



City of Hamilton  
Hamilton

**DEVELOPMENT CHARGES STAKEHOLDERS SUB-COMMITTEE  
REVISED**

**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

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**Pages**

|  |    |
|--|----|
| <b>1. CEREMONIAL ACTIVITIES</b>  |    |
| <b>2. APPROVAL OF AGENDA</b><br>(Added Items, if applicable, will be noted with *)   |    |
| <b>3. DECLARATIONS OF INTEREST</b>   |    |
| <b>4. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>  |    |
| 4.1 September 18, 2023   | 3  |
| <b>5. COMMUNICATIONS</b>   |    |
| 5.1 Stefano Guglietti, Melrose Investments Inc., respecting Removal of the CIPA Exemption Program<br>Recommendation: Be received.  | 5  |
| 5.2 Consideration For Non-Profit Child Care Centres To Be Exempted From Development Charges<br>Recommendation: Referred to Committee (from the October 25, 2023 Council meeting) for their consideration and appropriate action. | 7  |
| *5.3 Ryan Millar, Emblem Developments Inc. respecting Reduction of Incentives<br>Recommendation: Be received.  | 11 |
| <b>6. DELEGATION REQUESTS</b>  |    |

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|------------|---|-----|
| <b>7.</b>  | <b>DELEGATIONS</b>  |     |
| <b>8.</b>  | <b>STAFF PRESENTATIONS</b>  |     |
| 8.1        | 2024 Development Charges Background Study and By-law, and Draft Capital Listing   | 16  |
| <b>9.</b>  | <b>CONSENT ITEMS</b>  |     |
| <b>10.</b> | <b>PUBLIC HEARINGS</b>  |     |
| <b>11.</b> | <b>DISCUSSION ITEMS</b>   |     |
| 11.1       | 2024 Development Charges Background Study and By-law Update (FCS23040(a)) (City Wide)                                       | 81  |
| 11.2       | Exemptions and Policies – 2024 Development Charges Background Study and By-law Update (FCS23103) (City Wide)                | 91  |
| 11.3       | Area Specific and Local Service Policy – 2024 Development Charges Background Study and By-law Update (FCS23104) (City Wide) | 108 |
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| <b>13.</b> | <b>NOTICES OF MOTION</b>  |     |
| <b>14.</b> | <b>GENERAL INFORMATION / OTHER BUSINESS</b>   |     |
| <b>15.</b> | <b>PRIVATE AND CONFIDENTIAL</b>   |     |
| <b>16.</b> | <b>ADJOURNMENT</b>  |     |



**DEVELOPMENT CHARGES STAKEHOLDERS  
SUB-COMMITTEE  
MINUTES 23-002  
September 18, 2023  
9:30 a.m.  
Room 264  
Hamilton City Hall  
71 Main Street West**

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**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

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**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.



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

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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 large, light-colored oval shape.

**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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# EMBLEM

November 6<sup>th</sup>, 2023

Delivered Via Email – [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Chair and Members of Hamilton's Development Charges Stakeholders Subcommittee.**

**City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8P 4Y5**

Dear Sirs/Mesdames:

We are writing this having bought into the long-term vision for the regeneration of Hamilton's Downtown, having invested considerable time and financial resources and having moved forward with proposals across three projects exceeding 1,708,500 square feet of gross construction area and 1,680 residential homes located at 1 Jarvis Street, 41 Wilson Street and 92 John Street North in Hamilton.

Developers in Ontario are universally unified in ensuring that, at the bare minimum, prior to making a significant acquisition or decision (such as a sales launch or starting construction), the project in question is financeable by a traditional construction lender. In a typical development project, 15% of the total costs to develop are financed with developer's equity, another 15% is financed through pre-sale deposits, and the remaining 70% is financed with a construction loan.

The sources of capital are well understood across the industry. That said, it is not a guarantee that lenders will be readily available to provide the 70% loan across all projects. To qualify for a construction loan, lenders are focused on ensuring there is enough margin of safety that if something were to go wrong, there is a path to getting their loan repaid. One of the most critical metrics a prospective lender considers is the development project's margin on cost, which is expressed as total profit / total development costs. The 'sweet spot' for a lender is for a project to see a 15% margin on cost.

With the rapid escalation in costs, including construction costs and development charges, many projects have seen a significant deterioration in margin, compressing the margin on cost to below the 15% threshold desired by lenders. Given the substantially lower revenues associated with a project in Hamilton (versus Toronto), development project's require economic assistance to ensure their viability. To date, that has been provided through tax incentives and development charge rebates.

**EMBLEM DEVELOPMENTS INC.**  
1819 YONGE ST.  
TORONTO, ON, M4S 1X8  
EMBLEMDEVCORP.COM

# EMBLEM

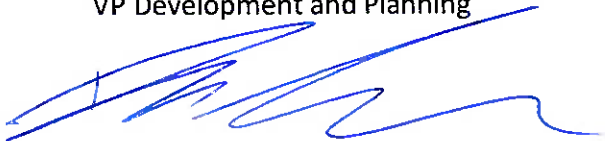
As can be seen in the sample pro-forma (shared as a separate attachment), even with that relief, new development projects are 'not penciling', as a challenged sales market and significantly higher financing costs have eroded margins to a point where traditional lenders are not willing to provide conventional financing. Stating the obvious, without being able to secure financing, construction cannot commence, and housing supply is invariably eroded.

Eliminating or even modestly reducing any incentives that support the finance-ability of development projects would have the effect of eliminating new supply in the market. Hamilton is right on the cusp of being 'investable' today and requires incentive to continue investment in new housing supply.

Yours truly,

Ryan Millar

VP Development and Planning



## Scenario 1A - With Tax Grant and CIPA DC Rate Credit

| <b>Hamilton High-Rise Pro-Forma Analysis</b> |                     |                       |                      |
|--|---------------------|-----------------------|----------------------|
| Building Gross Construction Area (SF)        |                     | 250,000               |                      |
| Building Efficiency                          |                     | 78.0%                 |                      |
| Net Saleable Area                            |                     | 195,000               |                      |
| Average Unit Size                            |                     | 650                   |                      |
| Number of Units                              |                     | 300                   |                      |
| Number of Parking                            | .35 stalls per unit | 105                   |                      |
| <b>Revenue</b>                               |                     | <b>\$PSF Saleable</b> | <b>Total \$s</b>     |
| Gross Sales Price                            |                     | \$1,000               | \$195,000,000        |
| Plus: Parking Revenue                        | \$45,000 per stall  | 24                    | 4,725,000            |
| Less: Effective HST (incl. rebates)          | 9.0% Gross Revenue  | (92)                  | (17,124,750)         |
| Plus: Recoveries                             | \$10,000 per unit   | 15                    | 3,000,000            |
| Plus: Tax Grant                              | \$6,500 per unit    | 10                    | 1,950,000            |
| <b>Net Revenue (\$PSF)</b>                   |                     | <b>\$957</b>          | <b>\$187,550,250</b> |
| <b>Costs</b>                                 |                     |                       |                      |
| Land Costs                                   | \$40 PSF GCA        | 51                    | 10,000,000           |
| Hard Construction Costs (\$PSF GCA) (1)      | \$450 PSF GCA       | 577                   | 112,500,000          |
| Sales and Marketing                          | 7.0% Net Revenue    | 67                    | 13,128,518           |
| Soft Costs (Excluding Development Charges)   | 10.0% of Hard Costs | 58                    | 11,250,000           |
| Parkland                                     | \$5,000 per unit    | 8                     | 1,500,000            |
| Community Benefit Charge                     | 4% of Land Value    | 2                     | 400,000              |
| Development Charges                          |                     |                       |                      |
| 1 Bedroom                                    | \$26,709 per unit   | 25                    | 4,807,620            |
| 2 Bedroom                                    | \$37,537 per unit   | 23                    | 4,504,440            |
| Less: Development Charge Credit              | 40% of DCs          | (19)                  | (3,724,824)          |
| Financing Costs                              | \$50 PSF GCA        | 64                    | 12,500,000           |
| <b>Total Costs</b>                           |                     | <b>\$856</b>          | <b>\$166,865,754</b> |
| <b>Margin on Cost</b>                        |                     |                       | <b>12.4%</b>         |
| <b>Minimum Financeable Margin on Cost</b>    |                     |                       | <b>15.0%</b>         |

(1) Includes construction management fee and contingency.

