at the date of implementation.</p>
The Date By-law Effective (Section 44 of By-law 19-142)	Staff recommends having the new DC By-laws come into effect on June 1, 2024.



CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Chair and Members Development Charges Stakeholders Sub-Committee
COMMITTEE DATE:	November 9, 2023
SUBJECT/REPORT NO:	Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update (FCS23104) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Carolyn Paton (905) 546-2424 Ext. 4371
SUBMITTED BY:	Brian McMullen Director, Financial Planning, Administration and Policy Corporate Services Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That as required by Section 10 (2) (c.1) of the *Development Charges Act, 1997*, the following services continue with a City-wide approach to Development Charges and included in the 2024 Development Charges Background Study prepared for public consultation:
- (i) Transit
 - (ii) Services Related to a Highway
 - (iii) Public Works
 - (iv) Waste Diversion Services
 - (v) Policing Services
 - (vi) Fire Protection Services
 - (vii) Ambulance Services
 - (viii) Library Services
 - (ix) Long-term Care Services
 - (x) Parks and Recreation Services
 - (xi) Public Health Services
 - (xii) Childcare
 - (xiii) Provincial Offences Act Administration

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SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update (FCS23104) (City Wide) – Page 2 of 9

- (b) That as required by Section 10 (2) (c.1) of the *Development Charges Act, 1997*, the following services continue with an Area Specific Development Charge and included in the 2024 Development Charges Background Study prepared for public consultation:
- (i) Storm Water Services – Calculated on a combined versus separated sewer system;
- (c) That as required by Section 10 (2) (c.1) of the *Development Charges Act, 1997*, the following services continue with a City-wide approach to Development Charges and included in the 2024 Development Charges Background Study prepared for public consultation:
- (i) Water (urban);
 - (ii) Wastewater Facilities (urban);
 - (iii) Wastewater Linear (urban);
- (d) That the Special Area Charge for Dundas / Waterdown (wastewater capacity) continue to be applied on an area-specific basis;
- (e) That in accordance with Section 59.1(1) and (2) of the *Development Charges Act, 1997*, a Local Service Policy be recommended for inclusion in the 2024 Development Charges Background Study prepared for public consultation and that the draft principles attached as Appendix “A” to Report FCS23104 be approved.

EXECUTIVE SUMMARY

Area Specific Development Charges

Under Section 10(2) (c.1) of the *Development Charges Act* (DC Act), municipalities are required to examine the use of Area Specific Development Charges (ASDC’s), however, they are not mandatory to impose. While there are no specific “prescribed” services, the DC Act identifies that the background study must provide consideration for ASDCs to reflect the different needs for different areas.

Staff, with the support of the DC consultants, Watson & Associates Economists Ltd. (Watson) have reviewed various alternatives for ASDC’s. It is recommended that Stormwater DCs be calculated based on the combined sewer system versus the separated sewer system. Water and wastewater services are recommended to be calculated based on the urban serviced areas of the City. All other City services including Roads, Transit and other services continue with the current approach of a City-wide DC Charge.

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**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 3 of 9**

Local Service Policy (LSP)

Section 59.1(1) and (2) of the DC Act “No Additional Levies” prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the DC Act. It must be clear what services are specifically included in the charge and what developers are required to pay as part of their development agreements.

Based on discussions with Watson, engineering subconsultants and staff, the existing LSP has been subdivided based on the location of development as follows:

- Within the urban boundary as set out in OPA 167 as adopted by Council on June 8, 2022 and without the Minister modifications approved on November 4, 2022 (“Council-adopted Urban Boundary”) – traditional local service policy requirements (current) remain unchanged;
- Outside the Council-adopted Urban Boundary the developer be responsible for:
 - All roads, linear water, and wastewater infrastructure (external to urban boundary) required to service the development including potential oversizing costs;
 - Certain linear water/wastewater works that are oversized (post-period benefit), within the urban boundary, to accommodate flows;
 - Development would be required to pay:
 - municipal-wide DCs; and
 - water / wastewater treatment DCs (if they will be serviced with municipal water and wastewater).

