

# **City of Hamilton**

## **Benefits of 18m road allowances**

Presentation by:



October 6, 2015

# Introduction

*The City is currently in the process of revamping its Engineering Guidelines.*

*While a major point of importance throughout this relatively long process, the current version of the guidelines recently given to HHHBA for review/comment has completely eliminated the possibility of 18m road allowances*

*The rationale given was that the City requires sidewalks on both sides of all streets.*

*We acknowledge this position of the City, and are not proposing a change to this policy.*

*We proposes that the City not only consider, but mandate the use of 18m road allowances wherever feasible.*



# Background

- *In 2012, HHHBA made a presentation before this same committee regarding sidewalks and minimum road allowances.*
- *At that time, we had requested deferral of decisions until a comprehensive review with the engineering guidelines which is currently underway.*
- *In the first version of the proposed new guidelines, 18m road allowances were included, with notes from the consultant that options for a version with 2 sidewalks would be reviewed.*
- *several options for an 18m road allowance were provided by Cole Engineering, the City's consultant, for consideration by the City and the liaison group that reviewed those guidelines*

# Background

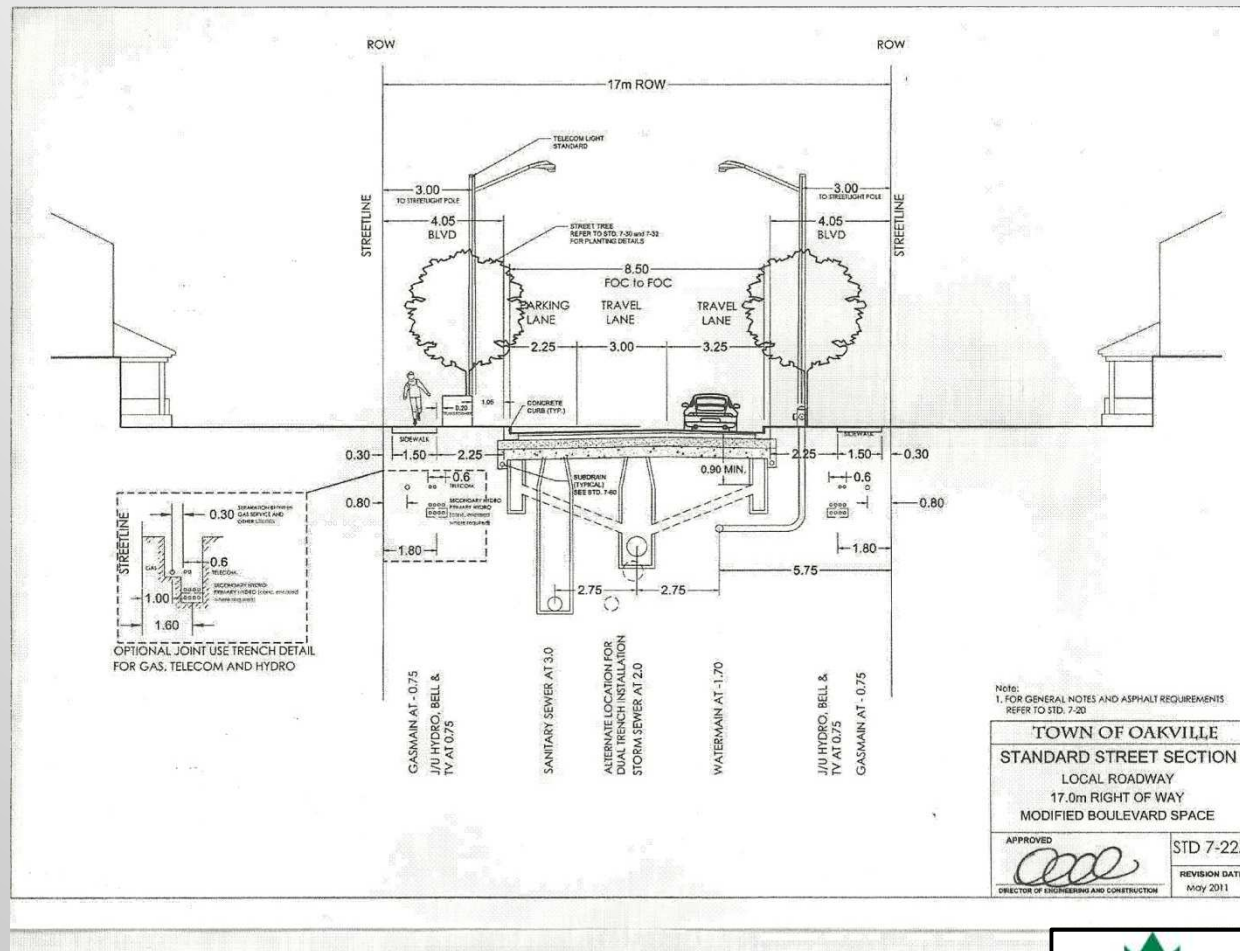
- *It was noted during the process that the UCC had issue with considering a reduced road allowance*
- *Staff agreed to arrange a meeting whereby Guy Paparella, lead on the file, and an HHHBA representative could meet with UCC to discuss what issues that group may have*
- *HHHBA was then advised that we would not be permitted to meet with UCC*
- *HHHBA was further advised that staff would meet with UCC and report back.*
- *No reporting occurred.*
- *Submissions were made on the original version of the guidelines in the Fall of 2014 – approximately 1 year ago.*
- *The newest partial version of the guidelines was received September 4, 2015 with no response to our submissions prior to that date.*
- *The intent of this submission is not to be a review of the engineering guidelines, which is very technical in nature, but to focus on the issue of road allowance widths.*