## Scenario 1B - With Tax Grant and Elimination of DC Rate Credit

| <b>Hamilton High-Rise Pro-Forma Analysis</b> |                     |                       |                      |
|--|---------------------|-----------------------|----------------------|
| Building Gross Construction Area (SF)        |                     | 250,000               |                      |
| Building Efficiency                          |                     | 78.0%                 |                      |
| Net Saleable Area                            |                     | 195,000               |                      |
| Average Unit Size                            |                     | 650                   |                      |
| Number of Units                              |                     | 300                   |                      |
| Number of Parking                            | .35 stalls per unit | 105                   |                      |
| <b>Revenue</b>                               |                     | <b>\$PSF Saleable</b> | <b>Total \$s</b>     |
| Gross Sales Price                            |                     | \$1,000               | \$195,000,000        |
| Plus: Parking Revenue                        | \$45,000 per stall  | 24                    | 4,725,000            |
| Less: Effective HST (incl. rebates)          | 9.0% Gross Revenue  | (92)                  | (17,124,750)         |
| Plus: Recoveries                             | \$10,000 per unit   | 15                    | 3,000,000            |
| Plus: Tax Grant                              | \$6,500 per unit    | 10                    | 1,950,000            |
| <b>Net Revenue (\$PSF)</b>                   |                     | <b>\$957</b>          | <b>\$187,550,250</b> |
| <b>Costs</b>                                 |                     |                       |                      |
| Land Costs                                   | \$40 PSF GCA        | 51                    | 10,000,000           |
| Hard Construction Costs (\$PSF GCA) (1)      | \$450 PSF GCA       | 577                   | 112,500,000          |
| Sales and Marketing                          | 7.0% Net Revenue    | 67                    | 13,128,518           |
| Soft Costs (Excluding Development Charges)   | 10.0% of Hard Costs | 58                    | 11,250,000           |
| Parkland                                     | \$5,000 per unit    | 8                     | 1,500,000            |
| Community Benefit Charge                     | 4% of Land Value    | 2                     | 400,000              |
| Development Charges                          |                     |                       |                      |
| 1 Bedroom                                    | \$26,709 per unit   | 25                    | 4,807,620            |
| 2 Bedroom                                    | \$37,537 per unit   | 23                    | 4,504,440            |
| Less: Development Charge Credit              | 0% of DCs           | 0                     | 0                    |
| Financing Costs                              | \$50 PSF GCA        | 64                    | 12,500,000           |
| <b>Total Costs</b>                           |                     | <b>\$875</b>          | <b>\$170,590,578</b> |
| <b>Margin on Cost</b>                        |                     |                       | <b>9.9%</b>          |
| <b>Minimum Financeable Margin on Cost</b>    |                     |                       | <b>15.0%</b>         |

(1) Includes construction management fee and contingency.

## Scenario 1C - With Elimination of Tax Grant and Elimination of DC Rate Credit

| Hamilton High-Rise Pro-Forma Analysis      |                     |                       |                      |
|--|---------------------|-----------------------|----------------------|
| Building Gross Construction Area (SF)      |                     | 250,000               |                      |
| <u>Building Efficiency</u>                 |                     | <u>78.0%</u>          |                      |
| Net Saleable Area                          |                     | 195,000               |                      |
| <u>Average Unit Size</u>                   |                     | <u>650</u>            |                      |
| Number of Units                            |                     | 300                   |                      |
| Number of Parking                          | .35 stalls per unit | 105                   |                      |
| <b>Revenue</b>                             |                     | <b>\$PSF Saleable</b> | <b>Total \$s</b>     |
| Gross Sales Price                          |                     | \$1,000               | \$195,000,000        |
| Plus: Parking Revenue                      | \$45,000 per stall  | 24                    | 4,725,000            |
| Less: Effective HST (incl. rebates)        | 9.0% Gross Revenue  | (92)                  | (17,124,750)         |
| Plus: Recoveries                           | \$10,000 per unit   | 15                    | 3,000,000            |
| Plus: Tax Grant                            | \$000 per unit      | 0                     | 0                    |
| <b>Net Revenue (\$PSF)</b>                 |                     | <b>\$947</b>          | <b>\$185,600,250</b> |
| <b>Costs</b>                               |                     |                       |                      |
| Land Costs                                 | \$40 PSF GCA        | 51                    | 10,000,000           |
| Hard Construction Costs (\$PSF GCA) (1)    | \$450 PSF GCA       | 577                   | 112,500,000          |
| Sales and Marketing                        | 7.0% Net Revenue    | 67                    | 12,992,018           |
| Soft Costs (Excluding Development Charges) | 10.0% of Hard Costs | 58                    | 11,250,000           |
| Parkland                                   | \$5,000 per unit    | 8                     | 1,500,000            |
| Community Benefit Charge                   | 4% of Land Value    | 2                     | 400,000              |
| Development Charges                        |                     |                       |                      |
| 1 Bedroom                                  | \$26,709 per unit   | 25                    | 4,807,620            |
| 2 Bedroom                                  | \$37,537 per unit   | 23                    | 4,504,440            |
| Less: Development Charge Credit            | 0% of DCs           | 0                     | 0                    |
| Financing Costs                            | \$50 PSF GCA        | 64                    | 12,500,000           |
| <b>Total Costs</b>                         |                     | <b>\$874</b>          | <b>\$170,454,078</b> |
| <b>Margin on Cost</b>                      |                     |                       | <b>8.9%</b>          |
| <b>Minimum Financeable Margin on Cost</b>  |                     |                       | <b>15.0%</b>         |

(1) Includes construction management fee and contingency.



# 2024 Development Charges Background Study and By-law

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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

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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   |
| <b>Total</b>     | <b>201,856,498</b>            | <b>(50,754,740)</b>   |

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



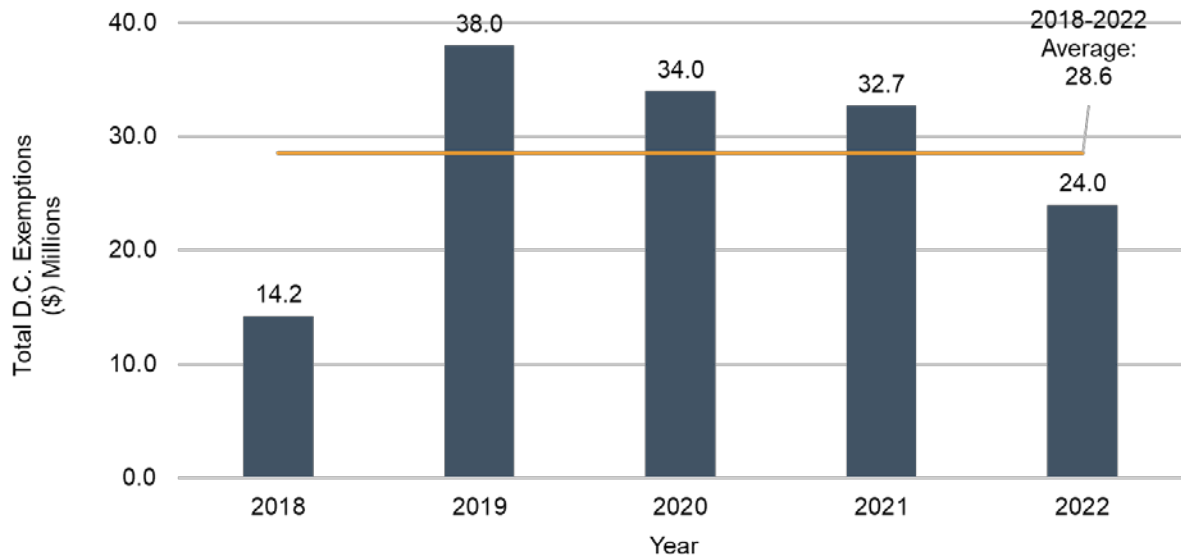


# D.C. Exemptions Review

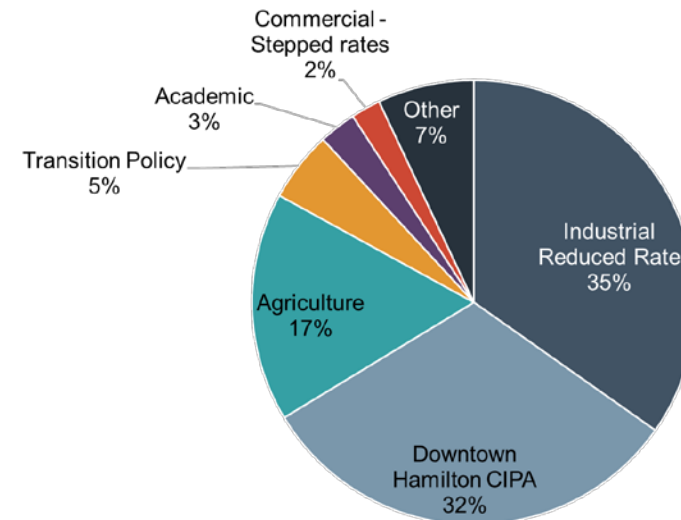
## Total Discretionary D.C. Exemption Amount, 2018 to 2022 period

