



2019 Development Charge Study: Local Service Policy

Development Charges Stakeholders Sub-Committee

City of Hamilton

September 13, 2018

Agenda – Local Service Policy Presentation



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

Refinements to the Growth Forecast



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

Growth Forecast



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

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

² Based on population excluding Census undercount.

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

Growth Forecast



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

¹ Includes an estimated Census undercount of approximately 3.7%

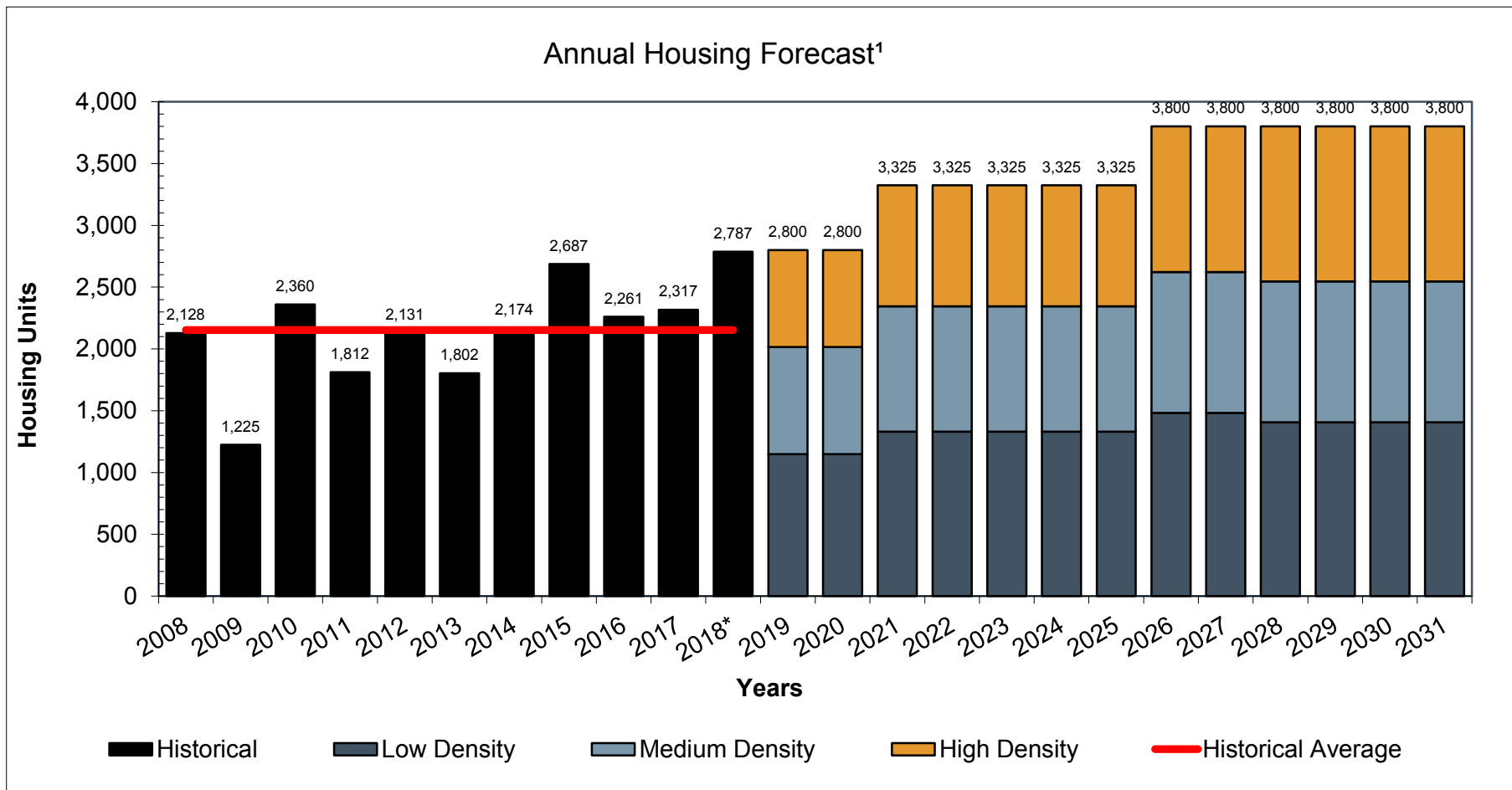
² Singles and semi-detached

³ Townhouses

⁴ Apartments

Note: Numbers may not add up due to rounding.

Growth Forecast



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

Growth Forecast



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

Note: Numbers may not add up due to rounding.

Growth Forecast



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

Note: Numbers may not add up due to rounding.

Local Service Policy - Overview



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

Local Service Policy - Overview



Items to Consider in Local Service Policy

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

Local Service Policy - Overview



Update on Bill 73: No Additional Levies

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

Local Service Policy – Parkland



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

Local Service Policy – Natural Heritage System



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

Local Service Policy – Water/Wastewater



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

Local Service Policy – Water/Wastewater



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

Local Service Policy – Stormwater



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

Local Service Policy – Stormwater



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

Local Service Policy – Stormwater



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

Local Service Policy – Stormwater



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

Local Service Policy – Stormwater



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

Local Service Policy – Stormwater



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

Local Service Policy – Services Related to a Highway



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

Local Service Policy – Services Related to a Highway



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

Local Service Policy – Services Related to a Highway



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

Local Service Policy – Services Related to a Highway



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

Local Service Policy – Services Related to a Highway



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

Local Service Policy



- Questions

Up Next:

- 2019 Development Charge Background Study:
Historical Service Standards