# Minimum Right-of-Way (ROW)

- Numerous neighbouring municipalities use ROWs of 16m - 18m with sidewalks on both sides of the roads
- These include: Kitchener, Milton, Markham, Burlington and Oakville, all municipalities the City considers when reviewing policies from a best practices perspective.
- These municipalities also have standards for local roadways with even smaller ROWs and a sidewalk on one-side only

# Right-of-Way

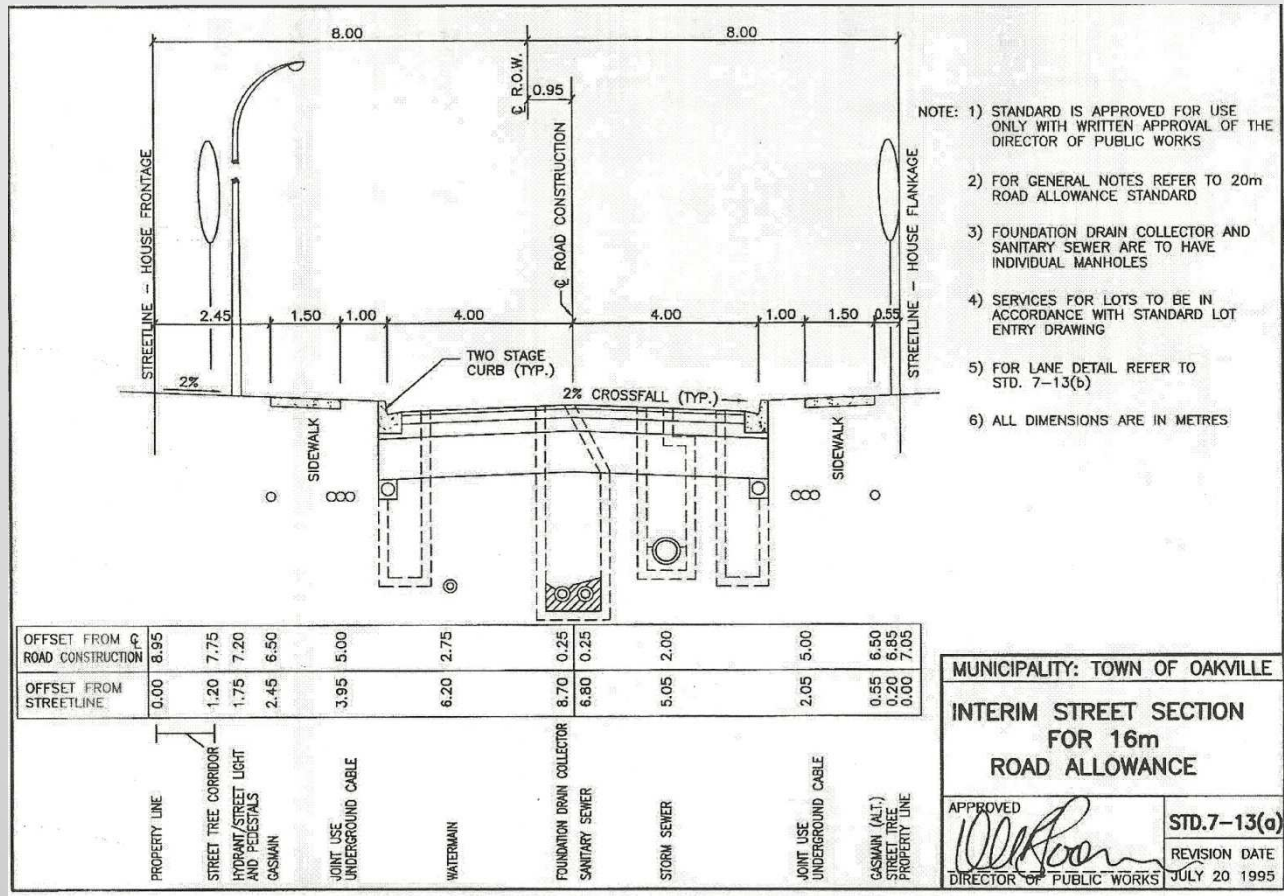
Example No. 1 Town of Oakville – 17m ROW with two sidewalks