- 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

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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

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

## 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)

| <b>Market/Feasibility Factors</b>   | <b>Planning/Economic Factors</b>  | <b>Fiscal and D.C. Best Practice Factors</b>   |
|---|---|--|
| <ul style="list-style-type: none"> <li>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</li> <li>Analysis suggests that industrial projects that build to lease have favourable feasibility</li> </ul> | <ul style="list-style-type: none"> <li>Hamilton is relatively cost competitive for industrial development – elimination of exemption has marginal impact on relative ranking</li> <li>Hamilton is highly competitive in a number of key industrial sectors – consider more than just cost environment</li> <li>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</li> </ul> | <ul style="list-style-type: none"> <li>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</li> <li>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)</li> </ul> |

### 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"> <li>• Generally favourable feasibility for high-density residential development</li> <li>• 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)</li> </ul> | <ul style="list-style-type: none"> <li>• Hamilton has 20 M.T.S.A.s – 17 along the light rail transit corridor and 3 GO Transit stations</li> <li>• 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</li> <li>• Locations are potentially subject to inclusionary zoning and provision for affordable housing units in market developments</li> </ul> | <ul style="list-style-type: none"> <li>• 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</li> <li>• Few surveyed municipalities have area-specific D.C. exemptions in place</li> <li>• 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</li> </ul> |

### 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                                     |
| <b>Total</b>                                   | <b>\$420.9</b>       | <b>\$128.6</b>           | <b>\$292.4</b>                          |

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





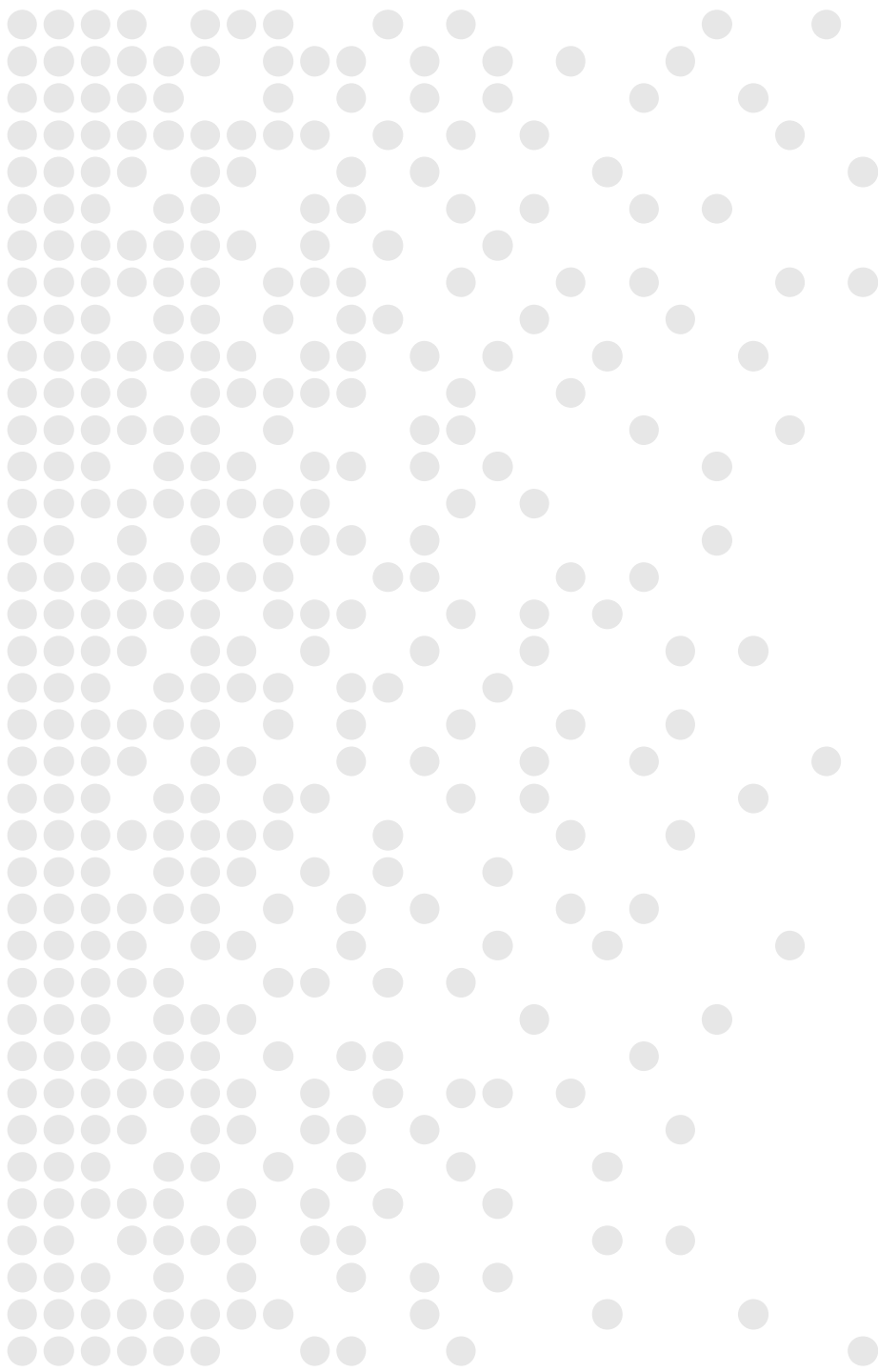
# Watson Recommendations

| 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"> <li>Remove D.C. exemption of 40% for residential development</li> <li>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</li> </ul> |
| 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"> <li>Remove reduced rate exemption (37% reduction) for industrial development</li> <li>Maintain discount for Production and Artist Studios</li> </ul>  |
| 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"> <li>Remove industrial expansion (detached) D.C. exemption for all City-wide industrial developments</li> </ul>  |
| 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"> <li>Remove D.C. exemption. Similar benefit through new C.B.C.</li> </ul>  |



# 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"> <li>• 1st 5,000 square feet: 50% of charge</li> <li>• 2nd 5,000 square feet: 75% of charge</li> <li>• 10,000+ square feet: 100% of charge</li> </ul> | 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

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## 2024 Development Charges Background Study and By-law