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Area-Specific DCs

In general, with fewer area specific charges, there is a larger pool of DC funds to finance city infrastructure projects (see Table 1). Proceeding with an area-specific DC may result in an increased reliance on alternative sources of financing including debt due to the inability to pool funds. Stormwater projects have historically been budgeted to be funded through DC debt, so this is not anticipated to result in a significant impact. Staff is recommending that the Stormwater services continue to be charged on an ASDC basis between the combined sewer system and the separated sewer system.

**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 4 of 9**

Table 1

Service	Capital Included in City-Wide	Reduction In Capital included in Calculation Due to ASDC Approach
Police	35,381,208	(19,730,630)
Fire	40,018,798	(14,987,731)
Public Works*	46,410,529	No impact
Library	55,643,756	(14,506,659)
LT Care*	3,348,243	No Impact
Child Care	No Capital Needs Identified	
POA*	1,802,189	No Impact
Public Health*	1,185,496	No Impact
Ambulance	9,162,668	(1,529,719)
Waste Diversion*	8,903,611	No Impact
Total	201,856,498	(50,754,739)

*Not collecting up to service standard therefore no impact

Note - analysis for Parks & Recreation not undertaken but would expect to see a reduction in capital included in the calculation

Financial: Local Service Policy (LSP)

Adopting the proposed LSP, which clearly delineates between inside and outside of the Council-adopted urban boundary (as set out in OPA-167 before the Provincial Changes), will ensure that the City is financing the appropriate infrastructure that supports projects included in Capital Plan which in turn supports the City's growth strategies. This will also ensure that development not planned for by the City, occurring outside of the Council-adopted urban boundary will pay to connect to City services.

Should development outside of the 'Council-adopted urban boundary be allowed to occur prior to completion of proper master planning and financial planning, the City will not bear the financial burden of providing services.

Staffing: Area-Specific DC's and Local Service Policy

N/A

Legal: Area Specific DC's and Local Service Policy

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SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update (FCS23104) (City Wide) – Page 5 of 9

If the recommendations in Report FCS23104 are adopted they will be incorporated into the draft By-laws that will be prepared by Legal Services, Financial Planning, Administration and Policy Division and Watson. Where required, Legal Services has been consulted on policy and legal implications for the City's LSP.

HISTORICAL BACKGROUND

The City is currently undergoing the process to release the 2024 Development Charges (DC) Background Study and By-law. The current DC By-law expires end of day on June 12, 2024. The *Development Charges Act, 1997*, as amended (DC Act) requires that Council make the DC Background Study available to the public at least 60 days prior to passing a DC By-law. In addition, a draft DC By-law needs to be available to the public at least two weeks in advance of the public meeting regarding the proposed by-law. The following past reports and presentations provide context on Local Service Policies and Area Specific Development Charges.

2019 Development Charges Background Study and By-law

September 13, 2018 Development Charges Stakeholders Sub-committee

- Presentation – Watson & Associates Economists Ltd. – 2019 Development Charge Study: Local Service Policy

February 19, 2019 2019 Development Charges Stakeholders Sub-committee

- Report FCS18062(a), Development Charges By-law Policy

2023 Development Charges Background Study and By-law

April 13, 2023 2023 Development Charges Stakeholders Sub-Committee

- Report FCS23040, 2024 Development Charges Background Study and By-law Update
- Presentation – Watson & Associates Economists Ltd. – City of Hamilton 2024 DC Background Study / DC Workshop

September 18, 2023 2023 Development Charges Stakeholders Sub-committee

- Presentation – Watson & Associates Economists Ltd – 2024 DC Background Study and By-law

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Report FCS23104, Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update, makes recommendations for the draft ASDC's and a LSP to be included in the 2024 DC Background Study and By-law being prepared for

**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 6 of 9**

public consultation. These policies use inputs from third party suggestions and staff input alongside consideration for financial impact.

The *Development Charges Act, 1997* (DC Act) requires Council to consider the use of ASDC's under Section 10 (2) (c.1) when completing a Development Charge (DC) Background Study.