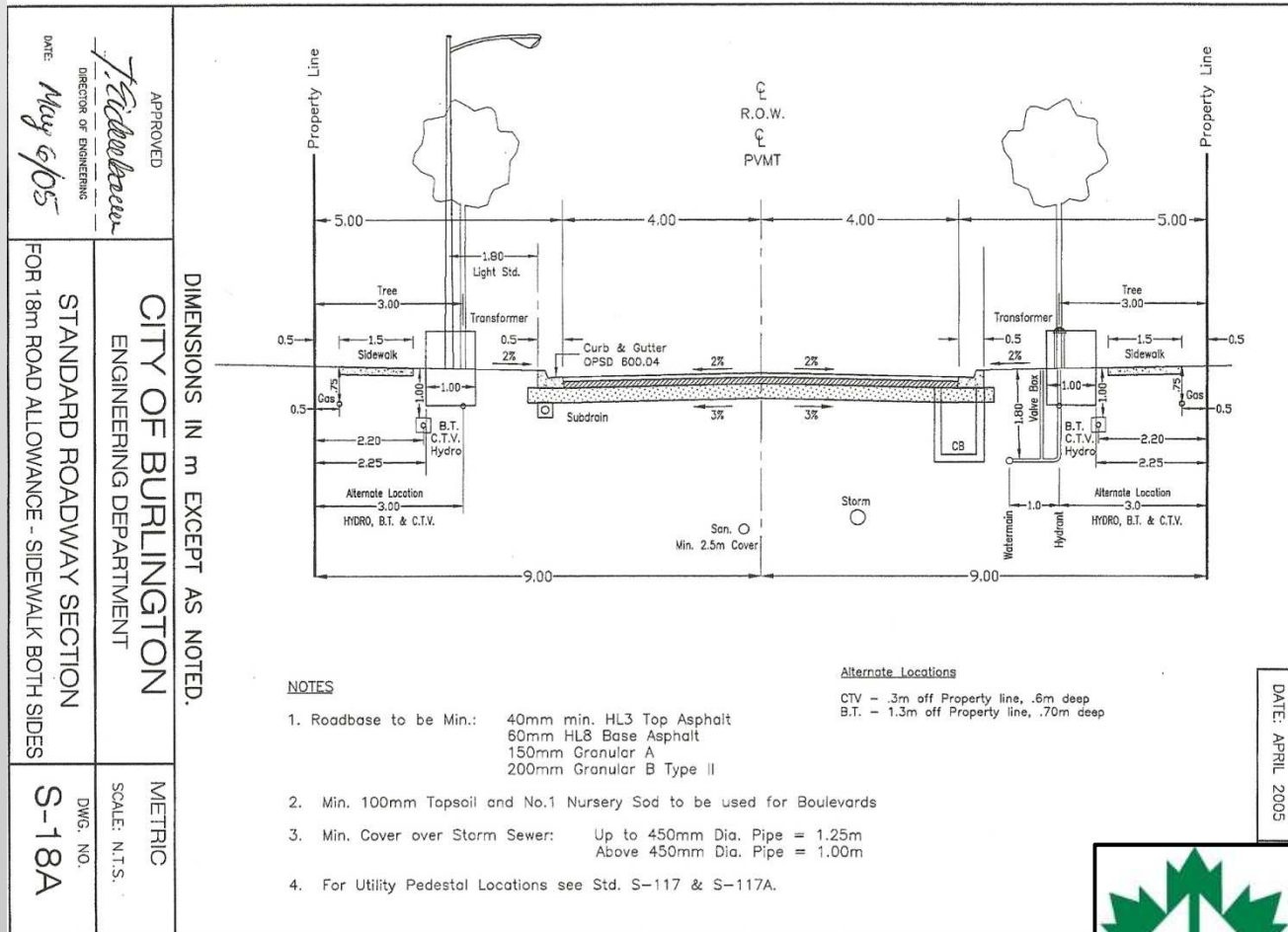
# Right-of-Way

Example No. 2 Town of Oakville – 16m ROW with two sidewalks