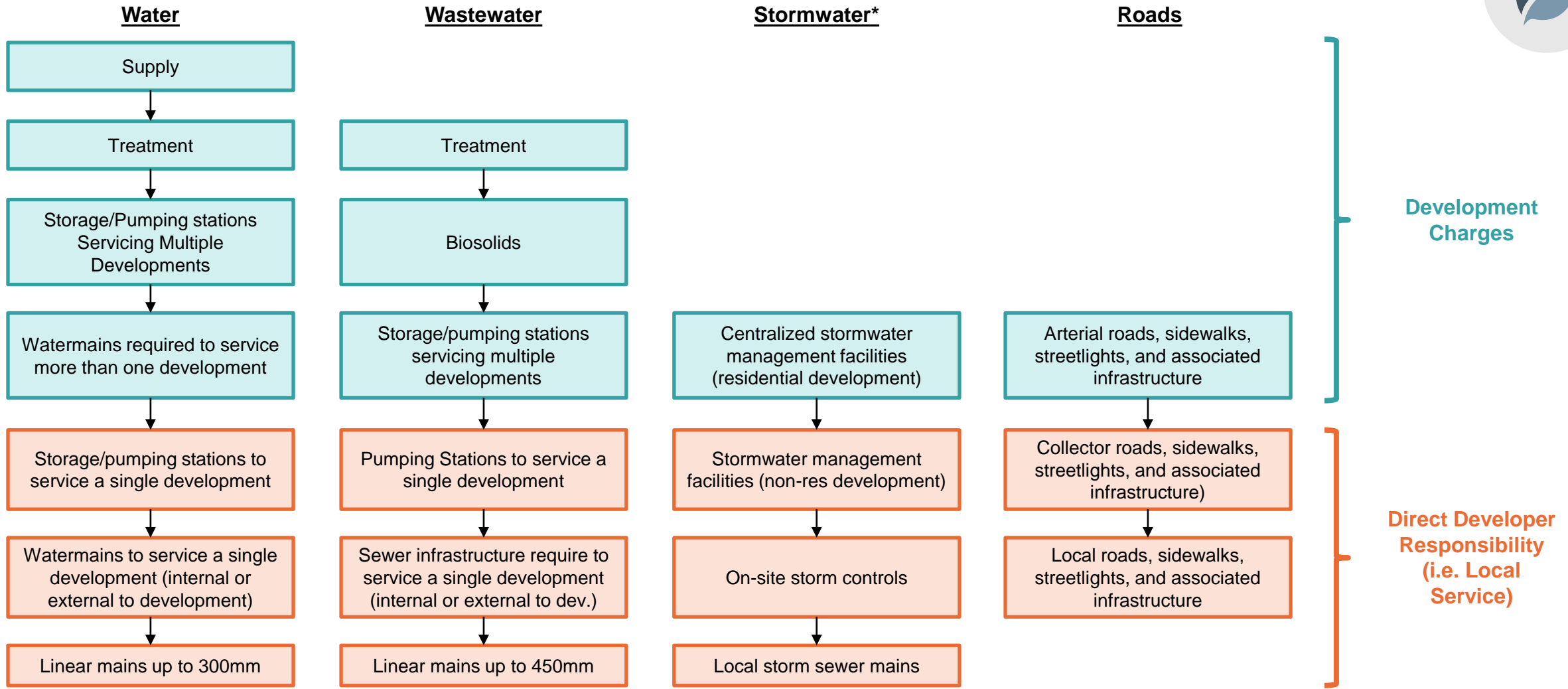


# Local Service Policies

- 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



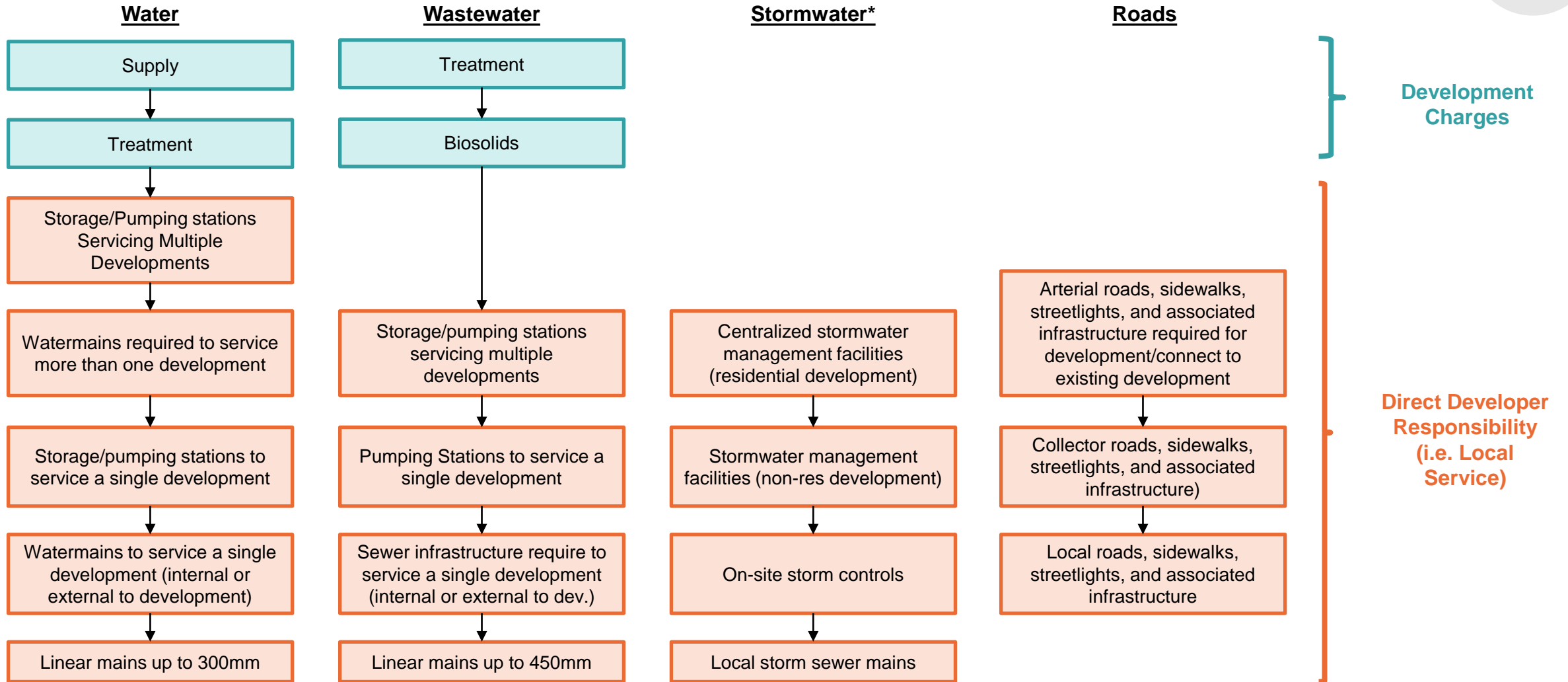
Note: Stormwater infrastructure in the combined sewer system area is 100% developer responsibility



# 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)

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## 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                    |
| <b>Subtotal Hard Services</b>      |                 | <b>4,279</b>                         | <b>746</b>          | <b>8</b>         | <b>3,525</b>     | <b>1,236</b>                    | <b>457</b>   | <b>167</b>          | <b>1,664</b>                    | <b>1,274</b>      | <b>390</b>            |
| <b>Subtotal All Other Services</b> |                 | <b>938</b>                           | <b>148</b>          | <b>14</b>        | <b>776</b>       | <b>274</b>                      | <b>5</b>   | <b>-</b>            | <b>497</b>                      | <b>444</b>        | <b>53</b>             |
| <b>Total All Services</b>          |                 | <b>5,217</b>                         | <b>894</b>          | <b>22</b>        | <b>4,301</b>     | <b>1,510</b>                    | <b>462</b>   | <b>167</b>          | <b>2,161</b>                    | <b>1,719</b>      | <b>443</b>            |

Note: Capital project costs are in draft



# Draft Development Charge Rates

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## 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) |
|--|---------------|---------------------|-----------------------|
| <b>Municipal Wide Services/Classes:</b>                |               |                     |                       |
| 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                   |
| <b>Total Municipal Wide Services/Classes</b>           | <b>33,469</b> | <b>41,871</b>       | <b>33,497</b>         |
| <b>Water and Wastewater Urban Area Charges</b>         |               |                     |                       |
| 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                 |
| <b>Total Water and Wastewater Urban Area Services</b>  | <b>19,303</b> | <b>25,193</b>       | <b>20,154</b>         |
| <b>Stormwater Services - Combined Sewer System</b>     |               |                     |                       |
| Stormwater Drainage and Control Services               | 5,355         | 7,576               | 6,061                 |
| <b>Stormwater Services - Separate Sewer System</b>     |               |                     |                       |
| Stormwater Drainage and Control Services               | 14,192        | 18,182              | 14,546                |
| <b>Grand Total - City Wide</b>                         | <b>33,469</b> | <b>41,871</b>       | <b>33,497</b>         |
| <b>Grand Total - Urban Area - Combined Sewer Sytem</b> | <b>58,127</b> | <b>74,640</b>       | <b>59,712</b>         |
| <b>Grand Total - Urban Area - Separate Sewer Sytem</b> | <b>66,964</b> | <b>85,246</b>       | <b>68,197</b>         |

\*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.)