Section 59.1(1) and (2) of the DC Act “No Additional Levies” prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the DC Act. It must be clear, what services are specifically included in the DC Charge and what developers are required to pay as part of their development agreements. Therefore, staff has implemented Local Service Policy to distinguish between City and Developer related responsibilities.

RELEVANT CONSULTATION

Internal

- Planning and Economic Development – Growth Management, Transportation
- Public Works Department – Water, Wastewater Planning and Capital
- Corporate Services Department – Legal and Risk Management Services

External

- Watson and Associates Economists Ltd.
- GMBLueplan
- Arcadis IBI Group
- The City receives feedback and correspondence through the City's email address below:

DCBackgroundStudy@hamilton.ca

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Area Specific DCs

Based on their analysis, Watson has concluded that a good candidate for ASDCs is a service that has a strong connection between capital works and those who benefit from the capital works (restricted use), a clear service boundary, a different level of service between the boundaries and an ability to support the infrastructure costs / debt charges without pooling of funds.

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**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 7 of 9**

Some pros and cons to ASDCs are as follows:

Pros to ASDCs:

- ASDC's have a higher perceived equity as funds collected in a specific area and are only used for that area and ensures investment of funds collected in areas where development is occurring.

Cons to ASDCs:

- Development Charges (DCs) collected for a service are restricted to the area in which they are collected.
- Smaller collection areas result in a smaller pool of Development Charges revenues
- Many services are not restricted to use by residents of one specific area and are often used by all residents (e.g., roads, parks, recreation, library, police), therefore, City-wide DCs are more appropriate.
- ASDC's have an increased administrative burden on municipal staff.
- Higher charges in one area versus another area may impact competitiveness.

All services other than water, wastewater, stormwater and transit require a 15-year service standard to be calculated to establish an upper ceiling on the amount which can be collected from development. In certain cases, utilizing an ASDC can significantly reduce the total funds collected to be used as financing towards City's infrastructure project as identified in Table 1 (see page 4).

When reviewing ASDC's, Watson examined the use of ASDC's for other services delivered by the City (no water, wastewater, roads or transit) such as Fire, Ambulance, Library, Parks and Recreation, to name a few. It was determined that the amount of capital costs that could be recovered through DC's would decrease on average by 24% if the City moved to an ASDC calculation approach.

Staff, with the support of the Watson, have reviewed various alternatives for area-specific DCs and are recommending that only Stormwater services continue to be considered for an area-specific DC calculation. Staff recommends that Stormwater DCs be calculated based on the combined sewer system versus the separated sewer system.

In summary, the following is being recommended:

- Stormwater – continue with current ASDC approach for combined versus separated sewer service areas given the difference in works required
- Water / Wastewater – continue with current approach in uniform rate for all urban areas

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OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 8 of 9**

- Roads – continue with current approach of City-wide DC for roads
- Transit – continue with current approach of City-wide DC for transit
- All other City services – utilize City-wide DC's

Local Service Policy

Section 59.1(1) and (2) of the DC Act “No Additional Levies” prohibits municipalities from imposing additional payments or requiring construction of a service not authorized under the DC Act. It must be clear, what services are specifically included in the DC Charge and what developers are required to pay as part of their development agreements.

Some items considered in Local Service Policy may include:

- Local, rural, collector and arterial roads;
- Intersection improvements and traffic signals;
- Streetlights and sidewalks;
- Bike routes, lanes and paths;
- Multi-use Trails / Naturalized walkways;
- Noise Abatement Measures;
- Land dedications / easements;
- Water, Wastewater and Stormwater; and
- Park requirements.

Given the Provincial changes to the City’s Council-adopted urban boundary, the City has had to initiate updates to water, wastewater, transportation, and transit master plans. This work will identify the infrastructure required to service the Provincially expanded urban boundary. Until the Masterplans are complete and the appropriate financial planning is undertaken, the Local Service Policy has been prepared to establish policies both within the City’s Council-adopted urban boundary and outside of it.