# Right-of-Way

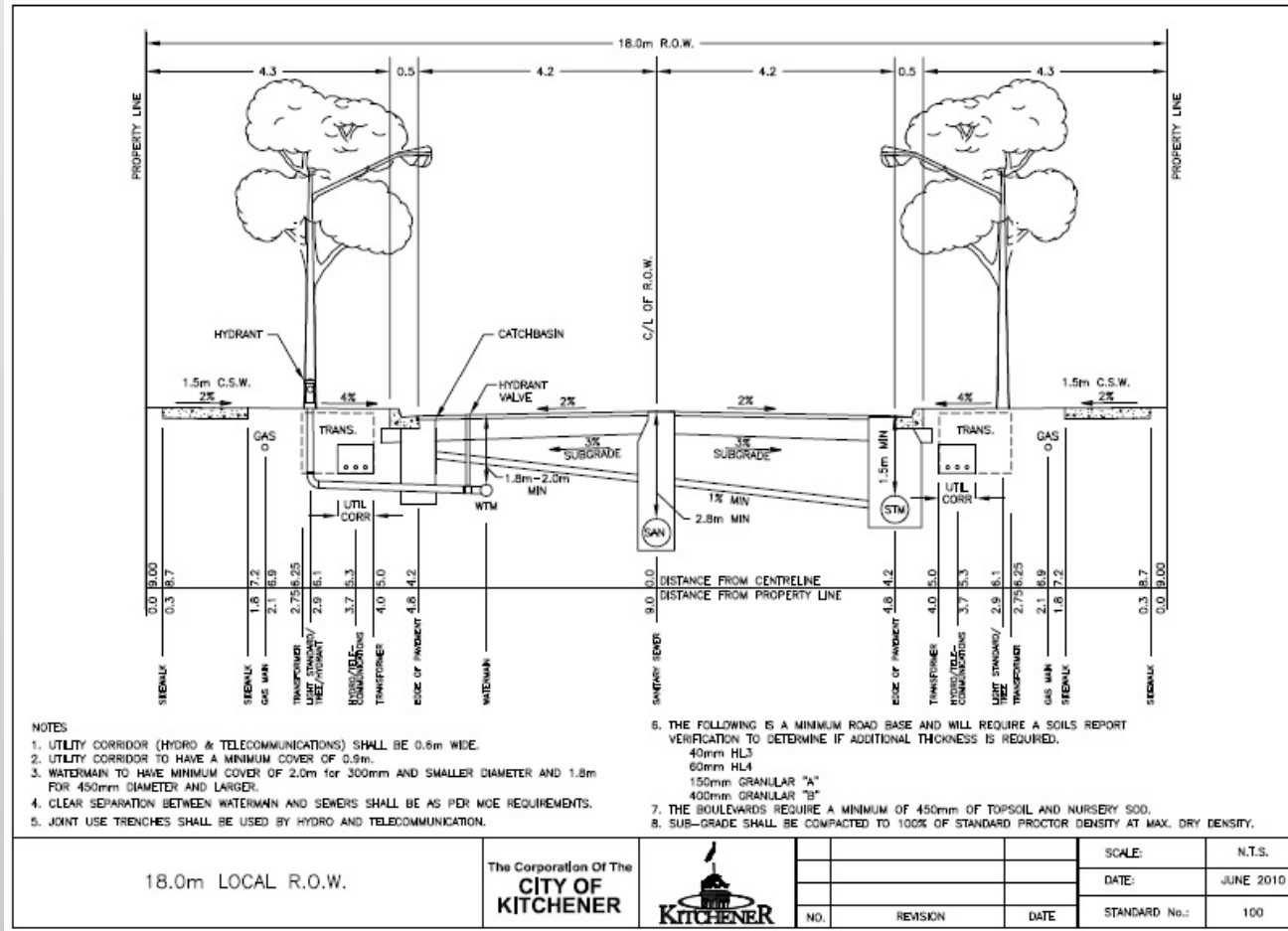
Example No. 3 – City of Burlington – 18 m ROW with two sidewalks