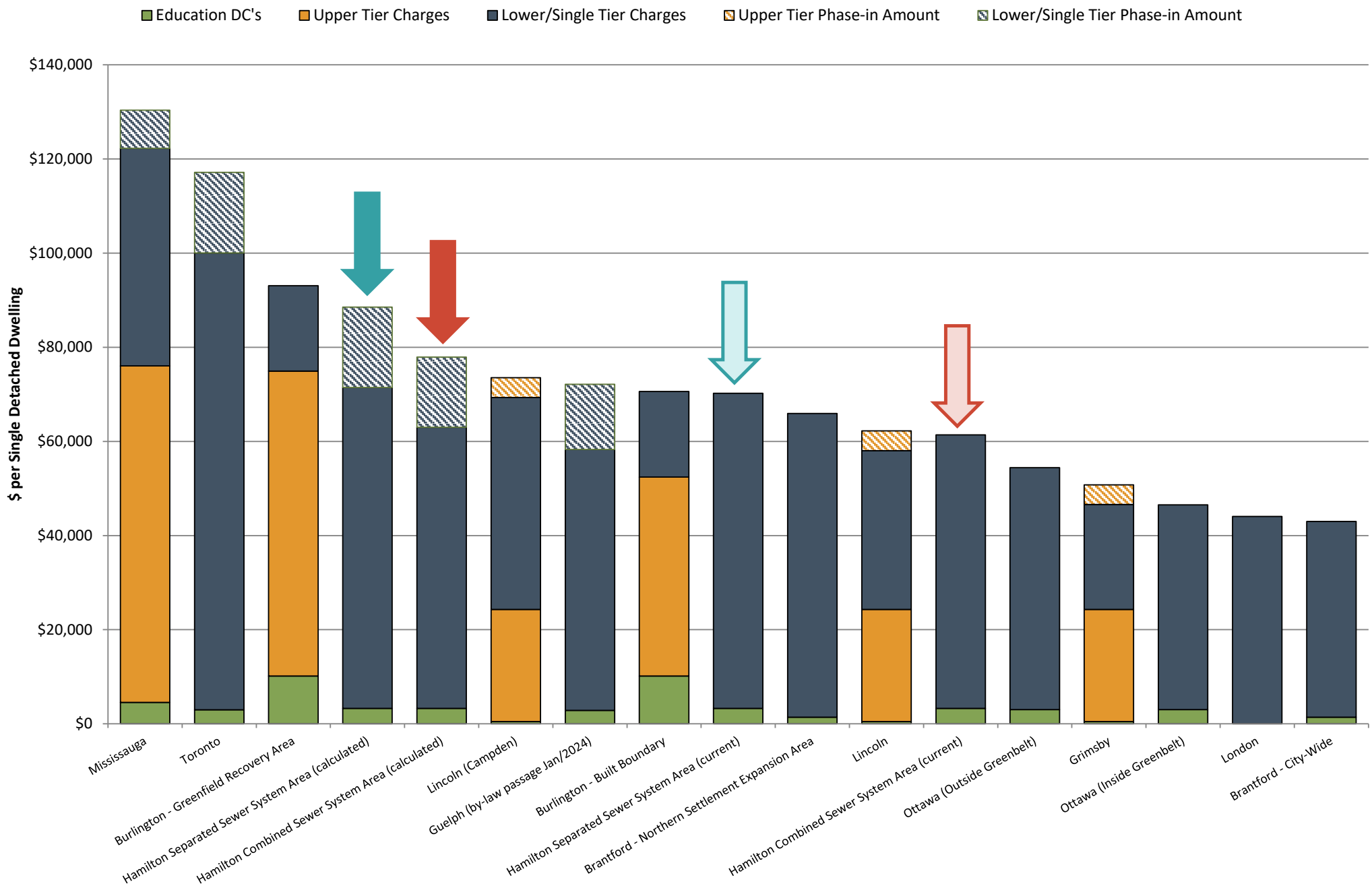
| Service/Class of Service                               | Current      | Calculated (2023\$) | 80% Phase-in (Year 1) |
|--|--------------|---------------------|-----------------------|
| <b>Municipal Wide Services/Classes:</b>                |              |                     |                       |
| 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                  |
| <b>Total Municipal Wide Services/Classes</b>           | <b>15.80</b> | <b>21.29</b>        | <b>17.03</b>          |
| <b>Water and Wastewater Urban Area Charges</b>         |              |                     |                       |
| 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                  |
| <b>Total Water and Wastewater Urban Area Services</b>  | <b>9.28</b>  | <b>16.37</b>        | <b>13.10</b>          |
| <b>Stormwater Services - Combined Sewer System</b>     |              |                     |                       |
| Stormwater Drainage and Control Services               | -            | -                   | -                     |
| <b>Stormwater Services - Separate Sewer System</b>     |              |                     |                       |
| Stormwater Drainage and Control Services               | 2.93         | 4.13                | 3.30                  |
| <b>Grand Total - City Wide</b>                         | <b>15.80</b> | <b>21.29</b>        | <b>17.03</b>          |
| <b>Grand Total - Urban Area - Combined Sewer Sytem</b> | <b>25.08</b> | <b>37.66</b>        | <b>30.13</b>          |
| <b>Grand Total - Urban Area - Separate Sewer Sytem</b> | <b>28.01</b> | <b>41.79</b>        | <b>33.43</b>          |

\*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\$

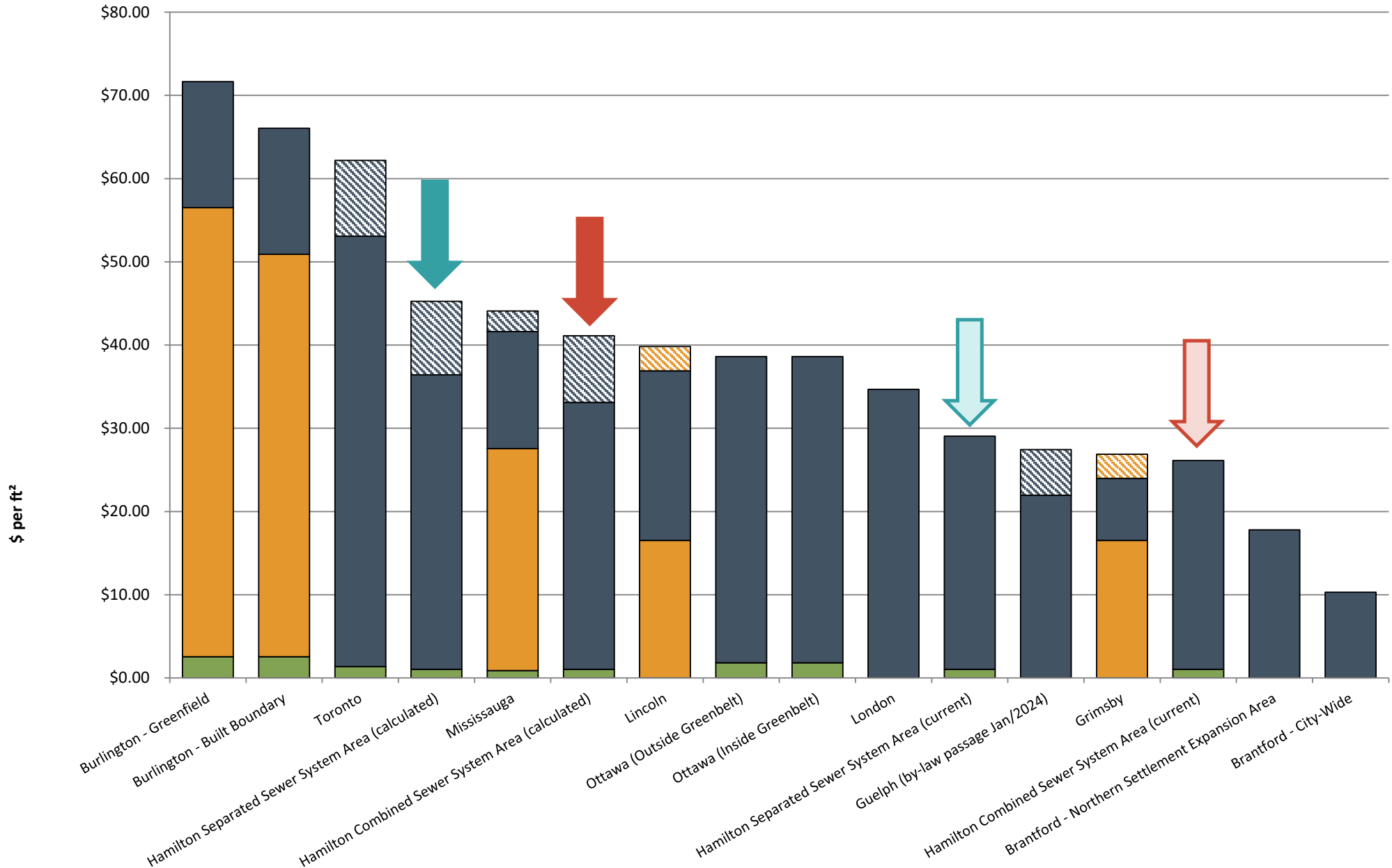
# D.C. Survey – Residential Single Detached (per unit)