Based on the proposed LSP, should development occur outside of the City’s Council-adopted urban boundary, the infrastructure required to service the development will be paid for by the developers. As such, the following is being recommended:

- Within the urban boundary as set out in OPA 167 as adopted by Council on June 8, 2022 and without the Minister modifications adopted on November 4, 2022 (“Council-adopted Urban Boundary”) – traditional local service policy requirements (current) remain unchanged;

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**SUBJECT: Area Specific and Local Service Policy – 2024 Development Charges
Background Study and By-law Update (FCS23104) (City Wide) –
Page 9 of 9**

- Outside the Council-adopted Urban Boundary the developer be responsible for:
 - All roads, water, wastewater, and stormwater infrastructure (external to urban boundary) required to service the development including potential oversizing costs
 - Certain linear water / wastewater / stormwater works that are oversized (post-period benefit), within the urban boundary, to accommodate flows
 - Developers would be required to pay:
 - municipal-wide DCs; and
 - water / wastewater treatment DCs (if they will be serviced with municipal water and wastewater).

ALTERNATIVES FOR CONSIDERATION

N/A

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report FCS23104 – Draft Principles of City of Hamilton Local Service Policy

CP/dt

Draft Principles of City of Hamilton Local Service Policy

Note: Any reference to the "Council-adopted Urban Boundary" is based on the urban boundary as set out in Official Plan Amendment (O.P.A.) 167, as adopted by Council on June 8, 2022 and without the Minister modifications approved on November 4, 2022.

For development within the "Council-adopted Urban Boundary", the principles of the City's existing local service policy would apply.

For development outside of the "Council-adopted Urban Boundary", the following would be a direct developer responsibility:

- All costs required to service the development and/or to connect the development area with existing infrastructure including without limitation, all water, wastewater, stormwater, transit, transportation works (in accordance with the Complete Street definition), any utility relocation/conversion costs, and land acquisition costs to meet City standards will be a developer responsibility, unless otherwise provided herein.
- In conjunction with the above bullet, the scope to service the development and/or connect the development area would be identified within approval authority accepted studies to support development areas.
- Projects occurring within the "Council-adopted Urban Boundary" with an oversizing component that are required to service development outside of the "Council-adopted Urban Boundary" – oversizing component is a direct developer responsibility.
- Downstream and/or upstream water and wastewater infrastructure located within the "Council-adopted Urban Boundary" required to support development outside the "Council-adopted Urban Boundary" would be a direct developer responsibility.
- Section E.3 of the local service policy applies to development outside of the "Council-adopted Urban Boundary".

Based on the above, and to be clear, developments occurring outside of the "Council-adopted Urban Boundary" will be required to pay the City-wide DCs for all services except for stormwater, water linear, and wastewater linear.

If the development outside of the "Council-adopted Urban Boundary" will be serviced with municipal water or wastewater, the water or wastewater treatment DC will apply. If the development outside of the "Council-adopted Urban Boundary" will not be serviced with municipal water or wastewater, the water or wastewater treatment DC will not apply, as set out in the following table.

Table

Service	Inside "Council-adopted Urban Boundary"	Outside "Council-adopted Urban Boundary" – Connecting to Municipal Water / Wastewater*	Outside "Council-adopted Urban Boundary" – Not Connecting to Municipal Water / Wastewater
Services Related to a Highway	✓	✓	✓
Public Works	✓	✓	✓
Transit Services	✓	✓	✓
Fire Protection Services	✓	✓	✓
Policing Services	✓	✓	✓
Parks and Recreation	✓	✓	✓
Library Services	✓	✓	✓
Long-Term Care Services	✓	✓	✓
Child Care and Early Years Programs	✓	✓	✓
Provincial Offences Act including By-law Enforcement	✓	✓	✓
Public Health Services	✓	✓	✓
Ambulance	✓	✓	✓
Waste Diversion	✓	✓	✓
Wastewater Facilities	✓	✓	
Wastewater Linear Services	✓		
Water Supply and Treatment	✓	✓	
Water Linear Services	✓		
Stormwater Services	✓		

* Certain projects may be oversized for developments outside of "Council-adopted Urban Boundary" and may need to be directly funded by developer as set out in the local service policy