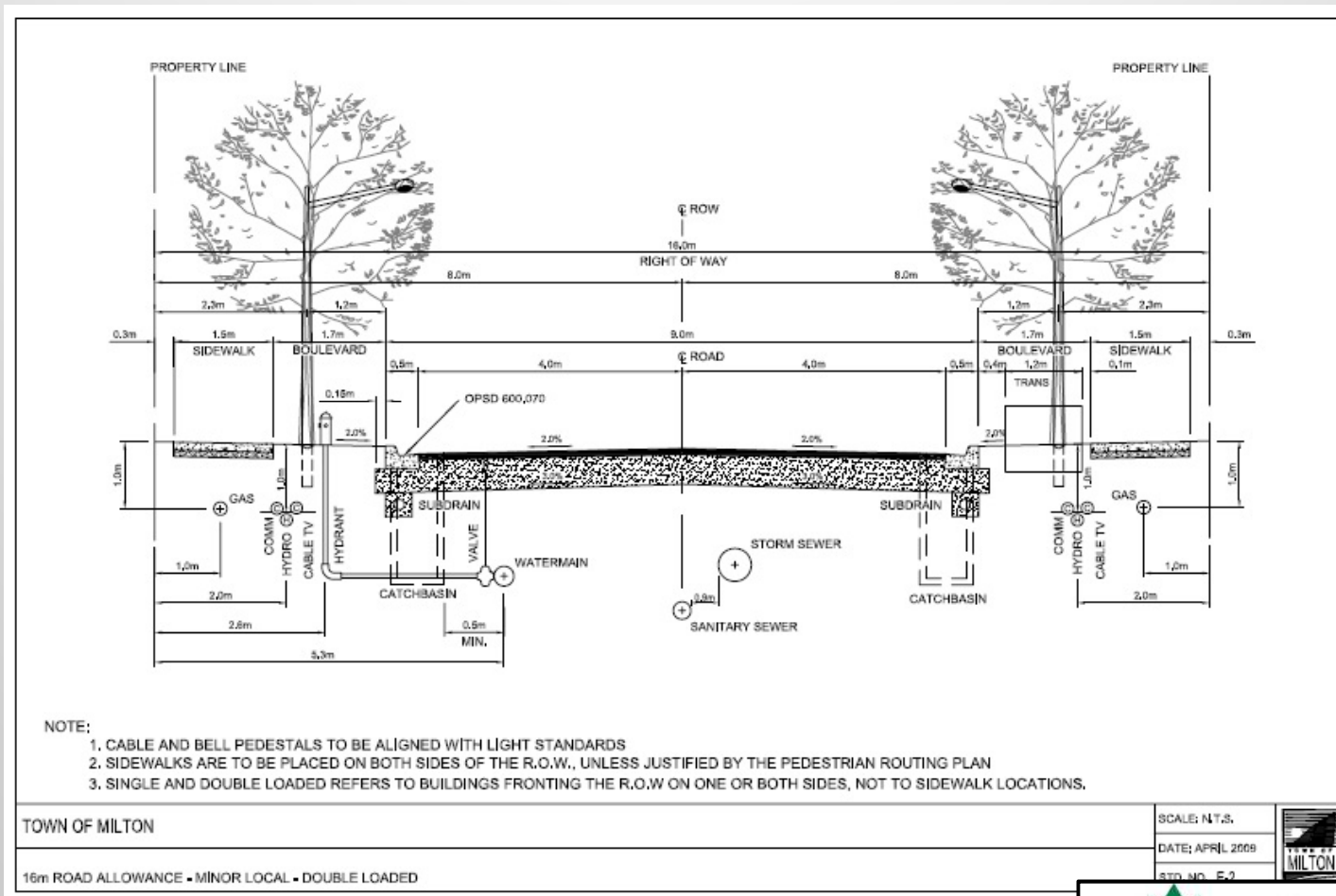
# Right-of-Way

## Example No. 4 – City of Kitchener – 18 m ROW with two sidewalks



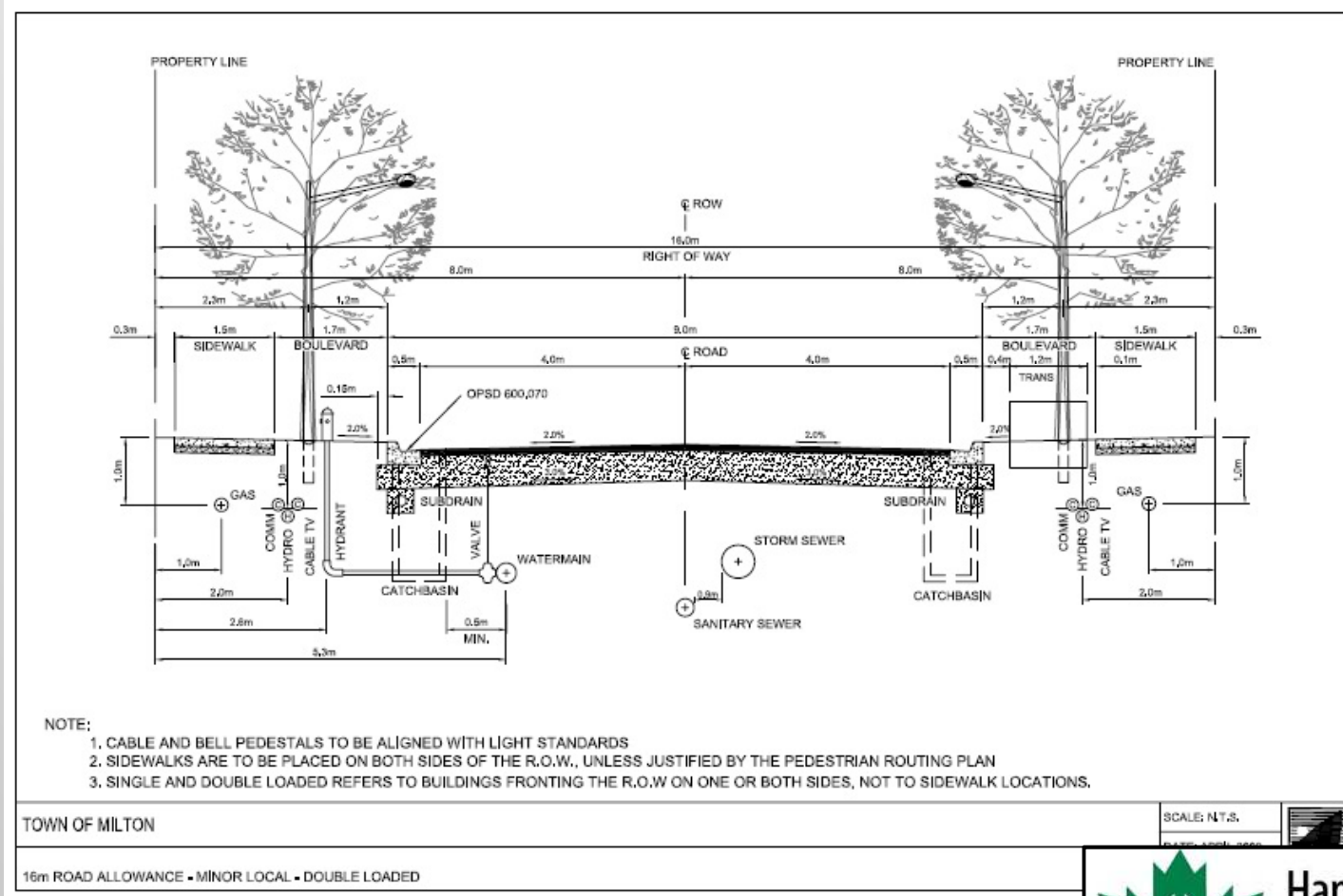
# Right-of-Way

Example No. 5 – Town of Milton – 18 m ROW with two sidewalks



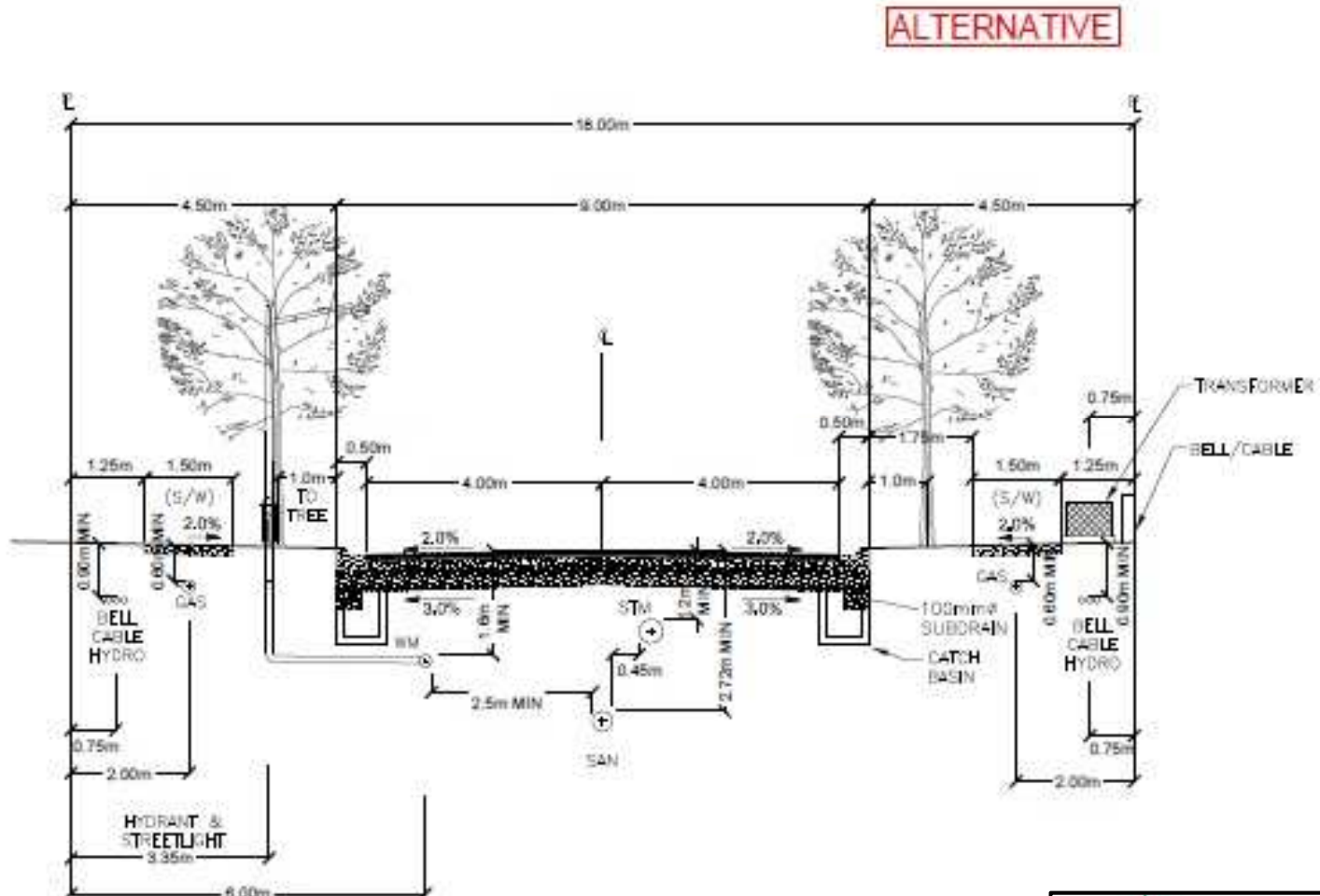
# Right-of-Way

Example No. 6 – City of Markham – 18.5 m ROW with two sidewalks



# Right-of-Way

Made for Hamilton 18m ROW with 2 sidewalks as proposed by City consultant



# Impacts of NOT implementing 18m ROW

- **Intensification** - Inconsistency with the Provincial requirements under Places to Grow and Provincial Policy Statement
- There is a requirement to use what greenfield land we have wisely. This is also just good business. Why create local roads with 20m road allowances if 18m will work?

## **FINANCIAL IMPLICATIONS TO THE CITY AND ITS RESIDENTS:**

- **Tax Revenue** - Loss of taxes to City due to less homes constructed in same
- **Higher New Home Prices** – Additional costs directly borne by new home buyers