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



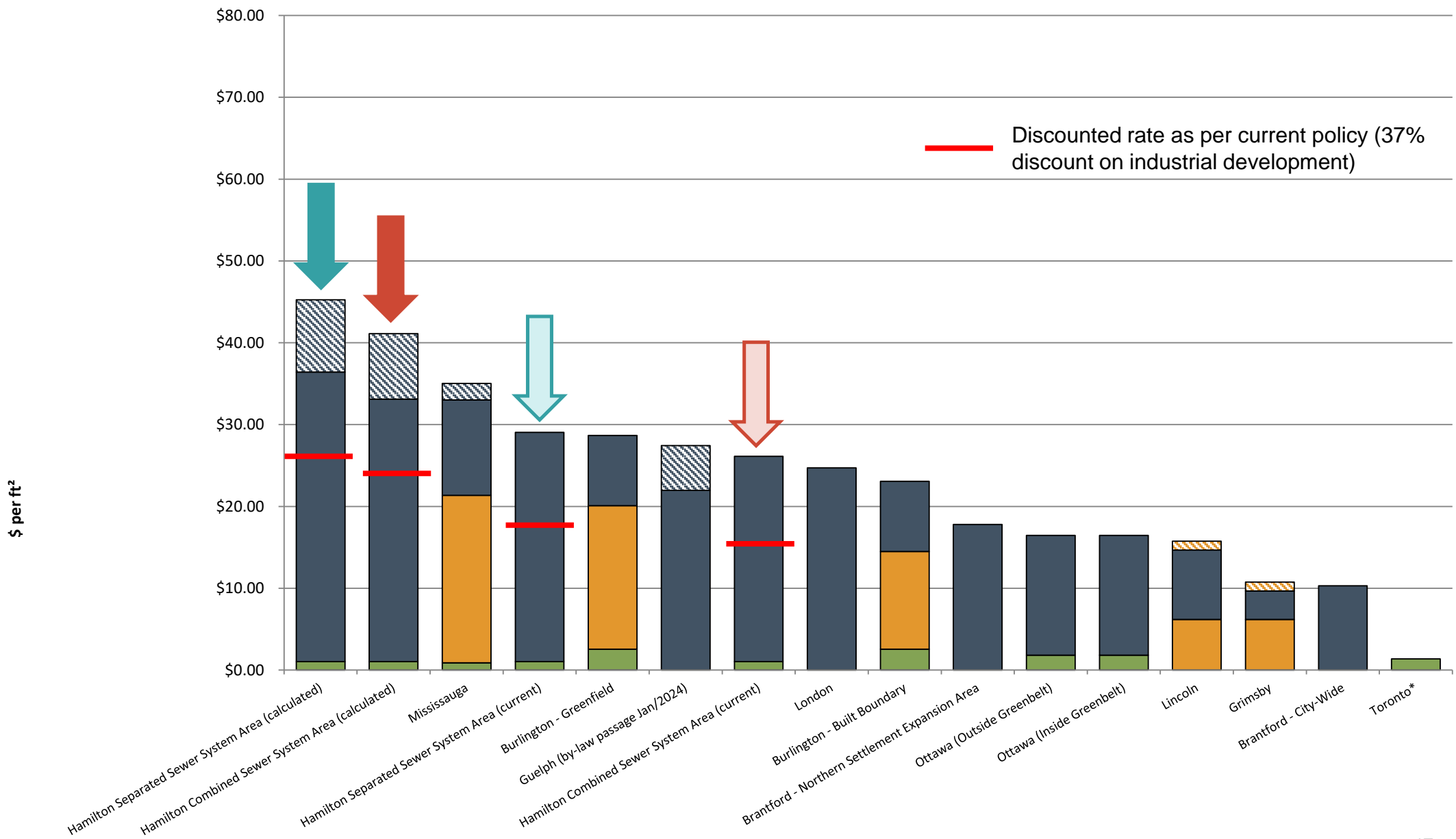
■ Education DC's    
 ■ Upper Tier Charges    
 ■ Lower/Single Tier Charges    
 ■ Upper Tier Phase-in Amount    
 ■ Lower/Single Tier Phase-in Amount



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



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



\*Exempt





## Next Steps and Discussion

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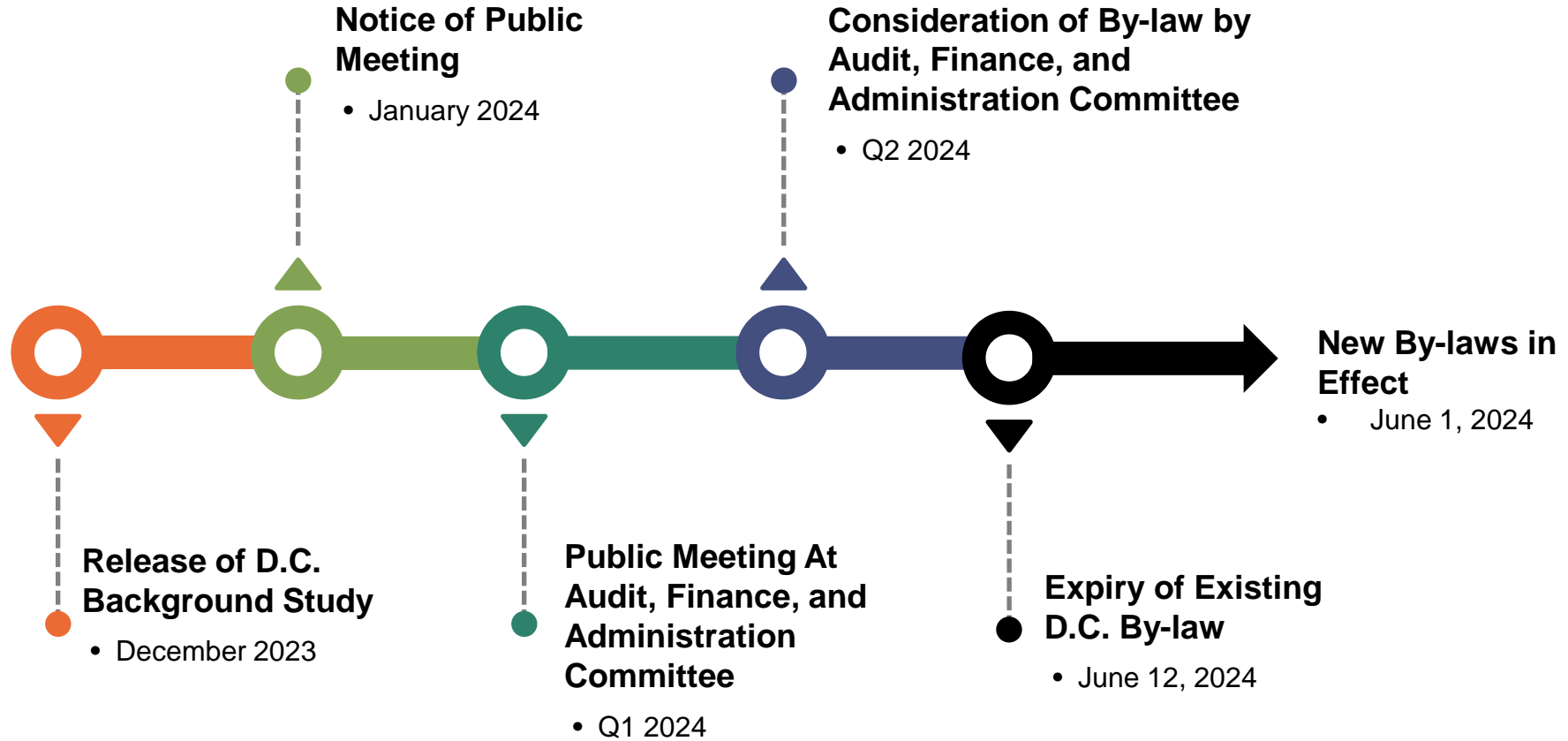
2024 Development Charges Background Study  
and By-law

# 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





Questions?



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

City of Hamilton – 2023 Development Charges  
Background Study

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DRAFT – for Discussion Purposes

November 2023

Watson & Associates Economists Ltd.  
905-272-3600  
[info@watsonecon.ca](mailto: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% |
|         | <b>2023-2031</b>  |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |
|         | <b>AEGD</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |
| 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                 |
|         | <b>Ancaster</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |
| 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                       | -   | -                               | -                     | -                         |
|         | <b>Fruitland - Winona</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |
| 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                   |
|         | <b>MTO</b>  |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |
| 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                 |
|         | <b>Red Hill Business Park</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |

## 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% |  |
| <b>2023-2031</b>           |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 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                 |  |
| <b>South Mountain Area</b> |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 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                 |  |
| <b>Stoney Creek</b>        |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 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                       | -   | -                               | -                     | -                         |  |
| <b>Twenty Road East</b>    |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 49                         | Upper Ottawa Street - End to Twenty Road   | 2031-2041     | 0.95        | 4u                        | 10,216,000                           | 10,216,000          | -                | -                | -                               | -   | -                               | -                     | -                         |  |
| <b>Waterdown</b>           |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 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                         | -   | -                               | -                     | -                         |  |
| <b>Other</b>               |  |               |             |                           |                                      |                     |                  |                  |                                 |   |                                 |                       |                           |  |
| 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                      | -   | -          | -                               | -                         | - |
|         | <b>Major Structures</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |            |                                 |                           |   |
| 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                 |   |
|         | <b>Programs</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |            |                                 |                           |   |
| 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                 |   |
|         | <b>Active Transportation Projects</b>   |               |             |                     |                                      |                     |                  |                  |                                 |   |            |                                 |                           |   |
| 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  
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% |
| 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 Progreton  | 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 Carl Luke   | 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

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% |           |
| 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       |

## 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   |               |             |                     |                                      |                     |                  |                  |                                 |   |           |                                 |                           |  |
| 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  
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% |   |
| 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 - Glanaster 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     | Carlisle - Glanaster 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  
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% |
| 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<br><br>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                    |
|         | <b>Existing Debt</b>  |               |             |                                    |                                      |                     |                  |                    |                                 |   |                                 |                       |                           |
| 421     | Debt on Expressway - Principal (discounted) <sup>1</sup>  | 2023-2025     |             |                                    | 4,884,212                            | -                   |                  | 4,884,212          | -                               |   | 4,884,212                       | 3,580,128             | 1,304,085                 |
| 422     | Debt on Expressway - Interest (discounted) <sup>1</sup>   | 2023-2025     |             |                                    | 254,771                              | -                   |                  | 254,771            | -                               |   | 254,771                         | 186,747               | 68,024                    |
| 423     | Debt on Various Growth Related Road Projects - Principal (discounted) <sup>2</sup>                  | 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) <sup>2</sup>                   | 2023-2033     |             |                                    | 1,141,489                            | -                   |                  | 1,141,489          | -                               |   | 1,141,489                       | 156,384               | 985,105                   |
|         | <b>Other</b>  |               |             |                                    |                                      |                     |                  |                    |                                 |   |                                 |                       |                           |
| 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)              |
|         | <b>Total</b>  |               |             |                                    | <b>1,390,305,366</b>                 | <b>478,553,725</b>  | <b>7,722,000</b> | <b>904,029,641</b> | <b>286,602,133</b>              | <b>-</b>  | <b>617,427,508</b>              | <b>441,637,463</b>    | <b>175,790,045</b>        |



### Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton  
Service: Transit Services

| Prj.No | Increased Service Needs<br>Attributable to Anticipated<br>Development                  | Timing (year) | Gross Capital<br>Cost Estimate<br>(2023\$) | Post Period<br>Benefit | Other<br>Deductions | Net Capital<br>Cost | Less:                                 |   | Potential D.C. Recoverable Cost |                             |                                     |
|--------|--|---------------|--|------------------------|---------------------|---------------------|---------------------------------------|---|---------------------------------|-----------------------------|-------------------------------------|
|        |  |               |  |                        |                     |                     | Benefit to<br>Existing<br>Development | Grants,<br>Subsidies and<br>Other<br>Contributions<br>Attributable to | Total                           | Residential<br>Share<br>73% | Non-<br>Residential<br>Share<br>27% |
|        | <b>2023-2032</b>   |               |  |                        |                     |                     |                                       |   |                                 |                             |                                     |
| 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<br>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<br>Repair Express Van Vehicles                              | 2023-2032     | 173,000                                    | -                      |                     | 173,000             | 134,300                               |   | 38,700                          | 28,251                      | 10,449                              |
| 15     | Accessible Supervisory Vehicles<br>(Specialized Transit)                               | 2023-2032     | 612,000                                    | -                      |                     | 612,000             | 462,100                               |   | 149,900                         | 109,427                     | 40,473                              |
| 16     | Transit & Maintenance Storage<br>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<br>Facility Growth Related Debt<br>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                           |
|        |  |               |  |                        |                     |                     |                                       |   |                                 |                             |                                     |
|        |  |               |  |                        |                     |                     |                                       |   |                                 |                             |                                     |
|        | <b>Total</b>   |               | <b>524,507,582</b>                         | <b>52,276,380</b>      | <b>-</b>            | <b>472,231,202</b>  | <b>232,129,100</b>                    | <b>183,000,000</b>  | <b>57,102,102</b>               | <b>41,684,534</b>           | <b>15,417,568</b>                   |



### 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<br>Attributable to Anticipated<br>Development<br><br>2023-Separate Sewer System<br>Area 2031 | Timing<br>(year) | Gross Capital<br>Cost Estimate<br>(2023\$) | Post Period<br>Benefit | Other<br>Deductions | Net Capital<br>Cost | Less:                                 |  | Potential D.C. Recoverable Cost |                      |                              |
|--------|--|------------------|--|------------------------|---------------------|---------------------|---------------------------------------|--|---------------------------------|----------------------|------------------------------|
|        |  |                  |  |                        |                     |                     | Benefit to<br>Existing<br>Development | Grants, Subsidies and<br>Other Contributions<br>Attributable to New<br>Development | Total                           | Residential<br>Share | Non-<br>Residential<br>Share |
|        |  |                  |  |                        |                     |                     |                                       |  |                                 | 73%                  | 27%                          |
| 1      | Open Watercourses - Channel<br>System Improvements -<br>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<br>System Improvements - Non-<br>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<br>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<br>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<br>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<br>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<br>Projects - Interest (Discounted)  | 2023-2033        | 417,106                                    | -                      |                     | 417,106             | -                                     |  | 417,106                         | 304,488              | 112,619                      |
| 9      | Outstanding Debt to Ontario Land<br>Corporation  | 2023-2031        | 1,676,719                                  | -                      |                     | 1,676,719           | -                                     |  | 1,676,719                       | 1,224,005            | 452,714                      |
| 10     | Future Financing Costs<br>(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)                    |
|        |  |                  |  |                        |                     |                     |                                       |  |                                 |                      |                              |
|        |  |                  |  |                        |                     |                     |                                       |  |                                 |                      |                              |
|        |  |                  |  |                        |                     |                     |                                       |  |                                 |                      |                              |
|        |  |                  |  |                        |                     |                     |                                       |  |                                 |                      |                              |
|        | <b>Total</b>   |                  | <b>145,647,975</b>                         | <b>6,604,000</b>       | <b>-</b>            | <b>139,043,975</b>  | <b>24,714,873</b>                     | <b>-</b>   | <b>114,329,102</b>              | <b>83,460,244</b>    | <b>30,868,858</b>            |



### Infrastructure Costs Included in the Development Charges Calculation

City of Hamilton

Service: Wastewater Facilities

| Prj.No | Increased Service Needs<br>Attributable to Anticipated<br>Development  | Timing<br>(year) | Gross Capital<br>Cost Estimate<br>(2023\$) | Post Period<br>Benefit | Other<br>Deductions | Net Capital Cost | Less:                                 |  | Potential D.C. Recoverable Cost |                                 |   |
|--------|--|------------------|--|------------------------|---------------------|------------------|---------------------------------------|--|---------------------------------|---------------------------------|---|
|        |  |                  |  |                        |                     |                  | Benefit to<br>Existing<br>Development | Grants, Subsidies and<br>Other Contributions<br>Attributable to New<br>Development | Total                           | Residential<br>Share<br><br>74% | Non-<br>Residential<br>Share<br><br>26% |
|        | <b>2023-Urban 2031</b>   |                  |  |                        |                     |                  |                                       |  |                                 |                                 |   |
| 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<br>Treatment (Phase 1) - Engineering<br>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<br>Treatment (Phase 2 - Tanks) -<br>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<br>(includes New/Expanded<br>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<br>Secondary Treatment Plant<br>Upgrades   | 2023-2031        | -  | -                      |                     | -                | -                                     | -  | -                               | -                               | -                                       |
| 4a     | Tertiary Upgrades - New<br>Secondary/Tertiary Treatment Plant<br>(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<br>Treatment Plant & 3rd Plant (Phase<br>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<br>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<br>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<br>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 -<br>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 -<br>Secondary/Tertiary Chlorine contact<br>Tank, Outfall and Red Hill Creek<br>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<br>Activated Sludge Thickening Facility<br>(forms part of the Digester<br>Upgrades)            | 2023-2031        | 8,981,000                                  | -                      |                     | 8,981,000        | -                                     | -  | 8,981,000                       | 6,645,940                       | 2,335,060                               |
| 8a     | Clean Harbour Project - Actual<br>Costs of Engineering (Projects 1, 4a,<br>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<br>Commitments of Engineering<br>(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<br>Attributable to Anticipated<br>Development                | Timing<br>(year) | Gross Capital<br>Cost Estimate<br>(2023\$) | Post Period<br>Benefit | Other<br>Deductions | Net Capital Cost   | Less:                                 |  | Potential D.C. Recoverable Cost |                             |                                     |
|--------|--|------------------|--|------------------------|---------------------|--------------------|---------------------------------------|--|---------------------------------|-----------------------------|-------------------------------------|
|        |  |                  |  |                        |                     |                    | Benefit to<br>Existing<br>Development | Grants, Subsidies and<br>Other Contributions<br>Attributable to New<br>Development | Total                           | Residential<br>Share<br>74% | Non-<br>Residential<br>Share<br>26% |
|        | <b>2023-Urban 2031</b>   |                  |  |                        |                     |                    |                                       |  |                                 |                             |                                     |
| 8c     | Plant Expansion - Future<br>Engineering (Projects 4b, 5a, 6, 11b,<br>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 -<br>Other Costs (includes Modular<br>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<br>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 -<br>Biosolids Thermal Reduction<br>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<br>Electrical and power systems -<br>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<br>Electrical and power systems -<br>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)                        |
|        |  |                  |  |                        |                     |                    |                                       |  |                                 |                             |                                     |
|        | <b>Total</b>   |                  | <b>1,056,704,000</b>                       | <b>101,409,000</b>     | <b>-</b>            | <b>955,295,000</b> | <b>502,329,799</b>                    | <b>274,326,000</b>   | <b>178,639,201</b>              | <b>132,193,009</b>          | <b>46,446,192</b>                   |