- **Lost Employment** – Each new home built represents roughly 3 person jobs per year; reduction in development density means less job creation per development



# Impact on Intensification

- Provincial Policy Statement (PPS) and Places to Grow Growth Plan mandate higher density forms of development, as well as provision of a range of affordable housing options
- Proposed Policy would increase ROWs and reduce achievable development density
- Reduction in achievable development density leads to a higher price per house and makes intensification targets more difficult to achieve



# Impact on Intensification

(Originally presented to Committee in December 2012)



- Summit Park Phases 1-4
- This example shows a reduction of in development density with sidewalks on both sides and wider ROWs
- Loss of 2 single family dwellings, 14 condo townhouses and 2 street townhouses



# Less Tax Revenue to City (as of December 2012)



## **Example: Summit Phases 1 – 4**

(Subdivisions bounded by Dakota, Fletcher, Rymal and Hydro corridor)

In this case, moving to 20-metre ROWs would have resulted in 14 fewer condos, 2 fewer street townhouses (THs) and 2 fewer single family dwellings (SFD)

14 THs + 2 street THs at \$2,959 each  
2 SFD at \$5,109 each (average)

**Total lost taxes  
= \$57,562 per year**

# Less Tax Revenue to City

(August 2015 update)

***Example: Summit Phases 1 – 4***

(Subdivisions bounded by Dakota, Fletcher, Rymal and Hydro corridor)

In this case, moving to 20-metre ROWs would have resulted in 14 fewer condos, 2 fewer street townhouses (THs) and 2 fewer single family dwellings (SFD)

In 2015, CMHC reports that the average single family house price for 2014 for Hamilton was \$547,592

Using a variety of tax areas within the City, the taxes for such a home are approximately \$7,000 per year (rounded down to be conservative using Ancaster, Stoney Creek, Dundas, as Hamilton and Glanbrook are higher).

Assuming the value of a street townhouse is \$350,000, the taxes for each of the 14 THs would be \$4,500.

The estimated lost tax revenue in 2015 dollars is:

**\$77,000 annually for this subdivision alone.**



## Other Costs or Lost Opportunities

### ***Additional land costs borne by homeowners:***

The land costs that have to be borne by the new home owner as a result of a change in the policy is as follows:

A 10m wide single family lot = 10 sq.m. of land = \$1,235.00

A 6m wide townhouse = 6 sq.m. of land = \$741.00

\*Based on a land price of \$500,000 per acre or \$1,235,000 per ha, or \$123.50 per sq. m of land

### ***Lost jobs:***

For the example subdivision alone, the lost person-year jobs are  $16 \times 3 = 48$

# Conclusions

Staff have indicated that just because other cities do it, it does not mean Hamilton has to.

This is true.

But the question must be asked: if all of these municipalities can, why CAN'T Hamilton?

# Request

Ask Staff to specifically address the issue and provide justification for the elimination of 18m, and request that they use 18m ROW unless completely unviable otherwise.