## 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<br>74% | Non-Residential Share<br>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)                  |
|        |   |               |                                      |                     |                  |                    |                                 |   |                                 |                          |                              |
|        | <b>Total</b>  |               | <b>376,612,598</b>                   | <b>33,680,000</b>   | <b>-</b>         | <b>342,932,598</b> | <b>60,017,938</b>               | <b>10,158,000</b>   | <b>272,756,660</b>              | <b>201,839,928</b>       | <b>70,916,732</b>            |

## 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<br>74% | Non-Residential Share<br>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)                 |
|        |   |               |                                      |                     |                  |                    |                                 |   |                                 |                          |                              |
|        |   |               |                                      |                     |                  |                    |                                 |   |                                 |                          |                              |
|        |   |               |                                      |                     |                  |                    |                                 |   |                                 |                          |                              |
|        | <b>Total</b>  |               | <b>395,832,691</b>                   | <b>73,038,500</b>   | <b>-</b>         | <b>322,794,191</b> | <b>119,008,714</b>              | <b>9,544,000</b>  | <b>194,241,477</b>              | <b>143,738,693</b>       | <b>50,502,784</b>            |





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

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

## 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.

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

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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**

|  |                         |
|--|-------------------------|
| <b>Total gross expenditures planned over the life of the by-laws</b> | <b>\$ 4,610,603,829</b> |
| 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          |
| <b>Net Costs to be recovered from development charges</b>            | <b>\$ 2,493,135,784</b> |

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 DC<sup>1</sup> 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.

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<sup>1</sup> 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**

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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/<br>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.

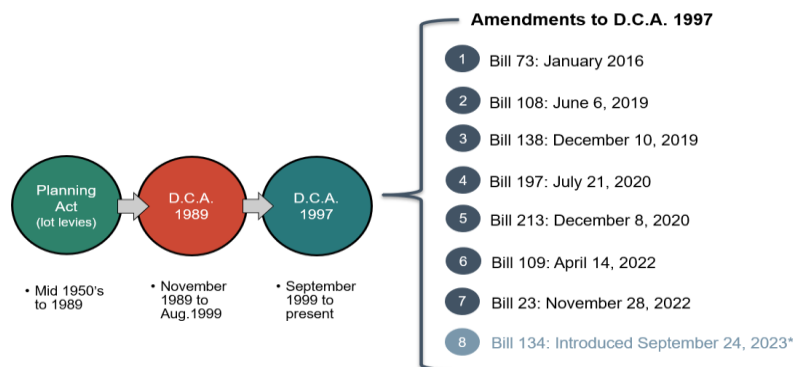
Since then, the Province has released several pieces of legislation affecting development charges, including: *Smart Growth for Our Communities Act, 2015* (Bill 73), *More Homes, More Choice Act, 2019* (Bill 108); *Plan to Build Ontario Together Act, 2019* (Bill 138); *COVID-19 Economic Recovery Act, 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**

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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**

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**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<br>At least 20 days prior to the public meeting  |
| Public Meeting   | February / March 2024<br>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<br><br>Council – May 8, 2024 or May 22, 2024<br><br>(Dates dependent on outcome of the Public Meeting)<br><br>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](mailto: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**

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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](mailto: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**

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The 2019 DC By-law, as amended, includes 18 services or classes of services<sup>2</sup>. 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 DC<sup>3</sup> 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.

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

<sup>3</sup> 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**

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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**

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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**

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

**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**

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- (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**

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- (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**

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**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**

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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**

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**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](mailto: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:



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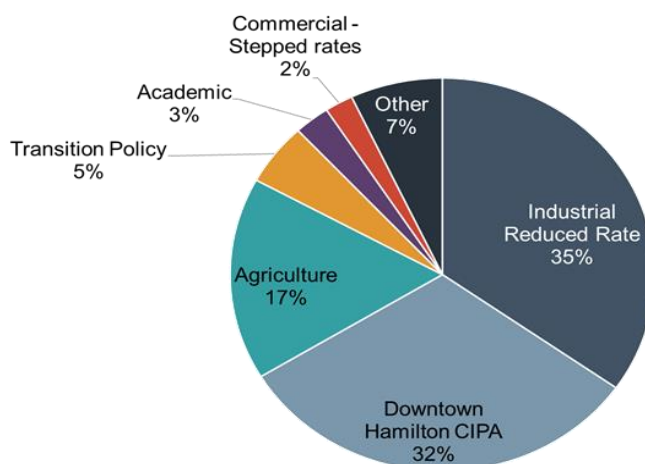
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- 80% of the calculated DC in year 1 of the DC By-law,
- 85% in year 2,
- 90% in year 3,
- 95% in year 4, and
- 100% in years 5 through 10.

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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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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- (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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**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:

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- 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.

|   | <b>Staff Recommendation</b> | <b>Alternative</b>          |
|---|-----------------------------|-----------------------------|
| 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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- 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.

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**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

| <b>RECOMMENDED DISCRETIONARY DEVELOPMENT CHARGES EXEMPTION POLICIES</b> |  |                       |   |
|---|--|-----------------------|---|
| <b>Discretionary DC Exemption</b>                                       | <b>Current Policy</b>  | <b>Recommendation</b> | <b>Recommended Policy</b>   |
| Downtown CIPA   | Downtown Community Improvement Project Area (CIPA) - 40% DC discount except for office development 70%   | Modify                | <ul style="list-style-type: none"> <li>Remove DC exemption of 40% for residential development</li> <li>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</li> </ul> |
| Industrial Reduced Rate   | City-wide 37% discount of the current industrial DC rate - applicable for industrial developments  | Modify                | <ul style="list-style-type: none"> <li>Remove reduced rate exemption (37% reduction) for industrial development</li> <li>Maintain discount for Production and Artist Studios</li> </ul>   |
| 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"> <li>Remove industrial expansion (detached) DC exemption for all City-wide industrial developments</li> </ul>   |
| 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"> <li>Remove DC exemption - similar benefit through new Community Benefits Charge (CBC)</li> </ul>   |
| Heritage Building   | City-wide 100% DC exemption for adaptive reuse of a Protected Heritage Property  | Keep with no change   |   |



| <b>RECOMMENDED DISCRETIONARY DEVELOPMENT CHARGES EXEMPTION POLICIES</b> |   |                       |                           |
|---|---|-----------------------|---------------------------|
| <b>Discretionary DC Exemption</b>                                       | <b>Current Policy</b>   | <b>Recommendation</b> | <b>Recommended Policy</b> |
| 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"> <li>• 1st 5,000 square feet: 50% of charge</li> <li>• 2nd 5,000 square feet: 75% of charge</li> <li>10,000+ square feet: 100% of charge</li> </ul> | 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**


| <b>Policy and Reference in the 2019 DC By-law</b>                                     | <b>Recommendation</b>   |
|---|---|
| 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>   |

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**Page 2 of 2**

| <b>Policy and Reference in the 2019 DC By-law</b>                                 | <b>Recommendation</b>  |
|---|--|
| 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**

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

## 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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- (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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### 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.

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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   |
| <b>Total</b>     | <b>201,856,498</b>            | <b>(50,754,739)</b>   |

\*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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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



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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.
- GMBBlueplan
- Arcadis IBI Group
- The City receives feedback and correspondence through the City's email address below:

[DCBackgroundStudy@hamilton.ca](mailto: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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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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- 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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- 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<br>"Council-adopted<br>Urban Boundary" | Outside<br>"Council-adopted<br>Urban Boundary" –<br>Connecting to<br>Municipal Water /<br>Wastewater* | Outside<br>"Council-adopted<br>Urban Boundary" –<br>Not Connecting to<br>Municipal Water /<br>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